



I-15/Starr Avenue Interchange Frequently Asked Questions

1. Why does the state need another interchange?

The Starr Avenue interchange will redistribute current and projected traffic volumes at the I-15 interchanges at Cactus and St. Rose Parkway. Without the new interchange, it is projected that congestion will occur at the existing interchanges in future years.

2. Why do we need another traffic signal on Las Vegas Boulevard?

A new traffic signal at Las Vegas Boulevard and Starr Avenue is warranted according to NDOT traffic studies. Prior to NDOT's construction of the Starr Avenue interchange, two separate local projects will have been completed at the Las Vegas Boulevard/Starr Avenue interchange. The City of Henderson is improving Starr Avenue from St. Rose Parkway to Las Vegas Boulevard. Also, Clark County is improving Las Vegas Boulevard to three lanes in each direction, from just south of Silverado Ranch Boulevard to St. Rose Parkway.

Contact information for each project is listed below.

*Starr Avenue from St. Rose Parkway to Las Vegas Boulevard
Scott Fiedler, City of Henderson
scott.fiedler@cityofhenderson.com*

*Las Vegas Boulevard from Silverado Ranch Boulevard to St. Rose Parkway
Spring Dineen, Clark County Public Works
spring.dineen@clarkcountynv.gov*

3. Is this project being coordinated with the possible expansion and widening of Las Vegas Boulevard?

The expansion/widening of Las Vegas Boulevard is a separate project being undertaken by Clark County Public Works. NDOT and Clark County Public Works are coordinating efforts on each project. For more information on the Las Vegas Boulevard expansion, please contact:

*Spring Dineen, Clark County Public Works
spring.dineen@clarkcountynv.gov*

4. What are your plans for Starr Avenue between Dean Martin and Valley View, which is only a one-lane road today?

Currently there are no plans to widen Starr Avenue between Dean Martin Drive and Valley View Boulevard.

- 5. Regarding the pedestrian traffic along Starr Avenue, in between Bermuda and Las Vegas Boulevard, will there be dedicated pedestrian crossing signals in that area? What are the plans for pedestrian safety, since the project is between a school and other public facilities?**

The referenced area falls within the improvements to Starr Avenue from St. Rose Parkway to Las Vegas Boulevard. That is a City of Henderson project; contact information below:

*Scott Fiedler, City of Henderson
scott.fiedler@cityofhenderson.com*

- 6. How will this project address traffic noise for the properties near the interchange?**

A new traffic noise analysis of the I-15/Starr Avenue Interchange project was conducted using current design features, updated traffic data (current and projected), and existing area conditions. The analysis was conducted according to parameters established in federal regulations, guidance, and NDOT policy. The area of study focused on the previously identified residential development west of I-15 and north of Starr Avenue.

Considering the current design, the existing privacy wall constructed as part of the development provides effective traffic noise mitigation. A traffic noise abatement measure, such as a new concrete soundwall adjacent to the residences, was not found to be warranted.

There may be noticeable increases in traffic noise during construction, but these will be temporary and intermittent, associated with the I-15 detour along the newly constructed ramps while the interchange bridge is being built. This noise increase will end when the interchange is completed and open for regular operation.

Also, NDOT's construction contract specifications will include practical noise mitigation measures such as muffling exhausts, ensuring that equipment is maintained properly, and making sure all stationary equipment is shielded and/or as far as possible from residences.

- 7. There is road material that can reduce noise. Can you use that material when you construct this project?**

The project is using open-graded asphalt, which produces the least amount of road surface noise.

- 8. Will you be installing a soundwall along the eastern side of the freeway?**

No, NDOT will not be installing a soundwall at this location. Residences east of Las Vegas Boulevard are more than 2,500 feet from I-15. Local roadways in closer proximity are more significant contributors to traffic noise. While meteorological conditions can influence the movement of traffic noise, a perceptible change due to the Starr Avenue Interchange project at I-15 will not be realized at this distance. Any traffic noise abatement measure such as a soundwall along I-15 would therefore have no effect.

The Environmental Assessment (EA) included evaluating receiver locations east of Las Vegas Boulevard in the area of Starr and Cactus Avenues (See Figure 10D in the EA). The result was no qualifying traffic noise impact (See Table 9 in the EA), and further consideration of a traffic noise abatement measure was not warranted or required. The EA can be accessed here: <http://nevadadot.com/starr/>.

9. NDOT indicated at the October 22, 2015, public information meeting that an additional wall would be built next to the existing property wall along the southbound I-15 exit ramp. Why is this wall not part of the current design?

This idea was proposed at the meeting to address as-yet-unanalyzed potential traffic noise and safety concerns voiced by residents at the meeting. Since that meeting and using updated design and traffic data, it was determined that a traffic noise abatement measure such as a new concrete soundwall adjacent to the residences was not warranted. Additionally, the current design includes a 42-inch high concrete barrier rail along the western edge of the southbound exit ramp. This design is in conformance with American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA), and NDOT design standards. This project will therefore not include a new wall directly next to the existing property wall along the southbound I-15 exit ramp.

10. Will you build a sound barrier along Starr Avenue?

The updated traffic noise study of the current design indicates that the existing privacy wall constructed as part of development provides effective traffic noise mitigation for the projected future levels of new traffic along Starr Avenue between Dean Martin Drive and I-15. New soundwalls adjacent to the residences are therefore not warranted.

11. Can vibration from construction cause damage to homes?

NDOT has performed research regarding vibration due to construction activities for this project and has determined that damage to properly built structures should not occur. Vibrations rapidly decrease as they pass through soils, and vibrations are anticipated to be well below expected damage threshold limits near structures. Construction vibrations can often be perceived at levels far less than would be considered damaging to residential structures.

12. During construction, are you going to minimize air quality issues such as dust?

The Clark County Department of Air Quality (CCDAQ) is the air pollution control agency for all of Clark County. NDOT's contractor is required to obtain a Dust Control Permit from CCDAQ and adhere to its terms and conditions. Also, Clark County and NDOT have inspectors on project sites to make sure that the contractor is adhering to permit conditions. Complaints for air quality concerns can be made directly to CCDAQ (702-385-DUST or email: DustHotline@ClarkCountyNV.gov).

13. What studies were done for pollution?

For the 2008 Environmental Assessment (EA), NDOT conducted an air quality analysis of the project corridor, including a new interchange at Starr Avenue, and neither a violation of the national ambient air quality standard (NAAQS) nor worsening of air quality was realized. The EA can be accessed at <http://nevadadot.com/starr/>.

Currently, given the low 2040 projected annual average daily traffic (AADT), this is a project of “no concern,” per Federal Highway Administration (FHWA) and U.S. Environmental Protection Agency regulations, with no potential for meaningful mobile source air toxin (MSAT) effects. Mitigation for long-term air quality effects is not warranted. Rather, given the benefits of the project, it will aid in improving and/or lessening effects to air quality.

Since the project will be completed in less than five years, further assessment for air quality is not required. Reasonable and standard engineering practices and institutional controls will be used to minimize short-term construction effects and effects to air quality will be intermittent, short-term, and temporary.

14. Will we be able to review the result of the environmental studies, so we know what’s coming?

Documentation addressing the review of potential environmental impacts of the current interchange design will be made available on the project website when completed in July 2016: <http://nevadadot.com/starr/>.

15. When construction starts, for those of us who live especially close to the interchange, what are our resources and who can we call if we have issues?

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