

# WELCOME

## SR 160/159 Corridor Study Public Information Meeting



### Meeting Locations

September 19th: Nye Communities Coalition

September 21st: Vista's Community Center

September 20th: Windmill Library

September 22nd: Blue Diamond Recreation Center





# Corridor Study Process

## What is a corridor study?

A corridor study is a transportation planning study that takes a focused look at a roadway. The study will understand the existing conditions throughout the corridor and identify priorities that should be addressed. The study will establish a vision for the corridor – what do you want it to look like and how should the corridor function. The end-result is an action plan for improvements that identifies short-term fixes and longer-term improvements.

## What does a corridor study include?

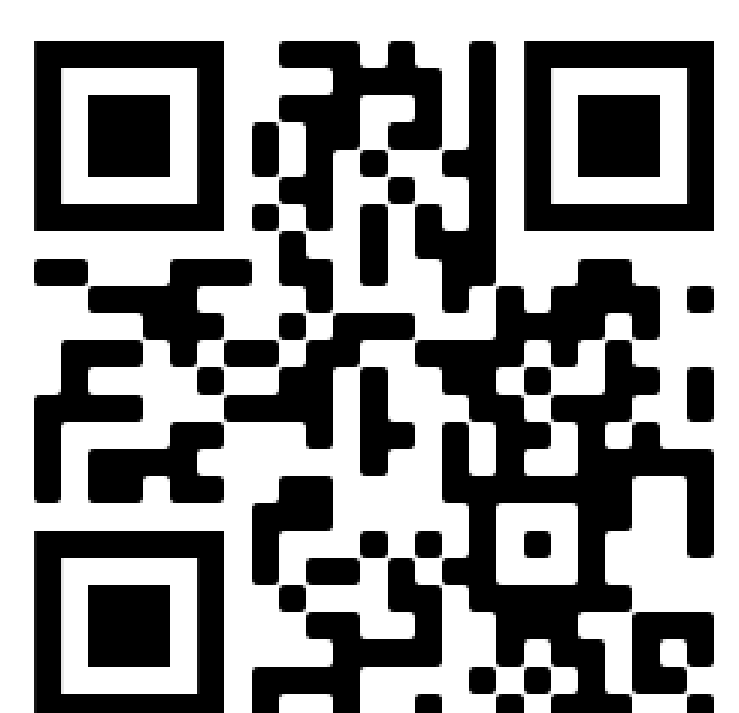
- Understand existing conditions throughout the corridor: What priorities are we trying to address?
  - Establish a vision for the corridor: What do you want to see the corridor look like?
- Develop an action plan for improvements, including interim fixes and longer-term changes



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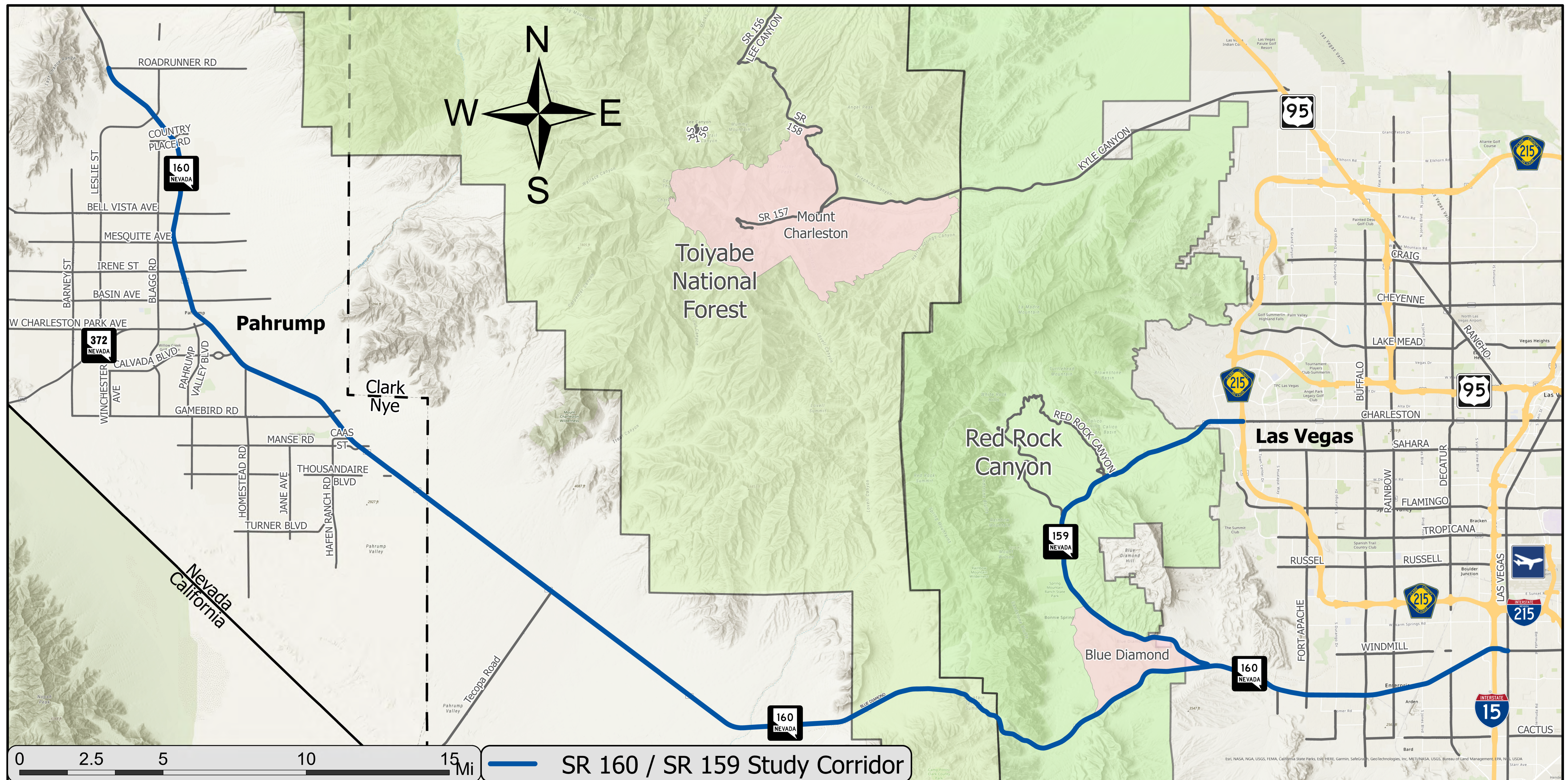


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# PROJECT STUDY AREA



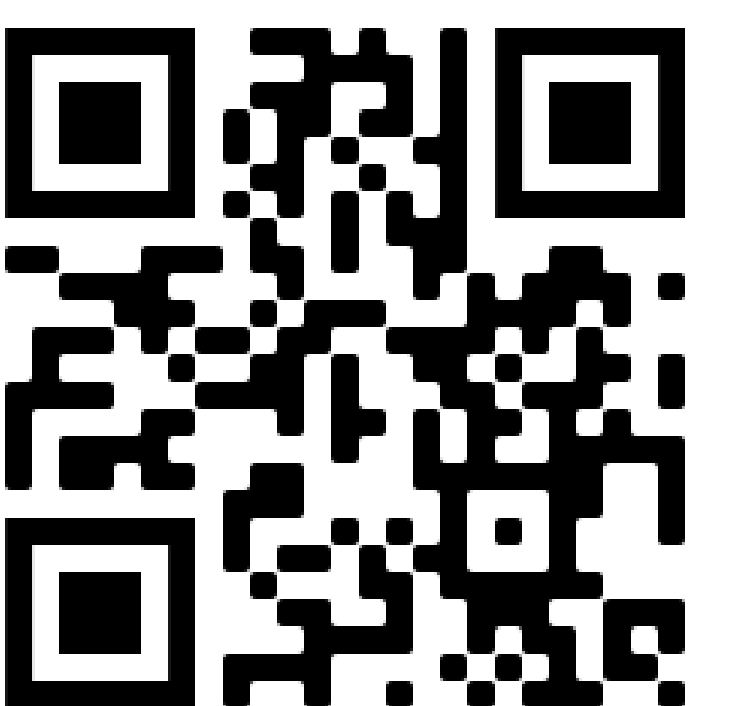
## Study Limits:

- State Route 160 (SR-160) from Las Vegas Boulevard to Roadrunner Road in Pahrump.
- State Route 159 (SR-159) from the SR-160 junction to CC-215 in Summerlin.

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# Typical Roundabout Design



## **ROUNDAABOUT INSTALLATION**

The goal of roundabout installation is to provide enhanced intersection traffic control and safety by reducing vehicular speeds through roadway curvature when entering, driving through, and exiting the roundabout.

## **SAFETY**

The installation of roundabouts along SR 159 will provide safer u-turn opportunities, while reduced speeds may decrease crash severity.

## **PEDESTRIAN & BICYCLIST ACCESS**

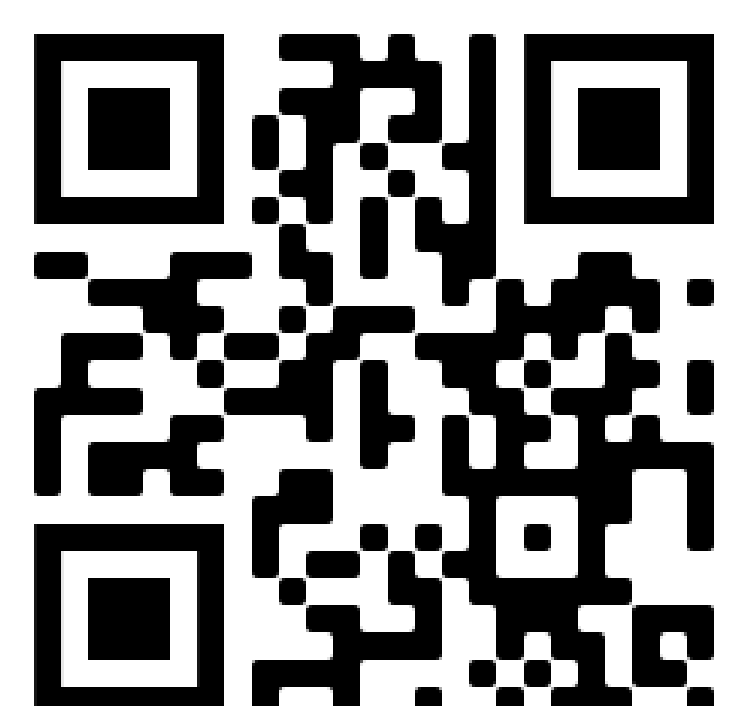
Pedestrian and bicyclist access through roundabouts will be evaluated on a case-by-case basis to provide efficient and safe travel through intersections.

*The improvements identified on this map are conceptual in nature and subject to change through the planning, environmental, and design process.*

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# SR 159 Preliminary Study Recommendations

The map below shows where and what type of potential improvements are recommended for SR 159.



## PRELIMINARY STUDY RECOMMENDATIONS FOR FEEDBACK

Roundabouts are proposed at the following intersections:

- Calico Basin
- Red Rock Visitor Center Entrance
- Red Rock Canyon Overlook
- Red Rock Scenic Loop Exit

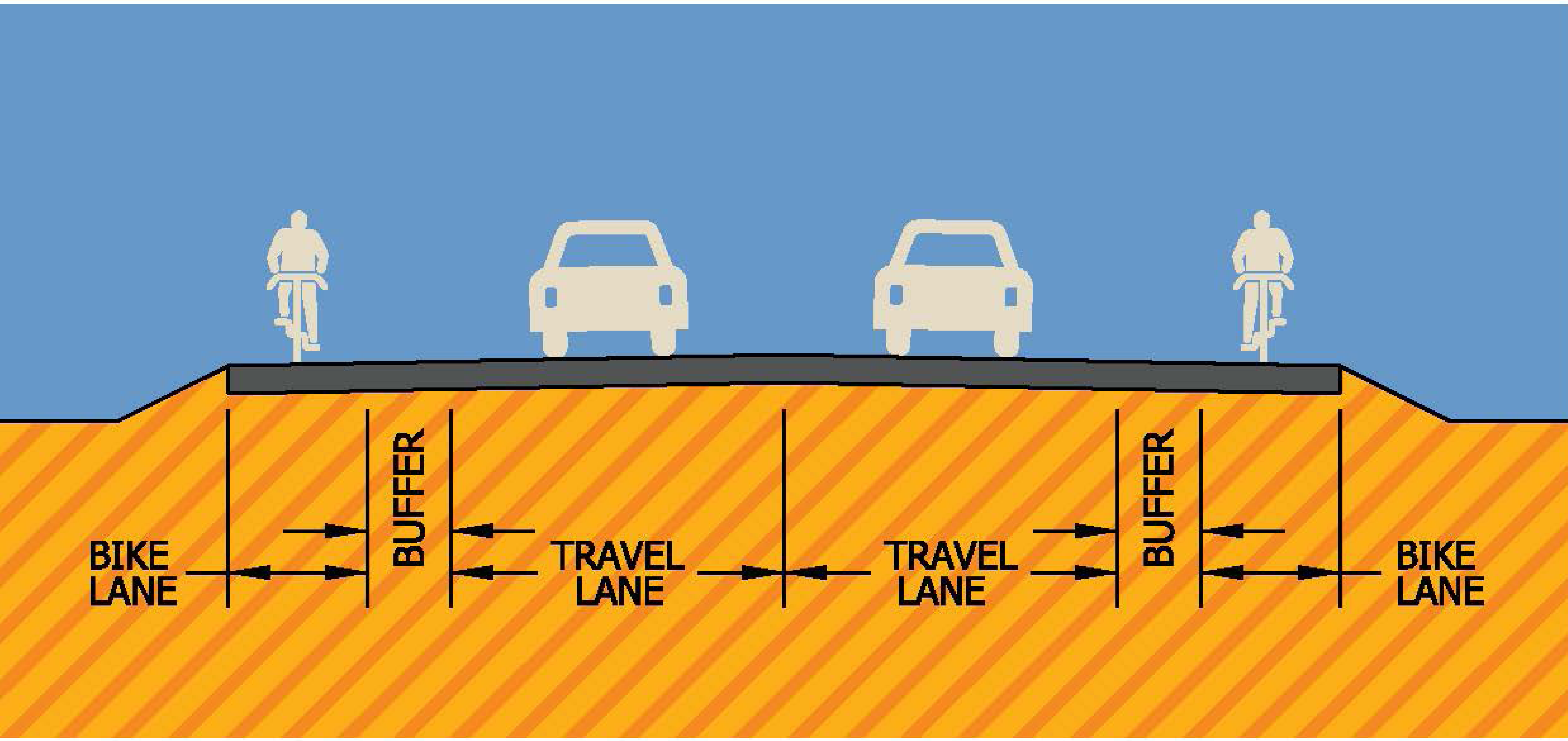
Parking and Trailhead improvements are proposed at:

- Middle Oak Creek Trailhead
- South Oak Creek Trailhead
- First Oak Creek Trailhead

*These improvements will be a coordinated effort between BLM and NDOT.*

A traffic signal at the Sky Vista intersection is anticipated to be constructed in conjunction with Phase 1 of the Red Rock Legacy Trail in 2023.

A designated bike lane with buffer from the travel lanes in each direction is proposed for SR 159.



SR 159  
SKY VISTA TO SR 160

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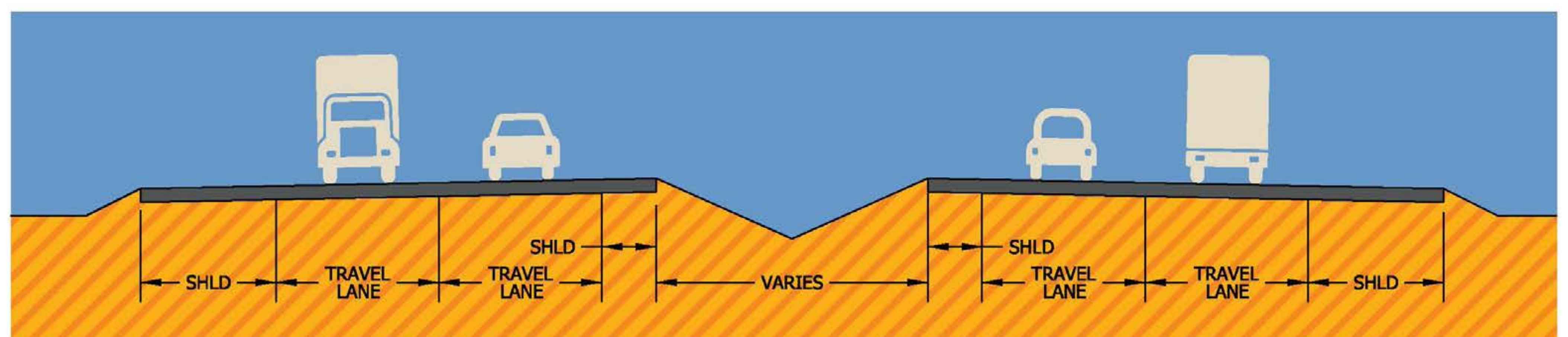
# SR 160 Pahrump Preliminary Study Recommendations

The map below shows where and what type of potential improvements are recommended for SR 160.



## ROADWAY WIDENING

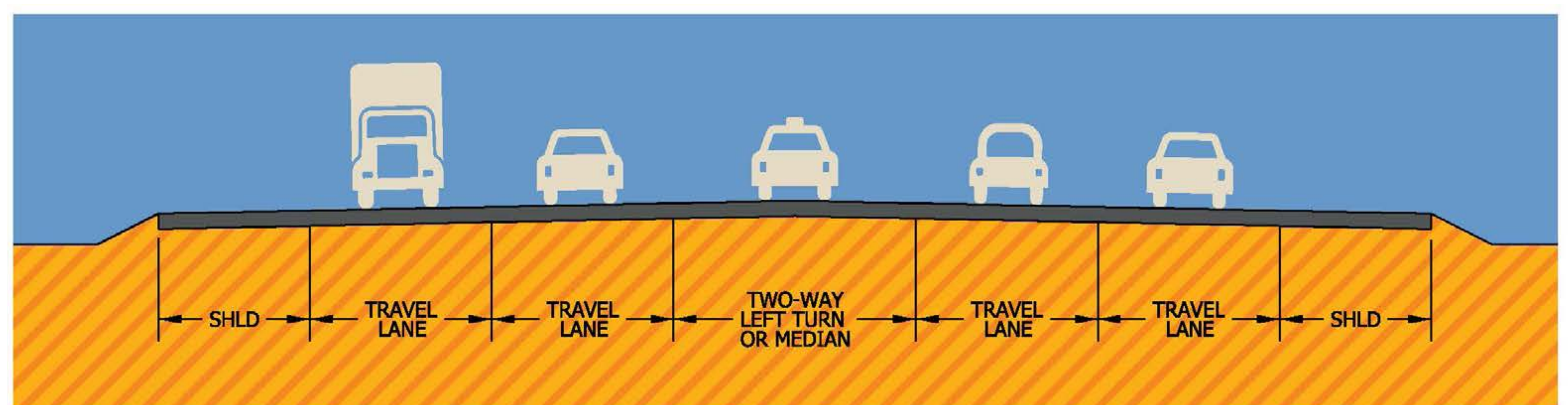
Widening the existing two-lane facilities (one lane in each direction) to provide a four-lane facility (two lanes in each direction) with a center turn lane or raised median island would provide a consistent roadway throughout the developed area.



PAHRUMP AREA  
MABES STREET TO MANSE ROAD

## INTERSECTION IMPROVEMENTS

Intersection improvements (such as roundabouts) should be considered to provide safe and efficient access from local streets to SR 160 when warranted by traffic volumes.



PAHRUMP AREA  
MANSE RD TO RAINBOW AVE  
LOCKSPUR AVE TO ROAD RUNNER RD

Improvements for the intersection of SR 160 and SR 372 are in the preliminary engineering phase.

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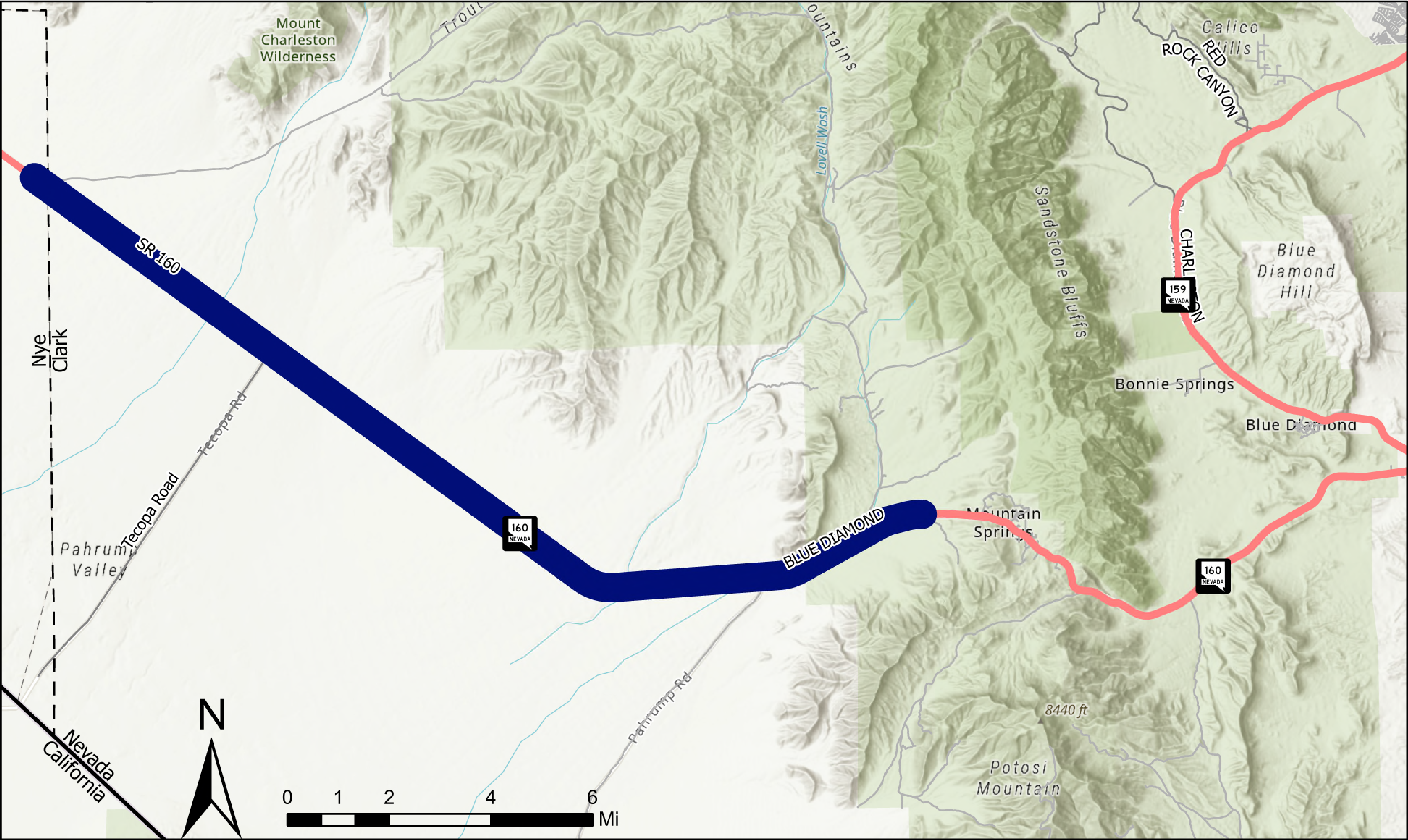
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# SR 160 Rural Area Preliminary Study Recommendations

The map below shows where and what type of potential improvements are recommended for the rural portion (Mountain Springs to Pahrump) of SR 160.



■ Median Slope Flattening

## RECENT ROADWAY ENHANCEMENTS

NDOT recently implemented more than \$100 million in roadway enhancements along SR 160 from SR 159 to Pahrump. Improvements included:

- Roadway widening
- Installation of a new median barrier

## MEDIAN ENHANCEMENTS

Enhancing the safety of the center median by flattening the median slopes from Mountain Springs to Pahrump should be considered as a future potential improvement.



Recently constructed widening and median barrier.



Median area of potential slope flattening.

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# SR 160 Southwest Las Vegas Preliminary Study Recommendations

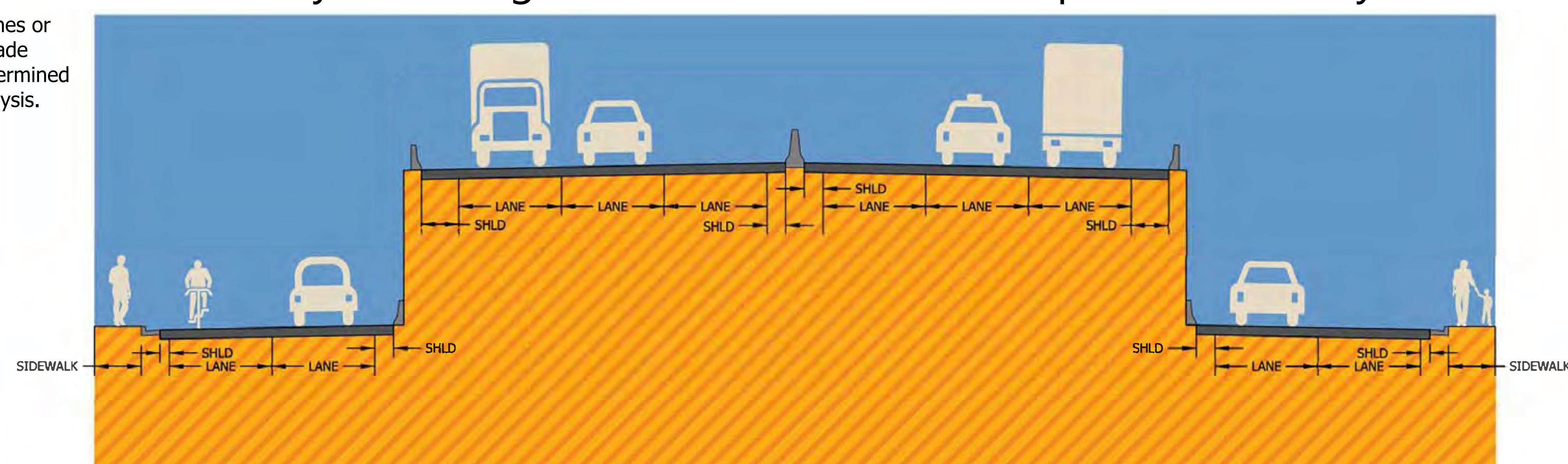
The map below shows where and what type of improvements are recommended for the Southwest Las Vegas section of SR 160.



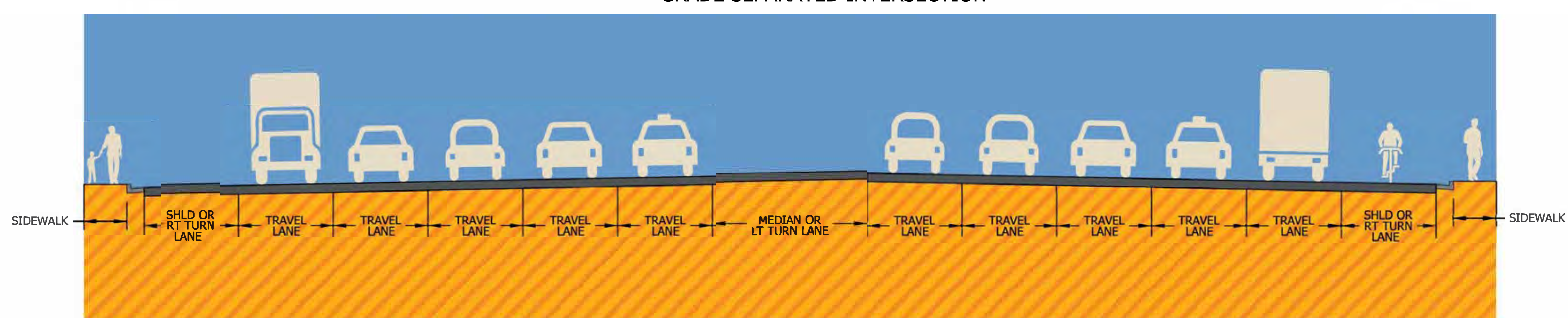
■ Roadway Widening

■ Additional Operational Analysis

Note: The lane configuration (four-lanes or six-lanes in each direction) for the grade separated intersections would be determined during the additional operational analysis.



GRADE SEPARATED INTERSECTION



STANDARD ROADWAY WIDENING

## ADDITIONAL OPERATIONAL ANALYSIS

A higher-level roadway system is needed for Decatur Boulevard to I-15 to accommodate the traffic volumes, limited right-of-way, and existing utilities. A more thorough evaluation is recommended to review the feasibility and cost-benefit of the potential alternatives. This may include roadway widening, frontage road systems, grade-separated intersections, or a combination of these alternatives to address long-term needs and adequately minimize delays in this area.

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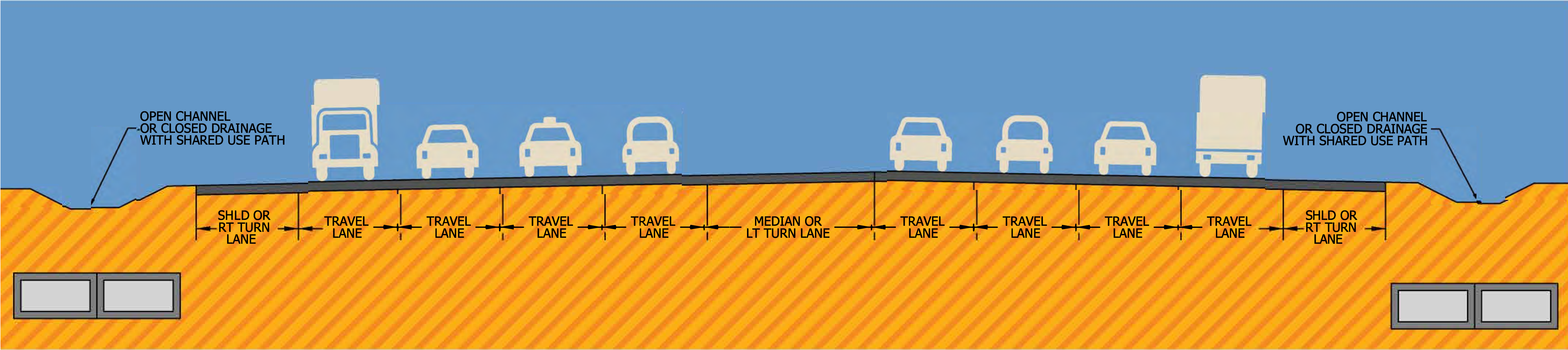
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# SR 160 Southwest Las Vegas Preliminary Study Recommendations

The map below shows where and what type of improvements are recommended for the Southwest Las Vegas section of SR 160.



## ROADWAY WIDENING

A four-lane facility (each direction) with a raised median (similar to the existing Rainbow Boulevard to Decatur Boulevard) is being proposed from Fort Apache Road to Decatur Boulevard. Drainage, pedestrian, and cyclist facilities need to be discussed to ensure a safe and effectively balanced corridor.

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