

New to NDOT

Scott Anthony, Big Smoky
Charles Beck, Carson City
Edward Boyd, Lovelock
Garrett Carson, Las Vegas
Kristopher Cordova, Carson City
Jake Davis, Reno
Dean DeCarlo, Elko
Felicia Denney, Carson City
Lydia Farrier, Battle Mountain
Virginia Frobos, Carson City
Chris Galon, Las Vegas
Kyle Grayson, Las Vegas
Teresa Harzewski, Carson City
Steven Henricksen, Carson City
Kevin Jackson, Carson City
Velynda Kimes, Las Vegas
Richard Kniefel, Eureka
Shawn Kohltfarber, Carson City
Leonard Lake, Yerington
Geoff Landry, Carson City
John Lednisky, Emigrant Pass
Shawna Loop, Carson City
Gary Milich, Lovelock
Amanda Perez, Carson City
Spencer Quintanilla, Las Vegas
Reese Rigsby, Carson City
Robert Smith, Emigrant Pass
Brett Spahan, Wells
Michael Spanier, Mina
Michael Wagner, Carson City
Allison Wall, Carson City

Happy Trails!

Harlan Alvarado, 15 years, Reno
Ron Blakemore, 2 years, Carson City
Bill Crawford, 30 years, Carson City
Tom Dericco, 27 years, Reno
Deborah Hanson, 25 years, Carson City
Tony Kaiser, 25 years, Reno
Thomas McCormick, 22 years, Carson City
Gary Johnson, 42 years, Carson City
Pedro Mendoza, 31 years, Elko
Roy Quilici, 19 years, Reno

Way to Go

Department of Transportation may not be descriptive enough when things get hairy in rural areas. That says nothing about fire and bugs. **Elko, Emigrant and Winnemucca crews** all pitched in at the end of June when huge fires were threatening the area of Suzie Creek. NDOT operators used motor graders and dozers to create fire lines. We also provided traffic control as needed. Our efforts may have saved homes and other property.

A firefighting team from Washington sent thanks because **Crew 351** set out "truck crossing" signs on highway near the group's base camp out of Jiggs. "The signs helped to slow down and alert motorists of the increased heavy equipment traffic associated with our fire fighting efforts. Thanks for responding quickly when the need arises."

Crew 327, Northfork/Independence, is on the scene plowing and sanding the disgusting mess our roads become when Mormon crickets are on the march. The compliment came in specifically for thanks in keeping SR 225 passable. Mountain City, ID resident Larry Monroe appreciates the efforts in keeping our roads safe.

We're not through with the Elko compliments. The Department of Information Technology sent out a letter complimenting several crews for their help with construction of a microwave station. Those mentioned include **Ken Wiley, Mark Pate, Ed Green and Crews 341, 370 and 726.**

Satisfied motorist: "Just wanted to pass on my thanks for the great job you are doing on the Highway 28 resurfacing from California through Incline. I travel the entire stretch at least a couple of times a day and you are doing a great job with minimal disruption. Thanks!" **Pete Booth's Crew 905** earned the compliment.

We can't leave out Southern Nevada: A big compliment goes out to **Dale Smith of Crew 127** of Searchlight. A motorist was stranded with a flat tire on a trailer. The spare was also flat so Smith volunteered to take the tire to CalNevAri to fill it up. In the words of Susan Shaw of Scottsdale, AZ: "Thank



Dale Smith

you so much. Who knows how long I would have been stranded there? Dale is a special man who goes above and beyond the call of duty. He helped me out of a very difficult and frustrating situation. In a world where people do not seem to care Dale's help restores my faith in my fellow man."

Also in southern Nevada, contractor Hoolihan's Excavating had nothing but praise for the assistance provided by **Mario Gomez, Lynnete Ronzone, Bill Johnivan, Ray Smith, and Napoleon Ocampo** on the SR-160 project. "It has been a pleasure to work with them," the head of the company said. "The state is fortunate to have such competent employees."



Centerline is published by The Nevada Department of Transportation

Fred Hinners
Public Information Officer
1263 South Stewart Street
Carson City, Nevada 89712
(775) 888-7172

Governor Kenny C. Guinn
Transportation Board Chairman

Members:

Lorraine Hunt
Lieutenant Governor
George Chanos
Attorney General
Steve Martin
State Controller
Jim Thornton
Tom Gust

Fr. Caesar Caviglia

Jeff Fontaine, P.E.
Director

www.nevadadot.com



New Program Easily Tracks Hours

PROGRAMMER—Brenda Hogarth of Elko created a computer program to track operator hours on each type of equipment. The program also tracks CDL dates and when certifications need to be renewed.



Supervisors and equipment operator instructors now have a much better device at their fingertips to track the number of hours maintenance employees have on each piece of equipment.

Thanks to the resourcefulness of Brenda Hogarth, an administrative assistant in the Elko office, a new Access database makes it easy to send a report in by e-mail every two weeks documenting the hours on equipment.

"I have some experience in the training field, and I had some time on my hands, so I asked Bob Adams if he would like me to provide him an easier spreadsheet," Hogarth said.

"I had taken an introductory course in Access but realized I needed more experience, so I signed up for advanced Access at Great Basin College. I created a spreadsheet for each one of the crews, with a page for each employee. Keeping track of operator hours is important for promotion and knowing how experienced workers are on equipment.

"I had a lot of fun doing the program and appreciate the people at NDOT who encouraged me to learn how to do this."

District III and II are now using the program.

Jeanne Marden, equipment operator instructor, calls the program excellent. "The database tracks everything. It flags overdue equipment certification, CDL physicals, CDL expiration dates, crane and rigging certification, and MSHA (Mine Safety and Health Administration) certificates.

"It provides us with a lot of information. There's no reason anyone should become overdue if they are paying attention to the database," Marden said.

"Another capability Brenda has done is e-mailing supervisors with a click of a mouse if something is flagged."

Marden said if employees are faithful about entering their data, "it will keep a running total of their entire career, from the minute they're trained until they retire." The Winnemucca EOI said she

would also like to see a database tracking accidents by operators.

Equipment operator instructor Eric Trujillo of Ely is also glad to have the system. "Brenda made things more simple and gave me more time to concentrate on what's important. It keeps track of equipment hours, flagging certifications and fall protection. It's user friendly and there's not a whole lot you can do wrong. She did a great job and helped me out, for sure."

The program has proven so valuable that Information Services will create a version for statewide use. "It's in the works," programmer Gary Schrempf said. "We are talking with the maintenance people now to find out what their requirements are. We are in the early stages at this point, but we are working in that direction.

"The Access database is good but it doesn't have statewide tracking. We hope to accomplish that with an Oracle database."

Hogarth's program is also a big hit in District II. Bill Walters, equipment operator instructor, entered all of the necessary data for maintenance employees in December. "It's working great; it's so much better than what we had in the past."

Walters said he would like to see the current system upgraded so that everyone could see it on a read-only basis in Sharepoint.

"I know Brenda took a class on her own time to learn this," Walters said. "She did a great job and came down here to Carson City for a couple of days to show the program to us and change it to fit our needs."

Political Signs Popping Up



'TIS THE SEASON—Office seekers and their campaign staffs looking for high visibility locations for signs sometimes place them on NDOT right-of-way. When that happens, the signs are carefully removed, their location noted on the back of the sign, and they are taken to the nearest maintenance yard to be returned. NDOT tries to avoid the hassle of taking signs down, and all who file for public office are given a bright fuchsia brochure with guidelines on sign placement.

Hawthorne Faces Challenges Summer and Winter



PICTURE DAY—Crew 237's Juan Lopez, Tony Capriola, Dennis Miller, Charles Jones and Supervisor Paul Harmon paused for a photo before heading out to clear mud from the roadway and culverts following a thunderstorm.

You could say the Hawthorne Maintenance Station has the best of both worlds: summer heat that creates thunderstorms and washouts, and mountain passes that have to be plowed in the winter.

At the southern edge of District II, the Hawthorne crew has to deal with whatever nature and the driving public throws at it, just like other maintenance crews. But a week in mid-July was more hectic than usual. A semi truck driver hauling pet food ran off US-95 near Hawthorne, overcorrected and put the rig on its side. He blocked both lanes and shoulders.

The accident occurred at 8 p.m. and the crew had to provide traffic control for 12 hours until the rig could be unloaded and righted. Eight hours after that the thunderstorm struck on SR-359 and tons of mud and rock flowed across several low spots in a two mile section. SR-359 is the road leading to Bridgeport and



WARNING—With shoulders nothing more than treacherous mud on SR-359, Juan Lopez sets out a warning to motorists to stay on the pavement.

Lee Vining in California.

With a hotter than usual summer around the state, thunderstorms that usually pop up in August and September are making an earlier appearance. A couple of days after the thunderstorms, work was still being done to improve shoulders and clear around culverts. In some cases the amount of damage to culverts was unknown because the ground was too wet to excavate.

In winter the road is also a challenge, with Anchorite Pass at 7,626 the final Nevada hurdle before driving to California ski resorts.

About the only thing missing from the Hawthorne maintenance experience is Mormon crickets. The hot summers and lack of vegetation seem to confine them more to northern and central Nevada, but stay tuned.

Supervisor Paul Harmon is a 10-year veteran of NDOT and lead man Charles Jones has 25 years. Juan Lopez has worked for NDOT 10 years and Dennis Miller has worked seven months for NDOT. Tony Capriola is the summer construction aide.

The four-man crew is responsible for a long section of US-95, which sees a large amount of truck traffic. Harmon hopes the rising cost of oil won't mean a reduction in chip sealing efforts and a deterioration of the highway.



DEFT TOUCH—Charles Jones guides a loader with a sure hand on SR-359, moving mud from the shoulder and changing the landscape around a culvert. Jones also took material from the high side of the road to build up the shoulder on the low side.

Gary Johnson Retires



Next time you are driving through the Carlin Tunnels or even just driving around on interstates in northern Nevada, give a thought to Gary Johnson, who is retiring with 42 years at the Highway Department and NDOT.

Johnson's first job was laying out the tunnels and interstates in the desert of northern Nevada with chains, transits and stadia rods. His long

career, which gave him the current third-longest tenure with the department, also saw him working on a construction crews with Bill Hoffman, Sr., and Homer Anrig. Johnson also had 17 years in planning, and a stint in advanced engineering with Frank Page as his supervisor. Advanced engineering worked on railroad crossings and off-system projects.

For the past several years Johnson has worked in the Maintenance and Operations Division. "This has been a good place to work," Johnson said "I've enjoyed the people I've worked with and what we do." Johnson is retiring as a maintenance management coordinator who audits maintenance crews and their equipment, labor and materials.

Bill Crawford Bridging NDOT and Retirement



Bill Crawford is a rarity. He's spent his entire 30-year career at the Bridge Division of NDOT, moving up through the ranks to retire August 18 as the head of that office. Counting summer jobs with NDOT and FHWA and the fact that he was hired right out of college as an engineer, this agency has been his entire working life.

He's done well after a slightly inauspicious start. Crawford said of the 10 civil engineers hired out of UNR in 1976, he did the worst on the oral interviews. But this was before the rotational engineer program, and when he expressed interest in working on structures, Bridge became his first and permanent home.

His career has been straightforward with eight years in design, eight years as a supervisor, six years as assistant bridge engineer in charge of design, and eight years as head of Bridge.

Along the way he's picked up a few honors and put his stamp on a number of important projects around the state. He was chosen for the peer review committee for the San Francisco Bay Bridge by FHWA; he was the project manager for the award winning Center Street Bridge in Reno; he was one of those who came up with the segmented construction program for the Las Vegas Spaghetti Bowl; and was involved in the design of the impressive Hoover Bridge now under construction.

Crawford has also been chosen for AASHTO subcommittee work on Bridges and Structures; and instrumental on seismic retrofit of state-owned bridges.

"My first job with the Highway Department was in 1971. It was a summer job where I learned to pick up weeds and dead animals," Crawford said. "But I was good at math and engineering seemed like a good fit in college." Crawford said structural engineering interested him the most, and Bridge was his top choice.

The Highway Department had financial problems the next two summers, so Crawford worked on FHWA construction crews. Upon graduation in 1976 with a civil engineering degree, Crawford joined the Highway Department.

At one point in his career, "I was looking outside the department, but I'm glad I didn't take the job. The construction industry took a downturn in the late 1970s."

As with most everything else, design has seen major changes over the years. "The only computer programs we had for calculations were in FORTRAN 66 language on our main frame," he said.

"All the drafting and geometry were done by hand. It used to take more time and more people to design a structure and it was not as sophisticated as it is today," Crawford said. "We have computers that can predict more accurately how a structure will react under different conditions. We had to design bridges much more conservatively because we didn't know how to model them. The way we do business today is much more specific and technical."

The Bridge chief says he plans to take some time off before exploring his options in the world beyond NDOT.



RECOGNIZED—Mike Lampshire, Rocky Boice, Meike Verebely, Chuck Hill and Scott Reeves of Crew 270 were recognized by Director Jeff Fontaine for their vital work in helping Storey County restore its water service when one of its water lines failed. Supervisor Ron Millim wrote: "The crew assisted in fixing a water line that serves Virginia City, Gold Hill and Silver City. Storey County was not set up for the kind of traffic control needed, nor did they have a pavement saw. Although our part was small, it helped in restoring water to those areas in a short time." Paul Peterson of District II Permits was also nominated for an ERP award for his timely help in restoring water service.



THIRTY YEAR AWARD—Patty Polish of Material Pavement Design is congratulated by Director Jeff Fontaine and Deputy Director Susan Martinovich for her three decades of service. Jerry Dyke of Planning/Traffic Information also marked 30 years with the agency.

Staying Safe

NDOT and other state agencies have adopted a Statewide Safety Plan for Nevada that you will be hearing more about. In the meantime, please be aware of the most common situations that are part of fatal crashes and guard against them. Because vehicle crashes can have several influences, these percentages show multiple factors:

- 1) Not using safety belts (57%)
- 2) Run-off-the-road crashes (40%)
- 3) Alcohol-related crashes (35%)
- 4) Intersection crashes (19%)
- 5) Inattentive and fatigued drivers (18%)
- 6) Involved a driver under 21 (17%)
- 7) Pedestrian/vehicle crashes (15%)