

Way to Go

DONATING TIME. GIVING HOPE.

Just over a year ago, NDOT Crew 901 Engineering Tech **Trish Hodgson** was diagnosed with invasive ductal carcinoma. Many NDOT employees generously donated leave time to Trish during her cancer treatments. And recently, all of NDOT was glad to hear good news from Trish.

"As of today, I am cancer free and feeling great! My heartfelt thanks go to everyone who donated their time and best wishes," Trish said in an e-mail message to all NDOT employees. "This thanks comes not just from me, but from my nine-year-old little girl."

MAPS FOR KIDS



Monica Pechous (pictured in center with map) and classmates.

When 10-year-old Monica Pechous was learning about Nevada recently with fellow fourth-grade students at Glen Taylor Elementary School in Henderson, she decided NDOT's official Nevada state highway map would give the clearest diagram of the entire state.

Her father, NDOT Las Vegas Right-of-Way Agent Roy Pechous, made a call to John Burgess and Rick Free in the NDOT Carson City Cartography Division, and the mapping gurus soon sent 35 highway maps from which the children could learn more about Nevada.

"The maps were a big hit with our class project, and all the kids enjoyed them," Monica said.



Members of the Research Division are expert in researching various transportation methods, equipment and procedures, from safety to snow plows. On August 20, the first annual Research Day will show how the important research is performed. All NDOT employees can stop by the free event for details on NDOT research projects, product evaluations and library services. Employees will even learn how to submit research ideas that may evolve into important NDOT research projects. Portions of the event will be telecast to district offices. Further information is available at (775) 888-7223 or (775) 888-7895.

Welcome

Steven Beus, *Las Vegas*
Stephen Bones, *Las Vegas*
Logan Buchanan, *Carson City*
Jason Coddling, *Las Vegas*
Linda Emerick, *Tonopah*
Linda Evans, *Elko*
Charles Fletcher, *Carson City*
Erlinda Guillier, *Las Vegas*
Robert Jungnitsch, *Las Vegas*
Kody Littlefield, *Las Vegas*
Charles Peartree, *Elko*
Bartolo Ramos, *Wells*
Ryan Sandoval, *Ely*
Lisa Singleton, *Las Vegas*
Daniel Theriault, *Reno*
Eugene Warren, *Carson City*
Ed Young, *Carson City*

Thanks for Serving!

Billy Felix, 19 years, *Las Vegas*
Dale Newlin, 17 years, *Carson City*
Larry Maestas, 20 years, *Las Vegas*



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NEW MAINTENANCE STATION OPENS TO SERVE SOUTHERN LAS VEGAS

NDOT's brand-new south Las Vegas maintenance station will soon open to meet the transportation needs of an ever-growing southern Nevada.

The 26,265-square-foot concrete block building will be home to crews 141, 142, 150, 152, 157 and 159, as well as new stockroom and mechanic crews assembled from District 1 stockroom and shop professionals. Eight vehicle storage bays, five service bays, six crew rooms, a welding shop and various storage rooms will give the crews room to carry out their important tasks. Meanwhile, the station's new communication system will integrate with the FAST traffic control system headquartered next door to allow for quick incident response on the area's busy highways.

With the new building located just off of I-15 and I-215, crews will avoid costly and time-consuming travel by working out of the station before heading for projects on I-15 and other outer areas.

"It allows us to provide even better customer service," Assistant District 1 Engineer for Maintenance Joe Martinez explained. "It will quicken the response time to the south valleys, including I-15, U.S. 95, I-215, Mountain Springs and Pahrump, because the new maintenance station is closer to those areas. And, with an equipment shop, stockroom and specialty crews, it will be more than a maintenance station. It will be a 24-hour operation during the work week."

Constructed under the expert eye of NDOT architect and Project Manager Stephen Teed, designs for the station were perfected over a period of years before construction began in June 2006.

"Steve did a great job of overseeing project design and construction," Chief Maintenance and Operations Engineer Bill Hoffman said. "He was able to balance some very complicated design issues and still provide District I what was needed. It ended up being a great project for the Department."

NDOT Supervisor II Kal Boni was also a valuable resource in perfecting the building for District 1 needs.

"He really helped fine-tune the building in terms of function," Teed said. "He provided insight on how to make it the most functional for our crews, down to the location of electrical outlets."



District 1's Ernie Hinojosa and "Radio Joe" Palczynski, along with Chris Dornberger and Dan Forster of Carson City headquarters, also helped with communication and other systems needed for the station. The building was designed in conjunction with KGA Architects and built by Rafael Construction.

The station is an initial step in a long-term plan to locate maintenance sub-stations in each quadrant of the Las Vegas Valley. With increasing traffic throughout the area, incident response and roadway maintenance will be best served by distributing maintenance forces across the valley.

TAHOE-AREA TUNNEL UNDERPASS TO OPEN SOON



A soon-to-open highway interchange in NDOT District 2 is a first for the Department. Where U.S. 50 climbs from Carson City to Lake Tahoe, NDOT has partnered with developer Syncon Homes to construct the underpass utilizing the state's first complete precast concrete arch structure used as an interchange.

Cutting beneath the mountain highway required earth cuts to depths of 95 feet, and removal of approximately 146,000 cubic yards of earth. Nineteen 35-ton precast arches were then fitted together to form the 114 by 44-foot tunnel underneath U.S. 50, all while keeping the highway open to traffic. Erosion control was another major project element, with large drainage ponds,

pipes and erosion control mats to safely control runoff in the highly-erosive granite soils.

"We also did all we could to help preserve the forest environment," NDOT Resident Engineer Steve Lani said. "We saved over 50 of the 300 trees planned for removal just by adjusting some of the planned utility and excavation limits."

NDOT inspector Michael Pendergraft spent most of the last year and a half working on the contract, and added, "It's a good-looking project. It turned out very nicely."

To maintain roadway safety, NDOT funded approximately \$1 million of the \$7.5 million developer-driven project, which was constructed by contractor

Road and Highway Builders. Developer Syncon Homes funded the remaining project costs for the underpass which will lead into their upcoming 366-home housing and golf course development. The new thoroughfare will not only provide access to future residents of the development, it will also allow for safe turnaround when winter conditions make the mountain road impassable. The design of the new underpass also eliminates an opening in the median barrier rail and an unofficial lookout area where vehicles often parked directly in front of a runaway truck ramp. The interchange is expected to be fully open in the next few weeks.

REDUCE POLLUTION, SAVE MONEY AT IDLING REDUCTION LECTURE

NDOT is offering employees and the general public a chance to learn to reduce vehicle costs and air pollution with free idling reduction presentations, held from 10 a.m. to 11 a.m. August 29 and November 14 in Las Vegas.

Taught by NDOT Air Quality Specialist Pat Mohn, the seminars outline the health, environmental and fuel cost saving benefits of reduced idling. They also mention such alternatives as auxiliary power units, automatic shut-down devices and on-board battery-powered heaters and air conditioning for construction and other commercial vehicles which often idle to maintain passenger comfort.

"The presentations focus on diesel-powered vehicles and equipment, but the benefits also apply to passenger cars," Mohn

explained. "Reducing idle time can save money on fuel and maintenance in all vehicles. Interested NDOT employees can attend the presentation to learn not only to reduce idling in state vehicles, but in their personal vehicles as well."

Unnecessary idling emits approximately 11 million tons of carbon dioxide, which is a greenhouse gas, nationwide every year, according to the U.S. Environmental Protection Agency. Unnecessary idling also contributes to ozone formation and urban haze.

A partnership between NDOT and the Regional Transportation Commission (RTC) of Southern Nevada, the free, one-hour public lectures are held at RTC offices at 600 South Grand Central Parkway, Las Vegas, and are open to NDOT employees, contractors and the general public.

PAVING THE FUTURE OF NORTHEAST NEVADA

Northeast Nevada is a vital link between Nevada's commercial transport needs and rugged outdoors. Here, NDOT District 3 is preserving important statewide transportation links with cost-effective pavement preservation projects.

Elko Area Where U.S. 93 hits the Idaho border, the town of Jackpot is a welcome gaming getaway for out-of-state visitors. The original two-lane road was recently upgraded to a four-lane roadway. An overlay and 3/4-inch open grade surfacing further improved the road. Frehner Construction was the contractor behind the two-year, \$7.6 million project.

"U.S. 93 is getting more traffic by the day, and the town of Jackpot is pretty busy on weekends," Assistant Resident Engineer Isidro Gomez explained. "This will ease traffic."

A nearly 20-mile section of Interstate 80 east of Wells between the Moor and Oasis exits will be improved through cold in-place recycling, a process that recycles the existing pavement surface, mixes it with an emulsion and smoothes it back down as improved roadway. An overlay and open grade paving will top off and smooth the recycled roadway. The approximately \$30 million project by contractor Road and Highway Builders is expected to complete in August of 2008, and also includes crossroad, barrier rail and drainage improvements.

Cold in-place recycling will also soon take place on State Routes 140 and 306. NDOT crews will complete the roadway improvements with double chip seals. The statewide cold in-place recycling contract also includes a section of U.S. 6 near Tonopah.

Winnemucca Area Through the heart of Winnemucca, a mill and pave project is resurfacing nearly six miles of Interstate 80 and replacing bridge joints and bridge-deck concrete where needed. The nearly \$5 million in improvements, made by contractor Q&D Construction, are an important part of providing a smoother, safer drive for the approximately 8,000 vehicles every day which travel the road.

"This project is a part of upkeep and protecting our roads," NDOT Resident Engineer Dave Schwartz explained.

On State Route 305 between Battle Mountain and Austin, NDOT crews 370, 371, 372, 373 and 374 have chip sealed nearly 24 miles of the two-lane road. One of the straightest, flattest and smoothest pavement surfaces in the world, a section of the road has in the past been site of the annual World Human-Powered Speed Challenge, a race in which international contestants try to break the human-powered vehicle speed record of 81 miles per hour.

Following SR 305 improvements, the crews are continuing work on a main Nevada north-south link, U.S. 95. Nearly 50 miles of the two-lane road will be chip-sealed from just below the Oregon border to north of Winnemucca.

Ely Area Throughout eastern-central Nevada, crews 380, 381, 382, 384 and 385 have been busy placing 3/8-inch chip and flush seals on over 100 miles of U.S. 50, U.S. 93, and will soon do the same on U.S. 6 and State Routes 305 and 318. Often considered the best value for maintenance dollar, chip seals protect and prolong pavement life by laying crushed aggregate rock into an asphalt binder on the road surface. This resurfacing also restores surface friction and aesthetics.

Crews have also been busy laying down the base material for additional chain installation pads to better serve the motoring public during inclement weather. The pads will be paved this summer.

Many of the repairs are part of NDOT's pavement rehabilitation program which in the past has saved the department up to \$42 million every year by repairing roadways before needing more costly, time-involved repairs. In the nation's second fastest-growing state, funding for such rehabilitation projects may fall as the Department faces a multibillion-dollar transportation funding deficit over the next eight years.



SAFETY SIGNS

Equipment Accidents Can be Fatal. Equipment accidents, whether they involve heavy equipment or small machines and tools, are usually caused by failure to use one's experience, training and good sense.