

# Way to Go

## A DEDICATED NDOT EMPLOYEE

As a 37-year Lake Tahoe resident and vice chair of the Skyland General Improvement District, Barbara Nelson has had many opportunity to work with government officials. NDOT District 2 Resident Engineer Steve Lani has stood out from the rest.

*"I first met Steve Lani in 2007 regarding issues in Skyland," wrote the resident. "He has renewed my faith in government employees and has followed through on everything that he promised."*

## LET IT SNOW

A recent northern Nevada snow storm, one of the largest of the last 50 years, brought over ten feet of snow to the Sierra Nevada. District 2 crews were thanked for the hard work in keeping roads clear.

*"The storm brought to mind the DOT personnel who work so hard keeping the roads open," wrote Dan Wilson. "I would like to take this opportunity to thank all of you."*

*"I want to say 'thank you' to all of the people who worked through the recent storm to keep roads clear," another appreciative resident wrote.*

## MARKING THE THANKS

After David Armuth contacted NDOT District 3 offices to recommend additional marker posts on State Route 227, the posts were soon installed to further indicate road boundaries during snowfall.

When one of the season's first snowstorms hit the area, both David Armuth and another resident, Nancy Neal, called to thank crews for the additional markers and the great job keeping State Route 227 and Lamoille Summit safe for travel.

## DISTRICT 3 DONATIONS GO TO THE DOGS – AND CATS

Cats and dogs at the City of Elko Animal Shelter are still benefitting from the generous spirit of Crew 908.

In December, the crew sponsored a charity drive for the animal shelter. Contributions, from dog and cat food to biscuits, leashes, collars, toys, a scratching post, beds and more were made by NDOT employees from Crews 908, 912, 918 and the District 3 office.



*Above left, Crew 908's Nat Nunez unloads bedding materials and other donations at the shelter on December 21, while at right, a shelter cat eyes the food donations that piled up from the NDOT charity drive.*



## Welcome

- Josh Cassinelli, Winnemucca
- Kelynn Slaven-Fox, Las Vegas
- John McDonald, Ruby Valley
- Joseph Sheeketski, Carson City
- Jeff Sthultz, Elko

## Thanks for Serving!

- Ernest Higbee, 28 years, Alamo
- Heidi Mireles, 33 years, Carson City

Remember to recycle this Centerline newsletter with your other magazines.



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*District 2 maintenance administration and crew 225 members Jim Garoutte, Jarrod Mesloh, Tonya Barker, Tony Booth, John Picetti, Ross Turnbaugh and Mike Fipps (from left to right) stand alongside State Route 828 where they recently helped protect motorists as flood waters raced across the road.*

## A FLOOD IN THE DESERT

The city of Fernley, an ever-growing agricultural community east of Reno where NDOT crew 225 expertly upkeep interstate and state roads that crisscross the area, is usually quiet.

That quiet was shattered a little after 4 a.m. one recent cold January morning when downpour from a large winter storm led a nearby irrigation canal levee to breach. The over 50-foot-wide canal break swamped hundreds of homes with a wave of near-freezing water three feet deep. While thankfully there were no deaths or serious injury, more than a dozen residents had to be rescued by helicopter from rooftops, and others were taken to safety by boats. The flood left a path of property destruction that led President George Bush to declare Fernley a national disaster area.

Immediately following the disaster, NDOT Fernley crew 225 stepped into action to help their community. The crew carefully examined U.S. 50A until they could be sure that flood waters running underneath the road's drainage system didn't pose a danger to travelers. The dedicated NDOT team then worked up to 14-hour days for nearly a week, first providing safe traffic control and road closures while flood waters were being

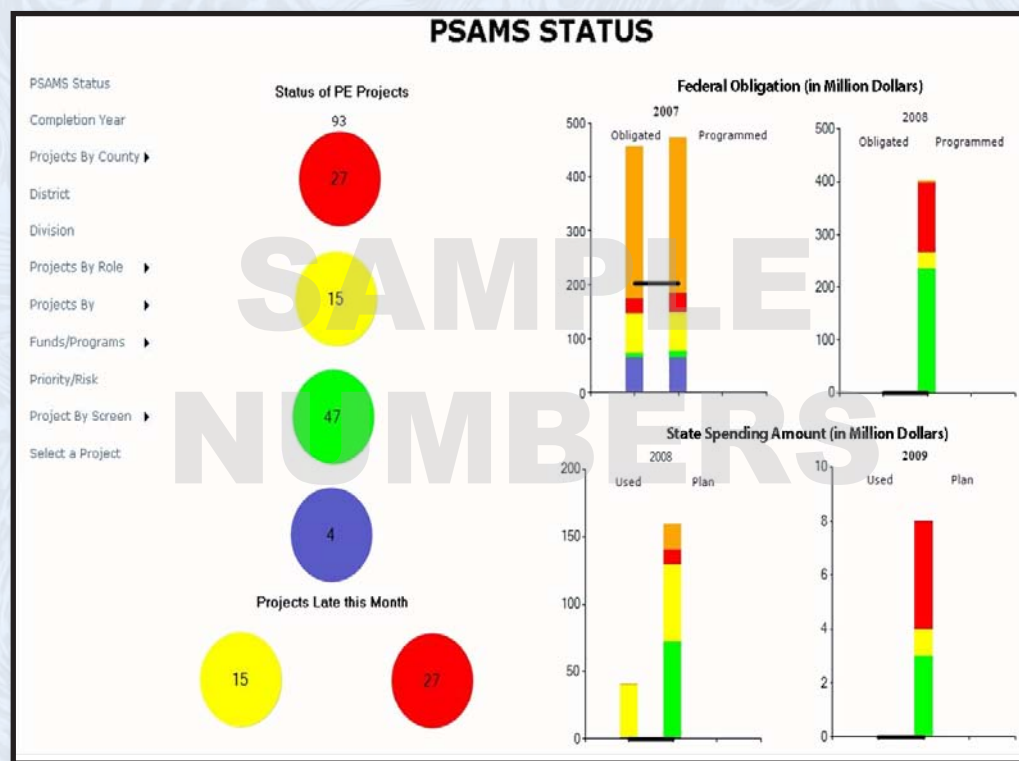
pumped away from area roads; then using loaders and dump trucks to remove inches of thick mud from state and city roads. Crew 231's Les Hardy and Lou Paley also chipped in to help with the traffic control.

Two NDOT portable digital message signs were even used to provide Fernley residents with location information of federal disaster assistance offices, and the Truckee-Carson Irrigation District used NDOT dirt stockpiles to fill in some of the breached levee. Only one state road, State Route 828, known as Farm District Road, was temporarily affected by the flood waters, but did not sustain any permanent damage.

As Fernley now recovers from the disaster, NDOT crew 225 can look back proudly on their work to help the flooded community while also keeping the over 318 lane miles of state roads under their care safe throughout the storm.

"I came in after 4 a.m. that first day, and didn't leave until 1 a.m. the next morning," crew member Jarrod Mesloh recounts, saying that he doesn't regret a minute of the work. "It felt good to be able to help."

## DASHBOARD PROGRAM LIGHTS UP NEW VIEW OF NDOT PROJECTS



*The primary Dashboard status screen, shown here with randomly-generated numbers, features easy-to-read charts of completed, on-time, in-trouble and late projects. Users can drill down into further screens to compare individual projects by certain criteria such as type, cost, status and more. For example, after clicking on the project itself, a project detail screen pops up listing the status of each element of the project, from right-of-way acquisition to environmental clearances and more.*

New Dashboard software developed by NDOT Roadway Design and Information Services is now lighting the way to more interactive and efficient evaluation of NDOT projects.

By transforming existing project management and pre-construction engineering data into easy-to-read charts of project status and cost, the system offers a new way to evaluate projects in the preliminary engineering stage. And the system goes beyond project status and cost to allow users to compare projects by type, district, category, responsible division, principal engineer, monetary fund used, completion year and more. The program uses different colors to designate completed, on-time, in-trouble and late projects, allowing for more convenient project tracking. Data is updated nightly to reflect latest costs and scheduling.

“All of this information will now be easily available to all NDOT employees through the engineering section of the internal NDOT intranet,” explained NDOT Dashboard project manager John Koster. “It will no longer be tucked in file cabinets.”

And, Koster points out, the system will allow a more automatic summary view of NDOT projects and funding.

“Another important element of this program is the ability to track the amount of federal money that has been obligated,”

Koster explained. “This helps ensure that we use all available federal funding to improve Nevada transportation.”

Computer program contractor Ed Wyputa worked with NDOT Management Analyst Jim Orsbern to translate project financial information into 100,000 lines of computer code that displays the data in easy-to-read format. The technology combines the best of off-the-shelf scheduling and workflow management software, and helps propel NDOT toward a new matrix management system that integrates all working groups more fully into project development.

The program receives its first test run this month as NDOT project managers input project data and conduct their monthly status meeting using the program. Future additions may include district contracts and the ability to track projects through construction.

And coming soon, a new full Project Scheduling and Management System (PSAMS) will develop realistic project timelines as project task deadlines are managed and project managers share crucial documents on-line. PSAMS will be phased onto the NDOT intranet in the next few years following thorough software development, testing and training.

## TAKING THE “TRAFFIC” OUT OF TRAFFIC INCIDENTS

Each of the more than 50,000 vehicle crashes that occur every year in the Las Vegas valley can endanger those involved and create gridlock for other drivers. The Nevada Department of Transportation has taken the lead in uniting southern Nevada emergency response and transportation agencies to continually improve response to the emergency needs and congestion created by the crashes.

Known as the Traffic Incident Management (TIM) Coalition, the new program brings southern Nevada transportation and emergency response agencies together in monthly meetings to develop a more unified response to traffic crashes. The first meeting, held recently, was attended by approximately 35 transportation and emergency response professionals. Future meetings will involve a review of current policies and practices and recent traffic incidents, as well as group discussion of agency roles and responsibilities, to improve regional coordination and more efficiently respond to future incidents.

“In our initial outreach to first responder agencies, we consistently heard there was a need for improved regional coordination of emergency response in southern Nevada,” NDOT Maintenance and Operations Chief Bill Hoffman said. “Right now, each agency has their own policies, and there are no guidelines saying what will happen in certain types of incidents. This program is a great opportunity to continually improve incident management and emergency operations to benefit southern Nevada.”

Eventually, a regional operations manual will be developed as a blueprint for integrated incident response. Detailing how agencies will respond together to specific types of incidents, the manual will establish the most effective inter-agency

response to not only traffic incidents, but any potential large-scale emergency events affecting valley roadways.

“We hope this improved cooperation and coordination among the region’s emergency responders will result in an even more effective response to these often life-threatening traffic incidents,” NDOT intelligent transportation systems program

coordinator Mike Quintero said. “By that integrated response, we will also help alleviate congestion and make the commute safer and quicker.”

A similar Traffic Incident Management Coalition may also be established in northern Nevada.

The Traffic Incident Management Coalition is the first step in NDOT’s Integrated Transportation Reliability Program (ITRP), a program which will help lead the way in alleviating congestion in the nation’s fastest-growing state. It also complements NDOT’s success in establishing Las Vegas’ Freeway and Arterial System of Transportation (FAST), which brings NDOT, the Nevada Highway Patrol and Regional Transportation Commission of Southern Nevada together in one central traffic command location.

“This traffic incident management program is very exciting,” NDOT Deputy Director Scott Rawlins explained. “We are going to build upon our successful cooperation in developing the Strategic Highway Safety Plan and FAST to continually seek out improved and innovative ways

to respond to traffic incidents and help mitigate congestion.”

The Federal Highway Administration has described traffic congestion as one of the single largest threats to national economic prosperity and way of life, costing the United States an estimated \$200 billion per year and accounting for approximately one-quarter of all congestion on U.S. roadways.

### HOW MOTORISTS CAN HELP

Motorists can help relieve traffic-related traffic back-ups by avoiding risky driving behaviors that can lead to crashes, and by slowing down and moving over when approaching traffic crash scenes.

Nevada Revised Statute 484.221 also requires drivers involved in a property-damage only crash to move the vehicle from the roadway as soon as possible.

### Nevada Revised Statute 484.221

The driver of any vehicle involved in an accident resulting only in damage to a vehicle or other property which is driven or attended by any person shall:

- 1) Immediately stop his vehicle at the scene of the accident; and
- 2) As soon as reasonably practicable, if his vehicle is obstructing traffic and can be moved safely, move the vehicle or cause the vehicle to be moved to a location as close thereto as possible that does not obstruct traffic and return to and remain at the scene of the accident until he has fulfilled the requirements of NRS 484.223.

See [www.leg.state.nv.us](http://www.leg.state.nv.us) for more information.

### TRAFFIC INCIDENT MANAGEMENT TRAINING PARTICIPANTS

- Federal Highway Administration
- Nevada Department of Transportation, District 1
- Nevada Department of Transportation Freeway Service Patrol
- Nevada Highway Patrol, Southern Command Division
- Clark County Fire Department
- Clark County Coroner’s Office
- Clark County Public Works/Regional Flood Control District
- Regional Transportation Commission of Southern Nevada
- FAST
- Las Vegas Metro Police Department/Homeland Security
- Las Vegas Emergency Management/Public Works
- Las Vegas Fire Department
- North Las Vegas Police Department
- North Las Vegas Fire Department
- City of Henderson Fire/Police/Public Works
- Private Towing Companies



## SAFETY SIGNS

*Give flammable and combustible liquids the respect they deserve. Observe hazard warnings.*