

## Way to Go

### WIPING OUT GRAFFITI



NDOT Director Susan Martinovich (far left), District 1 Engineer Mary Martini (far right) and a Las Vegas Metropolitan Police gang crimes detective (center) present a commendation to two NDOT maintenance employees. The names of the NDOT and police crime-fighters are kept confidential to protect their safety as they fight the war on graffiti.

Two NDOT maintenance employees were recently recognized with a certificate of appreciation from the Las Vegas Metropolitan Police Department for their fight against graffiti.

The NDOT team members were removing debris on a Las Vegas freeway in late April. When they saw a vandal spraying graffiti, they immediately contacted police. Even when it was difficult to receive response from police, the two persisted until officers responded, booked the vandal into a local detention center and investigated the suspect for other illegal graffiti activity.

Many other hard-working maintenance professionals were also recognized by Las Vegas Police for their dedicated part in the approximately 10,000 man hours spent in NDOT Las Vegas-area graffiti abatement every year.

### TRAFFIC CONTROL HELPS ROADWAY SAFETY

Day after day, NDOT maintenance crews across the state provide important traffic control services, safely directing motorists after roadway accidents or other incidents. The important service ensures that traffic flow is safely maintained while avoiding secondary accidents.


Following recent Gardnerville-area crashes in northwestern Nevada, Crew 227 was recognized for their expertise in the important duties.

*"I wanted to let you know how impressed I am with the traffic control deployment by the Gardnerville maintenance crews. .... this valuable traffic control should be commended,"*  
NDOT Chief Traffic Engineer Tom Moore said.



### Welcome

Phillip Andrews, Las Vegas  
Denise Bray, Las Vegas  
David Burns, Las Vegas  
Jodi Christiance, Elko  
Damon Henderson, Las Vegas  
Monika Koscienc, Las Vegas  
Glendyne Maddox, Carson City

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### NDOT WIDENS FERNLEY-FALLON HIGHWAY LINK

NDOT's U.S. 50A improvements include two new bridges spanning Hazen-area railroad tracks.

A recently-completed NDOT project has transformed Alternate U.S. 50 into a four-lane highway between Fallon and Fernley.

From 1990 to 2000, traffic and development nearly doubled in the two communities east of Reno, growth that led to safety concerns on the previously rural two-lane U.S. 50A.

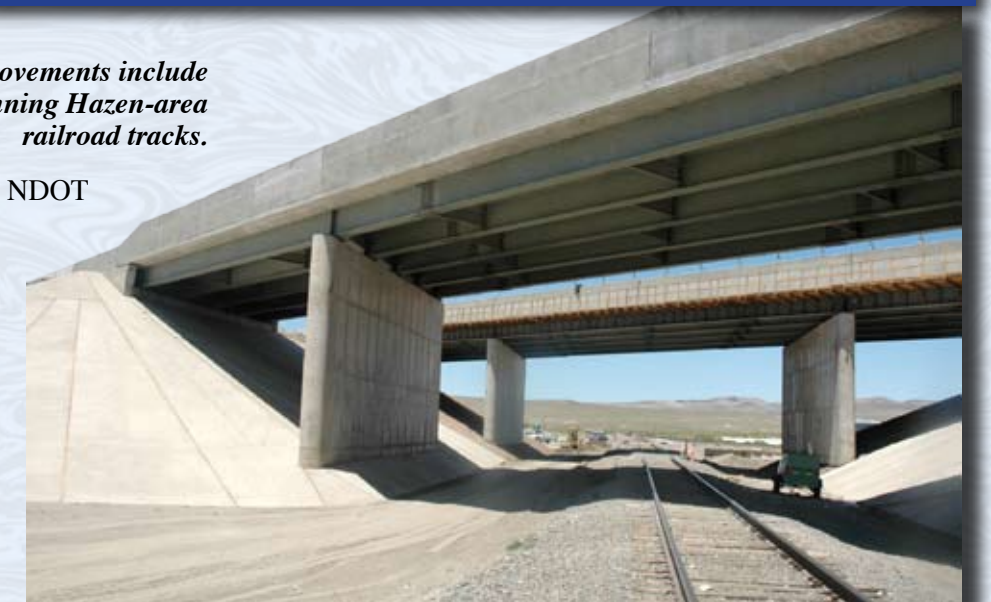
"There was a lot of speeding, commuters passing over double yellow lines and driver inattention on the old road," said Don Read, who oversaw construction for DCS Consultants on the project's fifth phase.

In all, the 20-mile, seven-year project included five phases. The first phase widened U.S. 50A near Fallon. Phase two widened the Alternate U.S. 95 link between U.S. 50 and Interstate 80 in Fernley. A Fernley-area roundabout and railroad crossing were built in phase three, while phase four widened U.S. 50A from Fernley east to Jersey Lane.

The \$32 million fifth and final project phase, completed this month, widened the road from two lanes to a four-lane divided highway between Jersey Lane and U.S. 50. Turn pockets, center left turn lanes and "high-T pockets" that provide a dedicated lane to merge onto the highway were all added. Two overpasses were also built to carry each direction of traffic safely over railroad tracks without the danger of buses and trucks stopping before crossing.

"This project should go a long way to preventing head-on collisions and improving safety," Read said.

All phases of the project improved the critical highway connection that links Fallon and Fernley, and connects to Reno on I-80. The highway sees up to 10,000 vehicles daily, a number that is expected to increase as the two communities grow.



**THE DESIGN** ~ NDOT staff designed all of the U.S. 50A improvements in-house, saving project design costs. Steve Bird, Victor Peters, Randy Loff, Scott Hein - Roadway/Structural Design • Eric Yount, Matt Nussbaumer - Hydraulics Mylinh Tang, Mike Vecchiarelli - Bridge

## WHERE RUBBER MEETS THE ROAD



*Asphalt rubber now makes for a smoother, quieter ride for drivers on Henderson's Interstate 515.*

Rubber and asphalt have always gone together. An NDOT project in Henderson that combined the two into one asphalt rubber road surface was recently recognized with a Quieter Pavement Leadership Award.

The award, from the Rubber Pavements Association, recognizes the NDOT road improvements as an outstanding asphalt rubber project that enhances quality of life.

The NDOT project used an asphalt binder made of approximately 20 percent ground, recycled rubber tires while resurfacing six miles of Interstate 515 in Henderson last summer. One inch of asphalt rubber was placed over the interstate's concrete surface to reduce road noise and help preserve the road.

By covering joints and grooves traditionally found in concrete roadways, the asphalt rubber significantly reduced road noise by over 10 decibels. Because a 10-decibel decrease sounds approximately three times quieter to human ears, the road improvements effectively cut road noise by more than half. Meanwhile, with the flexibility of rubber incorporated into the new asphalt, ride smoothness nearly doubled.

Asphalt rubber helps preserve roadways and the environment as well. Compounds within the rubber help prevent asphalt from creating cracks that can

lead to surface deterioration. The equivalent of 30,000 scrap tires was also used in the project, preventing the material from filling landfills.

The process of incorporating scrap tire rubber into asphalt paving was first successfully pioneered in Arizona.

"The Arizona Department of Transportation has a lot of experience with asphalt rubber," NDOT Chief Materials Engineer Dean Weitzel said. "They provided the mix design that was the basis of the asphalt rubber, and educated NDOT engineers on the process."

Because asphalt rubber can take up to five hours to cure sufficiently, paving could not be completed during normal nighttime paving hours. The bulk of paving was performed during two marathon weekends of continuous work in which most traffic was routed off the freeway and onto parallel arterial streets. The operation was successful, with minimal traffic backups and delays.

NDOT Crew 922 oversaw construction of the project that is now providing a smoother, quieter ride for the nearly 90,000 vehicles who travel the road daily.

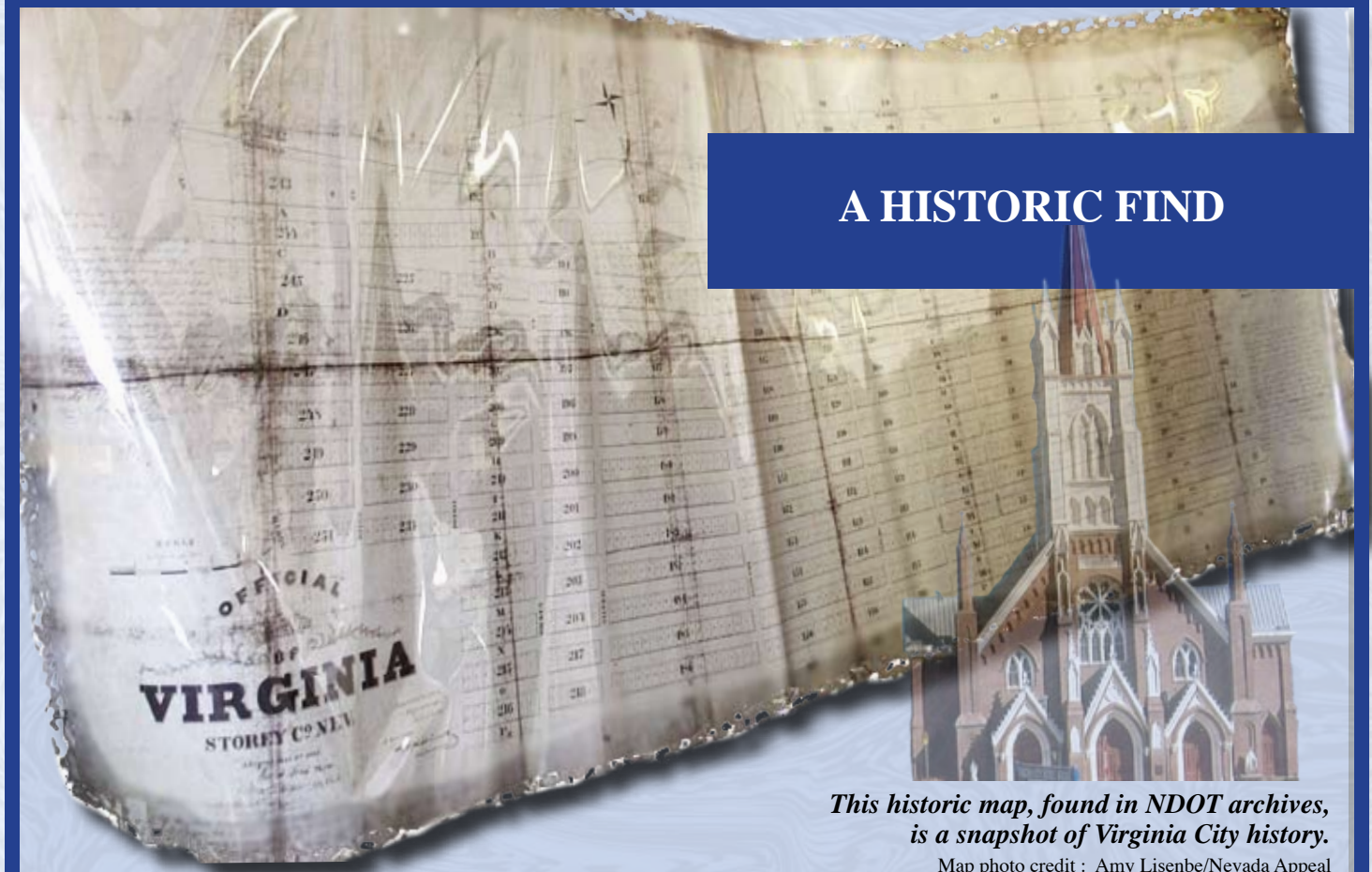
"I had an opportunity to see the project myself, and it was excellently done," reports Doug Carlson, Rubber Pavements Association Executive Director.



## SAFETY SIGNS

*Work together and make every day "Safety Day"!*

## A HISTORIC FIND



*This historic map, found in NDOT archives, is a snapshot of Virginia City history.*

Map photo credit : Amy Lisenbe/Nevada Appeal

Virginia City has stood in the mountains southeast of Reno for well over a century. Now, a historic plat map found by NDOT right-of-way engineering employees could help shed some light on the history and boundaries of the historic city.

NDOT Right-of-Way Engineering Manager Halana Salazar and right-of-way turned roadway design employee Karen Liebherr found the map in right-of-way archives.

"We house the mapping and deeds for roadways throughout the state," Salazar explained. "Every once in awhile, we come across something out of the ordinary like this."

The right-of-way experts were researching property rights surrounding the NDOT Virginia City maintenance station when they came across a copy of the historic map. The approximately two-foot-by-six-foot map copy, dating to 1865, plots the streets of the historic mining town, a town once so rich from the gold and silver beneath its streets that it helped finance the Civil War.

When she saw it, Salazar knew that Storey County did not have the original map.

"Many of their documents were destroyed in fires," Salazar explained of an 1875 fire, and others, that burned the city in its early years.

The map was provided to the Nevada State Archives for scanning, and NDOT recently delivered the full-scale map to the Storey County Recorder's Office.

The map may help answer questions about the historic limits of the Virginia City townsite. Historically, federal land could only be transferred to private holders by establishing a patented mining claim or filing a town plat to be approved by the federal General Land Office. The Virginia City plat map was officially adopted by the city and filed with the county recorder in 1865. It was long believed that the map was never filed with the General Land Office following the local approvals, but the NDOT map copy now proves that the map was indeed filed and certified by the federal government. Subsequent research also shows that many lots were purchased at the time, giving some current residents clear title to their Virginia City property.

While no one knows how the map came to be stored in NDOT records, the hard work of some NDOT team members has returned the map home to historic Virginia City.

"We're really happy to have it," Storey County Recorder Sarah Jensen said. "We're going to display it on the wall and share it with others."

**Plat Map** (noun): a map of a town or other area indicating the location and boundaries of individual properties. It is usually recorded and put in the public record.