

## Way to Go

### PRAISE FOR THE PLOWS



Sue Penola, pictured, and her crew 385 teammates were one of the crews thanked by Governor Jim Gibbons for snow removal excellence.

The winter has brought heavy snow and rain across Nevada. As snow accumulated, so did the thanks for hard-working NDOT maintenance professionals who kept roads clear.

Governor Jim Gibbons complimented all NDOT crews to Director Susan Martinovich, particularly thanking maintainers who kept the roads clear on his recent trip between Ely and Carson City.

Nevada Department of Business and Industry Director Mendy Elliott thanked crews 252 and 270 for keeping roads sanded between Reno and Carson City.

And, when it snowed in the Mountain Springs area southwest of Las Vegas, resident Chris Baumgarten expressed thanks for crew 126.

**“Great job plowing snow on Mountain Springs this morning,” wrote the appreciative resident. “Crews were out early and did a great job.”**

Another citizen, Stephanie Webber, called to recognize hard-working crew 351 who kept State Route 227 southeast of Elko plowed,

sanded and in safe condition.

A. Johnston wrote the Nevada Appeal newspaper to thank crew 272 for removing snow from U.S. 50 between Carson City and Silver Springs.

**“No snow, no ice, and there is no snow piled up in the center of the road either! Great job,” wrote the thankful citizen.**

Becky Orr of Virginia City also wrote in to the Comstock Chronicle newspaper in thanks to crew 234.

**“I’ve lived in many snowy areas, and I’ve not seen the service we get here in Virginia City,” she wrote. “We’ve got the best crew, and I want to thank them.”**

Finally, an editorial appeared in the Reno Gazette-Journal recognizing all NDOT and other transportation agency maintainers.


**“It’s easy for us to wake up late on the weekend while snow blankets the valley, start a fire and relax with a cup of coffee. But what many of us forget is that hundreds of our neighbors are forced to forego sleep, warmth and comfort this time of year to battle snow storms on the front line.”**

### Welcome

James Arden, *Carson City*  
Matthew Campbell, *Elko*  
Carissa Mangubat, *Reno*  
Dustin McDowell, *Carson City*  
Bjorn Peterson, *Las Vegas*  
James Opperman, *Carson City*  
David Owens, *Carson City*  
John Scanio, *Las Vegas*  
David Terry, *Carson City*  
Stacey Valdez, *Ely*  
William Whitby, *Elko*  
Tyler Wood, *Carson City*

### Thanks for Serving!

Floyd Bustamante, 17 years, *Las Vegas*  
Joseph Gourley, 28 years, *Quinn River*  
Jim Miletich, Jr., 23 years, *Reno*  
Anthony Santos, 29 years, *Las Vegas*

 Remember to recycle this Centerline newsletter with your other magazines.



#### Centerline is published by The Nevada Department of Transportation

Meg Ragonese  
Public Information Officer  
1263 South Stewart Street  
Carson City, Nevada 89712  
(775) 888-7172  
mragonese@dot.state.nv.us  
Governor Jim Gibbons  
Transportation Board Chairman

#### Members:

Brian K. Krolicki  
Lieutenant Governor  
Catherine Cortez Masto  
Attorney General  
Kim Wallin  
State Controller  
Tom Fransway  
Frank Martin  
Paul Morabito



Susan Martinovich, P.E.  
Director

www.nevadadot.com



## EARTHQUAKE IN WELLS



A magnitude 6.0 earthquake heavily damaged the historic downtown area of Wells (pictured above).

While Nevada Department of Transportation roads run over ground, it is sometimes what happens underground that has the greatest impact.

At 6:16 a.m. on February 21, the small town of Wells, located northeast of Elko, was hit by a 6.0 magnitude earthquake. Small fires erupted, sidewalks cracked, gas lines burst, windows broke and some historical buildings suffered major damage. Luckily, no serious injuries were reported.

Immediately after the quake, with aftershocks still being felt, Nevada Department of Transportation District 3 crews went to work ensuring the safety of the major commercial interstates and smaller state routes that crisscross the quake zone.

Five teams immediately assembled to perform initial visual bridge inspections. Composed of NDOT bridge, construction and maintenance crews 350, 351, 355, 908, 912 and 918, the teams inspected over 90 bridges on six different state roads. All bridges received follow-up inspections from bridge inspectors immediately dispatched from the NDOT Structures Division, with no bridges showing damage from the earthquake.

Within the city of Wells, NDOT maintenance crews 332 and 335 closed the two interchanges into the damaged city and provided traffic control and cones to keep vehicles away from dangerous areas. NDOT personnel, including crew 908, and other emergency responders then replaced the dedicated crews so they could be ready to clear roads from the snow of an impending snowstorm.

District communications and Nevada Department of Information Technology staff provided emergency links to local, state, and federal agency communications. The group also traveled by Sno-Cat and helicopter to remote

communications sites, helped the U.S. Geologic Survey deploy portable seismic sensors and assisted with a welfare check on a family unreachable by anything other than Sno-Cat.

District Administration personnel from crews 301 and 307 provided engineering support as part of the damage assessment teams within Wells. And, as far away as Ely, Jackpot, Winnemucca and West Wendover, NDOT personnel quickly put up portable digital message signs advising travelers to fill vehicles with gasoline before Wells. The city was left with few services, and the signs helped ensure motorists were not stuck without gasoline or other needs.

Unfortunately, NDOT Wells-area employees experienced damage to their homes and belongings. One employee lost his home and car, while another's manufactured home fell off the support system. Despite the personal hardship, the crews helped their community with their NDOT work and/or by responding as volunteer firefighters and emergency medical technicians in their free time. The crews' Wells maintenance station also sustained some small damage.

“We’ve got a few cracks in some of the shops, a dropped ceiling in one of the crew rooms that was already fixed, and we lost an exhaust chimney off the top of one of the buildings,” NDOT Supervisor II Buzz Jackson explained.

As the tremors pass, NDOT staff continue to stand proud of their service and ready to protect the safety of northern Nevada.

“Everyone came together immediately, checking roads and bridges, setting up communications, answering motorist questions, or assisting on the ground, and they should be proud of their work,” NDOT District 3 Engineer Kevin Lee said.



## NDOT'S PIONEER PROGRAM: THE ROAD TO INNOVATIVE TRANSPORTATION SOLUTIONS

Amid a statewide transportation funding deficit expected to reach the multibillion-dollar mark through 2015, the Nevada Department of Transportation is looking to help provide needed transportation infrastructure through innovative road building and operating partnerships with private businesses.

NDOT's new Pioneer Program, a program developed to guide NDOT in the use of these potential public-private partnerships, continues to develop guidelines for innovative partnerships that could pave the way to faster road construction, less congested freeways and greater road funding. Here are answers to your questions about this important program.

### What is a public-private partnership?

A public-private partnership (known as a PPP) is a contractual agreement between a public agency such as NDOT and a private company that allows for the private company to take part in all or some elements of the funding, design, construction, operation and/or maintenance of public infrastructure.

### What types of road projects might be considered a public-private partnership?

Toll roads and lanes are a primary example of public-private partnerships, but the concept of tolling would first need legislative approval before becoming a reality in Nevada.

Pioneer projects could also include design-build projects, in which road construction gets underway at the same time that design is being completed on later phases of the project. Developer-paid projects and availability payment programs that would allow NDOT to pay back road builders/operators based on the number of vehicles using the road, and asset management programs that could allow outside companies to provide certain road services, are other possibilities.

### What advantages can public-private partnerships offer to Nevadans?

- Earlier delivery of transportation projects
- Better mobility
- Less congestion
- More efficient transportation
- Less public money spent
- Enhanced lifestyle for a growing Nevada

### NDOT's Pioneer Program establishes guidelines as to how public-private partnerships might be used in Nevada transportation. What progress has taken place, and what is the next step in the program?

NDOT staff, with the help of outside legal and transportation experts, continue to develop goals, criteria, procedures, review mechanisms and legal guidelines to ensure that any partnership projects are both beneficial and well-outlined. By mid-2008, a desk manual will be developed based on these efforts.

The next step will be to present the program's structure and key elements to the Public-Private Partnership Advisory Panel, created by Governor Jim Gibbons, for their approval. The panel will then present their recommendations to the State Transportation Board for subsequent action.

### What is the Public-Private Partnership Advisory Panel?

Nevada's Public-Private Partnership Advisory Panel was established by Governor Jim Gibbons to determine whether NDOT should pursue partnerships with private companies, and to help oversee the potential development of a public-private partnership program.

The panel recently recommended that the Nevada Legislature look at the use of public-private partnerships to help fund transportation improvements. The recommendation will be forwarded to the state transportation board. If approved, NDOT will include public-private partnerships among legislative proposals for the 2009 legislative session.

### Will the Pioneer Program solve Nevada's transportation funding shortfall?

Public-private partnerships are just one tool to help fund the transportation needs of the nation's fastest-growing state.

NDOT will also continue cost-benefit analyses and prioritization of future projects to continually deliver needed transportation improvements within available funding.

### Where can I find more information?

Log on to [www.pioneerprogram.com](http://www.pioneerprogram.com) or [www.fhwa.dot.gov/ppp](http://www.fhwa.dot.gov/ppp).

## NEWLY-OPENED USA PARKWAY INTERCHANGE CONNECTS PUBLIC AND PRIVATE INVESTMENT



Interstate 80 traffic can be seen running behind the Truckee River bridge portion of the new USA Parkway interchange.

The recently-completed USA Parkway interstate interchange 18 miles east of Reno is an important addition to the state's commercial transport system, and an example of a Nevada Department of Transportation public-private partnership.

The interchange leads from Interstate 80 to the Tahoe-Reno Industrial Center, a center that is currently home to Wal-Mart, PetSmart and other distribution centers and could someday spread across 100,000 acres to create the world's largest industrial park. With I-80 average daily vehicle counts expected to jump from 26,000 to 41,000 in 20 years, the interchange will ensure a smooth and safe connection between the busy interstate and industrial park.

While safely connecting I-80 and the industrial park, the interchange will also help eliminate traffic congestion from the large industrial trucks currently using a frontage road not designed or ever projected to carry such heavy traffic.

The project included a 240-foot long concrete girder bridge over I-80. Just to the south of the interchange, another bridge, a 300-foot long concrete girder structure, spans the Truckee River. The project also included on and off-ramps to allow safe commercial vehicle exits and entrances from

the interstate, as well as a paved connector loop to the nearby frontage road.

To protect the environment of the Truckee River, no piers from the Truckee River bridge protrude into the waterway. The project also enhanced the river's banks with planted cottonwood trees, while hydroseeding will help bring plant life to the project area.

NDOT administered construction of the interchange and funded \$4.5 million of the approximately \$13 million developer-driven project. Tahoe-Reno Industrial Center will fund the remaining project costs. The road leading further into the industrial park will be built and paid for by the developer over future years. Eventually, the four-lane road is projected to run eighteen miles from I-80 east of Reno to U.S. 50 east of Carson City.

Developer-paid projects such as the USA Parkway interchange are an example of public-private partnerships that allow NDOT to partner with private businesses in the funding, design, construction, operation and/or maintenance of transportation improvements. Such partnerships are an important funding opportunity with Nevada projecting a multibillion-dollar transportation deficit through 2015.



## SAFETY SIGNS

April 7-11 is National Work Zone Awareness Week, and Centerline wants to hear about your most scary or dangerous experience in a road work zone this last year. Simply e-mail [mragonese@dot.state.nv.us](mailto:mragonese@dot.state.nv.us) or call (775) 888-7172 with your work zone experience. Then, see the April/May editions of Centerline for reminders on important work zone safety precautions outlined in the NDOT Safety Manual.