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THE NEVADA DEPARTMENT OF TRANSPORTATION

# CENTERLINE

A Monthly Newsletter for the Employees of NDOT

*The I-80 Design-Build Project will replace cracking concrete near downtown Reno.*



## BREAKING GROUND: FIRST NDOT NORTHERN NEVADA DESIGN-BUILD PROJECT BEGINS

NDOT recently kicked off important improvements along Interstate 80 through the heart of Reno-Sparks. Known as the I-80 Design-Build Project, the work will enhance one of northern Nevada's most traveled free-way corridors.

"It's going to make this traffic through here a lot smoother and better," Reno Mayor Bob Cashell said.

Cashell, NDOT Director Susan Martinovich, Regional Transportation Commission of Washoe County (RTC) Chairman Ron Smith, RTC Executive Director Lee Gibson and others all gathered for the project's official groundbreaking in mid May.

The project will reconstruct the roadway surface between Fourth Street and Keystone Avenue, including replacing concrete as much as 40 years old in areas. Meanwhile, additional lanes will be added between East McCarran and Vista Boulevards. Signing and striping will also be improved and various ramps widened and enhanced throughout the corridor. Other improvements include landscaping and aesthetics and

drainage improvements.

"We're also going to integrate Intelligent Transportation Systems such as closed-circuit television cameras, traffic flow detectors, dynamic message signs and travel time signs in the project area," NDOT Crew 905 Resident Engineer Rick Bosch explained. "They will provide a safer, more reliable trip for motorists."

The approximately \$72 million project is being built by a contracting team of Granite Construction and Atkins, with oversight from NDOT crew 905, as a design-build project. In design-build projects, final phases of construction are often designed as earlier phases are being built; reducing both project length and cost and minimizing risk. NDOT has used the design-build method in the past to great success, with the Department's first design-build project in Las Vegas completing eight months ahead of schedule in late 2009.

"It's an exciting opportunity to lead the team for northern Nevada's first freeway design-build," Granite Project Manager Jason Brada said. "We have an experienced local team who drive this section of roadway every day."

The project is expected to complete in approximately two years and is funded in part by the Regional Transportation Commission of Washoe County. Further information and project traffic updates are available online at [www.keeprenosparksmoving.com](http://www.keeprenosparksmoving.com).



## FULL SPEED AHEAD: I-15 SOUTH DESIGN-BUILD PROJECT

Construction on Nevada's second design-build project, the I-15 South Design-Build Project in Las Vegas, is progressing smoothly. With reconstruction of Sunset bridge already complete and construction of Warm Springs bridge underway, commuters are now able to see some of what the finished project will look like.

The project, which will widen and improve Interstate 15 from Tropicana Avenue to Silverado Ranch, is currently one of the biggest road projects in the state with construction of 26 new bridge sections, 35 retaining walls and sound walls, two new bridges, five redesigned interchanges, widened lanes and collector-distributor roads that funnel surface traffic alongside the interstate.

Collector-distributor roads are separate lanes that run parallel to the highway but have barriers to separate them from the main lanes. The roads allow for traffic to run smoothly for vehicles on I-15 and provide easy access for cars planning to exit, helping to prevent bottlenecks and reduce collisions.

"This is more of a lane used for residents and the other lanes will be used frequently for visitors," said NDOT's Jason Voigt, one of the resident engineers on the project. "Once they get used to them, they will notice how much smoother traffic is going to be."

One of the project's benefits will be to also accommodate the influx of tourists and visitors traveling to Vegas. According to the Las Vegas Convention and Visitors Authority, roughly eight million drivers come to Las Vegas from southern California every year.

"We widened the lanes at Silverado Ranch exit and created two exit lanes and the people have already seen less congestion," Voigt explained.

Other states such as Michigan and California have had great success with collector-distributor roads.

"Sometimes just adding lanes doesn't prevent accidents and we need other solutions," Voigt said.

Aside from capacity and safety engineering design,

*Earthwork continues and structures are built as part of the I-15 South Design-Build Project.*



the I-15 South Design-Build Project will also feature an elaborate landscape and aesthetics design (L&A) with plants and vegetation natural to the desert landscape. Also featured will be iron statues of some of the state's wildlife such as bighorn sheep and horses. The statues are manufactured and designed in Las Vegas.

"This L&A project reflects the area's culture and heritage, which improves the quality of life for residents and visitors and reduces graffiti," said Lucy Joyce, NDOT landscape and architecture supervisor.

While it might still be difficult to imagine now, standing atop one of the planned overpasses, and overlooking construction, it becomes easier to visualize what will become a new highlight of Las Vegas.

"It's definitely great to be a part of this project," Voigt related. "It's the biggest one I've ever been a part of, and it's going to look great."

Construction is scheduled to be completed by the spring of 2012. For additional information, visit [www.i15southproject.com](http://www.i15southproject.com).



## NDOT SUSTAINABLE TAHOE MAINTENANCE WINS AWARD



*From left to right, NDOT Principal Hydraulic Engineer Matt Nussbaumer, TRPA Governing Board Chair and El Dorado County Supervisor Norma Santiago, NDOT Maintenance Manager Steve Williams and Wood Rogers consultant project manager Mark Gookin gather around the award.*

NDOT has received an award for environmentally-friendly roadside debris disposal in the Lake Tahoe basin.

The Tahoe Regional Planning Agency presented the Department with a “Best in the Basin Award” for sustainable maintenance for new facilities built to treat material collected during cleaning of roadside drainage facilities.

NDOT uses clean water to help dislodge accumulated sediment collected in the Department’s improved roadside drainage facilities on U.S. 50 and State Routes 28, 207, 431 and 760. Previously, the slurry of solids and water was vacuum-collected and trucked outside of the Tahoe basin for disposal. One of the most time consuming and costly factors in this maintenance was the transport of liquid decant waste for disposal.

“When you’re cleaning out the drainage vaults, you suck up a lot of water,” NDOT District 2 Maintenance Manager Steve Williams explains. “We found we were hauling 80 percent water out of the Tahoe basin, and we had to haul both that water and the sediment out of the basin, which is a 45-minute trip each way. Now, by being able to drop the water at our Tahoe maintenance stations, we reduce the overall number of trips needed and save a lot of time.”

NDOT constructed treatment and disposal facilities



*Heavier sediment is deposited as wastewater slowly drains in the Incline Village decant basin on its way to a treatment plant.*

at the Spooner Summit and Incline Village maintenance stations to eliminate the need and cost to transport such materials out of the basin and help preserve the Tahoe environment and lake clarity. The Spooner Summit facility uses a settling basin and water storage facility to evaporate the water, leaving the solid material for easy removal. In the Incline Village station, wastewater is treated using settling vaults and sand-oil separators before ultimately being discharged into the Incline Village General Improvement District (IVGID) sewage treatment plant. NDOT’s environmental division samples the sediment and provides guidance on the appropriate location for sediment disposal, whether an NDOT materials pit or local landfill.

Behind the award-winning facilities were Williams and NDOT hydraulics experts such as former hydraulics and current environmental chief Steve Cooke and Principal Hydraulic Engineer Matt Nussbaumer. NDOT maintenance crews 250 and 271 built the treatment facilities in partnership with IVGID, Washoe County and design consultant Wood Rodgers, Inc. At a total cost of \$250,000, the facilities provide a cost-effective and environmentally-sound method of maintenance expected to save \$4 million over the next 20 years.

“We do all possible to ensure our road building and maintenance reduces impacts to the environment,” NDOT District 2 Engineer Thor Dyson explained. “We work with our partners and seek out new methods and materials, whether it’s these new sustainable maintenance basins or sand that doesn’t degrade or bounce off roads as quickly during winter maintenance and snow removal.”

In the Tahoe basin, NDOT has reduced winter road maintenance-related sand use from 4,300 cubic yards per year in 1990 to approximately 850 cubic yards, and reduced salt usage by 70 percent.



# KudosKorner

## SHARING A WEALTH OF NEVADA INFORMATION



"It would be awesome if you could send me some items from your state," fourth grade student Bob Misty from Wellesley, Massachusetts wrote in a letter to the editor printed in Carson City's Nevada Appeal newspaper. The student had been assigned a class report about the state of Nevada, and when his request for information went out, NDOT answered.

Director Susan Martinovich mailed Nevada maps, calendars, transportation reports, photos of the new Hoover Dam Bypass Bridge and gift items such as Nevada water bottles (pictured above) to thank the student for his interest and help prepare his report.

## USING TRAFFIC CRASH DATA TO IMPROVE SAFETY

Traffic safety is a top NDOT priority, and many Department staff are dedicated daily to further improving safety on state roads. A critical component is evaluating the history, location and number of traffic crashes. And NDOT staff members can request needed traffic safety data with a few easy on-line clicks through the Traffic Crash Data Request form.

NDOT Safety Engineering offers the form as a one-stop shop for traffic data needs. Department staff can access the form through the documents section of the Safety/Traffic Engineering SharePoint website. Local governments and others can request the same information through the documents page of [www.nevadadot.com](http://www.nevadadot.com). Additional documentation can be attached to the request if necessary.

Completed forms are delivered to a central in-box for the first available safety analyst to complete. All requests are logged, tasked and tracked until completed to make sure each request is fulfilled to help improve Nevada road safety.

## Welcome

Ryan Crowther, *Elko*  
Joseph Cummins, *North Folk*  
Samantha Dowd, *Carson*  
Jennifer Eyerly, *Carson*  
Jessica Harrill, *Carson*  
Christopher Holman, *Carson*  
Genevieve Hudson, *Carson*  
Shannon Keyes-Courtney, *Elko*  
Heather Manzo, *Carson*  
Joseph Marak, *Big Smokey*  
Robert Myers, *Searchlight*  
Gary Porovich, *Eureka*  
Darin Royce, *Elko*  
Oscar Santana, *Las Vegas*  
Mark Stewart, *Carson*  
Tiffany Stitt, *Las Vegas*  
Kevin Verre, *Carson*  
Dwayne Wilkinson, *Las Vegas*

## Thanks for Serving

Jim Aagard, *15 years, Elko*  
Michael Avilez, *30 years, Glendale*  
Cheryl Cooke, *25 years, Carson*  
John Domina, *20 years, Carson*  
Richard Hill, *21 years, Tonopah*  
Dennis Jordan, *20 years, Reno*  
Marcia Manley, *24 years, Carson*  
Phillip Mendive, *19 years, Elko*  
James Prescott, *17 years, Reno*  
Janet Reck, *19 years, Reno*  
Marilyn Schratz, *15 years, Carson*  
Kathie Weaver, *21 years, Ely*  
Wendy Weitzel, *27 years, Carson*

## State Transportation Board:

Governor Brian Sandoval  
*Transportation Board Chairman*

## Members:

Brian K. Krolicki, *Lieutenant Governor*  
Catherine Cortez Masto, *Attorney General*

Kim Wallin, *State Controller*

Tom Fransway

Frank Martin

Len Savage



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[www.nevadadot.com](http://www.nevadadot.com)