



# NDOT NEWS

Quarterly News of the Nevada Department of Transportation

Winter 2000



**In with the New  
U.S. 95 in Las Vegas**

## The Director's Corner

Tom  
Stephens,  
P.E.,  
Director



## Vision for Tomorrow

At the end of 1998, we established seven major goals for NDOT for the next four years (1999 through 2002). As of the end of 1999, I would like to report on the progress toward these goals:

1. The goal to **double NDOT's project delivery** to over \$400 million a year was nearly met in FY99 with a capital outlay of \$372 million as

compared to \$207 million for FY98 and \$191 million for FY97. However, this one-year jump was partly due to the good weather which reduced the seasonal project carryover. I expect that FY00 will drop back to \$300 million but be on track toward a sustained \$400 million a year by FY02.

2. The goal to **get all the six Superprojects into construction** by the year 2002 has already been met for one project and three others will start construction in 2000.

-The first phase of the **I-15 Widening from Las Vegas to Primm** was opened to traffic in September. The southbound truck climbing lanes will start construction in the spring. The third phase, which will complete the southbound widening to Primm, will go out to bid by the end of 2000. NDOT is also monitoring California's project to widen I-15 between Barstow and Victorville.

-For **Widening U.S. 95 in Northwest Las Vegas**, the environmental study Record of Decision was approved in January with construction of Phase I to widen north of Rainbow Boulevard to start in the fall.

-Completion of the **I-580 Freeway** between Reno and Carson is in the final design with construction expected to begin in 2001.

-Bids were opened in January on Phase 1a of the **Carson Freeway** for \$14 million.

-The remaining two projects, the **Hoover Dam Bypass** and the upgrade (or bypass) of **U.S. 93 in Boulder City**, are in the environmental stages. An ROD is anticipated on the Hoover bridge environmental study next summer.

3. The goal to **accomplish other important capacity projects** is being met. Some representative examples include the I-515/I-215 interchange, well into design with right-of-way offers to be made in 2000. The widening of Lake Mead Drive with improvements to the I-15 interchange is also under design. Improvements to the Reno Spaghetti Bowl are expected to go out to bid in 2001 and the widening of the Fernley to Fallon highway will be done in phases starting in 2000.

4. The goal to **maintain all primary highways in good condition** throughout the state is progressing well. The percentage of the Interstate Highways in "good" condition has been increased from 64% in early 1998 to 72% at the end of 1999. The percentage of other National Highway System roads in "good" condition was increased from 45% to 81%.

5. The goal to significantly **reduce traffic congestion** by implementation of a high technology freeway management system for Las Vegas is well underway with the hiring of a consultant to design the Freeway and Arterial System of Transportation.

6. The goal to **reduce traffic fatalities** is probably the most challenging. Vehicle fatalities dropped from 297 in 1998 to 256 in 1999 but pedestrian fatalities rose from 46 to 71. Pedestrian fatalities will be a special emphasis area for NDOT in 2000.

7. The goal to formalize an employee **career development and wellness program** was initiated with a new transportation policy requiring supervisors to set out training needs with a training plan in each employee's annual evaluation. A college assistance program is under development. A study was completed on a wellness program. A comprehensive NDOT Staffing Plan will also be developed in 2000.

## On a Mission for the 21<sup>st</sup> Century

•Dawn of 2000 brings a new look for NDOT. At its October meeting, the State Transportation Board adopted a brand new, clean and easy to recognize logo. The new design reflects a forward looking philosophy as the department enters the next millennium.

Being conscious of cost, the logo will begin to appear on brochures, manuals, hats, patches, signs and vehicles as they are replaced.

As the department's fifth logo, it replaces both a coat of arms emblem designed and adopted in 1979 and a vehicle insignia put into service in 1996.

•Also to usher in the 21<sup>st</sup> century the NDOT mission statement is 28 percent leaner, revised to more succinctly and efficiently reflect the NDOT purpose. In its many uses, it continually reminds employees and customers of the department's enormous role in cultivating the quality of life in Nevada.

**The NDOT mission is to:**

*"Efficiently plan, design, construct and maintain a safe and effective transportation system for Nevada's economic, environmental, social and intermodal needs."*





**Spaghetti Bowl to Craig Road  
Help is on the Way**

## Hope is on the Horizon for U.S. 95 in Northwest Las Vegas

Take a 48 percent increase in housing units and add the single biggest building frenzy since World War II. Multiply it all over a 10-year time period. Factor in design, right of way, environmental and funding regulations. The result is one very busy freeway.

For the 1.3 million Las Vegas residents who travel U.S. 95, a recent U.S. Census report charting the decade's phenomenal population growth comes as no surprise. They have watched their six-lane freeway swell over the years as average daily traffic doubled since 1990.

While the solution is complicated, the answer is on its way. It comes as a revival, the result of a partnership of agencies working together, thinking creatively and seeking innovation for a freeway long since outgrown by the city it serves.

"The department has to be innovative to keep up with the growing demands in Las Vegas," said U.S. 95 Project Manager Gen Kanow. "We are continuing to brainstorm ideas," he said.

Groundbreaking on the first important structural work could come as early as 2001.

Some quick strategic improvements were already made by adding new travel lanes using existing shoulders, accident investigation sites and the enormously popular Freeway Service Patrol that

helps to clear disabled vehicles that can block a lane and instantly reduce freeway capacity.

Before any construction could begin in the area, federal regulations required an exhaustive examination known as the Major Investment Study for the nine-mile corridor from Martin Luther King Jr. Boulevard to Craig Road and the surrounding arterial streets. Many options were evaluated, each with a different price tag and scope, along with the required study of the effects of no project at all.

"The Major Investment Study took two years, dozens of public hearings and an enormous amount of time and effort from our partnering agencies," said Kent Cooper, chief of NDOT's Program Development Division which shepherded the study. Next, the study had to clear a many-layered environmental process, receiving and reviewing comments from many different people with vested interests in the community.

Major investment studies are no longer a requirement, eliminated under TEA-21, the Transportation Equity Act for the 21<sup>st</sup> Century.

Kanow said the last of the environmental hurdles is the Record of Decision, issued by the Federal Highway Administration's Division Administrator John Price. Upon its approval, the FHWA can commit to funding up to 95 percent of the \$330

### Clearing the Way for Federal Funding: The EIS

Federal-aid funding typically makes up 95 percent of the money that pays for highway construction. But along with the money comes a cornucopia of rules, regulations and requirements, well intentioned but often layered and time consuming. The Federal Highway Administration requires an environmental clearance on every single construction project under the National Environmental Policy Act of 1969, according to FHWA Division Administrator John Price.

"About 95 percent of the projects we do have no environmental impact," Price said. In that case, projects receive a categorical exclusion. The others require a document that addresses anticipated environmental impacts. "They range from a simple environmental assessment to a full blown environmental impact statement," he said.

For U.S. 95, the environmental process marks both the end of an old procedure and a first for a new. NDOT conducted a Major Investment Study, a multi-year comprehensive examination of an entire corridor that looked at every possible problem and solution remotely connected to transportation in an extensive area before moving ahead with proposals. The MIS was eliminated as a separate process under the Transportation Equity Act for the 21<sup>st</sup> Century in 1998, but too late to apply to the northwest Las Vegas U.S 95 project that took two formal hearings and dozens of exhaustive public meetings.

With completion of the MIS, results were published and an EIS was written that further studied alternatives, their social, economic, and environmental impacts. Additional public meetings and hearings were held and a preferred alternative was identified.

"We approve the final EIS and execute a record of decision," Price said. Both are signed by FHWA but instead of moving on to the Western Resource Center in San Francisco, they will be approved in the local division office by Price. Even though Price's office will have formally approved the documents, his office heavily relied on the

technical assistance of the resource center staff all the way through the process.

"FHWA is delegating more responsibility and authority to the division offices," Price said. "The U.S. 95 EIS and record of decision will be the first approved under the new delegation of authority".



John Price

“  
*The department has to be innovative to keep up with the growing demands in Las Vegas. We are continuing to brainstorm ideas.*  
 ”

**Project Manager  
 Gen Kanow**

million in improvements planned for the corridor. Without completing the process, the state would not qualify for federal aid and have to commit all its own tax revenues to rebuild the freeway.

While there is always a great incentive to work

through the environmental process as quickly as possible, NDOT took strategic steps to be ready to go when the approval came in January.

Kanow said Gov. Kenny Guinn and Director Tom Stephens expedited the selection of a design consultant for the section from Rainbow Boulevard to Craig Road. Sverdrup Civil Engineering will engineer the first part of the design that will determine the alignment. Once more exact limits of the project are established, necessary right of way can be determined and sought.

“Our staff in both the northern and southern offices have been gearing up for the challenge ahead,” said Heidi Mireles, chief of NDOT’s Right of Way Division, which has been pushed to every limit to keep the project moving.

“Our real challenge is the alignment from Martin Luther King Jr. Boulevard to Rainbow,” she said. “It covers, of course, many more developed properties with complicated transactions that must be expedited.

“We will contract out more of the process and try things that we have never done before, hiring consultant acquisition agents and appraisal reviewers. Our staff will have to monitor the consultants and train them to comply with federal guidelines,” Mireles said. It will also be her division’s job to manage a smooth relocation process for the multitude of stakeholders now adjacent to the freeway.

An additional \$180 million in surface street

improvements are also included in the U.S. 95 preferred alternative. Martin Luther King Jr. Boulevard and Summerlin Parkway work is slated for the later phases.

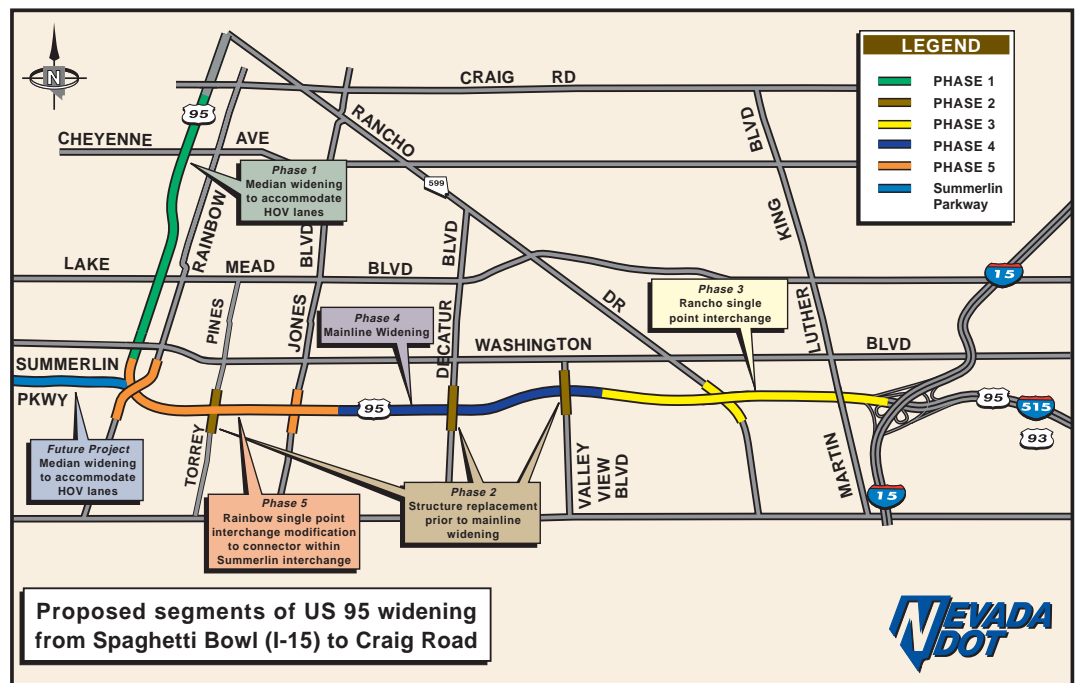
Expansions in local transit recommended in the MIS are planned as well.

Once construction begins, keeping traffic flowing is another critical element of design that demanded creativity. Part of the effort is in choosing the course but once the route is chosen, the department has to be even more resourceful to rebuild a highway while people are still using it.

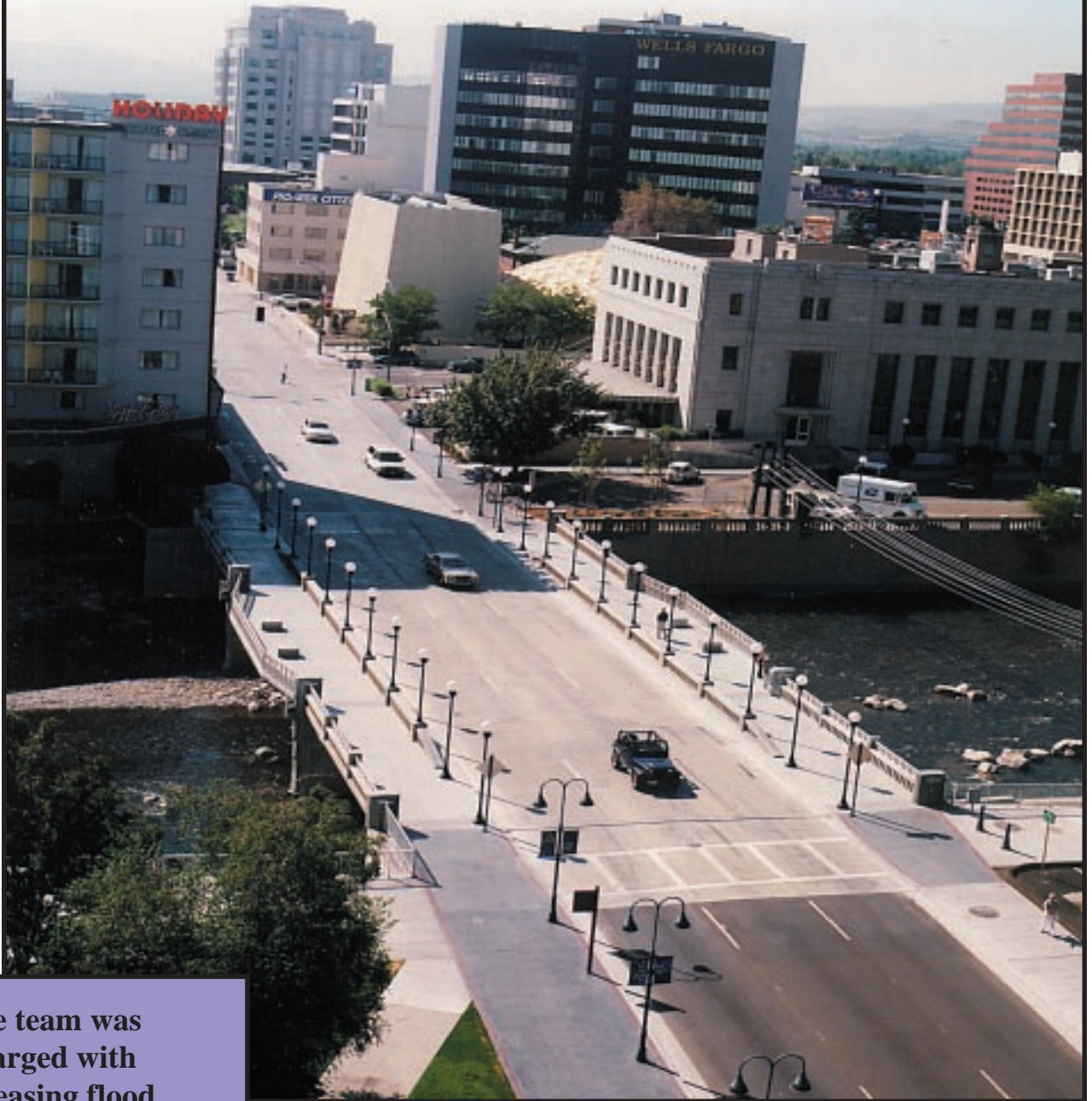
Surface streets that pass over NDOT structures must be able to handle increased demands once the mainline construction gets underway. To accomplish that goal, bridges at Torrey Pines Drive, Decatur and Valley View boulevards will be the first structures built. Next, lanes will be widened from Rainbow Boulevard to Craig Road where most right of way is already available and finally the stretch from Martin Luther King Jr. and Rainbow boulevards will be widened from six to 10 lanes.



Accident investigation sites free up shoulders on U.S. 95.



## Consortium Builds a Consensus for an Outstanding Bridge



**The team was charged with increasing flood capacity, maintaining access to high-traffic businesses throughout construction and complementing the area's artistic design.**

The project of the year. That's what the Nevada Chapter of the American Public Works Association called the rebirth of the historic Center Street Bridge in downtown Reno. It won the award though not large in size nor high in cost, but because the project was a marvel in many ways.

A unique bridge project administered by NDOT under the federal Bridge Replacement and Rehabilitation Program, the \$5.3 million venture demolished the historic 1926 City of Reno bridge and replaced it with a three-span cast in place post-tensioned concrete box girder over the Truckee River.

Producing the award winning structure required more than engineering, concrete and steel.

"The structural design was almost the easiest part," said NDOT's Chief Bridge Engineer Bill Crawford. "The coordination of design and actual construction was really something." Before they could get to the design, NDOT engineers and consultants navigated an environmental process that involved a village of voices.

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**The Center Street Bridge partnership earned the project of the year award from the Nevada Chapter of the American Public Works Association**

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NDOT's Environmental Services department was a significant help in securing the clearances in the sensitive river locale. Along with NDOT, consultant designers CH2MHILL met with a consortium of stakeholders to provide a design that met everyone's needs and expectations before construction began. A consensus was reached that resulted in an architecturally compatible structure that blended into the neighborhood.

"It's architectural features, art deco style and sconce lighting make it distinctive" Crawford said.

Meeting with interested parties and more than 20 regulatory agencies, viewpoints were diverse but, Crawford said, issues were resolved to everyone's satisfaction.

Jeff Codega Planning and Design served as landscape architect and Larry Henry as architect.

Crews under resident engineers Don Read and Peter Booth, and contractor Granite Construction overcame many obstacles, not the least of which was the flood of the century that passed through the work site as water rose four feet above street level throughout downtown.

Contaminated soils and groundwater complicated construction as did high water levels both before and after the flood. Forced by unpredictable circumstances to let the project sit dormant for six months, engineers also erected a temporary Bailey bridge to allow access to traffic. They were also challenged by regulations that allow work in the river only three months out of every year, from July through September, to protect wildlife. The Nevada Division of Wildlife had extended the working period for an additional three



**The Center Street Bridge, top: Demolition of the old arched structure; center: Construction drowned by the flood of the century; below: Public space to enjoy the river and the new bridge to cross it.**



Encouraged by the cooperative partners, crews delivered a beauty in their finished product.

"We created an area in the center of the bridge where people can sit and enjoy the river," Crawford said. "We learned a lot from this project."

months as a result of mitigation efforts agreed to based on the public partnership. But when the flood hit, it put everything on hold.

# Hollywood Lights On Location in Las Vegas

Even on the biggest night in 2,000 years it is hard to imagine more sparkle or glitz than the nightscape Las Vegas has to offer every other night of the year. Lights and lenses of filmmakers around the world focused on the neon oasis on the millenium's eve and the Las Vegas area highways that frequently set the stage for famous films from adventure to romance, crime to comedy.

Before any company, fledgling or famous, can film on a highway it must first secure a permit from NDOT, among many other agencies that regulate filming. In Las Vegas, that is where Traffic Engineer Kent Sears plays a supporting role.

With his sights focused on traffic, Sears looks out for motorists and the interests of the department while trying to accommodate a business that invests more than \$79 million in the state's economy each year.

To film legally within the state, companies need a temporary occupancy permit available at NDOT district offices in Las Vegas, Reno and Elko and major maintenance stations in Winnemucca, Tonopah and Ely. Stunning local landscapes across the face of Nevada attract about 500 productions each year from music videos to full length features, pilots to commercials.

"Valley of Fire State Park and the dry lake beds are favorites for automobile filming," said Jeanne Corcoran who works for the Commission on Economic Development's Film Office. Portions of Jim Carrey's **Man in the Moon** and Tom Cruise's **Magnolia** were filmed in northern Nevada, she said. A former NDOT employee, Corcoran is also based in Las Vegas and joins Sears in facilitating filming and educating location managers of the permit process. The permit is free and the advice reasonable.

"Everybody wants to shoot the Strip," said Sears. "We deal a lot with local location managers for still shots, driving scenes and stunts." With 75 percent of the state's filming in the Las Vegas area, the film business is booming, like every other aspect of the nation's fastest growing market, up 56 percent in FY99.

"It's picked up lately," Sears said, in part because of a friendly climate set by Economic Development and driven by Lt. Gov. Lorraine Hunt who also serves as vice chair of the State Transportation Board. Hunt is working with other agencies to streamline the permit process, working toward a cohesive plan and a single form and website.

"NDOT's contributions are essential to the continued growth of production— definitely a part of the big picture," Corcoran said. Roads are some of Nevada's most valuable assets when it comes to filming.



"It is safe to say that all the filmmakers use the highways at some point," Sears said. How they use them is directed by NDOT rules. "We make every attempt to accommodate their needs as long as they don't adversely affect pedestrian or vehicular traffic." If lanes of traffic must be taken, NDOT allows filming on the Strip only between 2 a.m. and 10 a.m. NDOT reviews hours of work, number of lanes to be blocked off and approves traffic control plans. East-west streets can host filming from 10 p.m. to 6 a.m. In everyone's best interest, no filming is allowed on weekends when streets are busiest as tourists from around the globe take in the real life scenery in person.

"We have such a mix of drivers. They are only interested in getting to their destination," Sears said.

To help provide for safety, traffic control is often supplemented by off-duty Nevada Highway Patrol troopers or Metro Police officers, a requirement when weapons are present for filming. Sears also makes sure that companies comply with state law that requires insurance liability in addition to traffic control. Once permitted, inspectors check to see that conditions are met, occasionally having to say "Cut," if even pedestrian traffic is delayed too long.

The secrets to success in location filming are cooperation and coordination. For major projects, Sears joins a team of experts who meet weekly when necessary to smooth an otherwise complicated process. Film





## Partners in the Business

- **Film production is a targeted industry Nevada is seeking to pursue aggressively and proactively for a bigger piece of the \$74 billion industry.**
- **Nevada saw a 56% increase in production during fiscal 1999, compared to states that lost up to 40% of their previous business.**
- **Filming brings in an average of more than \$70 million per year, according to the Nevada Commission on Economic Development.**
- **The non-polluting industry employs local residents, generates tremendous repeat business and raises Nevada's visibility, feeding tourism and commerce.**
- **NDOT plays an important role in producing the big picture.**



company location managers meet with representatives from law enforcement and fire departments for Las Vegas, Henderson and Clark County.

"We go through the script and work out the glitches," Sears said. Along with the highways, pedestrian overpasses, elevators and escalators have also starred on screen. It is Sears' job to look out after NDOT's infrastructure as stunts get more adventurous and spectacular.



**Before they hit the big screen, District I Traffic Engineer Kent Sears issues permits for local state highway shoots.**

"NDOT and its astute people like Kent Sears, who oversees permits, and those who tend to the public relations aspects see the value of production," Corcoran said.

With the team, NDOT develops a traffic control plan that protects travelers, motorists and pedestrians, and also considers the preservation of government facilities such as structures, landscaping and storm drains.

While filming atop the Stratosphere tower, but not on

the street, one company launched \$30,000 in flying fake \$100 bills. Harmless enough, the stunt created a major maintenance headache when the phonies found themselves lodged in storm drains along the Strip adding risk to a flood prone area.

Sears works for District I Engineer Gene Weight and has an alliance with headquarters' Traffic Engineering Division. Co-starring with Economic Development and the Film Office, the traffic engineers round out the cast seeking solutions to safely set the stage for Hollywood's wildest dreams.

## Highways Set the Stage

Commercials and feature films seek wide-open spaces, clear blue skies and miles of uninterrupted asphalt. Nevada fits that bill. Extraordinary geography is alluring for automobile spots and movies like **The Visitors** from Disney. Red Rock and S.R. 157 are in **Anywhere But Here** with Susan Sarandon, and local roads appear in **Play it to the Bone** starring Woody Harrelson and Antonio Banderas.

Small films seek less-traveled roads or tree-lined beauties like those around Mount Charleston and Lee Canyon. Highways in northern Nevada are often popular, recently used in a number of films, including **Squelch** and **Highway 395**. Race car scenes love S.R.318 toward Alamo for the look and the chance to crank up high-speed shots and sleek sports cars. New construction can bring opportunities to use a completed section for action filming as in **Lethal Weapon 4**.

Las Vegas Boulevard, S.R. 604, is everywhere and the Reno arch pops up often. Northern Nevada scenes were filmed for Jim Carrey's **Man in the Moon** and **Magnolia** starring Tom Cruise. Television series such as **The Strip** shot Charleston Boulevard and the I-215 beltway.

I-15 north of Las Vegas will be in Warner Brother's **Body Slam**. Nevada appears in **Duets** with Gwyneth Paltrow, due shortly.



# Talk Radio

From New Quarters, Reno Road Keeps Crews Connected



Deep in the Humboldt-Toiyabe National Forest that envelopes state highways in the Lake Tahoe Basin, the Mt. Rose Crew and their colleagues throughout the region battle a sometimes invisible foe, fighting the forces of nature that define winter on the eastern slope of the Sierra Nevada Mountain Range. For their desert counterparts sometimes hours from the nearest phone, the story is the same.

Like a distant cousin, winter in the north is worlds away from the blistering heat and congestion of a southern Nevada summer. For Crew 250's Peter Bobick, the dark nights in his snowplow are cold and lonesome, isolated and edgy.

Carving the roadway in the darkness at 8,000 feet, Bobick depends on his instincts, hewn from seasons of storms that passed his way before, and he clings to his lifeline, the radio communication system that links him to storm central.

"Reno Road, this is 50-03," he says, with an expectation that someone will be there at the other end of the call.

"There" is a brand new communications center at the district office in Reno-Sparks, opened for business in November.

For Don Tom, the story is the same but the setting is different. Hours from Reno Road, outside of Yerington, phones are few and far between, with his radio connection his only tie to bind him through the storm.

A tight budget and a team of steadfast staff combined to produce the new building along with a complex remodeling of many other facilities at the yard. It began with a new three-bay metal building. The carpenter shop was removed and relocated, training facilities were replaced, reroofing and drainage improvements became a reality and all the new rooms were recabled for data and phone network communications.

Designed by consultant Hershenvo and Klippenstein Architects, the new storm center facility was built by F. Evans Construction. With guidance from NDOT Architecture Division's Brett Frey and Marc Davis, district crews pitched in with their own know-how mixed with some blood sweat and tears to keep the high-profile building low-cost.

John Schweitzer's facilities Crew 202 included Jim Miletich and Bruce Wallis. Tom Adams' other specialty crews 240, 241 and 245, who are talented carpenters, electricians, painters and landscapers,

***"Reno Road, this is 50-03," he says, with an expectation that someone will be there at the other end of the call. "There" is a brand new communications center at the district office in Reno-Sparks, opened for business in November.***

connected to complement the construction doing plenty of work to help the project come together.

"Big kudos go to those guys," said Assistant District II Engineer for Maintenance Thor Dyson. "They went above and beyond the call of duty to assure that the center was up, operating and that the transition went smoothly. They have done more work than you can shake a stick at and they've been working all summer on various facilities."

With plenty of help from the wire wonders on the communications team, Bill Hendrix and Hector Quiroga, when the first snow hit, mountain crews were connected.

At the microphone on the other side of the radio is Yvonne Jimenez, a second-year road warrior, studied in the wealth of Road Weather Information System tools that wed technology and talent for predicting the weather. One of five seasonal road reporters, Jimenez links operators of 20 snow blowers and 200 snowplows deployed during a storm.

Jimenez has access to real time road surface information from computerized sensors that read the pavement and diagnose atmospheric conditions. Also in her tool kit is access to current and long-term weather forecasts for the nation and local regions, a consultant meteorologist to interpret storm activity and a battalion of maintenance workers with their eyes on the highways.

With data in hand, the next job for Jimenez and her fellow road reporters who staff the center 24-hours a day from November to May is to get the word out to



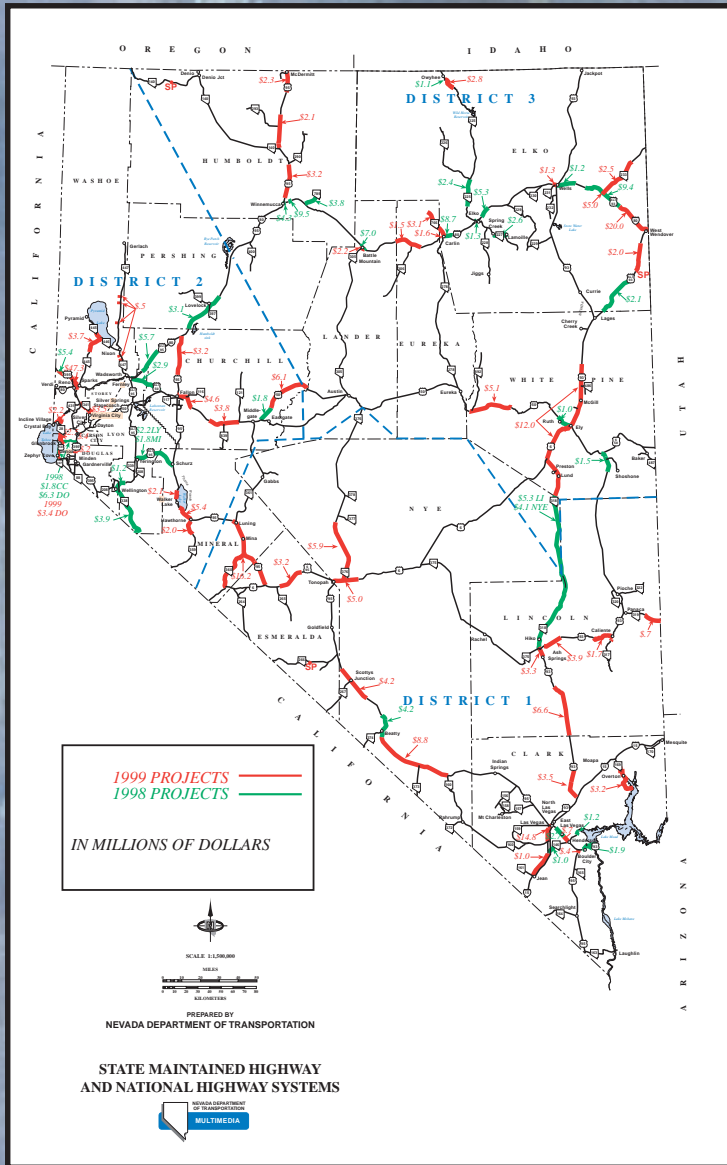
**On the radio, Don Tom, Yerington Crew 236. Opposite page: A snow angel to many a Mt. Rose motorist, Pete Bobick. Inset: On the other side of the radio, Yvonne Jimenez.**

the rest of the world. The tried and true reports to local media are a beginning. Another old standby, the phone recording, has a new look and feel. One toll-free phone number statewide communicates conditions for the closest of three local regions first, then if activated, it can give information for other areas in and adjacent to Nevada.

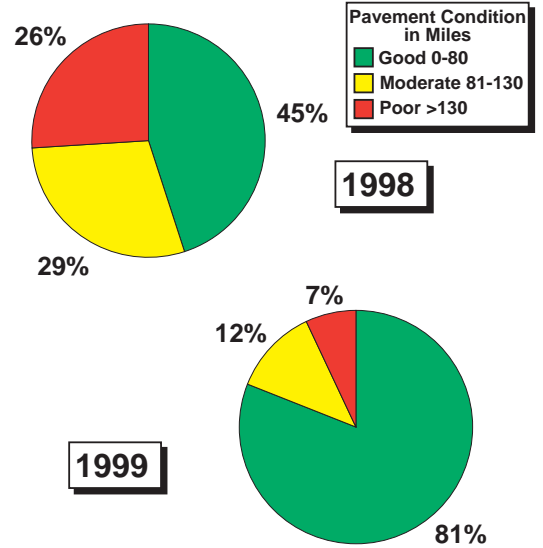
The new road condition number is 1 (877) NVROADS, or 1 (877) 687-6237. Employees in outlying areas send data to District II for the statewide phone report. With an online version at [www.nvroads.com](http://www.nvroads.com) or [www.nevadadot.com](http://www.nevadadot.com), road conditions and RWIS information are just a click away, at home or at work for motorists that must make their way.

Keeping traffic moving whenever they can and safely off the highway when they cannot helps crews who must focus on battling the elements. For them getting the word out is sometimes just as critical as sand and salt in doing their jobs. Like Bobick and Tom, they depend on their partners at storm central to see them through the storm.

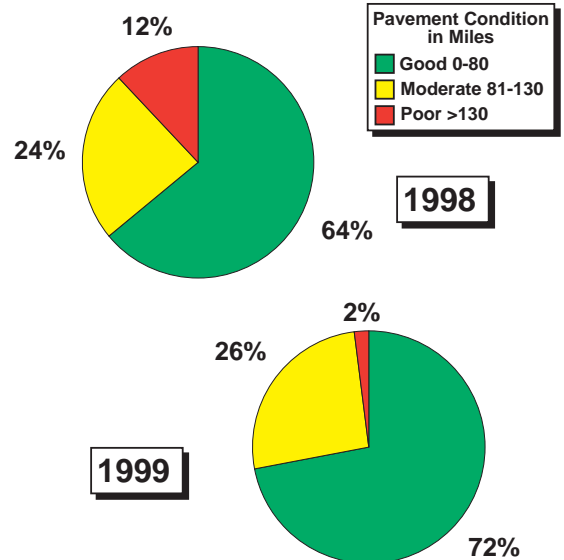
# Aggressive Accomplishments



## NHS - NON - INTERSTATE



## NHS - INTERSTATE





**New Assistant Director for Operations Ruedy Edgington with his management team. From left: division chiefs Mark EliceGUI, Construction; Brett Frey, Architecture; Edgington; Dean Weitzel, Materials; Frank Taylor, Maintenance; and Wayne Teglia, Equipment.**

# *Bringing People and Projects Together*

## *New Assistant Director for Operations Relies on Partnership*

Responsibility for operations at NDOT is a big ball of wax. Organizationally speaking, the assistant director for operations oversees construction, materials, architecture, equipment and maintenance divisions, a full load of businesses that play a pivotal role in carrying out the NDOT mission.

Ruedy Edgington has his hands full. Named to succeed retiring Rod Johnson as assistant director for operations, Edgington now manages the divergent building blocks that make up the operations divisions. Using those pieces to build bridges between customers and employees is one of Edgington's greatest strengths.

"You have to be able to communicate at all levels. You make decisions that affect people's lives,"

"He has the ideal background for the job, and works well with everyone at NDOT, our engineering consultants and construction contractors," said Director Tom Stephens.

Building good relationships is a top priority for Edgington.

To do so, he will draw on that background of broad experience. Crediting his five years in the Construction Division, he has learned to develop good working relationships with contractors and has a deeper appreciation of what goes into design.

Edgington began his career in 1981 in NDOT's Bridge Division where he and Susan Martinovich, now assistant director for engineering, first worked as a team, stressing partnership among divisions. Later, he branched out to construction, learning the ins and outs of the business of building highways.

"Nobody ever says 'good traffic control' when things go well," he said. Experience tells him it is an important part of each project.

"I encourage people to diversify their training, do some field work and see how it's done. Unless you are being challenged, you are not going to be growing. You'll stagnate. You must be challenged in some way, shape or form."

A tour of duty in the Materials and Testing Division brought insight into the placement of quality pavements.

As assistant materials engineer under Dean Weitzel, he gained an additional perspective in the headquarters lab.

Edgington's return to Construction Division as chief gave him an opportunity to fit all the pieces together.

"It is key to deal with contractors fairly, treat them the same and maintain a level playing field so all have the same opportunities. They are in the business to build roads and to make money. They have to make business decisions that affect us. We will have issues with them. We have to try to deal with those issues," he said.

The decisions are not always easy. "There are many sides to each issue and the information isn't always there for others to see." In the early days in Bridge Division, a top strategy was to open doors and lines of communication. It is a philosophy Edgington will apply to other responsibilities as he influences their operations at NDOT.

Within his scope are:

- Construction: Ensuring that construction contract administration is efficient and adheres to federal and state criteria
- Materials: Assuring that the Materials and Testing function has adequate quality control of highway construction materials
- Maintenance: Providing a highway maintenance program for the comfort and safety of the traveling public
- Equipment: Operating an optimal equipment fleet
- Architecture: Conducting an NDOT facility building program

Edgington graduated from Reno High School and the University of Nevada, Reno. He is a registered professional engineer in both California and Nevada.

Leaning on his ability to communicate well and negotiate effectively, Edgington brings a positive attitude with experience behind him and solutions ahead.

# Brand New Home on the Range

Before he got his brand new home away from home, Gary Lusetti's options were limited when it came to meeting with his staff. At one time, the only room with heat was also the only room with a commode. In the town of Lund, half way between Interstate 80 and I-15, Crew 382 was out in the cold.

They angled their trucks just-so to make them fit inside the doorway and were careful not to slip on the ice that would freeze on the floor. Cramped by shop quarters so tight that they had to climb over their vehicles to get to the oil, the Lund crew needed a facility facelift.

Their brand new shop is among the changes for the better included in a major renovation of the station on State Route 318, 35 miles south of Ely. The nearly \$500,000 investment is the biggest thing to hit the western town in a long time.

Famous two weekends each year as the racetrack setting for an unlimited speed, open road race known as the Silver State Challenge, the rest of the time Lund is as unhurried and engaging as a pioneering ranch community can be.



## *NDOT's Investments Near Lund in Nearby White Pine, Nye and Lincoln Counties*

- **\$500,000 New Maintenance Facility in 1999 by K.W. Western**
- **\$9.2 million resurfacing of S.R.318 in 1998 and 1999 by Frehner Construction**
- **\$12.1 million reconstruction on U.S. 6 from S.R. 318 to U.S. 50 in 1999 by Frehner Construction**
- **\$13.8 million to rebuild U.S. 93 from the Lincoln County line to Pahranaगत in 1999 by Granite Construction**

In the shadow of the Duckwater Mountains near the White River Valley, S.R. 318 and U.S. 6 connect travelers from southern Nevada with Interstate 80 to Utah and beyond. They bring state

employees to work at the prison in Ely and they also link acres and sections of isolated ranches that supply the world with beef, alfalfa and more.

Closer to home, the state highways serve Lund, population 437, including a crosswalk for students on their way to the town's two schools. From Carter's Country Store to the Quarter Circle Five authentic cattle ranch, everybody in town depends on Main Street and Main Street depends on Crew 382 to keep them connected to each other and the rest of the world.

"We don't go home until it's done," said Rick Rimington after a snowfall had deployed the crew just as crowds set out for the National Finals Rodeo in Las Vegas. "Two people go each way. We work as a team," he said, clearing mountain passes at 5,000 to 7,000 feet in the winter and enduring 90-degree temperatures while chip sealing in the summer.



**L to r: With plenty of room to spare in the new Lund shop, Cody Maynard, Rick Rimington, Rick Atkin, and Lamar Gardner.**



With their four-wheel drive, two wingplows and three bobtail snowplows, getting their work done is much simpler now that their equipment fits into the shop.

“It used to be tough because it was so small. Once you were in you didn’t get back out,” said Lamar Gardner, a local rancher who spends his winters supplementing the crew.

“It makes a big difference,” Lusetti said. “We can get two tons of ice built up on a unit, when it thaws, it pulls out



Traffic, neighbors and the neighborhood in Lund. Far left: Gary Lusetti, and left: Lou Willfong.



wires under the truck.” Once disabled, it requires a distant mechanic to get back on the road. “We’re tickled to death. Every unit will be in and warm.”

For quite some time, Lusetti, Gardner, Rimington, and partners Cody Maynard, Rick Atkin and Lou Willfong had tried to make do with their outgrown quarters, originally built in 1978. Safety dictated that they needed a new home.

“We’ve been number one on the list for a long time,” said Atkin. In November, their wish became a reality. Work began in April on the new five-bay station built by K.W. Western, Inc., and designed by Jeff Klippenstein of Hershenow and Klippenstein Architects for NDOT’s Architecture Division.

Lusetti said his crew took an active role in rebuilding the yard also.

Previously, only 60 percent of the yard was paved. The new contract called for additional paving that required the fencing to be removed. The crew replaced the fencing, recycling it also from other locations.

The station has a new water filtration system, loading dock, wash rack, emergency shower and eyewash, a crew quarters and foreman’s office for taking care of business in Lund.



Visitors are welcome to tour an authentic 1900s log cabin at the White River Valley Museum in Lund. A gift from the Glenn Lane family, it was originally built in Preston, six miles northeast of Lund.

## The Top Ten Construction Contracts of the 1990s

Bid In Millions	Award Date/ Contract #	Location	Resident Engineer	Contractor
\$91.8	October 1997 2830	I-15/U.S.95 Reconstruction	Ben Cass/ Ernest Patton	Meadow Valley Inc.
\$55.3	November 1996 2779	I-15/Spring Mountain Road/Airport Connector	Earl Miller	Max Riggs Inc./ Granite Inc.
\$52.9	October 1993 2567	U.S. 395/I-580 Freeway to Mt. Rose Highway	Jim Murdock	Granite Inc.
\$37.9	May 1991 2427	U.S. 95/Boulder Highway to Lake Mead Drive	Troy Castleberry	Max Riggs Inc.
\$25.4	February 1998 2853	I-15/Cheyenne Avenue	Vic Turner	Frehner Inc.
\$24.7	June 1995 2704	I-80 at Osino, Halleck Interchange	Gary DeCarlo	Frehner Inc.
\$19.7	March 1994 2593	I-15/Spring Mountain Road Interchange	Paul Wilcox	Frehner Inc.
\$18.8	April 1997 2795	I-80/Pyramid Way	Reid Kaiser	Granite Inc.
\$17.9	October 1993 2571	I-15/Sahara Avenue	Paul Wilcox	Frehner Inc.
\$16.8	May 1995 2706	I-80/Lockwood Interchange	Don Read	Granite Inc.



### NDOT NEWS

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*On the cover: The focus of the future is on transportation on U.S. 95 in the northwest Las Vegas Valley.*