

TRI-YEARLY PUBLICATION OF THE NEVADA DEPARTMENT OF TRANSPORTATION

NDOT NEWS

Summer 2008



NEVADA'S LARGEST ROAD PROJECT BRINGS TRANSPORTATION ADVANCEMENTS





THE ROAD AHEAD

By Susan Martinovich, P.E., Director

SIGNS OF THE FUTURE

As road signs often herald important changes in the road ahead, so do recent NDOT advancements herald a new era of innovation that builds upon past progress to enhance Nevada transportation. Many of these important innovations are detailed in this edition of NDOT News.

One fine example is the retrospective on completion of Nevada's largest road project to date, the widening of U.S. 95. Throughout its seven-year construction, the project brought new innovations, such as high occupancy vehicle lanes and rotating fixtures on overhead street signs that allow maintainers to repair lights without disrupting travel on traffic lanes. These innovations, first utilized on this important project, will help enhance future Nevada transportation.

Graffiti continues to be a plague, defacing the public roadways of Nevada and placing extra monetary burden on Nevada taxpayers. NDOT fights the scourge with graffiti abatement techniques that help keep state roadways clear of unattractive and distracting blights. The fight against graffiti is chronicled on pages 10 through 12 as a tribute to those working on the front line of the battle.

Other innovations can be seen in NDOT's new Pioneer Program, a program designed to establish innovative public-private partnerships to help fund needed Nevada transportation. Governor Gibbons' Public-Private Partnership Advisory Panel has provided invaluable direction and insight in this process. I encourage you to investigate the new Pioneer Program Web site at www.pioneerprogram.com to learn more.

Throughout all of these advancements, transportation safety remains of primary importance. A new Road Safety Audit program is underway to allow NDOT to be even more proactive in identifying road safety improvements. These audits are now being performed both on new roadway designs and existing roads to provide timely, and often low-cost, safety enhancements.

Helping to guide and oversee all of these innovations is the State Transportation Board. We are lucky to have been joined by three new civilian board members whose guidance and insight will continue to lead us into the future of Nevada transportation.

The Nevada Department of Transportation embarks into the future with a firm view of the history that has molded Nevada transportation. In this edition of NDOT News, you will find the second in a series on NDOT history and learn how a small transportation department subsisting on monies from the general fund, racetrack revenues, truck rentals to contractors and other meager revenue-generators grew to the largest unit of the state's government in the early 1920s.

All of these transportation innovations and more are chronicled in this edition of NDOT News. I hope you will enjoy the journey into the transportation improvements, past and present, that are a sign of even greater things to come.

On The Cover: *The completion of Nevada's largest state road project to date, the widening of U.S. 95 in northwest Las Vegas, brought with it many advancements that will be used to enhance transportation throughout Nevada.*

NEW BOARD MEMBERS LEAD NEVADA TRANSPORTATION

The Nevada Department of Transportation is overseen by a seven-member Board of Directors. Chaired by Governor Jim Gibbons, the State Transportation Board includes the lieutenant governor, attorney general and state controller, who were introduced in the last edition of NDOT News.

NDOT has also welcomed three new civilian members to the board. Appointed by Governor Gibbons in summer 2007, these board members now serve the state by providing invaluable transportation oversight and guidance.



**FRANK MARTIN
- DISTRICT 1**

As president and CEO of Martin-Harris Construction of Las Vegas, Frank Martin has overseen industrial, commercial, public works and school construction, including successful transportation projects in

the Las Vegas Valley.

Active in the Las Vegas community, Martin serves on local task forces studying water and transportation issues, and is a board member of Associated General Contractors, Opportunity Village and other organizations.

"I believe in giving something back to this great state," Martin said. "Nevada taxpayers pay good money for roads, and I intend to see that they get the good roads they deserve in return."



**PAUL MORABITO
- DISTRICT 2**

Paul Morabito served as chairman and CEO of Berry-Hinckley Industries at the time it was Nevada's largest transportation fuel supplier. The entrepreneur has also served on the governing board of the

California High Speed Rail Authority, and as senior

policy advisor to the Los Angeles County Sheriff's Department and California State Coastal Conservancy chairman. He is an honorary chief deputy of the Washoe County Sheriff's Office.

"Governor Gibbons has made it clear that transportation is a high priority, and has gone a long way toward crafting solutions," Morabito explained. "I hope to contribute even more new ideas and help tackle many of the complicated issues facing all areas of the state."



**TOM FRANSWAY
- DISTRICT 3**

A lifelong Nevadan, Tom Fransway is currently serving his fourth term as Humboldt County commissioner. Following a 30-year career with Nevada Bell, Fransway also

now owns and operates West Wind, which leases and manages commercial property in Winnemucca.

Fransway has also provided transportation insight as chair of the Regional Transportation Commission of Humboldt County and while working with NDOT on several road projects involving the state and Humboldt County.

"Whether you live in Las Vegas or Winnemucca, safe and efficient transportation is a major factor in determining your quality of life. It's also the lifeblood of the state's economy," Fransway said. "I am honored to bring my common-sense approach to problem solving to bear on some of our state's biggest challenges."

STRATEGIC PLAN PAINTS BLUEPRINT FOR NDOT'S FUTURE

Like architectural designs, a strategic plan paints a picture of how an organization will reach its goals. NDOT's new strategic plan, developed last year, is already providing the blueprint from which the Department will continually rise to the transportation needs of the nation's fastest-growing state while fulfilling legislative reporting requirements.

NDOT's strategic plan, including a mission statement, vision, core values and goals, was developed in 2007. Each NDOT division and district was invited to evaluate and comment on strategies that are both important to their area and helpful in reaching the Department's updated values and goals.

The strategies were then prioritized and arranged into 15 performance measures to evaluate how successfully NDOT is fulfilling the strategic plan. Each performance measure, from reducing workplace accidents, maintaining state roads, bridges and facilities to reducing fatal crashes and congestion on state roads, has specific goals to be reached both by the end of 2008 and in the long-range future.

Those specific performance measures will be evaluated and reported every year to the State Legislature and Transportation Board, as outlined in Assembly Bill 595. The legislation provides additional funding for important state road projects and requires reporting on the Department's progress in using those funds. Quarterly reporting on the scheduling, scope, cost and progress of the Department's super projects, such as the I-15 design-build project, will also be given to the Legislature and State Transportation Board.

"These performance measures are so important in continuing to provide safety to our employees and motorists, as well as identifying the most effective use of our resources amid an upcoming transportation funding deficit," NDOT Director Susan Martinovich said.

The performance measure reporting is available to NDOT employees through the Department's internal SharePoint Web site. Many of the activities will also be detailed in Department newsletters and biennial Fact Book.

Mission, Vision, Core Values, and Goals

Our Mission

Providing a better transportation system for Nevada through our unified and dedicated efforts.

Our Vision

The nation's leader in delivering transportation solutions, improving Nevada's quality of life.

Our Core Values

- Integrity – Doing the right thing.
- Honesty – Being truthful in your actions and your words.
- Respect – Treating others with dignity.
- Commitment – Putting the needs of the Department first.
- Accountability – Being responsible for your actions.

Our Goals

As one NDOT, our employees are key to successfully accomplishing our mission.

- Optimize safety.
- Be in touch with and responsive to our customers.
- Innovate.
- Be the employer of choice.
- Deliver timely and beneficial projects and programs.
- Effectively preserve and manage our assets.
- Efficiently operate the transportation system.

Performance Measures

Administration

- Reduce work-place accidents
- Provide employee training
- Improve employee satisfaction
- Streamline agreement execution process
- Improve customer outreach/satisfaction

Planning

- Reduce congestion on the state system

Operations

- Maintain state bridges
- Maintain state roadways
- Maintain state fleet
- Maintain state facilities
- Provide continuity of business operations

Engineering

- Reduce fatal crashes
- Streamline project delivery – schedule and estimate from project pre-development stage to bidding
- Streamline project delivery schedule – schedule and estimate from bid opening to construction completion
- Streamline permitting process

FOUR SEASONS OF THE FISH LADDER

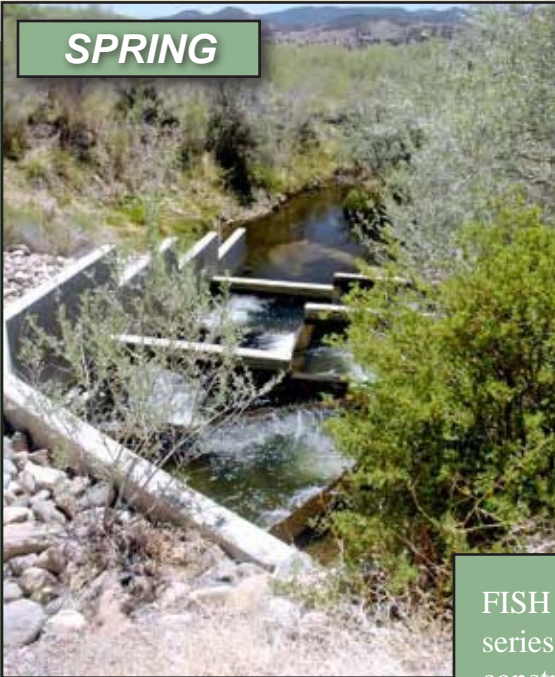
Where State Route 338 passes through the Humboldt-Toiyabe National Forest in western-central Nevada, a fish ladder created by NDOT 10 years ago continues to help spawning trout.

The culvert that takes the Sweetwater Creek under the highway previously created erosion problems and prevented trout from making their way up the creek.

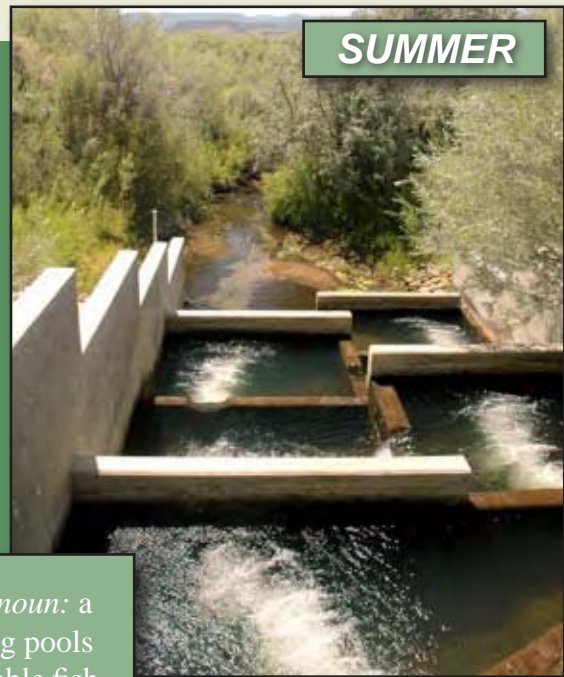
To solve both issues, NDOT hydraulic and environmental experts, supported by the U.S. Forest Service, Nevada Division of Wildlife and local landowners, developed the fish passage with eight pools snaking their way up the embankment at one-foot intervals. The fish ladder now allows the trout to swim up through the pools and on to spawning habitat.

Now 10 years old, the Department's only fish ladder stands, season after season, as testimony to the beauty of the changing Nevada seasons and NDOT's dedication to protecting nature.

SPRING

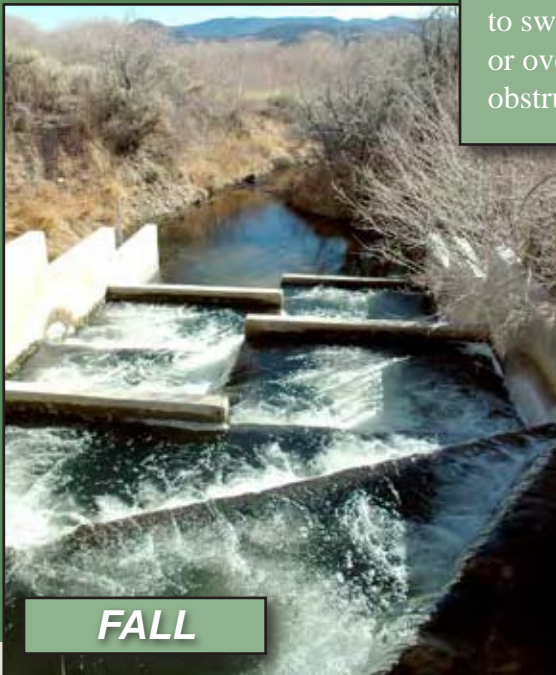


SUMMER

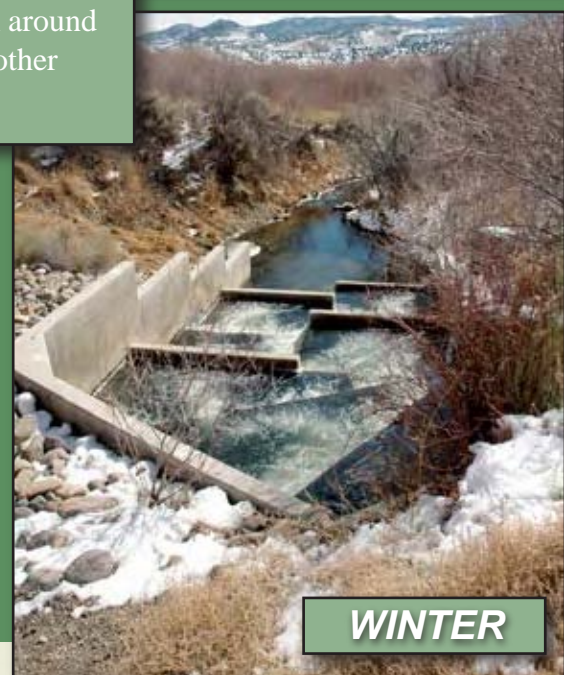


FISH LADDER, *noun*: a series of ascending pools constructed to enable fish to swim upstream around or over a dam or other obstruction.

FALL



WINTER





PAVING THE WAY TO INNOVATIVE TRANSPORTATION SOLUTIONS

Amid a statewide transportation funding deficit that is expected to reach the multibillion-dollar mark through 2015, the Nevada Department of Transportation is making strides to help provide needed transportation through innovative public-private partnerships.

NDOT's new Pioneer Program, which was developed to guide NDOT in the use of potential road funding, construction and operation partnerships with private businesses, continues to create guidelines for innovative partnerships that could pave the way to faster project delivery, less congested freeways and greater road funding.

While toll roads and lanes are a primary example of public-private partnerships, Pioneer Program innovations could also take the form of design-build projects, in which initial stages of road construction get underway at the same time that design is being completed on later phases of the project. Other possibilities include 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, as well as asset management programs that could allow outside companies to provide certain road services. While the concept of tolling would first need legislative approval before becoming a reality in Nevada, NDOT is preparing for all possibilities to help fund needed Nevada transportation projects.

NDOT staff, assisted by outside legal and transportation experts, continue to develop goals, criteria, procedures, review mechanisms and legal guidelines to ensure that any potential partnership projects are both beneficial and well-outlined.

After further refinement of Pioneer Program project selection criteria and contract procedures, as well as environmental, risk and legal reviews, approved Pioneer Program projects will be built following a multi-year process of environmental and right-of-way clearances and construction. You can find further information on the new Pioneer Program Web site at www.pioneerprogram.com.

"Public-private partnerships are one tool to help fund the transportation needs of our rapidly-growing state," NDOT Deputy Director and Pioneer Program Director Scott Rawlins said. "NDOT will also continue cost-benefit analyses and prioritization of our future projects to continually deliver critically-needed transportation infrastructure to Nevada."

Nevada's Public-Private Partnership Advisory Panel, established by Governor Jim Gibbons to determine whether NDOT should pursue partnerships with private companies, also recently added a tool to the toolbox by recommending that the Nevada Legislature look at the use of public-private partnerships to help fund transportation improvements. The recommendation was approved by the State Transportation Board, and will be among legislative proposals for the 2009 legislative session.





Safety recommendations for this U.S. 93 intersection in the Ely area include moving the stop sign and route signs for easier visibility.

AUDITING FOR SAFETY

In a continuing effort to reduce the severity of crashes and improve roadway safety, over 60 transportation and road safety experts have begun taking part in new NDOT Road Safety Audits.

A formal safety evaluation of either planned or existing roadways by an independent, multidisciplinary team of NDOT staff, law enforcement, emergency medical responders and local city and regional transportation commission representatives, the audits look for potential safety hazards and suggest measures to mitigate those safety issues.

The audits begin when NDOT safety engineers coordinate with NDOT project managers to dispatch teams of three or more experts to evaluate certain existing roads or new transportation projects from a safety perspective. Performing both day and night field reviews, the teams look at how all users interact on a roadway, and review any potentially confusing road elements such as signs, trap lanes, skewed right-hand turn lanes and poor nighttime visibility.

The teams then submit specific safety recommendations to NDOT project managers for possible inclusion in the projects. Focusing only on safety-related issues, the audits are not technical reviews of project design compliance, and therefore can often provide low-cost safety recommendations.

For instance, some safety enhancements can easily be put in place by NDOT maintenance professionals.

“The key to a successful safety audit is to capture the essential safety issues at the beginning of the project-planning phase. That way, we can incorporate recommended safety improvements in the project scoping process,” Jaime Tuddao, NDOT Senior Road Safety Engineer, explained. “As design progresses, safety enhancements can be made by undertaking a Road Safety Audit at the required design stages.”

The teams have already provided safety recommendations on some important Nevada roadways, such as I-15 from I-215 to Sahara Avenue in Las Vegas and road construction on U.S. 95 from Washington Avenue to Ann Road. In District 2, future safety audits will evaluate U.S. 395 in Reno and other roads. And in District 3, I-80 near Battle Mountain has been evaluated and an audit of U.S. 93 in Ely between the Cherry Creek and Lages junctions has led traffic signs to be repositioned to convey a clearer meaning to motorists.

“One of the primary focuses is being proactive in finding what we can do immediately to improve the level of safety, as well as developing long-term recommendations for safety enhancements,” NDOT Principal Safety Engineer Chuck Reider explained. “The audits are one tool in the NDOT project manager’s toolbox to further enhance safety for the traveling public.”

Core safety audit members include a safety engineer, traffic or roadway design engineer and district engineering representative. The teams may also include engineers from local government agencies, law enforcement, emergency medical responders, NDOT bicycle and pedestrian experts and Federal Highway Administration (FHWA) personnel, all who work independently of road project design teams to assure numerous viewpoints.



COMPLETING THE STATE'S LARGE

A Retrospective of the U.S. 95 Widening Project

The completion of Nevada's largest state road project to date, the widening of U.S. 95 in northwest Las Vegas, brought with it many advancements that will be used to enhance transportation throughout Nevada.

The project, completed at the end of last year, improved approximately eight miles of U.S. 95, expanding the freeway from six to 10 lanes from Martin Luther King Boulevard to Rainbow Boulevard, and from four to six lanes from Rainbow Boulevard to Craig Road. Seven new underpasses and redesigned I-15 connector ramps were also part of the project. Additional improvements include ramp metering, high mast lighting, flood control/drainage additions, and soundwalls.

The improvements started in 2000 and were separated into 10 projects. Comprising the largest monetary road project ever completed by the Department, the over \$500 million in total improvements were funded by a combination of federal and state dollars. The busy section of freeway sees over 200,000 vehicles every day, and is predicted to see over 300,000 vehicles in 2020.

NDOT put the project on the fast track with streamlined appraisal and acquisition methods. Consultants augmented NDOT staff in the right-of-way process. Another key in expediting the project was accelerated Rainbow Boulevard interchange and bridge construction.

The project marks the state's first use of high occupancy vehicle (HOV) lanes to improve traffic flow and incident response. By allowing only vehicles with two or more passengers, as well as buses and motorcycles, HOV lanes can help mitigate ever-increasing traffic by encouraging carpooling. U.S. 95 is envisioned to be the start of a valley-wide

HOV network that will whisk carpoolers through I-15, I-515 and other Las Vegas corridors on dedicated HOV lanes. Another traffic tool, ramp meters, will be used to control the frequency and spacing of merging vehicles to minimize freeway speed disruptions and improve traffic flow.

The project also marks the state's first use of protective coatings to help in removal of graffiti from soundwalls and aesthetic features such as boulders and sculptures. Other advancements pioneered on the project include the first use of rotating light fixtures on overhead street signs that allow maintainers to avoid replacing and repairing lights directly above lanes of traffic.

"Nevada is moving forward, and you can tell from the U.S. 95 project that we are moving forward in a smart manner," Governor Jim Gibbons said.

On the opposite page, we look back on this project that not only widened U.S. 95, but expanded the possibilities for transportation improvements across the state.



WEST ROAD PROJECT

PROJECT 1A: Widen U.S. 95 from Washington Avenue to Cheyenne Avenue
Construction: July 2000 - September 2001

PROJECT 1B: Widen U.S. 95 from Cheyenne Avenue to Craig Road
Construction: June 2001 - June 2002

PROJECT 2A: Replace Torrey Pines Drive Bridge Over U.S. 95
Construction: April 2001 - April 2002

PROJECT 2B: Replace Decatur Boulevard and Valley View Boulevard Bridges Over U.S. 95
Construction: July 2002 - September 2003



PROJECT 2C/D: Summerlin Parkway/Rainbow Boulevard Interchange
Construction: November 2003 - August 2005

PROJECT 3A: Rancho Drive Storm Drains
Construction: October 2003 - June 2004

PROJECT 3B: Storm Drain and Sound Walls -Martin

Luther King Boulevard to East of Valley View Boulevard
Construction: March 2004 - February 2005

PROJECT 3C: Construct New U.S. 95 Interchange and Ramps at Martin Luther King Boulevard and Rancho Drive
Construction: June 2005 - October 2007



PROJECT 4A: Storm Drain and Sound Walls - East of Valley View Boulevard to West of Jones Boulevard
Construction: October 2004 - September 2005

PROJECT 4B / 5: Widen U.S. 95 from East of Valley View Boulevard to Rainbow Boulevard Interchange
Construction: January 2006 - November 2007





WIPING OUT GRAFFITI

The Nevada Department of Transportation is looking into innovative methods to stop an ever-growing graffiti epidemic which drains both maintenance time and taxpayer funds.

LAS VEGAS

The plague is especially prevalent in Clark County. With full-time maintenance support crews 145 and 160, plus help from members of bridge crew 155 and seasonal construction aides, NDOT District 1 devotes over 10,000 man hours per year on Las Vegas graffiti removal.

As graffiti reports pour in from a multitude of areas, including graffiti coalition hotlines, calls to District 1 offices and Clark County and NDOT employees, the crews embark on their mission to eradicate the scourge.

Often dressed in personal protective equipment, from masks to footies, the crews use paint sprayers, rollers and brushes to cover the vandalism with paint. The biodegradable paints come in nearly 20 different colors to match different freeway structures throughout the city. Pressure washing is also occasionally used to remove graffiti. The more costly, and time intensive, method is not used often, though. Once clean, protective polymer coatings are placed over many of the newly-painted areas by contractors.

The entire process comes with many inherent difficulties. Chief among them is the magnitude and logistics of the graffiti problem. Along certain stretches of U.S. 95 near where it meets Interstate 15, and other areas throughout the

valley, graffiti has grown into a plague. Especially notorious is so-called "Graffiti Alley," where a near-completed bike path runs under a bridge and gives vandals the protection of being out of sight.

"It's not just on the freeway, it's under the freeway as well," Dave Sangster, NDOT maintenance supervisor, explained. "And you can't just go out on the highway, or under underpasses, easily. Traffic controls are often necessary to protect crews from the busy freeways while keeping the roadways running smoothly."

If these daily tasks weren't enough, NDOT's maintenance support crews also ensure clean roadways by helping remove trash and steer homeless away from dangerous freeway underpasses and areas. Sometimes those areas are strewn with discarded needles and other hazards, one reason the crews wear protective clothing.

In a state whose ever-growing population has led to an upcoming deficit for needed transportation infrastructure, there is also not money to purchase extensive graffiti abatement equipment. The NDOT graffiti abatement crew will, though, utilize a contractor to help in graffiti removal on U.S. 95, and will put a recently-purchased pressure washing machine to good use.

To help provide needed graffiti removal with limited funding, NDOT District 1 has made the most of partnerships. The City of Las Vegas now paints over the back of freeway soundwalls, away from dangerous traffic. Nevada Division of Forestry inmate crews pitch in daily to remove trash, while many other organizations also help prevent and clean away graffiti. Meanwhile, NDOT bridge staff is being proactive in avoiding areas where vandals can stand and paint in new bridge designs. Installation of graffiti guards also helps to prevent taggers from reaching some current bridge structures.

RENO

In District 2, over 1,200 man hours have been spent in removing graffiti in the last year. Soundwalls along Reno's Interstate 80 and U.S.

395 spaghetti bowl are the hardest hit by graffiti.

As graffiti sightings come in through the City of Reno's graffiti hotline, calls from the public and twice-weekly NDOT graffiti inspections, NDOT crews 245, 255 and other maintenance professionals paint over the offending markings, usually within 72 hours.

"We are painting over 100 sites every month," NDOT Highway Maintenance Supervisor Tom Lumpkin said, explaining that paint for the touch-ups alone costs more than \$16,000 every year.

And, there are greater costs associated with removing graffiti.

"Unfortunately, cleaning up this crime takes time away from our crew's other important duties, such as bridge inspection," NDOT Assistant District Engineer Tracy Larkin-Thomason explained.

Luckily, District 2 also receives assistance from the City of Reno. The City cleans graffiti from the back of some freeway soundwalls.

The District is looking to other potential partnerships and programs to prevent graffiti. Joining with the City of Reno, City of Sparks and Washoe County to develop a database of graffiti is the first step. The service will log photos and information on all graffiti vandalism in the area and provide it to the courts to more easily identify and receive restitution from recurrent graffiti vandals.

Another possibility is painting protectively-coated murals on the back of soundwalls, where the artwork would not distract drivers.

"It would be in our most graffiti-prone areas, where the soundwalls back up against residential areas," District 2 Administrative Officer Mark Evans explained. "It would be a community partnership, with input from the community."

Another option is development of an adopt-a-spot program

that would allow community organizations to clean and remove roadway trash from safe areas of NDOT right-of-way. In fact, the district already partnered in the Boys and Girls Club of Truckee Meadows' neighborhood clean-up day by designating safe areas from which juvenile service crews could clean and remove roadway trash, and provided a list of safe roadside areas that convicted taggers in the Washoe County Juvenile Services program could clean.

ELKO

In more rural District 3, cattle pass boxes and bridge structures within cities such as Elko are the most common target of graffiti.

"It's a constant issue, but it hasn't become a really big problem yet," District 3 Traffic Engineer Randy Hesterlee explained.

After seeing new graffiti tags while patrolling, Crew 355 and other District 3 crews diligently paint over or grind off the offending marks. Chemicals are also used to remove some of the graffiti.

The District hopes to join in a program in which the City of Elko sentences graffiti offenders to clean up various city roadways, so the offenders can remove graffiti on safe areas of state roadway.



NDOT staff work hard to remove the scourge of graffiti.

BUILDING A BETTER GRAFFITI GUARD

Throughout the Las Vegas valley, graffiti has grown into a plague. With full-time maintenance support crews 145 and 160, plus help from members of bridge crew 155 and seasonal construction aides, NDOT District 1 devotes over 10,000 man hours per year on Las Vegas graffiti removal. And NDOT maintenance employee Keith Wroblewski has made some huge contributions of his own in the fight against graffiti.

Since 2003, Wroblewski has designed and built graffiti guards that prohibit vandals from climbing onto and defiling roadway signs and structures with graffiti.

Wroblewski's design uses a collar for easy installation and smooth edges so vandals can not grip onto and pull themselves over the guards. Over 20 of the graffiti guards have been built so far. Made of 16-gauge sheet metal that is too stiff to easily climb over and too flexible to stand on, the guards each take about one day to build.



Keith Wroblewski stands next to a graffiti guard.

“First I buy and cut the steel,” Wroblewski explained. “Then, I weld it together, put the bolts on and finish up any last touches.”

The guards have been used to particular effectiveness on U.S. 95 between Rainbow and Charleston Boulevard. No further graffiti has been seen on signs where the guards are installed; a success in the war against graffiti celebrated by Keith Wroblewski and the entire NDOT graffiti abatement team.



Keith Wroblewski puts time and expertise into building a graffiti guard.



NEVADA'S TRANSPORTATION DEPARTMENT: A HISTORY

We continue the celebration of our state's own transportation department history. The following is the second in a series detailing the department and people that brought our state's highways and interstates to life.

Funding and Expansion 1919-1920

Nevada and other states had to bear all of the costs of maintaining the highways once built, as well as pay for surveying, planning and rights-of-way. Supplementing monies from the general fund, an ad valorem tax and racetrack revenues, were donations from the Lincoln Highway Association, sales of departmental property, and truck rentals to contractors. In 1919, the Legislature authorized the issuing of highway bonds.

In addition to the Board of Directors, the Department, in its early years, had a staff consisting of an associate highway engineer, office engineer, bridge engineer, two division engineers, chief draftsman, equipment superintendent



and a right-of-way agent. Because of the world war, little was done during the first biennium (1917-1919) of the Department's existence. The Department was able, however, to issue its first state highway map in 1919.

In its formative period, the Department maintained, in addition to its Carson City office, an equipment plant in Reno and a sand and gravel plant at Lahontan.

Later in the 1920s,

the Department established

divisions with headquarters and equipment shops at Elko, East Ely, Las Vegas and Tonopah. Heading each division was a Resident Engineer. The Department quickly became the largest unit of the state's government, as well as the most affluent and independent department.

Look for 'Legislative Changes 1921-1934' in the next edition of NDOT News.

Article courtesy of Dr. Michael Brodhead and the Nevada Department of Cultural Affairs'

www.nevadaculture.org Web site.

CRASHING INTO HIGH COSTS: REPORT RANKS COST OF TRAFFIC CRASHES

Traffic congestion can be an unnerving, economic drain. But a new American Automobile Association (AAA) report detailing the full societal impact of traffic crashes shows that crashes and fatalities are the real cost.

The AAA report titled “Crashes vs. Congestion: What’s the Cost to Society?” identified the total expense of injury and fatal crashes in the Las Vegas metropolitan area at \$2.7 billion, including property damage, medical and emergency services, lost earnings and other

for AAA of Northern California, stated in a news release. “Yet the annual tally of motor vehicle-related fatalities barely registers a blip in most people’s mind. If there were two jumbo jets crashing each week, the government would ground all planes until we fixed the problem. Yet we’ve come to accept this sort of death toll with car crashes.”

As solutions, the report recommends traffic safety legislation to increase seatbelt use and combat impaired driving, increased funding for safety testing and evaluation, and a national safety goal and commitment to traffic safety. The report also emphasizes each individual driver’s responsibility by recommending communication campaigns to help the public understand “the role their own behavior plays in safety.”

“While the societal cost of traffic crashes are astronomical, the emotional and physical cost of these tragedies can never be quantified,” NDOT Director Susan Martinovich explained. “That is why, throughout the state, all Nevada Department of Transportation employees are dedicated to the safety of our roadways, our motorists and our fellow employees.”

Whether engineering roadway improvements, removing snow, overseeing transportation improvement projects, improving rural roads through chip-sealing or other activities, NDOT employees are dedicated to roadway safety. The

opposite page details just a few of the innovative new NDOT programs aimed at continually improving road safety.

Full information on the report is available on the AAA regional Web site at www.csaaa.com. Safe driving tips are available on the NDOT Web site at www.nevadadot.com/safety.



The Nevada Department of Transportation, and all transportation, safety and law enforcement agencies throughout the state, work hard to prevent traffic crashes such as this one.

societal costs. Also detailing similar costs for other large cities across the country, the report found the cost of traffic crashes to be nearly two and a half times that of congestion in urban areas across the nation.

“Nearly 43,000 people die on the nation’s roadways each year,” Sean Comey, spokesperson

NDOT SAFETY PROGRAMS



CABLE BARRIERS

MORE INFORMATION: www.nevadadot.com/safety

In a continual effort to provide the safest roadways, the Nevada Department of Transportation has begun a program of installing cable barriers in the median of selected state roadways.

The basic design of cable barriers consists of heavy-duty cables strung along a row of posts. The cables are tensioned to provide enough strength and give to safely catch misguided vehicles like a net, thus avoiding head-on collisions. The effectiveness and safety benefits of cable barriers have been proven in Europe and much of the United States to help prevent the most serious of injuries from cross-median crashes.

TRAFFIC INCIDENT MANAGEMENT COALITION

NDOT's Traffic Incident Management (TIM) Coalition brings southern Nevada transportation and emergency response agencies together in monthly meetings to develop a more unified response to traffic crashes through a review of current policies and practices and video of recent traffic incidents, as well as group discussion of agency roles and responsibilities. Eventually, a regional operations manual will be developed as a blueprint for the most effective inter-agency response to not only traffic incidents, but any potential large-scale emergency events.



PUBLIC SERVICE ANNOUNCEMENTS

MORE INFORMATION: www.nevadadot.com/news

NDOT's public service announcement campaign highlights important road safety messages, from seatbelt use to road work zone safety. Featuring NDOT employees and others, the campaign includes radio announcements broadcast on nearly 60 English and Spanish radio stations, and four television commercials aired throughout Nevada.

A \$100,000 annual contract with the Nevada Broadcasters Association to produce and distribute the public safety messages was funded by NDOT's roadside logo sign program at no taxpayer expense.

STRATEGIC HIGHWAY SAFETY PLAN

MORE INFORMATION: www.drivesafenv.com

The Nevada Departments of Transportation and Public Safety and other partners have made an important step in helping reduce traffic fatalities with the Strategic Highway Safety Plan. Over two years, a group of more than 75 Nevada traffic and safety experts developed 20 critical traffic safety strategies, including possible heightened seat belt/DUI enforcement, increased intersection lighting and signage, even possible computer-aided navigation in emergency service vehicles. The strategies were then compiled into the Strategic Highway Safety Plan, a plan which now guides the development of safety programs and improvements throughout the state.

The goal of the Strategic Highway Safety Plan is to reduce traffic deaths by 100 in 2008.

WORKING TOGETHER FOR NEVADA TRANSPORTATION



An NDOT snowplow joins with another agency's plow on a driving training course during the Northern Nevada Regional Snow Workshop.

Every day, the Nevada Department of Transportation works beside other transportation agencies and partners to provide a safe and efficient transportation system. Recent inter-agency trainings and meetings are just some that help further the collaborative efforts.

Last fall, NDOT District 2 joined with Washoe County, City of Reno, City of Sparks and Truckee Meadows Water Authority in the Northern Nevada Regional Snow Workshop. In its second year, the two-day workshop promotes snow removal advances and inter-agency cooperation through cross-training and sharing of each agency's snow removal operations. Over 300 maintenance and management personnel from the agencies took part in important trainings, from snow plow driving to chain-up exercises.

In Las Vegas, NDOT is taking the lead in uniting southern Nevada emergency response and transportation agencies to address the emergency needs and congestion created by the over 15,000 vehicle crashes that occur every year in the area. Known as the Traffic Incident Management (TIM) Coalition, the new program brings southern Nevada transportation and emergency response agencies together to develop a more unified response to traffic crashes through a review of agency roles and responsibilities, technology, policies and practices and recent traffic incident response.

The programs are just two examples of the daily dedication to teamwork that allow Nevada transportation agencies and partners to join together to provide a safe and well-maintained transportation system for the state.



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