

NDOT NEWS

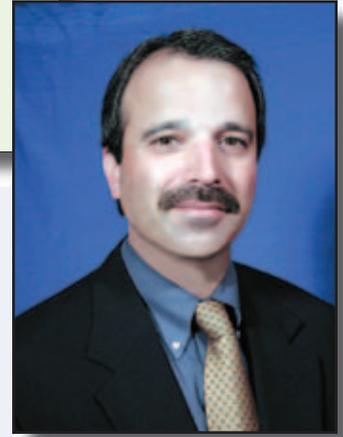
December 2004

Colorado River Bridge and Bypass Take Another Step to Completion



The Road Ahead

By Jeff Fontaine, P.E., Director



Every month, retirement takes two or more employees with 25 or more years with the department. In just the past six months, NDOT has seen 14 employees with a quarter century or more of service leave for a well-earned retirement. It is both a happy and sad occasion to recognize people for their years of service at State Transportation Board meetings. While I am glad they will have time to enjoy their own pursuits, there is an obvious loss to the agency in terms of knowledge and experience.

It is always remarkable to me when I can ask what I think is an obscure highway question and a veteran employee within the department knows the answer off the top of his or her head or can put their finger on the answer within minutes.

Even as some of our most senior employees retire, I am pleased that the length of service at the department is one of the highest among state employees. We have 126 employees with 30 years or more of service, several with 40 years, and one employee who will hit his golden anniversary next year.

Experience is something that only comes with time, but NDOT is working hard to recruit another generation of dedicated employees who will bear the department standard for decades to come. We have to make sure we are doing the right things to recruit and retain the people we need. After all, our employees are the department's greatest asset.

The department is always at a disadvantage in terms of pay for positions such as engineer, reviewing appraisers, right-of-way agents and environmental management specialists.

At the same time, the rewards of working for the department are great enough that we are able to recruit and retain an excellent staff. Several employees were on board when we began building modern freeways, bridges and intersections in the 1960s.

But the stakes have never been greater in terms of committing resources to large-scale construction projects to serve a dramatically growing population. (See box)

Consider: in 1980 the population of Nevada was 800,000, our capital program was \$100 million and the vehicle miles traveled statewide was six billion.

By contrast, the estimated population in 2004 is 2.2 million, our capital program is \$503 million, and the vehicle miles traveled for 2003 was 19.4 billion.

As the state has grown, NDOT is taking a more sophisticated approach to transportation. Program development has been improved with a programming manual and policies and procedures that take into account the needs of the entire state. We are using well-documented policies in selecting projects.

NDOT is also providing more design and project management staff at its Las Vegas office; and Deputy Director Susan Martinovich has taken the lead in coordinating the safety programs among various state agencies and other stakeholders that have a role in reducing vehicle crashes.

As shown, Nevada is a growing state with complex needs and solutions for transportation. It will be the job of NDOT to balance needs and resources to create the best transportation system possible for Nevada.

On The Cover:

The Hoover Dam Bypass Project reached two major milestones with the funding of the Colorado River Bridge and a groundbreaking. The states of Nevada and Arizona have committed up to \$50 million each in bond funding to assist with the construction. A model of the project is shown on the cover. Shown presenting the checks at the groundbreaking on Oct. 20 are: Arizona DOT Director Victor Mendez, Arizona Gov. Janet Napolitano, FHWA Deputy Administrator Rick Capka, Nevada Gov. Kenny Guinn and Nevada DOT Director Jeff Fontaine.

NDOT by the Numbers

Total amount of projects currently under construction: **\$675 million**

Total amount of new projects scheduled to be under construction in 2005: **\$503 million**

Total amount of projects completed in 2004: **\$504 million**

Ground is Broken for Soaring River Span

State and Federal Leaders Mark Start of Arched Bridge

Groundbreaking for a dramatic span soaring 890 feet above the Colorado River was held Oct. 20 with officials from Nevada, Arizona and the Federal Highway Administration.

The Colorado River Bridge will be the longest concrete arch in North America at nearly 2,000 feet in length. The arch itself will span more than 1,000 feet. Obayashi Corporation and PSM Construction USA Inc., a joint venture partnership, have been awarded the construction contract to build the Colorado River Bridge portion of the Hoover Dam Bypass with a bid of \$114 million.

The deck arch-type bridge was selected because it not only met the technical needs for the site, but also honored the commitment to minimize the view impacts as stated in the Environmental Impact Statement. The graceful arch is also compatible with nearby Hoover Dam.

"This is a highly challenging project and one we are confident the construction industry can meet, just as they have excelled on the Arizona and Nevada approaches," said Dave Zanetell, project manager for the bridge.

The traveling public will see a number of benefits when the bridge is completed. More than 11,000 cars and trucks each day will be relieved from having to negotiate the worst traffic bottleneck in Nevada and Arizona: the roadway atop Hoover Dam.

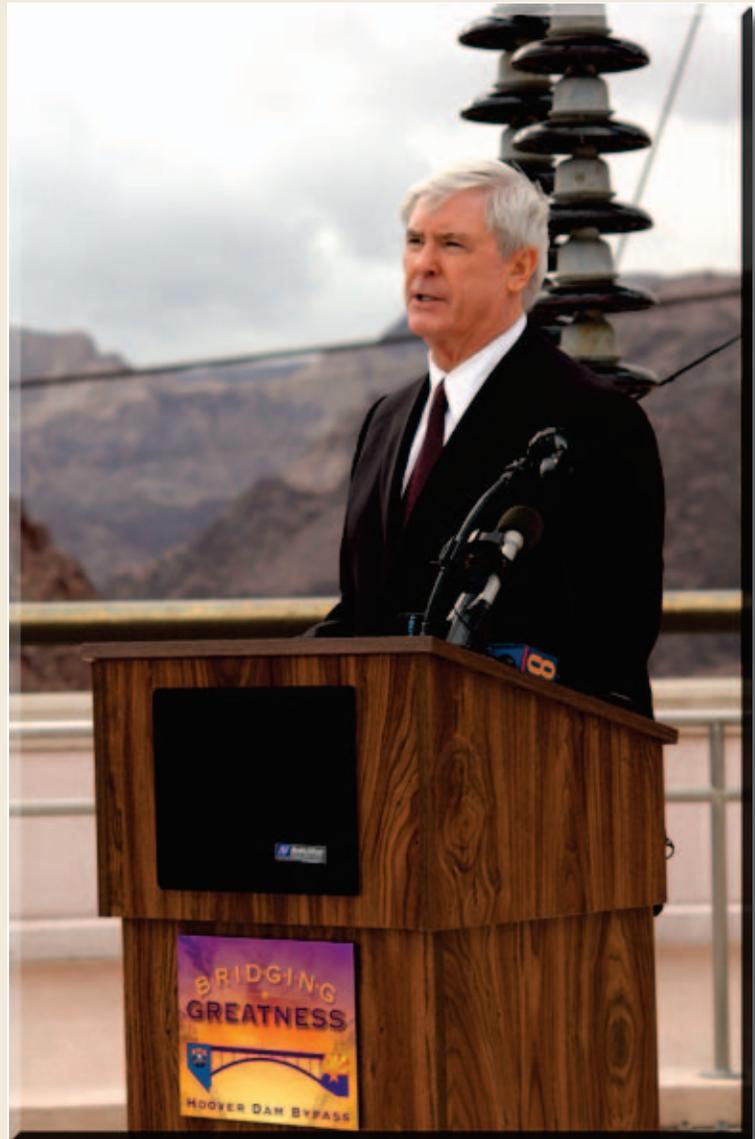
The current route across the dam is "a heavy burden for our transportation system, and it's not as safe as it should be," Gov. Kenny Guinn said during the groundbreaking event.

When the bridge is completed, the motorists will travel on a wider, safer and less congested US-93 across the Colorado River. Likewise, visitors to Hoover Dam will experience improved access and parking, a trail and pedestrian plaza, and a walkway for enjoying the views of majestic Hoover Dam and Lake Mead. The bridge and its many benefits has been a major focus for the Federal Highway Administration, the states of Arizona and Nevada, and the US Bureau of Reclamation for more than a decade.

The original US-93, constructed in 1936, crosses Hoover Dam and has become obsolete for its current role:

- CANAMEX Corridor, the commercial route related to the North American Free Trade Agreement,
- major commercial route among the states of Arizona, Nevada and Utah, and
- primary route for travel between Phoenix and Las Vegas.

In 2001, following considerable consultation, review and environmental study, a route for the Hoover Dam Bypass was selected. The route was chosen based in part on the factors of wildlife habitat, noise, public safety, air quality and traffic circulation.



GROUND BREAKING—With most of the Nevada and Arizona approach work completed, dignitaries turned out to mark beginning of construction of the actual bridge across the Colorado River below Hoover Dam. Gov. Kenny Guinn spoke along with the governor of Arizona, members of Congress, a representative for the Federal Highway Administration, and state directors of transportation.

Nevada Approach to Colorado River Bridge Now 50 Percent Complete; Project on Schedule

Steady progress is being made on the Nevada approach to the Colorado River Bridge crossing, with 50 percent of the project complete. The \$30.1 million roadway improvement includes two miles of four-lane roadway, six new bridges, a new traffic interchange at US-93 near the Hacienda Casino, retaining walls, wildlife crossings, trail extension and access parking.

Edward Kraemer & Sons is the contractor on the Nevada approach, which began in October 2003. It is on schedule to be completed in 2005.

“This contract is to build the approach bridges and embankments,” NDOT project manager Scott Rawlins said. “In 2007 bids will be received for a contract



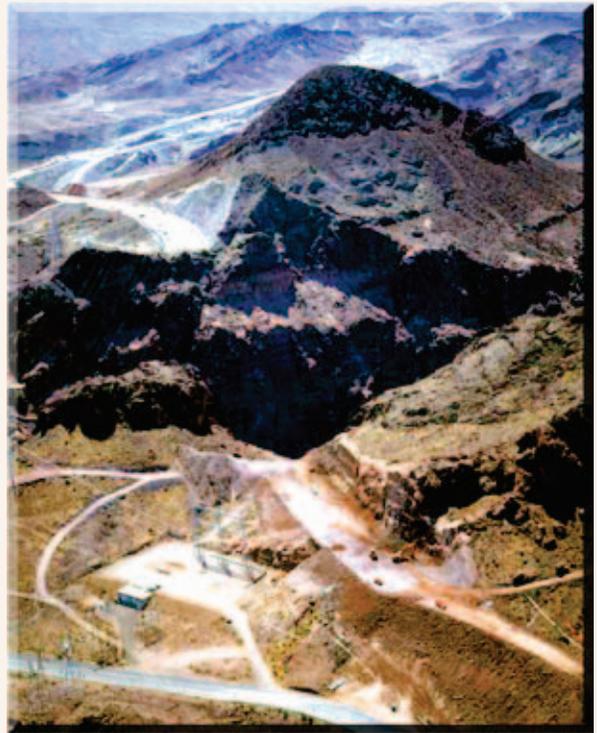
THE NEW ALIGNMENT—A large cut that produced almost 600,000 cubic yards of material provides the new alignment for the Bureau of Reclamation Bridge over existing US-93. It is part of the Nevada approach to the new Colorado River Bridge.

for paving, guardrail, lighting and signage for the entire project.”

It is projected that the Colorado River Bridge will be completed in 2008. The final step will be the paving of the approaches on the Nevada and Arizona sides of the river bridge, and the entire US-93 Bypass, including the bridge, will be open for traffic in late 2008.

Rawlins said everything about the bypass project is large. As an example, on the Nevada side alone, 1.6 million cubic yards of material had to be blasted out of rock to create a path for the roadway. All of that material will be used for embankments.

It is estimated that casting and erecting the concrete sections that make up the river bridge’s twin arches will take 16 months, and it will take six months to cast the



PLACE BRIDGE HERE—Foreground shows KLB Construction excavating for a rock containment ditch while the far side is the beginning of the Arizona approach roadway alignment at the canyon edge. (FHWA photo)

deck of the bridge and perform final clean up work.

During the construction of the river bridge, webcams will be installed so the public can observe the construction live on the Internet. This and other information and photos are available at www.hooverdambypass.org.



THE OTHER SIDE—The Canyon Bridge on the Arizona approach project is 900 feet long and rises 140 feet above the ravine. The far side abutment sits on 125 feet of fill.

Gov. Guinn Highlights Transportation Projects In Talks to Economic Development Groups

Governor Kenny Guinn met with the members of the state's two largest economic development groups to discuss the importance of investing in transportation in terms of attracting new businesses and maintaining the infrastructure existing companies need.

Speaking before the Economic Development Authority of Western Nevada in Reno, Gov. Guinn and NDOT Director Jeff Fontaine highlighted seven major projects in northern Nevada:

- Reno Spaghetti Bowl, \$53 million
- I-80 westbound truck climbing lane, \$8 million
- US-395/Clearacre Lane Interchange, \$35 million
- I-580 freeway extension between Reno and Carson City, \$350 million
- Carson City Freeway, \$330 million
- US-50A Fernley to Fallon, \$68 million
- Lake Tahoe erosion control, \$40 million.



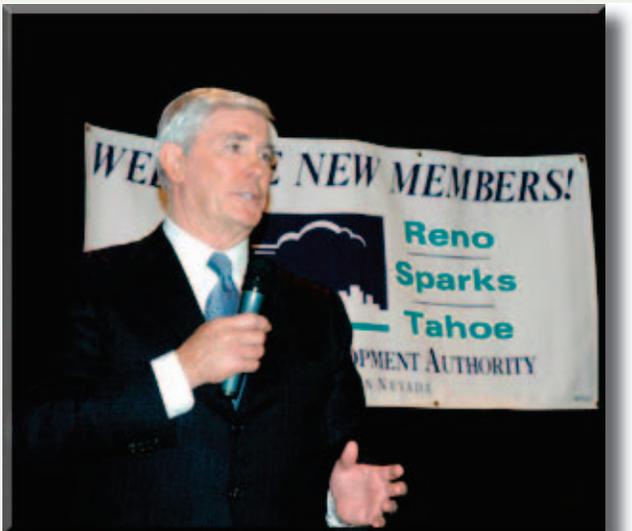
PRESENTATION--NDOT Director Jeff Fontaine's presentation to economic development groups in Reno and Las Vegas included photos and animations of highway projects.

handle the growing traffic from Sparks and I-80 east.

In Las Vegas, the presentation to the Nevada Development Authority highlighted eight major projects for southern Nevada:

- US-95 widening in northwest Las Vegas, \$370 million
- I-215/515 Henderson Interchange, \$82 million
- Hoover Dam Bypass, \$230 million
- US-95 widening from Railroad Pass to Searchlight, \$45 million
- St Rose Parkway widening, \$70 million
- I-15/Lamb Boulevard Interchange, \$17 million
- I-15/Railroad spur crossing, \$7 million
- FAST, the Freeway and Arterial System of Transportation, \$35 million.

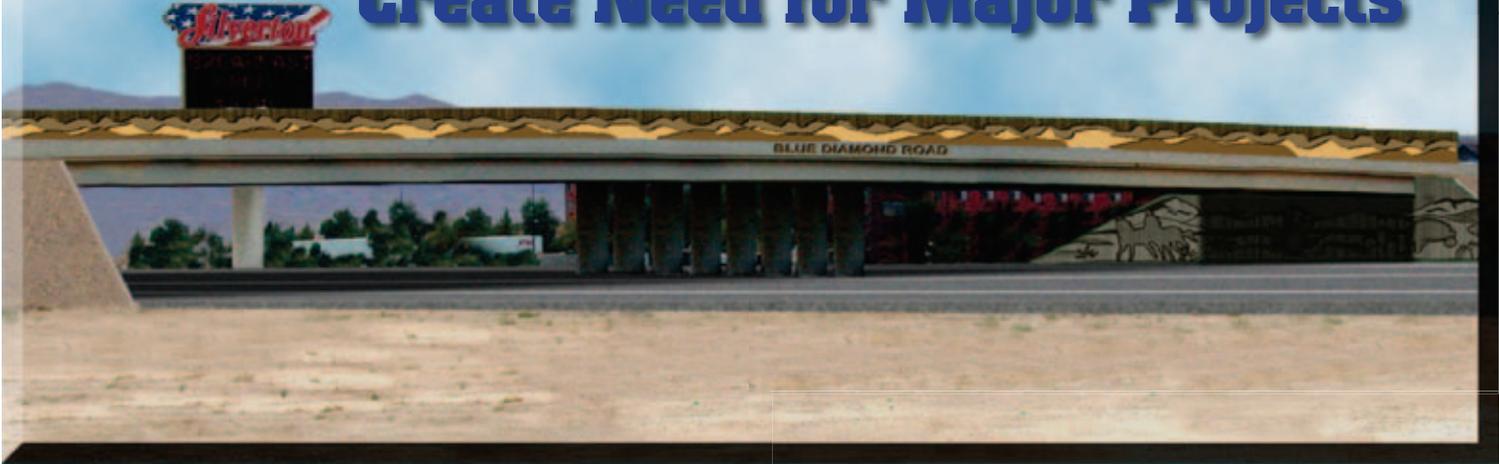
The Governor said US-95 from the Las Vegas Spaghetti Bowl to Rainbow Boulevard is "my top priority in southern Nevada." The more than 200,000 cars and trucks that travel this route daily will see reduced congestion, increased safety and improved air quality when the freeway is widened to five lanes in each direction. The work is scheduled for completion in 2006.



THE BREAKFAST CLUB—Gov. Kenny Guinn addresses a morning meeting of the Economic Development Authority of Western Nevada to discuss transportation projects and their impact on the state's economy.

Gov. Guinn and Director Fontaine spoke about the improvements for Reno area motorists when the Spaghetti Bowl's increased capacity comes on line in the summer of 2005. Long range planning, including widening I-80 to six lanes throughout the Reno-Sparks corridor, will

Demands on Southwest Las Vegas Create Need for Major Projects



As inevitable as the growth of Las Vegas is the fact that infrastructure must follow, such as utilities, services and transportation.

“There’s a real building boom going on in the Enterprise Township and surrounding areas,” NDOT engineer John Bradshaw said. “Developers have bought big parcels of land and are building homes along State Route 160 between the highway and the railroad tracks. There’s commercial development, industrial parks, all types of building going on.”

To provide the needed transportation improvements, work will be split into two major phases. The \$26 million interchange project at I-15 and Blue Diamond is in the final design phase with construction starting early next year.

The second phase, to begin in late 2005, will widen Blue Diamond west to Rainbow Boulevard to four lanes in each direction, build a bridge over the existing Union Pacific Rail Road tracks, and add signals at all major intersections. The estimated cost for that phase is \$42 million.

As large as those numbers sound, cooperation among various entities is making the project go more smoothly and less expensively than it would otherwise.

“It’s really been an amazing accomplishment to bring all the stakeholders together to make this work,” Bradshaw said. “The Union Pacific, the Silverton Hotel-Casino, the Oasis RV Park, all worked hand-in-hand with us. The businesses wanted to be involved in the design and the outcome. Clark County, the Regional Transportation Commission, the regional flood control

PHOTOSIMULATION--A computer-generated idea of how the new overpass will look at Blue Diamond and I-15 shows details of concrete treatments to make the structure more appealing

district and others had a hand in getting this done.”

“We couldn’t have had it all come together without the teamwork of all these parties. It is a complex project with lots of design features and issues. It wasn’t perfectly smooth, but we set out the best course and made reasonable compromises to make the project go forward.”

The many homes being built along SR-160 create the classic commute crunch, with heavy morning traffic heading northbound on I-15 and afternoon traffic heading the other way.

Improvements must be made to arterial roads going into Las Vegas, including Rainbow, Decatur, Jones and Industrial. “Currently none of these roads are big enough,” Bradshaw said. “All the counties’ major arterials will have fully signalized intersections which will help.” Other Clark County projects are the launching of three Beltway-extension projects, including a \$25 million section from Buffalo Drive to Decatur Boulevard that will be completed shortly.

“This project is so big that it has to be broken up into several phases,” Bradshaw said. “The first phase will be the new I-15 interchange and realignment of 160 to Windmill. That project should take at least one-and-a-half years.

“Phase 2a will widen 160 from Valley View to Decatur. It is expected to advertise by March of next year.

“Phase 2b will widen 160 from Decatur to

Arterial Roads Will Also See Improvements

Rainbow, probably advertising in September 2005. Phase 3 will be replacement of the Warm Springs Bridge at I-15 and widening of Warm Springs from two to six lanes.”

NDOT’s projects in southwest Las Vegas will complement other projects in the area, including the Silverado and St. Rose interchanges.

Of course, predicting growth in Las Vegas is nearly impossible, so NDOT has contingency plans. “If and when growth goes beyond our expectations for SR-160 and I-15, we have a very preliminary design for a two-lane flyover bridge structure to take morning commuters northbound into Las Vegas other points,” Bradshaw said.



MAKE WAY—Construction of a \$26 million full interchange at I-15 and Blue Diamond is expected to begin in early 2005, replacing the smaller interchange now in existence.

Cooperation is Key to Blue Diamond Success

A detention basin of 45 acres will handle storm runoff through an 8,000-foot-long, 30-foot-wide and 8-foot-deep flood channel

One excellent example of cooperation to make the interchange project at I-15 and SR-160 a reality will be the construction of a channel more than a mile-and-a-half long and a detention basin of 45 acres.

“The interchange will be located at the optimum I-15 crossing for the area, which just happens to be the low area for many square miles,” NDOT engineer John Bradshaw said. “If we don’t put in a channel and detention basin we would have to redesign the hydraulics and spend millions more on right-of-way, pipes, boxes and other facilities just to get to our minimum standards for handling a major rainstorm.”

NDOT hydraulic engineer Paul Frost said, “A unique part of this project has been the cooperation with Union Pacific and the county. The railroad has allowed us to put the channel in their right of way, which saved the project a couple of million dollars in acquisition costs. In return, we’re going to build up some of their embankments, provide ballast for future track, and facilitate communication lines. The channel also protects this section of railroad from flooding hazards

“This also works out well for Clark County,” Frost said. “The county was going to build the detention basin in about 10 years under its current flood control master plan, but NDOT will fund and construct it as part of the SR-160 project and be reimbursed in approximately 10 years.”

The channel and a portion of the detention excavation are expected to be advertised for construction in March, and the remainder of the basin excavation in the fall of the year. The estimate for construction is \$9 million. If suitable, the excavated material will be used as fill material for the interchange project and possibly other nearby highway projects, Frost said.

From Lonely to Las Vegas: Nevada's Scenic Byways Provide Breathtaking Views

If you are traveling on the Loneliest Road in America and turn right, what happens? Although it may sound like the lead-in to an episode of "The Twilight Zone" or "The Outer Limits," the actual result is much more pleasant: you may have arrived at a scenic highway.



At the far eastern end of US-50, a right turn (south) takes you to SR-487, the Baker Road and SR-488, which leads to a spectacular view of Wheeler Peak, Nevada's second highest promontory, and the entrance to a large cavern system: Lehman Caves. Both are part of Great Basin National Park.

In addition to the "loneliest road," there are 19 more scenic highways in Nevada, including sections of the Las Vegas Strip and roads on Lake Tahoe's shoreline.

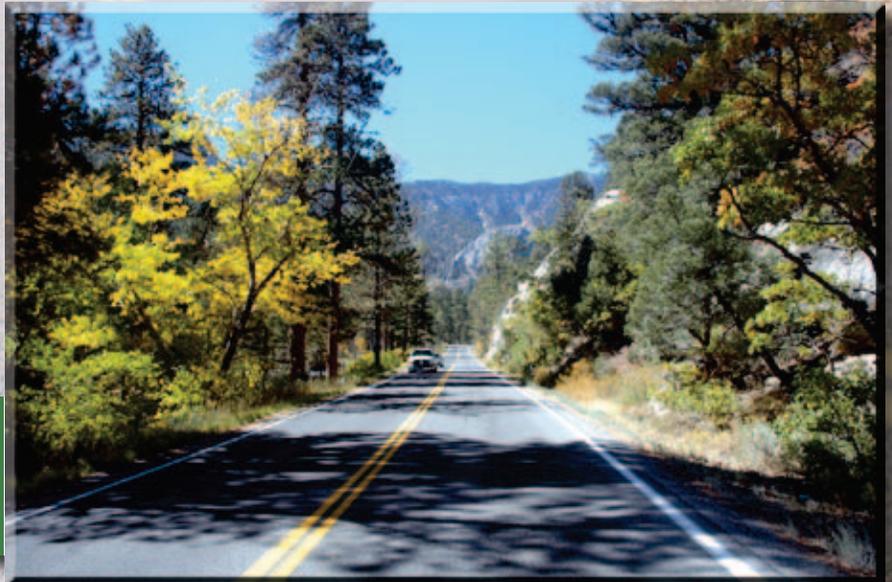
For a complete listing of Nevada's Scenic Byways, click on www.nevadadot.com and the Public Involvement section.

LAS VEGAS STRIP--The Strip has the distinction of being as scenic and unique at night as by day. Extraordinary sights include a giant Egyptian pyramid, a medieval castle, the New York City skyline, an Italian lakeside village, the Eiffel Tower, Venetian canals, and a Roman temple.

US-50 is the two-lane road that bisects the state east to west. It was once described by Life magazine as the "loneliest road" in America with no attractions along the 287-mile stretch.

Instead of disagreeing, local chambers of commerce and the Nevada Commission on Tourism played up the angle with a tongue-in-cheek survival kit with brochures and maps detailing places of interest along the route.

MT. CHARLESTON--An hour's drive from Las Vegas, SR-157 provides a glimpse of fall color and access to 11,918-foot Mount Charleston, the tallest point in southern Nevada.



Scenic Byways...

RED ROCK CANYON--Located a few miles west of Las Vegas, SR-159 winds through the 83,100-acre Red Rock Canyon National Conservation Area in the shadow of the scenic Spring Mountain Range. A loop trip from Las Vegas can be made in an afternoon.



VALLEY OF FIRE--The state park located north of Las Vegas off of I-15 is a fascinating landscape of wind-sculpted red sandstone that is easily one of the Silver State's most unique desert environments.

LAKE TAHOE--Skirting the edges of picturesque Lake Tahoe, SR-28 and US-50 offers spectacular views of its crystal-clear water and the surrounding mountain forests of the Lake Tahoe Basin.



PYRAMID LAKE--North of Reno, SR-445 borders starkly beautiful Pyramid Lake. Huge and mysterious, the deep azure waters are the remnants of an ancient lake.

Doubling Down in Nevada:

Make Bridges Last Twice as Long

With hundreds of millions of dollars in construction projects that have begun in the past few years, and hundreds of millions of dollars in projects to come, this is a critical time to make sure NDOT receives the most for its money.

For a bridge to last up to a century, it makes sense to invest time and money at the beginning of a project to make sure the structure is suitable for decades of service.

“Bridges should never have a catastrophic failure,” Sohila Bemanian, assistant materials engineer for pavement said, “but they fail because of scour, (water undermining the bridge structure), or because water and salt corrode reinforcing bars. Using HPC (high performance concrete) delays corrosion significantly.”

In the past, a 50-year lifespan for a bridge was considered reasonable, and that might have included a major deck rehabilitation after two decades.

New materials like HPC and new construction methods may extend bridge life to 75 or a hundred years. High performance concrete is significantly denser than other types of concrete, and that density reduces the ability of water and dissolved salt to reach reinforcing bars and corrode them.

Another improvement is wet curing of concrete for ten days after it is poured.

During colder weather, heating methods may be needed to bring concrete to an optimum temperature.

These additional steps are more expensive than traditional methods of placing concrete, but they are designed to dramatically extend the life of a structure.

Galena Creek Bridge

One of the biggest construction projects in northern Nevada is the I-580 freeway extension from Reno to Washoe Valley. The first phase is the \$80 million construction of four bridges including a 1,719-foot bridge spanning Galena Creek. The twin-arch span will rise 302 feet above the creek.

A research study conducted by the University of Nevada, Reno determined local aggregates could be used to create HPC for the bridge decks.

“It’s short-sighted to do things the way we’ve always done them,” Bemanian said. “There are improved products and methods and we should use them. Several meetings were held with contractors to discuss the importance of wet curing and constructing crack-free bridge decks. The HPC requirements were discussed during mandatory pre-bid meetings and pre-placement conferences.”

Bemanian said use of HPC can increase the cost of a concrete bridge deck by 30 percent. However, “any increase in the cost of the material and workmanship used to create the structure is expected to be regained by less maintenance and longer times between rehabilitation and maintenance.”



THE CRUSHER—Roger Zink of the materials lab prepares to put the pressure to a concrete sample. Structural concrete needs to be able to withstand 4,000 lbs. per square inch and some types of high performance concrete are required to withstand 5,500 lbs. per square inch. Most samples are tested after 28 days of curing.

Scramble for Funds Marks End of Federal Fiscal Year

Timely Efforts Bring in \$17 Million of Highway Funds to Nevada

It's a ritual that comes around every fall, and, like the beginning of football season, there are definite winners and losers.

Team NDOT is on a winning streak, to the tune of almost \$17 million this year. The department receives millions of dollars in additional federal funding at the close of the fiscal year in September. Last year NDOT received three million dollars.

"Every year the states are required to tell the Federal Highway Administration if they are going to return funds or if they could accept money as redistribution," said Jim Orsbern, management analyst II.

While all states would like to accept money for roadway projects, FHWA has strict rules as to which projects it will fund. The projects have to be ready for construction in the near term with right-of-way, environmental and engineering questions answered. This year Nevada received \$8 million in fourth quarter redistribution money.

There is also a separate redistribution at the end of the fiscal year called "last day money" that can be used to fund current highway projects and completed projects that have exceeded their budgets for some reason. This year Nevada received \$9 million in last day funds.

The funds will pay for part of the Blue Diamond Interchange, part of an interchange in Mesquite and maintenance work on I-80 near Golconda, to mention just a few.

Nevada receives funds because of cooperation among NDOT offices, local FHWA staff and the department's Financial Management Section. There are always enough projects ready to go so that whatever funds become available can be used.

"We always zero out our budget and obligate every dollar we have," said Norma Holland, management analyst III in Financial Management. "For the last three to four months of the fiscal year we work with everybody to make sure we are ready with projects. We don't want any surprises."

The federal government's way of doing business is complicated by the fact that not everything authorized can be obligated.

Authorized funds that are not allowed to be obligated can be carried over to the next fiscal year. For instance, this year interstate maintenance funds of \$47 million are boosted by \$27 million in carry over funds. Forty million dollars in National Highway System funds are bolstered by three million in carry over funds.

In total, NDOT received \$173 million in federal highway funds and will carry over \$121 million, for a total of \$294 million. But of that amount, Congress has deemed only \$198 million of Nevada's allocation can be spent. The balance will be carried over.



BIG FINISH—Darlene Loff, Norma Holland and April Pogue are part of the financial management team working hard at the end of the fiscal year to present projects to the Federal Highway Administration that will qualify for a reallocation of funds. This year Nevada was awarded an additional \$17 million for highway projects.

Volume of Nevada Road Projects Requires New Tracking System

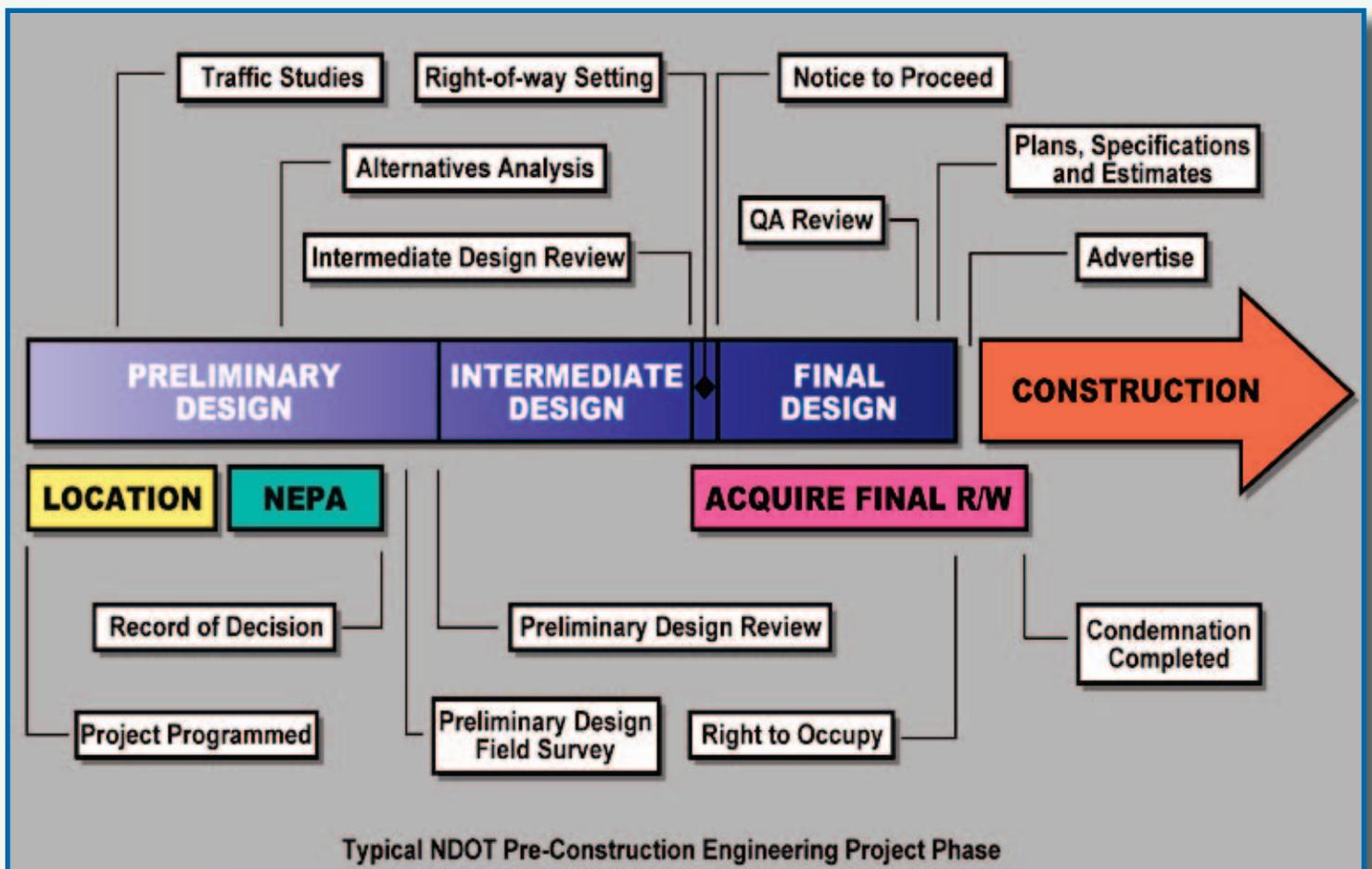
It should be apparent to everyone that the state's rapid growth has placed increased demands on the Nevada Department of Transportation. In Las Vegas, Reno and Carson City, large highway construction projects are front and center.

It's not just that NDOT has more projects. Bringing projects on line is an incredibly complex task. "There are approximately 200 projects in the Environmental/

to and completed by more than 400 NDOT staff and several hundred design consultants.

"When one considers that these projects must be advertised by a specific date planned one or more years earlier to obligate funding, the magnitude of this effort is just staggering," the consultant said.

"These projects are of varying complexity and scope," he said. "The tasks involved in the activities for



Design Status Report," said Ed Depukat, a consultant hired by NDOT to create a new method of tracking projects.

"It is estimated that these projects will require the successful completion of a combined total of 15,000 to 20,000 major activities before they can be advertised for construction. These 20,000 activities must be assigned

each of these projects need to be assigned to the right staff at the correct time in the project lifecycle in order to meet the targeted advertising date."

Depukat said NDOT's project load has easily doubled over the past 10 years. The complex scenario has prompted NDOT management to review current

project and planning methods to better handle the workload.

The current PCEMS report tracks between three and six milestones for each project that occur in the last third of a project's design phase.

"The problem is that delays in a project can occur in the first two-thirds of its lifecycle and these delays do not have the same visibility as those that occur in the last third." Depukat said additionally that when a delay occurs later in a project, it may be difficult to apply corrective action and still make the advertising date.

A proposed answer to the problem is PSAM, the Project Scheduling and Management system. It is a more comprehensive method for tracking and controlling projects. Depukat and Paul Sinnott of Roadway Design are working on the system with the help of numerous employees throughout the department.

PSAM will track projects during all of its pre-construction engineering stages consisting of project planning, design, environmental concerns and right-of-way. It will improve project performance by adding additional milestones across the life of the project.

"We have identified 190 project activities that are normally performed by 16 different organizations in a typical project," Depukat said. "We

have documented the normal duration for each activity and the associated major design products."

In addition, more than 300 design-related products have been documented. The dates these products need to be produced will be determined as part of the PSAM planning process and will be the additional milestones to be tracked in future projects.

Cooperation by staff on the PSAM project has been impressive. "I've worked with a number of federal and local government agencies, but I've never seen the level

of cooperation I've experienced here from both the front office and individuals helping Paul and me on PSAM," Depukat said. "The quality of the PSAM documentation produced by the staff, the division heads and the front office for this effort has been outstanding."

The implementation of PSAM will begin with six current projects placed under the PSAM umbrella. Depukat and Sinnott will develop the project networks, their critical paths, and determine the advertising date based upon the PSAM information that has been assembled. The two will be working closely with the staff assigned to these projects over the next year.

"Every three months we'll review the effectiveness of PSAM by soliciting input from engineering, operations and construction to see if they are getting what they need from PSAM," Depukat said.

"The goal of PSAM is to determine realistic

time frames for executing our projects based upon the detailed planning of project activities which allow for the development of quality design products. PSAM is designed to help eliminate advertise date slippage where major scope changes are not a factor.

"However, as we know, scope changes are sometimes a fact

of life, and in those cases PSAM will be the tool will be the tool for evaluating and reducing the impact of these changes," Depukat said.

In working on the project over the next several months, Depukat said he and Sinnott will have three sets of bosses to please: the staff assigned to the PSAM projects, division heads who provide the overall guidance for the effort, and the director's office.

"We want to keep them all happy, but main focus will be the NDOT staff doing the work," Depukat said.



TRACKERS-Ed Depukat and Paul Sinnott are working on a new project tracking system called PSAM, the Project Scheduling and Management System. Check it out on the intranet by typing PSAM in your browser bar.

Stewardship Program is a Boon to Local Entities

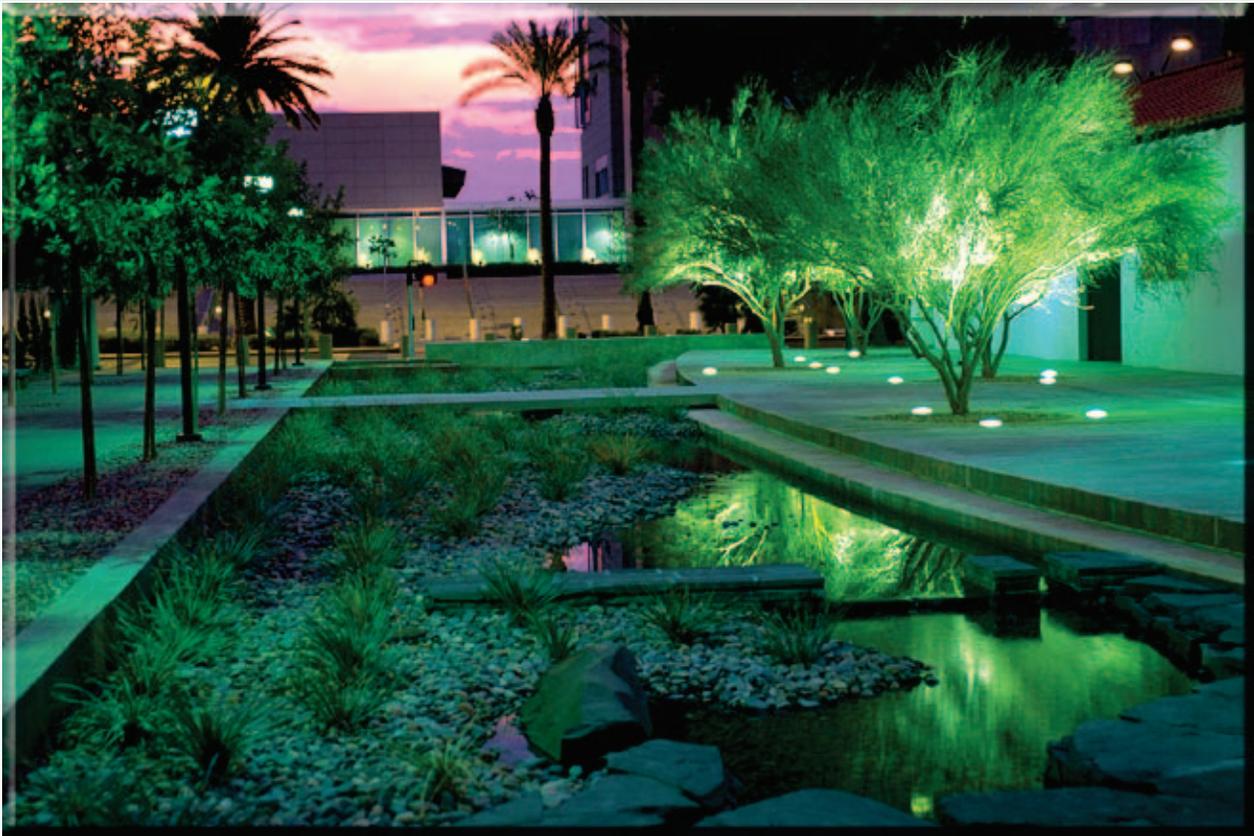
It may be a shared use path for bicyclists and pedestrians that costs \$150,000 or something as big as an overpass for US-95 at \$6.7 million, but cooperative efforts among local entities, NDOT and the federal government have had a positive effect throughout the state.

The Stewardship Program has provided attractive new lighting in downtown Ely, a shared use path along the Truckee River in Reno, and a bridge over US-95 at

There is a requirement for local matching funds, but the vast majority of the funds come from the federal government.

Oversight for the projects does not have to be done through NDOT if local agencies are capable of project review and administration, Shigenaga said. Federal funds are available for projects that are not located on the National Highway System.

Examples of projects that qualify for stewardship



OASIS--A small portion of downtown Las Vegas at Lewis Avenue and Las Vegas Boulevard was enhanced with the addition of an aesthetically pleasing walkway including landscaping and even a waterfall. The \$1.8 million stewardship project was completed in the fall of 2002.

Tropical Parkway in Las Vegas. These are just a few of the projects that NDOT has overseen.

“The Code of Federal Regulations requires local agencies to go through us for stewardship projects,” said Kristena Shigenaga, the head of the program for Nevada.

“The program really helps with smaller projects that are not high on the list of NDOT priorities. A bicycle path, for instance, is something local entities can pursue in a more timely fashion.”

include bicycle paths, landscaping, lighting, sidewalks and road capacity projects. Most all of the work can be done by the local agency, including the development of plans, specifications and estimates, advertising, and awarding of the contract. The local agency is also responsible for completing the necessary surveys and permits required for compliance with the National Environmental Policy Act.

NDOT’s oversight includes certifying right-of-way

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and the compliance with environmental requirements.

The Stewardship Program is not a funding program. Rather, it is a method for completing an approved project on a reimbursement basis.

Those with questions about the program should contact Kristena Shigenaga, intergovernmental program manager, at 775-888-7569.

Nevada currently has 77 active stewardship projects. The total estimated amount of the projects is \$91.2 million, of which \$72.9 million is federal funds.

ILLUMINATING—Downtown Ely was the beneficiary of an attractive streetlight project as part of the Stewardship Program. The \$300,000 project was completed this past spring.



FAST Building Nears Completion

NDOT is a part of the Freeway and Arterial System of Transportation (FAST). The group, which will be administered by the Regional Transportation Commission of Southern Nevada, also includes managing the coordination of local traffic signals in Clark County, Las Vegas, North Las Vegas and Henderson. Southern Nevada will see continued capacity projects and a further reliance on Intelligent Transportation Systems.

FAST will soon be located with the Nevada Highway Patrol Southern Command at a new facility now under construction at Decatur and Sunset near the Clark County 215 Beltway. The \$15 million complex will cover 13 acres and is comprised of two buildings: a 56,000-square-foot office building, and a 10,500-square-foot warehouse and maintenance facility.



ALMOST THERE—The FAST Building in Las Vegas will be completed in December and by March the electronics will be installed for coordinated traffic management for several southern Nevada entities.

Welcome Center, Trailhead Open at Lake Tahoe

COMFORT AND SAFETY—The Mt. Rose welcome center and trailhead at the summit of SR-431 was dedicated in September. The new facility will serve as an informational hub and parking area for the Mt. Rose Summit Trail. Restrooms, 50 parking spaces, access to the Tahoe Rim Trail, and wall panels on Lake Tahoe and hiking make up the new center. The project was a cooperative effort by Nevada Department of Transportation, U.S. Forest Service, Washoe County and the Tahoe Rim Trail Association.



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