NEVADA DOT
The Nevada Department of Transportation
CENTERLINE
A Monthly Newsletter for the Employees of NDOT
July 2009

Studying the Future

The lifeblood of southern Nevada transportation, Interstate 15 runs through the heart of Las Vegas. NDOT hopes to ease congestion on the vital transportation artery with solutions identified in the I-15 Resort Corridor Study.

The I-15 corridor travels alongside the Las Vegas Strip, bringing commerce and over 40 million visitors a year to the famed vacation getaway. In addition to supplying over 75 percent of southern Nevada goods movements, I-15 is also part of the CANAMEX transportation corridor connecting Mexican, Canadian and U.S. trade. As a vital trade route, the U.S. Department of Transportation has designated I-15 through California, Nevada, Utah and Arizona as a "Corridor of the Future".

In Las Vegas, an ever-increasing population has ground I-15 traffic to a halt. Designed to carry approximately 130,000 vehicles per day, I-15 currently sees over 270,000 vehicles daily through central Las Vegas. That number is expected to balloon to over 500,000 by 2030.

Helping to find a solution is NDOT's I-15 Resort Corridor Study. In collaboration with local agencies, private developers and property owners, the corridor study has identified over 50 conceptual improvements to increase capacity, improve access and circulation, enhance bicycle and pedestrian facilities and establish a multi-transit corridor. The individual projects, with a cumulative estimated cost of over $2 billion, will be considered and constructed as funding is available. Together, the projects will combine to address expected traffic and keep the vital corridor open for travel and commerce.

"A corridor study looks at the transportation future of an entire corridor," explained Tony Letizia, NDOT southern Nevada program development manager. "It is more about establishing a blueprint to the corridor's future than developing one particular project. The future of I-15 lies in transforming the central Las Vegas corridor through complementary projects identified by the resort corridor study."

For more information, see www.i15resortcorridorstudy.com.

Current Projects

NDOT has current and upcoming projects to help increase safety and mobility on I-15:

I-15 north design-build	*2008- 2010*
I-15 express lanes	*2008-2009*
I-15 south design-build	*Beginning late 2009*

Project Gives Green Light to Blue Diamond Travel

Final touches are put on NDOT's Blue Diamond widening project as the road is readied to be open in early July.

The Nevada Department of Transportation has improved a major southern Las Vegas thoroughfare with the recently-completed widening of State Route 160, also known as Blue Diamond Road.

The project widened two miles of Blue Diamond Road from two to eight lanes between Decatur and Rainbow Boulevards. A new cast-in-place single span bridge was built to carry vehicles over a railroad crossing that previously created traffic back ups. For improved safety and travel, a new alignment now feeds Jones Boulevard into Blue Diamond Road south of the previous intersection, with a new traffic signal to improve safety at the intersection. Other project improvements include landscaping and aesthetic enhancements, as well as an improved traffic signal at Rainbow Boulevard.

The approximately $52 million in improvements by project contractor Road and Highway Builders comprises phase 2B of NDOT's enhancements to the important thoroughfare. In the summer of 2007, NDOT finished the first phase of Blue Diamond widening between Intestate 15 and Decatur Boulevard.

Carrying an ever-growing amount of commuter and commercial traffic between Las Vegas, southwest Clark County and the expanding bedroom community of Pahrump, Blue Diamond Road sees over 25,000 vehicles daily, up from over 10,000 vehicles in 1997.

Award Puts NDOT Cartographer on the Map

Karl Yonkers stands in front of his award-winning map.

NDOT Cartographer Karl Yonkers recently took first place in the Nevada Geographic Information Society's professional cartographic map contest.

The competition evaluates which map most effectively conveys geography in a clear and aesthetically-pleasing way. Map accuracy and scale are also judged.

Karl's entry, a detailed area map of Reno, Sparks and Verdi, competed with ten other federal, state, county and private business entries to come out victorious.

"The award was a surprise to me," Karl said. "We receive a lot of input from other NDOT sections, such as Roadways Systems, Intermodal, Bridge, GIS, Safety, Survey and Geodesy. They contribute to our maps as well."

The commendation did not come as a surprise to Karl's co-workers.

"Karl is known for having a tremendous work ethic and unshakable commitment to quality," fellow NDOT Cartographer Marianne Farretta explained.

That work ethic has allowed Karl to produce nearly 75 maps over his five years as NDOT cartographer. Karl's area maps are painstakingly detailed maps of roads, public buildings and other points of interest, while his quad maps detail road classifications, milepost and exit numbers, terrain, elevation and other features.

"Each map takes between two months and a year to complete," Karl said. "There is a lot of research and data collection. We interpret information from aerial photos; we personally visit and verify every road and other location marker on our maps. Then, we accurately scale that information into an easy-to-understand format."

NDOT's mapping group produces up to 34 maps every year, including road, base, general and historical maps as well as the biennial official state map, milepost and maintenance district map, bridge restriction map and other maps.

See the winning map on-line: www.nevadadot.com/traveler/maps/areamaps/pdfs/RenoSparksVerdi.pdf

KudosKorner

BICYCLE CONFERENCE BENEFITS

Each year, NDOT Bicycle, Pedestrian and Safe Routes to School Manager Bill Story and NDOT intermodal staff host a Bicycle and Pedestrian Conference. This year's conference, held in May, helped develop bicycle and pedestrian resources across the state.

"I left with a sense of awe of how many people are working on bicycle and pedestrian issues," bicycling/walking advocate Jeff Moser wrote. "It also left me with a better sense of where I fit in the whole picture and what my role should be."

ON THE RIGHT ROAD

In Boulder City, both the U.S. 93 truck route and Nevada Way lead to the Hoover Dam tourist attraction. As the most direct route, a previous overhead traffic sign directed Hoover Dam traffic onto U.S. 93. NDOT recently changed the sign after business owners raised concerns that they were losing commerce to travelers who weren't aware that they could also take the more scenic Nevada Way route through downtown Boulder City to Hoover Dam.

"It was an amazing feat. It was done in 14 days," Boulder City Chamber of Commerce Executive Director Jill Lagan told the Las Vegas Sun newspaper of the sign change.

SEALING UP NORTHEASTERN NEVADA

Often considered the best value for maintenance dollar, chip seals protect and prolong pavement life by laying crushed aggregate rock into an asphalt binder on the road surface. Ely-area **crews 380, 381, 382, 384, 385 and 342** use the summer months to chip seal northeastern Nevada thoroughfares such as U.S. 93 north of Ely (pictured).

Welcome

Eric Aldous, *Winnemucca*
Francis Bush, *Reno*
Joe Buskee, *Carson*
John Orr, *Reno*
Anton Primaky, *Las Vegas*
Daniel South, *Carson*
Jeremy Trejo, *Carson*

Thanks for Serving

Kelly Anrig, 29 years, *Carson*
Dennis Coyle, 31 years, *Carson*
Scott Cunningham, 27 years, *Reno*
Purisimo Hernandez, 29 years, *Carson*
Leland Huber, 20 years, *Reno*
Bernard Ponte, Jr., 28 years, *Carson*
Gilbert Ray, 17 years, *Fallon*
Owen Ritchie, 16 years, *Carson*
Robert Scott, 27 years, *Goldfield*
Lonnie See, 33 years, *Winnemucca*
Bruce Sellars, 16 years, *Reno*
Timothy Tobias, 38 years, *Carson*

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