

MINUTES

PUBLIC WORKS COMMITTEE

**January 21, 2014
10:00 A.M.**

**REGIONAL GOVERNMENT CENTER
101 CIVIC WAY, LAUGHLIN, NEVADA**

Members Present: Public Works

Fred Doten
Shawn Escarzaga
Jim Bodley
Steve Collins
Jim DeWoody
Jon Safranek

Other Attendees:

Mario Gomez, Nevada Department of Transportation
Tom Bartelmy, Public Safety Committee
Julie Fairman, Laughlin Times Reporter
Barbara Bodley, Laughlin Citizen
Odette Safranek, Laughlin Citizen

1. CALL TO ORDER

- A. **Fred Doten** called the meeting to order 10:01 AM as a quorum was present
- B. The meeting was conducted in conformance with the Nevada Open Meeting Law.
- C. Agenda items may be taken out of order if deemed necessary.
- D. The Public Works Committee may combine two or more agenda items for consideration.
- E. The Public Works Committee may remove an item from the agenda or delay discussion relating to an item at any time.

2. ORGANIZATIONAL ITEMS

- A. **Approval of the January 21, 2014 Agenda.**
Shawn Escarzaga moved and **Jim Bodley** seconded the approval of the agenda.
Motion carried on a vote of 6 to 0.
- B. **Approval of the Minutes of the November 19, 2013 Meeting Minutes.**
Shawn Escarzaga moved and **Jon Safranek** seconded the approval of the minutes.
The motion carried 6 to 0.

3. **COMMENTS BY THE GENERAL PUBLIC**

There were no comments from the Public reference any of the agenda items.

4. **COMMITTEE BUSINESS**

A. **Receive an organizational briefing from NDOT**

Fred Doten started off the briefing by introducing **Mario Gomez** from the Nevada Department of Transportation. He also introduced all the individuals on the Public Works Committee, the reporter from Laughlin Times and the two ladies in the audience. He turned the meeting over to **Mario Gomez**. The following are the key points discussed.

- **Mario Gomez** started his presentation identifying Lynnette Johnston as the Assistant Project Manager for District 1 (Las Vegas area) and himself as the Assistant District Engineer for District 1.
- **Mario Gomez** provided a map that laid out the boundaries of the three Districts that comprise NDOT. He noted that the headquarters for the Department is in District 2.
- **Mario Gomez** noted that the Department is classified as a centralized organization meaning that all major support elements such as Design, Hydraulics, Safety, etc. are centrally located at headquarters in Carson City.
- **Mario Gomez** provided each committee member with the NDOT “2012 Facts and Figures” booklet. He noted that this booklet contains all the facts and figures pertaining to the organization and that he would utilize it in support of this presentation. He then went on and explained the contents of the booklet.
- **Mario Gomez** stated that the purpose of NDOT was to build, maintain and operate State and Federal Highways. He then went on and discussed NDOT’s Mission Statement, which is essentially to provide to the State a better transportation system utilizing a high quality staff and employees.
- **Mario Gomez** went through the Executive Summary highlighting key statistics. He noted the difference between lane miles and centerline miles. As an example, 10 centerline miles would be 60 lane miles for a 6-lane highway. He also commented on tax rates for the state and the revenue generated within the state. All total, there is a little over \$1 Billion raised annually. **Fred Doten** asked if the \$66.9 million provided to counties was for all counties and received an answer that it was. **Jim Bodley** asked what the Cleanup fee was used for. **Mario Gomez** stated he did not have an answer; however, he would get an answer and send it to **Fred Doten**. **Jim Bodley** provided as background information that in 1983 the Federal Government passed a bill to collect a gas tax to fund the repair of bridges and overpasses. This bill was limited to 3 years; however, to date this tax is still

being collected. His question is where is this money going? **Mario Gomez** had no response; however, did comment on their bridge program. He noted that they have a rating system for bridges. NDOT categorizes bridges as in a maintenance mode, needing repair, or needing replacement. He said the maintenance of bridges is funded by State revenue; however, repair or replacement comes from the Federal Government. **Mario Gomez** stated he would look into this and get back to the committee.

- **Barbara Bodley** questioned if the County gas tax applies to the Diesel tax. **Mario Gomez** responded that it did not and that they were two separate taxes. Barbara Bodley also questioned why the Diesel pump price was 70cents higher than gasoline when considering the tax rates. **Mario Gomez** said that supply and demand was a factor in pricing the two. **Tom Bartelmy** commended that diesel was cheaper to refine than gasoline but this was not reflected in the price at the pump.
- **Mario Gomez** discussed the NDOT Board of Directors. He noted that it was made up of 7 people with the Governor as the chairman. Of the six others, District 1 primary Point of Contact is **Mr. Frank Martin**. He also covered the NDOT Administration listing with **Rudy Malfabon** as the Director of NDOT. Fred Doten asked who District 1 falls under. Mario Gomez responded by stating they fell under **Mr. Rick Nelson**, Asst. Director of Operations for construction activities; however, when it comes to District issues the District falls under **Ms. Tracy Larkin-Thomason**. **Mario Gomez** stated the Point of Contact with District 1 is Ms. Mary Martini who is the District Engineer
- **Mario Gomez** talked in length of some of the activities on-going in the Las Vegas area, how they award contracts and some of the awards received by District 1. **Jim Bodley** brought up the point that some of the bridges are like being on a rollercoaster. **Mario Gomez** went on to explain that bridge spans when fabricated are bowed up. Over time they tend to sag; however, the end piers do not. This is what gives the ride across the bridge the up and down motion. **Jim DeWoody** asked what is Project "Neon". **Mario Gomez** explained that project "Neon" connects Hwy 95 with Interstate 15 with the express lanes. He went on to explain that in this stretch of highway there is a lot of vehicle movement trying to get to various locations. This type weaving movement slows traffic, causes congestion and rear end accidents. He noted that Phase 1 will start mid-2015. **Mario Gomez** also brought up the concept of having as part of the contract a 30-year maintenance proposal where the contractor provides a maintenance option on maintaining the road way for this specific time. **Fred Doten** asked why 30 years was selected. **Mario Gomez** responded by stating he believed this was based on the activities in other states and the financial benefits for both the State and the contractor. He then went on to say they were pursuing a new type contracting process which is more open ended and allows contractors to offer a better solution rather than tying them to specific requirements. After further discussion on this, **Fred Doten** asked how the new type contracting

was affecting the quality of the work being performed. **Mario Gomez** noted that this was something they needed to be careful about. He went on to say that because of the tight economy many of the small companies have either folded, been purchased by the bigger companies or move from the State. This has left the State dealing with the bigger companies who are interested in a long term relationship and, therefore, are trying to do quality work.

- **Jim DeWoody** asked if NDOT has in their proposal evaluation process procedures that allow them to weed out companies that have the lowest bid but don't demonstrate a technical competence to fulfill the contract. **Mario Gomez** responded by stating that they generally have requirements within the Request for Proposal where the bidder must demonstrate having performed similar contracts with a specified time. He also noted that they have a Bid Review Audit Team which consists of experts in their given field who review the proposals. If they find inconsistencies this in turn sends up multiple red flags which leads to additional reviews prior to letting a given contract.
- **Fred Doten** asked what NDOT considers the lifespan of roads. **Mario Gomez** thought it was 10 years for the road and fifty years for bridges. He also said that traffic, weather, type vehicles, etc. weigh in on determining the life of roads. He noted that water was a major concern when it comes to the life of roads. He also said that concrete roads have a much longer lifespan which is in the 30 year range. **Tom Bartelmy** brought up that in some of the Northern states they periodically grind the surface of concrete roads and then resurface with asphalt. He asked if NDOT had such a program. **Mario Gomez** noted that they have such programs, but more importantly they have engineering teams that inspect roads with special equipment that can detect voids below the surface and road compaction. These tests along with a review of the road (type cracks, etc.) tell what type repairs are needed to keep the road healthy. He mentioned that because of the size of NDOT as compared to Texas with 26 districts they are more aggressive in their maintenance program
- **Jim Bodley** asked if there was a difference in road lifespan when comparing southern Nevada to northern Nevada. **Mario Gomez** responded by stating that the northern districts have a harsher environment due to water and snow; so, consequently they must have a much more aggressive maintenance plan. He also noted that in the Las Vegas area they have issues with the heat especially at intersections where there is a lot of stopping and starting. He noted the oils that they use have come a long ways performance wise but there are still issues with the roads. He noted that they were pursuing using concrete at intersections.
- Fred Doten asked how monies are allocated between counties within a district. **Mario Gomez** responded by stating he felt it was based on a priority list and type activity. They have different types of money (repair,

construction, safety, etc.) which are factored in. **Fred Doten** asked if a county comes in with a request for say \$20 million does the state give them the money or do they have to come in with tasks which make up the \$20 million. **Mario Gomez** noted that the County has their own money and many times they will piggyback jobs on to a State project. As an example, a state road that crosses a county road and the County wants a signal light placed at the intersection. **Fred Doten** also asked if allocations based on centerline or lane miles. **Mario Gomez** said he thought it was based on centerline; however, the scope of work and/or safety plays into the allocation.

- **Jim DeWoody** asked if they have priority lists associated with their future projects. **Mario Gomez** stated that they do have priority lists. He also noted that they get pots of money from the Federal Government. These monies have timelines associated with them, which means the funds can disappear if not used within the allotted time. NDOT can and will move funds from one project to another. He cited as an example, litigation associated with getting right ways that hold up a project. Monies associated with this project can be moved to another project.
- **Fred Doten** asked what were the criteria for designating a road as a state road vs. a county road? He used Needles Hwy, which is a county road. **Mario Gomez** responded by a brief description of road types. He noted that the interstate roads are developed to interconnect states all across the country. The state roads are feeder roads into the interstate system. The county and local roads are more of a support to get to the state roads. **Mario Gomez** also delved into how the growth in an area can impact a road designation. He also talked about the fact that there are design requirements for state roads that are cost prohibitive for county or local roads.

B. Receive an update on recent traffic studies in Laughlin and recent work orders submitted to Public Works and take any action deemed appropriate.

Fred Doten started this discussion by stating all could find a copy of the latest work order status

1. **Turn Lane at Sewer Plant:** **Fred Doten** started this discussion by stating that this item has not been started. He felt it was needed; however, he did not see it happening in the near term. He just needs to spend the time to go in and get the data needed to write the paper.
2. **Location of Yield Signs at the Intersection of Bruce Woodbury and Needles Highway.** **Fred Doten** noted that he had talked to **Kaizad Yazdani** who said that the signs would be removed when they restriped Needles Highway. This effort is tied in to the contract to reconstruct Thomas Edison.
3. **Street Sign at Wrong Location on Thomas Edison:** **Fred Doten** stated that the sign was still there. **Marvin Hoggard** said he would remove it. **Fred Doten** stated that maybe it was time we made an effort to get it removed.
4. **Only Left & Right Turns:** **Fred Doten** stated that he did not think this would ever

change. He was not sure it should remain on this list.

5. **Markings on El Mirage: Fred Doten** asked **Jon Safranek** if anything had happened up there. He responded with a “no”. **Fred Doten** stated he would get in touch with CCPW and see what is planned..
6. **Missing Sidewalk – Mesquite Lane: Fred Doten** noted that at the meeting with CCPW that **Joe Yatson** stated he would look into this. **Fred Doten** stated he had not followed up with him but would do so.
7. **Blind Intersection at Canyon Terrace: Fred Doten** noted that he had not followed up on this. Public Safety was also on hold waiting for an answer from Public Works..
8. **Signage Issues at Bruce Woodbury Intersection: Fred Doten** stated that this would be reviewed when they restripe the Needles Hwy.
9. **Signage issues at Willow Bay Rd: Fred Doten** said he did not know what had been done since the last meeting. **Steve Collins** stated that the signage had not been changed.
10. **Continuous White Lines: Fred Doten** said this would be covered with the new contract.
11. **Inop Street lights: Fred Doten** stated that he whenever he calls in on inoperative lights they are fixed within a week or so. He also noted that he had a bunch on Needles Highway that needed to be called in. Some of these ones were intermittent and he would be putting tape on the poles to see if this did any good.

As the list was complete, **Fred Doten** asked if there were any new issues that needed to be discussed. The following were discussed.

1. **Jon Safranek** brought up that when on Bruce Woodbury as you approach Thomas Edison there is a pole on the right side that does not have a sign on it. He believes it should be a sign stating right turn only
2. **Steve Collins** had three items. The first pertained to a sign pertaining to the Riverside overpass. This sign directs vehicles over 17ft high to turn right at the next intersection. The sign is bent 20 degrees from the vertical and is need of repair. The second pertained to the drainage on El Mirage at Banyon. The work done there has not improved a thing. It was his opinion that the work they did made it worse. His third was a discussion on the mobile pedestrian sign coming down Bruce Woodbury just before Cougar Drive. He felt there should be one coming up the hill also.

5. COMMUNITY INPUT/ PUBLIC COMMENTS

There were no comments from the general public

NEXT MEETING DATE: The next meeting date for the Public Works Committee **March 18, 2014, 10:00 AM**, Laughlin Regional Government Center, 101 Civic Way, Laughlin, Nevada. **Agenda items due no later than March 7, 2014.**

6. ADJOURNMENT

The meeting was adjourned at 1137 hrs.

NOTE: *These meeting minutes are in draft form and will be formally approved at the march 18, 2014 meeting. Any corrections to these minutes will be reflected in the minutes of the March 18, 2014 meeting.*

SIGN IN SHEET

Meeting: Public Works Committees
 Date: January 21, 2014

Time: 10am

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	NAME	ORGANIZATION	ADDRESS	PHONE NO.
1.	Fred Dotson	PWC		
2.	Jon SAFRANEK	PWC	2288 Lyons Cove Dr	802-299-0423
3.	DAJETTE SAFRANEK	CITIZEN		
4.	Jim DEWOODY	PWC	2385 Canyon Song Ave	(702)2993766
5.	Jim Bodley	PWC	1838 Oasis Ct	702-299-0005
6.	Barbara Bodley	Citizen	1838 Oasis Ct	702-299-0005
7.	STEVE W. COLLINS	PWC	2149 DILONS COVE	702-299-0195
8.	TOM BAETTEL M-1	PSC	277c MUSTARD G-PASS	702-537-3351
9.	Juliefairman	LWT		928-763-2505 ⁴⁷²²⁹
10.	Shawn Escaraza		3161 Cottonwood Dr.	702-727-7348
11.	MARIO GOMEZ	NDOT	MGMEDIA@DOT.STATE.NV.US	702-385-6502
12.				

Attachment 2

2014-01-21 Public Works Workorder Status Report

DATE	PRIORITY:	ISSUE	LOCATION	REPORTED BY	RESPONSIBLE DEPARTMENT	STATUS
2/10/2011		Turn Lane Required	Sewer Plant	Fred Doten 702-298-3492	Traffic	CCPW says not enough Traffic. Still need to write Whitepaper
10/19/2011		Location of yield signs	intersection of Bruce Woodbury & Needles Hwy	Jon Safranek 702-299-0473	Traffic	Kaizad Yazdani said he would get them when they remark Needles Hwy
11/20/2012		Street sign wrong place	200 yds South of Laughlin Civic Drive	Fred Doten 702-298-3492	Traffic	Added signs at intersection. Marvin Hoggard said he would remove it as speed limit is 35mph
4/16/2013		only left & Right Turns	Needles Hwy & Bruce Woodbury	Frank Pliij	Traffic	Need to followup with Letter
4/16/2013		Markings of El Mirage	New Section of El Mirage	Jon Safranek 702-299-0473	Traffic	Marvin Hoggard took an action to check into this with Engineering
4/16/2013		Sidewalk Missing	Mesquite Lane	Elden Thayer	Traffic	Need to follow up with Joe Watson
5/20/2013		Blind intersection	Canyon Terrace Intersection	Tom Bartelmy	Traffic	CCPW will look at Title 30 to see if changes are needed.
7/16/2013		signage incorrect	Bruce Woodbury intersection with Needles Highway	Steve Collins	Traffic	Will be corrected when CCPW reworks the road markings.
7/16/2013		Signage issues	Willow Bay Road	Jon Safranek 702-299-0473	Traffic	Marvin Hoggard stated they would fix the signage
7/16/2013		Continuous white lines	Needles Highway	Bruce Clark	Traffic	Will be part of the Contract to reconstruct Thomas Edison.
9/13/2013		Inop Stree Lights	Needles Highway	Fred Doten 702-298-3492	Traffic	Called in to CCPW to Repair