



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

January 15, 2021

AGENDA ITEM 3.1

TO: Regional Transportation Commission

FROM: Brian Stewart, P.E.
Engineering Director

Bill Thomas, AICP
Executive Director

SUBJECT: RTC Engineering Activity Report

RECOMMENDATION

Acknowledge receipt of the monthly Engineering Activity Report.

BICYCLE AND PEDESTRIAN IMPROVEMENTS

Bus Stop Improvement and Connectivity Program

The program is a multi-year effort to upgrade existing bus stops to comply with state and federal requirements, including the Americans with Disabilities Act (ADA). The first phase of bus stop improvements located within public right-of-way (13 bus stops) is complete. The process of obtaining necessary easements for other locations is ongoing. The design consultant, CA Group submitted easement packages for the second phase (37 bus stops) in July and acquisition work continues.

Comments from the 60% design submittal are being addressed for Phase 3 (45 bus stops) and Phase 4 (90 bus stops) packages. A design review meeting for Phase 3 was held in November and the team is coordinating with the Washoe County School District to determine the best location for bus stops and crossing improvements on Neil Road. Conceptual designs and cost estimates for the Sharlands bus stop are under review to determine the preferred option to carry forward to construction. The acquisition process is underway with title reports on order for Phase 3 and final surveys being conducted.

Center Street Multimodal Improvements Project

The 30% design (preliminary design) was completed earlier this month. An Interlocal Cooperative Agreement (ICA) with the City of Reno, based on the preliminary design, will be presented to the RTC Board for approval at a future meeting. The project consists of constructing a two-way cycle track from Ninth Street to Moran Street in Reno. The majority of the improvements include traffic signal, pavement markings and signage modifications. Sidewalk improvements in some locations are planned. The project will provide a dedicated bicycle corridor between the university and downtown/midtown. Design is anticipated to be complete by the end of 2022 for construction beginning in 2023.

Mill Street (Terminal Way to McCarran Boulevard)

The scope of this project is to design and construct various complete street improvements along Mill Street from Terminal Way to McCarran Boulevard, as identified in the RTC Complete Streets Masterplan completed in July 2016, and the Mill/Terminal corridor study completed in March 2013. The emphasis of this project is to assess and identify improvements for pedestrians, bicyclists and transit riders, as well as motorists. Deficiencies in pedestrian access related to Charter Schools and AACT High School in the area as well as a number of ADA deficient bus stops will be addressed.

Preliminary design is complete and 90% plan review comments have been received from the agencies. Pending right-of-way and permit acquisitions, phasing plans and design will be finalized for construction occurring in 2021.

CAPACITY/CONGESTION RELIEF PROJECTS

ITS Pilot Project, Design of Phase 2 ITS Connectivity

The pilot project connected traffic signal systems of the City of Reno, the City of Sparks, Washoe County, and NDOT through fiber optic communication lines. This project also includes design of Phase 2A and 2B, which will expand communication to outlying signal systems and install ITS devices to monitor and remotely adjust traffic signals to respond to special events, changing traffic conditions, provide information to drivers and traffic incidents. Construction of the Pilot Project is complete. The ITS Phase 2A Project is complete. Phase 2B is currently under construction with a tentative completion in the winter of 2020.

ITS Phase 3

The project includes conduit and fiber optic cable at the following locations:

- Lake Street from 1st Street to 2nd Street;
- Lemmon Drive from North Virginia Street to US 395; and
- Rock Boulevard from Greg Street to Prater Way

Also included in ITS Phase 3 is a Road Weather Information Sensor (RWIS) at Sharlands Avenue at Robb Drive. The project will install 20 Gridsmart Performance Packages. These are upgrades to existing Gridsmart detection systems and can detect/count pedestrian and bicycles. Currently, the project is at the final design phase.

North Valleys Package 3B

Package 3B includes adding capacity to the right turn lane at North Virginia Street/Business 395. This project also includes improvements to two bus stop pads located within the project area and associated access and drainage improvements. Redesign is underway for a part of the storm drain system due to NDOT permitting requirements. The project is scheduled for construction in summer 2021.

Sparks Boulevard Project

The project seeks to increase safety, maintain roadway capacity, and improve bicycle and pedestrian facilities by widening Sparks Boulevard to six (6) lanes between Greg Street and Baring

Boulevard. Professional engineering services are underway with Atkins North America, Inc. to begin environmental studies and preliminary design.

The RTC, in cooperation with the City of Sparks, Nevada Department of Transportation (NDOT) and the Federal Highway Administration (FHWA), is initiating an Environmental Assessment (EA) to evaluate and document the proposed project's potential impacts.

The project team is working to finalize the alternatives analysis to work towards a preferred alternative. Work is also occurring on the EA process by identifying and evaluating impacted resources adjacent to the project.

Traffic Signal Timing 6 Project

Following a three year cycle schedule, the project includes review and timing optimization of approximately one-third (1/3) of the signals in the region per year. For 2020, this begins a new cycle where signals that were retimed in 2016 will be reevaluated and retimed to address the changes to traffic demand. For 2020, approximately ninety-five (95) intersections will have revised timing implemented. Timing plans are developed in coordination with the local entities and the University of Nevada, Reno. In the process, re-evaluation of the other settings such as vehicle passage times are calculated at each intersection to make sure they are up to current standards.

Progress through September 2020:

- Plumb Lane (8 Signals) – Hunter Lake to Kirman Avenue – Completed
- Kietzke Lane (8 Signals) – E. 2nd Street to Peckham Lane – In Progress
- Mill Street (4 Signals) – Kietzke Lane to Terminal Way – Data Collection
- Plumb Lane (4 Signals) – Kietzke Lane to Terminal Way – Data Collection
- Moana Lane (3 Signals) – Kietzke Lane to Neil Road – Data Collection

Traffic Engineering (TE) Spot 9 – Package 1 Project

The project includes:

- Traffic signal improvements at the intersection of Sharlands Avenue and Mae Anne Avenue;
- Installation of battery backup systems for signalized intersections on Sun Valley Drive from Scottsdale Road to 7th Street;
- Minor striping improvements to improve traffic flow at Pyramid Way at York Way; and
- Completion of a traffic study to determine potential improvements to the southbound right turn lane at the intersection of Vista Boulevard and Baring Boulevard. This component of the project will not move forward due following a cost benefit analysis.

Titan Electrical Contractors was awarded the construction contract in July 2020 and construction will begin at the end of 2020 when the traffic signal equipment arrives.

Traffic Engineering (TE) Spot 9 – Package 2 Project

The project includes various traffic updates throughout the Reno/Incline area:

- Traffic signal cabinet and camera upgrades at various intersections in the Reno area;
- New traffic signal at the intersection of Rock Boulevard/Edison Way; and a
- 4th Street/Mesa/Woodland intersection study for future improvements.

Titan Electrical Contractors was awarded the contract. Construction will start on Jan. 13, 2021.

Traffic Engineering (TE) Spot 10 – Fuel Tax Project

The project is currently in the preliminary design phase and includes:

- Traffic signal at the intersection of Veterans Parkway and Long Meadow Drive;
- Update traffic signal equipment at the intersection of Victorian Avenue and 16th Street; and
- Rectangular Rapid Flashing Beacon (RRFB) installation at various locations within Reno, Washoe County and Sparks.

Traffic Engineering (TE) Spot 10 - South Project

The project is currently in the preliminary design phase and includes:

- A new roundabout at the intersection of 4th Street and Woodland Avenue;
- Geometric improvements at the nearby intersection of 4th Street and Mesa Park Road; and a
- Left turn bay extension for the southbound left turn lane at South Virginia and Kietzke Lane.

Traffic Engineering (TE) Spot 10 - North Project

The project is currently in the final design phase and includes:

- A Traffic Signal improvements at the intersection of Clear Acre/N. McCarran Boulevard; and a
- Traffic Signal improvements at the intersection of El Rancho Drive/Victorian Avenue.

The project is expected to advertise in early February 2021.

CORRIDOR IMPROVEMENT PROJECTS

Arlington Avenue Bridges

The Arlington Avenue Bridges Project is a feasibility study to analyze possible replacement bridge types and aesthetic themes, document design and environmental criteria, improve safety and multi-modal access in the Wingfield Park area, and review flood-capacity requirements. The crossing of the Truckee River at Arlington Avenue has served the community of Reno and provided access to Wingfield Park for nearly a century. The bridges were built in the 1930's and while structurally safe to drive over they are showing signs of wear resulting from the variety of modifications over the years, their age and the repeated exposure to flood events.

The Stakeholder Working Group has agreed on three alternatives to carry forward for further analysis: 1) single-pier precast concrete girder 2) single-pier cast-in-place concrete box girder 3) clear span rigid frame. The third Stakeholder Working Group meeting was held virtually on December 15, 2020. The meeting focus was on aesthetics and the group gained concurrence on themes to carry forward. Presentations are being developed to update the RTC Board and City of Reno Council on the status of the project. A public informational meeting will be held early this year.

The feasibility study is scheduled to be complete next year. Once the feasibility study is complete, a Request for Proposals will be advertised for the NEPA/Design phase of the project. Construction of the bridges is anticipated to begin in 2026.

Lemmon Drive Project

The project includes widening Lemmon Drive from US 395 to Military Road from four lanes to six lanes and reconstructing the US 395/Lemmon Drive interchange (Segment 1) and widening Lemmon Drive from Fleetwood Drive to Chickadee Drive from two lanes to four lanes (Segment 2).

The final design of Segment 1 is underway. The 90% plans and specifications are under agency review. The US 395/Lemmon Drive interchange design continues to progress. The anticipated construction start date is spring 2021.

The project team continues the Level 2 screening process for the top three (3) alternatives. The Top 3 Alternatives were presented to the RTC Board at the August 20, 2020, meeting. The Level 2 screening process includes a qualitative evaluation where the top alternatives are screen on the criteria developed and agreed upon the Technical Advisory Committee (TAC).

Oddie Boulevard/Wells Avenue Improvement Project

90% design comments are being reviewed and final design plans are underway. Additional information can be viewed at: <http://oddiewellsproject.com/>.

Pyramid Highway and US 395 Connection

NDOT continues to work on the design of Phase 1 that consists of increased roadway capacity and multimodal improvements on Pyramid, from Queen Way to Golden View Drive. Design of this phase is scheduled to be complete in August 2022. An Interlocal Agreement between the RTC and NDOT is being presented to the RTC Board at the January 2021 meeting. Working with FHWA, the RTC will be transferring the recently awarded \$23 million BUILD grant to NDOT for construction of Phase 1 that is scheduled to begin in 2023. The estimated overall Phase 1 cost is \$54.1 million.

Sun Valley Boulevard Corridor Improvement Project

Construction activities are complete from Staci Way to Highland Ranch Parkway. The road is open to traffic with no restrictions. The completion of the intersection of Sun Valley Boulevard and 7th Avenue is on hold until the spring of 2021 when weather conditions allow construction to resume. Additional information can be viewed at: <http://SunValleyBlvd.org>

Truckee River Shared Use Path Project

The proposed pathway will start at John Champion Memorial Park and continue along the south side of the Truckee River.

RTC is working to acquire easements necessary for the pathway. The application for the required United States Army Corp of Engineers (USACE) 408 permit has been approved by Carson Truckee Water Conservancy District contingent on approval by the USACE. The Truckee River Shared Use Path Project has submitted an application to USACE for a Section 408 Permit since portions of the pathway encroach the 14,000 cubic feet per second water surface elevation along the Truckee River. Coordination with USACE continues regarding the processing of the application.

This project was included in the fiscal year (FY) 2017 Program of Projects. The design portion of this project is funded through federal funds and includes oversight by NDOT through a Local Public Agency (LPA) agreement. The project will be constructed by NDOT through the agreement approved for Spaghetti Bowl Xpress (SBX).

Virginia Street RAPID Extension

Roadway construction on the project is significantly complete with full public access to the constructed improvements. Outstanding items of work include the delivery and completion of long lead-time scope items. This includes glass panels at the bus rapid transit stations within this segment and landscaping work that is expected to be complete just after the first of the year.

Coordination has occurred over the past reporting period with the FTA regarding starting up revenue service for the extension of the RAPID Virginia Line BRT service, from 4th Street Station to UNR. It is anticipated that revenue service of this extension will occur sometime in March 2021.

Additional information can be viewed at: <http://virginiastreetproject.com/>

PAVEMENT PRESERVATION PROJECTS

2021 Preventive Maintenance (Various Locations)

The 2021 Preventive Maintenance project consists of patching, crack sealing and slurry seal activities on approximately 200 lane miles of roadway. Lumos and Associates, Inc., is currently working on the scope for this year's program.

Golden Valley Road Rehab Project

The project includes rehabilitation/reconstruction of Golden Valley Road, from Yorkshire Drive to North Virginia Street. Lumos & Associates, Inc., is the consultant for Design and Engineering During Construction services. The RTC and Union Pacific Railroad (UPRR) are entering into an agreement for railroad crossing improvements. Construction is anticipated to begin in the spring of 2021 and be complete by the end of the summer of 2021.

Kings Row Rehab Project – Phase 1

The project includes rehabilitation/reconstruction of Kings Row, from Keystone Avenue to Wyoming Avenue. Lumos and Associates, Inc., is the consultant for Design and Engineering During Construction Services. The consultant is currently finalizing the plans. Work is also progressing to obtain rights to easements for ADA compliance. This project is on track for construction in 2021.

Kings Row Rehab Project – Phase 2

The project includes rehabilitation/reconstruction of Kings Row, from Wyoming Avenue to McCarran Boulevard. Lumos and Associates, Inc. has been selected as the consultant for Design and Engineering During Construction Services. The professional services agreement for this work was approved at the November 2020 RTC board meeting. A notice to proceed for Lumos to commence design work was delivered in December. Early design in investigation related work is planned for early January 2021.

Newport Lane Rehab Project

The project includes rehabilitation/reconstruction of Newport Lane, from Link Lane to McDaniel Street. CA Group is the consultant for Design and Engineering During Construction Services. Design will be complete in early 2021. The construction start date has not been determined.

Reno Consolidated 20-01 – Mayberry Drive, California Avenue, and First Street

The project includes rehabilitation/reconstruction of the following street segments: Mayberry Drive, from Memory Lane to California Avenue, California Avenue, from Hunter Lake Drive to Booth Street, and First Street, from Sierra Center to Virginia Street. Nichols Consulting Engineers (NCE) is working on incorporating agency/public comments, design and grading of improvements. Utility coordination meetings and property acquisition are ongoing. Construction is scheduled to begin in the summer of 2021.

Reno Consolidated 21-01 – Lund Lane, Armstrong Lane, and Yuma Lane

The project includes rehabilitation/reconstruction of the following street segments: Lund Lane, from Wedekind Road to Northtowne Lane, Armstrong Lane, from Susileen Drive to Yuma Lane, and Yuma Lane, from Armstrong Lane to Hunter Lake Drive. Eastern Sierra Engineering (ESE) is the consultant providing Design and Engineering During Construction Services. The project team is currently incorporating agency design review comments and public comments received in September. Design of the project is complete. Advertisement for bids is set for January 13, 2021. Construction is anticipated to begin late spring/early summer of 2021.

Sky Vista Parkway Widening and Rehabilitation Project

The project includes rehabilitation/widening of Sky Vista Parkway, from just east of Vista Knolls Parkway to Silver Lake Road. Atkins Engineering, SNA-Lavalin (Atkins) is the consultant for Design and Engineering During Construction Services. Final design is anticipated to be complete in May 2021. The construction schedule has yet to be determined pending final design, right-of-way acquisition and coordination with other projects near this project.

Sparks Consolidated 21-01 – Packer Way and Wild Island Court Project

The project includes rehabilitation/reconstruction of Packer Way, from Glendale Avenue to the Cul de Sac, and Wild Island Court, from Lincoln Way to the Cul de Sac, in the City of Sparks. Wood Rodgers Inc., is the consultant for Design and Engineering During Construction Services. Construction is scheduled for the spring of 2021. 50% plans have been completed and reviewed. Wood Rodgers Inc., has submitted 90% plans and bid documents for review.

OTHER PROJECTS

Park Lane RAPID Station Project

The Park Lane RAPID Station is located just south of Plumb Lane on the east side of Virginia Street. The design consultant was Stantec Consulting Services, Inc., and the contractor was Q&D Construction. Construction is now complete and RAPID service to this station began in December.

REPORT ON NEGOTIATED SETTLEMENT AGREEMENTS FOR THE ACQUISITION OF PROPERTY

Project	Property Owner	Purchase Amount	Amount Over Appraisal
Mill Street Complete Street Project	Christensen Investments, LLC / Bennafit Investments, LLC	\$9,250.00	\$0
Mill Street Complete Street Project	J&D Parker Family Trust/Bath Family Trust	\$2,700.00	\$0
Mill Street Complete Street Project	Avanzino Family Trust	\$2,740.00	\$0
Mill Street Complete Street Project	Mill Street Properties, LLC	\$2,170.00	\$0
Mill Street Complete Street Project	National Sierra, LLC	\$6,150.00	\$0

CONTRACTS UP TO \$50,000

None