

**Arlington Avenue Bridges Project Feasibility Study
Stakeholder Working Group Meeting 1 Handouts**

ENVIRONMENTAL DESIGN CRITERIA	ENVIRONMENTAL DESIGN CONSTRAINTS	NOTES
PERMITTING		
<ul style="list-style-type: none"> 1. City of Reno Special Use Permit 2. USACE 408 Permit 3. USACE 404 Permit 4. Nationwide Stormwater Permit 	<ul style="list-style-type: none"> 1. Conditions and schedule 	
HISTORIC (SECTION 106)		
<ul style="list-style-type: none"> 1. Bridges are not eligible for any registers 2. Confirm purpose and need for Programmatic Agreement 	<ul style="list-style-type: none"> 1. Define Area of Potential Effects <ul style="list-style-type: none"> a. Direct and Indirect Effects 2. Identify and document resources 3. Determine effects <ul style="list-style-type: none"> a. If adverse, produce agreement document b. Implement monitoring program 4. Implement mitigation 5. Proceed with Project 6. Programmatic Agreement 	<p>Standard Section 106 process should be appropriate for Project</p> <p>Programmatic Agreement – needed if no adverse effects (direct or indirect)</p>

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SECTIONS 4(f) and 6(f)		
<p>1. Section 4(f) provides for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development</p> <p>a. Applies to U.S. DOT and implemented by FHWA</p> <p>2. Section 6(f) Land and Water Conservation Fund (LWCF) preserves, develops, and assures accessibility to outdoor recreation resources</p> <p>a. Provides funds and authorizes federal assistance for planning, acquisition, and development of land, water areas and facilities</p> <p>b. Provides funds for federal acquisition and development of lands and other areas</p>	<p>1. Section 4(f) includes publicly-owned recreational and historic properties</p> <p>a. Truckee River Trail detours during construction</p> <p>b. Pedestrian traffic detours</p> <p>c. Impacts to property features, attributes or characteristics</p> <p>2. Section 6(f) includes public & private properties that have received LWCF funding</p> <p>a. Impacts to properties or property elements purchased using LWCF</p> <ul style="list-style-type: none"> - Includes temporary closures during construction - Applies to Truckee River Greenbelt, Wingfield Park and Reno Whitewater Park - Potentially applies to Barbara Bennett Park <p>b. If yes, mitigate by replacing property or property element</p> <p>c. If work enhances property feature/attribute and is part of property management plan, can be covered under Enhance Exception</p>	

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HAZARDOUS MATERIALS		
	<p>Hazardous material assessment did not reveal any sites that would pose a risk to the Project</p> <p>Bridge structure could have asbestos or lead, requiring surveys and abatement (as needed)</p> <p>1. Inspections for ACM and LBP will be required for structures, utilities, and guards prior to demolition – could require special handling, abatement and disposal</p>	<p>Adjacent buildings and structures were not inspected for the possible presence of asbestos-containing materials (ACM) or lead-based paint (LBP)</p>
BIOLOGICAL / NATURAL RESOURCES		
<p>1. Natural Resources</p> <p>2. Waters of the U.S. (WOUS / Wetlands)</p>	<p>1. Natural Resources - Protected special status (state or Federal) species</p> <ul style="list-style-type: none"> a. 11 species with some potential to occur within/adjacent to Project b. Biological surveys and monitoring during construction c. Minimize adverse effects to birds, bats and fisheries <p>2. WOUS / Wetlands - Perennial waterway (Truckee River)</p> <ul style="list-style-type: none"> a. Highly modified (fully cemented / riprap/cement fill banks) b. Implement mitigation (as-needed) for adverse effects <p>3. Wetlands/Riparian</p> <ul style="list-style-type: none"> a. Wetlands/riparian delineation b. Streambank modification/alteration 	

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BRIDGE / ROADWAY		
<ul style="list-style-type: none"> 1. Access (vehicular, pedestrian, & bicycles, as well as access to existing park) 2. Design hydraulic event and associated freeboard 3. Flood conveyance 4. Scour 5. Alignment 6. Design Speed (vertical curves, sight distance, etc.) 	<ul style="list-style-type: none"> 1. Cost 2. Constructability (including construction access) 3. Foundation Type (including permitting implications of foundation type) 4. Bridge Type (including material type i.e. steel vs. concrete, style and aesthetic treatments) <ul style="list-style-type: none"> a. Accommodate numerous special events b. Provide access to Wingfield Park and Truckee River c. Accommodate numerous pedestrians on, surrounding and beneath bridge structure 5. Surrounding property impacts? <ul style="list-style-type: none"> a. Floodwalls, right-of-way, drainage, infrastructure, park improvements, etc. b. Roadway profile 6. Maintenance of Traffic (Staged construction vs. Full closure vs. New Alignment) 	

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RIGHT-OF-WAY / ACCESS		
<ol style="list-style-type: none"> 1. ROW impacts to adjacent properties 2. Public access to adjacent properties 	<ol style="list-style-type: none"> 1. Permanent ROW acquisitions from adjoining properties <ol style="list-style-type: none"> a. Wingfield Park or other properties 2. Temporary construction easements on adjoining properties 3. Duration and intensity of adjacent property access during construction 4. Property access changes post-construction 	
BIKE / PEDESTRIAN USE		
<ol style="list-style-type: none"> 1. ADA and/or Public Right-of-Way Access Guidelines (PROWAG) requirements 	Compliance with RTC Bicycle and Pedestrian Master Plan	
LAND USE		
	<p>Compatible with local and regional plans</p> <ol style="list-style-type: none"> 1. Reimagine Reno (City of Reno 2017) 2. Washoe County Master Plan, Land Use and Transportation (Washoe County Department of Community Development 2011) 3. Bicycle and Pedestrian Master Plan (Regional Transportation Commission 2017) 4. Complete Streets Master Plan (Regional Transportation Commission 2016) 5. 2012 Truckee Meadows Regional Plan (Truckee Meadows Regional Planning Agency 2017) 	<p>Project is not expected to change existing or future land use in the area, with downtown mixed-use properties dominating the surrounding area and existing land uses are expected to remain generally unchanged in the future</p> <p>Project will continue to support and provide access to the recreational areas along the river, with roadway and pedestrian improvements supporting economic investment, redevelopment and improving accessibility and safety of recreational users and the public</p>

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TRAFFIC		
	<ol style="list-style-type: none"> 1. Year 2015 Field Daily Traffic Volume (from NDOT) along/near Arlington Avenue Bridge = 8,800 vehicles per day (vpd) 2. Year 2040 volumes developed using the RTC Washoe’s travel demand model and according to NDOT’s Traffic Forecasting Guidelines 3. Year 2040 Forecast Daily Traffic Volume along/near the Arlington Avenue Bridge = 10,900 vpd 4. Used Transportation Research Board’s (TRB) Highway Capacity Manual (HCM) 6th Edition to determine a planning-level automobile Level of Service (LOS) for the roadway segment on the bridge 5. Planning-level automobile LOS likely to be experienced on the bridge by year 2040 is LOS E <ol style="list-style-type: none"> a. Constrained by Arlington Avenue north and south of the Truckee River 	
UTILITIES		