Appendix E4
TAC-2 Meeting

Meeting Notes

Technical Advisory Committee No. 2
August 31, 2020 | 1:00-2:00 PM

MEETING:	Technical Advisory Committee (TAC) Meeting No. 2
PROJECT:	Feasibility Study for Arlington Avenue Bridges Replacement
SUBJECT:	Bridge and Roadway Elements
LOCATION:	Remote Zoom Teleconference
DATE/TIME:	Monday, August 31, 2020, 1:00-2:00 PM
MODERATOR:	RTC Project Manager Judy Tortelli

INVITATION:	Zoom Meeting invitation from RTC Project Manager Judy Tortelli Meeting link: https://us02web.zoom.us/j/83845970459?pwd=RGhMWUV6TjBCTmZZVXc5SnpJM3ZUQT09 Meeting ID: 838 4597 0459 Passcode: 900792

ATTENDANCE:	TAC members defined and vetted by the RTC and the City of Reno. Agencies: FHWA (1), City of Reno (7), NDOT (3), RTC/Jacobs (9).

NOTES AUTHORS:	Compiled by the project team and supported by court reporter Brandi Ann Vianney Smith/Litigation Services transcript.
WELCOME, AGENDA AND INTRODUCTIONS: JUDY TORTELLI, RTC	Welcomed TAC members and introduced Brian Stewart/RTC and the Jacobs team (Ken Greene, Mike Cooper, Matt Negrette). She noted that a court reporter was on the line to take minutes, and asked that participants identify themselves when speaking. She outlined the agenda: 1) a brief presentation by her, 2) review of the scoring material and scores received by her and Mike Cooper and 3) group discussion. She requested that questions/comments be held until the open discussion and also introduced the TAC members attending.
PRESENTATION, TAC-2 MEETING PURPOSE AND GOAL: JUDY TORTELLI, RTC PRESENTATION	Purpose of the Meeting: to provide an overview of the project's progress (some material presented previously) and review bridge and roadway element evaluation scoring information received and scoring results/summaries produced. Meeting Goal: to reduce the range of alternatives carried forward into NEPA and design.

SWG-1 INPUT: JUDY TORTELLI, RTC	February SWG-1 Meeting - 1) discussed engineering design and environmental constraints, 2) using this information, Project Team developed evaluation attributes to prepare scoring packets. Note: scoring packets were prepared and sent to TAC members a few weeks ago, 9 of 11 submitted scores, a great response. There is a distinction between the alternatives and they have been ranked accordingly.
PROJECT OVERVIEW: JUDY TORTELLI, RTC	Previously presented at the initial public information meeting, SWG-1 meeting and TAC-1 meeting: - Scope. To complete a feasibility study to define bridge options, identify constraints and determine costs. To identify a bridge and aesthetic package to carry forward into environmental clearance and design. - Process. Modeled after the Virginia Street process, including receiving public, stakeholder and technical input. Alternatives evaluation criteria: 1) ability to meet project purpose and need, 2) ability to avoid and minimize impacts to the natural and built environment, 3) construction feasibility and costs, and 4) input from the SWG, RTC Board, City of Reno Council and the public. Decisions will be documented using the PEL (Planning and Environmental Linkages) process. - Purpose and Need (not mode-specific or biased toward a particular solution). Address structurally deficient bridges (built in the 1930s), providing safe and ADA-compliant multimodal improvements, meeting hydraulic capacity needs and responding to regional and community plans. - Meetings Schedule. Previous meetings: public kick-off, December 2019; SWG-1 environmental and engineering constraints, February 2020; TAC-1 permitting and regulatory requirements, July 2020. Upcoming meetings: two SWG on bridge concepts and aesthetic themes, one public presentation (early 2021) of information from TACs and SWGs. - Project Schedule. Complete feasibility study early 2021 before beginning NEPA process (separate phase and contract). Start construction in 2026.
TAC-1 SUMMARY: JUDY TORTELLI, RTC	Hosted by USACE with great participation and valuable feedback that is helping the Project Team clearly define next steps to get through the permitting and regulatory process. Key points: 1) FHWA to be lead agency for the project, 2) dewatering and water discharge requirements,

PRESENTATION: TAC-1 SUMMARY continued, JUDY TORTELLI, RTC	and 3) the need for river access for debris removal. The group defined permitting and regulatory requirements for each alternative (no formal scoring). Conclusion: elevated and tied-arch concepts would be more challenging based on viewshed impacts.
SCORING SUPPORT INFORMATION, JUDY TORTELLI, RTC	Support information was provided with scoring sheets. Example of possible confusing instructions: high construction cost should receive a low score. No other examples noted by TAC members. Judy T also asked for questions/comments on concept evaluation information. Dan Doenges, RTC commented that, based on the similarity of concepts in several categories, he scored them the same. Judy T responded that she and others with less bridge-specific backgrounds did the same thing. She introduced Mike Cooper, Jacobs to review the scoring specifics.
PRESENTATION: SCORING SPECIFICS: MIKE COOPER, JACOBS	The scoring card presented nine concepts (three variations each for three designs): single pier with three superstructure types, clear span with three structure types, and elevated bridge that looked at the full corridor including the south bridge. Eight specific attributes, plus placeholders Y and Z, were listed for ranking on a scale of 1 (poor) to 10 (excellent). Y and Z allowed reviewers to add attributes they considered important. Three were proposed. From Brian Stewart/RTC, attribute and rankings: Permitting and ancillary impacts to parks (scope creep) - clear span concepts rated nearly excellent - single pier concepts rated good - elevated concepts rated fair From Jaime Schroeder/City of Reno, attribute and rankings: Crime prevention through environmental design - clear span (rigid frame) rated excellent - single pier concepts rated good - tied arch rated fair, underdeck arch rated poor - all elevated concepts rated poor From Theresa Jones/City of Reno, attribute and rankings: Homeless camps/graffiti/illicit activity - all clear span rated good - single pier concepts rated fair - elevated concepts rated nearly poor (2)

PRESENTATION: SCORING SPECIFICS continued: MIKE COOPER, JACOBS	The Project Team looked at the highs and lows for each of the original eight attributes on each concept, taking the averages and adding them together for a total score. (Because only the person proposing it ranked the each of the additional three attributes, they were not included, but would have only made a subtle difference in rankings. Intended for further discussion.) SCORING RESULTS AVERAGED TOTALS - rigid frame, clear span - 58 - single pier concepts and underdeck arch - in the 40s to low 50s - elevated bridge concepts - in the 30s Bar graph shows graphically that the rigid frame clear span concept far outpaced other concepts while all three elevated bridge concepts were toward the bottom. INDIVIDUAL SCORECARD RANKINGS, BROAD TERMS - rigid frame concepts - consistently high end (except one 2, 3, 4 and 5) - single pier concepts - some 1s, 2s, 3s and 4s - elevated bridge concepts near the bottom, but with some 7s, 8s and 9s - concluded the individual scores were consistent with the averages Scores with three for added attributes included - total scores are higher - ranking unchanged, except reversal of concepts 3 and 4 RANGE OF INDIVIDUAL ATTRIBUTE RESULTS - charts show low, high and average scores by attribute for each concept Construction costs, schedule and cost risks - averages for the elevated bridge concept are behind the others - clear span (rigid frame) did really well - single pier did a little better across the board concept Existing infrastructure impacts, maintenance and inspection access, long-term maintenance costs - similar trends Environmental impacts, recreation impacts, bridge aesthetics - a fair amount of range, but the averages reflect the majority

PRESENTATION: SCORING SPECIFICS continued: MIKE COOPER, JACOBS	GOAL Identify which concepts to analyze in more detail and potentially carry through the environmental process CONCLUSIONS - elevated bridge concepts: no further consideration - clear span underdeck and tied arch concepts: no further consideration - clear span rigid frame concept: more detailed analysis - three single pier concepts: more detailed analysis
GROUP QUESTIONS, COMMENTS, DISCUSSION:	Judy T/RTC noted that a lot of information was covered, opened the meeting up to questions, comments and discussion.
	Comment, Brian Stewart/RTC - noted that the eliminated clear span underdeck arch concept (CS-N1) scored similar to the single pier steel girder (SP-N3) concept and wondered if this concept should also be eliminated. Leaving cast-in-place concrete box, single pier precast girders and rigid frame.
	Comment, Kerrie Koski/C of R – agreed with Brian Stewart.
	Comment, Dan Doenges /RTC – though the added attributes did not seem to make a big difference in the overall scores, they are worthy of consideration.
	Judy T/RTC revisited the added attributes: permitting and ancillary impacts to the park (scope creep), crime prevention through environmental design and homeless camps, graffiti and illicit activity. Thought it is good information to carry forward. Did the group feel strongly either way?
	Comment, Dan D/RTC – reiterated it would be good to include them.
	Question, Mike C/RTC – including them makes good sense. Did the group agree with the rankings by the people who proposed the attributes?
	Comment, Kerrie K/C of R – agreed that it is good information to include. Highly appropriate as things have evolved. Appears that the ranking aligns with the others.

GROUP QUESTIONS, COMMENTS, DISCUSSION continued:	Comment, Jaime Schroeder/C of R – crime prevention through environmental design and homeless camps, graffiti and illicit activity may be the same attributes. Strongly believe this information should be taken into account on the maintenance and based on today's challenges along the river.
	Comment, Theresa Jones/C of R – agreed that crime prevention through environmental design covers her additional attribute and that it is good information to include. Possibly different evaluation for single pier option.
	Comment, Brian S/RTC – supported including additional attributes, important to the evaluators and to transparency of the thought process in moving forward with design.
	Comment, Judy T/RTC – clarifying crime prevention attribute, from SWG-1 and public feedback, being able to access from one side of the park to the other is really important. Maybe limiting the area to a lit pedestrian path? Or is this attribute leading to no access under the bridge? Current intention is to provide access but minimal.
	Comment, Brian S/RTC – not providing a pier that creates a dark area or another spot where folks can hang out, especially in low flow.
	Question, Mike C/Jacobs – Consensus to incorporate the scores from the added attributes as provided, correct?
	Response, Judy T/RTC and Brian S/RTC – confirmed.
	Comment and question, Mike C/Jacobs – incorporating the added attribute scores makes the steel girder (single pier) fifth in rankings and drops the underdeck arch a little lower. The three that rise to the top are the rigid frame, the precast girders and the cast-in-place box structure. Does anybody see it differently?
	Question, Judy T/RTC – In that order? Those would be the three alternatives we carry forward based on recommendation from this TAC?
	Question and comment, Mike C/Jacobs – Looking at numeric values, the cast-in-place box and underdeck arch don't have the same ranking but seem to have the same apparent score (one was probably a little higher). Was anyone interested in carrying forward the underdeck arch? (no response) So it sounds like those are the three the group would recommend for more detailed evaluation.

GROUP QUESTIONS, COMMENTS, DISCUSSION continued:	Comment, Judy T/RTC – Goal moving forward: summarize for SWG-2 the permitting and regulatory feedback from TAC-1 and the TAC-2 recommendation on alternatives to take forward (eliminating the elevated and tied arch concepts). Get SWG-2 consensus as more of a public group. They may want to continue with the underdeck arch or another concept. From the permitting perspective, all the alternatives are similar except for the elevated bridge and tied arch concepts, which would be more challenging (less favorable) because of the impact on viewshed. For the other concepts, TAC conclusions on permitting and the bridge and roadway elements are in line with each other.
	Comment, Mike C/Jacobs – reiterated two TAC groups in agreement.
	Comment and question, Judy T/RTC – And they are totally separate and look at the project differently (TAC-2 did official scoring. TAC-1 did not), which is great. Any other discussion or additions?
	Comment, Doug Maloy/RTC – the problem with looking at numbers is there's more behind some than others. Steel I-girders, for example, check a lot of boxes but are more challenging (tagging, harder to maintain), which might explain why the concept dropped off even though it scored close to others.
	Comment, Brian S/RTC – true, but it does come out in the scoring. The steel I-girders got a lower score because of those challenges. I also factored in the depth of span ratio and maximizing the flow area.
	Comment and question, Judy T/RTC – the elevated bridge concept definitely scored the lowest. To help with feedback to the public, asked the committee to share why they scored it that way.
	Comment, Kerrie K/C of R – adjacent accessibility would be difficult to accommodate, especially Wingfield and Barbara Bennett Parks that are important to the city. Also greater environmental impacts, higher costs and possible scope creep.
	Comment, Theresa J/C of R– added impacts to the parks and access to the river. The biggest factor: crime prevention by environmental design (additional attribute from Jaime S and her)

GROUP QUESTIONS, COMMENTS, DISCUSSION continued:	Comment, Brian S/RTC – ditto to what's been said. It would impact a lot of use in the park (possible mitigation needed) where the current configuration works fine for events. Didn't speak to purpose and need as well as other concepts. Over the top.
	Comment, Dan D/RTC – echoed previous comments. Added that Wingfield Park is a gem in the community. Changing or altering it would probably not go over well. Minimal impact would be the best course.
	Funding discussion, Kerrie K/C of R – with rankings, can construction move up to 2022? Judy T/RTC - one thing needed: money. Kerrie K/C of R - Dale is going to help with that. Dale Wegner/FHWA - Wish I could. Kerrie K/C of R - Maybe we'll get a surge in 2021 infrastructure funds. Brian S/RTC - Looking at alternatives and impacts is getting us set up. Kerrie K/C of R - Get it shovel-ready. No pressure, Jacobs. Ken Greene/Jacobs - Maybe a little.
CONCLUSIONS: JUDY TORTELLI, RTC	appreciated everyone's input and thanked them for filling out the scorecards. Did not track any follow-up items from this meeting. Rankings will be finalized to include additional attributes. Recommendations from this TAC will be to move the top three-ranked alternatives forward.
ADJOURNMENT: JUDY TORTELLI, RTC	thanked participants for attending and concluded the meeting at 2:00 PM.
PROJECT WEB PAGE:	https://www.rtcwashoe.com/engineering-project/arlington-avenue-bridges-project/

Feasibility Study for

ARLINGTON AVENUE BRIDGES REPLACEMENT

ARLINGTON AVENUE BRIDGES PROJECT

Technical Advisory Committee Meeting #2 |
Bridge and Roadway Elements | August 31, 2020

Meeting Purpose

ARLINGTON AVENUE BRIDGES PROJECT

- Discuss bridge and roadway elements for the project
- Explain evaluation attributes
- Review alternative-specific
  - Qualitative attributes and concept evaluation
  - Concept scoring results
- Recommend Alternatives to carry forward

Meeting Agenda

- Technical Advisory Committee Members
- Project Scope and Process
- Project Purpose & Need, Schedule and Background
- TAC-1 Permitting/Regulatory Meeting Recap
- Review Qualitative Attributes and Concept Evaluation
- TAC Scoring and Results
- Discussion Summary, Concurrence & Agreements

Technical Advisory Committee Members

ARLINGTON AVENUE BRIDGES PROJECT

- Nevada Department of Transportation (NDOT) – Bridge Division
- Federal Highway Administration (FHWA) – Nevada Division
- Regional Transportation Commission (RTC)
  - Engineering
  - Planning
- City of Reno (CoR) Departments
  - Public Works Capital Projects
  - Public Works Maintenance
  - Parks, Recreation & Community Services
  - Public Works Traffic
  - Stormwater
  - Fire Department

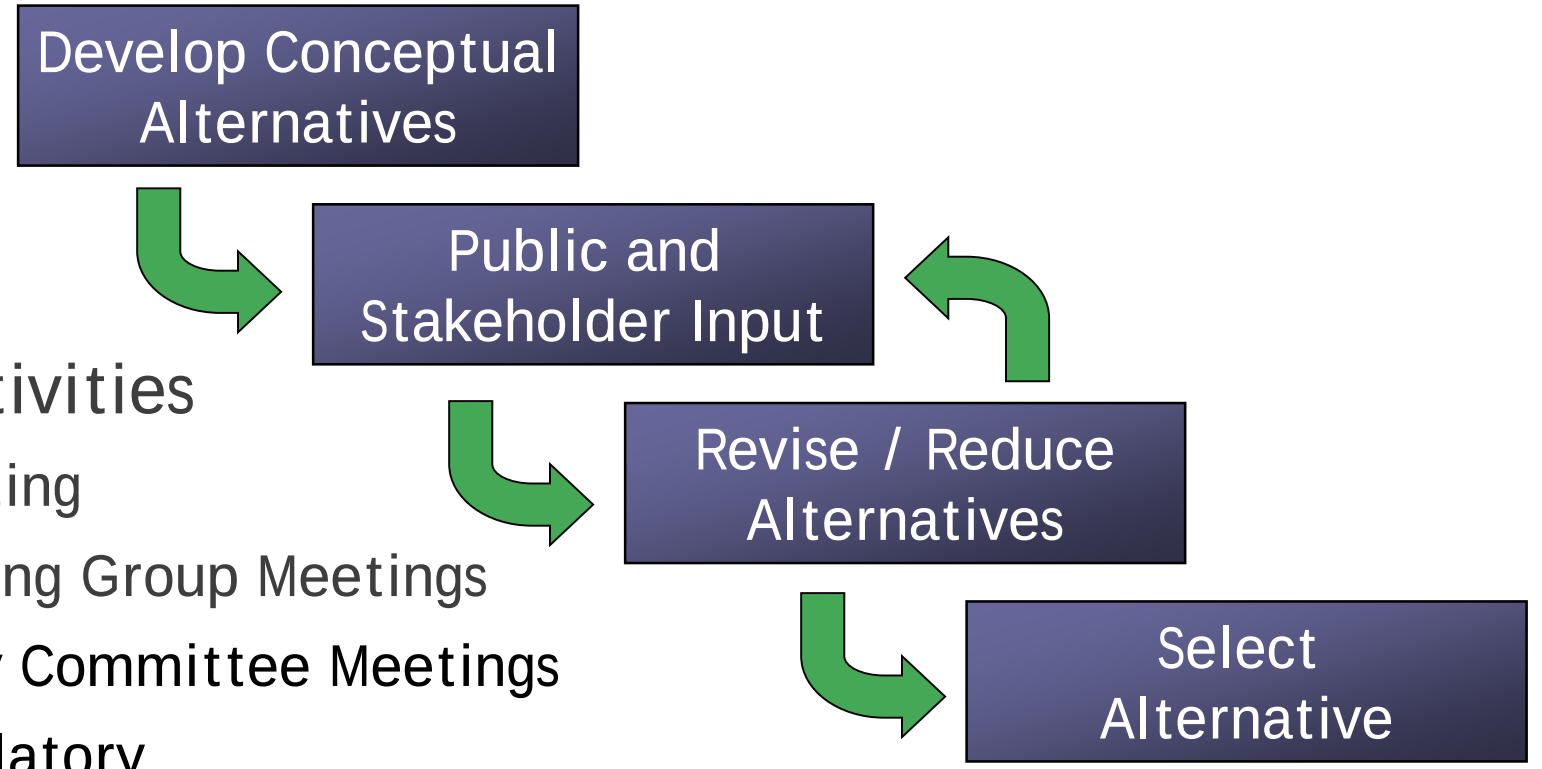
Project Scope

ARLINGTON AVENUE BRIDGES PROJECT

- Complete a feasibility study to define scope of future phases
- Future Phases
  - National Environmental Policy Act (NEPA) and Design (2021-2025)
  - Construction (2026)
- Goal - Reduce the range of possible bridge type and aesthetic themes through engineering analysis and by conducting public outreach
- Outcome – have a bridge type and aesthetic package identified to carry forward into NEPA clearance and design
  - Document decisions using Planning and Environmental Linkages (PEL) process & NDOT PEL Checklist

Project Process

- Modeled after Virginia Street Bridge process



- Public Outreach Activities
  - Public Kick-off Meeting
  - 3 Stakeholder Working Group Meetings
  - 2 Technical Advisory Committee Meetings
    - Permitting/Regulatory
    - Bridge/Roadway Elements
  - 1 Additional Public Meeting

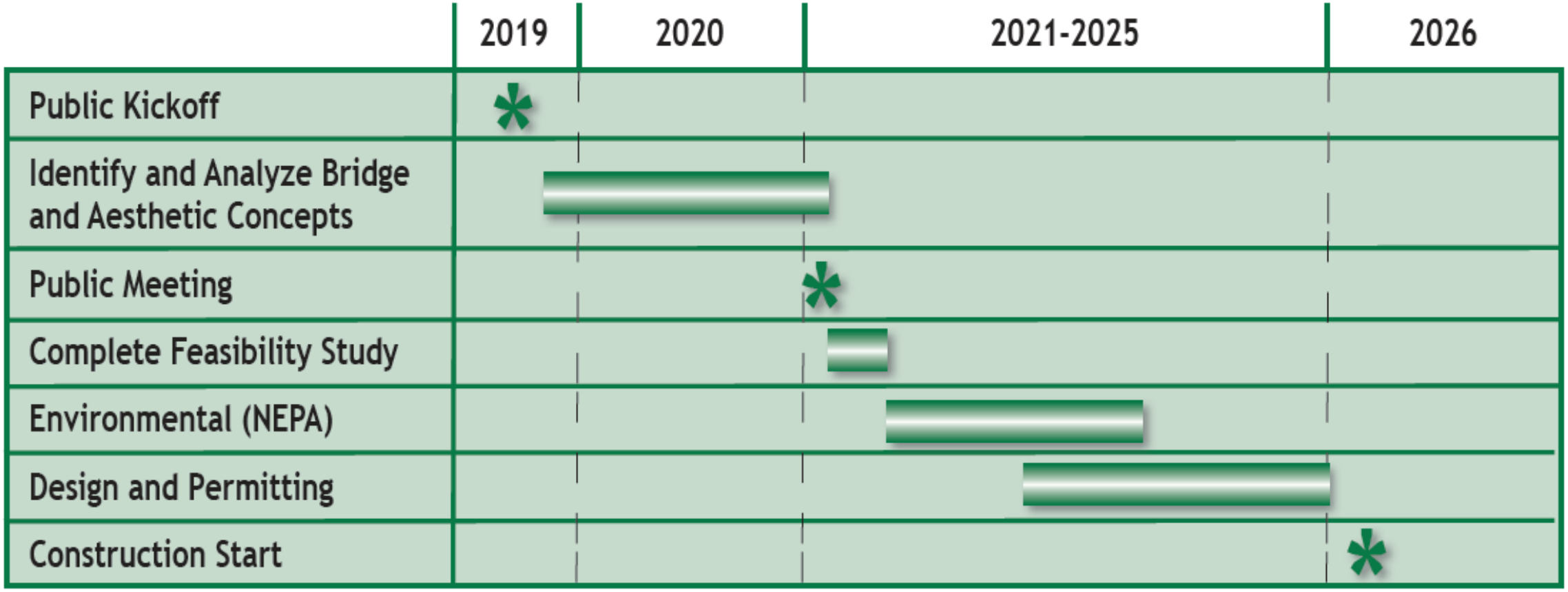
Project Purpose and Need

ARLINGTON AVENUE BRIDGES PROJECT

- Address Structurally Deficient Arlington Avenue Bridges
- Provide Safe and ADA compliant Multimodal improvements
- Address hydraulic capacity needs
- Respond to regional and community plans

Project Schedule

ARLINGTON AVENUE BRIDGES PROJECT



TAC-1 Meeting Recap

ARLINGTON AVENUE BRIDGES PROJECT

- FHWA will be lead agency and STBG (federal) funds have been allocated for the next phase of the Project
- Permitting includes Federal (404, 408) and State (NDSL encroachment: NDEP 401, construction stormwater, working in waterways, groundwater discharge)
- River access for channel debris and sediment removal equipment will be required by CTWCD
- Conclusion – Elevated Bridge and Tied Arch concepts will be more challenging

Arlington Avenue Bridges over the Truckee River
Level 1 Screening - Concept Bridge Alternatives, Qualitative Attribute Guidelines

Construction Cost

- In relative terms, how does construction cost compare to the cost of other Alternates. Greater complexity in design and/or construction and greater bridge deck area will typically lead to increased cost.
- Are construction techniques expected to be common and familiar to a large pool of contractors and lead to more competitive bidding?

Construction Schedule and Cost Risks

- Does the Alternate increase the potential for unforeseen issues to arise during construction affecting schedule and/or cost?
- Will materials and/or fabrication require long lead times for delivery and installation and impact schedule?
- Could unexpected delays lead to construction activities being adversely impacted during periods of high flood flow?

Existing Infrastructure Impacts

- Can the Alternate be accommodated on the Arlington Avenue alignment with minimal change in roadway profile?
- Is a deep superstructure (deck and supporting components) required which could lead to a rise in roadway profile which could then affect adjacent properties?
- Will impacts to the potentially historic floodwalls be greater for an Alternate compared to others?
- Does the Alternate readily provide means for carrying utilities across the river (power, water, communications, etc.)

Maintenance and Inspection Access

- Will the Alternate inhibit access or require unique equipment to inspect and maintain the structure or utilities it may carry?
- Will the Alternate inhibit access for flood debris removal in an emergency situation?
- Will the Alternate permit equipment access for sediment removal and routine channel maintenance activities? The preferred Alternate will need to retain or improve existing channel access (currently from Barbara Bennet Park).

Long Term Maintenance Costs

- Will the Alternate require more or less frequent maintenance to ensure its long-term performance (protective painting, for example)

Environmental Impacts

Will construction of the Alternate have greater direct or indirect impacts on the river when compared to others?

River Recreation Impacts

- Will the Alternate contribute to or detract from the river recreation experience?
- Will the Alternate inhibit river recreation access?
- Will the Alternate adversely affect access to Wingfield Park?

Bridge Aesthetics

- How well does the Alternate represent your vision for the "look" of the structure?
- Does the Alternate compliment its surroundings, or does it detract from the visual experience in the river and/or downtown corridor?
- Should a signature structure be considered? Or is a more traditional structure with aesthetic enhancements (color and texture) more appropriate?

Attributes Y and Z

- Placeholders to allow the reviewer to add an attribute if the reviewer feels strongly the current attribute list does not capture an impact or concern. If an additional attribute is identified, note it on the scoring card. Proposed additions will be discussed with the group during the TAC meeting, and added/scored as may be appropriate based on the group discussion.

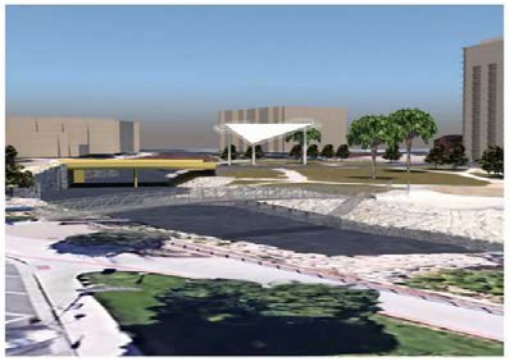
Existing Conditions

North Bridge, View Looking East

South Bridge, View Looking East

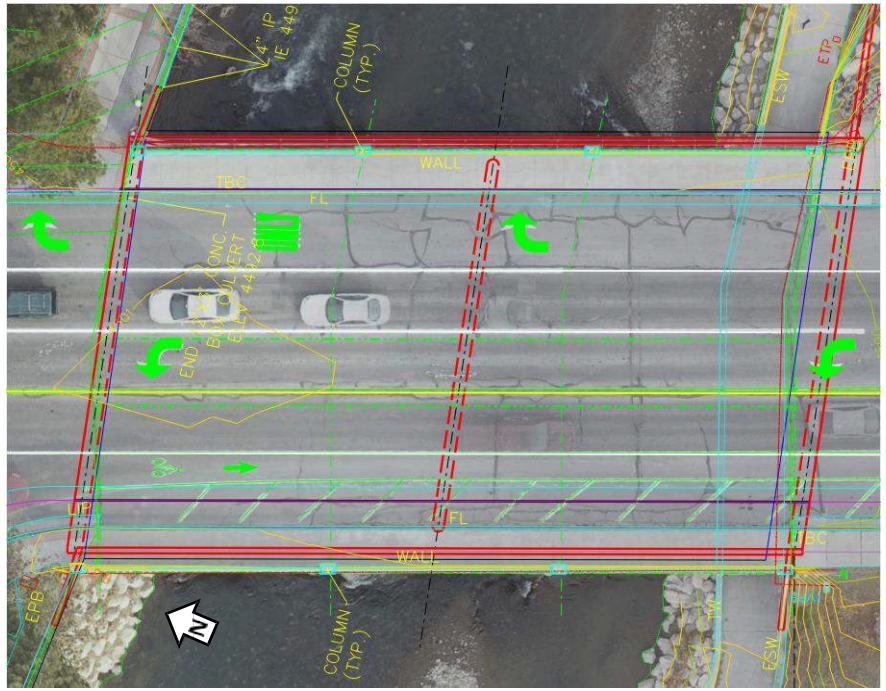
SINGLE PIER CONCEPT

(*view looking east*)

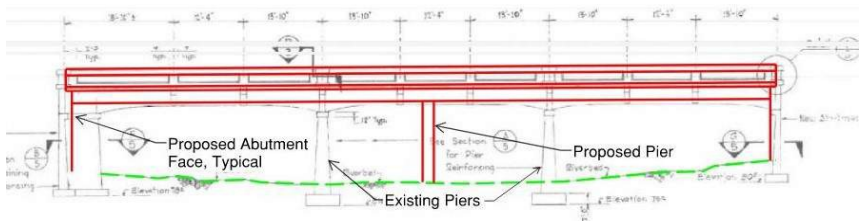


Some things to consider when evaluating the Single Pier Concept:

1) In-river center pier shortens span lengths and allows for thinner deck section.
2) Thin overall deck section with uniform depth optimizes ability to accommodate flood flows without raising roadway profile.
3) Relatively short spans can be accommodated using precast concrete beams, steel I-girders, or cast-in-place concrete construction.
4) An "open soffit" system (discrete steel I-girders or precast concrete beams) may increase the potential to snag flood debris under the bridge.
5) A cast-in-place concrete box girder with a "closed soffit" may eliminate the potential to snag flood debris under the bridge but requires temporary shoring/falsework in the river to support construction.
6) A single in-river pier versus two existing in-river piers reduces the potential for river debris to snag and collect on the structure.
7) A single in-river pier may reduces the number of obstructions for river activities.
8) River diversions required for abutment and pier removal and construction.
9) All three bridge types (precast, CIP and steel) involve common construction methods familiar to many contractors, increasing competition during bidding which could lead to lower costs.



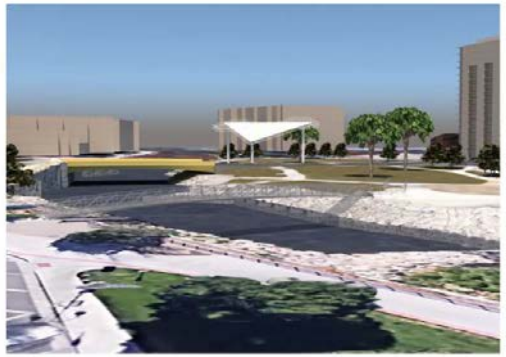
PLAN



ELEVATION

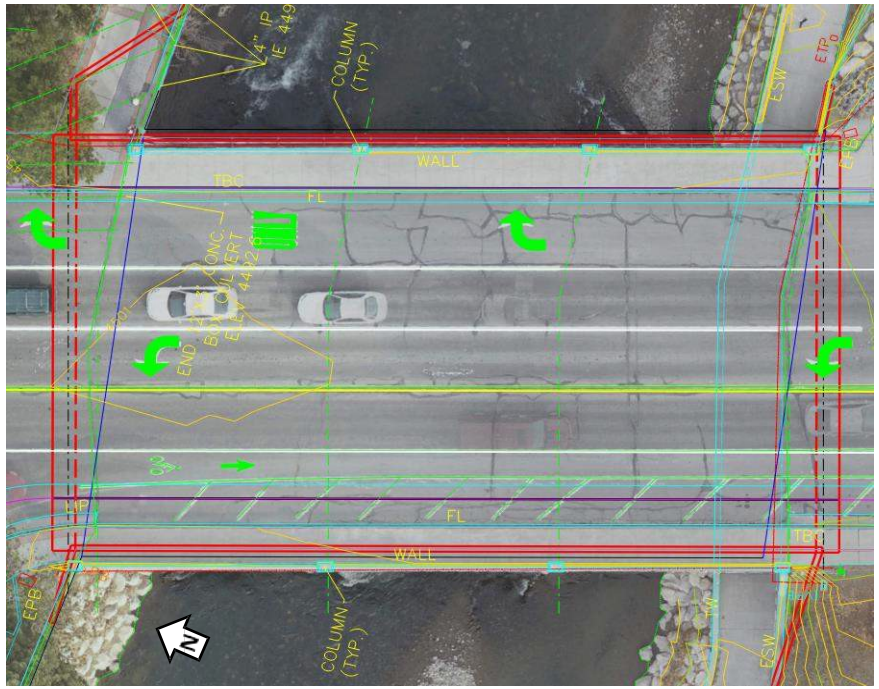
CLEAR SPAN CONCEPT

(*view looking east*)



Some things to consider when evaluating the Clear Span Concept (Rigid Frame):

1) Thickened deck section near abutments allows for thickness at mid-span span to be comparable to the uniform depth of the Single Pier Concept.
2) Thickened deck section near abutments may impact the ability to provide freeboard above flood flows over the full length of the structure.
3) Potential for flood debris to collect is reduced with no in-river pier but may not be eliminated with the thickened deck at the abutments.
4) Structure type does not easily accommodate precast elements; temporary shoring/falsework will be required in the river to support construction.
5) A "closed soffit" may eliminate the potential to snag flood debris under the bridge.
6) No in-river center pier to obstruct recreation activities.
7) River diversions required for abutment and pier removal and for abutment construction.
8) Common construction methods familiar to many contractors, but perceived risk with the need to erect temporary falsework in the river may lead to higher bid prices.



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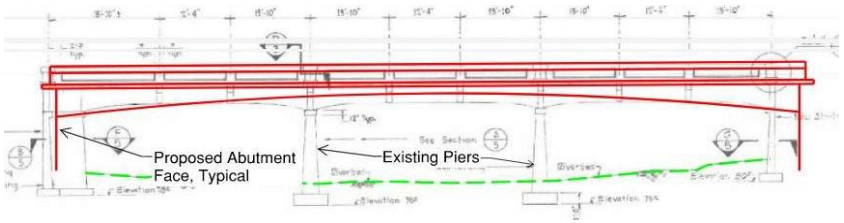
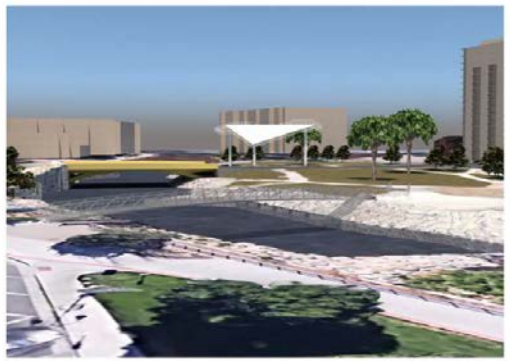


ELEVATION

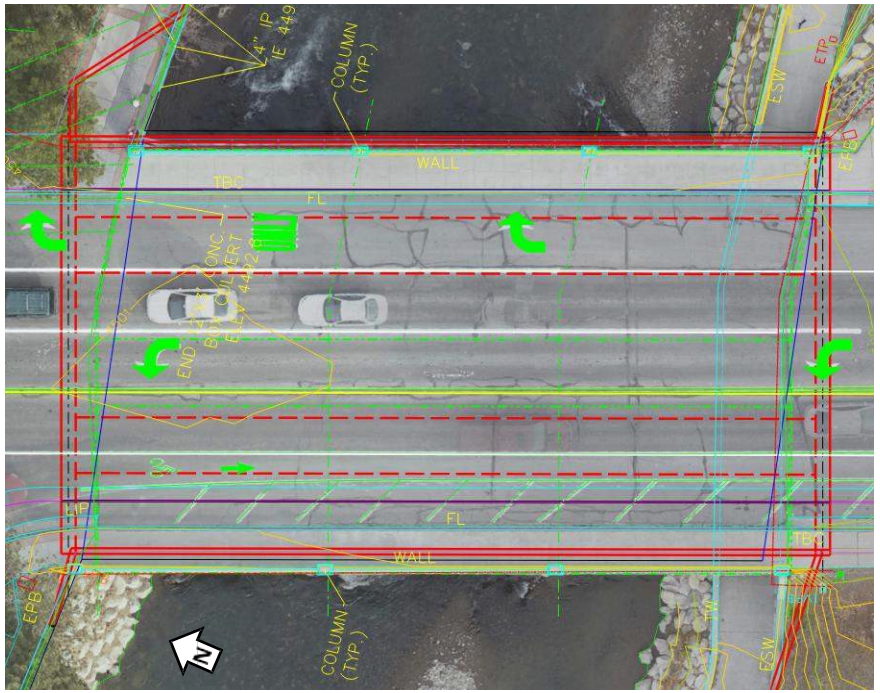
UNDERDECK ARCH CONCEPT

(*view looking east*)



Some things to consider when evaluating the Underdeck Arch Concept:

1) Could be considered "more interesting" aesthetically when viewed from the river or park areas.
2) Low arch elements, especially near the abutments, will have a greater tendency to collect flood debris.
3) Low arch elements near abutments may make it difficult to provide freeboard above flood flows over the full length of the structure and may be prone to collecting debris.
4) No in-river center pier to obstruct recreation activities, but low arch elements at abutment may make it difficult to accommodate the existing path beneath the structure. The structure may also adversely impact existing access points.
5) River diversions required for abutment and pier removal and for abutment construction.
6) Complexities in design and construction will drive costs higher than for more common structure types.
7) Complexities in construction may increase cost and schedule risks.
8) Atypical construction methods may limit the pool of contractors with appropriate expertise and drive up bid prices.



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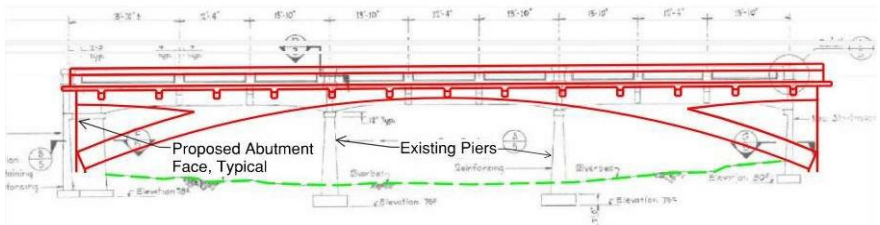
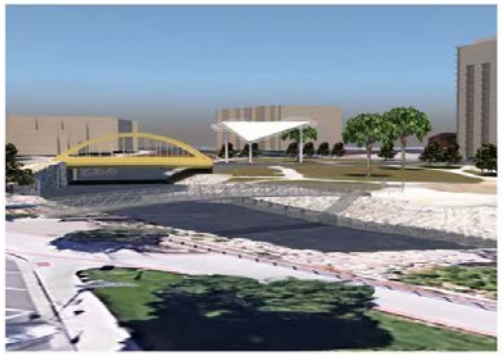


ELEVATION

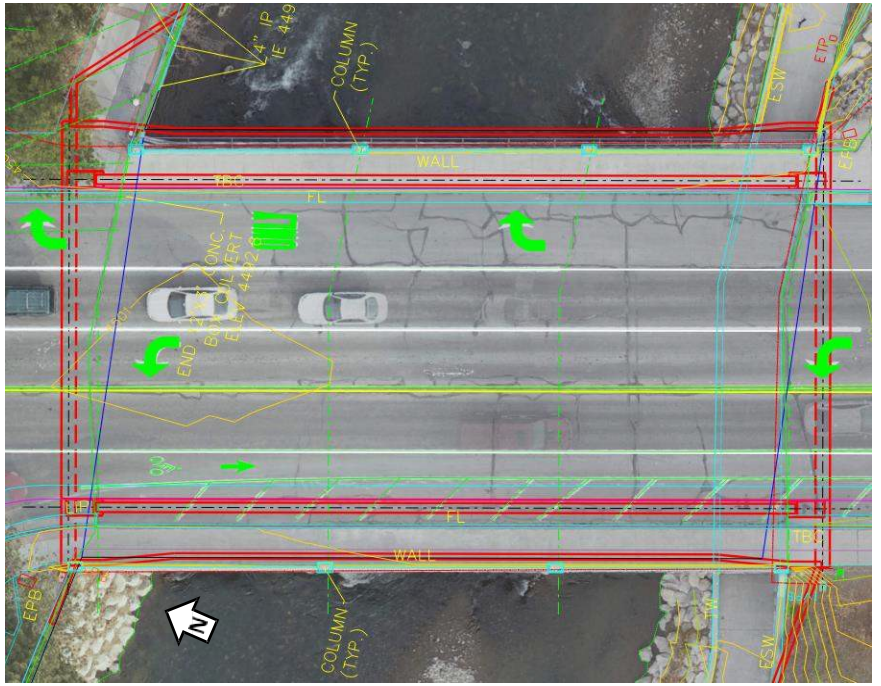
TIED ARCH CONCEPT

(view looking east)



Some things to consider when evaluating the Tied Arch Concept:

1) Could be considered "more interesting" aesthetically when viewed at street level from nearby and distant vantage points.
2) Deck supported from above, relatively thin deck section optimizes ability to accommodate flood flows without raising roadway profile.
3) No in-river center pier to obstruct recreation activities.
4) Above-deck arch supports will inhibit equipment access for bridge maintenance and inspection.
5) River diversions required for abutment and pier removal and for abutment construction.
6) Complexities in design and construction will drive costs higher than for more common structure types.
7) Complexities in construction likely to increase cost and schedule risks.
8) Specialty construction methods may limit the pool of contractors with appropriate expertise and drive up bid prices.



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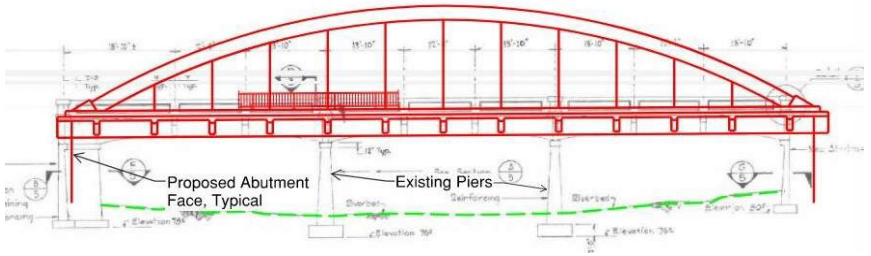


ELEVATION

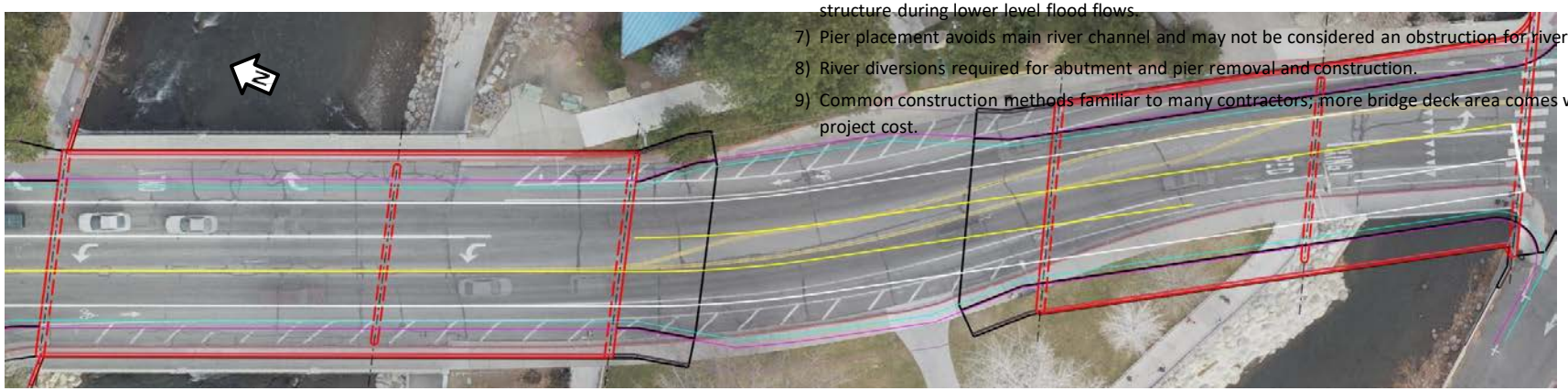
Arlington Avenue Bridges over the Truckee River - Concept Evaluation

ELEVATED BRIDGE CONCEPT

(*view looking east*)

Some things to consider when evaluating the Elevated Bridge Concept:

1) Thin overall deck section, longer spans and wider river openings may improve flood conveyance.
2) Spans can be accommodated using precast concrete or cast-in-place concrete construction.
3) An "open soffit" system (discrete steel I-girders or precast concrete beams) increase the potential to snag flood debris under the bridge.
4) A cast-in-place concrete box girder with a "closed soffit" may eliminate the potential to snag flood debris under the bridge but requires temporary shoring/falsework in the river to support construction.
5) Longer north and south bridges require reconfiguring some portions of Wingfield Park. More park area may be useable under the longer bridges, but new embankment on elevated profile between bridges would impact existing park facilities.
6) Improved in-river pier configuration may reduce the potential for river debris to snag and collect on the structure during lower level flood flows.
7) Pier placement avoids main river channel and may not be considered an obstruction for river recreation
8) River diversions required for abutment and pier removal and construction.
9) Common construction methods familiar to many contractors; more bridge deck area comes with added overall project cost.



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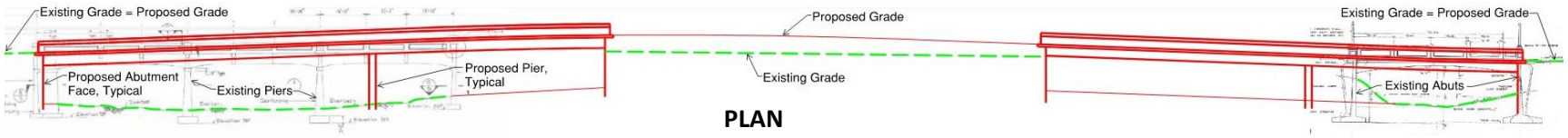


NORTH BRIDGE **SOUTH BRIDGE**

ELEVATION

Concept Evaluation

							Name:					
		Attribute	Construction Cost	Construction Schedule and Cost Risks	Existing Infrastructure Impacts	Maintenance and Inspection Access	Long Term Maintenance Costs	Environmental Impacts	River Recreation Impacts	Bridge Aesthetics	Attribute Y	Attribute Z
	ID	Alternative Description	Attribute Score (a)									
North Bridge		**Single Pier Concept**										
	SP-N1	Precast Concrete Girders										
	SP-N2	Cast-in-Place Concrete Box										
	SP-N3	Steel I-Girders										
		Clear Span Concept										
	CS-N1	Underdeck Arch										
	CS-N2	Rigid Frame										
	CS-N3	Tied Arch										
N&S Bridges		**Elevated Bridge Concept**										
	EB-NS1	Precast Concrete Girders										
	EB-NS2	Cast-in-Place Concrete Box										
	EB-NS3	Steel I-Girders										
(a)	Attribute Score: Excellent = 10; Good = 7; Fair = 4; Poor = 1											
	See "Qualitative Attribute Guidelines" and "Concept Evaluation" summaries for additional information											

Concept Evaluation – Y&Z Attributes

ARLINGTON AVENUE BRIDGES PROJECT

- Three Attributes Suggested:
  - Permitting and Ancillary Impacts to Park (Scope Creep)
    - All Clear Span concepts rated nearly “excellent”
    - All Single Pier concepts rated “good”
    - All Elevated concepts rated “fair”
  - Crime Prevention Through Environmental Design
    - Clear Span Rigid Frame rated “excellent”
    - All Single Pier concepts rated “good”
    - Clear Span Tied Arch rated “fair”
    - Clear Span Deck Arch rated “poor”
    - All Elevated concepts rated “poor”

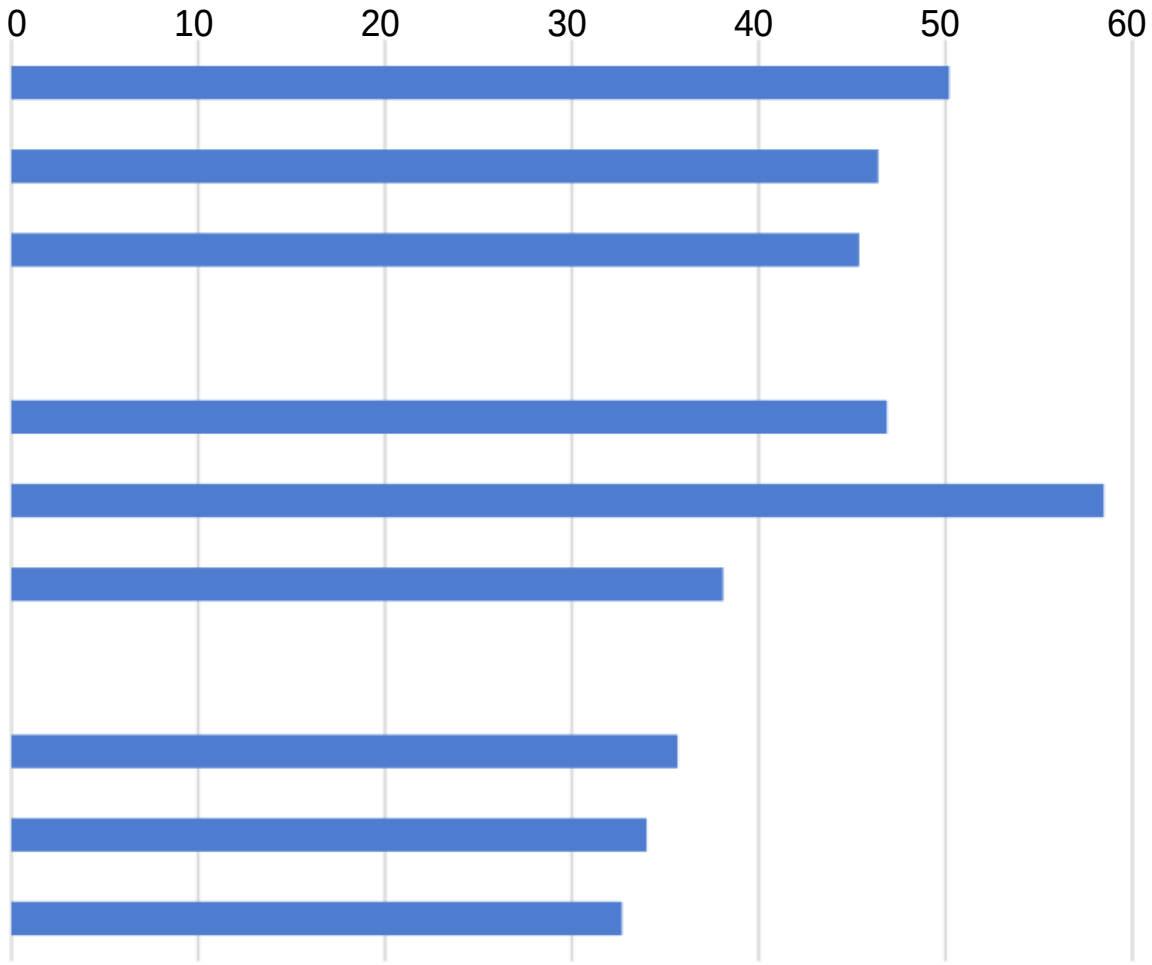
Concept Evaluation – Y&Z Attributes

ARLINGTON AVENUE BRIDGES PROJECT

- Three Attributes Suggested:
  - Homeless Camps/Graffiti/Illicit Activity
    - All Clear Span concepts rated nearly “good”
    - All Single Pier concepts rated “fair”
    - All Elevated concepts rated nearly “poor”
- Added Attributes currently not included in the Scoring Results
- Including individuals’ scores for added attributes results in subtle change in overall ranking

Concept Evaluation – Scoring Results

		Score	Rank
North Bridge	**Single Pier Concept**		
	SP-N1 Precast Concrete Girders	50	2
	SP-N2 Cast-in-Place Concrete Box	46	4
	SP-N3 Steel I-Girders	45	5
	Clear Span Concept		
	CS-N1 Underdeck Arch	47	3
	CS-N2 Rigid Frame	58	1
	CS-N3 Tied Arch	38	6
N&S Bridges	**Elevated Bridge Concept**		
	EB-NS1 Precast Concrete Girders	36	7
	EB-NS2 Cast-in-Place Concrete Box	34	8
	EB-NS3 Steel I-Girders	33	9



Concept Evaluation – Scoring Results

ARLINGTON AVENUE BRIDGES PROJECT

		Score	Rank	A	B	C	D	E	F	G	H	I
North Bridge	**Single Pier Concept**											
	SP-N1 Precast Concrete Girders	50	2	2	7	2	7	1	2	3	3	2
	SP-N2 Cast-in-Place Concrete Box	46	4	1	8	1	9	2	2	5	5	7
	SP-N3 Steel I-Girders	45	5	2	9	4	8	4	2	4	4	4
	Clear Span Concept											
	CS-N1 Underdeck Arch	47	3	6	4	5	1	5	6	2	2	2
	CS-N2 Rigid Frame	58	1	4	5	3	1	2	1	1	1	1
	CS-N3 Tied Arch	38	6	5	6	6	3	5	5	6	6	5
N&S Bridges	**Elevated Bridge Concept**											
	EB-NS1 Precast Concrete Girders	36	7	8	1	8	4	5	6	7	7	6
	EB-NS2 Cast-in-Place Concrete Box	34	8	7	2	7	5	8	6	8	9	9
	EB-NS3 Steel I-Girders	33	9	8	3	9	6	9	6	8	7	8

Concept Evaluation – Y&Z Attributes

		Score	Rank	Score	Rank
North Bridge	**Single Pier Concept**				
	SP-N1 Precast Concrete Girders	50	2	68	2
	SP-N2 Cast-in-Place Concrete Box	46	4	64	3
	SP-N3 Steel I-Girders	45	5	63	5
	Clear Span Concept				
	CS-N1 Underdeck Arch	47	3	64	4
	CS-N2 Rigid Frame	58	1	84	1
	CS-N3 Tied Arch	38	6	58	6
N&S Bridges	**Elevated Bridge Concept**				
	EB-NS1 Precast Concrete Girders	36	7	43	7
	EB-NS2 Cast-in-Place Concrete Box	34	8	41	8
	EB-NS3 Steel I-Girders	33	9	40	9

Scoring Details

			Construction Cost			Construction Schedule and Cost Risks		
			L	H	Avg	L	H	Avg
North Bridge		**Single Pier Concept**						
	SP-N1	Precast Concrete Girders	4	10	7.6	3	10	6.8
	SP-N2	Cast-in-Place Concrete Box	2	10	6.6	2	8	5.6
	SP-N3	Steel I-Girders	4	10	6.8	3	9	5.8
		Clear Span Concept						
	CS-N1	Underdeck Arch	1	7	4.6	3	7	5.3
	CS-N2	Rigid Frame	4	10	6.4	4	10	7.1
	CS-N3	Tied Arch	1	4	2.4	1	5	2.5
N&S Bridges		**Elevated Bridge Concept**						
	EB-NS1	Precast Concrete Girders	1	7	4.3	1	8	5.0
	EB-NS2	Cast-in-Place Concrete Box	1	6	3.8	1	8	4.1
	EB-NS3	Steel I-Girders	1	6	3.5	1	8	4.3

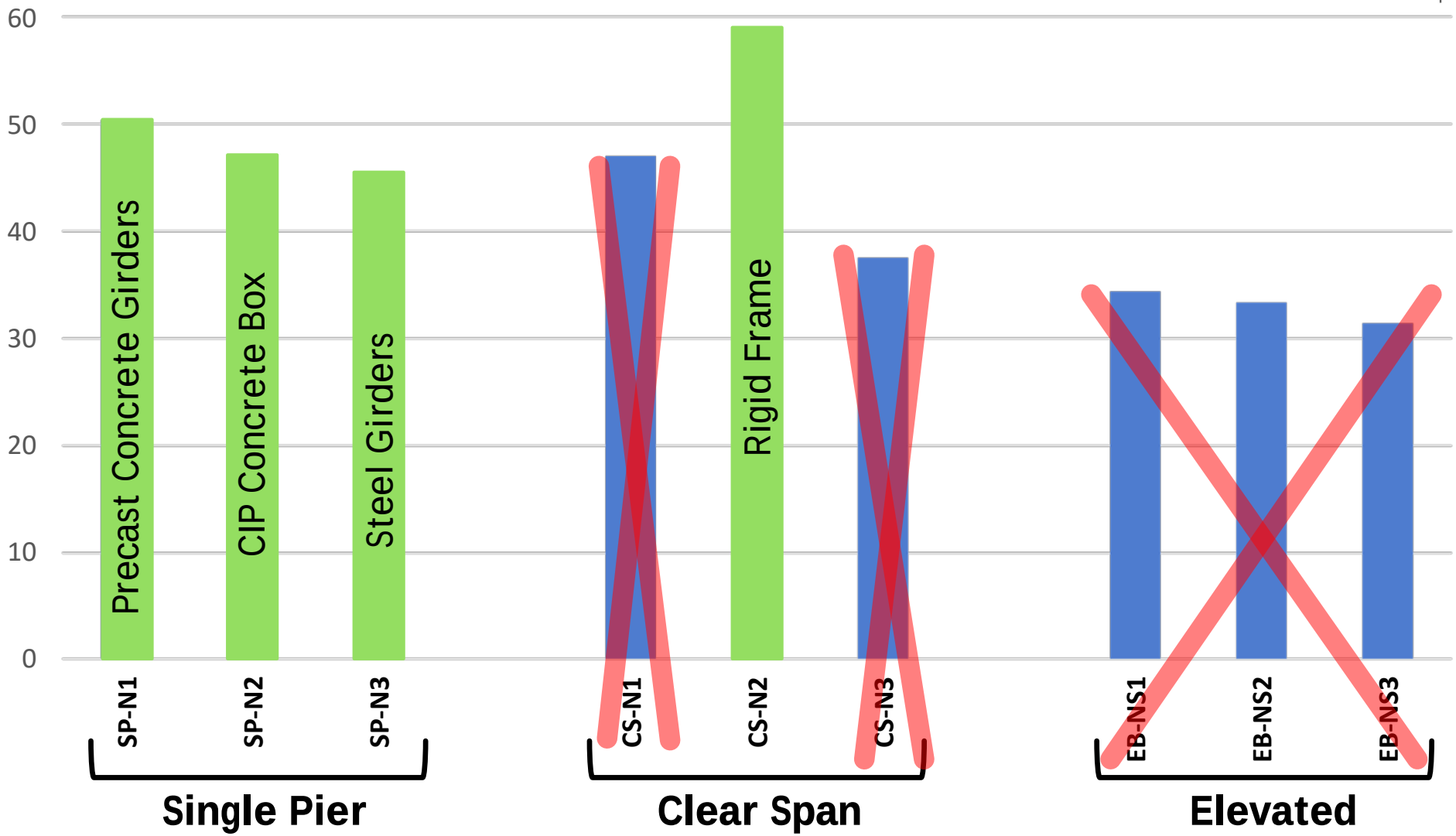
Scoring Details

			Existing Infrastructure Impacts			Maintenance and Inspection Access			Long Term Maintenance Costs		
			L	H	Avg	L	H	Avg	L	H	Avg
North Bridge	**Single Pier Concept**										
	SP-N1	Precast Concrete Girders	5	9	7.0	5	9	6.9	4	10	6.5
	SP-N2	Cast-in-Place Concrete Box	4	9	6.6	4	9	6.6	3	10	6.5
	SP-N3	Steel I-Girders	5	9	7.0	4	9	6.5	3	10	5.3
	Clear Span Concept										
	CS-N1	Underdeck Arch	1	9	5.8	4	8	5.8	4	7	5.8
	CS-N2	Rigid Frame	6	10	7.5	5	10	7.9	6	10	7.9
	CS-N3	Tied Arch	4	9	6.3	1	7	3.5	1	7	3.5
N&S Bridges	**Elevated Bridge Concept**										
	EB-NS1	Precast Concrete Girders	1	7	2.9	1	8	5.0	1	8	5.0
	EB-NS2	Cast-in-Place Concrete Box	1	7	2.8	1	9	4.8	1	7	4.8
	EB-NS3	Steel I-Girders	1	7	2.9	1	7	4.9	1	7	3.8

Scoring Details

			Environmental Impacts			River Recreation Impacts			Bridge Aesthetics		
			L	H	Avg	L	H	Avg	L	H	Avg
North Bridge		**Single Pier Concept**									
	SP-N1	Precast Concrete Girders	2	7	5.0	2	10	5.8	1	7	4.7
	SP-N2	Cast-in-Place Concrete Box	2	7	4.5	2	10	5.4	1	8	4.4
	SP-N3	Steel I-Girders	2	7	4.1	2	10	5.7	1	7	4.3
		Clear Span Concept									
	CS-N1	Underdeck Arch	4	7	6.0	1	8	6.3	1	9	6.8
	CS-N2	Rigid Frame	4	10	6.8	5	10	8.4	3	10	6.8
	CS-N3	Tied Arch	4	7	5.3	4	10	7.3	4	9	6.9
N&S Bridges		**Elevated Bridge Concept**									
	EB-NS1	Precast Concrete Girders	1	7	4.0	1	10	6.1	1	7	3.7
	EB-NS2	Cast-in-Place Concrete Box	1	7	3.8	1	10	5.9	1	7	4.1
	EB-NS3	Steel I-Girders	1	6	3.9	1	10	6.1	1	7	3.4

Identify Concepts to Carry Forward



Discussion Summary, Concurrence & Agreements

ARLINGTON AVENUE BRIDGES PROJECT

ARLINGTON AVENUE BRIDGES PROJECT

Thank you for Participating!

RTC

Your RTC. Our Community.

rtcwashoe.com

JACOBS

BIGGEST LITTLE CITY IN THE WORLD

CITY OF RENO

Arlington Avenue Bridges over the Truckee River

Level 1 Screening - Concept Bridge Alternatives, Initial TAC Scoring

		Name:									
	Attribute	Construction Cost	Construction Schedule and Cost Risks	Existing Infrastructure Impacts	Maintenance and Inspection Access	Long Term Maintenance Costs	Environmental Impacts	River Recreation Impacts	Bridge Aesthetics	Attribute Y	Attribute Z
	ID Alternative Description	Attribute Score (a)									
North Bridge	**Single Pier Concept**										
	SP-N1 Precast Concrete Girders										
	SP-N2 Cast-in-Place Concrete Box										
	SP-N3 Steel I-Girders										
	Clear Span Concept										
	CS-N1 Underdeck Arch										
	CS-N2 Rigid Frame										
	CS-N3 Tied Arch										
N&S Bridges	**Elevated Bridge Concept**										
	EB-NS1 Precast Concrete Girders										
	EB-NS2 Cast-in-Place Concrete Box										
	EB-NS3 Steel I-Girders										

(a) Attribute Score: Excellent = 10; Good = 7; Fair = 4; Poor = 1
See "Qualitative Attribute Guidelines" and "Concept Evaluation" summaries for additional information

Arlington Avenue Bridges over the Truckee River
Level 1 Screening - Concept Bridge Alternatives, Qualitative Attribute Guidelines

Construction Cost
- In relative terms, how does construction cost compare to the cost of other Alternates. Greater complexity in design and/or construction and greater bridge deck area will typically lead to increased cost.
- Are construction techniques expected to be common and familiar to a large pool of contractors and lead to more competitive bidding?

Construction Schedule and Cost Risks
- Does the Alternate increase the potential for unforeseen issues to arise during construction affecting schedule and/or cost?
- Will materials and/or fabrication require long lead times for delivery and installation and impact schedule?
- Could unexpected delays lead to construction activities being adversely impacted during periods of high flood flow?

Existing Infrastructure Impacts
- Can the Alternate be accommodated on the Arlington Avenue alignment with minimal change in roadway profile?
- Is a deep superstructure (deck and supporting components) required which could lead to a rise in roadway profile which could then affect adjacent properties?
- Will impacts to the potentially historic floodwalls be greater for an Alternate compared to others?
- Does the Alternate readily provide means for carrying utilities across the river (power, water, communications, etc.)

Maintenance and Inspection Access
- Will the Alternate inhibit access or require unique equipment to inspect and maintain the structure or utilities it may carry?
- Will the Alternate inhibit access for flood debris removal in an emergency situation?
- Will the Alternate permit equipment access for sediment removal and routine channel maintenance activities? The preferred Alternate will need to retain or improve existing channel access (currently from Barbara Bennet Park).

Long Term Maintenance Costs
- Will the Alternate require more or less frequent maintenance to ensure its long-term performance (protective painting, for example)

Environmental Impacts

Will construction of the Alternate have greater direct or indirect impacts on the river when compared to others?

River Recreation Impacts
- Will the Alternate contribute to or detract from the river recreation experience?
- Will the Alternate inhibit river recreation access?
- Will the Alternate adversely affect access to Wingfield Park?

Bridge Aesthetics
- How well does the Alternate represent your vision for the "look" of the structure?
- Does the Alternate compliment its surroundings, or does it detract from the visual experience in the river and/or downtown corridor?
- Should a signature structure be considered? Or is a more traditional structure with aesthetic enhancements (color and texture) more appropriate?

Attributes Y and Z
- Placeholders to allow the reviewer to add an attribute if the reviewer feels strongly the current attribute list does not capture an impact or concern. If an additional attribute is identified, note it on the scoring card. Proposed additions will be discussed with the group during the TAC meeting, and added/scored as may be appropriate based on the group discussion.

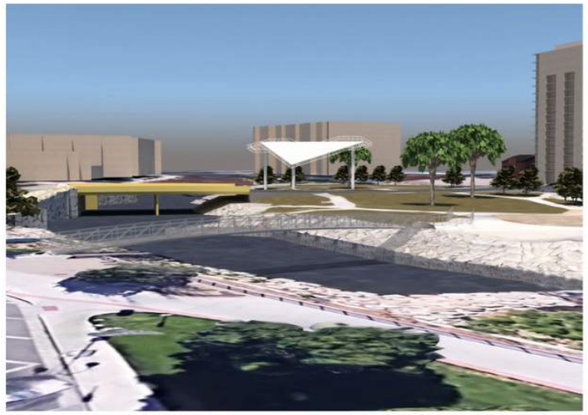
Existing Conditions

North Bridge, View Looking East

South Bridge, View Looking East

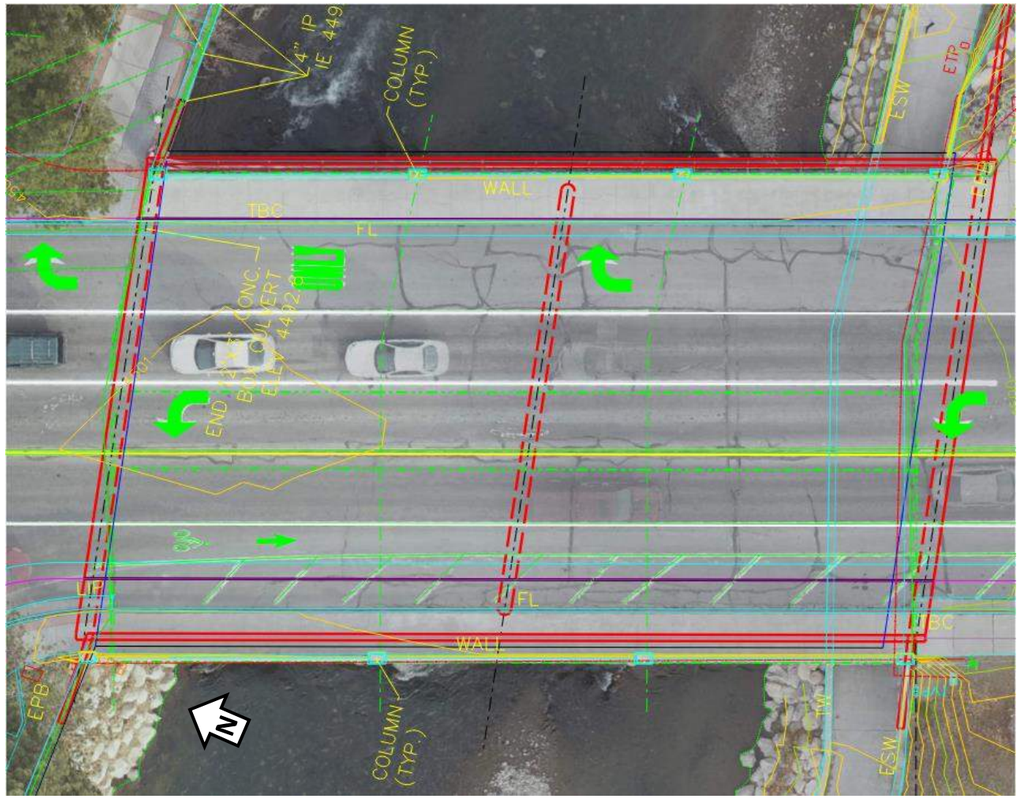
Arlington Avenue Bridges over the Truckee River - Concept Evaluation

SINGLE PIER CONCEPT
(*view looking east*)

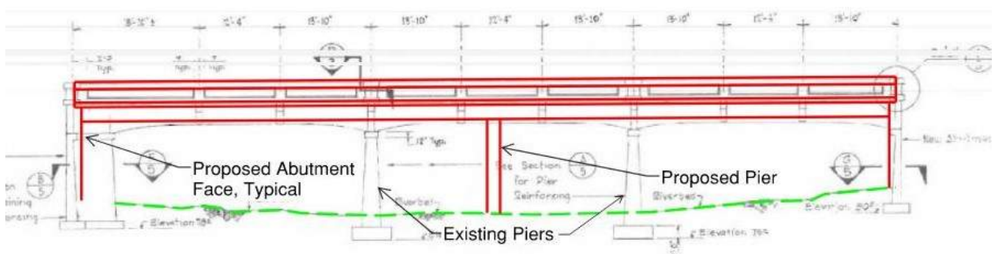


Some things to consider when evaluating the Single Pier Concept:

1) In-river center pier shortens span lengths and allows for thinner deck section.
2) Thin overall deck section with uniform depth optimizes ability to accommodate flood flows without raising roadway profile.
3) Relatively short spans can be accommodated using precast concrete beams, steel I-girders, or cast-in-place concrete construction.
4) An "open soffit" system (discrete steel I-girders or precast concrete beams) may increase the potential to snag flood debris under the bridge.
5) A cast-in-place concrete box girder with a "closed soffit" may eliminate the potential to snag flood debris under the bridge but requires temporary shoring/falsework in the river to support construction.
6) A single in-river pier versus two existing in-river piers reduces the potential for river debris to snag and collect on the structure.
7) A single in-river pier may reduces the number of obstructions for river activities.
8) River diversions required for abutment and pier removal and construction.
9) All three bridge types (precast, CIP and steel) involve common construction methods familiar to many contractors, increasing competition during bidding which could lead to lower costs.



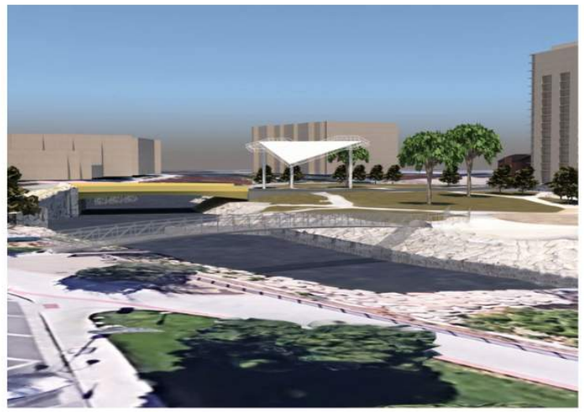
PLAN



ELEVATION

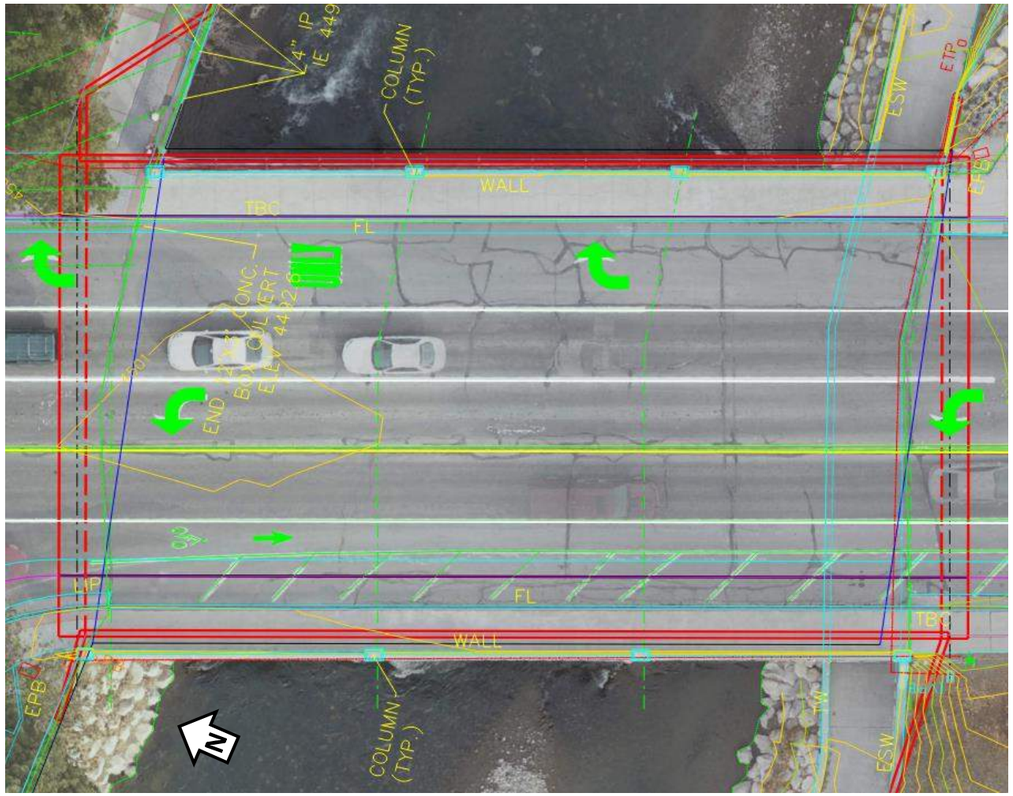
Arlington Avenue Bridges over the Truckee River - Concept Evaluation

CLEAR SPAN CONCEPT
(*view looking east*)



Some things to consider when evaluating the Clear Span Concept (Rigid Frame):

1) Thickened deck section near abutments allows for thickness at mid-span span to be comparable to the uniform depth of the Single Pier Concept.
2) Thickened deck section near abutments may impact the ability to provide freeboard above flood flows over the full length of the structure.
3) Potential for flood debris to collect is reduced with no in-river pier but may not be eliminated with the thickened deck at the abutments.
4) Structure type does not easily accommodate precast elements; temporary shoring/falsework will be required in the river to support construction.
5) A "closed soffit" may eliminate the potential to snag flood debris under the bridge.
6) No in-river center pier to obstruct recreation activities.
7) River diversions required for abutment and pier removal and for abutment construction.
8) Common construction methods familiar to many contractors, but perceived risk with the need to erect temporary falsework in the river may lead to higher bid prices.



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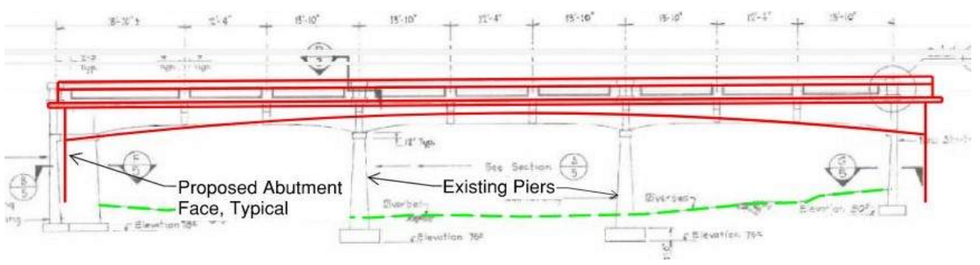
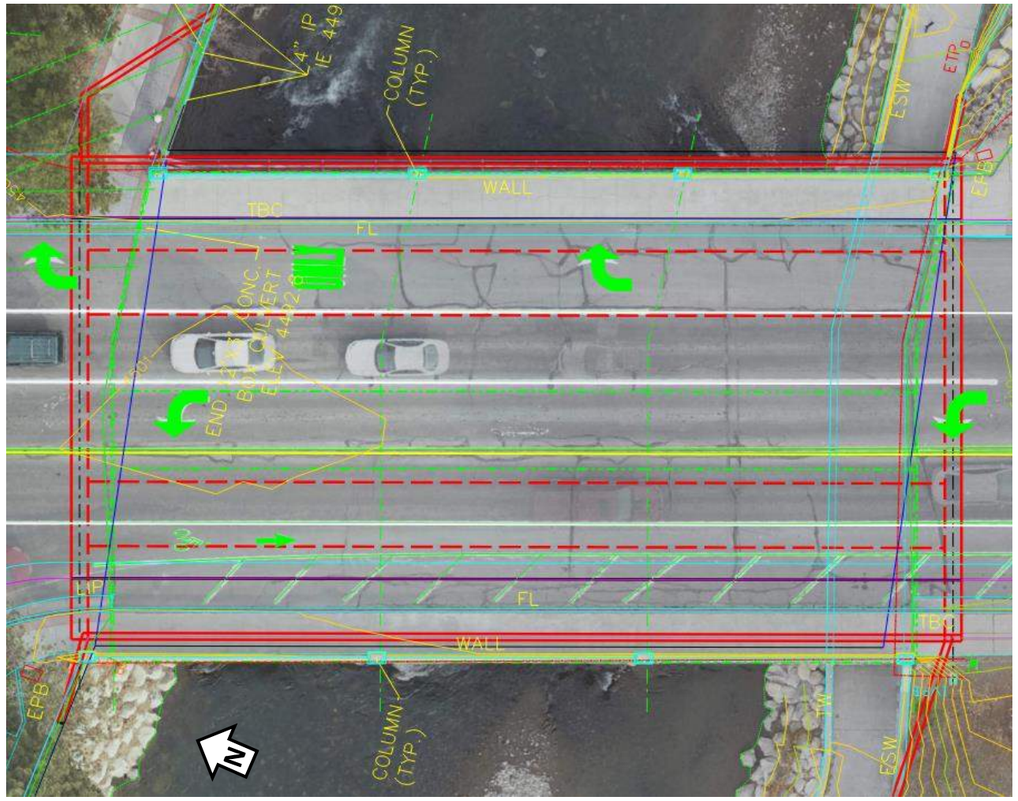


ELEVATION

Arlington Avenue Bridges over the Truckee River - Concept Evaluation

Some things to consider when evaluating the Underdeck Arch Concept:

1) Could be considered "more interesting" aesthetically when viewed from the river or park areas.
2) Low arch elements, especially near the abutments, will have a greater tendency to collect flood debris.
3) Low arch elements near abutments may make it difficult to provide freeboard above flood flows over the full length of the structure and may be prone to collecting debris.
4) No in-river center pier to obstruct recreation activities, but low arch elements at abutment may make it difficult to accommodate the existing path beneath the structure. The structure may also adversely impact existing access points.
5) River diversions required for abutment and pier removal and for abutment construction.
6) Complexities in design and construction will drive costs higher than for more common structure types.
7) Complexities in construction may increase cost and schedule risks.
8) Atypical construction methods may limit the pool of contractors with appropriate expertise and drive up bid prices.



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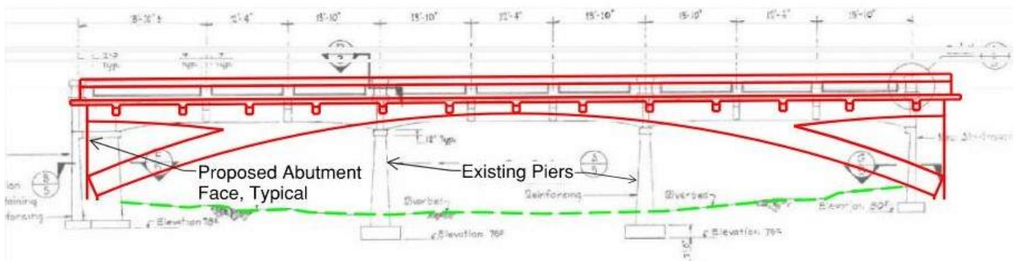
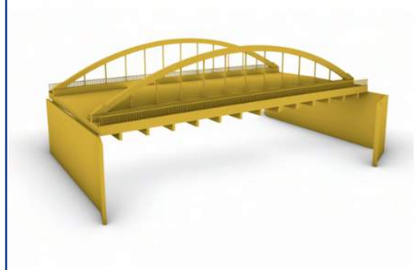


ELEVATION

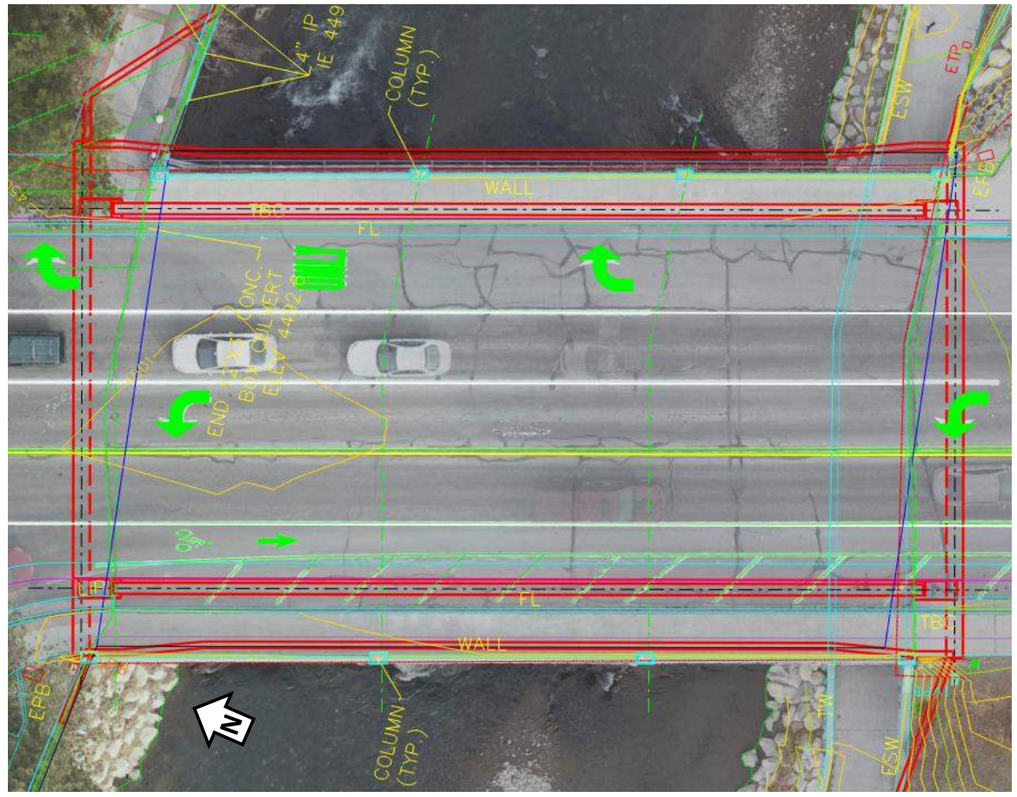
Arlington Avenue Bridges over the Truckee River - Concept Evaluation

TIED ARCH CONCEPT
(*view looking east*)



Some things to consider when evaluating the Tied Arch Concept:

1) Could be considered "more interesting" aesthetically when viewed at street level from nearby and distant vantage points.
2) Deck supported from above, relatively thin deck section optimizes ability to accommodate flood flows without raising roadway profile.
3) No in-river center pier to obstruct recreation activities.
4) Above-deck arch supports will inhibit equipment access for bridge maintenance and inspection.
5) River diversions required for abutment and pier removal and for abutment construction.
6) Complexities in design and construction will drive costs higher than for more common structure types.
7) Complexities in construction likely to increase cost and schedule risks.
8) Specialty construction methods may limit the pool of contractors with appropriate expertise and drive up bid prices.



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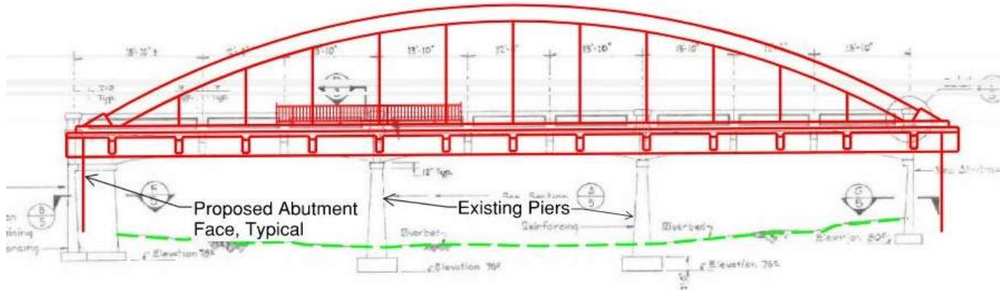
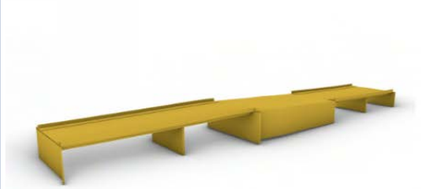


ELEVATION

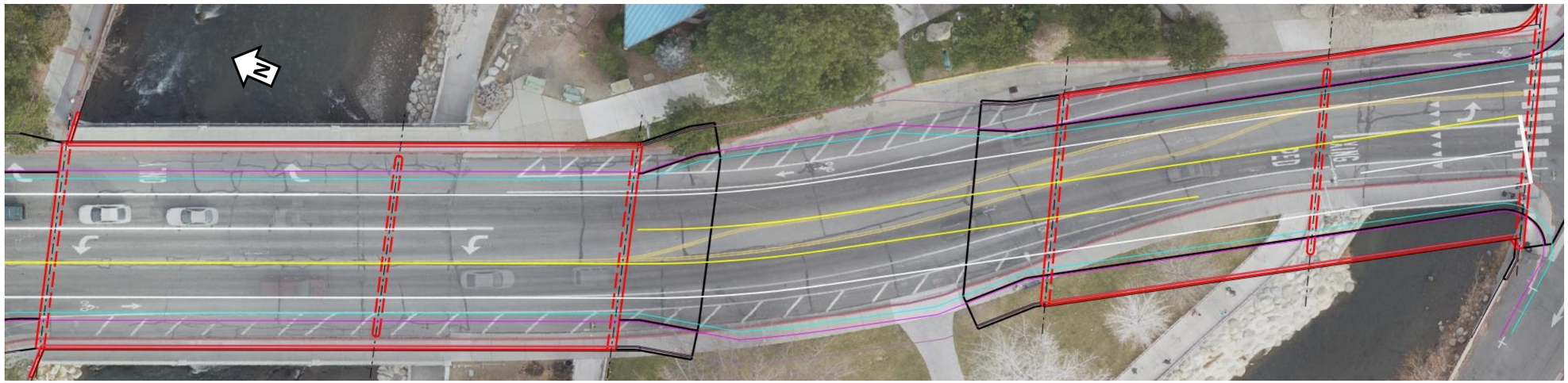
Arlington Avenue Bridges over the Truckee River - Concept Evaluation

ELEVATED BRIDGE CONCEPT
(*view looking east*)



Some things to consider when evaluating the Elevated Bridge Concept:

1) Thin overall deck section, longer spans and wider river openings may improve flood conveyance.
2) Spans can be accommodated using precast concrete or cast-in-place concrete construction.
3) An "open soffit" system (discrete steel I-girders or precast concrete beams) increase the potential to snag flood debris under the bridge.
4) A cast-in-place concrete box girder with a "closed soffit" may eliminate the potential to snag flood debris under the bridge but requires temporary shoring/falsework in the river to support construction.
5) Longer north and south bridges require reconfiguring some portions of Wingfield Park. More park area may be useable under the longer bridges, but new embankment on elevated profile between bridges would impact existing park facilities.
6) Improved in-river pier configuration may reduce the potential for river debris to snag and collect on the structure during lower level flood flows.
7) Pier placement avoids main river channel and may not be considered an obstruction for river recreation
8) River diversions required for abutment and pier removal and construction.
9) Common construction methods familiar to many contractors; more bridge deck area comes with added overall project cost.



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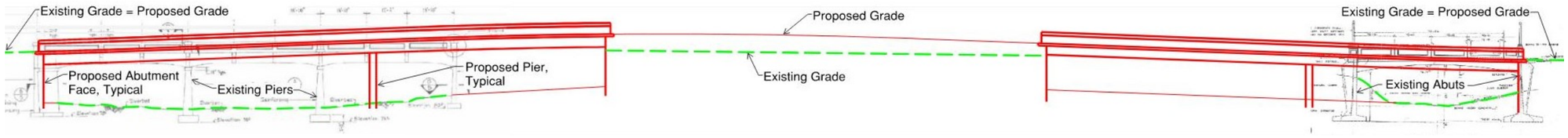

NORTH BRIDGE **SOUTH BRIDGE**

ELEVATION

In the Matter Of:

Regional Transportation Commission

ARLINGTON BRIDGES TAC-2 MEETING

August 31, 2020

Job Number: 656644

REGIONAL TRANSPORTATION COMMISSION

RTC PLANNING DEPARTMENT

---o0o---

ARLINGTON BRIDGES TAC-2 MEETING

Bridge and Roadway Elements

Monday, August 31, 2020

Reno, Nevada

Reported by: Brandi Ann Vianney Smith

Job Number: 656644

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RENO, NEVADA, MONDAY, AUGUST 31, 2020, 1:00 P.M.

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MS. TORTELLI: Let's go ahead and get started. Welcome, everybody. I am Judy Tortelli, Project Manager for the RTC. I am here today to talk about the bridge and roadway elements for the Arlington Avenue bridges project.

I have here in the office with me Brian Stewart. From the Jacobs team on the line, I have Ken Greene, Project Manager; Mike Cooper and Matt Negretti, Structural Engineers.

I wanted to let everybody know that I do have a court reporter on the line to kind of capture meeting notes. So, for the most part, she can see everybody's name on the screen, but let's try and identify ourselves when we're talking.

So today I am going to run through a brief presentation, and I'll go over the scoring material.

Mike Cooper from Jacobs will discuss the scores received, and then we will open it up for kind of a group discussion.

I would like to ask that as we go through the presentation, everybody keep your mics on mute, and just make a note of any questions or comments that you have so

that we can address those during the open discussion portion.

So I am going to kind of go through introductions/attendance. I have a list here on my screen, so I am just going to call out everybody that I have. If there is somebody on the line that I have not mentioned, just speak up afterwards.

Like I said, I'm Judy Tortelli, Project Manager for the RTC. We have Dale from FHWA on the line. Brian Stewart is here in the office. Doug Maloy from RTC is on the line. Dan is on the line. Jaime Schroeder from the City of Reno. I have Kurt Dietrich from the City of Reno. Amy Cummings from RTC. Ken Greene from Jacobs. Mike Cooper from Jacobs. Matt Negrete from Jacobs. Jon Simpson from the City of Reno.

Is there anybody on the line that I did not call?

MS. KOSKI: Kerrie is here.

MS. TORTELLI: Kerrie is here. Hi, Kerrie.

MS. KOSKI: Hi there.

MR. MORENO: Michael Moreno.

MS. TORTELLI: Hi, Michael.

Okay. That looks like it. Okay. Sorry. I'm having some technical difficulties getting my presentation to go forward.

So the purpose of today's meeting is to give you

an overview of what we've done and where we are. We're here today to dive into the details of the bridge and roadway elements of the project.

At our first Stakeholder Working Group meeting held back in February, we discussed engineering design and environmental constraints associated with the project.

From the information gathered, the team determined applicable evaluation attributes and prepared the initial scoring packets that you all received a few weeks ago.

We have 11 TAC members that were previously identified for this project. We received scores from nine of those members, which is a great turnout.

I really appreciate everybody getting those scores into me. The team has compiled the scores, and we will present the results today.

Several of the TAC members included added attributes, which we are excited to share with the group. Our goal here today is to reduce the range of alternatives that are carried forward into NEPA and design.

Based on the scores received, there is a distinction between the alternatives, and they have been ranked accordingly.

So here is an agenda of what we're going to cover today. I want to review project scope, process, purpose and need, schedule, and background. This is not new material.

These are all items that were presented to the public at our initial public information meeting, again, at our first Stakeholder Working Group meeting, and also at our first TAC meeting.

I'll provide an update on how our first TAC meeting went, and spend a little time looking at the qualitative attributes and concept evaluation information that you received. From there, we'll jump right into the scores and results and have some discussion.

So this is just a list of the Technical Advisory Committee members that have been identified. We have members from NDOT, FHWA, RTC, and the City of Reno.

So the scope of this project -- just to get everybody on the same page -- is to complete a feasibility study to define bridge options, identify constraints, and determine costs.

At the end, we will have a bridge and aesthetic package identified to carry forward into environmental clearance and design.

Decisions will be documented using a process called "Planning and Environmental Linkages," also know as PEL. Following this process helps inform decision making, engages the public and stakeholders, and streamlines the future NEPA process.

Our process is modeled after the Virginia Street

process, and includes receiving public, stakeholder, and technical input.

Alternatives are evaluated based on the ability to meet the project purpose and need, ability to avoid and minimize impacts to the natural and built environment, construction feasibility and costs, and input from the Stakeholder Working Group, RTC Board, City of Reno Council, and the public.

At the public kick-off meeting back in December of 2019, we got great feedback. Our first Stakeholder Working Group meeting, held in February of this year, was successful in defining environmental and engineering constraints and criteria associated with the project.

We had our first TAC meeting last month, which focused on permitting and regulatory requirements.

Moving forward, we will hold two additional Stakeholder Working Group meetings to address bridge concepts and aesthetic themes. We will present information gathered and get input at one more public information meeting, anticipated to be held early next year.

Information gathered from the TACs will be presented to the Stakeholder Working Group for concurrence, and then carried forward and presented to the public.

So a purpose and needs statement describes the intention of the project and states the problem. It sets

the stage for developing and evaluating possible improvement alternatives, but is not mode-specific or biased towards a particular solution.

So right now, our project purpose and need is to address structurally deficient bridges, provide safe and ADA-compliant, multimodal improvements, address hydraulic capacity needs, and respond to regional and community plans.

So here is a slide of our schedule. We had -- this first little star here -- our public kick-off meeting last year. Here we're working on identifying and analyzing bridge concepts. We're going to have another public meeting early next year. Then we intend to complete this feasibility study. Once this feasibility study is complete, we will kick-off the NEPA process. Our goal is to start construction beginning 2026.

So, like I said, back in July, we had our first TAC meeting which focused on permitting and regulatory requirements. The meeting was hosted by the U.S. Army Corps. of Engineers. We had great participation and received some really valuable feedback.

FHWA will be the lead agency for project, and the team is clearly defining the steps we have to take to get through the permitting and regulatory process.

Some key points brought up at the TAC meeting were dewatering and discharge requirements and the need for

access to river for debris removal.

The group didn't do a formal scoring of alternatives like we did for this meeting today. The approach there was geared more towards defining the permitting and regulatory requirements associated with each alternative.

The group did conclude that the elevated bridge and tied arch concepts would be more challenging from permitting and regulatory perspectives based on viewshed impacts along the river.

So now, I would like to take just a little bit of time to review the supporting information that was provided with your scoring sheets. You have all seen this material and been through it, since you've scored the alternatives.

I'm just wondering if there's anything out of this stuff that you looked at that confused you or frustrated you when you were doing your scoring that maybe we should discuss as a group?

I'm not specifically a TAC member, but I did go through the process of scoring the alternatives several times as we went through different iterations of this just to see if it made sense.

One thing that I got a little bit hung up on was the way that we put the scoring together is the highest score was kind of your preferred alternative or the one that

you thought would be the best.

So, like in terms of construction costs, if there was an alternative that was going to have a really high construction cost, it would actually receive a low score.

So I got a little bit hung up on that one when I was doing my individual scoring, but, other than that, the other attributes seemed to make sense.

I just wanted to kind of put this out there and see if there was anybody that had any concerns or confusion about the information that we provided during the scoring?

(No response.)

So it looks like everybody's on mute. I'm guessing there is no questions about these attributes.

I do have the concept evaluation information that we provided also. Is there -- you know, of this information that we gave members, is there anything anybody would like to talk about or ask questions on?

MR. DOENGES: Hey, Judy, this Dan.

MS. TORTELLI: Hi, Dan.

MR. DOENGES: For the scoring, one of the things that I guess I got a little bit hung up on myself was a lot of the concepts were similar in the a lot of the categories. So I found myself, when I was doing the scoring, kind of giving them an equal weight.

I think in the end, I am not sure -- I know I had

some -- I'm trying to remember. I don't have it in front of me.

I know I had some that definitely were ranked higher. But a lot of them, like, kind of had the same attributes, so I scored them the same just because you couldn't really pick one over the other when you're, basically, comparing apples to apples.

MS. TORTELLI: Right. And I had a similar issue when I did the scoring, Dan. Like, for instance, there's the single pier concept, and within that concept, there were precast concrete girders, cast-in-place concrete rocks, and steel I-girders.

I'm not a bridge engineer, so I don't necessarily know all the specifics of those different items, so when I did my scoring, I just scored them all the same.

And I think we kind of saw that across the board with the scores. Some people that are more technical or are more bridge-specific scored them differently, but other people just scored them similar.

So I think that was kind of the approach across the board for most members, Dan.

MR. DOENGES: Okay. Thanks. I just wanted to put that out there, and didn't want you to think I was just kind of checking the boxes and running through them, because that's not the case at all.

MS. TORTELLI: So did anybody else have any questions? No.

Okay. Well, here's our concept evaluation scoring sheet that you guys all had. I'm going to turn it over to Mike from Jacobs to go through the scoring.

Mike, should I stop sharing and let you take over, or do you want me to just go through the slides?

MR. COOPER: I think you can keep going through the slides. I think that'll work fine, Judy.

MS. TORTELLI: Okay.

MR. COOPER: So just to recap: Here's the scoring card you guys have seen and are familiar with. We had identified nine different concepts for bridge crossings here; kind of lumped them together as Judy noted.

The single pier concept with three different bridge superstructure types, the clear span concept with three different structure types, and then an elevated bridge concept that looked at the full corridor across the river incorporating the south bridge as well. The idea of that one was to kind of open things up underneath a little bit more than what they are now today.

We had identified eight attributes that you guys got to score. We put together some guidance on the scoring with the score of 1 meaning that that particular concept faired poorly or was poor for a given attribute, up to a

high score of 10, where that attribute -- that particular concept was viewed to score very highly or excellent for that attribute.

So we had eight that we had identified in the -- with the idea that as you guys went through this you might think of other things that come up as being important to consider that we may not have captured in the attributes we identified, so we had included on the scorecard the two attributes Y and Z, just to put placeholders there.

I think, Judy, if you go to the next slide.

We ended up with three additional attributes being suggested.

The first one, if you click again, I think was from Brian, a permitting and ancillating -- ancillary impacts to the parks, and in parentheses scope creep.

In that added attribute, not to spill everybody's cards here, but the clear span concepts were rated nearly excellent. I think the scores were 9 across the board on those. Single pier concepts were rated good, and the elevated concepts as fair.

The next attribute that was added -- I think it might have been Jaime -- it was noted as crime prevention through environmental design.

And those were rated kind of similarly. The clear span rigid frame, specifically, was given an excellent. The

single pier concepts all rated good. The tied arch was fair. The deck arch -- that's the one with the arch shape underneath the deck -- was rated poorly. All the elevated concepts were poor.

Then we had a similar attribute, third one on the next slide, homeless camps, graffiti, illicit activity -- this one was Theresa, I believe -- and all the clear span comments were rated good -- not nearly good, but they were rated good. Single pier concepts were fair. The elevated concepts were nearly poor. I think, maybe, they were given a 2.

So, if you click ahead one line, Judy.

We did not include these additional attributes in the scoring that we're going to summarize for you today.

The way we scored the -- or assembled the nine scorecards, we looked at the highs and the lows for each attribute on each concept. We ended up taking the average score of all the scores for each of those, and then summed those for a total score.

We didn't feel it was appropriate to have just a single person rating these added attributes to include them in the scoring, but, I imagine, you'll see as we get further along in the discussion here and we talk about the results -- flip to the next bullet there, Judy -- if we included the individual scores on those added attributes, it

was only a subtle change in the overall rankings.

So they didn't really make a difference in how we saw the scoring come in. But that's something at the end of the presentation here and the discussion, we'd like to talk more about these added attributes, how the group feels about them, the importance of incorporating them, and kind of tip the hand to the folks that added them on how they viewed them.

We'd kind of like to get, if the group thinks they are important to consider, what those overall scoring might be and it might go into the rankings.

Next slide, I think, Judy.

So here's the results as we rolled them up. The first column of numbers is the score. As Judy noted, high was good; low was bad.

We arrived at the scores you see there by taking the sum of the average of each individual attribute for each concept.

So you'll see there the rigid frame ended up with a score of 58. It was quite a bit ahead of the others.

Next up were kind of grouped together, the single pier concepts, and then the underdeck arch also had some favorable response too.

In general, the elevated bridge concept did not fair well. You can see the total scores there in the 30s

versus 40s and 50s for the other ones in general. And it was almost consistent across the board, although, there were a few differences.

I think the next slide -- well, before we get to the individual scoring, just wanted to graphically depict -- I know I have a hard time looking at a column and numbers and know what that means. So, graphically, it's just a bar indicating the score for each.

You can see the rigid frame, clear span concept far outpaced the others pretty much across the board. Conversely, the elevated bridge concepts, all three of them, were towards the bottom.

I think on the next slide, brought in -- we took individual scoresheets and did the same total on those, but instead of an average for each attribute, we took the individual score for each attribute.

On an individual scorecard basis, the columns would be how reviewer A through I would have ranked the concepts based on how they scored them.

So kind of in broad terms, looking at the rigid frame, several 1s in the rankings there, a 2, 3, 4 and a 5, but, generally, pretty consistent on the high end.

The single pier concept, there's a little bit of noise in there, but there's some 1s, 2s, 3s, and 4s up there.

Then the elevated bridge concept, lots of 7s, 8s, and 9s.

So kind of not on every scorecard, but I would say the majority of scorecards, the rankings that we saw individually were pretty consistent with how the group totals came out.

I think next slide, Judy. Do one more click here.

So there's the scores we came up with without including those three additional attributes. The second group of scores that came up, those are including direct scores out of those individual attributes that were added.

You can see the number in the score column is quite a bit bigger. That is because there is three more attributes included, so the numbers got bigger there.

The interesting thing is the ranking, rigid frame is still 1, the precast concrete girders on the single span is still 2, 3 and 4 flip-flopped, and the rest stayed same.

So we didn't see that those attributes were going to have a significant contribution to how the rankings would come out in the end, but we can talk about that more as we get through the numbers here.

So I don't want to dive too far in the details, but I did want to give you guys an indication of the range of results we saw.

So these next few slides, we take individual

attributes and we look at the low score in the L column and the high score in the H column and the average, and it's that average value that we took and added with the other averages with the attributes to get the total scores.

So, in general, you can see that the averages for the elevated bridge concept, when considering construction costs and schedule and cost risks, are kind of behind the others.

The rigid frame concept fared really well, and the single pier concept actually fared a little bit better pretty much across the board.

Let's go to the next slide. Next one, the existing infrastructure impacts, maintenance, and inspection access, and long-term maintenance costs, kind of similar trends here in these attributes.

Quite a range in some of the scores, but if you look, like down at the elevated bridge, and the existing infrastructure impacts, the scores ranked from 1 to -- or numeric values of scores were from 1 to 7, but the average on those were pretty low. Although, we had a couple of high scores -- higher scores there, the trend of the group was ranking that one lower.

Kind of similarly, up at the top, if we go over to long-term maintenance costs. The single pier concept, we had 4s to 10 or 3 to 10 on those, with an average that was

above the midline. So they didn't do too badly there.

The clear span concepts, kind of a mixed bag with the rigid frame doing really well, and the tied arch not looking so good.

The elevated bridge in the long-term maintenance costs was little below midrange on that.

So the last one -- last of the attributes, I think, environmental impacts, recreation impacts, and bridges aesthetics. Again, a fair amount of range. We went from 1 to 10 in some of these, 2 to 10 in some, and I think the average of those is pretty reflective of what the majority of the group looked at for each one of those.

If you guys are interested in seeing these results in an Excel file and want to chew on them a little bit, we're certainly happy to provide that -- I know we're going through these pretty fast here -- to sink your teeth into.

So on the next slide, really the goal here is try to identify which concepts to carry forward, wanting to pare it down to ones that really are viable to look at in a little bit more detail and carry through the environmental process.

In the first regard, looking at how the three options on the elevated bridge concept, they didn't do very well.

So, I think -- Judy, if click the slide again --

in our opinion, based on the results we got from you guys, the elevated bridge concepts wouldn't be carried forward to look at any further.

On the flip side of that, if you look at the next one, rigid frame obviously did well. At least in percentage-wise, pretty good percentage above the next one in line. So that one's an obvious candidate to carry forward.

In looking at how those -- the rigid frame compares to the other clear span alternates, it pretty much far outpaced those.

So our suggestion would be not to look any further at the underdeck arch concept or the tied arch concept. So in your eyes, based on the scoring, we would tend to want to eliminate those for further consideration.

So that leaves the single pier concept. And the three of those, there's not a significant difference in the scoring on those. So we'd suggest that all three of those be carried forward.

Environmentally, they're very similar. They would look very similar. The nuances are really in the superstructure and how you build them, and, somewhat, the look of them.

We're thinking that, based on how they got scored fairly close, those we would suggest carrying forward to

look at in more detail.

So those three and the rigid frame would be the ones we would suggest going ahead with. And the other two -- clear span concepts and the elevated bridge concepts -- appear not to warrant further consideration, based on the scoring from this group.

MS. TORTELLI: So that is a lot of information in just a short amount of time. I do recognize that. This is the first time you guys have seen this material.

Do you want me to go back to the start of the scoring, maybe, and we can go through it one more time? Would that help? How do I -- would it be better to go back a little bit?

MR. STEWART: Just start the dialogue. This is a good slide. I'll start it off, if you want me to.

MS. TORTELLI: Okay. Brian is going to start off some dialogue. How does that sound?

MR. COOPER: Sounds good.

MR. STEWART: All right. So the CSN1, we excluded based on -- and I heard your justifications, but I struggle just looking at this graph that the steel girders for the single pier, they scored under that.

And I'm wondering if those should be eliminated also. I mean, if you're going to eliminate the clear span, CSN1, I'm feeling like, maybe, that the steel girder should

go also, and you only carry the cast-in-place concrete box, the precast concrete girders under the single pier, and then, obviously, the rigid frame.

MS. KOSKI: Kerrie Koski, City of Reno. I agree, Brian.

MS. TORTELLI: Oh, you're muted, Kerrie.

MS. KOSKI: Sorry. It went back. Did you catch that?

MS. TORTELLI: You said you agreed.

MS. KOSKI: Yep.

MS. TORTELLI: Okay.

MR. COOPER: Does anybody else have comments? Anything? Any thoughts on the attributes that were added by folks? Are those worth more discussion?

MR. DOENGES: This is Dan. I think the extra attributes, as you pointed out, didn't really seem to affect things too much when you compare the overall scores, and I think they're good inclusions.

A couple of them are kind of similar anyway, I think. I mean, I know they are not saying exactly the same thing, but talking about a crime deterrent, graffiti, and that sort of thing.

So, yeah, I think they're worthy of consideration, but, again, I don't know how it's really going to impact the overall scores.

MS. TORTELLI: Well, I guess with these added attributes -- so let me just revisit what they are. Okay?

So we have three. We've got: permitting and ancillary impacts to the park, or scope creep, meaning trying to limit how much of the park we tear up -- right? -- then crime prevention through environmental design, and then the last one which was homeless camps and graffiti and illicit activity.

And I think these are all really good things to consider, and I know that we only received scores on these from three people, but I am kind of inclined to include them because it's not really, you know, as we've stated, it's not affecting the overall ranking of what we're doing.

I think it's good information to carry forward because I think these are important attributes, and that was the intent of providing the group with those X, Y, Z attributes, and say, hey, if were missing something that you think we should include, let's throw it out there.

And I think, you know, scope creep is a big deal here -- right? -- because you've got the bridges that go over the river, but there's Wingfield Park there. So that's a big deal. Crime prevention and going under the bridges is a factor.

So how does the rest of group feel about including those attributes moving forward? Do people agree with that

or disagree strongly one way or another?

MR. DOENGES: Again, I like them. That's my opinion. I think it would be good to include them.

MR. COOPER: I was just going to say, including them probably makes good sense.

I'm wondering, as a group, we've tossed how the individual that added the attribute, how they ranked those as their -- within the group, were folks in agreement with that, or would they look at these differently in how they rank -- or score these attributes for the different concepts?

MS. KOSKI: This is Kerrie with the City of Reno. I agree that the additional attributes should be included. I think they are highly appropriate as things have evolved through the years.

And I -- it appears to me that the ranking was in alignment with the way I ranked the others. So I think that it's really good information to include.

MR. COOPER: Okay.

MS. SCHROEDER: This is Jaime from the City of Reno. I have a feeling that Theresa and I were on the same mind set. She just used a different set of words to describe crime prevention through environmental design.

Hers is a lot more specific to the issues that I was concerned about with the graffiti, having places for

people to be able to hide so that they can sleep or build a camp.

That is why I felt it was important to put this information out there, because after the bridge is built, then it becomes a maintenance side of it and the challenges that we already deal with along the river.

So I would strongly want to stay we need to take that into consideration as we chose which bridge. But, thankfully, it did seem to mirror up with the engineers.

MS. JONES: And this is Theresa Jones. Yes, I was glad to see that somebody else -- actually Jaime did a better job of articulating -- framing what I was trying to say, but my years of bridge inspection with the Nevada Department of Transportation, anytime there is a flat space, a place for people to sit, you find needles and all kinds of inappropriate stuff.

I had a question regarding the single pier option. I was kind of going off the picture that was provided, and in that option, the single pier in the river option, it looked like there was also space under there to hide and whatnot.

So I think my evaluation was a bit different than Jaime's for the first group of bridges, but that was just based on, yeah, that single pier option.

You can see that there is space underneath. I

believe it's the south abutment 1 there that might cause some problems in the future.

So I think my rankings were a bit different than Jaime's, but that's neither here nor there.

MR. STEWART: I agree that those were important to the evaluators to put that information in, and I think that they treated them appropriately so that we can really be transparent and show what the thought process was when we move forward with the design.

So I support, definitely, leaving them in, without a doubt.

MS. TORTELLI: I mean, even -- I guess, even right now as that north bridge sits existing -- in it's existing condition, you do have the sidewalk that goes underneath and gets down to the river.

And I know from our initial Stakeholder Working Group meeting and feedback from the public, being able to access one side of the park to the other side of the park was really important.

I think if we could limit how big that area is and not make it a huge, dark space under the bridge, but make it sort of a pedestrian path that's lit or something, I think that's kind of a -- could accommodate both pieces or -- I mean, is this clearly saying you don't want anything under any access under the bridge?

I'm trying to say, we're still going to provide access, but it's going to be minimal --

MR. STEWART: You're not providing that pier that causes it to be dark or another spot, especially in low flow, that folks can hang out and --

MS. TORTELLI: That's true.

MR. STEWART: -- tag and whatnot.

MR. COOPER: It sounds like there is consensus, then, among to group to incorporate the scores from those as we got them?

MS. TORTELLI: I think so.

MR. STEWART: Yes.

MR. COOPER: Okay. Judy, if you flip to the slide that includes both sets then. Okay.

Okay. (Zoom audio drop) support Brian, what you were saying then. The steel girder, it's fifth in the rankings. It kind of drops the underdeck arch a little bit lower still.

Then the three that kind of rise to the top are the rigid frame, the precast girders, and the cast-in-place box structure.

Does anybody see it differently? Were open for a different ranking?

MS. TORTELLI: So, I mean, I guess, if we just go off of the ranking that includes the attributes -- the added

attributes, we would be taking 1, 2, and 3 -- right, Mike? -- rigid frame, precast concrete girder and cast-in-place concrete box.

We would say that those would be our three alternatives that we carry forward, based on recommendation from this TAC Group.

MR. COOPER: In looking at how the rankings came about -- that's just an Excel -- looking at numeric values of the scores to rank those to the nearest (Zoom audio drop) the cast-in-place box and underdeck arch, both show up as 64, but one of those was probably a little bit higher than 64. It could have been 63.9 or something. That's why they don't have the same ranking, though they seem to have the same apparent score.

MS. TORTELLI: Oh, okay.

MR. COOPER: So we talked about dropping the steel I-girders from further consideration.

Was there anyone interested in trying to carry forward, the underdeck arch since it fared just a little bit better than the steel I-girders? Nope.

Everybody's on mute, or nobody wants to carry that one forward.

So it sounds like we've got three, then, that the group would recommend taking forward in a little bit more detail to evaluation.

MS. TORTELLI: Right. And I guess I just wanted to -- let me go back here. Sorry. I'm all over the place.

So I agree, that's the recommendation from this TAC.

Moving forward what my plan is to do is take the feedback that we got from our TAC meetings -- so we got feedback from the Permitting and Regulatory TAC Group, and we've received feedback from this group on which alternatives we take forward.

My goal is to take that information to the Stakeholder Working Group and gain their consensus with what we're moving forward with.

So depending on how that conversation goes or how that input goes from the public -- because the Stake Holder Working Group is more of a public group than a real technical group -- we may end up needing to continue forward with, like, the underdeck arch, just because it's so close. Maybe there's something that somebody wants us to look at a little bit more.

But I think, based on information from this meeting and the previous TAC, I mean, which the Permitting and Regulatory TAC falls right in line with what we discussed today.

All of the alternatives are similar from a permitting perspective except for that elevated bridge

concept or the tied arch concept are going to be more challenging because they're going to really impact the viewshed.

So those particular alternatives are less favorable from a permitting perspective.

So it's nice that both the permitting and the bridge and the roadway elements are coming to the same conclusion, I guess, and they're in line with each other.

MR. COOPER: Seems like pretty in agreement there between the two groups.

MS. TORTELLI: Yeah. And they are totally separate, and they totally look at the project differently -- right? -- this group did official scoring. We gave everybody cards and information and said: Here, score them.

It was a different approach with the permitting and regulatory side. So I think this great.

Is there any other discussion anyone would like to have or anything anyone would like to add?

MR. MALOY: This is Doug from the RTC. I guess to tighten it up a little bit more, maybe we could have a little discussion about, say, steel I-girders.

We're looking at numbers. The problem with numbers is there isn't -- there's more behind it than in some cases than others.

I'm just -- it would be nice to, maybe, summarize -- have some discussion, and then, maybe, summarize why, say, a steel I-girder just -- it checks a lot of boxes, but, for me, although we're not necessarily in a corrosive atmosphere here, it would be a bigger deal elsewhere.

It's just, to me, I think steel is more challenging because it gets tagged, maybe, easier, things like that, and more difficult to deal with and maintain.

I don't know if we need to go that far, and just tighten it up a little bit as far as what -- how it, maybe, just dropped off, but was still fairly close to others.

MR. STEWART: Doug, this is Brian. I think you're right, but I think it comes out in our scoring. And that's the reason it got a lower score is because of those challenges, I think.

I also factored in -- not knowing, and not running any calculations with respect to it -- you know, you don't have that post-tensioning sort of alternative to be able to deal with and get the depth of span ratio to be as small as possible so we can maximize that flow area.

I think you might have some options in those other ones with the precast and even the cast-in-place concrete.

So that was reflected in my score of -- and probably why you're seeing it in these numbers.

MS. TORTELLI: I guess, I'm anticipating -- in terms of discussion, I wouldn't mind having -- it's not -- it's a little bit before 2:00, so I think we have a little bit of time.

I mean, I think the elevated bridge concept definitely scored the lowest. I guess, if we could have a little bit of discussion, maybe, why people scored it lowest, just to help me with that feedback to the public.

I think that would help me moving this forward, if people would be willing to share their thoughts.

Maybe, Kerrie, I'll start with you. You're on the top. How does that sound?

MS. KOSKI: Okay. Well, I think for one thing, accessibility, and I mean adjacent accessibility is going to -- it would impair -- would be very difficult to accommodate that.

The Wingfield Park is very important to the City, and being able to access that, as well as down there through Barbara Bennett, we do have another access route to several of those properties that we have to maintain.

I think environmental impacts are much greater and cost. Obviously, I would be concerned about the scope creep with costs with the elevated structure.

And then I would defer to Theresa on some of the -- some of elements that she might have picked out,

because she's got a lot of experience with different types of structures.

I'd like to kind of hear what she has to say.

MS. JONES: Yes, Kerrie, I think I mirror what you had said, and, in addition, impacts to the parks, access to the river.

A big factor for me as well is just the additional attributes that I added. I just felt that was, for me, a nonstarter on the elevated bridge concept.

That is my -- that was my biggest factor is the crime prevention by environmental design. I like Jaime's title much better than mine.

I don't have my numbers up in front of me, but, anyway, those were the main issues for me.

MS. TORTELLI: That's great feedback, you guys. I really appreciate it.

Is there anybody else that would like to add anything?

MR. STEWART: I'll add, or just ditto a lot of what you said. When you really look at that elevated bridge concept, it's impacting a lot of use in the park and having to, maybe, mitigate that, where it works fine in the current configuration and the events that happen now.

Just to go in there because of that change and, say, move the pavilion or have to deal with the pavilion, I

don't think it's worth it in this transportation project of which we're trying to meet the goals and objectives at the front end, or purpose and need.

That elevated bridge just really didn't speak to that purpose and need as well as these other concepts, which clearly hit home to me on that.

So it felt like, while a little bit of good idea that needed to be vetted, sort of a bigger than what we really needed. Bigger and just over to top.

MR. DOENGES: Hey, Judy, this is Dan. I would certainly echo all the comments that have already been made.

The only other thing I would add is, you know, I think Wingfield Park really is a gem in the community, and a lot of people visit it and recreate there.

I just think the community impacts to change or alter that in any way would probably not go over well. I think people like it the way it is.

So to have kind of the minimal impact would be the best course of action.

MS. TORTELLI: A lot of people do enjoy that area. To just completely flip access around, it would be harsh -- right? -- I can see that. I agree with that.

Okay. Does anybody else want to add anything?

MS. KOSKI: So now that we have our rankings, can we move up the construction to 2022?

MS. TORTELLI: There's one thing we need and that's money.

MS. KOSKI: Oh, Dale is going to help us out with that.

MS. TORTELLI: Do you have a lot of money for us, Dale?

MR. WEGNER: Wished I could.

MS. TORTELLI: It's hard to come by, isn't it?

MS. KOSKI: Well, maybe we'll get a real surge to our infrastructure funds here in the next -- 2021; right?

MR. STEWART: Well, we want to be prepared, for sure, and doing this important work of looking at these alternatives and looking at those impacts as part of that is getting us set up to do that.

The main goal, once we get that environmental document done, is to go out there and swing the bat.

MS. KOSKI: Get it shovel ready. No pressure, Jacobs.

MR. GREENE: Maybe a little bit.

MS. KOSKI: Yeah.

MS. TORTELLI: All right. Well, I appreciate everyone's input. Thanks for filling out scorecards and participating in the meeting.

I don't -- there were some of pretty big follow-up items that we had from our initial TAC meeting that I need

to follow up with the group on -- our first TAC meeting.

I don't really see anything here that I need to follow up with the group on, unless somebody is looking for something?

I think we've talked through stuff. We will probably finalize the ranking and stuff based on those added attributes, and the recommendations from this TAC will be to move the first top-three-ranked alternatives forward.

All right. Well, I am going to call it, unless anybody has anything to add? No.

All right. Thank you.

MS. KOSKI: Thank you very much. We appreciate your efforts doing this. The City truly does appreciate it.

MR. COOPER: Thanks for all your input.

MS. TORTELLI: Thanks for everybody's input. Now you've got lots of time to go get something else done -- right? -- since this didn't take all the way until 4:00.

Thank you, everybody.

(Meeting concluded at 1:59 P.M.)

STATE OF NEVADA)
) ss.
COUNTY OF WASHOE)

I, BRANDI ANN VIANNEY SMITH, court reporter, do hereby certify:

That I was present via Zoom audio visual on August 31, 2020, at the Arlington Bridges TAC-2 Meeting, and took stenotype notes of the proceedings entitled herein, and thereafter transcribed said proceedings into typewriting as herein appears.

That the foregoing transcript is a full, true, and correct transcription of my stenotype notes of said proceedings consisting of 36pages.

DATED: At Reno, Nevada, this 7th day of September, 2020.

/s/ Brandi Ann Vianney Smith
BRANDI ANN VIANNEY SMITH

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