Appendix E5
SWG-2 Meeting

Meeting Recap

Stakeholder Working Group No. 2
November 5, 2020 | 9:00-10:30 a.m.

SUBJECT	Stakeholder Working Group (SWG) Meeting No. 2 Bridge concepts, consensus on alternatives to carry forward
PROJECT	Feasibility Study for Arlington Avenue Bridges Replacement
LOCATION	Remote Zoom Teleconference
DATE/TIME	Thursday, November 5, 2020, 9:00 - 10:30 a.m.
MODERATOR	RTC Project Manager Judy Tortelli

INVITATION

- Zoom meeting conference call invitation from RTC Project Manager Judy Tortelli

PREPARATION

- PowerPoint presentation distributed via email:
  - SWG-2 meeting purpose and agenda
  - project overview to reestablish scope, process, purpose and need, schedule and background
  - recaps of SWG-1 and TAC-1 and TAC-2 meetings
  - recommended bridge concepts

ATTENDANCE

- 20 attended
  - 1 area resident
  - 5 representing the City of Reno
  - 5 representing community organizations
  - 1 representing the Reno-Sparks Indian Colony
  - 1 representing the Carson Truckee Water Conservancy
  - 1 representing Nevada Department of Transportation (NDOT)
  - 1 representing the Federal Highway Administration (FHWA)
  - 9 representing RTC (project management) and design and outreach subcontractors

MEETING NOTES

Taken by court reporter Brandi Smith, Litigation Services, and provided as a pdf (attachment 2).

WELCOME - RTC Project Manager Judy Tortelli

- welcomed everyone and introduced herself
- introduced two members of the project team from Jacobs Engineering who assisted
  - Ken Greene on the environmental side and Mike Cooper on bridge concepts
- introduced Brandi Smith, court reporter from Litigation Services
- previewed the agenda, asking that questions be held for breaking points
  - presentation, including project overview, SWG-1 and TAC-1 and TAC-2 meeting recaps, and recommended bridge concepts
  - group discussion and consensus
- presented project team and stakeholders attending

PRESENTATION - RTC Project Manager Judy Tortelli

SWG-2 MEETING PURPOSES

- provided an overview on what's been done regarding bridge concepts
  - conveyed input from Technical Advisory Committees (TACs), small groups of specialized individuals who dive into project details based on broader SWG direction
- determine which bridge alternatives should be carried forward
  - goal: to reduce the range of alternatives that are carried forward into NEPA and design

PROJECT OVERVIEW REFRESH

- much of this information had been previously presented

SCOPE

- complete a feasibility study to define bridge options, identify constraints and determine costs
  - goal: to identify a bridge and aesthetic package to carry forward into environmental clearance and design
  - decisions to be documented using Planning and Environmental Linkages (PEL) process, which helps inform decision making, engages the public and stakeholders and streamlines future NEPA processes

PROCESS

- modeled after the Virginia Street Bridge process
- alternatives evaluated based on:
  - ability to meet project purpose and need
  - ability to avoid and minimize impacts to the natural and built environments
  - construction feasibility and costs
  - input from the Stakeholder Working Group (SWG), RTC Board, City of Reno Council and the public
- first public meeting (December 2019) provided great feedback that the team has looked at in more detail since and is keeping in mind
  - 78 comments: bridge types 35%, bridge aesthetics 35%, plus miscellaneous needs and elements

PRESENTATION continued - RTC Project Manager Judy Tortelli

PROJECT OVERVIEW REFRESH

PROCESS continued

- SWG-1 meeting (February 2020)
  - successfully defined environment and engineering constraints and criteria
- TAC-1 meeting (July 2020)
  - focused on permitting and regulatory requirements
- TAC-2 meeting (August 2020)
  - bridge and roadway elements
- future meetings
  - SWG-3 meeting to address the aesthetic theme
  - public meeting to present study information and get input

PURPOSE AND NEED

- address structurally deficient bridges
- provide safe and ADA-compliant multimodal improvements
- address hydraulic capacity needs
- respond to regional and community plans

SCHEDULE (adjusted due to COVID-19 delays)

- December 2019 | kickoff public meeting
- Currently | identifying and analyzing bridge and aesthetic concepts
- Early 2021 | public meeting to present findings
- June 2021 | finalize Feasibility Study
- June 2021-2025 | environmental NEPA and design permitting
- 2026 | construction start

STAKEHOLDER WORKING GROUP

MEMBERS

- major permitting agencies, groups and organizations
  - representing a larger component of Downtown and immediately adjacent property owners
  - defined at the beginning of the feasibility study

MEETING-1 RECAP

- to organize alternative-specific constraints and criteria
- action items
  - need to determine whether lead agency is USACE of FHWA
  - need to determine/confirm whether the bridges are historic
  - need to determine the PEL checklist and who would sign it
- work product
  - environmental design constraints and criteria
  - engineering design constraints and criteria
  - to help project team prepare for TAC meetings

PRESENTATION continued - RTC Project Manager Judy Tortelli

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING -1 | PERMITTING AND REGULATORY REQUIREMENTS

MEMBERS

- slightly different from SWG
  - 13 permitting/regulatory specialists defined at the beginning of the feasibility study

MEETING -1 RECAP INTRODUCTION - RTC Project Manager Judy Tortelli

- hosted by the Army Corps of Engineers, 10 members attended
- project team presented permitting regulatory requirements associated with alternatives
  - identified subtle differences
  - discussed permit specifics, i.e., timeframes, scheduled impacts, needed coordination
  - asked the group for feedback

MEETING -1 RECAP DETAILS - Jacobs Project Manager Ken Greene

- determinations per SWG-1 action items
  - lead agency FHWA
  - per NDOT, bridges are not historic; direct and indirect effects on adjacent historic properties to be determined during NEPA process
  - PEL checklist is being prepared and populated as the project progresses; to be signed by NDOT
- other determinations
  - DOT section 4 (f) is not applicable per FHWA
  - related to Section 408:
    the local sponsor is the Carson-Truckee Water Conservancy District (CTWCD)
    per CTWCD, flood risk modeling required, using their updated model; access for debris and sediment removal is key to a successful bridge type
- confirmations and updates to the summary of permitting and regulatory requirements for each of the major alternatives
  - City of Reno special use permit (SUP) will not be required
  - permits to be procured: 408, 404, storm water permit through NDEP, encroachment permit from NDSL, 401 water quality certification
  - other NDEP permits discussed, per experience with the Virginia Street Bridge Project: working and waterways and groundwater discharge
- other notes
  - additional requirements are possible during permitting and/or construction for single pier, tied-arch and elevated bridge concepts
- TAC-1 conclusions, based on meeting goal of moving toward fewer alternatives:
  - permitting and regulatory requirements are similar, except for tied-arch and elevated bridge concepts (more challenging permitting, viewshed impacts, maintenance and river access)
  - tied-arch not CTWCD's and City of Reno's design choice.

PRESENTATION continued - RTC Project Manager Judy Tortelli

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING-2 | BRIDGE AND ROADWAY ELEMENTS

MEMBERS

- slightly different from SWG and TAC-1
  - 11 bridge/roadway specialists defined at the beginning of the feasibility study

MEETING - 2 RECAP INTRODUCTION - RTC Project Manager Judy Tortelli

- hosted by the project team, 9 members attended
- scoring packet developed by the project team, based on SWG Meeting-1 feedback
  - qualitative attribute guidelines and concept evaluation summaries to assist with ranking
  - members asked to complete a scoring sheet prior to the meeting
- evaluation of nine concepts (three each) for the three major design themes
  - single pier: precast concrete girders, cast-in-place concrete box, steel I-girders
  - clear span: underdeck arch, rigid frame and tied-arch
  - elevated bridge: precast girders, cast-in-place concrete box, steel I-girders
- evaluation based on eight attributes plus ‘Y’ and ‘Z’ that members could add
  - construction cost
  - construction schedule and cost risk
  - existing infrastructure impacts
  - maintenance and inspection access
  - long-term maintenance costs
  - environment impacts
  - river recreation impacts
  - bridge aesthetics
- attributes ranked from 1 - poor to 10 - excellent
- three attributes added
  - permitting and ancillary impacts to Wingfield Park (scope creep), i.e., how much of the park is involved and do we have to address mitigation
  - crime prevention through environmental design
  - bridge design that discourages homeless camps, graffiti and illicit activity under it
- scores compiled and presented at the meeting
  - scores for added attributes not included because they would only subtly change rankings
- group reached consensus

MEETING - 2 RECAP DETAILS - Jacobs Bridge Engineer Mike Cooper

- ranking method for the nine concepts
  - determined the average of each TAC member’s scores for the attributes
  - totaled the averages
  - the higher the total, the better the ranking

PRESENTATION continued -
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING-2 | BRIDGE AND ROADWAY ELEMENTS

MEETING - 2 RECAP DETAILS - Jacobs Bridge Engineer Mike Cooper

- ranking results
  - Clear Span, rigid frame was the highest ranked alternative; did very well
  - Single Pier, precast concrete girders was next
  - Single Pier, cast-in-place box and Clear Span, underdeck arch followed closely
  - Single Pier concepts did not do as well in comparison to Clear Span, rigid frame
  - all three Elevated Bridge concepts didn't do well
- group agreement on concepts to carry forward
  - no for Elevated Bridge concepts
  - yes for Clear Span, rigid frame and no for the other two Clear Span alternatives
  - yes for Single Pier cast-in-place concrete box and precast concrete girders
- key points for recommended bridge concepts
  Single Pier concept
  - presents fewer obstructions in the river than existing north end three-span structure
  - precast concrete girders design does not require falsework for superstructure to build over the river
  - cast-in-place concrete box girder design does require falsework for superstructure construction that would need to accommodate river flows

  Clear Span rigid frame concept
  - no obstructions in the river
  - falsework for superstructure for cast-in-place concrete type bridge
- plan views and elevations of recommended bridge concepts with descriptions of what is represented

QUESTIONS - moderated by RTC Project Manager Judy Tortelli

- question, Adam Carmazzi, Michael Baker International (not a member of the SWG) - Was flood elevation taken into account with the different alternatives as well as the depth of the superstructure?
  - answer, Mike C, RTC - what is there today has been compared to depth of superstructures. No potential for debris collecting on a pier with Clear Span, rigid frame concept, but may be difficult to keep the ends of the bridge out of flood flow depending on depth of support structure. Single Pier concepts will provide clearance over the flood elevation without impacting roadway profile above (a constraint since the project ties into intersections at both ends).

QUESTIONS (continued) - moderated by RTC Project Manager Judy Tortelli

- questions, Greg Erny, Architects + - have alternatives been evaluated for discouraging graffiti? In precast concepts, is there a concern about inviting birds, bats, etc. or making them homeless? Some may consider them an amenity, some a nuisance.
  - answer, Judy T, RTC - need to consider graffiti factor moving forward.
  - answer, Mike C, RTC - there will be access underneath the north bridge, but form liner treatment (rough surface) and anti-graffiti coatings can be used. Roosting areas for birds may be a maintenance concern with a girder-style bridge.
  - comment, Kerrie Koski, City of Reno - as far as the City is concerned less maintenance is preferred. Graffiti protection materials could be incorporated into the maintenance and operations manuals. Theresa Jones keeps good records for the bridge program.

CONSENSUS - moderated by RTC Project Manager Judy Tortelli

- TAC-1 permitting and regulatory meeting recommendations, based on permitting challenges
  - Single Pier, Clear Span and Underdeck Arch concepts potentially less cumbersome
- TAC-2 bridge and roadway elements meeting recommendations
  - Single Pier, precast, Single Pier, cast-in-place, and Clear Span, rigid frame
- Elevated Bridge and Tied-arch concepts not carried forward from either meeting
- project team believes moving forward with TAC-2 recommendations makes the most sense
  - SWG-2 group concurred

MOVING FORWARD - RTC Project Manager Judy Tortelli

- SWG-3 meeting
  - will be polling the group for available dates, hopefully before Christmas to maintain the project schedule
  - focused on three different aesthetic themes for the bridge
    1) matching Downtown Reno Streetscape Master Plan
    2) matching what is in the area now
    3) something specific to the Arlington Avenue Bridges
  - question, John L'Etoile, NDOT - Can you articulate the existing area theme?
    answer, Barb Santner, City of Reno - Downtown Streetscape standards are art deco but don't address bridge design specifically. Styling could also be driven by historic match to surrounding buildings. Public preference, i.e., open railings, could also be an influence.
    comment, Mike C, RTC - a concrete railing could be designed and detailed to be a vehicle barrier with a more open look. Wider sidewalk congregation areas might also be a desirable feature but would require the Single Pier alternative.
    question/consideration, Barb S, City of Reno - Since other Downtown bridges will need to be replaced, should there be a "family" of bridges or should each one be unique?
    comments, Claudia Hanson, City of Reno - Establishing a hierarchy is a good concept, respecting each other's architecture with the Virginia Street Bridge being the grand one.

MOVING FORWARD (continued) - RTC Project Manager Judy Tortelli

- SWG-3 meeting (continued)
  comments, Claudia Hanson, City of Reno (continued) - On the wider area feature, it's already provided by the manmade island. On design, the Downtown design concepts overall have not been revisited in some time. Need to fully explore and make sure bridge design works with the rest of downtown, also respecting nearby architecture (three mid-century modern buildings, McCarran Mansion, Cathedral).
  comment, Kerrie K, City of Reno - Agreed with Claudia H and supported Barb S "family" design. Would like to think about that for the future (Sierra Street and Lake Street) and believes the concept would have community support.
  comment, Judy T, RTC - Liked the "family" idea as bridges are replaced.
  comment, Kerrie K, City of Reno - maintenance and operations folks will appreciate not dealing with specialty items on every bridge.
  comment, Claudia H, City of Reno - the community will also appreciate that the group is looking at a consistent approach into the future.
  comment, Barb S, City of Reno - no above-grade support design is a big decision that already helps define the "family." Also addresses another cherished aspect of Downtown: maintaining the view of the mountains in the background when you're looking at the river.
  comments, Kerrie K, City of Reno - an arch design in the railing (an offshoot of Virginia Street Bridge), while keeping openness, could tie aesthetics together. Agreed that view to the west is important. Also view of Downtown (to the east).
  comment, Claudia H, City of Reno - view to the east would be the Virginia Street Bridge.
  comment, Barb S, City of Reno - But if every bridge has an above-grade train, then it makes it harder to see past that next block. That supports Virginia Street leading with the above-grade arch while the other bridges don't have that.
  question and comments, Greg E, Architects + - How do we define "family"? Similar structural concepts and/or characteristics? Cost effectiveness? Means and methods for the work? We should consider the context for each bridge and respect the activities for the locations. For example, the Arlington Bridges area is a big community gathering site with the bridges connecting the islands that would be the widening area. Making the bridges an extension of the islands is worth considering, allowing the bridges to be closed off for events.
  comment, Judy T, RTC - all excellent feedback and a start on putting together material for the SWG-3 meeting.
  comment, Kayla Dowty, Carson-Truckee Water Conservancy District (joined late) - reiterated, for CTWCD and the City of Reno, the importance of access from the bridge to the river, one of the priorities, to keep the channel clear.
  response, Kerrie K, City of Reno - access has been discussed. SWG supports access from the banks to the river.
  response, Judy T, RTC - Access for maintenance was a big point at TAC-1 meeting. Will continue to be on the priority list.

MOVING FORWARD (continued) - RTC Project Manager Judy Tortelli

- SWG-3 meeting (continued)
  response, Theresa Jones, City of Reno - Along with access for maintenance, access for bridge inspection by NDOT has also been an important point. The ability to get underneath to inspect all the girders needs to be considered.
  response, Judy T, RTC - SWG will key in on access for maintenance, inspection and debris removal as we go through the feasibility study, carrying it forward into design and NEPA.
- inform the public
  - SWG-1 work product
  - TAC-1 and TAC-2 recommendations
  - SWG-2 consensus
  - SWG-3 consensus, high-level description of what the bridge will look like, what people are likely to be the most vocal about
- finalize feasibility study

PUBLIC COMMENT - moderated by RTC Project Manager Judy Tortelli

- opened to non-SWG members
  miscellaneous questions and comments, Toni Harsh, area resident -
  How will closures (Ralston and Stevenson developments) affect traffic for the project?
  The Downtown streetscape has not been reviewed in a long time. Applauding the concept of putting this together with the other bridges, especially those within sight of each other.
  When will the Council people - Wards 5 and 1 and Councilperson at large - be brought up to date? They can contribute the public (It's their money.) input they receive even before your public presentation.
  response to Toni H, Judy T, RTC - thanks to Toni.
  Closures will be on the feasibility study radar.
  We may go outside the three aesthetic themes a little since the Downtown Streetscape Master Plan doesn't cover the bridge.
  After SwG-3 meeting, we will compile everything and present to the City of Reno Council and RTC Board, then go to the public. After the public meeting, we will update the City of Reno Council and RTC Board on feedback before finalizing the feasibility study.
  response to Toni H, Kerrie K, City of Reno - Appreciated Toni H's comments.
  City of Reno is aware of Stevenson abandonment and has spoken to the developers about working together. We are addressing specific developer needs, such as traffic, with those coming to the area. Not sure what the plan will be for the Riverside Ralston.
  RTC staff and City staff meet regularly with Council members internally to update them.

CONCLUSION - RTC Project Manager Judy Tortelli

- great feedback today; things are moving forward
- email coming soon to schedule SWG-3 about aesthetics, hopefully before Christmas

THANKS FOR PARTICIPATING (and reviewing this recap)

PROJECT WEB PAGE

- https://www.rtcwashoe.com/engineering-project/arlington-avenue-bridges-project/

Arlington Avenue Bridges Replacement

Stakeholder Working Group #2
VIRTUAL MEETING AGENDA

Thursday, November 5, 2020

at 9:00 am to 12:00 pm

Regional Transportation Commission

ITEM 1 Introductions

ITEM 2 Presentation

ITEM 3 Meeting Recaps

Stakeholder Working Group #1 (Constraints/Criteria)

Technical Advisory Committee #1 (Permitting/Regulatory)

Technical Advisory Committee #2 (Bridge/Roadway Elements)

ITEM 4 Review Bridge Concepts Carried Forward

ITEM 5 Group Discussion and Consensus

ITEM 6 Public Comment

ITEM 7 Adjournment

Feasibility Study for

ARLINGTON AVENUE BRIDGES REPLACEMENT

ARLINGTON AVENUE BRIDGES PROJECT

Stakeholder Working Group Meeting #2 |
Bridge Concepts | November 5, 2020

Meeting Purpose

- Discuss bridge concepts for the project
- Where are we in the process?
- Review recommendations from Technical Advisory Committee meetings (TAC)
  - TAC-1 Permitting and Regulatory Requirements
  - TAC-2 Bridge and Roadway Elements
- Group discussion and consensus
- Recommend Alternatives to carry forward for additional analysis

Meeting Agenda

- Reestablish project scope, process, purpose and need, and schedule
- Meeting Recaps
  - SWG-1 Define Constraints and Criteria
  - TAC-1 Permitting/Regulatory Requirements

    Questions ??
  - TAC-2 Bridge/Roadway Elements
  - Review Recommended Bridge Concepts

    Questions ??
- Group Discussion and Consensus

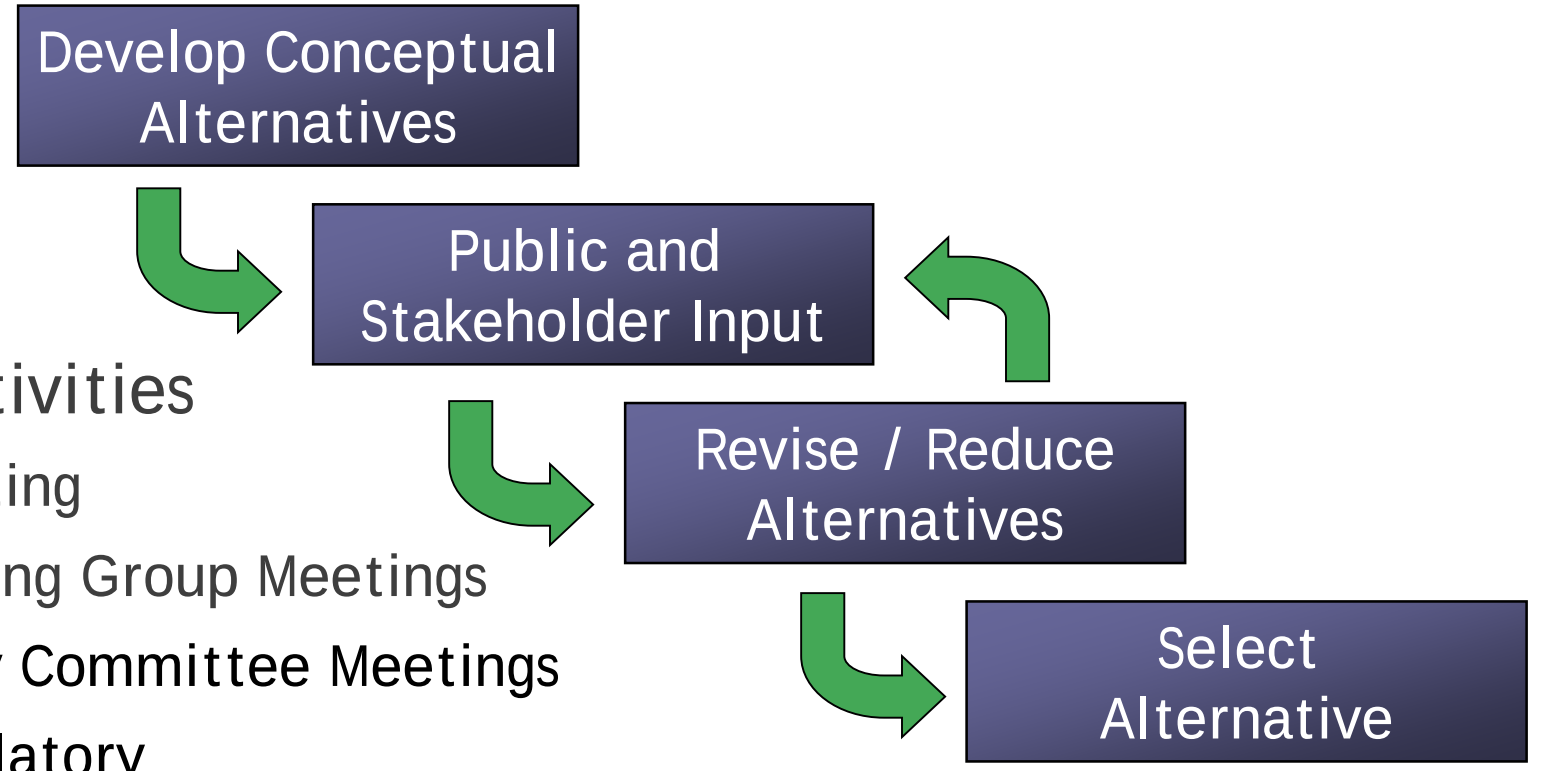
Project Scope

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

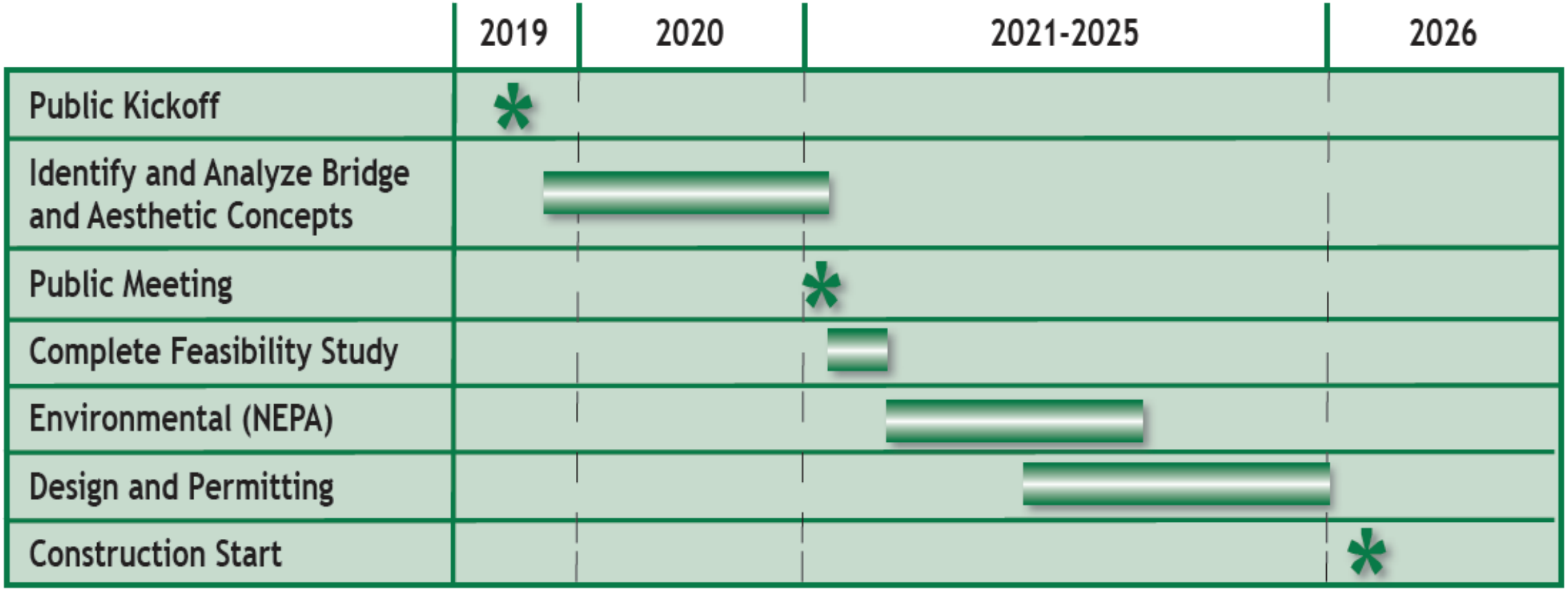
Project Purpose and Need

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



SWG Members

- Arlington Tower HOA
- Architects +
- City of Reno
  - Arts, Culture & Special Events
  - Public Works (capital projects, maintenance, and environmental engineering)
  - Parks, Recreation & Community Services
  - Access Advisory Committee
  - Historic Resources Commission
- Carson Truckee Water Conservancy District
- Downtown Reno Partnership
- Federal Highway Administration
- Frisch House
- Park Tower HOA
- Promenade on the River
- Reno/Sparks Indian Colony
- Pyramid Lake Paiute Tribe
- Nevada State Historic Preservation Office
- NDOT
  - Bridge Division
  - Landscape and Architect Division
- Truckee River Flood Management Authority
- St. Thomas of Aquinas
- U.S. Army Corps of Engineers
- Wingfield Condominiums HOA

SWG-1 Meeting Recap

ARLINGTON AVENUE BRIDGES PROJECT

- Organize alternative-specific constraints and criteria
- Refine bridge concepts and determine aesthetic themes
- Determine lead agency – USACE or FHWA
- Determine/confirm if bridges are historic, and direct/indirect effects on adjacent historic properties
- Determine PEL checklist signatory (FHWA or NDOT)
- Environmental Design Constraints/Criteria
- Engineering Design Constraints/Criteria

Arlington Avenue Bridges Project Feasibility Study
Stakeholder Working Group Meeting 1 Notes

ENVIRONMENTAL DESIGN CRITERIA	ENVIRONMENTAL DESIGN CONSTRAINTS	NOTES
SECTIONS 4(f) and 6(f)		
1. Section 4(f) provides for consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development a. Applies to U.S. DOT and implemented by FHWA 2. Section 6(f) Land and Water Conservation Fund (LWCF) preserves, develops, and assures accessibility to outdoor recreation resources a. Provides funds and authorizes federal assistance for planning, acquisition, and development of land, water areas and facilities b. Provides funds for federal acquisition and development of lands and other areas	1. Section 4(f) includes publicly-owned recreational and historic properties a. Truckee River Trail detours during construction b. Pedestrian traffic detours c. Impacts to property features, attributes or characteristics 2. Section 6(f) includes public & private properties that have received LWCF funding a. Impacts to properties or propert - Includes temporary closures d - Applies to Truckee River Greer Whitewater Park - Potentially applies to Barbara I b. If yes, mitigate by replacing prop c. If work enhances property featu management plan, can be covere	-per City of Reno Parks Dept. (Jeff Mann, Parks Manager) none of the parks used LWCF funding – mitigation per Section 6(f) not required
HAZARDO		

Arlington Avenue Bridges Project Feasibility Study
Stakeholder Working Group Meeting 1 Notes

ENVIRONMENTAL DESIGN CRITERIA	ENVIRONMENTAL DESIGN CONSTRAINTS	NOTES
PERMITTING		
1. City of Reno Special Use Permit -City of Reno to confirm if required 2. USACE 408 Permit -application required to be completed/submitted before 404 permit application. -need to establish ordinary high water mark (OHWM) 3. USACE 404 Permit 4. Nationwide Stormwater Permit 5. State Lands Encroachment permit 6. 401 water quality certification	1. Conditions and schedule -City of Reno Special Use Permit – conditions/schedule TBD (by City of Reno) -408 – per CTWCD 18 month schedule -per USACE, 408 needs to precede 404 permit – USACE will work with CTWCD and USACE civil works	-408 and 404 permitting process can proceed in parallel. -access to river bed for debris removal is very important -need to determine who is lead federal agency (USACE or FHWA) -USACE will have to do their own Sect. 106 consultation w/ tribes -the river is a traditional cultural property (TCP) for Reno Sparks Indian Colony – need to determine how the TCP is evaluated and adverse effects documented and mitigated -per CTWCD, model survey/LiDAR sufficient for bathymetry beneath the bridge structure (e.g., no survey needed); construction prohibited during flood season (Nov thru Jun) or flows over 14K cfs - determine 100-year WSEL/cfs and confirm OHWM w/ TRFMA
HISTORIC (SECTION 106)		
1. Bridges are not eligible for any registers 2. Confirm purpose and need for Programmatic Agreement	1. Define Area of Potential Effects a. Direct and Indirect Effects 2. Identify and document resources 3. Determine effects a. If adverse, produce agreement document b. Implement monitoring program 4. Implement mitigation 5. Proceed with Project 6. Programmatic Agreement	Standard Section 106 process should be appropriate for Project Programmatic Agreement – needed if no adverse effects (direct or indirect) -need to confirm (with NDOT, USACE/NV SHPO) that bridges are not eligible for registers -confirm (with NDOT, USACE/NV SHPO) the need for and purpose of the PA -direct and indirect (e.g., viewshed of surrounding historic properties) effects need to be evaluated to complete section 106

TAC-1 Permitting/Regulatory Members

- City of Reno (CoR)
  - Public Works Capital Projects Dept.
  - Historic Resources Commission
  - Parks, Recreation & Community Services Dept.
  - Environmental Engineering Dept.
- Carson Truckee Water Conservancy District (CTWCD)
- Federal Highway Administration (FHWA) – Nevada Division
- Nevada Dept. of Transportation (NDOT)
- Reno-Sparks Indian Colony (RSIC)
- Pyramid Lake Paiute Tribe (PLPT)
- State Historic Preservation Office (SHPO)
- U.S. Army Corps. Of Engineers (USACE)
- Nevada Division of Environmental Protection (NDEP)
- Nevada Division of State Lands (NDSL)

TAC-1 Meeting Recap

ARLINGTON AVENUE BRIDGES PROJECT

- Lead agency – FHWA
- Bridges are not historic, direct/indirect effects on adjacent historic properties determined during NEPA
- PEL checklist signed by NDOT
- Per FHWA, DOT Section 4(f) not applicable
- Section 408 local sponsor is CTWCD and requires flood risk modeling (using updated model) and river access for debris and sediment removal

TAC-1 Permitting/Regulatory Requirements

ARLINGTON AVENUE BRIDGES PROJECT

Permitting & Regulatory Requirements	Alternative Bridge Description				
	Alternative 1 (Single Pier)	Alternative 2 (Clear Span)	Alternative 3 (Underdeck Arch)	Alternative 4 (Tied Arch)	Alternative 5 (Elevated)
CoR SUP	Not Applicable				
USACE 408 Permit	✓	✓	✓	✓	✓
USACE 404 Permit	✓ *	✓	✓	✓ *	✓ *
NDEP Stormwater Permit	✓	✓	✓	✓	✓
NDSL Encroachment Permit	✓ *	✓	✓	✓	✓
NDEP 401 Certification	✓	✓	✓	✓	✓
NDEP Working-in-Waterways Permit	✓	✓	✓	✓	✓
NDEP Groundwater Discharge Permit	✓	✓	✓	✓	✓

* additional requirements possible during permitting and/or construction

TAC-1 Meeting Recap

ARLINGTON AVENUE BRIDGES PROJECT

- Permitting and regulatory requirements similar between alternatives except 1) tied-arch and 2) elevated concepts
  - More challenging related to permitting (Section 404) and viewshed impacts, required maintenance (bridge and river/park) and river access for debris/sediment removal
- Meeting goal – to reduce the range of alternatives carried forward into NEPA and design

ARLINGTON AVENUE BRIDGES PROJECT

Questions?

TAC-2 Bridge/Roadway 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

TAC-2 Meeting Recap

ARLINGTON AVENUE BRIDGES PROJECT

- Prepared evaluation attributes and scoring packets based on feedback from SWG-1
  - Developed nine concepts from the three major design themes 1) single-pier, 2) clear span, including underdeck and tied arch, and 3) elevated
  - Included eight attributes plus undefined attributes “Y” and “Z” for user input/editing
  - Attributes ranked on a scale of 1 (poor) to 10 (excellent)
- Qualitative attribute guidelines and concept evaluation summaries helped members score individually
- Members reviewed scores as a group and consensus was achieved

TAC-2 Scoring Sheet

ARLINGTON AVENUE BRIDGES PROJECT

							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											

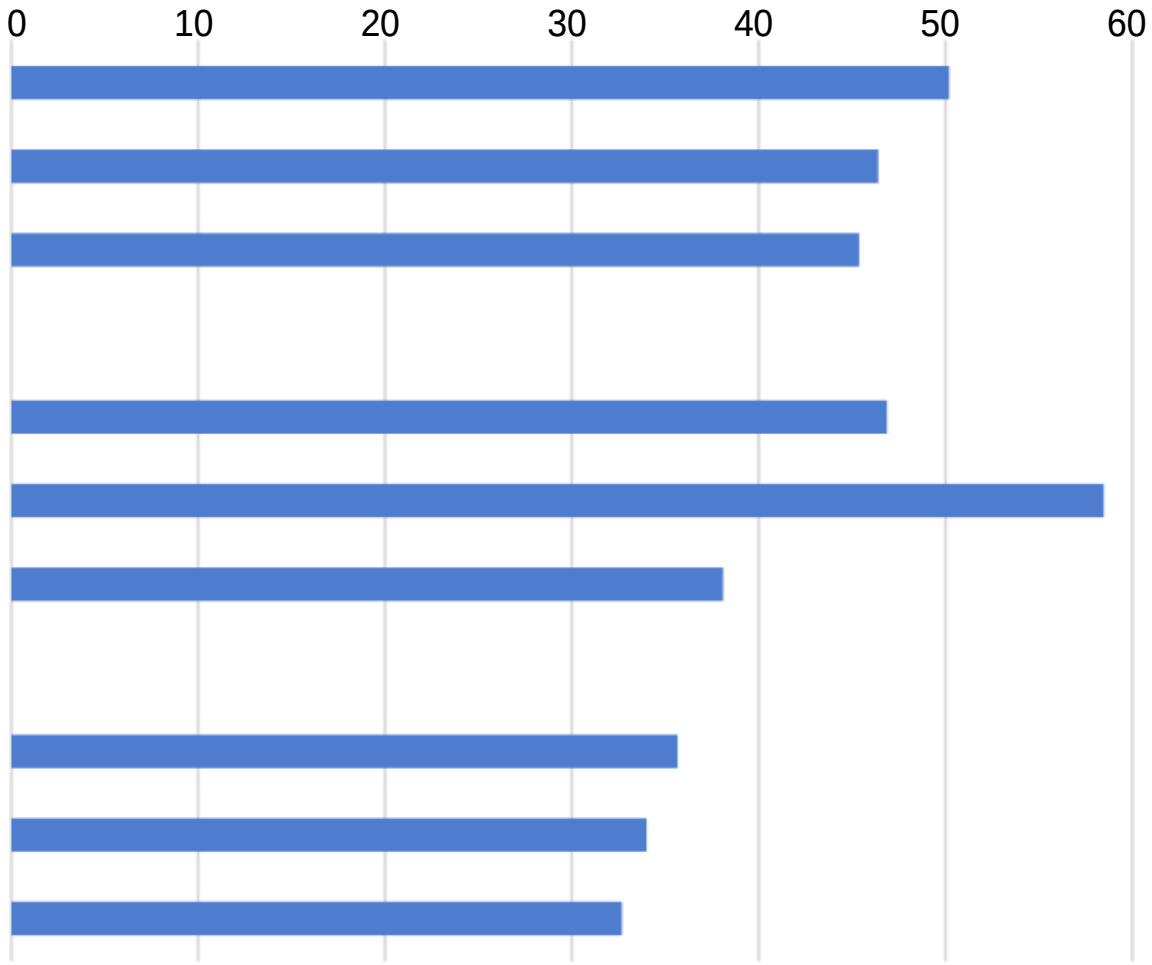
TAC-2 Meeting Recap

ARLINGTON AVENUE BRIDGES PROJECT

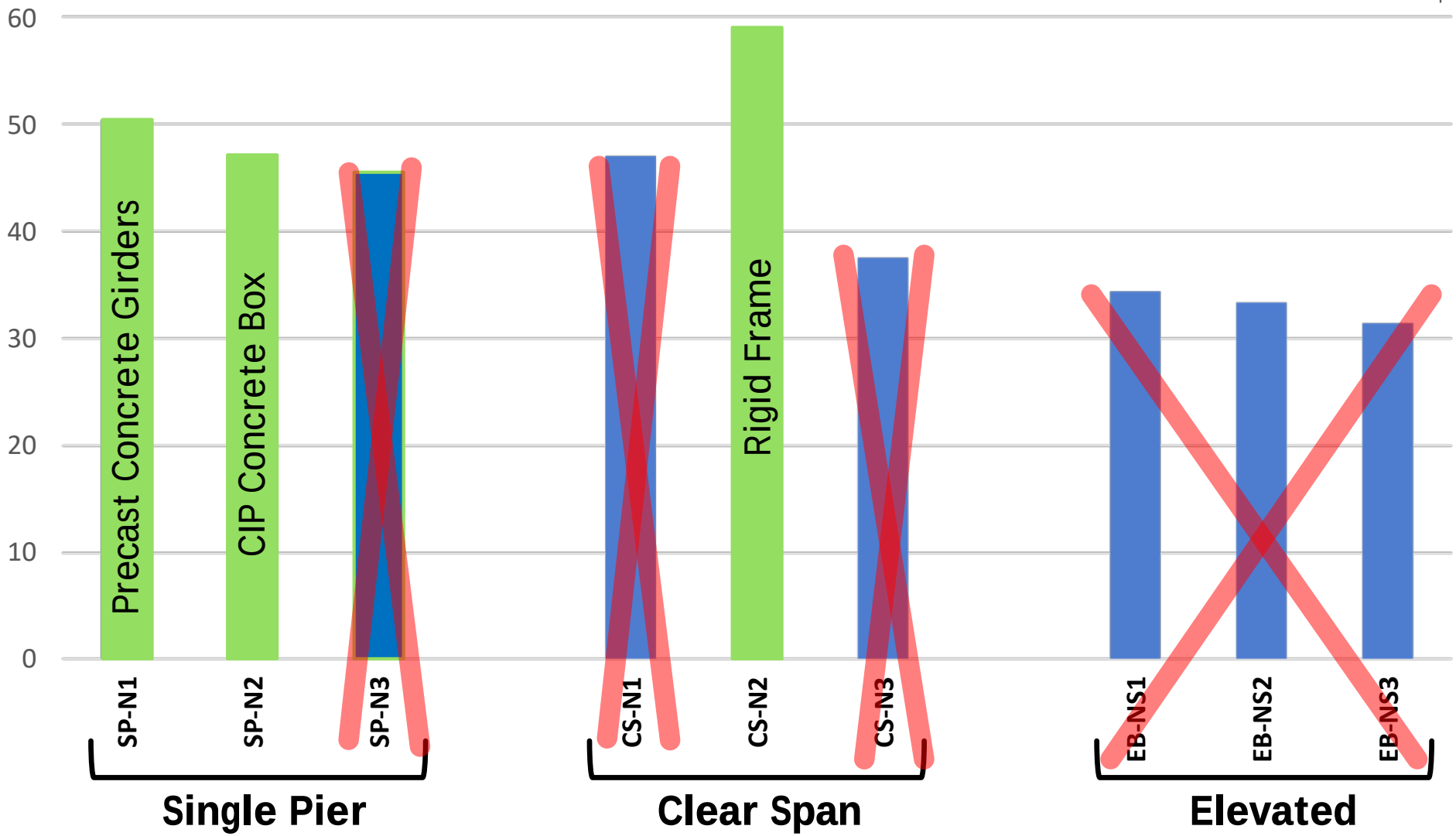
- Attributes TAC members added
  - Permitting and Ancillary Impacts to Wingfield Park (Scope Creep)
  - Crime Prevention Through Environmental Design
  - Homeless Camps/Graffiti/Illicit Activity
- Added attributes not included in TAC 2 scoring results but only subtly change overall ranking

TAC-2 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



TAC-2 Recommendation



Recommended Bridge Concepts

ARLINGTON AVENUE BRIDGES PROJECT

- Single Pier Precast Concrete Girders
  - Fewer obstructions in the river
  - Falsework ***not*** required for superstructure construction
- Single Pier Cast-In-Place (CIP) Concrete Box
  - Fewer obstructions in the river
  - Falsework ***is*** required for superstructure construction
- Clear Span Rigid Frame
  - No obstructions in the river
  - Falsework ***is*** required for superstructure construction

Recommended Bridge Concepts

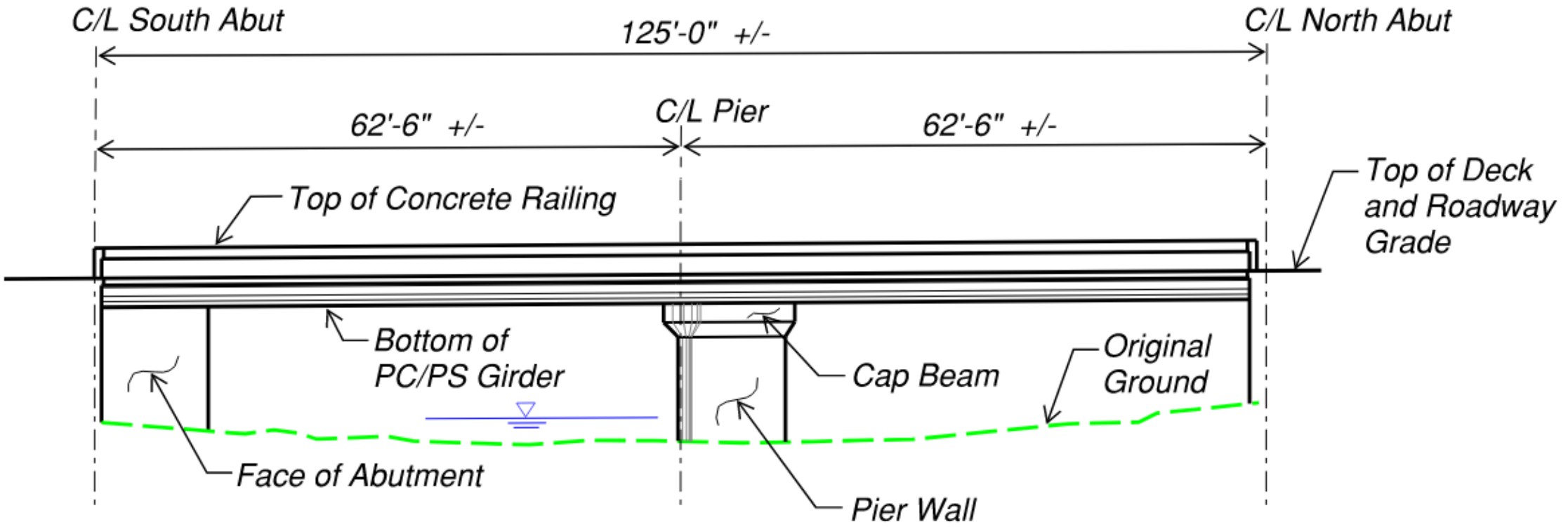
ARLINGTON AVENUE BRIDGES PROJECT

- Single Pier Precast Concrete Girders

Recommended Bridge Concepts

ARLINGTON AVENUE BRIDGES PROJECT

- Single Pier Precast Concrete Girders

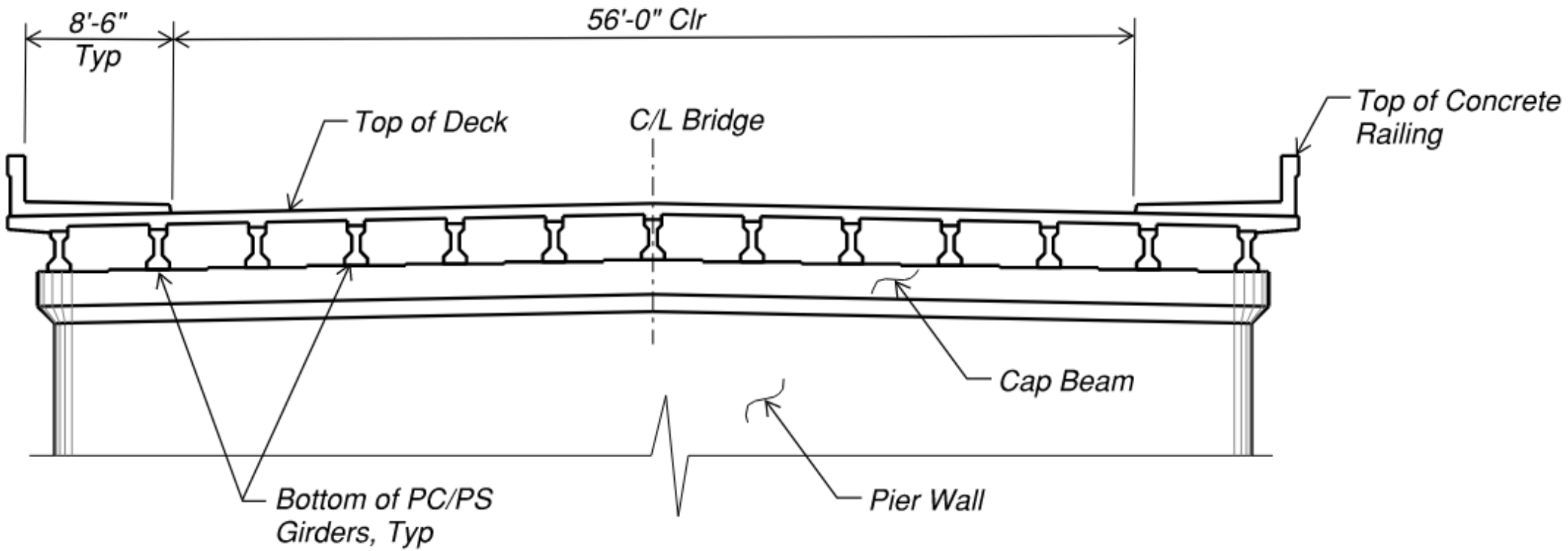


ELEVATION

Recommended Bridge Concepts

ARLINGTON AVENUE BRIDGES PROJECT

- Single Pier Precast Concrete Girders



TYPICAL SECTION

Recommended Bridge Concepts

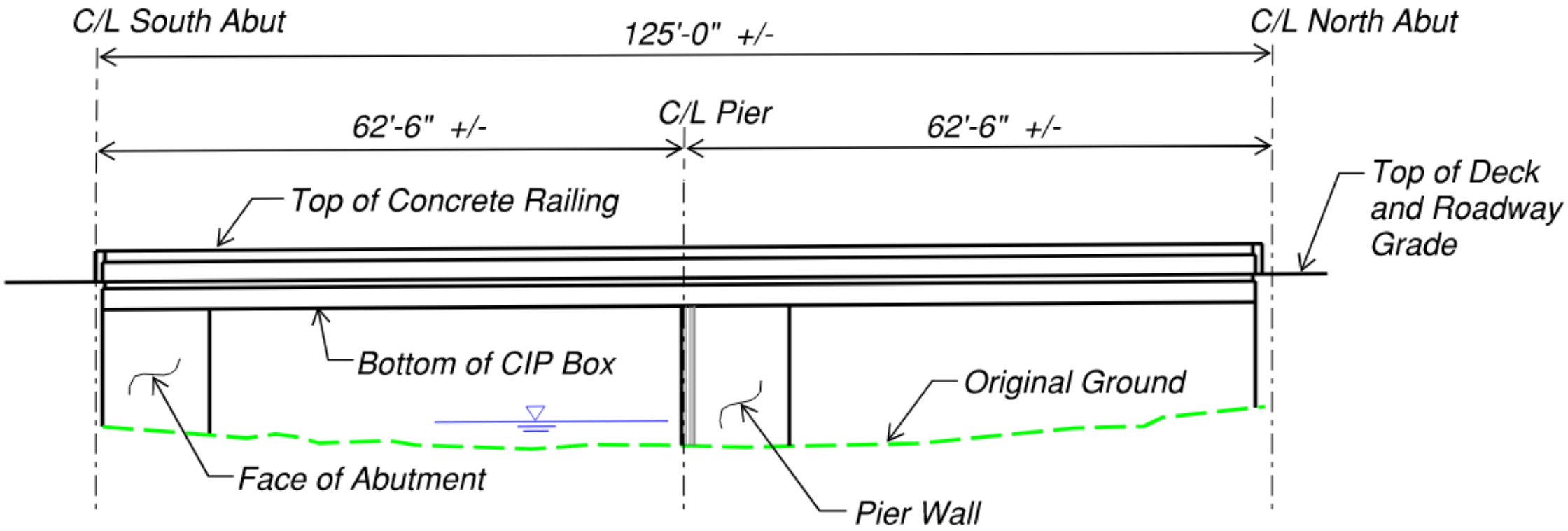
ARLINGTON AVENUE BRIDGES PROJECT

- Single Pier CIP Concrete Box

Recommended Bridge Concepts

ARLINGTON AVENUE BRIDGES PROJECT

- Single Pier CIP Concrete Box

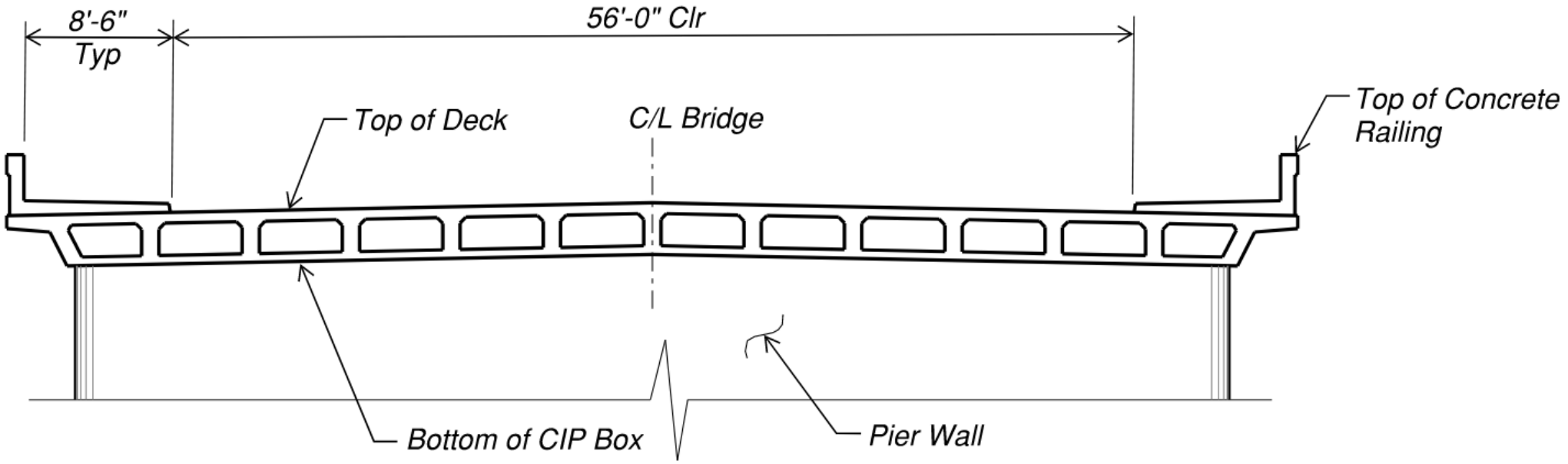


ELEVATION

Recommended Bridge Concepts

ARLINGTON AVENUE BRIDGES PROJECT

- Single Pier CIP Concrete Box



TYPICAL SECTION

Recommended Bridge Concepts

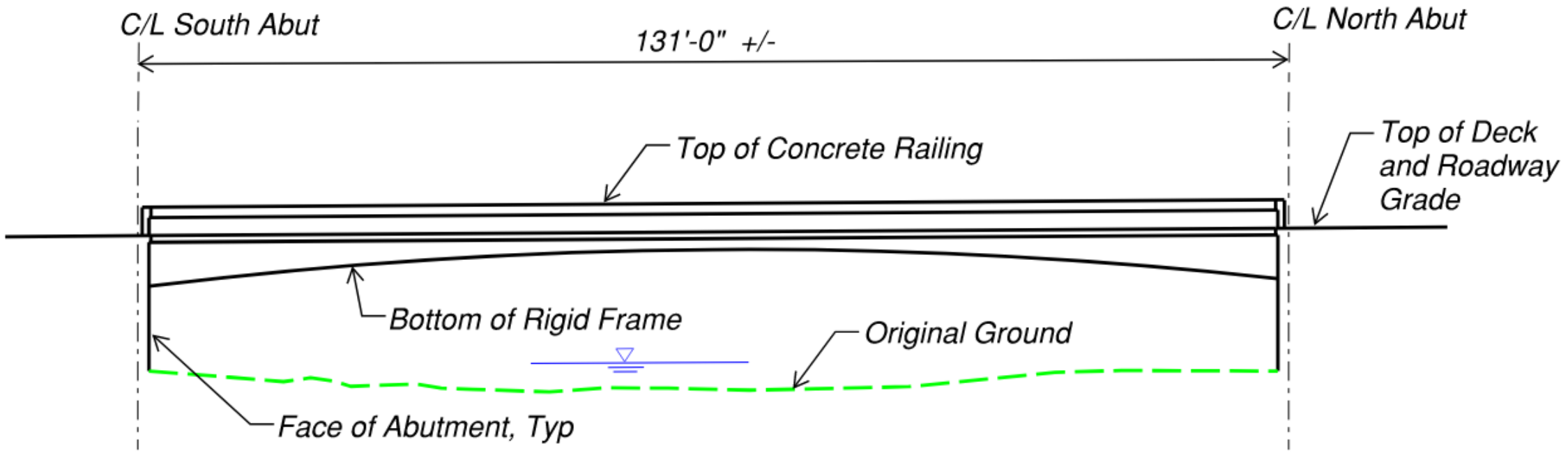
ARLINGTON AVENUE BRIDGES PROJECT

- Clear Span Rigid Frame

Recommended Bridge Concepts

ARLINGTON AVENUE BRIDGES PROJECT

- Clear Span Rigid Frame

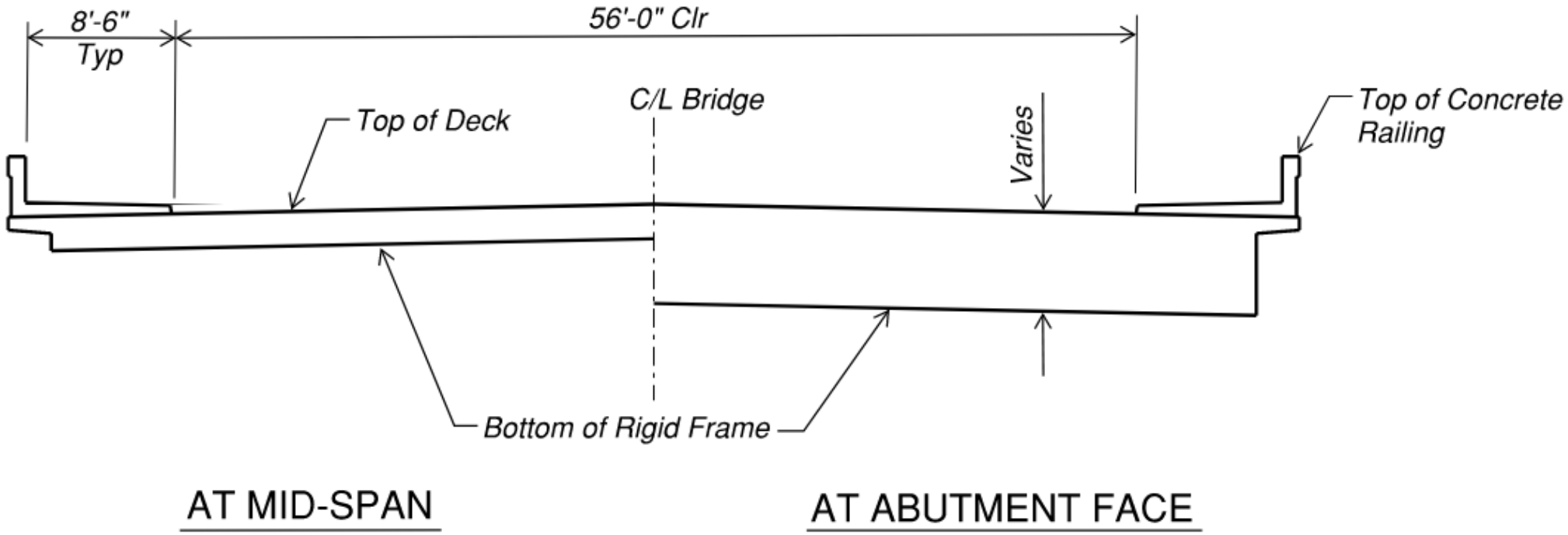


ELEVATION

Recommended Bridge Concepts

ARLINGTON AVENUE BRIDGES PROJECT

- Clear Span Rigid Frame



TYPICAL SECTION

ARLINGTON AVENUE BRIDGES PROJECT

Questions?

Group Discussion and Consensus

ARLINGTON AVENUE BRIDGES PROJECT

TAC-1 Recommendations

- Single Pier
- Clear Span
- Underdeck Arch

TAC-2 Recommendations

- Single Pier Precast Concrete Girders
- Single Pier Cast-In-Place (CIP) Concrete Box
- Clear Span Rigid Frame

ARLINGTON AVENUE BRIDGES PROJECT

Thank you for Participating!

RTC

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JACOBS

CITY OF RENO

UG-2

EntityName	FirstName		LastName	Title
CITY OF RENO: SWG				
City of Reno Access Advisory Committee	Jack	✓	Mayes	Executive Director Nevada Disability Advocacy & Law Center
City of Reno Arts, Culture and Special Events Dept.	Alexis		Hill	Arts, Culture and Special Events Manager
City of Reno Environmental Engineering Dept.	Kerri		Lanza	Engineering Manager
City of Reno Historic Resource Commission (HRC)	Claudia	✓	Hanson	Planning & Housing Manager
City of Reno Parks, Recreation & Community Services Dept.	Jaime		Schroeder	Parks Director
City of Reno Public Works Capital Project Dept	Kerrie	✓	Koski	City Engineer
City of Reno Public Works Maintenance Dept	Travis	✓	Truhill	Streets Program Manager
GENERAL: SWG				
Arlington Towers HOA	Guy		Zewadsk	President, Board of Directors
Carson Truckee Water Conservancy District	Ron		Penrose	Superintendent
Carson Truckee Water Conservancy District	Kayla	✓	Dowty	
Downtown Reno Partnership	Alex		Stettinski	Executive Director
FHWA-Nevada Division	Del		Abdalla	Environmental Manager
FHWA-Nevada Division	Dale		Wegner	Division Bridge Engineer
Frisch House - 247 Court St., Reno 89501	Frisch Trust		Theresa Frisch	Trustee
Nevada Department of Transportation	Jessen	✓	Mortensen	Bridge Division
Nevada Department of Transportation	John	✓	L'Etoile	Landscape Division
Park Towers HOA	Mike		Fuess	President, Board of Directors
Promenade on the River Senior Resort Living	Laurie	✓	Leonard	Sales and Marketing Executive Director
Pyramid Lake Paiute Tribe	Anthony		Sampson	Tribal Council Chairman
Reno-Sparks Indian Colony	Scott		Nebesky	Planning Director
Reno-Sparks Indian Colony ✓	Michon R.	✓	Eben	
St Thomas Aquinas	Father Chuck		Durante	Father (Rector)
St Thomas Aquinas	Brian	✓	Saeman	
State Historic Preservation Office (SHPO)	Rebecca		Palmer	State Historic Preservation Officer
Truckee River Flood Management Project	Eric		Scheetz	Engineering
U.S. Army Corp of Engineers	Jennifer		Thomason	Project Manager
Wingfield Park Condominium	Gerald		Dorn	HOA President
Architects +	Greg	✓	Erny	
FHWA	Andrea	✓	Gutierrez	
RTC	Amy	✓	Cummings	
RTC	Brian	✓	Stewart	
RTC	Doug	✓	Maloy	

Brandi

Lauren

Vern M.

Mike C. ✓

Matt N. ✓

Kelly H. ✓

Barb S. ✓

City Council

Tony Hash.

REGIONAL TRANSPORTATION COMMISSION

ARLINGTON AVENUE BRIDGES PROJECT

STAKEHOLDER WORKING GROUP

---o0o---

RTC Stakeholder Working Group-2 Meeting

Thursday, November 5, 2020

Reno, Nevada

Reported by: Brandi Ann Vianney Smith

Job No. 681225

---o0o---

RENO, NEVADA, THURSDAY, NOVEMBER 5, 2020, 9:00 A.M.

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MS. TORTELLI: Well, welcome everybody. It's a little after 9:00, so I am going to go ahead and get started.

Can you hear me okay?

(SWG responded "yes.")

MS. TORTELLI: I would like to welcome everybody, and let you know I'm Judy Tortelli, Project Manager for the RTC. I am here to talk about bridge concepts the team carried forward for the Arlington Avenue Bridges Project.

I have two folks that are going to assist me with this meeting: Ken Green is here in the office from Jacobs.

MR. GREENE: Hi, everybody.

MS. TORTELLI: And I also have Mike Cooper from Jacobs on the line.

MR. COOPER: Good morning.

MS. TORTELLI: I wanted to let everybody know that I do have a court reporter on the call. She is going to capture meeting notes for the discussion today.

So I've kind of got everybody's name up on the screen, I'll go through this in just a minute for those people that I don't know, but she may be asking you to

identify yourself when you speak if we don't know who you are. So that may be coming.

So today we will run through a presentation and go over what the team has been up to so we can get this project moving along again. Things were delayed just little bit with COVID and trying to get into this situation of virtual meetings and how to handle all of that stuff.

Ken will be helping me cover the environmental side of things, and Mike will assist with the bridge concepts specifics.

I would like to ask that as we go through the presentation, everybody please mute your speaker. It looks like everybody's doing a great job with that. Thank you.

As we go through presentation, make a note of any questions or comments that you may have.

I have several breaking spots identified specifically for questions, so if you could just kind of keep track of what questions you have, we will address those when we get there.

Now I am going to try to go through just a rough attendance. I have Brian Seaman on the line, Mike Cooper, Kelly, Brandi is here, our court reporter, Barb Satner, Gregory Erny is on the line, Claudia, Lauren Ball, Theresa Jones, Andrea --

Andrea, you're from FHWA; correct?

MS. GUTIERREZ: Yes. Correct.

MS. TORTELLI: And then I have Michon, Adam Carmazzi (phonetic), Michael Moreno, Toni Harsh, Vern Malloy (phonetic), Travis Truhill, Kerrie Koski.

And that's all the names that I'm seeing on my screen. Is there somebody that is on the line that I haven't call out?

MR. L'ETOILE: John L'Etoile.

MS. TORTELLI: I'm sorry. I couldn't hear you.

MR. L'ETOILE: John L'Etoile.

MS. TORTELLI: Oh, hi, John.

MR. NEGRETE: Judy, Matt Negrete is also on.

MS. TORTELLI: Hi, Matt.

MS. KOSKI: Judy, this is Kerrie. I did invite the stakeholder for the -- the Council members stakeholders. They may join us as we are moving along through the meeting, but I can't guarantee.

MS. TORTELLI: Okay. Okay. Thank you, Kerrie.

And, then, there was also --

Can I see that list for just a second, Ken?

We also had Kayla Dowty from Carson-Truckee Water Conservancy District. She may be jumping on a little bit later. She had a conflict right at nine o'clock, so we'll kind of work through that.

Can everybody see the presentation on the screen

okay?

(SWG responded "yes.")

MS. TORTELLI: Okay. So the purpose of today's meeting is to discuss bridge concepts for project, give you an overview of what we've done, and determine which bridge alternatives should be carried forward.

We're here to convey input received from the Technical Advisory Committees, which I will also be referring to as "TACs."

The TACs are small groups of more specialized individuals that dive into the details of the project based on the broader direction that has been provided by you all, the Stakeholder Working Group.

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

From the information gathered, the team determined applicable evaluation attributes, anticipated permitting requirements, and compiled materials to be presented to the TACs.

We have held two meetings: On July 15, TAC-1 focused on permitting and regulatory requirements, and back in August, TAC-2 focused on bridge and roadway elements.

Our goal through this process has been to reduce

the range of alternatives that are carried forward into NEPA and design.

Based on the TAC meetings, I think you will find there is a distinction between which alternatives should be carried forward.

So here's 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, but it has been awhile since we have all met.

These are all items that were presented at our first public meeting, and again at our first Stakeholder Working Group meeting.

I'll give you a little recap of our first Stakeholder Working Group meeting, talk about how the TAC-1 meeting went regarding permitting and regulatory requirements, and spend some time going over recommendations from the TAC-2 meeting, which focused on bridge and roadway elements.

Please keep in mind that I have allocated time for questions right after we present on the TAC-1 and TAC-2 meetings.

From there, we will jump right into some discussion and decide how things should move forward.

So the scope of this project is to complete a feasibility study to define bridge options, identify

constraints, and determine costs.

At the end, we plan to have a bridge and aesthetic package identified to carry forward into environmental clearance and design. Decisions will be documented using a process called "Planing and Environmental Linkages," also known as "PEL."

Following this process helps inform decision making, engages the public and stakeholders, and streamlines future NEPA processes.

So our project process has been modeled after the Virginia Street Bridge process, and includes receiving public, stakeholder, and technical input.

Alternatives are evaluated based on ability to meet 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. I did just want to touch a little bit on some comments that we received from that public information meeting.

We got -- and I talked about this a little bit at our first Stakeholder Working Group meeting. We looked at comments in a little bit more detail and kind of put them

into some categories.

We received around 78 comments. About 35 percent of those comments were focused on bridge types. Then, again, about 35 percent were focused on bridge aesthetics of the bridge. Then, there were, you know, some additional comments just talking about the needs and additional elements and miscellaneous things that should be moved forward.

So the team has been kind of keeping an eye on those public comments and making sure that we don't lose sight of them, so I just wanted to touch on those comments a little bit.

At our first Stakeholder Working Group meeting, we were successful the defining environment and engineering constraints and criteria associated with the project.

We have completed our two TAC meetings.

Moving forward, we will be holding one additional Stakeholder Working Group meeting to address aesthetic theme specifically.

We will present information gathered and get input at one last public meeting, which we anticipate to hold early next year.

So this slide should look familiar. It is our project purpose and need. We need to address structurally deficient Arlington Avenue Bridges, provide state- and

ADA-compliant, multimodal improvements, address hydraulic capacity needs, and respond to regional and community plans.

So here's what kind of our project schedule is. It has been adjusted a little bit due to some delays from COVID.

So we did have our kick-off meeting back in 2019. We're working on this little bar right now to identify and analyze bridge and aesthetic concepts.

Here is our little star for our public meeting, which we plan to have the beginning of next year.

Right now, we're looking to complete this feasibility study by June of next year. Then we will kick off the environment process, work through design and permitting. We're still holding this construction start date in 2026. That date hasn't slipped. Just some of this back here has.

We were originally planning to have this feasibility study done by the end of this year, but that is not going to happen; it's going to push out a few months.

So this slide should also look familiar. This is the list of our Stakeholder Working Group members. This list was defined at the beginning of the feasibility study.

It's compromised of major permitting agencies, groups and organizations that represent a larger component of Downtown, and immediate adjacent property owners.

So a little recap from our Stakeholder Working Group-1 meeting. These bullets here are kind of the takeaways from that meeting. The team was kind of -- our goal from that meeting was to organize alternative-specific constraints and criteria.

We left that meeting knowing that we need to determine who our lead agency would be; either the U.S. Army Corps of Engineers or FHWA.

We wanted to determine and confirm whether the bridges are historic. We wanted to determine the PEL checklist and who would be signing it. And then we developed environmental design constraints and criteria and engineering design constraints and criteria.

These slides may look familiar. This is what we filled out at that first Stakeholder Working Group meeting. We had a lot of discussion, and we tried to capture everything so that the team could take this and move forward preparation for the TAC meetings.

So now I am going to go on to the TAC-1 permitting and regulatory members. Here is a list of those members. It's slightly different from the Stakeholder Working Group member list, but also was defined at the beginning of the feasibility study.

There are 13 agencies identified on this list, and three were not present at the TAC-1 meeting. Our TAC-1

meeting, we did not have representation from SHIPO, Reno-Sparks Indian Colony or NDOT.

That TAC-1 meeting was hosted by the Army Corps of Engineers, and we had great participation and received some really valuable feedback.

Our approach to this meeting was to define a list of all of the permitting regulatory requirements we felt were associated with our various alternatives.

We presented that list, identified subtle differences between alternatives, and discussed permit specifics, i.e., timeframes, scheduled impacts, and needed coordination.

Then, we asked group if they agreed with out assumptions or knew of anything we were missing.

So now, I am going to turn it over to Ken, and he is going to go over the specifics of that TAC-1 meeting.

MR. GREENE: Thank you Judy. So just real quick, a recap on the TAC-1 meeting.

As Judy indicated, there were a couple of things that we still needed to answer that were phased out in SWG-1 and resolved those during TAC-1.

The first of which was the lead agency, whether it was the Corps of Engineers or FHWA. We agreed during TAC-1 that it would be FHWA.

NDOT did confirm that the Arlington bridges are

not historic. So that was, again, one of the things that was left kind of open-ended during SWG-1, direct and indirect effects on the adjacent historic properties will be determined during the NEPA process.

We do have -- as part of the feasibility study, we're putting together various memoranda that will summarize our current knowledge on historic properties adjacent to the Arlington bridges, and we'll start making some preliminary decisions about direct and indirect effects from the different alternatives on those adjacent properties. So that is a continuing process.

The PEL checklist -- that was another thing that was kind of left open ended during SWG-1 -- we determine that it would be signed by NDOT, and that PEL checklist is being prepared and populated now based on just continuing to move through the project. As we get more and more information, we continue to update that PEL checklist.

We also -- from the notes during TAC-1, it was determined by FHWA that DOT Section 4(f) is not applicable for the bridges.

We can get into -- if anybody wants to, we can get into a little bit more detail on Section 4(f) and what it means and how it applies, but that's something we're continuing to carry forward. That will be part of an ongoing discussion as we move through the project.

We did conclude that Section 408, the local sponsor is the Carson-Truckee Water Conservancy District. It does require unrest modeling using their updated model and river access for debris and sediment removal was key to a successful bridge type from the Conversancy District's perspective.

We've got to be able to get in -- access the river to clear sediment and debris from the river as we have flood events or that materials deposited either upstream or downstream from the bridge structure itself.

This is summary of our permitting and regulatory requirements. We pulled this from -- it was actually initiated during SWG-1 and it was updated ruing TAC-1. So most of these permits are identical to what we presented during SWG-1, with a couple of minor differences that were updated during TAC-1.

The first one there is the special use permit from the City of Reno. It was determined during TAC-1 that the SUP would not be required for this project.

We do need to procure a 408 permit, 404 permit, the storm water permit through NDEP, the NDSL -- that's the Division of State Lands -- their encroachment permit, that needs to be obtained as well, along with a 401 water quality certification.

Two additional permits that were talked about

during TAC-1 was the working and waterways permit from NDEP, and the groundwater discharge permit also from NDEP. Those two additional permits dovetailed from lessons learned on the Virginia Street Bridge Project.

So what this table does is it checks the different permits that would be needed for each one of the major alternative types, whether it be a single pier clear span, under deck arch, tight arch, or the elevated bridge concept.

Really, there's not a lot difference between what permit would be required for which alternative with several nuances, I guess, related to those different alternatives.

Those are identified by the asterisk, and if you'll note in the footnote of this table, additional requirements are possible during permitting and/or construction for the single pier concept, the tight arch concept, and the elevated bridge concept. Enough of that.

Permitting and regulatory requirements -- again based on that previous table and discussions during TAC-1 -- are similar between the alternatives, except for tight arch and the elevated concepts.

Both of those, during TAC-1, were determined to be more challenging related to permitting under section 404, as well as viewshed impacts, just because of the height of the structure itself, as well as required maintenance, both bridge and river/park maintenance, and river access for

debris and sediment removal.

So the goal for TAC-1 was to start moving toward a fewer number of alternatives that could be carried forward into NEPA and design.

MS. TORTELLI: So with that, here is one of those sections where I have time for questions.

So I don't know -- does anybody have any questions regarding the material that we just covered on the TAC-1 meeting?

So I am assuming since I'm not hearing anything, there were no questions from the material we just covered, so I'm going to go ahead and continue on.

So on to our TAC-2 bridge and roadway meeting. Again, here is the list of the TAC-2 members; slightly different, but also defined at the beginning of this study.

There are 11 members identified on this list, and 9 of those 11 members participated in the meeting.

So our approach with this TAC-2 meeting was totally different from TAC-1. We were looking at the bridge and roadway elements, we got -- actually did some scoring from members. So it was just a little bit different.

We split these two TAC groups up separately because we felt like they were kind of, you know, permitting and regulatory stuff and the bridge and roadway stuff, they are kind of different animals, and you really can't lump

them all together.

So the team prepared an evaluation attributes and scoring packet based on feedback from the Stakeholder Working Group-1 meeting.

We took that information from those handouts and we came up with some attributes and some scoring packets that we could send out to the team.

We developed nine concepts from the three major design themes. The three major design themes are single pier, clear span, which includes the under deck and tight arch, and then the elevated bridge concept.

We had included eight attributes, plus undefined attributes Y and Z for user input editing, and attributes were ranked on a scale of 1 to 10, with 1 being poor and 10 being excellent.

So we provided the TAC members with these scoring sheets, and we also gave them some qualitative attribute guidelines and concept evaluation summaries to help them complete their scores individually.

So all of the members -- all nine of members that participated, did their scores individually, and then they provided me with those scores. We compiled those scores and then we met as a group and consensus was achieved as a group on those scores.

So this here is just the TAC scoring sheet that

went out to all of our TAC members. So here are these nine concepts that were slit up. For single pier concept, we had precast concrete girders, a cast-in-place concrete box, steel I girders.

For the clear span concept, we had an under deck arch, rigid frame, and a tight arch.

For the evaluated bridge concept, we had precast girders, cast-in-place concrete box, and steel I girders.

So those attributes that I was talking about, the team spent a lot of time going through these attributes and trying to figure out what is the best approach.

We tried to come up with attributes that you could score these various alternatives on. We had a construction cost attribute, we also had a construction schedule and cost risk attribute, existing infrastructure impacts, maintenance and inspection access, long-term maintenance costs, environment impacts, river recreation impacts, and bridge aesthetics.

So when we did -- when we got our scoring sheets back from out TAC members, there were some attributes that were added by a couple of members.

One was in regards to permitting and ancillary impacts to Wingfield Park. You can see on there, I have scope creep.

So the concern was, depending on what type of

bridge we build and what that footprint looks like, how much of the park are we going to be getting into, do we have to address mitigation, and how far out do we go.

There were also these other two added attributes: Crime prevention through environmental design, and homeless camps, graffiti, illicit activity, trying to design a bridge and maintain access from one side of the park to the other without encouraging riffraff hanging out under the bridge.

So these added attributes are not included in the TAC-2 scoring results, but the team did look at those scores for those added attributes and added them into the list, and kind of looked at them both ways.

I mean, if we did include the scores, it would only subtly change the overall rankings.

Since there were only -- I think these two attributes came from two members, so we didn't feel like it was fair to include the scores in the overall, and even if we would have, it wouldn't have really changed the results -- the overall rankings.

So from there, I am going to go ahead and turn it over to Mike Cooper. He is going to kind of go through the TAC-2 scoring results.

MR. COOPER: Thanks, Judy.

I am Mike Cooper, Bridge Engineer with Jacobs. So in evaluating the individual TAC member scores, each

attribute, we took an average score, and then those averages were totaled to get to the scores you see on the screen now.

Again, the higher the score, the better the ranking.

Then, the rank column shows that the rigid frame came in as the highest-ranked alternative, followed by one of the single pier concepts or precast concrete girders, and then, pretty close, the cast-in-place box for the single pier concept, as well as the under deck arch.

If you flip to the next view of the screen, Judy, there's, individually, those bars are intended to kind of give a graphic representation of the scores. You can see from those, the rigid frame did very well with the rankings.

The under deck arch and the tight arch, not so much in comparison to the rigid frame. The single pier concepts were similar, though the steel I girders, lagged behind just will little bit.

Next slide, Judy.

So here those same bars are flipped vertically and gathered together. The single pier concept, the clear span, and then the different bridge configurations in those.

So if you click to have next view, Judy.

The group was in agreement that the elevated -- all three elevated options didn't fare very well, and, therefore, felt that they did not deserve to be carried

forward.

Next one, Judy.

As we mentioned, the rigid frame did very well. So that is one we agreed as a group would be carried forward.

In relative terms, the two other clear span concepts didn't fare as well, so we decided it would be best to stick with the single clear span concept, the rigid frame concept for a clear span alternative.

And then, looking at the single pier concepts, we talked about those a little bit, and, ultimately, agreed that the precast concrete girders and the cast-in-place concrete box were both worthy of future consideration. The steel girder option was dropped.

So kind of the high points, if you will, the single pier concept, while it still has -- appears in the river, it does present fewer obstructions in the river compared to the existing -- the existing bridge on the north end is a three-span structure.

So fewer obstructions, and a possible advantage for the precast concrete girders is that it does not require false work or superstructure construction, which is a consideration when we are building over the river.

The next one, the single pier, cast-in-place concrete box girder, as with the precast girders, it has the

same single pier, although, it's fewer obstructions in the river compared to the existing.

In this case, false work is required for the cast-in-place superstructure, which will require some considerations and how that would be accommodated with river flows.

Then, the last clear span rigid frame, there is no obstructions in the river on the north end -- the north bridge, but it would require false work in the river to build the superstructure as it would be a cast-in-place concrete type of a bridge.

Next slide, Judy.

So to give you some visuals of what these three recommended bridge concepts would look like, first is a plan view of the single pier, precast concrete girders.

You can see the abutments on either end and the piers are oriented to be parallel, basically, to river flow through here.

The double hidden lines that you see, the dash lines in the middle of the bridge, those represent the shape of the pier wall below, as well as the pier cath that would be required for erecting and setting the precast concrete girders on that pier top.

Next slide is an elevation view of that bridge. The line right there on the top of the concrete railing is

shown above, and then beneath on the bottom side, the bottom of the precast, prestressed concrete girders, those phantom lines you see horizontally, those are intended to represent the shape of the precast girders. So there will be some lines visible in that face of the bridge.

Also the cap beam that is shown there, would typically be wider than the pier wall, and it provides a place to set those precast girders during construction. So visually, it's got that cap end.

In the elevation view, the face of the abutment shows because those, as we showed in the plan, are at a bit of an askew, to in a (Zoom audio drop) elevation, you see both the face of the abutment and the face of the pier wall.

It's not intended to mean that's how wide the pier wall is, you're just seeing the face as well as the front edge.

Next one is a section cut through the bridge. You just can see there the shape of the individual, precast concrete beams or girders.

So, visually, under the bridge, you'd see individual girder lines sitting on a pier cap out in the river.

Similar, there would be seats for those precast girders on the abutment walls on either bank.

The clear width there on the roadway and the

sidewalk, those are based on initial concepts on the roadway. Those will be dialed in with the roadway requirements as the project moves forward.

Next one, very similar in plan for the single pier, cast-in-place concrete box option. There's fewer dash lines in the middle because all you've got below the structure is the pier wall itself; there's no need for a drop cap to set the beams on. The cap beam is really integral with the pier wall itself.

So again, the abutments in the pier are oriented to be more or less parallel to river flow.

Next slide, here's the elevation view. Very similar to what you saw with the precast girders.

A couple of differences that should jump out: There is no pier cap, so it's a, maybe, cleaner lines, if you will, to the structure. And then the face of the cast-in-place box is just above the column after the bottom of the CIP box.

That would be a smooth surface, rather than the lines you would see for precast concrete beams.

Next slide, so under bridge, what you would visually see is a smooth soffit, or bottom of the cast-in-place box. You would not see the individual girders. Those would be interior to the cast-in-place box, so it's a smoother, maybe, cleaner-looking appearance from

underneath than what the precast girders would be.

Next slide, so this is the clear span, rigid frame. See there is no dash lines in the channel. So there's no pier wall in this concept.

The other subtle difference in plan view is the bridge, we're showing right now, is more rectangular in shape.

That has to do with how the structure actually behaves and the superstructure or rigid frame being connected rigidly to the abutment walls, and that is where it gets its support. It's easier from a structural perspective to have it be a rectangular shape.

If this were the concept that would be pushed forward, there would be some additional work to look at whether the abutment faces could be skewed to be more normal or parallel to the river flow.

Right now, we're showing it as a more conventional, what a rigid frame would look like in plan.

We flip to the elevation, that rigid frame would be envisioned to have a kind of a parallel shape to the bottom of it.

So what you would see is a deeper bridge section at the abutments, and a thinner bridge section out at mid-span.

Again, more smoother lines than what you might see

with the precast girder option.

Then, finally, if you look at the section cut through the bridge, what you would see underneath is a smooth bottom to the structure. Then, there out at mid-span, as I mentioned, and the deeper section at the abutment face where it's getting its support provided by the abutment wall.

MS. TORTELLI: So, thank you, Mike. That's a lot of really great information.

Does anybody have any questions or is there something we should go back at look at?

MR. ADAM: I have one question. It looked like in all the different bridge alternatives, we were not showing flood elevation of water.

Was the taken into account with the different alternatives as well as the depth of the superstructure?

MS. TORTELLI: So, Adam, we will go ahead and answer your question, but I just wanted to let everybody know, Adam is not a member of the Stakeholder Working Group.

So we will go ahead and answer his question right now, but if you do have additional questions, I'll open it up for kind of a public comment section at the end.

But, Mike, can you go ahead and kind of generally answer Adam's question?

MR. COOPER: Yes. That's that good question,

Adam, and, in general, all three of those structure types would be established so we can pass flood flows.

We haven't done any analysis at this point on flood elevations versus roadway elevations to any great extent, other than to kind of compare with what is there today versus depth of superstructures that were shown in these concepts.

An advantage of the rigid frame concept is there is no potential for collecting debris on a pier.

But it does have a deeper section at the abutment walls, and it may be difficult to keep the ends of the bridge out of flood flow, depending on what we determine is necessary for depth of structure there to support the bridge.

The cast-in-place box and the precast girder options, those, I think, will readily provide clearance over the flood elevation without impacting roadway profile above.

Does answer your question, Adam?

MR. ADAM: Yes. So that's why a precast girder for a clear span wasn't considered is because you guys didn't want to impact roadway profile?

MR. COOPER: Yes. So the profile on the road is pretty well constrained, given that we're tying into intersections at both ends of the project, that if we start elevating intersections, then we're getting into access to

adjacent properties and things of that nature. That is going to be tough.

So we kind of looked at it as a goal of minimizing the potential for profile adjustments on the roadway, and if you look at a single span bridge that's a girder-type bridge, like either of the precast girders or even the cast-in-place box, the depth of those sections get too deep to pass flood flow.

MS. TORTELLI: Does anybody else have any questions?

MR. ERNY: Greg Erny. I know these are kind of structural concepts we looked at, but in the context of other things that are, I guess, come into play, have any of these been evaluated for their, I guess, the graffiti factor that might be an invitation on some of the ways that the faces of these bridges might be presented?

And, then, the articulation that is evident in the precast ones seems to accommodate a lot of places for critters, such as birds and bats and things underneath.

Is that an issue of concern that we need to worry ourselves about with respect to either making them homeless or inviting them in?

MS. TORTELLI: So, Gregory, I will take a stab at that. I don't know that we necessarily thought about a graffiti factor.

I mean, we talked about what kind of maintenance is going to be required on some of these different bridge types, but it's definitely something that I think we need to consider moving forward.

Then, also --

And, Mike, maybe you can jump in a help me with that, as far bird and bats up under the bridge, I mean is that something that we are concerned with or that it's kind of on the table to look at?

MR. COOPER: So starting with the graffiti question, the way the north bridge was configured, we were kind of focused on trying to maintain the path that is underneath the existing bridge so there will be access underneath there.

Those abutment walls, there are some things we can do for aesthetics and also kind of deter graffiti and with form liner treatment that provides a rough surface that doesn't lend itself well to graffiti.

Then the use of anti-graffiti coatings that make it easier to remove any art work, if you will, things of that nature.

As far as the birds go and potential for birds roosting under there, that is potentially an issue with a girder-style bridge, the precast girder bridge.

There are places, particularly given the shape of

those cross sections on those girders, even though they are sloped, they may be a place where birds would want to roost.

There are some things we can do for, say, at the pier to prevent or not include any horizontal surfaces that would be roosting areas, if you will, and try to minimize those kinds of areas.

But, yeah, birds and bugs and spiders and what not are going to be something that would be, maybe, more of a maintenance concern with a girder-style bridge than one that's got a closed soffit.

MR. ERNY: Some people may consider the critters to be an amenity, and others may consider them to be a nuisance.

That is why I bring it up, as we may have some differences of opinion regarding that aspect from some of the folks who may offer comment and response to the project as we go forward.

MR. COOPER: Good point. Good point.

MS. KOSKI: Judy, this is Kerrie Koski. Can I speak?

MS. TORTELLI: Absolutely.

MS. KOSKI: Great points you brought up, Greg. Thank you for brining those up.

Yes, there is definitely a balance, and as far as the City's concerned, tipping that balance more towards less

maintenance is always preferred.

But we do understand that some of the things that you described, Mike, using different shapes with the form liners and such would be incorporated into the final design.

Also into the -- you know down the road with the project itself, we could probably put some thought into materials that we could use on the surface, on the exterior that might be graffiti protection, that sort of thing, and maybe get those incorporated into the maintenance and operations manuals so the City can have that for future.

Theresa Jones, she keeps real good records of those, I am not sure if she is on here today, but that would be most helpful for our bridge program.

MS. TORTELLI: Thank you for that, Kerrie. We will keep those notes as we are moving forward. That's great feedback.

Does anybody else have any questions?

MR. ERNY: One final comment, Judy. This is Greg again.

MS. TORTELLI: Yes.

MR. ERNY: Call me Greg. If you call me Gregory, I will think it is my mother yelling me, and I am in trouble again.

MS. TORTELLI: Okay. Okay, Greg.

MR. ERNY: Thank you.

MS. TORTELLI: Okay. I am not seeing or hearing anything else at this point.

So here we go. We are at this group discussion and consensus slide right now.

A couple of things that I just wanted to highlight are we -- like I said previously, our approach for our TAC-1 permitting and regulatory meeting, and our approach for TAC-2 bridge roadway elements meetings were different because the nature of those two meetings were different.

But, in the end, the TAC-1 recommendations, based on challenges associated with permitting, it seemed like the single pier concept, the clear span concept, and the under deck concept could potentially be a little bit less cumbersome from a permitting perspective.

I am saying that correctly, Ken?

MR. GREENE: Yes.

MS. TORTELLI: Okay. And then for the TAC-2 recommendations, we have our three recommendations from that. So we had the single pier precast, cast-in-place, and then the clear span.

So, overall, the two were pretty similar in that elevated bridge concept kind of fell off, and the tight arch concept kind of fell off.

Right now -- and I am just going to back up. Right now, what we're kind of seeing from the

recommendations from both TAC-1 and TAC-2, we feel like moving forward with these three bridge types makes the most sense.

I just kind of wanted to see if there's anything else the group thinks we need to look at what the reasoning may be behind that, or does anybody have any comments?

MR. GREENE: Or are we generally in agreement that these three concepts are the ones that we should keep -- continue moving forward with?

MS. TORTELLI: So I am guessing no comment means concurrence?

MS. KOSKI: That is kind of what I am hearing. Tough crowd here this morning.

MS. TORTELLI: I know. You guys need some coffee.

MS. HANSON: This is Claudia. I will speak up. I would go with -- I am in concurrence.

MS. TORTELLI: Okay. Thank you.

MS. JONES: In concurrence.

MS. TORTELLI: And I don't need you all to say in concurrence or not, necessarily. I mean, like I said, I am assuming that no feedback means we're in concurrence.

Moving forward from here, I mean, we have to present this material to the public.

So thank you, Greg.

So I am going to do a similar thing as I've done

here for the Stakeholder Working Group meeting, which is tell the public what we came up with at Stakeholder Working Group-1, what the recommendations were from the first TAC meeting and the second TAC, and what we came up with from our second Stakeholder Working Group meeting. From there, we will finalize the feasibility study.

We do have our next Stakeholder Working Group meeting, which is going to be focused on aesthetics of the bridge.

I am hoping to have that meeting before Christmas, if we can fit it in. I will be sending out another poll of when people are available to see if we can fit in before Christmas.

Just trying to maintain the schedule, I would like to try to get all of the TAC and Stakeholder Working Group meetings done by the end of year.

Is there anything that the group would like to see us provide further, I don't know, analysis on these bridge concepts? Or is there anything specific that you want to see from an aesthetic perspective to maybe lead us down a path?

The intent is -- what we've said we would do on the aesthetic side is kind of look at three different aesthetic themes.

We're going to put together something that kind of

matches the Downtown Reno Streetscape Master Plan.

We're going to put together something that just kind of matches what is down there now; kind of the theme, the existing theme that's down there now.

Then we are going to come up with something that is bridge-specific. Maybe something specific to the Arlington Avenue Bridges.

So those are kind of -- that's the direction that we're moving toward on the aesthetic side. So is there any input there?

MS. KOSKI: Judy, this is Kerrie Koski again. The aesthetics is the probably the more interesting -- for majority of the group, the aesthetics is probably the more interesting part of this.

When you take this out to the public, were you planning to include any aesthetics, or were you planning to discuss the aesthetics packages with the Stakeholders before it goes to the public?

MS. TORTELLI: We will go through the aesthetic package with the Stakeholder Working Group prior to going out to the public.

MS. KOSKI: Okay.

MS. TORTELLI: I wanted to find what kind of theme -- aesthetic theme we are going to move forward with, and it's going to be a pretty high-level theme at this

point. This is just a feasibility study.

I do, definitely, want to kind of vet our ideas through the Stakeholder Working Group meeting before we go out to the public.

You're right, the aesthetics and what the bridge looks like is what people care about, and what I think are going to be most vocal about.

It's a little bit more exciting for some than others. Some bridge engineers like this other stuff, and the rest of us like how it looks.

MR. L'ETOILE: Judy, I do have a question. When you are thinking of the different themes, and you mentioned the theme that is already existing there in the areas, I am just curious what -- if you can articulate that more?

Maybe this is something that we can come up in the working group. I didn't know if that was, maybe, venturing into the art deco, historic type, or something more contemporary.

But I just want to have more clarification on what that theme would be.

MS. TORTELLI: Well, at this point, I'm not really sure, John, unless --

Barb, did you want to provide any input on that?

MS. SANTER: Yeah, I guess from my perspective, you kind of have a two-part response there, because there's

the Downtown Streetscape Master Plan, which doesn't really talk about -- that is like a different set of standards for more of the Streetscape side, and that includes, like the double, candy cane lights and the paving, and those have not actually been used on any of the downtown bridges so far.

Like, for example, Virginia Street Bridge has its own unique design, and a lot of that was driven by historic match, you know, historic requirements for that area.

Then Center Street, which we did in the 90s, that does have more of an art deco flare because of all the buildings that were around it at the time, one of which is no longer there, the Mapes.

So it's kind of a two-part thing. The art deco styling is not really called out in the Downtown Streetscape standards.

So those with more -- the Downtown Streetcape standards, they don't really address the bridge design, specifically.

So it seems like those are two different types of styling because the Downtown Streetscape standards are art deco, is how I would answer that.

And I might, while I am on here, mention just a couple other things that seem to typically come up from the public with respect to bridge aesthetics.

One of them is, in the past, the public has

frequently commented that they like the bridge railing to be see-through instead of solid, like solid concrete.

That has come up when we did Center Street back in the 90s. It came up with Virginia Street when we worked on that a number of years ago. And I know that's been a comment on the Booth Street Bridge that it doesn't have see-through railings.

So that's something I was going ask Mike, if any of these bridge types would preclude having a type of see-through railing design or not?

And I know one of the issues is you have to provide the vehicle protection as well. So I might --

If I answered your question, John, if you don't mind I might must toss that one to Mike Cooper.

MR. L'ETOILE: Yes. Yes. Thanks, Barb.

MR. COOPER: Sure, Barb. What was pictorially shown on the schematics we developed were the standard, solid, parapet walls, but you are absolute right, open railing would be something we would want to look at.

There's a couple directions you could go with those. You could go with an open concrete railing that could be designed and detailed to also be a vehicle barrier and provide the more open look.

What we did on Center Street with the lighter aluminum railing on the edge of the deck for pedestrians was

not a vehicle rail. So we ended up putting a concrete railing between the sidewalk and the vehicles for protection there.

MS. SANTER: Right.

MR. COOPER: And we could do something similar to that here as well.

It just becomes a matter of how to end those and terminate those interior rails, if you will, with pedestrian access around them and the vehicles and such. Yes, those are possible.

MS. SANTER: And I know not to get way in the weeds on this right at this particular meeting, but on both the Center Street and the Virginia Street Bridge, the other thing we kind of tried on purpose was have a bit of an overhang, like a widening of the bridge.

The downfall of that is we ended up having the -- in the more transparent railings, we ended up having that separate vehicular barrier right at the back of Walk.

Which in this, may not be good because we so many special events down there that it seems like maybe there would be a better and more desire to have things kind of walkable all the way out to the edge.

So just a couple of things come to mind there. But it sounds like none of these options would preclude a more open railing, which is great.

MR. COOPER: So, Barb, another thought I was having here on Center Street, that in the middle of the river there we made the sidewalk wider for kind of congregation areas, if you will.

I don't know if that's something here that would be of interest at Arlington. The bridge is shorter, quite a bit shorter than at Center Street, but something to think about.

MS. SANTER: Yeah.

MR. COOPER: If that does become a desirable feature, it may end up being limited to the single pier option because we have a better opportunity to widen out the deck with the pier out there, rather than trying to widen the deck out with the rigid frame clear span option.

It just becomes a little bit more complicated.

MS. SANTER: Yeah, that is what I was trying to indicate earlier by saying that we did that on the Center Street Bridge, and the Virgina Street Bridge is also wider. In the middle, it kind of flares out, and that was purposefully done just as a congregation spot.

So that's good to know that that may only work with a single pier type, not so much the clear span.

One other thing that comes to mind with respect to kind of thinking about future aesthetics is the idea that this is isn't the last bridge that would need to be replaced

Downtown. We've still got Sierra, Lake, and I think, maybe, even eventually Booth.

So to the degree it's even possible to know this now, is there a desire to have a kind of family of bridges or have every one completely unique?

Maybe the construction type is one of those things that is certain like a starting point to uniqueness or family kind of style design.

We kind of have some pretty landmarked design, I think, with Virginia Street that, to me, I don't know that you would want to do that on every single one.

To me, that should be the main one and the others, maybe, more secondary to that for sure.

I am not sure we can answer that right now, but that is just something that comes to mind when selecting the bridge types, you know, if we can even predict whether they could apply to some of other bridges that have to ultimately be replaced.

MS. HANSON: Barb, I think that is a great concept. I was thinking kind of the same thing is how those will all interact.

Like you said, we may not decide it here, but somehow establishing a hierarchy with Virginia Street as already kind of the grand one in the area, and I think respecting that and showing that when you go out to the

public and coming back to the committees showing what that overall, I would say, family of them where they are going to have to respect each other's architecture as we move forward.

So I think that's a great concept. I was thinking the exact same thing.

Then just a couple of thoughts on the wider portion on Virginia and Center.

I feel like on this one the island is wide part, so I don't think -- they are shorter bridges, so I think -- I was going to say nature, but those are manmade islands. I think wide part is already provided by the island on this one.

And then on design -- and Kerrie, you can hit me on mute if you need to -- the Downtown design concepts, I don't think we've ever fully explored -- with the concept on bridges, definitely, but I would say the overall concept has not been revisited in quite sometime.

So I think, looking at that and making sure it works with the rest of Downtown, but also respecting the architecture with the three mid-century, modern buildings nearby and then the McCarran Mansion and the Cathedral, just, you know, it is quite a historic group up buildings in the area.

I don't think we have fully explored the Downtown

design concepts, that we have to completely be locked into that.

Kerrie, feel free to correct me if you think I am wrong, but that's how I see it.

MS. KOSKI: Nope. I think you're absolutely correct; spot on.

And I do support Barb's comments as well about the family design.

I think within the community -- being involved in the Virginia Street Bridge Project, we heard that and we even looked at that, but I do think that Virginia Street Bridge is unique, and, perhaps, the others should be respectful of the historic nature.

But I think if we could somehow think about that in the future -- for future of Sierra Street, Lake Street -- I could see it working very well. And I can see it being supported within the community.

But that's today. Who knows; right?

MS. SANTER: Right.

MS. TORTELLI: I do like the family of bridges idea for sure. We're looking at replacing all these bridges, and it would be nice to move forward with something similar as we replace them.

MS. KOSKI: Yes. And as far as a maintenance aspect like I was talking about, there are maintenance and

operations folks, they like it when we have some similar designs and not specialty items on every bridge. It would be helpful for us in that respect as well.

MS. HANSON: I think the community's really going to appreciate it also, showing that we are all looking into the future, and not just piecemealing these together, but showing that the group is looking at a consistent approach into the future.

I think when this goes out to the public, I think you definitely need to show the series of them.

I wouldn't put dates on designs or anything, of course, you know, because the last one all, of us will be retired by the time that last one gets replaced.

So we don't want to tie too many hands there. But I think the public would really appreciate it.

MS. KOSKI: Good points, Claudia.

MS. SANTER: But I think just narrowing down, like the -- has already been done here, that we don't have an above-grade support type of design.

That's a big decision already that kind of helps define what the family could be.

MS. TORTELLI: Right.

MS. SANTER: And maybe Virginia Street's the main one that has that.

I think the other thing about that that's good --

because I remember this coming up on Virginia Street -- is people wanted to maintain the view to the west of the mountains, and not have above-grade structures that were obstructing your view from wherever you were standing because that is kind of a cherished aspect of our Downtown, is to be able to look at the river and then see the mountains in the background or maybe even from either direction.

MS. KOSKI: Good points, Barb.

It seemed to me like the arch design, maybe we could look at too. Incorporating, not necessarily the same as the Virginia Street Bridge, but some sort of an offshoot.

I'm not an art person. I'm not professing to be an expert in designs, but I was just thinking somehow tie it together a little bit with the aesthetics.

MS. SANTER: Oh, you're talking about the railing.

MS. KOSKI: Yes. Excuse me. The railing, yes.

MS. SANTER: Oh, yeah. Okay. Yeah.

MS. KOSKI: And then keep that openness. And I agree that view to the west is very important.

Well, all views are important. I mean, really, they are all important. I shouldn't just way the view to the west.

People, I see them sitting on the Virginia Street Bridge, and they take in all of Downtown.

MS. SANTER: Yes.

MS. KOSKI: So I guess retract that.

MS. HANSON: And with this, the view to the east is going to be the Virginia Street Bridge.

MS. KOSKI: Correct.

MS. SANTER: True. Yeah. But if every bridge has an above-grade train, then it makes it harder to see past that next block.

So I think that kind of supports having Virginia Street be the leader in that regard, and having the above-grade arch and maybe, if we don't have to have that kind of design, the others don't have that.

MS. KOSKI: Yep. I agree.

MS. HANSON: Good point.

MS. KOSKI: I think I may have cut somebody off. Was it Greg?

MR. ERNY: Yes. I am sorry. I didn't mean to interrupt.

I guess -- I'm not sure what we consider the -- define the term "family" as. Whether it is structural sort of concepts and/or kind of things that have similar characteristics, or whether it is cost effectiveness or means and methods for that work for time that they are done.

I guess I may be the one heretic in the bunch here in that I think each site will have its own unique aspects.

I think one of the things about the Arlington Bridge is, it's a big community gathering area, and those bridges connect those islands that we are considering the widening areas.

I would hate to see those bridges become the throttle points between the banks on the north and the south side across both bridges and the island.

I think having the bridges be an extension of those islands to and from the north and south is something worth consideration here because there is a lot of things that go on where the bridges are closed off and community activity happen in those areas.

I wouldn't want to see single file have to happen crossing those bridges to get to the actives on the island and things.

Anyway, I think we should always kind of keep an eye on the context which each bridge is and respect the activities and potential activities and potential for the locations in each of those bridges.

MS. SANTER: Good points.

MS. TORTELLI: Well, I think all of that is excellent feedback, and it helps give us kind of a starting place to put together material for our next Stakeholder Working Group meeting.

Is there anybody else that would like to have any

comments or questions from the group?

MS. DOWTY: Hi, everyone. This is Kayla Dowty, and I am the District Engineer for the Carson-Truckee Water Conservancy District. I apologize because I had to join late today, so this may have already been discussed.

Typically, Ron Penrose or Lori Williams are on this call, and I am filling in for them today.

I know they've mentioned this on previous working groups, but I just want to reiterate that for District and then also, probably, for the City of Reno, access from the bridge to the river is really, really important.

Obviously, in the design of the Virginia Street Bridge, that wasn't made possible.

So we're hoping that during engineering this time that is considered as one of the priorities, access both from the bridge deck and then possibly also some sort of ramp so that we can access the river to keep the channel clear.

MS. KOSKI: Kayla, thank you for joining the meeting. I am with the City. I appreciate your comments.

I think we did talk about -- we have been discussing the access and, yes, we are in support of access from the top of the bridge to the river.

As you well know, the City does oftentimes have to pull materials out of the river. I believe this

group -- and Mike or Judy, somebody, correct me if I am wrong.

I think we were looking at access not to the river, not necessarily directly from the bridge, but from the banks, other options or other alternatives; that is correct, Judy?

MS. TORTELLI: Yes, that is correct. I mean, kind of leading in from our first TAC-1 meeting, that was a big point that was brought up was access to the river for maintenance.

As we forward I think with these designs, we'll continue to keep that up on the priority list and pop through how that's going to work out.

MS. DOWTY: Perfect. Thank you both so much. And thank you for updating me since I was late.

MS. TORTELLI: Okay. Well, thanks so much for joining us, Kayla. Sorry that you had a conflict. We can't ever be in two places at once; right?

MS. DOWTY: That's right. Yep. Lori is actually on the river now right behind the Reno Police Department doing some debris removal on the river as we speak.

She apologizes that she couldn't make it.

MS. TORTELLI: Okay.

MS. JONES: I mentioned this very early on too. Maintenance access is, obviously, very important, but -- and

I am sure NDOT will provide comment on this as well as the design moves forward -- access for bridge inspection as well is very important.

I was team leader for the bridge inspection for NDOT for nearly five years and Center Street Bridge and Virginia Street Bridge, those large UBT trucks that they use could not get underneath those bridges, and those bridges are inspected every two years, at a minimum; a number them are inspected more frequently.

The inspection this last spring on Virginia Street Bridge, they were able to -- oh, I can't remember the name of the vehicle that they used, but they were able to get underneath to inspect all the girders.

That needs to be considered in the design as well somewhere down the line.

MR. COOPER: Hi, Theresa, it's Mike. That is a very good point.

MS. TORTELLI: That access will be something that we'll key in on as we continue to move forward.

But I think it's something that, as the team, we want to make sure that we're highlighting as we go through the feasibility study, so it's something that is carried forward when we get into design and NEPA.

MR. GREENE: Yes.

MS. TORTELLI: And not just lost in the --

MR. GREENE: Actually, that's for both maintenance and inspection and debris removal.

MS. TORTELLI: Yes.

Okay. Is there anything else? And is there anybody on the call that is not Stakeholder Working Group member that would like the say something. I am going to open up it now for that, if there are.

Like I said, if there is anybody on the call that is not specifically a Stakeholder Working Group member, if you want to throw something in there, now is an opportunity.

MS. HARSH: Yes. This is Toni Harsh.

MS. TORTELLI: Oh, hi, Toni. Glad you made it.

MS. HARSH: Yeah, we've got lots of worker bees out here doing other things.

In no particular order, I did write down some question marks and some information. Do you mind if I just do it with no pre-thought of having it organized? I am just going to shoot out some thoughts.

MS. TORTELLI: That's fine. That's fine.

MS. HARSH: Okay. What came to mind is the possibility of Ralston, and I do not know what the situation is with Stevenson being closed. I don't know if that has an impact on our traffic studies, but just throwing that out. Sometimes we forget that streets close up.

Then, going back to the Downtown Streetscape --

maybe Claudia can help me on this -- I think it was even before this century. I think that was in the 1990s. And it might be included in putting it all together, I am not sure. I'm old on these strategic plans.

So Claudia's correct, there has not been a review of that particular street scape in a long time. I applaud the thinking of the concept of how we kind of put this all together with the other bridges, especially the ones that are Downtown that are within sight of each other; Booth sits off by itself.

So I think that's getting ahead. If we look at one project at a time and not the how it's going to fit into the total aesthetics of the Downtown.

Also, when are you planning -- and this gets confusing -- to discuss -- bring up to date the Council people that are involved in this? And I believe that's Council Ward 5 and Ward 1, and I would include the Councilperson at-large.

The reason being, Council people seem to hear an awful lot from the pubic, and when you get to the presentation to the public, a lot of times what I hear is that we didn't look at this.

Because the public has all sorts of ideas, as they should. It's their money. So, just, I would be curious when you're going to be doing that.

Also, let's see. I think those are all my comments and questions. I'm looking and, yes, I think that's it. Those are all my comments and questions.

MS. TORTELLI: So, Toni, thank you for that. We will definitely make a note of Ralston and Stevenson potentially being closed and keep that on our radar, as we look at traffic and projected volumes and all of that stuff.

I'll get on the aesthetics. I mean, we'll get with Barb and the team and see if it makes sense to, rather than just sticking to our three hardcore ideas -- you know, one being the Downtown Streetscape Master Plan and another one being matches the same theme and then another being something separate -- maybe we go outside that a little bit in light of the fact that the Downtown Streetscape Master Plan doesn't really cover it.

So we will work on that with the team.

Your question on the City of Reno Council. So you're absolutely right, the process that we have defined for this project is to update City of Reno Council and RTC Board prior to going out to the public.

So before we have this public meeting, we'll go to City of Reno Council and the RTC Board.

So once we get done with our third Stakeholder Working Group Meeting, which is going to address aesthetics, we will compile everything together, then take that to the

City of Reno Council and the RTC Board, and then we will go to the public.

Then we will be following back up with the City of Reno Council and RTC Board after the public meeting to kind of update them on what feedback we got from the public prior to finalizing the feasibility study.

So there is a lot of involvement in there with City of Reno Council, if that answers that question.

MS. HARSH: Thank you.

MS. TORTELLI: Yes.

MS. KOSKI: And I would like to just add to that.

Hi, Toni, thank you for joining our meeting today.

MS. HARSH: Thank you.

MS. KOSKI: You had some great comments there. I appreciate those.

I just wanted to add to what -- the question about the Stevenson, actually pointing that out. We are aware of that abandonment. We have spoken to the developers and they have been advised that, basically, that we need to work together on these projects.

So we are not working in a vacuum. We are during to communicate to everyone, actually, that comes to the City that has a development in the surrounding area and point them toward this project and make sure that we address specific project needs, such as traffic.

So that was great point.

I am not sure what the plan is going to be for Riverside Ralston quite yet.

There's still a lot of speculation, but I do believe that something may come out of that. Fingers crossed; right?

Then we also have Council updates internally. RTC staff and City staff do meet with our respective Council members, and we do update them as well.

So that does help get the message to them as well.

MS. HARSH: Thank you.

MS. KOSKI: You bet.

MS. TORTELLI: Okay. So are there any other questions? All right. Hearing none, I'm going to go ahead and just thank everybody for your participation.

I know sometimes these meetings are a little, I don't know, uncomfortable, but we really did get some great feedback today, and I think things are moving forward, so I am really happy about that.

Like I said, I'll be getting out an email to the group here so that we can get that next Stakeholder Working Group meeting scheduled, hopefully, before Christmas and talk about some aesthetics.

So thank you again, everybody. I really appreciate your participation.

MR. SAEMAN: Judy, this is Brian. Real quick, there was a request through the chat for the slide presentation.

So I don't know if you can make that available for others with respect to that.

MS. TORTELLI: Yeah, Brian. I will post the presentation on our website at rtcwashoe.com. I also need to update our website with kind of a recap from Stakeholder Working Group I and our TAC meetings.

So all of that information will be on our website at rtcwashoe.com, it's just not up there yet.

MR. SAEMAN: Thank you.

MS. TORTELLI: Um-hum.

All right. Thank you, everybody. We will be in touch, and we will talk about aesthetics.

(Meeting concluded at 10:28 A.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 November 5, 2020, at the RTC Stakeholder Working Group Meeting-2, 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 55 pages.

DATED: At Reno, Nevada, this 17th day of November, 2020.

BRANDI ANN VIANNEY SMITH

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