

SouthEast Connector Phase 2 Design: CWG Meeting No. 4

ATTENDEES:**CWG**

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Lissa Butterfield
Marge Frandsen
Roger Frantz
Shannon Windle
Tom Judy
Troy Miller

RTC

Garth Oksol
Jeff Hale
Michael Moreno

CH2M HILL

Cindy Potter
Leslie Bonneau
David Dodson
Matt Setty
Mark Gallegos

Atkins

David Farley
Geoffrey Schafler
Josh Thomson

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Lee Gibson, Doug Maloy, Alan Gubanich, Amy Cummings, Andy Bass, Anne Woodring, Charles Johns, Eddie Bonine, Janet Phillips, Jim Nadeau, Kathleen Taylor, Leo Heuston, Lisa Mann, Lori Wray, Margo Medeiros, Mike Kazmierski, Mitch Nowicki, Pat Gallagher, Phil Condon, Rae McElroy, Randy Walter, Roger Jewett, Scott Carey, Scott Hall, Sue Golish, Terri Thomas, Tory Friedman, Tray Abney, Val Martino, Valerie Anderson

PREPARED BY:

Mark Gallegos

DATE:

May 9, 2013

PROJECT NUMBER:

RTC Project No. 532013 / CH2M HILL Project No. 458732

On May 9, 2013, the Regional Transportation Commission of Washoe County (RTC) hosted the fourth Community Working Group (CWG) meeting for the SouthEast Connector Phase 2 Design (SEC) project. The meeting was held at the Associated General Contractors of Nevada (AGC) offices located at 5400 Mill Street, Reno, Nevada. The purpose of the meeting was to provide the CWG with an update on the Phase 1 construction progress; provide an update on the 30 percent design submittal; and review and get input on landscape and aesthetics concepts.

5-Minute Opportunity

Attendees were provided a "5-Minute Opportunity" to discuss any items of concern not included within the evening's agenda and suggest agenda topics for future CWG meetings. Items brought forward are as follows:

The RTC will be hosting a neighborhood meeting on **Thursday, May 23, 2013; 6:30-7:30 P.M.** which will be held at **Hidden Valley Elementary School, 2115 Alphabet Drive, Reno, Nevada.** Meeting notices have been mailed to residents within the Hidden Valley, Hidden Meadows, and Rosewood Lakes neighborhoods. The meeting notice will also be posted to the RTC and project websites and distributed via email blast to the project email database. CWG members are encouraged to attend.

I understand that a Request for Proposal (RFP) has been issued for construction of the project, isn't this premature since the permit has not yet been approved and the design is not completed?

An RFP was issued in January 2013 for a Construction Manager At-Risk (CMAR) contractor to provide pre-construction services during the design phase. Proposals have been reviewed and interviews with the shortlisted firms were held in April 2013. Interview results and award recommendation will be provided to the RTC Board and made public on May 10, 2013. It is also important to note that the USACE requires submittal of design plans as part of the Section 404 Clean Water Act Permit application; these plans need to include

sufficient detail to show impacts and proposed mitigation measures (typically 50 percent level of design detail or greater).

What is Construction Manager At-Risk (CMAR)?

Unlike the traditional Design-Bid-Build procurement process, the CMAR procurement process allows the owner (RTC), designer, and the contractor the opportunity to work together during design to develop a more efficient and higher quality project. CMAR provides an opportunity for greater innovation and potential cost savings to the project. The team will provide a more in-depth discussion of the CMAR process and introduce the CMAR contractor for Phase 2 at the next CWG meeting on June 13, 2013 (pending RTC Board approval of the CMAR award recommendation).

When will wetland mitigation plans be developed and will these be reviewed with the CWG?

Design for the wetland mitigation areas is currently underway and will be included within the 50 percent design submittal as well as submitted to the USACE as part of the Section 404 Permit application. The design will be refined based upon comments received during the 50 percent submittal and Section 404 Permit application reviews. Wetland mitigation design will be presented at a future CWG.

Has consideration been given to emergency access needs on the new roadway?

Yes. The team has met with emergency services to discuss access needs and emergency turnaround locations.

Has a noise study been performed? Will there be soundwalls?

A noise study was previously performed in 2011, during the conceptual design phase of the project. The team is currently reviewing this study to determine if it is still applicable based on the changes that have been made to the alignment since this study was performed. Noise impacts and potential mitigation methods will be discussed further at a future CWG meeting.

Phase 1 Construction Update

Garth Oksol/RTC provided an overview of the Phase 1 construction including construction progress photos. Concrete roadway paving operations have begun on Sparks Boulevard; including a “marathon” weekend with crews working round the clock during the weekend to minimize traffic disruptions and accelerate the paving work. Paving activity will continue over the next couple of weeks with lane closures and traffic being switched to various configurations as paving continues. Grading to provide access to the bridge construction site has been completed and drilled shaft operations have begun for the construction of the bridge piers.

Area residents interested in receiving regular construction progress updates and information regarding lane closures via email may subscribe by visiting the project website at www.southeastconnector.com and providing their email address. Residents may also call the SEC construction hotline at (775) 398-5059 with questions or concerns.

30 Percent Design Update

David Dodson/CH2M HILL provided an update on the 30 percent design submittal. 30 percent design plans were submitted to the RTC, Washoe County, and Cities of Reno and Sparks for review and comment. The majority of the comments received were typical for a 30 percent design review and primarily technical in nature. No comments were received that would have a significant impact on the roadway alignment nor prevent the project from moving forward.

A couple of comments received during the 30 percent design submittal review may result in changes to design elements previously reviewed by the CWG. The potential changes being considered based on these comments were reviewed with the CWG and are as follows:

Multi-use Path Crossing at Alexander Lake Road – The 30 percent design plans submitted for review showed the multi-use path running along the west side of the new roadway for its entire length and crossing Alexander Lake Road at-grade. In response to safety concerns expressed with regard to pedestrian and bike traffic on the multi-use path interacting with truck traffic on Alexander Lake Road, the team is proposing a change to the multi-use path in this area. The proposed change would shift the multi-use path to the east side of the new roadway between South Meadows Parkway and Alexander Lake Road with an at-grade crossing in the area of the existing

cattle guard on Alexander Lake Road (just east of the new Huffaker Narrows Bridge). The path would then cross under the north end of the Huffaker Narrows Bridge and continue north along the west side of the new roadway. This concept would require the construction of a footbridge over Steamboat Creek south of Alexander Lake Road, with a possible additional creek crossing for path users accommodated over the top of a planned flood diversion structure north of Alexander Lake Road.

It is felt that this new path layout will help alleviate potential safety concerns at Alexander Lake Road by placing the crossing in an area with improved sight lines for trucks and pedestrians, placing the crossing close to an area where truck drivers would already be accustomed to watching for potential cattle and/or wildlife entering the roadway. Additionally, "Stop" signs will be posted on the path at this crossing to alert path users that traffic along Alexander Lake Road has the right-of-way at this location. This concept will be reviewed in detail with the RTC, Washoe County, and the City of Reno to determine if this solution adequately addresses the comments received.

Are there any future developments currently planned within this area?

Currently, there are no plans that we are aware of for development within this reach of the project. Any potential development would most likely be to the west of the new roadway as the flood plain mitigation work proposed as part of this project would occur to the east of the roadway and would likely preclude development to the east.

If future development would most likely occur to the west of the roadway, how would these future developments access the multi-use path without crossing the new roadway?

Future developments would access the multi-use path at either the South Meadows Parkway intersection or Alexander Lake Road via any potential path networks created as part of the future development. At this time it would be difficult to know for certain whether potential development in this area might occur and what that development might look like (i.e., residential, commercial, mixed use, etc.). The proposed design would not preclude any development from tying into the path.

The cattle guard on Alexander Lake Road is in pretty poor condition, are there any plans to replace it?

The cattle guard on Alexander Lake Road is owned by Washoe County. The team is not aware of any plans the County might have to replace this structure.

Maintenance Access Roads – The 30 percent design submittal included a continuous maintenance access road on the east side of the new roadway for its entire length. Based on comments received and subsequent discussions with the City of Reno, it has been determined that this new maintenance access road is not required. Maintenance access can be provided with connections to existing maintenance roads where needed. Maintenance vehicles will also be able to access drainage structures via roadway shoulders in areas where the slope is 4:1 or flatter with the addition of slope stabilization at these points. This change will reduce overall construction impacts and costs as well as eliminate the long-term maintenance costs associated with a new access road.

Bridge Type Selection

David Dodson/CH2MHILL provided an overview of the proposed bridge types selected for the five bridges that will be built as part of the project; including displays depicting profile views for two of the structures (Huffaker Narrows and Boynton Slough bridges) and representative photos of each bridge type. The structures at Mira Loma, Boynton Slough, Yori Drain, and the Rosewood Lakes Drainage are proposed to be cast-in-place concrete slab structures with supporting piers. The Huffaker Narrows Bridge structure is proposed to be a cast-in-place concrete box girder structure with supporting piers. The recommended bridge types were selected based on a number of factors including construction cost, hydraulic needs, and geotechnical conditions at each site. A Bridge Type Selection Report is being finalized and will be forwarded to the RTC for review and concurrence.

Landscape and Aesthetics

David Farley/Atkins provided an overview and led a discussion of potential conceptual landscape and aesthetic elements for consideration by the CWG to obtain additional input. The elements provided for review included bridge railings, wing-wall relief patterns, median island accents, intersection treatments, and multi-use path and

pedestrian rest area treatments. The following is a summary of the discussion highlights and applicable consensus items.

Bridge Railings – The group was presented with examples of three potential bridge rail types - NDOT standard (solid concrete with horizontal inset); Texas DOT (concrete with vertical “keyhole” openings at regular intervals); and Oregon DOT Portland rail (tubular steel structure resembling split rail fencing). ***There was unanimous consensus for the CWG to recommend the use of the Portland rail due to its open feel and resemblance to split-rail fencing found on ranches in the area. Note was made that there are various surface treatment options for the steel rail including galvanized, stained, powder coated, and the use of “weathering” steel (steel treated to provide a weathered/rust patina). Potential surface treatments will be reviewed at a future CWG pending acceptance of the CWG’s recommendation by the RTC.***

Wing Wall Textures – The group was presented with several options for possible relief patterns that could be incorporated into the wing walls of bridges and drainage culverts. The relief patterns would be applied to the structures using concrete form liners. The relief patterns included stacked stone (with varying degrees of roughness), flagstone, and cut stone (smooth and rough finishes). ***There was unanimous consensus to recommend the incorporation of a flagstone pattern due to its more “natural” look. Note was also made that a more “random” pattern is preferred with variable sizing of the flagstone elements. The CWG also requested consideration for boulders to be placed within the abutment embankments, where feasible, to provide for additional visual interest and “softening” of the structural elements. The recommendations of the CWG will be forwarded to the RTC for consideration.***

Box Culverts vs. Conspans – The CWG was presented with conceptual renderings of box culverts and conspan culverts. ***There was unanimous consensus regarding the preference for conspan culverts due to the wider, unobstructed openings provided by the conspan in addition the rounded roof line. The CWG’s recommendation will be forwarded to the RTC for consideration; however, note was made that the conspan structures are more costly than standard box culverts. The required function for each culvert will also need to be considered for the various locations.***

Veterans Theme – The CWG was presented with potential ideas for incorporating the veterans theme within the aesthetic treatments. ***There was consensus that the incorporation of the veterans theme within the aesthetic treatments was acceptable; however, the preference was to incorporate these elements in subtle ways.***

Median Accent Patterns – Potential options for center median accent patterns presented to the CWG included chevron, basket weave, and curvilinear/“wave” patterns. Median widths range from 4 to 14 feet. The CWG was advised that these patterns could potentially be produced using different materials including stamped concrete, pavers, and decorative rock. Landscaped medians are not an option for the project due to long-term maintenance costs. Options for median accent patterns and materials will be considered further at a future CWG meeting; however, initial CWG preference appears to lean toward the curvilinear concept. ***There was some concern expressed by the CWG regarding weed control within the median in those areas where decorative rock might be used instead of concrete.***

Intersection Treatments – Conceptual intersection treatments were presented to illustrate how possible landscape and aesthetic elements could be incorporated into the design of the intersections. The CWG was advised that low maintenance landscape plantings could be used at the intersections, including trees and shrubs, to provide additional interest. The use of plantings at intersection locations is acceptable to the City of Reno, as long as plantings are not included within pedestrian “pork chop” islands due to maintenance requirements. In the concept shown, the “pork chop” median islands include aesthetic treatments that would reflect the accent treatments incorporated within the traffic median at these locations; plantings would be provided along the roadway and/or sidewalks adjacent to the intersection; and pedestrian “plazas” provided at some corners to provide viewing locations to take advantage of natural viewsheds. Crosswalks would be “piano key” painted crosswalks to maintain consistency with City of Reno design standards. ***There were no objections noted with regard to the conceptual intersection landscape and aesthetic treatments presented.***

Multi-Use Path –The multi-use path is planned to be an asphalt path with hard-packed shoulders (material to be determined) and native vegetation adjacent to the path. Trees, shrubs, and other landscape plantings along the length of the path are not being considered due to maintenance and irrigation needs. Distance markers could be incorporated along the path to provide reference points for users, particularly in the event that a location needs to be relayed to emergency services. These markers could potentially include the City of Reno Parks and Recreation logo and/or elements of the proposed veterans theme to tie in with the rest of the project should this theme be selected. ***There was a request to consider “runner’s edges” along one or both sides of the path with a decomposed granite-type of material for runner comfort. There was consensus that distance markers should be recommended for inclusion along the path. The design and materials for these markers will be discussed at a future CWG meeting pending acceptance of the CWG’s recommendation by the RTC.***

Pedestrian Rest Areas – The CWG reviewed conceptual renderings for the proposed pedestrian rest areas along the multi-use path. While landscape plantings such as trees and shrubs are not planned along the length of the path due to maintenance and irrigation needs, shade trees and low maintenance plantings could be incorporated at pedestrian rest areas. Potential layouts, materials, and furnishings were briefly reviewed and will be further considered by the CWG at a future meeting.

Color Palette – The NDOT standard color palette for northern Nevada was provided to the CWG for review and initial thoughts. It was felt by some on the CWG that staying within this palette may be a good idea in order to maintain consistency on regional roadways. The CWG would like to review the palette options further at a future meeting and would like to consider seeing larger color swatches and view them in the field (if possible) to get a better idea of how the various colors blend with the surrounding environment.

General Landscape and Aesthetics Comments

The roadway and associated aesthetic treatments should blend with the surrounding environment as much as possible.

Garbage cans and park benches used along the multi-use path should incorporate open/slatted designs to discourage graffiti. Solid surfaces will likely experience greater incidents of graffiti and vandalism.

Consider the use of boulders with flat top surfaces for seating at pedestrian rest areas where possible to maintain a more natural look.

“Hide” structures and structural elements as much as possible.

Separate multi-use path users from ranches and open space, off-leash dogs running into grazing areas are of particular concern.

Meeting adjourned at 7:30 P.M.

The next CWG meeting will be held on Thursday, June 13, 2013 at the Associated General Contractors of Nevada (AGC) offices located at 5400 Mill Street, Reno, Nevada.