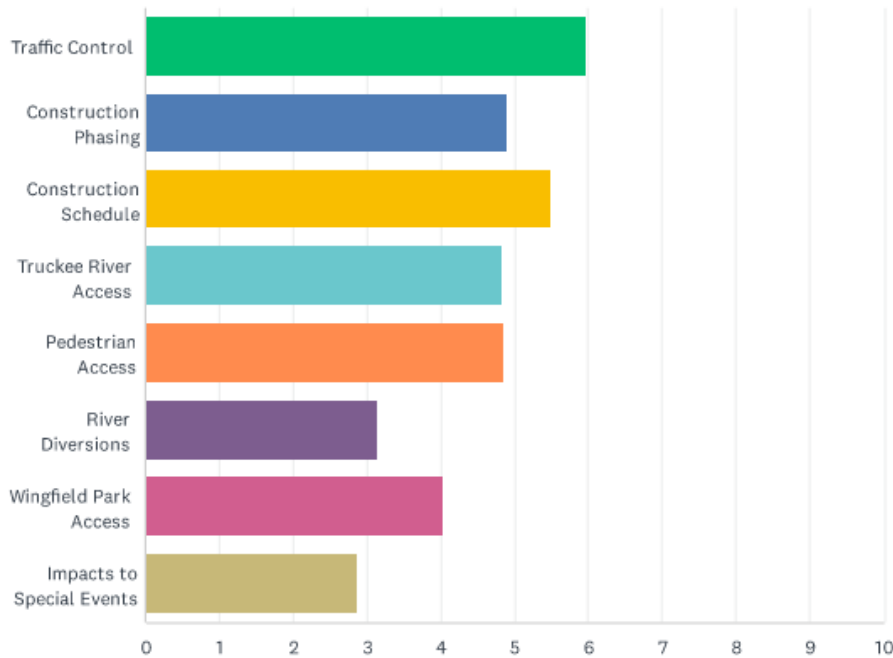


Public Information Meeting #3 Comment Responses

Q1. Once the construction contractor is onboard, what construction related information and updates are you most interested in? Rank the following items from the most interested in (1) to least interested in (8).

RTC Response: Updates on traffic control and construction schedule ranked most important. Impacts to special events and river diversion ranked least important.



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Traffic Control	44.05% 37	9.52% 8	9.52% 8	7.14% 6	10.71% 9	8.33% 7	5.95% 5	4.76% 4	84	5.96
Construction Phasing	9.52% 8	19.05% 16	19.05% 16	5.95% 5	14.29% 12	17.86% 15	9.52% 8	4.76% 4	84	4.88
Construction Schedule	20.24% 17	26.19% 22	16.67% 14	8.33% 7	3.57% 3	4.76% 4	13.10% 11	7.14% 6	84	5.49
Truckee River Access	11.90% 10	9.52% 8	10.71% 9	25.00% 21	17.86% 15	13.10% 11	8.33% 7	3.57% 3	84	4.82
Pedestrian Access	5.95% 5	15.48% 13	11.90% 10	25.00% 21	19.05% 16	13.10% 11	5.95% 5	3.57% 3	84	4.83
River Diversions	3.57% 3	8.33% 7	2.38% 2	9.52% 8	5.95% 5	22.62% 19	25.00% 21	22.62% 19	84	3.13
Wingfield Park Access	2.38% 2	4.76% 4	22.62% 19	10.71% 9	16.67% 14	15.48% 13	21.43% 18	5.95% 5	84	4.04
Impacts to Special Events	2.38% 2	7.14% 6	7.14% 6	8.33% 7	11.90% 10	4.76% 4	10.71% 9	47.62% 40	84	2.85

Q2. Construction Comments (31 comments)**Q2-1. Water Quality impacts on the river.**

RTC Response: In coordination with local, state, and federal agencies, RTC has developed a construction approach that minimizes potential for water quality impacts to the Truckee River. To facilitate construction of the substructure for each bridge, the water beneath the bridge would be diverted to the other channel of the Truckee River to create a "dry" work zone. It is anticipated that the temporary river diversions would be comparable to the common construction method of placing portable precast concrete barrier rail on gravel bags, with an impermeable geotextile liner to seal off the work zone (nontoxic materials would be used, such as 10-milimeter polyethylene sheeting or similar). This approach would help prevent sediment, petroleum products, chemicals, and other liquids and solids from entering the river during construction. The greatest potential for sediment release would be during installation and removal of the water diversions. To minimize these potential impacts, the contractor will be responsible to comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) Individual Permit through the Nevada Division of Environmental Protection for erosion control due to storm water and construction related runoff. The Contractor is also required to implement a project specific Storm Water Pollution Prevention Plan (SWPPP) reviewed and approved by the City of Reno and RTC.

Q2-2. None.

RTC Response: Thank you for your participation.

Q2-3. I use the bridges to bike to/from work everyday, I'd like to know about access for bikes.

RTC Response: See response to Q2-23

Q2-4. Coordination between RTC, the eventual contractor and Reno Parks and Rec for any work Parks and Rec wants to get done in construction window.

RTC Response: The Section 408 permit from the USACE limits the scope of work and construction limits that are allowed within the 14,000 cfs floodway, which encompasses most of the project area. The whitewater feature just west of the north bridge will be reconfigured to coordinate with the change from two piers to one pier for the new north bridge. The City of Reno will be required to do separate permitting for improvements outside of the Arlington Avenue Bridges Project plans. The City of Reno is in the final stages of developing a Master Plan for park improvements. Included in the Arlington Avenue Bridges Project is the widening of the existing ADA accessible ramp from Island Avenue to accommodate river access for maintenance equipment. The team is coordinating with the City of Reno to ensure proposed improvements are forward compatible with the Master Plan.

Q2-5. Impact to bikers.

RTC Response: See response to comment Q2-23.

Q2-6. Environmental impacts.

RTC Response: In compliance with the National Environmental Policy Act of 1969 (NEPA), the RTC is conducting an environmental study to evaluate and document the Project's potential impacts. The study includes analysis on visual resources, biological resources, multimodal (Bike/Ped/Transit), land use, community and businesses, environmental justice, floodplains, water quality, wetlands, parks/recreation, historic resources, hazardous materials, and traffic/safety. Long-term Project effects are primarily beneficial and RTC is committed to implementing numerous measures to mitigate short-term impacts associated with construction activities. Multiple permits are also required to avoid and minimize Project impacts. RTC is coordinating with local, state, and federal regulatory agencies to prepare and obtain all required permits.

Q2-7. You need to change Sierra to two-way traffic during street closure.

RTC Response: Sierra Street will remain one-way southbound for all travel lanes during construction. Converting Sierra Street to two-way traffic would reduce the southbound traffic capacity in half, causing unacceptable levels of service and major traffic congestion. In addition, the traffic signals at 1st Street and Court Street can only accommodate southbound directional traffic. Maintaining the southbound Sierra Street and northbound Center Street one-way couplet most efficiently accommodates traffic.

Q2-8. Water quality and flooding impacts from the new bridge design.

RTC Response: Regarding water quality, the Project will perpetuate the same stormwater and drainage patterns as currently exists. Surface flows from the bridges would continue to be collected by two catch basins and conveyed via a storm drain, which would continue to ultimately discharge storm flows to the Truckee River downstream of the south bridge. The catch basins include an oil/water separator, which provides stormwater quality treatment. For water quality during construction, see response to comment Q2-1 above. Regarding flooding impacts in the Project Area, the regulated Truckee River floodplain encompasses Arlington Avenue, Wingfield Park, and land adjacent to the river out to W 1st Street and Eloise Avenue. Flood events in 1997, 2005, and 2017 inundated these areas and closed Arlington Avenue. One of the identified needs for this project is to provide sufficient hydraulic capacity for the Truckee River during flood events. Hydraulic analysis completed for this project demonstrated that the bridge designs have minimal influence on flood elevations. Even removing the bridges completely was determined to have minimal effect on flood elevations. Therefore, while the new bridges will not mitigate existing flood risk, the new bridges were designed to achieve zero rise in the base flood elevation and will provide the same or slightly improved hydraulic capacity as compared to the existing bridges. The new north bridge will have only one pier, compared to the two piers of the exiting bridge, providing more unobstructed area in the event of flooding.

Q2-9. I am concerned that much ignored maintenance work be done on the whitewater park itself to return functionality and usability to original levels while you have equipment in the river.

RTC Response: While the purpose of this project is not to restore functionality of the whitewater park, RTC will mitigate impacts to the whitewater park associated with the new pier configuration that will exist when the north bridge is reconstructed. To that end, RTC has hired Recreation Engineering & Planning (REP), the original whitewater park designer, to update the design of the whitewater park upstream and downstream of the north bridge. These updates are intended to preserve the safety and functionality of the park after the new bridge is constructed. The design is summarized as follows:

- Immediately upstream of the bridge, the existing drop structure would be modified and slightly reoriented from its current position. This would involve shifting the drop structure slightly to channel center and angling the drop to river-left of the proposed new bridge pier.
- Portions of the existing rock grouting along the river edges and surrounding the drop structure would also be replaced and reset. There will be no exposed sharp rocks or riprap used along the river banks.
- The channel between the upstream and downstream drop structures on either side of the bridge would be recontoured. Based on information received from the Carson Truckee Water Conservancy District (CTWCD), it is estimated that up to four feet of sediment has accumulated in this area. This includes a depositional island which has formed between the north bridge and the upstream drop feature. Recontouring the channel would involve removing the island and sediment between the upstream and downstream drop structures on either side of the north bridge. The pool at the end of the upstream drop structure would be deepened and regraded to improve functionality and recreational safety.

These modifications along this 330-foot-stretch of the river would help keep kayakers from being directed into the new bridge pier and alleviate the eddy current that has developed which has led to the sediment deposition. The whitewater park designers will conduct a post-construction evaluation of the entire park.

The Project also includes widening the existing ADA accessible ramp from Island Avenue to accommodate river access for City maintenance equipment. The City of Reno is responsible for obtaining all applicable permitting to perform future maintenance on the whitewater park. RTC is confirming if sediment removal can be performed when the bridges are being constructed under existing maintenance agreements.

Q2-10. None.

RTC Response: Thank you for your participation.

Q2-11. Noise and dust/dirt.

RTC Response: The contractor will prepare and implement a Construction Management Plan for review and approval by RTC and the City of Reno. This plan will include measures to reduce noise and control dust from construction activities. The contractor will comply with City of Reno ordinances and obtain a Dust Control Permit from the Washoe County District Health department, Air Quality Management Division.

Q2-12. I live on Island Avenue and wondering how construction will impact access and parking to my condo.

RTC Response: Access to Island Avenue will be maintained throughout construction. During construction of the south bridge's south abutment, work would encroach into Island Avenue and flaggers may be required for traffic control. This would affect access for residents in the neighborhoods along Island Avenue and Eloise Avenue west of Arlington Avenue. This traffic disruption is expected to occur for a relatively short time period; likely less than one month.

Q2-13. How it will affect the flow of life and access to businesses and homes in the area.

RTC Response: Temporary traffic disturbances will occur during the 2-year construction period and some people may need to use an alternative route to access homes and businesses. See response to Q2-23 regarding closures and alternate routes. Direct access to homes and businesses would be maintained during construction. However, residents and businesses adjacent to Project construction may experience a temporary increase in noise and dust during construction. In cases of night work, light pollution also could be a disruption. Nearby businesses may be affected by drivers avoiding the area because of traffic delays and general construction disturbance. In addition, the events and performances that are held at Wingfield Park and its amphitheater would not have use of these facilities for the 2-year construction duration, which may reduce the number of patrons to nearby businesses. People who typically use Wingfield Park can use other nearby parks during construction. A Public Communications Plan will be prepared including measures to keep the public apprised of road and recreation facility closures and access restrictions during construction.

Q2-14. Clarity of signage during construction, for both cars and pedestrians.

RTC Response: See response to Q2-23.

Q2-15. That covers it.

RTC Response: Thank you for your participation.

Q2-16. Budget and then actual costs (overruns).

RTC Response: The original contractor bid price will include a pre-determined contingency budget to cover minor changes that are encountered during most construction projects.

Q2-17. Impact to downtown residents.

RTC Response: See response to Q2-23 and Q2-13. Regular updates during construction will be posted on the project website, ArlingtonBridges.com. These updates will include traffic control updates and upcoming construction activities.

Q2-18. Speed the project can be done. Can we have marathon work days like NDOT does to make the project go faster?

RTC Response: The RTC is exploring ALL opportunities to get construction complete ASAP. The RTC will work closely with the Contractor on efficient construction. The Contractor will develop a construction schedule, including any proposed construction marathon activities that will require working outside of normal work days/hours defined by the construction documents, that must be approved by the RTC and City of Reno.

Q2-19. Bicycle path restrictions.

RTC Response: See response to Q2-23.

Q2-20. Design.

RTC Response: The 90% design will be completed in September 2023. The RTC is in the process of hiring a Construction Manager at Risk (CMAR) to review the plans and specifications to ensure constructability and efficiency of the design.

Q2-21. Noise mitigation and cleanliness of the construction site. Protecting the river from trash and debris.

RTC Response: The contract specifications require the Contractor to maintain the work site clean and free from rubbish and debris and provide enforcement measures. See responses to Q2-1 and Q2-11.

Q2-22. Updates regarding closures.

RTC Response: See response to Q2-17.

Q2-23. Getting to the office.

RTC Response: During construction, all travel modes (passenger vehicles, transit, cyclists, and pedestrians) will be detoured around the construction area. This includes Arlington Avenue between W 1st Street and Island Avenue, which will be closed during construction. W 1st Street will be limited to westbound travel only between Stevenston Street and West Street. Travelers using Island Avenue, or the Truckee Riverwalk may also encounter detours near Arlington Avenue due to temporary closures and access restrictions on those routes during construction. The contractor will post detour signage to direct users to alternate routes. Vehicular detour routes include Keystone Avenue to the west and the Sierra Street / Center Street one-way couplet to the east for north-south movements, and West 2nd Street, Liberty Street, and California Avenue for west-east movements. The closest alternate route across the river for pedestrians and cyclists is via Sierra Street, although some cyclists may prefer to use Virginia Street, which has striped bicycle lanes within the travel way. The Contractor's traffic control plans for vehicles, pedestrians, and bicycles will be reviewed and approved by the City of Reno and the RTC. The contractor is required to do regular inspections of all traffic control signage, cones, barrels, etc. Regular updates regarding traffic control and construction activities will be posted on the project website (ArlingtonBridges.com) during construction.

Q2-24. Pollution; I also want it to look good.

RTC Response: The contract specifications require the Contractor to maintain the work site clean and free from rubbish and debris and provide enforcement measures. The aesthetics for the project were developed through an Aesthetic Stakeholder Working Group and input received during Public Meeting #2 and have been approved and endorsed by RTC's partner Agencies.

Q2-25. Mostly road closures and effects on ArtTown.

RTC Response: See response to Q2-23 regarding closures and alternate routes. The events and performances that are held at Wingfield Park and its amphitheater would not have use of these facilities for the 2-year construction duration. We have informed the Artown organization of the upcoming closure of Wingfield Park during construction, so they have adequate time to coordinate with other locations/venues to hold events.

Q2-26. I'd love to learn more about what it takes to build a bridge like this.

RTC Response: RTC will conduct another public information meeting prior to construction. At that time, we should have selected a contractor and will have more information about the construction process and timeline. We will include this information in the presentation. Regular updates during construction will be posted on the project website ArlingtonBridges.com. These updates will include bridge construction progress photos. Thank you for your interest!

Q2-27. This new construction should have full, protected bike lanes in all directions.

RTC Response: A dedicated 5-foot bicycle lane with 2-foot striped buffer from the travel lane will be provided in both directions along Arlington Ave between Island Avenue and First Street. Physical separation of the bicycle lane was evaluated, however, the high pedestrian movements amongst the multiuse paths within Wingfield Park introduced multitude conflicts with a barrier-protected bicycle lane. The transit stop locations in both directions also created challenges with a physically separated bicycle lane.

Q2-28. All of the contactors the city hires all do terrible work that needs to be replaced immediately.

RTC Response: The RTC is committed to building a better community through quality transportation. On each project, we have highly trained professionals dedicated to oversight of the construction process to ensure compliance with the Standard Specifications for Public Works Construction, which represents the highest level of professional thinking of representatives from Public Works Departments. The contract specifications include material testing requirements, workmanship, and warranty details which are enforced by the Construction Management Team hired by the RTC to oversee construction.

Q2-29. Closures and traffic diversion on Arlington Avenue.

RTC Response: See response to Q2-23.

Q2-30. Changing the river flow and impact to the whitewater features. The new bridge design is structurally much different, with only one support structure and that impact downstream will be great/potentially damaging to the current features.

RTC Response: See response to Q2-9.

Q2-31. Wheelchair access for pedestrians.

RTC Response: During construction, the Contractor will be required to sign all detours for vehicles, pedestrians, and bicyclists. Pedestrian detours are required to be ADA accessible routes, and may include the River Walk north and south of the river, and sidewalks along W 1st Street, Sierra Street, Island Avenue, Rainbow Street, and Court Street. All new amenities will be ADA accessible and the existing ADA accessible concrete ramp to the Truckee River from Island Avenue across from Barbra Bennett Park will be widened with this project.

Q4. Additional Comments (18 comments)

Q4-1. How will you mitigate sedimentation/turbidity and destruction of the benthic habitat?

RTC Response: See response to Q2-1 regarding sedimentation/turbidity. Regarding destruction of habitat in the project area, biologists have conducted a biological assessment to evaluate potential impacts to aquatic species and habitat in the Project area and received concurrence from the U.S. Fish and Wildlife Services that protected species are not likely to be adversely affected by the project. In the Project area, development along the banks of the river has eliminated the historic riparian ecosystem. Throughout the Project limits, the river is contained within concrete and riprap-grouted floodwalls and spillways. The project would perpetuate these conditions. A fish passage channel adjacent to the upgraded whitewater drop feature upstream of the north bridge will be added, which should help facilitate and improve fish movement and enhance the existing condition within this stretch of the river. Therefore, it is assumed this would be an upgrade, especially during low flow periods when the current drop structure may act as a barrier to upstream movement.

Q4-2. Please have bike lanes and pedestrian areas.

RTC Response: A dedicated 5-foot bicycle lane with 2-foot striped buffer from the travel lane will be provided in both directions along Arlington Ave between Island Avenue and First Street. Sidewalks will be 8-foot wide, with additional river overlook area on each side of the north bridge. The paths throughout Wingfield Park will be maintained, and the existing path under the north bridge will be improved with the new north bridge construction.

Q4-3. Very nice presentation Judy.

RTC Response: Thank you for your participation.

Q4-4. Let's not drag this project out, do the job in the safest manner possible at an efficient rate.

RTC Response: The RTC will work closely with the Contractor to ensure efficient construction and enforce the number of working days allowed per the construction contract with the ability to enforce liquated damages for not completing the work on time. The Contractor will develop a construction schedule that must be approved by the RTC and City of Reno.

Q4-5. When will aged Sierra Street bridge be considered for a facelift? My building is on 50 N Sierra St.

RTC Response: The RTC was recently awarded a contract to perform the NEPA Clearance and Design to reconstruct the Sierra Street Bridge. Construction for Sierra Street Bridge is currently expected to occur in 2027.

Q4-6. The design of the bridges looks cool.

RTC Response: Thank you. The final aesthetics were chosen from public input received during Public Information Meeting #2.

Q4-7. Please perform much needed maintenance on the whitewater park to make it usable again for boaters and boarders.

RTC Response: See response to comment Q2-4.

Q4-8. Kudos on the designs.

RTC Response: Thank you. The final aesthetics were chosen from public input received during Public Information Meeting #2.

Q4-9. Please don't add any weird "art" to the bridge or surrounding areas. We have lots of ugly "art" all over town and we don't need any more.

RTC Response: There are no external "art" components included in the Arlington Avenue Bridges Project. Art Deco style project aesthetics include formliner on the bridge abutments and center pier of the north bridge, tall concrete pilasters at the bridge corners, custom designed pedestrian railing along the bridges and matching custom column lights on the north bridge at the overlooks, and improved lighting along Arlington between the bridges.

Q4-10. Well Done!!!

RTC Response: Thank you for your participation.

Q4-11. Would like to see same design as the Virginia Street Bridge.

RTC Response: A bridge that is primarily supported from above via an arch (similar to the Virginia Street) is not preferred by the City of Reno, the RTC, or NDOT for various reasons, including restricting the ability to perform required bi-annual bridge inspections. A single span bridge will be implemented for the south bridge, consistent with current conditions. A single span for the north bridge (without an arch above) was considered and eliminated. The thickness of the bridge deck required for a single (clear) span north bridge offsets the hydraulic volume gained with removal of the center pier. In addition, hydraulic modeling results with a thickened bridge deck for a clear span north bridge were not superior to the single pier north bridge modeling results.

Q4-12. Having a bulletin board at the kayak exit/entry point where the contractor can post printouts of upcoming news updates to river access, river diversion, and construction schedule would be very valuable/helpful.

RTC Response: Thank you for this suggestion. The construction team will prepare a Public Communications Plan in coordination with the City of Reno that includes measures to keep the public apprised of recreation facility closures, access restrictions, and available river access locations during construction. These measures will include but are not limited to: signage at the project limits, signage at upstream river access points, coordination and communication with recreation outfitters, emails to project contact list, and press releases. The website will also be regularly updated with project construction updates.

Q4-13. I would be interested in seeing an Art Deco memorial in Wingfield Park for the bridge that would reflect the river and outdoor lifestyle. There are the Hoover Dam Angels and the Niagara Mohawk Spirit of light for examples.

RTC Response: While the Arlington Bridges project does not include upgrades or additional features to Wingfield Park, the City of Reno is currently working on a Masterplan for Barbara Bennett and Wingfield Parks to guide planning for improvements to the parks. We have shared this comment with the City Parks Department.

Q4-14. This new construction should have full, protected bike lanes in all directions.

RTC Response: See response to comment Q2-27.

Q4-15. Why not make this whole section of town car free? The bike lane is super dangerous, nobody goes the speed limit, nobody yields to pedestrians in crosswalks. Why not just make downtown safe at least in one section? The whole area would benefit.

RTC Response: While this is beyond the scope of the Arlington Avenue Bridges Project, we have shared this comment with the City of Reno.

Q4-16. While I like the look, I am disappointed with the bridge design. I was hoping the city would continue to replace downtown bridges without and obstructions underneath like the New Virginia Street Bridge. Flooding is always a concern. I have lived downtown for twenty years and I am glad to see the old bridges go.

RTC Response: See response to comment Q4-11.

Q4-17. What is the plan to update the whitewater park post in-water work completion?

RTC Response: See response to comments Q2-4 and Q2-9.

Q4-18. Can you add underground conduit for special event cabling? As a wheelchair user, Arlington Avenue and Bridge become inaccessible during special events due to venter power cables, drains and safety "speed bump" covers. Would it be possible to address this problem in advance? My suggestion was the use of underground conduit, but I am not an expert.

RTC Response: Thank you for your comments. We have shared them with the City of Reno. Underground conduits for vendor electrical services are not included with this project.

Email Comments:

E-1. Thanks for the opportunity to offer comment on the replacement bridge, Arlington Ave. over the Truckee River.

I am a retired Emergency Manager of WC, retiring in 2004. I witnessed and help lead many emergency events during my tenure, including the New Years Day Flood of 1997. That event proved that all bridges over the Truckee River must be replaced to prevent the severe flooding that have taken place in the long history of Reno and the River causing significant personal, governmental and real estate financial damage.

Of primary concern in the construction planning of bridges is to reduce the number of piers in the river path. Piers have collected debris leading to street level flooding in town and back up the river track. Also, the height of the traffic bed must be elevated to a height that would eliminate river water from entering streets and over the important N-S transportation routes. The concept of an Art Deco style is interesting and fun; the center span of a cutout deck appears fun, also.

Please contact me if further comment is desired.

Thanks again for the opportunity to comment.

RTC Response: Thank you for your comment. See response to Q2-8 regarding flood impacts and Q4-8 for the aesthetics.

E-2. I'm excited to see the new Arlington bridges starting to gain traction! I was recently appointed to the Ward 1 NAB, so I'm late to the game. Please accept my apologies if these have been addressed elsewhere...

Is it absolutely necessary to close both sides of Wingfield park during construction? Its understood this is a major project, but closing both sides of that park for 2 years will have significant, negative, quality of life and business impacts. There must be some middle ground...

Why is Wingfield being re-done before construction? If it's closed during construction, then won't the construction damage the park (kill the grass, damage the paths etc.)?

Thanks in advance for your consideration, and I look forward to your response! Have a great afternoon!

RTC Response: The decision to close Wingfield Park during construction is based on input from the City of Reno citing public safety concerns with maintaining access to the park during construction. Any damage to the park from project construction would be returned to pre-construction conditions. The City's planned park improvements would occur after the Arlington Bridges project. See response to Q2-25 and Q4-13.

E-3. Hello, I'm a Reno native resident for 52 years I am also a union sheetmetal worker local 26 .I've watched our community grow over the years and I think that it is great to see new growth I would like to see both bridges Arlington and Sierra St match the Virginia st bridge with the same design and look out on your renderings thanks for your time.

RTC Response: Thank you for your comment. See response to Q4-11.

E-4. We have designed a pretty darn good bridge on Virginia street. I believe it is modern, provides all the functionality we need, and would provide a very usable bridge with great architecture. Why must we reinvent the wheel? I was sincerely hoping that all the downtown bridges would use the same design. Not happy with what is being presented. I am a Reno native and want what's best for Reno.

RTC Response: Thank you for your comment. See response to Q4-11.

E-5. Just do a better job than the Virginia St bridge that looks like it was "designed" by an engineer! It doesn't need to be an "Architectural " Statement but better than just a Chunk of Concrete. Even our freeway bridges are better, we like the Color and metal work they did on the freeway.

Thanks for taking comments,

RTC Response: Thank you for your comment. The bridge design and aesthetics have been developed through an intensive engagement process with local agencies and the public. See response to comments Q4-6 and Q4-11.

E-6. I was just reaching out to sign up for the notice/contact list on the Arlington Bridge Replacement. My program provided some of the funding through state general obligation bonds for the White-Water Park and the pedestrian bridge from First St. to Wingfield park.

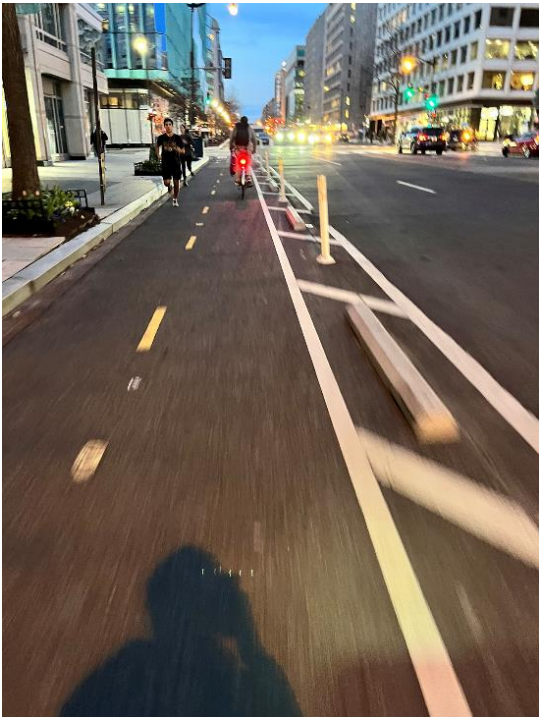
We don't have a specific comment on the proposed project; but just wanted to stay in the loop related to these two items. As part of the funding agreement for the White-Water park and pedestrian bridge there is a 20-year requirement that both projects are maintained and accessible to public for the original intent of the bond funding. At this time, we have no concerns related to these items; but just wanted to make sure we are aware of how construction may impact these items.

RTC Response: The Arlington Avenue Bridges Project won't start construction until 2025, after the expiration of the 20-year period requirement.

E-7. We are really appreciative of the buffer on Arlington. We are wondering if you can consider installing something inside those buffers in that short span as an additional protection as a demonstration project. We have seen small 4-inch tall concrete barriers and plastic pilons installed in Washington DC at a VERY low cost to provide adequate protection.

Would you consider adding the prospect of adding this protective element and let us know if there are any challenges? This would be really informative for us since it is a design that appears to provide appropriate protection in other communities.

RTC Response: Thank you for comment. See response to Q2-27.



E-8. I just wanted to reach out to see if a public meeting#3 as shown in the timeline had happened or (if I remember my last contact with you) if it had been rescheduled as of yet. I just want to be sure to attend if at all possible and hopefully share supportive feedback for all the work your team is putting into the Arlington Bridges project. Thanks very much for any info you can share.

RTC Response: Public meeting #3 was online presentations only, no in-person meeting occurred. See response to Q2-13, Q2-23, and Q2-26.

E-9. Is there going to be a memorial statue or plaque for the bridge ? I couldn't find anything on one on this website and was curious if that was even an agenda item for this project?

RTC Response: A plaque for each of the two bridges showing the construction year and involved agencies are planned to be installed at the northwest pylon of the north bridge and the southeast pylon of the south bridge.

E-10a. As a downtown resident for twenty years I wanted to write to you and ask a couple questions about downtown. The riverwalk section between Center St and Arlington Ave. Has the city considered a new coat of paint to cover the faded purple? The renovation has held up well but I feel like the faded paint gives it a tired look.

I just filled out the survey for the new Arlington Street Bridge. I really like the design but I am disappointed that the bridge will have pilings. I thought it was such a smart idea to eliminate this when the new Virginia Street Bridge was unveiled. The less obstructions the better under our bridges during times of floods. Although not frequent, it's a major concern when it happens.

Thank you for your time and keep doing a great job for our city.

RTC Response: Thank you for your comment. We have shared your comment about the riverwalk paint with the City of Reno. See response to Q4-11 for background on the design.

E-10b. Has the city considered a roundabout for the intersection of First St & Arlington Ave? I think it would look great and enhance the new bridge and Wingfield Park.

RTC Response: Thank you for your inquiry about constructing a roundabout at the intersection of W. 1st Street and Arlington Avenue.

RTC's consultant has looked into this with the following feedback why a roundabout would not be a good fit for this location.

- **Impacts on traffic signal coordination:** Based on the traffic signal timing plans from the RTC Washoe, the Arlington Avenue / 1st Street intersection is coordinated (I believe the northbound approach of Arlington Avenue is coordinated). Introducing a roundabout will impact the effectiveness of the traffic signal progression along Arlington Avenue. In the downtown area, with closely spaced intersections, a reduction in the effectiveness of progression could lead to queue spillbacks.
- **Driver expectancy issues:** Introducing a roundabout at this intersection, which currently does not have any roundabouts nearby (or in the downtown area), could lead to driver expectancy issues. Drivers who are accustomed to traditional intersections with traffic signals may find it challenging to adapt to the new roundabout configuration. This lack of familiarity might increase confusion, potential conflicts, and compromise overall safety, especially during the initial transition period. Additionally, the City/RTC would need to invest substantial resources in public education campaigns to ensure drivers understand and adhere to the rules of roundabout usage.
- **Capacity issues of a one-lane roundabout:** A quick analysis of a one-lane roundabout to see if it would have the capacity to accommodate the year 2050 volumes. It appears that there may be capacity issues in processing the year 2050 PM peak hour volumes. Specifically, the northbound approach could experience long (>1,000 feet) queues. The queues would spillback south through the bridge, to the adjacent intersections along Arlington Avenue. A two-lane northbound approach (or other mitigations) would likely be required at the roundabout. This probably increases the already severe right-of-way impacts.
- **Accommodating pedestrians:** Signalized intersections offer positive guidance to pedestrians by providing visual and audible pedestrian signal indications. In this respect, the decision process for pedestrians requires less judgment at signalized intersections than at roundabouts, particularly for visually impaired and elderly pedestrians. Also, I'm not sure whether additional right-of-way would be required to properly accommodate pedestrians and bicycles at the roundabout.
- **Entry path deflection:** Entry path deflection and alignment is typically a key factor in ensuring safety at roundabouts. Given that the northbound approach of the roundabout would be the bridge and the right-of-way constraints adjacent to the intersection, achieving proper entry path deflection and alignment could be challenging.