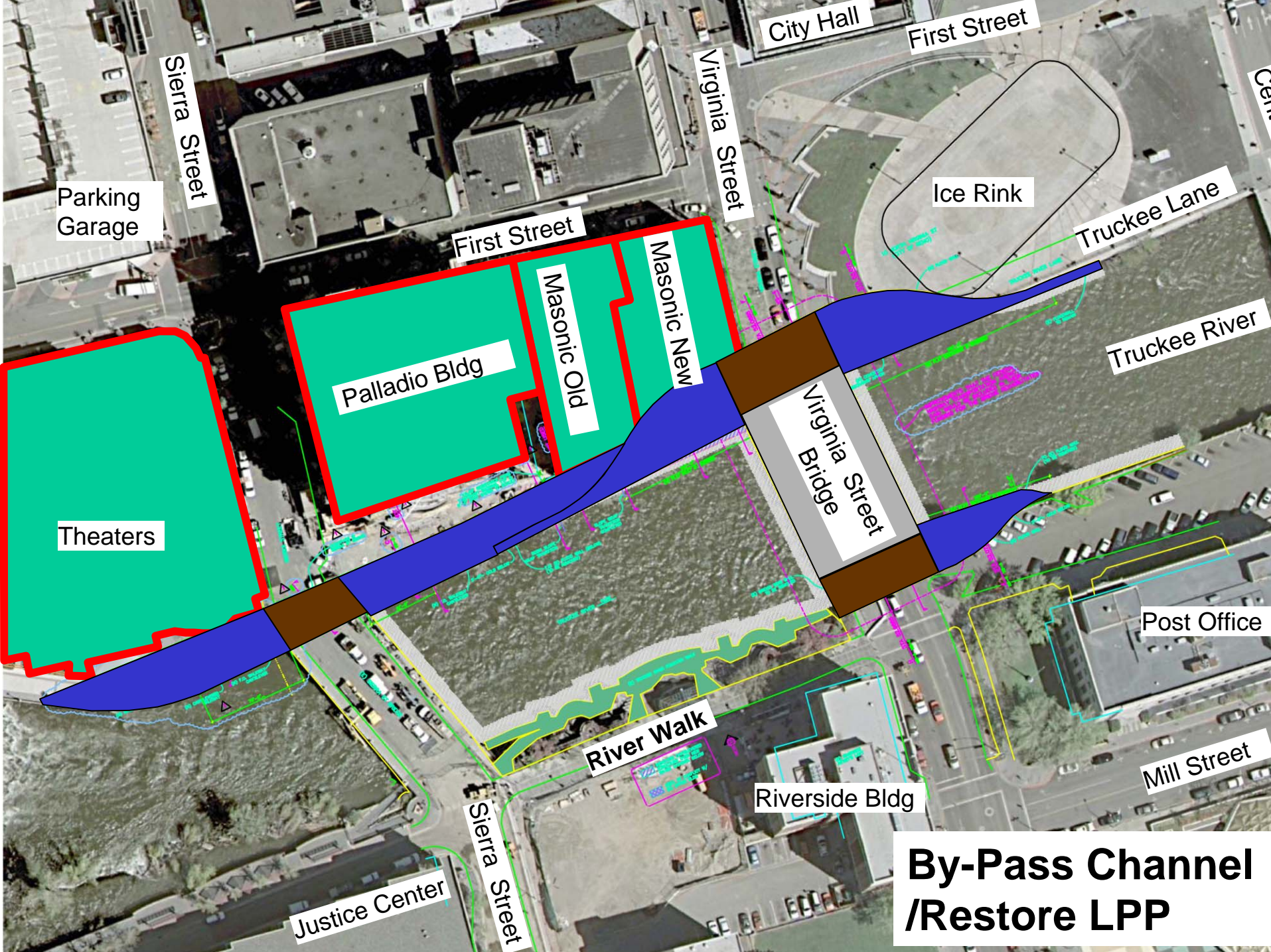


Virginia Street Bridge (VSB) Alternatives

- **Bypass & Restore – LPP:** Construct a bypass channel around both abutments. Strengthen abutments, Modify approaches.
- **Replacement – NED:** Remove existing bridge and replace with a clear span type.



Parking Garage

Sierra Street

City Hall

First Street

Virginia Street

Ice Rink

Truckee Lane

First Street

Palladio Bldg

Masonic Old

Masonic New

Truckee River

Theaters

Virginia Street Bridge

Post Office

River Walk

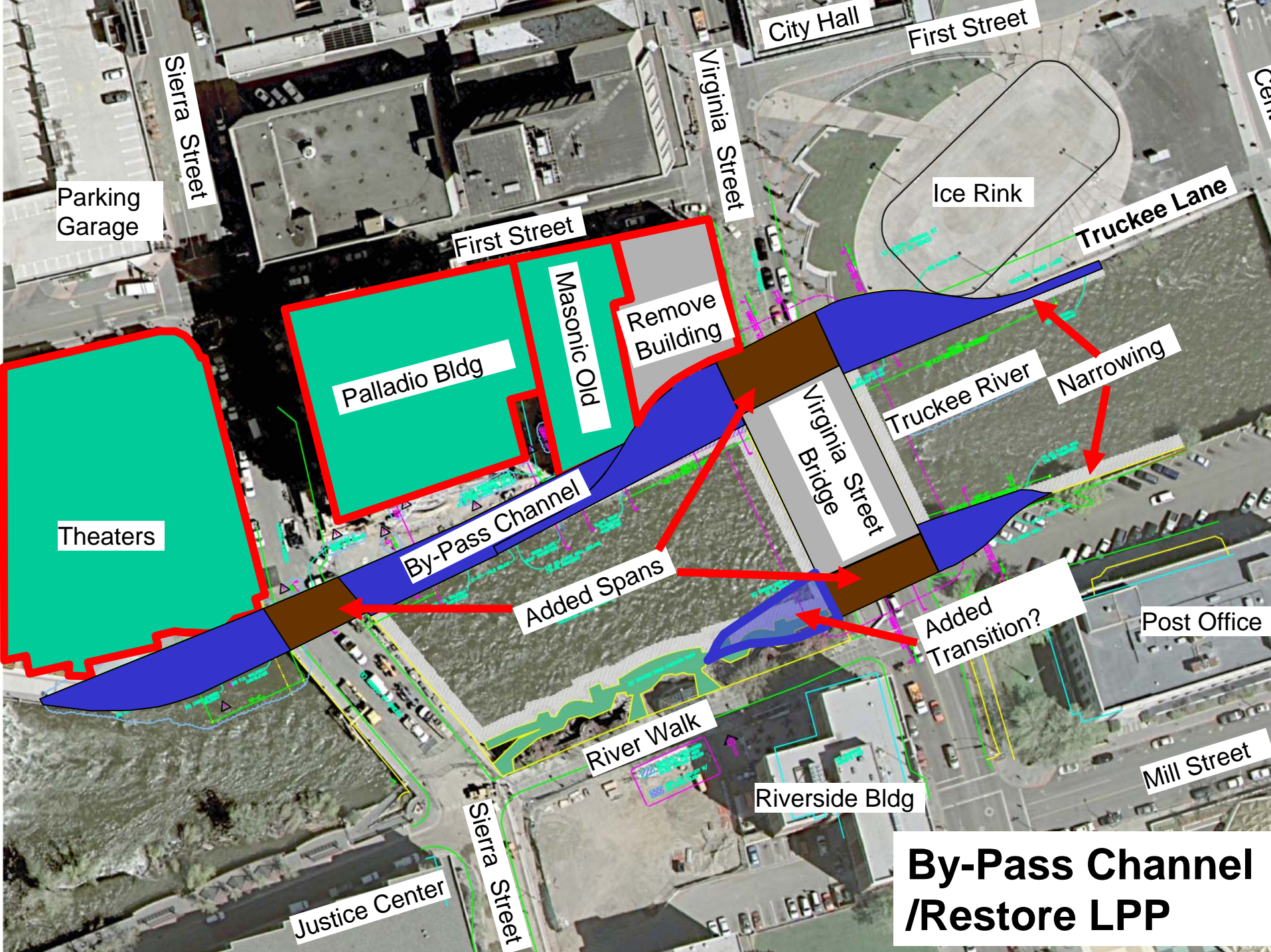
Riverside Bldg

Mill Street

Justice Center

Sierra Street

By-Pass Channel /Restore LPP



Parking Garage

Sierra Street

City Hall

First Street

Virginia Street

Ice Rink

Truckee Lane

First Street

Palladio Bldg

Masonic Old

Remove Building

Theaters

By-Pass Channel

Virginia Bridge

Truckee River

Narrowing

Added Spans

Added Transition?

Post Office

River Walk

Riverside Bldg

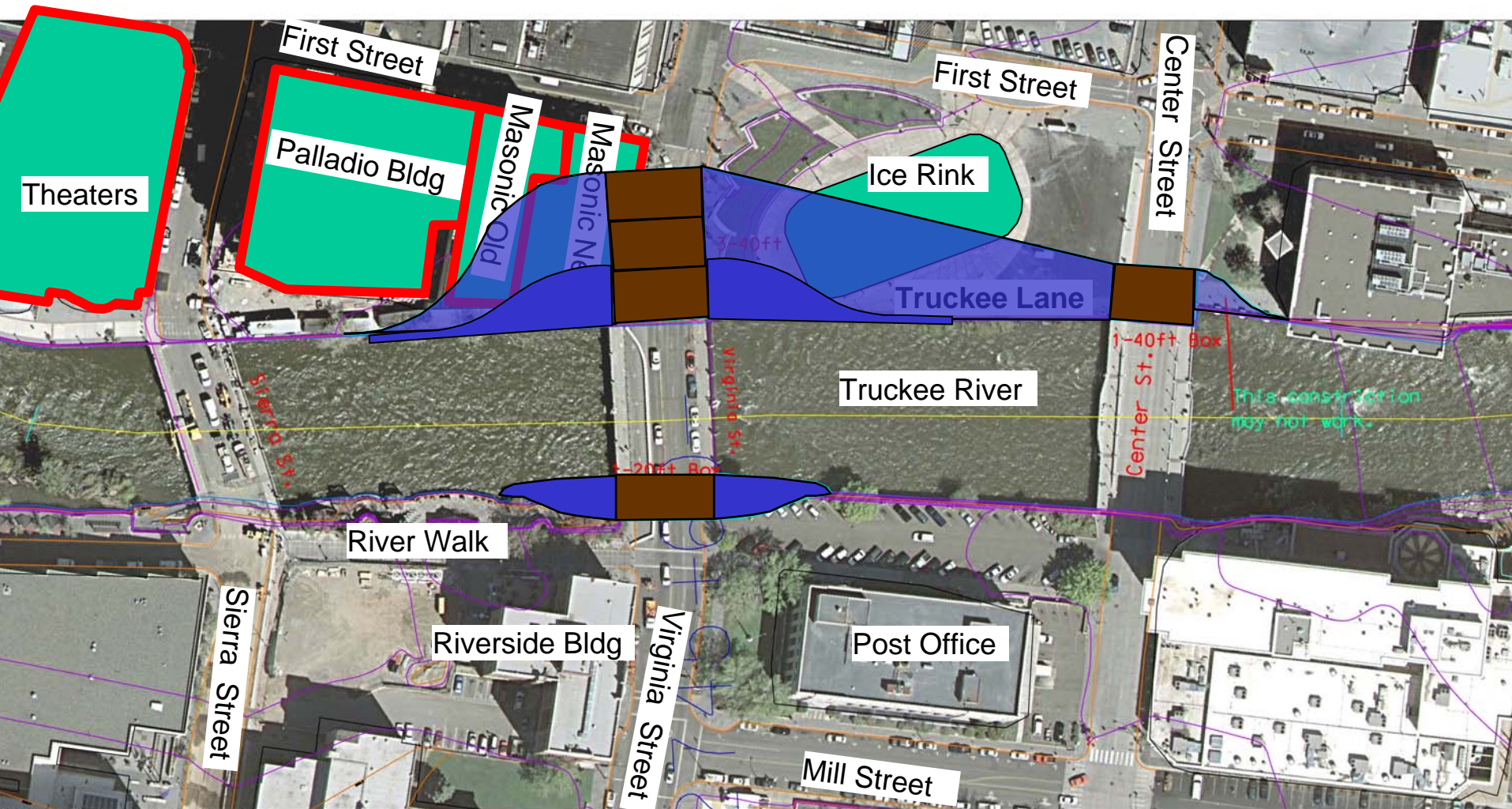
Mill Street

Justice Center

Sierra Street

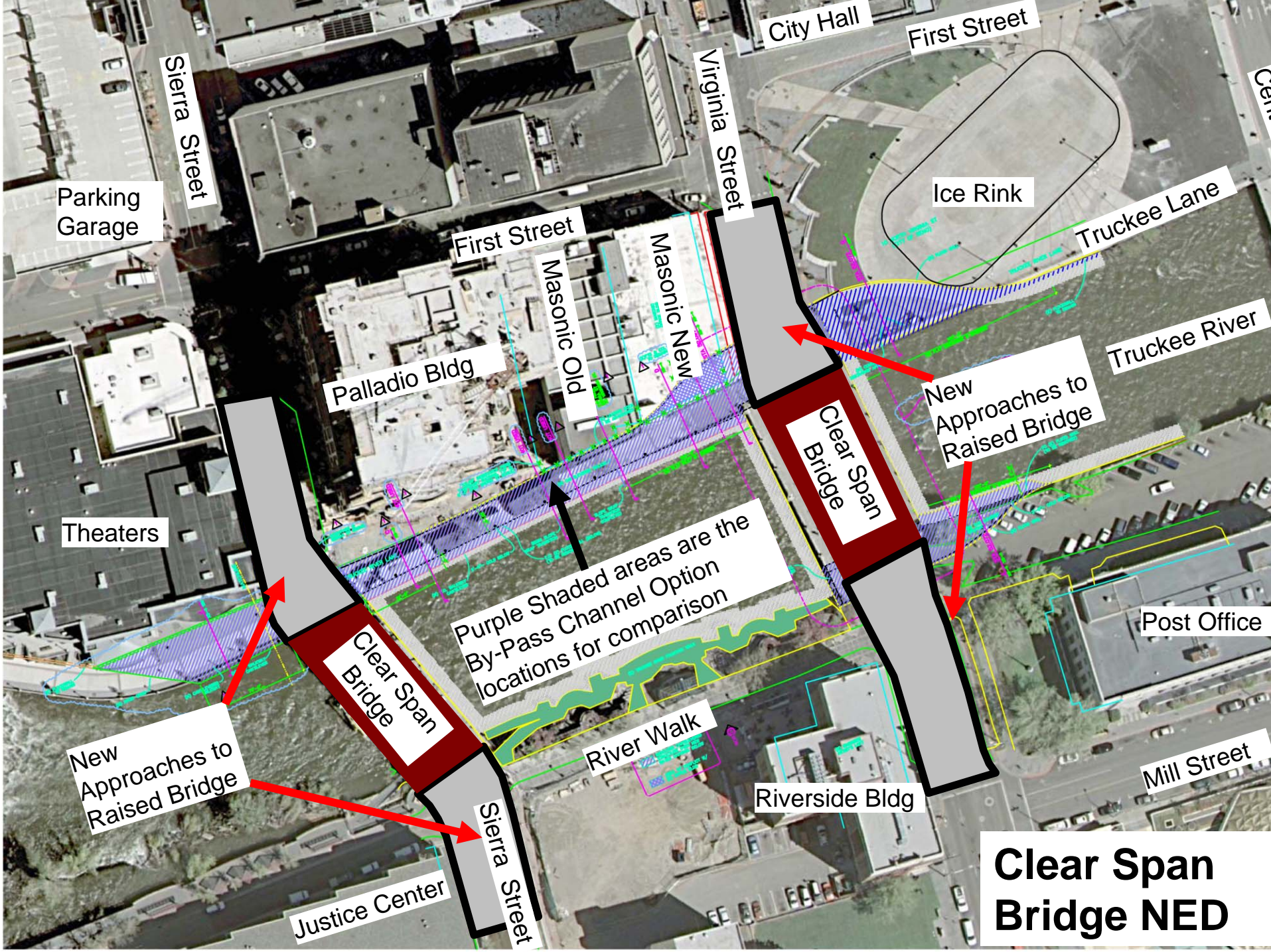
By-Pass Channel /Restore LPP

Expanded Bypass Channel Design



NED&LPP_V8.dgn 3/21/2007 10:43:53 AM

This option was modeled by the Corps after the 3-16-07 FPCC meeting.



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New Approaches to Raised Bridge

Clear Span Bridge

Theaters

Purple Shaded areas are the By-Pass Channel Option locations for comparison

Post Office

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Clear Span Bridge NED

“Signature” Bridge Concepts

- Clear Flow Path
- Thin Road Deck
- Superstructure Type Support
- Aesthetically Pleasing

Definition of Terms

- **NED – National Economic Development Plan :**
 - This is the plan developed by the Corps that creates the greatest benefit to the economy of the United States as a Whole.
 - Benefit categories spelled out in Corps policy
 - Funded with Full Federal Participation

Definition of Terms

LPP – Locally Preferred Plan:

- The plan preferred by the local sponsor that included project elements that are not in the NED but have been determined locally to be needed
- The additional cost to things added to the project that are not included in the NED are paid for by the sponsor

Definition of Terms

- **FFP – Full Federal Participation:**
 - This means that the Corps would cost share project costs to the total amount allowed by law even if the project elements are not in the NED.
 - Only Congress can authorize full federal funding of a LPP

Definition of Terms

- **LERRDs – Lands, Easements, Replacement, Relocation, and Disposal areas**
 - Paid for 100% by the local sponsor

Cost share for Alternatives

Replacement – NED:

- Non-Fed responsible for all construction and land costs
- Corps responsible for historic and cultural mitigation costs

Bypass & Restore – LPP:

- Non-Fed Responsible for all costs over the NED plan
- Corps responsible for mitigation costs and construction costs up to NED costs.

Bypass & Restore – FFP:

- Non Fed responsible for LERRDs including modifications to VSB
- Corps responsible for all other constructions costs
- Congressional direction needed.

Virginia Street Bridge (VSB) Alternatives

- **Replacement – NED:** Remove existing bridge and replace with a clear span type.
- **Bypass & Restore – LPP:** Construct a bypass channel around both abutments. Strengthen abutments, Modify approaches. Cost shared per Corps Policy.
- **Bypass & Restore – FFP:** Same as Bypass & Restore but cost shared at Full Federal Participation (65% Fed-35% non-Fed)

Virginia Street Bridge Alternatives

Alternative	Federal Cost	Non-Federal Cost	* NDOT / FHWA	Total
Replacement	\$5.1 M	\$15.2 M	\$5.0M	\$25.3 M
Bypass & Modify - LPP	\$11.0 M	\$24.4 M	\$5.0M	\$40.4 M
Bypass & Modify – FFP	\$22.1 M	\$13.3 M	\$5.0M	\$40.4 M

NDOT Mitigation costs for Center Street Bridge are not included in this estimate

Downtown Reno Alternatives

- **Replacement (NED):** Remove and replace three existing bridges and replace with a clear span type. (40-50 year Level of Protection)
- **Replacement (FFP):** Same as above but with the floodwalls to provide 100-year Level of Protection. Costs shared as Full Federal participation (65% Fed 35% non-Fed)
- **Bypass & Restore –LPP:** Construct bypass at VSB, restore VSB, replace two bridges and Floodwalls. Non-Fed responsible for all costs over the Corps Policy Complaint Plan (NED)
- **Bypass & Restore – FFP:** Same as Bypass & restore VSB but cost shared as Full Federal Participation (65% Fed-35% non-Fed). **Congressional direction needed**

Downtown Reno Alternatives

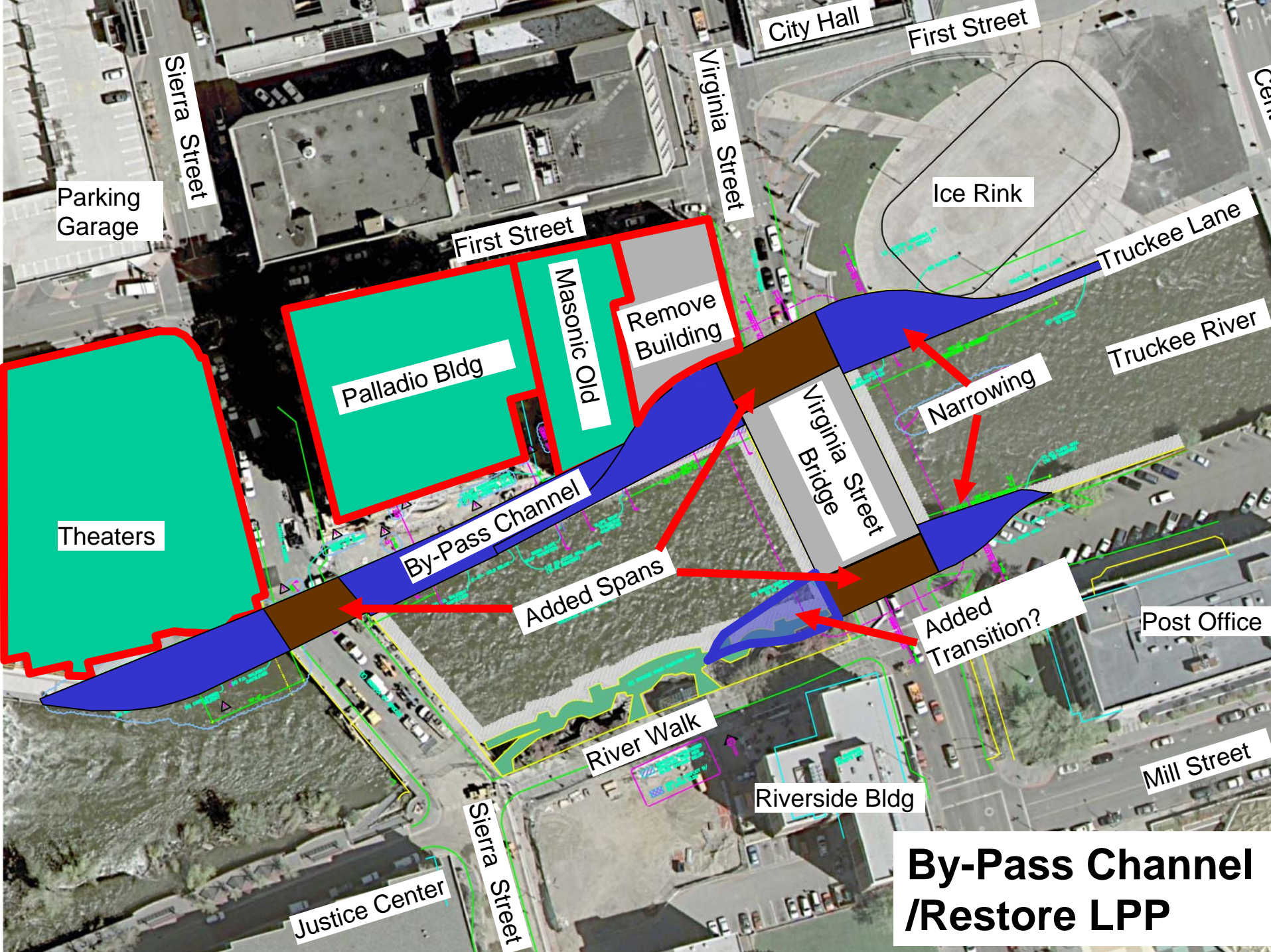
Alternative	Federal Cost	Non-Federal Cost	* NDOT / FHWA	Total
Replacement (NED)	\$9.7 M	\$41.5 M	\$5.0M	\$56.2 M
Replacement (100yr) FFP	\$88.3 M	\$54.4 M	\$5.0M	\$147.7 M
Bypass (100yr) LPP	\$9.7 M	\$150.8 M	\$5.0M	\$165.5 M
Bypass (100yr) FFP	\$104.3 M	\$56.2 M	\$5.0M	\$165.5 M

1. * NDOT Mitigation costs for Center Street Bridge are not included in this estimate.
2. * If the Virginia Street Bridge is replaced NDOT is still responsible to complete the mitigation for the Center Street Bridge

Questions

Summary

- FPCC has determined to Bypass & Restore Virginia Street Bridge if feasible.
- Cost to Washoe County and partners depend how the project is authorized.
- Determining the feasibility of the Bypass & Modify Option is an on-going process.



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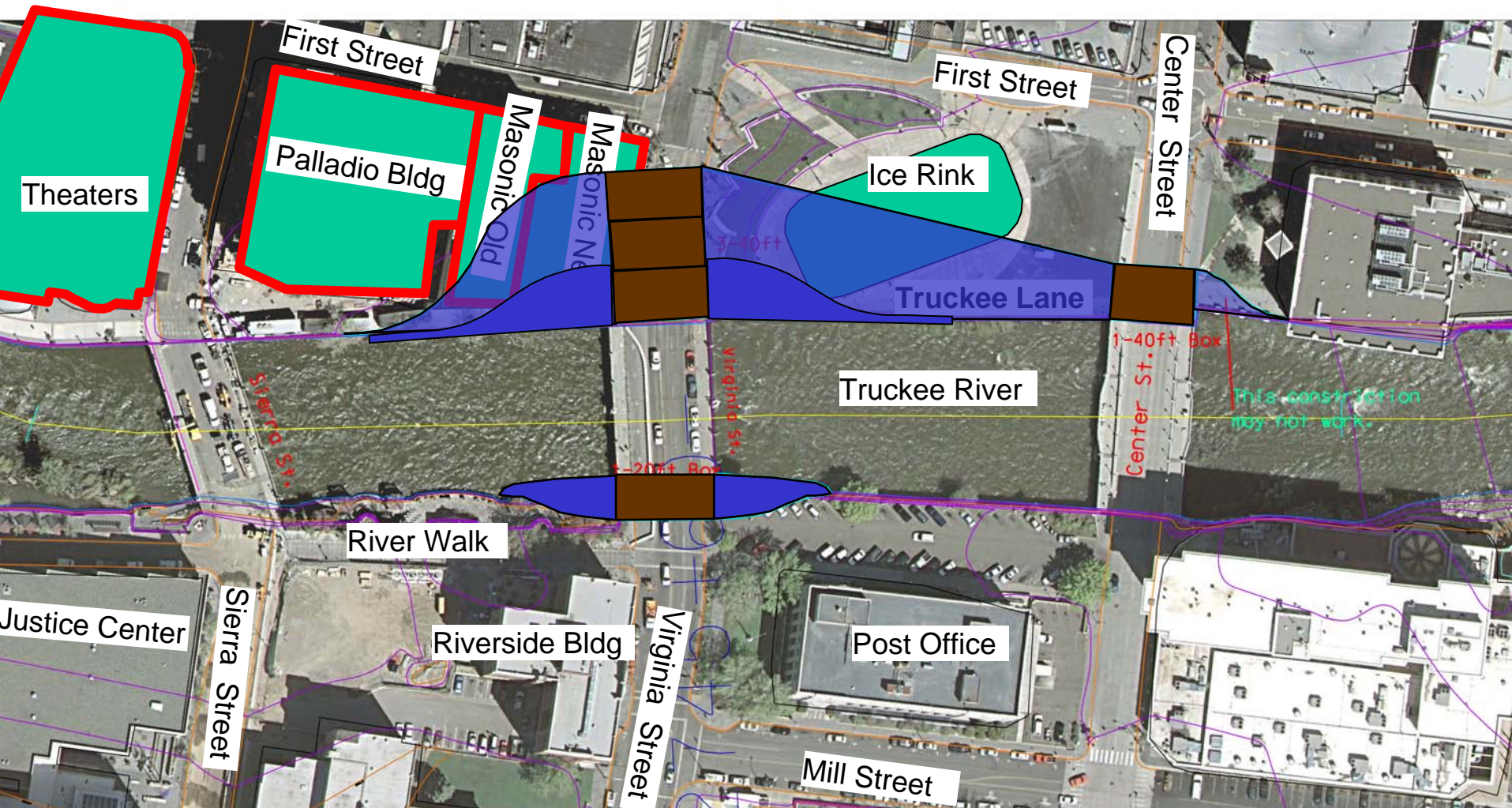
Mill Street

Justice Center

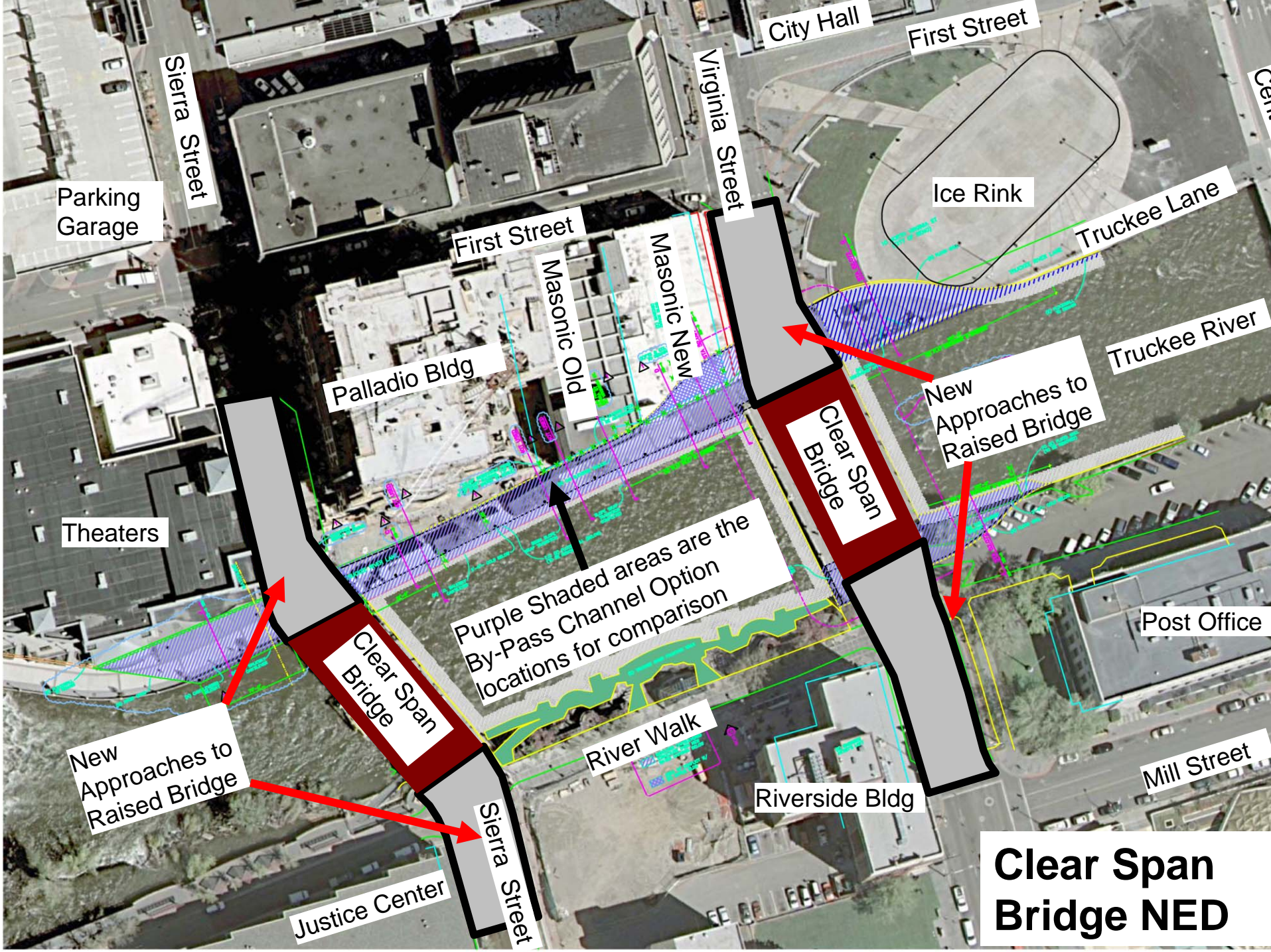
Sierra Street

By-Pass Channel /Restore LPP

Expanded Bypass Channel Design



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US Army Corps
of Engineers

Downtown Reno Alternatives



Truckee River Flood
Management Project

**FPCC Meeting
Virginia Street Bridge Workshop
March 16, 2007**