



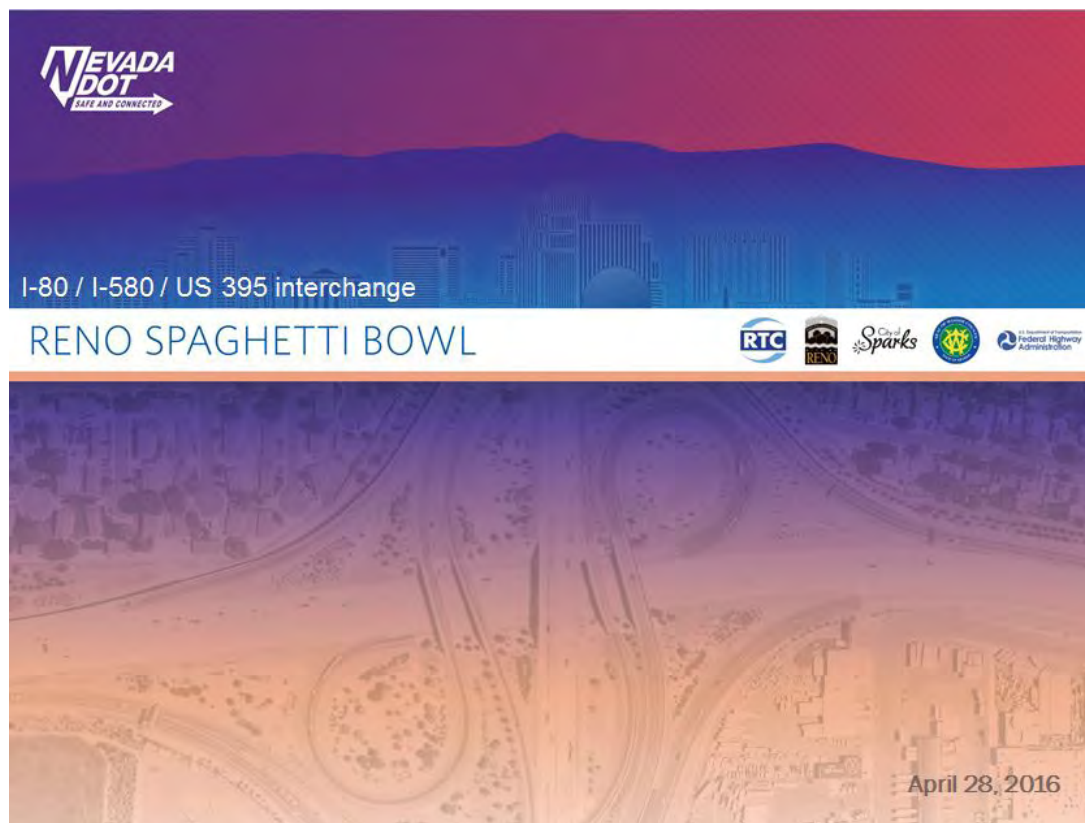
# Charrette Report Appendix



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# PowerPoint Presentation





# WELCOME & INTRODUCTION

## Governor Sandoval Address

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# Charrette Welcome

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## Bill Hoffman, NDOT Deputy Director

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# Charrette Welcome - Neoma Jardon, RTC Board

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## Neoma Jardon, RTC Board

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# Welcome

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- Goals
- Ground rules

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# Today's Agenda

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## MORNING

- Spaghetti Bowl history
- Considerations
- Feedback from partnering agencies

## AFTERNOON

- Short-term and mid-term concept presentations
- Breakout sessions
- Summary presentations

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# History of Spaghetti Bowl

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- TMRPA
- Background (construction, past project, regional growth, phased project)
- Future planned development and area improvements
- Current conditions
- Condition assessment (freeway, structures, safety)

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# Washoe County Consensus Forecast

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- Assessment of forecasted population and employment growth; performed every 2 years by TMRPA to inform planning efforts across the region.
- Sources
  - Nevada State Demographer
  - Truckee Meadows Water Authority
  - Woods and Poole
  - IHS - Global Insight



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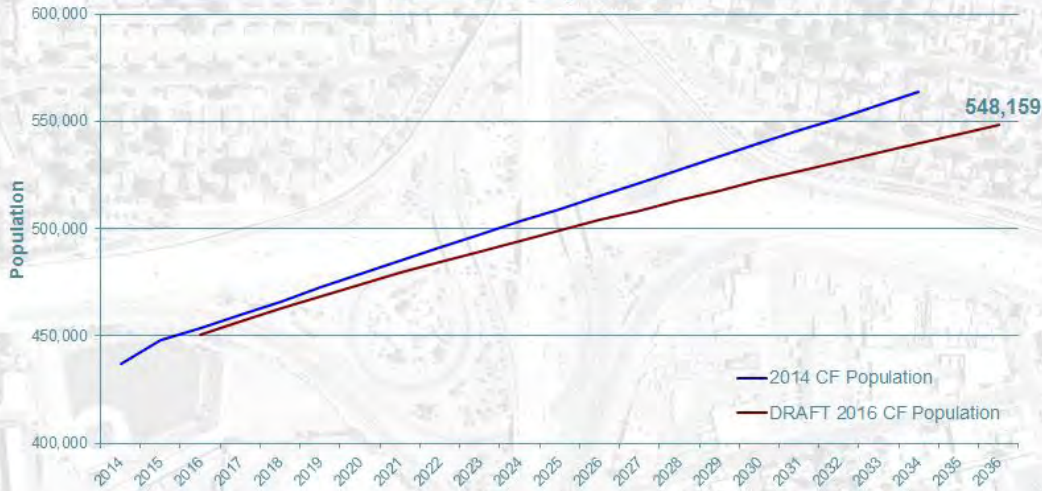
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# Washoe County Consensus Forecast

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## Population Forecasts: Existing 2014 and Draft 2016 Consensus Forecast Projections



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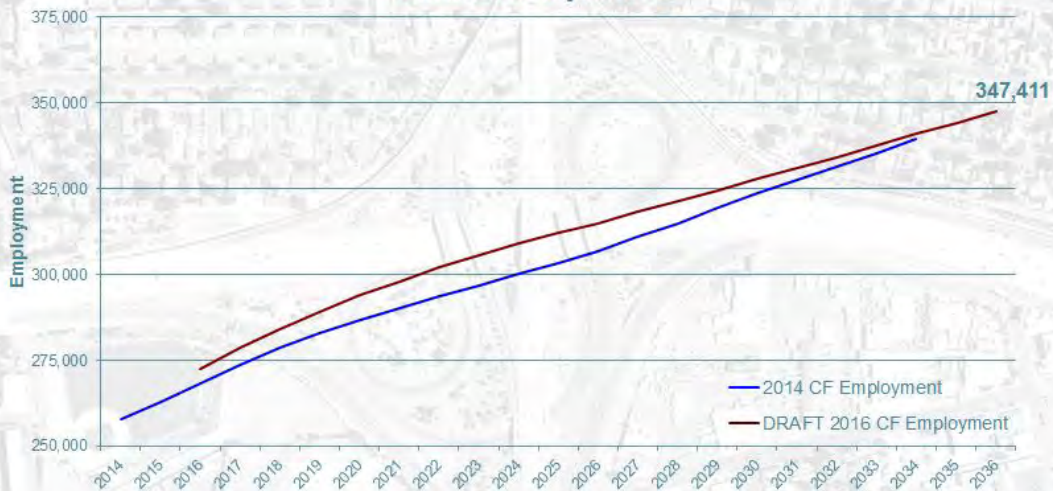
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# Washoe County Consensus Forecast

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## Employment Forecasts: Existing 2014 and Draft 2016 Consensus Forecast Projections



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# Spatial Allocation of Consensus Forecast

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- Translate time series projections to spatial allocation of housing units and employment
- Rule-based allocation model that uses an overall suitability score
  - Parcel-based
  - Dual-mode suitability model
    - Population
    - Employment
- Model results aggregated to Traffic Analysis Zones (TAZ)
  - RTC Regional Transportation Plan update
  - Reno-Sparks Traffic Study



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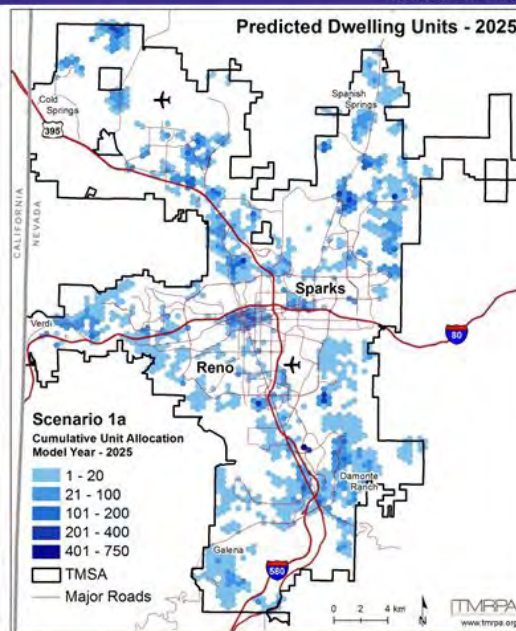
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# TMRPA Housing Study

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- Extensive research and outreach on past housing trends (since 2000) and future outlooks on housing demand
- Evaluation of 4 housing growth scenarios that simulate different spatial and temporal patterns
  - **Scenario 1a**  
Recent trends + Consensus Forecast
  - **Scenario 1b**  
Recent trends + EDawn EPIC Forecast
  - **Scenario 2a**  
Compact development + Consensus Forecast
  - **Scenario 2b**  
Compact development + EDawn EPIC Forecast
- Learn more: [www.tmrpa.org/housingstudy/](http://www.tmrpa.org/housingstudy/)  
[www.tmrpa.org/tmrpa-maps/](http://www.tmrpa.org/tmrpa-maps/)



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## History of Spaghetti Bowl - Background

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- Originally constructed in 1969–1971
- Population at the time was approximately 130,000 people
- Numerous improvements have been added since then

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## History of Spaghetti Bowl - Background

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## History of Spaghetti Bowl - Background

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## History of Spaghetti Bowl - Current Conditions

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- Major system-to-system freeway
- Washoe County population of 420,000
- Vibrant diversification of local economy

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## History of Spaghetti Bowl - Future Conditions

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- Continuing diversification of economy such as TRIC and North Valleys
- Potential to become an inland port

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## History of Spaghetti Bowl - Condition Assessment

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- Initial bridges nearing design level and in need of replacement
- Higher capacity interchange needed
- High crash area

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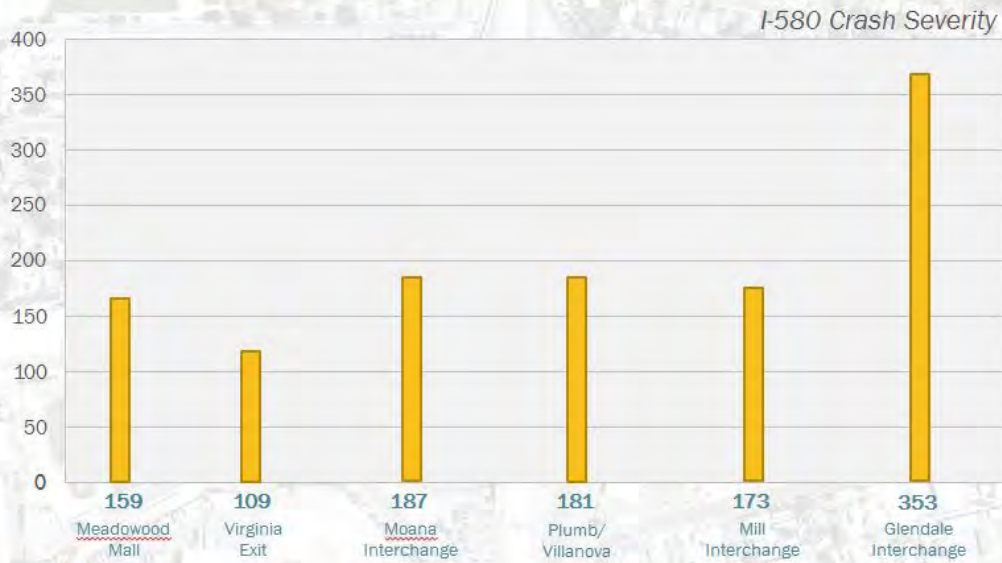
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# History of Spaghetti Bowl - Safety

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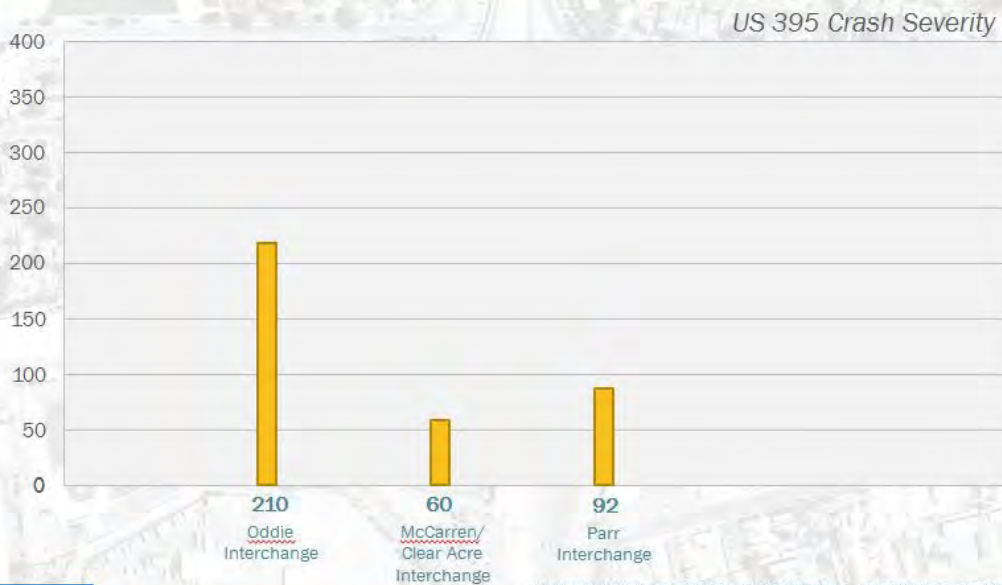
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# History of Spaghetti Bowl - Safety

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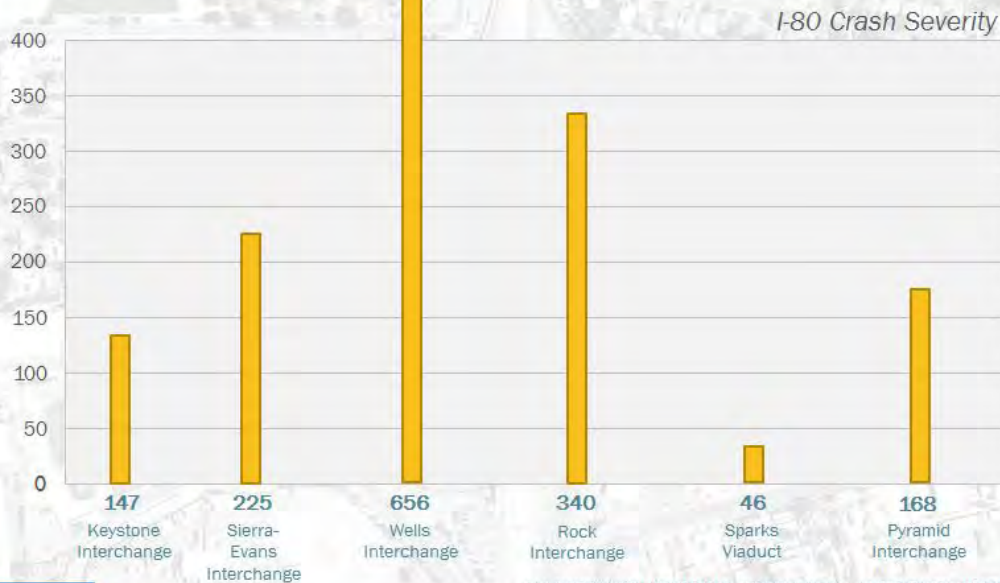
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## History of Spaghetti Bowl - Safety

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## Considerations

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- Environmental review and permitting
- Right-of-way/access management
  - Process, impacts
- Utilities and Union Pacific Railroad
- Funding
- Schedule – time restraints

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# Consideration – Environmental Review and Permitting

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- National Environmental Policy Act (NEPA) levels
  - Categorical Exclusion (CE)
  - Environmental Assessment (EA)
  - Finding of No Significant Impact (FONSI)
  - Environmental Impact Statement (EIS)
  - Record of Decision (ROD)

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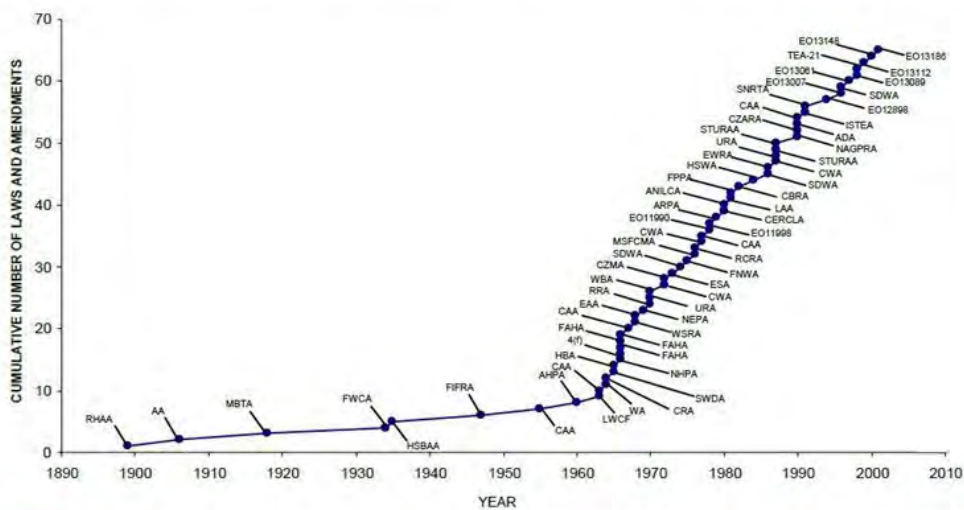
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# Consideration – Environmental Review and Permitting

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Federal Environmental Laws & Executive Orders Affecting Transportation



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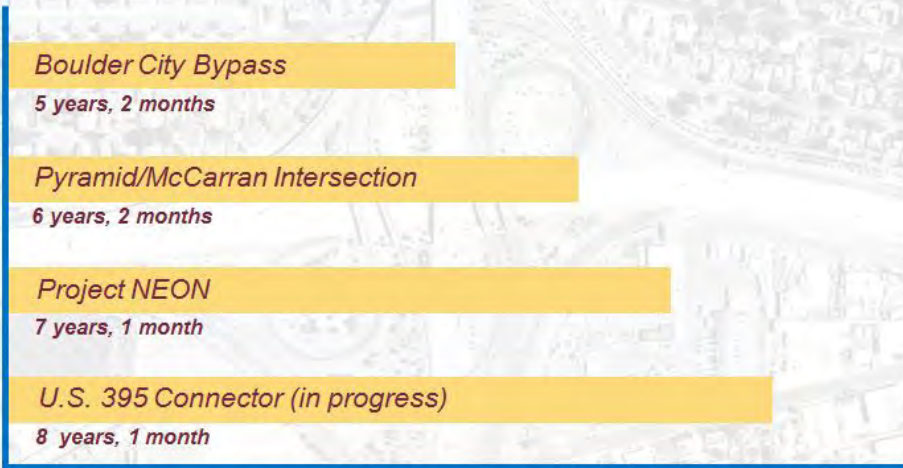
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# Environmental Impact Statement Timeline Lengths

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New goal from FHWA and NDOT is no more than 4 years



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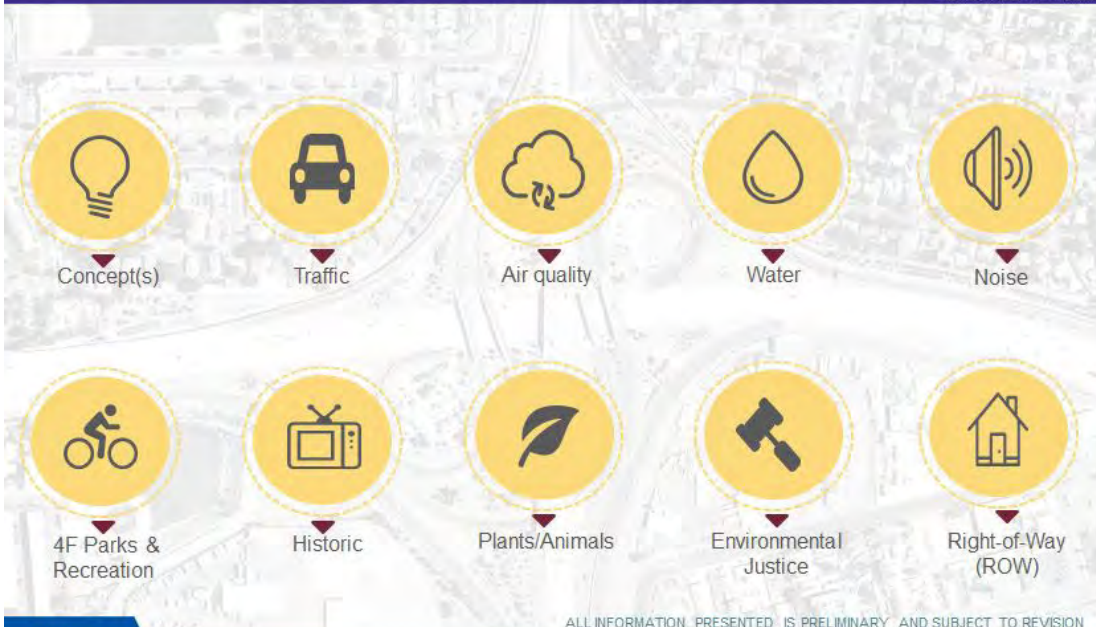
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# Considerations - NEPA

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## Consideration - Right-of-Way/Access Management

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- ❖ The 5<sup>th</sup> Amendment to the U.S. Constitution states:  
“... nor shall private property be taken for public use, without just compensation.”
- ❖ All of our ROW activities are governed by the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended, a.k.a. the **Uniform Act**.
  - This act was passed into law on January 2, 1971 as Public Law 91-646 to ensure that persons whose real property is acquired or who move as a result of projects receiving Federal funds **will be treated fairly and equitably**.
  - The Uniform Act is codified in title 42 of United States Code Chapter 61 and further defined in 49 Code of Federal Regulations (CFR) part 24 & 23 CFR part 710.

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## Consideration - Right-of-Way/Access Management

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### REQUIRED STEPS

- Project need is identified
- Project alignments are proposed
- Environmental document is completed
- Project alignment is selected
- Design is completed to a level that is sufficient to determine property impacts
- Project General Information Notices issued
- Acquisition/relocation

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## Consideration - Utilities

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- Prior rights
- Relocation
- New agreements
- Additional right-of-way

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## Consideration - Union Pacific Railroad

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- Complex relationship with railroad
  - Typically includes in-depth coordination
- Prior rights
- Agreements

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# Consideration - Funding

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- Local
- State
- Federal

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# Consideration - Schedule (Short, Mid, Long)

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SHORT-TERM	MID-TERM	LONG-TERM
<ul style="list-style-type: none"> <li>▪ NEPA (CE)</li> <li>▪ Selection/Design (Variances, etc.)</li> <li>▪ Funding</li> <li>▪ Contract</li> <li>▪ Construction</li> </ul>	<ul style="list-style-type: none"> <li>▪ NEPA (CE/EA)</li> <li>▪ Selection/Design (Variances, etc.)</li> <li>▪ Funding</li> <li>▪ Contract</li> <li>▪ Construction</li> </ul>	<ul style="list-style-type: none"> <li>▪ NEPA (EIS)</li> <li>▪ Phasing (accelerated construction)</li> <li>▪ Funding</li> </ul>
<b>1-3 years</b>	<b>3-5 years</b>	<b>10-15 years</b>

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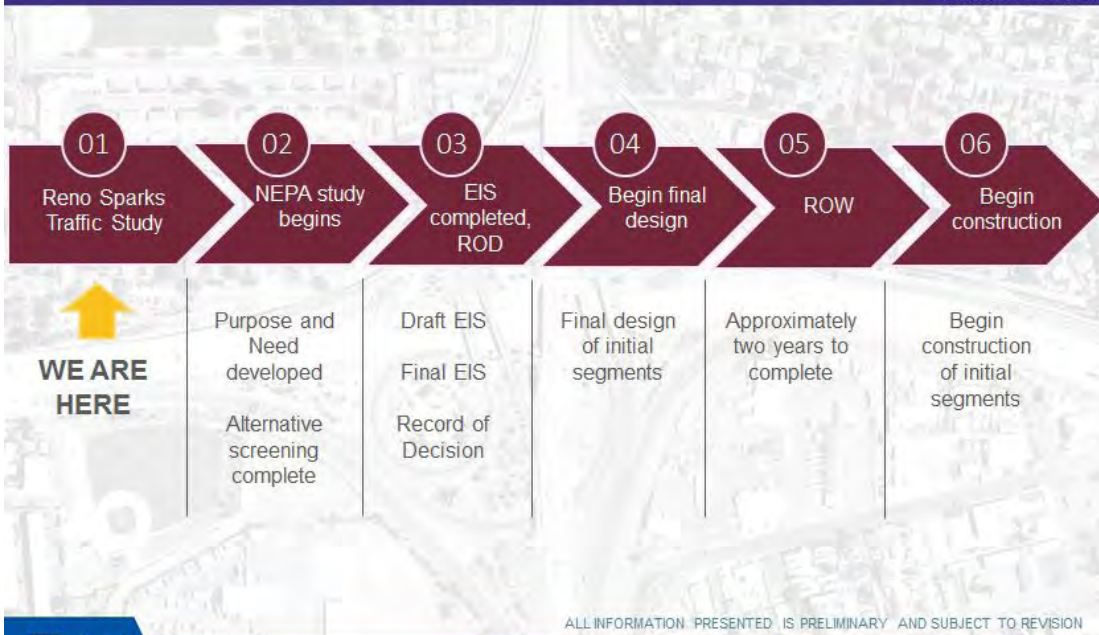
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# Spaghetti Bowl Proposed Process Timeline

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# QUESTIONS & CLARIFICATIONS



# BREAK

15 MINUTES

## Feedback on challenges, issues and needs

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- FHWA
- RTC
- City of Reno
- City of Sparks
- Reno-Sparks Indian Colony
- Additional partners

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# City of Reno

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- Balancing access control benefits with business impacts
- Managing impacts to surface streets
- Improving traffic flow
- Improving safety
- Funding

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# City of Sparks

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Safety and Capacity	<ul style="list-style-type: none"><li>• Consider peak a.m. commute (I-80 WB to SB I-580 and NB 395) and the peak p.m. weave (I-80 WB to NB 395/Oddie Blvd interchange)</li><li>• Consider peak a.m. backup queue on WB I-80 impacting the Rock Blvd and Pyramid Way interchanges</li></ul>
Minimize Impacts	<ul style="list-style-type: none"><li>• Minimize impacts to the Oddie Blvd Redevelopment Corridor</li></ul>
Increased Traffic Demand	<ul style="list-style-type: none"><li>• Review increase in traffic demand with completion of the Pyramid Way/McCarran Blvd intersection capacity improvements</li></ul>
Prioritize Future Traffic Demand	<ul style="list-style-type: none"><li>• Consider potential future traffic demand of Pyramid Way/395 Connector</li></ul>

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# QUESTIONS & CLARIFICATIONS



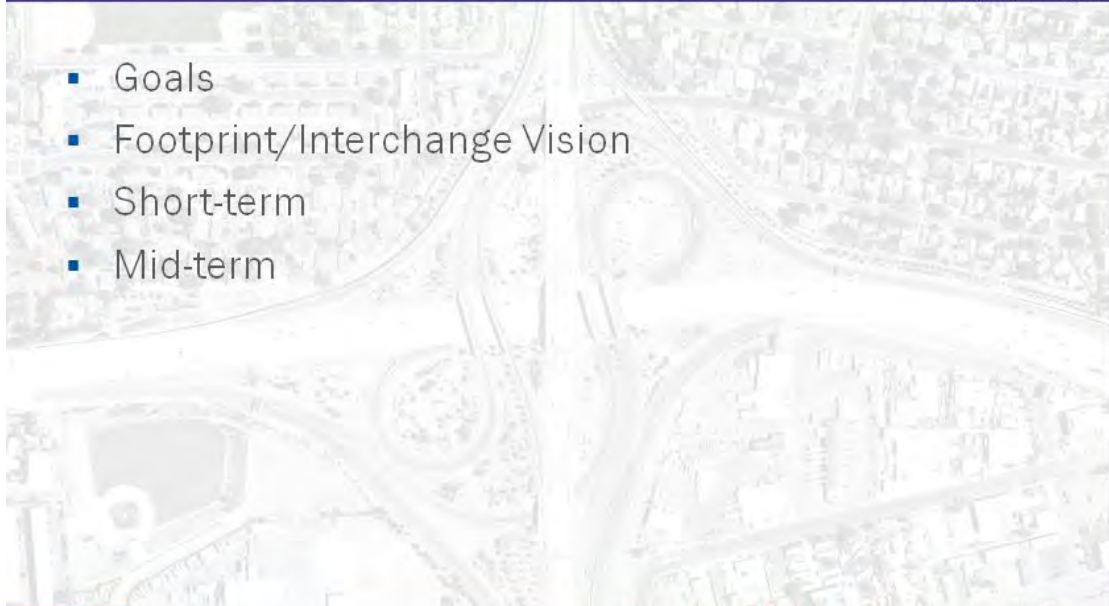
# LUNCH

1 HOUR

# Concept Presentations

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- Goals
- Footprint/Interchange Vision
- Short-term
- Mid-term



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# Interchange Options

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Existing Condition



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# Interchange Options - Colorado

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Similar to I-70/I-25



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# Interchange Options - Utah

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Similar to I-80/I-15



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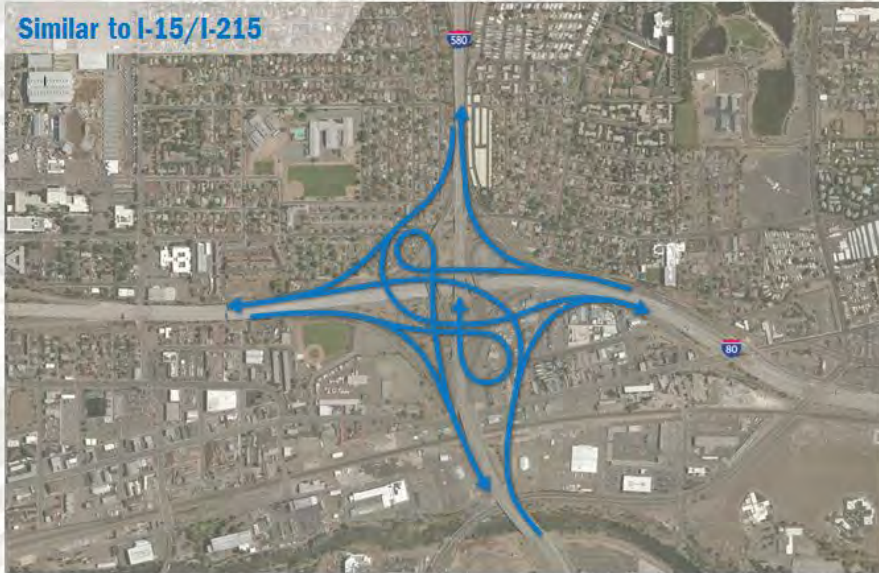
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# Interchange Options - Utah

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Similar to I-15/I-215



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# Interchange Options - Wyoming

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Similar to I-80/I-25



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# SHORT-TERM

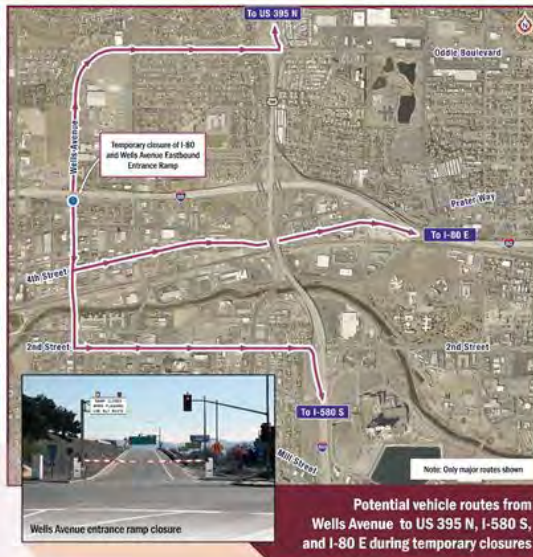
## Short-term Concept #1

### Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp

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Existing condition at I-80 and Wells Avenue eastbound entrance ramp



Potential vehicle routes from Wells Avenue to US 395 N, I-580 S, and I-80 E during temporary closures

#### Advantages

- ✓ Only implemented during peak periods when high congestion thresholds are met
- ✓ Eliminates weaving conflict points
  - Reduces crashes
  - Reduces congestion on I-80 Eastbound

#### Disadvantages

- ✗ Vehicles will need to use alternate routes during closures to get to their destination
- ✗ Increases traffic on surface streets

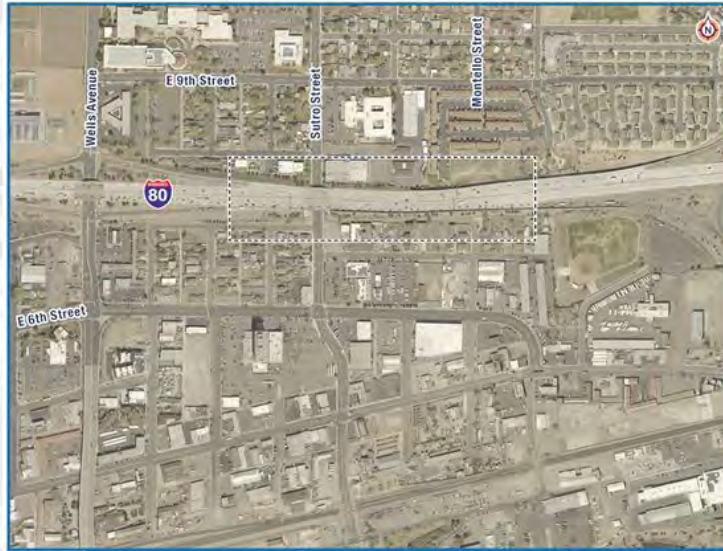
#### Improves

- ☑ I-80 EB to I-580 SB
- I-80 WB to I-580 SB

# Short-term Concept #1

## Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp

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Existing condition at I-80 and Wells Avenue eastbound entrance ramp

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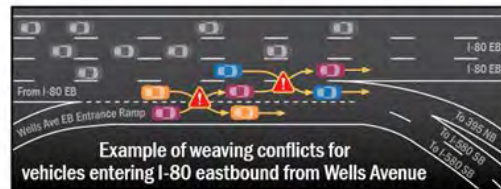
# Short-term Concept #1

## Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp

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Area of weaving conflict points for Wells Avenue Eastbound Entrance Ramp



Example of weaving conflicts for vehicles entering I-80 eastbound from Wells Avenue

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# Short-term Concept #1

Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp

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CONCEPT #1

Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp



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# Short-term Concept #1

Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp

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# Short-term Concept #1

## Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp

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# Short-term Concept #1

## Temporary Closure of I-80 and Wells Avenue Eastbound Entrance Ramp

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### Advantages

- ✓ Only implemented during peak periods when high congestion thresholds are met
- ✓ Eliminates weaving conflict points
  - Reduces crashes
  - Reduces congestion on I-80 Eastbound

### Disadvantages

- ✗ Vehicles will need to use alternate routes during closures to get to their destination
- ✗ Increases traffic on surface streets

### Improves

- I-80 EB to I-580 SB
- I-80 WB to I-580 SB

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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Existing condition at I-580 and Glendale Avenue southbound exit ramp



Potential routes for vehicles to get from I-580 southbound to Glendale Avenue during temporary closures

### Advantages

- ✓ Only implemented during peak periods when high congestion thresholds are met
- ✓ Eliminates weaving conflict points
  - Reduces crashes
  - Reduces congestion on I-580 southbound and the I-80 eastbound to I-580 southbound ramp

### Improves

- I-80 EB to I-580 SB
- I-80 WB to I-580 SB

### Disadvantages

- ✗ Vehicles will need to use alternate routes during closures to get to their destination
- ✗ Increases traffic on surface streets

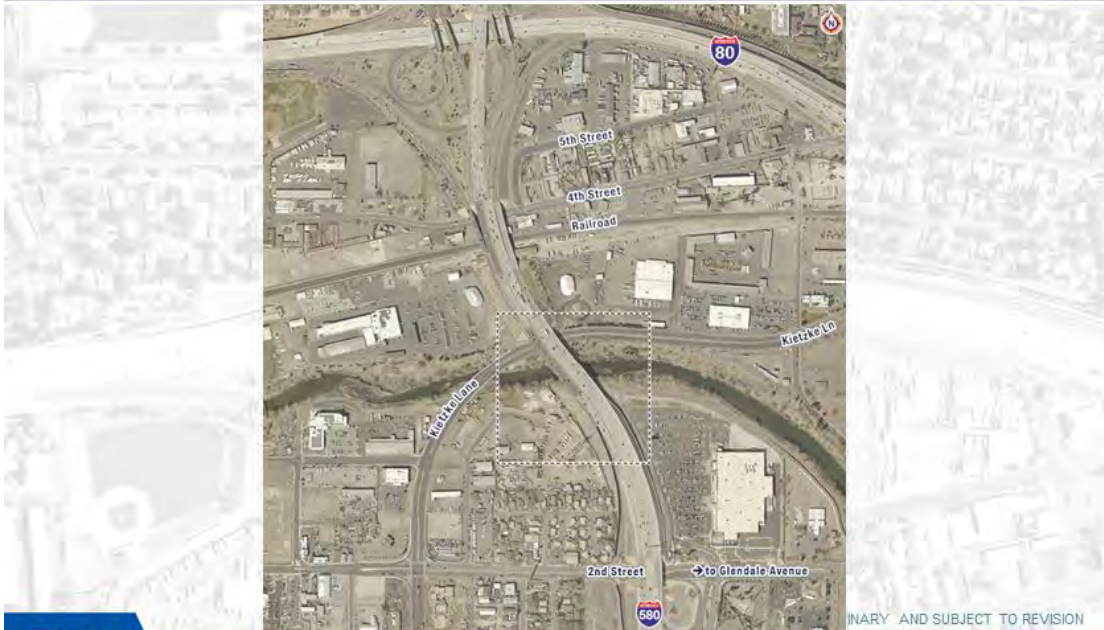
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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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Area of weaving conflict points for Glendale Avenue Southbound Exit Ramp



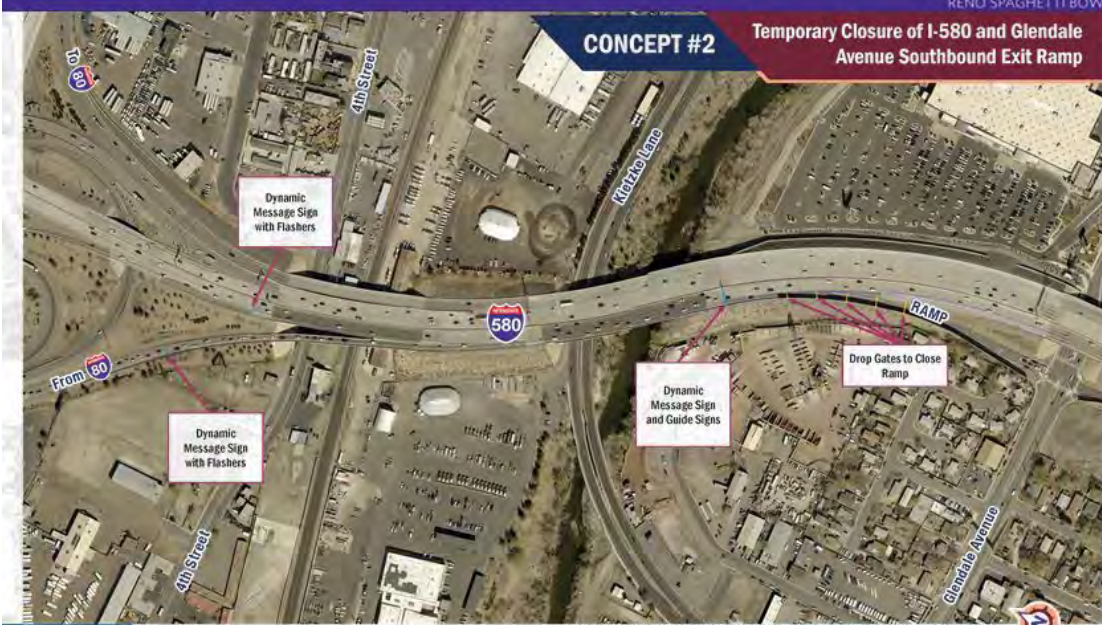
Example of weaving conflicts for vehicles exiting I-580 at Glendale Avenue

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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CONCEPT #2

Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

Dynamic Message Sign with Flashers

Dynamic Message Sign with Flashers

Dynamic Message Sign and Guide Signs

Drop Gates to Close Ramp

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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Potential routes for vehicles to get from I-580 southbound to Glendale Avenue during temporary closures

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# Short-term Concept #2

## Temporary Closure of I-580 and Glendale Avenue Southbound Exit Ramp

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### Advantages

- ✓ Only implemented during peak periods when high congestion thresholds are met
- ✓ Eliminates weaving conflict points
  - Reduces crashes
  - Reduces congestion on I-580 southbound and the I-80 eastbound to I-580 southbound ramp

### Improves

- ✓ I-80 EB to I-580 SB
- ✓ I-80 WB to I-580 SB

### Disadvantages

- ✗ Vehicles will need to use alternate routes during closures to get to their destination
- ✗ Increases traffic on surface streets

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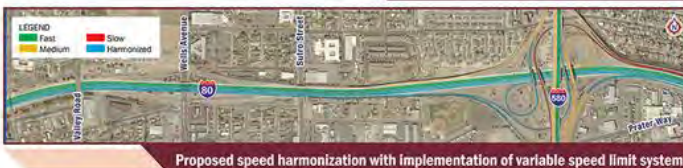
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# Short-term Concept #3

## Variable Speed Limit System

RENO SPAGHETTI BOWL



### Advantages

- ✓ Lower speed differential
  - Improves safety
  - Improves capacity
  - Easier for merging
- ✓ Could also be implemented during severe weather

### Improves

- ✓ I-80 EB to I-580 SB
- ✓ I-80 WB to I-580 SB

### Disadvantages

- ✗ Additional resources needed at the Road Operations Center to manage the system
- ✗ Increased enforcement may be needed

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# Short-term Concept #3

## Variable Speed Limit System

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# Short-term Concept #3

## Variable Speed Limit System

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# Short-term Concept #3

## Variable Speed Limit System

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Proposed speed harmonization with implementation of variable speed limit system

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# Short-term Concept #3

## Variable Speed Limit System

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Relocated dynamic message sign at Valley Road

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# Short-term Concept #3

## Variable Speed Limit System

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New variable speed limit signs at Wells Avenue

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# Short-term Concept #3

## Variable Speed Limit System

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### Advantages

- ✓ Lower speed differential
  - Improves safety
  - Improves capacity
  - Easier for merging
- ✓ Could also be implemented during severe weather

### Improves

- |                                     |                     |
|-------------------------------------|---------------------|
| <input checked="" type="checkbox"/> | I-80 EB to I-580 SB |
|                                     | I-80 WB to I-580 SB |

### Disadvantages

- ✗ Additional resources needed at the Road Operations Center to manage the system
- ✗ Increased enforcement may be needed

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# Short-term Concept #4

## Channelization of Eastbound Wells Avenue Entrance Ramp

RENO SPAGHETTI BOWL



### Advantages

- ✓ Limits weaving for better flow on I-80 eastbound and the I-80 eastbound to I-580 southbound ramp
- ✓ Reduces conflict points
  - Improves safety

### Improves

- I-80 EB to I-580 SB
- I-80 WB to I-580 SB

### Disadvantages

- ✗ Limits driver choices, even during off-peak periods
- ✗ More difficult for snow removal
- ✗ Potential disregard by drivers (depending on chosen treatment)
- ✗ Potential increase in maintenance (depending on chosen treatment)

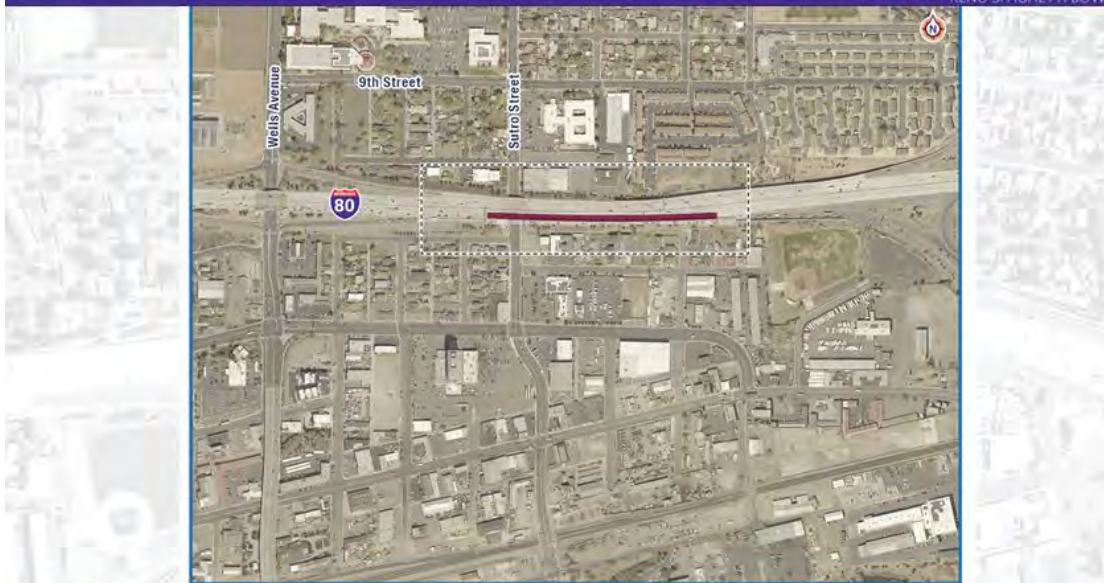
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# Short-term Concept #4

## Channelization of Eastbound Wells Avenue Entrance Ramp

RENO SPAGHETTI BOWL



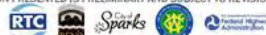
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# Short-term Concept #4

## Channelization of Eastbound Wells Avenue Entrance Ramp

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Proposed channelization limits and reduction in conflict points

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# Short-term Concept #4

## Channelization of Eastbound Wells Avenue Entrance Ramp

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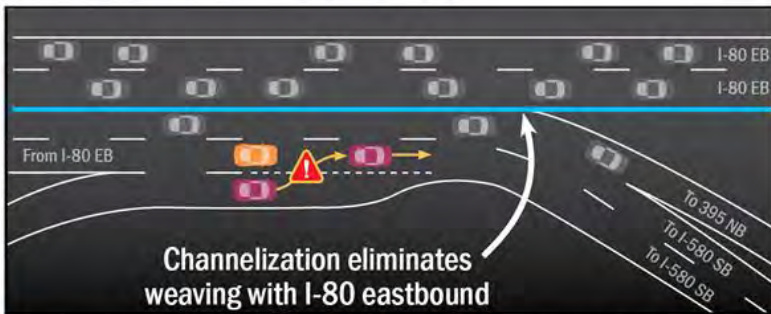
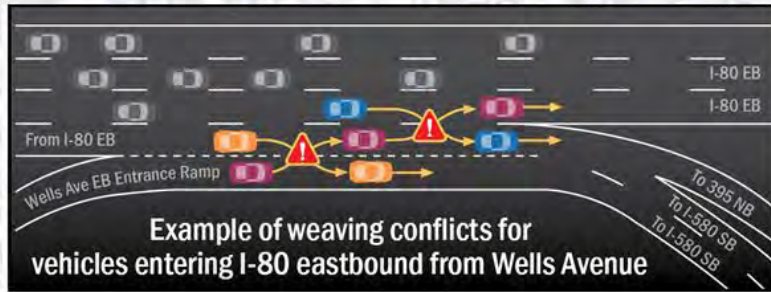




# Short-term Concept #4

## Channelization of Eastbound Wells Avenue Entrance Ramp

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# Short-term Concept #4

## Channelization of Eastbound Wells Avenue Entrance Ramp

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Examples of channelization options

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# Short-term Concept #4

## Channelization of Eastbound Wells Avenue Entrance Ramp

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### Advantages

- ✓ Limits weaving for better flow on I-80 eastbound and the I-80 eastbound to I-580 southbound ramp
- ✓ Reduces conflict points
  - Improves safety

### Improves

- ☑ I-80 EB to I-580 SB
- ☑ I-80 WB to I-580 SB

### Disadvantages

- ✗ Limits driver choices, even during off-peak periods
- ✗ More difficult for snow removal
- ✗ Potential disregard by drivers (depending on chosen treatment)
- ✗ Potential increase in maintenance (depending on chosen treatment)

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# Short-term Concept #5

## Channelization of the I-580 and Glendale Avenue Southbound Exit Ramp

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Existing condition at I-580 and Glendale Avenue southbound exit ramp



Proposed channelization limits and reduction in conflict points

### Advantages

- ✓ Limits weaving for better flow on I-580
- ✓ Removes a lane merge for eastbound to southbound movements
- ✓ Reduces conflict points
  - Improves safety

### Improves

- ☑ I-80 EB to I-580 SB
- ☑ I-80 WB to I-580 SB

### Disadvantages

- ✗ Limits driver choices, even during off-peak periods
- ✗ More difficult for snow removal
- ✗ Vehicles traveling on I-580 southbound will not be able to exit at Glendale Avenue
- ✗ Potential disregard by drivers (depending on chosen treatment)
- ✗ Potential increase in maintenance (depending on chosen treatment)

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# Short-term Concept #5

## Channelization of the I-580 and Glendale Avenue Southbound Exit Ramp

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# Short-term Concept #5

## Channelization of the I-580 and Glendale Avenue Southbound Exit Ramp

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# Short-term Concept #5

## Channelization of the I-580 and Glendale Avenue Southbound Exit Ramp

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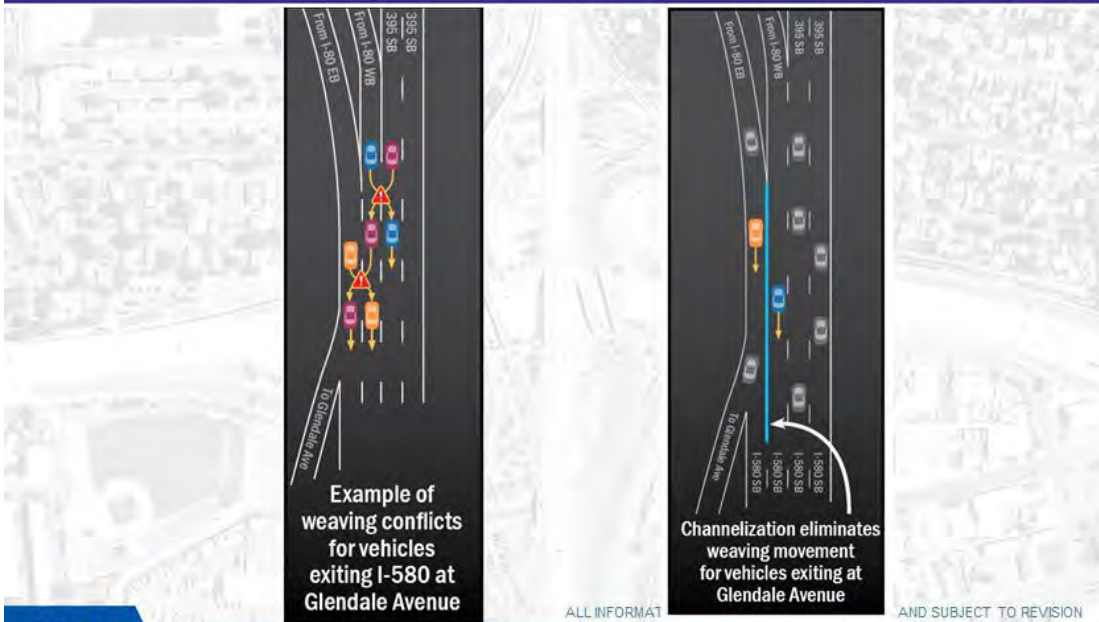
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# Short-term Concept #5

## Channelization of the I-580 and Glendale Avenue Southbound Exit Ramp

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# Short-term Concept #5

## Channelization of the I-580 and Glendale Avenue Southbound Exit Ramp

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Examples of channelization options

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# Short-term Concept #5

## Channelization of the I-580 and Glendale Avenue Southbound Exit Ramp

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### Advantages

- ✓ Limits weaving for better flow on I-580
- ✓ Removes a lane merge for eastbound to southbound movements
- ✓ Reduces conflict points
  - Improves safety

### Improves

- I-80 EB to I-580 SB
- I-80 WB to I-580 SB

### Disadvantages

- ✗ Limits driver choices, even during off-peak periods
- ✗ Vehicles traveling on I-580 southbound will not be able to exit at Glendale Avenue
- ✗ More difficult for snow removal
- ✗ Potential disregard by drivers (depending on chosen treatment)
- ✗ Potential increase in maintenance (depending on chosen treatment)

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# Short-term Concept #6

## Add Ramp Meters

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Proposed ramp meter locations

### Advantages

- ✓ Improves gaps for merging onto freeways
- ✓ Regulates weaving and improves flow on I-80 and I-580
- ✓ Creates more storage on the ramp from I-80 to I-580
- ✓ Reduces queue on I-80 eastbound by 970 feet (~39 vehicles) per lane

### Improves

- ✓ I-80 EB to I-580 SB
- ✓ I-80 WB to I-580 SB

### Disadvantages

- ✗ Potentially not enough storage on local street ramps
  - ✗ Could cause queuing on local streets
  - ✗ Lane channelization would be required (on system ramp)
- \* Limits access to Glendale exit ramp from I-580 southbound



Existing vehicle queuing along I-80/I-580



Proposed vehicle queuing along I-80/I-580

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# Short-term Concept #6

## Add Ramp Meters

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# Short-term Concept #6

## Add Ramp Meters

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# Short-term Concept #6

## Add Ramp Meters

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Existing vehicle queuing along I-80/I-580



Proposed vehicle queuing along I-80/I-580

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# Short-term Concept #6

## Add Ramp Meters

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# Short-term Concept #6

## Add Ramp Meters

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# Short-term Concept #6

## Add Ramp Meters

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### Advantages

- ✓ Improves gaps for merging onto freeways
- ✓ Regulates weaving and improves flow on I-80 and I-580
- ✓ Creates more storage on the ramp from I-80 to I-580
- ✓ Reduces queue on I-80 eastbound by 970 feet (~39 vehicles) per lane

### Improves

- ✓ I-80 EB to I-580 SB
- ✓ I-80 WB to I-580 SB

### Disadvantages

- ✗ Potentially not enough storage on local street ramps
- ✗ Could cause queuing on local streets
- ✗ Lane channelization would be required (on system ramp)
  - Limits access to Glendale exit ramp from I-580 southbound

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# MID-TERM

# Mid-Term Concept #1

## Two-lane Eastbound to Southbound Ramp

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### Components

- Modify E-S ramp to provide two continuous lanes to I-580 South
- Close I-580 South off-ramp Glendale Avenue
- Modify Glendale SB I-580 on-ramp to connect through Mill Street on-ramp

### Advantages

- ✓ Removes E-S lane drop
- ✓ Reduces mainline weaving, thus enhancing I-580 operations
- ✓ Improvements within right-of-way

### Disadvantages

- × Closes I-580 off-ramp to Glendale
- × Requires widening or reconstruction of older bridge structures

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# Mid-Term Concept #2

## Partial Two-lane Eastbound to Northbound Ramp

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### Advantages

- ✓ Provides additional storage on E-N to reduce backups onto E-S.
- ✓ Maintain existing bridge structure with small retaining walls
- ✓ Quick implementation

### Disadvantages

- × Limited impact by driver behavior

### Components

- Modify E-N Ramp to have two lanes between E-N/E-S gore and E-N bridge over I-80.

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# Mid-Term Concept #3

## Nugget "Gap"

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### Advantages

- ✓ Allows additional mainline lane to be striped from Rock to Pyramid (and possibly to McCarran)
- ✓ New bridge structure could assist with traffic control for construction of existing bridges

### Disadvantages

- ✗ Impacts to Nugget
- ✗ Compatibility with future existing bridge replacement

### Components

- Construct new bridge structure to provide additional lanes in each direction along I-80



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# Mid-Term Concept #4

## Wells Braided Ramp

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### Components

- Reconstruct Wells Westbound On-Ramp to eliminate weave with E-S Ramp.
- New structure over Sutro Street.
- Provide grade separation for Wells traffic going to eastbound I-80 and I-80 eastbound going to southbound I-580

### Advantages

- ✓ Removes Wells traffic from weaving with I-80 traffic going to I-580 southbound

### Disadvantages

- ✗ Eliminates connection from Wells to northbound US 395.
- ✗ May require FHWA design exceptions
- ✗ May impact E-S merge congestion



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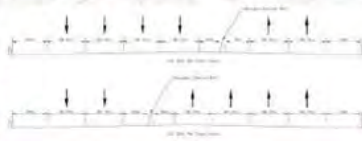
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# Mid-Term Concept #5

## Reversible Lanes

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### Advantages

- ✓ Provides additional lane for directional flows during peak hours
- ✓ Can be phased and easily lengthened to the north.

### Disadvantages

- × Reduction of lane in opposite direction
- × Daily long term maintenance costs

### Components

- Remove permanent center barrier rail and install "movable" center barrier rail.
- Shift barrier rail in AM and PM peak hours to provide additional laneage.

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# BREAKOUT SESSIONS

ROOM 1: Short-term

ROOM 2: Mid-term



# BREAK

15 MINUTES



# SUMMARY PRESENTATIONS

## Public Comment

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Please state your full name and address prior to your question or statement



Three-minute verbal comment per individual



A court reporter will be recording the presentation and is available to take comments before and after the presentation



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## Closing and Next Steps

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- Charrette summary
- Next steps
- Reno Sparks Freeway Traffic Study
- Summary report online in three weeks

<http://nevadadot.com/freewaytrafficstudy/>

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## Questions?

**Contact:**

*CHARRETTE*  
*Natalie D. Caffaratti, P.E., C.P.M.*  
NDOT PM  
(775) 888-7461  
[Ncaffaratti@dot.state.nv.us](mailto:Ncaffaratti@dot.state.nv.us)

**Contact:**

*RENO SPARKS TRAFFIC STUDY*  
*Jeff Lerud, P.E., C.P.M.*  
NDOT PM  
(702) 671-8865  
[jlerud@dot.state.nv.us](mailto:jlerud@dot.state.nv.us)

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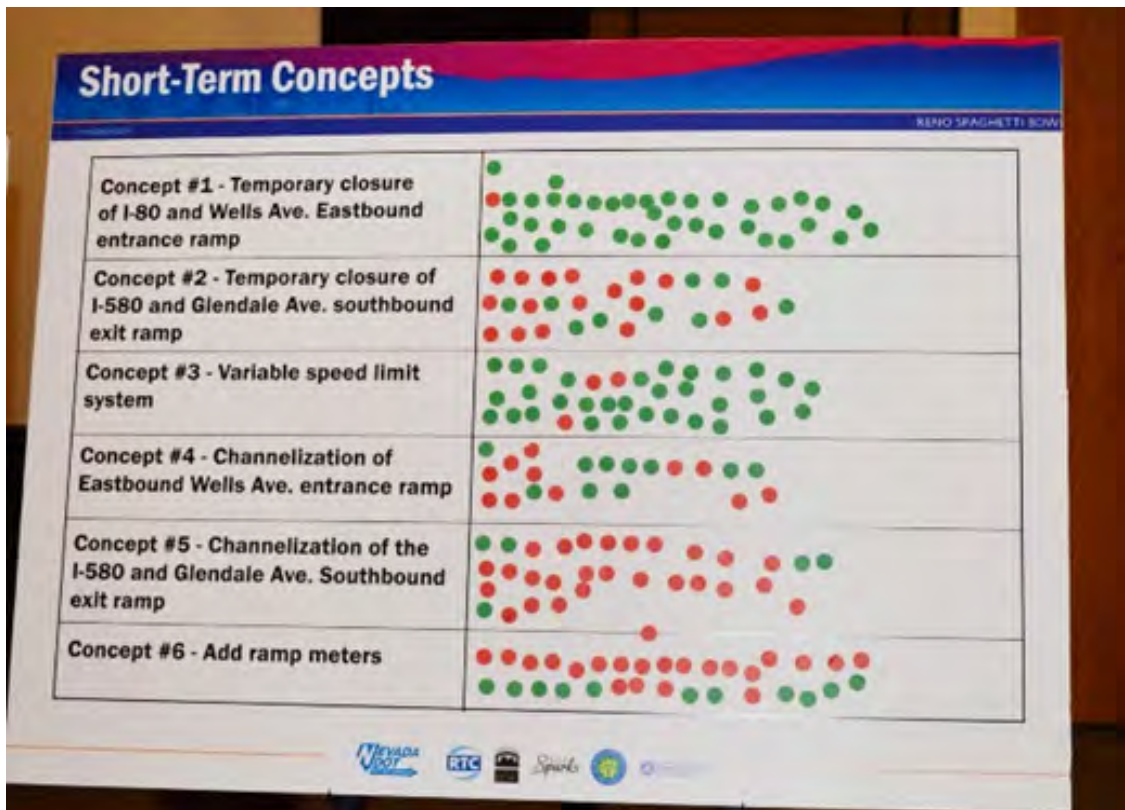
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# Short-Term Concepts

Break out session voting results:



Short-Term Priorities results:





## Breakout Session concept comments:

### Short-Term Concept Comments

Concept #1

I question if the weave is a significant contributor to the 80 Eastbound - 580 congestion, since the back-up persists far beyond the wells weave point.

Great opportunity to test this as a potential long term solution.

Could result in unsafe conditions on surface streets.

Concept #2

Consider closing Mill S/B off in conjunction between 80 - Glendale

May worsen the short merge between Glendale and Mill.

Concern about driver expectations.

Concept #3

Variable speed limit on 395 too!

Concept #4

Could the channelization be done with concrete rail?

Concept #5

Not compatible with driver expectation.

Could cause a bigger safety issue.

Concept #6

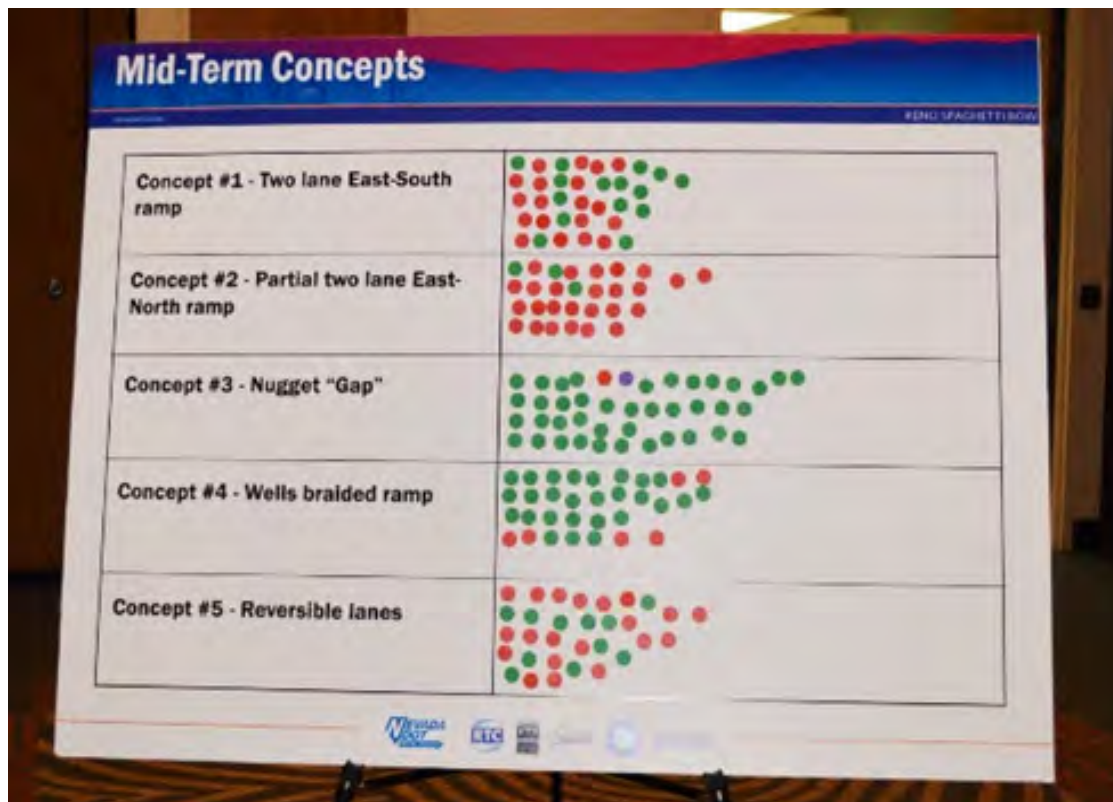
Perhaps a longer protected lane to reduce the traffic backup onto 80?

Add third lane to 395 N from 80 E.

\* Please redesign so the 80 Eastbound to 580 Northbound has a dedicated exit lane. 580 Southbound must narrow to a single lane anyway. But the congestion forces the Northbound traffic to wait when it is otherwise clear.

# Mid-Term Concepts

Break out session voting results:



Mid-Term Priorities results:



## Breakout Session concept comments:

### Mid-Term Concept Comments

Add third lane on US 395 North

Concept #2 Can you move entrance for E-N ramp further to the east. Not have E-S at the same point.

\*There were only comments on concept #2 for the mid-term concepts.

## Public Comments

<p>Johnny Lau 2388 Cuzco Drive Sparks, Nevada 89436 (775) 240-3568 <a href="mailto:johnnylau88@gmail.com">johnnylau88@gmail.com</a></p>	<p>Concept #1 – include a loop off ramp at SB to Glendale. Concept #3 – restripe I-80 from Rock to McCarran to add a lane and remove dual lane off ramp at Pyramid. Concept #4 – ES ramp just make it a flyover ramp down to just before Mill Street.</p>
<p>David Keele 5045 Ross Drive Reno, Nevada 89519 (775) 677- 9696 <a href="mailto:b.tugli@att.net">b.tugli@att.net</a></p>	<p>I think that the I-80 eastbound to 395/580 ramp is the worst bottle neck in the Spaghetti Bowl. The two concepts I most strongly feel would help flow are: #4 - channelization at Eastbound Wells and #5 - channelization at Glendale Southbound. I prefer the flexible delineator mounted on curb.</p>
<p>Garth Oksol 10560 Batou Court Reno, Nevada 89521 (775) 742-6851 <a href="mailto:goksol@rtcwashoe.com">goksol@rtcwashoe.com</a></p>	<p>Short term versus Mid/Long-Term - We need to keep public perception at the forefront when weighing the value of short term improvements. The public thinks the Spaghetti Bowl has been under construction for years and years. While we in this room know that we redid the east leg, then the north leg, then the west leg, then two phases of the south leg. The problem is the public saw traffic control on all legs of the Spaghetti Bowl with each individual leg of construction. If a short-term fix can be done with minimal traffic impacts, go for it. If there are greater impacts, bite the bullet and do the mid/long-term fix. The public is tired of the Spaghetti Bowl constantly being worked on.</p>
<p>Clara Lawson Washoe Community Service Department Reno, Nevada (775) 328-3603 <a href="mailto:clawson@washoecounty.us">clawson@washoecounty.us</a></p>	<p>The time of day closure of Wells seems like a mid-term throw-away solution and that long-term solution will close the intersection. Closing on/off ramps appears a loss - why not replace closed ramps with efficient front-age roads and surface streets.</p>
<p>Brent Wilbur 5275 W. 7<sup>th</sup> Street #166 Reno, Nevada 89523 (775) 250-1721 <a href="mailto:bpwilbur@gmail.com">bpwilbur@gmail.com</a></p>	<p>Light rails from major population centers (W. Reno, S. Reno, Stead, Spanish Springs) to major industrial/commercial centers (s. Reno, Stead, Sparks, Tahoe-Reno Industrial Center) will alleviate enough traffic to begin construction of underground bypasses for major traffic flows (EB I-80 --&gt; SB US 395; WB I-80 --&gt; SB US 395). Pinion Park could act as an interchange for the light rails. After the underground bypasses are built, traffic flows on the surface would be light enough that tear down of the Spaghetti Bowl would be feasible. Separately, expand the Reno-Stead Airport and demolish the Reno-Tahoe Airport to make room for commerce and industry.</p>
<p>Cal Dibble <a href="mailto:caldibble@frontoer.com">caldibble@frontoer.com</a></p>	<p>Saw TV article on redesign of spaghetti bowl. Suggest designers look at painting lane destinations on roadways like is done on AZ freeways. It is cheap and really works well.</p>

# Invitations

Save the Date:

**4.28.2016 | 9am - 4pm**

## SAVE THE DATE

**I-80/I-580/US-395 interchange  
RENO SPAGHETTI BOWL CHARRETTE**

**Reno-Sparks Convention Center**

*Come prepared to talk about ideas and solutions  
for the Reno Spaghetti Bowl*

**580** **80**

McCarran Blvd  
Redfield Pkwy  
Kietzke Ln  
Peckham Ln  
S Virginia St  
Downtown Reno

**Reno-Sparks  
Convention  
Center**  
(Free Parking)

**Contact**  
Natalie Caffaratti  
775.888.7164  
ncaffaratti@dot.state.nv.us



# Formal invitation:



Come prepared to talk about ideas and solutions  
for the Reno Spaghetti Bowl

I-80/I-580/US-395 interchange

## RENO SPAGHETTI BOWL CHARRETTE



**Reno-Sparks Convention Center** † 4.28.2016 † 9am - 4pm

† Check-in beginning at 8:30 a.m. † Free parking for attendees

**Click Here RSVP - Please respond by April 21st**  
to [leah.miller@hdrinc.com](mailto:leah.miller@hdrinc.com) for attendance and lunch choice:



**A The Reno-Sparks Sub**  
Breast of turkey, fanny baked ham, Swiss cheese, red onions, lettuce, and French dressing on French baguette

**B Pesto Chicken Baguette**  
Herb marinated, grilled chicken breast, provolone cheese and basil-garlic mayonnaise

**C Herbed Roast Beef**  
Thinly sliced roast beef, caramelized onion, lettuce, herb-garlic cream cheese on a corn-dusted Kaiser roll

**D Italian Submarine**  
Salami, ham, capicola, provolone cheese, topped with balsamic red onions and roasted red pepper spread

**E VLT (Vegetarian)**  
Flatbread, grilled zucchini, tomatoes, jalapeno jack cheese and a pesto sauce

## Those invited:

### State of Nevada

Governor Brian Sandoval  
Lt. Governor Mark Hutchison  
Ron Knecht

### Regional Transportation Commission (RTC)

Lee Gibson  
Amy Cummings  
Jeff Hale  
David Jickling  
Michael Moreno  
Joe Harrington

### RTC Board

Paul McKenzie  
Neoma Jardon  
Oscar Delgado  
Julia Ratti

### City of Reno

Hillary Schieve  
Steve Bunnell  
John Flansberg

### Reno-Sparks Indian Colony

Arlan Melendez  
Scott Nebesky  
Steve Moran

### Grand Sierra Resort

Tracy Minmo  
Mike Gilbert  
Kent Vaughan

### Reno-Sparks Convention and Visitors Authority

Jennifer Cunningham

### Reno-Tahoe Airport Authority

Lissa Butterfield  
Daniel P. Bartholomew

### UPRR

Terrel Anderson

### Federal Highway Administration (FHWA)

Paul Schneider  
Susan Klekar  
Greg Novak  
Jin Zhen  
Abdelmoez Abdalla  
Christina Leach

### Nevada Transportation Board

Len Savage  
Frank Martin  
Tom Skancke  
Emil "B.J." Almberg, Jr

### AGC

Craig Madole

### Nevada Trucking Association

Paul Enos

### City of Sparks

Ron Smith  
Jon Ericson  
Geno Martini  
N Krutz

### Washoe County

Bob Lucey  
Marsha Berkbigler  
John Slaughter  
Kitty Jung  
Vaughn Hartung  
Chuck Allen  
David Solaro  
Bill Whitney  
Xuan Wang

### Wal-Mart

Denise West

### Highway Patrol

Rob Stepien

### Department of Public Safety

Colonel Dennis S, Osborn  
Andy McAfee

### Reno Police Department

Jason Soto

### Community representatives

Lori Rodriguez  
Bonnie Weber

### TMRPA

Jeremy Smith

### NDOT

Sondra Rosenburg  
P.D. Kiser  
Troy Martin  
Bill Hoffman  
John Terry  
Thor Dyson  
Steve Cooke  
Ruth Borelli  
Paul Frost  
Amir Soltani  
Denise Inda  
Jessen Mortensen  
Ken Mammen  
Anita Bush  
Meg Ragonese  
Sean Sever  
Christopher Young  
Thomas Moore  
Rodney Schilling  
Jeff Lerud  
Julie Maxey  
Natalie Caffaratti  
Kent Steele  
Sarah Vido

# Advertising

Newspaper notice:

## NEVADA DEPARTMENT OF TRANSPORTATION NOTICE

### RENO SPAGHETTI BOWL CHARRETTE

**WHEN:** Thursday, April 28, 2016, from 9 a.m. – 4 p.m.

**LOCATION:** The Reno-Sparks Convention Center, Rooms A3 – A4  
4590 S. Virginia St, Reno, NV

**PURPOSE OF MEETING:** The Nevada Department of Transportation (NDOT) is hosting a charrette to discuss potential future transportation improvements to the Reno Spaghetti Bowl (I-80/I-580/US-395 interchange). It will be held in partnership with the Regional Transportation Commission of Washoe County, the City of Reno, the City of Sparks, Washoe County, and in cooperation with the Federal Highway Administration. You are invited to listen to community leaders and agencies explore possible solutions in the morning session, and to participate in afternoon breakout sessions, which begin at 1:30 p.m. Parking will be free for all attendees.

**CONTACT:** For more information about the meeting, contact Natalie Caffaratti at 775.888.7164. If you are unable to attend in person, please visit us at [Nevadadot.com](http://Nevadadot.com) and click on the Home page banner for the Reno Spaghetti Bowl Charrette or send your comments to [ncaffaratti@dot.state.nv.us](mailto:ncaffaratti@dot.state.nv.us).



NOTE: Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting. Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Maxey, Nevada Department of Transportation, Public Hearings Officer, at (775) 888-7171 or Email [jmaxey@dot.state.nv.us](mailto:jmaxey@dot.state.nv.us)



Newspaper notice:

