



## Parking Plans: Challenges and Solutions



Shoulder-parking will be relocated into three new off-highway lots on the east side of SR 28.  
(click for larger view)

Along with the shared use path, off-highway parking will be constructed over the next two summer construction seasons along the frontage of the Ponderosa Ranch. The center turn lane will be extended to the south for safe entry.

This location, on the east side of the road, was selected after a number of public meetings and in response to Mill Creek area residents' concerns. Relocating and organizing the shoulder-parking here will:

- improve the sight line distance for turn movements from Ponderosa Ranch Rd.
- address other safety, as well as environmental concerns
- help balance transportation needs with recreation capacity/a quality experience

### How many spaces are needed?

Area residents have expressed concerns that there will not be enough off-highway parking. The number of vehicles parked along the shoulder grew almost 170% between 2000 and 2011. Explosive growth has already been noted this year, with Sand Harbor staff indicating it has been the busiest ever.

Carl Hasty, District Manager for the Tahoe Transportation District, a project partner, acknowledged, "It will not be possible to provide enough safe off-highway parking during peak season on the east

shore corridor. Our surveys indicate that shoulder-parking demand will at least double by 2038, but the constraints will remain the same: steep slopes, environmental concerns, beach capacity and lack of suitable parcels for parking. These constraints require us to balance the amount of parking spaces at today's off-season parking levels with providing other park and ride locations with transit for summer overflow."

This project will build 86 (4 of which are ADA) of the combined 106 spaces needed to meet the calculated shoulder season off-highway parking levels for this segment of SR 28. A transit stop is included in the project to help meet peak summer season demand. NDOT is working with Washoe County staff on two additional off-highway parking nodes in this segment to be completed in the future.

### **Planning to maintain a good experience**

The project partners were keenly aware of the need for a happy medium that included access, met the recreation destination capacity and did not degrade what is considered a good experience today. Their *SR 28 National Scenic Byway Corridor Management Plan* was the first transportation plan in the Basin to focus on balancing transportation needs with capacity and maintaining a quality experience by using multi-modal transportation solutions.

To achieve solutions for SR 28's safety and environmental challenges, the plan combines relocating shoulder-parking to off-highway lots with connecting people to recreation via a shared-use path – the Tahoe East Shore Trail – and providing East Shore Express transit service on peak summer days.

### **Patience please during construction**

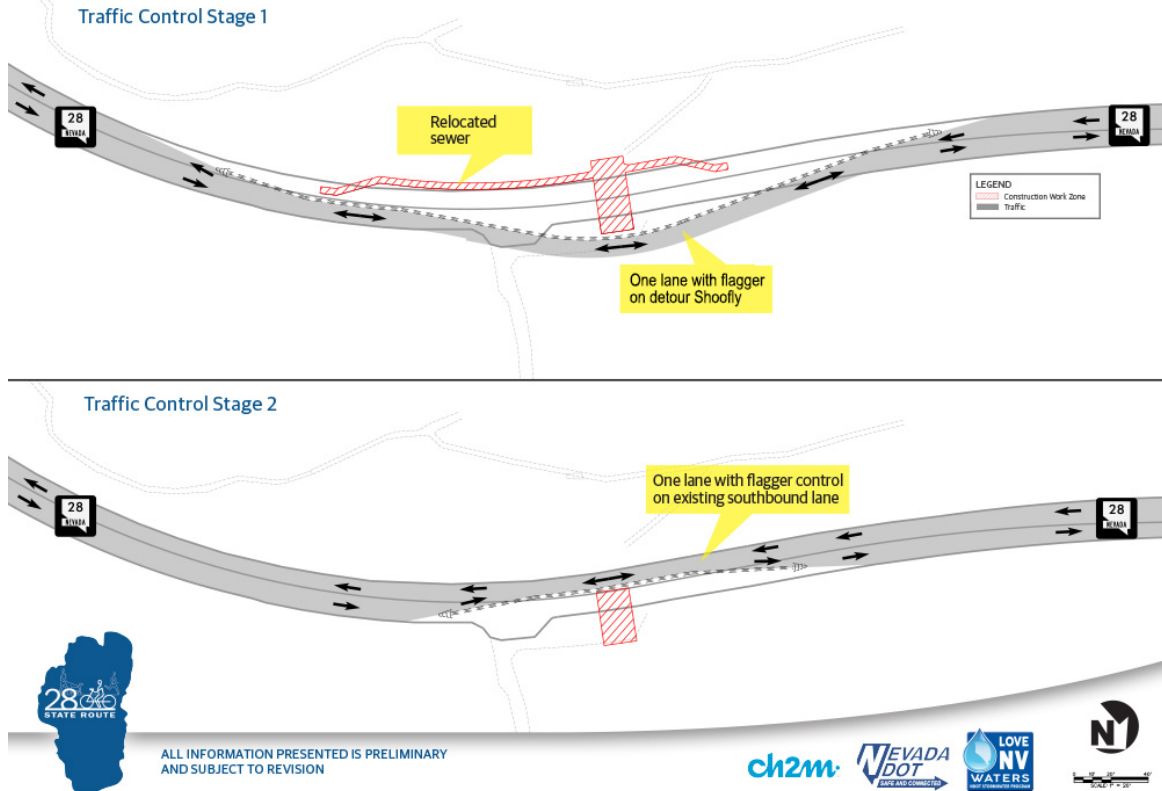
Please bear with us over the next two summer construction seasons. The contractor, Granite Construction, will be using the majority of the parking lot areas for staging and construction activities.

The project team has tried to find temporary nearby parking but none is available as yet, which means vehicles that were parking on the dirt shoulder at this location will be displaced. We know there are many folks accessing the Flume Trail here. NDOT and the contractor are working together to provide temporary walkways to guide them.

---

## **Tunnel Construction: What to Expect**

# Tunnel Construction 11-day Traffic Control Plan



A temporary work-around lane, or "shoofly," will reduce delays during construction hours. [\(click for larger view\)](#)

Excavation is in progress for the tunnel to Hidden Beach, a key element of the Tahoe East Shore Trail. The goal is to complete the Tunnel by October 15, no easy task on the windy road of SR 28.

The tunnel will be constructed with a series of precast concrete boxes, approximately 14 feet wide by 10 feet high, that will span 73 feet under the highway. This will allow pedestrians and bicyclists to cross safely, and reduce congestion that slows or impedes motorists.

## Saving time and money with a shoofly

Granite Construction will be installing a temporary "shoofly" that will allow the contractor to maintain two lanes of traffic while they move IVGID's 16-inch effluent pipeline and a 4-inch sewer force main pipeline outside of the roadway.

"We literally were thinking outside the box on this one and will save the project about \$300,000 by moving the lines outside of the highway. It saves tremendous costs in lane closures and night work and shortens the length of construction," noted John O'Day, Project Manager for Granite Construction.

What is a "shoofly"? The old railroad term means "to work around," as in working around the main line of a railroad track. Shooflies, or temporary work-around lanes, are now used frequently in highway construction.

*Interesting side note:* In the late 1800's, this segment of SR 28 was part of the historic narrow gauge railroad that carried timber from Sand Harbor to the Great Incline Tramline at Mill Creek (now

Ponderosa Ranch). The tramline carried the timber up Incline Mountain to a flume that passed through a 4,000-foot tunnel to the east side of the Sierras for use in the Comstock.

Once the SR 28 shoofly is constructed, northbound traffic will also be shifted to it while the contractor works on the lake side of the highway. This will allow two lanes to run freely after construction hours and with minimal delays during construction hours.

When the shoofly traffic work-around is no longer needed, it will be modified to become a transit stop for the East Shore Express.

### **More traffic control specifics**

There are a few construction activities that will require highway closures and the public will be notified of those dates. Probably most significant is when the contractor will be conducting an 11-day, 24 hours per day marathon operation beginning sometime after September 12 with:

- Stage 1 - One-lane flagger controlled traffic on newly constructed traffic shift to allow for construction of pipeline relocations and southbound portion of the undercrossing
- Stage 2 - One-lane flagger controlled traffic on existing southbound lane to allow for construction of the northbound portion of the undercrossing

Prior to this marathon session, delivery of the precast “tunnel boxes,” from the Highway 50 side to Memorial Point, will require a temporary morning closure of both lanes for about one hour.

There will also be a nighttime lane closure when the contractor ties the new reroute of sewer lines back into the sewer lines that are in the highway. Again, the public will be notified of the dates and times for all the above-mentioned activities.

### **Waiting for the wing walls**

Although the tunnel itself will be complete, the contractor will need to construct support wing walls next spring, connecting to the shared-use trail. For safety, until the walls are in place, the mountainside of the tunnel will be backfilled with dirt and the lakeside entrance will be closed.

---

## **Progress in Pictures**





Credit: Granite Construction ([click for larger view](#))

The "shoofly" detour allows for crews to work efficiently during the day on the new sewer alignment and installation of the tunnel, while keeping vehicles moving with one lane in each direction.



Credit: Granite Construction ([click for larger view](#))

Construction includes a "shoofly," a temporary lane detour around the existing road to keep traffic flowing at Tunnel Creek along SR 28.



Nevada Department of Transportation  
1263 South Stewart Street, Carson City, Nevada 89712  
[nevadadot.com](http://nevadadot.com)

