



SR 28 SHARED USE PATH & SAFETY/STORMWATER ENHANCEMENTS

PROJECT BACKGROUND

Nevada State Route 28 (SR 28) south of Lakeshore Drive, in Incline Village on Lake Tahoe's east shore, parallels 11 miles of undeveloped and pristine shoreline. The two-lane, mountainside road is also the only access route for over one million recreationists and 2.6 million-plus vehicles per year. The conditions along the SR 28 corridor are challenging for both motorists and the nearly 2,000 pedestrians and bicyclists that share the existing travel lanes and narrow shoulders during peak times. Additionally, limited parking and lack of safe, non-motorized access to popular destinations within the corridor lead to large numbers of motorists parking along narrow, mostly unpaved shoulders on the up- and downhill sides of the roadway, creating additional roadside safety hazards as well as erosion issues impacting water quality and lake clarity.

Demand along the corridor continues to grow, with associated shoulder-parking projected to double in the next 20 years, placing increasing strain on existing facilities and the fragile ecosystem. In response to increasing demand and to address and mitigate safety and environmental concerns, 13 federal, state, and local agencies worked collaboratively to identify solutions and develop the recommendations included within the SR 28 National Scenic Byway Corridor Management Plan. As part of this effort, the group developed the Nevada Stateline-to-Stateline Bikeway North Demonstration Project (SR 28 Shared Use Path) Joint Environmental Assessment for the first three miles of shared use path from Incline Village to Sand Harbor. This is a component of the larger Nevada Stateline-to-Stateline Feasibility Study Report for the entire 30+ miles of shared use path on the Nevada side of the lake. Furthermore, the proposed project is a Tahoe Regional Planning Agency (TRPA) Environmental Improvement Program project.

SR 28 is a nationally designated Scenic Byway, and existing recreation sites and facilities along this segment include Hidden Beach, a popular eastern shore destination; Memorial Point, a vista point with short-term visitor parking, informational signage, and restrooms; and Sand Harbor, which includes a popular beach area, several parking lots, boat launch facilities, visitor center, restrooms, and a concessionaire facility.



Conceptual illustration of shared use path

TTD

PROJECT DESCRIPTION

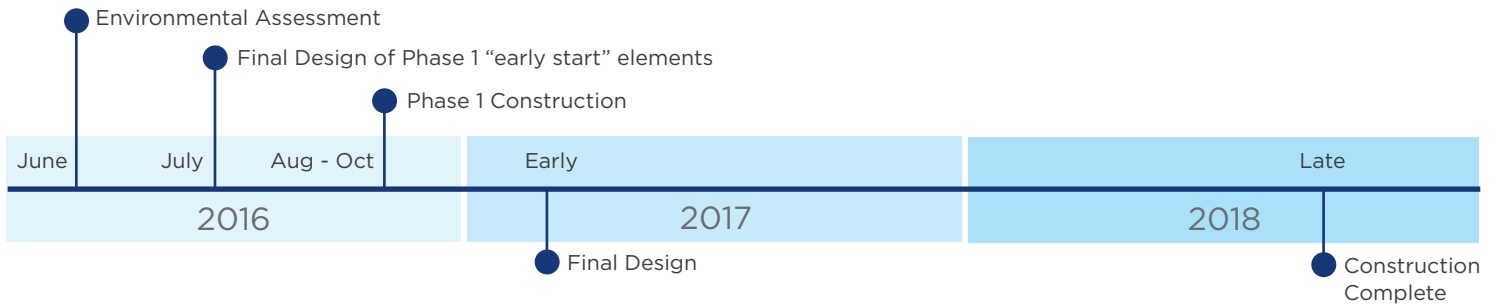
The proposed SR 28 Shared Use Path Project takes an integrated approach to improving safety, mobility, water quality, and recreational access within the SR 28 corridor. While each of the major components (shared use path, parking, safety, and water quality improvements) would provide high value as independent projects, the project partners determined that constructing the components as integrated facilities designed to work in tandem would provide the highest possible value to the public and the greatest benefit to the environment.

The project is being delivered and implemented using the Construction Manager at Risk (CMAR) procurement method and will be comprised of multiple construction packages being implemented in different construction seasons under different Guaranteed Maximum Prices (GMP) proposed by the CMAR contractor.



North Demonstration Shared Use Path Project Limits.

KEY PROJECT MILESTONES AND ESTIMATED COMPLETION DATES



PHASE 1 CONSTRUCTION COMPONENTS

Work that will take place under GMP1 during the 2016 construction seasons includes the following elements of the overall project:

- 10-foot-wide, paved shared use path from the south end of Incline Village to Sand Harbor
- Relocation of shoulder-parking to new parking lot facilities near Ponderosa Ranch and Tunnel Creek Café
- SR 28 pedestrian/bicycle undercrossing near Tunnel Creek
- SR 28 safety improvements including centerline rumble strips and emergency/maintenance turnouts
- Erosion control/water quality improvements

PHASE 1 CONSTRUCTION TRAFFIC MANAGEMENT

Traffic Control measures will be necessary for the construction of the undercrossing of SR 28, the relocation of the IVGID 16-inch effluent pipeline and 4-inch sewer force main, and the Ponderosa Parking Areas. Traffic control measures will include shoulder closures, lane closures, and one-lane flagger controlled closures. A Traffic Management Plan is being prepared in conjunction with the project traffic control plans and technical documents and provides more details.

PROJECT FUNDING

The project has been a collaborative effort and the funding mirrors the endeavors of both public and private stakeholders to make SR 28 safe and enjoyable for all users. This project will be funded through a combination of federal, state, local, and private funding sources.

PROJECT BENEFITS

The SR 28 Project will improve safety for all users, improve access to popular recreational destinations, and help to protect and preserve Lake Tahoe's renowned water quality and clarity. Project elements and associated benefits include:

- **Shared use path** — safe, non-motorized alternative transportation options and improved visitor experience
- **Relocated shoulder-parking to new or expanded off-highway parking with connectivity to shared use path** — safe and improved access to popular recreation destinations; reduced roadway shoulder degradation/erosion and associated fine sediment run-off improving water quality and protecting lake clarity
- **Maintenance and emergency pullouts** — provide safe locations for distressed motorists and highway maintenance vehicle staging, minimizing planned and unplanned lane closures and improving overall traffic circulation
- **East Shore Express Transit improvements** — improved service providing safe, alternative transportation options to popular recreation destinations, potentially reducing traffic congestion



All information presented is preliminary and subject to revision.

FOR QUESTION AND ADDITIONAL INFORMATION PLEASE CONTACT:

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