

**Appendix B6**  
**Section 4(f) and Section 6(f)**

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**Subject** Sections 4(f) and 6(f)

**Project Name** Arlington Avenue Bridges Project, Feasibility Study and Conceptual Alternatives Analysis

**Attention** Judy Tortelli, Regional Transportation Commission of Washoe County, Nevada

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**Date** May 19, 2021

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## 1. Introduction

This technical memorandum documents the U.S. Department of Transportation Federal Highway Administration Section 4(f) and Section 6(f) assessment completed for the Arlington Avenue Bridges Project (Project) in Reno, Nevada. Section 4(f) governs the use of land from publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or private historic sites for federal highway projects. Section 6(f) requires that the conversion of lands or facilities acquired with Land and Water Conservation Funds (LWCF) be coordinated with the Department of Interior. The development and evaluation of different bridge type concepts will include an evaluation of potential 4(f) and 6(f) impacts.

## 2. Project Background

The Regional Transportation Commission is conducting a feasibility and alternatives analysis to determine options for the rehabilitation or replacement of the two Arlington Avenue bridges located across the Truckee River in downtown Reno, Nevada. The Project is located between Island Avenue and West First Street, and includes the area of Wingfield Park, which is located on an island in the Truckee River.

The Arlington Avenue bridges have served the community of Reno and provided access to Wingfield Park for nearly a century. The park, the Truckee River, and the surrounding area have evolved over that time, and the Arlington Avenue bridges have been widened, repaired, and modified in ways that met the needs of the community at the time. However, the bridges are showing signs of wear resulting from the variety of modifications made, their age, and their repeated exposure to flood events.

In 2009, the City of Reno completed the TRAction Visioning Project, which served as a component of the Truckee River Flood Management Project's master plan to improve safety along the Truckee River Corridor. The TRAction Visioning Project was partially a result of the 1997 and 2005 flood events and focused on looking for the best solutions for improved flood protection in downtown Reno. The two Arlington Avenue bridges were analyzed as part of the TRAction Visioning Project.

The TRAction Visioning Project Report suggested that the Arlington Avenue Bridges be replaced so that they can better meet flood conveyance needs, but the report cautioned that the reconstruction of the

structures would be complicated by the need to ensure pedestrian access. Two bridge options were considered as part of the TRAction Visioning Project Report: replacement with two new structures using a slightly higher deck elevation to keep flood waters in the channel, and replacement with a single structure spanning the river and Wingfield Park, allowing pedestrians to pass under the bridge. Constraints and impacts associated with these two alternatives were not developed in great detail in the report. This Project aims to pick up where the TRAction Visioning Project Report ended by evaluating options to make sure that public safety is continued, meet the needs of the community, and provide additional flood conveyance for the Truckee River.

### 3. Potential Resources

To be afforded protection under Section 4(f), the resource must be a:

- Park or recreational area of national, state, or local significance that is both publicly owned and open to the public, or
- Publicly owned wildlife or waterfowl refuge of national, state, or local significance that is open to the public to the extent that public access does not interfere with the primary purpose of the refuge, or
- Historic site of national, state, or local significance in public or private ownership regardless of whether they are open to the public (23 U.S.C. Section 138[a] and 49 U.S.C. Section 303[a]).

The City of Reno offers a variety of recreational opportunities that are protected by Section 4(f) of the Transportation Act of 1966 or by Section 6(f) of the Land and Water Conservation Act. Only one property within 0.25 mile of the project is listed as having utilized LWCF funding: the Truckee River Greenbelt located along the north shore of the Truckee River from Booth Street to Ralston Street. However, during project coordination, the City of Reno Parks Department Parks Manager stated that no LWCF monies were utilized on properties within the Project area. The recreational properties within 0.25 mile of the Project area are listed in Table 1.

**Table 1. Potential Section 4(f) Properties within Project Study Area**

Property Name	Official with Jurisdiction	Property Type	Location
Barbara Bennett Park	City of Reno	Neighborhood Park	400 Island Avenue
Bicentennial Park	City of Reno	Neighborhood Park	10 Ralston Street
Downtown Plaza	City of Reno	Pocket Park	10 North Virginia Street
Fulton Corner	City of Reno	Pocket Park	W. First Street and Arlington Avenue
Lunsford Triangle	City of Reno	Pocket Park	Riverside Drive and Washington Street
Powning Park	City of Reno	Pocket Park	150 S. Virginia Street
Reno Whitewater Park	State of Nevada	Sports Complex	Truckee River
Truckee River Greenbelt/ Riverside Drive Park	City of Reno	Neighborhood Park	650 Riverside Drive
Truckee River Trail	City of Reno	Hiking Trail	Riverside Drive to Lake Street
West Street Plaza	City of Reno	Pocket Park	220 West 1st Street
Wingfield Park	City of Reno	Neighborhood Park	2 S. Arlington Avenue

## 4. Potential Impact

Based on the scope of work for the Project, impacts on Barbara Bennett Park, Bicentennial Park, the Truckee River Trail, the Reno Whitewater Park, and Wingfield Park are anticipated.

During construction, direct impacts on the Barbara Bennett Park property are not anticipated. However, vehicle access to the park could be limited during construction because of the designated parking areas located on Island Avenue, which is a westbound one-way street. Pedestrian access to the park would be maintained throughout construction. If vehicular access is maintained along Island Avenue throughout construction, Section 4(f) use of Barbara Bennett Park is not anticipated.

Impacts on Bicentennial Park are anticipated to be minor and would be isolated to the east end of the property. The park parallels the north bank of the Truckee River south of West 1st Street and is bound by Ralston Street and South Arlington Avenue. Anticipated impacts would be located at the corner of West 1st Street and Arlington Avenue and consist of a temporary easement at the east end of the property. The easement would likely be required to complete construction activities associated with the bridge. The remaining features and attributes of the park would not be affected. Depending on the duration of the impact, either a Section 4(f) Temporary Occupancy Exception or a *de minimis* use of the property would be anticipated.

The Truckee River Trail is a linear feature that parallels the north bank of the Truckee River from the Booth Street Bridge to South Lake Street and crosses Arlington Avenue on the south side of West 1st Street. This crossing is anticipated to be closed during construction of the Project. Access to the trail would remain open, with only the area in the immediate vicinity of the Project being impacted. A detour route would be provided using the adjacent street and bike lane network. By utilizing a detour route for the trail, a Section 4(f) use would likely be avoided.

Reno Whitewater Park encompasses both channels of the Truckee River where it splits around Wingfield Park. One method of completing Project construction would require complete closure of river access during construction to avoid safety hazards to recreational users. This method would likely result in a *de minimis* use of the park because it would be re-opened post-construction. Another method would require the contractor to divert flow to one channel at a time to allow for the continued use of a single channel while construction is completed over the other channel. Once construction of the Project is complete, full access to the river would be restored. Although this method would likely result in a Section 4(f) use of the property, it would provide continued access for users during construction.

Wingfield Park is located on an island in the Truckee River between the two bridges. The existing pedestrian bridges to the park (located at the northwest, northeast, and southeast corners) are not anticipated to be impacted by the Project, and public access may be accommodated via those crossings. Park user vehicular access to the park is likely to be limited to some degree because of partial or full lane closures of South Arlington Avenue. Impacts on the park from construction activities are anticipated to be limited to the temporary easements required to complete construction activities. However, features of the park (including the amphitheater) are not anticipated to be impacted. Impacts on Wingfield Park are likely to result in a *de minimis* use of the property.

Potential impacts on multiple recreational properties are possible as a result of floodwall removal and replacement. Further design will be required to determine the final impacts on those properties. Access interruptions, temporary easements, and permanent right-of-way (ROW) acquisitions would be determined at that time.

Anticipated impacts on Section 4(f) properties would likely be limited to temporary impacts because no ROW acquisition is anticipated to be required. Anticipated closures to Arlington Avenue will require vehicular detours throughout construction. Access to recreational resources would be maintained throughout construction via three existing pedestrian walkways. Two crossing the northern distributary of the Truckee River approximately 275 feet to the west and 250 feet to the east of Arlington Avenue, and the third crossing the southern distributary approximately 225 feet to the east of Arlington Avenue. During the NEPA analysis, appropriate mitigation for potential temporary and/or permanent impacts would be developed and implemented before and or during construction.. Because no properties within the Project area were developed with LWCF monies, no conversion of Section 6(f) resources would occur.

## 5. References

The following references were consulted in writing this technical memorandum.

City of Reno. 2019a. *Reno Parks*. <https://www.reno.gov/government/departments/parks-recreation-community-services/parks-trails/reno-parks>. March.

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