

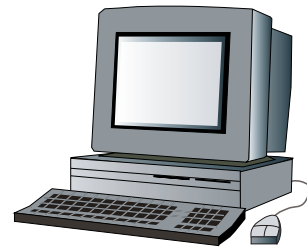


I-580 Freeway Extension Project

Spring 2008 Newsletter



For information on attending an I-580 Freeway Extension Project public tour, please contact:



Michelle Searle
I-580 Public Information Specialist
775-329-7300 x36934



Project Website:
www.freewayextension.com

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What's Inside

I-580 Project
CH2M HILL
50 West Liberty Street, Suite 205
Reno, NV 89501



I-580 Bridging the Gaps

Although most of the construction activity on the I-580 Freeway Extension Project cannot be seen by travelers using US 395, the Project is nearly 25 percent complete. Three new bridges are under construction, and work is continuing on the Galena Creek Bridge.

The bridge columns for the 328-foot-long **Pleasant Valley Bridge** are now visible to travelers from US 395 in the Pleasant Valley area. The bridge subcontractor, C.C. Myers, Inc., is currently working on the steel falsework that will support the construction of the bridge deck.

The **Steamboat Hills Bridge**, south of the Mt. Rose Interchange and not visible from US 395, will be 656 feet long. Falsework assembly is complete and preparation for the superstructure (decking and girders) is underway.

The **Galena Forest Bridge**, the second largest bridge on the project, will be 919 feet long. This bridge spans some of the geothermal area at the north end of the project just south of the Mt. Rose Interchange. Foundation work is underway with special measures being implemented to counter the warm, acidic soils.

The 1,700-foot-long **Galena Creek Bridge** will be the longest bridge on the project. The temporary arch fill and three northbound columns are currently under construction. Once the fill is complete, falsework will be built on top of the fill to support the arch during construction.

In addition to bridge construction, a substantial amount of excavation and aggregate production has taken place to bring a few areas of the freeway to roadway level. Several permanent, mechanically stabilized earth retaining walls are under construction. These retaining walls, up to 65 feet tall, retain high embankments to avoid long fill slopes on the downhill side of the freeway. These walls help reduce the freeway's footprint. Once the walls are complete, they will be stained a tan color to blend with the surrounding environment. Drainage structures near the embankments are progressing.

Construction activity will continue throughout the winter as weather permits. Excavation will begin just south of Parker Ranch Road, in early 2008.

"After a year of construction activity on this project, I'm extremely pleased with the amount of progress the contractor has made."
- Susan Martinovich
NDOT Director

I-580 and Context Sensitive Solutions

A new kind of thinking is changing the way planners, engineers and constructors are approaching transportation projects.

Context Sensitive Solutions (CSS) is an approach to transportation projects that considers more than just why a project is needed and how to get it done. CSS integrates the full range of stakeholders—from local residents to professional engineers and designers—to help evaluate the need and purpose of a transportation project.

CSS advocates an open and inclusive planning and design process. It also addresses safety, mobility, and the preservation of aesthetic, historic, environmental and other community values.



Mechanically Stabilized Earth (MSE) retaining walls.



View of Pleasant Valley Bridge during falsework assembly.



Steamboat Hills Bridge with completed falsework.



Foundation construction at Galena Forest Bridge.



Northern view of bridge piers at Galena Creek Bridge.

During the design phase, the I-580 design team and the I-580 Stakeholder Working Group (made up of local community members) worked together to define CSS guidelines for the I-580 Project. These goals, some of which are currently under construction, include the following components:

- ▶ **An undivided alignment** was chosen with three lanes going north and south to lessen the freeway footprint on the beautiful Pleasant Valley hillside.
- ▶ **Re-vegetation and erosion control** methods have been implemented to prevent or reduce stormwater pollution.
- ▶ **Contour grading** and flatter slopes are integrated into the design to preserve land forms and streams.
- ▶ **Seven bridges with an aesthetic theme** will visually enhance the alignment while helping to avoid sensitive habitat areas.
- ▶ **12-foot-wide shoulders and two emergency turn-arounds** for snowplows and emergency vehicles will be built to be used in case of freeway emergencies.
- ▶ **Lighting design** using the latest technology will be installed at the interchanges at each end of the new freeway section. The lighting design will reduce the spread of light to areas outside the interchanges while still illuminating the freeway.
- ▶ **Aesthetic treatments** will be included, such as sculptured rock cuts, decorative top rock, slope landscaping, and textured retaining walls that will be stained to blend with the environment.
- ▶ **Dynamic message signs** will be installed ahead of the new section of freeway warning travelers of weather conditions and allowing motorists the option of using an alternate route to travel between Reno and Carson City.
- ▶ **Anti-icing systems** will be placed in four bridges to prevent icing during severe weather conditions. The chemical used in this system is not corrosive to steel products and will help prolong the bridge life.

From design to construction, safety, mobility and aesthetics have been integral to the I-580 Freeway Extension Project. NDOT is pleased with the CSS approach and the benefits it will bring to this community and the users of the new freeway.



One of many decorative top rock treatments that will be on the I-580 project.

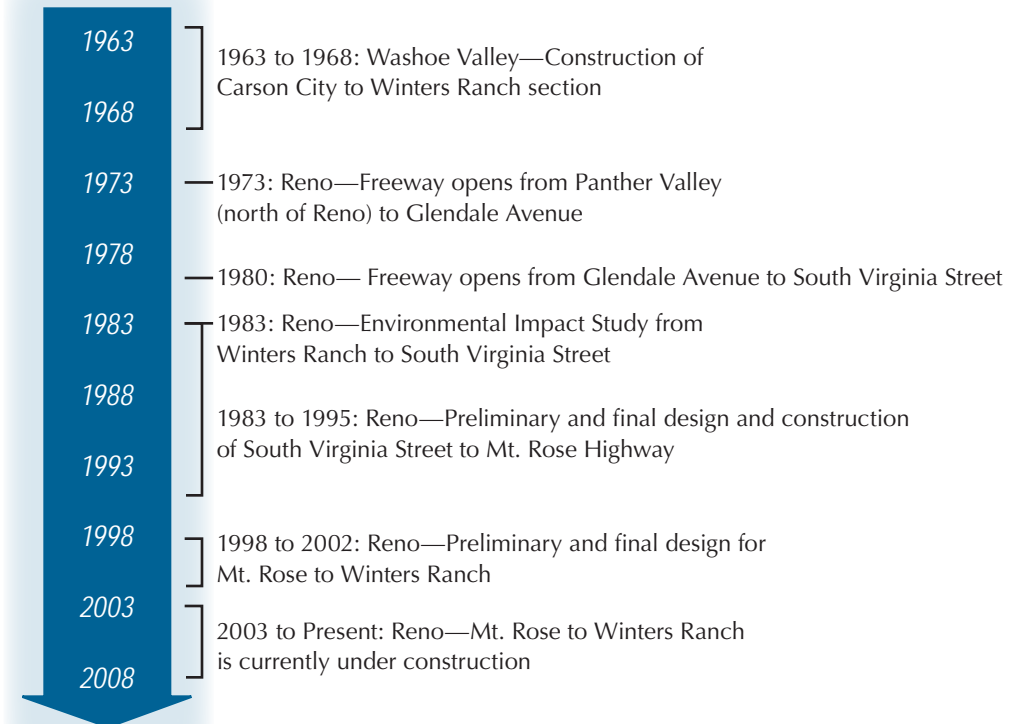


Lower portion of retaining wall under construction between Steamboat Hills and Pleasant Valley Bridges.

Did You Know?

I-580 Freeway History

Planning for the I-580/US 395 freeway in Washoe County began in 1957, with construction starting in 1963. Since then, the freeway has grown section by section. The timeline below illustrates the progression of events in the freeway's development.



Mountain of concrete aggregates (gravel) being manufactured by Fisher Industries to make concrete for the I-580 project.



Steamboat Hills Bridge superstructure (soffit and stem walls) under construction.



View of the temporary arch culvert that spans Galena Creek. Fill material approximately 100 feet high will be placed on top of this culvert to assist in the construction of the Galena Creek Bridge.

I-580 Project Donates Memorial Rock

Fisher Industries, the prime contractor of the I-580 Freeway Extension Project, has donated a special boulder to Seelinger Elementary School in Carson City in remembrance of a third-grade student who passed away last year.

The I-580 project team members have a close relationship with the students and faculty at Seelinger Elementary School. Last fall, Seelinger's gifted and talented (GATE) program students participated in an I-580 Freeway Extension field trip where they learned about the transportation industry and what steps need to be taken to develop and construct a project like I-580. When project leaders heard the news of the child's death, they wanted to do something to help the school with its healing process. So, Seelinger principal, Lee Conley, and NDOT resident engineer, Brad Durski, searched the I-580 project for the perfect rock to place in the school's courtyard with a plaque in memory of the young boy.



Memorial Rock
Seelinger's Principal, Mr. Conley, standing by donated Memorial Rock.

Norm Bessler, Fisher Industries' senior project manager for the I-580 project said, "It saddens us that a young child lost his life, but we are pleased to donate a beautiful rock in his remembrance. We hope this memorial will start the healing process for the students that attend Seelinger Elementary."

Mr. Conley remembered his student with these words, "The student was a very positive, happy child who was well known throughout the school by staff and students. He touched many lives. He was curious and inquisitive, and would do anything for anybody, child or adult. This memorial rock will always remind us of his positive contributions to Seelinger Elementary School."

Mr. Conley is also grateful for NDOT's support as an unofficial partner in education for the school. "[NDOT] has really given us many opportunities to assist in our students' learning."

Project Schedule

