



**FIVE PEAKS CONSULTING**  
**Monthly Engineering Report**  
**Carson Truckee Water Conservancy District**

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July 6, 2025

**MONTHLY ACTIVITIES- JUNE 2025**

- 1) Inspected the project status of the Arlington Bridges Replacement – follow up needed to ensure that sediment deposition will be removed from the kayak park as intended. We also worked closely with the Watermaster’s office to communicate expected flows and possible impacts on construction. We met on site on May 21<sup>st</sup> with RTC and Granite and were able to get the other agencies to allow earlier placement of the Aquadam diversion structure.
- 2) Completed a field walk with City of Reno on July 2<sup>nd</sup> to provide consultation on their Truckee River Path project that is planned between Lake Street and Brodhead. Also discussed proposed projects to armor bank at Waters Edge Condos.
- 3) Met with One Truckee River on June 2<sup>nd</sup> to discuss current plans for Brodhead Park Restoration as well as their Urban Tree Workforce Program.
- 4) Met with JUB on July 3<sup>rd</sup> to once again discuss whether it makes sense to merge the CTWCD and TRFMA HEC-RAS models to ensure the most accurate information. I have requested a memo to better detail the gaps in the current model and recommendations for improvements.
- 5) The Inter-Local Agreements between TRFMA/City of Reno/CTWCD to fund the full Riverside Drive project are complete and ready for approval. The City of Reno is currently planning a Fall 2025 start for the berm portion downstream of Booth Street. We received 60% design plans for the berm on May 21<sup>st</sup> and walked the project on June 17<sup>th</sup>. We have received a draft scope of work from JUB to complete the berm design and prepare Issued For Bid packages. This is currently estimated at \$227,400.
- 6) Corresponded with TMWA to discuss the downed tree and wall failure at the Idlewild Pump Station. Additional follow up and permit review is required. Five Peaks provided a 408 training to the TMWA staff on June 25<sup>th</sup>. We followed up with inundation maps and will continue to touch base on upcoming projects on the river.
- 7) Met with USACE on June 17<sup>th</sup> to discuss permit status for all current projects. Followed up with project proponents.
- 8) Issued the 408 permit for the 25 White Fir project on June 12<sup>th</sup>.
- 9) Received notification from USACE Regulatory of a violation at 365 River Pines in Verdi. The property owner placed fill in the river without a USACE permit. We have received photos and a description of work. We have also corresponded with the City of Reno to understand what was approved. We plan to issue a notice of violation and conduct a site visit to ensure the 14,000cfs channel capacity is not impacted by the work completed.

- 10) Corresponded with project proponents for Sierra Street bridge replacement project and continued to participate in design review meetings. The design team is planning on 408 submittal in October 2025. The 60% submittal is under review by Five Peaks and JUB.
- 11) Corresponded with project proponents for Keystone Avenue bridge replacement project and participated in design review meetings. We received additional comments from the USACE Levee Safety Team regarding the Drilling & Invasive Program Plan (DIPP) on June 9<sup>th</sup> – awaiting response from RTC. The project proponent has asked if we could split the application to expedite approval for the borings that don't require a DIPP. There will be a NEPA kick off meeting for the bridge replacement on July 22<sup>nd</sup>.
- 12) Received application from Trout Unlimited for a fish weir project to support habitat for LCTs. Pre-application meeting with USACE was held on February 27<sup>th</sup>. After initial review of the submittal package, it was discovered that the proposed improvements increase the WSEL by 0.3 feet which is not allowable so project proponent is preparing a new design to minimize the WSEL rise. Awaiting follow up on whether this project will proceed.
- 13) Received USACE Truckee River field inspection report on June 27, 2023. We received follow up from NV Energy that 1 of the 3 identified powerline crossings pre-dated the Martis Creek agreement. Other 2 crossings will require as-built 408 applications. We had a meeting with the City of Reno on March 15<sup>th</sup> to discuss additional flap gates required. Continuing to follow up with USACE inspection team.

## **UPCOMING ACTIVITIES**

- 1) Continue to respond to questions and provide support for Trout Unlimited fish passage project.
- 2) Schedule bi-annual river inspection – likely to occur in late July/early August when river flows reduce.
- 3) Schedule meeting with Congressman Amodei's office to request 2025 meeting to discuss current CTWCD priorities. Todd will help reach out.
- 4) Continue to support One Truckee River to review 90% plans for Brodhead Park Restoration and provide guidance on whether a 408 permit will be required. Also provide guidance on their Urban Tree Workforce Program to ensure work does not require permitting.
- 5) Work with JUB to complete the 90% design for the Riverside Drive berm and prepare for floodwall 408 submittal.
- 6) Follow up with Jones Street Condos on unauthorized construction within 14,000 cfs flood channel.
- 7) Follow up with City of Reno on the meeting that was held in 2024 to confirm that West Street Plaza is included in their Flood Response Action Plan (FRAP) and pursue a final encroachment permit.
- 8) Continue to participate in monthly check in meeting with USACE. These are scheduled for the third Tuesday of every month.
- 9) Continue to collaborate with the City Forester for the removal of hazard trees within the 14,000cfs flood channel if budget dollars permit.

- 10) Continue working with project proponents for encroachment permit applications for One Truckee River Brodhead Park, USFWS fish passage projects, NDOT I-80 Verdi Bridge Replacement Project, Keystone/Sierra Bridges replacement project, NV Energy powerline rebuilds, TMWA maintenance projects and other projects within the 14,000cfs flow channel.
- 11) Schedule informational meetings with potential entities with river crossings to inform them of CTWCD maintenance activities/capabilities and 408 Encroachment Permit requirements for projects along and across the river. Communicate changes to the 408 Permit process with likely applicants including the City, and utilities; update on Categorical Permission review and differences. Communicate updated fees and Fee Policy for 408 Permit Review.
- 12) Continued coordination with City of Reno for 1) Flood Response evaluation and incorporation of Interim Risk Reduction Measures into their Flood Response Plan for West Street Plaza, Oxbow Park Platform and Riverside Drive, and 2) Flap-gate Installation Phase 2 needs assessment and installation project.

## **SUMMARY REPORT**

The 408 application for 25 White Fir was finalized and sent to USACE on January 23<sup>rd</sup> 2024, along with CTWCD's Statement of No Objection. We received initial comments from USACE on February 21<sup>st</sup>. Comments included requested additions to the Section 106 cultural report, real estate verification and request for categorical permission checklist. These comments were provided to the project proponent to address. The project proponent provided a complete response and the updated files were sent to USACE on May 8<sup>th</sup>. We received additional environmental and cultural comments on June 14<sup>th</sup> and provided a response on June 24<sup>th</sup>. We had a long discussion with USACE on September 17<sup>th</sup> and explained why we didn't think a 2D model should be required for this review. USACE indicated that they are seeing WSE increases beyond the threshold which is in conflict to what our modeling shows. USACE requested a blockage analysis, as well as a detailed table illustrating WSELs in existing and proposed models. USACE noted that this satisfied the hydraulic concerns and they are now working to close out the cultural consultation. We met USACE, Reno Sparks Indian Colony and the project proponent on February 10<sup>th</sup> to review tribal concerns. We clarified scope and area of potential effect – this was very helpful and RSIC is now comfortable with the project. We received final permission from USACE on May 21<sup>st</sup> and issued the 408 permit to the property owner.

The permit for the Arlington Avenue Bridges Replacement Project was issued to RTC in April, as well as a variance to access the flood channel early. Construction began on May 5<sup>th</sup> and is expected to continue through Spring 2026. The watermaster called in May and said that high river flows (1100-1200cfs) are anticipated for most of the month of June which could complicate dewatering efforts. This was communicated to RTC and an on-site meeting was held on May 21<sup>st</sup> with RTC and Granite to review in more detail. RTC followed up with USFWS to request an earlier start date to in-river work and received approval so the Aquadam diversion structure was installed prior to high flows which will help keep construction on schedule. Five Peaks completes regular inspections to ensure that the project is being completed as scoped.

The Riverside Drive project continues to move forward to address the existing inundation during 14,000 cfs flows. This will be a two phase project with berm maintenance proposed downstream of Booth Street and a new floodwall upstream of Booth Street. The berm design is currently at 60% and the City of Reno intends to complete construction in Fall 2025. There has been a conceptual design prepared for the floodwall. The floodwall project will require a 408 permit, as well as NEPA permitting. We have finalized the Inter-Local Agreements to fund the Riverside Drive project and formalize the following roles/responsibilities:

1. CTWCD – Fund and manage final design and 408 permitting to achieve 14,000 cfs containment.
2. City of Reno – Fund and manage design of pedestrian path and landscape restoration, manage public outreach, issue bidding and construction documents, manage project construction.
3. TRFMA – Design review and construction funding.

We received a draft application from RTC/Parametrix to support 408 permitting for the geotechnical borings for the Keystone Bridge. A pre-application meeting with USACE was held on August 27<sup>th</sup> 2024. USACE has determined that a Drilling & Invasive Program Plan (DIPP) will be required in this location due to the dike included in the original federal project. RTC received NEPA determination from NDOT/FHWA on September 9<sup>th</sup>. CTWCD Board approved the project at the September Board meeting, but will not be submitted until the DIPP is complete. We completed review of the updated application and sent to USACE on February 7<sup>th</sup> 2025. USACE provided a Notice of Incomplete Submittal and we have responded with the additional information. We received additional comments from the USACE Levee Safety Team regarding the Drilling & Invasive Program Plan (DIPP) on June 9<sup>th</sup> – awaiting response from RTC. The project proponent has asked if we could split the application to expedite approval for the borings that don't require a DIPP. There will be a NEPA kick off meeting for the bridge replacement on July 22<sup>nd</sup>.

Tri Sage accompanied USACE on a field inspection of the Truckee River during the week of June 13<sup>th</sup>. Federal projects are supposed to be completed every 5 years, but the last inspection of the Truckee River was in 2013. The inspection kicked off on Monday, June 13<sup>th</sup> at Idlewild Park continuing east to the East 2<sup>nd</sup> Street bridge. The inspection continued on Tuesday, June 14<sup>th</sup> at Glendale Bridge to John Champion Park to inspect east end of the CTWCD jurisdiction. A draft report was received via email on June 27<sup>th</sup>. Five Peaks has provided comments to USACE. We are also working on developing an action/follow up plan for the “unacceptable” ratings and maintenance items.

The river flow model work is completed and the inundation maps for the entire jurisdictional reach are now available. The new inundation maps have been a very helpful tool in all of the engineering work required to support the District. Five Peaks has recently shared the model with several project proponents including Parametrix (Verdi and Keystone bridge replacements) and NVENV (Trout Unlimited J-hook weir structures). We will continue to work with TRFMA on coordination of our HEC-RAS models. JUB recently received a version of the TRFMA model that was used to develop the

FEMA Physical Map Revision (PMR). Preliminary review indicates that CTWCD's model is more conservative and TRFMA's model is more accurate because it is a full 2D model. We had an in depth discussion with JUB to review the pros and cons of merging the CTWCD and TRFMA models from Mayberry Park to Glendale. This would be a substantial effort as the models have two different purposes so this will not be pursued at this time. However, we will continue to collaborate closely with TRFMA to ensure model updates are consistent.

The section that pertained to the USACE April 2013 Inspection report has been eliminated from this report; we expect that this section will be added in again to address maintenance items in the USACE June 2022 inspection report.