



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

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August 11, 2025

**MONTHLY ACTIVITIES- JULY 2025**

- 1) Completed the bi-annual river inspection. Currently drafting the report and photo documentation, as well as developing the initial scope for 2025 debris removal.
- 2) Inspected the project status of the Arlington Bridges Replacement – storm event in late July was very impactful to the project. There was no damage to temporary or permanent infrastructure, but substantial clean up with a foot of sediment deposited in the project area. This impacted the overall project schedule by about 1-2 weeks.
- 3) Continued discussions with City of Reno and their engineer to provide consultation on the Truckee River Path project that is planned between Lake Street and Brodhead.
- 4) Continue to collaborate with One Truckee River on their plans for Brodhead Park Restoration as well as their Urban Tree Workforce Program.
- 5) Continued discussions with JUB on merging the CTWCD and TRFMA HEC-RAS models to ensure the most accurate information. JUB is working on a memo and scope of work that will detail the gaps in the current model and include recommendations for improvements.
- 6) The Inter-Local Agreements between TRFMA/City of Reno/CTWCD to fund the full Riverside Drive project are complete and ready for signature. 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. I have asked that the City of Reno cover some of this cost.
- 7) Met with USACE on July 15<sup>th</sup> to discuss permit status for all current projects. Followed up with project proponents.
- 8) 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 have requested an update from USACE Regulatory before issuing a notice of 408 violation and conducting a site visit.
- 9) 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.
- 10) 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. USACE indicated that this will make no difference in the approval schedule.

- 11) 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.
- 12) 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) Complete the bi-annual river inspection report and draft the 2025 debris removal scopes of work.
- 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 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.
- 7) Continue to participate in monthly check in meeting with USACE. These are scheduled for the third Tuesday of every month.
- 8) Continue to collaborate with the City Forester for the removal of hazard trees within the 14,000cfs flood channel if budget dollars permit.
- 9) Continue working with project proponents for encroachment permit applications for One Truckee River Brodhead Park, TMWA maintenance projects, City of Reno East River Path, USFWS fish passage projects, NDOT I-80 Verdi Bridge Replacement Project, Keystone/Sierra Bridges replacement project, NV Energy powerline rebuilds and other projects within the 14,000cfs flow channel.
- 10) 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.

- 11) 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 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 late July rain event resulted in substantial runoff in the project area from adjacent storm drains which deposited approximately one foot of fine sediment throughout the overall project area. RTC has submitted a variance extension request to continue work in the flood channel through November 30<sup>th</sup>. 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, but USACE indicated that this will not help to speed approval so we will keep as is.

The bi-annual river inspection was completed in late July. There are a number of areas that have been identified for the 2025 annual debris removal. We are currently preparing the photo documentation and written inspection report.

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.

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.