

NOTICE OF PREPARATION

Washington Boulevard/Andora Widening Project

Date: September 12, 2016

To: State Clearinghouse
Responsible Agencies, Trustee Agencies, and Interested Parties

Subject: Notice of Preparation of an Environmental Impact Report for the Proposed Washington Boulevard/Andora Widening Project and a Notice of Public Scoping Meeting

Project Title/File Number: Washington Boulevard/Andora Widening Project

NOP Comment Period: Written comments are due to the City's Public Works, Engineering Division no later than October 15, 2016 by 5:00 p.m. See Lead Agency contact person and mailing address below.

Public Scoping Meeting: In accordance with Public Resources Code Section 21083.9, notice is hereby given that the City of Roseville will conduct a Public Scoping Meeting and Community Open House on September 21, 2016 from 6:00 to 7:30pm at Vencil Brown Elementary School, Multi-Purpose Room. The school is located at 250 Trestle Road, Roseville.

Project Location: The City of Roseville is proposing to replace the existing 100-year-old Union Pacific Railroad Andora bridge underpass on Washington Boulevard in order to facilitate the widening of the roadway from 2 to 4 lanes between Pleasant Grove Boulevard and Sawtell Road, a distance of approximately 0.85 mile. The Andora bridge underpass is located north of Downtown Roseville at Union Pacific Railroad Milepost 108.20.

Lead Agency/Contact Person: City of Roseville
Public Works, Engineering Division
Nina Buelna, Associate Engineer
311 Vernon Street
Roseville, CA 95678
Phone: (916) 746-1300
Fax: (916) 746-1339
TDD: (916) 744-5220
Email: nbuelna@roseville.ca.us
Website: www.roseville.ca.us/pw

INTRODUCTION

This Notice of Preparation (NOP) has been issued to notify interested parties that an Environmental Impact Report (EIR) will be prepared, and to solicit feedback on the scope and content of the analysis in the EIR. The City of Roseville (City) will be the lead agency and will prepare an EIR for the Washington Boulevard/Andora Widening Project (referred to herein as the “proposed project”), which includes the project approvals listed in Section 4 of this NOP. The proposed project is also subject to compliance with the National Environmental Policy Act (NEPA). Caltrans, through a delegation agreement with the Federal Highway Administration, will be the NEPA lead agency. The proposed project description and vicinity and location maps are provided in this NOP.

NOP Comment Period: Due to the time limits mandated by state law, your response to this NOP must be sent at the earliest possible date and submitted to the City, but not later than 30 calendar days after receipt. Please submit comments to the City of Roseville no later than 5:00 p.m. **on October 15, 2016.** Please provide written comments to:

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Public Scoping Meeting: A public scoping meeting regarding the proposed project will be held on September 21, 2016 to receive comments from interested parties regarding the issues that should be addressed in the EIR. The time and location of the public scoping meeting is provided on the first page of this NOP.

REGULATORY BACKGROUND

This NOP provides notification that an EIR will be prepared for the proposed project. This NOP has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Division 13 Section (§) 21000 et seq., and the State CEQA Guidelines, Title 14 California Code of Regulations §15000 et seq. According to CEQA Guidelines §15064, an EIR must be prepared if there is substantial evidence in light of the whole record that the proposed project may have a significant effect on the environment.

This NOP describes the proposed project and requested project approvals, lists the potential and probable environmental effects of the proposed project, and the proposed scope of analysis for the EIR.

PROJECT DESCRIPTION

The Washington Boulevard/Andora Widening Project (proposed project) is a proposed replacement of the existing 100-year-old Andora bridge underpass on Washington Boulevard and widening of Washington Boulevard from two to four lanes between Pleasant Grove Boulevard and Sawtell Road in the City of Roseville (City) (see Figure 1, Regional Location). Figure 3 shows the major project components.

PROJECT LOCATION AND SETTING

The proposed project is located in the City of Roseville in Placer County on Washington Boulevard along an approximately 0.85 mile segment between Sawtell Road and Pleasant Grove Boulevard. At the southern end of the project area, a Union Pacific Railroad (UPRR) line runs along east side of Washington Boulevard, crosses over the road on the Andora railroad bridge just south of the South Fork of Pleasant Grove Creek, and then continues along the west side of the road towards Pleasant Grove Boulevard (see Figure 2, Project Location).

The southern section of the project area contains commercial uses to the east and residential uses to west and the northern section of the project contains residential uses only. West of the Andora bridge underpass, the project area supports City open space lands. Residential development occurs on both sides of the road between the Andora bridge underpass and Pleasant Grove Boulevard. An existing Class 1 bike trail along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place.

Project Overview

The proposed project will consist of widening Washington Boulevard to allow two through lanes in each direction with a raised median separating northbound and southbound traffic (see Figure 3). Eight-foot-wide Class 2 bike lanes also will be included along both sides of the roadway. The existing Class 1 bike trail on the east side of Washington Boulevard, from Diamond Oaks Road to Derek Place, will be replaced with a 10-foot-wide path parallel to Washington Boulevard to connect to Sawtell Drive. The existing pedestrian underpass located approximately 100 feet east of Washington Boulevard will be abandoned. A new 10-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive is also proposed; however, the construction of this path may be deferred until additional construction funding is available. No new traffic signals are proposed as part of the project, however the existing traffic signal at Diamond Oaks Road will be modified to conform to the new four-lane roadway.

The proposed Andora bridge underpass will be a two-span bridge with columns located in the roadway median island. The existing roadway crosses beneath the UPRR tracks at a 45-degree angle. Because UPRR limits bridge skews to a maximum of 30 degrees, the proposed bridge median columns will be slightly skewed, by approximately 15 degrees. The existing Andora bridge underpass can accommodate two railroad tracks, although only one track currently exists at this location. Therefore, the project will be designed to accommodate two UPRR tracks; the proposed bridge structure may be constructed in stages to provide the second track at a future date.

The existing railroad underpass has substandard vertical clearance (see Exhibit 1. Existing Underpass). To provide standard vertical clearance, the profile grade of Washington Boulevard will be lowered approximately 3 feet. The lowering of the roadway will necessitate relocation of City-owned sewer and water lines, underground telecommunication lines, and potential adjustments to underground gas lines. The lowering of the roadway will also require removal and replacement of two drainage culvert crossings. Drainage improvements include the addition of a drainage pump station to drain the underpass because the low point of the roadway will be below the 100-year flood elevation. Other drainage improvements will include regrading ditches and possible expansion of upstream flood water retention areas. All drainage improvements would be confined to existing City right of way adjacent to the project site. To comply with current stormwater quality requirements, bio-treatment areas will also be located within the project site.



Exhibit 1. Existing Andora Bridge Underpass at Washington Boulevard

During construction, railroad traffic must be maintained uninterrupted except for very short time periods allowed by UPRR. During removal of the existing underpass, the railroad will be detoured to a temporary track, known as a shoofly. The shoofly will be located within UPRR- and City-owned rights of way. The shoofly length could extend up to 0.75 mile north and 0.5 mile south of the existing underpass location and could shift up to 65 feet westerly. Temporary fill will be placed within the portion of the Sierra View Tributary that runs along the south side of the tracks to accommodate the temporary shoofly alignment.

In addition to the temporary fill within the Sierra View Tributary, the project will also include work within the flood plains of the South Branch of Pleasant Grove Creek, as well as an unnamed tributary to

the South Branch of Pleasant Grove Creek. This work may include grading and other modifications to the channel to offset potential fill within the floodplain associated with the road widening and drainage culvert extensions.

Construction will temporarily affect public traffic. Washington Boulevard vehicular traffic would be allowed to pass through the project site under the control of one-way flagging operations, or Washington Boulevard would be closed entirely to vehicular traffic for up to 6 months. Vehicles would be rerouted on City streets; pedestrians and bicyclists would not be rerouted and would continue to use the existing UPRR pedestrian underpass. To accommodate the increased vehicular traffic on the detour route, the Foothills/Junction Boulevard intersection would be restriped temporarily to add a second left-turn lane from southbound Foothills Boulevard to eastbound Junction Boulevard. Existing traffic signals would be temporarily modified to provide adequate level of service during the duration of construction.

PROJECT DESIGN ELEMENTS

The proposed project includes the following elements:

- Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic.
- Widening the existing road below the Andora bridge underpass to accommodate the additional two lanes. The proposed Andora bridge underpass would be a two-span bridge with columns located in the roadway median island.
- Adding eight-foot-wide Class 2 bike lanes along both sides of Washington Boulevard.
- Replacing the existing Class 1 bike path on the east side of Washington Boulevard (from Diamond Oaks Road to Derek Place) with a 10- to 12-foot-wide path that would run parallel to Washington Boulevard to connect to Sawtell Road.
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive. Portions of the proposed multiuse path may be deferred until additional construction funding is available.
- Providing traffic signal modifications. The existing traffic signal at Diamond Oaks Road would be modified to conform to the new 4-lane roadway.
- Conducting floodplain and drainage improvements.
- Relocating existing utilities (including sewer, water, and gas).

PROJECT BACKGROUND

Washington Boulevard, a generally north-south roadway, begins in downtown Roseville at its junction with Oak Street and ends at State Route (SR) 65. It provides an important local connection between Downtown Roseville and North Central Roseville, Northwest Roseville, and North Industrial through its connections with other major local thoroughfares, including Foothills Boulevard, Pleasant Grove Boulevard, East Roseville Parkway, Industrial Boulevard, and Blue Oaks Boulevard. Washington

Boulevard provides a vital economic link from residential areas to shopping and employment centers in Downtown Roseville.

The widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard is identified in the City’s Transportation System Capital Improvements Program to improve traffic circulation and pedestrian traffic through the area. Currently approximately 18,000 vehicles per day travel through this location, and the road improvements will enhance accessibility for motorists, pedestrians and cyclists along Washington Boulevard and nearby intersections. To enable widening of the roadway at the narrow underpass location, the UPRR Andora bridge over Washington Boulevard must also be widened and replaced. Currently 36 trains per day travel over this bridge and therefore the bridge must remain open and accessible by rail traffic during construction.

In summer 2016, the City of Roseville and the project team met with both residents and local businesses about the proposed project. More than 45 community members attended the two meetings with the project team to discuss the project, ask questions, and provide feedback on the project and proposed construction approach.

PURPOSE AND NEED

The purpose of the proposed project is to improve existing and future traffic; enhance access and safety for motorists, pedestrians, and cyclists; and meet railroad clearance requirements. The proposed project would also provide better connectivity between the existing two-lane, 0.85-mile segment of Washington Boulevard and the existing four-lane segments of Washington Boulevard.

The project is needed because recurring morning and evening peak-period demand exceeds the current design capacity of Washington Boulevard, creating traffic operations and safety issues for motorists, pedestrians, and cyclists. These issues result in high delays and wasted fuel, all of which will be exacerbated by anticipated increases in traffic from future population and employment growth.

PROJECT SCHEDULE

Begin Project Design & Environmental Clearance	April 2016
Concept Design and Public Outreach	September 2016
Environmental Clearance	Fall 2017
Final Design	Winter 2017
Union Pacific Approval	Spring 2018
Begin Construction	Summer 2018
Construction Completion if Washington Boulevard Closed for 5 Months	Summer 2019
Construction Completion if Washington Boulevard Open to One-Way Traffic	Summer 2020

PROJECT APPROVALS

Several agencies would be involved in the consideration of proposed project elements. Potential State and local approvals and permits would be considered for the proposed project related to wetlands, endangered species, floodplain encroachment, water quality, and streambed alteration.

Responsible agencies would include:

- California Department of Transportation
- U.S. Army Corps of Engineers
- Central Valley Regional Water Quality Control Board
- Central Valley Flood Protection Board
- United States Fish and Wildlife Service
- California Department of Fish and Wildlife

PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR

Pursuant to section 15063 (a), of the CEQA Guidelines, an Initial Study has not been prepared for the proposed project. Rather, it is anticipated that the EIR will analyze the project-related impacts to resources in the project area within the following resource areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation and Circulation

- Utilities

PROJECT ALTERNATIVES ANALYSIS

As required by CEQA, the EIR will evaluate alternatives to the proposed project. As stated in CEQA Guidelines §15126.6(c), the primary intent of the alternatives evaluation in an EIR is to evaluate a range of alternatives to the project that “could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects.” CEQA also requires that the project alternatives analysis include consideration of the “no project” alternative. The “no project” alternative may be defined as “no development” or it may be defined as “some other development.”

CUMULATIVE IMPACTS ANALYSIS

As required by CEQA, the EIR will evaluate the cumulative impacts of the proposed project. As stated in CEQA Guidelines §15065(a)(3), projects should be evaluated to determine whether the project’s impacts are “cumulatively considerable,” which means that the “incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

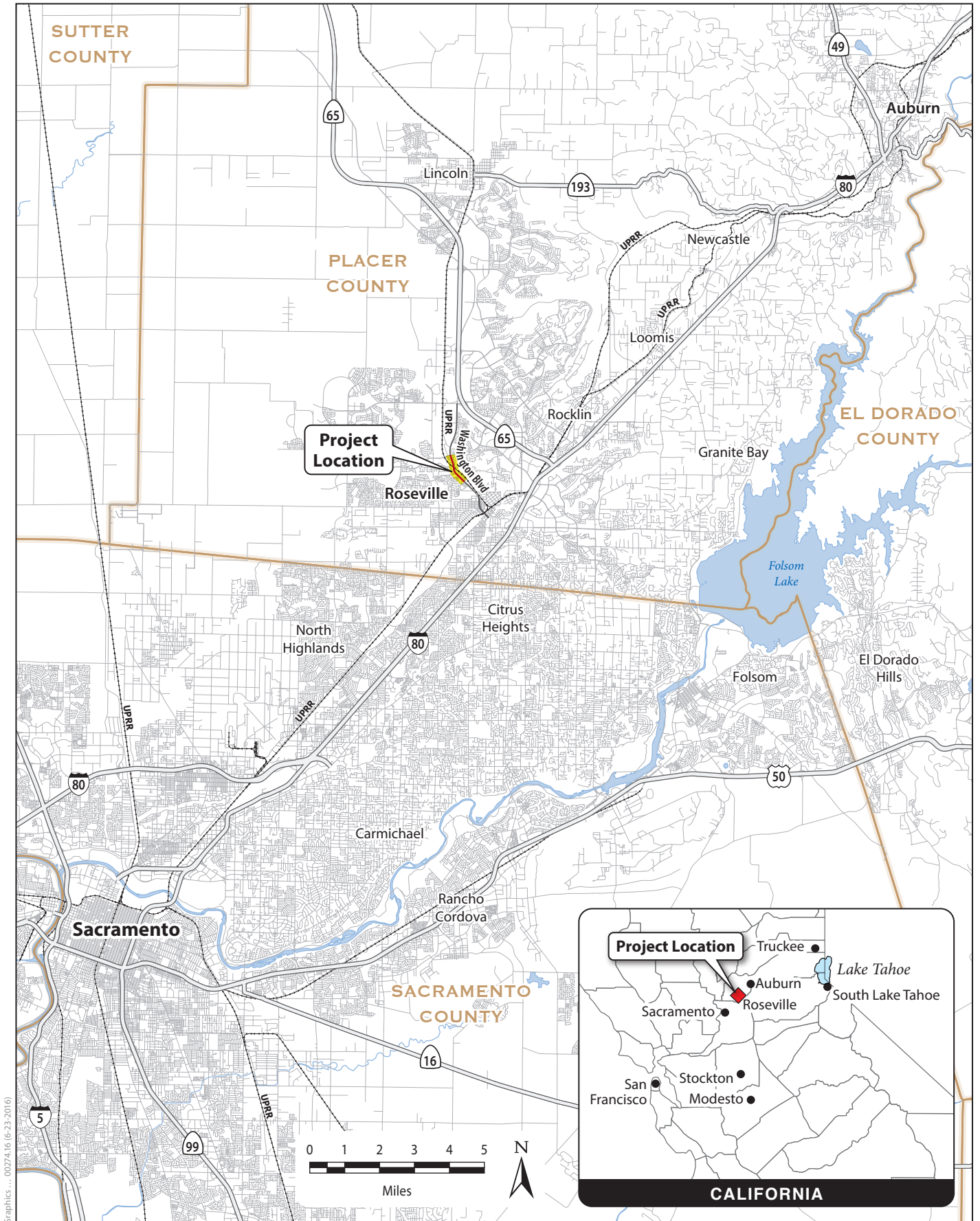
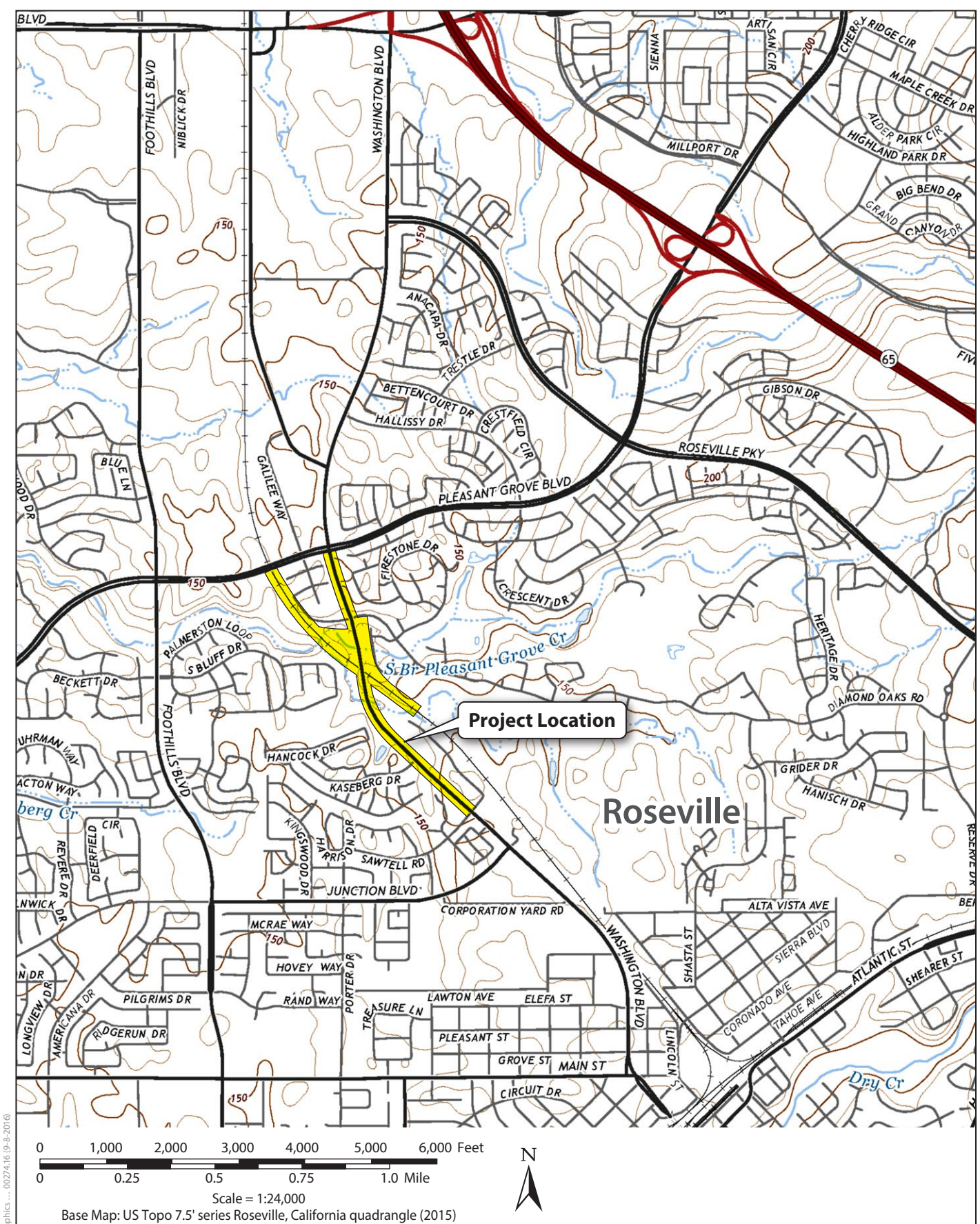


Figure 1
Regional Location



Graphics ... 00274.16 (9-8-2016)

Figure 2
Project Location



- LEGEND:
- CITY RIGHT-OF-WAY
 - UPRR RIGHT-OF-WAY
 - - - NEIGHBORHOOD BOUNDARY
 - · - · - EXISTING TRACK
 - · - · - PROPOSED SHOOFLY TRACK
 - - - EXISTING BIKE TRAILS
 - - - PROPOSED BIKE TRAILS
 - - - EXIST WATERWAYS

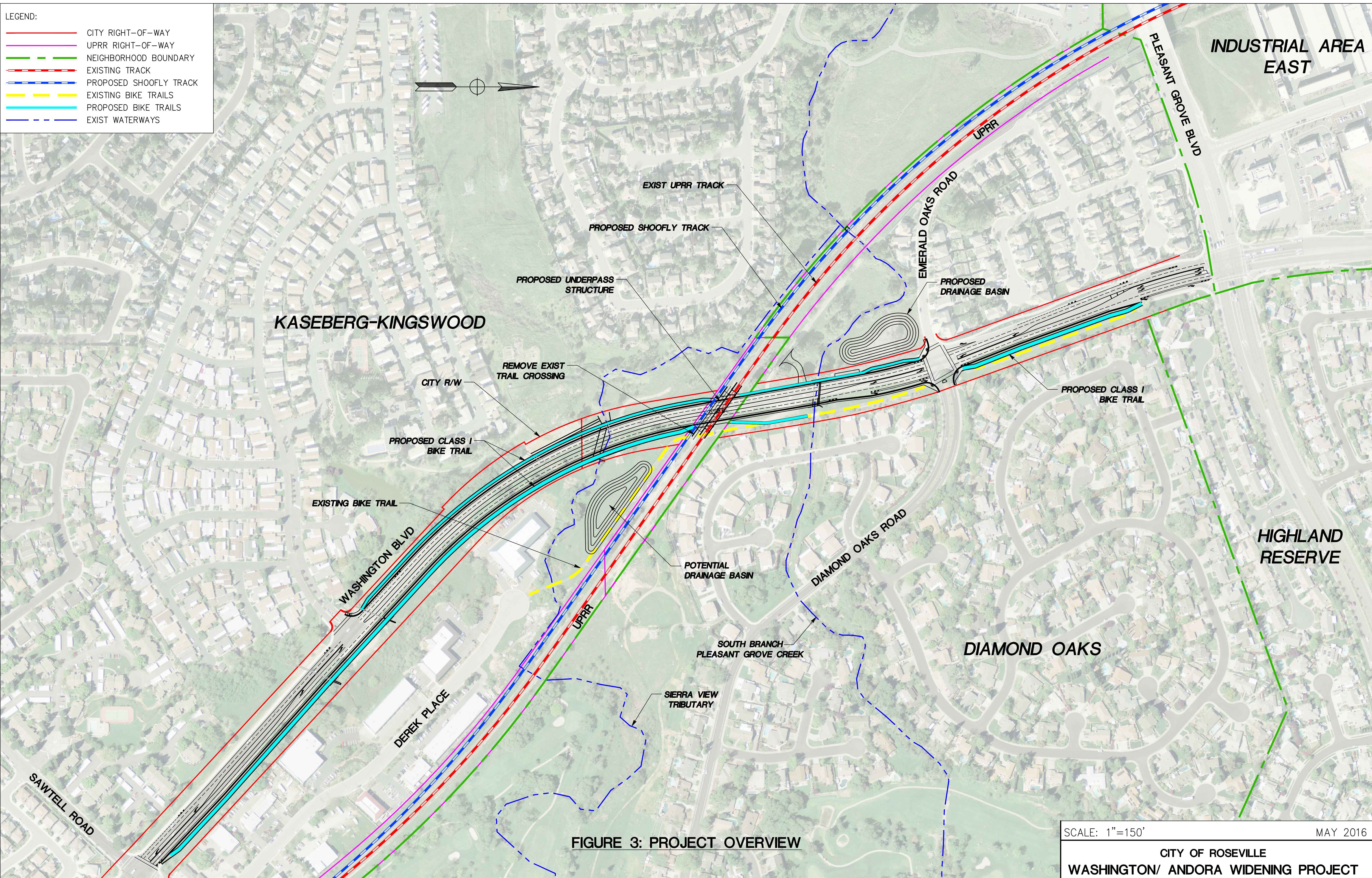


FIGURE 3: PROJECT OVERVIEW