

VISUAL IMPACT ASSESSMENT
Washington Boulevard/Andora Bridge
Improvement Project

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District 3, City of Roseville, Placer County

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Statement of Compliance: Produced in compliance with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements, as appropriate, to meet the level of analysis and documentation that has been determined necessary for this project.

The environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S. Code 327.

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LIST OF ABBREVIATED TERMS

BMPs	best management practices
Cal-OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
City	City of Roseville
CMPs	corrugated metal pipes
CY	cubic yards
FHWA	Federal Highway Administration
I-80	Interstate 80
LOS	level of service
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas and Electric
proposed project	State Route 70 Corridor Improvements Project
ROW	right-of-way
SPCC	spill prevention, control, and countermeasure plan
SR	State Route
SWPPP	Storm Water Pollution Prevention Plan
TMP	traffic management plan
UPRR	Union Pacific Railroad
US 50	United States Route 50
USC	United States Code
VIA	visual impact assessment

VISUAL IMPACT ASSESSMENT

Washington Boulevard/Andora Widening Project

I. PURPOSE OF STUDY

The purpose of this visual impact assessment (VIA) is to document potential visual impacts caused by the Washington Boulevard/Andora Bridge Improvement Project (proposed project) and propose measures to lessen any detrimental impacts that are identified. Visual impacts are demonstrated by identifying visual resources in the project area, measuring the amount of change that would occur as a result of the project, and predicting how the affected public would respond to or perceive those changes. This VIA follows the guidance outlined in *Visual Impact Assessment for Highway Projects*, published by the Federal Highway Administration (FHWA) in March 1988.

II. PROJECT DESCRIPTION

The City of Roseville (City) is proposing to improve a 0.85-mile section of Washington Boulevard as part of the proposed project (Figure 1). The proposed project involves widening a two-lane section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard to four lanes and replacing the existing 100-year-old Union Pacific Railroad (UPRR) bridge (referred to in this document as the Andora Underpass) on Washington Boulevard. The addition of two new lanes to Washington Boulevard would provide a continuous four-lane thoroughfare between Sawtell Road and Pleasant Grove Boulevard and improve traffic circulation and pedestrian traffic through the area. The proposed project is subject to state and federal environmental review requirements because the use of federal funds from FHWA is proposed. The California Department of Transportation (Caltrans) is the federal lead agency under FHWA assignment of NEPA responsibilities pursuant to 23 U.S. Code (USC) 327 and the City is the lead agency under CEQA.

This section describes the proposed project, including the project background; purpose, need, and objectives; and the location and existing conditions.

Project Background

Washington Boulevard generally runs north-south and begins in downtown Roseville, at its junction with Oak Street, and ends at State Route (SR) 65. The boulevard 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, 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.

Washington Boulevard was constructed as a two-lane road as part of the State Highway System approximately 100 years ago. The City decided to widen Washington Boulevard to improve the level of service (LOS) and other traffic performance measures and to accommodate increasing traffic volumes. The City elected to delay improvements to the 0.85-mile segment of Washington Boulevard associated with the proposed project because of the extensive coordination necessary with UPRR and the costs associated with widening the Andora Underpass.

The City of Roseville's Transportation System 2035 Capital Improvement Program (CIP) identifies improvements to Washington Boulevard, including the widening of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard, to improve traffic circulation and pedestrian traffic through

the area. Approximately 18,000 vehicles per day presently travel through this segment, and the road improvements would enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections. To enable roadway widening at the narrow Andora Underpass, the existing structure must be removed and replaced. The Andora Underpass would need to remain open and accessible to rail traffic during project construction because approximately 25 trains travel over it each day.

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

Project 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, and provide an evacuation route in case of an emergency. The improvements would also offer a better and more continuous route for pedestrians and bicyclists, who are currently forced to detour off Washington Boulevard onto Derek Place.

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

The proposed project's objectives are as follows:

- Implement the adopted CIP for the segment of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard.
- Improve vehicular traffic flow along Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard by widening the road and the Andora Underpass.
- Enhance access and safety along this segment of Washington Boulevard for motorists, pedestrians, and cyclists by widening the boulevard.
- Provide a better and more continuous route for pedestrians and bicyclists on Washington Boulevard.
- Provide a consistent four-lane roadway along this length of Washington Boulevard by connecting the existing four-lane segments on either side of Sawtell Road and Pleasant Grove Boulevard.
- Improve traffic safety by alleviating the Andora Underpass' existing substandard vertical clearance.

Location and Existing Conditions

The proposed project is in the City of Roseville, Placer County, along an approximately 0.85-mile segment of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard (Figure 2). At the southern end of the project area, the UPRR line runs along the east side of Washington Boulevard, crosses over the road just south of the South Branch of Pleasant Grove Creek, and continues along the west side of the road toward Pleasant Grove Boulevard. The southern end of the project area is surrounded by commercial development to the east and residential area to the west. The Diamond Oaks and Kaseberg-Kingswood neighborhoods are adjacent to the central and northern portions of the project area. City general open space and preserve open space lands occupy the area immediately west of the Andora Underpass.

Residential development is present on both sides of Washington Boulevard between the Andora Underpass and Pleasant Grove Boulevard. An existing Class 1 (i.e., off street) bike path along the east side of Washington Boulevard connects Diamond Oaks Road to Derek Place. Figure 3 shows an overview of the proposed project and existing conditions described above.

III. PROJECT COMPONENTS

This section describes the project components; construction approach (including equipment staging and access), railroad shoofly installation, project schedule, and best management practices (BMPs). The chapter also describes the project alternatives.

The proposed project would include 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 Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes.
- Adding 8-foot-wide Class 2 (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard.
- Expanding 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 parallel to Washington Boulevard and connecting it to Sawtell Road.
- Removing the existing bicycle/pedestrian crossing under UPRR and providing a new connection to the new Class 1 bike path (described above).
- 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 four-lane roadway.
- Conducting floodplain, water quality, and drainage improvements.
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas.
- Installation of one or two sound walls adjacent to residential areas along Washington Boulevard.
- Temporally restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard.

The proposed project would not alter the existing bus turnout adjacent to southbound Washington Boulevard and south of Pleasant Grove Boulevard. Each of the major proposed project components is described in greater detail below. Figure 3 provides an overview of these components.

Washington Boulevard Widening

The proposed project would consist of widening Washington Boulevard to allow two through lanes in each direction with a raised median separating the northbound and southbound traffic. Concrete curbs would define the new edge of roadway and separate the vehicular traffic from the pedestrians.

Andora Underpass and Bridge Widening

The existing Andora Underpass has substandard vertical clearance. To provide standard vertical clearance, the profile grade of Washington Boulevard would be lowered approximately 3 feet. The lowering of the roadway would also require removal and replacement of two drainage culvert crossings (described below).

Widening the Andora Underpass would involve broadening the existing bridge structure to a two-span bridge with columns located in the roadway median island. The existing 100 year old roadway crosses beneath the UPRR tracks at a 45-degree angle. Because UPRR now limits bridge skews to a maximum of 30 degrees, the proposed bridge median columns would be slightly skewed by approximately 15 degrees. The existing Andora Underpass can accommodate two railroad tracks, although only one track currently exists at this location. Therefore, the project would be designed to accommodate two UPRR tracks; accommodate widening the structure for a future second track. The project will construct only a single track bridge structure.

The Andora Underpass would have concrete abutments and wingwalls. The concrete would have some relief to mimic the appearance of an old style Works Progress Administration bridge. There is also the potential for incorporating architectural enhancements, color, and features into the concrete facade to provide additional visual interest and character for the structure. The superstructure would consist of painted steel girders with painted steel hand railings extending above the track level. The bottom of the structure (soffit) would show the individual steel girders and not be smooth like a normal concrete highway bridge.

No second track is proposed as part of this project; however, the ability to easily add a second track to the structure without needing to widen the concrete abutments is a project requirement. According to UPRR, there are no reasonably foreseeable plans to install a second track.

Railroad Shoofly

During the 6-month construction period, railroad traffic would be maintained except for short time periods allowed by UPRR. During removal of the existing Andora Underpass, the railroad would be detoured to a temporary track, known as a shoofly. An estimated 25 trains would use the track per day. During the transition from the old track to the shoofly and then back again, the rail line would be shut down to train traffic for about 4 hours. No trains would be diverted around the project site to other rail lines.

The shoofly would be within UPRR- and City-owned rights of way (as shown in Figure 3). The shoofly would be approximately 6,400 feet long (1.2 miles), would extend up to 0.75 mile north and 0.5 mile south of the Andora Underpass, and could shift up to 65 feet westerly. Temporary fill would be placed within the portion of the Sierra View Tributary (an estimated 600 feet) that runs along the tracks to accommodate the temporary shoofly alignment.

The temporary railroad shoofly would be constructed using soil excavated from the project site for the roadway widening and reconstruction of the existing roadway structural section. No imported fill is expected to be needed. Approximately 13,500 cubic yards (CY) of fill would be placed east of Washington Boulevard and 22,500 CY would be placed west of Washington Boulevard to create the shoofly.

The temporary shoofly fill would be removed and disposed at permitted soil disposal sites. Railroad slopes would be restored using the appropriate seed mix and in accordance with the project Storm Water Pollution Prevention Plan (SWPPP) and any permit conditions.

Bike Trail Improvements

Eight-foot-wide Class 2 bike lanes would also be included along both sides of the roadway. The existing Class 1 bike path on the east side of Washington Boulevard from Diamond Oaks Road to Derek Place would be replaced with a 10-foot-wide Class 1 bike trail parallel to Washington Boulevard to connect to Sawtell Drive. The existing pedestrian underpass approximately 100 feet east of Washington Boulevard would be abandoned and the Derek Place trail connection restored. 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.

Floodplain, Water Quality, and Drainage Improvements

The lowering of Washington Boulevard under the Andora Underpass requires a variety of drainage and floodplain improvements because the low point of Washington Boulevard would be below the 100-year flood elevation. These improvements include the following tasks (shown in Figure 3).

- Regrading ditches and adding a drainage pump station to drain the Andora Underpass.
- Constructing a bioretention basin to treat existing stormwater and comply with current stormwater quality requirements (Water Quality Order No. 2013-0001-DWQ). The new bioretention basin would be used to treat stormwater runoff that originates from the northern portion of the project and an area tributary to the intersection of Washington Boulevard and Pleasant Grove Boulevard. The bioretention basin (shown in Figure 3) would be constructed on the City-owned parcel bordered by Emerald Oaks Road, the South Branch of Pleasant Grove Creek, and Washington Boulevard. This parcel currently supports an annual grassland. The basin would be created by excavation, construction of a berm along the east side of the South Branch of Pleasant Grove Creek, and placement of imported drain rock and sand-compost mix to support runoff retention, water quality treatment, and specialized planting.
- Replacing and extending corrugated metal pipes (CMPs) in four crossings of unnamed tributaries of Sierra View Tributary to support widening of Washington Boulevard.
- Replacing and extending two box culvert replacements (Sierra View Tributary and South Branch of Pleasant Grove Creek).

Traffic Signal Improvements

No new traffic signals are proposed as part of the project; however, the existing traffic signal at Diamond Oaks Road would be modified to conform to the new four-lane roadway and the traffic signal at Pleasant Grove Boulevard would have signal re-timing only.

Utility Relocations

The lowering of the roadway would necessitate relocation of City-owned sewer and water lines, underground telecommunication lines, and potential adjustments to underground Pacific Gas and Electric (PG&E) gas lines.

Sound Wall

Depending on the results of the final Caltrans Noise Study Report and future engineering design, a sound wall may be installed adjacent to one or two residential areas to provide a buffer between the future road noise and the residences. One potential wall would be located on the west side of Washington Boulevard at the northwest corner of Kaseberg Drive and Washington Boulevard. The second wall would be located on the eastern side of Washington Boulevard between Diamond Oaks Road and an existing concrete masonry wall just south of Pleasant Grove Boulevard.

The walls would be up to 10 feet tall and tan/brown colored with split face masonry block. The exact locations, heights, and aesthetics of the sound walls will be determined as part of a future engineering design phase.

Construction Approach

Construction of the proposed project would consist of the activities described below.

Equipment and Material Staging Areas

Potential equipment and material staging areas have been identified for the purpose of this analysis and are shown in Figure 3. The contractor would use City-owned areas outside the roadway for staging. Parcels on the south side of the tracks would be used for shoofly construction. The bioretention basin area would be used for staging activities on the north side of the tracks. During the road closure period, staging would also occur in the roadway between Diamond Oaks and the UPRR tracks. The staging areas would be used for fueling and maintaining equipment, as well as designated materials disposal and storage. The BMPs that would be implemented to minimize potential construction-related water quality impacts are also discussed below.

Construction Access and Traffic Control

Construction would temporarily affect traffic on Washington Boulevard and auxiliary streets. As part of the proposed project, Washington Boulevard would be closed to vehicular traffic for up to 6 months. Vehicles would be rerouted on city streets. To accommodate the increased vehicular traffic on the detour route, the Foothills Boulevard/Junction Boulevard intersection would be temporarily restriped to add a second left-turn lane from southbound Foothills Boulevard to eastbound Junction Boulevard. Existing traffic signals would be temporarily modified to provide an adequate level of service (LOS) during the construction period.

Railroad Shoofly Installation

To support the temporary shoofly, temporary culverts would be installed in approximately 500 feet of an unnamed tributary to the South Branch of Pleasant Grove Creek and 300 feet of a section of the Sierra View Tributary (shown in Figure 3). After the culverts are installed the shoofly fill material will be placed over the culverts. The fill material would be generated from the roadway excavation needed to implement the Washington Boulevard widening.

The existing concrete box culvert along the South Branch of Pleasant Grove Creek and the existing pedestrian undercrossing would be extended to maintain drainage and pedestrian access under the shoofly. Washington Boulevard would be open to traffic during the initial phases of shoofly construction and remain open until all shoofly earthwork was completed outside the limits of the existing roadway. Washington Boulevard would then be closed to all vehicular traffic to complete the shoofly earthwork.

Once the remaining earthwork was placed and compacted, imported material that is similar to roadway aggregate base would be placed along the length of the shoofly. Imported railroad rock ballast would be placed along with new track and ties starting approximately 500 feet from the beginning and 2,050 feet from the end of the shoofly. Approximately 500 feet of existing track and ties at the south end of the shoofly and 2,050 feet at the north end of the shoofly would be shifted to the shoofly alignment by UPRR employees. Once the shoofly is opened to train traffic, the existing underpass would be removed.

After the new Andora Underpass is completed, UPRR would shift the trains back to the existing track alignment and the shoofly, including rails and ties, would be removed. The earthen material occupying Washington Boulevard would be removed to allow the remaining part of the structure footings and abutment to be installed. The final step in the clean-up phase would involve removing the temporary drainage pipes and shoofly earthwork, restoring the existing ditches, hydroseeding slopes for controlling

erosion, removing the temporary extension of the pedestrian undercrossing, and filling the existing pedestrian undercrossing with sand.

Grading

Grading would be allowed only as necessary to construct the proposed project within a designated work area. All grading activities would be evaluated for consistency with the City's Flood Damage Prevention Ordinance (City of Roseville Municipal Code Chapter 9.80). Waste soils or other solid debris from project construction would be kept out of wetlands and drainages by implementing construction BMPs specified in the SWPPP.

Material Excavation, On-Site Use, and Imported Borrow

Construction of the proposed project would require the excavation of approximately 62,000 CY of soil from the site, including 850 CY of concrete associated with the Andora Underpass concrete abutments. An estimated 29,000 CY of this material will be used to construct the temporary shoofly which will then be removed and disposed of at an approved site.

Stream Dewatering

Dewatering may be necessary in Sierra View Tributary, South Branch of Pleasant Grove Creek, and associated tributaries that contain water during the construction period. Most of the streams receive irrigation runoff during the summer construction period and natural rainfall flows during winter months. The construction contractor may choose one of the following dewatering methods, depending on the amount of water present in the stream during installation of the new permanent and temporary culverts.

- Contractor constructs a temporary dam in the stream and places a temporary culvert to allow the water to flow past the work zone. Pumping would not be used. The temporary culvert would be removed after the new culvert is in place and prior to backfilling.
- Contractor places a pump and pumps water into a detention basin that is constructed with permeable rock per standard BMP methods. The pump would be on the upstream side and the discharge on the downstream side. A pump allows the contractor to locate the discharge pipe and discharge point at a location of their choosing and therefore can keep the discharge pipe out of the work zone.

Project Schedule, Traffic Staging, and Construction Phasing

Under the current funding assumptions, the proposed project's construction would begin in late 2018 and the road would be open by 2020. The proposed project would require approximately 13 months to construct.

The travelling public would observe the following four major traffic stages:

- Stage 1 - Prior to the closure of Washington Boulevard to public traffic. All traffic remains on the existing roadway with only minor (5 to 10 minutes) travel time delays. (Duration 3 to 4 Months)
- Stage 2 - During the closure of Washington Boulevard to public traffic. All vehicle traffic would be detoured. (Duration 5 to 6 Months)
- Stage 3 - After UPRR returns to the existing track alignment and the new structure is partially complete. Roadway traffic for one lane in each direction on Washington Boulevard is restored. Daytime travel time delays may occur. (Duration 2 to 3 Months)
- Stage 4 - Completion of the remaining roadway, structure and landscaping/erosion control. Remaining 2-lanes are opened to traffic. No travel time delays are expected. (Duration 1 to 2 months)

Table 1 identifies the major construction phases and associated activities proposed for the project. The phases shown in Table 1 are preliminary and may change based on available funding, transportation

improvement needs, and other considerations. Construction activities associated with project components generally would occur Monday through Friday between 7:00 a.m. and 7:00 p.m.

Table 1. Project Construction Phases and Associated Activities

Phase	Activities
Phase 1 – Preconstruction Activities	Establish and clear staging areas and access road Mobilize equipment and materials Install environmental sensitive fencing and BMPs
Phase 2 – Grading and Vegetation Removal	Clear vegetation from work area Conduct initial grading activities
Phase 3 – Shoofly Installation (Washington Boulevard open to traffic)	Excavate roadway slopes and build as much of the shoofly as possible. Restripe the Foothills Boulevard/Junction Boulevard intersection.
Phase 4 – Complete Shoofly and Shift UPRR Alignment	Close Washington Boulevard and complete placing earthwork, ties and track. UPRR forces shift trains to shoofly
Phase 5 – Remove Andora Underpass	Place temporary shoring and remove existing concrete bridge.
Phase 6 – Construct Eastern half of Andora Underpass and Washington Boulevard	Drill foundation piles, place concrete footings and columns, install steel bridge girders and install new track. Place curb, sidewalk, drainage facilities, aggregate base and paving.
Phase 7 – Shift UPRR to new structure, remove shoofly and construct western half of Andora Underpass	UPRR forces shift trains to new structure. Remove shoofly and temporary shoring, drill foundation piles and place concrete footings. Place remaining curb, sidewalk, drainage facilities, aggregate base and paving.
Phase 8 – Open Washington to one lane of traffic in each direction and close existing pedestrian underpass	Complete structure abutments, roadway grading and paving. Restore striping at Foothills Boulevard/Junction Boulevard intersection.
Phase 9 – Finish Roadway	Complete sidewalks and landscaping

Best Management Practices

Water quality measures (stormwater management measures and BMPs) would be implemented as part of the project to minimize potential water quality impacts during construction, operation, and maintenance of the project. Key management measures consist of the following.

- Protect areas that provide important water quality benefits or are particularly susceptible to erosion or sediment loss.
- Minimize the potential for erosion by limiting land disturbances such as clearing, grading, and cut and fill.
- Limit disturbance of natural drainage features and vegetation.
- Prepare and implement an approved SWPPP.
- Ensure proper storage and disposal of toxic material.
- Incorporate pollution prevention into operation and maintenance procedures to reduce pollutant loadings to surface runoff.

Construction BMPs

The City and its contractor would implement construction BMPs to avoid and minimize impacts on sensitive biological, cultural, and water resources. Implementation of the SWPPP, the Erosion Control

Plan, the National Pollutant Discharge Elimination System (NPDES) permit, and the BMPs would minimize the potential for construction-related surface water pollution and would ensure that water quality in waterways would not be compromised by erosion and sedimentation during construction. Any water diversion structures would be installed in accordance with the provisions outlined in Caltrans' *Construction Site Best Management Practices for Clear Water Diversion* (Fact Sheet NS-5).

Temporary Fencing. The City's contractor would install construction barrier fencing (including sediment fencing and straw wattles) to prevent contaminants and debris from entering waterways. Before construction begins, the City or its contractor would identify the locations for the barrier fencing and mark those locations with stakes or flagging.

SWPPP. A SWPPP would be implemented as part of the NPDES Permit and a General Construction Activity Storm Water Permit to minimize the potential for sediments or contaminants to enter waterways.

Equipment. The City would comply with applicable stormwater ordinances, stormwater management plans, and BMPs to prevent or minimize the potential release of equipment-related petroleum contaminants into surface waters and groundwater. Implementation of standard construction procedures and precautions for working with petroleum and construction chemicals would further ensure that the impacts related to chemical handling during project construction would be minor.

Hazardous Materials. The City would implement appropriate hazardous material management practices and other good housekeeping measures to reduce the potential for chemical spills or releases of contaminants, including any non-stormwater discharge to drainage channels. Implementation of these measures would minimize the potential for surface and groundwater contamination.

Erosion Control. The project design would incorporate permanent erosion control elements to ensure that stormwater runoff does not cause soil erosion. Erosion and sediment control plans would be prepared under the City's Grading Ordinance, which requires reducing erosion and retaining sediment onsite.

Toxic Materials Control and Spill Response Plan. The following measures would be incorporated into the plan and implemented to avoid or minimize the risk of spills or discharges of toxic materials into waterways.

- Establish a hazardous material spill prevention, control, and countermeasure plan (SPCC) before construction.
- Prevent raw cement, concrete or concrete washings, asphalt, paint or other coating material, oil or other petroleum products, or any other substances that could be hazardous to aquatic life from contaminating the soil or entering waterways.
- Prevent discharge of drilling mud and/or fluids into the waterways by using appropriate containment, disposal, and storage methods.
- Prevent discharge of turbid water or sediment-laden runoff to the waterways by using sediment filters, diverting the water to a settling tank, and/or implementing other erosion and water quality control BMPs to ensure compliance with water quality requirements prior to discharging water back to the waterways.
- Clean up all spills immediately according to the SPCC.
- Provide areas located outside the OHWM for staging and storing equipment, materials, fuels, lubricants, solvents, and other possible contaminants.

- Remove vehicles from the normal high-water area before refueling and lubricating to prevent contaminants from being discharged to the waterways during storm runoff. Contaminated water would be pumped to a holding tank for proper disposal.
- Prevent hazardous materials from entering waters. The construction contractor would notify the Roseville Fire Department if evidence of soil or groundwater contamination is encountered during construction activities.

Traffic Management Plan

The City would require the construction contractor to implement a traffic management plan (TMP), including a construction schedule and plan to meet the City's notice procedures, before construction activities are initiated. This plan would identify general methods by which construction activities would be managed to minimize substantial delays to traffic. The plan would incorporate the following guidance and components provided in the *Transportation Study for the Washington Boulevard/Andora Widening Project* (Fehr & Peers 2017).

Communication: Develop and implement a public information campaign that describes the duration of the street closure and recommends alternative routes. Particular attention should be placed on special events (e.g., school graduations or Placer County Fairgrounds) that may attract unfamiliar users to the City's roadway system. The City is currently doing public outreach and will continue the outreach program throughout the various phases of the project.

Demolition and Construction: Describe and analyze the number of employees and their site parking areas, and the number of trucks, their routing/staging, and operating hours.

Wayfinding: Position and operate changeable message sign trailers at strategic locations to advise motorists of the street closure and suggest alternate routes.

Traffic Operations: To offset the adverse LOS and delay effects, modify impacted intersections as follows (refer to discussion on following page for details):

- Foothills Boulevard/Pleasant Grove Boulevard – Modify signal timing in response to changing travel demand.
- Foothills Boulevard/Junction Boulevard – Modify intersection to add a second southbound left-turn lane.

Bicycle/Pedestrian Travel: Close the multiuse path to all travelers during periods in which construction activity could pose safety concerns to those users. Advertise multiuse path closures in advance and suggest alternate routes.

Emergency Vehicle Response: The City of Roseville Police and Fire Departments will coordinate with the Engineering and Community Development Departments to ensure that all potential effects of the closure have been addressed, including emergency vehicle routing, temporary changes in fire station servicing areas, and emergency vehicle pre-emption at signalized intersections.

Monitoring: The construction TMP will include a monitoring program of daily traffic volumes and speeds on Diamond Oaks Road east of Washington Boulevard. The TMP will describe the frequency of monitoring and establish maximum acceptable thresholds for changes in operations, above which a series of temporary traffic calming measures, such as temporary speed humps, enhanced enforcement, and other measures, may be considered.

The following performance standards will be met at all times during construction:

- Diamond Oaks Road east of Washington Boulevard experiences no more than a 2,000 average daily traffic increase over existing volumes.
- The median vehicular travel speed on Diamond Oaks Road east of Washington Boulevard increases by no more than 10% over existing conditions.
- Traffic signal timings at the Washington Boulevard/Pleasant Grove Boulevard and Washington Boulevard/Junction Boulevard intersections are adjusted in response to the change in travel demand.
- Construction-related trucks access the work site via Washington Boulevard, and not adjacent neighborhood streets.
- The combination of public outreach and CMS trailers enables the general public to be aware of construction-related street closures and select alternate routes.
- Public transit and emergency provider service times are not adversely affected, based on the performance standards used by those entities.
- The multiuse path remains open and free of debris during periods in which construction operation does not pose any safety hazards to the facility.

Noise Control Measures

The following measures would be incorporated into the construction specifications for the proposed project to reduce and control noise generated by construction-related activities, consistent with City ordinances and standards:

- Noise-generating construction activities would be restricted to Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturday and Sunday from 8:00 a.m. to 8:00 p.m., to comply with the City noise ordinance.
- All construction equipment would have sound-control devices no less effective than those provided on the original equipment. No equipment would have an unmuffled exhaust.
- Appropriate additional noise-reducing measures would be implemented, including the following: stationary construction equipment would be located as far as possible from sensitive uses; sensitive uses would be identified on construction drawings; and equipment idling would be prohibited when the equipment is not in use.

Hazards and Hazardous Materials Measures

The construction documents would identify materials that are considered hazardous. The project contractor would be required to develop a Health and Safety Plan (prepared by a registered industrial hygienist) that addresses release prevention measures; employee training, notification, and evacuation procedures; and adequate emergency response protocols and cleanup procedures.

The contractor would comply with the California Occupational Safety and Health Administration (Cal-OSHA) standards for the storage and handling of fuels, flammable materials, and common construction-related hazardous materials and for fire prevention (California Labor Code, Division 5, Chapter 2.5).

City Of Roseville Mitigating Ordinances, Guidelines, and Standards

As part of the proposed project, the City would implement the following regulations and ordinances to reduce potential environmental impacts associated with the project.

- Noise Regulation (Roseville Municipal Code [RMC] Ch.9.24).
- Urban Stormwater Quality Management and Discharge Control Ordinance (RMC Ch.14.20).

- Stormwater Quality Design Manual (Resolution 07-432).
- City of Roseville Design and Construction Standards (Resolution 07-137).
- Community Design Guidelines (Resolution 95-347).
- Tree Ordinance (RMC Ch. 19.66).

Project Alternatives

After extensive engineering and traffic analysis efforts, and review and screening of design concepts, two Build Alternatives (Alternative 1 [described above] and Alternative 2) surfaced for consideration and analysis that would meet the project's purpose and need and objectives. The Build Alternatives involve the same project components described above. The primary differences between Alternative 1 and Alternative 2 are the construction access and traffic diversion options and the associated staging and duration of construction (Alternative 1 involves complete road closure and rerouting of traffic for a period of 5 months and an estimated construction duration of 13 months; Alternative 2 would leave one lane open during construction and would require an estimated 20 months of construction). The project also includes a No Project (Build) Alternative.

Alternative 1 is the preferred project as described above. Alternative 2 is designed to satisfy the project objectives while avoiding or minimizing environmental impacts associated with the project. The alignment and associated project components (described above) of Alternative 2 are the same as described for the proposed project and involve the same improvements to Washington Boulevard; however, it differs in its construction approach, including traffic diversion and schedule. The primary difference from the proposed project is that it would leave one lane open during construction and would require an estimated 20 to 24 months to construct because a temporary railroad bridge is required over Washington Boulevard to maintain train traffic.

Under Alternative 2, Washington Boulevard vehicular traffic would be allowed to pass through the project site under the control of one-way flagging operations during some of the construction phases. However, the travelling public would still be significantly delayed during construction under Alternative 2 because would not be possible to maintain two lanes of traffic flow during most of the construction period; therefore, more than half of the normal traffic would use an alternative route.

The No Project (Build) Alternative would not involve any improvements to Washington Boulevard. The existing roadway and Andora Underpass would remain in their current state.

IV. PROJECT LOCATION AND SETTING

The project location and setting provides the context for determining the type and severity of changes to the existing visual environment. The project region lies in the Sacramento Valley of northern California, in western Placer County and within the transition zone between the flat Sacramento Valley and the Sierra Nevada and Lake Tahoe region. The rolling Sierra Nevada foothills largely comprise the easternmost portion of the region. The westernmost portion of the region primarily consists of agricultural and suburban land uses, with the urban core of Sacramento located in the southwestern portion of the region. The landscape pattern is influenced by development sprawling from existing city cores and the major roadways, such as State Route (SR) 65, SR 70, Interstate 80 (I-80), United States Route 50 (US 50), SR 99, and I-5. This portion of the county primarily supports agricultural, open space, and developed land uses that are located at the base of the foothills. Urban areas include Lincoln, Roseville, and Rocklin. In addition to numerous creeks and streams, major water bodies in the region that are outside of the immediate

project vicinity include Dry Creek, Auburn Ravine, Pleasant Grove Creek, Folsom Lake, and the American River. The Sierra View Tributary and South Branch of Pleasant Grove Creek run through the project area.

The project is within the City of Roseville. The immediate project area is characterized by flat to gently sloping terrain. Development, transportation infrastructure, and mature trees and shrubs prevent distant views of the Sierra Nevada to the east. The land uses within the corridor are primarily commercial and residential, intermixed with open space. Transportation facilities are a dominant visual feature in the project vicinity and include major roadways such as Washington Boulevard and Pleasant Grove Boulevard, as well as a Class I bike lane path and the UPRR and the Andora Underpass. The project site is not located near a state scenic highway or other designated scenic corridor (California Department of Transportation 2017). Pleasant Grove Creek bisects the project area from east to west.

The project corridor is defined as the area of land that is visible from, adjacent to, and outside the roadway right-of-way (ROW), and is determined by topography, vegetation, and viewing distance. The project vicinity consists of commercial, residential, and open space lands that abut the project area. Goal 2 of the Open Space and Conservation Element in the City's General Plan is to maintain healthy and well-managed habitat areas in conjunction with one another, maximizing the potential for compatible open space, recreation, and visual experiences. This policy demonstrates the value of open space as both habitat and scenic value. Figure 4 shows the land designated as open space and park and recreation in the study area. The majority of the project area along Washington Boulevard is flat except where the road slopes down and passes beneath the Andora Underpass. The surrounding development, vegetation, transportation facilities, and sloping terrain prevent background views.

Washington Boulevard has street lighting along the west side of the roadway except for the section between the Andora Bridge and Diamond Oaks Drive. There is no lighting along the east side of the roadway except lighting at the signalized intersections of Washington Boulevard at Pleasant Grove Boulevard and at Diamond Oaks Drive. There is lighting immediately north and south of the project area. Both the Washington Boulevard tunnel and bike path tunnel under the UPRR line are lit for safety. Other light in the project area comes from interior and outdoor lighting associated with residential and commercial development, parking lot lighting, and vehicle headlights on local streets.

There are no roadways within or near the project area that are designated in federal, state, or local plans as a scenic highway or route worthy of protection for maintaining and enhancing scenic viewsheds (California Department of Transportation 2017). Therefore, implementation of the proposed project would not damage scenic resources, such as trees, rock outcroppings, and historic buildings along a scenic highway. In addition, there are no scenic vistas because terrain, surrounding development, sound walls, and mature trees and shrubs limit views to the immediate foreground.

V. VISUAL RESOURCES AND RESOURCE CHANGE

Visual resources of the project setting are defined and identified below by assessing *visual character* and *visual quality* in the project corridor. *Resource change* is assessed by evaluating the visual character and the visual quality of the visual resources that comprise the project corridor before and after the construction of the proposed project.

The visual character of the proposed project would be compatible with the existing visual character of the project area. The Build Alternatives would widen a two-lane section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard to four lanes. This would result in an expanded roadway corridor, a widened Andora Underpass, and a new raised median separating northbound and southbound traffic. However, grading would be minimal and would not greatly alter the terrain. The corridor would be wider but would the roadway and underpass would retain their form, line, color, and texture in a manner

that is consistent with existing conditions. Several trees will be removed during project construction. Tree removal and mitigation is described in the NES prepared for the project (ICF 2017a).

The visual quality of the existing corridor would be slightly altered by the proposed project. Views from the project corridor to the surrounding landscape would be much the same because widening, bridge replacement, and changes to pedestrian and bicycle access would only result in minor changes along the existing corridor, retaining the existing vividness, intactness, and unity. However, the widened corridor would change the roadway from a more rural-looking, two-lane roadway to a wider suburbanized, four-lane roadway and require the removal of mature trees. This would slightly alter views of and from the project corridor in a manner that would result in a slight reduction in the overall visual quality.

As a result, resource change (changes to visual resources as measured by changes in visual character and visual quality) will be moderately low.

VI. VIEWERS AND VIEWER RESPONSE

Neighbors (people with views *to* the road), *roadway users* (people with views *from* the road), and pedestrians (people walking or biking on the bike paths) will be affected by the proposed project. Neighbors consist of suburban residents, employees, and patrons at nearby businesses. Neighbors also include roadway users connecting to the project corridor from local roadways. Residents and business occupants are considered to have high visual sensitivity because although they are accustomed to views of the existing roadway and passing traffic, they generally view the project site for an extended period, are likely to have a high sense of ownership over local views, and are more likely to be affected by changes in the views from their homes or businesses than business patrons or employees. Business patrons and employees are likely to have moderately low visual sensitivity due to their intermittent and limited views of the project area seen while generally more focused on working or visiting the commercial uses. Roadway users include local commuters traveling to and from work, shoppers, recreational travelers, and local residents of the neighborhood surrounding Washington Boulevard that travel at speeds ranging from a stop to approaching 45 miles per hour (the posted speed limit). Depending on speed, drivers and passengers are able to take in brief to longer views of the scenery around them. Therefore, roadway users are considered to have moderately high visual sensitivity. Finally, pedestrians and bicyclists include local residents utilizing the dedicated bike trail, most likely for recreational purposes. Pedestrians and bicyclists are able to take in long views of their surroundings and therefore are considered to have high visual sensitivity. It is anticipated that the average response of all viewer groups will be moderately high.

VII. VISUAL IMPACTS

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. As discussed above in Section IV, Project Location and Setting, there are no scenic vistas or officially designated scenic roadways within or near the project corridor. Therefore, implementation of the proposed project would not affect scenic vistas or damage scenic resources, such as trees, rock outcroppings, and historic buildings along a scenic highway.

No-Build Alternative

This VIA considers the potential impacts of a No-Build Alternative. Under the No-Build Alternative, the project would not be constructed and there would be no visual impacts on the existing visual character, visual quality, or affected viewer groups.

Build Alternatives

As described in Section III, Project Components, the Build Alternative 1 and Alternative 2 have the same footprint and are visually the same. The primary difference between the Build Alternatives pertains to construction phasing and duration. Under Alternative 1, Washington Boulevard would be completely closed and traffic would be rerouted for a period of 5 months and the construction duration would be 13 months. Under Alternative 2, one lane of traffic would remain open throughout construction, which would last approximately 20 months. The construction and operational impacts are discussed together below because construction phasing and duration for both alternatives would be temporary, lasting no longer than 2 years, and the alternatives would be visually the same once built.

Construction

There are no scenic vista views or scenic roadways in or near the project area, so there would be no effect to such resources during construction. Various types of equipment would be used for construction, such as graders, excavators, pavers, and compactors. General construction activities, construction staging/stockpiling, the storage of road-widening/building materials, the presence of construction equipment, and temporary traffic barricades would result in temporary construction impacts by altering the composition of the view available from and to the project corridor. Residences would have construction occurring in close proximity to them. There are no homes facing the roadway or construction, but rather fenced and walled backyards would abut construction activity along Washington Boulevard in the Diamond Oaks neighborhood and along Emerald Oaks Road to Pleasant Grove Boulevard. These residents would experience disruptive construction activities within proximity to their homes that may evoke a sense of invaded privacy. However, residents would not have views of the construction activities, as the homes are facing away from Washington Boulevard and are separated from the roadway by sound walls and residential landscaping. However, a limited amount of construction may be visible during shoofly construction given its elevated location and/or from second story windows of residences that directly abut the corridor.

The two construction staging areas would be north of Washington Boulevard. One staging area and temporary access road would be just north of the Andora Underpass, where Washington Boulevard and the UPRR tracks intersect. The other staging area is just south of the UPRR tracks between Washington Boulevard and Emerald Oaks Road. Both staging areas are shown in Figure 3. Staging areas and temporary access road would be located within interior live oak woodland and willow thicket wetland habitats and would require tree removal to accommodate temporary construction activities. In addition, tree removal would be required to widen Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard. Tree removal occurring as a result of project construction will be mitigated (ICF 2017a). Avoidance and Minimization Measure 1 would ensure that temporary access roads are restored and replanted. In addition, Avoidance and Minimization Measure 2 (see Section VIII, Avoidance, Minimization, and Mitigation Measures) would compensate for tree removal during construction. Temporary visual changes from construction signaling and signage would occur, though they are not considered to be adverse.

Construction of the Build Alternatives would widen Washington Boulevard from two to four lanes and create a temporary shoofly track. The roadway widening would increase the roadway from a two-lane roadway to a four-lane roadway and associated turn lanes. The project is in an already developed suburban area, and this conversion would be visually consistent with the surroundings and would not change the visual character of the area. The existing bike trail currently runs from Derek Place, through the Andora Underpass, and eastbound along Washington Boulevard. The Build Alternatives would close the trail tunnel under the UPRR, and provide a new bike path connection to the new Class 2 bike lane along Washington Boulevard. This visual change would be slight and would not alter the existing visual character of lands adjacent to the project corridor or views of these areas from the project corridor.

The Build Alternatives also include widening the Andora Underpass from a single-span bridge to a two-span bridge with columns located in the roadway median island. The new underpass would have concrete abutments and wingwalls, and would be designed to mimic the appearance of an old style Works Progress Administration bridge. As indicated in Section II, Project Description, there is also the potential for incorporating architectural enhancements, color, and features into the concrete facade to provide additional visual interest and character for the structure. The concrete may be stained a rock-like color to provide additional visual interest. The superstructure would consist of painted steel girders with painted steel hand railings extending above the track level. The bottom of the structure (soffit) would show the individual steel girders and not be smooth like a normal concrete highway bridge. These visual elements would enhance the bridge, which is already part of the existing visual character of the area, and act to increase the visual quality of views associated with the bridge. However, if these enhancements are not made, the Build Alternatives would not greatly alter the visual character and quality of the corridor or lands adjacent to the ROW because while the bridge would be wider, it would be made of the same material as the existing bridge and would be of a similar design so that the proposed changes would only result in minor visual changes. In addition, these changes would take place within the City and UPRR ROW, no land acquisitions would occur, and individual properties would not be affected.

Culvert widening and utility relocations would appear similar under all alternatives and would only result in minor visual changes as the modifications are occurring utilities would be relocated, but the presence of utilities would be consistent with existing conditions, because they are already an existing visual element within the project corridor. Therefore, their relocation would not alter the visual character of views of and from the project corridor.

As described in the project description, one or two noise barriers along Washington Boulevard may be constructed to reduce the impacts associated with noise. The final design, including heights, materials, and type of barrier or wall will be determined during final design when the locations of residences and noise sources are finalized. If the barriers are designed without aesthetic consideration, negative visual impacts could result by degrading the quality of views from local roadways and the surrounding area and by installing a visual barrier. This would result in a significant visual impact. However, guidance provided in Avoidance and Minimization Measure 4 would improve noise barrier aesthetics and ensure that the appearance of noise barriers is consistent with the surrounding project vicinity, reducing impacts.

Nighttime construction could occur when UPRR is relocating the shoofly tracks and some nighttime lighting at the construction site would be required and could result in nuisance light if not properly designed. In addition, street lighting will be added along the east side of the roadway and along the west side between Diamond Oaks and the Andora Underpass. Avoidance and Minimization Measure 3 would ensure that lighting used for construction would be directed downward and that spill light would be minimized to the greatest extent possible. The proposed project would result in a nominal increase in daytime glare by increasing the paved area and by removing some of the roadside vegetation that provides shade. However, the pavement would be dark and greatly reduce glare, and roadside vegetation would still be present along the ROW to provide some shade.

Construction of Alternative 1 would last approximately 13 months total, with approximately 5 months of full road closure. Therefore, roadway users would be removed from the project corridor during construction, but roadway neighbors would still be able to see construction activities. Roadway neighbors located on the detour route would not see construction activities but would see a temporary increase in local traffic along the detour route. Because Alternative 1 would take less than 2 years to construct, visual presence of construction activities and detour traffic is considered temporary. Alternative 2, however, would leave one lane on Washington Boulevard open during construction, rather than close the road and utilize a detour like the proposed project. Under Alternative 2, construction is anticipated to last 20

months; however, the visual presence of construction activities is considered temporary because Alternative 2 would also take less than 2 years to construct.

Operation

There are no scenic vista views or scenic roadways in or near the project area, so there would be no effect to such resources during operation. Once in operation, the primary visual changes would be regular roadway maintenance activities that pre-exist and are a common visual element. Traffic would increase over time, but the proposed project would aid in alleviating backups on the roadway, reducing the visible presence of traffic congestion. Light and glare would be the same as discussed under *Construction*, above, during operation.

VIII. AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Avoidance and minimization measures have been identified and can lessen visual impacts caused by the project. Also, the inclusion of aesthetic features in the project design can help generate public acceptance of a project. This section describes additional avoidance and minimization measures to address specific visual impacts. These measures will be designed and implemented with concurrence of the Caltrans District Landscape Architect. The following measures to avoid or minimize visual impacts will be incorporated into the project:

- 1. Minimize Visual Impacts Associated with Construction Access Roads.** The City will make site-specific design decisions to locate construction access routes to minimize effects on trees and shrubs where feasible. Working with the design engineer, the City will identify site-specific location adjustments to avoid adversely affecting mature tree and shrub groupings to the extent feasible and to avoid creating large, linear swaths of vegetation clearing through the construction of any access routes. Implementation of this measure will minimize the effects on existing visual quality and character that would result from removal and pruning of mature vegetation within proposed access road routes. In addition, construction access routes will be restored to preconstruction conditions after construction to minimize the impact on visual quality and character at these areas. Restoration of the area will meet the following performance standards tree loss and temporary portable lighting. No invasive plant species will be used under any conditions. Implementation of this measure will result in restoration of the construction access roads.
- 2. Compensate for Loss of Trees and Prepare a Tree Protection Plan.** Temporary construction (e.g., temporary access roads and shoofly construction) that requires tree removal within oak woodland and riparian habitats will be mitigated at the same ratio as permanent impacts to account for the time required for habitat regeneration. Where appropriate and to the degree possible, trees must be replaced or restored in place and in kind to mitigate for visual impacts resulting from the loss of such features. For the purpose of traffic safety, replacement of removed features shall only occur outside the clear recovery zone. The project arborist shall be responsible for identifying and inventorying plant material anticipated for removal. In addition, the City will prepare a plan for tree protection (ESA fence) and also show every oak tree to be removed as part of the contract plans. The City and its construction contractor will avoid as many oak trees as possible where the only reason is for contractor staging. There is sufficient staging available in the basin construction disturbance area to get the contractor started and then more area within the closed roadway between Diamond Oaks and Kaseburg Drive during the major phase of construction. The City will preserve the oaks with ESA fence that lie within the contractor staging areas.
- 3. Minimize Fugitive Light from Portable Sources Used for Construction.** At a minimum, the construction contractor shall minimize project-related light and glare to the maximum extent feasible,

given safety considerations. Color-corrected halide lights will be used. Portable lights will be operated at the lowest allowable wattage and height and will be raised to a height no greater than 20 feet. All lights will be screened and directed downward toward work activities and away from the night sky and highway users and highway neighbors, particularly residential areas, to the maximum extent possible. The number of nighttime lights used will be minimized to the greatest extent possible.

4. Implement Sound Wall/Retaining Wall Aesthetics

If a sound wall or retaining wall is selected, a roughened wall surface would soften the verticality of the wall face by providing visual texture and reducing the amount of smooth surface that can reflect light. Choosing earth-toned colors for the wall surface would be less distracting to viewers and help the wall blend with the planted vegetation as it matures.

The shade of the wall will also be carefully considered. BLM studies have shown that structures colored compliment the general surrounding area, yet are slightly darker, creates less of a visual impact than matching or lighter hues (U.S. Bureau of Land Management 2008). In general, very light buff/tan, brown, or gray colors stand out more than darker colors such as deep browns, deep red-browns, and deep warm grays that have the ability to complement the surrounding vegetation.

IX. CONCLUSIONS

Once built, the proposed project would seamlessly blend with the surroundings. The project would not greatly alter the visual character of this area. Widening would affect landscape features in a similar manner under both Build Alternatives. Light and glare affects would likely be minimal. Avoidance and minimization measures would reduce the effects of nighttime construction and reduce light and glare impacts from lighted intersections. The Build Alternatives would conform to the existing visual conditions. Alternative 2 would have a longer construction period, and would have a greater impact to roadway users, who would have views of construction while they are driving through the project area.

X. REFERENCES

California Department of Transportation. 2017. *List of Eligible and Officially Designated State Scenic Highways*. Available: <http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html>. Last updated: March 22, 2017. Accessed: April 5, 2017.

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ICF. 2017. Noise Study Report for the Washington Boulevard/Andora Bridge Improvement Project

U.S. Bureau of Land Management. 2008. Standard Environmental Colors Chart. Available: <https://www.blm.gov/policy/ib-2008-116>.

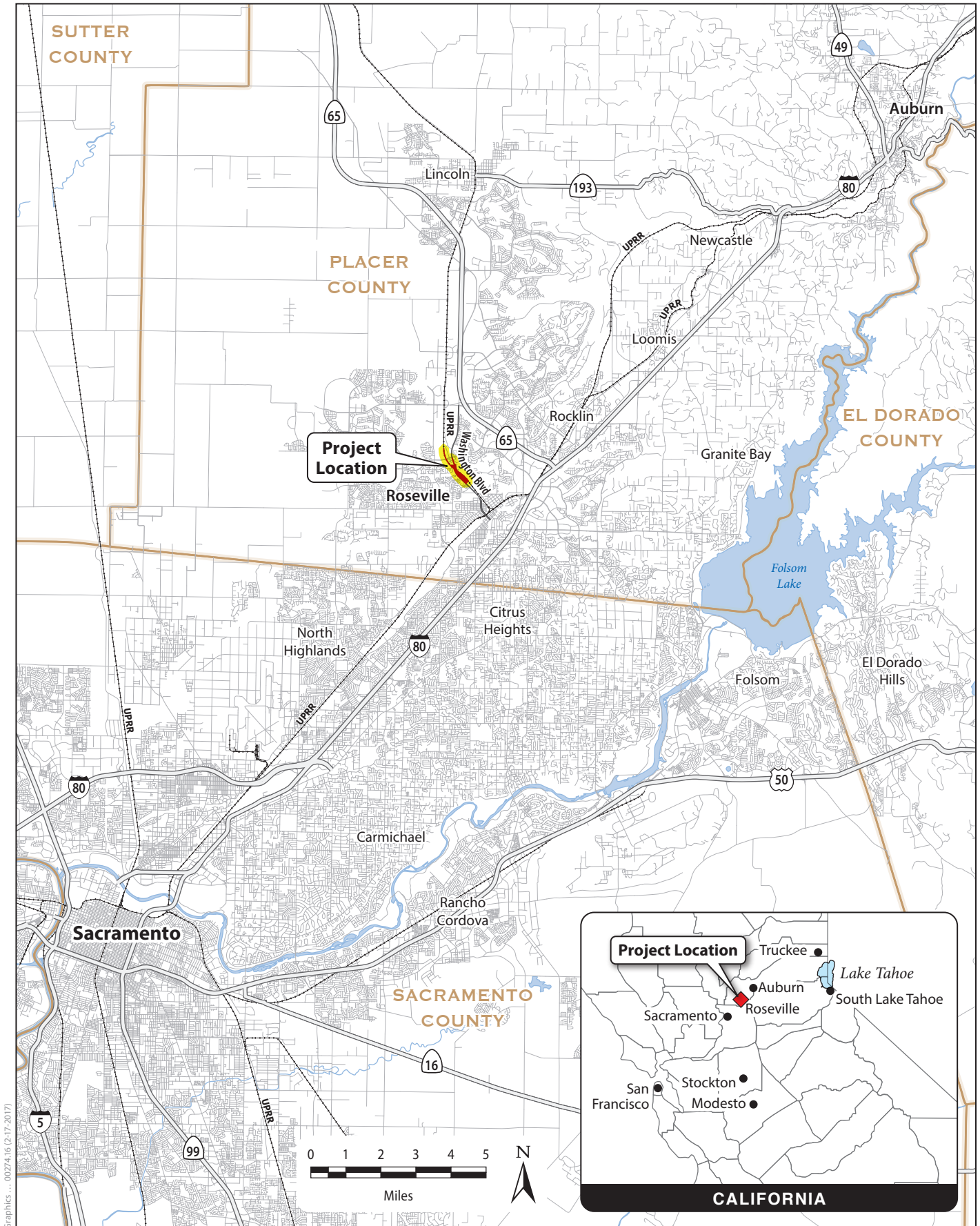


Figure 1
Regional Location

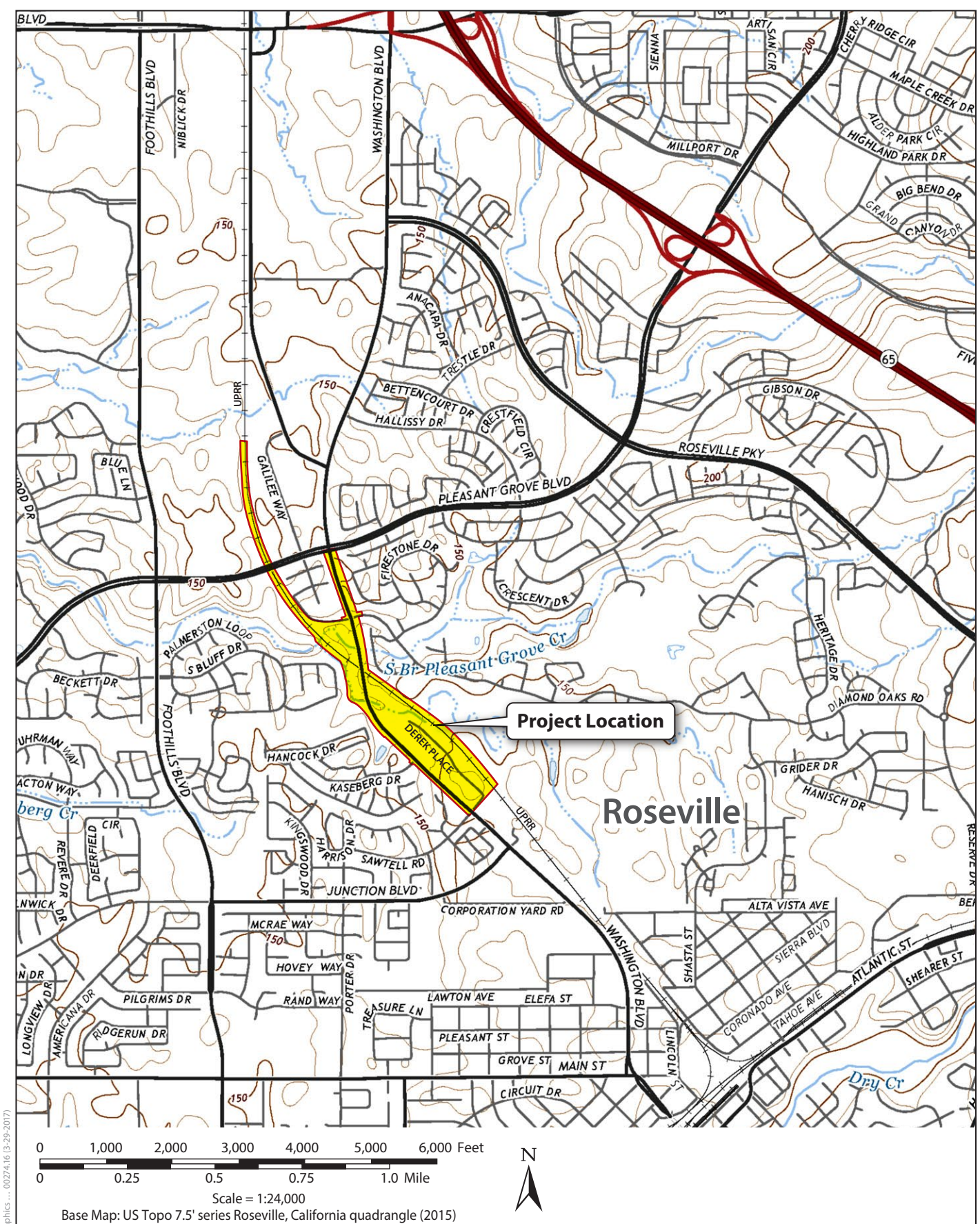


Figure 2
Project Location

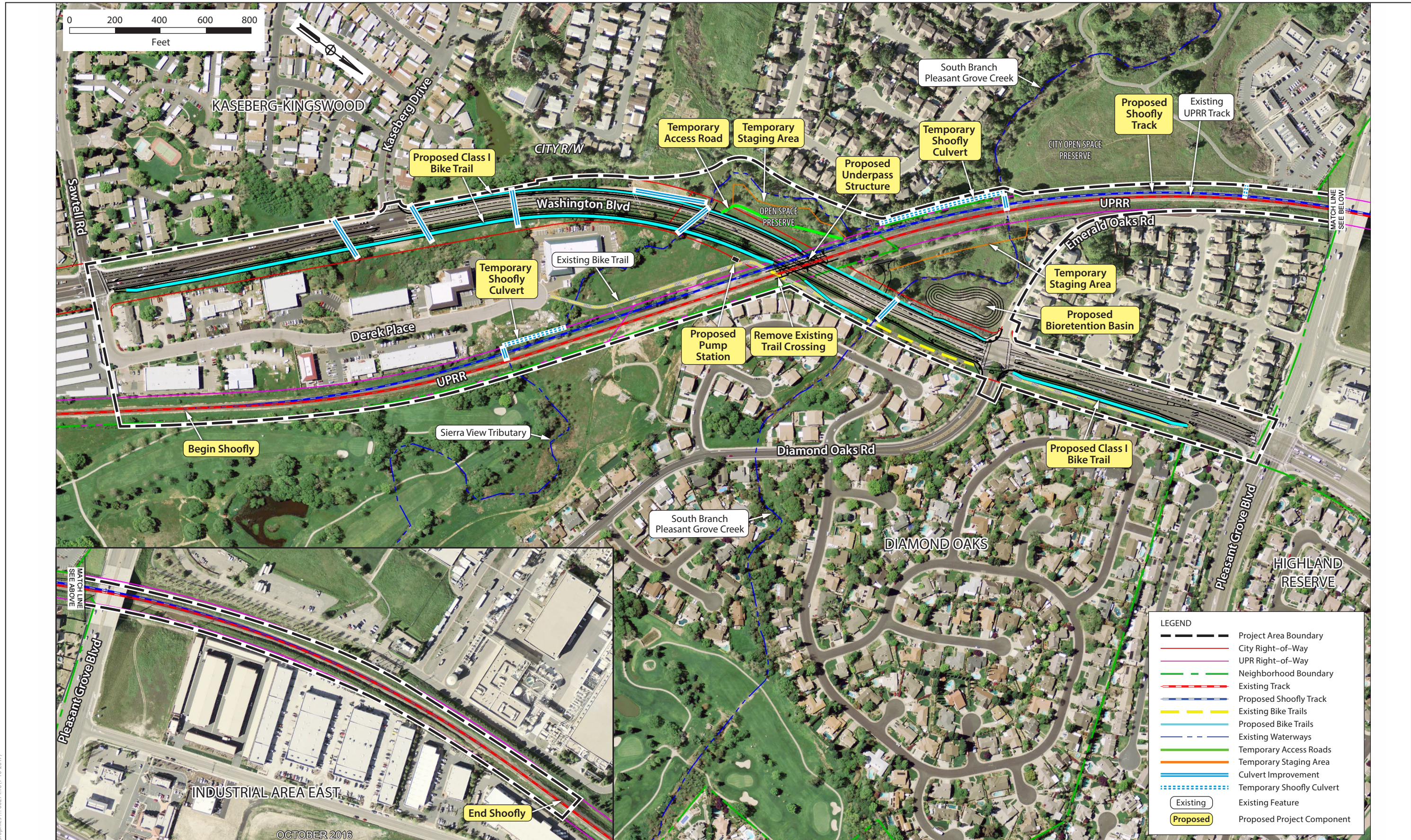


Figure 3
Project Components

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OCTOBER 2016

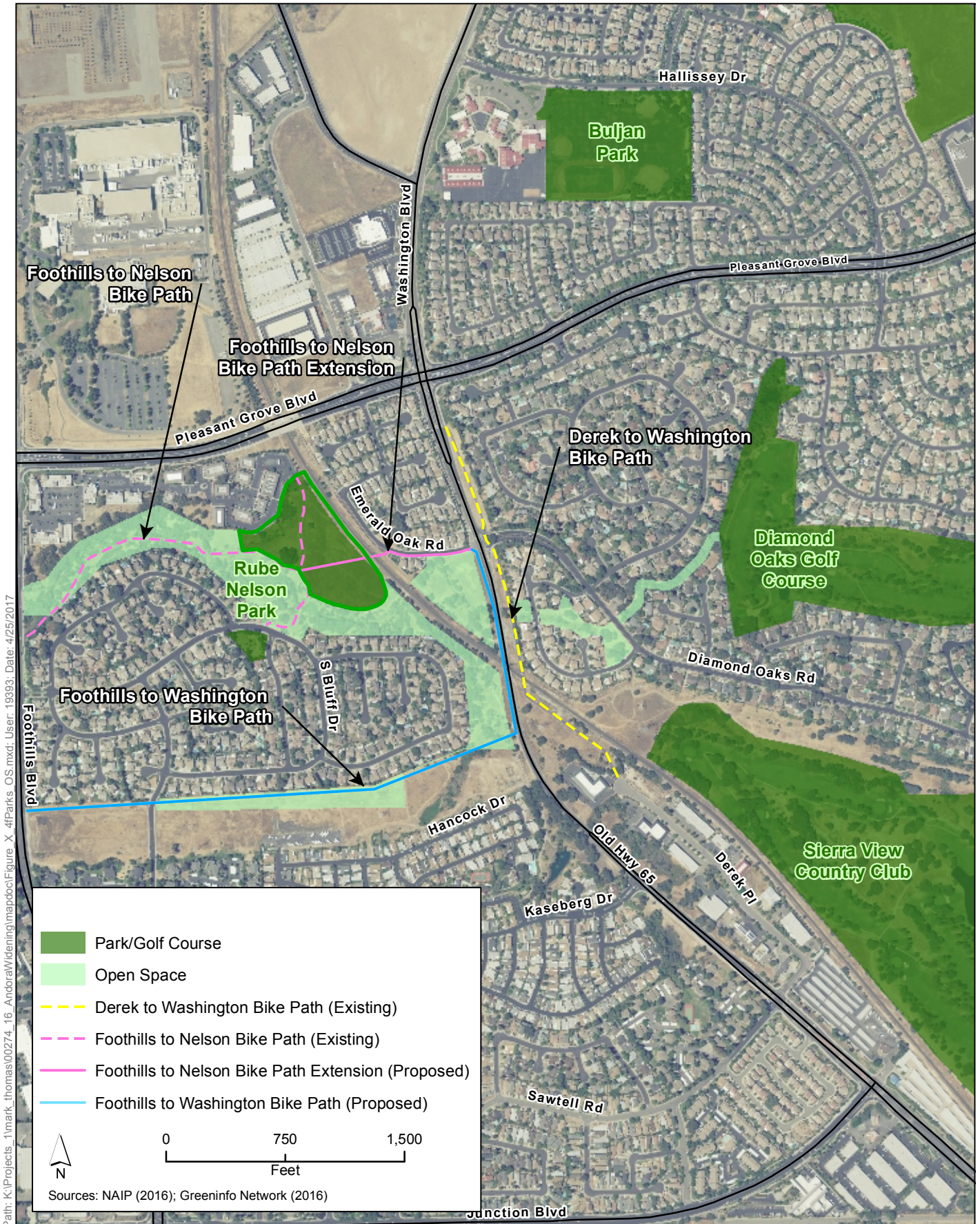


Figure 4
Resources Evaluated Relative to the Requirements of Section 4(f)