

## Introduction

On Tuesday, June 28, 2016, the City of Roseville hosted a neighborhood meeting for the Washington/Andora Widening Project. More than 35 residents attended the neighborhood meeting at the George A. Buljan Middle School Multi-Purpose Room, located at 100 Hallissy Drive in Roseville from 6:00 – 8:00 p.m.



## Project Overview

As part of the City of Roseville’s Traffic Masterplan, the City will be widening Washington Boulevard from Sawtell Road to Pleasant Grove Boulevard from two to four lanes. The project also includes the replacement and widening of the Union Pacific railroad bridge that crosses over Washington Boulevard. Goals of the project include:

- Improve existing and future traffic congestions
- Enhance access and safety for motorists, pedestrians, and cyclists
- Meet railroad clearance requirements

## Neighborhood Meeting Purpose

The neighborhood meeting provided an opportunity for local residents to learn more about the project and provide feedback. Goals of the meeting included:

- Provide an overview of the project and its purpose/need
- Share the project schedule and opportunities for community input
- Provide an overview of preliminary design concepts and cross sections
- Gather feedback on construction approach and proposed detours

## Meeting Presentation

The neighborhood meeting began with a brief welcome by the City’s project manager, Nina Buelna, followed by a presentation from the Deputy Project Manager, Zach Siviglia from Mark



Thomas and Company. Mr. Siviglia provided an overview of the project, the purpose and need, the proposed improvements, the construction approach options and potential detours, and the project schedule. Below is a summary of questions and comments from local residents during the presentation.



- *Question:* Will Union Pacific be active in meetings with the community?
  - *Answer:* The project team is engaging Union Pacific per their process and standards, but they will not have an active role at community meetings.
- *Question:* What kind of landscaping will be incorporated on the south side of Washington Boulevard?
  - *Answer:* The project team is looking for input and hasn't made any decisions on the landscaping plan yet.
- *Comment:* I would like to know how many project team members live in Diamond K Estates.
- *Comment:* Impacts to Diamond K residents will be immense.
- *Question:* Will there be a traffic signal at the Diamond K intersection?
  - *Answer:* We are in the early environmental study phase and will review their Kaseberg driveway concerns as a part of the environmental document. Because Kaseberg Drive is a private road, the City would not pay for the installation of a signal at this location. However, if warranted, there are other non-signalized options that can be considered to address the residents' concerns. Installing a raised concrete "gull wing" median on Washington Boulevard, which would provide a refuge for vehicles turning left into and out of Kaseberg Drive, is one option.
- *Comment:* Turning left out of the Diamond K development is already tough. If the street is expanded to 4 lanes it will make it that much harder.



- *Question:* Has the Police Department's input been sought for what traffic impacts will have?

- *Answer:* Yes. The Police Department and Fire Department both sit on the technical advisory committee and will be coordinated with throughout the project.
- *Question:* Where will the temporary Union Pacific track be realigned to?
  - *Answer:* The project team is working on designing the project, but ultimately it will be Union Pacific's decision on which side the temporary track will be installed.
- *Question:* Will the pedestrian tunnel be closed during construction?
  - *Answer:* The pedestrian tunnel underneath the railroad bridge may change alignment but will remain open throughout the construction process.
- *Question:* What kind of traffic engineering will be done to analyze the intersection at Diamond K?
  - *Answer:* Traffic volume counts, traffic flow analysis, and other tools will be used in the traffic report presented in the Environmental Impact Report.
- *Question:* What is the best way to petition and have our voices heard in the process?
  - *Answer:* Both verbal and written comments are taken seriously. All comments will have to be researched through the environmental process. In addition, at every project team meeting community questions are discussed and determined what the best solution is for them.
- *Comment:* The Union Pacific temporary track should be built on the south.



- *Question:* Will there be any temporary treatments installed at the entrance of Diamond Oaks to prevent cut through during construction?
  - *Answer:* The project team is looking at traffic analysis to determine if/what kind of traffic treatments would be appropriate.
  
- *Comment:* Construction should be limited to the summer when school is out to reduce the amount of traffic that cut through the neighborhoods.
  
- *Question:* If the construction plan is to close the road completely where will the road be closed at?
  - *Answer:* North of the Diamond K intersection and south of the Diamond Oaks intersection.
  
- *Question:* If the construction plan is to close one lane at a time, how will traffic flow work?
  - *Answer:* If the construction method is to keep one lane open during construction, temporary signals would be installed to control traffic flow.
  
- *Question:* What will the hours of construction be?
  - *Answer:* During the day.
  
- *Question:* Who would be building the temporary track for the Union Pacific Bridge?
  - *Answer:* The city will be in charge of constructing the temporary track.

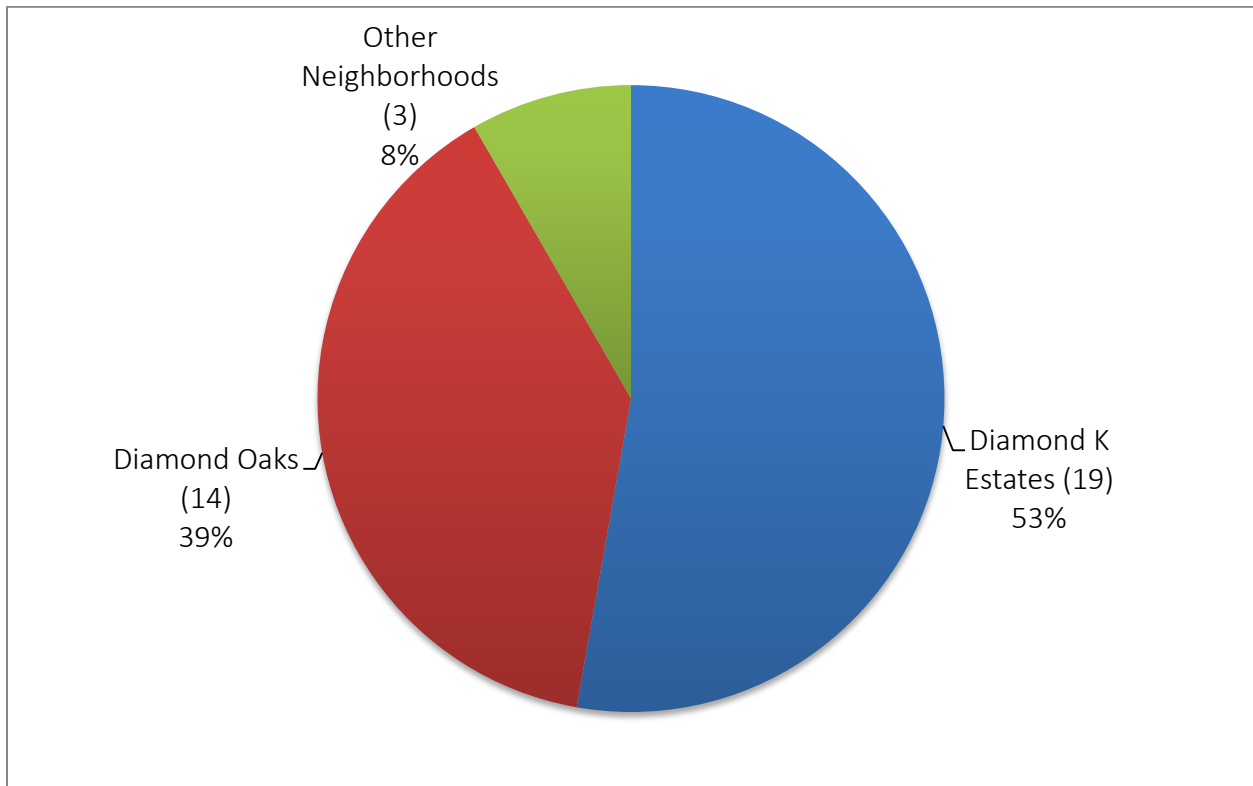


- *Question:* What is the estimated cost of construction?
  - *Answer:* It is too early to tell what the cost will be. However, the feasibility study done a few years ago estimated it would cost \$20 million, but that is a very rough number.

**Meeting Notification**

Postcard invitations were mailed to more than 1,350 residents within 0.25 miles of the project area. Information regarding the neighborhood meeting was also posted on the City of Roseville’s website and on NextDoor for the neighborhoods near Washington Boulevard. The meeting invitation was emailed to 4,039 subscribers of the City’s Traffic Alerts messages as well.

More than 35 residents attended the neighborhood meeting. Neighborhoods represented at the meeting include:



Other neighborhoods include Emerald Oaks, Highland Reserve, and Kaseberg-Kingwood.

## Residents' Feedback

Meeting attendees were asked to provide comments on printed feedback forms regarding the project overview, bridge aesthetics, the proposed detour, and the construction approach. The following feedback was submitted to the project team:

### *Project Overview*

- Project needs to be done.
- Looks good.
- Long overdue project considering current traffic through this corridor.
- Very necessary project for traffic safety and efficiency. As a Diamond K homeowner, I am very concerned about increased volume and speed resulting from this project. Making a traffic light at Kaseberg Drive (Diamond K Estates) is even more critical than it already is.
- Use the detour approach not the single lane! What will the landscape look like? What are the projections for traffic increase once the 4 lanes are in?
- The project is definitely needed and necessary. Need to consider traffic light for Diamond K Estates. Ingress and egress are a paramount safety concern. Not a part of this project, but alternative ingress and egress for Diamond K Estates permanently should be considered.
- Needed a long time. There has been at least one death at the underpass. Need to be widened ASAP.
- This is a much needed upgrade to Washington Drive Blvd. It will not only provide for a better flow of traffic but will improve the look of the area between Sawtell Rd. and Pleasant Grove Blvd.
- Great!
- Based on our own personal observations and measurements, 50' away from the homes on Glenwood Circle puts the track in line with the existing power poles, while 50' towards the homes on Glenwood Circle puts the track either ON the sound wall or in the homeowners backyard. Putting the temporary track closer to the homes on Glenwood Circle and Emerald Oaks causes five (5) major concerns:
  - 1. The safety of the occupants in the homes on both Glenwood Circle and Emerald Oaks in the event of a train derailment.
  - 2. The value of the homes decreases drastically which impacts long-term investment and re-sale difficulty (which is already a challenge due to train track being close and the transformer towers).

- 3. Excessive decibels causing sleep deprivation for the occupants of the homes on Glenwood Circle and Emerald Oaks.
- 4. Excessive smoke from the trains causing possible health risks to occupants on both Glenwood Circle and Emerald Oaks. On Glenwood Circle and Sprig Court alone, there have already been 3 deaths from cancer, and 2 other diagnoses of cancer. This seems to be a pretty high amount given the concentration of our neighborhood.
- 5. The integrity of the sound wall would be compromised.
- We would like to see the train track move 30-40' AWAY from its current location and further away from the homes on Glenwood Circle and Emerald Oaks, which would eliminate or reduce the need to relocate the existing power poles. In addition, making it a permanent change due to safety concerns; this is a win-win situation - lower costs due to not have to move the track a second time (back to its current and original site), and makes it further away from the homes on both Glenwood Circle and Emerald Oaks.

#### *Bridge Aesthetics*

- I liked Option 2 and would be willing to look at more options.
- I like the option with the more historic look.
- The divider at Vernon and Riverside commemorating the railroad is beautiful. Just consider making it all mesh as an entry to Roseville proper.
- Not a big deal for the bridge. However, landscaping both sides of the road is very important.
- Photos looked good.
- I am for bridge design number 2. Looks good.
- Appearance should be lowest priority. It's a railroad overpass. The cheapest, functional option should be selected.
- I like the simple approach for the look of the bridge but between the two options presented the one with the stone work is more appealing. The other design is too sterile.
- I do like the looks of the planned bridge for Union Pacific. It will be a lot safer!

#### *Proposed Detour*

- Definitely use the detour approach.
- No issue. Good idea, but they do need to minimize excessive U-turns at Diamond K Estates or traveling through Diamond Oaks.
- No easy solution. Suggest using night and off hours and the bypass usage.

- Detour would work but traffic on Pleasant Grove is getting heavier.
- Looks good.
- Critically important. Can those roads handle the increases? I think yes.
- Proposed plan using Junction/Foothills/Pleasant Grove is a viable option. Note: Speed control for traffic going east through the Washington/Pleasant Grove intersection is always a concern. Some cars appear to almost go "airborne" coming down the hill trying to make a "green light" at that intersection. Increased traffic and delays on Pleasant Grove may exacerbate this situation.
- The detour to Junction and Foothills Boulevards makes so much more sense than trying to meter traffic down to one lane. Both for expediency of moving traffic and for shortening the duration and cost of the project.
- I think it is the best of the two proposed. It will be more cost effective and time shortened. As a Diamond K resident, I don't think the detour would be a big deal to do. In fact it would be easier getting in and out of Diamond K!
- Concerns:
  - Additional traffic on Diamond Oaks because people are going to want to bypass traffic on Pleasant Grove and Roseville Parkway up to Reserve.
- Recommendation:
  - Adding speed tables on Diamond Oaks (either temporarily or permanently) to serve as a deterrent for people using Diamond Oaks as a detour.

### *Construction Approach*

- Closing Washington Boulevard makes the most sense by far. With the expected delays, it will be effectively closed anyway.
- Once started, the faster completion the better.
- Exploring the idea of moving the train bridge, as a permanent bridge, would be a terrific solution. Shutting down the section of the road for 5 months is most feasible.
- Leave it to engineers. No easy way. As for impact on neighbors on the edge of the railroad, the railroad was here first.
- I would recommend closing road.
- I am for closing off the road between Diamond K Estates and Diamond Oaks. This will speed construction on building the new bridge.
- For cost and time considerations, we support the option of closing Washington between Diamond Oaks Road and Kaseberg Estates for the duration of the project.

- As it was explained at the meeting it appears that much thought has gone into how this project had been planned and for the execution. Well done!
- Good ideas!

*Other*

- A traffic light is necessary now at Diamond K Estates. Plan this project with a traffic light at Kaseberg Drive regardless of what the project's traffic study says. Remember, these are older drivers with reduced reactions, sight, hearing, etc. Include that in the traffic study. In addition to having to deal with 4 lanes, more vehicles, and higher speeds post-project.
- Need a light at the entrance to Diamond K Estates. With the increase in lanes will come even more traffic, precipitating the need for the light.
- I think your team did a great job fielding questions and emphasizing the transparency of the process so that all those concerned feel included.
- My concerns on Diamond Oaks Road include 1) Speed of drivers; 2) Residents with multiple number of cars plus RVs and fishing boats and trailers; 3) Backing out of drive way is almost impossible.
- Need a Union Pacific representative at the meeting! Union Pacific has been dragging its feet on this project for years. Congrats to the City for finally moving forward.
- To minimize traffic on Diamond Oaks Rd, start construction when high school is not in session.
- Great proposal. Good luck! Hope comes together soon.
- 1. For noise purposes, no work between 8pm-6am please! 2. Please maintain the left turn lane cutout at the Diamond Oaks/Washington traffic light. 3. Some arrangement needs to be made for safely entering/exiting Kaseberg Estates. Even the current configuration is dangerous for vehicles trying to exit Kaseberg and turn left on Washington. Maybe a permanent "right turn only" restriction for vehicles exiting Kaseberg Estates? This will have to be the case during construction and will give the residents time to become accustomed to this traffic pattern? Thank you for asking our feedback on this project.
- As the Manager and a resident of Diamond K Estates I feel it is very important for the City of Roseville to include the installation of traffic lights at Washington Blvd and the entrance of Diamond K Estates. Even without the Widening Project being considered, the increase of traffic flow on Washington Blvd over the years has created a dangerous situation as drivers enter and exit Diamond K onto Washington. The City of Roseville has already acknowledged the potential of accidents at this intersection by putting in a

“merge lane” in front of the Diamond K Estates entrance. Adding two more lanes and the subsequent increase in traffic is only going to increase the dangers and potential liability due to accidents occurring when cars enter and leave Diamond K Estates.

I have been told by longtime residents and members of the community Home Owners Association that in the past when the City of Roseville has been approached about traffic lights at the entrance of Diamond K and Washington, the answer has been a firm no. And, that the reason given is, that Diamond K is private property and so the City of Roseville is not responsible to accommodate traffic in and out of the community with a traffic light. If that view on the part of the City is true, I believe it is driven more by individuals looking at budgets and bottom lines rather than real life responsibility for traffic in front of private property. If traffic patterns change or the city makes changes to roadways resulting in potential dangerous conditions for any motorists (1, 500 or more) it should very well be considered seriously and accommodated during the planning stages of the project. How many accidents (and potential deaths) would the City consider acceptable if they were caused by dangerous conditions created or increased by poor planning and cost cutting on a project like this one.

Additionally, we would appreciate if there was consideration for an approach to be included in the new roadway in the area of the PGE powerline right of way. The approach would be for a possible future emergency exit road out of the Diamond K Estates property.

- My only concern is we need a traffic light at our intersection! With four lanes, it will be even worse trying to get in or out. Washington traffic would have the green light until someone on Kaseberg tripped the sensor.
- A light at the entrance of Diamond K Estates is CRUCIAL!!! There is only one entrance and exit, and for the residents to try to cross over four (4) lanes of traffic will be extremely dangerous.
- Another option is to create a second entrance/exit route close to Sawmill (if land permits) OR link to Emerald Oaks development, creating another underpass bridge for the link from Diamond K residents to Washington. This might be an option so that if you only allow a right turn out of Diamond K, they still run the risk of trying to get over to the left turn lane in four lanes of traffic, which is dangerous.

### **Electronic Feedback**

Residents were encouraged to share information about the project with other community members in their neighborhood and provide additional feedback via email. The following comments were submitted to the project team electronically:

- I was unable to attend the meeting this evening regarding the reconstruction of Washington Boulevard and would like to voice my concern as to the safety of our residents exiting Diamond K Estates. Having lived in Diamond K for 15 years, it has become increasingly dangerous to exit our park as the traffic has increased so much the past few years! It is extremely dangerous during rush hour traffic!
- We attended the community meeting at the Buljan School on June 28, 2016. The project was explained and on paper it looks feasible, however no consideration has been made to the entrance and exit at Diamond K Estates. Kaseberg Drive currently has no stop light. The traffic, on Washington, goes quickly and is often congested at this time. Widening Washington to four lanes will make it impossible for residents to enter or leave the park. Closing Washington or limiting access on Washington to one lane is impractical for Diamond K residents, who are over the age of 55. How are these people ever supposed to leave their houses? How would fire or police be able to get to Diamond K residents with the entrance to the park blocked for five months? It is imperative that if this project goes through that a signal be placed at Kaseberg and Washington. There is no compromise to the residents. Diamond Oaks residents are being considered because it is a wealthy neighborhood and money always talks. Diamond K residents have just as much right to a safe entrance and exit to their community.
- It is my hope and concern that there would be a real concern on the part of the City of Roseville to seriously seek a way to lessen the danger with either a stop light or at the very least stop signs! There are many residents living here that are elderly and are frightened to try to exit the park at times. It can be VERY dangerous since we have to look both ways at all times and sometimes wait a very long time for a clearing to pull out onto Washington. The SHORT entrance lane place there a couple of years ago really do not help much most of the time. Thank you for your sincere consideration to this matter.
- I live right on the corner of Washington Boulevard and Kaseberg Dr. in Diamond K Estates. I have lived here for 9 years. Due to the noise from the current traffic, I am unable to use my deck, or backyard, as it is impossible to converse. The hum of traffic is a constant background noise in my home. I had double pane windows put in, hoping it would help. It did not. Now that there will be 4 lanes, rather than two, I hope you can relate to my concern. How much worse will it be?
- I wanted to attend the meeting tonight, but had a prior commitment. I am curious as to whether the widening will be on the Diamond K side of Washington Boulevard or across the street in the empty lots. I am hoping it is across the street. If you widen any closer to my home, I fear I will practically be in my living room and I will have no choice but to sell. Any information you can provide me would be greatly appreciated.

- I live in Diamond K Estates, Washington and Kaseberg. I am in favor of closing a section of Washington rather than having one lane open. Having one lane open would be a logistics nightmare for everyone. At least with the closure we in DK will be able to enter and exit with little to no problems. I am willing to "go around" when needing to go anywhere via Pleasant Grove in exchange for being able to get in and out of my neighborhood.
- Regarding the possible closure of Washington. It is the ONLY entrance and exit from Diamond K. There is no other emergency exit/entrance. Please also consider a light or stop sign for us to be able to get onto Washington, especially if it goes to 4 lanes. Thank you for your consideration on these matters.
- I attended the meeting at Buljan on June 28th. Thank you and you team for your efforts. Good job. The dip was very good. However, in addition to my written comments I provided at the meeting I am very concerned that the landscaping on both sides of Washington Boulevard is not automatically included in this project.
- When the Diamond Oak "Insert" projects were being review and approved in about 2005, the Diamond Oaks community was very concerned that the landscaping along Washington Boulevard be included in those projects. The one insert on the North West side of Washington Boulevard was included; however the insert on the South East Side of Washington Boulevard only included landscaping to the bike path, leaving significant land between the bike path and Washington Boulevard un-landscaped. Also the landscaping from Diamond Oaks road North East along the bike path remains un landscaped. Lots of weeds and tall dead grass which are in constant need of cleaning up by the city.
- The City reps at the time said that when Washington/Andora was widened that the landscaping would be completed on both sides of Washington Boulevard from Sawtell to Pleasant Grove. Please include the landscaping on both sides of Washington Boulevard in the project.
- As a resident in Roseville who uses Washington Boulevard between Junction and Pleasant Grove, several times a day, my vote is to shut it down completely during construction if it speeds up the project.
- As a resident of Diamond K Estates, I believe a traffic light at Kaseberg and Washington light would be mandatory when Washington is widened to 4 lanes with a left turn lane for left turns into Kaseberg Drive and hopefully a right turn lane too.
- In light of my observation some lights have the ability to see traffic and respond accordingly, a light to allow senior drivers safe passage out of Diamond K Estate would only require a red light on Washington for a few seconds to aid senior drivers.
- Please put this Email into a file for future consideration.

- As an 18 year resident of Diamond K Estates I would like to respond to the need for a signal light at Washington and Kaseberg. Traffic over the years has increased rapidly and many times I now wait for 30 or more cars to before I can enter onto Washington Boulevard. This is a senior community and although are still capable drivers, many are hesitant to race out into traffic. I would ask for the planners to please strongly consider a signal light for this corner. Thank You.
- If you are going to widen Washington Boulevard, Diamond K Estates residents must have a traffic light. At present it is difficult to get onto Washington Boulevard, especially for the elderly. I hope you will reconsider what I have requested. Thank you.
- Yes, definitely agree. We have needed a stop light at Kaseberg for years. We will be happy to sign petition or letter. Thank you.
- Light needed for Washington at entrance to Diamond K Estates. I agree a traffic light will be needed.
- Please keep the necessity of a traffic signal at Kaseberg Drive and Washington Boulevard front and center in your information gathering and planning efforts for this necessary project to widen Washington Boulevard. We seniors in Diamond K Estates are already familiar with the challenges and dangers posed by joining or exiting the high speed flow of traffic on this major thoroughfare. The vehicles come fast and close together past our intersection, which has poor sightlines and restricted visibility. I am 66. My wife is 75. We are good and careful drivers; not perfect, but trying to be. Getting onto or off of WA Boulevard as it is now is stressful and intimidating, and it can seriously test and tax our sensory, judgment, and reaction capabilities. If you or your parents or grandparents lived here in Diamond K you would appreciate our concern and would understand the absolute necessity of a full traffic light at Kaseberg Drive. It makes more sense to close the road during the project.
- I think the future construction on Washington Boulevard will cause problems for those of us who live here in Diamond K Estates. It is already difficult pulling out onto Washington, especially if you need to turn left. We need another in/out if possible.
- It can be nearly impossible to exit left from Diamond K Estates as it is at 2 lanes. Widening it will be at least twice as difficult without adding a signal to regulate traffic. Please consider this as you plan.
- We are very concerned about access in and out of Diamond K during construction. A permanent light needs to be added, but definitely a temporary light is mandatory during construction. Traffic seems to be increasing om Washington Boulevard.

- In my professional opinion the stop sign would help in two manners: Reduce the intense apprehension that I have daily whether there will be traffic or will some of the older drivers make a mistake and turn at the wrong time.
- To whom this concerns. I am a resident here in the Diamond K Estates Homes. My husband and myself leave out of our home by 7:00am 5 days a week. We are concerned that we are now being told Washington Boulevard will be under construction for a 4 lane highway? This is insane! We can barely get in and out of here alive with all the traffic speeding by now. If anything needed here it is a stop light, not a stop sign but a stop light. And that is needed before any other construction is started. Show some respect for all of this community and do the right thing here. Please.
- Please! Please! I beg of you to consider a light or Stop Sign at the intersection of Kaseberg and Washington! The entrance to Diamond K is difficult enough to come and go for us seniors with only 2 lanes! Just imagine how more difficult it will be with 4 lanes!
- A traffic light is badly needed at Kaseberg Drive and Washington. Traffic has substantially increased on Washington and the Kaseberg Drive is the only entrance and exit from Diamond K Estates.

#### Appendix

- Feedback Form
- Fact Sheet
- Postcard



Washington/Andora Widening Project  
Neighborhood Meeting  
Tuesday, June 28 | 6:00 - 8:00 p.m.  
Buljan Middle School

## Feedback Form

Please give us your feedback....

Please provide any thoughts, observations, or remaining questions regarding any of the topics discussed today:

1. Project Overview \_\_\_\_\_

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2. Bridge Aesthetics \_\_\_\_\_

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3. Proposed Detour \_\_\_\_\_

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4. Construction Approach \_\_\_\_\_

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5. Other \_\_\_\_\_

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Name \_\_\_\_\_ Neighborhood \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Please submit your feedback to the project team today or send to Ashley by email at [abaum@aimconsultingco.com](mailto:abaum@aimconsultingco.com), by fax at 916-442-1186, or mailing to 2523 J Street, Suite 202 Sacramento, CA 95816.

# Washington / Andora Widening Project Fact Sheet

## About the Project

As part of the City of Roseville's Traffic Masterplan, the City will be widening Washington Boulevard from Sawtell Road to Pleasant Grove Boulevard from two to four lanes. The project also includes the replacement and widening of the Union Pacific railroad bridge that crosses over Washington Boulevard.

## Goals of the Project

- Improve existing and future traffic congestion
- Enhance access and safety for motorists, pedestrians, and cyclists
- Meet railroad clearance requirements



## Schedule

Begin Project Design & Environmental Clearance	April 2016
Concept Design and Public Outreach	August 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



## Funding

The proposed project will be funded with federal, state, and local development traffic impact fees.

## Questions?

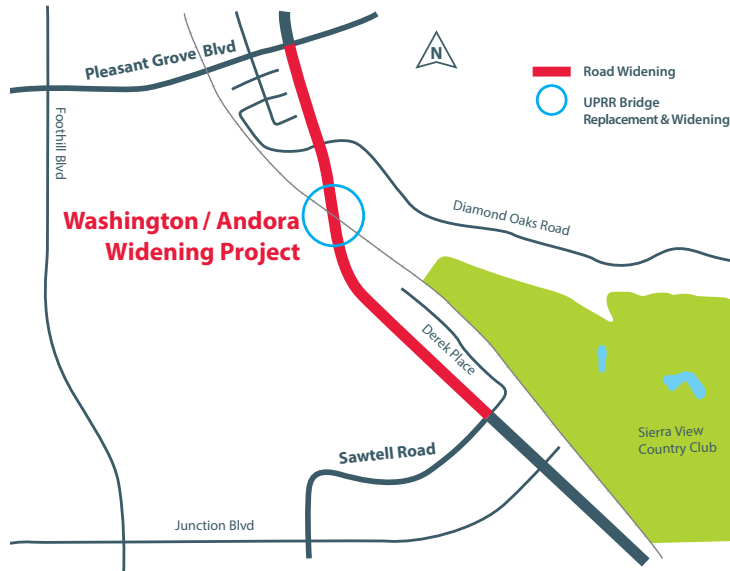
For more information, please contact Nina Buelna, Project Manager at [NBuelna@roseville.ca.us](mailto:NBuelna@roseville.ca.us).

# Washington / Andora Widening Project

# Neighborhood Meeting

**Join Us!** The City of Roseville invites you to a neighborhood meeting to learn more about the Washington / Andora Widening Project. This project includes widening approximately one mile of Washington Boulevard from 2 to 4 lanes from Sawtell Road north to Pleasant Grove Boulevard and the replacement and widening of the Union Pacific railroad bridge over Washington Boulevard. Road improvements will reduce traffic congestion and also improve access and safety for pedestrians and cyclists.

Please drop by between 6:00 - 8:00 p.m. to learn more about the project and provide feedback. A brief presentation will begin at 6:15 p.m.



**Tuesday, June 28**  
**6:00 - 8:00 p.m.**  
*Presentation at 6:15 p.m.*

**George A. Buljan**  
**Middle School**  
**Multi-Purpose Room**  
100 Hallissy Drive  
Roseville, CA 95678





**Public Works  
Engineering**  
311 Vernon Street  
Roseville, California 95678-2649



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**Washington / Andora  
Widening Project**

**Neighborhood  
Meeting**

**Tuesday, June 28**

**6:00 - 8:00 p.m.**

*Presentation at 6:15 p.m.*

George A. Buljan  
Middle School  
Multi-Purpose Room

For more information, please contact Ashley Baumgartner at [abaum@aimconsultingco.com](mailto:abaum@aimconsultingco.com) or 916-442-1168.