

# Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2016092028

Project Title: Draft EIR for the Washington Boulevard/Andora Bridge Improvement Project

Lead Agency: City of Roseville

Contact Name: Stefanie Kemen, Senior Engineer

Email: skemen@roseville.ca.us Phone Number: (916) 774-5372

Project Location: City of Roseville, Placer County  
City County

Project Description (Proposed actions, location, and/or consequences).

The proposed project involves improvements along an approximately 1.4-mile section of existing Washington Boulevard right-of-way in the City of Roseville. The project generally involves widening a 0.85-mile section of Washington Boulevard between Sawtell Road and Pleasant Grove Boulevard from two to four lanes and replacing the existing 100-year-old Washington Boulevard Andora Underpass beneath the Union Pacific Rail Road. The project also includes expansion of existing Class 1 bike/pedestrian multi-use trail facilities and related safety enhancements. The Project is currently planned for construction in 2 Phases. Phase 1 generally includes the majority of road widening (with the exception of at the Andora Underpass), most Class I bike trail and intersection improvements (including a new signal at the Washington Boulevard/Kaseberg Drive intersection) and would be constructed in summer 2020. Phase 2 would include completing the widening of Washington Boulevard at the Andora Underpass, final drainage improvements including the proposed bio-retention basin, sound wall, and improvements at the Washington Boulevard/Pleasant Grove Boulevard intersection. The schedule for Phase 2 construction is currently unknown and subject to funding availability. The project's major components include:  
 Widening approximately 0.85 mile of Washington Boulevard from two to four lanes with a raised median separating northbound and southbound traffic (Phase 1).  
(see continuation page)....

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

The draft EIR concludes the project would result in potentially significant aesthetic resource impacts related to the need for short-term construction lighting which would cause nighttime glare. Implementation of the following mitigation measure would minimize this impact:  
 Mitigation Measure AES-5.1: Minimize Fugitive Light from Portable Sources Used for Construction  
The draft EIR concludes the project would result in biological resource impacts which could be significant without mitigation. The following mitigation measures reduce biological resource impacts to a less-than-significant level:  
 Mitigation Measure BIO-1.4: Protect Water Quality and Minimize Sedimentation Runoff in Wetlands and Non-Wetland Waters  
 Mitigation Measure BIO-1.5: Compensate for Direct Impacts on Vernal Pool Branchiopod Habitat (Phase 2 only)  
 Mitigation Measure BIO-1.6: Install a No-Disturbance Buffer around the Elderberry Shrub (Phase 2 only)  
 Mitigation Measure BIO-1.7: Conduct a Preconstruction Survey for Northern Western Pond Turtle and Exclude Turtles from the Work Area  
 Mitigation Measure BIO-1.8: Conduct Vegetation Removal during the Non-breeding Season and Conduct Preconstruction Surveys for Nesting Migratory Birds and Raptors  
 Mitigation Measure BIO-1.9: Conduct Preconstruction Surveys for Roosting Bats and Implement Protection Measures  
 Mitigation Measure BIO-1.10: Modify Existing Structures during the Non-breeding Season for Structure-Nesting Migratory Birds or Implement Exclusion Measures to Deter Nesting  
 Mitigation Measure BIO-2.1: Compensate for the Loss of Riparian Communities  
(see continuation page)...

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

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. Known areas of controversy include left-turn safety from Kaseberg Drive onto Washington Boulevard; increased potential for speeding vehicles associated with a wider street; a need for traffic calming measures; improving bicycle and multi-use path connections; minimizing the duration of construction; Diamond K Estates access during the Washington Boulevard construction closure; increased traffic on Diamond Oaks Road during the construction closure, and roadway and railroad noise effects on nearby residential neighborhoods.

It is expected that the above public controversy expressed over perceived safety concerns at the Washington Boulevard/ Kaseberg Drive intersection will be mostly resolved with the proposed addition of a traffic signal, dedicated left turn lanes, and bicycle and pedestrian improvements.

Provide a list of the responsible or trustee agencies for the project.

California Department of Fish and Wildlife  
U.S. Fish and Wildlife Service  
Central Valley Regional Water Quality Control Board  
U.S. Army Corps of Engineers

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*(Project Description continuation page)...*

- Widening the Andora Underpass to a two-span bridge with columns located in the roadway median island to accommodate the additional two lanes (Phase 2).
- Improving the Washington Boulevard/Pleasant Grove Boulevard intersection by lowering the intersection to conform to the new Washington Boulevard road elevation on the south and removing an existing hump across Washington Boulevard (Phase 2).
- Installing a new traffic signal at the Washington Boulevard/Kaseberg Drive intersection (Phase 1 - should appropriate grant funding be obtained).
- Modifying the existing traffic signal at the Washington Boulevard/Diamond Oaks Road intersection to conform to the new four-lane roadway (Phase 1).
- Adding 8-foot-wide Class II (i.e., on-street with appropriate signing and striping) bike lanes along both sides of Washington Boulevard (Phases 1 and 2).
- Extending the existing Class I bike path on the east side of Washington Boulevard from a point approximately 150 south of Diamond Oaks Road to All-America City Boulevard with a 10- to 12-foot-wide path parallel to Washington Boulevard (Phase 1).
- Removing the existing bicycle/pedestrian crossing under UPRR (Phase 2) and providing a new temporary connection between the existing Derek Place bike path and the new Class I bike path along Washington Boulevard (described above) (Phase 1).
- Adding a new 8- to 12-foot-wide multiuse path on the west side of Washington Boulevard between Emerald Oaks Road and Kaseberg Drive (Phases 1 and 2). Portions of this proposed multiuse path may be deferred beyond Phase 2 until additional construction funding is available.
- Conducting floodplain, water quality, and drainage improvements (Phase 1 and 2).
- Relocating existing utilities, including sewer, water, telecommunications, and natural gas (Phases 1 and 2).
- Potentially constructing a sound wall adjacent to residential areas along Washington Boulevard (to be determined during Phase 2).
- Temporarily restriping Foothills Boulevard at Junction Boulevard to provide two left-turn lanes from southbound Foothills Boulevard to eastbound Junction Boulevard to accommodate traffic management during widening of the Andora Underpass (Phase 2).

*(potentially significant effects and mitigation measures continuation page)...*

- **Mitigation Measure BIO-3.1: Avoid and Minimize Disturbance of Waters of the United States and Waters of the State**
- **Mitigation Measure BIO-3.2: Compensate for the Permanent Loss of Waters of the United States/Waters of the State**

The draft EIR concludes the project would result in potentially significant impacts to cultural and tribal resources. These impacts can be reduced to less than significant with implementation of the following mitigation measures:

- **Mitigation Measure CUL-2.1: Stop Work if Cultural Resources are Encountered During Ground-Disturbing Activities**
- **Mitigation Measure CUL-3.1: Implement appropriate treatment for discovery of human remains**

The draft EIR concludes the project would result in potentially significant impacts to geology and soil resources. These impacts can be reduced to less than significant with implementation of the following mitigation measures:

- **Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements**
- **Mitigation Measure GEO-4.1: Prepare Soil Report or Geotechnical Investigation and Implement Recommendations**
- **Mitigation Measure GEO-6.1: Cease Work until Review Conducted by Qualified Paleontologist and Recommendations Implemented**
- **Mitigation Measure GEO-6.2: Prepare and Implement a Worker Education Program for those Involved with Earthwork**

The draft EIR concludes the project would result in potentially significant impacts to hazards and hazardous material resources. These impacts can be reduced to less than significant with implementation of the following mitigation measures:

- **Mitigation Measure HAZ-1.1: Develop a Lead Abatement Plan**
- **Mitigation Measure HAZ-1.2: Perform Soil Testing and Appropriately Dispose of Soils Contaminated with ADL**

The draft EIR concludes the project would result in potentially significant impacts to hydrology and water quality resources. These impacts can be reduced to less than significant with implementation of the following mitigation measures:

- **Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements.**
- **Mitigation Measure WQ-2.1: Provide a System to Meet NPDES Post-Construction Stormwater Runoff Requirements.**

The draft EIR concludes the project would result in potentially significant impacts to noise. These impacts can be minimized with implementation of the following mitigation measures:

- **Mitigation Measure NOI-1: Employ Noise-Reducing Construction Practices**
- **Mitigation Measure NOI-2: Construction Vibration Control Measures**
- **Mitigation Measure NOI-1.1: Employ Noise-Reducing Construction Practices**

The draft EIR concludes the project would result in potentially significant impacts to transportation/Traffic. This impact can be minimized with implementation of the following mitigation measure:

- **Mitigation Measure TRA-1: Modify Traffic Signal Timing by Shifting Six Seconds of Green Light Time from the Northbound Left-Turn Movement to the Southbound Through Movement**

Even with implementation of the above measures, significant unavoidable effects would occur for the issues of: Aesthetics; Greenhouse Gas, Noise, Transportation and Traffic. These unavoidable impacts of the proposed project are described in detail below.