

# Draft Environmental Impact Report

## For the Washington Boulevard/ Andora Bridge Improvement Project

### Appendices

*June 2019*



City of Roseville  
Public Works  
311 Vernon Street  
Roseville, CA 95678



# Contents

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## **Appendix A Notice of Preparation and Public Comments**

Notice of Preparation

Community Open House and Public Scoping Meeting Summary Report

Notice of Preparation Comment Letters

## **Appendix B Final Transportation Study and Technical Memorandum for the Washington / Andora Widening Project**

Fehr & Peers' *Final Transportation Study for the Washington/ Andora Widening Project* (September 18, 2018)

Fehr & Peers' Technical Memorandum dated April 10, 2019

## **Appendix C Air Quality Analysis Assumptions**

Appendix A

**Notice of Preparation and Public Comments**

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# Notice of Preparation

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# NOTICE OF PREPARATION

## Washington Boulevard/Andora Widening Project

**Date:** September 12, 2016

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

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

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

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

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

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

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

## INTRODUCTION

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

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

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

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

## REGULATORY BACKGROUND

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

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

## PROJECT DESCRIPTION

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

### PROJECT LOCATION AND SETTING

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

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

### Project Overview

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

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

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



*Exhibit 1. Existing Andora Bridge Underpass at Washington Boulevard*

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

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

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

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

## **PROJECT DESIGN ELEMENTS**

The proposed project includes the following elements:

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

## **PROJECT BACKGROUND**

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

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

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

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

## **PURPOSE AND NEED**

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

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

## **PROJECT SCHEDULE**

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

## **PROJECT APPROVALS**

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

Responsible agencies would include:

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

## **PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR**

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

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

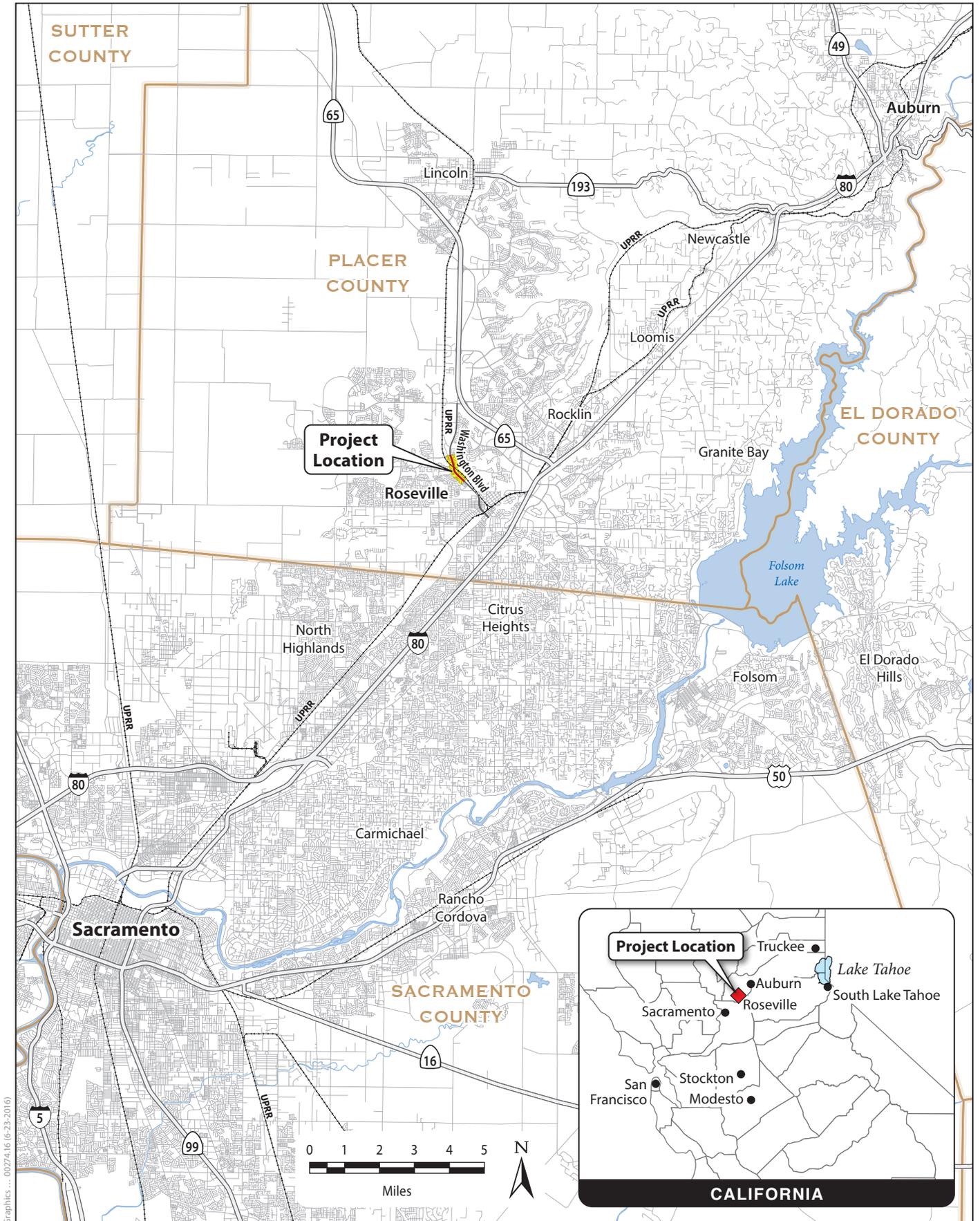
- Utilities

## **PROJECT ALTERNATIVES ANALYSIS**

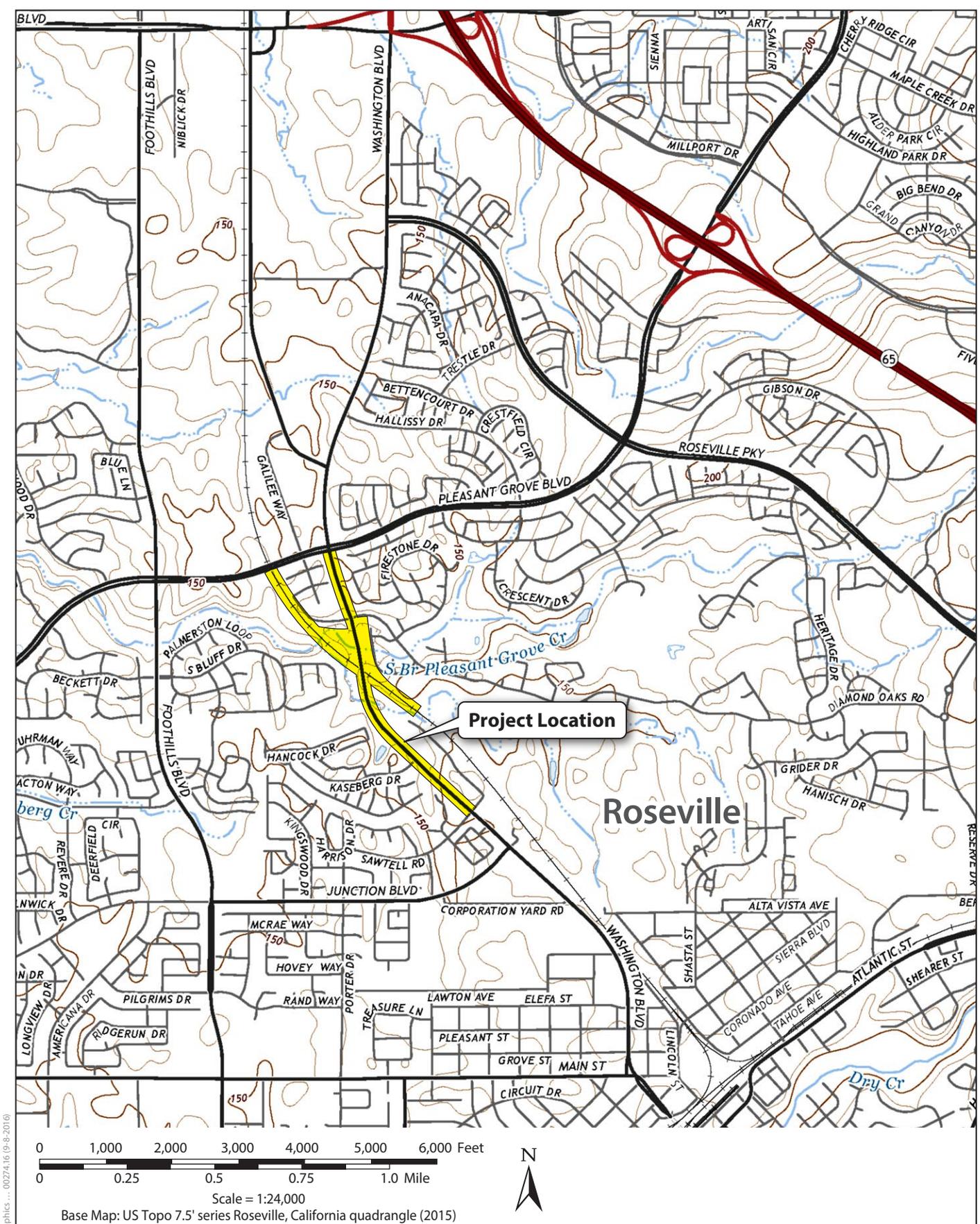
As required by CEQA, the EIR will evaluate alternatives to the proposed project. As stated in CEQA Guidelines §15126.6(c), the primary intent of the alternatives evaluation in an EIR is to evaluate a range of alternatives to the project that “could feasibly accomplish most of the basic objectives of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

## **CUMULATIVE IMPACTS ANALYSIS**

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



**Figure 1**  
**Regional Location**



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**Figure 2**  
**Project Location**



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

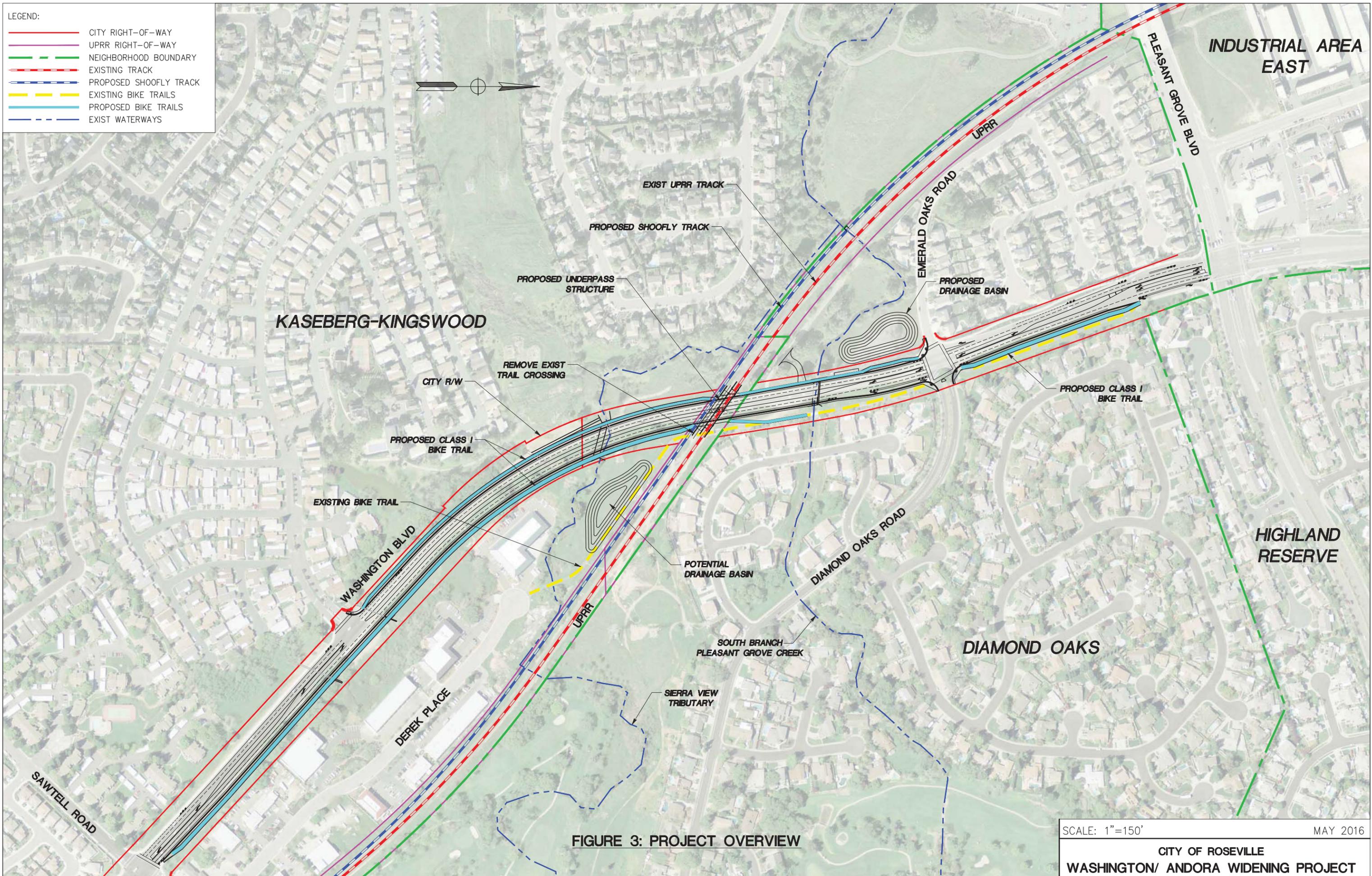


FIGURE 3: PROJECT OVERVIEW

# **Community Open House and Public Scoping Meeting Summary Report**

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## Introduction

On Wednesday, September 21, 2016, the City of Roseville hosted a Community Open House and Public Scoping Meeting for the Washington Blvd. / Andora Widening Project. More than 60 residents attended the Community Open House and Public Scoping Meeting at the Vencil Brown Elementary School Multi-Purpose Room, located at 250 Trestle Road in Roseville from 6:00 – 7:30 p.m.



## Project Overview

As part of the City of Roseville's Capital Improvement Program, 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 Andora Bridge that crosses over Washington Boulevard.

Goals of the project include:

- Reduce existing and future traffic congestion
- Enhancing access for pedestrians and cyclists

## Open House & Scoping Meeting Purpose

The Community Open House and Public Scoping Meeting provided an opportunity for the community 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 on community context, project functionality, and aesthetics.
- Provide an overview of preliminary design concepts and cross sections
- Gather feedback on construction approach and proposed detours
- Gather feedback for the environmental review process and potential environmental concerns

### Open House & Scoping Meeting Format

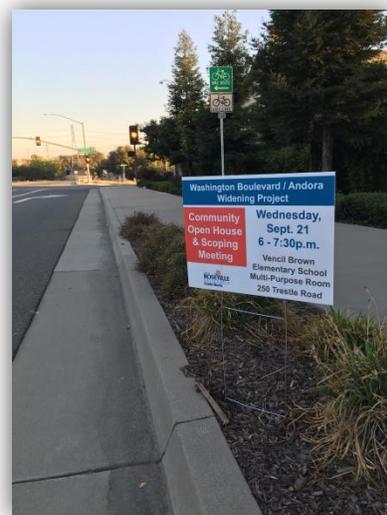
The Community Open House and Public Scoping Meeting included three information stations with displays and maps for community members to visit. Project team members were available to discuss ideas and answer questions. Community members could provide feedback on printed comment cards at each station as well. The information stations included:



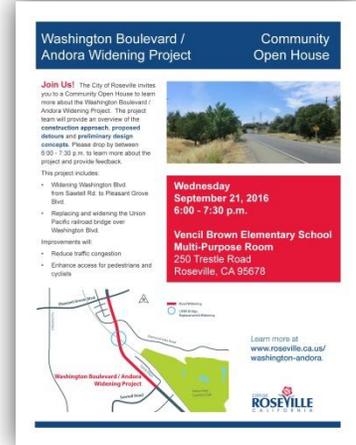
- Project Overview, Proposed Cross Sections, and Preliminary Design Concepts – This station provided an overview of the project as a whole including a large aerial map demonstrating the project area and limits. This station also included the proposed road cross section and preliminary design concepts for the railroad bridge overcrossing. These displays were available on both sides of the multi-purpose room.
- Project Schedule, Proposed Construction Approach and Detour Routes – This station provided an overview of the project schedule, the two potential approaches to construction along Washington Boulevard and the proposed detour routes.
- Environmental Review Process – This station provided an overview of the environmental review process and the Notice of Preparation (NOP) for the project. Community members were asked to provide feedback on the scope of the project for the environmental review.

### Open House & Scoping Meeting Notification

To notify local residents and community members, an email notification was sent to more than 240 community members and stakeholders. Postcard invitations were mailed to more than 1,350 residents within 0.25 miles of the project area. In addition, door hangers were distributed to residents in the Emerald Oaks area to inform about the project and due to potential construction detour impacts. Signage was posted along Washington Boulevard near key intersections and entrances to neighborhoods. Flyers were distributed to local apartment complexes as well.

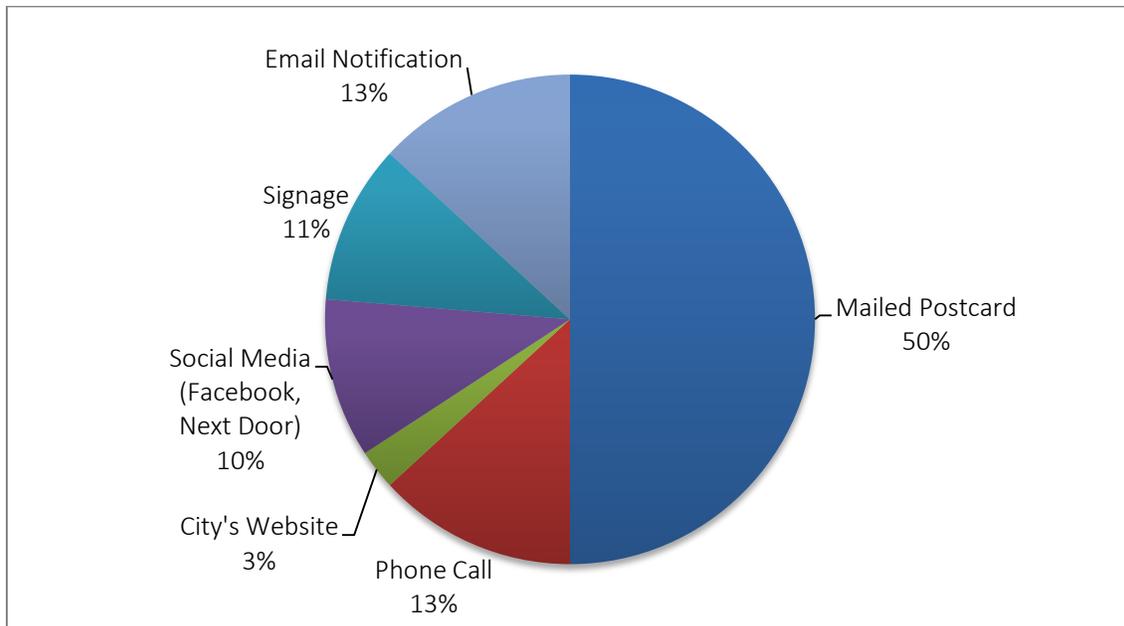


Information regarding the Community Open House and Public Scoping Meeting was also posted on the City of Roseville’s website, calendar, and current events section. The open house invitation was shared on NextDoor with all 14,729 Roseville users, as well as posted on Twitter, Facebook and Instagram. The meeting invitation was emailed to the 7,485 subscribers of the City’s bi-weekly newsletter and 265 subscribers of the Washington/Andora Widening Project Updates e-mail list. The following groups, community-based organizations, and neighborhoods shared information about the meeting on their social media:

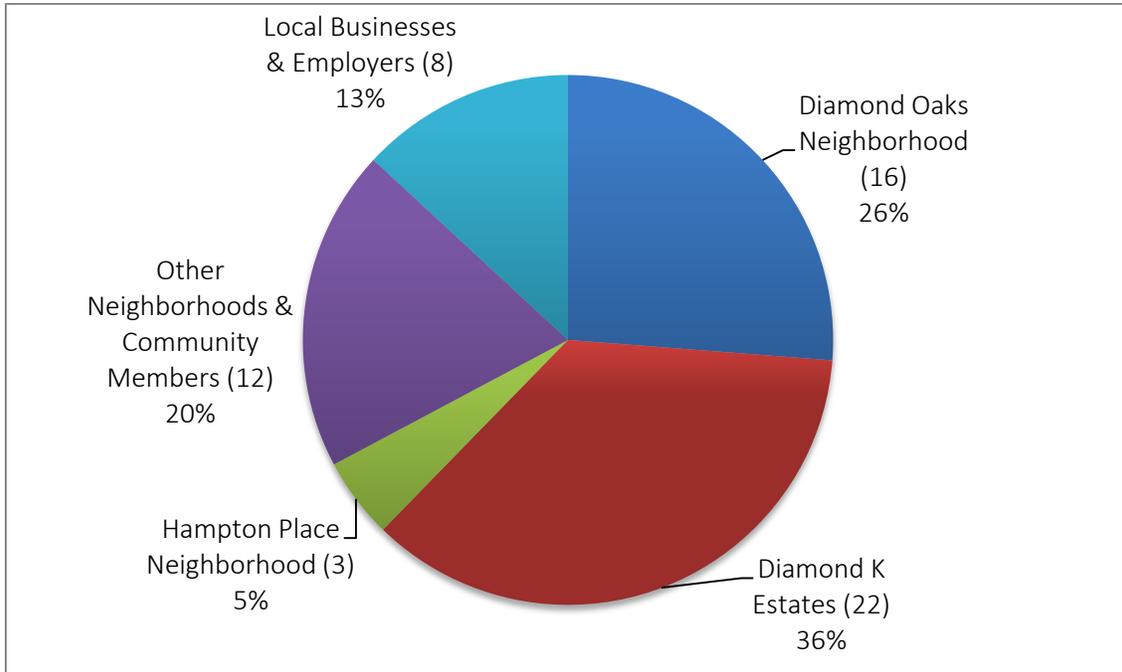


- Roseville Coalition of Neighborhood Associations (RCONA)
- Roseville Area Chamber of Commerce
- Roseville Heights Neighborhood Association
- RCSF Brown
- Vencil Brown Elementary School PTC
- Cherry Glen Theiles Manor Neighborhood Association
- RCSD Spanger
- S2 Group
- Woodcreek Oaks Neighborhood Association

Open House attendees were asked to share how they heard about the meeting.



More than 60 residents attended the Community Open House and Public Scoping Meeting.



Other neighborhoods included residents from Country Club Estates, Diamond Creek, Fiddymont Farm, and Sun City Roseville.

### Community Feedback

Open House attendees were asked to provide feedback on comment cards. The following feedback was submitted to the project team on a comment card or emailed:

#### *Project Overview*

- Basically this is an improvement for the local area as well. Infrastructure.
- I am excited for the widening of the bridge, a much needed change.
- Project is long overdue.



#### *Cross Section and Aesthetic Elements*

- Please have median all the way with trees and roses. Excited!

- Four lanes of traffic on Washington will be like a freeway especially since there is very little if any police traffic enforcement on Washington and Pleasant Grove. On both streets cars drive well over the posted limit as well as tail gate.
- Thank you for the 4 lanes and project! Very excited! Get started!



#### *Bicycle and Pedestrian Connections*

- Existing bike stub on west side that ends, please connect to existing bike trails behind Pleasant Grove/ Foothills - behind Emerald Oaks. One long connected bike path instead of going over Pleasant Grove to Foothills. Review Bike Master Plan to include this connection.
- This project has a lot of strong points, adding bike paths as well as multi-use paths to improve bike and pedestrian mobility and creating a safe environment.
- Is the multi-use path on the south west of the UPRR track being abandoned and replaced with the path connecting to Sawtell Road? Or are they both being maintained?
- This seems to be a productive project for the City of Roseville. I am interested to see how this progresses. It should be a good step for bike friendliness.



#### *Construction Approach and Detours*

- I vote for the fastest widening solution (closed for 4 months).
- I'd like to request that during this project or when it starts, can the City keep the boulevard closed to shorten the duration of the project? I believe residents in the



Diamond Oaks Community will find easy access to major routes to commute.

- A detour to access or exit Diamond K is not possible as there is only one way in and out --that being off Washington.

*Community Outreach*

- I'd like to extend my appreciation to Ms. Gladys for her warm reception given to me on the day of the Community Open House at Vencil Brown Elementary School. She provided me with some very useful information about the project.



*Additional Project Elements for Consideration*

- At the present time, please extend the left turn lane off southbound Washington onto Diamond Oaks Road. This could be done now!
- Diamond K needs a stoplight. You can't really say 'no' just because it's private property since you are accommodating for turn lane, acceleration lane, and merge lane. Just put in the light and solve the real problem.
- It is very clear the city doesn't give a damn about people who live in Diamond K. Diamond Oaks that is a neighborhood you care about. You made sure they had two ways to leave their community, but Diamond K people....you are just on your own. Too bad too sad. "Oh we will make the suicide lane longer" Whop di do do.
- Please put speed tables (not bumps) on Diamond Oaks to help slow traffic since you won't put additional stop signs.
- Traffic moves very fast now and will move faster with "4" lanes of traffic. A merge lane will not be very helpful.



We need a stop sign or light at Kaseberg.

- If the overpass with the train tracks is improved, will more trains run on the tracks and contribute more noise and pollution?
- Will there be more CO2 and air pollution for persons living near intersection of Washington & Pleasant Grove and Washington and Diamond Oaks?
- If there is an oil spill and fire from a train, will residents of Diamond Oaks be able to get out of their neighborhood with increase traffic leaving downtown towards Pleasant Grove?
- We think noise barriers (walls) should be constructed for homes along Washington & Diamond Oaks-other neighborhoods have them even for houses high off the roads.
- The wooden backyard fences, along the East side of Washington Blvd South of Pleasant Grove Blvd, need to be replaced with concrete wall fences as part of the Washington Blvd widening project. There will be a likely increase in noise to Diamond Oaks area residents once Washington Blvd is widened and the concrete walls will help reflect or dampen the noise. Concrete walls appear to be a city requirement at all new housing developments, such as the one under construction at the northeast corner of Foothills and Main, and installing the same southeast of Pleasant Grove and Washington would only be consistent and just.

#### *Funding*

- Will there be CFD's for that area? This should not be a total tax for citywide. How will this be paid for? Seems like UP is not paying for anything, or not much.



#### **Appendix**

- Comment Card
- Fact Sheet
- Postcard Mailer
- Flyer
- Door Hanger

# Washington Boulevard / Andora Widening Project

# Community Feedback

Please share your thoughts, comments, or questions about the project.

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Name \_\_\_\_\_

Email \_\_\_\_\_

Phone \_\_\_\_\_

Neighborhood \_\_\_\_\_

You can submit your comments to staff today  
or directly to Ashley Baumgartner at  
[abaum@aimconsultingco.com](mailto:abaum@aimconsultingco.com) or fax (916) 442-1186.





Place  
postage  
stamp  
here

AIM Consulting, Inc.  
2523 J Street, Suite 202  
Sacramento, CA 95816

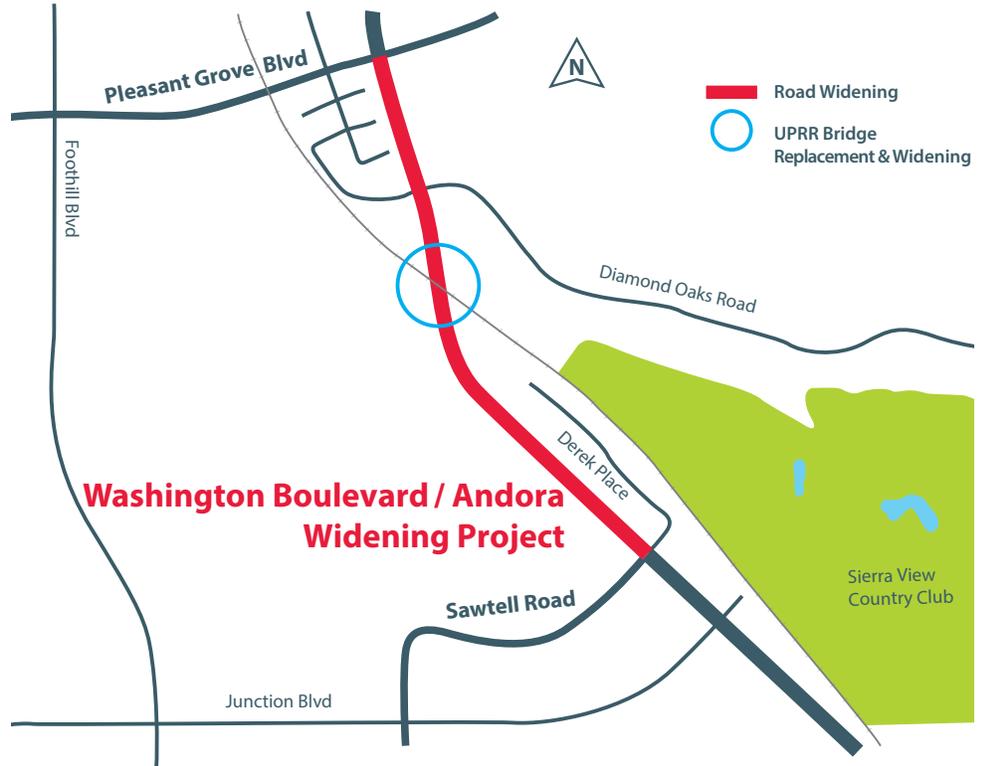
# Washington / Andora Widening Project Fact Sheet

## 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

- Reduce traffic congestion
- Enhance access for 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
Construction Ready <i>(Funding for construction has not yet been identified. The soonest construction could begin is 2019, should funding become available.)</i>	Summer 2019
Construction Completion if Washington Boulevard Closed for 5 Months	Summer 2020
Construction Completion if Washington Boulevard Open to One-Way Traffic	Summer 2021

## 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) or visit the project webpage at [www.roseville.ca.us/washington-andora](http://www.roseville.ca.us/washington-andora)

# Washington Boulevard / Andora Widening Project

# Community Open House

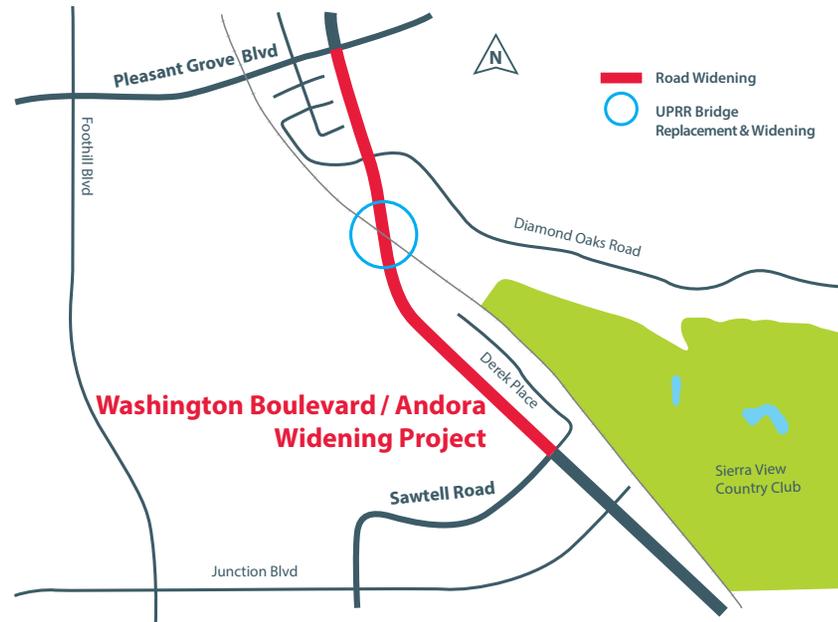
**Join Us!** The City of Roseville invites you to a Community Open House to learn more about the Washington Boulevard / Andora Widening Project. The project team will provide an overview of the **construction approach, proposed detours** and **preliminary design concepts**. Please drop by between 6:00 - 7:30 p.m. to learn more about the project and provide feedback.

This project includes:

- Widening Washington Blvd. from Sawtell Rd. to Pleasant Grove Blvd.
- Replacing and widening the Union Pacific railroad bridge over Washington Blvd.

Improvements will:

- Reduce traffic congestion
- Enhance access for pedestrians and cyclists



**Wednesday,  
September 21, 2016  
6:00 - 7:30 p.m.**

**Vencil Brown  
Elementary School  
Multi-Purpose Room  
250 Trestle Road  
Roseville, CA 95678**



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



**Washington Boulevard /  
Andora Widening  
Project**

**Community Open House  
Wednesday, Sept. 21  
6:00 - 7:30 p.m.**

Vencil Brown Elementary  
School Multi-Purpose Room  
250 Trestle Road  
Roseville, CA 95678

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

Learn more at [www.roseville.ca.us/washington-andora](http://www.roseville.ca.us/washington-andora).

# Washington Boulevard / Andora Widening Project

# Community Open House

**Join Us!** The City of Roseville invites you to a Community Open House to learn more about the Washington Boulevard / Andora Widening Project. The project team will provide an overview of the **construction approach, proposed detours** and **preliminary design concepts**. Please drop by between 6:00 - 7:30 p.m. to learn more about the project and provide feedback.



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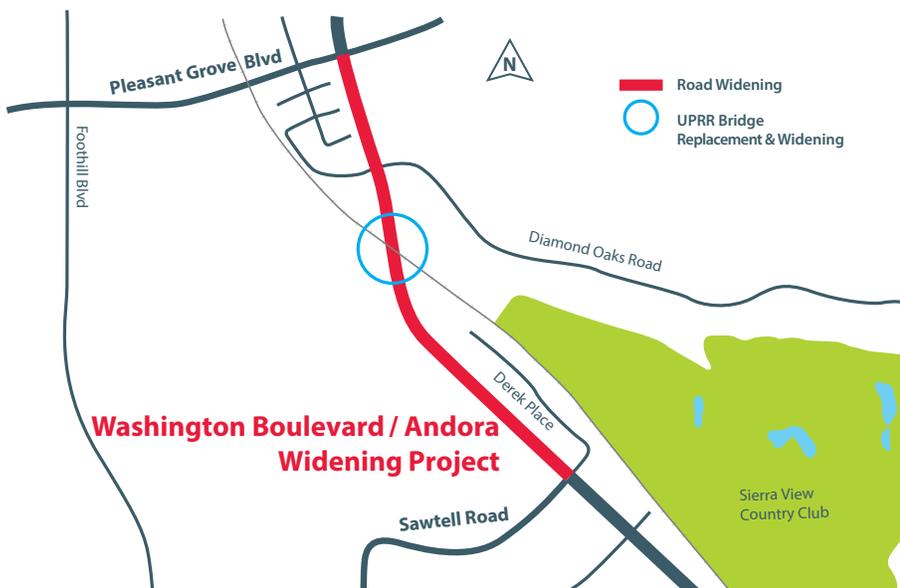
- Widening Washington Blvd. from Sawtell Rd. to Pleasant Grove Blvd.
- Replacing and widening the Union Pacific railroad bridge over Washington Blvd.

Improvements will:

- Reduce traffic congestion
- Enhance access for pedestrians and cyclists

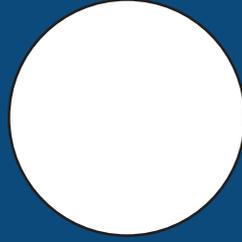
**Wednesday**  
**September 21, 2016**  
**6:00 - 7:30 p.m.**

**Vencil Brown Elementary School**  
**Multi-Purpose Room**  
**250 Trestle Road**  
**Roseville, CA 95678**



Learn more at  
[www.roseville.ca.us/washington-andora](http://www.roseville.ca.us/washington-andora).





# Washington Boulevard / Andora Widening Project

## Community Open House

The City of Roseville invites you  
to a Community Open House to  
learn more about the Washington  
Boulevard / Andora Widening Project  
and provide comments on the scope  
of the environmental review.



.....

### JOIN US!

Wednesday, September 21, 2016  
6:00 - 7:30 p.m.

Vencil Brown Elementary School  
Multi-Purpose Room  
250 Trestle Road  
Roseville, CA 95678

.....

Learn more at:

[www.roseville.ca.us/washington-andora](http://www.roseville.ca.us/washington-andora)

## **Notice of Preparation Comment Letters**

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Luzdevina "Nina" Buelna, P.E.  
Project Engineer, City of Roseville  
Public Works Engineering  
311 Vernon Street  
Roseville, CA 95678

September 18, 2016

Nina,

I've been following the Washington/Andora project carefully and I appreciate the care that the City is taking in engaging the community to make sure everyone is aware of the need and the process for this important project.

I have a concern that I want to at least address since I'm not sure if it has even been brought to your attention. I know several residents who live in the Diamond K Estates modular/manufactured home division off of Washington. Kaseberg is the only entrance into their community. For YEARS I have been hearing them talk about the left turn problems they have when trying to leave their neighborhood. These seem to be mostly retired residents and making a left turn is very challenging under the current circumstances.

1a

At the moment, there is a center suicide lane, which is very challenging for the residents. Instead, many choose to turn right and then make a U-turn further down.

My concern is that once we widen the road to four lanes, this intersection will become a nightmare for the residents since a lot more vehicles will be on the road and navigating across two lanes will be much more dangerous. Also, if they turn right, they'll have to quickly navigate to the left lane in order to make a U-turn. Again, we're setting them up for a much more dangerous experience.

1b

Can the city add a stoplight at this intersection? It seems like it's the safest way to keep our residents safe. I do not understand what triggers the need for a stoplight but I hope your team uses the down time for the bridge widening project to help keep these neighbors safe.

1c

Thank you for considering this enhancement to the community.

Sincerely,



Scott Alvord  
141 Bogart Ct.  
Roseville, CA 95747



**Central Valley Regional Water Quality Control Board**

30 September 2016

Nina Buelna  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

**CERTIFIED MAIL**  
**91 7199 9991 7035 8362 8516**

**COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, WASHINGTON BOULEVARD / ANDORA WIDENING PROJECT, SCH# 2016092028, PLACER COUNTY**

Pursuant to the State Clearinghouse's 14 September 2016 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environment Impact Report* for the Washington Boulevard / Andora Widening Project, located in Placer County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

**I. Regulatory Setting**

**Basin Plan**

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:  
[http://www.waterboards.ca.gov/centralvalley/water\\_issues/basin\\_plans/](http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/).

### **Antidegradation Considerations**

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:  
[http://www.waterboards.ca.gov/centralvalleywater\\_issues/basin\\_plans/sacsjr.pdf](http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf)

In part it states:

*Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*

*This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

## **II. Permitting Requirements**

### **Construction Storm Water General Permit**

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml).

**Phase I and II Municipal Separate Storm Sewer System (MS4) Permits<sup>1</sup>**

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/municipal\\_permits/](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/).

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:

[http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/phase\\_ii\\_municipal.shtml](http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml)

**Industrial Storm Water General Permit**

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/water\\_issues/storm\\_water/industrial\\_general\\_permits/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml).

**Clean Water Act Section 404 Permit**

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

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<sup>1</sup> Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

**Clean Water Act Section 401 Permit – Water Quality Certification**

If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

**Waste Discharge Requirements – Discharges to Waters of the State**

If USACOE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:  
[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit2.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml).

**Dewatering Permit**

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board’s Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver) R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2003/wqo/wqo2003-0003.pdf](http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf)

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/waivers/r5-2013-0145\\_res.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf)

### **Regulatory Compliance for Commercially Irrigated Agriculture**

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: [http://www.waterboards.ca.gov/centralvalley/water\\_issues/irrigated\\_lands/app\\_approval/index.shtml](http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/app_approval/index.shtml); or contact water board staff at (916) 464-4611 or via email at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).
2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently \$1,084 + \$6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at [IrrLands@waterboards.ca.gov](mailto:IrrLands@waterboards.ca.gov).

### **Low or Limited Threat General NPDES Permit**

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0074.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf)

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/board\\_decisions/adopted\\_orders/general\\_orders/r5-2013-0073.pdf](http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf)

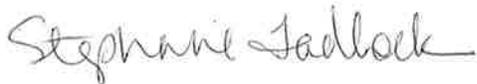
### **NPDES Permit**

If the proposed project discharges waste that could affect the quality of the waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:

[http://www.waterboards.ca.gov/centralvalley/help/business\\_help/permit3.shtml](http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml)

If you have questions regarding these comments, please contact me at (916) 464-4644 or [Stephanie.Tadlock@waterboards.ca.gov](mailto:Stephanie.Tadlock@waterboards.ca.gov).



Stephanie Tadlock  
Environmental Scientist

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento



MIWOK United Auburn Indian Community  
 MAIDU of the Auburn Rancheria

Gene Whitehouse  
 Chairman

John L. Williams  
 Vice Chairman

Danny Rey  
 Secretary

Jason Camp  
 Treasurer

Calvin Moman  
 Council Member



September 28, 2016

Nina Buelna  
 City of Roseville  
 311 Vernon St.  
 Roseville, CA 95678

Subject: NoP of an EIR for the Proposed Washington Boulevard/Andora Widening Project

Dear Nina Buelna,

Thank you for requesting information regarding the above referenced project. The United Auburn Indian Community (UAIC) of the Auburn Rancheria is comprised of Miwok and Southern Maidu (Nisenan) people whose tribal lands are within Placer County and whose service area includes El Dorado, Nevada, Placer, Sacramento, Sutter, and Yuba counties. The UAIC is concerned about development within its aboriginal territory that has potential to impact the lifeways, cultural sites, and landscapes that may be of sacred or ceremonial significance. We appreciate the opportunity to comment on this and other projects in your jurisdiction. The UAIC would like to consult on this project.

In order to ascertain whether the project could affect cultural resources that may be of importance to the UAIC, we would like to receive copies of any archaeological reports that are completed for the project. We also request copies of future environmental documents for the proposed project so that we have the opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC would also like the opportunity to have our tribal monitors accompany you during the field survey. The information gathered will provide us with a better understanding of the project and cultural resources on site and is invaluable for consultation purposes.

The UAIC's preservation committee has identified cultural resources in and around your project area, and would like to recommend that a tribal monitor be present during any ground disturbing activities. Thank you again for taking these matters into consideration, and for involving the UAIC early in the planning process. We look forward to reviewing the documents requested above and consulting on your project. Please contact Marcos Guerrero, Cultural Resources Manager, at (530) 883-2364 or by email at [mguerrero@auburnrancheria.com](mailto:mguerrero@auburnrancheria.com) if you have any questions.

Sincerely,

Gene Whitehouse,  
 Chairman

CC: Marcos Guerrero, CRM

October 14, 2016

City of Roseville  
Public Works, Engineering Division  
ATTN: Nina Buelna, Associate Engineer  
311 Vernon Street  
Roseville, CA 95678

SENT VIA : [nbuelna@roseville.ca.us](mailto:nbuelna@roseville.ca.us)

**SUBJECT: Washington Boulevard / Andora Widening Project Notice of Preparation of an Environmental Impact Report**

Dear Ms. Buelna,

Thank you for submitting the **Washington Boulevard / Andora Widening Project** (Project) and associated **Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR)** to the Placer County Air Pollution Control District (District) for review. The applicant is requesting approval to replace the existing Union Pacific Railroad bridge underpass on Washington Boulevard in order to facilitate the widening of the roadway from 2 to 4 lanes. The District provides the following comments for consideration.

### **Environmental Review**

The District developed a California Environmental Quality Act (CEQA) Air Quality Handbook (Handbook) to assist public agencies with the preparation of air quality analyses for land use projects within Placer County. This Handbook provides recommended analytical approaches and feasible mitigation measures when preparing air quality analyses for land use projects. The Handbook is available via the District's website at <http://www.placer.ca.gov/departments/air/landuseceqa>. Additional detail relating to the following recommended items can be found within the Handbook.

1. The Project is located within the Sacramento Valley Air Basin (SVAB) and is under the jurisdiction of the District. The SVAB is designated as nonattainment for federal and state ozone (O<sub>3</sub>) standards, nonattainment for the state particulate matter standard (PM<sub>10</sub>). Within the Air Quality section of the Initial Study, the District recommends the discussion include the area designations for the federal and state standards for the SVAB.
2. The District's Board has adopted new thresholds for both criteria pollutants and greenhouse gasses as of October 13th, 2016. The District recommends the adopted thresholds be applied in the EIR when analyzing Air Quality impacts associated with the proposed project. (*Please note that the new thresholds have not yet been updated within the Handbook*). The new thresholds are as follows:

### **Criteria Pollutants**

- 1) Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen (NOx), and particulate matter smaller than 10 microns (PM10).
- 2) Operational Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.
- 3) Cumulative Threshold of 55 pounds per day for ROG, NOx and 82 pounds per day for PM10.

### **Greenhouse Gasses**

- 1) Bright-line Threshold of 10,000 metric tons of CO2e per year for the construction and operational phase of land use projects and stationary source projects
- 2) Efficiency Threshold for the operational phase of land use projects exceeding the de minimis level.
- 3) De Minimis Level of 1,100 metric tons of CO2e per year for the operational phase of land use projects.

For more information please refer to our website:

<http://www.placer.ca.gov/departments/air/landuseceqa/ceqathresholds>

3. The District recommends the Sacramento Air Quality Management District (SMAQMD) **Roadway Construction Emissions Model** be utilized when analyzing construction emissions associated with road construction projects. The model can be found on the SMAQMD website at: <http://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools>
4. In the event that the air quality analysis demonstrates the potential for the Project could cause significant adverse air quality impacts, all feasible mitigation measures shall be identified for project construction and operation to minimize or eliminate significant adverse air quality impacts. Additional mitigation measures can be found in the District's CEQA Handbook within the related appendices.
5. Prior to approval of Grading or Improvement Plans, the applicant shall submit a Construction Emission / Dust Control Plan (DCP) to the Placer County Air Pollution Control District. The applicant shall not break ground prior to receiving District approval of the DCP, and delivering that approval to the local jurisdiction issuing the permit. The DCP is available online and can be submitted via the District's website<sup>1</sup>.
6. The prime contractor shall submit to the District a comprehensive inventory ([Model Equipment List \(XLS\)](#))<sup>2</sup> of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project

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1 <http://www.placer.ca.gov/departments/air/dustctrlreqs>

2 <http://airquality.org/ceqa/modelequipmentlist3-3-16.xls>

representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.

7. Prior to approval of Grading or Improvement Plans, the applicant shall submit to the District a Construction Mitigation Calculation ([Construction Mitigation Calculator \(XLS 4.4 Mb\)](#))<sup>3</sup> demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average of 20% of NOx and 45% of DPM reduction as compared to CARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

### **Construction Related Conditions of Approval**

8. The following standard notes shall be listed on the Improvement/Grading Plan, or as an attached form:

- a. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- b. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.
- c. Idling of construction related equipment and construction related vehicles should not occur within 1,000 feet of any sensitive receptor.

9. The District's Rules and Regulations shall be listed as standard notes, or as an attached form to all subsequent Grading/Improvement Plans. A list of the District's Rules and Regulations can be found in Appendix B of the District's CEQA Handbook<sup>4</sup>.

Thank you for allowing the District this opportunity to review the project proposal. Please do not hesitate to contact me at 530.745.2325 or [ychang@placer.ca.gov](mailto:ychang@placer.ca.gov) if you have any questions.

Sincerely,



Yushuo Chang  
Planning & Monitoring Section Manager

cc: Tom Thompson, Planning Consultant

---

<sup>3</sup> [http://airquality.org/ceqa/ConstructionEmissionsMitigationCalculator\\_v6\\_2012Jan.xls](http://airquality.org/ceqa/ConstructionEmissionsMitigationCalculator_v6_2012Jan.xls)

<sup>4</sup> <http://www.placer.ca.gov/departments/air/landuseceqa>



EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

**Memorandum**



**Date:** September 20, 2016  
**To:** All Reviewing Agencies  
**From:** Scott Morgan, Director  
**Re:** SCH # 2016092035

**Washington Boulevard/Andora Widening Project**

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The State Clearinghouse distributed the above-referenced **Notice of Preparation** on **September 15, 2016** to your agency for review and comment. It has come to our attention that the document was issued a new State Clearinghouse Number in error. For all future correspondence regarding this project, please use the original State Clearinghouse Number **2016092028**. We apologize for any inconvenience this may have caused. All other project information remains the same.

cc: Nina Buelna  
City of Roseville  
311 Vernon Street  
Roseville, CA 95678

**NOP Distribution List**

WD

County: Placer

SCH# **2016092035**

Resources Agency

- Resources Agency  
Nadell Gayou
- Dept. of Boating & Waterways  
Denise Peterson
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Lisa Johansen
- Dept. of Conservation  
Elizabeth Carpenter
- California Energy Commission  
Eric Knight
- Cal Fire  
Dan Foster
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Ron Parsons

- Dept of Parks & Recreation  
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve Goldbeck
- Dept. of Water Resources  
Resources Agency  
Nadell Gayou

Fish and Game

- Depart. of Fish & Wildlife  
Scott Flint  
Environmental Services Division
- Fish & Wildlife Region 1  
Curt Babcock

- Fish & Wildlife Region 1E  
Laurie Harnsberger
- Fish & Wildlife Region 2  
Jeff Drongesen
- Fish & Wildlife Region 3  
Craig Weightman
- Fish & Wildlife Region 4  
Julie Vance
- Fish & Wildlife Region 5  
Leslie Newton-Reed  
Habitat Conservation Program
- Fish & Wildlife Region 6  
Tiffany Ellis  
Habitat Conservation Program
- Fish & Wildlife Region 6 I/M  
Heidi Calvert  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Wildlife M  
William Paznokas  
Marine Region

Other Departments

- Food & Agriculture  
Sandra Schubert  
Dept. of Food and Agriculture
- Depart. of General Services  
Public School Construction
- Dept. of General Services  
Cathy Buck/George Carollo  
Environmental Services Section
- Delta Stewardship Council  
Kevan Samsam
- Housing & Comm. Dev.  
CEQA Coordinator  
Housing Policy Division

Independent Commissions, Boards

- Delta Protection Commission  
Erik Vink

Cal State Transportation Agency CalSTA

- Caltrans - Division of Aeronautics  
Philip Crimmins
- Caltrans - Planning  
HQ LD-IGR  
Terri Pencovic
- California Highway Patrol  
Suzann Ikeuchi  
Office of Special Projects

Dept. of Transportation

- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Eric Federicks - South  
Susan Zanchi - North
- Caltrans, District 4  
Patricia Maurice
- Caltrans, District 5  
Larry Newland
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Dianna Watson

- OES (Office of Emergency Services)  
Monique Wilber
- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Supervisor
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Jennifer Deleong
- Tahoe Regional Planning Agency (TRPA)  
Cherry Jacques

Cal EPA

Air Resources Board

- Airport & Freight  
Cathi Slaminski
- Transportation Projects  
Nesamanl Kalandiyur
- Industrial/Energy Projects  
Mike Tollstrup
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Cindy Forbes - Asst Deputy  
Division of Drinking Water
- State Water Resources Control Board  
Div. Drinking Water # \_\_\_\_\_
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Phil Crader  
Division of Water Rights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)

- Other \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_  
Conservancy