

On Tuesday, June 21, 2016, the City of Roseville hosted a business stakeholder meeting for the Washington/Andora Widening Project. A total of 10 local business owners, managers, and property owners attended the meeting at the Sierra View Country Club Auxiliary Room, located at 105 Alta Vista Avenue in Roseville.



The business stakeholder meeting provided an opportunity to partner with local business owners and property owners to gather feedback on the project as a whole, the proposed detours, and the construction approach. The project team recognizes that the project is near businesses and properties and engaged stakeholders to be a part of the planning process.

Meeting Introduction

Gladys Cornell, of AIM Consulting, welcomed stakeholders to the business focus group meeting for the Washington/Andora Widening Project. Gladys introduced the project team, reviewed the meeting's agenda, and asked stakeholders to introduce themselves.

Organizations and businesses represented at the meeting included:

- Downtown Merchants Association
- John's Auto Care
- Capital City Solar
- Sierra View Country Club & Golf Course
- The Brewmeister
- Department of Motor Vehicles
- Aikido & Healing Arts Center of Roseville

Project Overview

Nina Buelna, project manager with the City of Roseville, provided a brief overview of 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 include:

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

Project Details

Zach Siviglia and Garry Horton, project engineers with Mark Thomas and Company, presented the details of the project to the stakeholders.



The Washington/Andora Widening Project will widen the final section of Washington Boulevard while also replacing the existing Union Pacific Railroad Crossing. The project will improve bicycle and pedestrian facilities along Washington Boulevard and connect to existing and planned trails.

- *Question:* Will there be lighting on the bike paths?
 - *Answer:* Once the off-street bike path is completed, there will be additional street lighting.
- *Question:* How many feet of the current sidewalk near Derek Place will be realigned?
 - *Answer:* There will be minimal realignment of the sidewalk near the intersection of Derek Place due to the existing traffic lane configuration.
- *Question:* Will the road be lowered under the railroad crossing?
 - *Answer:* Yes, the project will meet the new clearance requirements of 16.5 feet by lowering the road approximately 1.5 feet.



Construction Approach

The project team is currently working with the Union Pacific Railroad to coordinate the construction approach to assure access for incoming and outgoing trains. This approach will include constructing temporary train tracks while the railroad bridge is being replaced. The construction of the temporary tracks should remain within Union Pacific's existing property.

Due to the limited right of way along Washington Boulevard, construction of the bridge warrants closing at least one lane of traffic between Diamond Oaks Road and Kaseberg Drive. One option for construction includes providing limited access along Washington Boulevard with one-way traffic control. It is anticipated that this approach will cause traffic delays of up to one hour during commute periods and will extend the construction schedule by an additional six months.

A second option for construction includes closing a portion of Washington Boulevard between Diamond Oaks Road and Kaseberg Drive for approximately 6 months duration with a detour that would direct motorists along Junction and Pleasant Grove Boulevard to Foothills Boulevard.



- *Question:* With the construction option that closes the road, will you still be able to access businesses in the area?
 - *Answer:* Yes. The road closure will only include the section of Washington Boulevard between Diamond Oaks Road and Kaseberg Drive.
- *Question:* Does this project involve the “crooked bridge”? There may be more traffic in that area due to the detours.
 - *Answer:* While the “crooked bridge” is not a part of this project, it is included in the study area to be evaluated during the environmental process.
- *Question:* What is the current traffic count along Washington Boulevard per day?
 - *Answer:* Current estimates range from 16,000 – 18,000 cars a day. Traffic congestion is projected to increase to 34,000 cars a day by 2040.
- *Comment:* I drive to this area from Folsom. The detour route creates an even farther loop to get to the businesses near Washington Boulevard.

- *Question:* Will there be a designated construction staging area?
 - *Answer:* Yes, the location is still being determined. If Washington Boulevard is closed during construction, the staging area will be in the road. If the road remains open, the project team will identify potential alternate locations for the staging area and mitigation measures.
- *Comment:* I run a larger auto shop on Derek Place. I rely on Washington Boulevard and my customers using the shortest route to save time and money. I assume it will be on social media, but I won't know the full impact until construction is underway.
- *Question:* When will the construction option for closing or leaving Washington Boulevard open be determined?
 - *Answer:* The construction approach will be determined near the end of 2016 pending additional community feedback and technical studies.



The project team is also currently coordinating with Union Pacific to evaluate the proposed track realignment, the design speeds, and potential construction methods and schedule. As a large railroad hub, more than 30 trains pass over this railroad bridge a day.

- *Question:* Is the temporary structure being constructed so that you can move the train over in order to rebuild the current bridge and track?
 - *Answer:* Yes. This project includes more than a mile of track relocation for the temporary realignment of the railroad track.
- *Comment:* That will require a lot of dirt and rock to relocate the track. I have concerns about the track relocation near Derek Place and potential property take.
 - *Response:* Union Pacific has at least one hundred feet of right-of-way. The project team will evaluate the railroad track approach and grades during the environmental process to minimize any additional property impacts.
- *Comment:* I am concerned about the drainage area under the UPRR tracks near the end of Derek Place. Temporarily realigning the tracks may impact some of the nearby properties.

- *Response:* The temporary track realignment will vary in distance from the original track based on the distance from the bridge crossing and the curve angles. Providing drainage during construction will be part of the project design.
- *Question:* Is the City involved in the negotiations with Union Pacific?
 - *Answer:* Yes, the City began the discussion with Union Pacific regarding this project, the replacement of the bridge, and the potential construction approach.
- *Comment:* Union Pacific needs to understand the cost difference for the two construction approaches.
- *Comment:* I've never seen a train approach more than 30 miles per hour (mph). Narrowing the track realignment based on a lower design speed could be a more cost effective option.
- *Question:* Would the project include constructing a temporary bridge adjacent to the existing bridge?
 - *Answer:* The project team is evaluating two options. One option includes constructing a temporary structure while rebuilding the existing bridge and maintaining one-way traffic through the area. Another option includes closing the road to through traffic and building an embankment for the trains.
- *Question:* Is it difficult to build a new road into Derek Place over the railroad tracks?
 - *Answer:* Yes, permitting and coordination for a new crossing over the railroad tracks would take a minimum of six months to a year, which does not guarantee the request will be approved.
- *Comment:* I've seen trains exiting the area at 40 – 50 mph, but they don't enter the area that quickly.



Schedule

The project team is currently developing preliminary concepts and refining these concepts based on stakeholder and community feedback. Later this summer, the project team will share a few proposed alternatives with the community at a public meeting.

Following community feedback, the project team will begin to prepare the draft environmental document. Upon completion of the environmental document in the fall of 2017, the project

team will finalize the project design and develop the agreement with Union Pacific in the spring of 2018. Depending on funding, construction of the Washington/Andora Widening Project may begin in the summer of 2018. Length of construction will vary based on the preferred construction approach.

- *Question:* Will the construction be timed to avoid traffic from the Placer County Fairgrounds?
 - *Answer:* Construction is proposed to begin in summer to minimize traffic impacts during school sessions. Additional traffic studies will help determine the least intrusive construction period.
- *Question:* Will construction occur at night as well?
 - *Answer:* Construction will occur during the day.
- *Comment:* The neighborhoods will not approve of 24 hour construction.
- *Comment:* The current process of getting projects approved and to construction is an issue when it comes to time and funding. We need to push for efficiency in the process.
- *Comment:* We need an advocate to help speed the project up.



Stakeholder Feedback

Stakeholders were asked to provide any additional comments or questions on feedback forms. The following was submitted:

- Will there be a retaining wall between 111 Derek Place and bike path?
- Will there be new landscaping on the hill between sidewalk and 111 Derek Place?
- Will there be any fees or assessments to building owners on Derek Place?
- The visual concept on the project looks appealing! Thanks for the invite.



Washington/Andora Widening Project
Business Stakeholder Meeting
Tuesday, June 21, 2016 | 8:00 am
Sierra View Country Club, Roseville

Appendix

- Agenda
- Feedback Form
- Fact Sheet
- Invitation



Washington / Andora Widening Project

Business Stakeholder Meeting

June 21, 2016 | 8:00 – 9:30 a.m.

Agenda

- Welcome & Introductions
- Project Overview & Schedule
- Project Details & Design Elements
- Construction Detours & Approach
- Discussion
- Next Steps



Feedback Form

We strive to make each meeting valuable and results driven. We look forward to any comments and/or ideas to improve the meeting experience for you. Please feel free to provide us with your thoughts.

1. Information shared at the meeting was useful? YES NO

2. Discussions were appropriately facilitated to engage all participants? YES NO

3. The participants involved in the process are appropriate? YES NO

4. Any other recommendations to improve the meetings?

Name _____ Email _____

Can we follow up with you? YES NO

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.



Washington/Andora Widening Project

As part of the City of Roseville's Traffic Masterplan, the City will be widening Washington Blvd from Sawtell Road to Pleasant Grove Boulevard to improve traffic circulation and pedestrian traffic through the area. The City of Roseville is currently working on the design for the Washington/Andora Widening Project, which includes widening approximately one mile of Washington Boulevard from 2 to 4 lanes to better accommodate existing and future traffic volumes. Road improvements will enhance accessibility for motorists, pedestrians, and cyclists along Washington Boulevard and nearby intersections. The project also includes the replacement and widening of the Union Pacific railroad bridge that crosses over Washington Boulevard.

The project is currently in the engineering and environmental phases, and will include a comprehensive public engagement process which will involve meeting with local businesses, residents, and schools. The City of Roseville, along with the project team, invite you to participate in a meeting with local businesses to discuss the project and construction approach. Your input is valuable and we are interested in hearing from you. We kindly request that you or a representative from your business attend this meeting.

Please join us on Tuesday, June 21 from 8:00 - 9:30 a.m. to discuss the project. The meeting will be held at the Sierra View Country Club in the Auxiliary Room, located at 105 Alta Vista Avenue, Roseville, CA 95678.

Please RSVP to Ashley by June 15. She can be reached at (916) 442-1168 or by email at abaum@aimconsultingco.com.

If you have questions or would like any additional information please contact me at (916) 442-1168 or by email at gcornell@aimconsultingco.com.

Sincerely,

A handwritten signature in cursive script that reads "Gladys Cornell".

Gladys Cornell

Public Outreach Manager

AIM Consulting, Inc.