

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 9, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.26, Action Item

Prepared By: Rihui Zhang, Chief
Division of Local Assistance

Subject: **ACTIVE TRANSPORTATION PROGRAM – PROJECT SCOPE CHANGE
REQUEST – CITY OF ROSEVILLE WASHINGTON BOULEVARD BIKEWAY AND
PEDESTRIAN PATHWAYS PROJECT
RESOLUTION ATP-A-19-01**

ISSUE:

Should the California Transportation Commission (Commission) approve Resolution ATP-A-19-01, a project scope change request, for the Cycle 3 Active Transportation Program (ATP) City of Roseville's Washington Boulevard Bikeway and Pedestrian Pathways Project (PPNO 1527A) infrastructure construction component, in the amount of \$2,030,000?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve this project scope change request for the Cycle 3 ATP City of Roseville's Washington Boulevard Bikeway and Pedestrian Pathways Project (PPNO 1527A).

ISSUE:

The City of Roseville (City) has submitted a scope change request for the Washington Boulevard Bikeway and Pedestrian Pathways Project (PPNO 1527A). The project originally intended to construct new Class I bicycle and pedestrian pathways, 8 foot to 12-foot-wide sidewalks, and Class II bike lanes, to create new access to neighborhoods and realign an existing pathway beneath the Union Pacific Railroad (UPRR) tracks to the new Andora Undercrossing on Washington Boulevard (Blvd).

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

The City, with this scope change request, proposes to:

A. Revise Scope:

1. On **Washington Blvd** from **Pleasant Grove Blvd** to **All America Blvd** – The proposed project limits have increased to the north and south of the original limits. The limits of the project were originally from **Diamond Oaks Road** to **Derek Place** and have been extended to **Pleasant Grove Blvd** and **All America City Blvd**. The proposed change includes realigning the trail and extending the **Class I bike trail** to **All America City Blvd**, lengthening the bike trail from $\frac{3}{4}$ mile to $1 \frac{1}{2}$ miles.
2. On **Washington Blvd** beneath UPRR tracks - The original scope proposed realigning the bike trail to a new railroad underpass that was supposed to be built by the City. The new scope proposes to maintain and improve the existing bike and pedestrian tunnel beneath the railroad with new lighting and security cameras.
3. On **Washington Blvd** between **Emerald Oak Road** and **Kaseberg Drive** – The original scope proposed a new multiuse pathway on the west side of **Washington Blvd**. The new proposed scope will install new protected crossings and traffic signal at **Kaseberg Drive** for bike and pedestrian access to the new **Class I bike trail** on the east side of the **Washington Blvd**.
4. On **Washington Blvd** between **Diamond Oaks Road** and **Sawtell Road** – The original scope proposed providing **Class II bike lanes** along **Washington Blvd**. The proposed scope will provide protected intersection crossing improvements at existing signalized intersections on **Washington Blvd**, including at **Junction Blvd**, **Sawtell Road** and **Diamond Oaks Road** to access the **Class I bike trail** on the east side of the **Washington Blvd**. Protected intersection crossing improvements will include curb bulb outs to shorten crossings, high visibility crosswalk markings, and dedicated signal phasing for walking and biking.

The scope changes are due to the following:

The original project scope anticipated widening of **Washington Blvd** through the **Andora** underpass beneath the UPRR tracks, with the widening to be funded primarily through other non-ATP local sources. The road and underpass widening were required to support the **Washington Blvd Bikeway and Pedestrian Pathways Project**. Due to lack of funding the widening of **Washington Blvd** and the new **Andora** underpass will no longer be completed prior to this ATP project. Therefore, the infrastructure needed for the **Class II bike lanes** along **Washington Blvd** through the railroad crossing is not feasible.

ANALYSIS:

The Department’s overall analysis has determined that the proposed scope change will result in a project that meets the ATP purpose of increasing bicycling and walking. The Department agrees with the City’s scope change that extending the Class I bike path and adding additional protected crossings may increase usage and safety over the estimates shown in the application.

Location/Element	Original Scope	Proposed Change	Change in Walking/Bicycling Benefit
On Washington Blvd from Pleasant Grove Blvd to All America City Blvd	Realign and extend Class I Bike Trail	Realign trail and extend Class I bike trail to All America City Blvd, lengthening the bike trail from ¾ mile to 1 ½ miles, and providing direct access to the Placer County Fairgrounds and Woodbridge Elementary School	Increase
On Washington Blvd beneath UPRR tracks	Abandon bike/ped tunnel and realign bike trail to use new railroad underpass structure	Maintain and improve existing bike/ped tunnel beneath the railroad with new lighting and security cameras	None
On Washington Blvd between Emerald Oak Road and Kaseberg Drive	Provide new multiuse pathway on the west side of Washington Blvd	Install new protected crossings and traffic signal at Kaseberg Drive for bike/ped access to the new Class I bike trail on the east side of Washington Blvd	None

On Washington Blvd between Diamond Oaks Road and Sawtell Road	Provide Class II bike lanes	Widen Washington Blvd for Class II bike lanes between Sawtell Road and Kaseberg Drive and between Diamond Oaks Road and Pleasant Grove Blvd; Signalized intersections will be improved with protected crossings for bikes and peds to access the new Class I bike trail and Class II bike lanes	None
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The City worked with the Department to endeavor to maximize the non-motorized benefits derived from this project.

ANALYSIS RECOMMENDATION:

Based on the analysis of the proposed scope changes, the Department has determined that the changes will result in an increase to the overall active transportation benefits of the project. Therefore, the Department supports the proposed scope change for the project.

BACKGROUND:

Resolution G-16-29 amended the ATP Guidelines to stipulate that any agency implementing an ATP project present scope changes to the Department for consideration prior to allocation. The Department will make a recommendation to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in removal from the program.



Local Assistance Program Guidelines

LAPG EXHIBIT 22-D
Request for Project Scope Change (Local ATP Projects)

EXHIBIT 22-D REQUEST FOR PROJECT SCOPE CHANGE (LOCAL ATP PROJECTS)

To: *David Giongco*
District Local Assistance Engineer
Caltrans, Office of Local Assistance
District 3
703 B Street
Marysville, CA 95901

Date: 8/15/2019
PPNO: 1527A
Federal PROJECT #: 51x21074 tttt
ATP ID #: ATP 03A-03-076S

Project Name (Per CTC programming): Washington Boulevard Bikeway and Pedestrian Pathways Project

Approved Project Description (As submitted in Application): In the City of Roseville along Washington Boulevard between Diamond Oaks Road and Derek Place, construct new Class 1 bicycle and pedestrian pathways, 8' to 12' wide sidewalks, and Class 2 bike lanes to create new access to neighborhoods and realign an existing pathway beneath the UPRR tracks to the new Andora Undercrossing on Washington Boulevard.

Approved Project Limits (As submitted in Application): In the City of Roseville along Washington Boulevard between Diamond Oaks Road and Derek Place.

- For Federally Funded Projects:**
Current FTIP/FSTIP Description: Not Applicable
Current FTIP/FSTIP Limits: Not Applicable

Dear *David Giongco*:

The City of Roseville (City) is proposing to construct the **Washington Boulevard Bikeway and Pedestrian Pathways Project** in the area northwest of downtown in the City of Roseville, Placer County, California. The original project limits are on **Washington Boulevard between the intersections of Diamond Oaks Road and Sawtell Road**. The surrounding land use includes schools, residential areas, open space and commercial developments.

Due to substantially increased projects costs and a resultant lack of sufficient project funding, the City will not be widening the Andora underpass beneath the UPRR railroad grade crossing on **Washington Boulevard**. Therefore, the City is submitting a revised project description and cost estimate for the **Washington Boulevard Bikeway and Pedestrian Pathways Project**.

Consistent with the California Transportation Commission's (CTC) "Policy on Project Amendments and Advance Project Allocations", adopted on August 18, 2016, we request that Caltrans consider, and the CTC approve the proposed Project Amendments as documented below:

Required Elements (per CTC's Project Amendment Policy):

1. An explanation of the proposed scope change;

In July 2017, the City of Roseville submitted an application under the 2017 Active Transportation Program (ATP) Augmentation Guidelines to construct new bicycle and pedestrian pathways, sidewalks and bike lanes on Washington Boulevard. The project planned to replace an existing trail that directs bicycles and pedestrians to an industrial area lacking sidewalks and realign it to an area with connections to existing sidewalks and bike lanes, and with increased visibility and reduced conflicts with motorists. The new pathways would close gaps between existing trails, bike lanes and sidewalks and provide critical new links to homes, schools, jobs, and improve access to downtown. The original project application included the following elements as shown in

Attachment 1 – Original Project Plans:

- A. Realignment of an existing bicycle and pedestrian trail along the east side of Washington Boulevard between Diamond Oaks Road and the end of Derek Place and extending the pathway to the intersection of Washington Boulevard and Sawtell Road.
- B. Removal of the existing bicycle and pedestrian undercrossing structure at the UPRR tracks.
- C. Construction of a new multiuse bicycle and pedestrian pathway on the west side of Washington Boulevard between Emerald Oak Road and Kaseberg Drive
- D. Construction of new Class 2 bike lanes on Washington Boulevard between Diamond Oaks Road and Sawtell Road.

The proposed project changes include the following elements as described in **Attachment 1 – Original Project Plans** and shown in **Attachment 2 - Revised Project Plans**:

1. Realigning and widening the existing Class 1 bike trail and pedestrian pathway along the east side of Washington Boulevard between Pleasant Grove Boulevard and the end of Derek Place. The Class 1 bike trail will be extended to the intersection of Washington Boulevard and All America City Boulevard, providing an improved connection for bicycles and pedestrians to Woodbridge Elementary School. The intersection of Washington Boulevard and All America City Boulevard will be modified to a roundabout intersection as part of another project currently under design with construction planned for 2020. The new proposed improvements increase the reach of the project from $\frac{3}{4}$ of a mile to almost $1\frac{1}{2}$ miles – twice the original scope.
2. Improving the existing bicycle and pedestrian undercrossing structure at the UPRR tracks east of Washington Boulevard with new pathway and tunnel lighting, and security cameras.
3. Installing a new traffic signal at the intersection of Washington Boulevard and Kaseberg Drive to provide a new bicycle and pedestrian crossing on Washington Boulevard and connect the Diamond K Estates neighborhood to the new Class 1 bike trail.
4. Providing protected intersection crossing improvements at existing signalized intersections on Washington Boulevard, including at Junction Boulevard, Sawtell Road and Diamond Oaks Road. Protected intersection crossing improvements will include curb bulb outs to shorten crossings, high visibility crosswalk markings, and dedicated signal phasing for walking and biking. This will improve bicycle and pedestrian crossing safety and enhancing connections between residential neighborhoods, businesses, and schools and the new Class 1 bike trail, Class 2 bike lanes, and existing sidewalks that continue along Washington Boulevard.

2. The reason for the proposed scope change;

Local Assistance Program Guidelines

**LAPG EXHIBIT 22-D
Request for Project Scope Change (Local ATP Projects)**

The original project scope anticipated widening of Washington Boulevard through the Andora underpass beneath the UPRR railroad tracks, with the widening to be funded primarily through other non-ATP local sources. The road and underpass widening are required to support the Washington Boulevard Bikeway & Pedestrian Pathways Project because the existing Andora underpass structure constrains the roadway width to a single vehicle lane in each direction. Due to substantially increased projects costs and a resultant lack of available project funding, the City is no longer planning to widen the Andora underpass prior the Washington Boulevard Bikeway and Pedestrian Pathways project. Therefore, it will be infeasible to provide new multiuse pathways and Class 2 bike lanes along Washington Boulevard through the railroad crossing as envisioned with the original grant application.

3. The impact the proposed scope change would have on the overall cost of the project;

Original Project Funding Information (1,000s)					
Total Project \$	Total ATP \$	Total Non-ATP \$	Non-Participating \$	Leveraging \$	Matching \$
3,982	2,212	1,770	-	1,770	670

See Attachment 3 - Original Project Detailed Estimate.

Revised Project Funding Information (1,000s)					
Total Project \$	Total ATP \$	Total Non-ATP \$	Non-Participating \$	Leveraging \$	Matching \$
5,884	2,212	3,672	961	2,711	1,611

See Attachment 4 - Revised Project Detailed Estimate.

4. An estimate of the impact the proposed scope change would have on the potential of the project to increase walking and bicycling as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Walking/Bicycling Benefit
On Washington Blvd from Pleasant Grove Blvd to All America City Blvd	Realign and extend Class 1 Bike Trail	Realign trail and extend Class 1 bike trail to All America City Blvd, lengthening the bike trail from ¾ mile to 1 ½ miles, and providing direct access to the Placer County Fairgrounds and Woodbridge Elementary School, which is a disadvantaged community school with 83% of students eligible to receive free or reduced price school meals.	Increase

Local Assistance Program Guidelines

**LAPG EXHIBIT 22-D
Request for Project Scope Change (Local ATP Projects)**

On Washington Blvd beneath UPRR tracks	Abandon bike/ped tunnel and realign bike trail to use new railroad underpass structure	Maintain and improve existing bike/ped tunnel beneath the railroad with new lighting and security cameras	None
On Washington Blvd between Emerald Oak Rd and Kaseberg Dr	Provide new multiuse pathway on the west side of Washington Blvd	Install new protected crossings and traffic signal at Kaseberg Dr for bike/ped access to the new Class 1 bike trail on the east side of Washington Blvd	None
On Washington Blvd between Diamond Oaks Rd and Sawtell Rd	Provide Class 2 bike lanes	Widen Washington Blvd for Class 2 bike lanes between Sawtell Rd and Kaseberg Dr and between Diamond Oaks Rd and Pleasant Grove Blvd; Signalized intersections will be improved with protected crossings for bikes and peds to access the new Class 1 bike trail and Class 2 bike lanes	None

5. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);

Location/Element	Approved Scope	Proposed Change	Change in Safety Benefit
On Washington Blvd from Pleasant Grove Blvd to All America City Blvd	Realign and extend Class 1 Bike Trail	Realign trail and extend Class 1 bike trail to All America City Blvd, lengthening the bike trail from ¾ mile to 1 ½ miles, and providing direct access to the Placer County Fairgrounds and Woodbridge Elementary School, which is a disadvantaged community school with 83% of students eligible to receive free or reduced price school meals.	Increase

Local Assistance Program Guidelines

LAPG EXHIBIT 22-D
Request for Project Scope Change (Local ATP Projects)

On Washington Blvd beneath UPRR tracks	Abandon bike/ped tunnel and realign bike trail to use new railroad underpass structure	Maintain and improve existing bike/ped tunnel beneath the railroad with new lighting and security cameras	None
On Washington Blvd between Emerald Oak Rd and Kaseberg Dr	Provide new multiuse pathway on the west side of Washington Blvd	Install new protected crossings and traffic signal at Kaseberg Dr for bike/ped access to the new Class 1 bike trail on the east side of Washington Blvd	None
On Washington Blvd between Diamond Oaks Rd and Sawtell Rd	Provide Class 2 bike lanes	Widen Washington Blvd for Class 2 bike lanes between Sawtell Rd and Kaseberg Dr and between Diamond Oaks Rd and Pleasant Grove Blvd; Signalized intersections will be improved with protected crossings for bikes and peds to access the new Class 1 bike trail and Class 2 bike lanes	None

6. An explanation of the methodology used to develop the aforementioned estimates; and

The revised project will increase benefit for walking and bicycling compared to the original project by providing a longer (by more than ¾-mile) Class 1 bike trail than previously proposed by the original project. The longer trail will better serve trail users by closing the gap in existing walking and bicycling facilities along Washington Boulevard and extending the project improvements to create a new direct connection to the Placer County Fairgrounds and to Woodbridge Elementary School, which is a disadvantaged community school with 83% of students eligible to receive free or reduced price school meals. The longer trail segment provides better overall connectivity to other nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), Roseville High School, Buljan Middle School, Diamond K Estates, and residential neighborhoods. This will better facilitate access to jobs, shopping, entertainment, recreation and civic uses in the area.

The project retains and extends new Class 1 and Class 2 facilities to the extent feasible. Although the proposal would not include the previously-proposed path on the west side of Washington Boulevard under the railroad, the revised project would include new protected intersection elements, including new crosswalks and dedicated signal phasing for bike and pedestrians at multiple locations on Washington between Pleasant Grove Boulevard and All America City Boulevard. The multiple protected crossings will increase east-west connectivity for walking and biking on the corridor between the residential neighborhoods and other land uses, enabling more convenient and safer use of the ¾-mile longer Class 1 bikeway that is proposed by the revised project.

We recognize that not providing the pathway under the railroad on the west side of Washington Boulevard would require bicyclists and pedestrians originating on the west side to cross Washington Boulevard at least one time to use the longer Class I bikeway on the way to their destination. The multiple new protected intersections will include new crosswalks, dedicated signal phasing and timing for bike and pedestrians, high-visibility crosswalk markings, safety lighting and wayfinding signs. The intersection improvements will mitigate the safety concerns associated with crossing Washington Boulevard. Since most origin-destination trips require crossing streets regardless of whether there is a path on both sides, we believe that providing multiple enhanced and protected crossing opportunities will enhance safety for bicyclists and pedestrians using this corridor. Pathway safety between the intersections and through the bike/ped tunnel beneath the railroad tracks will also be enhanced with increased pathway lighting and installation of new security cameras.

7. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

Per the attached email from Placer County Transportation Planning Agency, the project is not an MPO ATP project so it does not need an MPO concurrence letter.

ADDITIONAL QUESTIONS:

8. Does this scope change require revalidation of your environmental document? Notttt (Yes/No)
If yes, what is the actual/estimated date of revalidation? N/A

9. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

Public involvement has been a key component to this project from its inception. We plan to continue informing and engaging key stakeholders, residents, business, elected officials, community organizations, under-represented communities, motorists, and active transportation users about the scope change, project benefits, and timeline. Our communication strategies include a combination of in-person public meetings, online tools, social media, email, direct mail, and earned media opportunities. This comprehensive approach is tailored to promote optimal community involvement. Letters of support collected for this project from various stakeholders and community organizations is provided with **Attachment 8**.

On Tuesday, June 11th, 2019, the City of Roseville hosted a Community Meeting for the **Washington Boulevard/ Andora Widening Project**. A copy of the Meeting Summary is provided with **Attachment 6**. The community meeting provided an opportunity for the community to receive a project update, learn about the planned phased improvements, and provide their input. More than 95 residents attended the meeting. 94% of meeting attendees responded with comment cards in favor to the revised project and phasing approach.

REQUIRED Attachments: (check boxes of attached required documents)

- | | |
|---|---|
| <input checked="" type="checkbox"/> Original plans/workplan with changes highlighted (Att-01) | <input checked="" type="checkbox"/> Revised Detailed Engineer's Est. (Att-04) |
| <input checked="" type="checkbox"/> Revised plans/workplan (Att-02) | <input checked="" type="checkbox"/> Written MPO Concurrence (Att-05) |
| <input checked="" type="checkbox"/> Original Detailed Engineer's Est. with changes highlighted (Att-03) | <input checked="" type="checkbox"/> Additional Revised Application Documentation (Att-07 – Revised Project Programming Request) |

Required revisions to the Project's Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits:

Proposed changes to the Project Description: In the City of Roseville along Washington Boulevard between Pleasant Grove Blvd and All America City Blvd; realign and lengthen by $\frac{3}{4}$ mile a new Class 1 bicycle and pedestrian pathway, provide protected crossings for bicycles and pedestrians at signalized intersections to improve connections to the new Class 1 and Class 2 facilities, and install a new crossing and traffic signal at Kaseberg Dr to create new walking and biking access to schools and neighborhoods in the area of north Roseville.

Proposed changes to the Project Limits: Washington Blvd. between All America City Blvd. and Pleasant Grove Blvd.

For Federally Funded Projects:

Proposed changes to the FTIP/FSTIP Description: Not Applicable

Proposed changes to the FTIP/FSTIP Limits: Not Applicable

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed by the CTC when the application was approved for funding):

PA&ED: 04/25/16 PS&E: 10/28/16 R/W: 10/28/16 CON: 09/01/19 CON-NI: 07/01/19

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

PA&ED: e N/A PS&E: e N/A R/W: e N/A CON: 06/30/20 CON-NI: 07/01/19

Explanation for milestone changes:

The anticipated allocation date for the start of construction has been delayed by nine months to allow time for updates and circulation of the project's Environmental Impact Report (EIR) to include the extended project limits and revised project description. The anticipated date for certification of the EIR is October 31, 2019.



Public Works
Engineering
311 Vernon Street
Roseville, California 956782649

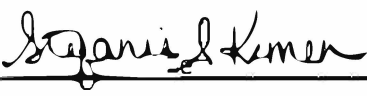
Local Assistance Program Guidelines

LAPG EXHIBIT 22-D
Request for Project Scope Change (Local ATP Projects)

Local Agency Certification:

This Request for Scope Change has been prepared in accordance with the *Procedures for Administering Local Projects in the Active Transportation Program (ATP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the scope change has been approved. You may direct any questions to

Stefanie A. Kemen at (916) 746-1300
(name) (phone number)

Signature:  Title: Principal Engineer Date: 8/15/2019

Agency/Commission: City of Roseville

Attachments:

Distribution:

- (1) Original -DLAE
- (2) Copy – Division of Local Assistance, Headquarters ATP Program Manager
- (3) Copy – MPO/RTPA/County Transportation Commission

LEGEND/ABBREVIATIONS

- BC/EC BEGIN CURVE/END CURVE
- BVC/EVC BEGIN VERTICAL CURVE/END VERTICAL CURVE
- PVI POINT OF VERTICAL INTERSECTION
- L# LINE DATA (SEE TABLE)
- C# CURVE DATA (SEE TABLE)
- # PROPOSED PROJECT CHANGE

- CITY RIGHT-OF-WAY
- UPRR RIGHT-OF-WAY
- EXISTING TRACK
- PROPOSED SHOOFLY TRACK
- CLASS 1 AND BIKE MULTI-USE PATHWAY
- CLASS 2 BIKE LANES

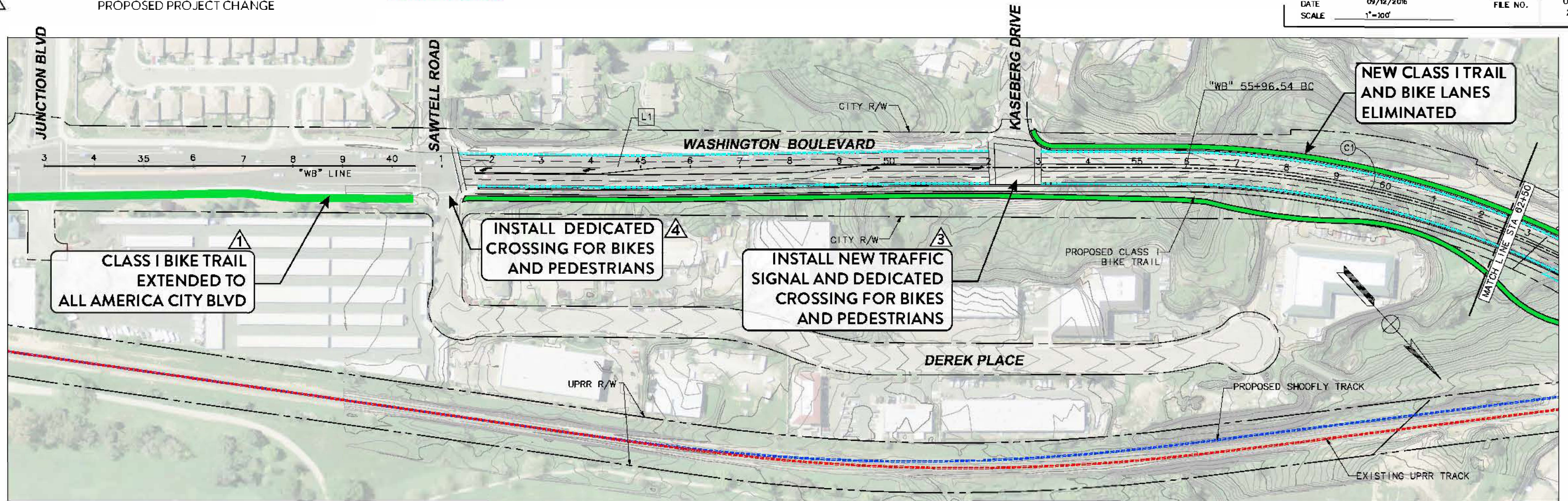
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CURVE #	RADIUS	Δ	TANGENT	LENGTH
C1	1750.00'	360°06'57"	598.86'	1154.00'

LINE DATA		
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L1	1596.54'	N47°26'25"W

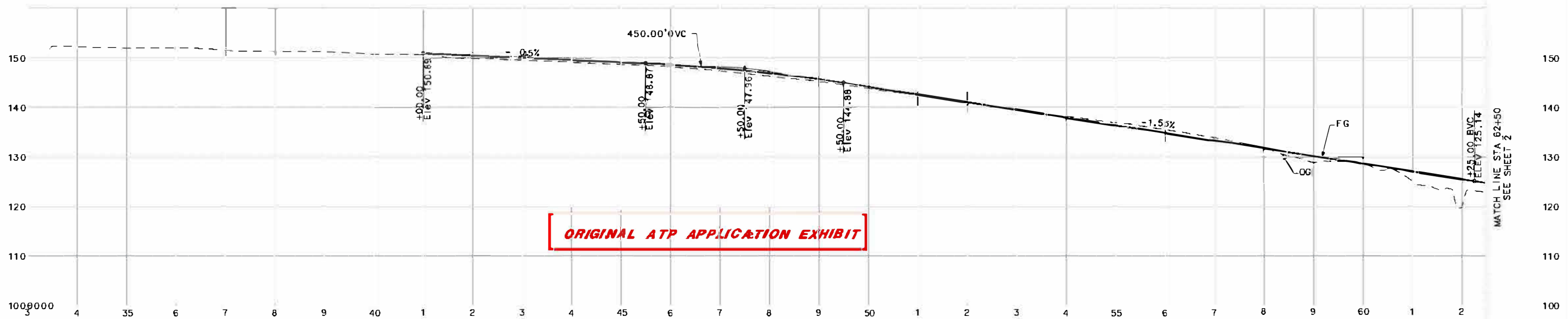
**CITY OF ROSEVILLE
WASHINGTON/ ANDORA WIDENING
EXHIBIT "A"**

**MARK
THOMAS**

DRAWN BY RY JOB NO. SA-16110 SHEET NO. 1 OF 2
 CKD. BY JT DATE 09/12/2016 FILE NO. 2
 SCALE 1"=100'



PLAN



"WB" LINE PROFILE

SCALE H = 1"=100'
 V = 1"=10'

ORIGINAL ATP APPLICATION EXHIBIT

LEGEND/ABBREVIATIONS

- BC/EC BEGIN CURVE/END CURVE
 - BVC/EVC BEGIN VERTICAL CURVE/END VERTICAL CURVE
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 - CLASS 1 AND BIKE MULTI-USE PATHWAY
 - CLASS 2 BIKE LANES

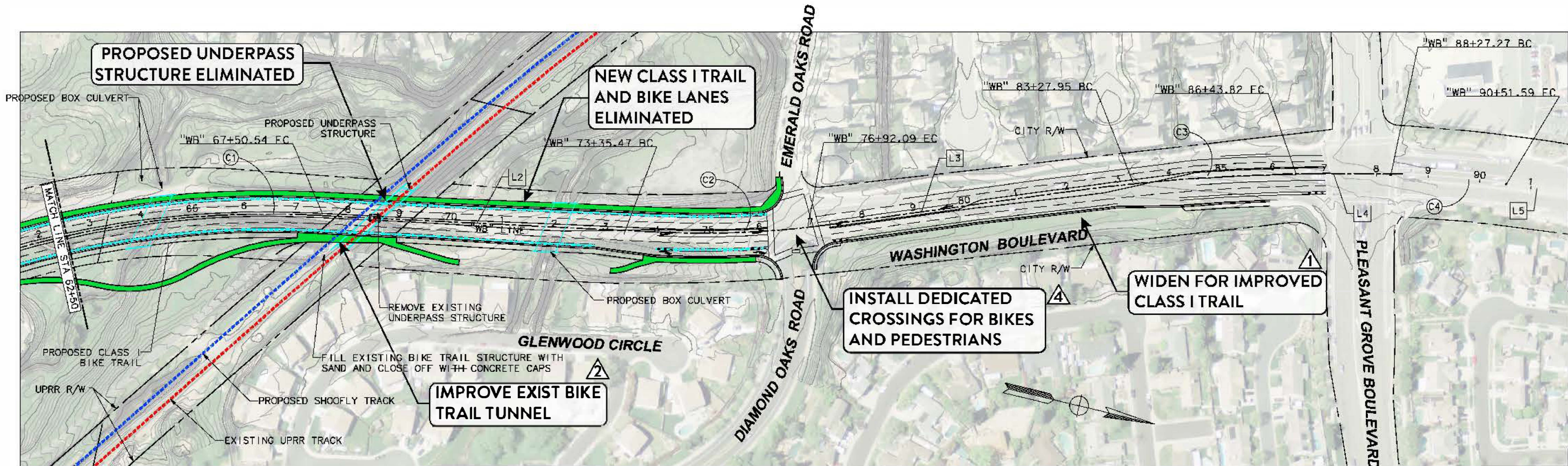
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C2	1750.00	11°40'33"	173.93'	356.62'
C3	2000.00	09°02'66"	158.26'	315.87'
C4	1910.00	06°00'56"	112.34'	224.42'

LINE DATA		
LINE	LENGTH	BEARING
L2	584.93'	N8°39'28"W
L3	635.86'	N21°20'02"W
L4	183.44'	N12°17'05"W
L5	97.95'	N5°33'10"W

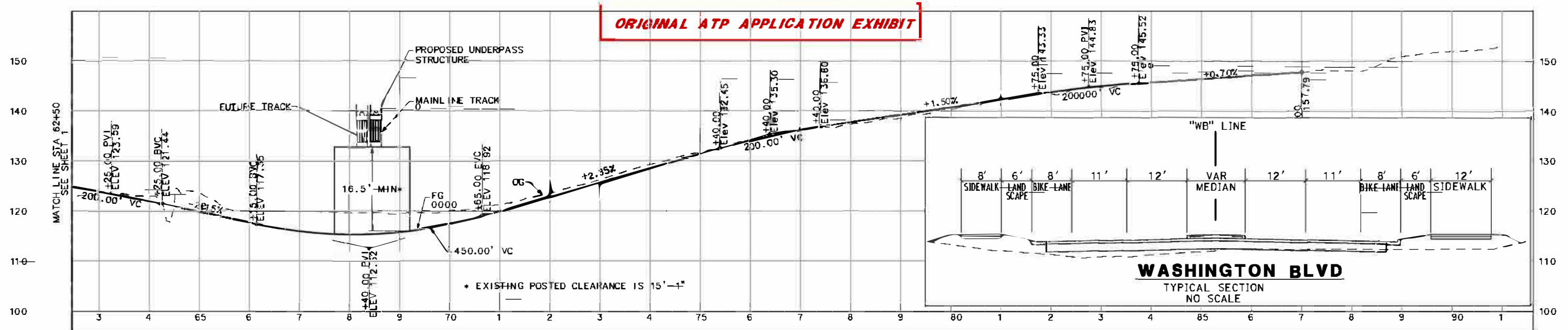
**CITY OF ROSEVILLE
WASHINGTON/ ANDORA WIDENING
EXHIBIT "A"**

**MARK
THOMAS**

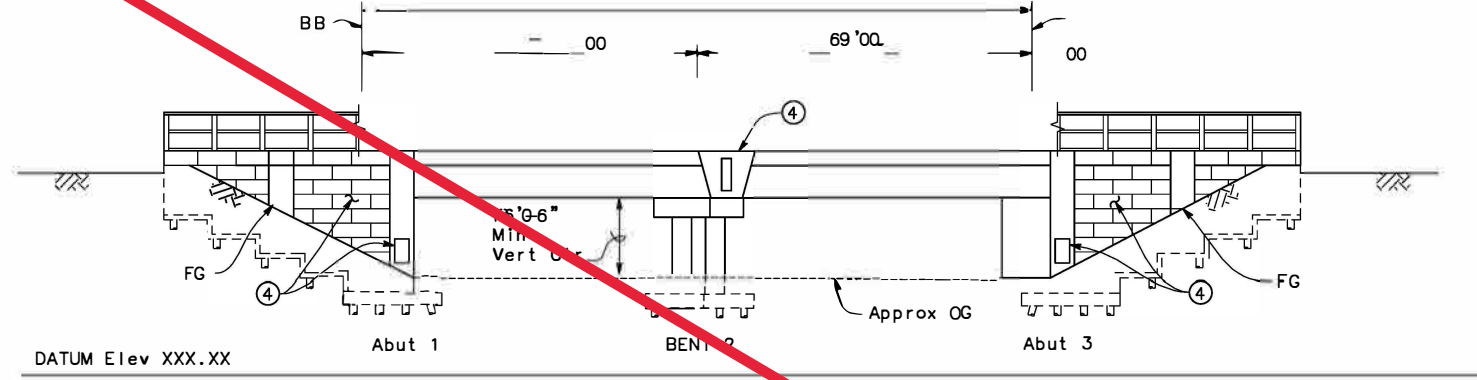
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CHKD. BY JT	FILE NO.	OF 2
DATE 09/12/2016		
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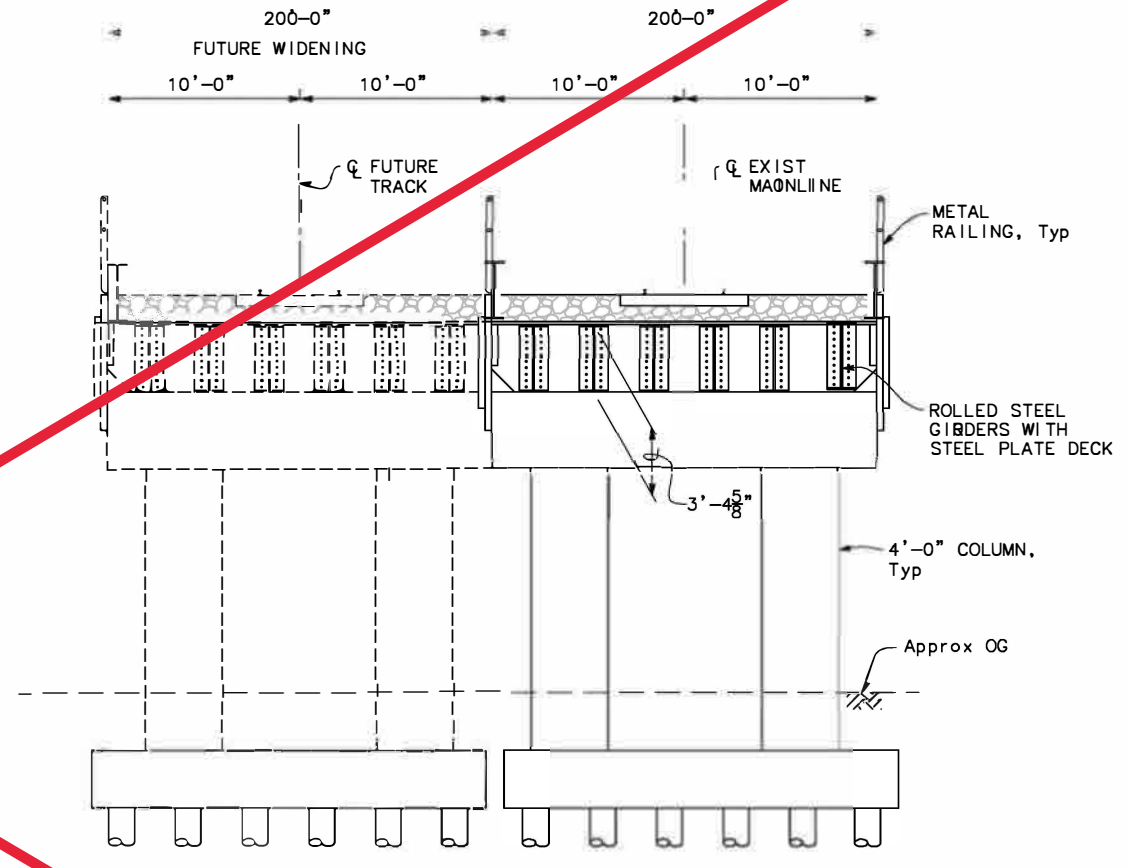
PLAN



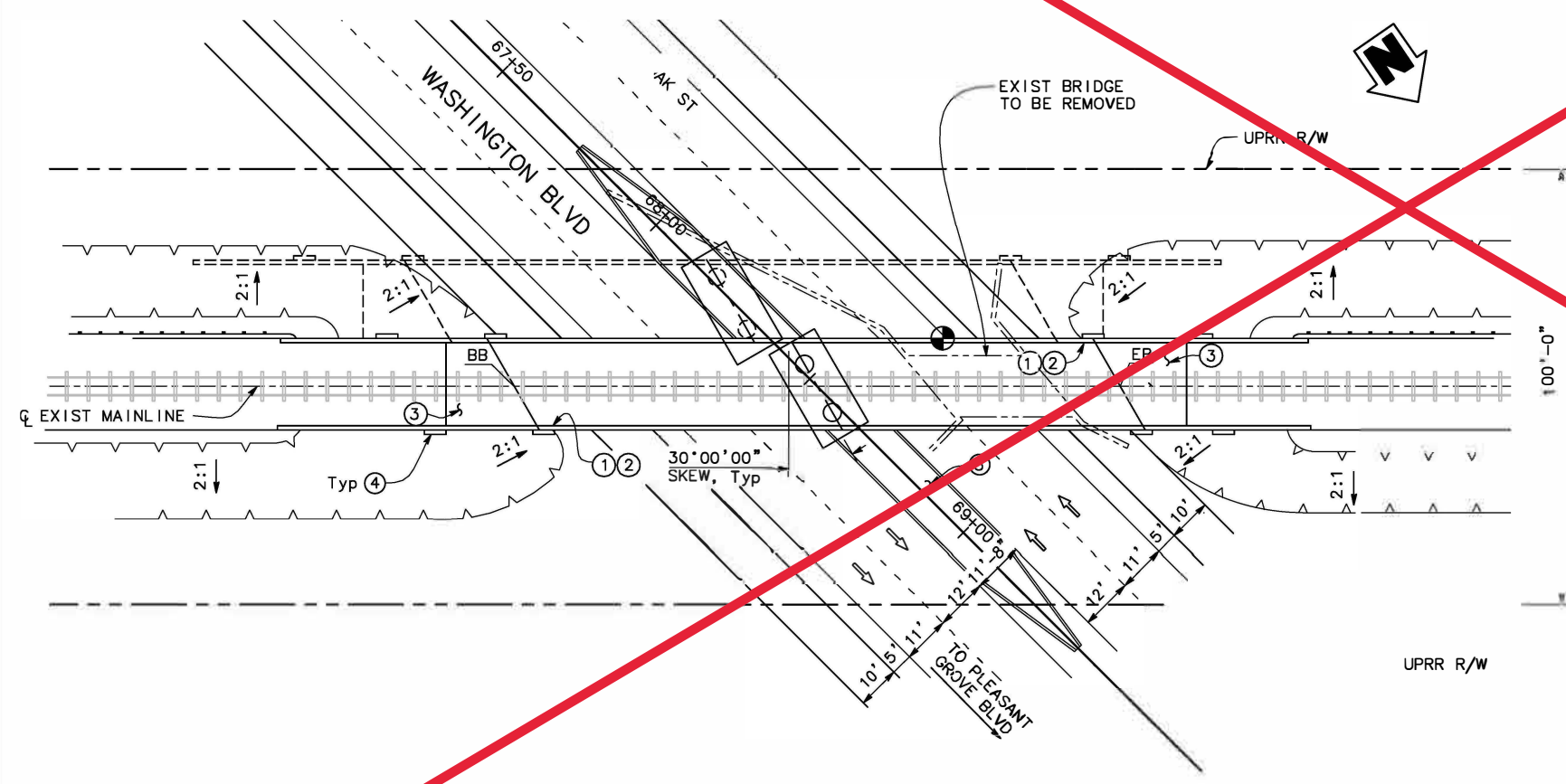
"WB" LINE PROFILE
SCALE H = 1":100'
V = 1":10'



ELEVATION
1" = 20'



TYPICAL SECTION



PLAN
1" = 20'

NOTES

- ① Paint "Br No. 10CA XXX"
- ② Paint "Washington Andora UC"
- ③ Structure Approach Slab, Type EQ(10)
- ④ Aesthetic Treatment
- ⑤ Concrete Median

LEGEND

- Indicates Existing Structure to be removed
- Indicates Future Structure
- Indicates point of Min Vertical Clearance

NO.	REVISIONS	BY	DATE

BENCH MARK
ELEVATION NGVD29 148.78' DATUM
DESCRIPTION CITY OF ROSEVILLE BENCHMARK 68 -
A 3 1/4 inch BRASS DISK STAMPED LS4796
JAN 1995, SOUTHWEST SIDE OF LINCOLN ST. AT
THE NORTHWEST CORNER OF THE LINCOLN ST
BRIDGE AT THE ENTRANCE TO THE MUNICIPAL
PARKING LOT AT THE CORNER OF OAK &
LINCOLN.

DESIGN BY: TP
DRAWN BY: TP
CHECKED BY:
SCALE: AS SHOWN
DATE:
PROJECT NO: SA-13119

BY:
PLANS APPROVAL DATE

MARK THOMAS & COMPANY, INC.
7300 FOLSOM BOULEVARD, SUITE 203
SACRAMENTO, CALIFORNIA 95826
(916) 381-9100
FAX (916) 381-9180

CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS
311 VERNON STREET
ROSEVILLE, CA 95678
(916) 746-1300

CITY OF
ROSEVILLE
CALIFORNIA

WASHINGTON ANDORA UC
GENERAL PLAN

OF

LEGEND/ ABBREVIATIONS

- BC/EC BEGIN CURVE / END CURVE
- L# LINE DATA (SEE TABLE)
- C# CURVE DATA (SEE TABLE)

- CITY RIGHT-OF-WAY
- UPRR RIGHT-OF-WAY
- EXISTING TRACK
- MULTI-USE PATHWAY

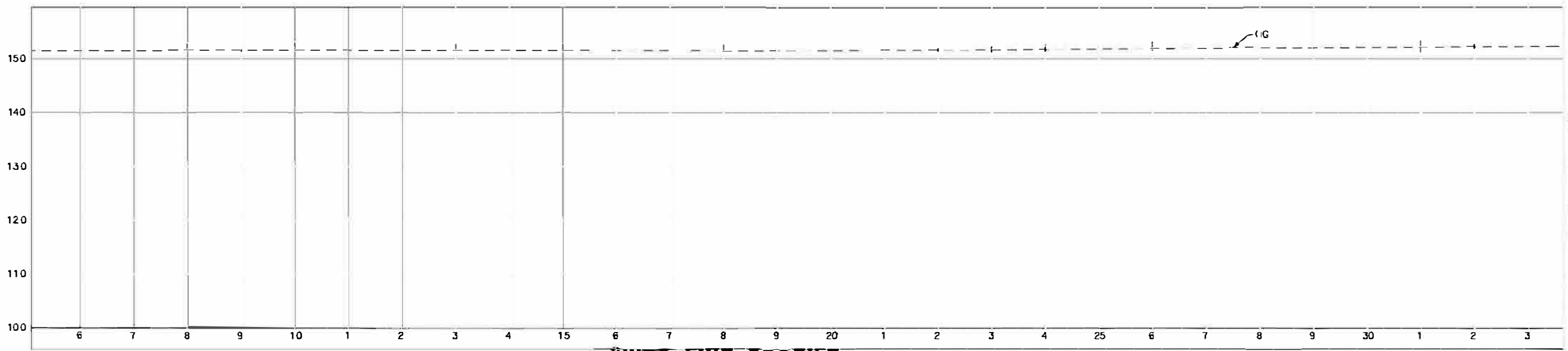
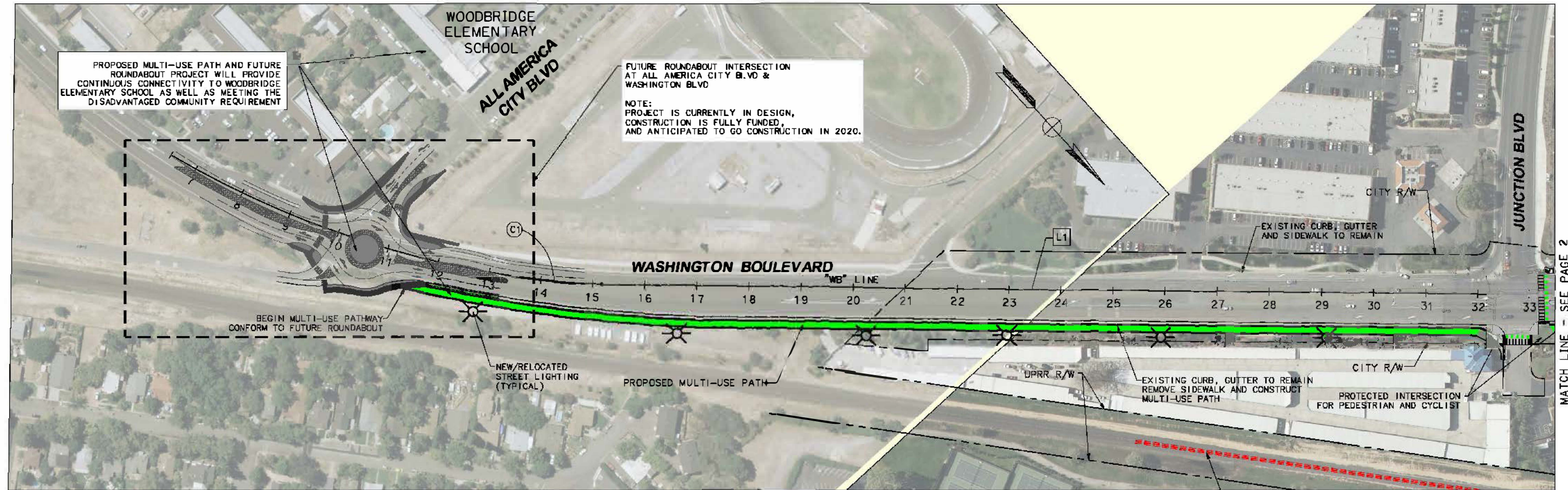
CURVE DATA				
CURVE #	RADIUS	Δ	TANGENT	LENGTH
C1	1835.00'	27°13'02"	444.36'	871.94'

LINE DATA		
LINE	LENGTH	BEARING
L1	2297.54'	N46°59'20"W

**CITY OF ROSEVILLE
WASHINGTON/ ANDORA WIDENING
EXHIBIT "A"**



DRAWN BY	RY	JOB NO.	SHEET NO.
CKD. BY	JT	SA-165110	1
DATE	05/17/2019	FILE NO.	OF
SCALE	1"=100'		3



MATCH LINE - SEE PAGE 2

MATCH LINE STA 33+50 SEE SHEET 2

LEGEND/ ABBREVIATIONS

- BC/EC BEGIN CURVE / END CURVE
- L# LINE DATA (SEE TABLE)
- C# CURVE DATA (SEE TABLE)

- CITY RIGHT-OF-WAY
- UPRR RIGHT-OF-WAY
- EXISTING TRACK
- MULTI-USE PATHWAY

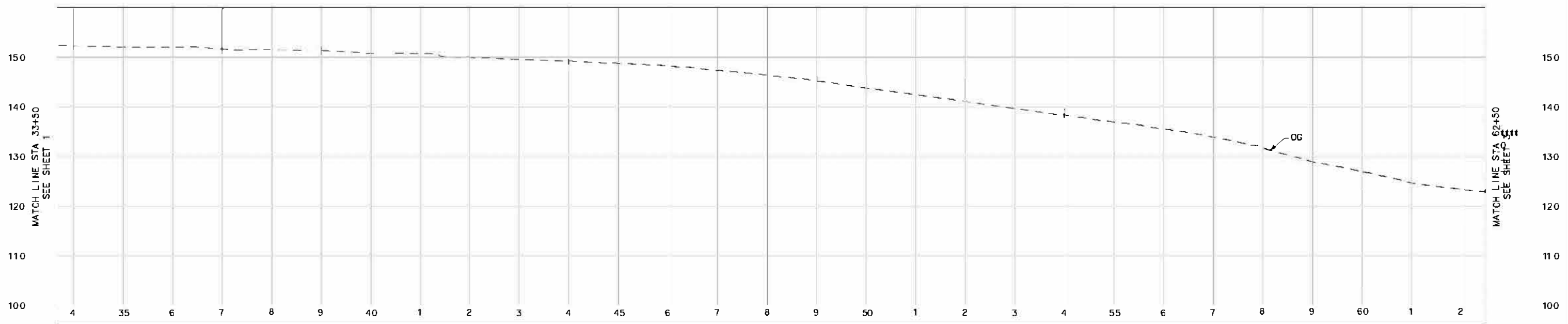
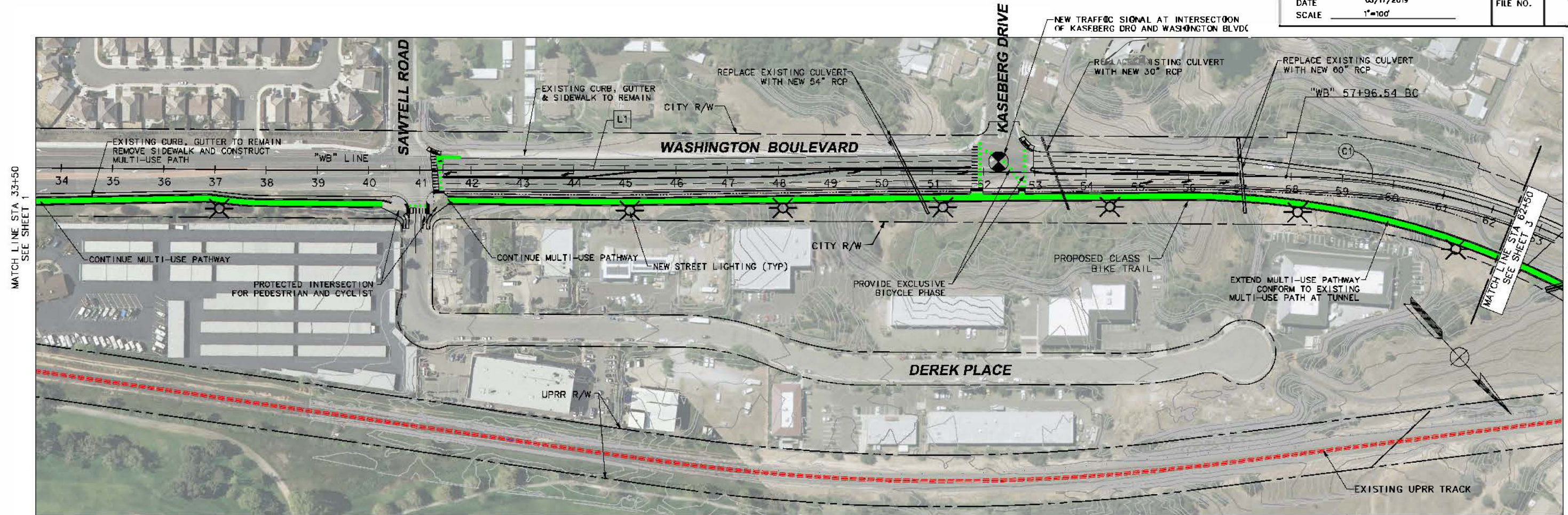
CURVE DATA				
CURVE #	RADIUS	Δ	TANGENT	LENGTH
C1	1750.00'	360°06'67"	598.86'	1154.00'

LINE DATA		
LINE	LENGTH	BEARING
L1	1209.32'	0°N47'31'16"W

**CITY OF ROSEVILLE
WASHINGTON/ ANDORA WIDENING
EXHIBIT "A"**



DRAWN BY RY	JOB NO. SA-16110	SHEET NO. 2
CKD. BY JT	DATE 05/17/2019	OF 3
SCALE 1"=100'	FILE NO.	



SCALE H = 1"=100'
V = 1"=10'

LEGEND/ ABBREVIATIONS

- BC/EC BEGIN CURVE/ END CURVE
- L# LINE DATA (SEE TABLE)
- C# CURVE DATA (SEE TABLE)

- CITY RIGHT-OF-WAY
- UPRR RIGHT-OF-WAY
- EXISTING TRACK
- MULTI-USE PATHWAY

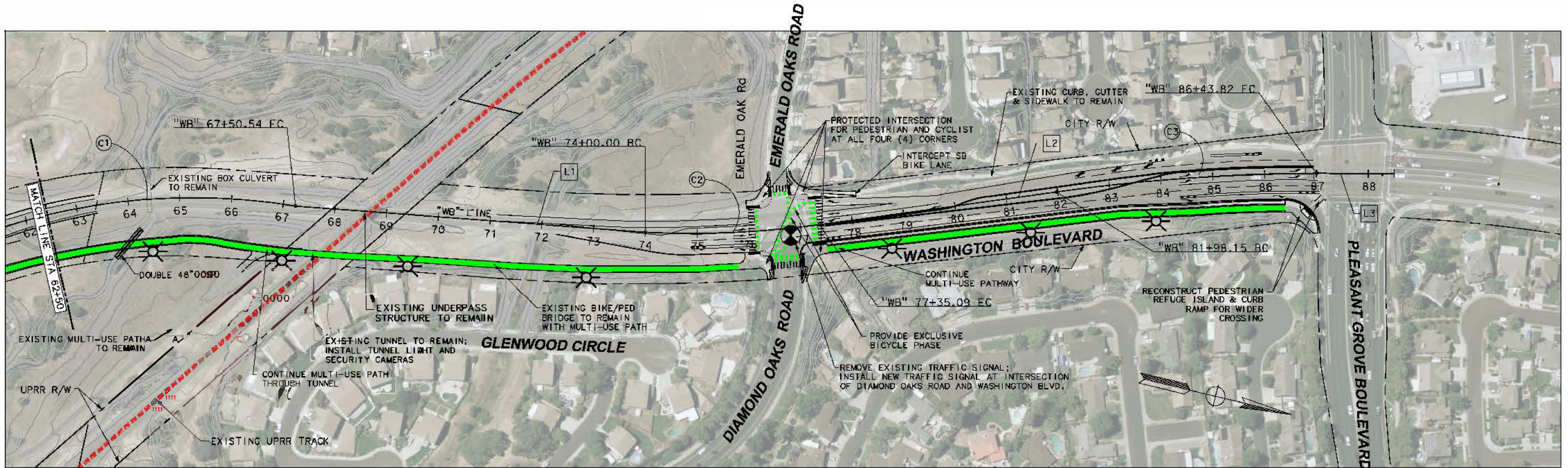
CURVE DATA				
CURVE #	RADIUS	Δ	TANGENT	LENGTH
C1	1750.00	360°06'57"	598.86'	1184.00'
C2	1750.00	11°40'33"	173.93'	356.62'
C3	2000.00	09°02'56"	158.26'	316.87'
C4	1910.00	06°03'56"	118.34'	224.42'

LINE DATA		
LINE	LENGTH	BEARING
L1	5840.93'	N9°39'28"W
L2	6350.86'	N21°20'02"W
L3	183.44'	N10°17'05"W

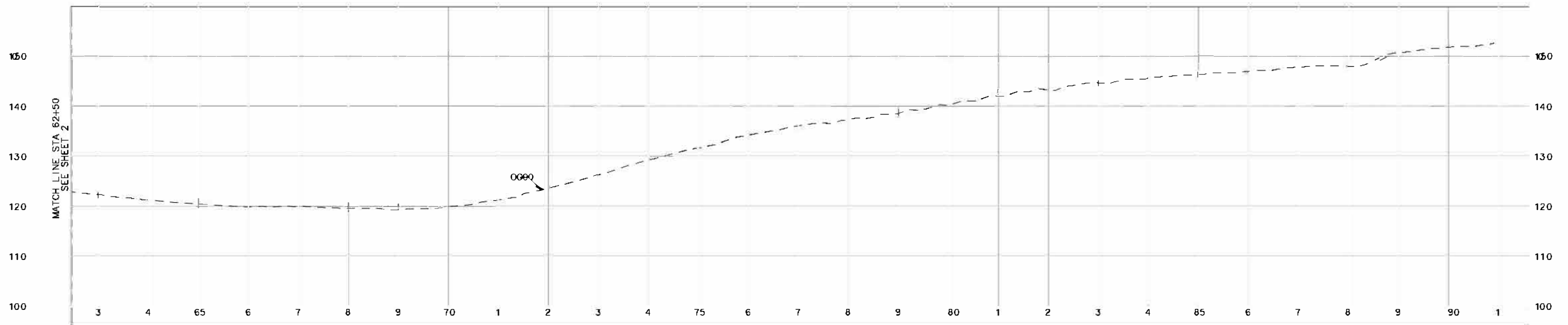
**CITY OF ROSEVILLE
WASHINGTON/ ANDORA WIDENING
EXHIBIT "A"**



DRAWN BY: RY
 CHK. BY: JT
 DATE: 05/17/2019
 SCALE: 1"=100'
 JOB NO.: SA-16110
 FILE NO.:
 SHEET NO.: 3 OF 3



PLAN



"WB" LINE PROFILE
 SCALE H = 1"=100'
 V = 1"=10'

Detailed Engineer's Estimate and Total Project Costs

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of Roseville	Date: 6/10/2016
Project Description: Washington Boulevard Bikeway and Pedestrian Pathways Project	
Project Location: Washington Boulevard between Diamond Oaks Road and Sawtell Road	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Daniel Blomquist	License #: C 65875

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)							Cost Breakdown					
Item No.	Item	F, D or M	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
							%	\$	%	\$	%	\$
General Overhead-Related Construction Items												
1	Mobilization		1	LS	\$100,000.00	\$100,000	100%	\$100,000				
2	Traffic Control		1	LS	\$100,000.00	\$100,000	100%	\$100,000				
3	Stormwater Protection Plan		1	LS	\$10,000.00	\$10,000	100%	\$10,000				
4	Erosion Control		1	LS	\$20,000.00	\$20,000	100%	\$20,000			100%	\$20,000
5	Clearing and Grubbing		1	LS	\$50,000.00	\$50,000	100%	\$50,000			100%	\$50,000
General Construction Items (non-decorative only)												
4	Class 2 Aggregate Base for Path		705	CY	\$75.00	\$52,875	100%	\$52,875				
5	UPRR Widening		605	SF	\$425.00	\$257,125	100%	\$257,125				
6	Hot Mix Asphalt (Type A)		2220	TON	\$150.00	\$333,000	100%	\$333,000				
7	New Bridges		3	EA	\$150,000.00	\$450,000	100%	\$450,000				
8	Safety Lighting		15	EA	\$5,000.00	\$75,000	100%	\$75,000				
9	Curb Ramps		7	EA	\$6,500.00	\$45,500	100%	\$45,500				
10	8' PCC Sidewalk		176	TON	\$150.00	\$26,400	100%	\$26,400				
11	Fill Quantity		15	CY	\$50.00	\$750	100%	\$750				
12	Traffic Signal Modifications		1	EA	\$350,000.00	\$350,000	100%	\$350,000				
13	Cross walk striping		7790	SF	\$10.00	\$77,900	100%	\$77,900				
14	Pedestrian Signal Heads		8	EA	\$1,200.00	\$9,600	100%	\$9,600				
15	5' Bike Lane PCC		1145	TON	\$150.00	\$171,750	100%	\$171,750				
16	Class 2 Aggregate Base for Bike lane		730	CY	\$75.00	\$54,750	100%	\$54,750				
17							100%					
Decorative & Landscaping-related Items (Label items as "F" for Functional, "D" for Decorative, or "M" for a mix of Decorative and Functional)												
18	Trees			EA					100%			
19	Shrubs/groundcover			SQFT					100%			
20	Irrigation / Water Connection			LS					100%			
21									100%			
22									100%			
23									100%			
24									100%			
Subtotal of Construction Items:						\$2,184,650		\$2,184,650				\$70,000
\$109,233 ← 5% of eligible CON costs (max decorative, if applicable)												
Construction Item Contingencies (% of Construction Items):						25.00%		\$546,163				
Total (Construction Items & Contingencies) cost:						\$2,730,813		\$2,730,813				

Project Delivery Costs:

Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits (PA&ED)	\$ 270,000	\$270,000		
Plans, Specifications and Estimates (PS&E)	\$ 400,000	\$400,000		
Total PE:	\$ 670,000	\$670,000		"PE" costs / "CON" costs 25% 25% Max
Right of Way (RW)				
Right of Way Engineering	\$ -			
Acquisitions and Utilities	\$ -			
Total RW:	\$ -			
Construction Engineering (CE)				
Construction Engineering (CE)	\$ 400,000	\$400,000		"CE" costs / "CON" costs 15% 15% Max
Total Project Delivery:	\$1,070,000	\$1,070,000		
Total Construction Costs:	\$3,130,813			
Total Project Cost:	\$3,800,813	\$3,800,813		

Documentation of Ineligible (Non-Participating) Costs:

The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form. Separate logic is required for each construction item listed above which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.

Item Number(s)	Description of Engineer's Logic: (See examples shown in the Instructions)

Detailed Engineer's Estimate and Total Project Costs

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of Roseville	Date: 4/30/2019
Project Description: Washington Boulevard Bikeway and Pedestrian Pathways Project	
Project Location: Washington Boulevard between All America City Blvd and Pleasant Grove Blvd	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Daniel Blomquist	
License#: C 65875	

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)						Cost Breakdown						
Item No.	Item	F, D or M	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
							%	\$	%	\$	%	\$
General Overhead/Related Construction Items												
1	Mobilization		1	LS	\$327,790.00	\$327,790	74%	\$242,565	26%	\$85,225		
2	Traffic Control System		1	LS	\$300,000.00	\$300,000	50%	\$150,000	50%	\$150,000		
3	Stormwater Protection Plan		1	LS	\$75,000.00	\$75,000	20%	\$15,000	80%	\$60,000		
4	Erosion Control		1	LS	\$35,000.00	\$35,000	15%	\$5,250	85%	\$29,750	100%	\$35,000
5	Cleaning and Grubbing		1	LS	\$100,000.00	\$100,000	25%	\$25,000	75%	\$75,000	100%	\$100,000
General Construction Items (non decorative only)												
4	Class 2 Aggregate Base		5700	CY	\$75.00	\$427,500	80%	\$342,000	20%	\$85,500		
5	Hot Mix Asphalt (Type A)		3900	SF	\$125.00	\$487,500	85%	\$414,375	15%	\$73,125		
6	Roadway Excavation		16400	CY	\$50.00	\$820,000	90%	\$738,000	10%	\$82,000		
7	Remove Base and Surfacing		180	CY	\$150.00	\$27,000	100%	\$27,000				
8	Curb and Gutter Type 2		790	LF	\$45.00	\$35,550	100%	\$35,550				
9	Curb Type 1		400	LF	\$30.00	\$12,000	100%	\$12,000				
10	Sidewalk		13000	SF	\$10.00	\$130,000	100%	\$130,000				
11	Truncated Dome		1200	SF	\$35.00	\$42,000	100%	\$42,000				
12	Concrete Paver		2000	SF	\$15.00	\$30,000	100%	\$30,000				
13	Curb Ramps		4	EA	\$5,000.00	\$20,000	100%	\$20,000				
14	Decomposed Granite		19500	SF	\$5.00	\$97,500	85%	\$82,875	15%	\$14,625		
15	12" RCP		365	IF	\$190.00	\$69,350	100%	\$69,350				
16	30" RCP		155	IF	\$250.00	\$38,750	100%	\$38,750				
17	54" RCP		170	IF	\$350.00	\$59,500	100%	\$59,500				
18	60" RCP		140	IF	\$450.00	\$63,000	100%	\$63,000				
19	48" CSP		150	EA	\$175.00	\$26,250	100%	\$26,250				
20	Drainage Inlet		8	EA	\$3,500.00	\$28,000	100%	\$28,000				
21	Storm Drain Manhole		4	EA	\$8,000.00	\$32,000	100%	\$32,000				
22	Striping and Signing		1	LS	\$25,000.00	\$25,000	40%	\$10,000	60%	\$15,000		
23	Street Lighting		1	LS	\$75,000.00	\$75,000	100%	\$75,000				
24	Signal Interconnect		1	LS	\$100,000.00	\$100,000	100%	\$100,000				
25	Traffic Signal Modification (Sawtell)		1	LS	\$15,000.00	\$15,000	100%	\$15,000				
26	Traffic Signal Modification (Kaseberg)		1	LS	\$250,000.00	\$250,000	100%	\$250,000				
27	Traffic Signal Modification (Sawtell)		1	LS	\$200,000.00	\$200,000	100%	\$200,000				
28	Tunnel Light and Security Camera		1	LS	\$30,000.00	\$30,000	100%	\$30,000				
29									100%			
Decorative & Landscaping-related Items (Label items as "F" for Functional, "D" for Decorative, or "M" for a mix of Decorative and Functional)												
30									100%			
31									100%			
32									100%			
33									100%			
34									100%			
Subtotal of Construction Items						\$3,978,690		\$3,308,465		\$670,225		\$135,000
								\$165,423	← 5% of eligible CON costs (non decorative & functional)			
Construction Item Contingencies (% of Construction Items):						10.00%	\$397,869	\$330,846		\$67,023		
Total (Construction Items & Contingencies) cost:						\$4,376,559	\$3,639,311	\$737,248				
Project Delivery Costs:												
Type of Project Cost						Costs						
Preliminary Engineering (PE)						ATP Eligible Costs		Non-participating Costs				
Environmental Studies and Permits (PA&ED)						\$	313,000	\$260,274		\$52,726		
Plans, Specifications and Estimates (PS&E)						\$	472,000	\$392,490		\$79,510		"PE" costs / "CON" costs
Total PE:						\$	785,000	\$652,764		\$132,236		18% 25% Max
Right of Way (RW)												
Right of Way Engineering						\$	-					
Acquisitions and Utilities						\$	-					
Total RW:						\$	-					
Construction Engineering (CE)												
Construction Engineering (CE)						\$	541,000	\$449,867		\$91,133		"CE" costs / "CON" costs
Total Project Delivery:						\$	\$1,326,000	\$1,102,630		\$223,370		12% 15% Max
Total Construction Costs:						\$	\$4,917,559					
Total Project Cost:						\$	\$5,702,559	\$4,741,941		\$960,618		

Documentation of Ineligible (Non-Participating) Costs:

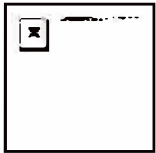
Daniel Blomquist

From: Kathleen Hanley <KHanley@pctpa.net>
Sent: Wednesday, April 17, 2019 2:24 PM
To: Jose Luis Caceres
Cc: Kemen, Stefanie
Subject: Re: MTIP Denial: Scope Change for Washington Blvd. ATP (PLA25702)

Hey Jose Luis,

I just followed up with Stefanie and clarified that her project is not an MPO ATP project, so it doesn't need an MPO concurrence letter for the 22-D. We're coordinating with Roseville on their scope change request and I'll keep you up to date as it moves forward.

Thanks,
Kathleen



Kathleen Hanley
Assistant Planner

Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603
530.823.4029 (tel/fax)

[website](#) | [vCard](#) | [email](#) 

From: Jose Luis Caceres <JCaceres@sacog.org>
Sent: Wednesday, April 17, 2019 10:17 AM
To: Stefanie Kemen
Cc: Aaron Hoyt; Kathleen Hanley; Maricela Salazar
Subject: MTIP Denial: Scope Change for Washington Blvd. ATP (PLA25702)

Hi Stefanie,

I noticed you changed the scope on the City's ATP project, Washington Boulevard Bikeway and Pedestrian Pathways Project.

Would you please tell me the status and keep me updated on the status of your scope change request to the CTC? In the meantime, I'm going to deny the scope change request. Once the CTC approves it or at least it is recommended for approval on a CTC agenda, I would be happy to accept the submittal.

Details

The project description changed from:

"In Roseville, on Washington Blvd. ~~between Sawtell Rd.~~ and just south of Pleasant Grove Blvd., construct bicycle and pedestrian improvements adjacent to roadway."

To:

"In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd., construct bicycle and pedestrian improvements adjacent to roadway."

In your comments you wrote, "Adjusted project limits for anticipated ATP scope change request, increased TDA funding."

Sincerely,

José Luis Cáceres | Analyst

Programming and Project Delivery

Sacramento Area Council of Governments

(916) 340-6218

jcaceres@sacog.org

Introduction

On Tuesday, June 11th, 2019, the City of Roseville hosted a Community Meeting for the **Washington Boulevard / Andora Widening Project**. More than 95 residents attended the meeting from 5:00 – 6:30 p.m. at Vencil Brown Elementary School, located at 250 Trestle Road in Roseville.



Project Overview

The **Washington/Andora Widening Project** will improve safety and enhance access for motorists, pedestrians, and bicyclists in the area. The project has been separated into two phases.



Phase 1 improvements include:

- **Widen Washington Boulevard** from two to four lanes between Sawtell Road and Kaseberg Drive & Diamond Oaks Road and Pleasant Grove Boulevard;
- Construct a new multi-use trail from Pleasant Grove Boulevard to All America City Boulevard, along the east side of **Washington Boulevard**;
- Enhance the existing bicycle and pedestrian railroad undercrossing;
- Improve signalized intersections along **Washington Boulevard**; and
- Install a new traffic signal at the intersection of **Washington Boulevard** and Kaseberg Drive.



Phase 2 improvements include:

- **Widen Washington Boulevard** from two to four lanes between Kaseberg Drive and Diamond Oaks Road; and
- Replace and widen the existing Union Pacific Rail Road Bridge with the new Andora Bridge.

Meeting Objectives

The community meeting provided an opportunity for the community to receive a project update, learn about the planned phased improvements, and provide their input. Goals of the meeting included:

- Provide an overview of the project and its purpose;
- 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; and
- Gather feedback on construction approach and proposed detours.

Meeting Format

The community meeting was held in an open house format, with a presentation and a question/answer session facilitated by Zach Siviglia, project manager for Mark Thomas. Two information stations with displays which explained overall schedule and project elements and maps of the proposed alignment were available for community members to visit. Project team members were available at each station to answer questions.

Meeting attendees provided their feedback through a printed comment card. Following the meeting, community members who were unable to attend were provided with an opportunity to review project materials and share their input in a short online questionnaire through June 16.

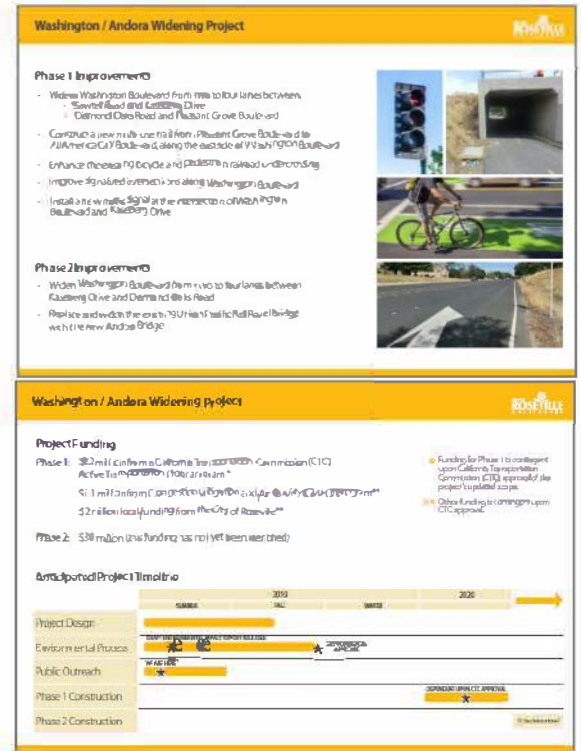


An overview of the two community meeting information stations is below.

Station 1: Project Overview

Informational exhibits

- Phase 1 and 2 Improvements
 - This board presented information about the improvements planned for Phase 1 and 2 of the project.
- Project Schedule and Funding
 - This board presented the anticipated project schedule for Phase 1 and 2, as well as information about existing and needed funding sources.



Station 2: Planned Improvements

Interactive exhibits

- Project Alignment and Proposed Improvements
 - This board display presented a large map of the project alignment, with planned improvements shown along with their appropriate phasing.
 - This display included an image of the existing undercrossing and a rendering of the planned improvements to it.
 - Community members shared their thoughts and comments through a comment card.

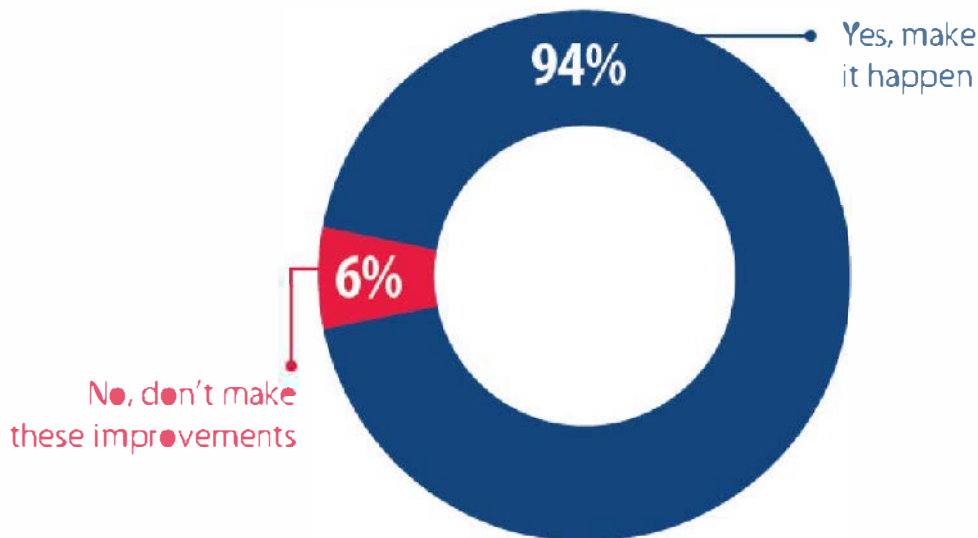


Community Feedback

Below is a summary of findings based upon feedback received through 52 comment cards at the meeting, 40 mailed comment cards, and 200 online questionnaire submissions.

The word clouds and listed bulleted comments included in this summary represent the variety of divergent opinions as well as the frequency of opinions among the participants which were expressed. The opinions expressed in this summary are not intended to be representative of all community meeting and online questionnaire participants. A comprehensive list of comments submitted as part of the community meeting and online questionnaire is available in this document's appendix.

Do you like the project's proposed Phase 1 improvements, including enhanced bicycle and pedestrian facilities and a new traffic signal at Washington Boulevard and Kaseberg Drive? Why or why not?



Yes, make it happen:

increase walking and biking
 long overdue needs to happen
 students who walk and bike
 accident reduction traffic light improved traffic flow
 Diamond K residents safety senior community
 air quality
 reduce congestion

- Washington Boulevard is a heavily used road and it just doesn't cut it anymore. Having a new multi-use trail and bike path upgrades will allow people to easily bike to downtown areas instead of driving, and enhancements to signaling will make it much safer!
- A large number of children utilize this route to get to school and it needs to be safer for them.
- A senior community is adjacent to the project area. These improvements would help people leaving Diamond K and bicyclists crossing Washington Boulevard. Cars are currently traveling up to 55 miles per hour on Washington Boulevard.
- These improvements would allow vehicles and pedestrians to cross, interrupt heavy traffic, and provides a continuous flow of traffic. Thank you!
- Improved safety for all travelers will result from the proposal. The air quality will be improved by better traffic control and flow, plus more cyclists and pedestrians.
- The traffic light is a necessity for the safety of seniors leaving Diamond K. Many times I have counted over 20 cars that pass me before I can get out of the neighborhood. And I have been nearly run over countless time trying to enter the neighborhood.
- This underpass has been a safety problem for 40+ years as Roseville has developed from ranchland to suburbs on all sides of it. I'm okay with phases, but all phases ultimately need to happen.

No, don't make these improvements:

funding not available
traffic signal **bottleneck**
not necessary
not a long-term solution

- Funding is not available for the entire project. It is not fiscally sound to move forward without a plan.
- Widening Washington Boulevard under the tracks to make it a four lane street is a must. So much traffic backs up in that area. That should be a top priority then fix the intersections as needed.
- Don't need new traffic signal at Kaseberg Drive. Just provide a center left turn lane.

Community Meeting Notification

To notify residents and community members, an email notification was sent to more than 1,600 community members and stakeholders. Postcard invitations were mailed to more than 1,200 residents within a quarter-mile radius of the project area. In addition, signage was posted along Washington Boulevard near key intersections and entrances to neighborhoods.

Information regarding the meeting was also posted on the City of Roseville’s website, calendar, and current events section. The open house invitation was shared on Facebook, NextDoor, and Instagram. The meeting invitation was emailed to subscribers of the City’s bi-weekly newsletter. Neighborhood associations and nearby residents shared information about the meeting on their social media as well.

Appendix

- Comprehensive Feedback
- Comment Card
- Fact Sheet
- Postcard Mailer
- H-Stake Sign



Comprehensive Feedback

Additional Comments for “Do you like the project’s proposed Phase 1 improvements, including enhanced bicycle and pedestrian facilities and a new traffic signal at Washington Boulevard and Kaseberg Drive? Why or why not?”

Yes, make it happen:

- We need improvements for safety and accident reduction purposes. Definitely needs to happen! Especially bike and pedestrian walkways.
- It is dangerous trying to get into Washington Boulevard from Kaseberg Drive.
- It's not safe pulling out to Washington Boulevard. It's an accident waiting to happen.
- A senior community is adjacent to the project area. These improvements would help people leaving Diamond K and bicyclists crossing Washington Boulevard. Cars are currently traveling up to 55 miles per hour on Washington Boulevard.
- A large number of children utilize this route to get to school and it needs to be safer for them.
- Looking forward to a new signal light. Also, a bike and walking lane/crossing light.
- A signal at Kaseberg Drive is imperative for safety and emergency exit from Kaseberg.
- Improved safety for all travelers will result from the proposal. The air quality will be improved by better traffic control & flow, plus more cyclists and pedestrians.
- We need it!
- Long overdue. The signal of Kaseberg is a big winner! Bike/hike trail sidewalks also very helpful. Thanks! Diamond K estates will love it!
- Diamond K Estates residents find it difficult to turn left onto Washington especially during rush hour. Because these are seniors, I think it's a safety issue.
- We need a safer way to exit Diamond K Estates. Also, it will improve traffic and bike/walking safety.
- Because a traffic signal is needed at the Kaseberg Drive main entrance. Also Washington Boulevard needs to be widened due to too much heavy traffic and drivers go too fast on Washington Boulevard.
- Make it safer for residents of Diamond K, entering & exiting.
- Kaseberg Drive light slows traffic, but it will likely be safer for all drivers.
- It's a gamble every time we try to get out onto Washington Boulevard.
- It's a very needed project.
- Traffic signal helps people at Diamond K going in and out of our community.
- We live in Kaseberg now and can't get out during commute hours, unsafe for emergency vehicles entering the park.

- Excited about the light at Kaseberg Drive.
- This project will enhance the area in three ways:
 - 1) Smoother traffic on Washington Boulevard.
 - 2) Bike and pedestrian safety.
 - 3) Eliminate the dangerous Kaseberg Drive intersection.
- We manage Diamond K estates. A signal at Kaseberg Drive would have a tremendously positive impact on the 320 homes in our community.
- My husband and I manage Diamond K Estates. Entering and leaving our property can be extremely challenging, even dangerous. The planned improvements under Phase 1 would make the 320 homes in our community much safer.
- Safety. Eliminate some traffic congestion.
- Needed for years for safety reasons and the flow of traffic. Kaseberg Drive & Washington Boulevard, only one entrance and exit. Needed the light decades ago.
- At certain times of the day, it's impossible to get out on Washington. When the light on Pleasant Grove Boulevard is red then the traffic light on Junction is green so the traffic coming that way is very heavy also. We need a light period.
- Safety.
- Safety from and to Diamond K.
- A stoplight at Kaseberg Drive would help traffic flow.
- As a senior, there is so much traffic and it is so difficult to get out on Washington Boulevard. Sometimes in the morning and afternoon, we have to wait 10 minutes to try to leave going left.
- Very unsafe getting out of Diamond K now. Would be greatly appreciated!
- Too much traffic to get out of Diamond K at times. Too many accidents, and too much speeding on Washington Boulevard.
- Will be an improvement over how things are now!
- Need a better exit for Diamond K, especially with four lanes.
- Needed to reduce traffic bottlenecks.
- This is something that's been needed for a very long time! Great for safety.
- This will improve safety and traffic. Please include right turning lane into Kaseberg going South.
- Definitely, need a signal to get in and out of the park! A second entrance/exit would be a great safety feature!
- We need it. Right now cannot get out of the park.
- To make safer for seniors getting in and out Diamond K estates.
- Safety is the number one issue here! Merging into a center lane as traffic presents a clear and present danger with oncoming traffic and traffic flowing from the merging lane. All it takes is one

distraction, one text, one phone call and you potentially could be vulnerable to head-on or other!

- Any improvements to widen Washington Boulevard will improve traffic flow and safety. The real improvement is the widening of the bridge to four lanes and improving traffic.
- Public safety issue! These improvements need to happen! Multiple children as well as seniors (Diamond K) live, play and work in this area.
- We are seniors, cars fly by 50 miles per hour, can't get out turning to the left, help us! Please!
- We need a light for safety. I am a senior citizen, and I need help getting out of Diamond K.
- I live in Diamond K. We need a light for old people safety.
- Safety of Diamond K residents and guests.
- Because it is an accident waiting to happen again. We've already had so many. Someone is going to get killed.
- Better access and traffic flow.
- I frequent the area two or three times every week. It is a very dangerous area. A light would keep residents and people traveling in the area safer.
- Dangerous and hard for seniors to exit Diamond K.
- Safety reasons.
- We need the traffic signal for safety reasons and safer for bicycles and pedestrians.
- A signal at Washington Boulevard and Kaseberg Drive would help. Most of the time it's difficult or almost impossible to get out of Diamond K, and it is dangerous too.
- Traffic getting heavier or almost impossible to pull out on Washington from Kaseberg. Light at Kaseberg a necessity. It is a hazard without the light
- Need traffic control for Diamond K entrance. Too much traffic on Washington without a traffic signal.
- For the safety reasons.
- Because it is a safety issue at this point.
- It is very hard to get out on to Washington Boulevard most of the time.
- Many accidents have happened there trying to get out on to Washington Boulevard.
- Needed it long time ago – it is a dangerous road.
- We need a safe intersection.
- Residents can't get out of the neighborhood, plus cars are driving so fast.
- Its almost impossible to get out now, a light is really needed.
- I live in Diamond K and it's a nightmare turning left and dangerous to everyone who lives in Diamond K.

- Because the addition of the signal light will enhance the safety at this intersection which is somewhat hazardous now and adding lanes for increased traffic and more than likely speed even if the limit does not increase. Will help homeowners in the Kaseberg sub-division an adult committee of residents, 55 and older.
- Traffic has increased so much it becomes unsafe to make a left turn even using the left turn lane. You may have to wait for more than 15-20 cars to go by. A light will be a big improvement and much safer.
- Diamond K Seniors need the light. No one yields. Does someone have to die before we get it? There have been many near misses.
- We need the traffic light in case of emergencies. We need to be able to get out of the park, as everyone here is a senior.
- Diamond K residents (seniors) have a hard time getting out of the park.
- Safety first! Seniors are in harms way without it! My goodness, seems like how is there any question about this?
- These improvements would make it safer to turn in to the neighborhood.
- The intersection is already challenging! A traffic light will be helpful for left turns onto Washington. Also, I am a cyclist and bike lanes are always most welcome!
- Good idea.
- Why not!
- Road access.
- I find it very dangerous to exit on Kaseberg. There have been serious accidents in the past
- A traffic light is needed. Someone is going to get hit or killed. We are lucky if it has not happened by this time.
- The traffic light is very important. We don't want to get killed at this busy intersection. Thank you so much for making this happen!
- Safety is my first concern. Speed limits don't seem to make a difference to people on Washington Boulevard. It's very difficult to make a left-hand turn.
- These improvements are needed to help improve very difficult merging with traffic on Washington Boulevard.
- Because with so much traffic on Washington Boulevard (getting worse) and the speed the cars are traveling, turning left out of the park is very worrisome and as now takes a lot of patience. Trying to cross two lanes without a traffic light will for sure cause accidents.
- Save lives!
- I feel it will help with the flow of traffic having a signal added.

- Because it is so scary. To finally get a traffic signal light is so the right decision for Diamond K estates. I have been a resident in here for 34 years; the light was not so needed back then, but it is certainly needed now. Even with the merging lane it's dangerous getting onto Washington Boulevard going left, the cars come so fast. Thank you.
- These improvements would allow vehicles and pedestrians to cross, interrupt heavy traffic, and provides a continuous flow of traffic. Thank you!
- About time! Will you please save the south fork of the Pleasant Grove creek?
- Increasing from two to four lanes as described allows more time to merge into the one-lane portions of Washington Boulevard
- A traffic signal at Washington and Kaseberg Drive is needed for the safety of everyone!!
- Bike and pedestrian improvements with lane widening make sense.
- The traffic light at Kaseberg Drive would help eliminate a safety hazard. Widening to a four lane would make Washington Boulevard consistent. I would however recommend traffic cameras to ticket speeders. A lot of people already drive way over the 45 mile speed limit.
- I live in Diamond K Estates and even with just two lanes of traffic, it is sometimes a very long wait to make a left turn onto Washington Boulevard. Also it can be very dangerous.
- It is a dangerous choke point especially with the sports complex at the grounds. This is the most direct route to newer hotels and Highway 65.
- Traffic in this area of town, much like all of West Roseville has increased tremendously with all of the new homes being built. Washington Boulevard is the best way to travel from our West area into downtown old Roseville with its many unique shops and places to eat as well as the City offices.
- Improved traffic flow and higher level of safety for pedestrians and autos.
- It is sometimes difficult for those living in Diamond K to safely make a left turn onto Washington Boulevard or a right turn into Kaseberg. No one observes the traffic speed on Washington Boulevard... it's like a freeway!
- The proposed changes would increase the potential of the project to increase walking and bicycling compared to the original ATP application. These benefits would also increase the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits in the original ATP application.
- Add safety and improve traffic flow.
- We sit at this intersection going or coming into Diamond K sometimes for ten minutes. When it will be four lanes it will be dangerous and many accidents will occur. What is the cost of even one life?
- Not sure about an additional signal, what about a roundabout

- These type of bike lanes are not safe. I would like to see some kind of barrier or more space between the cars and bike lanes.
- Too much congestion and dangerous for bikers too.
- I like making it better for bikes and walking.
- It will create a better traffic flow. Also like the idea of creating a multi use trail.
- Traffic in the area is hard to navigate for pedestrians and bicyclists.
- These improvements are more pedestrian and bicycle friendly. Will help to reduce vehicle traffic.
- Much needed! Great project! Excited for its completion!
- Might as well do what we can now. Something is better than nothing.
- Improves safety.
- This underpass has been a safety problem for 40+ years as Roseville has developed from ranchland to suburbs on all sides of it. I'm okay with phases, but all phases ultimately need to happen.
- Washington Boulevard has so much traffic it needs to be improved and there are a lot of students who walk and bike through this area.
- The road now is too narrow, underpass for train tracks is not safe.
- Washington Boulevard is a heavily used road and it just doesn't cut it anymore. Having a new multi-use trail and bike path upgrades will allow people to easily bike to downtown areas instead of driving, and enhancements to signaling will make it much safer!
- The current roadway is not safe for pedestrians or bicyclists. Proposed improvements would benefit safe travel for all modes of travel.
- A needed additional safety measure.
- This project will improve safety and transportation efficiency through this area.
- Much needed. Many accidents have occurred here, and a law enforcement motor officer has been hit. Very unsafe use of the road when bikes or people are walking as well.
- It is better for walkers to have a light at Kaseberg Drive to cross the street. It is also very good for bicycles— let's make everyone safe. Drivers will be safer too.
- This bottleneck is a high priority to improve pedestrian and cyclist safety as well as access from the neighboring housing developments. The renovation of the grounds is increasing traffic which must be accommodated in phase 2.
- Delete bike and pedestrian improvements.
- Kaseberg Drive users need the light due to Washington Boulevard traffic and speed. And bike trail improvements always welcome.
- These improvements will be much safer for everyone using these roads in our area.
- Good project to improve safety to this area.

- Better car and bike transportation.
- People who live in Diamond K need a stop sign or light at Kaseberg Drive and Washington Boulevard, especially if you are going to turn Washington Boulevard into a four-lane freeway.
- I think a light at Kaseberg Drive and Washington Boulevard would be a good idea and widening the bridge tunnel on Washington/Andora.
- I've driven through this area and have seen so many cars just backed up under the Andora bridge and it starts right at that intersection of Kaseberg Drive. Hopefully construction will be at night when there's light traffic underneath the bridge.
- People drive too fast between Junction/Sawtell Road and Diamond Oaks. A signal at Kaseberg Drive will mitigate the speed. Also, perhaps a better bike trail will discourage bicyclists from riding on the road.
- Washington Boulevard continues to get more and more traffic. A light at Kaseberg Drive will be beneficial for the residents trying to exit there and also reduce the speed people drive.
- The Placer County Fairgrounds is becoming more of an economy and social factor in Roseville and suitable transportation facilities in the area make sense.
- There is a huge amount of traffic on Washington Boulevard. Fatal accidents have occurred at Kaseberg Drive.
- Traffic has increased and widening roads and signal infrastructure is a must.
- Been hoping for a signal light at Kaseberg Drive. It will be a great help for seniors in/out of Diamond K.
- It is extremely difficult to turn left out of the park.
- Current bicycle and pedestrian railroad under crossing is very dark and isolated. Not used by many residents due to fear for their physical safety. Bottlenecks on Washington Boulevard at commute hours are increasing as development in west and north Roseville continues. Either housing developments need to stop or roadway access needs to increase.
- I have never used this intersection, but would like people to be safe.
- I live in Diamond K Estates and it is sometimes all but impossible to make a left hand turn onto Washington. Very dangerous.
- The traffic light at Kaseberg Drive is essential for the safety of those residents. Install it before many fatalities make it an essential fix!
- Washington Boulevard gets a lot of traffic, and needs these enhancements (especially phase 2).
- This will help reduce the congestion as more people are moving to Roseville and taking public transportation to work and make it more convenient for bicyclists and pedestrians to cross. I pass through the area to get to the Amtrak and would like to ride my bike to the station but it doesn't look safe.

- The Phase 1 improvements would improve connectivity for pedestrians and bicyclists along the Washington Boulevard corridor, as well as improving pedestrian/bike crossings at key intersections.
- It's a dangerous stretch between Sawtell Road and Diamond Oaks Road. There have been many accidents there over the years. I've been off Sawtell Road since 1990 and it is definitely time for the improvements.
- This project will improve the safety for everyone, vehicles, pedestrians, bike riders, etc.
- Definitely needed.. Go for it.
- Any improvements will make it safer for everyone.
- The light at Kaseberg Drive is sorely needed.
- To ease congestion. I drive that area daily for my job and a wider road is needed or will soon be needed.
- People drive like there on the freeway when traveling on Washington Boulevard. I live in Diamond K and it's very dangerous to make a left out of the park onto Washington Boulevard from Kaseberg Drive.
- This should have been done in 1996, when we first moved here.
- The traffic on Washington has grown increasingly heavy with the growth of the city. We need a road that can accommodate increased traffic and pedestrian access.
- With the population increases in this area, we need to modernize these roads.
- This should have been done 20 years ago.
- The intersection of Kaseberg Drive and Washington Boulevard is so unsafe! We really need that signal!
- The traffic coming from either direction is so heavy during school and work hours. As soon as one direction clears the other has cars coming. Washington Boulevard is much too small for all the traffic pressures as Roseville has grown. I know there have been accidents at that intersection. Washington is a heavily used route. Please make these improvements. They are so badly needed!!!
- I'm 100% for it all but especially a traffic Signal at Washington Boulevard and Kaseberg Drive. I was sideswiped there by a driver going 70+ miles per hour. It's very difficult to exit Kaseberg Drive. The merge lane feels unsafe. There have been too many close calls. It's difficult to see traffic coming from either direction due to the rise in the road to the right and the curve coming from the tunnel. Many seniors exit Kaseberg Drive and diminished skills make another accident even more likely.
- Yes for the traffic signal at Washington and Kaseberg...an important safety need for the traveling public and the age 55+ community living at Kaseberg! A win/win for all!!!

- Washington Boulevard is too narrow. Especially since the fairgrounds are there.
- Safety!
- Trying to turn from Kaseberg Drive onto Washington Boulevard is incredibly difficult at some times of the day.
- This is long overdue. The signal at Kaseberg Drive as well as bike/hike paths will improve safety overall. Phase 2 also very good for traffic flow, thank you for your time and attention.
- I am astounded that the funding for Phase 2 was not found yet since our last meeting was three years ago, especially when other projects are going full steam (e.g. Downtown Bridges project or the Woodcreek Oaks widening). Who sets infrastructure improvements priorities?
- Because it's dangerous as is. I sit at the corner of Washington Boulevard and Kaseberg Drive and have had to call 911 several times due to accidents there. I, too, have had challenges going left from Kaseberg Drive onto Washington Boulevard too many times in the last three years that I've lived in the Diamond K Estates mobile home park. Please widen this road and put a light there.
- I live in Diamond K Estates and it is very hard to leave our park and turn onto Washington Boulevard at many times of the day.
- New traffic signal at Washington Boulevard & Kaseberg Drive is imperative! This has historically been a very dangerous intersection, especially when trying to enter Washington Boulevard.
- Washington Boulevard has become much more busy and cars are going above the speed limit. A traffic light at Kaseberg Drive and Washington Boulevard has been needed for a long time. It is dangerous at busy hours for trying to get onto Washington from Kaseberg. Also, it is an over 55-year-old community and especially dangerous for the elderly.
- There have been bad accidents at the narrow bridge.
- Washington Boulevard has so much traffic, which affects public safety.
- At the intersection of Washington Boulevard and Kaseberg Drive is a large 55+ community. It is difficult to cross both lanes of traffic when exiting due to the high volume of traffic and short merge in the area. The traffic signal would allow for easier entrance and exit for residents and guests.
- Please put a light at Kaseberg Drive and Washington Boulevard.
- With more traffic, widening Washington Boulevard makes sense.
- Will the traffic light at Washington Boulevard and Kaseberg Drive cause traffic to back up north of Pleasant Grove Boulevard during high peak commuting times?
- Definitely would be a plus for pedestrian as well as traffic safety due to increased growth and usage in this area.
- Safety.

- Washington Boulevard has needed to be four lanes for sometime and Phase 1 is a good start. I like the multi-use trail, especially if it can eventually be extended to Royer Park.
- It looks great and I think it's needed.
- Roseville needs these improvements in order to bring the community to the next level of sustainable growth.
- Our seniors here in Diamond K Mobile Estates so desperately need a light for our entrance to the park, so dangerous for us seniors we have 350 homes here.
- Improved safety for pedestrians and vehicles.
- Washington Boulevard and Kaseberg Drive desperately needs a signal. Also pedestrians are not safe with the current road. We need these improvements.
- Easier access in and out of Kaseberg Drive. Easier drive along Washington Boulevard.
- It needs to be done so why wait? primarily the work under the RR xing to 4 lanes w/ separate ped/bike access.
- This area has been a source of congestion the entire 35 years we have lived near Diamond Oaks. It needs to happen sooner rather than later. We were told it was going to be done years ago with redevelopment funds.
- For the safety of the Diamond K residents.
- These improvements will create a more efficient and safe area.
- All of these improvements are badly needed for safety reasons.
- A signal is desperately needed at Kaseberg Drive for the safety of residents of Diamond K. Sidewalks are most important for safety of all pedestrians.
- It is needed. With growing traffic, widening is needed. Bicycle and pedestrian pathways is much needed, especially for safety.
- This is a much-needed improvement to a section of roadway that is a bottleneck for traffic and to a section of bike path that is convoluted and dangerous -- drivers on Derek Place are not expecting bikes, and the sharp curb at the end of the court to the bike path has nearly knocked me off the bike several times. This looks like a great first step! Kudos!
- Everything in the plan is needed. The railroad bridge is dangerous. Too many pedestrians try to walk under the bridge instead of the pedestrian trail. The whole project is necessary.
- Because the intersection at Washington Boulevard and Kaseberg Drive is extremely dangerous
- Need to make it safer for the Diamond K Estates folks to get in and out. Love the bike path extension to get to downtown.
- I think it is all great except for the stop light at Kaseberg Drive. I use this road way everyday and can't see the need for the expense for the 308 residents needing to turn left protected... it just does have that much traffic.

- It's an unsafe area and needs widening and better signals.
- We have to start somewhere. This full project needs to happen.
- The elderly living in Diamond K Estates have only one way in and out of this development, and they are slower when driving in and out of Washington Boulevard traffic. Thus there will be many unnecessary accidents with critical results. Increased traffic from the widened lanes and increased activity at the fairgrounds will exacerbate the problem. The traffic signal gives these drivers a safer opportunity to leave and return to their homes,
- This will allow for smoother traffic flow and make for a safer all-around area for bicycles and pedestrians. Better for surrounding businesses as well.
- This type of infrastructure overhaul is greatly needed as West Roseville becomes a more active part of our community. There are only so many ways to and from that side of our area and congestion is getting worse on Washington Boulevard – it's not going to go away.
- Because traffic is terrible.
- Bicycle and pedestrian safety on Washington Boulevard.
- This is critical infrastructure to support future growth in Roseville.
- Long overdue safety improvement.
- Improvements would help the safety of pedestrians and bicyclists along Washington Boulevard.
- I live in Diamond K. I'm saying yes, provide the traffic signal is installed at Kaseberg Drive and Washington Boulevard. At the present time, it is difficult to exit Diamond K going northbound on Washington Boulevard, especially when traffic is heavy. Most drivers do not obey the 45 miles per hour speed limit which is a danger in itself. Perhaps including a flashing speed sign would help that situation. Also, I find most seniors do not like using the "suicide lane" going northbound. Turning southbound out of Diamond K can also be delayed due to the amount of traffic which bottlenecks past Kaseberg Drive. The traffic situation will only get worse before it gets better in the area because of additional improvements to the fairgrounds and a "roundabout" which most folks don't know how to navigate.
- Due to residential construction in the area- traffic is so much more than it has been in years past. Turing left out of Diamond K proves to be hazardous.
- Need intersection and bike path improvements.
- I live in Diamond K Estates and am afraid daily of getting into an accident to and from work.
- Live in Diamond K Estates and getting onto Washington Boulevard from Kaseberg Drive very difficult and dangerous. We need a traffic light there and widening Washington Bouelvard will make it safer also.
- It is already difficult to turn onto Washington Boulevard from Kaseberg Drive. Even trying to make a right turn, I have waited many times five minutes or more for traffic to clear.

- Improve traffic pattern
- Make traffic flow easier thru this part of the road
- To help with traffic congestion and for the pedestrians and bicyclists young and old to have a safe way to cross Washington Boulevard. Traffic already goes too fast for anyone to cross safely. Also there is an elderly community at Washington and Kaseberg and more than once there have been close calls with traffic accidents.
- Moving forward incrementally is better than doing nothing.
- Needed desperately!
- Long overdue.
- It's a step in the right direction towards reducing the bottleneck on Washington Boulevard
- Having safe bike and pedestrian trails would help a lot in this area.
- It is needed.
- Better flow of traffic with four lanes and a signal at Kaseberg Drive. This will help safety for the bike traffic and walkers.
- The traffic light is a necessity for the safety of seniors leaving Diamond K. I have counted over 20 cars many times before getting out. And I have been nearly run over countless times trying to get in.
- This is a route that has needed updating for a long time. I travel it when going to work and worry about hitting either the cement wall or an oncoming car every time.
- Safety for us who live in Diamond K. Thank you. Thank you for the light at Kaseberg Drive. Please make sure southbound Washington Boulevard has a turn lane into Kaseberg Drive so we can slow down before turning into Diamond K. A long one for all senior drivers! Gracious.

No, don't make these improvements:

- Funding is not available for the entire project. It is not fiscally sound to move forward without a plan.
- It makes no sense to widen a road for a quarter-mile, then merge to a single lane then widen again. Either make it four lanes from the beginning or leave it as is. Traffic will congest more as people don't know how to merge with proper etiquette, and/or people will be impatient and increase speed to get in front of one another.
- Expanding capacity from two to four lanes will only exacerbate the problem. As with expanding parking, increasing capacity does not reduce the problem; it exacerbates it. Widening will only draw more cars to the area. And then we'll have a new problem to deal with, plus the increased utilization of ancillary roads, requiring widening on those roads, and so on and so on. Widening is not a long-term viable solution. It's just an expensive band-aid for the structurally short-

sighted. Plus it costs too much (and funding the largest portion has not been agreed upon).

Don't spend when you don't know how to afford it.

- Everything sounds great but is a traffic signal really needed at Kaseberg Drive? I hardly see traffic going in and out of there.
- Improvements are not needed. Nor is yet another traffic signal.
- I don't see how the added traffic light will improve the flow of traffic. There are two lights very close by at Sawtell Road and Diamond Oaks Road. With added lanes, the residents in Diamond Oaks Estates should have improved access. However, without the expanded trestle, we will still have a traffic bottleneck.
- I would like to see the section underneath the railroad bridge widened, but I don't feel it's necessary right now compared to the flow of traffic. I also think a new traffic signal at Kaseberg Drive would simply add to traffic congestion and not aid it at all. I drive down Washington Boulevard every day to get to old Roseville. A light at Kaseberg Drive is way too close to the next light simply causing the area to back up.
- Set the money aside for phase 1 until funding is available for phase 2, and do the entire project at the same time.
- Widening Washington Boulevard under the tracks to make it a four lane street is a must. So much traffic backs up in that area. That should be a top priority then fix the intersections as needed.
- Don't need new traffic signal at Kaseberg Drive. Just provide a center left turn lane.
- I just don't see it being that busy.
- You have raised our taxes enough!
- I would like to see many of these improvements, but do not think a traffic signal is needed at Washington Boulevard and Kaseberg Drive. Instead, in my opinion funding for some sort of signal or roundabout at Washington Boulevard and All American City Boulevard is vastly more important to complete first.
- How do you make a four lane road out of a two lane road, under the existing bridge? The total costs for construction are not clear or known in this proposal.
- I live in Diamond K and have never had any problems or issues with heavy traffic or entering or leaving the park. Some people want this so they can cross Washington Boulevard and take their golf carts to the Diamond Oaks golf course. It's not worth it. I have lived there for three years and have never heard of accidents or problems.
- If there's no money for phase 2, why bother with phase 1 which will just make things worse?

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

<input type="checkbox"/> New Project					Date:	8/29/19
District	EA	Project ID	PPNO	MPOID	TCRP#No.	
03						
County	Route/Corridor	PM Bk	PMAhd	Project Sponsor/Lead Agency		
PLA	Washington Blvd	N/A	N/A	City of Roseville		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Stefanie Kemen, P.E.		(916) 774-5372		SKemen@roseville.ca.us		
Project Title						
Washington Boulevard Bikeway and Pedestrian Pathways Project						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
In the City of Roseville along Washington Boulevard between Pleasant Grove Boulevard and All America City Boulevard; realign and construct a new Class 1 bicycle and pedestrian pathway, provide protected crossings for bicycles and pedestrians at signalized intersections to improve connections to the new Class 1 and Class 2 facilities, and install a new crossing and traffic signal at Kaseberg Drive to create new walking and biking access to schools and neighborhoods in the area of north Roseville.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	City of Roseville					
PS&E	City of Roseville					
Right of Way	City of Roseville					
Construction	City of Roseville					
Purpose and Need						<input type="checkbox"/> See page 2
Washington Boulevard is constrained at the Andora railroad underpass and lacks continuous shoulders and sidewalks, creating a barrier to walking and biking in the area of north Roseville. Further, there is an existing Class 1 bike trail to the east of Washington Boulevard that terminates at the end of Derek Place which lacks facilities for walking and biking. The proposed project will close the gap in the bicycle and pedestrian network in north Roseville by realigning and extending the Class 1 bike trail between All America City Boulevard and Pleasant Grove Boulevard and providing new and improved protected crossings for bikes and pedestrians throughout the Washington Boulevard corridor.						
Project Benefits						<input type="checkbox"/> See page 2
The project will replace an existing trail that directs bicycles and pedestrians to an industrial area without sidewalks and realign it to an area with increased visibility and reduced conflicts with motorists. The Class 1 trail will be extended to close gaps between existing and new trails, bike lanes and sidewalks and provide critical new links to homes, schools, jobs, in north Roseville and improve access to downtown.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone						Proposed
Project Study Report Approved						N/A
Begin Environmental (PA&ED) Phase						04/25/16
Circulate Draft Environmental Document				Document Type	EIR/EIS	11/10/17
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						10/31/19
Begin Design (PS&E) Phase						10/28/16
End Design Phase (Ready to List for Advertisement Milestone)						03/31/20
Begin Right of Way Phase						10/28/16
End Right of Way Phase (Right of Way Certification Milestone)						03/31/20
Begin Construction Phase (Contract Award Milestone)						06/30/20
End Construction Phase (Construction Contract Acceptance Milestone)						05/31/21
Begin Closeout Phase						02/01/21
End Closeout Phase (Closeout Report)						12/31/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 8/29/19

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	PLA	Washington Blvd				
Project Title: Washington Boulevard Bikeway and Pedestrian Pathways Project						

Proposed Total Project Cost(\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)		270		43				313	
PS&E		400		72				472	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,099			5,099	
TOTAL		670		115	5,099			5,884	

Fund No. 1:	ATP Funds - Infrastructure Cycle 3								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					2,030			2,030	
TOTAL					2,030			2,030	

Fund No. 2:	ATP Funds - Non-Infrastructure Cycle 3								Program Code
Proposed Funding (\$1,000s)									20.30.720
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					182			182	
TOTAL					182			182	

Fund No. 3:	CMAQ Funds								Program Code
Proposed Funding (\$1,000s)									NA
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									See MTIP - SACOG ID PLA25501 for programming.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,100			1,100	
TOTAL					1,100			1,100	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 8/29/19

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	PLA	Washington Blvd				
Project Title: Washington Boulevard Bikeway and Pedestrian Pathways Project						

Fund No. 4: Local Funds									Program Code
Proposed Funding (\$1,000s)									N/A
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)		270		43				313	Roseville
PS&E		400		72				472	PA&ED and PS&E Development
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,787			1,787	
TOTAL		670		115	1,787			2,572	

Fund No. 5:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 7:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 8/29/19

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	PLA	Washington Blvd				
Project Title: Washington Boulevard Bikeway and Pedestrian Pathways Project						

Fund No. 8:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 9:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 10:									Program Code
Proposed Funding (\$1,000s)									
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0006
(916) 319-2006
FAX (916) 319-2106

Assembly
California Legislature



August 8, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Director Bransen:

I am writing in strong support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

The amended Washington Boulevard Bikeway and Pedestrian Paths Project will provide a ¼-mile longer Class 1 bike trail than the original scope, better serving the same residents by closing the gap in existing walking and bicycling facilities along Washington Boulevard. It would also create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. This will better facilitate access to jobs, shopping, entertainment, recreation, and civic uses in the area while improving air quality, reducing traffic congestion, and promoting healthy lifestyles.

It is very encouraging that the design and environmental work for this project is nearly complete. Thank you for your consideration of the city's scope amendment request.

Sincerely,

A handwritten signature in black ink, appearing to read "K. Kiley", is written over a faint, light-colored watermark of the signature.

KEVIN KILEY
Assemblyman, 6th District



Wednesday, August 14, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Director Bransen:

BikingRoseville would like to express our enthusiastic support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

BikingRoseville recognizes that bicycling and walking improves air quality, reduces traffic congestion, and promotes healthy lifestyles. BikingRoseville supports bicycle planning efforts throughout the Placer region.

The amended Washington Boulevard Bikeway and Pedestrian Paths Project scope will provide a ¾-mile longer Class 1 bike trail than the original project scope. It will better serve residents by closing the gap in existing walking and bicycling facilities along Washington Boulevard and extending the improvements to create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. This will better facilitate access to jobs, shopping, entertainment, recreation and civic uses in the area.

We are glad to see the design and environmental work for this project is nearly complete, and I thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,

David Allen
Director
BikingRoseville
dmallen100@yahoo.com

August 9, 2019

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814



Dear Director Bransen:

The Health Education Council is writing to express our enthusiastic support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

The Health Education Council has long recognized the important role that bicycling and walking plays in improving air quality, reducing traffic congestion, and promoting healthy lifestyles and community pride. The amended Washington Boulevard Bikeway and Pedestrian Paths Project scope will provide a ¾-mile longer Class 1 bike trail than the original scope project, better serving the same residents by closing the gap in existing walking and bicycling facilities along Washington Boulevard and extending the improvements to create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. This will better facilitate access to jobs, shopping, entertainment, recreation and civic uses in the area while improving air quality, reducing traffic congestion, and promoting healthy lifestyles.

It is very encouraging that the design and environmental work for this project is nearly complete.

Thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,



Debra S. Oto-Kent, MPH
Founder, Executive Director



CHERYL MAKI
City of Auburn
TRINITY BURRUSS
City of Colfax
PAUL JOINER
City of Lincoln
BRIAN BAKER
Town of Loomis
KEN BROADWAY
City of Rocklin
JOHN ALLARD
City of Roseville
JIM HOLMES
KIRK UHLER
Placer County
JAIME WRIGHT
Citizen Representative
MIKE LUKEN
Executive Director

July 26, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Director Bransen:

Placer County Transportation Planning Agency (PCTPA) would like to express our enthusiastic support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

PCTPA is committed to Moving Placer Forward by working with Placer County's local agencies to provide exceptional regional transportation options. We recognize that bicycling and walking improves air quality, reduces traffic congestion, and promotes healthy lifestyles, which is why PCTPA promotes bicycle planning efforts throughout the Placer region and also coordinates with SACOG, Caltrans, and jurisdictions on Active Transportation issues.

The amended Washington Boulevard Bikeway and Pedestrian Paths Project scope will provide a $\frac{3}{4}$ -mile longer Class 1 bike trail than the original scope project, better serving the same residents by closing the gap in existing walking and bicycling facilities along Washington Boulevard and extending the improvements to create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. The amended scope also adds pedestrian crossings, making this investment in Active Transportation infrastructure more useful to more people.

We are glad to see the design and environmental work for this project is nearly complete, and I thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Mike Luken', is written over the word 'Sincerely,'.

Mike Luken
Executive Director
Placer County Transportation Planning Agency

August 13, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

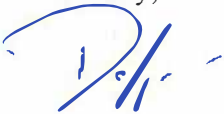
Dear Director Bransen:

The Roseville City School District would like to express our support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

The amended Washington Boulevard Bikeway and Pedestrian Paths Project scope will provide a 3/4-mile longer Class 1 bike trail than the original scope project, better serving the same residents and students by closing the gap in existing walking and bicycling facilities along Washington Boulevard and extending the improvements to create a new direct connection to nearby destinations, including our schools.

We are excited to see the project move forward and I thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,



Derk Garcia
Superintendent



Roseville Joint Union High School District

1750 CIRBY WAY, ROSEVILLE, CALIFORNIA 95661
Office (916) 782-8882 • Fax (916) 786-2681 • E-mail: dherrmann@rjuhsd.us

Dr. Denise Herrmann, Superintendent

BOARD OF TRUSTEES

JULIE K. HIROTA
SCOTT E. HUBER
GARY T. JOHNSON
PAIGE K. STAUSS
ANDREW C. TAGG

August 14, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Director Bransen:

The Roseville Joint Union High School District would like to express our enthusiastic support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the **Washington Boulevard Bikeway and Pedestrian Paths Project**.

The Roseville Joint Union High School District is committed to *Moving Placer Forward* by working with Placer County's local agencies to provide exceptional regional transportation options. PCTPA recognizes that bicycling and walking improves air quality, reduces traffic congestion, and promotes healthy lifestyles. PCTPA promotes bicycle planning efforts throughout the Placer region and also coordinates with SACOG, Caltrans, and jurisdictions on Active Transportation issues.

The amended **Washington Boulevard Bikeway and Pedestrian Paths Project** scope will provide a $\frac{3}{4}$ -mile longer Class 1 bike trail than the original scope project, better serving the same residents by closing the gap in existing walking and bicycling facilities along **Washington Boulevard** and extending the improvements to create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. This will better facilitate access to jobs, shopping, entertainment, recreation and civic uses in the area.

We are glad to see the design and environmental work for this project is nearly complete, and I thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,

Dr. Denise Herrmann
Superintendent

August 18, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Director Bransen:

I would like to express our enthusiastic support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the **Washington Boulevard Bikeway and Pedestrian Paths Project**.

Placer County Department of Health and Human Services recognizes that bicycling and walking improves air quality, reduces traffic congestion, and promotes healthy lifestyles. Placer County Department of Health and Human Services supports bicycle planning efforts throughout the Placer region.

The amended **Washington Boulevard Bikeway and Pedestrian Paths Project** scope will provide a ¾-mile longer Class 1 bike trail than the original scope project. It will better serve residents by closing the gap in existing walking and bicycling facilities along **Washington Boulevard** and extending the improvements to create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. This will better facilitate access to jobs, shopping, entertainment, recreation and civic uses in the area.

We are glad to see the design and environmental work for this project is nearly complete, and I thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,



Robert L. Oldham, MD, MSHA
Health Officer
Placer County Public Health



PLACER VALLEY

ROSEVILLE • ROCKLIN • LINCOLN

California's Sports Destination

August 15, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Director Bransen:


Placer Valley Tourism would like to express our enthusiastic support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

Placer Valley Tourism operates the Placer County Fairgrounds just west of the proposed new terminus of the project at All America City & Washington Boulevards. The fairgrounds have been undergoing an extensive revitalization project, and the amended Washington Boulevard Bikeway and Pedestrian Paths Project scope provides a direct connection to these improvements via the extended Class I trail.

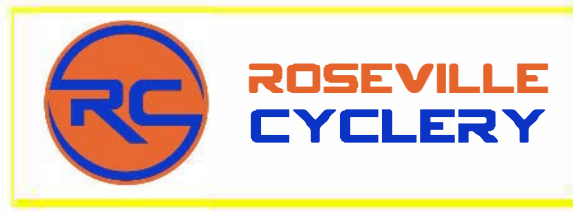
The amended project will provide continuous walking and biking facilities to encourage alternative transportation choices for visitors and residents, helping to improve access to the revitalized fairgrounds, as well as support future development on the fairgrounds, which includes a potential regional sports complex and new housing.

Thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,



David Attaway
CEO
Placer Valley Tourism



August 14, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Director Bransen:

Roseville Cyclery, LLC would like to express our enthusiastic support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

Roseville Cyclery, LLC recognizes that bicycling and walking improves air quality, reduces traffic congestion, and promotes healthy lifestyles. Roseville Cyclery, LLC supports bicycle planning efforts throughout the Placer region.

The amended Washington Boulevard Bikeway and Pedestrian Paths Project scope will provide a ¼-mile longer Class 1 bike trail than the original scope project. It will better serve residents by closing the gap in existing walking and bicycling facilities along Washington Boulevard and extending the improvements to create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. This will better facilitate access to jobs, shopping, entertainment, recreation and civic uses in the area.

We are glad to see the design and environmental work for this project is nearly complete, and I thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,

A handwritten signature in black ink that reads 'Yi Bell'.

Yi Bell
Co-Owner
Roseville Cyclery, LLC



**SACRAMENTO AREA
BICYCLE ADVOCATES**

909 12th St, Ste. 116
Sacramento, CA 95814

sacbike.org
saba@sacbike.org
916 444 6600

August 21, 2019

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Ms. Bransen:

We're writing on behalf of Sacramento Area Bicycle Advocates to express enthusiastic support for the scope amendment requested by the City of Roseville for its Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

SABA seeks to improve the quality of life in our region by helping enable as many people as possible to make short trips by bike instead of driving. Multi-use trail projects like this one have many benefits: they encourage bicycling as a healthy activity, provide a safe place for children to discover the lifelong joys of riding a bike, and ensure the safety and comfort of people who rely on bikes for errands, commuting and other everyday trips. All of these benefits are provided by the amended project scope.

The enhanced scope will better serve the same residents by facilitating crossings of Washington Blvd., closing the gap in existing walking and bicycling facilities along Washington Blvd., and extending the improvements to create a new direct connection to nearby bikeable destinations, including the civic and entertainment areas of downtown Roseville, the Amtrak depot, area schools, and adjacent residential neighborhoods. These improvements will better facilitate access to jobs, shopping, entertainment, recreation and civic uses in the area.

We can't overstate the regional importance of a project like this one. By enabling more Roseville residents to choose a bike instead of a car, this project helps reduce transportation-generated air pollution in a way that benefits the health of everyone in our region.

Thank you for this opportunity to express our support for the City's scope amendment request.

With respect,

Debra Banks
Interim Executive Director
deb@sacbike.org

Jim Brown
Policy Consultant
policy@sacbike.org

LEGISLATIVE OFFICE
STATE CAPITOL
SACRAMENTO, CA 95814
(916) 651-4004

CHICO DISTRICT OFFICE
2635 FOREST AVE., STE. 110
CHICO, CA 95928
(530) 879-7424

ROSEVILLE DISTRICT OFFICE
2200A DOUGLAS BLVD., STE. 100
ROSEVILLE, CA 95765
(916) 772-0571

YUBA CITY DISTRICT OFFICE
1110 CIVIC CENTER BLVD., STE. 202-A
YUBA CITY, CA 95993
(530) 751-6657

California State Senate



**SENATOR
JIM NIELSEN**

FOURTH SENATE DISTRICT

COMMITTEES

BUDGET & FISCAL REVIEW
VICE CHAIR

ELECTIONS & CONSTITUTIONAL
AMENDMENTS
VICE CHAIR

GOVERNMENTAL ORGANIZATION

GOVERNANCE & FINANCE

VETERANS AFFAIRS

August 22, 2019

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

RE: Washington Boulevard Bikeway and Pedestrian Paths Project Support

Dear Director Bransen:

I am writing to express my support for the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

The original grant of \$2.2 million dollars provided for pedestrian sidewalks and bike connectivity along Washington Boulevard through the Andora undercrossing bridge that was proposed for widening.

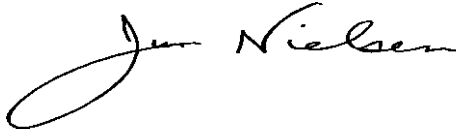
Due to escalated construction costs and Union Pacific's requirements, the City of Roseville does not have the funding to construct the widened undercrossing bridge at this time. However, the City has designed an amended scope project that still provides for enhanced pedestrian and bicycle connectivity to Roseville residents. The revised project would run via a Class I, multi-use trail that extends $\frac{3}{4}$ mile beyond the approved project's limits and utilizes the existing pedestrian undercrossing on the east side of Washington Boulevard.

This amendment request will allow the City of Roseville to continue with its plan to provide enhanced pedestrian sidewalks and bicycle connectivity without have to procure \$30 million needed to widen the Andora undercrossing bridge.

Again, I am confident and supportive of this scope amendment request for the Washington Boulevard Bikeway and Pedestrian Paths Project. Thank you for your consideration of this

request. If you have any further questions, please do not hesitate to contact my Deputy Chief of Staff, Rob Olmstead, at (916) 772-0571.

Sincerely,

A handwritten signature in black ink that reads "Jim Nielsen". The signature is written in a cursive style with a large, looping initial "J".

JIM NIELSEN
Senator, Fourth District

JN:cr

August 26, 2019

Susan Bransen,
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

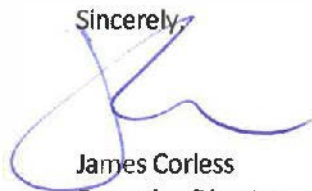
Dear Director Bransen:

I am writing on behalf of the Sacramento Area Council of Governments (SACOG) in support of the City of Roseville's scope amendment request for their Active Transportation Program Cycle 3A grant for the Washington Boulevard Bikeway and Pedestrian Paths Project.

SACOG recognizes that bicycling and walking are necessary transportation modes that contribute to a more sustainable region. The city's proposed amendment to the Washington Boulevard Bikeway and Pedestrian Paths Project scope will provide a ¼-mile longer Class 1 multi-use trail than the original project scope, providing more access to residents and extending the improvements to create a new direct connection to nearby destinations, including the civic and entertainment areas of Downtown Roseville, Amtrak (Capitol Corridor), area schools, and residential neighborhoods. Extending dedicated active transportation facilities in this area of Roseville will support an increase in the proportion of trips accomplished by biking and walking, while also increasing safety and mobility for residents. The proposed scope change will better connect residents to desirable destinations, creating a natural and convenient opportunity to enhance public health.

Thank you for the opportunity to submit this letter in support of the city's scope amendment request.

Sincerely,



James Corless
Executive Director

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Gall
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Project Scope Change Request

Caltrans' Analysis and Recommendations

Submittal Date: 08/29/2019

PROJECT NAME: Washington Boulevard Bikeway and Pedestrian Pathways Project
IMPLEMENTING AGENCY: City of Roseville
ATP ID: ATP03A-03-076S
FEDERAL PROJECT NO.: ATPL-5182(074)
PPNO: 1527A
DATE OF AGENCY/CT COORDINATION MEETING: 05/16/2019
FIELD REVIEW DATE (major only): 06/05/2019

APPROVED PROJECT DESCRIPTION: Construct new Class 1 bicycle and pedestrian pathways, 8ft to 12ft wide sidewalks, and Class 2 bike lanes along Washington Boulevard in the area of northwest Roseville to create new access to neighborhoods and realign an existing pathway beneath the UPRR tracks.

Purpose

This document serves as supplemental information to the Exhibit 22-D REQUEST FOR PROJECT SCOPE CHANGE (attached) completed by City of Roseville and submitted to Caltrans on 8/15/2019.

Caltrans' Recommendation(s)

As a result of Caltrans' review of the City of Roseville's Scope Change Request documentation and subsequent discussions with the City of Roseville's staff, Caltrans recommends the following action:

APPROVE AS A MAJOR SCOPE CHANGE

Scope to Be Changed

The following is a numbered list of proposed scope changes:

1. On Washington Blvd from Pleasant Grove Blvd to All America Blvd –The proposed project limits have increased to the north and south of the original limits. The limits of the project were originally from Diamond Oaks Road to Derek Place and have been extended to Pleasant Grove Blvd and All America City Boulevard. The proposed change includes realigning the trail and extending the Class 1 bike trail to All America City Blvd, lengthening the bike trail from ¾ mile to 1 ½ miles.
2. On Washington Blvd beneath UPRR tracks- The original scope proposed realigning the bike trail to a new railroad underpass that was scheduled to be built by the City with other funding. The scope change proposes to maintain and improve the existing bike and pedestrian tunnel beneath the railroad with new lighting and security cameras. The existing tunnel is in close proximity to the originally proposed overcrossing.
3. On Washington Blvd between Emerald Oak Rd and Kaseberg Dr –The original scope proposed a new multiuse pathway on the west side of Washington Blvd. This segment would be replaced with a multi-use trail on the east side of Washington Blvd. In addition, the new proposed scope will install new protected crossings and traffic signal at Kaseberg Dr for bike and pedestrian access to this Class 1 bike trail.
4. On Washington Blvd between Diamond Oaks Rd and Sawtell Rd –The original scope proposed providing Class 2 bike lanes along Washington Blvd. This will be replaced by the Class 1 bike trail on the east side of Washington Blvd. The proposed scope will provide protected intersection crossing improvements at existing signalized intersections on Washington Boulevard, including at Junction Boulevard, Sawtell Road and Diamond Oaks Road to access the multi-directional Class 1 bike trail on the east side of the Washington Blvd. Protected intersection crossing

improvements will include curb bulb outs to shorten crossings, high visibility crosswalk markings, and dedicated signal phasing for walking and biking.

Reason for the Scope Change

The following numbered list of the reasons and justifications for the proposed scope change correspond to the number list above:

1. **On Washington Blvd from Pleasant Grove Blvd to All American Blvd** – The original project scope anticipated widening of Washington Boulevard through the Andora underpass beneath the UPRR railroad tracks, with the widening to be funded primarily through other non-ATP local sources. The road and underpass widening were required to support this project because the existing Andora underpass structure constrains the roadway width to a single vehicle lane in each direction. However, due to substantially increased projects costs beyond the available project funding, the City is no longer planning to widen the Andora underpass prior to the Washington Boulevard Bikeway and Pedestrian Pathways project. Therefore, the widening anticipated to provide the new multiuse pathways and Class 2 bike lanes along Washington Boulevard through the railroad crossing as proposed with the original application is not feasible. The new scope proposes to reconfigure to a multi-directional Class 1 trail and increase the limits by ¾ miles. This proposal meets the intent of the application to provide bike and pedestrians pathways along Washington Blvd and create new access to and from neighborhoods. The longer trail will better serve trail users by closing the gap in the existing walking and bicycling facilities along Washington Boulevard and extending the project improvements to create a new direct connection to the Placer County Fairgrounds and Woodbridge Elementary School.
2. **On Washington Blvd beneath UPRR tracks** - The original project scope anticipated construction of a new underpass under the UPRR tracks. Since the new underpass will not be constructed, the revised proposal is to utilize and improve the existing bike and pedestrian tunnel adjacent to the original proposed underpass and provide continuity to the Class 1 bike trail. The new proposal meets the intent of the application.
3. **On Washington Blvd between Emerald Oak Rd and Kaseberg Dr** – The original scope which proposed a new multiuse pathway on the west side of Washington Blvd would not provide continuity as intended in the application since the construction of the new underpass, scheduled to be built under a separate project, was terminated. The purpose of the multiuse pathway on the west side was to connect neighborhood to existing facilities by providing a pathway under the new structure. Since the new structure was eliminated the project proposes to connect the neighborhood from the west side by installing new protected crossings and traffic signal at Kaseberg Dr for bike and pedestrian access to the new multi-directional Class 1 bike rail on the east side Washington boulevard.
4. **On Washington Blvd between Diamond Oaks Rd and Sawtell Rd** – The original scope proposed providing Class 2 bike lanes along this stretch of Washington Blvd. However, the road and underpass required to support this project by widening Washington Blvd was terminated due to lack of funding. The new proposed scope will provide protected intersection crossing improvements at existing signalized intersections on Washington Boulevard, including at Junction Boulevard, Sawtell Road and Diamond Oaks Road. Protected intersection crossing improvements will include curb bulb-outs to shorten crossings, high visibility crosswalk markings, and dedicated signal phasing for walking and biking. This will increase safety for bicyclists and pedestrians and enhance connections between residential neighborhoods, businesses, and schools.

Summary of Caltrans Analysis

Caltrans supports this request for the following reasons:

Proposed scope change's affect to benefits (Potential of the project to increase walking and biking as compared to the approved scope):

Net Increase - The proposed scope change is expected to have the following impact on the project's potential to increase walking and biking as compared to the original scope.

1. On **Washington Blvd** from Pleasant Grove Blvd to All American Blvd –The revised project will increase benefit for walking and bicycling compared to the original project by providing a longer (¾-mile) multi-directional Class 1 bike trail than previously proposed by the original project. Overall increase in benefit.
2. On **Washington Blvd** beneath UPRR tracks – Maintaining and improving the existing bike and pedestrian tunnel will provide the same purpose and continuity as the proposed project of realigning the bike trail to a new underpass. Overall no change in benefit.
3. On **Washington Blvd** between Emerald Oak Rd and Kaseberg Dr – The revised project will provide a multi-directional Class 1 bicycle and pedestrian pathway on the east side of **Washington Blvd**. In addition, installing a new protected crossings and traffic signal at Kaseberg Dr for bike and pedestrian has the potential to increase walking and biking as protected crossings enhance and provide a safer facility. Overall increase in benefit.
4. On **Washington Blvd** between Diamond Oaks Rd and Sawtell Rd –The proposed scope will extend existing multiuse pathway and add protected intersection crossing improvements at existing signalized intersections on **Washington Boulevard**, including at Junction Boulevard, Sawtell Road and Diamond Oaks Road. This has the potential to increase biking as it will improve bicycle crossing safety and enhance connections between the west side and east side of **Washington Boulevard**. Overall increase in benefit.

Proposed scope change's affect to benefits (Potential of the project to increase safety of pedestrians and bicyclists walking biking as compared to the approved scope):

Net Increase - The proposed scope change is expected to have the following impact on the overall safety of pedestrians and bicyclists as compared to the original scope.

1. On **Washington Blvd** from Pleasant Grove Blvd to All American Blvd –The revised project will increase benefit for overall safety compared to the original project by providing a longer (¾-mile) Class 1 bike trail than previously proposed by the original project. Overall increase in benefit.
2. On **Washington Blvd** beneath UPRR tracks – The proposed change to utilize the existing tunnel versus a new bike trail undercrossing will not impact the potential to increase safety when compared to the application's facilities. Overall no change in benefit.
3. On **Washington Blvd** between Emerald Oak Rd and Kaseberg Dr –The proposed change to eliminate a multi-use pathway and instead add new protected crossings and traffic signal to connect with the existing multi-use pathway has an increase in safety when compared to the application's facilities. Overall increase in benefit.
4. On **Washington Blvd** between Diamond Oaks Rd and Sawtell Rd – The proposed change to extend the existing multi-use pathway on the east and add protected intersection crossing improvements at existing signalized intersections will increase in safety when compared to the application's facilities. Overall increase in benefit.

Additional Comments

Caltrans concurs with the information provided in Attachment 1- Exhibit 22-D REQUEST FOR PROJECT SCOPE CHANGE. The agency has coordinated with Caltrans staff to provide the most accurate information possible.

Caltrans' Coordination with Requesting Agency

Caltrans HQ ATP managers, Caltrans District 3 staff, and the City of Roseville held a teleconference meeting to discuss the scope change and issues related to the project on May 16, 2019.

Caltrans HQ ATP managers and Caltrans District 3 staff met on-site with the agency to further discuss the scope change and issues related to the project on June 5th, 2019. Caltrans HQ staff and CTC staff met on-site with the agency to further discuss the scope change related to the project on July 8th, 2019.

Impact to Project Cost

The construction costs will be higher due to the increase in construction work needed to provide the adequate facility for the Class 2 bike lanes and Class 1 bicycle and pedestrian pathway. This includes widening of Washington Blvd and drainage work related to the project. The original scope anticipated that the widening of Washington Blvd. would be completed prior to start of this project, however since this is not the case. The currently approved cost estimate for construction funding is \$3.131 million (with 25% contingencies). The requested scope changes will amount to total construction costs of \$ 4.918 million (with 10% contingencies), reflecting improvements. Construction costs above the ATP-approved construction funds will be funded by the City local transportation funds.

Impact to Project Schedule

The proposed changes will have no effect on the project schedule.

ATTACHMENTS

1. Exhibit 22-D REQUEST FOR PROJECT SCOPE CHANGE-Completed by Agency
2. Original plans with changes redlined
3. Original Detailed Engineer's Estimate with changes redlined

LEGEND/ ABBREVIATIONS

- BC/EC BEGIN CURVE / END CURVE
- LR LINE DATA (SEE TABLE)
- CD CURVE DATA (SEE TABLE)
- # PROPOSED PROJECT CHANGE

- CITY RIGHT-OF-WAY
- UPRR RIGHT-OF-WAY
- EXISTING TRACK
- CLASS 1 AND BIKE MULTI-USE PATHWAY

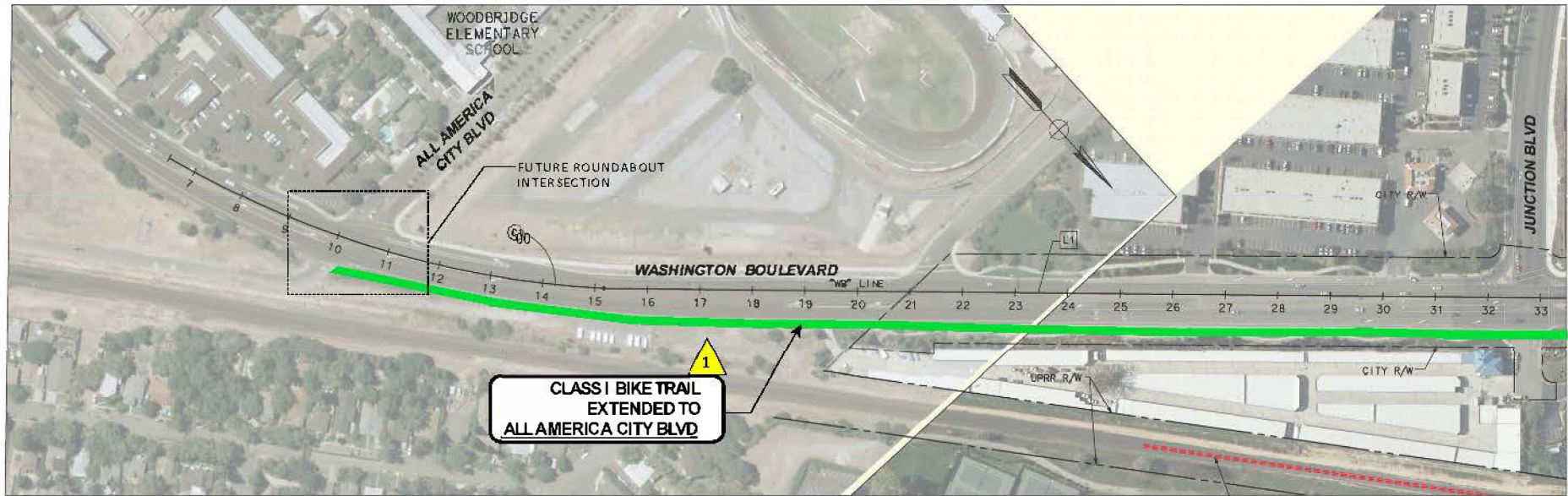
CURVE DATA				
CURVE #	RADIUS	Δ	TANGENT	LENGTH
C1	1835.001	27°13'02"	444.36'	871.94'

LINE DATA		
LINE	LENGTH	BEARING
L1	2297.54'	N46°59'20"W

**CITY OF ROSEVILLE
WASHINGTON/ ANDORA WIDENING
EXHIBIT "A"**



DRAWN BY: <u>RY</u>	JOB NO. SA-18110	SHEET NO. 1
CHECKED BY: <u>JT</u>	FILE NO.	OF 3
DATE: 8-14-2019		
SCALE: 1"=100'		



PLAN



WB LINE PROFILE

SCALE H = 1"=100'
V = 1"=10'

LEGEND/ABBREVIATIONS

- BC/EC BEGIN CURVE/END CURVE
- BVC/EVC BEGIN VERTICAL CURVE/END VERTICAL CURVE
- PVI POINT OF VERTICAL INTERSECTION
- L# LINE DATA (SEE TABLE)
- C# CURVEDATA (SEE TABLE)
- PROPOSED PROJECT CHANGE

- CITY RIGHT-OF-WAY
- UPRR RIGHT-OF-WAY
- EXISTING TRACK
- PROPOSED SHOOFLY TRACK
- CLASS 1 AND BIKE MULTI-USE PATHWAY
- CLASS 2 BIKE LANES

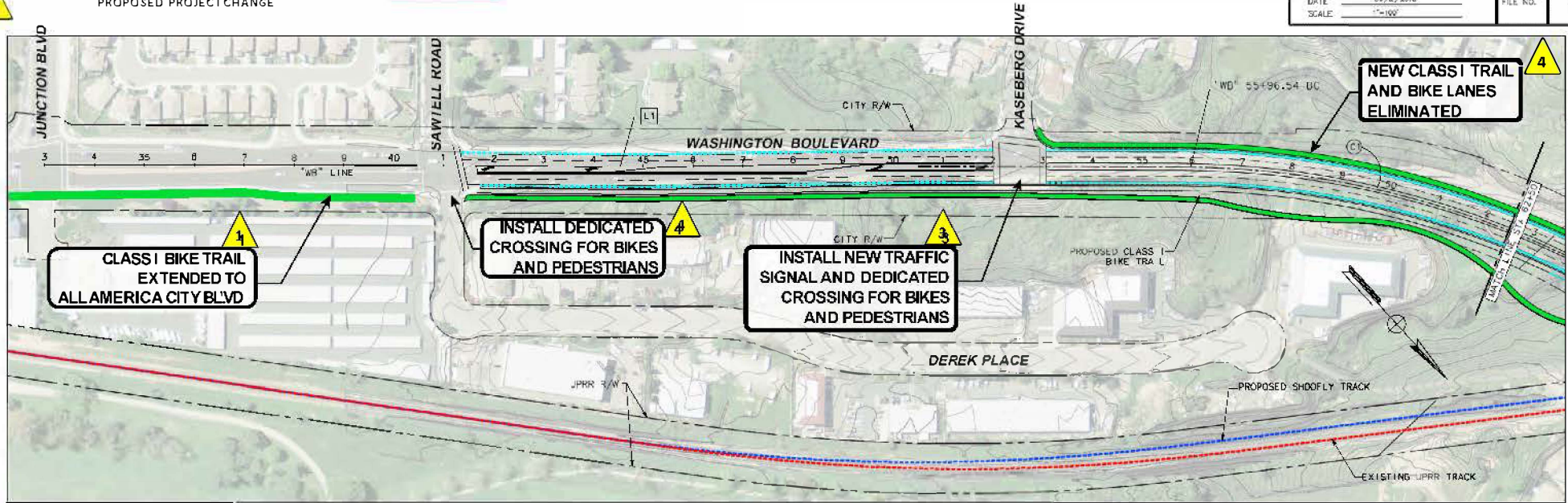
CURVE DATA				
CURVE #	RADIUS	Δ	TANGENT	LENGTH
C1	1750.00'	36°46'57"	598.86'	1154.00'

LINE DATA		
LINE	LENGTH	BEARING
L1	1586.54'	N47°26'25"W

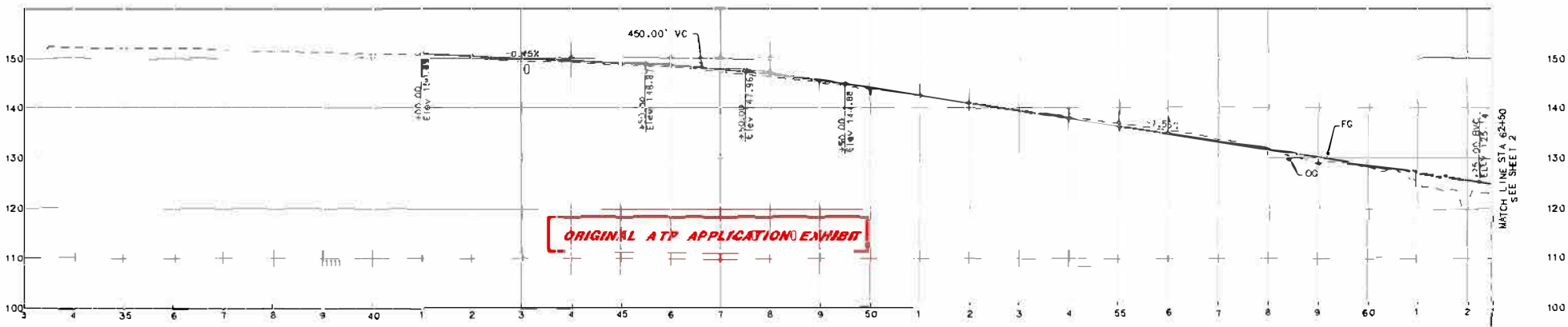
**CITY OF ROSEVILLE
WASHINGTON/ ANDORA WIDENING
EXHIBIT "A"**

**MARK
THOMAS**

DRAWN BY: BT	JOB NO: SA-15110	SHEET NO: 1
CHKD. BY: JT	FILE NO:	OF: 2
DATE: 09/30/2016		
SCALE: 1"=100'		



PLAN



"WB" LINE PROFILE

SCALE: H = 1"=100'
V = 1"=10'

LEGEND/ABBREVIATIONS

- BC/EC BEGIN CURVE/END CURVE
- BVC/EVC BEGIN VERTICAL CURVE/END VERTICAL CURVE
- PVI POINT OF VERTICAL INTERSECTION
- LH LINE DATA (SEETABLE)
- CD CURVE DATA (SEETABLE)
- PROPOSED PROJECT CHANGE
- CITY RIGHT-OF-WAY
- UPPER RIGHT-OF-WAY
- EXISTING TRACK
- PROPOSED SHOOFLY TRACK
- CLASS 1 AND BIKE MULT-USE PATHWAY
- CLASS 2 BIKE LANES

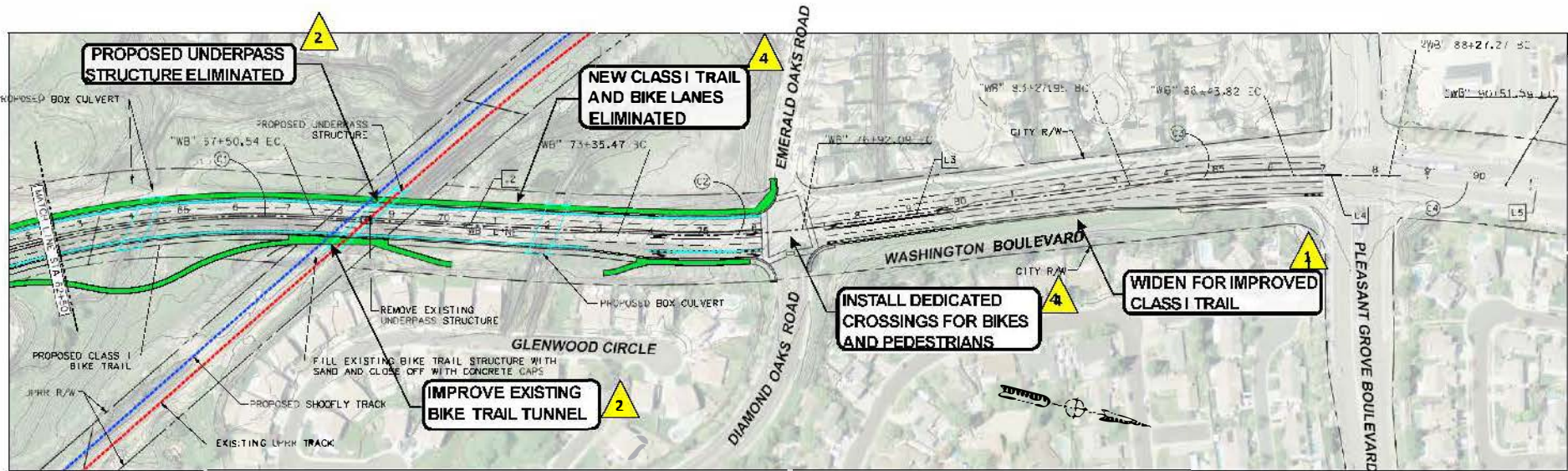
CURVE DATA				
CURVE #	RADIUS	Δ	TANGENT	LENGTH
C1	1750.00	36°46'57"	598.86'	1154.00'
C2	1750.00	11°40'33"	173.93'	356.62'
C3	2000.00	05°02'56"	158.26'	315.87'
C4	1910.00	06°43'56"	112.34'	224.42'

LINE DATA		
LINE	LENGTH	BEARING
L2	584.83'	N0°30'28"W
L3	635.86'	N21°20'02"W
4	183.44'	N12°17'05"W
5	37.95'	N5°33'10"W

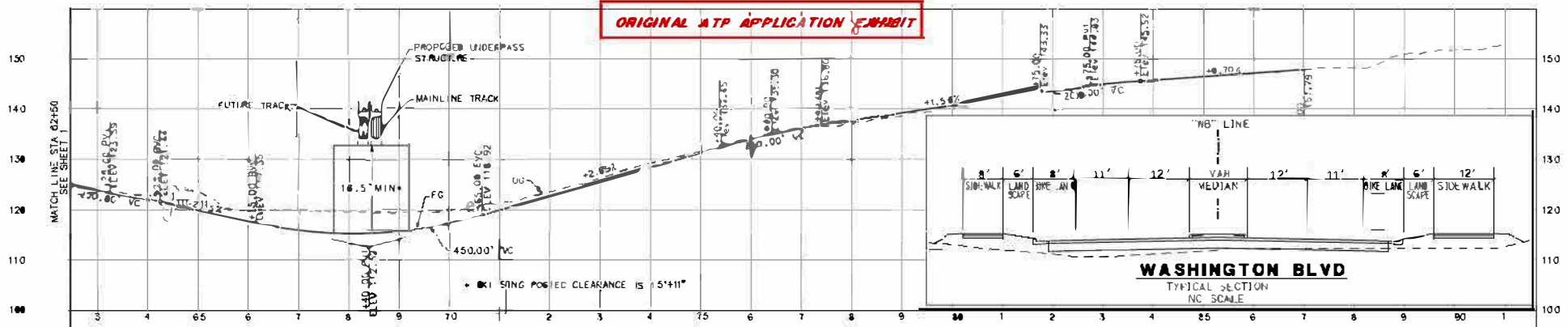
**CITY OF ROSEVILLE
WASHINGTON/ANDORA WIDENING
EXHIBIT "A"**

**MARK
THOMAS**

DRAWN BY	BT	JOB NO.	SHEET NO.
CHKD. BY	JT	34-18110	2 OF 2
DATE	09/12/2016	FILE NO.	
SCALE	1"=100'		



PLAN



"WB" LINE PROFILE

SCALE: H = 1"=100'
V = 1"=10'

Detailed Engineer's Estimate and Total Project Costs

Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).

Project Information:

Agency: City of Roseville	Date: 4/30/2019
Project Description: Washington Boulevard Bikeway and Pedestrian Pathways Project	
Project Location: Washington Boulevard between All America City Blvd and Pleasant Grove Blvd	
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Daniel Blomquist	
License#: C 65875	

Engineer's Estimate and Cost Breakdown:

Engineer's Estimate (for Construction Items Only)							Cost Breakdown					
Item No.	Item	F, D or M	Quantity	Units	Unit Cost	Total Item Cost	ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
							%	\$	%	\$	%	\$
General Overhead Related Construction Items												
1	Mobilization		1	LS	\$327,790.00	\$327,790	74%	\$242,565	26%	\$85,225		
2	Traffic Control System		1	LS	\$300,000.00	\$300,000	50%	\$150,000	50%	\$150,000		
3	Stormwater Protection Plan		1	LS	\$75,000.00	\$75,000	20%	\$15,000	80%	\$60,000		
4	Erosion Control		1	LS	\$35,000.00	\$35,000	15%	\$5,250	85%	\$29,750	100%	\$35,000
5	Cleaning and Grubbing		1	LS	\$100,000.00	\$100,000	25%	\$25,000	75%	\$75,000	100%	\$100,000
General Construction Items (non decorative only)												
4	Class 2 Aggregate Base		5700	CY	\$75.00	\$427,500	80%	\$342,000	20%	\$85,500		
5	Hot Mix Asphalt (Type A)		3900	SF	\$125.00	\$487,500	85%	\$414,375	15%	\$73,125		
6	Roadway Excavation		16400	CY	\$50.00	\$820,000	90%	\$738,000	10%	\$82,000		
7	Remove Base and Surfacing		180	CY	\$150.00	\$27,000	100%	\$27,000				
8	Curb and Gutter Type 2		790	LF	\$45.00	\$35,550	100%	\$35,550				
9	Curb Type 1		400	LF	\$30.00	\$12,000	100%	\$12,000				
10	Sidewalk		13000	SF	\$10.00	\$130,000	100%	\$130,000				
11	Truncated Dome		1200	SF	\$35.00	\$42,000	100%	\$42,000				
12	Concrete Paver		2000	SF	\$15.00	\$30,000	100%	\$30,000				
13	Curb Ramps		4	EA	\$5,000.00	\$20,000	100%	\$20,000				
14	Decomposed Granite		19500	SF	\$5.00	\$97,500	85%	\$82,875	15%	\$14,625		
15	12" RCP		365	LF	\$190.00	\$69,350	100%	\$69,350				
16	30" RCP		155	LF	\$250.00	\$38,750	100%	\$38,750				
17	54" RCP		170	LF	\$350.00	\$59,500	100%	\$59,500				
18	60" RCP		140	LF	\$450.00	\$63,000	100%	\$63,000				
19	48" CSP		150	EA	\$175.00	\$26,250	100%	\$26,250				
20	Drainage Inlet		8	EA	\$3,500.00	\$28,000	100%	\$28,000				
21	Storm Drain Manhole		4	EA	\$8,000.00	\$32,000	100%	\$32,000				
22	Striping and Signing		1	LS	\$25,000.00	\$25,000	40%	\$10,000	60%	\$15,000		
23	Street Lighting		1	LS	\$75,000.00	\$75,000	100%	\$75,000				
24	Signal Interconnect		1	LS	\$100,000.00	\$100,000	100%	\$100,000				
25	Traffic Signal Modification (Sawtell)		1	LS	\$15,000.00	\$15,000	100%	\$15,000				
26	Traffic Signal Modification (Kaseberg)		1	LS	\$250,000.00	\$250,000	100%	\$250,000				
27	Traffic Signal Modification (Sawtell)		1	LS	\$200,000.00	\$200,000	100%	\$200,000				
28	Tunnel Light and Security Camera		1	LS	\$30,000.00	\$30,000	100%	\$30,000				
29									100%			
Decorative & Landscaping-related Items (Label items as "F" for Functional, "D" for Decorative, or "M" for a mix of Decorative and Functional)												
30									100%			
31									100%			
32									100%			
33									100%			
34									100%			
Subtotal of Construction Items						\$3,978,690		\$3,308,465		\$670,225		\$135,000
								\$165,423	← 5% of eligible CON costs (non decorative & functional)			
Construction Item Contingencies (% of Construction Items):						10.00%	\$397,869	\$330,846	\$67,023			
Total (Construction Items & Contingencies) cost:						\$4,376,559	\$3,639,311	\$737,248				

Project Delivery Costs:

Type of Project Cost	Cost (\$)	ATP Eligible Costs	Non-participating Costs	
Preliminary Engineering (PE)				
Environmental Studies and Permits (PA&ED)	\$ 313,000	\$260,274	\$52,726	
Plans, Specifications and Estimates (PS&E)	\$ 472,000	\$392,490	\$79,510	"PE" costs / "CON" costs
Total PE:	\$ 785,000	\$652,764	\$132,236	18% 25% Max
Right of Way (RW)				
Right of Way Engineering	\$ -			
Acquisitions and Utilities	\$ -			
Total RW:	\$ -			
Construction Engineering (CE)				
Construction Engineering (CE)	\$ 541,000	\$449,867	\$91,133	"CE" costs / "CON" costs
Total Project Delivery:	\$1,326,000	\$1,102,630	\$223,370	12% 15% Max
Total Construction Costs:	\$4,917,559			
Total Project Cost:	\$5,702,559	\$4,741,941	\$960,618	

Documentation of Ineligible (Non-Participating) Costs: