

NEWS

Consultant recommends connector road through Sheldon

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Local residents asked to participate in outreach meetings

By Cody Kitaura - Citizen Staff Writer

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Officials on a multi-agency government board last week received a recommendation to turn Grant Line Road into a four or six-lane expressway, but they won't take any action until Sheldon residents have their say.

The planned expressway, the Capital Southeast Connector, will one day link Interstate 5 and Highway 99 south of Elk Grove with Highway 50 in El Dorado Hills.

The board planning its construction, the Capital Southeast Connector Joint Powers Authority (JPA), at its May 21 meeting heard a consultant's report that a route through Sheldon along Grant Line Road would be the most efficient path.

Other proposed routes would follow Grant Line Road to Bradshaw Road or Sunrise Boulevard, where they would head north. The routes will be further studied in an environmental impact report due out in late October, Executive Director Tom Zlotkowski said, adding that a final route could be chosen by next spring.

The route through Sheldon could take the form of a limited-access roadway, which would cut off residential driveways along Grant Line Road and re-route them to frontage streets. Another option would create a separate, raised bypass road through the Cosumnes River Floodplain.

The consultant, Maggie Townsley of ICF International, said it's too early to pick a front-runner for the Sheldon leg of the project.

"We're not proposing (choosing a preferred route through Sheldon) right now because we have nothing to compare the bypass options to without the limited access (road) information," Townsley told the JPA board at its May 21 meeting.

The board includes representatives from Elk Grove, Rancho Cordova, Folsom, Sacramento County, and El Dorado County.

Another consultant is currently asking Sheldon residents to weigh in on the limited access road option, and will be holding a series of public meetings in June and July.

Consultants from Berkeley-based Design, Community and Environment will be available for drop-in meetings every Thursday and Friday in June. The meetings will be held in a rented office at 8973 Grant Line Road, Suite 100 (see the accompanying sidebar for the full schedule).

Following that process will be a four-day July design session in Sheldon made up of a series of meetings, open houses and a walking tour of Grant Line Road.

Heather Yee, a senior civil engineer with the JPA, described it as "an intense design effort where we're informing the community about first, the reasons why we need to look at the vision for Grant Line Road, (and) what their options are, allowing them to (include) their desires into this design."

Also at the JPA's May 21 meeting, the board got its first glimpse at its proposed 2010-11 budget, which totals about \$2.7 million, including \$587,000 in salaries and benefits. It would be an increase from the 2009-10 budget of \$2.4 million.

The connector road is scheduled to be complete by 2025.

[Report to Connector JPA on preferred routes](#)



[Sheldon Grant Line Road Vision Plan Flier](#)



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