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NEWS

Connector board to hold public workshop in Elk Grove

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The Capital SouthEast Connector board will hold a public workshop on April 14 in Elk Grove to discuss the recent release of the draft environmental impact report.

Meetings are being held in the five jurisdictions that are represented on the Joint Powers Authority (JPA).

There are 6 p.m. meetings scheduled for April 12 in El Dorado County, April 13 in Rancho Cordova, April 14 in Elk Grove, April 19 at Branch Center Road in south Sacramento County, and April 20 in Folsom.

The focus of each meeting will be on the draft report, which was released on March 15 and consists of two volumes with a total of 1,210 pages.

The draft report includes information about the proposed 35-mile corridor that is planned to run from El Dorado County near Highway 50 along Grant Line Road out to Interstate 5. The public is allowed to review and comment on the draft until May 13.

The connector is comprised of five segments, each of varying lengths, proposed dates for construction, and proposed dates of operation. The 6.23-mile "Kammerer Road" segment that will run between Interstate 5 and Highway 99 is slated to be built from 2015 to 2017 and begin operation in 2018.

The "Bond Road" segment from Highway 99 to Bond Road is 4.21 miles and will be built from 2016 to 2018 with operation to begin in 2019. There is also a small stretch of road that is based solely in El Dorado County.

The biggest segment known as the "Expressway" is 18 miles long and runs on Grant Line Road by Calvine Road to the El Dorado County line. Connector JPA Executive Director Tom Zlotkowski said at the board's March meeting that this stretch of road may include tolls to help offset construction costs.

That is just north of the neighboring "Sheldon" segment that will run from Bond Road to Calvine Road. The stretch of 2.72 miles runs through Sheldon and is slated for construction from 2018 to 2020 with operation to begin in 2021.

Despite the segment's small size, people who live on or near that strip of road have been the most vocal at JPA meetings and through a community working group.

At the February JPA meeting, the board selected a preferred multi-use path alternative in an attempt to solicit feedback from the public. The board picked an "in corridor" route that would run along with the connector.

However, Zlotkowski told Sheldon residents after the meeting that a footnote will be inserted into the document that states the preferred alternative will veer off road a bit in the Sheldon area but that cyclists will have access to those businesses that are along Grant Line Road.

Zlotkowski said the goal is for JPA staff and consultants to receive feedback on the draft report by May 13 and create the final environmental impact report that the JPA board would be able to certify this summer along with design details of the connector.

The April 14 meeting will begin at 6 p.m. at the council chambers, 8400 Laguna Palms Way.

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