

PROJECT DESCRIPTION

US DEPARTMENT OF TRANSPORTATION



CAPITAL | SOUTHEAST
CONNECTOR JPA
Connecting Communities

GRANT LINE ROAD SAFETY IMPROVEMENTS PROJECT



Project Description

The Capital SouthEast Connector Joint Powers Authority (Connector JPA), in partnership with Sacramento County and the City of Rancho Cordova, proposes to realign 3.6 miles of an existing two-lane rural road and construct a new, adjacent Class 1 multi-use path on Grant Line Road from Chrysanthy Boulevard to White Rock Road. The Grant Line Road Safety Improvements Project (Project) is a key segment of the Capital SouthEast Connector (SE Connector), a 34-mile multimodal facility with significant regional benefits. The Project is designed to improve safety, equitable transportation, the movement of freight, transportation network sustainability, and active transportation opportunities along the corridor. The Project will also improve existing signals where Grant Line Road intersects with White Rock Road, Douglas Road, Raymer Way, and Chrysanthy Boulevard. Furthermore, the Project corrects existing non-standard horizontal and vertical curves, drainage facilities, and connects to the recently completed connector segments to the east, consisting of 4.6 miles of rural/suburban Sacramento County and the City of Folsom.

The main purpose of the Project is to improve safety for all modes of transportation. The improved safety benefits support further goals that include improving mobility, access, and connections between communities, employment centers, and commercial and retail areas. The Project will also address land use compatibility, assist in preservation of open space and threatened habitats, and advance the region's bicycle trail infrastructure.

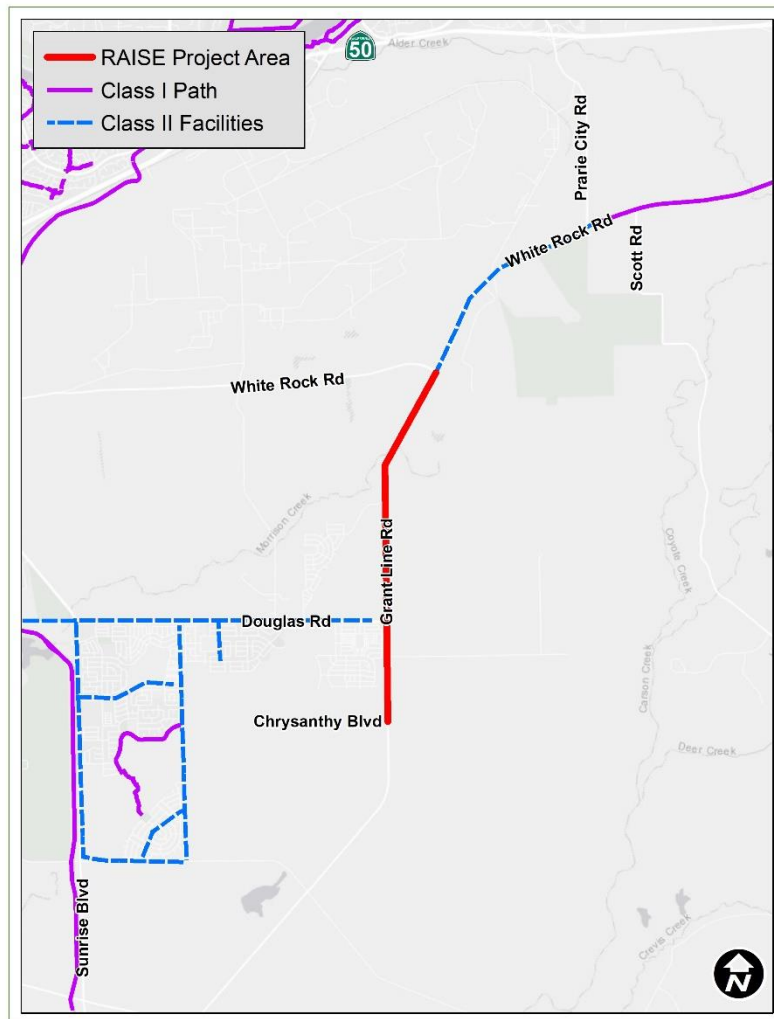


Figure 1: Project Location Map

The Project is environmentally cleared under National Environmental Policy Act (NEPA) and final engineering design is currently underway.

The Project supports the Fiscal Year 2022-2026 U.S. DOT Strategic Plan and specific strategic goals including the following:

- Making our transportation system safe for all and aiming to advance a future without transportation-related injuries and fatalities.
- Investing in a system to provide American workers and businesses reliable and efficient access to resources.
- Supporting multi-modal access to a wide-range and diversity of communities.
- Building a more resilient transportation system in the Sacramento Region.
- Designing a modern transportation system that is responsive to future land-use, as well as community and economic development.

The Project is also responsive to Executive Orders (EO) including the EO 14008 on Tackling the Climate Crisis at Home and Abroad and EO 13985 on Advancing Racial Equity and Support for Underserved Communities Through the Federal Government. Specifically, the Connector JPA is a collaboration of multiple jurisdictions (Cities of Elk Grove, Rancho Cordova, and Folsom and the Counties of Sacramento and El Dorado, as well as support from the Sacramento Area Council of Governments (SACOG)) resulting in a multi-faceted project based on sound research and data to build a facility that spurs economic opportunities and provides safe, equitable access to hundreds of thousands of residents including underserved communities. Furthermore, the Project has a long history of community engagement, receiving input from alternative transportation advocates, local residents, commuters, and organizations that serve these groups.

Challenges and Solutions

Safety and Equity

Safety is the primary focus of this Project. The existing Grant Line Road is a rural roadway situated on rolling terrain, featuring a non-engineered alignment that follows natural contours. The road currently lacks sufficient shoulders, has steep roadside ditches, and non-standard recovery zones. The alignment consists of non-standard, tight horizontal radii and short vertical curves, especially at the Teichert Aggregates mining plant. Compounding these safety concerns are inadequate stopping sight distances, design speeds, and frequent winter flooding, rendering it unsafe for motorists and extremely hazardous for even the most confident bicyclists.

The new roadway will adhere to current design standards and incorporate elements of the National Roadway Safety Strategy. The strategy prioritizes the safety of motorists, vehicles, and improved post-crash care to achieve the ambitious goal of zero roadway fatalities. Not only will the newly designed two-lane road feature standard shoulder widths, drainage facilities, and

improved horizontal and vertical curves, it will also eliminate obstructions from the clear recovery zone.

The Class I path will introduce active transportation choices on Grant Line Road, where none currently exist. The path will bridge the gap closure by connecting existing Class II facilities at each end of the Project, creating a link between communities in the City of Rancho Cordova and Folsom. The current geometry and constraints from Douglas Road to White Rock Road make a Class II path infeasible. The addition of the path encourages mode shift, fostering greater equity for residents without access to a vehicle. Simultaneously, it enhances community connectivity and contributes to improved air quality.

Improved Rural Road Conditions and Environmental Sustainability

The existing Grant Line Road, constructed over sixty years ago, is in need of replacement. Initially designed for rural agricultural use, it now functions as a vital commuter and freight corridor. However, its current state is marked by disrepair, with a pavement index (PCI) below 50, classifying it as poor/fair condition. Field observations reveal further deterioration with transverse cracking,



longitudinal cracks, edge cracking, rutting, and alligator cracking.

The drainage infrastructure is insufficient, leaving Grant Line Road susceptible to flooding and heightening safety concerns. In January 2023, heavy storms overwhelmed the drainage capacity and the road flooded. The flooding forced motorists to avoid water by driving into on-coming traffic lanes and, eventually, closed the road.

The Project will reduce future maintenance costs and eliminate stormwater issues. The newly constructed road will bring Grant Line Road's PCI up to 100, with a 50-year useful life. Additionally, enhanced roadside ditches will be capable of managing severe wet weather events. Grant Line Road will become a resilient, all-weather facility, allowing for smoother traffic operations, increased fuel efficiency, and reduced emissions.

Further Project Background

In 2004, Sacramento County voters extended Measure A, a 30-year countywide half-cent sales tax initially approved for transportation projects in 1988. The Measure A extension, identified as part of the “I-5/SR99/US50 Connector,” in the ballot text, later became known as the Capital SE Connector.

In December 2006, the Connector JPA was established, representing the cities of Folsom, Elk Grove, and Rancho Cordova, as well as El Dorado and Sacramento counties. In 2010, the Connector JPA began a more detailed engineering and environmental analysis. In February 2012, the Programmatic Environmental Impact Report (EIR) was approved. This effort identified a multimodal corridor intended to connect jobs, housing, and recreational areas. The Class I and Class II facilities on the SE Connector are designated to serve as a bicycle/pedestrian backbone for the region. The Class I path is also part of the regional trail network and aligns with the goals identified in the Sacramento Region Trail Network Action Plan.



The Project successfully completed preliminary engineering and received federal and state environmental clearance in September 2019. In 2023, the State of California made a substantial investment in the Project by awarding \$3,000,000 via the Trade Corridor Enhancement Program (TCEP) to facilitate the completion of the final design. The City of Rancho Cordova and Sacramento County have also committed \$17,000,000 towards the project.

Project Location

The Project is located in rural eastern Sacramento County and the City of Rancho Cordova. The road and multi-use path are within Census tracts 86.02, 87.06, and 87.08.