



Frequently Asked Questions

1. What agency is responsible for the Project?

The City of Rancho Cordova is the lead agency. The County of Sacramento, Caltrans, and the federal Bureau of Reclamation are also responsible agencies.

2. What is the Rancho Cordova Parkway Interchange?

The Rancho Cordova Parkway Interchange is a new interchange that will provide an additional connection to US Highway 50 from the south. The interchange will be located between Sunrise Boulevard and Hazel Avenue at the Mine Shaft Property.

3. When will construction of the interchange begin?

If approved, construction is targeted to begin some time between 2010 and 2012.

4. Why is the City of Rancho Cordova going to build a new US Highway 50 interchange?

The interchange is a response to approved development in Rancho Cordova and will provide traffic congestion relief for Sunrise Boulevard and local roadways as well as maintain the community's quality of life. This project is just one component of a larger overall improvement plan to be implemented throughout the county in response to the region's current and future growth.

5. How is the interchange going to be funded?

The interchange will be funded by private developers.

6. Will the interchange have vehicular connection with Tenderfoot Drive in the Gold River Community?

Absolutely not! The interchange is planned as a south-only connection, and would not include any roadway connections north of US 50 to the Gold River Community.

7. What can be expected during the construction phase of the interchange?

Construction is anticipated to last approximately 2.5 years. A description of construction activities, and an analysis of any potential impacts to environmental resources and adjacent communities will be provided in the environmental document that is being prepared for the Project and will be released for public review in Fall 2007.

8. How can I get involved?

Since project inception, in 2004, the City of Rancho Cordova has provided project information through presentations at several key local organization meetings, and held two community meetings to present and analyze design alternatives and key elements including traffic numbers, safety considerations, aesthetics and more. The Project is now moving into the Preliminary Design Phase. Going forward, public comment will continue to be



Project Need and Purpose

[FAQ continued](#)

gathered through the project Web site, and a Community Advisory Committee that will be established during the design phase. Additionally, we encourage you to attend the future public hearing on the Draft Environmental Document to be held in the Fall 2007. Announcements and Project updates will be posted regularly on the Project Web site at www.ranhocordovainterchange.net.

PROJECT NEED

Due to continued growth within the City's planning area and the surrounding communities, the need to provide additional access to US-50 from the south, where points of access are currently limited, has grown. Several of these new developments are proposed within the vicinity of the proposed interchange. These new developments would create additional vehicle traffic in the immediate area and would add to existing congestion.

The existing street network in the project vicinity, and to the south of US-50, consists of two-lane rural roads used primarily by commuters traveling between Elk Grove and the US-50 corridor. Sunrise Boulevard is the only route that provides direct access to US-50 from this area. Hazel Avenue terminates south of US-50 at the intersection of Folsom Boulevard and the west entrance to the Aerojet Corporation complex, thereby forcing traffic through the Sunrise Corridor to access this area.

PROJECT PURPOSE

In response to existing deficiencies and anticipated future growth, the Rancho Cordova Parkway Interchange project is proposed to:

- Relieve existing traffic congestion on US-50, Sunrise Boulevard, White Rock Road and Hazel Avenue
- Improve traffic operations at the US-50/Sunrise Boulevard and US-50/Hazel Avenue interchanges
- Achieve and maintain acceptable level of service (LOS) on US-50 and at existing access points to US-50
- Provide additional access to US-50 from planned developments
- Provide access to regional transit facilities and Park-and-Ride lots, where feasible.