NOTICE OF PREPARATION

DATE: **September 9, 2005**

TO: **Responsible Agencies, Organizations and Interested Parties**

LEAD AGENCY: **City of Rancho Cordova**
Contact: Richard Galvin
3121 Gold Canal Drive
Rancho Cordova, CA 95670

SUBJECT: **Notice of Preparation for the Rancho Cordova Parkway Interchange**

The City of Rancho Cordova (City) proposes to construct a new interchange over US-50 between Sunrise Boulevard and Hazel Avenue in Rancho Cordova, California. The interchange would be a full "south only" connection from Highway 50. The proposed interchange is located on US-50 between Sunrise Boulevard and Hazel Avenue. The proposed Rancho Cordova Parkway would extend from the new interchange south to White Rock Road.

In discharging its duties under Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, the City (as Lead Agency) intends to prepare an Environmental Impact Report for the proposed Rancho Cordova Parkway Interchange project. In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this Notice of Preparation to provide Responsible Agencies and other interested parties with sufficient information describing the proposal and its potential environmental effects.

The determination to prepare an Environmental Impact Report was made by the City. An Initial Study has been prepared pursuant to CEQA Section 15063 that identifies the anticipated environmental effects of the project.

As specified by the CEQA Guidelines, the Notice of Preparation will be circulated for a 30-day review period. The City welcomes agency and public input during this review. In the event that no response or request for additional time is received by any Responsible Agency by the end of the review period, the Lead Agency (City) may presume that the Responsible Agency has no response. Copies of the Notice of Preparation and Initial Study are available at City Hall at the address listed below and on the City's website at www.cityofranchocordova.org.

Comments may be submitted in writing during the review period and addressed to:

Richard Galvin
City of Rancho Cordova
3121 Gold Canal Drive
Rancho Cordova, CA 95670

The comment period closes on **October 8**, 2005.

A. PROJECT LOCATION

The proposed interchange is located on US-50 (post mile 12.5/15.8) between Sunrise Boulevard and Hazel Avenue in the City of Rancho Cordova, CA. The proposed Rancho Cordova Parkway would extend from the new interchange south to White Rock Road (See **Figures 1 and 2**).

B. PROJECT DESCRIPTION

The City proposes to construct a new interchange over US-50 between Sunrise Boulevard and Hazel Avenue in the City of Rancho Cordova, California. The interchange would be a full "south only" connection from Highway 50. The project would include the following features:

- New overcrossing structure over US-50, UPRR Railroad, Folsom Boulevard, Folsom South Canal, and Buffalo Creek, that would measure approximately 32 feet above ground level;
- New eastbound and westbound on- and off-ramps accessing US-50;
- New arterial street called Rancho Cordova Parkway that would extend from the new interchange structure south to White Rock Road;
- Auxiliary lanes from Sunrise Boulevard to Hazel Avenue (to be determined by traffic studies); and
- Street lighting that would extend approximately 40 feet above the structure.

Westbound on-ramp and off-ramps, as well as a portion of the overcrossing structure, would be constructed north of the existing US-50 alignment within right of way previously reserved for the interchange (See **Figure 2**). Potential alternatives to include bicycle and/or pedestrian access across US-50 will also be studied during project development.

C. ALTERNATIVES

The project alternatives discussed below are preliminary and are subject to change during the project development process. The City is currently working with Caltrans and other stakeholders to develop reasonable alternatives that would meet the project purpose and need while minimizing impacts to the community and environment.

No-project Alternative

The no-project alternative would not include any improvements other than routine maintenance of existing facilities. Vehicles accessing US-50 and surrounding development would continue to use the Sunrise Boulevard and Hazel Avenue interchanges, and access to areas south of the Folsom Boulevard would be limited to Sunrise Boulevard.

Alternative 1

Alternative 1 includes construction of a standard trumpet (L-11) interchange (See **Figure 3**). The overcrossing structure would span US-50, Folsom Boulevard, RT/UPRR, Folsom South Canal and Buffalo Creek. The structure would terminate approximately 100 meters south of the Folsom South Canal. Rancho Cordova Parkway would then extend south to a new signalized intersection at White Rock Road.

The overcrossing structure would include a 2.4-meter median, two 4.2-meter through lanes adjacent to the median, two 3.6-meter outside through lanes, and two 2.4-meter shoulders. The structure would widen at the termini of the eastbound ramps, adding four 3.6-meter through lanes for a total of eight through lanes. At the end of the structure the median would widen to 4.2 meters. Two of the through lanes would terminate at the Easton Valley Parkway/Rancho

Cordova Parkway intersection, and Rancho Cordova Parkway would continue to White Rock Road with a 4.2-meter median, two 4.2-meter lanes adjacent to the median, four 3.6-meter through lanes, and two 2.4-meter shoulders.

The westbound off-ramp would allow two lanes to exit the mainline. The ramp would have a 1.4-meter left shoulder and a 2.4-meter right shoulder. The ramp would be adjacent to residential properties requiring installation of retaining walls and sound walls. Along the right shoulder, the sound wall would be placed on top of a retaining wall in areas where right of way is limited. The retaining wall would terminate at the overcrossing structure and the sound wall would continue to a point near the end of the eastbound off-ramp.

The westbound loop on-ramp would take two through lanes from the overcrossing and then widen to two 3.6-meter lanes and a 5.6-meter lane, including an un-metered high occupancy vehicle (HOV) bypass lane. The three lanes would then merge into a single 3.6-meter lane and be directed into an auxiliary lane. The ramp would have a 1.4-meter left shoulder and a 2.4-meter right shoulder. The ramp would be adjacent to residential properties requiring installation of retaining walls and sound walls.

The eastbound on-ramp would have two 3.6-meter lanes upstream of the ramp metering location, which would then taper to a single 3.6-meter lane that would enter an auxiliary lane. The ramp would have a 1.4-meter left shoulder and a 3.0-meter right shoulder to allow space for CHP enforcement of the ramp metering. Due to the lack of right of way between US-50 and Folsom Boulevard, the ramp would rise quickly to achieve sufficient vertical clearance to span Folsom Boulevard, RT/UPRR and the Folsom South Canal. The ramp would begin approximately 230 meters south of US-50.

The eastbound off-ramp would allow two lanes to exit the mainline. The ramp would have a 1.4-meter left shoulder and a 2.4-meter right shoulder. Due to the lack of right of way between US-50 and Folsom Boulevard, the ramp would rise quickly to achieve sufficient vertical clearance to span Folsom Boulevard, RT/UPRR and the Folsom South Canal. The ramp would connect to the overcrossing approximately 230 meters south of US-50.

Alternative 2

Alternative 2 would have the same westbound ramp configuration as Alternative 1 (See **Figure 4**). The overcrossing structure would be in the same location as that in Alternative 1 but the structure would be wider over US-50 to accommodate a 4.2-meter median. The eastbound ramps would be placed in a diamond (L-1) configuration paralleling US-50 and creating a four-way intersection at the overcrossing. The eastbound ramps would rise quickly to achieve sufficient vertical clearance to allow aerial encroachment over the shoulders of US-50 and Folsom Boulevard.

Alternative 3

Alternative 3 is a tight diamond (L-1) interchange and would have the same eastbound ramp configurations as Alternative 2 (See **Figure 5**). The overcrossing structure would be perpendicular to US-50 and would lie east of the overcrossing location of Alternatives 1 and 2. The eastbound and westbound ramps would parallel US-50. The eastbound ramps would connect to the overcrossing with a four-way intersection. The overcrossing would terminate at a 'T' intersection with the westbound ramps. The overcrossing structure would have a 4.2-meter median. The ramp intersections would be only 90 meters apart and could operate as a single intersection.

Alternative 4

This alternative is identical to Alternative 1 with the exception that the westbound off-ramp would terminate at the overcrossing with a 'T' intersection (See **Figure 6**). This intersection would either be signalized or stop sign controlled to indicate the terminus of the off-ramp and slow traffic before it reaches the overcrossing.

Auxiliary Lanes (All Alternatives)

If supported by the traffic study, all project alternatives would include continuous auxiliary lanes in both directions on US-50 from Sunrise Boulevard to the proposed interchange and from the proposed interchange to Hazel Avenue. Because the area north of US-50 is predominantly residential, a sound wall would be provided adjacent to the westbound auxiliary lane. A retaining wall would also be provided along the westbound auxiliary lane where the freeway is lower than the adjacent properties.

The auxiliary lane would terminate at the Sunrise Boulevard westbound off-ramp. The mainline #4 lane would continue past the gore area of the ramp and would then merge with the #3 lane east of the Sunrise Boulevard westbound on-ramp connection. At the Hazel Avenue westbound on-ramp, the un-metered HOV bypass lane would be directed into the mainline #4 lane while the two metered lanes merge into the auxiliary lane. These lane configurations would be the same for all build alternatives.

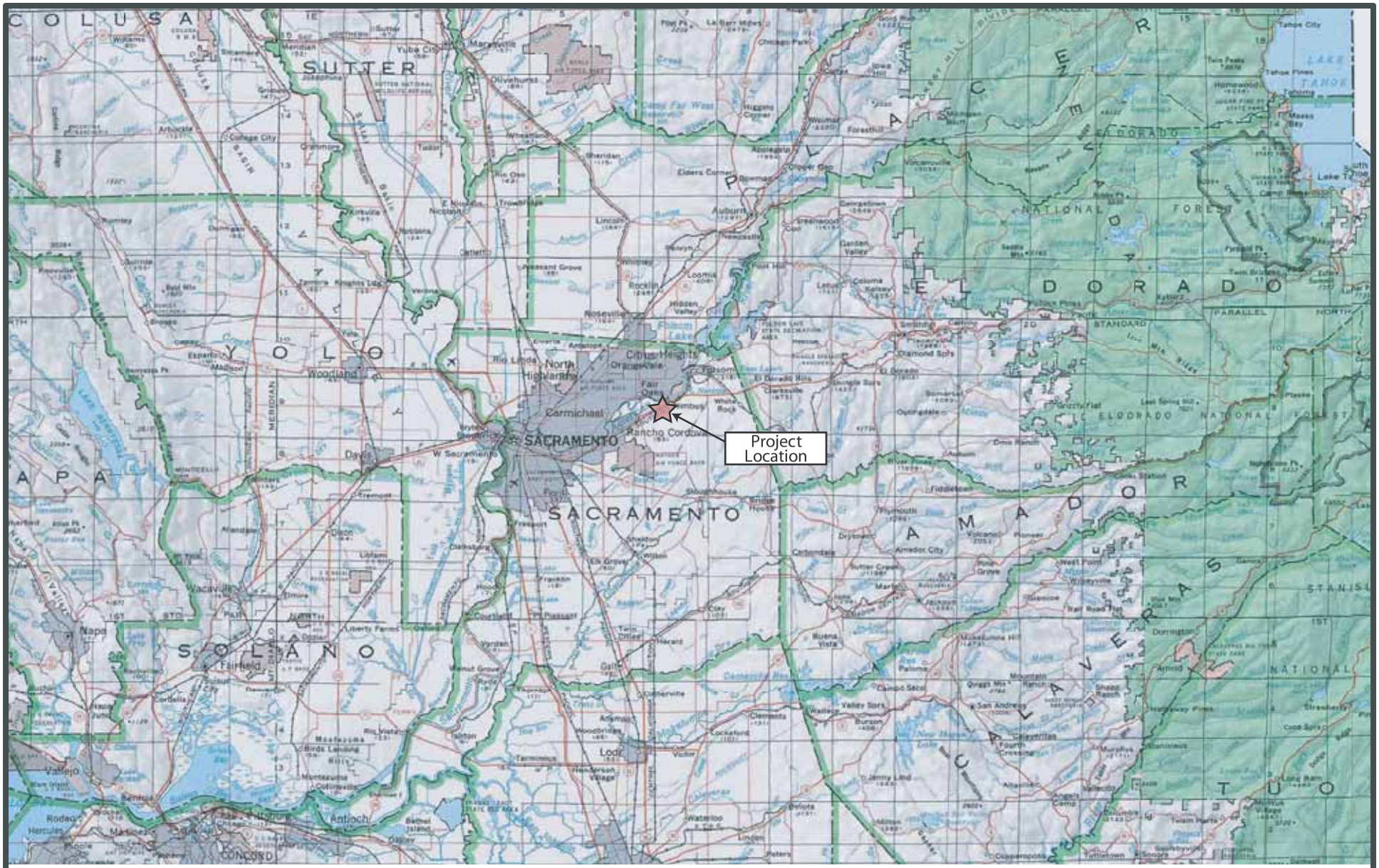
In the eastbound direction, a retaining wall would be provided along the auxiliary lane where the freeway is higher than the adjacent properties. Because auxiliary lanes are already provided for the Sunrise Boulevard eastbound on-ramp and the Hazel Avenue eastbound off-ramp, this project would extend those lanes to the proposed interchange.

The Citrus Road under-crossing would require a sliver widening to accommodate the westbound auxiliary lane between the proposed interchange and Sunrise Boulevard. At the Buffalo Creek and the Folsom South Canal crossings, the culverts are already long enough to accommodate the auxiliary lanes.

D. POTENTIAL ENVIRONMENTAL EFFECTS

The City has prepared an Initial Study that discusses potential environmental impacts that could result from the proposed project. The environmental factors checked below would be potentially affected by the project, involving at least one impact that is a "Potentially Significant Impact". Discussion of impacts can be found in the Initial study, which is available for review at the City's offices and website at the addresses listed on Page 1.

☒ Aesthetics	☒ Hazards & Hazardous Materials	☐ Public Services
☐ Agricultural Resources	☒ Hydrology/Water Quality	☐ Recreation
☒ Air Quality	☐ Land Use and Planning	☒ Transportation/ Traffic
☒ Biological Resources	☐ Mineral Resources	☒ Utilities & Service Systems
☒ Cultural Resources	☒ Noise	☒ Mandatory Findings of Significance
☒ Geology and Soils	☐ Population and Housing	



Source: TOPO! 2003

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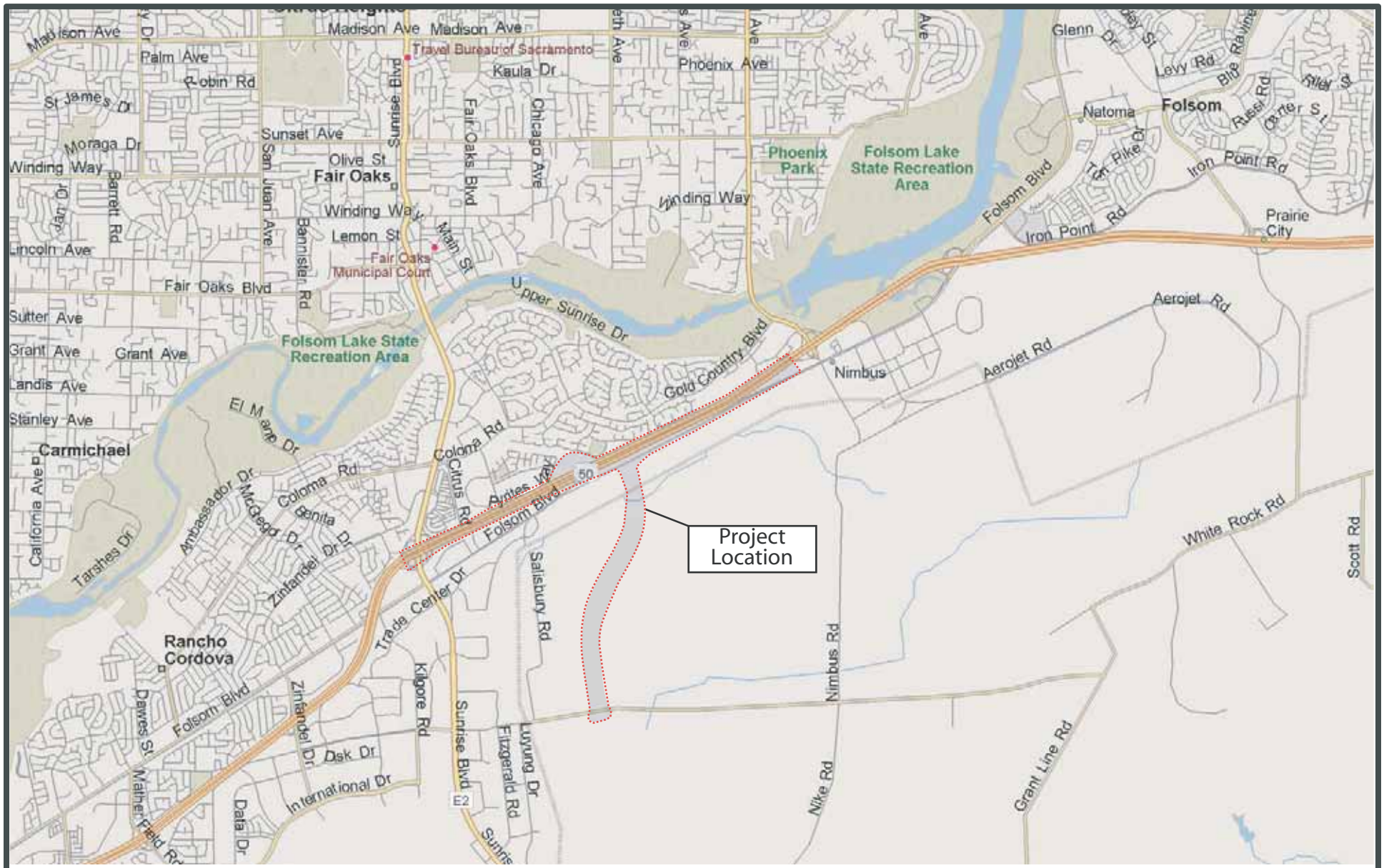
0 5 10

Scale in Miles

N

Figure 1
Regional Location

PMC



Source: Microsoft, Streets & Trips

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0 0.5 1
Scale in Miles

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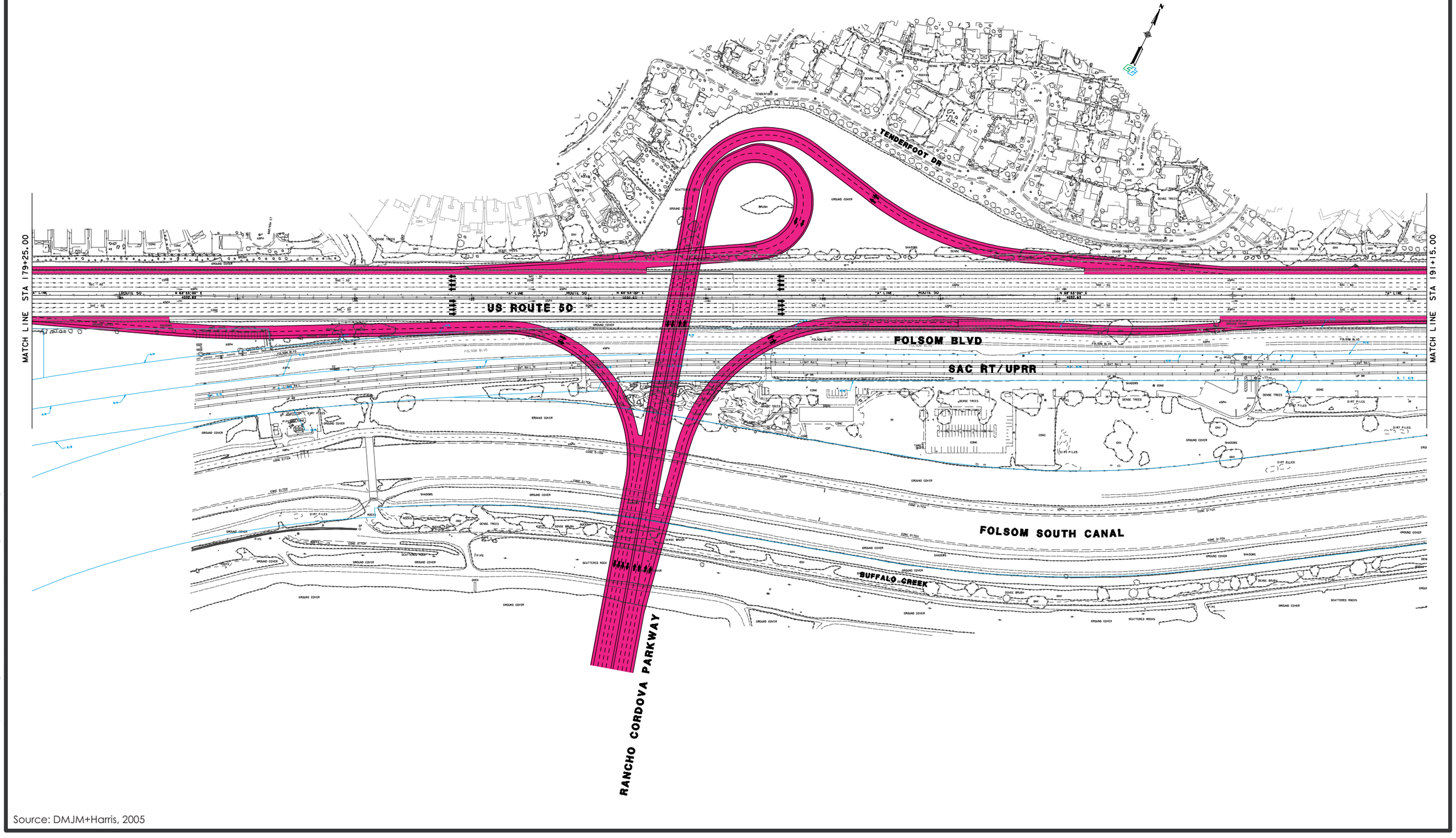
Figure 2
Project Location

PMC



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Source: DMJM+Harris, 2005

FIGURE 3
ALTERNATIVE 1

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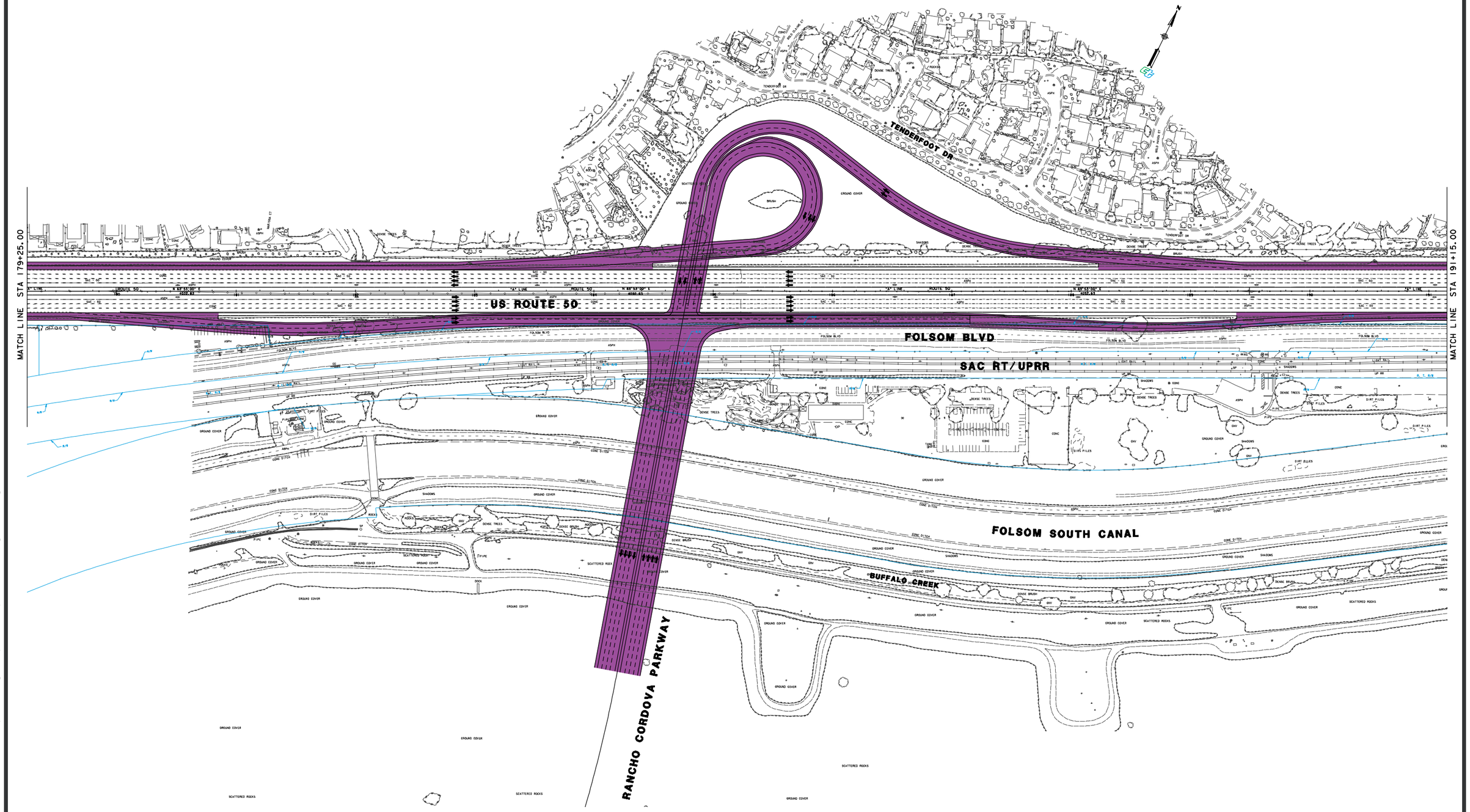

Source: DMJM+Harris, 2005

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FIGURE 4
ALTERNATIVE 2

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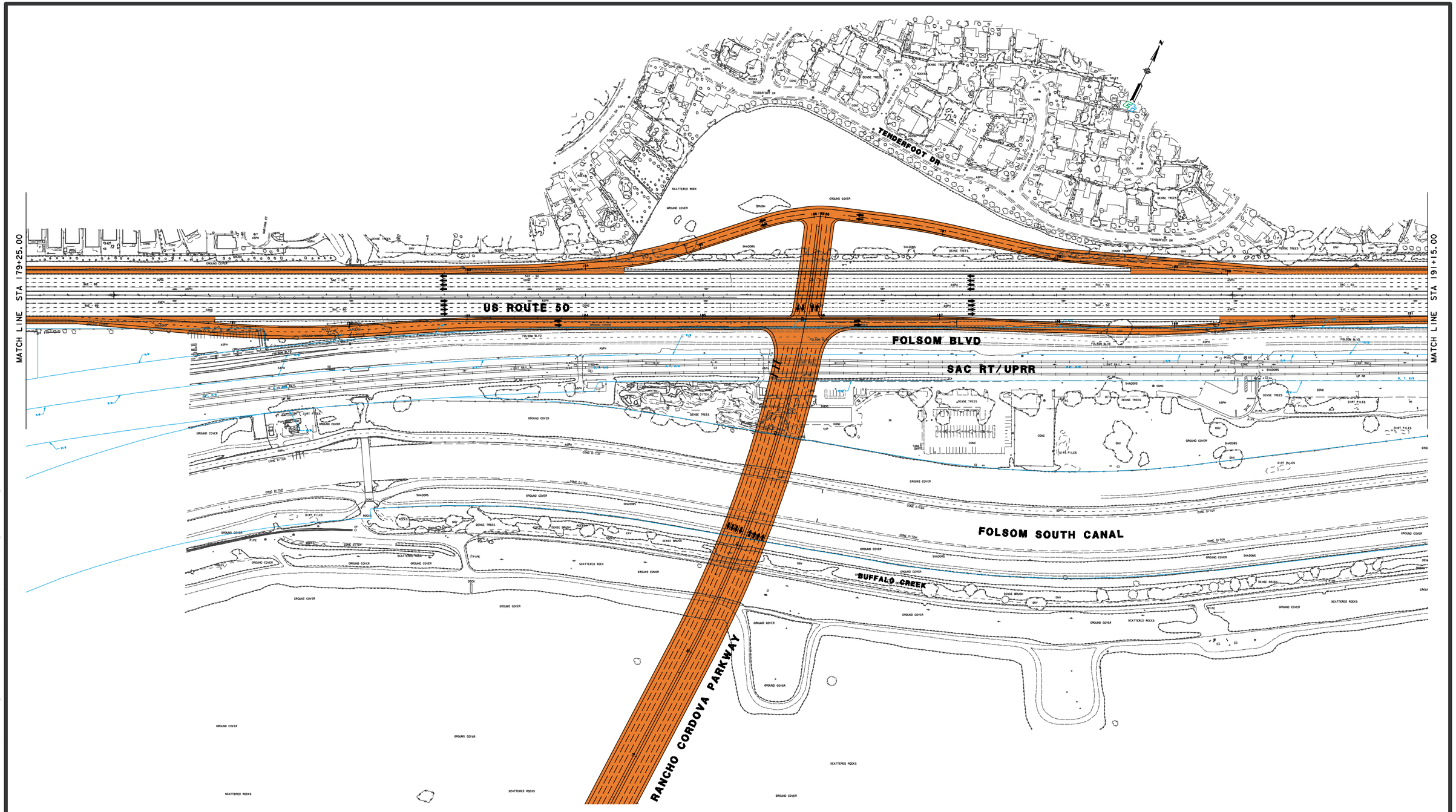

Source: DMJM+Harris, 2005

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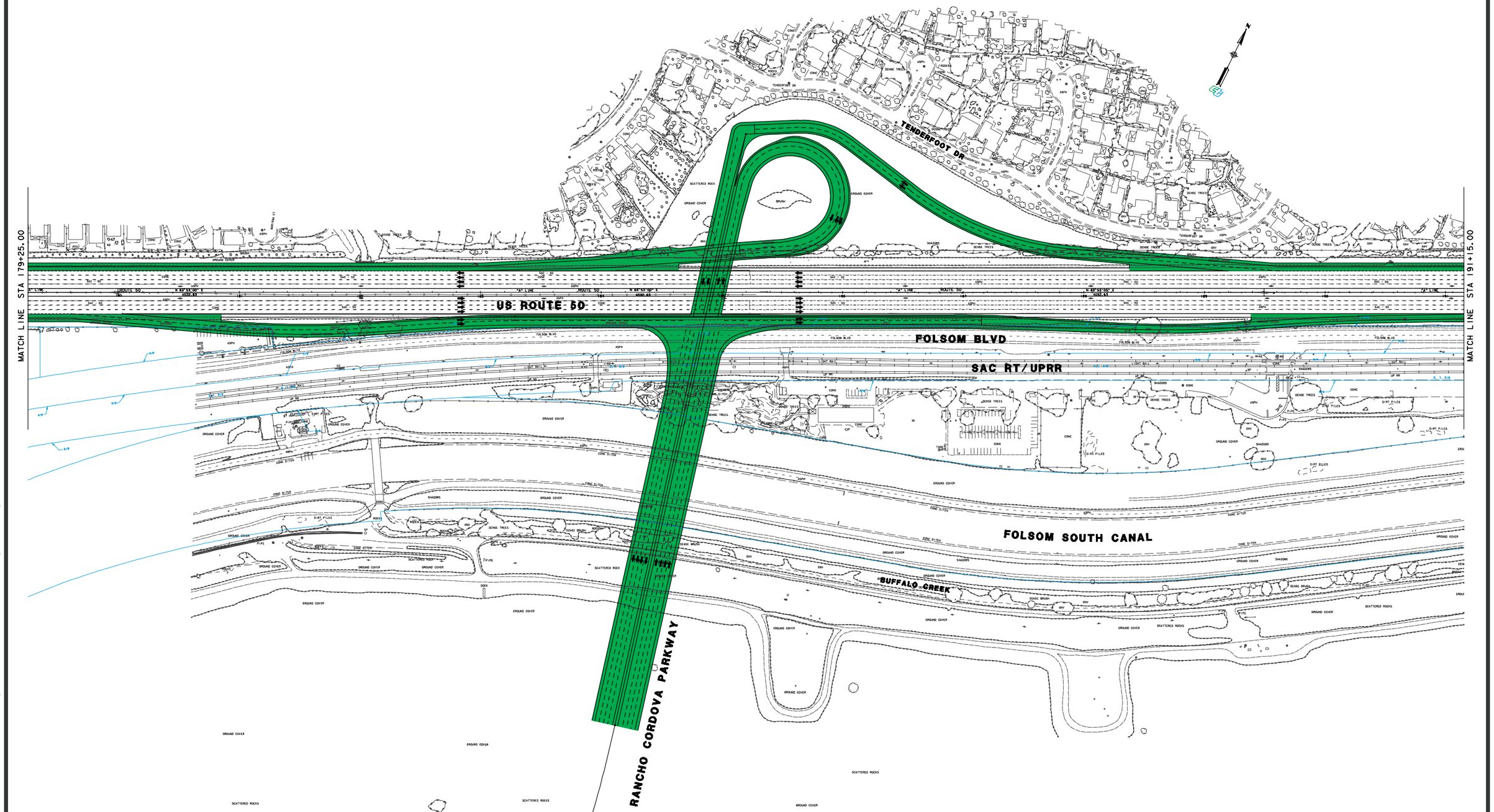
FIGURE 5
ALTERNATIVE 3

PMC



Source: DMJM+Harris, 2005

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FIGURE 6
ALTERNATIVE 4

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