

**RTIP ID#** *(required)* RIV030901

**TCWG Consideration Date** May 27, 2014

**Project Description** *(clearly describe project)*

The City of Coachella (City), in cooperation with the California Department of Transportation (Caltrans), proposes to construct a new interchange at Interstate 10 (I-10) and Avenue 50, from Post Mile (PM) R62.5 to R63.7, within the limits of the City in the County of Riverside. The proposed interchange is located approximately 3.4 miles (mi) east of the existing I-10/Dillon Road interchange (PM 58.9) and approximately 12.7 miles west of the existing I-10/Aqueduct Wash interchange (PM 75.0); refer to Exhibit 1 (Site Vicinity). Within the limits of the project, I-10 is a 4-lane freeway with a median running down the center and no High Occupancy Vehicle (HOV) facilities. All lanes are 12 feet (ft) with outside and inside shoulders of 10 ft and 5 ft, respectively. As part of the proposed project, Avenue 50 would be constructed at the new interchange location approximately 600 ft south of I-10 where it would tie into the future planned extension of Avenue 50, and terminate at the curb returns north of the westbound ramps intersection. The planned extension of Avenue 50 south of I-10, as referenced above, would be constructed prior to construction of the proposed interchange at I-10 and Avenue 50.

**Project Alternatives**

Alternatives accounted for the close proximity of the I-10/Dillon Rd Interchange to the west and existing large drainage patterns to the east and west. Two Build Alternatives and a No-Build Alternative were studied for the I-10/Avenue 50 Interchange Improvement Project.

- Alternative 3: New partial cloverleaf interchange
- Alternative 4: New spread diamond interchange with WB loop on-ramp

**Common Design Features of the Build Alternatives**

Each Build Alternative would feature new entrance and exit ramps as well as a new bridge overcrossing providing direct and continuous alignment for Avenue 50 traffic crossing I-10. An overcrossing structure provides the most flexibility with respect to future widening of I-10. There is no future widening planned on Avenue 50 within the interchange limits and the proposed overcrossing is designed at the ultimate width. Dedicated right-turn lanes for the loop on ramp(s) would be provided. Signalization is proposed at all study intersections.

Within the project limits, according to the City of Coachella's General Plan adopted in 1996, the Circulation Element states the ultimate facility configuration for Avenue 50 is a six-lane Major Arterial highway. The current design of Alternatives 3 and 4 provide for a design speed of 45 mph along Avenue 50 through the interchange due to horizontal and vertical geometric constraints. The proposed design speed meets minimum standards per Caltrans' Highway Design Manual (HDM). Avenue 50 currently terminates west of the All American Canal. All of the alternatives that were analyzed would require the extension of Avenue 50 to connect the existing City arterial roadway network to the new interchange location. This extension is included in the adjacent development project located to the south of the interchange and is not part of this project. The extension of Avenue 50 would take place prior to the construction of the interchange project addressed herein. Avenue 50 would terminate at the cross walk north of the interchange.

The project provides two-lane ramp meter entrances at all interchange entrance ramps, including ROW, geometrics to accommodate vehicle storage, ramp meter equipment, and California Highway Patrol (CHP) enforcement areas, in accordance with the Ramp Meter Design Manual. However, according to the 2012 RTP, no HOV, Park and Ride, and transit facilities are planned within the project limits with the design year 2040. Therefore, it has been determined that HOV preferential lanes would not be included in the project. This is not in compliance with Ramp Metering Policy Procedures and, as such, Fact Sheet Exceptions to Ramp Metering Policy would be created.

For Alternatives 3 and 4, the sidewalk extends on both sides of Avenue 50 for the limits of the proposed project. Highway planting would be part of this project and would be coordinated between Caltrans, County, and City. Landscape improvements within Caltrans' right of way would include hydroseeding of all disturbed slopes with native vegetation.

Alternative 3 and 4 may require relocation of a Sprint line that runs along the south side of I-10 within the project limits. AT&T,

Verizon, Coachella Valley Water District have responded to utility notices stating no known facilities within the proposed project area.

Geotechnical investigations would be required during final design for the design of the Avenue 50 overcrossing, pavement, and slope stability. It is anticipated that approximately 36 borings would be required for the project.

Alternative 3 and 4 would require acquisition of approximately 66.2 AC of ROW for the new interchange ramps and Avenue 50, and is anticipated to involve partial acquisitions of affected parcels. These parcels are located in all four quadrants of the proposed interchange. The total cost of ROW acquisition is estimated to be \$4,540,000.

#### **Design Exceptions**

There are no nonstandard features proposed within the project area.

#### **Unique Features of the Build Alternatives**

Two Build Alternatives and a No-Build Alternative are evaluated in this Initial Study with Mitigated Negative Declaration/Environmental Assessment (IS/EA).

#### **Alternative 3: New Partial Cloverleaf Interchange**

Alternative 3 consists of the construction of a new partial cloverleaf-type interchange with loop and direct on-ramps for both westbound and eastbound movements, and direct off-ramps for both westbound and eastbound movements; refer to Exhibit 2 (Alternative 3 Site Plan). The proposed typical section of Avenue 50 across I-10 would have six standard traffic lanes and a 4-ft median resulting in a bridge width of 110'-0".

The estimated roadway costs for Alternative 3 is \$26,950,000. The estimated structure cost is \$8,500,000. Including ROW, the total estimated cost of Alternative 3 is \$39,990,000.

This alternative would provide continuous alignment across I-10. This alternative would also reduce delay at signalized ramp intersections by providing dedicated right turns onto loop on-ramps for both westbound and eastbound movements entering I-10.

#### **Alternative 4: New Spread Diamond Interchange with WB Loop On-Ramp**

Alternative 4 consists of the construction of a new partial cloverleaf-type interchange with westbound loop and direct on-ramps, eastbound direct on-ramp, and direct off-ramps for both westbound and eastbound movements; Exhibit 3 (Alternative 4 Site Plan). The proposed typical section of Avenue 50 across I-10 would have six standard traffic lanes and a 4-ft median. The proposed geometry would incorporate a left-turn lane on southbound Avenue 50 for westbound I-10 movements, resulting in a bridge width of 121'-0".

The estimated roadway costs for Alternative 4 is \$26,734,000. The estimated structure cost is \$9,300,000. Including ROW, the total estimated cost of Alternative 4 is \$40,774,000.

This alternative would provide continuous alignment across I-10. This alternative would also reduce delay at the westbound signalized ramp intersection by providing a dedicated right turn entering I-10.

#### **Alternative 5: No-Build Alternative**

Alternative 5, the No-Build Alternative, would maintain the existing facility in its current condition, and no new connection to I-10 would be constructed. There are no capital costs associated with this alternative. The No-Build Alternative would produce no environmental impacts. However, this alternative would not address the projected operational deficiencies as development takes place and traffic demand increases. The existing I-10/Dillon Road Interchange would continue to provide the sole direct point of access to I-10 within the City limits. The western portion of the City would continue to have access to I-10 via SR-86 and Dillon Road. The expanding eastern portion of the City would be required to travel approximately 3 to 5 miles out of direction to access eastbound I-10 via Dillon Road. By the year 2040, the intersections and freeway segments within the area

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<p>of influence are projected to deteriorate from LOS B to LOS F. The inadequate capacity of the existing interchanges and local street system, when subjected to increased traffic, will contribute to the operational breakdown of the facility and to higher incidence of congestion. The No-Build Alternative would not reduce traffic congestion and not improve the overall traffic movements and safety based on projected traffic for year 2040. The No-Build Alternative would not meet the purpose and need of the project. The No-Build Alternative does provide a basis for comparing the project to the existing project setting.</p>				
<p><b>Type of Project</b> (use Table 1 on instruction sheet) New Interchange</p>				
<p><b>County</b> Riverside County</p>		<p><b>Narrative Location/Route &amp; Postmiles</b> The proposed project is located approximately 3.4 miles east of the I-10/Dillon Road Interchange in the City of Coachella. The project's boundaries are from Post Mile (PM) R62.5 to PM R63.7.  <b>Caltrans Projects – EA#</b> 08-45210</p>		
<p><b>Lead Agency:</b> City of Coachella</p>				
<p><b>Contact Person</b> Jonathan Hoy</p>		<p><b>Phone#</b> 760-398-5744</p>	<p><b>Fax#</b> 760-262-6253</p>	<p><b>Email</b> jhoy@coachella.org</p>
<p><b>Hot Spot Pollutant of Concern</b> (check one or both)      <b>PM2.5</b>                      <b>PM10 X</b></p>				
<p><b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)</p>				
<p><b>Categorical Exclusion (NEPA)</b></p>	<p><input checked="" type="checkbox"/> <b>EA or Draft EIS</b></p>	<p><input type="checkbox"/> <b>FONSI or Final EIS</b></p>	<p><input type="checkbox"/> <b>PS&amp;E or Construction</b></p>	<p><input type="checkbox"/> <b>Other</b></p>
<p><b>Scheduled Date of Federal Action:</b> 2014</p>				
<p><b>NEPA Assignment – Project Type</b> (check appropriate box)</p>				
<p><input type="checkbox"/> <b>Exempt</b></p>		<p><input type="checkbox"/> <b>Section 326 – Categorical Exemption</b></p>	<p><input checked="" type="checkbox"/> <b>Section 327 – Non-Categorical Exemption</b></p>	
<p><b>Current Programming Dates</b> (as appropriate)</p>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	8/1/12	3/14/13	9/1/13	8/1/15
<b>End</b>	12/18/14	8/14/15	5/1/15	12/1/16
<p><b>Project Purpose and Need (Summary):</b> (attach additional sheets as necessary)</p> <p>The purpose of the proposed project is to:</p> <ul style="list-style-type: none"> <li>• Address the anticipated increased traffic demand and associated congestion on the local and regional transportation system, including adjacent interchanges at I-10/Dillon Road (Rd) and SR-86/Dillon Road;</li> <li>• Construct an interchange along I-10 at the future extension of Avenue 50 as identified on the City's General Plan Circulation Element; and</li> <li>• Provide a new regional access point to I-10 to the City and eastern Coachella Valley.</li> </ul> <p>The project addresses the following needs, transportation deficiencies and problems:</p> <ul style="list-style-type: none"> <li>• The City's Lane Use Plan Element of the General Plan identifies ongoing and planned development in the eastern part of Coachella that is expected to increase the local population and local/regional traffic demands;</li> <li>• The Circulation Plan Element identifies Avenue 50 as a major arterial east-west corridor with access to I-10 to serve local and regional traffic needs; and</li> <li>• Adjacent interchanges at I-10/Dillon Road and SR-86/Dillon Road are forecast to operate at unacceptable level of</li> </ul>				

service (LOS) by forecast year 2040 based on growth and traffic projections.

**Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)**

The proposed project is located within the City of Coachella and is surrounded by open space, residential, and commercial uses. Diesel truck traffic makes up approximately 40 percent (22 percent in future years) of the total traffic volumes within I-10 Freeway. The study area currently has high percentages of truck traffic because the I-10 Freeway serves as a primary travel route between California and Arizona and some of the local businesses are involved in interstate commerce.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

The project would construct new entrance and exit ramps as well as a new bridge overcrossing providing direct and continuous alignment for Avenue 50 traffic crossing I-10 in order to avoid forecasted operational deficiencies on I-10, SR-86, Avenue 50, and Dillon Road. Table 1 (Opening Year [2017] Traffic Volumes) depicts the opening year traffic volumes along each segment within the project limits for both the no build alternative and the build alternatives. As shown in Table 1, the highest opening year no build average daily traffic (ADT) volumes would be 36,200, which include truck volumes of 7,964 ADT. The highest opening year build (with project) ADT volumes would be 35,600, which include truck volumes of 7,832 ADT. As indicated in Table 1, both Build Alternatives would have daily traffic volumes less than 125,000 ADT. Additionally, daily truck volumes would be less than 10,000 ADT.

**Table 1  
Opening Year [2017] Traffic Volumes**

Location	2017 No Build			2017 Build			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
<b>Dillon Road</b>							
North of Vista Del Norte	9,800	5%	680	13,600	5%	490	-28%
North of I-10 WB Ramps	16,100	5%	1,050	21,000	5%	805	-23%
I-10 WB to I-10 EB Ramps	15,500	5%	1,045	20,900	5%	775	-26%
Vista Del Sur to I-10 EB Ramps	16,900	5%	1,175	23,500	5%	845	-28%
North of Shadow View Boulevard	15,600	5%	945	18,900	5%	780	-17%
North of SR-86S WB Ramps	16,300	5%	885	17,700	5%	815	-8%
SR-86S WB to SR-86S EB Ramps	16,800	5%	880	17,600	5%	840	-5%
South of SR-86S EB Ramps	18,000	5%	915	18,300	5%	900	-2%
<b>I-10</b>							
West of Dillon Road	35,600	22%	6,908	31,400	22%	7,832	13%
East of Dillon Road	33,700	22%	6,402	29,100	22%	7,414	16%
<b>SR-86S</b>							
North of Dillon Road	34,300	22%	7,964	36,200	22%	7,546	-5%
Dillon Road to Avenue 50	26,200	22%	6,116	27,800	22%	5,764	-6%
South of Avenue 50	28,300	22%	6,644	30,200	22%	6,226	-6%

Source: Urban Crossroads, I-10/Avenue 50 Interchange Traffic Analysis Update, December 20, 2013.

Table 2 (Opening Year Level of Service) summarize the existing delay and corresponding Level of Service (LOS) within the project area. As shown in Table 2, LOS would generally improve (i.e., delay would be reduced).

**Table 2  
Opening Year Level of Service**

Intersection	2017 No Build				2017 Build			
	Delay (seconds)		Level of Service		Delay (seconds)		Level of Service	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>Dillon Road at:</b>								
Vista Del Norte								
- With Improvements	75.8	-- <sup>1</sup>	F	F	25.2	55.1	D	F
- Without Improvements	16.9	14.6	B	B	16.8	13.8	B	B
I-10 WB Ramps								
- With Improvements	34.1	61.1	D	F	22.2	39.1	C	E
- Without Improvements	12.8	11.3	B	B	12.1	13.2	B	B
I-10 EB Ramps								
- With Improvements	30.6	33.7	D	D	16.9	22.2	C	C
- Without Improvements	7.3	7.5	A	A	9.3	8.3	A	A
Vista Del Sur								
- With Improvements	12.5	12.8	B	B	10.7	10.6	B	B
- Without Improvements	10.7	10.7	B	B	9.7	9.5	A	A
Shadow View Boulevard								
- With Improvements	7.7	9.3	A	A	4.4	6.8	A	A
SR-86S WB Ramps								
- With Improvements	17.0	19.2	B	B	16.4	18.5	B	B
- Without Improvements	18.6	35.7	B	D	18.3	35.5	B	D
SR-86S EB Ramps								
- With Improvements	17.5	17.0	B	B	15.9	16.6	B	B
- Without Improvements	13.7	16.0	B	B	12.7	15.2	B	B
<b>Avenue 50 at:</b>								
I-10 WB Ramps								
- With Improvements	--	--	--	--	4.1	3.4	A	A
I-10 EB Ramps								
- With Improvements	--	--	--	--	8.2	9.4	A	A
Notes:								
1. Delay >50 for Unsignalized or >100 for TS or Critical Vol./Cap. > 1.0; Intersection unstable; Level of Service = "F"								
Source: Urban Crossroads, I-10/Avenue 50 Interchange Traffic Analysis Update, December 20, 2013.								

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Table 3 (Horizon Year 2040 Traffic Volumes) provides the 2040 volumes for the no build alternative and the build alternatives. Table 3 compares the no build and build traffic volumes along each roadway segment. As shown in Table 3, traffic volumes within the project limits would not exceed 125,000 vehicles daily. The proposed improvements involve a new interchange to accommodate planned growth and would not directly generate new heavy truck trips in the project area.

**Table 3**  
**Horizon Year 2040 Traffic Volumes**

Location	2040 No Build			2040 Build			# Trucks Percent Change
	ADT	% Trucks	# Trucks	ADT	% Trucks	# Trucks	
<b>Dillon Road</b>							
North of Vista Del Norte	46,500	5%	2,325	25,300	5%	1,265	-46%
North of I-10 WB Ramps	80,800	5%	4,040	53,700	5%	2,685	-34%
I-10 WB to I-10 EB Ramps	83,000	5%	4,150	52,500	5%	2,625	-37%
Vista Del Sur to I-10 EB Ramps	90,300	5%	4,515	53,600	5%	2,680	-41%
North of Shadow View Boulevard	65,500	5%	3,275	47,400	5%	2,370	-28%
North of SR-86S WB Ramps	58,900	5%	2,945	51,500	5%	2,575	-13%
SR-86S WB to SR-86S EB Ramps	55,000	5%	2,750	50,500	5%	2,525	-8%
South of SR-86S EB Ramps	50,600	5%	2,530	49,400	5%	2,470	-2%
<b>I-10</b>							
West of Dillon Road	71,700	22%	15,774	95,300	22%	20,966	33%
East of Dillon Road	60,100	22%	13,222	86,200	22%	18,964	43%
<b>SR-86S</b>							
North of Dillon Road	122,300	22%	26,906	112,100	22%	24,662	-8%
Dillon Road to Avenue 50	95,100	22%	20,922	86,700	22%	19,074	-9%
South of Avenue 50	102,000	22%	22,440	91,600	22%	20,152	-10%

Source: Urban Crossroads, I-10/Avenue 50 Interchange Traffic Analysis Update, December 20, 2013.

Table 4 (Future Year Level of Service) summarizes the existing delay and corresponding LOS within the project area. As shown in Table 4, LOS would generally improve (i.e., delay would be reduced) under build conditions.

**Table 4**  
**Future Year Level of Service**

Intersection	2040 No Build				2040 Build			
	Delay (seconds)		Level of Service		Delay (seconds)		Level of Service	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>Dillon Road at:</b>								
<b>Vista Del Norte</b>								
- With Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	37.1	31.7	D	C
- Without Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	-- <sup>1</sup>	-- <sup>1</sup>	F	F
<b>I-10 WB Ramps</b>								
- With Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	15.8	35.4	B	D
- Without Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	-- <sup>1</sup>	-- <sup>1</sup>	F	F
<b>I-10 EB Ramps</b>								
- With Improvements	18.4	-- <sup>1</sup>	B	F	17.8	12.0	B	B
- Without Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	-- <sup>1</sup>	-- <sup>1</sup>	F	F
<b>Vista Del Sur</b>								
- With Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	34.0	29.0	D	D
- Without Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	-- <sup>1</sup>	-- <sup>1</sup>	F	F
<b>Shadow View Boulevard</b>								
- With Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	8.1	15.4	A	B
<b>SR-86S WB Ramps</b>								
- With Improvements	51.8	57.3	D	E	23.3	48.8	C	D
- Without Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	-- <sup>1</sup>	-- <sup>1</sup>	F	F
<b>SR-86S EB Ramps</b>								
- With Improvements	-- <sup>1</sup>	30.4	F	C	22.2	25.1	C	C
- Without Improvements	-- <sup>1</sup>	-- <sup>1</sup>	F	F	-- <sup>1</sup>	-- <sup>1</sup>	F	F

**Table 4 (continued)  
Future Year Level of Service**

Intersection	2040 No Build				2040 Build			
	Delay (seconds)		Level of Service		Delay (seconds)		Level of Service	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>Avenue 50 at:</b>								
I-10 WB Ramps								
- With Improvements	7.1	9.0	A	A	11.5	4.9	B	A
I-10 EB Ramps								
- With Improvements	10.7	12.0	B	B	14.5	23.5	B	C
Notes:								
1. Delay >50 for Unsignalized or >100 for TS or Critical Vol./Cap. > 1.0; Intersection unstable; Level of Service = "F"								
Source: Urban Crossroads, I-10/Avenue 50 Interchange Traffic Analysis Update, December 20, 2013.								

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

See Above.

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

See Above.

**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**

The proposed project involves a new interchange connection to I-10 approximately 3.4 miles east of the existing I-10/Dillon Road Interchange. The existing interchange at I-10/Dillon Road cannot accommodate future traffic volume projections based upon the City’s General Plan land uses. Significant operational deficiencies will occur on I-10, SR-86, Avenue 50, and Dillon Road absent the proposed new interchange connection of Avenue 50 to I-10. The new interchange would serve future planned development planned in the area and would provide direct access to downtown Coachella via Avenue 50. As depicted in Table 1 and Table 3, the addition of the new interchange would shift more vehicles from Dillon Road and SR-86 onto I-10. It should be noted that due to future growth and other circulation improvements, heavy truck volumes on I-10 would decrease from 40 percent (existing), to 22 percent during the opening year and horizon year. Additionally, as shown in Table 2 and Table 4, LOS would generally improve (i.e., delay would be reduced) under build conditions.

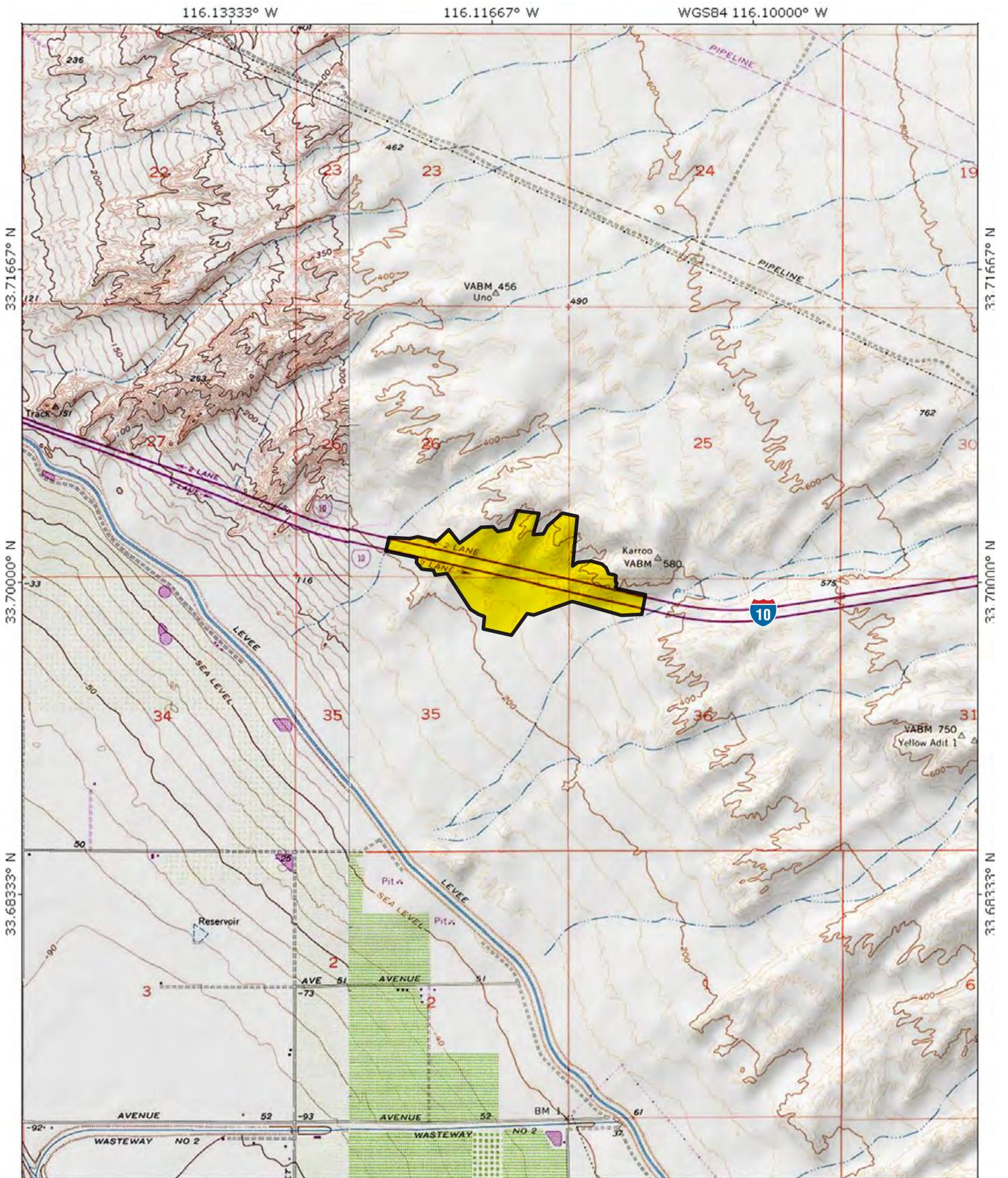
**Comments/Explanation/Details (attach additional sheets as necessary)**

The proposed project would not conflict with an applicable plan, policy, or regulation of an agency with jurisdiction over the project. The proposed project is also consistent with Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) (RTP ID RIV030901 and FTIP ID RIV030901) and is intended to meet the traffic needs in the area based on local land use plans.

The EPA’s March 2006 guidance document *Transportation Guidance for Qualitative Hot-spot Analysis in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas* references a two-step criteria to identify “a significant volume of diesel truck traffic.” The first criterion is facilities with greater than 125,000 ADT volumes. If the first criterion is met, the second criterion is that 8 percent or more of said traffic volumes (i.e., 10,000 vehicles or more) are diesel truck traffic volumes. As discussed above, traffic volumes within the project limits would not exceed 125,000 vehicles daily. The truck percentage is also projected to remain the same for both the opening year and the horizon year. Additionally, due to the planned residential growth in the project area, truck volumes would decrease from 40 percent during existing conditions to 22 percent during the opening year and horizon year. Although the number of trucks would increase under future conditions, a greater increase would occur for the non-diesel vehicles, which would reduce the overall proportion of heavy trucks.

It should be noted that the highest traffic volumes would occur along SR-86 (122,300 ADT north of Dillon Road during the horizon year without the project) would decrease during build conditions in the horizon year (112,100 ADT). The highest daily traffic volumes along I-10 would be 95,300 ADT or less during the horizon year with project scenario. Therefore, the project would reduce traffic on the highway with the highest traffic volumes in the project area. Additionally, overall traffic volumes would be less than 125,000 ADT on all roadways during the existing, opening year, and horizon year build and no build scenarios.

Based on the information provided above, the proposed project would not involve a significant amount of diesel truck traffic, as traffic volumes would be less than 125,000 ADT, and is in compliance with the RTP/FTIP. Therefore, the project meets the Clean Air Act requirements and is not a project of air quality concern under 40 CFR 93.123(b)(1).

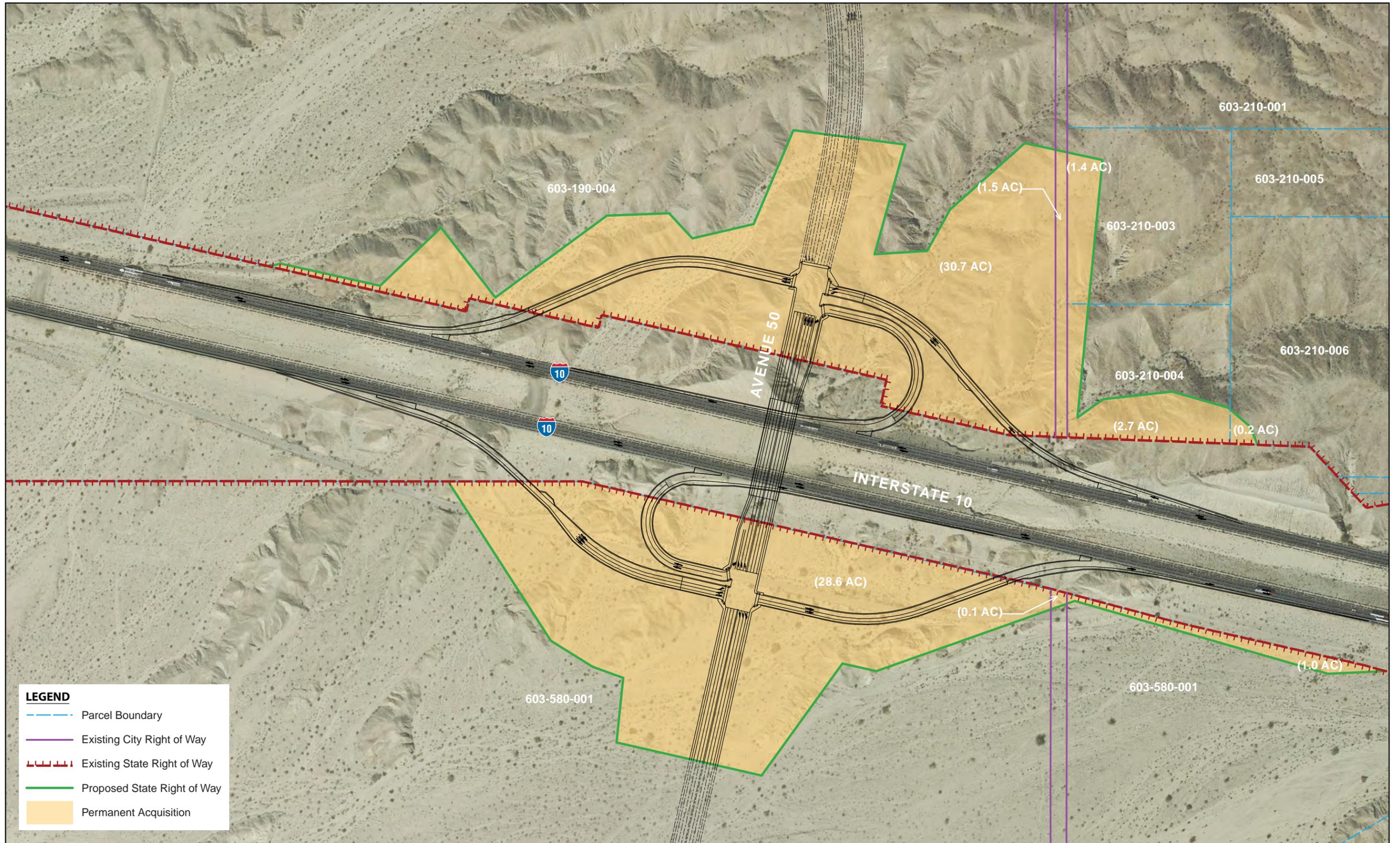


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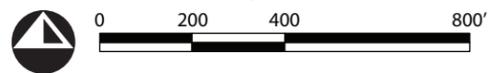
 Project Site



I-10 / AVENUE 50 INTERCHANGE PROJECT  
**Site Vicinity**

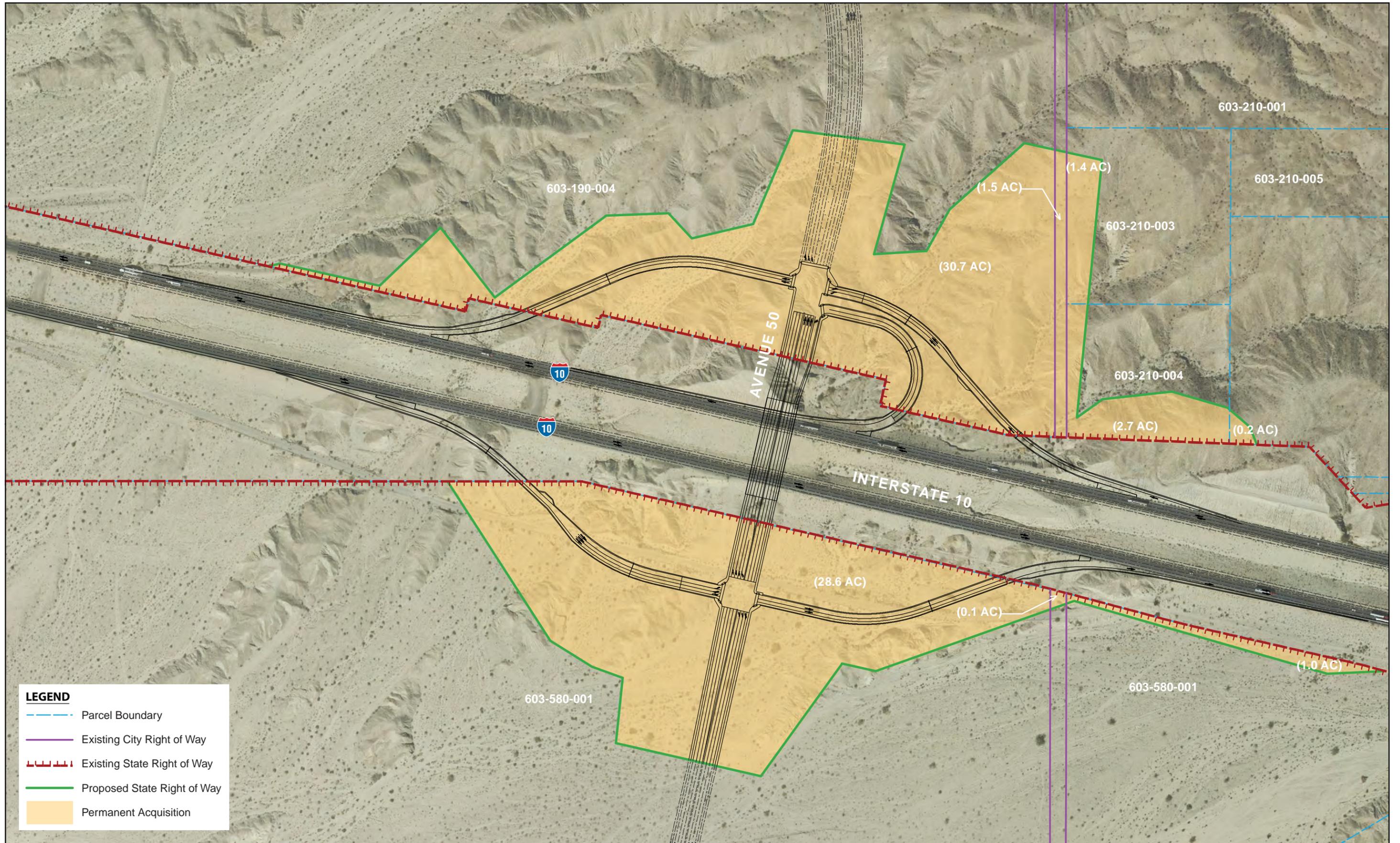


Source: Riverside County GIS, Eagle Aerial, 2013.



4/22/14 JN 133278-20158 MAS

I-10 / AVENUE 50 INTERCHANGE PROJECT  
**Alternative 3 Site Plan**



**LEGEND**

- Parcel Boundary
- Existing City Right of Way
- |-|- Existing State Right of Way
- Proposed State Right of Way
- Permanent Acquisition

Source: Riverside County GIS, Eagle Aerial, 2013.



4/22/14 JN 133278-20158 MAS

I-10 / AVENUE 50 INTERCHANGE PROJECT  
**Alternative 4 Site Plan**