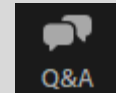


Interstate 10 / Monroe Street Interchange Improvement Project

Please note that the audience will be automatically muted for the entire presentation. To ask questions or provide comments, please use the Q&A feature within the toolbar on the bottom of your screen.



If you are having audio issues, please try the following: Select computer audio or join with your phone audio and the numbers below. For computer audio, ensure your speakers are turned on. If you receive a busy signal, please keep dialing, and/or dial one of the alternate numbers provided when clicking on the zoom meeting link.

The hearing will begin at 4:05 p.m.

Slide 1 of 35

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The Draft IS/EA and other project information can be found on the following websites: www.indio.org & rcprojects.org/monroe-st-interchange
El Draft IS/EA y otra información está disponible en estos siguientes sitios web: www.indio.org & rcprojects.org/monroe-st-interchange

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Welcome!

I-10/Monroe Street Interchange Improvement Project

Initial Study with Proposed Mitigated Negative Declaration/ Environmental Assessment

Public Hearing

June 9, 2020
4:00 p.m. to 6:00 p.m.

Slide 2 of 35

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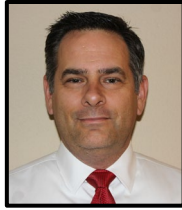
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Introductions

■ Eric Weck



Principal Civil Engineer, City of Indio

■ Jerusalem Verano



Project Engineer, Michael Baker Intl

■ Rebecca Young



Project Manager, Michael Baker Intl

■ Court Morgan



Environmental Manager, ICF

■ Project Development Team

- *City of Indio*
- *County of Riverside*
- *Caltrans District 8*
- *Coachella Valley Association of Governments*



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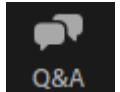
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Webinar Information

- Recording and Court Reporter:
 - *Tonight's hearing is being recorded for the project file, which is public record.*
 - *A court reporter is in attendance to transcribe the hearing.*
- Questions and Comments:
 - *Type your question/comment into the Q&A feature in the Zoom toolbar at the bottom of your screen.*
 - *You may type your question/comment at any point during the presentation.*
 - *Questions/comments will be read by the presenter at the end of the presentation.*
 - *Formal responses will be provided in the Final Environmental Document.*

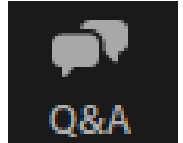


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3. Mail your comments to:

Renetta Cloud
Senior Environmental Planner
California Department of Transportation
464 West 4th Street, 6th Floor, MS-823
San Bernardino, CA 92401-1400

- Comments will be accepted through **June 22, 2020** and will be formally addressed in the Final Environmental Document.



Project Presentation

Agenda

- *City introduction*
- *Purpose of the hearing*
- *Project overview*
- *Proposed improvements*
- *Environmental process*
- *Frequently asked questions*
- *Next steps*

Feel free to enter your question or comment in the Q&A feature at any point during the presentation

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City Introduction



INDIO
City of Festivals

**I-10/MONROE STREET
INTERCHANGE PROJECT**
PUBLIC COMMENT AND REVIEW IS NOW OPEN

Slide 7 of 35

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Purpose of Tonight's Hearing

- To provide information to the public on the proposed project.
- To describe the environmental review process and subsequent decision making.
- To solicit input from the public on the Draft Environmental Document Draft Initial Study (IS) with Proposed Mitigated Negative Declaration/Environmental Assessment (EA).



Slide 8 of 35

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An aerial photograph of a highway interchange with multiple lanes and ramps. In the upper right quadrant, there is a large, multi-story building with a grid-like facade. The surrounding area appears to be a mix of developed and undeveloped land. The text 'Project Overview' is overlaid in a large, bold, dark red font.

Project Overview

Slide 9 of 35

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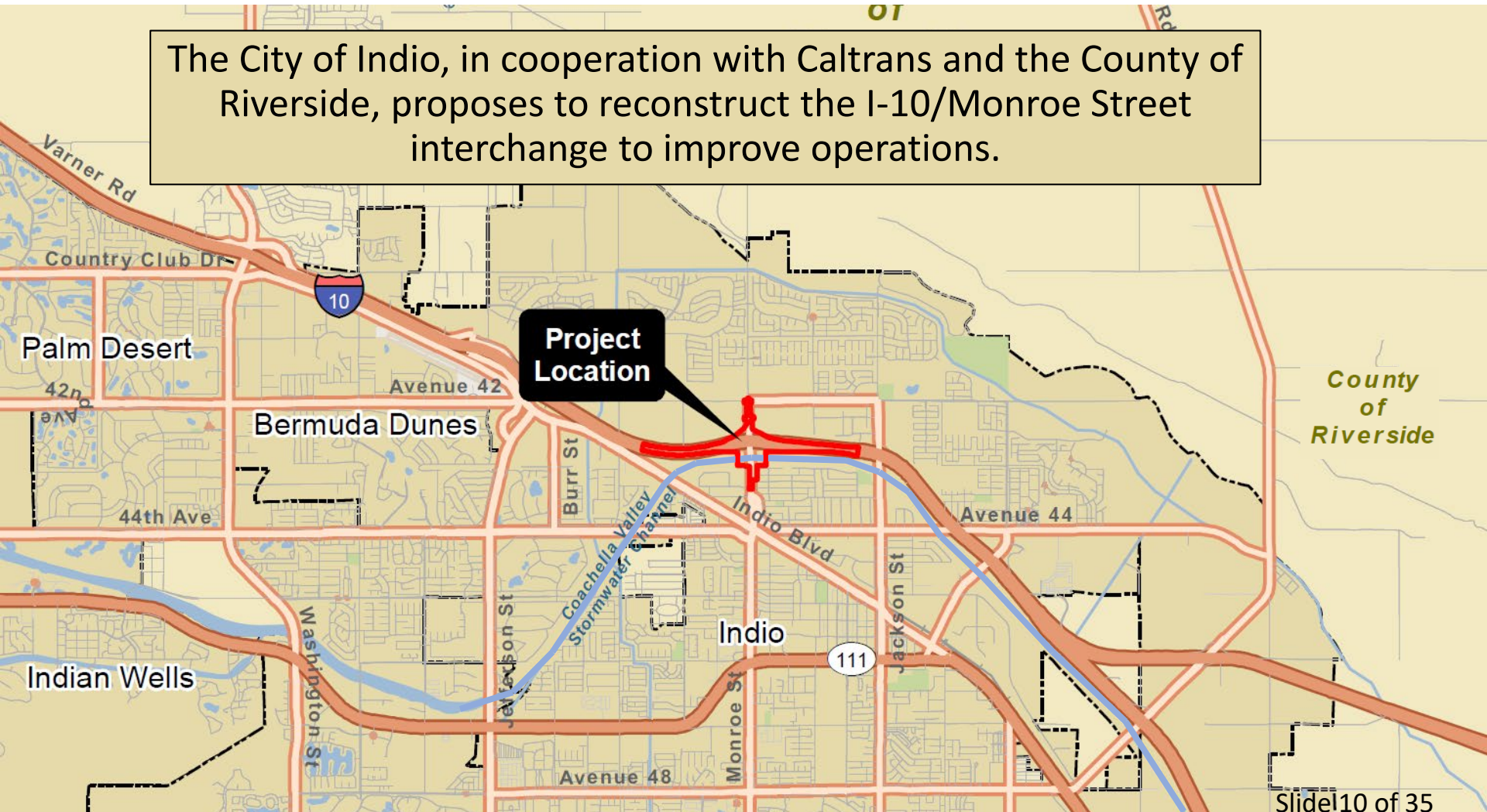
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Project Overview and Area Map

The City of Indio, in cooperation with Caltrans and the County of Riverside, proposes to reconstruct the I-10/Monroe Street interchange to improve operations.



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Existing Conditions



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Existing Conditions

- Insufficient shoulder widths
- Insufficient pedestrian sidewalk widths and multi-modal facilities (such as accommodations for Low Speed Electric Vehicles)
- Single lane freeway on- and off-ramps
- Bridge structures require seismic retrofit
- Coachella Valley Stormwater Channel Bridge foundations are susceptible to scour

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Project Background

Scoping Phase

- Project Study Report-Project Development Support (PSR-PDS)
- Completed December 2016

Environmental Phase

- Project Approval/Environmental Document (PA/ED)
- Initiated early 2018

We are here

Final Design (Future activity)

- Plans, Specifications & Estimates (PS&E)
- Late-2020 through mid-2022

Construction (Future activity)

- Late-2023 through mid-2025

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The Purpose of the Project is to:

- Increase capacity at the I-10/Monroe Street interchange to accommodate the travel demand forecasts for the 2045 design year.
- Accommodate multi-modal travel consistent with the City of Indio's General Plan and regional plans.
- Improve operations by addressing existing interchange geometric deficiencies that include:
 - *Increasing shoulder widths;*
 - *Redesigning non-standard curves, cross-falls, and profile grades; and*
 - *Updating non-standard seismic and scour susceptible bridges over I-10 and Whitewater River to current standards.*

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Project Alternatives

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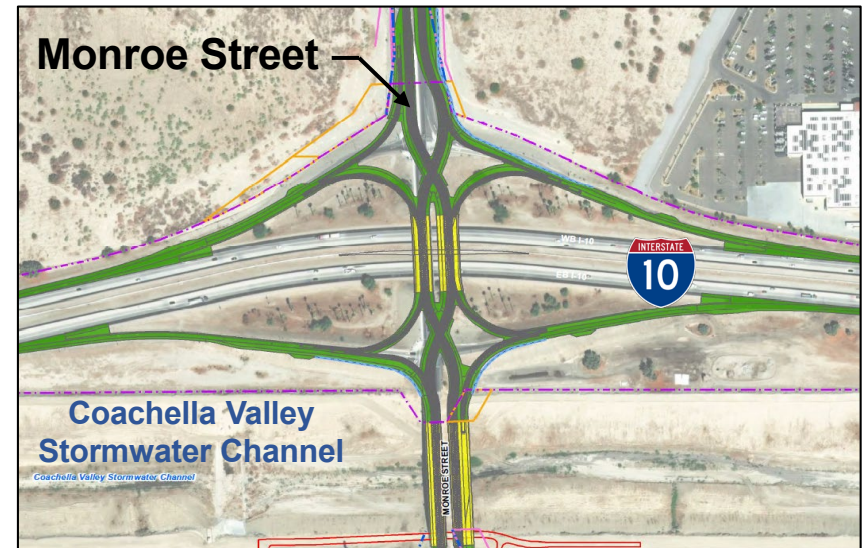
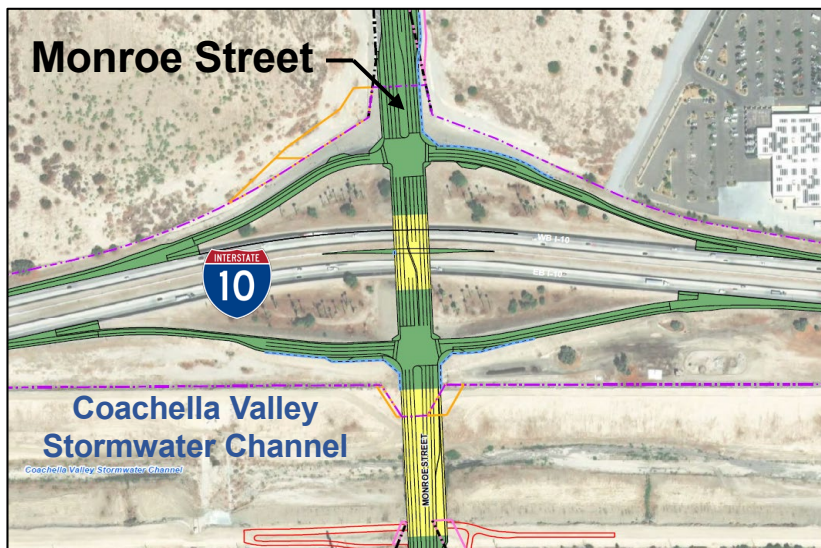
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Project Alternatives

- **Alternative 1** – No-build alternative
- **Alternative 2** - Tight Diamond Interchange (Locally Preferred Alternative)
- **Alternative 4** – Diverging Diamond Interchange



(Note: Alternative 3 – Rejected early in the planning phase)

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Alternative 2 and Alternative 4 Improvements:

- Widen Monroe Street (two through lanes in each direction)
- Widen the freeway on- and off-ramps
- Add new bicycles and Low Speed Electric Vehicle Lanes (both sides)
- Add new pedestrian sidewalks (both sides)
- Reconstruct and widen the I-10/Monroe Street and Coachella Valley Stormwater Channel Bridges
- Add dedicated merging and exit lanes at the freeway on- and off-ramps on I-10
- Add an auxiliary lane between Monroe Street and Jackson Street along eastbound I-10
- Update existing interchange nonstandard features
- Modify CV Link in the vicinity of the proposed project to accommodate the planned Monroe Street widening

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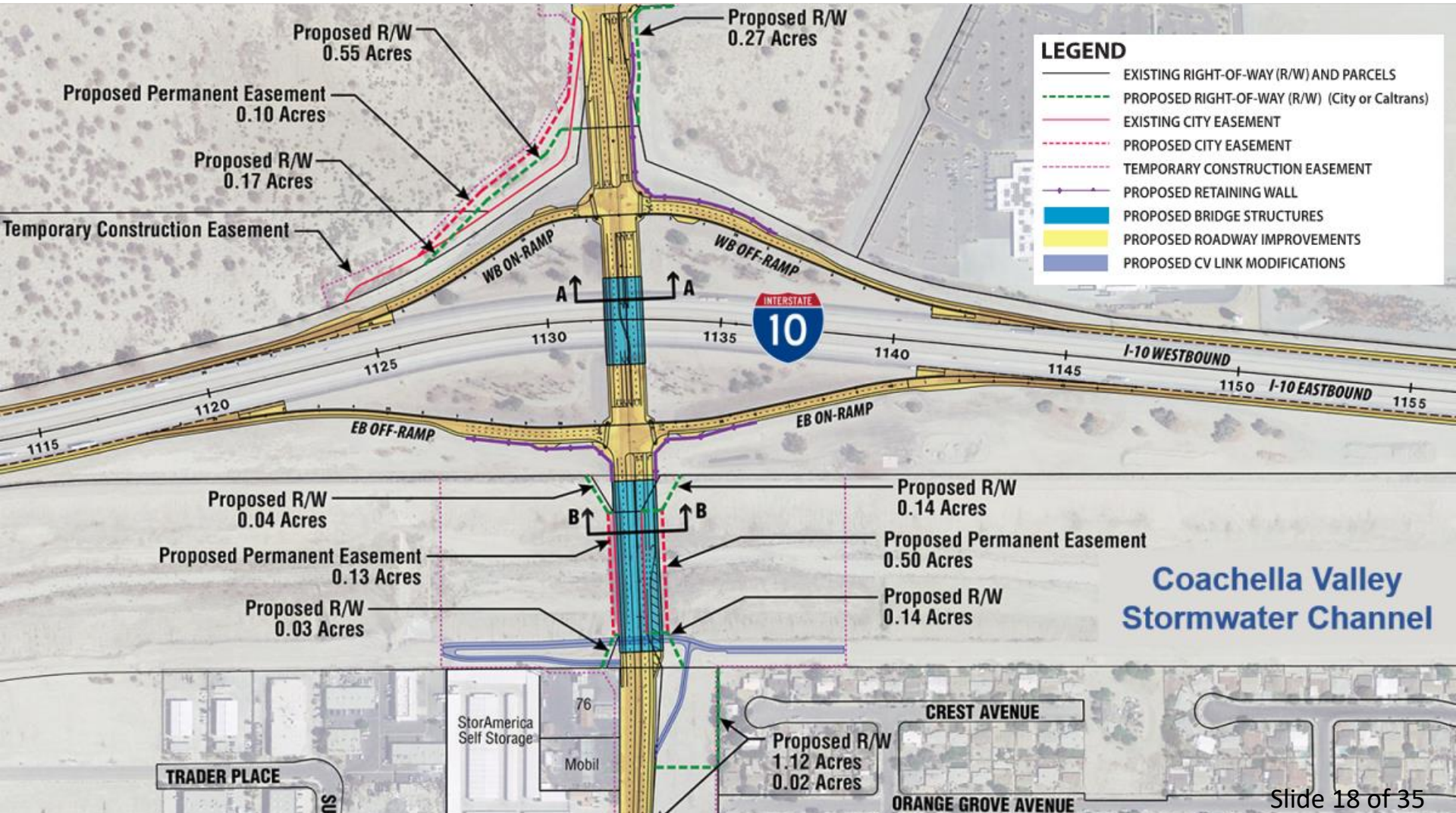
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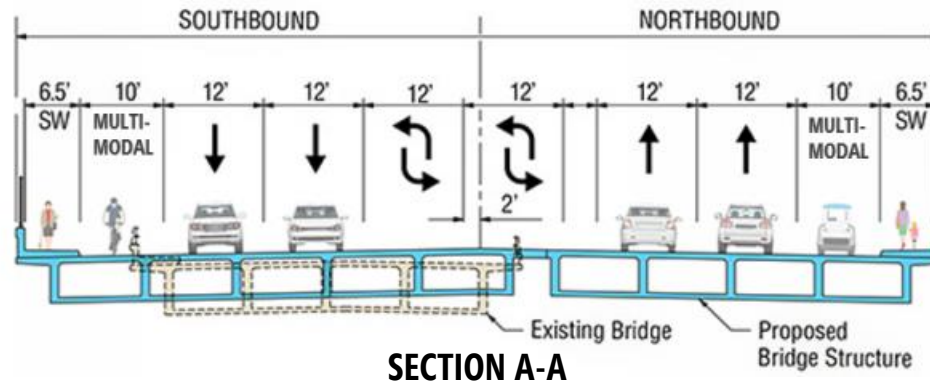
Alternative 2 –

Locally Preferred Alternative / Tight Diamond Interchange

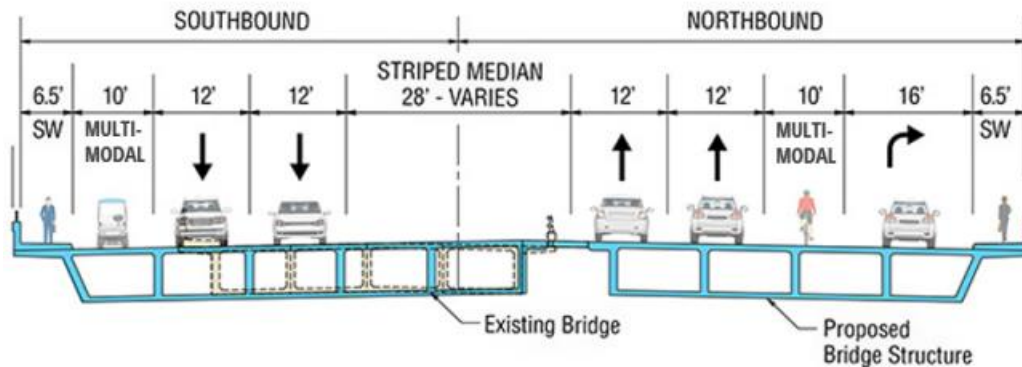
Refer to the websites below for the Alternative 2 exhibit in full-resolution



Alternative 2 - Cross Sections (Tight Diamond Interchange)



SECTION A-A
Monroe Street Overcrossing (I-10)



SECTION B-B
Monroe Street Coachella Valley Stormwater Channel Bridge

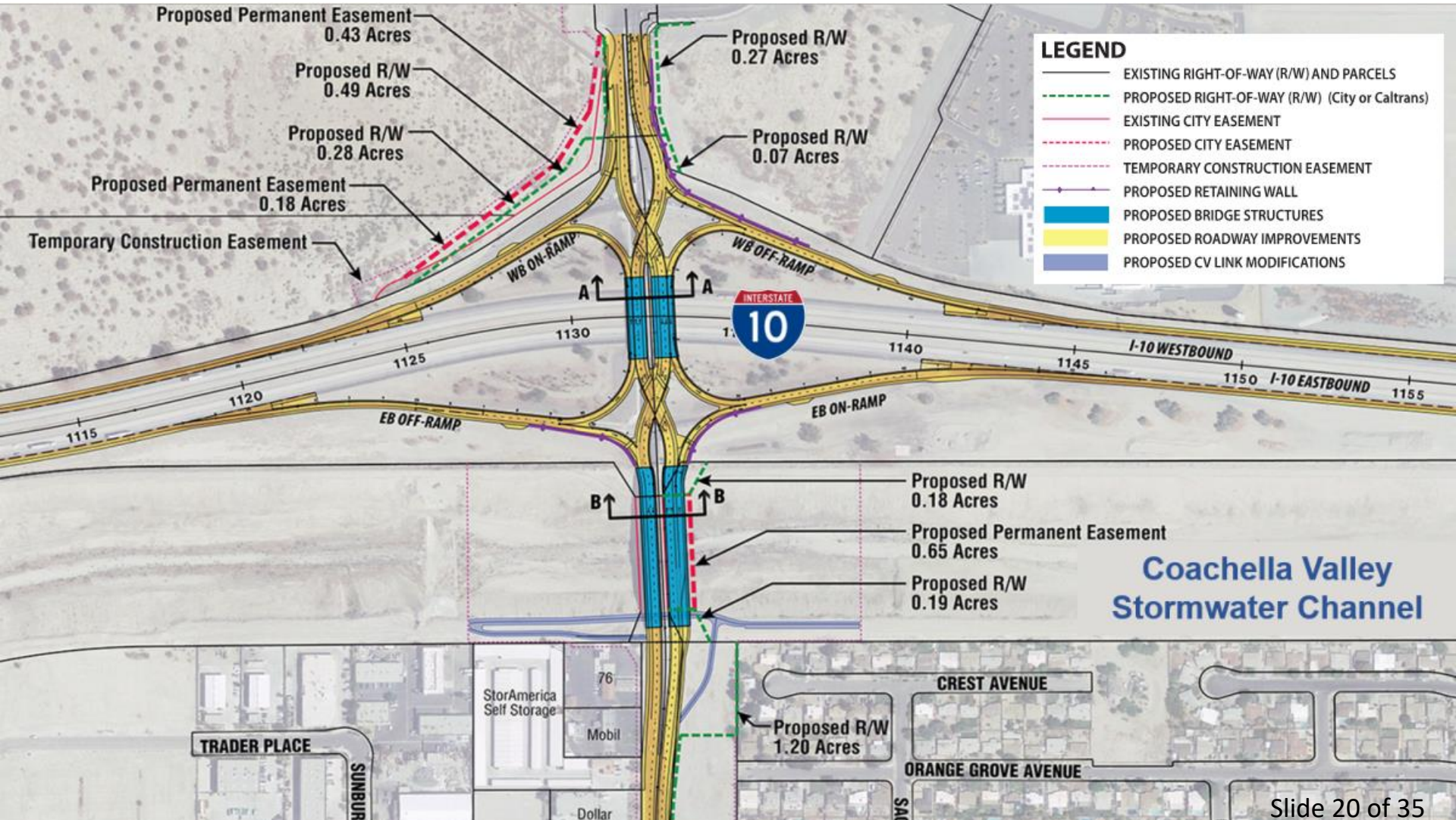
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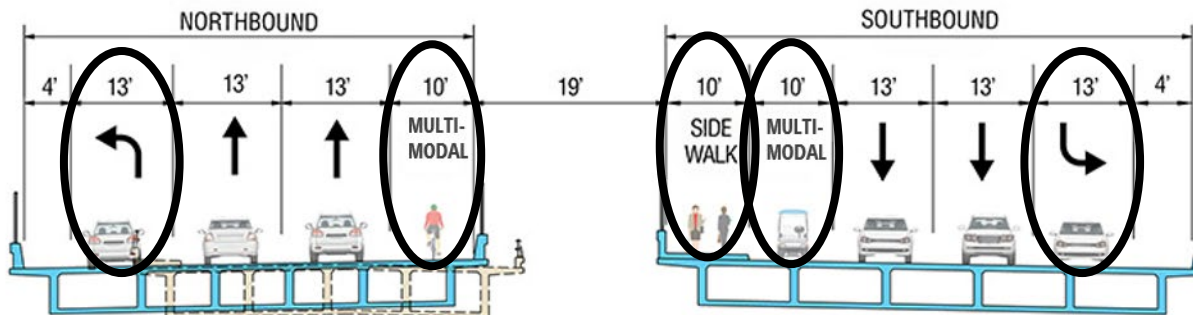
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Alternative 4 – Diverging Diamond Interchange

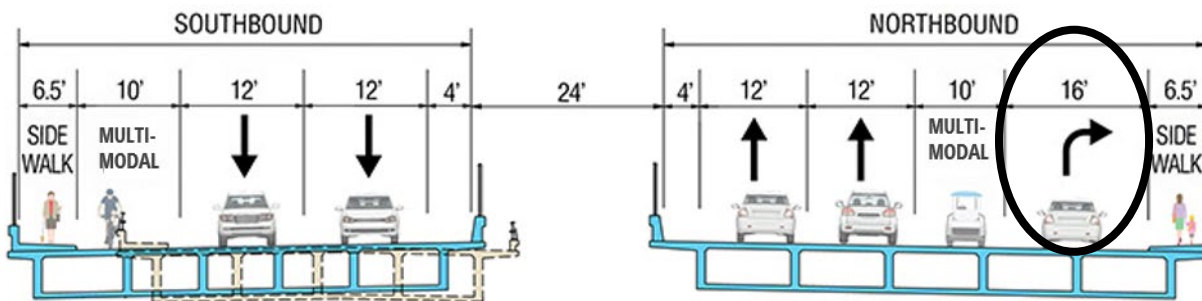
Refer to the websites below for the Alternative 4 exhibit in full-resolution



Alternative 4 - Cross Sections (Diverging Diamond Interchange)



SECTION A-A
Monroe Street Overcrossing (I-10)



SECTION B-B
Monroe Street Coachella Valley Stormwater Channel Bridge

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An aerial photograph of a highway interchange with multiple lanes and ramps. In the upper right quadrant, there is a large, multi-story building with a grid-like facade. The image is framed by a dark red border on the left and right sides.

Environmental Process

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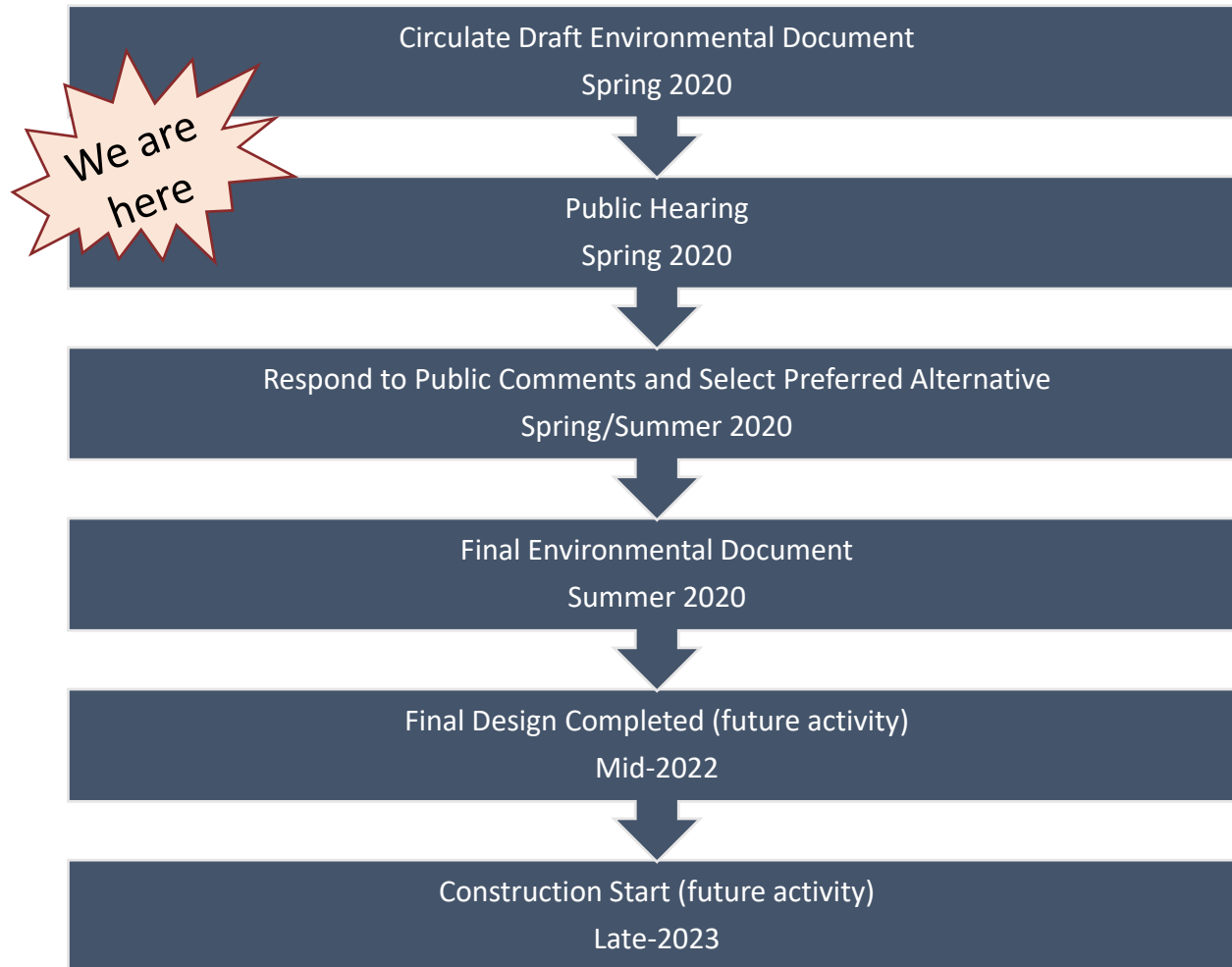
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Project Schedule



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Environmental Document

The Draft Environmental Document satisfies both California (California Environmental Quality Act [CEQA]) and Federal (National Environmental Policy Act [NEPA]) environmental requirements. Caltrans is the lead agency for both CEQA and NEPA.

- **CEQA:** Initial Study – Anticipated Mitigated Negative Declaration
- **NEPA:** Environmental Assessment – Anticipated Finding of No Significant Impact



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Overview of Impact Definitions

NEPA: Environmental consequences & Mitigation Measures

CEQA:

- **No Impact:** No impact identified
- **Less Than Significant Effects:** Impact that does not exceed the CEQA defined thresholds of significance
- **Less Than Significant Effects With Mitigation:** Impacts that have been reduced from “potentially significant” to “less than significant” with avoidance, minimization, and/or mitigation measure(s)



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Topics Addressed in the Environmental Document

- Aerially Deposited Lead
- Air Quality
- Farmlands
- Preliminary Geotechnical Design
- Structure Preliminary Geotechnical Design
- Archaeological Survey
- Historic Property Survey
- Asbestos and Lead Based Paint
- Location Hydraulics
- Natural Environment
- Jurisdictional Delineation
- Noise
- Phase I Initial Site Assessment
- Paleontological Identification and Paleontological Evaluation
- Traffic Analysis
- Scenic Resources Evaluation and Visual Impacts
- Water Quality
- Value Analysis
- Stormwater
- Energy

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Proposed Mitigated Negative Declaration

Caltrans has reviewed an Initial Study for this project, and pending public review, expects to determine from this study that the proposed project would not have a significant effect on the environment for the following reasons:

No adverse impacts identified	Less than significant effects		Less than significant effects with mitigation
<ul style="list-style-type: none"> • Timberlands • Wetlands 	<ul style="list-style-type: none"> • Air quality • Land use • Parks and recreational facilities • Community character and cohesion • Farmlands • Growth • Noise • Utilities/emergency services 	<ul style="list-style-type: none"> • Traffic and transportation • Cultural resources • Biological resources • Floodplains • Visual/aesthetic resources • Water quality • Soils • Greenhouse gas emissions 	<ul style="list-style-type: none"> • Biological • Paleontological

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Mitigation Measures

Biological Resources (BIO-1) - Any permanent or temporary impacts on jurisdictional waters will be mitigated at a minimum 1:1 ratio at an approved mitigation bank, applicant-sponsored mitigation area, or on site, in consultation with the resource agencies.



US Army Corps
of Engineers®



Paleontological Resources (PALEO-1) - Prior to the commencement of ground-disturbing activities, a qualified professional paleontologist will be retained to prepare and implement a Paleontological Resources Impact Mitigation Plan for the project. Fulltime monitoring is recommended for construction activities.

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Right of Way Impacts

- **Portions of adjacent parcels would be permanently acquired for the project.**
 - *These permanent Right of Way acquisitions are vacant or part of the Coachella Valley Stormwater Channel.*
- **Twelve (12) Temporary Construction Easements (TCE) are required.**
 - *These temporary easements are vacant lots, two gas stations, and commercial/retail properties.*
- **No displacement or relocation of existing residents, businesses, farms, non-profits, or government services would occur as a result of this project.**
- **Permanent and temporary impacts would be considered less than significant under CEQA and not adverse under NEPA.**

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An aerial photograph of a highway interchange with multiple lanes and ramps. In the upper right quadrant, there is a large, multi-story building with a grid-like facade. The surrounding area appears to be a mix of developed and undeveloped land.

Presentation Conclusion

Slide 30 of 35

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Frequently Asked Questions

- **Q: How will access to my business be affected?**
 - *A: Access to properties requiring a Temporary Construction Easement (TCE) would be maintained. The portions of parcels required during construction would be restored and returned to their owners following construction.*

- **Q: How long will the project be under construction?**
 - *A: Approximately 2-years.*

- **Q: How much will the project cost?**
 - *A: Alternative 2 (Locally Preferred Alternative) costs \$69,209,000 in current day dollars (Roadway, Structures, Right of Way).*

- **Q: How will construction affect my commute?**
 - *A: A Transportation Management Plan will be developed and implemented during future phases to inform motorists of delays, closures, etc.*

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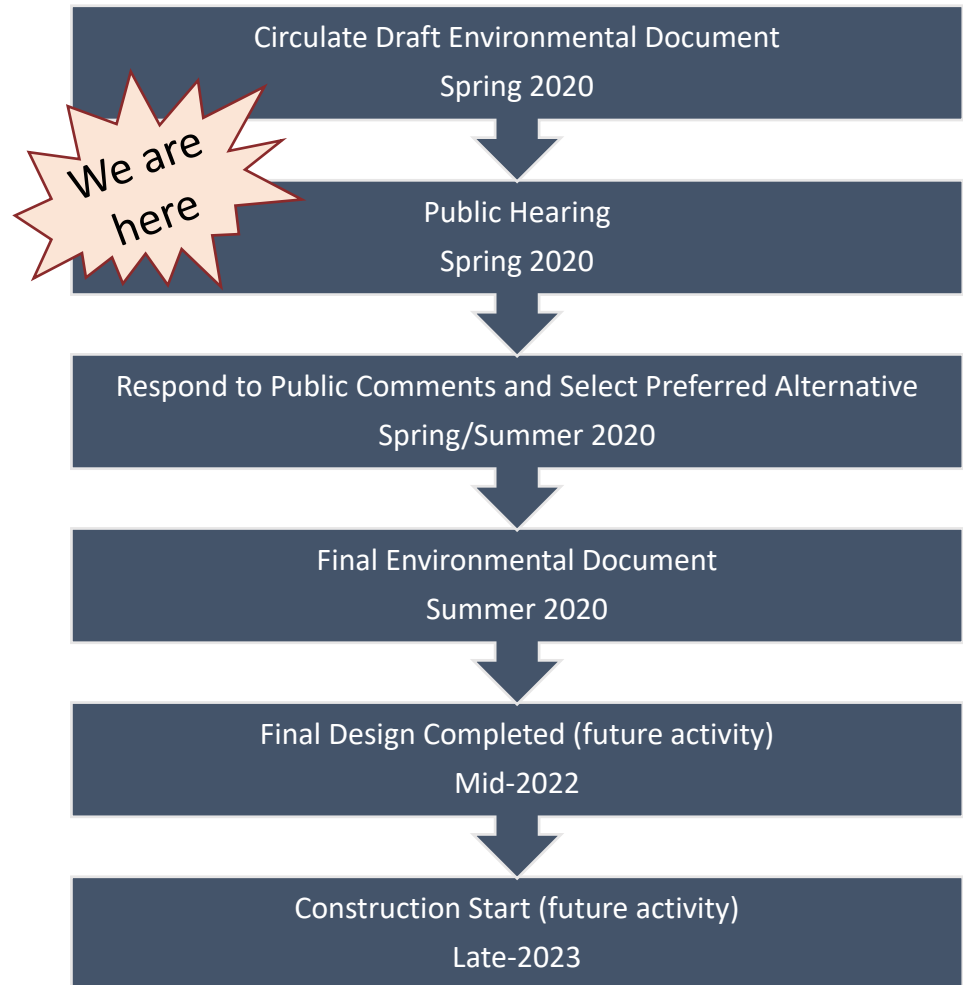
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Next Steps

- Public circulation of Draft Environmental Document and comments accepted through **June 22, 2020**
- Caltrans to review public comments and provide responses in the Final Environmental Document in Summer 2020



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Draft Environmental Document is Available for Public Review

The Draft Environmental Document can be downloaded from:

www.indio.org

and

rcprojects.org/monroe-st-interchange

It can also be mailed in a hard copy format, emailed in PDF format, or a CD can be mailed with the document in PDF format. To obtain a copy of the DED, please contact the staff listed below:

Renetta Cloud

Senior Environmental Planner

Interstate10_Monroe_Int@dot.ca.gov



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Ways to Comment

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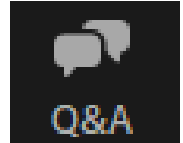
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Renetta Cloud
Senior Environmental Planner
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- Comments will be accepted through **June 22, 2020** and will be formally addressed in the Final Environmental Document.



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Hearing is being recorded for the project record. *Se está grabando una reunión para el registro del proyecto.*

An aerial photograph of a highway interchange with multiple lanes and ramps. In the upper right quadrant, there is a large, multi-story building with a grid-like facade. The image is framed by a dark red border on the left and right sides.

Thank you!

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