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Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: Interstate 10/Monroe Street Interchange Improvement Project

Lead Agency: California Department of Transportation

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Project Location: Indio (*City*) Riverside (*County*)

Project Description (Proposed actions, location, and/or consequences).

The City of Indio (Responsible Agency), in cooperation with the California Department of Transportation (Lead Agency), proposes to reconstruct and widen Monroe Street at Interstate 10 (I-10) to improve the operational performance of the Monroe Street interchange. The Monroe Street interchange is on I-10 at Post Mile (PM) Revised (R) 54.7, between PM R53.9 (approximately 2 miles east of the Jefferson Street interchange) and PM R55.5 (approximately 1 mile west of the Jackson Street interchange). The project site is centrally located within the City of Indio at the crossroad of I-10, Monroe Street, and the Coachella Valley Stormwater Channel (CVSC) in Riverside County, California. The current I-10/Monroe Street interchange configuration is a diamond-type interchange, with signal control at the on- and off-ramp termini. The project proposes to reconstruct Monroe Street at the interchange, including the existing on- and off-ramps, the Monroe Street I-10 overcrossing, and the bridge over the CVSC. The project proposes to add an auxiliary lane in the eastbound direction between the Monroe Street and Jackson Street interchange, acceleration/deceleration lanes at the westbound Monroe Street on- and off-ramps, and a deceleration lane at the eastbound Monroe Street off-ramp.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

To address anticipated loss of resources subject to Colorado Regional Water Quality Control Board (RWQCB) and California Department of Fish and Wildlife (CDFW) jurisdiction, it is anticipated that mitigation will be provided at a ratio of no less than 1:1 at an approved mitigation bank, applicant-sponsored mitigation area, or on site restoration/enhancement. Specifics will be negotiated with these respective resource agencies in conjunction with application for the respective permits which will occur during the final design phase of the project.

To ensure that the proposed new interchange project would have less than significant effects to paleontological resources, the California Department of Transportation shall ensure that a Paleontological Mitigation Plan is prepared prior to construction activities and implemented during construction of the proposed project in those parts of the project area that have been identified as having a high potential to impact significant nonrenewable paleontological resources.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

There are no areas of controversy, known to the Lead Agency (California Department of Transportation), associated with the proposed interchange project.

Provide a list of the responsible or trustee agencies for the project.

Responsible Agencies:
- City of Indio
- County of Riverside

Trustee Agencies:
- Colorado River Regional Water Quality Control Board
- California Department of Fish and Wildlife