

I-10 HIGHLAND SPRINGS INTERCHANGE IMPROVEMENT PROJECT

Beaumont City Council

May 18, 2021

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Background

- September 2019 – RCTC, City of Beaumont, and City of Banning entered into Cooperative Agreement to prepare Highland Springs Interchange PSR
- Western Riverside Council of Governments provided \$2 million in TUMF Zone funding
- March 2020 – PSR-PDS started



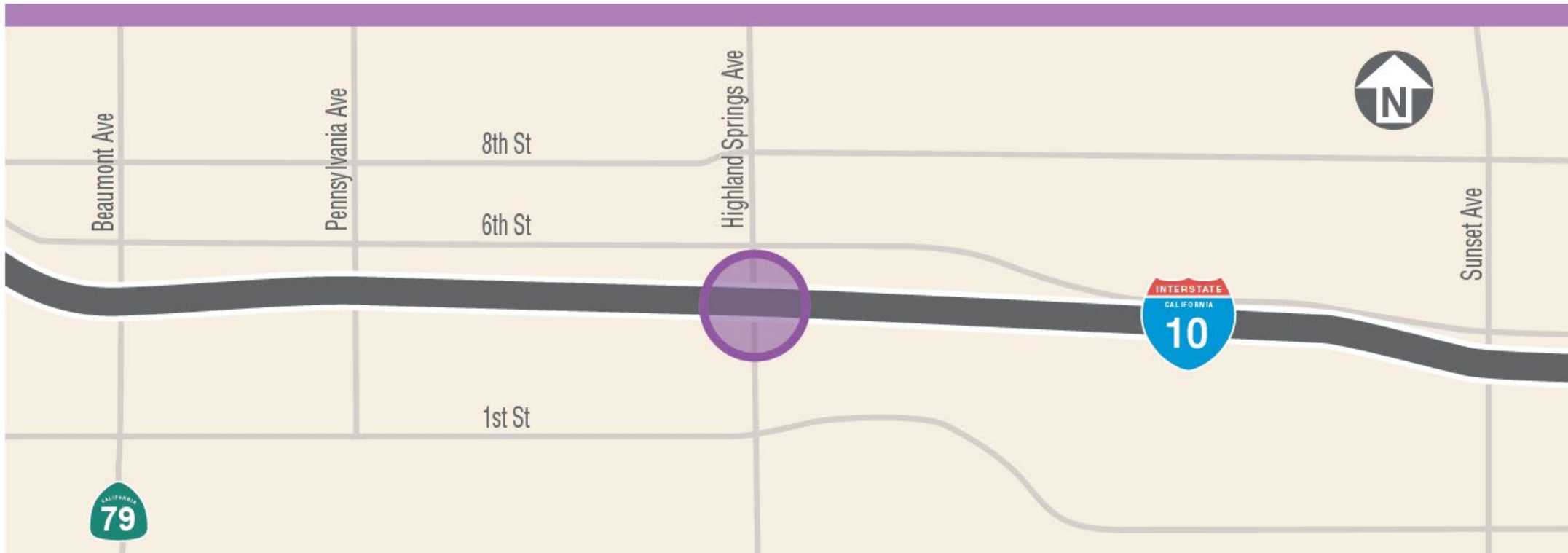


Anticipated Schedule





Project Location



PSR-PDS Alternatives Studied

1. No Build
2. Hook Ramps:
 - Option A – New westbound on-ramp from Joshua Palmer Way east of Highland Springs Avenue
 - Option B – New westbound on-ramp from Joshua Palmer Way at intersection with Apex Street
3. Diverging Diamond Interchange with crossover before Union Pacific Railroad Structure
4. Diverging Diamond Interchange with crossover after Union Pacific Railroad Structure

Alts 2, 3, and 4 also include acceleration and deceleration lanes on eastbound and westbound I-10



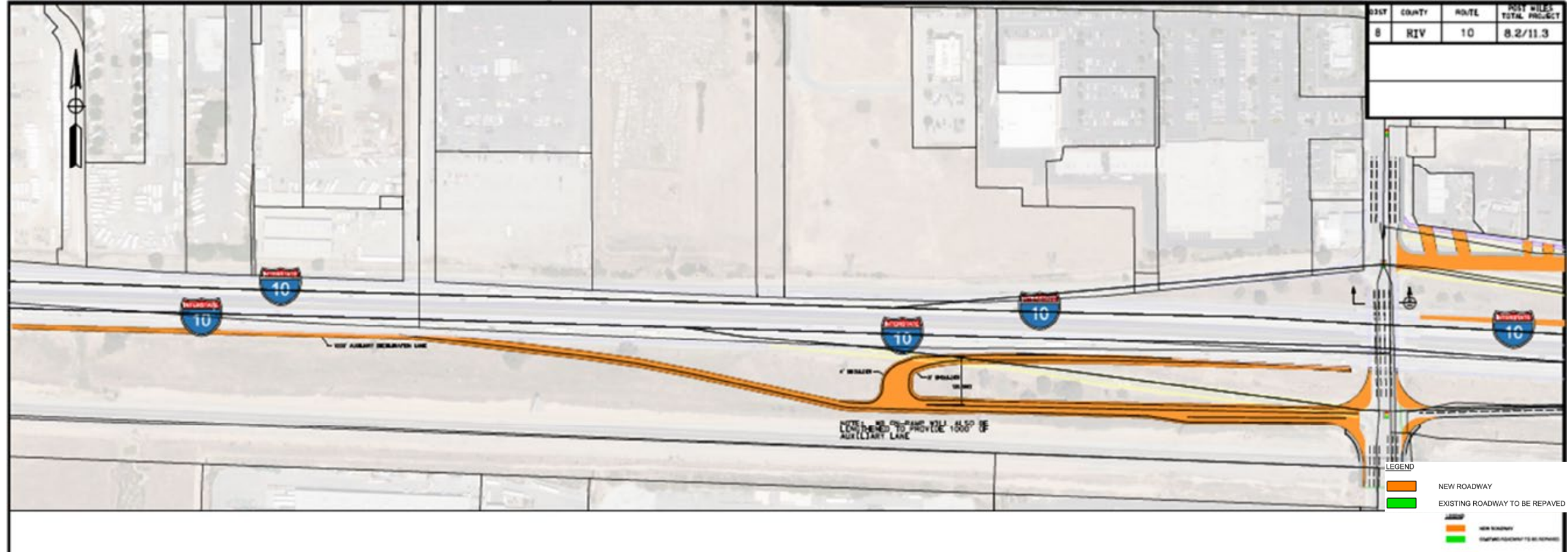
PSR-PDS Highlights

- First draft submitted to Caltrans for review and comment, April 6, 2021
- Alternatives 3 and 4 provide higher traffic Level of Service than other alternatives
- Anticipated Environmental Document
 - CEQA – Initial Study with Proposed Mitigated Negative Declaration (IS/MND)
 - NEPA – Environmental Assessment with Finding of No Significant Impact (EA/FONSI)



Alternatives 2A & 2B

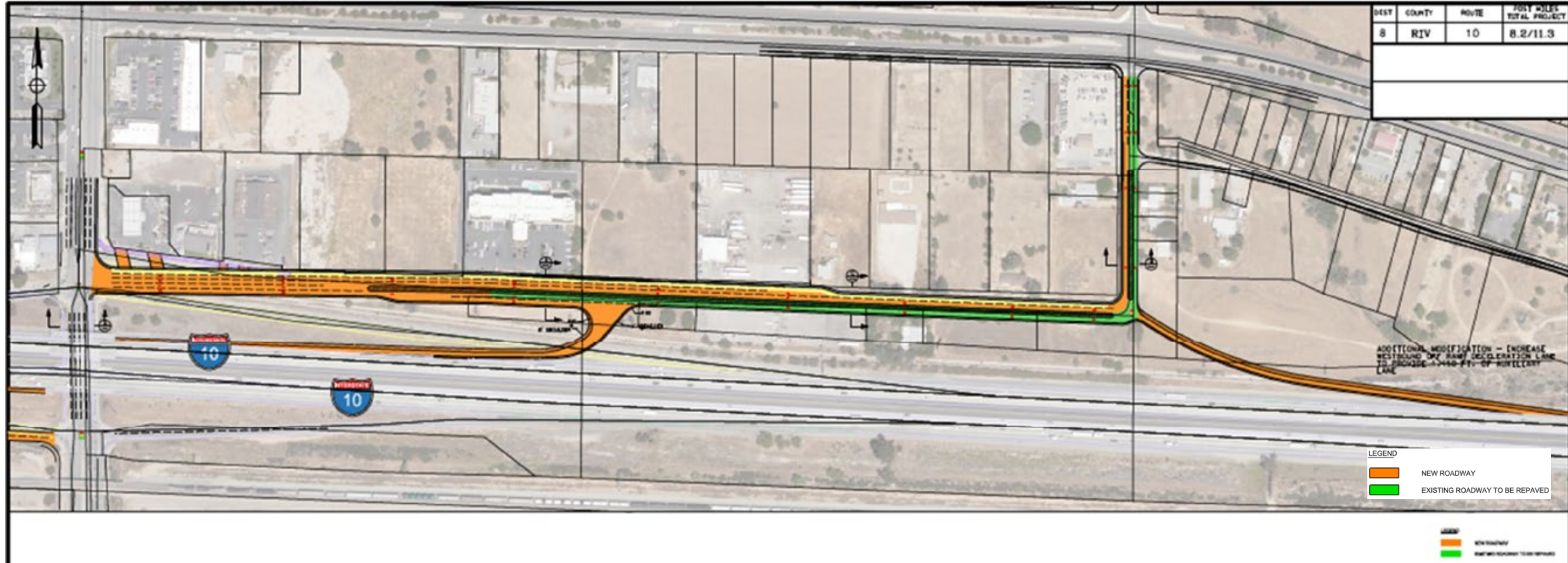
I-10 Eastbound Proposed Improvements





Alternative 2A

I-10 Westbound Proposed Improvements





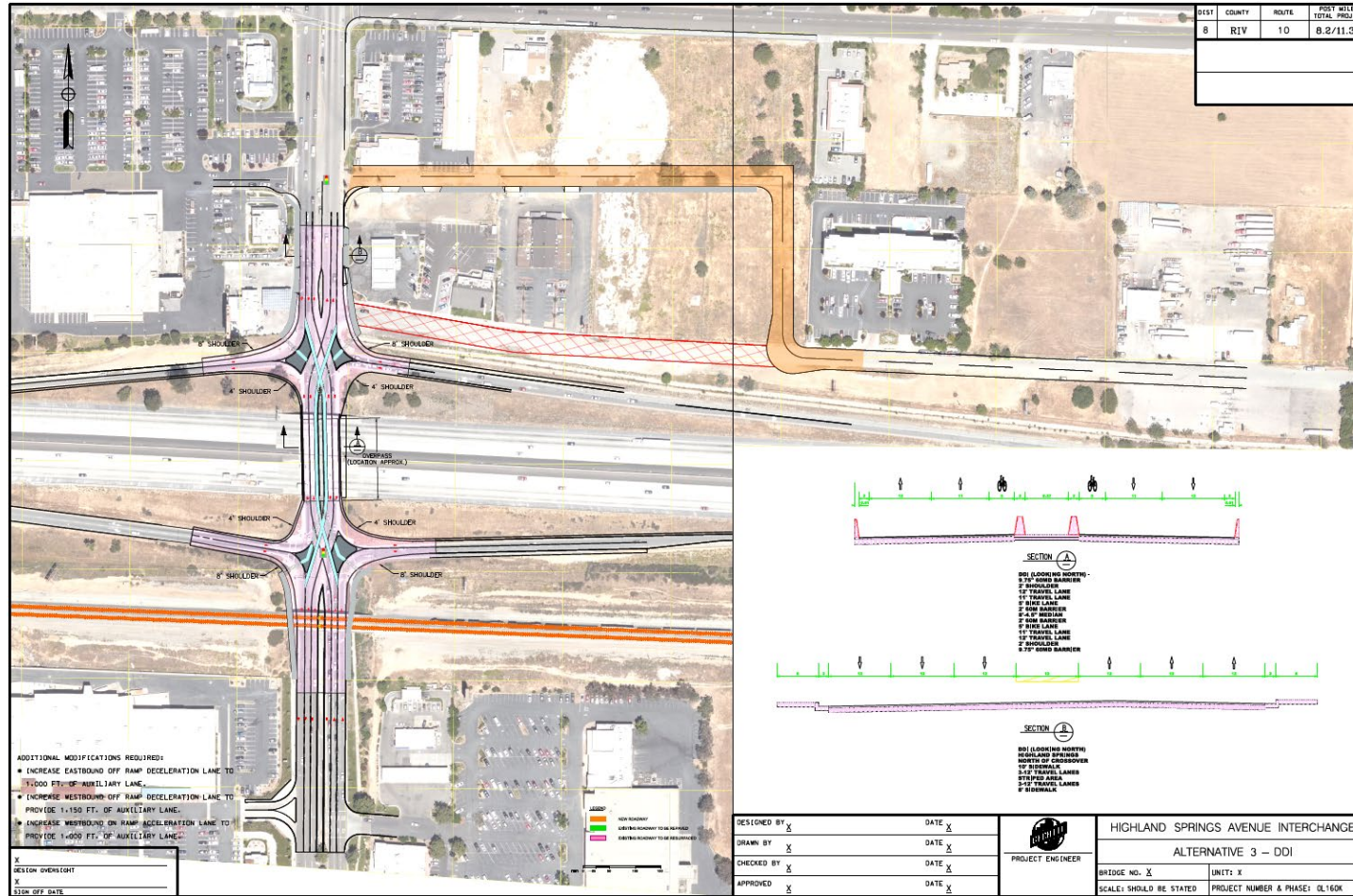
Alternative 2B

I-10 Westbound Proposed Improvements



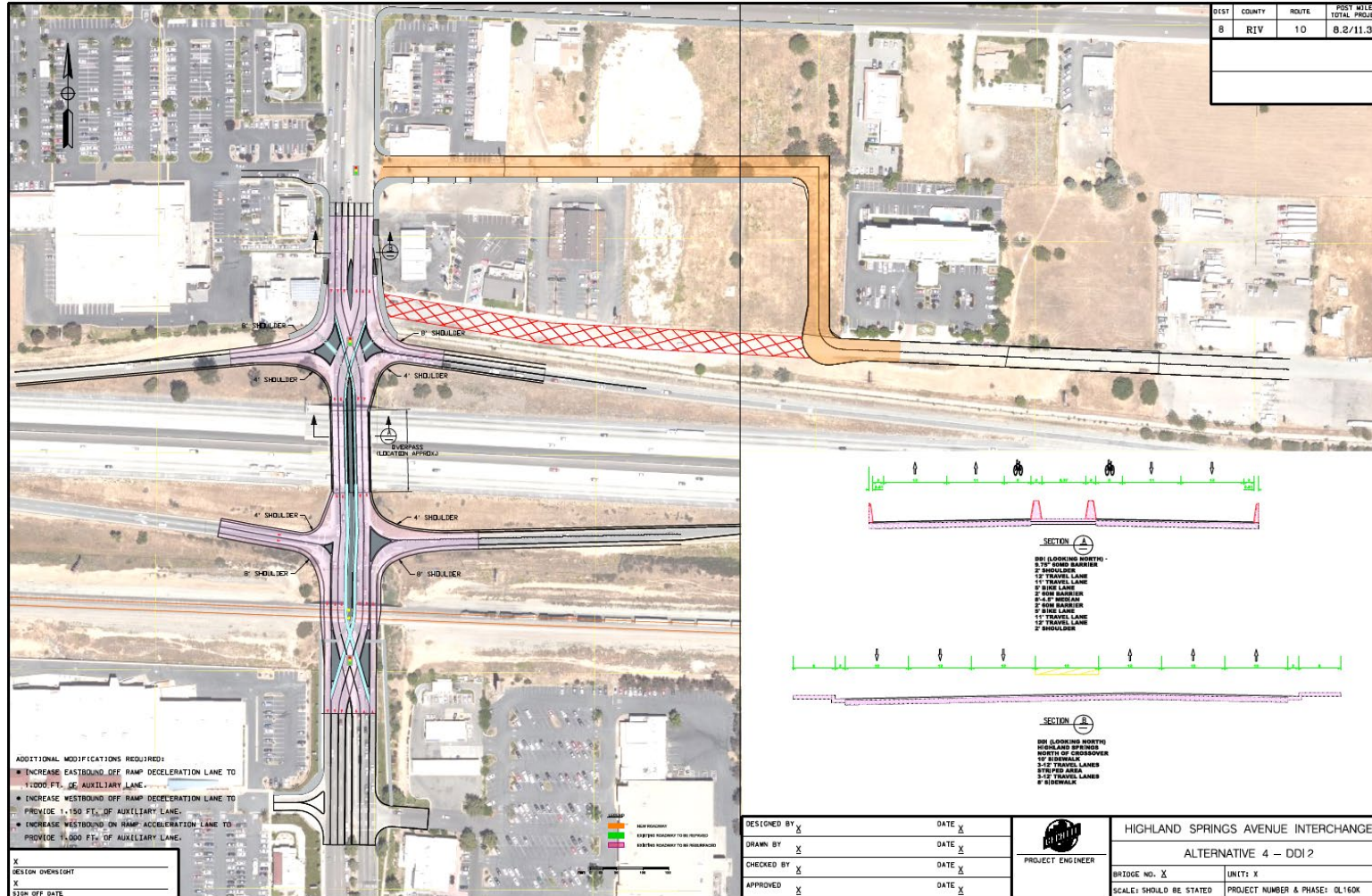


Alternative 3





Alternative 4





Path Forward

- Caltrans approval of PSR-PDS in August 2021
- \$1.5 million remaining balance can be used for PA/ED
- PA/ED Amendment to Cooperative Agreement with RCTC, City of Beaumont and City of Banning
- Procure consultant team to perform PA/ED
- Begin PA/ED in December 2021

QUESTIONS

