City of Indio
Public Works Department

Initial Study/Mitigated Negative Declaration

Avenue 50 Improvement Project from Jefferson Street to Botella Place

September 19, 2025

City of Indio
Public Works Department
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INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000–21177), this Initial Study has been prepared to determine potentially significant impacts upon the environment resulting from the proposed Avenue 50 Improvement Project from Jefferson Street to Botella Place (Project). In accordance with Section 15063 of the State *CEQA Guidelines*, this Initial Study is an analysis by the City of Indio (City) as Lead Agency, in consultation with the City of La Quinta as Responsible Agency, to inform the Lead Agency decision makers, Responsible Agencies, other affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

Organization of the Initial Study

The Initial Study is organized as follows:

- **Introduction**, which provides the context for the review along with applicable citation pursuant to CEQA and the State *CEQA Guidelines.*
- **City of Indio Environmental Initial Study**, the City of Indio form that provides the Project Description, a brief discussion of the existing environmental setting, and an environmental impact assessment consisting of an environmental checklist and accompanying analysis for responding to checklist questions.
- **References,** which includes a list of reference sources.
- **List of Initial Study Preparers,** which identifies those responsible for preparation of this Initial Study and other parties contacted during the preparation of the Initial Study.

Environmental Process

The environmental process being undertaken as part of the proposed Project began with the initial project and environmental research. The Initial Study and Draft Mitigated Negative Declaration (IS/MND) will be subject to a 30-day public review period. During this review period, public and agency comments on the document relative to environmental issues should be addressed to:

Juan Raya, PE, City Engineer
City of Indio Public Works Department
100 Civic Center Mall
Indio, CA 92201

Comments received during that time will be considered as part of the Project's environmental review and will be included with the Initial Study document for consideration by the Indio City Council. If the City Council determines that the Project will have no significant long-term, unmitigable environmental effects, a Mitigated Negative Declaration will be adopted for the Project.

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ENVIRONMENTAL INITIAL STUDY

1. **Project Title:** Avenue 50 Improvement Project from Jefferson Street to Botella Place

2. **Lead Agency Name & Address:** City of Indio
Public Works Department
100 Civic Center Mall
Indio, CA 92201

3. **Contact Person & Phone Number:** Juan Raya, PE, City Engineer
(760) 541-4225

4. **Project Location:** Improvements to Avenue 50 extend from the intersection of Jefferson Street and Avenue 50 to the intersection of Botella Place and Avenue 50. The centerline of Avenue 50 between Jefferson Street and Madison Street is the city limit between the City of Indio (Indio) to the north and the City of La Quinta (La Quinta) to the south. (**Figure 1 – Regional Location Map** and **Figure 2 – Aerial Map**)

5. **Project Sponsor:** City of Indio
Name & Address: Public Works Department
100 Civic Center Mall
Indio, CA 92201

City of La Quinta
78-495 Calle Tampico
La Quinta, CA 92253

6. **General Plan Designation:**

City of Indio
The Indio General Plan (IGP) Mobility Element designates the Project's roadway segment – Avenue 50 – as "4-Lane Boulevard with Median or Center Left-Turn Lane" in the Circulation Plan (IGP, Figure 4-3). The IGP Mobility Element uses the designations "Boulevards" and "Secondary Highways". Boulevards are identified as a specific street typology in the IGP, which have the following attributes (IGP, Table 4-2):

- Boulevards (also referred to as Secondary Highways) should have two to four travel lanes and a median.
- Bicycle lanes should be provided.
- Off-street bicycle parking should be provided in retail areas.
- Bike racks may be provided within the public right-of-way and encouraged on private property.

- Traffic calming devices, such as curb extensions (bulbouts) or enhanced pedestrian crossing may be implemented.
- Street furniture shall be oriented toward the businesses.
- Mid-block pedestrian crossings could be provided at appropriate locations (e.g. where sight distance is adequate and speeds are appropriate).
- On-street vehicle parking should be provided. In areas with high parking demand, innovative parking management techniques should be implemented / considered.
- Pedestrians should be "buffered" from vehicle traffic using landscaping or parked vehicles.

Avenue 50 is also classified as a Class IV Separated Bikeway or Cycle Track. Class IV Separated Bikeway or Cycle Track provides a protected lane for one-way bike travel on a street or highway. There are also trails designated along Avenue 50 (IGP, Figure 4-1). Implementation of the Project will be consistent with the IGP Mobility Element Circulation Plan.

The IGP Land Use Element designates land adjacent to northeast corner of the Jefferson Street/Avenue 50 intersection as Neighborhood Center (NC). Along the Indio portion of the alignment, the IGP Land Use Element designates the adjacent properties as Suburban Neighborhood High (SN), Desert Estates Transition (DET), Parks and Open Space (OS), Neighborhood Center (NC), and Festival District (FD). See **Figure 3 – General Plan Land Use Map**. Implementation of the Project will not require a change to existing IGP land use designations.

City of La Quinta

The La Quinta General Plan (LQGP) Circulation Element designates the segment of Avenue 50 as Primary Arterial (4D) (LQGP, Exhibit II-2). Primary Arterial is defined as four-lanes, divided, Class II bike/NEV lane, multi-use paths. (LQGP, p. II-121). Primary Arterials shall maintain the following minimum standards, as approved by the City Engineer (LQGP, p. II-124):

- The minimum intersection spacing shall be 1,060 feet
- Design speed shall be 45 mph
- Left turn median cuts may be authorized if the proposed turn pocket does not interfere with other existing or planned left turn pockets.
- Right in-right out access driveways shall exceed the following minimum separation distance (in all cases, distances shall be measured between the curb returns):
    - More than 250 feet on the approach leg to a full turn intersection;
    - More than 150 feet on the exit leg from a full turn intersection;
    - More than 275 feet between driveways.

The LQGP Land Use Element designates the land adjacent to the alignment as General Commercial, Low Density Residential, Open Space – Natural, and Open Space – Recreation. (**Figure 3**). Implementation of the Project will not require a change to existing LQGP land use designations.

7. Zoning:

City of Indio

As shown on **Figure 4 – Zoning Map,** areas adjacent to the Project are zoned: Neighborhood Center (NC), Specific Plan/Project Master Plan (SP/PMP), Suburban Neighborhood-8 (SN-8), Mobile Home (MH), Desert Estates Transition-3 (DET-3), Desert Estates-1 (DE-1), and Parks and Open Space (OS). Implementation of the Project will not require a change to existing zoning.

City of La Quinta

La Quinta zoning for areas adjacent to the Project are: Neighborhood Commercial with Equestrian Overlay, Low Density Residential with Equestrian Overlay, Low Density Residential, Golf Course, Very Low Density Residential with Equestrian Overlay, and Floodplain. Implementation of the Project will not require a change to existing zoning. (**Figure 4**)

8. Description of Project:

Background

Indio continues to experience significant growth in population, jobs, and multiple festivals that bring people to the city each year. Improvements to Indio's transportation infrastructure are required to meet the city's mobility needs, which include a desire to have better options to safely walk, bicycle, and ride transit, in addition to traveling by automobile.

Recognizing this need, Indio proposes to improve a portion of Avenue 50 from Jefferson Street to Botella Place to its ultimate IGP configuration as well as construct drainage improvements consistent with Indio's Master Drainage Plan (MDP). The MDP recommends use of infiltration trenches along street parkways for street runoff and the Project proposes underground retention/ infiltration basins to store and infiltrate street runoff. The proposed roadway improvements in La Quinta are also consistent with the LQGP configuration.

Project Summary

The Avenue 50 Improvement Project from Jefferson Street to Botella Place (hereinafter the Project) entails the improvement of Avenue 50 from the intersection of Avenue 50 and Jefferson Street to the intersection of Avenue 50 and Botella Place, a distance of approximately 2.5 miles. Avenue 50 is oriented in an east-west direction. The southern portion of Avenue 50 between Jefferson Street and Madison Street (approximately a mile) is within the City of La Quinta while the remaining roadway portions are within Indio.

Existing conditions generally include a three-lane roadway and incomplete segments of sidewalks or trails. Proposed improvements generally include widening Avenue 50 from one travel lane to two travel lanes in each direction, closing gaps in existing sidewalks and trails, and constructing a Class IV bike lane, curb and gutter, and drainage improvements per the Indio MDP. New streetlights are proposed in Indio. No landscaping is proposed. Details are provided below and shown on **Figure 5 – Potential Right-of-Way Acquisition** and **Figures 6a-6o – Street Improvement Plans**.

Project Details

Avenue 50 at Jefferson Street

The existing intersection is signalized. Avenue 50 east of Jefferson Street is a three-lane road with two eastbound travel lanes and one westbound travel lane. In the westbound direction, the intersection includes one dedicated left-turn lane, one through lane, and one dedicated right-turn lane. There is an existing sidewalk on the north (westbound) side of Avenue 50 and curb and gutter on each side. Improvements are proposed east of Jefferson Street. The Project proposes to repave (grind and overlay) and restripe the existing paved street. No changes to vehicle lanes are proposed in the eastbound direction. In the westbound direction, a second left-turn lane is proposed.

Proposed pedestrian and bicycle improvements extending approximately 300 feet east of the intersection include installation of a 6-foot-wide striped bicycle lane in each direction, a 6-foot-wide curb-adjacent decomposed granite (DG) trail on the south side and the existing curb returns at the northeast and southeast corners of the intersection and public driveways will be removed and replaced with Americans with Disabilities Act (ADA)-compliant curb ramps. Private driveway reconstruction is also proposed at a typical width of 24 feet and will include ADA-compliant curb ramps. Existing utility vaults in the existing right-of-way (ROW) will be avoided to the extent feasible but may be relocated as needed to accommodate DG trail construction. Additionally, existing water and sewer manholes located within the street will be adjusted to match the proposed street grade.

No new landscaping is proposed; however, any existing landscaping (including trees) that is located within the existing ROW may be removed and replaced.

ROW acquisition, construction easements, and drainage improvements are proposed, as described further below.

Avenue 50 from Jefferson Street to Madison Street

The existing street segment is primarily a three-lane road with two eastbound travel lanes and one westbound travel lane. In the eastbound direction, the two travel lanes transition to one lane at Fimbres/Statewide Lane with a center turn lane that transitions back to two travel lanes approaching the intersection with Madison Street. Near the intersections of Avenue 50 at Jefferson Street and Madison Street, small sections of existing 6-foot-wide sidewalk are present on the northern side. Existing curb and gutter is present along each end of the street segment, located in front of existing developments. On the southern side, there is an existing curb and gutter and a DG trail along the frontage of the Mountain View Country Club.

The proposed improvements include the repaving and widening of Avenue 50 to its IGP and LQGP ultimate width of 100-feet to accommodate two travel lanes in each direction. Street widening will vary up to approximately 20-feet and include an 8-foot-wide Class IV protected bicycle lane for one-way bike travel on each side of the street separated by a 3-foot-wide bike buffer, portions of which are raised concrete and portions of which are striped. The raised concrete bike buffer will include openings at the approaches for driveways and intersections. The westbound bicycle lane will merge with a 10-foot-wide off-street multi-purpose trail (concrete) approximately one-quarter mile west of Madison Street. A 7-foot-wide concrete median is proposed beginning approximately 930 feet east of the intersection with Jefferson

Street that transitions to a striped center turning lane near Ventana Circle/Verano Drive to the intersection with Madison Street.

On the north side, proposed pedestrian improvements include installation of a 6-foot-wide concrete sidewalk that transitions to the proposed 10-foot-wide concrete multi-purpose trail approximately one-quarter mile west of Madison Street.

On the south side, proposed pedestrian improvements include a 6-foot-wide curb-adjacent DG trail approximately 1,700 linear feet that closes the gap with the existing DG trail.

Private driveway reconstruction is also proposed at a typical width of 24 feet and will include ADA-compliant curb ramps. ADA-compliant curb ramps are also proposed at public driveways. Existing utilities such as vaults, fire hydrants, and Coachella Valley Water District (CVWD) irrigation standpipes in the existing ROW will be avoided to the extent feasible but may be relocated as needed within the Project footprint shown on **Figure 2**. Mailbox and gate relocations will also be required. Along a portion of the northern side, the existing overhead power poles for the Imperial Irrigation District (IID) electrical distribution lines will be removed and the lines undergrounded. Additionally, existing water and sewer manholes located within the street will be adjusted to match the proposed street grade. Lastly, an existing CVWD waterline that is 18-inches in diameter will be relocated within ROW.

No new landscaping is proposed; however, any existing landscaping (including trees) that are located within the existing ROW may be removed and replaced.

ROW acquisition, construction easements, and drainage improvements are proposed, as described further below.

Avenue 50 at Madison Street
The existing intersection is signalized. Avenue 50 at Madison Street is a 4-lane roadway. The eastbound roadway includes two through lanes that merge east of the intersection, one left-turn lane, and one right-turn lane. The westbound roadway includes two through lanes that merge west of the intersection, one left-turn lane and one right-turn lane. West of Madison Street, there is an existing 10-foot-wide sidewalk on the north side that transitions down to 6-feet-wide and curb and gutter in each direction. East of Madison Street, there is an existing 6-foot-wide sidewalk and curb and gutter on each side.

The Project proposes to repave (grind and overlay) and restripe the existing paved street with two-through lanes in each direction. No street widening is proposed at the intersection. In the eastbound direction, the dedicated right-turn lane is proposed to be removed and replaced with a combined through and right-turn lane. Proposed bicycle improvements include a 6-foot-wide to 8-foot-wide bicycle lane on each side of the street. The bicycle lane on the north side will merge with the proposed 10-foot-wide off-street multi-purpose trail (concrete) approximately 120 feet west of Madison Street.

The existing sidewalk will remain at the northwest corner of the intersection. Proposed pedestrian improvements near the northwest corner of the intersection include the installation of the 10-foot-wide multi-purpose trail approximately 120 feet west of the intersection. On the

southwest corner of the intersection, proposed improvements include installation of a 6-foot-wide concrete trail that transitions to a 6-foot-wide curb-adjacent DG trail approximately 75 feet west the intersection. The existing sidewalk will remain at the northeast corner of the intersection while the sidewalk on the southeast corner will be replaced with a 12-foot-wide sidewalk.

ROW acquisition, construction easements, and drainage improvements are proposed, as described further below.

Avenue 50 from Madison Street to Monroe Street
The existing street segment east of the intersection is a three-lane road with one travel lane in each direction and a striped center turn lane. There is an existing segment of 6-foot wide sidewalk and curb and gutter on the north side of the road extending approximately 230 feet east of the intersection and an existing 6-foot wide sidewalk and curb and gutter on the south side that extends approximately 490 feet east of the intersection. There are existing IID power poles on the north side that carry distribution lines. This is approximately 950 linear feet of existing transmission lines on wooden power poles on the north side that extend 730 feet west and 200 feet east of Hjorth Street. On the south side of Avenue 50, existing transmission lines on metal power poles extend approximately 500 feet east of Madison Street.

The proposed improvements include the repaving and widening of Avenue 50 to its IGP ultimate width of 100-feet to accommodate two travel lanes in each direction with a center turn lane. Street widening will vary up to approximately 13-feet on each side and include curb and gutter.

On the north side, proposed pedestrian and bicycle improvements include installation of an 8-foot-wide concrete multi-purpose trail. Existing trees will be protected in place. Existing driveway walls, gates, mailboxes, and fencing and utilities such as fire hydrants and vaults will be relocated where necessary within the Project footprint shown on **Figure 2**.

On the south side, proposed pedestrian and bicycle improvements include a 12-foot-wide concrete multi-purpose trail. Existing fences and driveway walls will be relocated within the Project footprint. Existing power poles may either be relocated within the Project footprint or protected in place to carry the transmission lines. The distribution lines will be undergrounded. If the power poles are relocated, they will be replaced with new metal poles. These poles may be relocated on either the north side or south side of the street. If they are relocated on the north side of the street, they will be located within the Project footprint and within proposed ROW limits. If they are relocated on the south side of the street, they would be placed within the Project footprint shown on **Figure 2** and the proposed ROW limits would be adjusted accordingly.

Private driveway reconstruction is also proposed at a typical width of 24 feet and will include ADA-compliant curb ramps.

ROW acquisition, construction easements, and drainage improvements are proposed, as described further below.

Avenue 50 at Monroe Street
The existing intersection is signalized. Avenue 50 at Monroe Street is a 4-lane roadway with one eastbound through lane, one left-turn lane, and one right-turn lane. Westbound there is one through lane, one left-hand turn lane, and one right-hand turn lane. Curb and gutter are present at the intersection of Avenue 50 at all four corners and extends east of the intersection on the north side. ADA compliant curb ramps have been installed at this intersection and there is an existing 5-foot-wide sidewalk on the north side east of Madison Street.

The Project proposes to repave (including grind and overlay) and restripe the existing paved street with two-through lanes in each direction. No street widening is proposed at the intersection. In the eastbound direction, the dedicated right-turn lane is proposed to be removed and replaced with a combined through and right-turn lane. New curb and gutter is proposed near the intersection where the existing roadway alignment will be modified.

The existing sidewalk and curb and gutter will remain at the northeast corner of the intersection and extend east; proposed bicycle improvements include an 8-foot-wide bicycle lane on the north side of the street east of the intersection. Proposed pedestrian and bicycle improvements on the northwest corner of the intersection include the installation of an 8-foot-wide concrete multi-purpose trail. On the southwest and southeast corner of the intersection, proposed improvements include installation of a 12-foot-wide concrete multi-purpose trail. The existing sidewalk on the southeast corner will be replaced with the 12-foot-wide multi-purpose trail.

Private driveways located within approximately 250-feet of the intersection along the south side will be reconstructed based on existing size ranging from 12 feet to 24 feet. All driveways will include ADA-compliant curb ramps. Existing mailboxes and utilities such as vaults within this area may be relocated within the Project footprint, as needed.

ROW acquisition, construction easements, and drainage improvements are proposed, as described further below.

Avenue 50 from Monroe Street to Botella Place
East of the Monroe Street intersection, Avenue 50 is a three-lane roadway with two westbound lanes, one eastbound lane and one striped center lane. On the north side, there is existing curb, gutter, and 5-foot-wide sidewalk.

The proposed improvements include the repaving and widening of Avenue 50 to its IGP ultimate width of 100-feet to accommodate two travel lanes in each direction with a center turn lane. Street widening will vary up to approximately 13-feet on the south side and include curb and gutter.

Proposed bicycle improvements include an 8-foot-wide bicycle lane on the north side of the street with a 3-foot-wide striped buffer area.

Proposed pedestrian and bicycle improvements on the south side include the installation of the 12-foot-wide concrete multi-purpose trail and curb and gutter. The proposed multi-purpose trail ends at the existing sidewalk approximately 260 feet west of Botella Place where a striped bicycle lane is proposed within the road as part of the Project.

Driveways located along the southern side will be reconstructed based on existing size ranging from 12 feet to 29 feet. All driveways will include ADA-compliant curb ramps. Existing CVWD standpipe, power poles and vaults and mailboxes may be relocated within the Project footprint as needed.

ROW acquisition, construction easements, and drainage improvements are proposed, as described further below.

Avenue 50 east of Botella Place
Proposed improvements east of Botella Place are limited to striping. Two lanes will be striped in each direction with a center turn lane and 8-foot-wide bicycle lane with 3-foot-wide striped separation on each side. Striping improvements end approximately 600 feet east of Jackson Street (See **Figure 2**).

Drainage Improvements
The Project will provide storm drain lines at varying lengths that are currently not provided by the existing roadway. The storm drain lines function as underground retention/infiltration basins for the street subareas. Each storm drain line is a 60-inch diameter perforated high-density polyethylene (HDPE) pipe embedded in a trench filled with clean washed stones (gravel), located under the median or sidewalk/parkway on both sides of Avenue 50 at varying lengths along the Project footprint. Preliminary locations of these storm drain lines are shown on **Figures 6a-6o**. Catch basins with local depressions are placed at the low points of the street and at the downstream end of each storm drain pipe to collect and convey the street flow to the underground pipe for storage and infiltration. The proposed catch basins will be fitted with inserts for pre-treatment of debris and sediment removal.

The proposed drainage improvements will convey storm water runoff to underground infiltration chambers designed to handle runoff from the 100-year, 24-hour storm event (24-hour duration of the storm event yields the maximum of the storm volume).

The proposed facilities, with regular maintenance such as annual inspections or after heavy storms and debris removal every five to ten years, will convey flows safely to the underground retention and ground infiltration with the additional benefit of groundwater recharging, in accordance with the requirements of the Indio MDP.

Acquisitions and Construction
Some areas proposed for improvements require right-of-way (ROW) acquisition and storm drain easements; these areas are on Avenue 50 in both Indio and La Quinta (See **Figure 5** for ROW acquisition and **Figures 6a-6o** for storm drain easements).Project construction will also require temporary construction easements extending up to 10 feet outside of street ROW along the length of the Project site for properties adjacent to the Project site (See **Figures 6a-6o** for preliminary locations). The temporary construction easement area is included in the Project site boundary shown on **Figure 2**. Project construction would last approximately 18 months.

Community Engagement
The City of Indio is providing the community with an opportunity to participate in the Project's development process by mailing a survey to surrounding property owners to solicit input on roadway usage and preferences that will help inform the proposed roadway design elements.

9. Surrounding Land Uses and Setting:
Terrain in the immediate vicinity of the Project site is generally flat and disturbed by existing roadway, utility infrastructure, pedestrian facilities, and landscaping. Surrounding land uses include residential units, commercial buildings, golf courses, and festival grounds with vacant lots interspersed along the Project alignment (**Figure 2)**.

10. Other Public Agencies Whose Approval is Required:

- City of La Quinta – Approval of the proposed Project within City of La Quinta and encroachment permit for construction within public ROW
- Coachella Valley Water District – Encroachment permit for construction within ROW or easements and/or utility relocation agreements
- Imperial Irrigation District – Encroachment permit for construction within ROW or easements and/or utility relocation agreements
- Indio Water Authority (IWA) – Utility relocation agreements

11. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?
Indio provided "Notification of Tribal Consultation Opportunity" letters on June 26, 2024 pursuant to Assembly Bill 52 (AB 52) to Tribes that have previously requested such a notice. Refer to the discussion in Section XVIII, Tribal Cultural Resources for additional information.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

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DETERMINATION: (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Juan Raya, City Engineer
Printed Name

October 17, 2025
Date

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒

Source(s): *IGP; IGP FEIR; LQGP EIR; Project Description*

Scenic vistas or public views are defined as views of scenic resources from public locations. Scenic viewpoints can be defined as singular vantage points that offer an unobstructed view of expansive visible landscape components.

Due to Indio's physical setting in the Coachella Valley, scenic views of the Santa Rosa, San Jacinto and Little San Bernardino Mountains, Indio Hills, and other undeveloped hilly areas are available throughout the City. However, there are no adopted scenic views, scenic corridors, or vista points/viewpoints in Indio. (IGP FEIR, p. 4.1-2).

La Quinta's scenic vistas include views of natural features, including the Santa Rosa, San Jacinto, and Little San Bernardino Mountains. (LQGP EIR, p. III-4). There are no adopted scenic views or vista points/viewpoints in La Quinta. The La Quinta General Plan identifies certain streets as image corridors. Threats to image corridors include inappropriate and unattractive land uses, unattractive or inadequate landscaping, inadequately buffered parking, excessive or inappropriate signage, high walls and berms that block views, and overhead power lines that degrade views. The protection and enhancement of views along La Quinta's image corridors are furthered by securing parkway easements along major roadways. Enhanced parkways better assure viewshed protection and provide expanded access for alternative modes of travel. Parkway easements along image corridors help assure that the traveling public (and adjoining property owners) share in a quality parkway experience. (LQGP, p. II-57-58). The La Quinta portion of Avenue 50 from Jefferson Street to Madison Street is an image corridor.

The Project proposes to enhance Avenue 50 by providing connections to existing DG trail, sidewalks, bicycle lanes, and an off-street multi-purpose trail. Additionally, where feasible the Project would underground certain above ground power poles along Avenue 50 within Indio. Thus, the proposed improvements along Avenue 50 would not degrade the existing scenic quality of the Project, rather the proposed improvements would provide the traveling public (and adjoining property owners in La Quinta) views of a quality parkway, consistent with the protection and enhancement of image corridors set forth in the La Quinta General Plan.

The adjacent land uses along the Project site in Indio do include designated Parks and Open Space over the existing Coachella Canal and a golf course, which can serve as a scenic resource. Similarly, in La Quinta, the adjacent land uses consist of Open Space – Natural and Open Space – Recreation designations, which can also serve as a scenic resource. These adjacent land uses are outside of the Project boundary; therefore, implementation of the Project would not impact the Open Space – Natural, Open Space – Recreation, or Parks and Open Space designated lands. Further, the implementation of this Project would not have the potential

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

to negatively impact a scenic vista or resource because there are no adopted scenic vistas or resources in the Project area. Moreover, the Project does not include any sizeable above-grade features that would have the potential to obscure views of the Santa Rosa Mountains to the southwest of the Project site or of the Indio Hills north of Interstate 10, which are also visible from the Project site. The Project includes undergrounding of certain above-ground power poles along the Project alignment, thus improving the views to and from the Project site. Construction equipment and related construction activity within the Project site may result in limited, short term, and undesirable visuals; however, this will be a temporary condition. Therefore, the Project would not have a substantial adverse effect on scenic vistas within the Project area and **no impact** will occur.

b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

Source(s): *Project Description; Caltrans*

The Project site is not designated a state scenic highway nor is there a scenic highway in the immediate vicinity. The nearest officially designated highway is State Route 74 (Caltrans), approximately 8 miles to the southwest, any views of which are blocked by the foothills of the Santa Rosa Mountains. As discussed in response I.a), above, the portion of Avenue 50 in La Quinta is within a designated image corridor. However, because the proposed Project will enhance the roadway for the benefit of automobile, pedestrian and bicycle traffic, the Project furthers the protection and enhancement of image corridors envisioned in the La Quinta General Plan. No scenic resources are within or in the immediate vicinity of the Indio portion of the Project site. In addition, the Project's proposed roadway widening and improvements along the existing roadway do not have the potential to impact scenic resources because the improvements will not be above-grade features of significant mass. Because implementation of the Project will not substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway, **no impact** will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒

Source(s): *Project Description*

The Project is located in a developed area and does not include any above-grade features of significant mass that could substantially degrade the existing visual character or quality of public views of the site or its surroundings. The existing visual character of the Project site is that of an existing roadway (Avenue 50, between Jefferson Street and Botella Place). The Project includes undergrounding of certain above ground power poles in Indio to enhance the visual character and quality of Avenue 50. The La Quinta General Plan identifies the portion of Avenue 50 within La Quinta as an image corridor. As discussed in the responses to I.a) and I.b), above, the proposed Project furthers the protection and enhancement of image corridors envisioned in the La Quinta General Plan. Because the Project will not substantially degrade the existing visual character or quality of public views of the Project site and its surroundings, **no impact** will occur.

d) Create a new source of substantial light or glare which would adversely affect day or night time views in the area?	☐	☐	☒	☐

Source(s): *Project Description; IGP FEIR*

Implementation of the Project would introduce new sources of light from new streetlights proposed within Indio. The Project site is within Zone B of the Mount Palomar Nighttime Lighting Policy Area, which requires unique nighttime lighting standards. In compliance with the Mount Palomar Nighttime Lighting Policy and Indio standards, lighting will be designed and installed to direct downwards onto the roadway and will not substantially alter the nighttime views along the Project site, therefore impacts will be reduced. Therefore, **impacts will be less than significant**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐

Source(s): *DOC FMMP; Project Description*

The Project proposes widening Avenue 50 to include additional lanes, bicycle routes and pedestrian improvements consistent with the IGP and LQGP along the Project footprint. Necessary ROW acquisition to accommodate the proposed widening will be obtained prior to the construction of any Project-related improvements, as shown on **Figure 5**. There are approximately 1,320 linear feet of Prime Farmland mapped within or adjacent to the Project footprint in three disconnected locations within Indio, as shown on **Figure 7 – Farmland Map**. There is no mapped Farmland within the La Quinta portion of the Project footprint.

The first location of mapped Prime Farmland is within and north of the Project footprint between Jefferson Street and Madison Street at Ventana Circle (approximately 520 linear feet) in Indio. This location consists of a disked vacant lot with no ROW acquisition proposed. Approximately 1.02 acres of the Project site is mapped as Prime Farmland at this location; however, as shown on **Figure 7**, this area includes existing paved roadway (approximately 0.46 acres). The second location of mapped Prime Farmland (totaling 0.58 acres) is within and south of the Project alignment east of Hjorth Street at APN 779-010-002. This location consists of a home and vacant lot and is not being used for agricultural purposes. Although ROW acquisition is proposed along the frontage (approximately 800 linear feet) in this location, Project improvements are proposed in the disturbed road shoulder outside existing fence lines. The third location is outside the Project alignment on the south side of Avenue 50, east of Hjorth Street, on APN 779-020-001. This location contains a building and various trees on a maintained lot. The Project site is north of and adjacent to this lot; no ROW acquisition is proposed in this location (approximately 325 linear feet) and the Project improvements are within disturbed road shoulder outside the existing fence line. The Project construction would not encroach into this parcel or impact this mapped Prime Farmland. In total, Prime Farmland mapped within the two locations shown on **Figure 7**, approximately 1.6 acres and extending 1,320 linear feet, would be converted to road improvements as part of the proposed Project. As

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

stated above, a portion of this mapped Prime Farmland within the Project footprint is already improved as an existing roadway (approximately 0.46 acres) and the remainder is within unimproved roadway shoulder. When possible, the ground surface will be returned to its pre-project condition. Moreover, the proposed Project consists of road improvements, consistent with the IGP and LQGP and, as such, will not influence any land use changes or impede the use of mapped Prime Farmland outside of the Project footprint. As such, this does not represent conversion of a substantial or significant number of acres of Farmland within the Project site or city-wide. Therefore, **impacts will be less than significant**.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Source(s): *DOC WA; LQGP; IGP*

There is no property within the Project site specifically zoned for agricultural use as shown on **Figure 4**. Agriculture activities are a permitted use in Indio's Desert Estates (DE) land use designation. The DE land use designation permits a mix of single-family residential, agriculture, and parks and recreation, as well as hospitality and recreational uses. Agriculture is an allowable use to support agricultural activities including small scale, urban agriculture and farming in residential areas, thus, no large-scale commercial agricultural operation would be allowed. Because the DE designation also allows residential uses, which is the existing condition, the Project will not conflict with the existing zoning. The Project improvements will only occur within the previously disturbed road shoulders and will not change the existing land use. There is no property within the Project site under an active Williamson Act contract. Therefore, construction and operation of the Project, including the acquisition of additional ROW, will not result in a conflict with existing agricultural zoning, agricultural uses, or Williamson Act contracts. **No impact** will occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

Source(s): *IGP; LQGP; PRC*

Forest land, as defined in Public Resources Code (PRC) section 12220(g), is land that can support 10 percent of native tree cover of any species under natural conditions and that allows for the management of one or more forest resources. Timberland, as defined in PRC section 4526, means land other than land owned by the federal government and land designated as experimental forest land, which is capable of growing a crop of trees for any commercial species, including Christmas trees. The Project site does not contain property zoned for

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

forestland, timberland, Timberland Production, or utilized as such. Neither the City of Indio nor the City of La Quinta has a zoning designation specific for such uses or any forestland, timberland, or Timberland Production within its boundaries. Moreover, the land in proximity to the Project site is located along the desert floor, which does not provide the climate for naturally-occurring forestland or timberland. Therefore, **no impact** will occur.

d) Result in the loss of forest land or conversion of forest land to non-forest uses?	☐	☐	☐	☒

Source(s): *IGP; LQGP*

As discussed in response II.c), above, the Project site does not contain forest land or timberland nor is it zoned for forest land or timberland. The proposed Project consists of road improvements and will not influence any land use changes. For these reasons, implementation of the Project will not result in the loss of forest land or the conversion of forest land to non-forest uses, and there will be **no impacts** in this regard.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Source(s): *IGP; LQGP*

The proposed Project consists of road widening, pedestrian, and bicycle improvements as well as drainage improvements to Avenue 50 from Jefferson Street to Botella Place. As discussed in response II.a), above, although implementation of the Project will result in the direct conversion of approximately 1.6 acres of mapped Farmland to road facilities, that impact is less than significant.

Regarding other changes in the existing environment that could result in the conversion of Farmland or forest land to non-agricultural or non-forest uses, the proposed Project does not include a change of zone, general plan amendment, or any other land use change that would facilitate or create a need for new development. The Project does not propose new housing or any other non-residential use. The Project is improving an existing street, consistent with the IGP and LQGP, and as such does not remove an impediment to development, thus, the Project is not growth inducing. For these reasons, the proposed Project will not result in any other changes in the existing environment of the Project site or surrounding area which, due to their nature or location, could precipitate conversion of Farmland to non-agricultural uses or the conversion of forest land to non-forest uses. Therefore, **no impacts** relative to the conversion of Farmland or forest land will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

Source(s): *AQMP*

The Project site is located within Coachella Valley area of the Salton Sea Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP for the Basin sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

Since the proposed Project consists of roadway improvements that, in and of themselves, will not result in any changes to the existing land use patterns in the Project area, the Project does not conflict with or obstruct implementation of the AQMP. Therefore, **no impacts** will occur.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

Source(s): *Webb (a); CARB; SCAQMD 2003; IGP; LQGP*

The portion of the Basin within which the Project site is located, is designated as a non-attainment area for ozone and Particulate Matter of 10 microns or less (PM-10) under both state and federal standards (CARB).

The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD 2003). Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts will occur during site grading and Project construction. Long-term air quality impacts will occur once the Project is in operation.

Short-term emissions were evaluated using the CalEEMod version 2022.1 computer program (see Appendix A – AQ/GHG Analysis, cited as Webb(a)). Short-term emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Maximum daily emissions from Project construction are summarized below and compared to SCAQMD's daily regional thresholds:

Table II-A – Estimated Daily Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO_X	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Maximum	**4.35**	**36.20**	**45.50**	**0.08**	**3.35**	**1.73**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Maximum emissions are from Webb(a), Table 2

Evaluation of the above table indicates that the maximum daily criteria pollutant emissions from construction of this Project's improvements are below the SCAQMD daily regional thresholds. Additionally, the short-term emissions do not exceed SCAQMD's localized significance thresholds (LST), as contained in Appendix A.

Long-term emissions are evaluated at build-out of a project. The proposed Project would not result in a change in land use or introduce new vehicle trips because the Project is widening the existing roadway and providing associated pedestrian and bicycle improvements and would be consistent with the roadway classifications for Avenue 50 in the City of Indio General Plan (a Boulevard) and City of La Quinta General Plan (a Primary Arterial from the intersection of Jefferson Avenue to Madison Street).

As discussed in response XVII.b), below, the proposed Project would add roadway capacity and decreases vehicle miles traveled (VMT) due to the use of a more direct preferred route due to the added capacity and introduction of bicycle facilities along the Project corridor. In addition, because the Project also improves the bicycle and pedestrian network in the area, it also further reduces automobile travel and results in a net reduction of VMT in the influence area (a 10-mile radius of the Project site). Therefore, the Project would not result in long-term increases in emissions. Operational emissions would also include infrequent visits by vehicles driven by existing maintenance personnel and are considered negligible.

Therefore, the Project's short-term impacts will be less than significant. Long-term air quality impacts would also be less than significant because the Project would not result in a net increase in long-term emissions and would result in negligible emissions from infrequent maintenance activities. Thus, the Project's net increase in criteria pollutant emissions for which the Project region is non-attainment is not cumulatively considerable. Impacts will be **less than significant**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Source(s): *Webb (a)*

The proposed Project is located adjacent to existing residences. As detailed in Appendix A, the closest sensitive receptors are the residences adjacent to the Project site.

Short-term emissions will only be generated in the Project area during construction of the Project and have been found to be less than significant on both a regional and localized level (see response III.b) and Appendix A of this Initial Study). In addition, the Project would not result in a carbon monoxide (CO) "hot spot" because the projected traffic volumes on Avenue 50 are lower than those studied by SCAQMD, which did not predict any violation of CO standards; hence, the Project will not expose sensitive receptors to substantial pollutant concentrations and impacts are considered **less than significant**.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Source(s): *Webb (a)*

The Project presents the potential for generation of other emissions such as odors in the form of diesel exhaust during construction in the immediate vicinity of the Project site. Odors generated during construction will be short-term, dissipate into the air, and move along the Project alignment as construction proceeds. Thus, construction will not result in a long-term odorous impact to the surrounding area. After completion of the proposed improvements, operation of the Project would not introduce any new permanent sources of odor and will not result in a long-term odorous impact. Recognizing the short-term duration and quantity of emissions in the Project area, the Project will not adversely affect a substantial number of people and the resulting impacts are **less than significant**.

IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Source(s): *CVMSHCP; SWCA*

SWCA Environmental Consultants (SWCA) prepared a *Biological Technical Report (BTR)* for the Project and is included as Appendix B to this IS/MND. SWCA conducted two reconnaissance-level biological surveys of the Project area on March 4 and 5, 2024 for the purpose of assessing the extent of impacts to biological resources. No special status animal or plant species were observed in the footprint of the proposed Project. A literature review of information available from the U.S. Fish & Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), California Native Plant Society (CNPS), Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), National Wetlands Inventory (NWI), eBird, and aerial imagery was also conducted. The nine USGS 7.5 minute topographic quadrangles queried in the literature search were: Indio, La Quinta, Martinez Mountain, Mecca, Myoma, Rockhouse Canyon, Thermal Canyon, Valerie, and West Berdoo Canyon.

The Project area consists of two vegetation types, developed/disturbed and Allscale Scrub Shrubland. Predominantly, the Project area consists of developed/disturbed land cover. This land cover type has been permanently altered to exclude vegetation via pavement, buildings, infrastructure, or other permanent built environments, or areas that support little to no vegetation or are exclusively composed of ornamental nonnative vegetation grown for the primary purpose of adding visually pleasing plants to the landscape. Vegetation observed includes Saharan mustard (*Brassica tournefortii*), coastal heron's bill (*Erodium cicutarium*), cheeseweed (*Malva parviflora*), and prickly lettuce (*Lactuca serriola*). The other vegetation type observed in the Project area is the native Allscale Scrub Shrubland Alliance. This cover type was found in one pocket on the south side of the eastern end of the Project area where cattle saltbush (*Atriplex polycarpa*) is dominant. (SWCA, pp.7-8).

One special-status plant community, Desert Fan Palm Oasis Woodland, was identified during the literature search to occur in the region of the Project but not historically within the Project area. No special-status plant communities were identified during the field survey, and none were determined to have the potential to occur. (SWCA, p. 8).

The literature search identified 28 special-status plant species and 25 special-status wildlife species within the nine USGS 7.5 minute quadrangles queried in the literature search. No special-status plant or wildlife species were identified during the field surveys. No special status plants were determined to have the potential to occur in the immediate vicinity of the Project. No special-status wildlife species have more than a low potential for occurrence in the Project footprint in the general vicinity of the Project site. (SWCA, p. 11).

The two wildlife species with a low potential for occurrence are burrowing owl (*Athene cunicularia*) and Coachella Valley round-tailed ground squirrel (*Sermophilus tereticaudus chlorus*). These species are known to overwinter within burrows. The field survey observed marginal habitat available for burrowing owl in the Project buffer (including the undeveloped lots and paved/developed areas, adjacent to Avenue 50). There were also three small mammal burrows found along the Project alignment as shown on **Figure 8 – Small Mammal Burrow Locations**. One was located within the survey area south of Avenue 50 approximately 1,230

feet east of Monroe Street. The other two were outside the perimeter of the survey area within undeveloped lots. (SWCA, pp. 8, 11).

The Coachella Valley round-tailed ground squirrel is a CVMSHCP covered species. Coachella Valley round-tailed ground squirrel is known to be associated with burrowing owls within the CVMHSCP plan area. (SWCA, p. 12). The field survey observed marginal habitat for the Coachella Valley round-tailed ground squirrel consisting of alkali scrub with sandy soils at one undeveloped lot adjacent to the Project area (Location 1 and 3 on Figure 8), but human development minimizes the likelihood for occurrence. (SWCA, Appendix D, p. D-6).

Although the proposed Project would not have a direct effect on any listed plant or animal Species, the potential exists for species to move onto the site. In order to ensure that impacts are reduced to the greatest extent feasible, **MM BIO 1**, which requires the education of construction personnel prior to their working on the site so that they can identify species and avoid them**,** is included to reduce potential indirect impacts to special status species in proximity to the Project site.

> **MM BIO 1. Worker Environmental Awareness Program (WEAP):** Prior to the onset of construction activities, a qualified biologist shall be retained by the City of Indio to prepare a Workers' Environmental Awareness Program (WEAP). The WEAP shall be developed by a qualified biologist.
>
> - The program shall include information on the life history of sensitive biological resources that may occur within the Project site and surrounding areas.
> - The program shall discuss each species' legal protection status, the definitions of take under the CESA and federal ESA, measures the Project operator is implementing to protect the species, reporting requirements, specific measures that each worker shall employ to avoid take of wildlife species, and penalties for violation of the CESA and ESA.
> - The program shall provide information on how and where to bring injured animals for treatment in the case any animals are injured on the Project site during construction, and how to document animal mortalities and injuries.
> - An acknowledgement form signed by each worker indicating that environmental training has been completed will be kept on record.
> - The WEAP shall identify a point of contact (e.g., qualified biologist) if a protected species is observed on the Project site.

The Project is located within the plan boundaries of the CVMSHCP; however, it is not located within a designated Conservation Area, Preserve, Core, or Linkage as defined in the CVMSHCP. Further, the land use adjacency guidelines in Section 4.5 of the CVMSHCP are not required for the Project. However, because burrowing owl is a ground nester and has been known to occupy burrows adjacent to roadways, and the field survey discovered mammal burrows there is potential for burrowing owl and Coachella Valley round-tailed ground squirrel to

exist in unpaved road shoulders. The burrowing owl breeding season is March to July. (CVMSHCP, p. 9-141). The burrowing owl is a candidate for potential listing as a protected species under CESA by CDFW, it is also a species of special concern by CDFW, and a CVMSHCP-covered species. The CVMSHCP does not allow take of this species, which is also protected under the federal Migratory Bird Treaty Act (MBTA). Further, pursuant to California Fish and Game Codes and the federal Migratory Bird Treaty Act (MBTA), take of burrowing owls and other nesting avian species shall be avoided. If take cannot be avoided an Incidental Take Permit (ITP) will need to be obtained. All impacts to the burrowing owl shall be avoided. This will be accomplished by take avoidance (pre-construction) surveys as described in mitigation measure **MM BIO 2**, which will require two pre-construction surveys to locate burrows that could be used by burrowing owl, and whether an owl is present in the burrow(s).

> **MM BIO 2. Burrowing Owl Surveys:** A qualified biologist shall conduct two take-avoidance pre-construction burrowing owl surveys onsite following the methods outlined in the *Staff Report on Burrowing Owl Mitigation* (CDFW 2012). The survey area shall include the construction area and adjacent areas within 500 feet of the construction limits, or to the edge of the property if less than 500 feet. The first shall occur no more than 14 days prior to ground disturbance, and the second survey shall occur within 24 hours of ground disturbance. The survey shall locate suitable burrows and determine whether the burrows are occupied by burrowing owl. If occupied burrowing owl burrows are detected, the City shall consult with the California Department of Fish and Wildlife (CDFW) to determine what course of action is needed. The following steps shall be taken to avoid impacts: no activity shall occur within a minimum 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season (September 1 through January 31), or within a minimum of 200 meters (approximately 656 feet) during the nesting season (February 1 through August 31). With CDFW approval, these buffers may be adjusted if the owls show tolerance of the surrounding activity. If avoidance is not feasible, passive relocation of burrowing owls during the non-nesting period may be possible following the development of a Burrowing Owl Relocation Plan approved by CDFW.

Native and ornamental vegetation is present within and adjacent to the Project footprint, which is potentially suitable habitat for nesting birds. Therefore, the potential exists for nesting birds to be present during the nesting season, which is generally February 1 through August 31. Nesting birds are protected under the MBTA. To comply with the MBTA, any construction activities, vegetation removal, and/or grading occurring during the nesting season will require a nesting bird survey to be conducted by a qualified biologist immediately prior to the initiation of construction activities. If no nests are found, construction may proceed. If nests are found, impact avoidance measures (e.g., buffers) will be required until the young have fledged and nests are inactive. Compliance with MBTA will be incorporated by the Project as mitigation measure **MM BIO 3**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

MM BIO 3. Nesting Bird Survey: If construction or vegetation removal must occur during the breeding season of February 1 to August 31, a qualified biologist shall survey potential nesting sites within the Project footprint and immediately adjacent to the Project limits no more than three (3) days prior to the start of work or as otherwise deemed necessary at the discretion of the qualified biologist. For raptors, an initial no-disturbance buffer of 500 feet shall be established around active nests and demarcated with fencing or flagging. For non-raptors, an initial no-disturbance buffer of 250 feet shall be established around active nests and demarcated with fencing or flagging. No Project-related activities shall occur within the buffer zone until a qualified biologist has determined that the fledglings have fledged and are no longer reliant on the nest or parental care for survival. The buffer distance for non-listed species may be reduced at the discretion of a biologist who has extensive experience observing bird behavior and monitoring nests; and if the biologist observes that the birds' behavior is not disturbed by activity closer to the nest, depending on the sensitivity of the species and nest location. Buffer sizes for listed-species listed may be reduced in consultation with CDFW and/or United States Fish and Wildlife Service. Avoidance buffers may be reduced with the use of noise attenuation barriers at the discretion of the qualified biologist. Vegetation removals may occur between September 1 to January 31 without a pre-construction nesting bird survey (barring requirements of the other biological mitigation measures).

Through compliance with existing regulations for the protection of listed plant and animal species, and incorporation of mitigation measures **MM BIO 1** through **MM BIO 3** potential Project impacts to special status species including burrowing owl, Coachella Valley round-tailed ground squirrel and nesting migratory birds will be **less than significant with mitigation**.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

Source(s): *SWCA; Google Earth.*

No riparian or other sensitive habitats were observed in the Project footprint or adjacent to the Project site. (SWCA, pp. 12-13). The nearest recorded feature is the Coachella Canal, which is a concrete-lined channel that passes under Avenue 50 via a large box culvert running southwest to northeast at the Madison Street intersection. At the southwest corner of the intersection, the Coachella Canal is fenced. The Coachella Canal will not be disturbed by the Project as it is outside the vertical limits of the Project. The Project activities at the Avenue 50 and Madison Street intersection only entail repaving the roadway at its existing width and does not include street widening in proximity to the Coachella Canal. Improvements in proximity to the Coachella Canal will consist of installation of pedestrian improvements and a bike lane, neither will be installed at a depth interfering with the Coachella Canal. Other recorded features

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

near the Project site are man-made freshwater ponds located on private properties. The private properties are adjacent to the alignment, but any ponds are located away from the alignment and will not be affected by the Project. Project impacts will occur within the disturbed road shoulders of segments of Avenue 50 from Jefferson Street to Botella Place. These road shoulders are developed or disturbed, with no riparian habitat or other sensitive natural community. Properties that abut the road shoulder are mostly developed or disturbed with exceptions. Some undeveloped parcels with vacant fields and/or native vegetation are present along Avenue 50; however, Project impacts are limited to the Project footprint which are developed or disturbed. There is no suitable riparian woodland habitat within the Project footprint or adjacent to the Project site (SWCA, Table D-2, p. D-5). Therefore, because no riparian habitat or other sensitive natural communities are present, impacts to said habitat will not occur and there will be **no impact** in this regard.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒

Source(s): *SWCA; Google Earth*

As mentioned in response IV.b), above, all areas adjacent to and within the Project limits are developed or disturbed; with the exception of one native plant cover type, Allscale Scrub Shrubland Alliance, which occurs in one pocket on the south side of the eastern end of the Project area. The Coachella Canal crosses the Project alignment near the intersection of Madison Street and Avenue 50; however, Project construction will not disturb this feature because the canal goes under the roadway via a large concrete box culvert. The Project activities at the Avenue 50 and Madison Street intersection only entail repaving the roadway at its existing width and do not include street widening in proximity to the Coachella Canal. Improvements in proximity to the Coachella Canal will consist of installation of pedestrian improvements and a bike lane, neither will be installed at a depth interfering with the Coachella Canal. Therefore, the Coachella Canal it is outside the Project's vertical limit. No other wetlands or potentially jurisdictional drainage features were found during the site visit or in available literature. Therefore, impacts to regulated wetlands or other waterways will not occur and there will be **no impact** in this regard.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

Source(s): *CVMSHCP; SWCA; Google Earth*

The Project site is not located within a CVMSHCP Conservation Area. No riparian habitat or other sensitive natural community exists in the Project boundary or within its proximity. There are no native wildlife nursery sites in proximity to the Project site. Moreover, no wetlands occur within or in proximity to the Project boundary. (SWCA, pp. 12-13). The Project impacts will be located adjacent to nonnative shrubs and trees throughout the landscaped areas along the alignment. It is possible that migratory birds and burrowing owls utilize the vegetation in the area. However, the Project site is surrounded by urban developments, isolating it from regional wildlife corridors/linkages (SWCA, p. 7). The development of the Project site is not expected to impact wildlife movement opportunities in the region. Therefore, impacts to wildlife corridors or linkages are not expected to occur and **impacts will be less than significant**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

Source(s): *IMC; LQMC; Project Description*

Trees may be removed as part of the Project. The City of Indio protects “city trees”. City trees are defined by the city as trees that are located within any public park, city easement, or any other city-owned property. (IMC, Chapter 98).

The Project will remove and/or replace trees in Indio that may be “city trees.” However, these trees are not protected native species or heritage trees. Damage or removal to city trees is prohibited unless a permit has been issued by the Department of Public Works (IMC, Chapter 98.07). Because a permit would be obtained per IMC, the Project would not conflict with the IMC Chapter 98, and impacts would be less than significant. The City of La Quinta does not have tree preservation policies or ordinances protecting biological resources. Consequently, these trees in La Quinta are not protected by local ordinance or policy.

Therefore, the Project will not conflict with any biological resource policies or ordinances, including a tree preservation ordinance. The Project is consistent with the provisions of the CVMSHCP as discussed in responses to IV.a) and IV.b) above and IV.f), below. Therefore, a **less than significant impact** will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Source(s): *CVMSHCP; SWCA*

The Project site is located within the boundaries of the CVMSHCP; however, it is not located within a Conservation Area. The CVMSHCP provides Take Authorization (Permits) of Covered Species to the Permittees, which include the City of Indio and City of La Quinta. Covered Species include both listed and non-listed species that are adequately conserved by the CVMSHCP. The Permits provide for the Take of these species or loss of their habitat, so long as compliance with the CVMSHCP requirements is achieved. The Permits provide Take Authorization for the following types of Covered Activities outside Conservation Areas: (SWCA, pp. 3-4).

- **Development permitted or approved by Local Permittees:** This includes, but is not limited to, new projects approved pursuant to county and city general plans, including the circulation element of said general plans, transportation improvement plans for roads, master drainage plans, capital improvement plans, water and waste management plans, the county's adopted Trails Master Plan, and other plans adopted by the Permittees.

Further, the Permits provide Take Authorization for specific regional road projects, including this Project (listed in Table 7-3 in the CVMSHCP). Thus, the Project will not conflict with the provisions of the CVMSHCP and there will be **no impact** in this regard.

V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐

Source(s): *AE(a)*

A *Cultural Resources Investigation for the Avenue 50 Improvements Project* (the *CRI*) was prepared by Applied EarthWorks, Inc. (*Æ*) and is cited as AE(a) and included as Appendix C to this IS/MND. The CRI included a historical/archaeological resources records search, historical background research, communication with Native American representatives, and an intensive-level field survey of the Project site. A summary of this research as it relates to historical resources is provided in the following discussion.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The records search resulted in the identification of 54 previously recorded cultural resources within the 0.5-mile search radius. Of these, 51 are archaeological resources (13 isolated artifacts, 34 prehistoric sites, 3 historic sites, and 1 site with both prehistoric and historic components) and 3 are built-environment resources. (AE(a), p. 18). One resource, the Coachella Canal (33-005705), is documented within the Project area. The Coachella Canal has been recommended as eligible for listing in the National Register of Historic Places under Criteria A and C. However, this resource crosses under and is therefore outside the Project's vertical limits. The Project activities at the Avenue 50 and Madison Street intersection only entails repaving the roadway at its existing width and does not include street widening in proximity to the Coachella Canal. Improvements in proximity to the Coachella Canal will consist of installation of pedestrian improvements and a bike lane, neither will be installed at a depth interfering with the Coachella Canal and therefore the Coachella Canal will not be impacted by construction or operation of the Project. (AE(a), pp. 20, 33).

Avenue 50 is a previously unrecorded historic-era built environment resource within the Project area. (AE(a), p. 33). AE has documented an approximately 2.5-mile long segment of Avenue 50 within the Project area bounded by Jefferson Street to the west and Botella Place to the east. AE evaluated this resource for California Register of Historical Resources (CRHR) eligibility against local historical themes to ascertain whether it played a significant role in the development of the region and determined that Avenue 50 is not considered historically significant under any of the eligibility criteria because (1) Avenue 50 does not have association with events that have made a significant contribution to the broad patterns of history, no direct associations with the productive lives of persons important in local, state, or national history, (2) Avenue 50 does not embody the distinctive characteristics of a type, period, and method of construction, or as the work of an important builder or engineer, or as having high artistic value, and (3) Avenue 50 is a ubiquitous resource in California and, in its current form, largely has a contemporary appearance. Thus, Avenue 50 is not considered eligible for listing it in the CRHR nor is it considered a historical resource for the purposes of CEQA. (AE(a), p. 32).

For the reasons explained above, implementation of the Project will not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5. Therefore, potential impacts to historical resources will be **less than significant**.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐

Source(s): *AE(a)*

The state Native American Heritage Commission (NAHC) was contacted by Æ for a review of the sacred lands file (SLF) to determine if any known Native American cultural properties are present within or adjacent to the Project site. The NAHC responded on February 28, 2024 stating that SLF search was complete with negative results and recommended contacting local

Native American tribes. (AE(a), p. ii). Subsequently, AE contacted a total of twelve Native American representatives in the region via electronic mail and United States Postal Service on March 21, 2024, to elicit information regarding Native American resources in the Project area, if any. Of the 12 tribes contacted, only the Agua Caliente Band of Cahuilla Indians responded. The Agua Caliente Band indicated the Project area is located within the Tribe's Traditional Use Area, the Tribe requested a copy of the records search, survey reports, and site records from the EIC, copies of any cultural resource documentation generated from the current Project, and shapefiles of the Project area. The Tribe requested notification of Project start, government-to-government consultation with the lead agency, and monitoring by an archaeologist who meets the Secretary of Interior's standards and an approved Agua Caliente Native American Cultural Resource Monitor. As discussed in response XVIII.a.ii), below, government-to-government consultation between the lead agency and Agua Caliente Band of Cahuilla Indians was completed on October 2, 2024. No further comments or follow-up communications has been received.

The survey conducted as part of the CRI involved walking 10-meter transects oriented east-west, moving northward through the Project area. The survey coverage was approximately 10 meters wide at each shoulder of Avenue 50 beginning on the southern shoulder and moving to the northern shoulder (20 meters total). The Project area is predominantly developed and landscaped. The pedestrian survey made two passes from east-west and west to east. This approach was necessary as the Project area includes the roadway and northern and southern shoulders. East of Clinton Street, the Project area along Avenue 50 is developed and consists of paved travel lanes and landscaped and graded shoulders. The survey focused on the shoulders of the road, and nearly all of this area was either developed or landscaped. Ground visibility in this section was approximately 5 percent due to the presence of pavement and sidewalks. West of Clinton Street Avenue 50 remains in good condition and appears to be continuously maintained due to active use. Several areas along this portion of the Project area remain undeveloped. The surveyor encountered irrigation standpipes but was uncertain if the standpipes were modern or associated with Avenue 50. These structures are approximately 25 feet tall and 20 feet in diameter. No other structures or cultural resources were encountered within the Project area. No prehistoric or historic-period archaeological resources were encountered within the Project area during the field survey. (AE(a), pp. 25, 28).
The Project area is predominantly developed and landscaped. Ground visibility was generally poor due to the presence of pavement and sidewalks. Due to the lack of previously recorded cultural resources within the Project area, the disturbed nature of the Project area, and the negative results from the SLF search, there is a low likelihood that archaeological deposits or features will be found during construction. Nonetheless, to reduce potential impacts to unknown archaeological resources, the Project will incorporate mitigation measure **MM CR 1**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

MM CR 1: Should any cultural and/or archaeological resources be inadvertently discovered during construction, construction activities within a 60-foot radius of the discovery shall immediately halt and shall be moved to other parts of the Project site and a qualified archaeologist shall be contacted to determine the significance of the resource(s). The qualified archaeologist shall have the discretion to modify the avoidance area while the resource(s) are being evaluated. If the find is determined to be an historical or unique archaeological resource, as defined in California Code of Regulations Section 15064.5 (State CEQA Guidelines), avoidance or other appropriate measures shall be implemented.

Therefore, for the reasons stated in the discussion above, Project impacts to archaeological resources will be **less than significant with mitigation**.

c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Source(s): *AE(a); CHSC 7050.5; PRC 5097.98*

The Project site is not located on a known formal or informal cemetery. No impacts to human remains, including those interred outside of formal cemeteries, are anticipated. In the unlikely event that unknown human remains are uncovered during Project construction, pursuant to law, the proper authorities will be notified and standard procedures for the respectful handling of human remains will be adhered to in compliance with California Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.98. Compliance with these regulations will be incorporated by the Project as mitigation measure **MM CR 2**.

MM CR 2: If human remains are uncovered at any time, all activities in the immediate area of the find shall be halted by the City or its contractor and the County Coroner shall be notified immediately pursuant to Health & Safety Code Section 7050.5, 57051, and 7054 and Public Resources Code Section 5097.98. If the Coroner determines that the remains are of Native American origin, the Coroner shall proceed as directed in the corresponding Health & Safety Codes, and Public Resources Code as well as Section 15064.5(e) of the CEQA Guidelines.

Therefore, through compliance with existing regulations (as implemented by **MM CR 2**), the Project's impacts will be **less than significant with mitigation**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY -- Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Source(s): *CCR 13, CDTFA(a); CDTFA(b); Webb(a); Webb(b); Project Description; Translutions*

As an infrastructure project, the majority of impacts will be short-term. As described in the AQ/GHG Analysis (Webb(a), included as Appendix A), the Project's construction would last approximately 18 months. Project construction would require the use of construction equipment for grading (including excavation and trenching), and paving, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source and construction worker and vendor trips use both gasoline and diesel fuel. Project-related fuel consumption from construction was estimated and is included in Appendix D – Energy Tables (Webb(b)).

Fuel consumption from on-site heavy-duty construction equipment and construction vehicles would be temporary in nature and uses a limited number of equipment (Webb(a), pp. 2-3), A total of 148,076 gallons of diesel fuel, and 14,275 gallons of gasoline is estimated to be consumed during Project site construction (Webb(d), Table 1). For comparison, the State of California consumed approximately 13.6 billion gallons of gasoline (CDTFA(a)) and approximately 3 billion gallons of diesel fuel (CDTFA(b)) in 2023, which is the most recent published data. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (CCR 13). Thus, the fuel usage during Project construction would represent a negligible short-term demand on energy resources for gasoline and diesel fuel in California. Additionally, the Project would not conflict with or obstruct implementation of any state or local plans for renewable energy or energy efficiency because there are no applicable plans for a Project that consists of roadway and drainage improvements. Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State.

As discussed in response XVII.b), below, although the proposed Project would add roadway capacity, it would result in a net decrease in automobile VMT due to added capacity from the change in route in the Project area and introduction of bicycle facilities within the Project site. The Project's improvements to the bicycle and pedestrian network in the area will reduce automobile travel, which contributes to a net reduction of VMT within a 10-mile radius of the Project site. Vehicle fuel use would also result from infrequent visits by vehicles driven by existing maintenance personnel and are considered negligible. Therefore, the Project would

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

result in a net reduction in vehicle fuel consumption post-construction.

For these reasons, the Project would not result in a potentially significant impact due to wasteful, inefficient, or unnecessary consumption of energy during Project construction or operation. Impacts are **less than significant**.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Source(s): *Project Description*

As discussed in response VI.a), above, as an infrastructure improvement project, there are no applicable plans. Thus, the Project would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency. **No impact** will occur.

VII. GEOLOGY AND SOILS -- Would the project:				
Two geotechnical pavement investigation reports entitled, *Geotechnical Pavement Investigation Avenue 50 Widening Jefferson Street to Madison Street* and *Geotechnical Pavement Investigation Avenue 50 Widening Madison Street to Botella Place*, collectively referred to as the Geotechnical Pavement Investigation Reports, were prepared by Geocon West, Inc. (Geocon). These reports are included as Appendices E.1 and E.2 to this IS/MND and are cited as Geocon(a) and Geocon (b), respectively. The Geotechnical Pavement Investigation Reports include recommendations for the construction of proposed interim reconstruction/rehabilitation of existing pavements and ultimate roadway widening improvements, and the construction of associated improvements within the Project site.				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒

Source(s): *IGP; LQGP*

There are three major, known faults located in Riverside County: the San Andreas, San Jacinto, and Elsinore faults. (IGP, p. 10-4). The San Andreas Fault Zone is approximately 4.1 miles northeast from the Project site. There are no known active faults or Alquist-Priolo Special Studies Zones within the Project site or its immediate vicinity. (IGP, Figure 10-1 and LQGP, Exhibit IV-2). Additionally, due to the nature of the Project it does not pose a substantial risk to people or other structures in the event of strong seismic ground shaking since it does not

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

propose any structures, habitable or otherwise and because the improvements would be limited to expansion of existing roadway infrastructure consistent with the American Association of State Highway and Transportation Officials (AASHTO) standards. Additionally, there is nothing inherent in how the Project would be constructed or the Project itself that would contribute to rupture of a known earthquake fault. For these reasons, **no impacts** associated with rupture of a known earthquake fault are anticipated.

ii) Strong seismic ground shaking?	☐	☐	☐	☒

Source(s): *IGP; LQGP*

Per the City of Indio's GP, the Project site is in an area of high risk for ground shaking (IGP, Figure 10-1). However, the Project will not pose a substantial risk to people or structures in the event of strong seismic ground shaking since it does not propose any structures intended for human occupancy and because the improvements would be limited to expansion of existing roadway infrastructure consistent with AASHTO standards. Therefore, there will be **no impact**.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source(s): *IGP; LQGP; Geocon(a); Geocon(b)*

Liquefaction, most often caused by earthquakes, describes a phenomenon where a soil's strength and stiffness is substantially reduced. Liquefaction causes the soil's composition to liquefy, which destabilizes buildings that are supported by the ground (IGP, p. 10-5). The Project site is in an area of low to high risk of ground shaking and liquefaction (IGP, Figure 10-1 and LQGP, Exhibit IV-3). However, the nature of the Project will not result in exposing people or structures to substantial risk from seismic-related ground failure including liquefaction, since there are no new structures proposed and because the improvements would be limited to expansion of existing roadway infrastructure consistent with AASHTO standards.

Pavement failure in roadways is generally the result of poor soils, drainage, traffic, improper materials, improper design, and lack of construction oversight. The Project includes drainage facilities, so that water would not pool and collect in a manner to undermine the pavements. In addition to incorporating AASHTO standards into the roadway design and construction, the Project would also incorporate the recommendations of the Geotechnical Pavement Investigation Reports, including but not limited to, remedial grading, compaction, pavement sections, backfill of any utility trenches, excavations, etc. Failure resulting from traffic is addressed through design and construction of the roadway to the appropriate traffic index (TI). Therefore, impacts associated with directly or indirectly causing potential substantial adverse effects including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, will be **less than significant**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒

Source(s): *IGP; LQGP*

Landslides occur when masses of rock, earth, or other material move rapidly down a slope. Landslides and surficial slope failure are most likely to occur in areas with a slope greater than 25 percent (hillside areas) and along steep bluffs. Since the City of Indio is relatively flat with undeveloped hillsides along the northern boundary, the City is at low risk for landslides (IGP, p. 10-5). The City of La Quinta is also at low risk for landslide due to relatively flat topography (LQGP, Exhibit IV-3). No topographical features that could potentially create landslides are located within the immediate vicinity of the Project site. Therefore, **no impact** will occur.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒

Source(s): *Project Description*

Construction of the road and associated drainage improvements will entail grading and construction in unpaved areas, which may result in a loss of topsoil. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared and implemented during Project construction that includes erosion control, sediment control, tracking control, Best Management Practices (BMPs). For wind erosion, SCAQMD Rule 403.1 shall be implemented requiring an approved Fugitive Dust Control Plan for activities disturbing more than 5,000 square feet, maintenance of a daily dust control log on-site, and installation of construction project signage with contact information for complaints. For these reasons there will be **no impact** regarding soil erosion or the loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in, on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

Source(s): *IGP; LQGP; USGS; Geocon(a); Geocon(b)*

Lateral spreading consists of lateral movement of level or near-level ground associated with liquefaction during an earthquake (USGS). As discussed in response VII.a.iii), above, the Project site is located in an area of low to high risk of liquefaction (IGP, Figure 10-1, LQGP Exhibit IV-3); thus, during an earthquake, lateral spreading could occur. Land subsidence is a gradual settling or sudden sinking of the Earth's surface. The principal causes of land subsidence include groundwater extraction, oil extraction, and peat loss. Indio and La Quinta are in an area of historic subsidence (IGP, p. 10-9). However, the potential for subsidence will be reduced by incorporation of the recommendations of the Geotechnical Pavement Investigations including but not limited to, remedial grading, and soil compaction, and pavement materials for the roadbed, where road widening is proposed and the recommendations regarding rehabilitation and reconstruction of existing pavements along westbound Avenue 50.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Because the Project will be required to implements the recommendations of the Geotechnical Pavement Investigation Reports, impacts regarding being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in, on or offsite landslide, lateral spreading, subsidence, liquefaction or collapse would be **less than significant**.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒

Source(s): *USDA; Geocon(a); Geocon(b)*

Expansive soils have a significant amount of clay particles or other minerals that have the ability to give up water (shrink) or take on water (swell). The subgrade soils consist of artificial fill overlying alluvial soils. The alluvium generally consists of interbedded poorly graded sands with silt. The undocumented fill generally consists of poorly graded sands and silty sands (Geocon(a), p. 3; Geocon(b), p. 3). All excavations, temporary slopes and trenches will be properly constructed and maintained in accordance with applicable OSHA guidelines in order to maintain safety and the stability of the excavations and adjacent improvements. (Geocon(a), p. 19; Geocon(b), p. 20). Further, the installation of road base and new or rehabilitated asphalt concrete for the roadway improvements and construction of the proposed utility installation consistent with the geotechnical recommendations from the Geotechnical Pavement Investigation Reports, such as backfill (blending of soils/mix of soils appropriate stability), will eliminate the potential for expansive soils to adversely impact the street. With the implementation of geotechnical recommendations, **no impact** will occur with regards to the Project being located on expansive soils that would create substantial risks to life or property.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source(s): *Project Description*

The Project involves the improvement of an existing roadway and will not require septic tanks or alternative wastewater disposal systems. Therefore, **no impact** will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Source(s): *AE(b); LQGP; IGP*

The County has assigned various paleontological sensitivity to the various geologic units exposed within its boundaries—Low, Undetermined, High A (Ha), and High B (Hb) Potential. In contrast to the County, Indio includes only three categories for ranking the sensitivity of a geologic unit—High, Undetermined, and Low Potential.

A *Paleontological Technical Memorandum for the Avenue 50 Improvements Project* was prepared by Applied EarthWorks, Inc. (Æ) and is included as Appendix F to this IS/MND. The paleontological resource assessment (AE(b)) indicates when placed over the County of Riverside paleontological sensitivity map, the entire Project area is mapped as High A. Similarly, the City of Indio and City of La Quinta sensitive paleontological resources map indicates the entire Project area is High Potential. Æ's desktop studies (i.e. the records search and literature review) support these assessments. Specifically, the records searches and literature reviews indicate that paleontological resources have been collected from Lake Cahuilla beds within 7 miles of the Project area, from depths of 1 to 2 below ground surface (bgs). As Lake Cahuilla beds are potentially interstratified with the Holocene young alluvial valley deposits, such resources may also be present at these depths within the Project area. (AE(b), p. 8). Therefore, because of the high paleontological sensitivity assigned to the Project site, a Paleontological Resource Impact Mitigation Program (PRIMP) shall be prepared and approved by the City, as set forth in mitigation measure **MM GEO 1**. Thus, with implementation of **MM GEO 1**, impacts with regard to directly or indirectly destroying a unique paleontological resource or site or unique geologic feature would be reduced to **less than significant with mitigation**.

> **MM GEO 1**: Prior to construction, a paleontological resource mitigation program (PRIMP) shall be prepared by a qualified professional paleontologist to indicate where and how often construction monitoring will be required for the Project. The PRIMP will utilize the results of this Project's paleontological technical memorandum possibly refined by the results of geotechnical borings to specify the steps to be taken to mitigate impacts to paleontological resources. These steps may include but are not limited to a Worker's Environmental Awareness Program (WEAP) training prior to the start of Project-related ground disturbance and presented in-person to all field personnel to describe the types of fossils that may be found and the procedures to follow if any are encountered. Monitoring will be required for any ground-disturbing activities for drainage improvements, and utility relocation and/or replacement.
>
> The PRIMP will provide details about fossil collection, analysis, and preparation for permanent curation at an approved repository. A report of findings, including an itemized inventory of recovered specimens, will be prepared upon completion of the procedures and consistent with the standards outlined in the PRIMP.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS --Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Source(s): *Webb(a)*

The City of Indio adopted the City of Indio Climate Action Plan (CAP) on September 19, 2019, to support the Greenhouse Gas (GHG) reduction goals of the statewide policies, which outlines a review process for evaluating GHG impacts and determining significance for CEQA purposes by either: (1) applying an emissions level that is determined to be less than significant for small projects, or (2) utilizing the Climate-Ready Development Review Checklist as evaluation of the new project effectiveness at reducing GHG emissions and how well the projects comply with the City of Indio's GHG emissions reduction targets. The City of Indio CAP followed the California Air Pollution Control Officers Association (CAPCOA) guidance for quantifying greenhouse gas emissions and reduction measures. The report references 900 Metric Tons of Carbon Dioxide Equivalent ($MTCO_2E$) as a conservative threshold for determining when further analysis is required. This threshold is intended as a bright-line test that would exempt projects that are too small to have significant impacts from further analysis.

The City of La Quinta adopted a Greenhouse Gas Reduction Plan in 2013 that established policies and programs in order for the City to achieve its reduction goals for new development. The Greenhouse Gas Reduction Plan did not establish a numeric threshold nor has the City of La Quinta adopted a numeric GHG threshold of significance. Therefore, for the purposes of this analysis, the GHG threshold of 900 $MTCO_2E$ was used from the City of Indio CAP as a screening threshold.

The AQ/GHG Analysis (Webb(a), included as Appendix A) indicates that an estimated total of 53.23 $MTCO_2E$[1] per year will occur from Project construction equipment and associated worker/vendor trips during the amortized construction period. As discussed in response XVII.b), below, the proposed Project would result in a net reduction of VMT in the influence area, which is a 10-mile radius from the Project site. (Translutions, p. 4). Therefore, the Project would not result in long-term increases in GHG emissions. Operational emissions would also include infrequent visits by vehicles driven by existing maintenance personnel and are considered negligible. The Project's emissions were compared to the Indio CAP's 900 $MTCO_2E$/yr threshold for projects that are too small to have significant impacts. Due to the estimated amount of emissions from Project construction (53.23 $MTCO_2E$/yr) and negligible operational emissions from infrequent maintenance vehicles related to the roadway and drainage improvements, the

[1] Determined from CalEEMod Model calculation of construction emissions over the estimated construction period. Construction emissions were amortized over a 30-year period, as recommended by SCAQMD.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

proposed Project will not generate GHG emissions that exceed the screening threshold of 900 $MTCO_2E$/yr. Therefore, the proposed Project will not generate GHG emissions that may have a significant impact on the environment and the impact is considered to be **less than significant**.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Source(s): *Webb(a)*

See response VIII.a), above. As the proposed Project involves the construction of roadway and drainage improvements, it is not considered a significant source of operational GHG emissions. Moreover, the Project results in a net reduction in VMT (and therefore GHG emissions) in the influence area and enhances mobility and safety for drivers, bicyclists, and pedestrians within the Project area consistent with the Indio and La Quinta General Plan. There are no directly applicable plans, policies, or regulations for smaller infrastructure improvements such as the proposed Project. The Project will not result in any changes to the existing land use patterns within the Project area and its construction does not generate significant amounts of GHG; therefore, the Project will not conflict with any applicable plan, policy, or regulation for the reduction in GHG emissions. As such, **no impact** would occur.

IX. HAZARDS AND HAZARDOUS MATERIALS --Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Source(s): *CCR 8; CCR 13; CCR 22; CCR 26; CFR; CHSC 6.95; Caltrans 2016; Caltrans 2019*

Construction of the Project will involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. These materials will be transported to the Project site by equipment service trucks. In addition, workers will commute to the Project site via private and company owned vehicles and will operate construction vehicles and equipment on public streets. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transport of hazardous materials, as described in Code of Federal Regulations Title 49 (CFR) and implemented by California Code of Regulations Title 13 (CCR 13). Materials that are hazardous to humans and animals will be present during Project construction including diesel fuel, gasoline, equipment fuels, concrete, lubricant oils, adhesives, human waste, and chemical toilets. The potential exists for direct impacts to human health and the environment from accidental spills of small amounts of hazardous materials during Project construction. However, a variety of federal, state, and local laws govern the transport, generation, treatment, and disposal of hazardous materials and wastes; for instance, appropriate documentation for all hazardous waste that is transported in connection with this

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Project's activities will be provided as required for compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8 (CCR 8), 22 (CCR 22), and 26 (CCR 26), and their enabling legislation set forth in California Health and Safety Code Chapter 6.95 (CHSC 6.95). Further, hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment and disposed of according to the rules and regulations of federal and state agencies.

In addition, the presence of such hazardous materials will cease upon construction completion and will not be necessary during operation except during infrequent maintenance or emergency repair-related activities, when the same regulations as those described above will apply and be implemented.

Construction of the Project would also result in ground-disturbing activities along and within the existing paved roadway. Aerially deposited lead may have been deposited on the roadway and roadway shoulder from past leaded fueled vehicle emissions. The existence of aerially deposited lead in soils is a function of multiple variables but is primarily related to traffic volume and roadway age and often associated with highway improvement projects (Caltrans 2016). Given the low traffic volumes on existing Avenue 50 and relative disturbance of the road shoulders, aerially deposited lead is not anticipated to be a concern in the Project area.

Project construction would also result in the removal of existing asphalt and concrete. In some cases, yellow traffic striping has the potential to contain lead. Yellow thermoplastic paint prior to 2005 contained a lead chromate pigment; however, most of this striping has been removed or worn off the roadway (Caltrans 2019). Therefore, it is not anticipated to be a concern in the Project area.

Compliance with all applicable laws and regulations will reduce the potential impacts associated with the routine transport, use, or disposal of hazardous materials. Therefore, the Project impacts will be **less than significant**.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐

Source(s): *CCR 8; CCR 13; CCR 22; CCR 26; CFR; CHSC 6.95*

See response to IX.a), above. A **less than significant** impact will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Source(s): *IGP*

The Project site is located in an area served by the Coachella Valley Unified School District (CVUSD) and Desert Sands School District (DSSD) (IGP, Figure 9-2). There is one school within one-quarter mile of the Project site; Mountain Vista Elementary School is approximately 0.18 miles north from Avenue 50. Although fuels, lubricants, and solvents are expected to be used during Project construction, use of these items would not create a route of hazardous exposure to students at nearby schools because construction activities would be limited to the street edges and ROW within the Project site. Project construction would comply with state and federal regulations governing the use and transport of hazardous materials. Because the nearest school is outside of the limits of the Project site and construction buffer, the proposed Project would not result in hazardous emissions or handling acutely hazardous materials, substances, or waste in its proximity. Impacts would be **less than significant**, and no mitigation is required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐

Source(s): *Cortese List; EnviroStor*

The Project site is not located adjacent or on a hazardous materials site pursuant to Government Code Section 65962.5 (Cortese List). According to the California Department of Toxic Substances Control's EnviroStor database permitted hazardous materials sites, hazardous materials cleanup sites, and Geotracker cleanup sites are shown on **Figure 9 – EnviroStor Map**, the Project site is not located on a hazardous materials site (EnviroStor). The closest hazardous materials site is a "School Investigation" cleanup site located at 49th Avenue and Monroe Avenue, approximately 0.45 mile to the north of the Project site. This cleanup site is not considered active and has a cleanup status of "No Further Action". There are no known active leaking underground storage tanks (LUSTs) within the Project site. There is one LUST cleanup site, located approximately 0.45 mile southwest from Jefferson Street and Avenue 50 intersection. The case is "Completed – Case Closed" and therefore, will not affect Project construction or operation. Because these sites are outside of the Project's construction footprint and cleanup has been completed, Project implementation is not anticipated to create a significant hazard to the public or environment. Therefore, impacts will be **less than significant.**

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

Source(s): *IGP; RCALUCP JC*

The nearest airports to the Project site are Bermuda Dunes Airport and Jacqueline Cochran Regional Airport (formerly Thermal Airport). The Project site is not located in either of these airports' respective land use plans (IGP, p. 3-9, Figure 3-3); therefore, **no impact** will occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐

Source(s): *Project Description*

Once Project construction is complete, there will be no impairment to an emergency response plan or emergency evacuation plan. Project construction will be confined within the Project site and is not anticipated to physically impair access to other existing roadways within the Project vicinity. A full roadway closure within the Project site is not anticipated; however, Project construction may necessitate lane closure(s), which may have a potential impact on an emergency evacuation plan. Thus, as discussed in response XVII.a), the Project will incorporate mitigation measure **MM TRAFFIC 1**, which requires a Traffic Management Plan (TMP) to ensure lane closures are adequately managed and emergency access is not impaired. Because preparation of a traffic management plan would maintain access for emergency vehicles, impacts will be **less than significant with mitigation**.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Source(s): *CalFire*

Per the California Department of Forestry and Fire Protection (CalFire), the Project site and surrounding area are not located in a very high fire hazard severity zone or a state responsibility zone for moderate, high, or very high fire hazard severity (CalFire). Therefore, **no impact** will occur with regard to exposure of people to structures to a significant risk of loss involving wildland fires.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Source(s): *Project Description; CGP; JLC*

Construction of the Project may result in the discharge of sediment and other construction by-products. This potential discharge will be minimized, however, by compliance with the National Pollutant Discharge Elimination System (NPDES) construction general stormwater permit (CGP) issued by the State Water Resources Control Board (SWRCB) (Order No. 2012-0006-DWQ, NPDES No. CAS000002). Prior to commencement of construction, the City will file a Notice of Intent indicating that the proposed Project's construction activities will be in compliance with the conditions of the CGP. The primary condition of the CGP is implementation of an effective SWPPP that includes BMPs to minimize soil erosion and the release of non-stormwater discharges to the maximum extent practicable. These BMPs include, but are not limited to sediment and erosion controls, "housekeeping" measures for construction materials, waste management, vehicle storage and maintenance, stormwater runoff control, and site inspections. Through compliance with these existing regulations, the Project will not violate water quality standards during construction or waste discharge requirements during construction.

The Project will provide drainage improvements currently not provided by the existing roadway. The proposed drainage improvements were designed and the hydrologic conditions evaluated in the *Avenue 50 Street Hydrology In Support Of Proposed Street Improvements* prepared by JLC Engineering and Consulting, Inc, (JLC) and included as Appendix G to this IS/MND. Said improvements will convey storm water runoff to underground infiltration chambers located and designed to handle runoff from the 100-year, 24-hour storm event (24-hour duration of the storm event yields the maximum of the storm volume). The proposed catch basins will be fitted with inserts for pre-treatment to control debris and sediment removal. These proposed improvements in and of themselves will not contribute to a violation of water quality standards or waste discharge requirements, but rather they are expected to improve downstream water quality through the reduction of sediment. Through compliance with existing regulations related to water quality standards, impacts will be **less than significant**.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒

Source(s): *Project Description; JLC*

The proposed Project will not require the use of groundwater other than temporary use for

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

construction purposes (e.g. dust control). The Project area is not a groundwater recharge site. The proposed drainage system will facilitate onsite infiltration of stormwater runoff and will not impede sustainable groundwater management activities in the area because the proposed drainage system will collect and store storm flows which will then infiltrate. Therefore, **no impact** will occur.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐

Source(s): *Project Description; JLC*

Stormwater runoff within the Project area currently sheet flows over unfinished road shoulders resulting in drainage problems for the City. The proposed Project will create additional impervious areas including curb and gutters where none currently exist that will alter the drainage pattern of the area so that flows are directed and concentrated into drainage structures to reduce localized flooding. However, the proposed drainage system will convey all runoff in the Project area up to the 100-year, 24-hour storm event into underground infiltration chambers, which is a design that is consistent with the City MDP. Further, each catch basin will be fitted with pre-treatment inserts for debris and sediment removal. The additional impervious surfaces that are proposed will change the existing drainage pattern of the area but will reduce the erosion and siltation potential through the use of curbs, gutters, pre-treatment filters and an onsite infiltration system. Therefore, through Project design and the aforementioned water quality regulations in response X.a), impacts will be **less than significant**.

ii) Substantially increase the rate of amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒

Source(s): *Project Description; JLC*

The proposed improvements will introduce new impervious areas that will collect and convey stormwater runoff in curb and gutter. Through concentrating runoff in this way, the flow rate will increase. However, the proposed drainage system will convey all runoff in the Project area up to the 100-year, 24-hour storm event into onsite underground infiltration chambers, which is a design that is consistent with the City MDP. Further, each catch basin will be fitted with pre-treatment inserts for debris and sediment removal. The additional impervious surfaces that are proposed will not change the existing drainage pattern of the area rather it will reduce the flooding potential to surrounding properties through the use of an onsite infiltration system. Therefore, through Project design, the proposed Project would have a beneficial impact on

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

flooding issues in the project area. As such **no impact** would occur.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;	☐	☐	☐	☒

Source(s): *Project Description; JLC*

There are no existing drainage facilities near the project vicinity; therefore, the storm runoff in the Project area will be retained onsite. Because the Project is a linear project there is no additional offsite area available for an aboveground infiltration basin. An underground retention/infiltration system has been designed to retain the Project runoff for the 100-year, 24-hour storm event (24-hour duration of the storm event yields the maximum of the storm volume). This underground infiltration system is also consistent with the City of Indio MDP.

The proposed drainage system consists of storm drain lines in multiple locations along Avenue 50. Each storm drain line is a 60-inch diameter perforated HDPE pipe embedded in a trench filled with clean washed stones (gravel), located under the sidewalk/parkway on both sides of Avenue 50. Catch basins will be placed at the low points of the street and at the downstream end of each storm drain to collect and convey the street flow to the underground pipe for storage and infiltration. The catch basins will include inserts for pre-treatment of debris and sediment removal. Therefore, through Project design, there would be **no impact** to planned drainage systems or substantial additional sources of runoff.

iv) Impede or redirect flood flows?	☐	☐	☐	☒

Source(s): *Project Description; IGP; FEMA; JLC*

The Project area is not within a flood hazard zone designated by the Federal Emergency Management Agency (FEMA), as shown on **Figure 10 – FEMA FIRM Map**. The proposed Project will redirect stormwater runoff into the proposed curb and gutter, then to catch basins and an underground infiltration system. The facilities have been designed to handle up to a 100-year, 24-hour storm event and is consistent with the City's MDP. Therefore, the Project will improve the drainage pattern of the area and will not impede or redirect flood flows, and **no impact** will occur in this regard.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒

Source(s): *IGP; Project Description.*

The proposed Project is not located in a flood hazard, tsunami, or seiche zone. **No impact** will occur in this regard.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Source(s): *Project Description; CGP; JLC; APU*

The proposed Project will improve existing roadways to ultimate width, as designated in the IGP and LQGP, with improvements that are currently lacking, which include curb, gutter, and drainage infrastructure. The water quality control plan (Basin Plan) that encompasses the Project area will be implemented through Project compliance with existing NPDES regulations including the CGP to minimize impacts to receiving waters during construction. Further, the proposed drainage system will include catch basin filter inserts for pre-treatment of debris and sediment removal prior to infiltration of all runoff in the Project area up to the 100-year storm event.

The Project site is located within the Indio Subbasin. The 2022 Indio Subbasin Water Management Plan Update (also known as the 2022 Alternative Plan Update) (APU) is the approved groundwater sustainability plan (GSP). Because the APU does not identify the Project site as the location for future APU projects, the Project will not conflict or obstruct the Basin Plan or GSP and **no impacts** will occur.

XI. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

Source(s): *Project Description*

The Project includes improvements to an existing roadway including drainage and pedestrian and bicycle improvements as well as roadway widening and will not physically divide an established community. Therefore, **no impact** will occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Source(s): *Project Description*

The purpose of the Project is to implement the Mobility Element of Indio General Plan and the Circulation Element of La Quinta General Plan in which the Project is located. The Project implements both Elements by building out Avenue 50 to its ultimate General Plan cross-section. Therefore, **no impact** will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Source(s): *IGP; LQGP*

The State Mining and Geology Board has defined Mineral Resource Zones (MRZ) for the Cities, which is included in the Cities respective General Plans; the Project is located in an area designated MRZ-1, which the State Mining and Geology Board defines as areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources (IGP, p. 8-7 and Figure 8-2, LQGP III-17 and Exhibit III-1). Given that the Project is linear and traverses through already developed commercial and residential areas, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place within the Project site. For these reasons there will be **no impact** regarding the loss of mineral resources.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Source(s): *IGP; LQGP*

See response to XII.a), above. **No impact** will occur.

XIII. NOISE -- Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐

Source(s): *IMC; IGP; IGP FEIR; LQGP; LQMC; Entech*

To evaluate noise impacts from the Project, a *Noise Review Letter* was prepared for the Project by Entech Consulting (Entech). This study is included as Appendix H to the IS/MND.

Construction

The City of Indio and City of La Quinta have determined that certain noise levels are detrimental to public health, safety and welfare; and are therefore, contrary to public interest. In order to

control unnecessary, excessive, and/or annoying noise within each jurisdiction, minimize noise levels, and mitigate the effects of noise to provide a safe and healthy living environment Chapter 95C of the Indio Municipal Code and Chapter 6.08.050 of the La Quinta Municipal Code provide general noise regulations. The proposed Project consists of roadway, sidewalk, bicycle and drainage improvements. The Project will generate noise during construction from the use of construction equipment. Construction noise levels were estimated using Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual and the Federal Highway Administration (FHWA) Roadway Construction Noise Model, together with several key construction parameters, including distance to each sensitive receptor, equipment usage, percent usage factor, and baseline parameters for the Project site. Three or four of the loudest pieces of equipment were used as a worst-case scenario as all equipment could not be adjacent to a single sensitive receptor at the same time. All equipment was assumed to be situated at the center of the Project site. (Entech, p. 3).

The maximum noise levels associated with equipment used during the grading and paving construction phases are 87.5 and 87.9 dBA L_{eq}, respectively, which are 45 feet from the future centerline of Avenue 50 and 10 feet from the edge of construction activities. Sensitive receptors are adjacent to the Project site at this distance, and many are located at further distances. (Entech, pp. 3-4). However, the construction noise will not be focused in proximity to any particular receptor location as the work will vary according to the progress made along the Project site. Project construction noise will be up to 88 dBA $L_{eq}(h)$ at the nearest sensitive receptors. (Entech, p. 5). Thus, although construction noise may be perceptible by residences along the Project alignment, due to the short duration of the noise exposure it is not considered substantial.

Construction-related noise is regulated by Indio Municipal Code Section 95C.08, which allows the operation of construction tools and machinery between the hours of:

(1) Pacific Standard Time

- (a) Monday through Friday, 7:00 a.m. through 6:00 p.m.
- (b) Saturday, 8:00 a.m. through 6:00 p.m.
- (c) Sunday, 9:00 a.m. through 5:00 p.m.
- (d) Government Holidays, 9:00 a.m. through 5:00 p.m.

(2) Pacific Daylight Time

- (a) Monday through Friday, 6:00 a.m. through 6:00 p.m.
- (b) Saturday, 7:00 a.m. through 6:00 p.m.
- (c) Sunday, 9:00 a.m. through 5:00 p.m.
- (d) Government Holidays, 9:00 a.m. through 5:00 p.m.

Exemptions to Indio Municipal Code Section 95C.08 include activities per Section 95C.09 (I), which states:

> The provisions of this chapter shall not preclude the construction, operation, maintenance and repairs of equipment, apparatus or facilities of park and recreation departments, public work projects or essential public services and facilities, including trash collection and those activities of public utilities subject to the regulatory jurisdiction of the California Public Utilities Commission.

Construction-related noise is regulated by La Quinta Municipal Code Chapter 6.08.050, which allows the operation of construction tools and machinery between:

> October 1st through April 30th, construction is allowable from 7:00 a.m. to 5:30 p.m. on weekdays and from 8:00 a.m. to 5:00 p.m. on Saturdays. Between May 1st through September 30th, construction is allowable from 6:00 a.m. to 7:00 p.m. on weekdays and from 8:00 a.m. to 5:00 p.m. on Saturdays. Construction is not allowed on Sundays or Government Holidays.

Project construction noise could be up to 88 dBA $L_{eq}(h)$ near sensitive receptors which are 45 feet from the future centerline of Avenue 50 and 10 feet from the edge of construction activities. This reflects the highest noise levels for sensitive receptors in La Quinta which are closer to the Project site. Noise levels will be lower for the residences in Indio who have a further setback from the Project site. Additionally, residences with block walls will have a reduction in noise level. Because the Project's roadway improvements will be an Indio Public Works construction project, Project-related construction noise is exempt from the Indio Municipal Code. Additionally, the Project will be exempt from the La Quinta Municipal Code for construction noise control because it is a public works project. (Entech, p. 2). Nonetheless, as discussed below, the Project will incorporate mitigation measures **MM NOI 1** through **MM NOI 3** to reduce potential short-term noise, which will entail the Project's construction adhering to the most restrictive hours of these jurisdictions.

Traffic Noise

Transportation-related noise impacts associated with the Project were evaluated. Noise level increases and impacts attributable to the development of the proposed Project are estimated by comparing the traffic volume before and after roadway widening. For purposes of this analysis, roadway noise impacts would be considered significant if the Project increases noise levels for noise-sensitive land uses by 3 dBA.

Traffic noise from vehicular traffic was projected using the FHWA Traffic Noise Prediction Model standards. The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway volumes and percentages correspond to the City of Indio General Plan EIR traffic counts. (Entech, p. 2).

The Project proposes widening Avenue 50 from one travel lane to two travel lanes in each direction. The potential off-site noise impacts caused by the proposed roadway expansion were calculated at a distance of 50 feet. The noise levels were calculated for Existing traffic conditions with the existing lane configuration (Existing without Project) and compared to the noise levels from Existing traffic conditions with the proposed lane configuration (Existing plus

Project). Additionally, the noise levels were calculated for Future conditions with and without the project and is shown below:

Table XIII-A – Existing and Future With and Without Project Noise Levels Along Roadways (dBA CNEL)

Roadway Segment	CNEL at 50 ft (dBA)		Change in Noise Level	CNEL at 50 ft (dBA)		Change in Noise Level
	Existing (Without Project)	Existing Plus Project		Future (Without Project)	Future Plus Project	
Jefferson to Madison	67.2	67.6	0.4	72.8	73.2	0.4
Madison to Monroe	68.9	69.3	0.4	72.5	73.0	0.4
Monroe to Jackson	70.1	70.3	0.2	73.5	73.7	0.2

As shown above, the widening of Avenue 50 to accommodate two travel lanes in each direction will increase the Existing traffic noise levels by approximately 0.2 to 0.4 dBA. The Future traffic noise levels will also increase by approximately 0.2 to 0.4 dBA. It takes a change of 3 dBA or more to hear an audible difference which would occur with a doubling of traffic. The increase in traffic noise levels between the Existing and Future conditions with the Project does not change and remains between approximately 0.2 to 0.4 dBA. Therefore, the traffic noise impact is less than significant. (Entech, pp. 3-4).

The Indio GP FEIR future noise level predictions for the build-out of the IGP are shown below:

Table XIIII-B – Potentially Significant Traffic Noise Level Increases

Roadway	Segment	Existing ADT	Future (2040) ADT	Noise Level (CNEL at 50 feet) Existing	Noise Level (CNEL at 50 feet) Future (2040)	Noise Level Change (dBA)
Avenue 50	Jefferson to Madison	5,387	19,531	68	74	6
	Madison to Monroe	8,003	18,407	70	74	4
	Monroe to Jackson	10,041	21,993	71	75	4

Source: IGP FEIR Table 4.12-6, p. 4.12-37

CNEL = community noise equivalent level; ADT = average daily traffic

Future development consistent with the IGP would result in noise level increases up to 6 dBA CNEL on roadway segments that are adjacent to existing noise-sensitive land uses as shown in **Table XIII-B**. For consistency with IGP Policy NE-2.6, the City of Indio's GP FEIR includes mitigation measure (MM-NOS-1), which incorporates noise-reducing paving materials on the roadway, such as open grade asphalt. Implementation of noise-reducing paving materials would reduce noise levels by 4 to 5 dBA. This noise reduction level would reduce the noise level to less than significant levels, bringing the resultant noise level within the acceptable noise

compatibility levels near residential land uses. Consistent with the IGP FEIR, the Project will implement noise-reducing paving materials as required in **MM NOI 4**, shown below.

Therefore, impacts regarding substantial temporary or permanent increase in generation of noise in excess of standards codified in the Indio and La Quinta Noise Ordinance are considered to be **less than significant with mitigation**.

To ensure potential short-term noise impacts from Project construction are less than significant, mitigation measures **MM NOI 1** through **MM NOI 3** shall be implemented. To reduce long-term noise impacts from Project operation to less than significant level, mitigation measure **MM NOI 4** shall be implemented.

MM NOI 1: To prevent construction-related noise from disturbing sensitive receptors within proximity to the Project, construction hours shall be limited to the most restrictive hours contained in the City of Indio Municipal Code and City of La Quinta Municipal Code: 7:00 a.m. to 5:30 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays for activities conducted between October 1st and April 30th. For construction activities conducted between May 1st and September 30th, construction shall be limited to 6:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction shall be allowed on Sundays or government holidays.

MM NOI 2: To minimize construction noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, construction equipment shall be equipped with operating mufflers and shall maintain equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Indio. Additionally, idling equipment shall be turned off when not in use and vehicles shall be maintained so that their loads are secured from rattling and banging. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Maintenance records shall be submitted monthly to the City of Indio. Compliance with this measure shall be subject to periodic inspections by the City of Indio.

MM NOI 3: To inform potential sensitive receptors of the pending Project construction, the City of Indio shall give written notification to immediately adjacent property owners and tenants that front the Project site no less than 14 days prior to the start of construction for each City contract, should Project construction be completed in segments. The written notification shall include a tentative construction schedule and contact information for use by the public if specific noise issues arise.

MM NOI 4: Consistent with IGP Policy NE-2.6, the City shall incorporate noise-reducing paving materials, such as open-grade asphalt, into the Project's roadway improvement plans.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Source(s): *Project Description; Entech; FHWA*

Ground-borne vibration and noise is generally associated with heavy truck and bus traffic, as well as the use of heavy equipment at construction sites. (LQGP EIR, p. III-156.)

As a result of the proposed Project's construction, groundborne vibration may occur from heavy equipment during demolition, grading, and paving. Based on the FTA's reference vibration levels, a vibratory roller represents the peak source of vibration with a reference level of 0.210 PPV (inches/second) at a distance of 25 feet during construction. At the nearest building, approximately 30 feet from the Project boundary, the vibration level would be 0.172 PPV (inches/second) which is perceptible but below any risk to architectural damage. (Entech, pp. 5-6). Further, impacts at the site of the closest building are unlikely to be sustained during the entire construction period but will occur only during the times that heavy construction equipment is operating near the Project site perimeter. Moreover, construction at the Project site will be restricted to daytime hours consistent with **MM NOI 1**, thereby eliminating potential vibration impact during the sensitive nighttime hours. On this basis, the potential for the proposed Project to result in persons' exposure to or generation of excessive ground-borne vibration during Project construction is determined to be less than significant.

Regarding ground-borne vibration from mobile sources, according to the FHWA, all studies the highway agencies have done to assess the impact of operational traffic induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings. In fact, normal living activities (e.g., closing doors, walking across floors, operating appliances) within a building have been shown to create greater levels of vibration than highway traffic. (FHWA, p. 75). Groundborne vibration from vehicular traffic rarely causes a disturbance within buildings located in urban environments unless the pavement surface is uneven or the receptor is highly sensitive (e.g., a scientific research establishment) to groundborne vibration. The Project includes pavement reconstruction/rehabilitation that would replace uneven surfaces. Land uses along Avenue 50 include residential units, commercial buildings, golf courses, festival grounds, and vacant lots. None of these uses are considered highly sensitive receptors.

According to the LQGP, ground-borne vibration and noise is generally associated with heavy truck and bus traffic (LQGP EIR, p. III-156). Although the Project would result in an increased number of trips using Avenue 50, these are expected to be automobile trips and not heavy trucks or buses. Avenue 50 is not a designated truck-route. Further, there are no bus routes that serve Avenue 50. The Project would reconstruct/rehabilitate uneven pavement along Avenue 50, which will reduce vibration from vehicles. Therefore, implementation of the proposed Project would not result in the generation of excessive groundborne vibration or groundborne noise levels and impacts in this regard will be **less than significant**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Source(s): *RCALUCP BD; RCALUCP JC; Google Maps*

See response IX.e), above. The nearest airports to the Project site are Jacqueline Cochran Regional Airport (formerly Thermal Airport) and Bermuda Dunes Airport. The Project site is not located in either of these airports' respective land use plans, nor would the Project conflict with such plans. The Project site is not located in the vicinity of a private airstrip. Therefore, with regards to exposing people to aircraft noise from private airstrips, **no impacts** will occur.

XIV. POPULATION AND HOUSING – Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

Source(s): *Project Description*

The Project consists of roadway and drainage improvements on the circulation element of Indio and La Quinta and as such is part of infrastructure planned for the Cities and does not include the construction of new homes or businesses and will not directly induce unplanned population growth. The Project will not indirectly induce substantial population growth in the area because the Project is not removing an impediment to development through the extension of roads or other infrastructure. Therefore, **no impact** will occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Source(s): *Project Description*

The Project consists of roadway and drainage improvements, and thus, will not result in the displacement of any persons or housing necessitating the construction of replacement housing elsewhere. Therefore, **no impact** will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒

Source(s): *Project Description*

The proposed Project consists of roadway and drainage improvements, as such, will not include population growth that would require additional public services. No new or altered fire protection services will be required nor will existing service levels be affected once construction is complete. Emergency access will be maintained during construction though the implementation of a TMP that will be jointly approved by the Indio and La Quinta Public Works departments as discussed in responses IX.f) and XVIII.a) above. Therefore, **no impact** will occur.

Police protection?	☐	☐	☐	☒

Source(s): *Project Description*

The proposed Project consists of roadway and drainage improvements, as such, will not include population growth that would require additional public services. No new or altered police protection services will be required nor will existing service levels be affected once construction is complete. Emergency access will be maintained during construction though the implementation of a TMP that will be jointly approved by the Indio and La Quinta Public Works departments as discussed in responses IX.f) and XVIII.a) above. Therefore, **no impact** will occur.

Schools?	☐	☐	☐	☒

Source(s): *Project Description*

The proposed Project consists of roadway and drainage improvements, as such, will not include population growth that would require additional public services. No new or altered school

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

services will be required nor will existing service levels will be affected. Therefore, **no impact** will occur.

Parks?	☐	☐	☐	☒

Source(s): *Project Description*

The proposed Project consists of roadway and drainage improvements, as such, will not include population growth that would require additional public services. No new or altered park services will be required nor will existing parkland ratios be affected. Therefore, **no impact** will occur.

Other public facilities?	☐	☐	☐	☒

Source(s): *Project Description*

The proposed Project consists of roadway and drainage improvements and will not include population growth that would require additional public services, necessitate the construction of new governmental facilities, or increase demand on other public services. Therefore, the Project will have **no impact**.

XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

Source(s): *Project Description*

The Project does not involve new housing or employment opportunities that would directly or indirectly generate users which would result in an increased use of existing parks or recreational facilities. Therefore, **no impact** will occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Source(s): *Project Description*

The Project does not include recreational facilities or involve the construction of housing or

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

creation of employment opportunities that would directly or indirectly generate users that would result in a need for construction or expansion of recreational facilities. Therefore, **no impact** will occur.

XVII. TRANSPORTATION -- Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐

Source(s): *IGP; IGP FEIR; LQ GP; LQGP EIR; Project Description; SunLine System Map; Translutions*

The Project improvements are consistent with the LQGP and IGP regarding the configuration of Avenue 50 within the Project site. Pursuant to the LQGP, Avenue 50 is currently operating at LOS A from Jefferson Street to Madison Street (LQGP EIR, p. III-217). At general plan build out, Avenue 50 from Jefferson Street to Madison Street is anticipated to operate at LOS C, which is consistent with the LQGP Policy CIR-1.6 that establishes LOS D for all corridors and intersections (LQGP, p. II-122). Within the City of Indio, Avenue 50 would continue to operate at LOS A under general plan build out conditions (IGP FEIR, p. 4.15-35). Thus, Avenue 50 would remain consistent with the IGP Policy ME-1.8 which establishes a performance standard of LOS D or better (IGP, p. 4-26). Regarding the circulation system, the vehicle miles traveled analysis (described in further detail in response XVII.b), below, demonstrates that widening Avenue 50 and adding sidewalk, bike lane, curb and gutter, and drainage improvements per Indio's MDP reduces vehicle miles traveled and as the Project area develops it will experience improved mobility than without the proposed improvements.

During Project construction, construction-related vehicles and equipment will use existing roads within the vicinity of the Project site. As previously discussed in response IX.f), Project construction may entail lane closures during construction. To address circulation, safety, and emergency access issues associated with Project construction, a TMP will be prepared as required by mitigation measure **MM TRAFFIC 1** and will be implemented.

> **MM TRAFFIC 1:** A Traffic Management Plan (TMP) shall be prepared by the contractor and jointly approved by Indio's Public Works Department and La Quinta's Public Works Department prior to initiation of construction activities to maintain safe traffic flow and permit adequate access by emergency vehicles. The TMP shall specify, as applicable, the designated haul route(s) and staging area(s) for construction activities, traffic control procedures, alternate routes in the event road closure is required, emergency access provisions, adequate sign postings, detours, provisions for local access to private property fronting the alignment, and permitted hours of construction. As deemed applicable by Indio and La Quinta, the contractor shall coordinate with local police, schools, emergency personnel, etc.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Regarding pedestrian and bicycle paths, the Project includes the addition of sidewalks and bike lanes for use by bicyclists as well as golf carts.

Regarding transit, although the segment of Avenue 50 within the Project site is not currently utilized or served by SunLine Transit, the region's mass transit provider; there is nothing in the Project design that would preclude the Project site being served by mass transit in the future. Rather, once the Project is constructed, the roadway will be better suited to accommodate mass transit buses.

In sum, the Project may temporarily affect alternative transportation during construction due to potential temporary lane closures and rerouting; however, proper precautions described in the TMP implemented by **MM TRAFFIC 1,** will be made to ensure the safety of the construction workers and alternative transportations users. The Project's improvement of Avenue 50 will better facilitate alternative forms of transportation including use by bicycling, and pedestrian use as a result of the new widened design, which will include a sidewalk and bicycle lane. Thus, the Project will not negatively impact alternative transportation performance or safety. For the reasons set forth above, the Project will not conflict with a program plan, ordinance, or policy addressing the circulation system. Therefore, impacts will be **less than significant with mitigation**.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Source(s): *Project Description; Translutions*

Senate Bill 743 (SB 743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under CEQA. In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB 743. Section 15064.3 of the 2019 State CEQA Guidelines (and subsequent years) provide that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts. The provisions of this section became mandatory July 1, 2020.

A *VMT Analysis* was prepared by Translutions, Inc. (Translutions) for the Project and is included in Appendix I of this IS/MND. The City of La Quinta has adopted guidelines or thresholds under VMT. The City of Indio uses the guidelines adopted by the County of Riverside. The recommended threshold identified in both the City of La Quinta and County of Riverside Guidelines is based on increase in VMT, and an impact occurs if the project results in a net increase in jurisdiction VMT. (Translutions, p. 1).

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The Riverside County Model (RIVCOM) was run to evaluate the change in VMT for the Project. The model was run for the base year (2018) and future year (2045) conditions and for the without and with Project conditions. An impact would occur if there is a net increase in VMT with the proposed Project compared to the without Project condition. The model runs and data extraction process followed are consistent with standard modeling practice The Project results in a decrease in VMT under both the base and future year conditions showing a decrease of 1,298 miles under base year and 427 miles under future year conditions. This reduction is likely due to the use of more direct preferred route due to the added capacity and introduction of bicycle facilities along the project corridor. (Translutions, pp. 1-3).

It should be noted that the model does not account for active transportation improvements, improved multimodal access to schools, and increased accessibility and availability of alternative modes. VMT reductions have been calculated using the *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association* (CAPCOA), December 2021. (Translutions, p. 3).

Since the Project will provide bicycle network improvements in the area, the total VMT associated with the traffic analysis zones along the Project would result in reduced VMT due to the increased use of bicycle improvements. For pedestrian network improvements, no reductions have been taken since these are mostly gap closure improvements, and no increased use of sidewalks is expected. (Translutions, p. 3).

As a result of these improvements, the Project will result in a VMT reduction of 33 miles under base year and 46 miles under future conditions for traffic analysis zones adjacent to the Project limits. The resulting impact on the net VMT (with Project – without Project) within a 10-mile radius is 1,331 miles under base year conditions and 474 miles under future conditions. (Translutions, p. 3). Therefore, impacts to VMT are less than significant due to VMT reductions from bicycle improvements.

In sum, the Project adds roadway capacity and decreases VMT due to the change in route due to the added capacity in the area. In addition, because it also improves bicycle and pedestrian network in the area, it further reduces automobile travel and results in a net reduction of VMT in the City of Indio and La Quinta influence area. Therefore, impacts with regard to being in conflict or inconsistent with CEQA Guidelines section 15064.3, subdivision (b) will be **less than significant**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒

Source(s): *Project Description*

The segment of Avenue 50 within the Project site and its intersections are straight and do not include any curves. Improvements to an existing road will not result in incompatible uses or increase hazards within the Project site. In addition, installation of new sidewalks and bike lanes would improve safety for pedestrians and cyclists within the Project site as well as motorists. For these reasons, **no impact** will occur.

d) Result in inadequate emergency access?	☐	☒	☐	☐

Source(s): *Project Description*

As discussed in response IX.f), above, during construction, temporary lane closures may be necessary. Potential impacts to access resulting from lane closures will be reduced to less than significant levels with implementation of mitigation measure **MM TRAFFIC 1** (see above). Once construction is completed, operation of the Project will improve emergency access as the improved roadway will facilitate emergency vehicles and/or evacuation if needed. For these reasons, **impacts will be less than significant with mitigation**.

XVIII. TRIBAL CULTURAL RESOURCES				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or;	☐	☐	☒	☐

Source(s): *(*AE (a))

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

As identified in response V.a) above, no eligible historic properties or significant historical resources have been recorded on the Project site. As discussed in response XVIII.a.ii), below, no known tribal cultural resources were identified during the City's AB 52 consultation. Therefore, impacts to tribal cultural resources that are listed or eligible for listing will be **less than significant**.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Source(s): *AB 52*

AB 52, signed into law in 2014, amended CEQA and established new requirements for tribal notification and consultation. AB 52 applies to all projects for which a notice of preparation or notice of intent to adopt a negative declaration/mitigated negative declaration is issued after July 1, 2015. AB 52 also broadly defines a new resource category of tribal cultural resources and established a more robust process for meaningful consultation that includes:

- prescribed notification and response timelines;
- consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and
- documentation of all consultation efforts to support CEQA findings

On June 26, 2024, the City notified nineteen local tribal governments in writing of the proposed Project pursuant to AB 52 pertaining to tribal cultural resources consultation:

- Agua Caliente Band of Cahuilla Indians
- Augustine Band of Cahuilla Mission Indians
- Cabazon Band of Mission Indians
- Campo Band of Mission Indians
- Ewiiaapaayp Tribe
- Jamul Indian Village
- La Posta Band of Mission Indians
- Los Coyotes Band of Mission Indians
- Manzanita Band of Kumeyaay Nation
- Viegas Band of Kumeyaay Indians

- Twenty-Nine Palms Band of Mission Indians
- Torres-Martinez Desert Cahuilla Indians
- Sycuan Band of the Kumeyaay Nation
- Soboba Band of Luiseno Indians
- Santa Rosa Band of Cahuilla Indians
- Cahuilla Band of Indians
- San Pasqual Band of Mission Indians
- Ramona Band of Cahuilla Mission Indians
- Morongo Band of Mission Indians

The Morongo Band of Mission Indians and the Agua Caliente Band of Cahuilla Indians responded to the notice. None of the other 17 local tribal governments responded.

The Morongo Band of Mission Indians deferred to tribes more closely associated with the lands upon which the Project is located. The Agua Caliente Band of Cahuilla Indians (ACBCI) requested formal consultation, copies of the cultural resources surveys/record searches, and a Native American monitor during construction. The City of Indio submitted copies of the cultural resources documentation and met with the ACBCI on August 14, 2024.

As a result of the City's consultation with the ACBCI, the Project will incorporate mitigation measures **MM CR 1** (see response V.b) above) and **MM TCR 1** to address the processing of any artifacts that may inadvertently be discovered during ground disturbing activities. Consultation between the City and ACBCI concluded on October 2, 2024 with no further comments from the tribe. With implementation of mitigation measures **MM CR 1** and **MM TCR 1**, impacts with regard to tribal cultural resources will be reduced to **less than significant with mitigation**.

> **MM TCR 1**: Prior to ground disturbing activities, the City of Indio shall retain a qualified professional archaeologist meeting Secretary of the Interior standards and an Agua Caliente Band of Cahuilla Indians Native American Cultural Resource representative to monitor the initial ground disturbing activities such as grading and excavation. In the event that cultural resources (archaeological or historical) are encountered, in conjunction with the archaeological monitor, the Native American monitor shall have the authority to temporarily divert, redirect, or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The archaeologist and Native American monitor shall evaluate the significance of the find and prescribe an appropriate course of action. If avoidance of the resource(s) is not feasible, salvage operation requirements pursuant to State CEQA Guidelines Section15064.5 shall be followed. After the find has been appropriately avoided or mitigated, work in the area may resume.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Source(s): *Project Description*

The Project will not include any component that will require or result in the construction of new water, wastewater treatment, natural gas, or telecommunications facilities outside the Project footprint. The potential relocation of existing water and dry utilities will be within the Project footprint analyzed herein, thus any potential impacts associated with such relocation are disclosed and evaluated in each section of this IS/MND. Electric distribution lines that are above ground will be undergrounded as part of the Project, within the Project footprint. Electric transmission lines may be relocated as part of the Project and may require an easement or ROW acquisition within the Project footprint, and has been analyzed herein. The proposed streetlights within Indio will require a nominal amount of electricity but will be located within the disturbed areas adjacent to the intersections within the Project footprint; therefore, the resulting impacts from these facilities will be less than significant. The disturbance to water meters and irrigation standpipes will consist of adjusting the grade for the manholes and relocation of the utilities within the Project footprint.

The Project incorporates catch basins and underground infiltration chambers that will reduce localized flooding consistent with the City MDP. These storm water drainage facilities have also been designed to handle the runoff from the increased impervious areas created by the Project. Other than the storm drain facilities proposed by the Project, no new storm water drainage facilities will be required. Therefore, **impacts will be less than significant**.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒

Source(s): *Project Description*

The proposed Project consists of roadway and drainage improvements that will not necessitate the construction or use of new or expanded water supplies. Water is only necessary during construction, which is short term and currently available from the Indio Water Authority. Therefore, **no impact** will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

Source(s): *Project Description*

See response to XIX.a), above. The Project will not result in wastewater generation, and thus, will not impact existing wastewater facility capacity. Therefore, **no impact** will occur.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Source(s): *Project Description, IMC*

Construction of the Project will generate some solid waste, which will be disposed of appropriately at a permitted landfill. The amount generated during construction is not expected to be excessive such that it would be in excess of State or local standards, or in excess of local infrastructure or other solid waste reduction goals. Operation of the Project in and of itself will not generate solid waste. Moreover, pursuant to Indio Municipal Code Section 51.47, the Project will be required to divert at least 50 percent of recyclable, reusable, and salvageable debris from landfills through implementation of a Construction and Demolition Debris Plan. Compliance with existing regulations will ensure impacts associated with solid-waste generation during construction are **less than significant**.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Source(s): *Project Description; IMC*

See response to XIX.e), above; the Project will comply with government regulations related to solid waste such as Indio Municipal Code Section 51.47. Therefore, **no impact** will occur.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Source(s): *CalFire*

CalFire identifies areas of Very High Fire Hazard Severity Zones (VHFHSZ) within local responsibility areas (LRA) and State Responsibility Areas (SRA). Mapping of the VHFHSZ is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. The Project site and the surrounding area are located in a non-VHFHSZ LRA, and not in a SRA. The nearest VHFHSZ and SRA are well outside the Project boundaries, in the southwest portion of the City of La Quinta (CalFire). Since the Project site is not located in or near SRA or land classified as VHFHSZ, the Project would have **no impact**.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

Source(s): *See response XX.a), above*

See response XX.a) above; the Project would have **no impact**.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risks or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

Source(s): *See response XX.a), above*

See response XX.a) above; the Project would have **no impact**.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Source(s): *See response XX.a), above*

See response XX.a), above; the Project would have **no impact**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Source(s): *Above checklist*

The Project site is located in a developing area consisting of the existing Avenue 50 and cross streets, residential and commercial structures, and disturbed open area. As discussed in the preceding analysis, impacts resulting from implementation of this Project will not result in a significant impact regarding any of the environmental issues evaluated with the implementation of mitigation measures. Thus, the Project will not substantially degrade the quality of the environment.

As discussed in responses IV.a) through IV.f), Project implementation will not substantially reduce fish or wildlife species, or threaten or eliminate plant or animal species. The Project site is not located within a CVMSHCP Conservation Area. No riparian habitat or other sensitive natural community was observed in the Project site or within its proximity. No wetlands occur within or in proximity to the Project site. The Project contains low quality habitat that may provide habitat for special status species in addition to trees and vegetation used by migratory birds. However, potential impacts to the special-status burrowing owl, Coachella Valley round-tailed squirrel, and nesting migratory birds will be reduced to less than significant levels through the incorporation of mitigation measures **MM BIO 1, MM BIO 2,** and **MM BIO 3.**

The Project will not eliminate important examples of major periods of California history or prehistory. As is discussed above in responses V.a) through V.c), no historic-period or archaeological resources were found on the Project site. However, potential impacts to unidentified cultural resources may occur. Therefore, through implementation of **MM CR 1, MM CR 2,** and **MM TCR 1,** the Project will not result in a significant impact to cultural resources or eliminate historical or pre-historical examples.

For the reasons stated above, the Project's impacts will be **less than significant with mitigation**.

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐

Source(s): *Above checklist*

The Project will not have any impacts that are individually limited but cumulatively considerable. Moreover, the Project will not result in any significant impacts with the implementation of mitigation measures.

The Project will construct Avenue 50 within the Project site to its Mobility/Circulation Element designated ultimate width as per the General Plans of the City of Indio and City of La Quinta, and is therefore consistent with local and regional transportation plans. The Project's air quality emissions do not exceed established thresholds of significance (**Table II-A – Estimated Daily Construction Emissions**) and as discussed in response III.a), above, the Project is consistent with the AQMP. As discussed in response IV.f), above, the Project is consistent with the CVMSHCP. The Project adheres to all other applicable Indio and La Quinta land use plans and policies, and as discussed in response XVII.b), above, the Project would result in a net reduction of VMT within a 10-mile radius from the Project site. As discussed in response XIV.a), above, the Project is not considered growth-inducing as defined by State *CEQA Guidelines* Section 15126.2(d) and will not induce either directly or indirectly, population and housing growth beyond what is envisioned in the IGP and LQGP. For these reasons, the Project does not have impacts that are individually limited, but cumulatively considerable, and impacts in this regard will be **less than significant**.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Source(s): *Above checklist*

The Project will not have the potential for direct or indirect substantial adverse impacts on human beings with implementation of **MM NOI 1** through **MM NOI 4** and **MM TRAFFIC 1**, and further environmental analysis is not required. Therefore, impacts will be **less than significant with mitigation**.

EARLIER ANALYSIS/DOCUMENTS INCORPORATED BY REFERENCE

Section 15150 of the State CEQA Guidelines permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this Initial Study, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Indio Planning Department.

IGP	City of Indio, *City of Indio General Plan*, September 2019. (Available at https://www.indio.org/departments/community-development-department/general-plan-2040/general-plan-2040-documents , accessed May 2, 2024.)
IGP FEIR	City of Indio, *Final Environmental Impact Report for the City of Indio General Plan Update, Indio, California, SCH# 2015081021*, June 2019. Accessed January 2020.)
IMC	City of Indio, *Municipal Code*, current through February 21, 2024. (Available at https://www.amlegal.com/codes/client/indio_ca/, accessed May 2, 2024.)
LQGP	City of La Quinta, *City of La Quinta General Plan,* amended on November 19, 2013. (Available at https://www.laquintaca.gov/business/design-and-development/planning-division/2035-la-quinta-general-plan, accessed May 2, 2024.)
LQGP EIR	City of La Quinta, *City of La Quinta General Plan Environmental Impact Report*, Adopted February 19, 2013. (Available at https://laqlaserweb.laquintaca.gov/WebLink/Browse.aspx?id=104281&dbid=1&repo=CityofLaQuinta and City of La Quinta.)
LQMC	City of La Quinta, *City of La Quinta Municipal Code*, adopted February 20, 2024. (Available at https://library.municode.com/ca/la_quinta/codes/municipal_code, accessed June 2024.)

REFERENCES

Cited As:	Source:
AB 52	California State Legislature, *Assembly Bill No. 52*, September 25, 2014. (Available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52, accessed May 5, 2024).
AE(a)	Applied EarthWorks, Inc., *Cultural Resource Investigation for the Avenue 50 Improvements Project in the City of Indio, Riverside County, California*. June 2025. (Appendix C)
AE(b)	Applied EarthWorks, *Paleontological Technical Memorandum for the Avenue 50 Improvements Project in the Cities of Indio and La Quinta,*

California. January 31, 2025. (Appendix F)

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AQMP — South Coast Air Quality Management District, *2022 Air Quality Management Plan*, 2022. (Available at https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16, accessed June 2024.)

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Acronyms and Abbreviations

The following acronyms and abbreviations are utilized within this document:

AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APN	Assessor's Parcel Number
AASHTO	American Association of State Highway and Transportation Officials
AQ	Air Quality
AQMP	Air Quality Management Plan
Basin	Salton Sea Air Basin
BGS	Below Ground Surface
BMPs	Best Managements Practices
BTR	Biological Technical Report
CalFire	California Department of Forestry and Fire Protection
CAP	City of Indio Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CCR	California Code of Regulations

CDFW	California Department of Fish and Wildlife
CFR	Code of Federal Regulations
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGP	Construction General Stormwater Permit
CHSC	California Health and Safety Code
CNEL	Community Noise Equivalent Level
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	Carbon Monoxide
CRHR	California Register of Historical Resources
CVMSHCP	Coachella Valley Multiple Species Habitat Conservation Plan
CVUSD	Coachella Valley Unified School District
CVWD	Coachella Valley Water District
dBA	A-weighted decibel
DE-1	Desert Estates-1
DET	Desert Estates Transition
DET-3	Desert Estates Transition-3
DSSD	Desert Sands School District
EIR	Environmental Impact Report
FD	Festival District
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GP	General Plan
GSP	Groundwater Sustainability Plan
HDPE	high-density polyethylene
IGP	Indio General Plan
IGP FEIR	Indio General Plan Final Environmental Impact Report for the City of Indio General Plan Update
IID	Imperial Irrigation District

IMC	City of Indio Municipal Code
IS/MND	Initial Study and Mitigated Negative Declaration
LQGP	La Quinta General Plan
LQGP EIR	La Quinta General Plan Final Environmental Impact Report
LQMC	La Quinta Municipal Code
LRA	Local Responsibility Area
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MDP	Master Drainage Plan
MH	Mobile Home
MRZ	Mineral Resource Zone
$MTCO_2E$	Metric Tons of Carbon Dioxide Equivalent
NAHC	National American Heritage Association
NC	Neighborhood Center
NPDES	National Pollutant Discharge Elimination System
NWI	National Wetland Inventory
OS	Parks and Open Space
OSHA	Occupational Safety and Health Administration
PM-2.5	Particulate Matter of less than 2.5 microns
PM-10	Particulate Matter less than 10 microns
PRC	Public Resources Code
PRIMP	Paleontological Resource Impact Mitigation Program
Project	Avenue 50 Improvements from Jefferson Street to Botella Place
REMEL	Reference Energy Mean Emission Level
RIVCOM	Riverside County Model
ROW	Right-of-way
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SLF	Sacred Lands File
SN	Suburban Neighborhood High

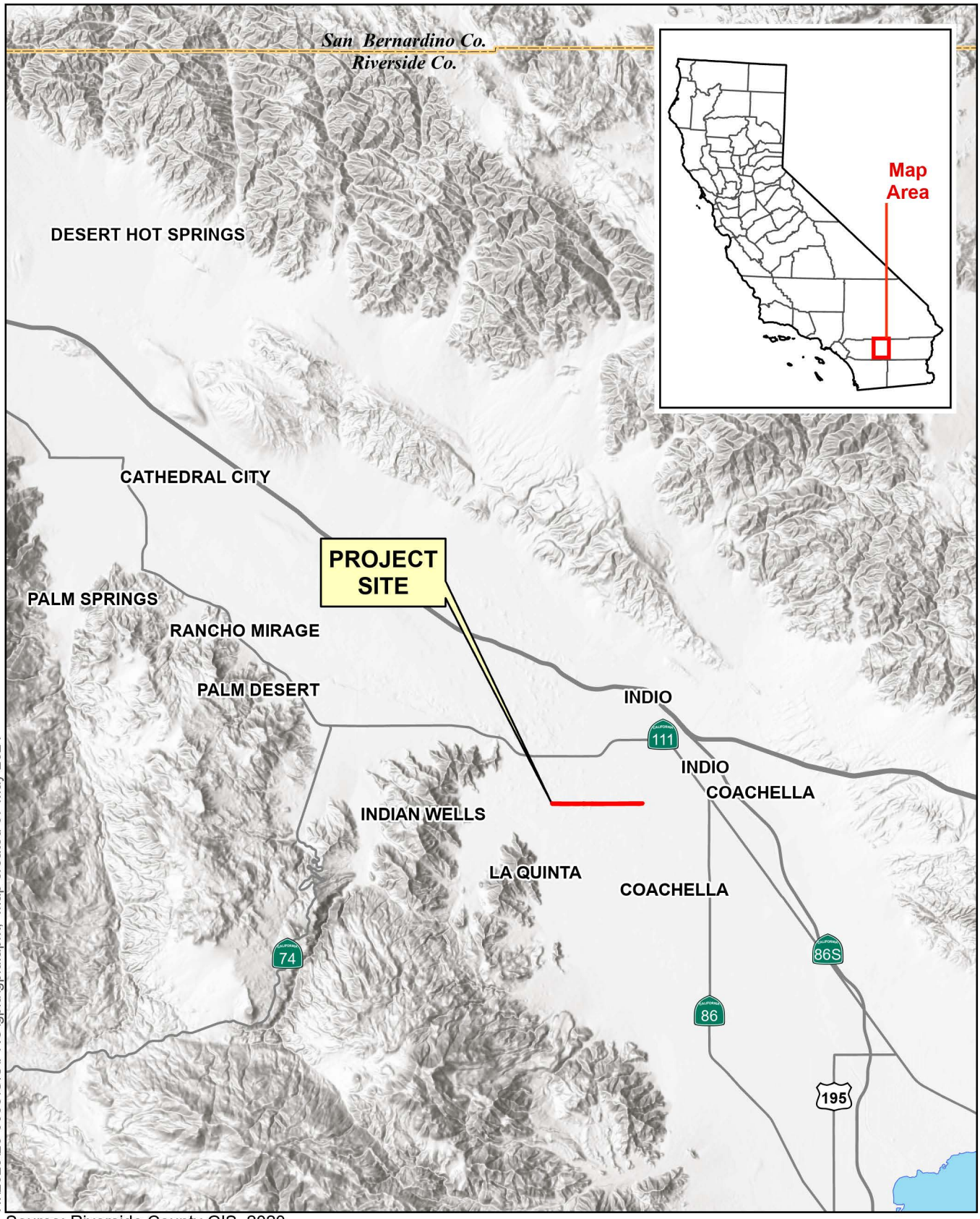
SN-8	Suburban Neighborhood-8
SP/PMP	Specific Plan/Project Master Plan
SRA	State Responsibility Area
SWPPP	Storm water pollution prevention plan
SWRCB	State Water Resources Control Board
TMP	Traffic Management Plan
USDA	United States Department of Agriculture
USGS	United States Geological Survey
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Service
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WEAP	Workers' Environmental Awareness Program

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FIGURES



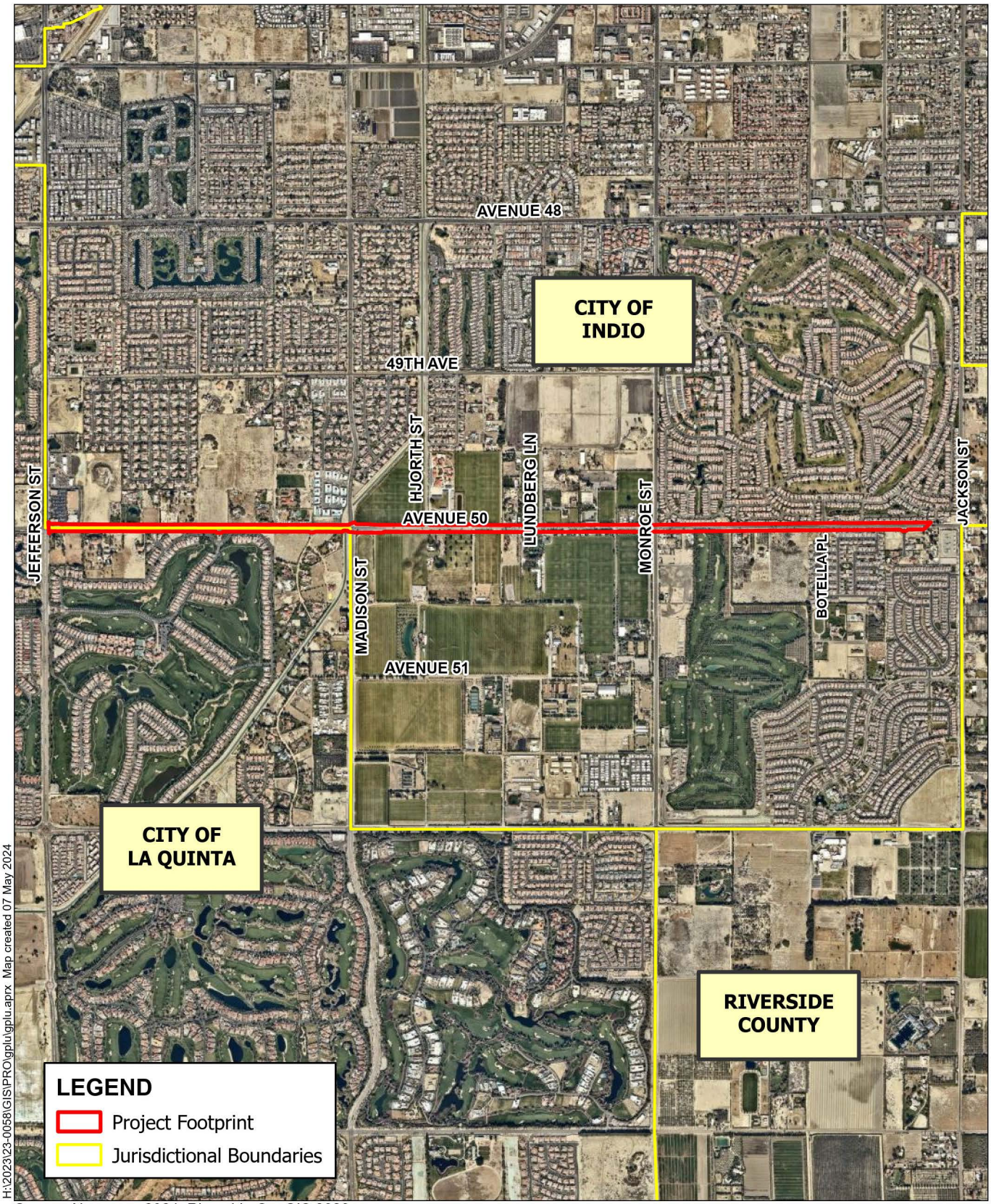
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Source: Riverside County GIS, 2020

Figure 1 - Regional Location Map

Avenue 50 Improvement Project from Jefferson Street to Botella Place

ALBERT A. WEBB ASSOCIATES



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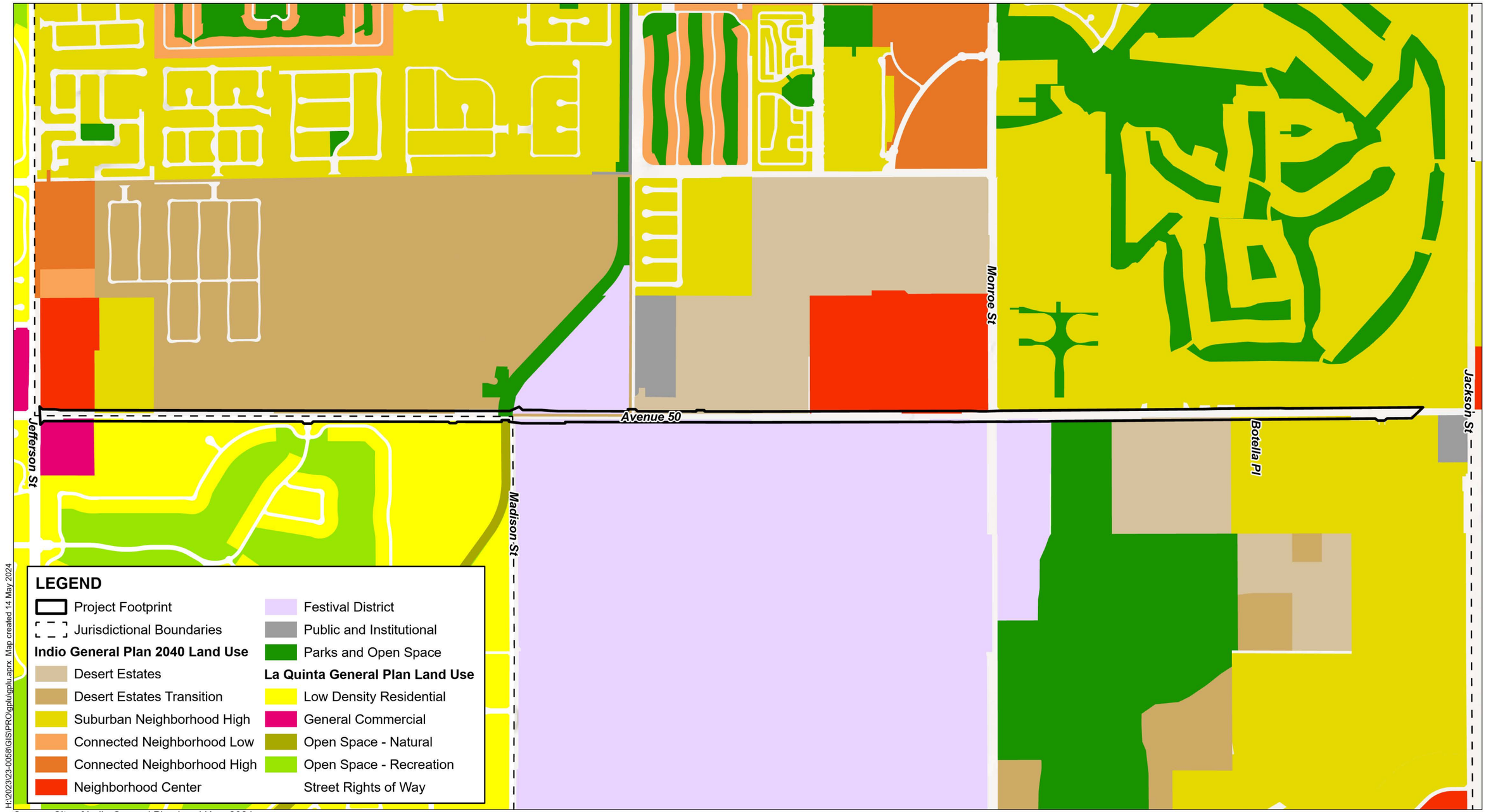
Source: Nearmap, 2024; Riverside Co. GIS 2020

Figure 2 - Aerial Map

Avenue 50 Improvement Project from Jefferson Street to Botella Place

0 1,000 2,000 3,000 Feet

ALBERT A. WEBB ASSOCIATES



Source: City of Indio General Plan Land Use, 2024;
City of La Quinta General Plan land Use, 2024, Esri hillshade map, 2024.

Figure 3 - General Plan Land Use Map

Avenue 50 Improvement Project from Jefferson Street to Botella Place

ALBERT A. WEBB ASSOCIATES

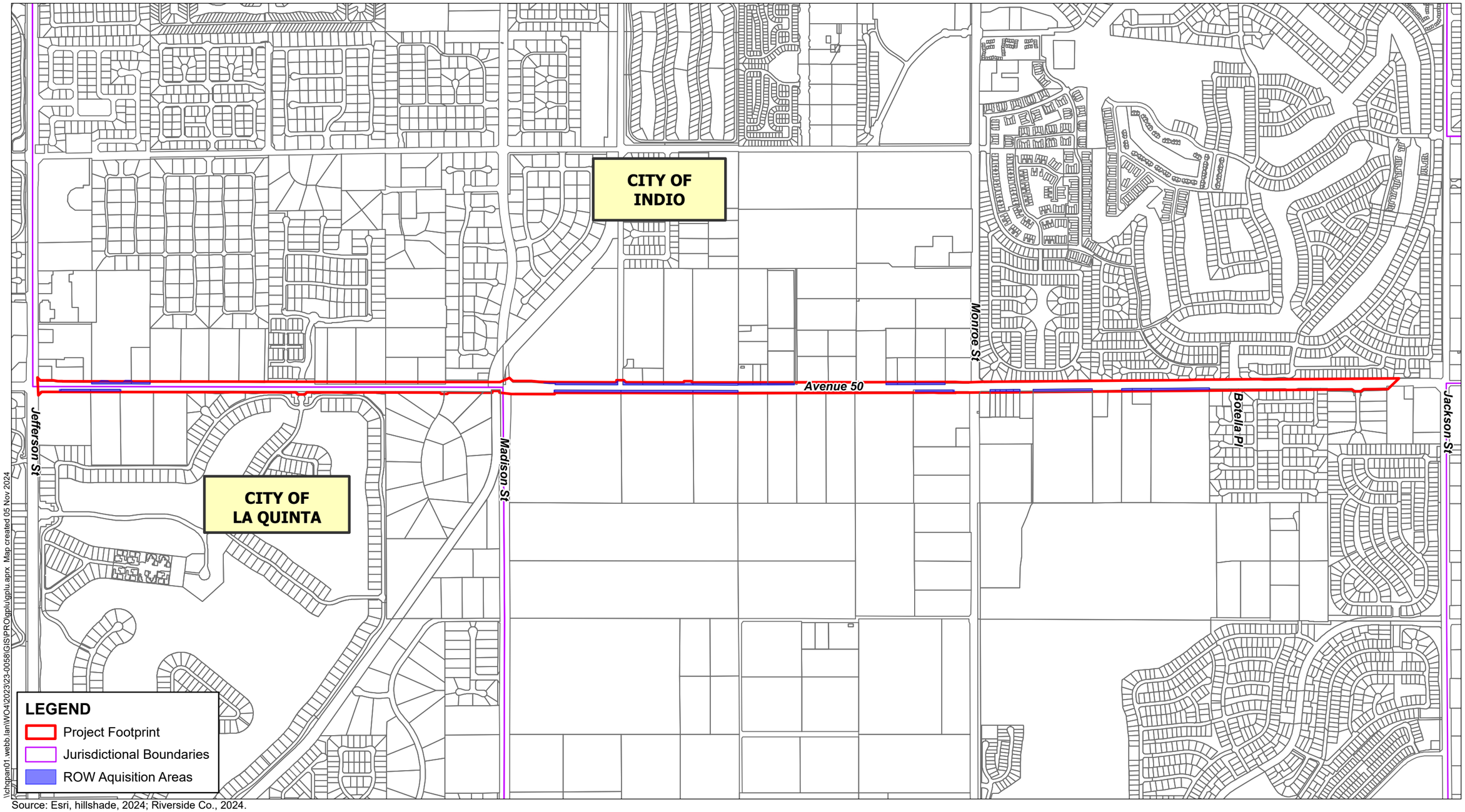


Source: City of Indio General Plan Land Use, 2024;
City of La Quinta General Plan land Use, 2024; Esri hillshade map, 2024.

Figure 4 - Zoning Map

Avenue 50 Improvement Project from Jefferson Street to Botella Place

ALBERT A. WEBB ASSOCIATES



Source: Esri, hillshade, 2024; Riverside Co., 2024.

0 500 1,000 1,500 Feet

Figure 5 - Potential Right-of-Way Aquisition

Avenue 50 Improvement Project from Jefferson Street to Botella Place

ALBERT A. WEBB ASSOCIATES

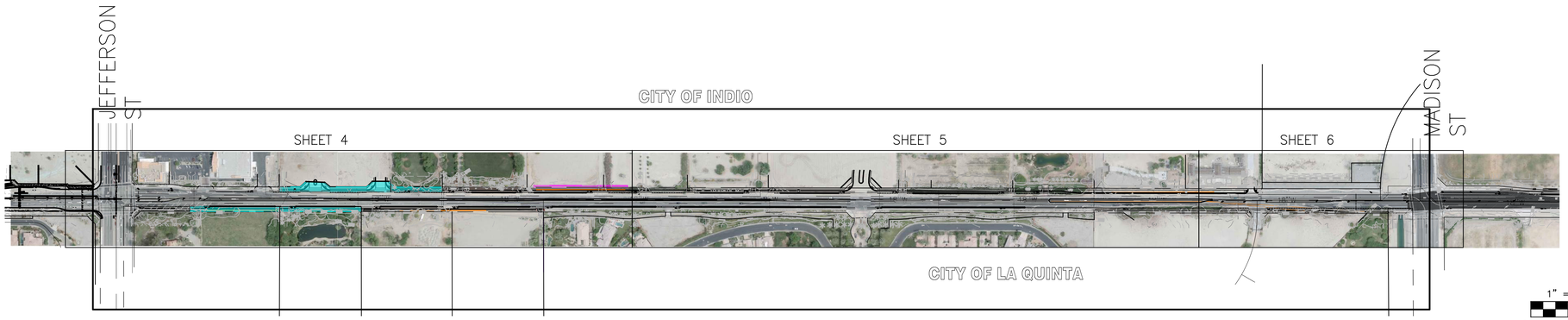
Figure 6a

IN THE CITIES OF INDIO AND LA QUINTA, STATE OF CALIFORNIA

STREET IMPROVEMENT PLANS

AVENUE 50 STREET IMPROVEMENTS: JEFFERSON ST TO MADISON ST

CITY PROJECT # ST 2004



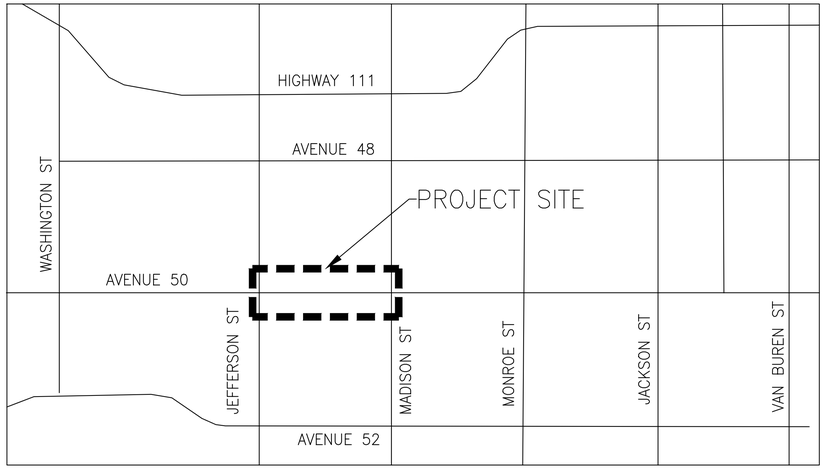
1" = 250'

250 0 250 500 750

GRAPHIC SCALE

SCALE: 1" = 250'

SHEET INDEX	
NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION AND LEGENDS
3	STANDARD PROJECT NOTES
4–6	STREET IMPROVEMENT PLANS



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PLAN CHECKED BY:

NOT FOR CONSTRUCTION

CONTRACTOR:							
INSPECTOR:							
DATE COMPLETED:							
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BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS						

DRAWN BY: JAS

PREPARED FOR: INDIO AND LA QUINTA

PROJECT No.: 23-0058

SCALE: 1"=500'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

DESIGNED BY: DRAFT

DILESH SHETH DATE

R.C.E. No. 65078

EXP. DATE 06-30-2025

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3788 McCRAY STREET
RIVERSIDE, CA 92506

TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:

JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510

DATE:

INDIO take center stage La Quinta GEM of the DESERT

INDIO AND LA QUINTA
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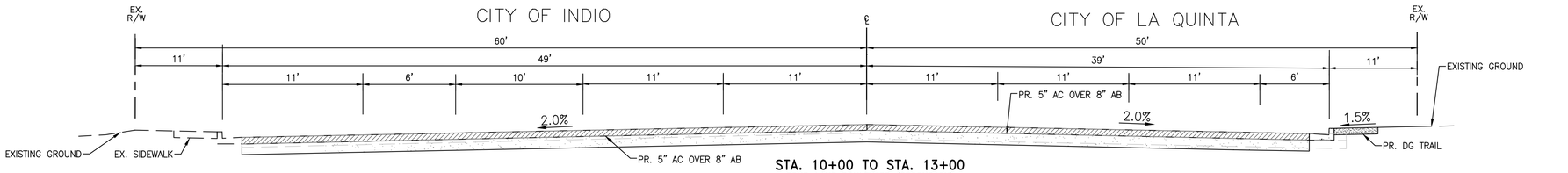
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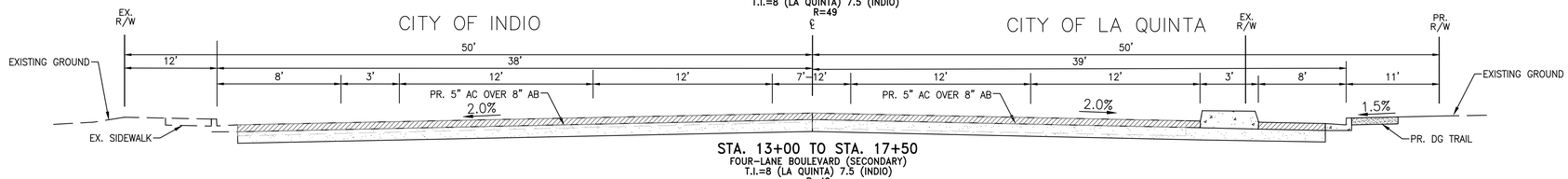
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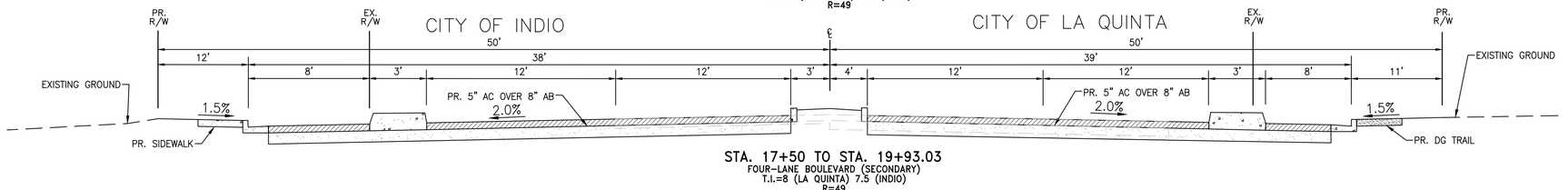
Figure 6b



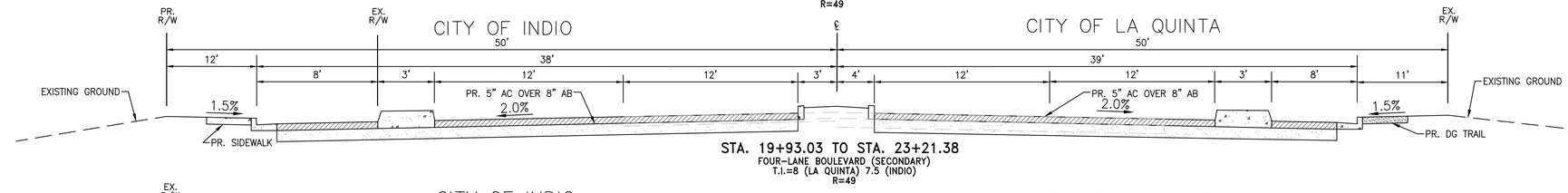
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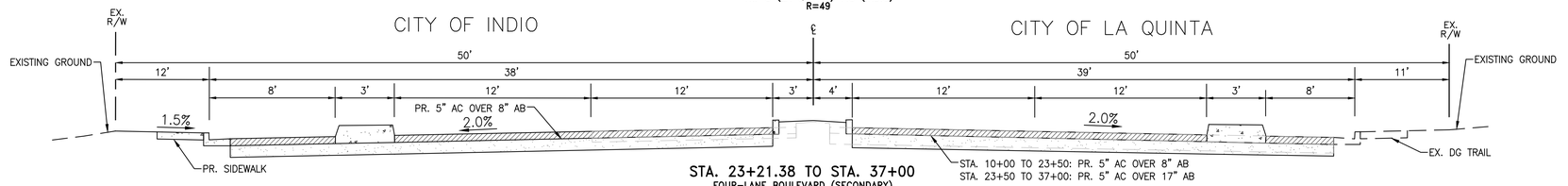
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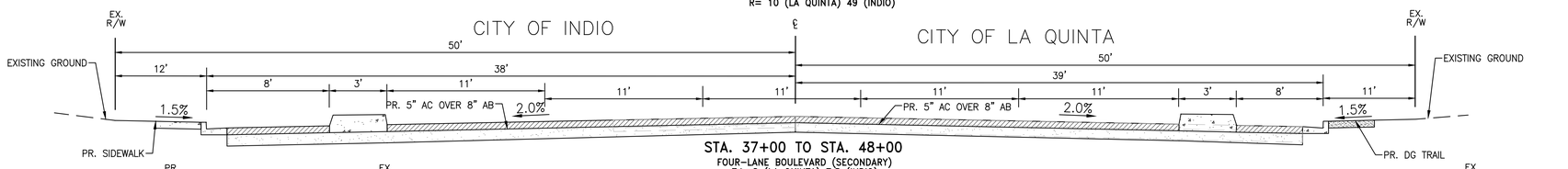
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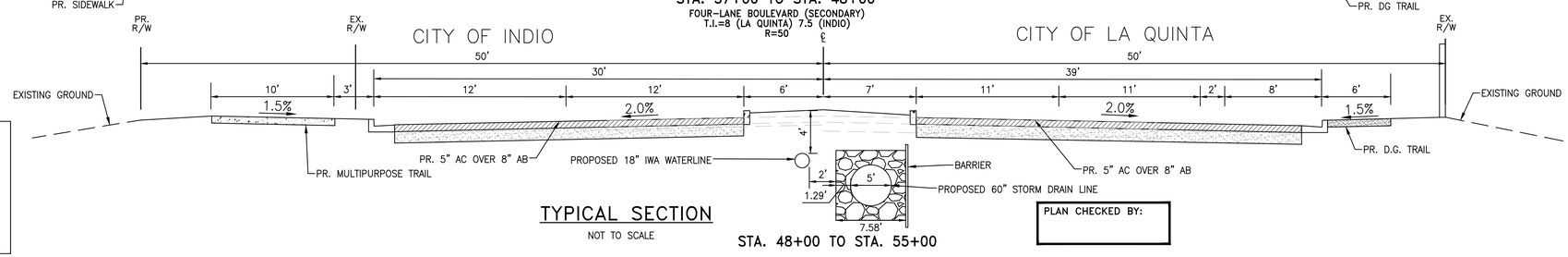
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TYPICAL SECTION
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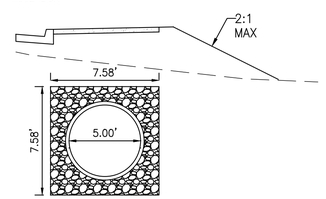
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LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE
- PROPOSED CURB & GUTTER
- SAWCUT
- DAYLIGHT LINE
- PROPOSED RETAINING WALL
- EXISTING WALL
- EXISTING CURB & GUTTER
- EXISTING EDGE OF PAVEMENT
- G — EXISTING GAS LINE (SIZE SHOWN ON PLAN)
- FIBER — EXISTING FIBER-OPTIC LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE
- SPECTRUM — EXISTING SPECTRUM LINE
- IRR — EXISTING IRRIGATION LINE
- EX. W — EXISTING WATER LINE (SIZE SHOWN ON PLAN)
- SS — EXISTING SEWER LINE (SIZE SHOWN ON PLAN)
- FRONTIER — EXISTING FRONTIER LINE
- OHE — EXISTING OVERHEAD ELECTRIC LINE
- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B. (OR 5" A.C. PAVEMENT OVER 17" CLASS II A.B. AS WHERE NOTED)
- GRIND & OVERLAY
- REMOVE EX. A.C. PAVEMENT, BASE, AND SUB-GRADE
- NEW CONCRETE SIDEWALK
- NEW DG TRAIL
- AREA FOR STREET EASEMENT
- AREA FOR SD PIPE EASEMENT
- 1450 — PROPOSED ELEVATION
- (1450) — EXISTING ELEVATION
- NEW STORM DRAIN IMPROVEMENTS

ABBREVIATIONS

A.C.	ASPHALT CONCRETE	N.T.S.	NOT TO SCALE
AP	ANGLE POINT	PP	POWER POLE
BEG.	BEGIN	PCC	PORTLAND CONCRETE CEMENT
BCR	BEGIN CURB RETURN	PI	POINT OF INTERSECTION
CATV.	CABLE TELEVESION	PR.	PROPOSED
COM.	COMMUNICATION	PVI	POINT OF VERTICAL INTERSECTION
CB	CATCH BASIN	R/W	RIGHT OF WAY
C&G	CURB & GUTTER	SCG	SOUTHERN CALIFORNIA GAS COMPANY
C/L	CENTERLINE	SD	STORM DRAIN
CONST.	CONSTRUCTION	STA.	STATION
CVWD	COACHELLA VALLEY WATER DISTRICT	S/W	SIDEWALK
DG	DECOMPOSED GRANITE	TC	TOP OF CURB
ECR	END CURB RETURN	TELE.	TELEPHONE
ELEC.	ELECTRICAL	TYP.	TYPICAL
EX.	EXISTING	VC	VERTICAL CURVE
FL	FLOW LINE	WM	WATER METER
FS	FINISH SURFACE	WTR	WATER LINE
GB	GRADE BREAK		
HP	HIGH POINT		
IID	IMPERIAL IRRIGATION DISTRICT		
IRRI	IRRIGATION		
LP	LOW POINT		
MIN.	MINIMUM		
MB	MAIL BOX		



TYPICAL STORM DRAIN PIPE SECTION
NOT TO SCALE

NOT FOR CONSTRUCTION

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CONTRACTOR:					
INSPECTOR:					
DATE COMPLETED:					
AS BUILT COMP. DATE:					
	BY	DATE			
CONSTRUCTION RECORD	ENGINEER		REVISIONS	APP'D	DATE
BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS				

DRAWN BY: JAS
PREPARED FOR: INDIO AND LA QUINTA
PROJECT No.: 23-0058
SCALE: NTS

DESIGNER'S SEAL
REGISTERED PROFESSIONAL ENGINEER
DILESH R. SHETH
No. C65078
CIVIL
STATE OF CALIFORNIA

DESIGNED BY: DRAFT DATE
DILESH SHETH
R.C.E. No. 65078
EXP. DATE 06-30-2025
FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506
TELEPHONE: 951-686-1070

APPROVER'S SEAL
REGISTERED PROFESSIONAL ENGINEER
JUAN RAYA
No. 68510
CIVIL
STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

INDIO take center stage
La Quinta GEM of the DESERT

INDIO AND LA QUINTA AVENUE 50 STREET IMPROVEMENTS
TYPICAL SECTION AND LEGENDS

SITE ADDRESS
SEC. ___ , T. ___ S.,R. ___ E., S.B.B. & M. APN. _____

I.P. No.
SHEET No. 2
OF 6 SHEETS
CITY FILE No.

H:\2023\23-0058\DRAWINGS\PLAN SHEETS\23-0058-ST SHEETS.DWG 8/14/2024 12:32:40 PM Joys

Figure 6c

CITY OF INDIO'S STANDARD STREET IMPROVEMENT NOTES:

1. THE "CITY OF INDIO'S STANDARD GENERAL NOTES" SHALL BE CONSIDERED PART OF THE "CITY OF INDIO'S STANDARD STREET IMPROVEMENT NOTES."
2. ALL UNDERGROUND FACILITIES, INCLUDING SERVICE LATERALS, SHALL BE IN PLACE WITH TRENCHES COMPACTED AND TESTED PRIOR TO BASE GRADE INSPECTION (AND PAVING). THE CONTRACTOR SHALL SUBMIT WRITTEN EVIDENCE TO THE CITY ISSUED BY THE RESPECTIVE UTILITY PURVEYER INDICATING THE SUBSURFACE PORTION OF THEIR UNDERGROUND FACILITIES HAVE BEEN INSTALLED AND ACCEPTED.
3. THE FOLLOWING ARE MINIMUM COMPACTION REQUIREMENTS FOR ITEMS CONSTRUCTED IN THE PUBLIC RIGHT-OF-WAY:
   A. TRENCH BACKFILL = 95%
   B. DIRT FILL = 95%
   C. TOP 12" OF SUBGRADE UNDER IMPROVEMENTS NOT EXPECTED TO RECEIVE VEHICULAR TRAFFIC (INCLUDING SIDEWALK) = 90%
   D. AGGREGATE BASE (NONVEHICULAR AREAS) = 90%
   E. TOP 12" OF SUBGRADE OF ALL AREAS THAT MAY RECEIVE VEHICULAR TRAFFIC (INCLUDES ROADWAY, DRIVE APPROACH, CURB AND GUTTER, AND CROSS GUTTER) = 95%
   F. AGGREGATE BASE (VEHICULAR AREAS) = 95%
   G. ASPHALT CONCRETE = 95%
4. ALL AGGREGATE BASE SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS, SECTION 26, FOR CLASS 2 AGGREGATE BASE (CLASS 2 AB).
5. ALL ASPHALT CONCRETE (AC) SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS, SECTION 39 AND 92. THE AGGREGATE GRADING SHALL CONFORM AS FOLLOWS:
   A. SURFACE COURSE (UPPER COURSE): TYPE B 1/2-INCH MAXIMUM, MEDIUM.
   B. BASE COURSE (LOWER COURSE): TYPE B: 3/4-INCH MAXIMUM MEDIUM.
   PLEASE NOTE WHERE THERE IS ONLY ONE LIFT OF AC, THE AGGREGATE GRADING SHALL BE TYPE B: 1/2-INCH MAXIMUM, MEDIUM. PERFORMANCE GRADED ASPHALT BINDER CONFORMING TO PG 70-10 SHALL BE USED FOR BOTH AGGREGATE GRADING ABOVE. AC MIX DESIGNS SHALL BE SUBMITTED FOR THE CITY ENGINEER'S REVIEW AND APPROVAL AT LEAST 7 DAYS PRIOR TO THE PLANNED PAVING DATE.
6. THE MAXIMUM AC LIFT THICKNESS SHALL BE 3.0 INCHES; HOWEVER, AC THICKNESS OF 5.5" TO 7.5" SHALL BE PLACED IN A MINIMUM OF 3 LIFTS. PROPOSED SURFACE COURSES OTHER THAN 1.5 INCHES (OR .10') THICK SHALL BE APPROVED BY THE CITY ENGINEER BEFORE ANY BASE LIFTS ARE PLACED.
7. A TACK COAT SHALL BE APPLIED TO EXISTING PAVEMENT, CONCRETE SURFACES, AND THE A.C. BASE COURSE(S) PRIOR TO PLACING A NEW LIFT OF ASPHALT CONCRETE. IF MULTIPLE AC LIFTS ARE PLACED ON THE SAME DAY AND THE SURFACE REMAINS "CLEAN", THE TACK COAT ON THE EXISTING FRESH AC SURFACE CAN BE WAIVED BY THE CITY ENGINEER, THE TACK COAT SHALL BE APPLIED AT A RATE OF 0.10 GAL/ SQ. YD.
8. NEW IMPROVEMENTS THAT JOIN EXISTING IMPROVEMENTS SHALL JOIN, OR MATCH, IN A MANNER SATISFACTORY TO THE CITY ENGINEER. CONSTRUCTION OPERATIONS REQUIRED TO ACHIEVE A SAFE, DURABLE, AESTHETICALLY PLEASING TRANSITION BETWEEN THE NEW AND EXISTING IMPROVEMENTS MAY INCLUDE CUTTING, REMOVAL, REPLACEMENT, CAPPING, AND/OR COLD PLANING AS NEEDED.
9. ALL MANHOLES AND VALVE BOX FRAMES SHALL BE ADJUSTED TO FINAL GRADE AFTER PAVEMENT INSTALLATION IS COMPLETED.
10. ALL ON-SITE IMPROVEMENTS, INCLUDING EARTHWORK GRADING, SHALL BE COMPLETED (AND/OR REPAIRED AS NEEDED) PRIOR TO PLACING THE SURFACE AC COURSE.
11. TEMPORARY ROADWAY STRIPING SHALL BE INSTALLED ON ALL UNFINISHED ROADWAY SURFACES AS NEEDED, AND AS DIRECTED BY THE CITY ENGINEER.

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CITY OF INDIO'S STANDARD SIGNING AND STRIPING NOTES:

1. THE "CITY OF INDIO'S STANDARD GENERAL NOTES" SHALL BE CONSIDERED PART OF THE "CITY OF INDIO'S STANDARD SIGNING AND STRIPING NOTES."
2. ALL MATERIAL AND WORK SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) FOR STREETS AND HIGHWAYS AND THE LATEST EDITION OF THE CITY OF INDIO STANDARD SPECIAL PROVISIONS FOR THE INSTALLATION AND MODIFICATION OF TRAFFIC SIGNALS, TRAFFIC SIGNAL INTERCONNECT SYSTEMS, ROADWAY SIGNS, STRIPING, AND PAVEMENT MARKINGS.
3. ALL TRAFFIC STRIPES AND PAVEMENT MARKINGS AND LEGENDS SHALL BE PAINT, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
4. ALL TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL BE REFLECTORIZED AND OF STANDARD SIZE. ALL STANDARDS SHALL MATCH THOSE OF THE CA MUTCD EXACTLY.
5. ALL SIGNS SHALL BE DIAMOND GRADE DG3 REFLECTIVE WITH 3M PREMIUM PROTECTIVE OVERLAY FILM SERIES 1160.
6. ALL SIGNS SHALL BE STANDARD SIZE and INSTALLED WITH THEFT/VANDAL-RESISTANT FASTENERS.
7. ALL SIGN POSTS SHALL BE GALVANIZED STEEL PIPE, BREAKAWAY, MINIMUM 2-INCH BY 2-INCH QUICK PUNCH (OR EQUAL). MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED WHEN LARGER-SIZED POSTS, AND/OR MULTIPLE POSTS, ARE NEEDED FOR "LARGER" SIGNS.
8. THE CONTRACTOR SHALL LAYOUT (CAT-TRACK) THE PROPOSED STRIPING, PAVEMENT MARKINGS, AND SIGNING IN THE FIELD, AND OBTAIN THE CITY ENGINEER'S APPROVAL, PRIOR TO ACTUAL INSTALLATION. ADJUSTMENTS IN THE FIELD SHALL BE MADE AS NEEDED, AND AS DIRECTED BY THE CITY ENGINEER.
9. ALL RAISED PAVEMENT MARKERS (RPMS) SHALL BE INSTALLED WITHIN SEVEN (7) CALENDAR DAYS OF ROADWAY STRIPING. ALL EXISTING RPMS WITHIN THE PROJECT AREA SHALL BE REPLACED IN-KIND OR REMOVED IN ACCORDANCE WITH THE PLANS, OR AS DIRECTED BY THE CITY ENGINEER. THE CONTRACTOR SHALL PLACE BLUE RPMS AT ALL FIRE HYDRANT LOCATIONS WHETHER CALL-OUT ON THE PLANS OR NOT.
10. ALL STRIPING ON NEW PAVEMENT SHALL BE PLACED IN TWO COATS PER CALTRANS STANDARD SPECIFICATIONS, EXCEPT THAT EACH COAT SHALL BE APPLIED AT AN APPROXIMATE RATE OF ONE GALLON PER 107 SQUARE FOOT, GLASS BEADS ARE ALSO REQUIRED.
11. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNS, STRIPES, PAVEMENT MARKINGS, AND RPMS IN ACCORDANCE WITH THE PLANS AND AS DIRECTED BY THE CITY ENGINEER. WORD OR SYMBOL PAVEMENT MARKINGS SHALL BE REMOVED BY WET-SANDBLASTING OR GRINDING A RECTANGULAR AREA COVERING THE WHOLE MARKING. ALL SCARRED PAVEMENT SURFACE RESULTING FROM REMOVAL OPERATIONS SHALL BE SEALED WITH ASPHALT PAINT.
12. DEBRIS FROM REMOVAL OPERATIONS SHALL BE CONTAINED WITHIN THE WORK AREA AND THE CONTRACTOR SHALL TAKE PRECAUTIONS NECESSARY TO PROTECT PERSONS AND PROPERTY ADJACENT TO THE SANDBLASTING OPERATIONS. THE DEBRIS RESULTING FROM THE SANDBLASTING SHALL BE IMMEDIATELY REMOVED AND DISPOSED OF BY MECHANICAL SWEEPING OR HIGH-POWER VACUUM.
13. ALL REMOVALS SHALL BE BY WET-SANDBLASTING OR GRINDING, OR AS OTHERWISE APPROVED BY THE CITY ENGINEER. "BLACK-OUT" OF EXISTING STRIPING IS NOT ALLOWED
14. THE CONTRACTOR SHALL DELIVER (AND UNLOAD AND PLACE) REMOVED SIGNS TO THE CITY YARD OR AS DIRECTED BY THE CITY ENGINEER. THE CONTRACTOR SHALL COORDINATE HIS DELIVERY TO THE CITY YARD AT LEAST 24 HOURS BEFORE PROPOSED DELIVERY.
15. ALL CROSSWALKS SHALL HAVE 10 FEET IN-BETWEEN THE 12-INCH WHITE OR YELLOW STRIPES UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.
16. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, (800) 227-2600, AND ALL CONCERNED UTILITY COMPANIES AT LEAST TWO FULL WORKING DAYS IN ADVANCE OF EXCAVATION.
17. THE CONTRACTOR SHALL COORDINATE ALL SIGNING AND STRIPING WORK, ALONG WITH "SWITCHING TRAFFIC" OR OPENING OF ROADWAYS TO TRAFFIC, WITH THE CITY ENGINEER.
18. WHENEVER ANY STRIPING/MARKING OCCURS WITHIN 300 FEET OF AN INTERSECTION, ALL STRIPING/PAVEMENT MARKINGS ON ALL LEGS OF THE INTERSECTION SHALL BE REPAINTED.

CITY OF INDIO'S TRAFFIC CONTROL NOTES:

1. THE "CITY OF INDIO'S STANDARD TRAFFIC CONTROL NOTES" SHALL BE CONSIDERED PART OF THE TRAFFIC CONTROL REQUIREMENTS FOR ALL CAPITAL IMPROVEMENT AND DEVELOPMENT PROJECTS.
2. WHERE TRAFFIC CONTROL PLANS ARE EITHER REQUIRED, OR REQUESTED, BY THE CITY THEY SHALL BE DEVELOPED IN CONFORMANCE WITH PART 6, "CALIFORNIA MANUAL OF TEMPORARY TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES," OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) FOR STREETS AND HIGHWAYS, LATEST EDITION.
3. THE TRAFFIC CONTROL PLAN IS OFTEN THE MINIMUM TRAFFIC CONTROL BELIEVED TO BE NEEDED AT THE TIME OF PLAN PREPARATION. IN THE EVENT, ACTUAL PHYSICAL CONDITIONS WARRANT ADDITIONAL TRAFFIC CONTROL DEVICES, THE CONTRACTOR SHALL INSTALL THE ADDITIONAL TRAFFIC CONTROL DEVICES IN CONFORMANCE WITH PART 6 OF THE CA MUTCD AND/OR AS DIRECTED BY THE CITY ENGINEER.
4. WHERE THE LOCATION OF A REQUIRED SIGN FALLS IN A DRIVEWAY, SIDEWALK, BRIDGE, ETC., OR WHERE THE VISIBILITY OF A SIGN IS LIMITED TO THE TRAVELING PUBLIC, OR CAUSES SIGHT DISTANCE PROBLEMS, THE LOCATION IN THE FIELD SHALL BE ADJUSTED AS APPROVED BY THE CITY ENGINEER.
5. THE CONTRACTOR IS REQUIRED TO MAINTAIN THE TRAFFIC CONTROL AT ALL TIMES. THIS APPLIES 24 HOURS A DAY FOR SEVEN (7) DAYS A WEEK; INCLUDING ALL NONWORKING HOURS AND I F THE WORK IS SUSPENDED FOR ANY REASON. AT A MINIMUM THE CONTRACTOR IS REQUIRED TO CHECK ON THE TRAFFIC CONTROL AT LEAST ONCE IN ANY 12-HOUR PERIOD.
6. THE CONTRACTOR IS REQUIRED TO REMOVE, RELOCATE OR COVER DURING CONSTRUCTION, AND THEN RESET OR UNCOVER UPON COMPLETION OF A PARTICULAR SECTION OF THE WORK, ANY CONFLICTING IN-PLACE ROADWAY SIGNS, AS NEEDED AND AS APPROVED/DIRECTED BY THE CITY ENGINEER.
7. DURING ALL PHASE OF WORK, NON-APPLICABLE PAVEMENT STRIPING OR MARKINGS SHALL BE REMOVED AND APPROPRIATE PAVEMENT STRIPING OR MARKINGS SHALL BE PLACED AS EXPEDITIOUSLY AS PRACTICAL, BUT IN ALL CASES, SHALL BE IN PLACE BY NIGHTFALL ON ANY ROADWAY CARRYING TRAFFIC, EXCEPT ON SHORT-TERM OPERATIONS WHERE IT IS DETERMINED BY THE CITY ENGINEER, THAT SUCH REMOVAL AND REPLACEMENT IS MORE HAZARDOUS THAN LEAVING EXISTING STRIPING AND MARKINGS IN PLACE.
8. ALL BLACK ON ORANGE CONSTRUCTION SIGNS BE FABRICATED USING TYPES IV, VII OR VIII FLUORESCENT ORANGE REFLECTIVE SHEETING MATERIAL FOR THE SIGN BACKGROUND.
9. NO EQUIPMENT OR MATERIAL SHALL BE PARKED OR STORED IN THE PUBLIC RIGHT-OF-WAY AT ANY TIME. WHEN THIS IS NOT PRACTICAL IT SHALL BE PLACED IN AN AREA APPROVED BY THE CITY ENGINEER, AND THEN DELINEATED PROPERLY.
10. THE CONTRACTOR SHALL PLACE ALL ADVANCE WARNING SIGNS BEFORE PROCEEDING WITH THE WORK. SIGNS SHALL BE PLACED IN ORDER, IN THE DIRECTION OF TRAVEL, AND REMOVED IN REVERSE ORDER.
11. ALL VEHICLES, EQUIPMENT, PERSONAL (EXCEPT FLAGGERS), AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIME TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.
12. THE CONTRACTOR MUST MAINTAIN AT LEAST ONE ACCESS TO BUSINESSES AND RESIDENCES DURING ALL PHASES OF CONSTRUCTION, AT ALL TIMES
13. ALL TRAFFIC CONTROL DEVICES THAT ARE NOT APPLICABLE AT ANY TIME SHALL BE COVERED OR REMOVED AS DIRECTED BY THE CITY ENGINEER.
14. THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SAFETY OF PEDESTRIAN TRAFFIC CROSSING THE WORK ZONES DURING CONSTRUCTION.
15. ALL SIGNS SHALL BE POST-MOUNTED IF THE WORK PERIOD EXCEEDS FIVE (5) CALENDAR DAYS, EXCEPT FOR THOSE SIGNS WHICH ARE MOUNTED ON BARRICADES. FOR REPEATED DAY OPERATIONS, SIGNS MAY BE MOUNTED ON TEMPORARY SUPPORTS AND REMOVED AT THE COMPLETION OF THE DAY'S OPERATION.
16. ANY QUANTITIES SHOWN FOR NUMBER OF TRAFFIC CONTROL DEVICES ON THIS PLAN ARE TO BE CONSIDERED THE MINIMUM REQUIRED. ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED AS NEEDED AND/OR AS DIRECTED BY THE CITY ENGINEER.
17. FOR DIVIDED HIGHWAYS, WITH MULTIPLE LANES OF TRAFFIC IN ONE DIRECTION, THE REQUIRED ADVANCE WARNING SIGNS SHALL BE POSTED ON BOTH THE RIGHT AND LEFT SIDES OF THE ROADWAY IN ONE DIRECTION.
18. TWO FLAGGERS MINIMUM, SOLELY DEDICATED TO TRAFFIC CONTROL, ARE REQUIRED ON ALL DAYS WHERE A MINIMUM OF 400 TONS OF BASE AND/OR ASPHALT CONCRETE (A.C.) ARE PLANNED TO BE PLACED ON A STREET THAT IS OPEN TO ANY PUBLIC TRAFFIC.
19. FLAGGERD ARE TO BE USED WHERE SHOWN ON THE PLANS, AS NEEDED, AND AS APPROVED/DIRECTED BY THE CITY ENGINEER. SIGNS FOR FLAGGERS SHALL BE PLACED AT THE APPROPRIATE TIME, AND SHALL BE COVERED OR REMOVED WHEN FLAGGERS ARE NOT ON DUTY AND DURING NON-WORKING HOURS.
20. FLAGGERS SHALL BE PROPERLY ATTIRED, EQUIPPED WITH STOP/SLOW PADDLES AND SHALL ALWAYS BE IN SIGHT OF EACH OTHER, OR BE EQUIPPED WITH DEVICES SO THAT THEY CAN BE IN DIRECT COMMUNICATION AT ALL TIMES. FLAGGER STATION LOCATION(S) MAY BE VARIED FROM THOSE SHOWN ON THE PLANS, BASED UPON ROADWAY ALIGNMENT AND CONDITIONS AT THE TIME OF WORK.

CITY OF INDIO'S STANDARD GRADING NOTES:

1. THE "CITY OF INDIO'S GENERAL NOTES" SHALL BE CONSIDERED PART OF THE "CITY OF INDIO'S GRADING NOTES."
2. ALL GRADING WORK SHALL CONFORM TO THE CITY OF INDIO'S GRADING ORDINANCE, THE ENGINEERED GRADING REQUIREMENTS OF THE CALIFORNIA BUILDING CODE (C.B.C.), LATEST EDITION, AND SOILS REPORT NO. _____, DATED: _____, PREPARED BY: _____, OF: _____, TELEPHONE NO. _____.
3. THE ENGINEERING DIVISION OF THE CITY OF INDIO'S PUBLIC WORKS DEPARTMENT (760-391-4019) SHALL BE CONTACTED PRIOR TO THE BEGINNING OF WORK TO SCHEDULE A PRE-GRADING MEETING. NO WORK MAY BEGIN UNTIL AFTER THE PRE-GRADING MEETING AND THE CITY ENGINEER HAS GIVEN HIS APPROVAL TO BEGIN.
4. THE SOILS ENGINEER OF RECORD AND REGISTERED CIVIL ENGINEER SIGNING THESE PLANS SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING TO INSURE COMPLIANCE WITH THE PLANS, SPECIFICATIONS AND CODE WITHIN THEIR PURVIEW.
5. A GRADING PERMIT FROM THE CITY OF INDIO IS REQUIRED PRIOR TO THE COMMENCEMENT OF ANY WORK SHOWN ON THESE PLANS.
6. DURING ROUGH GRADING OPERATIONS, AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL SHALL BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO OTHER PROPERTIES.
7. AFTER CLEARING AND GRUBBING, THE EXISTING GROUND SHALL BE SCARIFIED TO A MINIMUM OF 6" ON THE ENTIRE SITE OR AS RECOMMENDED IN THE SOILS REPORT. ALL WASTE (INCLUDING VEGETATION WASTE) SHALL BE REMOVED FROM THE SITE AS PART OF CLEARING AND GRUBBING.
8. THE MAXIMUM CUT AND FILL SLOPE SHALL BE 3 HORIZONTAL TO 1 VERTICAL (3:1).
9. ALL SLOPES ADJACENT TO THE PUBLIC RIGHT-OF-WAY SHALL BE SET BACK 2 FEET IF HEIGHT IS LESS THAN 10 FEET, AND 3' IF HEIGHT IS GREATER THAN 10 FEET.
10. PADS SHALL BE COMPACTED TO A MINIMUM OF 90% RELATIVE DENSITY PER A.S.T.M. SPECIFICATIONS AND THE SOILS REPORT.
11. MINIMUM BUILDING PAD AND DRAINAGE SWALE SLOPES SHALL BE 0.50%. DRAINAGE SWALES SHALL BE A MINIMUM OF 5.0' FEET WIDE, AND SHALL BE CONTAINED ALL ON ONE PROPERTY. DRAINAGE SWALES SHALL BE 0.30' DEEP MINIMUM AND SHALL BE A MINIMUM OF 2.0' FROM THE TOP OF CUT OR FILL SLOPES.
12. ALL FILLS SHALL BE COMPACTED TO A MINIMUM OF NINETY (90) PERCENT OF MAXIMUM DENSITY AS DETERMINED BY THE C.B.C., OR EQUIVALENT, AS DETERMINED BY THE CITY ENGINEER. FIELD DENSITY SHALL BE DETERMINED IN ACCORDANCE WITH THE C.B.C., OR EQUIVALENT, AS DETERMINED BY THE CITY ENGINEER.
13. ALL STREET SECTIONS SHOWN ON THE PLANS ARE MINIMUMS, PER STD. 171. ADDITIONAL SOIL TEST(S) SHALL BE TAKEN AFTER ROUGH GRADING TO DETERMINE IF A THICKER FINAL STREET STRUCTURAL SECTION IS REQUIRED. THE CITY ENGINEER SHALL APPROVE FINAL STREET SECTIONS IN WRITING AFTER SUBMITTAL OF "R" VALUE TESTS AND THE PRELIMINARY STRUCTURAL SECTION RECOMMENDATIONS. "R" VALUES SHALL BE TAKEN APPROXIMATELY EVERY 500 LINEAR FEET ALONG A ROADWAY, AND WHEN SOIL TYPE NOTICEABLY CHANGES.
14. PRIOR TO PLACING ANY CONCRETE, THE SOIL SHALL BE TESTED FOR "EXPANSIVENESS" AND FOR "HIGH SULFATES" AND A REPORT SHALL BE PROVIDED TO THE CITY. THE SOILS ENGINEER SHALL MAKE ANY NEEDED RECOMMENDATION IF EXPANSIVE OR HIGH SULFATED SOIL IS FOUND.
15. LOCATIONS OF FIELD DENSITY TESTS SHALL BE DETERMINED BY THE SOILS ENGINEER OF RECORD AND SHALL BE SUFFICIENT IN BOTH HORIZONTAL AND VERTICAL PLACEMENT TO PROVIDE REPRESENTATIVE TESTING OF ALL FILL PLACED AND ALL COMPACTION, TESTING IN AREAS OF A CRITICAL NATURE OF SPECIAL EMPHASIS SHALL BE IN ADDITION TO THE NORMAL REPRESENTATIVE SAMPLINGS. THE CITY ENGINEER MAY REQUIRE ADDITIONAL TESTS ON AN AS-NEEDED BASIS.
16. ALL UNDERGROUND FACILITIES, INCLUDING LATERALS, SHALL BE IN-PLACE AND INSPECTED PRIOR TO PLACING BASE (AND ASPHALT). THE FINAL BACKFILL REPORT FOR EACH UTILITY SHALL INCLUDE A SIGNED APPROVAL STATEMENT FROM THE SOILS ENGINEER OF RECORD THAT THE BACKFILL IS SUITABLE FOR ITS INTENDED USE.
17. BLOCK WALLS ARE NOT PART OF THE GRADING PERMIT. SUBMIT FOR SEPARATE BUILDING PERMIT(S).
18. THE CONTRACTOR SHALL PROVIDE EROSION AND DUST CONTROL MEASURES AS REQUIRED BY THE FUGITIVE DUST CONTROL PLAN APPROVED FOR THIS PROJECT. DUST CONTROL IS REQUIRED CONTINUOUSLY, EVEN WHEN NO WORK IS TAKING PLACE.
19. THE CONTRACTOR IS REQUIRED TO PREVENT STORMWATER POLLUTION PER THE PROJECT'S STORM WATER POLLUTION PREVENTION PLAN (SWPPP) THE WASTE DISCHARGE IDENTIFICATION NUMBER (WDID #) FOR THIS PROJECT IS: _____. A NEW WDID # WILL NEED TO BE OBTAINED SHOULD THE OWNERSHIP OF THE PROJECT CHANGE.
20. AFTER GRADING, AND PRIOR TO ISSUANCE OF ANY BUILDING PERMIT(S). THE REGISTERED CIVIL ENGINEER (R.C.E.) WHO SIGNED THE PLANS SHALL CERTIFY THAT THE ROUGH GRADING HAS BEEN COMPLETED AND THE SITE CONFORMS TO THE GRADING PLAN AS TO LINE AND GRADE.
21. AFTER GRADING, AND PRIOR TO ISSUANCE OF ANY BUILDING PERMIT(S), TWO SETS OF THE FINAL SOILS REPORTS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. THE SOILS REPORT SHALL REFLECT THE FACT THAT THE COMPACTION HAS BEEN OBTAINED NOT ONLY IN THE BUILDING PAD LOCATIONS, BUT IN THE REMAINDER OF THE SITE, INCLUDING THE SLOPES, TRENCH BACKFILL LOCATIONS, DRIVEWAY LOCATIONS, AND THE PROPOSED ROADWAYS. FINAL SOILS GRADING CERTIFICATION SHALL BE SUBMITTED BY THE SOILS ENGINEER OF RECORD SHOWING THAT THE FINAL GRADING CONFORMS TO BOTH THE CALIFORNIA BUILDING CODE (C.B.C.) AND THE APPROVED GRADING PLAN. THE FINAL COMPACTION REPORT SHALL ALSO CONTAIN THE LOCATION OF EACH TEST, THE VALUE OF EACH TEST, THE MAXIMUM UNIT DENSITY USED, AND THE TYPE OF FIELD TESTING PERFORMED FOR EACH TEST. SUFFICIENT MAXIMUM DENSITY DETERMINATION SHALL BE PERFORMED TO VERIFY THE ACCURACY OF THE MAXIMUM DENSITY CURVES USED IN DETERMINING THE RELATIVE AMOUNT OF COMPACTION.

CITY OF LA QUINTA - GENERAL NOTES

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD PLANS OF THE CITY OF LA QUINTA AND THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION.
2. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO APPLY TO THE CITY OF LA QUINTA PUBLIC WORKS DEPARTMENT FOR THE NECESSARY PERMITS AND TO BE RESPONSIBLE FOR SATISFACTORY COMPLIANCE FOR ALL CURRENT ENVIRONMENTAL REGULATIONS DURING THE LIFE OF CONSTRUCTION ACTIVITIES FOR THE PROJECT. ADDITIONAL STUDIES AND/OR PERMITS MAY BE REQUIRED.
3. THE CONTRACTOR SHALL OBTAIN ALL PERMITS AS REQUIRED BY THE CITY OF LA QUINTA OR OTHER GOVERNING AGENCIES.
4. THE CONTRACTOR SHALL NOTIFY THE CITY OF LA QUINTA PUBLIC WORKS DEPARTMENT FORTY-EIGHT (48) HOURS PRIOR TO ANY GRADING, BRUSHING, OR CLEARING AND EACH PHASE OF CONSTRUCTION AT (760) 777-7048.
5. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. THE CONTRACTOR AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UTILITIES.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL, REPLACEMENT, OR RELOCATION OF ALL REGULATORY, WARNING AND GUIDE SIGNS.
7. THE CITY ENGINEER SHALL APPROVE THE DESIGN AND INSTALLATION OF ALL STREET NAME SIGNS, TRAFFIC CONTROL SIGNS, TRAFFIC STRIPING, LEGENDS, AND PAVEMENT MARKERS TYPE AND LOCATION.
8. THE CONTRACTOR SHALL NOT DISTURB EXISTING SURVEY MONUMENTS OR BENCH MARKS NOTED ON THE PLANS, OR FOUND DURING CONSTRUCTION. REMOVAL AND REPLACEMENT SHALL BE DONE BY A REGISTERED CIVIL ENGINEER WITH AN R.C.E. NUMBER BELOW 33,966, OR A LICENSED LAND SURVEYOR ONLY.
9. CONSTRUCTION OPERATIONS AND MAINTENANCE OF EQUIPMENT WITHIN ONE HALF MILE OF HUMAN OCCUPANCY SHALL BE PERFORMED ONLY DURING THE TIME PERIODS AS FOLLOWS:
   OCTOBER 1ST TO APRIL 30TH: MONDAY THROUGH FRIDAY 7:00AM TO 5:30PM
   MAY 1ST TO SEPTEMBER 30TH: MONDAY THROUGH FRIDAY 6:00AM TO 7:00PM
   WORK SHALL BE PROHIBITED ANY TIME ON SUNDAYS OR ON FEDERAL HOLIDAYS.
   NO REDUCTION OF THE TRAVELED WAY WIDTH SHALL BE PERMITTED ON ANY CITY STREET ON WEEKENDS OR HOLIDAYS, ORE WHEN ACTIVE WORK IS NOT BEING DONE, UNLESS PRIOR AUTHORIZATION TO DO SO IS GRANTED BY THE CITY ENGINEER. NO LANE CLOSURES SHALL BE PERMITTED OR ALLOWED ON ANY CITY STREET BEFORE 8:30AM AND AFTER 3:30PM UNLESS AUTHORIZATION TO DO SO IS GRANTED BY THE CITY ENGINEER.
10. ALL TRAVELED WAYS MUST BE CLEANED DAILY OF ALL DIRT, MUD AND DEBRIS DEPOSITED ON THEM AS A RESULT OF THE GRADING OPERATION. CLEANING IS TO BE DONE TO THE SATISFACTION OF THE CITY ENGINEER.
11. ALL CONSTRUCTION AREAS SHALL BE PROPERLY POSTED AND LIGHTED IN CONFORMANCE WITH THE CALIFORNIA STATE MANUAL OF WARNING SIGNS, LIGHTS, AND DEVICES FOR USE IN THE PERFORMANCE OF WORK UPON HIGHWAYS IN ORDER TO ELIMINATE ANY HAZARDS.
12. CONSTRUCTION PROJECTS DISTURBING MORE THAN 1-ACRE MUST OBTAIN A NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT. OWNERS/DEVELOPERS ARE REQUITED TO:
   A) FILE A NOTICE OF INTENT (NOI) WITH THE STATE WATER RESOURCES CONTROL BOARD (SWRCB);
   B) PREPARE A STORM WATER POLLUTION PREVENTION PLAN (SWPPP); AND
   C) HAVE A MONITORING PLAN FOR THE SITE. THE NPDES IS A NATIONAL PROGRAM TO CONTROL NON-POINT SOURCE POLLUTANTS CARRIED BY STORM WATER. THE PROGRAM IS IMPLEMENTED AND ENFORCED BY THE SWRCB.

PAVING NOTES

1. ALL UNDERGROUND FACILITIES, INCLUDING SERVICE LATERALS, SHALL BE IN PLACE WITH TRENCHES COMPACTED AND TESTED PRIOR TO BASE GRADE INSPECTION AND PAVING. THE CONTRACTOR SHALL SUBMIT TO THE CITY WRITTEN EVIDENCE ISSUED BY THE RESPECTIVE UTILITY PURVEYOR INDICATING THE SUBSURFACE PORTION OF THEIR UNDERGROUND FACILITIES HAS BEEN INSTALLED AND ACCEPTED.
2. LANE CLOSURES AND DETOURS SHALL BE POSTED, DELINEATED, AND LIGHTED IN CONFORMANCE WITH THE CALTRANS MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES AND ANY ADDITIONAL REQUIREMENTS DEEMED NECESSARY BY THE CITY ENGINEER.
3. ASPHALT CONCRETE PAVING, EXCEPT FOR OVERLAYS, SHALL BE INSTALLED IN TWO (2) OR MORE COURSES WITH MIX DESIGNS THAT CONFORM TO SECTION 400 OF THE REVISED STANDARD SPECIFICATIONS, COACHELLA VALLEY VERSION (GREEN BOOK), NOTED AS FOLLOWS:
   WEARING COURSE (UPPER COURSE): IIIA-C2-PG70-10
   BASE COURSE (LOWER COURSES): IIIB-B3-PG70-10
   THE WEARING COURSE SHALL BE 0.1 FEET THICK; THE BASE COURSE(S) SHALL CONTAIN THE BALANCE OF THE REQUIRED ASPHALT CONCRETE THICKNESS.
4. MIX DESIGN REQUIRED: FOURTEEN (14) DAYS PRIOR TO COMMENCEMENT OF PAVING OPERATIONS, THE CONTRACTOR SHALL SUBMIT FOR CITY APPROVAL, A COMPLETE PROPOSED MIX DESIGN IDENTIFYING THE MIX CHARACTERISTICS SUCH AS AGGREGATE GRADATIONS, VOIDS IN MINERAL AGGREGATE (VMA), AIR VOIDS, AND S-VALUE FOR VARIOUS OIL CONTENTS FOR EACH MIX.
5. A TACK COAT SHALL BE APPLIED TO EXISTING PAVEMENT, P.C.C. SURFACES, AND THE A.C. BASE COURSE, IF TRAFFIC HAS DRIVEN ON IT. THE TACK COAT SHALL BE SLOW SETTING ANIONIC EMULSIFIED ASPHALT TYPE "SS-1H" CONFORMING TO SECTION 203-3 OF THE STANDARD SPECIFICATIONS. THE LIQUID ASPHALT SHALL BE GRADE 60-70 AND APPLIED AT THE RATE OF 0.1 GALLONS/YARD.
6. NEW IMPROVEMENTS THAT JOIN EXISTING IMPROVEMENTS SHALL JOIN OR MATCH IN A MANNER SATISFACTORY TO THE CITY ENGINEER. CONSTRUCTION OPERATIONS REQUIRED TO ACHIEVE A SAFE, DURABLE, AESTHETICALLY PLEASING TRANSITION BETWEEN THE NEW AND EXISTING IMPROVEMENTS MAY INCLUDE SAW CUTTING, REMOVAL, REPLACEMENT, CAPPING, AND/OR COLD PLANNING, AS NEEDED.
7. ALL MANHOLES AND VALVE BOX FRAMES SHALL BE ADJUSTED TO FINAL GRADES AFTER PAVEMENT INSTALLATION IS COMPLETED.
8. THE CURB SHALL BE ETCHED OR STAMPED SHOWING UTILITY SERVICE LATERAL LOCATIONS AS FOLLOWS:
   "S" FOR SEWER
   "G" FOR GAS
   "E" FOR ELECTRICAL POWER.

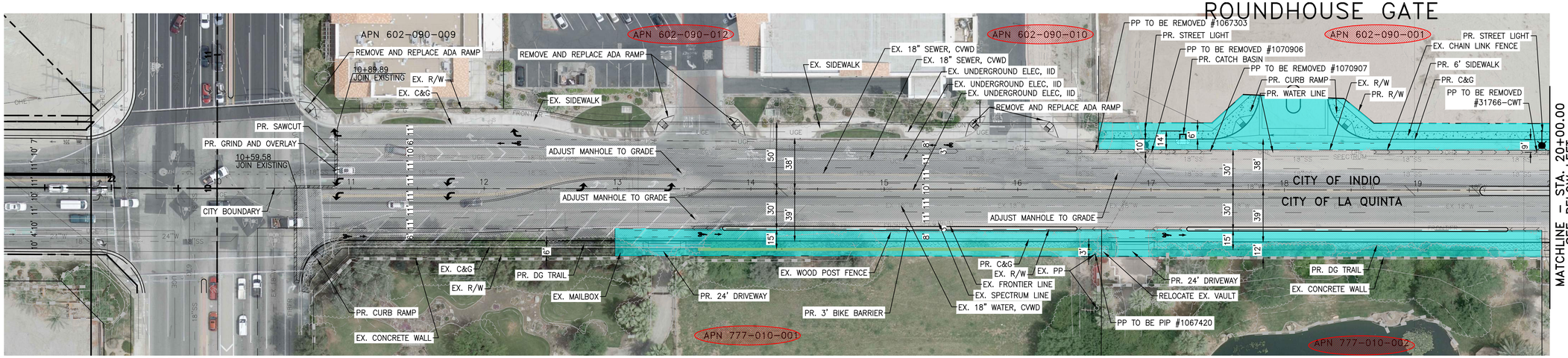
PLAN CHECKED BY:

SIGNING & STRIPING NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING STRIPNG WITHIN THE PROJECT LIMITS TO ENSURE COMPATIBILITY WITH THE SIGNING AND STRIPING PLANS.
2. PAVEMENT LEGENDS SHALL BE PER THE PAVEMENT MARKING CHAPTER OF THE LATEST EDITION OF THE STANDARD HIGHWAY SIGNS MANUAL PUBLISHED BY FHWA.
3. ALL WORK SHALL BE DONE IN ACCORDAN

JEFFERSON ST.

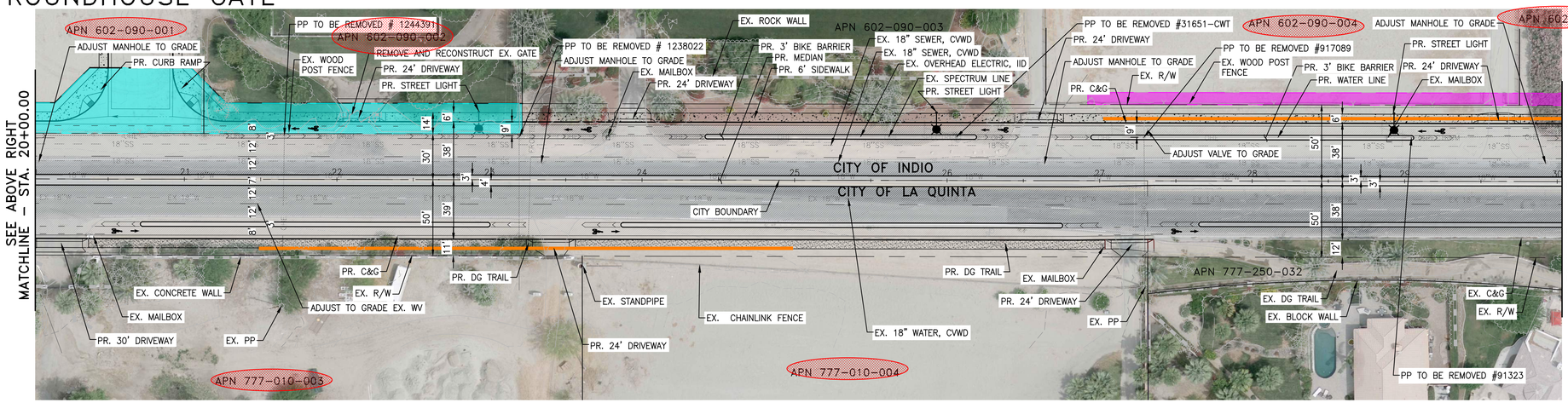
ROUNDHOUSE GATE



JEFFERSON ST.

AVENUE 50

ROUNDHOUSE GATE



AVENUE 50

TEMPORARY CONSTRUCTION EASEMENTS NEEDED

LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B. (OR 5" A.C. PAVEMENT OVER 17" CLASS II A.B. AS WHERE NOTED)
- GRIND & OVERLAY
- NEW CONCRETE SIDEWALK
- NEW DG TRAIL
- AREA FOR STREET EASEMENT
- AREA FOR SD PIPE EASEMENT
- NEW STORM DRAIN IMPROVEMENTS

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CONTRACTOR:							
INSPECTOR:							
DATE COMPLETED:							
AS BUILT COMP. DATE:							
	BY	DATE					
CONSTRUCTION RECORD	ENGINEER		REVISIONS		APP'D	DATE	
BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS						

DRAWN BY: JAS

PREPARED FOR: INDIO AND LA QUINTA

PROJECT No.: 23-0058

SCALE: 1"=40'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

DESIGNED BY: DRAFT

DILESH SHETH — DATE

R.C.E. No. 65078

EXP. DATE 06-30-2025

FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506

TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:

JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510

DATE:

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GEM of the DESERT

INDIO AND LA QUINTA
AVENUE 50
STREET IMPROVEMENTS
GEOMETRIC LAYOUT

SITE ADDRESS

SEC. ___ , T. ___ S.,R. ___ E., S.B.B. & M. APN. _____

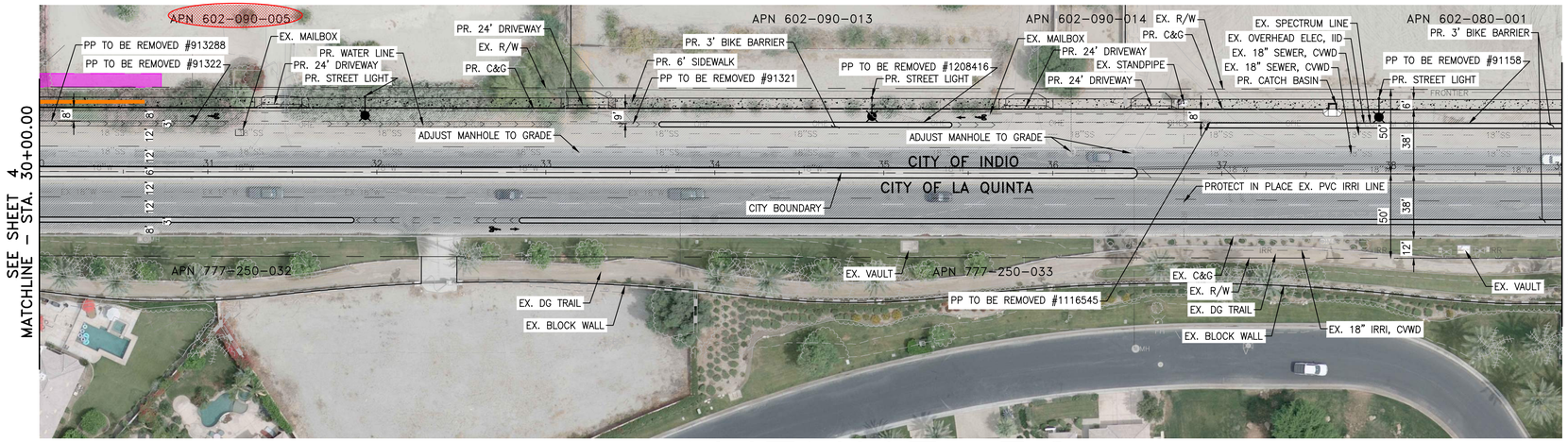
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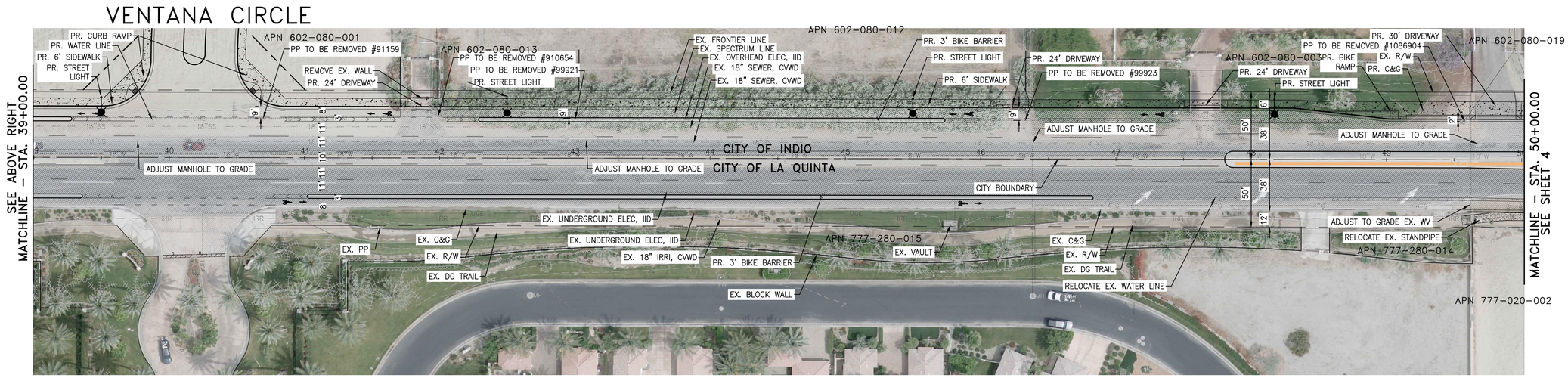
SHEET No. 4 OF 6 SHEETS

CITY FILE No.

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Figure 6e





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N W WEBB E S

1" = 40'
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LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B. (OR 5" A.C. PAVEMENT OVER 17" CLASS II A.B. AS WHERE NOTED)
- GRIND & OVERLAY
- NEW CONCRETE SIDEWALK
- NEW DG TRAIL
- AREA FOR STREET EASEMENT
- AREA FOR SD PIPE EASEMENT
- NEW STORM DRAIN IMPROVEMENTS

NOT FOR CONSTRUCTION

CONTRACTOR:						
INSPECTOR:						
DATE COMPLETED:						
AS BUILT COMP. DATE:						
	BY	DATE				
CONSTRUCTION RECORD	ENGINEER		REVISIONS	APP'D	DATE	

BENCHMARK: XX
BASIS OF BEARING: BASIS OF BEARINGS

DRAWN BY: JAS
PREPARED FOR: INDIO AND LA QUINTA
PROJECT No.: 23-0058
SCALE: 1"=40'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

DESIGNED BY: DRAFT DATE
DILESH SHETH
R.C.E. No. 65078
EXP. DATE 06-30-2025
FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506
TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

INDIO take center stage
La Quinta GEM of the DESERT

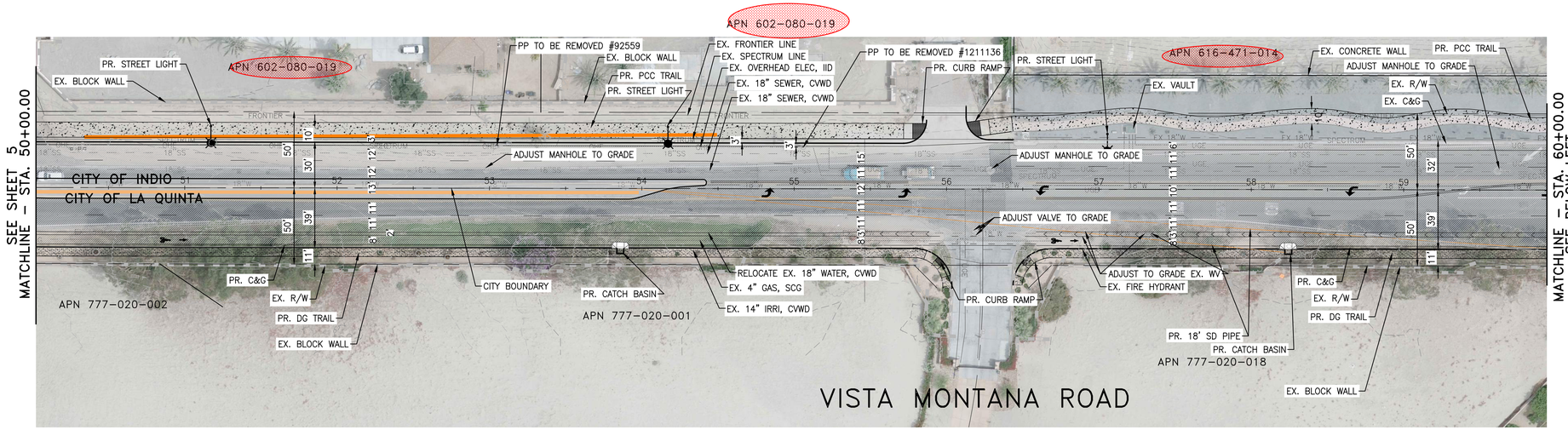
INDIO AND LA QUINTA AVENUE 50 STREET IMPROVEMENTS

GEOMETRIC LAYOUT

SITE ADDRESS
SEC. ___, T. ___ S.,R. ___ E., S.B.B. & M. APN. _____

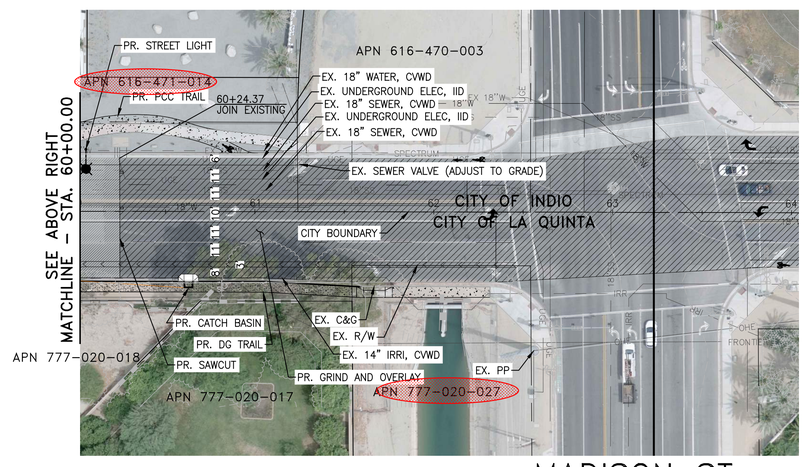
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SHEET No. 5 OF 6 SHEETS
CITY FILE No.

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AVENUE 50

MADISON ST.



MADISON ST.

AVENUE 50

LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B. (OR 5" A.C. PAVEMENT OVER 17" CLASS II A.B. AS WHERE NOTED)
- GRIND & OVERLAY
- NEW CONCRETE SIDEWALK
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1" = 40'
40 0 40 80 120

PLAN CHECKED BY:

CONTRACTOR:							
INSPECTOR:							
DATE COMPLETED:							
AS BUILT COMP. DATE:							
	BY	DATE					
CONSTRUCTION RECORD	ENGINEER		REVISIONS		APP'D	DATE	

BENCHMARK: XX
BASIS OF BEARING: BASIS OF BEARINGS

DRAWN BY: JAS
PREPARED FOR: INDIO AND LA QUINTA
PROJECT No.: 23-0058
SCALE: 1"=40'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

DESIGNED BY: DRAFT
DILESH SHETH DATE
R.C.E. No. 65078
EXP. DATE 06-30-2025
FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506
TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

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INDIO AND LA QUINTA
AVENUE 50
STREET IMPROVEMENTS
GEOMETRIC LAYOUT

SITE ADDRESS
SEC. ___, T. ___ S.,R. ___ E., S.B.B. & M. APN. _____

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OF 6 SHEETS
CITY FILE No.

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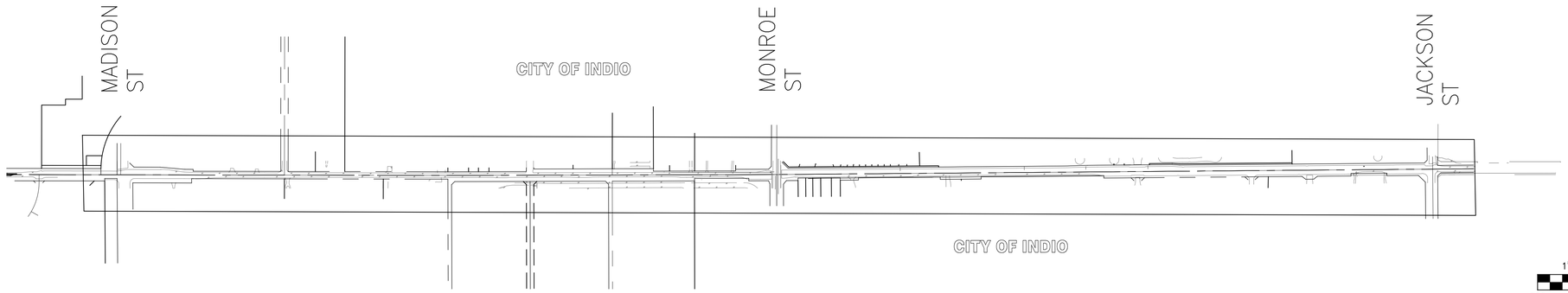
Figure 6g

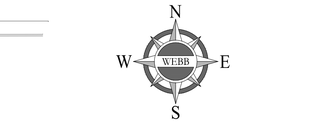
IN THE CITY OF INDIO, STATE OF CALIFORNIA

STREET IMPROVEMENT PLANS

AVENUE 50 STREET IMPROVEMENTS: MADISON ST TO JACKSON ST

CITY PROJECT # ST 2004



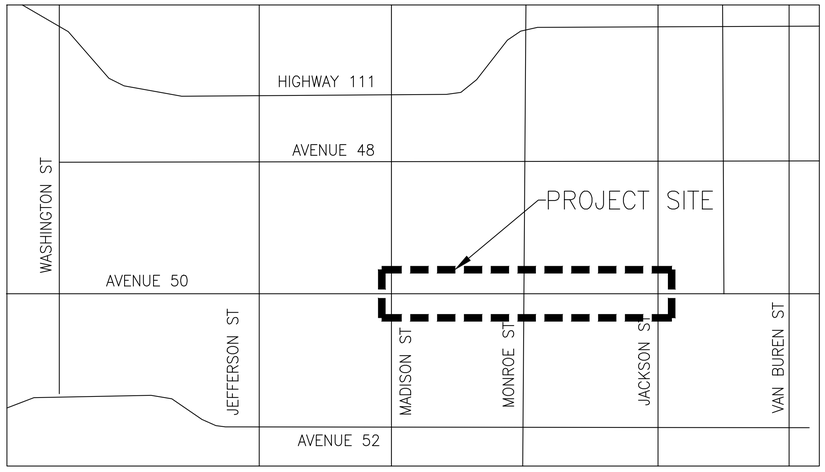


1" = 500'

500 0 500 1000 1500

GRAPHIC SCALE

SCALE: 1" = 500'



SHEET INDEX	
NO.	DESCRIPTION
1	TITLE SHEET
2	TYPICAL SECTION AND LEGENDS
3	STANDARD PROJECT NOTES
4–9	STREET IMPROVEMENT PLANS

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CONTRACTOR:

INSPECTOR:

DATE COMPLETED:

AS BUILT COMP. DATE:

CONSTRUCTION RECORD | BY | DATE | ENGINEER | REVISIONS | APP'D | DATE

BENCHMARK: XX

BASIS OF BEARING: BASIS OF BEARINGS

DRAWN BY: JAS

PREPARED FOR: CITY OF INDIO

PROJECT No.: 23-0059

SCALE: 1"=500'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

DESIGNED BY: DRAFT

DILESH R. SHETH DATE

R.C.E. No. 65078

EXP. DATE 06-30-2025

FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES

3788 McCRAY STREET

RIVERSIDE, CA 92506

TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:

JUAN RAYA, P.E.

CITY ENGINEER

RCE No. 68510

DATE:

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CITY OF INDIO

AVENUE 50

STREET IMPROVEMENTS

TITLE SHEET

SITE ADDRESS

SEC. , T. S.,R. E., S.B.B. & M. APN.

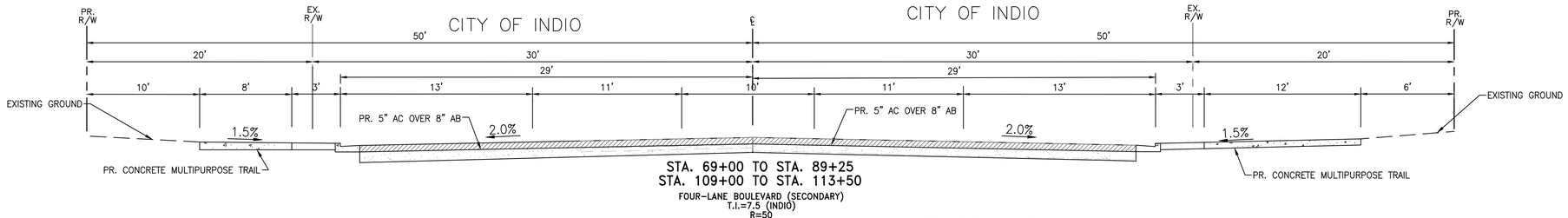
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OF 9 SHEETS

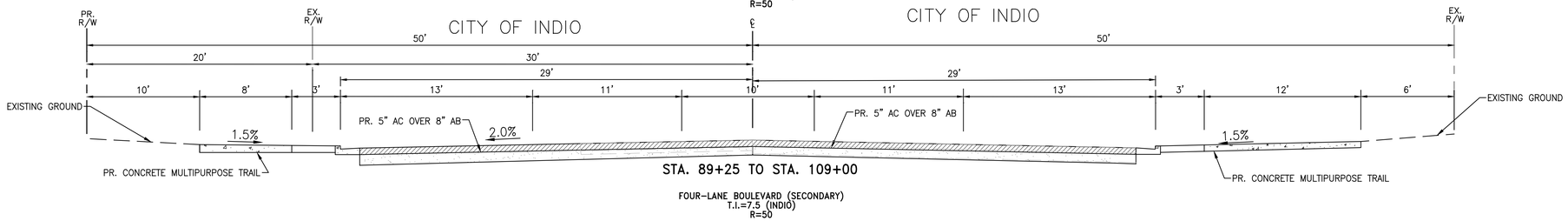
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Figure 6h



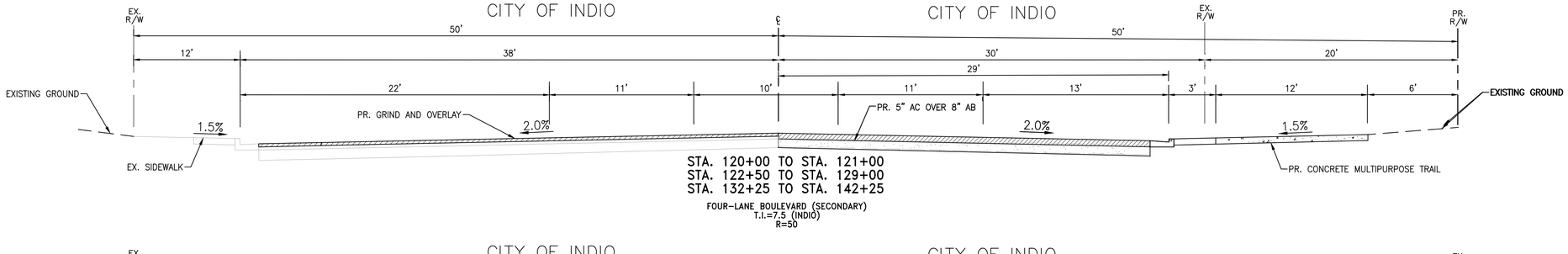
STA. 69+00 TO STA. 89+25
STA. 109+00 TO STA. 113+50

FOUR-LANE BOULEVARD (SECONDARY)
T.I.=7.5 (INDIO)
R=50



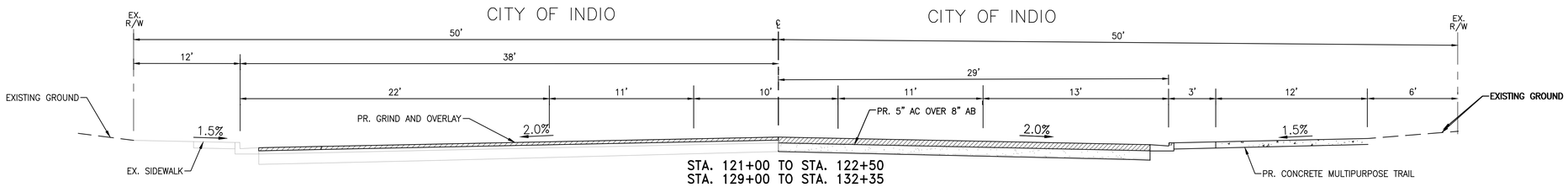
STA. 89+25 TO STA. 109+00

FOUR-LANE BOULEVARD (SECONDARY)
T.I.=7.5 (INDIO)
R=50



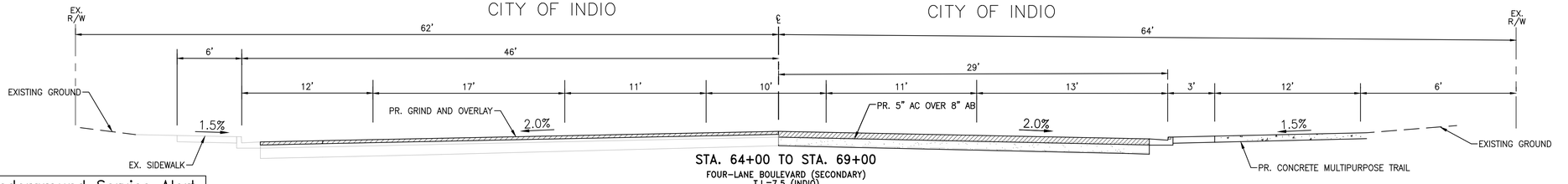
STA. 120+00 TO STA. 121+00
STA. 122+50 TO STA. 129+00
STA. 132+25 TO STA. 142+25

FOUR-LANE BOULEVARD (SECONDARY)
T.I.=7.5 (INDIO)
R=50



STA. 121+00 TO STA. 122+50
STA. 129+00 TO STA. 132+35

FOUR-LANE BOULEVARD (SECONDARY)
T.I.=7.5 (INDIO)
R=50



STA. 64+00 TO STA. 69+00

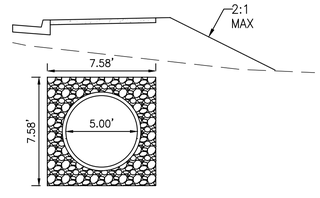
FOUR-LANE BOULEVARD (SECONDARY)
T.I.=7.5 (INDIO)
R=50

LEGEND

- EXISTING RIGHT-OF-WAY
- EXISTING CENTERLINE
- PROPOSED CURB & GUTTER
- SAWCUT
- DAYLIGHT LINE
- PROPOSED RETAINING WALL
- EXISTING WALL
- EXISTING CURB & GUTTER
- EXISTING EDGE OF PAVEMENT
- G — EXISTING GAS LINE (SIZE SHOWN ON PLAN)
- FIBER — EXISTING FIBER-OPTIC LINE
- UGE — EXISTING UNDERGROUND ELECTRIC LINE
- SPECTRUM — EXISTING SPECTRUM LINE
- IRR — EXISTING IRRIGATION LINE
- EX. W — EXISTING WATER LINE (SIZE SHOWN ON PLAN)
- SS — EXISTING SEWER LINE (SIZE SHOWN ON PLAN)
- FRONTIER — EXISTING FRONTIER LINE
- OHE — EXISTING OVERHEAD ELECTRIC LINE
- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B.
- GRIND & OVERLAY
- REMOVE EX. A.C. PAVEMENT, BASE, AND SUB-GRADE
- NEW CONCRETE SIDEWALK
- 1450 PROPOSED ELEVATION
- (1450) EXISTING ELEVATION
- NEW STORM DRAIN IMPROVEMENTS

ABBREVIATIONS

A.C.	ASPHALT CONCRETE
AP	ANGLE POINT
BEG.	BEGIN
BCR	BEGIN CURB RETURN
CATV.	CABLE TELEVESION
COM.	COMMUNICATION
CB	CATCH BASIN
C&G	CURB & GUTTER
C/L	CENTERLINE
CONST.	CONSTRUCTION
CVWD	COACHELLA VALLEY WATER DISTRICT
DG	DECOMPOSED GRANITE
ECR	END CURB RETURN
ELEC.	ELECTRICAL
EX.	EXISTING
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
HP	HIGH POINT
IID	IMPERIAL IRRIGATION DISTRICT
IRRI	IRRIGATION
LP	LOW POINT
MIN.	MINIMUM
MB	MAIL BOX
N.T.S.	NOT TO SCALE
PP	POWER POLE
PCC	PORTLAND CONCRETE CEMENT
PI	POINT OF INTERSECTION
PR.	PROPOSED
PVI	POINT OF VERTICAL INTERSECTION
R/W	RIGHT OF WAY
SCG	SOUTHERN CALIFORNIA GAS COMPANY
SD	STORM DRAIN
STA.	STATION
S/W	SIDEWALK
TC	TOP OF CURB
TELE.	TELEPHONE
TYP.	TYPICAL
VC	VERTICAL CURVE
WM	WATER METER
WTR	WATER LINE



TYPICAL STORM DRAIN PIPE SECTION

NOT TO SCALE

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TYPICAL SECTION

NOT TO SCALE

PLAN CHECKED BY:

NOT FOR CONSTRUCTION

CONTRACTOR:								DRAWN BY: JAS	DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA
INSPECTOR:								PREPARED FOR: CITY OF INDIO	DESIGNED BY: DRAFT DATE; DILESH R. SHETH R.C.E. No. 65078 EXP. DATE 06-30-2025
								PROJECT No.: 23-0059	FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES, 3788 McCRAY STREET, RIVERSIDE, CA 92506
DATE COMPLETED:								SCALE: NTS	TELEPHONE: 951-686-1070
AS BUILT COMP. DATE:									
	BY	DATE							
CONSTRUCTION RECORD	ENGINEER		REVISIONS				APP'D	DATE	
BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS								

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:

JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510

DATE:

INDIO take center stage

CITY OF INDIO
AVENUE 50
STREET IMPROVEMENTS
TYPICAL SECTIONS AND LEGEND

SITE ADDRESS
SEC. , T. S.,R. E., S.B.B. & M. APN.

I.P. No.
SHEET No. 2 OF 9 SHEETS
CITY FILE No.

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Figure 6i

CITY OF INDIO'S STANDARD STREET IMPROVEMENT NOTES:

1. THE "CITY OF INDIO'S STANDARD GENERAL NOTES" SHALL BE CONSIDERED PART OF THE "CITY OF INDIO'S STANDARD STREET IMPROVEMENT NOTES."

2. ALL UNDERGROUND FACILITIES, INCLUDING SERVICE LATERALS, SHALL BE IN PLACE WITH TRENCHES COMPACTED AND TESTED PRIOR TO BASE GRADE INSPECTION (AND PAVING). THE CONTRACTOR SHALL SUBMIT WRITTEN EVIDENCE TO THE CITY ISSUED BY THE RESPECTIVE UTILITY PURVEYER INDICATING THE SUBSURFACE PORTION OF THEIR UNDERGROUND FACILITIES HAVE BEEN INSTALLED AND ACCEPTED.

3. THE FOLLOWING ARE MINIMUM COMPACTION REQUIREMENTS FOR ITEMS CONSTRUCTED IN THE PUBLIC RIGHT-OF-WAY:
   A. TRENCH BACKFILL = 95%
   B. DIRT FILL = 95%
   C. TOP 12" OF SUBGRADE UNDER IMPROVEMENTS NOT EXPECTED TO RECEIVE VEHICULAR TRAFFIC (INCLUDING SIDEWALK) = 90%
   D. AGGREGATE BASE (NONVEHICULAR AREAS) = 90%
   E. TOP 12" OF SUBGRADE OF ALL AREAS THAT MAY RECEIVE VEHICULAR TRAFFIC (INCLUDES ROADWAY, DRIVE APPROACH, CURB AND GUTTER, AND CROSS GUTTER) = 95%
   F. AGGREGATE BASE (VEHICULAR AREAS) = 95%
   G. ASPHALT CONCRETE = 95%

4. ALL AGGREGATE BASE SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS, SECTION 26, FOR CLASS 2 AGGREGATE BASE (CLASS 2 AB).

5. ALL ASPHALT CONCRETE (AC) SHALL CONFORM TO STATE OF CALIFORNIA STANDARD SPECIFICATIONS, SECTION 39 AND 92. THE AGGREGATE GRADING SHALL CONFORM AS FOLLOWS:
   A. SURFACE COURSE (UPPER COURSE): TYPE B 1/2-INCH MAXIMUM, MEDIUM.
   B. BASE COURSE (LOWER COURSE): TYPE B: 3/4-INCH MAXIMUM MEDIUM.
   PLEASE NOTE WHERE THERE IS ONLY ONE LIFT OF AC, THE AGGREGATE GRADING SHALL BE TYPE B: 1/2-INCH MAXIMUM, MEDIUM. PERFORMANCE GRADED ASPHALT BINDER CONFORMING TO PG 70-10 SHALL BE USED FOR BOTH AGGREGATE GRADING ABOVE. AC MIX DESIGNS SHALL BE SUBMITTED FOR THE CITY ENGINEER'S REVIEW AND APPROVAL AT LEAST 7 DAYS PRIOR TO THE PLANNED PAVING DATE.

6. THE MAXIMUM AC LIFT THICKNESS SHALL BE 3.0 INCHES; HOWEVER, AC THICKNESS OF 5.5" TO 7.5" SHALL BE PLACED IN A MINIMUM OF 3 LIFTS. PROPOSED SURFACE COURSES OTHER THAN 1.5 INCHES (OR .10') THICK SHALL BE APPROVED BY THE CITY ENGINEER BEFORE ANY BASE LIFTS ARE PLACED.

7. A TACK COAT SHALL BE APPLIED TO EXISTING PAVEMENT, CONCRETE SURFACES, AND THE A.C. BASE COURSE(S) PRIOR TO PLACING A NEW LIFT OF ASPHALT CONCRETE. IF MULTIPLE AC LIFTS ARE PLACED ON THE SAME DAY AND THE SURFACE REMAINS "CLEAN", THE TACK COAT ON THE EXISTING FRESH AC SURFACE CAN BE WAIVED BY THE CITY ENGINEER, THE TACK COAT SHALL BE APPLIED AT A RATE OF 0.10 GAL/ SQ. YD.

8. NEW IMPROVEMENTS THAT JOIN EXISTING IMPROVEMENTS SHALL JOIN, OR MATCH, IN A MANNER SATISFACTORY TO THE CITY ENGINEER. CONSTRUCTION OPERATIONS REQUIRED TO ACHIEVE A SAFE, DURABLE, AESTHETICALLY PLEASING TRANSITION BETWEEN THE NEW AND EXISTING IMPROVEMENTS MAY INCLUDE CUTTING, REMOVAL, REPLACEMENT, CAPPING, AND/OR COLD PLANING AS NEEDED.

9. ALL MANHOLES AND VALVE BOX FRAMES SHALL BE ADJUSTED TO FINAL GRADE AFTER PAVEMENT INSTALLATION IS COMPLETED.

10. ALL ON-SITE IMPROVEMENTS, INCLUDING EARTHWORK GRADING, SHALL BE COMPLETED (AND/OR REPAIRED AS NEEDED) PRIOR TO PLACING THE SURFACE AC COURSE.

11. TEMPORARY ROADWAY STRIPING SHALL BE INSTALLED ON ALL UNFINISHED ROADWAY SURFACES AS NEEDED, AND AS DIRECTED BY THE CITY ENGINEER.

CITY OF INDIO'S STANDARD SIGNING AND STRIPING NOTES:

1. THE "CITY OF INDIO'S STANDARD GENERAL NOTES" SHALL BE CONSIDERED PART OF THE "CITY OF INDIO'S STANDARD SIGNING AND STRIPING NOTES."

2. ALL MATERIAL AND WORK SHALL CONFORM TO THE LATEST EDITION OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) FOR STREETS AND HIGHWAYS AND THE LATEST EDITION OF THE CITY OF INDIO STANDARD SPECIAL PROVISIONS FOR THE INSTALLATION AND MODIFICATION OF TRAFFIC SIGNALS, TRAFFIC SIGNAL INTERCONNECT SYSTEMS, ROADWAY SIGNS, STRIPING, AND PAVEMENT MARKINGS.

3. ALL TRAFFIC STRIPES AND PAVEMENT MARKINGS AND LEGENDS SHALL BE PAINT, UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.

4. ALL TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL BE REFLECTORIZED AND OF STANDARD SIZE. ALL STANDARDS SHALL MATCH THOSE OF THE CA MUTCD EXACTLY.

5. ALL SIGNS SHALL BE DIAMOND GRADE DG3 REFLECTIVE WITH 3M PREMIUM PROTECTIVE OVERLAY FILM SERIES 1160.

6. ALL SIGNS SHALL BE STANDARD SIZE and INSTALLED WITH THEFT/VANDAL-RESISTANT FASTENERS.

7. ALL SIGN POSTS SHALL BE GALVANIZED STEEL PIPE, BREAKAWAY, MINIMUM 2-INCH BY 2-INCH QUICK PUNCH (OR EQUAL). MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED WHEN LARGER-SIZED POSTS, AND/OR MULTIPLE POSTS, ARE NEEDED FOR "LARGER" SIGNS.

8. THE CONTRACTOR SHALL LAYOUT (CAT-TRACK) THE PROPOSED STRIPING, PAVEMENT MARKINGS, AND SIGNING IN THE FIELD, AND OBTAIN THE CITY ENGINEER'S APPROVAL, PRIOR TO ACTUAL INSTALLATION. ADJUSTMENTS IN THE FIELD SHALL BE MADE AS NEEDED, AND AS DIRECTED BY THE CITY ENGINEER.

9. ALL RAISED PAVEMENT MARKERS (RPMS) SHALL BE INSTALLED WITHIN SEVEN (7) CALENDAR DAYS OF ROADWAY STRIPING. ALL EXISTING RPMS WITHIN THE PROJECT AREA SHALL BE REPLACED IN-KIND OR REMOVED IN ACCORDANCE WITH THE PLANS, OR AS DIRECTED BY THE CITY ENGINEER. THE CONTRACTOR SHALL PLACE BLUE RPMS AT ALL FIRE HYDRANT LOCATIONS WHETHER CALL-OUT ON THE PLANS OR NOT.

10. ALL STRIPING ON NEW PAVEMENT SHALL BE PLACED IN TWO COATS PER CALTRANS STANDARD SPECIFICATIONS, EXCEPT THAT EACH COAT SHALL BE APPLIED AT AN APPROXIMATE RATE OF ONE GALLON PER 107 SQUARE FOOT, GLASS BEADS ARE ALSO REQUIRED.

11. THE CONTRACTOR SHALL REMOVE ALL CONFLICTING SIGNS, STRIPES, PAVEMENT MARKINGS, AND RPMS IN ACCORDANCE WITH THE PLANS AND AS DIRECTED BY THE CITY ENGINEER. WORD OR SYMBOL PAVEMENT MARKINGS SHALL BE REMOVED BY WET-SANDBLASTING OR GRINDING A RECTANGULAR AREA COVERING THE WHOLE MARKING. ALL SCARRED PAVEMENT SURFACE RESULTING FROM REMOVAL OPERATIONS SHALL BE SEALED WITH ASPHALT PAINT.

12. DEBRIS FROM REMOVAL OPERATIONS SHALL BE CONTAINED WITHIN THE WORK AREA AND THE CONTRACTOR SHALL TAKE PRECAUTIONS NECESSARY TO PROTECT PERSONS AND PROPERTY ADJACENT TO THE SANDBLASTING OPERATIONS. THE DEBRIS RESULTING FROM THE SANDBLASTING SHALL BE IMMEDIATELY REMOVED AND DISPOSED OF BY MECHANICAL SWEEPING OR HIGH-POWER VACUUM.

13. ALL REMOVALS SHALL BE BY WET-SANDBLASTING OR GRINDING, OR AS OTHERWISE APPROVED BY THE CITY ENGINEER. "BLACK-OUT" OF EXISTING STRIPING IS NOT ALLOWED

14. THE CONTRACTOR SHALL DELIVER (AND UNLOAD AND PLACE) REMOVED SIGNS TO THE CITY YARD OR AS DIRECTED BY THE CITY ENGINEER. THE CONTRACTOR SHALL COORDINATE HIS DELIVERY TO THE CITY YARD AT LEAST 24 HOURS BEFORE PROPOSED DELIVERY.

15. ALL CROSSWALKS SHALL HAVE 10 FEET IN-BETWEEN THE 12-INCH WHITE OR YELLOW STRIPES UNLESS APPROVED OTHERWISE BY THE CITY ENGINEER.

16. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT, (800) 227-2600, AND ALL CONCERNED UTILITY COMPANIES AT LEAST TWO FULL WORKING DAYS IN ADVANCE OF EXCAVATION.

17. THE CONTRACTOR SHALL COORDINATE ALL SIGNING AND STRIPING WORK, ALONG WITH "SWITCHING TRAFFIC" OR OPENING OF ROADWAYS TO TRAFFIC, WITH THE CITY ENGINEER.

18. WHENEVER ANY STRIPING/MARKING OCCURS WITHIN 300 FEET OF AN INTERSECTION, ALL STRIPING/PAVEMENT MARKINGS ON ALL LEGS OF THE INTERSECTION SHALL BE REPAINTED.

1. THE "CITY OF INDIO'S STANDARD TRAFFIC CONTROL NOTES" SHALL BE CONSIDERED PART OF THE TRAFFIC CONTROL REQUIREMENTS FOR ALL CAPITAL IMPROVEMENT AND DEVELOPMENT PROJECTS.

2. WHERE TRAFFIC CONTROL PLANS ARE EITHER REQUIRED, OR REQUESTED, BY THE CITY THEY SHALL BE DEVELOPED IN CONFORMANCE WITH PART 6, "CALIFORNIA MANUAL OF TEMPORARY TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES," OF THE CALIFORNIA MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) FOR STREETS AND HIGHWAYS, LATEST EDITION.

3. THE TRAFFIC CONTROL PLAN IS OFTEN THE MINIMUM TRAFFIC CONTROL BELIEVED TO BE NEEDED AT THE TIME OF PLAN PREPARATION. IN THE EVENT, ACTUAL PHYSICAL CONDITIONS WARRANT ADDITIONAL TRAFFIC CONTROL DEVICES, THE CONTRACTOR SHALL INSTALL THE ADDITIONAL TRAFFIC CONTROL DEVICES IN CONFORMANCE WITH PART 6 OF THE CA MUTCD AND/OR AS DIRECTED BY THE CITY ENGINEER.

4. WHERE THE LOCATION OF A REQUIRED SIGN FALLS IN A DRIVEWAY, SIDEWALK, BRIDGE, ETC., OR WHERE THE VISIBILITY OF A SIGN IS LIMITED TO THE TRAVELING PUBLIC, OR CAUSES SIGHT DISTANCE PROBLEMS, THE LOCATION IN THE FIELD SHALL BE ADJUSTED AS APPROVED BY THE CITY ENGINEER.

5. THE CONTRACTOR IS REQUIRED TO MAINTAIN THE TRAFFIC CONTROL AT ALL TIMES. THIS APPLIES 24 HOURS A DAY FOR SEVEN (7) DAYS A WEEK; INCLUDING ALL NONWORKING HOURS AND I F THE WORK IS SUSPENDED FOR ANY REASON. AT A MINIMUM THE CONTRACTOR IS REQUIRED TO CHECK ON THE TRAFFIC CONTROL AT LEAST ONCE IN ANY 12-HOUR PERIOD.

6. THE CONTRACTOR IS REQUIRED TO REMOVE, RELOCATE OR COVER DURING CONSTRUCTION, AND THEN RESET OR UNCOVER UPON COMPLETION OF A PARTICULAR SECTION OF THE WORK, ANY CONFLICTING IN-PLACE ROADWAY SIGNS, AS NEEDED AND AS APPROVED/DIRECTED BY THE CITY ENGINEER.

7. DURING ALL PHASE OF WORK, NON-APPLICABLE PAVEMENT STRIPING OR MARKINGS SHALL BE REMOVED AND APPROPRIATE PAVEMENT STRIPING OR MARKINGS SHALL BE PLACED AS EXPEDITIOUSLY AS PRACTICAL, BUT IN ALL CASES, SHALL BE IN PLACE BY NIGHTFALL ON ANY ROADWAY CARRYING TRAFFIC, EXCEPT ON SHORT-TERM OPERATIONS WHERE IT IS DETERMINED BY THE CITY ENGINEER, THAT SUCH REMOVAL AND REPLACEMENT IS MORE HAZARDOUS THAN LEAVING EXISTING STRIPING AND MARKINGS IN PLACE.

8. ALL BLACK ON ORANGE CONSTRUCTION SIGNS BE FABRICATED USING TYPES IV, VII OR VIII FLUORESCENT ORANGE REFLECTIVE SHEETING MATERIAL FOR THE SIGN BACKGROUND.

9. NO EQUIPMENT OR MATERIAL SHALL BE PARKED OR STORED IN THE PUBLIC RIGHT-OF-WAY AT ANY TIME. WHEN THIS IS NOT PRACTICAL IT SHALL BE PLACED IN AN AREA APPROVED BY THE CITY ENGINEER, AND THEN DELINEATED PROPERLY.

10. THE CONTRACTOR SHALL PLACE ALL ADVANCE WARNING SIGNS BEFORE PROCEEDING WITH THE WORK. SIGNS SHALL BE PLACED IN ORDER, IN THE DIRECTION OF TRAVEL, AND REMOVED IN REVERSE ORDER.

11. ALL VEHICLES, EQUIPMENT, PERSONAL (EXCEPT FLAGGERS), AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIME TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE CITY ENGINEER.

12. THE CONTRACTOR MUST MAINTAIN AT LEAST ONE ACCESS TO BUSINESSES AND RESIDENCES DURING ALL PHASES OF CONSTRUCTION, AT ALL TIMES

13. ALL TRAFFIC CONTROL DEVICES THAT ARE NOT APPLICABLE AT ANY TIME SHALL BE COVERED OR REMOVED AS DIRECTED BY THE CITY ENGINEER.

14. THE CONTRACTOR SHALL MAKE PROVISIONS FOR THE SAFETY OF PEDESTRIAN TRAFFIC CROSSING THE WORK ZONES DURING CONSTRUCTION.

15. ALL SIGNS SHALL BE POST-MOUNTED IF THE WORK PERIOD EXCEEDS FIVE (5) CALENDAR DAYS, EXCEPT FOR THOSE SIGNS WHICH ARE MOUNTED ON BARRICADES. FOR REPEATED DAY OPERATIONS, SIGNS MAY BE MOUNTED ON TEMPORARY SUPPORTS AND REMOVED AT THE COMPLETION OF THE DAY'S OPERATION.

16. ANY QUANTITIES SHOWN FOR NUMBER OF TRAFFIC CONTROL DEVICES ON THIS PLAN ARE TO BE CONSIDERED THE MINIMUM REQUIRED. ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED AS NEEDED AND/OR AS DIRECTED BY THE CITY ENGINEER.

17. FOR DIVIDED HIGHWAYS, WITH MULTIPLE LANES OF TRAFFIC IN ONE DIRECTION, THE REQUIRED ADVANCE WARNING SIGNS SHALL BE POSTED ON BOTH THE RIGHT AND LEFT SIDES OF THE ROADWAY IN ONE DIRECTION.

18. TWO FLAGGERS MINIMUM, SOLELY DEDICATED TO TRAFFIC CONTROL, ARE REQUIRED ON ALL DAYS WHERE A MINIMUM OF 400 TONS OF BASE AND/OR ASPHALT CONCRETE (A.C.) ARE PLANNED TO BE PLACED ON A STREET THAT IS OPEN TO ANY PUBLIC TRAFFIC.

19. FLAGGERD ARE TO BE USED WHERE SHOWN ON THE PLANS, AS NEEDED, AND AS APPROVED/DIRECTED BY THE CITY ENGINEER. SIGNS FOR FLAGGERS SHALL BE PLACED AT THE APPROPRIATE TIME, AND SHALL BE COVERED OR REMOVED WHEN FLAGGERS ARE NOT ON DUTY AND DURING NON-WORKING HOURS.

20. FLAGGERS SHALL BE PROPERLY ATTIRED, EQUIPPED WITH STOP/SLOW PADDLES AND SHALL ALWAYS BE IN SIGHT OF EACH OTHER, OR BE EQUIPPED WITH DEVICES SO THAT THEY CAN BE IN DIRECT COMMUNICATION AT ALL TIMES. FLAGGER STATION LOCATION(S) MAY BE VARIED FROM THOSE SHOWN ON THE PLANS, BASED UPON ROADWAY ALIGNMENT AND CONDITIONS AT THE TIME OF WORK.

CITY OF INDIO'S STANDARD GRADING NOTES:

1. THE "CITY OF INDIO'S GENERAL NOTES" SHALL BE CONSIDERED PART OF THE "CITY OF INDIO'S GRADING NOTES."

2. ALL GRADING WORK SHALL CONFORM TO THE CITY OF INDIO'S GRADING ORDINANCE, THE ENGINEERED GRADING REQUIREMENTS OF THE CALIFORNIA BUILDING CODE (C.B.C.), LATEST EDITION, AND SOILS REPORT NO. _____, DATED: _____, PREPARED BY: _____, OF: _____, TELEPHONE NO. _____.

3. THE ENGINEERING DIVISION OF THE CITY OF INDIO'S PUBLIC WORKS DEPARTMENT (760-391-4019) SHALL BE CONTACTED PRIOR TO THE BEGINNING OF WORK TO SCHEDULE A PRE-GRADING MEETING. NO WORK MAY BEGIN UNTIL AFTER THE PRE-GRADING MEETING AND THE CITY ENGINEER HAS GIVEN HIS APPROVAL TO BEGIN.

4. THE SOILS ENGINEER OF RECORD AND REGISTERED CIVIL ENGINEER SIGNING THESE PLANS SHALL EXERCISE SUFFICIENT SUPERVISORY CONTROL DURING GRADING TO INSURE COMPLIANCE WITH THE PLANS, SPECIFICATIONS AND CODE WITHIN THEIR PURVIEW.

5. A GRADING PERMIT FROM THE CITY OF INDIO IS REQUIRED PRIOR TO THE COMMENCEMENT OF ANY WORK SHOWN ON THESE PLANS.

6. DURING ROUGH GRADING OPERATIONS, AND PRIOR TO CONSTRUCTION OF PERMANENT DRAINAGE STRUCTURES, TEMPORARY DRAINAGE CONTROL SHALL BE PROVIDED TO PREVENT PONDING WATER AND DAMAGE TO OTHER PROPERTIES.

7. AFTER CLEARING AND GRUBBING, THE EXISTING GROUND SHALL BE SCARIFIED TO A MINIMUM OF 6" ON THE ENTIRE SITE OR AS RECOMMENDED IN THE SOILS REPORT. ALL WASTE (INCLUDING VEGETATION WASTE) SHALL BE REMOVED FROM THE SITE AS PART OF CLEARING AND GRUBBING.

8. THE MAXIMUM CUT AND FILL SLOPE SHALL BE 3 HORIZONTAL TO 1 VERTICAL (3:1).

9. ALL SLOPES ADJACENT TO THE PUBLIC RIGHT-OF-WAY SHALL BE SET BACK 2 FEET IF HEIGHT IS LESS THAN 10 FEET, AND 3' IF HEIGHT IS GREATER THAN 10 FEET.

10. PADS SHALL BE COMPACTED TO A MINIMUM OF 90% RELATIVE DENSITY PER A.S.T.M. SPECIFICATIONS AND THE SOILS REPORT.

11. MINIMUM BUILDING PAD AND DRAINAGE SWALE SLOPES SHALL BE 0.50%. DRAINAGE SWALES SHALL BE A MINIMUM OF 5.0' FEET WIDE, AND SHALL BE CONTAINED ALL ON ONE PROPERTY. DRAINAGE SWALES SHALL BE 0.30' DEEP MINIMUM AND SHALL BE A MINIMUM OF 2.0' FROM THE TOP OF CUT OR FILL SLOPES.

12. ALL FILLS SHALL BE COMPACTED TO A MINIMUM OF NINETY (90) PERCENT OF MAXIMUM DENSITY AS DETERMINED BY THE C.B.C., OR EQUIVALENT, AS DETERMINED BY THE CITY ENGINEER. FIELD DENSITY SHALL BE DETERMINED IN ACCORDANCE WITH THE C.B.C., OR EQUIVALENT, AS DETERMINED BY THE CITY ENGINEER.

13. ALL STREET SECTIONS SHOWN ON THE PLANS ARE MINIMUMS, PER STD. 171. ADDITIONAL SOIL TEST(S) SHALL BE TAKEN AFTER ROUGH GRADING TO DETERMINE IF A THICKER FINAL STREET STRUCTURAL SECTION IS REQUIRED. THE CITY ENGINEER SHALL APPROVE FINAL STREET SECTIONS IN WRITING AFTER SUBMITTAL OF "R" VALUE TESTS AND THE PRELIMINARY STRUCTURAL SECTION RECOMMENDATIONS. "R" VALUES SHALL BE TAKEN APPROXIMATELY EVERY 500 LINEAR FEET ALONG A ROADWAY, AND WHEN SOIL TYPE NOTICEABLY CHANGES.

14. PRIOR TO PLACING ANY CONCRETE, THE SOIL SHALL BE TESTED FOR "EXPANSIVENESS" AND FOR "HIGH SULFATES" AND A REPORT SHALL BE PROVIDED TO THE CITY. THE SOILS ENGINEER SHALL MAKE ANY NEEDED RECOMMENDATION IF EXPANSIVE OR HIGH SULFATED SOIL IS FOUND.

15. LOCATIONS OF FIELD DENSITY TESTS SHALL BE DETERMINED BY THE SOILS ENGINEER OF RECORD AND SHALL BE SUFFICIENT IN BOTH HORIZONTAL AND VERTICAL PLACEMENT TO PROVIDE REPRESENTATIVE TESTING OF ALL FILL PLACED AND ALL COMPACTION, TESTING IN AREAS OF A CRITICAL NATURE OF SPECIAL EMPHASIS SHALL BE IN ADDITION TO THE NORMAL REPRESENTATIVE SAMPLINGS. THE CITY ENGINEER MAY REQUIRE ADDITIONAL TESTS ON AN AS-NEEDED BASIS.

16. ALL UNDERGROUND FACILITIES, INCLUDING LATERALS, SHALL BE IN-PLACE AND INSPECTED PRIOR TO PLACING BASE (AND ASPHALT). THE FINAL BACKFILL REPORT FOR EACH UTILITY SHALL INCLUDE A SIGNED APPROVAL STATEMENT FROM THE SOILS ENGINEER OF RECORD THAT THE BACKFILL IS SUITABLE FOR ITS INTENDED USE.

17. BLOCK WALLS ARE NOT PART OF THE GRADING PERMIT. SUBMIT FOR SEPARATE BUILDING PERMIT(S).

18. THE CONTRACTOR SHALL PROVIDE EROSION AND DUST CONTROL MEASURES AS REQUIRED BY THE FUGITIVE DUST CONTROL PLAN APPROVED FOR THIS PROJECT. DUST CONTROL IS REQUIRED CONTINUOUSLY, EVEN WHEN NO WORK IS TAKING PLACE.

19. THE CONTRACTOR IS REQUIRED TO PREVENT STORMWATER POLLUTION PER THE PROJECT'S STORM WATER POLLUTION PREVENTION PLAN (SWPPP) THE WASTE DISCHARGE IDENTIFICATION NUMBER (WDID #) FOR THIS PROJECT IS: _____. A NEW WDID # WILL NEED TO BE OBTAINED SHOULD THE OWNERSHIP OF THE PROJECT CHANGE.

20. AFTER GRADING, AND PRIOR TO ISSUANCE OF ANY BUILDING PERMIT(S). THE REGISTERED CIVIL ENGINEER (R.C.E.) WHO SIGNED THE PLANS SHALL CERTIFY THAT THE ROUGH GRADING HAS BEEN COMPLETED AND THE SITE CONFORMS TO THE GRADING PLAN AS TO LINE AND GRADE.

21. AFTER GRADING, AND PRIOR TO ISSUANCE OF ANY BUILDING PERMIT(S), TWO SETS OF THE FINAL SOILS REPORTS SHALL BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND APPROVAL. THE SOILS REPORT SHALL REFLECT THE FACT THAT THE COMPACTION HAS BEEN OBTAINED NOT ONLY IN THE BUILDING PAD LOCATIONS, BUT IN THE REMAINDER OF THE SITE, INCLUDING THE SLOPES, TRENCH BACKFILL LOCATIONS, DRIVEWAY LOCATIONS, AND THE PROPOSED ROADWAYS. FINAL SOILS GRADING CERTIFICATION SHALL BE SUBMITTED BY THE SOILS ENGINEER OF RECORD SHOWING THAT THE FINAL GRADING CONFORMS TO BOTH THE CALIFORNIA BUILDING CODE (C.B.C.) AND THE APPROVED GRADING PLAN. THE FINAL COMPACTION REPORT SHALL ALSO CONTAIN THE LOCATION OF EACH TEST, THE VALUE OF EACH TEST, THE MAXIMUM UNIT DENSITY USED, AND THE TYPE OF FIELD TESTING PERFORMED FOR EACH TEST. SUFFICIENT MAXIMUM DENSITY DETERMINATION SHALL BE PERFORMED TO VERIFY THE ACCURACY OF THE MAXIMUM DENSITY CURVES USED IN DETERMINING THE RELATIVE AMOUNT OF COMPACTION.

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INSPECTOR:					
DATE COMPLETED:					
AS BUILT COMP. DATE:					
	BY	DATE			
CONSTRUCTION RECORD	ENGINEER		REVISIONS	APP'D	DATE
BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS				

DRAWN BY: JAS
PREPARED FOR: CITY OF INDIO
PROJECT No.: 23-0059
SCALE: NTS

DESIGNER'S SEAL
REGISTERED PROFESSIONAL ENGINEER
DILESH R. SHETH
No. C65078
CIVIL
STATE OF CALIFORNIA

DESIGNED BY: DRAFT
DILESH R. SHETH DATE
R.C.E. No. 65078
EXP. DATE 06-30-2025
FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506
TELEPHONE: 951-686-1070

APPROVER'S SEAL
REGISTERED PROFESSIONAL ENGINEER
JUAN RAYA
No. 68510
CIVIL
STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

INDIO
take center stage

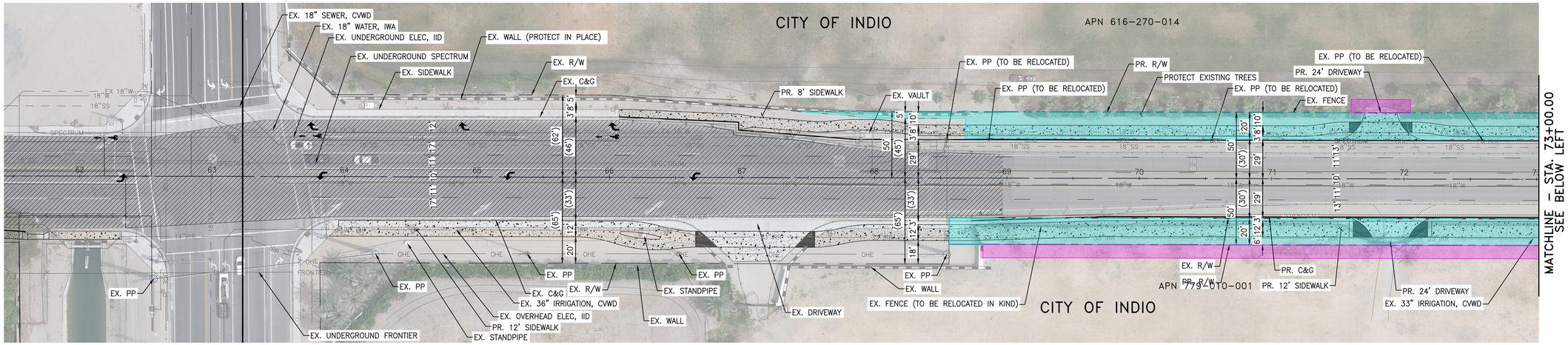
CITY OF INDIO
AVENUE 50
STREET IMPROVEMENTS
GENERAL NOTES

SITE ADDRESS
SEC. ___ , T. ___ S.,R. ___ E., S.B.B. & M. APN. _____

I.P. No.
SHEET No. 3
OF 9 SHEETS
CITY FILE No.

Figure 6j

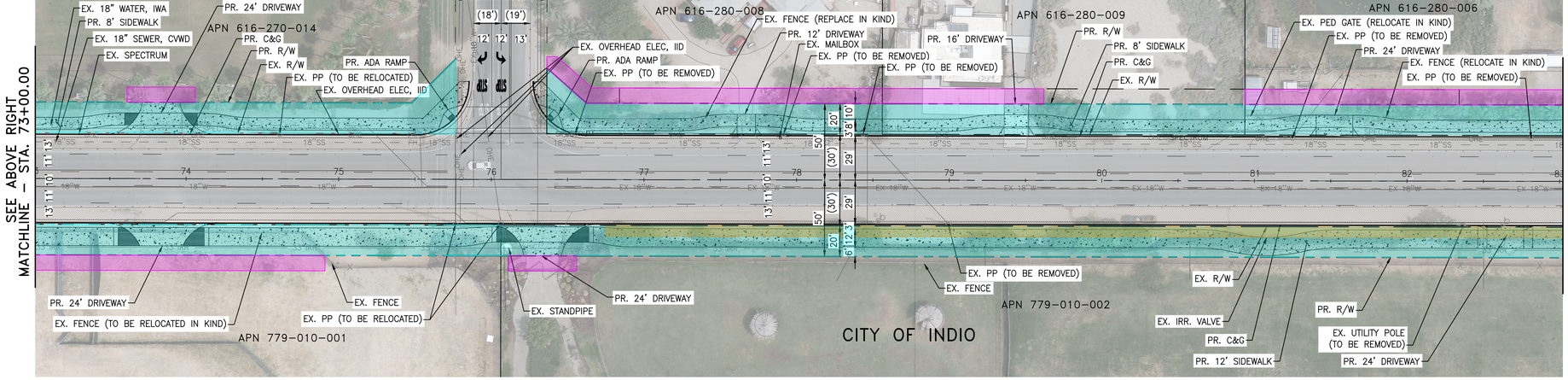
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HJORTH STREET



AVENUE 50

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LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B.
- GRIND & OVERLAY
- NEW CONCRETE SIDEWALK
- NEW STORM DRAIN IMPROVEMENTS
- PRELIMINARY TEMPORARY CONSTRUCTION EASEMENT
- PRELIMINARY PROPOSED R/W ACQUISITION

PLAN CHECKED BY:

NOT FOR CONSTRUCTION

CONTRACTOR:							
INSPECTOR:							
DATE COMPLETED:							
AS BUILT COMP. DATE:							
	BY	DATE					
CONSTRUCTION RECORD	ENGINEER		REVISIONS		APP'D	DATE	
BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS						

DRAWN BY: JAS
PREPARED FOR: CITY OF INDIO
PROJECT No.: 23-0059
SCALE: 1"=40'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

DESIGNED BY: DRAFT
DATE
R.C.E. No. 65078
EXP. DATE 06-30-2025
FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506
TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

INDIO take center stage

CITY OF INDIO
AVENUE 50
STREET IMPROVEMENTS
GAD LAYOUT

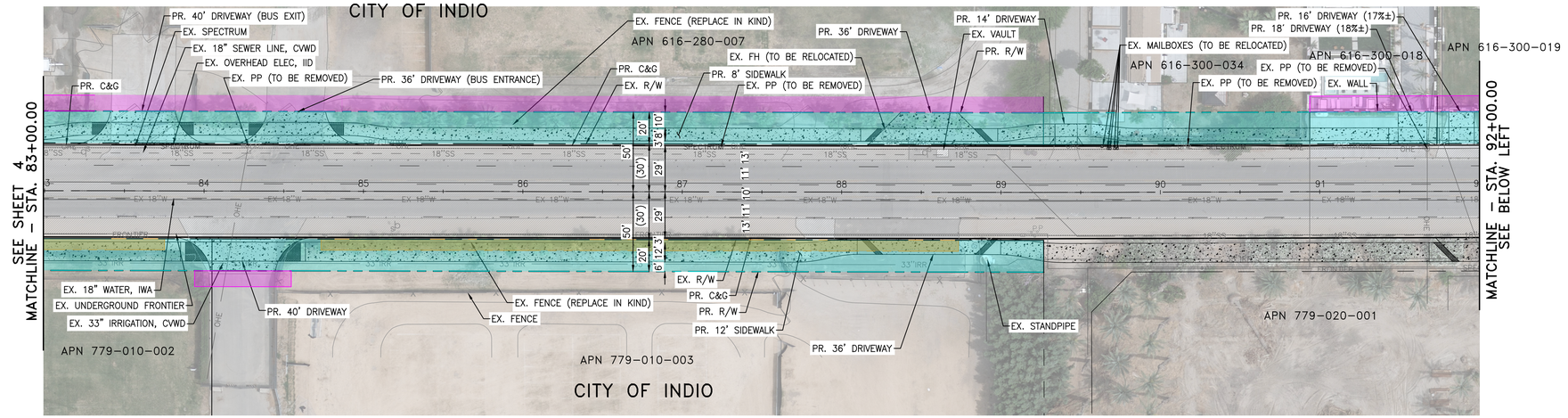
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SEC. ___, T. ___ S.,R. ___ E., S.B.B. & M. APN. _____

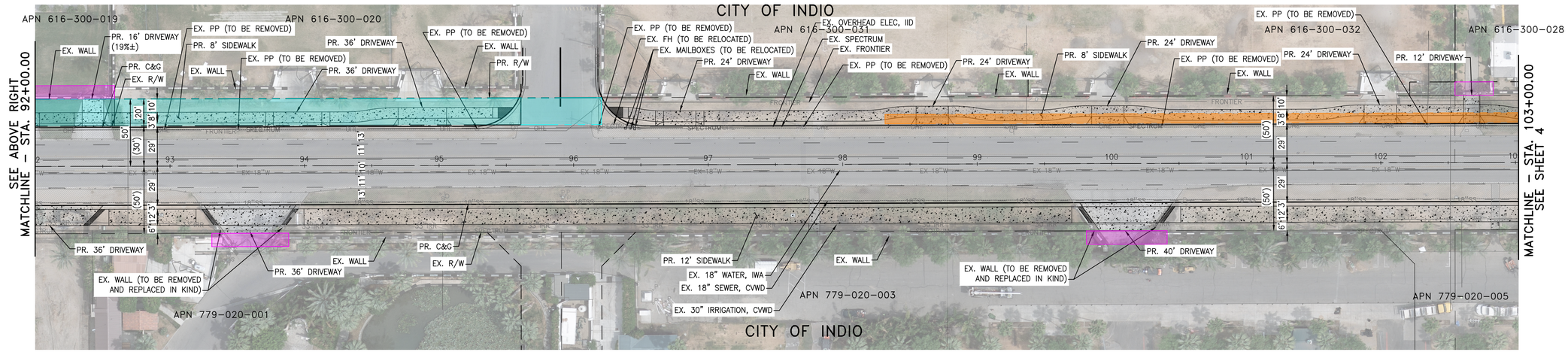
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SHEET No. 4
OF 9 SHEETS
CITY FILE No.

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DILESH R. SHETH

Figure 6k





LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B.
- GRIND & OVERLAY
- NEW CONCRETE SIDEWALK
- NEW STORM DRAIN IMPROVEMENTS
- PRELIMINARY TEMPORARY CONSTRUCTION EASEMENT
- PRELIMINARY PROPOSED R/W ACQUISITION

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1" = 40'
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DATE COMPLETED:							
AS BUILT COMP. DATE:							
CONSTRUCTION RECORD	BY	DATE	ENGINEER	REVISIONS		APP'D	DATE
BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS						

DRAWN BY: JAS
PREPARED FOR: CITY OF INDIO
PROJECT No.: 23-0059
SCALE: 1"=40'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

DESIGNED BY: DRAFT DATE
R.C.E. No. 65078
EXP. DATE 06-30-2025
FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506
TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

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CITY OF INDIO
AVENUE 50
STREET IMPROVEMENTS
GAD LAYOUT

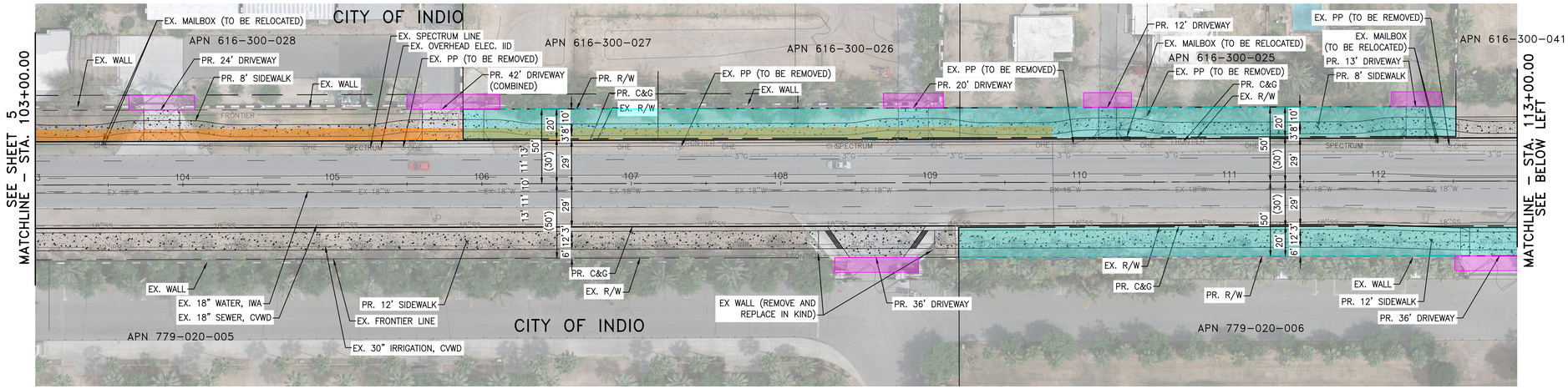
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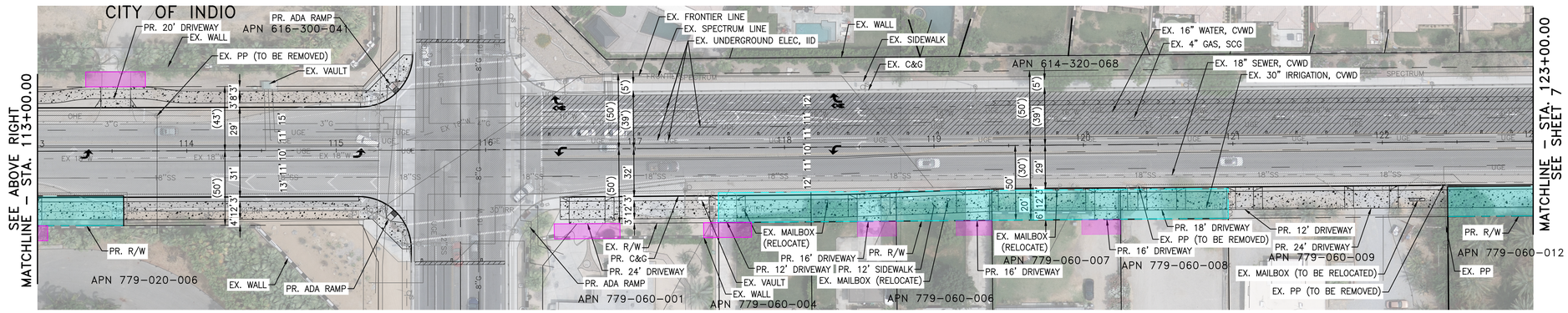
DILESH R. SHETH

Figure 6I



AVENUE 50

MONROE ST.



MONROE ST.

AVENUE 50

LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B.
- GRIND & OVERLAY
- NEW CONCRETE SIDEWALK
- NEW STORM DRAIN IMPROVEMENTS
- PRELIMINARY TEMPORARY CONSTRUCTION EASEMENT
- PRELIMINARY PROPOSED R/W ACQUISITION

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N W WEBB E S

1" = 40'
40 0 40 80 120

CONTRACTOR:							
INSPECTOR:							
DATE COMPLETED:							
AS BUILT COMP. DATE:							
	BY	DATE					
CONSTRUCTION RECORD	ENGINEER		REVISIONS			APP'D	DATE
BENCHMARK: XX	BASIS OF BEARING: BASIS OF BEARINGS						

DRAWN BY: JAS
PREPARED FOR: CITY OF INDIO
PROJECT No.: 23-0059
SCALE: 1"=40'

DESIGNER'S SEAL
REGISTERED PROFESSIONAL ENGINEER
DILESH R. SHETH
No. C65078
CIVIL
STATE OF CALIFORNIA

DESIGNED BY: DRAFT DATE
R.C.E. No. 65078
EXP. DATE 06-30-2025
FIRM ADDRESS: ALBERT A. WEBB ASSOCIATES
3788 McCRAY STREET
RIVERSIDE, CA 92506
TELEPHONE: 951-686-1070

APPROVER'S SEAL
REGISTERED PROFESSIONAL ENGINEER
JUAN RAYA
No. 68510
CIVIL
STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

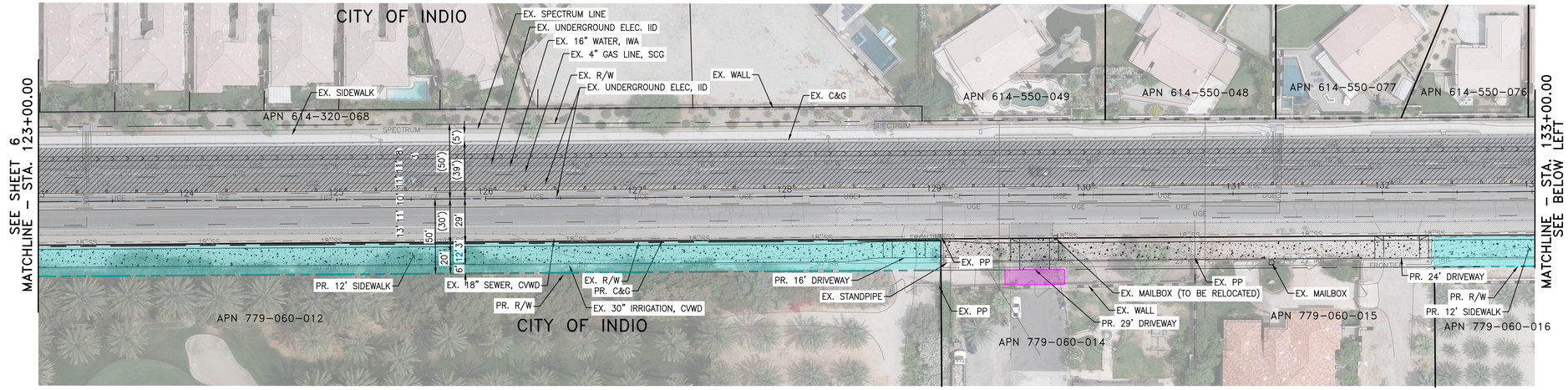
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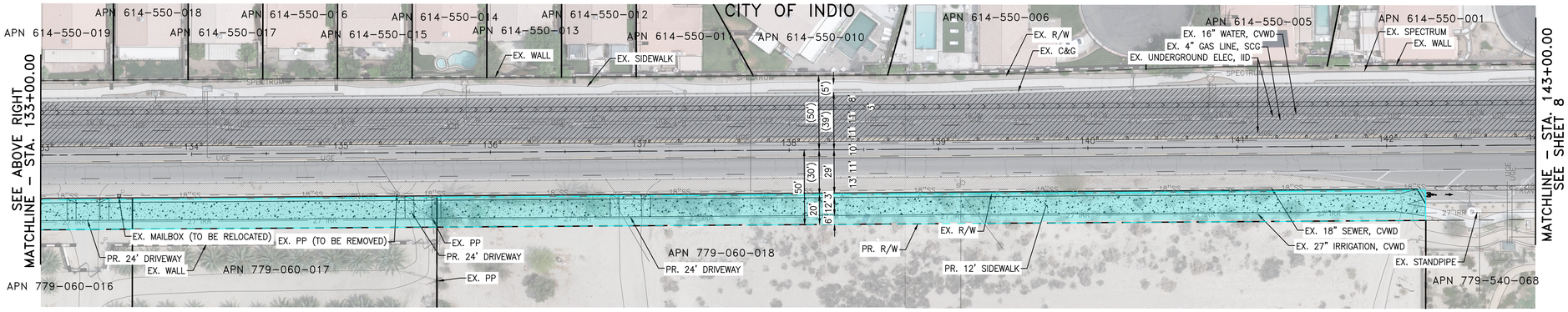
CITY OF INDIO
AVENUE 50
STREET IMPROVEMENTS
GAD LAYOUT

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SEC. ___ , T. ___S.,R. ___ E., S.B.B. & M. APN. _____

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CITY FILE No.

DILESH R. SHETH





LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B.
- GRIND & OVERLAY
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AS BUILT COMP. DATE:									
	BY	DATE							
CONSTRUCTION RECORD	ENGINEER		REVISIONS					APP'D	DATE

BENCHMARK: XX
BASIS OF BEARING: BASIS OF BEARINGS

DRAWN BY: JAS
PREPARED FOR: CITY OF INDIO
PROJECT No.: 23-0059
SCALE: 1"=40'

DESIGNER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, DILESH R. SHETH, No. C65078, CIVIL, STATE OF CALIFORNIA

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TELEPHONE: 951-686-1070

APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
RCE No. 68510
DATE:

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CITY OF INDIO
AVENUE 50 STREET IMPROVEMENTS
GAD LAYOUT

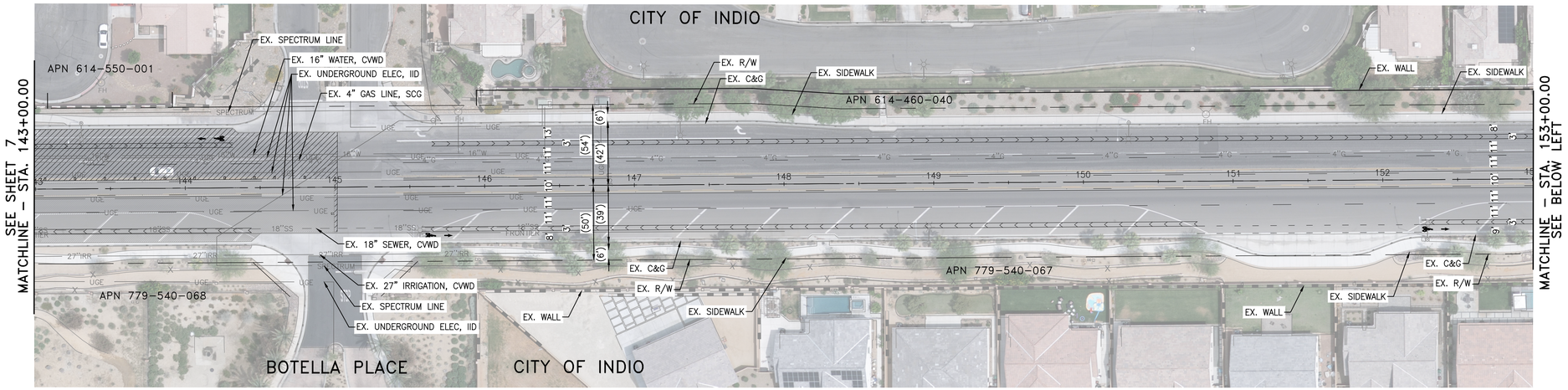
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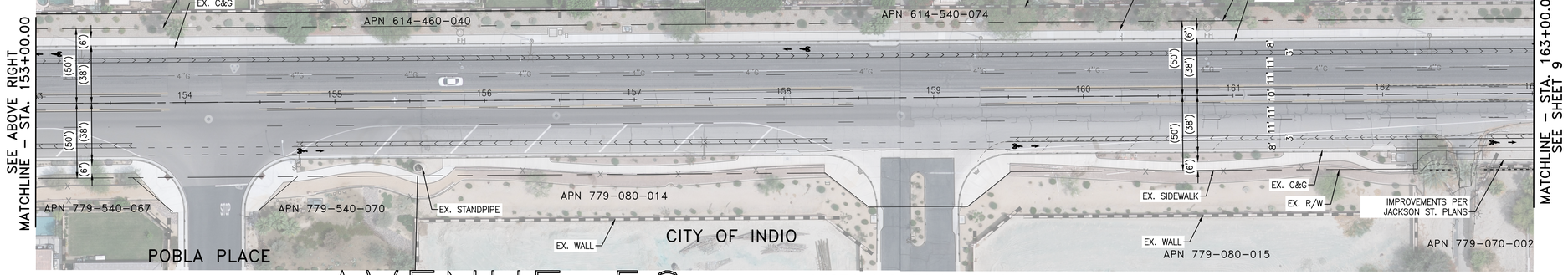
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DILESH R. SHETH

Figure 6n



AVENUE 50



AVENUE 50

LEGEND

- NEW 5" A.C. PAVEMENT OVER 8" CLASS II A.B.
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CONSTRUCTION RECORD	ENGINEER		REVISIONS				APP'D	DATE

BENCHMARK: XX

BASIS OF BEARING: BASIS OF BEARINGS

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APPROVER'S SEAL: REGISTERED PROFESSIONAL ENGINEER, JUAN RAYA, No. 68510, CIVIL, STATE OF CALIFORNIA

APPROVED BY:
JUAN RAYA, P.E.
CITY ENGINEER
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AVENUE 50
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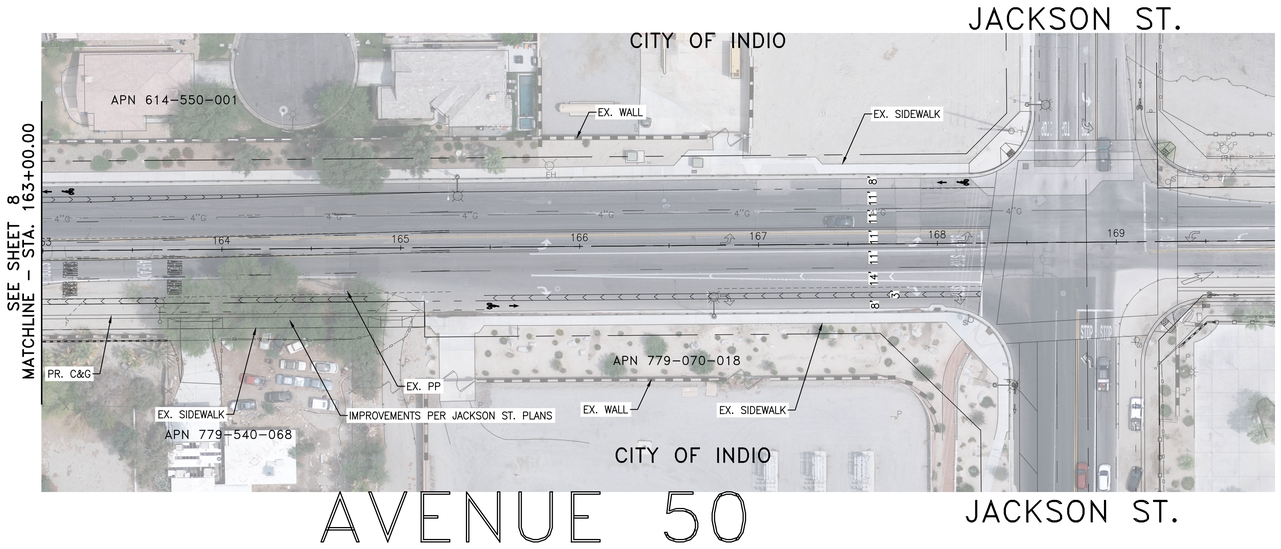
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DILESH R. SHETH

Figure 6o



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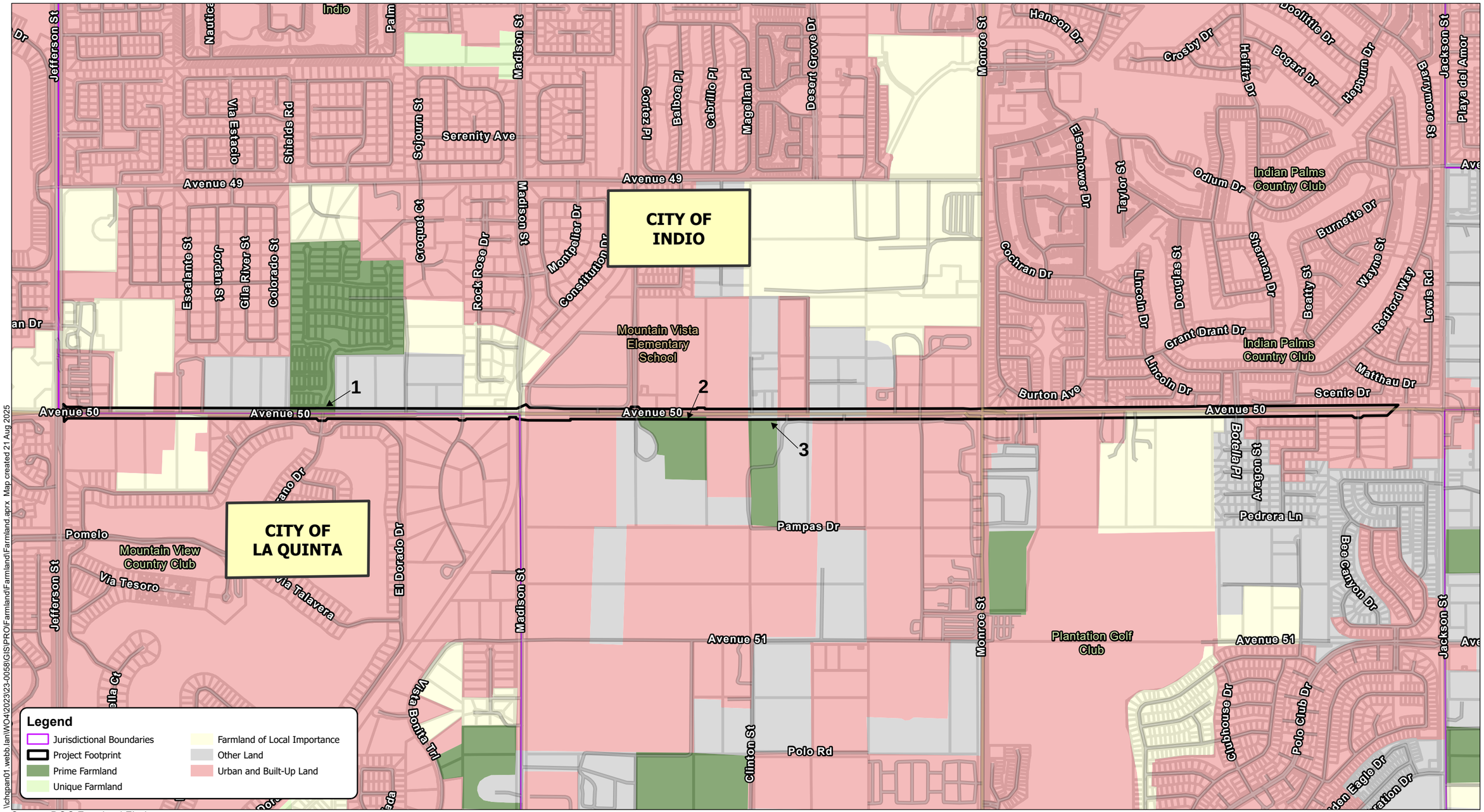
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DILESH R. SHETH



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Source: DOC Farmland FInder

Figure 7 - Farmland Map

Avenue 50 Improvement Project from Jefferson Street to Botella Place

ALBERT A. WEBB ASSOCIATES



LEGEND

- Burrow Locations
- Project Site

Source: SWCA

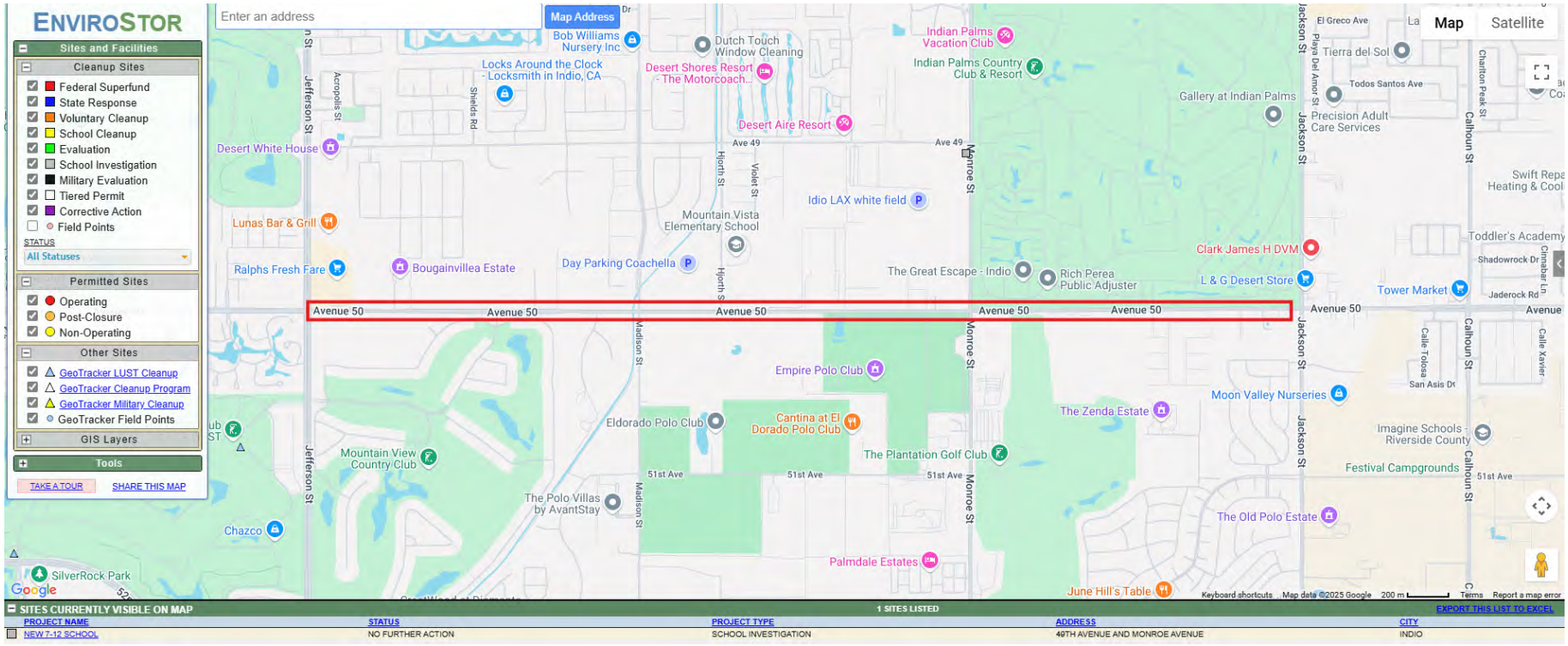
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Figure 8 - Small Mammal Burrow Locations

Avenue 50 Improvement Project from Jefferson Street to Botella Place

ALBERT A. WEBB ASSOCIATES



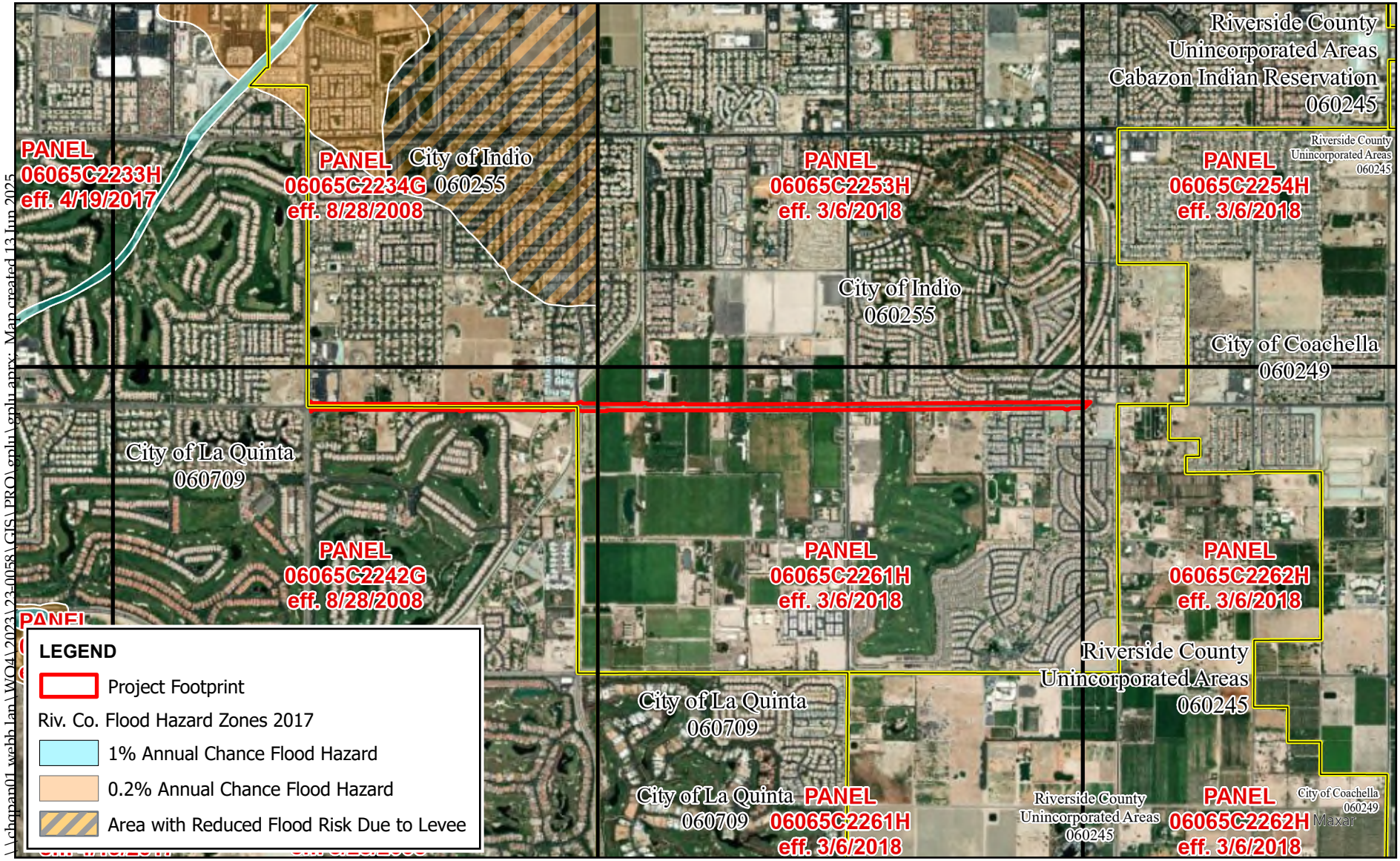
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Source: EnviroStor Database

Figure 9 - EnviroStor Map

Avenue 50 Improvement Project from Jefferson Street to Botella Place

ALBERT A. WEBB ASSOCIATES



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Sources: FEMA NFHL

Figure 10 - FEMA FIRM Map

Avenue 50 Improvement Project from Jefferson Street to Botella Place

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