

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include FTIP ID#. See <http://www.scag.ca.gov/ftip/index.htm> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representatives.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

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| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
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RTIP ID# *(required)* RIV060115

TCWG Consideration Date July 28, 2026

Project Description (clearly describe project)

The City of Beaumont (City), in cooperation with the California Department of Transportation (Caltrans), proposes to reconstruct/widen the Interstate 10 (I-10) Oak Valley Parkway interchange and widen Oak Valley Parkway to provide improved access for all travel modes, reduce traffic congestion and delay, and enhance overall transportation efficiency at the interchange in the opening year (2035) and in the design horizon year (2055).

The scope of the project includes improvements within Caltrans Right-of-Way along the I-10 mainline and interchange ramps, and within City Right-of-Way along Oak Valley Parkway between 500 feet west of Desert Lawn Drive and Golf Club Drive. The limits of work for this project along I-10 are between post mile (PM) 4.7 and PM 6.2 and include widening of the existing overcrossing (OC) structure along Oak Valley Parkway over I-10, adding bike lanes and sidewalks for both directions of travel, modification/reconstruction of the associated on- and off-ramps, and improvements at the nearby intersections of Oak Valley Parkway/Desert lawn Drive.

Oak Valley Parkway is an east-west roadway classified as a Major Frontage west of Potrero Boulevard - a north-south roadway located approximately 0.8 miles west of I-10 - and as an Arterial Highway east of Potrero Boulevard within the Mobility Element of the City of Beaumont General Plan (Mobility Element). Currently Oak Valley Parkway provides two travel lanes in each direction west of Potrero Boulevard and one lane in each direction east of Potrero Boulevard. Phase II of the planned Oak Valley Parkway Expansion, a City led Project, will widen the section of Oak Valley Parkway in the City's right-of-way between Desert Lawn Drive (West) and the I-10 eastbound (EB) ramps to accommodate three travel lanes and a class II bike lane in each direction. This project will extend these enhancements across the Oak Valley Parkway OC, providing three travel lanes and a class II bike lane in each direction, for a total of six travel lanes. The planned project improvements would alleviate congestion on local streets and meet the demands of future traffic growth due to rapidly expanding population and employment growth within the City of Beaumont.

The Project is located in the City of Beaumont, Riverside County, California (**Figure 1. Project Vicinity, Figure 2. Project Location, and Figures 3a-3c**). The proposed Project occurs on I-10 in the City of Beaumont, Riverside County, California. The majority of the Project is in Section 5 and 32, Township 3 South and 2 South, Range 1 West, on the east side of the United States Geological Survey (USGS) El Casco 7.5-minute topographic quadrangle with a small portion on the west side of the USGS Beaumont 7.5-minute topographic quadrangle in Section 4, Township 3 South, Range 1 West.

In addition to the No-Build Alternative, three (3) Build Alternatives were evaluated to determine the most effective solution for improving the Oak Valley Parkway interchange at I-10. These improvements are designed to not only address current operational challenges but also ensure long-term transportation sustainability for the region.

The alternatives include:

- Alternative 1 – No Build
- Alternative 2 – Partial Clover Interchange
- Alternative 3 – Conventional Diamond Interchange
- Alternative 4 – Diverging Diamond Interchange

Common Design Features of the Build Alternatives

This project contains a number of standardized project features which are employed on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. The three Build Alternatives have the following design elements in common:

Pedestrian and Bicycle Access Improvements

All Build Alternatives will include improvements to pedestrian bicycle access and to subareas and developments, including curb ramps, 6 foot-wide sidewalks, and Class II bicycles lanes. These proposed facilities are anticipated to connect to existing infrastructure and future projects that will provide sidewalks and Class II bicycles lanes along the

roadway. The bicycle lanes will be delineated by pavement striping and signage dedicated for bicycle travel along Oak Valley Parkway, consistent with the City General Plan.

Utility Impacts

All Build Alternatives will require multiple utility relocations along eastbound Oak Valley Parkway for road widening. While the majority of the utilities within the project area are underground, there may be impacts to some utility poles and above ground boxes/vaults due to the widening improvements. Any existing utilities within the project area requiring relocation would be coordinated with the owner and operator of the utility.

Drainage

Drainage in the project area is collected by various storm drain facilities as well as the Township Creek/Little San Gorgonia Creek and the Middle Fork San Timoteo Creek. The Township Creek/Little San Gorgonia Creek, which is located north of the interchange, conveys flows from east to west and traverses under the I-10 at the westbound on-ramp and is conveyed via a reinforced concrete box culvert to just west of old Desert Lawn Drive, where it becomes a natural channel again and then passed under Oak Valley Parkway west of the interchange via another reinforced concrete box culvert. Additionally, the Middle Fork San Timoteo Creek, which is located south of the interchange, conveys flows from east to west and traverses under the I-10 via a reinforced concrete box culvert. Both box culverts on the Township Creek/Little San Gorgonia Creek and the Middle Fork San Timoteo Creek under I-10 will need to be extended to accommodate the interchange improvements. Additionally, as the interchange project is anticipated to increase the impervious surfaces in the area, the project may attenuate additional runoff tributary to the reinforced concrete box culverts through the use of detention/retention basins within the interchange.

Right of Way

The Build Alternatives would impact areas in all four interchange quadrants and additional right of way would be required to accommodate the proposed improvements. The Build Alternatives would require right-of-way acquisitions; however, no substantial or negative economic impacts to nearby businesses and no relocations or acquisitions from residential land uses are anticipated.

Construction Impacts

During construction, temporary closures of the on-ramps and off-ramps may be necessary during construction; however, the improvements are largely located near the intersections and would be staged to minimize disruptions. The bridge overcrossing will be widened in stages to ensure the existing two lane bridge would continue to be utilized by vehicles during construction. No closures of Oak Valley Parkway over I-10 are anticipated. Similarly, the local roadway improvements along Oak Valley Parkway would be staged to minimize disruptions and require minimal closures during construction.

Other Activities

Other project activities needed to support the design of the project include potholing and geotechnical investigations within the existing roadway and proposed improvement locations.

Unique Features of the Build Alternatives

Alternative 1 - No Build

The No Build Option proposes that no improvements be implemented on the mainline facility and the existing overcrossing would not be widened. Given that no enhancements or upgrades are planned, there is no construction associated with this option. However, this approach fails to meet the Purpose and Need of the project, as it does not alleviate the anticipated operational challenges or improve traffic conditions for the future.

Alternative 2 - Partial Cloverleaf Interchange

Alternative 2 proposes replacing the current Type L-2 Conventional Diamond Interchange configuration with a Type L-9 Partial Cloverleaf Interchange configuration. Alternative 2 would reconstruct and widen of Oak Valley Parkway to accommodate three traffic lanes and one Class II bike lane in each direction, and the freeway interchange ramps. Both existing I-10 westbound (WB) and eastbound (EB) on-ramps would be reconstructed and widened to provide one multipurpose lane and one High Occupancy Vehicle (HOV) lane. The WB and EB off-ramps would be reconstructed and widened to provide dual left and right turn lanes at the intersection with Oak Valley Parkway. Additionally, this alternative includes the construction of new EB and WB loop on-ramps on to I-10, which would eliminate the need for

left-turn pocket lanes at the Oak Valley Parkway/ ramp intersections. Both proposed loop ramps would accommodate one multipurpose lane and one HOV lane. Alternative 2 also includes the addition of an auxiliary lane between the proposed loop and diamond on-ramps along WB I-10, a freeway acceleration lane for the WB on-ramp, and a freeway deceleration lane for the two-lane EB off-ramp.

Alternative 3 –Diamond Interchange

Alternative 3 proposes maintaining the existing L-2 Conventional Diamond Interchange configuration while widening Oak Valley Parkway to accommodate three traffic lanes and one Class II bike lane in each direction. Alternative 3 proposes dual left-turn lanes along Oak Valley Parkway at the I-10 ramp terminal intersections. The existing interchange ramps would be widened and realigned to improve the angle of intersection with Oak Valley Parkway. The proposed WB and EB on-ramps would each feature two multipurpose lanes and one HOV. The two-lane EB off-ramp includes the addition of a freeway deceleration lane and widens to five lanes at the intersection with Oak Valley Parkway. The single lane WB off-ramp widens to four lanes at the intersection with Oak Valley Parkway.

Alternative 4 – Diverging Diamond Interchange

Alternative 4 proposes replacing the current Type L-2 Conventional Diamond Interchange configuration with a Diverging Diamond Interchange configuration. Alternative 4 would widen Oak Valley Parkway to provide three traffic lanes and one Class II bike lane in the EB direction and three traffic lanes and one Class II bike lane in the WB direction. On the Oak Valley Parkway OC, a fourth lane would be added in the EB direction between the EB off-ramp and Golf Club Drive, and a fourth weave lane would be added in the WB direction between the WB off-ramp and EB on-ramp to facilitate turn movements. The existing interchange ramps would be widened. Similar to Alternative 3, The proposed WB and EB on-ramps would each feature two multipurpose lanes and one HOV, a two-lane EB off-ramp with a freeway deceleration lane, and a single lane WB off-ramp. In this proposed interchange layout, traffic on Oak Valley Parkway would temporarily shift to the opposite side of the road (forming a "diamond" pattern) as it approaches the interchange. The key feature of this alternative is that vehicles on the main road briefly shift to the left side while passing through signalized intersections at the freeway ramps, then return to their normal lanes after exiting the interchange. This interchange layout eliminates left-turn conflicts at ramp terminal intersections while efficiently handling high left-turn volumes.

Type of Project (use Table 1 on instruction sheet)

Reconfigure existing interchange.

County Riverside	Narrative Location/Route & Postmiles: The roadway improvements would occur along I-10 between post mile (PM) 4.7 and PM 6.2 and include widening of the existing overcrossing structure along Oak Valley Parkway over I-10, adding bike lanes and sidewalks for both directions of travel, modification/reconstruction of the associated on- and off-ramps, and improvements at the nearby intersections of Oak Valley Parkway/Desert lawn Drive. Caltrans Projects – EA# 08-0G280
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Lead Agency: Caltrans (NEPA)

Contact Person Zach Liptak	Phone# 916-858-0642	Fax# 916-858-0643	Email zliptak@ dokkenengineering.com
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Hot Spot Pollutant of Concern (check one or both) **PM2.5 X** **PM10**

Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

Categorical Exclusion (NEPA)	X	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
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Scheduled Date of Federal Action: November 2027

NEPA Assignment – Project Type <i>(check appropriate box)</i>				
Exempt	Section 326 – Categorical Exemption	X	Section 327 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/ Environmental	ENG	ROW	CON
Start	Prior	Prior	2028/2029	FUTURE
End	Prior	2026/2027	2028/2029	FUTURE
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> <u>Purpose</u> The purpose of the proposed Project is to improve operations and safety on I-10 and Oak Valley Parkway by improving traffic circulation along Oak Valley Parkway to meet existing and projected access demands along with increasing the off-ramp storage capacity and providing High Occupancy Vehicle lanes and ramp metering on the on-ramps. It is to also provide multi-modal and transit accommodation by constructing continuous facilities for pedestrian and bicycle traffic, including sidewalks and Class II bike lanes, creating connectivity through the northwestern portion of the City. The Project will reduce future Beaumont Transit delays by improving traffic operations through the addition of turn lanes and through lanes on Oak Valley Parkway between Desert Lawn Drive and Golf Club Drive near I-10. Additionally, the interchange improvements will improve existing and future goods movement along Oak Valley Parkway, an identified truck route, as well as improving commute times between residential communities and the commercial centers of Beaumont. Lastly, the purpose is to meet the requirements of the City of Beaumont General Plan designation of I-10 and Oak Valley Parkway as major evacuation routes for the City and provide adequate emergency services access due to the nearby high Fire Hazard Severity Zones west and north of the interchange. <u>Need</u> The current I-10/Oak Valley Parkway Interchange presents operational deficiencies that must be addressed by this Project. First, the traffic exiting the freeway at Oak Valley Parkway, eastbound and westbound, is backing up during the peak traffic hours, with traffic queues exceeding 1,000 feet, due to limited off-ramp storage capacity and intersection capacity. The Oak Valley Parkway/I-10 Eastbound ramps intersection experiences significant congestion and delay during both peak hours. These excessive queues and intersection delays result in travelers sitting through multiple traffic signal light cycles on the off-ramps. Second, the existing westbound I-10 on-ramp from Oak Valley Parkway and eastbound I-10 off-ramp to Oak Valley Parkway are experiencing recurring traffic congestion including transit delays and a higher than the state average of vehicle collisions due to volume of vehicles that have difficulty merging and exiting to/from the freeway during peak congestion periods. The existing on- and off ramps do not provide maintenance vehicle pullouts or ramp metering at the on-ramps, and the existing interchange geometry needs to be updated to current Caltrans standards. Third, there is an absence of multimodal facilities along Oak Valley Parkway west of the interchange that creates a gap in the community bikeway and pedestrian network. This forces the community to rely on vehicular travel to access goods and services. Fourth, Oak Valley Parkway is identified in the City of Beaumont General Plan as an emergency evacuation route and areas west and north of the interchange are defined by CalFire as a high Fire Hazard Severity Zones. Oak Valley Parkway must have adequate capacity for emergency service ingress and for egress during evacuation events. Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i> General Commercial, Industrial, Urban Village, and Single Family Residential.				

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 1. Opening Year (2035) AADT and Truck**

Study Road Segments	AADT		Heavy Truck %		AADT Trucks	
	Build	No Build	Build	No Build	Build	No Build
I-10 Eastbound (EB)						
I-10 EB Basic Segment between Cherry Valley Boulevard to Oak Valley Parkway	75,190	73,440	12%	12%	9,023	8,813
I-10 EB Diverge Segment at Oak Valley Parkway Off-Ramp	14,300	10,540	12%	12%	1,716	1,265
I-10 EB Basic Segment between Oak Valley Parkway Off-Ramp to On-Ramp	60,890	62,900	12%	12%	7,307	7,548
I-10 EB Merge Segment at Oak Valley Parkway On-Ramp	9,790	8,210	12%	12%	1,175	985
I-10 EB Basic Segment between Oak Valley Parkway to SR-60 WB/6 th Street	70,680	71,110	12%	12%	8,482	8,533
I-10 Westbound (WB)						
I-10 WB Basic Segment between SR-60 EB/6 th Street On-Ramp to Oak Valley Parkway Off-Ramp	62,750	62,520	13%	13%	8,158	8,128
I-10 WB Diverge Segment at Oak Valley Parkway Off-Ramp	8,660	7,830	13%	13%	1,126	1,018
I-10 WB Basic Segment between Oak Valley Parkway Off-Ramp to On-Ramp	54,090	54,690	13%	13%	7,032	7,110
I-10 WB Merge Segment at Oak Valley Parkway On-Ramp	11,520	9,640	13%	13%	1,498	1,253
I-10 WB Basic Segment between Oak Valley Parkway On-Ramp to Cherry Boulevard Off-Ramp	65,610	64,330	13%	13%	8,529	8,363
Source: Fehr & Peers, 2025. Traffic information from <i>I-10 Oak Valley Parkway Interchange Improvements Traffic Volumes Report, February 2025</i>						

Table 2. Opening Year (2035) Peak Hour Intersection Operations

LOS / Delay (seconds)										
	Intersection	Control	Alternative 1 No Build		Alternative 2 Partial Cloverleaf		Alternative 3 Spread Diamond		Alternative 4 Diverging Diamond	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Cherry Valley Blvd and I-10 EB Ramps	Signal	B / 18	B / 16	B / 17	B / 16	B / 17	B / 16	B / 17	B / 16
2	Cherry Valley Blvd and I-10 WB Ramps	Signal	B / 10	A / 8	A / 10	A / 8	A / 10	A / 8	A / 10	A / 8
3	Oak Valley Pkwy and Desert Lawn Dr (West)	Signal	B / 17	C / 22	C / 23	B / 14	C / 21	B / 17	C / 22	B / 17
4	Oak Valley Pkwy and Desert Lawn Dr (East)	SSSC	F / >99 (NBR)	F / >99 (NBR)	B / 15 (NBR)	B / 12 (NBR)	C / 21 (NBR)	B / 15 (NBR)	C / 17 (NBR)	A / 9 (NBR)
5	Oak Valley Pkwy and I-10 EB Ramps	Signal	F / 91	F / >99	B / 11	B / 14	C / 23	C / 22	B / 12	B / 16
6	Oak Valley Pkwy and I-10 WB Ramps	Signal	E / 78	F / 83	A / 9	B / 11	B / 15	B / 16	B / 11	B / 13
7	Oak Valley Pkwy and Golf Club Dr	Signal	E / 70	D / 51	D / 38	D / 36	C / 29	C / 33	C / 26	C / 31
8	6 th St/Veile Ave and I-10 Ramps	SSSC	F / >99 (SBR)	E / 46 (SBR)	F / >99 (SBR)	E / 46 (SBR)	F / >99 (SBR)	E / 46 (SBR)	F / >99 (SBR)	E / 46 (SBR)
9A	SR-79/Beaumont Ave and 4 th St	Signal	B / 20	B / 17	B / 19	B / 17	B / 19	B / 17	B / 19	B / 17
9B	SR-79/Beaumont Ave and I-10 EB Ramps	Signal	C / 22	C / 24	C / 22	C / 24	C / 22	C / 24	C / 22	C / 24
10A	SR-79/Beaumont Ave and I-10 WB Ramps	Signal	C / 27	C / 25	C / 26	C / 26	C / 26	C / 26	C / 26	C / 26
10B	SR-79/Beaumont Ave and 5 th St	Signal	C / 23	C / 24	C / 23	C / 23	C / 23	C / 23	C / 23	C / 23

Note:

1. **Bold and underlined** font indicate LOS E or F conditions. Intersections operating at LOS E or F in Alternatives 2-4 are in **green** text if same or better than, or **red** text if worse than the No Build Alternative.

Source: Fehr & Peers, 2025. Traffic information from *I-10 Oak Valley Parkway Interchange Improvements Traffic Volumes Report, February 2025*

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 3. RTP Horizon Year (2050) AADT and Truck**

Study Road Segments	AADT		Heavy Truck %		AADT Trucks	
	Build	No Build	Build	No Build	Build	No Build
I-10 Eastbound (EB)						
I-10 EB Basic Segment between Cherry Valley Boulevard to Oak Valley Parkway	103,728	99,638	12%	12%	12,448	11,956
I-10 EB Diverge Segment at Oak Valley Parkway Off-Ramp	23,225	14,380	12%	12%	2,787	1,726
I-10 EB Basic Segment between Oak Valley Parkway Off-Ramp to On-Ramp	80,503	85,258	12%	12%	9,661	10,231
I-10 EB Merge Segment at Oak Valley Parkway On-Ramp	13,008	9,170	12%	12%	1,561	1,101
I-10 EB Basic Segment between Oak Valley Parkway to SR-60 WB/6 th Street	93,510	94,428	12%	12%	11,221	11,331
I-10 Westbound (WB)						
I-10 WB Basic Segment between SR-60 EB/6 th Street On-Ramp to Oak Valley Parkway Off-Ramp	79,760	79,088	13%	13%	10,369	10,281
I-10 WB Diverge Segment at Oak Valley Parkway Off-Ramp	10,520	8,730	13%	13%	1,368	1,135
I-10 WB Basic Segment between Oak Valley Parkway Off-Ramp to On-Ramp	69,240	70,358	13%	13%	9,002	9,146
I-10 WB Merge Segment at Oak Valley Parkway On-Ramp	14,625	10,315	13%	13%	1,902	1,341
I-10 WB Basic Segment between Oak Valley Parkway On-Ramp to Cherry Boulevard Off-Ramp	83,865	80,673	13%	13%	10,903	10,488
Source: Fehr & Peers, 2025. Traffic information from <i>I-10 Oak Valley Parkway Interchange Improvements Traffic Volumes Report, February 2025</i>						

Table 4. RTP Horizon Year (2050) Peak Hour Intersection Operations

LOS / Delay (seconds)										
	Intersection	Control	Alternative 1 No Build		Alternative 2 Partial Cloverleaf		Alternative 3 Spread Diamond		Alternative 4 Diverging Diamond	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Cherry Valley Blvd and I-10 EB Ramps	Signal	D / 36	B / 19	D / 37	B / 17	D / 17	B / 17	D / 37	B / 17
2	Cherry Valley Blvd and I-10 WB Ramps	Signal	B / 17	B / 12	B / 12	B / 12	B / 12	B / 12	B / 12	B / 12
3	Oak Valley Pkwy and Desert Lawn Dr (West)	Signal	F / >99	F / >99	D / 36	C / 20	C / 23	C / 23	C / 27	C / 24
4	Oak Valley Pkwy and Desert Lawn Dr (East)	SSSC	F / >99 (NBR)	F / >99 (NBR)	F / 77 (NBR)	D / 26 (NBR)	F / 39 (NBR)	E / 39 (NBR)	F / 73 (NBR)	E / 40 (NBR)
5	Oak Valley Pkwy and I-10 EB Ramps	Signal	F / >99	F / 98	C / 19	C / 23	D / 38	D / 38	C / 25	C / 30
6	Oak Valley Pkwy and I-10 WB Ramps	Signal	E / 69	E / 79	B / 10	B / 14	B / 21	C / 21	B / 18	C / 20
7	Oak Valley Pkwy and Golf Club Dr	Signal	E / 64	F / 87	D / 37	D / 40	D / 38	D / 38	C / 31	C / 33
8	6 th St/Veile Ave and I-10 Ramps	SSSC	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)
9A	SR-79/Beaumont Ave and 4 th St	Signal	F / 98	F / 80	F / 93	E / 79	F / 79	E / 79	F / 93	E / 79
9B	SR-79/Beaumont Ave and I-10 EB Ramps	Signal	E / 60	E / 54	E / 59	E / 61	E / 61	E / 61	E / 59	E / 61
10A	SR-79/Beaumont Ave and I-10 WB Ramps	Signal	F / 84	E / 57	E / 74	E / 69	E / 69	E / 69	E / 74	E / 69
10B	SR-79/Beaumont Ave and 5 th St	Signal	D / 35	C / 30	C / 32	C / 32	C / 32	C / 32	C / 32	C / 32

Note:

1. **Bold and underlined** font indicate LOS E or F conditions. Intersections operating at LOS E or F in Alternatives 2-4 are in **green** text if same or better than, or **red** text if worse than the No Build Alternative.

Source: Fehr & Peers, 2025. Traffic information from *I-10 Oak Valley Parkway Interchange Improvements Traffic Volumes Report, February 2025*

Table 5. Design Year (2055) AADT and Truck

Study Road Segments	AADT		Heavy Truck %		AADT Trucks	
	Build	No Build	Build	No Build	Build	No Build
I-10 Eastbound (EB)						
I-10 EB Basic Segment between Cherry Valley Boulevard to Oak Valley Parkway	113,240	108,370	12%	12%	13,589	13,004
I-10 EB Diverge Segment at Oak Valley Parkway Off-Ramp	26,200	15,660	12%	12%	3,144	1,879
I-10 EB Basic Segment between Oak Valley Parkway Off-Ramp to On-Ramp	87,040	92,710	12%	12%	10,445	11,125
I-10 EB Merge Segment at Oak Valley Parkway On-Ramp	14,080	9,490	12%	12%	1,690	1,139
I-10 EB Basic Segment between Oak Valley Parkway to SR-60 WB/6 th Street	101,120	102,200	12%	12%	12,134	12,264
I-10 Westbound (WB)						
I-10 WB Basic Segment between SR-60 EB/6 th Street On-Ramp to Oak Valley Parkway Off-Ramp	85,430	84,610	13%	13%	11,106	10,999
I-10 WB Diverge Segment at Oak Valley Parkway Off-Ramp	11,140	9,030	13%	13%	1,448	1,174
I-10 WB Basic Segment between Oak Valley Parkway Off-Ramp to On-Ramp	74,290	75,580	13%	13%	9,658	9,825
I-10 WB Merge Segment at Oak Valley Parkway On-Ramp	15,660	10,540	13%	13%	2,036	1,370
I-10 WB Basic Segment between Oak Valley Parkway On-Ramp to Cherry Boulevard Off-Ramp	89,950	86,120	13%	13%	11,694	11,196
Source: Fehr & Peers, 2025. Traffic information from I-10 Oak Valley Parkway Interchange Improvements Traffic Volumes Report, February 2025						

Table 6. Design Year (2055) Peak Hour Intersection Operations

LOS / Delay (seconds)										
	Intersection	Control	Alternative 1 No Build		Alternative 2 Partial Cloverleaf		Alternative 3 Spread Diamond		Alternative 4 Diverging Diamond	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Cherry Valley Blvd and I-10 EB Ramps	Signal	D / 37	B / 20	D / 38	B / 18	D / 38	B / 18	D / 38	B / 18
2	Cherry Valley Blvd and I-10 WB Ramps	Signal	B / 18	B / 13	B / 13	B / 13	B / 13	B / 13	B / 13	B / 13
3	Oak Valley Pkwy and Desert Lawn Dr (West)	Signal	F / >99	F / >99	D / 37	C / 21	C / 30	C / 24	C / 28	C / 25
4	Oak Valley Pkwy and Desert Lawn Dr (East)	SSSC	F / >99 (NBR)	F / >99 (NBR)	F / 78 (NBR)	D / 27 (NBR)	F / 84 (NBR)	E / 40 (NBR)	F / 74 (NBR)	E / 41 (NBR)
5	Oak Valley Pkwy and I-10 EB Ramps	Signal	F / >99	F / >99	C / 20	C / 24	D / 40	D / 39	C / 26	C / 31
6	Oak Valley Pkwy and I-10 WB Ramps	Signal	E / 70	E / 80	B / 11	B / 15	B / 19	C / 22	B / 19	C / 21
7	Oak Valley Pkwy and Golf Club Dr	Signal	E / 65	F / 88	D / 38	D / 41	D / 38	D / 39	C / 32	C / 34
8	6th St/Veile Ave and I-10 Ramps	SSSC	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)	F / >99 (SBR)
9A	SR-79/Beaumont Ave and 4 th St	Signal	F / 99	F / 81	F / 94	E / 80	F / 94	E / 80	F / 94	E / 80
9B	SR-79/Beaumont Ave and I-10 EB Ramps	Signal	E / 61	E / 55	E / 60	E / 62	E / 60	E / 62	E / 60	E / 62
10A	SR-79/Beaumont Ave and I-10 WB Ramps	Signal	F / 85	E / 58	E / 75	E / 70	E / 75	E / 70	E / 75	E / 70
10B	SR-79/Beaumont Ave and 5 th St	Signal	D / 36	C / 31	C / 33	C / 33	C / 33	C / 33	C / 33	C / 33

Note:

1. **Bold and underlined** font indicate LOS E or F conditions. Intersections operating at LOS E or F in Alternatives 2-4 are in **green** text if same or better than, or **red** text if worse than the No Build Alternative.

Source: Fehr & Peers, 2025. Traffic information from I-10 Oak Valley Parkway Interchange Improvements Traffic Volumes Report, February 2025

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

See Table above.

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

See Table above.

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

The proposed project improvements would improve traffic circulation along Oak Valley Parkway to meet existing and projected access demands along with increasing the off-ramp storage capacity and providing High Occupancy Vehicle lanes and ramp metering on the on-ramps. The project would also provide multi-modal and transit accommodation by constructing continuous facilities for pedestrian and bicycle traffic, including sidewalks and Class II bike lanes, creating connectivity through the northwestern portion of the City.

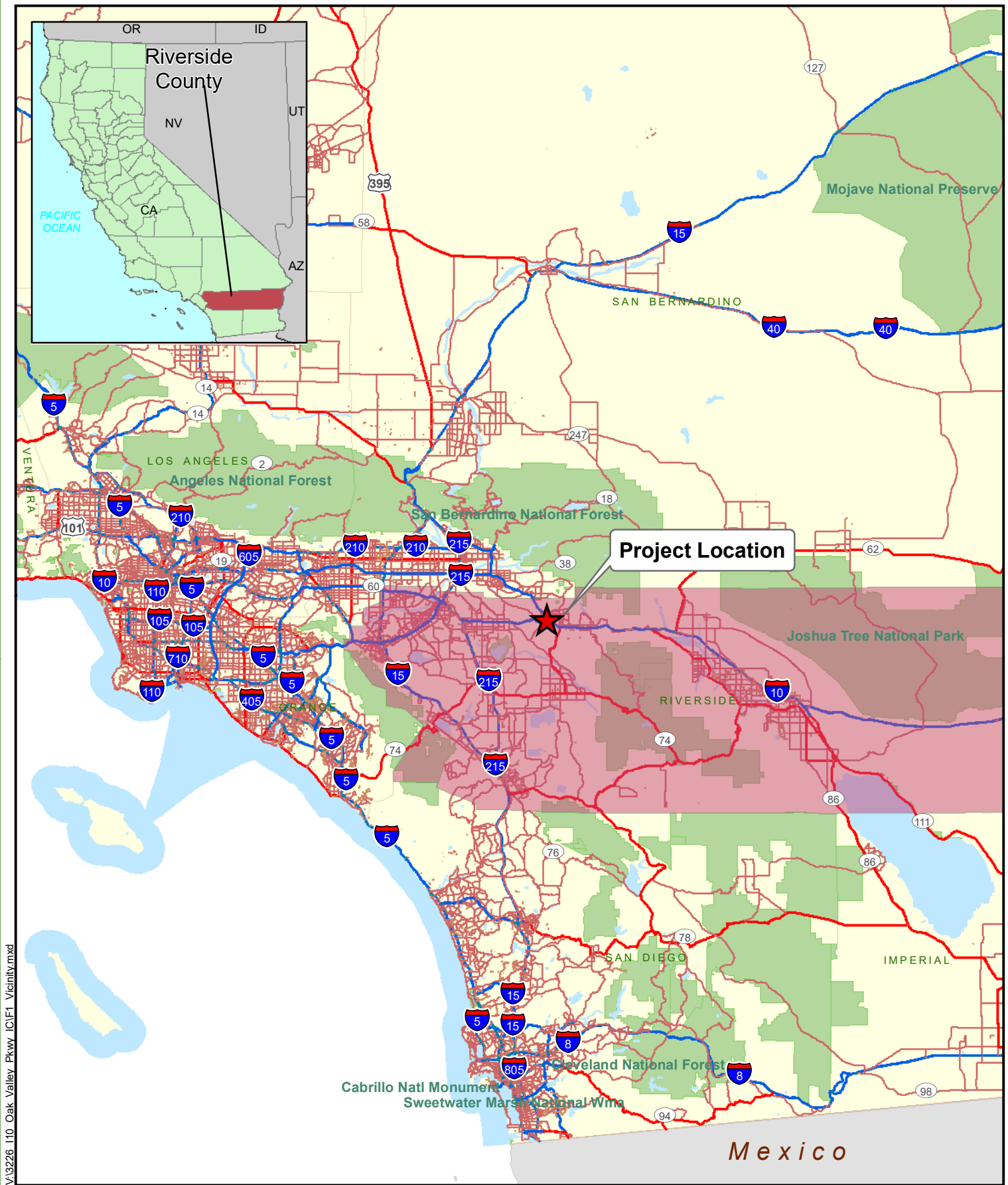
Comments/Explanation/Details (attach additional sheets as necessary)

The following table details why the project does not meet the definition of a Project of Air Quality Concern.

EPA Definition of POAQC	Proposed Project
(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;	The proposed Project is not a new or expanded highway Project with a significant number of or significant increase in diesel vehicles. The proposed Project is an interchange improvements Project and is designed to improve current and future condition levels of service. Based on Traffic Operations Analysis Report (February 2025) for the project, the highest traffic volumes within the Project area in the Build Scenario is along I-10 EB Basic Segment between Oak Valley Parkway to SR-60 WB/6th Street and the AADT would be approximately 113,000, of which 12% would be trucks, totaling to approximately 13,600 average annual daily traffic of trucks. The second highest traffic volumes is along I-10 EB Basic Segment between Oak Valley Parkway to SR-60 WB/6th Street and the AADT would be approximately 101,000, which includes 12,100 trucks. In the No-Build scenario, the truck volumes remain approximately the same as the Build Scenario; however, more trucks would utilize the segment of I-10 between Oak Valley Parkway and SR-60 compared to the Build alternatives, and fewer trucks would utilize the I-10 between Cherry Valley Blvd and Oak Valley Parkway. Although existing and future truck percentage is 12%-13% of the AADT, the Project is intended to improve the operation of existing AADT truck traffic rather than increase overall truck volumes. The Project is also not an expanded highway Project that would have a significant increase in the quantity of diesel vehicles using the facility. The Project is designed to accommodate the existing and projected future traffic volumes and AADT or truck volumes are not anticipated to change due to the Project
(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;	As shown in the tables above, the Build Alternatives are improving the operation at a number of intersections with Level-of-Service D, E, or F compared to the No-Build Alternatives. Although some intersections would continue to operate at a Level-of-Service D, E, or F, the Project is not anticipated to significantly increase the volume of trucks utilizing this roadway. It is anticipated there would be a slight redistribution of the truck AADT along the various segments of I-10; however, the overall truck AADT remains consistent with the Build Alternative compared to the No-Build.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

(iii)	New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;	Bus and rail terminals and transfer points are not part of this project.
(iv)	Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and	Expanded bus and rail terminals and transfer points are not part of this project.
(v)	Projects in or affecting locations, areas, or categories of sites which are identified in the PM ₁₀ or PM _{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.	The project is not in, nor will it affect, a location of violation or possible violation



Source: ESRI 2008; Dokken Engineering 1/2/2025; Created By: zachl

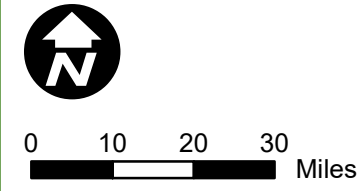
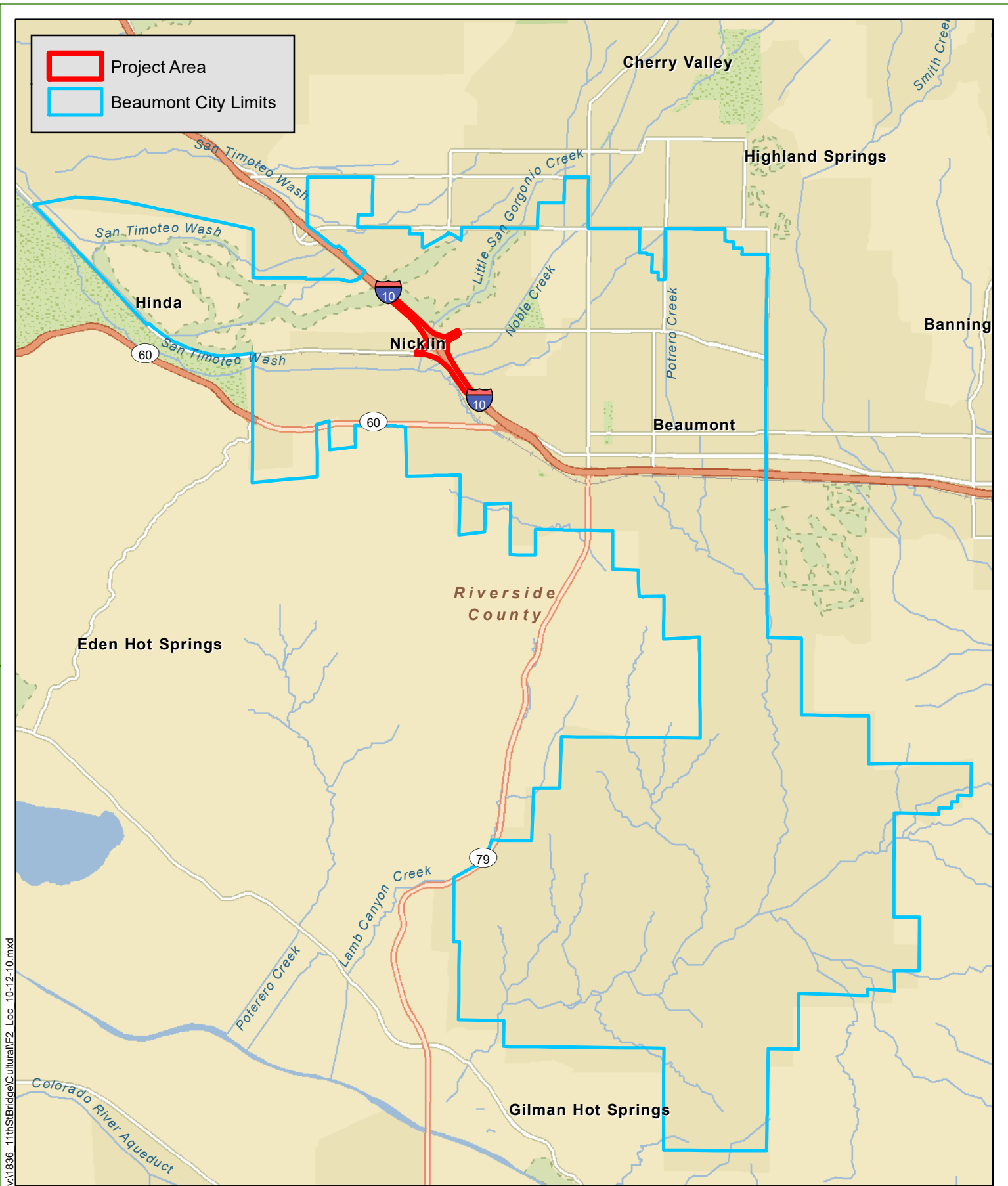


FIGURE 1
Project Vicinity
 I-10 and Oak Valley Parkway Interchange Improvements Project
 08 - Riv - 10 - 4.7/6.2 (EA 0G280)
 City of Beaumont, Riverside County, California



\\1836-11thSt\Bridges\Cultural\F2_Loc_10-12-10.mxd

Source: ESRI World Street Maps Online; Dokken Engineering 1/2/2025; Created By: zachl

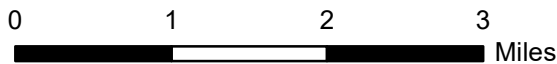
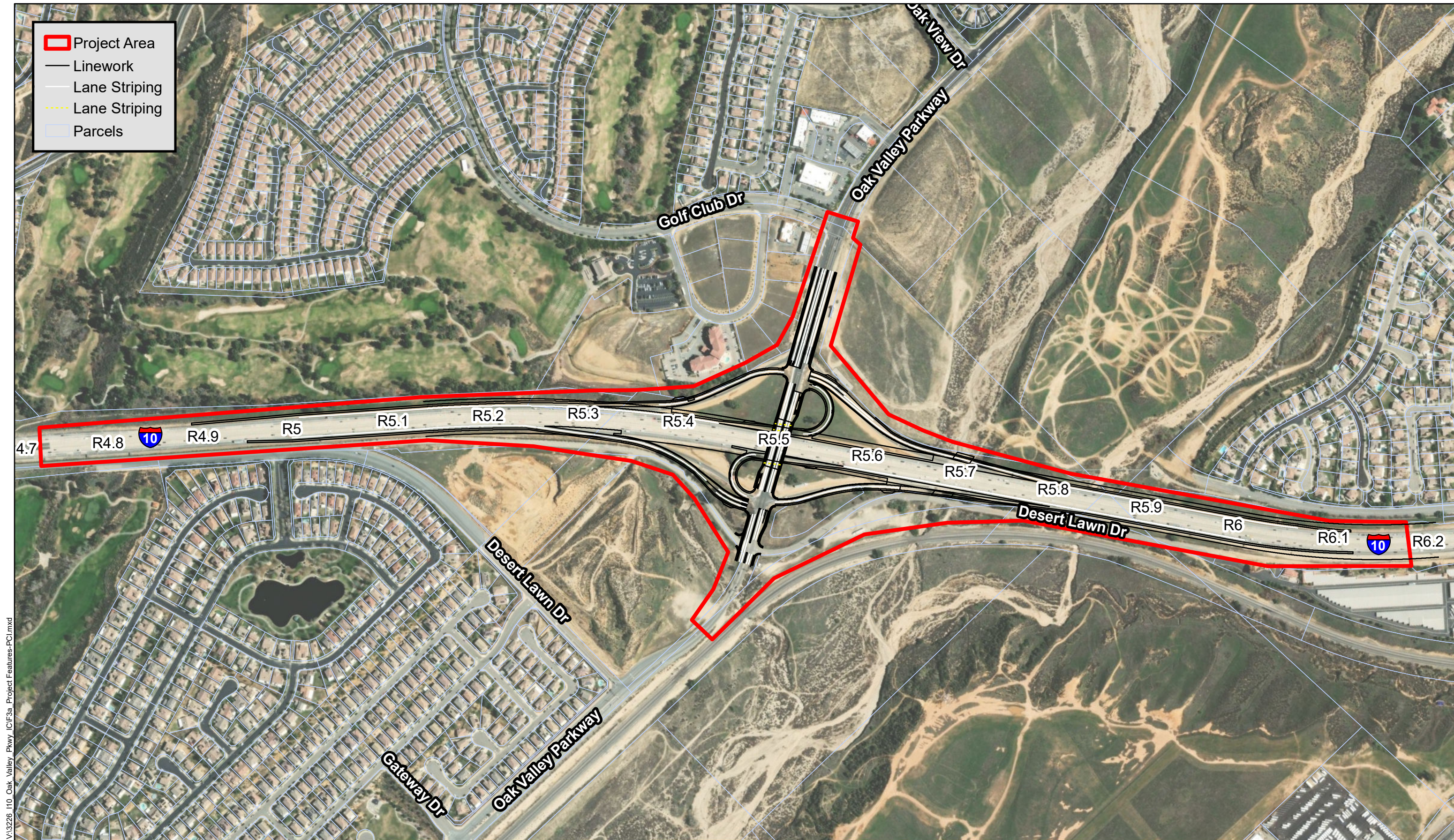


FIGURE 2
Project Location

I-10 and Oak Valley Parkway Interchange Improvements Project
08 - Riv - 10 - 4.7/6.2 (EA 0G280)
City of Beaumont, Riverside County, California



VI3226 I10 Oak Valley Pkwy ICF3a Project Features-PCI.mxd

Source: ESRI 2021, Dokken Engineering. Created by zachl on 1/7/2025).

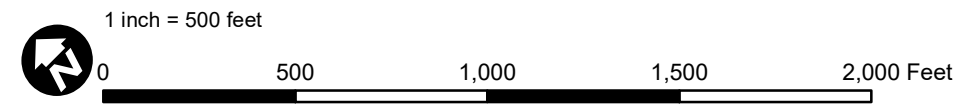
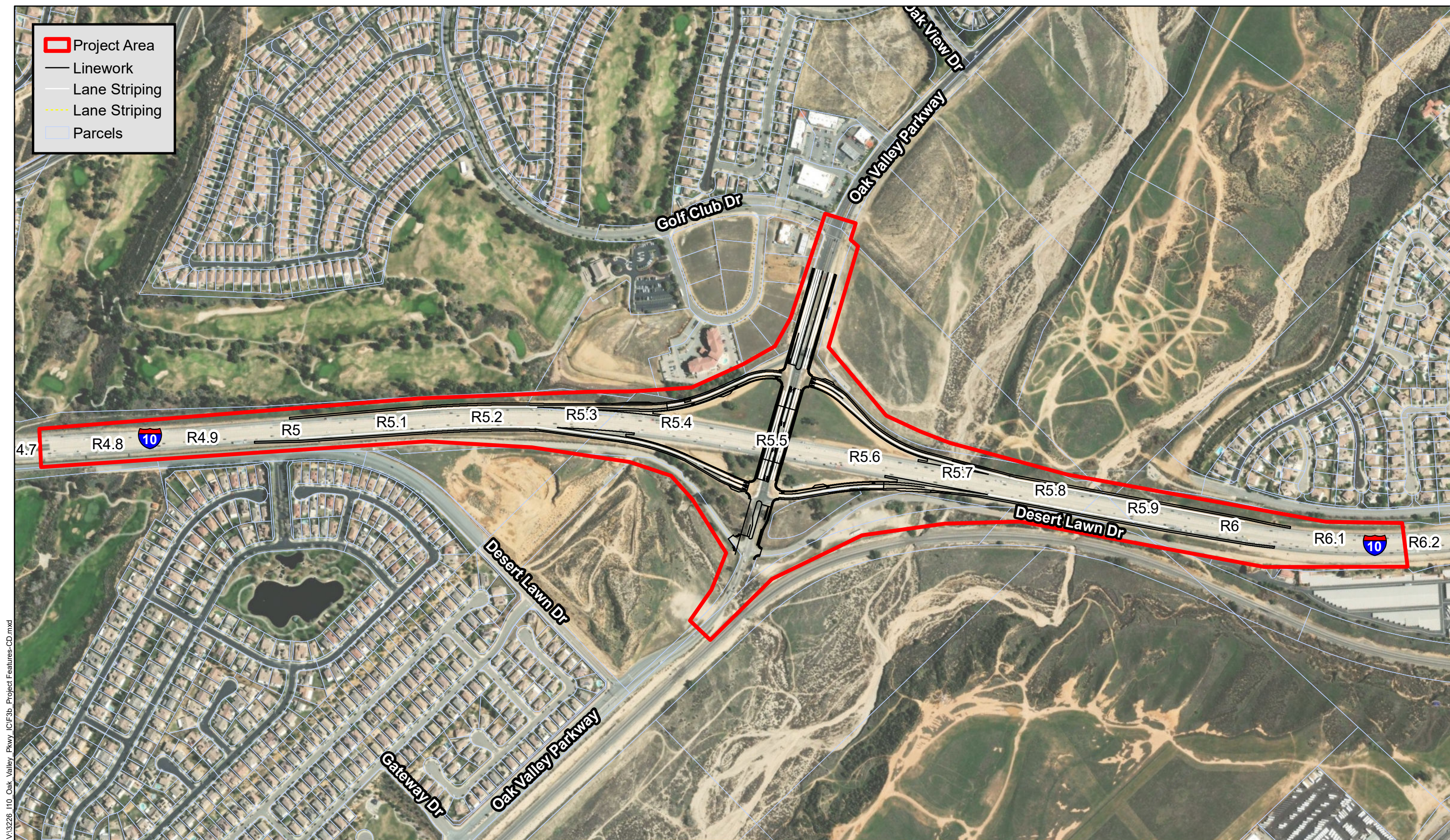


FIGURE 3a
Project Features - Partial Cloverleaf Interchange
 I-10 and Oak Valley Parkway Interchange Improvements Project
 08 - Riv - 10 - 4.7/6.2 (EA 0G280)
 City of Beaumont, Riverside County, California



VI3226 110 Oak Valley Pkwy ICF3b Project Features-CD.mxd

Source: ESRI 2021, Dokken Engineering. Created by zachl on 1/7/2025).

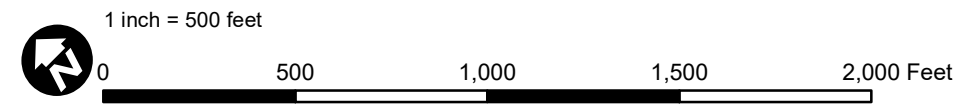
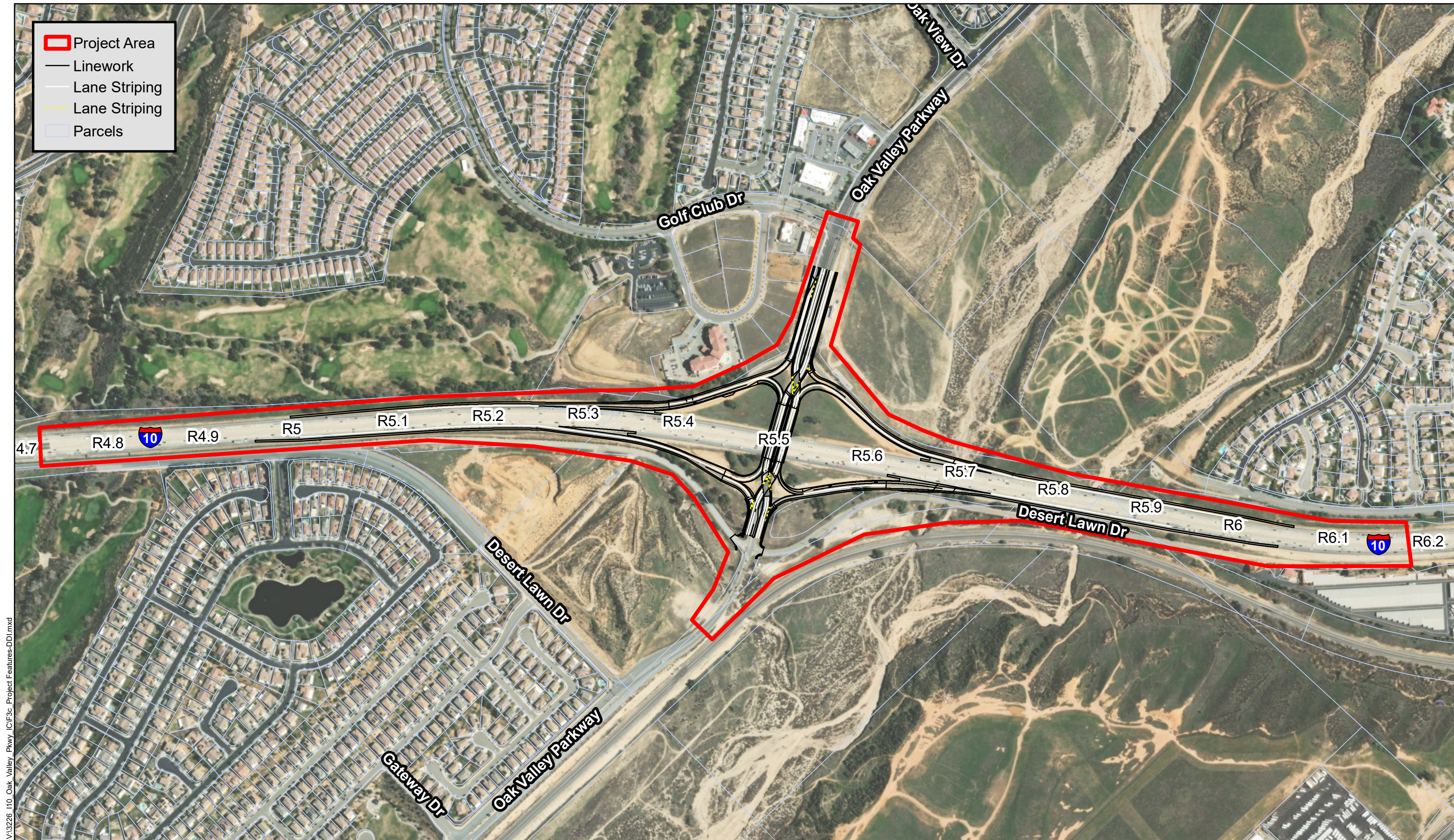


FIGURE 3b
Project Features - Conventional Diamond Interchange
I-10 and Oak Valley Parkway Interchange Improvements Project
08 - Riv - 10 - 4.7/6.2 (EA OG280)
City of Beaumont, Riverside County, California



VI3226 110 Oak Valley Pkwy ICF3c Project Features-DDI.mxd

Source: ESRI 2021, Dokken Engineering. Created by zachl on 1/7/2025.

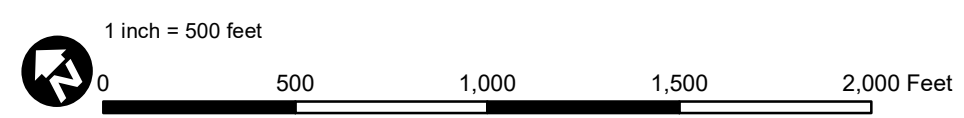


FIGURE 3c
Project Features - Diverging Diamond Interchange
 I-10 and Oak Valley Parkway Interchange Improvements Project
 08 - Riv - 10 - 4.7/6.2 (EA 0G280)
 City of Beaumont, Riverside County, California