State of California Business, Transportation and Housing Agency
DEPARTMENT OF TRANSPORTATION

M e m o r a n d u m

To: REGION/DISTRICT PROJECT MANAGER
REGION/DISTRICT PROJECT ENGINEER
REGION/DISTRICT ENVIRONMENTAL BRANCH CHIEF

Date: December 4, 2018

From: Department of Transportation – District 8
Right of Way Relocation Assistance

File: District 8
Riverside County
Route: State Route 60/WLC Pkwy
PM: 20.0/22.0
EA: 0M590

Subject: Draft Relocation Impact Memorandum (DRIM) for the State Route 60/World Logistics Center Parkway Interchange Project

I. Introduction

A segment of Theodore Street has been renamed to World Logistics Center Parkway (WLC Pkwy). The SR-60/Theodore Street Interchange Project will now be referred to as the SR-60/World Logistics Center Parkway Interchange Project (project).

The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans), District 8, proposes to reconstruct and improve the State Route 60 (SR-60)/WLC Pkwy interchange. The majority of the project area is in the City of Moreno Valley; however, the northeast quadrant of the site is within unincorporated Riverside County (County) but within the City's Sphere of Influence. The purpose of the project is to alleviate existing and future traffic congestion at the SR-60/WLC Pkwy interchange ramps during peak hours, to improve traffic flow along the freeway and through the interchange, to improve safety by upgrading the geometry at the current interchange, and to provide standard vertical clearance for the WLC Pkwy overcrossing.

The project will be funded with a variety of sources including federal and local funds and, as such, will be required to comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). Caltrans will be the Lead Agency for CEQA, the City is a Responsible Agency under CEQA, and the Federal Highway Administration (FHWA) is the federal Lead Agency for NEPA. The environmental review, consultation, and any other action required in accordance with the applicable federal laws for this project will be carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327. Therefore, preparation of the NEPA compliance documents, including the technical studies and the environmental document, will have oversight by Caltrans District 8. An Initial Study/Environmental Assessment (IS/EA) (joint CEQA/NEPA document) is being prepared and is anticipated to result in a Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI). This Draft Relocation Impact Memorandum (DRIM) has been prepared in support of the IS/EA that will be prepared for this project.

II. Project Area and Description

Although the City's General Plan Circulation Element designates WLC Pkwy as a Minor Arterial (two lanes in each direction), the existing WLC Pkwy through the project limits is one travel lane in each direction, including on the overcrossing over SR-60. Existing SR-60 between Redlands Boulevard and Gilman Springs Road is two mixed-flow travel lanes in each direction. The proposed project would construct modifications to the existing SR-60/WLC Pkwy interchange from Post Mile 20.0 to Post Mile 22.0 on SR-60, a distance of 2 miles (mi). Major improvements to the interchange will include: (1) reconstruction of the westbound and eastbound on- and off-ramps to SR-60, and (2) replacement of the existing WLC Pkwy overcrossing with an expanded four-lane overcrossing (two through lanes in each direction) with a minimum 16.5-foot (ft) vertical clearance between the eastbound and westbound SR-60

ramps and reconstruction of WLC Pkwy between the southern limits of the project and the eastbound SR-60 ramps, and (3) construct three lanes each direction on WLC Pkwy between the eastbound SR-60 ramps and Eucalyptus Avenue west (Eucalyptus Avenue west of WLC Pkwy); construct two lanes each direction but grade for three lanes each direction on WLC Pkwy between Eucalyptus Avenue west and Eucalyptus Avenue east (Eucalyptus Avenue east of WLC Pkwy); south of Eucalyptus Avenue east WLC Pkwy would narrow to one lane in each direction. The proposed improvements to the on- and off-ramps would extend west east of the proposed overcrossing on SR-60 for proposed auxiliary lanes in each direction. The proposed improvements to Theodore Street/WLC Pkwy would extend north of SR-60 to Ironwood Avenue, and south of SR-60 to south of Eucalyptus Avenue. Project construction is anticipated to begin in early 2022 and be completed in winter 2023, contingent upon full funding of all phases.

An existing Caltrans paved material transfer area located in the southwest quadrant of the existing SR-60/World Logistics Center Parkway interchange, within the existing eastbound loop on-ramp, is currently used as a temporary site for the transfer of street-sweeping materials. The existing paved material transfer area will be relocated to the SR-60/Gilman Springs interchange area as part of the proposed project.

Three alternatives and two design variations will be evaluated in the environmental document for the proposed project: Alternative 1 (No Build Alternative [no project]), Alternative 2 (Modified Partial Cloverleaf), Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections), Alternative 2 with Design Variation 2a and Alternative 6 with Design Variation 6a. The Design Variations for each Build Alternative are similar and would realign Eucalyptus Avenue to join WLC Pkwy approximately 900 ft south of the existing Eucalyptus Avenue/WLC Pkwy intersection. Both Build Alternatives and Design Variations would require full right-of-way acquisitions. There would be partial right-of-way acquisitions within all four quadrants of the interchange.

During the construction phase of the proposed project, removal of the existing overcrossing and construction of the new overcrossing and ramps would interfere with access to the SR-60 at WLC Pkwy. The WLC Pkwy overcrossing is being evaluated for closure during construction of the proposed project. Therefore, if not done prior to this project, Eucalyptus Avenue would be extended and improved approximately 5,100 ft between WLC Pkwy and Redlands Boulevard to provide a detour route to SR-60. The improvements to Eucalyptus Avenue will be constructed early in the construction schedule, prior to the closure of the WLC Pkwy overcrossing. North of the freeway, access to SR-60 during construction would be provided via Ironwood Avenue and Redlands Boulevard. South of the freeway, access to SR-60 would be provided via Alessandro Boulevard and Gilman Springs Road and via Eucalyptus Avenue and Redlands Boulevard. Additional intersection improvements are proposed along the detour routes to facilitate vehicle movement. As a result, widening is proposed at the Redlands Boulevard/Ironwood Avenue, WLC Pkwy/Alessandro Boulevard, and Alessandro Boulevard/Gilman Springs Road intersections. Consequently, signal modifications are proposed at the Redlands Boulevard/Ironwood Avenue and Redlands Boulevard/Eucalyptus Avenue intersections. A new signal would be installed at the Gilman Springs Road/Alessandro Boulevard intersection due to the high through movements on Gilman Springs Road conflicting with left turns to and from Alessandro Boulevard. The improvements required for the detour routes also include utility adjustments and/or relocations at Redlands Boulevard/Ironwood Avenue, WLC Pkwy/Alessandro Boulevard, and Alessandro Boulevard/Gilman Springs Road.

Project construction would also involve the import of soils to the project area from a Borrow Site. One borrow site, the City Stockpile, is located at the northwest corner of the intersection of Alessandro Boulevard/Nason Street, approximately 2.3 mi from the western boundary of the project site. Approximately 50,000 cubic yards of import material will be imported to the project from the City Stockpile borrow site. The City Stockpile will be environmentally cleared with this project. Additional fill material beyond the 50,000 cubic yards will be necessary for the project and will come from another site(s) to be determined during future phases of the project.

The regional location of the proposed project and the project vicinity are shown on Figure 1.

III. Purpose and Need

Project Purpose

The purpose of the proposed project is to:

- Provide increased interchange capacity, reduce congestion, and improve traffic operations to support the forecast travel demand for the 2045 design year;
- Improve existing and projected interchange geometric deficiencies; and
- Accommodate a multimodal facility that has harmony with the community and preserves the values of the area.

Project Need

The proposed project is needed for the following reasons:

- According to the demographics and growth forecast prepared for the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), between 2012 and 2040, the County's population is expected to increase by 41 percent, job growth is anticipated to increase by 90 percent, and households are anticipated to increase by 51 percent. For Moreno Valley specifically, between 2012–2040, population is anticipated to increase by 30 percent, jobs are anticipated to increase by 165 percent[1], and households are anticipated to increase by 41 percent.

  Without improvements, in the year 2045, the eastbound and westbound on-and off- ramps are anticipated to operate at unacceptable levels of service (LOS) (LOS E in the a.m. peak hour and F in the p.m. peak hour, respectively) and the ramp intersections with WLC Pkwy are anticipated to operate at LOS F for both the a.m. and p.m. peak hours. The westbound mainline segment on SR-60 between WLC Pkwy and Redlands Boulevard is anticipated to operate at LOS E during the a.m. peak hour. The Theodore Street intersection with Ironwood Avenue and the WLC Pkwy intersections with the SR-60 westbound and eastbound ramps and Eucalyptus Avenue are forecast to operate at LOS F in the p.m. peak hour.

- The overpass bridge at the interchange was hit by a truck in January 2015, and a costly emergency repair project was required, so there is a need to bring vertical clearance up to current standards. In addition, the WLC Pkwy overcrossing is geometrically deficient and needs additional capacity to accommodate projected future travel volumes.

- This project will fulfill the need to accommodate the movement of people using multiple modes of transportation by community-based design taking into consideration the natural environment, the social environment, transportation behavior, cultural characteristics, and economic environment.

IV. Project Alternatives

In addition to the No Build Alternative (Alternative 1), two Build Alternatives (Alternatives 2 and 6) and Design Variations (Design Variations 2a and 6a) are under consideration. Alternatives 1, 2, and 6 and the Design Variations are described in further detail below.

Alternative 1 (No Build)

The No Build Alternative assumes that no improvements will be made to the freeway mainline or to the SR-60/WLC Pkwy interchange. Without the planned improvements proposed as part of the project, the LOS at the on- and off-ramps and traffic operations at the interchange would continue to worsen over time. Alternative 1 was determined to not meet or satisfy the project purpose and need.

Common Design Features for Both Build Alternatives

Alternatives 2 and 6 both propose to modify the SR- 60/WLC Pkwy interchange and share several common design features. These common design features are discussed below by type of improvement.

Interchange On- and Off-Ramp Improvements. The proposed interchange is approximately 1 mi east of the SR-60/Redlands Boulevard interchange and 0.7 mi west of the SR-60/Gilman Springs Road interchange. The new on- and off- ramps and the new bridge overcrossing would provide a direct and continuous alignment for WLC Pkwy traffic crossing SR-60. In accordance with the Caltrans District 8 Ramp Meter Design Manual, all interchange on-ramps would be two-lane and/or three-lane metered ramps, with sufficient right-of-way to accommodate vehicle storage, ramp meter equipment, and California Highway Patrol enforcement areas. Additionally, all on- ramps would provide high-occupancy vehicle (HOV) preferential lanes.

Roadway Improvements. Roadway improvements associated with the proposed project include the following:

- Widening of WLC Pkwy through the proposed project limits

[1] This calculation of anticipated job growth in Moreno Valley comes from data in the SCAG RTP/SCS Demographics and Growth Forecasts Appendix, and accurately reflects the City's forecasted growth rate for new employment. This employment spike may be due to the anticipated development of the World Logistics Center and other major employment centers within the growth horizon.

- Improvements along WLC Pkwy to include a parkway, sidewalk, and multi-use trail
- Improvement of Eucalyptus Avenue to a four-lane cross-section between Redlands Boulevard and WLC Pkwy; and
- Addition of one auxiliary lane in each direction between the Redlands Boulevard and Gilman Springs Road interchanges with SR-60.

The WLC Pkwy improvements listed above would have a design speed of 45 miles per hour (mph). Aside from the improvements listed above, no additional future widening on WLC Pkwy is planned within the interchange limits. The proposed overcrossing would be designed to the ultimate width.

Nonvehicular and Pedestrian Access Improvements. The proposed project includes construction of a number of nonvehicular and pedestrian access improvements. These include an 8 ft wide sidewalk on the east side of WLC Pkwy along the limits of the WLC Pkwy improvements, a 6 ft wide sidewalk on the west side of WLC Pkwy between the southern project limits and Eucalyptus Avenue, and a 6 ft wide sidewalk on both sides of Eucalyptus Avenue from WLC Pkwy to Redlands Boulevard. Additionally, an 11 ft wide multi-use trail would be constructed on the east side of WLC Pkwy between Eucalyptus Avenue and Ironwood Avenue.

The proposed project would also accommodate a future 11 ft wide multi-use trail on the north side of Eucalyptus Avenue between Redlands Boulevard and WLC Pkwy. A grade-separated trail and pedestrian crossing over the eastbound SR-60 direct on-ramp would potentially be provided with the proposed project based on available funding.

Utility and Right-of-Way Requirements. The proposed project would require relocation or protection in place of several utility facilities. To prevent impacts to utility facilities and services during construction, the following utilities have been contacted regarding the proposed project: Eastern Municipal Water District (EMWD), Metropolitan Water District of Southern California (MWD), Western Municipal Water District (WMWD), Riverside County Flood Control and Water Conservation District (RCFCWCD), Riverside County Waste Management, Moreno Valley Electric Utility, Time Warner Cable, Charter Communications, Southern California Edison (SCE), Southern California Gas Company (SCG), Questar Southern Trails Pipeline Company, Sunesys, Verizon, and AT&T. The existing SCE overhead 115-kilovolt (kV) transmission line and 12 kV distribution line that are currently adjacent to the west side of WLC Pkwy would be relocated to the east side of WLC Pkwy between the westbound ramps intersection and the southern limits of the proposed project. North of the westbound ramps intersection, the SCE utility lines will cross WLC Pkwy and be relocated to the parkway on the west side of WLC Pkwy. To accommodate future utilities, the proposed overcrossing would incorporate conduits for Moreno Valley Electric Utility, SCE, and other utility companies, as requested.

Build Alternatives 2 and 6 and Design Variation 2a would each require a total of six full acquisitions: one full acquisition in the northwest quadrant, five full acquisitions in the southwest quadrant. Design Variation 6a will require the same amount of acquisitions with an additional full acquisition in the southwest quadrant of the interchange. There would be partial right-of-way acquisitions within all four quadrants of the interchange. The full acquisition for Design Variation 6a in the southeast quadrant of the interchange would require one residential displacement.

Additional Considerations. Geotechnical investigations would be required during final design of the WLC Pkwy overcrossing and the interchange improvements. It is anticipated that approximately 50 borings would be required during final design.

Highway planting would potentially be provided and coordinated with Caltrans and the City.

Infiltration basins are proposed in the undeveloped areas between the on-/off-ramps and SR 60.

Alternative 2 (Modified Partial Cloverleaf)

Alternative 2 proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration. Improvements under Alternative 2 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant of the interchange, in a cloverleaf configuration. A new eastbound direct off-ramp, a new eastbound loop on-ramp, and a new eastbound direct on-ramp would be constructed in the southwest and southeast quadrants, in a partial cloverleaf configuration.

Alternative 2 would also remove the existing two-lane (one lane in each direction) WLC Pkwy overcrossing and replace it with a new four-lane (two lanes in each direction) overcrossing that would be 137 ft wide and 298 ft long. The proposed overcrossing would accommodate three turn lanes: two left-turn lanes in the northbound direction and one right-turn lane in the southbound direction.

Additional improvements as part of Alternative 2 include the installation of signals at both the proposed eastbound and westbound ramp intersections, as well as at the intersection of Eucalyptus Avenue/ WLC Pkwy. Bicycle lanes would be provided on both sides of WLC Pkwy and Eucalyptus Avenue throughout the project limits.

A total of 107.4 acres (ac) of right-of-way (Caltrans and City), including slope easements and temporary construction easements, is anticipated to be required for Alternative 2.

The estimated cost for roadway improvements for Alternative 2 is $48,201,300, and the estimated cost for structures is $11,400,000. The estimated total right-of-way cost for the proposed project is $17,249,639. Including right-of-way, the total estimated cost of Alternative 2 is $76,851,000.

Design Variation 2a (Alternative 2 with Design Variation). Design Variation 2a would have the same features as Alternative 2, with the exception of the location of the Eucalyptus Avenue/ WLC Pkwy intersection. The Design Variation would move the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south from its current location. The shift would cause a partial realignment of Eucalyptus Avenue from approximately 2,600 ft west of WLC Pkwy to connect with the west side of WLC Pkwy.

Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)

Alternative 6 proposes to reconstruct the SR-60/WLC Pkwy interchange in a modified partial cloverleaf configuration. Improvements under Alternative 6 would include the construction of a new westbound direct on-ramp and a new westbound loop off-ramp in the northwest quadrant, in a partial cloverleaf configuration. New eastbound direct off- and on-ramps would be constructed in the southwest and southeast quadrants, respectively, in a partial cloverleaf configuration.

Similar to Alternative 2, Alternative 6 would also remove the existing two-lane (one lane in each direction) WLC Pkwy overcrossing and replace it with a new four-lane (two through lanes in each direction) overcrossing that would be approximately 90 ft wide and 245 ft long. Additional improvements included as part of Alternative 6 are the installation of roundabouts at both the proposed eastbound and westbound ramp intersections, as well as at Eucalyptus Avenue/ WLC Pkwy. On WLC Pkwy north of the Eucalyptus Avenue intersection and on Eucalyptus Avenue, bicycle lanes would be provided on both sides within the width of the proposed shoulders. Bicyclists would have the option to merge with vehicular traffic to navigate through the roundabout or exit the travel lane prior to each roundabout and cross the roundabout with pedestrian traffic.

A total of 107.8 ac of right-of-way (Caltrans and City), including slope easements and temporary construction easements, is anticipated to be required for Alternative 6.

The estimated cost for roadway improvements for Alternative 6 is $47,208,100, and the estimated cost for structures is $6,400,000. The estimated total right-of-way cost for the proposed project is $17,708,541. Including right-of-way, the total estimated cost of Alternative 6 is $71,317,000.

Design Variation 6a (Alternative 6 with Design Variation). Design Variation 6a would have the same features as Alternative 6, with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variation would consist of moving the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900 ft south from its current location. The shift would cause a partial realignment of Eucalyptus Avenue from approximately 2600 ft west of WLC Pkwy to connect to the west side of WLC Pkwy. Construction of the roundabout at WLC Pkwy and Eucalyptus Avenue east would result in one residential displacement in the southeast quadrant of WLC Pkwy and Eucalyptus Avenue east.

Potential Impacts

A preliminary engineering study and field surveys were conducted to determine the potential property acquisition and relocation impacts on the residential and nonresidential units within the project area. Tables 1 and 2 provide a list of the full property acquisitions that would be required under Alternatives 2 and 6 and Design Variations 2a and 6a, including the Assessor's Parcel Number (APN), square footage, current land use, and site address of the affected parcels. Figure 2 provides the locations of the parcels listed in Table 1 that would be affected by full acquisitions under the Build Alternatives, the locations of the proposed improvements under the Build Alternatives, and identifies whether relocations may be required. Figure 3 provides the same information for the Design Variations.

As shown in Table 1 and Figure 2 and 3, both Build Alternatives and Design Variation 2a would require the full acquisition of six parcels to accommodate the roadway improvements. As shown in Table 2 and Figure 3, Design Variation 6a would require the full acquisition of the same six parcels and the full acquisition of an additional parcel. Six parcels are currently vacant and would require no relocation. In addition, Design Variations 6a would potentially require the full acquisition of one parcel of land (APN 422-070-029). This parcel consists of a single-family

residential use. The proposed design adjacent to APN 422-070-029 would raise the vertical profile of WLC Pkwy to construct a new WLC Pkwy bridge that meets Caltrans' requirements (vertical clearance, vertical grades and Americans with Disabilities Act [ADA] requirements). The proposed vertical profile would cause street improvements and slope easements to extend approximately 1,500 ft south of Eucalyptus Avenue and would require the removal of a residential structure on APN 422-070-029. Therefore, a full acquisition and a residential relocation would be required on APN 422-070-029 under Design Variation 6a.

Table 1 Full Acquisitions Under Build Alternatives 2 and 6 and Design Variation 2a

APN	Area Impacted (sf)	Current Land Use	Address
488-260-037	311,929	Vacant Land	NA
488-350-046	9,583	Vacant Land	NA
488-350-048	14,375	Vacant Land	NA
488-350-049	9,904	Vacant Land	NA
488-350-050	18,240	Vacant Land	NA
488-350-051	226,512	Vacant Land	NA

Source: Michael Baker International (2018).
APN = Assessor's Parcel Number
NA = not applicable
sf = square feet

Table 2 Full Acquisitions Under Design Variation 6a

APN	Area Impacted (sf)	Current Land Use	Address
488-260-037	311,929	Vacant Land	NA
488-350-046	9,583	Vacant Land	NA
488-350-048	14,375	Vacant Land	NA
488-350-049	9,904	Vacant Land	NA
488-350-050	18,240	Vacant Land	NA
488-350-051	226,512	Vacant Land	NA
422-070-029	114,998	Residential	13100 World Logistics Center Parkway Moreno Valley, CA 92555

Source: Michael Baker International (2018).
APN = Assessor's Parcel Number
NA = not applicable
sf = square feet

V. Conclusion

Build Alternatives 2 and 6 and Design Variation 2a would result in the same six potential full acquisitions and Design Variation 6a would result in an additional potential full acquisition. As discussed earlier, six of these seven parcels are currently vacant and would require no relocation or disruption to their current function. The remaining parcel that Design Variation 6a would fully acquire consists of a single-family residential property. In 2016, the City had an estimated vacancy rate of 5.9 percent (approximately 3,224 units). An estimated 32.9 percent of the vacant housing units were available for rent (approximately 1,061 units), and an estimated 13.9 percent were for sale (approximately 449 units). Based on the estimated vacant housing units available for rent and for sale in 2016[1], there would be sufficient vacant residential replacement properties available that are equal to or better than the displaced residential property.

Should Design Variation 6a be finalized and selected, a Final Relocation Impact Memorandum (FRIM) would be prepared that would identify in more detail the relocation impact and the appropriate replacement resources. The displacing agency and/or the appropriate consultant(s) will ensure adequate relocation assistance staffing to meet the displacee's relocation needs. The Relocation Assistance Program (RAP) is deemed adequate to provide for necessary relocation resources and assistance.

The FRIM will consider appropriate solutions to meet the various relocation needs of the displaced residential property. Long-lead-time items may also include the time necessary to relocate and recalibrate sensitive machinery. It

[1] American Community Survey 2012–2016 5-Year Estimates. Website: https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml (accessed July 23, 2018).

is anticipated that preliminary and ongoing meetings would help identify and address all the relevant relocation issues in a timely and appropriate manner.

Any person (individual, family, corporation, partnership, or association) who moves from real property, moves personal property from real property as a result of the acquisition of the real property, or is required to relocate as a result of a written notice from the lead agency as a result of the real property required for a transportation project is eligible for "Relocation Assistance." All activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Relocation resources shall be available to the displacee in compliance with Title VI and State statute.

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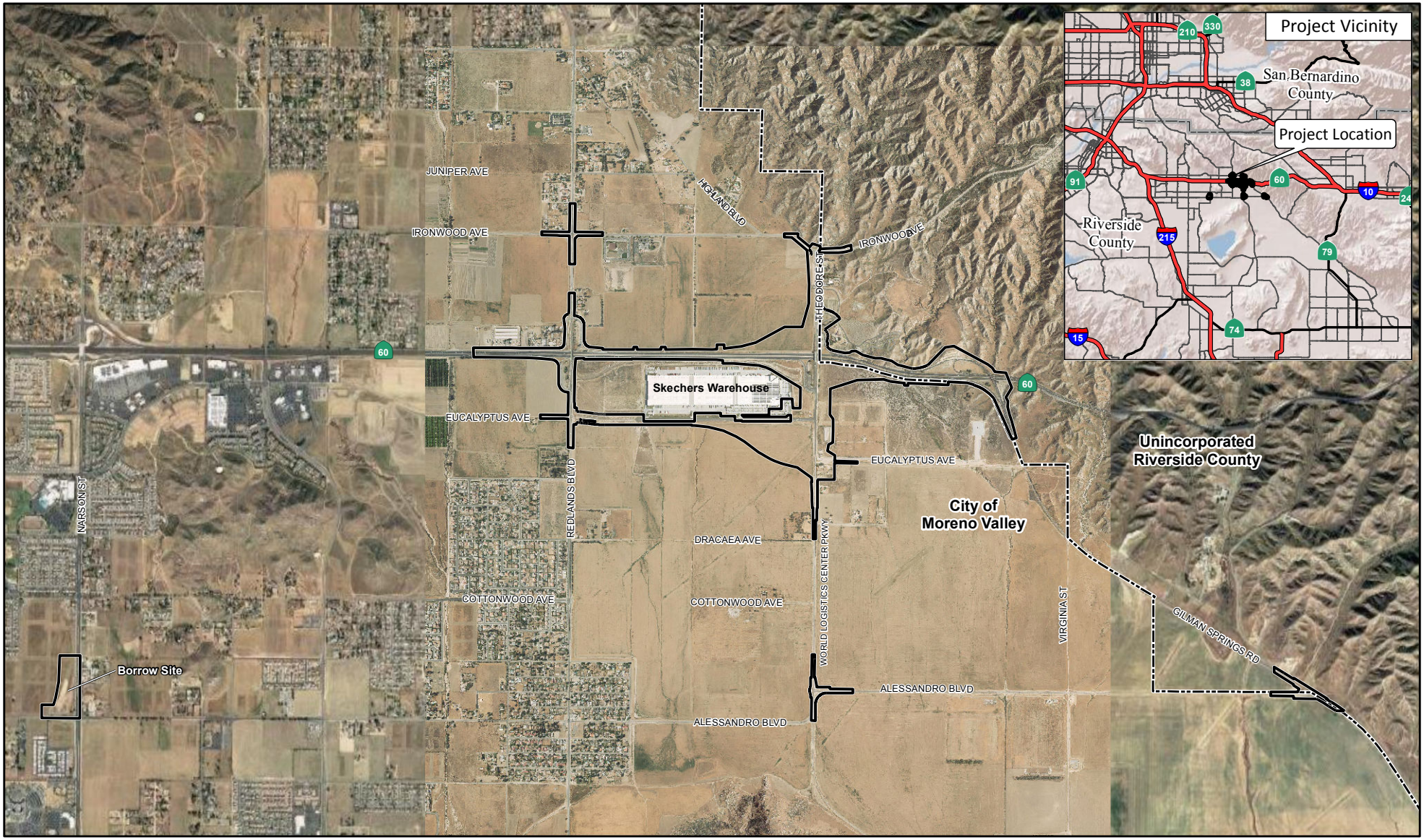

LEGEND

Project Area

City Boundary

FIGURE 1

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SOURCE: Google (2014, 2016); MBI (6/2018); ESRI (07/2012)

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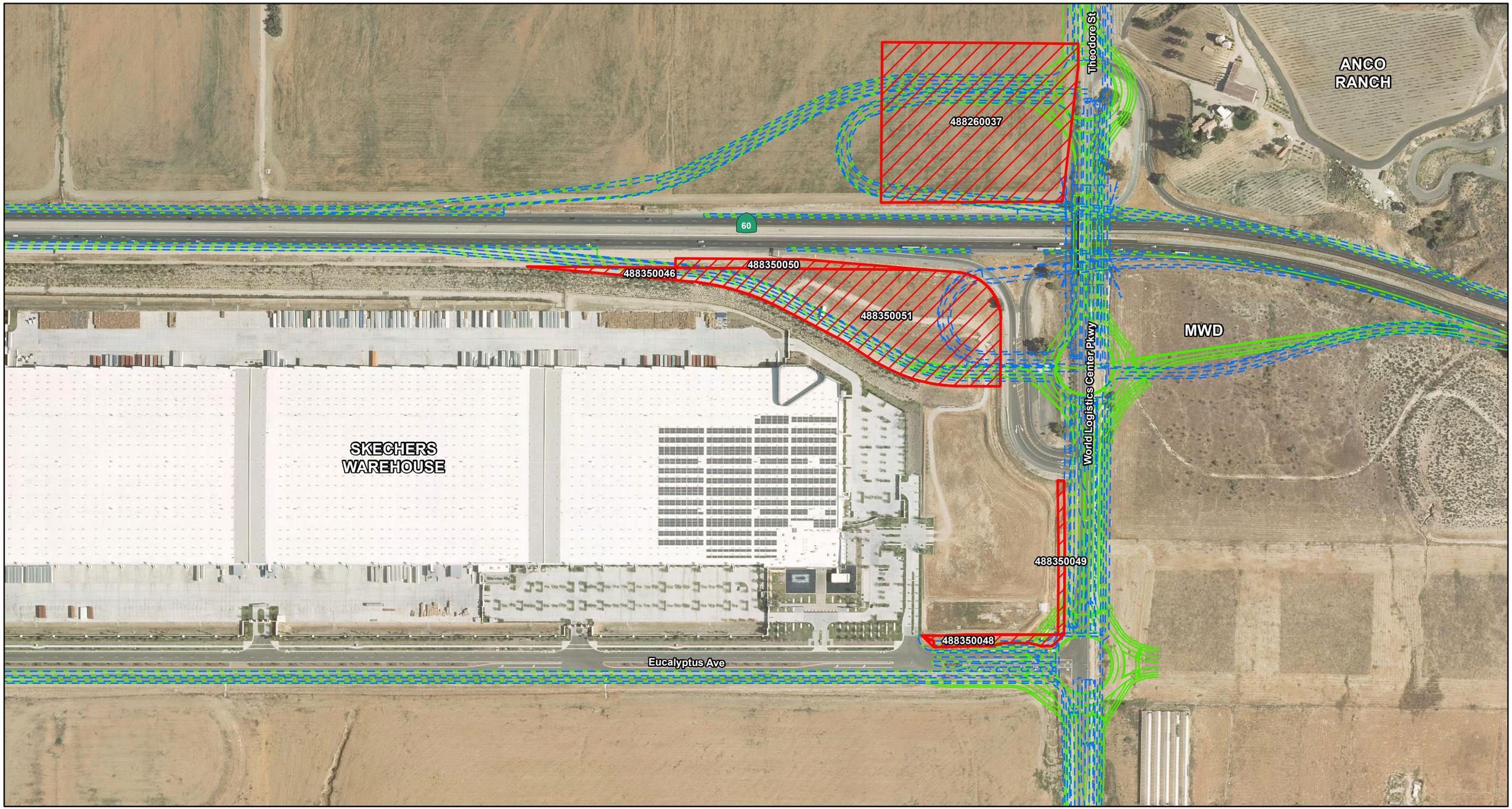
SR-60/World Logistics Center Parkway Interchange Project

Project Location and Vicinity

08-RIV-60 PM 20.0/22.0

EA No. 0M590

Project No. 0813000109



LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements
- Full Acquisition

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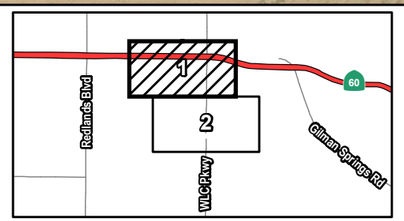

SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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FIGURE 2
Sheet 1 of 2

SR-60/World Logistics Center Parkway Interchange Project

Alternatives 2 and 6
Full Property Acquisitions
08-RIV-60 PM 20.0/22.0
EA No. 0M590
Project No. 0813000109

LEGEND

- Alternative 2 Proposed Improvements
- Alternative 6 Proposed Improvements
- Full Acquisition

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SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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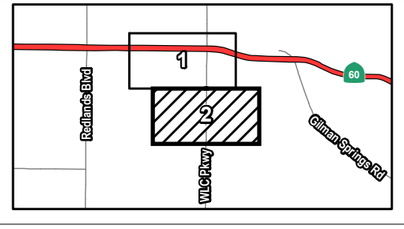
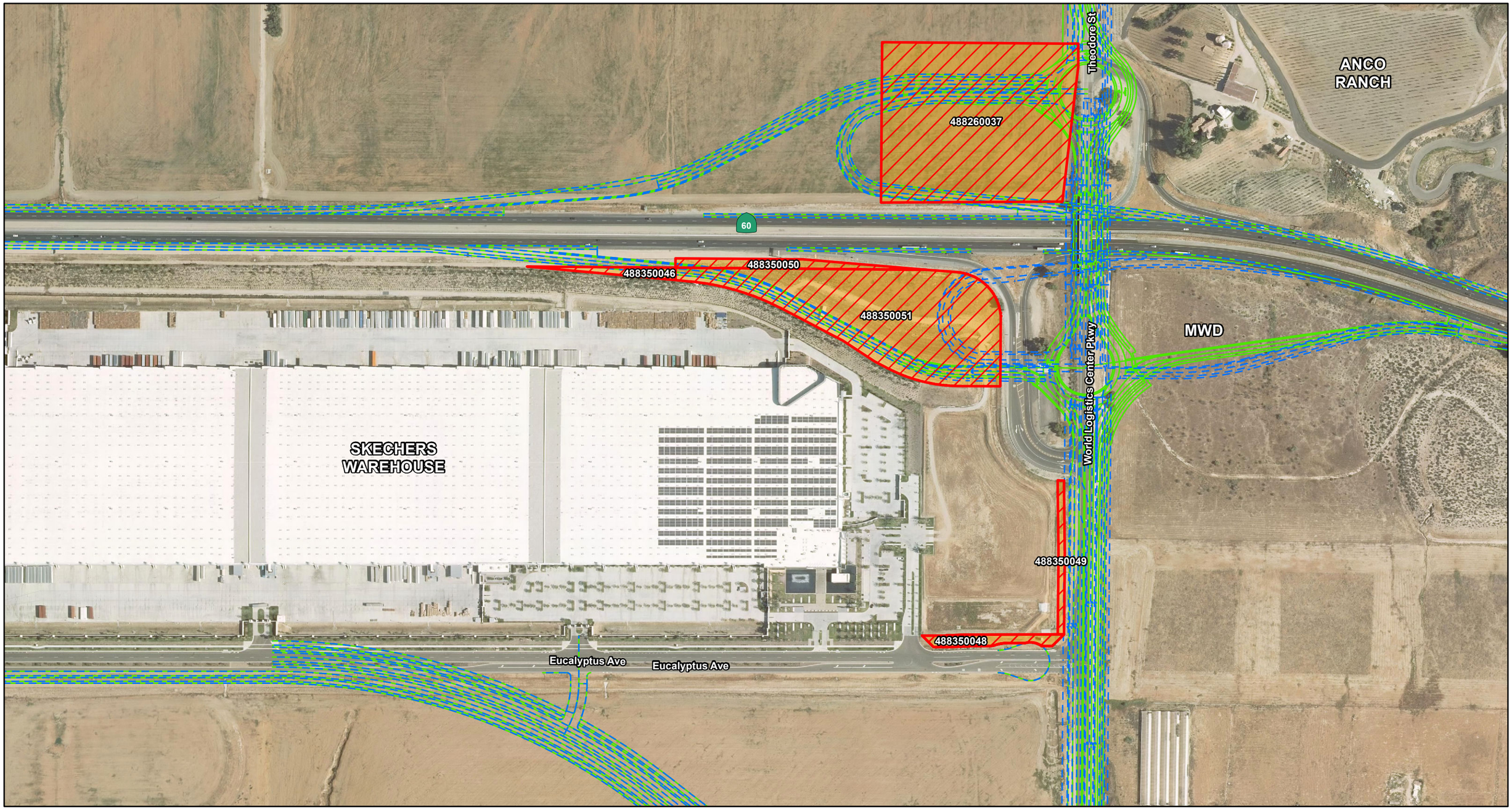


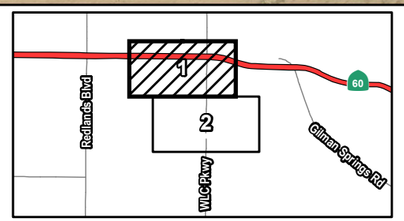
FIGURE 2
Sheet 2 of 2

SR-60/World Logistics Center Parkway Interchange Project
Alternatives 2 and 6
Full Property Acquisitions
08-RIV-60 PM 20.0/22.0
EA No. 0M590
Project No. 0813000109



LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements
- Design Variation 2a Full Acquisition
- Design Variation 6a Full Acquisition
- # Displacements (Design Variation 6a Only)



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SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

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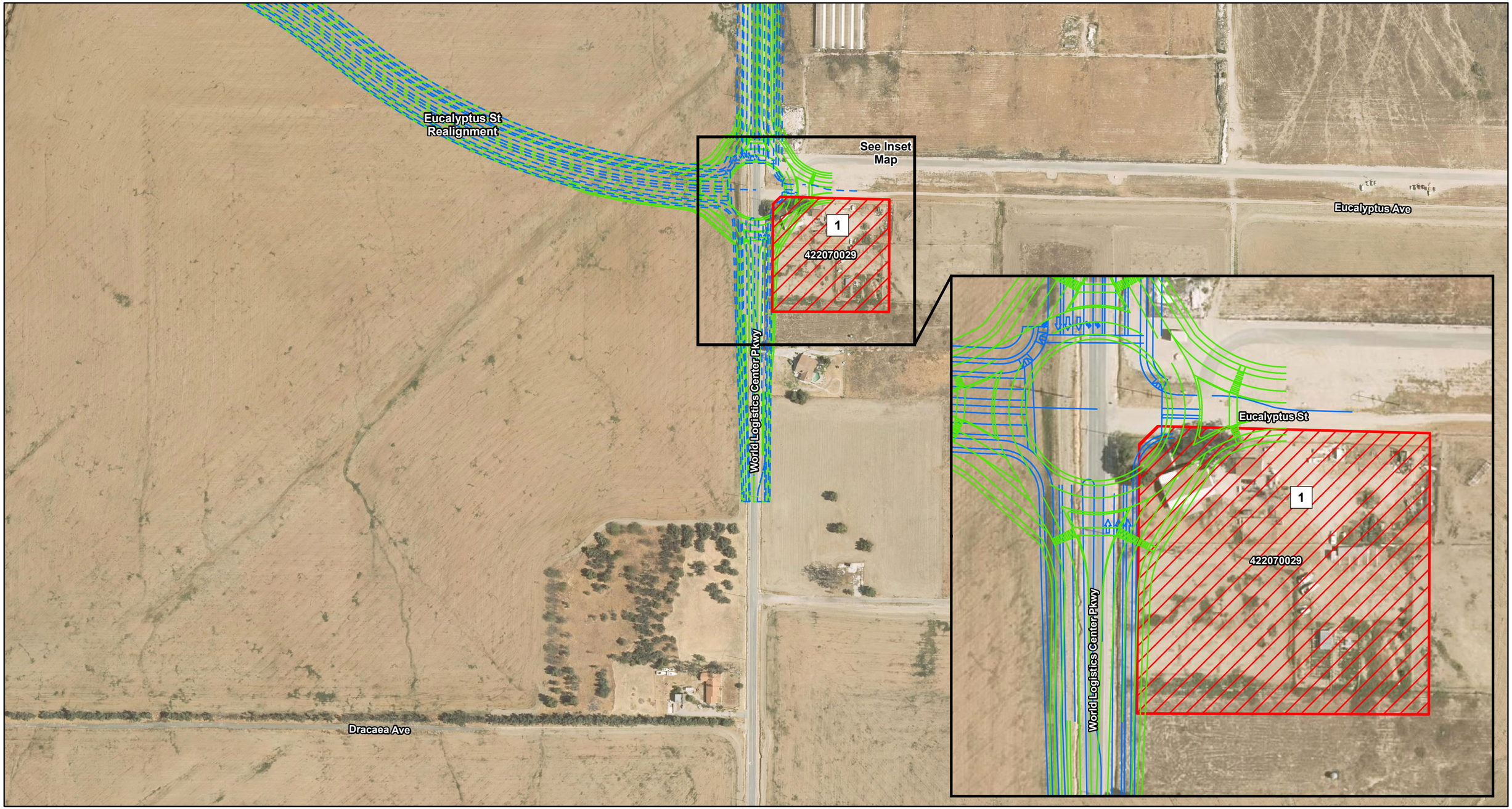
FIGURE 3
Sheet 1 of 2

SR-60/World Logistics Center Parkway Interchange Project

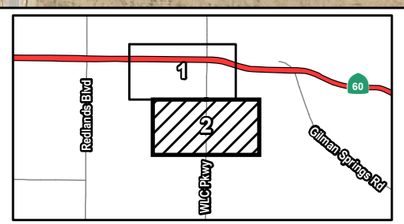
Design Variations 2a and 6a
Full Property Acquisitions

08-RIV-60 PM 20.0/22.0
EA No. 0M590
Project No. 0813000109



LEGEND

- Design Variation 2a Proposed Improvements
- Design Variation 6a Proposed Improvements
- Design Variation 2a Full Acquisition
- Design Variation 6a Full Acquisition
- # Displacements (Design Variation 6a Only)



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SOURCE: Aerial - RBF (11/2014); ESRI (2013); MBI (2018)

I:\RBF1301\GIS_Mod\MXD\DRIM\ParcelAcquisitions_RelocationMemo_Options2a_6a.mxd (12/3/2018)

FIGURE 3
Sheet 2 of 2

SR-60/World Logistics Center Parkway Interchange Project
Design Variations 2a and 6a
Full Property Acquisitions
08-RIV-60 PM 20.0/22.0
EA No. 0M590
Project No. 0813000109