

<b>RTIP ID#</b> <i>(required)</i> RIV080904
<b>TCWG Consideration Date</b> October 23, 2018
<b>Project Description</b> <i>(clearly describe project)</i> <p>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)/World Logistics Center Parkway (WLC Pkwy) (formally Theodore Street) interchange. The majority of the project site is located in the City of Moreno Valley; however, the northeast quadrant of the site is located within unincorporated Riverside County (County) but within the City’s Sphere of Influence.</p> <p>Although the City’s General Plan Circulation Element designates WLC Pkwy as a Minor Arterial (two lanes in each direction), existing WLC Pkwy through the project limits is 1 travel lane in each direction, including on the overcrossing over SR-60. Existing SR-60 between Redlands Boulevard and Gilman Springs Road is 2 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 approximately 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 a six-lane cross-section on WLC Pkwy between the southern limits of the project and the eastbound SR-60 ramps. The proposed improvements to the on- and off-ramps would extend approximately 4,500 ft west and 2,900 ft 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 approximately 2,300 ft north of SR-60 to Ironwood Avenue and approximately 3,200 ft south of SR 60. Project construction is anticipated to begin in early 2022 and be completed in winter 2023.</p> <p>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 and Alternative 6 with Design Variation. The Design Variations for each Build Alternative are similar and would realign the Eucalyptus Avenue to join WLC Pkwy approximately 900’ south of the existing Eucalyptus Avenue/WLC Pkwy intersection. Both Build Alternatives would require six full right of way acquisitions, and there will be partial right-of-way acquisitions within all four quadrants of the interchange. One full acquisition would result in a residential displacement under both Build Alternatives.</p> <p>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.</p>

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.

#### **Alternative 1 (No Build)**

The No Build Alternative assumes that no improvements will be made to the freeway mainline or to the existing 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**

As described further below, 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 located 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: Provision of a six-lane cross-section on WLC Pkwy between the southern limits of the proposed project and the eastbound SR-60 ramps;

- Provision of a four-lane cross-section on WLC Pkwy between the eastbound and westbound SR-60 ramps;
- Provision of one northbound lane on Theodore Street between the westbound SR-60 ramps and Ironwood Avenue;
- Provision of two southbound lanes on Theodore Street between Ironwood Avenue and the westbound SR-60 ramps;
- Provision of an 8 ft to 16 ft wide parkway on the east side of WLC Pkwy between the eastbound SR-60 ramp intersection and the northern project limits;
- Provision of 16 ft wide parkway on the west side of WLC Pkwy between the westbound SR-60 ramp intersection and the northern project limits;
- Provision of a 14 ft wide parkway on the west side of WLC Pkwy between the southern project limits and the eastbound SR-60 ramp intersection;

- Provision of a 16 ft wide parkway on the east side of WLC Pkwy between the southern project limits and the eastbound SR-60 ramp intersection;
- Provision of a 18 ft wide parkway on both sides of Eucalyptus Avenue through the project limits;
- 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.

#### **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 approximately 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. Bike lanes would be provided on both sides of WLC Pkwy and Eucalyptus Avenue throughout the project limits.

#### **Design Variation 2a – (Alternative 2 with Design Variation)**

Design Variation 2a will have the same features as Alternative 2 with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variation will consist of moving the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900' south from its current location. The shift will cause a partial realignment of Eucalyptus Avenue from approximately 2,600' 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

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<p>improvements included as part of Alternative 6 include 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, bike lanes are 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.</p> <p><b>Design Variation 6a – (Alternative 6 with Design Variation)</b>                  Design Variation 6a will have the same features as Alternative 6 with the exception of the location of the Eucalyptus Avenue/WLC Pkwy intersection. The Design Variation will consist of moving the current Eucalyptus Avenue/WLC Pkwy intersection approximately 900’ south from its current location. The shift will cause a partial realignment of Eucalyptus Avenue from approximately 2600’ west of WLC Pkwy to connect to the west side of WLC Pkwy.</p>					
<p><b>Type of Project</b> (use Table 1 on instruction sheet)                  Reconfigure existing interchange.</p>					
<p><b>County</b>                  Riverside</p>		<p><b>Narrative Location/Route &amp; Postmiles:</b>                  SR-60 (PM 20.0/22.0)</p>			
<p><b>Lead Agency:</b> City of Moreno Valley</p>					
<p><b>Contact Person</b>                  Margery Lazarus</p>		<p><b>Phone#</b>                  (951) 413-3133</p>	<p><b>Fax#</b>                  (951) 413-3170</p>	<p><b>Email</b>                  margeryl@moval.org</p>	
<p><b>Hot Spot Pollutant of Concern</b> (check one or both)    <b>PM2.5 x</b>    <b>PM10 x</b></p>					
<p><b>Federal Action for which Project-Level PM Conformity is Needed</b> (check appropriate box)</p>					
<p><b>Categorical Exclusion (NEPA)</b></p>	<p><input checked="" type="checkbox"/> <b>EA or Draft EIS</b></p>	<p><input type="checkbox"/> <b>FONSI or Final EIS</b></p>	<p><input type="checkbox"/> <b>PS&amp;E or Construction</b></p>	<p><input type="checkbox"/> <b>Other</b></p>	
<p><b>Scheduled Date of Federal Action:</b> February 2016</p>					
<p><b>NEPA Delegation – Project Type</b> (check appropriate box)</p>					
<p><input type="checkbox"/> <b>Exempt</b></p>		<p><input type="checkbox"/> <b>Section 326 –Categorical Exclusion</b></p>		<p><input checked="" type="checkbox"/> <b>Section 327 – Non Categorical Exclusion</b></p>	
<p><b>Current Programming Dates</b> (as appropriate)</p>					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	2014	2020	2020	2022	
<b>End</b>	2020	2022	2022	2024	

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

**Project Purpose**

The purpose of the proposed project is to:

1. Provide increased interchange capacity, reduce congestion, and improve traffic operations to support the forecast travel demand for the 2045 design year;
2. Improve existing and projected interchange geometric deficiencies; and
3. 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:

1. 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, Riverside 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, households jobs are anticipated to increase by 165 percent, 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 intersections 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.
2. The overpass bridge at the interchange was hit recently (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.
3. 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, social environment, transportation behavior, cultural characteristics and economic environment.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

Surrounding land uses within the project area include rural residential, open space, and commercial uses. The largest traffic generator in the project area is the warehouse located to the south west of the existing interchange. The World Logistics Center (WLC), expected to be completed before 2040, would consist primarily of approximately 41 million square feet of high-cube logistics warehouse buildings. The WLC would significantly increase the number of diesel trucks operating within the project area.

<p><b>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2025 – WLC Pkwy:</b> See attached analysis</p>
<p><b>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2045 – WLC Pkwy:</b> See attached analysis</p>
<p><b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 2025 – SR-60:</b>  See attached analysis</p> <p><b>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 2045 – SR-60:</b>  See attached analysis</p>
<p><b>Describe potential traffic redistribution effects of congestion relief (<i>impact on other facilities</i>)</b> See attached analysis</p>
<p><b>Comments/Explanation/Details (<i>attach additional sheets as necessary</i>)</b> See attached analysis</p>

### PM<sub>2.5</sub>/PM<sub>10</sub> Hot-Spot Analysis

The proposed project is located within a nonattainment area for the federal PM<sub>2.5</sub> standards and within an attainment/maintenance area for the federal PM<sub>10</sub> standard. Therefore, per 40 CFR Part 93 hot-spot analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in 40 CFR Section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is an interchange reconfiguration project that will widen an existing regionally significant street. Based on the traffic data provided by WSP (October 2018), the proposed project would improve traffic flow without increasing the traffic volumes along World Logistics Center Parkway (WLC Pkwy) or State Route 60 (SR-60). As shown in Tables 1 and 2, the traffic volumes along SR-60 within the project area would exceed 125,000 average daily trips. In addition, the truck volumes on SR-60 would exceed the 10,000 and the truck percentages along all roadways within the project area would exceed 8 percent of the total traffic volume. However, as shown in Tables 1 and 2, the project would not change the traffic volumes on any of the roadways within the project area.

**Table 1: 2025 Traffic Volumes (No Build and Build)**

Roadway Link	2025 No Build			2025 Build (Alt 2 and 6)		
	Total ADT	Truck ADT	Truck %	Total ADT	Truck ADT	Truck %
Theodore Street - SR-60 WB Ramp to Ironwood Ave	2,267	655	29	2,267	655	29
WLC Pkwy - Eucalyptus Avenue to SR-60 EB Ramps	24,242	8,744	36	24,242	8,744	36
SR-60 - Redlands Boulevard to WLC Pkwy	92,116	15,490	17	92,116	15,490	17
Ironwood Avenue - Redlands Boulevard to Theodore Street	2,587	638	25	2,587	638	25
Eucalyptus Avenue - Redlands Boulevard to WLC Pkwy	1,668	861	52	1,668	861	52

Source: WSP, October 2018.

**Table 2: 2045 Traffic Volumes (No Build and Build)**

Roadway Link	2045 No Build			2045 Build (Alt 2 and 6)		
	Total ADT	Truck ADT	Truck %	Total ADT	Truck ADT	Truck %
Theodore Street - SR-60 WB Ramp to Ironwood Ave	14,618	1,054	7	14,618	1,054	7
WLC Pkwy - Eucalyptus Avenue to SR-60 EB Ramps	31,816	12,512	39	31,816	12,512	39
SR-60 - Redlands Boulevard to WLC Pkwy	168,384	23,699	14	168,384	23,699	14
Ironwood Avenue - Redlands Boulevard to Theodore Street	6,941	840	12	6,941	840	12
Eucalyptus Avenue - Redlands Boulevard to WLC Pkwy	5,370	1,308	24	5,370	1,308	24

Source: WSP, October 2018.

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the traffic data provided by WSP, at intersections that are operating at LOS D, E, or F, the proposed project would maintain or improve the LOS. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3 through 8.

**Table 3: 2025 Without Project Intersection Levels of Service**

Intersection	AM Peak Hour	PM Peak Hour
World Logistics Center Pkwy/Eucalyptus	A	A
World Logistics Center Pkwy/SR-60 EB Ramps	F	F
World Logistics Center Pkwy/SR-60 WB Ramps	F	F
Theodore St/Ironwood Ave	A	A

Source: WSP, October 2018.

**Table 4: 2025 With Alternative 2 Intersection Levels of Service**

Intersection	AM Peak Hour	PM Peak Hour
World Logistics Center Pkwy/Eucalyptus	A	A
World Logistics Center Pkwy/SR-60 EB Ramps	B	B
World Logistics Center Pkwy/SR-60 WB Ramps	B	B
Theodore St/Ironwood Ave	A	A

Source: WSP, October 2018.

**Table 5: 2025 With Alternative 6 Intersection Levels of Service**

Intersection	AM Peak Hour	PM Peak Hour
World Logistics Center Pkwy/Eucalyptus	B	B
World Logistics Center Pkwy/SR-60 EB Ramps	A	A
World Logistics Center Pkwy/SR-60 WB Ramps	A	A
Theodore St/Ironwood Ave	A	A

Source: WSP, October 2018.

**Table 6: 2045 Without Project Intersection Levels of Service**

Intersection	AM Peak Hour	PM Peak Hour
World Logistics Center Pkwy/Eucalyptus	D	D
World Logistics Center Pkwy/SR-60 EB Ramps	F	F
World Logistics Center Pkwy/SR-60 WB Ramps	F	F
Theodore St/Ironwood Ave	A	A

Source: WSP, October 2018.

**Table 7: 2045 With Alternative 2 Intersection Levels of Service**

Intersection	AM Peak Hour	PM Peak Hour
World Logistics Center Pkwy/Eucalyptus	D	D
World Logistics Center Pkwy/SR-60 EB Ramps	B	C
World Logistics Center Pkwy/SR-60 WB Ramps	C	B
Theodore St/Ironwood Ave	A	A

Source: WSP, October 2018.

**Table 8: 2045 With Alternative 6 Intersection Levels of Service**

Intersection	AM Peak Hour	PM Peak Hour
World Logistics Center Pkwy/Eucalyptus	C	C
World Logistics Center Pkwy/SR-60 EB Ramps	B	B
World Logistics Center Pkwy/SR-60 WB Ramps	A	D
Theodore St/Ironwood Ave	A	A

Source: WSP, October 2018.

- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.
- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM<sub>2.5</sub> and PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.