

RTIP ID# <i>(required)</i> RIV080904
TCWG Consideration Date March 24, 2015
Project Description <i>(clearly describe project)</i> 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)/Theodore Street interchange. Existing Theodore Street through the project limits is 2 travel lanes 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. Three alternatives will be evaluated in the environmental document for the proposed project: Alternative 1 (No Build Alternative [no project]), Alternative 2 (Modified Partial Cloverleaf), and Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections). Alternative 1 (No Build) The No Build Alternative assumes that no improvements will be made to the freeway mainline, and that no improvements will be made to the SR-60/Theodore Street interchange. Without the planned improvements proposed as part of the project, LOS at the on-ramps, and traffic operations at the interchange would continue to worsen over time. Alternative 2 (Modified Partial Cloverleaf) Alternative 2 proposes to reconstruct the SR-60/Theodore Street interchange in a Modified Partial Cloverleaf (L-7/L-8) configuration. Improvements under Alternative 2 would include the construction of a new westbound direct on-ramp and a new loop off-ramp in the northwest quadrant of the interchange, in a partial L-8 configuration. A new eastbound direct off-ramp and a new loop on-ramp would be constructed in the southwest quadrant, in a partial L-7 configuration. In accordance with the District’s Ramp Meter Design Manual, all interchange entrance ramps would include ramp meters to accommodate vehicle storage. Alternative 2 would also remove the existing two lanes (one lane in each direction) Theodore Street overcrossing and replace it with a new 6 lane (3 lanes each direction). As proposed, Theodore Street would be a 6-lane arterial between the southern limits of the project site and the eastbound ramps, a 4-lane arterial between the eastbound and the westbound ramps, and a 2-lane arterial between the westbound ramps and Ironwood Avenue. Following project completion, improvements to Theodore Street would allow for a maximum vehicular speed of 45 miles per hour (mph). Alternative 2 does not include improvements to the freeway mainline, with the exception of adding an auxiliary lane in both the eastbound and westbound directions on SR-60 between the Redlands Boulevard and the Gilman Springs Road interchanges.

<p>Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections)</p> <p>Alternative 6 proposes to reconstruct the SR-60/Theodore Street interchange in a Modified Partial Cloverleaf (L-7/L-8) configuration. Improvements under Alternative 6 would include the construction of a new westbound direct on-ramp and a new westbound loop on-ramp in the northwest quadrant, in a partial L-8 configuration. New eastbound direct off- and on-ramps would be constructed in the southwest and southeast quadrants, respectively, in a partial L-7 configuration. In accordance with the District’s Ramp Meter Design Manual, all interchange entrance ramps would include ramp meters to accommodate vehicle storage.</p> <p>Similar to Alternative 2, Alternative 6 would also remove the existing two lane (one lane each direction) Theodore Street overcrossing and replace it with a new 6 lane (3 lanes each direction) overcrossing. As proposed, Theodore Street would be a 6-lane arterial between the southern limits of the project site and the eastbound ramps, a 4-lane arterial between the eastbound and the westbound ramps, and a 2-lane arterial between the westbound ramps and Ironwood Avenue. Following project completion, improvements to Theodore Street would allow for a maximum vehicular speed of 45 mph. Alternative 6 does not include improvements to the freeway mainline, with the exception of adding an auxiliary lane in both the eastbound and westbound directions on SR-60 between the Redlands Boulevard and Gilman Springs Road interchanges.</p>					
<p>Type of Project (use Table 1 on instruction sheet) Reconfigure existing interchange.</p>					
<p>County Riverside</p>		<p>Narrative Location/Route & Postmiles: SR-60 (PM 20.0/22.0)</p>			
<p>Lead Agency: City of Moreno Valley</p>					
<p>Contact Person Margery Lazarus</p>		<p>Phone# (951) 413-3133</p>	<p>Fax# (951) 413-3170</p>	<p>Email margeryl@moval.org</p>	
<p>Hot Spot Pollutant of Concern (check one or both) PM2.5 x PM10 x</p>					
<p>Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)</p>					
<p>Categorical Exclusion (NEPA)</p>	<p>X</p>	<p>EA or Draft EIS</p>	<p>FONSI or Final EIS</p>	<p>PS&E or Construction</p>	<p>Other</p>
<p>Scheduled Date of Federal Action: February 2016</p>					
<p>NEPA Delegation – Project Type (check appropriate box)</p>					
<p>Exempt</p>		<p>Section 326 –Categorical Exclusion</p>		<p>X</p>	<p>Section 327 – Non Categorical Exclusion</p>
<p>Current Programming Dates (as appropriate)</p>					
	<p>PE/Environmental</p>	<p>ENG</p>	<p>ROW</p>	<p>CON</p>	
<p>Start</p>	<p>2013</p>	<p>2016</p>	<p>2017</p>	<p>2018</p>	
<p>End</p>	<p>2016</p>	<p>2017</p>	<p>2018</p>	<p>2019</p>	

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

Project Purpose

The purpose of the proposed project is to:

- Reconstruct and improve the SR-60/Theodore Street interchange;
- Implement improvements to the SR-60/Theodore Street interchange to improve the existing and projected geometric deficiencies;
- Increase capacity, and improve congestion and traffic operations at the SR-60/Theodore Street interchange; and
- Provide adequate access for projected traffic volumes associated with forecasted increased traffic demands due to rapid population and development growth in the City of Moreno Valley.

Project Need

The proposed project is needed for the following reasons:

- The SR-60/Theodore Street interchange is currently operating at a sufficient capacity; however, long range operational deficiencies are anticipated for this interchange given the forecasted growth associated with planned development in the project area;
- The City of Moreno Valley is experiencing rapid population growth, and there is a substantial amount of residential, commercial, and industrial development planned for the area surrounding the project site;
- Without improvements, in the year 2035, the eastbound SR-60 and the Theodore Street on- and off-ramps are anticipated to operate at unacceptable levels of service (LOS F) during the PM peak hour;
- The westbound SR-60 on- and off-ramps are anticipated to operate at LOS E and F, respectively, during AM and PM peak hours;
- The Theodore Street intersections with Ironwood Avenue, SR-60 westbound and eastbound ramps, and Eucalyptus Avenue are forecasted to operate at LOS F in the PM peak hour; and
- Without the proposed improvements, it is anticipated that traffic congestion and delays at the interchange and the adjacent streets would occur over time.

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>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2017 – Theodore Street</p> <p>No Build: ADT = 1,800, Truck ADT = 414 (23%), LOS A Alt 2: ADT = 1,800, Truck ADT = 414 (23%), LOS B Alt 6: ADT = 1,800, Truck ADT = 414 (23%), LOS A</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility 2040 – Theodore Street</p> <p>No Build: ADT = 27,300, Truck ADT = 9,280 (34%), LOS F Alt 2: ADT = 27,300, Truck ADT = 9,280 (34%), LOS C Alt 6: ADT = 27,300, Truck ADT = 9,280 (34%), LOS D</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT 2017 – SR-60</p> <p>No Build: ADT = 66,060, Truck ADT = 10,570 (16%), LOS C Alt 2: ADT = 66,060, Truck ADT = 10,570 (16%), LOS C Alt 6: ADT = 66,060, Truck ADT = 10,570 (16%), LOS C</p> <p>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 2040 – SR-60</p> <p>No Build: ADT = 158,300, Truck ADT = 25,330 (16%), LOS F Alt 2: ADT = 158,300, Truck ADT = 25,330 (16%), LOS F Alt 6: ADT = 158,300, Truck ADT = 25,330 (16%), LOS F</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i> See attached analysis</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i> See attached analysis</p>

PM_{2.5}/PM₁₀ Hot-Spot Analysis

The proposed project is located within a nonattainment area for the federal PM_{2.5} standards and within an attainment/maintenance area for the federal PM₁₀ 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 Parsons Brinckerhoff (January 2015), the proposed project would improve traffic flow without increasing the traffic volumes along Theodore Street 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. Therefore, this criterion.

Table 1 2017 Traffic Volumes (No Build and Build)

Roadway Link	2017 No Build			2017 Build (Alt 2 and 6)		
	Total ADT	Truck ADT	Truck %	Total ADT	Truck ADT	Truck %
Theodore Street at SR-60	1,800	414	23	1,800	414	23
SR-60 at Theodore Street	66,060	10,570	16	66,060	10,570	16
Ironwood Avenue	800	184	23	800	184	23
Eucalyptus Avenue	1,100	253	23	1,100	253	23

Source: Parsons Brinckerhoff, January 2015.

Table 2 2040 Traffic Volumes (No Build and Build)

Roadway Link	2040 No Build			2040 Build (Alt 2 and 6)		
	Total ADT	Truck ADT	Truck %	Total ADT	Truck ADT	Truck %
Theodore Street at SR-60	27,300	92,80	34	27,300	92,80	34
SR-60 at Theodore Street	158,300	25,330	16	158,300	25,330	16
Ironwood Avenue	7,200	2,450	34	7,200	2,450	34
Eucalyptus Avenue	16,600	5,644	34	16,600	5,644	34

Source: Parsons Brinckerhoff, January 2015.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

- 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 Parsons Brinckerhoff, 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.
- 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_{2.5} and PM₁₀ 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, PM₁₀ or PM_{2.5} violation.

Table 3: 2017 Without Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Theodore Street and Eucalyptus Avenue	A	A
Theodore Street and SR-60 EB Ramps	A	A
Theodore Street and SR-60 WB Ramps	A	A
Theodore Street and Ironwood Avenue	A	A

Source: Parsons Brinckerhoff, January 2015.

Table 4: 2017 With Alternative 2 Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Theodore Street and Eucalyptus Avenue	A	A
Theodore Street and SR-60 EB Ramps	B	A
Theodore Street and SR-60 WB Ramps	A	B
Theodore Street and Ironwood Avenue	A	A

Source: Parsons Brinckerhoff, January 2015.

Table 5: 2017 With Alternative 6 Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Theodore Street and Eucalyptus Avenue	A	A
Theodore Street and SR-60 EB Ramps	A	A
Theodore Street and SR-60 WB Ramps	A	A
Theodore Street and Ironwood Avenue	A	A

Source: Parsons Brinckerhoff, January 2015.

Table 6: 2040 Without Project Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Theodore Street and Eucalyptus Avenue	C	C
Theodore Street and SR-60 EB Ramps	F	F
Theodore Street and SR-60 WB Ramps	F	F
Theodore Street and Ironwood Avenue	B	B

Source: Parsons Brinckerhoff, January 2015.

Table 7: 2040 With Alternative 2 Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Theodore Street and Eucalyptus Avenue	C	C
Theodore Street and SR-60 EB Ramps	C	C
Theodore Street and SR-60 WB Ramps	B	B
Theodore Street and Ironwood Avenue	B	B

Source: Parsons Brinckerhoff, January 2015.

Table 8: 2040 With Alternative 6 Intersection Levels of Service

Intersection	AM Peak Hour	PM Peak Hour
Theodore Street and Eucalyptus Avenue	C	C
Theodore Street and SR-60 EB Ramps	A	C
Theodore Street and SR-60 WB Ramps	B	D
Theodore Street and Ironwood Avenue	B	B

Source: Parsons Brinckerhoff, January 2015.