FTIP ID# *(required)*: RIV080904

TCWG Consideration Date October 28, 2025

Project Description *(clearly describe project)*

The City of Moreno Valley (City), in cooperation with California Department of Transportation (Caltrans) District 8, proposes to reconstruct and improve the State Route 60 (SR-60) at World Logistics Center Parkway (WLC Pkwy) interchange (Project). The purpose of the Project is to provide standard vertical clearance for the WLC Pkwy overcrossing (OC) bridge; alleviate existing and future traffic congestion at the interchange ramps; and improve traffic flow through the interchange. The project is located entirely within the City, except for the northeast quadrant, which falls within unincorporated Riverside County. However, this area remains within the City's jurisdictional Sphere of Influence.

The Project is currently in the Plans, Specifications, and Estimate (PS&E) phase of its project development. At the request of Caltrans, the Project is seeking to reaffirm its air conformity determination with SCAG's TCWG due to the previous conformity determination exceeding 3 years (from PA/ED). The Project was previously determined to not be a project of air quality concern (POAQC) on October 23, 2018, and the current Project scope is consistent with the previously approved PA/ED project.

Construction is now anticipated to begin in early 2027 and be completed in 2028. In the October 2018 PM hot-spot form, the traffic analysis opening and design years were 2025 and 2045. The traffic analysis years have been modified since the prior TCWG review due to the change in project schedule. The opening year and design year considered in this Hot Spot Form Analysis are now 2028 and 2048 respectively.

The total length of the project on SR-60 is approximately 2 miles between Post Mile (PM) PM 20.0 to PM 22.0. The total length of the project along WLC Pkwy and Theodore St is approximately one mile between Ironwood Ave to south of Eucalyptus Ave. In the existing condition, WLC Pkwy and Theodore St are one travel lane in each direction, including the SR-60 overcrossing. SR-60, between Redlands Boulevard and Gilman Springs Road, is 2 mixed flow travel lanes in each direction.

The Project proposes the following major improvements to the WLC Pkwy / SR60 interchange: (1) reconstruction of the westbound and eastbound SR-60 on- and off-ramps; (2) replacement of the existing WLC Parkway overcrossing to provide a minimum 16.5-foot vertical clearance and two additional through lanes; (3) construction of roundabout intersections at the Westbound, Eastbound, and Eucalyptus Ave intersections; (4) construction of a continuous pedestrian and bicycle path on WLC Pkwy and Theodore St; (5) construction of auxiliary lanes on SR-60 between the WLC Pkwy, Redlands Boulevard, and Gilman Springs Road on- and off-ramps; (6) improvements to Theodore Street and WLC Parkway between Ironwood Ave and south to Eucalyptus Avenue and Dracaea Avenue.

An Environmental Impact Report/Environmental Assessment (EIR/EA) was prepared in accordance with the California Environmental Quality Act (CEQA), National Environmental Policy Act (NEPA), and the Caltrans Standard Environmental Reference (SER). The Draft EIR/EA for the proposed project analyzed three project Alternatives: Alternative 1 (No Build Alternative) and Alternatives 2 and 6 (Build Alternatives). After comparing and weighing the benefits of the Build Alternatives and considering potential environmental effects and reasonable avoidance, minimization, and mitigation measures and comments received during the public review period for the Draft EIR/EA, Caltrans, in coordination with the Project Development Team (PDT), identified Build Alternative 6 – a modified cloverleaf with roundabout intersections – as the Preferred Alternative. The Final Environmental Document (FED) for the proposed project was approved by Caltrans on December 10, 2020. The Project Report was approved on December 18, 2020.

Project Description *(continued)*

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 Level of Service (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 purpose and need of the project.

Build Alternative 6 (Preferred Alternative)
Build Alternative 6 serves as the basis of design for the current PS&E phase. A Geometric Approval Drawing, based on the PA/ED geometric design, was submitted to and approved by Caltrans on November 15, 2025. Following this, a 65% PS&E package was submitted in October 2024, with Caltrans providing comments by January 9, 2025. Draft 65% structure plans were submitted in May 2025, and Caltrans responded with comments in June 2025. The project is currently in the 95% PS&E phase.

Roadway & Structure Improvements:
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 miles west of the SR-60/Gilman Springs Road interchange. The Project proposes to remove and reconstruct the existing on and off-ramps and reconfigure them in a modified cloverleaf configuration. This includes a new westbound direct on-ramp, a new westbound loop off-ramp, and a new eastbound direct on- and off-ramps. At the Westbound and Eastbound ramp terminals and at Eucalyptus Ave, the Project will remove and replace the existing stop-controlled intersections with roundabouts.

In accordance with the Caltrans District 8 Ramp Meter Design Manual, all interchange on-ramps would be two-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.

Theodore Street: The Theodore St cross-section is comprised of a 12’ wide parkway and sidewalk on each side; a northbound and southbound buffered bike-lane (2’ buffer with a 6’ curb adjacent bike path); and two northbound and southbound travel lanes between the Westbound ramp intersection and Ironwood Ave. These improvements substantially improve the local streets condition for pedestrians and cyclists and improve lane continuity between Ironwood Ave and the Westbound Ramp roundabout intersection.

WLC Pkwy: The WLC Pkwy cross-section is comprised of a six-lane cross-section between the Eastbound ramp intersection and to south of Eucalyptus Ave. A four-lane cross-section is provided between the Eastbound and Westbound SR-60 ramp terminal intersections through the WLC Pkwy overcrossing. On the east side of WLC Pkwy, a bi-directional 10-foot-wide cycle track is provided between Hemlock Ave and Eucalyptus Ave from the end of the on-street buffered bike lanes at Hemlock Ave to the Eucalyptus Ave roundabout multi-use trail. On the same side and for the same limits, an 8’ wide pedestrian walkway is provided along WLC Pkwy with an 8 ft to 16 ft wide parkway between the northbound travel lanes and the bike / pedestrian route.

SR-60: The SR-60 cross-section is comprised of two existing lanes in each direction. The Project between WLC Pkwy, Redlands Blvd, and Gilman Springs Rd will add one 12’ wide auxiliary lane in each direction from the interchange on and off-ramps. A 10’ wide continuous shoulder will be provided along the auxiliary lane.

Structure OC: The Project will remove the existing two-lane WLC Pkwy OC bridge and replace it with a new four-lane crossing. The new OC is proposed as a cast-in-place concrete box girder bridge measuring 245’ long by 97’ feet wide. The bridge span includes one center bridge bent with four circular columns parallel with the freeway. Two bridge abutments will support the bridge ends with textured slope paving included between the abutments and the freeway. The vertical profile of WLC Pkwy over SR-60 is lower compared to the PA/ED profile by approximately 3- to 4-feet, but exceeds the minimum 16.5-feet of clearance required. The bridge profile was modified to reduce the amount of import fill required by the project which will reduce construction time and grading required by the Project. The new OC bridge is planned to be constructed in phases to maintain continuous WLC Pkwy access from SR-60. The stage construction phasing will include left-right bridge construction, temporary on and off-ramps with temporary paving, and short-term weekend closures.

Type of Project *(use Table 1 on instruction sheet)* Reconfigure existing interchange				
County Riverside		**Narrative Location/Route & Postmiles** State Route 60 (SR-60) from PM 20.0 to PM22.0 **Caltrans Projects – EA#** 0M590-1		
Lead Agency: City of Moreno Valley				
Contact Person Quang Nguyen	**Phone#** 951.413.3159	**Fax#**	**Email** quangn@moval.org	
Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**				
Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*				
Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**X** **PS&E or Construction**	**Other**
Scheduled Date of Federal Action: February 2016				
NEPA Assignment – Project Type *(check appropriate box)*				
Exempt		**Section 326 – Categorical Exemption**	**X**	**Section 327 – Non-Categorical Exemption**
Current Programming Dates *(as appropriate)*				

	PE/Environmental	ENG	ROW	CON
Start	2014	2020	2026	2027
End	2020	2026	2027	2028

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

For the purposes of this Hot Spot Form analysis, the 2028 and 2048 opening and design year conditions have been documented. The Project Purpose and Need as documented in the approved Project Report is stated below.

Purpose:

The purpose of the project is to:

- Improve existing vertical and horizontal interchange geometric deficiencies;
- Provide increased interchange capacity, reduce congestion, and improve traffic operations to support the forecast travel demand for the 2045 design year; and
- Accommodate a facility that is consistent with the City of Moreno Valley General Plan.

Need:

The project addresses the following needs, transportation deficiencies and problems:

- The existing overpass bridge was constructed in 1964 and does not meet current geometric standards related to vertical clearance. Current Caltrans standards require 16 feet 6 inches of minimum vertical clearance in the ultimate condition. The existing vertical bridge clearance is 15 feet 2 inches. The overpass bridge was hit by an excavator hauled on a flatbed trailer in January 2015 and a costly emergency repair project was required involving closure of the overpass bridge. Additionally, the overpass bridge was hit by an unknown vehicle in June 2019, and repairs were performed. Additional geometric deficiencies include non-standard ramp geometry and a lack of pedestrian facilities that are in compliance with the Americans with Disabilities Act (ADA).
- According to the Demographics and Growth Forecast prepared for the 2016 SCAG RTP/SCS, between 2012 and 2040, Riverside County's population is expected to increase by 42%, households are anticipated to increase by 52%, and employment is anticipated to increase by 90%. For Moreno Valley specifically, between 2012 and 2040, population is anticipated to increase by 30%, households are anticipated to increase by 41%, and employment is anticipated to increase by 165%. Without the improvements, the interchange intersections and SR-60 mainline are anticipated to operate at unacceptable levels of service (LOS) by Design Year 2045 (acceptable LOS is LOS D or better).
- Transportation improvement projects, including the SR-60/WLC Pkwy interchange project, are planned to be consistent with the transportation goals as identified in the City of Moreno Valley General Plan. Project improvements should accommodate the movement of people using multiple modes of transportation with community-based design taking into consideration the natural environment, social environment, and transportation behavior. Regarding equestrian, bicycle, and pedestrian users, the project should be consistent with the City's Master Plan of Trails to implement a multi-use trail along WLC Pkwy from Eucalyptus Ave to the northern project limit.

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 southwest 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.

Implementation of the Project would better accommodate the anticipated increase in diesel truck traffic in the area and would reduce congestion and queuing relative to the No-Build Alternative, as demonstrated by the traffic forecast data attached.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2028 – WLC Pkwy: See attached analysis

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2048 – WLC Pkwy: See attached analysis

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

See attached analysis

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 attached analysis

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

See attached analysis

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

See attached analysis

Environmental Revalidation

The project previously underwent TCWG review in October 2018. At that time, the project was determined to be not a project of air quality concern (POAQC). The purpose of this PM hot-spot analysis is to reaffirm that the project is not a POAQC.

Traffic Reassessment

In the October 2018 PM hot-spot form, the traffic analysis opening and design years were 2025 and 2045. The traffic analysis years have been modified since the prior TCWG review. The opening year and design year are now 2028 and 2048 respectively. Fehr and Peers developed updated traffic volume forecasts for the years 2028 and 2048, using RIVCOM, to reflect the new opening and design years. Table 1 and 2 show a comparison of opening year and design year total ADT for the roadways in the project study area, respectively. As shown, the updated forecasts, show lower total and maximum traffic volumes in the study area ranging from 3% to 21% lower.

Table 1: Opening Years (2025 vs 2028) Daily Volume Comparison

Roadway Link	2025 Build Volumes (Oct 2018 Hot-Spot)	2028 Build Volumes	Difference
	Total ADT	Total ADT	Total ADT
WLC Pkwy between Ironwood Ave and SR-60 WB Ramps	2,267	2,570	
WLC Pkwy between SR-60 EB Ramps and Eucalyptus Ave	24,242	5,430	
SR-60 between Redlands and WLC Pkwy	92,116	89,740	
Ironwood Ave between Redlands Blvd and WLC Pkwy	2,587	1,140	
Eucalyptus Ave between Redlands Blvd and WLC Pkwy	1,668	2,860	
Total	**122,880**	**101,740**	**-17%**
Maximum	**92,116**	**89,740**	**-3%**

Source: Fehr & Peers.

Table 2: Design Years (2045 vs 2048) Daily Volume Comparison

Roadway Link	2045 Build Volumes (Oct 2018 Hot-Spot)	2048 Build Volumes	Difference
	Total ADT	Total ADT	Total ADT
WLC Pkwy between Ironwood Ave and SR-60 WB Ramps	14,618	8,150	
WLC Pkwy between SR-60 EB Ramps and Eucalyptus Ave	31,816	23,000	
SR-60 between Redlands and WLC Pkwy	168,384	133,000	
Ironwood Ave between Redlands Blvd and WLC Pkwy	6,941	4,290	
Eucalyptus Ave between Redlands Blvd and WLC Pkwy	5,370	10,860	
Total	**227,129**	**179,300**	**-21%**
Maximum	**168,384**	**133,000**	**-21%**

Source: Fehr & Peers.

For consistency with the new opening and design years, the 2028 and 2048 forecast have been used in this hot-spot analysis.

PM2.5/PM10 Hot-Spot Analysis

The proposed project is located within a nonattainment area for the federal PM2.5 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 Fehr and Peers, the proposed project would improve traffic flow without increasing truck volumes along World Logistics Center Parkway (WLC Pkwy) or State Route 60 (SR-60). As shown in Tables 3 and 4, 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 20,000 and the truck percentages along most 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 increase the truck volumes on any of the roadways within the project area, with a nominal change in passenger car volume.

Table 3: 2028 Traffic Volumes (No Build and Build)

Roadway Link	2028 No Build			2028 Build (Alt 6)		
	Total ADT	Truck ADT	Truck %	Total ADT	Truck ADT	Truck %
WLC Pkwy between Ironwood Ave and SR-60 WB Ramps	2,430	1,280	53	2,570	1,280	50
WLC Pkwy between SR-60 EB Ramps and Eucalyptus Ave	5,000	2,000	40	5,430	2,000	37
SR-60 between Redlands and WLC Pkwy	89,660	20,430	23	89,740	20,430	23
Ironwood Ave between Redlands Blvd and WLC Pkwy	1,140	420	37	1,140	420	37
Eucalyptus Ave between Redlands Blvd and WLC Pkwy	2,860	290	10	2,860	290	10

Source: Fehr & Peers.

Table 4: 2048 Traffic Volumes (No Build and Build)

Roadway Link	2048 No Build			2048 Build (Alt 6)		
	Total ADT	Truck ADT	Truck %	Total ADT	Truck ADT	Truck %
WLC Pkwy between Ironwood Ave and SR-60 WB Ramps	7,290	3,720	51	8,150	3,720	46
WLC Pkwy between SR-60 EB Ramps and Eucalyptus Ave	21,280	9,150	43	23,000	9,150	40
SR-60 between Redlands and WLC Pkwy	132,550	37,280	28	133,000	37,280	28
Ironwood Ave between Redlands Blvd and WLC Pkwy	4,290	1,860	43	4,290	1,860	43
Eucalyptus Ave between Redlands Blvd and WLC Pkwy	10,860	570	5	10,860	570	5

Source: Fehr & Peers.

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 Fehr & Peers, at intersections that are operating at LOS D, E, or F, the proposed project would improve the LOS. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 5 through 8.

Table 5: 2028 No Build Intersection Level of Service

Intersection	Control	2028 No Build Level of Service (Vehicle Delay)	
		AM Peak Hour	PM Peak Hour
WLC Pkwy & SR-60 WB Ramps	Side Street Stop	B (10.7)	B (10.7)
WLC Pkwy & SR-60 EB Ramps	Side Street Stop	B (13.1)	B (13.6)
WLC Pkwy & Ironwood Ave	Side Street Stop	B (10.1)	A (9.6)
WLC Pkwy & Eucalyptus Ave	Roundabout	A (3.7)	A (4.3)

Source: Fehr & Peers.

Notes:

1. *Intersections were evaluated using methodologies consistent with the Highway Capacity Manual 7th Edition.*
2. *Side Street Stop and Roundabout controlled intersections were analyzed in the Synchro 12 and Sidra 10 software packages, respectively.*
3. *Overall intersection results are reported for roundabout intersections. Side Street Stop controlled intersection results are reported for the movement with the highest delay.*
4. *Vehicle delay reported is seconds per vehicle.*

Table 6: 2028 Build Intersection Level of Service

Intersection	Control	2028 Build (Alt 6) Level of Service (Vehicle Delay)	
		AM Peak Hour	PM Peak Hour
WLC Pkwy & SR-60 WB Ramps	Roundabout	A (1.6)	A (1.7)
WLC Pkwy & SR-60 EB Ramps	Roundabout	A (5.0)	A (4.7)
WLC Pkwy & Ironwood Ave	Side Street Stop	B (10.1)	A (9.7)
WLC Pkwy & Eucalyptus Ave	Roundabout	A (3.7)	A (4.3)

Source: Fehr & Peers.

Notes:

1. *Intersections were evaluated using methodologies consistent with the Highway Capacity Manual 7th Edition.*
2. *Side Street Stop and Roundabout controlled intersections were analyzed in the Synchro 12 and Sidra 10 software packages, respectively.*
3. *Overall intersection results are reported for roundabout intersections. Side Street Stop controlled intersection results are reported for the movement with the highest delay.*
4. *Vehicle delay reported is seconds per vehicle.*

Table 7: 2048 No Build Intersection Level of Service

Intersection	Control	2048 No Build Level of Service (Vehicle Delay)	
		AM Peak Hour	PM Peak Hour
WLC Pkwy & SR-60 WB Ramps	Side Street Stop	**F (71.3)**	**E (44.6)**
WLC Pkwy & SR-60 EB Ramps	Side Street Stop	**F (325.5)**	**F (59.8)**
WLC Pkwy & Ironwood Ave	Side Street Stop	B (13.5)	C (15.2)
WLC Pkwy & Eucalyptus Ave	Roundabout	B (11.7)	A (9.0)

Source: Fehr & Peers.

Notes:

1. *Intersections were evaluated using methodologies consistent with the Highway Capacity Manual 7th Edition.*
2. *Side Street Stop and Roundabout controlled intersections were analyzed in the Synchro 12 and Sidra 10 software packages, respectively.*
3. *Overall intersection results are reported for roundabout intersections. Side Street Stop controlled intersection results are reported for the movement with the highest delay.*
4. *Vehicle delay reported is seconds per vehicle.*
5. ***Bold text** indicates the intersection operates below acceptable operations (Level of Service D or better).*

Table 8: 2048 Build Intersection Level of Service

Intersection	Control	2048 Build (Alt 6) Level of Service (Vehicle Delay)	
		AM Peak Hour	PM Peak Hour
WLC Pkwy & SR-60 WB Ramps	Roundabout	A (3.8)	A (3.4)
WLC Pkwy & SR-60 EB Ramps	Roundabout	B (11.4)	A (9.0)
WLC Pkwy & Ironwood Ave	Side Street Stop	B (14.6)	C (18.0)
WLC Pkwy & Eucalyptus Ave	Roundabout	B (13.1)	A (9.7)

Source: Fehr & Peers.
Notes:

1. *Intersections were evaluated using methodologies consistent with the Highway Capacity Manual 7th Edition.*
2. *Side Street Stop and Roundabout controlled intersections were analyzed in the Synchro 12 and Sidra 10 software packages, respectively.*
3. *Overall intersection results are reported for roundabout intersections. Side Street Stop controlled intersection results are reported for the movement with the highest delay.*
4. *Vehicle delay reported is seconds per vehicle.*

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 PM2.5 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 PM2.5 violation.

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
8	Riv	60	20.0 / 22.0	1	1

Caltrans

Michael Baker INTERNATIONAL
801 S Grand Ave, Suite 250
Los Angeles, CA 90016
MBAKERINTL.COM

IRONWOOD Ave

IRONWOOD Ave

REDLANDS Blvd

THEODORE St

Exist WB OFF-RAMP

STATE ROUTE 60 WESTBOUND

WB ON-RAMP

WB OFF-RAMP

GILMAN SPRINGS INTERCHANGE

Exist WB ON-RAMP

STATE ROUTE 60 EASTBOUND

Exist EB ON-RAMP

WLC Pkwy

EB OFF-RAMP

EB ON-RAMP

Exist EB OFF-RAMP

EUCALYPTUS Ave

REDLANDS Blvd

SINCLAIR

WLC Pkwy

EUCALYPTUS Ave

SPECTRUM Drive (SEPARATE CITY PROJECT)

SPECTRUM Drive

LEGEND

PS&E IMPROVEMENTS

WLC PKWY / SR-60
INTERCHANGE IMPROVEMENTS

EA0M590

SCALE: 1"=300'