Print Form

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: _____

Project Title: SR-60/World Logistics Center Parkway Interchange Project

Lead Agency: Caltrans District 8

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Project Location: City of Moreno Valley (*City*) Riverside County (*County*)

Project Decription (Proposed actions, location, and/or consequences).

The City of Moreno Valley (City), in cooperation with the California Department of Transportation (Caltrans) proposes to reconstruct and improve the State Route (SR-60)/World Logistics Center Parkway (WLC Pkwy) interchange. The project site is located in the City of Moreno Valley (City), with the northeast quadrant located within unincorporated Riverside County within the City's Sphere of Influence. The purpose of the project is to provide standard vertical clearance for the WLC Pkwy Overcrossing, to alleviate existing and future traffic congestion at the SR 60/WLC Pkwy interchange ramps during peak hours, and to improve traffic flow along the freeway and through the interchange. Three Alternatives are evaluated: Alternative 1 (No Build Alternative), Alternative 2 (Modified Partial Cloverleaf), and Alternative 6 (Modified Partial Cloverleaf with Roundabout Intersections). There are two design variations for each Build Alternative that realign a portion of Eucalyptus Avenue where it intersects with WLC Pkwy. The City has identified Alternative 6 as the locally preferred alternative. The length of the project on SR-60 is 2 miles. The project also adds one auxiliary lane in each direction between the Redlands Boulevard and Gilman Springs Road interchanges.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

Mitigation measures PAL-1 and N-1 would be implemented to reduce significant effects on paleontological resources and noise, respectively. As indicated in measure PAL-1, a Paleontological Mitigation Plan (PMP) will be prepared by a qualified paleontologist. The PMP will include the following elements: Required 1-hour preconstruction paleontological sensitivity training for earthmoving personnel, a signed repository agreement, field and laboratory methods proposed (must be consistent with repository requirements), and a required Paleontological Mitigation Report upon completion of project earthmoving. Additionally, as indicated in measure N-1, noise mitigation in the form of noise barriers would be implemented to reduce significant noise impacts at Receptors R-25 and R-28. During construction, the construction contractor would construct noise barriers as specified in the final design plans. With implementation of mitigation measures PAL-1 and N-1, effects to noise levels and paleontological resources would be reduced to less than significant.

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

Potential areas of controversy include noise and cumulative impacts.

Provide a list of the responsible or trustee agencies for the project.

City of Moreno Valley.