FTIP ID# *(required)* RIV050535A

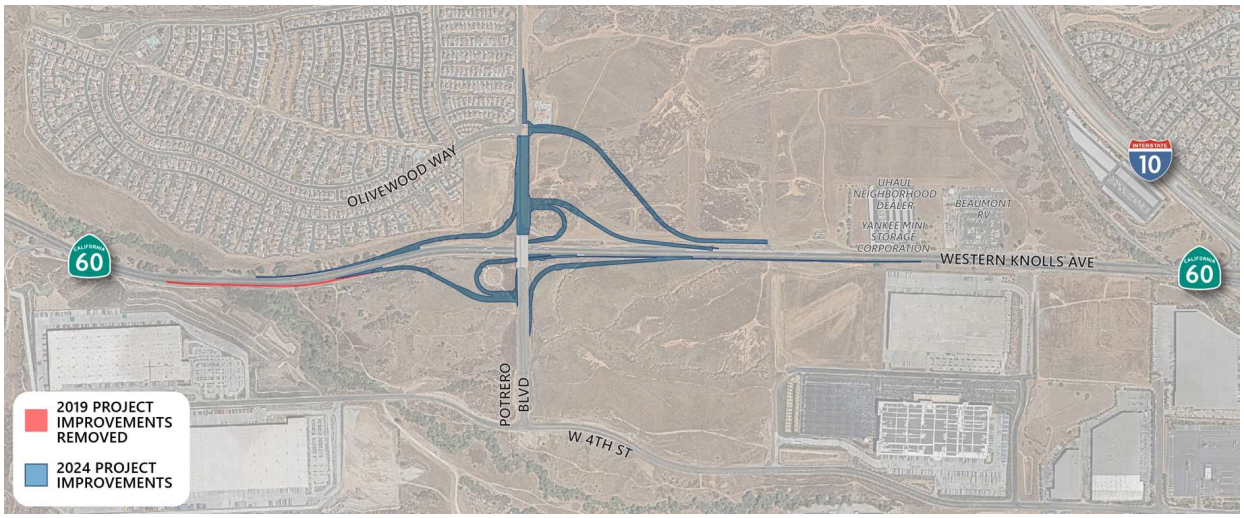
TCWG Consideration Date December 3, 2024

Project Description *(clearly describe project)*

The Project includes the construction of a new interchange connection in two phases to State Route 60 (SR-60) at Potrero Boulevard in the City of Beaumont, Riverside County, California. Phase 1 construction of the interchange overpass is complete (and open to the public) and Phase 2 construction of the interchange (subject of this hot spot form) includes connection between State Route 60 and Potrero Boulevard.

Phase 2 construction of the interchange on- and off-ramps is scheduled to start in December 2025 and finish in November 2027.

See Project improvements in blue shaded areas below (red shading are previous improvements that have been removed):



The proposed project location and surrounding land uses are depicted in Figure 1, which also shows the traffic generators. The surrounding land uses consist predominantly of a mix of residential, light-industrial uses, and vacant/undeveloped land.

Phase 2 includes the addition of six total westbound and eastbound entry and exit ramps (2 lanes plus HOV lane) off of SR-60, extended ramp acceleration/deceleration lanes as they enter SR-60, realignment of Western Knolls Avenue; and removal of Western Knolls Avenue connections to SR-60. A supplemental traffic study approved in 2022 showed that due to the decline in population growth and revised land use, the original traffic forecasts utilized in the 2010 traffic study are out of date and overestimated future traffic volumes at the Potrero interchange. Based on this traffic reduction, the future eastbound off-ramp has been modified from a two-lane ramp to a one-lane ramp and the eastbound auxiliary lane that would be required to accommodate a two-lane off ramp has been eliminated from the design. A comparison between the 2019 and 2024 project site is shown in Figures 2-6. All other ROW and proposed improvements are consistent with prior analysis and approvals.

No general purpose lanes will be added as a result of this project.

Type of Project *(use Table 1 on instruction sheet)* New Interchange				
County Riverside	**Narrative Location/Route & Postmiles:** From Potrero Blvd to SR-60 Post Miles: Begin 28.03 End 30.42 **Caltrans Projects – EA#** 08-34142 Phase II / PN 0800020445			
Lead Agency: Caltrans District 8				
Contact Person David Lewis	**Phone#** (951) 212-6936	**Fax#** 951-787-7906	**Email** dlewis@rctc.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: March 1, 2013 (FONSI); December 16, 2016 (Revalidation No. 1); November 10, 2020 (Revalidation No. 2)					
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	--	--	--	2025
End	--	--	--	2027

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

Purpose

The purpose of the project is to:

- Provide access between north and south of, and full access to, SR-60
- Improve mainline operations along State Route 60 (SR-60) by eliminating cross barrier traffic and access openings
- Reduce forecasted mainline congestion

Need

The project is located on SR-60 in the City of Beaumont, County of Riverside, California between Jack Rabbit Trail and the Interstate 10 (I-10)/SR-60 Junction. Currently, the portion of SR-60 between Jack Rabbit Trail and the I-10/SR-60 Junction is a conventional 4-lane divided highway (2 lanes in each direction) with three (3) at-grade intersections and three (3) access openings. Interstate 10 is a 6-lane freeway (3 lanes in each direction) between the Oak Valley Parkway and Beaumont Avenue (SR-79) interchanges. The I-10/SR-60 Junction is a freeway-to-freeway interchange (located between Oak Valley Parkway and Beaumont Avenue) and includes 2-lane connector ramps to and from I-10 and SR-60.

The project is being initiated by the City of Beaumont to mitigate increased traffic volumes in the area associated with future development and to implement the City's General Plan. Substantial growth is anticipated in the near future in this area from approved development. Prior to completion of Phase 1, there was no access from north of SR-60 to the south except via crossing the expressway median at Western Knolls Avenue.

Prior to completion of Phase 1, the SR-60 mainline effectively acted as a physical barrier between developed and undeveloped lands located north and south of the mainline. Access to existing lands (developed and undeveloped) within the western area of the City is limited to two interchanges along I-10 – at Oak Valley Parkway (OVP) and Beaumont Avenue (SR-79). Traffic analyses show that as growth increases in the western area, these interchanges, as well as, SR-60 and I-10 would degrade in level of service. The new interchange would provide a north-south crossing (Potrero Boulevard) at SR-60 that would allow for redistribution of traffic into and within the western area of the City. The City's General Plan Circulation Element calls for the new interchange and the north-south roadway connection to existing east-west roadways, OVP and 4th Street.

Under “2035 LOS With Project”, construction of the project, construction of Potrero Boulevard (from Oak Valley Parkway to 4th Street), the extension of 4th Street to Potrero Boulevard, and the future construction of the bypass route southeast of Potrero Boulevard to SR-79 would fortify the removal of local traffic trips from SR-60 and I-10, resulting in reduced congestion and improved levels of services on these mainline facilities. Along SR-60, traffic flows along the eastbound and westbound mainline lanes are affected by existing at- grade intersections located at Jack Rabbit Trail, at the east and west ends of Western Knolls Avenue (a 2- lane frontage road located on the north side of the mainline), and at three (3) other access openings located along the south side of the mainline. Vehicles exit and enter SR-60 from these intersections and access openings while mainline traffic travels at high speeds, sometimes in excess of 70 miles per hour.

Overview of Project Improvements:

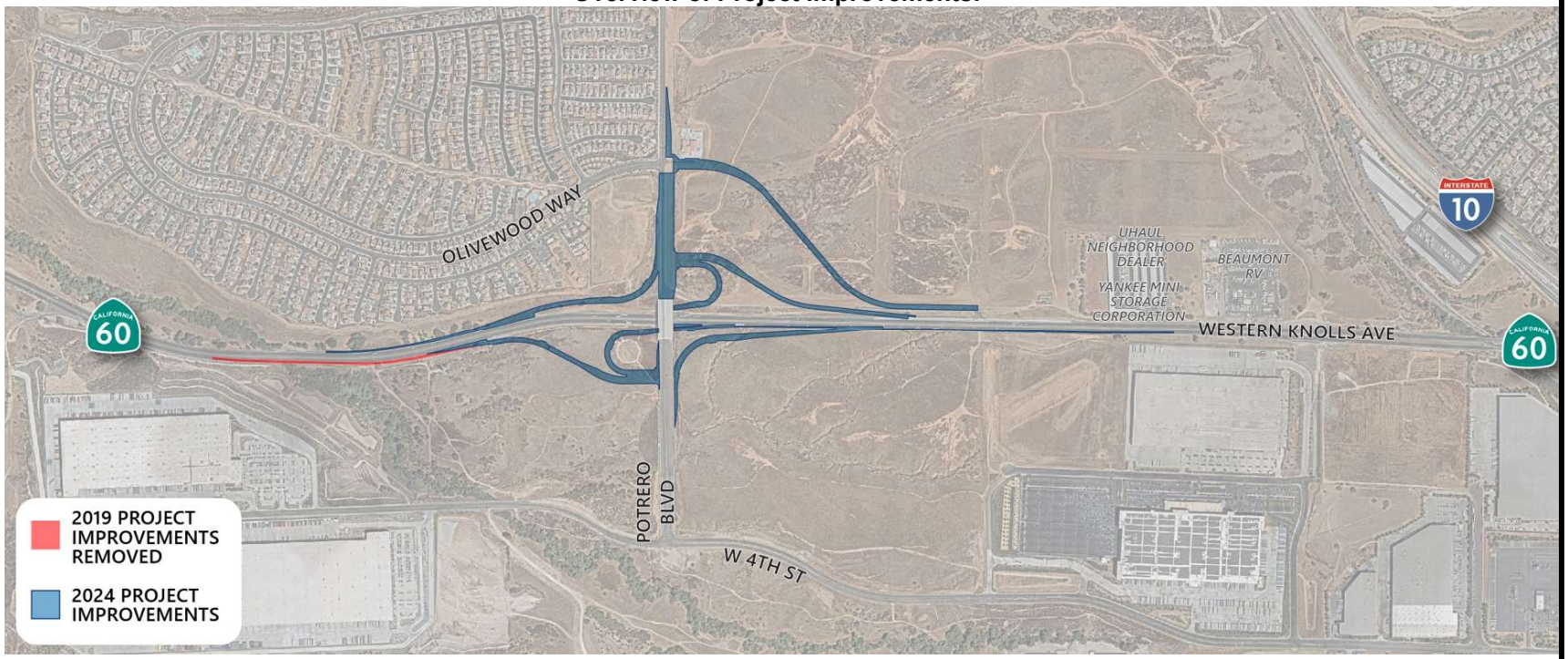
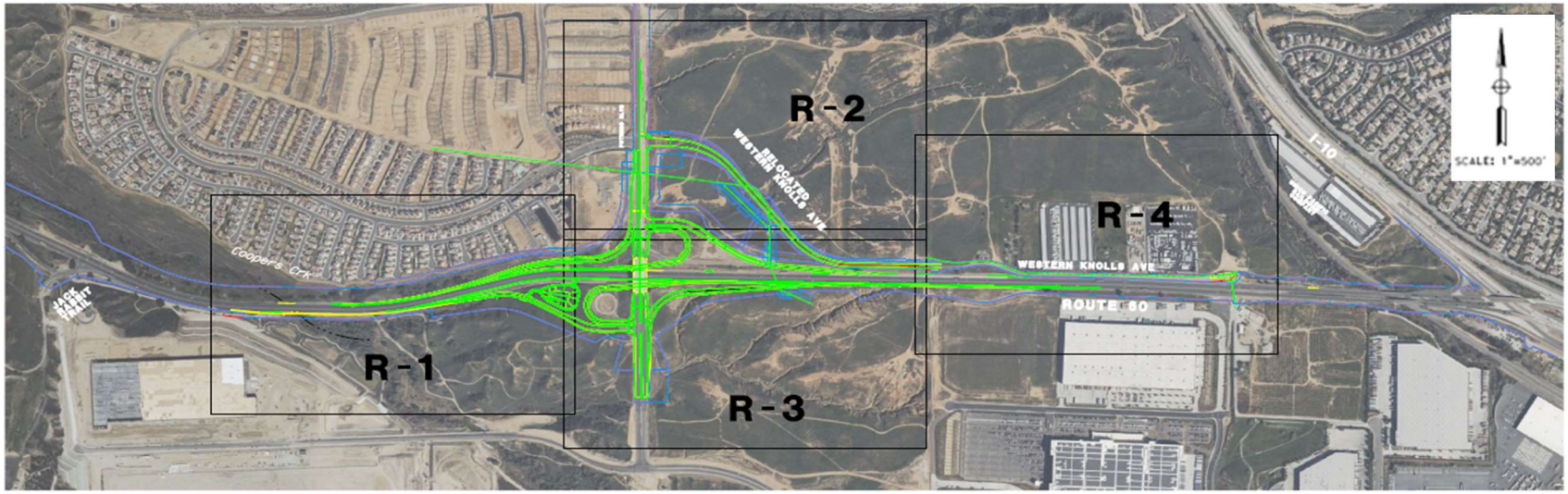


Figure 1. Proposed Project Location and Surrounding Land Uses

Figure 2. Proposed Project Reconfiguration

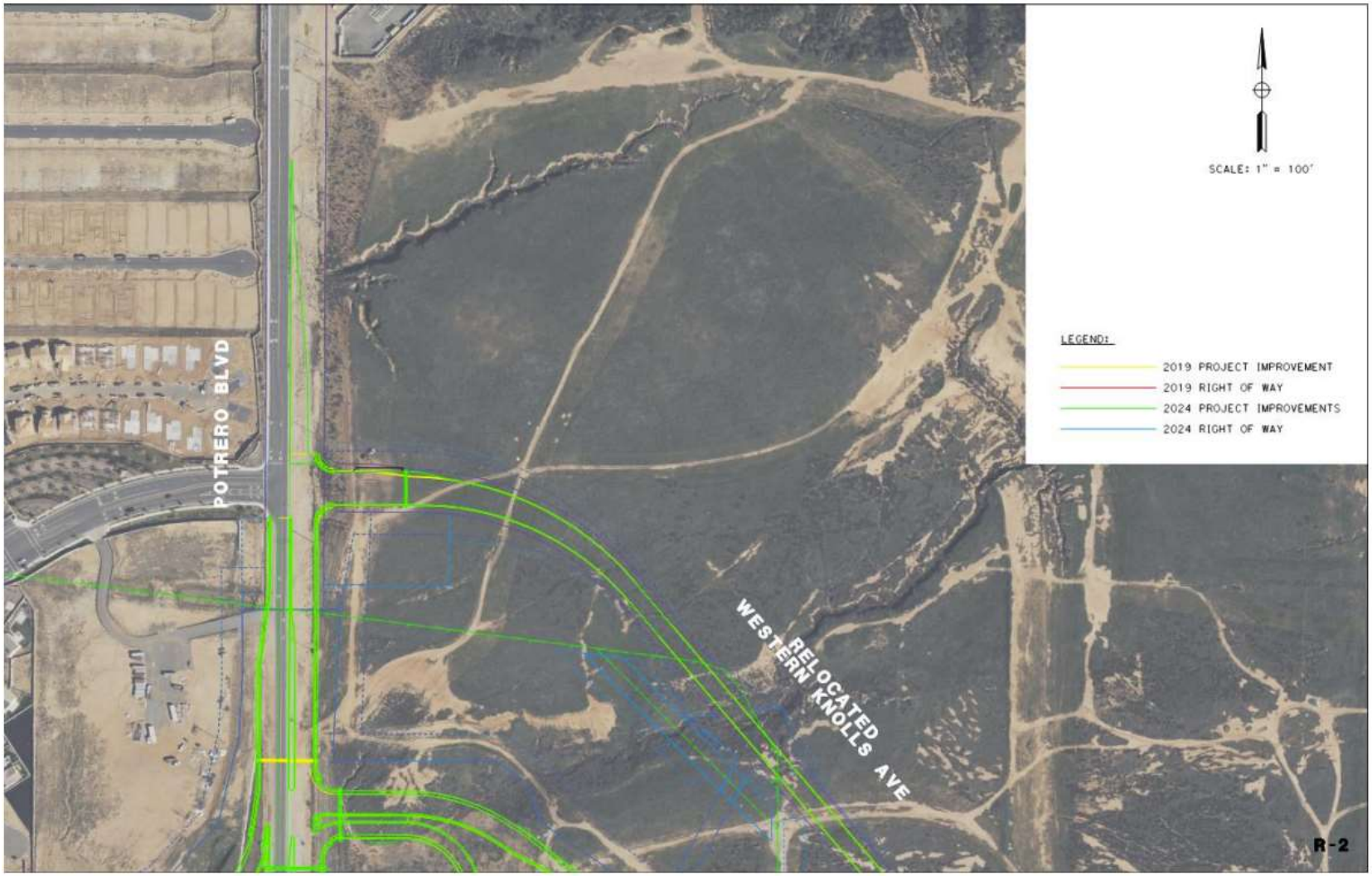


Source: Mark Thomas 2024

Figure 3. Project Location 2024 vs 2019 (West)

Source: Mark Thomas 2024

Figure 4. Project Location 2024 vs 2019 (North)



Source: Mark Thomas 2024

Figure 5. Project Location 2024 vs 2019 (South)

Source: Mark Thomas 2024

Figure 6. Project Location 2024 vs 2019 (East)

Source: Mark Thomas 2024

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

Opening Year No-Build and Build average annual daily traffic (AADT) and overall truck volumes/percentages for primarily affected roadway segments are presented in Table 1. Table 2 provides a summary of opening year truck volumes/percentages broken down by medium- and heavy-heavy-duty trucks.

As noted in Table 1, under no-build opening year conditions, AADT would range from approximately 2,300 to 32,500 AADT with overall truck percentages ranging 16.3 TO 16.7 percent. Under Build conditions, AADT would range from approximately 5,300 to 33,800 AADT with overall truck percentages ranging 6 to 30 percent.

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

Horizon Year No-Build and Build average annual daily traffic (AADT) and overall truck volumes/percentages for primarily affected roadway segments are presented in Table 1. Table 2 provides a summary of opening year truck volumes/percentages broken down by medium- and heavy-heavy-duty trucks.

As noted in Table 1, under no-build horizon year conditions, AADT would range from approximately 7,800 to 43,100 AADT with overall truck percentages ranging 9.4 TO 16.3 percent. Under Build conditions, AADT would range from approximately 12,100 to 45,000 AADT with overall truck percentages ranging 4 to 19 percent.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street Delay and LOS

The project would create new intersections at proposed ramp locations located along Potrero Blvd. Opening year intersection operations are summarized in Table 3. Under opening year build conditions, AM and PM peak-hour levels (LOS) of service would be LOS C, or better.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street Delay and LOS

The project would create new intersections at proposed ramp locations located along Potrero Blvd. Horizon year intersection operations are summarized in Table 3. Under horizon year build conditions, AM and PM peak-hour levels (LOS) of service would be LOS C.

Table 1

Annual Average Daily Traffic & Truck Volumes (ADT)									
Segment	Annual Average Daily Traffic Volumes (AADT)								
	No-Build Conditions			Build Conditions			Change from No-Build Conditions		
	Total	Truck	%Truck	Total	Truck	%Truck	Total	Truck	%Truck
Opening Year									
EB SR-60, West of Potrero Blvd. Off-Ramp	32,500	5,300	16.3%	33,800	5,900	17%	1,300	600	1%
EB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	32,500	5,300	16.3%	31,000	5,100	16%	-1,500	-200	0%
EB SR-60, East of SR-60 On-Ramp	32,500	5,300	16.3%	31,900	5,100	16%	-600	-200	0%
WB SR-60, East of Potrero Blvd. Off-Ramp	32,500	5,300	16.3%	31,900	5,100	16%	-600	-200	0%
WB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	32,500	5,300	16.3%	31,000	5,100	16%	-1,500	-200	0%
WB SR-60, West of SR-60 On-Ramp	32,500	5,300	16.3%	33,700	5,800	17%	1,200	500	1%
Potrero Blvd., North of WB Ramps	2,300	400	16.7%	11,300	700	6%	9,000	300	-10%
Potrero Blvd., Between WB & EB Ramps	2,300	400	16.7%	8,500	1,300	15%	6,200	900	-2%
Potrero Blvd., South of EB Ramps	2,300	400	16.7%	5,300	1,600	30%	3,000	1,200	14%
Horizon Year									
EB SR-60, West of Potrero Blvd. Off-Ramp	41,400	6,800	16.3%	44,000	6,600	15%	2,600	-200	-1%
EB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	41,400	6,800	16.3%	32,900	5,400	16%	-8,500	-1,400	0%
EB SR-60, East of SR-60 On-Ramp	41,400	6,800	16.3%	36,000	5,500	15%	-5,400	-1,300	-1%
WB SR-60, East of Potrero Blvd. Off-Ramp	43,100	7,100	16.3%	39,200	5,900	15%	-3,900	-1,200	-1%
WB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	43,100	7,100	16.3%	35,400	5,800	16%	-7,700	-1,300	0%
WB SR-60, West of SR-60 On-Ramp	43,100	7,100	16.3%	45,000	6,900	15%	1,900	-200	-1%
Potrero Blvd., North of WB Ramps	7,800	500	9.4%	25,600	1,000	4%	17,800	500	-6%
Potrero Blvd., Between WB & EB Ramps	7,800	500	9.4%	19,200	1,800	9%	11,400	1,300	0%
Potrero Blvd., South of EB Ramps	7,800	500	9.4%	12,100	2,300	19%	4,300	1,800	10%

Table 2
Average-Annual Daily Truck Volumes

Segment	Average-Annual Daily Truck Volumes (AADT)								
	No-Build Conditions			Build Conditions			Change from No-Build Conditions		
	%MDT	%HDT	%Truck	%MDT	%HDT	%Truck	%MDT	%HDT	%Truck
Opening Year									
EB SR-60, West of Potrero Blvd. Off-Ramp	1.3%	11.1%	16.3%	1.3%	11.8%	17.4%	0.1%	0.8%	1.1%
EB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	1.3%	11.1%	16.3%	1.3%	11.1%	16.3%	0.0%	0.0%	0.0%
EB SR-60, East of SR-60 On-Ramp	1.3%	11.1%	16.3%	1.2%	10.9%	16.1%	0.0%	-0.1%	-0.2%
WB SR-60, East of Potrero Blvd. Off-Ramp	1.3%	11.1%	16.3%	1.2%	10.9%	16.1%	0.0%	-0.1%	-0.2%
WB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	1.3%	11.1%	16.3%	1.3%	11.1%	16.3%	0.0%	0.0%	0.0%
WB SR-60, West of SR-60 On-Ramp	1.3%	11.1%	16.3%	1.3%	11.7%	17.2%	0.1%	0.6%	0.9%
Potrero Blvd., North of WB Ramps	1.3%	11.3%	16.7%	0.5%	4.2%	6.2%	-0.8%	-7.1%	-10.5%
Potrero Blvd., Between WB & EB Ramps	1.3%	11.3%	16.7%	1.2%	10.1%	14.9%	-0.1%	-1.2%	-1.7%
Potrero Blvd., South of EB Ramps	1.3%	11.3%	16.7%	2.3%	20.6%	30.3%	1.1%	9.3%	13.7%
Horizon Year									
EB SR-60, West of Potrero Blvd. Off-Ramp	1.3%	11.1%	16.3%	1.2%	10.1%	15.0%	-0.1%	-0.9%	-1.3%
EB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	1.3%	11.1%	16.3%	1.3%	11.1%	16.3%	0.0%	0.0%	0.0%
EB SR-60, East of SR-60 On-Ramp	1.3%	11.1%	16.3%	1.2%	10.3%	15.3%	-0.1%	-0.7%	-1.0%
WB SR-60, East of Potrero Blvd. Off-Ramp	1.3%	11.1%	16.3%	1.2%	10.2%	15.1%	-0.1%	-0.8%	-1.2%
WB SR-60, Potrero Blvd. Off-Ramp to On-Ramp	1.3%	11.1%	16.3%	1.3%	11.1%	16.3%	0.0%	0.0%	0.0%
WB SR-60, West of SR-60 On-Ramp	1.3%	11.1%	16.3%	1.2%	10.3%	15.2%	-0.1%	-0.7%	-1.1%
Potrero Blvd., North of WB Ramps	0.7%	6.4%	9.4%	0.3%	2.7%	3.9%	-0.4%	-3.7%	-5.5%
Potrero Blvd., Between WB & EB Ramps	0.7%	6.4%	9.4%	0.7%	6.4%	9.4%	0.0%	0.0%	0.0%
Potrero Blvd., South of EB Ramps	0.7%	6.4%	9.4%	1.5%	13.0%	19.1%	0.7%	6.6%	9.7%

Table 3

Intersection LOS Analysis								
Year	Scenario	Eastbound Ramps at Potrero Blvd.				Westbound Ramps at Potrero Blvd.			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Opening Year	No-Build	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Build	22.6	C	31.6	C	19.3	B	16.5	B
Horizon/Design Year	No-Build	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Build	24.7	C	33.6	C	23.2	C	25.8	C

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

The purpose of the project is to:

- Provide access between north and south of, and full access to, SR-60
- Improve mainline operations along State Route 60 (SR-60) by eliminating cross barrier traffic and access openings
- Reduce forecasted mainline congestion

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

The proposed project is not a Project of Air Quality Concern (POAQC) because the project does not meet the following criteria:

1. **New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.**
    - The project is not a new highway nor would the project result in a significant increase in the number of diesel vehicles.

2. **Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.**
    - The project would not result in unacceptable intersection operations.

3. **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.**
    - The project is *not* a new bus or rail terminal project.

4. **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.**
    - The project is *not* an expansion to an existing bus or rail terminal project.

5. **Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.**
    - The project is *not* located in an area identified in applicable PM attainment plans.

The nearest sensitive land uses are located north SR-60, west of Potrero Blvd. Under opening year conditions, the project would decrease truck percentages along Potrero Blvd., north of the interchange from 16.7 percent to 6.2 percent. Under future horizon year conditions, the project would decrease truck percentages along Potrero Blvd., north of the interchange from 9.4 percent to 3.9 percent. Truck volumes along the SR-60 mainline would increase slightly under opening year conditions, from 16.3 to 17.4 percent. However, this increase would be short-term and would gradually decrease. Under future horizon year conditions, the project would reduce truck volumes on SR-60, west of the interchange, from 16.3 percent to 15 percent. As a result, the project would result in overall improvements to traffic operations along Potrero Blvd., north of the interchange, as well as, along the SR-60 mainline, west of the interchange. The project would result in overall long-term reductions in HDT volumes in the general vicinity of the nearest sensitive land uses. For this reason and the reasons noted above, the project would not be considered a POAQC.

2023 FTIP Project Listing

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST
RIV050535A	VARIOUS AGENCIES	Riverside	NON-EXEMPT	SCAB	$53,200

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S	From Potrero Blvd to SR-60 Post Miles: Begin 28.03 End 30.42	YES

SCAG_APPROVED	STATE_APPROVED	FEDERAL_APPROVED
05/31/2024	N/A	N/A

DESCRIPTION

ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH2: NEW IC ON/OFF RAMPS. CONST. WB/EB EXIT & ENTRY RAMPS (2 LNS) & WB/EB LOOP ENTRY RAMPS (2 LN RAMPS INCL HOV LANE), INCL EB/WB AUX LNS AT EXIT RAMPS, REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).

PHASE	FUND SOURCE	PRIOR	22/23	23/24	24/25	25/26	26/27	27/28	FI
PE	AGENCY	$1,700	$0	$0	$0	$0	$0	$0	$0
PE	TUMF Zone	$0	$0	$250	$0	$0	$0	$0	$0
CON	AGENCY	$0	$0	$0	$3,500	$0	$0	$0	$0
CON	National Highway Freight Program	$0	$0	$0	$33,500	$0	$0	$0	$0
CON	TUMF Regional Arterial	$0	$0	$0	$8,000	$0	$0	$0	$0
CON	TUMF Zone	$0	$0	$0	$6,250	$0	$0	$0	$0
TOTAL	TOTAL	$1,700	$0	$250	$51,250	$0	$0	$0	$0

2025 Federal Transportation Improvement Program
Riverside County
State Highway - Project Listing
(In $000`s)

FTIP ID	LEAD AGENCY	COUNTY	CONFORM CATEGORY	AIR BASIN	PROJECT COST	RTP ID	SYSTEM
RIV050535A	RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	Riverside	NON-EXEMPT	SCAB	$53,200	RIV050535	State

PRIMARY PROGRAM CODE	PROJECT LIMITS	MODELING	FTIP AMENDMENT
CARH3 - INTERCHANGE-MOD/REP/REC-LN ADD'S	From Potrero Blvd to SR-60 Post Miles: Begin 28.03 End 30.42	YES	25-00

SCAG APPROVED	STATE APPROVED	FEDERAL APPROVED
08/06/2024	08/06/2024	08/06/2024

DESCRIPTION

ON SR60 BTWN JACK RABBIT TR & SR60/I-10 JCT: PH2: NEW IC ON/OFF RAMPS. CONST. WB/EB EXIT & ENTRY RAMPS (2 LNS) & WB/EB LOOP ENTRY RAMPS (2 LNS) (ENTRY RAMPS INCL HOV LANE), INCL EB/WB AUX LNS AT EXIT RAMPS, REALIGN WESTERN KNOLLS AVE, AND REMOVE WESTERN KNOLLS AVE CONNECTION TO SR60 (EA34142/34143).

PHASE	FUND SOURCE	PRIOR	24/25	25/26	26/27	27/28	28/29	29/30	FUTURE	TOTAL
PE	AGENCY	$1,700	$0	$0	$0	$0	$0	$0	$0	$1,700
PE	TUMF Zone	$0	$250	$0	$0	$0	$0	$0	$0	$250
CON	AGENCY	$0	$3,500	$0	$0	$0	$0	$0	$0	$3,500
CON	National Highway Freight Program	$0	$26,000	$0	$0	$0	$0	$0	$0	$26,000
CON	SB1TRADE CORRIDOR ENHANCEMENT	$0	$7,500	$0	$0	$0	$0	$0	$0	$7,500
CON	TUMF Regional Arterial	$0	$8,000	$0	$0	$0	$0	$0	$0	$8,000
CON	TUMF Zone	$0	$6,250	$0	$0	$0	$0	$0	$0	$6,250
TOTAL	TOTAL	$1,700	$51,500	$0	$0	$0	$0	$0	$0	$53,200