RTIP ID# *(required)* **RIV160405**

TCWG Consideration Date January 28, 2025

Previous TCWG Determination:
Project RIV160405 was determined not to be a project of air quality concern (POAQC) by the SCAG TCWG on February 23, 2021. The project's design, concept, and scope have not changed significantly from what was reviewed by TCWG on February 23, 2021. Likewise, no changes to the traffic analyses prepared for this project have occurred since TCWG's determination on February 23, 2021. In addition, the project is included in the most recent FTIP (please refer to the listing included as an attachment to this form). Per FHWA guidance and given that TCWG's determination was made more than three years ago, this project is being resubmitted to TCWG to reaffirm the previous determination that the project would not be considered a POAQC.

Project Description *(clearly describe project)*

The City of Corona proposes to widen the Magnolia Avenue Bridge over the Temescal Wash Channel and its approaches from El Camino Ave to 1,000 feet east of the private All American Way, or approximately at Leeson Lane. The Project would increase the number of travel lanes from four to six in the Project area to remove a "bottle" neck created by the bridge. This would also make the roadway width consistent with the City's General Plan. Additionally, the Project will install an ADA-compliant sidewalk, curb and gutter, and striping for a shared shoulder and Class II bike lane, medians, and 12-foot-wide travel lanes. The total roadway and bridge width would be increased by approximately 20 feet to approximately 100 feet, curb to curb, throughout the alignment, and right-of-way would vary between 109 and 119 feet wide throughout the alignment, making it consistent with the connecting roadway segments east and west of the Project area.

Magnolia Avenue is an east-west Major Arterial in the City of Corona, accessible from Interstate 15 (I-15). It is identified as six lanes in the General Plan, but it is only striped/constructed to accommodate four lanes. Build-out of the roadway to the six-lane design as envisioned by the General Plan would improve overall circulation in this segment of Magnolia Avenue. The proposed improvements generally include the following:

- Provide an additional lane of travel in each direction;
- Provide ADA-compliant sidewalks and curbs and gutters in missing areas along the alignment;
- Widen the bridge over Temescal Creek Channel to accommodate the additional lanes and sidewalks and curbs and gutters;
- Provide for a striped shared shoulder and Class II bike lane and a mix of striped and raised concrete landscaped medians.

The project would be constructed in phases to ensure that vehicle access is maintained on Magnolia Avenue during construction. The first phase would include widening the north side of the bridge and north side street improvements. During this phase, a 30-inch waterline is relocated, and vehicle access would be maintained on Magnolia Avenue. The second phase of construction would include widening the south side of the bridge and magnolia Street improvements. Vehicle access is maintained. Raised medians are constructed in the third phase.

The project may require partial right-of-way acquisitions and temporary construction easements. No residential or commercial relocations are anticipated. The project will also require relocation of existing utilities, including overhead and underground electrical/telecommunications lines, street lights, storm drain inlets, and water meters and valves.

Type of Project *(use Table 1 on instruction sheet)* Change to existing regionally significant street			
County Riverside	**Narrative Location/Route & Postmiles** Magnolia Avenue Bridge Widening from El Camino Avenue to 1,000 Feet East of All American Avenue Caltrans Project – Federal Aid Project Number – STPL-5104 (046)		
Lead Agency: City of Corona			
Contact Person Ismael Rivera	**Phone#** (951) 736-2304	**Fax#**	**Email** Ismael.rivera@coronaca.gov

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)*

X **Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: TBD

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	2018	2020	2025	2026
End	2024	2026	2026	2028

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

The purpose of the Project is to increase existing traffic flow efficiency on Magnolia Avenue by reducing a "bottleneck" at the Temescal Creek Bridge and construct the roadway consistent with the City's General Plan Circulation Element as a Major Arterial, 6-lane. The existing bridge over the Channel is 67.5 feet wide providing a travel way of 64 feet from barrier to barrier. The bridge deck is striped with two lanes in each direction and a striped median. At each approach, the bridge barrier is protected by a standard metal beam guardrail. There are no sidewalks on the bridge. The existing structure was built in 1986. It consists of two spans of cast-in-place reinforced concrete box girder, a pier wall along the centerline of the Channel, and two abutments. The bridge abutments were constructed outside the rectangular concrete channel. The bridge has a high Sufficiency Rating of 95.8 indicating the feasibility of the proposed structure widening with proper rehabilitation, if required.

Magnolia Street, both east and west of the bridge, contains a paved travel way of approximately 82 feet wide, contains two lanes of travel in each direction, and turn lanes. The right-of-way in this section is approximately 110 feet wide - approximately 60 feet to the north and approximately 50 feet to the south of centerline.

Magnolia Avenue is an east-west Major Arterial in the City of Corona, accessible from Interstate 15 (I-15). It is identified as six lanes in the General Plan, but it is only striped/constructed to accommodate four lanes and does not contain consistent sidewalks, throughout the alignment, and has no bike lane although the General Plan identifies that this segment would offer a bike lane. The Project improvements would begin at El Camino Avenue, approximately 600 feet east of the I-15. Land uses along the Project alignment include light industrial to heavy industrial on both sides of the road. The heavy industrial uses include a quarry located south of the Project alignment, accessible on the south side of Magnolia Avenue from Sherborn Street and All American Way.

The proposed improvements will accomplish the following in the Project area (i.e., on Magnolia Avenue between El Camino Avenue to 1,000 feet east of All American Way):

- Provide an additional lane of travel in each direction;
- Provide ADA-compliant sidewalks and curbs and gutters in missing areas along the alignment;
- Widen the bridge over Temescal Creek Channel to accommodate the additional lanes and sidewalks and curbs and gutters;
- Provide for a striped shared shoulder and Class II bike lane and a mix of striped and raised concrete landscaped medians.

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

Adjacent land uses include commercial and light industrial. There are no residential land uses.

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

Overall vehicle AADT, truck AADT, and truck percentages for opening year are summarized in Table 1.

Table 1. Magnolia Ave from All American Way to Sherborn Street Average Daily Traffic and Truck

Segment	Average-Daily Traffic Volumes – Opening Year 2026								
	No Build Conditions			Build Conditions			Change from No Build Conditions		
	Total	Truck	% Truck	Total	Truck	% Truck	Total	Truck	% Truck
Magnolia Ave (From All American Way to Sherborn St.)	24,972	1,154	4.62%	24,972	1,154	4.62%	0	0	0.00%

Note: "Trucks" include "Heavy Trucks" occupy FHWA Classifications 7 through 13

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

Overall vehicle AADT, truck AADT, and truck percentages for Design Year are summarized in Table 2.

Table 2. Magnolia Ave from All American Way to Sherborn Street Average Daily Traffic and Truck

Segment	Average-Daily Traffic Volumes – Design Year 2045								
	No Build Conditions			Build Conditions			Change from No Build Conditions		
	Total	Truck	% Truck	Total	Truck	% Truck	Total	Truck	% Truck
Magnolia Ave (From All American Way to Sherborn St.)	41,703	1,927	4.62%	41,703	1,927	4.62%	0	0	0.00%

Note: "Trucks" include "Heavy Trucks" occupy FHWA Classifications 7 through 13

Table 3. HCS Roadway Link Analysis

HCS Multi-Lane Highway Analysis		Magnolia Ave (From All American Way to Sherborn St.)	
Year	Scenario	Volume to Capacity (V/C)	LOS
2019	Existing Conditions	0.61	B
2026	Build	0.46	B
	No Build	0.70	C
2045	Build	0.77	C
	No Build	1.16	F

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

Refer to Attachment 1

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

Refer to Attachment 1.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The project would widen a 2,100-foot-long stretch of an existing alignment.

Tables 1 through 3 identify a net difference of 0 for heavy truck traffic between the No-Build and Build conditions. This means that the projected number of heavy trucks on the road remains the same regardless of whether or not the proposed project is implemented. This can occur for several reasons:

1. Traffic Redistribution: The project would redistribute existing traffic rather than adding new traffic. For example, improvements would make certain routes more attractive, balancing out the overall traffic volume.
2. Capacity Constraints: The road network is already operating at or near capacity, limiting the potential for additional heavy truck traffic.
3. Economic Factors: The local economy may not support an increase in heavy truck traffic as it is completely built out, which would keep the numbers stable.

Table 3 clearly indicates the need to build the Project as the year 2045 No Build condition goes to LOS F.

Thereby there is a need to build the project to reduce delays and reduce CO2 emissions due to congested conditions with a Volume-to-Capacity (V/C) ratio of 1.05. A V/C ratio of 1.05 indicates that the traffic volume exceeds the road's capacity by 5%, which typically leads to congested conditions. In such scenarios, the road is operating under jam-density conditions, where traffic flow is heavily restricted, and vehicles experience significant delays and stop-and-go movements.

Comments/Explanation/Details *(attach additional sheets as necessary)*
Under 40 CFR 93.123(b)—PM10 and PM2.5 Hot Spots—the following criteria are utilized to determine the potential for the proposed project to qualify as a Project of Air Quality Concern (POAQC):

(i) 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;

In comparison to no-build conditions, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area. Refer to Tables 2 and 3.

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

As noted above and depicted in Table 2, the project would not result in significant increases in overall traffic or truck volumes along area roadways. As depicted in Table 3 and in Attachment 1, the proposed build alternative would not result in significant changes in intersection operations. Based on this information, the proposed build alternative would not significantly increase the number of diesel vehicles operating within the project study area, nor would the proposed build alternative adversely impact nearby intersections that have a significant number of diesel vehicles.

(iii) 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 or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

The project is not a new or expanded bus or rail terminal, nor would the project adversely impact transfer points that have a significant number of diesel vehicles congregating at a single location.

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed build alternative is not located in nor would it affect 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.

For the reasons noted above, the proposed project would not be considered a POAQC.

Attachment 1

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

And

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

Year	Scenario	Mangolia Ave. at El Camino Ave.				Mangolia Ave. at Shearborn St.				Mangolia Ave. at All American Way				Mangolia Ave. at 6th St.				Mangolia Ave. at Trademark Circle				Mangolia Ave. at Leeson Lane			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
2019	Existing	28.8	C	28.0	C	4.0	A	10.0	A	8.0	A	8.8	A	36.7	D	82.0	D	0.7	A	1.2	D	0.4	A	0.7	D
2026	No Build	31.2	C	41.9	D	4.2	A	14.3	B	8.2	A	9.8	A	40.5	D	159.0	F	1.0	A	6.6	A	33.6	C	155.6	F
	Build	28.5	C	30.8	C	4.1	A	7.9	A	7.8	A	7.6	A	34.7	C	145.3	F	1.0	A	13.4	B	38.6	D	199.2	F
2045	No Build	110.6	F	144.7	F	4.4	A	13.8	B	12.4	B	30.6	D	90.2	F	297.9	F	2.0	A	66.6	F	346.9	F	-	F
	Build	45.6	D	73.3	E	4.2	A	6.0	A	9.8	A	12.1	B	56.3	E	365.2	F	3.3	A	115.7	F	403.8	F	-	F

Figure 1 – Project Limits

Figure 2: Primary Truck Route Maps

Figure 3: City General Plan Designation

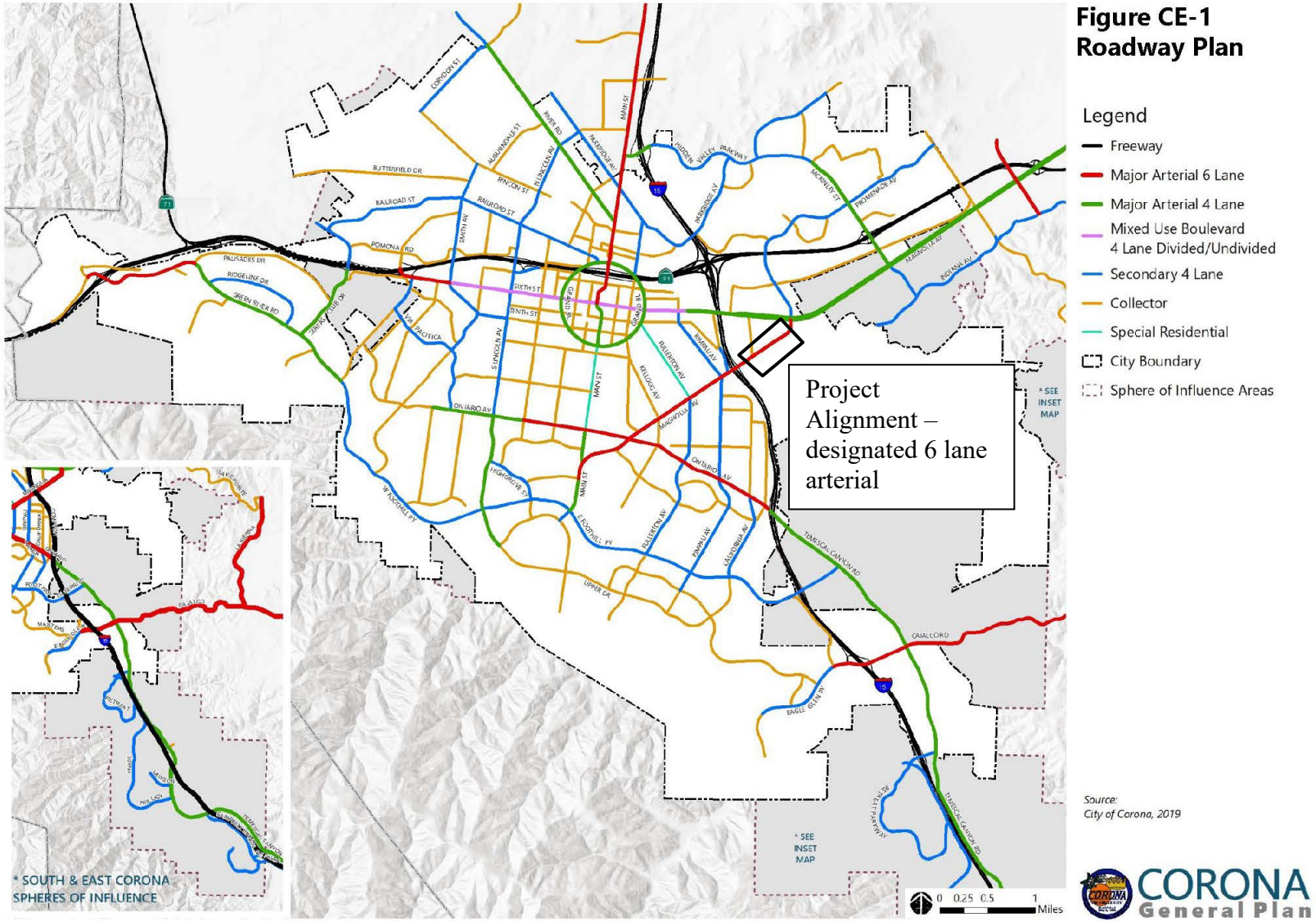

Figure 4: Photos of Existing Conditions at Bridge (looking east)