

- C Widening of I-215 to three lanes from I-15 in Temecula to Perris
- C Widening of I-15 to four lanes from Temecula to Corona
- C Extension of Newport Road eastward as a four-lane arterial to connect with Domenigoni Parkway (Scheduled for construction completion 2004, source: Riverside County Transportation Improvement Program, TIP)
- C Construction of SR-74 as a four-lane divided arterial highway from I-15 to Perris (Scheduled for construction completion 09/2003, source: Caltrans District 8 Projects List)

2.3.1.2 No Build Condition for Build Out of the Riverside County General Plan

The General Plan build out No Build alternative assumes the proposed land use plan being considered in the new Riverside County General Plan and the build out of the Circulation Element roadway system, plus an express transit system connecting community centers and concentrations of land use in the cities and unincorporated areas. The build out condition assumes no new major multimodal transportation facilities in either of the two corridors. It assumes that existing freeways are built out to their ultimate number of lanes, as defined by Caltrans. This includes, for example, 10 lanes on I-15 from Temecula to Ontario and ten lanes on I-215 from Temecula to San Bernardino. This means that the portion of the Alternative H along the I-215 will be included as part of the No Build condition in the “build out” scenario.

2.3.2 Build Alternatives

The alternatives analyzed in this Draft EIS/EIR for the HCLE Corridor are intended to ultimately accommodate a potential multimodal transportation facility that includes both highway lanes and transit. There are 14 build alternatives evaluated in this EIS/EIR for the HCLE Corridor (Figure 2.1, Hemet to Corona/Lake Elsinore Corridor Alternatives). These alternatives are described in detail in the Alternatives Development Report (Jacobs, 2002). The bandwidth¹ of each alternative generally ranges between 152.5 and 305 m (500 and 1,000 ft) in width, depending on constraints such as existing development and steep topography. The bandwidth is specified more narrowly for segments where the right-of-way options are limited. The bandwidth is specified more broadly for segments where the location and/or width of the ultimate right-of-way is less certain. Table 2.A describes the characteristics of the various bandwidths developed for the alternatives.

¹ The width of the alternative for the purposes of right-of-way preservation. This is also the area that defines the Tier 1 EIS/EIR study area for each alternative.