

at the SR-91 interchange, potential adverse impacts to the California Citrus State Park, and the potential for substantially changing the character of the community. Also, this alternative was strongly opposed by the City of Riverside and the community.

2.4.4 Alternative 4b - SR-74/Ethanac, following northern route to Lake Street at I-15

Alternative 4b involved the realignment of SR-74 on the west side of I-215 to connect directly with SR-74 on the east side of I-215 using the Ethanac Road connection. The connection to I-15, would involve building a new route from the Ethanac Road/SR-74 junction to the north of existing SR-74, and joining Lake Street at I-15.

Alternative 4b was eliminated from further considerations because it would have had substantial community impacts along SR-74 east of I-215, and would have been difficult to convert into a limited access facility in those areas. Individual roadway segments would have affected up to 1000 residential parcels and 200 non-residential parcels, and access to many driveways would have been very difficult to re-structure. Some 52 local roads would have been crossed or cut off. The alternative also would have impacted habitat resources in the proposed MSHCP linkage area east of I-15 and north of SR-74, such as the Northpeak area.

2.4.5 Alternative 4e - SR-74/Ethanac, following new route to south of SR-74 to Nichols Road to I-15

Alternative 4e involved realigning SR-74 on the west side of I-215 to connect directly with SR-74 on the east side of I-215 using the Ethanac Road connection. A new segment would be built for the connection to I-15. Alternative 4e was rejected because it would have had substantial community impacts along SR-74 east of I-215, and it would have been difficult to convert into a limited access facility in those areas. Up to 1000 residential parcels and 200 non-residential parcels would have been affected and would have been very difficult to re-structure access to these residential developments and businesses. Some 52 local roads would have been crossed or cut off, and the alternative would have significantly changed the character of the area along SR-74.

2.5 Related Projects

The other related transportation projects in the HCLE Corridor are depicted on Figure 2.3 and include:

- C Widening and realignment of SR-74 to four lanes between I-15 and Seventh Street in the Cities of Perris and Lake Elsinore** - This project is scheduled for construction completion in 2003 at a cost of approximately \$36,996,000 (Source: Caltrans District 8 Projects List).