

- C SR-79 as a six-lane freeway from the SR-79/Sanderson Avenue junction to SR-79/Domenigoni Parkway generally following the alignment of Warren Road. This project is also under study by RCTC. (Scheduled construction completion 01/2007, source: Caltrans District 8 Projects List)
- C Widening of I-215 to three lanes in each direction from Newport Road south to I-15
- C Construction of Date Street as a four-lane arterial from SR-79 just north of Murrieta Hot Springs Road to a new interchange at I-15
- C Widening of SR-79 to a four-lane arterial from Domenigoni Parkway to the current six-lane section north of Murrieta Hot Springs Road (SR-79 widening from Hunter Road to Domenigoni Parkway. Scheduled for construction completion 12/2005, source: Caltrans District 8 Projects List)
- C Widening of Scott Road to a four-lane arterial. (Scheduled for design 2002, source: Riverside County Transportation Improvement Program, TIP)
- C Extension of Newport Road eastward as a four-lane arterial to connect with Domenigoni Parkway. (Scheduled for construction completion 2004, source: Riverside County TIP)
- C Completion of Butterfield Stage Road as a four-lane arterial from SR-79 to Anza Road.

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 Winchester to Temecula Corridor are intended to ultimately accommodate a potential multimodal transportation facility that includes both highway lanes and transit. There are seven build alternatives evaluated in this EIS/EIR for the Winchester to Temecula Corridor (Figure 2.1, Winchester to Temecula Corridor Alternatives). These alternatives are described in