

PROJECT MILESTONES

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|------------------------|---|
| 2004 | Public scoping meetings held Formal start of environmental process |
| 2005 | Evaluate and redefine alternatives |
| 2008 | Conduct required field surveys and prepare technical reports |
| 2009-2012 | Prepare Draft Environmental Impact Report/ Environmental Impact Statement (EIR/EIS) |
| 2013 | Circulate Draft EIR/EIS for public review and comment, conduct public hearings and review comments |
| 2014 | Preparation of Recirculated Draft EIR/Supplemental Draft EIS, identify Preferred Alternative for Project |
| 2015 | Recirculated Draft EIR/Supplemental Draft EIS available for public review and comment |
| 2016 | Publish Final EIR/EIS, prepare and publish ROD |
| 2017 and beyond | Final design, Right of Way acquisition, construction |

WHO ARE THE PROJECT PARTNERS?

The Riverside County Transportation Commission is working in partnership with:

- California Department of Transportation
- U.S. Army Corps of Engineers
- Federal Highway Administration
- County of Riverside
- City of Hemet
- City of San Jacinto

WHO CAN I CONTACT ABOUT THE SR-79 REALIGNMENT PROJECT?

If you have comments or questions about the SR-79 Realignment Project contact us through our website at www.sr79project.info/contact or call (951) 824-8706. You may also write to:

Patti Castillo - Capital Projects Manager
Riverside County Transportation Commission
P.O. Box 12008 • Riverside, CA 92502-2208

Ramona Expressway (near Sanderson Avenue)



Florida Avenue (near California Avenue)



Florida Avenue (near Warren Road)



Q&A SR-79 REALIGNMENT PROJECT

A Project of the Riverside County Transportation Commission

WHAT HAPPENED SINCE THE DRAFT EIR/EIS WAS CIRCULATED?

The Riverside County Transportation Commission (RCTC) and California Department of Transportation (Caltrans) circulated the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for public review and comment in February 2013. Over 280 communications were received consisting of nearly 500 individual comments on the project, all of which have been evaluated by the project team. After careful consideration of the comments, new information received, and coordination with affected agencies and Native American tribes, the decision was made to revise several sections of the Draft EIR/EIS and recirculate them for public review and comment. The recirculated sections of the Draft EIR/EIS contain new/additional information regarding Cultural Resources and Section 4(f). Section 4(f) refers to the original section within the U.S. Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development.

WHAT IS THE NEXT STEP?

The new/additional information will be prepared and made available to the public for a 45-day comment period as a Recirculated Draft EIR/Supplemental DEIS according to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), respectively.

As with the Draft EIR/EIS, comments received during the public review period will be evaluated and considered by the project team in the Final EIR/EIS that will include the preferred alternative.

WHEN IS THE ENVIRONMENTAL PROCESS COMPLETE?

The environmental process will be complete upon approval of the Final EIR/EIS by Caltrans and after a Record of Decision (ROD) is issued.

WHAT HAPPENS AFTER THE ROD?

After the ROD is approved by FHWA and issued, the project can then proceed to final design and right of way acquisition, and eventually, construction.

WHY IS THE PROJECT NEEDED?

Today, SR-79 traverses heavily populated areas in Winchester, Hemet, and San Jacinto. Regional traffic competes with local traffic for the limited SR-79 roadway capacity. There are numerous at-grade intersections, driveways, and traffic signals that affect traffic and efficiency. Finally, SR-79 and SR-74 are collocated along Florida Avenue, combining north-south and east-west traffic in one roadway.

The realignment of SR-79 would allow regional motorists to use a safer, more efficient, more direct, north-south route while residents of Hemet and San Jacinto will enjoy better mobility on local streets.



Esplanade Avenue/Trailwood Road

WHAT IS THE SR-79 REALIGNMENT PROJECT?

The SR-79 Realignment Project (Project) proposes to realign SR-79 between Domenigoni Parkway and Gilman Springs Road. Currently, the highway follows a circuitous route through the downtown areas of Hemet and San Jacinto. The Project would realign the highway to provide a more direct north-south route through the San Jacinto Valley.



Q&A Sheet #8
August 2014



Domenigoni Parkway/SR-79



SR-79 REALIGNMENT PROJECT

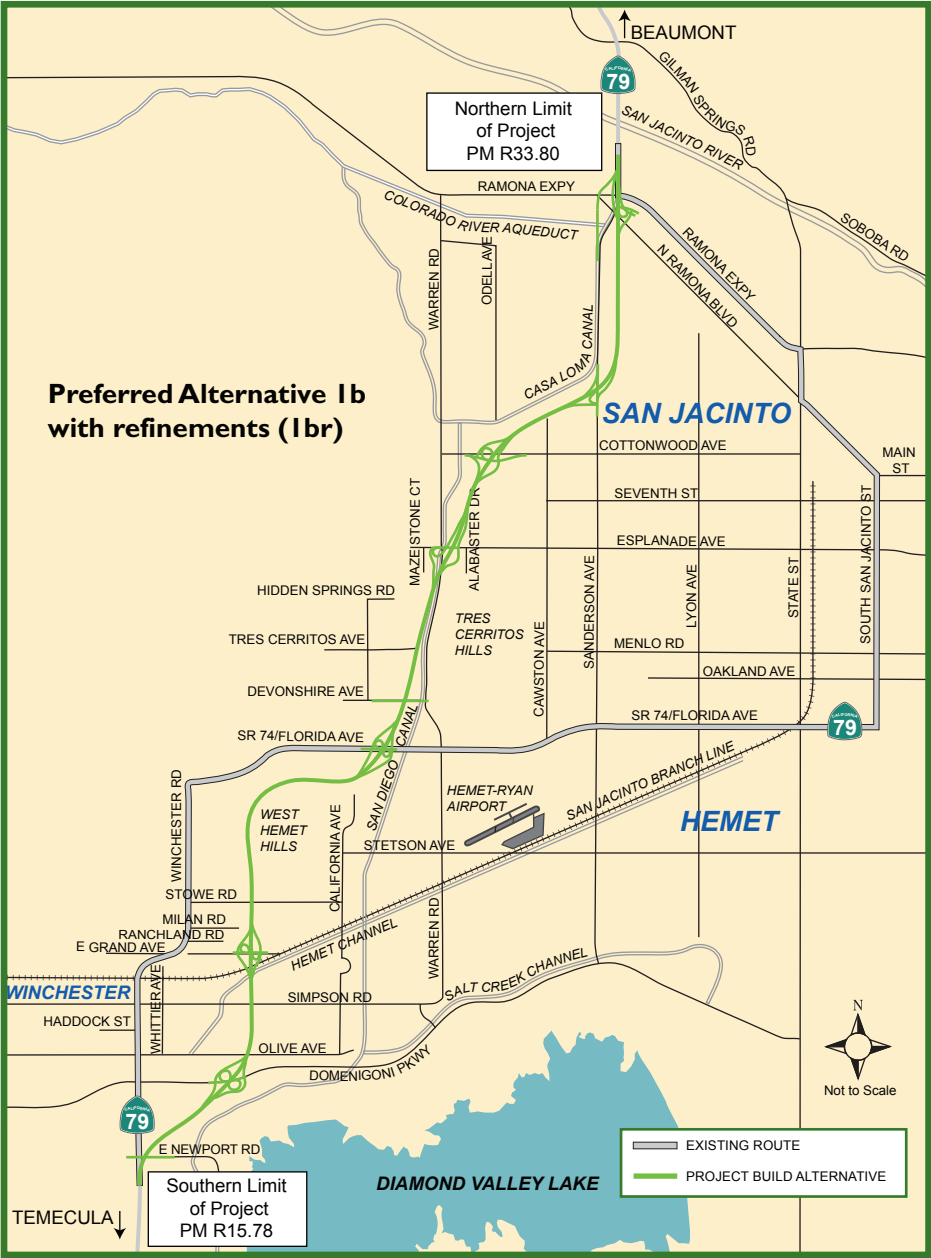
WHAT ARE THE PROJECT ALTERNATIVES?

The proposed Project Build alternatives are shown on the maps on the far right. All begin south of Domenigoni Parkway and end south of the San Jacinto River. As you review their locations on the maps notice that there are three main choices. South at Domenigoni Parkway near the community of Winchester; through or around the West Hemet Hills, and the area north in the city of San Jacinto.

Alternative 1B with refinements (Alternative 1br) was identified by the Project Development Team as the Locally Preferred Alternative.

Engineering refinements have been incorporated to respond to comments received during the public circulation of the Draft EIR/EIS. The refinements being made are summarized as follows:

1. Access to Winchester – Traffic Signal at Newport Road
2. Increased loop ramp radii at Domenigoni Parkway
3. Shift in interchange location from Ranchland Road to Grand Avenue
4. Westerly shift to alignment around West Hemet Hills: The alignment has been shifted west within the existing environmental study limits to reduce the cut and impacts to West Hemet Hills.
5. Increased loop ramp radii at Florida Avenue
6. Removal of Tres Cerritos Interchange
7. Esplanade Avenue interchange revisions to eliminate Design Exceptions
8. Increased loop ramp radii at Cottonwood Avenue
9. Sanderson Avenue interchange revisions to eliminate Design Exceptions and the design has been revised to avoid impacts to the newly constructed improvements at the Eastern Municipal Water District Facility.
10. Increased loop ramp radii at Ramona Expressway



Build Alternative 1b with refinements: Starts in the south on Winchester Road and proceeds east to an interchange with Domenigoni, then north on the western side of the West Hemet Hills, then joins the common alignment from Florida to Cottonwood with the exception of the removal of the Tres Cerritos Interchange. In the north, Alternative 1br is closer to Sanderson.



Build Alternative 1a: Starts in the south on Winchester Road, proceeds north on the west side of the West Hemet Hills, then joins the alignment from Florida to Cottonwood. In the north, Alternative 1a is closer to Warren.



Build Alternative 2a: Starts in the south on Winchester Road, proceeds north through the West Hemet Hills, then joins the alignment from Florida to Cottonwood. In the north, Alternative 2a is closer to Warren.



Build Alternative 1b and Design Option 1b1: Starts in the south on Winchester Road and proceeds east to an interchange with Domenigoni, then north on the west side of the West Hemet Hills and then joins the common alignment from Florida to Cottonwood. Design Option 1b1 is on the same alignment but provides a lower roadway profile from Domenigoni to California. In the north, Alternative 1b is closer to Sanderson.



Build Alternative 2b and Design Option 2b1: Starts in the south on Winchester Road and proceeds east to an interchange with Domenigoni, then north through the West Hemet Hills and then joins the alignment from Florida to Cottonwood. Design Option 2b1 is on the same alignment but provides a lower roadway profile from Domenigoni to California. In the north, Alternative 2b is closer to Sanderson.