

WHAT IS THE SCHEDULE FOR THE SR-79 PROJECT?

Transportation projects have many phases that are required by law before they can be implemented. The SR-79 Project has been the subject of a Realignment Study Report (1998), a Project Study Report (2000) leading to the development of a Purpose and Need (2003) and Project Criteria and Alternatives Selection (2004) document approved by the participating transportation and environmental agencies. The current phase is a Project Report and Draft Environmental Impact Study/Environmental Impact Report (EIS/EIR) which will lead to a Final EIS/EIR.

This work is expected to take two to three years. After that, final engineering design and right-of-way acquisition can take place. When that work is completed construction can begin.



HOW CAN YOU PARTICIPATE IN THE SR-79 PROCESS?

Attend a public meeting, visit the SR-79 Project website at www.sr79project.info, call us at (951) 787-7141, or write us at:

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A project of the Riverside County Transportation Commission



WHAT IS THE SR-79 PROJECT?

This project proposes to realign State Route (SR) 79 between Domenigoni Parkway and Gilman Springs Road. Currently, the highway runs motorists through a circuitous North-South route and needs improvements in efficiency, safety and capacity. The new project proposal would realign the highway to provide a more direct route within the San Jacinto Valley. Regional motorists would be able to use a true, north-south route while residents of Hemet and San Jacinto will enjoy better mobility on local streets.

WHO ARE THE SR-79 PROJECT PARTNERS?

The Riverside County Transportation Commission (RCTC), in cooperation with the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), the County of Riverside, and the cities of Hemet and San Jacinto are partners in this project.

WANT TO KNOW MORE ABOUT THE SR-79 PROJECT?

Public meetings will be held at the following times and locations:

September 29, 2004
(Wednesday) - 6:30 pm
James Simpson Memorial Center
305 East Devonshire Ave.
Hemet, CA

October 6, 2004
(Wednesday) - 6:30 pm
San Jacinto Unified School District
Conference Room
2045 San Jacinto Ave.
San Jacinto, CA

Stay Informed -
www.sr79project.info

WHY IS THE SR-79 PROJECT NEEDED?

The SR-79 Project is being developed to meet the following important mobility goals for the Hemet-San Jacinto area:

- Create roadway capacity for the area's population and business needs in 2030
- Serve regional movement of people and goods
- Provide a more effective connection between Domenigoni Parkway and Gilman Springs Road
- Separate local and regional traffic by transforming SR-79 into an improved regional highway that takes heavy regional traffic off of local and residential roads
- Resolve shared use of SR-74 and SR-79
- Create a facility that is compatible with future transportation needs which will include a future public transit facility
- Improve overall motorist safety





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HOW WILL AN ALIGNMENT BE SELECTED?

The current project studies an area between Domenigoni Parkway and Gilman Springs Road, a distance of approximately 19 miles. The project may extend farther to the south past Domenigoni Parkway depending on the alignment that is selected. Additionally, improvements between the Ramona Expressway and Gilman Springs Road have already been constructed although this area is still considered part of the project and study area.

The current alignment of the highway runs motorists on an indirect North-South route that needs improvements in efficiency, safety and capacity. In fact, SR-79 is even interrupted and shares roadway with SR-74 which is a primary East-West route in the City of Hemet. As an example of the inefficiency of the highway, the distance between Domenigoni Parkway and Gilman Springs Road is only 11 miles, yet the distance to travel between the two points on SR-79 is 19 miles.

In developing solutions to this problem, federal and state law requires that a reasonable range of alignments be considered as part of the environmental process. In considering various alignments the project is broken down into smaller segments. Each and every segment is evaluated separately and is also evaluated for how they work together when joined together as part of a single alignment.

So far, 91 separate highway segments have been identified and studied as part of this process. A number of the segments were eventually eliminated for a variety of reasons because:

- They didn't meet the project purpose
- They were infeasible to build
- They caused environmental or community impacts that were unacceptable
- They would conflict with other public facilities such as the local airport

There are a number of segments that are feasible and need additional study. Generally, the segments would be connected to form three possible routes. These routes are classified as Western, Central and Eastern. The attached map (see right) identifies these routes with a yellow line. The green area on the map is an Alignment Review Area where greater flexibility will be shown during the technical study period to assure that each of the three alternatives will address and avoid significant environmental impacts that are discovered as part of the technical study process. In all, 50 segments remain for further analysis.



 Alignment Review Area
 Alignments carried forward for future analysis

