

# FREQUENTLY ASKED QUESTIONS

**Q:** Given the state's financial crisis, will these projects really be built?

**A:** Funding for the south and central I-215 projects will be provided through a combination of Proposition 1B state bond revenue, Measure A sales tax revenue and other state and federal revenue. Funding has not been secured for the northern project at this time.

**Q:** Does RCTC consider these projects high priorities?

**A:** Yes. After Riverside County voters extended the Measure A half-cent sales tax in 2004, RCTC prepared a plan to deliver projects for the first ten years of this 30-year measure. The I-215 south and central projects are part of a delivery plan that will invest \$2 billion in Measure A revenue on four freeway corridors – including I-215 – during the next ten years. Both the south and central projects are considered high priorities for RCTC.

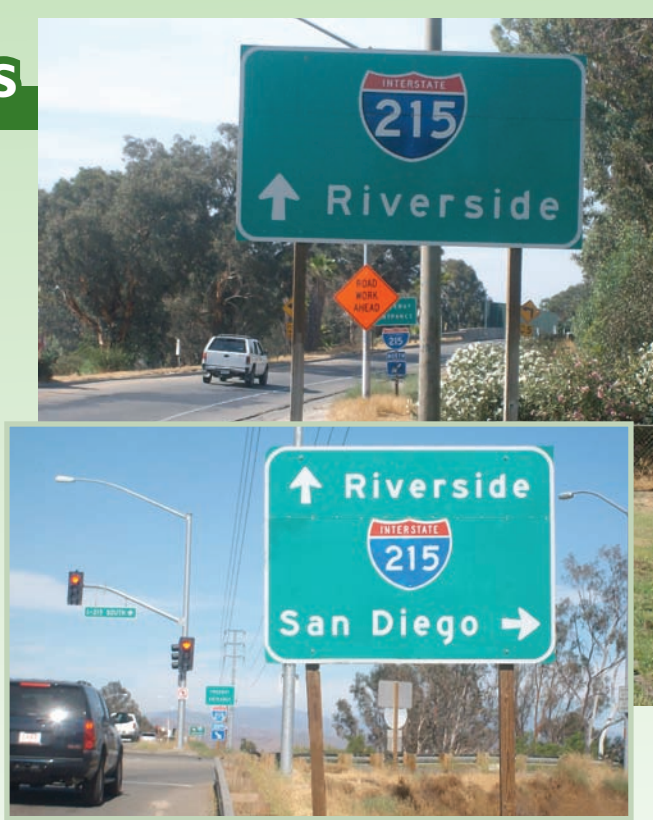
**Q:** How will these projects benefit our region?

**A:** Widening these sections of I-215 will provide significant tangible benefits, including savings in driver delays, gasoline and pollutants.

- The south I-215 project will save 1,400 gallons of gasoline per day, 3,200 hours of travel delays per day and three tons of pollutants per year.
- The central I-215 project will save 2,000 gallons of gasoline per day, 4,600 hours of travel delays per day and 10 tons of pollutants per year.
- The north I-215 project will save 3,000 gallons of gasoline per day, 6,900 hours of travel delays per day and 36 tons of pollutants per year.

**Q:** Will walls be built to reduce freeway noise?

**A:** RCTC and Caltrans have been conducting studies for the central I-215 project to determine the existing noise levels, compared to predicted noise levels once the freeway is widened. Sound walls will be considered in areas where the walls will reduce sound by at least 5 decibels. In addition, sound wall costs must fall within a base allowance of approximately \$32,000 per residence and be reasonable to build. If a sound wall is recommended, residents will be asked to vote on whether they would like the wall to be built. Sound walls will not be built for the south I-215 project, but will be considered for the central and north I-215 projects.



## HOW CAN YOU BE PART OF THIS PROCESS?

Public participation is an important part of the project approval process. To learn more or to comment on the proposed improvements, please:

- Attend public meetings — Meetings have been held periodically to help the public learn and comment about these projects. Please visit [www.i215project.info](http://www.i215project.info) for information about future meetings.
- Ask to be placed on project mailing lists
- Visit the website at [www.i215project.info](http://www.i215project.info)
- Visit the website of project partner Caltrans: [www.caltrans8.info](http://www.caltrans8.info)
- Call RCTC at (951) 787-7141
- Write to the Riverside County Transportation Commission, P.O. Box 12008, Riverside, CA 92502-2208
- Para recibir esta información en español, comuníquese con Eliza Echevarría a [eechevarria@rctc.org](mailto:eechevarria@rctc.org) o (951) 787-7141



**Q&A INTERSTATE 215 WIDENING PROJECTS**  
Projects of the Riverside County Transportation Commission



## WHAT'S NEW?

### I-215 Central Project

Studies to widen Interstate 215 between Scott Road north of Murrieta and Nuevo Road in Perris are continuing as planned, bringing the project another step closer to construction.

The Riverside County Transportation Commission (RCTC) and Caltrans are conducting a series of technical studies for this 12.5-mile section of freeway. Studies include traffic conditions, roadways, noise and visual impacts, structures, drainage, water and air quality, habitat conservation, plants and wildlife, cost estimates, and impacts to residents, businesses, historic properties and cultural properties.

The project will widen I-215 one lane in each direction, with much of the work occurring in the existing freeway median. Widening the outer freeway shoulders will be needed in some areas.

The study results will be included in the project's draft environmental document and released to the public for comments later this year. In early 2011, the project will enter the final design phase, followed by construction.

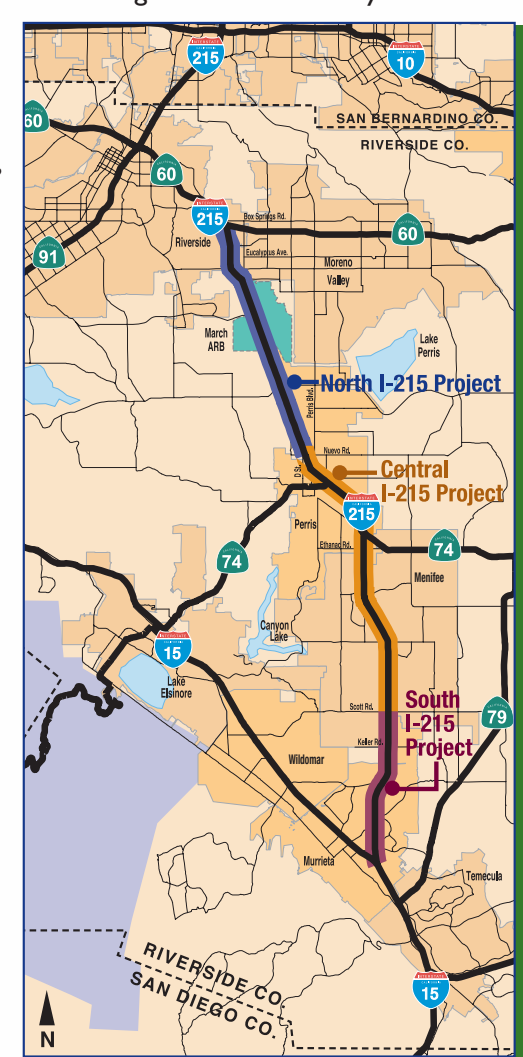
Watch for information about the public meeting and other opportunities to review the draft environmental document.



I-215 at McCall Road

### WHO ARE THE PARTNERS IN THESE PROJECTS?

- RCTC is working in partnership with:
- Federal Highway Administration
  - California Department of Transportation
  - County of Riverside
  - City of Temecula
  - City of Menifee
  - City of Murrieta
  - City of Perris
  - City of Moreno Valley
  - City of Riverside



**RCTC**  
Riverside County Transportation Commission  
[www.rctc.org](http://www.rctc.org)  
[www.i215project.info](http://www.i215project.info)  
October 2010



# SPOTLIGHT ON

## South I-215 Project

Final design is underway for widening six miles of Interstate 215 between Murrieta Hot Springs Road and Scott Road in Murrieta. This phase of work involves preparing plans, specifications and cost estimates for construction.

This is the southernmost project of a 29.25-mile stretch of freeway that RCTC and Caltrans plan to widen. When completed, the project will decrease traffic congestion and delays, conserve gas consumption, improve air quality and enhance the movement of goods through the region.

The project will add one lane in each direction to create three northbound lanes and three southbound lanes to this section of freeway. Widening will occur largely in the current freeway median. This will minimize the impact of the project on the community and on motorists during construction.

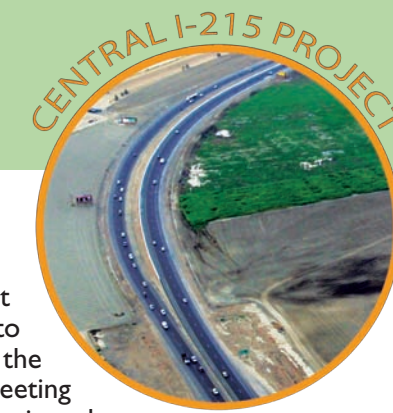
Despite the economic downturn, traffic congestion persists. An average of 3,000 vehicles per hour travel south during peak morning and afternoon times on I-215 near Murrieta Hot Springs Road. This number is expected to grow to roughly 5,000 vehicles per hour by 2035.

The final design phase should be complete in late 2010. Construction is scheduled to start in early 2011 and last about two years. These dates are estimates and are subject to change.

Project costs total approximately \$70 million. Proposition 1B bonds, approved by California voters in November 2006, will provide \$38.6 million. Other funding will be provided by state funds and Measure A, Riverside County's half-cent sales tax for transportation improvements.

I-215 at Linnel Lane

# FOCUS ON



## Central I-215 Project

With technical studies of the central I-215 project nearing completion, RCTC and Caltrans will reach out to the public later this summer to ask for comments on the project and how it will affect the community. A public meeting will be scheduled, along with other opportunities to review the draft environmental document at local sites and online.

After public review of the draft document, the agencies will complete and submit the environmental document for approval, likely by late 2010.

Next, the project will begin final engineering design, which involves preparing construction plans, specifications and cost estimates. This phase is expected to start in early 2011 and last about two years. Construction will begin after final design and take about three years.

The project will add one lane in each direction to create three northbound lanes and three southbound lanes to this 12.5 mile section between Scott Road north of Murrieta and Nuevo Road in Perris.

Other project features include the widening of the Salt Creek and San Jacinto bridges, the Ethanac railroad bridge and the Romoland Channel, replacement of the Perris Avenue and D Street bridges and resurfacing existing lanes. Noise studies will determine if sound walls will be built next to the freeway.

I-215 near Ellis Avenue

The project need is great, with traffic volumes expected to increase. During peak morning and afternoon hours, an average of 2,500 vehicles per hour travel south between Ethanac Road and State Route 74. By 2035, this number is expected to increase to 5,600 vehicles per hour.

Construction will follow the south I-215 project, which should complete work near the time that the central I-215 project is scheduled to start.

Costs are estimated to be \$173 million, with funding from Measure A, the half-cent sales tax for transportation improvements in Riverside County, and other sources.



I-215 Widening Project in Murrieta

# LOOKING AHEAD

## North I-215 Project

A schedule for the widening of Interstate 215 between Perris and Riverside has not been set, due to the state's ongoing budget challenges. Project development originally was expected to start in 2010, but plans have been delayed until a clearer financial picture emerges from Sacramento.

The project will add a carpool lane in each direction to a 10.75-mile section of I-215 – the northernmost section of RCTC's widening efforts along this freeway. A westbound auxiliary lane also is planned on State Route 60 to improve traffic merging.

Some of the widening will occur within the current 46-foot median, while widening of the outer shoulders will be required to accommodate the new lanes. A number of bridges will be widened or replaced as part of the project.

Once project costs and funding are determined, project development will begin and last about three years. Final design will follow for about two and a half years, followed by three years for construction.



I-215 at Van Buren in Riverside

## Project Schedule



Projects & Phases	South I-215 Project	Central I-215 Project	North I-215 Project
Project Development	Completed December 2008	Fall 2007 – Early 2011	To be determined; approximately 3 years
Final Design	Early 2009 – Late 2010	Early 2011 – Late 2013	To be determined; approximately 2.5 years
Construction	Early 2011 – Late 2013	Late 2013 – Mid 2016	To be determined; approximately 3 years