

The I-10 concept is currently being updated and this report should be used for historical purposes only.

**CALIFORNIA DEPARTMENT OF TRANSPORTATION
ROUTE CONCEPT FACT SHEET
DISTRICT 8
INTERSTATE ROUTE 10**



**08-SBD/RIV-I-10
KP SBD-R0.0/RIV-R251.9
PM SBD-R0.0/RIV-R156.5**

**DIVISION OF PLANNING
MARCH 2000**

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ROUTE CONCEPT FACT SHEET

INTERSTATE ROUTE 10

I approve this Route Concept Fact Sheet, as the guide toward which today's decisions and/or recommendations for highway capacity improvements should be directed.

Original signed by S. Lisiewicz

March 29, 2000

S. LISIEWICZ

DATE

DISTRICT DIRECTOR

CALTRANS DISTRICT 8

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2000 ROUTE CONCEPT FACT SHEET INTERSTATE ROUTE 10 08-SBD/RIV-10-KP SBD R0.0/RIV R251.9 (PM SBD R0.0/RIV R156.5)

ROUTE DESCRIPTION

Interstate Route 10 (I-10) is a major freeway that begins at State Route 1 (SR-1) in the City of Santa Monica in Los Angeles County. Crossing the United States, I-10 terminates on the East Coast in the state of Florida.

Within District 8, I-10 is 315.5 kilometers (194.8 miles) in length. Beginning as an eight-lane facility in the County of San Bernardino at the Los Angeles County Line and moving easterly, it traverses the Cities of Montclair, Upland, Ontario, Rancho Cucamonga, Fontana, Rialto, Colton, San Bernardino and Loma Linda. I-10 transitions to six lanes in the City of Redlands, and passes through the City of Yucaipa and into the County of Riverside. I-10 continues through the City of Calimesa to Beaumont where it transitions to eight lanes and traverses the Cities of Banning, Palm Springs, Cathedral City and Rancho Mirage. Between the Monterey Avenue interchange in Palm Desert and its junction with SR-111 in Indio, I-10 is a six-lane facility. East of SR-86, the remainder of I-10 in District 8 is a four-lane facility that passes through the Cities of Coachella and Blythe ending at the Arizona State Line.

ROUTE PURPOSE AND CLASSIFICATION

The primary purpose for I-10 is to provide for the safe and efficient, interstate and interregional movement of people and goods. The route also serves as a major east/west urban corridor and commuter route between Los Angeles and the Counties of San Bernardino and Riverside. Rural areas in eastern Riverside County are connected to the urban centers to the west via I-10. Within District 8, the centers of population, commerce, industry, agriculture, mineral wealth, and recreation are spatially and economically connected to ports, airports, rail yards, numerous highways and other states by I-10.

The 1998 average daily traffic (ADT) on I-10 ranges from 234,000 in the City of Montclair to 18,000 at the Arizona State Line. It is included in the State Freeway and Expressway (F&E) System. The portion of I-10 from SR-60 near the City of Beaumont to the Arizona State Line is included in the State Interregional Road System (IRRS) and is further classified as a "High Emphasis" and "Gateway" route. I-10 is not officially designated as a scenic highway, however, the segment from SR-38 in Redlands to SR-62 is eligible to be designated as a scenic highway. The entire length of I-10 within District 8 is included in the National Highway System (NHS), the Department of Defense Priority Network and the Strategic Highway Corridor Network (STRAHNET). The 1990 Federal Surface Transportation Assistance Act (STAA) identifies I-10 as a "National Network" route for STAA Trucks. The Federal Functional Classifications for I-10 are Rural Principal Arterial (PA) and extension of a Rural Principal Arterial into an urban area (P1P).

ROUTE CONCEPT / CONCEPT RATIONALE FOR 2015

The I-10 route concept is to maintain a minimum level of service (LOS) "E" during peak periods in the urbanized and urbanizing areas (Segments 1-14) and LOS "C" in the rural areas (Segments 15-18). The rationale for maintaining LOS "E" and "C" is to achieve a reasonable balance between desired levels of mobility and forecasted traffic with consideration of

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development abutting rights of way and constrained financial transportation resources.

This analysis assumes that 1998 STIP improvements are built and operating such as the SR-210 freeway in Los Angeles and San Bernardino Counties. The opening date for the 28-mile SR-210 facility is 2002 (6 miles are presently not funded but considered operating). Other major capacity improvements that are assumed operational include I-10 HOV lanes from the Los Angeles County/San Bernardino County Line east to the I-15 junction and truck ascending lanes from Ford Street to Yucaipa Boulevard. District 7 has HOV lanes planned for I-10 immediately east of the Los Angeles/San Bernardino County line but they are not funded.

There are current and future operational concerns such as those at the I-10 junctions with I-215, SR-210 and SR-38 that are assumed non-existent for the purposes of this analysis. Implementation of intelligent transportation system (ITS), transportation demand management (TDM) and transportation system management (TSM) strategies are also central to achieving the desired LOS.

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT THROUGH 2015

<u>SEG.</u>	<u>POST MILE</u>	<u>KILOMETER POST</u>	<u>LIMITS</u>	<u>Existing Facility</u>	<u>Concept Facility</u>	<u>Lanes Added</u>
SBd						
1	0.0/3.5	0.0/5.6	SAN BER. CO. LINE TO JCT. SR 83.	8F+2HOV	8F+2HOV	0
2	3.5/9.9	5.6/16.0	JCT. SR 83 TO JCT. I-15	8F+2HOV	8F+2HOV	0
3	9.9/R24.2	16.0/R39.0	JCT. I-15 TO JCT. I-215	8F	8F+2HOV	2HOV
4	R24.2/29.8	R39.0/47.9	JCT. I-215 TO JCT. SR 210	8F	8F+2HOV	2HOV
5	29.8/30.9	47.9/49.7	JCT. SR 210 TO JCT. SR 38	8F	8F+2HOV	2HOV
6	30.9/33.1	49.7/53.3	JCT. SR 38 TO FORD STREET	6F	6F+2HOV	2HOV
7	33.1/35.5	53.3/57.1	FORD STREET TO YUCAIPA BL.	6F+TAL	6F+2HOV+TAL	2HOV
8	35.5/R39.2	57.1/R63.0	YUCAIPA BL. TO RIV. CO. LINE	6F	6F+2HOV	2HOV
Riv						
9	R0.0/6.7	R0.0/10.7	RIV. CO. LINE TO JCT. SR 60	6F	6F+2HOV	2HOV
10	6.7/R25.2	10.7/R40.6	JCT. SR 60 TO JCT. SR 111	8F	8F	0
11	R25.2/29.7	R 40.6/47.8	JCT. SR 111 TO JCT. SR 62	8F	8F	0
12	29.7/44.4	47.8/71.4	JCT. SR 62 TO MONTEREY AVE.	8F	8F	0
13	44.4/52.3	71.4/R84.1	MONTEREY AVE. TO JEFFERSON ST.	6F	8F	2F
14	52.3/R57.6	R84.1/R92.7	JEFFERSON ST. TO JCT. SR 86	6F	6F	0
15	R57.6/R105.1	R92.7/R169.1	JCT. SR 86 TO SR 177	4F	4F	0
16	R105.1/R149.2	R169.1/R240.0	JCT. SR 177 TO JCT. SR 78	4F	4F	0
17	R149.2/R154.2	R240.0/R248.1	JCT. SR 78 TO JCT. SR 95	4F	4F	0
18	R154.2/R156.5	R248.1/R251.9	JCT. SR 95 TO ARIZONA STATE LINE	4F	4F	0

Existing Facility - Includes capacity improvements programmed in the 1998 STIP

Concept Facility = Type of facility needed to meet and/or exceed the Concept LOS

Lanes Added = Additional lanes added to meet concept

8F+2HOV = 8 mixed-flow lanes, freeway plus 2 high occupancy vehicle lanes

TAL = Truck ascending lane

It should be noted that in Segment 15, the McNaughton Specific Plan (City of Coachella, Riverside County) proposes 1,944 acres of residential and commercial development. Avenue

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50, Avenue 52 and a proposed I-10/McNaughton interchange (approximately 6 kilometers east of the Dillion Road Interchange) are identified as the principal access to the development. An estimated, 4,300 peak hour vehicles would use the interchange and generate a need for more lanes on I-10 between SR-86 and the McNaughton Interchange. Development traffic also would impact the highway system west of the SR-86 junction. Comprehensive traffic and infrastructure funding studies are recommended. The development was not considered in this analysis.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The UTC describes the long-term right of way needs for a route or transportation facility considering "buildout" of development portrayed in the surrounding local general plans. The ultimate facility, looking beyond the 2015 route concept period, is to be a ten-lane freeway (including 2 HOV lanes) through the urbanized and urbanizing areas; Los Angeles County Line to SR-86 (Segments 1-14) and four lanes through the rural areas; SR-86 to the Arizona State Line (Segments 15-18). Adequate right of way should be preserved.

FUNDING

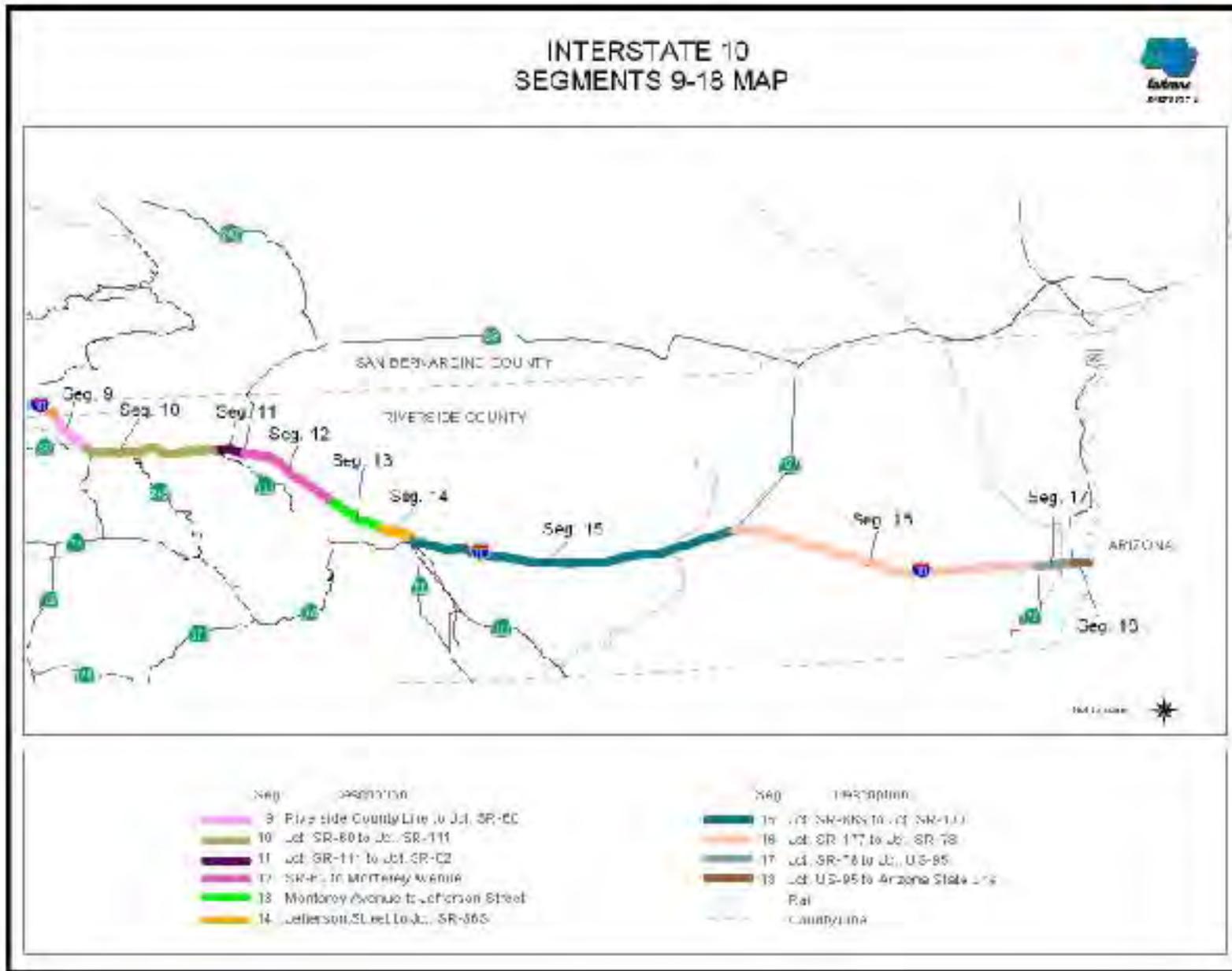
Caltrans is responsible for planning, design, construction, operation and maintenance of the State highway system. State Transportation Improvement Program (STIP) funds, which are used for highway system improvements, are apportioned twenty-five percent Caltrans and seventy-five percent regional transportation planning agencies (RTPAs). Caltrans manages improvements to rural highways through the Interregional Improvement Program (IIP) process using the "twenty-five percent funds". RTPAs program the "seventy-five percent funds" for improvements to the urban/urbanized areas through the Regional Improvement Program (RIP) process. The State may partner with RTPAs on a route by route basis for other selected route improvements; however, most IIP investments will be in IRRS "High Emphasis", "Focus" and "Gateway" route segments.

Safety projects, operational improvements and pavement rehabilitation are eligible for State Highway Operations and Protection Plan (SHOPP) funding.

SPECIAL STUDIES

Currently there are two related studies underway: First, the Coachella Valley Association of Governments (CVAG) is contracting for a project study report to analyze the need for lane additions due to heavy truck traffic on I-10 between the Monterey Avenue Overcrossing and SR-86, Segments 13 and 14. Second, Caltrans District 8 will be working with other State departments of transportation on a nation-wide automated truck facility study. After completion of these studies, the concept for I-10 should be reconsidered.

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1-10 DATA SHEET

10/13/99

Seg.	POST MILE	KILOMETER POST	LIMIT	Existing Facility	R/U	1998 ADT	Peak Hr_%	2-Way	Truck	Direct. Split%	1998 V/C	1998 LOS
								Peak Hr Vol	Peak Hr %			
SBD												
1	0.0/3.5	0.0/5.6	SAN BER. CO. LINE TO JCT. SR-83.	8F+2HOV*	UB	232,000	6.9%	16,008	4	65.0	0.85	D
2	3.5/9.9	5.6/16.0	JCT. SR-83 TO JCT. I-15	8F+2HOV*	UB	217,000	7.0%	15,190	4	65.0	0.81	D
3	9.9/R24.2	16.0/R39.0	JCT. I-15 TO JCT. I-215	8F	UB	166,200	7.4%	12,299	4	57.5	0.80	D
4	R24.2/29.8	R39.0/47.9	JCT. I-215 TO JCT. SR-210	8F	UB	154,000	7.7%	11,920	5	57.5	0.78	C
5	29.8/30.9	47.9/49.7	JCT. SR-210 TO JCT. SR-38	8F	UB	135,000	7.7%	10,395	5	57.5	0.71	C
6	30.9/33.1	49.7/53.3	JCT. SR-38 TO FORD STREET	6F	UB	98,600	7.5%	7,415	5	60.0	0.71	C
7	33.1/35.5	53.3/57.1	FORD STREET TO YUCAIPA BL.	6F+TAL*	UB	89,700	7.5%	6,728	5	60.0	0.64	C
8	35.5/R39.2	57.1/R63.0	YUCAIPA BL. TO RIV. CO. LINE	6F	UB	60,300	7.5%	4,547	5	65.0	0.47	B
Riv												
9	R0.0/6.7	R0.0/10.7	RIV. CO. LINE TO JCT. SR-60	6F	U/R	47,600	7.7%	3,665	7	65.0	0.39	A
10	6.7/R25.2	10.7/R40.6	JCT. SR-60 TO JCT. SR-111	8F	U/R	74,400	8.6%	6,398	7	65.0	0.49	B
11	R25.2/29.7	R 40.6/47.8	JCT. SR-111 TO JCT. SR-62	8F	R	60,000	7.5%	4,500	7	65.0	0.36	A
12	29.7/44.4	47.8/71.4	JCT. SR-62 TO MONTEREY AVE.	8F	R	54,600	7.2%	3,931	8	65.0	0.30	A
13	44.4/52.3	71.4/1184.1	MONTEREY AVE. TO JEFFERSON ST.	6F	R	45,300	7.4%	3,352	8	65.0	0.34	A
14	52.3/R57.6	R94.1/R92.7	JEFFERSON ST. TO JCT. SR-86	6F	UB	29,300	7.5%	2,198	10	65.0	0.23	A
15	R57.6/R105.1	R92.7/R169.1	JCT. SR-86 TO JCT. SR-177	4F	UB/R	15,200	10.5%	1,596	13	57-5	0.34	A
16	R105.1/R149.2	R169.1/R240.0	JCT. SR-177 TO JCT. SR-78	4F	R	14,100	10.6%	1,495	14	57.5	0.29	A
17	R149.2/R154.2	R240.0/R248.1	JCT. SR-78 TO JCT. US-95	4F	R/U	16,200	7.4%	1,199	15	60.0	0.24	A
18	R154.2/R156.5	R248.1/R251.9	JCT. US-95 TO ARIZONA STATE LINE	4F	R	18,000	7.2%	1,300	15	60.0	0.26	A

Seg.	POST MILE	KILOMETER POST	LIMIT	2015 ADT	Peak Hr %	2-Way Peak Hr Vol	Truck Peak Hr%	Direct. Split %	2015 V/C	2015 LOS	Concept Facility	Lanes Added	Concept LOS
1	0.0/3.5	0.0/5.6	SAN BER. CO. LINE TO JCT. SR-83	290,000	6.9	20,010	3	55.0	0.89	D	8F+2HOV***	0	E**
2	3.5/9.9	5.6/16.0	JCT. SR-83 TO JCT. I-15	299,500	7.1	21,270	3	55.0	0.95	E	8F+2HOV***	0	E**
3	9.9/R24.2	16.0/R39.0	JCT. I-15 TO JCT. I-215	200,000	8.3	16,600	3	55.0	1.02	F0	8F+2HOV***	2HOV	E
4	R24.2/29.8	R39.0/47.9	JCT. I-215 TO JCT. SR-210	234,000	7.9	18,490	3	55.0	1.14	F0	8F+2HOV***	2HOV	E**
5	29.8/30.9	47.9/49.7	JCT. SR-210 TO JCT. SR-38	235,000	8.1	19,040	3	55.0	1.21	F0	8F+2HOV***	2HOV	E
6	30.9/33.1	49.7/53.3	JCT. SR 38 TO FORD STREET	202,000	7.4	14,950	3	57.5	1.33	F1	6F+2HOV	2HOV	E
7	33.1/35.5	53.3/57.1	FORD STREET TO YUCAIPA BL.	205,000	7.5	15,380	3	57.5	1.36	F2	6F+2HOV +TAL	2HOV	E
8	35.5/R39.2	57.1/R63.0	YUCAIPA BL. TO RIV. CO. LINE	174,000	8.0	13,920	3	57.5	1.23	F0	6F+2HOV	2HOV	E
Riv													
9	R0.0/6.7	R0.0/10.7	RIV. CO. LINE TO JCT. SR-60	150,000	8.0	12,000	4	57.5	1.08	F0	6F+2HOV	2HOV	E
10	6.7/R25.2	10.7/R40.6	JCT. SR-60 TO JCT. SR-111	146,200	8.9	13,010	4	63.0	0.93	D	8F	0	E
11	R25.2/29.7	R40.6/47.8	JCT. SR-111 TO JCT. SR-62	86,900	8.0	6,950	8	65.0	0.57	B	8F	0	E
12	29.7/44.4	47.8/71.4	JCT. SR-62 TO MONTEREY AVE.	143,100	8.9	12,740	4	65.0	0.94	E	8F	0	E
13	44.4/52.3	71.4/R84.1	MONTEREY AVE. TO JEFFERSON ST.	161,700	9.1	14,720	3	54.0	1.19	F0	8F	2F	E
14	52.3/R57.6	R84.1/R92.7	JEFFERSON ST. TO JCT. SR-86	118,900	9.1	10,820	5	53.0	0.87	D	6F	0	E
15	R57.6/ R105.1	R92.7/ R169.1	JCT. SR-86 TO JCT. SR-177	38,500	6.0	2,310	11	56.0	0.47	B	4F	0	C
16	R105.1/R149.2	R169.1/R240.0	JCT. SR-177 TO JCT. SR-78	32,000	5.9	1,888	13	56.0	0.35	A	4F	0	C
17	R149.2/R154.2	R240.0/R248.1	JCT. SR-78 TO JCT. US-95	35,000	5.9	2,065	12	56.0	0.38	A	4F	0	C
18	R154.2/R156.5	R248.1/R251.9	JCT. US-95 TO ARIZONA STATE LINE	35,000	6.2	2,170	12	56.0	0.40	A	4F	0	C

* = Assumes programmed 1998 STIP capacity improvements are constructed
 ** = Segment designated LOS "F" in the San Bernardino County Congestion Management Plan
 *** = Assumes SR-210 freeway is complete from I-210 in Los Angeles County to I-10 in the city of San Bernardino
 8F+2HOV = 8 mixed-flow lanes, freeway plus 2 high occupancy vehicle lanes
 R/U/UB = Rural/urban/urbanized
 ADT = Average daily traffic
 V/C = Volume to capacity ratio
 D/C = Demand to capacity ratio
 LOS = Level of service
 Concept Facility = Type of facility needed to meet and/or exceed the Concept LOS
 Lanes Added = Additional lanes added to meet Concept LOS.
 TAL = Truck ascending lane