

CALIFORNIA DEPARTMENT OF TRANSPORTATION

**ROUTE CONCEPT FACT SHEET
DISTRICT 8**

STATE ROUTE 259



08-SBD-259
KP L0.0/2.4
PM L0.0/1.5

DIVISION OF PLANNING
MARCH 1999

**ROUTE CONCEPT FACT SHEET
STATE ROUTE 259**

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 30, 1999

STAN LISIEWICZ
DISTRICT DIRECTOR
CALTRANS DISTRICT 8

DATE

1999 ROUTE CONCEPT FACT SHEET
STATE ROUTE 259
08-SBD-259 KP L0.0/2.4 (PM L0.0/1.5)

ROUTE DESCRIPTION/PURPOSE/CLASSIFICATION

State Route 259 (SR-259) lies entirely within District 8 and the City of San Bernardino. The route is a 4-lane divided freeway traversing 1.3 miles of flat terrain in an urbanized area. It serves as a connector between Interstate 215 (I-215) and State Route 210 (SR-210). A significant portion of westbound commuter traffic on SR-210 (formerly SR-30) traverses SR-259 to connect with I-215 southbound and westbound Interstate 10 (I-10) or they continue on to Riverside and State Route 91 (SR-91). A large portion of the traffic moving northbound on I-215 uses SR-259 to travel east on SR-210. The primary purpose of SR-259 is intraregional. The secondary purpose is interregional and local. Average daily traffic (ADT) on the route is 61,500.

SR-259 is functionally classified as a Principle Arterial. It is part of the Freeway and Expressway System. The route is not included in the National Network of the Surface Transportation Assistance Act (STAA) for oversized trucks. It is not an Interregional Road System (IRRS) route.

ROUTE CONCEPT/CONCEPT RATIONALE

The route concept for SR-259 is level of service (LOS) "E" which is in agreement with the local Congestion Management Plan (CMP) for the urbanized areas of San Bernardino County. The route is currently operating at LOS "E" with an ADT of 61,500. The forecast for 2020 shows a reduction of ADT to 50,000 with the route operating at LOS "B".

Completion of the 210 freeway will provide connectivity to Los Angeles County in the San Dimas/La Verne area and to Interstate Route 15 (I-15) at Highland Avenue in the Fontana/Rancho Cucamonga area. Since many commuters using SR-210 are traveling to the Los Angeles and Riverside areas, it is anticipated that upon completion, many travelers currently using the SR-259 connector will continue west on the new 210 freeway to connect with I-15 or the existing I-210 in Los Angeles County. This future alternative is expected to lessen demand on SR-259.

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

With a projected LOS "C" on SR-259, capacity improvements should not be needed within the 20-year planning period.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

Current forecasts indicate travel demand on SR-259 will increase very little and will lessen upon completion of the 210 freeway. The UTC remains a four-lane divided freeway.

FUNDING

Interregional Improvement Program (IIP) investments within the 20-year planning period are primarily planned for IRRS "High Emphasis", "Gateway" and "Focus" routes. SR-259 does not fall under these IRRS categories.

Safety or operational projects would be a candidate for State Highway Operation and Protection Program (SHOPP) funding. Should improvements be necessary as a result of significant local development, local government or private sector funding would be necessary.

The State may partner with regional agencies on a route-by-route basis for selected improvements; however, most investments will be on IRRS "High Emphasis", "Gateway" and "Focus" routes.

STATE ROUTE 259 DATA SHEET

<u>Seg</u>	<u>Limits</u>	<u>Post Mile</u>	<u>Kilometer Post</u>	<u>Existing Facility</u>	<u>R/U</u>	<u>1997 EXISTING FACILITY</u>						<u>2020 NO BUILD</u>						<u>CONCEPT</u>				
						<u>1997 ADT</u>	<u>Pk Hr %</u>	<u>Peak Hr Volume</u>	<u>Trk %</u>	<u>Dir Split</u>	<u>V/C Ratio</u>	<u>1997 LOS</u>	<u>2020 ADT</u>	<u>Pk Hr %</u>	<u>Peak Hr Volume</u>	<u>Trk %</u>	<u>Dir Split</u>	<u>V/C Ratio</u>	<u>2020 LOS</u>	<u>Concept Facility</u>	<u>Lanes Added</u>	<u>Concept</u>
1	Jct Rte 215 to Jct Rte 210	L0.0/1.5	KP L0.0/2.4	4 DF	UB	61,500	10.5	6,500	3	60	0.86	E	50,000	7.0	3,580	3	50/50	0.41	B	4 DF	0	E

Seg = Segment

4 DF = 4-Lane Divided Freeway

R = Rural

U = Urban

UB = Urbanized

Pk Hr% = Peak Hour Percent

Trk % = Truck Percent as part of ADT

Dir = Directional

V/C = Volume to Capacity Ratio

LOS = Level of Service

ADT = Average Daily Traffic

1997 LOS = Level of Service in 1997

2015 LOS = Level of Service in 2015 with no improvements

Concept Facility = Type of facility

Lanes Added = Number of additional lanes needed to bring route to concept LOS

Concept = Minimum acceptable level of service