

CALIFORNIA DEPARTMENT OF TRANSPORTATION

DISTRICT 8

ROUTE CONCEPT FACT SHEET

STATE ROUTE 86

STATE ROUTE 86S



08-RIV-86

EST. K.P. RIV 0.0/37.0

EST. P.M. RIV 0.0/23.0

08-RIV-86S

EST. K.P. RIV R24.5/R37.0

EST. P.M. RIV R15.2/23.0

OFFICE OF TRANSPORTATION PLANNING

RIVERSIDE COUNTY

JUNE 1999

ROUTE CONCEPT FACT SHEET

STATE ROUTE 86 (SR-86) STATE ROUTE 86S (SR-86S)

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

June 29, 1999

STAN LISIEWICZ
DISTRICT DIRECTOR
CALTRANS DISTRICT 8

DATE

ROUTE CONCEPT

In accordance with Riverside County's Congestion Management Plan (CMP) and Caltrans District 8's Route Concept Policy, the State Route 86 (SR-86) route concept is level of service (LOS) "C" for the rural portions of the route. A designation of LOS "D" for segments transitioning from a rural to urban environment for the portion of SR-86 located in District 8 through the year 2020. The 2020 route concept for Segments 14, 15, and 16 includes the relinquishment of the existing SR-86 facility from Avenue 46 (Est. K.P. 36.7 or Est. P.M. R22.8) to Avenue 82 (Est. K.P. 3.9 or Est. P.M. R2.4) and the construction of a new four-lane expressway facility on a new alignment from Dillon Road (Est. K.P. 35.7 or Est. P.M. R22.2) to 0.8 km (0.5 mile) south of Avenue 82 (Est. K.P. 3.9 or Est. P.M. R2.4).

ROUTE DESCRIPTION

This Route Concept Fact Sheet covers the length of SR-86 located in District 8 (Riverside County), which is a north-south State highway facility serving Imperial and Riverside Counties. SR-86 begins at State Route 111 (SR-111) near the U.S./Mexico International Border in Imperial County, and extends 146.12 kilometers (90.8 miles) northward (roughly parallel to SR-111) along the western shore of the Salton Sea, terminating at Avenue 46 in the City of Indio. SR-86 ranges from a two lane conventional highway to a four-lane freeway.

A new State highway facility designated State Route 86S (SR-86S) has been constructed on a new alignment, which runs parallel and easterly of the existing SR-86 and State Route 195 (SR-195). SR-86S begins at Avenue 66 and extends to Interstate 10 (I-10) ranging from a four-lane expressway to a four-lane freeway. SR-86S is designated as supplemental route in the California State Highway Log dated December 1997. The "S" suffix identifies spurs, and supplemental identifies new construction where the alignment is entirely separated from the existing route and traffic on the existing roadway cannot be routed over the supplemental highway until an adjacent project is built.

ROUTE PURPOSE AND CLASSIFICATION

The primary purpose of SR-86 is to provide north-south access for interregional, intra-regional, and international travel. SR-86 is the primary north-south route for interregional travel throughout Imperial and southeastern Riverside Counties. SR-86 provides for intra-regional travel between the Imperial and eastern Coachella Valley regions, and provides for intercity travel between several of the region's largest cities: Calexico, Mexicali, El Centro, Brawley, Coachella, and Indio.

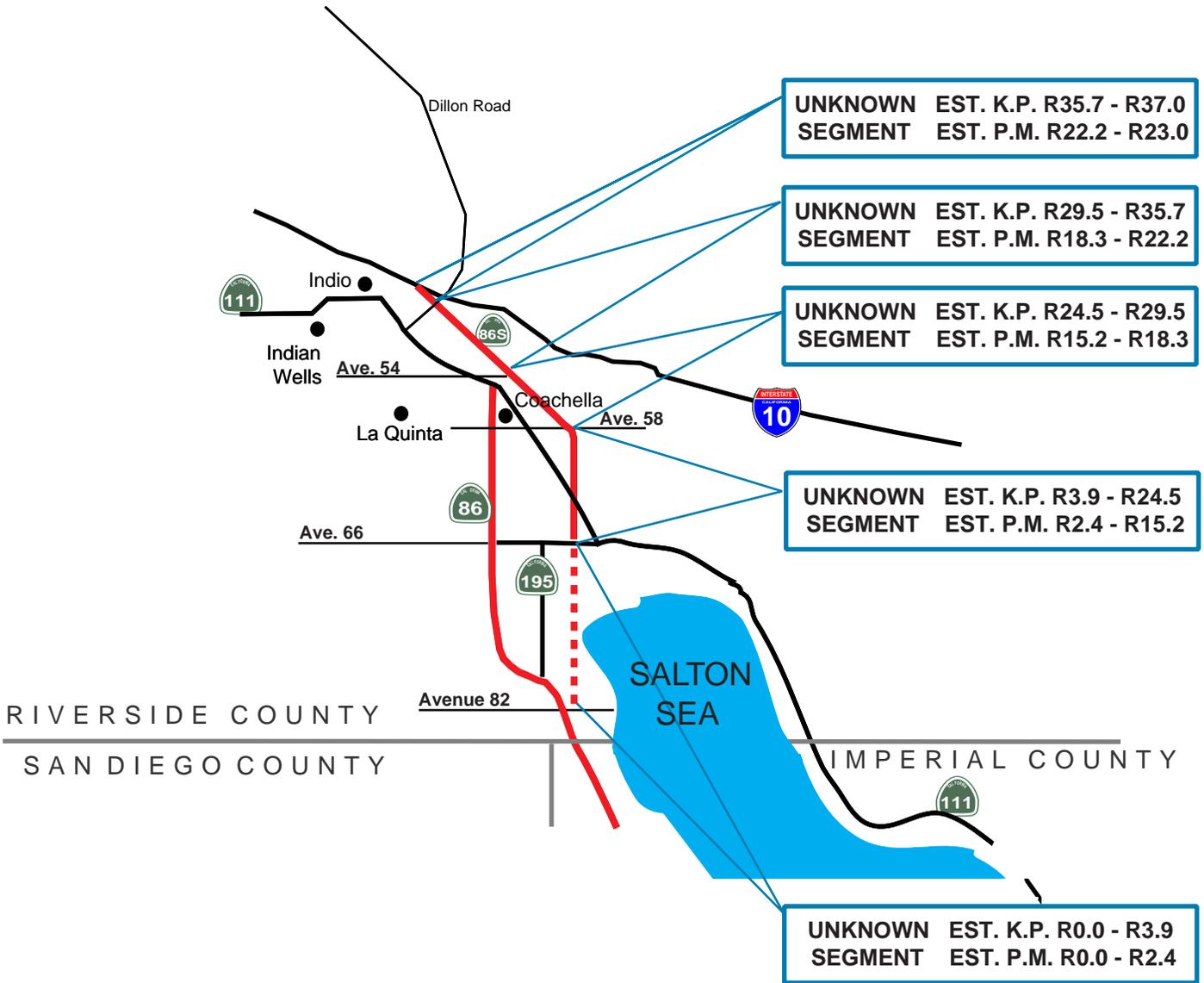
SR-86 is one of the principal routes used by Imperial and Coachella Valley agricultural producers for the distribution of agricultural products and provides access for many of the area's agricultural support facilities. SR-86 serves as a connection to distribution centers and consumers throughout the United States for goods being shipped into the United



DISTRICT 8

STATE ROUTE 86

Segment Map



States from Mexico. SR-86 is the primary travel corridor for the movement of goods being shipped to the Los Angeles area from the Imperial Valley and Mexico. SR-86 also provides access to several small general purpose airports throughout the region. The Federal Functional Classifications of SR-86 and SR-86S are as follows:

KILOMETER/POST MILES	CLASSIFICATION
SR-86	
Est. K.P. 0.0/29.5 or Est. P.M.0.0/18.3	Rural Principal Arterial
Est. K.P. 29.5/37.0 or Est. P.M.18.3/23.0	Urbanized Principal Arterial
SR-86S	
Est. K.P. R0.0/R24.5 or Est. P.M. Est. R0.0/15.2	Rural Principal Arterial
Est. K.P. R24.5/R35.7 or Est. P.M. Est. R15.2/R22.2	Urban Principal Arterial
Est. K.P. R 35.7/37.0 or Est. P.M. R22.2/R23.0	Urbanized Principal Arterial

SR-86 falls under The Surface Transportation Assistance Act of 1982 (STAA), which allows large trucks to operate on the National Network. SR-86 is designated as a Transportation "Focus", "Gateway", and "High Emphasis" Route in Caltrans' Interregional Transportation Strategic Plan (ITSP) dated June 1998. This route is also included in the proposed National Highway System (NHS). SR-86 is not on the Master Plan of State Highways Eligible for Official Scenic Highway Designation.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The SR-86 ultimate corridor will be a six-lane freeway for the controlled access portion of the highway within the urbanized areas and for the rural portion of the highway, the ultimate corridor will be determined by its potential as a significant, goods-movement route and for its seasonal/recreational traffic potential. The intent is to take advantage of or develop opportunities for long term right of way acquisition and to work with local and regional agencies to implement corridor preservation measures. The ultimate facility will accommodate anticipated growth, which is expected to occur during and beyond the twenty year planning horizon.

CONCEPT RATIONALE

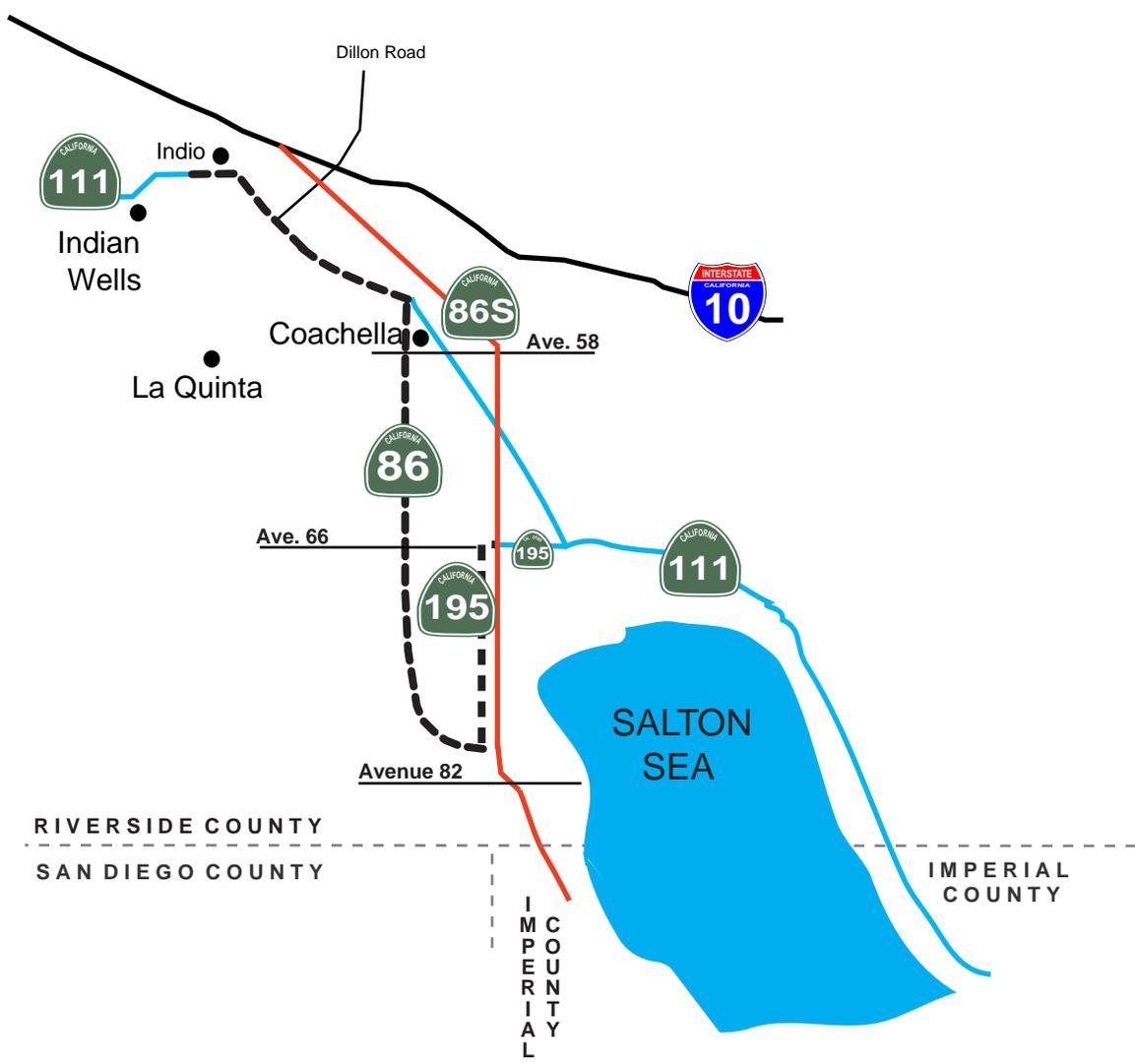
Construction of SR-86S (the new four-lane expressway) from Avenue 58 to Dillon Road is complete. This new facility, along with the remaining four-lane freeway from Dillon Road to I-10, is designated as "SR-86S" and runs parallel and easterly of the existing SR-86. The completion of the remaining project (phase 3) will provide nearly 32.19 km (20 miles) of a new four-lane expressway from Avenue 82 to I-10. The new facility will expedite goods movement, reduce accident rates at critical intersections, improve travel times, air quality, and improve the overall operational efficiency of SR-86 throughout the region. The existing SR-86 facility will be relinquished to the County of Riverside and the Cities of Coachella and Indio once the new facility is complete.



DISTRICT 8

STATE ROUTE 86

Segment Map



--- SR-86/SR-195 To be Relinquished in Fall 2001

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

The mainline facility improvements to SR-86, combined with the construction of the SR-78 Brawley Bypass* in Imperial County, the planned operational and safety improvements, will:

- Facilitate interregional travel throughout the Imperial and Coachella Valleys;
- Improve intercity and international travel between Mexico and Los Angeles California; and
- Provide an improved facility for the movement of goods throughout the region.

FUNDING

Caltrans is responsible for planning, design, construction, operation, and maintenance of the State Highway System. SR-86 receives most of its funding from the State Transportation Improvement Program (STIP). Caltrans' Interregional Transportation Strategic Plan (ITSP) classifies the route as a Transportation "Focus", "Gateway", and "High Emphasis" Route. The State may partner with local and regional agencies to fund transportation improvements on the State Highway System.

Riverside County Transportation Commission (RCTC) through its Measure "A" program has funded and constructed the new four-lane expressway SR-86S from I-10 to Avenue 66 (phases 1 & 2). Caltrans has programmed the funding to continue the construction of the new four-lane expressway (phase 3) of SR-86S from Avenue 66 to Avenue 82 through the 1998 State Transportation Improvement Program (STIP) Amendment, which was approved by the California Transportation Commission. RCTC has also applied for Transportation Enhancement Act (TEA) Demonstration Project funds for interchange improvements at SR-86 and I-10; funding requested under this application has not been appropriated.

IMPACT OF CONSTRUCTION

SR-86S from Avenue 66 to Avenue 82 is under construction, as of May 1999, identified as phase 3 of the new four-lane expressway. The segments in this Route Concept Fact Sheet are designated as unknown; the Kilometer and Post Miles are estimated. Caltrans intends to assign new segmentation, and Kilometer and Post Mile identification once the project is completed in the Fall of 2001.

*In March 1993, Caltrans prepared a Project Study Report (PSR) for what is known as the "Brawley Bypass". The proposed improvements will consist of the construction of a new four-lane divided expressway (SR-78) on a new alignment around the City of Brawley from SR-86 to SR-111.

State Route 86/86S Data Sheet

SEGMENT	COUNTY	KILOMETER		LIMITS	AREA	1997 D/S				2020 D/S &			2020 NO		2020 V/C		2020 # LANE IMPROVEMENTS	2020 LOS WITH IMPROVEMENTS	2020 V/C RATIO IMPROVED	IMPROVEMENTS NEEDED TO MEET CONCEPT	
		POST/POST	MI			ADT	DHV	% DH	# OF LANES	1997 LOS	V/C RATIO	ADT	DHV	% DH	# LANES	BUILD LOS					RATIO
13	RIV	K.P. 0.0-3.9 P.M. 0.0-2.4 K.P. 3.9-19.8		Imperial County Line to Avenue 82	Rural	9,900	800	.58/13%	4	A	0.13	10,900	1,300	52.5/14%	4	A	0.2	None	A	0.21	None
14	RIV	P.M. 2.4-12.3 K.P. 19.8-29.5		Avenue 82 to Avenue 66	Rural	10,250	793	.58/15%	2	D	0.35	19,600	2,300	52.5/14%	2	E	0.93	RELINQUISHED	B	0.36	Construct 2E on new alignment, upgrade from 2E to 4E.
15	RIV	P.M. 12.3-18.3 K.P. 29.5-36.7		Avenue 66 to Avenue 54	Rural	10,550	877	.58/15%	2	D	0.4	32,000	3,100	52.5/13%	2	F	1.25	RELINQUISHED	B	0.49	Construct 4E on new alignment. Construct 4E on new alignment, upgrade from 4E to 4F.
16	RIV	P.M. 18.3/22.8		Avenue 54 to Avenue 46	Urban	25,600	2,119	.58/12%	4	B	0.36	37,800	3,140	52.5/10%	4	B	0.46	RELINQUISHED	B	0.49	
SR-86S Break in Route																					
Unknown	RIV	K.P. R0.0-R3.9 P.M. R0.0-R2.4 K.P. R3.9-R24.5		Imperial County Line to Avenue 82	Rural	9,900	800	.61/13%	4	A	0.16	10,900	1,300	52.5/14%	4	A	0.2	6F	A	0.21	None
Unknown	RIV	P.M. R2.4-R15.2 K.P. R24.5-R29.5		Avenue 82 to Avenue 58	Rural	9,900	800	.61/12%	4	A	0.16	19,600	2,300	52.5/14%	4	B	0.39	6F	A	0.26	None
Unknown	RIV	P.M. R15.2-R18.3 K.P. R29.5-R35.7		Avenue 58 to Avenue 54	Rural	4,100	380	.61/12%	4	A	0.08	39,100	3,560	52.5/8%	4	C	0.53	6F	B	0.36	None
Unknown	RIV	P.M. R18.3-R22.2 K.P. R35.7-R37.0		Avenue 54 to Dillon Road	Urban	10,000	990	.55/12%	4	A	0.18	72,900	7,220	52.5/7%	4	F	1.05	6F	C	0.71	None
Unknown	RIV	P.M.R22.2-R23.0		Dillon Road to I-10	Urban	9,600	950	.55/12%	4	A	0.18	78,000	7,720	52.5/7%	4	F	1.05	6F	D	0.75	None

Terms:

2E = 2 lane expressway
 4E = 4 lane expressway
 4F = 4 lane freeway
 6F = 6 lane freeway