CALIFORNIA DEPARTMENT OF TRANSPORTATION
ROUTE CONCEPT FACT SHEET

DISTRICT 8

STATE ROUTE 210

08-SBd-210
PM 0.0/R33.2

DIVISION OF PLANNING
MARCH 2000

The SR-210 concept is currently being updated and this report should be used for historical purposes only.

ROUTE CONCEPT FACT SHEET

STATE ROUTE 210

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
STATE ROUTE 210
(Formerly State Route 30)
08-SBD-210 PM-0.0/33.2

ROUTE DESCRIPTION

State Route 210 (SR-210) begins in San Bernardino County as an extension of Interstate 210 in Los Angeles County. SR-210 traverses portions of District 7 in Los Angeles County and District 8 in San Bernardino County. The total route length is 42.8 miles with 8.6 miles in District 7 and 34.2 miles in District 8. The route begins in the City of Glendora at its junction with Interstate 210 (I-210) and ends at Interstate 10 (I-10) in the City of Redlands. Portions of existing SR-210 are under construction for improvement from a conventional highway to freeway (PM L.A.-R0.4/7.7 and SBd-R0.0-R20.6). It is funded for six mixed-flow lanes plus two high occupancy vehicle (HOV) lanes. [Note: actual work limit extends to PM R25.8, to encompass the 210/215 interchange and I-215 between PM 8.9/11.6.] Once construction is completed in 2005, SR-210 will be built to freeway standard for its entire length.

Existing SR-210 in District 8 begins at the Los Angeles and San Bernardino County line at 16th Street in the City of Upland. Moving easterly, it traverses the Cities of Upland, Rancho Cucamonga, and Fontana as a two-lane conventional highway with occasional, short four-lane sections. It is a four-lane conventional highway from Riverside Avenue in Rialto through the City of Rialto, and part of San Bernardino to PM R21.9. It varies from four to eight lanes as a freeway through the Cities of San Bernardino, Highland, and Redlands ending at I-10.

ROUTE PURPOSE AND CLASSIFICATION

SR-210 currently serves intraregional and local travel on conventional highway segments 1 through 4 and part of segment 5 through PM T21.1, and provides for interregional and commute travel on freeway segments 5 (starting at PM T21.1) through 10. The 1998 average daily traffic (ADT) on SR-210 ranges from 15,900 in the City of Upland to 53,800 in the City of Redlands.

SR-210 is included in the National Highway System, the California Freeway and Expressway System, and the "12 foot Wide Arterial System." It is not included in the Department of Defense "26,000 Mile Priority Network" or in the Strategic Highway Corridor Network. SR-210 is not officially designated as a scenic highway; however, part of the route is eligible for Scenic Highway designation (PM R28.7-R33.2) from the junction of SR-210 and State Route 330 (SR-330) in the City of Highland to I-10 in the City of Redlands. The Federal Functional Classifications for SR-210 are Minor Arterial for segments 1 through 4, and Principal Arterial for segments 5 through 10. SR-210 is not part of the Interregional Road System (IRRS).

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ROUTE CONCEPT / CONCEPT RATIONALE

The SR-210 route concept is to maintain a minimum level of service (LOS) "E" during peak periods. The rationale for maintaining LOS "E" is to achieve a reasonable balance between desired levels of mobility and forecasted traffic while taking into consideration development, abutting rights of way, and constrained financial resources for transportation in an urbanized area.

To achieve the concept LOS, SR-210 must be viewed from a corridor perspective assuming that I-10 and SR-60 are built to their recommended concepts. The efficiency of all modes of travel would have to be improved through the implementation of Intelligent Transportation System (ITS) strategies. Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies are also central to achieving the desired LOS. This analysis assumes all necessary operational improvements have been implemented.

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

Seg.	P.M.	Limit	Existing Facility	2020 Concept Facility	Lanes Added
1	R0.0/R12.2	SBd Co. line to Jct. I-15	6F+2HOV*	6F+2HOV	0
2	R12.2/R15.8	Jct. I-15 to Sierra Ave.	6F+2HOV*	6F+2HOV	0
3	R15.8/R19.5	Sierra Ave. to Riverside Ave.	6F+2HOV(*)	6F+2HOV	0
4	R19.5/R20.6	Riverside Ave. to Macy St.	6F+2HOV(*)	6F+2HOV	0
5	R20.6/R21.9	Macy St. to Jct. I-215	4F(*)	6F	2F
6	R21.9/R23.1	Jct. I-215 to Jct. Rte. 259	5F	6F	1F
7	R23.1/R24.2	Jct. Rte. 259 to Waterman Ave.	8F	8F	0
8	R24.2/R25.7	Waterman Ave. to Del Rosa Ave.	6F	6F	0
9	R25.7/R28.7	Del Rosa Ave. to Jct. Rte. 330	4F	6F	2F
10	R28.7/R33.2	Jct. Rte. 330 to Jct. I-10	4F	6F	2F

* = Under construction, note: the existing highway is operating at LOS "B" to "E", when the freeway is opened it will accommodate the demand on the existing route, some of the excess demand on I-10, SR-60, and also absorb some of the traffic from other east/west arterials (SR-66, Baseline Road, and Arrow Highway). The additional capacity afforded by the new freeway will draw a much higher ADT than the 14,900 to 24,300 shown for the existing 1998 facility.

(*) = Segments 3, 4, & part of segment 5 through PM T21.1 are currently under final design & are scheduled to be constructed by 2005.

Lanes Added = Additional lanes added to meet concept LOS

6F+2HOV = 6 mixed-flow freeway lanes plus 2 high occupancy vehicle lanes

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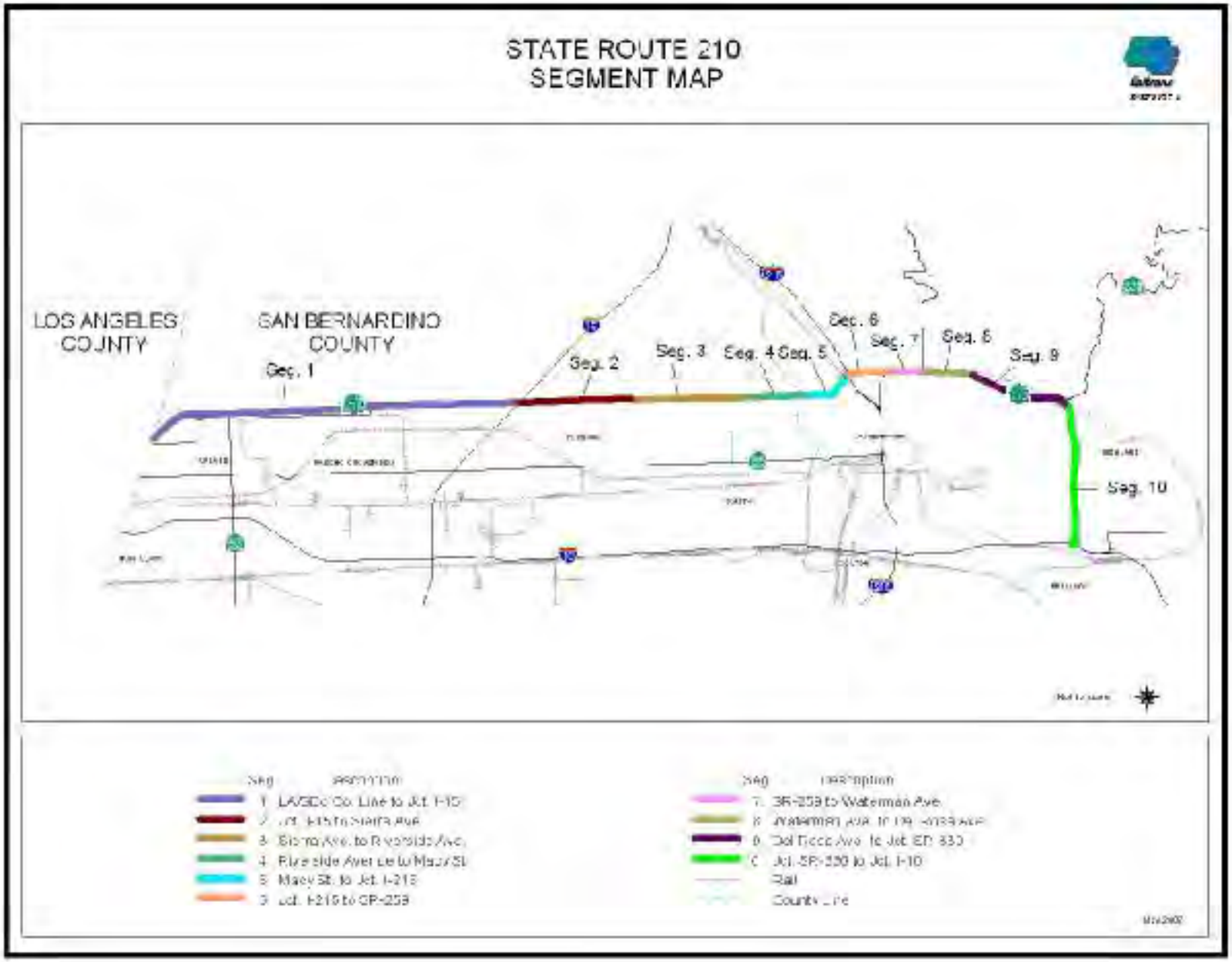

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ULTIMATE TRANS PORTATION CORRIDOR (UTC)

The UTC describes the long term right of way needs for a route or transportation facility considering "build-out" of development portrayed in the surrounding local general plans. The ultimate facility is to be a ten-lane freeway including 2 HOV lanes for its entire length within District 8. Adequate right of way should be preserved to accommodate the ten-lane facility.

FUNDING

The current construction project, PM R0.0/R20.6 is funded by State and Federal dollars as well as Measure I funds authorized by San Bernardino Associated Governments (SANBAG).

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.

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SR-210 DATA SHEET

EXISTING

Seg.	POST MILE	LIMIT	1998 Facility	R/U UB	1998 ADT	PEAK Hr	2-WAY PEAK Hr Vol	TRUCK PEAK Hr	DIRECT SPLIT	1998 V/C	1998 LOS
1	R0.0/R12.2	SBd Co. line to Jct.I-15	6F+2HOV*	UB	15,900	9.3%	1,479	5%	65%	0.10	A
2	R12.2/R15.8	Jct.I-15 to Sierra Ave.	6F+2HOV*	UB	14,900	8.5%	1,267	5%	65%	0.08	A
3	R15.8/R19.5	Sierra Ave. to Riverside Ave	6F+2HOV(*)	UB	14,900	8.5%	1,267	5%	65%	0.08	A
4	R19.5/R20.6	Riverside Ave. to Macy St.	6F+2HOV(*)	UB	24,300	8.4%	2,041	5%	65%	0.13	A
5	R20.6/R21.9	Macy St. to Jct. I-215	4F(*)	UB	24,300	8.4%	2,041	5%	65%	0.30	A
6	R21.9/R23.1	Jct. I-215 to Jct. Rte. 259	5F	UB	52,700	8.5%	4,480	5%	52.5%	0.43	B
7	R23.1/R24.2	Jct. Rte. 259 to Waterman Ave.	8F	UB	52,700	8.5%	4,480	5%	52.5%	0.27	A
8	R24.2/R25.7	Waterman Ave. to Del Rosa Ave.	6F	UB	53,800	9.3%	5,003	5%	57.5%	0.44	B
9	R25.7/R28.7	Del Rosa Ave. to Rte 330	4F	UB	53,800	9.3%	5,003	5%	57.5%	0.66	C
10	R28.7/R33.2	Rte 330 to Jct. I-10	4F	UB	53,800	9.3%	5,003	5%	57.5%	0.66	C

FUTURE

Seg.	POST MILE	LIMIT	2020 EXISTING Facility	R/U UB	2020 ADT	PEAK Hr	2-WAY PEAK Hr Vol	TRUCK PEAK Hr	DIRECT SPLIT	2020 V/C	2020 LOS	2020 CONCEPT FACILITY	2020 CONCEPT Lanes Added	2020 CONCEPT LOS
1	R0.0/R12.2	SBd Co. line to Jct.I-15	6F+2HOV*	UB	169,600	7.9%	13,398	5%	55%	0.74	C	6F+2HOV	0	E
2	R12.2/R15.8	Jct.I-15 to Sierra Ave.	6F+2HOV*	UB	146,400	7.8%	11,419	5%	55%	0.63	C	6F+2HOV	0	E
3	R15.8/R19.5	Sierra Ave. to Riverside Ave	6F+2HOV(*)	UB	143,400	7.8%	11,185	5%	55%	0.62	C	6F+2HOV	0	E
4	R19.5/R20.6	Riverside Ave. to Macy St.	6F+2HOV(*)	UB	152,900	7.9%	12,079	5%	55%	0.67	C	6F+2HOV	0	E
5	R20.6/R21.9	Macy St. to Jct. I-215	4F(*)	UB	152,900	7.9%	12,079	5%	52.5%	1.45	F2	6F	2F	E
6	R21.9/R23.1	Jct. I-215 to Jct. Rte. 259	5F	UB	152,900	7.9%	12,079	5%	52.5%	1.16	F	6F	1F	E
7	R23.1/R24.2	Jct. Rte. 259 to Waterman Ave.	8F	UB	152,900	7.9%	12,079	5%	52.5%	0.73	C	8F	0	E
8	R24.2/R25.7	Waterman Ave. to Del Rosa Ave.	6F	UB	117,500	9.5%	11,163	5%	57.5%	0.98	E	6F	0	E
9	R25.7/R28.7	Del Rosa Ave. to Rte 330	4F	UB	117,500	9.5%	11,163	5%	57.5%	1.47	F3	6F	2F	E
10	R28.7/R33.2	Rte 330 to Jct. I-10	4F	UB	117,500	9.5%	11,163	5%	57.5%	1.47	F3	6F	2F	E

* Under construction, note: the existing highway is operating at LOS "B" to "E", when the freeway is opened it will accommodate the demand on the existing route, some of the excess demand on I-10 and SR-60, and also absorb some of the traffic from other east/west arterials (SR-66, Baseline Road, Arrow Highway). The additional capacity afforded by the new freeway will draw a much higher ADT than the 14,900 to 24,300 shown for the existing 1998 facility.
(*) = Segments 3, 4 and part of segment 5 through PM T21.1 are currently under final design & are scheduled to be constructed by 2005.
R/U/UB = Rural/urban/urbanized
ADT = Average daily traffic
V/C = Volume 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
6F+2HOV = 6 mixed-flow lanes, freeway plus 2 high occupancy vehicle lanes

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SR - 210 CONVERSION TABLE

SEGMENTS	DESCRIPTION	POSTMILE	KILOMETERS
1	LA-SBd Co. line to Jct. I-15	R0.0/R12.2	R0.0/R19.6
2	Jct. I-15 to Sierra Ave.	R12.2/R15.8	R19.6/R25.4
3	Sierra Ave. to Riverside Ave.	R15.8/R19.5	R25.4/R31.4
4	Riverside Ave. to Macy St.	R19.5/R20.6	R31.4/R33.2
5	Macy St. to Jct. I-215	R20.6/R21.9	R33.2/R35.2
6	Jct. I-215 to Jct. Rte. 259	R21.9/R23.1	R35.2/R37.2
7	Jct. Rte. 259 to Waterman Ave.	R23.1/R24.2	R37.2/R38.9
8	Waterman Ave. to Del Rosa Ave.	R24.2/R25.7	R38.9/R41.4
9	Del Rosa Ave. to Jct. Rte. 330	R25.7/R28.7	R41.4/R46.2
10	Jct. Rte. 330 to Jct. I-10	R28.7/R33.2	R46.2/R53.4

ENGLISH TO METRIC CONVERSION FACTORS
1 MILE = 1.609344 KM

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