

CALIFORNIA DEPARTMENT OF TRANSPORTATION

**ROUTE CONCEPT FACT SHEET
DISTRICT 8**

STATE ROUTE 71



**07-LA-71-PM R0.3/4.8
08-SBd-71-PM R0.0/R8.4
08-RIV-71-PM 0.0/G3.0**

**DIVISION OF PLANNING
JUNE 2000**

The SR-71 concept is currently being updated and this report should be used for historical purposes only.

CALTRANS DISTRICT 8
ROUTE CONCEPT FACT SHEET
STATE ROUTE 71

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.

S. Lisiewicz

June 9, 2000

S. LISIEWICZ
DISTRICT DIRECTOR

DATE

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2000 ROUTE CONCEPT FACT SHEET
STATE ROUTE 71
07-LA-71-PM R0.3/4.8
08-SBd-71-PM R0.0/R8.4
08-RIV-71-PM 0.0/G3.0

ROUTE DESCRIPTION

State Route 71 (SR-71) begins at Interstate Route 210 (I-210) in San Dimas and extends southeasterly crossing the Prado Flood Control Basin to State Route 91 (SR-91) via Pomona. The total route length is 15.9 miles.

The District 7 portion of SR-71 begins at I-210 just north of the Interstate 10 (I-10) junction and ends at the Los Angeles/San Bernardino County line south of State Route 60 (SR-60), a distance of 4.5 miles (PM R0.3/4.8). In District 8, SR-71 continues from the Los Angeles/San Bernardino County line and ends at its junction with SR-91 in Riverside County, a distance of 8.4 miles (PM R0.0/R8.4) in San Bernardino County and 3.0 miles (PM 0.0/G3.0) in Riverside County.

PURPOSE AND CLASSIFICATION

The primary purpose for SR-71 is to provide for the safe and efficient, interstate and interregional movement of people and goods. SR-71 is a connecting link for major east-west corridors including I-210, I-10, SR-60, and SR-91. With the Interstate 15 (I-15), SR-71 serves as an alternative for interregional travel for Interstate 5 (I-5) between San Diego and the eastern portion of the Los Angeles metropolitan area. The route serves heavy commute traffic originating from the communities of Chino, Ontario, and Pomona and going to Orange and Los Angeles Counties. SR-71 also serves as an intraregional route circulating significant volumes of local traffic. Average daily traffic (ADT) ranges from 58,000 in the County of Los Angeles to 35,800 in the San Bernardino County portion and to 33,000 in the County of Riverside.

SR-71 is not part of the Interregional Road System (IRRS). It has a federal functional classification of P1M (Urban-Extension of Rural Principal Arterial into Urban areas) for segments 1, 2 and 3, MA (Rural-Minor Arterial) for segment 4 and a portion of segment 5 (SBd PM R4.8 to RIV PM 2.7), and M1 (Urban-Minor Arterial) between RIV PM 2.7 and G3.0, segment 5. SR-71 is included in the Federal Surface Transportation Assistance Act (STAA) national network for oversized trucks in the Los Angeles County portion to SR-60. South of SR-60, SR-71 is included in the State Highway Terminal Access Routes System. SR-71 is included in the California National Highway System as a designated route, the 12Ft. Wide Arterial System and the California Freeway and Expressway System for its entire length. SR-71 is eligible for designation as a State Scenic Highway from State Route 83 (SR-83) north of Corona to SR-91 near Corona. It is not included in the Strategic Highway Corridor Network or the Department of Defense California Priority Network.

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ROUTE CONCEPT/CONCEPT RATIONALE

The route concept is to maintain a minimum level of service (LOS) “F0” during peak periods for segments 1 and 2 in Los Angeles County. For the segments 3 through 5 within San Bernardino and Riverside Counties the SR-71 route concept is to maintain a minimum LOS “E” during peak periods. The rationale for maintaining LOS “F0” and “E” is to achieve a reasonable balance between desired levels of mobility and forecasted traffic taking into consideration development, abutting rights of way, and constrained financial resources for transportation in an urbanized area.

To achieve the concept LOS, SR-71 must be viewed from a corridor perspective. 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. It should be noted, this analysis assumes all necessary operational improvements have been implemented.

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

Seg.	County	P.M.	Limit	Existing Facility	2020 Concept Facility	Lanes Added
1	LA	R0.3/R1.5	Jct. I-10/I-210 to Holt Ave.	4F	6F+2HOV	2F+2HOV
2	LA	R1.5/ 4.8	Holt Ave. to LA/SBd Co Line	4E	6F+2HOV	2F+2HOV
3	SBd	R0.0/R5.0	LA/SBd Co Line to Soquel Cyn.	6F+2HOV	6F+2HOV	0
4	SBd	R5.0/R5.7	Soquel Cyn. to 1 mile N. of Pine	6F+2HOV	6F+2HOV	0
4a	SBd	R5.7/R8.4	1 mile N. of Pine to SBd/Riv. Co Line	4F+2HOV	4F+2HOV	0
5	RIV	0.0/G3.0	SBd/Riv. Co Line to Jct. SR-91	4E*	4E	0

Lanes Added = Additional lanes added to meet concept LOS

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

Note: On segment 4a, southbound carpool lane ends at PM 7.4 and is striped for two mixed-flow lanes, but there is adequate travel way width for three lanes.

*Segment 5 is programmed in the State Transportation Improvement Program (STIP) for 4-lane expressway, it is currently a 2-lane expressway and operating at LOS “F”.

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ULTIMATE TRANSPORTATION 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 for SR-71 will consist of a ten-lane freeway in Los Angeles and San Bernardino Counties including high occupancy vehicle (HOV) lanes and, where needed, auxiliary lanes. The UTC for the Riverside County segment will consist of an eight-lane freeway including HOV lanes and, where needed, auxiliary lanes. Adequate right of way should be preserved to accommodate the above facilities.

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.

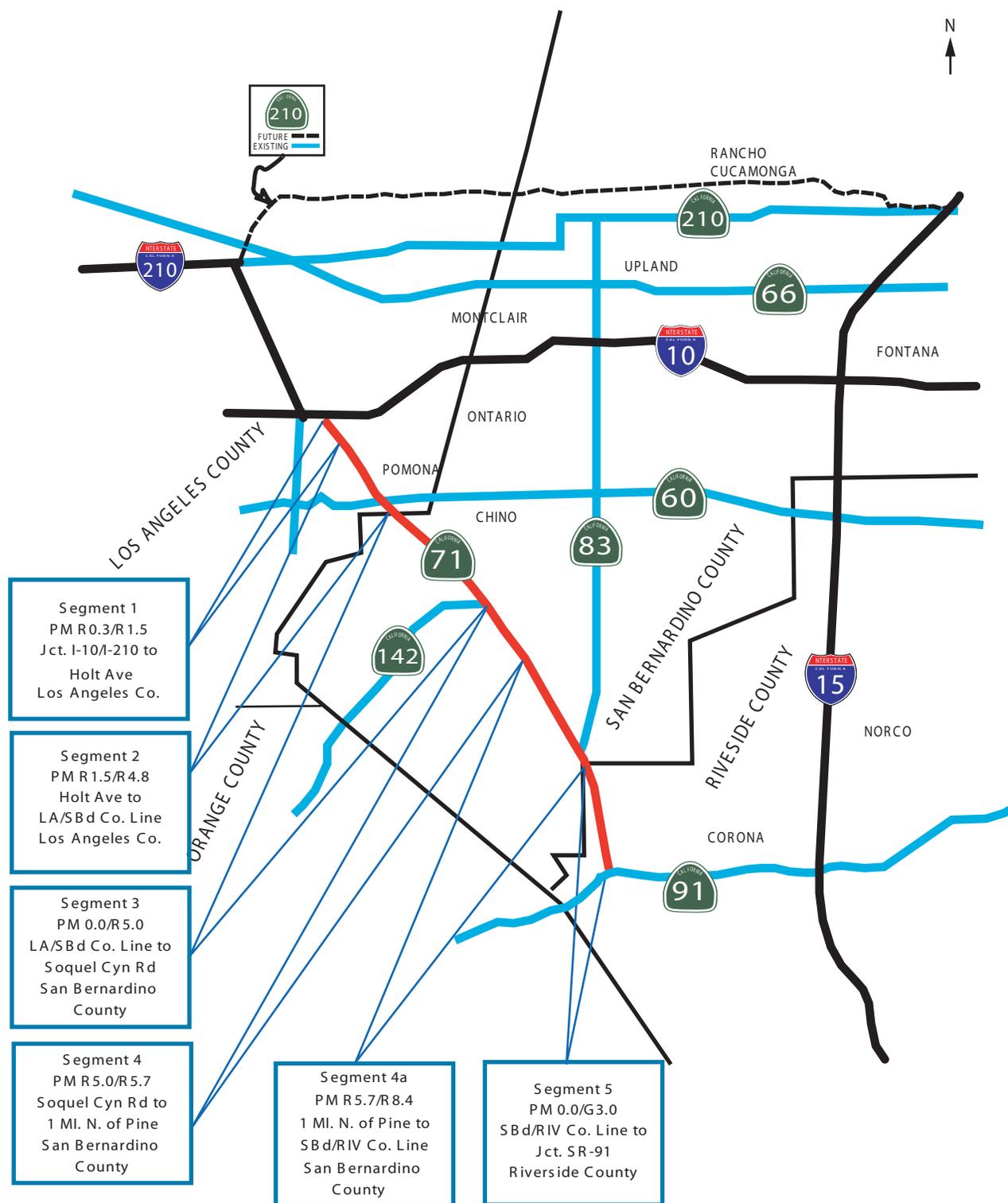
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DISTRICT 8

STATE ROUTE 71

Segment Map



Segment 1
PM R0.3/R1.5
Jct. I-10/I-210 to
Holt Ave
Los Angeles Co.

Segment 2
PM R1.5/R4.8
Holt Ave to
LA/SBd Co. Line
Los Angeles Co.

Segment 3
PM 0.0/R5.0
LA/SBd Co. Line to
Soquel Cyn Rd
San Bernardino
County

Segment 4
PM R5.0/R5.7
Soquel Cyn Rd to
1 MI. N. of Pine
San Bernardino
County

Segment 4a
PM R5.7/R8.4
1 MI. N. of Pine to
SBd/RIV Co. Line
San Bernardino
County

Segment 5
PM 0.0/G3.0
SBd/RIV Co. Line to
Jct. SR-91
Riverside County

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SR-71

DATA SHEET

EXISTING

Seg.	Post Mile	Limit	1998 Existing Facility	R/U UB	1998 ADT	Peak Hr	2-Way Peak Hr Vol	Truck Peak Hr	Direct Split	1998 V/C	1998 LOS
LA											
1	R0.3/R1.5	JCT. I-10/I-210 to Holt Ave.	4F	UB	58,000	10%	5,800	8%	68%	0.96	E
2	R1.5/4.8	Holt Ave. to LA/SBd Co Line	4E	UB	57,500	8.5%	4,900	8%	63%	1.27	F
SBd											
3	R0.0/R5.0	LA/SBd Co Line to Soquel Cyn Rd	6F+2HOV	UB	35,700	7.8%	2,780	7%	59%	0.15	A
4	R5.0/R5.7	Soquel Cyn Rd to 1 mile N. of Pine	6F+2HOV	UB	35,800	7.7%	2,760	7%	54%	0.15	A
4a	R5.7/R8.4	1 mile N. of Pine to SBd/Riv. Co Line	4F+2HOV	UB/R	35,800	7.7%	2,760	7%	54%	0.22	A
RIV											
5	0.0/G3.0	SBd/Riv. Co Line to Jct. SR-91	4E*	R/UB	33,000	7.7%	2,540	5%	52%	0.44	B

FUTURE

2020 CONCEPT

Seg.	Post Mile	Limit	2020 No Build Facility	R/U UB	2020 ADT	Peak Hr	2-Way Peak Hr Vol	Truck Peak Hr	Direct Split	2020 V/C	2020 LOS	Facility	Lanes Added	LOS
LA														
1	R0.3/R1.5	JCT. I-10/I-210 to Holt Ave.	4F	UB	170,000	8.4%	14,280	5%	52%	1.90	F3	6F+2HOV	2F+2HOV	F0
2	R1.5/4.8	Holt Ave. to LA/SBd Co Line	4E	UB	165,000	8.5%	14,000	5%	52%	Out of range	F3	6F+2HOV	2F+2HOV	F0
SBd														
3	R0.0/R5.0	LA/SBd Co Line to Soquel Cyn Rd	6F+2HOV	UB	146,600	8.0%	11,730	4%	59%	0.74	C	6F+2HOV	0	E
4	R5.0/R5.7	Soquel Cyn Rd to 1 mile N. of Pine	6F+2HOV	UB	87,300	7.4%	6,460	6%	54%	0.37	A	6F+2HOV	0	E
4a	R5.7/R8.4	1 mile N. of Pine to SBd/Riv. Co Line	4F+2HOV	UB	87,300	7.4%	6,460	6%	54%	0.47	B	4F+2HOV	0	E
RIV														
5	0.0/G3.0	SBd/Riv. Co Line to Jct. SR-91	4E	UB	81,100	7.0%	5,677	4%	52%	0.79	D	4E	0	E

*Segment 5 is programmed (STIP) for 4 lane expressway, it is currently a 2 lane expressway and operating at LOS "F".

R/U/UB = Rural/urban/urbanized

ADT = Average daily traffic

V/C = Volume to capacity ratio

LOS = Level of service

Lanes Added = Additional lanes added to meet concept LOS

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

4E = 4-lane expressway

F0 = V/C ratio is between 1.01 and 1.25, with expected delay of 0-1 hour during a peak period.

F3 = V/C ratio is 1.46 or greater, congestion in excess of 3 hours.

Note: On segment 4a, southbound carpool lane ends at PM 7.4 and is striped for two mixed-flow lanes, but there is adequate travel way width for three lanes.

Note: Expect segments 4, 4a, and 5 to be designated urbanized by the year 2020.

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CONVERSION TABLE SR-71

SEGMENTS/ CO	DESCRIPTION	POSTMILE	KILOMETERS
1 LA	Jct. I-10/I-210 to Holt Ave.	R0.3/R1.5	R0.5/R2.4
2 LA	Holt Ave. to LA/SBd Co Line	R1.5/4.8	R2.4/7.7
3 SBd	LA/SBd Co Line to Soquel Cyn Rd	R0.0/R5.0	R0.0/R8.0
4 SBd	Soquel Cyn Rd to 1 mile N. of Pine	R5.0/R5.7	R8.0/R9.2
4a SBd	1 mile N. of Pine to SBd/RIV Co Line	R5.7/R8.4	R9.2/R13.5
5 RIV	SBd/RIV Co Line to Jct. SR-91	0.0/G3.0	0.0/G4.8

ENGLISH TO METRIC CONVERSION FACTORS

1 MILE = 1.609344 KM

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