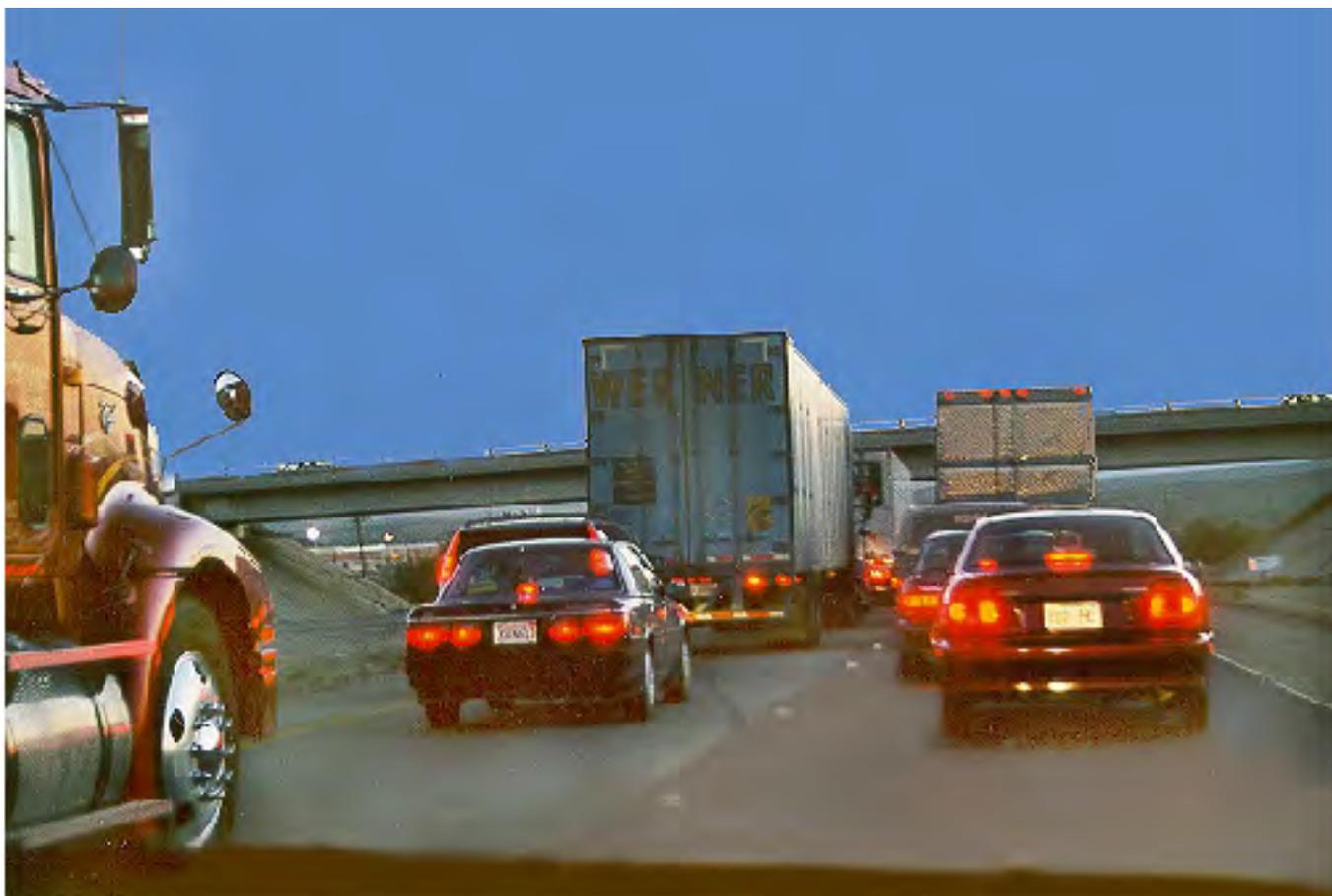


**The I-15 concept is currently being updated and this report should
be used for historical purposes only.**

CALIFORNIA DEPARTMENT OF TRANSPORTATION

**ROUTE CONCEPT FACT SHEET
DISTRICT 8**

INTERSTATE ROUTE 15



08-RIV/SBD-15
KP RIV R0.0/84.1
PM RIV R0.0/52.3
KP SBD 0.0/299.7
PM SBD 0.0/186.2

DIVISION OF PLANNING
MARCH 1999

The I-15 concept is currently being updated and this report should be used for historical purposes only.

STATEMENT OF PLANNING INTENT

This route concept report (RCR) is a planning document that describes the Department's basic approach to development of a given route. Considering financial constraints, characteristics of the highway and projected travel demand over an approximate 20-year planning period, the RCR defines the type of facility and level of service (LOS) for each route. The objective of this effort is to provide a better basis for the development of the State Transportation Improvement Program (STIP) and to determine the appropriate concept for future highway projects.

Government Code Section 65086 requires the Department of Transportation to carry out long-term State highway system planning through the preparation of RCR's to identify future highway improvements and new transportation corridors.

District staff and local and regional agencies have opportunity for input to and preparation and review of the RCR. Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funded improvements are included in the RCR. The RCR will be updated when necessary as conditions or new information is obtained.

RCR's are preliminary planning documents that lead to subsequent programming and project development processes. As such, the specific nature of proposed improvements (e.g., roadway width, number of lanes, access control, etc.) may change in later project development stages, with final determinations made during the project report and design phases.

The I-15 concept is currently being updated and this report should be used for historical purposes only.

**ROUTE CONCEPT FACT SHEET
INTERSTATE ROUTE 15**

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

The I-15 concept is currently being updated and this report should be used for historical purposes only.

**1999 ROUTE CONCEPT FACT SHEET
INTERSTATE ROUTE 15
08-RIV-15 KP R0.0/84.1(PM R0.0/52.3)
08-SBD-15 KP 0.0/299.7(PM 0.0/186.2)**

ROUTE DESCRIPTION/PURPOSE/CLASSIFICATION

Interstate Route 15 (I-15) is a major truck/passenger route that starts at the junction of I-5 in San Diego, 10 miles north of the U.S./Mexican border and ends at the U.S./Canadian border. The District 8 portion of the route starts at the Riverside/San Diego County Line and ends at the Nevada State Line. The total length of I-15 in District 8 is 384.6 kilometers (239 miles). The route varies from four to eight lanes. It has no high occupancy vehicle (HOV) lanes.

Portions of I-15 in District 8 are eligible but not officially designated as part of the State Scenic Highway System. I-15 is Federally functionally classified as a Rural/Urban Principal Arterial and is part of the Freeway and Expressway System. Its main purpose is national defense. Its main use is interstate/interregional movement of people and goods. I-15 is a major freeway linking to I-10, I-40, State Route (SR) 60, SR-91, SR-58, and US-395 with a future connection to the SR-210 freeway (previously SR-30). It also connects with SR-18, -138, -74, -66 and -79. I-15 is part of the National Highway System and the Strategic Highway Corridor Network of National Defense. I-15 is a major interstate goods-movement corridor, which links to the Los Angeles area. It is a primary link between major economic centers and geographic regions and is classified as a "High Emphasis" and "Gateway" route in the Interregional Road System (IRRS). It is part of the Federal Surface Transportation Assistance Act National Network for oversized trucks. Weekend and holiday recreational traffic on the route is exceptionally high since it serves as a connection to Las Vegas and to the Colorado River area via I-40.

ROUTE CONCEPT/CONCEPT RATIONALE

In accordance with San Bernardino and Riverside Counties' Congestion Management Plans (CMP), the I-15 route concept is level of service (LOS) "E" for the urbanized portions of the route. In the rural areas, the route concept is "C" and in the transition areas where the route changes from rural to urban, the concept LOS is "D". The Cajon Pass area of I-15 is considered a transitional area. Although this area is sparsely populated and is considered rural, traffic patterns through the pass are urban in nature. This portion of I-15 links the urbanized Victor Valley/High Desert region with metropolitan southern California. In addition to heavy truck traffic, weekends and holidays generate high volumes of recreational traffic.

The rationale for maintaining LOS "E" in the urbanized areas of I-15 is to achieve a reasonable balance between desired levels of mobility, forecasted travel demand, urban development and constrained financial transportation resources. In addition, the District concepts should be in agreement with the local transportation commissions' Congestion Management Plans (CMPs), since Regional Improvement Program (RIP) funds will be the

The I-15 concept is currently being updated and this report should be used for historical purposes only.

main source of financing highway improvements for these areas. Expansion of alternative modes of transportation, new technologies, and traffic demand/traffic system management strategies should be utilized as a viable alternative to building new lanes in urbanized areas where opportunities for expansion are very limited.

The 1998-2000 Interregional Improvement Plan (IIP) concentrates on improving the rural interregional routes to minimum standards. It identifies ten "Focus" routes and nine "Gateways" that are high priority statewide. Classified as a "Gateway", I-15 is economically important to California.

IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

See Concept Facility on the "INTERSTATE ROUTE 15 DATA SHEET", attached.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The ultimate facility is a ten-lane freeway (8 mixed-flow (MF) + 2 HOV) through the urban areas; San Diego County Line to SR-18 (segments 1-17), a ten-lane freeway (10 MF) from SR-18 to I-40 (Segment 18) and an eight-lane freeway (8 MF) through the more rural areas; I-40 to the Nevada State Line (segments 19-21). The ultimate facility may require additional lanes for trucks.

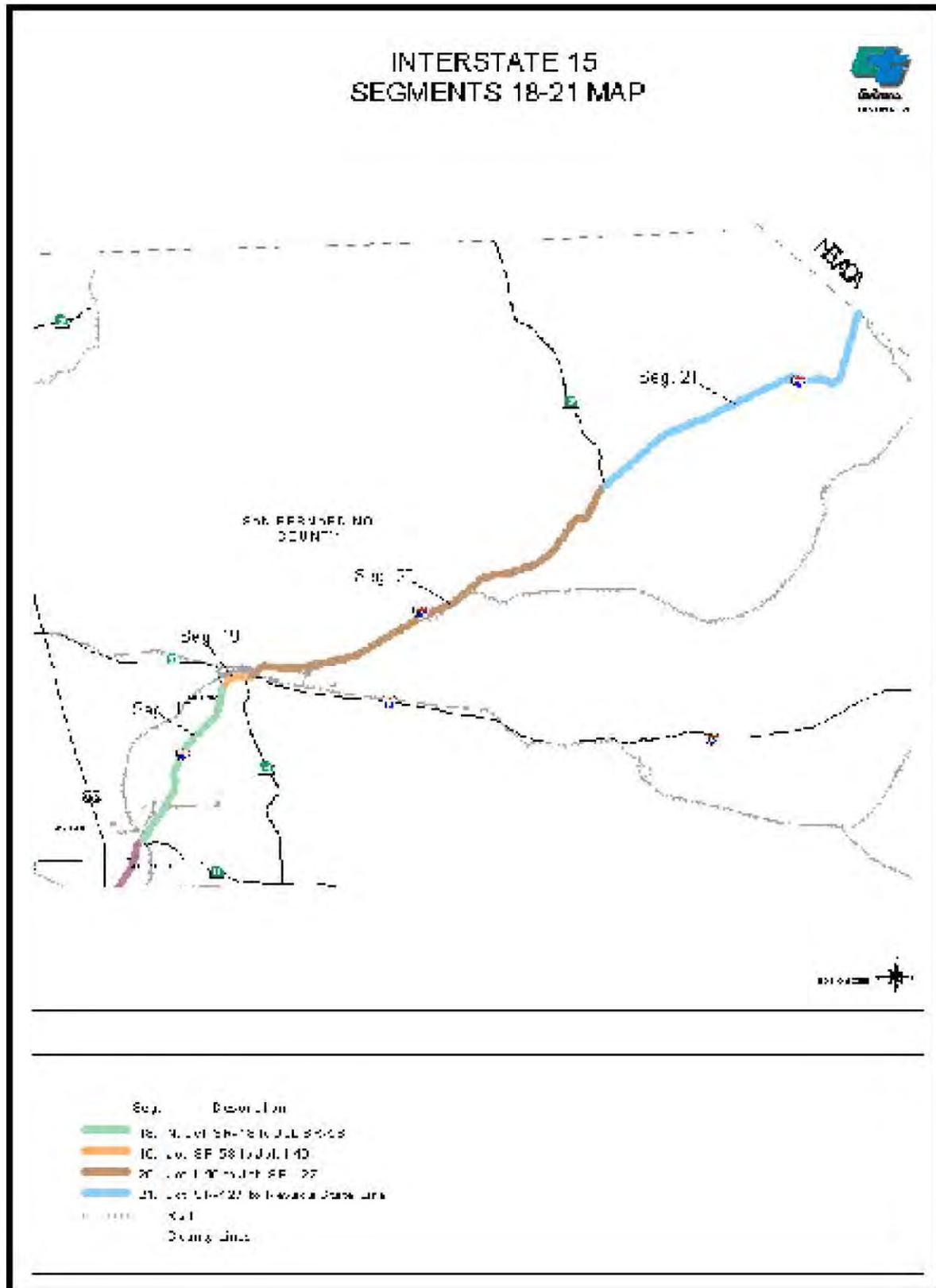
FUNDING

Caltrans is responsible for planning, design, construction, operation, and maintenance of the State highway system. Regional transportation planning agencies (RTPAs) program funding for improvements to the urban/urbanized areas of I-15 through the Regional Improvement Program (RIP). RTPAs receive 75 percent of State Transportation Improvement Program (STIP) funding. Funding for improvements to rural highways is provided through the IIP by Caltrans.

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

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

The I-15 concept is currently being updated and this report should be used for historical purposes only.



**The I-15 concept is currently being updated and this report should
be used for historical purposes only.**

INTERSTATE ROUTE 15 DATA SHEET

Seq	Limits	Post Mile	1996 EXISTING FACILITY									2015 NO BUILD						CONCEPT				
			Kilometer Post	Existing Facility	R/U UB	1996 ADT	Peak Hr %	Peak Hr Volume	Trk %	Dir Split %	V/C Ratio	1996 LOS	2015 ADT	Pk Hr %	Peak Hr Volume	Trk %	Dir Split %	V/C Ratio	2015 LOS	Concept Facility	Lanes Added	Concept LOS
RIV																						
1	San Diego Co Ln/79S	R0.0/3.4	R0.0/5.5	8F	R/U	73,000	9.8	7,154	13.4	58	0.63	C	107,700	10.0	10,770	14	68	1.13	F0	8F+2HOV	2	D
2	Rte 79S/Rte 79N	3.4/6.6	5.5/10.7	8F	U	79,500	8.7	6,917	15.4	58	0.64	C	168,800	9.0	15,192	14	58	1.36	F2	8F+2HOV	2	E
3	Rte 79N/Rte I-215S	6.6/8.7	10.7/14.1	8F	U	100,000	8.7	8,700	15.6	58	0.80	D	193,000	9.0	17,370	14	55	1.48	F3	8F+2HOV	2	E
4	I-215S/Rte 74	8.7/22.3	14.1/35.9	6F	U	71,400	8.6	6,140	16.5	60	0.69	C	148,000	9.0	13,320	11	55	1.31	F1	6F+2HOV	2	D
5	Rte 74/Cajalco Rd	22.3/36.8	35.9/59.3	6F	U/R	71,700	7.8	5,593	12.1	60	0.67	C	196,400	7.0	13,748	10	60	1.60	F3	8F+2HOV	4	D
6	Cajalco Rd/Ontario Ave	36.8/38.7	59.3/62.3	6F	UB	86,000	7.6	6,536	17.2	55	0.78	C	226,800	7.0	15,876	9	60	1.80	F3	8F+2HOV	4	E
7	Ontario Ave/Jct Rte 91	38.7/41.5	62.3/66.8	8F	UB	91,500	7.5	6,863	17.2	55	0.51	B	218,900	7.0	15,323	9	58	1.11	F0	8F+2HOV	2	E
8	Jct Rte 91/Jct Rte 60	41.5/51.5	66.8/82.2	6F	UB	96,800	7.5	7,260	19.1	50	0.49	B	150,600	8.0	12,048	14	58	0.91	D	8F+2HOV**	2	E
9	Jct Rte 60/Co Ln	51.5/52.3	82.2/84.1	8F	UB	147,000	8	11,760	24.4	55	0.94	E	213,500	7.0	14,945	15	58	1.14	F0	8F+2HOV	2	E
SBD																						
10	Co Ln/I-10	0.0/2.4	0.0/3.9	8F	UB	147,500	9	13,275	18	55	0.98	E	220,750	7.0	15,453	15	55	1.08	F0	8F+2HOV	2	E
11	I-10/Rte 66	2.4/5.3	3.9/8.5	8F	UB	113,000	8.5	9,605	18	70	0.91	D	240,000	7.0	16,800	15	55	1.17	F0	8F+2HOV	2	E
12	Rte 66/Rte 30	5.3/8.1	8.5/13.0	8F	UB	87,000	9	7,830	22.5	70	0.78	C	215,800	7.0	15,106	15	55	1.06	F0	8F+2HOV	2	E
13	Rte 30/Devore Rd	8.1/14.2	13.0/22.8	8F	UB/R	82,500	9	7,425	22.5	65	1.12	F0	201,180	7.0	14,083	17	60	1.40	F2	6F+2HOV	2	E
14	Devore Rd/I-215N	14.2/R13.8	22.8/25.9	5F	R	86,500	9	7,785	18.2	65	1.25	F0	147,700	8.0	11,816	17	60	1.41	F2	6F+2HOV	3	D
15	I-215N/Rte 138	R13.8/R21.4	25.9/R34.4	8F	R/UB	103,000	9	9,270	14	65	0.93	E	232,800	7.0	16,296	15	60	1.32	F1	8F+2HOV,TAL	3	D
16	Rte 138/Rte 395	R21.4/31.8	R34.4/51.2	8F	R	80,000	9	7,200	17.5	65	0.76	C	242,500	7.0	16,975	15	60	1.37	F2	8F+2HOV,TAL,TDL	4	D
17	Rte 395/Rte 18N	31.8/43.5	51.2/70.0	6F	R/U	70,000	11	7,700	18.4	75	1.21	F0*	142,200	8.0	11,376	15	65	1.30	F1	6F+2HOV,TAL	2	D
18	Rte 18N/Rte 58	43.5/69.9	70.0/111.0	4F	UB/R/U	45,000	13	5,850	14.7	75	1.38	F2*	71,000	9.0	6,400	11	70	1.33	F1	6F+TAL,TDL	4	D
19	Rte 58/I-40	69.9/74.4	111.0/119.8	8F	U	48,000	14	6,720	19	75	0.83	D	72,000	10.0	7,200	11	70	0.81	D	8F	0	D
20	I/40/Jct Rte 127	74.4/R136.6	119.8/R219.8	4F	U/R	30,000	14	4,200	17.6	75	1.03	F0*	49,000	10.0	4,900	11	70	1.10	F0	6F+TAL	2	C
21	Jct Rte 127/State Ln	R136.6/186.2	R219.8/299.7	4F	R	29,000	14	4,060	19.5	75	1.04	F0*	53,000	10.0	5,300	11	70	1.19	F0	6F+TAL, TDL	4	C

4F = 4-lane freeway, mixed-flow
 6F = 6-lane freeway, mixed-flow
 8F = 8-lane freeway, mixed-flow
 TRK % = Truck percentage of ADT
 TAL = Truck ascending lane
 TDL = Truck descending lane
 HOV = High occupancy vehicle lane
 R/U/UB = Rural, Urban or Urbanized

Concept Facility = Type of facility needed to meet and/or exceed the Concept LOS
 Concept LOS = Minimum acceptable level of service
 Lanes Added = Number of lanes needed to bring route to Concept LOS
 V/ C = Volume to capacity ratio
 ADT = Average daily traffic including trucks
 LOS = Level of service

*Reflects balance between high weekend recreational traffic and weekday commuter traffic.
 **HOV lanes added for system continuity. They are not needed to relieve congestion.