

CALIFORNIA DEPARTMENT OF TRANSPORTATION

ROUTE CONCEPT FACT SHEET DISTRICT 8

INTERSTATE 215



08-RIV/SBD I-215
KP RIV R13.5/72.9
PM RIV R9.0/45.3
KP SBD 0.0/28.6
PM SBD 0.0/17.8

DIVISION OF PLANNING
AUGUST 1999

The I-215 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.

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**ROUTE CONCEPT FACT SHEET
INTERSTATE 215**

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.



8/27/99

for
STAN LISIEWICZ
DISTRICT DIRECTOR
CALTRANS DISTRICT 8

DATE

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1999 ROUTE CONCEPT REPORT FACT SHEET
INTERSTATE 215
08-RIV-215 KP R13.5/72.9 08-SBD-215 KP 0.0/28.6

ROUTE CONCEPT

The Route Concept for Interstate 215 (I-215), is to maintain level of service (LOS) "E", in urban areas (Segments 3 - 11), during peak periods. Segments 1 and 2 are assigned Concept LOS "D".

ROUTE DESCRIPTION

I-215 begins at the southerly junction of I-15, near Temecula in Riverside County, and terminates at the northerly junction with I-15, near Devore in San Bernardino County. The total length is 88.51 kilometers (55.0 miles). The entire route is constructed to full freeway standards and varies from two to three lanes in each direction. I-215 is a four-lane freeway from the junction with I-15 to "D" Street in Perris. From "D" Street to the junction with SR-259 in San Bernardino, I-215 is a six-lane freeway. From SR-259 to the northerly junction with I-15, I-215 has four lanes. There are no HOV lanes on I-215.

I-215 traverses urbanized areas of Riverside and San Bernardino Counties including the cities of Temecula, Sun City, Perris, Moreno Valley, Riverside, Grand Terrace, Colton and San Bernardino. The route also traverses undeveloped rural areas in southern Riverside County. The entire length of I-215 is within District 8.

ROUTE PURPOSE AND CLASSIFICATION

The purpose of I-215 is to provide for the safe and efficient interstate and interregional mobility of goods and people. In conjunction with I-15, I-215 is a major north-south corridor linking San Bernardino/Riverside Counties with San Diego County. The route also provides for intraregional mobility within the cities of Temecula, Sun City, Perris, Moreno Valley, Riverside, Grand Terrace, Colton and San Bernardino. I-215 provides access to California State University - San Bernardino, University of California - Riverside, Loma Linda Medical Center, March Air Force Base, Glen Helen Regional Park the Riverside National Cemetery and major employment centers in urban Riverside and San Bernardino Counties.

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I-215 is functionally classified as a Principal Arterial (PA) and an extension of a rural Principal Arterial into Urban Areas (PlP). The entire route is included in the Interregional Road System (IRRS) and is further classified as a Gateway. The portions south of the Riverside urban area, (Segments 1 & 2) are also designated as a "High Emphasis Interregional Route". I-215 is part of the Federal Surface Transportation Assistance Act (STAA) "National Network" route for Oversized Trucks. The entire route is part of the National Highway System (NHS). Although Interstate 215 is not included in the Strategic Highway Corridor Network (STRAHNET), it is a vital route to the national defense network serving March Air Force Base in Riverside County.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The UTC for I-215 is a ten-lane freeway consisting of 8 mixed flow and 2 HOV lanes. Segment 5 will also have a southbound designated truck lane. Caltrans will work with San Bernardino and Riverside Counties through the IGR / CEQA process to plan and preserve rights of way for the Ultimate Transportation Corridor.

CONCEPT RATIONALE

Meeting concept LOS "E" on Segments 1-4 and 6-11 will require the addition of HOV lanes. Segments 6 and 7 will also require the addition of two mixed flow lanes in each direction.

The concept facility is a four to eight lane freeway with 2 HOV lanes. The rationale for maintaining LOS "E" in urban areas is to achieve a reasonable balance between desired levels of mobility and forecasted travel demand, versus dense urban development abutting rights of way and constrained financial resources. Opportunities to build additional lanes in urban areas are extremely limited. Expansion of alternative transportation modes, new technologies (ITS), and strategies (TSM and TDM) that improve the efficient movement of goods and people and maximize the effectiveness of past capital investments in transportation infrastructure should be considered.

Segments 1 & 2 traverse largely undeveloped areas of southern Riverside County transitioning from rural to urban land uses. This portion of the route carries high interregional traffic volumes. LOS "E" conditions are unacceptable for these long distance trips. Furthermore, the previously mentioned impediments to capacity addition are less applicable in urban /

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rural transitional areas. Therefore, Concept LOS "D" is assigned to Segments 1 and 2.

It will not be possible to attain concept LOS "E" in Segment 5 (from the south junction with State Route 60 near Moreno Valley to the junction with SR 60/91 in Riverside) given the current parallel network assumptions. Demand far exceeds capacity of the ultimate facility of 8 mixed flow, 2 HOV lanes and 1 southbound designated truck lane. New north/south and east/west corridors are needed to reduce demand on Segment 5. The Riverside County Transportation Commission has funded the Community Environmental Transportation Acceptability Program that will study and make recommendations on future freeway corridors.

I-215 is part of a major circulation system that provides mobility within and through Riverside and San Bernardino Counties.

FUNDED IMPROVEMENTS

The following funded improvements are included in the 1998/99 State Transportation Improvement Program (STIP) or are locally funded:

<u>EA</u>	<u>CO</u>	<u>PM/KP</u>	<u>PROJECT DESCRIPTION</u>	<u>FUNDING SOURCE</u>
466810	Riv	R38.3/41.5 R61.6/66.8	Add 2 HOV Lanes	STIP
446831	Riv	R37.7/R38.9 R61.6/R66.8	Construct Truck Bypass	STIP
46730K	Riv	R38.7/39.0 R62.3/62.8	Add 2 HOV Lanes	STIP
33480K	Riv	40.1/43.3 66.0/66.9	Add 2 HOV Lanes	STIP
007111	SBd	4.0/7.2 6.4/11.6	Add NB & SB Aux. Lanes	STIP
007130	SBd	4.0/10.1 6.4/16.3	Add 2 HOV Lanes	Measure I
00716K	SBd	7.5/9.0 12.1/14.5	Widen Freeway & Modify Interchanges	STIP

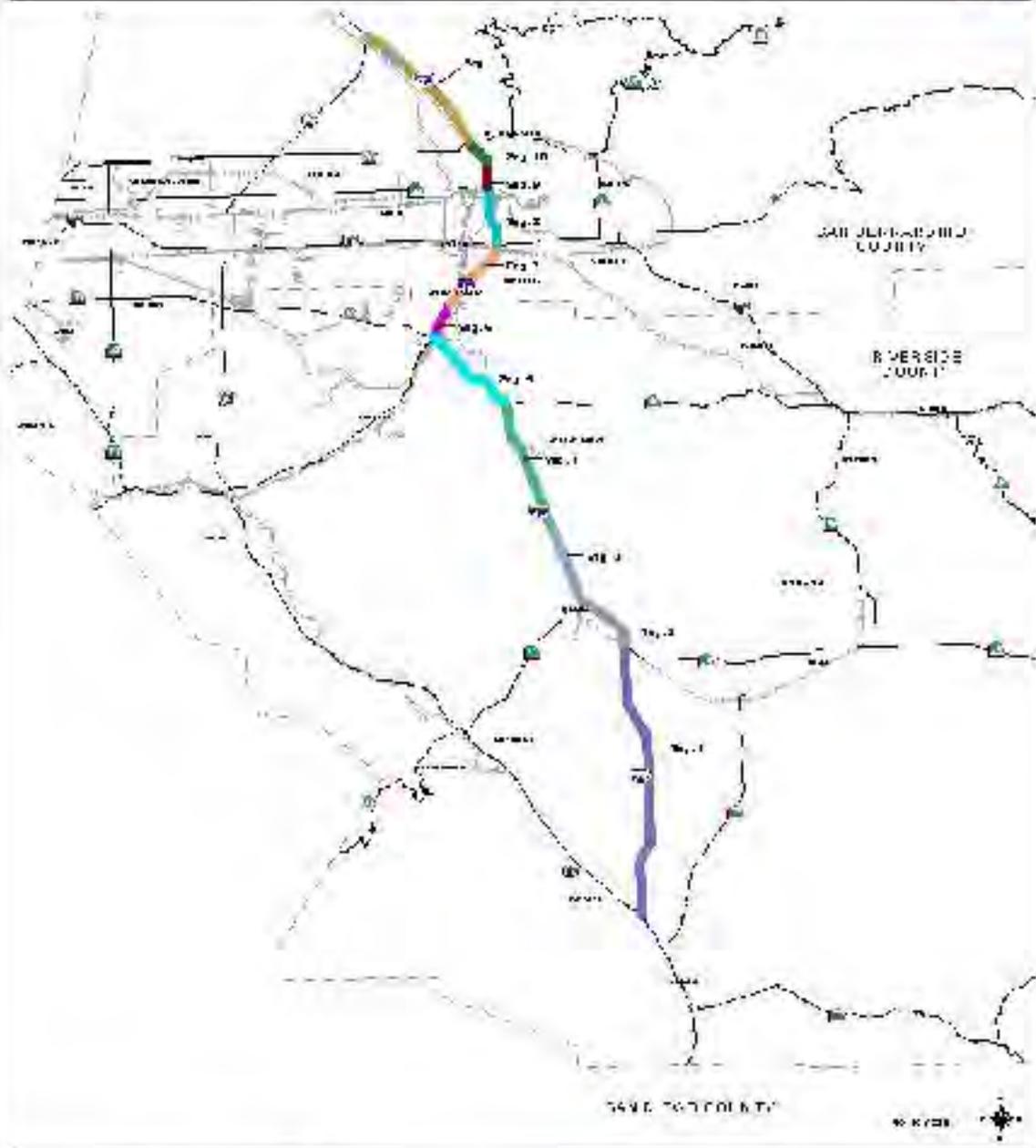
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The following funded improvements to the 60/91/215 interchange will also improve operations on mainline I-215:

<u>EA</u>	<u>CO</u>	<u>PM/KP</u>	<u>PROJECT DESCRIPTION</u>	<u>FUNDING SOURCE</u>
44940K	Riv	42.6/43.9 68.6/70.6	Construct flyover Connector	STIP
462711	Riv	42.7/44.2 68.7/71.1	Construct Flyover Connector	STIP

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INTERSTATE 215 SEGMENT MAP



Seg.	Description	Seg.	Description
1	Jct. I-15 to S. J.L. SR 74	6	Jct. SR 16 to Jct. SR 56
2	S. I-15 SR 74 to I-15	7	Jct. SR 06 to J.L. SR 00
3	I-15 to Ramona Hwy	8	Jct. SR 163 to I-15 SR 56
4	Ramona Expwy. to Jct. SR 56	9	Jct. SR 56 to I-15
5	E. J.L. SR 00 to I-15 SR 00	10	I-15
6	Jct. SR 600 to SR 56	11	State Line
7	SR 56 to I-15		

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INTERSTATE 215 DATA SHEET

SEGMENT	COUNTY	POST MILE/ KILOMETER POST	LIMITS	1997 ADT	1997 DHV	1997 D/S TRUCKS % DH	# LANES	1997 LOS	1997 V/C RATIO	2015 ADT FUNDED*	2015 DHV FUNDED*	2015 D/S TRUCKS % DH	2015 # LANES FUNDED*	2015 LOS FUNDED*	2015 V/C RATIO FUNDED*	2015 # LANES IMPROVED	2015 LOS IMPROVED	2015 V/C RATIO IMPROVED	IMPROVEMENTS NEEDED TO MEET CONCEPT
215.1	RIV	R9.0/23.5 R13.5/37.8	JCT. I-15 TO S. JCT. SR 74	44,000	4,004	52.2/47.5 4	4	B	0.56	100,000	8,800	52.5/47.5 4%	4	F0	1.24	4MF 2HOV	C	0.65	ADD 2 HOV LANES
215.2	RIV	23.5/27.2 37.8/43.8	S.JCT SR74 TO D ST	57,000	5,700	57.5/42.5 4	4	C	0.77	135,000	11,340	57.5/42.5 3.50%	4	F3	1.52	4MF 2HOV	D	0.85	ADD 2 HOV LANES
215.3	RIV	27.2/R30.9 43.8/R49.7	D ST TO RAMONA EXPY.	80,000	8,400	57.5/42.5 3	6	C	0.75	161,000	14,168	57.5/42.5 3.50%	6	F1	1.27	6MF 2HOV	D	0.83	ADD 2 HOV LANES
215.4	RIV	R30.9/R38.3 R49.7/R61.8	RAMONA EXPY. TO JCT. SR 60	85,000	10,370	60.0/40.0 3	6	E	0.97	164,000	14,104	60.0/40.0 4.00%	6	F1	1.32	6MF 2HOV	D	0.86	ADD 2 HOV LANES
215.5	RIV	R38.3/43.2 R61.8/R69.5	JCT. SR 60 TO JCT. SR 60/91	169,000	15,210	52.5/47.5 3	6	F1	1.33	296,000	24,568	57.5/42.5 4.50%	6MF 2HOV TCL	F0	1.25	8MF 2HOV TCL	F0	1.06	ADD 2 MIXED FLOW LANES
215.6	RIV	43.2/45.3 69.5/72.9	JCT. 60/91 TO RIV/SBD CO. LINE	142,000	12,070	52.5/47.5 3	6	E	0.97	245,000	19,355	52.5/47.5 3.50%	6 2HOV	F0	1.02	8MF 2HOV	D	0.84	ADD 2 MIXED FLOW LANES ADD 2 HOV LANES
215.7	SBD	0.0/4.1 0.0/6.6	RIV/SBD CO. LINE TO JCT. I-10	145,000	12,035	52.5/47.5 3	6	F0	1.05	251,000	20,080	52.5/47.5 4.00%	6	F3	1.76	8MF 2HOV	D	0.92	ADD 2 MIXED FLOW LANES ADD 2 HOV LANES
215.8	SBD	4.1/7.2 6.6/11.5	JCT. I-10 TO JCT. SR 66	147,000	12,495	55.5/45.0 3	6	F0	1.05	204,000	15,912	52.5/47.5 5.00%	6	F1	1.27	6MF 2HOV	D	0.84	ADD 2 HOV LANES
215.9	SBD	7.2/8.8 11.5/13.8	JCT. SR 66 TO JCT SR 259	117,000	10,179	52.5/47.5 3	6	D	0.82	186,000	14,136	55.0/40.0 4.50%	6	F0	1.19	6MF 2HOV	C	0.78	ADD 2 HOV LANES
215.1	SBD	8.6/10.5 13.8/16.9	JCT. SR 259 TO JCT SR 30	51,000	4,590	55.0/45.0 3	4	C	0.66	119,000	9,282	52.5/47.5 4.50%	4	F1	1.28	4MF 2HOV	C	0.68	ADD 2 HOV LANES
215.11	SBD	10.5/17.8 16.9/28.6	JCT SR 30 TO JCT I-15	44,000	4,092	57.5/42.5 4	4	C	0.65	107,000	7,704	57.5/42.5 4.50%	4	F0	1.22	4MF 2HOV	B	0.63	ADD 2 HOV LANES

* FUNDED FACILITY INCLUDES ALL PROJECTS FUNDED THROUGH THE 99/00 STIP AND SALES TAX MEASURE PROJECTS

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