

The I-40 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 40



08-SBd-40
PM 0.00/R154.64

DIVISION OF PLANNING
MARCH 2001

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ROUTE CONCEPT FACT SHEET

STATE ROUTE 40

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 Anne E. Mayer

3/12/01

ANNE E. MAYER
ACTING DISTRICT DIRECTOR
CALTRANS DISTRICT 8

DATE

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**2001 ROUTE CONCEPT REPORT
INTERSTATE 40
08-SBD-40 PM 0.0/R154.64**

ROUTE DESCRIPTION

Interstate 40 (I-40) is a major transcontinental freeway that begins at the junction with Interstate 15 (I-15) in Barstow. I-40 traverses portions of California, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Tennessee and North Carolina. Crossing the United States, I-40 terminates in Wilmington, North Carolina.

Within District 8, I-40 is 154.6 miles in length. The California portion of I-40 terminates at the Arizona State Line, near Topock, Arizona. The California portion of I-40 lies entirely within District 8, passing the cities of Barstow and Needles and the desert communities of Daggett, Newberry Springs, Ludlow and Fenner.

Within California, I-40 is a four-lane freeway with truck climbing lanes at major grades.

ROUTE PURPOSE AND CLASSIFICATION

The purpose of I-40 is to provide for the safe and efficient interregional and interstate mobility of people and goods. I-40 is a major transcontinental transportation corridor linking Southern California with the East Coast. The route carries high volumes of truck traffic transporting goods across the nation. The route also serves significant recreational trips to the Mojave Desert, Colorado River and Laughlin destinations.

The Federal Functional Classification for the entire California portion of I-40 is PA, Principal Arterial. I-40 is included in the Surface Transportation Assistance Act (STAA) National Network for Oversized Trucks. I-40 is included in the Strategic Highway Corridor Network (STRAHNET) serving the Fort Irwin National Training Center, The Goldstone Deep Space Tracking Center, The Marine Corps Logistics Base near Barstow, and the Marine Corps Air Ground Combat Center.

I-40 is included in the Interregional Road System (IRRS). The entire length within California has designations of "High Emphasis" and "Gateway".

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ROUTE CONCEPT

The route concept for I-40 Segment 1 is to maintain level of service (LOS) "D" during peak periods. The route concept for Segments 2 through 6 is to maintain LOS "C" during peak periods.

CONCEPT RATIONALE

The route concept for I-40 Segment 1 is to maintain LOS "D" in accordance with the District 8 Route Concept Policy for IRRS "Focus", "High Emphasis" or "Gateway" routes, for segments transitioning from urban to rural environments. The rationale for maintaining LOS "D" is to provide a balance between travel demand in rural areas, urban development abutting freeway rights of way and constrained financial resources.

The route concept for I-40 Segments 2 through 6 is to maintain LOS "C" in accordance with the District 8 Route Concept Policy for IRRS "Focus", "Gateway" and "High Emphasis" routes in rural areas. The need to provide "free-flow" peak period operating conditions on Interstate routes in rural areas is vital to the State and national economies and for the mobility needs of people and goods.

The analysis performed for this report indicates that all segments of I-40 will operate at or above the concept LOS, without improvement, within the 20-year planning period.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

For area expected to be urbanized within the 20-year planning period, the UTC for I-40 is a 10-lane freeway, from the I-15 Junction to Main Street, in Barstow. From Main Street to the California/Arizona State Line, the UTC is a six-lane freeway with provisions for truck ascending/descending lanes on significant grades within the existing 400-foot of right of way. Adequate median space (46 to 99 feet) is available to accommodate future widening.

FUNDED IMPROVEMENTS

No major capacity increasing projects are currently programmed for I-40.

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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 split twenty-five percent and seventy-five percent between Caltrans and the 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). The state may partner with RTPAs on a route by route basis for other selected route improvements; however, most IIP investments will be on IRRS "High Emphasis", "Focus", or "Gateway" route segments.

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**DATA SHEET
INTERSTATE 40**

EXISTING 1998

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	0.0/R2.4	Jct I-15 to Main St./Montara Road	4 MF	U	17,500	7.4%	1,300	12%	65%	0.21	A
2	R2.4/R7.2	Main St/Montara Road to "A" St	4 MF	R	14,500	10.3%	1,500	12%	65%	0.23	A
3	R7.2/R107.2	"A" St to Goffs Road	4 MF	R	12,000	10.4%	1,250	20%	70%	0.211	A
4	R107.2/R132.7	Goffs Road to Jct SR 95N	4 MF	R	12,500	10.0%	1,250	18%	70%	0.23	A
5	R132.7/R143.8	Jct SR 95N to Jct SR 95S	4 MF	R	13,000	9.6%	1,250	18%	70%	0.23	A
6	R143.8/R154.6	Jct SR 95 S to Arizona State Line	4 MF	R	11,000	8.6%	950	15%	70.0%	0.19	A

FUTURE 2020

													2020 CONCEPT		
Seg.	POST MILE	LIMIT	2020 NO BUILD	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	
1	0.0/R2.4	Jct I-15 to Main St./Montara Road	4 MF	U	30,000	10.8%	2,700	10%	65%	0.41	A	4 MF	0	A	
2	R2.4/7.2	Main St/Montara Road to "A" St	4 MF	R	25,000	10.8%	2,700	10%	65%	0.41	A	4 MF	0	A	
3	R7.2/107.2	"A" St to Goffs Road	4 MF	R	22,500	12.4%	2,800	12%	70%	0.46	B	4 MF	0	B	
4	15.0/44.2	Goffs Road to Jct SR 95N	4 MF	R	20,000	12.5%	2,500	14%	70%	0.47	B	4 MF	0	B	
5	44.2/49.5	Jct SR 95N to Jct SR 95S	4 MF	R	19,000	12.4%	2,350	14%	70.0%	0.44	B	4 MF	0	B	
6	49.5/59.4	Jct SR 95S to Arizona State Line	4 MF	R	15,000	10.0%	1,500	12%	75.0%	0.37	B	4 MF	0	B	

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

4 MF = 4 mixed-flow lanes