

**CALIFORNIA DEPARTMENT OF TRANSPORTATION**

**DISTRICT 8**

**ROUTE CONCEPT FACT SHEET**

**STATE ROUTE 60**



**08-SBD-60 KP-R0.0/RIV-R49.1  
(PM SBD-R0.0/RIV-R30.5)**

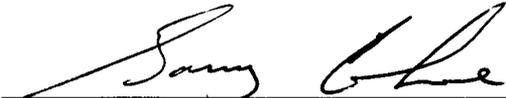
**AUGUST, 1999**

**The SR-60 concept is currently being updated and this report should  
be used for historical purposes only.**

# ROUTE CONCEPT FACT SHEET

## STATE ROUTE 60

I approve this Route Concept Fact Sheet, as the guide towards which today's decisions and/or recommendations for highway capacity improvements should be directed.

*For* 

STAN LISIEWICZ  
DISTRICT DIRECTOR,  
CALTRANS DISTRICT 8.

*8/27/99*

DATE

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**1999 ROUTE CONCEPT FACT SHEET**  
**STATE ROUTE (SR-60)**  
**08-SBD-60 KP-R0.0/RIV-R49.1 (PM SBD-R0.0/RIV-R30.5)**

**ROUTE CONCEPT**

Caltrans District 8's route concept policy recommends a twenty-year concept for State routes in urbanized areas with controlled access or conventional highways to be LOS E. In order to achieve LOS E, SR-60 must be viewed from a corridor perspective in conjunction with Interstate Route 10 (I-10), and State Route SR-210, (formerly SR-30). The I-10 and SR-210 should be improved to accommodate increased goods movement as well as vehicular traffic.

**ROUTE DESCRIPTION**

This Route Concept Fact Sheet covers the length of SR-60 within District 8 in San Bernardino and Riverside Counties, a distance of approximately 65 kilometers (40.5 miles). SR-60 is an east-west Principal Arterial traversing the urbanized and rural areas of Los Angeles, San Bernardino and Riverside Counties. SR-60 ranges from four lanes in the rural areas to ten lanes in the urbanized areas. SR-60 begins near the junction of Interstate Route 5 (I-5) and I-10 in Los Angeles and terminates at the junction of I-10 in the City of Beaumont in Riverside County. The total length of the route is 113.3 kilometers (70.4 miles).

**ROUTE PURPOSE AND CLASSIFICATION**

The purpose of SR-60 is interregional travel. It serves the commercial centers of Los Angeles, Riverside and San Bernardino areas, including the Ontario International Airport. It also serves intra-regional travel within the Southland serving both rural and urbanizing areas. In conjunction with I-10 and SR-210, SR-60 serves a major east-west corridor carrying both people and goods throughout the Los Angeles region. SR-60 is functionally classified as an Urban Principal Arterial and is listed in the California Freeway and Expressway System. The entire route is included in the National Network for Federal Surface Transportation Assistance Act (STAA) for Oversized Trucks. Segment 8 (PM 22.1-30.5) is open for bicycle use since there are no alternative routes in the mountainous area. SR-60 is included in the Transportation Gateways of Statewide Significance and the Intermodal Corridors of Economic Significance (ICES) in Caltrans Interregional Transportation Strategic Plan (ITSP).

**ULTIMATE TRANSPORTATION CORRIDOR (UTC)**

Together with I-10 and SR-210, SR-60 will serve as an ultimate transportation corridor for Southern California when construction is completed. Other modes of transportation must be encouraged for the efficient movement of people, goods and information within the corridor. Caltrans will maintain partnerships with San Bernardino and Riverside Counties and affected communities through the Intergovernmental Review/California Environmental Quality Act (IGR-CEQA) process to preserve rights of way per their General Plans and State Route Adoption Agreements.

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## CONCEPT RATIONALE

Caltrans District 8 route concept policy recommends the ultimate transportation corridor concept should be ten lanes for all freeways in urbanized areas and for freeways in urbanizing areas that are designated Focus, Gateways or High Emphasis routes including SR-60. In addition, alternative transportation modes such as, commuter rail, Intelligent Transportation Systems (ITS) and other strategies including Transportation Demand Management (TDM) and Transportation System Management (TSM) will improve overall performance of SR-60.

## IMPROVEMENTS AND CONCERNS NECESSARY TO ATTAIN CONCEPT

High Occupancy Vehicle (HOV) lanes and an additional mixed flow lane in each direction have been completed in segments 1, 2, and 3 (PM SBd R0.0-RIV R0.5). Further improvements are currently under construction in the urbanized portions in Riverside County. Caltrans District 7 recently opened an additional mixed flow lane and HOV lane in each direction of the route going westwards from the San Bernardino County line. Freeway to freeway improvements to Routes 60/91/215 junction and construction of auxiliary lanes will further improve the performance of the entire route.

Although AB 2272 applies only to the I-10, the Alameda Goods Movement Corridor will impact SR-60 as truck traffic increases leading to further congestion and other traffic related impacts. The Alameda Corridor Impact Study must include SR-60. Studying the three parallel routes (I-10, SR-210 and SR-60) will make it possible to better assess the impacts of the Alameda Corridor to the San Bernardino and Riverside County region. Improving I-10, SR-66 and constructing SR-210 as well as increasing capacity and availability of other modes of transportation such as public transit (commuter rail and buses) will improve the overall operation of SR-60.

The Southern California Association of Governments (SCAG) SR-60 Truck Lane Task Force is geared towards a comparative analysis of both HOV lanes and truck lanes on SR-60. The outcome of this study will hopefully, suggest a range of alternatives regarding HOV lane or truck lane use. SCAG has also included truck lanes on SR-60 from SR-710 in Los Angeles County to the I-10 in Beaumont in the 1998 Interregional Transportation Improvement Program (ITIP) for proposed funding.

Several major developments in the Chino-Ontario area consisting of recreational, residential, commercial and industrial uses will dramatically increase vehicular traffic to SR-60. It is imperative that all affected local agencies play an early role in the IGR-CEQA process by considering transportation and land use coordination in partnership with Caltrans.

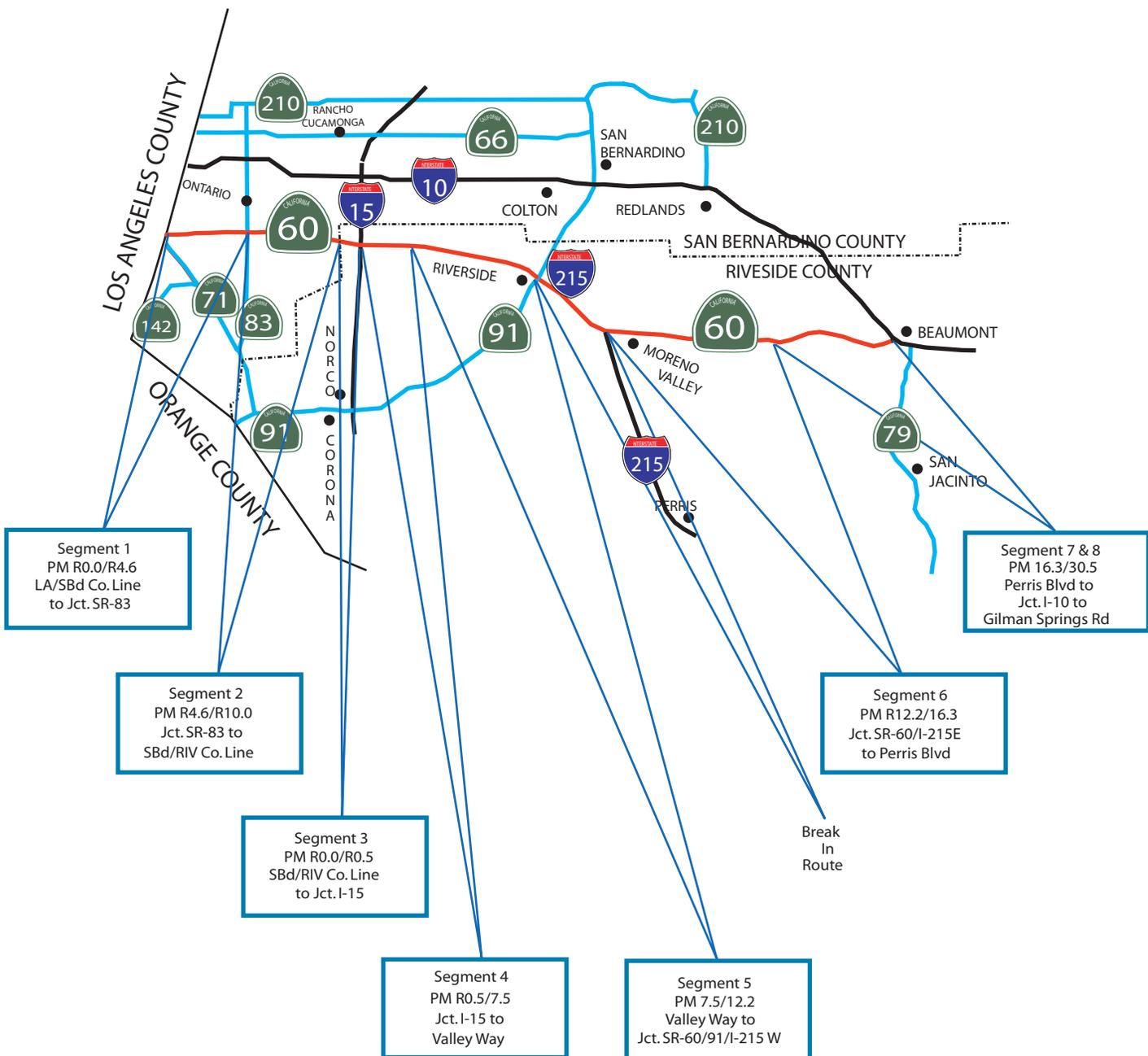
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DISTRICT 8

STATE ROUTE 60

Segment Map



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**ROUTE 60 DATA SHEET**

SEG.	COUNTY	POST MILE	KILO MET POST	LIMITS	CONCEPT LOS	EXISTING FACILITY	CONCEPT LANES	ADDED LANES	LOS F/C	LOS 97/15N/15I	SPECIAL FEATURES	PROPOSED PSR, MIS & CORRIDOR STUDIES
60.01	SBd	R0.0/R4.6	R0.0/7.4	SBd Countyline to Route 83	E	8+2	8+2	-	E/E	B/F1/E	URBAN	2 TO 8,10
60.02	SBd	R4.6/R10.0	R7.4/16.1	Route 83 to SBd/RIV County line	E	8+2	8+2	-	E/E	B/F1/E	URBAN	2 TO 8,10
60.03	RIV	R0.0/R0.5	R0.0/R0.8	SBd/RIV CountyLine to I - 15	E	8+2	8+2	-	E/E	B/F0/E	URBAN	2 TO 9,10
60.04	RIV	R0.5/7.5	R0.8/12.1	I - 15 to Valley Way.	E	6	6+2	2	E/E	D/F3/D	URB/RUR	1 TO 10
60.05	RIV	7.5/12.2	12.1/19.6	Valley Way to 60/91/215 W. Jct.	E*	6	6+2	2	E/E	F0/F3/E	URB/RUR	1 TO 10
Break In Route.												
60.06	RIV	R12.2/16.3	R19.6/26.2	60/215 E. Jct. to Perris Blvd.	E*	6+AUX	6+2	2	E/E	F2/F3/E	URBAN	1 TO 10
60.07	RIV	16.3/22.1	26.2/35.6	Perris Blvd. to Gilman Springs Rd.	E	4	6+2	4	E/E	B/F3/C	URB./RUR.	1 TO 7,10
60.08	RIV	22.1/30.5	35.6/49.1	Gilman Springs Rd. to Jct. I-10	D	4	6+2	4	E/E	C/F3/C	RURAL	1 TO 7,9, 10

**NOTES**

CONCEPT - E STANDS FOR LEVEL OF SERVICE "E". SEGMENTS SHOWN AS E\* ARE DESIGNATED LOS "F" IN THE CMP

EXISTING FACILITY - INCLUDES CAPACITY IMPROVEMENTS PROGRAMMED IN 1998 STIP AND MEASURE A

x+2 REPRESENTS x MIXED FLOW LANES PLUS 2 HOV LANES, AUX REPRESENTS AUXILIARY LANES

CONCEPT LANES - FACILITY NEEDED TO PROVIDE LOS "E" MINIMUM.

ADDED LANES - MEANS ADDITIONAL LANES NEEDED TO MEET CONCEPT LOS.

LOS F/C - REPRESENTS DISTRICT 8 LOS RECOMMENDATIONS. (F)

AND THE CONGESTION MANAGEMENT PROGRAM'S LOS RECOMMENDATIONS (C).

LOS 97/15/15I - REPRESENTS EXISTING LOS (1997), 2015 NO-BUILD BEYOND CURRENT PROGRAMS

AND THE CONGESTION MANAGEMENT PLAN RECOMMENDATION FOR 2015 IMPROVED LOS.

SPECIAL FEATURES - URB. REPRESENTS URBAN, RUR, REPRESENTS RURAL.

1. ADD 2 HOV LANES.
2. ADD FOUR MIXED FLOW LANES
3. ADD AUXILLIARY LANES
4. ADD EXCLUSIVE TRUCK LANES
5. ITS/TSM SOLUTIONS
6. TDM SOLUTIONS--BUS/RAIL
7. COMPLETE I-10 LANE ADDITION
8. COMPLETE/ADD LANES TO ROUTE 210
9. INTERCHANGE IMPROVEMENTS\*
10. ARTERIAL STREET IMPROVEMENTS

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