

# CALIFORNIA DEPARTMENT OF TRANSPORTATION

## ROUTE CONCEPT FACT SHEET DISTRICT 8

### STATE ROUTE 330



08-SBD-330  
KP R46.2/125.7  
PM R28.7/44.1

DIVISION OF PLANNING  
MARCH 1999

**ROUTE CONCEPT FACT SHEET  
STATE ROUTE 330**

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 31, 1999

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STAN LISIEWICZ  
DISTRICT DIRECTOR  
CALTRANS DISTRICT 8

DATE

**1999 ROUTE CONCEPT FACT SHEET**  
**STATE ROUTE 330**  
**08-SBD-330 KP R46.2/125.7 (PM R28.7/44.1)**

**ROUTE DESCRIPTION/PURPOSE/CLASSIFICATION**

State Route 330 (SR-330) begins at State Route 210 (SR-210 in the City of San Bernardino and ends at its junction with State Route 18 (SR-18) in Running Springs. The first segment of the route is a 4-lane divided freeway (KP R46.2/T48.4, PM R28.7/T30.1) in an urbanized area. The second segment (KP T48.4/71.0, PM T30.1/44.1) is an undivided 2-lane expressway with some passing lanes that traverses rural land in the San Bernardino National Forest. The length of Route 330 is 24.8 kilometers (15.4 miles). The route provides a major regional connection between the mountain area of Running Springs and the City of San Bernardino. The route also provides connection to the City of Big Bear via its connection to SR-18.

SR-330 carries a significant number of recreational travelers on summer and winter weekends. It also serves as a commuter route between the mountain communities and the San Bernardino Valley. The average daily traffic (ADT) on SR-330 ranges from 9,000 to 11,000. The route's primary purpose is interregional travel. Its secondary purpose is intraregional/local travel.

The freeway portion of the route is an extension of a rural minor arterial into an urban area (P1M). The rural portion is classified as a minor arterial (M1). The route is included as part of the California Interregional Road System (IRRS) and the Freeway and Expressway System. It is not included in the State Transportation Assistance Act (STAA). The entire route is eligible to be a State Scenic Highway but is not officially designated as one.

**ROUTE CONCEPT/CONCEPT RATIONALE**

In accordance with the San Bernardino County Congestion Management Plan (CMP), a level of service "E" is assigned to the urbanized portion of SR-330. This portion is currently a 4-lane divided freeway with a "B" level of service. The 2015 forecast indicates that the current ADT of 10,000 will increase to 20,000 along this segment of the route. Capacity improvements should not be needed within the current 20-year planning period.

The rural 2-lane expressway portion of SR-330 is currently operating at level of service "E". With the forecast increase

in ADT of 15,000 in 2015, some delay will be experienced. Adding additional lanes may not be monetarily feasible due to The route's rigid geometric constraints caused by the mountainous terrain.

SR-330 is part of the IRRS, but is not classified as a "High Emphasis", "Focus" or Gateway route. A concept of "Maintain Only" (keeping the route open and in safe condition) is assigned to this route. "Maintain Only" provides for operational and safety improvements for low priority routes. It does not preclude local government or private sector funding for major improvements necessary due to significant local development.

#### **IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT**

No capacity improvements are planned for SR-330 within the current twenty-year planning period. However, should safety or operational improvements become warranted, they may have to be limited to passing lanes and turnouts on portions of the route not constrained by severe terrain. In addition, other alternatives such as Traffic System Management, Traffic Demand Management and operations improvements should be considered.

#### **ULTIMATE TRANSPORTATION CORRIDOR (UTC)**

Due to the constraints of mountainous terrain, the UTC remains a 4-lane divided freeway from SR-30 to postmile T30.1 and a 2-lane expressway for the remainder of the route with passing lanes and turnouts where feasible.

#### **FUNDING**

Although SR-330 is part of the IRRS, it is not currently classified as a "High Emphasis, "Focus" or "Gateway" route. It is not a high priority route. Should capacity improvements become necessary as a result of land development, private or regional funding would be necessary. Safety or operational improvements would fall under State Highway Operation and Protection Program (SHOPP) funding.

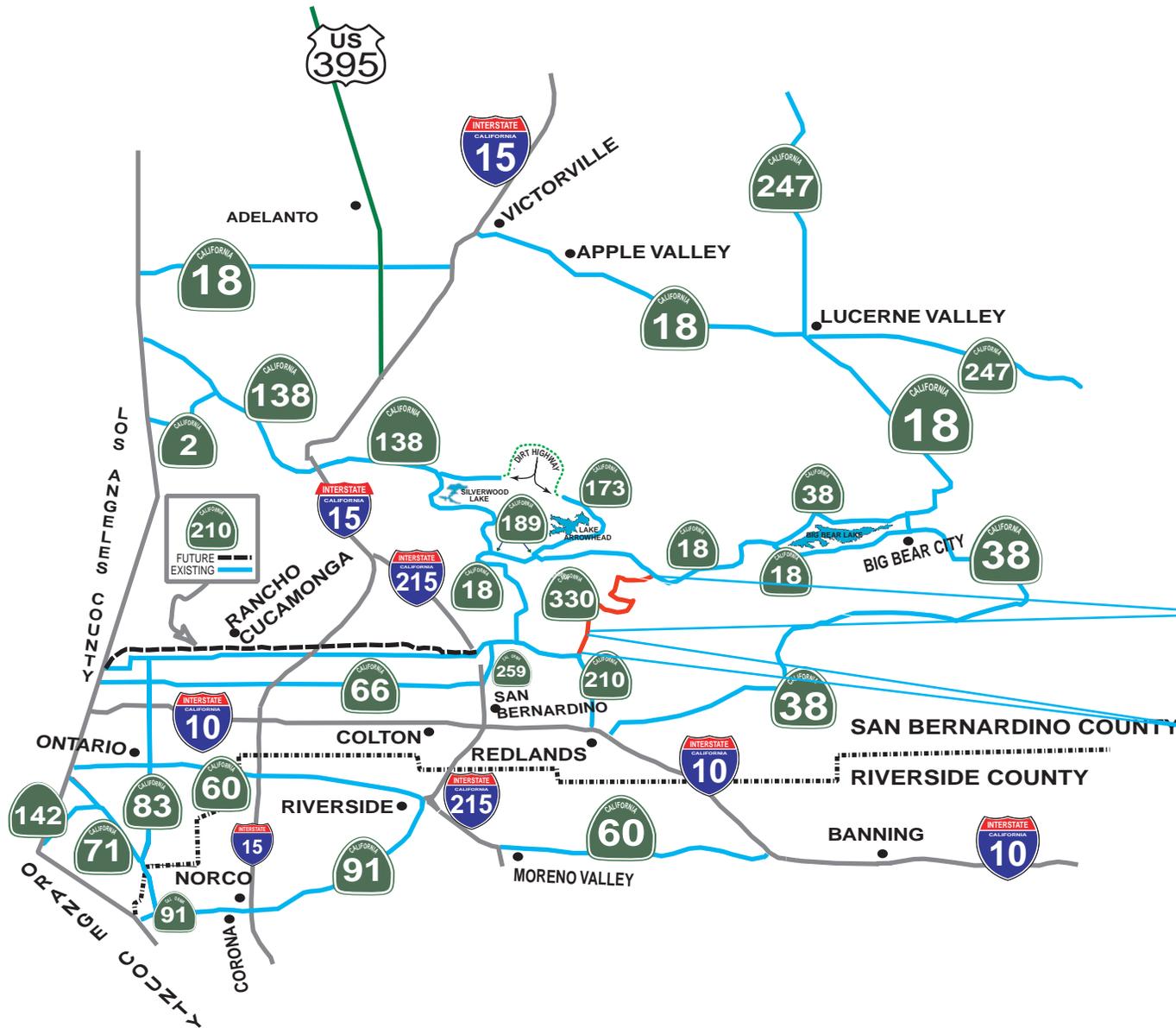
The state may partner with regional agencies on a route by route basis for selected route improvements; however, most investments will be on IRRS "High Emphasis", "Gateway" and "Focus" routes.



DISTRICT 8

# STATE ROUTE 330

Segment Map



**Segment 1**  
 PM R28.7/T30.1  
 Jct. SR-210 to  
 Co. Flood Channel

**Segment 2**  
 PM T30.1/44.1  
 Co. Flood Channel  
 to Jct. SR-18

**STATE ROUTE 330 DATA SHEET**

Seg	Limits	Post Mile	Kilometer Post	<u>1997 EXISTING FACILITY</u>								<u>2015 NO BUILD</u>						<u>CONCEPT</u>				
				Existing Facility	R/U UB	1997 ADT	Pk Hr %	Peak Hr Volume	Trk %	Dir Split	V/C Ratio	1997 LOS	2015 ADT	Pk Hr %	Peak Hr Volume	Trk %	Dir Split	V/C Ratio	2015 LOS	Concept Facility	Lanes Added	Concept LOS
1	SR-210/County Flood Channel	R28.7/T30.1	R46.2/T48.4	4 DF	UB	10,000	13.0	1,300	3.5	70	0.26	B	20,000	11.8	2,360	3.5	57.5	0.34	B	4 DF	0	E
2	County Flood Channel/SR-18	T30.1/44.1	R48.4/71.0	2 EXP	R	11,000	13.2	1,450	3.5	55	0.86	E	15,000	12.1	1,820	3.5	57.5	1.01	F	2 EXP	0	Maint Only*

\*Maintain Only" provides for operational and safety improvements for low priority routes. It does not preclude local government or private sector funding for needed major improvements resulting from significant local development.

Seg = Segment

4 DF = 4-Lane Divided Freeway

2 EX = 2-Lane Undivided Expressway

R = Rural

U = Urban

UB = Urbanized

Pk Hr = Peak Hour

Trk % = Truck percent as a part of the ADT

Dir = Directional

V/C = Volume to Capacity Ratio

LOS = Level of Service

ADT = Average Daily Traffic

1997 LOS = Level of Service in 1997 Capacity Ratio

2015 LOS = Level of Service in 2015 with no improvements

Concept Facility = Type of facility needed to meet or exceed route concept level of service

Lanes Added = Number of additional lanes needed to bring route to concept LOS

(Alternatives to capacity improvements must be considered as this route is restricted by mountainous terrain)

Concept = Minimum acceptable level of service