

**CALIFORNIA DEPARTMENT OF TRANSPORTATION  
ROUTE CONCEPT FACT SHEET  
DISTRICT 7 AND 8  
STATE ROUTE 66**



**07-LA-66  
PM 0.00/5.34  
08-SBD-66  
PM 0.00/23.15**

**DIVISION OF PLANNING  
SEPTEMBER 2000**

**ROUTE CONCEPT FACT SHEET**

**STATE ROUTE 66**

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*

*September 25, 2000*

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S. LISIEWICZ  
DISTRICT DIRECTOR  
CALTRANS DISTRICT 8

DATE

**2000 ROUTE CONCEPT FACT SHEET**  
**STATE ROUTE 66**  
**07-LA-66 (PM 0.00/5.34)**  
**08-SBd-66 (PM 0.00/23.15)**

**ROUTE DESCRIPTION**

State Route 66 (SR-66) begins in the City of LaVerne at the State Route 210 (SR-210) junction in Los Angeles County. The route traverses the urban areas of the Pomona and San Bernardino valleys, terminating at Interstate 215 (I-215) in the City of San Bernardino.

The total route length is 28.49 miles with 5.34 miles in District 7 and 23.15 miles in District 8. There is a one-quarter mile spur connecting SR-66 and I-215 along H Street in the City of San Bernardino.

**ROUTE PURPOSE/CLASSIFICATION**

State Route 66 (Foothill Blvd.) is a conventional highway used primarily for intra-regional and local travel. Commute traffic to SR-210 in Los Angeles County is accommodated by SR-66. Because of the business generated by local merchants along SR-66, local shopping traffic occurs along the entire route. The 1998 average daily traffic (ADT) on SR-66 ranges from 16,800 to 50,600.

The Federal Functional Classification for all of SR-66 is an Urbanized Principal Arterial (entirely within an urbanized area, without access control). SR-66 is not included in the Scenic Highway System or the Strategic Highway Corridor Network (STRAHNET). It is included in the National Network for Surface Transportation Assistance Act (STAA) as a State Highway Terminal Access Route. SR-66 is not part of the Interregional Road System (IRRS).

SR-66 has been recognized as part of the earliest examples of the 1926 National Highway System Program. Public Law 106-45 helps to preserve the cultural resources of SR-66 through a program of technical assistance and grants.

**ROUTE CONCEPT/CONCEPT RATIONALE**

With segments 1 through 7 of the new SR-210 freeway (existing SR-210 in San Dimas to Sierra Avenue in Fontana) expected to open in 2002 and segments 8 and 9 (Sierra Ave. to I-215) expected to open in 2005, inter-city and interregional traffic on SR-66 will be diverted to the new facility and traffic along SR-66 will largely become local in nature. SR-66 is currently operating at level of service (LOS) "E" to "F" during the peak hour and is expected to again drop to this LOS by 2020 even with the opening of SR-210. An appropriate concept LOS for SR-66 would be LOS "E", however, extensive development limits the right of way width and combined with corridor geometrics and traffic signals, this standard is not attainable over the planning period through lane additions.

The 2020 concept for SR-66 is to maintain the facility as a four to six-lane conventional highway and attain a LOS “E” by implementing transportation system management (TSM) strategies such as public transit, turn-pockets, signal synchronization and parking restrictions. Once SR-210 freeway is operational, relinquishment of SR-66 to the local jurisdictions is recommended.

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

The UTC for SR-66 is a four-lane conventional highway for segments 1, 2, 5-9 and a six-lane conventional highway for segments 3 and 4.

### **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 apportioned twenty-five percent Caltrans and seventy-five percent 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) process. The State may partner with RTPAs on a route by route basis for other selected route improvements, however, most IIP investments will be in IRRS “High Emphasis”, “Focus” and “Gateway” route segments.

Safety projects, operational improvements and pavement rehabilitation may be submitted for possible State Highway Operations and Protection Program (SHOPP) funding.



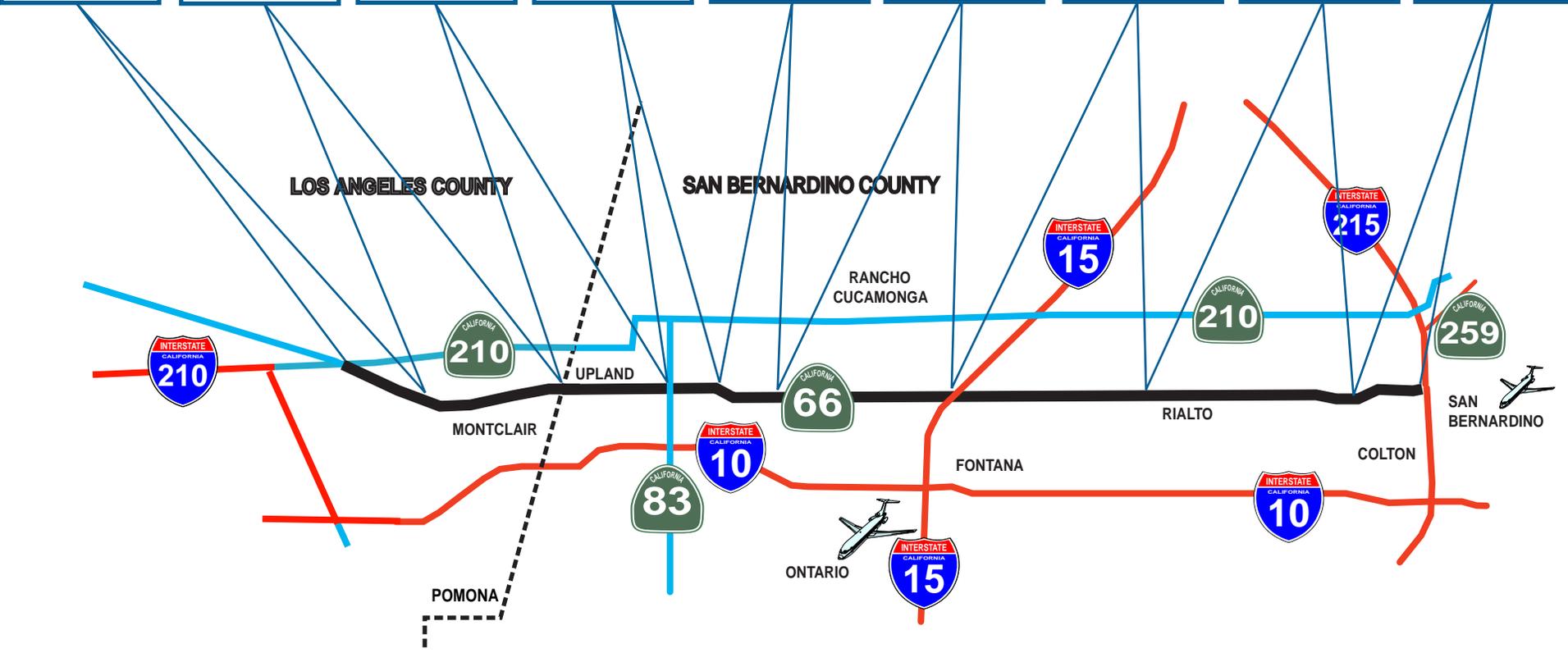
DISTRICT 8

**STATE ROUTE 66**

**Segment Map**



- SEGMENT 1**  
PM 0.0/1.73  
SR-210 TO  
FRUIT ST/WHITE AVE  
LOS ANGELES CO
- SEGMENT 2**  
PM 1.73/5.34  
WHITE AVE TO  
LA/SBd CO LINE  
LOS ANGELES CO
- SEGMENT 3**  
PM 0.0/2.78  
LA/SBd CO LINE TO  
EUCLID AVE  
SAN BERN CO
- SEGMENT 4**  
PM 2.78/4.08  
EUCLID AVE TO  
GROVE AVE  
SAN BERN CO
- SEGMENT 5**  
PM 4.08/6.15  
GROVE AVE TO  
ARCHIBALD AVE  
SAN BERN CO
- SEGMENT 6**  
PM 6.15/9.84  
ARCHIBALD AVE TO  
JCT I-15  
SAN BERN CO
- SEGMENT 7**  
PM 9.84/15.37  
JCT I-15 TO  
SIERRA AVE  
SAN BERN CO
- SEGMENT 8**  
PM 15.37/21.37  
SIERRA AVE TO  
FOURTH ST  
SAN BERN CO
- SEGMENT 9**  
PM 21.37/23.15  
FOURTH ST TO  
FIFTH ST  
SAN BERN CO



## SR-66 Data Sheet

1998

Seg	Post Mile	Limit	Existing Facility	R/U/UB	ADT	Peak Hr %	2-way Peak Hr Vol	Peak Hr Truck %	Direct Split %	V/C**	LOS**
LA 1	0.00/1.73	SR-210 to Fruit St. / White Ave.	4	UB	50,600	8.0	4,000	1	65	1.35	F
2	1.73/5.34	White Ave. to LA/SBd Co. Line	4	UB	41,600	8.0	3,350	1	65	1.11	F
SBd 3	0.00/2.78	LA/SBd Co. Line to Euclid Ave.	4	UB	38,100	8.0	3,130	1	65	1.02	E
4	2.78/4.08	Euclid Ave. to Grove Ave.	4	UB	38,100	8.0	3,130	1	65	1.02	E
5	4.08/6.15	Grove Ave. to Archibald Ave.	4	UB	38,250	8.0	3,110	1	65	1.03	F
6	6.15/9.84	Archibald Ave. to Jct. I-15	4	UB	43,700	8.0	3,620	1	65	1.17	F
7	9.84/15.37	Jct. I-15 to Sierra Ave.	4	UB	29,550	8.0	2,420	1	60	0.73	E
8	15.37/21.37	Sierra Ave. to Fourth St.	4	UB	25,500	8.0	2,082	1	60	0.63	E
9	21.37/23.15	Fourth St. to Fifth St.	4	UB	16,800	8.0	1,390	1	50	0.34	E

2020

Seg	Post Mile	Limit	Existing Facility	R/U/UB	ADT *	Peak Hr %	2-way Peak Hr Vol	Peak Hr Truck %	Direct Split %	V/C**	LOS**	Concept	
												Facility	LOS
LA 1	0.00/1.73	SR-210 to Fruit St./ White Ave.	4	UB	44,000	8.0	3,520	1	60	1.09	F	4C	E
2	1.73/5.34	White Ave. to LA/SBd Co. Line	4	UB	48,000	8.0	3,840	1	60	1.18	F	4C	E
SBd 3	0.00/2.78	LA/SBd Co. Line to Euclid Ave.	4	UB	44,300	8.5	3,770	2	60	1.18	F	6C***	E
4	2.78/4.08	Euclid Ave. to Grove Ave.	4	UB	44,300	8.5	3,770	2	60	1.18	F	6C***	E
5	4.08/6.15	Grove Ave. to Archibald Ave.	4	UB	44,000	8.0	3,520	3	61	1.09	F	4C	E
6	6.15/9.84	Archibald Ave. to Jct. I-15	4	UB	45,000	8.0	3,600	3	58	1.07	E	4C	E
7	9.84/15.37	Jct. I-15 to Sierra Ave.	4	UB	37,200	8.5	3,160	3	63	0.96	E	4C	E
8	15.37/21.37	Sierra Ave. to Fourth St.	4	UB	29,000	9.0	2,610	2	57	0.76	E	4C	E
9	21.37/23.15	Fourth St. to Fifth St.	4	UB	28,000	9.0	2,520	2	55	0.71	E	4C	E

R/U/UB=Rural,urban,urbanized

ADT=Average daily traffic

V/C=Volume capacity ratio

LOS=Level of service

4C=4 Lane conventional highway

\* Assumes SR-210 construction is completed and the facility is operating.

\*\* Level of service and volume to capacity ratios are based on signalized intersection capacity analysis.

\*\*\* The City of Upland's master plan improves SR-66 (Foothill) to a 6-lane conventional highway.

### Conversion Table SR-66

<u>SEGMENTS</u>	<u>DESCRIPTIO</u> <u>N</u>	<u>COUNT</u> <u>Y</u>	<u>POSTMILE</u>	<u>KILOMETERS</u>
1	SR-210 Jct. To Fruit St./White Ave.	LA	0.00/1.73	0.00/2.78
2	White Ave. to LA/SBd Co. Line	LA	1.73/5.34	2.78/8.59
3	LA/SBd Co. Line to Euclid Ave.	SBd	0.00/2.78	0.00/4.47
4	Euclid Ave. to Archibald Ave.	SBd	2.78/6.15	4.47/9.90
5	Archibald Ave. to Jct. I-15	SBd	6.15/9.84	9.90/15.84
6	Jct. I-15 to Sierra Ave.	SBd	9.84/15.37	15.84/24.70
7	Sierra Ave. to Fourth St.	SBd	15.37/21.37	24.70/34.39
8	Fourth St. to Fifth St.	SBd	21.37/23.15	34.39/37.10

**ENGLISH TO METRIC CONVERSION FACTORS**

1 MILE= 1.609344 KM