

# CALIFORNIA DEPARTMENT OF TRANSPORTATION

## ROUTE CONCEPT FACT SHEET DISTRICT 8

### STATE ROUTE 83



08-SBD-83  
KP 0.0/22.8  
PM 0.0/14.2

DIVISION OF PLANNING  
MARCH 1999

**ROUTE CONCEPT FACT SHEET  
STATE ROUTE 83**

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 83  
08-SBd-83 (PM 0.0/14.2)(KP 0.0/22.8)**

**ROUTE DESCRIPTION / PURPOSE / CLASSIFICATION**

State Route 83 (Euclid Avenue) extends northerly from State Route 71 near San Bernardino County Line to State Route 210 (19<sup>th</sup> Street) in Upland. Total route length is 22.8 kilometers. The route is entirely within District 8. From Route 71 to just past Chino Creek Bridge (KP 0.0/6.3), SR-83 is an undivided two-lane conventional highway traversing an environmentally sensitive rural area through the Prado Dam / Prado Regional Park area and is federally classified as a minor arterial. From KP 6.3/22.8, it is a four to six-lane divided conventional highway and has a federal functional classification of P4 (Principal Arterial entirely within an urbanized area without access control).

Route 83 serves intra-regional north-south traffic movements in the Chino-Ontario-Upland region of western San Bernardino County. It provides connections between major east-west routes leading to employment centers including Interstate Route 10 and State Routes 60, 66, 91 and 210 (formerly SR-30 which will be redesignated I-210 upon completion of construction linking it to the existing I-210 in Los Angeles County.) Route 83 has an important role in commute to work travel patterns. This is especially true of the northern portion of the route between Route 60 and Route 210. Route 83 is also a north-south thoroughfare for local travel and provides access to downtown Ontario and Upland. South of Edison Ave, SR-83 provides access to The California Institution for Men (a major employment facility) and the Chino Airport.

In 1997, the Annual Average Daily Traffic (AADT) on Route 83 ranged from a low of 10,100 at its junction with Route 71 to a high of 32,100 at its junction with Route 66. The southern portion of Route 83 (Jct. Rte 71/Riverside Dr.) had the highest percentage of truck traffic. Trucks comprise approximately ten percent of the 1997 AADT on this portion of the route.

Route 83 is part of the California Freeway and Expressway (F&E) System. The route is not designated as a State Scenic Highway nor is it included in the Federal Highway Administration's (FHWA) Final Designation of Routes for Larger Trucks. SR-83 is not included in the Interregional Road System (IRRS).

**CONCEPT/CONCEPT RATIONALE**

Segment 1 is operating at level of service (LOS) "D" and is expected to operate at LOS "E" by the year 2015. This rural segment of the route has a concept of "Maintain Only". "Maintain only" provides for operational and safety improvements. It does not preclude local government or private sector funding for needed major improvements resulting from significant local development. Segment 1 traverses a non-urbanized and environmentally sensitive area that could dictate limited improvements. In accordance

with the San Bernardino County Congestion Management Plan (CMP), the urbanized portion of Route 83 (segments 2-5) has a concept set at LOS “E”. Segments 2, 4 and 5 of the urbanized area will operate at better than LOS “E” through 2015. Segment 3, currently operating at LOS “E”, is expected to maintain LOS “E” through 2015.

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

In Segment 1, the Chino Creek Bridge, located approximately 1.50 kilometers north of the State Route 71/83 junction, is planned for replacement. This section of the route is within the flooding limits of the Prado Dam water basin and the existing two-lane bridge, originally built in 1950, has scouring and flooding problems. On occasion, the flooding has caused road closures. With future plans to raise the Prado Dam top elevation, replacement of the Chino Creek Bridge will be necessary. Current plans are for a two-lane replacement.

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

Most of SR-83 is within an urbanized area and the route is heavily signalized. There is not significant new development along SR-83 through the downtown portions of Ontario and Upland. This is essentially an established area. The median of Segments 2 through 5 is listed in the National Register of Historic Places, which precludes the use of the median for additional lanes and the two-lane portion of Segment 1 traverses an environmentally sensitive area in the Prado Dam/Prado Regional Park area.

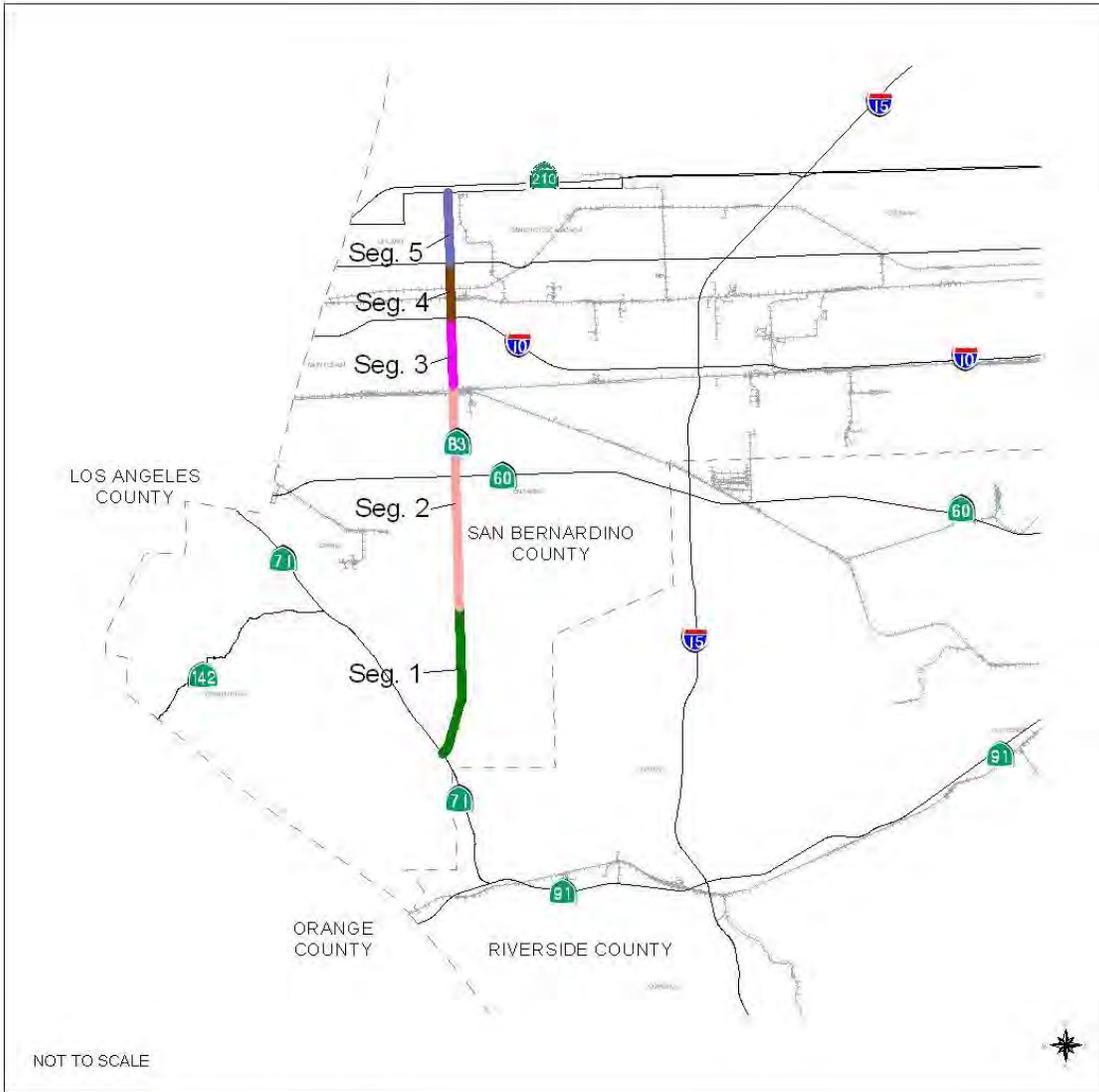
There are no plans to make additional capacity improvements to SR-83. However, alternatives such as Traffic System Management, Traffic Demand Management and operations improvements should be considered to enhance future traffic flow.

### **FUNDING**

Replacement of the Chino Creek Bridge is expected to be funded under the Bridge Restoration and Replacement Program. Safety or operational improvements would be candidates for State Highway Operation and Protection Program (SHOPP) funding. Should capacity improvements be needed as a result of local development, local government or private sector funding would be necessary.

The State may partner with local agencies on a route by route basis for selected route improvements; however, most Interregional Improvement Program (IIP) investments will be on IRRS “High Emphasis” and “Focus” routes.

# STATE ROUTE 83 SEGMENT MAP



Seg.	Description
1.	Jct. SR-71 to Merrill Ave.
2.	Merrill Ave. to Holt Blvd.
3.	Holt Blvd. to Jct. I-10
4.	Jct. I-10 to Jct. SR-66
5.	Jct. SR-66 to Jct. SR-210
	Rail
	County Line

**STATE ROUTE 83 DATA SHEET**

Seg	Limits	1997 Existing Facility										2015 No Build					Concept			
		Post Mile	Kilometer Post	Existing Facility	R/U UB	1997 ADT	Pk Hr %	Design Hr Volume	Trk %	Dir Split	V/C Ratio	1997 LOS	2015 ADT	Pk Hr %	Design Hr Volume	Trk %		Dir Split	V/C Ratio	2015 LOS
1	Jct Rte 71/Merrill Ave. * (.23 Mi past Chino Creek Bridge/.10 Mi past Pine Ave)	0.0/3.9 (1.18/1.98)	0.0/6.3 (1.9/3.2)	2 UC (4 DE)	R	10,130	7.7	780	11	57.5	0.34	C	25,490	9.9	2,523	8	56.1	0.91	E	**Maintain Only
2	Merrill Ave/Holt Blvd	3.9/9.5	6.3/15.4	4 DC	UB	22,040	7.7	1,697	8	65	0.43	C	34,370	8	2,749	7	55	0.58	C	E
3	Holt Blvd/Jct Rte 10	9.5/11.1	15.4/17.9	6 DC	UB	28,330	9	2,549	6	65	0.43	E	33,570	8.5	2,853	5	60	0.44	E	E
4	Jct Rte 10/Jct Rte 66	11.1/12.5	17.9/20.1	6 DC	UB	32,130	10	3,213	5	65	0.54	D	37,900	10	3,790	4	60	0.58	D	E
5	Jct Rte 66/Jct Rte 210	12.5/14.2	20.1/22.8	4 DC	UB	20,050	10	2,005	5	65	0.50	C	26,500	9	2,385	4	60	0.55	D	E

\* Segment 1 is a two-lane undivided conventional highway with the exception of the portion that is a four-lane divided expressway. The two-lane portions of segment 1 traverse environmentally sensitive areas.

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

Seg Segment  
 UC Undivided Conventional Highway  
 R Rural  
 U Urban  
 UB Urbanized  
 Trk % Truck Percent  
 Dir Directional Split  
 V/C Volume to Capacity Ratio  
 LOS Level of Service  
 ADT Average Daily Traffic  
 Pk Hr% Peak Hour Percent