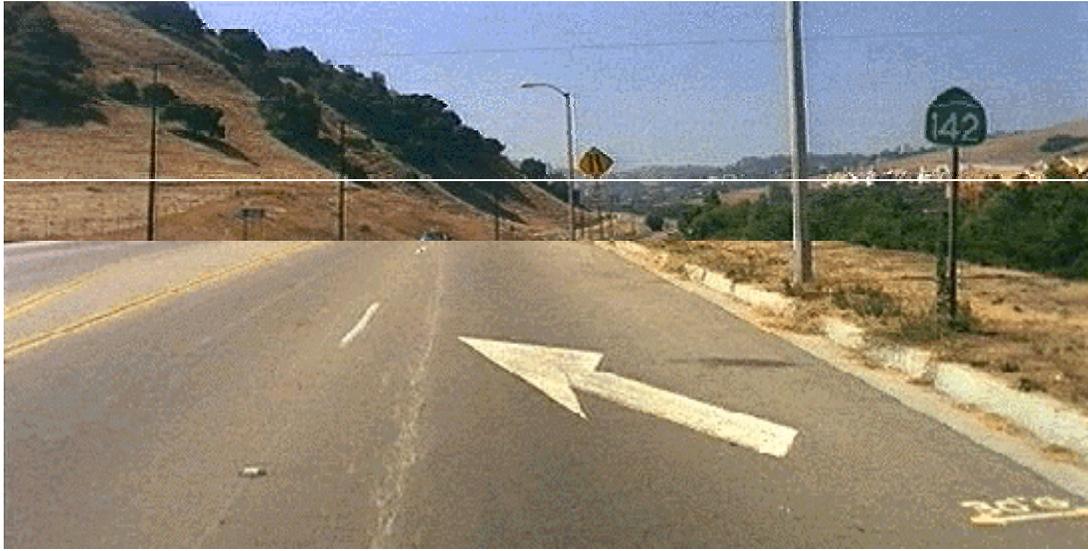


CALIFORNIA DEPARTMENT OF TRANSPORTATION
ROUTE CONCEPT FACT SHEET
DISTRICT 8
STATE ROUTE 142



08-SBD-142
KP 0.0/24.7
PM 0.0/15.3

DIVISION OF PLANNING
MAY 2000

ROUTE CONCEPT FACT SHEET

STATE ROUTE 142

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

May 2, 2000

S. LISIEWICZ
DISTRICT DIRECTOR
CALTRANS DISTRICT 8

DATE

2000 ROUTE CONCEPT FACT SHEET
STATE ROUTE 142
8-SBD 142 KP 0.0/24.7 (PM 0.0/15.3)

ROUTE DESCRIPTION

State Route 142 (SR-142) traverses portions of northern Orange and western San Bernardino Counties. It extends from SR-90 near Brea in Orange County to SR-210 near Upland in San Bernardino County, including an unconstructed portion. Total route length is 35.4 kilometers (22 miles).

Within District 8, the constructed portion of SR-142 begins at the Orange/San Bernardino County line and traverses Carbon Canyon terminating at State Route 71 in the Chino Hills area. It is 9.3 kilometers (5.7 miles) in length. The unconstructed from SR-71 to SR-210 is 15.3 kilometers (9.5 miles) and has no adopted alignment.

ROUTE PURPOSE AND CLASSIFICATION

SR-142 serves as the only direct link from the rural communities of Carbon Canyon to employment and activity centers in Orange and San Bernardino Counties. Additionally, it is currently the only connecting link between the Chino Hills and Orange County areas located between SR-91, SR-60 and SR-57. The 1999 average daily traffic (ADT) on SR-142 is 18,200.

SR-142 has a federal functional classification of minor arterial (MA) in the rural area (KP 0.0/6.2, PM 0.0/3.9) and an extension of a minor arterial into an urban area (P1M) in the urban area (KP 6.2/9.3, PM-3.9/5.8). SR-142 is not included in the National Highway System (NHS), Surface Transportation System (STAA) or the Interregional Road System (IRRS). It is not part of the Freeway and Expressway System (F&E). However, a section of SR-142 KP 0.0/6.2, PM 0.0/3.9 is eligible for designation as a State Scenic Highway. SR-142 is not advised for tractor-semis with kingpin to rear axle length over posted limits.

ROUTE CONCEPT/CONCEPT RATIONALE

SR-142 is currently operating at LOS "E" to "D" during the peak hour and is expected to operate at LOS "F" to "E" by 2020. However, because it is not part of the IRRS it is given low priority for major capacity improvements. The route has a concept of "Maintain Only", which provides for operational and safety improvements. Local government or private sectors are not precluded from providing funds for major improvements in order to accommodate significant local development.

ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The ultimate facility for SR-142 is the existing facility from the Orange/San Bernardino County Line to its junction with SR-71 which is a 2-lane conventional highway KP 0.0/R6.2 (PM 0.0/R3.8), a 4-lane conventional highway KP R6.2/8.7 (PM R3.8/5.4), and a 6-lane conventional highway KP 8.7/9.3 (PM 5.4/5.8). There are no plans to improve the unconstructed portion.

FUNDING

Most highway investments will be on IRRS High Emphasis", "Focus", and "Gateway" routes. However, the State may partner with regional agencies on a route by route basis for selected route improvements. Safety projects may be submitted for possible State Highway Operations and Protection Program (SHOPP) funding. Any improvements needed as a result of local development will require funding from local government or private sources.

FOUR CORNERS TRANSPORTATION STUDY

The Four Corner Technical Advisory Committee has recommended a detailed study to identify if there is a feasible alignment for a new road connecting Chino Hills with SR-57 through the Tonner Canyon area. Construction would become a long-term project. A re-evaluation of this fact sheet is recommended once the study is complete.

Seg- SBd	Kilometer Post	Post Mile	LIMIT	Existing 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/R6.2	0.0/R3.8	ORA/SBD Co Line to Chino Hills Pkwy	2C	UB	14,750	12.2	1,800	2	70%	0.88	E
2	R6.2/9.3	R3.8/5.8	Chino Hills Pkwy to SR-71	4-6C**	UB	23,800	8.8	2,100	6	70%	0.70	D
3	9.3/24.7	5.8/15.3	SR-71 to SR-210	Unconstructed	UB							

2020

Seg- SBd	Kilometer Post	Post Mile	LIMIT	Existing Facility	R/U/UB	2020 ADT	Peak Hr %	2-way Peak Hr Vol	Truck Peak Hr %	Direct Split	2020 V/C	2020 LOS	2020 Concept Facility
1	0.0/R6.2	0.0/R3.8	ORA/SBD Co Line to Chino Hills Pkwy	2C	UB	22,200	11.2	2,490	2	65%	1.18	F	2C*
2	R6.2/9.3	R3.8/5.8	Chino Hills Pkwy to SR-71	4-6C**	UB	31,500	10.6	3,330	6	63%	0.90	E	4-6C**
3	9.3/24.7	5.8/15.3	SR-71 to SR-210	Unconstructed	UB								Unconstructed

2C= two-lane conventional highway

R/U/UB=Urban, 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

* Provides for operational and safety improvements, but no major capacity improvements by the state.

Local agency funded major capacity improvements will be considered.

** 4-lane conventional highway KP R6.2/8.7 (PM R3.8/5.4) and 6-lane conventional highway KP 8.7/9.3 (PM 5.4/5.8)

Because the six-lane portion is only 1000 feet in length, LOS was calculated assuming four lanes for the entire segment.