

CALIFORNIA DEPARTMENT OF TRANSPORTATION

ROUTE CONCEPT REPORT  
DISTRICT 8

STATE ROUTE 247



08-SBD-247  
PM 0.0/78.1

DIVISION OF TRANSPORTATION PLANNING  
JUNE 2001

ROUTE CONCEPT FACT SHEET  
STATE ROUTE 247

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 Anne E. Mayer*

*June 8, 2001*

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ANNE E. MAYER  
ACTING DISTRICT DIRECTOR  
CALTRANS DISTRICT 8

DATE

2001 ROUTE CONCEPT REPORT  
STATE ROUTE 247  
08-SBD-247 PM 0.0/78.1

ROUTE DESCRIPTION/PURPOSE/CLASSIFICATION

State Route 247 (SR-247) is a two-lane undivided conventional highway that begins at State Route 62 in Yucca Valley. It intersects with State Route 18 (SR-18) in Lucerne Valley and continues north ending at its junction with Interstate 15 (I-15) in the City of Barstow. The route has a total length of 78.1 miles, entirely within the County of San Bernardino. Short four-lane divided sections exist at the beginning of the route in the Town of Yucca Valley, and at the end of the route from Rimrock Road to its junction with I-15 in the City of Barstow. SR-247 traverses desert terrain. Its primary purpose is interregional travel. Its secondary purpose is intra-regional/local travel.

The route has a Federal Functional Classification of MA (Minor Arterial) and PIM (extension of a rural MA into urban areas). It is included in the Freeway and Expressway System and the State Scenic Highway System, but is not officially designated as a scenic highway. SR-247 is designated a Terminal Access Route in the National Network of the Surface Transportation Assistance Act (STAA) for oversized trucks. It is used for routing high/wide permit loads and serves as a bypass for weight loads exceeding capacity of alternate routes. SR-247 is not part of the Interregional Road System (IRRS) or the National highway System (NHS).

ROUTE CONCEPT/CONCEPT RATIONALE

Because of generally low traffic volumes and because SR-247 is not a part of the IRRS, the concept for SR-247 would normally be "maintain only" (provides operational and safety improvements for lower priority routes) for its entire length. "Maintain only" does not preclude local government or private sector funding for needed major improvements resulting from significant local development. The 2020 route concept is "maintain only" for those route segments in the unincorporated areas, segments 2 through 4.

For the incorporated areas of Yucca Valley and Barstow, the 2020 concept is a six-lane conventional highway, SR-247 segments 1 and 5. Because the additional capacity is to accommodate planned local development in the Town of Yucca Valley and the City of Barstow and since SR-247 is not a "Focus", "Gateway" nor "High-emphasis" IRRS route, these major facility improvements will most likely be funded through the local development process or other local jurisdiction/private means.

The San Bernardino County Congestion Management Plan sets the threshold for improvement of state highways at LOS "E". A few excepted route segments on routes other than SR-247 were set at LOS "F". The 2020 forecast indicates deficiencies (LOS "F") on SR-247, if no major capacity improvements are made to segment 1 (Town of Yucca Valley, two-lane portion only), segment 2 (New Horizon Rd./Linn Rd.) and segment 5 (City of Barstow, two-lane portion only).

## OPERATIONAL IMPROVEMENTS

The following is a list of proposed or programmed projects for SR-247:

<u>Local Jurisdiction</u>	<u>Postmile</u>	<u>Cross Street</u>	<u>Description</u>	<u>Status</u>
San Bernardino Co	0.0/78.1	SR-62/I-15	Military convoys	Study
San Bernardino Co	31.3/32.4	Stony Ridge/George Rd	Realign & widen	Advert., 12/01
San Bernardino Co	3.0/10.7	Buena Vista/Reche Road	Turn lanes	Study
San Bernardino Co	39.6	Camp Rock Road	Left turn lane	Study
San Bernardino Co	39.6/44.6	Barstow Rd/Camp Rock	Turn lanes/speed	Study
San Bernardino Co	44.1/44.6	Ladera Av/Barstow Rd	Reduce speed	Study
San Bernardino Co	45.0	LucerneVal. Elementary	Warning lights	Study
San Bernardino Co	46.1	Rabbit Springs Road	Improve intersection	Study
San Bernardino Co	46.1	Rabbit Springs Road	Signage	Study
San Bernardino Co	47.0/51.3	Lucerne Dry Lake	Signage	Study

## ULTIMATE TRANSPORTATION CORRIDOR (UTC)

The UTC describes the long-term right of way needs for a route or transportation facility considering "build-out" of development portrayed in the surrounding local general plans. The UTC for SR-247 is the existing facility for: Segments 2, 3 and 4.

For the incorporated areas of Yucca Valley (Segment 1) and Barstow (Segment 5), the UTC is a six-lane conventional highway, which is in agreement with the local jurisdiction circulation elements.

## 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 (RTPA). Caltrans manages improvements for rural highways through the Interregional Improvement Program (IIP) process using the "twenty-five percent" funds. RTPAs program the "seventy-five percent" funds for improvements primarily in urban/urbanized areas through the Regional Improvement Program (RIP) process. SR-247 is not classified as an IRRS "High Emphasis", "Gateway" or "Focus" route. This lowers its IIP funding priority for the 20-year planning period. Should improvements become necessary as a result of local government or private sector development, funding will most likely need to be provided through a private/local government process.

Safety projects, operational improvements and pavement rehabilitation are funded through the State Highway Operation and Protection Plan (SHOPP) process.

STATE ROUTE 247 DATA SHEET

Seg	Limits	Post Mile	1999 EXISTING FACILITY						2020 NO BUILD						CONCEPT				
			Existing Facility	R/U UB	ADT*	Peak Hr %	Trk %	Dir Split	V/C Ratio	LOS	ADT*	Peak Hr %	Trk %	Dir Split		V/C Ratio	LOS		
1	SR-62/Yucca Valley Limit	0.0/5.3	4,2 UC	U/R	10,200	7.9	8	55	0.23,1.01	A,F	18,100	9.5	8	60	0.53,2.20	C,F	6 UC**	2, 4**	
2	Yucca Valley Limit/Linn Rd	5.3/12.9	2 UC	R	5,600	8.0	8	55	0.43	D	15,100	9.5	8	60	1.42	F	Maintain Only	NONE	
3	Linn Rd/W SR-18	12.9/44.9	2 UC	R	3,600	9.0	14	55	0.31	D	8,700	10.0	14	60	0.86	E	Maintain Only	NONE	
<i>Break in route</i>																			
4	S. SR-18/1.7 Mile S. of I-15	44.9/76.4	2 UC	R	1,700	14.0	14	60	0.16	B	3,300	10.0	14	60	0.23	C	Maintain Only	NONE	
5	I.7 Miles S. I-15/I-15	76.4/78.1	2,4 UC	U	16,150	9.5	3	75	0.99,0.31	E,B	18,600	10.0	3	60	1.21,0.31	F, B	6 UC**	4, 2**	

Seg = Segment

R = Rural

U = Urban

UB = Urbanized

ADT = Average daily traffic

\*=Source for Segment 1 ADT: Morongo Basin (RSA 33) CMP Traffic Analysis, RKJK & Associates, April 6, 1999

Pk Hr = Peak hour

Trk % = Truck percent of ADT

Dir = Directional

V/C = Volume to capacity ratio

LOS = Level of service

6 UC = Six-lane undivided conventional highway

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

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

\*\*=Locally funded improvements due to local development



DISTRICT 8

**STATE ROUTE 247**

Segment Map



**Segment 5**  
PM 76.4/78.1  
1.7 MI So. Jct. I-15  
to Jct. I-15

**Segment 4**  
PM 44.9/76.4  
So. Jct. SR-18 to  
1.7 MI So. Jct. I-15

**Break  
In  
Route**

**Segment 3**  
PM 12.9/44.9  
Linn Road to  
W. Jct. SR-18

**Segment 2**  
PM 4.8/12.9  
Aberdeen Drive to  
Linn Road

**Segment 1**  
PM 0.0/4.8  
Jct. SR-62 to  
Aberdeen Drive

