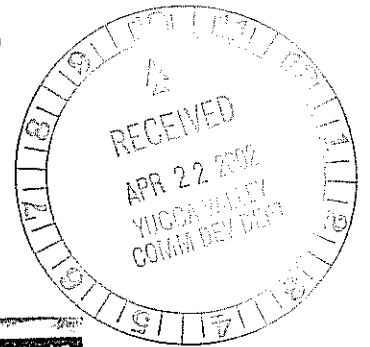


CALIFORNIA DEPARTMENT OF TRANSPORTATION

ROUTE CONCEPT REPORT DISTRICT 8

STATE ROUTE 62



08-RIV/SBD-SR-62
PM RIV 0.0/9.2
PM SBD 0.0/79.5
PM RIV 79.5/90.2
PM SBD 90.2/142.7

DIVISION OF PLANNING
JANUARY 2002

ROUTE CONCEPT FACT SHEET
STATE ROUTE 62

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

January 31, 2002

ANNE E. MAYER
DISTRICT DIRECTOR
CALTRANS DISTRICT 8

DATE

2002 ROUTE CONCEPT REPORT FOR STATE ROUTE 62

08-RIV-62-PM 0.0/9.2
08-SBD-62-PM 0.0/79.5
08-RIV-62-PM 79.5/90.2
08-SBD-62-PM 90.2/142.7

ROUTE DESCRIPTION

State Route 62 (SR-62) begins at Interstate 10 (I-10) near Whitewater and ends east of Earp at the Arizona State line. Generally, an east-west route, it parallels I-10 (I-10 is to the south). At the State line, SR-62 joins with Arizona State Route 95, a north-south route. SR-62 is a 4-lane divided expressway from the junction with I-10 to 0.8 miles east of the Riverside/ San Bernardino County line. From 0.8 miles east of the Riverside/ San Bernardino County line to Sherwood Road immediately east of Yucca Valley, SR-62 is a four-lane divided conventional highway. From Sherwood Road to Adobe Road, in Twentynine Palms, SR-62 is a four-lane undivided conventional highway. From Adobe Road to the Arizona State line, SR-62 is a two-lane conventional highway.

SR-62 traverses unincorporated portions of northern Riverside County and southern San Bernardino County. The route serves the unincorporated communities of Morongo Valley, Joshua Tree and Earp, the Town of Yucca Valley, the City of Twentynine Palms and the United States Marine Corps Air/Ground Combat Training Center in Twentynine Palms. SR-62 is 151.9 miles in length and lies entirely within District 8.

PURPOSE AND CLASSIFICATION

The purpose of SR-62 is to provide for safe and efficient interstate and interregional mobility of people and goods. SR-62 is an east-west corridor linking metropolitan southern California with the Colorado River area and Parker, Arizona. Within the Morongo Basin, SR-62 is the major thoroughfare connecting the communities and cities of Morongo Valley, Joshua Tree, Yucca Valley and Twentynine Palms. SR-62 also provides access to Joshua Tree National Park. SR-62 carries significant volumes of truck and recreational traffic as well as military convoys. In conjunction with State Route 247 (SR-247), Amboy Road and State Route 95 (SR-95), SR-62 provides alternate access to Nevada recreational centers, near Laughlin, bypassing heavily congested portions of Interstate 15 (I-15).

The federal functional classification for SR-62 is P1M (Extension of Rural Minor Arterial into Urban Areas) from its junction with I-10 to its junction with SR-247 in Yucca Valley. From the SR-247 junction to the Arizona State line, SR-62 has a federal functional classification of MA (Minor Arterial).

SR-62 is classified in the Interregional Road System (IRRS) as an "Other Priority Route". Segments 1 through part of Segment 7, from I-10 (P.M. Riv-0.0) to Lear Avenue in Twentynine Palms (P.M. SBd-27.7), is designated as part of the National Highway System (NHS). Under the NHS, SR-62 is included in the Strategic Highway Corridor Network (STRAHNET) as a

Connector; it is a vital route in the national defense network serving the United States Marine Corps Air/Ground Combat Training Center in Twentynine Palms. SR-62 is included in the Federal Surface Transportation Assistance Act (STAA) "National Network" for oversized trucks, designated as a State Highway Terminal Access Route. SR-62 segment 1 is officially designated as a State Scenic Highway (Riverside County), while segments 2 through 11 are eligible, but not officially designated. Segments 1 through 3, from I-10 to SR-247 (PM RIV 0.0/SBd 12.4), are included in the California Freeway and Expressway System.

ROUTE CONCEPT/CONCEPT RATIONAL

Average daily traffic currently ranges from 1,000 to 35,000 vehicles. SR-62 is not an IRRS "Focus", "Gateway" or "High Emphasis" route and the concept would normally be designated as "maintain only" for its entire length. "Maintain only" provides for operational and safety improvements but it does not preclude local government or private sector funding for major improvements resulting from significant local development. However, for the incorporated areas of Yucca Valley and Twentynine Palms, the 2020 concept is a six-lane conventional highway (Segments 3 and 4) and a four-lane conventional highway (Segments 6 through 10). Because the additional capacity is to accommodate planned local development and since SR-62 is not a "Focus", "Gateway" nor "High Emphasis" route, any major facility improvements will most likely be funded through the local development process or other local jurisdiction/private means. The 2020 route concept is "maintain only" for those segments in unincorporated areas.

MAJOR CAPACITY IMPROVEMENTS NECESSARY TO ATTAIN ROUTE CONCEPT

Currently, no projects are programmed for SR-62.

OPERATIONAL IMPROVEMENTS

It is also recommended that access points to SR-62 and future signalized intersections be minimized to preserve the operational efficiency of the facility. Signals, existing, programmed and proposed are as follows:

<u>Local Jurisdiction</u>	<u>Postmile</u>	<u>Cross Street</u>	<u>Status</u>
Riverside Co.	6.1/6.7	Indian Avenue	Existing
San Bernardino Co.	1.2	Senilis Avenue	Programmed, 02/02
Yucca Valley	9.8	Kickapoo Trail	Existing
Yucca Valley	10.5	Deer Trail	Existing
Yucca Valley	10.9	Acoma Trail	Existing
Yucca Valley	11.9	Sage Avenue	Existing
Yucca Valley	12.4	SR-247	Existing
Yucca Valley	12.9	Warren Vista Road	Existing
Yucca Valley	13.3	Hilton Avenue	Existing
Yucca Valley	13.5	Balsa Avenue	Existing
Yucca Valley	14.1	Avalon Avenue	Proposed, 2002

Yucca Valley	15.1	Yucca Mesa Road	Existing
San Bernardino Co	17.8	Hallee Road	Existing
San Bernardino Co	18.3	Park Boulevard	Existing
San Bernardino Co	18.6/20.5	Sunburst Avenue/ White Feather Road	Programmed, 01/02
Twentynine Palms	31.3	Larrea Avenue	Programmed, 05/03
Twentynine Palms	33.2	Adobe Road	Existing

Other operational improvements include:

<u>Local Jurisdiction</u>	<u>Description</u>	<u>Postmile</u>	<u>Cross Street</u>	<u>Status</u>
San Bernardino Co	Military Convoys	0.0/33.2	I-10/Adobe Rd.	Study
San Bernardino Co	Truck lanes	0.0/7.3	SBd Co. Line/Fairway Dr.	Study
San Bernardino Co	Widen Shoulder	0.8/9.6	Hess Blvd./La Honda Wy.	Programmed, 10/04
Yucca Valley	Barrier/sidewalk	9.6/12.2	La Honda/Dumosa Ave.	Programmed, 12/04
San Bernardino Co	Left turn lanes	17.1/17.8	SunnyVista/Hallee Rd	Programmed, 06/02
San Bernardino Co	Replace bridge	142.3/142.9	Colorado River	Programmed, 06/07

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-62 is the existing facility in the unincorporated areas: Segment 1 (a four-lane expressway), Segments 2 and 5 (a four-lane conventional highway) and Segments 8 through 11 (a two-lane conventional highway). For the incorporated areas of Yucca Valley and Twentynine Palms, the UTC is a six-lane (Segments 3 and 4) and a four-lane (Segments 6 through 10) conventional highway, in agreement with the local jurisdiction circulation elements.

A by-pass for the City of Twentynine Palms is being considered that would route "through traffic" to the north of the city and eventually become a new alignment for SR-62. If a re-alignment is pursued, revision of this route concept report should be considered at that time.


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 to Caltrans and seventy-five percent to 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.

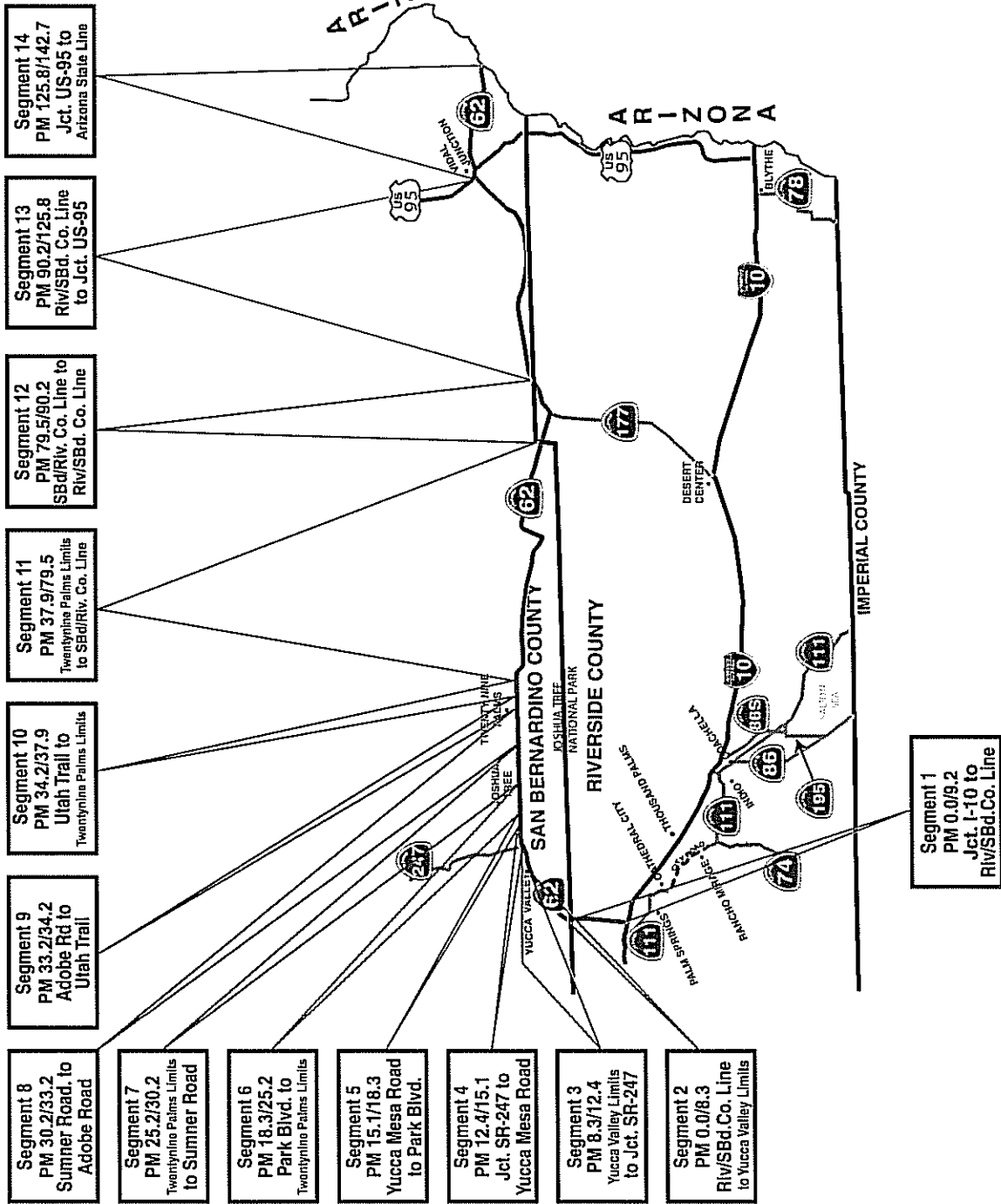
Safety projects, operational improvements and pavement rehabilitation are eligible for SHOPP funding.

TRUCK/MILITARY VEHICLE CLASSIFICATION STUDY

Caltrans District 8 in cooperation with local agency stakeholders has initiated a military and heavy-duty vehicle study for I-10 (west of SR-60 to east of SR-86), SR-18 (Lucerne Valley), SR-62 (I-10 to east of SR-177) and SR-247 (entire length). The study is expected to be complete by the middle of 2003. The recommended SR-62 route concept and ultimate transportation corridor should be reconsidered at that time.



DISTRICT 8
STATE ROUTE 62
Segment Map



STATE ROUTE 62 DATA SHEET

12/20/01

1999

SEG.	CO.	POST MILES	LIMITS	ADT**	PH%	D/S	PH% TRUCK**	LANES	LOS	V/C
1	RIV	0.0/9.2	JCT.1-10 to RIV/SBD CO LINE	18,000	8.0	70	10	4	B	0.34
2	SBD	0.0/8.3	RIV/SBD CO LN to YUCCA VALLEY LIMITS	31,000	8.0	65	10	4	D	0.65
3	SBD	8.3/12.4	YUCCA VALLEY LIMITS to SR-247	35,000	8.5	60	10	4	E	0.87
4	SBD	12.4/15.1	SR-247 to YUCCA MESA ROAD	23,000	8.5	60	10	4	B	0.36
5	SBD	15.1/18.3	YUCCA MESA RD to PARK BLVD	23,000	8.5	60	10	4	B	0.36
6	SBD	18.3/25.2	PARK BLVD to TWENTYNINE PALMS LIMITS	23,000	8.3	60	10	4	B	0.36
7	SBD	25.2/30.2	TWENTYNINE PALMS LIMITS to SUNRISE RD	23,000	8.3	55	10	4	B	0.33
8	SBD	30.2/33.2	SUNRISE RD to ADOBE RD	23,000	8.3	55	10	4	B	0.33
9	SBD	33.2/34.2	ADOBE RD to UTAH TRAIL	11,600	8.3	55	10	2	B	0.26
10	SBD	34.2/37.9	UTAH TRAIL to TWENTYNINE PALMS LIMITS	5,900	10.0	60	10	2	E	0.58
11	SBD	37.9/79.5	TWENTYNINE PALMS LIMITS to SBD/RIV CO LN	1,300	12.0	70	10	2	B	0.09
12	RIV	79.5/90.2	SBD/RIV CO LN to RIV/SBD CO LN	1,000	12.0	70	10	2	B	0.07
13	SBD	90.2/125.8	RIV/SBD CO LN to JCT US-95	1,600	12.5	70	10	2	B	0.09
14	SBD	125.8/142.7	JCT SR-95 to ARIZ STATE LINE	3,400	12.0	60	10	2	C	0.18

2020

SEG.	CO.	POST MILES	LIMITS	ADT**	PH%	D/S	PH% TRUCK**	LANES	LOS	V/C	CONCEPT
1	RIV	0.0/9.2	JCT.1-10 to RIV/SBD CO LINE	46,000	8.4	60	10	4	D	0.78	MAINTAIN ONLY
2	SBD	0.0/8.3	RIV/SBD CO LN to YUCCA VALLEY LIMITS	49,000	8.5	55	10	4	E	0.93	MAINTAIN ONLY
3	SBD	8.3/12.4	YUCCA VALLEY LIMITS to SR-247	41,000	8.5	55	10	4	F	0.93	6 lanes*
4	SBD	12.4/15.1	SR-247 to YUCCA MESA ROAD	31,000	8.9	60	10	4	C	0.52	6 lanes*
5	SBD	15.1/18.3	YUCCA MESA RD to PARK BLVD	30,000	8.9	60	10	4	C	0.52	MAINTAIN ONLY
6	SBD	18.3/25.2	PARK BLVD to TWENTYNINE PALMS LIMITS	31,000	9.6	60	10	4	C	0.54	MAINTAIN ONLY
7	SBD	25.2/30.2	TWENTYNINE PALMS LIMITS to SUNRISE RD	32,000	9.6	60	10	4	C	0.57	4 lanes*
8	SBD	30.2/33.2	SUNRISE RD to ADOBE RD	29,100	10.0	60	10	4	C	0.55	4 lanes*
9	SBD	33.2/34.2	ADOBE RD to UTAH TRAIL	26,000	10.0	60	10	2	F	1.12	4 lanes*
10	SBD	34.2/37.9	UTAH TRAIL to TWENTYNINE PALMS LIMITS	7,800	10.0	60	10	2	D	0.39	4 lanes*
11	SBD	37.9/79.5	TWENTYNINE PALMS LIMITS to SBD/RIV CO LN	1,580	10.0	60	10	2	B	0.09	MAINTAIN ONLY
12	RIV	79.5/90.2	SBD/RIV CO LN to RIV/SBD CO LN	3,000	10.0	60	10	2	B	0.14	MAINTAIN ONLY
13	SBD	90.2/125.8	RIV/SBD CO LN to JCT US-95	2,500	10.0	85	10	2	B	0.14	MAINTAIN ONLY
14	SBD	125.8/142.7	JCT SR-95 to ARIZ STATE LINE	6,000	10.0	80	10	2	C	0.31	MAINTAIN ONLY

ADT=Average daily traffic

LOS=Level of service

D/S=Directional split

V/C=Volume capacity ratio

PH% Trucks=Percentage of trucks in a peak hour

**=locally funded improvements only, due to local development.

**=Source for Segments 1 - 10: Morongo Basin (IRSA 33) CMP Traffic Analysis, RKJK & Associates, April 6, 1999.

MAINTAIN ONLY=Provides for operational and safety improvements but does not preclude local government or private sector funding for major improvements due to significant local development.