Transportation Concept Report

US Route 395

District 9

November 2014

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California Department of Transportation

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

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US Route 395
Transportation Concept Report

Prepared
by
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November 2014

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US 395 LOCATION MAP

Caltrans District 9

District 9 of Caltrans is responsible for all of the State Highway System (SHS) in Inyo and Mono counties. It is also responsible for maintenance, permitting, traffic operations, planning, local assistance, and intergovernmental review for northern San Bernardino and eastern Kern Counties, through agreements with District 6 (Fresno) and District 8 (San Bernardino).

ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of safety, mobility, delivery, stewardship, and service.

The System Planning process is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is a strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to evaluate current and projected conditions along the route and communicate the vision for the development of each route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs along the corridor through integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

Internal and external stakeholder participation was sought throughout the development of the US 395 TCR. As information for the TCR was gathered, some stakeholders were contacted for input related to their particular specializations, and to verify data sources used and data accuracy. Prior to document finalization, primary stakeholders were asked to review the document for consistency with existing plans, policies, and procedures. The process of including and working closely with stakeholders adds value to the TCR, allows for external input and ideas to be reflected in the document, increases credibility, and helps strengthen public support and trust.

Stakeholders in the US 395 planning area are community members and agencies, including, but not limited to:

- Bureau of Land Management, Bishop and Ridgecrest Field Offices
- Caltrans, Districts 6 and 9
- City of Bishop
- Humboldt-Toiyabe National Forest
- Inyo County
- Inyo County Local Transportation Commission
- Inyo National Forest
- Kern County
- Kern Council of Governments
- Mono County
- Mono County Local Transportation Commission
- Nevada Department of Transportation (NDOT)

EXECUTIVE SUMMARY

US 395 is one of the four major north-south corridors serving California. Within Caltrans District 9 the route is both an undivided, two-lane conventional highway (2C), a divided, four-lane conventional highway (4C), an undivided, two-lane expressway (2E) and a divided, four-lane expressway (4E). The route enters the District in eastern Kern County at the community of Johannesburg and continues north through Kern County into Inyo County up the Owens Valley along the Eastern Sierra and through Mono County where it exits into Nevada near Topaz Lake. US 395 provides a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierra Nevada Mountains. The route travels though the Mojave Desert, along the high desert basin and range of the Eastern Sierra and over mountain passes as it continues north. Recent traffic data was analyzed throughout this document using 2013 as a base year (BY) and 2033 as a horizon year (HY) for projecting operational conditions for the highway.

Concept Summary

Segment	Segment Description	Existing Facility	20-25 Year Facility Concept	Post-25 Year Concept
1	Kern/San Bernardino County line through Johannesburg	2C	2C	4C
2	Johannesburg to S China Lake Boulevard	2C	2C	4C
3	S China Lake Boulevard to Jct SR 14	2E	2E	4E
4	Jct SR 14 to Inyo/Kern County line	4E	4E	4E
5	Inyo/Kern County line to LA Aqueduct bridge south of Olancha	4E	4E	4E
6	LA Aqueduct bridge south of Olancha to Ash Creek	2C	4E	4E
7	Ash Creek to Lone Pine	4C/4E	4C/4E	4C/4E
8	Lone Pine Central Business District (CBD)	4C	4C	4C
9	Lone Pine to Independence	4C/4E	4C/4E	4C/4E
10	Independence CBD	4C	4C	4C
11	Independence to Big Pine	4C/4E	4C/4E	4C/4E
12	Through Big Pine CBD to S Jct SR 168	4C	4C	4C
13	S Jct SR 168 to Bishop	4C/4E	4C/4E	4C/4E
14	Through the City of Bishop to Brockman Lane	4C	4C	4C
15	Brockman Lane to Inyo/Mono County line	4C/4E	4C/4E	4C/4E
16	Inyo/Mono County line to top of Sherwin Grade	4E	4E	4E
17	Top of Sherwin Grade to Jct SR 203	4C/4E	4C/4E	4C/4E
18	SR 203 to Lee Vining	4E/4C	4E/4C	4E/4C
19	Lee Vining CBD	4C	4C	4C
20	Lee Vining to Conway Ranch Road	2C/2E with passing lanes	2C/2E with passing lanes	2C/2E with passing lanes
21	Conway Ranch Road to Conway Summit	4E	4E	4E
22	Conway Summit to Bridgeport	2C with passing lanes	2C with passing lanes	2C with passing lanes
23	Bridgeport CBD	2C	2C	2C
24	Bridgeport to Jct SR 108	2C with passing lanes	2C with passing lanes	2C with passing lanes
25	Walker Canyon (Jct SR 108 to Walker)	2C with passing lanes	2C with passing lanes	2C with passing lanes
26	Through Walker	2C	2C	2C
27	Walker to Coleville	2C with passing lanes	2C with passing lanes	2C with passing lanes
28	Through Coleville	2C	2C	2C
29	Coleville to California/Nevada State line	2C with passing lanes	2C with passing lanes	2C with passing lanes

TABLE 1: CONCEPT SUMMARY

Concept Rationale

No significant growth or development is anticipated in the rural communities served by US 395. The majority of the land in the area is publicly owned (96% in Inyo County, 94% in Mono County) and growth will be very slow if it is to occur at all. The 2011 US 395 Origination and Destination Study found that over 60% of surveyed travelers entering the area described recreation as the main purpose of their trip. Although the projected growth for the local areas is minimal, recreational traffic and goods movement will continue to be major sources of traffic on the corridor and should be accommodated. US 395 is designated as a High Emphasis Focus Route (one of ten in California) in the Interregional Transportation Strategic Plan (ITSP). The concept for the US 395 corridor in the ITSP includes four-lane expressway and four-lane conventional roadway from the San Bernardino/Kern county line to Lee Vining in Mono County. North of Lee Vining to the Nevada State line, the concept is described as a combination of four-lane conventional roadway, four-lane expressway, and two-lane fully improved conventional roadway with passing lanes.

Proposed Projects and Strategies

Currently, there are many planned and programmed projects for US 395. Those are listed in Table 13 and 14 on pages 20-22 in this report. The projects' focus are maintaining those portions that are constructed to concept, filling in gaps in the southern portion of the route that are not yet four-lane, widening shoulders, and constructing passing lanes north of Lee Vining. Safety projects will also be given a priority as will accommodating all modes of transportation.

Topaz Lake and High Point Curve (reconstructed in 2012-13) on Mono US 395 PM 119

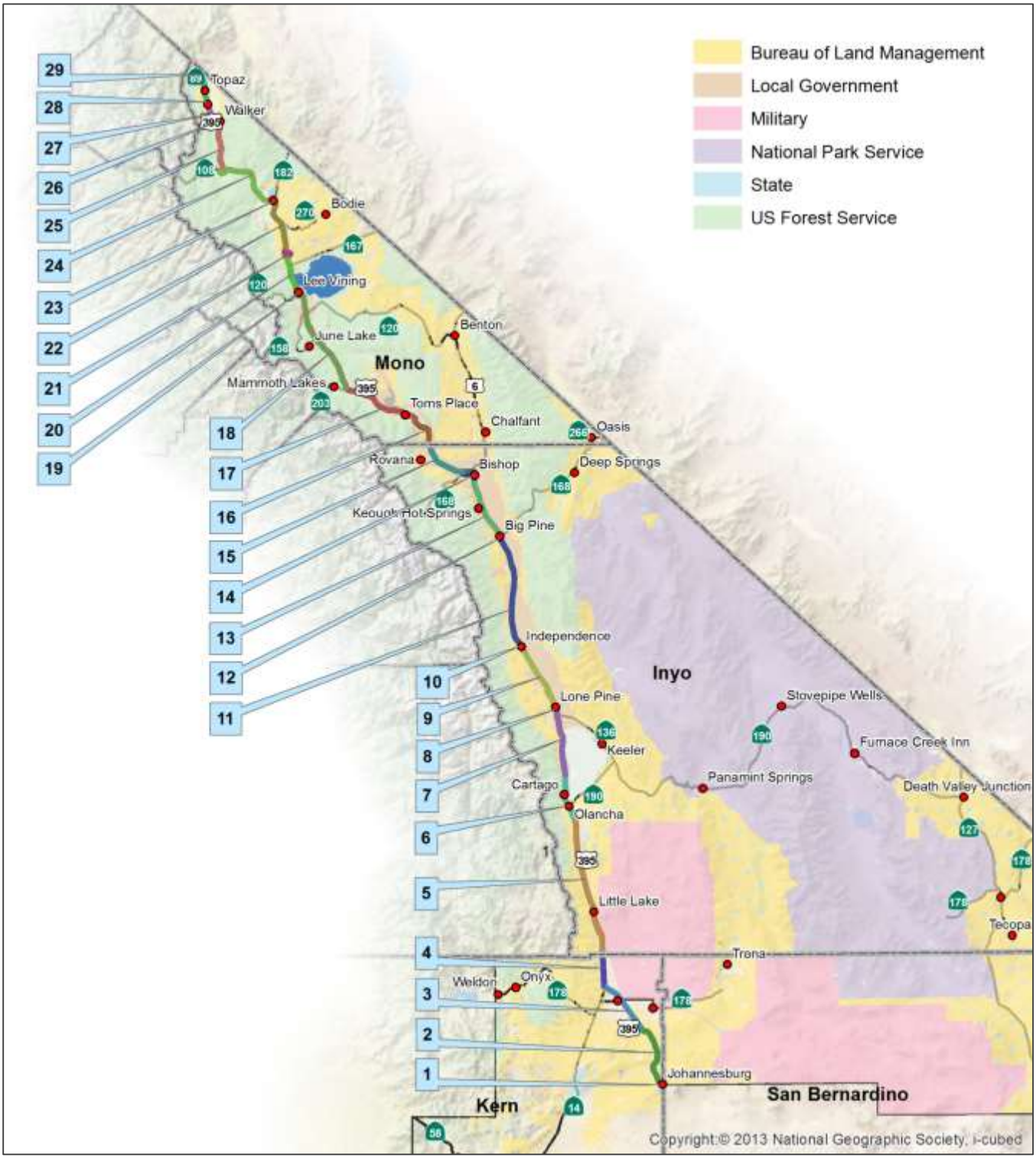
CORRIDOR OVERVIEW

ROUTE SEGMENTATION

Segment #	Location Description	County_Route_ Beg. PM	County_Route_ End PM
1	Kern/San Bernardino County line through Johannesburg	KER_395_0.00	KER_395_0.45
2	Johannesburg to S China Lake Boulevard	KER_395_0.45	KER_395_R14.86
3	S China Lake Boulevard Jct SR 14	KER_395_R14.86	KER_395_R29.63
4	Jct SR 14 to Inyo/Kern County line	KER_395_R29.63	KER_395_R36.80
5	Inyo/Kern County line to LA Aqueduct bridge south of Olancha	INY_395_0.00	INY_395_31.06
6	LA Aqueduct bridge south of Olancha to Ash Creek	INY_395_31.06	INY_395_41.60
7	Ash Creek to Lone Pine	INY_395_41.60	INY_395_57.26
8	Lone Pine CBD	INY_395_57.26	INY_395_R58.05
9	Lone Pine to Independence	INY_395_R58.05	INY_395_R72.82
10	Independence CBD	INY_395_R72.82	INY_395_73.94
11	Independence to Big Pine	INY_395_73.94	INY_395_99.20
12	Through Big Pine to S Jct SR 168	INY_395_99.20	INY_395_100.79
13	S Jct SR 168 to Bishop	INY_395_100.79	INY_395_114.29
14	Through the City of Bishop to Brockman Lane	INY_395_114.29	INY_395_118.32
15	Brockman Lane to Inyo/Mono County line	INY_395_118.32	INY_395_R129.45
16	Inyo/Mono County line to top of Sherwin Grade	MNO_395_R0.00	MNO_395_R6.92
17	Top of Sherwin Grade to Jct SR 203	MNO_395_R6.92	MNO_395_R25.75
18	SR 203 to Lee Vining	MNO_395_R25.75	MNO_395_50.90
19	Lee Vining CBD	MNO_395_50.90	MNO_395_52.35
20	Lee Vining to Conway Ranch Road	MNO_395_52.35	MNO_395_59.90
21	Conway Ranch Road to Conway Summit	MNO_395_59.90	MNO_395_64.05
22	Conway Summit to Bridgeport	MNO_395_64.05	MNO_395_76.33
23	Bridgeport CBD	MNO_395_76.33	MNO_395_76.78
24	Bridgeport to JCT SR 108	MNO_395_76.78	MNO_395_93.70
25	Walker Canyon (JCT SR 108 to Walker)	MNO_395_93.70	MNO_395_106.48
26	Through Walker	MNO_395_106.48	MNO_395_108.00
27	Walker to Coleville	MNO_395_108.00	MNO_395_111.24
28	Through Coleville	MNO_395_111.24	MNO_395_ 113.58
29	Coleville to California/Nevada State line	MNO_395_ 113.58	MNO_395_120.49

TABLE 2: ROUTE SEGMENTATION

SEGMENT MAP


Bureau of Land Management
Local Government
Military
National Park Service
State
US Forest Service
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4
3
2
1
Topaz
Walker
Bodie
Lee Vining
June Lake
Benton
Mono
Mammoth Lakes
Toms Place
Chalfant
Oasis
Rovana
Bishop
Deep Springs
Keoough Hot Springs
Big Pine
Independence
Inyo
Lone Pine
Stovepipe Wells
Keeler
Furnace Creek Inn
Panamint Springs
Death Valley Junction
Cartago
Olancha
Little Lake
Tecopa
Trona
Weldon
Onyx
Johannesburg
Kern
San Bernardino
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ROUTE DESCRIPTION

US 395, the Three Flags Highway, is a major interregional route and a part of the US highway system. The route begins in San Bernardino County at the junction with I-15 in Hesperia. It travels north over 1300 miles through California, Nevada, Oregon, and Washington and terminates at the Canadian border. This TCR address the 286.7 miles of the route located within Caltrans District 9 (KER PM 0.00 to MNO PM 129.45) The majority of US 395 (from the junction with SR 14 in Kern County to the junction with SR 89 in Mono County) was added to the State Highway System beginning in 1909, with the remainder added in 1933. The route was formally added to the State Freeway and Expressway System in 1959.

US 395 is functionally classified as an Other Principal Arterial, providing the only north-south corridor east of the Sierra Nevada Mountains in California. The route is a vital lifeline to the region. It is classified as part of the National Highway System and the Interregional Road System. Recreation (60%) and Goods Movement (~20%) account for the majority of trips on the route. The southern half of the route travels through the Mojave Desert and the Owens Valley and ranges between 2,000 feet (ft) in elevation near Ridgecrest to just over 4,000 ft . North of the City of Bishop, the route climbs to higher elevations and over mountain passes topping out at 8,143 ft at Conway Summit before descending to almost 5,000 ft as the route enters Nevada.

Segments 1-3 are two-lane conventional highway. After the junction with SR 14, the highway continues as four-lane conventional and four-lane expressway all the way to Lee Vining near Mono Lake (segments 4-19). The only exception is segment 7, which is currently a two-lane conventional highway and will be upgraded with the construction of the Olancha Cartago 4-Lane project. North of Lee Vining, along segments 20 and 22-29, the route continues as a two-lane conventional highway with occasional passing lanes, with segment 21 operating as a four-lane expressway. All of US 395 is designated as part of the California Freeway and Expressway system, though not all of the route is constructed to expressway standards. US 395 is shared by all permissible modes of transportation.

Route Designations and Characteristics:

Segment #	Freeway & Expressway	National Highway System	Strategic Highway Network	Scenic Highway	Interregional Road System	High Emphasis	Focus Route	Federal Functional Classification	Goods Move-ment Route
1 - 3	Yes	Yes	Yes	No	Yes	Yes	Yes	Other Principal Arterial	Yes
4 - 10	Yes	Yes	Yes	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
11	Yes	Yes	Yes	Designated (76.5/96.6)	Yes	Yes	Yes	Other Principal Arterial	Yes
12 - 14	Yes	Yes	Yes	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
15	Yes	Yes	No	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
16 - 18	Yes	Yes	No	Designated (0..0/50.7)	Yes	Yes	Yes	Other Principal Arterial	Yes
19	Yes	Yes	No	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
20 - 22	Yes	Yes	No	Designated (52.0/74.5)	Yes	Yes	Yes	Other Principal Arterial	Yes
23	Yes	Yes	No	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes
24 - 25	Yes	Yes	No	Designated (76.8/104.8)	Yes	Yes	Yes	Other Principal Arterial	Yes
26 - 29	Yes	Yes	No	Eligible	Yes	Yes	Yes	Other Principal Arterial	Yes

TABLE 3: ROUTE DESIGNATION PART 1

Segment #	Truck Designation	Rural/ Urban/ Urbanized	MPO/ RTPA	Congestion Management Agency	Local Agency	Tribes	Air District	Terrain
1-4	National Network	Rural	Kern COG	Kern COG	Kern County	N/A	Eastern Kern Air Pollution Control District (EKAPCD)	Rolling
5-6	National Network	Rural	Inyo LTC	N/A	Inyo County	N/A	Great Basin Unified Air Pollution Control District (GBUAPCD)	Rolling
7	National Network	Rural	Inyo LTC	N/A	Inyo County	Lone Pine Paiute-Shoshone	GBUAPCD	Rolling
8	National Network	Rural	Inyo LTC	N/A	Inyo County	Lone Pine Paiute-Shoshone	GBUAPCD	Flat
9	National Network	Rural	Inyo LTC	N/A	Inyo County	N/A	GBUAPCD	Flat
10-11	National Network	Rural	Inyo LTC	N/A	Inyo County	Fort Independence Indian Community	GBUAPCD	Flat
12	National Network	Rural	Inyo LTC	N/A	Inyo County	Big Pine Paiute Tribe	GBUAPCD	Flat
13	National Network	Rural	Inyo LTC	N/A	Inyo County	N/A	GBUAPCD	Flat
14	National Network	Urban	Inyo LTC	N/A	City of Bishop, Inyo County	Bishop Paiute Tribe	GBUAPCD	Flat
15	National Network	Rural	Inyo LTC	N/A	Inyo County	Bishop Paiute Tribe	GBUAPCD	Flat
16	National Network	Rural	Mono LTC	N/A	Mono County	N/A	GBUAPCD	Mountainous
17-20	National Network	Rural	Mono LTC	N/A	Mono County	N/A	GBUAPCD	Rolling
21	National Network	Rural	Mono LTC	N/A	Mono County	N/A	GBUAPCD	Mountainous
22	National Network	Rural	Mono LTC	N/A	Mono County	N/A	GBUAPCD	Rolling
23	National Network	Rural	Mono LTC	N/A	Mono County	Bridgeport Indian Colony	GBUAPCD	Flat
24-25	National Network	Rural	Mono LTC	N/A	Mono County	N/A	GBUAPCD	Mountainous
26	National Network	Rural	Mono LTC	N/A	Mono County	N/A	GBUAPCD	Flat
27-29	National Network	Rural	Mono LTC	N/A	Mono County	N/A	GBUAPCD	Rolling

TABLE 4: ROUTE DESIGNATION PART 2

COMMUNITY CHARACTERISTICS

US 395 is vital to the economy of the communities located in the Eastern Sierra. In Inyo County, 91% of the population lives within 2 miles of US 395. The entire corridor is rural in nature though it does pass through one designated urban area in the City of Bishop. The route serves as Main Street for many small communities along the corridor. These communities range in population size from 50 to over 12,000 in the Bishop area. Recognizing and respecting the rural nature and identity of these communities needs to be balanced with providing the best travel experience for the interregional traffic traveling through the area. Also the transition area from a high speed highway, focused on throughput, to a Main Street within the communities that easily accommodates all modes of transportation needs to be improved. This may be accomplished by creating a feel that the highway is changing context; by adding sidewalks, increased tree planting on the approach to towns and gateway treatments. US 395 also passes through four Federally Recognized Native American tribal lands. These include the lands of the Lone Pine Paiute-Shoshone Tribe, the Fort Independence Tribe, the Big Pine Paiute Tribe, and the Bishop Paiute Tribe.

US 395 WITHIN THE COMMUNITY OF BRIDGEPORT

LAND USE

The majority of the land in the Eastern Sierra is publicly owned (96% in Inyo County and 94% in Mono County) and as a result there will be little new growth. Though most of the private land is centered around the US 395 corridor, no significant growth or development is anticipated within these rural communities. Both the Inyo County and Mono County General Plans detail that any new growth will be concentrated within and contiguous to existing communities. 96% of the land adjacent to US 395 is designated for Agriculture, Resource Management and Open Space with the remainder designated for Residential and various Commercial and Industrial land uses.

There are some communities that act as “bedroom” communities for the larger job centers. The resulting commute patterns comprise much of the traffic within normal commute hours, but do not come close to the peak hours that exist from recreational travel. Examples of bedroom communities include Big Pine, Chalfant and Round Valley with commuters to the Bishop area; Crowley Lake and Toms Place to Mammoth Lakes; and from the Antelope Valley (Walker/Coleville) to the United States Marine Corps’ Mountain Warfare Training Center in the Sonora Jct area.

No changes in Land Use patterns or major designations are foreseen within the planning timeframe of this document.

SYSTEM CHARACTERISTICS

US 395 is both an undivided, two-lane conventional highway (2C), a divided, four-lane conventional highway (4C), an undivided, two-lane expressway (2E) and a divided, four-lane expressway (4E) within District 9. Passing lanes exist in many of the two-lane segments. Shoulder widths and median widths vary within segments. Future improvements on the route range from sidewalk and improved shoulders to system expansion in the form of additional passing lanes and two-lane to four-lane conversion.

	Existing Facility										20-25 Year Facility Concept			Post-25 Year Concept
Segment #	**Facility Type**	**General Purpose Lanes**	**Lane Miles**	**Centerline Miles**	**Median Width**	**Median Characteristics**	**Passing Lanes**	**Distressed Pavement**	**Current ROW**	**Shoulder Width**	**Facility Type**	**Lanes**	**Passing Lanes**	**Lanes**
1	C	2	0.9	0.45	0	undivided - striped	0%	0%	80	4-12	C	2	0%	4
2	C	2	36.78	18.39	0		8%	11%	80-400	2-10	E	2	16%	4
3	E	2	26.96	13.48	0		0%	0%	150-1,600	4-10	E	2	15%	4
4	E	4	28.68	7.17	80-110	divided - unpaved	N/A	0%	215-562	10	E	4	0%	4
5	E	4	136.68	34.17	5-900		N/A	0%	138-2,000	2-10	E	4	0%	4
6	C	2	21.08	10.54	0	undivided - striped	7%	10%	100-400	8-10	E	4	0%	4
7	C / E	4	62.64	15.66	0-100	undivided - striped / unpaved	N/A	0%	140-420	8-10	C / E	4	0%	4
8	C	4	3.16	0.79	0	undivided - striped	N/A	0%	78-170	8	C	4	0%	4
9	C / E	4	83.48	20.87	24-1400	divided unpaved	N/A	0%	76-377	4-10	C / E	4	0%	4
10	C	4	4.48	1.12	0	undivided - striped	N/A	0%	79-251	10	C	4	0%	4
11	C / E	4	101.04	25.26	0-100	undivided - striped / unpaved	N/A	0%	80-2,000	8-10	C / E	4	0%	4
12	C	4	6.4	1.6	12	undivided - striped	N/A	0%	91-150	8	C	4	0%	4
13	C / E	4	54	13.5	4-12	undivided - striped / unpaved	N/A	0%	100-372	4-10	C / E	4	0%	4
14	C	4	16.16	4.04	12	undivided - striped	N/A	0%	73-100	2-8	C	4	0%	4

TABLE 5: SYSTEM CHARACTERISTICS PART 1

	Existing Facility										20-25 Year Facility Concept			Post-25 Year Concept
Segment #	**Facility Type**	**General Purpose Lanes**	**Lane Miles**	**Centerline Miles**	**Median Width**	**Median Characteristics**	**Passing Lanes**	**Distressed Pavement**	**Current ROW**	**Shoulder Width**	**Facility Type**	**Lanes**	**Passing Lanes**	**Lanes**
15	C / E	4	46.28	11.57	12-200	undivided - striped / unpaved	N/A	0%	118-129	8-10	C / E	4	0%	4
16	E	4	55.08	13.77	185-2,000	divided unpaved	N/A	3.6%	290-1020	10	E	4	0%	4
17	C / E	4	75.32	18.83	2-220	undivided - striped / unpaved	N/A	0%	100-770	3-10	C / E	4	0%	4
18	C / E	4	122.12	30.53	4-1,400		N/A	0%	100-860	8-10	C / E	4	0%	4
19	C	4	5.8	1.45	0-14	undivided - striped	N/A	0%	100-280	8	C	4	0%	4
20	C / E	2	15.1	7.55	0-4		32%	0%	100-326	2-8	C / E	2	52%	2
21	E	4	16.64	4.16	4		N/A	0%	268-1250	4-8	E	4	0%	4
22	C	2	24.54	12.27	0-4		27%	0%	80-442	2-8	C	2	55%	2
23	C	2	0.9	0.45	0-14		0%	0%	80-101	3-8	C	2	0%	2
24	C	2	33.84	16.92	0-4		11%	0%	80-230	1-8	C	2	15%	2
25	C	2	25.56	12.78	0		14%	0%	80-460	2-8	C	2	20%	2
26	C	2	3.04	1.52	0		0%	0%	80-110	2-8	C	2	0%	2
27	C	2	6.48	3.24	0		0%	0%	80-100	2-8	C	2	25%	2
28	C	2	1.36	0.68	0		0%	0%	80	2-8	C	2	0%	2
29	C	2	17.1	8.55	0		12%	0%	100-400	2-8	C	2	12%	2

TABLE 6: SYSTEM CHARACTERISTICS PART 2

TMS Elements

There are many Transportation Management Systems (TMS) elements on US 395. Intersection Traffic Signals, Mainline Detection (full-time and part-time count stations), Video Cameras, Changeable Message Signs (CMS), Highway Advisory Radio, Roadway Weather Information System (RWIS), Weigh in Motion (WIM) stations, and Classifications Stations. Caltrans is striving to improve traveler information with the utilization of Changeable Message Signs (CMS), wind warning systems, and closed circuit televisions (CCTV). CCTV is available for viewing on the Quickmap website (http://quickmap.dot.ca.gov/)

TMS Elements		
Segment #	**Existing Facility**	**TMS Elements (HY)**
1	None	None
2	Mainline Detection	Mainline Detection
3	Mainline Detection	Mainline Detection
4	Mainline Detection, CMS (NB)	Mainline Detection, CMS (NB), **CMS (SB)**
5	Mainline Detection	Mainline Detection, **RWIS**
6	Mainline Detection	Mainline Detection
7	Mainline Detection, RWIS	Mainline Detection, RWIS
8	Intersection Traffic Signals	Intersection Traffic Signals
9	Mainline Detection	Mainline Detection, **CMS (SB)**
10	Mainline Detection	Mainline Detection
11	WIM, Mainline Detection	WIM, Mainline Detection
13	Mainline Detection	Mainline Detection, **CMS (SB)**
14	Mainline Detection, Intersection Traffic Signals, CMS (NB)	Mainline Detection, Intersection Traffic Signals, CMS (NB)
15	Mainline Detection, Classification Station	Mainline Detection, Classification Station
16	Mainline Detection	Mainline Detection
17	Mainline Detection, CMS (NB)	Mainline Detection, CMS (NB), RWIS, **CMS (SB)**
18	Mainline Detection, Camera	Mainline Detection, Camera, **CMS (SB), RWIS**
19	Mainline Detection, CMS (NB)	Mainline Detection, CMS (NB)
20	Mainline Detection, RWIS	Mainline Detection, RWIS
21	Camera, RWIS	Camera, RWIS
22	Mainline Detection, CMS (SB)	Mainline Detection, CMS (SB)
23	Mainline Detection	Mainline Detection
24	Mainline Detection	Mainline Detection
25	Mainline Detection	Mainline Detection
26	Mainline Detection	Mainline Detection
27	None	None
28	None	None
29	Mainline Detection, CMS (SB)	Mainline Detection, CMS (SB)
		planned TMS elements are shown in red

TABLE 7: TMS ELEMENTS

BICYCLE FACILITY

Bikes are allowed on all of US 395. For the majority of the route, there is no bikeway designation. The only bike lanes that exist on US 395 are within the communities of Bishop and Bridgeport. Some parallel facilities exist in the Bishop area from INY PM 109.67 to MNO PM 09.33 a distance of over 29 miles and near Crowley Lake from MNO PM 10.26 to 16.61. A large portion of US 395 in Mono County is designated as a Class III facility, or bike route. The details of these designations are listed in Table 8. US 395 is also listed as one of the planned corridors in the United States Bicycle Route System Corridor Plan.

One of the biggest challenges the District faces concerning cycling is accommodating bicycles on rural mountain roadways with shoulders built to earlier standards. Providing wider shoulders is a challenge due to prioritization of funding, environmental concerns, unbalanced cost to benefit ratios, and physical constraints. Many shoulder projects are planned along the corridor both to achieve the concept facility and to accommodate all modes of transportation. In those areas along US 395 where a standard shoulder is not able to be constructed, rumble strips are not installed to allow more room for cyclists if the shoulder width is less than 5 feet.

Seg	State Bicycle Facility					
	Seg ID	Post Mile	Location Description	Bicycle Access Prohibited	Facility Type	Posted Speed Limit
14	A	115.77 – 117.31	W Elm St to See Vee Ln in Bishop	No	Class II	25-45
17	B	9.33-10.26	Lower Rock Creek Rd to Rock Creek Rd	No	Class III	65
17-20	C	16.61 -52.45	McGee Creek Rd to north of Lee Vining	No	Class III	65
23	D	76.43 – 76.86	Bridgeport CBD	No	Class II	25

TABLE 8: BICYCLE FACILITY

PEDESTRIAN FACILITY

Sidewalks exist within six of the communities along the US 395 corridor. Outside of the communities, the pedestrian traffic is minimal and specific facilities do not exist. In these areas, pedestrians may utilize the paved and unpaved shoulder. The District is very interested in the safety and Complete Streets aspects of its highways, especially where they serve as main streets. In general, the larger communities have curb, gutter and sidewalk. Through Caltrans projects and local development review, the District aims to ensure facilities comply with current Americans with Disability Act (ADA) standards. Sidewalks, crosswalks, signals, signage, and other pedestrian facilities are continually evaluated for possible improvements to safety and functionality in consideration of the Complete Streets Program and actual needs. Caltrans would like to extend sidewalks in many of the communities in order to encourage walking and meet the non-motorized needs of the population.

Seg	Seg ID	Post mile	Location Description	Ped. Access Prohibited	Sidewalk Present	Sidewalk Width
8	E	57.33-58.05	Lone Pine	No	Yes	6-10
10	F	72.82-73.94	Independence	No	Yes	6 ft
12	G	99.2-100.79	Big Pine	No	Yes	7 ft
14	H	114.89-118.32	Bishop	No	Yes	10 ft
19	I	50.90-52.35	Lee Vining	No	Yes	6-10
23	J	76.33-76.78	Bridgeport	No	Yes	10 ft

TABLE 9: PEDESTRIAN FACILITY

Eastern Sierra Transit bus at the Sherwin Vista Point on Mono US 395 PM 4.0

TRANSIT FACILITY

There are four bus routes which travel along parts of US 395. The major north-south routes are operated by the Eastern Sierra Transit Authority (ESTA) and provide access to various locations between Reno, Nevada and Lancaster, California. ESTA provides a daily commuter route that runs between Lone Pine and Mammoth Lakes as well as a route that runs north to Reno four days a week and another that provides access south out of the region where the service terminates at the Metrolink Station in Lancaster. ESTA also provides Dial-a-Ride service in the Lone Pine, Bishop, and Walker/Coleville/Topaz area. The Yosemite Area Regional Transit System (YARTS) operates an east-west route and provides seasonal service along segment 17 connecting Mammoth Lakes and Lee Vining with the Yosemite Valley Visitor Center in Tuolumne County. Kern Regional Transit also operates a service from Ridgecrest to Mojave that connects to the rest of Kern County and intersects ESTA's route in Inyokern.

Seg	Mode & Collateral Facility	Name	Route End Points	Headway	Operating Period	Stations		Amenities	Bikes Allowed on Transit	Location Description
						Cities	Postmiles			
3-17	Commuter Bus	*ESTA*	Mammoth Lakes to Lancaster	Once per Day	*Mon, Wed, Fri*	*Inyokern*	*KER_178_92.67*		*Yes*	*Union 76 Station*
						Pearsonville	*INY_395_R0.01*			*Chevron Station*
						Olancha	*INY_395_35.07*			*Ranch House Cafe*
						Lone Pine	*INY_395_54.48*			*Lone Pine McDonald's*
						Independence	*INY_395_73.45*			*Court House*
						Big Pine	*INY_395_100.18*	*Shelter*		
						Bishop	*INY_395_116.16*	*Shelter*		*Kmart*
						Crowley Lake				*Crowley Lake General Store*
						Mammoth Lakes	*MNO_203_5.84*			*Mammoth McDonald's*

TABLE 10: TRANSIT FACILITY

Seg	Mode & Collateral Facility	Name	Route End Points	Headway	Operating Period	Stations		Amenities	Bikes Allowed on Transit	Location Description
						Cities	Postmiles			
8-31	Commuter Bus	*ESTA*	Lone Pine to Reno	Three times daily	*Mon, Tue, Thur, Fri*	*Lone Pine*	*INY_395_54.48*		*Yes*	*Lone Pine McDonald's*
						Independence	*INY_395_73.45*			*Court House*
						Big Pine	*INY_395_100.18*	*Shelter*		
						Bishop	*INY_395_116.16*	*Shelter*		*Kmart*
						Crowley Lake				*Crowley Lake General Store*
						Mammoth Lakes	*MNO_203_5.84*			*Mammoth McDonald's*
						Lee Vining	*MNO_395_51.3*			*Caltrans Maintenance Station*
						Bridgeport	*MNO_395_76.62*			*Courthouse*
						Walker	*MNO_395_107.5*			*Amerigas*
						Coleville	*MNO_395_111.53*			*Antelope Elementary School*
8-14	Commuter Bus	*ESTA*	Lone Pine to Bishop	Three times daily	*Weekdays*	*Lone Pine*	*INY_395_54.48*		*Yes*	*Lone Pine McDonald's*
						Independence	*INY_395_73.45*			*Court House*
						Big Pine	*INY_395_100.18*	*Shelter*		
						Bishop	*INY_395_116.16*	*Shelter*		*Kmart*
17-19	Traditional Bus	*YARTS*	Mammoth Mountain Inn to Yosemite Valley	Once (June/Sept.) & Thrice (July/Aug.) per Day	June & September (Weekend) July & August (Daily)	*Lee Vining*	*MNO_395_51.25*		*Yes*	*Lake View Lodge*
						Lee Vining	*MNO_395_51.9*			*Mono Basin Visitor Center*

TABLE 10: TRANSIT FACILITY

FREIGHT

US 395 is the lifeline for the Eastern Sierra Region serving both interregional and interstate traffic. There are no rail lines within this region, so all goods and services must be moved by truck. Based on surveys from the US 395 Origination and Destination Study, over half of the goods moment traffic was classified as 'Retail Trade' and almost 25% of trucks entering the study area were 'Empty'. Goods movement accounts for over 20% of the vehicles in many of the segments in the southern portion of the route. North of Mammoth Lakes, the truck traffic decreases by about two-thirds.

The potential exists for increased goods movement related traffic in the future as the economy improves and with the potential build out and use of several distribution centers in Northern Nevada, including the Tahoe Reno Industrial Center (TRIC), a 107,000 acre industrial park in Storey County, Nevada, seven miles east of Sparks off I-80. The TRIC is served by the Union Pacific and Burlington Northern Santa Fe rail lines. Companies currently conducting business from the TRI Center include: FedEx Supply Chain Services, PetSmart, Toys R Us, James Hardie Siding, and a Wal-Mart Distribution Center. Furthermore, Tesla Motors recently announced plans to build its $5 billion battery factory at the TRI Center.

ENVIRONMENTAL CONSIDERATIONS

The purpose of this environmental scan is to identify environmental factors that may need future analysis during the project development process. This information does not represent all possible environmental considerations that may exist within the area surrounding the route and any US 395 project being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. The environmental factors identified in the environmental scan have been scaled (high, medium, or low) by district staff based on the probability of encountering such environmental issues.

The following environmental factors were included in the scan:

- **Cultural Resources**: There are several known prehistoric and historic archaeological sites along US 395; therefore, the appropriate level of archaeological and historical studies, including Native American consultation, will be required for any project along this route including the assessment and possible mitigation for all cultural resource impacts. US 395 also passes through four Federally Recognized Native American tribal lands. These include the lands of the Lone Pine Paiute-Shoshone Tribe, the Fort Independence Tribe, the Big Pine Paiute Tribe, and the Bishop Paiute Tribe.

- **Geology/Soils/Seismic**: There is a lot of seismic activity along the US 395 corridor. The Owens Valley Fault extends from Olancha to Bishop, encompassing segments 6 to 14. In 1872, in the Lone Pine area, an earthquake ranging between 7.6 and 8 on the Richter scale occurred. Segments 17 through 20 pass through one of the most highly monitored volcanic areas in the United States. This extends from the Long Valley caldera (listed as the #16 most dangerous U.S. volcano by the USGS) along the Mono-Inyo Chain of volcanoes concluding with the Mono Lake Volcanic Field, whose most recent eruption took place only 300 years ago. US 395 has also been designated as a major evacuation route in the event of an emergency in both the *Long Valley Craters – Mono Craters Contingency Plan* and the *Mono County Local Hazard Mitigation Plan*

- **Visual Aesthetics**: US 395, from the SR 14 Jct in Kern County to the SR 89 Jct in northern Mono County is eligible to be designated as a state scenic highway. Most of segment 11, from Fort Independence to Fish Springs Rd, is designated as a State Scenic Highway. All of the segments in Mono County are designated as State Scenic Highways except for those segments that pass through small communities and act as Main Streets. Portions of segments 18-21 pass through the Mono Basin National Forest Scenic Area.

- **Floodplain**: The Special Flood Hazard Areas (SFHA) maps as designated by the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program were evaluated. Those areas listed as Low do not fall within a mapped floodplain. Some areas along US 395 have experienced flash flooding or major flooding in the past (Walker Canyon flood in 1997 and Oak Creek in 2008). Although the area is not designated as a 100 or 500 year flood risk by FEMA, these segments were listed as Medium or High based on the severity of the past flooding.

- **Air Quality**: Eastern Kern County (segments 1-4) is part of the Mojave Desert Air Basin and under the jurisdiction of the Eastern Kern Air Pollution Control District. Inyo and Mono Counties (segments 5-29) are a part of the Great Basin Valleys Air Basin under the stewardship of the Great Basin Unified Air Pollution Control District.

- **Waters and Wetlands**: Along the US 395 corridor, 56 perennial waterways cross the highway. These include many named creeks, irrigation ditches and the Los Angeles Aqueduct. There also exist many wetlands that fall within 100 ft of the centerline of the highway. The Owens River Headwaters Wild and Scenic River crosses segment 18 at PM 33.8 in Mono County.

- **Special Status Species**: The following species are within a 2000 ft wide corridor centered along US 395:
  - Bodie Hills cusickiella, *Cusickiella quadricostata*; California Rare Plant Rank (CRPR) 1B.2 (Moderately threatened in California) **Segment 22**
  - Creamy blazing star, *Mentzelia tridentate*; CRPR 1B.3 (Not very threatened in California) **Segment 5**
  - Desert tortoise, *Gopherus agassizii*; Threatened (Fed, CA) **Segments 1, 2, 5, Habitat range includes Segments 1-6**
  - Greater Sage Grouse, Centrocercus urophasianus; Near Threatened **Habitat range includes Segments 17-29**
  - Horn's milk-vetch, *Astragalus hornii var. hornii*; CRPR 1B.1 (Seriously threatened in California) **Segment 9**
  - Inyo County star-tulip, *Calochortus excavates*; CRPR 1B.1 **Segments 7-9, 11, 13, 15, 17**
  - Inyo phacelia, *Phacelia inyoensis*; CRPR 1B.2 **Segments 11-13**
  - Lavin's milk-vetch, *Astragalus oophorus var. lavinii*; CRPR 1B.2 **Segments 22, 23**
  - least Bell's vireo, *Vireo bellii pusillus*; Endangered (Fed, CA) **Segments 6-9**
  - Lemmon's milk-vetch, *Astragalus lemmonii*; CRPR 1B.2 **Segment 17**
  - Long Valley milk-vetch, *Astragalus johannis-howellii*; CRPR 1B.2 **Segment 18**
  - Mohave ground squirrel, *Xerospermophilus mohavensis*; Threatened (CA) **Segments 2, 3, 5, 6**
  - Mono milk-vetch, *Astragalus monoensis*; CRPR 1B.2 **Segment 18**
  - Mono Lake lupine, *Lupinus duranii*; CRPR 1B.2 **Segment 18**
  - Owens pupfish, *Cyprinodon radiosus*; Endangered (Fed, CA) **Segment 7-11, 13**
  - Owens tui chub, *Siphateles bicolor snyderi*; Endangered (Fed, CA) **Segments 6-9 11, 13, 15, 17**
  - Owens Valley checkerbloom, *Sidalcea covillei*; Endangered (CA) NPS 1B.1 **Segments 5, 6, 9, 14, 15**
  - Parish's popcornflower, *Plagiobothrys parishii*; CRPR 1B.1 **Segments 6, 7, 9, 15**
  - Shevock's bristle moss, *Orthotrichum shevockii*; CRPR 1B.3 **Segment 29**
  - Sierra Nevada red fox, *Vulpes vulpes necator*; Threatened (CA) **Segments 14, 18, 19, 20**
  - Sierra Nevada yellow-legged frog, *Rana sierra*; Proposed Endangered (Fed) Threatened (CA) **Segments 7, 8, 9, 18**
  - Southwestern willow flycatcher*, Empidonax traillii extimus*; Endangered (Fed, CA) **Segments 11,15**
  - Swainson's hawk*, Buteo swainsoni*; Threatened (CA) **Segments 11-13, 21, 22**
  - Western snowy plover, *Charadrius alexandrinus nivosus*; Threatened (Fed) **Segments 6, 7**

Seg	Cultural Resources	Geology/Soils/ Seismic	Floodplain	Air Quality				Waters and Wetlands	Special Status Species	Habitat Connectivity
				Ozone	PM 2.5	PM 10	CO			
1	High	Low	Low	Nonattainment	Attainment/Unclassified	Unclassifiable /Attainment	Unclassifiable/Attainment	Low	Med	Low
2						Attainment-Maintenance			High	
3			High	Attainment/Unclassified						
4									Med	
5			Med			Nonattainment		High	High	Med
6			Low							
7									Med	
8								Low		Low
9			High					High		Med
10								Low	Low	Low
11			Med					Med	High	Med
12			High			Unclassifiable/ Attainment		Low	Low	Low
13			Low					Med	Med	Med
14			Med						Low	Low
15			High					High	High	Med
16			Low					Low	Low	Low
17		Med	High			Nonattainment		Med	Med	Med
18			Low					High	High	
19								Low	Med	Low
20								Med		Med
21		Low						Low	Low	
22			High			Unclassifiable/ Attainment		Med		
23			Med					Low		
24			High					High		
25			Med							
26			High					Low		Low
27								Med		
28			Med					Low		
29			High					Med	Med	

TABLE 11: Environmental Considerations

CORRIDOR PERFORMANCE

The Corridor Performance table displays volume data for the Base Year (BY) 2013 and the Horizon Year (HY) 2033. Level of Service (LOS) was calculated using the Highway Capacity Manual 2010. Only segment 6 is performing below the concept LOS but that will be mitigated by the construction of the Olancha-Cartago 4-lane project which has an estimated completion date of 2021. After the construction of the project, the segment is projected to operate at LOS A.

Segment #	AADT (BY)	AADT (HY)	AADT: Growth Rate/Year (%)	LOS (BY)	LOS (HY)	LOS Concept	VMT (BY)	VMT (HY)	Total Average Annual Daily Truck Traffic	AADTT (HY)	Total Trucks (% of AADT) (BY)	5+ Axle Trucks (as % of AADT)(BY)	Peak Hour Directional Split (BY)	Peak Hour VMT (BY)	Peak Hour VMT (HY)
1	3900	4310	0.5	B	B	C	1760	1940	672	742	17.2	10.3	75/25	220	240
2	4140	4760	0.7	C	C	C	59660	68600	658	757	15.9	8.8	75/25	8360	9610
3	2850	3150	0.5	C	C	C	42110	46540	651	719	22.9	12.1	75/25	6350	7020
4	5530	6100	0.5	A	A	C	39620	43710	1115	1232	20.2	8.4	75/25	7520	8310
5	5600	6190	0.5	A	A	C	173940	192260	1115	1232	19.9	8.3	70/30	30940	34180
6	5600	6190	0.5	D	D	C	59020	65240	1115	1232	19.9	8.3	70/30	10360	11450
7	5710	6300	0.5	A	A	C	89420	98660	1141	1261	20.0	8.3	87/13	13010	14380
8	6510	7190	0.5	A	A	C	5140	5680	1154	1275	17.7	7.5	83/17	720	800
9	6160	6800	0.5	A	A	C	91000	100460	1161	1282	18.9	7.9	83/17	13550	14970
10	6210	6860	0.5	A	A	C	6940	7660	1164	1286	18.7	7.8	83/17	1020	1130
11	6100	6740	0.5	A	A	C	154090	170250	1167	1289	19.1	8.0	67/33	24580	27160
12	6100	6740	0.5	A	A	C	9730	10750	1167	1289	19.1	8.0	67/33	1550	1710
13	9420	10410	0.5	A	A	C	127120	140480	1167	1289	12.4	5.2	62/38	15760	17420
14	12700	14040	0.5	A	A	C	51240	56650	1167	1289	9.2	3.8	56/44	6230	6880
15	8440	9520	0.6	A	A	C	93970	106000	918	1035	10.9	2.7	79/21	10230	11530
16	6480	7150	0.5	A	A	C	44840	49480	918	1014	14.2	3.5	82/18	5630	6220
17	7020	7760	0.5	A	A	C	132190	146120	918	1014	13.1	3.2	74/26	19110	21120
18	4260	4700	0.5	A	A	C	107160	118220	553	611	13.0	3.1	59/41	19230	21250
19	3730	4120	0.5	A	A	C	5390	5960	397	439	13.6	4.8	50/50	910	1010
20	3330	3680	0.5	C	C	C	25140	27780	346	382	10.4	6.4	50/50	4770	5270
21	3250	3590	0.5	A	A	C	13510	14920	353	389	10.9	6.4	58/42	2010	2220
22	3250	3590	0.5	C	C	C	39890	44060	359	397	11.1	6.2	58/42	5930	6550
23	3200	3540	0.5	A	A	C	1440	1590	336	371	10.5	7.1	58/42	220	240
24	2890	3190	0.5	C	C	C	48900	53970	324	358	11.2	8.2	52/48	8390	9270
25	3230	3560	0.5	C	C	C	41290	45510	312	345	9.7	7.8	55/45	5870	6480
26	3400	3760	0.5	B	B	C	5150	5700	368	407	10.8	7.5	56/44	710	790
27	3530	3890	0.5	C	C	C	11450	12620	368	407	10.4	7.3	56/44	1520	1680
28	3530	3890	0.5	B	B	C	8280	9120	368	407	10.4	7.3	58/42	1130	1250
29	3510	3880	0.5	C	C	C	24230	26780	368	407	10.5	7.3	58/42	3320	3670

TABLE 12: Corridor Performance

KEY CORRIDOR ISSUES

US 395 provides a consistent high level of service and lifeline accessibility for rural communities and for interregional and interstate movement of people, goods, and recreational travel along the eastern slope of the Sierra Nevada Mountains. Some past issues that have temporarily closed the highway are mudslides, flash flooding, wildfires, wind and large amounts of snowfall during the winter. There are very few paved alternatives to US 395, many of which are hundreds of miles out of the way, so keeping the route open at all times is a priority.

One of the main issues on the corridor in the past has been the high recreational traffic volumes during holiday weekends. Much of this has been mitigated as more of the highway is constructed to concept. Constructing a four-lane highway and passing lanes is the ultimate concept for the route. Route improvements that will also be considered include: widening shoulders to make the road accessible and safer for all modes of transportation and accommodating bicycles and pedestrians; constructing sidewalks and bicycle facilities within the communities; improving access points to the highway through acceleration and deceleration lanes; and improving drainage.

There are currently ten public charging stations for electric vehicles along US 395 within the area covered by this TCR. These are evenly distributed along the corridor. The time required to charge at many of these, which is often in excess of 8 hours for a travel range of 100 miles, does not currently make this a very effective solution due to the rural nature of this corridor. Caltrans encourages the construction and development of more efficient charging stations along the corridor. As newer technology is implemented, electric vehicles will become a more viable alternative. The TESLA company has proposed US 395 as a one of the planned corridors for construction of its Supercharger charging stations within the next few years.

CORRIDOR CONCEPT

CONCEPT RATIONALE

No significant growth or development is anticipated in the rural communities served by US 395. The majority of the land in the area is publicly owned (96% in Inyo County, 94% in Mono County) and growth will be very slow if it is to occur at all. The 2011 US 395 Origin and Destination Study found that over 60% of surveyed travelers entering the area described recreation as the main purpose of their trip. Although the local areas growth projects to be minimal, recreational traffic and goods movement will continue to be a major source of traffic on the corridor and should be accommodated. US 395 is designated as a High Emphasis Focus Route (one of 10 in California) in the Interregional Transportation Strategic Plan (ITSP). The concept for the US 395 corridor in the ITSP includes four-lane expressway and four-lane conventional roadway from the San Bernardino/ Kern County line to Lee Vining in Mono County. North of Lee Vining to the Nevada State line the concept is described as combination of four-lane conventional roadway, four-lane expressway, and two-lane fully improved conventional roadway with passing lanes.

PLANNED AND PROGRAMMED PROJECTS

Seg.	Description	Purpose	Planned or Programmed	Location	Source
3	Passing lanes between China Lake Blvd and SR 178	Passing lanes	Programmed	KER R15.0 / 23.4	RTP
4, 9	Install CMS	Traveler Information	Programmed	KER R31.6, INY R58.6	APL

Seg.	Description	Purpose	Planned or Programmed	Location	Source
5	Haiwee Clear Zone	Shoulder widening and Rumble Strip	Programmed	INY R20.3/ 22.3	APL
6	Olancha Cartago 4-Lane	Construct 4-lane expressway	Programmed	INY 29.2/41.8	APL
7	NB BARLETT CAPM	CAPM	Programmed	INY 45.5/ 50.3	10-Year SHOPP
14	Bishop ADA	ADA compliance	Programmed	INY 114.9/116.4	APL
16	N. Sherwin CAPM	CAPM	Programmed	MNO R6.9/R9.9	APL
16	North Sherwin Shoulders	Shoulder widening	Programmed	MNO R6.9/R10.3	10-Year SHOPP
20	Lee Vining Rockfall	Minimize rockfall	Programmed	MNO 52.3/53.7	10-Year SHOPP
21-22	Conway CAPM	CAPM	Programmed	MNO 63.9/65.1	APL
24	Sheep Ranch Shoulders	Shoulder widening	Programmed	MNO 80.5/84.3	APL

TABLE 13: Planned and Programmed Projects

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

Seg.	Description	Location	Source	Purpose	Implementation Phase
1	Construct 4-lane expressway	KER 0.0/0.48	RTP	System Expansion	Long Term
2	Construct passing lanes	KER 0.48/14.8	Caltrans D9 Recommendation	System Management	Long Term
2	Construct 4-lane expressway	KER 0.48/14.8	RTP	System Expansion	Long Term
3	Construct interchange	KER 14.8/R15.1	Caltrans D9 Recommendation	System Management	Long Term
3	Construct 4-lane expressway	KER 14.8/R23.0	RTP	System Expansion	Long Term
3	Construct 4-lane expressway	KER R23.0/R30.0	RTP	System Expansion	Long Term
3	Shoulder widening	KER R25.4/R29.45	Caltrans D9 Recommendation	System Management	Long Term
5	Construct acceleration lanes	INY R0.03/R0.20	Caltrans D9 Recommendation	System Management	Long Term
5	CAPM	INY R20.0/25.8	10-Year SHOPP	System Preservation	Short Term
5	Widen shoulders, correct roadside slope, and install rumble strip.	INY R20.3 /R22.2	10-Year SHOPP	System Management	Short Term
7	Construct sidewalk	INY 56.81/57.28	Caltrans recommendation	Pedestrian Circulation and Operational Enhancement	Short Term
8	ADA Compliance	INY 57.26/58.0	Caltrans D9 Recommendation	System Management	Short Term
12	Construct sidewalk -east side	INY 100.60/100.81	Big Pine Community plans	Pedestrian Circulation	Long Term
13-14	Construct alternate truck route east of Bishop	INY 112.32/116.45	RTP	System Expansion	Long Term

Seg.	Description	Location	Source	Purpose	Implementation Phase
14	Construct sidewalk	INY 116.47/117.82	Caltrans D9 Recommendation	Pedestrian Circulation and Operational Enhancement	Short Term
15	Park and Ride	INY R126.14	Caltrans D9 Recommendation	Operational Enhancement	Long Term
16	Construct runaway truck ramp, southbound	MNO R0/R0.5	Caltrans D9 Recommendation	System Expansion	Long Term
16	Vista Points improvements / ADA	MNO R4.1/R4.5	RTP	System Management	Short Term
17	Widen shoulders	MNO 6.9/9.9	RTP	System Management	Short Term
17	3R Rehabilitate Pavement	MNO R6.9/R10.3	Caltrans D9 Recommendation	System Preservation	Long Term
17	Intersection improvements and possible frontage road	MNO R9/R10.7	APL	System Management	Long Term
17	Construct acceleration lanes and right-turn pocket	MNO R10.17/R10.34	Caltrans D9 Recommendation	System Management	Short Term
17	Construct Right Turn Pocket	MNO R16.61	Local Partner Recommendation	System Management	Short Term
18	CAPM	MNO 40/45	10-Year SHOPP	System Preservation	Short Term
19	ADA Compliance	MNO 51.0/51.7	Caltrans D9 Recommendation	System Management	Short Term
20	Construct passing lanes	MNO 57.8/60.2	RTP	System Management	Short Term
21	Vista Point improvements / ADA	MNO 62.5/62.55	RTP	System Management	Short Term
21	Slope Stabilization	MNO 62.4/62.8	Caltrans D9 Recommendation	System Preservation	Short Term
21	Construct center turn lane	MNO 63.5/63.6	Caltrans D9 Recommendation	System Management	Short Term
22	Construct passing lanes	MNO 66/68	RTP	System Management	Long Term
22	CAPM	MNO 69.8/75	10-Year SHOPP	System Preservation	Short Term
22	Widen shoulders	MNO 69.6/75	Caltrans D9 Recommendation	System Preservation	Short Term
22	Curve correction	MNO 72.8/73.5	RTP	System Management	Long Term
22	Construct passing lanes	MNO 73.4/74.8	RTP	System Management	Long Term
22	Construct center turn lane and widen shoulders	MNO 74.8/76.3	Caltrans D9 Recommendation	System Preservation	Short Term
23	Construct sidewalk	MNO 76.3/76.5	RTP	System Expansion	Short Term
24	Replace culverts	MNO 77.0/87.0	10-Year SHOPP	System Preservation	Short Term
24	Construct passing lane	MNO 82.4/83.1	RTP	System Management	Long Term
24	Widen shoulders	MNO 88.3/91.6	10-Year SHOPP	System Management	Long Term
24	Widen shoulders	MNO 91.6/93.7	Caltrans D9 Recommendation	System Management	Long Term
24	Curve correction / realignment	MNO 90.8/92.3	RTP	System Management	Long Term
25	Widen shoulders	MNO 93.4/95.7	RTP	System Management	Long Term

Seg.	Description	Location	Source	Purpose	Implementation Phase
25	Widen shoulders	MNO 95.6/98.80	Caltrans D9 Recommendation	System Management	Long Term
25	Widen shoulders	MNO 101.27/106.35	RTP	System Management	Long Term
25-29	CAPM	MNO 106/115	10-Year SHOPP	System Preservation	Short Term
26-29	Widen shoulders	MNO 106.35/116.96	RTP	Sysem Management	Long Term

TABLE 15: PROJECTS AND STRATEGIES PART 2

APPENDIX

APPENDIX A
GLOSSARY OF TERMS AND ACRONYMS

Acronyms

2C – Two-Lane Conventional Highway
2E – Two-Lane Expressway
4C – Four-Lane Conventional Highway
4E – Four-Lane Expressway
AADT – Annual Average Daily Traffic
AADTT – Annual Average Daily Truck Traffic
APL– Approved Project List
BLM – Bureau of Land Management
BY – Base Year
Caltrans – California Department of Transportation
CAPM – Capital Preventative Maintenance
CBD – Central Business District
CDFW – California Department of Fish and Wildlife
CDP – Census-Designated Place
CESA – California Endangered Species Act
CMS – Changeable Message Sign
CNPS – California Native Plant Society
CNDDB – California Natural Diversity Database
DFW – Department of Fish and Wildlife
ESA – Endangered Species Act
ESTA – Eastern Sierra Transit Authority
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
HCM – Highway Capacity Manual
HY – Horizon Year
IRRS – Interregional Road System Route
IUCN – International Union of Conservation of Nature
KPRA – Kingpin-to-rear-axle distance
LOS – Level of Service
MMTP – Multi-Modal Transportation Plan
MNO – Mono County
MPH – Miles per Hour
N/A – Not Applicable
NB – Northbound
PM – Post Mile or Particulate Matter
R – (prefix to Post Mile) Realigned
R/W or **ROW**– Right-of-Way
RMP – Resource Management Plan
RTP – Regional Transportation Plan
SB – Southbound
SDC – Seismic Design Category
SFHA – Special Flood Hazard Area
SR – State Route
SSC – Species of Special Concern
TCR – Transportation Concept Report
USFS – United States Forest Service
VMT – Vehicle Miles Traveled
YARTS – Yosemite Area Regional Transportation System

Definitions

Annual Average Daily Traffic (AADT) – The total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location to location throughout the state in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. AADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Attainment/Unclassified – A status designation that the California Air Resources Board is required to apply to areas of the state which signifies either that pollutant concentrations do not violate the standard for that pollutant in that area or that data does not support either an attainment or nonattainment status.

Base Year (BY) – The year that the most current data is available to the districts.

California Department of Fish and Wildlife (DFW) Nongame Wildlife Program – A conservation program which categorizes sensitive bird, mammal, reptile and amphibian species for the purposes of resource assessment, research, conservation planning, recovery planning, permitting, and outreach activities.

> **Fully Protected** species may not be taken or possessed at any time and no licenses or permits may be issued for their take except for collecting these species for necessary scientific research and relocation of the species
>
> **Species of Special Concern** designates a species, subspecies, or distinct population of an animal native to California that currently satisfies one or more of the following (not necessarily mutually exclusive) criteria:
>
> > is extirpated from the state or, in the case of birds, in its primary seasonal or breeding role;
> >
> > is listed as Federally-, but not State-, threatened or endangered; meets the state definition of threatened or endangered but has not formally been listed;
> >
> > is experiencing, or formerly experienced, serious (noncyclical) population declines or range retractions (not reversed) that, if continued or resumed, could qualify it for state threatened or endangered status;
> >
> > has naturally small populations exhibiting high susceptibility to risk from any factor(s), that if realized, could lead to declines that would qualify it for state threatened or endangered status.

California Endangered Species Act (CESA) List – A list of species determined to be "rare", "threatened" or "endangered" by the California Fish and Game Commission under the California Endangered Species Act. Listing is based on present or threatened modification or destruction of habitat, competition, predation, disease, overexploitation by collectors, or other natural occurrences or human-related activities.

> **Endangered** In serious danger of becoming extinct throughout all, or a significant portion, of a species' range due to one or more causes, including loss of habitat, over exploitation, competition, or disease.
>
> **Threatened** Likely to become an endangered species in the foreseeable future in the absence of special protection and management efforts.

California Legal Advisory Route – A California Legal Network Route that advises against any California Legal Truck Tractor that is over the posted KPRA lengths. KPRA lengths typically range from 30 to 38 feet.

California Legal Network Route – A route which prohibits any truck tractor that does not conform to the standards of a California Legal Truck Tractor either for semitrailer conditions or semitrailer double conditions.

California Native Plant Society (CNPS) List – An inventory of rare and endangered plant species, subspecies, and varieties tracked in California. These plants are categorized based on their degree of rarity and endangerment.

- **1B.** Plants rare, threatened, or endangered in California and elsewhere;
  - **1B.1** seriously threatened in California.
  - **1B.2** fairly threatened in California.
  - **1B.3** not very threatened in California.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, state highway, bicycle/pedestrian/transit facility, grade separation, and new managed lanes.

Census Designated Place – An unincorporated concentration of population that is identifiable by name but not a legally incorporated entity. CDPs have statistical and count data collected for them by the US Census Bureau.

Changeable Message Sign (CMS) – A full matrix display sign capable of displaying a variety of character heights and up to three lines of text.

Concept LOS – The minimum acceptable LOS over the next 20-25 years.

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed. It could be included in a general plan or in the unconstrained section of a long-term plan.

Conventional Highway – A highway generally without controlled access. Grade separations at intersections or access control may be used at spot locations when justified.

Endangered Species Act (ESA) List – A list of species determined to be "endangered" or "threatened" by the U.S. Fish and Wildlife Service under Section 4 of the Endangered Species Act. Listing is based solely on the basis of a species' biological status and threats to their existence and makes the "take" and trade of the species without a permit unlawful.

Endangered In danger of extinction throughout all or a significant portion of a species' range.

Threatened Likely to become endangered within the foreseeable future.

Candidate Eligible for a proposed listing but precluded by higher listing priorities.

Expressway – An arterial highway for through traffic which may have partial control of access, but which may or may not be divided or have grade separations at intersections.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle/pedestrian/transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, and transportation demand/incident management.

Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Fault – A break in the rocks that make up the Earth's crust, along which rocks on either side have moved past each other.

Functional Classification – Guided by federal legislation, refers to a process by which streets and highways are grouped into classes or systems according to the character of the service that is provided, i.e. Principal and Minor Arterial Roads, Collector Roads, and Local Roads.

> **Principal Arterial** A roadway that serves a large percentage of travel between cities and other activity centers, especially when minimizing travel time and distance is important. These roadways typically carry higher traffic volumes and are usually the route of choice for intercity buses and trucks.
>
> > **Interstate** A Principal Arterial roadway designed for mobility and long-distance travel. Characteristics include limited access, divided medians and emphasis on linking major urban areas of the United States.
> >
> > **Other Freeway or Expressway** A Principal Arterial roadway with its directional travel lanes typically separated by some type of physical barrier, access and egress points that are limited to on- and off-ramp locations, and a very limited number of at-grade intersections. Abutting land uses are not directly served by this road type.
> >
> > **Other Principal Arterial** A Principal Arterial roadway that serves major centers of metropolitan areas, provides a high degree of mobility and that can also provide mobility through rural areas. Abutting land uses can be directly served by this road type.
>
> **Minor Arterial** A roadway that provides service for trips of moderate length, that serves geographic areas that are smaller than those served by the Principal Arterials, and that provides intra-community continuity and may carry local bus routes. In rural areas, Minor Arterials are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement.
> **Collector** A roadway which gathers traffic from Local Roads and funnels it to the Arterial Network. Primarily serves intra-county travel rather than statewide and constitutes those routes on which predominant travel distances are shorter than on Arterial Routes.
>
> > **Major Collector** A Collector that is longer in length, having a lower density of connecting driveways, higher speed limits and greater intervals of spacing than Minor Collectors. These roadways can serve a higher volume of traffic.
> >
> > **Minor Collector** A Collector that is shorter in length, having a higher density of connecting driveways, lower speed limits and smaller intervals of spacing than Major Collectors. These roadways serve lower volumes of traffic.

Local Road A roadway not intended for long distance travel and that provides direct access to abutting land. This road type accounts for the largest percentage of all roadways in terms of mileage. Through traffic and Bus Routes are typically discouraged.

Horizon Year (HY) – The year that the future (20-25 years) data is based on.

Interregional Road System Route (IRRS) – A route that is a part of the IRRS system of highways and a subset of the Freeway and Expressway System that is outside of any urbanized area and provides access to, and links between, the State's economic centers, major recreation areas, and urban and rural regions.

Kingpin-to-rear-axle (KPRA) – The distance between the kingpin of a tractor to the rear axle of the semi trailer used to regulate the size of semi-trailer trucks permitted on CA Legal Advisory Routes.

Level of Service (LOS) – A qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. The Six levels of LOS are as follows:

LOS A describes free-flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.

LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.

LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.

LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.

LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.

LOS F a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, bus, bicycle, or equestrian.

Nonattainment – A designation that the California Air Resources Board is required to apply to areas of the state which signifies that a pollutant concentration violated the standard for that pollutant in that area at least once, excluding those occasions when a violation was caused by an exceptional event.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between 6 percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long term plan, such as an approved Regional Transportation Plan (RTP), Capital Improvement Plan, or bond measure program.

Post Mile – A post mile is an identified point on the State Highway System. Post mile values increase from the beginning of a route within a county to the next county line and start over again at each county line. Post mile values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The post mile at a given location will remain the same year after year. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established. If relocation results in a length change, "post mile equations" are introduced at the end of each relocated portion so that post miles on the remainder of the route within the county remain unchanged. Post miles are measured in miles.

Prehistoric – Denoting a period of time before written records.

Programmed Project – A programmed improvement or action is a project in a near term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation –A route's designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include, but are not limited to, National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – According to the United States Census Bureau, rural consists of all territory, population, and housing units located outside Urbanized Areas (UAs) and Urbanized Clusters (UCs). UA and UC boundaries represent densely developed territory, encompassing residential, commercial, and other nonresidential urban land uses. A UA consists of densely developed territory that contains 50,000 or more people. A UC consists of densely developed territory that has at least 2,500 people but fewer than 50,000 people.

Segment – A portion of a facility between two points.

Special Flood Hazard Area (SFHA) – The land area covered by the floodwaters of the base flood on National Flood Insurance Program (NFIP) maps. These areas are subject to floodplain management regulations where the mandatory purchase of flood insurance applies.

> **100-Year Flood Zone** – An area that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year.
>
> **500-Year Flood Zone** – An area that will be inundated by a flood event having a 0.2-percent chance of being equaled or exceeded in any given year.

Special Status Species – Any species which is listed or proposed for listing under any of the ESA, CESA, ABC, DFG, IUCN, USFS or USFWS programs which tracks endangered or threatened species populations.

System Operations and Management Concept – Describes the system operations and management elements that may be needed within 20-25 years. This can include non-capacity increasing operational improvements (auxiliary lanes, channelizations, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

Terminal Access Route – A route which provides STAA trucks access to truck terminals to unload freight.

Vehicle Miles Traveled (VMT) – The total number of miles traveled by motor vehicles on a road or highway.

APPENDIX B
FACTSHEETS

Segment 1: KER PM 0.00 – PM 0.45

This segment of US 395 begins at the Kern County / San Bernardino County line and passes through the community of Johannesburg. This is an undivided, two-lane conventional highway with an Other Principal Arterial classification. US 395 is part of the National Highway System and designated as a High Emphasis Route and a Focus Route as part of the Interregional Road System. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food and gasoline are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct 4-lane expressway	KER 0.0/14.8	RTP	System Expansion	Long Term

Segment 1: KER PM 0.00 – PM 0.45

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	No
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Kern COG
Local Agency	Kern County
Tribes	None
Air District	Eastern Kern Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	0.9
Centerline Miles	0.45
Shoulder Width	4-12 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	0%
Distressed Pavement	0%
Current ROW	80 ft

Bicycle Facility	
Post Mile	0.00-0.45
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	4-12 ft
Posted Speed Limit	45 mph

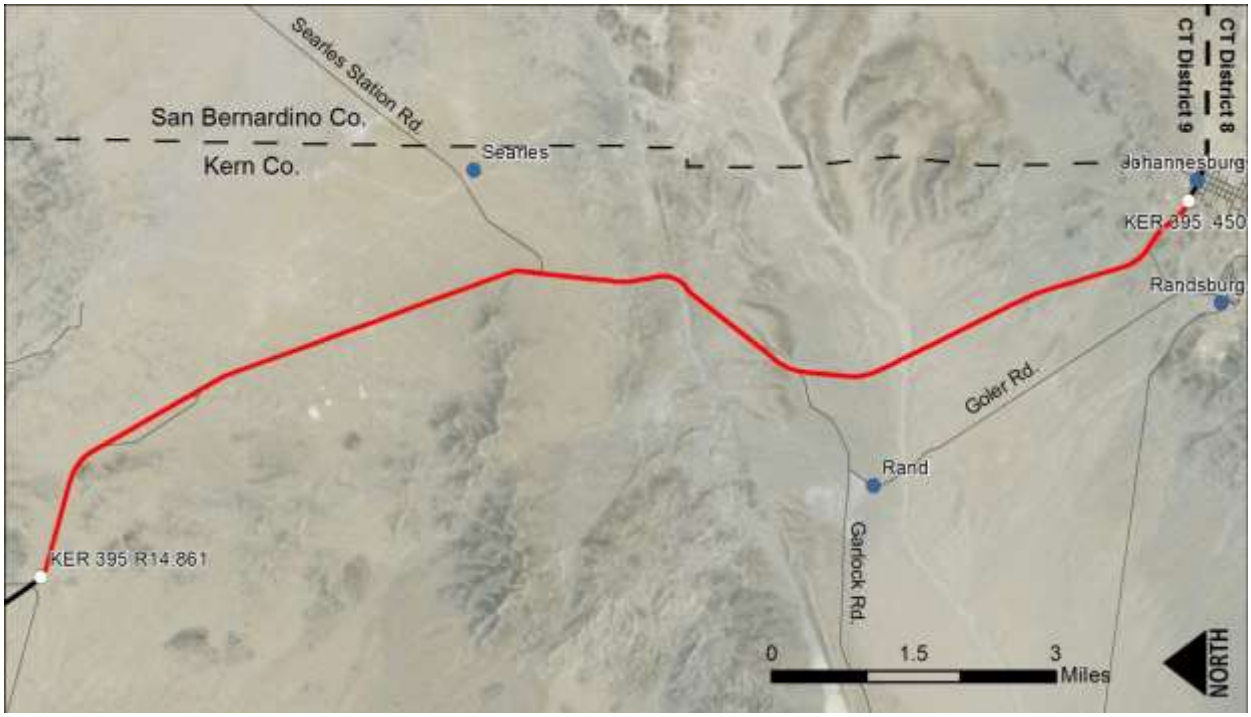
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality	Ozone		Non-Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Unclassified/ Attainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Med
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	3900
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	B
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	1760
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	672
Truck Traffic	Total Trucks (% AADT) (BY)	17.2%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	400
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	North
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	75/25
Peak Hour Traffic Data	Peak Hour VMT (BY)	220

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed

Segment 2: KER PM 0.45 – PM R14.86



This segment of US 395 begins at the community of Johannesburg and continues to the junction with South China Lake Boulevard. This is an undivided, two-lane conventional highway with an Other Principal Arterial classification. There is a short passing lane in the middle of this segment. US 395 is part of the National Highway System and designated as a High Emphasis Route and a Focus Route as part of the Interregional Road System. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). No services are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct 4-lane expressway	KER 0.0/14.8	RTP	System Expansion	Long Term
Construct passing lanes	KER 0.48/14.8	Caltrans D9 Recommendation	System Management	Long Term

Segment 2: KER PM 0.45 – PM R14.86

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	No
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Kern COG
Local Agency	Kern County
Tribes	None
Air District	Eastern Kern Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	36.78
Centerline Miles	18.39
Shoulder Width	2 - 10 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	8%
Distressed Pavement	11%
Current ROW	80 - 400 ft

Bicycle Facility	
Post Mile	0.45 – R14.86
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-10 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality	Ozone		Non-Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Attainment - Maintenance
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			High
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	4140
Basic Systems Operations	AADT: Growth Rate/Year	0.7%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	C
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	59660
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	658
Truck Traffic	Total Trucks (% AADT) (BY)	15.9%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	364
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	North
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	75/25
Peak Hour Traffic Data	Peak Hour VMT (BY)	8360

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 3: KER PM R14.86 - PM R29.63

This segment of US 395 begins at South China Lake Boulevard and continues to the junction with SR 14. This is an undivided, two-lane expressway with an Other Principal Arterial classification. US 395 is part of the National Highway System and designated as a High Emphasis Route and a Focus Route as part of the Interregional Road System. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). No services are available along this segment, but are accessible in the communities of Ridgecrest and Inyokern.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Passing lanes between China Lake Blvd and SR 178	KER R15.0 / 23.4	RTP	Passing lanes	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct interchange	KER 14.8/R15.1	Caltrans D9 Recommendation	System Management	Long Term
Construct 4-lane expressway	KER 14.8/R23.0	RTP	System Expansion	Long Term
Construct 4-lane expressway	KER R23.0/R30.0	RTP	System Expansion	Long Term
Shoulder widening	KER R25.4/R29.452	Caltrans D9 Recommendation	System Management	Long Term

Segment 3: KER PM R14.86– PM R29.63

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	No
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Kern COG
Local Agency	Kern County
Tribes	None
Air District	Eastern Kern Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	E
General Purpose Lanes	2
Lane Miles	26.96
Centerline Miles	13.48
Shoulder Width	4 - 10 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	0 %
Distressed Pavement	0 %
Current ROW	150 - 1600 ft

Bicycle Facility	
Post Mile	R14.86 - R29.63
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	4-10 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Attainment - Maintenance
		CO	Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			High
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	2850
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	C
	LOS Concept	C
	VMT (BY)	42110
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	651
	Total Trucks (% AADT) (BY)	22.9%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	345
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	North
	Peak Hour Time of Day	PM
	Peak Hour Directional Split (BY)	75/25
	Peak Hour VMT (BY)	6350

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 4: KER PM R29.63 - PM R36.80

This segment of US 395 begins at its junction with SR 14 and continues to Inyo County / Kern County line. This is a divided, four-lane expressway with an Other Principal Arterial classification. US 395 is part of the National Highway System and designated as a High Emphasis Route and a Focus Route as part of the Interregional Road System. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Limited services are available along this segment.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Install southbound Changeable Message Sign (CMS)	KER R31.6	APL	Traveler Information	Programmed

Segment 4: KER PM R29.63 - PM R36.80

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Kern COG
Local Agency	Kern County
Tribes	None
Air District	Eastern Kern Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	E
General Purpose Lanes	4
Lane Miles	26.68
Centerline Miles	7.17
Shoulder Width	10 ft
Median Width	80- 110 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0 %
Current ROW	215 - 516 ft

Bicycle Facility	
Post Mile	R29.63 - R36.80
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	10 ft
Posted Speed Limit	65 mph

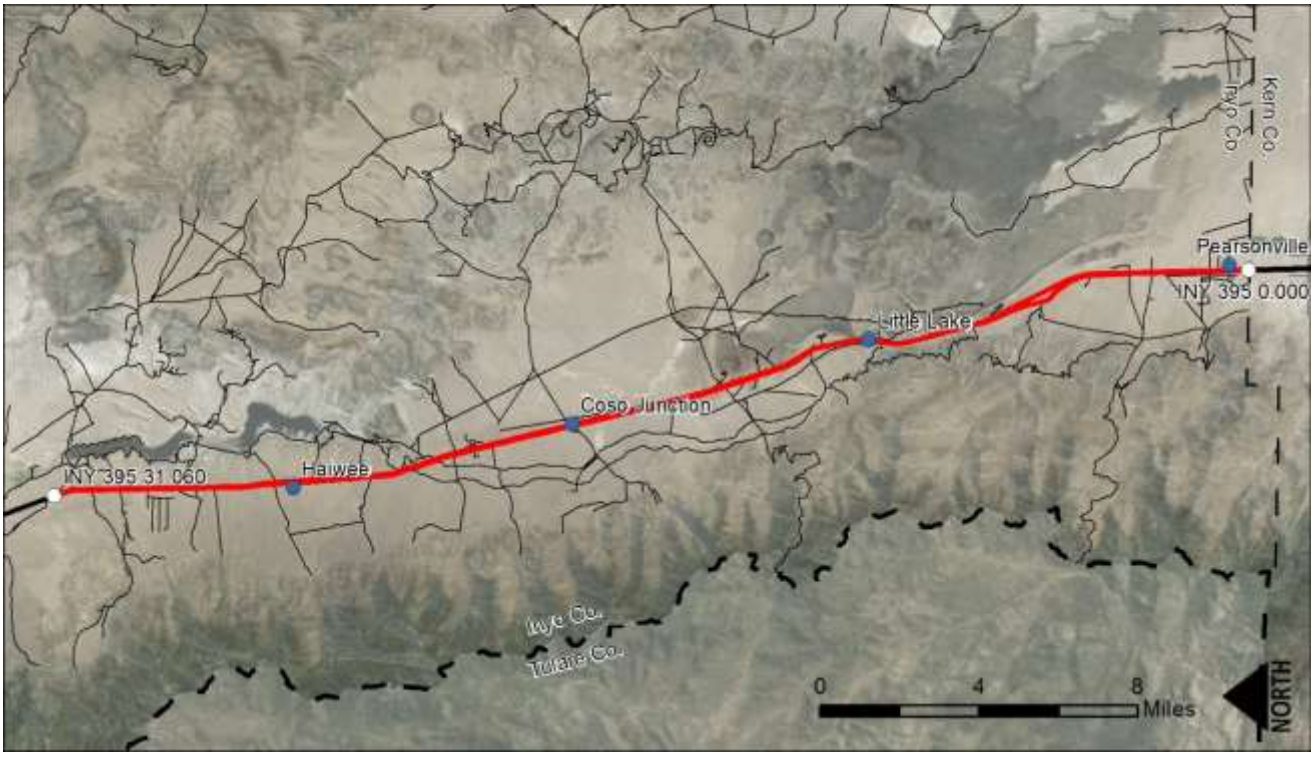
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Attainment - Maintenance
		CO	Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Med
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	5530
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	A
	LOS Concept	C
	VMT (BY)	173940
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1115
	Total Trucks (% AADT) (BY)	20.2 %
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	465
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	North
	Peak Hour Time of Day	PM
	Peak Hour Directional Split (BY)	75/25
	Peak Hour VMT (BY)	7520

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 5: INY PM 0.00 – PM 31.06



This segment of US 395 begins at the Kern County / Inyo County line at Pearsonville. It passes through the rolling desert scrubland of the lower Owens Valley. This is a divided, four-lane expressway with an Other Principal Arterial classification. US 395 is part of the National Highway System and designated as a High Emphasis Route and a Focus Route as part of the Interregional Road System. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). There is a Safety Road Side Rest Area (SRRA) at Coso Junction and limited services are available along this segment in Pearsonville and Coso Junction.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Haiwee Clear Zone	Shoulder widening and Rumble Strip	APL	INY R20.3/ 22.3	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct acceleration lanes	INY R0.03/R0.20	Caltrans D9 Recommendation	System Management	Long Term
CAPM	INY R20.0/25.8	10-Year SHOPP	System Preservation	Short Term
Widen shoulders, correct roadside slope, and install rumble strip.	INY R20.3 /R22.2	10-Year SHOPP	System Management	Short Term

Segment 5: INY PM 0.00 – PM 31.06

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	None
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	E
General Purpose Lanes	4
Lane Miles	136.68
Centerline Miles	34.17
Shoulder Width	2-10 ft
Median Width	5-900 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	138-2,000 ft

Bicycle Facility	
Post Mile	0.00-31.06
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-10 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Med
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	NonAttainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			High
Special Status Species			High
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	5600
Basic Systems Operations	AADT: Growth Rate/Year	0.5
Basic Systems Operations	LOS Method	A
Basic Systems Operations	LOS (BY)	C
Basic Systems Operations	LOS Concept	173940
Basic Systems Operations	VMT (BY)	1115
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	19.9
Truck Traffic	Total Trucks (% AADT) (BY)	0
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	1
Peak Hour Traffic Data	Peak Period Length	PM
Peak Hour Traffic Data	Peak Hour Direction	70/30
Peak Hour Traffic Data	Peak Hour Time of Day	30940
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	5600
Peak Hour Traffic Data	Peak Hour VMT (BY)	0.5

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 6: INY PM 31.06 – PM 41.60

This segment of US 395 begins at the north end of the North Haiwee Reservoir and passes by the SR 190 junction and through the communities of Olancha and Cartago. This is an undivided, two-lane expressway with an Other Principal Arterial classification. US 395 is part of the National Highway System and designated as a High Emphasis Route and a Focus Route as part of the Interregional Road System. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). There is motel lodging in Cartago and a Crystal Geyser bottling plant 1 mile south of Cartago which is a source of considerable truck traffic.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Olancha Cartago 4-Lane	Construct 4-lane expressway	APL	INY 29.2/41.8	Programmed

Segment 6: INY PM 31.06 – PM 41.60

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	21.08
Centerline Miles	10.54
Shoulder Width	8-10 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	7%
Distressed Pavement	10%
Current ROW	100-400 ft

Bicycle Facility	
Post Mile	31.06 – 41.60
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	8-10 ft
Posted Speed Limit	55 mph

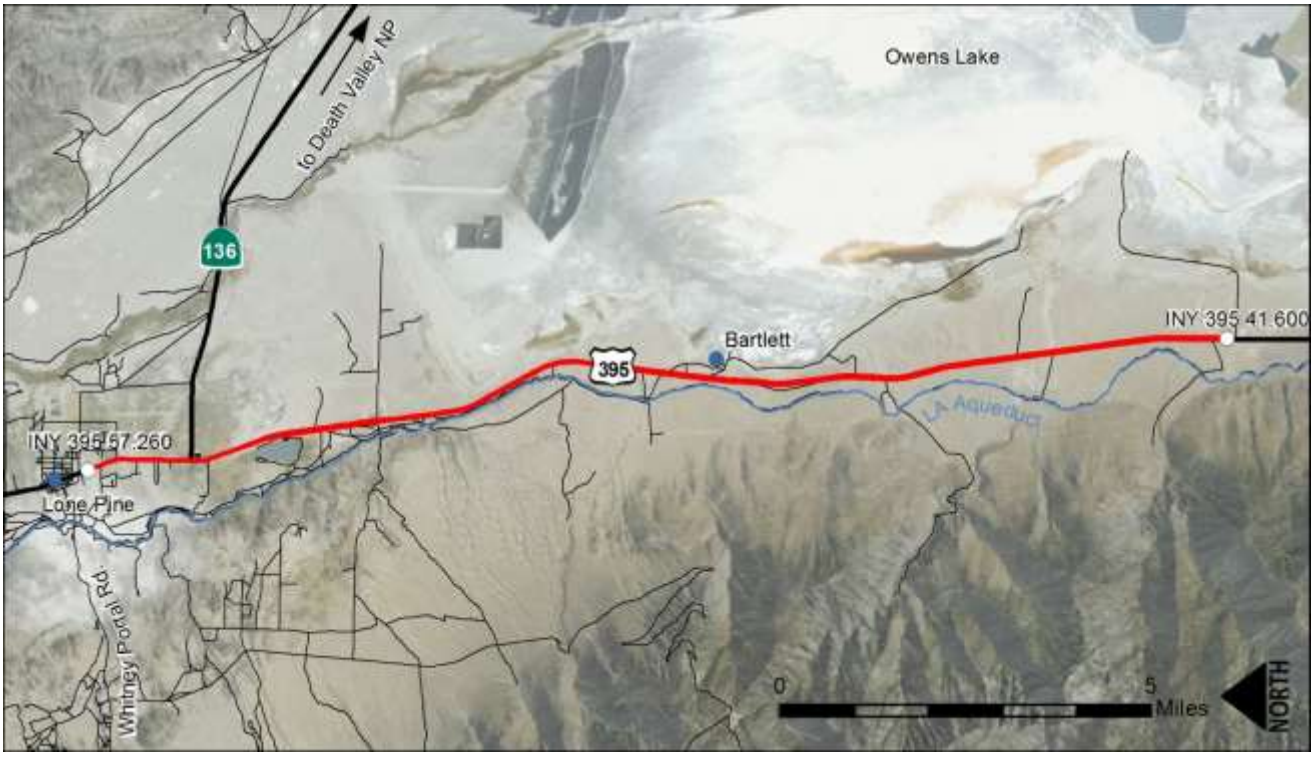
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			High
Special Status Species			High
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	5600
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	D
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	59020
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1115
Truck Traffic	Total Trucks (% AADT) (BY)	19.9%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	465
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	70/30
Peak Hour Traffic Data	Peak Hour VMT (BY)	10360

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	55 mph

Segment 7: INY PM 41.60 - PM 57.26



This segment of US 395 passes by Boulder Creek RV Resort, Diaz Lake Campground and the Eastern Sierra Interagency Visitor Center at the SR 136 junction before terminating in the community of Lone Pine. This is a divided, four-lane expressway for the first 12.6 miles of this segment and an undivided, four-lane conventional highway for the remaining 3.06 miles. This highway has an Other Principal Arterial classification and is part of the National Network for trucks under the Surface Transportation Assistance Act. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food, lodging, and gasoline are available in Lone Pine which serves as the gateway to the Whitney portal, a popular recreation destination in the Eastern Sierras.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
NB BARLETT CAPM	CAPM	10-Year SHOPP	INY 45.5/ 50.3	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct sidewalk, northbound and southbound	INY 56.81/57.28	Caltrans recommendation	Pedestrian Circulation and Operational Enhancement	Short Term

Segment 7: INY PM 41.60 - PM 57.26

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	Lone Pine
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C / E
General Purpose Lanes	4
Lane Miles	62.64
Centerline Miles	15.66
Shoulder Width	8-10 ft
Median Width	0-100 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	140-420 ft

Bicycle Facility	
Post Mile	41.60 – 57.26
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	8-10 ft
Posted Speed Limit	45 - 65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			High
Special Status Species			Med
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	5710
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	89420
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1141
Truck Traffic	Total Trucks (% AADT) (BY)	20.0%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	474
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	87/13
Peak Hour Traffic Data	Peak Hour VMT (BY)	13010

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 8: INY PM 57.26 - PM R58.05

This segment of US 395 passes through the community of Lone Pine and has the dual purpose of serving as its Main Street. There is one signalized intersection with Whitney Portal Road. The majority of the segment is adjacent to sidewalk facilities which permit parallel parking. There is a significant amount of pedestrian traffic occurring along this segment with 9 designated crosswalks dispersed along Main Street. As a state facility, this segment functions as an undivided, four-lane conventional highway with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food, lodging, and gasoline are present.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
ADA Compliance	INY 57.26/58.0	Caltrans D9 Recommendation	System Management	Short Term

Segment 8: INY PM 57.26 - PM R58.05

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	Paiute-Shoshone
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C
General Purpose Lanes	4
Lane Miles	3.16
Centerline Miles	0.79
Shoulder Width	8 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	78-170 ft

Bicycle Facility	
Post Mile	57.26 – R58.05
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	8 ft
Posted Speed Limit	25 mph

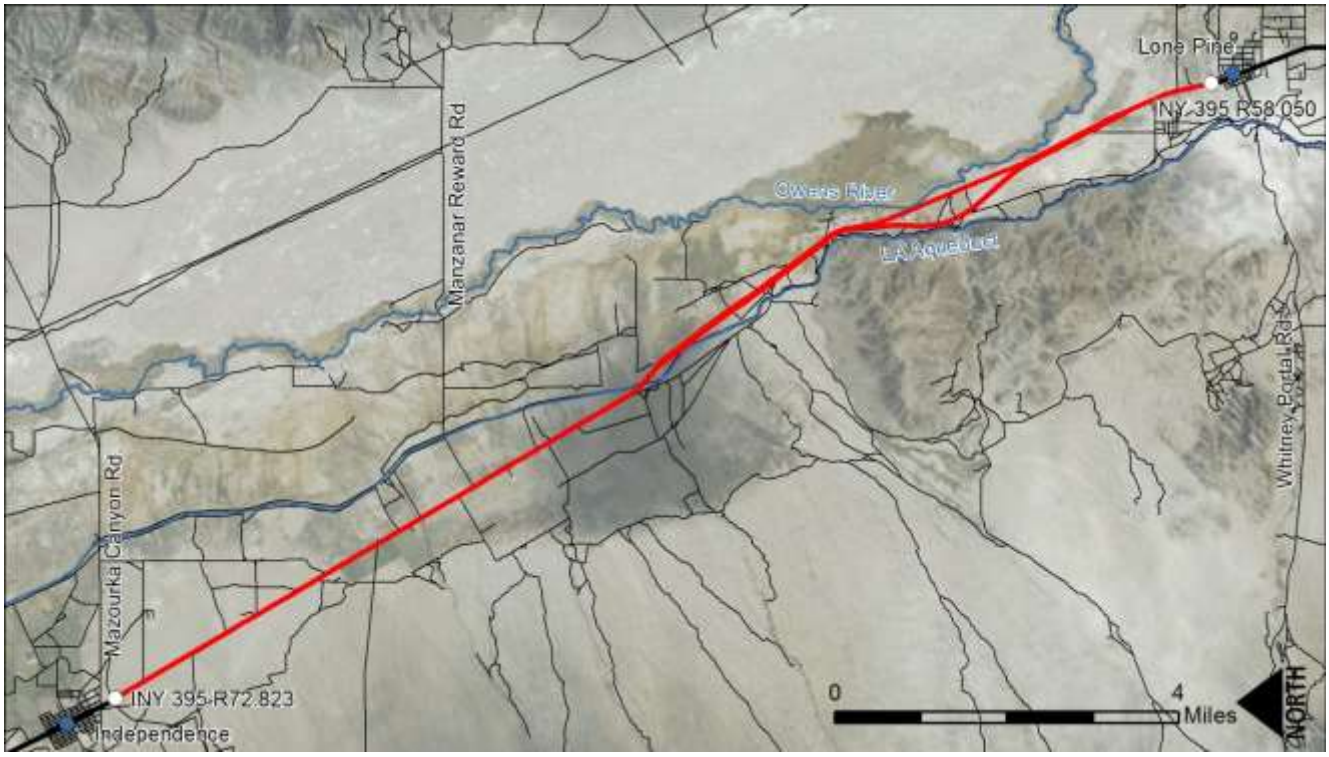
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Med
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	6510
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	5140
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1154
Truck Traffic	Total Trucks (% AADT) (BY)	17.7%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	488
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	83/17
Peak Hour Traffic Data	Peak Hour VMT (BY)	720

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	Yes
Sidewalk Width	6 – 10 ft

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	25 mph

Segment 9: INY PM R58.05 – PM R72.82



This segment of US 395 travels from Lone Pine to Independence passing by Manzanar National Historic Site along the way. This is a divided, four-lane expressway with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food, lodging, and gasoline are not available along this segment.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Install southbound Changeable Message Sign (CMS)	INY R58.6	APL	Traveler Information	Programmed

Segment 9: INY PM R58.05 – PM R72.82

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C / E
General Purpose Lanes	4
Lane Miles	83.48
Centerline Miles	20.87
Shoulder Width	4-10 ft
Median Width	24-1400 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	76-377 ft

Bicycle Facility	
Post Mile	R58.05 – R72.82
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	4-10 ft
Posted Speed Limit	65 mph

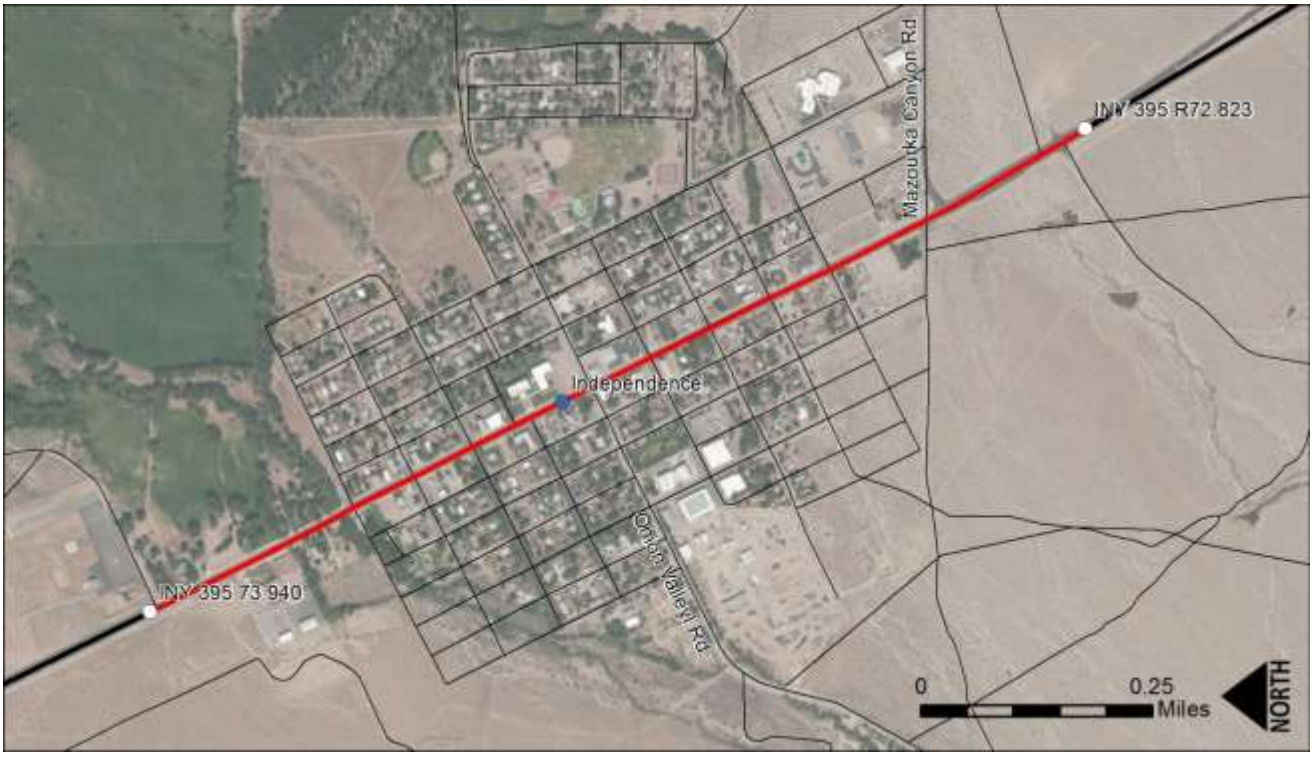
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Nonattainment
		CO	Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Med
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	6160
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	A
	LOS Concept	C
	VMT (BY)	91000
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1161
	Total Trucks (% AADT) (BY)	18.9%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	487
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	South
	Peak Hour Time of Day	PM
	Peak Hour Directional Split (BY)	83/17
	Peak Hour VMT (BY)	13550

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 10: INY PM R72.82 – PM 73.94



This segment of US 395 travels through the community of Independence. The majority of the segment is adjacent to sidewalk facilities which permit parallel parking. There is a significant amount of pedestrian traffic occurring along this segment with 2 designated crosswalks at the intersections of Wall Street and Kearsarge Street and a signalized crosswalk at the intersection of Market Street. As a state facility, this segment functions as an undivided, four-lane conventional highway with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food, lodging, and gasoline are present.

There are no planned or programmed projects at this time.

Segment 10: INY PM R72.82 – PM 73.94

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	Fort Independence Indian Community
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C
General Purpose Lanes	4
Lane Miles	4.48
Centerline Miles	1.12
Shoulder Width	10 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	79-251 ft

Bicycle Facility	
Post Mile	R72.82 – PM 73.94
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	10 ft
Posted Speed Limit	25 mph

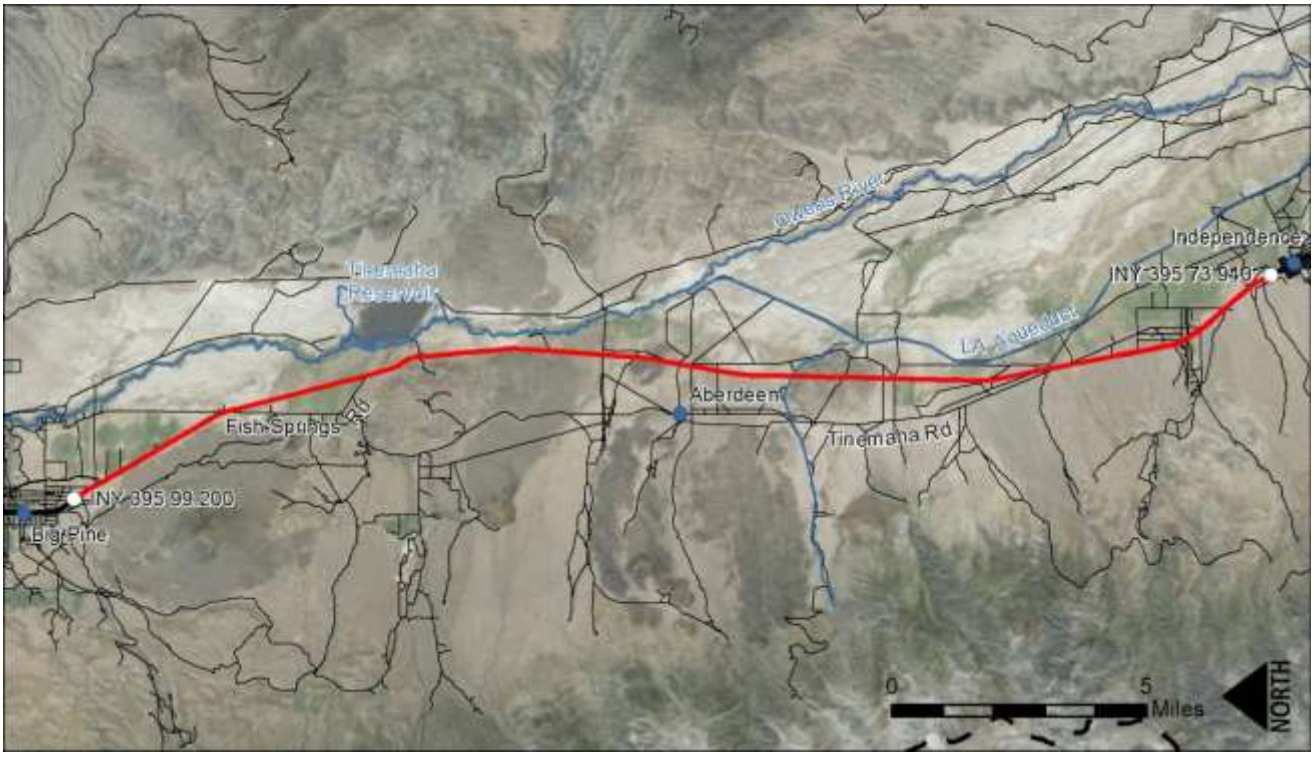
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Low
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	6210
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	6940
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1164
Truck Traffic	Total Trucks (% AADT) (BY)	18.7%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	484
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	83/17
Peak Hour Traffic Data	Peak Hour VMT (BY)	1020

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	Yes
Sidewalk Width	6 ft

cycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder -

Segment 11: INY PM 73.94 - PM 99.20



This segment of US 395 travels from Independence to Big Pine passing by the Independence Airport, a Safety Roadside Rest Area (SRRA) and Tinemaha Reservoir along the way. This is a divided, four-lane expressway with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Much of this segment is designated as a State Scenic Highway. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Limited services such as food, lodging, and gasoline are available along this segment.

No planned or programmed project at this time for this segment.

Segment 11: INY PM 73.94 - PM 99.20

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	Indian Community
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C / E
General Purpose Lanes	4
Lane Miles	101.04
Centerline Miles	25.26
Shoulder Width	8-10 ft
Median Width	0-100 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	80-2,000 ft

Bicycle Facility	
Post Mile	73.94 - 99.20
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	8 -10 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Med
Air Quality		Ozone	Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality		CO	Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			High
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	6100
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	154090
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1167
Truck Traffic	Total Trucks (% AADT) (BY)	19.1%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	488
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	67/33
Peak Hour Traffic Data	Peak Hour VMT (BY)	24580

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 12: INY PM 99.20 - PM 100.79

This segment of US 395 travels through the community of Big Pine and serves as Main Street. The majority of the segment is adjacent to sidewalk facilities which permit parallel parking. There is a significant amount of pedestrian traffic occurring along this segment with 3 designated crosswalks along Main Street. As a state facility, this segment functions as an undivided, four-lane conventional highway with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food, lodging, and gasoline are present.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct sidewalk - east side	INY 100.60/100.81	Big Pine Community plans	Pedestrian Circulation	Long Term

Segment 12: INY PM 99.20 - PM 100.79

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	Big Pine Paiute Tribe
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C
General Purpose Lanes	4
Lane Miles	6.4
Centerline Miles	1.6
Shoulder Width	8 ft
Median Width	12 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	91-150 ft

Bicycle Facility	
Post Mile	99.20 – 100.79
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	8 ft
Posted Speed Limit	35 mph

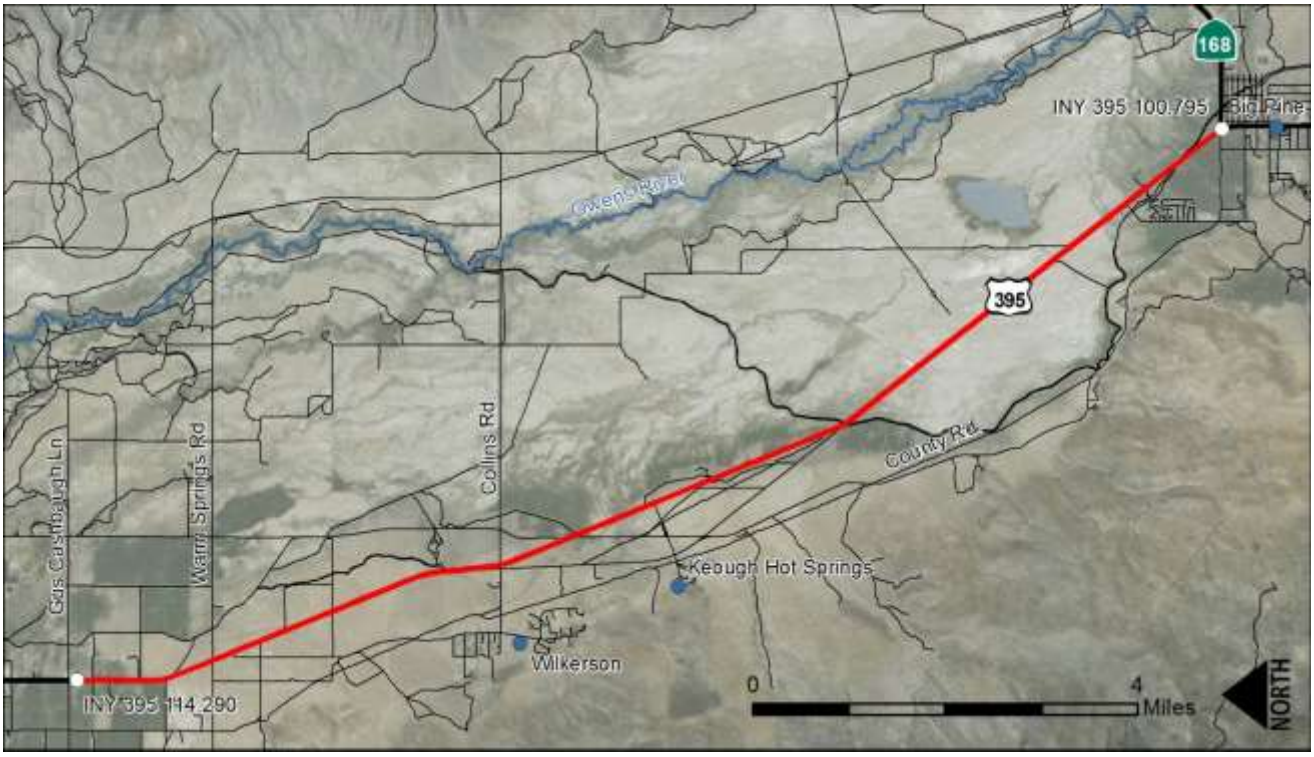
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Unclassified/ Attainment
Air Quality		CO	Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Low
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	6100
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	9730
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1167
Truck Traffic	Total Trucks (% AADT) (BY)	19.1%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	488
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	67/33
Peak Hour Traffic Data	Peak Hour VMT (BY)	1550

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	Yes
Sidewalk Width	7 ft

cycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder -

Segment 13: INY PM 100.79 – PM 114.29



This segment of US 395 travels from Big Pine to Bishop passing by Keough's Hot Springs and Wilkerson along the way. This is a divided, four-lane conventional highway for portions of the segment and four-lane expressway for the remainder. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act and is classified as an Other Principal Arterial. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food, lodging, and gasoline are available but limited along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct alternate truck route east of Bishop	INY 112.32/116.45	RTP	System Expansion	Long Term

Segment 13: INY PM 100.79 – PM 114.29

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C / E
General Purpose Lanes	4
Lane Miles	54
Centerline Miles	13.5
Shoulder Width	4-10 ft
Median Width	41741 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	100-372 ft

Bicycle Facility	
Post Mile	100.79 – 114.29
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	4-10 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Unclassified/ Attainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			Med
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	9420
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	127120
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1167
Truck Traffic	Total Trucks (% AADT) (BY)	12.4%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	490
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	62/38
Peak Hour Traffic Data	Peak Hour VMT (BY)	15760

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 14: INY PM 114.29 – PM 118.32

This segment of US 395 passes through the City of Bishop and serves as its Main Street. Part of this segment is adjacent to sidewalk facilities. There is a significant amount of pedestrian traffic occurring along this segment with 11 designated crosswalks along the corridor. As a state facility, this segment functions as an undivided, four-lane conventional highway with a center turn lane. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act and is classified as an Other Principal Arterial. There is a Class II bike lane from postmiles 115.77 – 117.31. This segment is also designated as a part of the Strategic Highway Network (STRAHNET). Services such as food, lodging, and gasoline are present.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Bishop ADA	INY 114.9/116.4	APL	ADA compliance	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct alternate truck route east of Bishop	INY 112.32/116.45	RTP	System Expansion	Long Term
Construct sidewalk	INY 116.47/117.82	Caltrans D9 Recommendation	Pedestrian Circulation and Operational Enhancement	Short Term

Segment 14: INY PM 114.29 – PM 118.32

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	Yes
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Urban
Regional Transportation Planning Agency	Inyo LTC
Local Agency	City of Bishop, Inyo County
Tribes	Bishop Paiute Tribe
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C
General Purpose Lanes	4
Lane Miles	16.16
Centerline Miles	4.04
Shoulder Width	2-8 ft
Median Width	12 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	73-100 ft

Bicycle Facility	
Post Mile	115.77 – 117.31
Bicycle Access Prohibited	No
Facility Type	Class II
Outside Paved Shoulder Width	2 - 8 ft
Posted Speed Limit	25 - 45 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Med
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Unclassified/ Attainment
		CO	Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			Low
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	12700
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	A
	LOS Concept	C
	VMT (BY)	51240
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	1167
	Total Trucks (% AADT) (BY)	9.2%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	483
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	South
	Peak Hour Time of Day	AM
	Peak Hour Directional Split (BY)	56/44
	Peak Hour VMT (BY)	6230

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	Yes
Sidewalk Width	10 ft

cycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder -

Segment 15: INY PM 118.32 - PM R129.45

This segment of US 395 travels from the City of Bishop to the Inyo County / Mono County line. This is a divided, four-lane conventional highway and expressway with a Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. No services are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Park and Ride	INY R126.14	Caltrans D9 Recommendation	Operational Enhancement	Long Term

Segment 15: INY PM 118.32 - PM R129.45

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Inyo LTC
Local Agency	Inyo County
Tribes	Bishop Paiute Tribe
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C / E
General Purpose Lanes	4
Lane Miles	46.28
Centerline Miles	11.57
Shoulder Width	8-10 ft
Median Width	12-200 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	118-129 ft

Bicycle Facility	
Post Mile	**118.32 – R129.45**
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	8-10 ft
Posted Speed Limit	65 mph

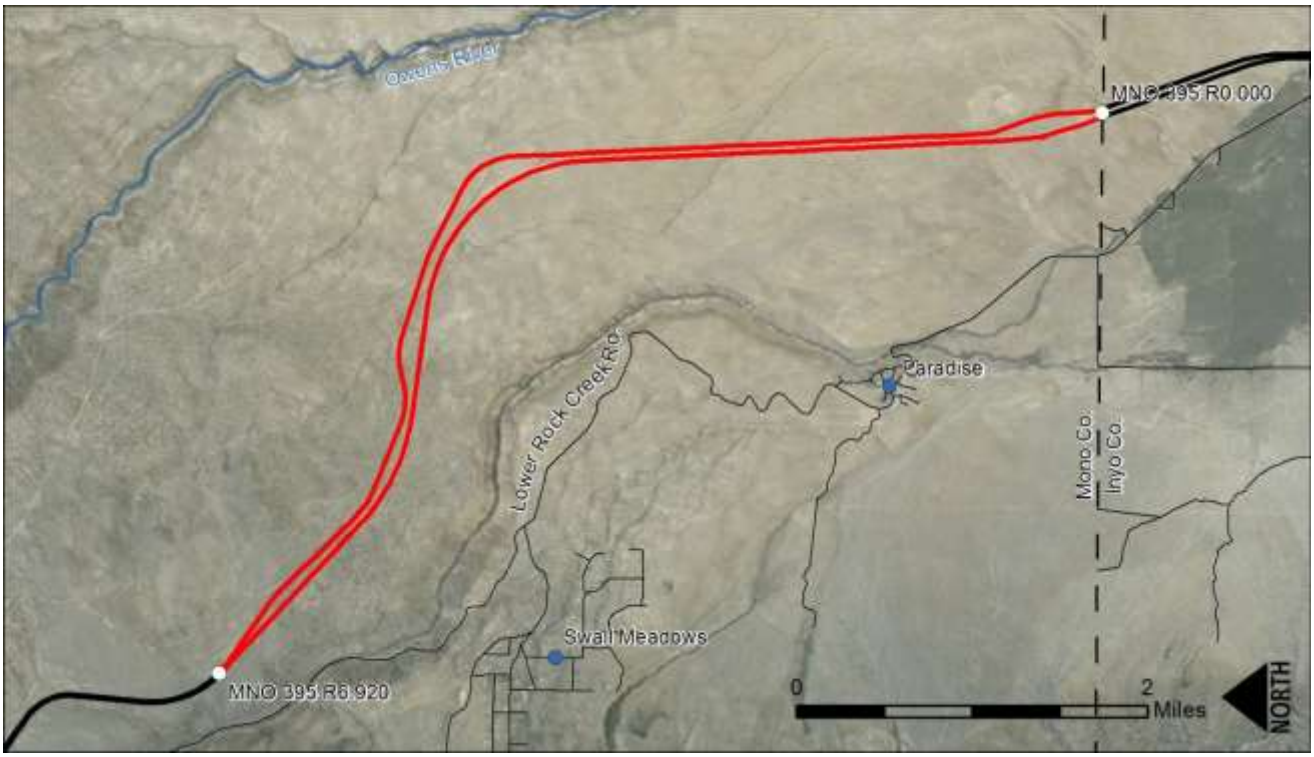
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Unclassified/ Attainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			High
Special Status Species			High
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	8440
Basic Systems Operations	AADT: Growth Rate/Year	0.6%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	93970
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	918
Truck Traffic	Total Trucks (% AADT) (BY)	10.9%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	228
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	79/21
Peak Hour Traffic Data	Peak Hour VMT (BY)	10230

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 16: MNO PM R0.00 - PM R6.92



This segment of US 395 begins at the Inyo County / Mono County line and climbs up Sherwin Grade to the end of the independent alignments of the highway. This is a divided, four-lane expressway highway with an Other Principal Arterial classification and is designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. There are north and south bound vista points along the segment as well as multiple chain-up areas. Services such as food, lodging, and gasoline are not available along this segment.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
N. Sherwin CAPM	MNO R6.9/R9.9	APL	CAPM	Programmed
North Sherwin Shoulders	MNO R6.9/R10.3	10-Year SHOPP	Shoulder widening	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct runaway truck ramp, southbound	MNO R0/R0.5	Caltrans D9 Recommendation	System Expansion	Long Term
Vista Points improvements / ADA	MNO R4.1/R4.5	Caltrans D9 Recommendation	System Management	Short Term

Segment 16: MNO PM R0.00 - PM R6.92

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Mountainous

System Characteristics	
Facility Type	E
General Purpose Lanes	4
Lane Miles	55.08
Centerline Miles	13.77
Shoulder Width	10 ft
Median Width	185-2,000 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	3.60%
Current ROW	290-1020 ft

Bicycle Facility	
Post Mile	R0.00 - R6.92
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	10 ft
Posted Speed Limit	65 mph

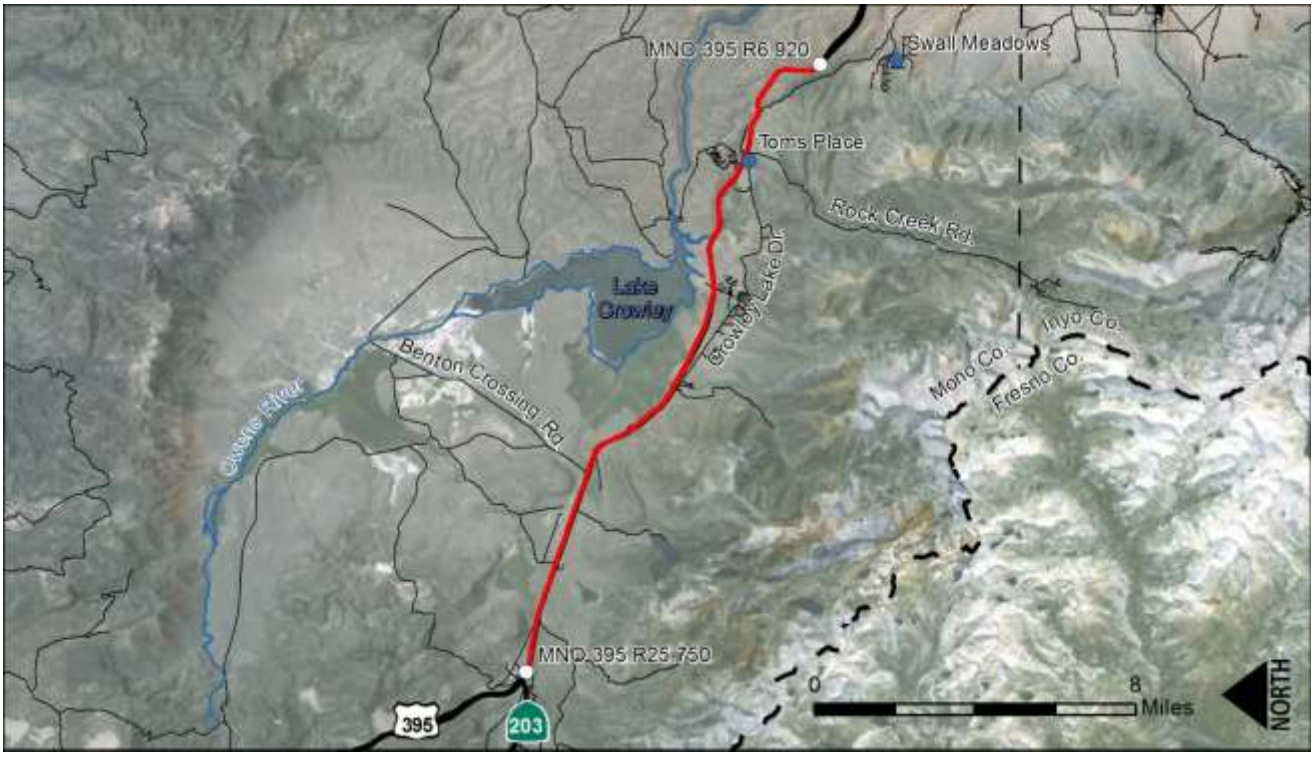
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Unclassified/ Attainment
		CO	Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Low
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	6480
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	A
	LOS Concept	C
	VMT (BY)	44840
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	918
	Total Trucks (% AADT) (BY)	14.2%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	227
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	South
	Peak Hour Time of Day	AM
	Peak Hour Directional Split (BY)	82/18
	Peak Hour VMT (BY)	5630

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 17: MNO PM R6.92 – PM R25.75



This segment of US 395 begins at the end of the independent alignments near the top of Sherwin Pass and continues past Tom's Place and through the Long Valley past Crowley Lake to the junction with SR 203. This is a divided, four-lane conventional highway and a four-lane expressway with an Other Principal Arterial classification and is designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. There are north and south bound vista points near Crowley Lake. Limited services such as food, lodging, and gasoline are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Widen shoulders	MNO 6.9/9.9	RTP	System Management	Short Term
3R Rehabilitate Pavement	MNO R6.9/R10.3	Caltrans D9 Recommendation	System Preservation	Long Term
Intersection improvements and possible frontage road	MNO R9/R10.7	APL	System Management	Long Term
Construct acceleration lanes and right-turn pocket	MNO R10.17/R10.34	Caltrans D9 Recommendation	System Management	Short Term
Construct Right Turn Pocket	MNO R16.61	Local Partner Recommendation	System Management	Short Term

Segment 17: MNO PM R6.92 – PM R25.75

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C / E
General Purpose Lanes	4
Lane Miles	75.32
Centerline Miles	18.83
Shoulder Width	3-10 ft
Median Width	2-220 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	100-770 ft

Bicycle Facility	
Post Mile	9.33-10.26, 16.61 -52.45
Bicycle Access Prohibited	No
Facility Type	Class III, Class III
Outside Paved Shoulder Width	3-10 ft
Posted Speed Limit	65 mph

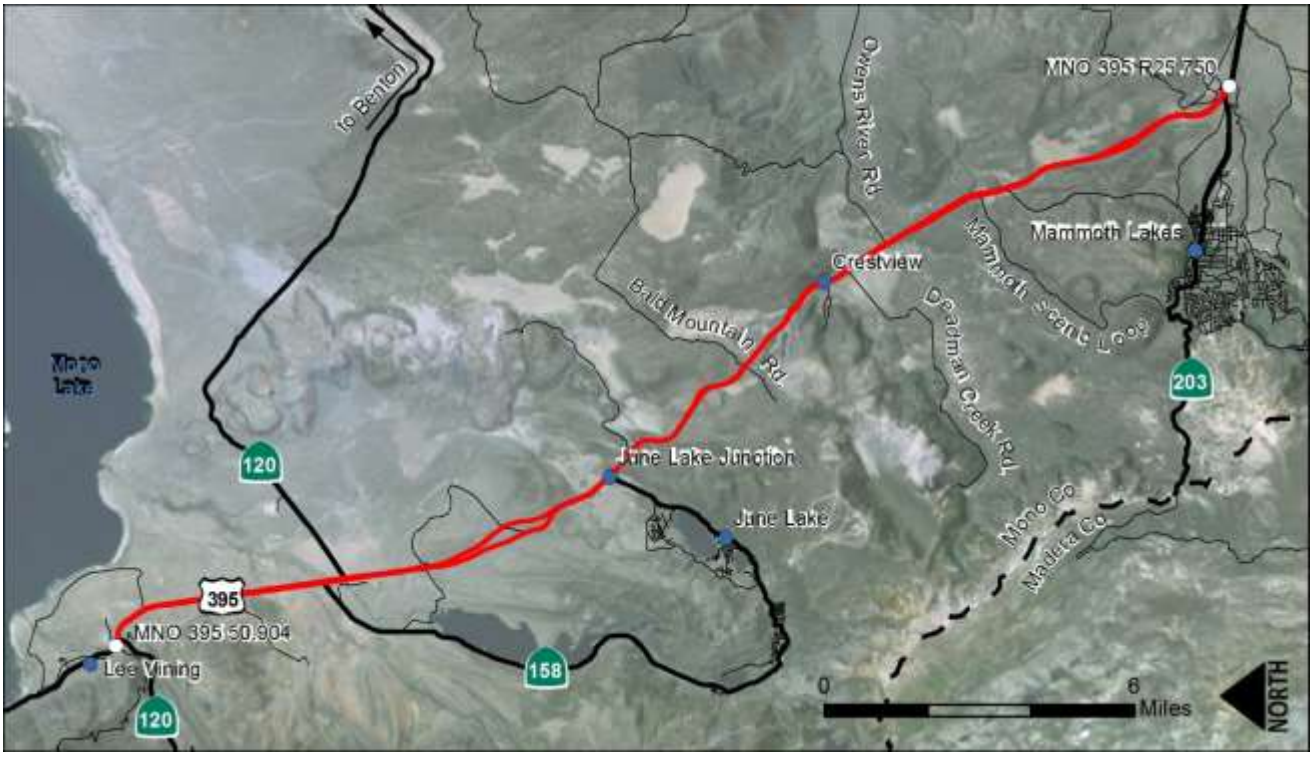
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Med
Floodplain			High
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			Low
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	7020
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	132190
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	918
Truck Traffic	Total Trucks (% AADT) (BY)	13.1%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	225
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	74/26
Peak Hour Traffic Data	Peak Hour VMT (BY)	19110

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

cycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder -

Segment 18: MNO PM R25.75 – PM 50.90



This segment of US 395 begins at the junction with SR 203 and continues over rolling terrain to the community of Lee Vining. All but the last five miles of this segment are over 7,000 ft in elevation and the segment tops out at Deadman Summit (8,041 ft). This is a divided, four-lane conventional highway, with the first 1.53 miles of the segment being a four-lane expressway. US 395 has an Other Principal Arterial classification and is designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. There is a Safety Roadside Rest Area within this segment that is open except during winter months. This segment passes the north and south junctions of SR 158, the June Lake Loop, and both junctions of SR 120, which provides interregional access east to Benton and US 6 and west to Yosemite National Park. Limited services such as food and gasoline are available at June Lake Junction.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
CAPM	MNO 40/45	10-Year SHOPP	System Preservation	Short Term

Segment 18: MNO PM R25.75 – PM 50.90

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C / E
General Purpose Lanes	4
Lane Miles	122.12
Centerline Miles	30.53
Shoulder Width	8-10 ft
Median Width	4-1,400 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	100-860 ft

Bicycle Facility	
Post Mile	16.61 -52.45
Bicycle Access Prohibited	No
Facility Type	Class III
Outside Paved Shoulder Width	8-10 ft
Posted Speed Limit	65 mph

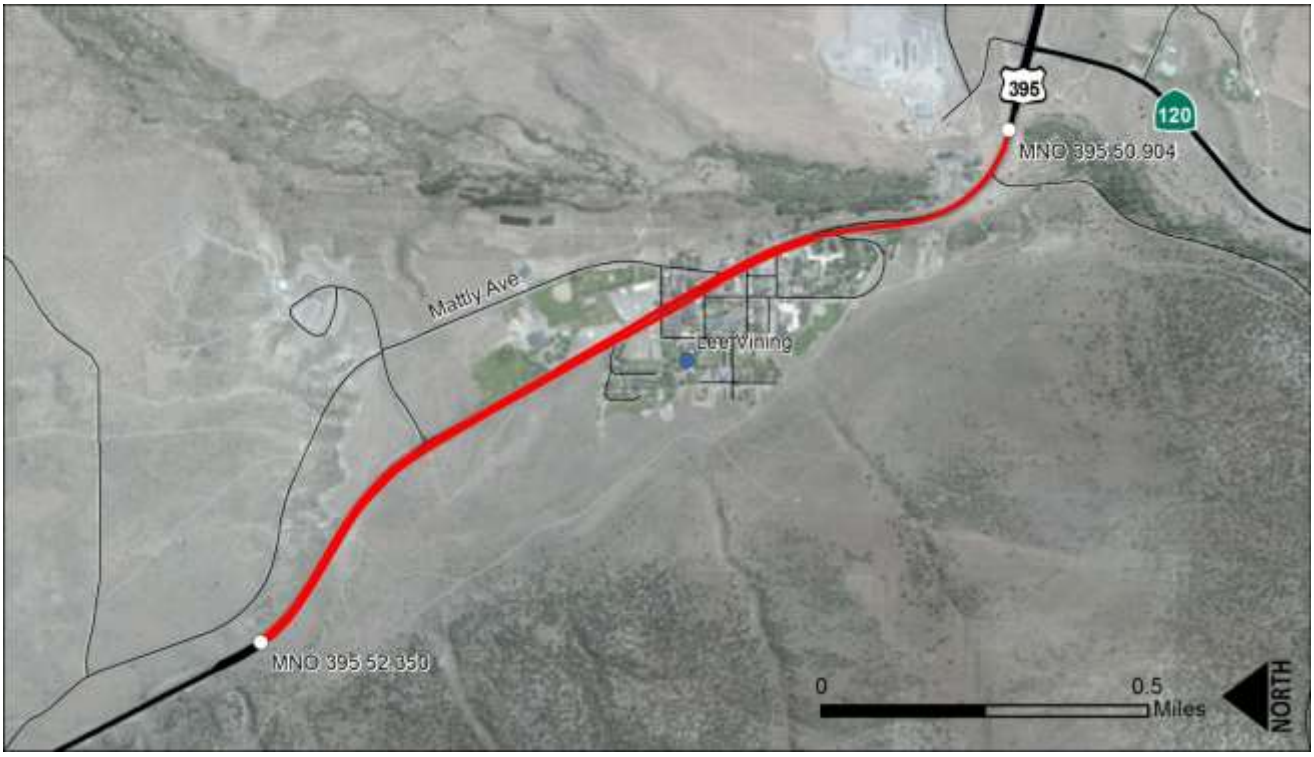
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Med
Floodplain			Low
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			High
Special Status Species			High
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	4260
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	107160
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	553
Truck Traffic	Total Trucks (% AADT) (BY)	13.0%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	132
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	North
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	59/41
Peak Hour Traffic Data	Peak Hour VMT (BY)	19230

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 19: MNO PM 50.90 - PM 52.35



This segment of US 395 passes through the community of Lee Vining and serves as Main Street. Part of this segment is adjacent to sidewalk facilities. There is a significant amount of pedestrian traffic occurring along this segment with three designated crosswalks in the community. This is a four-lane conventional highway with a center turn lane with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Services such as food, lodging, and gasoline are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
ADA Compliance	MNO 51.0/51.7	Caltrans D9 Recommendation	System Management	Short Term

Segment 19: MNO PM 50.90 - PM 52.35

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	4
Lane Miles	5.8
Centerline Miles	1.45
Shoulder Width	8 ft
Median Width	0-14 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	100-280 ft

Bicycle Facility	
Post Mile	50.90 - 52.35
Bicycle Access Prohibited	No
Facility Type	Class III
Outside Paved Shoulder Width	8 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Med
Floodplain			Low
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Med
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	3730
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	5390
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	397
Truck Traffic	Total Trucks (% AADT) (BY)	13.6%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	179
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	North
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	50/50
Peak Hour Traffic Data	Peak Hour VMT (BY)	910

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	Yes
Sidewalk Width	6 - 10 ft

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 20: MNO PM 52.35 - PM 59.90

This segment of US 395 begins at the community of Lee Vining and continues along the shores of Mono Lake to the base of the Conway grade. This is an undivided, two-lane conventional highway (PM 52.35/55.70) and a two-lane expressway (PM 55.7/59.9) with an Other Principal Arterial classification. This segment is designated as a State Scenic Highway and passes through the Mono Basin National Forest Scenic Area. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Passing lanes exist for one third of this segment. This segment provides access to recreational opportunities at Mono Lake and via Lundy Lake Rd, and provides access to the community of Mono City. Limited services such as food and lodging are available along this segment.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Lee Vining Rockfall	MNO 52.3/53.7	10-Year SHOPP	Minimize rockfall	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Passing Lanes	MNO 57.8/60.2	RTP	System Management	Short Term

Segment 20: MNO PM 52.35 - PM 59.90

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C / E
General Purpose Lanes	2
Lane Miles	15.1
Centerline Miles	7.55
Shoulder Width	2-8 ft
Median Width	0-4 ft
Lane Width	12 ft
Passing Lanes	32%
Distressed Pavement	0%
Current ROW	100-326 ft

Bicycle Facility	
Post Mile	52.35 - 59.90
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-8 ft
Posted Speed Limit	65 mph

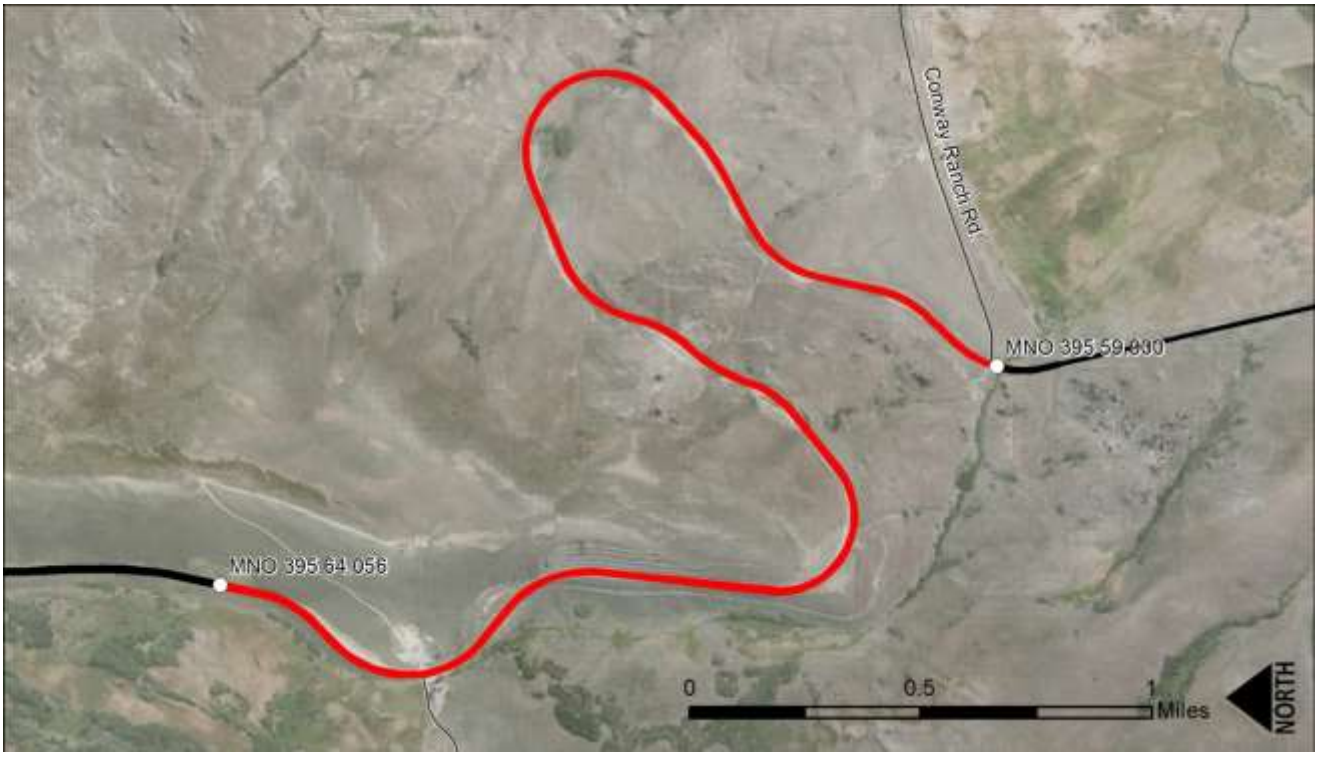
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Med
Floodplain			Low
Air Quality		Ozone	Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality		CO	Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			Med
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	3330
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	C
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	25140
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	346
Truck Traffic	Total Trucks (% AADT) (BY)	10.4%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	213
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	North
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	50/50
Peak Hour Traffic Data	Peak Hour VMT (BY)	4770

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 21: MNO PM 59.90 – PM 64.05



This segment of US 395 begins at the base of Conway Grade and climbs over Conway Summit (8,143 ft) to a half mile north of Virginia Lakes Road. This is an undivided, four-lane expressway with an Other Principal Arterial classification and is designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. There is a vista point that is accessed from the south bound lanes that overlook Mono Lake. There are no services along this segment.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Conway CAPM	MNO 63.9/65.1	APL	CAPM	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Vista Point improvements / ADA	MNO 62.5/62.55	RTP	System Management	Short Term
Slope Stabilization	MNO 62.4/62.8	Caltrans D9 Recommendation	System Preservation	Short Term
Construct center turn lane at Virginia Lakes Road	MNO 63.5/63.6	Caltrans D9 Recommendation	System Management	Short Term

Segment 21: MNO PM 59.90 – PM 64.05

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Mountainous

System Characteristics	
Facility Type	E
General Purpose Lanes	4
Lane Miles	16.64
Centerline Miles	4.16
Shoulder Width	4-8 ft
Median Width	4 ft
Lane Width	12 ft
Passing Lanes	N/A
Distressed Pavement	0%
Current ROW	268-1250 ft

Bicycle Facility	
Post Mile	59.90 – 54.05
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	4-8 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Low
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Nonattainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Low
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	3250
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	13510
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	353
Truck Traffic	Total Trucks (% AADT) (BY)	10.9%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	208
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	58/42
Peak Hour Traffic Data	Peak Hour VMT (BY)	2010

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 22: MNO PM 64.05 – PM 76.33

This segment of US 395 begins at the top of Conway Summit and follows along Virginia Creek to the community of Bridgeport. This is an undivided, two-lane conventional highway with an Other Principal Arterial classification. Over a quarter of the segment has passing lanes. This segment also provides access to SR 270, which leads to the Bodie State Historic Park. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Limited services are available along this segment.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Conway CAPM	MNO 63.9/65.1	APL	CAPM	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct passing lanes	MNO 66/68	RTP	System Management	Long Term
CAPM	MNO 69.8/75	10-Year SHOPP	System Preservation	Short Term
Widen shoulders	MNO 69.6/75	Caltrans D9 Recommendation	System Preservation	Short Term
Curve correction	MNO 72.8/73.5	RTP	System Management	Long Term
Construct passing lanes	MNO 73.4/74.8	RTP	System Management	Long Term
Construct center turn lane and widen shoulders	MNO 74.8/76.3	Caltrans D9 Recommendation	System Preservation	Short Term

Segment 22: MNO PM 64.05 – PM 76.33

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	24.54
Centerline Miles	12.27
Shoulder Width	2-8 ft
Median Width	0-4 ft
Lane Width	12 ft
Passing Lanes	27%
Distressed Pavement	0%
Current ROW	80-442 ft

Bicycle Facility	
Post Mile	64.05 – 76.33
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	4-8 ft
Posted Speed Limit	65 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Unclassified/ Attainment
		CO	Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			Low
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	3250
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	C
	LOS Concept	C
	VMT (BY)	39890
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	359
	Total Trucks (% AADT) (BY)	11.1%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	202
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	South
	Peak Hour Time of Day	AM
	Peak Hour Directional Split (BY)	58/42
	Peak Hour VMT (BY)	5930

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 23: MNO PM 76.33 - PM 76.78

This segment of US 395 passes through the community of Bridgeport and serves as Main Street. Part of this segment is adjacent to sidewalk facilities. There is a significant amount of pedestrian traffic occurring along this segment with three designated crosswalks in the community. There are also Class II bike lanes through most of the segment. This is a two-lane conventional highway with a center turn lane and back in parking, with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Services such as food, lodging, and gasoline are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Construct sidewalk	MNO 76.3/76.5	Caltrans D9 Recommendation	System Expansion	Short Term

Segment 23: MNO PM 76.33 - PM 76.78

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	Bridgeport Indian Colony
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	0.9
Centerline Miles	0.45
Shoulder Width	3-8 ft
Median Width	0-14 ft
Lane Width	12 ft
Passing Lanes	0%
Distressed Pavement	0%
Current ROW	80-101 ft

Bicycle Facility	
Post Mile	76.43 – 76.86
Bicycle Access Prohibited	No
Facility Type	Class II
Outside Paved Shoulder Width	3-8 ft
Posted Speed Limit	25 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Med
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Unclassified/ Attainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Low
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	3200
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	A
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	1440
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	336
Truck Traffic	Total Trucks (% AADT) (BY)	10.5%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	227
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	South
Peak Hour Traffic Data	Peak Hour Time of Day	AM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	58/42
Peak Hour Traffic Data	Peak Hour VMT (BY)	220

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	Yes
Sidewalk Width	10 ft
Sidewalk PM	76.33-76.78

cycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder -

Segment 24: MNO PM 76.78 - PM 93.70

This segment of US 395 begins at the community of Bridgeport and continues through the Bridgeport Valley and then over the Sweetwater Mountains by way of Devil's Gate Pass (7,519 ft) to Sonora Junction. This is a two-lane conventional highway with an Other Principal Arterial classification and is designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. There are 1.7 miles of passing lanes through the Devil's Gate area. No services are available along this segment.

Planned and Programmed Projects				
Description	**Location**	**Source**	**Purpose**	**Planned or Programmed**
Sheep Ranch Shoulders	MNO 80.5/84.3	APL	Widen shoulders	Programmed

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Replace culverts	MNO 77.0/87.0	10-Year SHOPP	System Preservation	Short Term
Construct passing lane	MNO 82.4/83.1	RTP	System Management	Long Term
Widen shoulders	MNO 88.3/91.6	10-Year SHOPP	System Management	Long Term
Widen shoulders	MNO 91.6/93.7	Caltrans D9 Recommendation	System Management	Long Term
Curve correction / realignment	MNO 90.8/92.3	RTP	System Management	Long Term

Segment 24: MNO PM 76.78 - PM 93.70

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Mountainous

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	33.84
Centerline Miles	16.92
Shoulder Width	1-8 ft
Median Width	0-4 ft
Lane Width	12 ft
Passing Lanes	11%
Distressed Pavement	0%
Current ROW	80-230 ft

Bicycle Facility	
Post Mile	76.78 – 93.70
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	1-8 ft
Posted Speed Limit	65 mph

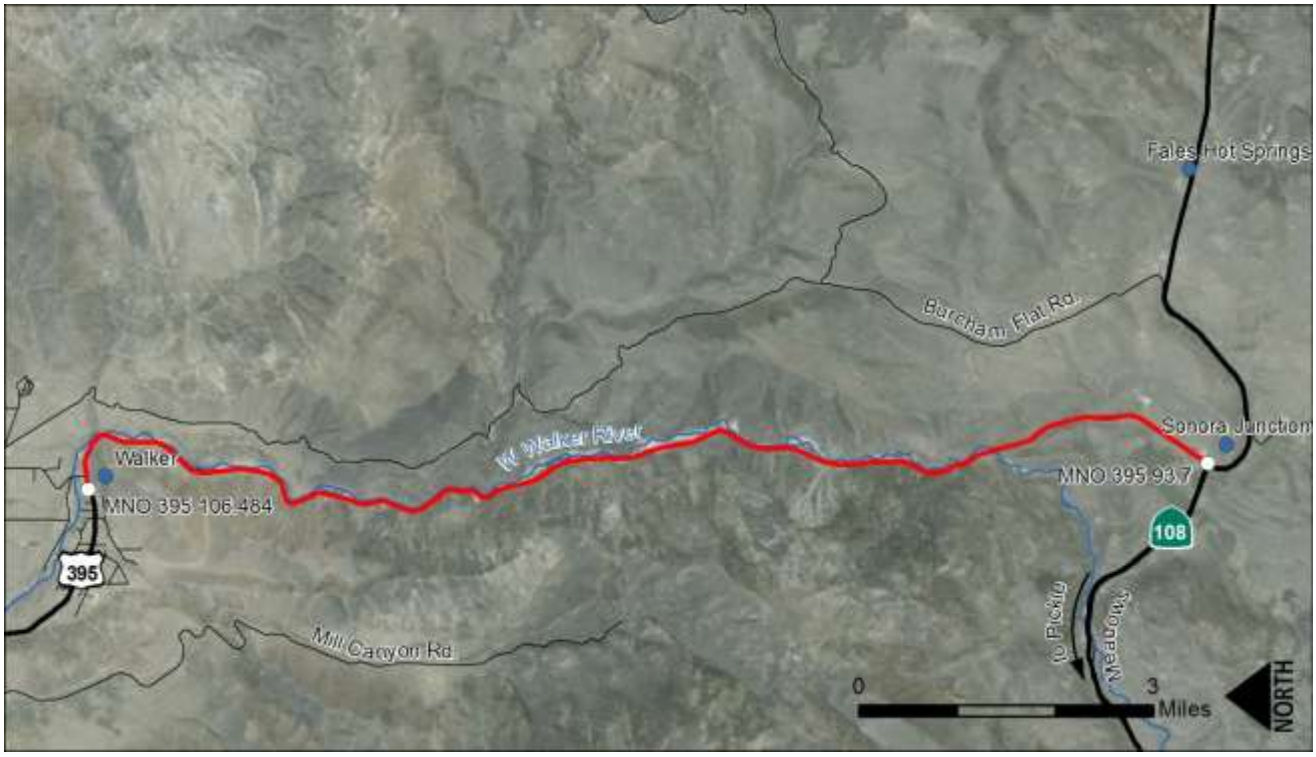
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Unclassified/ Attainment
		CO	Unclassified/ Attainment
Waters and Wetlands			High
Special Status Species			Low
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	2890
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	C
	LOS Concept	C
	VMT (BY)	48900
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	324
	Total Trucks (% AADT) (BY)	11.2%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	237
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	North
	Peak Hour Time of Day	AM
	Peak Hour Directional Split (BY)	52/48
	Peak Hour VMT (BY)	8390

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	65 mph

Segment 25: MNO PM 93.70 – PM 106.48



This segment of US 395 begins at the Sonora Junction and continues down the West Walker River Canyon to the community of Walker. This is two-lane conventional highway with an Other Principal Arterial classification and is designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. There are three sets of passing lanes through Walker Canyon. No services are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
Widen shoulders	MNO 93.4/95.7	RTP	System Management	Long Term
Widen shoulders	MNO 95.6/98.80	Caltrans D9 Recommendation	System Management	Long Term
Widen shoulders	MNO 101.27/106.35	Caltrans D9 Recommendation	System Management	Long Term
CAPM	MNO 106/115	10-Year SHOPP	System Preservation	Short Term

Segment 25: MNO PM 93.70 – PM 106.48

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Designated
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Mountainous

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	25.56
Centerline Miles	12.78
Shoulder Width	2-8 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	14%
Distressed Pavement	0%
Current ROW	80-460 ft

Bicycle Facility	
Post Mile	93.70 – 106.48
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-8 ft
Posted Speed Limit	55-65 mph

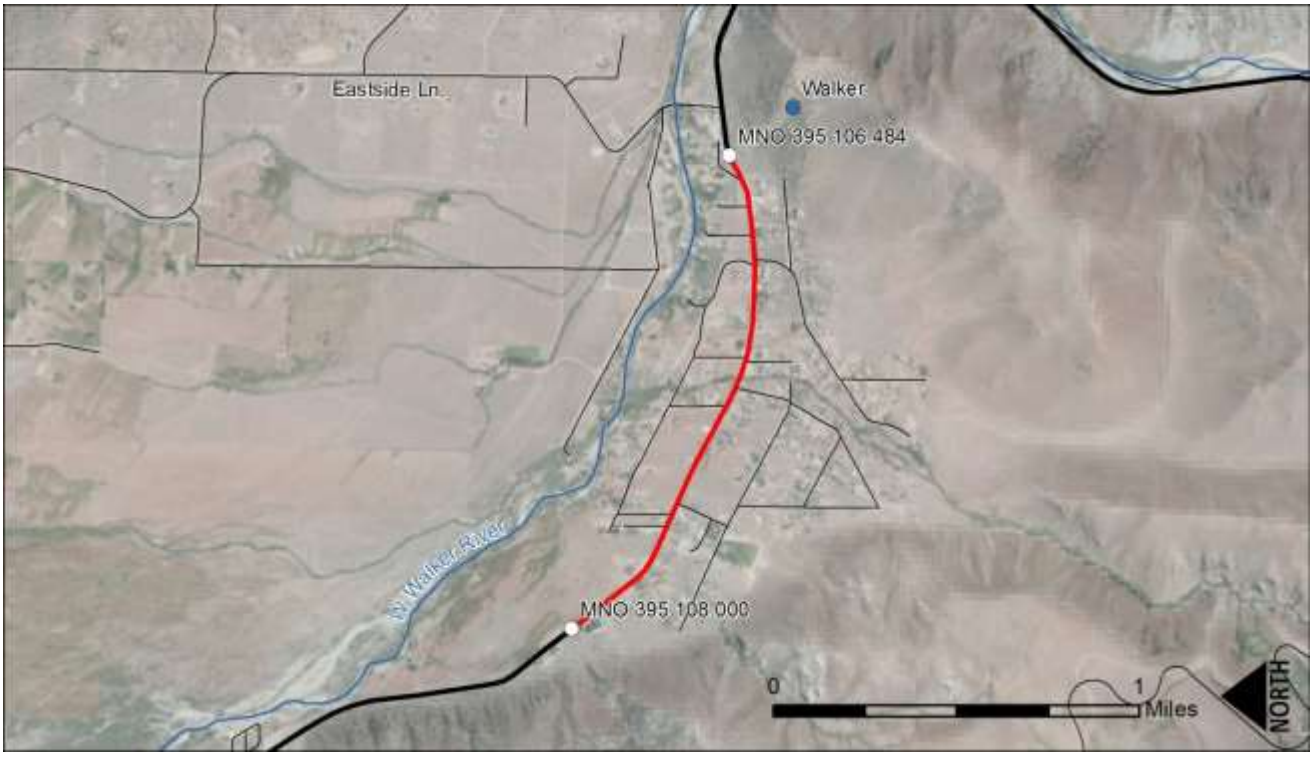
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Med
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Unclassified/ Attainment
		CO	Unclassified/ Attainment
Waters and Wetlands			High
Special Status Species			Low
Habitat Connectivity			Med

Corridor Performance		
Basic Systems Operations	AADT (BY)	3230
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	C
	LOS Concept	C
	VMT (BY)	41290
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	312
	Total Trucks (% AADT) (BY)	9.7%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	252
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	North
	Peak Hour Time of Day	PM
	Peak Hour Directional Split (BY)	55/45
	Peak Hour VMT (BY)	5870

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	55-65 mph

Segment 26: MNO PM 106.48 – PM 108.00



This segment of US 395 passes through the community of Walker. This is a two-lane conventional highway with a center turn lane. The segment is classified as an Other Principal Arterial. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Services such as food, lodging, and gasoline are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
CAPM	MNO 106/115	10-Year SHOPP	System Preservation	Short Term
Widen shoulders	MNO 106.35/116.96	RTP	System Management	Long Term

Segment 26: MNO PM 106.48 – PM 108.00

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Flat

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	3.04
Centerline Miles	1.52
Shoulder Width	2-8 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	0%
Distressed Pavement	0%
Current ROW	80-110 ft

Bicycle Facility	
Post Mile	106.48 – 108.00
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-8 ft
Posted Speed Limit	45 mph

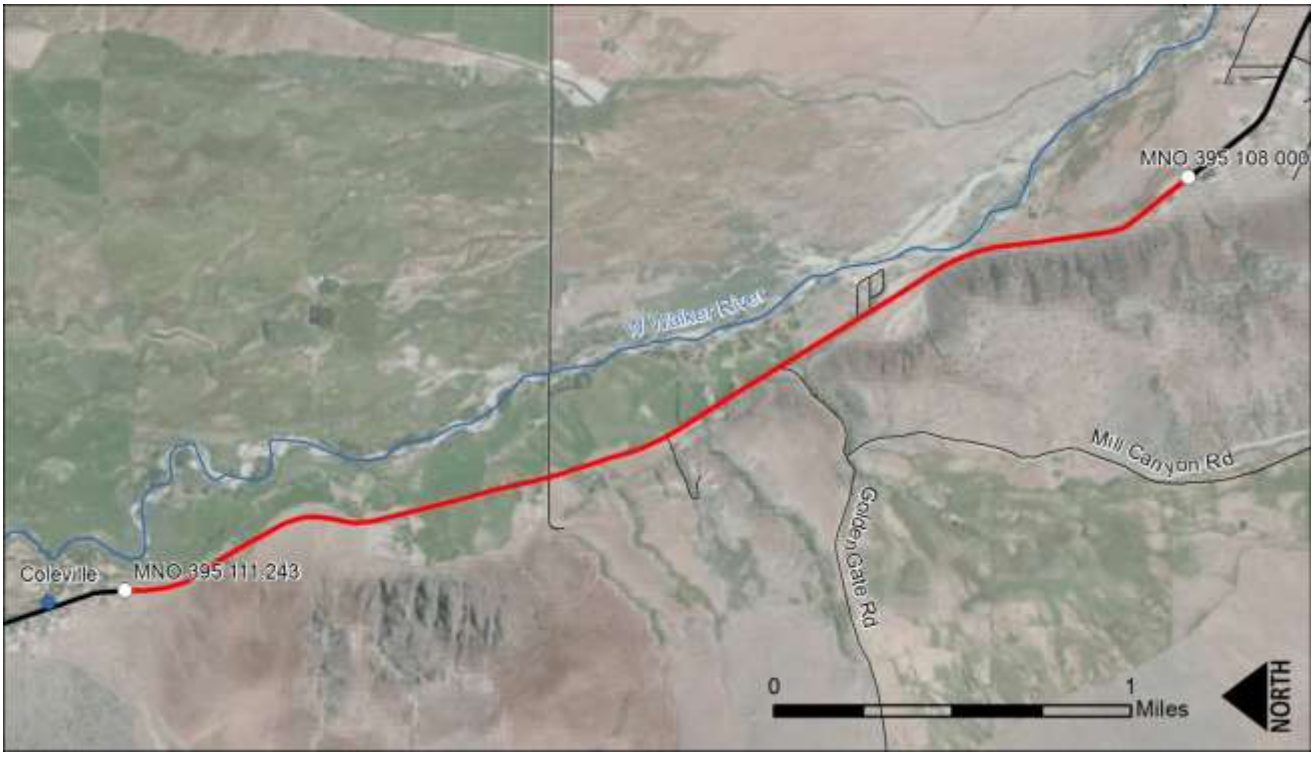
Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Unclassified/ Attainment
		CO	Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Low
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	3400
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	B
	LOS Concept	C
	VMT (BY)	5150
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	368
	Total Trucks (% AADT) (BY)	10.8%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	255
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	North
	Peak Hour Time of Day	PM
	Peak Hour Directional Split (BY)	56/44
	Peak Hour VMT (BY)	710

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	55 mph

Segment 27: MNO PM 108.00 - PM 111.24



This segment of US 395 travels through the Antelope Valley between the communities of Walker and Coleville. This is a two-lane conventional highway with an Other Principal Arterial classification and is eligible to be designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Limited services such as food and lodging are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
CAPM	MNO 106/115	10-Year SHOPP	System Preservation	Short Term
Widen shoulders	MNO 106.35/116.96	RTP	System Management	Long Term

Segment 27: MNO PM 108.00 - PM 111.24

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	6.48
Centerline Miles	3.24
Shoulder Width	2-8 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	0%
Distressed Pavement	0%
Current ROW	80-100 ft

Bicycle Facility	
Post Mile	108.00 – 111.24
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-8 ft
Posted Speed Limit	55 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
	PM	2.5	Unclassified/ Attainment
		10	Unclassified/ Attainment
		CO	Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			Low
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	3530
	AADT: Growth Rate/Year	0.5%
	LOS Method	HCM
	LOS (BY)	C
	LOS Concept	C
	VMT (BY)	11450
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	368
	Total Trucks (% AADT) (BY)	10.4%
	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	258
Peak Hour Traffic Data	Peak Period Length	1
	Peak Hour Direction	North
	Peak Hour Time of Day	PM
	Peak Hour Directional Split (BY)	56/44
	Peak Hour VMT (BY)	1520

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	55 mph

Segment 28: MNO PM 111.24 - PM 113.58

This segment of US 395 passes through the community of Coleville. This is a two-lane conventional highway with an Other Principal Arterial classification. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. Access to community services, schools and the post office, and grocery at the Mountain Warfare Training Center housing commissary are available in this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
CAPM	MNO 106/115	10-Year SHOPP	System Preservation	Short Term
Widen shoulders	MNO 106.35/116.96	RTP	System Management	Long Term

Segment 28: MNO PM 111.24 - PM 113.58

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	1.36
Centerline Miles	0.68
Shoulder Width	2-8 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	0%
Distressed Pavement	0%
Current ROW	80 ft

Bicycle Facility	
Post Mile	111.24 – 113.58
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-8 ft
Posted Speed Limit	45 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			Med
Air Quality	Ozone		Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Unclassified/ Attainment
Air Quality	CO		Unclassified/ Attainment
Waters and Wetlands			Low
Special Status Species			Low
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	3530
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	B
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	8280
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	368
Truck Traffic	Total Trucks (% AADT) (BY)	10.4%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	258
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	North
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	58/42
Peak Hour Traffic Data	Peak Hour VMT (BY)	1130

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	55 mph

Segment 29: MNO PM 113.58 – PM 120.49

This segment of US 395 begins at the community of Coleville and continues through the Antelope Valley, Topaz, and alongside Topaz Lake to the California / Nevada State line. This is two-lane conventional highway with an Other Principal Arterial classification and is eligible to be designated as a State Scenic Highway. This highway is part of the National Network for trucks under the Surface Transportation Assistance Act. The California Department of Food & Agriculture operates a Border Protection Station near the state line and often stops and inspects southbound traffic. No services are available along this segment.

Projects and Strategies to Achieve Concept				
Description	**Location**	**Source**	**Purpose**	**Implementation Phase**
CAPM	MNO 106/115	10-Year SHOPP	System Preservation	Short Term
Widen shoulders	MNO 106.35/116.96	RTP	System Management	Long Term

Segment 29: MNO PM 113.58 – PM 120.49

Route Designations and Characteristics	
Freeway & Expressway	Yes
National Highway System	Yes
Strategic Highway Network	No
Scenic Highway	Eligible
Interregional Road System	Yes
High Emphasis	Yes
Focus Route	Yes
Federal Functional Classification	Other Principal Arterial
Goods Movement Route	Yes
Truck Designation	National Network
Rural/Urban/Urbanized	Rural
Regional Transportation Planning Agency	Mono LTC
Local Agency	Mono County
Tribes	N/A
Air District	Great Basin Air Pollution Control District
Terrain	Rolling

System Characteristics	
Facility Type	C
General Purpose Lanes	2
Lane Miles	17.1
Centerline Miles	8.55
Shoulder Width	2-8 ft
Median Width	0 ft
Lane Width	12 ft
Passing Lanes	12%
Distressed Pavement	0%
Current ROW	100-400 ft

Bicycle Facility	
Post Mile	113.58 – 120.49
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	2-8 ft
Posted Speed Limit	55 mph

Environmental Considerations			
Cultural Resources			High
Geology/Soils/Seismic			Low
Floodplain			High
Air Quality		Ozone	Unclassified/ Attainment
Air Quality	PM	2.5	Unclassified/ Attainment
Air Quality	PM	10	Unclassified/ Attainment
Air Quality		CO	Unclassified/ Attainment
Waters and Wetlands			Med
Special Status Species			Med
Habitat Connectivity			Low

Corridor Performance		
Basic Systems Operations	AADT (BY)	3510
Basic Systems Operations	AADT: Growth Rate/Year	0.5%
Basic Systems Operations	LOS Method	HCM
Basic Systems Operations	LOS (BY)	C
Basic Systems Operations	LOS Concept	C
Basic Systems Operations	VMT (BY)	24230
Truck Traffic	Total Average Annual Daily Truck Traffic (AADTT) (BY)	368
Truck Traffic	Total Trucks (% AADT) (BY)	10.5%
Truck Traffic	5+ Axle Average Annual Daily Truck Traffic (AADTT)(BY)	256
Peak Hour Traffic Data	Peak Period Length	1
Peak Hour Traffic Data	Peak Hour Direction	North
Peak Hour Traffic Data	Peak Hour Time of Day	PM
Peak Hour Traffic Data	Peak Hour Directional Split (BY)	58/42
Peak Hour Traffic Data	Peak Hour VMT (BY)	3320

Ped.	
Pedestrian Access Prohibited	No
Sidewalk Present	No

Bicycle Facility	
Post Mile	0.000-17.730
Bicycle Access Prohibited	No
Facility Type	None
Outside Paved Shoulder Width	0-1 ft
Facility Description	Narrow shoulder - widening needed
Posted Speed Limit	55 mph

APPENDIX C
RESOURCES

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