

CALIFORNIA DEPARTMENT OF TRANSPORTATION

ROUTE CONCEPT FACT SHEET  
DISTRICT 8

US-395



## STATEMENT OF PLANNING INTENT

This route concept report (RCR) is a planning document that describes the Department's basic approach to development of a given route. Considering financial constraints, characteristics of the highway and projected travel demand over an approximate 20-year planning period, the RCR defines the type of facility and level of service (LOS) for each route. The objective of this effort is to provide a better basis for the development of the State Transportation Improvement Program (STIP) and to determine the appropriate concept for future highway projects.

Government Code Section 65086 requires the Department of Transportation to carry out long-term State highway system planning through the preparation of RCR's to identify future highway improvements and new transportation corridors.

District staff and local and regional agencies have opportunity for input to and preparation and review of the RCR. Regional Improvement Program (RIP) and Interregional Improvement Program (IIP) funded improvements are included in the RCR. The RCR will be updated when necessary as conditions or new information is obtained.

RCR's are preliminary planning documents that lead to subsequent programming and project development processes. As such, the specific nature of proposed improvements (e.g., roadway width, number of lanes, access control, etc.) may change in later project development stages, with final determinations made during the project report and design phases.

CALTRANS DISTRICT 8  
ROUTE CONCEPT FACT SHEET  
US-395

I approve this Route Concept Fact Sheet, as the guide toward which today's decisions and/or recommendations for highway capacity improvements should be directed.

*Original signed by Anne E. Mayer*

*January 28, 2002*

---

ANNE E. MAYER  
DISTRICT DIRECTOR  
DISTRICT 8

DATE

**2002 ROUTE CONCEPT FACT SHEET**  
**US-395**  
**8-SBd-395 PM R4.0/73.5**

**ROUTE DESCRIPTION**

US-395 is a major north/south highway in the western United States. It traverses California, Nevada, Oregon, and Washington. The route begins in California in San Bernardino County at its junction with Interstate 15 (I-15) in Hesperia and terminates at the Washington/Canadian border. In California, it passes through portions of San Bernardino, Kern, Inyo, Mono, Sierra, Lassen, and Modoc Counties for a total length of 560 miles.

The District 8 portion of US-395 is located within San Bernardino County and is generally a two-lane conventional highway with a total route length of 68.5 miles. The route begins at I-15 in the City of Hesperia and ends at the Kern County Line near the community of Johannesburg.

**ROUTE PURPOSE/CLASSIFICATIONS**

US-395 is the major route between Southern California and the eastern High Sierra region. It carries interstate travelers, recreational traffic and a high volume of trucks, making the primary purpose of US-395 interstate and interregional travel. The secondary purpose is intra-regional and commute travel.

It is functionally classified as a "Rural Principal Arterial" and is included in the Surface Transportation Assistance Act (STAA) as a route for the movement of extra-legal permit loads. US-395 is also classified as a "High Emphasis," "Focus" and "Gateway" route as part of the California Interregional Road System (IRRS), providing access to and links between State economic centers, major recreational areas, urban and rural regions. US-395 is an "other principal arterial" in the National Highway System (NHS) because of its State and National economic value.

US-395 is part of the Strategic Highway Network (STRAHNET) and has been identified by the Department of Defense as a major STRAHNET connector. It serves the Naval Air Weapons Station at China Lake and Edwards Air Force Base. These military facilities are used for advanced military technology and tactical training. Edwards Air Force Base is used as an alternate landing-site for Space Shuttle flights.

**ROUTE CONCEPT/CONCEPT RATIONALE**

In conjunction with State Route 58 (SR-58), US-395 provides interconnection between I-5, I-15 and I-40. It is a major goods movement route that carries domestic freight between northern and southern California. US-395 provides access to year round recreational facilities in both northern and southern California. Recreation and tourism are the major industries in the Eastern Sierra Nevada region and US-395 is vital to its economy. To the north of District 8, US-395 in Inyo and Mono Counties is being upgraded to a four-lane facility in order to accommodate high

volumes of recreational traffic largely from Southern California. US-395 constitutes a major north and south corridor lifeline to the entire region.

Segments 1 through 3 are, or will soon be, part of the Hesperia-Apple Valley-Victorville Urbanized Area. A level of service (LOS) analysis performed using procedures established in the "1997 Highway Capacity Manual" demonstrated that a freeway/expressway is needed to maintain the concept LOS through 2020. If no improvements are made, the portion of the facility from I-15 to SR-58 will be operating at LOS "F" by 2020.

The California Department of Transportation's 1998 Interregional Transportation Strategic Plan identifies US-395 as one of ten statewide "Focus" routes earmarked for improvement to minimum freeway/expressway standards. The upgrade of US-395 from I-15 to Desert Flower Road (P.M. R4.0/22.1) is included in Southern California Association of Governments (SCAG) 2001 Regional Transportation Plan.

For segments 1 through 3 of US-395, which have urban or urbanizing traffic characteristics, a concept LOS "E" is assigned. The rural segments 4 and 5 are assigned a concept LOS "C".

The 2020 concept facility is a freeway/expressway for segments 1 through 3 with realignments of the existing roadway through portions of Hesperia, Victorville, Adelanto and the Kramer Junction area (SR-58). A new alignment of SR-58 is also being planned. US-395 and SR-58 will be grade separated at the junction of their new alignments. Those portions of the old highways replaced by new alignments will be relinquished to local jurisdictions, upon completion of the new facilities. Segments 4 and 5 require no major capacity improvements; however, operational improvements such as passing lanes for slower moving trucks and recreational vehicles may be required.

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

The UTC is a 10-lane freeway including high occupancy vehicle (HOV) lanes and multi-modal facilities through the future urbanized areas (segments 1-3). A six-lane freeway is recommended through the rural region (segments 4-5). A 320-foot minimum right of way width is recommended.

Under the definition of multi-modal facilities, consideration is given to accommodating truck, exclusive bus or HOV/bus lanes. Passenger rail may also be a viable option for the ultimate corridor. As part of this long-range planning effort, implementing the concept of "Livable Communities" will be pursued in partnership with the local jurisdictions, where the link between public transit and communities is strengthened through transit-oriented land-use development and dependence upon the automobile is reduced.

### **FUNDING**

Caltrans is responsible for planning, design, construction, operation and maintenance of the State highway system. State Transportation Improvement Program (STIP) funds, which are used for highway system improvement, are apportioned twenty-five percent to Caltrans and seventy-five

percent to regional transportation planning agencies (RTPAs). Caltrans manages improvements to rural highways through the Interregional Improvement Program (IIP) process using the “twenty-five” percent funds. RTPAs program the “seventy-five” percent funds for improvements to the urban/urbanized areas through the Regional Improvement Program (RIP) process. The State may partner with RTPAs on a route by route basis for other selected route improvements. However, most IIP investments will be directed to IRRS “High Emphasis”, “Focus” and “Gateway” route segments. Safety projects, operational improvement and pavement rehabilitation may be submitted for possible State Highway Operations and Protection Program (SHOPP) funding.

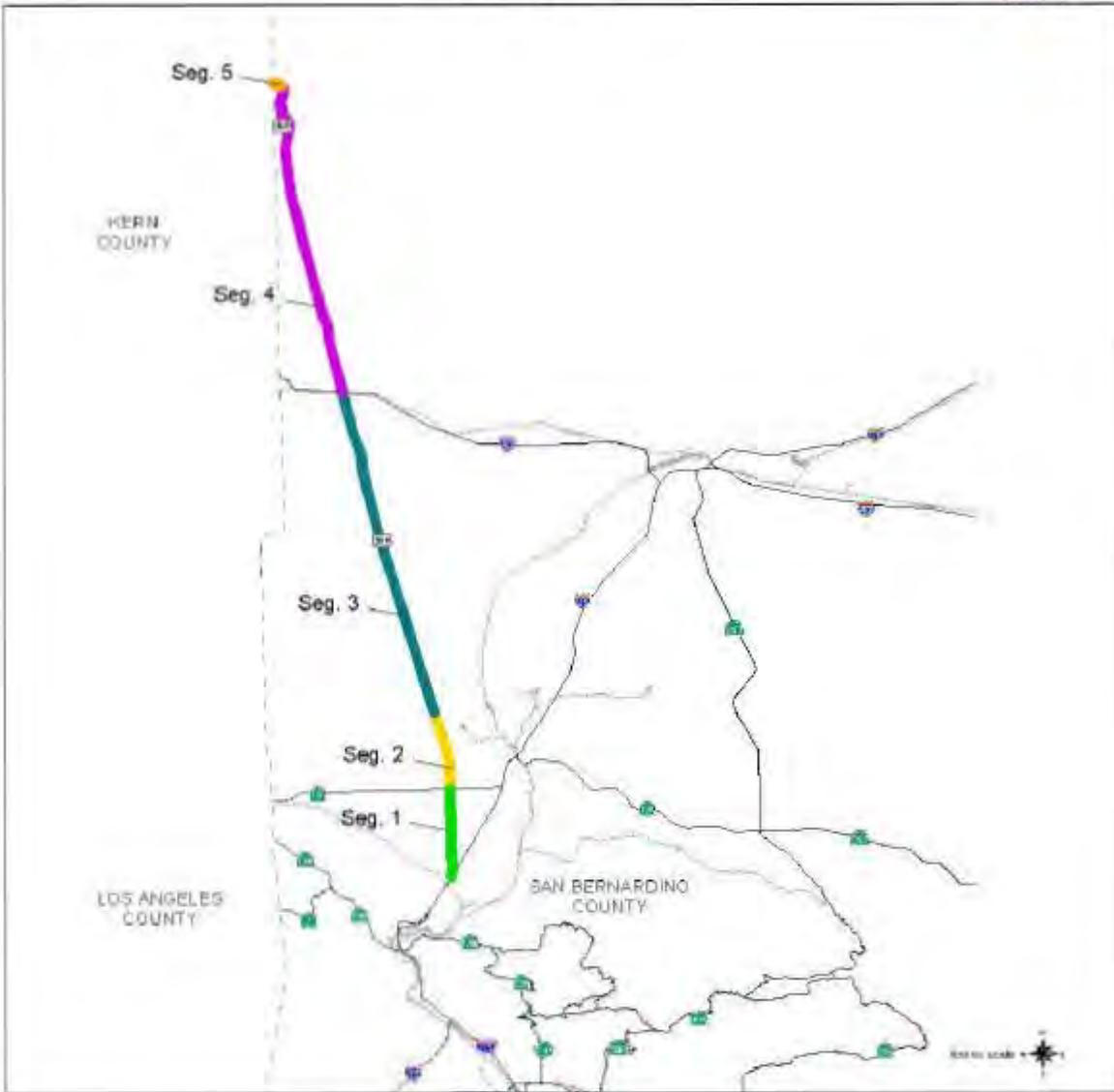
### **US-395 CORRIDOR STUDY**

Identified as an interregional priority route, District 8 began a corridor study in January 1998 covering approximately 98.3 miles of US-395 traversing San Bernardino and Kern Counties. The purpose of the study was to examine existing and future transportation demand, determine performance expectations and deficiencies, and identify needed improvements. It was a multi-jurisdictional effort that included District 6, 8 and 9. Completed in December 2001, the study included a recommendation for capacity improvements for the entire length of the route and realignment between I-15 and SR-58.

### **ADDITIONAL STUDY**

Further study of US-395 traffic composition is recommended considering the percentage of trucks (during harvest seasons) and recreational vehicle (during weekends, recreational seasons and holidays). Analysis of the existing conditions was based upon annual average, weekday vehicles.

# US-395 SEGMENT MAP



Seg	Description
1	Jct. I-15 to Jct. SR-18
2	Jct. SR-18 to El Mirage
3	El Mirage to Jct. SR-58
4	Jct. SR-58 to Trona Rd.
5	Trona Rd. to Kern Co. Line
	Rail
	County Lines

## US-395 DATA SHEET

### 1998 Existing Facility

Seg	Post Mile	Limit	Existing Facility	R/U/UB	ADT	Peak Hr %	2-way Peak Hr Vol	Peak Hr Truck %	Direct Split %	V/C	OP LOS
SBd 1	R4.0/11.2	I-15 to SR-18	2C	R	13,500	8.0	1200	16	70	0.83	E
2	11.2/17.8	SR18 to El Mirage	2C	U	14,205	8.0	1119	16	55	0.71	E
3	17.8/46.0	El Mirage to SR-58	2C	U/R	7,900	8.0	665	16	60	0.43	D
4	46.0/72.8	SR-58 to Trona Rd	2C	R	4,625	8.0	415	16	65	0.27	C
5	72.8/73.5	Trona Rd to Kern Co Line	2C	R	3,700	10.0	370	16	65	0.24	B

### 2020 No-Build

Seg	Post Mile	Limit	Existing Facility	R/U/UB	ADT	Peak Hr %	2-way Peak Hr Vol	Peak Hr Truck %	Direct Split %	V/C	OP LOS
SBd 1	R4.0/11.2	I-15 to SR-18	2C	UB	70,000	9.0	6300	10	68	3.60	F
2	11.2/17.8	SR18 to El Mirage	2C	UB	38,000	9.0	3420	10	65	1.95	F
3	17.8/46.0	El Mirage to SR-58	2C	U/R	25,000	9.5	2375	13	60	1.44	F
4	46.0/72.8	SR-58 to Trona Rd	2C	R	7,000	9.0	630	15	55	0.39	C
5	72.8/73.5	Trona Rd to Kern Co Line	2C	R	6,000	10.0	600	15	55	0.37	C

### 2020 Concept Facility

Seg	Post Mile	Limit	Concept Facility	R/U/UB	ADT	Peak Hr %	2-way Peak Hr Vol	Peak Hr Truck %	Direct Split %	V/C	OP LOS	Concept LOS
SBd 1	R4.0/11.2	I-15 to SR-18	6F	UB	70,000	9.0	6300	10	68	0.77	D	E
2	11.2/17.8	SR18 to El Mirage	4F	UB	38,000	9.0	3420	10	65	0.61	C	E
3	17.8/46.0	El Mirage to SR-58	4F/E*	U/R	25,000	9.5	2375	13	60	0.41	B	C
4	46.0/72.8	SR-58 to Trona Rd	2C	R	7,000	9.0	630	15	55	0.10	A	C
5	72.8/73.5	Trona Rd to Kern Co Line	2C	R	6,000	10.0	600	15	55	0.09	A	C

R/U/UB = Rural,urban,urbanized

ADT = Average daily traffic

V/C = Volume capacity ratio

LOS = Level of service

OP = Operational

6F = six-lane freeway

2C = two-lane conventional highway

\* = Four-lane freeway from El Mirage Rd. to Purple Sage St. (P.M. 17.8/21.6)  
and four-lane expressway from Purple Sage St. to SR-58 (P.M. 21.6/46.0)

6/27/01

**US-395**

<b><u>SEGMENTS</u></b>	<b><u>DESCRIPTION</u></b>	<b><u>COUNTY</u></b>	<b><u>POSTMILE</u></b>	<b><u>KILOMETERS</u></b>
1	I-15 to SR-18	SBd	3.98/11.18	6.40/17.9
2	SR-18 to Elmirage	SBd	11.18/17.77	17.9/28.59
3	Elmirage to SR-58	SBd	17.77/45.95	28.59/73.94
4	SR-58 to Trona Rd	SBd	45.95/72.77	73.94/117.11
5	Trona Rd to Kern Cty Ln	SBd	72.77/73.52	117.11/118.31

**ENGLISH TO METRIC CONVERSION FACTORS**

1 MILE= 1.609344 KM

## **MEMORANDUM OF UNDERSTANDING**

This Memorandum of Understanding (MOU) shall be effective upon the 18<sup>th</sup> day of October 2002 between the State of California, Department of Transportation (hereinafter Caltrans); Cities of Victorville, Hesperia and Adelanto (hereinafter Cities); the County of San Bernardino (hereinafter County); and the San Bernardino Associated Governments (hereinafter SANBAG).

This MOU constitutes a guide to the respective obligations, intentions and policies of the Cities, County and Caltrans to follow, in reviewing, approving and conditioning new development along north and south US-395 between Interstate 15 and State Route 58. This MOU addresses the existing highway facility and acknowledges planning efforts for both the existing and new facility by the Cities, County, SANBAG and Caltrans. This MOU has not been designed to authorize funding for project effort, nor is it a legally binding contract.

The basic understanding is as follows:

### **I. Relinquishment of Existing US-395**

Caltrans is planning an upgrade of US-395 between I-15 and Farmington Road just north of SR-58 to freeway/expressway standards. If the alignment, as selected through the environmental process, of the new freeway/expressway facility does not follow the existing alignment, upon completion of the new facility, Caltrans will relinquish portions of the existing US-395 to respective local jurisdictions (Hesperia, Victorville, Adelanto and San Bernardino County) "in a state of good repair," as defined in Section 73 of the Streets and Highways Code. A state of good repair requires maintenance, as defined in Section 27 of the Streets and Highways Code, including litter removal, weed control, and tree and shrub trimming to the time of relinquishment. This requirement does not obligate Caltrans for widening, new construction, or major reconstruction of existing US-395. The portions of existing US-395 to be relinquished will depend upon the final alignment selected for the new facility.

The portion of existing US-395 that traverses the Kramer Junction region (from just south of SR-58 through Edwards Air Force Base property to Farmington Road just north of SR-58) may be proposed along a new alignment. The section of existing US-395 that traverses the military property may be demolished and relinquished to Edwards Air Force Base. North of SR-58 to Farmington Road, the portion of the existing conventional highway not needed for the selected final alignment may be relinquished to the County.

### **II. Interim Improvement Projects**

Any construction of a new freeway/expressway is expected to take years to complete. In the interim, SANBAG and Caltrans, in cooperation with local jurisdictions, will monitor demand and evaluate US-395 for interim improvement projects. Additionally, the Cities, County, SANBAG and Caltrans agree to work in partnership on a continual basis to evaluate operational and safety needs on the existing US-395 facility and to identify and prioritize needed State Highway Operation and Protection Program (SHOPP) projects. During the project development phase selected alignment of the new facility, Caltrans will maintain the existing alignment in a "state of good repair" and will continue to implement

safety improvements identified on US-395. Caltrans will continue to work with local jurisdictions to identify critical operational improvements to be implemented either by Caltrans, by local jurisdictions, or jointly by Caltrans and local jurisdictions. Because a new facility is being planned, all improvements funded by Caltrans on existing US-395 will be operational or safety projects and must be justified for funding through SHOPP.

### **III. Local Jurisdiction Plans for Existing US-395**

The Cities plan for the facility on the existing alignment of US-395 to be a local major arterial. If the final alignment of the new freeway/expressway facility does not follow the existing alignment, the existing US-395 will be relinquished to local jurisdictions, upon completion of the new facility. In the interim, the Cities and County agree to preserve 150 feet of right-of-way along the existing US-395 facility, from I-15 to approximately Purple Sage Road, for an ultimate 6-lane conventional highway (three lanes in each direction) in the circulation elements of their General Plans. The Cities shall hereafter protect the right-of-way for the 6-lane conventional highway through development review and conditioning development through their land use planning and permit processes. (See attached exhibit of typical cross sections of 6-lane urban arterial highway on flat terrain).

Should the existing US-395 alignment be selected for the new facility, preserved right-of-way could be used for the new freeway/expressway.

### **IV. Intergovernmental Review/California Environmental Quality Act (IGR/CEQA)/Permits**

For the purpose of assessing the "cumulative" impact of new development on State transportation facilities, any new development plans of statewide, regional or area-wide significance will be submitted to Caltrans for IGR/CEQA review. All agencies will actively participate in the IGR project notification process. The IGR/CEQA Branch will evaluate the impact on, and the mitigation of impacts to state transportation facilities. Through IGR, Caltrans can ensure that impacts to infrastructure under its jurisdiction are fully disclosed and that reasonable mitigation is recommended and implemented. It is agreed that the Cities and County will submit any new development plans (newly proposed, already approved but not constructed) within one mile of a state facility and/or other regionally significant projects that could have potential impact on the existing facility.

Any plans dealing with proposed "encroachments" within the State highway right-of-way must be reviewed by the Caltrans Encroachment Permits Branch. The Permits Branch is responsible for processing applications for projects whose estimated construction costs are less than one million dollars within the State right-of-way. Encroachment Permits is also responsible for reviewing impacts, ensuring that all necessary mitigation is obtained, collecting appropriate fees, approving the plans, issuing the approved permits and inspecting the construction.

### **V. Improvements and Access Control-Existing US-395**

The Cities and County agree that all improvements made on the existing US-395 facility will be constructed to meet Caltrans standards. Intersection and limited access design will be developed in accordance with Caltrans policies, procedures, practices and standards.

Variations from or exceptions to these standards will be subject to consultation between Caltrans and the Cities, the County, SANBAG and other funding agencies.

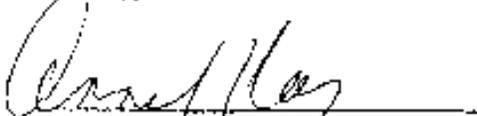
The Cities and County agree to limit driveway access in accordance with Caltrans engineering standards. It is recommended that any new or reuse driveways within urban areas that are approved, be right-in, right-out only. The exact driveway locations will be determined during the development review/encroachment permit process and will be evaluated on a case-by-case basis. Intersections will be subject to negotiation with Caltrans. Signalized intersections should be interconnected and favor the state highway. The project centerline will be the existing centerline on the Caltrans current As-Built plans

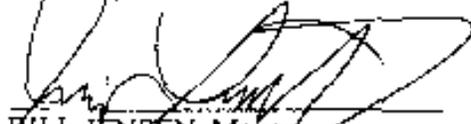
**VI. Adelanto 1985 Freeway Controlled Access Agreement**

The 1985 freeway controlled access agreement between the City of Adelanto and Caltrans will remain in effect until a new freeway agreement is executed or the 1985 agreement is amended or modified by the mutual consent of the State and the City of Adelanto. Caltrans and the City of Adelanto are currently planning to review this agreement for possible modification. The agreement covers a 5.2 (8.4 kilometers) mile segment of US-395 through the City of Adelanto between Holly Road and 1.1 miles (1.8 kilometers) north of El Mirage Road. A copy of the agreement is attached.

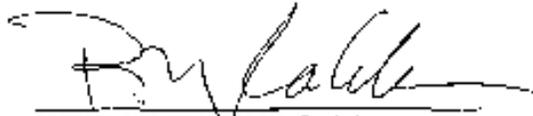
This MOU may be modified at any time by the agreement of the parties hereto.

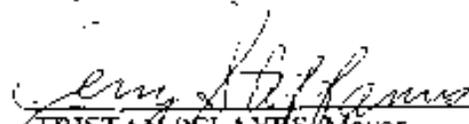
I concur

  
\_\_\_\_\_  
ANNE MAYER, Director  
Caltrans, District 8

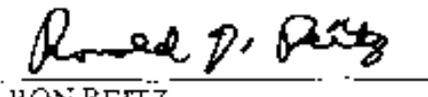
  
\_\_\_\_\_  
BILL JENSEN, Mayor  
City of Hesperia

  
\_\_\_\_\_  
FRED AGUIAR, Chairman  
Board of Supervisors  
County of San Bernardino

  
\_\_\_\_\_  
MIKE ROTHSCHILD, Mayor  
City of Victorville

  
\_\_\_\_\_  
TRISTAN PELAYES, Mayor  
City of Adelanto

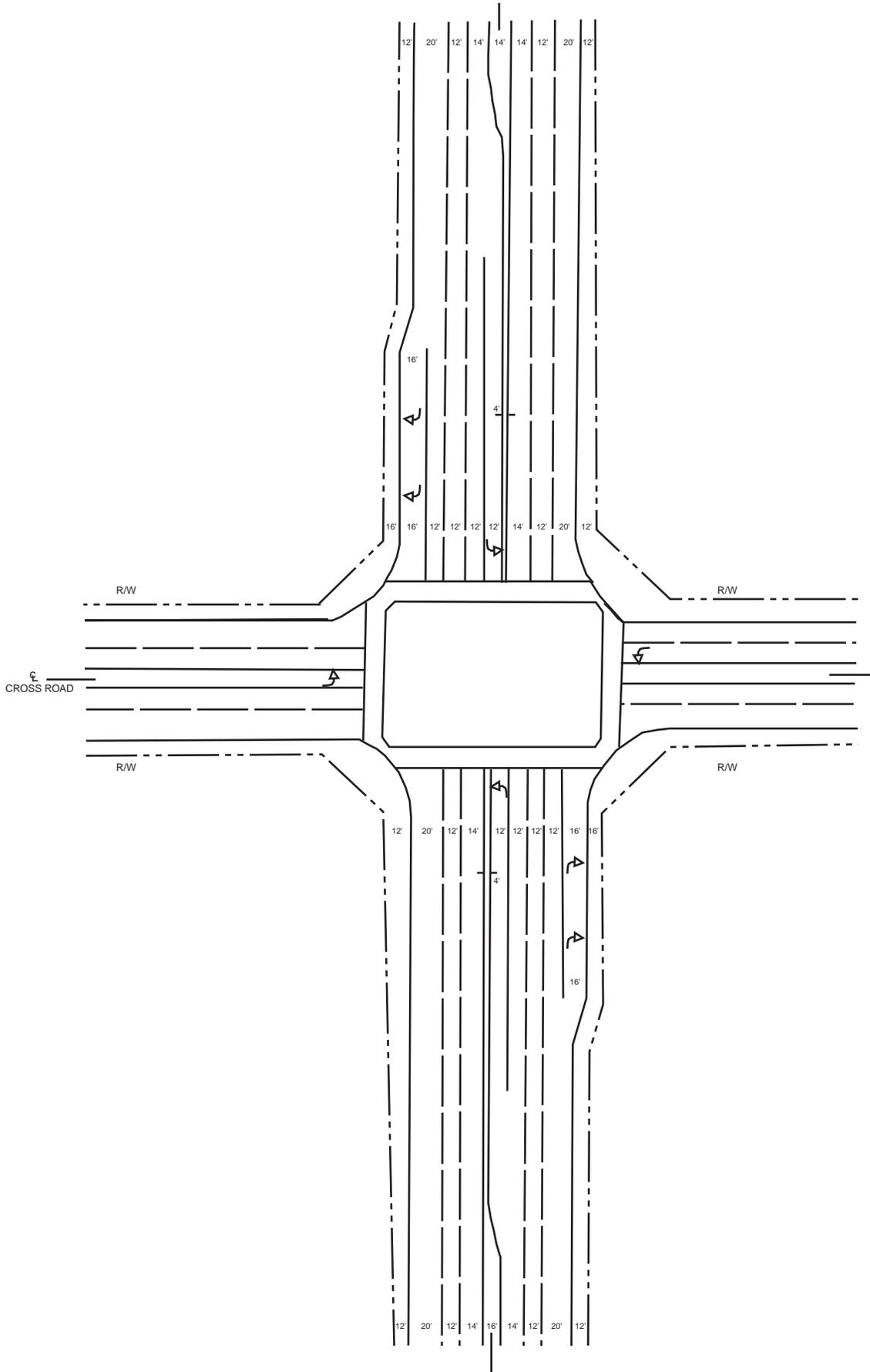
  
\_\_\_\_\_  
BILL POSTMUS, President  
SANBAG

  
\_\_\_\_\_  
RON REITZ  
SANBAG Counsel

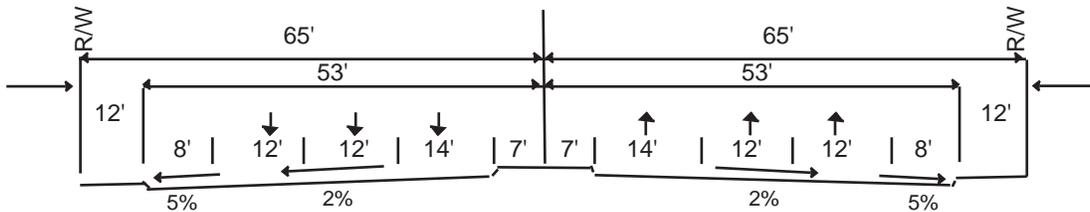
# SIGNALIZED INTERSECTION APPROACH WITH SINGLE LEFT TURN AND SINGLE RIGHT TURN POCKETS

℄

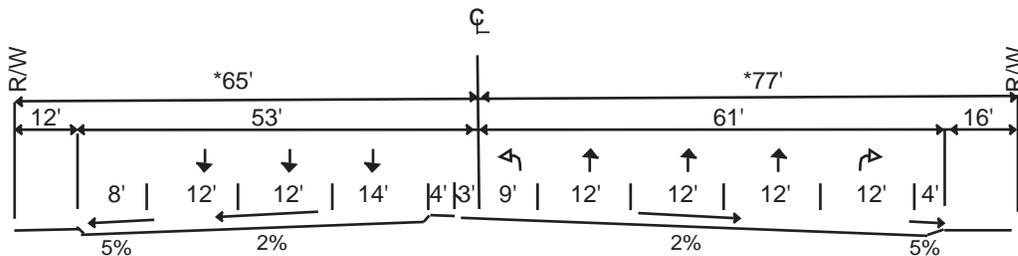
HIGHWAY 395



# TYPICAL CROSS SECTIONS

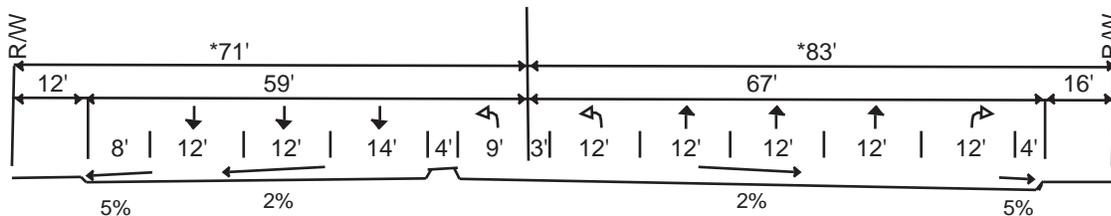


MID-BLOCK

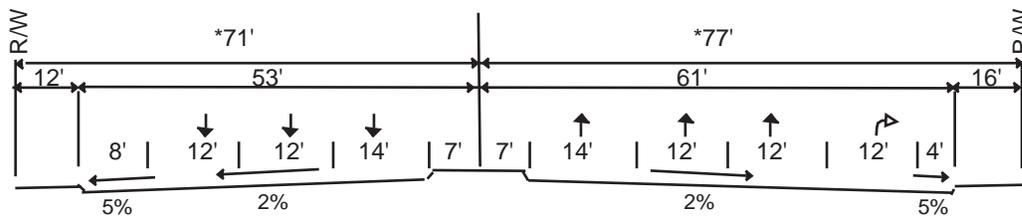


\*These dimensions are acceptable to any changes as long as we maintain the full width of Right-of-Way and lane configurations.

SIGNALIZED INTERSECTION APPROACH WITH SINGLE LEFT TURN AND SINGLE RIGHT TURN POCKETS



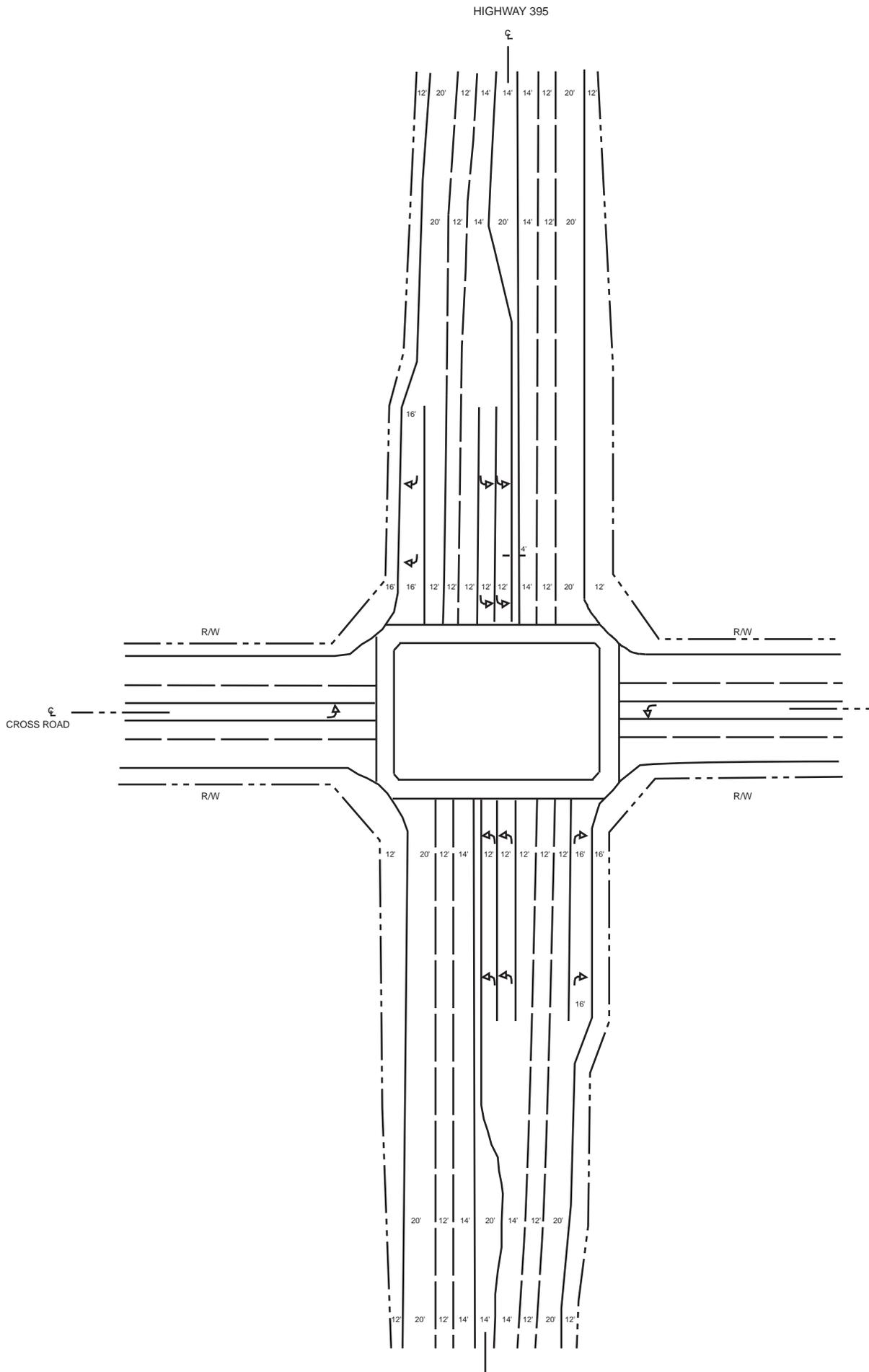
SIGNALIZED INTERSECTION APPROACH WITH DUAL LEFT TURN AND SINGLE RIGHT TURN POCKETS



INTERSECTION APPROACH WITH RIGHT TURN ONLY

Note: The above width of the Right-of-Way is completely the minimum and at the speed of 45 m/h.

# SIGNALIZED INTERSECTION APPROACH WITH DUAL LEFT TURN AND SINGLE RIGHT TURN POCKETS



# INTERSECTION APPROACH WITH RIGHT TURN ONLY

