

DISTRICT SYSTEM MANAGEMENT PLAN

DISTRICT 9

MARCH 2015



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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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(Cover photo – Inyo State Route 168, looking west toward Big Pine and the Eastern Sierra)

ABOUT THE DISTRICT SYSTEM MANAGEMENT PLAN

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 and health; stewardship and efficiency; sustainability, livability and economy; system performance; and organizational excellence.

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 the strategic policy and planning document that focuses on system preservation, 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 an appendix to the DSMP and provides 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.

DSMP 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 DSMP is to develop the District's vision of how the transportation system will be maintained, managed, and developed over the next 20 years and beyond. It provides a vehicle for the development of multimodal, multijurisdictional system strategies. The DSMP is developed with the goals of increasing safety, improving mobility, providing excellent stewardship, and meeting community and environmental needs throughout the District.

STAKEHOLDER COORDINATION

As information for the DSMP was gathered, stakeholder websites and documents were examined. Some stakeholders were contacted for input related to their particular specializations, verification of the 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. Agency and stakeholder participation was sought, including:

Inyo County Local Transportation Commission
Mono County Local Transportation Commission
Kern Council of Governments
Caltrans District 6
Caltrans District 8

EXECUTIVE SUMMARY

District 9 of Caltrans encompasses the central-east portion of the State with headquarters in Bishop, as depicted in Map A. The District is responsible for all of the State Highway System (SHS) in Inyo and Mono counties. It is responsible for maintenance, permitting, traffic operations, planning, local assistance, and intergovernmental review for northern San Bernardino and eastern Kern Counties, through agreements with District 8 (San Bernardino) and District 6 (Fresno). Unless specified otherwise in this DSMP, "District" refers to this four county area.

The District is primarily rural with the greatest portion of land being non-private (e.g. Forest Service, Bureau of Land Management, Los Angeles Department of Water and Power, Tribal). Due to the geographical diversity and recreational opportunities, it is tourist oriented with strong ties to Southern California. Hence, a primary transportation improvement focus for the District and its regional transportation planning agencies is the continued upgrade of the US 395/SR 14 corridor to a modern four-lane access controlled expressway. Improving safety for all users while balancing the State Highway's role as interregional thoroughfare, local lifeline, goods movement corridor, and community main street is one of the biggest challenges the District faces.

The District shares the vision and mission of our parent State Transportation Agency:

Our **VISION**, what we aspire to be:

A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork.

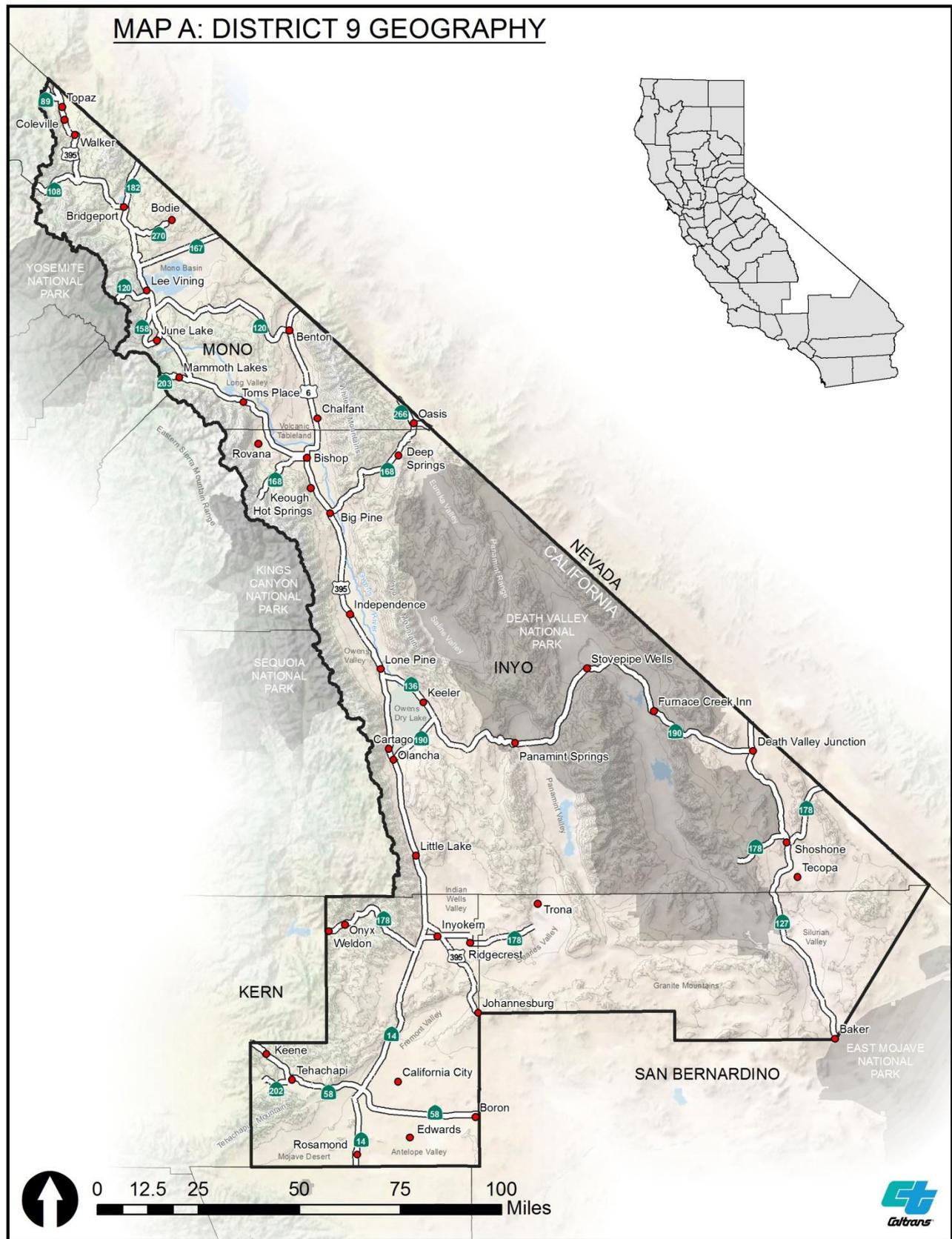
Our **MISSION**, why we exist:

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

In light of our vision and mission, to develop and manage the transportation system the District aims toward the Caltrans strategic **GOALS**:

- 1) **Safety and Health:** Provide a safe transportation system for users, workers and affected communities; promote health through active transportation and reduced pollution in communities.
- 2) **Stewardship and Efficiency:** Money counts. Responsibly manage California's transportation-related assets.
- 3) **Sustainability, Livability and Economy:** Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.
- 4) **System Performance:** Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.
- 5) **Organizational Excellence:** Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

DISTRICT 9 MAP



DISTRICT 9 OVERVIEW

In geographical size, the District is the 3rd largest covering 19,740 square miles, containing varied topography. Mount Whitney (the highest peak in the lower 48 States) is less than 150 miles from Badwater in Death Valley (the lowest point in the US). There are several state highways that cross the Sierra Nevada mountain range; one leads to the east entrance of Yosemite National Park. The District is in the western portion of the Great Basin, which includes the Owens Valley, bordered by the White and Inyo Mountains to the east and Sierra to the west. The Mojave Desert encompasses parts of Inyo, San Bernardino and eastern Kern Counties. The varied topography and elevation lend to a wide range of climate zones.

Because of the diversity in geography and weather, tourism is the major economic activity with over 13 million visitor-days generated annually including the following destinations: National Parks such as Yosemite and Death Valley; Inyo and Humboldt-Toiyabe National Forests; State Parks such as Red Rock and Bodie; Mammoth Mountain Ski Area; and Mono Lake Basin National Scenic Area. The varied topography, geological features, biological diversity, and cultural resources are hallmarks of the region – and provide opportunities for outdoor activities such as off-roading, hiking, climbing, kayaking, fishing, hunting, skiing, bird watching, etc.

Agriculture - primarily cattle ranching and some crops, is another notable land use contributing to the economy. Due to the climate and available open space of the high desert, there are numerous renewable (solar and wind) energy facilities and proposals for more. With no significant air cargo or rail, the economy is dependent on the SHS for movement of goods and access to services.

Development is limited since much of the land is public (e.g. in Inyo County, only 2% of land is private). Agencies with land ownership/jurisdiction include: the Bureau of Land Management (BLM), US Forest Service, National Park Service (NPS), CA State Parks, State Lands Commission, Edwards Air Force Base, China Lake Naval Air Weapons Station (NAWS), US Marines Pickel Meadows Mountain Warfare Training Center, and the Los Angeles Department of Water and Power (LADWP - with water rights for export to southern California). The District interacts with eight federally recognized tribes; seven of which are located in Inyo and Mono Counties, and one in Nevada and other districts' counties.

Per the 2010 US Census, the population of Inyo County is 18,546 and Mono County is 14,202. No specific data exists for the eastern Kern portion of the District, but based on an overlay of the 2010 Census and the District boundary, an estimate is 112,400. By the same method, an estimate for the San Bernardino portion is 2,800. Hence, the District population is approximately 148,000. Community populations vary from 50 (rural unincorporated) to over 28,000 (incorporated city).

TRANSPORTATION SYSTEM

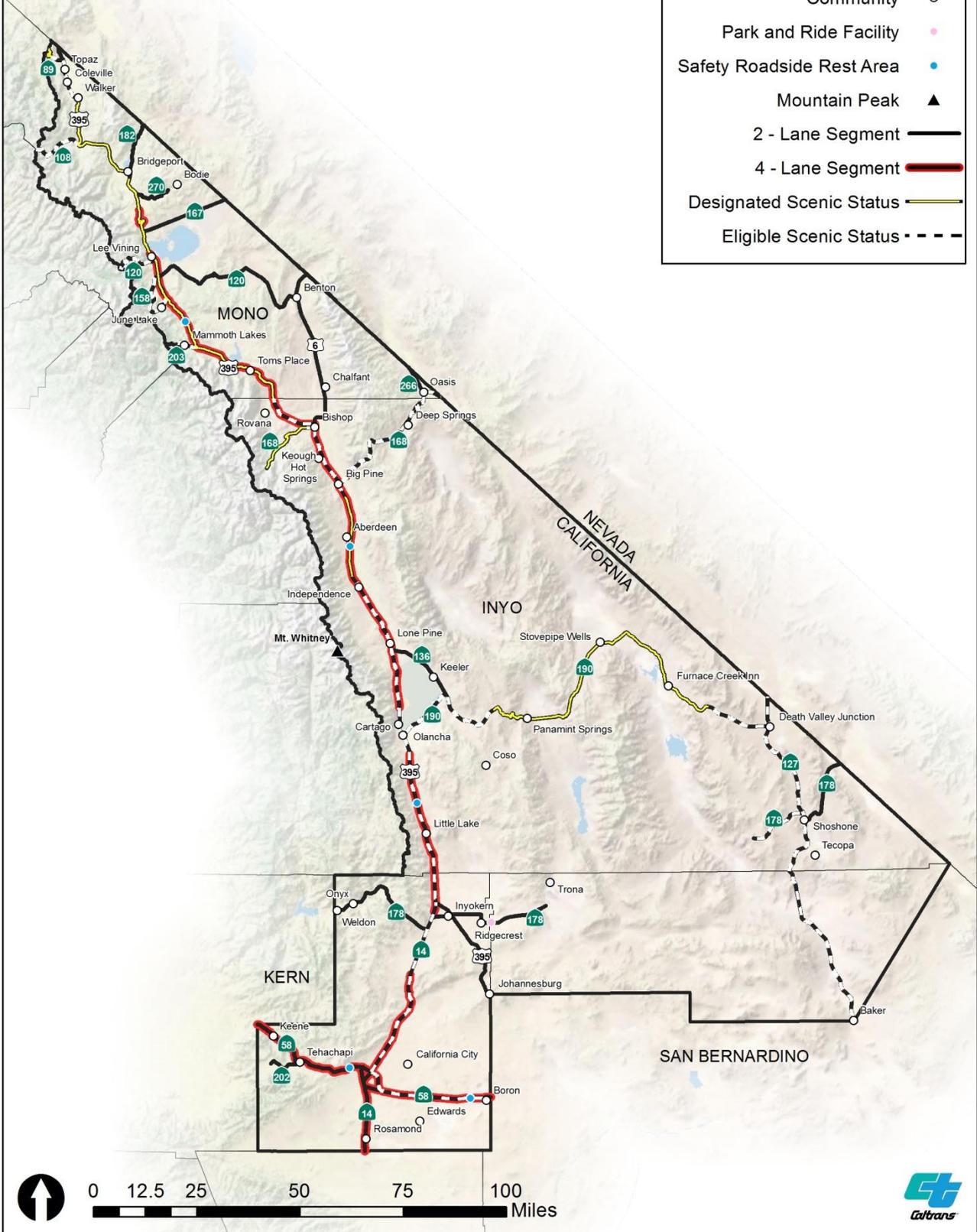
State Highway System

The SHS and some related facilities in the District are shown in Map B. The SHS provides local, regional, interregional, and statewide connectivity.

The District has nineteen US and State designated highways with an SHS elevation range of minus 120-ft to 9,945-ft. Some are four-lanes and designated freeway or expressway, but most are two-lane conventional highways. Some routes are access controlled and others are not; hence, access management principles are implemented where possible.

MAP B: DISTRICT 9 STATE HIGHWAY SYSTEM

Community	○
Park and Ride Facility	●
Safety Roadside Rest Area	●
Mountain Peak	▲
2 - Lane Segment	—
4 - Lane Segment	—
Designated Scenic Status	—
Eligible Scenic Status	- - -



State Route 14, US 395 and with US 6 as an option, create a primary north-south corridor connecting Southern California to the Eastern Sierra, Nevada, Oregon, and Washington. This is the only corridor providing interregional and interstate access, it is a vital link on a local and regional level since nearly all people, goods, and services use these routes. In Kern County, SR 58 is the major east-west corridor linking Bakersfield and the Central Valley (District 6) with NV, connecting to I-40 at Barstow. The SHS provides the primary access for outlying communities to receive emergency services.

Several highways are designated as Scenic routes or are eligible for such designation. Much of SR 190 in DVNP is also designated a National Scenic Byway. See http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm.

Seasonal weather variations and related natural events/disasters impact the District's highways including: sub-zero temperatures, heavy snowfall, ice, avalanche, high winds, blinding dust, wildfire, excessive summer heat, flash floods, and washouts. Geographical constraints (e.g. cliffs, rivers) and sensitive flora/fauna species are also challenges to planning, designing, building, and maintaining highways in the District.

Recreation/tourism and goods movement (freight) are the major traffic generators. Most of the communities have a State highway as a main street. Given the substantial distances between communities, commute cycling and walking - to work, school, and other places, is primarily contained within each community. The District strives to balance the values of its communities with requirements for highway safety and mobility, to ensure safety and efficiency for all users.

In some areas, SHS right-of-way (R/W) has not been formalized (i.e. no fee title or easement). This applies to more than 200 center-lane miles through public (e.g. DVNP, BLM) and private lands. Thus, it can be difficult to perform maintenance activities, make facility improvements, and ensure that private project components are offset from the highway appropriately.

Freight

The primary goods movement (GM) corridors are SR 14, SR 58, US 6, and US 395. These connect Southern California to Nevada, Oregon, and Washington. The SHS is also a vital link for the region's economy due to the geographic isolation from large population centers; the region heavily depends upon goods shipped in by truck. There is no significant air freight. In eastern Kern County, there is freight rail service provided by Union Pacific (UP) and Burlington Northern Santa Fe, generally along the SR 58 and SR 14 corridors. The Mojave Air & Space Port railhead is also used for delivery of freight such as renewable energy project components. The Trona Railway has a short-line route connecting with UP to support mining activities in the Searles Valley (northern San Bernardino County).

Per 2012 data, the approximate truck range of the Average Annual Daily Traffic (AADT) in the District for these major routes is:

- SR 14: 6 to 19% (AADT 2,750-29,500)
- SR 58: 31 to 37% (AADT 14,050-19,700)
- US 6: 12 to 24% (AADT 960-3480)
- US 395: 9 to 23% (AADT 3,400-14,700)

The speed differential between trucks and passenger vehicles, can cause operational and safety issues - especially in two-lane highway sections and at road junctions.

Per the *2011 Origination and Destination Study*, which reflects the US 395/US 6 corridor in Inyo and Mono Counties:

- Trips classified as GM are 9.2%
- Retail Trade is the greatest commodity of GM trips at 51.7%
(North America Industry Classification System Codes 44-45 - e.g. consumer goods, food, beverage)
- Empty loads of GM trips are 24.4%

There are five Safety Roadside Rest Areas (SRRA) and some private truck stops available for trucker (and other vehicle) use. Most areas do not have such options and truckers may park on the SHS for rest or during road closures (due to snow, wind, rain, fire, washouts and collision, etc.). This can create both safety and hazardous material issues. Some of the SRRAs include satellite offices for the California Highway Patrol (CHP).

Truck highway network information (i.e. map, classifications, advisories, etc.), may be found on the Freight Fact Sheets (District 9, 8 and 6) available at: http://www.dot.ca.gov/hq/tpp/offices/ogm/fact_sheets_index.html.

Transit

Eastern Sierra Transit Authority (ESTA) provides the majority of the District's transit (including bicycle racks and wheel chair lifts). The fixed routes provide services for commuting and general errands. Dial-A-Ride service is also available. Its Carson Ridgecrest Eastern Sierra Transit (CREST) line operates five days a week operating south to Lancaster (District 7) and north to Reno, Nevada. Many residents utilize this service to connect to other transit services (including the Reno/Tahoe Airport) and for medical appointments. It is also used by through-hikers of the John Muir and Pacific Crest Trails.

Yosemite Area Regional Transportation System (YARTS) provides service connecting select Mono County locations with Yosemite National Park. Due to winter conditions with resultant road and Park facility closures, service is usually only provided to Mono County from the middle of May to the end of September.

Kern Regional Transit (KRT) is the main transit operator for Kern County, providing connections for outlying regions and the City of Bakersfield (District 6). In District 9, the Mojave/Ridgecrest Route operates three days a week with service for Ridgecrest, Inyokern, California City and Mojave. The Eastern Kern Express Route operates six days a week with service for Bakersfield, Lancaster (District 7) and Tehachapi.

For these transit agencies, the District manages the 5311 and 5311(f) Rural Federal Assistance grants, and the State Transportation Improvement Program (STIP) grants (Transportation Development Act funds), for purchase of transit vehicles.

The High Speed Rail passenger service has a proposed segment running through eastern Kern – from Bakersfield (District 6) to Palmdale (District 7). However, no stops are planned for eastern Kern (District 9).

Aviation

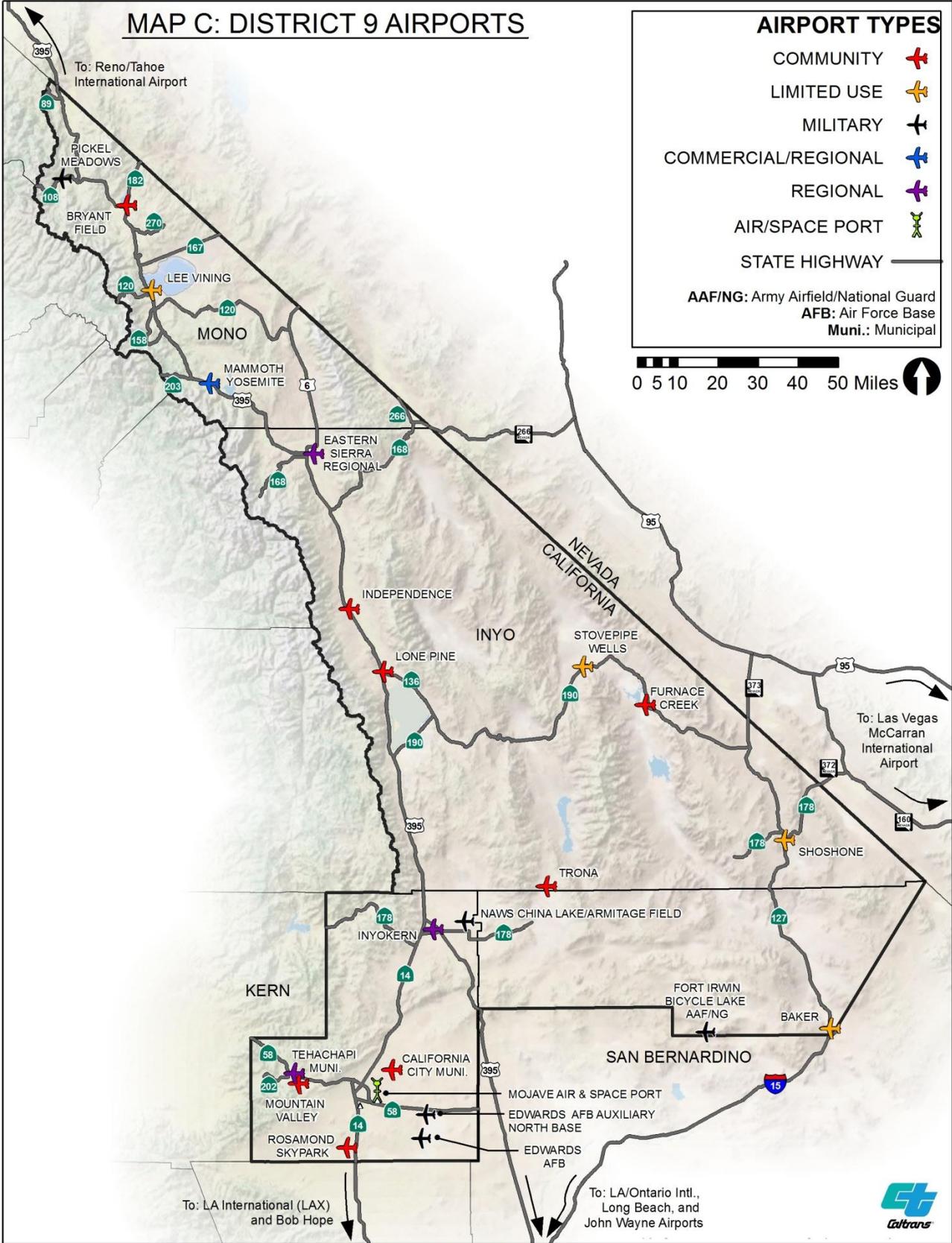
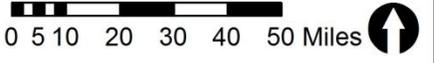
Airport locations within the District are shown in Map C. Commercial air service is only available at the Mammoth-Yosemite Airport in Mono County. It is subsidized by Mammoth Mountain Ski area, the Town of Mammoth Lakes, and Mono County. Service includes Los Angeles (year round) and varies seasonally for San Francisco, Las Vegas, San Diego and Denver. (Commercial Service at Inyokern (near Ridgecrest and NAWS was discontinued in November 2013.)

MAP C: DISTRICT 9 AIRPORTS

AIRPORT TYPES

- COMMUNITY 
- LIMITED USE 
- MILITARY 
- COMMERCIAL/REGIONAL 
- REGIONAL 
- AIR/SPACE PORT 
- STATE HIGHWAY 

AAF/NG: Army Airfield/National Guard
 AFB: Air Force Base
 Muni.: Municipal



For more air travel options, the SHS must be utilized to travel to: the north - Reno/Tahoe International Airport; the east - Las Vegas McCarran International Airport; and the south – Los Angeles/Ontario International, Los Angeles International, Burbank/Bob Hope, Orange County/John Wayne and Long Beach Airports.

The District attends Airport meetings on an as-needed basis. The District ensures that the CA Division of Aeronautics is made aware of any local projects (e.g. renewable energy, heliports), which may have aeronautical impacts.

Park and Ride

One official Park and Ride lot is on SR 178 in Ridgecrest. It is used primarily for ridesharing to China Lake Naval Air Weapons Station. Bike lockers are available for a refundable deposit. The lot is also used by the public to meet for caravanning for recreational outings. There are other locations throughout the District that are utilized as park and ride lots, but are not officially designated as such and are generally outside of Caltrans right-of-way.

Bicycle

Nearly all of the District's highways are open to bicycles with only a few exceptions (freeway portions of SR 14 and SR 58). One of the biggest challenges the District faces concerning bicycling is accommodating bicycles on rural mountain roadways with shoulders built to earlier standards. Providing wider shoulders on lower emphasis routes is a challenge due to prioritization of funding, environmental concerns, unbalanced cost to benefit ratios, and physical constraints. Besides improving or expanding shoulders on open highways, many opportunities exist to improve commuting and general bicycle circulation within communities. Many of these opportunities involve collaborating with local entities on off-highway improvements and/or additions of bike facilities to accommodate safer alternatives for commuting to work/school, errands and recreation. As for designated bicycle facilities (class I, II, & III) on the SHS, the District has some long stretches of Class III, some short segments of Class II within a few communities, and no Class I facilities. Due to the rural nature of the District, bicycle commuting is generally limited to within and around communities. Because of the scenery, terrain, and low traffic volumes, the District has many popular cycling events that tourists and locals alike enjoy. Touring bicyclists frequent the area primarily in the summer on long distance trips.

Pedestrian

Except for freeway portions of SR 14 and SR 58, the District's highways may be used by pedestrians. In rural areas without sidewalks, pedestrians use the highway shoulder, and may not always walk facing traffic or make optimal crossing choices. Safety for both bicycles and pedestrians is inherently improved via highway shoulder widening projects.

The District is also very interested in the safety and Livable Community 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 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.

TRANSPORTATION PARTNERS

Metropolitan Planning Organizations	Kern Council of Governments (Kern COG) San Bernardino Associated Governments (SANBAG)
Regional Transportation Planning Agencies	Inyo County Local Transportation Commission (LTC) Mono County LTC
Congestion Management Agencies	None
County Transportation Commissions	Inyo County LTC, Mono County LTC
Local Agencies	Mono County, Town of Mammoth Lakes, Inyo County, City of Bishop, Kern County, City of Ridgecrest, City of California City, City of Tehachapi, San Bernardino County
Federally Recognized Tribes	Big Pine Band of Owens Valley Paiute Shoshone Indians Bridgeport Paiute Indian Colony Death Valley Timbi-Sha Shoshone Band Fort Independence Indian Community of Paiute Indians Paiute-Shoshone Indians of the Bishop Community Paiute-Shoshone Indians of the Lone Pine Community Utu Utu Gwaitu Paiute Tribe of the Benton Paiute Reservation Washoe Tribe of Nevada and California
Air Districts	Great Basin Unified Air Pollution Control District (APCD), East Kern County APCD, Mojave Desert Air Quality Management District

The regional relationship with the four MPOs and RTPAs is primarily framed by memorandums of understanding (MOUs) to partner in funding US 395 and SR 14 corridor projects and partner in regional planning efforts. Districts 6 and 8 take the lead for Kern COG and SANBAG respectively.

The District works closely with the local Mono and Inyo LTCs - participating as an ex officio member for Inyo and sitting at the table for Mono. This helps ensure local, regional, and state goals are in-line with and supported by the Regional Transportation Plans and Regional Transportation Improvement Programs. The District also manages several funding sources that the agencies utilize for planning, transit and other modal development, and monitoring.

For the SHS, Inyo and Mono LTCs’ priorities focus on enhancing the function of the lifeline route (US 395), balancing the needs between community and state highway as main street, maximizing economic development opportunities through the facilitation of recreational access, and facilitating goods movement.

Inyo and Mono LTCs; Kern COG; and SANBAG formed the Eastern California Transportation Planning Partnership (ECTPP) under a four-county MOU, which is acknowledged by Caltrans Districts 6, 8, and 9. The purpose of the ECTPP is for agencies to collaborate on a regular basis:

- Partner on funding project components for major US 395 and SR 14 corridor projects that benefit the regional mobility and economy.
- Accelerate project delivery by pooling funds and leveraging State match funds.
- Support current and future transportation planning activities.

The District's relationship with the Local Agencies (cities and counties) primarily revolves around consultation and cooperation on highway development and management that affects primary access and/or main street environments. Most of these agencies have a State Highway as main street that they rely heavily on as a primary business district that needs to be attractive to visitors and locals alike. The Local Agencies also work with District's Local Assistance office to develop and implement local projects funded by State and Federal funds that are either formula distributed or competitive. In addition, the District works closely with the Local Agencies regarding private development projects to ensure such projects address and mitigate SHS impacts.

The District maintains a collaborative working relationship with the seven federally recognized Tribes, and initiates consultation on plans and projects that affect them. Almost all of the Tribes have direct highway access to the reservations. The Tribe's priorities primarily include safe access for members and potential economic develop to create employment opportunities and economic independence. Tribal administration and staff turnover is a recurring challenge.

Inyo and Mono along with Alpine County comprise a single air district - the Great Basin Unified APCD. Northern San Bernardino and eastern Kern are part of the Mojave Desert Air Basin. Eastern Kern APCD oversees eastern Kern while Mojave Desert Air Quality Management District does northern San Bernardino. The District cites and complies with Air District requirements for SHS projects. Interaction is on an as-need basis.

PLANNING EFFORTS

Planning efforts not described above include:

Mono County Collaborative Planning Team, which meets on a quarterly basis with representatives from agencies including the County, National Forest Service, National Park Service, LADWP, BLM, Bodie State Park, CA Dept of Fish and Wildlife, US Marine Corps, Tribes, Caltrans, etc. and other interest groups (e.g. Sierra Club, Audubon Society, Eastern Sierra Land Trust). The meetings are normally information sharing, with some collaborative efforts and/or targeted subcommittees developing out of the group.

As mentioned before, the District participates in the Eastern Sierra Transportation Planning Partnership. Beyond quarterly meetings and MOU capital project coordination, the group has partnered in several corridor planning efforts and goods movement studies.

Besides ongoing efforts by the Local Agencies in general planning and transportation planning updates, some grant funded projects managed by Caltrans have been undertaken by Mono County, the Town of Mammoth Lakes and the Bishop Tribe. These planning efforts are typically focused on a specific community enhancement plan, although one is for a Scenic Byway Corridor Development Plan. Depending on need and funding availability, the District commonly collaborates on planning and implementation efforts to enhance regional and community goals.

The District also meets bi-annually - each with DVNP and Inyo National Forest, to network and collaborate as appropriate since the SHS crosses through these agencies' lands.

The Interagency Visitor Center (IAVC), at the junction of SR 136 and US 395, is a gateway to DVNP and Mt. Whitney. Among others, the IAVC partners include LADWP, Inyo NFS, DVNP, Manzanar National Historic Site, BLM and the District. The meetings are commonly information sharing, with some collaborative efforts and/or targeted subcommittees developing out of the group for the Visitor Center facility and other endeavors.

The District is working on a Multi Modal Transportation Plan, which will encompass SHS facilities and reflect other agencies' plans.

District planning documents (e.g. Transportation Concept Reports) are routed to affected stakeholders for review and input, often with presentations at meetings. Outside agencies' planning documents are reviewed and formally commented on, usually via the local development-intergovernmental review process.

ENVIRONMENTAL SETTING

The vast and varied scenic nature of the District with its deserts, mountains and water bodies creates an important aesthetic resource valued by locals and visitors alike. As previously mentioned, some SHS routes are designated as Scenic; however, wherever appropriate the District strives to utilize context sensitive solutions in design of facilities (e.g. river rock or timber façade bridges, and earthen toned guard rail).

The region has many lakes, rivers and creeks fed by Sierra snowmelt. Mono Lake lies east of US 395 and is within a federally designated Scenic Area. The Owens River Headwaters in the Sierra and the Amargosa River (intermittent surface and underground flow) in Death Valley are both designated as Wild and Scenic. Such designations necessitate special consideration for SHS activities, which can become sensitive politically and to special interest groups.

The geography (e.g. mountains and water bodies) create inherent constraints to how SHS facilities can be built and maintained. In some situations, State highway standards cannot be practicably achieved; safety and transportation goals must be balanced when considering any design exceptions.

In all activities, the District practices best management principles regarding flora and fauna. There are over ninety plant and animal species in the District that are classified as threatened or endangered. The desert tortoise, Mohave ground squirrel and bi-state sage grouse are species requiring extra special consideration. Roadkill (esp. deer) is a major safety issue. The District has signs in major crossing areas, updates the Changeable Message Signs during migration season, and considers wildlife crossing treatments where feasible.

Many historic and prehistoric archaeological sites, such as obsidian sources and quarries, petroglyphs, ruins, etc., reveal the region's story - including that of the Paiute, Shoshone and Timbisha tribes. The District takes great care to document and preserve cultural resources as related to SHS activities.

MANAGEMENT PLAN

GOALS

Our **VISION**, what we aspire to be:

A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation, and teamwork.

Our **MISSION**, why we exist:

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

Our strategic **GOALS**, supporting our Vision and Mission:

- 1) **Safety and Health:** Provide a safe transportation system for users, workers and affected communities; promote health through active transportation and reduced pollution in communities.
- 2) **Stewardship and Efficiency:** Money counts. Responsibly manage California's transportation-related assets.
- 3) **Sustainability, Livability and Economy:** Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.
- 4) **System Performance:** Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.
- 5) **Organizational Excellence:** Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

The following policies and strategies will steer us to goal fulfillment, as we develop and manage the transportation system within District 9's jurisdiction.

POLICIES

- 1) **SAFETY AND HEALTH** - *Provide a safe transportation system for users, workers and affected communities; promote health through active transportation and reduced pollution.*

POLICY 1A – Promote safety in design and maintenance for the transportation system, considering the needs of all traveler modes – motorized vehicles, pedestrians, bicyclists, transit users, along with transportation system workers. This should make active transportation modes (walking, biking) more inviting and thereby, prompt healthier life styles. More use of active transportation modes along with increased transit ridership, should reduce pollution.

Safety is a primary concern of transportation users, providers and communities – all want to see fatalities and injuries reduced. Caltrans can improve facility safety via design, operational improvements, and traffic management methods. Traveler behavior – often the prevailing safety problem, can only be influenced by education and enforcement.

Strategies

- Maximize facility safety, thus, benefiting all system travelers and workers.
 - Widen shoulders to current standards or as constraints allow.
 - Reconstruct highway curves to meet current standards.
 - Provide rockfall prevention/protection systems.
 - Construct paved turnouts – truck pullouts, chain-up areas, and for slow moving vehicles, where merited.

- Provide temporary truck parking in areas to better separate through traffic and trucks parked on shoulder areas.
 - Provide/improve separation of travel direction (e.g. wider median, physical barrier).
 - Provide additional roadway lighting where merited.
 - Add passing lanes and/or climbing lanes on interregional routes where needed.
 - Provide appropriate treatments to reduce animal/vehicle collisions.
 - Reduce worker exposure by incorporating project designs with long service life features (such as pavement) and that reduce the need for vegetation control.
 - Evaluate maintenance safety needs as part of asset management project decision making.
 - Promote access management principles via Caltrans and Local Development projects.
 - Collaborate with local agencies and the private sector to ensure a systems approach to bicycle and pedestrian infrastructure.
 - Construct/reconstruct sidewalk and driveway approaches to Americans with Disability Act (ADA) standards.
 - Ensure that new private development provide sidewalk/driveway approaches to current ADA standards.
 - Ensure appropriate placement of rumble strip to maximize shoulder room for cyclists, while still providing proper warning to errant motorists.
 - Collaborate with school districts, and other agencies to reduce passenger vehicle trips and increase pedestrian, bicycle and bus trips.
 - Collaborate with agencies and the private sector to provide park and ride lots for commuters.
 - Work with transit provider(s) and local agencies to ensure suitable placement and permitting of bus stops.
- Influence safer behavior by education and enforcement.
 - Inform the public via the media - radio, news papers, websites – reporting on Caltrans projects, activities, road conditions, seasonal animal migration, etc.
 - Hold worker field safety meetings.
 - Utilize work zone safety campaigns (e.g. Slow for the Cone Zone).
 - Incorporate Maintenance Zone Enhanced Enforcement Program (Mazeep), or other law enforcement methods, in work zones.

2) STEWARDSHIP AND EFFICIENCY – Stewardship and Efficiency: Money counts. Responsibly manage California’s transportation-related assets.

POLICY 2A – Be good stewards by embracing a “fix it first” philosophy to maintain the quality of existing facilities. Maintenance of facilities - drainage systems, pavement, sidewalk etc., prolongs facility life and thus, protects financial investments by deferring reconstruction. If drainage systems fail, other facilities can be compromised and potentially trigger highway closures. Timely maintenance of pavement and sidewalk can also improve the users’ experience with smoother travel surfaces.

Strategies

- Evaluate drainage culverts, headwalls, channels etc. and upgrade facilities accordingly.
- Monitor pavement, determine maintenance schedule and rehabilitate roadways.
- Observe facilities for roots, drainage or other potential problem triggers.
- Continue to implement methods of pavement preservation that are greener, cheaper, and provide comparable or better quality products.

POLICY 2B – Formally document land rights so the District can more efficiently manage existing transportation facilities.

Strategies

- Collaborate with DVNP via MOU to define easements for the existing SHS facility to correspond with maintenance area responsibility/needs.
- Prompt and assist HQ R/W to take the lead re: a BLM/Caltrans MOU to perfect R/W title, where lacking, for all highways statewide through BLM lands.
- Collaborate with USFS to define easements, where lacking, for existing SHS facilities reflecting maintenance needs.
- Request Lead Agencies to condition SHS abutting private projects to dedicate R/W, where the R/W is not formally defined.

POLICY 2C – Procure land rights for the transportation system and related uses for more efficient delivery of future projects.

Strategies

- Request Lead Agencies to condition private projects, which abut the SHS, to dedicate R/W for foreseeable needs such as projects on Regional Traffic Impact Fee Program Lists.
- Request Lead Agencies preserve corridors for foreseeable needs, through the General Plan process, etc.

3) SUSTAINABILITY, LIVABILITY AND ECONOMY - *Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.*

POLICY 3A - Preserve natural resources and historic features, which make the Eastern Sierra an attractive place to live and visit. Make environmentally savvy choices and meet legal regulations, while balancing the development and maintenance of transportation infrastructure. Preserve/enhance the natural environment, and that of communities for through travelers and residents.

Strategies

- Ensure compliance with environmental regulations and permits for construction and maintenance activities.
- Participate in periodic meetings with the California Department of Fish and Wildlife (CDFW) and other resource agencies to coordinate and share information.
- Consider the benefits of context sensitive project features to complement the environment.
- Provide paved turn outs, where merited.
- Provide additional roadway lighting where appropriate with context appropriate fixtures.

POLICY 3B – Support the economy and communities by ensuring tourist, local, and freight traffic can move efficiently and safely together through rural areas and communities. Most of the District’s highways are open to bicycles (recreational and long distance touring) and pedestrians. In communities, the through passenger and freight traffic must be balanced with the land use (e.g. commercial/residential), additional access points, pedestrians, and bicyclists.

Strategy

- Maximize operational efficiency for passenger and freight vehicular traffic.
 - Complete the US 395/SR 14 corridor by upgrading existing 2-lane conventional highway to 4-lane expressway.
 - Construct auxiliary lanes – for turn movements (acceleration, deceleration) and passing.
 - Construct a standard two-lane facility with 8-ft shoulders for segments, where feasible.
 - Promote access management principles via Caltrans and private development projects.

POLICY 3C – Improve recreational tourist and local transit options and multimodal connectivity:

Strategies

- Continue support of options (e.g. ESTA, YARTS) that connect modal choices (Reno-Tahoe Airport, Greyhound bus, Metro Link (Antelope Valley to Los Angeles light rail)).
- Support/advertise (transit grants, website links) existing transit trail head/community connections for hikers.
- Work with other entities – Transit, Forest Service, private etc., to examine expansion of trail head transportation services.

POLICY 3D – Utilize more environmentally conservation options for the transportation system.

Strategies

- Improve water quality and reduce water usage.
 - Continue to follow best management practices and comply with permits regarding discharges into water sources.
 - Utilize drought resistant landscaping on new projects.
 - Change water dependent landscaping to drought resistant, when feasible.
- Increase recycling efforts.
 - Recycle and reuse pavement, guard rails, and other materials on construction and maintenance projects.
 - Provide recycling opportunities for travelers at Safety Roadside Rest Areas.
- Work with Stakeholders to examine need for/feasibility of vehicle charging stations.

4) SYSTEM PERFORMANCE - *Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.*

POLICY 4A – Increase and strengthen collaborative partnerships with agencies, industries, municipalities, and tribal governments to affectively develop/support the regional transportation system.

Strategies

- Continue with/form new partnerships and Memorandum of Understandings to leverage funding opportunities.
 - Interact with abutting Caltrans Districts, RTPAs, and NDOT to achieve regional project continuity.
 - Collaborate with local agencies, tribes, and the private sector to develop pedestrian and bicycle facilities.
 - Collaborate with school districts, and other agencies to reduce passenger vehicle trips and increase pedestrian, bicycle and bus trips.
 - Schedule regular interaction with resource and land management agencies, such as CDFW and BLM.

POLICY 4B – Plan, develop, and operate a reliable/efficient integrated transportation system.

Strategies

- Plan for and maximize operational reliability for all system travelers.
 - Include Complete Streets strategies, as appropriate, in short and long range planning documents.
 - Develop a District 9 Multimodal Plan.
 - Examine Intelligent Transportation System (ITS) components, and provide them where beneficial.
 - Complete the US 395/SR 14 corridor by upgrading existing 2-lane conventional highway to 4-lane expressway.

- Construct auxiliary lanes – for turn movements (acceleration, deceleration) and passing.
 - Construct a standard two-lane facility with 8-ft shoulders for segments, not yet meeting this criteria that are not deemed to become expressway.
 - Promote access management principles via Caltrans and private development projects.
 - Construct/reconstruct sidewalk and driveway approaches to Americans with Disability Act (ADA) standards.
 - Ensure that new private development provide sidewalk/driveway approaches to current ADA standards.
 - Widen shoulders to current standards or to the maximum feasible within any constraints
 - Ensure appropriate placement of rumble strip to maximize shoulder room for cyclists, while still providing proper warning to motorists.
- Improve system integration by multimodal connectivity.
 - Collaborate with agencies and the private sector to provide park and ride lots for commuters.
 - Continue promotion of transit connections to other out of District options.
 - Continue support of transit (e.g. ESTA, YARTS) and commute options that connect to communities and modal choices (Reno-Tahoe Airport, greyhound, Metro Link (Antelope Valley to Los Angeles light rail).
 - Work with transit provider(s) and local agencies to ensure appropriate placement and permitting of bus stops.

POLICY 4C – Determine logical transportation facility ownership and route numbering.

Strategies

- Collaborate with Nevada DOT and HQ to improve highway route numbering continuity for travelers.
- Collaborate with Agencies and HQ on re-assigning ownership of transportation facilities.
 - Examine relinquishment of roadway and/or appropriate segments to local agencies (e.g. SR 202).
 - Add appropriate road segment to SHS, if brought up to Caltrans standards.
- Collaborate with HQ to delete unconstructed legislative routes, for which construction is implausible.

5) ORGANIZATIONAL EXCELLENCE - *Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.*

By providing pertinent education for employees, employee performance and communication would be improved. By more actively interacting with externals, service and accountability would be improved. Thus, the transportation system as a whole would benefit.

POLICY 5A - Ensure employees are provided with relevant training in the multiple facets of transportation.

Strategy

- Provide training (formal classes, web information, presentations) re: latest legislation, design standards, engineering methods, CA Vehicle Code, funding and other guidance/regulations affecting how Caltrans plans, builds, and maintains the transportation system.

POLICY 5B - Improve accountability and the external perception of Caltrans by educating and communicating with externals, thereby increasing Caltrans credibility, and strengthening public support and trust.

Strategies

- When possible, include externals in training opportunities.
- Utilize existing meeting venues for general status update or new project ideas (e.g. RPACs, LTCs).
- Educate the public via the media - radio, news papers, websites – reporting on Caltrans projects, activities and road information.

- Partner with CHP to regularly publish a Transportation Tip (e.g. how speed limits are set, how to use center turn lanes, chain control terminology, passing on two-lane, historic bit).
- Respond promptly to and communicate competently with HQ, agencies, the public, and the media.

DSMP PROJECT LIST

The Project List is a dynamic list of projects, which are partially programmed or planned to consider for the next 20 years and beyond. It is updated by the end of June in odd-numbered years. Projects are derived from the Regional Transportation Plans of Kern COG, Inyo LTC and Mono LTC, regional traffic impact fee programs, and District recommendations. The list also includes State Highway Operation and Protection Program (SHOPP) and Maintenance Plan projects. The District has a high priority for projects that improve safety, maintain existing facilities, complete four-laning of the US 395/SR 14 corridor north to Lee Vining, and provide multi-modal options per federal Active Transportation goals. Funding sources may be a composite of fund types, often with agency partnering for leverage. For eastern Kern projects, District 6 and 9 often need to work together.

The DSMP Project List:

- Provides consistency among Districts, Headquarters (HQ), and partners in the types and categories of candidate improvement projects.
- Is a vital communication tool when working and negotiating with our partners, in particular, with regional agencies during RTP development, when seeking local sales tax measure funding, and potential funding for development mitigation projects.
- Provides information that may be used in the development of the California Transportation Plan (CTP) and other statewide transportation plans, policies, reports, and documents that may be required by existing and new state and federal laws governing intermodal planning.

Projects on the DSMP Project List are categorized into five tiers:

Tier I: Partially programmed projects.

Tier II: Fiscally constrained projects that are not programmed.

Tier III: Projects that the District will advocate to be included in fiscally constrained project lists (RTP, SHOPP, etc.) during the 20-25 year planning horizon.

Tier IV: Projects that have a demonstrated need within the 20-25 year time horizon, have been identified as high priority by the District, and are unlikely to receive funding within the 20-25 year time horizon.

Tier V: Other projects identified as needed by the District that are within the 20-25 year time horizon, beyond the 20-25 year time horizon, and/or only conceptual in nature. The DSMP Project List contains project location and description fields in addition to the following information:

- Lead Agency
- California Transportation Commission (CTC) Project Category
- Source Document (e.g. RTP)
- Funding Source and Cost Estimate
- Unconstrained RTP Status (No Identified Funding Source)
- Proposed Completion Year
- Transportation Mode

**APPENDIX A
PROJECT LIST**

District	County	Route	Route Suffix	Beg PM Prefix	Beg PM	Beg PM Suffix	Cnty_Route_Beg_PM	End County	End PM Prefix	End PM	End PM Suffix	Cnty_Route_End_PM	Location	Project Description	Mode	CTC Project Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
9	Iny	006			0.000		Iny-006-0.000	Iny		8.354		Iny-006-8.354	In Inyo County in Bishop from US 395 to the Inyo/Mono County line	upgrade roadway from 2-lane conventional to 4-lane expressway	Highway	System Expansion	V	\$120,000	Long	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	Future Need
9	Iny	006			0.130		Iny-006-0.130	Iny		0.451		Iny-006-0.451	In Inyo County near Bishop from Wye Road to Bishop Creek Bridge	construct truck parking area	Highway	System Management	III	\$15,000	Long	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	Future Need
9	Mno	006			0.000		Mno-006-0.000	Mno		17.173		Mno-006-17.173	In Mono County near Chalfant from the Inyo/Mono County line to 0.8 mile south of Spring Canyon Bridge (No. 47-0062)	upgrade roadway from 2-lane conventional to 4-lane expressway	Highway	System Expansion	V	\$250,000	Long	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	Future Need
9	Mno	006			5.467		Mno-006-5.467	Mno		24.706		Mno-006-24.706	In Mono County at Chalfant and Benton from 0.7 mile north of Brown Subdivision Road to Walker Place	widen shoulders	Highway	System Management	III	\$10,000	Short	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	SHOPP
9	Mno	006			4.590		Mno-006-4.590	Mno		4.630		Mno-006-4.63	In Mono County at Chalfant	install northbound turn pocket	Highway	System Management	III	\$500	Short	Not Completed	Caltrans	Local Partner Recommendation		N/A	N/A	N/A	Future Need
9	Mno	006			17.173		Mno-006-17.173	Mno		32.290		Mno-006-32.290	In Mono County near Benton from 0.7 miles south of Spring Canyon Bridge (No. 47-0062) to the California/Nevada state line	upgrade roadway from 2-lane conventional to 4-lane expressway	Highway	System Expansion	V	\$220,000	Long	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	Future Need
9	Mno	006			24.706		Mno-006-24.706	Mno		26.030		Mno-006-26.030	In Mono County at Benton from Walker Place to 0.3 mile north of Christy Lane	widen shoulders	Highway	System Management	III	\$1,000	Long	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	SHOPP
9	Mno	006			24.706		Mno-006-24.706	Mno		26.040		Mno-006-26.040	In Mono County at Benton from Walker Place to 0.3 mile north of Christy Lane	provide bi-directional left-turn lane	Highway	System Management	V	\$1,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	006			26.040		Mno-006-26.040	Mno		32.290		Mno-006-32.290	In Mono County at and near Benton from 0.3 mile north of Christy Lane to the California/Nevada state line	widen shoulders	Highway	System Management	III	\$3,000	Long	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	SHOPP
6	Ker	014		R	0.000		Ker-014-R0.000	Ker	R	0.100		Ker-014-R0.100	In Kern County near Rosamond at the Avenue A interchange	raise bridge deck on Ave A overcrossing (current height is 15' 0")	Highway	System Management	IV	\$10,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
6	Ker	014		R	0.000		Ker-014-R0.000	Ker	R	0.100		Ker-014-R0.100	In Kern County near Rosamond at the Avenue A interchange	widen ramps and improve interchange	Highway	System Expansion	IV	\$3,400	Long	Not Completed	Caltrans	Rosamond Willow Springs impact fee		N/A	N/A	N/A	Developer Impact Fees
6	Ker	014		R	1.400		Ker-014-R1.400	Ker	R	1.600		Ker-014-R1.600	In Kern County near Rosamond where Willow Ave would intersect SR 14	new interchange	Highway	System Expansion	IV	\$6,800	Long	Not Completed	Caltrans	Rosamond Willow Springs impact fee		N/A	N/A	N/A	Developer Impact Fees
6	Ker	014		R	3.010		Ker-014-R3.010	Ker	R	3.050		Ker-014-R3.100	In Kern County near Rosamond at the Rosamond Blvd interchange	raise bridge deck on Rosamond Blvd overcrossing (current height is 15' 4")	Highway	System Management	IV	\$10,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
6	Ker	014		R	3.018		Ker-014-R3.018	Ker	R	3.100		Ker-014-R3.100	In Kern County near Rosamond at the Rosamond Blvd interchange	widen ramps and improve interchange	Highway	System Expansion	IV	\$2,000	Long	Not Completed	Caltrans	Rosamond Willow Springs impact fee		N/A	N/A	N/A	Developer Impact Fees
6	Ker	014		R	6.116		Ker-014-R0.000	Ker	R	6.200		Ker-014-R6.200	In Kern County near Rosamond at the Dawn Road interchange	widen ramps and improve interchange	Highway	System Expansion	IV	\$3,300	Long	Not Completed	Caltrans	Rosamond Willow Springs impact fee		N/A	N/A	N/A	Developer Impact Fees
6	Ker	014		L	16.881		Ker_14_L16.881	Ker		16.321		Ker_14_16.321	In Kern County in Mojave from Mono Street to the entrance to the Mountain View Plaza shopping center	install sidewalks	Pedestrian	System Expansion	IV	\$1,000	Long	Not Completed		e-mail from Bill Deaver, Deaver-Wiggins &		N/A	N/A	N/A	Future Need
6	Ker	014			19.200		Ker_14_19.2	Ker		19.350		Ker_14_19.35	In Kern County near Mojave at the junction of SR 14 and Sr 58	Add right turn lane and standard freeway ramp for SB 14 to WB 58	Highway	System Management	IV	\$1,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
6	Ker	014			35.500		Ker_14_35.5	Ker		35.600		Ker_14_35.6	In Kern County near California City at Rogers Rd	Add southbound left turn refuge	Highway	System Management	III	\$300	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
6	Ker	014			36.500		Ker_14_36.5	Ker		36.600		Ker_14_36.6	In Kern County near California City at Redrock Randsburg Rd	Add southbound left turn refuge and acceleration lane	Highway	System Management	III	\$350	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
6	Ker	014			34.795		Ker-014-34.795	Ker		40.359		Ker-014-40.359	In Kern County near Mojave from 0.6 mile south of Jawbone Canyon Wash Bridge (No. 50-0478) to 0.2 mile south of Abbott Drive	install suitable directional separation barrier or increase separation between the directions of travel	Highway	System Management	III	\$1,000	Short	Not Completed	Caltrans	TCR, 2012		N/A	N/A	N/A	SHOPP
6	Ker	014			34.897		Ker-014-34.897	Ker		42.302		Ker-014-42.302	In Kern County about 20 miles north of Mojave from 0.6 mile south of Jawbone Canyon Wash Bridge (No. 50-0478) to 1.7 miles north of Abbott Drive	widen shoulders	Highway	System Management	III	\$3,500	Short	Not Completed	Caltrans	TCR, 2012		N/A	N/A	N/A	SHOPP
9	Ker	014			45.900		Ker-014-45.900	Ker		53.000		Ker-014-53.000	In Kern County about 30 miles north of Mojave from 5.3 miles north of Abbott Drive to 3.4 miles south of Freeman Gulch Bridge (No. 50-0014)	widen to 4-lane expressway	Highway	System Expansion	I	\$63,025	2022	9/14/2001	Caltrans/County of Kern	RTP	N	TBD	TBD	TBD	RIP, Measure, Oversight,
9	Ker	014			53.000		Ker-014-53.000	Ker		58.300		Ker-014-58.300	In Kern County about 38 miles north of Mojave from 4.8 miles south of Route 178 west to 0.5 mile north of Route 178 west	widen to 4-lane expressway	Highway	System Expansion	I	\$47,685	2017	9/14/2001	Caltrans/County of Kern	RTP	N	612000197	8042B	KER08RTP006/KER08RTP017/KE R08RTP024	RIP, Measure, Oversight,
6	Ker	058		R	82.200		Ker-058-R82.20	Ker	R	85.000		Ker-058-R85.00	In Kern County near Tehachapi on MILL ST OC BR 50-355	construct truck climbing lane	Highway	System Expansion	IV	\$15,000	Long	Not Completed	Caltrans/County of Kern	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
6	Ker	058		R	91.670		Ker-058-R91.67	Ker	R	91.680		Ker-058-R91.68	In Kern County near Tehachapi on MILL ST OC BR 50-355	Construct Pedestrian facility	Pedestrian	System Expansion	IV		Short	Not Completed	Caltrans/County of Kern			N/A	N/A	N/A	Developer Impact Fees

District	County	Route	Route Suffix	Beg PM Prefix	Beg PM	Beg PM Suffix	Cnty_Route_Beg_PM	End County	End PM Prefix	End PM	End PM Suffix	Cnty_Route_End_PM	Location	Project Description	Mode	CTC Project Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
9	Mno	089			0.000		Mno-089-0.000	Mno		7.596		Mno-089-7.596	In Mono County from US 395 to the Mono/Alpine county line	upgrade drainage facilities	Highway	System Preservation	III	\$1,000	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
9	Mno	108			4.000		Mno-108-4.000	Mno		5.000		Mno-108-5.000	In Mono County from 1.0 mile east of Soda Creek Bridge (No. 47-0018) to 1.950 miles east of Soda Creek Bridge (No. 47-0018)	curve correction	Highway	System Management	IV	\$1,500	Long	Not Completed	Caltrans	TCR, 2011		N/A	N/A	N/A	Future Need
9	Mno	108			9.824		Mno-108-9.824	Mno		15.149		Mno-108-15.149	In Mono County from 0.4 mile west of Wolf Creek Bridge (No. 47-0016) to US 395	construct shoulders	Highway	System Management	III	\$2,500	Long	Not Completed	Caltrans	TCR, 2011		N/A	N/A	N/A	SHOPP
9	Mno	120	R		4.500		Mno-120-R4.500	Mno	R	5.400		Mno-120-R5.400	In Mono County near Lee Vining from 2.1 miles east of Ellery Lake Campground Road to 3.2 mile west of Poole Power Plant Road	rockfall prevention/protection system	Highway	System Management	IV	\$40,000	Long	Not Completed	Caltrans	TCR, 2006		N/A	N/A	N/A	Future Need
9	Mno	120			57.980		Mno-120-57.980	Mno		58.990		Mno-120-58.990	In Mono County near Benton from Clark Ranch Road to US 6	widen shoulders	Highway	System Management	III	\$1,000	Long	Not Completed	Caltrans	TCR, 2006		N/A	N/A	N/A	SHOPP
9	Mno	120			R4.700		Mno-120-R4.700	Mno		R5.100		Mno-120-R5.100	In Mono County across the Blue Slide rock fall area	widen shoulders	Highway	System Management			Long	Not Completed	Caltrans						
9	Mno	120			18.490		Mno-120-18.490	Mno		51.860		Mno-120-51.860	In Mono County from winter closure gate 0.35 mile east of Test Station Road to winter closure gate 0.39 mile west of Benton Crossing Road	Vertical curve corrections	Highway	System Management			Long	Not Completed	Caltrans						
9	Iny	127			41.860		Iny-127-41.860	Iny		42.199		Iny-127-42.199	In Inyo County about 33 miles north of Tecopa from State Line Road to 0.05 mile north of Route 190	provide left-turn lanes, acceleration lanes; construct paved shoulders	Highway	System Management	IV	\$1,000	Long	Not Completed	Caltrans	TCR, 2011		N/A	N/A	N/A	Future Need
9	Mno	158			0.000		Mno-158-0.000	Mno		15.836		Mno-158-15.836	In Mono County near and in the community of June Lake from the south junction with US 395 to the north junction with US 395	upgrade drainage	Highway	System Preservation	III	\$1,000	Short	Not Completed	Caltrans	TCR, 2004		N/A	N/A	N/A	SHOPP
9	Mno	158			1.080		Mno-158-1.080	Mno		15.836		Mno-158-15.836	In Mono County in and near the community of June Lake from the northeast intersection with Northshore Drive to the north junction with US 395	Widen clear recovery areas and paved shoulders; construct additional paved turn-outs	Highway	System Management	IV		Short	Not Completed	Caltrans	TCR 2014		N/A	N/A	N/A	SHOPP
9	Mno	158			4.570		Mno-158-4.57	Mno		4.700		Mno-158-4.70	In Mono County in the community of June Lake from 0.03 mile east of Bay Drive to 0.11 mile southwest of Bay Drive	Realign 60-foot radius segment of compound curve, provide a bicycle path, or provide warning to drivers approaching from the west when bicyclists occupy the travelled way ahead	Highway	System Management	V		Long-realign & bike path; short-	Not Completed	Caltrans-realign & warning sys; US Forest Service,	TCR 2014		N/A	N/A	N/A	STIP for realign, SHOPP for
9	Mno	158			6.900		Mno-158-6.9	Mno		7.100		Mno-158-7.1	In Mono County in the community of June Lake from 0.1 mile south of Alger Creek to 0.1 mile north of Alger Creek	Widen crossing of Alger Creek	Highway	System Preservation	IV	\$1,000	Long	Not Completed	Caltrans	TCR 2014		N/A	N/A	N/A	SHOPP
9	Mno	167			10.000		Mno-167-10.000	Mno		21.300		Mno-158-21.300	In Mono County near Mono Lake from 10.0 miles east of US 395 to the Nevada State Line	2R rehab-full depth recycle	Highway	System Management	III	\$3,500	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
9	Iny	168	R		0.000		Iny-168-R0.000	Iny	R	13.480		Iny-168-R13.480	In Inyo County near Bishop from North Lake Road to Ed Powers Road	construct turnouts	Highway	System Management	IV	\$1,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Iny	168	R		10.610		Iny-168-R10.610	Iny	R	13.500		Iny-168-R13.500	In Inyo County near Bishop from Starlite Drive to Ed Powers Road	widen shoulders	Highway	System Management	III	\$1,500	Long	Not Completed	Caltrans	TCR, 2010		N/A	N/A	N/A	SHOPP
9	Iny	168			16.062		Iny-168-16.062	Iny		16.798		Iny-168-16.798	In Inyo County near Bishop from Meadow Lane to Barlow Lane	construct sidewalk	Pedestrian	System Expansion	III	\$2,000	Short	Not Completed	Caltrans	TCR, 2010		N/A	N/A	N/A	Future Need
9	Iny	168			16.200		Iny-168-16.200	Iny		17.900		Iny-168-17.900	In Inyo County near Bishop from Grandview Drive to Home Street	convert to continuous 3-lane conventional highway	Highway	System Management	II	\$3,000	Short	2015	Caltrans	10-Year SHOPP		TBD	TBD	TBD	SHOPP
9	Iny	168			18.289		Iny-168-18.289	Iny		18.309		Iny-168-18.309	In Inyo County in Bishop from 0.1 mile west of US 395 to US 395	improve drainage and adjust pavement contour at southwest corner of intersection	Highway	System Management	III	\$200	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Minor
9	Iny	168			24.753		Iny-168-24.753	Iny		25.847		Iny-168-25.847	In Inyo County about 6 miles east of Big Pine from 4.8 miles east of Death Valley Road to 4.9 miles west of Westgard Pass Summit	vertical curve corrections	Highway	System Management	IV	\$5,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
6	Ker	178			57.770		Ker-178-57.770	Ker		57.890		Ker-178-57.890	In Kern County at Weldon from 0.1 mile west of Fay Ranch Road to 0.1 mile east of Fay Ranch Road	provide eastbound left-turn and acceleration lanes and paved shoulders	Highway	System Management	III	\$250	Long	Not Completed	Caltrans	TCR, 2006		N/A	N/A	N/A	Minor
6	Ker	178			61.090		Ker-178-61.090	Ker		63.050		Ker-178-63.050	In Kern County near Onyx from Worthington Street to 0.6 mile east of Scodie Park Road	widen shoulders	Highway	System Management	III	\$1,000	Long	Not Completed	Caltrans	TCR, 2006		N/A	N/A	N/A	SHOPP
6	Ker	178			92.500		Ker-178-92.500	Ker		92.550		Ker-178-92.55	In Kern County near Inyokern near US 395 JCT	widen shoulders -westbound	Highway	System Management	III	\$100	Short	Not Completed	Caltrans	TCR					
6	Ker	178			93.060		Ker-178-92.500	Ker		93.118		Ker-178-92.55	In Kern County near Inyokern near US 395 JCT	widen shoulders -westbound	Highway	System Management	III	\$100	Short	Not Completed	Caltrans	TCR					
6	Ker	178			93.710		Ker-178-93.710	Ker		99.370		Ker-178-99.37	In Kern County near Inyokern from N. Comet Ave to N. Inyo St	widen shoulders - eastbound	Highway	System Management	III	\$2,000	Short	Not Completed	Caltrans	TCR					
9	Mno	182			0.000		Mno-182-0.000	Mno		0.808		Mno-182-0.808	In Mono County at Bridgeport from US 395 to Sagebrush Drive	widen shoulders	Highway	System Management	III	\$100	Short	Not Completed	Caltrans	TCR, 2006		N/A	N/A	N/A	SHOPP
9	Mno	182			0.808		Mno-182-0.808	Mno		5.000		Mno-182-5.000	In Mono County near Bridgeport from Sagebrush Drive to Bridgeport Dam	widen shoulders	Highway	System Management	IV	\$4,000	Long	Not Completed	Caltrans	TCR		N/A	N/A	N/A	SHOPP

District	County	Route	Route Suffix	Beg PM Prefix	Beg PM	Beg PM Suffix	Cnty_Route_Beg_PM	End County	End PM Prefix	End PM	End PM Suffix	Cnty_Route_End_PM	Location	Project Description	Mode	CTC Project Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
9	Iny	190			22.522		Iny-190-22.522	Iny		22.583		Iny-190-22.583	In Inyo County about 12 miles east of Olancha from 2.0 miles west of Route 136 to 1.9 miles west of Route 136	improve drainage	Highway	System Management	IV	\$1,000	Long	Not Completed	Caltrans	TCR, 2003		N/A	N/A	N/A	Future Need
9	Iny	190			37.131		Iny-190-37.131	Iny		55.462		Iny-190-55.462	In Inyo County near Darwin from 0.4 mile west of Darwin Road to 1.1 miles east of Darwin Canyon Road	reconstruct and widen pavement to provide lane widths of 12 ft and shoulder widths to the current standard	Highway	System Management	III	\$12,000	Short	Not Completed	Caltrans	TCR, 2003		N/A	N/A	N/A	SHOPP
6	Ker	202		R	1.476		Ker-202-R1.476	Ker	R	2.160		Ker-202-R2.160	In Kern County near Tehachapi from north gate of the California Correctional Institute to Cummings Valley Road	widen shoulders	Highway	System Management	III	\$1,000	Long	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	SHOPP
6	Ker	202		R	2.160		Ker-202-R2.160	Ker	R	2.200		Ker-202-R2.2	In Kern County near Tehachapi at Cummings Valley Road	Add signal	Highway	System Expansion	IV	\$140	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202		R	2.160		Ker-202-R2.160	Ker	R	5.500		Ker-202-R5.500	In Kern County near Tehachapi from Cummings Valley Road to Old Town Road	widen travel way to 4 through lanes	Highway	System Expansion	IV	\$7,600	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202		R	5.500		Ker-202-R5.500	Ker	R	5.550		Ker-202-R5.550	In Kern County near Tehachapi at Old Town Road	Add signal	Highway	System Expansion	IV	\$140	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202			6.580		Ker-202-6.580	Ker		6.600		Ker-202-6.600	In Kern County near Tehachapi at Schout Road	Add signal	Highway	System Expansion	IV	\$140	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202			7.300		Ker-202-7.300	Ker		7.350		Ker-202-7.350	In Kern County near Tehachapi at Woodford-Tehachapi Road	upgrade signal	Highway	System Management	IV	\$140	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202		R	5.500		Ker-202-R5.500	Ker		7.300		Ker-202-7.300	In Kern County near Tehachapi from Old Town Road to Woodford-Tehachapi Road	widen travel way to 4 through lanes	Highway	System Expansion	IV	\$4,425	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202		R	2.160		Ker-202-R2.160	Ker	R	5.500		Ker-202-R5.500	In Kern County near Tehachapi from Cummings Valley Road to Old Town Road	widen shoulders	Highway	System Management	III	\$1,700	Short	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	SHOPP
6	Ker	202		R	5.500		Ker-202-R5.500	Ker	R	7.400		Ker-202-R7.400	In Kern County near Tehachapi from Old Town Road to Woodford-Tehachapi Road	widen shoulders	Highway	System Management	III	\$1,000	Short	Not Completed	Caltrans	TCR, 2009		N/A	N/A	N/A	SHOPP
6	Ker	202			7.810		Ker-202-7.810	Ker		7.850		Ker-202-7.850	In Kern County near Tehachapi at Golden Hills Blvd	upgrade signal	Highway	System Management	IV	\$140	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202			8.500		Ker-202-8.500	Ker		8.550		Ker-202-8.550	In Kern County near Tehachapi at Sierra Vista Road	Add signal	Highway	System Expansion	IV	\$140	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202		R	9.527		Ker-202-R9.527	Ker	R	9.618		Ker-202-R9.618	In Kern County in Tehachapi at the Tehachapi Creek Bridge	Expand bridge	Highway	System Expansion	IV	\$1,500	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202			7.300		Ker-202-7.300	Ker	R	8.870		Ker-202-R8.870	In Kern County in Tehachapi from Woodford-Tehachapi Road to Tucker Road/Junction with Valley Boulevard	widen travel way to 4 through lanes and a bi-directional left-turn lane; shoulder widening	Highway	System Expansion	IV	\$9,705	Long	Not Completed	Kern COG	RTP	Y	N/A	N/A	KER08RTP047	Future Need
6	Ker	202		R	9.831		Ker-202-9.831	Ker		11.940		Ker-202-11.94	In Kern County in Tehachapi from Red Apple Rd to EB SR 58 off ramp	widen travel way to 4 through lanes; shoulder widening	Highway	System Expansion	IV	\$1,424	Long	Not Completed	City of Tehachapi	Tehachapi Region Transportation Impact Fee Program		N/A	N/A	N/A	Developer Impact Fees
6	Ker	202			8.863		Ker-202-8.860	Ker	R	9.340		Ker-202-R9.340	In Kern County in Tehachapi from Cherry Lane to Red Apple Avenue	curb, gutter, and sidewalks will be constructed as a condition of further development	Pedestrian	System Expansion	III	\$1,000	Short	Not Completed	City of Tehachapi	TCR, 2009		N/A	N/A	N/A	Future Need
9	Mno	203		R	4.470		Mno-203-R4.470	Mno		4.782		Mno-203-4.782	In Mono County in Mammoth Lakes from Forest Trail Road to Lake Mary Road/Minaret Road	curb, gutter, and sidewalks will be constructed as a condition of further development	Pedestrian	System Expansion	III	\$500	Long	Not Completed	Town of Mammoth Lakes	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	203			4.782		Mno-203-4.782	Mno		5.090		Mno-203-5.090	In Mono County in Mammoth Lakes from Lake Mary Road/Minaret Road to Mountain Boulevard	construct sidewalk, north side of highway	Pedestrian	System Expansion	III	\$400	Short	Not Completed	Town of Mammoth Lakes, Caltrans	TCR, 2007		N/A	N/A	N/A	Future Need
9	Mno	203			4.782		Mno-203-4.782	Mno		5.230		Mno-203-5.230	In Mono County in Mammoth Lakes from Lake Mary Road/Minaret Road to Sierra Boulevard	construct sidewalk, south side of highway	Pedestrian	System Expansion	III	\$500	Short	Not Completed	Town of Mammoth Lakes, Caltrans	TCR, 2007		N/A	N/A	N/A	Future Need
9	Mno	266			0.000		Mno-266-0.000	Mno		4.350		Mno-266-4.350	In Mono County at and near Oasis from California/Nevada state line to Route 168	free range cattle barriers	Highway	System Management	IV	\$500	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	266			0.000		Mno-266-0.000	Mno		2.100		Mno-266-2.100	In Mono County at and near Oasis from California/Nevada state line to Route 168	Widen shoulders	Highway	System Management	IV	\$2,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need

District	County	Route	Route Suffix	Beg PM Prefix	Beg PM	Beg PM Suffix	Cnty_Route_Beg_PM	End County	End PM Prefix	End PM	End PM Suffix	Cnty_Route_End_PM	Location	Project Description	Mode	CTC Project Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
9	Mno	266			2.700		Mno-266-2.700	Mno		11.720		Mno-266-11.720	In Mono County at and near Oasis from California/Nevada state line to Route 168	Widen shoulders	Highway	System Management	IV	\$10,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	270			0.000		Mno-270-0.000	Mno		9.805		Mno-270-9.805	In Mono County south of Bridgeport from US 395 to the end of the pavement	paved turnouts	Highway	System Management	IV	\$2,000	Long	Not Completed	Caltrans	TCR, 2013		N/A	N/A	N/A	ATP
9	Mno	270			0.000		Mno-270-0.000	Mno		9.805		Mno-270-9.805	In Mono County south of Bridgeport from US 395 to the end of the pavement	culvert extensions	Highway	System Management	IV	\$500	Long	Not Completed	Caltrans	TCR, 2013		N/A	N/A	N/A	SHOPP
9	Mno	270			0.000		Mno-270-0.000	Mno		9.805		Mno-270-9.805	In Mono County south of Bridgeport from US 395 to the end of the pavement	widen shoulders	Highway	System Management	IV	\$10,000	Long	Not Completed	Caltrans	TCR, 2013		N/A	N/A	N/A	SHOPP
9	Mno	270			0.000		Mno-270-0.000	Mno		9.805		Mno-270-9.805	In Mono County south of Bridgeport from US 395 to the end of the pavement	scenic turnouts with interpretive displays	Highway	System Expansion	V	\$500	Long	Not Completed	Mono County	RTP	Y	N/A	N/A	Not Available	Future Need
9	Mno	270			0.000		Mno-270-0.000	Mno		9.805		Mno-270-9.805	In Mono County south of Bridgeport from US 395 to the end of the pavement	establish trail system	Pedestrian	System Expansion	V	Unknown	Long	Not Completed	Mono County	RTP	Y	N/A	N/A	Not Available	Future Need
9	Mno	270			0.000		Mno-270-0.000	Mno		9.805		Mno-270-9.805	In Mono County south of Bridgeport from US 395 to the end of the pavement	Bodie bike route loop	Bicycle	System Expansion	V	Unknown	Long	Not Completed	Mono County	RTP	Y	N/A	N/A	Not Available	Future Need
9	Mno	270			0.000		Mno-270-0.000	Mno		9.805		Mno-270-9.805	In Mono County south of Bridgeport from US 395 to the end of the pavement	widen lanes to 12 ft	Highway	System Management	V	\$10,000	Long	Not Completed	Caltrans	TCR, 2013		N/A	N/A	N/A	Future Need
9	Mno	270			9.805		Mno-270-9.805	Mno		12.000		Mno-270-12.000	In Mono County south of Bridgeport from the end of the pavement to 2.0 miles beyond the end of the pavement	pave roadbed for California Department of Parks and Recreation (CA Parks Dept.)	Highway	System Expansion	IV	\$6,000	Long	2015	CA Parks Dept.	RTP	Y	N/A	N/A	Not Available	CA Parks Dept.
9	Iny	395	R		0.030		Iny-395-R0.030	Iny	R	0.200		Iny-395-R0.200	In Inyo County at Pearsonville from 0.09 mile south of S. Pearson Road to 0.09 mile north of S. Pearson Road	construct northbound and southbound acceleration lanes	Highway	System Management	IV	\$800	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
9	Iny	395	R		20.000		Iny-395-R20.000	Iny		25.800		Iny-395-25.800	In Inyo County near Coso from 0.4 mile south of Rose Valley Ranch Road to 0.3 mile north of Haiwee Canyon Road	Shoulder Widening and Rumble Strip	Highway	System Preservation	I	\$4,000	2016	2012	Caltrans	10-Year SHOPP		TBD	TBD	TBD	SHOPP
9	Iny	395	R		20.000		Iny-395-R20.000	Iny		25.800		Iny-395-25.800	In Inyo County near Coso from 0.4 mile south of Rose Valley Ranch Road to 0.3 mile north of Haiwee Canyon Road	CAPM	Highway	System Preservation	II	\$2,070	2020	2017	Caltrans	10-Year SHOPP		TBD	TBD	TBD	SHOPP
9	Iny	395			29.200		Iny-395-29.200	Iny		41.800		Iny-395-41.800	In Inyo County near Olancha from 0.2 mile south of Sage Flat Drive to 0.4 mile south of Ash Creek Bridge (No. 48-0011)	construct 4-lane expressway	Highway	System Expansion	I	\$149,000	2020	1998	Caltrans	RTP	N	090000030	170	MOU/170	STIP
9	Iny	395			56.810		Iny-395-56.810	Iny		57.280		Iny-395-57.280	In Inyo near Lone Pine from Teya Road to 0.1 mile south of Inyo Street	construct sidewalk, east side of highway	Pedestrian	System Expansion	III	\$400	Long	Not Completed	Inyo County, Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Iny	395			56.810		Iny-395-56.810	Iny		57.390		Iny-395-57.390	In Inyo County near Lone Pine from Teya Road to Inyo Street	construct sidewalk, west side of highway	Pedestrian	System Expansion	III	\$500	Long	Not Completed	Inyo County, Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Iny	395			57.260		Iny-395-57.260	Iny		58.000		Iny-395-58.000	In Inyo County near Lone Pine from Inyo Street to .01 mile north of Begole Street	ADA compliance	Pedestrian	System Management	III	\$3,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	Not Available	Future Need
9	Iny	395			100.600		Iny-395-100.600	Iny		100.815		Iny-395-100.815	In Inyo County near Big Pine from Poplar St to SR 168	construct sidewalk, east side of highway	Pedestrian	System Expansion	III	\$200	Long	Not Completed	Inyo County, Caltrans	Caltrans D9 Recommendation					

District	County	Route	Route Suffix	Beg PM Prefix	Beg PM	Beg PM Suffix	Cnty_Route_Beg_PM	End County	End PM Prefix	End PM	End PM Suffix	Cnty_Route_End_PM	Location	Project Description	Mode	CTC Project Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
9	Iny	395			114.900		Iny-395-114.900	Iny		116.400		Iny-395-116.400	In Inyo County near Bishop from Jay Street to Wye Road	ADA compliance	Pedestrian	System Management	I	\$7,190	2020	2012	Caltrans	APL	Y	N/A	N/A	Not Available	Future Need
9	Iny	395			112.320		Iny-395-112.320	Iny		116.450		Iny-395-116.450	In Inyo County near Bishop from Sunland Road to Wye Road (planned alignment)	construct alternate truck route east of Bishop	Highway	System Expansion	V	\$116,000	Long	Not Completed	Inyo County, City of Bishop	RTP	Y	N/A	N/A	Not Available	Future Need
9	Iny	395			116.450		Iny-395-116.450	Iny		116.535		Iny-395-116.535	In Inyo County in Bishop at Wye Road	provide acceleration lane from westbound Wye Road to northbound US 395	Highway	System Management	IV	\$500	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Iny	395			116.478		Iny-395-116.478	Iny		117.823		Iny-395-117.823	In Inyo County in and near Bishop from Wye Road to Barlow Lane	construct sidewalk	Pedestrian	System Expansion	III	\$1,400	Short	Not Completed	Inyo County, City of Bishop, Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Iny	395			117.319		Iny-395-117.319	Iny		117.823		Iny-395-117.823	In Inyo County near Bishop from See Vee Lane to Barlow Lane	construct sidewalk, north side of highway	Pedestrian	System Expansion	III	\$500	Short	Not Completed	Inyo County, Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Iny	395			117.319		Iny-395-117.319	Iny		117.823		Iny-395-117.823	In Inyo County near Bishop from See Vee Lane to Barlow Lane	construct sidewalk, south side of highway	Pedestrian	System Expansion	III	\$500	Short	Not Completed	Inyo County, Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Iny	395	R		126.051		Iny-395-R126.051	Iny	R	126.140		Iny-395-R126.14	In Inyo County about 10 miles north of Bishop from 0.1 mile south of Pine Creek Road to Pine Creek Road	park and ride	Transit	System Expansion	IV	\$2,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
6	Ker	395			0.000		Ker-395-0.000	Ker		14.800		Ker-395-14.800	In Kern County near Johannesburg from the San Bernardino/Kern County line to 0.1 mile south of South China Lake Boulevard (proposed alignment)	convert 2-lane conventional into 4-lane expressway	Highway	System Expansion	V	\$214,000	Long	Not Completed	Kern COG	RTP	Y	N/A	N/A	KER08RTP050	Future Need
9	Ker	395			0.480		Ker-395-0.4800	Ker		14.800		Ker-395-14.800	In Kern County near Johannesburg from the San Bernardino/Kern County line to 0.1 mile south of South China Lake Boulevard (proposed alignment)	construct passing lanes	Highway	System Expansion	IV	\$10,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Ker	395			14.800		Ker-395-14.800	Ker	R	23.000		Ker-395-R23.000	In Kern County near Ridgecrest from 0.1 mile south of South China Lake Boulevard to 0.5 mile south of the US 395/Route 178 separation	convert 2-lane conventional into 4-lane expressway	Highway	System Expansion	V	\$119,000	Long	Not Completed	Kern COG	RTP	Y	N/A	N/A	KER08RTP050	Future Need
9	Ker	395			14.800		Ker-395-14.800	Ker	R	15.100		Ker-395-15.100	In Kern County near Ridgecrest at South China Lake Boulevard	construct interchange	Highway	System Expansion	IV	\$7,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Ker	395	R		15.000		Ker-395-R15.000	Ker	R	23.400		Ker-395-R23.400	In Kern County near Ridgecrest from South China Lake Boulevard to Route 178	construct passing lanes	Highway	System Management	IV	\$10,000	2022	Not Completed	Kern COG	RTP	Y	N/A	N/A	Not Available	Future Need
9	Ker	395	R		23.000		Ker-395-R23.000	Ker	R	30.000		Ker-395-R30.00	In Kern County from Route 178 to Route 14	construct 4-lane expressway	Highway	System Expansion	V	\$188,000	Long	Not Completed	Kern COG	RTP	Y	N/A	N/A	KER08RTP050	Future Need
9	Ker	395	R		25.400		Ker-395-R25.400	Ker	R	29.452		Ker-395-R29.452	In Kern County from Brown Rd to SR 14	widen shoulders	Highway	System Expansion	V	\$4,000	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
6	Ker	395	R		31.600		Ker-395-37.600	Ker	R	31.700		Ker-395-31.700	In Kern County near Pearsonville	Install CMS	Highway	System Expansion	I	\$500	Short	Not Completed	Caltrans	APL		N/A	N/A	N/A	SHOPP
9	Mno	395	R		0.000		Mno-395-R0.00	Mno	R	0.500		Mno-395-R0.500	In Mono County on Sherwin Grade at the Inyo/Mono county line	construct runaway truck ramp, southbound	Highway	System Expansion	IV	\$2,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	395	R		4.100		Mno-395-R4.100	Mno	R	4.500		Mno-395-R4.500	In Mono County on Sherwin Grade 4.1 miles north of the Inyo/Mono county line at both the northbound and southbound vista points	Vista Points improvements / ADA	Highway	System Management	III	\$1,800	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	ATP
9	Mno	395	R		6.800		Mno-395-R6.800	Mno	R	9.900		Mno-395-R9.900	In Mono County about 17 miles south of Mammoth Lakes from 2.6 miles south of Lower Rock Creek Road to 0.3 miles south of Rock Creek Road	widen shoulders	Highway	System Management	II	\$2,500	2018	2014	Caltrans	10-Year SHOPP		TBD	TBD	TBD	SHOPP
9	Mno	395	R		6.900		Mno-395-R6.900	Mno	R	10.300		Mno-395-R10.300	In Mono County about 17 miles south of Mammoth Lakes from 2.6 miles south of Lower Rock Creek Road to Rock Creek Road	3R Rehabilitate Pavement	Highway	System Preservation	IV	\$16,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	STOP, SHOPP
9	Mno	395	R		9.000		Mno-395-R9.000	Mno	R	10.700		Mno-395-R10.700	In Mono County about 14 miles south of Mammoth Lakes at Lower Rock Creek Rd. intersection or Upper Rock Creek Rd. intersection	intersection improvements and possible frontage road	Highway	System Management	III	\$6,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		TBD	TBD	TBD	STIP, SHOPP
9	Mno	395	R		10.179		Mno-395-R10.179	Mno	R	10.349		Mno-395-R10.349	In Mono County about 14 miles south of Mammoth Lakes from 0.1 mile south of Rock Creek Road to 0.1 mile north of Rock Creek Road	construct northbound and southbound acceleration and right-turn pocket lanes	Highway	System Management	III	\$500	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	395	R		16.550		Mno-395-R16.550	Mno	R	116.650		Mno-395-R16.65	In Mono County about 10 miles south of Mammoth Lakes from 0.1 mile south of McGee Creek Road to 0.1 mile north of McGee Creek Road	Construct right turn pocket	Highway	System Management	III	\$500	Short	Not Completed	Caltrans	Local Partner Recommendation		N/A	N/A	N/A	Future Need

District	County	Route	Route Suffix	Beg PM Prefix	Beg PM	Beg PM Suffix	Cnty_Route_Beg_PM	End County	End PM Prefix	End PM	End PM Suffix	Cnty_Route_End_PM	Location	Project Description	Mode	CTC Project Category	Tier	Est. Total Cost (\$1000)	Proposed Completion Year	PID Completion Date	Lead Agency	Source Document	Unconst. RTP	Project ID #	PPNO	RTP ID#	Funding Source
9	Mno	395			40.000		Mno-395-40.000	Mno		45.000		Mno-395-45.000	In Mono County about 10 miles south of Lee Vining from 0.3 mile south of Route 158 to 0.1 mile north of Old West Portal Road	CAPM	Highway	System Preservation	II	\$6,000	2018	2015	Caltrans	10-Year SHOPP		TBD	TBD	TBD	SHOPP
9	Mno	395			51.000		Mno-395-51.000	Mno		51.700		Mno-395-51.700	In Mono County in Lee Vining	ADA compliance	Pedestrian	System Management	III	\$3,000	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	395			57.800		Mno-395-57.800	Mno		60.200		Mno-395-60.200	In Mono County near Lee Vining from 0.4 mile south of Route 167 to 0.2 mile north of Conway Ranch Road	construct passing lanes	Highway	System Management	IV	\$10,000	Short	Not Completed	Caltrans	RTP	Y	N/A	N/A	Not Available	ATP
9	Mno	395			62.500		Mno-395-62.500	Mno		62.550		Mno-395-62.550	In Mono County about 14 miles south of Bridgeport at the Conway Vista Point	Vista Point improvements / ADA	Highway	System Management	III	\$1,600	Short	Not Completed	Caltrans	RTP	Y	N/A	N/A	Not Available	Future Need
9	Mno	395			63.500		Mno-395-63.500	Mno		63.600		Mno-395-63.600	In Mono County about 14 miles south of Bridgeport at the Virginia Lakes Rd	construct center turn lane	Highway	System Management	III	\$300	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	Not Available	Future Need
9	Mno	395			66.000		Mno-395-66.000	Mno		68.000		Mno-395-68.000	In Mono County about 10 miles south of Bridgeport from 2.5 miles north of Virginia Lakes Road to 3.9 miles south of Green Creek Road	construct passing lanes	Highway	System Management	IV	\$20,000	Long	Not Completed	Caltrans	RTP	Y	N/A	N/A	Not Available	Future Need
9	Mno	395			69.600		Mno-395-69.6	Mno		75.000		Mno-395-75.000	In Mono County near Bridgeport from Route 270 to 0.2 mile north of Huggans Lane	widen shoulders	Highway	System Preservation	IV	\$3,000	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	Not Available	Future Need
9	Mno	395			69.850		Mno-395-69.850	Mno		75.000		Mno-395-75.000	In Mono County near Bridgeport from Route 270 to 0.2 mile north of Huggans Lane	CAPM or Rehab	Highway	System Preservation	II	\$3,600	2018	2015	Caltrans	10-Year SHOPP		TBD	TBD	TBD	SHOPP
9	Mno	395			72.800		Mno-395-72.800	Mno		73.500		Mno-395-73.500	Near Bridgeport from 0.9 mile north of Green Creek Rd. to 1.3 miles south of Huggans Lane	curve correction	Highway	System Management	IV	\$10,000	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	STIP, SHOPP
9	Mno	395			74.800		Mno-395-74.800	Mno		76.300		Mno-395-76.300	In Mono County near Bridgeport from 1.5 miles south of Bridgeport to SR 182	construct center turn lane and widen shoulders	Highway	System Preservation	IV	\$3,500	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	Not Available	Future Need
9	Mno	395			73.400		Mno-395-73.400	Mno		83.100		Mno-395-83.100	Near Bridgeport from 1.5 miles north of Green Creek Rd. to 2.5 miles north of Buckeye Rd.	construct passing lanes	Highway	System Management	II	\$10,000	Long	Not Completed	Caltrans	RTP		N/A	N/A	N/A	STIP, SHOPP
9	Mno	395			76.300		Mno-395-76.300	Mno		76.500		Mno-395-76.500	In Mono County in Bridgeport from Route 182 to Sinclair Street	construct sidewalk	Pedestrian	System Expansion	III	\$200	Short	Not Completed	Mono County, Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	Future Need
9	Mno	395			80.600		Mno-395-80.600	Mno		84.300		Mno-395-84.300	In Mono County near Bridgeport from 6 miles north of Bridgeport to 10 miles north of Bridgeport	widen shoulders	Highway	System Management	I	\$8,525	Short	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	Not Available	Future Need
9	Mno	395			82.400		Mno-395-82.400	Mno		83.100		Mno-395-83.100	In Mono County near Bridgeport from 8 miles north of Bridgeport to 10 miles north of Bridgeport	construct passing lanes	Highway	System Management	II	\$15,000	Long	Not Completed	Caltrans	RTP		N/A	N/A	Not Available	STIP
9	Mno	395			88.300		Mno-395-88.300	Mno		91.600		Mno-395-91.600	In Mono County between .02 miles north of Devil's Gate Summit and Burcham Flat Rd.	widen shoulders	Highway	System Management	III	\$5,000	Long	Not Completed	Caltrans	RTP		N/A	N/A	N/A	SHOPP
9	Mno	395			91.600		Mno-395-91.600	Mno		93.700		Mno-395-93.700	In Mono County from Burcham Flat Rd to SR 108	widen shoulders	Highway	System Management	III	\$2,500	Long	Not Completed	Caltrans	RTP		N/A	N/A	N/A	SHOPP
9	Mno	395			90.800		Mno-395-90.800	Mno		92.300		Mno-395-92.300	In Mono County 15 miles north of Bridgeport from 0.7 mile south of Burcham Flat Rd. to 0.7 mile south of Little Walker River Rd.	curve correction / realignment	Highway	System Management	III	\$13,000	Long	Not Completed	Caltrans	RTP		N/A	N/A	N/A	STIP, SHOPP
9	Mno	395			93.400		Mno-395-93.400	Mno		95.700		Mno-395-95.700	In Mono County from .03 mile south of Route 108 to 2.0 miles north of Route 108	widen shoulders	Highway	System Management	III	\$2,000	Long	Not Completed	Caltrans	RTP		N/A	N/A	N/A	SHOPP
9	Mno	395			95.600		Mno-395-95.600	Mno		98.803		Mno-395-98.803	In Mono County about 15 miles south of Coleville from 0.2 mile north of Little Walker River Bridge (No. 47-0038) to 2.8 miles north of West Walker River Bridge (No. 47-0011)	widen shoulders	Highway	System Management	III	\$1,500	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
9	Mno	395			101.273		Mno-395-101.273	Mno		106.350		Mno-395-106.350	In Mono County near Coleville from 5.1 miles south of Eastside Lane to Eastside Lane	widen shoulders	Highway	System Management	III	\$2,500	Long	Not Completed	Caltrans	Caltrans D9 Recommendation		N/A	N/A	N/A	SHOPP
9	Mno	395			106.000		Mno-395-106.000	Mno		115.000		Mno-395-115.000	In Mono County at and near Coleville from 0.3 mile south of Eastside Lane to 0.3 mile north of Topaz Lane	CAPM	Highway	System Preservation	II	\$2,000	2020	2017	Caltrans	10-Year SHOPP		TBD	TBD	TBD	SHOPP
9	Mno	395			106.350		Mno-395-106.350	Mno		116.965		Mno-395-116.965	In Mono County near Coleville from Irrigation Canal Bridge (No. 47-0056) to Route 89	widen shoulders	Highway	System Management	III	\$5,000	Long	Not Completed	Caltrans	TCR, 2000		N/A	N/A	N/A	SHOPP

APPENDIX B

GLOSSARY OF TERMS AND ACRONYMS

TERMS

Annual Average Daily Traffic - AADT

The average 24-hour volume of traffic that is calculated over a year.

Bicycle Facilities:

Class I – (Bike Path) provides a separated right of way for the exclusive use of bicycles.

Class II - (Bike Lane) provides a striped lane for one-way bicycle travel on a street or highway.

Class III - (Bike Route) provides for shared use with pedestrian or motor vehicle traffic.

Conventional Highway

A highway without controlled access. Grade separations at intersections and access control may be used when justified.

Expressway

An arterial highway with partial access control. May or may not be divided or have grade separations at intersections.

Freeway

A divided arterial highway with full access control and grade separations at intersections.

Programmed Projects

Capacity-enhancing, safety, and/or operational improvement projects programmed through STIP or SHOPP.

ACRONYMS

AADT	Average Annual Daily Traffic
ADA	Americans with Disability Act
APCD	Air Pollution Control District
BLM	Bureau of Land Management
Caltrans	California Department of Transportation
CAPM	Capital Preservation Maintenance
CDFW	California Department of Fish and Wildlife
CHP	California Highway Patrol
DSMP	District System Management Plan
DVNP	Death Valley National Park
ESTPP	Eastern Sierra Transportation Planning Partnership

ESTA	Eastern Sierra Transit Authority
GM	Goods Movement
GBUAPCD	Great Basin Unified Air Pollution Control District
ITS	Intelligent Transportation System
Kern COG	Kern Council of Governments
LADWP	Los Angeles Department of Water and Power
LTC	Local Transportation Commission
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAWS	China Lake Naval Air Weapons Station
NHS	National Highway System
NPS	National Park Service
NTN	National Truck Network
NDOT	Nevada Dept. of Transportation
NAICS	North America Industry Classification System
OHV	Off-Highway Vehicle
PID	Project Initiation Document
PM	Post Mile
RTPA	Regional Transportation Agency
R/W	Right-of-Way
SANBAG	San Bernardino Association of Government
SHOPP	State Highway Operation and Protection Plan
SHS	State Highway System
SR	State Route
SRRA	Safety Roadside Rest Areas
STIP	State Transportation Improvement Program
UP	Union Pacific Railway
US	United States (highway)
USFS	United States Forest Service
YARTS	Yosemite Area Regional Transportation System

APPENDIX C RESOURCES

Aeronautics, Caltrans, <www.dot.ca.gov/hq/planning/aeronaut>

California Transportation Plan 2025, Office of State Planning, April 2006

California Transportation Plan 2030, Office of State Planning, October 2007

Freight Fact Sheets, Caltrans:

<www.dot.ca.gov/hq/tpp/offices/ogm/district_freight_fact_sheets/updated_092412/District_6_GM_Fact_Sheet_070612.pdf>

<www.dot.ca.gov/hq/tpp/offices/ogm/district_freight_fact_sheets/updated_092412/District_9_GM_Fact_Sheet_070612.pdf>

<www.dot.ca.gov/hq/tpp/offices/ogm/district_freight_fact_sheets/District_8_GM_Fact_Sheet_102512.pdf#zoom=65>

Highway Design Manual, Caltrans, <www.dot.ca.gov/hq/oppd/hdm/hdmtoc.htm>

Inyo County Local Transportation Commission, <www.inyoltc.org>

Kern Council of Governments, <kerncog.org>

Long-Term Socio-Economic Forecasts, Caltrans

<www.dot.ca.gov/hq/tpp/offices/eab/socio_economic.html>

Mono County Local Transportation Commission, <www.monocounty.ca.gov/ltc>

North America Industry Classification System Codes, <www.census.gov/cgi-bin/sssd/naics/naicsrch?chart=2012>

Origin and Destination Study 2011, Caltrans District 9,
<www.dot.ca.gov/dist9/planning/docs/o_d_study_2011_2.pdf>

San Bernardino Council of Governments, <www.sanbag.ca.gov>

State Scenic Highways, Caltrans, <www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm>

Transportation Concept Reports, Caltrans District 9, <www.dot.ca.gov/dist9/planning/index.html>

Trona Railway, <en.wikipedia.org/wiki/Trona_Railway>

Truck Data Counts, Caltrans, <www.dot.ca.gov/hq/traffops/saferesr/trafdata/2012Truck.pdf>