



US-395 & SR-58

High Desert Region Projects
Project Fact Sheet

August 7, 2014



Project Partners

California Department of Transportation (Caltrans)
San Bernardino Associated Governments (SANBAG)
Kern Council of Governments
Inyo County Local Transportation Commission
Mono County Local Transportation Commission

Interregional Partnership and Project

The California Department of Transportation (Caltrans) District 8 is partnering with the Counties of Kern, Inyo, and Mono along with the San Bernardino Associated Governments (SANBAG), to partially fund a major road expansion project along US Route 395. The estimated \$483 million project is located from Hesperia to Kramer Junction. It is intended to relieve traffic congestion. Caltrans also has two fully funded expressway projects along State Route 58. At a cost of \$396 million, SR-58 is a major trucking route for the region.

Project History

US-395 – This north-south highway is currently a two-lane undivided conventional highway from Hesperia and Victorville to Kramer Junction and beyond. Two safety projects are under final design or in construction to provide a median buffer between opposing traffic lanes, wider shoulders, and install rumble strips.

SR-58 – This east-west highway is nearing final design and construction to upgrade the remaining existing two-lane segments to a four-lane facility. Historically, SR-58 is the southernmost route through the Sierra Nevada, allowing travel from Northern California to I-40 or I-15 and Nevada.

Project Status - Preliminary studies are underway to upgrade the existing highway to a four-lane divided facility to meet the existing and future travel demands. The available funds are only for preliminary engineering for the expressway portion from Victorville to Kramer Junction. Additional funding is required for final design and construction.

Regional Support - In 1999 the counties of Mono, Inyo and Kern identified the need and benefits to upgrade US-395 (and the State Route 14 corridor) and entered into a Memorandum of Understanding (MOU) with the commitment by all parties to support current and future transportation demand. Later in 2002, SANBAG joined the MOU. Caltrans also provided written support of the MOU with a goal of pooling all funds for specific projects of regional significance. This was the foundation for the contribution of the State's Interregional Improvement Program (IIP) dollars. The initial funding provides support for the first phase of preliminary engineering only.

US-395 Interregional Transportation Corridor

US-395 is the only direct link from the Inland Empire and eastern Orange County communities to central and northern California. Traffic demands on this current two lane roadway require expansion to four lanes. This will serve to mitigate the growing volume of traffic. Land use for US-395 is primarily rural, with vast open space in the northern portion and residential/commercial use in the southern region.



PRELIMINARY STUDIES (Route 395)		COST
1.	0F632 – Widen to 4-lane highway PM 16.6 to 19	\$29 M
2.	0F633 – Widen to 4-lane highway PM 4 to 11	\$58 M
3.	34040 – Widen to 4-lane expressway PM 19 to 48	\$348 M
total:		\$435M

PROJECTS (In Design or Construction)		ROUTE
4.	0F631 – Widen to 4-lane highway PM 11 to 16.6	395
5.	0C121 – Add Median Buffer & Widen Shoulders PM 19 to 36	395
6.	0N970 – Add Median Buffer & Widen Shoulders PM 36 to 46	395
7.	34770 – Widen to 4-lane expressway PM 0 to 13	58
8.	04351- Widen to 4-lane expressway PM 22 to 31	58

PROJECT MILESTONE SCHEDULE

No.	PA&ED Study	Design	Begin Const.	End Const.
1	Complete	TBD*	TBD*	TBD*
2	Complete	TBD*	TBD*	TBD*
3	8/1/2017	TBD*	TBD*	TBD*
4	Complete	3/2016	9/2016	10/2018
5	Complete	Complete	12/2013	2/2015
6	5/2015	2/2017	9/2017	10/2018
7	Complete	10/2016	5/2017	5/2020
8	Complete	Complete	12/2014	8/2016

[* TBD – To Be Determined]