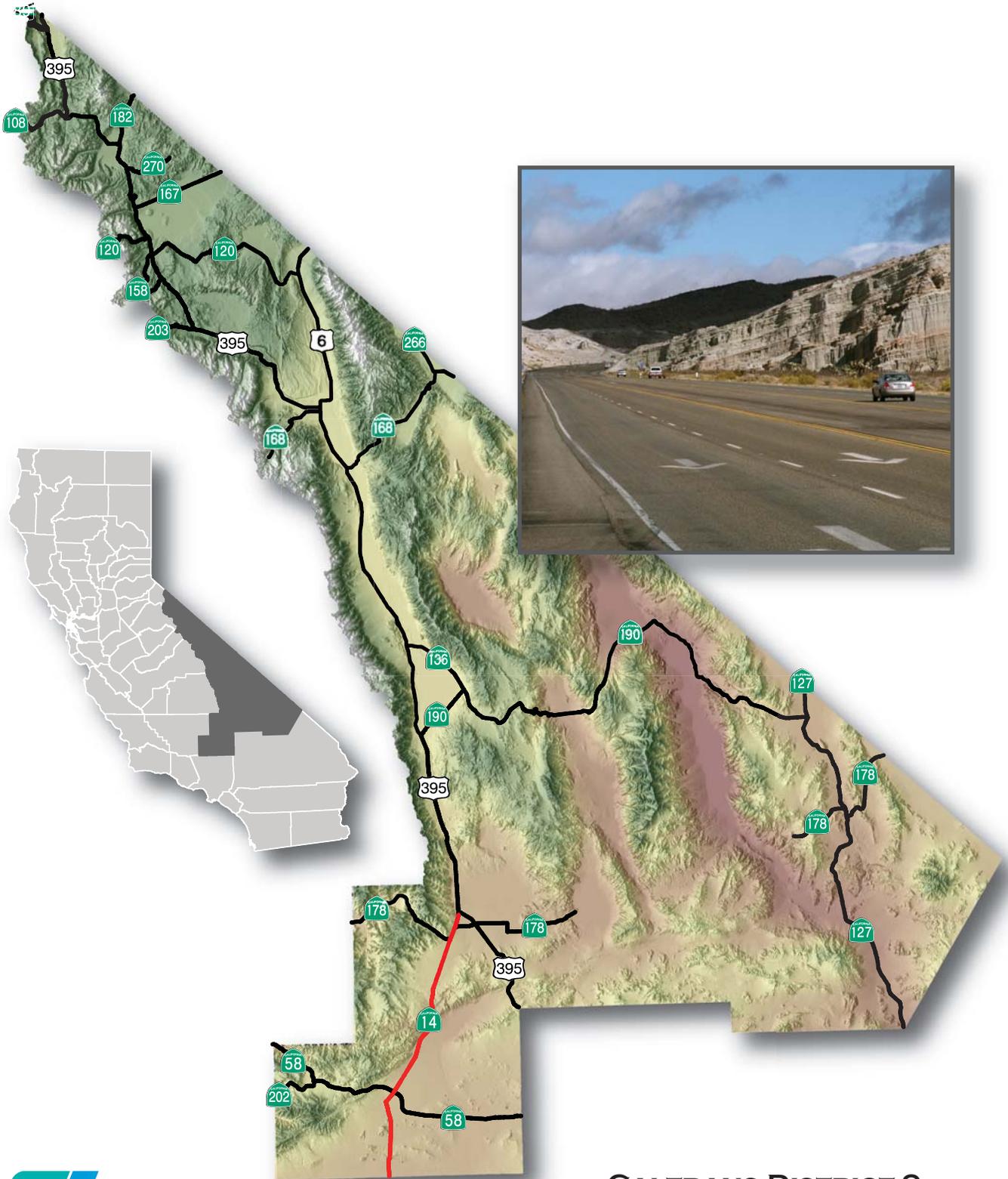




# STATE ROUTE 14 TRANSPORTATION CONCEPT REPORT



CALTRANS DISTRICT 9  
OFFICE OF SYSTEM PLANNING  
OCTOBER 2012



**State Route 14  
Transportation Concept Report**

Prepared  
by  
Caltrans District 9  
Office of System Planning

October 2012

For additional information regarding the Transportation Concept Report for State Route 14, please contact:

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Office of System Planning  
500 South Main Street  
Bishop, California 93514  
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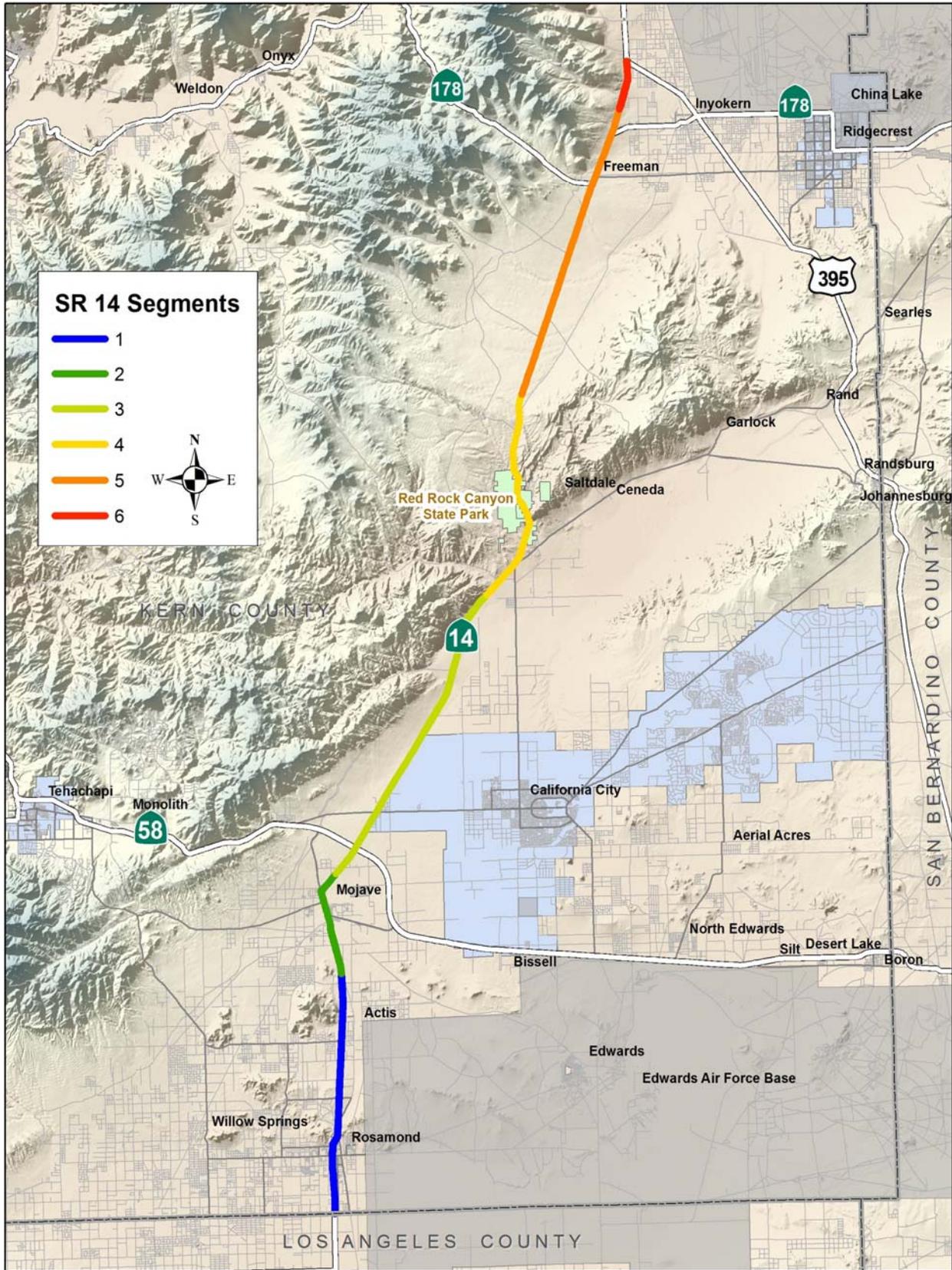
DATE

Approval for State Route 14 Transportation Concept Report

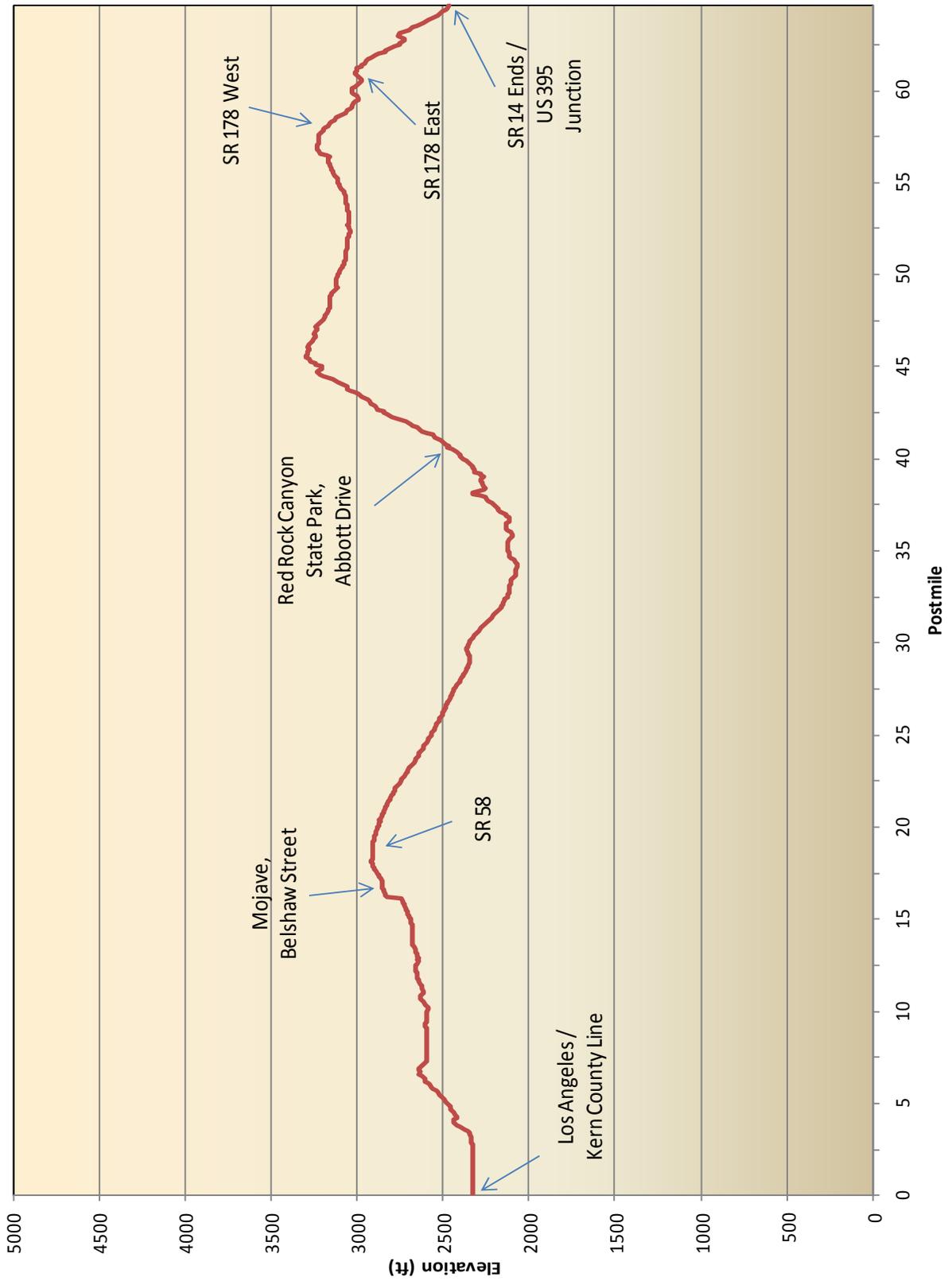
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# State Route 14 Segment Map



# State Route 14 Elevation Profile



# State Route 14 Transportation Concept Report

## INTRODUCTION

This Transportation Concept Report (TCR) is a long range planning document that describes the current characteristics of the State Route 14 (SR 14) transportation corridor and establishes a twenty-year planning concept. A TCR defines the California Department of Transportation's (Caltrans) goals for the development of a corridor in terms of facility type and Level of Service (LOS), while broadly identifying the improvements needed to reach those goals.

LOS calculations are based on the year 2010 Highway Capacity Manual (HCM). Compared with past editions of the HCM, capacity calculations in the 2010 HCM are substantially different. As a result, LOS values may differ from former reports or studies.

This TCR was prepared by Caltrans District 9 Office of System Planning, with the cooperation of local and regional agencies. All information in this TCR may become outdated as conditions change and new information is obtained. Consequently, the nature and size of identified improvements may change during project development and environmental analysis stages. Final determinations are made at the time of project planning and design.

State highways in eastern Kern County, including SR 14, are under the jurisdiction of both Caltrans District 6 and District 9. District 9 is responsible for planning, maintenance, operations, permits, and local development while District 6 secures project funding through its capital program. This division of duties may impact project selection, prioritization, and delivery.



SR 14 - Northbound at Rosamond Boulevard OC

## CONCEPT RATIONALE

SR 14 is a combination of four-lane freeway, two and four-lane conventional highway, and two and four-lane expressway sections; throughout Kern County, it is functionally classified as Freeway and Principal Arterial. This route is part of the Interregional Road System (IRRS), and combined with US 395, connects southern California to the Eastern Sierra and western Nevada. Caltrans recommends continued rehabilitation and operational improvements on SR 14 due to its inclusion in the Surface Transportation Assistance Act of 1982 (STAA) Truck Network, its function as a major transportation corridor, and its lifeline accessibility for rural communities. It is identified as a High Emphasis - Focus Route in the Caltrans *Interregional Transportation Strategic Plan* (June 1998). It is suggested that Kern County: protect road right-of-way to assure efficient management of circulation, monitor traffic volumes and patterns, establish ride sharing programs, and oversee development applications as they relate to traffic estimates. Table 1 summarizes the current and future facility and LOS for SR 14. The Post-25 Year Facility is the goal for the route beyond the twenty year planning horizon.

Segment County Post-Mile	Segment Length (miles)	Current Facility	Concept Facility	Post-25 Year Facility	2010 AADT	Current LOS	10-Yr LOS	20-Yr LOS	Route Concept LOS
<b>1</b> Kern R0.00 - R12.70	12.70	4-F	4-F	6-F	21,200	A	B	B	C
<b>2</b> Kern R12.70 - 17.08	5.68	4-C	4-C	4-F	18,150	A	B	B	C
<b>3</b> Kern 17.08 - 34.40	17.28	4-E	4-E	4-F	8,100	A	A	A	C
<b>4</b> Kern 34.40 - 45.97	11.57	4-C 4-E	4-E	4-E	6,400	A	A	A	C
<b>5</b> Kern 45.97 - 61.97	16.00	2-C 2-E	4-E	4-E	6,550	D	D	D	C
<b>6</b> Kern 61.97 - 64.56	2.59	4-E	4-E	4-E	4,050	A	A	A	C

For acronyms used in this table, see page 22.

## ROUTE SYNOPSIS

Route 14 is identified by the California Legislature as being divided into three sections: (a) from Route 1 north of the intersection of Sunset Boulevard northwest of Santa Monica to Route 5 near Tunnel Station; (b) from Route 5 at Los Angeles near Tunnel Station to Route 58; and (c) from Route 58 to Route 395 near Little Lake via the vicinity of Antelope Valley. The section from Route 1 to Route 5 is unconstructed as the routing has yet to be determined; its length is estimated as 21.8 miles. From Route 5 to Route 395, a distance of 117.9 miles, sections have been constructed as freeway ranging from ten- to four-lanes, as two- or four-lane expressway, or as two- or four-lane conventional highway (California Streets and Highways Code, Section 314). Route 14 is named the “Antelope Valley Freeway” from Route 5 south of Newhall to Avenue D north of Lancaster.

This TCR addresses the 65.82 miles of SR 14 located in Kern County in six segments (see Table 2). The Kern County portion of the highway starts at the Avenue A Overcrossing (Los Angeles/Kern County line) and proceeds north over level and rolling desert terrain to its terminus at the junction with US 395 in the Indian Wells Valley. This highway serves local, interregional, interstate, and recreational traffic while providing access to Edwards Air Force Base near Rosamond and China Lake Naval Air Weapons Station near Ridgecrest. The portion of SR 14 from the Pearblossom Highway exit south of Palmdale in Los Angeles County to US 395 is officially designated the “Aerospace Highway.” The Grand Army of the Republic Highway, comprised of routes 110, 5, 14, 395, and 6, begins in San Pedro and ends at the Nevada State Line.

The Average Annual Daily Traffic (AADT) for the route ranges between 4,050 and 21,200. Truck traffic and recreational vehicles comprise 6.1 - 19.0% of AADT. The functional classification, description, facility type, Right of Way (R/W), users, designation, and truck networks for each segment are in Table 2.

Table 2 - SR 14 Facility & Designations								
Segment County Post-Mile	Functional Class	Description	Present Facility	R/W Width (ft) & Rights	Users	Facility Designations	National Truck Network	See Page #
1 Kern R0.00 - R12.70	Freeway	Los Angeles/Kern County line to north of Silver Queen Road OC	4-F	180-1260, fee and easement	Local, interregional, and military	CA Freeway & Expressway System, IRRS, National Highway System	STAA National Network	10
2 Kern R12.70 - 17.08	Principal Arterial	North of Silver Queen Road OC to Minard Trail/Proteus Road intersection	4-C	80-460, fee and easement	Local, interregional, interstate, and recreational	CA Freeway & Expressway System, IRRS, National Highway System	STAA National Network	12
3 Kern 17.08 - 34.40	Principal Arterial	Minard Trail/Proteus Road intersection to south of Jawbone Canyon Wash Bridge No. 50-0478	4-E	220-3,490, fee, easement, and access rights	Local and interregional	CA Freeway & Expressway System, IRRS, National Highway System	STAA National Network	14
4 Kern 34.40 - 45.97	Principal Arterial	South of Jawbone Canyon Wash Bridge No. 50-0478 to north of Red Rock Canyon Bridge No. 50-0178	4-C 4-E	100-580, fee and easement	Local, interregional, and recreational	CA Freeway & Expressway System, IRRS, National Highway System	STAA National Network	16
5 Kern 45.97 - 61.97	Principal Arterial	North of Red Rock Canyon Bridge No. 50- 0178 to south of Indian Wells Wash Bridge No. 50-0480	2-C 2-E	100-400, fee and easement	Local, interregional, and recreational	CA Freeway & Expressway System, IRRS, National Highway System	STAA National Network	18
6 Kern 61.97 - 64.56	Principal Arterial	South of Indian Wells Wash Bridge No. 50-0480 to US 395 junction	4-E	340-660, fee and easement	Local and interregional	CA Freeway & Expressway System, IRRS, National Highway System	STAA National Network	20

For acronyms used in this table, see page 22.

## TRANSPORTATION PLANNING, OPERATIONS, AND LAND USE

SR 14 serves local, interregional, interstate, military, and recreational traffic. In Kern County, the route serves as the major access arterial for the communities of Rosamond, Mojave, Inyokern, California City, and Ridgecrest. A significant amount of commute travel occurs between the Lancaster, Edwards Air Force Base, and Mojave areas. It is heavily used, especially by truck traffic, as a means to connect to SR 58, SR 178, and US 395. The SR 14/US 395 joint corridor acts as a gateway to/from Nevada and provides interstate movement of people and goods. Travelers from southern California use SR 14 as a primary route to reach tourist destinations such as Death Valley National Park, Mammoth Mountain, Mono Lake, Yosemite National Park, and Reno, Nevada.



Based on HCM calculations, LOS of SR 14

Kern County segments currently vary from A through D.

SR 14 - Near Indian Wells

The concept LOS is LOS C. Traffic queuing and large speed differentials are evident during weekends and holidays when recreational vehicles and trucks compound heavy traffic volumes. Future predictions of exurban growth south of Kern County will impact segments of the corridor where drivers have been accustomed to traveling at high rates of speed. Furthermore, traffic is often rerouted via SR 14 when circumstances dictate that Interstate 5 must be shutdown between the Santa Clarita area in Los Angeles County and Wheeler Ridge in Kern County (“the Grapevine”). It is important that the facility maintain the ability to accommodate such situations. As capacity improvement strategies are developed, all user needs, including pedestrians and bicyclists, should be considered collectively. Attention to flooding and related debris on the highway, pavement deterioration, lack of paved shoulders, and turnouts will be addressed as funding allows.

As of September 2012, approximately thirty renewable energy projects are in various phases of proposal and approval near SR 14. A large wind-generated electrical power area abutting Mojave is located west of the highway while solar projects dot the landscape on both the east and west side of the highway from the Kern/Los Angeles County line to north of California City.

### **Rosamond**

Rosamond is located eleven miles north of Lancaster at the northern end of the Antelope Valley. Edwards Air Force Base, a major economic contributor, is east of Rosamond. In 1993, Kern County Board of Supervisors adopted an ordinance establishing a transportation impact fee program for the Rosamond/Willow Springs area. The program’s revenues are used to fund improvements to the transportation system necessary to accommodate future growth in the area (County of Kern, Roads Department, 2008).

The *Rosamond Specific Plan* (2008) provides policies for growth management in the Rosamond area. It states Kern County should establish a priority for acquisition and widening of Rosamond Boulevard, a major access to SR 14 and the commercial areas of the community. The Plan also recommends that the County should have a Rosamond area traffic study prepared to assess the cumulative impacts of projected multifamily residential, commercial, and industrial developments. The study should consider items such as existing and future ADT volumes, traffic distribution, and impacts to local roads and state highways.



SR 14 - Edwards Air Force Base  
“Edwards Air Force Base Flight Test Nation.” Photo. *Edwards Air Force Base*  
16 August 2012. <[www.edwards.af.mil](http://www.edwards.af.mil)>.

## **Mojave**

Mojave is located fifty miles east of Bakersfield in the southwestern region of the Mojave Desert. SR 14, also signed as SR 58 Business through town, functions as Mojave’s main street and is a vital thoroughfare for local commuters and the surrounding business district. Access to SR 58 adds to the prevalence of truck traffic (18%) on SR 14.

The Mojave Air and Space Port boasts multiple uses; such as, general-use public airport, flight testing, space industry development, filming, and aircraft maintenance and storage. The airport’s industrial park has more than sixty companies onsite making it one of eastern Kern’s largest employment centers. Furthermore, thousands of acres of aviation and industrial land are available for lease and development.

In the vicinity of Mojave, the potential for future residential, commercial, and industrial growth is high. A 130-acre commercial business park east of town along SR 58 near Altus Avenue has

development potential. The landfill east of SR 14 and adjacent to Silver Queen Road is slated for expansion.

The *Mojave Specific Plan - Circulation Element* (2003) suggests future evaluation of alternate road alignments; such as, connecting SR 14 to SR 58 southeast of Mojave. The Plan also encourages bike and pedestrian facility developments and expanding transit service.

### **Jawbone Off-Highway Vehicle (OHV) Area**

Administered by the Bureau of Land Management (BLM) and located approximately seventeen miles north of the intersection of SR 14 and SR 58 is Jawbone Off-Highway Vehicle Area. This area offers OHV riders over 7,000 acres of open-use public land. The Jawbone OHV Station welcomes approximately 250 to 400 visitors on a monthly basis.

### **Red Rock Canyon State Park**

Northeast of Mojave near Cantil on SR 14 lies Red Rock Canyon State Park. Once home to the Kawaiisu Indians, the area's desert cliffs, buttes, and rock formations culminate into dramatic shapes and vivid colors forming a spectacular viewshed. The park allows camping, hiking, equestrian use, and off-highway vehicle recreation. With miles of trails, visitors may enjoy unique geologic features, wildlife, floral displays, and the remains of 1890s-era mining operations. As of November 2009, the State Parks planning team has resumed studies and planning activities that will result in a revised general plan for Red Rock Canyon State Park. The public planning process will shape the future use and management of the park for the next twenty to thirty years.

### **Dove Springs Off-Highway Vehicle Area**

Administered by the BLM and located just north of Red Rock Canyon State Park and west of SR 14 lies Dove Springs OHV. This area offers OHV riders over 5,000 acres of open-use public land. Terrain ranges from a sandy bowl to steep hill climbs.



Looking north on SR 14 from Abbott Drive in Red Rock Canyon State Park

## **ENVIRONMENTAL**

### **2012 California Natural Diversity Database (CNDDDB) and Archaeology**

An initial assessment of known biological resources in a 2000-ft wide corridor centered along SR 14 is listed in the Segment Fact Sheets on pages 10 - 21, under the Environmental section. This information may not represent all possible environmental constraints, such as cultural resources (historic and prehistoric), floodplain encroachment, hazardous materials, noise, and visual impacts. Any SR 14 project being considered for programming would require environmental clearance in compliance with all federal, state, and local environmental laws and regulations. Portions of SR 14 are in what Caltrans considers “culturally sensitive areas.” Any future work along the highway that goes beyond the current area of disturbance, requires cultural resource evaluation by a Caltrans approved archaeologist.

### **California Climate Change Law AB 32 and SB 375**

Caltrans, working through its project development process, is helping local agencies understand, prepare, and comply with new California climate change laws AB 32 and SB 375. By incorporating planning, environmental, construction, and maintenance strategies based upon sound and current science, greenhouse gas emissions may be reduced.

## **COMMUNITY PARTNERS & PUBLIC OUTREACH**

Major improvements to SR 14 will be planned utilizing a collaborative, interdisciplinary approach involving all stakeholders. This approach will attempt to integrate and balance community, aesthetic, historic, and environmental values with regard to transportation safety, maintenance, and performance goals.

Stakeholders in the SR 14 planning area are community members and agencies, including, but not limited to:

- Audubon Society
- Bureau of Land Management
- California Department of Education
- California Department of Parks and Recreation, Red Rock Canyon State Park
- California Native Plant Society
- California State Lands Commission
- City of Los Angeles
- Community of Rosamond
- Community of Mojave
- California City
- Friends of Jawbone
- Kern County
- Mojave Desert Air Quality Management District
- Sierra Club
- U.S. Air Force, Edwards Air Force Base
- U.S. Navy, China Lake Naval Air Weapons Station

## STATE ROUTE 14 - SEGMENT FACT SHEET

<b>SEGMENT</b> 1 of 6	<b>Through Lanes</b> 4	
<b>Length, miles</b> 12.70	<b>Shoulder Width, ft</b> 10	
<b>Beginning PM</b> R0.00	<b>Median Width, ft</b> 94	
<b>Ending PM</b> R12.70	<b>Lane Width, ft</b> 12	
<b>Surrounding Terrain:</b> Level, Rolling		
<b>Facility Classification</b>		
<b>Present:</b> 4-F	<b>Concept:</b> 4-F	<b>Post-25 Year:</b> 6-F
<b>Level of Service</b>		
<b>Present:</b> A	<b>Concept:</b> C	

### Segment Description

This segment begins at Avenue A Overcrossing (OC), Bridge (Br.) 53-1836, at the Los Angeles/Kern County line (PM R0.00) and ends 0.6 mile north of Silver Queen Road OC, Br 50-0387, (PM R12.70). It traverses mostly level desert terrain as well as rolling terrain in and north of the Antelope Valley. The facility is a four-lane freeway classified as Freeway with a posted speed limit of 70 mph. It is divided and has access control. Portions of the segment lie within both the 100- and 500-year flood plain. According to Kern County's general and specific plans, there is development potential along SR 14 for the entirety of this segment.

### Highway Network Affiliation

<b>Functional Classification:</b> Freeway	<b>CA Freeway and Expressway System:</b> Yes
<b>National Truck Network:</b> STAA National Network	<b>Interregional Road System (IRRS):</b> Yes
<b>Strategic Highway Corridor Network:</b> Yes	<b>National Highway System:</b> Yes
<b>Scenic Highway:</b> Not eligible	<b>Regionally Significant:</b> Yes
	<b>Life Line:</b> Yes

### Traffic Flow, Present and Projected

Year	Average Annual Daily Traffic	Design Hourly Volume	Level of Service
2010	21,200	2,250	A
2020	25,600	2,700	B
2030	30,900	3,250	B

### Maintenance Program

**Maintenance Service Level:** Class 1  
**Maintenance Station:**  
 Mojave - Highway Maintenance Station  
 2211 Nadeau St.  
 Mojave, CA 93501

### Collision Data and Use Patterns

Collisions (01/01/2008 - 12/31/2010)			Use Patterns	
Classification	Rate, incidents/million vehicle miles		Peak Hour Directional Traffic Split	63/37
	Actual	Statewide Average	10-Year Traffic Growth %	1.9
<b>Fatality and Injury</b>	0.10	0.17	<b>Trucks/Total Vehicles %</b>	6.1
<b>Total</b>	0.28	0.50		

## STATE ROUTE 14 - SEGMENT FACT SHEET

### Traffic Analysis

This segment of SR 14 is a freeway primarily used by local, interregional, and military traffic. Fatality + Injury and Total Actual Collision rates are below the statewide average for a similar facility. Pedestrians, bicycles, and motor-driven cycles are not allowed on the facility south of the Silver Queen Road north and southbound connectors; these modes may use Sierra Highway (a county road) to the east as a parallel facility. The area is susceptible to high winds which contribute to blowing dust. Due to the location of military bases and facilities such as Edwards Air Force Base and Dryden Flight Research Center, traffic patterns at SR 14/Rosamond Boulevard should be monitored for volume increases. The potential for substantial land use growth in the valleys of this segment supports the need for upgrading the facility and preserving right of way for future transportation development.

### Route Concept Improvement Recommendations

Widen median shoulders to five feet and install median side shoulder rumble strip. To service both eastbound and westbound Rosamond Boulevard traffic destined to travel south on SR 14, two ramp meters are planned for installation, one for the eastbound Rosamond Boulevard ramp, the other for the westbound Rosamond Boulevard ramp. The meters will be maintained by District 9.

### Land Use

**Usage:** Commercial, residential, industrial, military, and resource management.

**Land managers/owners:** Bureau of Land Management, State Lands Commission, individuals or businesses owning private parcels, and adjacent to Edwards Air Force Base.

### Right of Way

**Width:** 180 - 1260 ft

**Rights:** R/W held by fee and easement.

### Environmental

**Endangered / Threatened Species:** Listed in the California Natural Diversity Database (CNDDDB) 2012.  
None

### Air Quality

**Air Basin:** Mojave Desert

**State of California Ambient Air Quality Standard:**

Ozone: Nonattainment

PM-10: Nonattainment

**National Ambient Air Quality Standard:**

8-Hour Ozone: Nonattainment

PM-10: Unclassified

### Transit Service, Modal Options, & Complete Streets

**Transit Service:** Kern Regional Transit: East Kern Express. Eastern Sierra Transit Authority (ESTA): 395 Route (Mammoth Lakes to Lancaster).

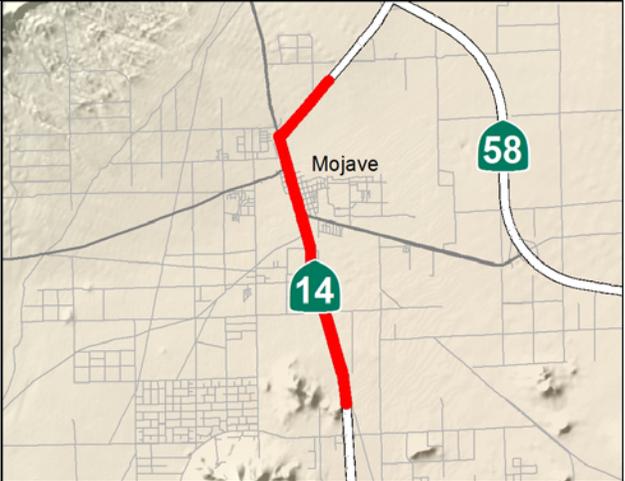
**Modal:** Pedestrians, bicycles, and motor-driven cycles are not allowed.

**Complete Streets:** A paved, continuous parallel facility is recommended from Silver Queen Road to Purdy Avenue. Shoulders are paved. Sidewalks do not exist.

### Programmed Projects

None.

## STATE ROUTE 14 - SEGMENT FACT SHEET

<b>SEGMENT</b> 2 of 6	<b>Through Lanes</b> 4	
<b>Length, miles</b> 5.68	<b>Shoulder Width, ft</b> 4-17	
<b>Beginning PM</b> R12.70	<b>Median Width, ft</b> 0-70	
<b>Ending PM</b> 17.08	<b>Lane Width, ft</b> 12	
<b>Surrounding Terrain:</b> Level		
<b>Facility Classification</b>		
<b>Present:</b> 4-C	<b>Concept:</b> 4-C	
<b>Level of Service</b>		
<b>Present:</b> A	<b>Concept:</b> C	

### Segment Description

This segment begins 0.6 mile north of Silver Queen Road OC, Br. 50-0387, (PM R12.70) and ends at the intersection with newly developed frontage roads Minard Trail, west; Proteus Road, east (PM 17.08) in Mojave. It traverses level desert terrain. The facility is a four-lane conventional highway classified as Principal Arterial with posted speed limits ranging from 45 mph in the Central Business District (CBD) in the community of Mojave to 65 mph outside the community. It transitions from divided to undivided at PM R15.54 and access control ends at R13.00. The majority of the segment lies within the 100-year flood plain. According to Kern County's general and specific plans, there is development potential along SR 14 for the entirety of this segment. Within the Mojave CBD, SR 14 is co-signed with SR 58 Business.

### Highway Network Affiliation

<b>Functional Classification:</b> Principal Arterial	<b>CA Freeway and Expressway System:</b> Yes
<b>National Truck Network:</b> STAA National Network	<b>Interregional Road System (IRRS):</b> Yes
<b>Strategic Highway Corridor Network:</b> Yes	<b>National Highway System:</b> Yes
<b>Scenic Highway:</b> Not eligible	<b>Regionally Significant:</b> Yes
	<b>Life Line:</b> Yes

### Traffic Flow, Present and Projected

Year	Average Annual Daily Traffic	Design Hourly Volume	Level of Service
2010	18,150	1,850	A
2020	21,100	2,150	B
2030	24,450	2,500	B

### Maintenance Program

**Maintenance Service Level:** Class 1  
**Maintenance Station:**  
 Mojave - Highway Maintenance Station  
 2211 Nadeau St.  
 Mojave, CA 93501

### Collision Data and Use Patterns

Collisions (01/01/2008 - 12/31/2010)			Use Patterns	
Classification	Rate, incidents/million vehicle miles		Peak Hour Directional Traffic Split	63/37
	Actual	Statewide Average	10-Year Traffic Growth %	1.5
<b>Fatality and Injury</b>	0.21	0.34	<b>Trucks/Total Vehicles %</b>	18.0
<b>Total</b>	0.43	0.80		

## STATE ROUTE 14 - SEGMENT FACT SHEET

### Traffic Analysis

This segment of SR 14 is a conventional highway primarily used by local, interregional, interstate, and recreational traffic. Fatality + Injury and Total Actual Collision rates are below the statewide average for a similar facility. The area is susceptible to high winds which contribute to blowing dust. An at-grade railroad crossing in the CBD of Mojave increases traffic congestion and motorist delays. Eastbound Silver Queen Road is not continuous which prevents it from being a viable access point for SR 14 traffic; as a result, the skewed at-grade Purdy Avenue intersection to the north, lacking acceleration and deceleration lanes, is heavily used by large vehicles driving to and from several industrial sites in the area.

### Route Concept Improvement Recommendations

Where applicable, improve clear recovery by removing or relocating fixed objects from the shoulder area. Review metal beam guard railing and bridge railing and modify the sections that do not meet current standards. Throughout Mojave, add edge line striping to make the facility consistent. Conduct traffic studies which analyze delay, average travel speed, turn movements, and collisions within Mojave. The Mojave Specific Plan (2003) recommends future evaluation of an alternate road alignment where SR 14 connects to SR 58 southeast of Mojave. Connect eastbound Silver Queen Road to provide throughput, deterring overuse and congestion at Purdy Avenue. On SR 14 at Purdy Avenue, add acceleration and deceleration lanes for northbound traffic and an acceleration lane for southbound traffic.

### Land Use

**Usage:** Commercial, residential, and industrial.

**Land managers/owners:** Kern County, City of Los Angeles, Pacific Gas and Electric, Southern Pacific Transportation Company, Southern Pacific Land Company, and individuals or businesses owning private parcels.

### Right of Way

**Width:** 80 - 460 ft

**Rights:** R/W held by fee and easement.

### Environmental

**Endangered / Threatened Species:** Listed in the California Natural Diversity Database (CNDDDB) 2012.

Bakersfield Cactus: Endangered (Fed, CA)

Desert Tortoise: Threatened (Fed, CA)

### Air Quality

**Air Basin:** Mojave Desert

**State of California Ambient Air Quality Standard:**

Ozone: Nonattainment

PM-10: Nonattainment

**National Ambient Air Quality Standard:**

8-Hour Ozone: Nonattainment

PM-10: Unclassified

### Transit Service, Modal Options, & Complete Streets

**Transit Service:** Kern Regional Transit: East Kern Express, Mojave/Boron Route, Mojave/California City Route, Mojave/Ridgecrest Route. ESTA: 395 Route (Mammoth Lakes to Lancaster). Greyhound: Limited Service Bus Stop. Amtrak: Thruway Connecting Service. It is recommended to install an interregional transit transfer center to house all service providers.

**Modal:** Pedestrians, bicycles, and motor-driven cycles are allowed.

**Complete Streets:** Alternate forms of transportation are permitted. Shoulders are paved. Through the town of Mojave, sidewalks are not continuous.

### Programmed Projects

None.

## STATE ROUTE 14 - SEGMENT FACT SHEET

<b>SEGMENT</b> 3 of 6	<b>Through Lanes</b> 4	
<b>Length, miles</b> 17.28	<b>Shoulder Width, ft</b> 4-10	
<b>Beginning PM</b> 17.08	<b>Median Width, ft</b> 12-101	
<b>Ending PM</b> 34.40	<b>Lane Width, ft</b> 12	
<b>Surrounding Terrain:</b> Level		
<b>Facility Classification</b>		
<b>Present:</b> 4-E	<b>Concept:</b> 4-E <b>Post-25 Year:</b> 4-F	
<b>Level of Service</b>		
<b>Present:</b> A	<b>Concept:</b> C	

### Segment Description

This segment begins at the intersection with newly developed frontage roads Minard Trail, west; Proteus Road, east (PM 17.08) in Mojave and ends 1.0 mile south of Jawbone Canyon Wash Bridge, Br. 50-0478 (PM 34.40). It traverses level desert terrain. The facility is a four-lane expressway that is classified as Principal Arterial with a posted speed limit of 65 mph. It transitions from undivided to divided at PM 17.26 and access control begins at PM 17.08. A small portion of the segment lies within the 100-year flood plain. According to Kern County's general and specific plans, there is development potential along SR 14 for a large portion of this segment. This segment provides routing to SR 58 east and west directly and via SR 58 Business.

### Highway Network Affiliation

<b>Functional Classification:</b> Principal Arterial	<b>CA Freeway and Expressway System:</b> Yes
<b>National Truck Network:</b> STAA National Network	<b>Interregional Road System (IRRS):</b> Yes
<b>Strategic Highway Corridor Network:</b> No	<b>National Highway System:</b> Yes
<b>Scenic Highway:</b> Eligible for designation	<b>Regionally Significant:</b> Yes
	<b>Life Line:</b> Yes

### Traffic Flow, Present and Projected

Year	Average Annual Daily Traffic	Design Hourly Volume	Level of Service
2010	8,100	1,050	A
2020	8,500	1,125	A
2030	8,950	1,175	A

### Maintenance Program

**Maintenance Service Level:** Class 1  
**Maintenance Station:**  
 Mojave - Highway Maintenance Station  
 2211 Nadeau St.  
 Mojave, CA 93501

### Collision Data and Use Patterns

Collisions (01/01/2008 - 12/31/2010)			Use Patterns	
Classification	Rate, incidents/million vehicle miles		Peak Hour Directional Traffic Split	75/25
	Actual	Statewide Average	10-Year Traffic Growth %	0.5
<b>Fatality and Injury</b>	0.10	0.34	<b>Trucks/Total Vehicles %</b>	18.0
<b>Total</b>	0.24	0.79		

## STATE ROUTE 14 - SEGMENT FACT SHEET

### Traffic Analysis

This segment of SR 14 is an expressway primarily used by local, interregional, and recreational traffic. Fatality + Injury and Total Actual Collision rates are below the statewide average for a similar facility. Of the thirty-seven recorded collisions, eighteen cited improper turn as the primary collision factor.

### Route Concept Improvement Recommendations

To create a consistent facility, widen the median shoulders to five feet and install median side rumble strip where it currently does not exist. Review existing metal beam guard railing and modify the sections that do not meet current standards. Continue to monitor drainage needs and erosion repairs, including the drainage channel along the westside of the highway.

### Land Use

**Usage:** Resource management, rangeland, and agricultural.

**Land managers/owners:** Bureau of Land Management, Kern County, Southern Pacific Transportation Company, Southern Pacific Land Company, individuals or businesses owning private parcels, and adjacent to California City.

### Right of Way

**Width:** 220 - 3,490 ft

**Rights:** R/W held by fee, easement, and access rights.

### Environmental

**Endangered / Threatened Species:** Listed in the California Natural Diversity Database (CNDDDB) 2012.

Desert Tortoise: Threatened (Fed, CA)

Mohave Ground Squirrel: Threatened (CA)

### Air Quality

**Air Basin:** Mojave Desert

**State of California Ambient Air Quality Standard:**

Ozone: Nonattainment

PM-10: Nonattainment

**National Ambient Air Quality Standard:**

8-Hour Ozone: Nonattainment

PM-10: Unclassified

### Transit Service, Modal Options, & Complete Streets

**Transit Service:** Kern Regional Transit: Mojave/Ridgecrest Route. ESTA: 395 Route (Mammoth Lakes to Lancaster).

**Modal:** Pedestrians, bicycles, and motor-driven cycles are allowed.

**Complete Streets:** Alternate forms of transportation are permitted. Shoulders are paved. Sidewalks do not exist.

### Programmed Projects

None.

## STATE ROUTE 14 - SEGMENT FACT SHEET

<b>SEGMENT</b> 4 of 6	<b>Through Lanes</b> 4	
<b>Length, miles</b> 11.57	<b>Shoulder Width, ft</b> 2-10	
<b>Beginning PM</b> 34.40	<b>Median Width, ft</b> 0-112	
<b>Ending PM</b> 45.97	<b>Lane Width, ft</b> 12	
<b>Surrounding Terrain:</b> Rolling, Level		
<b>Facility Classification</b>		
<b>Present:</b> 4-C, 4-E <b>Concept:</b> 4-E <b>Post-25 Year:</b> 4-E		
<b>Level of Service</b>		
<b>Present:</b> A <b>Concept:</b> C		

### Segment Description

This segment begins 1.0 mile south of Jawbone Canyon Wash Bridge, Br. 50-0478 (PM 34.40) and ends 6.1 miles north of Red Rock Canyon Wash Bridge, Br. 50-0178 (PM 45.97). It traverses mostly rolling desert terrain as well as level terrain. The facility is both four-lane conventional highway and four-lane expressway classified as Principal Arterial with a posted speed limit of 65 mph. It becomes undivided at PM 35.00 then becomes divided again at PM 40.21 while access control ends at PM 34.81 then begins again at PM 38.47. Some areas of the segment lie within the 100-year flood plain. Northbound lanes transition from two to one at PM 45.75. This segment provides routing to recreation destinations such as Jawbone OHV Area, Red Rock Canyon State Park, and Dove Springs OHV Area.

### Highway Network Affiliation

<b>Functional Classification:</b> Principal Arterial	<b>CA Freeway and Expressway System:</b> Yes
<b>National Truck Network:</b> STAA National Network	<b>Interregional Road System (IRRS):</b> Yes
<b>Strategic Highway Corridor Network:</b> No	<b>National Highway System:</b> Yes
<b>Scenic Highway:</b> Eligible for designation	<b>Regionally Significant:</b> Yes
	<b>Life Line:</b> Yes

### Traffic Flow, Present and Projected

Year	Average Annual Daily Traffic	Design Hourly Volume	Level of Service
2010	6,400	600	A
2020	6,750	625	A
2030	7,050	650	A

### Maintenance Program

**Maintenance Service Level:** Class 1  
**Maintenance Station:**  
 Mojave - Highway Maintenance Station  
 2211 Nadeau St.  
 Mojave, CA 93501

### Collision Data and Use Patterns

Collisions (01/01/2008 - 12/31/2010)			Use Patterns	
Classification	Rate, incidents/million vehicle miles		Peak Hour Directional Traffic Split	75/25
	Actual	Statewide Average	10-Year Traffic Growth %	0.5
<b>Fatality and Injury</b>	0.18	0.31	<b>Trucks/Total Vehicles %</b>	18.0
<b>Total</b>	0.31	0.81		

## STATE ROUTE 14 - SEGMENT FACT SHEET

### Traffic Analysis

This segment of SR 14 is both conventional highway and expressway primarily used by local, interregional, and recreational traffic. Fatality + Injury and Total Actual Collision rates are below the statewide average for a similar facility. Of the twenty-five recorded collisions, twenty resulted in the vehicle leaving the paved roadway and were primarily caused by improper turn movements. Among others, a couple types of traffic warning signs include cattle on the roadway for 25 miles (PM 34.76) and a rock slide area in Red Rock Canyon (PM 38.90). Off-road vehicle use is occurring adjacent to SR 14 within Caltrans R/W.

### Route Concept Improvement Recommendations

Widen shoulder to the current standard for both conventional highway and expressway portions and install shoulder rumble strip. Median side shoulder rumble strip is recommended in locations where it currently does not exist. Review existing metal beam guard railing and modify the sections that do not meet current standards. Obtain access control rights and increase R/W width (PM 34.81/38.47). Upgrade culverts (PM 35.00/40.00). Raise profile grade of the pavement (PM 35.50/37.10). Provide suitable directional separation barrier or increase separation between directions of travel (PM 35.50/40.50). Install acceleration and deceleration lanes on SR 14 at Abbott Drive (PM 40.56) to aid Red Rock Canyon State Park visitors. Work with stakeholders in order to determine and implement methods for inhibiting off-road vehicle use within state R/W.

### Land Use

**Usage:** Recreational, resource management, rangeland, and agricultural.

**Land managers/owners:** Bureau of Land Management, California Department of Parks and Recreation, State Department of General Services, Kern County, Southern Pacific Land Company, and individuals or businesses owning private parcels.

### Right of Way

**Width:** 100 - 580 ft

**Rights:** R/W held by fee and easement.

### Environmental

**Endangered / Threatened Species:** Listed in the California Natural Diversity Database (CNDDDB) 2012.

Desert Tortoise: Threatened (Fed, CA)

Mohave Ground Squirrel: Threatened (CA)

Red Rock Tarplant: Rare (CA)

### Air Quality

**Air Basin:** Mojave Desert

**State of California Ambient Air Quality Standard:**

Ozone: Nonattainment

PM-10: Nonattainment

**National Ambient Air Quality Standard:**

8-Hour Ozone: Nonattainment

PM-10: Unclassified

### Transit Service, Modal Options, & Complete Streets

**Transit Service:** Kern Regional Transit: Mojave/Ridgecrest Route. ESTA: 395 Route (Mammoth Lakes to Lancaster).

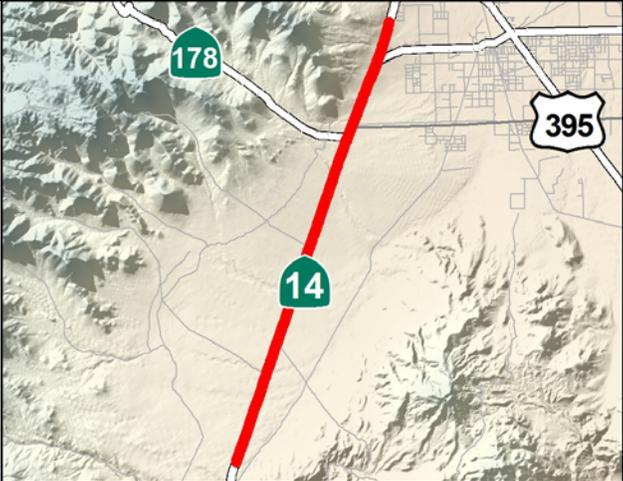
**Modal:** Pedestrians, bicycles, and motor-driven cycles are allowed.

**Complete Streets:** Alternate forms of transportation are permitted. Shoulders are paved but should be widened to better accommodate bicyclists and pedestrians. Sidewalks do not exist.

### Programmed Projects

A bridge replacement project (EA 06-0H180, Project ID 0600000119) has been programmed near PM 40.00. Br. 50-0178 will be removed and replaced with a structure aligned and designed to be more resistant to scour damage. This is a SHOPP project being funded via the Bridge Scour Mitigation program.

## STATE ROUTE 14 - SEGMENT FACT SHEET

<b>SEGMENT</b> 5 of 6	<b>Through Lanes</b> 2	
<b>Length, miles</b> 16.00	<b>Shoulder Width, ft</b> 2-10	
<b>Beginning PM</b> 45.97	<b>Median Width, ft</b> 0-112	
<b>Ending PM</b> 61.97	<b>Lane Width, ft</b> 12	
<b>Surrounding Terrain:</b> Rolling, Level		
<b>Facility Classification</b>		
<b>Present:</b> 2-C, 2-E	<b>Concept:</b> 4-E <b>Post-25 Year:</b> 4-E	
<b>Level of Service</b>		
<b>Present:</b> D	<b>Concept:</b> C <b>Class I Highway</b>	

### Segment Description

This segment begins 6.1 miles north of Red Rock Canyon Wash Bridge, Br. 50-0178 (PM 45.97) and ends 1.0 mile south of Indian Wells Wash Bridge, Br. 50-0480 (PM 61.97). It traverses rolling and level desert terrain. The facility is both two-lane expressway and two-lane conventional highway classified as Principal Arterial with a posted speed limit of 65 mph. It becomes undivided at PM 45.98 and access control ends at PM 57.35. Some areas of the segment lie within the 100-year flood plain. According to Kern County's general and specific plans, there are planned urban areas along SR 178 east and US 395 adjacent to SR 14. There are passing lanes for northbound and southbound traffic at PM 51.86/52.78 and for southbound only at PM 59.91/60.59. This segment provides routing to SR 178 west and east. In turn, SR 178 east leads to Inyokern, US 395, and Ridgecrest. The Inyokern Specific Plan recommends the Kern Council of Governments study an alternate route for SR 178 east. Bowman Road is an eastbound public dirt road intersecting SR 14 just north of SR 178 west. The City of Ridgecrest General Plan 2010 identifies the development of Bowman Road to maximize motor vehicle circulation. A proposed realignment of SR 178 east to a four-lane expressway via Bowman Road could improve mobility by linking Freeman Junction to the San Bernardino County line.

### Highway Network Affiliation

<b>Functional Classification:</b> Principal Arterial	<b>CA Freeway and Expressway System:</b> Yes
<b>National Truck Network:</b> STAA National Network	<b>Interregional Road System (IRRS):</b> Yes
<b>Strategic Highway Corridor Network:</b> No	<b>National Highway System:</b> Yes
<b>Scenic Highway:</b> Eligible for designation	<b>Regionally Significant:</b> Yes
	<b>Life Line:</b> Yes

### Traffic Flow, Present and Projected

Year	Average Annual Daily Traffic	Design Hourly Volume	Level of Service
2010	6,550	750	D
2020	6,900	800	D
2030	7,250	850	D

### Maintenance Program

**Maintenance Service Level:** Class 1  
**Maintenance Station:**  
 Inyokern - Area Superintendent/  
 Highway Maintenance Station  
 6933 Inyokern Rd.  
 Inyokern, CA 93527

### Collision Data and Use Patterns

Collisions (01/01/2008 - 12/31/2010)			Use Patterns	
Classification	Rate, incidents/million vehicle miles		Peak Hour Directional Traffic Split	70/30
	Actual	Statewide Average	10-Year Traffic Growth %	0.5
<b>Fatality and Injury</b>	0.18	0.30	<b>Trucks/Total Vehicles %</b>	19.0
<b>Total</b>	0.42	0.67		

## STATE ROUTE 14 - SEGMENT FACT SHEET

### Traffic Analysis

This segment of SR 14 is both expressway and conventional highway primarily used by local, interregional, and recreational traffic. Fatality + Injury and Total Actual Collision rates are below the statewide average for a similar facility. Twenty-eight of the thirty-two recorded collisions involved the vehicle leaving the paved highway and were primarily caused by improper turn movements. An advisory sign at PM 53.67 states "Trailers - Campers Gustly Wind Area Next 20 Miles." Off-road vehicle use is occurring adjacent to SR 14 within Caltrans R/W.

### Route Concept Improvement Recommendations

Widen shoulders to the current standard and install shoulder rumble strip. Investigate the clear recovery zone and make improvements to bring to current standards. Rehabilitate the pavement, improve the drainage system, and flatten the slope to provide better sight distance (PM 46.2/50.8). Work with stakeholders in order to determine and implement methods for inhibiting off-road vehicle use within state R/W.

### Land Use

**Usage:** Residential, industrial, recreational, resource management, rangeland, and agricultural.

**Land managers/owners:** Bureau of Land Management, California Department of Parks and Recreation, and individuals or businesses owning private parcels.

### Right of Way

**Width:** 100 - 400 ft

**Rights:** R/W held by fee and easement.

### Environmental

**Endangered / Threatened Species:** Listed in the California Natural Diversity Database (CNDDDB) 2012. Mohave Ground Squirrel: Threatened (CA)

### Air Quality

**Air Basin:** Mojave Desert

**State of California Ambient Air Quality Standard:**

Ozone: Nonattainment

PM-10: Nonattainment

**National Ambient Air Quality Standard:**

8-Hour Ozone: Unclassified / Attainment

PM-10: Attainment

### Transit Service, Modal Options, & Complete Streets

**Transit Service:** Kern Regional Transit: Mojave/Ridgecrest Route. ESTA: 395 Route (Mammoth Lakes to Lancaster).

**Modal:** Pedestrians, bicycles, and motor-driven cycles are allowed.

**Complete Streets:** Alternate forms of transportation are permitted. Shoulders are paved but should be widened to better accommodate bicyclists and pedestrians. Sidewalks do not exist.

### Programmed Projects

Two projects, Freeman Gulch Widening - Segment 1 (EA 06-45711, Project ID 0600020478) and Freeman Gulch Widening - Segment 2 (EA 06-45712, Project ID 0612000197), have been programmed to convert existing two-lane expressway and conventional highway to four-lane controlled access expressway from PM 53.0 to PM 62.3. These are STIP projects funded via the Regional Improvement Program and the Interregional Improvement Program. Freeman Gulch Widening - Segment 3, from PM 45.9 to PM 53.0, is not programmed but environmental work is complete.

## STATE ROUTE 14 - SEGMENT FACT SHEET

<b>SEGMENT</b> 6 of 6	<b>Through Lanes</b> 4	
<b>Length, miles</b> 2.59	<b>Shoulder Width, ft</b> 4-10	
<b>Beginning PM</b> 61.97	<b>Median Width, ft</b> 0-182	
<b>Ending PM</b> 64.56	<b>Lane Width, ft</b> 12	
<b>Surrounding Terrain:</b> Rolling		
<b>Facility Classification</b>		
<b>Present:</b> 4-E	<b>Concept:</b> 4-E	<b>Post-25 Year:</b> 4-E
<b>Level of Service</b>		
<b>Present:</b> A	<b>Concept:</b> C	

### Segment Description

This segment begins 1.0 mile south of Indian Wells Wash Bridge, Br. 50-0480 (PM 61.97) and ends with the route terminus at the junction with US 395 (PM 64.56) in the Indian Wells Valley. It traverses rolling desert terrain. The facility is a four-lane expressway classified as Principal Arterial with a posted speed limit of 65 mph. Divided highway and access control begins at PM 62.02. Portions of the segment lie within both the 100- and 500-year flood plain.

### Highway Network Affiliation

<b>Functional Classification:</b> Principal Arterial	<b>CA Freeway and Expressway System:</b> Yes
<b>National Truck Network:</b> STAA National Network	<b>Interregional Road System (IRRS):</b> Yes
<b>Strategic Highway Corridor Network:</b> No	<b>National Highway System:</b> Yes
<b>Scenic Highway:</b> Eligible for designation	<b>Regionally Significant:</b> Yes
	<b>Life Line:</b> Yes

### Traffic Flow, Present and Projected

Year	Average Annual Daily Traffic	Design Hourly Volume	Level of Service
2010	4,050	625	A
2020	4,250	650	A
2030	4,500	675	A

### Maintenance Program

**Maintenance Service Level:** Class 1

**Maintenance Station:**  
 Inyokern - Area Superintendent/  
 Highway Maintenance Station  
 6933 Inyokern Rd.  
 Inyokern, CA 93527

### Collision Data and Use Patterns

Collisions (01/01/2008 - 12/31/2010)			Use Patterns	
Classification	Rate, incidents/million vehicle miles		Peak Hour Directional Traffic Split	70/30
	Actual	Statewide Average	10-Year Traffic Growth %	0.5
<b>Fatality and Injury</b>	0.00	0.39	<b>Trucks/Total Vehicles %</b>	19.0
<b>Total</b>	0.12	1.09		

## STATE ROUTE 14 - SEGMENT FACT SHEET

### Traffic Analysis

This segment of SR 14 is an expressway primarily used by local and interregional traffic. Fatality + Injury and Total Actual Collision rates are below the statewide average for a similar facility.

### Route Concept Improvement Recommendations

Continue to maintain and preserve the facility. Monitor and evaluate the facility's traffic operations for deficiencies.

### Land Use

**Usage:** Rural residential, resource management, rangeland, and agricultural.

**Land managers/owners:** Bureau of Land Management and individuals or businesses owning private parcels.

### Right of Way

**Width:** 340 - 660 ft

**Rights:** R/W held by fee and easement.

### Environmental

**Endangered / Threatened Species:** Listed in the California Natural Diversity Database (CNDDDB) 2012  
None

### Air Quality

**Air Basin:** Mojave Desert

**State of California Ambient Air Quality Standard:**

Ozone: Nonattainment

PM-10: Nonattainment

**National Ambient Air Quality Standard:**

8-Hour Ozone: Unclassified / Attainment

PM-10: Attainment

### Transit Service, Modal Options, & Complete Streets

**Transit Service:** ESTA: 395 Route (Mammoth Lakes to Lancaster).

**Modal:** Pedestrians, bicycles, and motor-driven cycles are allowed.

**Complete Streets:** Alternate forms of transportation are permitted. Shoulders are paved. Sidewalks do not exist.

### Programmed Projects

Two projects, Freeman Gulch Widening - Segment 1 (EA 06-45711, Project ID 0600020478) and Freeman Gulch Widening - Segment 2 (EA 06-45712, Project ID 0612000197), have been programmed to convert existing two-lane expressway and conventional highway to four-lane controlled access expressway from PM 53.0 to PM 62.3. These are STIP projects funded via the Regional Improvement Program and the Interregional Improvement Program.

## ACRONYMS

<b>2-C</b>	Two-Lane Conventional Highway
<b>2-E</b>	Two-Lane Expressway
<b>4-C</b>	Four-Lane Conventional Highway
<b>4-E</b>	Four-Lane Expressway
<b>4-F</b>	Four-Lane Freeway
<b>AADT</b>	Average Annual Daily Traffic
<b>BLM</b>	Bureau of Land Management
<b>Br</b>	Bridge
<b>Caltrans</b>	California Department of Transportation
<b>CBD</b>	Central Business District
<b>CHP</b>	California Highway Patrol
<b>CNDDDB</b>	California Natural Diversity Database
<b>ESTA</b>	Eastern Sierra Transit Authority
<b>FHWA</b>	Federal Highway Administration
<b>HCM</b>	Highway Capacity Manual
<b>IRRS</b>	Interregional Road System
<b>KER</b>	Kern County
<b>KPRA</b>	Kingpin-to-Rear-Axle
<b>LOS</b>	Level of Service
<b>MSL</b>	Maintenance Service Level
<b>NAAQS</b>	National Ambient Air Quality Standards
<b>NHS</b>	National Highway System
<b>NTN</b>	National Truck Network
<b>OC</b>	Overcrossing
<b>OHV</b>	Off-Highway Vehicle
<b>PM</b>	Post Mile
<b>R/W</b>	Right-of-Way
<b>SR 14</b>	State Route 14
<b>STAA</b>	Surface Transportation Assistance Act of 1982
<b>STRAHNET</b>	Strategic Highway Network
<b>TCR</b>	Transportation Concept Report
<b>US</b>	United States

# GLOSSARY

**Annual Average Daily Traffic - AADT**

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

**Concept Facility**

Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning, and engineering factors.

**Concept LOS**

Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility.

**Conventional Highway**

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

**Design Hour Volume - DHV**

The 30<sup>th</sup> highest hour traffic volume in a selected year for a given segment.

**Expressway**

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

**Functional Classification**

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

**Freeway**

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

**Interregional Road System - IRRS**

Statewide network of legislatively identified interregional routes, outside urbanized areas, that provide access to, and links between, the state's rural and urban regions, economic centers, and major recreational areas.

**Level of Service - LOS**

A qualitative rating of the effectiveness of a transportation system in serving travel, A (best) through F (worst).

**National Highway System - NHS**

Federally-designated system of major highways in each state, including all interstate highways.

**Programmed Projects**

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

**System/Network Affiliation**

Identifies whether or not the subject segment of a route is designated as being part of the National Highway System, Interregional Highway System, California Freeway and Expressway System, Scenic Highway System, National Truck Network, Strategic Highway Network, and/or other highway systems or networks of regional significance.

**Strategic Highway Corridor Network - STRAHNET**

A network of highways that provide defense access, continuity, and emergency capabilities to military bases for defense purposes.

**Surface Transportation Assistance Act of 1982 - STAA**

The FHWA provides standards for STAA trucks. These standards designate the maximum truck size that all states must allow on highways in the National Truck Network.

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