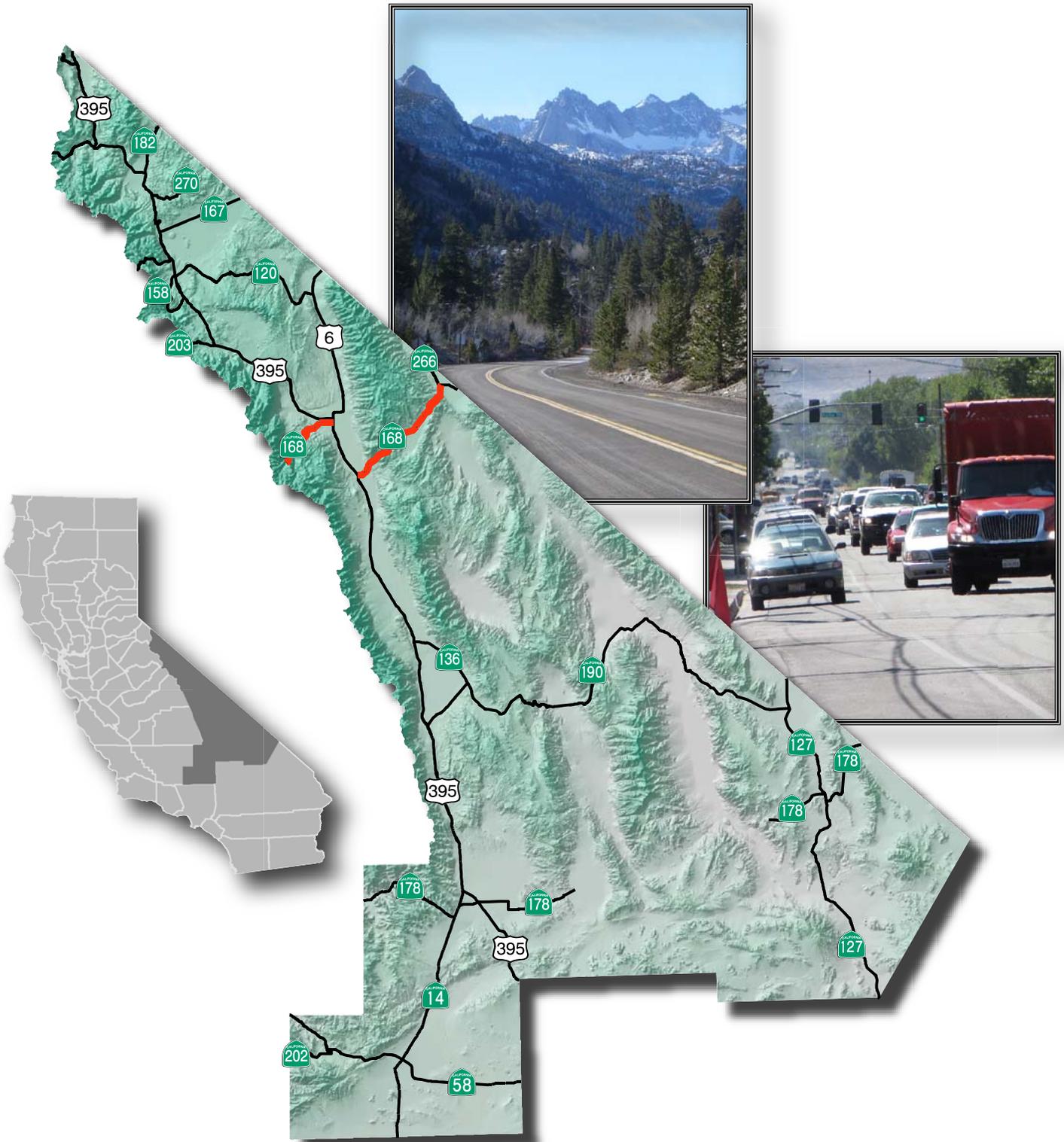




# STATE ROUTE 168 TRANSPORTATION CONCEPT REPORT



CALTRANS DISTRICT 9  
OFFICE OF SYSTEM PLANNING  
MARCH 2010



## STATE ROUTE 168

# TRANSPORTATION CONCEPT REPORT

PREPARED  
BY  
CALTRANS  
DISTRICT 9  
OFFICE OF SYSTEM PLANNING

March 2010

### **Additional Information**

For additional information regarding the Transportation Concept Report for State Route 168, please contact:

California Department of Transportation  
Office of System Planning  
500 South Main Street  
Bishop, California 93514  
[www.dot.ca.gov/dist9](http://www.dot.ca.gov/dist9)

For individuals with sensory disabilities, this document is available in Braille, large print, and on audiocassette or computer disk. To obtain a copy in one of these alternate formats, please contact the Equal Employment Opportunity Officer at the above address.

## REPORT SIGNATURE SHEET

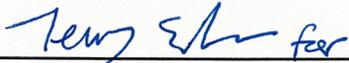
APPROVAL RECOMMENDED BY:



BRAD R. METTAM  
Deputy District Director  
Planning and Programming

3/16/10

DATE



CRAIG HOLSTE  
Deputy District Director  
Maintenance and Operations

3-18-10

DATE



BRYAN WINZENREAD  
Deputy District Director  
Program/Project Management  
and Local Assistance

3/17/2010

DATE

APPROVED BY:



THOMAS P. HALLENBECK  
District 9 Director

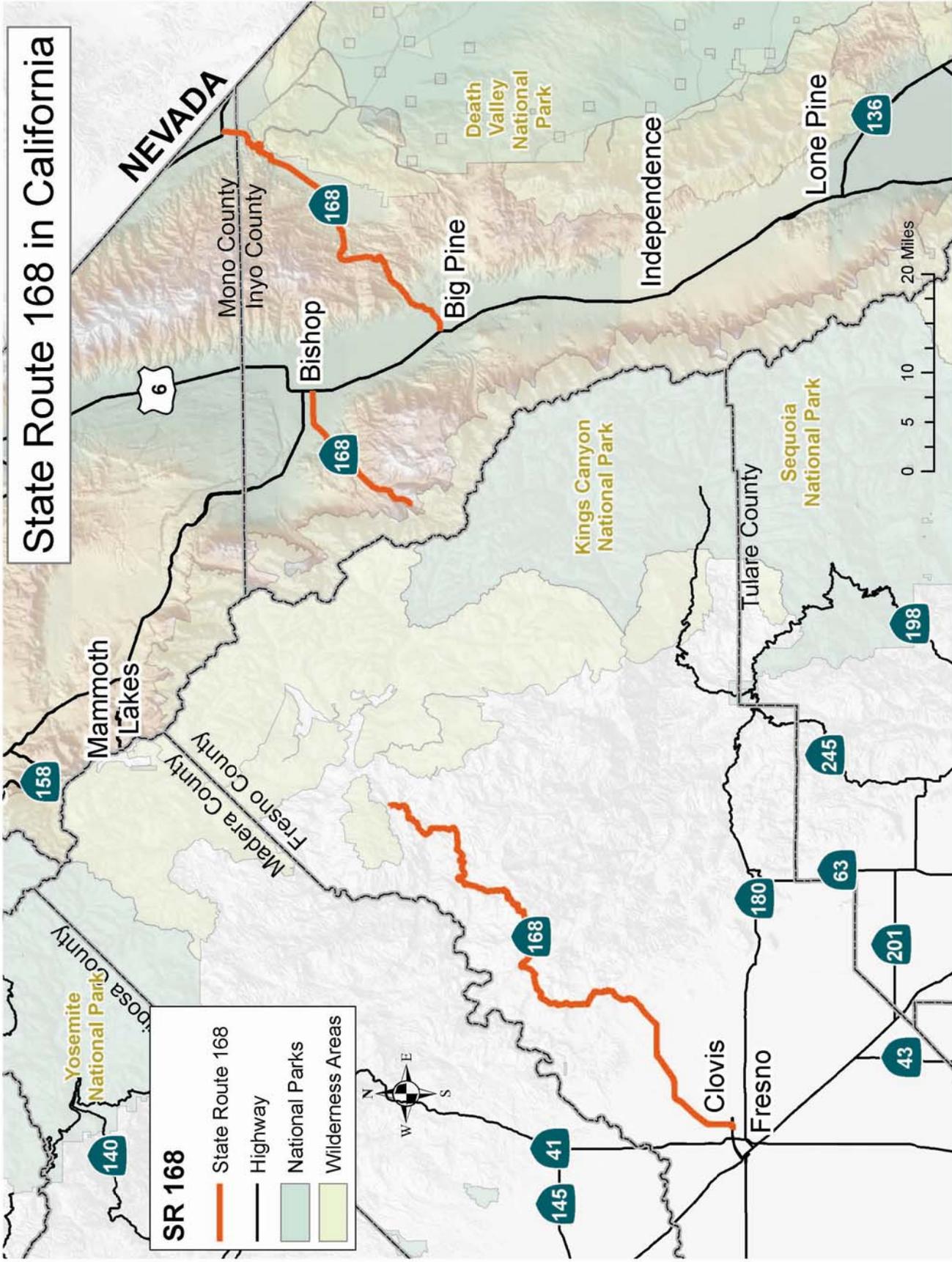
3/19/10

DATE

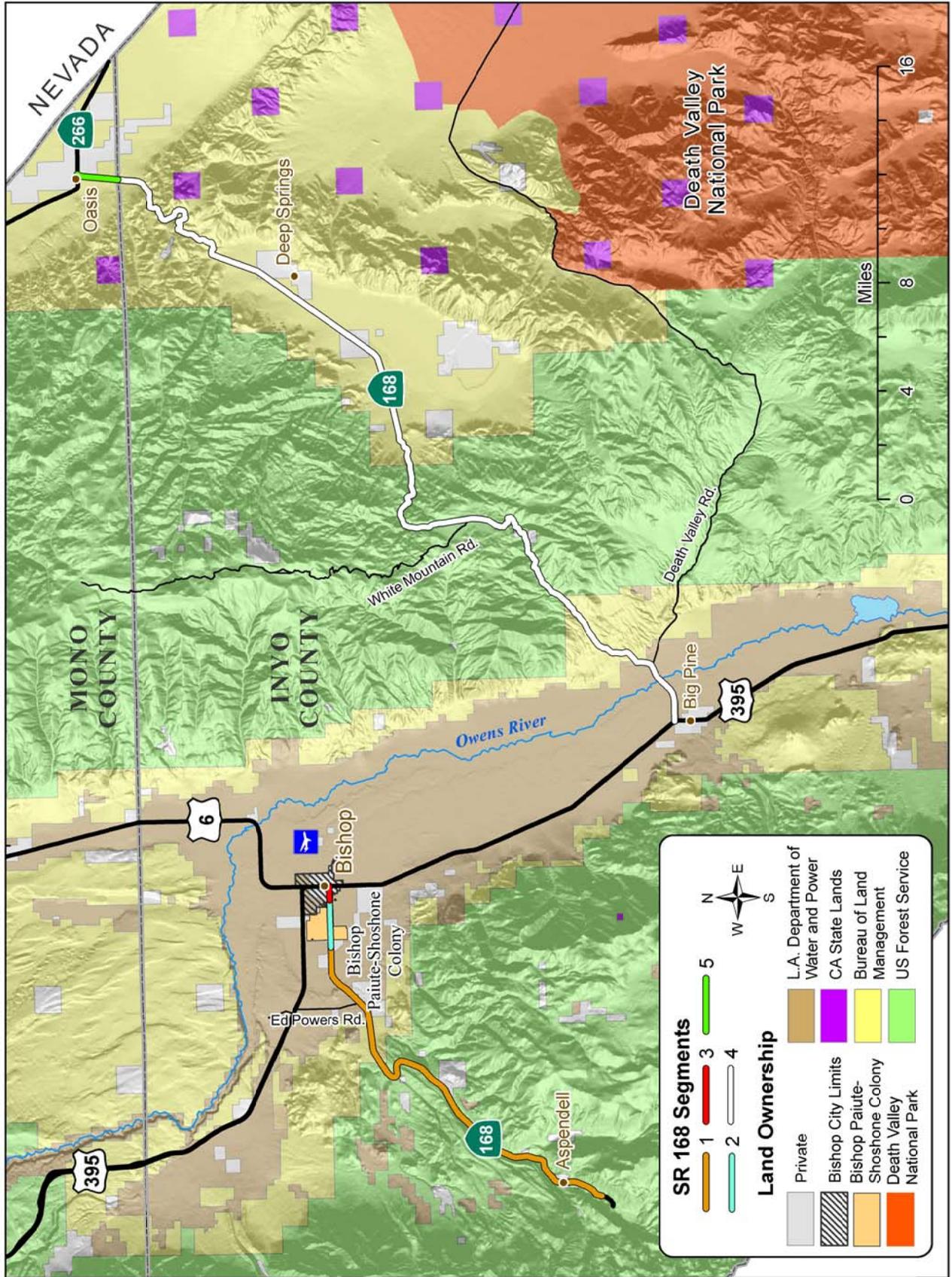
Approval for State Route 168 Transportation Concept Report

# TABLE OF CONTENTS

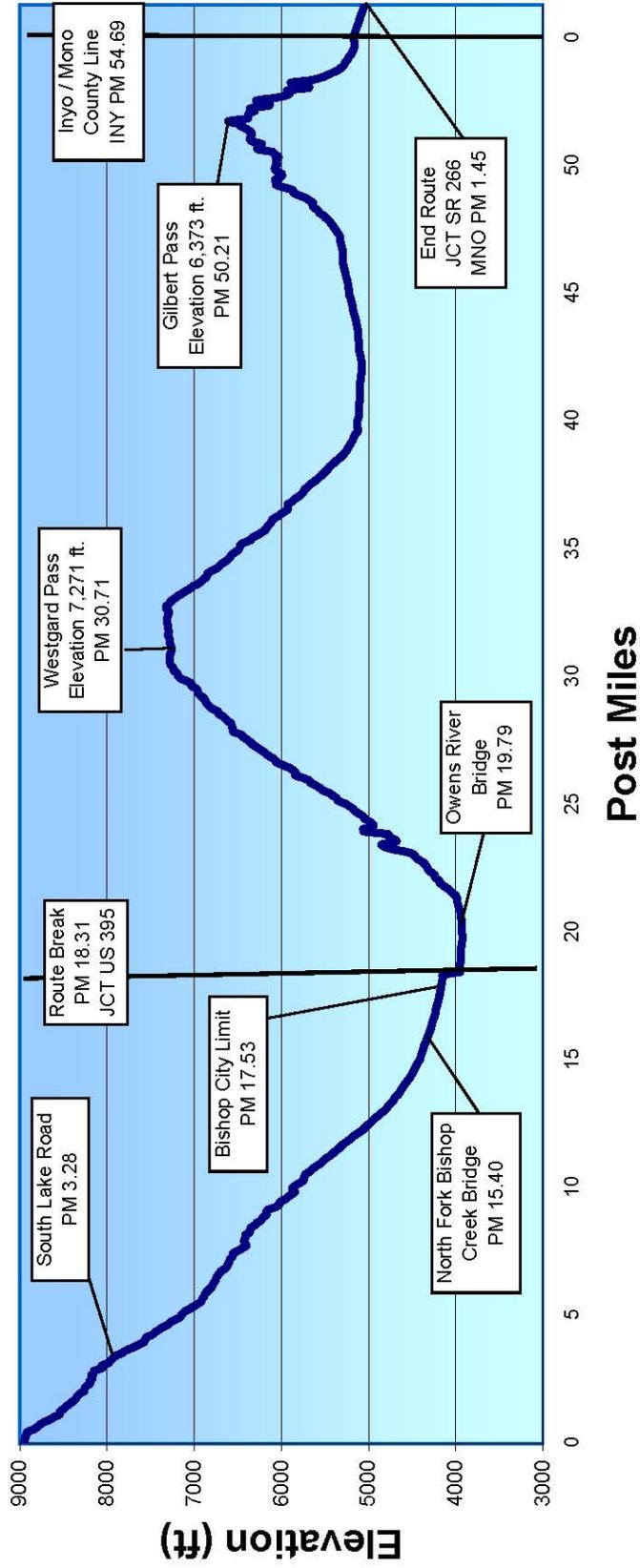
STATE ROUTE (SR) 168 IN CALIFORNIA MAP .....	1
SR 168 SEGMENT MAP .....	2
ELEVATION PROFILE OF SR 168 .....	3
INTRODUCTION .....	4
ROUTE CONCEPT, CONCEPT FACILITY AND RATIONALE .....	4
ROUTE SYNOPSIS .....	5
ROUTE HISTORY .....	6
PURPOSE OF SR 168 .....	7
Table 1 - SR 168 Facility Summary .....	7
COMMUNITY ISSUES AND PUBLIC OUTREACH .....	8
BISHOP AREA ACCESS AND CIRCULATION FEASIBILITY STUDY (BAACS) .....	8
TRANSPORTATION PLANNING, OPERATIONAL, AND LAND USE ISSUES .....	9
Table 2 - SR 168 Facility Summary .....	10
SR 168 SEGMENT FACT SHEETS	
Segment 1: From Camp Sabrina to Meadow Lane (West Bishop) .....	11
Segment 2: From Meadow Lane to Sunland Drive (Bishop) .....	13
Segment 3: From Sunland Drive to US 395 (Bishop) .....	15
Segment 4: From US 395 (Big Pine) to the Mono County line .....	17
Segment 5: From the Mono County line to the Junction of SR 266 .....	19
GLOSSARY .....	21
ACRONYMS .....	22
REFERENCES AND INFORMATION .....	23



# STATE ROUTE 168 SEGMENTS



**SR 168 Elevation Profile**  
 Inyo County PM 0.00 - 54.70  
 Mono County PM 0.00 - 1.459



# State Route 168 - Transportation Concept Report

## INTRODUCTION

The Transportation Concept Report (TCR) is a long-range planning document that describes the current characteristics of the transportation corridor and establishes a 20-year planning concept. The TCR defines the California Department of Transportation's (Caltrans) goals for the development of the route, and presents broad concepts for highway improvements that may be used to reach those goals. During development of a TCR, Caltrans' objective is to have local, regional, private sector, and State consensus on corridor concepts, planning strategies and improvement priorities.



SR 168 - City of Bishop

All information in this TCR is subject to revision as conditions change and new information is obtained. Consequently, the nature and the size of identified improvements may change as they move through the project development stages. Final determinations are made at the time of project planning, environmental analysis, and design.

Level of Service (LOS) is established through travel forecasting data analysis, using regional models where available. The calculations to determine LOS are based on the year 2000 Highway Capacity Manual (HCM). The 2000 HCM includes substantial changes to capacity calculations compared to past editions of the HCM. As a result, LOS calculations may differ from former reports or studies that are based on earlier editions.

## ROUTE CONCEPT, CONCEPT FACILITY, AND CONCEPT RATIONALE

A Route Concept is comprised of a Concept Level of Service (LOS) and a description of the Concept Facility. The description of a facility reflects its number of travel lanes and degree of access onto the highway by local streets and driveways. The LOS of State Route (SR) 168 is B within the City of Bishop and A in all other segments. The LOS in the City of Bishop was derived by using an urban street methodology since the facility is restricted by speed limits. The Concept LOS for SR 168 is C. Concept LOS reflects the acceptable level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. According to the Inyo and Mono County General Plans, all roadways and highways in these counties should be maintained at a minimum LOS of C.

Caltrans will continue to emphasize further rehabilitation, operational, and capacity improvements on SR 168 due to its importance to the City of Bishop and as an interregional corridor for goods movement and recreational travelers.

## ROUTE SYNOPSIS

State Route (SR) 168 begins at the junction of SR 180 in Fresno County (District 6), and is constructed to Huntington Lake. The portion between Huntington Lake and Camp Sabrina, where SR 168 begins again in Inyo County (District 9), is not a part of the Federally designated route and is unconstructed. This portion lies within 2 wilderness (i.e. roadless) areas; Kings Canyon National Park, and the John Muir Wilderness. Therefore, construction to connect these two segments is highly unlikely. The combined distance of the entire constructed route in both District 6 and 9 is 124 miles. This report is an overview of SR 168 in District 9, which begins 1.5 miles west of the community of Aspendell in Inyo County, and ends at the junction of SR 266 in Mono County, covering a distance of 56.15 miles.

For the purpose of this report, SR 168 is addressed in 5 segments (see SR 168 Segment Map, pg 2). Segment 1 begins at Sabrina Road (PM 0.0) and passes through the small community of Aspendell, traversing the eastern slope of the Sierra Nevada Mountains down to the floor of the Owens Valley and ends in West Bishop (PM 16.06). Segment 2 begins in West Bishop at Meadow Lane (PM 16.06) and continues to Sunland Drive (PM 17.80) in the City of Bishop. Segment 2 is the only section on SR 168 that is a 4-lane conventional highway. Segment 3 begins at Sunland Drive (PM 17.80) and ends at the junction of US 395 (PM 18.31). After a route break of 14.67 miles at US 395, Segment 4 begins just north of the town of Big Pine (PM 18.32) and runs easterly through the Inyo-White Mountain Range, over Westgard Pass (Elevation 7,271 feet) and Gilbert Pass (Elevation 6,373 feet), to the Mono County line (PM 54.69). Segment 5 begins at the Mono County line (PM 0.00) and ends at the junction of SR 266. California SR 266 connects with Nevada SR 266 which runs southeastward to U.S. Highway 95.

SR 168 is a highway of local and regional significance. It serves the largest population center in Inyo County, providing access to Bureau of Land Management (BLM), United States Forest Service (USFS), Los Angeles Department of Water and Power (LADWP), Bishop Paiute-Shoshone Colony, and private lands. Segments 1 through 3 are functionally classified as Major Collectors. Segments 4 and 5 are functionally classified as Minor Arterials.

Segments 1, 2, and 3 serves recreational travelers to various Eastern Sierra recreational destinations as well as the communities of Aspendell, Starlite, West Bishop and the City of Bishop. Segment 4 serves the Combined Array for Research in Millimeter-Wave Astronomy (CARMA), and the University of California high altitude research facilities in the White Mountains. Segment 4 also serves agricultural goods movement, the Ancient Bristlecone Pine Forest, and associated campground facilities. Segment 5 serves the residents of Oasis, Fish Lake Valley, and traffic between California and Nevada.



SR 168 Westbound in Segment 1

## ROUTE HISTORY

SR 168 was originally planned as a trans-Sierra Nevada route, beginning in Fresno and heading east through the Bishop area to the Nevada state line via modern US 6. This trans-mountain route was never constructed for two important reasons. Steep and rocky terrain is present throughout this area and the unconstructed portion lies within 2 officially designated wilderness areas (created as a result of the 1964 Wilderness Act).

SR 168 from Sabrina Road to the junction of what is now US 395 started out as a county road to access local resources and hydroelectric power utilities. As a result of the Arthur Breed Act in 1933, this road was officially designated Legislative Route Number (LRN) 76 along with what is now US 6. In 1964, the California Division of Highways implemented a major renumbering of state highways. A large number of unsigned routes received sign numbers corresponding to their new legislative numbers, thus LRN 76 from Sabrina Road to US 395 was designated as SR 168.

SR 168 beginning just north of Big Pine and terminating at what is now SR 266 began as the old Westgard Pass Toll Road. This road was constructed in 1873 by J.S. "Scott" Broader because soldiers from Fort Independence needed road access to Waucoba - Deep Springs. Tolls were collected here until 1900. Some of the remnants of the old toll station are still visible. In 1913 A.L. Westgard led members of the American Automobile Association along this route seeking a new transcontinental route. The state adopted this road in 1925. As a result of the Arthur Breed Act, this road was designated as LRN 63. LRN 63 originally continued to the Nevada state line at what is now Nevada 264. In 1964, as a result of the renumbering of state highways, LRN 63 became SR 168. In 1986, the segment from the community of Oasis to Nevada 264 was transferred to SR 266.



Historic photo of SR 168 eastbound at "The Narrows".

## PURPOSE OF STATE ROUTE 168

Segments 1 and 2 (PM 0.00 – 17.80) serve recreational travelers and residents commuting to Bishop area businesses and schools. Segment 3 primarily serves residents and the business district of the City of Bishop. These 3 segments are a part of the Interregional Road System (IRRS). There is a route-break where SR 168 intersects with US 395. Traveling south on US 395 for 14.67 miles, Segment 4 begins just north of the community of Big Pine (PM 18.32). From here to the end of Segment 5 (junction with SR 266 Mono PM 1.45), SR 168 serves as a link for tourists and residents to access services and recreational areas in the Owens Valley. Segments 4 and 5 also allow for a connection between US 395 in California and Highway 95 in Nevada.

Segment 1, from Sabrina Road to Meadow Lane (PM 0.00 – PM 16.06), is officially designated as a State Scenic Highway. Segments 2 through 5 are eligible to be a part of the State Scenic Highway system. Segment 4 from PM 18.32 (US 395 in Big Pine) to PM 31.38 (Bristlecone Road) is designated as part of the National Forest Scenic Byways and is known as the Ancient Bristlecone Scenic Byway.

Segment 2, 3, and a small part of Segment 4 (US 395 to PM 20.2) are part of the California Legal Network, permitting a maximum tractor-semi with 65 feet overall length and 40 feet kingpin-to-rear-axle (KPRA). The remainder of Segment 4 and Segment 5 are part of the California Legal Advisory Routes, permitting a maximum tractor-semi with KPRA length less than 32 feet.

Table 1 describes the route purpose and other information for each segment.

Segment County Post-Mile	Functional Class	Description	Present Facility	R/W Width & Rights	Route Purpose	Facility Designation	National Tuck Network	See Page #
<b>1</b> Inyo 0.0 – 16.06	Major Collector	From Sabrina Road to West Bishop	2-C	80-400 ft. Fee title, easements, JUA	Local, recreational, commuter	Designated Scenic Highway, IRRS	40 ft. / KPRA, CA Legal Network	11
<b>2</b> Inyo 16.06 - 17.8	Major Collector	From Meadow Lane to Sunland Drive	4-C	80-100 ft. Fee title, easements	Local, recreational, commuter	IRRS	40 ft. / KPRA, CA Legal Network	13
<b>3</b> Inyo 17.8 – 18.32	Major Collector	From Sunland Drive to the Junction of US 395	2-C	70 ft. Fee title, Prescriptive rights	Local, recreational, commuter	IRRS	40 ft. / KPRA, CA Legal Network	15
<b>4</b> Inyo 18.32 - 54.69	Minor Arterial	From the Junction of US 395 in Big Pine to the Mono County Line	2-C	55-200 ft. Fee title, easements, Prescriptive rights	Local, interregional, recreational, commuter, and goods movement	Eligible Scenic Highway, National Forest Scenic Byway	40 ft. / KPRA, <32 ft. / KPRA, CA Legal Advisory Route	17
<b>5</b> Mono 00.00 - 1.45	Minor Arterial	From the Mono County Line to the Junction of SR 266	2-C	60ft. Prescriptive rights	Local, recreational, interregional, commuter, and goods movement	Eligible Scenic Highway	<32 ft. / KPRA, CA Legal Advisory Route	19

For acronyms used in this table, see page 22

## COMMUNITY ISSUES AND PUBLIC OUTREACH

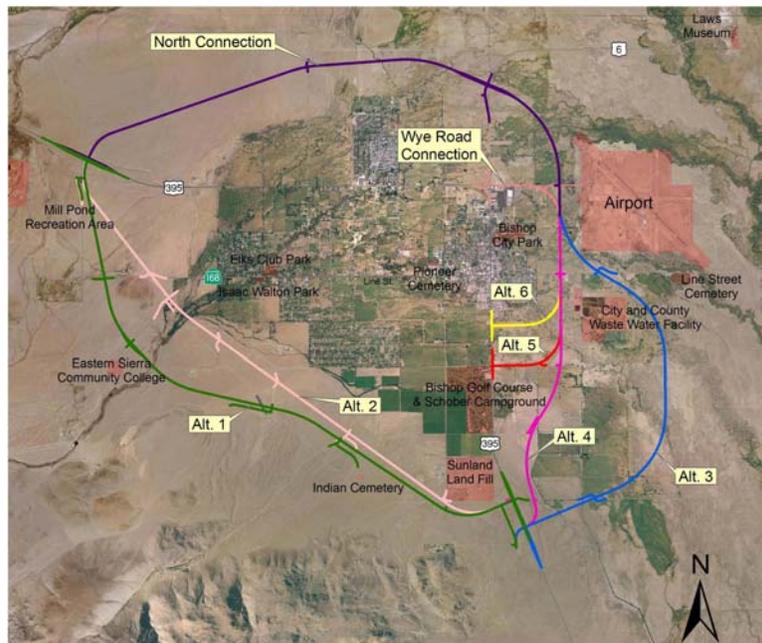
Improvements to SR 168 will be planned using a collaborative interdisciplinary approach involving all stakeholders. This approach will attempt to integrate and balance multimodal use including community character, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals.

The stakeholders in the Bishop Planning Area are interregional travelers, community members, agencies, and local governments. The communities are: Bishop, West Bishop, Starlite, Aspendell, the Bishop Paiute-Shoshone Tribe, Big Pine, Deep Springs, and Oasis. The agencies are BLM, USFS, Department of Fish and Game (DFG), Lahontan Regional Water Quality Control Board, Army Corps of Engineers, Inyo County, Mono County, LADWP, and Southern California Edison Power Company. Caltrans regularly consults with these stakeholders regarding SR 168 proposed projects.

## BISHOP AREA ACCESS AND CIRCULATION FEASIBILITY STUDY (BAACS)

In 2003 the Inyo County Local Transportation Commission, with the support of the City of Bishop and Inyo County, requested that Caltrans District 9 conduct the Bishop Area Access and Circulation Study. The study was developed in a collaborative fashion with the Bishop Paiute-Shoshone Colony, Chamber of Commerce, businesses, community service groups, local schools, the general public, and other stakeholders.

The study recommended several concepts to address traffic circulation goals for the City and County to improve access between the City of Bishop and the housing areas in West Bishop (South Barlow, Manor, McLaren, Highlands/Glenwood, Meadow Creek, Bishop Paiute-Shoshone Colony). Recommendations include the development of new local roads, that provide options other than SR 168, and US 395 to access Bishop, to alleviate traffic congestion on SR 168 during peak usage, and constructing a US 395 bypass of Bishop's central business district.



Possible alternative alignments presented by the BAACS Study

## TRANSPORTATION PLANNING, OPERATIONAL, AND LAND USE ISSUES

### **Segment 1: Inyo PM 0.00 – PM 16.06; Length: 16.06 miles**

Land use is primarily open space, low-density residential, and public utilities. The USFS and BLM manage the public lands along this segment. A portion of the highway (PM 0.00-1.25), is closed during the winter months due to heavy snow. Segment 1 is used by residents and recreational travelers en-route to various lakes and campgrounds. Two projects are planned from Red Hill Road (PM 15.07) to Ed Powers Road (PM 13.48). One project will extend the class-3 bike path to service Cerro Coso Community College, and the other project will construct culvert improvements from PM 13.5-15.0.

### **Segment 2: Inyo PM 16.06 – PM 17.80; Length: 1.74 miles**

This segment runs adjacent to the Bishop Paiute-Shoshone Colony, a federally recognized tribe. There are several development projects proposed on tribal lands adjacent to SR 168 from Brockman Lane (PM 16.34) to Pacu Lane (PM 17.46). They include an apartment building and gas station/mini-mart. The Bishop Reservation Pedestrian and Bicycle Safety Plan have proposed sidewalks that would connect tribal lands along SR 168 to sidewalks in the City of Bishop. The Northern Inyo Hospital is located within this segment at PM 17.78. There are no planned projects on this segment

### **Segment 3: Inyo PM 17.80 – PM 18.31; Length: 0.51 miles**

This segment is located within the Bishop City limits. Land use is primarily commercial and institutional (schools, police, and fire station). Consider removal of on-street parking locations that may increase conflicts with pedestrians, bicycles, and traffic flow. There are no planned projects on this segment.

### **Segment 4: Inyo PM 18.32 – PM 54.69; Length: 36.37 miles**

After a route break, SR 168 starts north of Big Pine, and ends at the Mono County line (PM 54.69). Land use is a mixture of open space, agricultural and rural residential. The USFS and BLM manage public lands along this segment. The portion from PM 18.32–31.38 is part of the National Forest Scenic Byways. There are no planned projects on this segment.

### **Segment 5: Mono PM 0.00 – PM 1.45; Length: 1.45 miles**

Beginning at the Mono County line, SR 168 runs for 1.45 miles to SR 266. Land use is primarily open range, farming, and rural residential. BLM manages public lands along this segment. There are no planned projects on this segment.

**Table 2** summarizes the current and concept facility and current and concept LOS for SR 168. The ultimate facility is the goal for the route beyond the twenty year planning horizon.

<b>Table 2 - SR 168 Facility Summary</b>										
County	Segment	Post Miles	Present Facility	Concept Facility	Ultimate Facility	Present LOS	10-Yr LOS	20-Yr LOS	Route Concept LOS	Page #
Inyo	1	0.0 - 16.06	2C	2C	2C	A	A	A	C	11
Inyo	2	16.06 - 17.80	4C	4C	4C	A	A	A	C	13
Inyo	3	17.8 - 18.31	2C	2C	2C	B	B	B	C	15
Inyo	4	18.32 - 54.69	2C	2C	2C	A	A	A	C	17
Mono	5	0.0 - 1.45	2C	2C	2C	A	A	A	C	19

For acronyms used in this table, see page 22

**ACRONYMS USED IN TABLE:**

**LOS      Level of Service (A – F)**

A general term that describes the operating conditions a typical driver will experience on a typical day while driving on a facility. LOS is determined by the vehicle delay and volume/capacity (v/c) ratio, which is expressed by a series of letter grades from A (low v/c ratio and delay, no impediments) through F (extremely high v/c ratio and delay, gridlock conditions).

**FACILITY TYPE ACRONYMS:**

**C            Conventional Highway**

A state highway that has no access control and may or may not be divided. When justified, access control may be used at spot locations.

**2C          2-Lane Conventional Highway**

**4C          4-Lane Conventional Highway**

## STATE ROUTE 168 - SEGMENT FACT SHEET

<p><b>Segment 1</b></p> <p style="text-align: right;"><b>Length Miles 16.06</b></p> <p style="text-align: right;"><b>Back PM 0.0</b></p> <p style="text-align: right;"><b>Ahead PM 16.06</b></p> <p><b>Present Facility 2-C</b></p> <p><b>Present LOS A</b></p> <p><b>Concept Facility 2-C</b></p> <p><b>Concept LOS C</b></p> <p><b>Ultimate Facility 2-C</b></p>	<p style="text-align: center;"><b>Segment Location</b></p> 
--	---

**Segment Description**

SR 168 segment 1 is primarily used by local residents and recreational tourists. SR 168 serves the communities of West Bishop, Starlite, and Aspendell. SR 168 is functionally classified as a Major Collector and is a 2-lane conventional highway. Speed limits range from 45 to 55 mph. All of SR 168 segment 1 is officially designated as a Scenic Highway. Shoulder widths vary from 0 to 8 feet. Most of this segment is located in mountainous terrain with steep grades and turnouts. Segment 1 begins at Sabrina Road (Inyo County Road S2026/FHWA Forest Highway 91) and ends at Meadow Lane (PM 16.06). For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On an MSL scale of 1, 2, and 3, this segment is a Class 3.

**Route Concept Improvement Recommendations**

When the roadway is scheduled for rehabilitation, widen shoulders where possible, and improve clear zones. Dike rehabilitation could occur where appropriate. Rock-fall mitigation measures should be considered as appropriate. A retaining wall could be installed at the Bishop Creek Bridge (PM 15.8) to control erosion.

**Programmed Projects**

A project (EA # 09-34510), is proposed to widen the paved shoulders, overlay the entire pavement and place ground-in rumble strip for 1.5 miles near Bishop beginning at Ed Powers Road (PM 13.48), ending approximately 300 ft. west of Red Hill Road (PM 15.00). The shoulders will be widened to 8 ft., thus extending the class 3 bike path east of Red Hill Road to Cerro Coso Community College. This project is dually funded by the Transportation Enhancement portion of the American Recovery and Reinvestment Act of 2009 (ARRA) and District 9's 2010/2011 Minor A project allocation. Another project (EA # 09-34680) will construct culvert improvements from PM 13.5 to PM 15.0.

Highway Network Affiliation				Highway Information	
<b>Functional Classification: Rural Major Collector</b>					
<b>National Hwy System</b>	No	<b>Scenic Highway</b>	Officially Designated	<b>Feet</b>	
<b>California Freeway Expressway System</b>	No	<b>National Truck Network</b>	California Legal Network	<b>Average Median Width</b>	0
<b>STRAHNET</b>	No	<b>Life Line</b>	No	<b>Shoulder Width</b>	0-8
<b>Regionally Significant</b>	Yes	<b>IRRS</b>	Yes	<b>Average Lane Width</b>	12

## STATE ROUTE 168 - SEGMENT FACT SHEET

### Air Quality Comments

SR 168 is located in the Great Basin Unified Air Pollution Control District. For the State of California Air Quality Standard, this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10). All other parameters are either within attainment, or are unclassified. For the National Ambient Air Quality Standards (NAAQS), this area is unclassified for 8-hour ozone and PM-10.

### Transit Service / Modal Options

The Eastern Sierra Transit (ESTA) Dial-a-Ride bus serves the residents within 3/4 of a mile of SR 168. For this segment, the Dial-a-Ride provides the residents of Bishop with transit services to and from Cerro Coso College at PM 13.62. The Blue Line bus serves SR 168 from Tu Su Lane west to the Jill Kinmont Boothe School. Bikes are allowed throughout the entire route. A class-3 bike route exists from Red Hill Road (PM 15.07) to Home Street (PM 17.93). This facility meets a Complete Streets' goal of mobility by not restricting the use of alternate forms of transportation.

### Land Use

Land use along this segment of the route is open space, low density residential, public utilities, and institutional (Cerro Coso College). The United States Forest Service (USFS) and Bureau of Land Management (BLM) manage the public lands adjacent to this route. BLM and USFS lands are open to day use recreation. This segment is also adjacent to Los Angeles Department of Water and Power (LADWP) lands.

### Environmental Concerns

No known endangered species are located within this segment. SR 168 in Inyo County runs through what Caltrans considers both historic and prehistoric culturally sensitive areas. Work performed adjacent to tribal lands requires tribal coordination. Any future work done along SR 168, that goes beyond the current edge of pavement or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. Water protection measures are required at the bridge crossing at Bishop Creek (PM 15.78).

### Right of Way Comments

The highway Right of Way width varies from 80 to 400 ft. It is held by fee titles, easements, and joint use agreements (public utilities).

### Traffic Analysis Comments

Fatality + Injury and Total Actual Accident Rates are below the statewide average. The primary collision factor is speeding. The terrain is mostly mountainous with curvy roads, steep grades and pullouts from PM 0.00 to PM 10.00. Winter snow and ice conditions can impact the road surface, thus chain requirements and/or road closures occur on SR 168. A seasonal closure occurs at PM 1.25, near the community of Aspendell, due to heavy snow.

<b>Highway Operation Factors</b>					
<b>Traffic Forecasts</b>		<b>Design Hour Volumes</b>		<b>Level of Service</b>	
<b>2007 AADT</b>	<b>640</b>	<b>2007 DHV</b>	<b>125</b>	<b>2007</b>	<b>A</b>
<b>2017 AADT</b>	<b>780</b>	<b>2017 DHV</b>	<b>152</b>	<b>2017</b>	<b>A</b>
<b>2027 AADT</b>	<b>950</b>	<b>2027 DHV</b>	<b>185</b>	<b>2027</b>	<b>A</b>
<b>Calculation Factors</b>					
<b>Fatality + Injury Actual Accident Rate</b>	<b>0.32</b>	<b>Total Actual Accident Rate</b>	<b>0.51</b>	<b>% Traffic Growth 0-10 Years</b>	<b>2.0%</b>
<b>Fatality + Injury Statewide Avg Rate</b>	<b>0.96</b>	<b>Total Statewide Average Rate</b>	<b>1.97</b>	<b>% Traffic Growth 10-20 Years</b>	<b>2.0%</b>
<b>Directional Split</b>	<b>50/50</b>	<b>Terrain</b>	<b>Mountainous</b>	<b>Percent Trucks</b>	<b>2.5%</b>

## STATE ROUTE 168 - SEGMENT FACT SHEET

<p><b>Segment 2</b></p> <p style="text-align: right;"><b>Length Miles 1.74</b></p> <p style="text-align: right;"><b>Back PM 16.06</b></p> <p style="text-align: right;"><b>Ahead PM 17.80</b></p> <p><b>Present Facility 4-C</b></p> <p><b>Present LOS A</b></p> <p><b>Concept Facility 4-C</b></p> <p><b>Concept LOS C</b></p> <p><b>Ultimate Facility 4-C</b></p>	<p style="text-align: center;"><b>Segment Location</b></p> 
---	---

**Segment Description**

SR 168 segment 2 is primarily used by local residents and recreational tourists. SR 168 serves the communities of West Bishop, and the Bishop Paiute-Shoshone Colony. It primarily serves as a connection to US 395 for residents in the communities listed above. SR 168 is functionally classified as a Major Collector and is a 4-lane conventional highway. A four-way signalized intersection exists at Barlow Lane (PM 16.79). The speed limit is 45 mph until PM 17.47 where it changes to 35 mph. This segment ends at Sunland Drive in Bishop (PM 17.80). The shoulders are 8 to 10 feet wide. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class 3.

**Route Concept Improvement Recommendations**

When the roadway is scheduled for rehabilitation consider widening shoulders. Provide continuity of curbs/ gutters, and sidewalks where possible. Consider turn-lane improvements for Bishop Paiute-Shoshone Tribe's museum (PM 17.17) and Pioneer Lane (PM 17.66). Consider removal of on-street parking locations that may increase conflicts with pedestrians, bicycles, and traffic flow.

**Programmed Projects**

There are no projects programmed in this segment.

Highway Network Affiliation				Highway Information	
<b>Functional Classification: Major Collector</b>					
<b>National Hwy System</b>	No	<b>Scenic Highway</b>	Eligible	<b>Feet</b>	
<b>California Freeway Expressway System</b>	No	<b>National Truck Network</b>	California Legal Network	<b>Average Median Width</b>	0
<b>STRAHNET</b>	No	<b>Life Line</b>	No	<b>Shoulder Width</b>	8-10
<b>Regionally Significant</b>	Yes	<b>IRRS</b>	Yes	<b>Average Lane Width</b>	12

## STATE ROUTE 168 - SEGMENT FACT SHEET

### Air Quality Comments

SR 168 is located in the Great Basin Unified Air Pollution Control District. For the State of California Air Quality Standard, this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10). All other parameters are either within attainment, or are unclassified. For the National Ambient Air Quality Standards (NAAQS), this area is unclassified for 8-hour ozone and PM-10.

### Transit Service / Modal Options

Inyo-Mono Transit operates both the Dial-a-Ride Bus and the Red Line on this entire segment. The Red Line bus travels SR 168 from Tu Su Lane (PM 17.05) to Warren Street (PM 18.27). Bikes are allowed for the entire segment. There is a class-3 bike path from Home Street (PM 17.93) to Red Hill Road (PM 15.00). This facility meets a Complete Streets' goal of mobility by not restricting the use of alternate forms of transportation and by providing wide paved shoulders.

### Land Use

Land use along this segment is primarily residential, agricultural, and institutional (Northern Inyo Hospital, USFS, DMV). The Paiute-Shoshone Tribe of Bishop has several development projects proposed on SR 168 from Brockman Lane (PM 16.34) east to Pacu Lane (PM 17.46), including an apartment complex and a gas station/mini-mart. According to the Bishop Reservation Pedestrian and Bicycle Safety Plan, sidewalks have been proposed that would connect tribal lands along SR 168 to sidewalks in the City of Bishop.

### Environmental Concerns

SR 168 in Inyo County runs through what Caltrans considers both historic and prehistoric culturally sensitive areas. Any future work done along SR 168, that goes beyond the current edge of pavement or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as California threatened: Owens Valley Checkerbloom. Any work performed adjacent to tribal lands requires tribal coordination.

### Right of Way Comments

The highway Right of Way width varies from 80 to 100 ft. It is held by fee title and easement.

### Traffic Analysis Comments

Fatality + Injury and Total Actual Accident Rates are below the statewide average. The primary collision factors are failure to yield and driving under the influence. Discussions have taken place with Northern Inyo Hospital (NIH) and the Bishop School District regarding aligning Sunland Drive with a shared hospital/school access on the north side of SR 168 thus creating a 4-way intersection. This would reduce conflicts and turn movements. However, this is not within Caltrans' control and no action was taken by the NIH or the District.

<b>Highway Operation Factors</b>					
<b>Traffic Forecasts</b>		<b>Design Hour Volumes</b>		<b>Level of Service</b>	
<b>2007 AADT</b>	<b>7,375</b>	<b>2007 DHV</b>	<b>770</b>	<b>2007</b>	<b>A</b>
<b>2017 AADT</b>	<b>7,750</b>	<b>2017 DHV</b>	<b>810</b>	<b>2017</b>	<b>A</b>
<b>2027 AADT</b>	<b>8,150</b>	<b>2027 DHV</b>	<b>851</b>	<b>2027</b>	<b>A</b>
<b>Calculation Factors</b>					
<b>Fatality + Injury Actual Accident Rate</b>	<b>0.67</b>	<b>Total Actual Accident Rate</b>	<b>1.33</b>	<b>% Traffic Growth 0-10 Years</b>	<b>0.5%</b>
<b>Fatality + Injury Statewide Avg Rate</b>	<b>0.72</b>	<b>Total Statewide Average Rate</b>	<b>1.41</b>	<b>% Traffic Growth 10-20 Years</b>	<b>0.5%</b>
<b>Directional Split</b>	<b>50/50</b>	<b>Terrain</b>	<b>Level</b>	<b>Percent Trucks</b>	<b>4%</b>

## STATE ROUTE 168 - SEGMENT FACT SHEET

<p><b>Segment 3</b></p> <p style="text-align: right;"><b>Length Miles 0.51</b></p> <p style="text-align: right;"><b>Back PM 17.80</b></p> <p style="text-align: right;"><b>Ahead PM 18.31</b></p> <p><b>Present Facility 2-C</b></p> <p><b>Present LOS B</b></p> <p><b>Concept Facility 2-C</b></p> <p><b>Concept LOS C</b></p> <p><b>Ultimate Facility 2-C</b></p>	<p><b>Segment Location</b></p> 
---	---

**Segment Description**

SR 168 segment 3 is primarily used by local residents and businesses. Segment 3 of SR 168 is functionally classified as a Major Collector and is a 2-Lane conventional highway. There are three signalized intersections in segment 3. The speed limit is 35 mph until PM 17.84 where it changes to 25 mph. A class-3 conventional bike path extends from Home Street (PM 17.93) to Red Hill Road (PM 15.07). Segment 3 begins at Sunland Drive (PM 17.80) and terminates at the junction of US 395 (PM 18.31) where a route break occurs. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class 3.

**Route Concept Improvement Recommendations**

When the roadway is scheduled for rehabilitation consider installing curbs and gutters where possible. Where applicable remove nonfunctioning driveways. Consider improvements that reduce conflicts between vehicles, bicycles, and pedestrians; such as, the removal of on-street-parking.

**Programmed Projects**

There are no projects programmed in this segment.

Highway Network Affiliation				Highway Information	
<b>Functional Classification: Major Collector</b>					
<b>National Hwy System</b>	No	<b>Scenic Highway</b>	Eligible	<b>Feet</b>	
<b>California Freeway Expressway System</b>	No	<b>National Truck Network</b>	California Legal Network	<b>Average Median Width</b>	0
<b>STRAHNET</b>	No	<b>Life Line</b>	No	<b>Shoulder Width</b>	8
<b>Regionally Significant</b>	Yes	<b>IRRS</b>	Yes	<b>Average Lane Width</b>	12

## STATE ROUTE 168 - SEGMENT FACT SHEET

### Air Quality Comments

SR 168 is located in the Great Basin Unified Air Pollution Control District. For the State of California Air Quality Standard, this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10). All other parameters are either within attainment, or are unclassified. For the National Ambient Air Quality Standards (NAAQS), this area is unclassified for 8-hour ozone and PM-10.

### Transit Service / Modal Options

Eastern Sierra Transit (ESTA) operates a Dial-A-Ride service throughout the entire City of Bishop. The Red Line bus travels between Warren Street and Tu-Su Lane. Bikes are allowed on the entire segment. This facility meets a Complete Streets' goal of mobility by not restricting the use of alternate forms of transportation and by providing wide paved shoulders with sidewalks.

### Land Use

This segment is located within the Bishop city limits. Land use is primarily commercial and institutional (schools, police, and volunteer fire station).

### Environmental Concerns

The following species of plants and animals are listed as either California Threatened or Endangered Species: Owens Valley Checkerbloom.

### Right of Way Comments

The highway Right of Way width is 70 ft. It is held by fee title and prescriptive rights.

### Traffic Analysis Comments

Fatality + Injury and Total Actual Accident Rate are parallel to statewide averages. The primary collision factors are improper turns and speeding. Discussions have taken place with Northern Inyo Hospital (NIH) and the Bishop School District regarding aligning Sunland Drive with a shared hospital/school access on the north side of SR 168 thus creating a 4-way intersection. This would reduce conflicts and turn movements. However, this is not within Caltrans' control and no action was taken by the NIH or the District.

### Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
<b>2007 AADT</b>	<b>8,400</b>	<b>2007 DHV</b>	<b>900</b>	<b>2007</b>	<b>B</b>
<b>2017 AADT</b>	<b>8,830</b>	<b>2017 DHV</b>	<b>946</b>	<b>2017</b>	<b>B</b>
<b>2027 AADT</b>	<b>9,280</b>	<b>2027 DHV</b>	<b>995</b>	<b>2027</b>	<b>B</b>

### Calculation Factors

<b>Fatality + Injury Actual Accident Rate</b>	<b>0.65</b>	<b>Total Actual Accident Rate</b>	<b>1.53</b>	<b>% Traffic Growth 0-10 Years</b>	<b>0.5%</b>
<b>Fatality + Injury Statewide Avg Rate</b>	<b>0.65</b>	<b>Total Statewide Average Rate</b>	<b>1.52</b>	<b>% Traffic Growth 10-20 Years</b>	<b>0.5%</b>
<b>Directional Split</b>	<b>50/50</b>	<b>Terrain</b>	<b>Level</b>	<b>Percent Trucks</b>	<b>5.4%</b>

## STATE ROUTE 168 - SEGMENT FACT SHEET

<p><b>Segment 4</b></p> <p><b>Length Miles</b> 36.38</p> <p><b>Back PM</b> 18.32</p> <p><b>Ahead PM</b> 54.69</p> <p><b>Present Facility</b> 2-C</p> <p><b>Present LOS</b> A</p> <p><b>Concept Facility</b> 2-C</p> <p><b>Concept LOS</b> C</p> <p><b>Ultimate Facility</b> 2-C</p>	<p style="text-align: center;"><b>Segment Location</b></p> 
---	---

**Segment Description**

After a route break Segment 4 begins just north of the town of Big Pine (PM 18.32) and runs easterly through the Inyo-White Mountain Range, over Westgard Pass (Elevation 7,271 feet) and Gilbert Pass (Elevation 6,373 feet), to the Mono County line (PM 54.69). Segment 4 is functionally classified as a Minor Arterial and is a 2-lane conventional highway. The segment contains steep grades, curves and tangent sections. Speed limits vary from 35 to 65 mph depending on roadway geometry. This segment contains a short portion known as "the Narrows" (PM 28.57- PM 28.65) that is not wide enough to allow for centerline striping. Segment 4 serves a university sponsored antennae site (Combined Array for the Research in Millimeter-wave Astronomy -CARMA), Deep Springs College, recreational areas including the Ancient Bristlecone Pine Forest and campgrounds, local residents, and goods movement for agriculture products. This segment also provides access to Death Valley Road, which leads to Death Valley National Park including Eureka Dunes and Saline Valley. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class 3.

**Route Concept Improvement Recommendations**

When the roadway is scheduled for rehabilitation, widen shoulders and improve clear zones. Include rumble strip where appropriate. In the area known as "the Narrows" consider Intelligent Transportation System (ITS) solutions for traffic information.

**Programmed Projects**

There are no projects programmed in this segment.

Highway Network Affiliation				Highway Information	
<b>Functional Classification:</b> Minor Arterial					
<b>National Hwy System</b>	No	<b>Scenic Highway</b>	Eligible	<b>Feet</b>	
<b>California Freeway Expressway System</b>	No	<b>National Truck Network</b>	California Legal Advisory Route	<b>Average Median Width</b>	0
<b>STRAHNET</b>	No	<b>Life Line</b>	No	<b>Shoulder Width</b>	0-4
<b>Regionally Significant</b>	Yes	<b>IRRS</b>	No	<b>Average Lane Width</b>	12

## STATE ROUTE 168 - SEGMENT FACT SHEET

### Air Quality Comments

SR 168 is located in the Great Basin Unified Air Pollution Control District. For the State of California Air Quality Standard, this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10). All other parameters are either within attainment, or are unclassified. For the National Ambient Air Quality Standards (NAAQS), this area is unclassified for 8-hour ozone and PM-10.

### Transit Service / Modal Options

Transit service is not available in this segment. Bikes are allowed on the entire segment. This facility meets a Complete Streets' goal of mobility by not restricting the use of alternate forms of transportation.

### Land Use

The land use in this segment is open range (cattle), agricultural, open space, and rural residential. Lands adjacent to this roadway are managed by the United States Forest Service (USFS) and the Bureau of Land Management (BLM), which are open for day use recreation.

### Environmental Concerns

No known endangered species are located within this segment. SR 168 in Inyo County runs through what Caltrans considers both historic and prehistoric culturally sensitive areas. Any future work done along SR 168, that goes beyond the current edge of pavement or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. Water protection measures are required at the bridge crossing the Owens River (PM 19.79).

### Right of Way Comments

The highway Right of Way width varies from 55 to 200 ft. It is held by fee title, easements, and prescriptive rights.

### Traffic Analysis Comments

Fatality + Injury and Total Actual Accident Rates are below the statewide average. The primary collision factors are speeding and improper turns. The terrain is mountainous with curvy roads, steep grades, and pullouts. Segment 4 of SR 168 functions as an interregional route for goods movement and tourism. As of this writing, there are no services offered along the entire 36 mile segment. Winter snow and ice conditions can impact the road surface, thus chain requirements and/or road closures occur. The roadway is plowed during daylight hours only. "SNOW NOT REMOVED 4PM-8AM NEXT 35 MILES" signs are posted eastbound at PM 20.92 (Inyo County), and westbound at PM 1.07 (Mono County). "WARNING: STEEP GRADES, SHARP CURVES, NARROW PAVEMENT AHEAD NOT RECOMMENDED FOR LARGE OR HEAVY VEHICLES" signs are post eastbound at INY PM 20.54 and westbound at MNO PM 0.32. Part of Segment 4 (US 395 to PM 20.2) is included in the California Legal Network, permitting a maximum tractor-semi with 65 feet overall length and 40 feet KPRA. The remainder of Segment 4 is included in the California Legal Advisory Route, permitting a maximum tractor-semi with KPRA length less than 32 feet.

### Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
<b>2007 AADT</b>	<b>430</b>	<b>2007 DHV</b>	<b>70</b>	<b>2007</b>	<b>A</b>
<b>2017 AADT</b>	<b>430</b>	<b>2017 DHV</b>	<b>71</b>	<b>2017</b>	<b>A</b>
<b>2027 AADT</b>	<b>448</b>	<b>2027 DHV</b>	<b>73</b>	<b>2027</b>	<b>A</b>

### Calculation Factors

<b>Fatality + Injury Actual Accident Rate</b>	<b>1.10</b>	<b>Total Actual Accident Rate</b>	<b>1.53</b>	<b>% Traffic Growth 0-10 Years</b>	<b>0.2%</b>
<b>Fatality + Injury Statewide Avg Rate</b>	<b>1.28</b>	<b>Total Statewide Average Rate</b>	<b>2.55</b>	<b>% Traffic Growth 10-20 Years</b>	<b>0.2%</b>
<b>Directional Split</b>	<b>50/50</b>	<b>Terrain</b>	<b>Mountainous</b>	<b>Percent Trucks</b>	<b>10%</b>

## STATE ROUTE 168 - SEGMENT FACT SHEET

<p><b>Segment 5</b></p> <p style="text-align: right;"><b>Length Miles 1.45</b></p> <p style="text-align: right;"><b>Back PM 0.0</b></p> <p style="text-align: right;"><b>Ahead PM 1.45</b></p> <p><b>Present Facility 2-C</b></p> <p><b>Present LOS A</b></p> <p><b>Concept Facility 2-C</b></p> <p><b>Concept LOS C</b></p> <p><b>Ultimate Facility 2-C</b></p>	<p style="text-align: center;"><b>Segment Location</b></p> 
--	---

**Segment Description**

SR 168 is a road of local and regional significance. Segment 5 is functionally classified as a Minor Arterial and is a two-lane conventional highway. It is a primary corridor connecting California to Nevada via SR 266 and Nevada 264. This segment also serves local residents and goods movement for agriculture products. The speed limit is 55 mph. For maintenance programming purposes, the State highway system uses Maintenance Service Level (MSL), which classifies the highway according to its role and volumes. On a MSL scale of 1, 2, and 3, this segment is a Class 3.

**Route Concept Improvement Recommendations**

When the roadway is scheduled for rehabilitation widen shoulders where possible. Add rumble strip where appropriate.

**Programmed Projects**

There are no projects programmed in this segment.

Highway Network Affiliation				Highway Information	
<b>Functional Classification: Minor Arterial</b>					
<b>National Hwy System</b>	No	<b>Scenic Highway</b>	Eligible	<b>Feet</b>	
<b>California Freeway Expressway System</b>	No	<b>National Truck Network</b>	California Legal Advisory Route	<b>Average Median Width</b>	0
<b>STRAHNET</b>	No	<b>Life Line</b>	No	<b>Shoulder Width</b>	0-2
<b>Regionally Significant</b>	Yes	<b>IRRS</b>	No	<b>Average Lane Width</b>	12

## STATE ROUTE 168 - SEGMENT FACT SHEET

### Air Quality Comments

SR 168 is located in the Great Basin Unified Air Pollution Control District. For the State of California Air Quality Standard, this area is at non-attainment for ozone (8 hour) and particulate matter (PM-10). All other parameters are either within attainment, or are unclassified. For the National Ambient Air Quality Standards (NAAQS), this area is unclassified for 8-hour ozone and PM-10.

### Transit Service / Modal Options

No Transit services exist on this segment. Bikes are allowed on the entire segment. This facility meets a Complete Streets' goal of mobility by not restricting the use of alternate forms of transportation.

### Land Use

The land use in this segment is open range (cattle), agricultural, and open space. The Bureau of Land Management (BLM) manages public lands adjacent to this segment, which are open for day use recreation.

### Environmental Concerns

SR 168 in Mono County runs through what Caltrans considers both historic and prehistoric culturally sensitive areas. Any future work done along SR 168, that goes beyond the current edge of pavement or disturbs any natural ground, would require cultural resource evaluation by a qualified Caltrans archaeologist. The following species of plants and animals are listed as California threatened: Swainson's hawk.

### Right of Way Comments

The highway Right of Way width is 60 ft. It is held by prescriptive rights through BLM and private lands.

### Traffic Analysis Comments

Fatality + Injury and Total Actual Accident Rates are below the statewide average. Winter snow and ice conditions can impact the road surface, thus chain requirements and/or road closures occur. The roadway is plowed during daylight hours only. A "SNOW NOT REMOVED 4PM-8AM NEXT 25 MILES" sign is posted westbound at PM 1.07. A "WARNING: STEEP GRADES, SHARP CURVES, NARROW PAVEMENT AHEAD NOT RECOMMENDED FOR LARGE OR HEAVY VEHICLES" sign is posted westbound at PM 0.32.

### Highway Operation Factors

Traffic Forecasts		Design Hour Volumes		Level of Service	
<b>2007 AADT</b>	<b>160</b>	<b>2007 DHV</b>	<b>40</b>	<b>2007</b>	<b>A</b>
<b>2017 AADT</b>	<b>163</b>	<b>2017 DHV</b>	<b>41</b>	<b>2017</b>	<b>A</b>
<b>2027 AADT</b>	<b>167</b>	<b>2027 DHV</b>	<b>42</b>	<b>2027</b>	<b>A</b>

### Calculation Factors

<b>Fatality + Injury Actual Accident Rate</b>	<b>0.00</b>	<b>Total Actual Accident Rate</b>	<b>0.00</b>	<b>% Traffic Growth 0-10 Years</b>	<b>0.2%</b>
<b>Fatality + Injury Statewide Avg Rate</b>	<b>1.41</b>	<b>Total Statewide Average Rate</b>	<b>2.90</b>	<b>% Traffic Growth 10-20 Years</b>	<b>0.2%</b>
<b>Directional Split</b>	<b>50/50</b>	<b>Terrain</b>	<b>Level</b>	<b>Percent Trucks</b>	<b>8%</b>

## GLOSSARY

<b>Concept Facility</b>	Highway facility type and characteristics considered viable with or without improvement within the 20-year planning period given financial, environmental, planning, and engineering factors.
<b>Concept LOS</b>	Highest and best Level of Service that can be achieved in the 20-year planning period based on the concept facility.
<b>Design Hour Volume</b>	30 <sup>th</sup> Highest Hour Traffic Volume in a selected year for a given segment.
<b>Directional Split</b>	The percentage of traffic in the peak direction during the peak hour.
<b>Functional Classification</b>	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. Principle Arterial, Minor Arterial Roads, Collector Roads, and Local Roads).
<b>Interregional Road System</b>	Statewide network of legislatively identified interregional routes, outside urbanized areas, that provides access to, and links between, the state's economic centers, major recreational areas, urban, and rural regions.
<b>Level of Service (LOS)</b>	A qualitative rating of the effectiveness of a transportation system in serving travel. Letters A (best) through F (worst).
<b>National Highway System</b>	Federal-designated system of major highways in each state, including all numbered interstate highways.
<b>Present Facility</b>	Highway type and general characteristics at the time of this study.
<b>Present LOS</b>	Existing Level of Service.
<b>Programmed Projects</b>	Capacity-enhancing, safety, and/or operational improvement projects programmed through STIP or SHOPP.
<b>Realign/Realignment</b>	A significant change in the location of the roadbed from its existing location.
<b>Route Designations</b>	Identifies whether or not the subject segment of a route is designated as being part of the National Highway System (NHS), Interregional Highway System (IRRS), California Freeway/Expressway (F & E), Scenic Highway, National Truck Network (NTN), Strategic Highway Network (STRAHNET), and Highways of Regional Significance.

## ACRONYMS

<b>AADT</b>	Average Annual Daily Traffic
<b>BAACS</b>	Bishop Area Access and Circulation Feasibility Study
<b>BLM</b>	Bureau of Land Management
<b>Caltrans</b>	California Department of Transportation
<b>HCM</b>	Highway Capacity Manual
<b>IRRS</b>	Interregional Road System
<b>JUA</b>	Joint Use Agreement
<b>KPRA</b>	King-Pin-to-Rear-Axle
<b>LOS</b>	Level of Service
<b>MSL</b>	Maintenance Service Level
<b>NHS</b>	National Highway System
<b>NTN</b>	National Truck Network
<b>PM</b>	Post Mile
<b>RS 2477</b>	“Revised Statute 2477” - Right of Way easement for highways over public lands
<b>RV</b>	Recreational Vehicle
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SR</b>	State Route
<b>STRAHNET</b>	Strategic Highway Network
<b>TWLTL</b>	Two-way Left-turn Lane
<b>TCR</b>	Transportation Concept Report
<b>USFS</b>	United States Forest Service
<b>V/C</b>	Volume to Capacity Ratio

## REFERENCES & INFORMATION

Bishop Area Access & Circulation Feasibility Study (BAACS) – July 13, 2007

Caltrans District 9 Route Concept Report Route 168, 1986

California Department of Transportation Traffic Manual/MUTCD California, 2003 edition

California Department of Transportation Highway Design Manual, 5<sup>th</sup> Edition

Caltrans District 9 Post Mile Log, 2004

City of Bishop General Plan, Circulation Element, 1993

Highway Capacity Manual/Highway Capacity Software – 2000

Inyo County General Plan Update – 2000

Mono County General Plan – Land Use Element, 2001 Transportation Systems Network Reports:  
1995 – 2005

Caltrans Traffic Accident Surveillance and Analysis System (TSAS), TSAS Accident Data, Inventory of  
State Highways, Table B Accident Data, Traffic Volumes, 2005 Count Year/200<sup>th</sup> Highest Hour

Traffic Volumes on the California State Highway System, 2005  
State of California Business, Transportation and Housing Agency, Department of  
Transportation, Division of Traffic Operations, Sacramento, CA 94274

### *Environmental sources of information:*

Air Quality District

Great Basin Unified Air Pollution Control District  
157 Short Street  
Bishop, California 93514-3537  
(760) 872-8211

Water Quality Control Board  
Lahontan Regional Water Quality Control Board  
2501 Lake Tahoe Boulevard  
South Lake Tahoe, California 96150  
(530) 542-5400  
Fax (530) 544-2271

California Natural Diversity Database (CNDDDB), 2005

On SR 168, an initial assessment of known biological resources in a 2000-foot wide corridor is listed under Environmental Concerns. This information does not represent all possible environmental constraints that may exist, such as cultural resources (historic and pre-historic), floodplane encroachment, hazardous materials, noise, and visual impacts. Any project that is being considered for programming would require environmental clearance in compliance with all Federal, State, and Local environmental laws and regulations.