US 395 is functionally classified as a Rural Principal Arterial and is included in the Federal Aid Primary (FAP) highway system. It is included in the State Freeway and Expressway System, and the State Scenic Highway Master Plan. This route is also considered a High Emphasis Focus Route as part of the Interregional Road System (IRRS), and connects transportation systems across four states. US 395 is included in the SHELL system, and is a STAA route which authorizes use for larger trucks and gives them access to facilities off the route.

US 6 is a route of increasing significance in District 9. It is an alternate route for Nevada bound travelers and goods movement during winter storm episodes and regularly serves the communities of Laws, Chalfant, Hammil Valley, Benton and those of west central Nevada. It currently operates at LOS B from its origin at the US 395 Junction and Wye Road PM 0.0 to PM 5.6. The US 6 TCR Concept LOS is C.

SR 168 is functionally classified as a major collector and has a junction with US 395 at the south end of Bishop. It provides access to much of the area's housing and recreational activities in the Sierra Nevada Mountains. The route is two-lane conventional with a four-lane section from PM 16.1 to PM 17.8. The two-lane section within the City of Bishop is highly commercialized. SR 168 operates at LOS A within the outer parts of the study area, but nearer to downtown (PM 17.8 to PM 18.3) it operates at LOS C.

Alternatives

Initially the PDT envisioned Caltrans as the owner/sponsor of the alternative route. As previously stated, Caltrans policy no longer allows for parallel facilities. Any of the following alternatives would therefore need to be a County/City facility until the City of Bishop and the County of Inyo accepted responsibility for the maintenance of the portions of the old US 395/US 6 within their jurisdictional area. All alternatives propose the reservation or acquisition of R/W for a full 4-lane facility.

None of these alternative routes would provide enough of a decrease in traffic volumes to allow for downtown improvements that would result in significant operational changes to Main Street/US 395. The City and County would need to make significant changes to local circulation patterns in order to reduce local traffic volumes on Main Street/US 395 to the point that operational changes could be made. Caltrans has no jurisdictional control of County and City road facilities. As part of this study, City and County traffic circulation was studied. Recommendations for improvements to the County and City traffic circulation follow the alternative route descriptions.

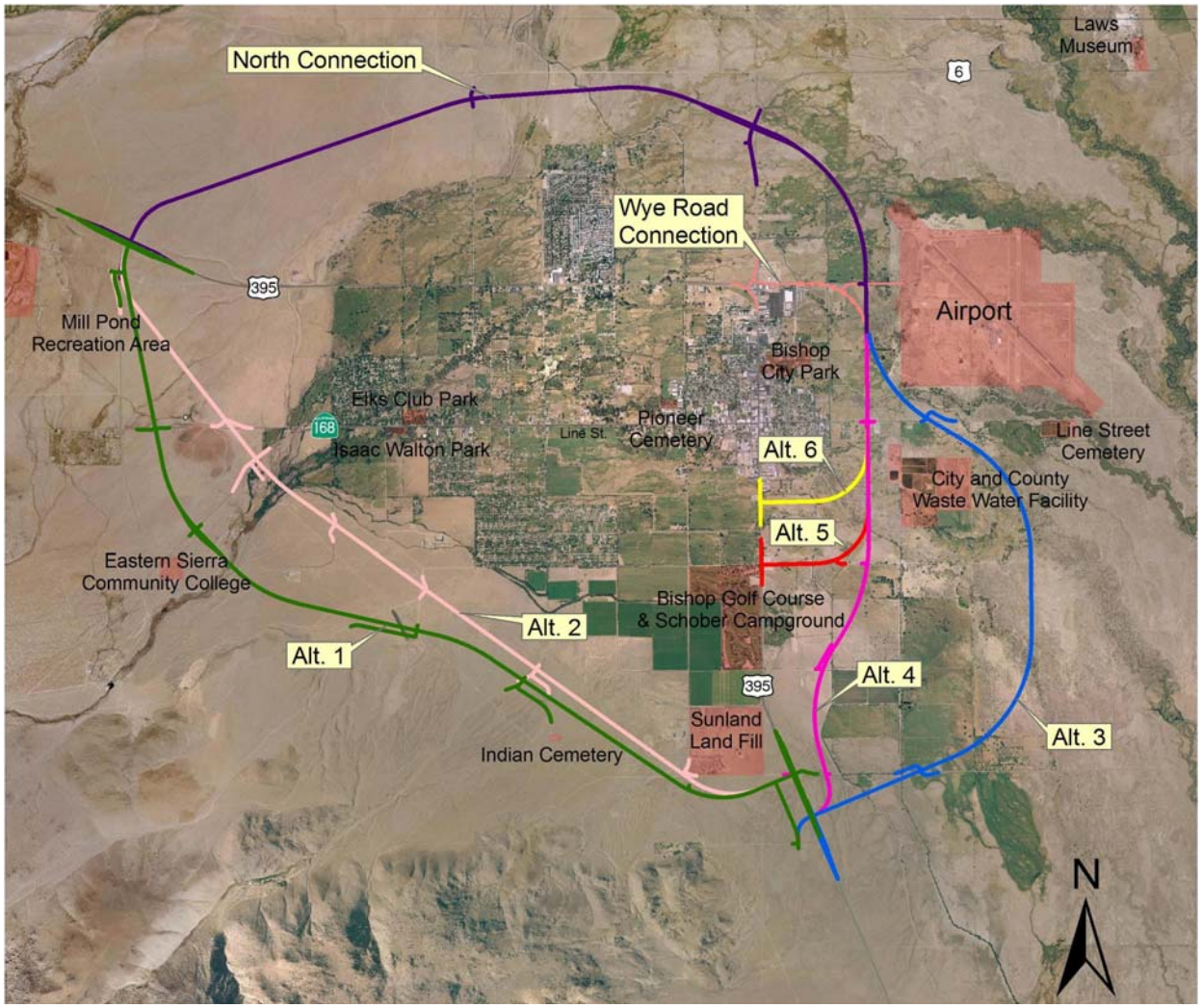
Figure 7 shows the proposed alternatives, including the two proposed connection locations for the eastern alternatives. Although Figures 7 through 15 depict each alternative as a single line, alternatives are not locked into this fixed location. These lines should be viewed as a corridor for a potential alignment. When more specific information is available, engineering, topographic or environmental concerns may cause an alignment to shift.

An important consideration between western and eastern alignments is the ability of the alignment to remove truck traffic from Bishop's downtown core. It is unlikely that western

alignments can remove SB US 6, or NB 395 to US 6 trucks from the downtown core. Eastern alignments however have the ability to remove nearly all through trucks from Main Street/US 395 from the alignments departure point up to the US 395/US 6 junction. The possibility exists to use a western alignment with a North Connection, however, a western alignment with a North Connection would increase the distance traveled for US 6 trucks by so great a distance that strict enforcement would be required in order to obtain compliance, as the existing Main Street/US 395 route would be significantly shorter. Building a western alignment would almost certainly require the construction of an eastern alignment to remove the US 6 truck traffic from Main Street/US 395. Building an eastern alignment with a North Connection would disturb less land and be less lane miles to maintain than a combined eastern and western alignment.

All alternatives proposed have some wetland impact. Currently there are no available lands for wetland mitigation in Inyo County. If wetland mitigation is required, the existing Federal policy of zero wetland loss may significantly impact the construction of any of these proposed alternatives. As can be noted in viewing the aerial map provided in the Figure 7, eastern alternatives have more wetland impact than western alternatives. Though some efforts are being made to resolve the wetland mitigation issue, in general, for this area, no currently known opportunities exist to mitigate wetland impacts.

Figure 7: Alternatives 1-6 with Wye Road and North Connection



Western Alternative Common Concerns

It is anticipated that western alignments can only remove approximately half of the truck traffic from Main Street/US 395. Trucks using US 6 would still travel through the CBD of Bishop. Western alignments do not improve access to the Bishop Airport.

Western alternatives leave existing US 395 further south of Bishop than most of the eastern alternatives. Sunland Solid Waste Disposal Site (the only landfill facility between Independence and Mammoth) and the Bishop Golf Course (potentially protected by section 4f of the Department of Transportation Act of 1966) abut the west side of existing US 395, and block the departure of any western alignments north of the Gerkin Road/US 395 intersection. A truck route with an at-grade "T" intersection could be made between Sunland Reservation Road and the south side of the Bishop Golf Course. However, this narrow strip is not sufficient to allow for future development of the truck route to a four-lane facility with an interchange/intersection. The connection of western alternatives to US 395 to the north occurs

west of the Bishop Gun Club. A connection to US 395 easterly of the Gun Club would result in extensive condemnation of the areas limited housing.

Both western alignments will have an intersection with West Line Street/SR 168. Though a grade-separated intersection is a possible choice, it seems unlikely that would be the selected type of intersection as the truck routes currently proposed would be county facilities. Only at-grade crossings were used to analyze all alternatives initially for phased development. High speed at-grade intersections have the potential for higher than expected collision with injury/fatality rates. The North Lake and South Lake areas attract many interregional visitors. These areas can only accommodate a limited number of overnight visitors, so many of these visitors stay in Bishop and drive out each day. In addition, there is a fairly large local population living east of this proposed intersection. All these individuals would need to cross through this proposed intersection. This would reduce the safety of many who now have little risk associated with travel on SR 168 into and out of Bishop.

The only mid-alternative connection to Bishop for both western alignments is West Line Street/SR 168. Use of West Line Street/SR 168 for connection to Bishop would increase traffic volumes on West Line Street/SR 168 between the proposed at-grade intersection and the City of Bishop. Currently West Line Street/SR 168 between the proposed at grade intersection and Meadow Lane is a two-lane facility. Should a western alternative be built, at minimum, West Line Street/SR 168 would likely need to be upgraded with a center turn lane between the new intersection and Meadow Lane.

Both western alternatives have a great deal of utility involvement. The areas the western alternatives cross are dotted with power lines making utility relocation highly likely. There is a large LADWP power substation and Southern California Edison's (SCE) Plant 6, with its associated facilities, that will need to be avoided.

The LADWP, the majority landholder, is not supportive of a western alignment. In general, Bishop businesses are unsupportive of western alignments as western alternatives are a more direct route for US 395 and therefore have the greatest potential for removing the interregional traveler from Main Street/US 395. Based on comments received, the community as a whole prefers the eastern alternatives.

It is highly unlikely that the City and County would take the initiative to develop a western alignment, not only because of the greater potential for interregional traveler removal, but also because western alignments do not provide access to the airport. In the unlikely event that the City and County developed a western alignment and wished to trade a western alternative alignment for ownership of Main Street, route continuity for US 6 and SR 168 would need to be addressed. A western alignment for US 395 would create a "gap" in state facilities between US 395 and US 6, unless existing North Sierra Highway/US 395 is designated as an extension of US 6. While on paper this would create route continuity for US 6 to US 395, in reality as previously stated, trucks using US 6 would still likely travel through the CBD of Bishop for US 395/US 6 connection because of the shorter distance. Additionally, the portion of SR 168/West Line Street east of the western alternative would no longer be needed for SR 168 continuity. This portion of SR 168/West Line Street currently owned and maintained by the State could then be given over to the City and County within their jurisdictional areas.

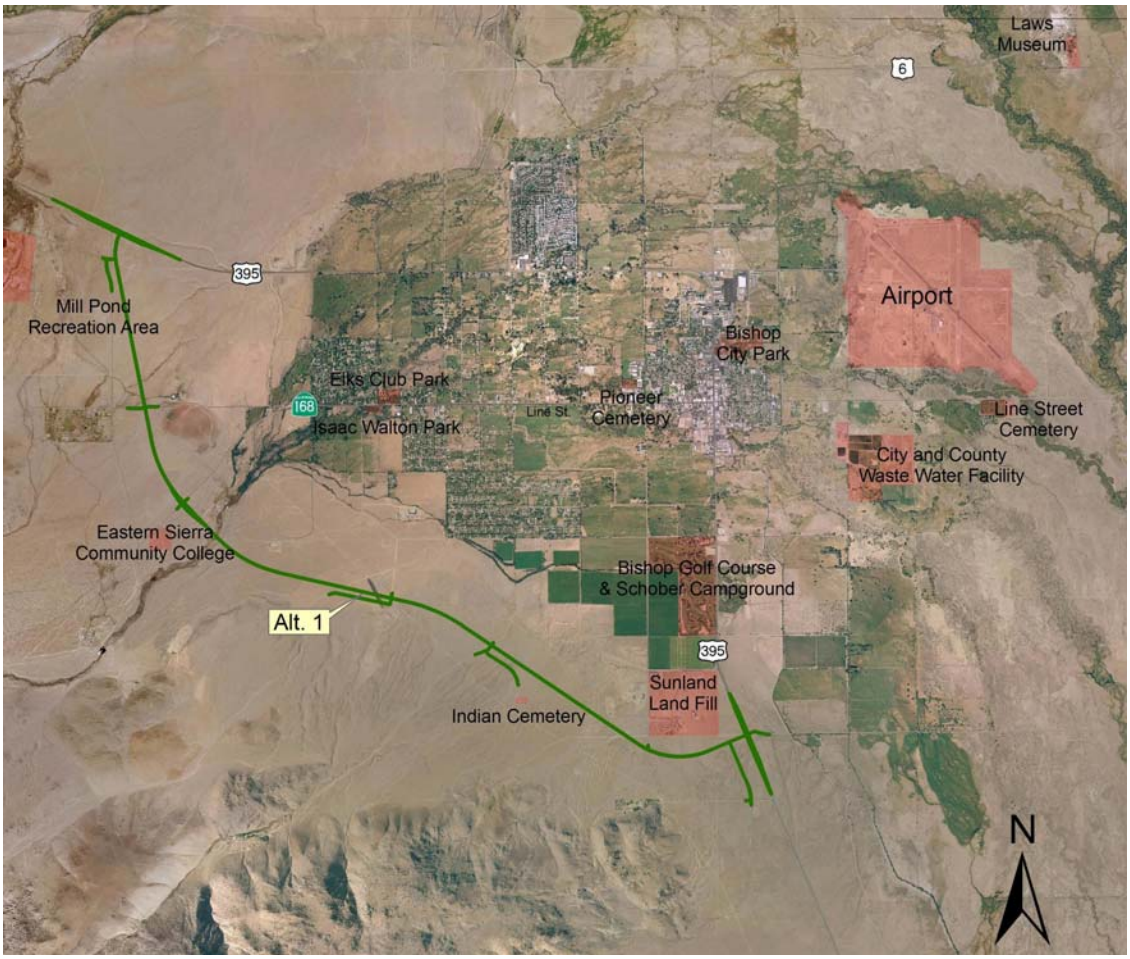
Alternative 1

Alternative 1 proposes a new 2-lane facility with a design speed of not less than 65 mph, west of Bishop. Beginning south of Bishop near the intersection of Gerkin Road and US 395, heading westerly, then heading northerly, west of Red Hill and east of Ed Powers Road, re-connecting to existing US 395 westerly of the Bishop Gun Club and near, or easterly of, the intersection of Ed Powers Road and US 395. Signage on US 395 would direct through trucks along this new route. Figure 8 illustrates Alternative 1.

In addition to the comments in the "Western Alternative Common Concerns" section above, disadvantages specific to this alternative are: the perpetuation of several road crossings, the need for a bridge over SCE's Plant 6 pipeline, and expected opposition from Rocking K area residents.

Advantages associated with this alternative are: least amount of wetland involvement, excellent visibility to Cerro Coso College, and it is shorter than existing US 395 by approximately one mile.

Figure 8: Alternative 1



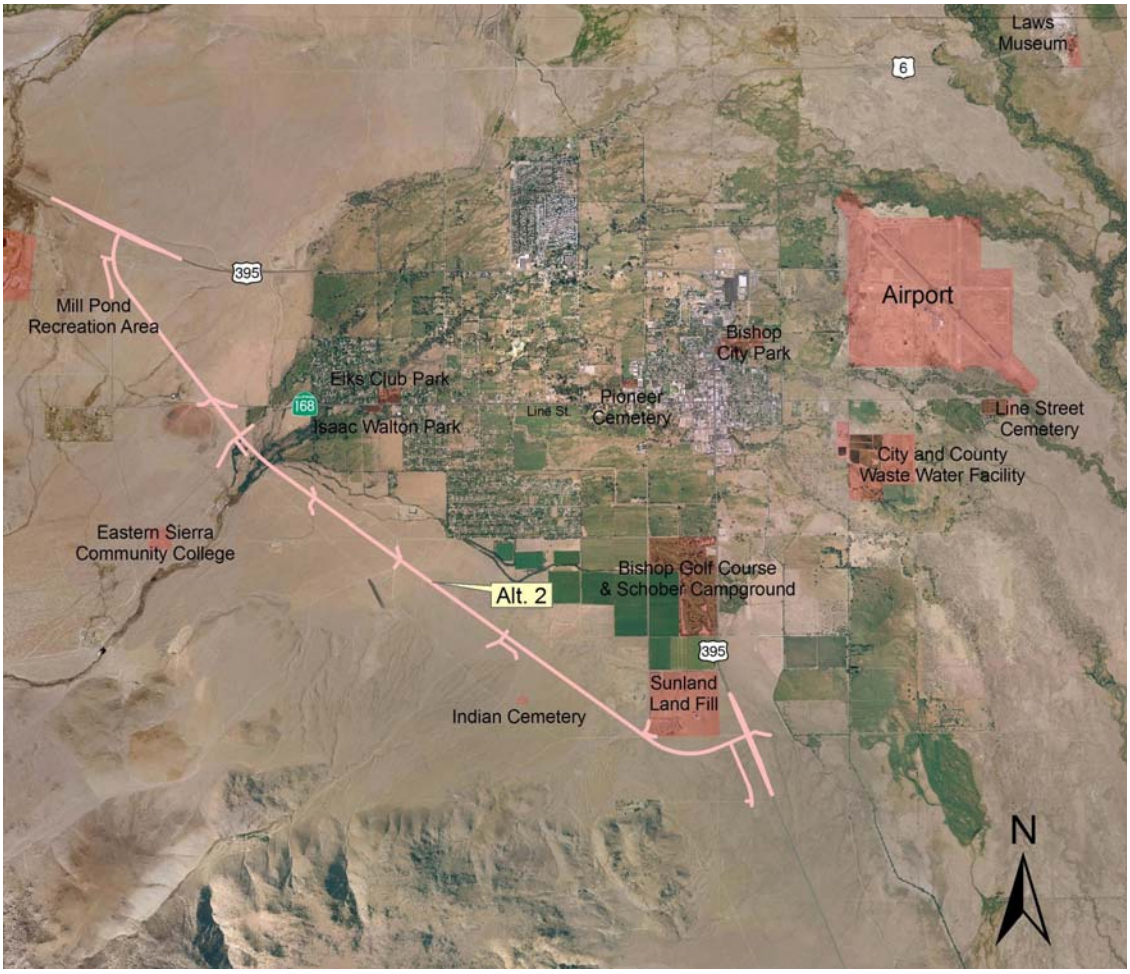
Alternative 2

Alternative 2 proposes a new 2-lane facility with a design speed of not less than 65 mph, west of Bishop. Beginning south of Bishop near the intersection of Gerkin Road and US 395, heading westerly, then heading northerly east of Red Hill and Ed Powers Road and west of Otey Road, re-connecting to existing US 395 westerly of the Bishop Gun Club and near, or easterly of, the intersection of Ed Powers Road and US 395. Signage on US 395 would direct through trucks along this new route. Figure 9 illustrates Alternative 2.

In addition to the comments in Western Alternative Common Concerns section above, other disadvantages specific to this alternative are: the perpetuation of several road crossings, significantly more wetland involvement than Alternative 1 (but less than eastern alternatives with a north connection), the need for 5 bridges or large culverts to make the creek crossings, and expected opposition from western Bishop area (South Barlow, Manor, McLaren, and Shepard Lane housing nodes) residents.

An advantage associated with this alternative is that it is shorter than existing US 395 by approximately 1.5 miles.

Figure 9: Alternative 2



Eastern Alternative Common Concerns

Should an eastern alignment be chosen, the main north connection into Bishop will more than likely be Wye Road. Further discussion of the Wye Road connection can be found at the end of the eastern alternatives descriptions in the "Wye Road Connection" section of this document. Unless a new connection is developed, it is likely the primary midway connection to Bishop's services will be East Line Street. The further south the take off point for the truck route is, the more likely a driver may change his/her mind and decide to go into Bishop for services. East Line Street will have an intersection with all the proposed eastern alignments, making East Line Street the midway access point for users of the alternate truck route that wish to access the services of Bishop. However, because of the offset and tight radius of the intersection of East Line Street and Main Street/US 395, the existing right turn north from East Line Street onto Main Street/US 395 cannot easily accommodate vehicles longer than a standard car. This corner would need to be reconstructed to allow for the turning radius of longer vehicles or signage would be needed to redirect vehicles towing trailers, motor homes and trucks to a different connection to Main Street/US 395 with a larger turning radius. With the City's current street configuration, this different connection would involve residential streets. A solution that would avoid impacting residential streets and the businesses on the northeast corner of Line Street and Main Street/US 395 is the development of a new primary connection to Main Street/US 395 from the proposed truck route. This could be accomplished by constructing a brand new street parallel and south of Jay Street or by extending Jay Street east to the new truck route and developing it as the new primary southern connection to Bishop.

The extension of Jay Street may be a good choice for a new primary southern connection to Bishop, since currently Jay Street only has commercial development and is the first street at the south end of Bishop. The Jay Street connection to Main Street/US 395 would allow alternate route users right turn access to all of Bishop's downtown services whereas the East Line Street connection necessitates a left turn to access the businesses south of Line Street. Other reasons to develop Jay Street as the new primary southern connection include: mitigating potential added congestion to East Line street, which east Bishop local traffic is heavily dependent upon, and the possible extension of Jay street west of Main Street/US 395 to Sunland or further as part of a Bishop beltway to better facilitate local circulation around the City.

All eastern alternatives would provide excellent access to the Bishop Airport at the current access off East Line Street and at the proposed future access point at Wye Road. The future plans and expansion of the Bishop Airport have been considered in the selection of the eastern alignments. If separate grade interchanges are proposed at or between East Line Street and Wye Road/US 6, airspace elevation restrictions will need to be considered. In general, eastern alternatives are more acceptable to the local population.

All eastern alternatives impact agricultural lands under lease from the LADWP. These agricultural lands, while not privately held, are still highly valued and their preservation is important to Inyo County and the general population. Cattle ranching in the Owens Valley has a long history as an important part of the County's heritage, culture, and economy. Beef production is the County's primary commodity, followed by field crops such as alfalfa. These ranches with their irrigated fields provide the majority of green areas that surround Bishop. These green areas contribute to the park-like feel of the lands surrounding Bishop.

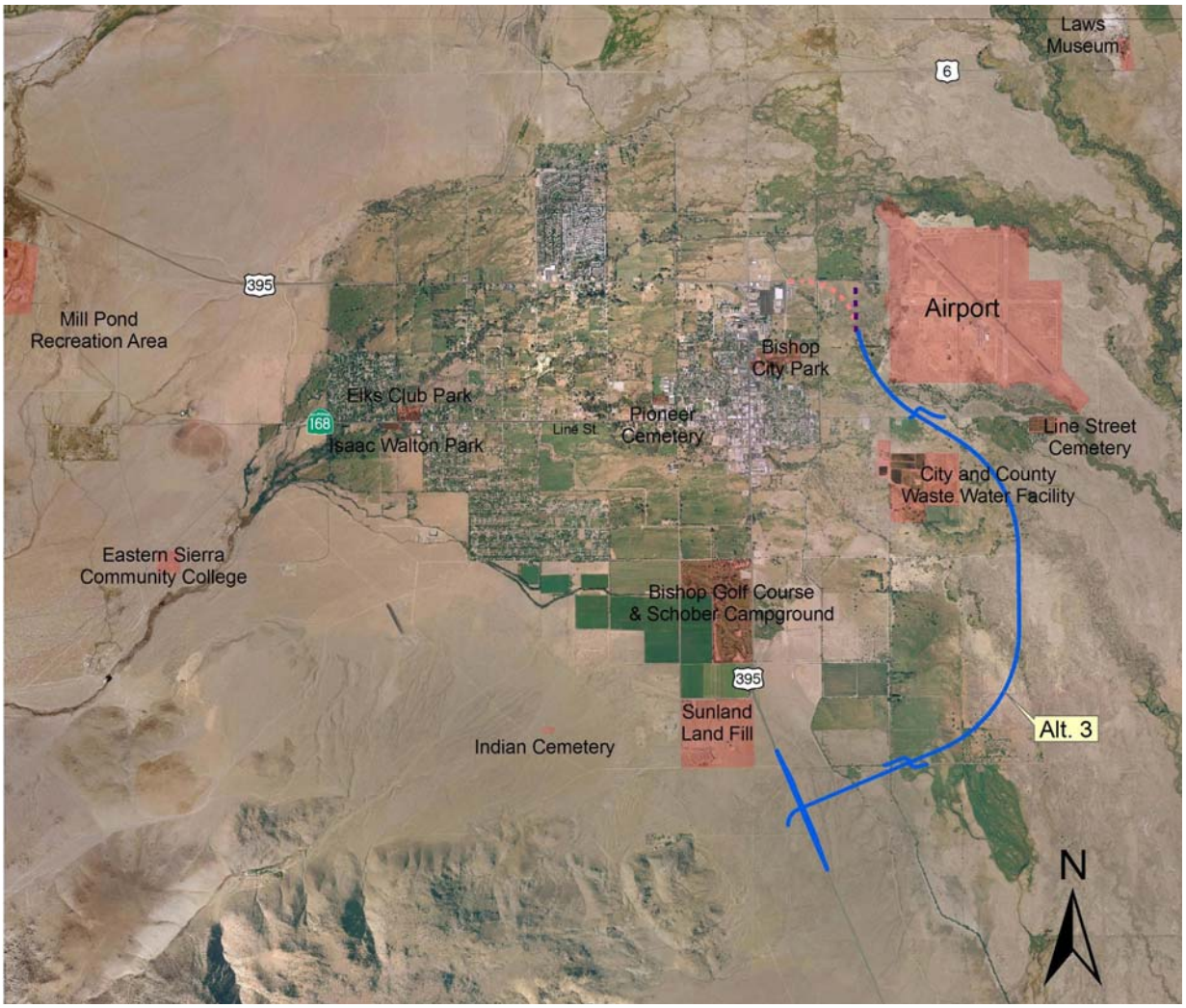
In the future, if the City and County wish to trade an eastern alternative to the State in exchange for ownership of Main Street, route continuity for SR 168 would need to be addressed, as the new eastern alternative alignment for US 395 would not connect to SR 168. There are two ways to reconnect SR 168. One would be the State designating and adopting, as an extension of SR 168, South Main Street south to the new US 395 eastern alternative intersection. The other would be the acceptance, designation and adoption of East Line Street by the State as an extension of SR 168 to the new US 395 alignment. If the North Connection alternative is selected, a portion of US 6 currently owned and maintained by the State could be given over to the City and County within their jurisdictional areas.

Alternative 3

Alternative 3 proposes a new 2-lane facility with a design speed of not less than 65 mph, east of Bishop. Beginning south of Bishop near the intersection of Gerkin Road and US 395, heading easterly, then heading northerly east of the City and Eastern Sierra Community Services District (ESCSD) Waste Water Facilities (WWF) to East Line Street, turning westerly along East Line Street, then heading northerly west of the Bishop Airport. Connecting back to US 395 and US 6 with a Wye Road Connection (See Figure 15 for one possible alignment) or the North Connection (See Figure 16). Signage on US 395 and US 6 would direct through trucks along this new route. Figure 10 illustrates Alternative 3.

In addition to the comments in the Eastern Alternative Common Concerns section above, other disadvantages specific to this alternative are: the alignment is on the downstream side of the City and ESCSD WWF possibly restricting future expansion of these facilities, a wetland east of the WWF would require a special drainage design and possible wetland mitigation, and the angle of intersection with existing East Line Street would be skewed requiring realignment of East Line Street to intersect the new alternative at the safer 90 degree angle. LADWP, the major landholder, does not support this alignment. This alternative is three miles longer than existing US 395. This extra three miles may result in the need for strong local law enforcement in order for this alternative to be used as a mandatory truck route.

Figure 10: Alternative 3



Alternative 4

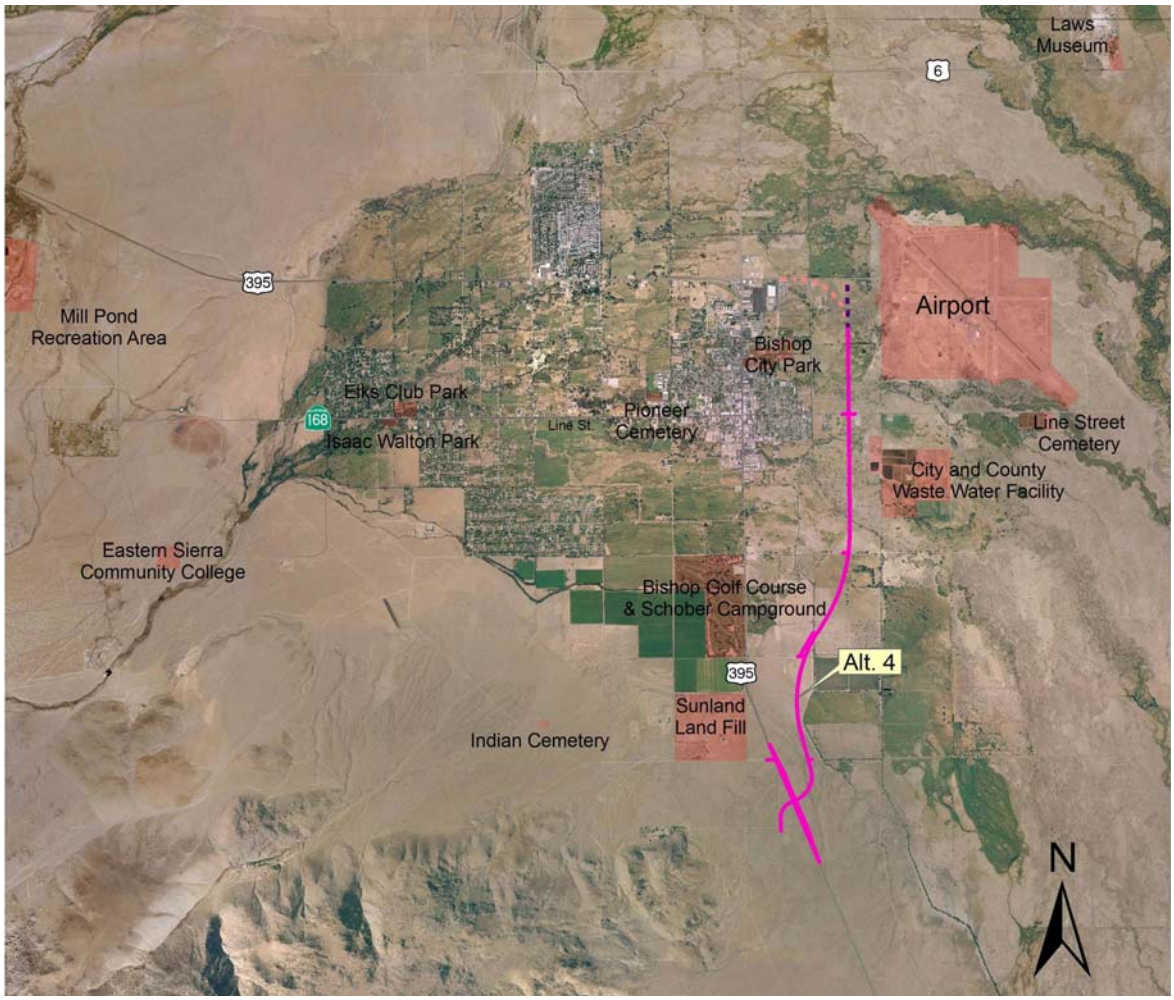
Alternative 4 proposes a new two-lane facility with a design speed of not less than 65 mph, east of Bishop. Beginning south of Bishop near the intersection of US 395 and Gerkin Road, heading easterly then northerly east of Johnston Drive, west of the WWF, and west of the Bishop Airport. Connecting back to US 395 and US 6 with a Wye Road Connection (See Figure 15 for one possible alignment) or the North Connection (See Figure 16). Signage on US 395 and US 6 would direct through trucks along this new route. Figure 11 illustrates Alternative 4.

In addition to the comments in the Eastern Alternative Common Concerns section above, other disadvantages specific to this alternative are the proximity to the residential neighborhoods of southeast Bishop and open space areas used by those residents.

The advantages associated with this alternative are that the East Line Street intersection with this alternative is a 90-degree angle and truck traffic will be inclined to use this route, since the

mileage is similar to existing US 395 but driving speeds will be faster. This is the alternative preferred by the majority of the PDT members. It is also the preferred alternative of the LADWP, the majority landholder.

Figure 11: Alternative 4



Alternative 5

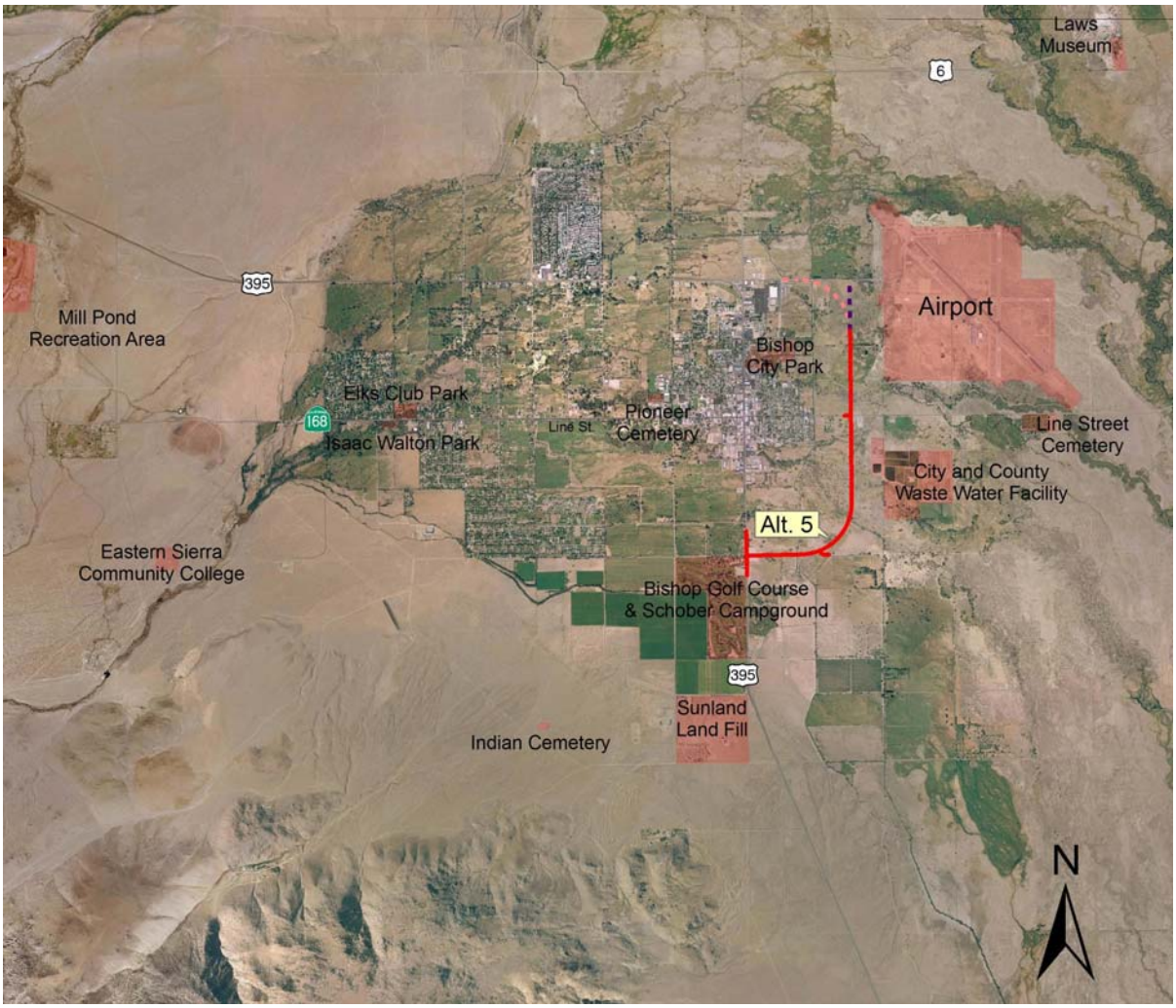
Alternative 5 proposes a new two-lane facility with a design speed of not less than 45 mph, east of Bishop. The existing Schober Lane/US 395 intersection would be improved and signalized. Beginning south of Bishop at the new Schober Lane/US 395 intersection, heading easterly, then northerly east of Johnston Drive, west of the WWF, and west of the Bishop Airport. Connecting back to US 395 and US 6 with a Wye Road Connection (See Figure 15 for one possible alignment) or the North Connection (See Figure 16). Signage on US 395 and US 6 would direct through trucks along this new route. Figure 12 illustrates Alternative 5.

In addition to the comments in the Eastern Alternative Common Concerns section above, other disadvantages specific to this alternative are: it is closer to the residential areas and local recreational areas of east Bishop than Alternatives 3 and 4, it requires improving and

signalization of the existing Schober Lane/US 395 intersection in order to provide the gaps necessary for trucks to make the southbound left turn, and unless it is connected to US 395 and US 6 with the north connection, this probably would have a design speed of less than 65 mph because of its tighter curves and shortened length as compared to Alternatives 1 through 4. This alternative is 1.5 miles longer than existing US 395.

Advantages associated with this alternative are: the East Line Street intersection with this alternative is a 90-degree angle, this alternative departs existing US 395 within view of Bishop's business district, and because this alternative utilizes existing Schober Lane, it disturbs the least amount of land as compared to all other alternatives.

Figure 12: Alternative 5



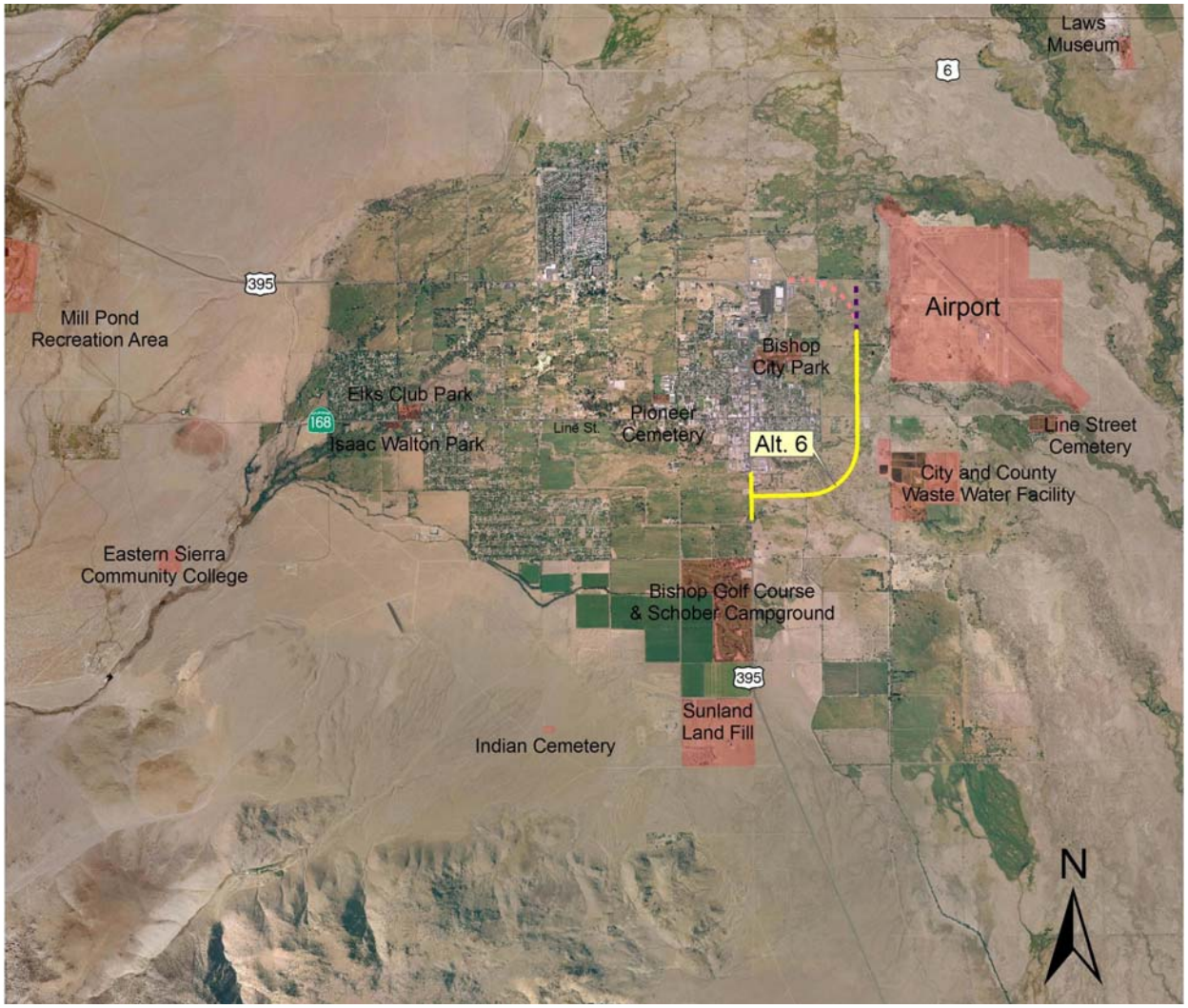
Alternative 6

Alternative 6 proposes a new two-lane facility with a design speed of not less than 45 mph, east of Bishop. A new signalized intersection would be constructed just south of the existing Inyo County Yard facility. Beginning south of Bishop at the new intersection, heading easterly, then northerly east of Johnston Drive, west of the WWF, and west of the Bishop Airport. Connecting back to US 395 and US 6 with a Wye Road Connection (See Figure 15 for one possible alignment) or the North Connection (See Figure 16). Signage on US 395 and US 6 would direct through trucks along this new route. Figure 13 illustrates Alternative 6.

In addition to the comments in the "Eastern Alternative Common Concerns" section above, other disadvantages specific to this alternative are: it is closer to the residential areas and local recreational areas of east Bishop than alternatives 3, 4, and 5; it requires construction and signalization of a new intersection in order to provide the gaps necessary for trucks to make the southbound left turn; and unless it is connected to US 395 and US 6 with the north connection, this would have a design speed of less than 65 mph because of its tighter curves and shortened length as compared to Alternatives 1 through 5. This alternative is 1.4 miles longer than existing US 395. Additionally, the west/east portion of this alternative at the south departure point is too close to the developed areas of the city for this portion of the alternative to be included in a future exchange with Main Street. Only the north/south portions of this alternative would be suitable for exchange with the State.

Advantages associated with this alternative are: the East Line Street intersection with this alternative is a 90-degree angle, this alternative departs existing US 395 within view of Bishop's business district, and it provides the best visual connection to Bishop's business district as compared to any other alternative. This alternative could abut an existing sewer line easement south of the county maintenance yard. The new road could provide access to the sewer line for maintenance and possibly utilize the existing sewer easement for some of the right of way.

Figure 13: Alternative 6



Eastern Alternative Connections

As there is little development on the eastern side of US 395 south of Bishop, the departure point for an eastern alignment can be located almost anywhere between the intersection of Gerkin Road and US 395 north to Bishop itself. The connection location back to US 395 is more restricted because of existing development. Connecting back to US 395 east of the Gun Club could result in extensive condemnation of the area's limited housing and/or additional wetland disturbance. Connecting north of the Wye on US 6 would result in through US 395 trucks having to travel out direction and navigate through two additional intersections to make the connection to the truck route or US 395. The greater the distance from the existing Wye, the longer the drive time and the more unlikely that US 395 through trucks would choose to use the truck route without strict enforcement.

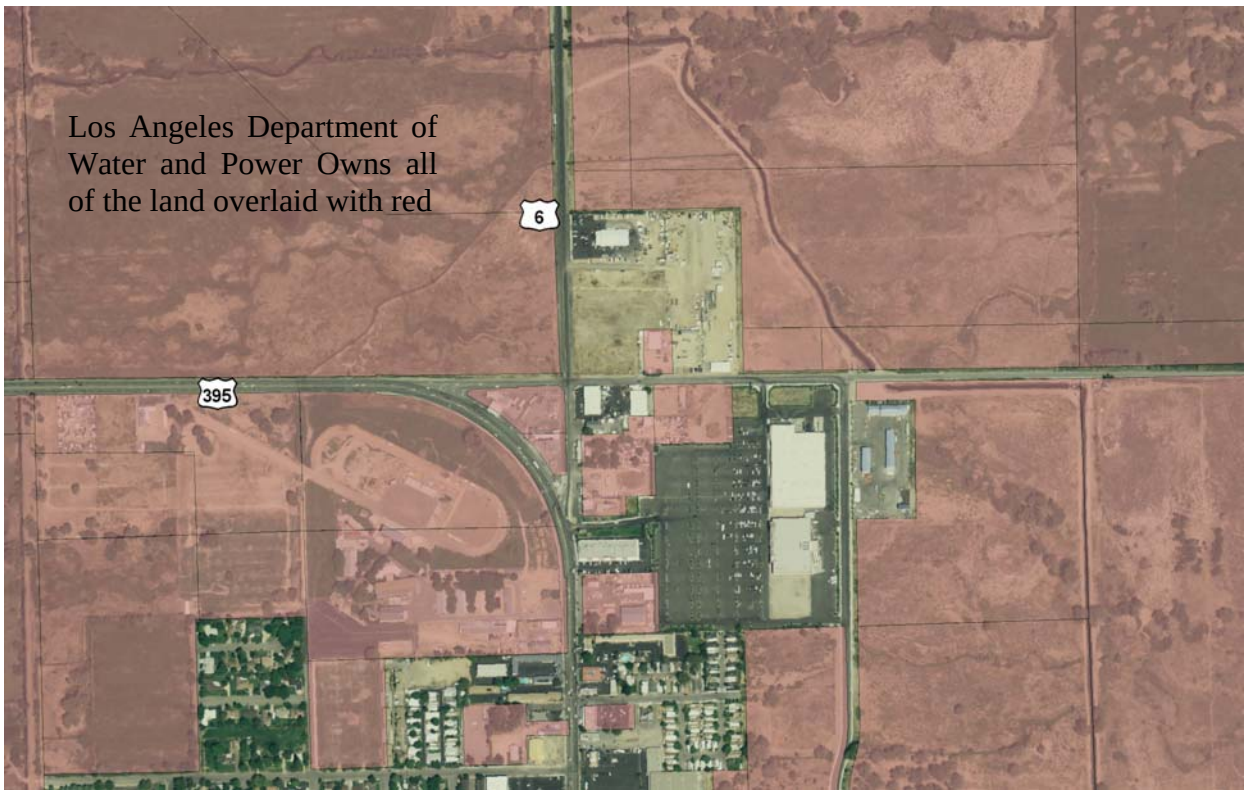
A connection at the Wye would remove truck traffic from the Main Street/US 395 but would not remove trucks from the North Sierra Highway/US 395 area. Current geometrics of the US 395/US 6/ Wye Road junction are insufficient to support a mandatory truck route. Modeling shows that this junction is nearing failure with just locally generated traffic. Significant improvements would be required to allow for the increased use of this junction should a truck route be connected to it. The North Connection with any eastern alternative would provide a complete truck route around the Bishop CBD and the North Sierra Highway/US 395 corridor. This North Connection could eliminate the need to extensively rebuild the US 395/US 6/ Wye Road junction.

Wye Road Connection

As previously stated, current geometrics of the US 395/US 6/Wye Road junction are insufficient to support a mandatory truck route. Currently, Wye Road west of US 6 is the only US 395 SB to US 6 NB connection. Left turns from US 395 SB to US 6 at the signalized intersection are not permitted (see Figure 2). The continued use of existing Wye Road for this turn movement, with the increased volumes the truck route would bring, will cause queuing back to US 395 from the stop sign at the US 6/Wye Road intersection. Additionally, the angle of intersection at US 395 and the existing Wye Road west of US 6 creates prolonged exposure to SB vehicles as they cross NB US 395, thus decreasing safety for these vehicles. Sight distance for SB US 395 vehicles turning onto Wye Road is limited because of the 90-degree curve. The current configuration of the US 395/US 6/Wye Road junction has only functioned because of the low volume of vehicles using Wye Road west of US 6.

Eastern alternatives with a Wye Road Connection can remove trucks from the Bishop CBD, but not from North Sierra Highway/US 395. As any truck route will increase traffic volumes on Wye Road, any configuration selected will require not only the improvement of the US 395/US 6/Wye Road intersection, but also the improvement of Wye Road east of US 6. The existing segment of Wye Road east of the US 6 intersection would need to be widened requiring additional R/W along Wye Road. The R/W acquisition along Wye Road would include LADWP lands and privately held commercially zoned land. Then, as previously stated, the US 395/ US 6/Wye Road junction would need to be reconfigured. Figure 15 illustrates one idea for a possible new connection. Figure 15 is just one potential design option for a new US 395/ US 6/Wye Road junction. This report does not recommend this design. This design option was used to estimate R/W costs associated with the reconfiguration of the US 395/US 6/Wye Road junction. Some other possible configurations for the Wye Road Connection can be seen in Attachment 8.

Figure 14: Wye Road /US 395 /US 6 DWP Land Ownership



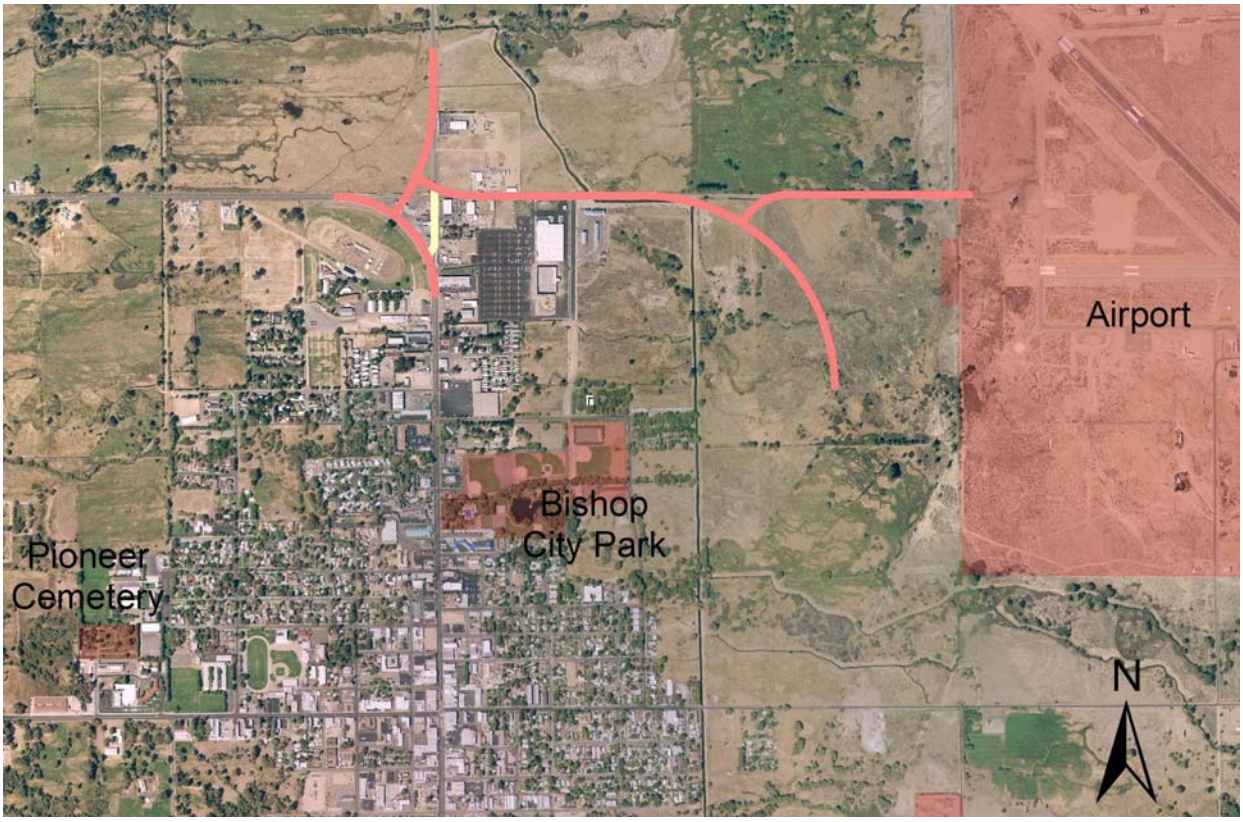
No easy solution exists for an improved reconfiguration of the US 395/US 6/Wye Road junction. The geometrics of US 395/US 6/Wye Road junction at its existing location are inherently insufficient due to the angle of intersection at US 395 and US 6 and limited R/W. The truck route would bring yet another route to this junction. The intersection design of the confluence of three roads is never easy, but the vastly different vehicle volumes associated with these three roads compounds the difficulty. Because the majority of traffic volumes are on US 395, a simple 4-way intersection design is not the best configuration. US 395 traffic volumes are significantly higher than US 6 volumes and predicted volumes for the Wye Road/truck route. A 4-way intersection design in the Wye area would have the majority of NB vehicles making a left turn at the intersection and the majority of SB vehicles making a right turn. This would require that the recall signal phase for NB Main Street/US 395 be a dedicated left turn, which is undesirable for safety reasons.

Another solution would be to move the junction of US 395 and US 6 further north and west along the curve from its current location, improving the angle of intersection of US 6 and US 395. This would provide for truck turning radii at the US 395/US 6 junction and therefore eliminate the segment of Wye Road west of US 6 currently needed for the SB 395 to NB 6 turn movement. However, the truck route/Wye Road intersection with US 6 would be then be north of the US 395/US 6 junction. This short distance from the intersection of the new truck route/Wye Road with US 6 and the new US 395/US 6 intersection will require US 395-bound

vehicles using the truck route/Wye Road to make a zigzag movement. It would also require that NB US 395 vehicles traveling NB on the truck route/Wye Road make a left at the new US 6/Wye Road intersection. The proximity of the new US 6/Wye Road intersection to the signalized intersection at the new US 395/US 6 junction may not allow for needed queue length on US 6.

In addition to the comments above, other disadvantages specific to this connection are: it will take two bridges to take this connection from south of Wye Road over to US 6. It may also require the realignment of the Bishop Creek Canal as it crosses Wye Road. Additionally, it should be noted that the Wye Road portion of this alternative connection east of the US 6/Wye Road junction would not be suitable for future trade to the State unless additional R/W is acquired. This R/W acquisition would include what is now privately held commercially zoned land. See Figure 14 for an illustration of land ownership at the US395/US 6 junction.

Figure 15: Possible Wye Road Connection



North Connection

The North Connection proposes a two-lane facility with a design speed of not less than 65 mph, connecting to any of the eastern alternatives. This connection continues north of Wye Road, connecting to US 6 north of Dixon Lane and south of Five Bridges Road, where a new North Connection/US 6 junction would be constructed. It then continues westerly parallel to Riverside Road, north of Dixon Lane and south of the Owens River, re-connecting to existing US 395

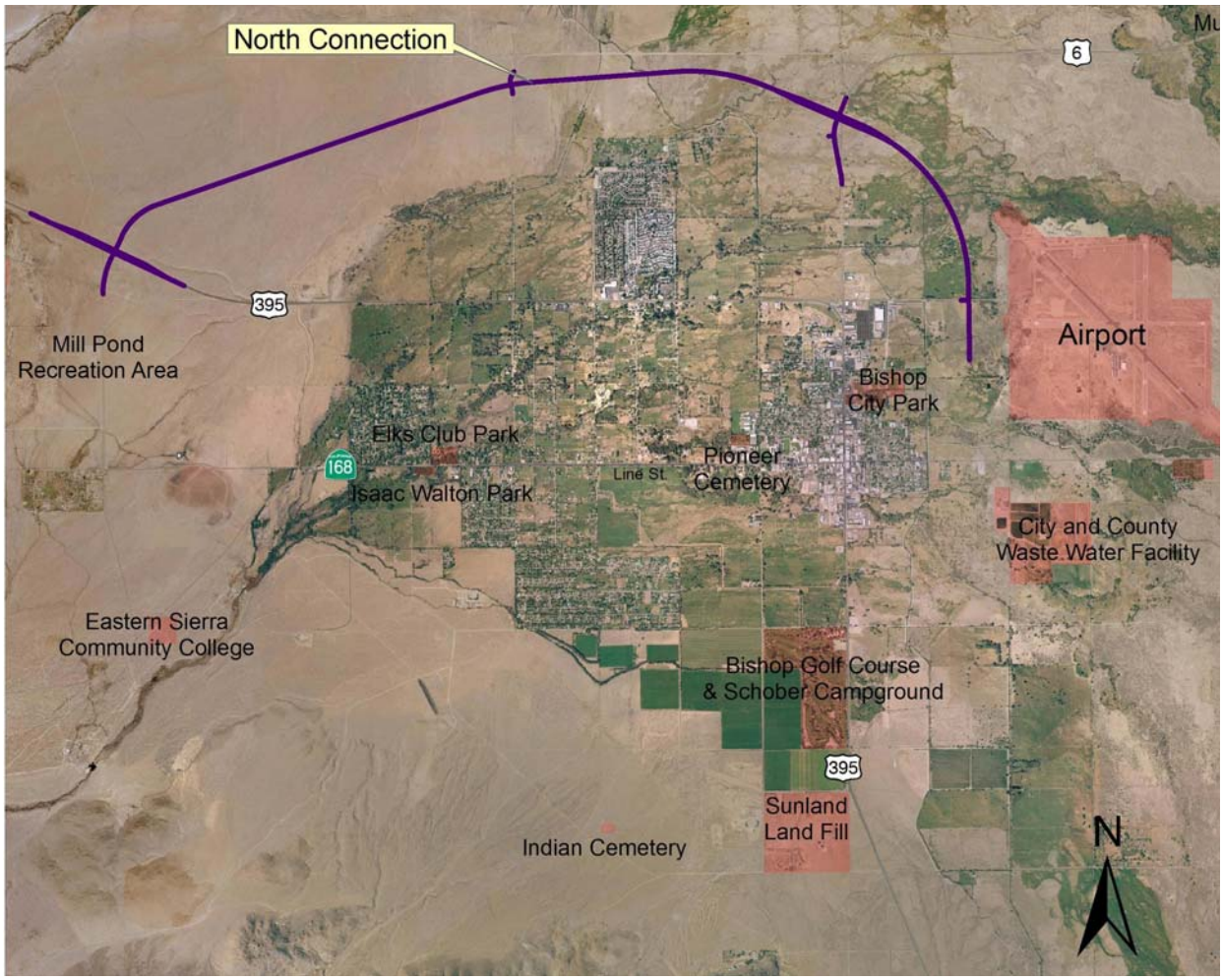
westerly of the Bishop Gun Club and near, or easterly of, the intersection of Ed Powers Road and US 395. See Figure 16, North Connection.

Eastern alternatives with a North Connection provide a full truck route around both the Bishop CBD and North Sierra Highway/US 395. A new intersection/interchange would be built at the intersection of the North Connection and US 6. This intersection would be north of the current Dixon Lane/US 6 intersection and could incorporate the existing curve on US 6 near Five Bridges Road. This connection would be at a better angle than the existing US 395/US 6 junction. Additionally, there would be enough right of way to improve the junction connection to allow for free right turns. US 6 would remain the subservient highway and continue into Bishop.

With development expected in the Tri-Valley area (i.e. Chalfant, Hammil, & Benton Valleys), the North Connection would provide a more direct access to the Mammoth area for Tri-Valley residents. Currently these residents use North Sierra Highway (or Dixon Lane). Removal of this local traffic, in addition to the removal of most of the truck traffic, from both the US 395/US 6 junction, and North Sierra Highway/US 395 could eliminate the need to reconfigure the existing US 395/US 6/Wye Road junction and would improve the safety of North Sierra Highway/US 395. North Sierra Highway/US 395 is an area of concern for Caltrans as collision rates in this area are not only higher than in the Bishop CBD but are also higher than the statewide average for a similar facility. See Tables 4 and 5 for collision data on North Sierra Highway/US 395.

Development of the North Connection may result in the need to improve Brockman Lane from the new alignment south to the existing US 395/Brockman junction. Some of the lands north of Wye Road and east of US 6 have the potential to be classified as wetland. As no lands for wetland mitigation currently exist in Inyo County, finding lands suitable for wetland mitigation may be problematic.

Figure 16: North Connection



Alternative 7-No Build

The "No Build" option does not meet the need and purpose of this study. If this option is selected, congestion will increase, and truck traffic will remain in Bishop's CBD and on North Sierra Highway/US 395. As traffic counts on US 395 and US 6 continue to rise, congestion will increase, creating longer wait times for entry onto Main Street/North Sierra Highway/US 395, not only from signalized locations, but also from uncontrolled city side streets. Gaps for entry onto US 395 will be less frequent. Speeds for vehicles on US 395 will decrease, and travel time for vehicles to pass through Bishop will increase. Without a reduction in vehicle volumes, it is unlikely that there will be a reduction in collisions on the existing Main Street/US 395 downtown area since the current configuration has utilized the available R/W to its fullest. Collisions on North Sierra Highway/US 395 will increase, but collision severity should go down as speeds are reduced due to increased traffic volumes. Increased traffic volumes due to development in the Tri-Valley area and Nevada will result in the failure of the US 395/US 6/Wye Road junction. Development of the Bishop Airport for commercial use will result in increased truck traffic on east Bishop's residential streets.