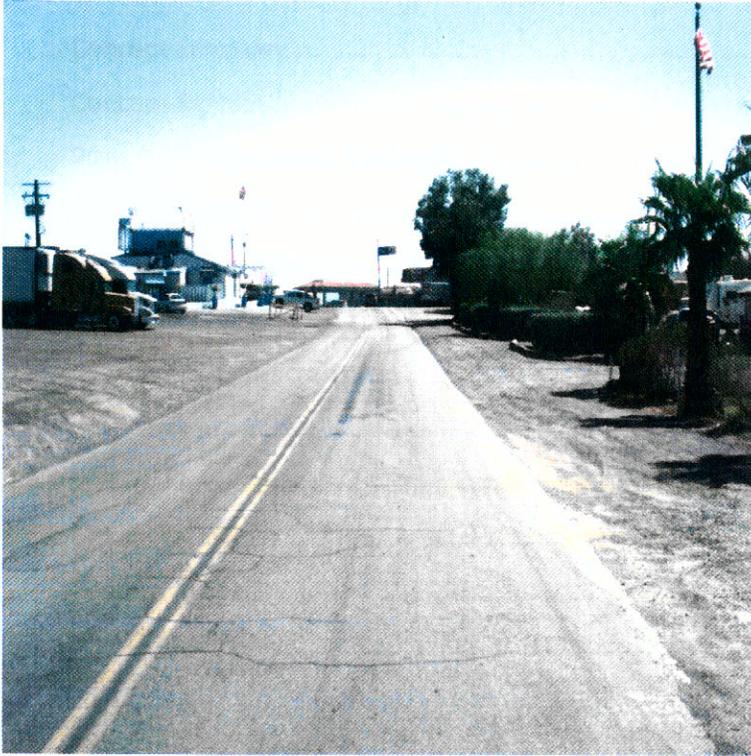




Transportation Concept Report

State Route 127

District 8



Disclaimer: The information and data contained in this document are for planning purposes only and should not be relied upon for final design of any project. Any information in this Transportation Concept Report (TCR) is subject to modification as conditions change and new information is obtained. Although planning information is dynamic and continually changing, the District 8 System Planning Division makes every effort to ensure the accuracy and timeliness of the information contained in the TCR. The information in the TCR does not constitute a standard, specification, or regulation, nor is it intended to address design policies and procedures.

California Department of Transportation

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

Approvals:



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ABOUT THE TRANSPORTATION CONCEPT REPORT

System Planning is the long-range transportation planning process for the California Department of Transportation (Caltrans). The System Planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by evaluating conditions and proposing enhancements to the SHS. Through System Planning, Caltrans focuses on its mission to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The System Planning process (See Appendix E: System Planning Flow Chart) is primarily composed of four parts: the District System Management Plan (DSMP), the Transportation Concept Report (TCR), the Corridor System Management Plan (CSMP), and the DSMP Project List. The district-wide **DSMP** is strategic policy and planning document that focuses on maintaining, operating, managing, and developing the transportation system. The **TCR** is a planning document that identifies the existing and future route conditions as well as future needs for each route on the SHS. The **CSMP** is a complex, multi-jurisdictional planning document that identifies future needs within corridors experiencing or expected to experience high levels of congestion. The CSMP serves as a TCR for segments covered by the CSMP. The **DSMP Project List** is a list of planned and partially programmed transportation projects used to recommend projects for funding. These System Planning products are also intended as resources for stakeholders, the public, and partner, regional, and local agencies.

TCR Purpose

California's State Highway System needs long-range planning documents to guide the logical development of transportation systems as required by CA Gov. Code §65086 and as necessitated by the public, stakeholders, and system users. The purpose of the TCR is to document the evaluation of current and projected conditions along the route and to communicate the vision for the development of the route in each Caltrans District during a 20-25 year planning horizon. The TCR is developed with the goals of increasing safety and health; providing good stewardship and system efficiency; making Smart Mobility decisions that sustainably improve the environment and a vibrant economy; and providing reliable and accessible mobility options through an integrated management of the transportation network, including the highway, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor.

STAKEHOLDER PARTICIPATION

The State Route 127 TCR involved a collaboration between agency staff as well as outside stakeholders from local, county and regional public agencies, advocacy organizations, nonprofits and community members at large. Feedback from the stakeholders helped solidify the findings of the performance assessment, bottleneck identification, and causality analysis given their intimate knowledge of local conditions. Moreover, stakeholders have provided support and insight, and shared valuable field and project data without which this study would not have been possible. The stakeholders included representatives from the following organizations: Southern California Association of Governments, San Bernardino Associated Governments, County of San Bernardino, and Native American tribes.

EXECUTIVE SUMMARY

State Route 127 (SR-127) is a north-south highway that begins at the I-15 interchange in the community of Baker and runs north through Shoshone, Death Valley Junction, and transitions to Arizona 373 at the CA-AZ state line. The Fort Irwin National Training Center is located west of SR-127. SR-127 connects with Interstate 15 (I-15), State Route 178 (SR-178), and State Route 190 (SR-190). The District 8 portion of the route begins at the I-15 interchange in Baker and ends at the San Bernardino County - Inyo County line. Shoulders are narrow and there are no sidewalks along the length of the route in District 8. Tourism to Death Valley National Park and I-15 travelers stopping for food and fuel in Baker are the main economy of the area.

CONCEPT SUMMARY

Seg.	Segment Description	Existing Facility	2035						
			2035 Capital Facility Concept	2035 System Operations and Management Concept	No-Build		Planned SCAG-RTP		Minimum to attain LOS "D"
1	Interstate 15 to Baker Boulevard	2L, C	2L, C	No Traffic Management System (TMS) improvements planned	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.43	D	0.43	D	
2	Baker Boulevard to Silver Lane	2L, C	2L, C	No TMS improvements planned	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.19	C	0.19	C	
3	Silver Lane to San Bernardino/Inyo County Line	2L, C	2L, C	No TMS improvements planned	2 MF		2 MF		2 MFE
					V/C	LOS	V/C	LOS	
					0.10	B	0.10	B	

Source: Caltrans District 8 District System Management Plan Update, 2016

C = Conventional Highway
 L = Number of mainline lanes
 MF = Mixed-Flow Lane
 V/C = Volume to Capacity Ratio
 LOS = Level of Service
 MFE = Mixed-Flow Equivalent Lane

CONCEPT RATIONALE

The corridor concept serves as a guide for long range planning of route improvements. Since SR-127 is not expected to experience significant traffic growth in the future, no capacity improvements will be needed to maintain the concept LOS "D" through 2035. SR-127 may need other projects to achieve strategic plan goals such as providing adequate shoulders for bicycle and pedestrian travel along the route.

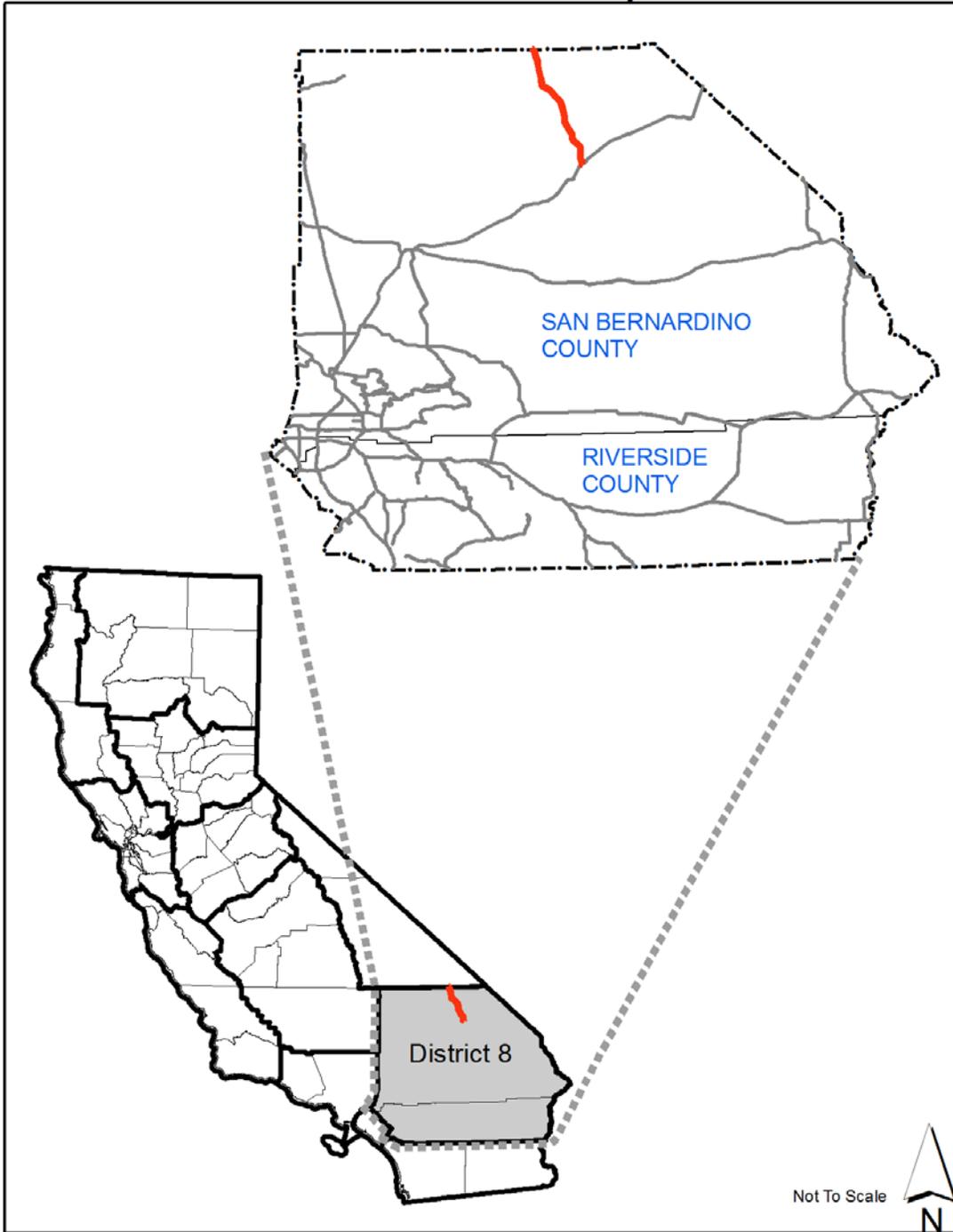
PROPOSED PROJECTS AND STRATEGIES

No capacity increasing or major operational projects and strategies are proposed for SR-127 in District 8.

CORRIDOR OVERVIEW

ROUTE SEGMENTATION

SR-127 Location Map



SR-127 Segment Map



Segment	Location Description	County_Route_ Begin PM	County_Route_ End PM
1	Junction I-15 to Baker Boulevard	SBd_127_L0.00	SBd_127_0.00
2	Baker Boulevard to Silver Lane	SBd_127_0.00	SBd_127_0.89
3	Silver Lane to San Bernardino/Inyo County Line	SBd_127_0.89	SBd_127_41.47

ROUTE DESCRIPTION

Route Location

SR-127 is located in south eastern part of California. It is 91.03 miles long and traverses Districts 8 and 9 in a north-south direction. SR-127 within District 8 is 41.47 miles in length.

Route Purpose

The District 8 portion of SR-127 serves as a southern access for visitors to Death Valley National Park and many other public land recreational opportunities in the area. The route also serves residents heading to small communities at the northern end of the route. SR-127 can also serve as an alternate route in the event of a I-15 closure.

Major Route Features

All segments on SR-127 in District 8 are a two-lane conventional highway. SR-127 is generally straight with a undulating grade. There are few intersections along the District 8 portion of the route; none of which are signalized.

Route Designations and Characteristics

Segment #	1	2	3
Freeway & Expressway System	No	No	No
National Highway System	No	No	No
Strategic Highway Network	No	No	No
Scenic Highway	No	No	No
Interregional Road System	Yes	Yes	Yes
High Emphasis	No	No	No
Focus Route	No	No	No
Federal Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial
Goods Movement Route	Yes	Yes	Yes
Truck Designation	Terminal Access Route (STAA)	Terminal Access Route (STAA)	Terminal Access Route (STAA)
Rural / Urban / Urbanized	Rural	Rural	Rural
Metropolitan Planning Organization	SCAG	SCAG	SCAG
Regional Transportation Planning Agency	SCAG	SCAG	SCAG
Congestion Management Agency	SANBAG	SANBAG	SANBAG
County Transportation Commission	SANBAG	SANBAG	SANBAG
Local Agency	San Bernardino County	San Bernardino County	San Bernardino County
Tribes	Twenty-Nine Palms of Mission Indians, Fort Mojave Indian Tribe, San Manuel Band of Mission Indians		
Air District	Mojave Desert AQMD	Mojave Desert AQMD	Mojave Desert AQMD
Terrain	Level	Rolling	Rolling

COMMUNITY CHARACTERISTICS

Jurisdiction	Baker
Total Population	735
Median Income	\$14,601
Drive Alone to Work	67%

Source: 2010 U.S. Census

SR-127 is a rural route serving a small number of communities in both Districts 8 and 9. To the north in District 9, SR-127 provides access to the unincorporated communities of Death Valley Junction, Shoshone, and Tecopa. In District 8, the unincorporated community of Baker is situated at the junction of SR-127 and I-15. Baker is used as a stopping point for people traveling between California and Nevada. Baker is also a tourism destination as the gateway from I-15 to Death Valley National Park.

LAND USE

Along SR-127, most land is publicly owned and used as open space or for recreation. There are also some abandoned mining areas as well as the Dumont Dunes Off-Highway Vehicle Area. Death Valley National Park lies just west of the northern portions of SR-127 in Districts 8 and 9. The Hollow Hills Wilderness Area lies along the southern portion of SR-127. The Fort Irwin Army Base is approximately five-miles west of SR-127 but there is no access to the military facility.

SYSTEM CHARACTERISTICS

Segment #	1	2	3
Existing Facility			
Facility Type	C	C	C
General Purpose Lanes	2	2	2
Lane Miles	0.34	1.36	81.24
Centerline Miles	0.17	0.68	40.62
HOV Lanes	0	0	0
HOT/ Express Lanes	0	0	0
Concept Facility 2035			
Facility Type	C	C	C
General Purpose Lanes	2	2	2
Lane Miles	0.34	1.36	81.24
Centerline Miles	0.17	0.68	40.62
HOV Lanes	0	0	0
HOT/ Express Lanes	0	0	0
TMS Elements			
TMS Elements 2008	None	None	None
TMS Elements 2035	No TMS improvements planned	No TMS improvements planned	No TMS improvements planned

C = Conventional Highway

SR-127 within District 8 is a two-lane conventional highway without center turn lanes.

BICYCLE FACILITY

Segment	Bicycle Access Prohibited	Facility Type
1	No	No designated facility
2	No	No designated facility
3	No	No designated facility

Bicycles are allowed on the entire length of SR-127 in District 8. The shoulder width varies from 1 to 4 feet.

PEDESTRIAN FACILITY

Segment	Pedestrian Access Prohibited	Sidewalk Present
1	No	No
2	No	No
3	No	No

Due to the rural nature of SR-127, sidewalks are not present along the route. Pedestrians may walk on the edge of the pavement.

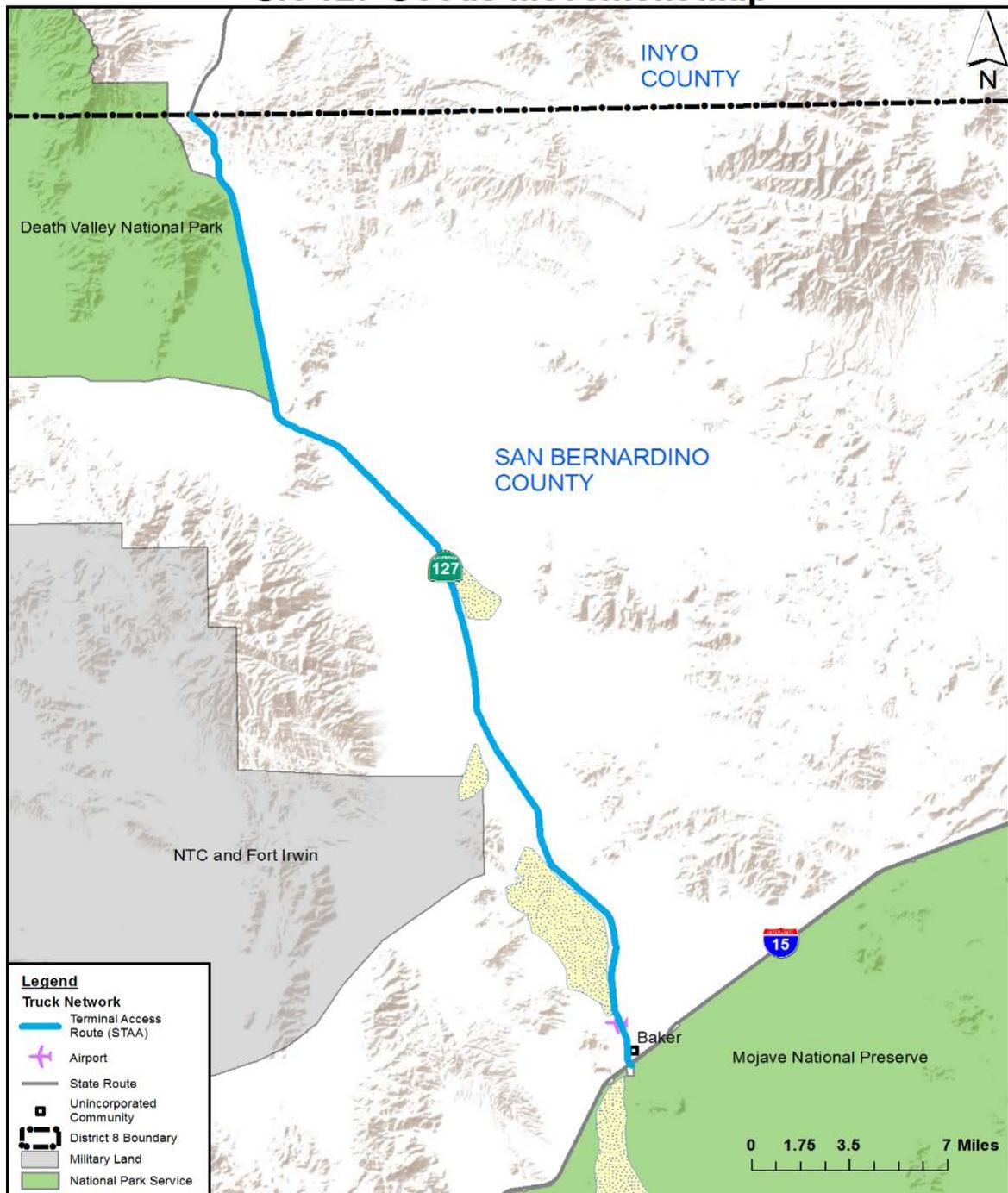
TRANSIT FACILITY

Segment	Mode & Collateral Facility	Name	Route End Points	Operating Period	Station Cities	Bikes Allowed On Transit	Location Description	# Parking Spaces*
1-3	None	None	N/A	N/A	N/A	N/A	N/A	N/A

There are no public transportation services or transit facilities along SR-127 in District 8.

FREIGHT

SR-127 Goods Movement Map



Freight generators, terminals, and/or inter-modal facilities are not present on SR-127 within District 8. SR-127 serves as the primary route for goods movement to several communities located in Caltrans District 9 as well as Death Valley National Park. SR-127 can serve as an alternate route when I-15 is closed.

CORRIDOR PERFORMANCE

Traffic volumes on SR-127 are expected to increase slightly over the next 20 years. Even with the forecasted increase in traffic volumes, the LOS is expected to stay the same in all segments.

Segment #	1	2	3
Basic System Operations			
AADT 2008	6,700	2,100	800
AADT 2035	7,000	2,800	1,500
LOS Method	HCM	HCM	HCM
LOS 2008	D	C	B
LOS 2035	D	C	B
LOS Concept	D	D	D
VMT 2008	1,140	1,430	34,120
VMT 2035	1,190	1,900	60,930
Truck Traffic			
Total Average Annual Daily Truck Traffic (AADTT) 2008	700	200	100
Total Average Annual Daily Truck Traffic (AADTT) 2035	800	350	100
Total Trucks (% of AADT) 2008	10%	11%	11%
Total Trucks (% of AADT) 2035	11%	13%	7%
5+ Axle Average Annual Daily Truck Traffic (AADTT) 2008	100	70	100
5+ Axle Trucks (% of AADT) 2008	1%	5%	2%
Peak Hour Traffic Data			
Peak Hour Directional Split 2008	75%	75%	74%
Peak Hour Directional Split 2035	60%	60%	60%
Peak Hour % 2008	16%	16%	22%
Peak Hour % 2035	15%	13%	12%
Peak Hour V/C 2008	0.55	0.19	0.14
Peak Hour V/C 2035	0.43	0.19	0.10

Source: Caltrans District 8 Forecast Unit forecast based on SCAG 2012 RTP traffic model

KEY CORRIDOR ISSUES

SR-127 occasionally floods and has erosion issues during seasonal storms since much of the route traverses alluvial fans.

CORRIDOR CONCEPT

CONCEPT RATIONALE

The corridor concept serves as a guide for long-range planning of route improvements. Since SR-127 is not expected to experience significant traffic growth in the future, no capacity improvements will be needed to maintain the concept LOS "D" through 2035. To achieve Caltrans Strategic Management Plan goals for non-motorized use on the state transportation system, infrastructure improvements such as shoulders for bicycle and pedestrian travel along the route.

PLANNED AND PROGRAMMED PROJECTS AND STRATEGIES

No capacity increasing or major operational projects or strategies planned or programmed for SR-127.

PROJECTS AND STRATEGIES TO ACHIEVE CONCEPT

No projects or strategies are proposed for SR-127.

APPENDICES

APPENDIX A: GLOSSARY OF TERMS AND ACRONYMS

Acronyms

- AADT** – Annual Average Daily Traffic
- ADT** – Average Daily Traffic
- AQMD** – Air Quality Management District
- Caltrans** – California Department of Transportation
- CMA** – Congestion Management Plan
- CSS** – Context Sensitive Solutions
- FHWA** – Federal Highway Administration
- GHG** – Green House Gas
- HCM** – Highway Capacity Manual
- HCP** – Habitat Conservation Plan
- HCS** – Highway Capacity Software
- HOV** – High Occupancy Vehicle Lane (2 or more occupants per vehicle)
- HOT** – High Occupancy Toll Lane
- IC** – Interchange
- ITS** – Intelligent Transportation System
- LOS** – Level of Service
- MF** – Mixed-Flow Lane
- MFE** – Mixed-Flow Lane Equivalent
- ML** – Managed Lane
- MPO** – Metropolitan Planning Organizations
- NOA** – Naturally Occurring Asbestos
- NCCP** – Natural Community Conservation Plan
- OC** – Overcrossing
- PID** – Project Initiation Document
- PM** – Post Mile
- PSR** – Project Study Report
- RCTC** – Riverside County Transportation Commission
- Riv** – Riverside County
- RTP** – Regional Transportation Plan
- RTIP** – Regional Transportation Improvement Program
- RTPA** – Regional Transportation Planning Agency
- SANBAG** – San Bernardino Associated Governments
- SBd** – San Bernardino County
- SCAG** – Southern California Association of Governments
- SCS** – Sustainable Community Strategies
- SHOPP** – State Highway Operation Protection Program
- STIP** – State Transportation Improvement Program
- T** – Truck Lane
- TDM** – Transportation Demand Management
- TMS** – Transportation Management System
- TSN** – Transportation System Network
- UC** – Undercrossing
- V/C** – Volume to Capacity Ratio
- VMT** – Vehicle Miles Traveled

Definitions

Annual Average Daily Traffic (AADT) – Annual Average Daily Traffic is the total volume for the year divided by 365 days. The traffic count year is from October 1st through September 30th. Traffic counting is generally performed by electronic counting instruments moved from location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways, and other purposes.

Bikeway Class I (Bike Path) – Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.

Bikeway Class II (Bike Lane) – Provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – Provides for shared use with pedestrian or motor vehicle traffic.

Capacity – The maximum sustainable hourly flow rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, environmental, traffic, and control conditions.

Capital Facility Concept – The 20-25 year vision of future development on the route to the capital facility. The capital facility can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility (Intercity Passenger rail, Mass Transit Guide way etc.), grade separation, and new managed lanes.

Concept LOS – The minimum acceptable level of service over the next 20-25 years.

Conceptual Project – A conceptual improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed. It could be included in a General Plan or in the unconstrained section of a long-term plan.

Corridor – A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments. Off system facilities are included for informational purposes and not analyzed in the TCR.

Facility Concept – Describes the facility and strategies that may be needed within 20-25 years. This can include capacity increasing, state highway, bicycle facility, pedestrian facility, transit facility, non-capacity increasing operational improvements, new managed lanes, conversion of existing managed lanes to another managed lane type or characteristic, TMS field elements, transportation demand management, and incident management.

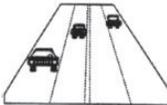
Facility Type – The facility type describes the state highway facility type. The facility could be freeway, expressway, conventional, or one-way city street.

Freight Generator – Any facility, business, manufacturing plant, distribution center, industrial development, or other location (convergence of commodity and transportation system) that produces significant commodity flow, measured in tonnage, weight, carload, or truck volume.

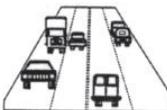
Headway – The time between two successive vehicles as they pass a point on the roadway, measured from the same common feature of both vehicles.

Intelligent Transportation System (ITS) – Improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles. Intelligent transportation systems encompass a broad range of wireless and wire line communications-based information and electronics technologies to collect information, process it, and take appropriate actions.

Level of Service (LOS) – It is a qualitative measure describing operational conditions within a traffic stream and their perception by motorists. A LOS definition generally describes these conditions in terms of speed, travel time, freedom to maneuver, traffic interruption, comfort, and convenience. LOS can generally be categorized as follows:



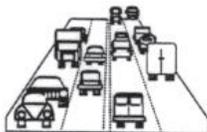
LOS A describes free flowing conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway.



LOS B is also indicative of free-flow conditions. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.



LOS C represents a range in which the influence of traffic density on operations becomes marked. The ability to maneuver with the traffic stream is now clearly affected by the presence of other vehicles.



LOS D demonstrates a range in which the ability to maneuver is severely restricted because of the traffic congestion. Travel speed begins to be reduced as traffic volume increases.



LOS E reflects operations at or near capacity and is quite unstable. Because the limits of the level of service are approached, service disruptions cannot be damped or readily dissipated.



LOS F is a stop and go, low speed conditions with little or poor maneuverability. Speed and traffic flow may drop to zero and considerable delays occur. For intersections, LOS F describes operations with delay in excess of 60 seconds per vehicle. This level, considered by most drivers unacceptable often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection.

Mainline – Includes travelway for through traffic but not freeway to freeway interchanges, local road interchanges, ramps, or auxiliary lanes.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, rail, or air.

Peak Hour – The hour of the day in which the maximum volume occurs across a point on the highway.

Peak Hour Volume – The hourly volume during the highest hour traffic volume of the day traversing a point on a highway segment. It is generally between six percent and 10 percent of the Annual Daily Traffic (ADT). The lower values are generally found on roadways with low volumes.

PeMS – Caltrans Performance Measurement System is an archived data user service that provides over ten years of data for historical analysis. PEMS provides access to real-time and historical performance data which conducts assessment of freeway performance, base operational decisions on knowledge of the current state of the freeway network, and identifies congestion bottlenecks.

Planned Project – A planned improvement or action is a project in a financially constrained section of a long-term plan, such as an approved Regional or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure.

Post-25 Year Concept – This dataset may be defined and re-titled at the District's discretion. In general, the Post-25 Year concept could provide the maximum reasonable and foreseeable roadway needed beyond a 20-25 year horizon. The post-25 year concept can be used to identify potential widening, realignments, future facilities, and rights-of-way required to complete the development of each corridor.

Post Mile (PM) – A post mile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Mile post values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The mile post at a given location will remain the same year after year. When a section of road is relocated, new milepost (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "mile post equations" are introduced at the end of each relocated portion so that mile posts on the remainder of the route within the county will remain unchanged.

Programmed Project – A programmed improvement or action is a project in a near-term programming document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

Route Designation –A route’s designation is adopted through legislation and identifies what system the route is associated with on the State Highway System. A designation denotes what design standards should apply during project development and design. Typical designations include but not limited to National Highway System (NHS), Interregional Route System (IRRS), and Scenic Highway System.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

RTP Model – Forecasting model developed by Southern California Association of Governments (SCAG) prepares travel demand model approximately every 4 years in conjunction with the Regional Transportation Plan Project List. SCAG’s trip based model is structured on a four-step gravity model, which includes trip generation, trip distribution, mode choice, and trip assignment.

Segment – A portion of a facility between two points.

System Operations and Management Concept – Describes the system operations and management elements that may be needed within 20-25 years. This can include Non-capacity increasing operational improvements (Auxiliary lanes, channelization’s, turnouts, etc.), conversion of existing managed lanes to another managed lane type or characteristic (e.g. HOV lane to HOT lane), TMS Field Elements, Transportation Demand Management, and Incident Management.

Transportation Demand Management (TDM) – Programs designed to reduce or shift demand for transportation through various means, such as the use of public transportation, carpooling, telework, and alternative work hours. Transportation Demand Management strategies can be used to manage congestion during peak periods and mitigate environmental impacts.

Transportation Management System (TMS) – Is the business processes and associated tools, field elements, and communications systems that help maximize the productivity of the transportation system. TMS includes, but is not limited to, advanced operational hardware, software, communications systems, and infrastructure, for integrated Advanced Transportation Management Systems and Information Systems, and for Electronic Toll Collection System.

Urban – 5,000 to 49,999 in population designates an urban area. Limits are based upon population density as determined by the U.S. Census Bureau.

Urbanized – Over 50,000 in population designates an urbanized area. Limits are based upon population density as determined by the U.S. Census Bureau.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.

APPENDIX B: FACTSHEETS

There are no factsheets available for this route.

APPENDIX C: ADDITIONAL CORRIDOR DATA

There is no additional corridor data for this route.

APPENDIX D: RESOURCES

- California State Transportation Improvement Program Project List 2014
- Caltrans Earth: <http://earth.dot.ca.gov/>
- Caltrans TASAS Highway Sequence Listing for Caltrans District 8
- Census 2010: <http://www.census.gov/2010census/>
- District 8 System Management Plan 2011
- Focus Routes: http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/List_of_Focus_Routes.doc
- GIS Data Library: <http://www.dot.ca.gov/hq/tsip/gis/datalibrary/gisdatalibrary.html>
- High Emphasis Routes: http://www.dot.ca.gov/hq/tpp/corridor-mobility/documents/library/Caltrans_High_Emphasis_Routes_HER.doc
- Interregional Transportation Strategic Plan 2015
- Metropolitan Planning Organizations and RTPAs Map: http://www.dot.ca.gov/hq/tpp/offices/orip/index_files/Updated%20Files/MPO_RTPA_Map_June_2012.pdf
- Regional Transportation Planning Contacts: http://www.dot.ca.gov/hq/tpp/offices/orip/list/agencies_files/regional_6-12.xls
- SCAG FY 2011-2012 Annual Listing of Obligated Projects for State and Local Highways
- SCAG 2012 Regional Transportation Plan: <http://rtpscs.scag.ca.gov/Pages/2012-2035-RTP-SCS.aspx>
- SCAG 2012 Regional Transportation Plan Level of Service Model
- Scenic Highway Routes: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/scenic_hwy.htm
- Streets and Highways Code §250-257: <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=00001-01000&file=250-257>
- Truck Route List & Truck Network Maps: <http://www.dot.ca.gov/hq/traffops/trucks/truckmap/>

APPENDIX E: SYSTEM PLANNING FLOW CHART

