

HIGHWAY 127 HAZARD ASSESSMENT

MILEAGE

HAZARD ANALYSIS

Start	The southern terminus of California State Highway 127 is at a four way stop sign in the middle of Baker. This intersection can be reached off of Interstate 15 at three different exits. This is a difficult intersection as the four corners are not aligned at right angles. Approaching from the south on the Highway 127/Central Baker exit, it is difficult to see the start of Highway 127 as the road angles off to the right/east at about a 30 degree angle. Thus, if a truck approaches from the east, it needs to negotiate a 120 degree turn to begin moving north on Highway 127.
1.5	Intersection with Baker Airport Road.
2.0	Gradual Unmarked Turn.
3.5	Gradual Unmarked Turn.
4.5	Gradual Unmarked Turn.
5.5	Gradual Unmarked Turn.
~8	Gradual rise, poor visibility on a stretch where passing is allowed.
8.5	Gradual Unmarked Turn.
9.5	Gradual Unmarked Turn, and an Overhead High Tension Line.
9.7	Gradual Unmarked Turn.
10.5	Gradual Unmarked Turn.
11 to 12	Sandy sloping shoulder leading in to a ditch
13.5	Gradual Unmarked Turn.
15+	Gradual Unmarked Turn.
16+	Gradual Unmarked Turn.
19.5	Gradual Unmarked Turn.
21.5	Gradual Unmarked Turn.
26.5	Gradual Unmarked Turn.
28	An 'S' turn. Half way through this turn a 15 foot wide uncontrolled wash crosses the roadway.
28 to 29	This whole stretch is subject to washout. There are four washes which are piped in this stretch.
29.5	Gradual Unmarked Turn. Turnoff to Saratoga Springs and Salt Creek.
~30	Cross a major controlled wash
31	Area subject to blowing sand from major dune system located within 1/2 mile of roadway.
32	Amargosa River crossing.
32 to 33.5	Low land area with dried mud on the roadway.
~37	Multiple washes crossing the road, dried mud on the road.
37.5	Gradual Unmarked Turn.
~38	Uncontrolled wash located in the middle of a 50 mph turn.
38.5	Gradual Unmarked Turn.
38.5 to 39	Gradual unmarked turn with especially poor visibility due a short uphill stretch followed by several undulating ups and downs.
39.5	Rising 45 mph turn.
39.75	Turnoff to microwave station right in the middle of a 50 mph turn.
~40	Gradual Unmarked Turn.
40.5	Gradual Unmarked Turn.
~41	Sharp turn, steep grade, erosion control channel off to the side in middle of turn.

Ibex Pass and the Inyo County Line

Note: For southbound traffic, there is a 5 and 1/2 percent downgrade with several sharp unmarked turns with no speed limit posted for the next three miles south.

0.5	For northbound traffic there are signs stating a 60 mph speed limit and warning of possible flooding for the next 11 miles.
~1	Gradual Unmarked Turn.
1.5	Gradual Unmarked Turn.
2.0	A marked 50 mph turn
2.5	A marked 50 mph turn.
4.0	A marked 55 mph turn.
~5	Gradual Unmarked Turn.
5.5	Intersection with unmarked road to a mine in the middle of a gradual unmarked turn.
6	A marked 50 mph 'S' turn.
6.5	Intersection with the 'Old Spanish Trail' road.
6.75	An uncontrolled wash and a gradual unmarked turn.
~7	Dry washes and gradual unmarked turn.
7.5	Dry washes and gradual unmarked turn.
8.5	Sweeping 45 degree gradual unmarked turn.
9.5	Intersection with road to Tecopa Hot Springs at a gradual unmarked turn.
10.75	Several uncontrolled washes.
12	Marshy flat area.
12.75	Gradual Unmarked Turn.
13.75	Intersection with Ranger Road and an unmarked paved road part way through a gradual unmarked turn.
~14	Posted 50 mph sign.
14+	Highway enters unincorporated community of Shoshone, Intersection with road to Pahrump, Posted 35 mph speed limit, Highway does a 90 degree turn as it enters into town.
15	Narrow shoulder with a steep drop off.
15.5	Junction with Old State Highway, road leaves greater community of Shoshone.
16-	Rising unmarked turn.
16	Posted 45 mph turn, Road crosses riparian wetland area.
16.5	Intersection with Highway 178.
17	A marked 40 mph turn.
17.5	Another marked 40 mph turn.
~18	An 'S' turn where the first section is unmarked and the second section is posted with a 45 mph speed limit.
19-	A steep rise, then rolling
19.5	A turn symbol with no speed limit mentioned.
20-	Gradual Unmarked Turn.
20+	A marked 50 mph turn.
21.5	Gradual Unmarked Turn.
22	Gradual Unmarked Turn.
22.75	Road crosses the Amargosa River in a gradual unmarked turn.
23+	Another Amargosa River crossing.
23.5	Gradual Unmarked Turn.
~27	Gradual Unmarked Turn.
27+	Gradual Unmarked Turn.
29.5	Amargosa River Crossing.
30.5	Gradual Unmarked Turn.
31-	Gradual Unmarked Turn.
31+	Gradual Unmarked Turn.

31.5	Amargosa River Crossing.
32-	Gradual Unmarked Turn.
32.5	Gradual Unmarked Turn.
33.5	Uncontrolled wash and a gradual unmarked turn.
34.5	Posted 50 mph speed limit.
37	Posted 50 mph speed limit.
39+	Posted 50 mph speed limit.
41+	There is a 'Horse Xing' sign, then a 45 mph turn followed by a 25 mph turn. There are residential structures close to the road if someone could not negotiate the turn. This is the entrance into the greater 'Death Valley Junction' area.
42	There is the intersection with the 'Stateline' road to Pahrump followed by the junction with Highway 190 West.
42.5	Overhead power line, and a sign indicating 'Cows' for the next 7 miles.
43	An uncontrolled wash.
44	Gradual Unmarked Turn.
45.75	A big dip.
48	Amargosa River Crossing.

Stateline

Note: After Stateline, the road switches its name to Nevada State Highway 377. Except where noted, this Highway has a speed limit of 70 mph.

0+	The road passes five roads in an area which is posted as having a speed limit of 55 mph.
~1	A couple of large washes.
1.9	Turnoff to the Ash Meadows District of Death Valley National Park.
~6	Entering the Amargosa Valley Agricultural District.
6 to 7	Intersections with Mecca Rd., Chestnut Rd., and an unnamed street.
7 to 8	Intersections with Aztec, White Sands, McCoy, and Adobe Roads.
8 to 9	Intersections with Sage Road and a road leading to a Nye County Dump.
9 to 10	The road passes under an overhead power line and an Intersection with Anvil Road.
10 to 11	The intersection with Fairbanks Road.
11 to 11.5	Intersections with Cook Road and with roads leading to 'Amargosa Farms', a 'School', and to a 'Sheriff's Substation'.
14+	Intersection with a road to a Borrow Pit.
16+	There is a rest stop to the east just before the end of this road at the Junction with Nevada State Highway 95.

Highway 95 to the Mercury Exit

Note: Mileages measured from intersection with Nevada State Highway 377.

~0.5	Overhead power line, there is no white line painted along the sides of the highway in this section.
1.5	Overhead power line.
4.5	Gradual Unmarked Turn.
5.5	Gradual Unmarked 'S' Turn. This mileage corresponds with Nye County Highway Marker "Nye 25".
7.5	A hill with poor visibility.
13	Gradual Unmarked Turn.

Additional Comments

Much of the San Bernadino and Inyo County sections of this route has gentle ups and downs along with the gradual unmarked turns mentioned above which make passing dangerous. This danger is compounded by shoulders which are frequently narrow and sandy. Passing is allowed on many of the "Gradual Unmarked Turns" sighted above. While use of this highway is relatively light, it is an odd assortment of vehicles which use this road such as: recreational vehicles (RV's), commercial haul trucks, tourists in private vehicles and rent-a-cars, vehicles hauling dune buggies on their way to Dumont Dunes, and - in the Amargosa Valley Agricultural District - slow moving farm equipment. This route traverses some of the hottest terrain in the world and driving along this route is especially dangerous in the summer months. Inyo County officials conducted the survey of this potential travel route on September 28, 1999.