

HEARING HANDOUT

MATERIAL



BISHOP

FREEWAY

FACTS



A DIGEST OF STUDIES FOR
FREEWAY DEVELOPMENT ON
ROUTES 395 AND 6 IN THE
VICINITY OF BISHOP.

CALIFORNIA
HIGHWAY COMMISSION
PUBLIC HEARING
April 22, 1966

FACTS RELATIVE
TO THE LOCATION OF THE
BISHOP FREEWAY

April 22, 1966

The California Highway Commission has called today's Hearing on the proposed Bishop Freeway. The purpose of the Hearing is to allow the interested governmental agencies, civic organizations, and individual citizens the opportunity to present constructive facts regarding the freeway proposals and to review the information developed by the Division of Highways. The Commission will consider all information presented before making any route adoption.

Appropriate governmental agencies were informed of the initiation of location studies for this freeway in compliance with the policy of the California Highway Commission. At various times, during the study period, the Division of Highways met with representatives of these groups and members of their technical staffs to discuss the studies then in progress and to obtain their suggestions.

On October 7, 1965, the Division of Highways held a Public Hearing to present its findings.

On February 4, 1966, the State Highway Engineer, having considered all information to date, recommended that Alternate "F" (the red line) be adopted.

Today's Hearing concerns general freeway locations rather than precise freeway alignments.

The factors used to evaluate the overall merits of any freeway routing include a combined consideration of:

1. The effect on the community through or around which the alternate passes.
2. The degree to which the alternate will fulfill both existing and future traffic demands.
3. The initial cost of the project, which includes costs of construction and rights of way.

The community effects attributable to the various Alternates are based on existing as well as expected future development. The Division of Highways has gathered information relative to this factor through meetings with local officials and their staffs, reviewing master plans with regard to planned future developments, and holding the Public Hearing.

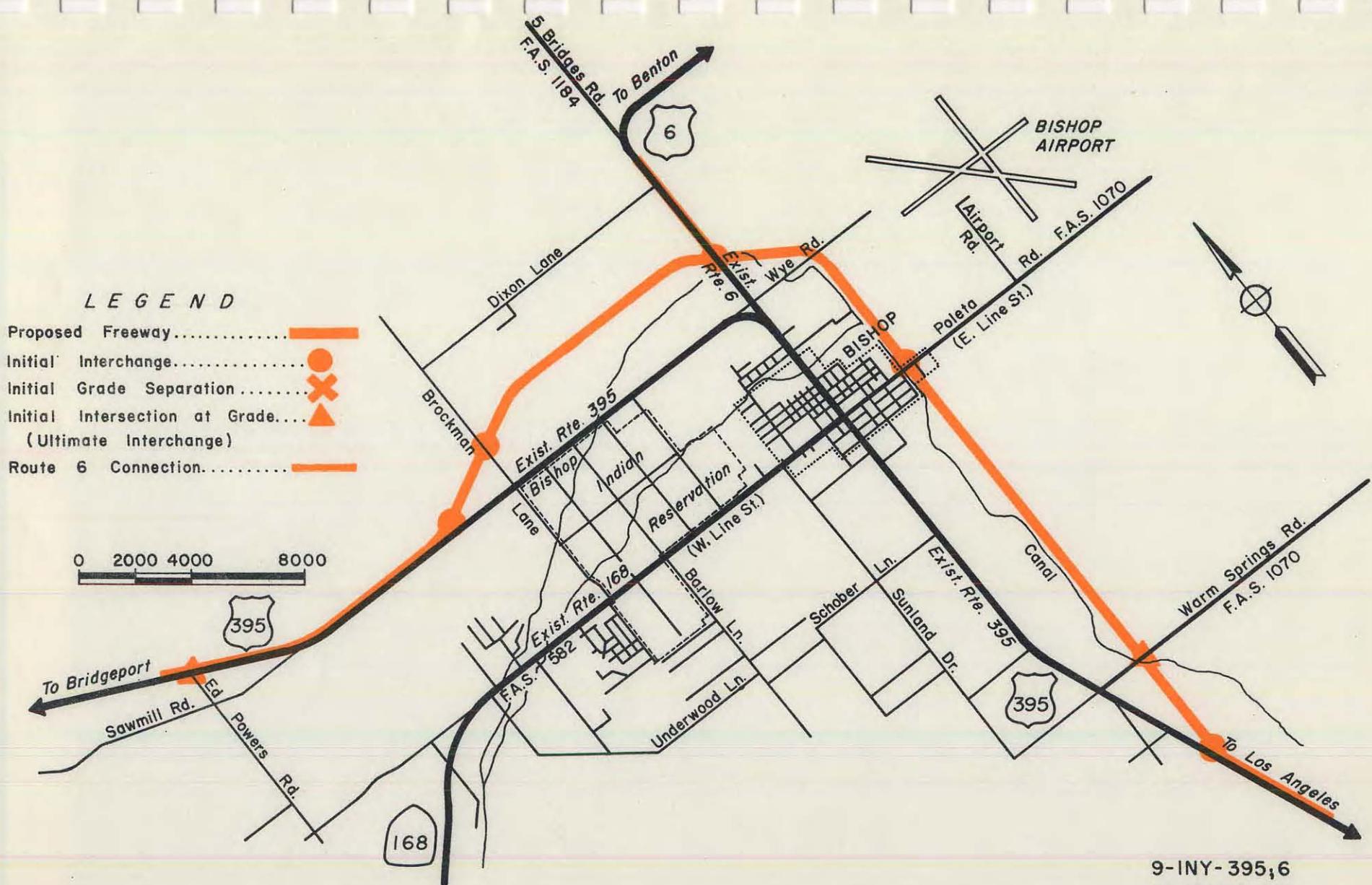
The calculation of benefits to traffic expected to use the facility is based on the monetary value of both the savings in time and reduced cost of vehicle operation.

Construction and right of way costs are determined by engineering methods. The attached Summary of Comparative Data provides cost and right of way data for the various alternates being considered.

When completed, this freeway will function as an important part of the California Freeway and Expressway System. It will form a part of an integrated system of access-controlled facilities established by the State Legislature pursuant to Senate Bill 480. It is estimated that this freeway will afford the motoring public the opportunity to save \$5,400,000 in reduced travel time and vehicle operating costs during the first 20 years after construction.

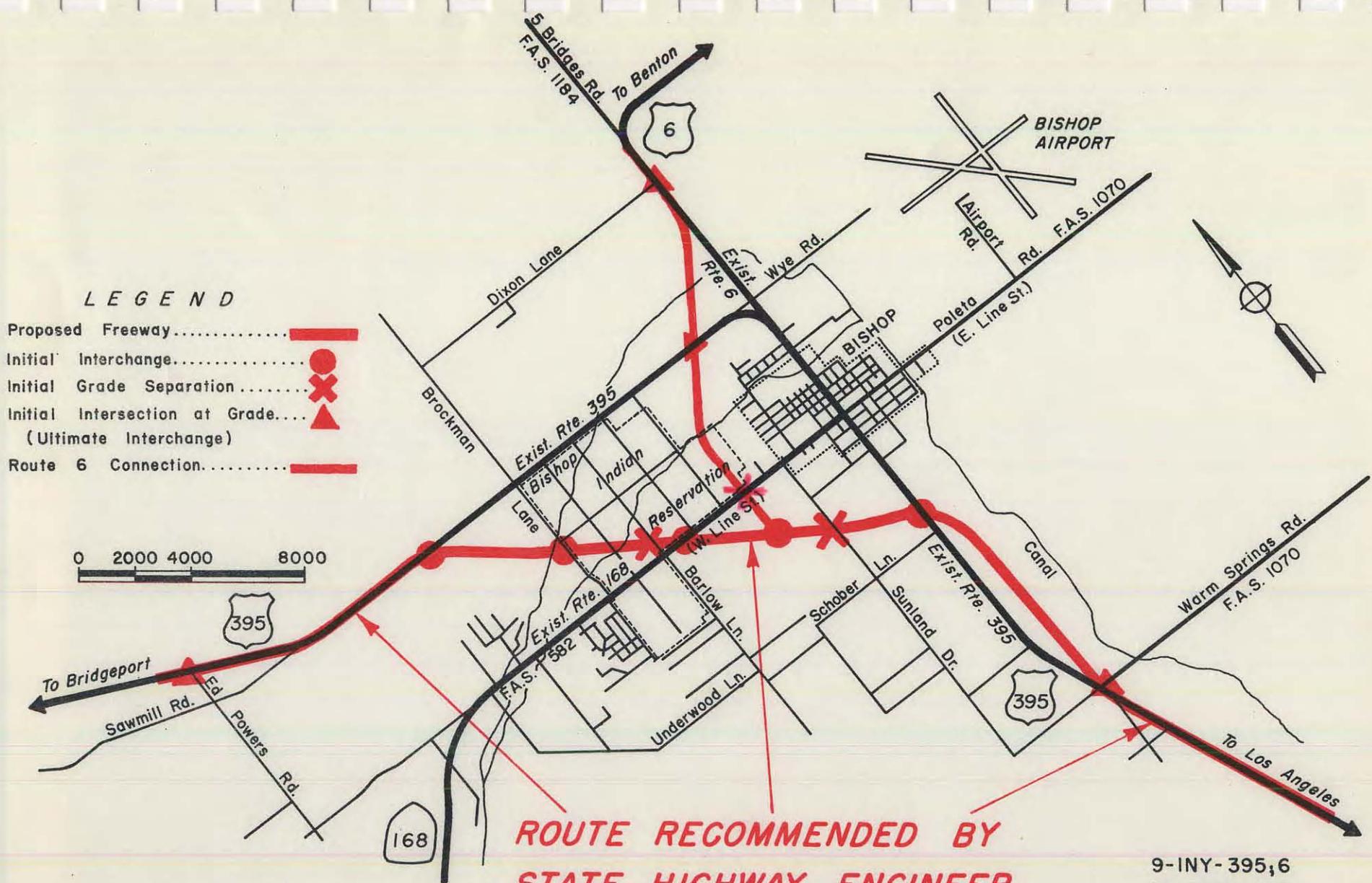
Attached are small scale maps showing the various freeway study line locations and a Summary of Comparative Data.

**PROPOSED ROUTE
ADOPTION MAPS**



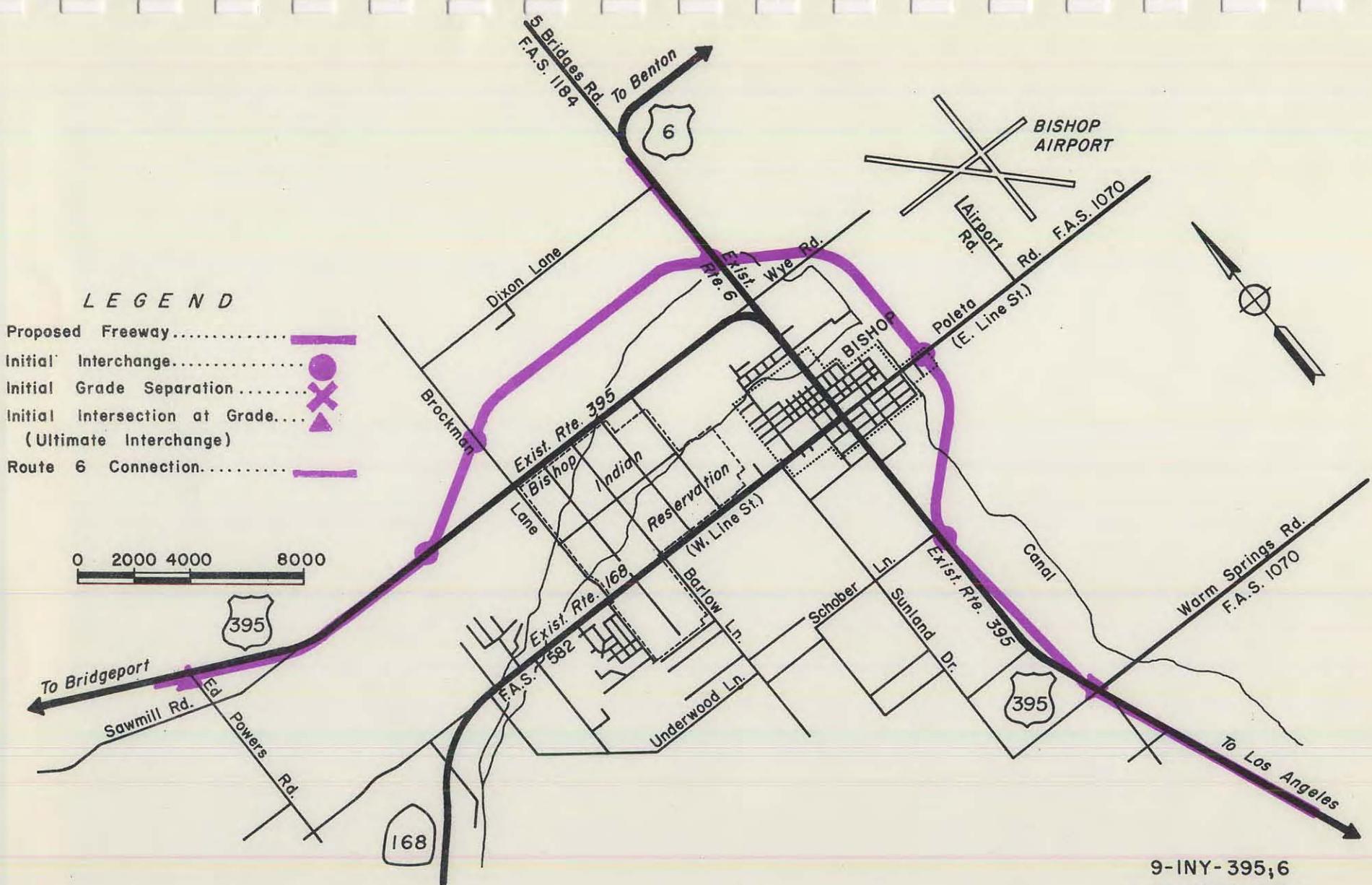
**ALTERNATE "A"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.



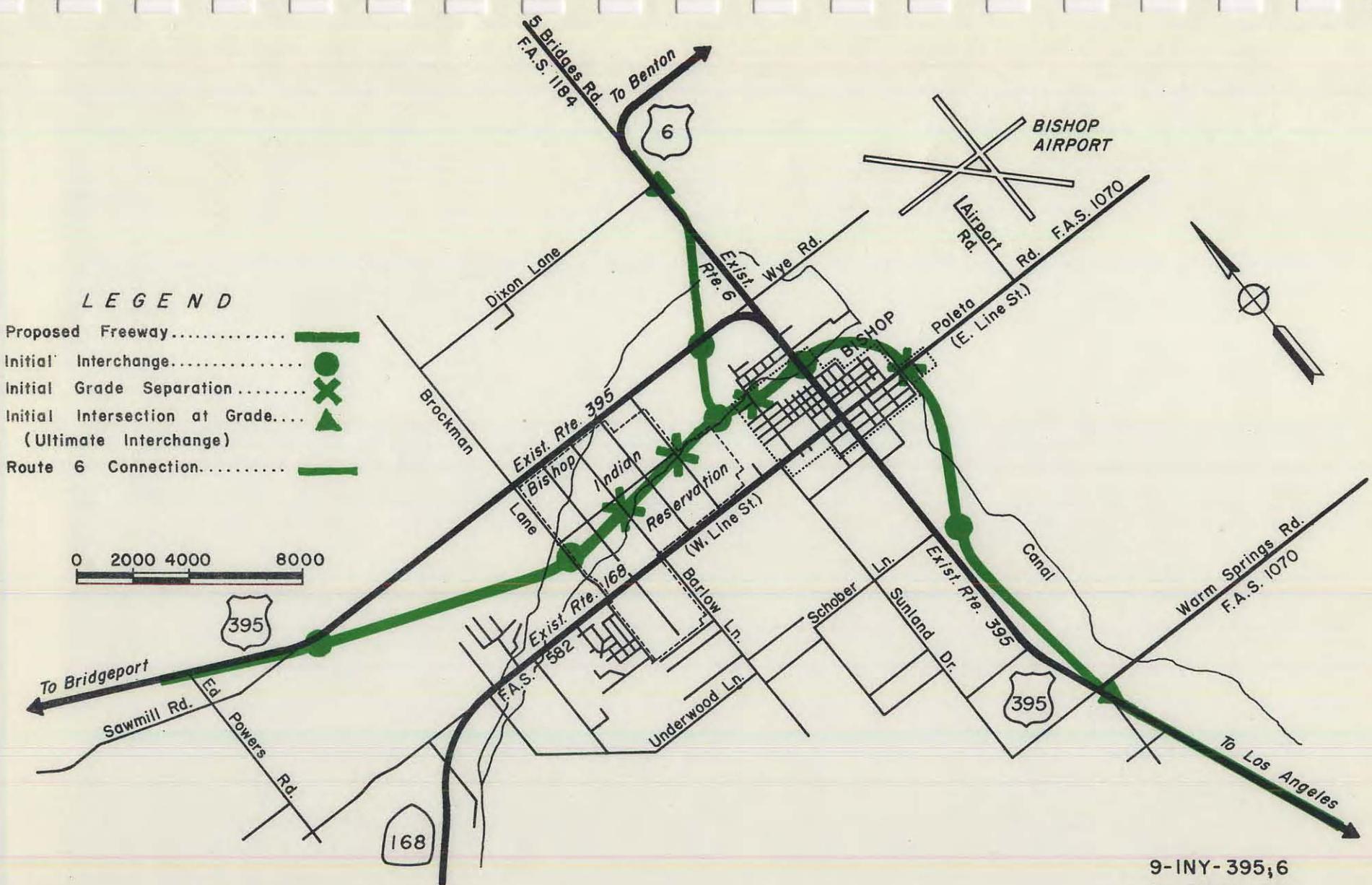
**ALTERNATE "F"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.



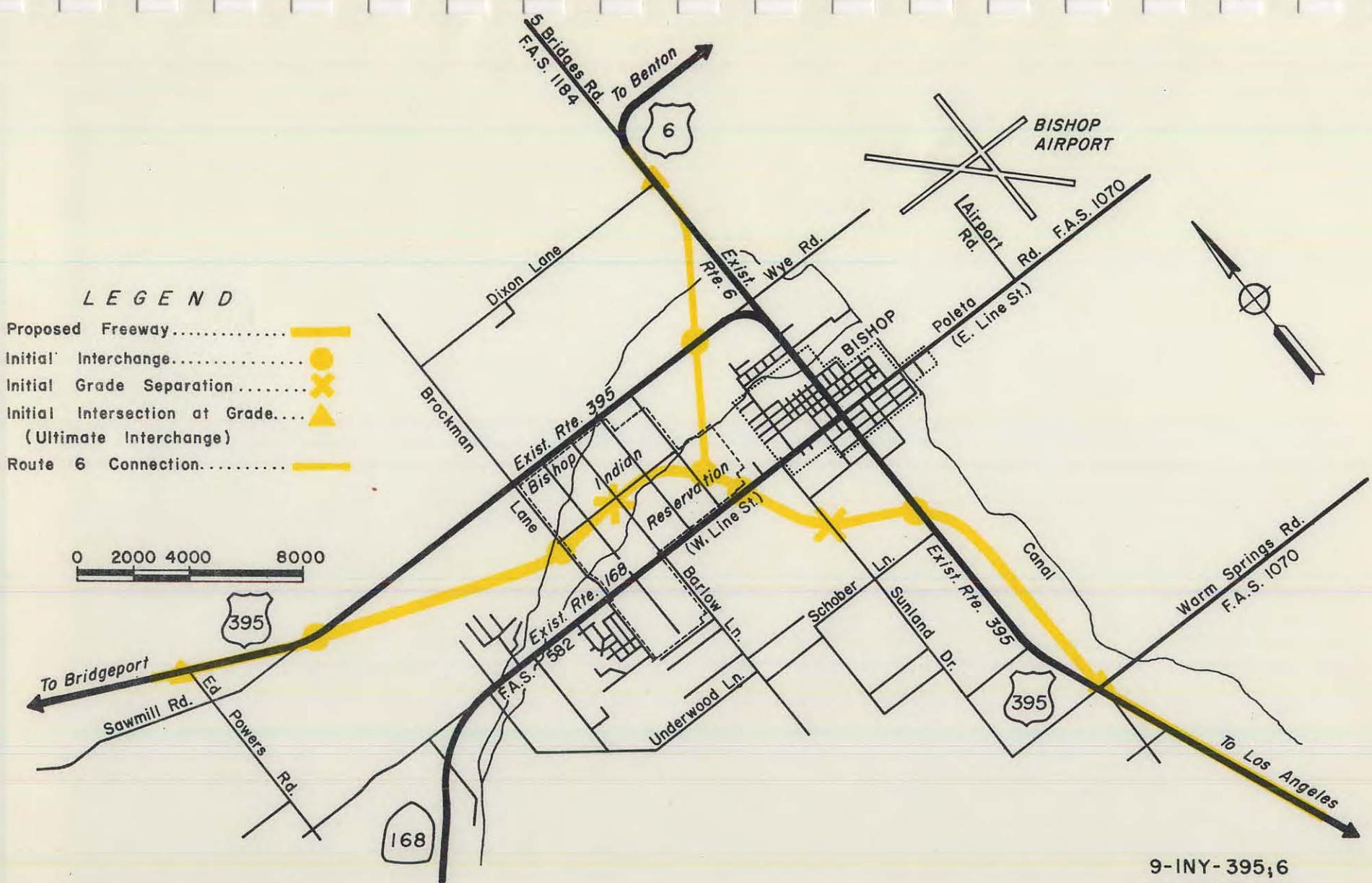
ALTERNATE "G" UNIT I

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.



ALTERNATE " I "

9-INY-395,6
 ON ROUTE 395
 BETWEEN
 1.7 MILES SOUTH OF WARM SPRINGS ROAD
 AND THE MONO COUNTY LINE
 AND ON ROUTE 6
 BETWEEN
 ROUTE 395 FREEWAY
 AND 0.3 MILE NORTH OF DIXON LANE.

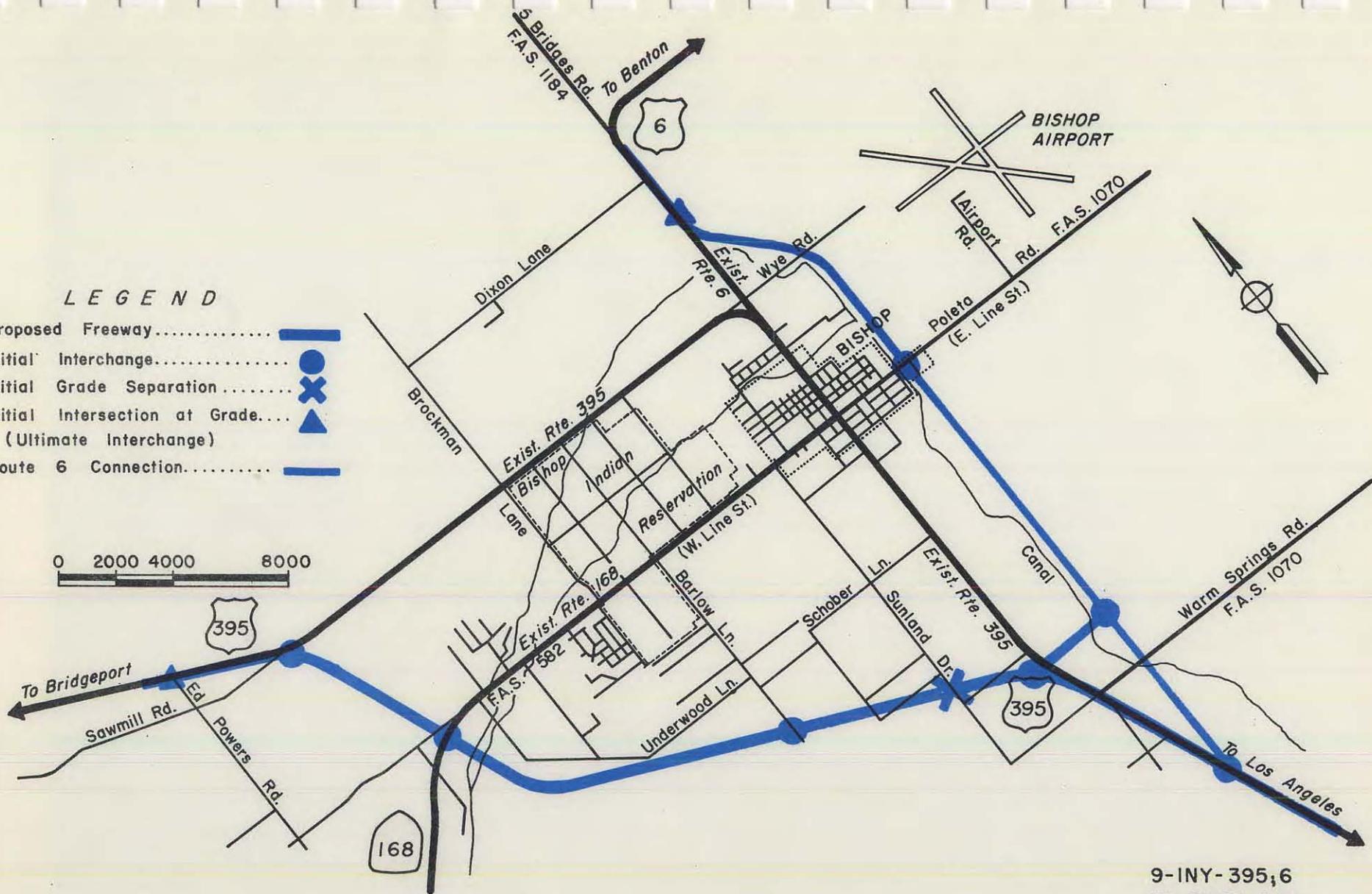


**ALTERNATE "J"
UNIT I**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.

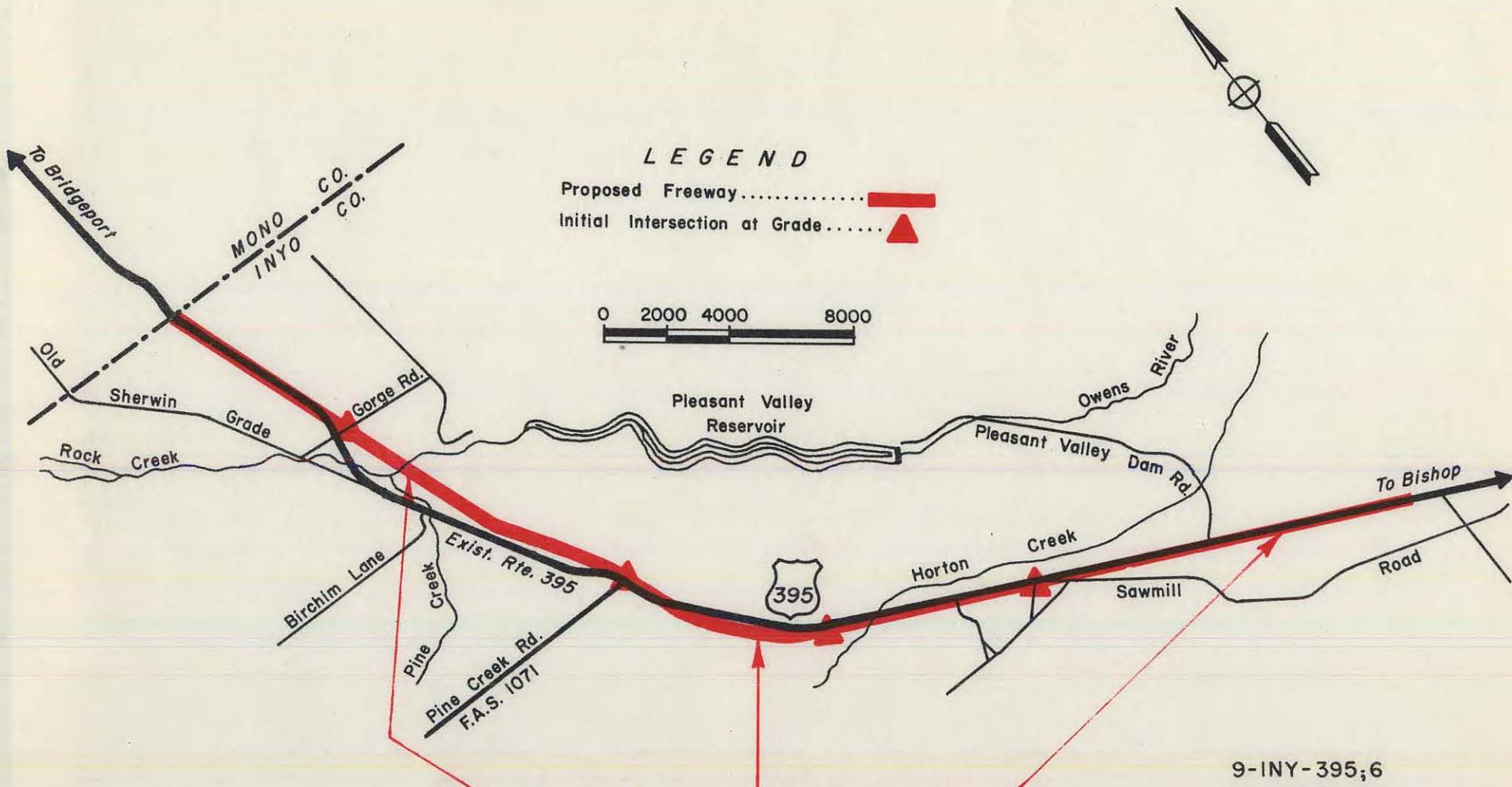
- LEGEND**
- Proposed Freeway..... 
 - Initial Interchange..... 
 - Initial Grade Separation..... 
 - Initial Intersection at Grade.... 
 - (Ultimate Interchange)
 - Route 6 Connection..... 

0 2000 4000 8000

ALTERNATE "K"
UNIT I

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.



ALTERNATE
UNIT II

"F"

**ROUTE RECOMMENDED BY
STATE HIGHWAY ENGINEER**

9-INY-395,6
ON ROUTE 395
BETWEEN
1.7 MILES SOUTH OF WARM SPRINGS ROAD
AND THE MONO COUNTY LINE
AND ON ROUTE 6
BETWEEN
ROUTE 395 FREEWAY
AND 0.3 MILE NORTH OF DIXON LANE.

ENGINEERING DATA

<u>ALTERNATE</u>	<u>LENGTH (MI.)</u>	<u>CONSTRUCTION COST</u>	<u>RIGHT OF WAY COST</u>	<u>TOTAL COST</u>	<u>COMPARATIVE 20-YEAR USER BENEFITS</u>
<u>"A" UNIT I (Orange)</u>					
Rte. 395	10.8	\$2,780,000	\$400,000	\$3,180,000	
Rte. 6	<u>0.8</u>	<u>100,000</u>	<u>10,000</u>	<u>110,000</u>	
Total	11.6	\$2,880,000	\$410,000	\$3,290,000	Base
<u>"F" UNIT I (Red)</u>					
Rte. 395	8.8	\$2,620,000	\$250,000	\$2,870,000	
Rte. 6	<u>2.8</u>	<u>520,000</u>	<u>80,000</u>	<u>600,000</u>	
Total	11.6	\$3,140,000	\$330,000	\$3,470,000	+\$4,190,000
<u>"G" UNIT I (Purple)</u>					
Rte. 395	11.2	\$2,920,000	\$330,000	\$3,250,000	
Rte. 6	<u>0.8</u>	<u>100,000</u>	<u>10,000</u>	<u>110,000</u>	
Total	12.0	\$3,020,000	\$340,000	\$3,360,000	-\$ 350,000
<u>"I" UNIT I (Green)</u>					
Rte. 395	10.2	\$2,790,000	\$950,000	\$3,740,000	
Rte. 6	<u>1.9</u>	<u>260,000</u>	<u>50,000</u>	<u>310,000</u>	
Total	12.1	\$3,050,000	\$1,000,000	\$4,050,000	+\$2,398,000
<u>"J" UNIT I (Yellow)</u>					
Rte. 395	9.1	\$2,570,000	\$300,000	\$2,870,000	
Rte. 6	<u>2.2</u>	<u>280,000</u>	<u>50,000</u>	<u>330,000</u>	
Total	11.3	\$2,850,000	\$350,000	\$3,200,000	+\$4,050,000
<u>"K" UNIT I (Blue)</u>					
Rte. 395	8.4	\$2,210,000	\$140,000	\$2,350,000	
Rte. 6	<u>5.6</u>	<u>740,000</u>	<u>130,000</u>	<u>870,000</u>	
Total	14.0	\$2,950,000	\$270,000	\$3,220,000	+\$4,055,000

<u>"F" UNIT II (Red)</u>		NOTE: UNIT II IS THE SAME FOR ALL ALTERNATES			
Rte. 395	8.1	\$1,450,000	\$290,000	\$1,740,000	

Note: Data for recommended alternate is shown in red.

SUMMARY OF ECONOMIC DATA

UNIT I

IMPROVEMENTS TAKEN					ACREAGE OF LAND TAKEN			
Alt.	Homes	Commerical Buildings	Agriculture Buildings	Total	Commercial	Agriculture		Total
						Good	Poor	
A (Orange)	1 H	1	1	3	59 P.S.	191	62	312
F (Red)	9 H	1	0	10	160 P.S.	52	58	270
G (Purple)	1 H	2	1	4	186 P.S. 6 C	68	60	320
I (Green)	6 H 16 TS	5	0	27	191 P.S. 3 C	52	47	293
J (Yellow)	10 H	0	0	10	153 P.S.	52	58	263
K (Blue)	0	0	0	0	73 P.S.	32	246	351

UNIT II

F (Red)	0	0	0	0	1 C	22	129	152
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LEGEND

- H - Homes
- T.S. - Trailer Spaces
- C - Commercial
- P.S. - Potential Subdivision

Note: Data for recommended alternate is shown in red.

PLANNING FREEWAYS



1

DIVISION OF HIGHWAYS
ANNOUNCES START OF FREEWAY
LOCATION STUDY



2

DIVISION OF HIGHWAYS
CONSULTS WITH LOCAL PLANNERS
AND ENGINEERS DURING
ENGINEERING STUDY



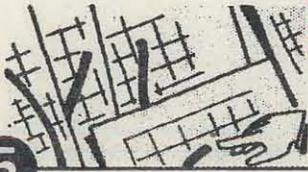
3

DIVISION OF HIGHWAYS
HOLDS PUBLIC MEETINGS AND MAP
DISPLAYS TO ACQUAINT THE PUBLIC
WITH THE STUDIES AND OBTAIN
THEIR OPINIONS



4

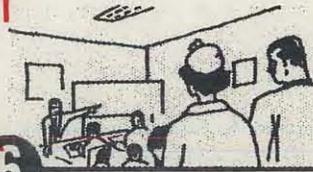
STATE HIGHWAY ENGINEER
REVIEWS ENGINEERING STUDY
AND PUBLIC MEETING DATA



5

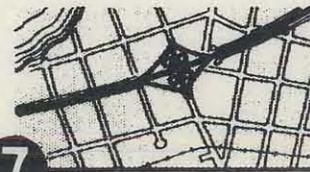
STATE HIGHWAY ENGINEER
MAKES RECOMMENDATION
TO CALIFORNIA
HIGHWAY COMMISSION

**PRESENT
STAGE**



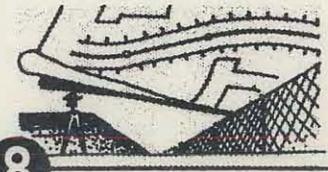
6

CALIFORNIA
HIGHWAY COMMISSION
CONSIDERS RECOMMENDATION
AND HOLDS PUBLIC HEARING IF
REQUESTED BY LOCAL AUTHORITIES



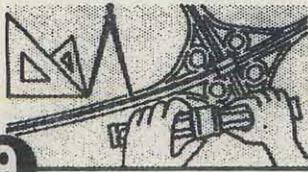
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CALIFORNIA
HIGHWAY COMMISSION
ACTS ON ROUTE ADOPTION



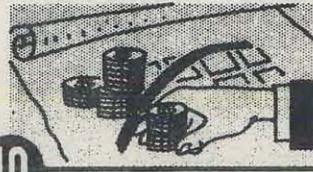
8

DIVISION OF HIGHWAYS
NEGOTIATES FREEWAY AGREEMENT
WITH COUNTY OR CITY REGARDING
ALTERATION OF LOCAL ROADS
AND STREETS



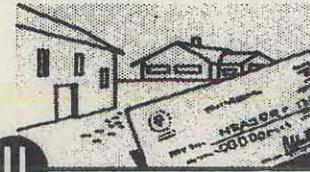
9

DIVISION OF HIGHWAYS
PREPARES DETAILED PLANS



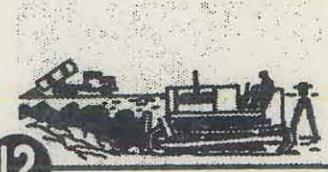
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CALIFORNIA
HIGHWAY COMMISSION
BUDGETS FUNDS FOR
RIGHTS OF WAY AND
CONSTRUCTION



11

RIGHTS OF WAY
PURCHASE COMMENCES



12

CONSTRUCTION
COMMENCES