

CALIFORNIA HIGHWAY COMMISSION
PUBLIC HEARING

BRIEF

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



DISTRICT 9

BISHOP FREEWAY



APRIL 22, 1966
BISHOP ELKS LODGE
151 EAST LINE ST.
BISHOP, CALIF.

**GENERAL
INFORMATION**

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PROJECT: Road 9-Iny-395- PM 111.3 to 128.2
Proposed location of Route 395 Freeway
between 1.7 miles south of Warm Springs
Road and the Mono County Line.

Road 9-Iny-6- PM 0.0 to 2.8
Proposed location of Route 6 Freeway
between Route 395 Freeway and 0.3
mile north of Dixon Lane.

**HEARING
BEFORE:**

California Highway Commission
Robert B. Bradford, Chairman
Roger S. Woolley, Vice Chairman
James A. Guthrie
Abraham Kofman
William S. Whitehurst
Joseph C. Houghteling
Alexander H. Pope
Jack Cooper, Secretary

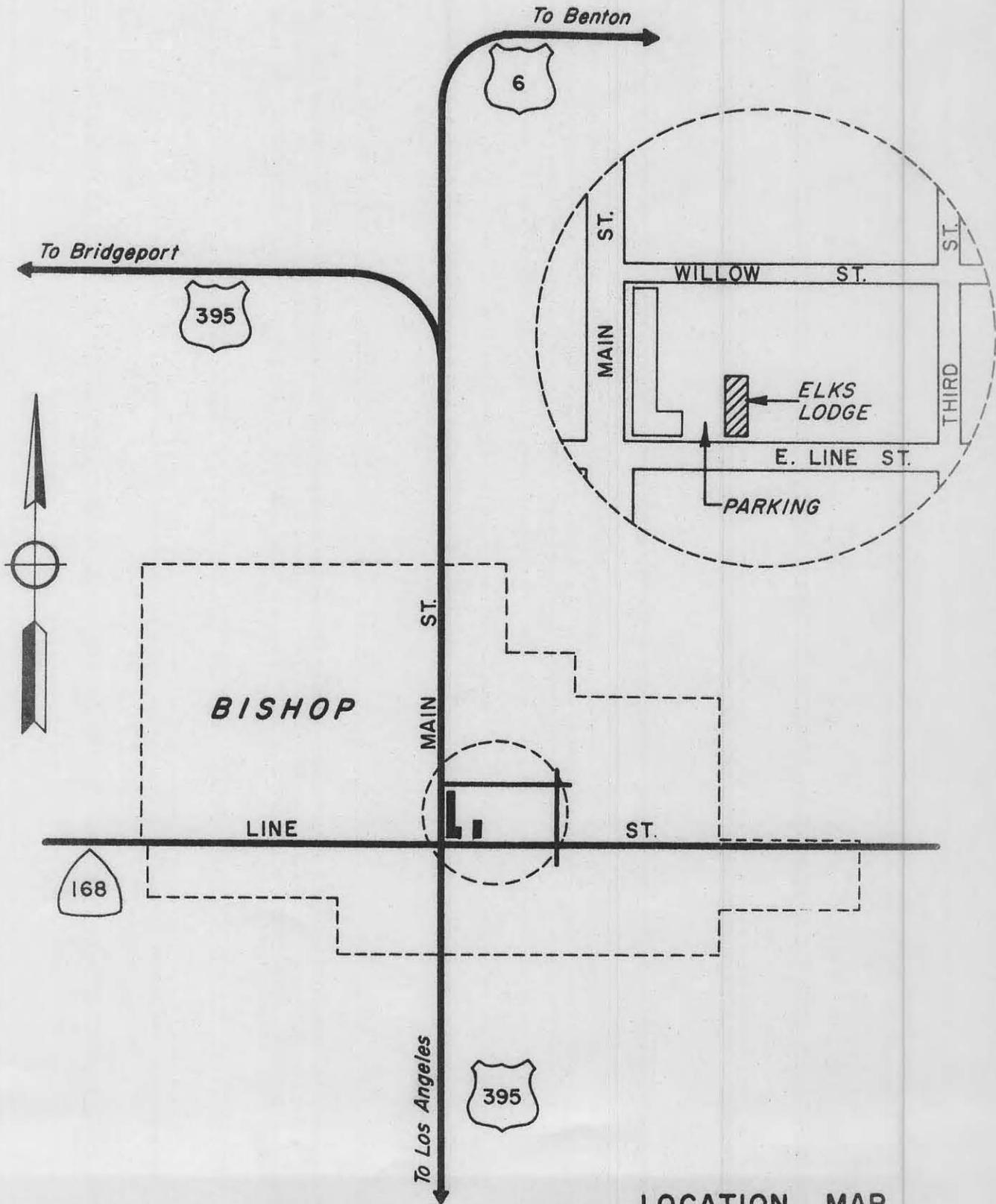
TIME: 2:00 P.M. Friday, April 22, 1966

PLACE: Bishop Elks Lodge
151 East Line Street
Bishop, California
(see attached location map)

**TENTATIVE
AGENDA:**

1. Opening Statement by the Chairman
2. Salute to the Flag
3. Outline of Hearing Procedure
4. Introductions
5. Statements by Staff of the Division of Highways
6. Collection of Attendance Cards
7. Statements by Officials of Political Subdivisions
8. Statements by Representatives of Civic Groups
9. Statements of Interested Individuals
10. Closing Statements

**CALIFORNIA HIGHWAY COMMISSION
PUBLIC HEARING
BISHOP ELKS LODGE
151 EAST LINE STREET
BISHOP, CALIF.**



LOCATION MAP

ROUTE DESCRIPTION

ROUTE DESCRIPTION

A. Road

9-Iny-6- PM 0.0 to 2.8

9-Iny-395- PM 111.3 to 128.2

B. Legislative Description

Route 6 - Route 6 is from:
Route 395 near Bishop to
the Nevada state line near
Montgomery Pass.

Route 395 - Route 395 is from:

- (a) San Diego to Route 10 near San Bernardino via Temecula and passing near Riverside.
- ✓(b) Route 15 near Cajon Pass to the Nevada state line passing near Little Lake, Independence, Bridgeport and Coleville.
- (c) Nevada state line northwest of Reno to the Oregon state line near New Pine Creek via Alturas.

C. Freeway Status

Route 6 - All of Route 6 is included in the California Freeway and Expressway System. This is the first segment to be studied on freeway alignment.

Route 395 - Route 395 is included in the California Freeway and Expressway System. The segment immediately south of this project has been constructed to 4-lane expressway standards. Freeway alignment, for the segment to the north, was adopted along the existing alignment, however, access rights have not been acquired along the existing right of way.

PROJECT SUMMARY

Plzn. Progr -
71-72

PROJECT SUMMARY

This project, as studied, concerns the location of freeway alignments for those portions of Routes 395 and 6 described as follows:

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.

Studies on this project were initiated in May of 1962.

During the planning stages, an extensive traffic analysis was made of the summer traffic desire pattern in the Bishop area.

Throughout the course of the studies, contact was maintained with the local agencies affected.

It was originally planned to hold a Public Hearing on this project early in 1965. At the request of the Inyo County Board of Supervisors, this Hearing was postponed to allow time for Inlandia Economic and Governmental Research, a firm retained by local businessmen, to make a study on the economic impact of a freeway in the Bishop area.

Just prior to the Public Hearing, October 7, 1965, the Bishop City Council requested an alternate be included in the presentation. This proposal was included and designated as Alternate "G".

On October 7, 1965, the Division of Highways held a Public Hearing and presented six alternates for the Route 395 portion, each alternate including a connection with Route 6.

The discussion of the routes at the Public Hearing narrowed down to three alternates with public reaction as follows:

Alternate F, westside alternate, recommended by State Highway Engineer supported by -
Paiute Indian Board of Trustees
Bishop Cattlemen
Wagner-Tatum Development Co.

Alternate G, eastside alternate, supported by -
Bishop City Council
Bishop Chamber of Commerce
Inyo County Board of Supervisors
Bishop Elementary School District
Bishop Volunteer Fire Department

Alternate K, southwest alternate, supported by -
Various individuals, mainly without
any special interest.

On February 4, 1966, the State Highway Engineer submitted his recommendation for Alternate "F". On February 23, 1966, the Inyo County Board of Supervisors and Bishop City Council were informed of the Commission's intention to consider adoption. On February 14, 1966 the Bishop City Council passed a resolution requesting a Commission Hearing. The City and County were both notified that a California Highway Commission Hearing would be held on April 22, 1966, to further discuss the project.

RECOMMENDED ROUTE

A. Road

9-Iny-395-PM 111.3 to 128.2
9-Iny-6-PM 0.0 to 2.8

B. Location

County of Inyo

C. Limits

This project is shown in two units as follows:

Unit I On Route 395 between 1.7 miles south of Warm Springs Road and 0.3 mile west of Ed Powers Road and on Route 6 between Route 395 Freeway and 0.3 mile north of Dixon Lane.

Unit II On Route 395 between 0.3 mile west of Ed Powers Road and the Mono County Line.

D. <u>Length</u>	<u>Unit I</u>	<u>Unit II</u>	<u>Total</u>
Route 395	8.8 mi.	8.1 mi.	16.9 mi.
Route 6	<u>2.8 mi.</u>	<u> </u>	<u>2.8 mi.</u>
TOTAL	11.6 mi.	8.1 mi.	19.7 mi.

E. Cost

The recommended routing is estimated to cost \$5.2 million, which includes \$4.6 million for construction and \$0.6 million for right of way.

F. Land Use

This line is developed primarily on undeveloped lands owned by the City of Los Angeles with the exception of approximately 32 acres of Indian Reservation land.

G. Traffic

It is estimated that by 1985, this freeway (Route 395) will carry nearly 5000 vehicles during an average day and that summer traffic will increase to nearly 8000 vehicles per day. During this same period, Route 6 traffic will increase to approximately 2400 vehicles per day.

H. User Benefits

Approximately \$5.4 million over a twenty year period with a benefit ratio of 1.6.

I. Typical Geometric Section

It is proposed to develop Route 395 as a 4-lane expressway with full freeway development in the Bishop area, and Route 6 as a 2-lane expressway to be converted to 4-lane when needed. (See Exhibit "C")

Basis for Recommendation

Bishop community concern centers on the preservation of business and the preservation of private property. The recommended alternate requires no private property and provides convenient local access which should preserve and enhance Bishop as a business and commercial trading center.

The recommended alternate is supported by the Bishop Indian Community over whose lands it would traverse. It would provide the economic impetus for development on Reservation lands which would not only benefit the Indian Community, but would provide a base for expanded tourist facilities to service the ever-increasing recreational traffic passing through the Bishop vicinity.

While we appreciate the concern of the City of Bishop and its business community for a freeway bypass, there is no assurance that an easterly bypass would be the most beneficial to the existing business district on Main Street. Bishop has grown and is continuing to grow to the west. In view of this expansion trend, the recommended freeway location is believed to be positioned to afford the greatest benefit and convenience to the local community. Such a location should provide the greatest potential for unimpeded future growth of Bishop as a regional trading center. We recognize that there may be a period of adjustment for certain elements of the business community, but there would be sufficient time in which to plan for any necessary changes in business emphasis before the freeway is actually constructed and open to traffic.

Considering all factors, the recommended routing is believed to afford the best over-all combination of cost, traffic service, and impact upon community and community planning. It is near the lowest cost, being only \$270,000 higher than the lowest cost "J" Alternate. It is about 2 miles shorter than the alternates bypassing Bishop to the east. Although 0.4 mile longer than the shortest "K" Alternate, it provides the highest traffic service benefits by reason of its interchange locations, being situated nearer the Bishop central business area.

Operation of schools, the hospital, and fire protection facilities should not be adversely affected by the recommended location. In fact, this freeway location probably will enhance these aspects as compared to the more remote freeway access that would be associated with an easterly bypass routing.

Chronological Background

Applies to both Routes 395 and 6.

1. May 17, 1962

Inyo County and Assemblyman Paul J. Lunardi, were notified of initiation of studies.

2. May 18, 1962

City of Bishop and the late State Senator Charles Brown, were notified of initiation of studies.

3. May 18, 1962

Department of Parks and Recreation, Department of Agriculture, Department of Water Resources, Division of Aeronautics, Department of Fish and Game, Division of Beaches and Parks, State Lands Division, Department of Conservation, Division of Small Craft Harbors, and U. S. Forest Service were notified of initiation of studies.

4. May 4, 1963

Meeting was held with the Inyo County Board of Supervisors and Bishop City Council to present the data developed for this project.

5. May 4, 1964

Meeting held with Paiute Indian Council to present the data developed for this project.

6. September 8, 1964

Meeting held with the Inyo County Board of Supervisors and Bishop City Council to present the data developed for this project.

7. September 14, 1964

Map display and discussion with Bishop Chamber of Commerce.

8. September 22, 1964

Map display and discussion with Bishop Rotary Club.

9. October 5-9, 1964 (National Highway Week)
Public map display at downtown Bishop location. A District representative was in attendance to answer questions.
10. October 22, 1964
Map display and discussion with Bishop Lions Club.
11. December 7, 1964
Inyo County Board of Supervisors requested a Public Hearing be delayed until after April 1, 1964 to enable Inlandia Research to complete their studies.
12. January 6, 1965
Inyo County Board of Supervisors asked that the delay in scheduling a Public Hearing be extended until after July 1, 1965.
13. March 15, 1965
Map display and discussion with Inyo Associates.
14. July 12, 1965
Met with Inyo County Board of Supervisors to inform them of tentative plans for Public Hearing.
15. August 9, 1965
Met with Bishop City Council to inform them of tentative plans for Public Hearing.
16. September 9, 1965
Press release announcing the District Public Hearing to be held October 7, 1965.
17. September 16 and 23, 1965
Legal notice announcing the District Public Hearing to be held October 7, 1965.

18. September 17, 1965

Appropriate legislators were notified by letter of the District's Public Hearing to be held October 7, 1965.

19. September 17, 1965

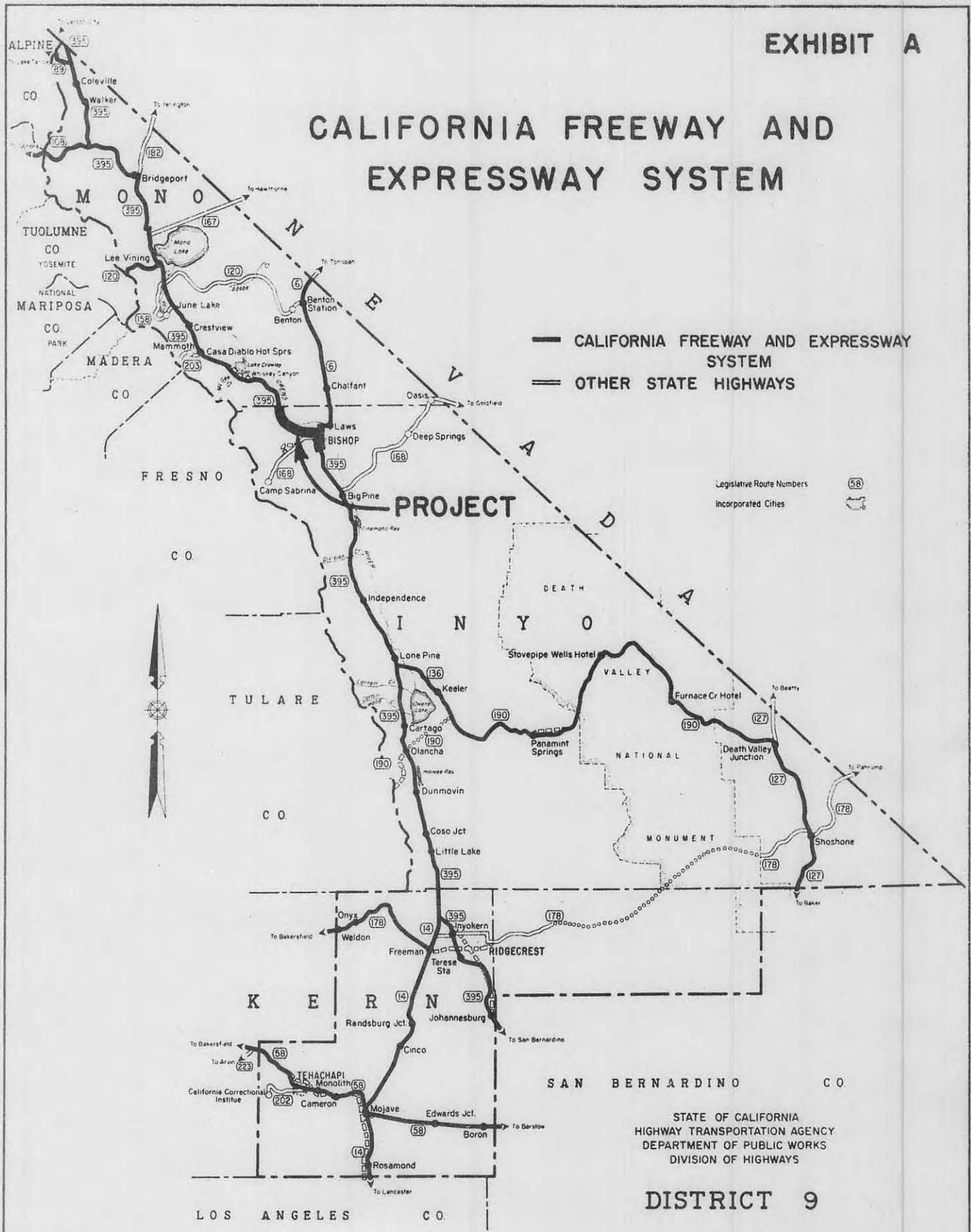
Appropriate local governing bodies were notified by letter of the District Public Hearing. Copies of Section 75.5 of Streets and Highways Code included.

20. October 7, 1965

Public Hearing at Home Street School in Bishop

**EXHIBIT A: FREEWAY
AND EXPRESSWAY SYSTEM**

CALIFORNIA FREEWAY AND EXPRESSWAY SYSTEM



— CALIFORNIA FREEWAY AND EXPRESSWAY SYSTEM
 == OTHER STATE HIGHWAYS

Legislative Route Numbers (58)
 Incorporated Cities (dashed circle)

STATE OF CALIFORNIA
 HIGHWAY TRANSPORTATION AGENCY
 DEPARTMENT OF PUBLIC WORKS
 DIVISION OF HIGHWAYS

DISTRICT 9

Scale in Miles

