

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 16-17, 2004

Reference No.: 2.3a  
Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Mark Leja  
Chief  
Division of Design

Ref: **ADOPTION OF LOCATION FOR STATE HIGHWAY AS A CONTROLLED ACCESS  
HIGHWAY, 09-INY-395 KP R104.6/114.6 (PM 65.0/71.2),  
RESOLUTION HRA 04-02**

## **RECOMMENDATION:**

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 04-02 and a route location map for the State Highway Route 395. The Department of Transportation recommends that the Commission approve the resolution and route location map in accordance with the recommendation of the Chief Engineer. This resolution adopts ten kilometers (6.2 miles) of Controlled Access Highway for Route 395 from 4.7 kilometers (2.9 miles) south of Manzanar Reward Road to 2.9 kilometers (1.8 miles) south of Mazourka Canyon Road in Inyo County.

A Project Report was approved on May 14, 2004. The Negative Declaration documenting compliance with the California Environmental Quality Act (CEQA) was approved on May 14, 2004, and the National Environmental Protection Act (NEPA) Finding of No Significant Impact (FONSI) was approved on May 13, 2004.

Recommended by:   
J. Mike Leonardo, Chief Engineer, Acting

## **BACKGROUND**

U.S. Highway Route 395 (Route 395) is a high emphasis route in the Interregional Road System and, due to its association with State Route 14, is a major element of the transportation corridor connecting the Eastern Sierra Region and Western Central Nevada to the Southern California Region. This transportation corridor has been identified in previous California planning studies as one of five major recreational corridors serving all of Southern California. Route 395 has been designated a 'larger truck' route by the Federal Surface Transportation Assistance Act (STAA) and is included in the Subsystem of Highways for the Movement of Extra Legal Permit Loads (SHELL). The corridor is vital to the economy of the Eastern Sierra Region for the shipment of goods and materials, where virtually all food, clothing and other goods are imported. The corridor also adds a major recreational component to the economy with almost 70 percent of all non-commercial traffic being recreation oriented. Thirty-six percent of all traffic originates in the Southern California Region, with over 16% of all traffic composed of trucks, busses and RV's, compared to a statewide average of 10%.

Currently, this segment of Route 395 is a two-lane conventional highway crossing generally level terrain. Cross-section consists of two standard 3.6 m (12 ft) lanes with predominantly non-standard 1.2 m (4 ft) shoulders, where 3 m (8 ft) is standard. At the southern limit of the project, the route connects to an existing four-lane divided section and the segment north of the proposed project is part of the future Independence Four-Lane Widening Project. Current and twenty year projected Level of Service (LOS) for the existing facility is 'D', congested. The current and twenty year LOS for the proposed project is 'A', free flowing. The majority of the property through which this segment of the route passes is owned by the Los Angeles Department of Water and Power, with little development adjacent to the existing or proposed right of way. On the west side of the route is the Manzanar National Historic Site.

The proposed project is consistent with the District System Management Plan and its goal to continue upgrading the Route 14/395 corridor to a four-lane facility. It is also consistent with the May 2000 U.S. Route 395 Transportation Concept Report designating a four-lane expressway as both the concept and the ultimate roadway for this segment of Route 395.

## **PROPOSAL**

The project proposes to construct a divided four-lane controlled access highway on predominantly existing alignment from the northern end of the current four lane construction to a point 2.7 kilometers (1.8 miles) south of Mazourka Canyon Road, south of Independence. A related Environmental Resolution for funding approval can be found in reference 2.2c.(4) of the Commission meeting agenda. The project was programmed in the 1996 State Transportation Improvement Program (STIP) at approximately \$20.1 million, all from Interregional Improvement Program funds. Current estimate is \$22.6 million, with increases over the programmed amount primarily in Environmental Studies and Construction Support. Approximately \$1 million is for Right of Way, \$16 million is for capital construction, and \$1.6 million for construction support. Construction is scheduled for FY 2006-07.

**COORDINATION**

A Project Report was approved on May 14, 2004. The Final Environmental Document (FED) for NEPA, a Finding of No Significant Impact (FONSI), was signed on May 14, 2004. The Negative Declaration for compliance with CEQA was approved on May 14, 2004. The Commission, as the lead agency, has considered a funding resolution under reference 2.2c.(4), concurrent with this item. A Controlled Access Highway Agreement between the Department and Inyo County has been prepared for execution pending the approval of this resolution. An agreement is being prepared for execution with the National Park Service to release 2.5 kilometers (1.5 miles) of existing highway for use as frontage road at the Manzanar National Historical Site.

**CONCLUSION**

The proposed route adoption for this segment of State Highway Route 395 is needed to reduce traffic congestion, maintain interregional mobility, and improve safety. For these reasons the adoption of the proposed route as a Controlled Access Highway is in the best interest of the public.

Attachments: Resolution HRA 04-02, Route Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Resolution Adopting A Controlled Access Highway Location**  
**09-Iny-395 KP-R104.6/114.6 (PM R65.0/71.2)**

**Resolution HRA 04-02**

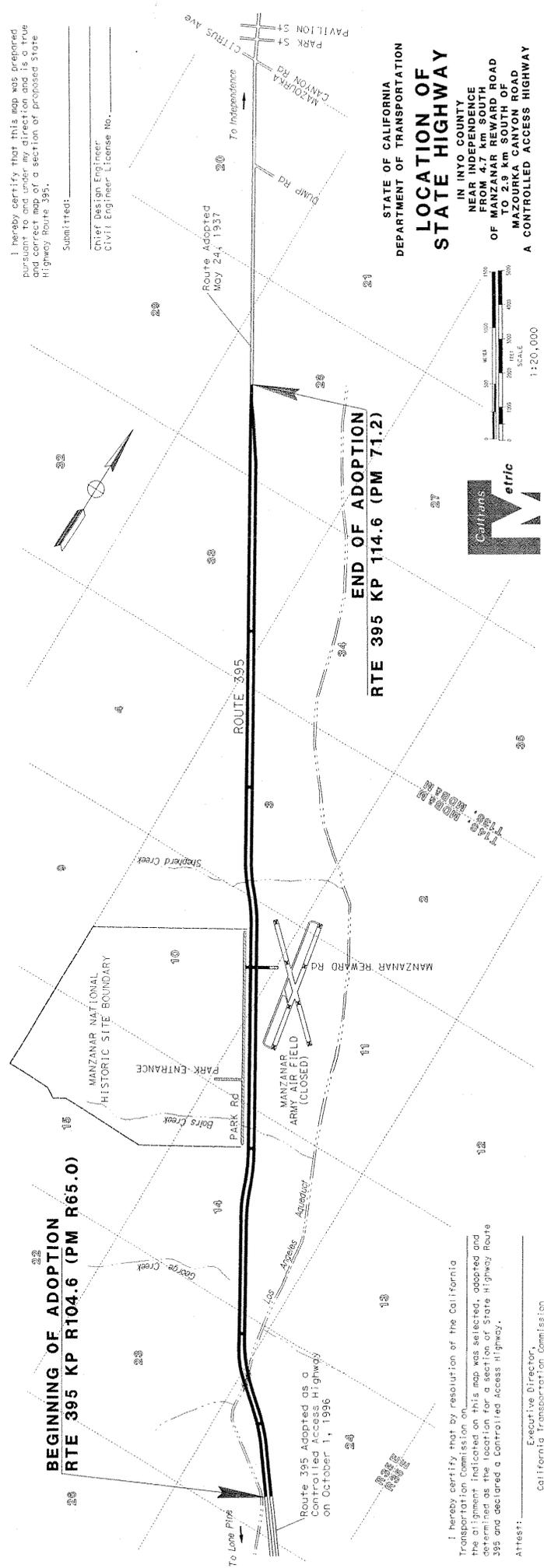
**WHEREAS**, the Department of Transportation, with input for the project from the City of Independence, the National Park Service, and Inyo County, has completed studies and approved of the public hearing process relative to the adopted location for State Highway Route 395, in Inyo County, from 4.7 kilometer (2.9 mile) south of the Manzanar Reward Road to 2.9 kilometer (1.8 mile) south of the Mazourka Canyon Road; and

**WHEREAS**, the Department of Transportation has completed a Negative Declaration for compliance with the California Environmental Quality Act (CEQA) and a Finding of No Significant Impact Report (FONSI) for compliance with the National Environmental Protection Act; and,

**WHEREAS**, the project will not have a significant effect on the environment.

**NOW, THEREFORE, BE IT RESOLVED** by the California Transportation Commission (Commission) that pursuant to the authority vested in it by law, this Commission does hereby select, adopt and determine the location of that segment of State Highway Route 395, Kilometer Post R104.6 (Postmile 65.0) to Kilometer Post 114.6 (Postmile 71.2), in Inyo County and officially designated as 09-Iny-395, as said location is shown on the map submitted on June 17, 2004 by Mark Leja, Chief, Division of Design; and

**BE IT FURTHER RESOLVED** that this Commission has found and determined and hereby declares that such the location of said State highway is for the best interest of the State.



I hereby certify that this map was prepared by a duly licensed professional engineer and correct map of a section of proposed State Highway Route 395.

Submitted: \_\_\_\_\_  
 Chief Design Engineer  
 Civil Engineer License No. \_\_\_\_\_

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
**LOCATION OF STATE HIGHWAY**  
 IN INTO COUNTY  
 NEAR INDEPENDENCE  
 OF MANZANAR REWARD ROAD  
 TO 2.9 km SOUTH OF  
 MAZOURKA CANYON ROAD  
 A CONTROLLED ACCESS HIGHWAY

I hereby certify that by resolution of the California Transportation Commission on \_\_\_\_\_ the alignment indicated on this map was selected, adopted and determined as the location for a section of State Highway Route 395 and declared a Controlled Access Highway.

Attest: \_\_\_\_\_  
 Executive Director,  
 California Transportation Commission