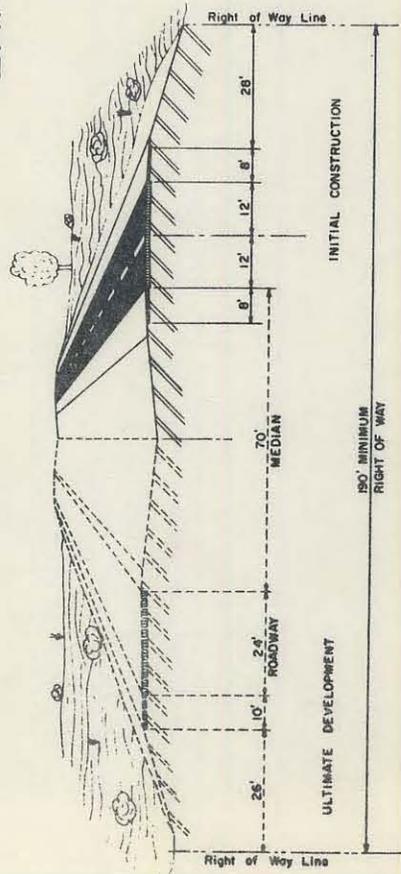
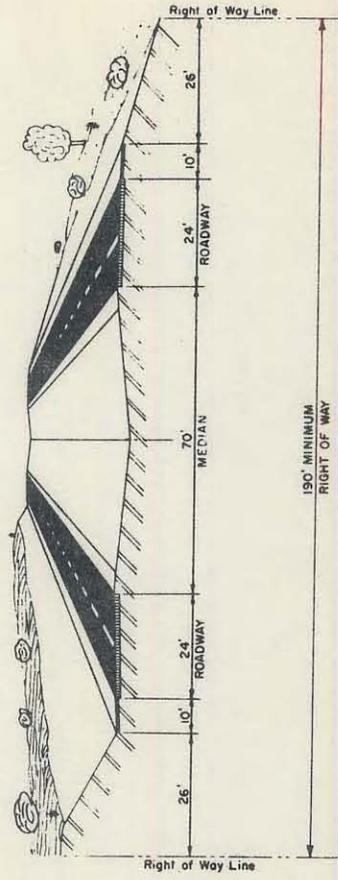


**EXHIBIT C: TYPICAL
GEOMETRIC SECTION**

EXHIBIT C

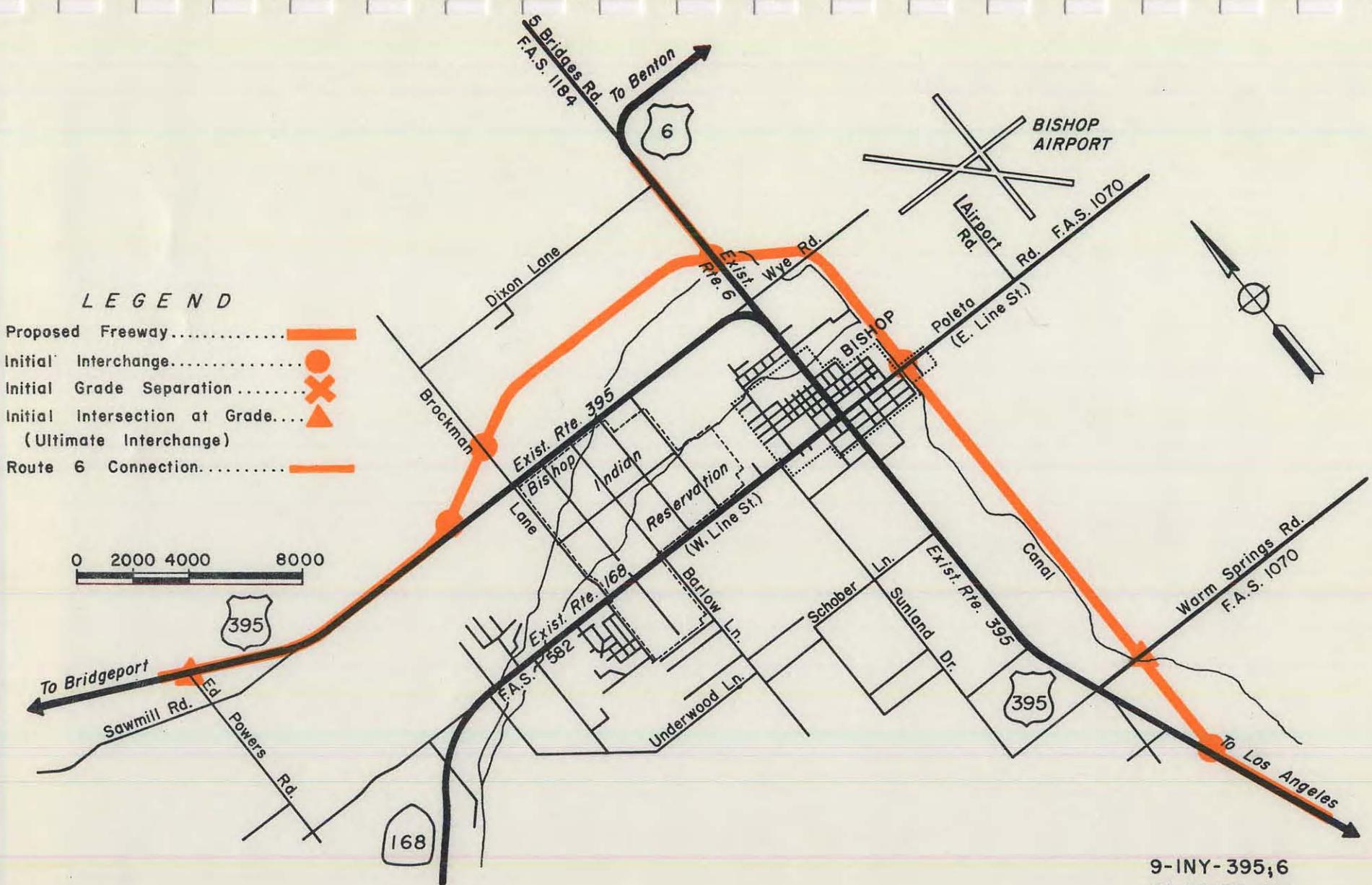


PROPOSED FREEWAY DEVELOPMENT
ON ROUTE 6



PROPOSED FREEWAY DEVELOPMENT
ON ROUTE 395

**EXHIBIT B: ALTERNATE
STUDY LINES**

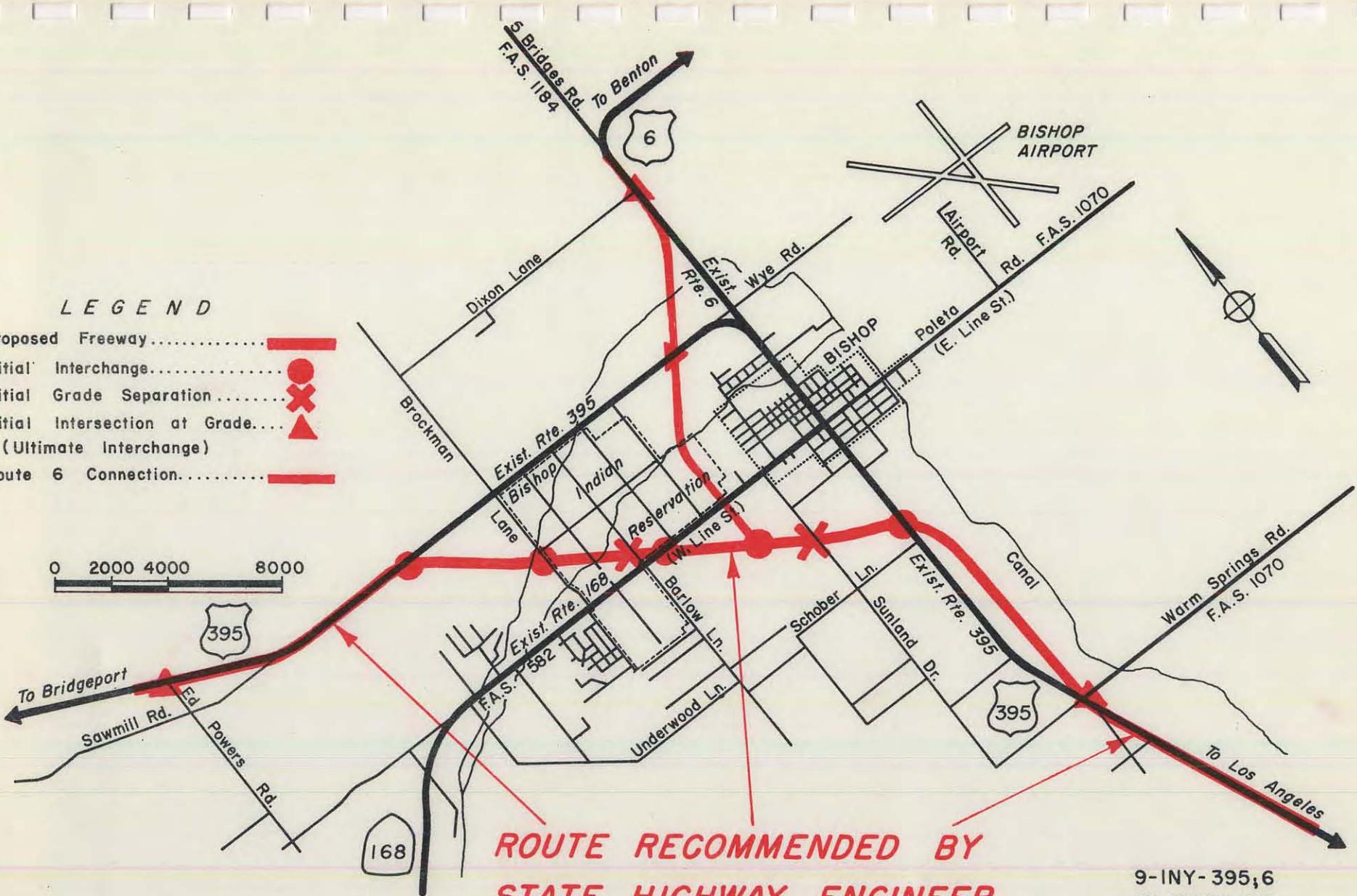


ALTERNATE "A" UNIT I

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.

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

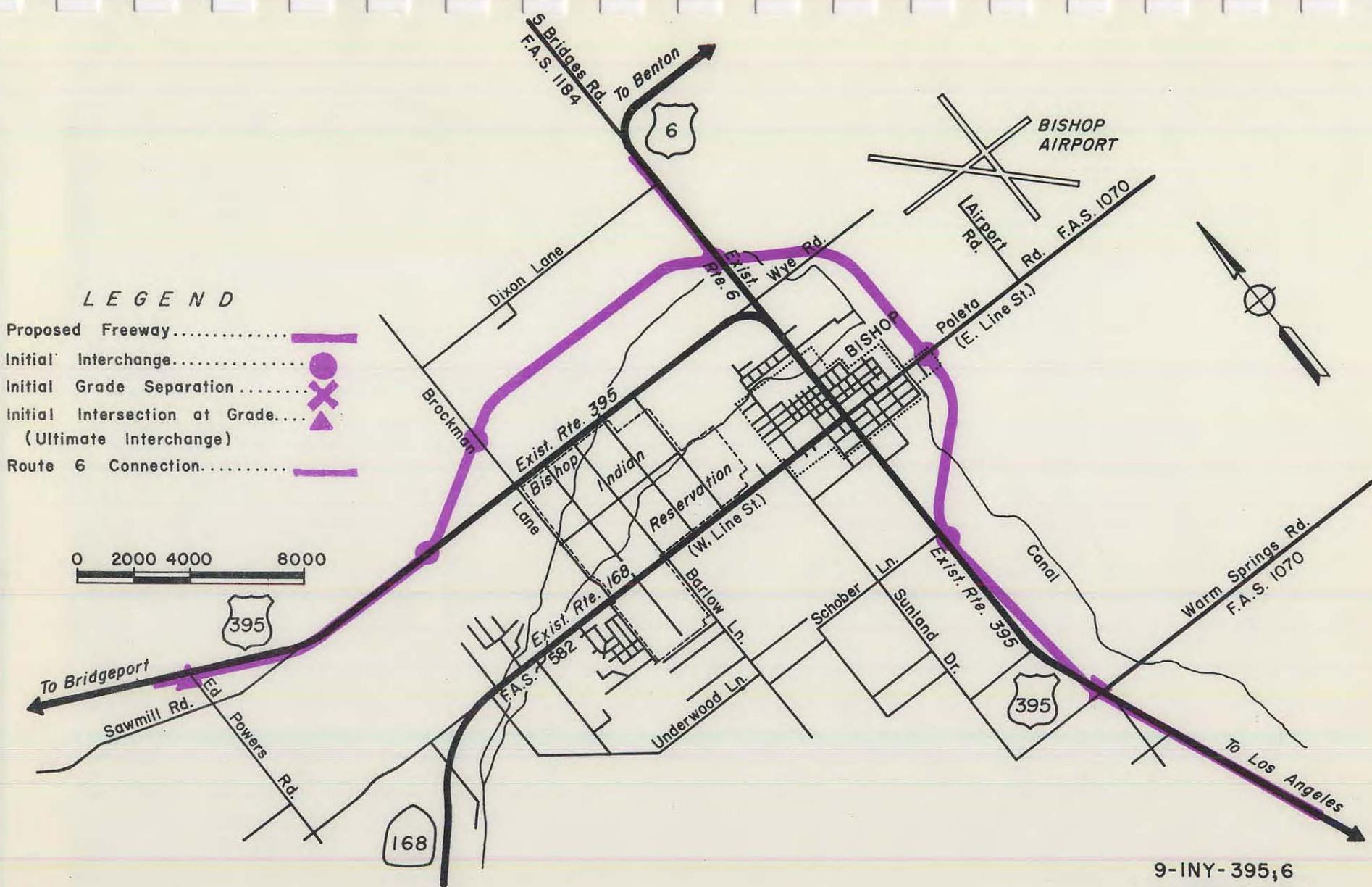
0 2000 4000 8000



**ROUTE RECOMMENDED BY
STATE HIGHWAY ENGINEER**

**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.

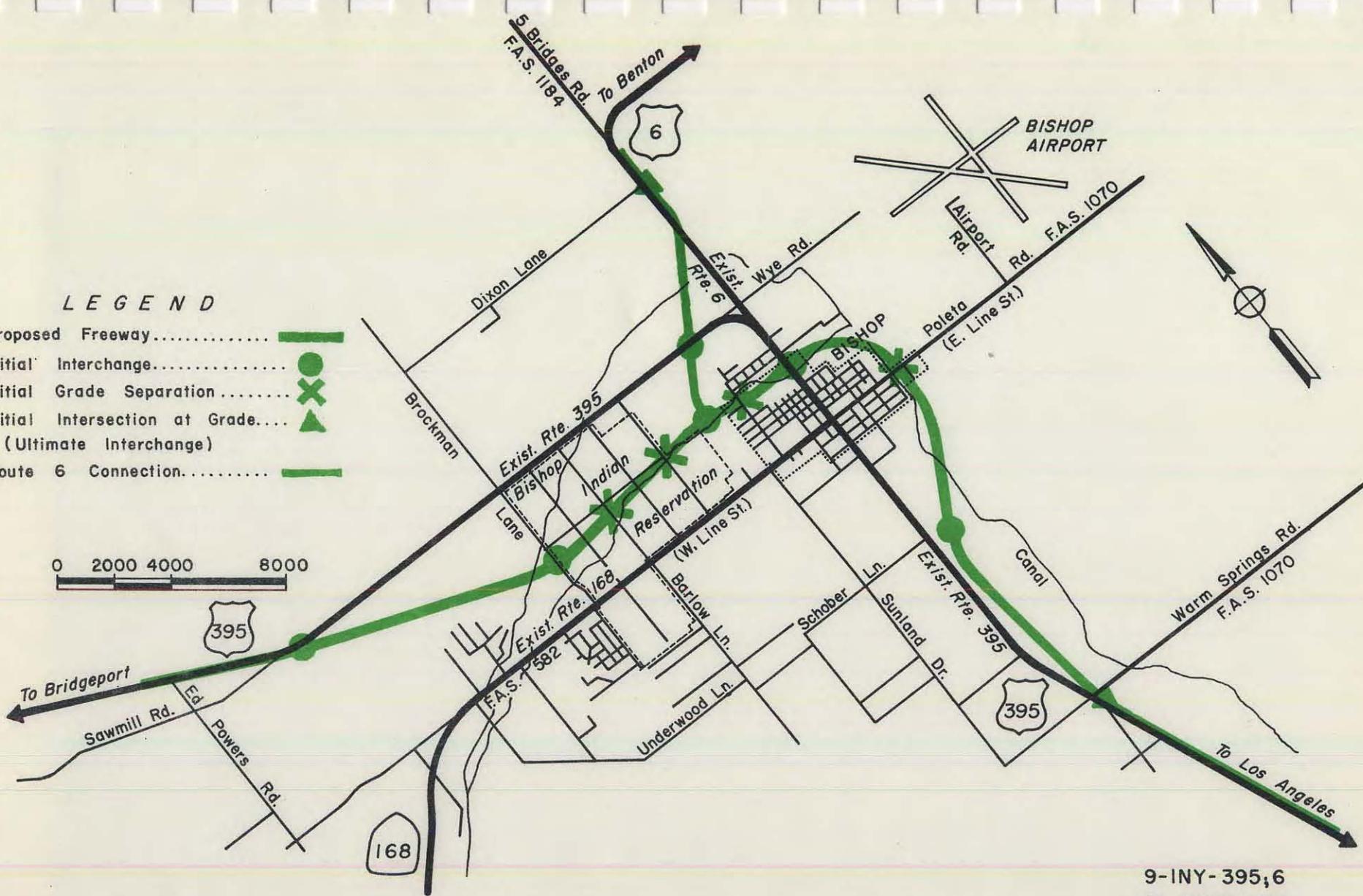


ALTERNATE "G" UNIT I

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.

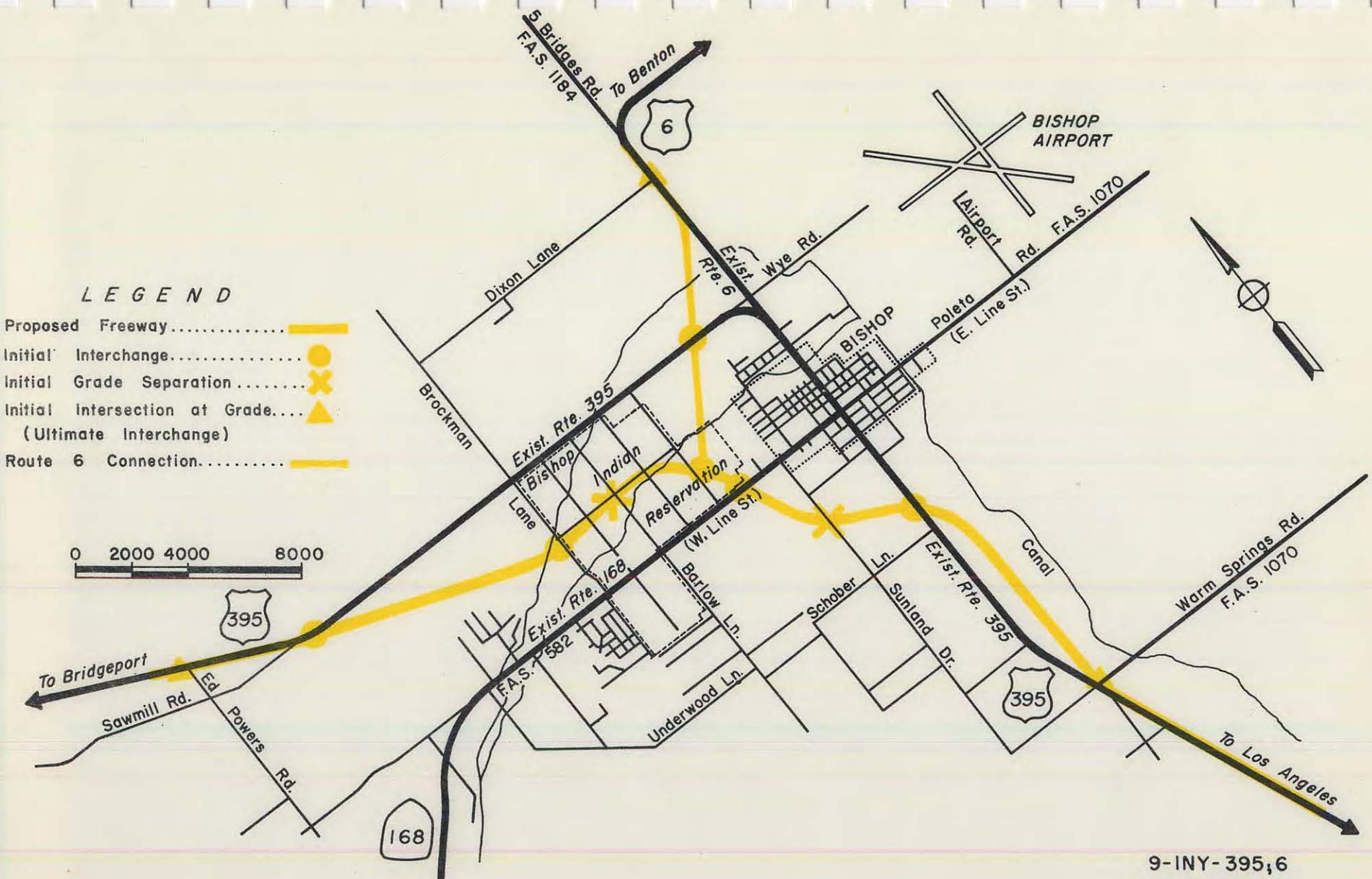
- LEGEND**
- Proposed Freeway..... 
 - Initial Interchange..... 
 - Initial Grade Separation..... 
 - Initial Intersection at Grade..... 
 - (Ultimate Interchange)
 - Route 6 Connection..... 

0 2000 4000 8000

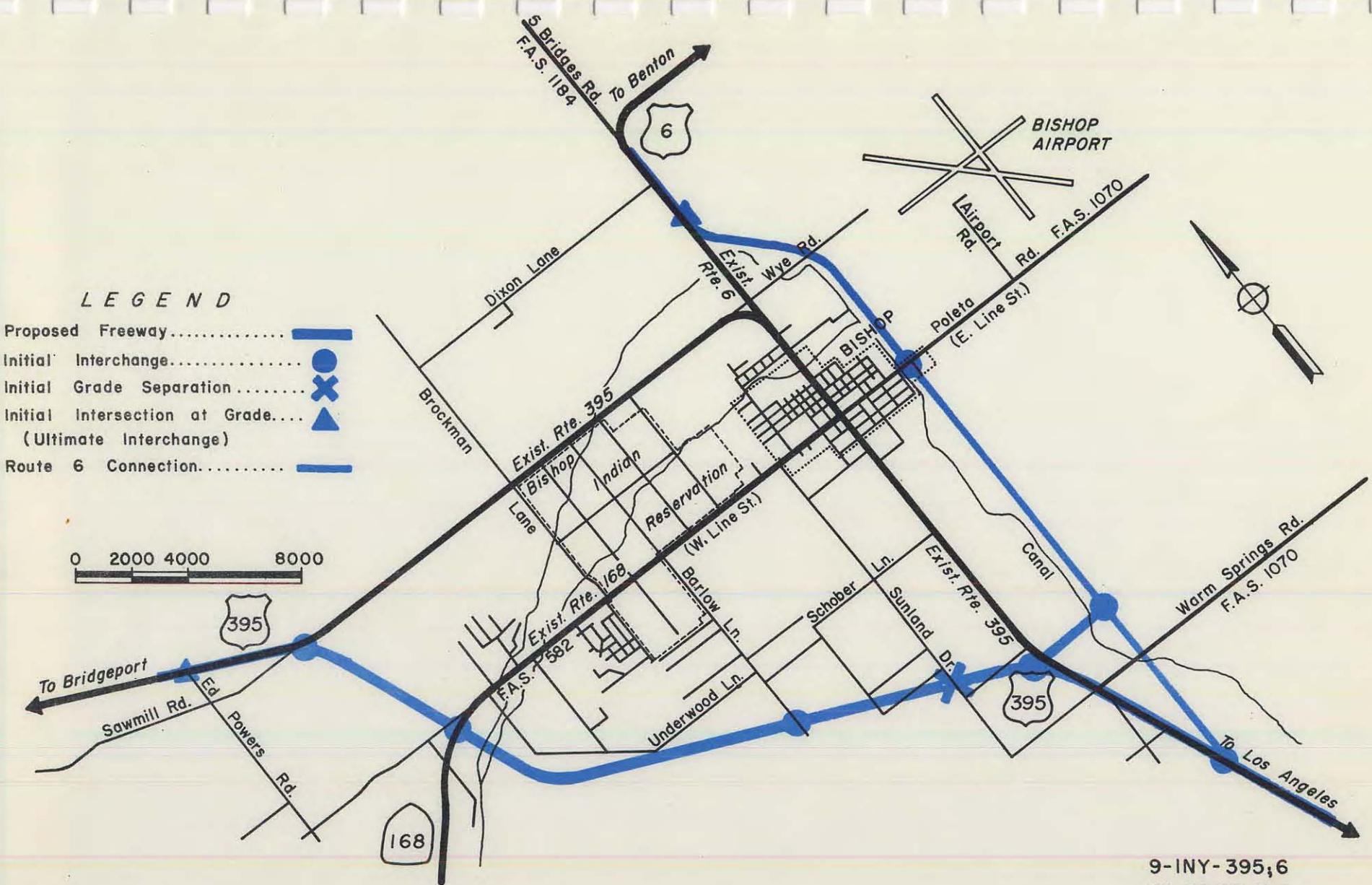
ALTERNATE " I "

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.

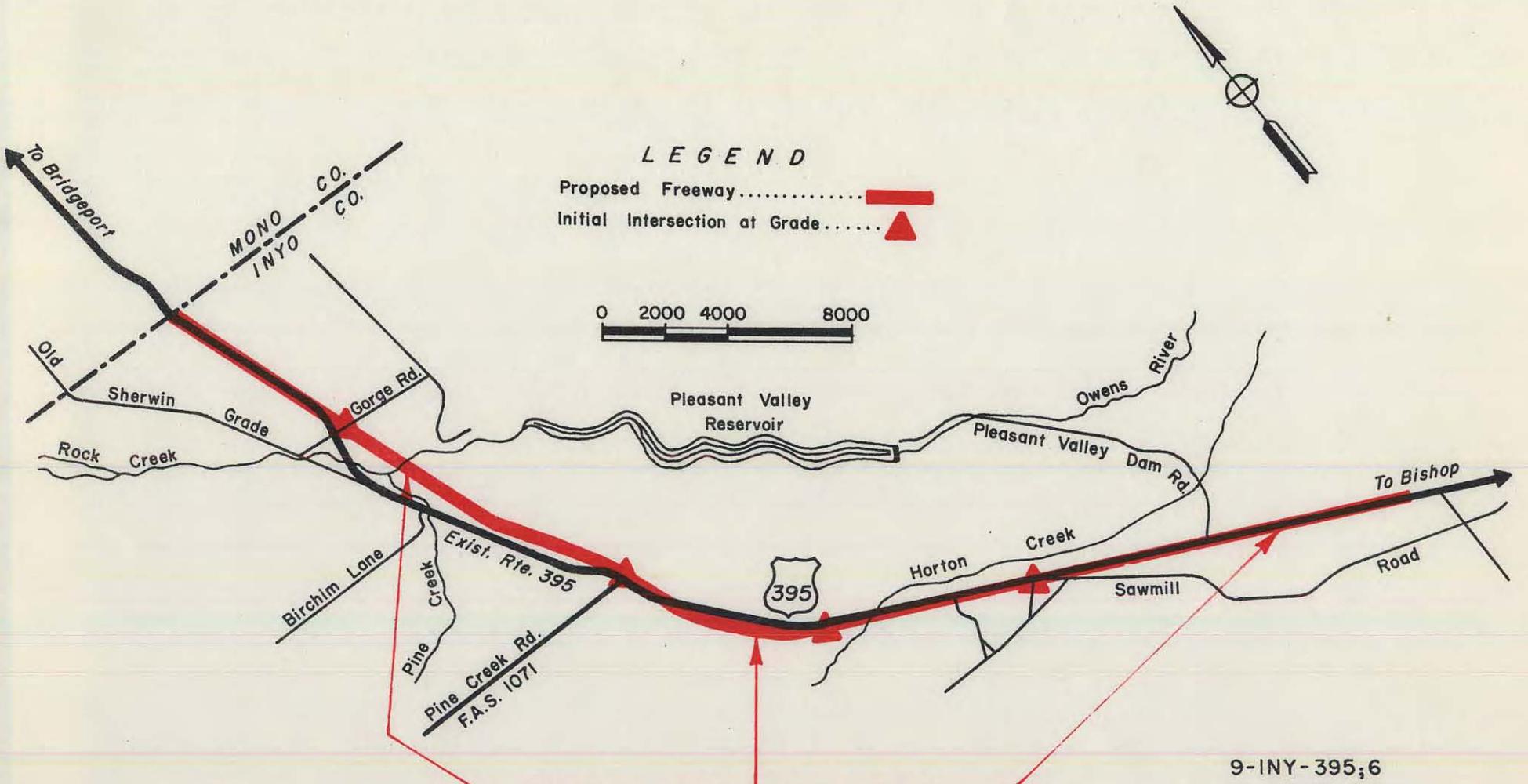


- LEGEND**
- Proposed Freeway.....
 - Initial Interchange.....
 - Initial Grade Separation.....
 - Initial Intersection at Grade.....
(Ultimate Interchange)
 - Route 6 Connection.....

0 2000 4000 8000

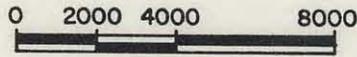
**ALTERNATE "K"
UNIT I**

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.



LEGEND

Proposed Freeway..... 
 Initial Intersection at Grade..... 



ALTERNATE "F" UNIT II

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.

SUMMARY OF
COMPARATIVE DATA

UNIT	I										II	
	A	F	G	I	J	K						
ALTERNATE	11.62	11.60	12.01	12.11	11.32	14.01					F	
LENGTH IN MILES											8.14	
Cost in Thousands	Construction	2,880	3,140	3,020	3,050	3,850	2,950					1,490
	Right of Way	410	330	340	1,000	350	270					290
Total	3,290	3,470	3,360	4,050	3,200	3,220					1,780	
Traffic Data	20-Yr. User Benefit (Thousands of \$)	1,178	5,367	819	3,576	5,227	5,233					-
Improvements Taken	Benefit Ratio	0.36	1.55	0.30	0.88	1.63	1.63					-
	Homes or Trailer Spaces	0	9H	1H	6H 16TS	10H	0					0
	Commercial Bldgs.	0	1	2	5	0	0					0
	Agriculture Bldgs.	1	0	1	0	0	0					0
Total	1	10	4	27	10	0	0					0
Acreage or Land Taken	Commercial or Potential Subdivision	59 PS	160 PS	186 PS 6C	191 PS 3C	153 PS	73 PS					1 C
	Agricultural	191	52	68	52	52	32					22
Total	312	270	320	293	263	351					129	
												152

"SUMMARY OF COMPARATIVE DATA"

Note: Data for recommended alternate is shown in Red Column

STATE HIGHWAY ENGINEER'S
LETTER OF RECOMMENDATION

Memorandum

To : Mr. Robert B. Bradford, Chairman
and Members of the
California Highway Commission

Date: February 4, 1966

File : 9-Iny-395 111.3/128.2
9-Iny-6 0.0/2.8

From : Department of Public Works—Division of Highways

Subject: Resolution of Intention

Submitted for your consideration are maps showing the recommended freeway locations of the following portions of State Highway Routes 6 and 395 in Inyo County:

- a) Route 6 - between Route 395 freeway and 0.3 mile north of Dixon Lane.

This recommended location is approximately 2.8 miles in length and is estimated to cost \$600,000, including \$520,000 for construction and \$80,000 for rights of way. These estimates are based on construction of an initial 2-lane expressway within sufficient right of way to provide for ultimate expansion to 4 lanes when required.

- b) Route 395 - between 1.7 miles south of Warm Springs Road and the Mono County line.

This recommended location is approximately 16.9 miles in length and is estimated to cost \$4,610,000, including \$4,070,000 for construction and \$540,000 for rights of way. These estimates are based upon construction of an initial 4-lane full freeway facility for the southerly half of the project in the vicinity of Bishop and an initial 4-lane expressway for the remaining segment to the north.

ALTERNATE ROUTES

As discussed in the attached Report of Route Studies, six feasible alternate alignments for the proposed freeway development on Route 395 were studied in detail in the vicinity of Bishop. In connection with these alternates, it was also necessary to consider connection or extension of Route 6 to the Route 395 freeway. In the northerly 8 miles of the project, a single studied location generally paralleling the existing highway was considered to provide the most feasible plan of development.

Of the alternates investigated for Route 395 in the vicinity of Bishop, three generally bypass the central area to the east and three to the west. Since there is very little available private land within the community, every attempt was made to develop the alternates to minimize the taking of private lands or improvements.

SUMMARY OF LOCAL REACTIONS

The portion of the project in the vicinity of Bishop has developed a high degree of public interest and has resulted in considerable differences of local opinion as to the proper location for the future Route 395 freeway.

An easterly bypass of the Bishop central business district has been officially endorsed by the Bishop City Council and the Inyo County Board of Supervisors and is also supported by the Bishop Chamber of Commerce, the Bishop Union Elementary School District, and the Northern Inyo Hospital. A number of individuals have also supported an eastern bypass.

Alternate F, a "close-in" westerly bypass of the central business district, has been endorsed by the Bishop Indian Community, the U. S. Bureau of Indian Affairs, and a number of individuals. A letter signed by 15 persons representing livestock interests has been received in support of Alternate F or J.

There is also some support from individuals for Alternate K, the "far-out" west bypass alternate.

Although taking no action with regard to a recommendation for a route, the Inyo County Planning Commission has requested that the record show that the endorsement of an easterly routing by the County at the public hearing represented only that of the Board of Supervisors. Two members of the Bishop City Planning Commission and one member of the Inyo County Planning Commission have for the record endorsed westerly routings for the proposed Route 395 freeway.

RECOMMENDATION

On the basis of the engineering studies, the conferences with local authorities, and the results of the public hearing held in connection with the project, the Route 395 alternate and associated Route 6 connection identified as Plan F is recommended for route adoption consideration for the following reasons:

Mr. Robert B. Bradford and
Members of the Commission

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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 of 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 were 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.

*2.4 miles shorter
See engr. data in
handout material.*

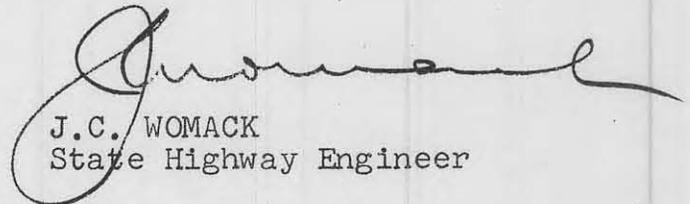
Mr. Robert B. Bradford and
Members of the Commission

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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.

It is therefore recommended that the Commission take appropriate action to authorize the State Highway Engineer to proceed in accordance with your resolution of February 26, 1958, to notify the Board of Supervisors of Inyo County, the Bishop City Council, and the local press of the Commission's intention to consider the adoption of the subject portions of Route 6 and 395 and their designations as freeways.



J.C. WOMACK
State Highway Engineer

Attach.