

## Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** September 26-27, 2012

**Reference No.:** 2.3a.  
Action item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Terry L. Abbott  
Chief Division of Design

**Subject:** ROUTE ADOPTION – STATE HIGHWAY, 09-MNO-266 PM 0.0/4.3  
RESOLUTION HRA 12-06

### RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) are Highway Route Adoption Resolution HRA 12-06 and a route location map for State Highway Route (SR) 266. The California Department of Transportation (Department) recommends that the Commission approve the resolution and the route location map in accordance with the recommendation of the Acting Chief Engineer. The resolution grants approval of State highway route adoption of SR 266 in Mono County from Post Mile (PM) 0.0 to 4.3.

### ISSUE:

The County of Mono and the Department propose to adopt the remaining portion of highway 266 as a State Route highway location. This route adoption is recommended to address the lack of continuity of this route east of Oasis to the Nevada State line. A project report was approved on August 18, 2012. A Categorical Exception /Categorical Exclusion Determination, in accordance with the California Environmental Quality Act and the National Environmental Policy Act, was signed on July 13, 2012.

Recommended by: \_\_\_\_\_  
ROBERT PIEPLOW  
Acting Chief Engineer

**BACKGROUND:**

The purpose of this route adoption is to address the lack of continuity of SR 266 through the County of Mono. The proposed route adoption will extend existing SR 266 from the intersection with SR 168 to the California-Nevada state line easterly of Oasis. Approval of this route adoption will allow the Department to construct a curve correction project within this segment and complete the route for SR 266 in Mono County.

SR 266 is a rural two-lane conventional highway located in the remote southeast corner of Mono County. It begins at the California-Nevada state line east of Oasis and connects Nevada (NV) 266 and US 95 (the northwestern access into Las Vegas) to SR 168 and the Eastern Sierra region of California. From the intersection with SR 168, it continues to the north to connect with NV 264 and provides access to the town of Dyer and Fish Lake Valley, in the state of Nevada. SR 266 travels primarily through public lands used for open range grazing. Other than several alfalfa ranches in the Oasis area, there is no development along the highway. The route is used primarily for rural goods movement and interregional access, but also connects with many dirt roads providing access to the surrounding foothills and open range lands for local and recreational use.

This segment of SR 266 was brought into the State Highway System in 1931 as former Legislative Route Number (LRN) 63 from Oasis easterly to the California-Nevada state line. In 1963, LRN 63 was designated as SR 168. In 1986, this segment of SR 168 was transferred to SR 266 and the limits of SR 266 were redefined as “The Nevada state line easterly of Oasis to the Nevada state line northerly of Oasis.” However, a route adoption was never sought for approval by the Commission for the transferred portion. The original segment of SR 266, from SR 168 to the California-Nevada State line to the north, was adopted on November 1, 1965. SR 266 is not part of the Freeway and Expressway System.

Within the project limits, the existing highway consists of two 12-foot paved lanes and paved or unpaved shoulders that vary from zero to four feet in width. The horizontal alignment consists of long approach tangents connected by a nonstandard horizontal curve.

The proposed route adoption is consistent with a proposed curve correction project that will realign an existing nonstandard curve near PM 2.5. The existing curve has been posted for a reduced speed limit, but due to the high approach speeds and limited sight distance at the curve location, the accident rate at the curve is much higher than the statewide average for a similar facility. The proposed project will construct a new curve with an appropriate radius for the existing approach speeds and will correct existing deficiencies in the vertical profile, thus improving sight distance.

Due to the remote location of the project, there are no communities or local agencies that would be affected by the project or the proposed Route Adoption. The environmental document for the project is a Categorical Exemption/Categorical Exclusion (CE/CE) Determination, which does not require a public hearing. As a result, there have been no public meetings held for this project. However, the Department has presented the proposed project and Route Adoption to

the Mono County Local Transportation Commission (MCLTC), and the MCLTC was supportive of the project.

The estimated cost of the project is approximately \$1,100,000, which includes construction and right of way costs escalated to the year of construction. The project is fully funded in the State Highway Operation and Protection Program through the Collision Reduction Severity Program and is scheduled to begin construction in FY 2014/2015.

A CE/CE Determination form, in accordance with the California Environmental Quality Act and the National Environmental Policy Act, was signed on July 13, 2012. The Project Report for the horizontal curve correction and recommending the route adoption of portion of SR 266 was approved on August 18, 2012.

Attachments:

Resolution HRA 12-06  
Location Map  
Route Adoption Map

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Highway Route Adoption Resolution**  
**09-Mno-266 PM 0.0/4.3**

**Resolution HRA 12-06**

**WHEREAS**, the County of Mono and the California Department of Transportation (Department) request approval of this Route Adoption as State Highway; and

**WHEREAS**, a Categorically Exemption/Categorically Exclusion Determination, in accordance with the California Environmental Quality Act and the National Environmental Policy Act, was signed on July 13, 2012; and

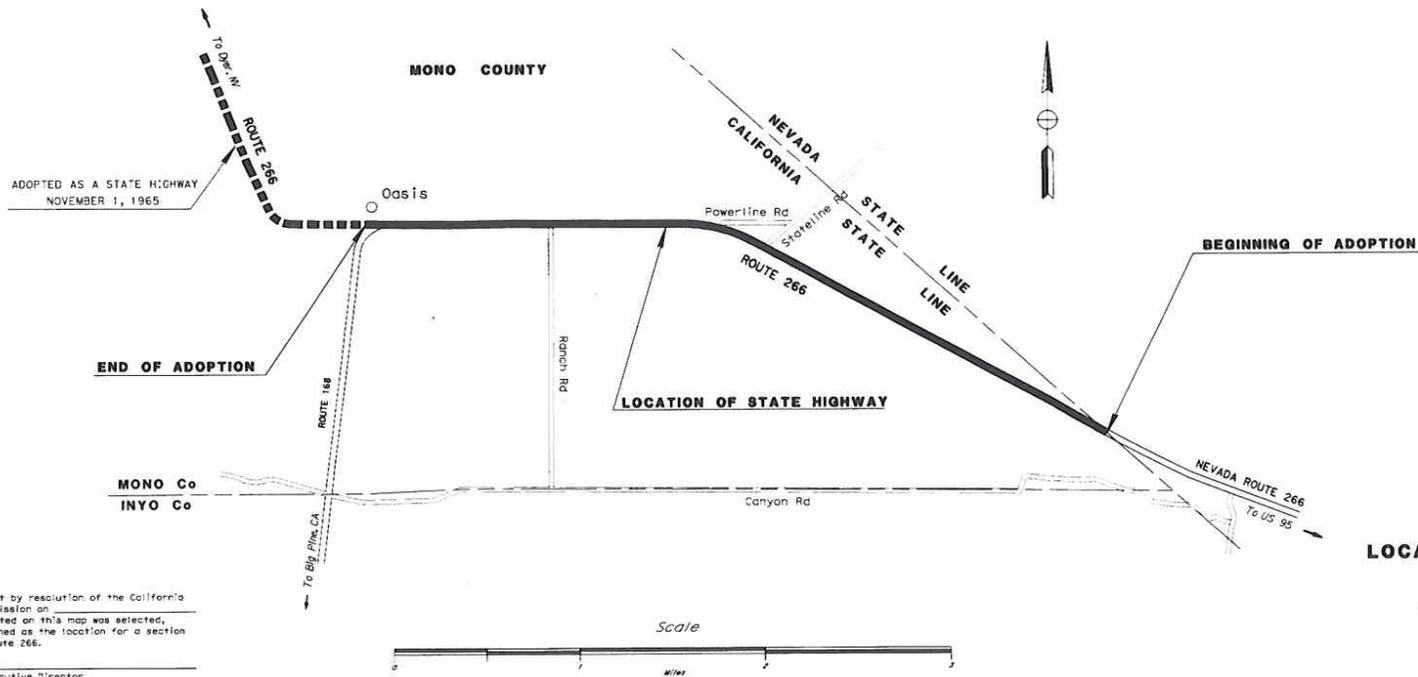
**WHEREAS**, the project report recommending the route adoption was approved on August 18, 2012.

**NOW, THEREFORE, BE IT RESOLVED** by the 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 266 from the Nevada state line easterly of Oasis to the junction with State Route 168, in the county of Mono, and officially designate it as 09-Mno-266, a State Highway, as said location is shown on the Route Adoption map submitted by Terry L. Abbott, Chief Design Engineer; and

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

# ROUTE ADOPTION LOCATION MAP 09-MNO-266





I hereby certify that this map was prepared pursuant to and under my direction and is a true and correct map of a section of proposed State Highway Route 266.  
 Submitted: \_\_\_\_\_  
 Chief Design Engineer  
 Civil Engineer License No. \_\_\_\_\_

ADOPTED AS A STATE HIGHWAY  
 NOVEMBER 1, 1965

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 266.  
 Attest: \_\_\_\_\_  
 Executive Director,  
 California Transportation Commission

STATE OF CALIFORNIA  
 DEPARTMENT OF TRANSPORTATION  
 MAP SHOWING  
**LOCATION OF STATE HIGHWAY**  
 IN MONO COUNTY  
 FROM THE NEVADA STATE LINE  
 EASTERLY OF OASIS  
 TO THE JUNCTION WITH  
 STATE ROUTE 168  
**09-MNO-266**

IN MONO COUNTY, PM 0.0/4.3