

DEPARTMENT OF TRANSPORTATION

OFFICE OF DIRECTOR

1120 N STREET

SACRAMENTO, CALIFORNIA 95814

(916) 445-9288

OCT 23 1 48 PM '79
COUNTY OF ROADS
SANTA CLARA

October 17, 1979

Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, CA 95110

Ladies and Gentlemen:

Attached is a copy of my order designating as an official State Scenic Highway Route 9 in Santa Clara County from Blaney Plaza in the City of Saratoga to the County Line at Saratoga Gap.

You are to be commended for providing the elements of protection which have made this designation possible. By your actions, you are ensuring that the scenic qualities of this beautiful area will be preserved so they may continue to be appreciated and enjoyed by all.

Sincerely,

ADRIANA GIANTURCO
Director of Transportation

Attachment

cc: BA Supervisor
EMA
TRANSPORTATION

10-25

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

DESIGNATION OF OFFICIAL STATE SCENIC HIGHWAY NUMBER 42

SUBJECT: Route 9 in Santa Clara County from Blaney Plaza in the City
of Saratoga to the County Line at Saratoga Gap

Acting for and on behalf of the Department of Transportation pursuant to
Section 262 of the Streets and Highways Code, by authority vested in me
by law and particularly by Section 14004 of the Government Code, I hereby
find, declare and designate as an official State Scenic Highway, the
following:

Route 9 in Santa Clara County from Blaney Plaza in the
City of Saratoga to the County Line at Saratoga Gap

DATED: OCT 18 1979

State of California
Department of Transportation


ADRIANA GIAN TURCO
Director of Transportation

DEPARTMENT OF TRANSPORTATION

P. O. BOX 3366 RINCON ANNEX
SAN FRANCISCO 94119
(415) 557-1840

RECEIVED
BOARD OF SUPERVISORSJUN 5 2 59 PM '79
COUNTY OF
SANTA CLARA

June 1, 1979

Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, CA 95110

Attention Mr. Donald M. Rains
Clerk

Gentlemen:

Thank you for your letter of May 17, 1979, requesting designation of Highway Route 9 between Blaney Plaza in Saratoga and the County Line at Saratoga Gap as an "Official State Scenic Highway".

In addition to the letter and copies of the resolution you have sent, we would appreciate receiving two copies of the following supporting documents as mentioned in your resolution:

Conservation Element
Urban Development and Open Space Element
A Plan for Scenic Road and Development
A Historic Amendment of a Plan for Regional Parks for
Santa Clara County
County Zoning Ordinance (portions)
County Subdivision Ordinance (portions)

When we have received the request for designation from the City of Saratoga and two copies of their supporting documents, we will forward both requests and documents with our recommendations to the Scenic Highway Advisory Committee. The Committee will make its recommendation to the Director of Transportation, who will make the final determination on designation.

Sincerely yours,

T. R. LAMMERS
District Director

cc: LA Supervisor
EMA ✓ 6/7

ROADS State Hwy
Rout 9

RESOLUTION OF THE COUNTY OF SANTA CLARA
REQUESTING DESIGNATION OF STATE HIGHWAY-
ROUTE 9 BETWEEN BLANEY PLAZA IN THE CITY
OF SARATOGA AND THE COUNTY LINE AT SARATOGA
GAP (THE SKYLINE) AS AN "OFFICIAL STATE
SCENIC HIGHWAY" AND PROVIDING FOR A CORRIDOR
PROTECTION PROGRAM

WHEREAS, the Board of Supervisors of the County of Santa Clara by its Resolution of April 16, 1975, declared its intention to conduct a study for the purpose of qualifying that portion of State Highway 9 between Blaney Plaza in the City of Saratoga and the County Line at Saratoga Gap (The Skyline) as an "Official State Scenic Highway" and requested the assistance of the District Director, of the California Department of Transportation, District IV, in the preparation of such study; and

WHEREAS, the City Council of the City of Saratoga, the only other local agency having jurisdiction over said portion of State Highway 9, adopted a similar resolution on November 19, 1969; and

WHEREAS, in due course, pursuant to the provisions of the State publication, "The Scenic Highway Route/A Guide for the Designation of an Official Scenic Highway," the said District Director did prepare in consultation and cooperation with the two aforesaid local agencies, a Scenic Highway Corridor Survey and a Scenic Facility Study pertaining to said portion of State Route 9;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara as follows:

1. The Board of Supervisors approves the boundaries of the corridor survey map dated 1975, attached hereto and marked Exhibit A. The Board finds that the Scenic Corridor boundaries are designed to protect the area immediately adjacent to Congress Springs Road and inclusion of the additional noncontiguous area is designed to protect the view from this road of the wooded slopes and streams and includes an area to the ridges to prevent large-scale building skyline intrusions or grading operations which would alter the natural line of the visible ridge line.

2. The Board of Supervisors declares its intention to enforce and maintain a corridor protection program as to those portions of the corridor within the unincorporated area of the County. Any future applications for zone change permits or approvals within the

copy Road State Hwy
Scenic

said corridor will be reviewed by the County to assure that any proposed changes carry out the intent of the protection of the Scenic Highway Corridor. This corridor protection program presently includes the following:

a. An adopted County General Plan that includes a Conservation Element, Urban Development and Open Space Element, a Plan for Scenic Roads and Highways and a Historic Amendment of a Plan for Regional Parks for Santa Clara County that specify policies for the protection of the Scenic Highways.

b. County Zoning Ordinance controls now in effect within the corridor are consistent with this General Plan and the purposes of Scenic Highway Corridor protection. The present zoning allows, as a matter of right, only agricultural uses, public recreation and single family residences on twenty acre minimum lots, depending on percent of slope and building heights and setback limits which minimize obstruction of views. Junkyards are not allowed. On-premise signs are restricted to "For Sale" or "For Rent" types. Off-premise signs are restricted to temporary subdivision directional signs for which a use permit must be secured. The only commercial use within the unincorporated area is "Saratoga Springs Picnic and Campgrounds." This operation is under use permit regulation.

c. The County Subdivision Ordinance with special provisions controlling hillside development and regulating the division of three or more lots applies to the corridor area. There are requirements in effect for the undergrounding of all residential utility lines. A portion of the area has special seismic controls. A County Grading Ordinance regulating earth moving operations is applicable to the corridor area as are uniform building codes which are in effect and being enforced.

3. The Board of Supervisors further declares its intention that properties which presently have overhead utility lines would be required under new use permits or new building additions to have the overhead lines placed underground.

4. The Board of Supervisors agrees to cooperate with State Authorities in any State Program to widen the roadways, channelize intersections, increase shoulder width, clear sight distances and


minimize new street and driveway connections along Congress Springs Road in the unincorporated portions of the Scenic Corridor.

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Santa Clara hereby requests the State Director of Transportation to approve the Congress Springs Road - Route 9 between Blaney Plaza in the City of Saratoga and Saratoga Gap in the County of Santa Clara as an "Official State Scenic Highway."

BE IT FURTHER RESOLVED that the Clerk of the Board of Supervisors is hereby directed to forward twenty-five certified copies of this resolution to the District Director, District Four, California Department of Transportation for endorsement and transmittal to the State Director of the California Department of Transportation.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on MAY 14 1979,
by the following vote:

AYES: Supervisors CORTSE, MCCORQUODALE, STEINBERG, DIRIDON, WILSON
NOES: Supervisors NONE
ABSENT: Supervisors NONE

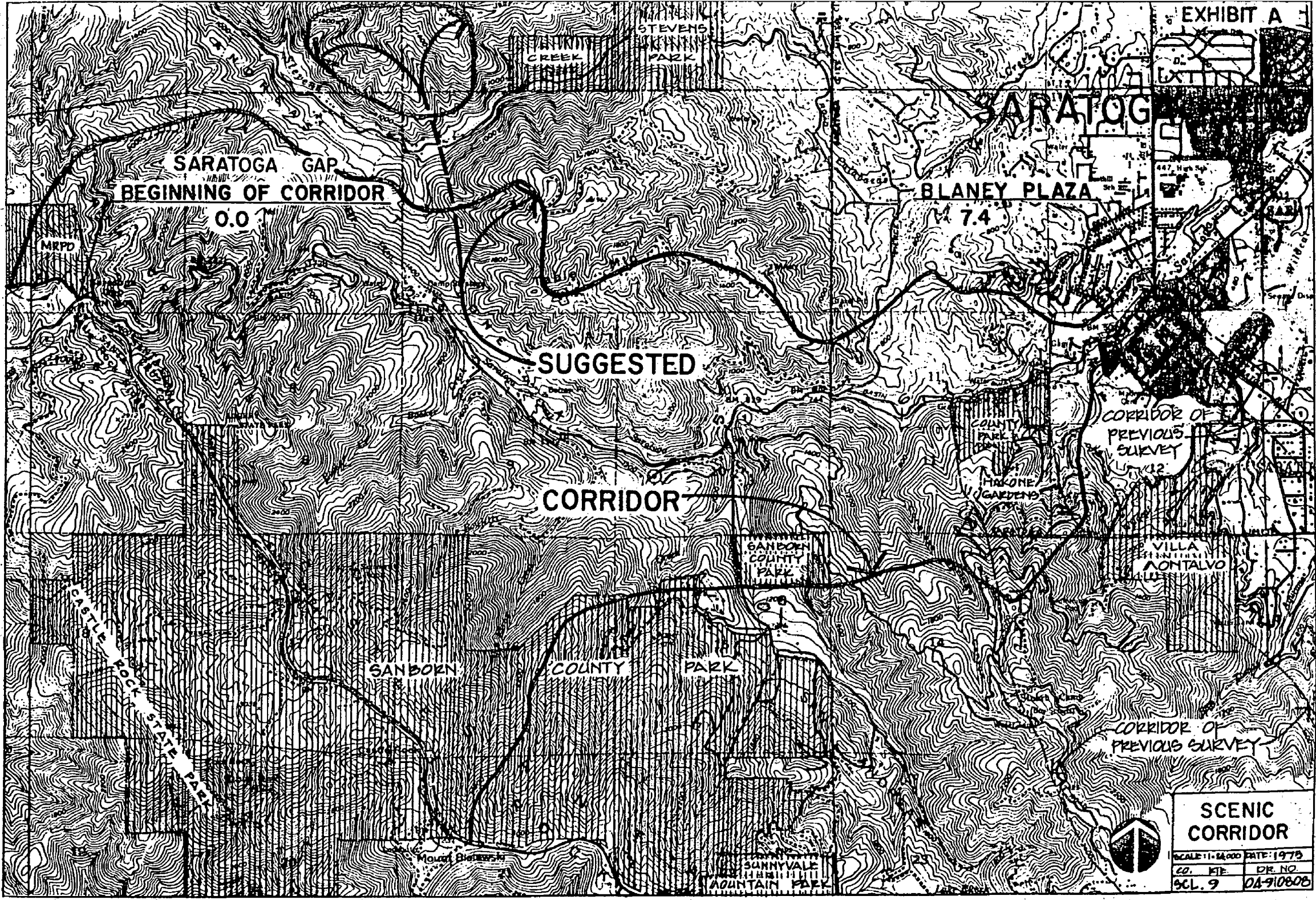

Dominic L. Cortese, Chairperson
of the Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors


APPROVED AS TO FORM:


Robert A. Weers
Deputy County Counsel

RAW/gg
4-16-79



SARATOGA GAP
BEGINNING OF CORRIDOR

0.0

BLANEY PLAZA

7.4

SUGGESTED

CORRIDOR

CORRIDOR OF
PREVIOUS
SURVEY

CORRIDOR OF
PREVIOUS SURVEY

SCENIC
CORRIDOR

SCALE: 1" = 1/4" MILE DATE: 1979
CO. KFE DR. NO.
SCL. 9 DA-910808

RECEIVED
COUNTY COUNSEL
APR 2 11 45 AM '79

May 17, 1979

CalTrans
Post Office Box 3366
Rincon Annex
San Francisco, California 94119

Subject: Resolution Requesting Designation of State
Highway Route 9 as an "Official State Scenic
Highway"

Gentlepersons:

The Board of Supervisors, County of Santa Clara, at its meeting of May 14, 1979 adopted a Resolution requesting designation of State Highway-Route 9 between Blaney Plaza in the City of Saratoga and the County line at Saratoga Gap (Skyline) as an "Official State Scenic Highway" and providing for a Corridor Protection Program.

Enclosed please find 25 certified copies of the Resolution.

Sincerely,

BOARD OF SUPERVISORS
Donald M. Rains, Clerk

By:

Deputy Clerk

Vas

Enclosures

CC: EMA-Planning Department
City of Saratoga

memorandum

BR



TO	Board of Supervisors	FROM	Roy S. Cameron, Director EMA - Planning Department
SUBJECT			

RESOLUTION REQUESTING CALTRANS TO DECLARE ROUTE 9 FROM SARATOGA TO SKYLINE
AS A STATE SCENIC HIGHWAY

April 26, 1979

Prepared by

Arthur L. Ogilvie

Reviewed by

Paul Carlson

Submitted by

Paul Carlson

RECOMMENDED ACTION

Approve the attached Resolution and authorize the Chairman to affix his signature.

REASONS FOR RECOMMENDATION

The Board of Supervisors has supported such programs and initiated the study to accomplish Route 9 from Saratoga to Skyline as an Official State Scenic Highway. There will be no cost to the County.

BACKGROUND

The Board of Supervisors by its Resolution of April 16, 1975 declared that a study would be made for the purpose of qualifying that portion of State Highway 9 between Blaney Plaza in Saratoga and the County Line at Saratoga Gap (the Skyline) for designation as an Official State Scenic Highway, and requested the assistance of the District Director of the California Department of Transportation (now CalTrans), District IV, in the preparation of the study.

The County and the County Planning Department completed its study and enacted the necessary scenic highway zoning and ordinance requirements.

Later, the City of Saratoga adopted its Resolution to do a study of the highway correlating with the CalTrans study effort.

CalTrans completed its study and report, indicating that the subject portion of Highway 9 qualified for designation as an Official State Scenic Highway. Now CalTrans, following their procedures, asks that Santa Clara County and Saratoga follow up with official Resolutions to CalTrans to formally designate this specific section of Highway 9 as an Official State Scenic Highway.

CONSEQUENCES OF NEGATIVE ACTION

Should the resolution not be adopted for the Official State Scenic Highway, there could be pressures for development and signing which would negate the beauty and natural environmental qualities of the highway corridor.

STEPS FOLLOWING APPROVAL

Clerk of the Board notify the County Planning Department and the County Transportation Agency of the Board's action.

Send 25 certified copies of the Resolution to CalTrans and 2 certified copies of the Resolution to the City of Saratoga.

check w/ long re # of copies required

MAY 14 1979 *WJ*

DEPARTMENT OF TRANSPORTATION

P.O. BOX 3366 RINCON ANNEX
SAN FRANCISCO 94119
(415) 557-1840



March 10, 1978

04-SC1-9

Mr. Leonard O. Kazubowski
County Clerk
Santa Clara County
70 West Hedding Street
San Jose, CA 95110

Dear Mr. Kazubowski:

There is enclosed for filing in your office, pursuant to Title 1, Division V, Chapter 1, Section 4005 of the Government Code of the State of California, a Final Report of work done and expenditures made on the following day labor work in your county:

Day Labor Work
Authorization Number

04-399486

Road Number

04-SC1-9

Sincerely yours,

T. R. LAMMERS
District Director

By

R. M. Schroll
R. M. SCHROLL
Senior Engineer, Maintenance

Attachment

SANTA CLARA
COUNTY OF

MAR 17 8 54 AM '78
RECEIVED

BOARD OF SUPERVISORS

CE: FA SUPERVISOR
TRANSPORTATION
3/20/78

DAY LABOR REPORT

ORIGINAL

04-399486

Expenditure Authorization No.

04-SC1-9 0.0/6.0

County, Route and Post Mile

Date: March 10, 1978

I. Description - Work originally proposed:

Striping on Contract No. 04-399484 from the Santa Cruz
County Line to 0.3 mile east of Pierce Road in Saratoga.

II. Work Accomplished:


The work was accomplished according to the approved work
authorization.

III. Chronology:

1. Work Authorization approved	June 30, 1977
2. Start of work	August 26, 1977
3. Work completed	January 19, 1978

IV. Total Cost of Work:

Construction Work:	Santa Clara County
Materials Expense	\$ 728.18
Direct Salaries & Wages	3,114.96
Labor Overhead	996.79
Equipment Rental:	
Privately Owned	0.00
State Owned	<u>880.38</u>
TOTAL EXPENDITURES	<u>\$5,720.31</u>


VERNON J. RICHEY
Deputy District Director

③ RELATED INFORMATION ④ MODIFICATIONS ⑤ PROCEDURE CODES

⑥ PROJECT ESTIMATE

⑦ DISTRICT PROJECT NO 690MAINT DI ⑧ PROJECT ESTIMATE 1000 ⑨ PROJECT ESTIMATE 6400

⑩ PROJECT DESCRIPTION

04-SCL-9 FROM SANTA CRUZ CL TO 0.3-MI. E/O PIERCE ROAD
IN SARATOGA
STRIPING ON CONTRACT 04-399484

⑪ CONST. YEAR B 77062777 ⑫ CONTRACT APPROVAL DATE TQS ⑬ PROJECT NO 050517 ⑭ EST. OF CONST. IN \$1,000'S

⑮ LOCATION DISTRIBUTION

County	State	City	Post Mile Limits	Length	Distribution
37	009		0.0 TO 6.0	6.0	100.0
37			TO		
37			TO		
37			TO		

⑯ FUNDING AND PROGRAM IDENTIFICATION

Account No.	Fund	Program	Program Code	Allocated Amounts	Cost Distribution	C O E	Fund	C O E	Contributor
916000 N77001	HA3			6,400.00	100.00	C 142	AS210 N		

THIS AUTHORIZATION ⑰ 6,400.00

BID OPENING: 6-8-77

CHC ALLOTMENT: \$245,000

Maintenance overhead of \$1200.00 included at the current
Labor surcharge rate of 32.0% (Thin Blanket, Bicycle Lane
and Turnouts)

L. C. Ho 7-2190

E. B. DELANO-CHIEF, CONST BR.

REVIEWED (1)

DISTRICT PROJECT CONTROL OFFICER

RECOMMENDED FOR APPROVAL (2)

E. CONNOLLY - CHIEF, PROG MGMT

APPROVED AS TO FUNDS (3)

APPROVED

BY

JUN 4 1977

DEPARTMENT OF TRANSPORTATION

P. O. BOX 3366 RINCON ANNEX

SAN FRANCISCO 94119

(415) 557-1840

January 11, 1977

Board of Supervisors
County of Santa Clara
70 West Hedding Street
San Jose, CA 95110

Gentlemen:

We are forwarding under separate cover six copies of the Scenic Highway Report for State Highway 9 between Blaney Plaza in Saratoga and Highway 35 at Saratoga Gap. The studies leading to this report were initiated by your resolution adopted on November 19, 1969 and by a request from the City of Saratoga.

The report is furnished for your use in the preparation of a scenic corridor plan as specified in the July, 1975 edition of the Scenic Route/A Guide for the Designation of Scenic Highways.

When your scenic corridor plan has been completed, please transmit ten copies to this office. It should be noted that measures to effectuate the plan need not be enacted until the plan has been reviewed by the Advisory Committee and approved by the State Director of Transportation. However, if the measures have been enacted, the corridor plan and the application for designation as an official state scenic highway can be submitted simultaneously.

Sincerely yours,

T. R. LAMMERS
District Director

By *B. C. Bachtold*
B. C. BACHTOLD
Deputy District Director

cc: Mr. Roy S. Cameron, Santa Clara Co.
Mr. James T. Pott, Santa Clara Co.

cc: EA SUPERVISOR 1-14-77 PK

Boards State
Att 9
JAN 13 3 15 PM '77
COUNTY OF
SANTA CLARA
BOARD OF SUPERVISORS

memorandum

*Roads State
Ate 9*



TO William M. Siegel
Acting County Executive
SUBJECT Los Gatos-Saratoga Road

FROM James T. Pott
Director of Transportation
DATE May 10, 1976

Pursuant to your request of April 28, on subject matter, we have investigated the progress on restoring landscaping on State Highway 9 between Los Gatos and Saratoga. Your request was in response to an inquiry from Supervisor Diridon.

After checking with Monte Sereno, it is my understanding that:

1. The work is in progress.
2. It started about one week ago, or during the week beginning April 26.
3. Plants should be installed in the very near future.
4. According to Mr. Inglis of Monte Sereno, he will continue to follow progress on this restoration work on this State Highway.

JTP:ls
cc: LM, RMS

FOR INFORMATION ONLY

re 60-4/27

MAILED
MAY 17 8 20 AM '76
COUNTY OF
SANTA CLARA
CLERK OF SUPERIOR COURT

all received 5-17-76

County of Santa Clara

California

Office of the Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

Date May 3, 1976

The Board of Supervisors, at its meeting of April 27, 1976

Referred to Bob Nyman - County Executive Department

Agenda # 60 Description Recommendation from Historical

Heritage Commission that the Board oppose deletion of the words

"the scenic corridor" from Senate Bill 1277.

Directive: Study & Recommendation Report
Preparation of Papers Appropriate Action
Reply to Writer

Remarks During discussion of Item #60, the Board requested a report
relative to replace of the foliage on Highway #9 concerning the
planting by CALTRANS.

ATTEST: DONALD M. RAINS,
Clerk of the Board by D. Cobb

DEPARTMENT OF TRANSPORTATION

OFFICE OF DIRECTOR

1120 N STREET

SACRAMENTO, CALIFORNIA 95814



April 29, 1975

County Clerk
Santa Clara County
San Jose, California

Dear Sir:

There is enclosed for filing in your office pursuant to Chapter 1 of Division 5, Title 1 of the Government Code, a certified copy of Final Report of work done and expenditures made on the following day labor work in your county.

Day Labor Work
Order Number

04-916707

Road Number

04-SC1-9-10.4/11.1

Sincerely,

G. O. Rome, Chief
Office of Resources Evaluation

By

Fred L. Campbell
F. L. Campbell
Headquarters Project Control Engineer

Enclosure

RECEIVED
BOARD OF SUPERVISORS

MAY 12 9 38 AM '75

COUNTY OF
SANTA CLARA

Memorandum

To : Mr. Fred Campbell
Headquarters Program
Management Section

Date: April 18, 1975

File : 04-SCL-9
P.M. 10.4/11.1
D.L.E.A. No. 916707

From : DEPARTMENT OF TRANSPORTATION
Mr. M. E. Hardin - District 4

Subject:

Submitted for your consideration is:

FINAL REPORT

FOR THE REVISION OF DELINEATION

FROM

VIEWFIELD ROAD IN MONTE SERENO

TO

MONTGOMERY STREET

IN THE CITY OF LOS GATOS

ROAD 04-SCL-9, P.M. 10.4/11.1

Day Labor Expenditure Authorization No. 04-916707

J. D. CROSS

SR. HIGHWAY SUPERINTENDENT

R. MENZIES

ASST. HIGHWAY SUPERINTENDENT

I. GENERAL

A. Description

1. Work Originally Proposed:

To provide channelization along this two-lane section of Route 9 by utilizing portions of the paved shoulder area. The work consisted of restriping to provide left-turn channelization at Viewfield Road and Rose Avenue and a two-way left-turn lane for the remainder.

2. Work Accomplished:

All work included under this project was executed as originally contemplated.

3. Construction Details:

No unusual difficulties were encountered and no new methods were developed.

B. Chronological Statement

	<u>Date</u>
1. Allotment Requested	December 3, 1974
2. Day Labor Approved by Director of Transportation	December 10, 1974
3. Expenditure Authorization Approved	December 19, 1974
4. Work Began	January 14, 1975
5. Work Completed	February 26, 1975

C. Construction Materials and Equipment

1. Materials

<u>Material</u>	<u>Vendor or Source</u>	<u>Amount</u>
Paint	Service & Supply	\$ 348.26
Beads	Service & Supply	56.39
Plastic	Service & Supply	299.39
Raised Markers	Service & Supply	386.49
Kleenblast Sand	Service & Supply	149.69

2. Equipment

Only State equipment used.

D. Inspection and Supervision

<u>Name</u>	<u>Title</u>
J. D. Cross	Sr. Hwy. Superintendent
R. G. Menzies	Asst. Hwy. Superintendent

II. STATEMENT OF FUNDS AND EXPENDITURES

A. Allotments

Original Day Labor Allotment	\$7,500.00
Unexpended Balance to be reverted	<u>1,689.87</u>
Funds Expended	<u>\$5,810.13</u>

B. Expenditure Distribution

1. Construction Work in Santa Clara County.

Materials Expense	\$1,240.22
Salaries & Wages	2,920.38
Labor Overhead	1,037.03
Equipment Rental: State-owned	<u>612.50</u>
TOTAL EXPENDITURES	<u>\$5,810.13</u>

2. The incidental services of other public employees in connection with this work are not included in this statement. The proportion of their salaries, attributable to such activities, is being charged unsegregated against the State Highway Fund.

III. UNIT COSTS

FINAL COST

<u>Item</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
4" Shoulder Line	.70 Ml.	\$ 340.90	\$ 238.63
8" Shoulder Line	.10 Ml.	722.10	72.21
Double Yellow			
Line	1.10 Ml	805.38	885.92
Pavement Markings			
Plastic	1,150 Sq.Ft.	.92	1,058.00
Stenciling	302 Sq.Ft.	.81	244.62
Raised Markers	185 EA	4.35	804.75
Line Removal	7,400 LF	.27	1,998.00
Line Out	12,700 LF	.04	508.00
			<hr/>
		TOTAL	\$5,810.13

IV. CERTIFICATE


STATE OF CALIFORNIA:

: SS

County of San Francisco

.....:

I, M. E. Hardin, being duly sworn, depose and say: That I am Deputy District Director of District 4, State of California Department of Transportation, and I have read the foregoing report of work performed in accordance with Day Labor Expenditure Authorization 916707, and know the contents thereof, and that the same is true of my own knowledge, except as to those matters which are therein stated on my information or belief, and as to those matters, I believe it to be true.


Deputy District Director

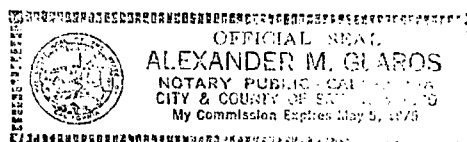
STATE OF CALIFORNIA:

SS

COUNTY OF SAN FRANCISCO:

On April 21, 19 75, before me, the undersigned, a Notary Public in and for the said State, personally appeared M. E. Hardin known to me to be the Deputy District Director, District 4, California Department of Transportation, and acknowledged that he executed the within instrument.


Notary Public in and for the State of California



memorandum



TO	BOARD OF SUPERVISORS	FROM	ROD DIRIDON
SUBJECT	TRAFFIC SPEED STUDY, HWY's 9 and 85		DATE APRIL 29, 1975

We have received a number of requests from residents along both Saratoga-Los Gatos Road (State Highway 9) and Saratoga-Sunnyvale Road (State Highway 85) supporting a reduction in the posted speed limit.

It is my recommendation that county staff be directed to begin preliminary discussions with the concerned jurisdictions to begin planning a traffic speed study along these roads.

The purpose of such a study would be to determine if a reduction in the posted speed limit would contribute to both vehicle and pedestrian safety.

RJD/FEB/kim

APPROVED BY THE BOARD OF SUPERVISORS
OF SANTA CLARA COUNTY APR 29 1975
DONALD M. RAHNS, Clerk of the Board
By Ray K. Burnett
Deputy Clerk

*Approved copy to
Transp. Agency -
Traffic Engng.*

memorandum

Rms



TO	Transportation Agency	FROM	Clerk, Board of Supervisors
SUBJECT	Traffic Speed Study Saratoga-Los Gatos Road and Saratoga-Sunnyvale Road		DATE Nov. 5, 1975

At its meeting of April 29, 1975, the Board referred the subject matter to your department with the request that it be discussed with the cities of Monte Sereno and Saratoga.

We are still holding this item in our pending file. Will you please advise the status. Thank you.

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors

By Marjory Sawyer
Marjory Sawyer

w1

REORDER # 983074

26 Rev 11/69

DE TO: Board Office
M. Sawyer

State will perform a speed study on this route in mid/76 and provide us with the results. We will review and comment @ that time.

Called Shields 1/26/77. Shields 4/13/76. We will call back. 2/7 Rallo Parsons said Cal Trans over looked study & will pursue in abt 3 weeks. TA will report then.

filed 4/7/78

Vol 74 4-6-77 nothing done 4/8/78

BOARD OF SUPERVISORS
APR 16 9 33 AM '76
COUNTY OF
SANTA CLARA

*Grado State
Rt 9*

RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CLARA RELATING
TO HIGHWAY 9

WHEREAS, the State of California Transportation Agency has undertaken work on Highway 9 in the vicinity of Quito Road which threatens the scenic highway, including the removal of large eucalyptus trees.

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that it does hereby request the California Transportation Agency:

1. To work with citizens' groups to insure that an appropriately landscapable median is left in the area of the construction project at the intersection of Highway 9 and Quito Road and to delay the project if necessary to seek solutions of the access road difficulties with affected residents in the City of Monte Sereno.

2. That Caltrans in the future is hereby requested before any work is done on a state scenic highway in Santa Clara County to provide timely notice of such proposed work to the County Board of Supervisors and the county's Transportation Agency.

3. That any construction projects on state scenic highways include an environmental impact report with public hearings in order that the difficulties experienced at Quito Road and Highway 9 will not occur again.

4. That the State Scenic Highway Commission be notified of plans of Caltrans for any construction projects on state scenic highways in Santa Clara County.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on April 16, 1975.

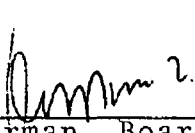
3 certified copies to Supervisor Sanchez
1 copy to County Counsel
1 certified to Transportation Agency
1 certified to Calif. Transp. Agency
1 certified to State Scenic Highway Comsn.

by the following vote:

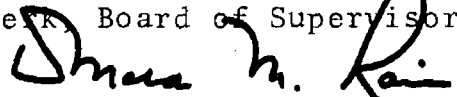
AYES: Supervisors, Sanchez, Cortese, McCorquodale, Steinberg, Diridon

NOES: Supervisors, None

ABSENT: Supervisors, None


Chairman, Board of Supervisors

ATTEST: DONALD M. RAINS
Clerk, Board of Supervisors



WMS:meh - 4/16/75

DEPARTMENT OF TRANSPORTATION

OFFICE OF DIRECTOR

1120 N STREET

SACRAMENTO, CALIFORNIA 95814



May 1, 1975

Hon. Alfred E. Alquist
The State Senate
State Capitol
Sacramento, CA 95814

Dear Senator Alquist:

Mr. T. R. Lammers, District Director of District 04 has informed me that his staff has met with Supervisors Diridon and Sanchez of Santa Clara County, Mayor Bush of Monte Sereno, Mayor Bridges of Saratoga and a group of local citizens regarding the removal of several trees to permit construction of left turn lanes requested by local jurisdictions to improve the safety of Route 9 between Austin Way, El Camino Grande in Saratoga and Ridgecrest Avenue in Monte Sereno.

I have been informed that an agreement has been reached that was acceptable to the local people involved.

A replacement planting project will be undertaken with the advice of a local group to provide suitable planting to mitigate the removal of the trees. This project should be ready to proceed by the time the safety project is completed.

It is the established policy of this department to consult the local governing board well in advance of any construction on projects of this nature. You may rest assured that no effort will be spared to prevent a similar oversight in the future.

Sincerely,

ORIGINAL SIGNED BY

HOWARD C. ULLRICH

Director of Transportation

✓ cc: Santa Clara County

Board of Supervisors

cc: EA SUPERVISOR
TRANSPORTATION

576

SACRAMENTO ADDRESS
ROOM 5031
STATE CAPITOL 95814
AREA CODE 916--445-9740

DISTRICT ADDRESS
777 NORTH FIRST STREET
SAN JOSE, CALIFORNIA 95112
REA CODE 408--286-8318

STATE SENATOR
ALFRED E. ALQUIST

THIRTEENTH SENATORIAL DISTRICT
REPRESENTING
SANTA CLARA COUNTY
IN THE

Senate



April 15, 1975

COMMITTEES
PUBLIC UTILITIES AND
CORPORATIONS
CHAIRMAN
FINANCE
ELECTIONS AND
REAPPORTIONMENT
EDUCATION

Mr. Howard C. Ullrich, Director
Department of Transportation
1120 N Street
Sacramento, California 95814

Dear Mr. Ullrich:

It has been brought to my attention that the State Department of Transportation has removed a number of eucalyptus trees along State Highway Route 9 designated in the Santa Clara County general plan as a scenic highway. The trees were removed to provide space for left-hand turn lanes at several locations along the highway. The Department should also know that these trees were planted as a volunteer community improvement project about fifteen years ago.

Obviously the Department should have been in contact with the local governing boards and informed them of the plans to remove the trees. To mitigate the damage which has already been done and to avoid subsequent situations of a similar nature, I would like to have a commitment from the Department of Transportation to: 1) immediately undertake a planting program to replace those trees which were removed in the highway alteration project and 2) contact the Santa Clara County Board of Supervisors prior to any plant cutting projects along designated scenic highways in Santa Clara County for their advice and consent.

Your attention to this request will be appreciated.

Sincerely,

A. E. Alquist
ALFRED E. ALQUIST

AEA:cms

cc: Santa Clara County
Board of Supervisors

*Reply for HCU's
signature
4/18/75*

STAFF REPORTING OFFICERS
MAY 5 2 00 PM '75
COUNTY OF
SANTA CLARA

DEPARTMENT OF TRANSPORTATION

P. O. BOX 3366 RINCON ANNEX

SAN FRANCISCO 94119



April 28, 1975

04-SC1-9

Donald M. Rains, Clerk
Santa Clara County Board of Supervisors
70 West Hedding Street
San Jose, CA 95110

Dear Mr. Rains:

This will acknowledge receipt of the resolution adopted by the Santa Clara County Board of Supervisors on April 16, 1975 regarding work by Caltrans on State Highway Route 9 in the vicinity of Quito Road.

As requested in Item 1 of the resolution, Caltrans met with the affected residents in the City of Monte Sereno on April 17, 1975. The difficulties have been resolved and agreement has been reached to insure that an "appropriately landscapable median" is left in the area of the construction project. We have also agreed to work with the City and citizens groups to develop a plan for replacement planting which will be done as soon as the construction work is completed. Attached are copies of letters received from the City of Monte Sereno following our meeting.

Caltrans will notify the County Board of Supervisors through the County Transportation Agency before any construction projects are undertaken on scenic highways in Santa Clara County as requested in Item 2 of the resolution.

As requested in Item 3 of the resolution Caltrans will continue to process the proper environmental documents and hold the necessary public hearings within the guidelines set forth in the California Environmental Quality Act.

We will notify the State Scenic Highway Advisory Committee of any plans for construction projects on State Scenic Highways in Santa Clara County as requested in the last item of the resolution.

cc: EA SUPERVISOR
TRANSPORTATION

RECEIVED
BOARD OF SUPERVISORS

MAY 1 10 27 AM '75

COUNTY OF
SANTA CLARA


Mr. Donald M. Rains
Page 2
April 28, 1975

Thank you for your interest and concern for the problems on state highways within the cities in Santa Clara County. I am sure that they too appreciate your effects on their behalf.

Very truly yours,

T. R. LAMMERS
District Director

By:


B. C. Bachtold
Deputy District Director

attach:

cc: Mayor Paul R. Bush
City of Monte Sereno

Mayor Cole Bridges
City of Saratoga

Mayor John B. Lochner
Town of Los Gatos



CITY OF MONTE SERENO

18041 SARATOGA-LDS GATOS ROAD
MONTE SERENO, CALIFORNIA 95030

Office of
Mayor

April 24th, 1975

Mr. T. R. Lammers, District Director
Department of Transportation - District 4
P O Box 3366 Rincon Annex
San Francisco, California 94119

Dear Sir:

We appreciate your courtesy in sending a copy of the proposed plans for the safety project between Austin Way, El Camino Grande and Ridgecrest Avenue on Route 9.

We have no objection to your final concept within this scenic highway and look forward to working with your landscape architect in the selection of a design and plant materials for the median strip consistent with our desire to integrate esthetics along with the aforementioned safety improvements.

Very truly yours,


PAUL R. BUSH

Mayor

PRB:wf

DISTRICT 2 - DCB

Lammers
Bachfeld
Herdin
Washimie
Speck
Frombalda
Richey
Executive Asst.

APR 25 1975

Accounting
Administration
City & Co. Liaison
Construction
Proj Development
Proj Development
Proj Development
Engineering Serv
Environment Plng
Highway Opns
Maintenance
Personnel
Program Mgmt
R/W Engineering
Traffic
Transp. Plng
File



CITY OF MONTE SERENO

18041 BARATOGA-LOS GATOS ROAD
MONTE SERENO, CALIFORNIA 95030

Office of
Chief Administrative Officer

April 18th, 1975

Mr. Robert Keller
Chief Project Engineer
Department of Transportation - District 4
P O Box 3366, Rincon Annex
San Francisco, California 94119

Dear Mr. Keller:

Please accept and convey to your associates the appreciation of our City Council and staff for the very prompt attention you gave to Monte Sereno and its citizens this past week in connection with current safety improvements to Highway 9.

I am optimistic that when the work is finished, we will have not only a safer road but a more scenic one as well.

If you will post Burt Olmsted, our Director of Public Works, a copy of revised plans as soon as available, we can keep our citizens up to date. We look forward to seeing Mr. Bush's proposal for replacement landscaping and am sure you have the full support of the community.

Very truly yours,

THOMAS B. INGLIS, JR.
Chief Administrative Officer

cc Mayor Bush
Supervisors Sanchez & Diridon
Senator Smith
Senator Alquist

April 17, 1975

Mr. T. R. Lammers
California Transportation Agency
P.O. Box 3366, Rincon Annex
San Francisco, CA 94119

Subject: Resolution of the Board of Supervisors,
County of Santa Clara, relating to
Highway 9 (at Quito Road)

Dear Mr. Lammers:

The Board of Supervisors, County of Santa Clara, at its regularly scheduled meeting on April 16, 1975, unanimously adopted the enclosed Resolution regarding work undertaken by California Transportation Agency on Highway 9 in the vicinity of Quito Road which threatens the scenic highway including the removal of large eucalyptus trees.

This Resolution urges Caltrans to provide notification to this Board and others before work is undertaken on State Scenic Highways in this County.

Respectfully submitted,

Donald M. Rains, Clerk

DMR:ea

Encl

cc: State Scenic Highway Commission
(w/ copy of Resolution)

memorandum



TO	FROM
BOARD OF SUPERVISORS	ROD DIRIDON
SUBJECT	DATE
PROPOSED RESOLUTION RELATING TO CONSTRUCTION	APRIL 16, 1975

ON STATE SCENIC HIGHWAYS WITHIN SANTA CLARA COUNTY

THE BOARD OF SUPERVISORS OF SANTA CLARA COUNTY, STATE OF CALIFORNIA, DOES HEREBY RESOLVE THAT:

1. Caltrans work with the citizens groups, delaying the project on Highway 9 if necessary to ensure that an appropriately landscapable median is left in the area of the construction project at the intersection of Highway 9 and Quito Road and that the access road difficulties are negotiated with the affected residents and the City of Monte Sereno.
2. In the future before any work is to be done on a state scenic highway in Santa Clara County Caltrans will provide timely notice to both the County Board of Supervisors and Transportation Agency.
3. Any state scenic highway construction projects that have *Been* approved previously or any future projects will conform to the procedures of an environmental impact evaluation including the public hearing requirement in order that this kind of difficulty experienced at Quito and Highway 9 does not occur again.
4. The State Scenic Highway Commission should also be notified of any such construction.

RJD/FEB/kim

memorandum



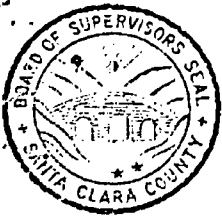
TO	FROM
BOARD OF SUPERVISORS	ROD DIRIDON
SUBJECT	DATE
STATE SCENIC HIGHWAY CONSTRUCTION PROJECTS	APRIL 15, 1975

Attached please find a copy of a letter I sent to Mr. James A. Moe, Director of Transportation, State of California.

It is my hope that the Board of Supervisors would adopt a resolution urging Caltrans to notify this body of any construction work to be done on a state scenic highway within the county well in advance of the start of such construction.

RJD/FEB/kim
Attachment

A handwritten signature, possibly "mfb", is located in the bottom right corner of the page.



**BOARD OF SUPERVISORS
COUNTY OF SANTA CLARA**

ROOM 524 / COUNTY ADMINISTRATION BUILDING
70 WEST HEDDING ST. / SAN JOSE, CALIFORNIA 95110 / 299-2323

RODNEY J. DIRIDON
SUPERVISOR FOURTH DISTRICT

LINDA A. CALLON
ADMINISTRATIVE ASSISTANT

FRANK DARIEN III
ADMINISTRATIVE ASSISTANT

April 9, 1975

Mr. James A. Moe
Director of Transportation
State of California
1120 N Street
Sacramento, CA 95814

RE: Road Improvements, State Highway 9
Intersections Austin Way, Blythewood Way, Daves-Farragut
Lane, Greenwood Road-Ridgecrest Avenue

Dear Mr. Moe:

I am astounded at the denuding of State SCENIC HIGHWAY 9 (Los Gatos-Saratoga Road) by your department, axing away the eucalyptus trees as part of an "improvement" program creating left turn lanes. These trees were planted by the local citizens in a beautification project at no expense to the taxpayers.

It is my understanding that no EIR was issued, and therefore no public hearings held, on this project, and that the complete design plans have not been shared with local residents in the past two years. Certainly engineering requirements for the road improvement could have been wedded to landscape needs for this state designated scenic highway.

Halt the concrete until you and the local residents have a firm landscaping design plan to mitigate the damage already done to Highway 9.

In addition, please notify me before work is to be done in Santa Clara County on state scenic highways. Both the state and the county will benefit from mutual cooperation between governmental bodies.

Very sincerely,

Rodney J. Diridon

cc: Senator Jerry Smith
Bob Keller

James Pott, Director of Transportation, Santa Clara County

4/16/75
yf

California

TRANSMITTAL MEMORANDUM

S.D. _____

Page 1 of 2DATE: August 22, 1972

FOR: BOARD OF SUPERVISORS AGENDA OF September 5, 19 72

FROM: E. D. HODGE, REAL ESTATE DIVISION, PUBLIC WORKS
ELEANOR YOUNG, PLANNING DEPARTMENT

TITLE: NEGATIVE DECLARATIONS BY THE DIVISION OF HIGHWAYS
ON ROUTES 9, 17 & 101

DESCRIPTION:

In connection with project design and approval, and as required by State and Federal Environmental legislation, the State has made an analysis of the probable Environmental Impact of these projects and submitted copies of their reports in the form of Negative Declarations to the Board of Supervisors. Each of these reports was referred to Public Works and Planning Departments for report back to the Board. Both Departments concur with the Negative Declarations submitted by the Division of Highways as to the project on Highway 9 and Highway 101.

As to the project on Route 17 between Alma College Road and south of Bear Creek Road, both Departments agree that the intended project is vital for improvement of safety conditions. The basis for a Negative Declaration as set forth in the Division of Highways report is:

1. There will be no significant change in air quality or noise levels.
2. No change in character of composition of traffic is anticipated.
3. There is no known local opposition to the proposed project.
4. Six of these projects have been completed with little or no apparent adverse effect upon the environment.
5. All new cut and fill slopes will be seeded.
6. Aesthetically, the roadsides should appear much as they do now in this mountainous wooded area.
7. There will be no displacement of people or improvements.

APPROVED: JAMES POTT 

HOWARD CAMPEN _____

AGENDA DATA: DATE: _____ BOARD ACTION: SEP 5 1972 14

ITEM NO: _____

TRANSMITTAL MEMORANDUM

Page 2 of 2

DATE: August 22, 1972

DATE OF AGENDA: September 5, 1972

TITLE: NEGATIVE DECLARATIONS BY THE DIVISION OF HIGHWAYS
ON ROUTES 9, 17 & 101

Attached is a copy of Planning Department's memorandum relating to the Route 17 project. Public Works Department feels that the comments in said memorandum are pertinent and that it would be appropriate to suggest type of desirable plantings and to suggest that the State institute a replanting and/or landscaping and maintenance program on Route 17.

The Division of Highways should be notified of Board action on the Negative Declarations submitted to it. It is recommended that a letter in the form attached be executed by the Chairman of the Board and forwarded to the Division of Highways.

EDH:jay

cc: Planning Department

County of Santa Clara
California

Office of the Board of Supervisors
524 County Administration Building
70 West Hedding Street
San Jose, California 95110
299-2323 Area Code 408

Sig Sanchez, District 1
Dominic L. Cortese, District 2
Charles A. Quinn, District 3
Ralph H. Mehrkens, District 4
Victor Calvo, District 5

September 5, 1972

Mr. T. R. Lammers
District Engineer
Division of Highways-Dist. IV
P. O. Box 3366-Rincon Annex
San Francisco, California

Attention: Mr. B. C. Bachtold
Deputy District Engineer

Subject: Environmental Impact Statements
Routes 9, 17 & 101

Dear Mr. Lammers:


You have submitted Negative Declarations covering proposed projects on the above routes. The declarations have been reviewed by Public Works and Planning Staffs and by the Board of Supervisors, and we concur in the Negative Declarations on Route 9 and 101.

As to the Negative Declaration on Route 17, it is noted that the basis for the negative declaration includes a statement No. 6 that "aesthetically the road sites should appear much as they do now in this mountainous, wooded area".

County feels that the proposed completed project will fulfill this item if a replanting project is undertaken as a part of the widening project. It is suggested that consideration should be given to using native vegetation such as oak, manzanita and madrone for plantings.

The County also requests that you budget for a replanting and/or landscaping project for the mountainous area of Route 17.

Very truly yours,


CHARLES A. QUINN, Chairman
Board of Supervisors

CC: Public Works (3)
Planning (1)

DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

P.O. BOX 3366 RINCON ANNEX
SAN FRANCISCO 94119

July 21, 1972

58

04-SCr, SC1-9

P.M. 4.0/21.0

0.0/5.4

In Felton 1.6 Mi S/o

San Lorenzo Ave to

0.3 Mi W/o Pierce Rd

in Saratoga

04230 - 422711

Honorable Board of Supervisors
County of Santa Clara
70 West Hedding Street, Room 524
San Jose, CA 95110

Gentlemen:

Attached is a copy of the Negative Declaration for the proposed culvert replacement project on Route 9 in the counties of Santa Clara and Santa Cruz.

This Negative Declaration is being sent to you pursuant to the provisions of Division 13 of the State Environmental Quality Act added to the Public Resources Code.

Very truly yours,

T. R. LAMMERS
District Engineer

By

B. C. BACHTOLD
Deputy District Engineer

Attach.

AUG 15 1972

RECEIVED
BOARD OF SUPERVISORS

AUG 3 1 12 PM '72

COUNTY OF
SANTA CLARA

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS

March 1, 1972

NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

1. Location and Description of Project

The proposed project is on State Highway Route 9 in Santa Cruz and Santa Clara Counties between 1.6 miles south of San Lorenzo Avenue in Felton and 0.3 mile west of Pierce Road in Saratoga, a length of 22.4 miles. The work consists of upgrading approximately 100 existing culverts.

2. Purpose

The purpose of this project is to alleviate flooding of the highway and adjacent private property.

3. Discussion of Environmental Impact

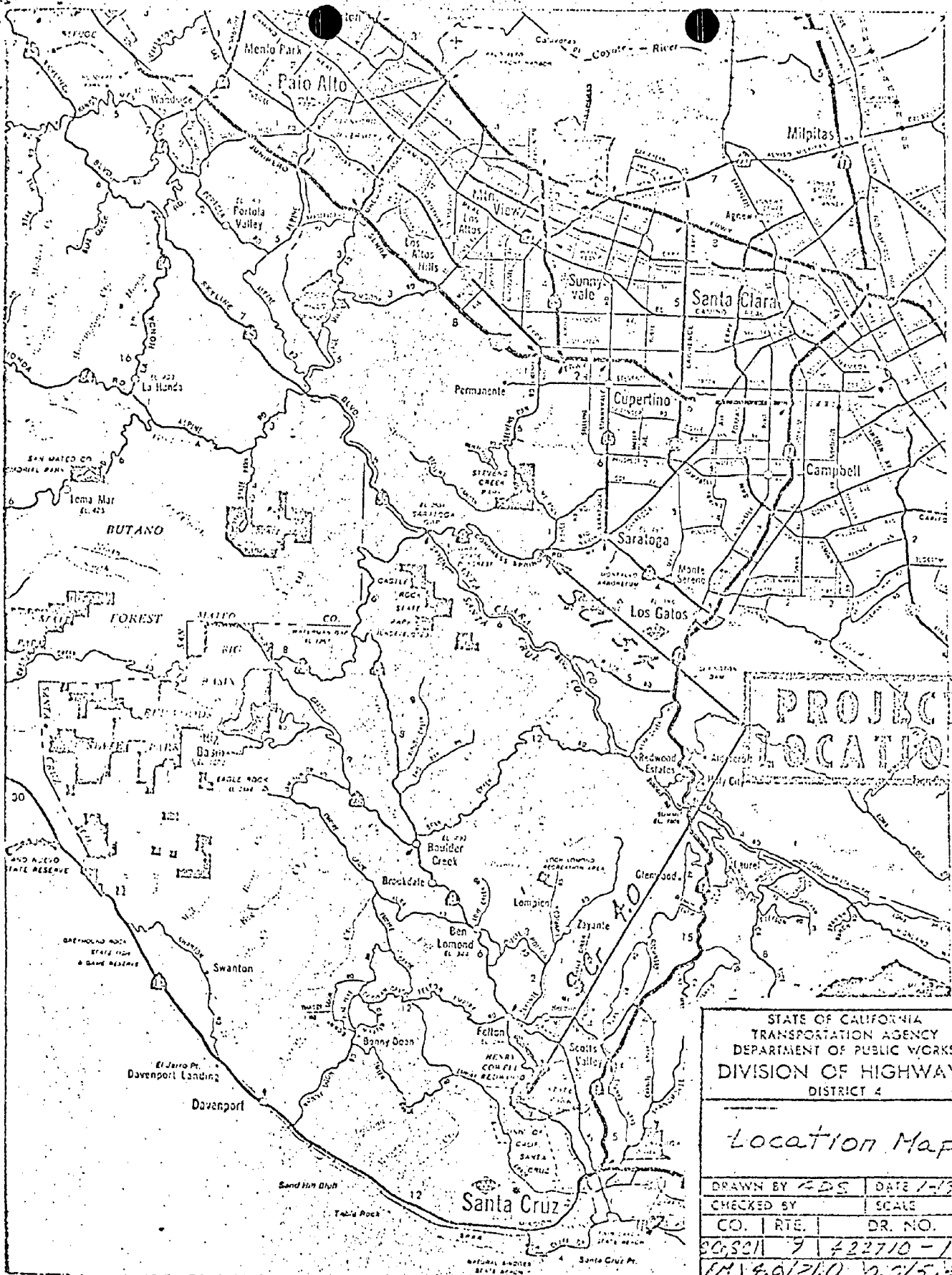
The work will be done within the State's right of way with the exception of three permanent drainage easements. There will be no change to the roadway slopes or in their general appearance.

4. Basis for Negative Declaration

The environmental impact of the proposed culvert work is not considered to be significant because:

- A. There will be no change in volume or character of traffic.
- B. There will be no residential or business relocation.
- C. Wildlife will not be affected.

- D. The proposed construction will not change the highway's overall appearance.
- E. The proposed construction will improve the safety of the facility during rainy weather by removing standing water from the pavement.



STATE OF CALIFORNIA
TRANSPORTATION AGENCY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF HIGHWAYS
DISTRICT 4

Location Map

DRAWN BY GDS		DATE 1-18-52
CHECKED BY		SCALE
CO.	RTE.	DR. NO.
SCS	9	422710-1
1/14/50/210, 2.5/5.7		

BASE MAP REPRODUCED BY COURTESY
OF THE CALIFORNIA STATE AUTOMOBILE
ASSOCIATION, COPYRIGHT OWNER.

RESOLUTION APPROVING AND AUTHORIZING SALE
OF PROPERTY
NO LONGER NEEDED FOR HIGHWAY PURPOSES

BE IT RESOLVED by the Board of Supervisors of the County
of Santa Clara, as follows:

1. Acting in accordance with Streets and Highways Code
Section 960.4, the Board of Supervisors finds and determines that
the property described in Exhibit "A" acquired by the County for
highway purposes, is no longer necessary for such purposes.

2. The Board of Supervisors hereby authorizes sale of said
property to the City of Saratoga,
for the sum of \$ -0- and directs
the Chairman of the Board of Supervisors to execute a deed therefor
on behalf of the County of Santa Clara.

3. The purchase price shall be paid into the County
Treasury to the credit of the highway fund from which the property
was originally purchased.

PASSED AND ADOPTED by the Board of Supervisors of the County
of Santa Clara, State of California, on OCT 12 1971,
by the following vote:

AYES: Supervisors ~~Mehrkens~~ Sanchez Quinn Calvo ~~Cortese~~

NOES: Supervisors NONE

ABSENT: Supervisors ~~Mehrkens~~ Cortese

Charles A. Quinn
Vice Chairman, Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors

APPROVED AS TO FORM:

Gerald Thompson
Asst./Deputy County Counsel

Saratoga, City of

OCT 12 1971

5 cert. copies to Title Office
w/ original grant deed

Saratoga-Sunnyvale Road
(Highway 9)
Excess Parcels 2175-61 EX
9/13/71

All that certain parcel of land delineated and designated as Lots 12, 13 and 14 of Tract No. 270 - Victor Tract as said tract is shown on that certain tract map entitled "Tract No. 270 - Victor Tract" and filed for record in the office of the Recorder of the County of Santa Clara, State of California in Book 8 of Maps at Page 56 excepting therefrom Parcels F, G and H as shown on that certain record of survey entitled "Record of Survey - Saratoga-Sunnyvale Road (Highway 9) and filed for record in the above said Recorder's office in Book 179 of Maps at Page 44 and containing approximately 0.167 acres of land.

EXHIBIT "A"

2175-61 EX

GRANT DEED

THE COUNTY OF SANTA CLARA, a body politic and corporate by and through the Board of Supervisors of the County of Santa Clara, does hereby grant to THE CITY OF SARATOGA, all that real property situate in the County of Santa Clara, State of California, described as follows:

All that certain parcel of land delineated and designated as Lots 12, 13 and 14 of Tract No. 270 - Victor Tract as said tract is shown on that certain tract map entitled "Tract No. 270 - Victor Tract", and filed for record in the office of the Recorder of the County of Santa Clara, State of California, in Book 8 of Maps at Page 56 excepting therefrom Parcels F, G and H as shown on that certain record of survey entitled "Record of Survey - Saratoga-Sunnyvale Road (Highway 9)" and filed for record in the above said Recorder's office in Book 179 of Maps at Page 44 and containing approximately 0.167 acres of land.

WITNESS my hand on **OCT 12 1971**

Vice Charles A. Zuercher
Chairman, Board of Supervisors

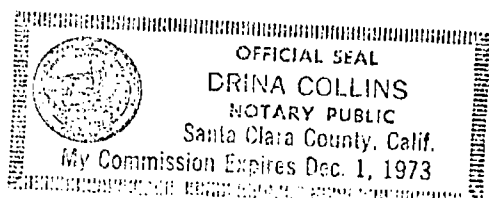
STATE OF CALIFORNIA)
)ss
COUNTY OF SANTA CLARA)

On OCT 12 1971, before me, Drina Collins

personally appeared Charles A. Quinn, known to me to be the Vice Chairman of the Board of Supervisors of the County of Santa Clara, State of California, and known to me to be the person who executed the within instrument on behalf of said County and acknowledged to me that County of Santa Clara authorized execution of the same.

Authorized execution of the same.

Lina Collins
Notary Public



OCT 12 1971

memorandum



TO	County Counsel	FROM	Board of Supervisors
	Gary Voecks, Title Officer		Diane Vancour
SUBJECT			DATE
	Sale of Property to City of Saratoga		October 13, 1971

Attached you will find a copy of the transmittal letter describing property, original grant deed, and five (5) copies of the Resolution approving and authorizing sale.



County of Santa Clara

California

TRANSMITTAL MEMORANDUM

S.D. 4

Page 1 of 1

DATE: October 1, 1971

FOR: BOARD OF SUPERVISORS AGENDA OF October 12, 19 71

FROM: HODGE, REAL ESTATE DIVISION, PUBLIC WORKS

TITLE: RESOLUTION APPROVING AND AUTHORIZING SALE OF PROPERTY
NO LONGER REQUIRED FOR HIGHWAY PURPOSES
GRANT DEED FROM COUNTY OF SANTA CLARA TO CITY OF SARATOGA

DESCRIPTION:

Parcel 2175-61 EX

A long, narrow parcel of excess, being 468+ ft. in length with a width of 17+ ft. at the southerly end, gradually increasing to 30 ft. on the north side and containing 0.167 ac.± (7,275± s.f.).

The parcel is located on the east side of Highway 9 and southerly of Walnut Avenue and was acquired by County for Highway 9 widening.

Parcel is now used as a walkway and the City of Saratoga has requested title be conveyed to them for development as a public sidewalk.

Recommended Action:


Approve Resolution and execute Grant Deed.

EDH:o's

APPROVED: JAMES POTT 

HOWARD CAMPEN

AGENDA DATA: DATE:

BOARD ACTION: 

ITEM NO:

OCT 12 1971

Rev 9

RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF
SANTA CLARA, STATE OF CALIFORNIA, RELATING TO A STUDY
DATED JUNE 24, 1971, BY THE DEPARTMENT OF PUBLIC WORKS OF
THE STATE OF CALIFORNIA, UNDER SECTION 256 OF THE STREETS
AND HIGHWAYS CODE, CONCERNING JURISDICTIONAL CONTROL OF
STREETS, ROADS AND HIGHWAYS BETWEEN CITIES, COUNTIES AND
THE STATE OF CALIFORNIA

WHEREAS, the Department of Public Works of the State of California proposes a reclassification of the jurisdictional control of streets, roads and highways between cities, counties and the State of California; and

WHEREAS, it is recognized that there exists a need for reasonable rationale to determine proper jurisdictional control thereof; and

WHEREAS, A Highway Functional Classification Study of all existing streets and roads has been completed in California by the Division of Highways in cooperation with local agencies, as a part of the National Transportation Planning Study initiated by the U. S. Department of Transportation; and

WHEREAS, the Department of Public Works of the State of California, in preparation of the report to the Legislature required by Section 256 of the Streets and Highways Code, has used Functional Classification as a criterion to determine tentative recommendations for changes in the State Highway System; and

WHEREAS, functional classification, as presently defined, may be one basis for determining whether or not a route should be a state or local agency highway; and

WHEREAS, the State Highway Engineer has recommended specific changes in the State Highway System, described in the Division of Highways' letter to the Board of Supervisors dated June 24, 1971;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara, State of California, as follows:

1. That mobility and access should not be the only factors, nor functional classification the sole criterion, for determining

Certified:

*5 - Public Works
1 - SUPERINTENDENT OF LEGISLATION*

the jurisdiction of a particular highway. Local agencies should be allowed the opportunity to present other arguments for additions or deletions to the State Highway System.

2. That no deletions to the State Highway System should be made until the state and the local agency (or agencies) involved enter into agreement which clearly defines an "equitable adjustment of financial resources" relating to maintenance expense.

3. That the following proposed changes to the State Highway System are opposed for the reasons stated:

(a) Deletion of Route 35 (Skyline Boulevard).

This route has scenic and recreational characteristics which are of area wide benefit. It passes through multiple jurisdictions and should remain in the State System to insure uniform standards of service and maintenance.

(b) Deletion of Route 82 (El Camino Real).

This route is an historically important route which serves heavy inter-city traffic. It should remain in the State System to insure uniform standards of service and maintenance throughout its entire length.

(c) Deletion of Route 9 from Santa Cruz County Line to Route 17.

This portion of Route 9 passes through several jurisdictions and is already part of the State Scenic Highway System.

(d) Addition of Lawrence Expressway from future Route 85 to Route 237.

Lawrence Expressway is a potential mass

out 1000
2 362

transit corridor for an intra-county transit system and should remain in the County Expressway System until its future transit role is clarified.

4. That the deletion of Route 130 (Alum Rock Avenue) from Route 101 to Route 680 is supported, provided an equitable adjustment of financial resources is agreed upon by the State and the City of San Jose.

5. That Route 35 (Skyline Boulevard) be extended southerly to Route 129 (Chittenden Pass) to coincide with the proposed Scenic Highway Corridor designation for this route.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this SEP 14 1971 by the following vote:

AYES: Supervisors Mehrkens Sanchez Quinn Calvo Cortese

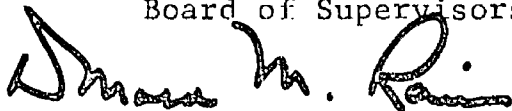
NOES: Supervisors NONE

ABSENT: Supervisors NONE


Dominic L. Cortese

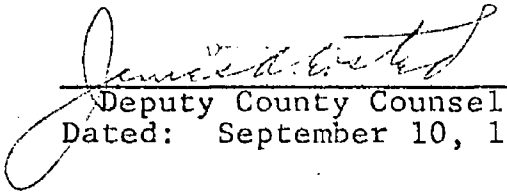
Chairman, Board of Supervisors

ATTEST: DONALD M. RAINS, Clerk
Board of Supervisors



Donald M. Rains

APPROVED AS TO FORM:


Deputy County Counsel
Dated: September 10, 1971

memorandum



TO	Public Works	FROM	Clerk, Board of Supervisors
SUBJECT	Resolution re State Section 256 Study		DATE
			September 15, 1971

Item 26 - 9/14/71 Agenda

Enclosed are five certified copies of a Resolution adopted by the Board of Supervisors on September 14, 1971, for transmittal to the State.

This Resolution relates to a study by the Department of Public Works concerning jurisdictional control of streets, roads and highways between cities, counties and the State of California.

DMR:dc

Enclosures: 5

County of Santa Clara

California

Department of Public Works
County Office Building
20 West Hedding Street
San Jose, California 95110

TRANSMITTAL MEMORANDUM

S.D. 111

Page 1 of 1

DATE: September 10, 1971

FOR: BOARD OF SUPERVISORS AGENDA OF September 14, 1971

FROM: MONTINI, ENGINEERING, PUBLIC WORKS

TITLE: RESOLUTION REFLECTING TRANSPORTATION POLICY COMMITTEE
RECOMMENDATIONS REGARDING STATE SECTION 256 STUDY

DESCRIPTION:

The Department of Public Works of the State of California is preparing a report to the Legislature required by Section 256 of the Streets and Highways Code which will include recommendations for additions and deletions to the State Highway System. The proposed changes by the State to the State System are based upon the concept of functional classification as a means to determine jurisdictional control of streets and highways.

Using this concept as a basis, the State has submitted the following tentative recommendation for changes in the State Highway System:

Deletions

1. Route 35 (Skyline Blvd.)
2. Route 82 (El Camino Real)
3. Route 9 (from Santa Cruz County line to Route 17)
4. Route 130 (Alum Rock Avenue from Rte. 101 to Rte. 680).

Additions

Lawrence Expressway (from future Rte. 85 to Rte. 237)

On September 8, 1971 the Transportation Policy Committee held a public hearing to discuss the proposed changes to the State Highway System. The attached resolution contains the Committee's recommendations to the Board concerning the Section 256 study. The TPC opposes all of the State's suggested changes with the exception of the deletion of Route 130 (Alum Rock Avenue from Rte. 101 to Rte. 680). The TPC also recommends the extension of Skyline Boulevard southerly to Chittenden Pass (Rte. 129).

Approval of the attached resolution is recommended.

After execution please return ~~original~~ and all copies to the Department of Public Works for transmittal to State.

APPROVED: JAMES POTT

HOWARD CAMPEN

AGENDA DATA: DATE: _____

BOARD ACTION: SEP 14 1971

ITEM NO: _____

respective precincts or consolidated precincts. Only persons whose names appear on such rosters shall be entitled to vote at the election for which such rosters were prepared.

CHAPTER 767.

An act to amend sections 2, 3 and 5 and to add two sections to be numbered 6 and 7 to an act entitled "An act to provide for the acquisition of rights of way for and the construction, maintenance and improvement of State highways, classifying the highways in the State system and allocating and directing the expenditure of funds for the construction, maintenance and improvement of State highways," approved May 26, 1927, said amendments and new sections relating to the allocation and expenditure of State highway funds, the construction, improvement and maintenance of State highways and the addition of certain highways to the State system. Stats. 1927,
p. 1562,
amended.

[Approved by the Governor June 5, 1933. In effect August 21, 1933.]

The people of the State of California do enact as follows:

SECTION 1. Section 2 of the act cited in the title hereof is hereby amended to read as follows: Stats. 1927,
p. 1562.

Sec. 2. (a) All money now or hereafter available under any law of this State for the acquisition of rights of way for, or the construction, maintenance, repair, widening, resurfacing, reconstruction or improvement of State highways or for the maintenance, repair, widening, resurfacing and reconstruction of roads and highways in State parks, other than money authorized by law to be deposited in the State highway general fund, shall be deposited in a "State highway fund," which fund is hereby created, and the moneys in said fund shall be allocated and expended as provided in this act. Said State highway fund is the successor to the State highway maintenance fund and the State highway construction fund, and all moneys in said funds shall, on the effective date of this act, be transferred to said State highway fund. "State
Highway
fund."

(b) The Department of Public Works is hereby authorized and directed to expend of all said money available each year in the State highway fund such proportion thereof as the California Highway Commission determines is necessary for: Use of
highway.

- (1) General administration purposes;
- (2) For maintenance of all State highways, including all traversable highways on authorized State highway routes; and
- (3) For the maintenance of highways in State parks.

(c) A traversable State highway shall be construed to mean any existing travelable road or highway between the termini of and approximately on the route of any authorized State highway.

(d) The term "maintenance" shall include the preservation and keeping of rights of way and each type of roadway, structure and facility in the safe and usable condition to which it has been improved or constructed but shall not include reconstruction or other improvement. Maintenance shall also include necessary provision for special safety conveniences and devices; general utility services such as roadside planting, also special or emergency maintenance or repair necessitated by accidents or by storms or other weather conditions, slides, settlements or other unusual or unexpected damage to a roadway, structure or facility. The Department of Public Works and the California Highway Commission shall be limited in expenditures for general administration and maintenance to an amount not exceeding the net revenue derived from one cent per gallon tax on motor vehicle fuel.

(e) All money in the State highway fund not expended for general administration purposes or for maintenance shall be expended for the purposes and in the manner hereinafter specified.

Stats. 1927,
p. 1562.

SEC. 2. Section 3 of said act is hereby amended to read as follows:

Allocation
of money.

SEC. 3. All money in the State highway fund, except such portions thereof as are expended for general administration purposes and for maintenance of State highways, including traversable State highways and highways in State parks, shall be allocated and expended as follows:

(a) One-half thereof shall be allocated to and expended upon primary State highways, and the annual expenditures thereof shall be made within each group of counties enumerated in section 4 of this act in amounts which shall bear the same proportion to the total amount so available during the current year as the number of miles of primary State highways within each group bears to the total number of miles of primary State highways; the remaining one-half of said amount so available shall be expended upon the secondary State highways in the State highway system, and the total annual expenditures thereof shall be made one-half thereof in each of the groups of counties enumerated in section 4 of this act; provided, that not to exceed four per cent of the money hereby allocated to the secondary highways in a particular group may be used and expended as State aid to joint highway districts within such group in accordance with the laws pertaining to the financing of highways within joint highway districts.

(b) In the event the California Highway Commission shall determine at any time that the money hereby allocated to the primary highways in either group of counties designated in this act is larger than necessary for the purpose of adequately meeting traffic requirements, then on the authorization of said commission, the Department of Public Works may expend not more than fifty per cent of the money so

allocated to the primary highways in such group of counties upon the secondary highways in such group of counties. Allocation of money.

Provided further, that in the event the California Highway Commission shall determine at any time that the cost of constructing, reconstructing, widening or improving the primary highways in either group of counties designated in this act is greater than can be met by the money hereby allocated to such primary highways, then on the authorization of said commission, the Department of Public Works may expend not more than fifty per cent of the money hereby allocated to the secondary highways in such group of counties upon the primary highways in such group of counties.

(c) As a further flexible provision with respect to the expenditure of primary and secondary money it is further provided that the Department of Public Works in constructing, reconstructing, widening, improving or maintaining routes within municipalities, as hereinafter provided, within a particular group of counties designated in this act, may on the authorization of the California Highway Commission expend for said purposes money allocated to either the primary or secondary highways in such group of counties.

(d) Except as otherwise permitted hereunder, any annual or biennial balances remaining unexpended to the credit of any group of counties shall remain credited to the particular group of counties to which it is allocated as above set forth.

(e) In apportioning the expenditures of money as required by this act, there shall be excluded from the computations of moneys expended any sums contributed by any city, city and county, county, or from any other source, to pay a portion of the cost of constructing, reconstructing, widening or improving any State road or highway.

(f) The money hereinabove allocated to primary and secondary State highways, respectively, and the amounts available therefor each year shall be expended by the Department of Public Works in acquiring the necessary rights of way for and in constructing, reconstructing, widening or improving to standards justified by traffic requirements, and on the most direct and practicable routes as determined by the California Highway Commission, the primary and secondary State highways, respectively, in the State highway system and for the construction, maintenance and improvement of highways in State parks subject to the approval of the official or officials charged by law with the management and control of such parks.

(g) All the money hereby allocated to and available for expenditure upon primary State highways in county group No. 1 shall be subject to the appropriation made by Chapter 5, Statutes of 1933, and all the money hereby allocated to and available for expenditure upon either primary or secondary State highways in county group No. 1 shall be subject to the appropriation made by Chapter 9, Statutes of 1933.

Accounts.

(h) The Department of Public Works shall set up and keep such accounts as may be necessary to show all expenditures from the State highway fund for the several purposes authorized and required by this act, and shall make and keep on file in the office of the Director of Public Works an annual statement showing all such expenditures from said fund.

Revolving fund.

(i) All money withdrawn from said "State highway fund" shall be upon warrants drawn by the State Controller upon demands made by the Department of Public Works, and audited as provided by law; provided, however, that the Department of Public Works may, without at the time furnishing vouchers and itemized statements, withdraw from the State highway fund a sum not to exceed five hundred thousand dollars. The sum or sums so withdrawn may be used as a revolving fund where cash advances are necessary.

Expenditures within cities.

(j) The Department of Public Works shall annually expend from the State highway fund an amount equal to one-quarter of one cent per gallon tax on motor vehicle fuel, after the proportionate payments therefrom into the "Fuel tax enforcement fund" and after the proportionate refunds shall have been made, within the incorporated cities and cities organized under freeholder charters, and any city and county in this State, for the purposes specified in this section and in section 5 of this act, and such expenditures shall be made within each such city or city and county within the State in the proportion that the total population in each city or city and county bears to the total population in all such cities in this State. For the purpose of this section the population in each city or city and county is declared to be that determined by the last preceding Federal census.

The expenditure of the money hereby allocated to each incorporated and charter city or city and county shall, in the discretion of the Department of Public Works, be made first for the acquisition of rights of way for, or the construction or maintenance or improvement of State highways or portions thereof within such city.

In the event that the amount of money allocated to any one incorporated or charter city or city and county is greater than is necessary to adequately maintain and improve to adequate standard all State highways within such city, then any surplus amount accruing to such city shall be expended for the acquisition of rights of way, or the construction, or maintenance or improvement of other streets of major importance within such city as may be agreed upon by the Department of Public Works and the legislative body of such city.

With respect to any expenditure within an incorporated or charter city or city and county herein authorized, the Department of Public Works may delegate any such expenditure to the legislative body of such city when and if said department is satisfied that such city is equipped to conduct such acquisition or construction or maintenance or improvement work in an efficient and economic manner.

The legislative body of any incorporated or charter city or city and county may authorize the accumulation of funds accruing to it over a period of years, or authorize the advancement of moneys to accrue to such city over a period of years to permit the accomplishment of a major project in its entirety. No such accumulation or advancement of funds shall be made without the approval of the Department of Public Works.

The legislative body of any incorporated or charter city or city and county may authorize the allocation and expenditure by the Department of Public Works of any money accruing to such city hereunder upon any State or other major street or highway outside the limits of such city. The provisions of this section shall be construed as a guaranty for the expenditure of not less than the amounts herein provided within each city or city and county, but shall not be deemed to prevent the expenditure of any larger amount by the Department of Public Works upon any State highways or portions thereof lying within an incorporated city or city organized under freeholder charters, or city and county in this State, as provided in section 5 of this act.

Sec. 3. Section 5 of said act is hereby amended to read as follows: Stats. 1927,
p. 1552.

Sec. 5. The California Highway Commission shall have jurisdiction and authority as provided in this section with respect to any State highway lying within any municipality as specifically described by law, also with respect to a State highway, the natural course of which runs or passes into or through any municipality or contiguous municipalities. Unless any such route or routes within a municipality is specifically described by law it shall be the duty of the highway commission to designate and to determine the location of connecting portions either through or around the municipality as the commission may determine will be of the greatest benefit to through traffic and the said commission shall determine such connecting portions with respect to all State highways, the natural course of which runs or passes into or through any municipality. Jurisdiction
of Highway
Commission.

The Department of Public Works is hereby authorized to acquire the necessary land or rights of way by purchase, condemnation or donation for any said highway or the legislative body of the municipality may acquire the necessary land or rights of way by purchase, condemnation or donation and title to any said land or right of way may be taken in the name of the State or in the name of the municipality. Acquisition
and
construction.

The Department of Public Works is hereby authorized to construct, reconstruct, widen, otherwise improve or maintain any such highway within a municipality or upon the allocation of any funds by the California Highway Commission for any said purpose the director of the Department of Public Works may as he shall deem expedient enter into a cooperative agreement with such municipality for the performance of any such work by the State or by such municipality or for the division

of the cost thereof as between the State and such municipality. All work performed under the provisions of this section shall be approved by the Director of Public Works.

The Director of Public Works may delegate to any such municipality all or any part of the powers and jurisdiction vested by law in him or in the Department of Public Works over and in respect to all or any section of any such State highway within such municipality.

New section. SEC. 4. Said act is hereby amended by adding thereto a new section to be numbered 6, to read as follows:

Width of highways. SEC. 6. The minimum permissible width of right of way for all State highways shall be eighty feet, except as otherwise provided in section 2620 of the Political Code; and provided, further, that the Department of Public Works may maintain any traversable State highway having a lesser width of right of way but shall not expend any money thereon for construction, reconstruction or other major improvement, except for bridges or approaches thereto, until the width of right of way is at least eighty feet; and provided further, that the provisions of section 2620 of the Political Code in respect to State highways shall not apply to such highways within municipalities.

New section. SEC. 5. Said act is hereby amended by adding thereto a new section to be numbered 7, to read as follows:

Secondary highways. SEC. 7. The following named and described highways or routes are hereby declared to be and are hereby classified as secondary State highways and the Department of Public Works is hereby authorized and directed to lay out and construct said highways by the most direct and practicable routes, as determined by the California Highway Commission, between the termini stated herein, and to improve and maintain the same subject to the provisions of this act as applicable:

State Highway Route 71 to State Highway Route 1 north of Smith River.

Etna Mills to Montague.

State Highway Route 23 at Alturas to State Highway Route 29.

State Highway Route 3 near Mt. Shasta to Lassen National Park.

State Highway Route 20 near Willow Creek to State Highway Route 46 near Weitchpec.

State Highway Route 1 to State Highway Route 20 north of Mad River.

Ferndale to State Highway Route 1 near Fernbridge.

State Highway Route 1 near Alton to State Highway Route 35 near Kuntz.

State Highway Route 35 near Peanut to State Highway Route 20 near Douglas City.

State Highway Route 35 to State Highway Route 3 near Red Bluff.

State Highway Route 23 near Redding to Lassen National Park.

Lassen National Park to State Highway Route 29 at Mineral and Lassen National Park-Mineral Road to State Highway Route 29 near Morgan. ^{Secondary highways.}

State Highway Route 29 near Deer Creek Pass to State Highway Route 21 near Indian Falls.

State Highway Route 3 near Chico to State Highway Route 21 near Deer Creek Meadows.

State Highway Route 21 near Blairsden to State Highway Route 38 near Truckee.

State Highway Route 25 at Downieville to Blairsden-Truckee Road near Sattley.

State Highway Route 37 near Colfax to State Highway Route 17 near Grass Valley.

State Highway Route 3 near Chico to State Highway Route 21 near Oroville.

State Highway Route 15 near Marysville to State Highway Route 21 near Oroville.

State Highway Route 45 near Glenn to State Highway Route 47 near Hamilton City.

State Highway Route 15 near Sycamore to Woodland-Yuba City Road near Knights Landing.

Russian River near Jenner to Westport.

State Highway Route 49 near Middletown to State Highway Route 15 near Upper Lake via Lakeport.

State Highway Route 50 near Runsey to State Highway Route 7 near Woodland.

State Highway Route 7 near Vacaville to State Highway Route 7 near Dunnigan.

State Highway Route 7 near Woodland to State Highway near Yuba City.

Woodland to Sacramento.

State Highway Route 3 near Lincoln to State Highway Route 17 near Newcastle.

State Highway Route 65 near Coloma to Marshall's Monument.

State Highway Route 65 near Cool via Georgetown to State Highway Route 65 near Placerville.

State Highway Route 11 near El Dorado to State Highway Route 11 near Placerville via Diamond Springs.

State Highway Route 36 near Camp Richardson to south of Fallen Leaf Lake.

State Highway Route 23 near Woodfords to the California-Nevada State line.

State Highway Route 23 near Coleville to the California-Nevada State line.

State Highway Route 23 near Bridgeport to the California-Nevada State line via Walker River.

State Highway Route 11 near Perkins to State Highway Route 51 near Michigan Bar.

State Highway Route 4 near Stockton to State Highway Route 54 near Waite's Station.

Secondary
highways.

State Highway Route 4 near Stockton to State Highway Route 65 near Mokelumne Hill.

State Highway Route 4 south of Sacramento to State Highway Route 2 near Ben Ali.

Walnut Creek-Stockton Road near Antioch to Sacramento.

State Highway Route 53 at Rio Vista via Ryer Island to State Highway Route 6 near Broderick and Rio Vista-Broderick Road on Ryer Island to Sacramento-Antioch Road.

State Highway Route 53 to State Highway Route 7 near Dixon.

State Highway Route 8 near Napa to Winters via Wooden Valley and Berryessa Valley.

Napa-Calistoga road near Rutherford to Napa-Winters road via Sage Canyon.

State Highway Route 8 near Napa to State Highway Route 49 near Calistoga.

Calistoga to State Highway Route 1 near Geyserville.

State Highway Route 8 to State Highway Route 7 through American Canyon.

State Highway Route 1 near Petaluma to State Highway Route 8 near Shellville.

Sebastopol to State Highway Route 1 near Santa Rosa.

Coast road near Jenner to State Highway Route 1 near Cotati.

State Highway near southerly end of Marin Peninsula to the Marin-Sonoma County line via the Coast Route.

San Jose to Richmond (East Shore Highway).

Hayward, via Fourteenth Street in San Leandro to Seventh and Cypress Streets in Oakland.

San Jose-Richmond East Shore Highway near Mt. Eden to State Highway Route 5 near Hayward.

State Highway Route 75 near Walnut Creek to State Highway Route 5 near Stockton via Antioch.

State Highway Route 14 near Hercules to the Walnut Creek-Antioch Road.

State Highway Route 75 near Walnut Creek to Livermore-San Jose Mission Road near Scotts Corners.

San Jose-Richmond East Shore Highway near Newark to Walnut Creek-Scotts Corners Road near Sunol.

State Highway Route 5 near Mission San Jose to State Highway Route 5 near Livermore.

State Highway Route 4 near Fresno to State Highway Route 5 near Tracy.

State Highway Route 4 near Stockton via Copperopolis to State Highway Route 65 near Altaville.

State Highway Route 4 at Modesto northerly to State Highway Route 13 between Salida and Riverbank.

State Highway Route 4 near Manteca to State Highway Route 13 near Oakdale.

State Highway Route 40 near Meccasin Creek to State Highway Route 18 near Mariposa.

Joe Colorado
P/W

Fresno-Tracy West Side Highway to the Sonora-Mariposa Road via Modesto. Secondary highways.

State Highway Route 23 near Mono Lake to State Highway Route 76 near Benton Station.

State Highway Route 23 near Rush Creek via June Lake to State Highway Route 23.

State Highway Route 23 to Mammoth Lakes.

State Highway Route 23 to Camp Sebrina.

Santa Cruz to San Francisco via Coast.

Coast Road near Half Moon Bay to State Highway Route 2 near San Mateo.

State Highway Route 55 to State Highway Route 2 near Menlo Park.

State Highway Route 2 near Mountain View to State Highway Route 5 near Milpitas.

State Highway Route 55 near Saratoga Gap to State Highway Route 5 near Los Gatos.

State Highway Route 68 near Sunnyvale to Los Gatos-Saratoga Gap Road.

State Highway Route 5 near San Jose to Mount Hamilton.

Santa Cruz to State Highway Route 42 near Waterman Gap.

State Highway Route 56 near Carmel to Santa Cruz.

Coast Road near Watsonville to State Highway Route 2 in Santa Clara Valley via Hecker Pass.

State Highway Route 67 near Chittenden to the Coast Road near Watsonville.

Coast Road near Castroville to State Highway Route 2 near Prunedale.

State Highway Route 22 near San Juan Bautista to State Highway Route 2 near The Rocks.

Monterey to State Highway Route 2 near Salinas.

State Highway Route 2 near Salinas to Coast Road near Castroville.

State Highway near Gilroy to State Highway Route 10 in Priest Valley.

State Highway Route 2 near Soledad to Pinnacles National Monument and Pinnacles National Monument to Hollister-Priest Valley Road in Bear Valley.

State Highway Route 32 west of Los Banos to Fresno-Tracy West Side Highway near Centinella.

Fresno-Tracy West Side Highway near Newman to State Highway Route 4 near Livingston.

State Highway Route 4 near Merced to Snelling.

State Highway Route 4 near Merced southerly to State Highway Route 32.

State Highway Route 4 at Chowchilla, via Robertson Boulevard to State Highway Route 32.

State Highway Route 4 near Fresno to Yosemite National Park.

State Highway Route 4 near Madera to Fresno-Yosemite Road.

237 Mt View - Milpitas
9 Saratoga - Los Gatos
85
130
Now state Hwy 152
State Highway

Old	New
2	101
5	17
55	9
68	85

Hollister
68a

Secondary
highways.

Fresno-Tracy West Side Highway near Kerman to State Highway Route 4 near Madera.

Fresno-Yosemite Road at Shaw Avenue to Huntington Lake.
State Highway Route 4 near Fresno to General Grant National Park.

State Highway Route 31 to Death Valley and connection to California-Nevada State line.

State Highway Route 23 near Lone Pine to Death Valley.

State Highway Route 4 near Tipton, via Porterville and Camp Nelson to State Highway Route 23 near Lone Pine.

State Highway Route 4 near Bakersfield to Fresno-General Grant National Park Road.

Orosi to Bakersfield-General Grant Park Road.

State Highway Route 4 near Kingsburg to State Highway Route 10 near Lemoore.

Tulare-Lindsay Road near Tulare to Orange Cove.

Visalia to Woodlake.

Corcoran to Lindsay via Tulare.

Hanford via Corcoran and Earlimart to Bakersfield-General Grant Park Road near Ducor.

State Highway Route 4 near Delano to Bakersfield-General Grant Park Road.

State Highway Route 56 near Moro to State Highway Route 4 near Fresno via Stratford.

State Highway Route 2 near Santa Margarita to Moro-Fresno Road near Creston.

State Highway Route 56 near Cambria to State Highway Route 2 near Paso Robles.

State Highway Route 2 near Santa Margarita to State Highway Route 4 near Bakersfield.

State Highway Route 57 near Maricopa to State Highway Route 10 near Coalinga.

Taft-Greenfield Road to State Highway Route 33 near Wasco.

Taft to State Highway Route 4 near Greenfield.

State Highway Route 4, via Brundage Lane and Oak Street to State Highway Route 4 near Beardsley School.

State Highway Route 4 near Bakersfield to State Highway Route 57 near Isabella via Glennville.

Arvin Road near Weed Patch to State Highway Route 57 near Loma Park.

State Highway Route 4 south of Bakersfield to State Highway Route 58 via Arvin.

Cummings Valley State Institution to State Highway Route 58 near Old Town.

State Highway Route 31 near Cajon Pass to State Highway Route 23 near Little Lake.

State Highway Route 58 west of Needles northerly to the California-Nevada State line.

State Highway Route 64 near Blythe to State Highway Route 58 near Needles.

- Highway line near Palo Verde to State Highway Route 64 Secondary highways.
- Highway Route 2 near Arroyo Grande to State Highway Route 2 near San Luis Obispo.
- Highway Route 2 near Las Cruces via Lompoc and Pismo to State Highway Route 2 near Pismo.
- Highway Route 2 near Santa Maria to State Highway Route 2 south of Santa Maria.
- Highway Route 2 near Los Alamos to State Highway Route 80 near Santa Ynez.
- Highway Route 80 to State Highway Route 2 via Road.
- Highway Route 2 near Montecito to State Highway Route 2 west of Santa Barbara via the Coast.
- Highway Route 2 near Rincon-Santa Paula Road near Ventura to Santa Barbara County line.
- Highway Route 2 near Rincon to State Highway Route 2 near Santa Paula.
- Highway Route 2 near Ventura to State Highway Route 57 in Cuyama Valley.
- Highway Route 2 near Carpinteria to the Carpinteria State Park.
- Highway Route 2 near Montalvo to State Highway Route 4 near San Fernando.
- Highway Route 2 near Montalvo-San Fernando Road near Saticoy to State Highway Route 79.
- Highway Route 2 near El Rio to Montalvo-San Fernando Road near Saticoy.
- Highway Route 2 near Montalvo-San Fernando Road near Somis via Road and Camarillo.
- Highway Route 2 near Newbury Park to State Highway Route 79 near Fillmore.
- Highway Route 60 near Aliso Canyon to State Highway Route 2 near Triunfo.
- Highway Route 60 near Topanga Beach to Montalvo-San Fernando Road near Chatsworth.
- Highway Route 4 near Tunnel Station to State Highway Route 9 near San Fernando.
- Highway Route 4 near San Fernando to State Highway Route 60 near Mines Field.
- Highway Route 2 near San Fernando to State Highway Route 4 near Universal City to State Highway Route 4.
- Highway Route 2 near Los Angeles, from Cahuenga Boulevard to Santa Monica Boulevard.
- Highway Route 2 near San Fernando to State Highway Route 9 via Verdugo Road.
- Highway Route 2 near Cahuenga Park to State Highway Route 4 near Burbank.
- Highway Route 4 near Glendale to State Highway Route 9 near Monrovia.
- Highway Route 60 at Santa Monica to Colorado Boulevard near Eagle Rock.

Secondary
highways.

State Highway Route 60 at Torrance via Hawthorne Avenue to Mines Field-San Fernando Road.

San Pedro to State Highway Route 9 near La Canada via Figueroa Street.

Los Angeles (Aliso Street) to State Highway Route 26 near Monterey Park via Ramona Boulevard.

Long Beach via Atlantic Boulevard to State Highway Route 26 near Monterey Park.

State Highway Route 60 near Long Beach to State Highway Route 9 near Lamanda Park.

Spring Street to Firestone Boulevard via Somerset Avenue.

Long Beach-Santa Ana Road near Seal Beach via Santa Fe Springs to State Highway Route 26 near West Covina.

State Highway Route 60 near Huntington Beach to Whittier.

Huntington Beach-Whittier Road near Buena Park to State Highway Route 9 near Azusa.

Los Angeles, Boyle Avenue and 4th Street, to State Highway Route 19 near Walnut Station.

Los Angeles, Indiana and 3rd Streets, to the Huntington Beach-Whittier Road near Santa Fe Springs.

State Highway Route 60 via Manchester Avenue to State Highway Route 2 near Miraflores.

State Highway Route 60 in Santa Monica to the intersection of Ninth and Indiana Street in Los Angeles via Tenth Street.

State Highway Route 60 near Hermosa Beach to State Highway Route 43 in Santa Ana Canyon via Artesia Avenue.

Buena Park-Azusa Road near La Habra to State Highway Route 43 in Santa Ana Canyon via Brea.

Brea to State Highway Route 77 near Chino.

Cerritos Avenue to State Highway Route 43 near Olive via Anaheim.

State Highway Route 60 near Long Beach to Santa Ana.

State Highway Route 2 near Orange County Hospital northerly to Hermosa Beach-Santa Ana Canyon Road.

State Highway Route 2 near Orange County Hospital to Main Street, Santa Ana, via Santa Ana Boulevard.

State Highway Route 43 to La Habra-Santa Ana Canyon Road near Yorba Linda via Grand Avenue and Glassell Avenue.

State Highway Route 2 near Orange to Orange County Park.

State Highway Route 60 near Seal Beach to State Highway Route 2 near Santa Ana.

State Highway Route 60 near Corona del Mar to Santa Ana via Main Street.

State Highway Route 60 near Laguna Beach to State Highway Route 2 near Irvine.

State Highway Route 2 near San Juan Capistrano to State Highway Route 77 near Lake Elsinore.

State Highway Route 23 near Palmdale to Swartout Valley.

State Highway Route 61 to State Highway Route 59 via Los Angeles County Park.

State Highway Route 31 from Victorville to State Highway Route 43 near Big Bear Lake via Baldwin Lake. Secondary highways.

State Highway Route 26 near Whitewater to Morongo Valley.

State Highway Route 31 near Cajon Pass to State Highway Route 43 via Lake Arrowhead.

State Highway Route 43 near Mt. Anderson to the Cajon Pass-Lake Arrowhead Road.

State Highway Route 43 near Strawberry Peak via Strawberry Flat to the Cajon Pass-Lake Arrowhead road near Lake Arrowhead.

State Highway Route 9 near San Dimas to State Highway Route 26 near Redlands via Highland Avenue.

State Highway Route 31 near Verdemon to Highland Avenue, San Bernardino, via Little Mountain.

State Highway Route 26 near Redlands to State Highway Route 43 near Big Bear Lake via Barton Flats.

A highway around Big Bear Lake connecting State Highway Route 43.

State Highway Route 77 via Euclid Avenue to Highland Avenue in Upland.

State Highway Route 77 near Prado to State Highway Route 9 near San Bernardino.

State Highway Route 26 near Colton to State Highway Route 9 near San Bernardino via Mt. Vernon Avenue.

State Highway Route 78 near Perris to State Highway Route 26 near Indio.

Hemet to State Highway Route 19 near Moreno.

State Highway Route 26 near Whitewater to Perris-Indio Road near Indian Wells.

State Highway Route 12 near Descanso to State Highway Route 77 near Temecula.

The Descanso-Temecula Road near Aguanga to Hemet.

State Highway Route 2 near Oceanside to Descanso-Temecula Road near Lake Henshaw.

State Highway Route 2 near Oceanside to State Highway Route 77 near Vista.

State Highway Route 77 near Escondido to El Cajon-Santa Ysabel Road near Ramona.

State Highway Route 12 near El Cajon to the Descanso-Temecula Road near Santa Ysabel.

Julian to State Highway Route 26 near Kane Springs.

State Highway Route 2, Atlantic Street, San Diego, to Old Spanish Lighthouse, Point Loma.

San Diego-Coronado Ferry in Coronado to State Highway Route 2 via Silver Strand.

State Highway Route 2 near San Diego to State Highway Route 12 west of Jacumba via Campo.

San Diego-Campo Road near Spring Valley to State Highway Route 12 near La Mesa.

State Highway Route 26 near Indio via Mecca to State Highway Route 26 near Brawley via north shore of Salton Sea.

Secondary
highways.

Calipatria to Brawley-Holtville Road.

State Highway Route 26 near Brawley to State Highway Route 27 near Holtville.

State Highway Route 26 east of Heber to Brawley-Holtville Road near Brawley.

State Highway Route 27 near Holtville to Calexico-Midway Wells Road near Bonds Corners.

State Highway Route 26 near Calexico to State Highway Route 27 near Midway Wells.

State Highway Route 12 near Seeley to State Highway Route 26 near Calexico.

From a point on State Highway Route 26 approximately two miles west of Brawley to a point on said Route 26 approximately two and one-half miles southwest of Brawley.

Continue Roosevelt Highway from the point where it intersects with Santa Monica Canyon Road at and in Santa Monica, to a point where, if so continued, said Roosevelt Highway would reach a point where it would intersect with Windward Avenue in Venice, Los Angeles, California. Said road is now commonly known and designated as Ocean Front and parallels the Pacific Ocean at a short distance therefrom.

CHAPTER 768.

An act to amend section 360c of the Political Code, relating to the California Highway Patrol.

[Approved by the Governor June 5, 1933. In effect August 21, 1933.]

The people of the State of California do enact as follows:

Stats. 1931,
p. 1040.

California
Highway
Patrol.

Chief.

Appoint-
ments.

SECTION 1. Section 360c of the Political Code is hereby amended to read as follows:

360c. (a) The Division of Enforcement, to be known as the California Highway Patrol, shall be conducted under the control of a chief of said division to be known as the Chief of the California Highway Patrol. The Chief of the California Highway Patrol shall be appointed by and hold office at the pleasure of the director, subject to the approval of the Governor, and shall receive an annual salary of seven thousand two hundred dollars. Before entering upon the duties of his office, the Chief of the California Highway Patrol shall execute an official bond to the State of California in the penal sum of twenty-five thousand dollars.

(b) The Chief of the California Highway Patrol with the approval of the director may appoint one assistant chief and such deputy chiefs of the California Highway Patrol, as may be necessary. The assistant chief shall serve at the pleasure of the Chief of the California Highway Patrol and his salary and the salaries of the deputy chiefs shall be fixed by the director, with the approval of the Department of Finance.

CROSS REFERENCE SHEET

Name or Subject

File No.

Regarding

Date

Map of area acquired by State

SEE

Name or Subject

File No.

Route 237 June 5, 1933

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."

