RESOLUTION NO. 209

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIDGECREST ADOPTING REVISED SUPPLEMENTAL SELECT STREET SYSTEM MAP AND REPORT NO. 2 OF ADDITIONS TO SELECT STREET SYSTEM OF THE CITY OF RIDGECREST AND REQUESTING THAT SUCH ADDITIONS BE APPROVED BY THE CALIFORNIA HIGHWAY COMMISSION

WHEREAS, Chapter 1852 of the Statues of 1963 provides for the establishment of a select system of City streets for the purpose of expending thereof funds apportioned to the cities from the State Highway fund and the expenditures of matching funds from other sources; and

WHEREAS, Section 186.3 of the Streets and Highways Code, as adopted by said Chapter 1852, provides for the submission by each City of a map and report of supplemental select system routes to the California Highway Commission for review and approval; and

WHEREAS, the City Council by Resolution No. 200 on July 6, 1967, adopted a Supplemental Select Street System Map and Report No. 2 of Additions to the Select Street System of the City of Ridgecrest; and

WHEREAS, it has subsequently been determined that certain revisions to this Select Street System Map and Report No. 2 are desirable; and

WHEREAS, there has been presented to this City Council for review, a revised supplemental map and Report No. 2 dated August 21, 1967 prepared by the City Engineer to establish additions to the Select System for the City of Ridgecrest:

NOW, THEREFORE, be it resolved by the City Council of the City of Ridgecrest, as follows:

1. That certain map, entitled "PROPOSED ADDITIONS TO THE SELECT STREET SYSTEM OF CITY OF RIDGECREST, County of Kern, State of California," copies of which are on file in the offices of the City Clerk and City Engineer and incorporated herein as if set out in full herein, is hereby approved by this City Council as additions to the select system of streets for the City of Ridgecrest, under Section 186.3 of the Streets and Highways Code.

2. The California Highway Commission is hereby requested to approved the supplemental system as shown on the above mentioned map and described in the above mentioned report subject to such modifications as the Commission finds necessary.

3. The City Administrator is hereby directed to transmit certified copies of this Resolution with said maps and reports to the District Engineer of the Division of Highways, Bishop, California, for transmittal to the California Highway Commission.

Ma[illegible] 1967
Revised June [illegible], 1967
Revised June 26, 1967
Revised August 21, 1967

SUPPLEMENTAL REPORT
COLLIER-UNRUH LOCAL TRANSPORTATION DEVELOPMENT ACT
SUMMARY OF SELECT SYSTEM MILEAGES
COUNTY ☐ CITY ☒ OF RIDGECREST
Including additions and/or deletions proposed by resolution of
Date Sept. 7, 1967

| System Class | Miles Unconstructed Previous | Miles Unconstructed Change | Miles Constructed Previous | Miles Constructed Change | MAXIMUM MILES BY FORMULA |
|---|---|---|---|---|---|
| A In own area | - - - | - - - | 6.46 | 0.18 | |
| C In own area | 4.16 | 2.10 | 17.10 | 2.76 | |
| A Not in own area | - - - | - - - | - - - | - - - | |
| C Not in own area | - - - | - - - | - - - | - - - | |
| Total Local Select System including changes — Sub-Total | 4.16 | 2.10 | 23.56 | 2.94 | (3) |
| Total Local Select System including changes | 6.26 | | 26.50 | | 31.54 |
| Minor Roads | | | 42.83 | | Subtract figure (2) from (1) and insert remainder at (3) |
| Total Local Roads | | | 68.68* | | |
| State Highways | | | 5.60 | x 1.00 = | 5.60 (2) |
| Grand Total | | | 74.28* | x 0.50 = | 37.14 (1) |

| Miles of Primary County Roads or Major City Streets as of Jan.1,1963 | |
|---|---|

*This figure reflects an additional 0.27 miles (Triangle Drive and that portion of Graaf Street recently constructed and dedicated) that were not previously tabulated into the City of Ridgecrest local select or minor road system.

Form CU-2c
9-PL-105

PASSED and ADOPTED by the Council of the City of Ridgecrest at a regular meeting thereof held on the 7th day of September, 1967 by the following vote:

AYES: Mayor Smith, Councilmen Fox, Jules, Kessler, and Shacklett

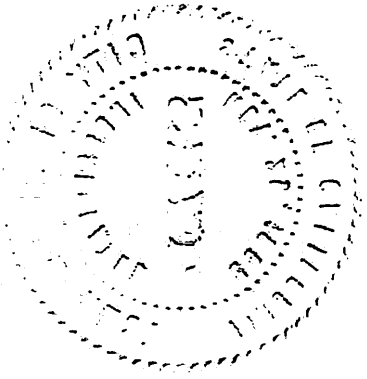
NOES: None

ABSENT: None

Kenneth M. Smith
Mayor of the City of
Ridgecrest, California

ATTEST:

James R. Heck
City Clerk of the City of
Ridgecrest, California



May 11, 1967
Revised June 26, 1967
Revised August 21, 1967

CITY OF RIDGECREST
201 PANAMINT AVENUE
RIDGECREST, CALIFORNIA

# SELECT STREET SYSTEM
# SUPPLEMENTAL REPORT #2

In accordance with Section 186.3 of the State of California Streets and Highways Code, the following report of proposed additions to the Select Street System of the City of Ridgecrest is submitted along with a map entitled, "Proposed Additions to the Select Street System," as supplements to the Select Street System for the City of Ridgecrest originally approved by the California Highway Commission in 1964 with subsequent approval of a supplement thereto on June 22, 1966.

## PROPOSED ADDITIONS TO THE SELECT STREET SYSTEM:

1. TRIANGLE DRIVE from China Lake Boulevard (S.H. 178) to Inyokern Road (S.H. 178).

2. GRAAF STREET from China Lake Boulevard (S.H. 178) to Inyo Street (Jacob Street).

3. ARGUS STREET from China Lake Boulevard (S.H. 178) to Downs Street.

4. WEST CHURCH STREET from Norma Street to Downs Street.

5. BALSAM AVENUE from French Avenue to Las Flores Avenue (Sierra Street).

6. ALVORD STREET from Ridgecrest Boulevard to Felspar Street.

7. WARNER STREET from Felspar Street to Ward Street.

8. INYO STREET from Graaf Street to Inyokern Road (S.H. 178).

## JUSTIFICATIONS FOR ADDITIONS TO THE SELECT STREET SYSTEM:

1. Triangle Drive (North China Lake Boulevard) from China Lake Boulevard (S.H. 178) to Inyokern Road (S.H. 178).

   This street is used as a major traffic artery by all traffic North of the City not entering or leaving the Naval Base rather than the existing right angle intersection at Inyokern Road and China Lake Boulevard.

2. Graaf Street from China Lake Boulevard (S.H. 178) to Inyo Street (Jacob Street).

Recent and future planned development of commercial property at Norma and Graaf Streets will result in Graaf Street being used to carry a great deal of traffic which originates in the Naval Ordnance Test Station and in other areas of the City.

3. Argus Street from China Lake Boulevard (S.H. 178) to Downs Street.

This street is being used as a major traffic artery West of China Lake Boulevard for traffic to and from the downtown area. Improvements which have been made to Balsam North from French will cause an even greater use of Argus. Improvements which have been installed on Argus in the past two years are to Select Street standards.

4. West Church Street from Norma Street (formerly Eaton) to Downs Street.

All of Church Street East of Norma Street is now in the Select Street System. This addition would constitute an extension to serve the development in the area West of Norma.

5. Balsam Avenue from French Avenue to Las Flores Avenue (Sierra Street).

Recent installation of curb and gutter and widening of the paved section of Balsam Street from Argus Street to Coso Street has caused a noted increase in traffic on that street. It is planned to widen and reconstruct Balsam Street from Coso Street North to Las Flores (Sierra) which will result in this becoming a major North-South artery serving the downtown area from the North and relieve the traffic on State Route 178. All construction has been or will be done to Select Street standards.

6. Alvord Street from Ridgecrest Boulevard to Felspar Street.

Alvord Street is the only street between China Lake Boulevard and Norma Street which is continuous from Ridgecrest Boulevard to Las Flores (Sierra). With designation of Balsam as a Select Street (see 5 above) it will be logical to designate Alvord as a Select Street and delete Sanders. North of Las Flores (Sierra) there is a deviation of alignment to avoid existing construction and a proposed drainage sump site. This alignment will meet an extension of Warner Street at Felspar Street.

7. Warner Street from Felspar Street to Ward Street.

This alignment has long been considered by the City as a future major traffic artery. Together with the Alvord Street alignment as described in Item 6 above, it will form a continuous route from Ridgecrest Boulevard to Ward Street.

8. Inyo Street from Graaf Street to Inyokern Road.

This will provide for continuity between the end of Graaf Street and Inyokern Road as well as a major access to the existing drive-in theatre.

I recommend the approval of this map and this report and adoption of the proposed Resolution entitled,

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIDGECREST ADOPTING REVISED SUPPLEMENTAL SELECT STREET SYSTEM MAP AND REPORT NO. 2 OF ADDITIONS TO SELECT STREET SYSTEM OF THE CITY OF RIDGECREST AND REQUESTING THAT SUCH ADDITIONS BE APPROVED BY THE CALIFORNIA HIGHWAY COMMISSION.

Don G. Simpson
City Engineer

STATE OF CALIFORNIA

SELECT SYSTEM STREETS

May 11, 1967
Revised June 1, 1967
Revised July, 1967
Revised August 21, 1967

| ITEM No. | STREET NAME | TERMINI | SYSTEM CLASS. | POINT OF BEGINNING MAP SHEET NUMBER | COORDINATES | | LENGTH 1/100 MILE | |
|---|---|---|---|---|---|---|---|---|
| | ADDITIONS | | | | | | | |
| 26 | Triangle Drive (Un-numbered) | China Lake Blvd. (S.H.178-FAS 1318) to Inyokern Road (S.H.178-212) | A2 | 14D7 | 01D | | .18 | |
| 27 | Graaf Street (24B4) | China Lake Blvd.(S.H.178-FAS 1318) to Inyo St. (Formerly Jacob St.) (24B12 | C1 | 14D7 | 01D | | .87<br>.38 | UC |
| 28 | Argus St. (24B22) | China Lake Blvd. (S.H.178-FAS 1318) to Downs St. (S661Y) | C1 | 14D7 | 03D | | .64<br>.38 | UC |
| 29 | West Church St. (24C12) | Norma St. (Formerly Eaton Ave.) (S663Y) to Downs St. (S661Y) | C1 | 14D7 | 04C | | .38<br>.12 | UC |
| 30 | Balsam Avenue (24B38) | French Ave. (S148AM) to Las Flores Ave. (Formely Sierra St.) (S146M) | C1 | 14D7 | 04D | | .32 | |
| 31 | Alvord Street (24B34) | Ridgecrest Blvd. (S148M) to Felspar St. (24B20) | C1 | 14D7 | 04D | | .50<br>.26 | UC |
| 32 | Warner Street (24B35) | Felspar Street (24B20) to Ward Street (S142M) | C1 | 14D7 | 03D | | .70<br>.06 | UC |
| 33 | Inyo Street (24B12) | Graaf Street (24B4) to Inyokern Road (S.H. 178-212) | C1 | 14D7 | 01B | | .25 | |
| | | | | | GROSS ADDITIONS | | + 2.94 | +2.10 |

KEY TO SYSTEM CLASSIFICATION OF COLLIER-UNRUH LOCAL TRANSPORTATION DEVELOPMENT ACT

A1 Arterial Fully Meeting Select System Tests
A2 Arterial Partially Meeting Select System Tests
C1 Collector Within Select System Mileage Limits
C2 Other Collector In Select System
SH State Highway

9PL106