State Routes will be Numbered and Marked with Distinctive Bear Signs

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THE simplification of highway directional service by the use of route numbers has been demonstrated throughout the country by the U. S. numbered highways. Plans have now been developed to coordinate the main State routes in California in a similar way. To this end, routes have been decided upon, numbers have been assigned, the design of the State route sign adopted, and sign surveys are under way to determine the number and location of the signs required. Routes will be signed as fast as available funds will permit.

Considerable study has been given to the selection of routes and to the system of numbering. In a section of the country where roads run mainly east and west and north and south, the matter is simple. In California, however, with the Coast Range, the Tehachapis and the Sierra Nevada Mountains, the topography and, consequently, the main road locations vary. There is sometimes doubt as to whether a certain road should be classed as north and south or the reverse. Under the system adopted, the routes classed as east and west are given even numbers and the north and south routes the odd numbers. State numbers are not given the U. S. numbered routes as there could be no object in such duplication. Some numbers have been omitted to provide for contingencies due to future developments of the highway system.

NUMBER SYSTEM EXPLAINED

In the selection of numbers, preference in assigning the smaller numbers has been given to the more heavily traveled roads in the vicinity of Los Angeles and San Francisco.

In the combination of sections of roads under a single route number, consideration has been given to established traffic habits, so far as known, to provide the most direct route between important termini. Numbers have not been given to short sections of roads which are more or less local in character, even though such sections are important traffic arteries.

The whole purpose of road signing is to provide information for the stranger or occasional visitor. Naturally, the local traffic is acquainted with and takes full advantage of the routes it prefers.

The design of the sign as adopted has been given a good deal of thought. A large number of designs were worked out and abandoned. It is essential that a sign for this purpose be of distinctive shape, simple, and easily read. The design finally adopted was worked up by the Division of Architecture.

The signs will be black figures on white background. The material will be porcelain enamel on 18-gauge steel.

It is anticipated that three signs per mile will be required on an average and that approximately 2000 will be placed this year.

There follows a list of the numbered routes as shown on map printed on adjoining page:

2. Santa Monica via Santa Monica Blvd. to Jct. Route 18 at Lake Arrowhead, via Arroyo Seco and Cajon.

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8. Stockton to California-Nevada State Line near Woodfords, via Jackson.
13. Santa Cruz to Jct. U. S. 101 at San Rafael, via San Jose, Mt. Eden and Oakland.
17. Jct. Rte. 19 near Artesia to Victorville, via San Bernardino and Big Bear Lake.
27. Vallejo to Upper Lake, via Calistoga and Lakeport.
34. Gambia to Yosemite Park, via Paso Robles and Atascadero.
36. Redding to Lassen National Park, via Viola.
60. Merced to Jct. Rte. 120 through Yosemite National Park, via Mariposa.
61. Surf to Jct. Rte. 126 at Santa Paula, via Santa Barbara and Ojai.
64. Jct. Rte. 41 near Fresno to California-Nevada State Line, via Huntington Lake and Bishop.
68. Palo Verde to California-Nevada State Line, via Blythe and Needles.