

New Signing Policy on U. S. Routes

THE Executive Committee of the American Association of State Highway Officials is carrying out certain policies concerning U. S. numbered routes, previously approved by a very large majority of the State Highway Departments.

Under the new policy, additional routes for U. S. numbering will be greatly limited and stress will be laid upon the availability of the many State numbered routes for interstate traffic. Map makers will be urged to recognize U. S. numbered roads and well established State numbered roads as of equal importance—both to be printed in the same color.

The original system of U. S. numbered roads was established in 1926. Its purpose was to facilitate travel on the main interstate lines over the shortest routes and the best roads. It has passed the preliminary development stage, and has now reached the period of review, revision and consolidation. U. S. numbering system now needs perfecting rather than expansion.

NEWER, BETTER ROUTES OPENED

New construction has opened up newer, better and shorter routes. Demands of interstate traffic have increased and are more exacting. In harmony with the improved condition of State roads, State route markers of the several States have more and more become dependable trade-marks of quality in those routes.

The establishment of a U. S. number as a guide for interstate traffic over certain roads has no connection with the designation of Federal funds for road construction. These numbers may recognize a State road which has been constructed entirely by the use of State funds.

It was never intended that the U. S. numbered system should absorb or supplant the State numbered routes. It is intended by the uniform marking of the U. S. routes in two or more States, to facilitate the movement of interstate traffic. Thus, with a relatively limited mileage, the U. S. numbered road system must meet the changing conditions if it is to endure

and serve the purpose for which it was intended.

The new policies which will govern the action of the executive committee of the association are as follows:

1. The executive committee of the American Association of State Highway Officials shall have full authority to review the U. S. numbered road system and the numbering and marking thereof, to make additions, changes, extensions, revisions or reductions in said road system and to revise the numbering or marking thereof.

2. Before approving any addition, change, extension, revision or reduction in the U. S. numbered road system, or the numbering or marking of any U. S. numbered road, the executive committee shall consult the State Highway Department of the State or States through or within which such addition, change, extension, revision or reduction is located.

U. S. MARKERS PROTECTED

3. The State Highway Department, by a favorable vote on the adoption of this program and policy agrees and pledges its good faith that it will not erect U. S. markers on any road or take down or change the U. S. markers on any road without the authorization, consent or approval of the executive committee of the American Association of State Highway Officials.

4. No additional road shall be added to the U. S. numbered road system, and no existing U. S. road shall be extended except where there is a definite showing of an adequately improved highway carrying an established and necessary line of interstate traffic not otherwise provided for by existing U. S. routes and for which traffic adequate service can not be provided by State route numbers.

ROUTES RESTRICTED

5. No new U. S. route located wholly in one State shall be established. U. S. routes, less than three hundred miles in length, heretofore established and located wholly in one State, shall be eliminated either by consolidation with other U. S. routes

or by reverting to State routes, as rapidly as the State Highway Department and the executive committee of the American Association of State Highway Officials can reach agreement with reference thereto.

6. The executive committee shall encourage the State highway departments in the development of continuous State route numbers extending into two or more States rather than the establishment of additional U. S. numbered routes, and shall encourage the substitution of continuously numbered State routes for relatively short U. S. routes now located in two or more States.

NO NEW DIVIDED NUMBERS

7. No new divided numbers (such as U. S. 96-W and U. S. 96-E etc.) shall be adopted. Existing divided U. S. numbers shall be eliminated as rapidly as the State Highway Department and the executive committee can reach agreement with reference thereto.

8. Existing U. S. routes shall be consolidated, improved and shortened.

(A) By connecting two or more relatively short routes into one longer route.

(B) By relocating portions of existing routes so as to follow newer, better or shorter roads.

(C) By the establishment of new numbers following in general existing U. S. numbered routes but taking advantage of new roads or short cuts where the changing of present numbers is not practical.

HIGHWAY LEGENDS

9. A suitable highway legend, which may be copyrighted, shall be devised by the executive committee. Such legend will be recommended for use to all travel map makers, also for use by the State Highway Departments. This legend is to show, in a uniform manner, the suitability for travel not only of the U. S. numbered routes but also of State routes.

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New Policy in Signing on U. S. Number Routes

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In connection with the U. S. numbering plan, as evolved and perfected, it has been found necessary and expedient to recognize and establish "Business Routes," "By-pass," "Alternate Routes," and "Temporary Routes," which have been defined as follows:

BUSINESS ROUTE

A "Business Route" is a route principally within the corporate limits of a city which provides the traveling public an opportunity to travel through that city, passing through the business part of the city; while the regular number is used to obviate passing through the congested part of the city. This "Business Route" connects with the regular numbered route at the opposite side of the city limits.

"Business Route" numbering shall be established by the placing of a standard strip carrying the words "Business Route" on the staff above the U. S. shield.

BY-PASS

A "By-pass Route" is a route which is established for the purpose of designating a route which entirely by-passes a city and joins in with the regular numbered route beyond the city. This enables the regular number to be carried through the city and the regular number to be carried through the country near the city.

The "By-pass Route" shall be designated by the erection of a standard strip on the staff carrying the U. S. shield, on which is the word "By-pass."

ALTERNATE ROUTE

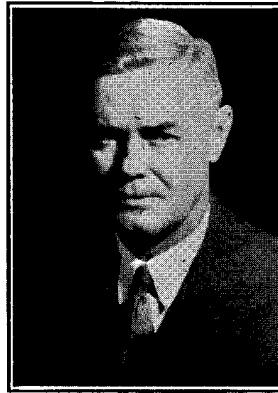
An "Alternate Route" shall be considered a route which starts at a point where it branches off from the main numbered route, may pass through certain cities and towns, and then connects with the regular number some miles distant. This optional routing is provided for the purpose of eliminating lettered U. S. numbers, which have been established but can not be absorbed into some new route.

An "Alternate Route" shall be marked by the erection of signs bearing the same U. S. number as the main route and above the shield shall carry a standard strip with the words "Alternate Route."

TEMPORARY ROUTE

In the erection of signs for numbering routes, it is necessary in some cases to carry a number temporarily over a road that ultimately will not be the permanent location of that number. Great care should be taken by the State Highway Departments in seeing that when numbers of this character are permitted, that a standard strip carrying the words "Temporary Route" shall be placed on the staff above the number. This will obviate much hard feeling when it is necessary to change a number to the permanently established route.

The word "Temporary" on a standard strip above the regular U. S. numbered shield should also be used where it is necessary to establish a detour.



An Memoriam

John J. Haley, Jr.

The death of John J. Haley, Jr., on October 2, 1937, brings to an untimely end one of the most beloved and highly esteemed officials of the Department of Public Works.

Born in Lincoln, Nebraska, on August 1, 1884, and after his boyhood days, moving to Colorado where he attended high school and college and won high honors, Mr. Haley upon completion of his scholastic training started his career in railroad engineering. His early work took him into Arizona, Texas, California and Mexico. From 1907 to 1909, he was assistant engineer on the construction of the electric railway system in Los Angeles and vicinity. From there he went to the Imperial Valley and worked as materials and purchasing agent and irrigation engineer for the California Development Company until 1912.

Mr. Haley came to northern California in 1913 and his work during the next seven years was chiefly on reclamation and flood control developments in the Sacramento Valley, as engineer and construction superintendent, and for two years in private business of engineering and contracting. From 1921 to 1922, he was employed successively as Assistant State Purchasing Agent and Purchasing Agent for the City of Sacramento.

The success that Mr. Haley attained in these years of varied activity was but the prelude to the greater accomplishments which crowned his career during his service with the State. Starting in 1922, he was employed as Assistant to the Chief of the Division of Irrigation and Engineering for four years, was promoted to Deputy Chief in 1926, and then to Administrative Assistant to the Chief of the Division of Water Resources since 1929.

Throughout the fifteen years in responsible charge of the management and administration of the organization and activities under the State Engineer, Mr. Haley achieved unusual success. His ability and genius as an executive official have been outstanding. He was not only peculiarly fitted by training and experience, but also was gifted with a most winning personality and a temperament admirably suited to his administrative duties.

Unusually industrious and efficient, thoroughly dependable, gentle but firmly spoken, always kindly and considerate, generous, unselfish, and ever cheerful and genial of disposition—these but feebly describe the qualities Mr. Haley possessed which won for him the respect, admiration, confidence and friendship of all with whom he came in contact.

To the State and the Division of Water Resources of the Department of Public Works, Mr. Haley's death is an immeasurable loss. To his associates and host of close friends who held for him the greatest affection and esteem, his passing brings a profound sense of loss and deepest regret. These join in extending heartfelt sympathy to his beloved wife and family in their bereavement.