

CALIFORNIA

HIGHWAYS AND PUBLIC WORKS



*Clearing First Snow From State
Highway No.15 Near Emigrant Gap*

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Foothill Boulevard Cutoff Relieves Traffic Congestion in San Fernando

By S. V. CORTELYOU, District Engineer

WITH the completion on October 31st of the cutoff between Olive View and Tunnel Station in Los Angeles County, the Foothill Boulevard route from Pasadena, which has formerly connected with the main central California highway between Los Angeles and Sacramento at San Fernando, is extended from the end of Foothill Boulevard in a diagonal line to connect with the main route at Tunnel Station.

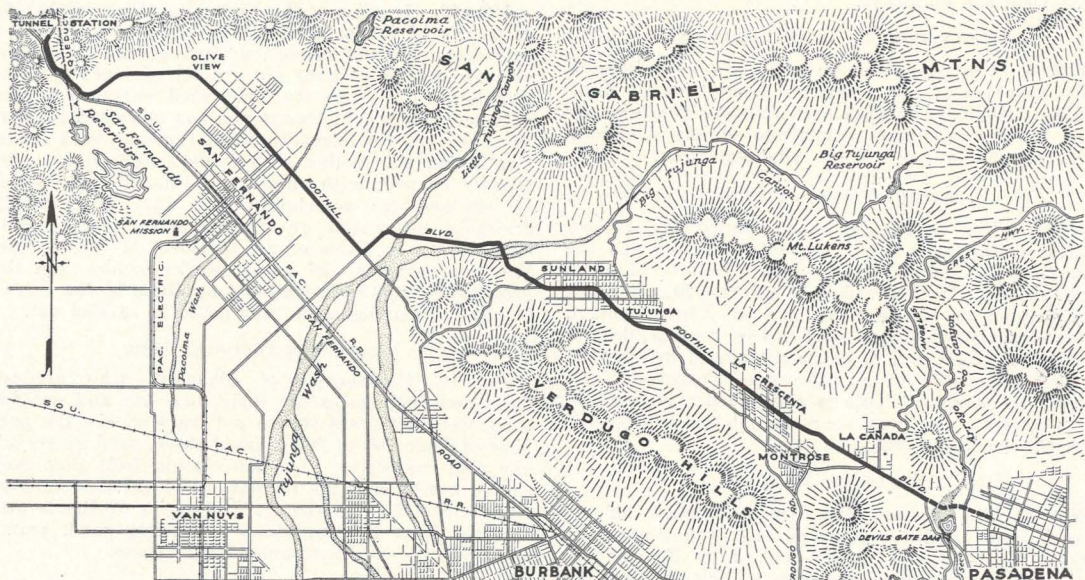
Connection between Foothill Boulevard and the main highway (San Fernando Road) was formerly made via Roxford Avenue, which

way Commission caused the Weldon Canyon cutoff, to which the present project connects at Tunnel Station, to be constructed some six years ago.

SURVEYED IN 1928

Surveys were begun by Los Angeles City at that time and it was not then considered within the realm of possibility that the State would adopt this new route as a State highway. Right of way was secured by the city, but the actual construction work was let under a State contract in December, 1933.

This project extends from Olive View Sani-



Map Showing Foothill Boulevard Improvement Near City of San Fernando

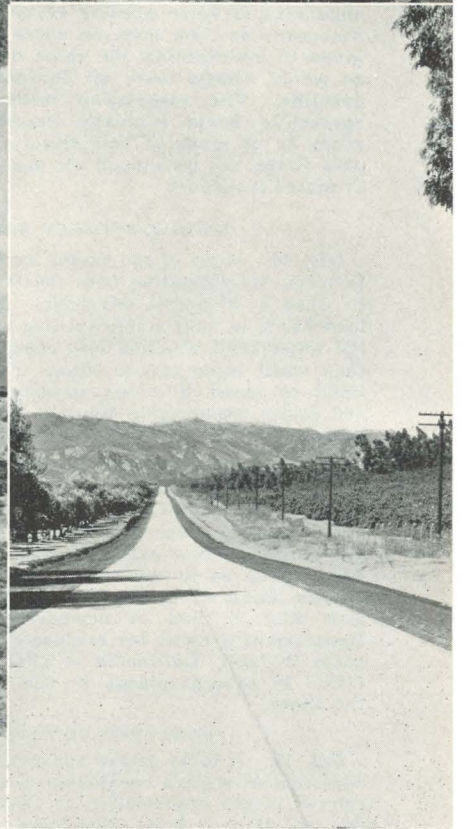
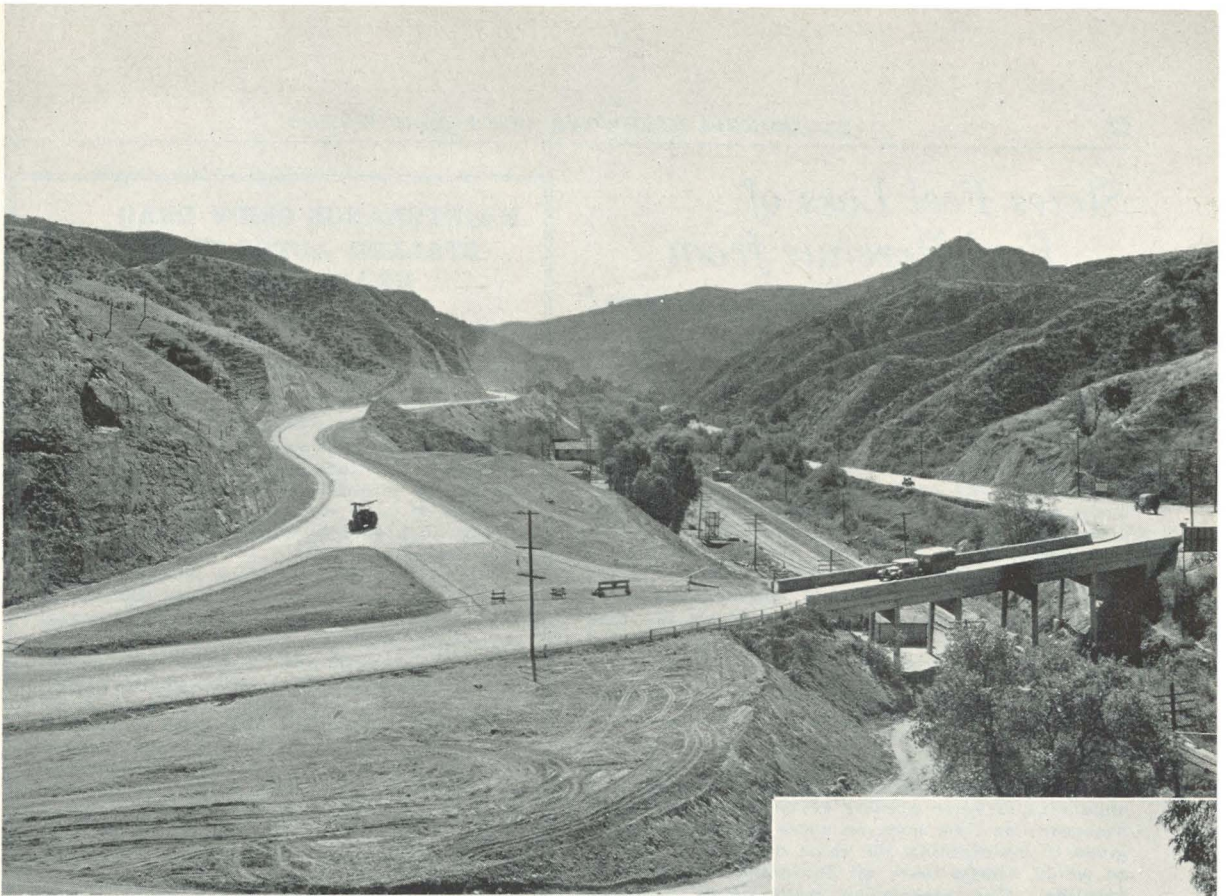
joins San Fernando Road at one of the busiest intersections in San Fernando. This cutoff has the important effect of eliminating the congested traffic district through the city of San Fernando from this route.

Located entirely within the city limits of Los Angeles, surveys for this project were made and plans prepared by the city engineering department of Los Angeles. Construction of this cutoff with the improvement of the overhead bridge across the Southern Pacific Railroad at Tunnel Station was one of the considerations under which the State High-

way Commission caused the Weldon Canyon cutoff, where the railroad is crossed on an existing overhead bridge which the city shortly intends to widen to accommodate the new route.

The improvement is 3.53 miles in length and consists of a 50-foot graded roadbed and a 20-foot concrete pavement with wide oiled shoulders, in addition to the many necessary drainage structures and other appurtenances.

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NEW CUT-OFF HIGHWAY for traffic to and from the Foothill Boulevard to Pasadena and State Route No. 4 near San Fernando has been completed and opened to the public. The upper picture shows the cut-off highway at the left connecting with the Newcastle-Saugus route and by means of the bridge with the State Route No. 4 on the right. The latter connects through Weldon Canyon with the Ridge Alternate at Castaic or with the Coast Route via Santa Clara Valley. The lower pictures show the 50-foot graded roadbed and wide oiled shoulders of the new highway winding through orchards and along the foothills.

Traffic Increase Forced Wider Road

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In this connection mention should be made of a new bridge on this route across the spur railroad track leading to the Hercules Powder Company's magazine. This overhead bridge, which is now being completed, was constructed under a separate contract handled by the State Highway Bridge Department.

TOTAL COST \$281,000

The curvature on the new cutoff project, although somewhat sharper than present State highway standards for primary routes, is well superelevated to safely permit the passage of high speed traffic. A wide oiled shoulder was constructed on each side, making a traveled way 36 feet wide for the entire distance.

The highway project will cost approximately \$230,000 and the bridge over the spur railroad track to the Hercules Powder Company's plant will cost about \$51,000, or a total cost of \$281,000. This is being financed from the allocation of \$275,000 for incorporated cities on the Federal aid system in the budget of the 85th-86th fiscal years, augmented by an allocation of \$7,000 of State highway funds.

This project is the latest to be completed of a series of highway improvements on the Foothill Boulevard route between Pasadena and the Los Angeles-Sacramento route, officially designated as Route 4. One of the original State highway routes when the State Highway Department was formed in 1912, this road has steadily grown in importance since that date.

MORE DIRECT ROUTE

The comparatively small amount of traffic in 1912 was carried over a series of connecting county roads which also served the local traffic of San Fernando, Tujunga, La Canada and neighboring communities.

When this route was incorporated in the original State highway system it was with the object of providing a more direct route to central California from Yuma, Imperial Valley, San Bernardino, Riverside, Redlands and all cities along Foothill Boulevard and in the San Gabriel Valley. Connection with Route 4 was made at that time in the business district of San Fernando.

The first step in the development of this route was the construction of a 15-foot concrete pavement from Tujunga to La Canada in 1915-17. During 1917-18 the same type of construction was carried on to San Fernando.

Bridges were constructed across the north and south branches of Big Tujunga River in 1921 so that by 1922 there was a 15-foot concrete pavement from San Fernando to La Canada with satisfactory bridge facilities. The alignment of existing county roads was improved at several locations under these contracts. The route followed an entirely new location from Sunland across Big and Little Tujunga rivers.

TRAFFIC RAPIDLY INCREASED

Traffic on this route increased to such an extent that by 1925 it was necessary to widen the existing 15-foot pavement with a 2½-foot concrete shoulder on each side from San Fernando to La Canada. In the meantime the communities of Sunland, Tujunga, La Crescenta and La Canada grew into thriving towns, which caused a marked increase in local traffic between Sunland and La Canada.

Local traffic in La Crescenta was so dense that by 1927 a full width pavement of 62 feet between curbs was constructed through that town. This work was done under an assessment district. In 1929 a full width pavement was constructed through Tujunga on account of increased local traffic. This was handled as a cooperative improvement toward which the State contributed \$10,000.

By 1931 traffic on the more congested portions from Sunland to La Canada had become too heavy to be adequately handled by the existing 20-foot pavement.

Obviously the next logical step in the development of the route was to widen both roadbed and pavement between Sunland and La Canada, which was the most congested portion of the road. In the latter part of 1932 a contract was awarded for widening and improving of alignment from Verdugo Road at La Canada to Tujunga.

"How was it you broke your engagement with Evelyn?"

"Well, I only did to the engagement what it did to me!"—*Earth Mover*.