

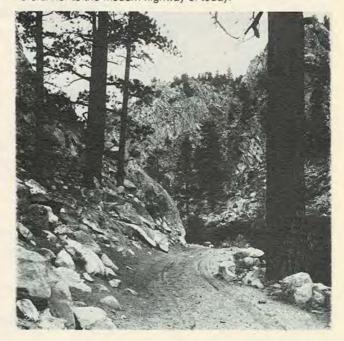
A pioneer surveying and route location crew.

STATE HIGHWAY 108

In 1862 the first route was laid out from Sonora to Mono County. The route was first known as the Clarks Fork Route, but the section along the Clarks Fork was abandoned in favor of the present route which traverses Sonora Pass. In 1864 the state legislature of California granted the first of what was to be many franchises for a toll road from Sonora to Aurora in Nevada. After the franchises were relinquished or revoked, the road was finally completed by the state as per the terms of the original franchises.

In 1901 the legislature made that portion of the Sonora and Mono Toll Road between Long Barn and Bridgeport a state highway, (now State Route 108), but appropriated no funds for its maintenance or improvements. The report of the Department of Highways states: "The 61 miles of this road from Long Barn to the junction was, in July 1901, in a very bad state of repair; the 22 miles over granite formation was nothing more than a creekbed, while all bridges on the route were either in rotten condition or else fallen down."

Forerunner to the modern highway of today.

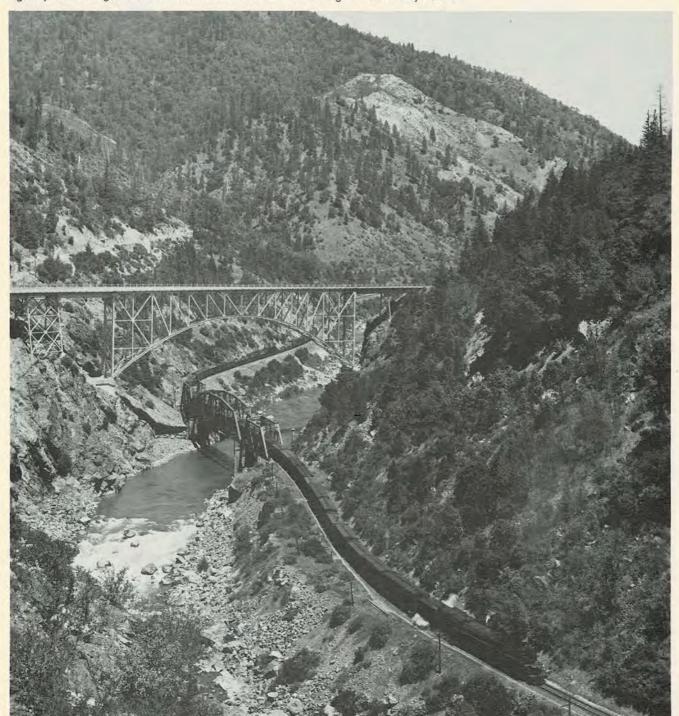


The legislature of 1905 appropriated \$20,000 for the construction of bridges, culverts and grading on the Sonora-Mono Road with maintenance of \$4,000 per annum. In 1906 much work was done in cooperation with the Union Construction Company. As the 16 foot wide road was constructed, all protruding rocks were cut out, along with timber and brush. Since that time there have been many improvements made on the

present Highway 108, but there are still steep grades over the summit, which can be a trial to many motorists.

The route starts in the San Joaquin Valley and winds through the foothills into the rugged Sierra Nevada, ending in Mono County. Most of Route 108 is situated in Tuolumne County.

Highway 70 crossing the Feather River while a Western Pacific freight twists its way below.



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