## AND PARK DEPARTMENT, --- QUESTIONS AND ANSWERS.

## QUESTIONS

#1. Have the Lockwood plans for the new proposed cliff road through Torrey Pines Park been finally approved by State Highway authority?

#2. If such approval has not been formally made, has it been promised?

#3. If State Highway Department approval of the Lockwood cliff road has been made or promised, would the approval of an alternative route be denied, ipso facto, if asked for?

## ANSWERS.

The Lockwood plans for the proposed new cliff road through Torrey Pines Park have not been finally approved by the State highway authorities. This approval, if requested, will necessarily consist only in our approval of the grade and alignment of the road as to proper width and grade to care for State traffic. This department will not approve the details of construction and specifications as this is a city project and the execution of it will be by the city engineers.

There has been no promise of approval made on any plans. Mr. Lockwood has been informed of the standards of grade and alignment which the State deems practicable on State highways under similar conditions, as the plans made by the city for the Rose Canyon grading were revised to comply with State highway standards of grade and alignment and I understand he is using these approved standards on his plans for the Torrey Pines re-alignment, although these plans have not been formally presented for our review and approval.

There has been no approval of the Lockwood cliff road only regarding grade and alignment, as stated in reply to the above questions, and accordingly similar approval of a project which carries State traffic as to grade and alignment, if requested by the city authorities, would be given provided this highway is on such alignment that it will serve State traffic and be of interest to such traffic.

#4 Has the State Highway Department ever expressed even tentatively, any idea as to the proper ultimate location for the main highway from Oceanside or Del Mar southerly to San Diego, so called the U. S. Highway #101?

#5 Would you or your State Highway Department care to avail itself of this opportunity to make such a suggestion now, in the interests of the general public welfare and for the sake of economy in the eventual expenditure of State and perhaps Federal, as well as City funds?

#6 What portion of the cost of improving U. S. Route #101 between the northern city limits, and say the San Diego Riverbridge, would be borne by the State and Federal Government, if such improvement shall be made at Torrey Pines Park or elsewhere to the satisfaction of the State? Our representatives have no doubt discussed with Mr. Lockwood the question of ultimate location from Oceanside or Del Mar southerly towards San Diego.

Our State highway ends at the City limits of San Diego at the present time, and this highway can be connected with any route leading southerly to San Diego so that the decision as to location by the City of San Diego will not materially affect the State highway as to its connection. We would be pleased, however, to confer with your engineers as to the effect of any route you may decide upon on the connection to be made with the State highway at the city limits.

The State Highway Commission agreed to pay for the paving of the Rose Canyon section because this took the traffic out of LaJolla and saved the distance of five wiles for through traffic. This was such a great benefit to State traffic due to the large amount of mileage saved that an exception to the rule was made in this case and cooperation given. State Highway Commission has made no promise of aid, and so far as I know, does not plan to contribute further to work within the city limits of San Diego, witkerxtextextexxxxxxxxxxxx kkaxaxtxxxxxxxxxxxxxxxxxxxxxx either to the work in Torrey Pines Park or south of the Rose Canyon improvement.