

STATE OF CALIFORNIA
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

PUBLIC WORKS BUILDING
ELEVENTH AND F STREETS

SACRAMENTO, CALIFORNIA

February 7, 1930

ADDRESS ALL COMMUNICATIONS
TO P. O. BOX 1103

IN YOUR REPLY PLEASE

REFER TO FILE NO. _____

Mr. A. S. Hill, Executive Secretary
Board of Park Commissioners
San Diego, California

VII-S.D-2-A,E
Torrey Pines

Dear Sir:

Your letter of January 23 addressed to Mr. B. B. Meek has been referred to this office for reply.

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Question 1 - 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.

Question 2 - 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 realignment, although these plans have not been formally presented for our review and approval.

Question 3 - 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.

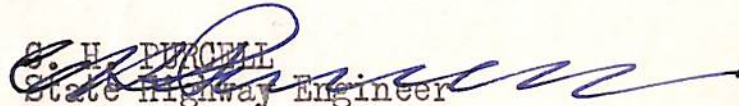
Question 4 - Our representatives have no doubt discussed with Mr. Lockwood the question of ultimate location from Oceanside or Del Mar southerly towards San Diego.

Question 5 - 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.

Question 6 - The State Highway Commission agreed to pay for the paving of the Rose Canyon section because this took the traffic out of La Jolla and saved the distance of five miles 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. The 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, either to the work in Torrey Pines Park or south of the Rose Canyon improvement.

Yours very truly,


C. H. PURCELL
State Highway Engineer