

[Luz 1919]  
08m

Members of County  
Highway Commission:  
San Diego, Calif.

Gentlemen:-

Agreeable to the instructions of your  
Commissioner, Col. Fletcher, tentative surveys  
have been made of the proposed routes ~~to~~ Vista  
and Bonsall.

Line A, the present traveled route  
is 5.20 Miles in distance.

Line B, via Vista is  
Line C, Miles  
Line D, "

I estimate the cost of grading properly  
a ~~16ft~~ roadway sufficient to build a 16 ft paved  
highway

Line A  $\frac{3}{4}$  -----  
Line B  
Line ~~C~~  
Line D

And a bridge at each point  $\frac{3}{4}$  - - -

The distance from east city limits of Oceanside  
to the bridge site at Line D, is - - - - Line  
C - - - - - Line D - - - - - Line A - - - - .

My estimate of the cost of grading,  
paving and building of bridge to Line A is  
Line B - - - Line C - - - Line D - - - .

For paving from Oceanside up the San  
Luis Rey Valley to a connection with any one of these  
routes, the cheapest route will be - - - -

*Rumsey*

San Diego, California,  
September 3rd, 1919.

County Highway Commission  
of San Diego County,  
San Diego, California.

Gentlemen:-

According to the instructions of your  
Commissioner, Col. Ed Fletcher, I herewith make a  
report on the survey of the alternative routes into  
Escondido, from a connection with the Bernardo Bridge,  
as follows:

The distance by the present county  
highway is 18,081 feet Line A;  
Line B, The proposed change of route  
is 13,516 feet, a difference in favor of the change  
of route of 4,565 feet.

This route might be changed slightly  
when the final location is made, but it is approx-  
imately correct. I recommend the change of route  
for the following reasons:

- (1) Owing to the alignment being  
much better.
- (2) Much lighter grades.
- (3) No bridge to cross.
- (4) There will be a saving of \$10,000  
in the grading and paving as compared with the old route;  
but the greatest value of all is that it saves every  
machine and truck owner a perpetual distance of nearly  
one mile as compared to Route A.

Very truly yours,

*Mr Rumsey*



HIGHWAY COMMISSION  
SAN DIEGO COUNTY  
SAN DIEGO, CALIFORNIA

SEPTEMBER

17

1919

STATEMENT OF HIGHWAY COMMISSION SAN DIEGO COUNTY.

With the limited means at our command, we have used our best judgment as to the first roads to pave. Our reasons for selecting the roads that we have are as follows:

(1) The road to the Riverside County line via Escondido and Fallbrook is our inland route and one of our heavy traveled roads for tourists. It also develops the entire southern end of the county. Riverside County has paved to the San Diego County line, and it was our duty to reciprocate. The road down the San Luis Rey Valley from Bonsall to Oceanside develops a rich farming country, passes the San Luis Rey Mission, and is the best preserved of any in the state; it is a great benefit to the rancher, and is an attractive round trip for the tourist, going via Escondido and returning via the coast. The two-mile paved highway up the San Pasqual Valley makes it passable in winter for the dairymen, who get out, roughly speaking, \$200.00 of dairy products per day, and when later on the road is connected up with Ramona it will make a most scenic drive from San Diego via Ramona and San Pasqual back to San Diego.

The paved highway around the bay is not alone a tourist attraction and a pleasure for all San Diegans, but it develops the Chula Vista, Otay and Tia Juana country.

Sweetwater Valley lost its railroad in the 1916 flood. This paved highway will make it possible to bring out its 200 to 250 carloads of citrus fruits annually, and is a start toward a paved highway, to connect up with the city's reservoirs at some future time.

The paved highway via Lemon Grove and Spring Valley opens up an equally good irrigation section and gives San Diego and the tourists a paved circuit via Lemon Grove and La Mesa.

The road from El Cajon via Lakeside to Julian helps to develop the entire back country, and forms a large part of what will be the most scenic trip in San Diego County when the ~~railroad~~ highway from Julian to Descanso, connecting with the state highway, is completed.

Page 2.

San Diego will have three complete paved highway circuits - around the bay; Lemon Grove and La Mesa; Escondido, San Luis Rey Mission and Oceanside, thence home via La Jolla.

Three or four years hence we hope to see a paved highway the entire distance, including the following loops: to Ramona and Escondido; Julian to Cuyamaca lake; Moreno, Barrett and lower Otay to Bonita, with a connecting link via Jamacha and Jamul.

Respectfully submitted,

*E. J. Fletcher*



April  
Sixth  
1920

County Highway Commission,  
San Diego, California.

Gentlemen:

I am hearing from a number of sides that there is going to be a campaign against us on the type of road. My advise is that you furnish the papers a copy of the letter to the Board of Supervisors which we read to them the night we gave them the supper, and which calls for a concrete base, with, later on, a Warrenite top. I think this will allay suspicion and help us materially.

I was rather sorry to see that was left out in the last communication which was given to the papers. The Warrenite people will be satisfied, in my opinion, with our first report to the Supervisors, which we read to them, while not there is absolutely no hope given them of any intention to give them at some future date, either by the Supervisors themselves, or by the Commission, a wearing surface on top of the concrete.

Yours very truly,

EF:KLM

STATEMENT OF COL. ED. FLETCHER  
April 21, 1920  
To  
County Highway Commission

*Hospital  
liberal statement.  
Copies sent to  
Commission*

Months ago I refused to become a member of the County Highway Commission, and Mr. Henshaw urged me to. I told him I did not want to be looked upon as wearing the collar of the Riverside Portland Cement Company, and that if his price was one-half cent more than anyone's else, I would turn him down, and he understood that under those conditions I would serve.

I have never taken a dollar from them for any work in selling cement, and what I did get from him was this agreement:

That he would do better than any mill on the coast to San Diego. I wanted him to do something for the county, and he owned so much here it would make a good feeling, so in my presence, he instructed Mr. Treanor to make me a lower price than anyone else, and a good liberal price.

Treanor came down here and found me sick, and I think he saw you people. Mr. Utley has been here today, and the supervisors have appointed a committee, and what I have found is this. If it is true, I want you to watch them like a hawk. I have had no reason to 'suspicion' them before, but under no conditions would I allow anything to come up that would question my integrity.

Now I hope you all will go up there and make a fine deal. He has promised to make a price of 55 cents a barrel less than what he made -- - on some kind of a basis that is legal and will protect all of us. If it is true that we give 55 cents a barrel less for our cement than we can buy anywhere else, why, of course, they have done us a service - and Henshaw, but I want it



made absolute, no "ifs and ands", verbal agreements, or nothing goes. If he will make a price of 35 cents a barrel less than the prevailing market price for the whole job, for the time that we are going to be working here, it is advisable to tie up with them, but if not, I would not tie up with them but for a year, because I think I have an inside pointer that the price will be lower in a year.

I simply want to be of service, that's all.

June 2nd, 1920

County Highway Commission,  
Union Bldg.,  
San Diego, California.

Gentlemen:-

Enclosed find letter from Mr. Alexander which is explanatory. It might be well to look up the records. Get the Southern Title Guaranty Co. or the Union Title Co. to report on what rights of way there are through the property. They will do it for \$5 or \$10.

Yours very truly,

EF/bm  
encl



CALIFORNIA WILLITE ROAD CONSTRUCTION COMPANY  
LOS ANGELES, CALIFORNIA

June 18, 1920

Mr. Ed Fletcher,  
San Diego County Highway Commission,  
San Diego, California.

Dear Mr. Fletcher:

Following my telephone conversation with yourself and upon my return to my office in Los Angeles, I started a study of the proposed Holtville-Yuma State Highway from the High Line Canal, 10 miles or so east of Holtville, to the sand hills located about 20 miles out in so called desert.

In making this study I have used such data as we obtained at time our Company laid the experimental mile of Willite in desert for state, also all that could be obtained from a two days trip over the road by our Secretary and Superintendent.

From a years watching of the Willite Pavement in Los Angeles County and from the construction difficulties we encountered in the desert, it is my opinion that the safe, economical thickness of Willite for 90% of this proposed work is 4" and 10% 3" after consolidation, and this is the thickness I have used in my estimate. That a 3" Willite Road would carry the traffic economically is quite probable, and it is possible that State Highway Officials may believe that a 3" thickness is enough, due consideration being given to all the elements that enter into a proper and wise road study, but, it is my opinion that it is practically or mechanically impossible to lay 3" of any type of asphaltic road on the desert sand and obtain a true faultless surface for the finished pavement.

In the experimental mile for State, I found by laying a bottom course 2½" or over and a top course 1½" or over, I could get a proper finish, but, if I laid the pavement in one course or laid a bottom course thinner than 2½" or top course 1½" thinner I would have more or less minor waves or inequalities in finished surface.

Should it be decided that you wanted a thickness less than the 4" I recommend that California Willite Road Construction Company will lay same without any fear as to the integrity or lasting qualities of the Willite, but with doubts as to our ability to obtain that true, satisfactory, finished surface that I know both Mr. A. B. Fletcher as well as myself believe to be essential to a high grade road. Perfection in finish of road surface is essential if minimum maintenance expenses are to be obtained.

Our advices are that freight rates are to advance 25% in a short time and I have used such rate in estimating freight on asphalt, header lumber, fuel oil and camp supplies. This anticipated 25% advance in freight rate will amount to around \$4500.00 for 10 miles of road or \$9000.00 for the 20 miles. Should this advance not come we will reduce our estimate to a proportionate amount.

Prices for everything entering into the cost of this proposed work are very uncertain and I can only use my best judgment in estimating what prices will be when time comes to buy material. In this estimating I have used what I believe to be safe, low prices. Should any or all prices entering into this work lower materially we will lower our estimate accordingly.

It is my opinion that owing to impossibility of hauling by motor truck on the present desert road it is a physical impossibility to lay over 10 miles of Willite in the 8 months we can work during the coming Fall, Winter and Spring, excepting at an unreasonable expense that I can not recommend, consequently I am estimating for only 10 miles, same to begin at Easterly end of Willite Pavement laid February and March 1920 and extending to vicinity of New County Well. With my present information it is my opinion that for the second 10 miles or from New County Well to Sand Hills the cost per mile will be increased around \$2500.00, due to increased amount of asphalt that must be used with the finer sand found near the New County well as well as the additional 10 miles haul on asphalt, copper sulphate, header lumber, fuel oil, camp supplies, etc.

The building of a first class road in this desert is as difficult job as I ever tackled and were it not for Willite, the pavement that can be built by using 85% or more of the desert sand, I much doubt if I could find any type of road construction that I could recommend because of excessive first cost. In estimating this work for you I have used actual costs obtained by careful buying and careful, economical work, adding thereto a small fair profit, a profit considerably less than I as Road Commission of Los Angeles County allowed contractor.

My estimate for 10 miles of Willite Pavement 15' in width 90% 4" and 10% 3" in thickness, after consolidation, including the finishing and placing of 12" x 1" header boards, staked every 2½ feet including all incidental work of whatever nature necessary for a proper construction of a completed pavement, grading alone excepted, for a total sum of \$198705.00 or \$11.29 per ton.

It is my recommendation that the \$11.29 price per ton be used in a contract or agreement as this will permit State officials to take advantage of any good subgrade that may be found other than the 10% I have estimated or make other changes that may appear necessary as work progresses.

As for the grading I do not understand you desire an estimate from me, but lest I may be in error on this, would say I believe that grade of road should generally follow the present grade of the desert, that I estimate that 1000 cu. yds. per mile must be moved and because of wind may have to moved two or three times before pavement is laid and that I estimated the cost of this grading at \$1500.00 per mile or \$15000.00 for the 10 miles. As you probably know we are not well equipped for grading and doubtless the State by force account could do grading for a less than my estimate.

As we have other work under consideration and as a construction of this 10 miles this coming winter is a considerable undertaking, it is desirable that I know at earliest possible time your wishes in the matter, for if you cannot favorably consider my estimate, I must obtain other work and should you decide to have us do the work I must at once start preliminaries so as to be sure and have 10 miles com-



pleted before the hot weather of 1921.

I desire to thank you for permitting me to submit this estimate. Should you desire a more detailed statement regarding this work I will be pleased to either call at your office at your convenience or write you regarding such matter as you may desire.

I presume you know I have high personal regard for Mr. Morton your Chief Engineer and well as for yourself and will be always glad to do anything I can to help either of you.

Very truly yours,

F. H. Joyner,

Chief Engineer

August  
Ninth  
1920.

County Highway Commission,  
Union Bldg.,  
San Diego.

Gentlemen:

Enclosed find article from the Ramona Sentinel that may be of interest.

Yours very truly,

EF/hls

August  
21  
1920

County Highway Commission,  
Union Building,  
San Diego.

Gentlemen:

Enclosed find clipping from the El Centro paper which is explanatory.

Yours truly,

KLM

September  
3  
1920

County Highway Commission,  
Union Building,  
San Diego, California.

Gentlemen:

Enclosed find letter from the Sales  
Agent of the Riverside Portland Cement company,  
which is explanatory.

Yours very truly,

EF:KIM

September 17, 1920

Mr. Sherwood Wheaton,  
Mr. F. M. White,  
Mr. E. H. Morton,  
County Highway Commission,  
San Diego, California.

Gentlemen:

Enclosed find copy of letter I wrote  
Mr. Lippincott, and a copy of letter I have  
received from Mr. George Mansfield, a member of  
the State Highway Commission, all of which may  
be of interest.

Yours very truly,

EF:KIM



Ed Fletcher Company

FLETCHER BUILDING  
92 5TH ST.  
SAN DIEGO, CALIFORNIA

AGENTS  
PINE HILLS  
DEL MAR  
GROSSMONT

Nov. 26, 1920.

San Diego County Highway Commission,  
Union Building,  
San Diego, California.

Gentlemen:

During my sickness in the hospital, a number of contracts were let for concrete roads and in each case I noticed the inclusion of steel reinforcing and as I verbally mentioned to you, it is my understanding that no concrete was being laid unless it was reinforced.

Since I have been able to get around and make further inquiries and personal investigations, I am thoroughly convinced it is a mistake to put down any concrete without reinforcement of some nature, and for sometime I have urged that the Commission and Chief Engineer continue the study of this subject with the idea in mind to put down no further concrete, unless it is reinforced.

This letter is not written in the nature of a criticism but simply to officially call attention to my belief in the necessity of reinforcing all concrete with steel. The traffic is each year increasing 15 to 20%. It is not unusual to have 4,000 or 5,000 machines a day traveling between here and El Cajon.

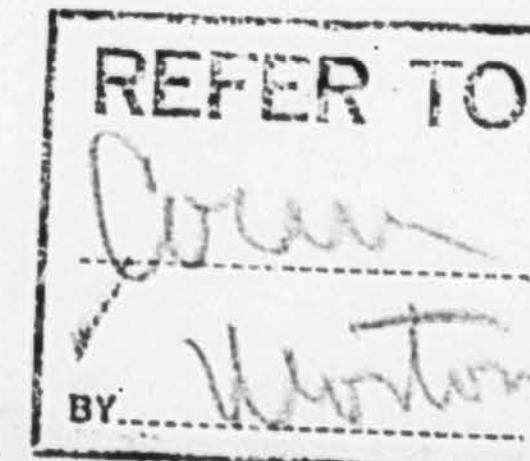
Concrete is, in my opinion, the best sub-base that can be secured today but it is so rigid that it absolutely needs within a few years a wearing surface that has some resiliency, and our next problem will be the question of a wearing surface on the top of the concrete.

I would also like to see the experiment of Mr. T. H. King made; that is, a reinforced sill under the edge of the concrete pavement. Another feature in favor of a sill along the edge is to keep the water from working under the pavement and thereby softening the sub-grade. Either a sill, or what the State Highway is now doing, a shoulder must protect our highways eventually, and keep the sub-grade dry.

Yours very truly,

*Ed Fletcher*

EF/hls



October  
1,  
1920.

County Highway Commission,  
Union Bldg.,  
San Diego, Calif.

Gentlemen:

Enclosed find letter from the San Diego County  
Automobile Trade Association, and my reply, which are  
explanatory.

Yours very truly,

EF/hls



Jan. 21, 1921.

County Highway Commission,  
Union Bldg.,  
San Diego.

Gentlemen:

Enclosed herewith please find deed of Wm G.  
Henshaw and wife to the right of way as asked for.

Kindly acknowledge receipt of same and oblige.

Yours very truly,

EF:HLS

San Diego, California,  
March 14, 1921

The National City News,  
National City, California.

Gentlemen:

The following letter was adopted by the  
Highway Commission, and I am directed by them to  
forward you a copy of same for publication.

"We notice in your last issue a statement  
that Col. Ed Fletcher was opposed to the construction  
of the Chula-Vista - Bonita road.

In fairness to the County Highway Commission  
and to Col. Ed Fletcher personally, we wish to say that  
the Commission has been unanimous at all times as to  
the necessity of building the Bonita road, and on  
January 17th last, the records show that Col. Ed  
Fletcher made a motion, which was unanimously carried,  
approving the plans and specifications, and asking the  
Board of Supervisors to advertise for bids. No member  
of the Commission at any time has been opposed to the  
construction of this road.

Yours very truly,

COUNTY HIGHWAY COMMISSION



Miramar, California,  
May 6, 1921

County Highway Commission,  
Spreckels Building,  
San Diego, California.

Gentlemen:

If there is any thought of paving the new graded road over the Miramar Ranch hills to Poway during the coming year, I trust that Mr. Scripps and Miramar Ranch will be given consideration to this extent:

At least the first three miles of the road (from the end of the present pavement) should be graded during the Summer months. If these three miles are graded during the Winter or Spring months, Miramar Ranch will absolutely cut off from the world, for there will be no way for us to get out of here. Detours are impossible during the wet months, when the land becomes a bog everywhere hereabouts. Other than your own financial plans (which of course are of transcendent importance), there is nothing to prevent this three-mile portion of the road being paved this Summer, as there are no important fills and all of it has fully settled from much usage.

Sincerely,

H. L. SMITHTON

HLS:EG

cc to Mrs. M. R. Greene

May 14, 1921

County Highway Commission,  
Union Building,  
San Diego, California.

Gentlemen:

I suggest that at the next meeting you authorize our engineer to prepare plans and specifications for bids for grading from Fosters to the foot of Mussey Grade.

The question of grading later on ~~at~~ Mussey's grade, let's handle at that time. Mr. Foster wants to talk to us about it, but I would like to see a contract let immediately for that grading from Fosters to Mussey Grade; at least get a bid on it.

Yours very truly,

EF:KIM

Not reviewed  
after dictation



July 26, 1921.

County Highway Commission,  
San Diego, Calif.

Gentlemen:

I am signing the original and duplicate copies of the Semi-annual report to the Board of Supervisors, on the understanding that Article III on Page 5 be eliminated. If this does not meet with your approval, I suggest a meeting of the Highway Commission to discuss the matter before the report is submitted to the supervisors.

Yours very truly,

EF:KIM

October 12, 1921.

County Highway Commission,  
Union Building,  
San Diego, Calif.

Gentlemen:

Inclosed find opinion of our attorney,  
Mr. Crouch, which is explanatory.

Yours very truly,

EF:AH

*File with  
Crouch*



Jan. 7, 1922

October 12, 1921.

County Highway Commission,  
County Highway

County Highway Commission,  
Union Building,  
San Diego, Calif.

Gentlemen:

Enclosed herewith find bill which Hard Brothers owe us for powder on the Julian job, and this is to notify you that we shall expect the county to hold this amount from the final award due Hard Brothers.

Yours truly,

MORSE CONSTRUCTION COMPANY

By

MEF:KLM



January 27, 1922.

County Highway Commission,  
San Diego, California.

Gentlemen:

Enclosed find letter from the City of  
El Cajon. Please take the matter up at the next  
meeting at which I am present.

Yours sincerely,

EF:KLM

February  
Twenty-third  
1922

County Highway Commission,  
Union Building,  
San Diego, California.

Gentlemen:

Mr. E. Ronsse wants his check for \$200.00  
for his right-of-way. The title is almost perfected  
and I personally guarantee that the title will be  
cleared.

Please take this matter up at the next  
meeting of the board.

Yours truly,

EF:KLM

[Jan. 24, 1922]  
esm



**Ed Fletcher Papers**

**1870-1955**

**MSS.81**

**Box: 24 Folder: 5**

**General Correspondence - San Diego  
County - Highway Commission**



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