

Torrance Committee To Study New Freeways, Feeder Roads Is Asked

Torrance Chamber of Commerce is urging that the city appoint a committee to study the proposed master freeway and feeder road plan as it involves this community.

Twenty-eight contracts for freeway construction will be let before the end of 1945, Spencer Cortelyou, district engineer of the State Highway Department, has announced, and while none of these is likely to involve Torrance, several of the freeways pass through or skirt the confines of this city.

The principal freeway, passing through Torrance, is Hawthorne Blvd., and while there is some discussion as to its remaining in the master plan, the chamber feels that the subject should be discussed locally before any outside interests decide to abandon it or construct the freeway, according to Blaine Walker, executive secretary.

The discussion favoring abandonment of the Hawthorne Blvd. is said to be built around the change in plans for Los Angeles municipal airport. It is said that since the plan to tunnel under the airport is to be dropped, it will affect the Hawthorne Blvd. route, and the freeway probably will be planned east of Torrance. Figueroa street already is considered as one of the freeways, from the harbor to Los Angeles.

Elsewhere in the county, the state highway department has arranged with OPA for a certificate of convenience and necessity which will enable it to ask tenants of property, which the state has purchased for freeway purposes, to vacate on 10 days' notice, in addition to the 30 days' notice required by state law, Cortelyou said.

This represents a substantial modification of the OPA ruling which requires that six months' notice to vacate be given.

The notice to vacate will not be served when the contracts are let, Fred L. Mowder, secretary of the association, said, but only when the contractor actually goes to work on the job.

State and county officials are ready to start construction of a \$27,000,000 feeder-road program, Director of Public Works Charles H. Purcell has reported to Gov. Earl Warren.

Representatives of 38 counties conferred with Purcell, U.S. Public Roads Administration division engineer C. C. Morris and State Highway Engineer George T. McCoy. "A number of questions were cleared up satisfactorily," Purcell told the Governor.

Construction is to be financed by the Federal Government to the extent of approximately \$5,000,000 a year for the next three years, plus \$12,000,000 of State funds to "match" the Federal grant. Under previous feeder-road programs, the counties had to provide the matching money.

Purcell told the Governor that

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A 12 year old Lomita boy whose name is being withheld, bit a police dog Oct. 5, and therein lies a story.

It seems that this youngster was bitten by the dog first. It so enraged the lad that he turned upon the dog and sunk his young molars into the animal's neck.

The boy was taken to the doctor for treatment; the dog was treated by the veterinary. Both will recover, it was learned.

approximately 30 counties have filed resolutions designating the roads to be included. Morris pointed out to the supervisors that the feeder roads, under the Federal law enacted last December, are selected by joint agreement of the State Division of Highways, U.S. Public Roads Administration and boards of supervisors.

The selection must insure "an integrated system," he pointed out, necessitating the designation of connecting State highways in the system.

However, the money will be spent on county roads, McCoy told the supervisors. "It has been and still is the policy, and will continue to be the policy of the Division of Highways to spend this money on county roads in the Secondary Federal Aid system," he said.

The law appropriating \$12,000,000 by the 1945 Legislature and approved by Governor Warren also provided that at least 87½ per cent of the \$15,000,000 of Federal funds be spent on the county roads, McCoy emphasized. Morris, speaking for the U.S. agency, said this provision "will be accepted without any argument" by the Federal government.

The State money became available Sept. 15 and Morris said the Federal appropriation was expected early in October. He predicted construction in some of the counties will start in 30 days.

The supervisors also were assured by Morris that the roads to be built or improved "need conform only to local standards."

"All we will require," he said, "is that the surface be thick enough to carry the expected traffic load. Grades, alignment and other features will be entirely up to the county supervisors."

Contracts for the work must be let by the State, Morris said, but McCoy told the supervisors that the engineering and supervision of the jobs can be delegated to the counties. "We'll welcome the assistance," he said. "Our own postwar highway construction program will give our engineers all the work they can handle."

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