

Pvt. Vervisch Joins Infantry in Korea

SOUTHFIELD—Pvt. Ronald S. Vervisch, 17, son of Mr. and Mrs. Henry Vervisch of 23875 Northwestern, is now a member of the 24th Infantry Division in Korea. His division, the first American unit to fight in the Korean con-

Page 2 B'HAM ECCENTRIC Thursday, June 30, 1955

Board Rejects Rezoning Plea

SOUTHFIELD—A petition by real estate dealer, Woodrow Wilson and other business men for the rezoning of lots 18 to 22 and 27-45 in Mannington subdivision from residential to commercial for purposes of off-street parking, was turned down by the township board at a special meeting held June 22.

The board did, however, make known its intention to amend Zoning Ordinance 118 to add a parking classification, and referred this action to the zoning board for consideration.

Trustees who had previously indicated favor of the proposal by twice sending back the petition to the zoning board, which twice had refused to approve the rezoning, followed the wishes of 18 home owners from the area of 10 Mile and Southfield in Section 24. Opposition to the rezoning was placed in the form of a written statement signed by the residents and handed to the board.

RESIDENTS of the area objected because, they said, such a move would open up 10 Mile for further rezoning, that the added lots for parking would not be adequate to avoid on-street parking, and since the businessmen knew the area was zoned residential before they bought in the area, they had no legal right to ask for rezoning.

Trustee Luther Wagner argued that the board had no legal right to prevent the Nelson company from building on the presently commercially zoned lots, without making provision for parking, and the result that cars will be parked on the street and in front of homes.

MRS. Fannie Adams, township clerk, took the stand that people living in the area should be given first consideration in a zoning question if they have built their homes prior to the development of the commercial property.

Hugh G. Allerton Jr., township trustee, said Nelson's case had merit from the township's point of view and also because of the question of public safety and health, but that the board should look to the opinion of the zoning board.

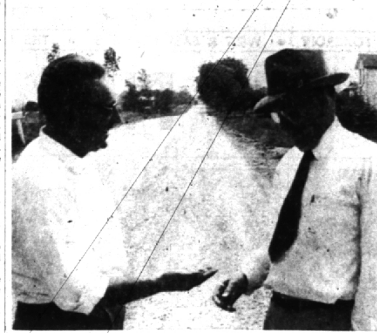
Plan Addition to Unfinished Church
LATHRUP—Rev. Cyril J. Keating, pastor of St. Bede's church, at 12 Mile road and Southfield, announced Sunday that an extra 42 feet will be added to the church building now under construction.

This addition will bring the seating capacity up to 700. Footings have been poured, according to Rev. Keating, and three more laminated beams have been ordered from Oregon.

St. Bede's parish covers the area bounded by Greenwood road, 13 Mile road, 11 Mile road and Evergreen road.

Want a good used car? Look in the Classified columns under "For Sale—Automobiles."

Believe Soil-Cement Mixture is Solution to Less-Costly Roads



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Examine crushed gravel before final seal is applied.



FOUR-YEAR OLD STRETCH OF SOIL CEMENT PAVING
McKinley road north of Flushing handles 1,300 vehicles daily.

By WILLIAM H. THOMAS

Genesee county road officials believe they have the answer to inexpensive but hard-surfaced roads so badly needed on some of the back-county roads that might not otherwise have anything but upkeep of rough and rutted gravel roads.

Soil-cement paving is winning over officials because it costs one-fifth to one-seventh as much as other hard-surface roads, and when sealed with two and one-quarter-inch asphalt costs less than one-half of the expense of a new asphalt road, and is only about one-quarter as costly as a concrete road.

J. T. SHARPENSTEEN, Genesee County highway engineer, who is enthusiastically showing stretches of the roads daily to interested officials of public and private organizations, estimated that a new concrete road would cost about \$75,000 per mile and an asphalt road would be about \$50,000 per mile.

Soil-cement roads, he said, would cost about \$11,500 to \$12,500 per mile with an additional \$7,000 per mile for asphalt topping.

"They seem to stand up well, too," said Sharpsteen. "One stretch of road which we put down four years ago has about 1,300 vehicles over it daily and so far we haven't had any breakups."

HOW THESE roads would stand up to heavy trucking has not been tested locally, Sharpsteen said, but some of the traffic on the road, McKinley between Coldwater and Vienna, has some daily truck traffic, such as milk, gravel and gasoline trucks.

Sharpsteen, and his field maintenance engineer, E. J. Renier, both seemed to think that the road might handle truck traffic satisfactorily, and have proved that it is ideal for country roads that are well-traveled almost exclusively by automobiles.

"A soil-cement road must have a seal, however it can't stand abrasion too satisfactorily without a seal. Asphalt, in emulation form seems to be the perfect cover," said Sharpsteen.

DURING the first four years of testing, 13.2 miles of soil-cement paving was constructed, and this year county officials hope to lay down another 22.7 miles. Soil-cement is a development of the Portland Cement Association which first came to the attention of the public during World War II in the construction of air bases, said Sharpsteen.

"The thing I like about this road is you get a good, smooth road with asphalt for about \$20,000 per mile, and you've got a good road for a good long time," said Sharpsteen.

"The stretch of road that used to break up every spring when the road was gravel, hasn't given us any trouble at all in four years since we put down the soil-cement," he added.

"WE HAVE had problems with this road, however," Sharpsteen said, "either because we did not know the right procedures when we started out, or because it rained while we were stalling the road."

Sharpsteen explained that the road has a one-foot sand sub-base for drainage, a six-inch gravel base and a two and one-quarter inch asphalt seal, for best results to date. Hot asphalt is poured out about 130 pounds to the square yard, Sharpsteen said.

"The name, soil-cement is a misnomer," said Sharpsteen. "We mix up the old gravel road and add about eight per cent of cement to gravel. Then we use a three-quarter-inch stone for first cover and three-eighth-inch stone for a second cover and the asphalt is a binder. If we get too much water on the road then we don't have very good results. We can lay about a mile of road a day."

WHEN asked if it would be possible to have every important local road Sharpsteen said the county road budget would not be able to stretch that far.

"We can get to most of the important rural roads but our budget wouldn't stretch the cost of paving every road we have. We'd have to have local (financial) support to do anything but the more important roads," Sharpsteen concluded.

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Address Box 193, The B'ham Eccentric

Swem Appointed Charter Chairman

SOUTHFIELD—Eugene Swem, township supervisor, was appointed when a charter is voted upon favorably by Southfield residents.

SWEM told the members that Oakland County Corporation Council Harry Merritt advised that the county would allow only the expenditure of the charter election, registration of the voters, and the advertising for such moves, but that the county would not approve payment of a secretary or attorney's fees.

Mrs. Adams was elected secretary by the group and Miss Clara Lane, township treasurer, was selected as assistant secretary.

An outline of areas of study, the rate of \$2.75 an hour, if and when a charter is voted upon favorably by Southfield residents.

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