

Manager's Report on Maple Widening

Following is the complete report (except for references to other reports) submitted by City Manager R. C. Cane to the Birmingham City Commission concerning the widening of E. Maple Road from Adams to Coalgate. Commissioners last week approved the project.

The hearing on the proposed improvement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

Included in the roads program within the City of Birmingham or abutting the City Birmingham was Maple Road from Coalgate to Adams.

THE COUNTY Road Commission asked for tentative approval of the program from the various communities; and at the commission meeting of Oct. 9, 1961, under Resolution No. 1137, tentative approval was given to the road im-

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

Included in the roads program within the City of Birmingham or abutting the City Birmingham was Maple Road from Coalgate to Adams.

THE COUNTY Road Commission asked for tentative approval of the program from the various communities; and at the commission meeting of Oct. 9, 1961, under Resolution No. 1137, tentative approval was given to the road im-

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

Included in the roads program within the City of Birmingham or abutting the City Birmingham was Maple Road from Coalgate to Adams.

THE COUNTY Road Commission asked for tentative approval of the program from the various communities; and at the commission meeting of Oct. 9, 1961, under Resolution No. 1137, tentative approval was given to the road im-

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

Included in the roads program within the City of Birmingham or abutting the City Birmingham was Maple Road from Coalgate to Adams.

THE COUNTY Road Commission asked for tentative approval of the program from the various communities; and at the commission meeting of Oct. 9, 1961, under Resolution No. 1137, tentative approval was given to the road im-

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

Included in the roads program within the City of Birmingham or abutting the City Birmingham was Maple Road from Coalgate to Adams.

THE COUNTY Road Commission asked for tentative approval of the program from the various communities; and at the commission meeting of Oct. 9, 1961, under Resolution No. 1137, tentative approval was given to the road im-

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

Included in the roads program within the City of Birmingham or abutting the City Birmingham was Maple Road from Coalgate to Adams.

THE COUNTY Road Commission asked for tentative approval of the program from the various communities; and at the commission meeting of Oct. 9, 1961, under Resolution No. 1137, tentative approval was given to the road im-

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

Included in the roads program within the City of Birmingham or abutting the City Birmingham was Maple Road from Coalgate to Adams.

THE COUNTY Road Commission asked for tentative approval of the program from the various communities; and at the commission meeting of Oct. 9, 1961, under Resolution No. 1137, tentative approval was given to the road im-

provement program proposed by widening of East Maple Road from Adams to Coalgate Road has been set for Nov. 12, 1962. On Sept. 25, 1962, the project to widen further discussion concerning the existing pavement on Maple Road from Adams to Coalgate to a width of 45 feet back to back of curb was discussed at a hearing of necessity and following the discussion, it was determined that there was no necessity.

On that particular project, the Oakland County Road Commission advised the City that they would participate in the cost of the project in the amount of 50 per cent with the abutting cities participating in the balance of the cost.

A LETTER dated Sept. 22, 1961, addressed to the City from the Oakland County Road Commission, stated that the Board of County Road Commissioners had formulated an accelerated County primary road construction program to help meet the present needs in Oakland County as well as future needs. In the proposed program, it was planned that the County would participate in 75 per cent of the cost and the cities 25 per cent of the cost.

in the 10-year period. Following Chester and Southfield between peak hours are noted: On July 22, 1951, the peak hour count was 1,081. On May 2, 1960, the peak hour was 1,455. On Nov. 1, 1962, the peak hour traffic count was 1,748.

AN ANALYSIS of traffic counts indicates that there is an approximate increase in traffic of 5 per cent per year, which closely follows the State Highway Department's estimates established in 1958 in connection with the Highway Needs Study for the following 20 years.

I do not know whether this increase will keep up indefinitely, but I do wish to show that we have a very heavy traffic demand on traffic engineering standards, that this demand requires four traffic lanes to handle it.

Mr. Vanderstempel, our consulting traffic engineer, has advised me that, from a practical standpoint, Maple Road between Adams and Eton Roads has two effective traffic lanes which are capable of carrying between 450 and 500 vehicles per hour per lane.

In other words, the safe carrying capacity is approximately 1,000 vehicles per hour, whereas our peak hour traffic count is now up over 1,400 cars per hour.

The remedy is, in his opinion, to widen the road in order to provide four traffic lanes to carry this peak hour load.

AS WAS POINTED out in previous reports, the pavement width of the center pier at the Grand Trunk viaduct is 28 feet face to face of curb, which would provide two 14-foot lanes if there were no storage required or left turn movements during the peak hour periods at this location.

Further study will have to be given to take care of this problem. On the other hand, we permit left turns at Adams, Woodward Avenue, Pierce Street and Chester Street where the peak hour traffic is considerably higher than at Eton.

IT IS CONTEMPLATED that construction of these improvements should siphon off some of the traffic from Maple Road.

However, it can be seen from the traffic counts given earlier in this report that the trend continues to rise.

A lot more car—a lot more carefree!
 Just try beating the bold, beautiful Buick LeSabre '63 for value! You get full-size room, Wildcat performance! Joint-free Turbine Drive (opt. at extra cost). Finned aluminum front brakes. Top trade-in. Buick quality. If you're buying "full-size", you'll probably pay a LeSabre price. Why not own one? Model shown \$2869*.

BOLD BEAUTIFUL BUICK '63



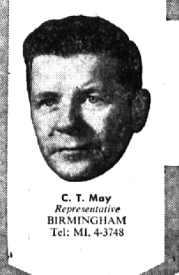
There's a car for 8 out of 10 new car buyers at your authorized Buick dealer... Headquarters for Buick LeSabre, Special Skylark, Wildcat, Electra 225, Riviera

Also see your Buick dealer for quality service... he knows your Buick best!

Would your life insurance pass this test?

- Financial security for the family depends on how well these five basic needs are provided for. Will your life insurance and other resources
- 1 meet the heavy expenses that will occur at your death
 - 2 cancel all family debts including mortgage on your home and estate taxes
 - 3 furnish a living income for the family while children are dependent and so enable your wife to take full advantage of Social Security
 - 4 provide enough money to carry out your plans for their higher education
 - 5 give your wife a worry free source of funds after the children are on their own and Social Security temporarily ceases

If you are in doubt on any of these points, call the Man from Manufacturers. He has a practical measuring device, the Security Graph, that will help you determine whether there are any gaps in your family's financial security.



C. T. May
 Representative
 BIRMINGHAM
 Tel. MI. 4-3748

R. F. Schmid
 Representative
 BIRMINGHAM
 Tel. EL. 7-0007

See the Man from Manufacturers

THE MANUFACTURERS LIFE INSURANCE COMPANY

SEE US FIRST

for your **HOME LOAN**

Compounded & Paid Quarterly on Savings

4 1/4%

CURRENT RATE (PER ANNUM)

CAPITOL SAVINGS & LOAN ASSOCIATION

27215 Southfield Rd. at 11 Mile Rd.

EL 6-7770
Downtown Detroit Office
234 State St. WO 2-1078
KE 7-6125

Member Federal Home Loan Bank System

11-MILE ROAD
SOUTHFIELD, MI.

PARKING AREA
DRIVE IN WINDOW
ENTRANCE ON SUNNYSIDE

Eliminate the "GARBAGE CAN GALLOP"!

DISPOSE OF GARBAGE INDOORS... INSIDE A GAS INCINERATOR

WHY DASH OUT TO THE GARBAGE CAN IN RAIN, SNOW, WIND, SLEET—INSTEAD DASH DOWN TO YOUR...

GAS INCINERATOR DEALER'S

Published by Consumers Power Company in cooperation with Gas Incinerator Dealers

Eliminate the "GARBAGE CAN GALLOP"!

DISPOSE OF GARBAGE INDOORS... INSIDE A GAS INCINERATOR

WHY DASH OUT TO THE GARBAGE CAN IN RAIN, SNOW, WIND, SLEET—INSTEAD DASH DOWN TO YOUR...

GAS INCINERATOR DEALER'S

Published by Consumers Power Company in cooperation with Gas Incinerator Dealers