

ROAD DEPARTMENT COMPLETED BIG PROGRAM IN 1939

The state highway department, despite financial obstacles and legal delays, drove a \$13,500,000 construction program through to completion in 1939.

The expenditures included both actual construction and right-of-way costs, and approximated the program for 1938. Construction emphasis was laid on economical, dust-proof surfacing of out-moded gravel highways.

The program was accomplished in the face of a discontinued appropriation of \$5,000,000 annually from the general fund. In addition, the department was limited to installment payment totaling \$1,000,000 on a \$10,000,000 appropriation of the 1937 legislature from the general fund, the last of which was not paid until July.

Anticipating a leveling out of federal allocations of aid to Michigan's highway system, the department spread available funds to maintain regular employment. Accordingly, the New Year found an \$8,000,000 program launched for 1940 and construction program similar in scope awaiting approval of the Public Roads Administration in Washington.

A recapitulation showed at the end of 1939 the department had built 65 miles of concrete highway, 240 miles of oil aggregate, 122 miles of gravel road, 37 bridges and four grade separations.

A large part of the construction program for the past year was directed at the eradication of dusty and dangerous gravel surfaces in Michigan," said State Highway Commissioner Murray D. Van Wageningen. "With limited funds, we found this method the most effective for bringing modern transportation facilities to many sections of the state."

Outstanding among the projects completed during 1939 were the widening of the highway at Harper Avenue; completion of wider Woodward Avenue between Eight Mile Road and Pontiac by pass at Birmingham; completion of the cut-off south of Chelsea on US-12 and relocation of the same road southwest of Kalamazoo; completion of the last link in a multiple-lane on US-20 between Detroit and Standish; relocation of US-21 at Potosky and completion of US-23 from Alpena to Rogers City.

Despite increased revenues from the gasoline tax, the depart-

ment faced the threat of an inadequate construction program to meet traffic needs. The committee pointed to recent reports of the highway planning survey indicating a 20 per cent increase generated in traffic over the state.

The survey predicted Michigan's traffic would double by 1950 and pointed to already existing line-up queues in the trunkline system. At the same time, the state faced a sharp cut in Federal grants for bridge crossing construction. The highway planning survey indicated a need for out-of-state drivers. Traffic at the Straits of Mackinac bore out the indication.

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tending 6,000 miles. It would include rural state truck stops, about 45 per cent of its total.

The prestige of Michigan as a tourist state continued to mount. Traffic counts on tourist feeder lines made by the highway planning survey indicated a record-breaking year for out-of-state drivers. Traffic at the Straits of Mackinac bore out the indication.

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Calls to Four Continents Mark 40th Anniversary of Business Executive

Col. E. A. Deeds, head of National Cash Register Co., talking with sales representatives abroad. Above: Lights on large map behind speaker at the annual dinner of the National Cash Register Co. at the Hotel Michigan, Detroit, Dec. 27, 1939.

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