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LARGE SUM FOR BETTER STREETS

Fullerton will have about ten miles of paved roadway when the job now under way is finished including the Whittier road from the north city limits to the Spadra bridge, Spadra road from the bridge through town to the south city limits, Commonwealth avenue its entire length was tans west through the city, and Chapman avenue from Spadra to the east city limits. The work has been in progress since about the first of April and several weeks will yet be required to complete it.

Asphalt concrete is the material selected by the road commissioners and the city trustees as best suited to the purpose here and meeting all requirements to the best advantage. Before arriving at a decision in this matter a very thorough investigation was made and paving of various kinds in other cities was inspected. The claim is made for the asphalt concrete construction that will prove more lasting and satisfactory than the cement with thin asphalt covering which is being used on the state and county roads now being

built. The city's official representatives, at least, are convinced that this is a fact, and the contractors state that they will be very glad to have a comparison made between the condition of the state or county highway and the city work after all have been in use long enough to demonstrate their quality. Confidence on the part of the contractors in the character of work they are doing is shown by the fact that as soon as a section of roadway is completed it is immediately opened for traffic, without waiting for its official acceptance by the city.

The average day's work is about 600 feet in length of the 20 foot roadway which is being built here, except in the business district where streets are being paved the full width. On Spadra street, from Amerige to the railroad, the paving is five inches in thickness. Outside the business district, a thickness of four inches is considered sufficient.

Before laying this material the roadway must be specially prepared for the heavy traffic which it will

sustain, and a solid foundation made upon which to build the highway. The first operation is to take off the old surface. When this work is finished, that portion of the road is at once used by the teams of the contractors with heavy loads of paving material for the next section to be covered, and is open for use by the public.

Bonds in the sum of \$130,000 were voted by the citizens of Fullerton to pay for the improvement of its principal roads. Of this sum, about \$122,000 will cover the actual work of the road construction. The balance represents smaller items of necessary expense in connection with the project, including payment of engineers and inspectors, printing bonds, advertising, etc.

On streets which are being paved full width, the property owners pay in proportion to the frontage they own for that portion of the street not included in the 20-foot center strip paved by the city. Under the state law regulating such work, the owners may pay for it in five equal annual installments.