

steep to permit the use of stone-filled sheet asphalt, in street railway special work, around watering troughs, and in other places where stone-filled sheet asphalt will not stay in place; and on those blocks and points of intensely heavy traffic where experience proves that granite paving blocks are sufficiently lower in average annual cost, or otherwise sufficiently desirable to justify their use at the particular location despite their high original cost.

On light traffic residential streets where the grade is too steep for stone-filled sheet asphalt and the situation will not justify the expense of an improved granite block wearing surface, the ordinary concrete foundation or a little better to be laid with well roughened upper surface and left uncovered. This will crack and wear, but what of it? The average annual cost will be low compared to granite, it will be sanitary and clean, and it can later either be surfaced with improved granite blocks or crushed and used as aggregate for a new foundation for them.

Other pavement wearing surfaces should not be laid at all unless there are good and sufficient reasons therefor that overcome the facts presented herein; which reasons will, of course, prevail in some cases covering but a small percentage of the total pavable area of our city streets.

While this hook has been written with city and interurban roadways principally in mind, the same facts and conclusions will apply to country and village highways where there is sufficient traffic to justify the laying of a pavement surface instead of putting up with a gravel or earth road covering.

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