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IT'S A MATTER OF STYLE/1C

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COMING THIS WEEKEND/INSII

Opinions COUNCIL USU
PLANNERS' FUNCTIONS/12A

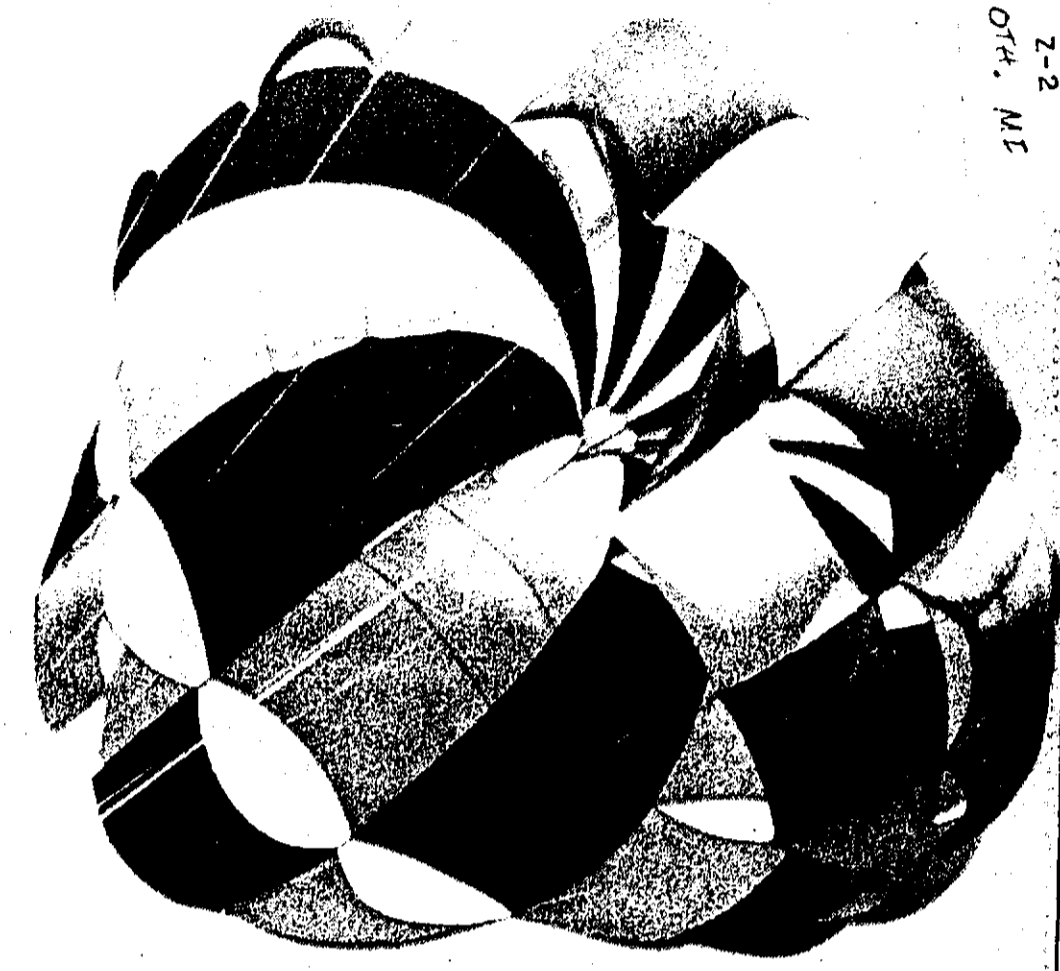
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35¢
WEDNESDAY
July 23, 1986

Volume 31
Number 13
Three Sections
38 Pages plus Supplements



Novi News/JERRY ZOLYNSKY

Just hangin' around

There are all kinds of ways to beat the heat during the oppressive days of summer. Youngsters can run through the sprinkler. Adults usually head for the coolest pool or lake. But not many people decide the best way to nodd off is by going sail gliding over the waters of Walled Lake. And even fewer decide to imitate the Flying Wallendas in their aerial excursions. Photographer Jerry Zolynsky got this picture while out near Walled Lake last week. Sorry, but we were unable to obtain the name of the aerial acrobat.

Senior cab fares to go up 50 cents

In several weeks, many senior citizens in Novi will begin paying 50 cents more for a taxicab ride. The reason for the increase in fares is that funding for a city-administered Southeast Michigan Transit Authority-funded program which now subsidizes taxi fares by \$3.50 per trip has been cut from close to \$17,000 in 1985-86 to only \$11,200 in 1986-87. Almost 5,000 cab trips in the City of Novi were partly subsidized by SEMTA last year. An anticipated agreement between the city and Community Cab is expected to continue the taxi company's current intra-city fare cap of \$5 per trip. With the current \$3.50 subsidy, seniors' cab fare now is only \$1.50 per ride. But sometime soon — likely beginning in several weeks — the subsidy will be reduced to \$3 per ride, and senior citizens will begin paying \$2 per trip instead of \$1.50. Novi City Council Member Hugh

inside

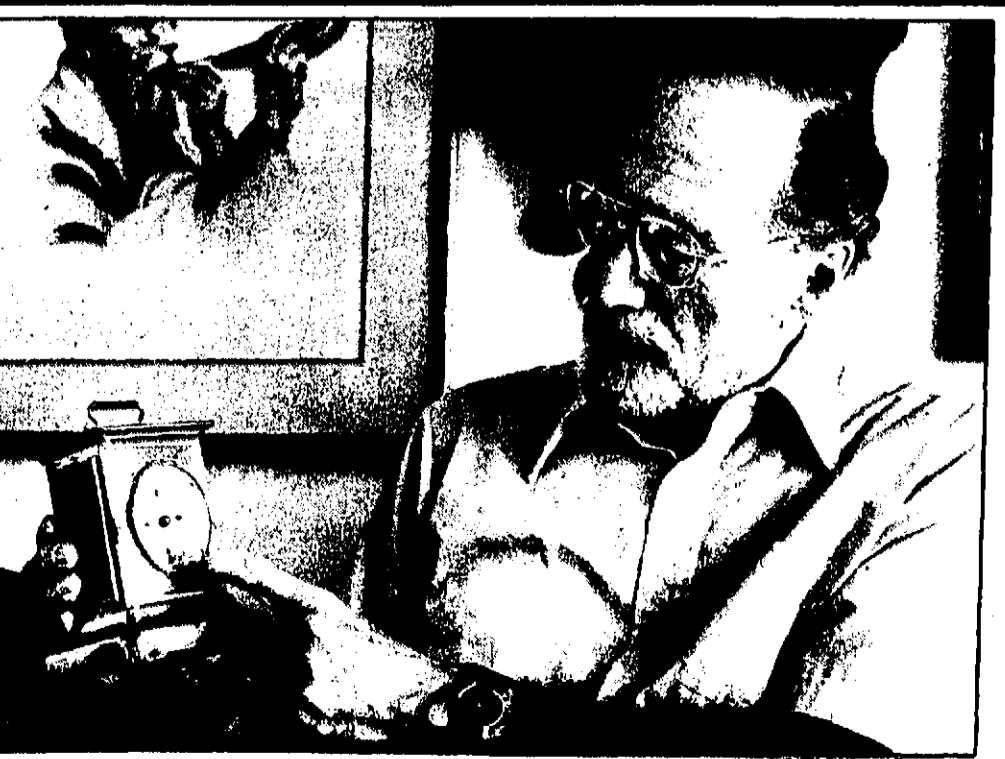
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Bargain Hunters
116
Garage Sale Ads
in the Green Sheet

GREEN SHEET
348-3024

C & O bridge deteriorating

The old Grand River Avenue bridge spanning the C&O Railroad is in need of repair, county engineers have determined. But improvements may come as far as four years in the future. According to a report from county design engineer D. Kent Rubley, the Grand River bridge now is sustaining concrete deterioration in the railings, support columns and beams. It has been placed 27th on a maintenance priority list for concrete repair — 15 bridges on the priority list are scheduled to be repaired this year. According to a 1983 report ordered by county officials, the bridge is in sound structural condition, but exposed concrete has weathered and deteriorated poorly. A July 3 memo from the Board of County Road Commissioners to the City of Novi stated, "We are aware of its condition and are working toward making some improvements." The most recent concerns raised about the bridge, said Novi Director of Public Services Robert Shaw, came about because of complaints from a local resident.



Novi's Norman Blatt's cuckoo about clocks. Turn to page 6C for his story.

72-acre complex is closer to clinch

By Bruce J. Martin
staff writer

By now, Joseph Gerak and Gloria Gelstein, the developers of Westbrook Place, must be hearing in their sleep the phrase: "While I like your project, I do still have a couple concerns..." But the partners may be getting warm. Monday they appeared for the third time before city council to seek appropriate zoning for Westbrook, a 72-acre development containing office buildings, a hotel and a family recreation-entertainment center unique in the Detroit metro area. This time Gerak and Gelstein won at least a partial victory. Council agreed by a 6-1 vote (Nancy Covert

Barz faces jail on abuse case

Wayne Barz, who pleaded no contest to two counts of first degree criminal sexual conduct and one count of second degree criminal sexual conduct, was sentenced July 21 to 2 1/2 to 3 years in prison for the first degree counts and 2 1/2 to 15 years on the second degree count. The sentence was passed by Oakland County Circuit Court Judge Fred M. Mester. The sentencing came after Barz was charged Feb. 27 with molesting the son of a former neighbor. The neighbor, who opted to go public with details of the incidents, said she did so to ensure that "Wayne would be punished. I really thought that because of his connections, the court would not be as willing to send him to prison." She was unavailable for comment Tuesday but had previously indicated her hope that Barz would "receive more than a slap on the wrist. He hurt my son and he hurt my family and he deserves to go to prison," she said. Sentencing for Barz, a Novi resident, was twice delayed by the court. And the family of the victim did play a part in determining the eventual sentence. The victim involvement program in use in Oakland County, allows judges to directly involve the victims of crimes in the sentencing of the perpetrator. On at least two occasions Mester met with the victim and his family. No details were available on when or where Barz would begin serving his sentence. The three terms will run concurrently.

'Strip center' battle begins

By Bruce J. Martin
staff writer

Plans for Grand Meadowbrook, a 22-acre shopping center/warehouse project, were put on hold last Wednesday. But it's likely the controversial development proposal will resurface with a vengeance in the coming weeks. Based mostly on several shortcomings in the plans identified by the city's planning and engineering consultants — and based also on advice from city legal staff, the Novi Planning Commission voted unanimously to delay site plan approval of the proposed shopping center last Wednesday. The project conceptually meets the standards of the Non-Center Commercial (NCC) district on the northwest corner of Grand River Avenue and Meadowbrook Road, where it is to be built. But because city officials are in the process of rewriting the city's zoning ordinance in order to delete shopping centers as a permitted use in NCC districts, the status of the project is uncertain. According to Dennis Watson, assistant attorney for the City of Novi, there are circumstances in which a development plan meeting city guidelines can be held up because of a proposed ordinance change, and decided on the basis of the revision after it is enacted. He identified the moratorium on development that the city council imposed along Grand River last year as an example. A shop owner Morey Gergis seeks end to 'strip centers' 7A

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108 x 84 1 Way	465 \$1163 ⁵	623 \$1557 ⁵	623 \$1557 ⁵	510 \$1128 ⁰	510 \$1128 ⁰	510 \$1128 ⁰
108 x 84 2 Way	422 \$1055 ⁰	583 \$1420 ⁰	583 \$1420 ⁰	482 \$1014 ⁴	482 \$1014 ⁴	482 \$1014 ⁴
119 x 84 2 Way	445 \$1123 ⁵	667 \$1667 ⁵	667 \$1667 ⁵	544 \$1194 ⁸	544 \$1194 ⁸	544 \$1194 ⁸
84" W x 84" H (one way draw fits 8 doors)	Compare \$898	Compare \$1207 ⁵	Compare \$1207 ⁵	Compare \$1207 ⁵	Compare \$869 ⁰	Compare \$869 ⁰

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47 x 48 1 W	187 \$504 ⁵	187 \$504 ⁵	187 \$504 ⁵	187 \$504 ⁵	187 \$504 ⁵	187 \$504 ⁵
72 x 84 1 W	108 \$370 ⁰	108 \$370 ⁰	108 \$370 ⁰	108 \$370 ⁰	108 \$370 ⁰	108 \$370 ⁰
47 x 48 1 W	138 \$470 ⁰	138 \$470 ⁰	138 \$470 ⁰	138 \$470 ⁰	138 \$470 ⁰	138 \$470 ⁰
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47 x 48 1 Way	123 \$307 ⁵	123 \$307 ⁵	123 \$307 ⁵	123 \$307 ⁵	123 \$307 ⁵	123 \$307 ⁵
47 x 84 1 Way	157 \$393 ⁵	157 \$393 ⁵	157 \$393 ⁵	157 \$393 ⁵	157 \$393 ⁵	157 \$393 ⁵
59 x 84 1 Way	190 \$473 ⁰	190 \$473 ⁰	190 \$473 ⁰	190 \$473 ⁰	190 \$473 ⁰	190 \$473 ⁰
72 x 84 1 Way	325 \$833 ⁵	325 \$833 ⁵	325 \$833 ⁵	325 \$833 ⁵	325 \$833 ⁵	325 \$833 ⁵
108 x 84 1 Way	333 \$833 ⁵	333 \$833 ⁵	333 \$833 ⁵	333 \$833 ⁵	333 \$833 ⁵	333 \$833 ⁵
84" W x 84" H (one way draw fits 8 doors)	Compare \$598	Compare \$750 ⁰	Compare \$750 ⁰	Compare \$750 ⁰	Compare \$869 ⁰	Compare \$869 ⁰

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GRAND RIVER & HAGGETT ROADS

Sports

SUPER SWIMMER: Jon Cohen invited to national competition/15A

BATTLING THE BLAHS: Mickey Mantle squad battling slump in playoffs/16A

ON A STREAK: Farmington Legion nine claims second place/16A

FAITH RUN: Records smashed in annual Faith Church races/16A

14A

WEDNESDAY July 23, 1986



Art Glinz, 74-year-old pitcher for the OTs, is no slouch at the plate either

Novi OTs show age no barrier to playing ball

By NEIL GEOGHEGAN staff writer

You're never too old to play baseball. A group of senior citizens from Novi certainly believes it, and every week they head out to the softball diamond to prove it.

The Novi Old Timers are currently in the midst of their third season as members of the Eastside Senior Baseball League for players 55 and older. The team was managed by Chuck Burke's idea and with help from Novi's Parks and Recreation, it became a reality.

"We practice a lot and everybody comes out and gives 100 percent," he said. "We feel good after we practice and after we play."

"We get a lot of fun and games when the OTs get out on the field — they are there to win as well."

"The players want to win and give it all they have, but there is an atmosphere of fun and accomplishment while they are on the field — no bitter rivalry. The seniors take everything in stride and are able to laugh at themselves in the process."

"Everybody makes errors at this level," said Burke, who plays shortstop for the OTs. "We're all old-timers so you have to expect that."

Another big advantage to the program is that the players and their families quickly become friends and get together for other activities in addition to softball. It's a chance for them to meet others their own age with some of the same problems, the same solutions and the same experiences.

"We've acquired all sorts of friends through this," Burke said. "We play golf and we get together with our wives at home and play pinocle. We have developed quite a friendship between our team members."

"Great play — even if it's the enemy you have to give them credit."

There are a dozen original members of the team, including Joe McNamee, Kim Masser, Art Glinz, Harry Brown, Nelson Abernathy, Ted Birky, Ted Brenner, Art Greenfield, Al Dries and Chuck's younger brother Ernie. Also on the roster is former major leaguer Alex Rajchuk who played for New York in the late 1940s.

"They call me the pitching ace, but we have a lot of pitchers," a modest Glinz stated. "I'm the oldest guy on the team so they put me at pitcher. We just go out there and have fun."

"Yes, I'm an original player," said Birky, the assistant manager-catcher and former school principal. "It's been great fun these past seasons — it gives us something to do and we love it."

"I wanted to play and Kathy (Crawford) was very receptive when I asked about an opening on the team," said Scott Brown, a first-year rookie from Farmington Hills. "It's been more than I expected — these are a real nice bunch of guys."

Despite being a 55-and-over team, very few of the OTs decide to retire. Only two players from the '85 team failed to make it this season, and Burke said he plans to keep it going as long as possible.

are allowed on the field and substitutions can be made at any time. Even if a player isn't in the field, he must bat. The five-run an inning mercy rule and pinch runners are just a few of the other rules that are designed to help the game run smoother and easier for the participants.

"Everybody must bat but all our guys can hit," Burke pointed out. "They all try their hardest, they get up there and swing like mad."

"Home games are played every other week at Power Park at 9:30 a.m. The team's uniforms came courtesy of the Novi Bowlers and are very nice. Practice is every Monday afternoon at the Goat Farm, and Burke reports that attendance at the practice sessions is very good."

"We practice a lot and everybody comes out and gives 100 percent," he said. "We feel good after we practice and after we play."

"The guys are really taking it to heart now and having a good time with it. They just can't wait for the next practice."

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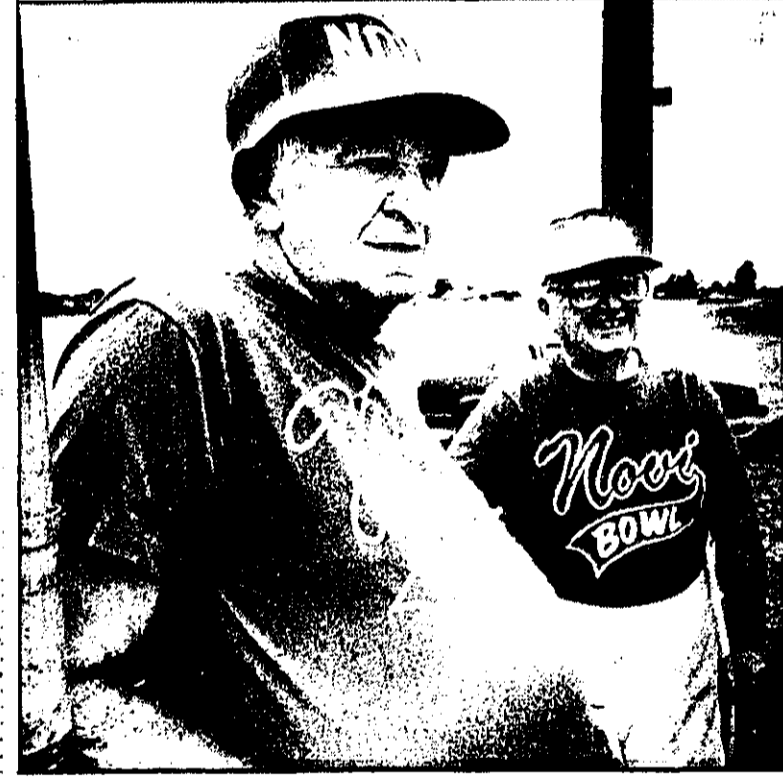
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Despite being a 55-and-over team, very few of the OTs decide to retire. Only two players from the '85 team failed to make it this season, and Burke said he plans to keep it going as long as possible.

"We're going to stay with it and stay in this league," he said. "A lot of guys now live in condos but there are quite a few who still have their homes. I plan to do this until my body won't let me anymore, and I know a lot of the guys feel the same way."



Glinz and Ted Brenner watch the action on the field



Joe McNamee congratulates Nelson Abernathy after a catch



Fred Birky, Al Dries, Kim Masser, Art Greenfield and Joe McNamee await their turns at the plate

NoviNews/JERRY ZOLYNSKY

Rec Briefs

YOUTH BASEBALL PICNIC: The Novi Youth Baseball League will hold its second annual family picnic on Saturday, August 2, at Bosco Field at 10 a.m.

FALL SOCCER SIGN-UP: The Novi Parks and Recreation Department is taking registrations for the 1986 fall youth soccer program. Boys and girls born from 1973-81 are eligible.

COMPETITIVE SWIMMING: Registrations are still being accepted for a Competitive Swim Techniques class being offered by Novi Community Education.

OPEN SWIMMING: Novi residents may participate in the open swim program offered throughout the summer by the Community Education Department.

AMUSEMENT PARK DISCOUNTS: Novi Parks and Recreation has discount amusement park tickets for Bolo Island, Cedar Point, Detroit Zoo, Kings Island, Sea World, Greenfield Village and many more family amusement parks.

UMPIRES NEEDED: Umpires are needed to officiate Senior Division games in the Novi Youth Baseball League. Umpires must be 18 year old or older.

LAKEHORE PARK OPEN: Park entry permits for vehicles will be required for visitors to Novi Lakeshore Park. "Season permits" can be obtained at the Novi Parks and Recreation office.

PEDAL BOATING on Walk Lake is now possible with one of Novi Parks and Recreation pedal boats. Rental rates are \$2.50 per half-hour and \$1 per 15 minutes afterwards for a small boat.

KENSINGTON GOLF COURSE: The golf course at Kensington Metropark is now open. The 18-hole, par-71 course covers 6,395 yards. Hours (weather permitting) are 8 a.m. to dusk daily.



Novi's Jon Cohen has been invited to participate in the National Olympic Sports Festival

Cohen gaining national honors

By NEIL GEOGHEGAN staff writer

For Novi's Jon Cohen, swimming is a year-round sport. Maybe that's why he's one of the country's finest 16-year-old swimmers.

"In the finals, all the others were older than Jon," said Jon's dad, Robert. "He was one of the youngest there, I suppose it's kind of rare for a boy his age to make it to the finals."

"It was a surprise to me," Cohen admitted. "I'm very happy to be going — it's going to be the biggest and most important meet for me ever."

At the Junior Nationals on April 15, Cohen qualified in four events but ended up competing almost exclusively against 17 and 18 year old swimmers. Despite the age difference, Cohen performed well in the 500, 1,000 and 1,650 meter freestyle events and the 400 individual medley.

His best finish was fifth in the 1,650 — translated it means that Cohen is one of the top five distance swimmers under age 18 in the country.

"It may be a rare occurrence, but not for Jon Cohen. On March 8 at Michigan State University, Cohen won the MHSAA station championship in the 500-yard freestyle as a freshman. He was the only freshman to do so last season, and he became the first Wildcat to even come close to a state swimming championship."

"Jon did so well at the Junior Nationals that we had a feeling he would make it. But when we got word, it still stunned us," Robert admitted. "The committee that guides swimming decided to choose only the best 18-and-under swimmers and that helped Jon. The idea is that they might have a shot at the '88 Olympics, but realistically these are the '92 Olympians."

That Jon was selected in the draft by the North team was purely coincidental, and he is joining four other swimmers from Michigan — the largest delegation from the country. Opening ceremonies for the festival will be held at Houston's Astrodom.

"This meet will help me a lot," Jon said. "I'm used to swimming against older people and I think it gives me a head start over other swimmers my age who don't get this chance."

Obviously, the Olympic Committee believes that Cohen is currently a good risk for the future of U.S. swimming.

In 1992, the investment may pay off.

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Denny Atwell of the Farmington Legion team is tagged out at the plate

Novi News/JERRY ZOLYNSKY

Mantle team tries to fend off slump

It's been a gradual slide, but a slide nonetheless. The South Farmington/Novi Mickey Mantle squad is experiencing the late-season blues...

Legion nine ends with strong finish

By NEIL GEOGHEGAN staff writer

The Farmington American Legion baseball squad has had its ups and downs during the late season, but the end result is certainly an up.

The Farmington game was one we should have won, but we just had very little hitting," Meier reported.

The hitting woes were quickly remedied last Friday in a convincing 13-4 win over Berkley.

Records smashed in annual Faith Run

Tobin Jones of Westland and Cathy Stachecki of Troy turned in record-setting performances to top honors in the 15th annual Faith Community Four-Mile Race on June 7.

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Advertisement for '20% to 40% OFF' on selected sport shoes. Lists brands like Nike, Converse, Adidas, Pony, etc.

Section B

Tax reform proposals would restrict IRAs

Despite the fact that Individual Retirement Accounts (IRAs) represent the most popular form of investment...

TAX REFORM A sub-sample of 41 investors was re-polled to determine specific attitudes about current pending tax-reform legislation.

Advertisement for 'DECK OUT YOUR PLACE' featuring 'ALL SEASONS WOOD' and 'New Hudson Lumber'.

Advertisement for 'Play the market right and you could lose it all' featuring 'OPENING SPECIAL'.

Advertisement for 'Rugged 18- and 20-hp lawn and garden tractors from John Deere'.

Advertisement for 'BAKER'S LAWN & LEISURE' located at 1155 Milford Rd., Highland.

GREEN SHEET

Sliger/Livingston East

Want Ads INSIDE

Wednesday, July 23, 1986



Phyllis Landowski takes out a video on an automated rental machine

Highland firm automates movie rentals

Highland Township's Family Video has taken the movie rental business where it has never gone before. The principle behind the \$16,000 machine is much the same as automatic bank tellers.

Advertisement for 'Family Foot Centers' featuring 'FREE FOOT CARE' and '887-5800'.

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Real estate advertisement for 'RYMAL SYMES - REALTORS Since 1923' at 41160 W. Ten Mile • NOVI.

Advertisement for 'American Heart Association'.

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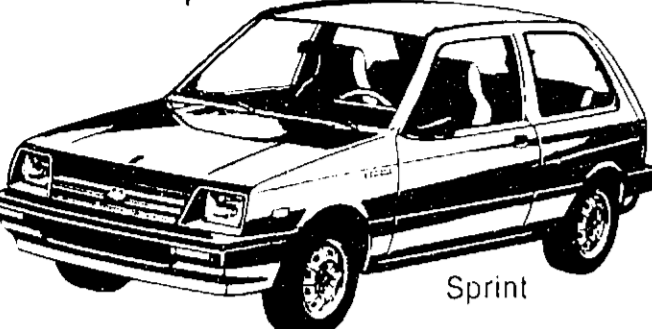
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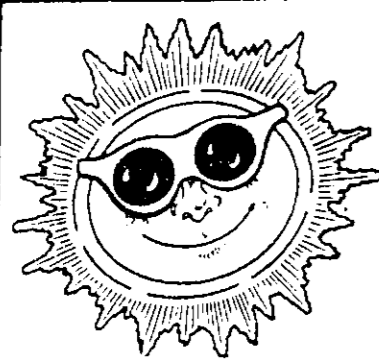
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Living
the NOVI NEWS

LIBRARY PARTY:
Library sets date for Reading Club party/2C

PASTOR BURGESS:
Novi Baptist pastor celebrates 35 years/3C

FUN ON THE LAKE:
Area lakes provide sporting opportunities/4C

COLLECTORS:
Blatts collect dolls, clocks and much more/6C

1C
WEDNESDAY July 23, 1986

LAKE LIFE

Making the most of a water wonderland

So your friends live in ritzy subdivisions. So they drive the latest Lamborghinis, dine out every night of the week, wear Dior and Calvin Klein ensembles to breakfast. There's a way your lifestyle can be the one that drives them secretly mad with envy.

Latch onto a lake.

Although the amount of lakefront property in the Northville-Novl area is scarce, it's here, all right. And to a large extent, the area's smaller private and public lakes are still somewhat undiscovered.

Only one lake in the area draws a crowd that is interested in the entertainment value of water sports associated with the lakefront: Walled Lake. The only all-sports lake that extends into the boundaries of Novi, Walled Lake offers residents a rustic lake environment that's rare in the Detroit suburbs.

"The recreational advantages of living on the lake such as boating and the convenience of always having something fun to do, especially when entertaining guests, is what I like best about living here," said Sandra Phillips, who lives on Walled Lake.

Many other small private lakes, often within subdivisions, in the Northville/Novl area attract people, often because of the view the property offers.

"We find that many buyers of lakefront property in Northville, such as in the Highland Lakes subdivision, really are looking for something that offers more than a view of someone else's backyard," said Jim Dress of East Keim Realty in Northville.

Although they don't offer public access, various private lakes are available for buyers in the area. These lakes include Shawood and Meadowbrook, both in Novi, Lake Success, Silver Spring, Crystal, Swan Harbor, Waterford Lake Phoenix Lake, and Highland Lakes, all in Northville. "These lakes don't allow motorized vehicles but offer privileges such as swimming, fishing, canoeing and ice skating or cross-country skiing in the winter to private home owners.

Lakefront property is appealing and romantic enough but many prospective buyers forget to consider some unforseen disadvantages of lakefront living, especially on larger lakes.

"One bad thing about living on a lake is the cost involved," said Sandy Phillips. "Besides the cost of the property alone, you also have to consider the cost of upkeep if you want to put in a dock, a beach or just want to keep the property clean — everything costs money."

Other problems that may be encountered are virtually uncontrollable. "You are somewhat at the mercy of nature when you live on a lake," said Gary Phillips. "The ice in the winter can rip apart your shoreline if you don't have a sufficient wall to protect it, and when this water melts it's a real mess."

The cost of living on almost any lake, small or large, has increased

Continued on 5

Aqua-sports offer a chance to make the most of being on the waterfront/4C

The wet stuff

Living on a lake may make life worthwhile, especially this time of year. But living on a lake in style — now that's something extra. Our models Cheryl Lane and Bob Libby, both of Northville, have the right idea. We think. They're perched on Novi resident Jack Ostoin's 19-foot 1986 Four Winns Candia 190 Brougham power boat. It sports a 200 h.p. V-8 Mercury Inboard-Outboard Mercury Cruiser. Also a built-in bar. Cheryl's swimsuit is by Saseiras, available at Gantos. Her sunglasses are from Laura Biagiotti, available at Detroit Optometric Centers. Bob's rigged out in flag-flecked shorts by Newport Blue, available at Hudson's. Mono-ski is an O'Brien Alpha Centauri, available at Herman's Sporting Goods.

Novi News/JERRY ZOLYNSKY

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Dolls, dolls and dolls, Collector loves 'em all

By KATHLEEN MUTCH
special writer

"I never had dolls as a child," says Evelyn Blatt quietly.

Perhaps the comment explains the extraordinary collection of dolls she has now assembled in her Meadowbrook Glens subdivision home.

For years Blatt has collected antiques — miniatures, glassware, figurines. She began collecting dolls only eight years ago, but already they fill her home.

There are dolls at every turn. Shirley Temples. Floppy clowns. Dolls with bustles and Gibson hairstyles. Victorian dolls with moveable eyes and mouths that don't smile.

Schoenhut wood dolls that move with spring-jointed limbs. Stiff, over-stuffed cloth dolls that could use a good cuddle.

Dolls so tiny they could fit in a thimble. Dolls the size of a three-year-old child. There are dolls in velvets, crinolines and lace.

Everywhere in the house dolls are perched and propped and posed with antique toys and tiny accessories.

Blatt's dolls are made of leather, cloth, dried apples, cornhusks, wood and plastic. Although many of the bodies are made of cloth, the heads are made of wax, bisque, vinyl, porcelain, tin or carved wood. Some are made of celluloid (a brittle forerunner of vinyl), some of composition (a material consisting of glue and wood products).

Some dolls are valuable because they are rare; others because of their unusual construction. Some are special to Blatt for a simple reason — she likes them.

Indicating a set of five almost identical dolls, Blatt explains their value. "They were made by Madame Alexander, (a popular doll manufac-

turer)," she said. "They are the Dionne Quintuplets. When I found them, they were still in their original boxes — tags attached, never played with. It is very unusual to have all five together. And these are in mint condition."

A doll doesn't have to be in mint condition to be valuable. One doll in Blatt's collection — a circa 1900 "tin-head" — has a painted head that's been chipped from use and age. "To repaint a tin doll, to me, would take away from its value," she insists.

Blatt carefully repairs and cleans the dolls, but doesn't usually replace a doll's worn or faded clothing. "The style could be duplicated, but the fabric could not," she explains.

She tries to clothe each doll as it would have been dressed originally.

One of Blatt's oldest dolls dates from the Civil War era. "Her heads and hands are made of china," she notes. Lifting layers of lace skirting, Blatt reveals that the doll has a cloth body. The raven hair and delicate facial features are hand-painted on china.

Every doll in the collection has its own story.

"This doll," she says, carefully taming a stray wisp of the doll's hair as she speaks, "is one of two dolls that were made for two sisters. The parents bought twin dolls, then had wigs made for the dolls from the girl's own hair. Twin dolls for twin sisters."

An Oriental doll richly dressed in ceremonial clothing is stamped, "Made in Occupied Japan."

"It was probably made for export," Blatt suggests. Whatever its destination, it doesn't look as if a child ever played with it.

A well-worn doll of European origin bears markings that document its travels from eastern Europe into the Soviet Union. The history of its journey to this country is not known, but one can



Evelyn Blatt shows a doll made by S and Company in Germany in 1910

imagine an immigrant child clinging to her "baby" so far from home.

Not all the dolls were designed to be toys. Blatt cradles a small doll in the palm of her hand. The doll's head is bisque, but the body and legs are wood. "This doll may have been a Christmas tree ornament or one made for a store display," Blatt suggests. "She was probably made sometime between 1875 and 1885."

The wood doll just fits in its small bassinet. "She wasn't in this when I found her. But when I found the bed, I knew it was just perfect for her. She deserved to rest in it," she explains. After all, the doll is probably more than 100 years old.

Signs of Blatt's attention to detail are everywhere. Many of the dolls have dolls and toys of their own. Some have pets. Some pull little red wagons or ride on pint-sized three-wheelers.

Five dolls are seated at a small table set for tea in Blatt's living room. The group of dolls represents another of Blatt's specialties — "black collectibles." Given the early history of black Americans, the dolls are understandably rare. "Many of the items available were made to appeal to a stereotype," she explains. "But that is not why I collect them."

"Black dolls, black figurines, all of these items are very hard to find," she continues. The pressures of a changing society forced manufacturers to curtail production of the black dolls.

"Most were made from the 1920s to the '50s," she estimates. Like most collectors, she enjoys the challenge of finding the hard-to-find.

For many of Blatt's dolls, their history, their lineage, their pedigree may be uncertain, but their future is assured. They sit posed for posterity — captured moments of time.

Collecting is a matter of time for Norman Blatt

By KATHLEEN MUTCH
special writer

Three years ago, when Norman Blatt retired after 42 years at General Motors, he didn't receive a gold watch. Instead, he received a clock decorated with the draftsman's tools of his trade.

It was a fitting addition to the 80 or so clocks he has in his Novi home.

Blatt and his wife Evelyn collect a lot of things. But Norman can't resist collecting clocks.

Blatt's clocks are of all sizes. From tiny, rare Lux cuckoo clocks (about four inches across) to a full-size grandfather clock. There are clocks of many shapes, including an octagon clock, a banjo clock and a very solid brass ship's clock.

The collection even includes a clock he made from a kit.

Although clocks can be found throughout the house, the most noticeable grouping is in the Blatt's living room. On every wall are ticking timepieces. Most of the clocks have eight-day movements and are always kept running.

Even though most of the clocks keep time accurately, they're not all

set to the correct time. "Clocks are like people," explains Blatt, "and each one has its own problems, its own sound."

"Each one strikes the hour in its own way." Setting the clocks at different times allows Blatt to hear and appreciate the special qualities of each one.

"Regulator clocks were known for their reliability," he explains. "They could be found in jewelry stores, drug stores and railroad yards."

Blatt has several on the walls. The Regulator clocks are wood-encased with a large clock face and a single, round pendulum. They are easy to identify — the "Regulator" name is

on the face.

"Cottage clocks date from the mid 1800s," Blatt reports. "The farmer would use it as an alarm clock. He would set the time and the clock would ring for 90 seconds. It would have to be reset every day."

Cottage clocks were often used in the kitchen. The clocks have rec-

tangular, box-shaped wood cases. Many, like Victorian houses, have "gingerbread" trim. The more valuable clocks have a glass-fronted door, decorated with the lost art of reverse painting. The door opens to reveal the clockworks inside.

One of Blatt's non-ticking clocks is an original school clock. Although he

works to repair and restore his clocks to their original working condition, he only goes so far. "I rarely work it to brand new," he says. "Some people try to refinish. They only ruin the value."

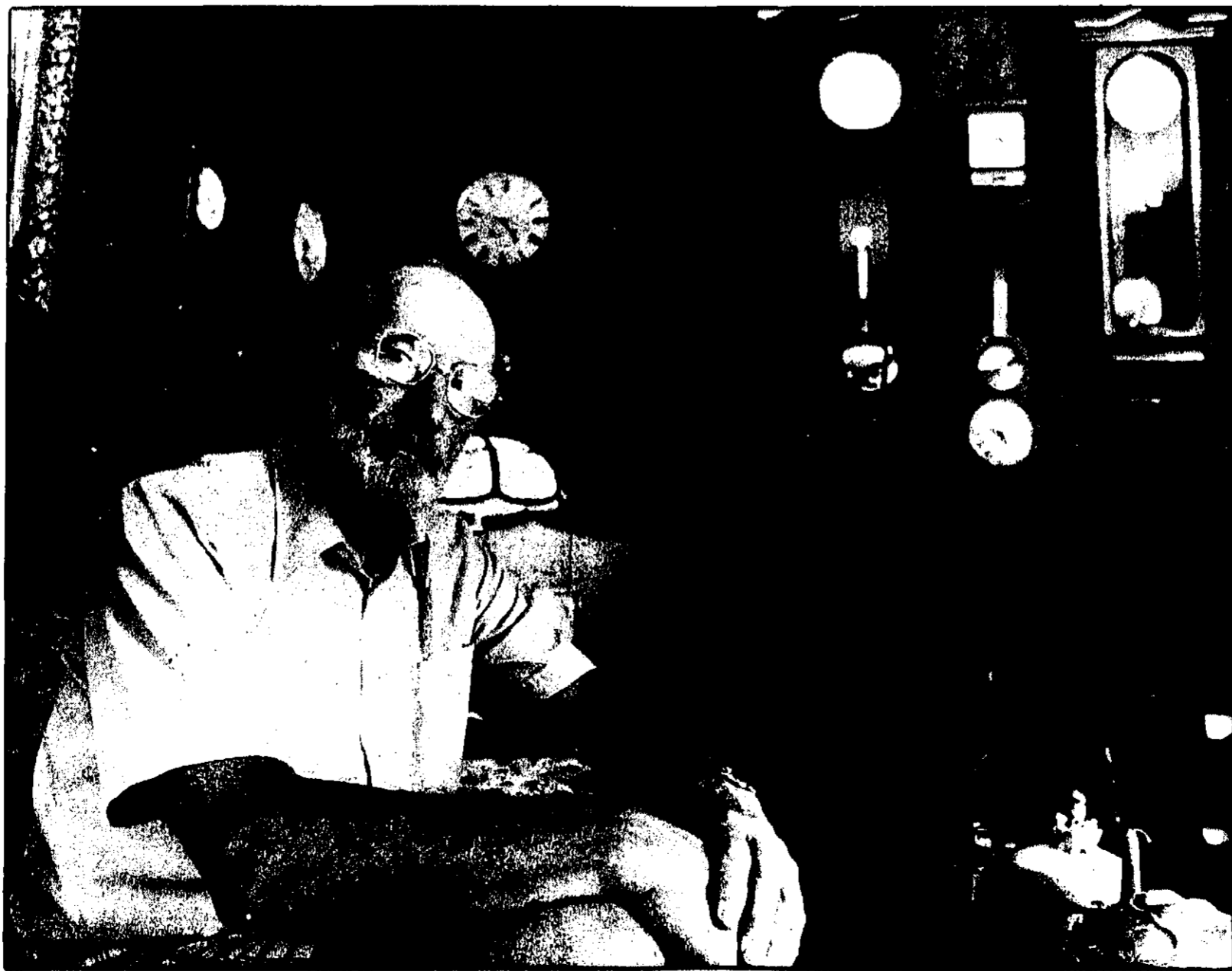
Blatt likes to preserve the clockcase's patina of age.

Blatt has labeled every clock to indicate the date of purchase and the date of its last oiling. "Once a year I oil and clean each one," he reports. Some clocks are very "fussy" and are easily affected by dust and changes in temperature and humidity.

Dust? In a house filled with clocks and thousands of collector pieces, dusting alone could overwhelm the average householder. Although Blatt's house is equipped with a special air filtration device, it isn't as effective as Blatt would like.

Amazingly, there isn't a dust mote to be seen. Not too surprisingly, Blatt says, "We have a regular system for that, too. Otherwise, it could get out of control very quickly."

Even though Blatt is now retired, it's safe to say he'll be watching a clock for some time to come.

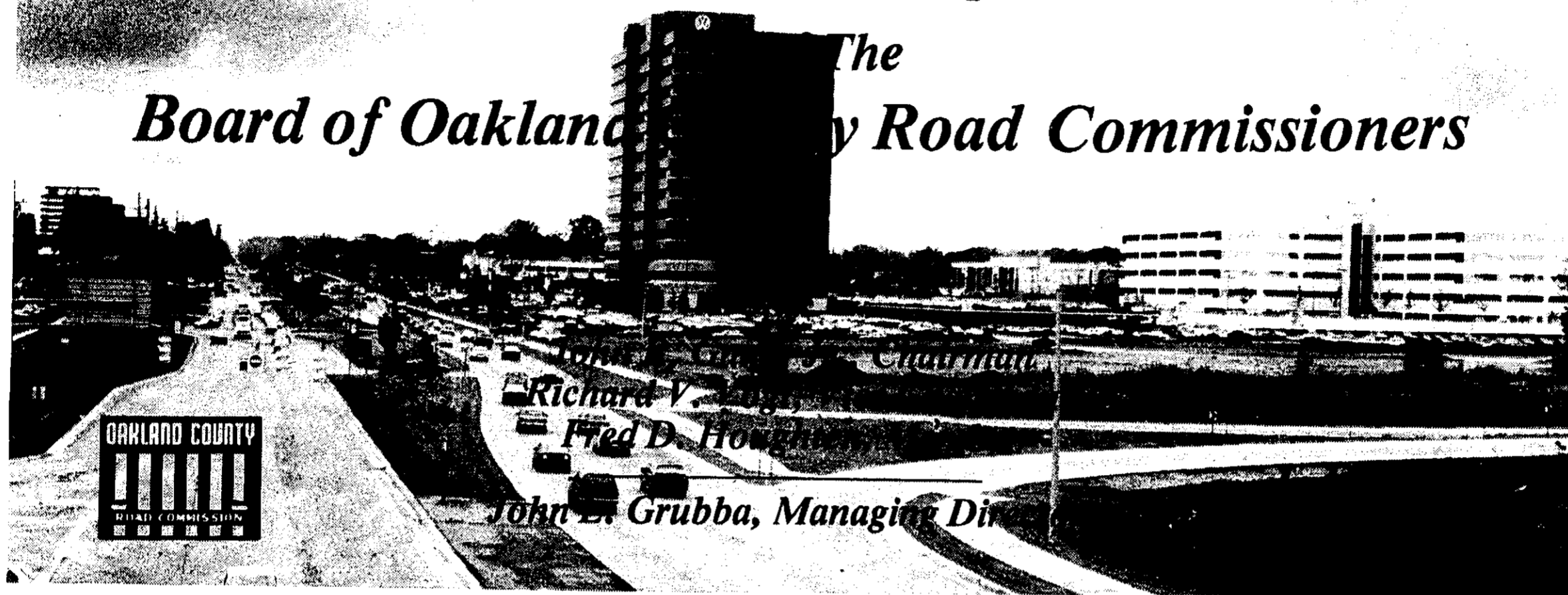


Norman Blatt is surrounded by Regulator clocks in the den of his Novi home

Photos by
Jerry
Zolynsky

1985-86 Annual Report

The Board of Oakland County Road Commissioners



Traffic Tie-Ups Spreading

Jobs boom challenges county roads

*Two hundred thousand new jobs will be created in Oakland County during the next 10 years, but it may be difficult to get to them.

*Getting to shopping, to schools or to other activities may be equally dif-

ficult during day-long "rush hour" road congestion.

*Roads as they currently exist won't be able to handle all the traffic safely, let alone smoothly.

*Improving county roads to keep

pace will be difficult. For every dollar that current sources will make available, nearly six more will be needed.

*The challenge is to develop new sources of road funding, sources which

will act quickly and which will answer local needs as neither state nor federal funding can.

*The best sources of such road funding are local -- on a countywide basis and community-by community.

Those are key conclusions about economic development and the impact on roads resulting from a study conducted by the Oakland County Road Commission.

Officials of 58 cities, villages and townships were asked by the Road Commission what development they see in the next ten years and what they will need in road services.

The picture that resulted is that the county is already experiencing dramatic growth of the kind forecast by "Megatrends" author John Naisbitt.

"We are now in a development boom," said John L. Grubba, Road Commission Managing Director.

"For example, over two-thirds of Michigan's office construction in 1985 occurred in Oakland county. By 1990, Southfield will have more office space than in Detroit," he said.

"Fueling the boom is the trend of electronics, robotics and other high tech firms to locate here, in what Naisbitt describes as Automation Alley rivaling California's Silicon Valley," said Grubba.

"Those 200,000 new jobs coming are nearly half again the total number of jobs that existed in Oakland County just five years ago," said Grubba.

He said increased traffic congestion is inevitable as more workers, goods and services use the roads; and the traffic mix will change as more and more industries adopt the just-in-time concept of supply.

Grubba noted that new commuting patterns are emerging. "The old north

and south directional bias has changed dramatically. Highway corridors in which traffic flowed smoothly only a few short years ago now seem hopelessly clogged. Bumper to bumper, stop and go traffic now continues all day in all directions.

"Major growth is occurring along certain corridors, such as Northwestern Highway, Big Beaver Road, Woodward Avenue, Twelve Mile Road and I-75 which are attracting large office complexes," said Grubba.

For road improvements to keep pace, more than \$740 million will be needed over the next 10 years. Current

sources can be expected to provide only \$115 million. The shortfall amounts to \$625 million over 10 years, or \$62.5 million per year.

"State and federal sources of road funding long relied upon will not be equal to the task. Neither has the capacity nor the motivation to provide stepped-up funding for local road priorities," said Grubba.

"The economic development that officials in Oakland County and the state want is happening right now, but the traffic congestion that comes with it is worsening," he said.

To meet needs, funding must triple

Tailored service for road preservation, maintenance and traffic-safety will be required if the road needs of the 61 local communities in Oakland County are to be met.

The Oakland County Road Commission will have to revise many of its policies, and come up with \$84 million more than it currently projects to have in the next ten years -- for such services alone.

That's on top of \$625 million of new money necessary to provide road improvements the communities identified as necessary to cope with the boom in economic development.

The road improvement needs were announced by the Road Commission in January as an interim report on what it

learned by surveying and by meeting with officials of 58 communities.

John L. Grubba, Road Commission Managing Director, announced that all needs expressed in that research stage of a new Strategic Planning Process have been tabulated and analyzed.

Over 600 requests and concerns were voiced by the local officials, said Grubba.

"We are grateful to have these expressions," he said. "Previously the Road Commission conducted its long-range planning almost totally in-house. Now we are including the local officials, whom we consider to be our customers, and the goal is customer satisfaction."

"The best way to find out what will satisfy the customers is to ask them. It

would have been disappointing if we hadn't gotten responses," he said.

The inches-thick report includes community-by-community requests and concerns about road maintenance and improvements, traffic control, administration and funding.

The report also includes analysis of communities' needs, priority ranking of road improvements and strategy considerations.

Grubba said it is not expected that the Road Commission will implement the actions in any one manner or at any one time.

Rather, implementations will be part of the Road Commission's budget and work-program decisions and Three-Year Financial Planning Process

continued on page 2

Public Service
Supplement To:

Daily Tribune, Oakland Press, Auburn Hills Argus, Berkley Advertiser, Birmingham-Bloomfield Eccentric, Clarkston News, Farmington Observer, Holly Herald-Advertiser, Independence-Springfield Reminder, Lake Orion Review, Madison Heights Weekly, Millford Times, Northville Record, Novi News, Oakland County Reporter, Ortonville-County Line Reminder, Oxford Leader, Rochester Clarion, Rochester Eccentric, South Lyon Herald, Southfield Eccentric, Spinal Column, Troy Eccentric, Troy Times, Waterford Reminder, West Bloomfield Eccentric. July 23, 24, 25, 26, 1986.

Published By
The Board of Oakland County
Road Commissioners

Chairman's Message:

Dependence on roads makes upgrading urgent

Much is being done to improve the quality and dependability of services we provide citizens who are dependent on Oakland County roads.

We have taken extraordinary steps to preserve seriously deteriorated roads, improve the Road Commission's capabilities and be responsible to needs of the various communities.

It's still not possible to do all that needs to be done. But, to the extent that we've been able to obtain -- or borrow -- funding, we're addressing road preservation on priority second only to safety improvements.

Roadways have deteriorated drastically. The effects of declining revenues in the early 1980's which forced cutbacks of rehabilitation projects are being felt, as are the devastations of two consecutive "hard" winters



Board of Oakland County Road Commissioners

John R. Gnanu, Jr., Chairman

Richard V. Vogt, Vice Chairman

Fred D. Houghten, Member

Tall order for roads

continued from page 1
annually, he said.

Without new money and new policies, many of the strategic considerations set forth in the report cannot be implemented, said Grubba.

The ten-year shortfall of projected revenues (\$84 million for preservation maintenance and traffic-safety; and \$625 million for system improvements) totals \$709 million -- an average of \$70.9 million annual. That means Road Commission's annual revenues would have to almost triple, from the fiscal 1986 level of \$42.8 million to \$124.3 million annually.

Overview of Findings

Satisfying the various communities will require changing from a one-policy-for-all mode to more flexibility, he said.

Needs vary almost community by community, as do local opinions about how the Road Commission should meet them and how they should be paid for, said Grubba.

Related Stories Page 3

Urbanized communities, which comprise about two-thirds of the county's land area and contain 64 percent of the county roads, want relief from traffic congestion. More lanes and free-flowing intersections are called for to prevent stragglings at the very time development is pumping new life into the communities.

Fringe communities impacted by spin-off development, particularly residential, want to get their people out of the mud, dust and ruts of overburdened gravel roads and onto paved surfaces.

Truly rural communities to the extreme northwest and northeast are

more interested in staving off the strangling and road-abusing traffic -- and in not subsidizing road improvement costs elsewhere.

Capital Expenditures: Townships favor road paving. Municipalities favor widening and resurfacing. Combined, road widening was the most sought.

Maintenance Services: Townships want better gravel road maintenance, road drainage and winter snow-ice control. Municipalities want aesthetic maintenance (roadside mowing), better surface repairs, improved snow-ice control and improved traffic signal maintenance.

Funding Ideas: This was a mixed bag. Most favored were increases in state and county funding from existing and new sources, followed by local property tax millages and then a county-wide property tax millage. None received "majority" support among local officials.



Managing Director
John L. Grubba

It has been necessary to respond quickly, or risk losing roads.

Therefore, we have borrowed against future revenue to accelerate both safety and preservation projects.

By selling \$5.5 million worth of bonds, we're accelerating resurfacing and safety improvements much needed on 51 miles of paved roads.

As a stop-gap for another 14.8 miles of pavements, we're doing minimal resurfacing only -- using \$1.2 million of regular revenues.

For both paved and unpaved roads, we stepped-up patching of potholes, road base repairs, addition of material and grading 35 percent this year, at a cost of \$1.1 million.

Seeking More Funds

Also stepped up this year will be addition of material to unpaved roads and a number of road surface improvements, such as approach pavings, due to increased funding we sought and gained for the Tri-Party Program.

This program provides for miscellaneous projects desired by local communities. Amount of work that can be done is determined by the County of Oakland, which funds the first third. The Road Commission matches the county's funds, for a second third. Participating local communities provide the final third, and, in many cases, contribute additional funding.

The Road Commission sought and gained an increase of county funding from \$500,000 to \$750,000 for 1986, boosting the Tri-Party Program from \$1.5 million to \$2.2 million.

We sought, also, to win approval by the State Legislature of a change in the distribution formula for state-collected motor vehicle registration taxes and licensing fees. This would have increased Oakland County road funding from this basic source from \$27.5 million to \$31.9 million for fiscal 1986 without increasing taxes or fees. However, the effort was unsuccessful.

Improving Organizationally

While addressing immediate road needs to the extent possible and seeking much-needed new funding, we were also well underway with projects aimed at improving organizational effectiveness.

The Engineering Department, which is primarily responsible for the road improvement program -- from identifying funds through construction oversight -- has been reorganized, streamlined and its equipment modernized.

Major effort has been put into organization-wide human resource development, seeking to mobilize the full potential of the 540-member organization.

For this, we've sought and gained the participation of the employees themselves. Their input via surveys, meetings and committees resulted in plans which are now being implemented. Job reclassifications, succession planning, training and other efforts are now well underway.

Already we're seeing the results in more employee initiative, cooperation and coordination.

Planning Strategically

For the long-range future, we've launched a special Strategic Planning Process. The initial stages were conducted in 1985 and early 1986. We asked officials of each of the 61 local units of government in the county what they expect to happen in their communities over the next 10 years and how the Road Commission can assist.

Some of what we found out was quite startling, such as the forecast of more than 200,000 new jobs countywide by 1995 -- almost 45 percent more than existed at the last U.S. Census.

Other findings confirmed something we had long suspected based on our relations with local communities in recent years: particularly that needs vary significantly from community to community and this requires programs to be tailored to each rather than designed on a one-for-all basis. This, too, will require altering Road Commission policies -- which we're willing to do to the extent possible.

Analysis of the needs showed that meeting them would require almost tripling the Road Commission's current annual revenue -- from \$42.8 million budgeted for Fiscal 1986 to \$124.3 million annually for 10 years.

Revenue increases needed to provide congestion relief alone during the development boom amount to \$747 million over the coming decade, but only \$115 million can be projected from current sources.

Tailored services desired by communities for road preservation, maintenance and traffic-safety exceed projected revenue by another \$84 million between now and 1995.

Such needs and projected funding shortfalls indicate a "tall order," for sure.

Leadership Necessary

We believe that it's an order that must be, and can be, met. It will take the best of political leadership available in this country. We are already well into efforts to mobilize such leadership.

We intend to continue the strategic planning process, involving local, county, state and national officials, and the private sector, in discussions of how to address and fund the needs.

By taking extraordinary steps to preserve existing roads, to improve organizational effectiveness and to plan strategically for the future, the Oakland County Road Commission is striving to serve with quality and dependability.

John R. Gnanu Jr.

John R. Gnanu, Jr.
Chairman

Here are some alternatives for new road funds

Several alternatives are possible for new funding to improve county roads, including:

- Locally initiated road special assessment districting;
- Matching programs;
- Cooperative agreements.

A local option tax on vehicle fuels sold in the county; in effect, an extension of the existing road funding mechanism;

A local option sales tax on automotive related purchase;

• Local tax increment finance authorities (TIFA) by which local units of government levy special property taxes in specified districts;

A countywide property tax specifically for roads:

Yields of other alternatives can only be speculated.

Enabling state legislation and subsequent affirmative votes of the countywide electorate would be necessary for either of the first two alternatives -- local option fuels or sales taxes.

The third alternative -- TIFA -- are currently authorized for municipalities and are being used by some.

The fourth alternative -- countywide property taxes for roads -- are currently authorized, if the Board of Oakland County Commissioners places a proposition on the ballot and if voters approve. The County is

prohibited by state law from using proceeds of its general property tax for roads.

The fifth alternative -- special assessment districting -- is currently authorized and is used for subdivision street improvements where it is relatively easy to determine proportionate benefit to individual properties.

The last two alternatives -- matching programs and cooperative agreements -- are currently authorized and are used, but are limited by availability of matching money and willingness to enter into agreements.

Strategy considerations are numerous

Analysis of local community road needs determined that the Road Commission is faced with 37 strategic considerations.

The strategy considerations are: **Improve OCRC level of service to communities, by providing:**

- Additional signalization on a timely basis, where warranted and requested by communities;
- Better traffic flow in communities by reconstruction or otherwise improving more intersections;
- Improved signal maintenance and decreased repair response time.
- More aesthetic maintenance, especially mowing and litter pickup in cities;
- Better paved road surface repair;
- Improved winter maintenance activities and more responsive winter maintenance on subdivision streets and secondary roads;

- Improve drainage on OCRC roads;
- More grading of gravel roads;
- Increased amount of (dust-control) chloriding on OCRC gravel roads;
- Improved maintenance service levels, by entering contractual agreements with communities;
- Additional or new work above the basic level of service, by use of private contractors to a greater extent;
- Increased amount of gravel placed on OCRC gravel roads; and
- Improved base of OCRC roads where necessary.

Improve the safety of the OCRC road system by:

- Continuing safety analysis and the use of a safety priority system in establishing road improvement priorities;
- Monitoring the levels of funding for safety improvements, and maintain or increase the percentage of OCRC funds spent on safety; and
- Establishing matching programs for safety related projects.

Preserve the OCRC road system by:

- Allocating more money to preservation activities;
- Establishing matching programs for preservation related projects; and
- Limiting truck use on local roads.

Improve mobility on the OCRC road system by:

- Widening more OCRC roads where capacity is or will be a problem;
- Paving more gravel roads where traffic volumes require.
- Improving pedestrian facilities along OCRC roads in cooperation with local communities; and
- Constructing by-passes or extensions where appropriate.

continued on page 8

Priority rankings show pattern

Local officials seek 350 projects to widen, pave and relocate roads

Local officials requests for road improvement projects which are not already planned to be done by the Road Commission by 1988 totalled more than 350, when such phrasing as "pave all county roads in the township" and "widen roads that will relieve our traffic congestion" are counted.

These included 218 to add lanes 91 to pave segments, 12 to relocate segments and 56 to improve intersections.

The projects requested, by type and priority ranking, are listed in the just announced OCRC Strategic Planning Process Report.

The Road Commission computer-analyzed each type to establish priorities, using a rating system previously reviewed by representatives of the communities.

Rankings of widening projects showed a definite, and not surprising, pattern. Highest were east-west corridor routes on the east side of the county, and north-south corridor routes in the central and western parts of the county. Big Beaver, Orchard Lake, Crooks, Livernois, Dequindre and Haggerty, Union Lake and Maple Roads topped the list.

Rankings of road paving projects showed no corridor-specific pattern. Rather, the apparent overall message is that there is a need to newly pave linkups to provide continuous surfaced routes in various places around the county. Clarkston Road in Orion Township, Napier in Novi, Holcomb in Independence, Duck Lake in Milford, White Lake in White Lake Township and Farmington Road in

Farmington topped the list. Rankings of road relocation (and extension) requests indicated much the same link-up motivations, mostly in the central part of the county. Extending Northwestern Highway in West Bloomfield Township headed the list.

Rankings of intersection improvements also showed no geographic bias. Haggerty at Fourteen Mile in West Bloomfield, Twelve Mile at US-24 in Southfield and Sashabaw at Maybee in Independence were tops.

Grubba underscored, "None of these can be done in the next three years without new funding. They're lower priorities than we've already targeted for available funding, or more expensive than available funding permits."



SYSTEMS PLANNERS -- Members of the Planning and Development Department who engaged in the Strategic Planning Process pose in a Road Commission parking lot. From left are: Mathew Gaberty, Transportation Planner; James Barbaresso, Systems Planning Coordinator; Robert Blanchard, Transportation Planner; Robert Slattery, Transportation Planner; Brent Bair, Director of Planning and Development Department; and Barbara Bowdell, Secretary.

'ENGINEERING'

Advancing roads to a 'better state' is the goal

Providing "reasonably safe and convenient travel" for the motoring public is the basic mission of the Oakland County Road Commission.

Services provided to carry out this mission are of two types: maintenance and improvement.

As the dictionary says, to maintain is "to preserve or keep in a given existing condition" while to improve is "to advance to a better state or quality."

The Road Commission is organized to carry out these operations through its Maintenance, Traffic-Safety and Engineering Departments. All other departments and functions are essentially to support these operations.

Why three departments for the two functions of maintenance and improvements?

Because Traffic-Safety is a speciality of its own for signals, signs, pavement markings and guardrails. This department carries out both maintenance and improvement duties related to these.

Maintenance of the travelled portion of roadways and their curbs or shoulders, drains, ditches, bridges and rights of way (including foliage) is the task of the aptly-named Maintenance Department. The Maintenance Department also provides snow and ice control.



GERALD HOLMBERG, a Registered Professional Civil Engineer, is Director of the Engineering Department. Previously, he served as Director of Traffic-Safety.

Improving the travelled portion of the roads and their curbs, shoulder, drains, ditches and bridges is usually referred to as "construction" or "reconstruction." Such projects are handled by the Engineering Department. When such a project includes adding or improving traffic control devices, the Traffic-Safety Department assists.

This year's annual report features the Engineering Department and its functions.

The department is organized into five divisions. Four of these are devoted to specialties that represent the various steps in seeing a project through from proposal to completion. The fifth specializes in subdivision streets only, handling almost all steps.

The Subdivision Improvement and Development Division has two basic responsibilities. One is new subdivision streets which developers add to the system. The other is subdivision street improvements conducted through the special assessment process.

Other divisions and their basic responsibilities are:

Programming -- which receives proposals for projects, makes arrangements for funding, prepares long-range and annual programs, and monitors the general administration of projects.

Design -- which conducts site surveys and prepares plans and specifications.

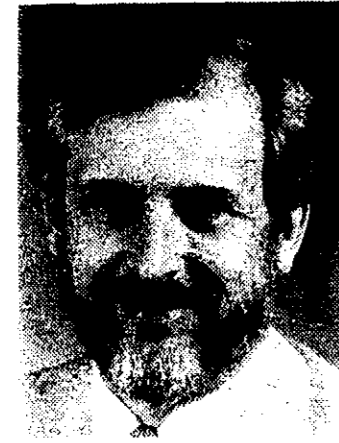
Right of Way and Contracts -- which acquires rights of way and provides all legal work related to construction projects.

Construction -- which provides quality control, testing materials before, during and after contracted work and inspecting contractors' workmanship throughout a project. The division also provides soil testing service to the design division.

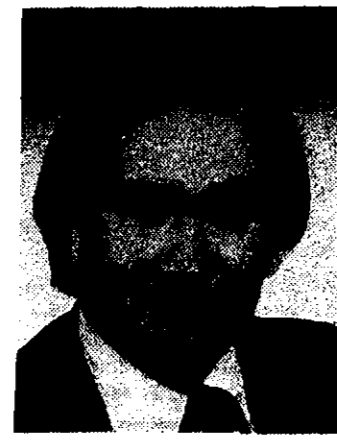
In accompanying articles, the functions and other aspects of road improvement construction projects and the Engineering Department are set forth in greater detail.



Brian Blaesing
Programming



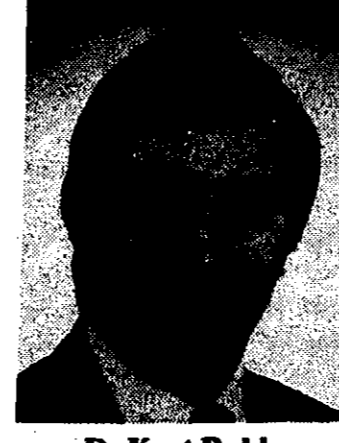
Ralph Collyer
Construction



James Calzmadia
Subdivision Improvement
and Development



James Fanzini
Right of Way and Contracts



D. Kent Rubley
Design

The Programming Division is headed by Brian Blaesing, who holds a masters degree in urban planning and bachelor's degree in geology. The division has five employees. It is responsible for considering road improvement projects suggested by a variety of sources both inside and outside the organization, identifying and arranging for funding, having the projects scheduled and included in the OCRC budget, and monitoring the progress of projects through final paperwork. From idea to closing the books can involve up to 140 steps per project, 69 of which are critical to be completed at a given time. The division also prepares all forms for federal aid and prepares documents necessary to certify road mileage and conditions as required to qualify for state-collected vehicle fuel and licensing tax funding. During fiscal 1985, the division initiated 62 new projects, established the 1986 road improvement program valued at \$12.2 million. It also administered a 44-project Tri-Party Program in which the County of Oakland and 40 local communities participated.

The Construction and Testing Division is headed by Ralph Collyer, registered professional civil engineer, and has 40 full-time employees. It administers all construction contracts. The division is responsible for quality assurance on all road improvement projects, including assuring that the contractor complies with designs and construction specifications. The division evaluates soil and other factors of a project area prior to design. During fiscal 1985, the division handled 92 projects conducted under 70 contracts -- including \$14 million of new contract construction and completion of projects begun in the previous year. Largest project was the boulevarding of Big Beaver Road at Rochester Road in Troy. Others included 15 miles of resurfacing, 28 miles of subdivision street paving and 120,000 feet of pavement crack sealing. Among the many construction techniques supervised were uses of geotextile and geogrid fabrics to float roadways over unstable soils, cracking-in-place of existing concrete and recycling of existing asphalt as bases prior to applying new pavement.

The Subdivision Improvement and Development Division is headed by James Calzmadia, a 32-year employee and 15 year manager-supervisor, and has 12 employees. The division has three major areas of responsibility for public subdivision streets in non-incorporated areas of the county: administering acceptance of new streets created by developers; improvement of existing streets by special assessment procedures; and administering conversions of private streets to public status when the necessary procedures are initiated by townships. During fiscal 1985, for new streets: the division administered 34 final plats, 42 preliminary plats, 34 construction plans and 16 miles of construction. For existing streets, the division administered 41 complete improvement projects, involving 30.39 miles at an estimated cost of \$4.8 million. The improvement projects required 178 meetings with interested property owners, including required public hearings for each project authorized. A total of 19,965 notices to property owners were mailed.

The Right of Way and Contracts Division is headed by James Fanzini, a registered professional engineer and attorney, and has seven employees. The division performs right of way engineering; that is, determines adjacent property needed for road improvement plans. It also provides all legal work necessary for road improvement projects of various types and at various stages. The division negotiates for and acquires properties needed, if not already owned by the public. The division does all legal work and administration associated with right of way, including determining property ownership, appraisals and necessary documentation. During fiscal 1986, over 300 parcels were acquired at a total cost of \$1 million. The division also completed a \$25,000 three-year contract with the City of Southfield for \$500,000 worth of right of way acquisition and relocation assistance for Civic Center Drive. For subdivision street improvement projects, the division verified 63 petitions. In addition to serving improvement project needs, the division assists local units of government, utility companies and citizens with road right of way questions.

The Design Division is headed by David Kent Rubley, a registered professional civil engineer, and has 16 employees. It is responsible for design of all county road improvement projects other than subdivision street improvements (although it at times assists with these). Most projects are designed in-house by staff. Other responsibilities include advertising for and qualifying private contractors to construct the projects. The division also conducts public informational meetings and assists in plan review and other functions. During fiscal 1985, the division accepted bids for 40 contracts totalling just under \$13.2 million. Design work included 32 miles of resurfacing, 1.9 miles of additional lanes, seven approach pavings, widening of nine major intersections and reconstructing three bridges -- as well as many smaller projects. The division increased use of computer-assisted design. Several special techniques are incorporated into road designs whenever possible, and included recycling of existing asphalt.

Road improvement projects total \$24.9 million

Road improvement projects in Fiscal 1986 are estimated to cost \$24.9 million, which is being funded as follows:

- \$11.6 million from the Road Commission's proceeds of state-collected vehicle fuel and licensing taxes and other revenue;
- \$5.5 million of federal aid;
- \$2.7 million of contributions by county and local governments; and
- \$4 million of special assessments.

Highlights
(Projects are given here by communities. Unless otherwise indicated, amounts given below are fiscal 1986 expenditures only; not necessarily total project costs.)

Big Beaver Road
The largest single expenditure is for widening of Big Beaver Road to a four-lane boulevard between Livernois and Rochester Roads in Troy; \$2.3 million, including \$1.8 million federal aid and \$500,000 by the City of Troy.

Also, the fiscal 1986 program includes a contribution to a Macomb County Road Commission project to reconstruct the intersection of Big Beaver and Dequindre Roads to a six-lane boulevard; \$1.2 million, including \$154,000 of Road Commission funds, \$925,000 of federal aid and \$154,000 by the City of Troy.

Another large expenditure was the reconstruction of Big Beaver to a

boulevard at its intersection with Rochester Road in Troy, a project which is now complete; \$2.4 million.

Other projects to begin in fiscal 1986, by communities are:

Troy

Traffic signal interconnect via television cable along Fourteen Mile Road between Woodward and Dequindre; \$234,000.

Minimal overlay on Dequindre between Fourteen Mile and Maple Roads; \$65,000.

Minimal overlay on Livernois between Vanderpool and Square Lake Roads; \$175,750.

Bloomfield Township

Renovation of a bridge on Manor Street south of Big Beaver; \$55,000.

Minimal overlay on Long Lake Road between Telegraph and Lahser; \$65,000.

Bloomfield Township and Birmingham

Minimal overlay on Cranbrook between Maple and Lincoln; \$190,000.

continued on page 6



DESIGN SQUAD -- Engineering Technician Linda Labadie, Design Squad Leader Gus Mathes, Engineering Technician Jeff Jones and Civil Engineer Dennis Kolar make up one of three Engineering Department design squads which prepare plans and specifications for road improvement projects.

\$5.5 million worth of bonds sold

Funds borrowed to preserve county roads

Projects added to the Fiscal 1986 Road Improvement Program by borrowing \$5.5 million through bonding are all for reconstruction, including resurfacing, of existing pavement which has deteriorated.

Safety improvements, such as slope and shoulder correction, will also be conducted as part of the reconstructions.

"Without borrowing, we wouldn't have the money for such work. Yet, the roads targeted are badly deteriorated and should be resurfaced now," said John R. Gnau, Jr., Road Commission Chairman.

"The roads will only get worse if we wait."

The road segments, project length in miles and communities in which located are:

Ten Mile Road (8.8) between the C & O Railroad tracks in South Lyon and Novi Road in Novi.

Milford Road (1.8) between Fenton and Davisburg Roads in Rose Township.

Richardson Road (1.1) between Haggerty and Green Lake Roads in West Bloomfield Township.

Hickory Ridge Road (3.0) from north of Stobart Road in Honeywell Lake Road in Milford Township.

Fenton Road (3.2) from Milford Road to the west county line in Rose Township.

Clarkston Road (3.1) between Flemmings Lake and Clintonville Roads in Independence Township.

Pontiac Trail (0.7) between C & O Railroad tracks and Eleven Mile Road in South Lyon and Lyon Township.

Franklin Road (2.4) between Long Lake and Maple Roads in Bloomfield Township.

White Lake Road (1.6) between Eagle and McKeachie Roads in White Lake Township.

Grange Hall Road (3.9) between M-15 and Wildwood Road in Groveland Township.

Waldon Road (1.8) between M-15 and Sashabaw Road in Independence Township.

Wixom Road (2.4) between Pontiac Trail and Glegary Road in Commerce Township.

White Lake Road (1.0) between Dixie Highway and M-15 in Clarkston and Independence Township.

South Boulevard (3.0) between Adams and Livernois in Troy.

Pontiac Trail (2.7) between Haggerty and South Commerce Roads in Walled Lake and Commerce Township.

Pontiac Trail (1.0) between Beck and Wixom Roads in Wixom.

Pontiac Trail (1.0) between Beck and Ladd Roads in Commerce, Walled Lake and Novi.

Bogie Lake Road (1.2) between Wise and Cooley Lake Roads in Commerce.

Middlebelt Road (0.5) between Northwestern Highway and Fourteen Mile Road in Farmington Hills.

Dequindre Road (2.25) between Auburn and Avon Roads in Rochester Hills.

Clintonville Road (1.1) between Mann and Maybee Roads in Independence.

Adams Road (1.0) between Dutton and Silverbell Roads in Oakland.

Haggerty Road (2.0) between Twelve Mile and Fourteen Mile Roads in Novi and Farmington Hills.

Maybee Road (1.8) between Dixie Highway and Sashabaw Road in Independence.



PLOTTING BY COMPUTER--A printing device called a plotter yield drawings of plans and specifications for road improvements which were developed with the help of a computer for Civil Engineer Charles Werner. Computer technology is being used increasingly to speed engineering functions.

Here's how roads are funded

Funding of road improvement projects is often misunderstood.

To come up with a \$24 million program requires resourcefulness.

After funding other programs, such as road maintenance, only \$11.6 million is available from the basic source of Road Commission revenue -- the state-collected vehicle fuel and licensing taxes.

The Road Commission does not levy a countywide property tax; nor does anyone levy a property tax countywide for roads.

Therefore, the Road Commission must "leverage" its \$11.6 million as much as possible by providing required "matching" amounts to attract federal aid and local government contributions.

Federal aid can be up to 90 percent of a project's cost, and usually averages about 75 percent. Federal aid is available only for roads which qualify and only for projects meeting criteria of federal aid programs. The Road Commission has made maximum use of federal aid availability.

Local units of government contribute varying amounts for projects they desire. Two-thirds of the cost of projects in the Tri-Party Program are funded by local units, including the County of Oakland which funds the first one-third while cities, villages and townships fund one-third of projects in their communities.

Governing bodies of units which fund county road improvements designate uses of such funds. Revenues are those raised by general taxes voted within the unit by the people. The only township currently having a locally-voted road tax is Bloomfield, which uses the proceeds to supplement road maintenance.

More and more intersections being signaled

Thirteen intersections were newly signaled by the Road Commission's Traffic-Safety Department last year.

Twenty-five more are being signaled this year, bringing the total signals operated and maintained by the Road Commission to 912.

In addition, 32 signals were modernized in 1985 and 70 are being modernized this year.

Modernizations take several forms:
 •replacing older fixtures having eight-inch diameter lenses with 12-inch

diameter lenses, which makes them more visible to motorists for a much greater distance;

•replacing outmoded, troublesome electromechanical switching devices with solid-state electronics;

•installing left turn phases and pedestrian indications at existing traffic signals; and
 •interconnecting existing traffic signals.

This year, new installations are

programmed for \$125,000 and modernizations are programmed for \$210,00 with most of the cost being borne by federal aid.

Other costs associated with traffic signals include:

•\$525,000 a year for electricity bills;
 •\$500,000 a year for equipment to maintain, repair and refurbish signals;
 •\$19,000 for the 25,240 signal lamps needed annually for routine replacements;

Last year, Traffic-Safety Department crews responded to 1,208 "after-hours" trouble calls and an unrecorded number during regular working hours.

Trouble calls included burned-out lamps, electrical service power failure, windstorm and ice storm damage and malfunctioning signal controllers.

Locations programmed for stop-go traffic signal installations in Fiscal 1986 are:

- Fourteen Mile and Inkster
- Halstead and Hilltech Drive
- Big Beaver and crossovers east and west of Rochester Road
- Novi and Twelve Oaks driveway
- Crooks one-quarter mile north of Big Beaver
- Bogie Lake and Commerce
- Carroll Lake and Wise
- Commerce and Sleeth
- Frembes and Hatchery
- Haggerty and Oakley Park
- Airport and Elizabeth Lake
- Big Beaver and crossover west of Dequindre
- Thirteen Mile and Churchill
- Pontiac Trail and McHattie
- Brewster and Walton
- Dixie and Davisburg
- Bender and Hatchery -- school signals

Locations programmed for flashing signals are:

- Gill Road and Colfax
- Dequindre and Twenty-Four Mile
- Glengary and Benstein
- Glengary and South Commerce
- Fourteen Mile and Inkster (east)
- Dunlap and M-24

Locations programmed for addition of left turn signals are:

- M-59 and Crescent Lake Road, east and west legs
- Avon and Livernois, all four legs
- John R and Maple, all four legs
- Rochester and Maple, all four legs
- Rochester and Long Lake, all four legs
- Haggerty and Twelve Mile, east and west legs

Routes programmed for interconnection of signals are:

- Long Lake from Adams to Dequindre
- Pontiac Trail from Walled Lake Drive to Welch
- Maple from Welch to Decker
- Decker from Fourteen Mile to Pontiac Trail
- Rochester from South Boulevard to Charrington

Spring repair effort increased

Road repair efforts to cope with potholes and other damage resulting from a long, wet winter were substantially increased this year by the Oakland County Road Commission.

Patching of potholes, road base repairs, addition of gravel and slag to unpaved roads and grading were increased 35 percent, to a \$1.4 million effort for 1986.

Maintenance crews were authorized

additional overtime to get the needed work done as quickly as possible.

Roadways suffered heavy damage this year for several reasons: heavy November rainfall; early onset of winter freezing; more snowfall than usual; a longer period of freezing conditions; prior deterioration of the roadways; and, on unpaved road particularly, heavy travel during the spring thaw.

Pavements have deteriorated

dramatically because of road funding shortfalls during the early 1980's. It wasn't possible to resurface at a pace necessary to overlay excessive cracking.

The cracks catch water which freezes, expands, breaks the pavement edges so that material is pushed or thrown out -- leaving potholes. The more cracks, the more water, the more freeze-thawing -- the more potholes.

Unpaved roads rut when vehicles use them while extremely wet. The first warm weather in spring turns ice at the very top to water, but it takes longer for lower layers to be thawed. Until the frost is entirely out, the surface water cannot seep down and away.

This winter, 20 inches of November rainfall saturated the ground and was frozen in place even before snow fall. Then the winter added 50 inches of snow -- compared to the usual 40 inches.

Roadways simply could not dry out fast enough.

Snow and ice records set

The Oakland County Road Commission decided last fall to increase levels of snow and ice control on its roads, particularly subdivision streets, in the winter of 1985-86.

"We determined to provide service to subdivision streets the same day or by the following day whenever possible, even if it meant doing them at overtime costs," said Road Commission Chairman, John R. Gnau, Jr.

"In recent years, requests for quicker service in subdivisions have mounted, so we decided to respond," he said.

"The cost of subdivision street snow and ice control soared by 50.4 percent compared to the previous year, compared to only 0.5% on the other county local roads, 16.9 percent on county primary and 15.2 percent on state trunklines. But, we feel it was worth it," said Gnau.

"We increased funding of county road snow and ice control by \$385,032 to \$3.1 million this year," Gnau said.

Combined with the cost for state highway maintenance, which the Road

Commission does under contract with the State Department of Transportation, total snow-ice control operations set a new record of \$4.9 million through March, topping the old record of \$4.2 million set in the winter of 1984-85.

The increases on non-subdivision streets were the direct result of a longer winter and more snowfall than usual.

Freezing temperatures were continuous from early December. Snowfall totalled 50 inches compared to the usual 40 inches, although it was in small amounts coming frequently rather than major storms.

Cost of materials alone, such as road de-icing salt was \$1.7 million compared to \$1.2 million in 1984-85; and overtime labor was \$542,021 compared to \$462,363.

The additional funding is made possible by larger-than-expected fund balances at the end of fiscal 1985 and revenues from state-collected vehicles fuel and licensing taxes being greater than expected thus far in fiscal 1986, said Gnau.

Strategy Considerations

continued from page 3

Improve communications and interrelationships with local communities by:

- Continuing the strategic planning process, meeting with individual communities at least once a year;
- Treating individual communities as unique entities by meeting their unique needs and problems;
- Include the input of local communities in the preparation of the OCRC Three-Year Financial Plan, Annual budgets and work programs;
- Direct maintenance district superintendents to meet with local officials yearly, and communicate with them monthly to discuss road concerns;
- Providing training to district superintendents and other OCRC staff on how to deal more professionally and effectively with local officials;
- Providing traffic data and other information on a timely basis to com-

munities when requested;

- Allowing local units to administer projects to minimize costs; and
- Not charging all fixed costs on local road projects to communities.

Obtain more funding for the OCRC by:

- Considering the availability of local match in setting up project priorities;
- Actively pursuing additional funding for road widening and other improvements related to the development of the county;
- Actively pursuing additional funding for safety and preservation related projects for OCRC roads;
- Actively pursuing additional funding for service improvements and expansion;
- Exploring changes in road jurisdiction with local communities where appropriate; and
- Reestablishing matching programs with local communities.

Oakland County Road Commission Combined Statement of Revenues, Expenditures and Changes in Fund Balance-All Governmental Fund types Year Ended September 30, 1985

	SPECIAL REVENUE - ROAD FUND	SPECIAL ASSESSMENT FUND	TOTALS (MEMORANDUM ONLY)
REVENUES			
State aid - Act 51	\$27,155,584	\$ -	\$27,155,584
Other state and federal aid	9,938,685	-	9,938,685
Revenue from local governments	2,623,727	-	2,623,727
Fees and other revenues (including interest of \$1,316,480)	2,222,407	-	2,222,407
New assessment rolls - Property owners	-	5,319,774	5,319,774
Interest on assessment rolls	-	383,534	383,534
Interest on investments	-	386,183	386,183
Total revenues	41,940,403	6,089,491	48,029,894
EXPENDITURES			
General administration	2,616,141	6,203	2,622,344
Engineering Department	2,979,756	-	2,979,756
Traffic Department	4,661,299	-	4,661,299
Maintenance Department	15,491,656	-	15,491,656
Nondepartmental (including interest of \$129,562)	7,267,280	-	7,267,280
Road improvement program	8,327,507	-	8,327,507
Construction	-	4,480,270	4,480,270
Interest	-	705,200	705,200
Total expenditures	41,343,639	5,191,673	46,535,312
EXCESS REVENUES OVER EXPENDITURES	596,764	897,818	1,494,582
OTHER FINANCING SOURCES (USES)			
Operating transfers in	-	12,925	12,925
Operating transfers out	(12,925)	-	(12,925)
Proceeds from long-term debt	2,500,000	-	2,500,000
Total other financing sources (uses)	2,487,075	12,925	2,500,000
EXCESS REVENUES AND OTHER SOURCES OVER EXPENDITURES AND OTHER USES	3,083,839	910,743	3,994,582
FUND BALANCE - October 1, 1984	12,511,157	2,220,204	14,731,361
FUND BALANCE - September 30, 1985	\$15,594,996	\$3,130,947	\$18,725,943

FINANCES GET ANNUAL AUDIT - Plante and Moran, Certified Public Accountants of Southfield, audit the Oakland County Road Commission's financial statements annually. The complete audit report is on file at the Road Commission's Administration Building in Beverly Hills and is available to the public. Above is an excerpt. (Fund balance at fiscal year-end was committed to operating capital and to complete construction projects that were under contract at that time.)




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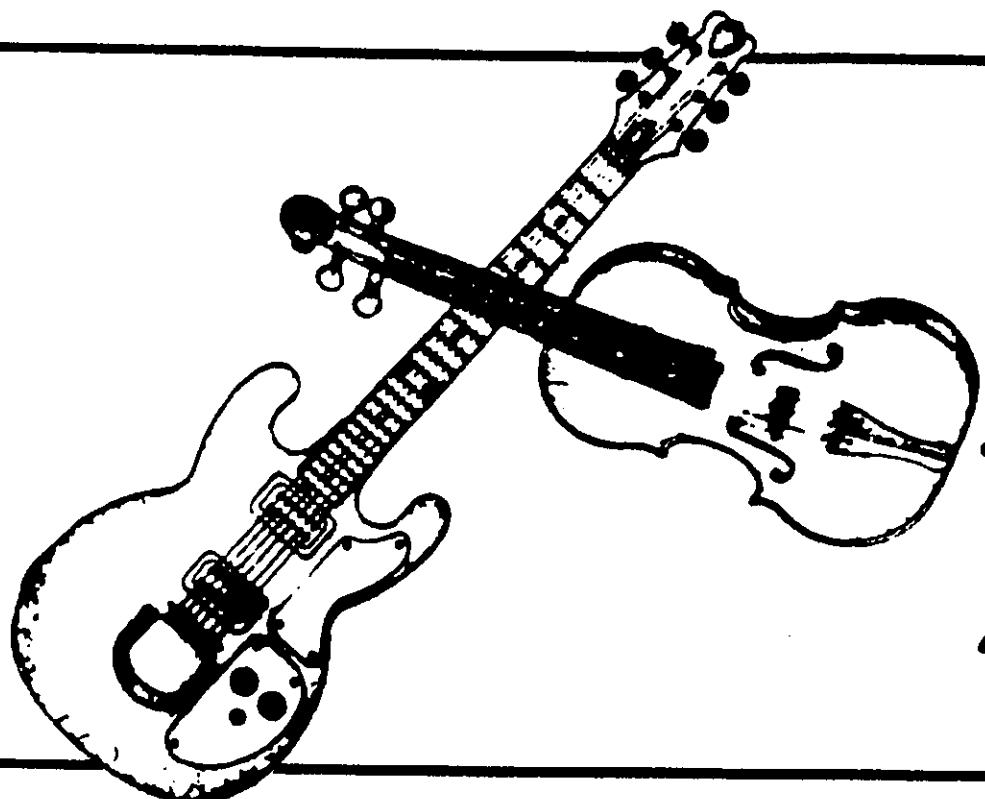
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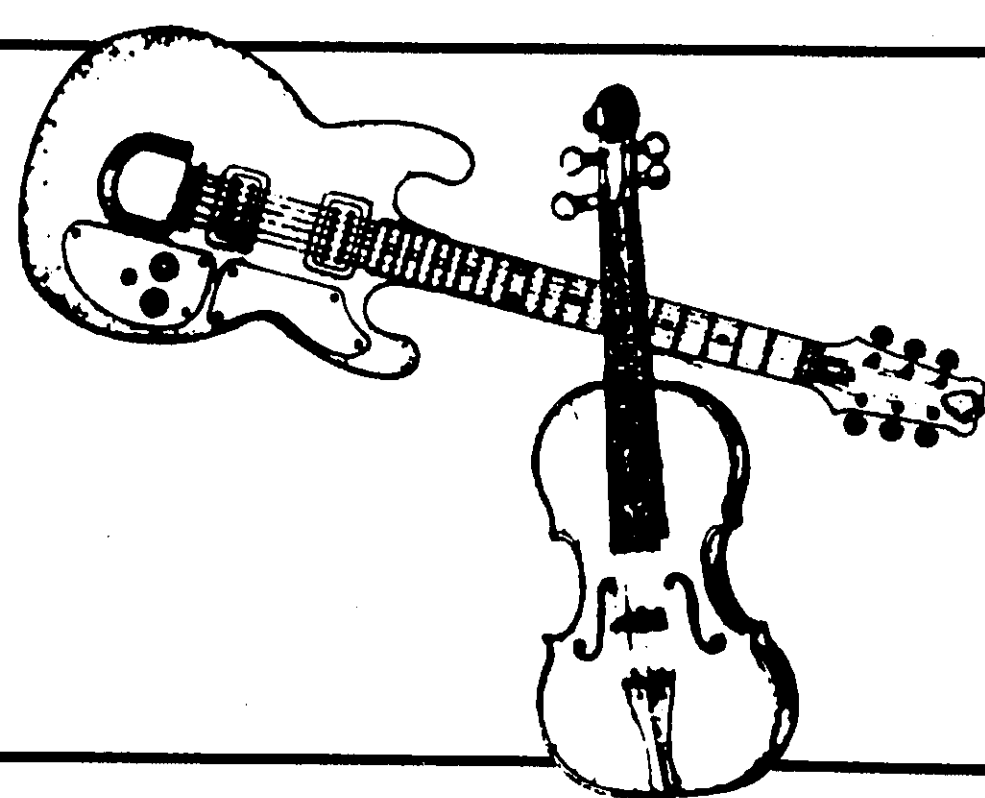
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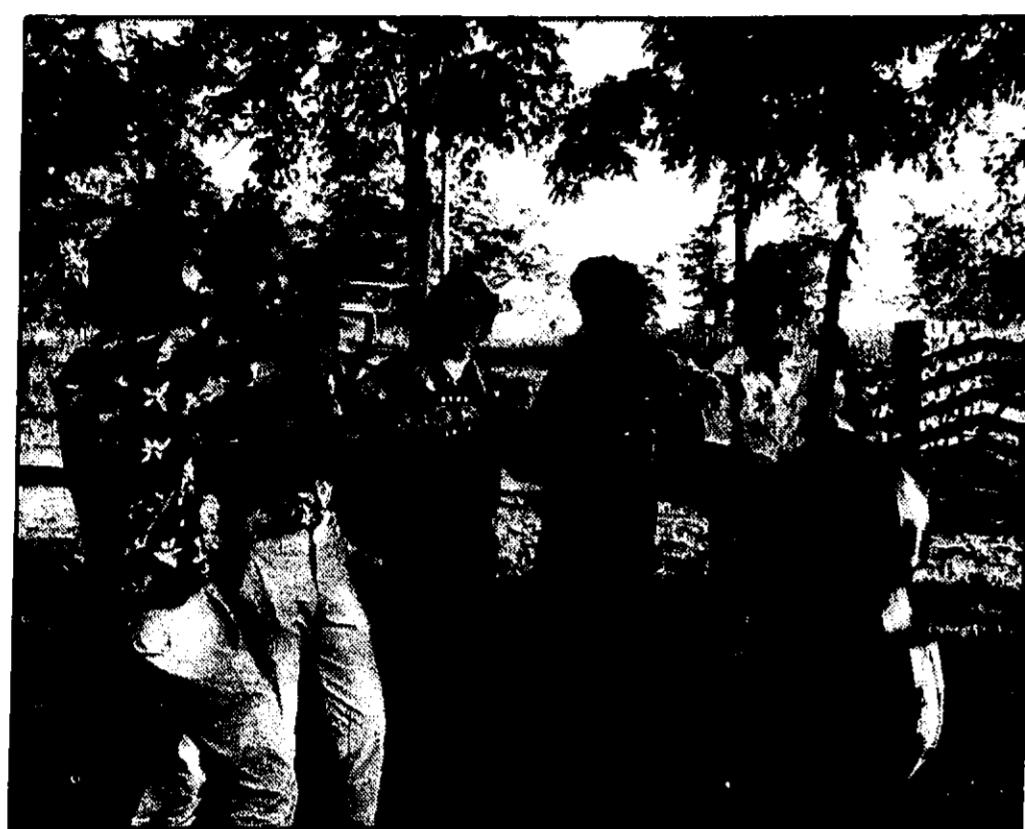
The Brighton Argus, The Livingston County Press, The Milford Times,
The Northville Record, The Novi News and The South Lyon Herald

With offices in Brighton, Howell, Milford, Northville and South Lyon

Northville Tenth Annual Folk and Bluegrass Festival

Reel Happy String Band

This year's festival headliners are Detroit-based Dan Cantwell, Kim Dominick, Jerry Castle, Gary Reynolds and Bob Miller, a quintet of multi-instrumentalists who can fire up an Irish jig, a bluegrass ditty or an old jazz classic with the same spirit and polish. The RHSB is a regular favorite Sunday afternoons at the Novi Sheraton.



Mustards Retreat

Ann Arbor-based David Tamulevich and Michael Hough, together known inexplicably as Mustards Retreat, are one of Michigan's most popular acoustic music duos. Featuring material as spare as Dixie and two-part harmony to virtuosic duets on guitar, harmonica, bass, penny whistle, dulcimer, concertina and autoharp, their music touches many bases.

Neil Woodward

Neil Woodward is known to local music-lovers and musicians as a master player and instructor of stringed instruments. But in addition to his dexterity on guitar, mandolin, fiddle, banjo, dulcimer and yes, balalaika, Woodward is an accomplished singer and songwriter. His heart belongs to the blues, but Woodward in performance showcases a wide range of original and traditional music.



Song Sisters (Children's Show)

Chris Ritter and Footloose vocalist Julie Austin team up for a show that's geared for kids from pre-primary to eighth grade. "Everything we do is very interactive," says Chris, and indeed, children are invited to sing, dance and even learn a little bit about music with the "sisters."



Bobby Lewis, Mike Irish, Dave Eversole & Teresa Smith

What multi-instrumentalist-vocalist Bobby Lewis, guitarist-vocalist Mike Irish, bassist Dave Eversole and vocalist Teresa Smith are all about is harmony and energetic semi-acoustic music, with an emphasis on nimble pickings and all-around good vibes. One of the favorites at last year's festival.

Roy McGinnis & the Sunnysiders

While their roots are in West Virginia, Kentucky and Tennessee, for 20 years, leader-vocalist Roy McGinnis, fiddler V.I. Ldny (right), guitarist Richard MacIntosh, banjoist Paul Boyd and string bassist Bo Kazy have made a Michigan home for their renowned brand of pure — and sunny — bluegrass. The group has shared stages with Bill Monroe and the Stanley Brothers and has recorded six singles and seven albums.



Joe McKinney & North-South Connection

Augmented recently by bassist Gary Ritter, one of the music instructors at The Giffdler Music Store in Northville, Joe McKinney and the North-South Connection get their name and style by weaving the country influences of their members. Nashville's Teresa Ellis, the bluegrass connection of McKinney and banjoist Lee Kaufman, plus Ritter's contemporary electric bass for an engaging mix of styles.

Footloose

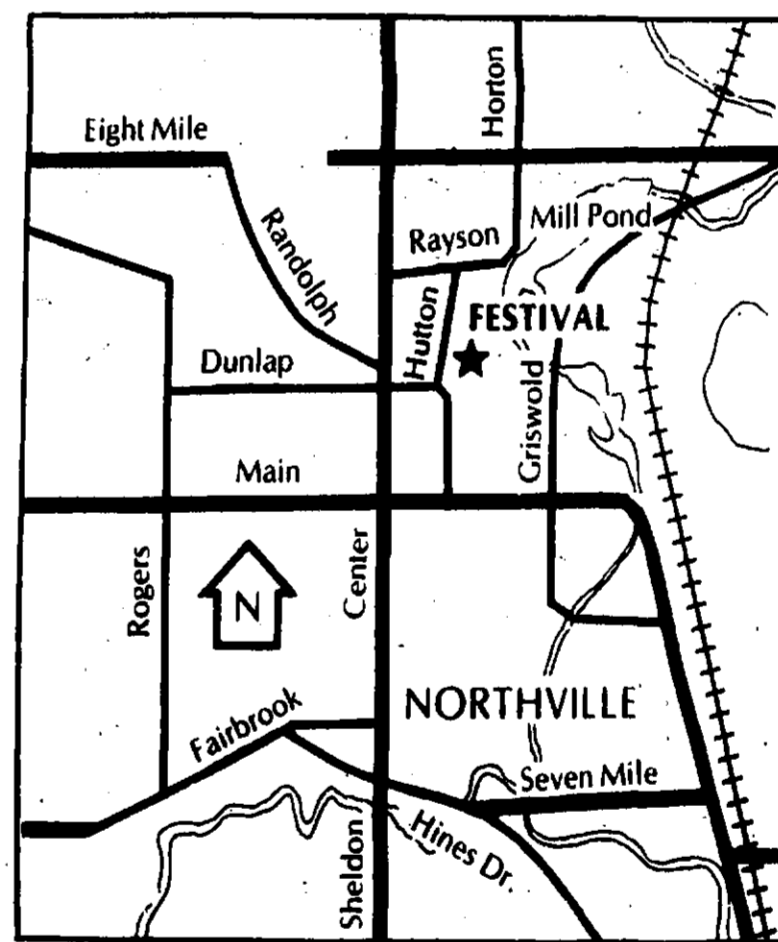
One of the most successful acoustic music ensembles on the southeast Michigan circuit, with recordings and prestigious bookings under their collective belt, the versatile and virtuosic Footloose — Julie Austin, Gary Reynolds, Dave Crandall, Bill Barton and Myron Grant — keep the music lively whether playing bluegrass, folk, blues, jazz and/or everything in between.



Festival Schedule

TIME	PERFORMER
1 p.m.	Joe McKinney and North-South Connection
2 p.m.	Phoenix
3 p.m.	Hot Grass
4 p.m.	Mustards Retreat
5 p.m.	Footloose
6 p.m.	Song Sister
6:30 p.m.	Bobby Lewis, Mike Irish, Dave Eversole, Theresa Smith
7:30 p.m.	Roy McGinnis and the Sunnysiders
8:30 p.m.	Neil Woodward
9:30 p.m.	Reel Happy String Band

Workshops, children's activities, clogging displays, food and refreshments will be available throughout the festival and in downtown Northville. Minimum donation (proceeds to combat Huntington's Disease) is \$5, \$2 for senior citizens, \$1 for children under 12; infants held in arms are free. For more information, phone The Giffdler Music Store, Northville, at 349-9420.



Welcome

"Huntington's Disease is a killer, and people who drop by for the tenth annual day of fun and outstanding music on Sunday, July 27, at Northville's Ford Field will be helping to fight this dread disease.

Proceeds from the festival will be donated toward research seeking a cure for Huntington's, a genetic disease which strikes down people in the prime of their lives. We've been quite successful in raising over \$30,000 annually. We'd like to match that figure at this tenth annual event.

"We invite everyone to bring their families and friends to enjoy the outstanding talent and benefit a very worthy cause.

"Seating is on the lawn, so bring your blankets and lawn chairs. Food and beverages will be available at the site with all proceeds going to the Committee to Combat Huntington's Disease.

"It's a festive atmosphere with a growing reputation for quality music and a good time for all. Everyone is welcome to stay until the last chord is strummed."

Tom and Rita Rice and Family

HUNTINGTON'S DISEASE affects as many as 10 of every 100,000 persons, but the lack of reliable figures may mask an even greater incidence than is now known. Every son or daughter of a parent with HD has a 50 percent chance of inheriting it.

To find out more about HD and how you can help the fight against it, write to: Huntington's Disease Foundation of America, Michigan Chapter, c/o Jerry Wieske, 107 Mark Drive, Mt. Clemens, MI 48043.

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