

**BOARD OF COUNTY ROAD
COMMISSIONERS**

COUNTY OF OAKLAND

Annual Report

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BOARD OF OAKLAND COUNTY ROAD COMMISSIONERS

Robert O. Felt Chairman
Frazer W. Staman Vice-Chairman
Sol D. Lomerson Commissioner

Paul Van Roekel County Highway Engineer
Irwin P. Nichols Secretary-Clerk of the Board

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ENGINEERING

William J. Fognini Director of Engineering
William R. Mercer Assistant Director of Engineering
David W. Hasse Maintenance Engineer
Robert H. Laity Plat Engineer
Frank C. Beach Planning Engineer
Dennis A. Grylicki Construction Engineer
Norman T. Knapp Special Projects Engineer
Jerome L. Kelly, Jr. Acting Design Engineer

MAINTENANCE

Oscar D. Loomis General Maintenance Supt.
Richard L. Kincaid Asst. to General Maintenance Supt.
Robert W. Vincent Supt. of Pontiac District
Raymond F. Sherwood Supt. of Milford District
Edward M. Wright Supt. of Davisburg District
Clarence A. Page Supt. of Lake Orion District
Richard E. Hicks Supt. of Equipment Repair
Arthur E. Drow Supt. of Traffic Signing
Floyd H. McMillan Asst. Supt. of Pontiac District
George E. Keyser, Jr. Asst. Supt. of Pontiac District
Kenneth T. Newbound Asst. Supt. of Milford District
Lyle L. Barrigar Asst. Supt. of Davisburg District
Cecil R. Bracken Asst. Supt. of Lake Orion District
Gail Bracken, Jr. Asst. Supt. of Equipment Repair
Leonard Nickerson Superintendent of Forestry

LEGAL

Leroy W. McEntee Assistant Corporation Counsel
John M. Wilson Attorney

TRAFFIC DEPARTMENT

Robert W. Osgood Traffic Engineer
Richard J. Folkers Assistant to Traffic Engineer

ADMINISTRATIVE

Bernard D. Speace Accounting Department Supervisor
Audrey G. Ellixson Purchasing Director
John D. Boardman Right-of-way Buyer
Ira J. Davis, Jr. Personnel
Willard L. McRae Personnel

Property of
OAKLAND COUNTY
PLANNING COMMISSION
1 Lafayette Street
PONTIAC, MICHIGAN

TABLE OF CONTENTS

Planning Engineering Division	7	Road Construction 1965 Program	20-21-22
Design & Construction Engineering Division	9	Maintenance Department	23
Plat Engineering Division	11	Traffic Department	25
Maintenance Engineering Division	14	Safety Department	26
Special Projects Engineering Division	15	Purchasing Department	27
County Road Mileage Inventory	16	Financial Report	30
Proposed Construction Program Year 1966....	17-18-19	Budget Year 1966	35

Date: April 15, 1966

The Honorable Board of Supervisors
Of the County of Oakland
Pontiac, Michigan

Robert O. Felt
Chairman



Gentlemen:

We are pleased to submit to your honorable body and to the people of Oakland County, our Annual Report for the fiscal year ending December 31, 1965.

Combined in this report is a summary of our activities relating to the construction and maintenance of roads and bridges, of funds received and disbursed, and other information which will be of interest to you.

Frazer W. Staman
Vice-Chairman



Respectfully submitted,

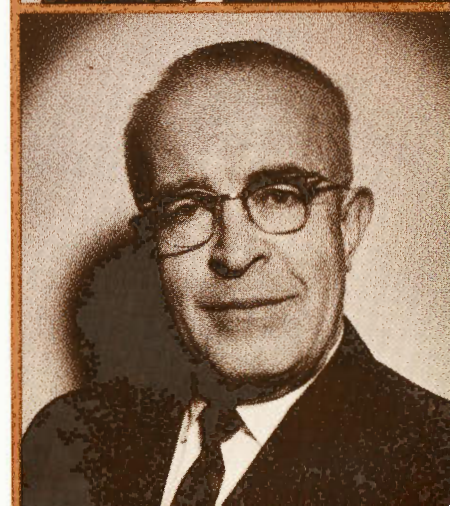
BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF OAKLAND, MICHIGAN

Robert O. Felt
Robert O. Felt, Chairman

Frazer W. Staman
Frazer W. Staman, Vice-Chairman

Sol D. Lomerson
Sol D. Lomerson, Commissioner

Sol D. Lomerson
Commissioner



weekly meeting board of road commissioners



Left to right: Paul Van Roekel, County Highway Engineer; Irwin P. Nichols, Secretary-Clerk; Robert O. Felt, Chairman of the Board; Sol D. Lomerson, Commissioner; Frazer W. Staman, Vice Chairman.

introduction

The Board of Road Commissioners' Annual Report of 1965 has been produced with the thought of conveying to the Honorable Board of Supervisors and to the people of Oakland County a comprehensive study of the activities of the various departments and sections of the Oakland County Road Commission and the accurate accounting of the distribution of funds entrusted to this Board.

Those familiar with the reports of prior years will note a change in the format of the report. Our hope is that we have by the use of photographs and other devices more completely illustrated the work of our organization, the problems confronted, and the methods of solution to many of these problems.

Paul Van Roekel
County Highway Engineer



engineering dept.

Each year published figures reveal increasing rates of population and vehicular registration. The curves on Figure I show that vehicular registration is growing at a faster rate than arterial road mileage and is comparable with population. This is particularly true in suburbs where 88 percent of the households own cars as compared to 59 percent in large metropolitan centers. The suburbs also have 25 percent of the household with two cars as compared to the metropolitan centers 13.1 percent (1964 figures).

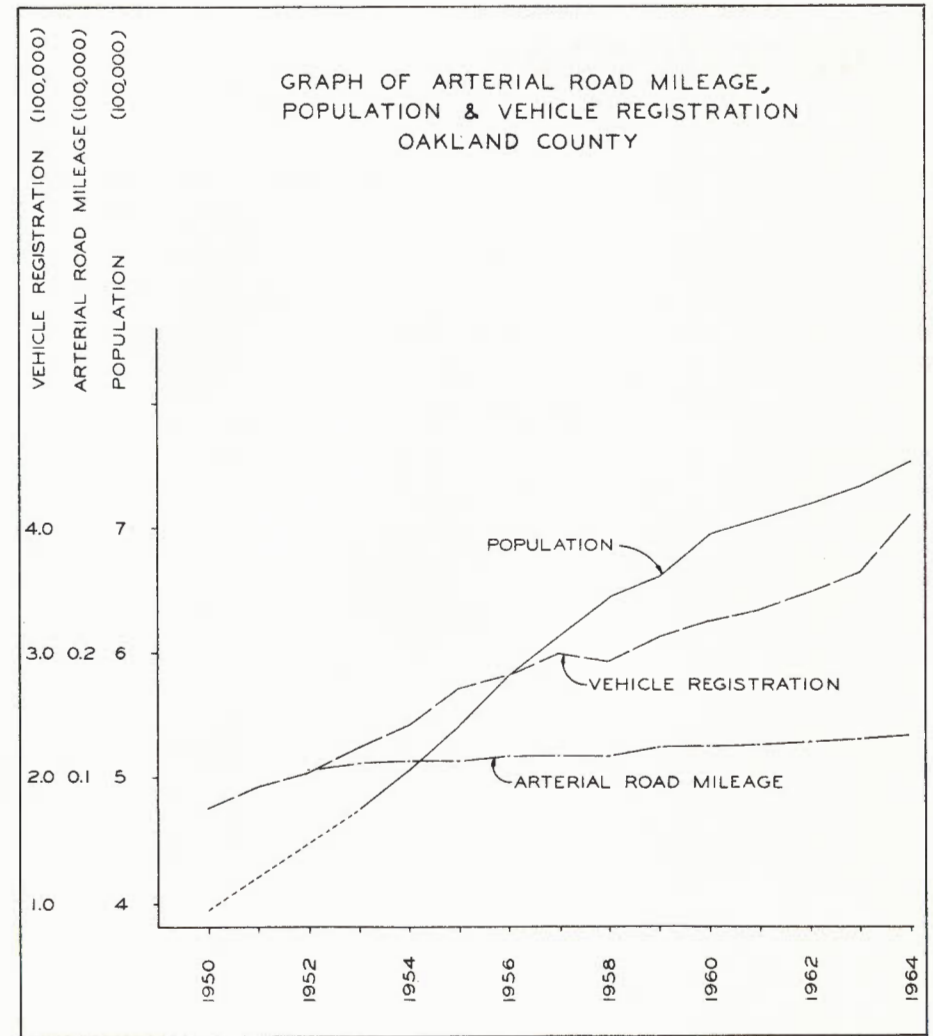


Figure I

Due to the increasing rate of growth in population and vehicular registration it is necessary that the road construction program remain at a high level. This is the fourth consecutive year a large construction program has been completed on both the county primary and local road systems.

In order to perform the work of providing the plans, specifications, inspection, and right-of-way for the construction program there are 59 full time employes in the Engineering Department. Included in this number are 11 graduate engineers of whom eight are Registered Professional Civil Engineers. During the summer there were an additional 20 temporary employes hired to aid the regular employees in the large construction program.

During 1965 a majority of the engineering employees attended construction classes sponsored by the Michigan Department of State Highways, Oakland County Road Commission, and Concrete or Asphalt Institutes in order to further the knowledge of the Engineering Department. Through these classes new ideas are learned and put into practice when new roads are constructed. The improvements may be in design, construction procedures, inspection, or quality of materials to list a few.

The following are the various divisions of the Engineering Department and their functions:

Planning Division

The Planning Division completed its first full year of operation during 1965. The Division was formed in the fall of 1964.

One of its functions is gathering and updating data on the county road system. As a first step, the county primary road system of approximately 722 miles was completely categorized according to surface type, width, and condition.

From this study the adequacy of the primary roads can be determined, and is graphically shown on Figure II.

722 MILES PRIMARY ROAD SURFACE TYPES

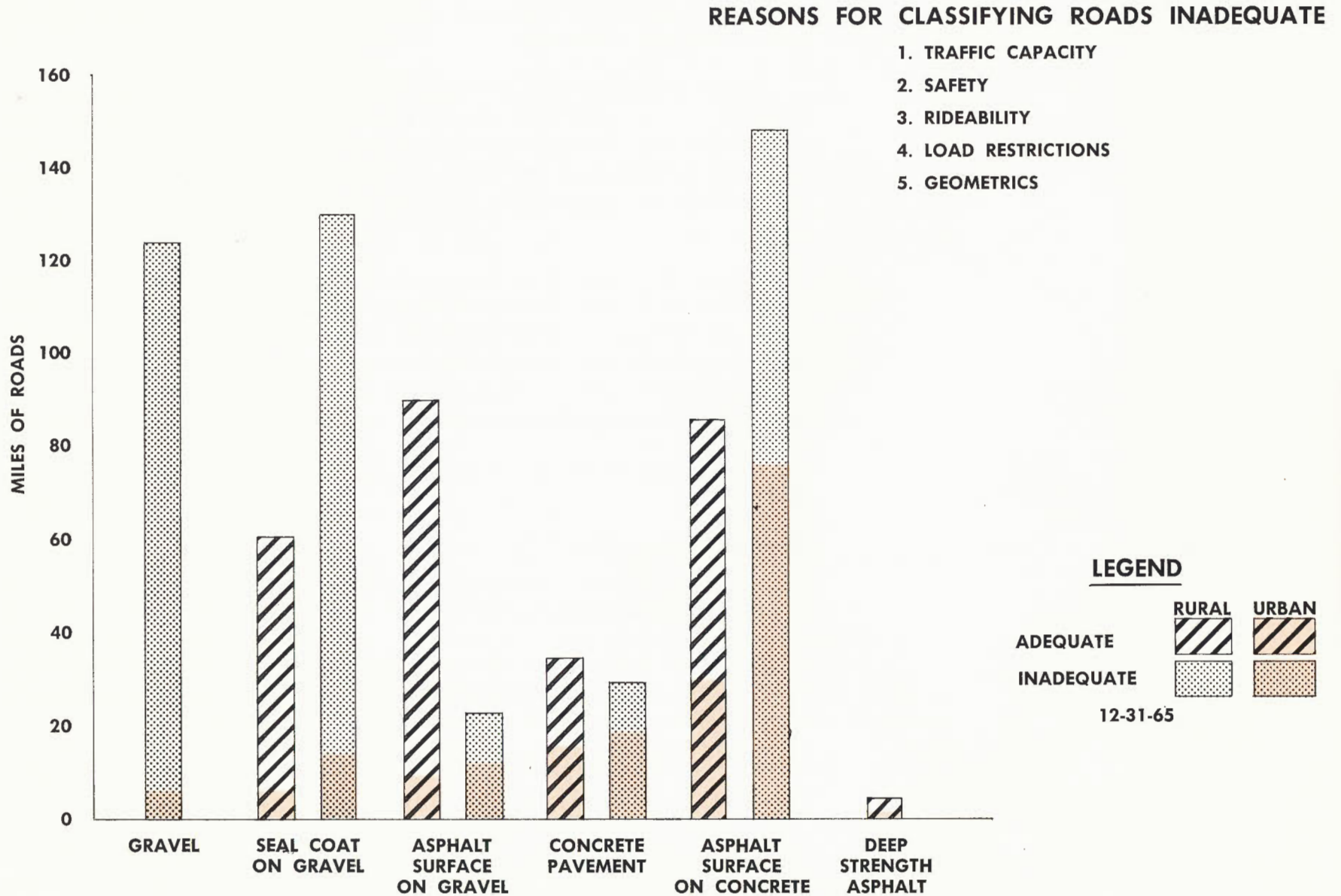
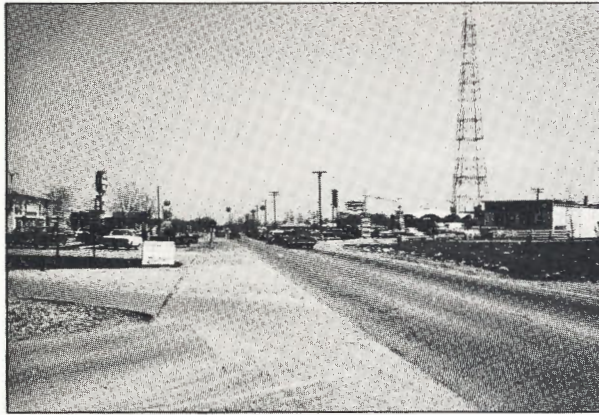


Figure II

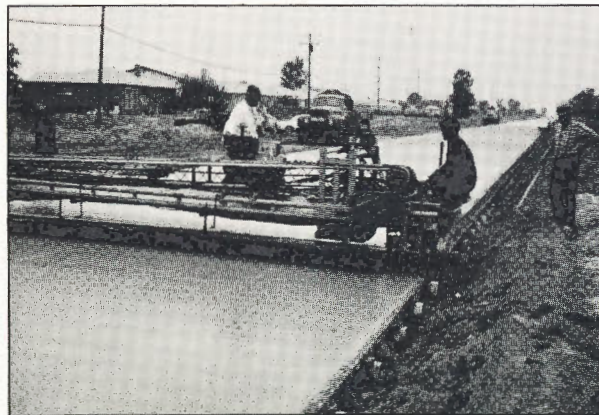
The construction season was highlighted by the construction of a four lane concrete pavement on Ten Mile Road from Northwestern Highway east to one-half mile east of Greenfield Road. Each major intersection was flared to five or six lanes, and provides more efficient turning movements and through traffic flow. Ten Mile Road was previously a narrow, two lane pavement carrying approximately 21,000 vehicles per day with extreme congestion during many hours of the day.



The picture on the left shows Ten Mile near Greenfield prior to construction and the picture on the right shows the same location after completion of the improvement.



The next two photographs depict new features employed by the contractor which speed construction lessening inconvenience to the public.



Integral curb being placed on new pavement without curb forms.



Delivery of central mixed concrete ready for spreading provides better quality control.

Another important project in 1965 was the intersection betterment of Maple Road at Middlebelt Road. Approaching the intersection each road was two lanes wide with poor sight distance from all directions due to the difference in road elevations. When reconstruction was complete, each road was five lanes wide and all sight restrictions were removed. The accompanying pictures illustrate the comparison.



Before



After

The improvement of the Five Points Intersection of Walton Boulevard, Pontiac Road, and Squirrel Road adjacent to Oakland University was made in 1965. It is now a four way intersection with Pontiac Road moved 400 feet south of the intersection.

In this same area, plans are being prepared for the relocation of Mt. Clemens Road into a new main entrance into Oakland University from the I-75 Freeway. The Road Commission in conjunction with the University and the State Highway Department will design and construct the new University entrance. Construction is contemplated for 1966.

As part of the 1965 construction season the Engineering Laboratory conducted over 600 gradation tests on gravel samples and 350 concrete beam tests. Along with this, there were daily tests performed at various concrete and bituminous plants producing the materials to be used on our projects.

Plat Division

The Plat Division of the Engineering Department, in 1965, processed 101 new plats in Oakland County. Thirty-six were determined to be under the jurisdiction of other cities and villages and forwarded to the responsible party. The construction costs for the remaining 65 plats which were under the jurisdiction of the Oakland County Road Commission for road construction, drainage, and surfacing totaled almost 2 million dollars and created approximately 25 additional miles of new county roads. This was an increase in construction costs of 40 percent over 1964 and 78 percent over 1963 as shown on Figure III.

COMPARISON OF YEARLY CONSTRUCTION COSTS OF THE
ROADS AND DRAINAGE IN NEW SUBDIVISIONS

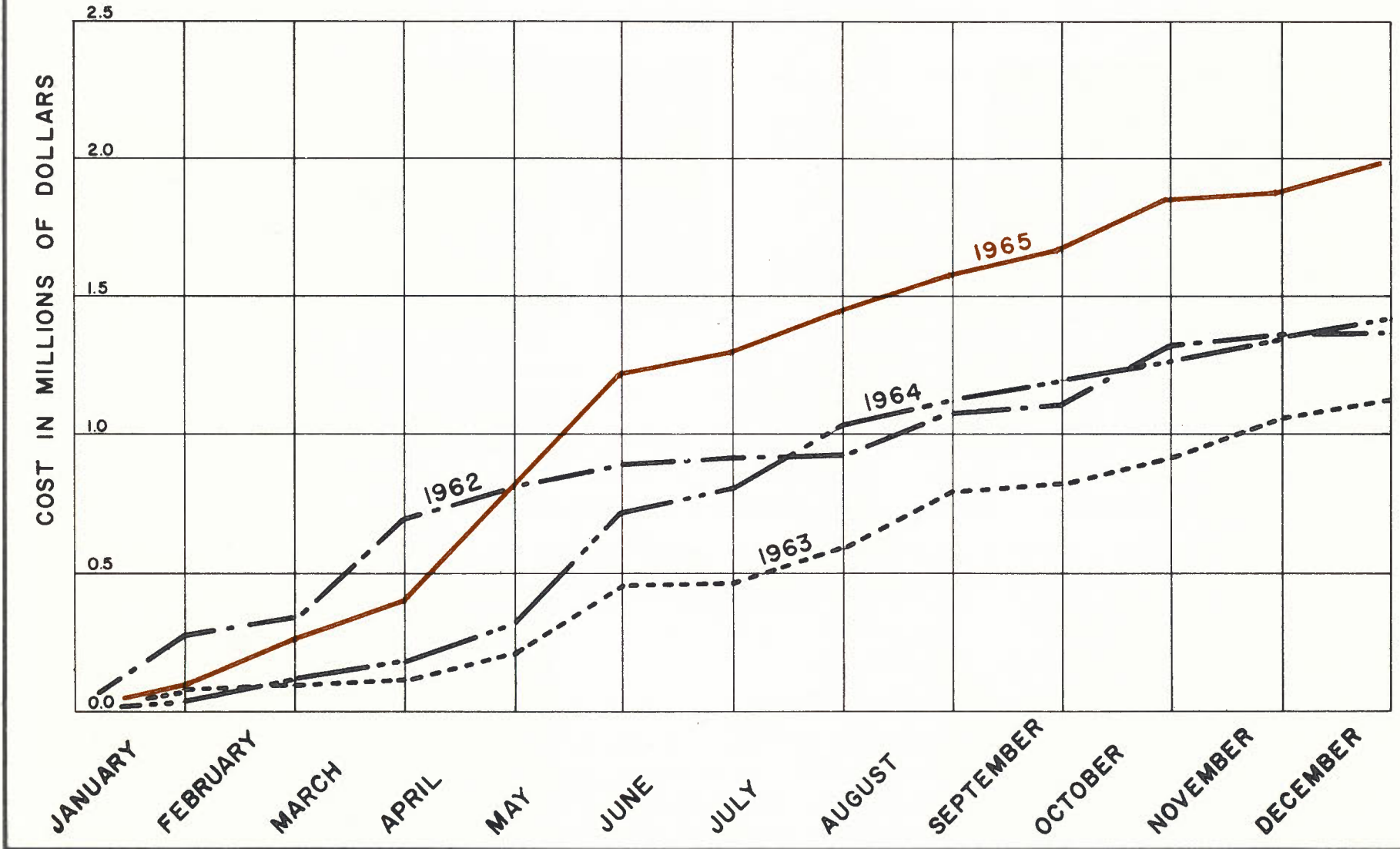


Figure III

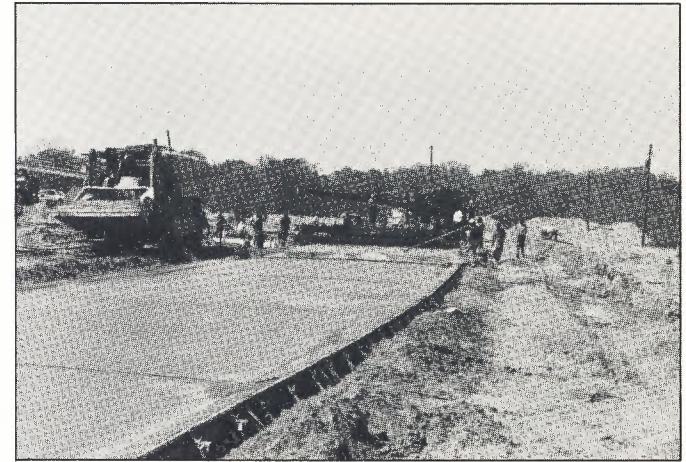
The Plat Division's activities included working closely with other county and local agencies, private consulting engineers, planners, contractors, and the public to attain high standards and quality in the design and construction of new roads by means of engineering reviews and inspections.

In February of 1965, the Board of County Road Commissioners established a policy that all newly dedicated streets shall be constructed with concrete curbs and gutters, and authorized the Engineering Department to establish engineering standards and procedures for the development of these new streets. This was done by the Plat Division and incorporated into a publication entitled, "Street Standards and Specifications Procedures for Plat Development." The publication has been distributed to engineering, real estate and development firms, other counties, townships, municipalities, state agencies and federal authorities. Many other county road commissions have used this publication as a guide to establish standards and procedures for the development of streets under their jurisdiction.

The accompanying pictures show a typical street being constructed in a new subdivision which is about to be converted from an acreage parcel into a well developed subdivision.

As in the past, the Plat Division has assumed the responsibility of preparing maps for the annual street certification to the Michigan Department of State Highways, keeping the Road Commission maintenance maps up-to-date, and working together with the Oakland County Planning Commission in preparation of a new county street map that will be available to the public in 1966.

The Plat Division has also been active with the Detroit Metropolitan Area Regional Planning Commission studying flood plain controls and working with the County Road Association in studying new legislation on the "Plat Act."



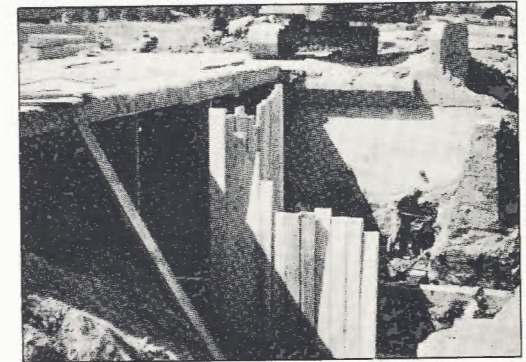
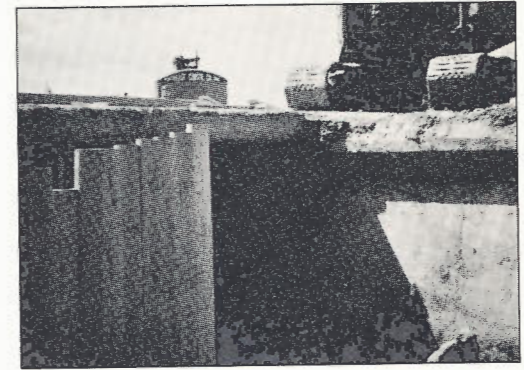
Maintenance Division

The main activity of the Maintenance Division of the Engineering Department in 1965 was the issuance and field inspection of 1,685 permits for work done within the right-of-way of the county road system. In addition to this work, inspection was provided for several hundred Michigan Department of State Highway permits issued for work in the right-of-way of the state trunk line system within the county. Permits are required for any work to be performed within the road right-of-way. In this way the Road Commission is aware at all times of possible traffic congestion and construction problems within the roadway. Unless proper traffic safety and construction inspection was required there would be confusion to the motoring public and higher road maintenance costs. Most of the permits are used by the utility companies and builders. A detailed drawing of the contemplated work must be submitted with each application and approved before a permit can be issued.

Photographs made of construction projects in process along county roads are shown on the right. The control of these projects is a co-operative effort in many cases between our Maintenance Engineering Section and other units of county government such as the Department of Public Works and Drain Commissioner's Office.

Another important function of the Engineering Department's Maintenance Division is providing the Maintenance Department with surveys, construction advice, and cost estimates for maintenance projects constructed during the year. These projects include grading, ditching, intersection improvements, and placing of culverts.

This Division also participated in hearings ordered by the Michigan Public Service Commission to review conditions of existing railroad crossings on county roads. These hearings have resulted in safer traveling conditions because of the co-operation of local units of government, railroad companies, and the Road Commission.



In 1966 there will be a new maintenance garage constructed at Franklin Road and the I-696 Freeway. The purpose of the new garage is to provide quicker and better service in the highly populated southeastern section of the county, especially during the winter season. The plans for the new garage were reviewed and approved during 1965 by the Maintenance Division. A similar garage at Lake Orion was constructed in 1964 and completed in 1965 with Federal Aid from the Housing and Home Finance Agency. All of the inspection involved to construct this garage was also handled by the Maintenance Engineering Division.



Special Projects Division

The Special Projects Division of the Engineering Department is responsible for preparing all the documents necessary for the Road Commission to obtain the required right-of-way for all construction projects.

In 1965 the procurement of the following right-of-way easements were made; fee interest 59, slope rights 127, drainage easements 12, disposal sites 8, borrow sites 2, and right-of-way for temporary roads 6. Total cost \$122,695.53.

This Division also prepares the contracts with consultants, cities, townships, and adjacent counties when the projects involve participation with any of these agencies.



**STATE AND COUNTY ROAD MILEAGE
IN
OAKLAND COUNTY
ON
MARCH 1, 1965**

STATE TRUNK LINE HIGHWAYS

	<u>Miles</u>	<u>Total Miles</u>
Two Lane Pavement	43.98	
Four or More Lanes of Pavement	63.13	
Freeways (Limited Access)	80.82	
Ramps	<u>43.23</u>	
		230.16

PRIMARY COUNTY ROADS

Surface Treated Gravel	189.74	
Gravel Surface	123.90	
Mixed Bituminous—Gravel Base	110.83	
Mixed Bituminous—Concrete Base	231.52	
Cement Concrete	63.68	
Deep Strength Asphalt	<u>2.08</u>	
		721.75

LOCAL COUNTY ROADS

Surface Treated Gravel	23.13	
Gravel Surface	1389.03	
Mixed Bituminous—Gravel Base	312.48	
Cement Concrete	<u>9.21</u>	
		<u>1733.85</u>

TOTAL MILES		2685.76
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1966

PROPOSED CONSTRUCTION, PRIMARY ROADS

Funds for these projects are derived almost entirely from Oakland County's share of the Gas-Weight Tax.

<u>Proj. No.</u>	<u>Road to be Improved</u>	<u>Length</u>	<u>Termini</u>	<u>Type of Construction</u>	<u>Estimated Total Cost</u>
CWB-546	Rochester	0.5	14 Mile Road to Clawson City Limits	Concrete pavement 48' wide	\$ 200,000*
CW-582	Greenfield	1.0	8 Mile Road to 9 Mile Road	Construct raised median and 3 lanes of concrete pavement for northbound traffic	500,000**
CW-585	Dequindre	2.0	10 Mile Road to 12 Mile Road	Concrete pavement 55' wide with curb and gutter	1,050,000***
PR-586	Haggerty	2.0	12 Mile Road to 14 Mile Road	Reconstruct with aggregate base course for bituminous aggregate surface 22' wide in 1967	300,000
MY-612	Road Commission Property	—	Pontiac Lake Road	Storage and parking expansion	9,000
BU-634	Southfield Garage	—	Franklin Road and I-696	Construct new maintenance storage garage	175,000
PR-640	Fish Lake	1.0	Fenton Road to Academy Road	Reconstruct with aggregate base course	85,000
PR-641	Orchard Lake	0.7	8 Mile Road to I-96	Concrete pavement 24' wide	110,000
PR-643	Pontiac	0.5	Relocated to Squirrel Road at Oakland University entrance	Concrete pavement 24' wide	150,000
PR-644	Pontiac	0.1	Squirrel Road to the Campus Site	Concrete approach road	70,000****
CW-646	Lahser	—	Winchester Road	Passing Lane	4,000*****
SP-647	Pontiac Trail	—	West of Wixom Road	Replace existing bridge with corrugated metal culvert	15,000
PR-648	Walton Boulevard	1.5	Squirrel Road to Adams Road	Survey, design and right of way	10,000
PR-650	General Motors	2.5	Hickory Ridge Road to Milford Road	Bituminous concrete recap	50,000
PR-651	12 Mile	2.5	Orchard Lake Road to Northwestern Highway	Bituminous concrete recap	60,000
PR-652	Walton Boulevard	1.2	Silver Lake Road to Clintonville Road	Survey, design and right of way	10,000
SP-657	Mill Street	—	In Village of Ortonville	Replace bridge with corrugated metal culvert	50,000

*25% to be paid by cities

**50% to be paid by cities

***25% to be paid by cities and 25% to be paid by Macomb County Road Commission

****100% to be paid by Michigan Department of State Highways

*****100% to be paid by city

1966

PROPOSED CONSTRUCTION, PRIMARY ROADS—INTERSECTION BETTERMENTS

<u>Proj. No.</u>	<u>Intersection</u>	<u>Type of Construction</u>	<u>Estimated Total Cost</u>
PR-596	Orchard Lake Road and Pontiac Trail	Construct right hand turn lanes or passing lanes Orchard Lake Road and Pontiac Trail with aggregate base and bituminous surface.	\$35,000
PR-598	Walton Boulevard—Williams Lake Road— Dixie Highway	Construct right hand turn lanes on Walton Boulevard and Williams Lake Road and improve intersection radii with concrete base and bituminous surface.	35,000
CW-623	12 Mile Road at John R Road	Widen to 5 lanes in both directions on 12 Mile Road and John R. Road with concrete base and bituminous surface.	39,000
PR-649	Hatchery Road at Airport Road	Widen to 4 lanes in both directions on Airport Road and Hatchery Road with aggregate base and bituminous surface.	20,000
PR-653	Big Beaver Road east of Woodward Avenue	Improve westbound right hand turn lane with aggregate base and bituminous surface.	10,000
PR-654	10 Mile Road at Orchard Lake Road	Widen to 4 lanes in both directions on Ten Mile Road and Orchard Lake Road with aggregate base and bituminous surface.	25,000
PR-655	Opdyke Road at Mt. Clemens Road	Widen to 4 lanes in both directions on Mt. Clemens Road and Opdyke Road with concrete pavement.	26,000
PR-656	Opdyke Road at Featherstone Road	Widen to 4 lanes on Opdyke Road with concrete pavement.	23,500
PR-658	Airport Road at Andersonville Road	Widen northwest bound Andersonville Road and improve intersection radii with concrete base and bituminous surface.	10,000

1966

PROPOSED CONSTRUCTION, FEDERAL AID SECONDARY ROADS

These projects will be built using 50% Federal Aid Funds and 50% County Road Commission Primary Road Construction Funds.

<u>Proj. No.</u>	<u>Road to be Improved</u>	<u>Length</u>	<u>Termini</u>	<u>Type of Construction</u>	<u>Estimated Total Cost</u>
FA-583	8 Mile	1.8	Orchard Lake Road to Grand River	Widen to 60' front to front of integral curb	\$700,000*
FA-591	Seymour Lake	2.5	M-15 to Sashabaw Road	Grade for bituminous aggregate surface 22' wide in 1967	220,000
FA-642	Farmington	1.0	8 Mile Road to 9 Mile Road	Reconstruct to concrete pavement 48' wide	340,000**

*87% to be paid by Wayne County Road Commission and Federal Aid Funds

**75% to be paid by city of Farmington and Federal Aid Funds

1966

PROPOSED CONSTRUCTION, LOCAL ROADS

These local road construction projects are in the process of being set up as matching projects or have already been approved. Each township will pay 50% of the total final cost and the Road Commission will pay the other 50% from road funds budgeted for matching purposes. Several more projects will be added by May 15, 1966, as other townships submit projects and their share of the funds.

<u>Proj. No.</u>	<u>Road to be Improved</u>	<u>Length</u>	<u>Termini</u>	<u>Type of Construction</u>	<u>Estimated Total Cost</u>
TM-613	Avon	1.2	Crooks Road to Livernois Road	Reconstruct with aggregate base course	\$79,500
TM-614	Walnut Lake	1.3	Farmington Road to Drake Road	Survey and design	6,000
TM-618	West Glass	0.4	West Township Line to M-15	Reconstruct with aggregate base course	22,500
TM-621	Maceday Lake	1.1	Williams Lake Road to Nelsey Road	Reconstruct with aggregate base course	39,500
TM-627	Dutton	0.3	Orion Road west to Knorrwood Hills Subdivision #2	Reconstruct with aggregate base course	20,000
TM-630	Drahner	0.6	Sebek Street to Wise Road	Reconstruct with aggregate base course	12,500
TM-631	Waldon	0.1	West of Wealthy Street	Reconstruct with aggregate base course	6,800
SL-635	Winkler Mill Bridge	—	Section 1, Avon Township	Replace existing bridge with concrete culvert	5,000
TM-636	Eastways	0.3	Long Lake Road to north City Limits Bloomfield Hills	Reconstruct with aggregate base course and place bituminous aggregate surface	24,700
T-637	Sunningdale Street	0.1	Sheffield Country Estates Subdivision to West Harsdale Street	Reconstruct with aggregate base course	5,800*
TM-638	Waldon	0.1	Paramus Street to the west school drive	Reconstruct with aggregate base course	7,200
TM-639	9 Mile and Gill	0.6	9 Mile Road west and Gill Road north to existing pavement	Reconstruct with aggregate base course and place bituminous aggregate surface	27,700**
TM-645	9 Mile	0.2	Farmington Road to I-96 Ramp	Concrete pavement 20' wide	25,400
TM-660	Bass Lake	1.2	Sleeth Road to Benstein Road	Reconstruct with aggregate base course	75,600
TM-661	Oxbow Lake	0.2	Existing blacktop south	Reconstruct with aggregate base course	23,400
TM-662	Cedar Island	0.7	Orleana Street to Round Lake Road	Reconstruct with aggregate base course	29,900
TM-663	Granger	0.4	Seymour Lake Road north	Bituminous aggregate surface 20' wide	10,000
TM-664	Maple	0.8	Wixom City Limits to Benstein Road	Bituminous aggregate surface 20' wide	18,600
TM-665	McCoy	0.6	Benstein Road to Ladd Road	Bituminous aggregate surface 20' wide	13,400
TM-666	Avon	1.2	Crooks Road to Livernois Road	Bituminous aggregate surface 20' wide	27,100
TM-667	Fish Lake	0.6	Grange Hall Road to Quick Road	Bituminous aggregate surface 20' wide	10,900
TM-668	Featherstone	0.7	Opdyke Road to Mott Road	Bituminous aggregate surface 20' wide	15,500***

*Township to pay 100% of the cost.

**Private developer to pay 50% of the cost.

***Oakland Community College to pay 50% of the cost.

1965 PRIMARY ROAD CONSTRUCTION

The following major projects were substantially completed during 1965 from County Road Commission Primary Road Construction Funds and Bond Funds.

<u>Proj. No.</u>	<u>Improved Road</u>	<u>Length</u>	<u>Termini</u>	<u>Type of Construction</u>	<u>Contractor</u>	<u>Total Cost</u>
CWB-480	Southfield	1.0	13 Mile Road to 14 Mile Road	Concrete pavement 60' wide	Eisenhour Construction Company	\$406,901
PR-543	Maybee	0.3	Chickadee Street to Marvin Street	Reconstruct with aggregate base course for bituminous aggregate surface 22' wide	Maintenance Department and Ann Arbor Construction Company	16,963
CWB-548 CWB-549	10 Mile	3.1	Northwestern Highway to Kenosha Street	Reconstruct concrete pavement 50' wide back to back integral curb	Denton Construction Company	647,000
PR-552	Middlebelt	0.4	8 Mile Road to Grand River	Reconstruct concrete pavement 50' wide back to back of integral curb and replaced bridge	Cooke Contracting Company	210,880
CWB-580	11 Mile	1.0	John R Road to Dequindre Road	Widen to 49' concrete back to back of integral curb	Denton Construction Company	208,393
PR-587	Long Lake	1.3	Telegraph Road to Lahser Road and Vaughn Road Intersection	Widen to 22' with aggregate, concrete patching with bituminous concrete recap	Groleau Brothers	219,000
PR-588	Middlebelt	0.3	At Maple Road Intersection	Reconstruct intersection to 5 lanes in each direction	Cooke Contracting Company	174,820
SP-589	Napier	—	North of 11 Mile Road	Replace bridge with corrugated metal culvert	Maintenance Department	7,625
SP-590	Pontiac Trail	—	One Mile North of 11 Mile Road	Replace bridge with corrugated metal culvert	Maintenance Department	13,388
PR-608	Pontiac Trail	16.0	I-96 to US-10	Shoulder improvement	Maintenance Department	21,677

1965 INTERSECTION BETTERMENTS

<u>Proj. No.</u>	<u>Intersection</u>	<u>Type of Construction</u>	<u>Contractor</u>	<u>Total Cost</u>
PR-579	Pontiac Road—Squirrel Road—Walton Boulevard	Widen to 4 lanes on Squirrel Road and Walton Boulevard and relocate Pontiac Road with aggregate base and bituminous surface	A. & A. Asphalt Paving Company	\$97,919
PR-592	John R Road at 13 Mile Road	Construct right turn lanes on John R Road with aggregate base and bituminous surface.	A. & A. Asphalt Paving Company	15,545
PR-593	Lahser Road at 11 Mile Road	Extend existing northbound right turn lane on Lahser Road south to the Northwestern Freeway with aggregate base and bituminous surface. Construct 4 lanes east on 11 Mile Road with concrete pavement.	Max R. Frisinger Company	39,122
PR-594	Lahser Road at 10 Mile Road	Widen to 4 lanes in both directions on Lahser Road and 10 Mile Road with concrete base and bituminous surface.	Max R. Frisinger Company	33,833
PR-595	Lahser Road at 8 Mile Road	Extend existing southbound right turn lane on Lahser Road with concrete base and bituminous surface.	Max R. Frisinger Company	11,772
PR-597	Silver Lake Road at Dixie Highway	Extend existing southbound right turn lane on Silver Lake Road with aggregate base and bituminous surface.	Maintenance Department	4,955
TM-616	Clarkston Road at M-24	Construct right turn lanes in both directions on Clarkston Road with aggregate base and bituminous surface.	A. & A. Asphalt Paving Company	13,335
CW-632	Northwestern Highway at Wellington Street	Construct northbound left turn lane on Northwestern Highway and improve intersection radii with aggregate base and bituminous surface.	Hi-Way Construction Company	8,425

1965 GRAVEL PRODUCTION FOR ROAD MAINTENANCE

In 1965 the Oakland County Road Commission contracted production for gravel to be used on primary and local road maintenance.

<u>Proj. No.</u>	<u>Pit</u>	<u>Location</u>	<u>Quantity</u>	<u>Contractor</u>	<u>Total Cost</u>
MG-609	Wilson Gravel Pit	Tindall Road	40,000 tons	Telischak Sand and Gravel Company	\$17,767.56
MG-610	Bald Mountain Gravel Pit	Bald Mountain Road	70,000 tons	O. E. Gooding and Company	24,604.78
MG-611	Warren Gravel Pit	Sleeth Road	100,000 tons	O. E. Gooding and Company	40,565.05

1965

LOCAL ROAD CONSTRUCTION

The following projects were substantially completed during 1965 with the Road Commission paying 50% of the cost and the townships generally paying the other 50%.

<u>Proj. No.</u>	<u>Road Improved</u>	<u>Length</u>	<u>Termini</u>	<u>Type of Construction</u>	<u>Contractor</u>	<u>Total Cost</u>
TM-564	Oakley Park	1.8	South Commerce Road to Haggerty Road	Reconstruct with aggregate base course	C. W. Anderson	\$63,993
TM-565	Drahner	1.0	Pontiac Road West to Railroad	Reconstruct with aggregate base course	Dan Haddrill	43,823
TM-569	11 Mile	2.1	Orchard Lake Road to Inkster Road	Reconstruct with aggregate base course and place bituminous aggregate surface	Sterling Garrett	155,958
TM-570	Fish Lake	0.2	Rose-Highland Township Line	Reconstruct with aggregate base course	Maintenance Department	14,072
TM-573	Walnut Lake	1.1	Orchard Lake Road to Middlebelt Road	Reconstruct with aggregate base course	Sterling Garrett	78,816
TM-599	Granger	0.4	Seymore Lake Road North	Reconstruct with aggregate base course	Dan Haddrill	23,699*
TM-600	Old Perch	1.1	Avon Road to Walton Boulevard	Bituminous aggregate surface 20' wide	Cooke Contracting Company	19,814
TM-601	Oakley Park	1.8	South Commerce Road to Haggerty Road	Bituminous aggregate surface 20' wide	Oakland Paving Company	27,779
TM-602	Pine Tree	0.5	Clarkston Road to Heights Road	Bituminous aggregate surface 20' wide	Cooke Contracting Company	10,115
TM-603	Loon Lake	0.9	Wixom City Limits to Benstein Road	Bituminous aggregate surface 20' wide	Oakland Paving Company	12,460
TM-604	Walnut Lake	1.1	Orchard Lake Road to Middlebelt Road	Bituminous aggregate surface 20' wide	Oakland Paving Company	19,803
TM-605	Waldon	1.1	Existing Surface to Sashabaw Road	Bituminous aggregate surface 20' wide	Ann Arbor Construction Company	19,543
TM-606	Maple	0.8	Wixom City Limits to Benstein Road	Reconstruct with aggregate base course	Sterling Garrett	36,865
TM-607	McCoy	0.5	Benstein Road to Ladd Road	Reconstruct with aggregate base course	Groleau Brothers	31,192
TM-615	Fish Lake	0.8	Academy Road to Grange Hall Road	Reconstruct with aggregate base course and place bituminous aggregate surface Replace existing bridge with corrugated metal culvert.	Ann Arbor Construction Company	49,300
TM-617	Fish Lake	0.6	Grange Hall Road to Quick Road	Reconstruct with aggregate base course	Groleau Brothers	42,453
TM-619	Stoneleigh Street	0.1	Vernor Estates Subdivision to Oakleigh Street	Reconstruct with aggregate base course	Maintenance Department	2,922
TM-620	Halstead	0.2	I-96 Service Road South	Reconstruct with aggregate base course	Maintenance Department	6,206
TM-622	Featherstone	0.7	Opdyke Road to Mott Road	Reconstruct with aggregate base course	J. D. Armstrong	56,429**
TM-624	Milford Township	—	Six Local Roads	Culverts and ditching	Maintenance Department	3,505
TM-625	Judah Lake	—	Between Joslyn Road and Baldwin Road	Improve alignment	Maintenance Department	4,331
TM-626	Gregory	0.1	Baldwin Road West	Reconstruct with aggregate base course	Maintenance Department	6,251
TM-628	Livernois	—	0.3 Miles North of Walton Boulevard	Replace existing bridge with corrugated metal culvert	Maintenance Department	18,821
TM-633	Predmore, Buell, Lake George	—	Orion Township	Spot improvements	Maintenance Department	4,774

*Gravel Firm paid 50% of the cost.

**Oakland Community College paid 50% of the cost.

Maintenance Department

The basic activity of our Maintenance Department revolves around the repair and maintenance of 2,685.76 miles of roads and highways located in Oakland County.

The system of roads is broken down as follows:

State Trunk Line and Freeway System—230.16 Miles.

County Primary Roads—721.75 Miles

County Local Road System—1,733.85 Miles

All work done on the state system is contracted and budgeted by the Michigan Department of State Highways. The total cost and the amount for which the state reimbursed the Road Commission approximated \$968,799.00 for the year 1965. Steady annual increases in this figure are indicative of the demanding maintenance required on the freeway system of Oakland County in order to accommodate the high volume, high speed traffic using these routes. A companion problem to the expanding freeway system in the county is the expansion of the county road system itself which has to successfully absorb sections of the existing trunk lines replaced by new freeways and subsequently turned back to the county.

Maintenance costs for the primary and local road system, which are financed primarily by the Motor Vehicle Funds and supplemented to some extent by local contributions were allocated as follows:

Primary	\$2,059,447.28
Local	\$1,222,763.88

As a part of this year's report we are including photographs of our Maintenance Department in action.

Ditch Cleanout Operation



Bituminous Concrete Patching



One of the most costly events for our maintenance people in 1965 began on Thursday, February 25. At this time began one of the most severe winter storms that this area had experienced in many years and by Friday, February 26, the storm had deposited on the road system of Oakland County approximately 12 inches of snow, the removal of which was complicated by high winds. Some of the conditions encountered by our maintenance crews are shown by the following photographs.



Around the clock operations resulted in passable roads in a relative short time and by Sunday the 28th of February all streets and roads in the county were open for at least one way traffic, and many to normal travel. Cost of this particular storm was in excess of \$175,500.00.

Generally speaking our winter season was a costly and memorable one with a total snowfall of 74 inches and followed by an unusually heavy spring breakup.

Our Maintenance Office in 1965 was the recipient of more than 31,000 telephone calls of which more than 6,500 were of a service nature which were answered and action taken.

In addition to the maintenance of the traveled portion of the county roads and the adjacent shoulders our Maintenance Department must contend with the trees of the bordering right-of-way. During 1965 the prevalence of Dutch Elm Disease

necessitated the removal of approximately 1,500 trees so afflicted and the removal of approximately 2,000 more trees for other reasons while an additional 1,900 were trimmed.

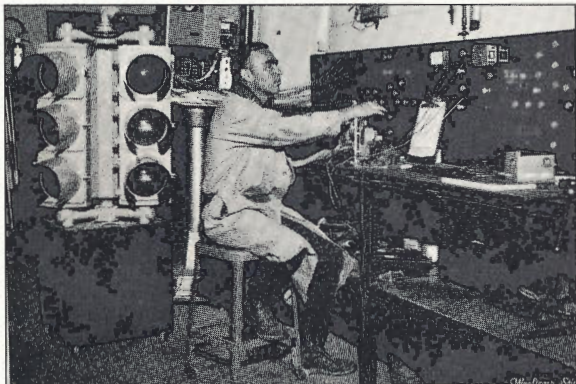
Under the auspices of our Maintenance Department functions the Weighmaster Division, which with the Maintenance Office was responsible for the issuance of some 9,100 permits. These permits cover the movement for hauling of either overweight, overwidth, or over length loads. In conducting the routine patrol of county roads the Weighmaster Division stopped and inspected more than 1,600 vehicles and were responsible for the issuance of 122 warning violations and over 200 actual violations. Keynoting the operations of the Weighmaster Division are two fundamentals: (1) Proper use of the road system by haulers; (2) The safety and welfare of the motoring public.



Weight check of possible overload

Traffic Department

Working in close conjunction with both the Maintenance Department and the Engineering Department is the Traffic Department. During 1965 this Department was responsible for the installation of 13 new electrical traffic devices, as well as the responsibility for the 24 hour safe and efficient operation of an additional 417 electrical traffic control devices installed previously.



Bench check of repaired signal before reinstallation.



Stop sign installation resulting from joint Road Commission and local police survey.



Routine check of traffic signal providing for safe operation.

This Department also reviews all accident reports of policing agencies of the county, as well as the Michigan State Police, with particular scrutiny given to accidents where fatalities occur. The purpose of all such investigations is to determine if there is a need for remedial action on the part of the Road Commission.

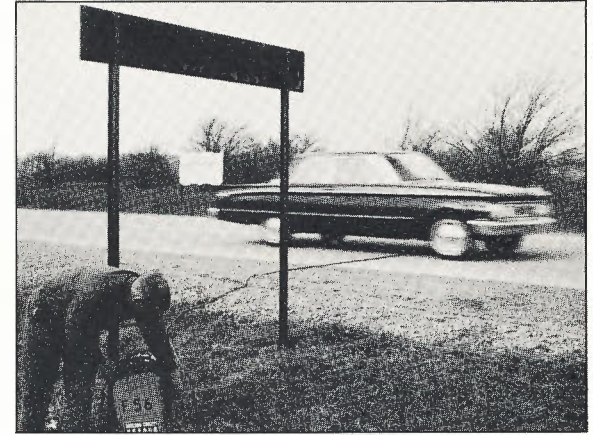
Another main responsibility of the Department is to conduct traffic volume counts by means of both electrical counters and manual counts. Manual counts are also made on turning movements and other special traffic movements. The results of traffic movements and radar checks of traffic speed are used with other information gathered by the Department in conducting co-operative studies with the interested law enforcement agencies of the county in the establishment of speed control zones, restrictive parking measures, or any other action that may be deemed necessary.

This same information proves in many cases to be valuable to our Engineering Department in the planning of future road improvements and the type of design to be incorporated in these improvements.

The Traffic Department along with the Road Commission as a whole took particular pride in the fact that during 1965, Oakland County was the only county in the state which had a reduction in traffic fatalities on its county roads.



Manual Check of Intersection Turning Movements.



Installation of Electrical Traffic Counter.

Safety Department

The Safety Program at the Oakland County Road Commission is an active one. Each day many safety activities are enacted to make the employees safety conscious.

Safety meetings are held periodically with lectures and safety films being used as training aids. Equipment inspections and safety literature are also used in the program.

The Road Commission has been affiliated with the National Safety Council since 1960.

Safe Driver Awards were issued in 1965 to 190 employees.

1 Year Award	19 Employees
2 Year Award	39 Employees
3 Year Award	17 Employees
4 Year Award	20 Employees
5 Year Award	95 Employees

Approximately 33 million miles of safe driving without an accident is represented by these employees.

Purchasing Department

The Purchasing Department efficiently and expeditiously carried out the acquisition of \$831,312.86 of materials, parts, supplies, office and shop equipment. New road equipment in the amount of \$392,257.45 was purchased. The majority of these purchases were made through the process of competitive sealed bids. These bids were tailored to specifications which are the result of the combined experience of both our Maintenance Department and a cost analysis record kept on all equipment other than small tools.

MAJOR MATERIAL ACQUISITION IN 1965

Liquid Calcium Chloride (Dust Layer)	
1965 From Vendors	2,492,288 gal.
1965 From Brine Well	1,725,185 gal.
Flake Calcium Chloride—Bulk (Ice Control)	
1964-65 Season—Not in Stock	375 tons
Rock Salt—Bulk (Ice Control)	
1964-65 Season	21,286 tons
Bituminous Materials:	
AE-3 Patching	214,036 gal.
RT-10 Tarvia, Seal Coat	62,811 gal.
RT-3 Tarvia, Seal Coat	2,639 gal.
Seneca Special, Seal Coat	71,856 gal.
AC 85/100 Crack Filling	15,012 gal.
Pavement Marking Paint and Beads:	
White	8,462 gal.
Yellow	6,657 gal.
Black	1,840 gal.
Beads	89,650 lbs.
Culverts	
Corrugated Metal Pipe, Round	20,311 ft.
Corrugated Metal Pipe, Formed Bottom	1,440 ft.
Concrete, Plain	5,709 ft.
Concrete, Reinforced	559 ft.
Cement	826 sacks
Plywood—5/8" HD Black for Signs	8,555 sq. ft.
Aluminum Sign Blanks	2,780 Blanks
Scotchlite and Scotchcal Sheeting	22,502 sq. ft.
Flex Beam Guard Rail	8,750 ft.

**COPY OF RESOLUTION ADOPTED BY THE
BOARD OF COUNTY ROAD COMMISSIONERS
OF THE COUNTY OF OAKLAND, MICHIGAN
UNDER DATE OF DECEMBER 21, 1965.**

WHEREAS, Section 9, Chapter IV of Act 283 of the Public Acts of 1909 as last amended (MSA 9.109) states: "The clerk of the county shall be the clerk of the board of county road commissioners, and shall keep the records and accounts of the board, and preserve its files in a manner directed by the board: Provided, however, that when, in the opinion of the board of county road commissioners, the work is of sufficient volume, the board may appoint a secretary with the permission of the board of supervisors, who shall be and act as clerk of the board, and whose salary together with the salaries of the members of the board of county road commissioners, shall be paid by the board of county road commissioners from county road funds." and

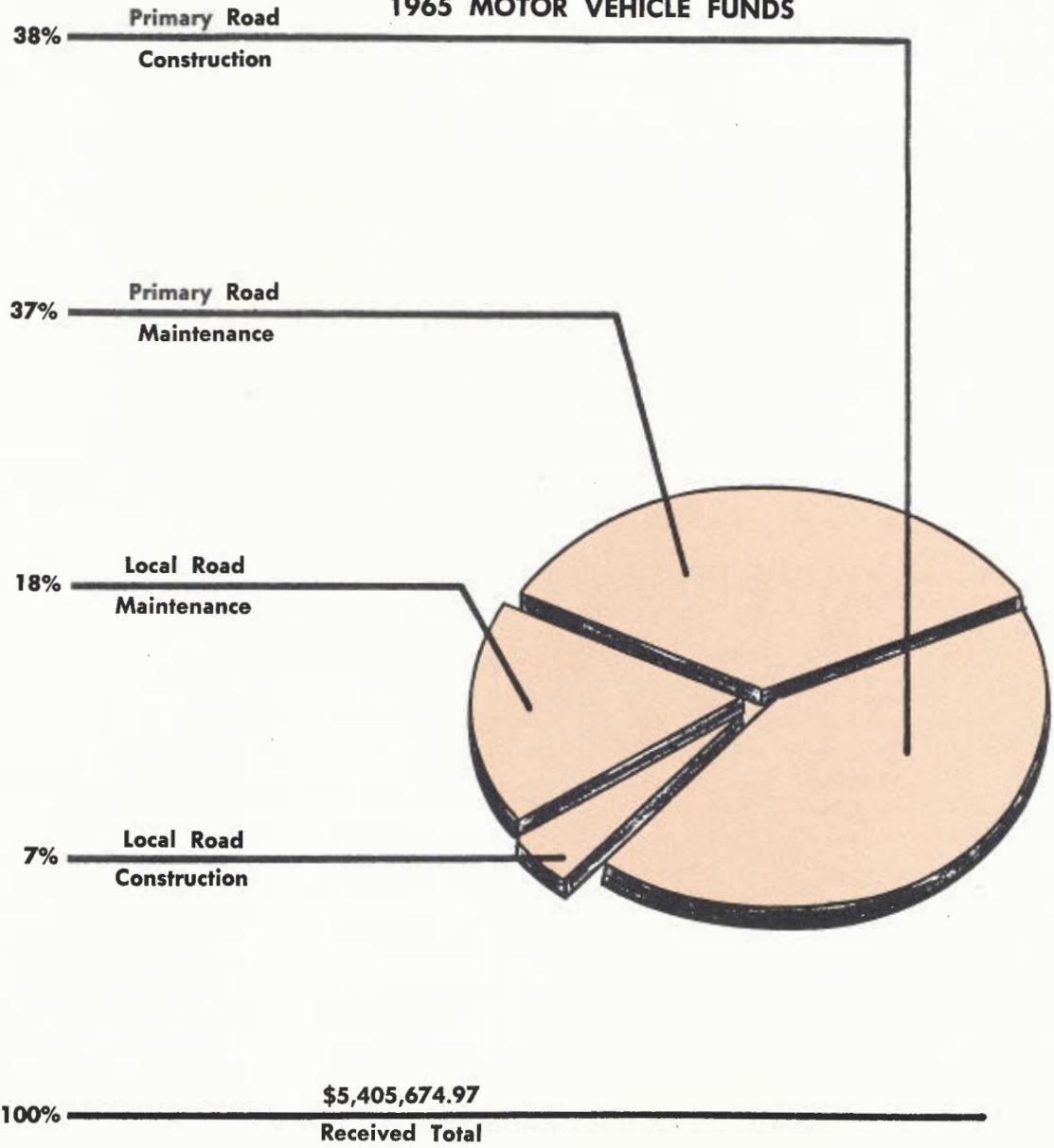
WHEREAS, This Board did heretofore determine that the work is of sufficient volume and did with the permission of the Board of Supervisors, appoint Irwin P. Nichols as Secretary-Clerk of this Board.

NOW, THEREFORE, BE IT RESOLVED, That this Board hereby redetermines that in its opinion the work is of sufficient volume and that Irwin P. Nichols be and that he is hereby reappointed as Secretary for the year 1966 and that he shall be and act as Clerk of this Board, at the salary provided for in the "Classification Schedule for Administrative Employees" adopted by the Board under date of January 1, 1966.

BE IT FURTHER RESOLVED, That the salary of the said Irwin P. Nichols together with the salaries of the members of this Board shall be paid from the county road funds, and

BE IT FURTHER RESOLVED, That the duties of the Secretary-Clerk shall be those delegated to the Secretary-Clerk by law and by action of this Board.

**DISTRIBUTION
OF
1965 MOTOR VEHICLE FUNDS**



BALANCE SHEET

December 31, 1965

ASSETS:

General Operating Fund

County Treasurer's Cash Account	164,169.10	
Imprest Cash—Office	150.00	
Payroll—Bank Account	2,500.00	
Revolving Bank Account	195,370.03	
County Treasurer—A. P. W. Bridge Const. Fund	44,452.25	
Accounts Receivable:		
State Trunkline Maintenance	149,880.04	
State Highway Department—Other	23,836.80	
Due on County Road Agreements	159,784.92	
Sundry Accounts Receivable	<u>44,851.03</u>	
		378,352.79
Inventories:		
Equipment Materials & Parts	88,140.62	
Road Materials	<u>296,208.23</u>	
		384,348.85
Prepaid Expenses	86,939.22	
Deferred Expense—F. A. S.	91,458.61	
Total General Operating Fund		1,347,740.85

Fixed Asset Fund

Land & Improvements	368,903.50	
Buildings	1,267,210.79	
Less: Reserve for Depreciation	<u>186,419.15</u>	1,080,791.64
Equipment—Road	2,838,904.54	
Less: Reserve for Depreciation	<u>1,551,471.35</u>	1,287,433.19
Equipment—Shop	96,568.08	
Less: Reserve for Depreciation	<u>58,372.45</u>	38,195.63
Equipment—Office	99,560.67	
Less: Reserve for Depreciation	<u>69,945.96</u>	29,614.71
Equipment—Engineers	9,411.78	
Less: Reserve for Depreciation	<u>5,367.83</u>	4,043.95
Equipment—Brine Well	38,034.81	
Less: Reserve for Depreciation	<u>17,666.00</u>	20,368.81
Depletable Assets—Gravel Pits	75,964.64	
Less: Reserve for Depletion	<u>70,032.36</u>	5,932.28
Total Fixed Assets		2,835,283.71

Long Term Debt Fund

Amount to be Provided for the Retirement of Bonds		<u>6,478,750.00</u>
TOTAL ASSETS		<u>10,661,774.56</u>

LIABILITIES AND FUND EQUITIES:

General Operating Fund

Liabilities		
Accounts Payable	159,644.11	
U.S. Savings Bonds—County Employees	1,540.00	
Accrued Liabilities	40,652.37	
Advances—Townships & Others	13,280.00	
Advances—Matching Funds by Townships	144,909.27	
Advances—Deposits by Contractors & Subdividers	595,289.45	
Other—Work Orders in Progress	<u>-44,468.01</u>	
		910,847.19
Available Operating Funds		
County Road Commission Funds		<u>436,893.66</u>
Total Operating Liabilities & Equities		1,347,740.85

Fixed Asset Fund

Plant and Equipment Equity		2,835,283.71
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Long Term Debt Fund

Farmington—Brighton Expressway Bond	91,250.00	
Northwestern Expressway Bond	1,012,500.00	
County Highway Bonds	<u>5,375,000.00</u>	
Total Long Term Debt Fund		<u>6,478,750.00</u>

TOTAL LIABILITIES AND FUND EQUITIES

10,661,774.56

SUMMARY OF RECEIPTS AND EXPENDITURES

Year 1965

COUNTY HIGHWAY RECEIPTS

Revenue Receipts

State Funds - Motor Vehicle Highway Funds	5,405,674.97
Federal Aid Secondary Funds	49,768.46
A. P. W. Building Fund	9,590.00
County Raised Revenue	626,356.14
Miscellaneous Receipts	<u>77,882.75</u>

Total Revenue Receipts 6,169,272.32

TOTAL HIGHWAY RECEIPTS 6,169,272.32

COUNTY HIGHWAY EXPENDITURES

Construction	3,005,934.26
Maintenance	3,282,211.16
Equipment Account	3,514.68
Interest	167,487.50
Administration	<u>450,989.27</u>

Total Operating Expenditures 6,910,136.87

NON-OPERATING EXPENDITURES

Capital Outlay	51,847.40
Gain on Disposal of Equipment	-14,293.30
Long Term Debt Payments	<u>320,000.00</u>

Total Non-Operating Expenditures 357,554.10

TOTAL HIGHWAY EXPENDITURES 7,267,690.97

Decrease in Available Operating Funds -1,098,418.65

GRAND TOTAL 6,169,272.32

COUNTY HIGHWAY RECEIPTS

Year 1965

REVENUE RECEIPTS

State Funds - Motor Vehicle Highway Funds

Engineering Services	
Primary Road Fund	4,075.00
Local Road Fund	<u>925.00</u>

Total Engineering Service **5,000.00**

County Primary Road Fund		
Amount of Allocation	4,398,812.11	
Less: Optional Transfer	<u>-436,961.49</u>	
Net for Primary Roads		3,961,850.62

County Local Road Fund		
Amount of Allocation	1,001,862.86	
Add: Optional Transfer	<u>436,961.49</u>	
Net for Local Roads		<u>1,438,824.35</u>

Total Motor Vehicle Highway Funds **5,405,674.97**

Federal Funds	
Federal Aid Secondary	49,768.46
A. P. W. Building Funds	<u>9,590.00</u>

Total Federal Funds **59,358.46**

County Raised Revenue	
Township Contributions	423,488.01
Other Contributions	<u>202,868.13</u>

Total County Raised Revenue **626,356.14**

Miscellaneous Receipts	
Salvage Sales	2,287.55
Interest Earned	60,572.16
Sundry Refunds	1,760.79
Sale of Maps & Plans	645.25
Permit Fees	<u>12,617.00</u>

Total Miscellaneous Receipts 77,882.75

TOTAL REVENUE RECEIPTS 6,169,272.32

COUNTY HIGHWAY EXPENDITURES

Year 1965

	<u>Primary Road System</u>	<u>Local Road System</u>	
<u>OPERATING EXPENDITURES</u>			
Construction (All Costs Except Administration)			
Roads - County Road Fund	2,108,232.25	823,698.48	
Roads - County Bond Fund	44,389.72		
Bridges	<u>20,984.38</u>	<u>8,629.43</u>	
Total Construction Expense	2,173,606.35	832,327.91	3,005,934.26
Maintenance (All Cost Except Administration)			
General Maintenance - Roads	1,494,890.92	1,049,464.94	
General Maintenance - Structures	3,792.80	4,592.07	
Snow & Ice Control, Snow Fence	345,681.48	148,229.65	
Traffic Control	180,343.33	20,477.22	
Maintenance Agreements	<u>33,156.95</u>		
Total Maintenance Expenditures	2,057,865.48	1,222,763.88	3,280,629.36
Roadside Parks & Motor Parkways			
Construction & Maintenance	<u>1,581.80</u>		
Total Roadside Parks Expenditures	1,581.80		1,581.80
Equipment Account			
Direct	745,184.43		
Indirect & Storage	320,061.63		
Operating	<u>99,676.84</u>		
Total Equipment Expense		1,164,922.90	
Credits to Equipment Account			
Equipment Rental		<u>-1,161,408.22</u>	
Net Equipment Account Expense			3,514.68
Interest Expense - Primary Roads			167,487.50

COUNTY HIGHWAY EXPENDITURES

Year 1965

OPERATING EXPENDITURES—Continued

Administrative Expense		514,829.82
Credits to Administrative Accounts		
Handling Charges on Material Sold	7,886.09	
Overhead - State Trunkline Maint.	46,575.82	
Purchase Discounts	7,688.78	
Plat Fees	<u>1,689.86</u>	
Total Credits to Administration		<u>-63,840.55</u>
Net Administrative Expense		450,989.27
Administration Proration		
Primary System	330,872.63	
Local System	<u>120,116.64</u>	
TOTAL OPERATING EXPENDITURES		6,910,136.87
NON-EXPENSE DEBITS		
Capital Outlay		
Land & Improvements	57,382.22	
Buildings	8,288.63	
Equipment	<u>410,417.39</u>	
Total Capital Outlay		476,088.24
Less: Non-Revenue Credits		
Equipment Retirements	35,228.70	
Depreciation & Depletion	<u>389,012.14</u>	
Total Non-Revenue Credits		-424,240.84
NET CAPITAL OUTLAY EXPENDITURES		51,847.40
Gain on Disposal of Equipment		-14,293.30
Long Term Debt Payments		
Roads (Primary)	215,000.00	
Expressway Bonds		
Farmington - Brighton Expressway	15,000.00	
Northwestern Expressway	<u>90,000.00</u>	
Total Long Term Debt Payment		320,000.00
TOTAL NON-EXPENSE DEBITS		357,554.10
TOTAL EXPENDITURES		7,267,690.97
Decrease in Available Operating Funds		<u>-1,098,418.65</u>
TOTAL EXPENDITURES AND FUND EQUITY ADJUSTMENT		6,169,272.32

STATEMENT OF LOCAL ROAD & BRIDGE CONSTRUCTION

Year 1965

<u>Project</u>	<u>Road</u>	<u>Amount</u>	<u>Motor Vehicle Funds</u>	<u>Townships and Other Contributions</u>
TM-527	Square Lake Road	2,778.51	1,501.04	1,277.47 Bloomfield
TM-553	Old Perch Road	6,652.32	3,201.34	3,450.98 Avon
TM-554	Charing Cross	19,017.22	8,676.91	10,340.31 Bloomfield
TM-564	Oakley Park Road	63,993.32	31,221.18	32,772.14 Commerce
TM-565	Drahner Road	43,823.01	23,152.33	20,670.68 Oxford
TM-567	Loon Lake Road	7,988.05	4,146.07	3,841.98 Commerce
TM-569	Eleven Mile Road	155,957.73	81,576.49	74,381.24 Farmington
TM-570	Fish Lake Road	14,072.34	7,036.18	3,518.08 Rose
				3,518.08 Highland
T -571	Holly Hills Sub. 2, 3, 4, 5	2,701.34		2,701.34 Lawyers Title Ins. Co.
TM-573	Walnut Lake Road	78,815.87	42,464.41	36,351.46 W. Bloomfield
T -577	Putnam & Deering	15.67		15.67 W. Bloomfield
TM-599	Granger Road	23,698.81	13,789.56	9,909.25 Mickelson Corp.
TM-600	Old Perch Road	19,813.72	9,531.08	10,282.64 Avon
TM-601	Oakley Park Road	27,778.68	13,328.60	14,450.08 Commerce
TM-602	Pine Tree Road	10,115.47	4,948.64	5,166.83 Orion
TM-603	Loon Lake Road	12,460.25	5,933.65	6,526.60 Commerce
TM-604	Walnut Lake Road	19,803.10	9,561.07	10,242.03 W. Bloomfield
TM-605	Waldon Road	19,543.20	9,499.59	10,043.61 Independence
TM-606	W. Maple Road	36,865.07	20,001.28	16,863.79 Commerce
TM-607	McCoy	31,191.70	16,431.90	14,759.80 Commerce
TM-613	Avon Road	11,384.40	7,384.15	4,000.25 Avon
TM-614	Walnut Lake Road	2,739.04	1,369.52	1,369.52 W. Bloomfield
TM-615	Fish Lake Road	49,300.04	24,879.47	24,420.57 Holly
TM-616	Clarkston Road	3,868.06	1,934.03	1,934.03 Orion
TM-617	Fish Lake Road	42,453.38	22,611.34	19,842.04 Holly
TM-618	West Glass Road	3,062.92	2,024.22	1,038.70 Brandon
TM-619	Stoneliagh	2,922.24	974.08	1,948.16 Bloomfield
TM-620	Halstead Road	6,206.50	3,103.25	3,103.25 Farmington
TM-621	Maceday Lake Road	3,719.84	1,859.92	1,859.92 Waterford
TM-622	Featherstone Road	56,429.03	31,372.54	25,056.49 Oakland Community College
TM-624	Six Local Roads	3,505.28	1,752.64	1,752.64 Milford
TM-625	Judah Lake Road	4,331.34	2,165.67	2,165.67 Orion
TM-626	Gregory Road	6,251.10	3,125.55	3,125.55 Orion
TM-627	Dutton Road	1,682.33	841.16	841.17 Avon
TM-628	Livernois Road	18,821.44	9,410.72	9,410.72 Avon
TM-630	Drahner Road	740.73	370.36	370.37 Oxford
TM-631	Waldon Road	439.82	219.91	219.91 Independence
TM-633	Predmore-Buell-Lake George	4,773.84	2,386.92	2,386.92 Oakland
W. O. 4637	Ruby Street	1,864.78		1,846.78 Avon
W. O. 5070	Haver Drive	2,116.99	1,058.50	1,058.49 Addison
TOTAL LOCAL ROAD CONSTRUCTION		823,698.48	424,845.27	398,853.21

STATEMENT OF LOCAL ROAD & BRIDGE CONSTRUCTION

Year 1965

	<u>Amount</u>	<u>Motor Vehicle Funds</u>	<u>Townships and Other Contributions</u>	
(Continued)				
Local Road Construction				
Sub-Total Brought Forward	823,698.49	424,845.27	398,853.21	
* Local Road Structures Construction				
<u>Project</u>	<u>Road</u>			
SLFA-1000	Hamlin Road	794.78	794.78	
SLFA-1001	Avon Road	626.78	626.78	
SLFA-1002	Washington Road	347.78	347.78	
SLFA-1003	Dutton Road	2,281.71	2,281.71	
SLFA-1004	Burns Road	301.28	301.28	
SLFA-1005	Dawson Road	374.78	374.78	
SLFA-1006	Squirrel Road	274.78	274.78	
SLFA-1008	Inkster Road	997.70	997.70	
SLFA-1009	Pontiac Lake Road	354.78	354.78	
SL-635	Winkler Mill	<u>2,275.06</u>	<u>1,137.53</u>	<u>1,137.53</u> Avon
Total Local Road Structures Construction		<u>8,629.43</u>	<u>7,491.90</u>	<u>1,137.53</u>
TOTAL LOCAL ROAD & STRUCTURES CONSTRUCTION		<u><u>832,327.91</u></u>	<u><u>432,337.17</u></u>	<u><u>399,990.74</u></u>

* NOTE: Unpaid Federal Government share to be received in 1966 estimated to be \$10,000.00

CASH BUDGET FOR 1966

REVENUE

	<u>1963</u> <u>(Actual)</u>	<u>1964</u> <u>(Actual)</u>	<u>1965</u> <u>(Actual)</u>	<u>1966</u> <u>(Estimated)</u>
<u>MOTOR VEHICLE HIGHWAY FUNDS</u>	\$	\$	\$	\$
Engineering	5,000	5,000	5,000	5,000
Primary Roads	3,821,318	4,098,789	4,398,812	4,700,000
Local Roads	887,140	940,849	1,001,863	1,070,000
Total	4,713,458	5,044,638	5,405,675	5,775,000
 <u>OTHER REVENUE</u>				
Participation by Cities & Adjacent Counties	118,575	330,996	422,153	265,000
Interest Earned	173,063	144,323	60,573	20,000
State Maintenance Contract	667,892	764,823	923,378 (13 mo.)	950,000
A. P. W. Federal Funds	none	256,500	9,590	10,000
Matching Projects, Townships	247,567	334,614	262,644	300,000
Calcium Chloride	125,602	121,387	123,422	125,000
Escrow Funds	479,833	707,861	393,599	400,000
Miscellaneous	215,637	375,685	398,409	369,000
Total Other Revenue	2,028,169	3,036,189	2,593,768	2,439,000
 TOTAL REVENUE	\$6,741,627	\$8,080,836	\$7,999,443	\$8,214,000

EXPENDITURES

	\$	\$	\$	\$
<u>CONSTRUCTION</u>				
Primary Road Contracts & Right of Way	506,148	548,970	1,996,354	998,000
Local Road Contracts & Right of Way	540,935	466,315	736,995	700,000
Bridge Construction (A. P. W. Projects)	8,528	337,681	9,553	5,000
Bond Payments	490,437	490,700	487,488	485,000
Total	1,546,048	1,843,666	3,230,390	2,188,000
 <u>OTHER EXPENDITURES</u>				
Material, Supplies & Parts	1,033,291	964,248	1,334,310	1,062,000
Payroll, Hourly	1,954,334	2,023,408	2,275,582	2,400,000
Distributive Expense, Pension, Insurance	536,932	595,433	730,906	821,000
Capital Outlay	336,726	320,447	352,403	538,000
Administrative Expense	683,042	706,433	775,531	800,000
Escrow Funds & Miscellaneous	416,921	517,428	374,811	405,000
Total Other Expenditures	4,961,246	5,127,397	5,843,543	6,026,000
 TOTAL EXPENDITURES	\$6,507,294	\$6,971,063	\$9,073,933	\$8,214,000