

OAKLAND COUNTY



ROAD COMMISSION

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1971



Paul W. McGovern, Chairman



Frazer W. Staman, Vice Chairman



Fred L. Harris, Commissioner

To The Honorable Board of Commissioners
of the County of Oakland, Michigan

Gentlemen:

Your Board of County Road Commissioners, in compliance with the statutes thereto, takes pleasure in submitting for your consideration and approval our Annual Report for the year ending December 31, 1971.

The 1971 Annual Report briefly reviews a random selection of our more important programs; the programs chosen do not provide an inward look at the Road Commission's various departments — which were featured last year — but focus instead, on extraneous activity that affects the county wide road system.

We hope that the Oakland County Board of Commissioners and all others who may read our report will become more fully aware of the function and importance of the Oakland County Road Commission.

Respectfully submitted, April, 1972

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

Paul W. McGovern, Chairman

Frazer W. Staman, Vice Chairman

Fred L. Harris, Commissioner

ROAD COMMISSION PERSONNEL

ADMINISTRATIVE STAFF

Paul Van Roekel, County Highway Engineer
R. G. Worland, Secretary-Clerk of the Board
Bernard D. Speace, Accounting
Department Supervisor
Willard L. McRae, Director of Personnel
Leroy W. McEntee, Assistant Corp. Counsel
Edward A. Besemer, Attorney
Audrey G. Ellixson, Purchasing Director

ENGINEERING

William J. Fognini, Director of Engineering
Frank C. Beach, Planning Engineer
Harold J. Rathfoot, Jr., Plat Engineer
David B. Kahn, Right of Way and
Contracts Engineer
Dennis A. Grylicki, Design Engineer
Jerome L. Kelly, Jr., Construction Engineer
James R. Stevens, Subdivision Street
Improvement Engineer

TRAFFIC

Richard J. Folkers, Director of Traffic Control
Robert W. Osgood, Traffic Engineer
Lester I. Akey, Electrical Services Engineer
Floyd E. Harp, Superintendent of Electrical
Division
Robert C. Shultz, Superintendent of Traffic
Services

MAINTENANCE

David W. Hasse, Director of Highway Maintenance
James H. Bradley, Maintenance Operations
Engineer
Allen R. Buchanan, Staff Engineer
Paul W. Pepple, Area Maintenance Operations
Supervisor (Milford, Davisburg, Orion)
Cecil R. Bracken, Area Maintenance Operations
Supervisor (Pontiac, Southfield)
Gail Bracken, Jr., Superintendent of Equipment
Repair
Zane J. Ivory, Superintendent of Forestry
Lionel R. Cahoon, Superintendent of
Milford District
George E. Keyser, Jr., Superintendent of
Davisburg District
Robert V. Shelton, Superintendent of
Orion District
Joseph V. LaBarge, Superintendent of
Southfield District
William C. Kleino, Superintendent of
Pontiac District

PERMITS AND SPECIAL USES

William R. Mercer, Director of Permits & Special Uses
Mikel P. Long, Permit Engineer
Peter Waisanen, Weighmaster



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Cover

Silhouetted against a bright orange background, the Road Commission's red white and blue emblem traces its basic scheme to our Nation's Flag. As our Flag is a symbol of a proud and progressive nation, so is the Road Commission's emblem symbolic of our pride and progress in providing good roads.

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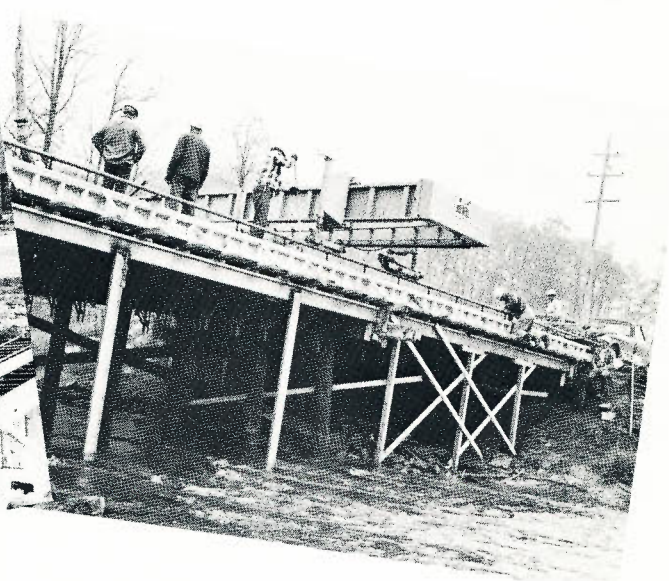
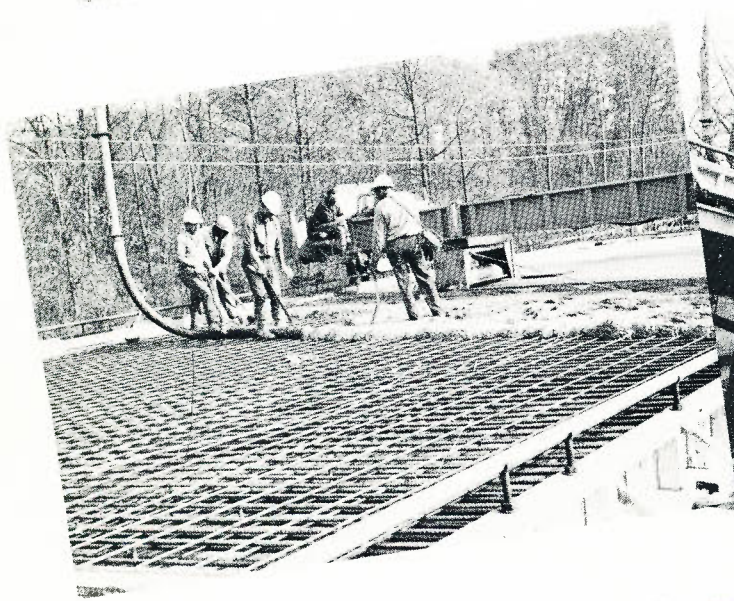
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OAKLAND COUNTY
GOVERNMENTAL REFERENCE LIBRARY

1200 NORTH TELEGRAPH ROAD
PONTIAC, MICHIGAN 48053

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GOOD ROADS

Oakland County ranks foremost among those counties that have a diversity of road systems and road needs. Subdivision streets, rural gravel roads, urban boulevards, and multi-lane avenues, combined, form the 2500 mile labyrinth of county roads. To provide and maintain such a vast road system, the largest in Michigan, the Oakland County Road Commission hosts a diversity of programs designed to meet present and future needs.

* * * *

One of the Road Commission's most important 1971 programs was designed to increase the county's share of state returned revenue. The Road Commission cannot provide a better road system without more money. The reasons are twofold: First, Oakland County's population is growing at a faster rate than any other county in the state and rapid growth insures a corresponding increase in auto usage. Second, the existing state revenue return formula, if retained, further reduces Oakland County's ability to meet road needs, simply because it perpetuates the existing inequity of needs out-pacing revenue — especially true in urban areas. The existing formula is structured so that for every dollar the Oakland County resident puts into the gas and weight tax fund only \$.40 is returned for expenditure on all roads in the county, including those under city jurisdiction. The percentage of funds returned to Oakland County is the lowest in Michigan. Since Oakland County has the largest road system and the fastest growing population, the lowest percentage of monies returned is further indication that Oakland County will be unable to meet some of its road needs.

Insufficient finances that result from the current gas and weight tax return formula can be traced back more than twenty years, to when Michigan — and therefore the State Legislature — was rural oriented. In 1951, the Legislature adopted a formula based on 1951 road mileage and population. The formula worked reasonably well — back in 1951; however, twenty years of rapid urban growth has shifted the state from a rural oriented to an urban industrial oriented state, but the twenty year old formula is still in effect.



To increase Oakland County's revenue, the formula must be modernized. In cooperation with the Oakland County Board of Commissioners, the Road Commission has proposed a formula change that is now before the State Legislature. The change would increase the gasoline tax; the urban counties would receive most of the additional funds, while the rural county's receipts would generally remain unchanged.

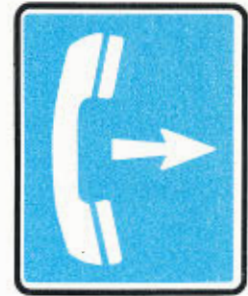
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The Road Commission is the most active Michigan participant in the Federally sponsored "TOPICS" program, a program designed to improve capacity and safety of urban area roadways. "TOPICS" provides money on a matching basis to those eligible participating communities who wish to do something about their traffic problems. The program is well into its third year in Oakland County, and so far, the joint efforts of the Road Commission and the participating cities have yielded over five million dollars worth of "TOPICS" improved intersections and road segments.

A good example of a recently completed "TOPICS" project is Greenfield Road between Nine Mile and Eleven Mile Roads. At a cost of three quarters of a million dollars, this section was widened to seven lanes and the traffic controls modernized; the capacity of the roadway is now nearly double that prior to the improvement.

Federal involvement in funding programs designed specifically for urban areas reflects federal recognition that urban area road needs have out-paced existing road funds. The recently completed Michigan Highway Needs study confirmed this conclusion by showing the highest percentage of road needs to be in Michigan's urban areas; the study further concluded that Oakland County's road needs were the "highest in the state."

Related to federal interest in urban area road needs is federal concern over the current question of whether or not wider buses should be allowed to operate on portions of the Interstate System. Recently testifying on the question before a U. S. Senate Subcommittee on roads, was Paul Van Roekel, Oakland County's Highway Engineer and President of the National Association of County Engineers; Van Roekel advised Senator Birch Bayh, Subcommittee Chairman, that to allow wider buses "would





be a fore-runner to allowing wider trucks," which would substantially increase the safety hazard on most of our Nation's county and local roadways.

* * * *

A colorful, and at the same time, a very important program initiated in 1971 is the adoption of some new traffic controls; late in the year the Road Commission began to install new types of signs and pavement markings that trace much of their origin to Europe. The signs transcend language barriers by utilizing pictures and symbols to convey meanings. Authorized through the Federal Highway Administration, the new signs are simplified, and are uniform in size, shape and color. Uniformity means that the same signs to be seen on Oakland County roads will also appear throughout the United States, Europe and South America.

Whenever an existing traffic sign must be replaced, or a sign installed in a new location, it will be done by using a new international style sign. The system-wide change is scheduled for a 1974 completion. The "new look" in pavement markings, already employed on the newly constructed Greenfield Road project, will be completed, county wide, by fall of 1972.

* * * *

Engaged in many continuous programs designed to upgrade Oakland County roads, the Road Commission feels that one of the most important and successful programs is street improvement at the neighborhood level. Over the years the Road Commission has inherited many older subdivision streets that were inadequately built, and are now in poor condition. To improve these streets, the Road Commission provides a program that includes engineering services, financing, and contract reconstruction; the adjacent property owners pay for most of the rebuilding costs, and can spread the payments over a ten year period.

A good example of a 1971 Street Improvement project is Indianwood Hills Subdivision in Orion Township. Built more than twenty years ago when governmental agencies had little control over standards of design and construction, the roads in Indianwood Hills exhibited every problem

The new international style traffic signs to be used on Oakland County Highways are basically self explanatory. The examples displayed on page one are: No Trucks Merging Traffic, Do Not Enter, Picnic Table. On page two, they are Telephone Slippery When Wet, No Right Turn, Pedestrian Crossing. Page three illustrates School Crossing, Yield, Hill, No U Turn.

In addition to the symbols the signs are significant by their color. Red indicates prohibition, while green indicates movements permitted, or direction guidance. Blue is used for motorist service guidance, yellow means general warning. Black and white designate regulation, while orange is used on construction and maintenance warning signs. Brown is used for recreation and scenic guidance.

imaginable. Inadequate drainage, poor base, substandard surface, and severe grade and alignment problems accurately describe the conditions.

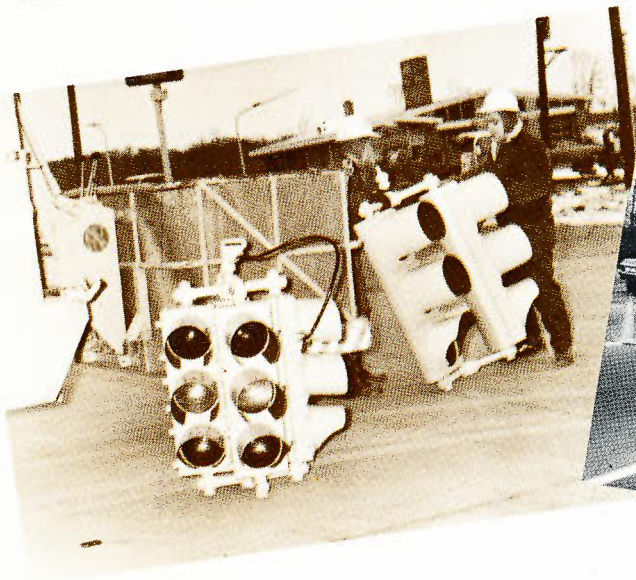
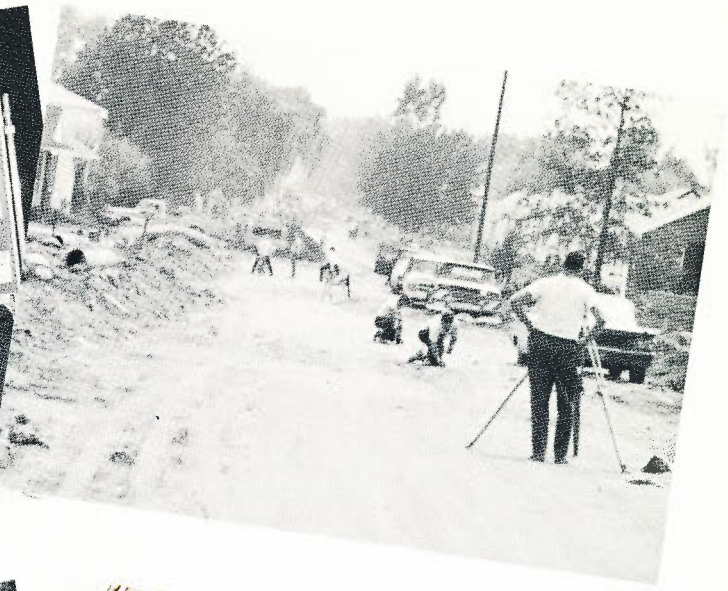
Through the Road Commission's Special Assessment program, the streets were reconstructed with the installation of drainage structures, improvements to the road base, slight re-alignment, and the placement of a five inch thick bituminous pavement. The residents now have a durable, easy to maintain pavement. That the program is successful is evidenced by the many people not only in Indianwood Hills who have communicated their satisfaction to the Road Commission, but in many other subdivisions, as well.

* * * *

Good roads play a vital role in Oakland County's livelihood. Realizing that good maintenance is a requisite to good roads, the Road Commission has emphasized maintenance improvement by being the first County in the United States to utilize the service of a private consultant in that field. The consultant, Roy Jorgenson and Associates, of Gaithersburg, Maryland, completed an 18 month study in 1971; put into effect this year, the consultant's recommendations include improved work scheduling, budgeting, priorities, more emphasis on permanent type repairs, and advance winter storm preparation through the use of a Chicago based weather consultant.

* * * *

The Road Commission feels that 1971 has been a particularly successful year. Although the major funding issue is yet to be resolved, the Road Commission's other programs have been particularly beneficial to the citizens of Oakland County. The vigorous participation in Federal Aid programs, the activity in new road construction, the implementation of new traffic controls, and the maintenance efficiency improvement program are all important measures in providing better Oakland County roads.

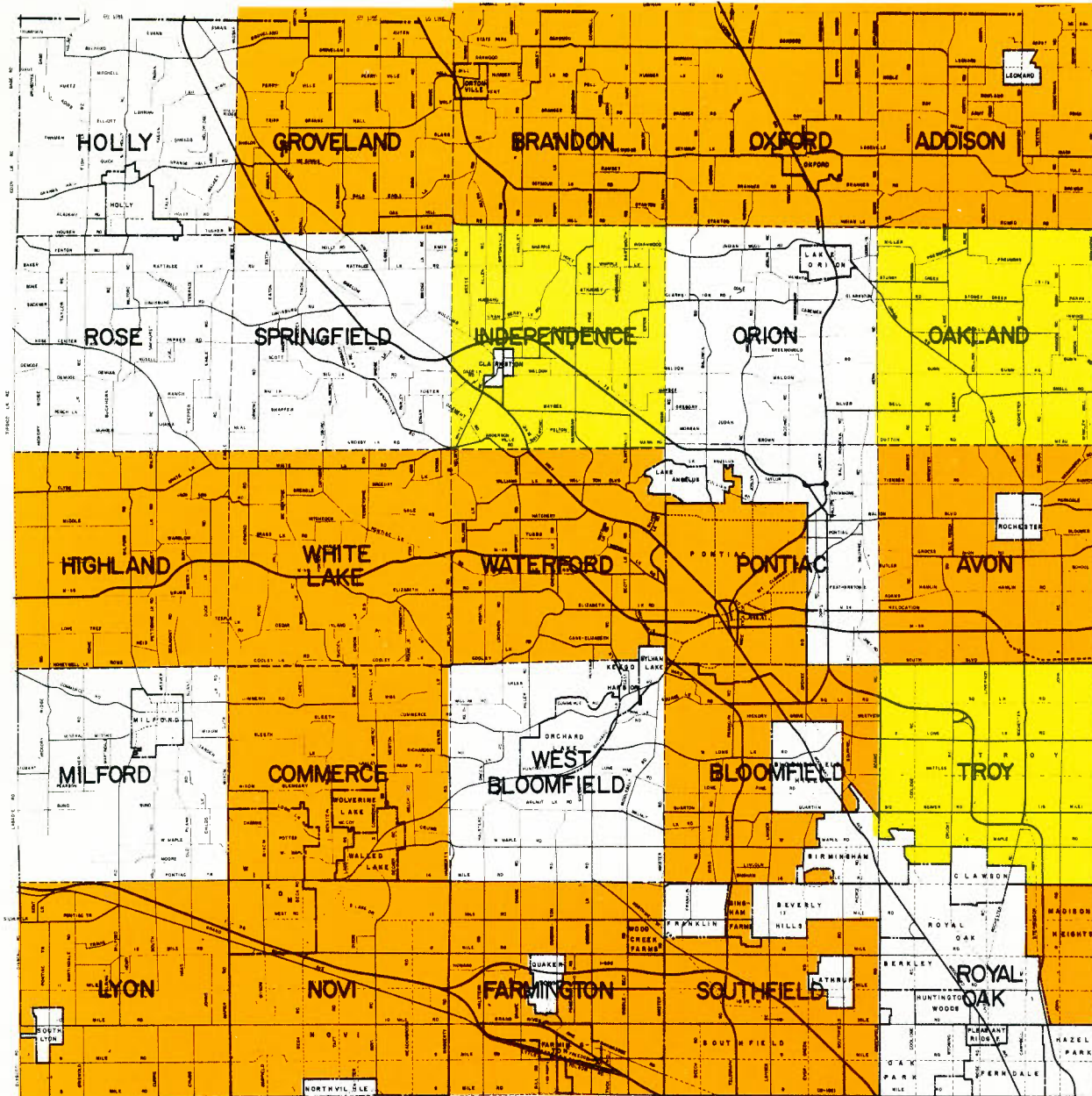


MASTER RIGHT-OF-WAY PROGRAM

OAKLAND COUNTY, MICHIGAN

24 ADOPTIONS
TO DATE

 ADOPTIONS
 PRELIMINARY
APPROVAL



The Master Right-of-Way Program has been a most successful Road Commission undertaking. The Program, designed to establish and set aside the future right of way width and location of all major thoroughfares in Oakland County, coordinates the plans of the Michigan Department of State Highways, the Inter-County Highway Commission, the Oakland County Road Commission, and local units of government. Thus far, 24 local agencies have adopted the Master Right-of-Way Program. These agencies comprise approximately 55% of the total land area and more than 50% of the total County population. In addition, nearly 65% of the total road mileage is now coordinated by, and under the jurisdiction of those agencies who have adopted the Program.

1971 PRIMARY ROAD CONSTRUCTION (FEDERAL AID)

The following projects were substantially completed during 1971.
 Base Cost Participation: approximately 50% Oakland County Road
 Commission, 50% Federal Government; City Participation as noted.

Project Number	Road Improved	Municipality	Length Miles	Termini	Type of Construction	Participation	Estimated Total Cost
PRT-697	Lahser Rd. and Fourteen Mile Rd.	Bloomfield Twp. Village of Beverly Hills		Intersection	12' wide, 8" thick asphalt north, south, east and west bound right turn lanes; concrete curb and gutter		\$ 35,000
FAS-739	Seymour Lake Rd.	Brandon Twp.	2.3	Sashabaw Rd. to Baldwin Rd.	22' wide, 2-1/2" thick asphalt pavement (2 lanes)		495,000
PRT-786	Elizabeth Lake Rd. and Cass Lake Rd.	Waterford Twp.		Intersection	11' wide, 8"-10" thick asphalt north, south and west bound right turn lanes; concrete curb and gutter		85,000
PRT-790	Quarton Rd. East of Telegraph Rd.	Bloomfield Twp.		Intersection	14' wide, 8" thick asphalt north and west bound right turn lanes; concrete curb and gutter		20,000
PRT-791	Walton Blvd. and Clintonville Rd.	Waterford Twp.		Intersection	60' wide, 9" thick concrete pavement; 8" thick asphalt tapers		175,000
CWT-799	Fourteen Mile Rd.	City of Troy City of Madison Heights	0.9	I-75 to East of John R Rd.	Additional 2 lanes, 24' wide, 9" thick concrete pavement; major median changes (7 lanes)	City of Troy City of Madison Heights	750,000
CWT-801	John R Rd. and Maple Rd.	City of Troy		Intersection	60' wide, 10" thick asphalt pavement; concrete curb and gutter	City of Troy	350,000
CWT-806	Maple Rd. and Rochester Rd.	City of Troy		Intersection	60' wide, 9" thick concrete pavement	City of Troy	375,000
PRT-807	Maple Rd. and Lahser Rd.	Bloomfield Twp.		Intersection	13' wide, 9" thick concrete east and west bound right turn lanes; concrete curb and gutter		80,000
PRT-809	Middlebelt Rd. at Northwestern Hwy.	Farmington Twp.		Intersection	12' wide, 10" thick asphalt west and south bound right turn lanes; concrete curb and gutter		40,000
CWT-814	Twelve Mile Rd. and Lahser Rd.	City of Southfield		Intersection	60' wide, 9" thick concrete pavement	City of Southfield	375,000
PRT-830	Greenfield Rd.	City of Oak Park City of Southfield	2.2	Nine Mile Rd. to Eleven Mile Rd.	Additional 3 lanes, 37' wide, 9" thick concrete pavement; concrete curb and gutter (7 lanes)	City of Oak Park City of Southfield	730,000
CWT-845	Walton Blvd.	City of Pontiac Pontiac Twp.	0.4	West of Perry St. to Opdyke Rd.	60' wide, 9" thick concrete pavement; 8" thick asphalt tapers (5 lanes)	City of Pontiac	250,000

1971 PRIMARY ROAD CONSTRUCTION (NON-FEDERAL AID)

The following projects were substantially completed during 1971.
 Base Cost Participation: 100% Oakland County Road Commission;
 City Participation as noted.

Project Number	Road Improved	Municipality	Length Miles	Termini	Type of Construction	Participation	Estimated Total Cost
PR-787	Orchard Lake Rd.	West Bloomfield Twp.	0.4	Will-O-Way north to Hardwood Dr.	60' wide, 9" thick concrete pavement (5 lanes)		\$250,000
CW-812	Orchard Lake Rd. and West Shiawassee Rd.	City of Farmington		Intersection	11' wide, 10" thick asphalt north bound left turn lane; concrete curb and gutter	City of Farmington	35,000
CW-815	Twelve Mile Rd.	City of Berkley	0.5	Greenfield Rd. east to Gardner St.	44' wide, 9" thick concrete pavement (4 lanes)	City of Berkley	300,000
PR-816	Union Lake Rd. and Willow Rd.	Commerce Twp.		Intersection	12' wide, 8" thick asphalt south bound passing lane; concrete curb and gutter; 10' wide, 8" thick west bound right turn lane; concrete curb and gutter		20,000
PR-839	Fourteen Mile Rd. and Orchard Lake Rd.	Farmington Twp. West Bloomfield Twp.		Intersection	11' wide, 8" thick asphalt north bound, south bound and west bound right turn lanes; asphalt curbs		20,000
SP-842	Pontiac Trail Bridge	Lyon Twp.		North of Eight Mile Rd.	Structure replaced with culvert		20,000
PLS-850A	Several Roads	Holly, Rose, Lyon, Springfield, White Lake, Commerce, Novi Twps.		Various Locations	Thin Asphalt overlays		115,000
PLS-850B	Several Roads	Brandon, Waterford, West Bloomfield, Oxford, Orion, Bloomfield, Southfield, Avon, Troy and Royal Oak Twps.		Various Locations	Thin Asphalt overlays		345,000
PR-853	Quarton Rd. and Big Beaver Road	Bloomfield Twp.	3.6	Gilbert Lake Road to Adams Rd.	22' wide, variable thickness (1-1/2"—8") asphalt pavement (2 lanes)		175,000
SP-855	White Lake Rd. Bridge	White Lake Twp.		0.5 mile west of Teggerdine Rd.	Structure replaced with two culverts		30,000
WO-8291	Thirteen Mile Rd.	Village of Franklin Village of Bingham Farms		East and West of Telegraph Rd.	60' wide, variable thickness (1-1/2"—8") asphalt pavement; concrete curb and gutter (5 lanes)		35,000

1971 LOCAL ROAD CONSTRUCTION

The following projects were substantially completed during 1971.
 Base Cost Participation: Oakland County Road Commission 50%
 and Township 50%; City Participation as noted.

Project Number	Road Improved	Municipality	Length Miles	Termini	Type of Construction	Participation	Estimated Total Cost
TM-773	Harvey Lake Rd.	Highland Twp.	3.0	M-59 to White Lake Rd.	22' wide, 2-1/2" thick asphalt pavement (2 lanes)		\$500,000
TM-803	Lone Pine Rd.	West Bloomfield Twp.	0.6	Orchard Lake Rd. to Fairway Ridge	22' wide, 8" thick asphalt pavement (2 lanes)		120,000
TM-821	Fish Lake Rd.	Holly Twp.	0.5	Tinsman Rd. to Elliott Rd.	22' wide, 2-1/2" thick asphalt pavement (2 lanes)		95,000
TM-825B	Oxbow Lake Rd.	White Lake Twp.	0.3	Cedar Island Rd. to DeGrand St.	22' wide, 2-1/2" thick asphalt pavement (2 lanes)		15,000
TM-826	Lahser Rd.	Bloomfield Twp. City of Bloomfield Hills	0.5	Square Lake Rd. to Hickory Grove Rd.	27' wide, 8" thick asphalt pavement with concrete curb and gutter (2 lanes)	City of Bloomfield Hills	320,000
TM-846	Quarton Rd.	Bloomfield Twp.	0.1	West of Telegraph	11' wide, 3" thick asphalt approach lane		15,000
TM-862	Lone Pine, Gilbert Lake, Lincoln, Fourteen Mile, Kirkway, Square Lake, Westview, Wattles Rds.	Bloomfield Twp.		Various Locations	Thin Asphalt overlays		50,000
TM-866	Wise, Benstein, Oakley Park Rds.	Commerce Twp.		Various Locations	Thin Asphalt overlays		40,000
SL-867	Tienken Rd. Bridge	Avon Twp.		Between Livernois Rd. and Rochester Rd.	Bridge Deck replaced		25,000
TM-868	Drahner Rd.	Oxford Twp.	1.1	From R.R. Track west 1.1 mile	Thin Asphalt overlay		25,000
SL-869	Eleven Mile Rd.	Lyon Twp.		Bridge over Blackwood Drain	Structure replaced with culvert		20,000
SL-870	Eleven Mile Rd.	Lyon Twp.		Bridge over Novi-Lyon Drain	Structure replaced with culvert		20,000

1971 SUBDIVISION STREET IMPROVEMENT

The following projects were substantially completed during 1971.
 Base Cost Participation: Oakland County Road Commission 10%,
 Township participation, if any, 10%, Special Assessment Districts
 80-90%.

Project Number	Road Improved	Subdivision Name	Township & Section No.	Length Miles	Type of Construction	Participation	Estimated Total Cost
SAD 3-7	All streets	Morningside Heights	Bloomfield Section 27	1.0	27' wide, 3" thick asphalt pavement (2 lanes)	Bloomfield Twp.	\$ 50,000
SAD 3-10	Halyard, Whysall, Mark Court	Meadowlake Farms	Bloomfield Section 31	1.0	20' wide, 6" thick asphalt pavement (2 lanes)	Bloomfield Twp.	90,000
SAD 3-13	All streets	Lochslea	Bloomfield Section 18	1.8	Variable width (20'-24'), 6" thick asphalt pavement (2 lanes)	Bloomfield Twp.	170,000
SAD 3-15	Sunningdale	Willoway Estates	Bloomfield Section 16	0.2	27' wide, 1 1/2" thick asphalt overlay on existing pavement; concrete curb and gutter (2 lanes)	Bloomfield Twp.	35,000
SAD 3-16	Ardmoor St.	Rodeka	Bloomfield Section 27	0.5	27' wide, 3" thick asphalt pavement (2 lanes)	Bloomfield Twp.	40,000
SAD 6-6	All streets	Heather Hills	Farmington Section 29	1.1	20' wide, 5" thick asphalt pavement (2 lanes)	Farmington Twp.	115,000
SAD 6-12	St. Francis, Colwell, Ontaga, Byron, Emmett, Sedalia and Independence	Grand River Crest	Farmington Section 36	1.3	27' wide, 6" thick concrete pavement with curb and storm sewer (2 lanes)	Farmington Twp.	275,000
SAD 6-16	All streets	Westbrooke Manor	Farmington Section 10	5.6	20' wide, 3" thick asphalt pavement (2 lanes)	Farmington Twp.	350,000
SAD 8-1	All streets	Axford Acres	Highland Section 11	1.5	20' wide, 3" thick asphalt pavement (2 lanes)		80,000
SAD 15-1	All streets	Indianwood Hills	Orion Section 34	1.5	20' wide, 5" thick asphalt pavement (2 lanes)		90,000
SAD 24-2	All streets	Sagamore Estates	West Bloomfield Section 21	1.2	20' wide, 6" thick asphalt pavement (2 lanes)		100,000
SAD 24-4	All streets	Westwood Village	West Bloomfield Section 26	2.2	Variable width (20-27'), 5" thick asphalt pavement (2 lanes)		235,000

STATE AND COUNTY ROAD MILEAGE IN OAKLAND COUNTY

STATE TRUNK LINE HIGHWAYS*	1971 Miles	
Limited Access Freeways	90.71	
Ramps, Connectors, & Rest Areas	52.09	
Other State Trunklines	108.54	251.34
 PRIMARY COUNTY ROADS		
Gravel Surface	113.08	
Asphalt Surface Treated Gravel	184.98	
Mixed Asphalt Surface on Gravel Base	144.80	
Mixed Asphalt Surface on Concrete Base	215.84	
Concrete	79.17	
Full Depth Asphalt	3.12	740.99
 LOCAL COUNTY ROADS		
Gravel Surface	1,222.24	
Asphalt Surface Treated Gravel	39.34	
Mixed Asphalt Surface on Gravel Base	417.33	
Mixed Asphalt Surface on Concrete Base	2.80	
Concrete	94.51	
Full Depth Asphalt	29.05	1,805.27
 TOTAL MILES		 2,797.60

** All State Trunkline Highways in Oakland County are maintained under contract by the Oakland County Road Commission.*

1971

ANNUAL

FINANCIAL REPORT

REVENUE RECEIPTS

State Funds – Motor Vehicle Highway Funds		
Engineering Services	5,000.00	
County Primary Road Fund	7,987,313.85	
County Local Road Fund	<u>2,174,601.80</u>	
Total Motor Vehicle Highway Funds		10,166,915.65
Federal Funds		
Federal Aid Secondary	128,925.28	
Federal Aid "TOPICS"	1,330,426.75	
Public Employment Act	<u>4,855.76</u>	
Total Federal Funds		1,464,207.79
County Raised Revenue		
Appropriation by Board of Commissioners	700,000.00	
Special Assessment Districts	601,898.44	
Township Contributions	514,277.23	
Other Contributions	<u>1,236,128.22</u>	
Total County Raised Revenue		3,052,303.89
Miscellaneous Revenue		
Salvage Sales	2,142.73	
Interest Earned	166,658.40	
Property Rentals	20,471.70	
Sundry Refunds	4,884.02	
Sale of Maps and Plans	2,087.50	
Permit Fees	<u>24,486.03</u>	
Total Miscellaneous Revenue		220,730.38
TOTAL REVENUE RECEIPTS		14,904,157.71
Non-Revenue Receipts		
Proceeds from Bond Sale	2,000,000.00	
TOTAL NON-REVENUE RECEIPTS		<u>2,000,000.00</u>
TOTAL RECEIPTS		16,904,157.71

OPERATING EXPENDITURES & FUND EQUITY ADJUSTMENTS

Construction		
Primary Roads		4,732,762.79
Local Roads		790,438.37
Special Assessment Districts		<u>1,453,616.19</u>
Total Construction Expense		6,976,817.35
Maintenance		
Primary Roads		3,527,879.09
Local Roads		<u>1,798,644.70</u>
Total Maintenance Expense		5,326,523.79
Equipment Expense		
Direct Repair	1,377,446.65	
Indirect Expense and Storage	774,719.21	
Operating Expense	<u>89,891.26</u>	
Total Equipment Expense		2,242,057.12
Credits to Equipment Expense		
Equipment Rental Earned		<u>1,936,372.48</u>
Net Equipment Expense		305,684.64
Interest Expense		404,964.90
Administrative Expense		1,727,013.13
Credits to Administrative Expense		
Material Handling Charges	29,955.14	
State Trunkline Overhead	130,427.14	
Purchase Discounts	8,229.50	
Plat Fees	<u>26,131.70</u>	
Total Credits to Administrative Expense		<u>194,743.48</u>
Net Administrative Expense		<u>1,532,269.65</u>
TOTAL OPERATING EXPENDITURES		14,546,260.33
Non-Expense Debits		
Capital Outlay		
Land and Improvements	3,980.50	
Buildings	21,816.07	
Road Equipment	686,198.15	
Storage Facilities and Other Equipment	<u>39,940.90</u>	
Total Capital Outlay		751,935.62
Less: Non-Revenue Credits		
Equipment Retirements	61,323.37	
Depreciation and Depletion	<u>701,025.67</u>	
Total Non-Revenue Credits		<u>762,349.04</u>
Net Capital Outlay		-10,413.42
Gain on Disposal of Equipment		-38,821.98
Long Term Debt Payments		<u>1,055,000.00</u>
TOTAL NON-EXPENSE DEBITS		1,005,764.60
TOTAL EXPENDITURES		15,552,024.93
INCREASE IN AVAILABLE OPERATING FUNDS		<u>1,352,132.78</u>
TOTAL EXPENDITURES & FUND EQUITY ADJUSTMENTS		<u>16,904,157.71</u>



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BALANCE SHEET

December 31, 1971

ASSETS

General Operating Fund			
County Treasurer's Cash Accounts		3,557,323.70	
Imprest Cash - Office		300.00	
Payroll Bank Account		2,500.00	
Accounts Receivable			
State Trunkline Maintenance	209,974.86		
Other State Highway Department	145,472.80		
County Road Agreements	202,658.81		
Special Assessments	1,863,858.87		
Sundry Receivables	<u>2,667.04</u>		
Total Accounts Receivable		2,424,632.38	
Inventories			
Equipment Repair Parts	133,660.05		
Road Materials	<u>466,649.65</u>		
Total Inventory		600,309.70	
Prepaid Insurance		26,000.00	
Deferred Expense - F.A.S.		94,478.91	
Deferred Expense - "TOPICS"		709,905.23	
Work Orders in Progress		<u>100,314.25</u>	
TOTAL GENERAL OPERATING FUND			7,515,764.17
Fixed Asset Account			
Land and Improvements		664,784.28	
Buildings	1,896,684.80		
Less: Reserve for Depreciation	<u>366,960.67</u>	1,529,724.13	
Road Equipment	4,482,265.83		
Less: Reserve for Depreciation	<u>3,015,235.91</u>	1,467,029.92	
Shop Equipment	151,682.43		
Less: Reserve for Depreciation	<u>105,150.62</u>	46,531.81	
Office Equipment	164,151.11		
Less: Reserve for Depreciation	<u>98,737.16</u>	65,413.95	
Engineers Equipment	30,969.44		
Less: Reserve for Depreciation	<u>12,737.70</u>	18,231.74	
Yard and Storage Equipment		20,028.12	
Depletable Assets	113,999.45		
Less: Reserve for Depletion	<u>107,391.46</u>	<u>6,607.99</u>	
TOTAL FIXED ASSETS			3,818,351.94
Long Term Debt Fund			
Amount to be Provided for Retirement of Bonds and Notes			<u>10,797,500.00</u>
TOTAL ASSETS			<u>22,131,616.11</u>

LIABILITIES AND FUND EQUITIES

General Operating Fund			
Liabilities			
Accounts Payable		297,517.20	
Short Term Bonds and Notes Payable		1,055,000.00	
Accrued Liabilities		80,864.88	
Advances - Townships and Others		2,529.63	
Advances - Township Matching Funds		172,105.93	
Advances - Deposits by Subdividers and Contractors		1,071,481.59	
Deferred Revenue - Special Assessment Districts		1,863,858.87	
Deferred Revenue - Other		91,786.67	
Available Operating Funds		<u>2,880,619.40</u>	
TOTAL LIABILITIES			7,515,764.17
Fixed Asset Fund			
Plant and Equipment Equity			3,818,351.94
Long Term Debt Fund			
Bonds and Notes Payable			<u>10,797,500.00</u>
TOTAL LIABILITIES AND FUND EQUITIES			<u>22,131,616.11</u>

SUMMARIZED CASH BUDGET FOR 1972

	1970 (Actual)	1971 (Actual)	1972 (Estimated)
MOTOR VEHICLE HIGHWAY FUNDS			
Primary Roads	7,653,866	7,991,814	8,604,500
Local Roads	<u>1,505,341</u>	<u>2,175,102</u>	<u>2,295,500</u>
Total	9,159,207	10,166,916	10,900,000
OTHER REVENUE			
Participation by Cities & Counties	117,323	1,041,094	2,005,000
Interest Earned	113,935	92,006	100,000
State Maintenance Contract	1,650,216	1,750,499	1,850,000
Matching Projects, Townships	270,594	320,823	710,000
Calcium Chloride	146,898	187,630	180,000
Escrow Funds	60,306	21,911	None
County Appropriation	400,000	700,000	700,000
Numerous Other Accounts	<u>1,033,686</u>	<u>1,222,677</u>	<u>1,386,000</u>
Total	3,792,958	5,336,640	6,931,000
TOTAL REVENUE	12,952,165	15,503,556	17,831,000
CONSTRUCTION			
Federal Aid Projects (County Share)	251,072	1,759,281	2,135,000
Primary Road Contracts & Right of Way	1,238,163	1,401,093	1,630,000
Local Road Contracts & Right of Way	1,065,693	828,139	1,806,000
Bond Payments	<u>807,081</u>	<u>991,706</u>	<u>990,000</u>
Total	3,362,009	4,980,219	6,561,000
OTHER EXPENDITURES			
Material, Supplies & Parts	1,959,850	2,089,999	2,255,000
Payroll, Hourly	3,062,568	3,149,525	3,400,000
Distributive Expense, Insurance	1,593,641	1,813,272	1,935,000
Pension, Employer Share	195,211	435,977	515,000
Notes Payable	200,000	200,000	200,000
Capital Outlay	637,215	570,999	860,000
Administrative Expense	2,030,665	2,263,004	2,400,000
Escrow Funds	167,429	98,905	50,000
Miscellaneous	<u>8,951</u>	<u>31</u>	None
Total	9,855,530	10,621,712	11,615,000
TOTAL EXPENDITURES	13,217,539	15,601,931	18,176,000