

These Experts Direct Road Commission Activities



JOHN L. GRUBBA
Managing Director



PAUL VAN ROEKEL
Highway Engineer



JAMES DANE
Finance Director



JAMES DUNLEAVY
Director, Permits



WILLIAM FOGNINI
Director, Transportation,
Planning and Environmental
Concerns



DENNIS GRYLICKI
Engineering Director



GEORGE SUAREZ
Purchasing Director



LEROY McENTEE
Legal Counsel



WILLIAM MERCER
Maintenance Director



LEE ROGERS
Personnel Director



**MICHAEL
RICHARDSON**
Secretary-Clerk



**GERALD
HOLMBERG**
Director, Traffic

New Department Heads and Specialists Named

New directors were appointed to head three of the ten Oakland County Road Commission departments during 1976 or early 1977.

William "Bert" Mercer became director of the Maintenance Department succeeding David Hasse following Hasse's death. Mercer previously headed the Permits Department for eight years.

To replace Mercer as director of Permits, the Road Commission appointed James W. Dunleavy, a former Highland Township businessman and Township trustee who served a two-year elected term on the Board of Oakland County Commissioners.

Michael Richardson was appointed Road Commission Clerk and Secretary to the Board of Oakland County Road Commissioners, replacing Reuben "Skip" Worland, who retired. Richardson was previously in charge of the Road Commission's Office of Public Assistance.

Other changes included creating the position of office manager. Eileen West, formerly an executive secretary, was chosen for the job, which includes coordinating activities of several top management functions.

Two positions were added to the office of Legal Counsel, reflecting the volume of legal work involved in federal and state requirements and Road Commission exposure under Michigan's no-fault insurance law. New assistant legal counselors are Patrick Carty and Robert Rollinger.

The Road Commission's Transportation Planning and Environmental

Concerns Department added Environmental Concerns Coordinator Brian Blaesing, who was previously an assistant land-use planner and coordinator of recreation and open space projects with the Southeast Michigan Council of Governments (SEMCOG). He is assisted by William McEntee, former Oakland County Drain Commission environmentalist who set up that agency's lake weed harvesting program.

Also added to that department as Transportation Planning Coordinator was an expert in urban and regional

transportation planning. He is Brent O. Bair, who was previously project manager for a 10-county Iowa regional transit development program. Bair is currently completing work toward his doctorate in engineering and transit planning.

The position of Assistant to the Managing Director for Public Information was added and filled by appointment of Dennis Pajot, previously a public relations account executive and a veteran Oakland County newspaperman. The position replaces reliance on outside public relations counsel.



BRENT BAIR



BRIAN BLAESING



BILL McENTEE



DENNIS PAJOT



**ROBERT
ROLLINGER**



EILEEN WEST

Subdivision Improvements Aided By Residents

What roadway do you use almost as much as your own driveway? Of course, it's the street in front of your home.

For thousands of Oakland County residents, that path to main travelled roads is a subdivision street. Many of these are gravel roadways. Some are paved. They can be as straight as any secondary road, or they can be deliberately curved, recurved or dead-ended with or without a cul-de-sac turn-around.

The Oakland County Road Commission maintains (repairs, plows, grades) some 950 miles of such subdivision streets under its jurisdiction, said John L. Grubba, Road Commission Managing Director.

Increasingly, subdivision residents are finding that routine maintenance isn't enough, or they want their "home" street greatly improved with either new pavement or repaving.

During 1976, five projects were put under construction, totaling 5.73 miles of new paving or repaving at a total cost of \$563,280.

The projects included Bellarmine Hills Subdivision in Avon Township, Chelmsleigh Subdivision in Bloomfield Township, New England Estates and Powder Horn Estates Subdivisions in West Bloomfield Township, and Burgess Drive in White Lake Township.

For 1977, 11 projects have been initiated, which would total 15.5 miles and cost an estimated \$1.4 million.

Others tentatively scheduled for 1978 involve nine subdivisions, 11.4 miles and an estimated cost of \$1.1 million.

For most projects, the township board contributes 10 percent of the contract cost, residents pay 80 percent by special assessment, and the Road Commission pays 10%. Some townships have agreed to pay a larger share, thus reducing the special assessment portion of the residents.

All special assessment projects

are guaranteed for 15 years by the Oakland County Road Commission.

It's noteworthy that most subdivision pavings are taking place in the townships with the greatest numbers of road complaints: Waterford, West Bloomfield, Bloomfield, and Avon Townships. Two are planned in 1977 and one in 1978 within Commerce Township and one was put under construction in 1976 in White Lake Township.

Residents of other communities may not be well aware of the subdivision improvement program or may be satisfied with their unimproved subdivision streets, theorize Road Commission officials.