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 LEROY McENTEE Purchasing Director Legal Counsel Purchasing Director





WILLIAM MERCER Maintenance Director Personnel Director



LEE ROGERS



RICHARDSON Secretary-Clerk



GERALD HOLMBERG Director, Traffic

New Department Heads and Specialists Named tation Planning and Environmental Concerns Department added Environ-

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 ap-pointed James W. Dunleavy, a for-mer Highland Township businessman and Township trustee who served a two-year elected term on the Board of Oakland County Commis-

Michael Richardson was appointed Road Commisson Clerk and Secre-tary to the Board of Oakland County Road Commissioners, replacing Reu-ben "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. Ei-leen West, formerly an executive sec-retary, was chosen for the job, which includes coordinating activities of several top management func-

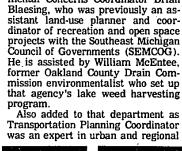
Two positions were added to the office of Legal Counsel, reflecting the volume of legal work involved in federal and state requirements and Road Commission exposure under Michigan's no-fault insurance law. New assistant legal counselors are Patrick Carty and Robert Rollinger.

The Road Commission's Transpor-





BRIAN BLAESING



Transportation Planning Coordinator was an expert in urban and regional

mental Concerns Coordinator Brian



BILL McENTEE



DENNIS PAJOT

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.

transportation planning. He is Brent

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.



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 repav-

During 1976, five projects were put under construction, totaling 5.73 miles of new paying or repaying 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

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 resi-

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,