Despite big road fund boost, towns want more

1979 road construction and repair program.

The road commission's proposals did not meet everyone's approval, however. No less than 25 persons, many of them representatives of the county's semi-rural and rural areas, zaked to have their requests added to he 1979 construction program.

The proposed program, which was reviewed in a public hearing at the West Bloomfield Township Hall, calls for:

- Paving of 11.8 miles of two-lane gravel roads.
 Widening 6.1 miles of two-lane
- gravel roads.

 Widening 6.1 miles of two-lane roads to four and five lanes.

 Resurfacing more than 20 miles of existing pavement.

 Making safety- and traffic-related improvements at 24 intersections.
- improvements at 24 intersections. According to road commission offi-cials, an anticipated 23.5 per cent increase in funds from the recently-hiked gas tax and license plate fees will help finance the expanded con-struction plans.

A 30 per cent increase in federal funding also increased the commission's budget from \$28.5 million to \$37.4 million.

MANY OF THE major road ily-populated and much-traveled south eastern section of the county. But the program also calls for paving projects in rapidly-developing areas like Avon Thurship

Township.

Representatives from Farmington Hills and Troy voiced their objections to the construction proposals. Farmington Hills Director of Public Services Relph D. Magid asked the road commission to repave portions of Farmington and Haggerty roads. He said the road condition at the Farmington-12 'a Mille Road intersection was so bad, "an asphall overlay is necessary just to save the povernent."

The problems with a mile-long sec-

lay is necessary pass of the problems with a mile-long section of Haggerty Road between Thirteen Mile and Fourteen Mile Roads were more serious, he said. "There are five serious depressions in that area." Magid said. With a 50 miles per hour speed limit along the stretch, he said the depressions were

OAKLAND COUNTY ROAD COMMISSION SOURCES OF 1979 BUDGETED REVENUES OTHER STAFE \$ FEDERAL REVENUES \$ 8,538 M 22.8% MOTOR VEHICLE HIGHWAY FUNDS M \$ TOTAL PERCENTAGE MOTOR VEHICLE HIGHARY FUNDS \$22,500 60.1 % OTHER STATE FEDERAL \$ 6,036 22.8 % REVENUES FROM LOCAL GOVERNMENT 13,1 % 4,0% 100 % FEES & OTHER REVENUE

enough to "throw a car right off the road or into the path of oncoming traffic."

THE FUTURE of Big Beaver Road

THE FUTURE of Big Beaver Road was also raised. Attorney Bowden Brown, representing internationally-known architect Minoru Yemassik, advised the road commission to delay any preliminary ergineering on Big Beaver or any of the major roads which empty onto it until the results of an April 2 Troy advisory referendum are known. Brown said the City of Troy had saked the mad commission to proceed with preliminary work in advance of actual road widering even though the future of the heavily-traveled road

remains unsettled. Brown also said the Troy officials asked that "action be taken with respect to placing a full clo-verleaf interchange at 1-75 and Big Beaver on the construction schedule as soon as possible."



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