

## Nunney resigns as OCC veep

Derek Nunney, Oakland Community College's (OCC) vice president for academic affairs, will resign to accept the presidency of Joliet Junior College, according to officials at the northern Illinois college.

Nunney, who joined the four-campus OCC in 1969 as vice president for instruction, will reportedly sign a \$45,000-a-year, two-year contract with the Illinois school.

Nunney denied the reports and offered no further comment.

According to spokesmen at Joliet Community College, Nunney was offered the job by the college's board of trustees Feb. 16. Joliet college spokesmen said Nunney was one of 134 applicants for the top job, which had been vacant for six months.

Reportedly, Nunney will assume his new duties March 1.

Some OCC trustees refused to comment, saying they knew Nunney had been looking for a new job but did not know an offer had been extended. Nunney's resignation will have to be approved by the OCC Board of Trustees.

## Sewage suit hearing today

Government attorneys and officials expect a knock-down battle in federal district court today and tomorrow.

The subject of the expected battle is Detroit's plan to bring its sewage treatment operations into compliance with stricter federal clean water guidelines. Federal District Judge John Feikens canceled a hearing set for Feb. 22, but scheduled hearings for today and tomorrow.

Detroit's water department treats sewage for Detroit and 76 suburban communities. Because Detroit's treatment operations were identified as a major source of pollution in the Great

Lakes, federal and state authorities, 1½ years ago, began a court challenge to end the pollution.

According to Detroit's plan, the Jefferson Avenue Sewage Treatment Plant will not be able to meet the new stricter guidelines which will become effective Jan. 1, 1980. Attorneys for the Detroit Water and Sewerage Department are asking Judge Feikens to give the department more time to meet the pollution standards.

Water department officials say the 1980 standards may not be met until 1981.

## Road clearing woes laid to finances

By MICHAEL MATUSZEWSKI

Improvements in winter road maintenance won't be forthcoming in Oakland County despite many complaints.

Engineers from the County Road Commission, after numerous complaints from county residents and government officials, addressed an early-morning meeting of the Traffic Improvement Association of Oakland County (TIA). TIA Managing Director Bruce Madsen billed the meeting a "mutual problem session."

What the more than 100 persons attending found out was that the road commission "doesn't have enough money, equipment or manpower" to do the job that would satisfy everyone.

"Very few people have any real understanding of what's involved (in winter maintenance)," said Paul VanRoekel, senior county highway engineer for the road commission. "We're aware that the conditions are poor. We're aware that sometimes the roads are not up to your expectations. Sometimes they're not up to the expectations of the driving public," he said.

IN COMPARISON to the expectations of Oakland County's drivers, the road commission's expectations are low.

VanRoekel said that the commission does not aim to clear any county road of snow completely. On the most traveled roads during the prime driving times — 6 to 9 a.m. and 3 to 7 p.m. — the commission tries to have 75 per-

cent bare pavement, he said.

On those roads that are traveled only moderately, he said, the road commission would be happy just to get bare pavement for wheel tracks. Roads that carry few vehicles are likely to remain snow-covered for a long time.

"We don't have the money, the equipment or the manpower to get anymore than that," he said.

Road Commission Chairman Fred Houghton said that another \$1 million would have to be added to the commission's \$2.5 million winter maintenance budget for the public to notice an improvement.

THE ROAD COMMISSION at times has had problems achieving its own expectations. VanRoekel said salt shortages and the road commission's inability to force its employees to work overtime have added to their difficulties.

"Our employees work on a voluntary overtime basis," he said. "We don't have any way of chaining them to those truck cabs."

The road commission's manpower problems are complicated by the work schedule, which schedules all maintenance employees for 7:30 a.m. to 3:30 p.m. shifts.

Only recently did the road commission suffer some if its employees in the Southfield and Troy garages to a mid-night shift. The pilot late-night shift will end in March, VanRoekel said.

To solve the road commission's annual salt dilemma, VanRoekel said, additional storage facilities will be con-

structed. Last year, he said, the commission stored one-fifth of the salt it used, 10,600 tons. This year, the portion stored jumped to one-third, thanks to emergency shelters. Next year, he continued, the commission will store two-thirds of its expected annual usage—about 31,700 tons.

Other road commission officials, however, said that the proposal to expand storage facilities, called an "ex-

pensive proposition," has not been approved by the board of road commissioners.

The meeting did not rest well with some governmental representatives. When VanRoekel said complaints could be phoned into the commission's department of citizens' services, someone snickered and asked "What kind of response will we get that it can't be done?"

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