

OU names Freeman to new vice provost slot

George F. Freeman, veteran Oakland University teacher and administrator, has been appointed to the newly created post of vice provost and dean of graduate study at the university.

Freeman, 52, has been acting associate provost.

Freeman will pay special attention to the growth of graduate programs as well as overseeing the operations of the Division of Continuing Education.

A member of the OU faculty since 1969, Freeman has served as professor of mathematical sciences and as chairman of the department.



George F. Freeman

Response time slower

Snowplows' priority: main roads

Despite a revenue shortage, the Oakland County Road Commission will put a high priority on snowplowing and salting roads this winter.

Snowplowing and salting of freeways and main roads are expected to be "as usual, but will be provided on the same priority as in previous years," said Road Commission Chairman Richard V. Vogt.

"Despite revenue shortfalls that are forcing us to cut back in several areas, we will continue to budget snow and ice control operations for nearly \$4 million."

"PROVIDING FOR safe travel remains our top priority, and that means snow and ice control on our heavily-travelled routes in this county of one million persons remains a top priority," he said.

Vogt continued: "We will continue to staff high-volume critical routes, including freeways, at the expectation of adverse conditions and continue on them until safe travel is assured. This generally requires a minimum of 75 percent bare pavement."

"We will continue to staff medium-to-high volume routes, such as most paved miles road, when adverse conditions occur and remain on them until safe travel is assured. This generally requires at least bare wheel tracks."

"WE HAVE EARLY morning crews on duty in the urban area of the county so that these routes can be serviced economically prior to rush hours, but they also will be serviced on overtime when necessary."

"Subdivision streets will continue to be serviced only after those objectives are met and only at regular-time costs. After heavy snowfalls, a single lane may be plowed through all subdivision streets before a second pass is made in any."

"Response time to subdivision streets is not likely to be as good as in prior years primarily because the Road Commission's fleet of trucks is smaller and more aged. Equipment renewal budgets have been slashed in each of the past two years and is currently at 20 percent of normal."

UNDER A CONTRACT with the

State Department of Transportation, the Road Commission maintains 251 miles of state trunklines. These include freeways and highways such as Telegraph, Woodward, Lapeer Road and Highland Road.

It also has 2,557 miles on its own roads and streets but has never staffed or equipped to provide immediate snow and ice control on all.

The Road Commission divides its approximately 1,000 of paved critical and priority highways and roads into 84 "salt routes" for which 103 trucks were available in 1981-82 and for which only 93 will be available this winter, Vogt said. In heavy snow plowing conditions, the Road Commission also employs its 23 road graders.

The same fleet is used to serve the more than 1,200 miles of subdivision streets in the county system. Unlike many municipalities, including the city of Detroit, the Road Commission does attempt to plow all such residential streets as possible, Vogt said.

ROAD CREW strength this winter will be the same as in the post-December

portion of last year's winter, said Vogt.

"At that point, the Road Commission's total Maintenance Department staff was cut 11 percent, but personnel from other departments were trained and used for snow and ice control."

De-icing road salt supplies will be no problem, Vogt predicted. He said, "We presently have two-thirds of a normal winter's needs stockpiled. This has proven sufficient to keep ahead of the replenishment deliveries during each of the past three seasons — including last year's when 45 percent more salt than normally was required."

Salt is expected to cost about \$1 million for this winter, at an average of \$21 per ton for 48,000 tons normally needed. Salt cost only \$20 a ton last year, but it cost \$1.3 million for the 67,687 tons used.

Oakland County Road Commission snow and ice control last winter was repeatedly praised although the county experienced nearly double the normal amount of snowfall, three blizzards — including one requiring a "Red Alert".

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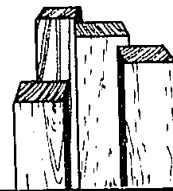
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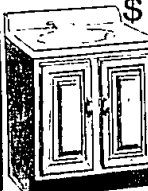
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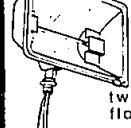
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