Road repair efforts to cope with potholes and other damage resulting from a long, wet winter have been stepped up by the Oakland County Road Commission.

"Maintenance crews have been authorized additional overtime to get the work down as quiekly as possible of the control of

THE ADDITIONAL funding is made possible by larger-than-ex-

pected fund balances at the end of fiscal 1985 and revenues from state-collected vehicle fuel and licensing taxes being greater than expected thus far in fiscal 1986, said Gnau.

thus far in fiscal 1986, said Gnau.

Roadways suffered heavy damage
this year for several reasons: heavy
November rainfall, early onset of
winter freezing, more snowfall than
usual, a longer period of freezing
conditions, prior deterioration of the
roadways and, on unpaved roads
particularly, heavy travel during the
spring thaw.

Pavements have deteriorated be-cause of road funding shortfalls dur-ing the early 1980s. It wasn't possi-ble to resurface at a pace necessary to overlay excessive cracking.

Pollution grants stuck in logjam — Blanchard

Federal funds for four suburban water pollution control projects are stuck in a congressional logiam, Gov. James J. Blanchard said.

In a letter to Michigan congressmen, Blanchard said the prefers the House version of Clean Water Act construction grants because it is more generous, by 387 million over flive years, than the Senate formula. Blanchard said, the only project that could proceed if Congress renews the Clean Water Act grants and their amounts are:

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proceed if Congress renews the Clean Water Act grants and their amounts are:

Oakland County Evergreen-Farmington sewer, \$29.2 million.

Wayne County — South Huron County — South Huron

'Maintenance crews have been authorized additional overtime to get the work down as quickly as possible."

– John R. Gnau Jr. road commission chairman

THE CRACKS catch water, which freezes, expands, breaks the pavement edges so that material is pushed or thrown out — leaving potholes. The more cracks, the more water, the more potholes.

Unpaved roads rut when vehicles use them while extremely wet. The first warm weather in spring turns ice at the very top to water, but it takes longer for lower layers to be thawed. Until the frost is entirely out, the surface water cannot seep down and away.

This winter, 20 inches of November rainfall saturated the ground and was frozen in place even before snow fall. Then the winter added 50 inches of snow — compared to the usual 40 inches. Roadways simply could not dry out fast enough.

THE ROAD commission decided last fall to increase levels of anow and ice control on its roads, particularly subdivision streets, in the winter of 1935-86.

"We determined to provide service to subdivision streets the same day or by the following day whenever possible, even if it meant doing them at overtime costs: said Gnau.

"The cost of subdivision streets have and ice control soared by vol. A percent compared to ethe previous year, compared to only 0.5 on other county local roads, 16.9 percent on state trunklines. But receil it was worth it," said Gnau.

"We increased funding of county road snow and ice control by \$335,032 to \$3.1 million this year," Gnau said.







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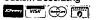
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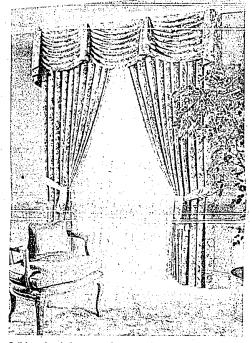
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