

Snowy roads a \$3.5 million job in Oakland

When snow falls, Oakland County Road Commission trucks from six strategically located garages swing into action.

Road Commission chairman Fred D. Houghton said operations vary with the time of day and functions of the road. Weekday rush hours and heavily traveled roads are priorities. Total cost of winter snow and ice control can be expected to be \$3.5 million to \$4 million. About one-third is direct labor costs, one-third materials costs and one-third is equipment costs.

"Critical" routes are those traveled by 40,000 or more vehicles a day, he said. "Priority I" routes carry 5,000 to 40,000 vehicles a day.

CRITICAL AND priority routes can be covered simultaneously with 87 salt trucks equipped with underbody scrapers. Most can also use front-mount V-plows when necessary.

During key situations, trucks go to these routes at the forecast of bad conditions and remain on them until 75-percent bare pavement is achieved. At other times, clear wheel tracks are considered sufficient for all except the critical routes.

Thereafter, trucks are shunted to lesser priority routes, which include other roads used by schoolbuses, and finally to subdivisions.

Oakland County Road Commission

strategy is to assure full forces available before and during rush hours, cutting back if possible in the late evening, Houghton said. Crews are limited to 16 hours maximum.

ALL SIX Oakland County Road Commission garages are staffed with skeleton crews from 11:30 p.m. to normal shift starting time at 7:30 a.m. weekdays. Other crews are called in at any time of day or night, weekday or weekend, as conditions warrant, said John L. Grubbs, OCRMC managing director.

Garages are in Southfield, Troy, Waterford, Lake Orion, Davisburg and Milford.

In extreme conditions, additional pieces of equipment can be pressed into service for a total force of more than 100 vehicles. Also, the Road Commission has a list of private contractors to use in emergencies.

Iceing of road surfaces — rather

than dense snow cover — is the usual "emergency" condition. Iceing can occur with little or no snow accumulation, and can be a problem even after heavy snowfalls have been bladed away.

Rock salt is used to burn off icy pavements. Salt is the only substance economically feasible that will melt the ice and provide safe surfaces. Sand is also used, but tends to be quickly ground in and is useless after the first vehicles has run on it.

COST OF SALT and sand materials used for snow and ice control on state highways and county roads in Oakland County runs an average of \$1 million a year.

A ton of rock salt delivered to Road Commission garages will cost an average of \$15.92 this year, down

from last year's average of \$19.45. About 61,000 tons are expected to be needed. More than half — 32,500 tons — already is on hand in covered storage.

The Road Commission budgets on a "Safety First" priority, assuring that funds will be available for winter snow and ice control.

About half of the total costs will be on state highways and will be reimbursed by the Michigan Department of Transportation, which contracts with the Road Commission for

service to its 299 miles of trunklines in Oakland County.

THE OAKLAND Road Commission's own roads total 2,375 miles.

Of these, 818 miles are primary roads, and 613 miles are local roads other than subdivision streets. Subdivision streets total 944 miles.

All of this road and street mileage is spread over the 915-square mile county, and includes freeways, boulevards and five-lane roads.

OU heart symposium for doctors

Physicians can earn six relicense credits while learning the latest findings from medical authorities about prevention of coronary heart disease Feb. 6 at Oakland University, near Rochester.

The symposium will be held from 7:30 a.m. to 5:30 p.m. in the Meadow Brook Health Enhancement Institute on campus.

OU's fourth annual Concepts in "Primary and Secondary Prevention of Coronary Heart Disease" will present nationally-known medical authorities. They include Norman Kaplan, M.D., chief of the endocrine clinic, Parkland Memorial Hospital, Dallas; William Castelli, M.D., medical director, Framingham Heart Study, and lecturer, preventive medicine and epidemiology, Harvard Medical School; and Joseph Pittone, D.O., director of the division of nephrology and hypertension, College of Medicine and Dentistry, New Jersey School of Osteopathic Medicine.

CO-SPONSORS are OU's Division of Continuing Education, in cooperation with the American Heart Association of Michigan and Crittenon Hospital.

Information about the symposium can be obtained from the Meadow Brook Health Enhancement Center, 370-3188; about registration, from the Continuing Education office, 370-3120 from 8 a.m. to 6 p.m. weekdays. Registration deadline is Jan. 29.

Michigan physicians who will lecture include William Plinsky, M.D., director of cardiology at Children's Hospital and professor of pediatrics at Wayne State University School of Medicine; Felix Rogers, D.O., director, cardiac care unit, Riverside Hospital, Trenton; associate professor William Beck, D.O., director, cardiac catheterization laboratory, Detroit Osteopathic Hospital; and associate dean, Fred W. Siranys, Ph.D., director, Meadow Brook Health Enhancement Institute.

Tuition of \$50 includes meals. A complimentary post-seminar exercise is offered. The Meadow Brook Health Enhancement exercise facility will be open to symposium participants and cross-country skiing will be available on the Kalk-Cousins Golf Course.

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