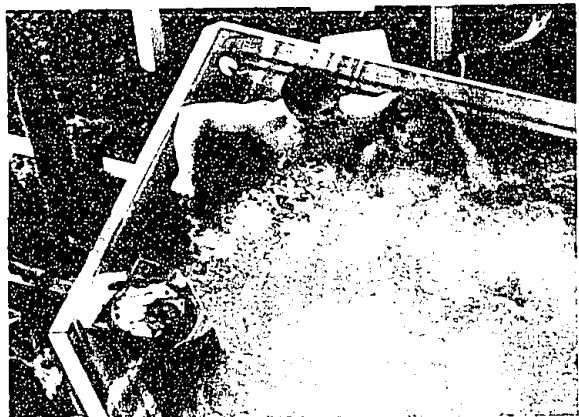


How do you feel by the end of the day?  
Want to feel GREAT??  
**GREAT SAVINGS ON SPAS!**



Right NOW we've got some terrific deals on spas!  
All of our COLEMAN SPAS  
on sale at...

**SAVINGS UP TO \$600!**

Discover a better way to cope with stress & strain or  
just a quiet place where family & friends can gather



HOURS  
DAILY 10-8  
SAT 10-4  
SUN 12-3  
BANK  
FINANCING  
AVAILABLE



Quick Installation  
Easy Financing  
No Money Down

398-4577 739-5333

**Ask Your Neighbors About Us**

## Road commission director talks on future transport

The following is testimony of Brent O. Blair, Managing Director, Road Commission for Oakland County, before the Michigan House Republican Task Force on Transportation in the Year 2000, Wednesday, July 26, 1995, Dome Auditorium, Flint, Michigan:

My name is Brent Blair. I am the managing director of the Road Commission for Oakland County, the agency responsible for 2,500 miles of roads, a system second in size in Michigan only to the state highway system. Oakland County is a study in contrast. We have experienced continuous, explosive growth and development. And yet, 1,000 miles of our road system is still gravel and the county is only about 50 percent developed. Combine the diversity of our urban, suburban and rural areas, and you have a microcosm of the entire state of Michigan.

Based on my 18 years of experience with the Road Commission, I feel very comfortable discussing the subjects of these hearings, but I must confess I am not at all comfortable with what I see for the future of transportation in our state. This is particularly true if the past 30 years, when Michigan has ranked in the bottom 10 states in per capita spending on roads, and the resulting deterioration of Michigan's road system are in any way instructive.

The seeds of neglect we have planted for decades have borne fruit.

Michigan... whose road system was once the pride of the nation, and included the nation's first freeway, first electric traffic signal and first concrete road... but soon dropped, by 1992, to 49th of the 50 states in per capita spending on roads.

Today, the state with the nation's seventh largest public road system has neglected and underfunded its system to the point that our roads are now scorned and criticized by motorists from other states. Our roads are beginning to put a choke-hold on economic growth and the safe transport of our citizens and our goods

to and from markets.

We have tried to make do. Even Oakland's high-tech, one-of-a-kind Fast Trac system was an attempt at making do. Seeing that anything near adequate funding for our growing congestion problems was highly unlikely, we looked for a way to get the maximum efficiency from our existing system.

One answer was Fast Trac. Located in Troy, Fast Trac is a national demonstration project. It is the first adaptive traffic control system in the U.S., the first beacon-based, dynamic route guidance system in the Western Hemisphere and was also the first international governmental partnership to bring Intelligent Vehicle Highway System technology to the U.S.

But even with its ability to more efficiently control signals and move traffic, Fast Trac is no substitute for wider road when one is truly needed.

Despite these and other efforts, I must in all sincerity say to the members of this vital task force that the point at which action can no longer be postponed has been reached.

Michigan's transportation system of the future must and will be built upon the foundation laid in the past. We cannot avoid certain realities.

It costs less to maintain a serviceable road than to reconstruct one which is beyond repair.

It costs less to widen than to build new roads and building new roads today will cost less than doing so tomorrow.

The saying, "An ounce of prevention is worth a pound of cure" applies to roads as well as people. The pothole-ridden, plain fact is... our entire road system... state, county and municipal... is sick... and getting worse.

How catastrophic the situation will become before action is taken is anybody's guess. Must bridges fall to get our attention? They're already crumbling. Drive under many of them and you'll see plywood panels put there to catch concrete from falling on vehicles.

I directed my staff to come up with a bare bones program of minimal "bandaid" efforts for resurfacing, repaving, paving, widening and other related efforts in Oakland County.

What do I mean by "bare bones"? As an example, we should resurface asphalt roads at least every 18 years. To do that for Oakland's 650 miles of major asphalt roads would call for resurfacing 38 miles each year. (Currently we're doing 4 miles a year).

At our current rate, just to get around Oakland County's system would take 172 years. To get around our 91 miles of major concrete roads every 20 years or so, we should replace or resurface with asphalt at least 4 miles of concrete roads each year. (Currently we're doing one mile).

And so it goes for widening, intersections, improvements, enhanced maintenance and paving gravel roads.

Even this minimal program, and I mean minimal, would cost an additional 27 million dollars per year.

We don't have that \$27 million and we have no way to raise it. Road commissions derive the majority of their operating money from the state gasoline tax, and that tax has not been increased in almost 12 years.

There is one proposal for a seven cent increase. Were that to pass under the present distribution formula, the Road Commission for Oakland County would receive about \$12 million and that would leave us \$15 million short of financing even the bare bones program. And, remember, this is just for Oakland County.

Virtually every other county, city and village in Michigan faces... in varying degrees... the same dilemma. All of Michigan's roads and bridges need critical attention, not just those controlled by the state.

Indeed, you may have heard that the State of Michigan already spends more state funds on local roads than an "average"

See TRANSPORTATION, 12B

## Introducing A New Way To Purchase Computers

### PC Remarketing Group

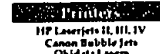
At PC Remarketing Group we pride ourselves in selling computer components and systems that match your needs, nothing more. We understand that everyone is different and everyone has different computer skills, and information processing needs. You may not want or need to spend heavily on the latest, most advanced systems. A properly configured, older computer will probably take care of your needs efficiently and with substantial savings. But if Pentium processors or PowerPC machines are necessary, we have them too, at prices that will surprise you.

We offer one of the widest varieties of hardware in town. From simple 286, to 386 and 486 machines, to Pentium processors and PowerPC's with any size RAM and Hard Drive configurations. From IBM/PC's to Macintosh and Apple IIm laptop to desktop units. Even multimedia systems are available.

Here's just a sample of what we offer.



**\$499**



**\$199**

Brand Name & Model

IBM  
Micro  
Apple  
NEC

HP  
GoldStar  
Compaq  
AST and more.

### Mid-Summer Special

AST 486 DX 2-50 Multimedia  
4MB RAM  
420MB Harddrive  
2-Spin CD-ROM  
14" Color Monitor

Blow-out priced  
at only  
**\$999**

### Showroom Hours

Monday - Friday  
10:00am - 7:00pm

Saturday  
10:00am - 6:00pm



PERSONAL COMPUTER

810-616-1500  
Remarketing. Not Retail.  
324 East Fourteen Mile Road  
Madison Heights

Pentium is a registered trademark of Intel Corporation. All items while supplies last.

## REGISTER NOW CLASSES START SEPTEMBER 6

### Bachelor degree completion in:

- Accounting
- Computer Information Systems
- Finance
- General Business
- Management
- Marketing

### Master of Science in:

- Finance—six concentrations
- Management—six concentrations
- Professional Accountancy
- Taxation—three concentrations

### NEW! Starting Winter Semester

- Master of Science in  
Management & Communication

**CALL TODAY!**

Troy Campus  
(810) 689-8282  
Novi Campus  
(810) 349-5454  
University Center, Clinton Twp.  
(810) 285-6630

Walsh College  
(810) 284-4444

Walsh College admits students of any race, color, and national origin.

**WALSH**