

## HELP US HELP YOU . . .

## Tell us how you see it!

Help the road commission do a better job for you. Take a few minutes to complete this survey. Mail it to: "Reader Survey," Oakland County Road Commission, 2420 Pontiac Lake Road, Pontiac, Michigan 48054.

1. Write in name of city, village or township where you live:

2. How do you feel about the 10-year catch-up program to improve our county roads?

- a. it's necessary \_\_\_\_\_  
b. it's not necessary \_\_\_\_\_  
c. no opinion \_\_\_\_\_

3. Would your family consider an additional tax payment of \$100-\$125 a year for ten years to get an adequate road system?

- a. worthwhile \_\_\_\_\_  
b. unreasonable \_\_\_\_\_  
c. need additional information before answering \_\_\_\_\_

4. Should Northwestern freeway be extended northwestward as long planned?

- a. yes \_\_\_\_\_ b. no \_\_\_\_\_  
c. no opinion \_\_\_\_\_

5. Governor Milliken's transit proposal calls on automobile owners in Wayne, Oakland and Macomb counties to pay the entire local matching cost of phase one of a system to serve seven counties. Car owners in the three counties would be required to pay an additional license plate fee each year for six years. Do you consider this

- a. fair \_\_\_\_\_ b. unfair \_\_\_\_\_  
c. no opinion \_\_\_\_\_

6. Do you think you should help pay the \$10.7 million local share of cost for a "people mover" that would serve only downtown Detroit?

- a. yes \_\_\_\_\_ b. no \_\_\_\_\_  
c. no opinion \_\_\_\_\_

7. Should the City of Detroit be in position to dominate policy-making for the seven-county transit system?

- a. yes \_\_\_\_\_ b. no \_\_\_\_\_  
c. no opinion \_\_\_\_\_

8. If adequate bus and other public transit service were available now, what percentage of your daily trips, now made by car, would you make by public transit?

- a. 0 to 20% \_\_\_\_\_  
b. 20 to 40% \_\_\_\_\_  
c. 40 to 60% \_\_\_\_\_  
d. 60 to 80% \_\_\_\_\_  
e. 80 to 100% \_\_\_\_\_  
f. don't know \_\_\_\_\_

9. Should one lane each way of expressways and major county roads be reserved for exclusive use of express buses?

- a. yes \_\_\_\_\_ b. no \_\_\_\_\_

10. Southeast Michigan Transit Authority estimates public transit would handle only about 7.6 percent of all trips when it is completed. Reserving one lane in each direction for exclusive bus use would reduce the capacity of the roads involved to handle cars and trucks. What should be done to assure reasonable capacity for cars and trucks that would be necessary for 92.4 percent of all trips?

- a. nothing \_\_\_\_\_  
b. the transit authority should pay a fee for the privilege sufficient to restore needed road capacity for cars and trucks \_\_\_\_\_  
c. state and federal government should increase their financial support of roads to offset reduced capacity for cars and trucks \_\_\_\_\_  
d. no opinion \_\_\_\_\_

## N'western fate up to court

Almost everyone else has wrestled with the issue of extending Northwestern freeway. Why not a circuit judge?

Thus reasoned Road Commissioner John R. Gnau, Jr., in moving that the Board of Road Commissioners file suit against the Michigan Department of Highways and Transportation to enforce a contract between the two parties for extension of Northwestern freeway from Telegraph road to intersect with U.S. 23 near Fenton.

Chairman Fred L. Harris and Vice Chairman William M. Richards agreed and ordered the road commission's legal office to prepare pleadings and file suit, probably sometime this summer.

The road commission has paid \$90,000 a year since 1958 as debt service for bonds sold to finance the extension, which has been in Oakland county's planning since the 1920's.

"Critics to the contrary, the road is needed," said Gnau.

## Road Commissioners Write

Dear Oakland neighbor:

We're trying harder—to provide you an adequate road system, to keep you posted on what we're doing in that respect, and to make every road dollar contribute its full share to good roads. As you have read in this report, we have a way to go yet, in spite of some progress.

Only a little over 20 percent of our road mileage is adequate. At our present rate of income, there's little chance of improving that miserable statistic.

The Citizens Research Council has delivered a practical plan for making our roads adequate. It is not an easy solution. It will cost you some more money, but we feel the benefits of a good road system justify sacrifice at a level that is not unreasonable.

The program will be thoroughly discussed at many levels before a decision is made. We will not make that decision. In the end, you will directly and through your elected county officials. We urge your most

serious consideration of the program. It represents the one and only hope of achieving adequate roads within a reasonable time span.

There's another and more immediate way you can help us to be more responsive to your wishes. Tell us how you feel about road-related issues.

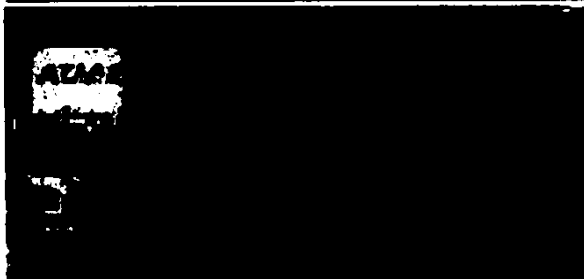
The questionnaire on this page is a good starting point. Complete and mail it to us. We'll read your reply thoughtfully. And add whatever comments you may consider appropriate.

That may be inviting as much trouble, considering the condition of our roads, as setting a lighted lantern near the rear hoof of Mrs. O'Leary's cow. But there it is. For better or worse, we solicit and will appreciate your suggestions as to how we may serve you better.

Sincerely,

Board of County Road Commissioners:

Fred L. Harris, chairman  
William M. Richards, vice chairman  
John R. Gnau, Jr., road commissioner



**NEVER-ENDING CHORE—Road maintenance, like a woman's work, is never done. And it costs more, too, when roads are as inadequate as Oakland's county roads. If**

**the 10-year improvement program goes, money saved on maintenance can be spent, instead, on further road improvements. Another reason for backing 10-year plan.**

## Notes to financial statements continued

\$90,000 is needed to complete special assessment projects, as indicated in Note 4. In addition, certain contracts have been negotiated for the construction of Road Commission buildings or facilities. The estimated balance to complete these projects as of December 31, 1974, is \$196,000.

## 7. CONTINGENT LIABILITIES:

Under contracts negotiated with employee groups or under board policy, individual employees have a vested right to receive payment for unused sick leave and certain other benefits upon termination of employment or retirement. The maximum value of these vested rights, which is not recorded on the financial statements, is approximately \$700,000 at December 31, 1974.

The Road Commission has contracted with the Michigan Department of State Highways to provide maintenance services

for State trunklines. The State has audited the program through 1973 and has tentatively disallowed certain expenses totaling approximately \$103,000 for 1972 and \$148,000 for 1973. The Road Commission is contesting these claims and accordingly has not paid these amounts.

The Road Commission has computed costs under the 1974 contract in the same manner as in prior years. Therefore, the possibility exists that the State will seek to disallow certain expenses relating to the 1974 contract in an amount that cannot be determined at this time. Due to the uncertainty as to the outcome of these disputed claims, no liability has been recorded as of December 31, 1974.

The Road Commission has been named defendant in several lawsuits in which plaintiffs are seeking damages of various amounts. Several of the cases result from alleged actions which are not covered by the Road Commission's insurance carrier. There are several other cases pending which are being defended by the insurance carrier and which include claims in excess of the

policy limits. It is the opinion of legal counsel that the aggregate dollar amount of all such litigation should not exceed \$100,000.

## 8. ALLOCATION OF EQUIPMENT CHARGES:

Equipment operating costs, including operating and direct equipment expenses, shop expenses and depreciation, are charged to functional classifications based upon predetermined rates applied to the number of hours the equipment is used. The \$777,864 credit shown in expenditures is the excess of such charges over the actual expenditures for equipment operating costs.

The predetermined rates, which are consistent with the rates used for State reporting purposes, include an allowance for equipment depreciation which is not recorded as an expenditure in the Road Fund. Total charges allocated to functional classifications attributable to depreciation amounted to \$707,482. Total equipment expenditures (without depreciation considerations) incurred in 1974 amounted to \$1,940,739.

## 9. GENERAL FIXED ASSETS AND DEPRECIATION:

General fixed assets purchased are recorded as expenditures in the Road Fund at the time of purchase. Such assets are capitalized at cost in the general fixed assets group of accounts, except for certain improvements including roads, bridges, curbs and gutters, streets and sidewalks, drainage systems and lighting systems.

Provision is made for depreciation in the general fixed asset group of accounts. Depreciation accumulated in 1974 totaled \$791,782, based upon the following methods and useful lives:

	METHOD	USEFUL LIFE
Buildings	Straight-line	50 years
Road equipment	Rate of years-digits	5-8 years
Shop equipment	Straight-line	10 years
Office equipment	Rate of years-digits and straight-line	5-10 years
Engineering equipment	Straight-line	10 years
Road vehicles	Straight-line	Varies
Control pits		Units of production
Yard & storage equipment	Straight-line	10 years