

## Construction Highlights

Highlights of the 1976 road construction program included reconstruction of Walton Boulevard from two to five lanes, widening Novi Road from two to five lanes, and two-lane paving of Lone Pine Road and the last remaining segment of Haggerty Road, said John R. Gnau, Jr., Chairman of the Board of Oakland County Road Commissioners.

Walton was reconstructed from Adams Road to the Rochester City limits in Avon Township at a cost of \$2.7 million. A bike path was provided along the south side from Adams to Livernois with help of the township, and a \$309,000 drain project was included with the help of the township and the Oakland County Drain Commission.

Novi Road was widened from I-96 to north of Twelve Mile Road to accommodate traffic anticipated for the Twelve Oaks Shopping Center. Two-thirds of the \$288,000 cost was paid by the shopping center with the balance paid by the City of Novi and the Road Commission.

Lone Pine Road's last gravel segment in Bloomfield Township was paved with enclosed drainage and curbs in an effort to preserve existing trees and natural vegetation. This design was used for paving for all of Lone Pine between Lahser and Inkster Roads during the past 15 years, providing an environmentally pleasing collector roadway through a residential area.

Haggerty Road is now paved its entire length from Eight Mile Road at the county's southern limit to Richardson Road in the Union Lake-Middle Straits area.

## When A Joke Becomes Serious

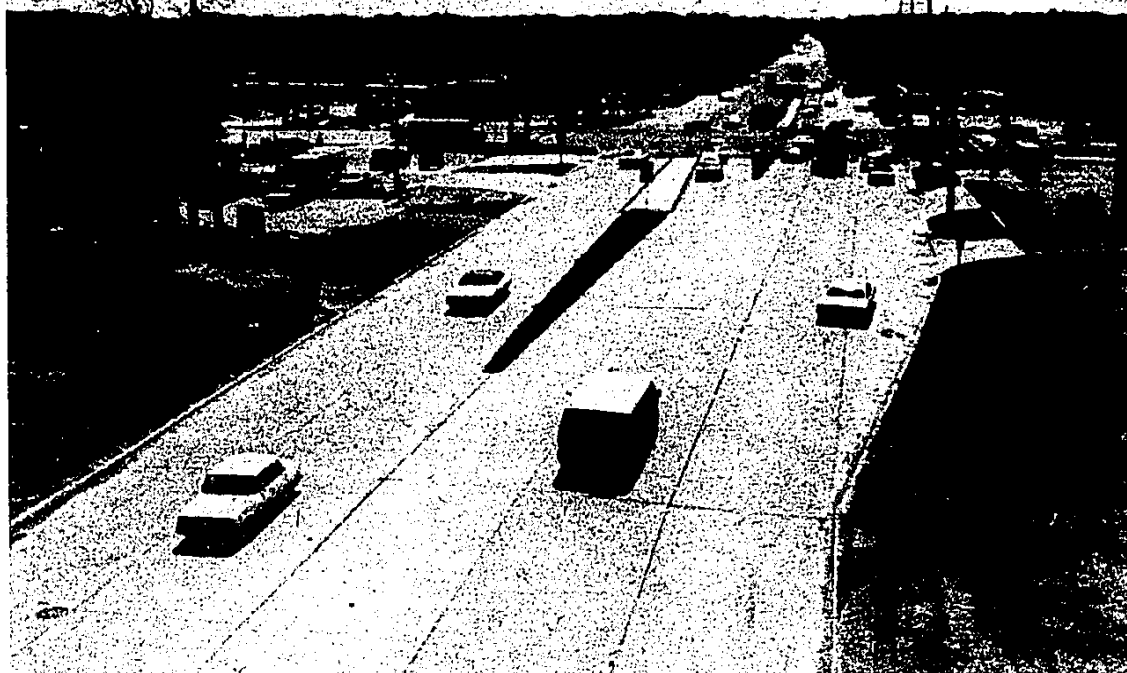
There's a joke currently popular that says if Moses had led the chosen people to the Red Sea in the 1970's he would have some good news and some bad news for them at the edge.

"First the good news," Moses would say. "God has given me power to part the waters so we can cross and then to let it rush back to drown the pursuing Egyptians."

"Now the bad news," Moses would intone. "First we have to do an environmental impact study."

Like all good jokes, this one contains an element of truth. How well we know in Oakland County. For example, a \$2 million widening of 2.7 miles of Big Beaver (16 Mile Road) in Troy planned for this year will be delayed to another year. An environmental assessment study became necessary to qualify for the \$1.4 million of federal funds making the project possible.

Of course, we don't mean to equate the federal government with God. Nor do we consider environmental safeguards an unimportant factor in major public works projects.



AN EXAMPLE OF INTERSECTION FLARING. This view of 12 Mile Road at Orchard Lake Road in Farmington Hills shows results of a Road Commission project to flare intersections for right and left turns.

## Road Improvement Miles Add Up As Fast As Money Available Allows

About 63 miles of Oakland County roads were improved under the 1976 construction program. That is nearly three percent of the 2,373 miles of roads in the County Road Commission's jurisdiction, including subdivision streets, said John R. Gnau, Jr., Chairman of the Board of Oakland County Road Commissioners.

All but 0.8 mile involved paving, including 5.6 miles of upgrading

gravel local roads to two-lane pavement, 3.1 miles of widening from two to four or five lanes, 3.7 miles of primary road paving, 3 miles of subdivision street paving, and 44.8 miles of placing a new pavement over the old.

Additionally, nine major intersections received widening or flaring and seven railroad crossings received signalization as part of an in-

tersection safety program.

The bill for these improvements totaled \$9,999,000. Of that amount, the road commission's regular revenues paid \$2,818,000 and federal and state contributions paid \$3,491,000. That means \$3,690,000 came from "local" sources; either city or township funds, or special assessment on benefiting property owners.

Additionally, the 1976 construction program provided preliminary engineering for 4.7 miles of future road improvements and pre-preliminary engineering for 6 miles of future road improvements.

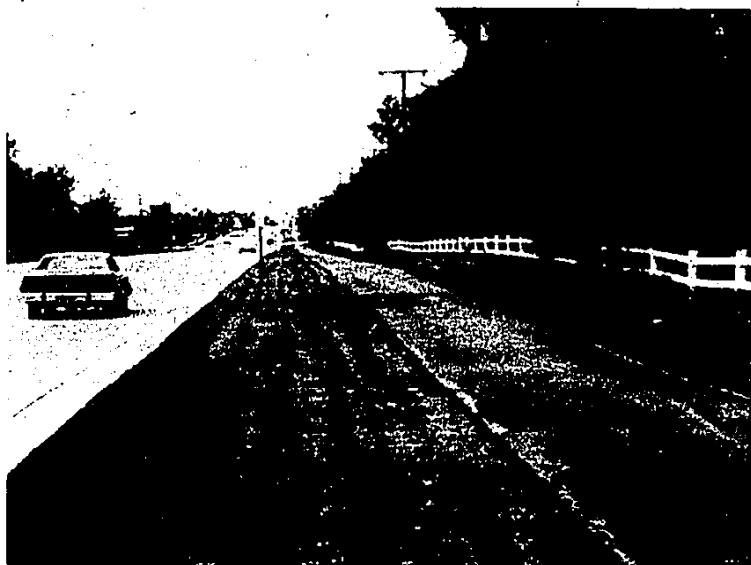
The largest single project during 1976 was widening of Walton Boulevard in Avon Township from two to five lanes at a cost of \$3.4 million, made possible by federal urban funds of \$2.1 million.

The combined highway and railroad crossing improvements comprised the next largest program, totalling \$1.4 million, of which \$892,000 came from federal safety funds.

The local road construction program cost a little over \$1 million and was made possible by contributions of 50 percent by the townships.

Repaving projects, known as "bituminous overlays," cost \$698,000 total, of which the Road Commission contributed the largest amount (\$518,000).

Paving of subdivision streets, for which special assessment procedures require that benefiting property owners or the local community pay the all but 10 percent required \$342,000 of Road Commission funds.



PATHS ALONGSIDE ROAD COMMISSION CONSTRUCTION PROJECTS, such as here on 12 Mile Road in Southfield, provide routes for pedestrians and bicycles. A similar separate pathway was provided by the road commission along Walton Road in Avon Township during 1976.