

TALUS Plan For Observerland

Rapid Rails Could Be Reality By 1990

A rapid transit line from downtown Detroit to Redford Township, Livonia and Plymouth is in Observerland's future.

If a recommended regional plan is adopted, Another major feature would be a freeway along the Middle

Belt Road corridor from Metropolitan Airport through Westland, Inkster, Garden City, Livonia and Farmington to Pontiac.

The recommendation came from Director Irving J. Rubin and the staff of TALUS. The

seven-county Transportation and Land Use Study.

Rubin unveiled the plan Tuesday to the TALUS administrative committee.

The administrative committee approved it by unanimous vote. Taking part in the voting was Wayne County Supervisor Carl Pursell of Plymouth.

That committee adopted TALUS' proposed land use plan in April.

THE RAPID transit line from Detroit to Plymouth would be one of four in the region and would be called the Grand River-Schoolcraft line. The other three are called Van Dyke, Woodward and Powerline.

No breakdown of the cost was immediately available, but the whole 81-mile transit system's cost was pegged at \$1.1 billion.

It would take until some time past 1990 to build, Rubin suggested. The Grand River-Schoolcraft line be built in three stages.

● "Priority 1" -- The nine miles paralleling Grand River and Schoolcraft to the Southfield freeway in Detroit.

● "Priority 2" -- The seven miles from the Southfield freeway across northwest Detroit and Redford Township to Merriman Road in Livonia.

No exact breakdown between these stages was mentioned by Rubin, who only recommended that both be accomplished "by 1990."

● "Priority 3" -- The 5.4 miles from Merriman Road to the City of Plymouth "after 1990."

The rapid transit link would run parallel to and south of the present Schoolcraft Rd.

PURPOSE OF the rapid transit system, which would be a rail operation, would be not only to move suburbanites to Detroit but to enable inner city residents to get to the suburbs, where increasing numbers of factory jobs have been located.

A new twist to the highway plans calls for a freeway from Metropolitan Airport in Romulus directly north to Pontiac in the corridor of Middle Belt Road.

This route, one of the few entirely new freeways, is recommended for construction in the period after 1975. No

cost estimate was provided immediately for this 29 1/2-mile route.

The Middle Belt Freeway would basically relieve inter-city traffic on Telegraph Rd. In addition, a Ford Road freeway from the Southfield freeway west to I-275 is recommended through Dearborn Heights, Garden City and Westland.

This 11.8-mile segment would, in effect, connect the Garden City - Westland area to the Southfield freeway and I-275, which will run down the Haggerty Road corridor.

TALUS is a 4 1/2 year, \$5 million special project of the Planning Division of the Southeastern Michigan Council of Governments.

After the TALUS administrative committee has approved a set of recommendations, public hearings will be scheduled -- one in each of the seven participating counties and one for the City of Detroit.

The "preliminary plan" will then go back to the TALUS administrative committee and the SEMCOG executive committee, and a final plan will be presented to the entire SEMCOG membership.

Participating financially in TALUS are the seven county road commissions and boards of supervisors, the City of Detroit, the State Highway Department, the U.S. Transportation Department's bureau of public roads, and the U.S. Housing and Urban Development Department.

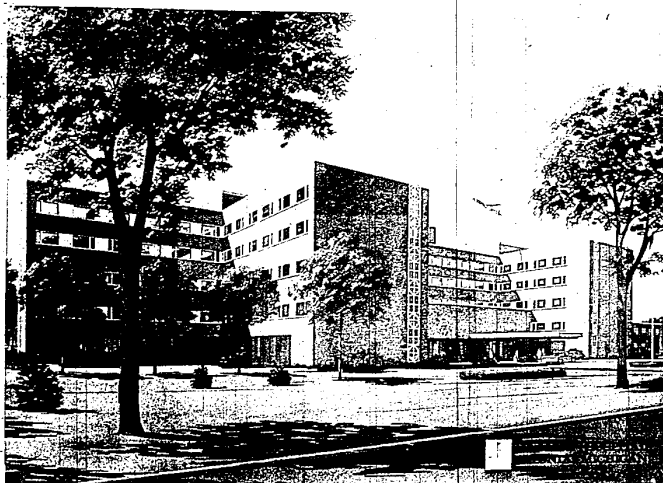
PUBLIC MEETINGS are scheduled for September through November.

Purpose of the project has been to feed in population and economic data to determine what amounts and patterns of public facilities and plans will be needed to prepare the 4,400 square mile region for the year 1990.

The land use portion suggested five alternative forms of varying degrees of density. The "preliminary" total plan unveiled Tuesday was based on the middle-density land use plan.

TALUS forecasts a 57 per cent increase in population in the period under study -- from the 4.5 million of 1965 to 6.9 million in 1990.

This will be accompanied by a 66 per cent increase in jobs and a tripling of household income.



ARCHITECT'S conception of St. Mary Hospital with \$9 million addition

\$9 Million Expansion To Double St. Mary

LIVONIA With less than five months remaining until the hospital's 10th anniversary, Sister Mary Columba, executive-director of St. Mary Hospital of Livonia, announced a \$9 million, three-stage expansion program. The program will more than double the number of beds and more than double the total space in the hospital.

The executive director, announcing the hospital's third expansion in less than 10 years, noted that the present patient load is straining the present facilities. The number of patient admissions to the 212-bed hospital has increased 40 per cent, from 7,000 per year to 11,000 per year, since it opened in December, 1959.

A five-story wing, containing 191 additional beds on the third, fourth, and fifth floors, is scheduled to begin construction in April, 1970. The structure will add 127,200 square feet of new space to St. Mary.

Of the 191 beds to be added, 63 will be medical beds, 63 surgical, 30 extended care, 20 short-term psychiatric, and 15 cardiac and intensive care units.

THE SECOND FLOOR of the five-story expansion will house a new laboratory and operating rooms. Hospital figures show a 196 per cent increase in laboratory service and a 136 per cent increase in surgical operations as St. Mary nears its 10th birthday.

St. Mary's strategic position in the rapidly expanding Northwest Wayne County and the qualifications of its staff make it probable that the hospital will become the medical center of

the area, a premise which the hospital says has been acknowledged by the Greater Detroit Hospital Council.

The five-story, 191-bed addition, however, represents only the second stage of the planned expansion. First stage plans call for the construction of 22,300 square feet of new space.

Construction of the first stage, a basement and first floor, is expected to begin this month. Laundry, heating and air conditioning, and maintenance facilities will be housed in the basement of the first stage together with additional storage.

The first floor of the stage one expansion will contain a cafeteria for 280 persons, new kitchen and dishwashing equipment, a new receiving desk and expanded emergency rooms.

THE SECOND STAGE expansion, to begin construction next spring, will have a physical therapy room, employee lockers and facilities, air conditioning and mechanical units, a kitchen, and housekeeping and porter facilities in the basement.

Offices and libraries are planned for the first floor of the new five-story wing. The first floor is to house: administrative, business and personnel offices; social services and religious department offices; medical records; nursing and medical libraries; doctors' lounge; and a chapel, lobby and gift shop.

Completion of the existing shell and new construction will account for the second floor of the wing. Eight additional operating rooms, plus recovery and anesthesia facilities, will

be on the second floor. A new laboratory, pharmacy, inhalation therapy, conference rooms, and central service and sterilization facilities will also be built on the second floor.

Nurses' and post partum unit will be expanded in the third floor of the addition, which will also be completion of an existing shell plus new construction. In addition, a facility for screening and short-term treatment for psychiatric cases will be on the third floor, besides a sub-acute extended care facility.

A new, 63-bed medical facility is planned for the fourth floor, together with a 15-bed cardiac and intensive care unit.

SIXTY-THREE surgical beds will be placed on the fifth floor of the second stage expansion. Conference and treatment rooms and lounges are planned for the top floor, also.

Plans for the third stage, construction on which will begin in June, 1972, consist of alterations to the existing building, a staff lounge and dining area, and an expansion of the X-ray department.

Bids on the project will be opened on Aug. 20.

After the completion of the three phases of construction, the hospital will have 295,700 feet of space, compared to 129,000 now. The following is a list of the size of each of the floors of the expanded hospital, with the present size in parentheses: basement, 62,200 square feet (now 27,000 square feet); first floor, 62,700 square feet (now 25,500 square feet); second floor, 54,300 square feet (now 18,500 square feet); third floor, 41,700 square feet (now 16,000 square feet); fourth floor, 32,900 square feet (now 16,000 square feet); fifth floor, 32,900 square feet (now 16,000 square feet).

The total includes 16,200 square feet of existing shell which will be completed in the second stage.

230 Sears Livonia Workers Join In 5th Anniversary

Sears' Livonia Mall store will turn five years old next week, and this means a fifth anniversary for 230 employees who have been with the department store since it opened in 1964.

Store Manager A. E. Cone, aided by operating superintendent Chick Sheer, passed out five-year pins and certificates to the five-year veterans at a reception Monday.

"The 230 getting certificates and pins represent one-third of the opening complement of full time employees, which is indicative of a rather low turnover," said Cone in an interview.

CONE HIMSELF will be due soon for a 25-year pin, and Sheer recently received a 30-year pin from the continent-wide retailing firm. But most of the Livonia Mall store employees started new with the company.

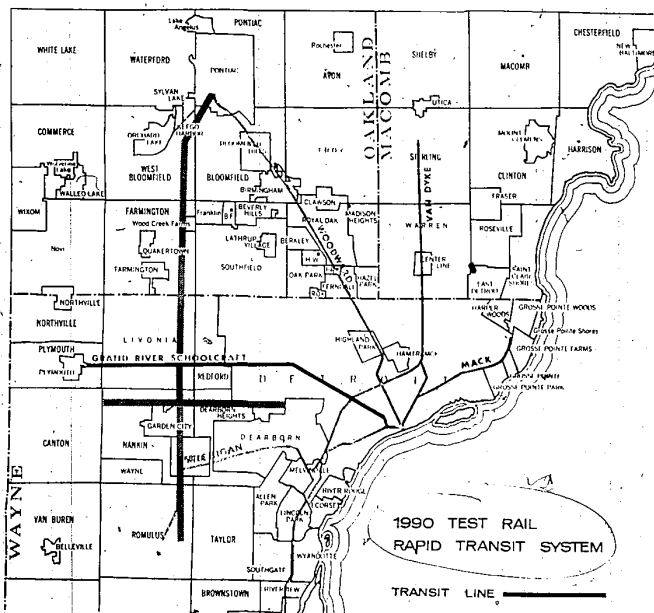
Typical examples: Mrs. Cheryl Druc, 400 Plymouth Road, Plymouth, a collection correspondent in the credit department.

Joe Moore, of Detroit, who started five years ago as a stock man and now is manager of the shipping department.

Mrs. Lucy Dalian, of Dearborn Heights, a sales person in men's furnishings.

Ron Salvatore, of Dearborn Heights, a television salesman.

Sears has many assets that have made it one of the largest companies in the nation, but Sheer pointed out that the reputation was just a way of saying that its greatest asset is people.



OBSERVERLAND would be connected to downtown Detroit by a rail rapid transit system along Schoolcraft and Grand River, indicated by the heavy black line. The 29-mile north-south line is a freeway in the Middle Belt Road corridor. The 12-mile east-west line is a Ford Road corridor freeway. All are proposed in the preliminary 1990 TALUS plan unveiled Tuesday.

Congratulations! SEARS LIVONIA EMPLOYEES ON YOUR 5th ANNIVERSARY



CELEBRATING SEARS' fifth anniversary at the Livonia Mall are (from left) Chick Sheer, operating superintendent; Mrs. Cheryl Druc, Joe Moore, Mrs. Lucy Dalian and Ron Salvatore, all five-year employees, and store manager A. E. Cone. (Observer photo)

OBSERVER NEWSPAPERS, INC. Your Hometown Newspapers

CIRCULATION DATA		
NEWSPAPER	Current Press Run	Certified Audit Corp. Audited Circulation as of 9-30-68
The Livonia Observer	29,500	28,094
The Redford Observer	21,700	20,361
The Farmington Enterprise & Observer	14,800	14,138
The Plymouth Mail & Observer	9,700	9,393
The Westland Observer (Wed. only)	10,000	9,688
The Garden City Observer (Wed. only)	11,400	11,042
Total Wednesday	96,100	92,716
Total Sunday	74,600	71,586
Fred Wright, Circulation Director	261-3800	
Fred J. Levine, Advertising Director		
Eileen Boze	422-4900	
Realt Advertising Manager	422-3175	
Classified Advertising Manager	422-0900	

The store that understands children

At the Kinney Children's Bootery, we don't treat your child as an adult—or you like a child. We give children a world of their own. A space ship to play in, furniture scaled to their sizes, lots of gay colors and decorations. We give you confidence. With a staff of experts who specialize in fit. And a huge collection of smart, high quality young shoe styles, at prices you can afford to pay. We've taken the boredom out of shopping for children... the confusion out of buying for mothers. At...

THE KINNEY BOOTERY
— WE'RE DEVOTED TO CHILDREN

WESTLAND CENTER IN THE CONCOURSE