

County says M-275 replacements will be costly

The State Highway Commission's decision not to build the \$70 million M-275 in western Oakland County will mean that freeway work will have to be done by \$155 million worth of state trunkline work, \$333 million in county roads and \$3 million worth of new planning work by local and private agencies.

Thus, the Oakland County Road Commission put a \$490 million price tag on the state's cancellation of M-275, which by 1985 was to have run from 1-96 on the eastern edge of Novi to I-75 near Davisburg.

But if the state had decided to go ahead with the environmentally controversial freeway, the costs would have totaled \$165 million—\$70 million for the freeway itself and \$95 million for upgrading county roads.

The road commission's study listed 24 other roads or projects as "alternatives" to M-275. It was compiled by the road commission staff and made public by Managing Director John Grubbs.

THE MAJOR replacement for M-275, said the road commission, should be a five-lane state trunkline starting at the giant I-496 interchange and pro-

ceeding northward on what is now Haggerty Road.

Then it would angle northwesterly along the routes of what are now Commerce Road, Bogue Lake Road, M-59, Grand Road to Davisburg Road, then overland to the Holly Road intersection of I-75.

The state road commission's points were 1) that public and private agencies for years had been making land use, road and zoning decisions on the basis of expecting M-175 to be constructed; and 2) that cancellation of M-275 will throw a burden across Oakland County to be felt as far east as I-75 at Pontiac's Silverdome stadium.

HERE IS AN outline of all the projects the road commission sees as the price to be paid for cancelling M-275.

State trunklines

1. Telegraph Road from Twelve Mile north to Orchard Lake Road—scheduled for widening to six lanes, in most places. Carrying part of M-275's load. Telegraph will have to be even wider. Price: \$3.6 million.
2. Telegraph extension from Dixie Highway to I-75. \$4.4 million.
3. Telegraph in the vicinity of Pon-

tiac—will carry a bigger load: \$9.7 million.

4.5. Northwestern freeway extension, if built—should go to US-23, as planned before the M-275 idea came on the scene. Otherwise, it will continue to dump traffic onto county roads. No price tag.

6. Drake Road interchange for I-496 in Farmington Hills. \$3 million.

7. Improvements to Novi Road interchange at I-96 in Novi. \$4 million.

8. I-75 from I-496 (planned) in Madison Heights to M-13 near Clarkson, widen to six or eight lanes by 1990. \$65.5 million, including much interchange work.

9. I-96 from US-23 at Brighton to I-275 at Novi—should be widened to eight lanes when I-496 is opened. \$23 million.

10. I-496 from I-275 in Novi to Telegraph Road in Southfield—will get heavier use now that I-275 is bringing traffic from Monroe and western Wayne County, new lanes, better ramps, possibly express bus lanes and park-rider lots needed. \$157 million.

11. Interchange of I-496 with I-96 and I-275—designed to carry only turning movements, but now carrying full freeway traffic. \$2 million.

12. Orchard Lake Road interchange with I-496—improve to account for burden from M-275. \$4.5 million.

13. I-496 from Telegraph in Southfield to I-75 in Madison Heights—should be restudied in light of loss of M-275. No price.

14. Access to Pontiac's Silverdome stadium—widening of Opdyke Road, ramping of M-59 and stadium parking lot, etc. \$14.3 million.

15. Dixie Highway from Pontiac to I-75—widen to at least five lanes, repair. \$3.2 million.

16. I-75 Flint bypass—difficult to justify without M-275. No price.

17. Highway funding—should be increased if Oakland County Road Commission is to be responsible for inter-regional routes in western Oakland County. No price.

County roads

1. Novi Road from I-96 to Twelve Mile and Decker Road—widen Novi and improve Decker to handle 12 Oaks Shopping Center traffic. \$1 million.
2. Grand River-Ten Mile planned alterations—now out-dated. This exit in Farmington Hills is the first one east

of the big interchange (No. 11, above). \$5 million.

3. Middle Belt from Northwestern to Square Lake Road. Shown as a major regional route in the early TALUS study of the 60s, Middle Belt was sidetracked when M-275 came onto the drawing boards. Middle Belt should now be re-evaluated. \$23 million.

4. Haggerty Road corridor described at beginning of article. \$38 million.

5. Local county road improvements—Milford Road, the proposed Napier Road Parkway, Wixom Road, Orchard Lake, Inkster, Middle Belt, Farmington, Halstead, Decker, Beck and South Hill roads, pavings, widening, interchange improvements. \$294 million.

Other effects

1. Master plans of Farmington Hills, Novi, Wixom, Walled Lake, Wixom Lake, West Bloomfield Township, Commerce Township, White Lake Township and Springfield must now be revised. \$2 million.
2. Dayton-Hudson's 12 Oaks regional shopping center—shoppers from north must continue to use inadequate and disjointed county roads. No price.
3. Springfield-Oaks county park—

was planned for access from M-275; park usage affected. \$1 million.

4. Pontiac Lake State Recreation Area—planned for access from M-275. No price.

Stream, lake given names

Two bodies of water now have names following March 3 action by the Oakland County Board of Commissioners.

An unnamed tributary of Thread Creek, originating near Phillips Lake in Groveland Township, was named Roman Villa Run after Joseph M. Roman, who owned and protected the property until his death in 1974. The stream flows through sections four, nine and 10.

No Name Lake became Foxdale Lake. It is located in White Lake Township's section 24.

No one spoke either for or against the name changes at a formal public hearing. Board action was unanimous.

Special education in state is subject of new task force

State Sup of Public Instruction John W. Porter has announced the appointment of a 24-person task force to explore the impact of Michigan's Mandatory Special Education Act.

The act—which was passed by the Michigan Legislature in 1971—provides that every handicapped person is entitled to an education from birth to age 23.

Dr. Porter said last week that he and members of the State Board of Education have felt for some time that there should be a full review of the problems created by implementation of the law.

The task force has been charged with assessing the current status of special education programs for the handicapped in our state and to make recommendations for improving serv-

ices to handicapped children, youth and adults," he said.

The task force membership includes special and general education teachers and administrators, consumers, parents, and representatives of advocate groups and special interest organizations.

Cancelled

The March meetings of the Northwestern Technical Advisory and Citizens Advisory Committees have been cancelled.

The cancellations, announced by William D. Wagner of TAC and Walker Ciesler of CAC, were made necessary by the state highway commission's recent decision to cancel the construction of M-275 from I-96 to I-75.

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