Oakland officials stump for M-275 revival.

Yet another effort to revive the twice-presumed-dead M-275 freeway through western Oakland County picked up some steam last week.

A group consisting mostly of village and township officials, organized by Oakland County Commissioners Robert McConnell and Robert Gorsline, en-dorsed a "modified" M-275 plan that would connect at 1-696 in Farmington-Hills and extend to I-75 north of Ponti-

The old State Highway Commission cancelled the controversial freeway in January 1977 and asked that alterna-tives be studied.

PENDING BEFORE the new State Transportation Commission, which re-placed the highway commission after the 1978 election, are five alternatives to the original 275, including the modi-fied freeway plan.

The transportation commission was scheduled to discuss the freeway and alternatives at its late August meeting in Lansing but announced Friday that the issue will be discussed at the commission's Sept. 26 meeting to be held in the Oakland County Board of Commissioners auditorium in Pontiac.

A commission spokesman said mem-ers wanted to give area groups and esidents more time to study the vari-us proposals.

THE MODIFIED plan puts the six-lane freeway west of the environmen-tally sensitive black spruce bog near Maple and Haggerty roads and in-cludes landscaped noise berms.

The other major difference from the original plan, according to Michael Flajole, the state's M-275 project coordinator, removes the Commerce Road interchange near the Dodge Park No. 5

the freeway.

The only highway commissioner who supported M-275 in January 1977 remains on the six-member transportation commission, which has three newly-appointed members including Rodger Young. Republican from Rochester.

McCONNELL, a Republican from Farmington Hills, said his compromise plan, one of two ordered for study after M-275 was cancelled, was moot be

wide landscaped shoulders, would fol-low the original M-275 route, but only to M-59 in Pontiac.

The Citizens in Oppositon alterna-tive, also orderd for study after the M-275 cancellation, would be a six-lane boulevard from 12 Mile Road to M-59 and also would extend along 14 Mile Road from Harmetti & Marketti

it would exceed federal noise regula-tions, Rosman said.

He predicted the U.S. Department of Interior would veto the modified freeway for many of the same environmen-tal reasons it nixed the original plan.

FLAJOLE, the project coordinator, said the modified freeway would require an updated environmental impact statement. All of the alternatives'

quire an updated environmental impact statement. All of the alternatives' environmental impacts have yet to be studied by tederal officials.

Because the survey and design work, plus some right-of-way acquisition, have already occurred with the original freeway plan, the modified version and freeway plan, the modified version eithers. Plajole said.

And last August. 73 percent of the voters in western county townships approved the idea of a 1-96 to M-55 connector along the M-275 route. The referendent was advisory.

White Lake Township Supervisor. Dajanes Reid summed up the local officials' support for the freeway:
"I can't see a road for 10 to 15 years" If an alternative to a freeway is selected, Reid said.

"The dyes' already been cast, the dye's already been cast, the dye's already been cast, the to rabe their children."



MECUNNELL, a Republican from Righerry to Northwestern Farmington Hills, said his compromise folitizens in Opposition to M-275, accused local officials of "beating a dead horse" in supporting a modified freeway. Rosman said it's "not impossible" but highly unlikely that the new transportation commission would approve and approve and the modified freeway with a 84-foot landscaped median, a bike path and protation will meet with officials of the southeast Michigan Council of Governments, the seven-county regional planing agency, to get their position. That meeting begins at 10 a.m. in the Transportation and the State Capitol in Lansing. No public hearing has been sched-...as state group lends freeway an ear

The original M-275 plan has been dead since January 1977. But another freeway plan could still be approved for western Oakland County. That assessment comes from Rodger Young, a Rochester attorney who was appointed to the new State Transportation Commission this year when the old Highway Commission went out of business.

Highway Commission went out of business.

The original plan is dead, said Young, but there could be a road of the same class, above grade.

Young, contacted between court appearances this week, was asked whether proponents of a freeway were realistic or dreaming when they voted last week to recommend a new freeway plan. M275s most vocal opponent, Steven Rosman, accused proponents, mostly local officials, of beating a dead horse in resurrecting a freeway plan when they met Aug. 2 in Commerce Township.

reeway pian when they met Aug. 2 in Commerce Township. M-275 was to run from the I-96 and L-275 intersection in Novi northward to I-275 near Davisburg. Together I-275 and M-275 would make a 60-mile bypass around the west side of Detroit.

YOUNG FEELS a freeway plan is

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alive. He recounted its history:

"After the original proposal was killed, the matter was sent to the Fed-ral Highway Administration and then to the Michigan Department of Transportation for further analysis. This was not to say the matter would not be provided to the presented again.

"It was felt it might be appropriate (to reconsider a freeway) because a majority of voters (in 1978 polls) felt an anorth-south artery ought to be built.

"We began to prepare for this scenario two months ago. I went to the department last month and spent two days studying the various alternatives—the modified freeway plan, the McConnell (parkway) plan, the Rosman (the control parkway) plan, the Rosman (the control parkway) plan, the Connell (parkway) plan, the Connell (parkway) plan, the McConnell (parkway) plan, the McCo

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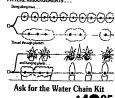
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