## A long road

## Highway has historical reputation

Who killed the extension of Northwestern Highway through West Bloomfield from its present terminus at Orchard Lake Road and 14 Mile?

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Rack in 1929, Northwestern was
built as a benefit road (two lanes of
pavement) from Eight Mile in Detroit
to Orchard Lake Road, Property own
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mission (OCRC) took over financing the project.
But nothing was done until 1957 when the Michigan State Highway Commission entered the picture by selling \$25 million worth of bonds to run for 20 years. That was spent to build a wider section between Eight Mile and Telegraph to accommodate the Northland Shopping Center in Southfield.

STILL A DOTTED line, the highway extension was expected to run from Orchard Lake Road to Hagerd and connect with the proposed M-275 express way in Commerce Township. In 1970, a West Bloomfield Township group of 30 Landowners and developers formed the Northwestern Area Council to lobby with the state for the extension's construction. Local officials and planning commissioners were solidly planning commissioners were solidly

But many citizens groups entered the picture beginning with CLURE (Citi-zens Council for Land Use Research and Education). They asked for an eco-

nomic, social and environmental impact statement, as required by new federal laws, before federal money could be released for highways.

Other groups joined in, such as League of Women Voters, Concerned Citizens for West Bloomfleid, Farmington Hills Homeowners and Concerned Citizens for Franklin. They asked Gov. William Milliken to stop land acquisition for the extension until after public hearings took place.

PRESSURE INCREASED to rezone residential land. Land was reconed for the Jewish Community Center, Henry Ford Hospital and Win Schuler's restaurant, all in West Bloomfield.

In 1976, Milliken ordered a halt to right-way acquisition for the nearly more citizen groups involver were more citizen groups involver were highway including Eastern Michigan Environmental Action Committee, Rouge Basin Coalition, Detroit Audubon Society, Michigan Federation of Business and Professional Clubs and soveral subdivisions.

Meanwhile, the OCRC argued it had a binding contract with the state to ex-

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Meanwhile, the OCRC argued it had a binding contract with the state to extend the highway. In 1979, the state ordered the extension cancelled.

John Grubba, OCRC managing director, told the West Bloomfield Chamber of Commerce at the time: "Unites M-275 is built, Northwestern will not be built. It looks like a no-build." He called the opposition to both freeways "a coasilition of bird lovers." Others described them as "freaks in tennis shoes."

IRONICALLY, the state still has M-275 on hold. Federal and state road funds have dried up and that helped kill Northwestern.

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But it all began at the grassroots level, here in West Bloomfield, when just a few residents asked questions and found support to keep residential area in the township, despite pressure for more commercial development if the highway went through.

Now the only alternative to handle increased traffic is to widen existing roads. One plan is for Maple to become a boulevard from Orchard Lake Road west. Mother plan is to complete the widening of Orchard Lake Road, from Maple to Will-o-way, currently slated for 1984.

Most local officials now have changed their views on the extension issue. The planning commission is ex-pected to vote formally to crase the dotted highway line from the master dotted highway line from the master plan. A year ago the commission agreed 8-1 to delete it. Bruce Berghoff was the only holdout. A poll of the Township Board showed only Supervi-sor John Doherty and Trustee Weldon Yeager are still for keeping it.

A suggested compromise of extend-ing the highway from 14 Mile to Maple appears to have evaporated.

THE OCRC STILL wants its contract with the state honored, a spokesman said. The Michigan Supreme Court turned down the OCRC's suit for failure to continue the highway, but said the

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county could sue for performance or damages. No action has been taken yet. Township suddivisions have been approved and some built in the highway's right-of-way. A proposed expansion of the acreage in a Haggerty Road industrial park zone only is possible with the highway's deletion.

Doberty still will not declare the

Doberty still will not declare the highway dead. "On 696, they built cities on the right-of-way," Doherty said.

"They (state officials) haven't got enough intestinal fortitude to do the right thing, so they do the politically expedient thing that brings more (fu-

"HOW IS TRAFFIC that's going to come through here going to get through without it? You can't just crase it. Something has to go in its place and they (state) haven't said what that will be. Widening Maple won't do it...no way...no way.

"You can't blame the planning commission (for deleting it)," Doherty added. "Why should one little community try to defend something the state won't defend when we could wind up in court for not giving building permits?"

That was his explanation for telling the West Bloomfield Chamber of Com-merce last week that Northwestern was dead "only in the minds of some people."

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