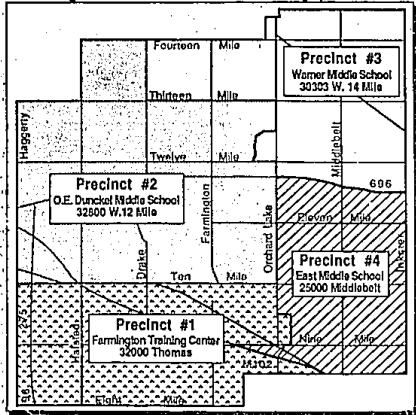


Farmington Public Schools voting precincts



Bigger vote expected

Continued from Page 1
 "We're a little ahead of the past couple of years in terms of AV ballots for the annual election," Duschniske said.

VOTERS IN the Farmington, Clarenceville and Walled Lake school districts will fill two school board seats in each annual district election today. Polls will be open from 7 a.m. to 8 p.m.
 In Farmington, voters will choose between incumbents John Cotton of Farmington and Helen Ditzhazy of Farmington Hills and challengers Robert Ramsey and John Akouri, both of Farmington Hills, for two-year terms.
 Clarenceville voters will choose

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Reaction mixed to Haggerty

Continued from Page 1
 of two court reporters.
 More than 500 public comments were taken by court reporters. And about 80 written statements were gathered at the hearing. "We had a tremendous amount of input from the public," Chisholm said.
 Residents who still wish to comment on the proposed Haggerty Road connector project may send letters to Chisholm at P.O. Box 30050, Lansing, MI, 48909.
 Holmes, a Meadowbrook Hills subdivision resident, said she would prefer maintaining Haggerty Road for local traffic and building a new boulevard a half-mile west in Novi could serve through-traffic.
 "One of the problems for people is

trying to get them through (the communities to freeways: I-275, I-696, I-96). Keep those people on a fast-moving highway," Holmes said.
 West Bloomfield planning commissioner Don Dresselhouse agreed. "This way, we maintain the existing capacity of Haggerty and increase capacity for a new route."
 Tom Schlau, president of the Farmington Hills Meadowbrook Hills Homeowners Association, said subdivision residents, "don't think they should just do a little expansion of the road. That corridor is horrendous."
FARMINGTON HILLS and West Bloomfield residents along the Haggerty corridor said that angry Novi residents have their sympathy but

sacrifices must be made for progress.
 "Nobody wants an expressway in their back yard. But it's got to go somewhere," said Herbst, a Maple Place Woods resident.
 Nick Cipponeri of Farmington Hills offered similar comments. "I feel sorry for them, but it's progress. It definitely can't stay the way it is."
 Dresselhouse said an improved north-south route will help redirect traffic cutting through West Bloomfield to reach the lakes area. "This will help Novi. They have a real problem if they look to their future," he said.
 That attitude is tough for Valenti. If a final decision is made to build a new boulevard west of Haggerty, the

roadway will cut right through her living room. True, the state would pay the Valentis for their 11 acres, house, barn and orchard. "But we won't be able to buy something like this again," she said.
 Lovrenich has her house up for sale. "But who wants to buy it with all the turmoil going on on the street!"
 Holmes said she understands what the Novi residents are going through. Her subdivision is near noisy, busy I-275.
 "I'm very disappointed about the environmental impact of any project. We just hope this will help relieve traffic, some on Eight Mile, some on I-275, and cut down on the noise and help the intersection of Haggerty and Eight Mile."

New boulevard favored by many

Continued from Page 1
 The environmental impact study describes the available alternatives for improving Haggerty, as well as why improvements are needed and how the environment will be affected, Eames said. A completion date for the final draft of the environmental impact statement, including public comments and a final route, hasn't been set.
 Two major alternatives, 3 and 4, both which offer variations, remain as the focus of debate.
 ● **ALTERNATIVE 3A**
 Known as the Haggerty Road alignment, this route calls for recon-

structing Haggerty as a controlled access boulevard with direct access to the freeways. An interchange would require a connector road to Haggerty near 13 Mile. From this point north to Pontiac Trail, the connector road would run parallel either east or west of Haggerty.
 Estimated at \$109.2 million, 3A follows a more direct line from 14 Mile to Pontiac Trail. It cuts across and removes about 15 acres of the Black Spruce Bog near Maple Road. It would displace 54 residences, 64 businesses and two publicly owned units.
 ● **ALTERNATIVE 3B**
 Estimated at \$114.6 million, this

route would follow the existing Haggerty Road alignment and skirt the bog's perimeter. It would displace 119 residences and 65 businesses; one publicly owned property would require relocation.
 Alternative 4 and variation, 4A, are preferred publicly by municipal leaders, yet are the bone of contention among many Novi residents. It calls for a new controlled-access boulevard and interchange a half-mile west of Haggerty:
 ● **ALTERNATIVE 4**
 Estimated at \$73 million, the new road would have additional ramps to connect with I-275, I-96 and I-696. A cloverleaf interchange would be at 12 Mile, which is targeted for im-

provement. North of 14 Mile, the new road would curve westerly around the Black Spruce Bog near Maple Road. Thirty residences and three businesses would be displaced.
 ● **ALTERNATIVE 4A**
 Estimated at \$72 million, the new road would curve easterly to bypass the peat bog north of 14 Mile. It would displace 28 residences and four businesses.
 MDOT officials maintain that neither alternative 3 or 4 would negatively affect the area's agricultural lands, parks, air quality, historic or archaeological sites.
 On the negative side, major issues are right-of-way acquisition, wetlands, floodplains, noise and aesthetics.

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