

# Hills proposes deal with county over roads

## Jurisdiction is at issue

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NO FORMAL request has been made, but Costick confirmed that giving 14 Mile to the state as a corridor has been discussed. But an OCRC spokesman said the MDOT issue is not at the heart of the current proposed road swap between city and county.

"That's one man's opinion," Joy said. "No one on either side has suggested this. It is all interesting speculation. As far as the use of 14 Mile, we are not going to deal with it in this regard (city road swap)."

State officials have not been informed about 14 Mile, MDOT spokeswoman Brenda Peek said.

"No one knows anything about it. Our people are not privy to it."

The idea of MDOT taking 14 Mile was mentioned informally years ago and has since been mentioned in road swap discussions, Costick said.

"THIS IS one way to solve the dispute over Northwestern Highway," Costick said.

If 14 Mile were to be a connector it would have to be widened, he said.

The MDOT-OCRC dispute over Northwestern Highway is whether the trunkline should be extended. Originally, the boulevard was to be extended beyond its abrupt stop at Orchard Lake Road. In later years, there was talk of extending it to Maple Road and now Haggerty.

"A minuscule amount of progress" has been made in talks with MDOT over Northwestern Highway and



SHARON LEMIEUX/staff photographer

Busy 14 Mile, between Inkster and Haggerty, might serve as a widened corridor between the planned Haggerty Road connector and overloaded Northwestern Highway if the east-west route is eventually given to the Michigan Department of Transportation.

from the planned Haggerty Road connector and existing Northwestern is expected to overflow onto local two-lane roads.

"Do we continue to overload 14 Mile (in its current state)? But my guess is that it will be several years before anyone really talks about widening 14 Mile," Costick said.

When the city last proposed the 14 Mile-Farmington Road swap in 1988, the county rejected it, citing the poor condition of 14 Mile. The county had then recently completed reconstruction of two miles of Farmington Road, between 12 and 14 Mile.

Since then, the city has improved portions of 14 Mile, including the Drake and Halsted intersections with full traffic signals.

# Official urges speedy adoption of new ZIP codes

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48334 and 48335, will share the work.

The existing 48331 covers an area in Farmington Hills bounded by 10 and 14 Mile, and Farmington and Haggerty roads. That area will now extend down only to 11 Mile.

AREA BUSINESSES have already begun to make the changes, Gillespie said.

"A number of large institutions are already updating their lists. A lot of homeowners will find that the changes have been made."

Changes have already been made in national ZIP code directories, she

said.

And Farmington and Farmington Hills residents have also started making the changes.

Roy Rudofski, a 25-year Farmington Hills resident, said his family has already started to notify people and is making ZIP code changes when bills come in.

"It bothers me only for the obvious reason that people are accustomed now to 48018," he said, referring to the change from 48024 to Farmington Hills residents in 1976.

"Now we have to reconvert them. It's kind of a nuisance. But if it's going to help mail delivery, I'm all for it."

DEPENDING ON where you live in Farmington Hills, you may have been part of two ZIP code changes during the past 15 years.

In July 1976, Farmington Hills residents converted from 48024 to 48018. And in January 1988, Farmington Hills residents north of 11 Mile and west of Farmington Road changed from 48018 to 48331.

Martha Bogg, a 20-year resident of Farmington Hills, is taking the change in stride, she said.

"I'm not concerned about it at all. I assume there will be a long grace period. After July 1, I'll use the new ZIP code in my return addresses and write 'please note' below it. But the

people at the post office will know where 48018 used to be."

THE CITY of Farmington Hills is also taking the change in stride.

"We understand the reason why it's necessary, with all the growth in our area," said City Manager William Costick. "It's something that just has to be."

"It's the same, equal inconvenience to everyone."

RESIDENTS in the area of Eight Mile and Haggerty roads, the southwest corner of Farmington Hills, will not be among the 270,000 Oakland County mailing addresses to get new ZIP codes. The area will continue to share a ZIP code with Northville.

Some of the residents, complaining that their mailing addresses caused confusion, petitioned to postal authorities three times during the past five years, hoping for a change.

"I know that there was some concern voiced by residents of the area," Gillespie said. "We've looked at various areas and ZIP codes. At this point, it was just not possible to make a change."

TO GET the word out on the new ZIPs, postal officials will:

- Send each customer a written notification of their new ZIP.
  - Place large maps in post offices clearly outlining new ZIP code boundaries.
  - Make available to all affected customers correspondent notification packages containing 10 postage-paid change of address cards.
  - Allow local businesses with an inventory of pre-printed stationery until July 1, 1991, to exhaust existing supplies.
- The previous Farmington and Farmington Hills ZIP codes, 48024 and 48018 respectively, will be honored until July 1, 1991.

## Hills officer honored with award

Diane Kimber, president of Independence For Life, a Farmington Hills program providing passenger vans to human service agencies and municipalities for senior transportation, has been awarded the James Sugarman President's Award by the National Association of Retired Senior Volunteer Program directors at their annual meeting in Portland, Ore.



The award is given to recognize outstanding contributions to RSVP and senior volunteerism.

Kimber has been with Independence For Life since 1987 and has served as president since January 1989.

The organization, supported by Michigan National Bank, provides vans to take seniors to medical, educational and recreational facilities, to banks, shopping areas and volunteer commitments. Many RSVP agencies throughout Michigan have been recipients of these vans, which have been vital in enabling older adults to maintain their independence.

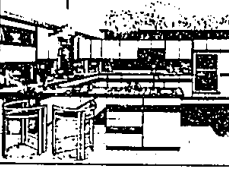

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