

## Ambulance from page A1

transports is \$300 per trip, depending on where the reimbursement comes from, Marinucci explained. Federal programs tend to be lower. CEMS would like to continue billing.

The move would require adding a vehicle on duty in the evening hours, when there are more calls and more than come in simultaneously.

An additional nine firefighters would have to be hired, and the cost of expendable supplies would increase.

Marinucci pointed out that

Hills paramedics get to scenes five to seven minutes faster and would be able to get patients treated more quickly if they didn't have to wait for an ambulance to arrive. He also feels the local service delivers better care.

"I like to think we give better care, because we have more quality control and better follow-up," Marinucci said.

Officials wanted concrete numbers for several scenarios before making a decision.

"I don't feel like we had enough information to know

where we're going," said Mayor Nancy Bates.

The one thing officials could agree on was who would take care of the paperwork.

"I don't want to be in the billing business," councilman Jerry Ellis said.

During their regular meeting, officials authorized a "letter of understanding" with CEMS, allowing either party to terminate their agreement with a month's notice.

## Youth from page A1

group," he said.

Councilman Jon Grant agreed. "Ultimately, someone has to have the chair authority," he said, suggesting that the chair could be elected from the governing board.

"The Youth Council didn't want to have just one person. We don't want to have just one person accountable," countered student Areej Al-Jawahri.

They also didn't want the election of officers to become a popularity contest, pointed out Harrison senior David Kinchen. "How

could we go about that without having it become a popularity issue?"

Grant suggested people involved with the youth council would be sensitive to that issue, but students worried about what would happen later after they'd left the community. City attorney John Donohue said students could set up terms of office that would last less than a year, rotating responsibilities.

"We want to get work done," Al-Jawahri said. "If you have people changing there could be

problems."

Mayor Nancy Bates said nothing would prevent students from re-electing officers to more than one term, for the sake of continuity. Councilwoman Vicki Barnett also noted that, through their own activity, students would be passing along a set of ideals and standards that would continue within the council.

Donohue agreed to make some revisions to the draft ordinance and review those with youth council members at their April 2 meeting, 6 p.m. at City Hall.

## Town meeting slated tonight

A bill introduced by State Sen. Bill Bullard, designed to address freeway noise concerns, will likely be a hot topic at his "Town Hall Meeting," held at Farmington Hills City Hall tonight.

This will be the last of his bi-annual listening sessions, during

which residents have the opportunity to meet with him and other elected officials.

Bullard said while people can contact him by phone, FAX or email, some prefer to bring their concerns to him face-to-face. Topics of interest in other com-

munities have included roads, education and taxes.

The meeting begins at 7:30 p.m. It will be taped for later broadcast on public access television. City Hall is located at the corner of 11 Mile and Orchard Lake Roads.

## Noise from page A1

extremely grateful," said Sandra Carroll, Families Near I-275 spokeswoman. "On the other hand if they do nothing, I want these people to witness that and they will respond accordingly."

At Thursday's Transportation Commission meeting, MDOT Director Gregory Rosine proposed the following:

- Diamond grind the existing concrete surface, which would reduce noise by 3 decibels. The cost would be \$1.5 million.

- Provide trees and shrubs to help absorb sound at a cost of \$1 million. The plan offers only slight noise reduction, Rosine said.

- Build sound walls or natural noise barriers at a cost of \$16 million, which would significantly cut decibels for those living within 400 feet of I-275.

■ Pave over existing concrete surface with asphalt at a cost of \$8 million, which could shave up to 5 decibels from sound levels. Those suggestions come with several caveats, though.

An asphalt cap would void a five-year warranty on the freeway, which was reconstructed in 1999 at a cost of \$50 million, Rosine said.

Also, a new surface could pose problems at bridge clearances and need maintenance faster than the concrete currently in place.

Sound walls would need an exemption in state policy since MDOT officials contend - most of the homes were not there before I-275 opened in 1976. Some 15 out of 29 subdivisions in Livonia and Farmington Hills within a half-mile of the freeway existed when I-275 was built, Livonia city officials have said.

MDOT's director further warned that any remedy could seriously affect the department's road budget and result in future projects being sacrificed.

"We tried to come up with a list of options that were feasible," said Rosine in a written statement, "and encouraged the commission to carefully weigh the pros and cons of each before they make any requests of the department."

Another concern is the other 600 sites identified as needing noise abatement. If MDOT addresses I-275, the department would be compelled to work on others.

Families Near I-275 members

point out the random skewed timing, which creates friction between tires and the concrete, was experimental. That makes their situation different, they said.

"If this wasn't done to us, we wouldn't have as much ground to stand on," said Carroll, who attended Thursday's commission meeting. "We would have to stand in line with everyone else."

The resident's group also questions MDOT's \$8 million figure for an asphalt surface. An association that represents asphalt pavers put the cost at \$5 million.

Even with the projected price tag for a remedy, those figures combined are below the \$30 million MDOT saved on the 1999 rebuild, Carroll said.

"It's so do-able," she said. "To me, it should not be a question of whether they should fix the problem."

Two state senators agree. Sen. Thaddeus McCotter, R-Livonia, and Sen. Willis Bullard, R-Highland, introduced a bill to set up a noise abatement policy.

Under the proposal, MDOT would be required to take measures for residential properties within 100 yards of a roadway if sound levels exceed 70 decibels as a result of improvements.

The 100-yard figure may be living further away, Carroll said.

"Noise abatement is desperately needed and I am pursuing every possible solution," McCotter said.

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