

shower prior to pool use. Coin-operated lockers are available for clothes-checking at 25 cents per locker, with individuals in the same family or group permitted to share a locker.

Lifeguards are on duty for all swim periods. The site also includes a first aid station, restrooms and food service, with food bar hours the same as the swimming pool schedule. Facilities also include a large paved parking lot, the Woods Creek Picnic Area, shuffleboard courts and Tot Lot, which is designed to entertain the small fry from ages 2 through 6 with a large sandbox and play equipment.

Lower Huron Park also has an 18-hole "Par 3" golf course, nature trails, seasonal nature center, several large picnic areas with tables, stoves and play equipment. Picnic groups of 50 or more persons are requested to register in advance at the park office although reservations for picnic areas are not available.

The park entrance is on Hannan Road via the Haggerty Road Inter-

change along the I-94 (Edsel Ford) Freeway, between Metropolitan Airport and Belleville. Park hours are sunrise to 11 p.m. Phone 697-9181 (Belleville).

WILLOW METROPARK, covering 1,500 acres, offers scenic drives, picnicking, shelters, playground equipment and water and sanitary facilities.

This is the newest site developed by the Authority and a games-swimming pool complex is slated to open in 1974 or 1975. Park hours are sunrise to 11 p.m. The entrance is on Willow Road, near the Village of Willow, between Waltz and Huron River Drive. For detailed information, phone 697-9181 (Belleville).

Other parks of the HCMA include Metropolitan Beach near Mt. Clemens, Stony Creek Metropark near Utica, Marshbank Metropark near Pontiac, and three parks located west of Ann Arbor along the Huron River: Hudson Mills, Dexter-Huron and Delhi Metroparks. Each site has exceptional standards of maintenance and operations and are popular attractions for residents of southeastern Michigan.

COUNTY TO BUILD BIKEWAY ALONG HINES

By JUDITH BERNE

If things go as planned, bicycle riders will be cycling along Hines Drive on a bicycle trail built just for them within a year's time.

A proposed \$50,000 grant from the state recreational bonding program will enable the Wayne County Road Commission to begin construction of the bicycle trail which will commence at Newburgh Road and proceed north and west along Hines Drive.

The state will finance the entire cost of construction, while Wayne County will pay for the maintenance and operation of the trail.

MAX HILTON, landscape architect for the Parks and Forestry Division of the Wayne County Road Commission, said that "construction of a six foot wide, hard surface bikeway, probably made of asphalt, running parallel to the Hines is imminent."

"There are some complications in Lansing at the moment," he reported. "But this is a problem common to all bonding programs. Although we had hoped to have the trail by this summer, I am hopeful that it will be built within a year."

We have had many requests, for cycling, he continued. As a result State Sen. Carl Pursell (R-Plymouth) became interested. He initiated the program and is responsible for getting it through.

ARCHITECT HILTON reported that the length of the bikeway is uncertain at this time. "We are guessing that it will run somewhere between three and three and a half miles. We still need more information."

Although it would seem that \$50,000 should pay for more bikeways than the three-mile estimate, Hilton cites a number of problems in the construction.

"We will have to get through underpasses, and in several instances

there will have to be guard rails constructed between the bicycle path and the roadway. It is more complicated than merely laying three miles of asphalt."

He noted that the Bicycle Institute cites bikeway construction costs to be approximately \$10,000 a mile.

"**WE DID CONSIDER** using the road itself," Hilton continued. "But the Board of the Wayne County



Road Commission was concerned about the safety factors, and directed us to remain off the right-of-way of Hines Drive except for bridges and underpasses. Safety engineers insisted that we use a guard rail wherever the path and the Drive were adjacent."

Hilton emphasized that the proposed three mile stretch is only a start toward a more extensive bike trail. "We are hopeful that we will get additional funds by one means or another to extend it."

"We will proceed to the west, then to the east. When it is completed we hope to get individuals and cycling clubs to motor in specifically to use this trail."

Facilities to handle parking will be available at either end of the trail.

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