

## A sellout 'pops' concert starts drive for showmobile

Once a year, the Farmington community band pulls out all the stops.

The cabaret-style "pops" concert last weekend in the Harrison gym is usually a sellout.

But Saturday, you had to come 45 minutes early just to get a seat, as the crowd spilled out of the tables set up for the event onto temporary bleachers.

Dixieland, nostalgic tunes, light musical numbers and light classics were played by the band, orchestra and the jazz band.

Paul Barber, Harold Kacanek and Walt Shuster lead the musicians through the evening of popular music, while William Conroy was master of ceremonies.

At intermission, John Sprys of the Jaycees kicked off the drive for a new "showmobile," a portable stage which will be used during the Founder's Festival.

Sprys donated the initial contribution from the Jaycees, part of the proceeds from last year's rodeo.

Since it's beginnings several years ago, the band has grown from about 20 pieces to more than 110 local musicians.

Added this year is the newly-formed community orchestra. With the new showmobile, already ordered, the band and orchestra supporters are looking forward to a music-filled summer.

photos by the Everts



WALT SHUSTER  
Director of the jazz band plays a solo



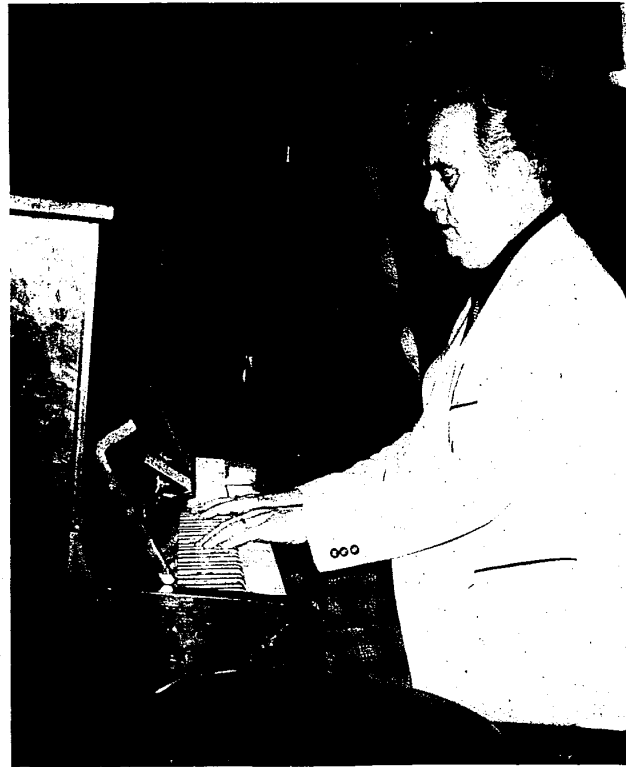
WILLIAM CONROY  
The musical master of ceremonies



The showmobile being purchased has been used for street dances.



JAYCEE CONTRIBUTION  
Jaycee President John Sprys (left) looks on as Jim Wibby, Dr. Edwin Blumberg and John Anhut examine the Jaycee's check.



ED DODSON  
Pianist Ed Dodson was one of the local talents

### Hearings are delayed

## State still hears case on Northwestern

By APRIL KORN MILLER

LANSING — The public hearing on the Northwestern freeway environmental impact has been de-

layed again, due to revised highway department traffic estimates which indicate an unexpected increase in traffic flow by 1990.

A March 27 announcement from the state highway department indicates that increased apartment and commercial construction in the area of the proposed freeway has raised estimated 1990 traffic levels on the freeway by five percent and mile roads traffic by 30 percent.

The hearings on the environmental impact of the freeway proposed to extend for 9.3 miles along the path of the existing Northwestern Highway to planned M-275 in Commerce Township were initially planned for early 1974.

Highway officials can give no more specific information than to say the earliest date now for the hearings would be some time in September.

"Much depends really on things that I have no control over," said public hearings executive G. Robert Adams of the State Highway Department on Tuesday.

The four months since the release of the environmental impact statement on Northwestern freeway have been spent updating the traffic volume estimates along the freeway corridor, he said.

Earlier, 1966 state highway estimates for 1990 indicated 85,000 cars on the freeway at Twelve Mile Road diminishing to 33,000 cars at the junction of the freeway and M-275 near Wolverine Lake.

Future mile road traffic as it crossed Northwestern Freeway had been estimated at 31,000 cars for Twelve Mile Road, 18,000 for Thirteen Mile Road, 23,000 on Orchard Lake Road, 22,000 for Maple Road and 25,000 for Pontiac Trail.

Most of the work now is concentrating on the design of the interchanges to fit the five to 30 percent

increased traffic projections.

"WE'RE GOING interchange by interchange, determining how the traffic will flow," said highway planner Kenneth Underwood.

Design engineer Morris Rothstein said engineering studies are still in the study stage, will engineers trying to determine if wider lanes or changes in turning movements now may be needed.

The highway department is hoping to include the basic designs of all the interchanges in a published booklet of governmental studies of the freeway which will be released to the public before the environmental hearings.

ASKED IF the hearing was not taking a long time to materialize, Adams replied, "Our department is in the situation that we're damned if we do and damned if we don't."

"We may be criticized for dragging our feet, but on the other hand, I'm certain there isn't anyone in your area who would want us to take just a casual look at these things," he said.

## City roof drains to be disconnected

All roof drains now connected directly to the city sewers must be disconnected under an ordinance introduced by the Farmington City Council Monday.

The ordinance, which goes into effect one month after adoption, toughens the prohibition taken in 1968 against connecting the drains to the city system.

About 25 percent of the homes in the city were tied into the city combines storm-sanitary sewer system, according to City Manager Robert Deadman.

Many of these have roof downspouts connected to the system,

rather than discharging on the ground.

"THE CITY has areas where the combination system is operating at capacity each time it rains, contributing to basement flooding," Deadman said in a report to the council.

Removing the roof drains will hopefully slow the rate the water enters the system.

The homeowner would be required to re-route the roof drains about five feet from his house, with splash pans.

A reduced cost to the city for sewerage treatment was also cited.

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