

# Advisory team takes a hard look at roads

By Joanne Maliszowski  
staff writer

Northwestern Highway's future must be decided if firm plans are to

be made concerning traffic and road improvements in the Farmington Hills-West Bloomfield Township area. That's Farmington Hills City Man-

ager William Costick's opinion following the first meeting last week of the newly formed 13-member joint Farmington Hills-West Bloomfield Township road study committee. The committee's next public meeting is at 3 p.m. Tuesday, July 29, in Costick's office in Farmington Hills City Hall, 31555 11 Mile.

"The big issue is still Northwestern Highway. It dead ends at Orchard Lake Road. This has to be dealt with," Costick said.

Much of the growing traffic congestion on the state trunkline, of course, stems from township and city residents. But a lot of the Northwestern traffic is also from Novi and Commerce Township.

"A lot of people feel that if Haggerty Road is improved, that would lessen traffic on Northwestern," Costick said.

MOTORISTS COULD travel west along I-96 and use a proposed inter-

change on Haggerty to reach Novi, Commerce Township and the lakes area rather than using Northwestern and 14 or 15 Mile, he added.

"We can't even begin to program improvements until we have a plan. We have to get a plan together. We need to know about Northwestern Highway," Costick said.

The joint road study committee designed to study and develop solutions to traffic problems of common concern was first suggested in April when officials from both communities, including the Michigan Department of Transportation and Oakland County Road Commission met to discuss the proposed extension of Northwestern Highway.

Farmington Hills officials wanted Northwestern extended to Maple Road in West Bloomfield to help stem the use of 14 Mile as a major east-west artery.

Although West Bloomfield officials opposed the highway's proposed extension, they agreed that city and township share many com-

mon traffic problems brought on by booming economic growth in both communities.

ON THE suggested Northwestern extension, Costick said, "No one has said it's dead. It's in an ambiguous state. We need to get it out of limbo."

Calling the committee's first meeting a "recognition" meeting, where the 13 members determined what information on traffic, roads, population, for example, is available and what still needs to be gathered.

A representative of the Michigan Department of Transportation told committee members that little has been done on proposed I-96 and Haggerty improvements. But MDOT has recognized Haggerty as a major north-south route and consequently will make a commitment to improvements, Costick said.

A Southeast Michigan Council of Governments representative informed the committee that the organization is working on a traffic

forecasting model for the Haggerty area. The model will include population and business growth forecasts as well as traffic patterns, Costick said.

"We determined we need to continue with traffic counts in Northwestern, Orchard Lake, for example," he said.

Committee members also plan to develop planning maps, such as one covering Novi to Telegraph, and another of the 14-to-15-mile area, Costick said.

"THE TWO communities are still hoping we can pull information together and get solutions to road and traffic problems before the first of the year. That might be a little unrealistic. But we are going to keep pushing," Costick added.

The committee is comprised of representatives from West Bloomfield and Farmington Hills, as well as from the MDOT, SEMCOG and the Oakland County Road Commission.

## Bank picks Hills for headquarters

Michigan National Corp. will build new corporate headquarters on a 25-acre site at the northwest corner of Inkster and I-96 in Farmington Hills, announced Robert Mylod, chairman and chief executive officer.

Michigan National also announced that its executive offices and several corporate divisions will move to temporary quarters at Wellington North on Northwestern Highway in Farmington Hills. The relocation will involve 500 people and will take place in late summer.

The current executive offices, at 1700 Woodward and 21 East Long Lake Road, Bloomfield Hills, will be sold, Mylod said.

The Michigan architectural firm of Luckenbach/Zieglerman and Partners has been retained to design four traditional low-rise buildings enclosing two quadrangles in a campus-like setting.

The buildings will accommodate a staff of 1,100 people. Construction is expected to begin in fall 1986. It's to be completed by the first half of 1988.

"This is a milestone in the history of Michigan National, and we are

very excited about the project because its completion will allow us to achieve several major goals," Mylod said.

### GOALS INCLUDE:

- To consolidate Michigan National's physical locations throughout southeast Michigan.

- To effect economies of scale and provide more efficient communications among nine banking regions.

- To create an aesthetically pleasing and functional setting. Plans to consolidate several locations have been under way since January 1986.

In addition to the executive offices, key corporate divisions that will be located at the new headquarters include investment banking, corporate banking, legal, installment lending, credit policy, audit and human resources.

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