

Residents review 4 improvement plans

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we will do an environmental impact study that will also include social and economic concerns," Lototszinski said.

MDOT officials would like to hire a consultant to begin the environmental study in February.

THE ENVIRONMENTAL impact study is required by the Federal Highway Administration, which the MDOT is relying on to help pay for Haggerty improvements. The highway administration will review the

study's results as well as the improvement plan that's finally chosen, Lototszinski said.

The MDOT will schedule public hearings once the impact study is complete for residents to review the results and the chosen plan.

When construction actually would begin is uncertain, though Gov. James Blanchard has urged that quick progress be made, Lototszinski said.

The plan also involves the MDOT assuming jurisdiction over Haggerty and giving it state trunkline status

with the new name, MK-9, he said.

THE PLANNING process for providing a connector from I-696/I-96/I-275 to Haggerty and north to Pontiac Trail is only one of two study efforts.

A second study will help determine the best place for the continuation of M-9 between I-96/I-696/I-275 and M-59.

The cities and townships that would be affected by the proposed improvements have not yet informed the MDOT which of the four

plans are preferred, Lototszinski said.

Costick, however, is already thinking about that. In early November Costick expects to take the plans to the Farmington Hills City Council and ask for a formal position.

"I think the community should take a position on what their favorite alternative is," Costick said. "It would certainly behoove us all to clearly state what our No. 1 choice is."

PLANNING FOR Haggerty improvements has involved two com-

mittees — policy and technical — that were formed to help MDOT officials with the planning process and to provide an understanding of the local communities' concerns and desires.

Costick and Farmington Hills Mayor Ben Marks serve on the policy committee. Farmington Hills also is represented on the technical committee by Tom Biasell, public services director, David Call, assistant city manager, Kevin McCarthy, traffic engineer, and Skip Otwell, engineer.

"I would assume the two committees will continue to work and digest the feedback that was obtained (at the open house). We, of course, hope they make a decision," Costick said.

He acknowledged that it's expected many residents will be concerned about the amount of right-of-way that will be needed for most of the plans.

"I expect that where the road goes, the people directly abutting it are going to be upset. That's a normal reaction. But they are also upset about the traffic and not being able to get out onto the road," Costick said.

"Haggerty is overtaxed. There's no question we need a north-south route and we need an interchange at Haggerty," he said.

At least one of the MDOT plans included recent and projected traffic counts along the Haggerty corridor.

For example, at the 12 Mile and

Haggerty intersection, the maps showed that in 1985, 14,700 vehicles daily traveled west and 14,500 traveled east. That's compared to projections for the year 2010 that show 25,000-30,000 vehicles traveling west and 46,000-52,000 east.

ALONG HAGGERTY between 14 Mile and Maple, traffic counts in 1985 recorded 24,000 vehicles traveling that route daily. The 2010 projections show 34,000-38,000 vehicles.

MDOT officials acknowledged that should Haggerty be improved and if a connector from the freeways is provided, some local and county roads will need improving to accommodate the expected change in traffic patterns.

Twelve Mile is one such thoroughfare in Farmington Hills that MDOT officials mention when speaking of local improvements. Though the road is under jurisdiction of the financially-ailing Oakland County Road Commission, Farmington Hills officials have been doing much of the prerequisite work for improvements.

The Farmington Hills Economic Development Corporation has just issued its preliminary rights-of-way study for 12 Mile that shows property owners how much land will be needed to expand the road to a boulevard.

"That's just the first step and we just have to keep going," Costick said.

Haggerty improvement maps displayed

By Joanne Mallazewski
staff writer

Farmington Hills City Manager William Costick has his own personal choice of four plans for improving the Haggerty Road corridor.

"If it were built, now it may or may not be the most costly, but it would provide a safe means for moving the traffic efficiently," Costick said, referring to his choice of plans.

Of the four plans, Costick said he prefers the fourth and most involved plan for improving Haggerty and constructing an interchange or con-

connector to the I-696-I-96/I-275/M-102 freeway system.

THE SUGGESTED plans offered by the Michigan Department of Transportation are:

• No. 1: Do nothing. No improvements and no freeway connectors are planned in this option.

• No. 2: Improves Haggerty from Eight Mile north to Pontiac Trail, with no additional access to the freeway system.

• No. 3: Improves Haggerty from 12 Mile north to Pontiac Trail. It also provides access to the I-96/I-696/I-275 interchange using the ex-

isting Haggerty alignment.

• No. 4: Provides a new roadway on an alignment west of Haggerty to connect with I-96 in the vicinity of the I-96/I-696/I-275 interchange.

The first plan, Costick said, is totally unacceptable. The second plan also is unacceptable "because it doesn't provide for an interchange and we need an interchange at or near Haggerty." The third plan is Costick's second choice.

"The ideal would be to arrive at a singular alternative that everyone says is the one we should be looking at," Costick said, referring to the committees and communities in-

involved in the planning process.

But Costick also acknowledged that particularly the third and fourth suggested plans would require large amounts of right-of-way. The fourth plan provides the most advantages because it provides for an interchange, service drives and leaves Haggerty in its existing alignment, Costick said.

"It would leave Haggerty in its current alignment as a service drive. I'm not sure if it would then have to be improved. But it would certainly take a lot of traffic off Haggerty that's there now," Costick said.

Hills firefighters promote burn safety

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problems, we refer the parents to professional counseling," he added.

"If it's related to curiosity, we try to re-educate the child about the dangers of playing with matches and fire."

Baldwin's comments came as part of National Fire Prevention Week Oct. 4-11. The Farmington Hills Fire Department held an open house promoting fire safety Sunday. Preventing burns was a common theme of demonstrations and exhibits.

WHEN YOUR CHILD demonstrates an interest in matches or fire, it's time for the whole family to review fire safety. The most effective intervention is education and protection,

according to the National Institute for Burn Medicine, a health care support organization.

The Ann Arbor-based institute provides these tips for parents:

• For children 5 and younger — Homes should be match- and fire-proofed; keep containers of matches, including purses, out of reach. Adults should tell children, "No, do not play with matches, lighters or candles," followed by a simple explanation such as, "A match is not a toy. It is a tool. When you are older, I will teach you to use it."

• For children 5 and older — Enforce a "don't touch" policy. Teach children the proper and safe use of matches and fire. Work with them to establish that matches are tools with

a specific use and teach the rules of fire safety. Make an agreement that allows children to use matches and fire only under supervision and in a safe manner.

Children who repeatedly play with matches or fire have more serious problems. It's a signal they need professional help.

BURN STATISTICS are sobering.

More than two million Americans are burned every year. More than 70,000 are hospitalized with their burns each year and more than 9,000 die, half of them children. In Michigan, 100,000 people are burned annually and 3,200 require hospitalization for specialized care.

Burn treatment is expensive. A critically burned patient may face a

hospital stay of six months to a year. For those suffering disfigurement and disability, the problems may require lifelong care and treatment. Severely burned children may require as many as 10 or more operations throughout their growing years.

At least 50 percent of all burn accidents can be prevented, estimates the NIBM, which is dedicated to preventing burn injuries, saving the lives of those who are burn victims and reducing the degree of disability they suffer.

SUNDAY'S OPEN house drew 3,500 people, including Farmington Hills Mayor Ben Marks and Dennis McKee, staff assistant to U.S. Rep. William Broomfield.

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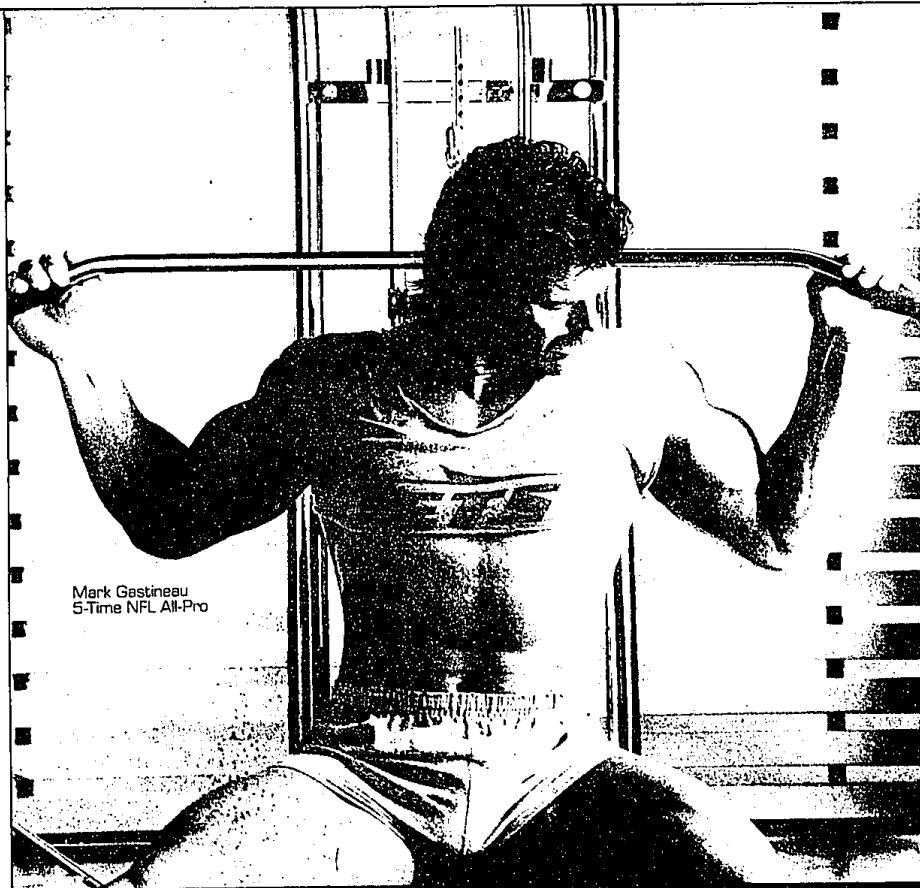
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