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Traffic from page 1A

The addition of the Farmington Freeway Industrial Park, southwest of the interchange in the 1960s, a Kmart store southeast of the interchange and other commercial and industrial concerns in the area have steadily increased traffic. In addition, the interchange was built for a rural area, not the urban area that has been built up.

"This was built to an old rural standard," said Tom Biasell, the city's director of public services. "When I came here in 1973, the area wasn't built up."

Biasell said the state and city have been trying to solve the problem since the late 1970s, but the recession of the early '80s, the development of state standards for interchanges and the building of I-696 pushed the project to the back burner, he said.

In addition, the cost of building the interchange to meet state standards could be as high as \$30 million, Biasell said.

So the city chose instead to focus on the main problem of the interchange, the four-lane bridge across M-102 that serves traffic

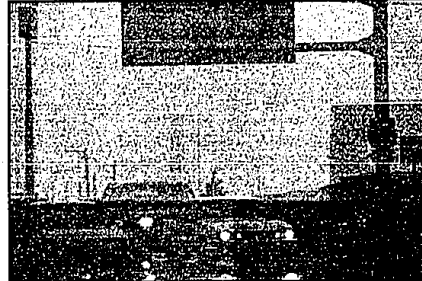
turning on to Haggerty. Building a new two-lane bridge on the north side of the existing four-lane bridge, which is sound, would relieve the congestion, Biasell said. The project would include other improvements, such as a video/computer aided traffic system that signals according to traffic volume.

The scaled-down plan would cost \$10 million. Of that, the federal government would pay 80 percent.

If approved, the appropriations subcommittee recommendation would award \$4 million this year and \$4 million the next year for the project.

Costick said if the funding goes through as recommended, the federal government would pay \$8 million and the state would pay about 80 percent of the remainder, with Farmington Hills picking up the remainder, which would be no more than \$200,000 if the subcommittee's recommendation is enacted.

The project could be started as soon as the summer of 1995, Costick said.



Bad corner: Most would say that traffic in the Grand River/M-102/Halsted area has gotten worse since this photograph was taken in October 1990.

"Chairman Carr deserves credit for putting new, objective criteria in place for evaluating demonstration projects to assure that federal support goes to projects that are well developed and well justified," Knollenberg said.

"That one of the first new projects approved is in Farmington Hills is a tribute to the quality of the initiative developed by our lo-

cal officials, including Farmington Hills Mayor Nancy Bates and the council, city manager Bill Costick, and the Oakland County Executive Brooks Patterson and his staff."

The Transportation Appropriations bill is expected to come to the House floor for a vote before the end of the month.

Staff writer Larry O'Connor contributed to this report.

Restaurant from page 1A

The interior would include wooden floors with beams and a stairway. There would also be an elevator inside available to handicapped customers.

"We are sincere about this venture," Patterson said. "The one thing we need in a resort Class C liquor license."

The city of Farmington has no

Class C liquor license available. Patterson has submitted an application for a special resort license with the liquor commission, which issues 25 per year.

So far, only two have been issued, leaving eight available for businesses worth less than \$1 million. Requirements for a resort liquor license include that the

restaurant seat more than 100 people and help bring tourism to the area.

Patterson said his restaurant, which would seat more than 160 people, would meet both.

Another option is to seek a resort license that is in escrow, which would be more costly.

Council members expressed some concern over possible parking problems and noise from a second deck, but embraced the plan.

"I'm really excited," said councilwoman Shirley Richardson. "I hope these teeny details can be worked out. I think it will be a draw for downtown Farmington."

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