

New Suburban Expressway Route Revealed

(Continued from Page 1)

grazed slopes and retaining walls. Service roads (which will be built first along Schoolcraft and used as temporary detours for traffic while the construction work goes on) will be constructed.

Construction will force closing of some roads but a dozen interchanges with existing roads will be built.

New interchanges will rise at: I-696, Eight Mile, Six Mile, I-275, Levon, Farmington, Merriman, Middlebelt, Detroit Race Course, Inkster, Beech-Daly and Telegraph.

However, road closures will occur at Eleven Mile, Haggerty, Eckles, Seminole, Mercedes, San Jose, Alameda, Hemingway, Bessy, Northern, Centralia, Royal Grand, Marion, Farley, Garfield, Brady, Sarasota, Southwestern, Salem, Dixie, Lenore, Wormer and Woodbine.

Closed streets in Livonia will be Eckles, Bassett, Perth, Adams, Mason, Pere, Hayer, Knabon, Hix, Barbara, Houghton, Sommers, Fairway, Galloway, Phillips, Surrey and Hubbard.

Both areas of the new freeway have already evoked some controversy—the north-south route because it cuts off Schoolcraft College from the rest of Livonia, and the east-west route because of the homes it would knock down.

Excerpts from an official summary of the project, released by the Highway Department, included:

Scheduling of Construction

Construction will be scheduled as soon as the City, County, State and Federal agencies approve the general location of the route. A period of about three years will elapse from the time of approval until construction begins. The first construction, therefore, is expected to begin in the fall of 1967, with the last section to have right-of-way clear for construction in the fall of 1968. In order to complete all work and be eligible for Bureau of Public Roads participation in the cost of the entire project, the present interstate law requires that all work be completed by

the end of 1971. This allows a three-year period for construction; a very short time for such an extensive project. Work will be in progress at many locations throughout the length of the project at the same time.

The proposed section of I-96 along Haggerty Road is located in a predominantly rural area. For this reason it is recommended that this portion be constructed as a rural-type freeway fitted to the existing terrain and development. This section is to be constructed with a minimum underclearance of 16'3" for the crossroad separations and incorporates 48-foot pavements with a 70-foot median.

The proposed freeway in Livonia from west of Newburgh Road and to Telegraph Road will be an urban-type section with curb and gutter. A depressed cross section is recommended in this area. A depressed freeway is most compatible with development in urban areas and it has the advantage of having the access to grades sloped in the proper direction to slow existing traffic to a safe speed entering traffic.

It is recommended that the east-west section be designed to maintain a minimum underclearance of 14'6" for the crossroad separations. Graded side slopes are to be graded in this depressed section, except in the area of the Detroit Race Course between Middlebelt and Inkster Roads where concrete retaining walls are recommended to minimize the damage to existing businesses.

From the I-275 and I-96 interchange east to Telegraph Road, dual 48-foot pavements with a 26-foot median (urban-type depressed section) and one-way service roads on each side are recommended.

I-696 and I-96 Interchange

This interchange provides for movements in all directions between I-696 and I-96. Wherever feasible, consideration was given to having the minor of two traffic movements, leave and enter from the right lane, thus minimizing conflict with the high-speed left lanes.

Eight Mile Interchange

This proposed interchange is located on the Oakland-Wayne County line. It will provide for local access to and from the freeway for a large area. This area is zoned for industrial use in Farmington Township and for residential use in the Village of Novi and City of Livonia. Residential use is clearly indicated by the development of new subdivisions in the area.

Service from the north to the new Schoolcraft Community College, which is now under construction, the Northville State Hospital, and Hawthorn Center will be provided by this proposed interchange.

While all four "T" ramps, and loops in the northwest and southeast quadrants are provided in the initial construction project, it is recommended that provision be made for the future addition of loops when

years of service to Red Cross, may be contacted by any professional nurse who might be interested in volunteer service.

Red Cross Nursing Service is proud of these recent graduates and the good citizen examples they represent by being prepared for home and community service.

Two From Area Complete Nurse Training Courses

Two graduate professional nurses, Mrs. Nadine Heid, R. N., 14417 Oxford Drive, Plymouth, and Mrs. Ann Makila, R. N., 11063 Karen Ave., Livonia, recently completed Red Cross Nursing Service Instructor Training. They are now authorized to teach Red Cross Home Nursing courses. The nurses received Red Cross certificates which are valid for two years even if they do not undertake teaching responsibilities immediately.

They completed Red Cross Home Nursing course, "Care of the Sick and Injured," at the Red Cross Northwest Regional Office, 3125 S. Mile Road at Merriman, Merri-5 Plaza, Livonia.

They were recruited for training and the teaching of classes in Home Nursing in this area by Mrs. Maude Sterner, R. N., 599 Bunk, Plymouth. Mrs. Sterner, a volunteer Home Nursing instructor who has given many

Council Acts On Budget

The Livonia City Council continued its study of the municipal budget for the coming fiscal year last Wednesday, and following a public hearing—agreed to further study before giving a final approval to the budget.

Council's revision of the Mayor's proposed document showed estimated expenditures and revenues of \$4,276,641—\$204,478 of which is a surplus from the current fiscal year.

Property taxes, the Council said, will bring in \$1,754,142 and state agencies will contribute \$1,685,100—the two largest contributions to the budget.

Public Safety expenditures will account for \$1,338,969 in the preliminary estimates, the Council said, and \$1,103,474 has thus far been allocated for Public Works, the two largest areas in budget expenditures.

At Wednesday's sparsely-attended hearing, only City Assessor Milton Holley made a statement. Holley urged enough funds for the hiring of a full-time assessor. "Unless we take action to provide a watchdog for the community, someone who is experienced in assessing and can do it full time, we're going to find the state and county oppressing our assessments," said Holley.

Charity is the virtue of the heart, not of the hands.

rounding area.

Beech-Daly Road Interchange

This proposed interchange is located in the Township of Redford. Beech-Daly Road is the major north-south thoroughfare in the rapidly expanding commercial and industrial area of Redford Township.

After a complete study of estimated costs, and considering good planning principles, it is recommended that the right-of-way needs for this project along Schoolcraft Road be obtained from the south side, between Newburgh and Middlebelt Roads. Through this area it is felt that the right-of-way take, as recommended, will help to clear the industrialized areas on the south of nonconforming residential uses, while maintaining the good residential areas on the north. Plans for proposed sanitary sewer construction in the area have been coordinated with the City of Livonia and their consulting engineers.

Between Middlebelt and Inkster Roads, right-of-way take is recommended from both sides.

Interchanges are proposed at the major roads of Farmington, Merriman, Middlebelt and Inkster. These major section-line roads are the present and proposed future north-south thoroughfares for both the City of Livonia and Wayne County.

Telegraph Road (US-24)

Interchange

An interchange is proposed at Telegraph Road (US-24), just west of the city limits of Detroit. Telegraph Road is present, and it is proposed to remain a primary state trunkline.

A three-level interchange is proposed at this location. Interstate 96 freeway will be depressed under the existing Telegraph roadways. Freeway traffic through traffic lanes, for Telegraph Road, will be elevated over the proposed at-grade service roads along the Schoolcraft Road alignment. This recommended treatment is similar to the Woodward-Eight Mile interchange, with ramps from I-96 to the service road on each side of Telegraph Road, forming a diamond type interchange.

Frontage Roads, Grade Separations and Retaining Walls

Frontage roads are proposed along I-96 where they are necessary to maintain local traffic patterns and prevent landlocking properties.

To maintain the existing traffic capacity of Schoolcraft Road and to provide for local traffic circulation, one-way frontage or service roads are proposed on each side of the proposed freeway over the entire length of this east-west urban-type section.

Right-of-Way

This proposed route, I-96, is part of the Interstate and Defense Highway System and, therefore, it is compulsory that limited access right-of-way be acquired for the entire length of the project. A 500-foot width is recommended for the rural-type section, the north-south portion along Haggerty Road, with additional width in some locations for interchanges, acquisition of fill dirt and disposing of waste materials, as well as treatment of crossroads.

Limited access right-of-way is to be provided for the urban-type section along Schoolcraft Road with free access right-of-way for the two parallel service roads. A 350-foot width is recommended for this urban-type section, except between Middlebelt and Inkster Roads where a concrete retaining wall section

is proposed to minimize damage in that area. The retaining wall section will require a 220-foot to a 350-foot wide right-of-way. It is recommended that additional width in excess of 350 feet be provided at the interchanges.

From Inkster Road to Beech-Daly Road it is recommended to take right-of-way from the north side of existing Schoolcraft Road because of the location of South Redford High School and the dense residential usage on the south side. From Beech-Daly to Telegraph Road the right-of-way take is recommended from the south side.

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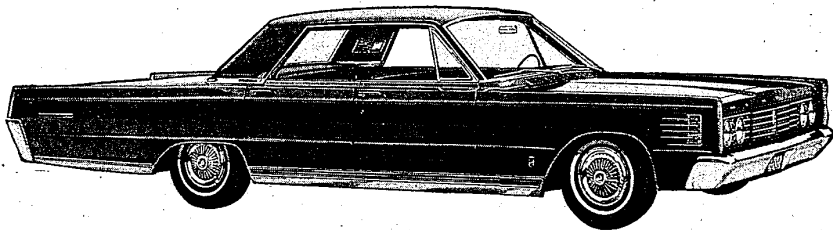
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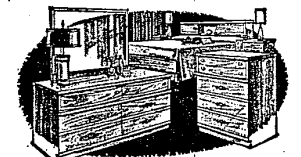
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