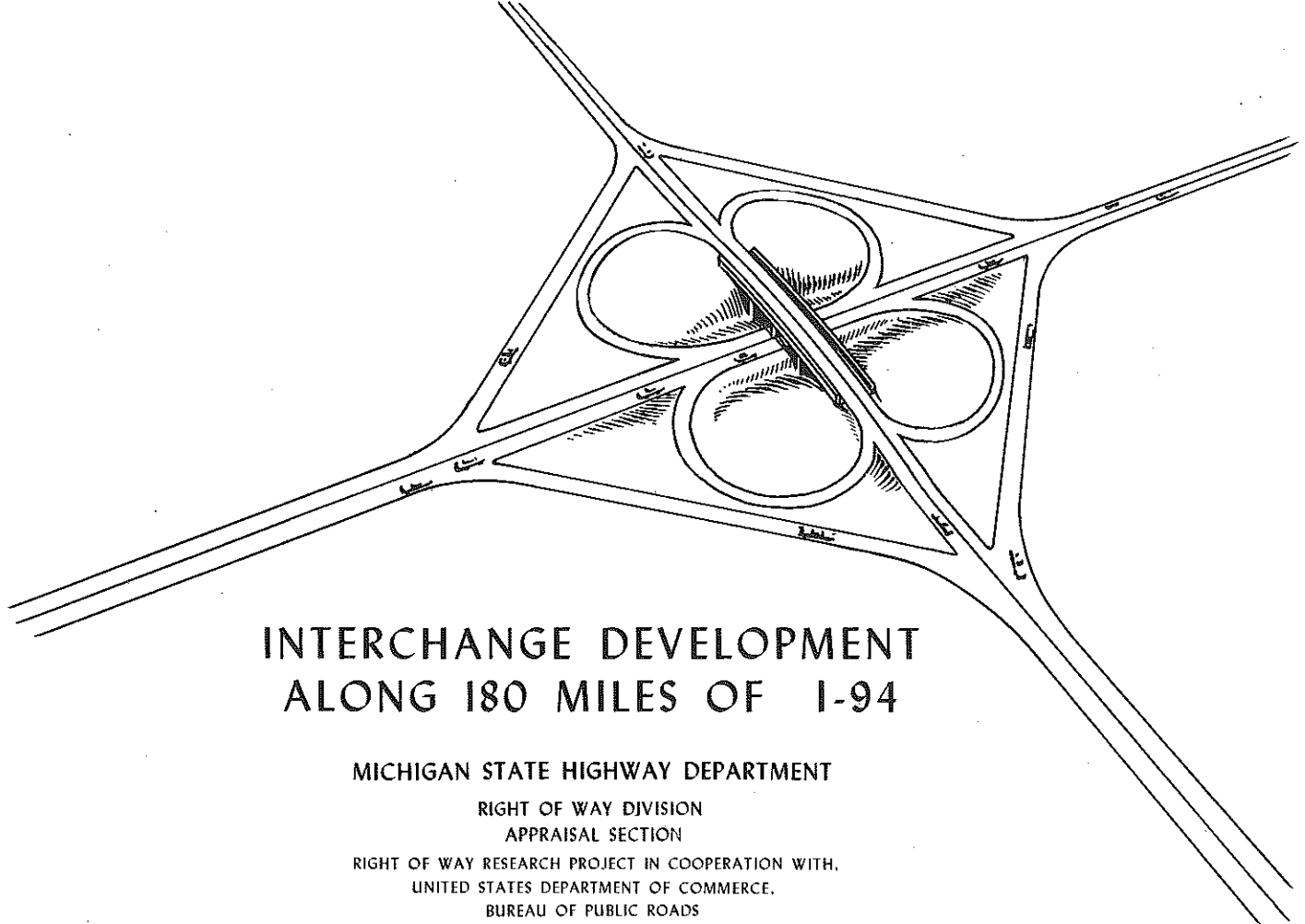


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**LAND ECONOMIC STUDY
NO. 14
I-94 INTERCHANGE STUDY**



**INTERCHANGE DEVELOPMENT
ALONG 180 MILES OF I-94**

MICHIGAN STATE HIGHWAY DEPARTMENT

RIGHT OF WAY DIVISION
APPRAISAL SECTION

RIGHT OF WAY RESEARCH PROJECT IN COOPERATION WITH,
UNITED STATES DEPARTMENT OF COMMERCE,
BUREAU OF PUBLIC ROADS

OCTOBER 1964

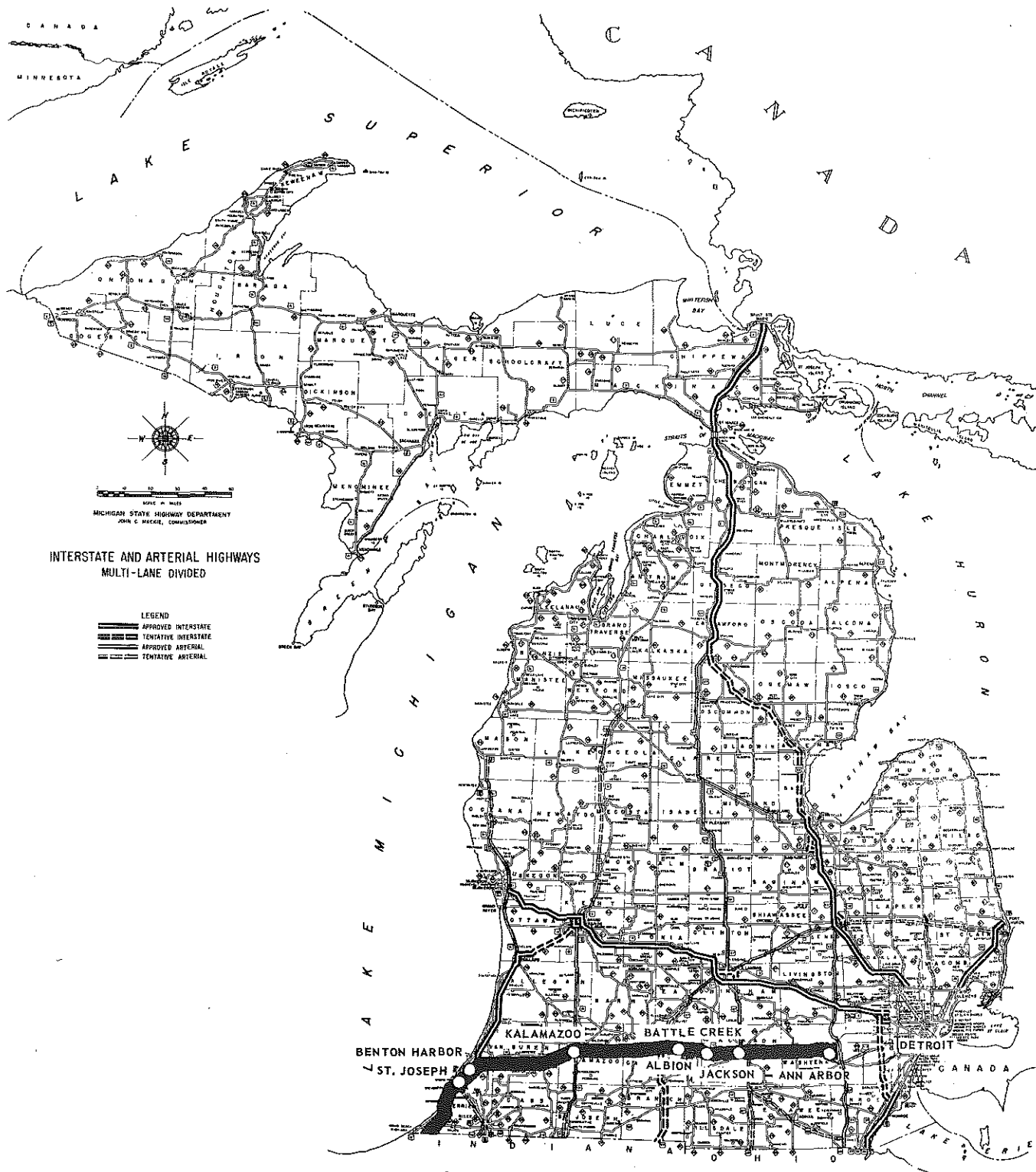


Figure No. 1

INTERCHANGE DEVELOPMENT ALONG 180 MILES OF I-94

Does every interchange on a limited access freeway develop benefits? The introduction of the freeways, and particularly with the advent of the interstate program, has caused many appraisers, investors, and property owners to ponder this question. To answer this question, a study covering 66 interchanges in a 180 mile span of I-94 was made. The study area of I-94 extends from the Indiana State Line at New Buffalo to US-23 near Ann Arbor. I-94 skirts the cities of Benton Harbor, Kalamazoo, Battle Creek, Albion, Jackson, Ann Arbor, and a number of small towns (See Figure 1, and Addenda, pages A-2 and A-3).

This study, three and a half years after opening of the freeway, demonstrates the following:

1. All Major City Interchanges developed high commercial values; with service station sites selling for \$75,000 per site or up to \$170,000 per acre, and restaurant and motel sites selling for \$12,500 per acre. Almost 80 percent of the Major City Interchange quadrants have some form of commercial development. Considering all of these Major City Interchanges, there was an average of:

3.38 service stations per interchange
2.38 restaurants per interchange
1.25 motels per interchange
.38 shopping center per interchange

2. At the Secondary City Interchanges, some form of commercial development can be expected. This is indicated by the fact that 40 percent of the quadrants have been put

to commercial use. The average per interchange was 1.38 service stations, 0.46 restaurant, and 0.15 motel. In addition, there was some industrial development. The lesser amount of commercial development, plus the lower gasoline pumpage, indicates that the Secondary City Interchange should not be classified with Major City Interchanges.

3. Almost every Small Town Interchange is likely to have commercial development. There was an average of 1.23 service stations and 0.54 restaurant per interchange. Gasoline pumpage has averaged better at the Small Town Interchange (27,000 gallons/month) than at the Secondary City or Rural Interchange (20,000 gallons/month).
4. Rural Interchanges have been slow to show development, with less than 50 percent having development or sales for commercial use. Only one quarter of the quadrants were commercially or industrially occupied. This would indicate that allowance for benefits must be treated with extreme caution. A Rural Interchange near an active recreation area or near an industrial complex, may develop high land values.
5. No sales of land in an interchange area indicated a loss in value by reason of grade change, triangulation, or reduction of access. Potential service station sites registered a five-fold increase; and the averages of all other sales indicated a doubling of values.

6. Partial or Half Interchanges showed little reaction to the freeway, except where the interchange was closely associated with a Full Interchange.
7. Closed Interchanges (the intersection of two limited access freeways) showed no signs of enhancement from the freeway.
8. At Major City Interchanges, service stations within 400 feet of the interchange pumped twice the gallonage of those 400 feet to one mile away from the interchange; indicating that the proximity to the interchange afforded a better business location and so would command a higher value.
9. The business success recorded by service stations and motels demonstrates that the investments in land and buildings at the interchanges have been justified.
10. The continued increase in volume of business at interchanges indicates that supply has not yet exceeded demands.

In the final analysis, this study demonstrates that the question is not whether there are benefits at an interchange, but the degree; and the degree of benefits on a future interchange can best be estimated by comparing it with a similar class of interchange on an existing facility.

The Study Background

A number of studies conducted during the past several years demonstrate that benefits accrue at interchanges. However, they did not provide a predictable pattern to use on other interchanges for anticipating

changes in highest and best use nor in estimating value increment. To help solve this problem, I-94 was selected because it extends as a freeway across the full width of Michigan and serves both rural communities and large cities.

The history of I-94 actually begins in 1942 with the Detroit Industrial Expressway, which was constructed between Detroit and the west side of Ypsilanti, one-half mile east of US-23. The expressway had crossings at grade and points of direct access for the adjoining ownership. In 1956, the expressway was extended westward to the west side of Ann Arbor. This was constructed as a limited access facility with interchanges and overpasses on the main roads. Several side roads entered at grade, but these were closed in 1963.

In 1953, another section was constructed which skirted the north side of Jackson. This was limited access with overpasses and several substandard off and on ramps. The substandard interchanges are either being upgraded or eliminated. The three that are being eliminated have not been included in this study because the market reaction would reflect this factor.

With the advent of the Interstate program in 1957, the balance of I-94 was constructed to freeway standards. The entire freeway was opened to traffic on December 19, 1960.

This study did not consider I-94 east of US-23 (The Detroit Industrial Expressway) because of the various highway improvement programs which have been instituted since 1952 by the Michigan State Highway Department. The changes included several new interchanges and the elimination of several, at grade intersections. This has undoubtedly influenced the market, and so might not give a true picture.

The Pattern of Interchange Development

The Types of Interchanges

In the first step of this analysis, the 66 interchanges (see individual interchange write-ups in the addenda) were separated into four major categories of - Full Interchanges, Partial Interchanges, Closed Interchanges, and Terminal Interchanges.

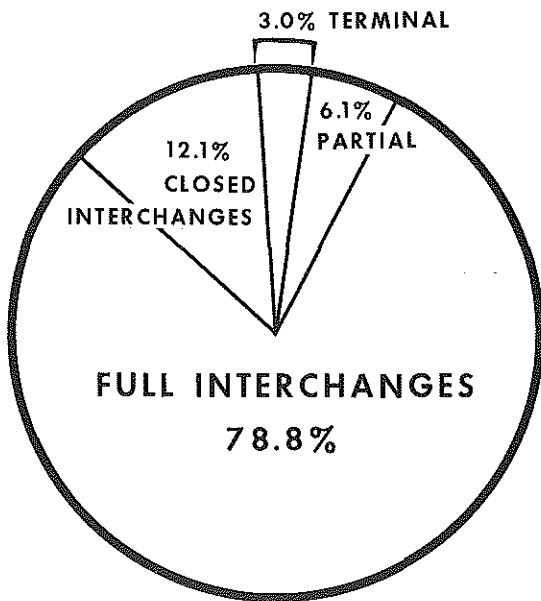
- (1) Full Interchanges are those interchanges which allow the motorist to leave the freeway when traveling in either direction, reach any quadrant, and then return to the freeway to continue in either direction.
- (2) Partial Interchanges are those interchanges which serve off-traffic in only one direction and allow on-traffic in only one direction.
- (3) Closed Interchanges occur at the intersection of two limited access highways. Adjoining land is accessible only by indirect or circuitous routes.
- (4) Terminal Interchanges are those in the area where the freeway is being terminated and channeled into non-controlled access highways.

The percentage breakdown as to type of interchange follows:

Full Interchanges	-	52	-	78.8%
Partial Interchanges	-	4	-	6.1%
Closed Interchanges	-	8	-	12.1%
Terminal Interchanges	-	<u>2</u>	-	<u>3.0%</u>
Total		66		100.0%

(See Figure No. 2, page 6, for graphic presentation)

TOTAL INTERCHANGES (66)



I-94 FROM THE INDIANA STATE LINE
TO US-23 EAST OF ANN ARBOR

Figure No.2

Land Use Analysis of the Full, Partial, & Closed Interchanges

The first step has been to compare the variation of land uses between the Full Interchange, the Partial Interchange, and the Closed Interchange. Attempts were made to locate all sales by checking county records, by contacting real estate agencies, and by personal contact of the owners. The purposes of the sales were determined by buyer contact; and in addition, all physical activity was checked. The land use was classified in each quadrant of the interchange as commercial, industrial, residential, vacant, or governmental.

Commercial use was rated the highest because it is most clearly associated with the freeway user, as well as being compatible with the freeway. If there was commercial activity in a quadrant, either by actual use or by sale for future commercial use, the quadrant was classified as commercial.

Industrial use was considered the next level of activity. This use has been found to be compatible with freeways, but dependency on proximity to the freeway is not as critical as commercial use. If a quadrant had both commercial and industrial use, the commercial use dominated the classification even though the industrial use might have occupied more area.

The residential rating was given to all quadrants with houses, including farm dwellings. If a sale had occurred for another use, i.e. commercial or industrial, the sale use classification dominated; but when the property had not sold, it was classified as residential regardless of market potential or asking price.

The vacant classification was given to land which had not been committed. This included farms or land being held without any activity. If it had been sold, its classification reflected the reason for the sale.

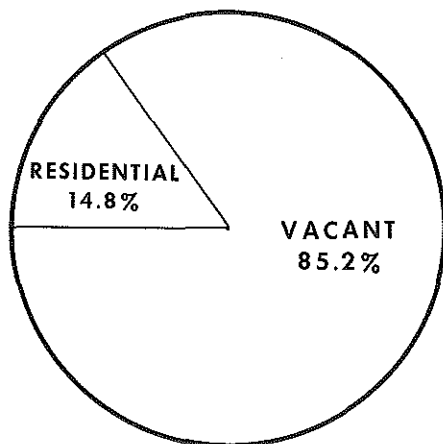
The governmental classification covered lands owned by governmental agencies or by institutions, and so not available for development.

Land Use Relationship to the Type of Interchange

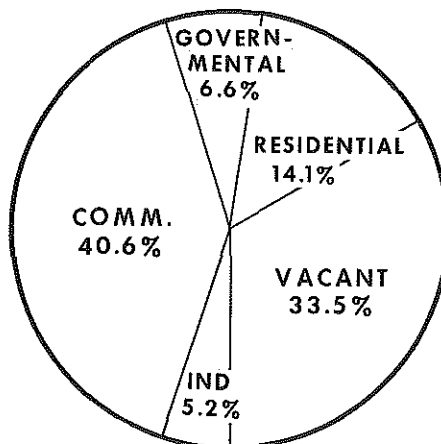
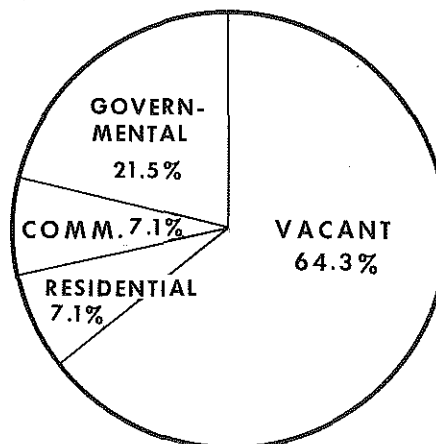
<u>Inter- change Class.</u>	<u>No. of Quads.</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Residential</u>	<u>Vacant</u>	<u>Govern- mental</u>
Full	208	40.6%	5.2%	14.1%	33.5%	6.6%
Partial	14	7.1%	0.0%	7.1%	64.3%	21.5%
Closed	27	0.0%	0.0%	14.8%	85.2%	0.0%
Terminal	(Not representative and so not analyzed)					

(See Figure 3, page 8, for graphic presentation)

**CLOSED INTERCHANGES (8)
QUADRANTS (27)**



**PARTIAL INTERCHANGES (4)
QUADRANTS (14)**



**FULL INTERCHANGES (52)
QUADRANTS (208)**

Figure No.3

It is immediately apparent that development at full interchanges has shown a marked response to the freeway, which is in sharp contrast to the closed or limited access interchanges. The only partial interchange having major activity was closely associated with a nearby full interchange. From this we can conclude that access which permits movement in both directions on a freeway is practically an axiom for commercial development on freeways. Benefits would be unusual on partial interchanges and practically non-existent on closed interchanges.

The Analysis of the Full Interchange

At this point, the analysis is confined to the Full Interchange. Although each Full Interchange is an entity unto itself, certain broad categories tend to stand out. To try to bracket these categories, four major groupings of the Full Interchange have been established.

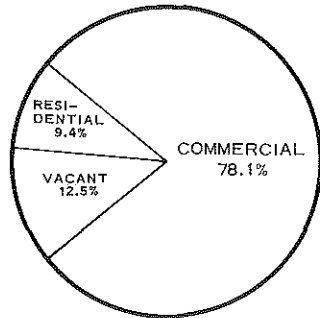
- (1) Major City Interchanges - This designation was used for interchanges at cities with a population of over 10,000 and located on the most direct route into the city. If a State or US-designated trunkline made a reasonably direct penetration into the city, it was automatically included. (See Figure 1 for location of major cities)
- (2) Secondary City Interchanges - This included all the interchanges around the cities of over 10,000 population, but it excluded those routes classified as Major City Interchanges.
- (3) Small Town Interchanges - This was the main, and generally the only, interchange adjoining a city or town under 10,000 persons. A further restriction was that the interchange would be within one mile of the city limits or within two miles of the center of the city.
- (4) Rural Interchanges - This included all interchanges that were not associated with a city or town.

Each of these categories shade into the other due to the adjoining environment and opportunities for investment. Some of the Secondary City Interchanges around Kalamazoo are upgrading toward Major City Interchanges,

THE FULL INTERCHANGE

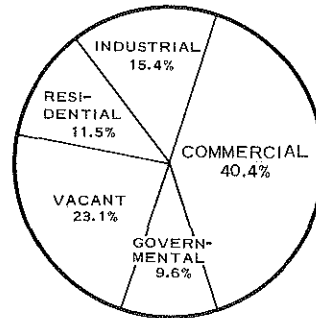
MAJOR CITY ROUTES

8 INTERCHANGES — 32 QUADRANTS



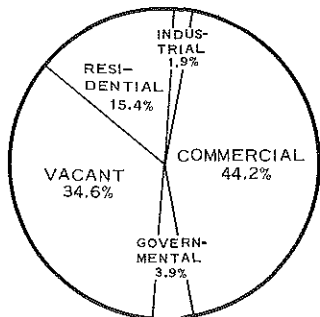
SECONDARY CITY ROUTES

13 INTERCHANGES — 52 QUADRANTS



SMALL TOWN

13 INTERCHANGES — 52 QUADRANTS



RURAL

18 INTERCHANGES — 72 QUADRANTS

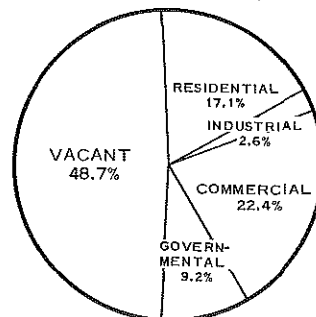


Figure No.4

while the Secondary City Interchanges near Battle Creek verge on a Rural classification.

A Percentage Breakdown on Development of a Full Interchange*

<u>Interchange Classification</u>	<u>No. of Quads.</u>	<u>Commercial</u>	<u>Industrial</u>	<u>Residential</u>	<u>Vacant</u>	<u>Governmental</u>
Major City	32	78.1%	0.0%	9.4%	12.5%	0.0%
Secondary City	52	40.4%	15.4%	11.5%	23.1%	9.6%
Small Town	52	44.2%	1.9%	15.4%	34.6%	3.9%
Rural	72	22.4%	2.6%	17.1%	48.7%	9.2%
Weighted Average		40.6%	5.2%	14.1%	33.5%	6.6%

*See Figure 4 for a graphic presentation.

The Major City Interchange stands out with its heavy emphasis on commercial activity (almost 80 percent of the quadrants). This activity covers not only service stations, but also 100 unit motels, restaurants, and shopping centers. Those lands at Major City Interchanges which have not been channelled into interchange uses are being held at prices considerably above the 1959 price level.

Secondary City and Small Town Interchanges have very similar patterns of commercial development. More industrial development was found at the Secondary City Interchanges than at the Small Town Interchanges. The interchange near the city provides industry with quick, convenient access plus identity; and at the same time, it is nearer the market or supplier.

The Rural Interchanges are conspicuous because of the small amount of commercial and industrial use that has developed. Only one out of four quadrants has reflected activity. Part of this can be explained by no supporting local market plus lack of identity by association with cities or towns listed on maps.

The various types of commercial uses within 1,000 feet of the interchange were explored in relationship to the interchange classifications. A summary of uses follows.

The Quantity of Commercial Development on Full Interchanges

<u>Interchange Classifications*</u>	<u>Service Stations</u>	<u>Restaurants</u>	<u>Motels</u>	<u>Shopping Centers</u>	<u>Sales Uncommitted**</u>
Major City (8)	3.38	2.38	1.25	.38	.38
Secondary City (13)	1.38	.46	.15	.08	.54
Small Town (13)	1.23	.54	.00	.00	.62
Rural (18)	.44	.28	.00	.00	.50
Average (52)	1.33	.71	.31	.08	.52

*The numbers in parentheses are the number of interchanges in each classification.

**Sales Uncommitted are known sales where no construction has started.

The Major City classification is outstanding in all phases of commercial development. Service station development varied from two to five per interchange. Six of the eight interchanges had at least three restaurants. Motels are chiefly associated with the Major City Interchange - they are at present a rarity on the other interchanges. In the rural areas, less than half the interchanges had service stations and approximately a quarter had restaurants.

The Development of Land Values on The Full Interchange

After preliminary analysis of various sales, it became apparent that a well-informed market did not exist in 1960. The initial sales around the full interchange varied with the skill of the negotiator. Often, secondary sites sold for a greater amount than did the prime locations. This can be partially explained by the fact that the freeway was a new concept in 1960. The investor had little or no experience upon which to base his decisions; so with this uncertainty, competition was slow in developing. Many times the seller did not recognize the market potential; so when an apparent "bonanza" was offered, he was quick to accept without actual testing of the market. For these reasons, any averages on market value reaction give a very incomplete picture of today's market on I-94. Were I-94 constructed today with the background of experience available, the market reaction would be more pronounced and truer relationships between price and interchange could be developed.

Recognizing these limitations, the sales of 1959 through 1963 are compared with the appraised value as estimated by the independent appraiser in 1958 and 1959.

Value Increment Shown as a Percent of Before Value

<u>Interchange Classification</u>	<u>Service Stations Only</u>	<u>All Sales Except Service Stations</u>
Major City	441%	227%
Secondary City	388%	215%
Small Town	641%	205%
Rural	627%	161%
Average All*	505%	201%

*Service Station Sales - 15

Other Sales - 52

(See Figure 5, page 14, for graphic presentation)

Part of the increment can be explained by the general land market rise. In the control area that have been studied, values have increased 10 to 185 percent. An increment range of 15 to 35 percent, though, would probably bracket the average for general land increment.

A study of the 1963-1964 market indicates the probable range in values for service station sites (See Figure 6, page 16, for graphic comparison).

Service Station Site Land Values

<u>Full Interchange Classification</u>	<u>Typical Acreage Size*</u>	<u>Expected Price Range**</u>	<u>Interchanges Cited</u>
Major City	0.5	\$50,000 to \$75,000	28, 97, 172
Secondary City	1.0	\$25,000 to \$42,500	78, 145
Small Town	2.0	\$15,000 to \$25,000	46, 52, 66
Rural	2.0 up	\$12,500 to \$30,000	127, 150, 169

*Typical acreage is the size of the site, which in the opinion of the author, tends to predominate. This is not an average. The rural areas had sites of 10 to 20 acres which gave the purchaser protection from competition, better view from the freeway, plus cheap land for future expansion.

**This range will bracket most sales. Occasionally, a superior site might sell for more, or a poor site requiring considerable site preparation or having poor view may sell for less.

THE FULL INTERCHANGE

LAND VALUE CHANGES

1960 - 1964 Sales Averages

Compared to 1959 Appraised Values

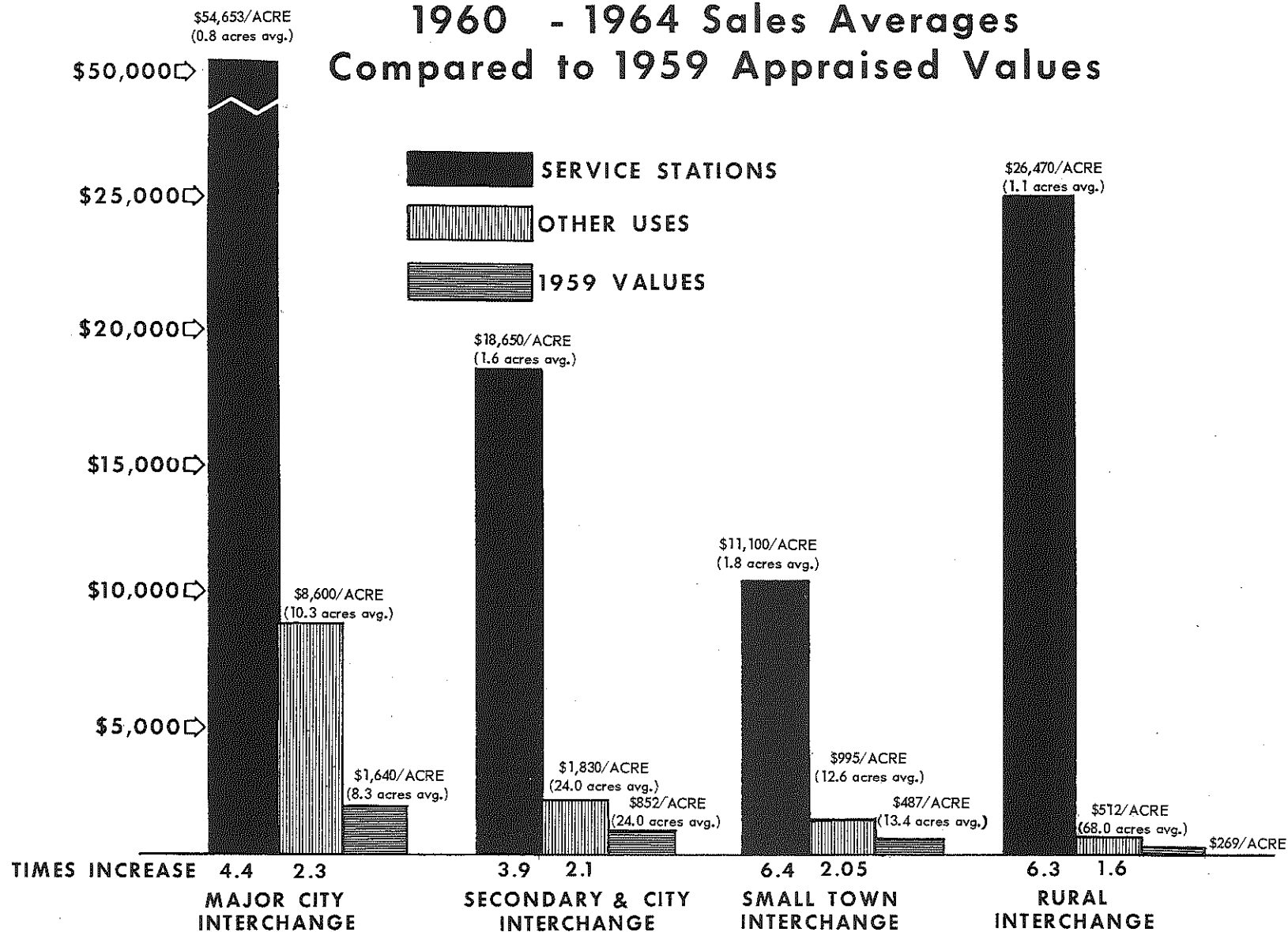


Figure No.5

Although experience in other land uses is more limited than that of service stations, we are able to draw some conclusions. At Major City Interchanges, motels and major restaurants are paying \$12,500 per acre for 4 to 5 acre sites. In one case, a major department store paid \$19,750 per acre. Several of the tracts were purchased or developed in the early 1960's. Since they are not on the market today, the true market cannot be measured without consideration of the improvements.

Business Success and The Full Interchange

Has the Full Interchange location proven successful for business; and is the money being spent for sites justified? To partially answer these questions, the service stations have been explored in detail. The Gross Use Tax Returns of four major motels and four minor motels have also been examined.

Service Stations

All of the petroleum companies cooperated in this study by furnishing a month-by-month pumpage for 1963. Inasmuch as each company is in a very competitive position, we have held the individual gallonages in confidence and have dealt with the stations by averaging the gallonage of the stations within each interchange classification. A statistical analysis was made to find the standard deviation of the mean and to test whether there was a significant difference of business success between the interchange classifications.

THE FULL INTERCHANGE

SERVICE STATION ACTIVITY

Showing 1963 Price Range
For Sites and 1963 Gallonages

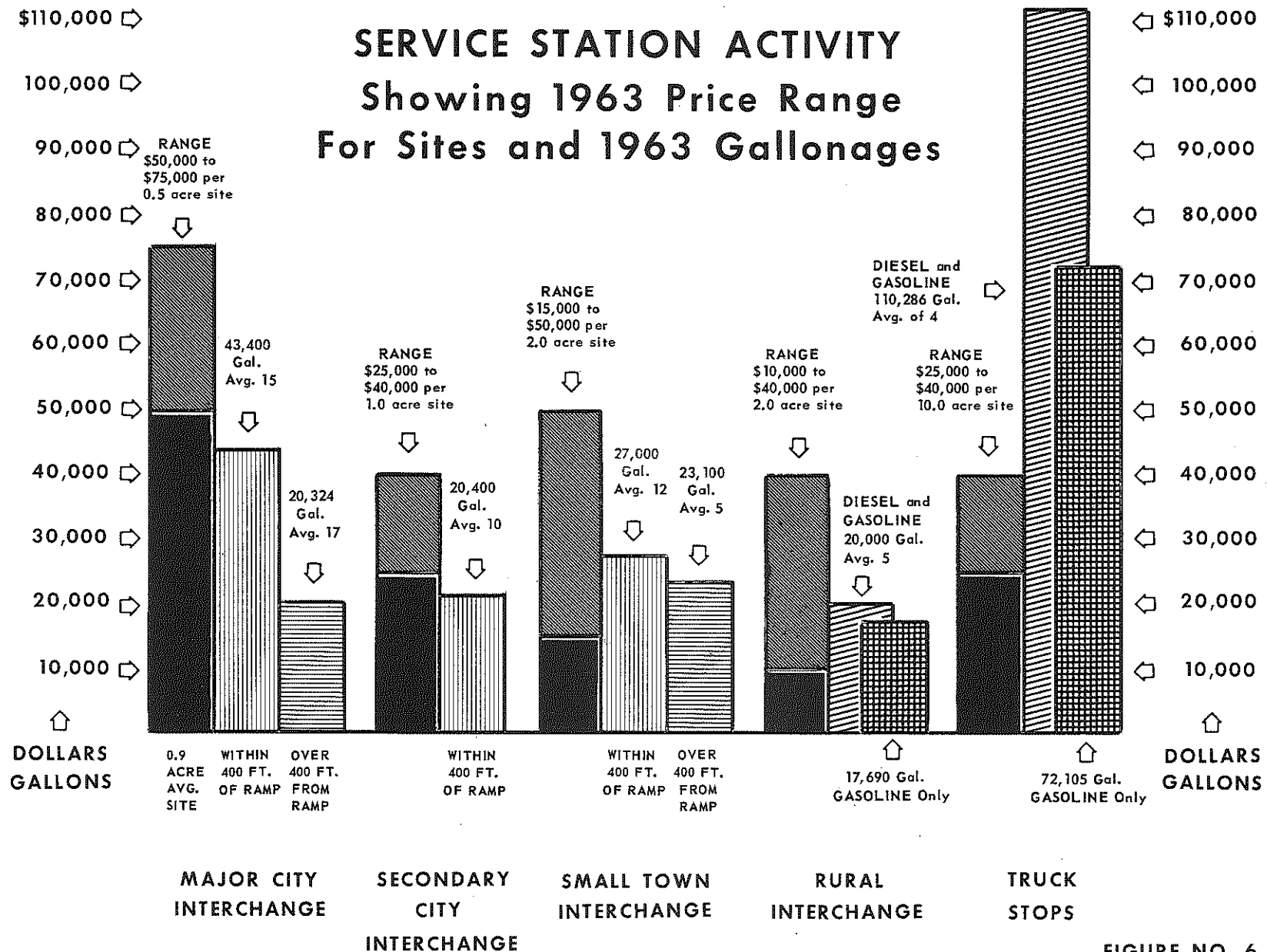


FIGURE NO. 6

Service Station Gallonage Comparison

<u>Full Interchange Class.</u>	<u>Number of Stations</u>	<u>Avg. Gal. Per Mo. In M's.</u>	<u>S.D. of Mean*</u>	<u>S.E. of Diff. Between Means</u>			
				<u>Major City</u>	<u>Sec. City</u>	<u>Small Town</u>	<u>Rural</u>
Major City	15	43.4	21.70		6.6 S	6.6 S	7.2 S
Sec. City	10	20.4	9.35	6.3 S		4.6NS	5.4NS
Small Town	12	27.0	11.11	6.6 S	4.6NS		5.7NS
Rural	<u>5</u>	<u>20.0</u>	10.09	7.2 S	5.4NS	5.7NS	
Total	42	30.4					

*A Standard Deviation from the Mean brackets approximately 68 percent of the stations.

S - Significant

NS- Not Significant

(See Figure 6, page 16, for graphic comparison)

The Major City Interchange stands out from all other classes. The pumpage is almost double the average of the other three groups. It was 60 percent better than Small Town Interchanges and 117 percent better than Rural Interchanges. Although there was considerable variation of pumpage with the Major City class, the differences between the Major City and the other classes were found to be statistically significant.

The Small Town Interchanges averaged 30 to 35 percent above the Secondary City and Rural Interchanges. This difference, though, was not found to be significant. The fact that the Secondary City Interchange is grouped with the Small Town and Rural Interchanges, indicates that the aura of the large city contributes little to the service station business at the Secondary City Interchange. As the city builds out to the freeway, the Secondary City Interchange will probably move toward the Major City Interchange in development patterns and values. The four truck stops (three on Secondary City Interchanges and one at a Small Town Interchange -- See Truck Stops) were not considered in the above analysis. A graphic presentation showing the relationship between prices paid and gallonage pumped is shown in Figure No. 6.

Service Station Sites at the Interchange Versus Those Over 400 Feet Away

To test whether there is an advantage of being next to the freeway, a group of seventeen stations on the Major City routes, over 400 feet away but within one mile of the interchange, were checked. They averaged 20,800 gallons per month (S.D. 9.9), which compares with 43,400 gallons per month at the interchange. The difference is found to be statistically significant and sharply focuses on benefits derived from the interchange.

In the case of the Small Town locations, only five stations were studied, with all but one in the business district. They averaged 23,100 gallons per month, which compares with 27,000 gallons per month at the interchange. This indicates that the interchange sites were in a superior position to the Small Town station. The size of the sample, though, makes the results inconclusive, and the difference was not significant. In each case, the interchange station was outside or on the edge of the city limits. The reader might contemplate the business success of the station at the edge of a small town without the freeway.

Service Stations and Competition

As more and more service stations are added along I-94, the danger of excessive competition becomes a pertinent question. To test this point, seven service stations were selected from Small Town and Major City Interchanges which had operation records through 1963 and the first half of 1964. In 1963, these stations averaged 38,700 gallons per month.

THE SERVICE STATION AND COMPETITION • 1963-64 Sales Tax Comparison

1963 Average Monthly Pumpage — 38,700 Gallons per Station for 7 Test Stations

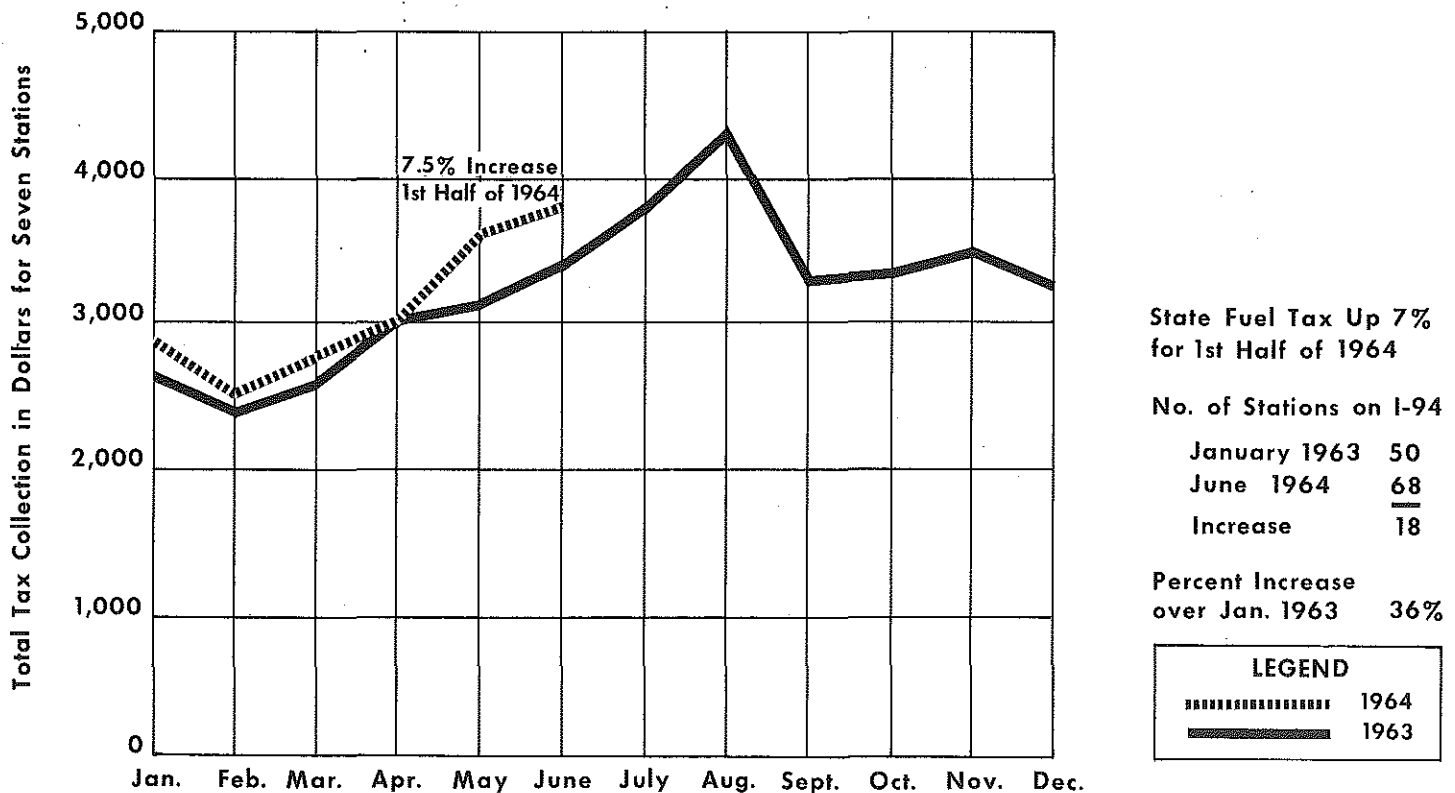


Figure No. 7

In the first half of 1963, the seven test stations filed tax returns amounting to \$17,293. During the same period in 1964, the return amounted to \$18,579 - an increase of 7.5 percent (See Figure 7). Thus, the established stations more than held their own even though there was a 36 percent increase in the number of new stations. Fuel Tax collections for the State of Michigan registered a 7 percent increase in the first half of 1964 over the same period in 1963. The traffic on I-94 increased 9 percent during the same interval.

USE TAX RETURNS ON FOUR SMALL MOTELS

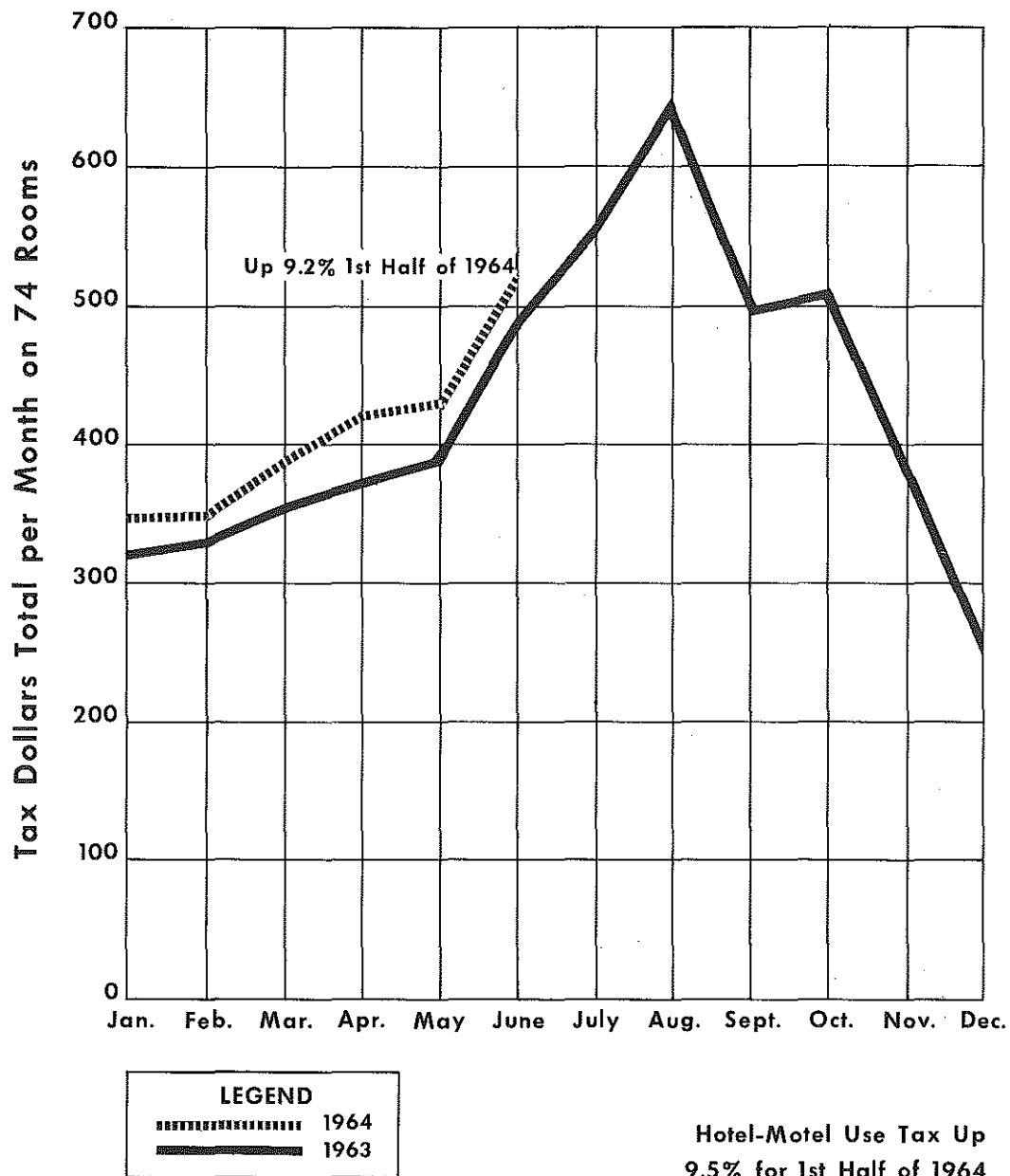


Figure No. 8

Motels and Freeways

At almost every Major City Interchange, a motel is in operation or under construction. From this alone, we can conclude that certain interchanges have special motel attraction.

Because the motel has been a little slower than the service station to swing into activity along I-94, we do not have as much business experience to analyze. Many of the larger motels were opening for business during the winter of 1962-1963. Immediately after opening, motels go through a "break in" period with their occupancy rate gradually building up to a normal level. This tends to limit the value of comparison at this time. Also, an actual return per room or motel was not available for detailed analysis.

To try to bridge this lack of information, the Motel Use Tax Returns were analyzed. Returns were obtained on four large motels (average of 97 rooms per motel) and on four small motels (average of 19 rooms per motel). The general hotel-motel business trend, as indicated by use tax returns from the entire state, is used as a comparison to test the business climate for the freeway motels.

Motel Use Tax Returns*

	<u>Large Motels</u> <u>Total Rooms - 387</u>	<u>Small Motels</u> <u>Total Rooms - 74</u>	<u>State at Large</u>
2nd Half of 1962	Not Available	\$2,521	
2nd Half of 1963	\$19,754	\$2,829	
Percent Increase	----	12.2%	5.5%
1st Half of 1963	\$13,816	\$2,253	
1st Half of 1964	\$17,776	\$2,460	
Percent Increase	28.6%	9.2%	9.5%
1st Quarter of 1963	\$ 5,529	\$1,003	
1st Quarter of 1964	\$ 7,652	\$1,092	
Percent Increase	38.4%	8.9%	9.8%
2nd Quarter of 1963	\$ 8,287	\$1,250	
2nd Quarter of 1964	\$10,124	\$1,368	
Percent Increase	22.2%	9.4%	9.2%

*A 4 percent Motel-Hotel Use Tax is collected on all room sales.

USE TAX RETURNS ON FOUR LARGE MOTELS

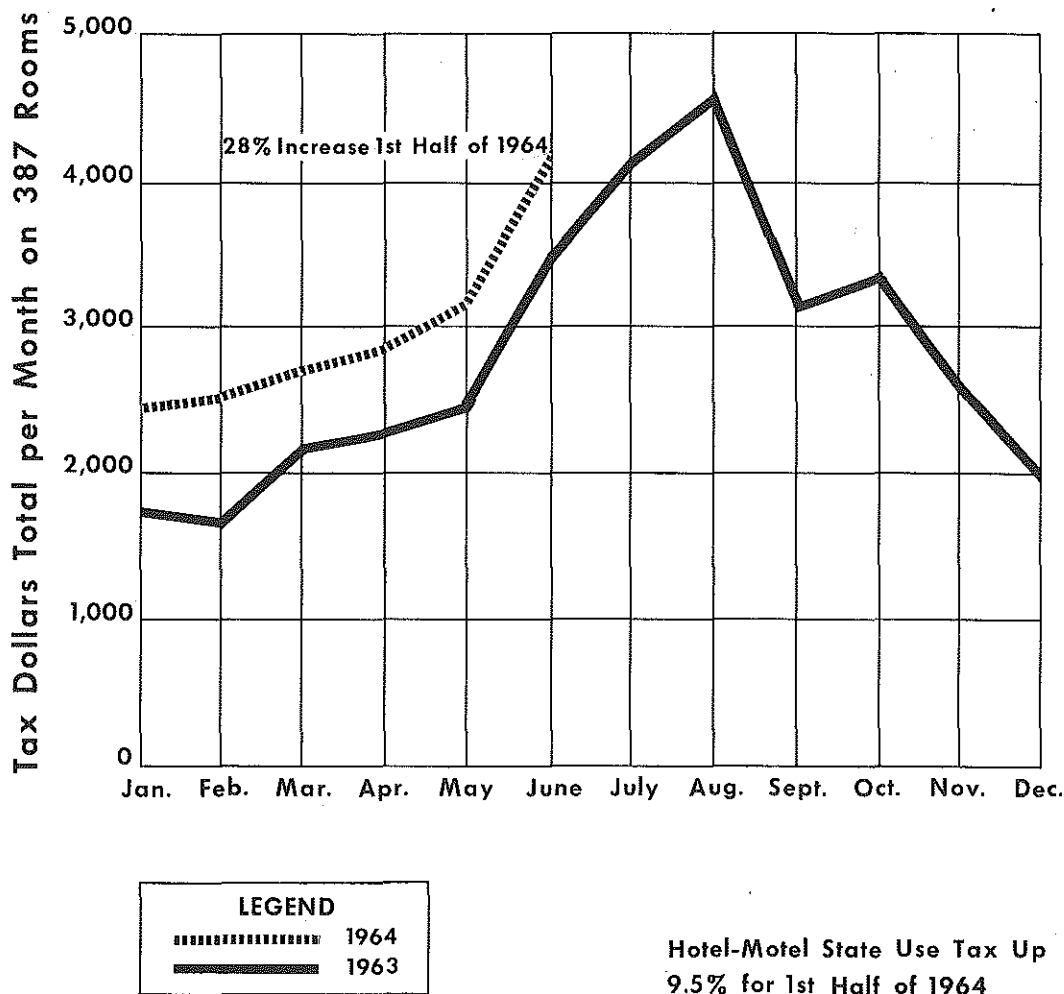


Figure No. 9

Because the data on large motels was incomplete prior to January 1963, the small motels are used as a yardstick. Their pattern of increase follows the general trend in returns for the State at large. The State at Large returns would be expected to increase due to the general growth of hotel and motel accommodations; and the fact that the small motel has increased proportionately as rapid as the State at large, indicates that

the construction of new motels has not adversely affected the small motel business success (See Figure 8, page 20).

The large motels have registered a much better return in 1964 than in 1963 (See Figure 9). This can partially be explained by the fact that two of the four motels were going through a "break in" period in the early part of 1963 (one opened in November 1962, and one in January 1963). To obtain a better comparison, the second quarters of 1963 and 1964 are analyzed.

During this period, their returns increased 22 percent compared to the State at large increase of 9.2 percent. The increase can be attributed primarily to new business and not at the expense of other motels on I-94 (See Small Motel Tax Returns - Figure 8).

Another indication of business success is the construction of new motels and the adding on to the present facilities. Three new motels, under construction, will add 250 units. At Ann Arbor the Holiday Inn Syndicate is preparing to add 56 units in November. The effect of the new units (a 30 percent increase) on present facilities is unknown. Undoubtedly, the traffic growth will tend to absorb the additional motel units.

Average Daily Traffic Count at Marshall
(Three Months Average - April, May, June)

1962	9,508 ADT
1963	10,597 ADT
1964	11,514 ADT
Percent Increase of 1963 over 1962	11.5%
Percent Increase of 1964 over 1963	8.7%

It is estimated by the Traffic Division of the Michigan State Highway Department that the number of vehicles on I-94 will more than double in the next 10 years. This should easily absorb the motels that are now under construction.

1

This motel study indicates that the investment made in land and improvements has proven sound. We can conclude that the land use for motels is proper for the Major City Interchange. How successful motels will be at lesser interchanges, remains to be tested.

Truck Stops

In analyzing various interchanges, certain ones were found to be focal points for truckers. Was chance the primary factor in the development of the successful truck stop; or was it management; or was it location in respect to the highway system? Management combined with extensive parking areas, diesel fuel, 24 hour service, and reasonably priced food in liberal servings undoubtedly helps. However, it takes more than this - it takes a special type of location. The most successful truck stops are oriented toward an intersection of a major trunkline or with the industrial complex of a major city. Four such locations which have developed are now discussed (See Addenda, pages A-2 and A-3, for location - Interchange 30, 80, 110, & 145).

Napier Road (30) - The Famous Truck Stop is located at this Secondary City Interchange. Napier Road is the first interchange west of the junction of I-196, which serves the Holland-Grand Haven-Muskegon area; and as a result, the Famous Truck Stop is in the direct line of the Chicago-Western Michigan traffic plus the I-94 traffic. The owner had previously owned and managed a truck stop on US-31 and US-33, northeast of Benton Harbor.

Sprinkle-Cork (80) - The Half Way House and Marathon Service are located at this Secondary City Interchange, which adjoins the industrial area in southeast Kalamazoo and the city of

Portage. It is also the first interchange east of the junction of US-131 freeway where land was available for development.

US-27 (110) - The Coffee Cup with Phillips 66 Service is located at this interchange of US-27, serving Central Michigan and Eastern Indiana. As a result, it is the branching off point for a number of trucks traveling I-94. This advantage may be lost, though, due to the proposed relocation of US-27 approximately a mile and a half west which will be known as I-69. When this occurs, the most strategic location will switch to Eleven Mile Road (103), a Secondary City Interchange. Anticipating this advantage, the Te-Khi Grill with Texaco and the Country House with American Oil have already been constructed.

Sargent Road (145) - H & M Grill with Phillips 66 Service is located at this Secondary City Interchange on the northeast side of Jackson. It is also the first interchange east of US-127 freeway, south. The trucker going from Detroit to the Jackson area must pass this interchange. Previous to construction of I-94, a restaurant-truck stop and a weigh station were located on Old US-12, east of Sargent Road. One year after the freeway opened to traffic, the weigh station was relocated. During this interim period, the H & M Grill was opened and developed a trucker business. The combination of freeways plus the weigh station helped to make this location a success.

These four truck stops, which are open 24 hours a day, averaged 110,000 gallons per month in 1963. Their pumpage varied little with the seasons, which is in sharp contrast to a typical highway service station.

A truck stop (20 year operation history) on Old US-12, just west of the I-94 and M-60 Interchange (4), was excluded from this study because of its location in a terminal area. At the present time, I-94 ends four miles south of LaPorte Road, a feeder to the Indiana Toll Road. Eventually, when Indiana has completed its portion of the Interstate Program, I-94 will connect the Gary-South Chicago industrial complex with Michigan. In the interim, a large percentage of the trucks are using the Old US-12 route. As a result, a true freeway pattern does not exist.

Several rural interchanges had restaurant-service stations which were trying to develop trucker business. Pumpage averaged only 15 to 30 percent of those stops considered to be strategically located.

Truck stops require five to ten acre sites at grade with the cross-roads. The fact that there were no truck stops at a Major City Interchange indicates that those locations commanded more expensive development.

It is realized that the volume of data is limited. As a result, it has been the intent to point out what appeared to be a direct relation between the highway network and the truck stop as to location. Further research will help to clarify truck stops and land use at interchanges.

Epilogue - The Principle of Change

A basic principle of real estate activity is change, and probably the most dynamic example of this principle is found in the interchange area.

The limited access freeway has broken the mold of the old highway commercial pattern. It concentrates development rather than defuses, and consequently allows investment in more lavish improvements. It has given a permanency to investments that never existed before in the history of highways.

In the end, the ever increasing traffic and the traveling habits of the public will determine the intensity of use. To anticipate these changes, our investigation must continue to give us better understanding; for as change continues, as surely it must, our questions of today will have their answers in the tomorrows.

Prepared by:

Roger H. Ashley
Economic Survey Officer

and

William F. Berard
Asst. Economic Survey Officer

THE ADDENDA

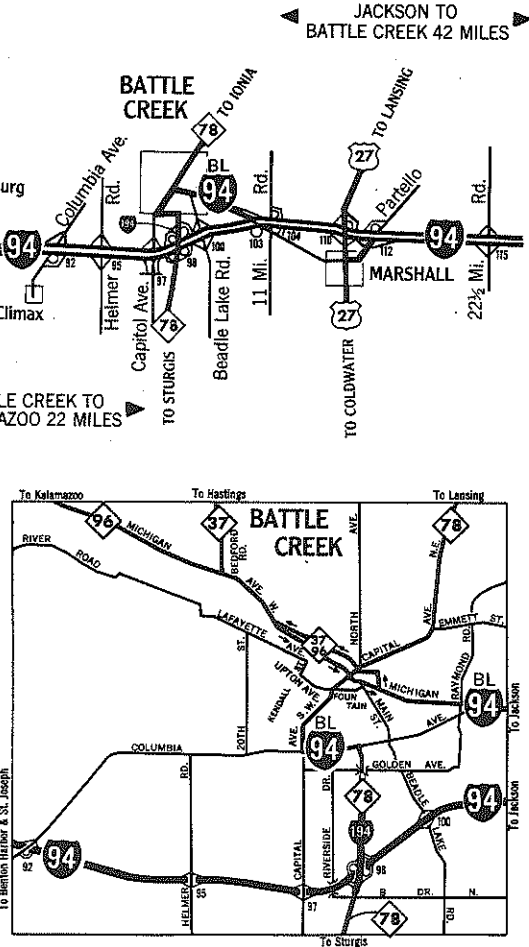
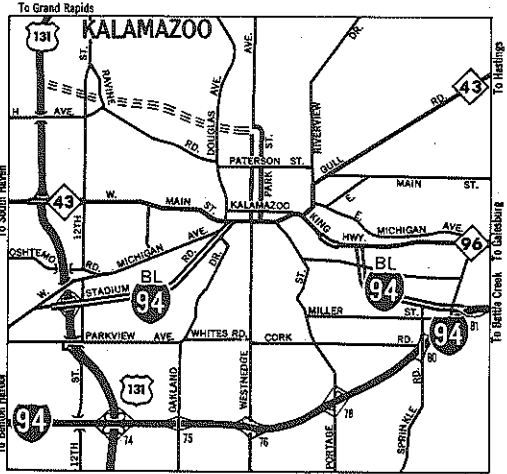
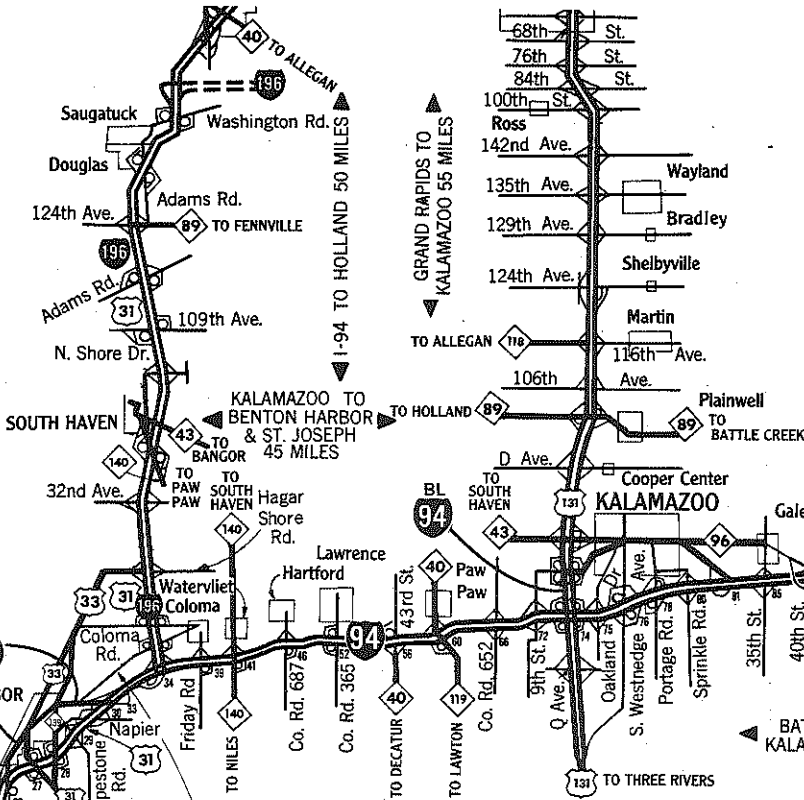
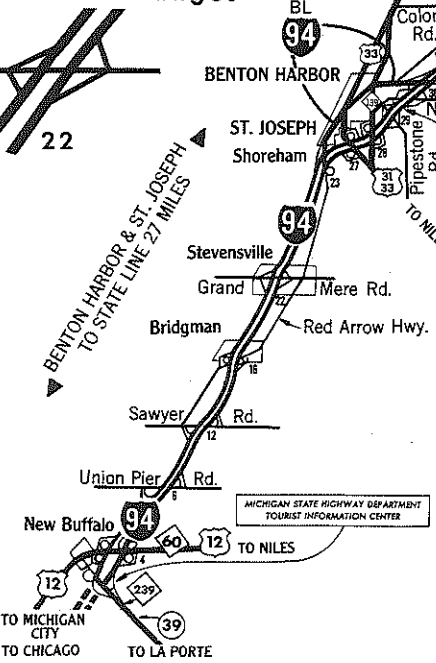
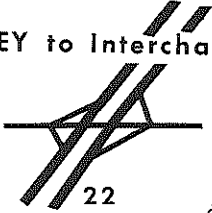
Each interchange on I-94 has been briefly described, giving all known sales along with background information. In most cases, appraisals by independent appraisers were available; and the values assigned by the appraiser, or comparable sales listed by him, were used for the value discussion. On the page opposite each interchange analysis, there is an aerial photograph (six months to three years old). To help the reader visualize the interchange, we have included a number of surface pictures. All of the surface pictures were taken in September and October of 1964.

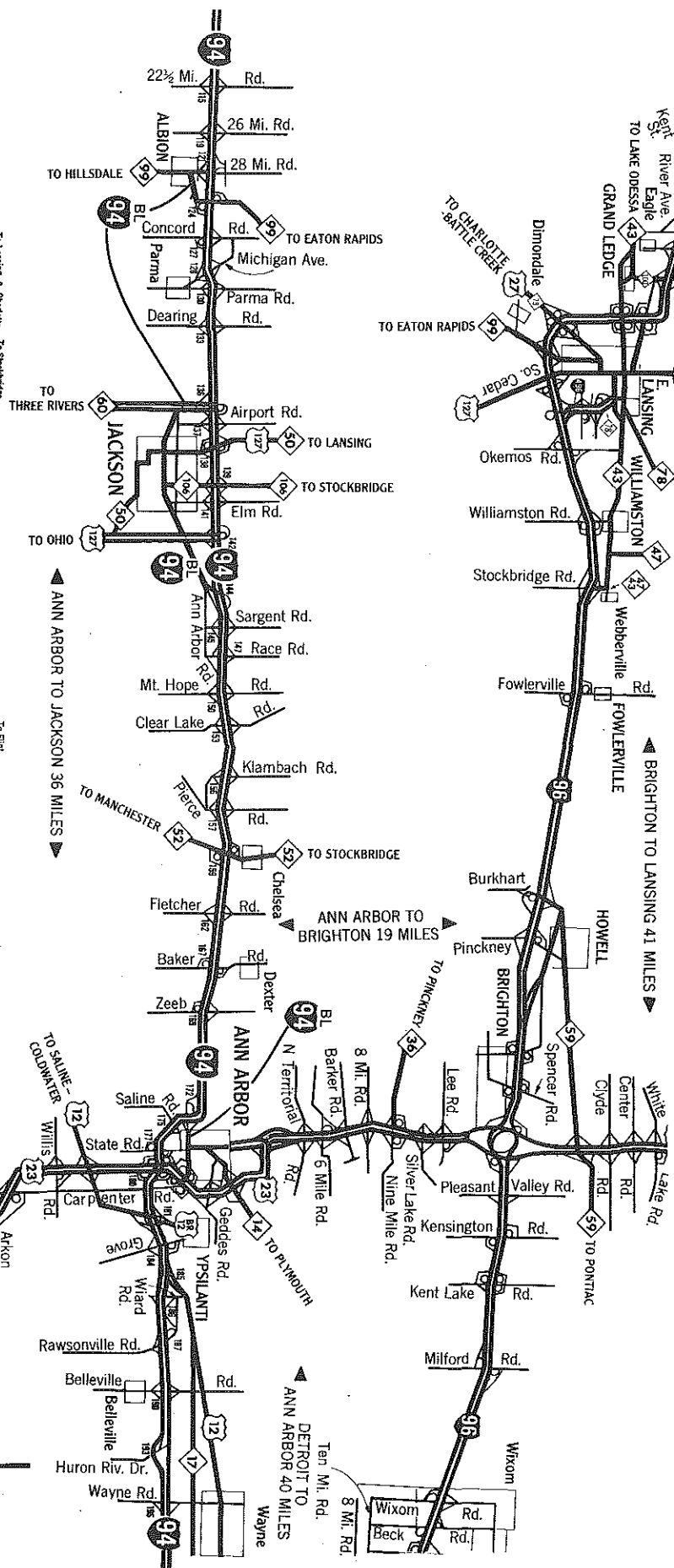
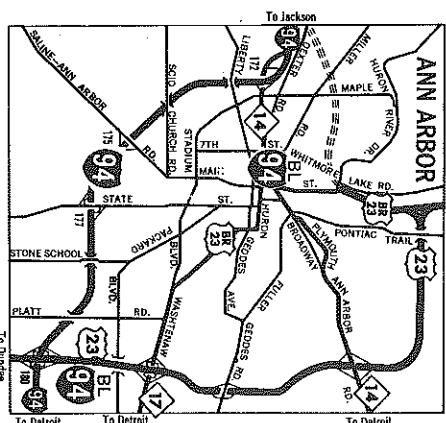
The sales cited were verified by checking records and by personal interviews with the buyer, the seller, or the realtor. We have made every effort to reduce error to a minimum.

The interchange numbers used in the write-ups correspond to the small numbers on the strip maps (See pages A-2 and A-3). These numbers also represent the number of miles the interchange is from the Indiana State Line, south of New Buffalo on the west side of Michigan.

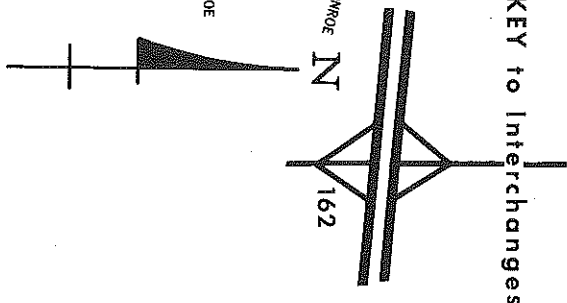


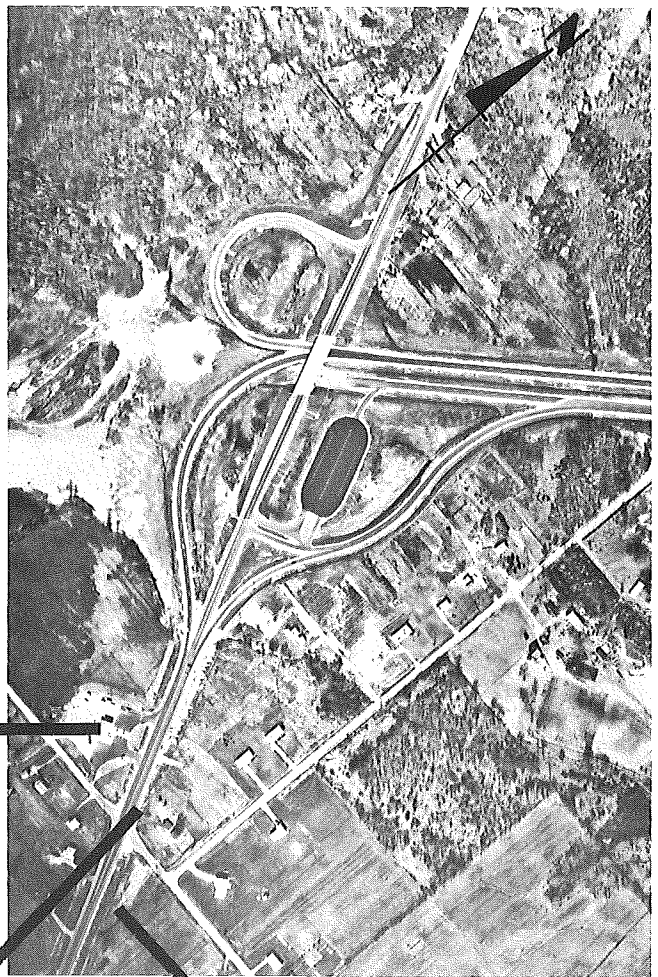
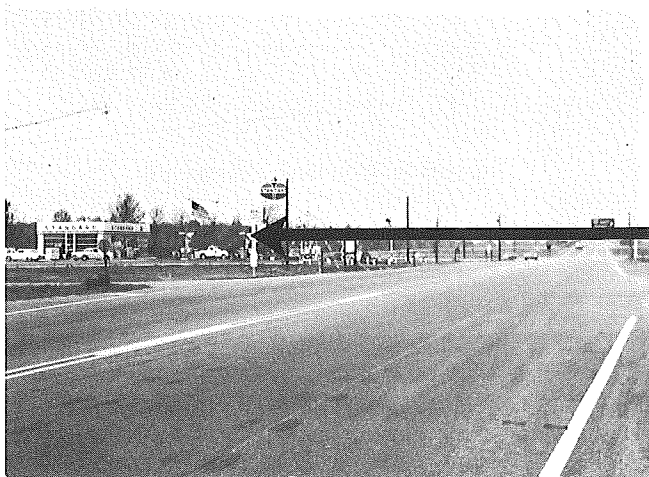
KEY to Interchanges





KEY to Interchanges





Laporte Road-Terminal Interchange

(1) LaPorte Road (M-239) - Full Interchange - Half Cloverleaf - Terminal

This interchange is the present western terminus of I-94. LaPorte Road (M-239 and Indiana 39) acts as a connector to the Indiana Toll Road at LaPorte, Indiana. The interchange also serves the community of New Buffalo (2,128 pop.), located two miles northwesterly. The area population density is 200 people per square mile.

The area prior to the freeway, was being used for rural residential sites and some farming. Homesites of one acre ranged from \$500 to \$1,000. Most of the local roads have been strip subdivided. Large acreages ranged from \$100 to \$200 per acre.

After the freeway taking, two service stations (Texaco and American Oil) have been constructed. In addition, construction has begun on a restaurant and possibly a third service station. All of the development lies on the south side of I-94.

Parcel No. 1 - Southwest Quadrant

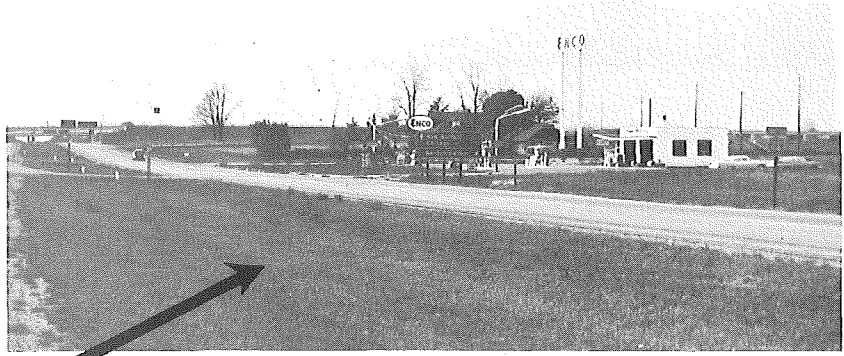
Before Value (1960) - 14.0 acres	-	\$ 3,850
After Value - 11.91 acres	-	<u>3,300</u>
Compensation	-	\$ 550
Selling Price - American Oil (6/61)	-	\$31,000

Parcel No. 2 - Southeast Quadrant

Before Value (12/62) - 1.0 acre	-	\$ 500
After Value - .76 acre	-	<u>300</u>
Compensation	-	\$ 200
Selling Price (1/64) - for restaurant	-	\$12,000

Parcel No. 3 - Southeast Quadrant

Before Value (11/62) - 1.7 acres	-	\$ 7,600
After Value - 1.4 acres	-	<u>600</u>
Estimated Compensation	-	\$ 7,000
Selling Price (2/64) - 1.4 acres	-	\$12,000



M-60 Looking East
Note Old US-12 in Foreground
Terminal Interchange

(4) M-60 & US-12 - Full Interchange - Directional Cloverleaf - Terminal

This interchange is a terminus point for I-94 traffic which enters Indiana and will not use the Indiana Toll Road. This interchange now serves the community of New Buffalo (2,128 pop.), two miles west. The area population density is 200 people per square mile. M-60 and US-12 tap the lower tier of counties in Michigan, including the city of Niles (13,825 pop.), 25 miles to the east.

The area prior to the freeway, had commercial activity approximately one-half mile west on Old US-12. The intervening area on M-60 was strip subdivided with residences. East of the interchange, the land use eased into farms. Homesites on M-60 were selling at \$10 to \$12 per front foot. Large acreages were selling at \$120 to \$150 per acre.

After the freeway taking, two sales that are freeway oriented occurred in the northeast quadrant. Land east of these sales is now offered for sale. In the northwest and southwest quadrants, the previous residential development in combination with the heavily wooded backland plus the extended limited access has discouraged development. In addition, the previous commercial development on Old US-12 is serious competition. The southeast quadrant is vacant with no sales activity.

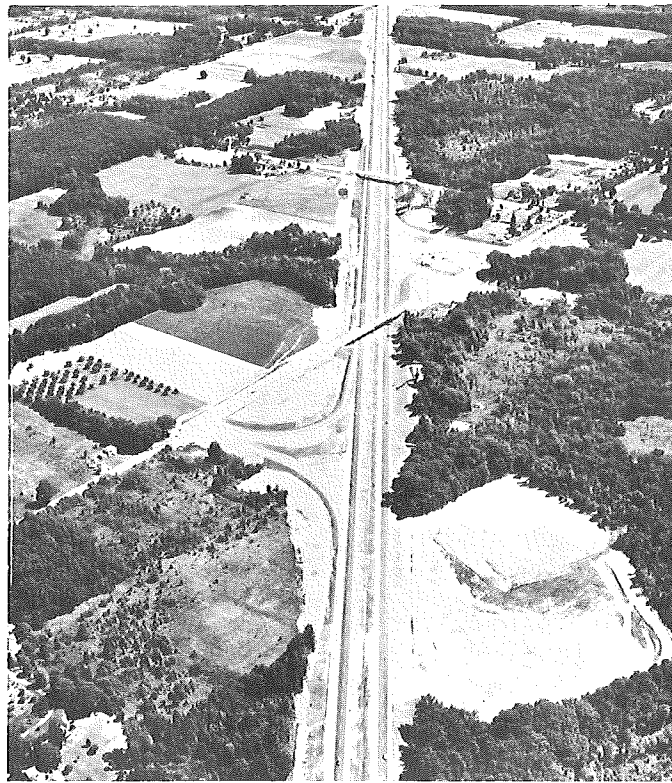
Parcel No. 1 - Northeast Quadrant

Before Value (1960) - 111.5 acres Land	-	\$12,900
Improvements	-	<u>7,100</u>
Total	-	\$20,000
After Value - 104.4 acres Land	-	\$11,950
Some Improvements	-	<u>6,650</u>
Total	-	<u>\$18,600</u>
Estimated Compensation	-	\$ 1,400
Court Award (3/62)	-	\$ 2,250
Sale to Humble Oil (7/62) - 2.2 acres	-	\$60,000

Parcel No. 2 - Northeast Quadrant

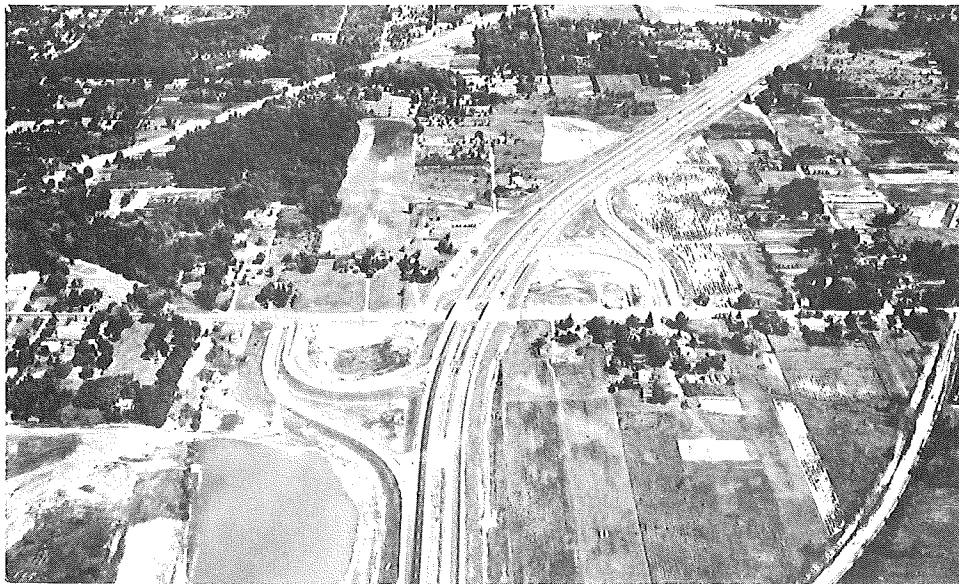
Before Value (1960) - House on 1.25 acres	-	\$10,500
After Value - House on 1.06 acres	-	<u>10,350</u>
Compensation	-	\$ 150
Sale Price (3/62) - Phillips 66 Distributor	-	\$16,000

Subject has 100 feet of frontage. Buyer hopes to purchase adjoining State land (180 front feet) to west when land is auctioned off.



Union Pier Road Looking Northeast, a Rural Interchange

6



Sawyer Road Looking North, a Rural Interchange

12

(6) Union Pier Road - Full Interchange - Half Cloverleaf Design - Rural

Union Pier Road serves the local residents and gives access to the recreation area to the west along Lake Michigan. The area population density is 120 people per square mile.

The area, prior to the freeway, was farm and woods with a scattering of rural residences along Union Pier Road. Homesites ranged from \$500 to \$1,000; and acreage prices ranged from \$100 to \$150 per acre.

After the freeway conditions remained static. No commercial activity has been found. This can partially be explained by obstruction of visibility due to the depressed nature (20 feet) of I-94 and due to the angling of Union Pier Road which pushes possible sites away from I-94. The northeast quadrant has residential development while the others are vacant.

(12) Sawyer Road - Full Interchange - Half Cloverleaf Design - Rural

Sawyer Road serves the local residents and gives access to the recreation area to the west along Lake Michigan. The area population density is 158 people per square mile.

The area, prior to the freeway, was farm and rural homesite development. There were several small subdivisions with variable age homes. The greatest population density was to the east toward the small town of Sawyer. Acreage prices averaged \$150 per acre.

After the freeway taking two sales occurred in the vicinity of the interchange. One sale was to a major oil company in the southeast quadrant. A second sale was for continued residential use in the northwest quadrant and it reflected no highway effects. The other two quadrants have residences.

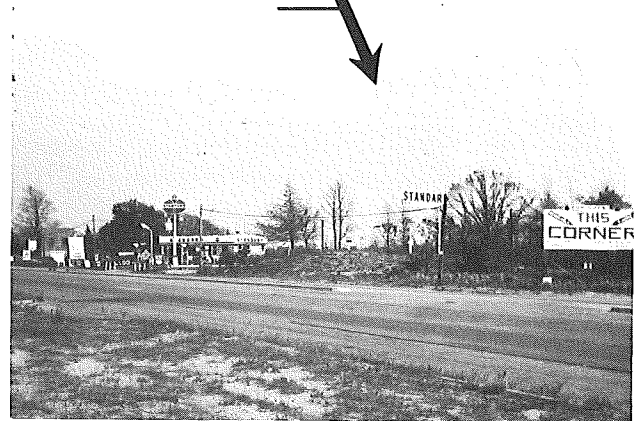
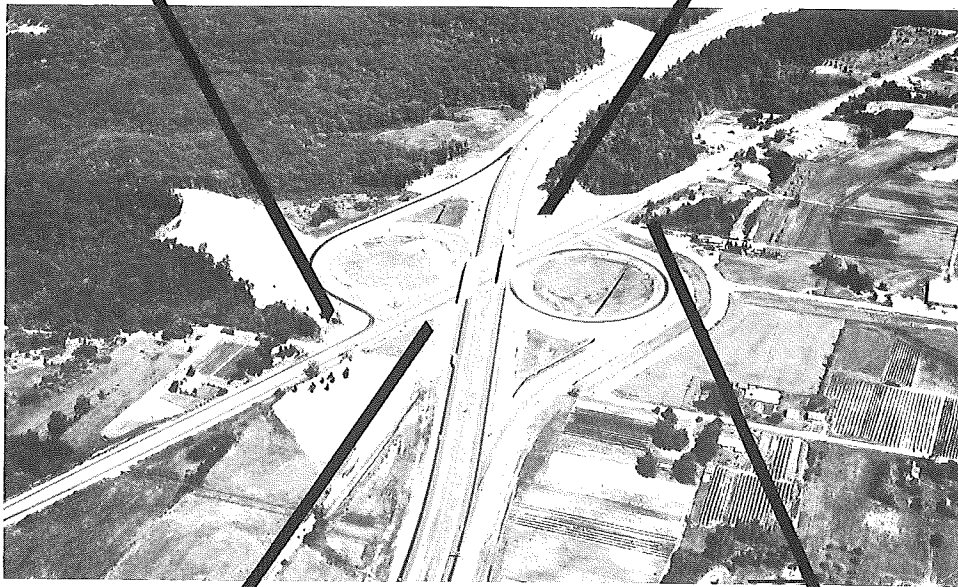
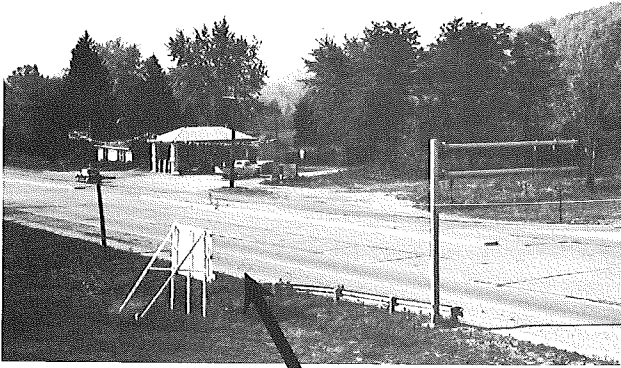
Sale No. 1 to Pure Oil Company (September, 1961) - Southeast quadrant

Before Value (1960) - 14 acres Improved	-	\$15,900
After Value - 13.6 acres Improved	-	<u>15,500</u>
Compensation	-	\$ 400
Selling Price (18 months later)	-	\$31,500

This parcel has 250 feet of frontage and extends south along the freeway 1,800 feet. At the time of this study the purchaser had not developed the site.

Sale No. 2 (Residential - July, 1960) -

Before Value - .76 acre Improved	-	\$8,800
After Value - .71 acre Improved	-	<u>8,725</u>
Compensation	-	\$ 75
Sale Price (July, 1960)	-	\$9,000



The Red Arrow Highway Looking North, Full Interchange—Small Town

(16) Red Arrow Highway - Full Interchange - Half Cloverleaf - Small Town

This interchange serves the town of Bridgman (1,454 pop.) one mile northeast, and the local recreation area along Lake Michigan. The area population density is only 91 people per square mile. This figure, though, must be tempered due to the influx of summer tourists.

The area prior to the freeway, had spotty commercial development along Old US-12, the Red Arrow Highway. There was a small motel about one mile northeast and a Mobil gasoline station (1930's vintage) in the northwest quadrant of the freeway as now located. Frontage on Old US-12 was valued at \$15 per front foot. The crossroads had some residential development. Otherwise, the land use was either farm or woods.

After the freeway taking two major oil companies have purchased sites (one in the northeast quadrant and one in the southeast quadrant). In addition, there has been an assemblage - use unknown. The freeway passes over the Red Arrow Highway. Visibility for southwestbound traffic is poor in all quadrants. For northeastbound traffic, visibility is good for the southwest quadrant and only fair on all others. The Mobil station continues to operate in the northwest quadrant.

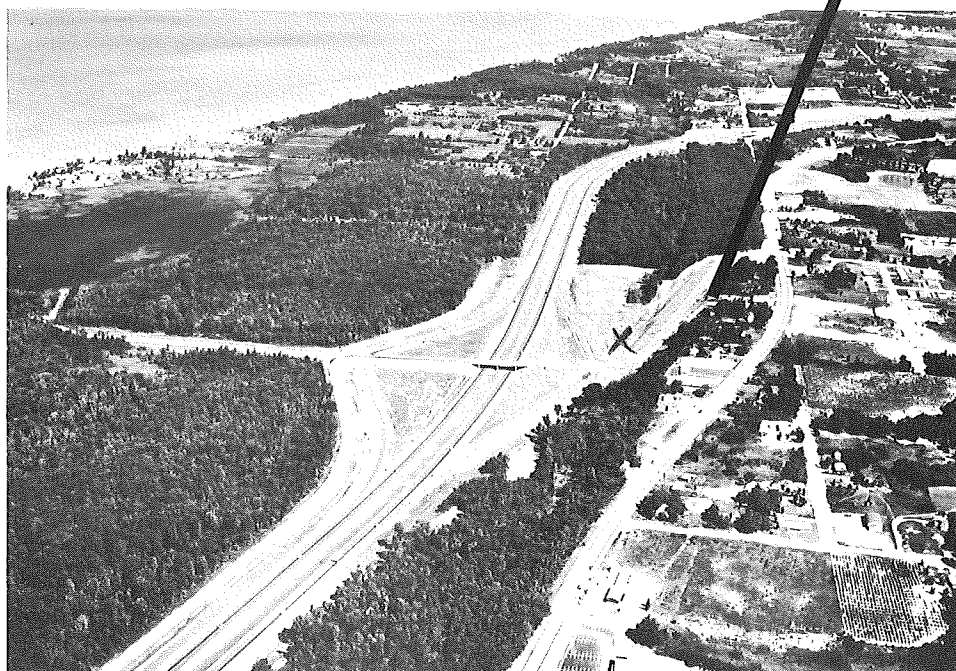
Sale No. 1 to Humble Oil (April, 1961) -

Before Contributing Value* (1959) - 12.9 acres	-	\$13,160
(658 FF)		
After Value - 12.9 acres (658 FF)	-	<u>23,030</u>
Compensation	-	-0-
Selling Price (18 months later)	-	\$37,000

*Other lands were involved. This analysis considers only the part sold.

Sale No. 2 to American Oil (November, 1960) -

Before Value (1959 data) - 1.9 acres (203 FF)	-	\$ 3,100
After Value - No Taking		
Selling Price (12 months later)	-	\$25,000



Grand Mere Road Looking North, Full Interchange—Small Town

(22) Grand Mere Road - Full Interchange - Diamond Design - Small Town

This interchange serves the recreational community along Lake Michigan to the west and Stevensville (697 pop.) to the east. It also serves as a point of entry to the Old US-12 businesses, which consist of a restaurant, bowling alley, and several motels. The population density is 250 people per square mile.

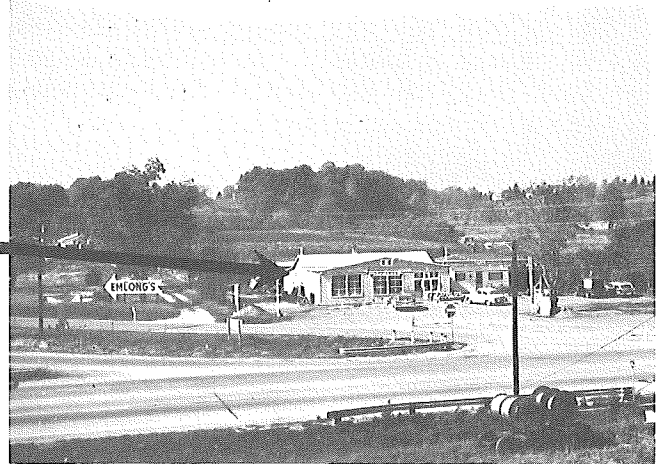
The area, prior to take, in the vicinity of the interchange was lowland wood which lay next to a high bluff to the east. On top of the bluff ran Old US-12 which had a moderate amount of strip commercial. Small subdivisions, the outer environs of Benton Harbor, were developing to the east of Old US-12.

After the freeway taking one sale, which is freeway oriented, occurred in the southeast quadrant. Grand Mere Road passes over the freeway. The high bluff (100 feet) on the east restricts extensive development; and the woods restrict the view on all quadrants.

Sale No. 1 - Purchase by restaurant owner on Old US-12 - Part
developed by service station (July, 1962)

Before Value (8/60) - 1.8 acres Improved	-	\$13,400
After Value - 1.1 acres Improved	-	<u>12,900</u>
Compensation	-	\$ 500
Selling Price* (23 months later)	-	\$21,000

*Considerable site preparation was necessary to make
space in bluff for service station.



Looking Southwesterly at I-94 Business Loop Toward Benton Harbor
Partial Interchange

(23) St. Joseph Business Loop - Half Interchange - Partial

This interchange is on the Old US-12 route and is the entrance to the southwest side of the St. Joseph-Benton Harbor community (31,000 pop. - twin city total). The population density is 250 persons per square mile.

The area, prior to the freeway, had spotty strip commercial along US-12. There was a general store with gas pumps, several restaurants, a horticulture nursery, and a lumber yard. Much of the frontage was used for homesites containing several acres. The backland was used for orchards, fruit farms, and truck crops.

After the freeway taking the Schuler restaurant chain assembled three parcels for the relocation of one of their restaurants. Also, the Emlong Nurseries replaced their retail store and warehouse which had been taken. Aside from this, no new commercial activity was observed in the vicinity of the interchange.

Sale No. 1 to Schuler Enterprises, Inc. (August, 1963) -

Before Value (9/58) - 2.5 acres Improved	-	\$22,000
After Value - 1.68 acres Improved	-	<u>14,700</u>
Compensation	-	\$ 7,300
Selling Price (5 years later)	-	\$30,000

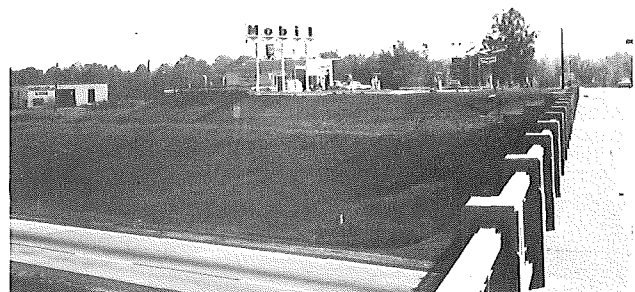
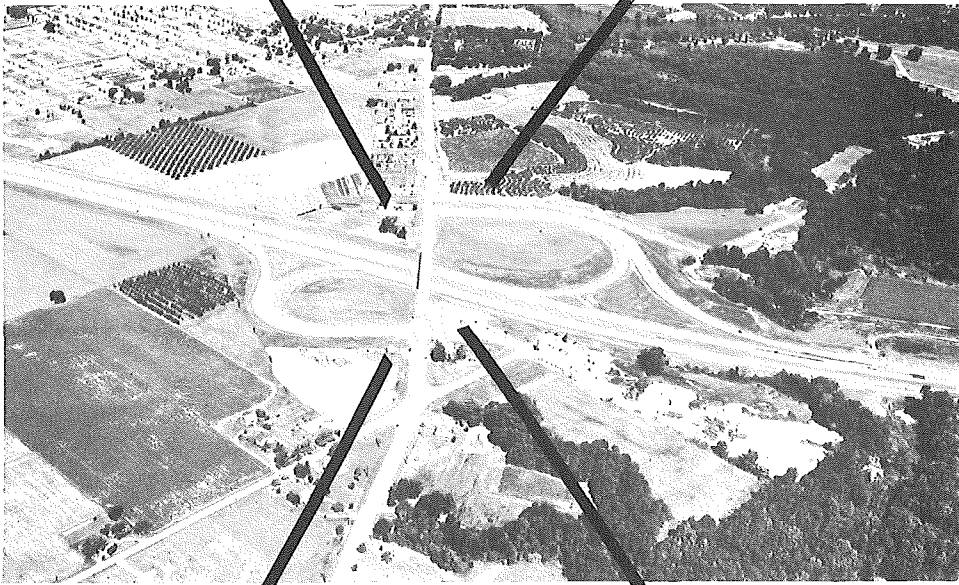
Sale No. 2 to Schuler Enterprises, Inc. (August, 1963) -

Before Value (9/58) - 1.1 acres Vacant	-	\$ 7,000
After Value - 1.04 acres Vacant	-	<u>6,580</u>
Compensation	-	\$ 420
Selling Price (5 years later)	-	\$ 5,000

Sale No. 3 to Schuler Enterprises, Inc. (August, 1963) -

Before Value (9/58) - 3.77 acres Improved	-	\$28,700
After Value - 1.3 acres Improved	-	<u>11,500</u>
Compensation	-	\$17,200
Selling Price (5 years later)	-	\$20,000

Westbound traffic, to leave I-94, must go to the Grand Mere Interchange, one mile southwest. Likewise, traffic to continue east from Schulers must go to Grand Mere Road.



Looking North Toward St. Joseph at US-33, Full Interchange—Major City

(27) Niles Road (US-33) - Full Interchange - Half Cloverleaf - Major City

US-33 serves as a penetrator from the freeway to St. Joseph, part of the twin city complex of Benton Harbor-St. Joseph (31,000 pop.). The population density for the township is 668 people per square mile.

The area, prior to taking, had a scattering of suburban homesites facing on US-33. There was no commercial activity. The backland was used for orchards and fruit farms. Acreage values ranged from \$800 to \$1,000 per acre; and, frontage was valued at \$15 per front foot.

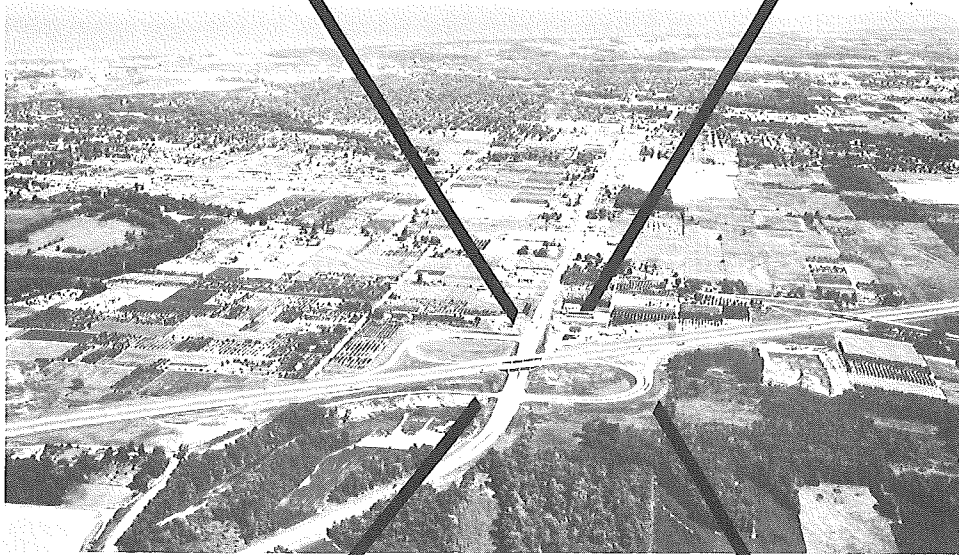
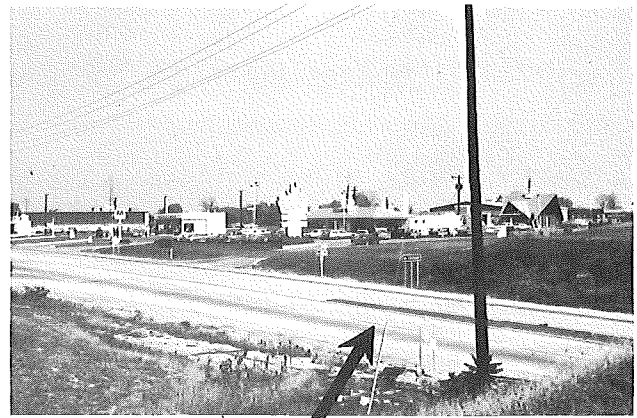
After the taking two sales to major oil companies have occurred. One site in the southeast quadrant is improved, while the other in the northwest quadrant is apparently being held for future development. A building contractor has expanded his operation. The visibility is good on all quadrants with the exception of the northeast, which is very poor. I-94 is cut below grade and goes under US-33. The northeast and southwest quadrants had not been active.

Sale No. 1 to Socony Mobil (April, 1962) -

Before Value (4/59) - 2.79 acres Improved	-	\$22,000
After Value - 2.19 acres Improved	-	<u>17,700</u>
Compensation	-	\$ 4,300
Selling Price (3 years later)	-	\$44,000

Sale No. 2 to American Oil Company (August, 1961) -

No Appraisal - 1.8 acres Improved (house to be removed)
Sold for \$30,000



M-139 Looking North Toward Benton Harbor, Full Interchange—Major City

(28) Scottsdale Road (M-139) - Full Interchange - Partial Cloverleaf - Major City

M-139 serves as a penetrator to Benton Harbor, part of the twin city complex of Benton Harbor-St. Joseph (31,000 pop.). The population density of the township is 1,387 people per square mile.

The area, prior to the freeway, was developing into industrial and strip commercial along M-139. The rear land nearer Benton Harbor was being converted to subdivisions. In the vicinity of the interchange, land was being sold for \$60 per front foot. Backland was valued at \$1,000 per acre for upland, while the river bottom land to the south was valued at \$100 to \$250 per acre.

After the freeway taking considerable freeway oriented activity has occurred. There are two one-hundred unit motels with restaurants, three service stations, and one chain restaurant. In addition, the freeway has helped to stimulate an accelerated growth of Benton Harbor to the south. A detailed report of this interchange is contained in Land Economic Study No. 13, Michigan State Highway Department. For brevity, only the before appraised contributing value of the part sold as of March, 1958 is given, along with the acreage sold, date of sale, and the selling price. As a means of cross-reference, the highway parcel number is given.

<u>Quadrant</u>	<u>Sale Number</u>	<u>Parcel Number</u>	<u>Contributing Value - 1958</u>	<u>Acreage</u>	<u>Sale Date</u>	<u>Sale Price</u>	<u>Use</u>
NE	1	C-20	\$26,000	2.15	2-62	\$80,000	Motel-Restaurant
NE	2	C-20	7,800	.44	1-63	75,000	Service Station
SE	3	C-20	100	.82	11-63	33,500	Service Station
NE	4	C-25	7,740	6.45	5-61	22,000	Motel Assemblage
NW	5	3-E	18,600	1.08	11-60	21,000	Speculation
NW	6	3-E	18,000	.69	2-61	55,000	Service Station
NW	7	11-A	2,415	1.61	3-61	20,750	Restaurant
NW	8	10	4,400	1.35	12-59	5,000	Speculation
SW	9	C-13	825	7.5	8-61	12,000	Motel-Restaurant



Pipestone Road Looking East, Full Interchange—Secondary City

(29) Pipestone Road - Full Interchange - Diamond Design - Secondary City

I-94 passes over Pipestone Road, which is a road used for local traffic on the southeast side of Benton Harbor and St. Joseph (31,000 pop.). The area population density for the township is 627 people per square mile.

The area, prior to the freeway, was orchard land. The exception was Clark Equipment Company with a rather extensive plant and site. Land was subdivided one mile northwest of the interchange area. Land values were placed at \$1,000 per acre.

After the freeway taking the Humble Oil Company purchased a site on the southeast quadrant. Clark Equipment purchased a small site to give them additional parking along with view control. A former orchard containing 247 acres, was purchased by the V-M Corporation for future relocation. The V-M Corporation had owned some land nearby which had been affected by the I-94 taking.

Sale No. 1 to the Humble Oil Company (July, 1961) -

Before Value (2/59) - 1.82 acres Improved	-	\$11,500
After Value - 1.78 acres Improved	-	<u>11,000</u>
Compensation	-	\$ 500
Sale Price (30 months later)	-	\$25,000

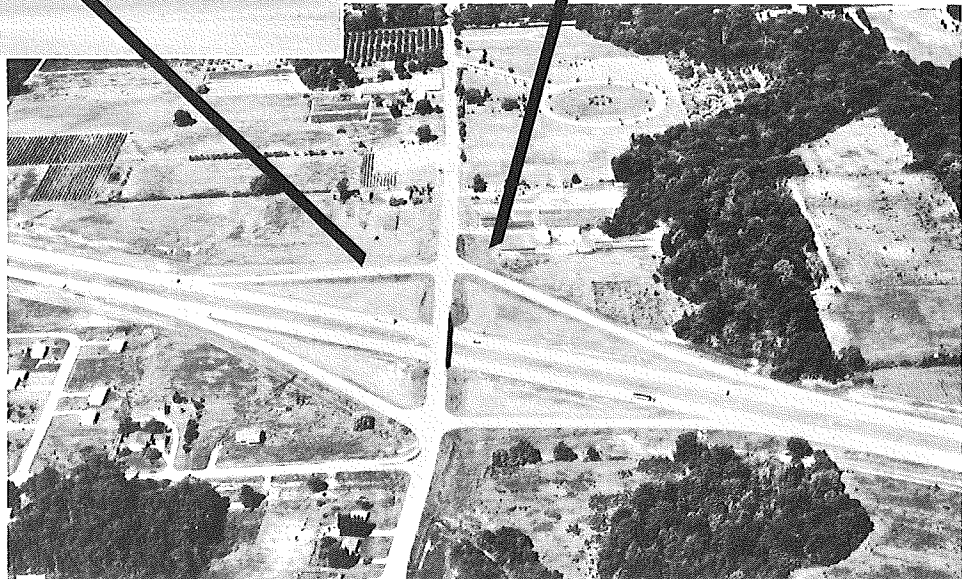
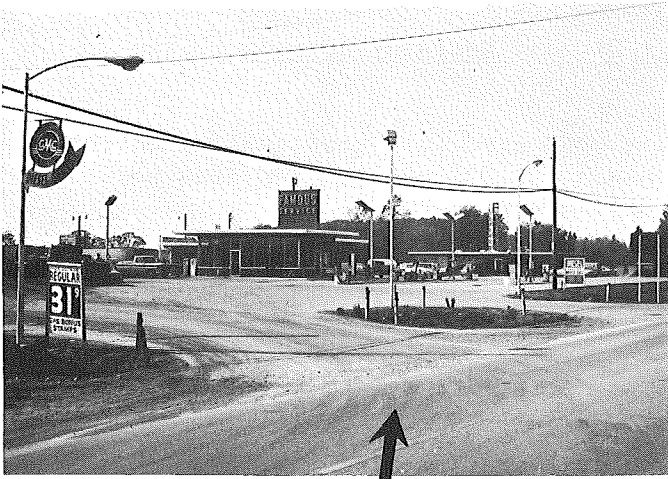
Sale No. 2 to Clark Equipment (August, 1959) -

Before Value (2/59) - .45 acres Vacant	-	\$ 2,000
No Taking		
Sale Price (6 months later)	-	\$ 6,000

Sale No. 3 to V-M Corporation (April, 1959) -

Before Value (10/58) - 278 acres Improved	-	\$400,000
After Value - 247 acres Improved	-	<u>310,000</u>
Compensation	-	\$ 90,000
Reported Sale Price (6 months later)	-	\$500,000

The exact price could not be learned from reliable sources. One of the executives of the V-M Corporation stated that the company wasn't specifically interested in the freeway.



Napier Road Looking West Toward Benton Harbor
Full Interchange—Secondary City

(30) Napier Road - Full Interchange - Diamond Design - Secondary City

I-94 is at grade but passes under Napier Road. It serves the local residential population and can be used to travel into Benton Harbor and St. Joseph (31,000 pop.). The population density of the township is 627 people per square mile.

The area, prior to the freeway, was developing residentially. The southwest quadrant had a subdivision of moderate priced homes. The rest of the quadrants were either vacant or occupied by homes with acreage. In the northeast, about 1,000 feet from the interchange area, there was a cemetery. Land in the area was valued at \$650 to \$900 per acre.

After the taking three tracts have been sold for commercial purposes.

Sale No. 1 to Famous Gasoline owner (October, 1960) - Northwest Quadrant

Before Value (9/58) - 16.9 acres Vacant	-	\$12,000
After Value - 16.8 acres	-	<u>11,500</u>
Compensation	-	\$ 500
Selling Price (2 years later)	-	\$31,000

This site was purchased for development of a truck stop with both truck service and restaurant. Visibility is poor from the east, but good from the west. It is one of the sites given special coverage under Truck Stops.

Sale No. 2 to City Service representative (3/62) - Southeast Quadrant

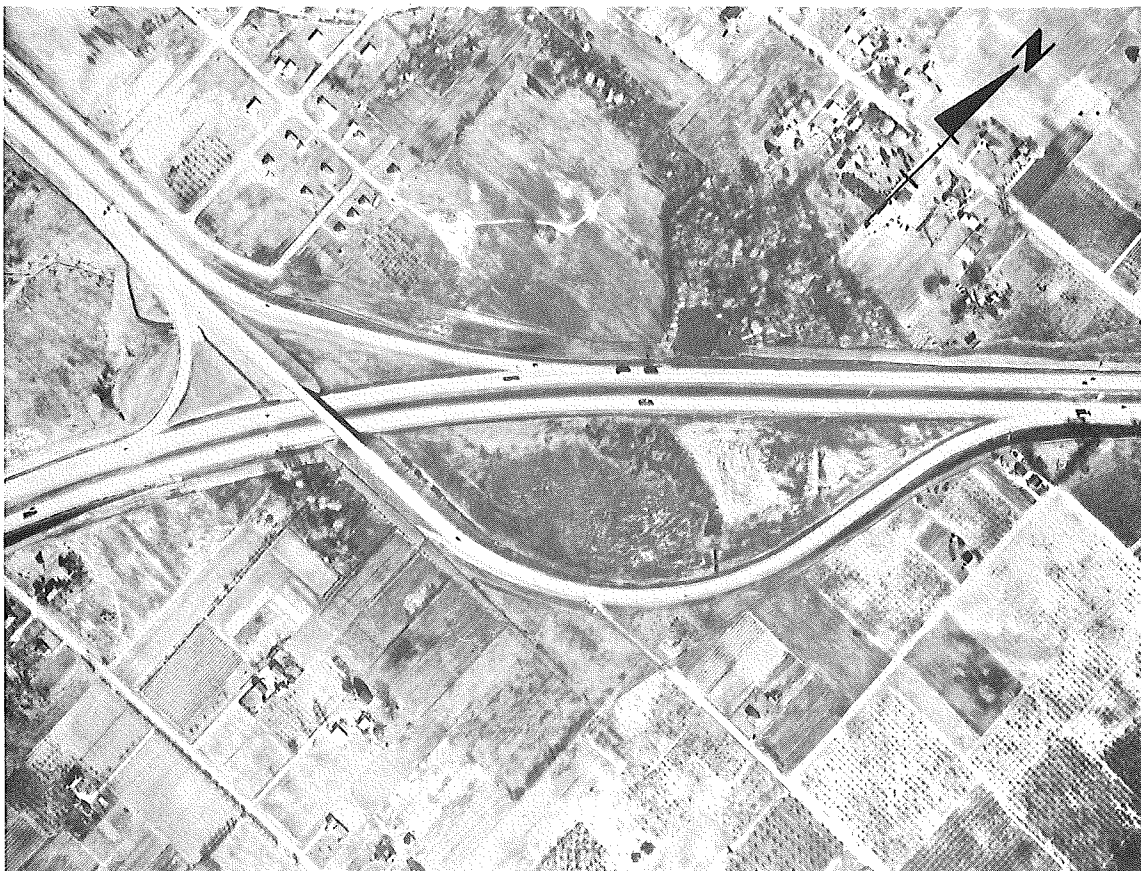
Before Value (9/58) - 27.5 acres Vacant	-	\$18,000
After Value - 24.15 acres	-	<u>12,600</u>
Compensation	-	\$ 5,400
Selling Price (3½ years later)	-	\$37,500

This site is supposedly going to be developed with a Horne Candy Restaurant and Motel.

Sale No. 3 to a Trailer Sales (January, 1964) - Northeast Quadrant

Before Value (9/58) - 5.0 acres Improved	-	\$12,500
After Value - 4.8 acres Improved	-	<u>\$11,000</u>
Compensation	-	\$ 1,500
Selling Price (5 years later)	-	\$29,000

The seller, owner of Famous Gasoline, had previously optioned the tract for \$24,000 in 1962. He exercised his option, but sold subject to a no restaurant or service station clause.



**Business Loop 94 to Benton Harbor
Limited Access Three Ramp -Closed**

33



**I-196 Freeway Joins I-94 - Looking North
A Closed Interchange**

34

(33) Business Loop 94 - Partial Interchange - Closed

BL-94 is the penetrator into Benton Harbor-St. Joseph (31,000 pop.) for traffic coming from the east. The population density of the township is 627 people per square mile.

The area, prior to the freeway, was primarily agricultural, orchard, and suburban farms. A lower priced subdivision was being started in the northwest quadrant area. Land values ranged from \$500 to \$750 per acre.

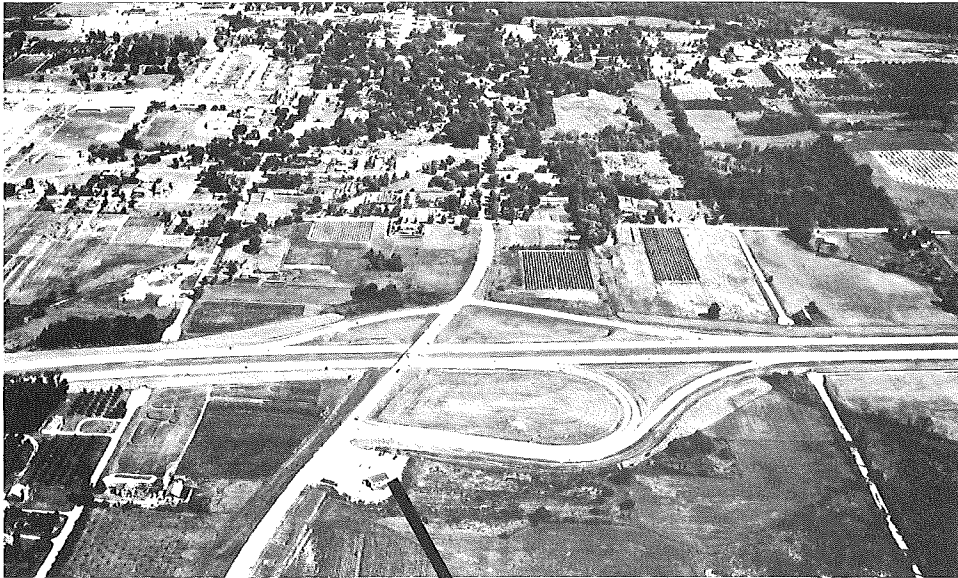
After the freeway taking no sales were found. There have been no signs indicating a changing land use or a stimulated market. The subdivision in the northwest quadrant has continued to fill in the vacant lots.

(34) I-196 Freeway - Trumpet Design - Closed

I-196 links Holland and other lakeshore communities along the west side of Michigan to the freeway system.

The area, prior to the freeway, was farm and orchard land. There was some residential development along the crossroads, but backland was agricultural. At about the time of take a golf course was being constructed.

After the taking the same conditions of land use prevailed. The golf course has been completed and is now in use. No sales have been noted.



Friday Road Looking North Toward Coloma, Full Interchange—Small Town

(39) Friday Road - Full Interchange - Half Cloverleaf & Diamond - Small Town

Friday Road serves Coloma (1,473 pop.) and the inland lake recreation area. The population density for the township is 196 people per square mile.

The area, prior to the freeway, was primarily agricultural use because of being comparatively low land. The hill area was used for orchards. Agricultural land (non-orchard) was selling at \$100 to \$200 per acre. Crossroads had spotty residential development.

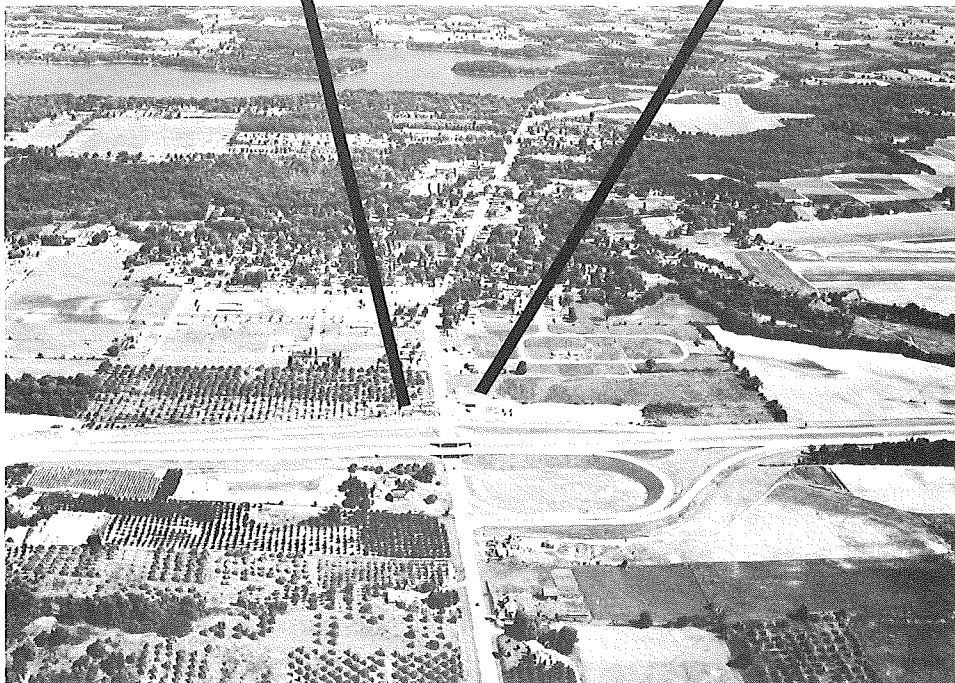
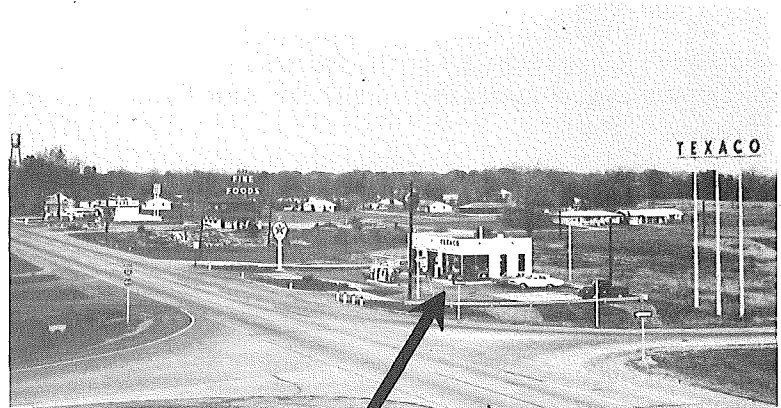
After the taking a Texaco Station has been built by the owner in the southeast quadrant. Although both of the north quadrants have sold, no development has as yet occurred. The northeast quadrant purchase was such an odd shape that development would be difficult. The purchaser of the land in the northwest quadrant originally acquired the property to protect his home.

Sale No. 1 to adjoining owner (January, 1960) -

Before Value (7/58) - 9.37 acres Improved	-	\$16,900
After Value - 2.07 acres Vacant	-	<u>1,395</u>
Estimated Compensation	-	\$15,505
Court Award	-	\$16,800
Selling Price (18 months later)	-	\$ 4,000

Sale No. 2 to speculator (October, 1960) -

0.8 acre (645' frontage x 19.3' to 99.5' depth) - \$800



M-140 Looking Toward Watervliet
Full Interchange—Small Town

(41) M-140 - Full Interchange - Diamond & Partial Cloverleaf - Small Town

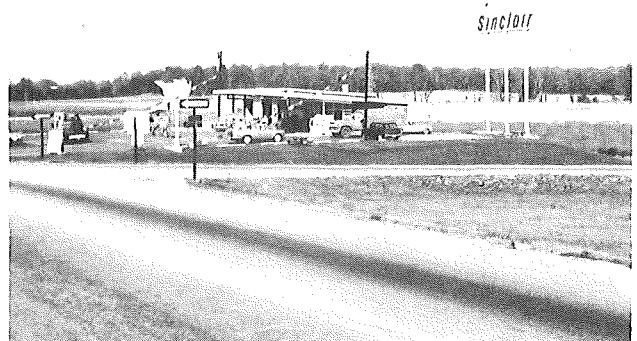
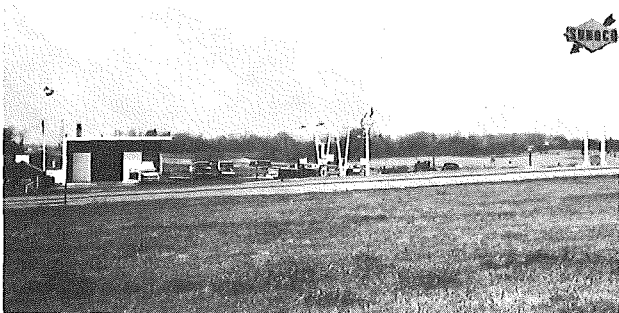
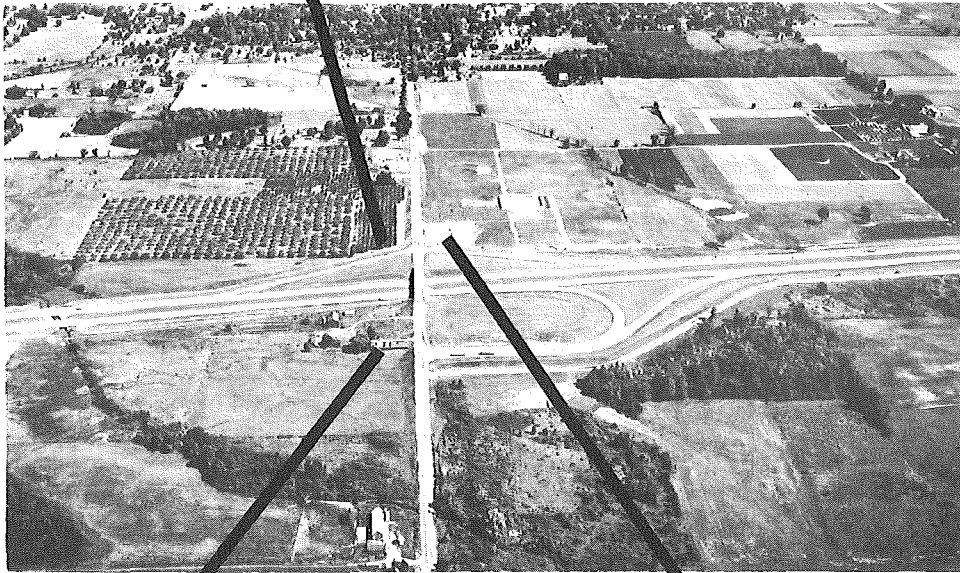
M-140 serves the town of Watervliet (1,818 pop.) two miles north, and the inland lake recreation area. The population density of the township is 164 people per square mile.

The area, prior to the freeway, was primarily in orchard and agricultural use. Residential development was slowly extending south; but, in the area of the interchange it was restricted to M-140 frontage only. Little or no commercial activity was apparent on this section of M-140. Frontage on M-140 was selling at \$7.50 to \$10 per front foot. Acreage values ranged from \$100 to \$500 per acre depending on use.

After the taking three service stations and one restaurant have been built, all north of the freeway towards Watervliet. One sale has been observed in the northeast quadrant. This property required 8 feet of fill. The southwest quadrant has been unavailable because of court involvement. The east quadrant has several residences which were built previous to the highway.

Sale No. 1 to developer (December, 1958) -

Before Value (9/58) - 40.0 acres Improved	-	\$24,350
After Value - 21.22 acres (3.5 landlocked)	-	<u>\$ 1,350</u>
Compensation	-	\$23,000
Selling Price of 17.75 acres (3 months later)	-	\$11,000



Looking North Toward Hartford, Full Interchange—Small Town

(46) Hartford Road - Full Interchange - Diamond
With Half Cloverleaf - Small Town

This route serves the community of Hartford (2,305 pop.), one mile north of I-94. The population density of the township is 117 people per square mile.

The area, prior to the freeway, was general farm (dairy) and orchard. No development, commercially or residentially, had occurred. Vacant farm land was valued at \$100 to \$250 per acre, while orchard land was valued at \$600 to \$700 per acre, including trees.

After the taking three service stations and one restaurant have been built. There is a motel under construction. The swampy condition in the southeast quadrant discourages development.

Parcel No. 1 - Southwest Quadrant

Before Value (5/58) - 80.0 acres Improved	-	\$22,360
After Value - 58.61 acres Improved	-	<u>11,925</u>
Estimated Compensation	-	\$10,435
Sold to Investor (2/63) - 2.0 acres	-	\$20,000
Resold to Sun Oil (2/63)- 2.0 acres	-	\$25,000

There was a 18.61 acre landlocked parcel which the state purchased at the time and made a total settlement for \$11,000. The 18.61 acres were sold by the state for \$2,375.

Parcel No. 2 to an investor (May, 1960) - Northeast Quadrant

Value (5/58) of Part Sold - 4 acres of a		
170 acre farm	-	\$ 1,624
Sale Price	-	\$ 6,000

Parcel No. 3 to investor (5/62) - Northeast Quadrant

Value (5/58) of Part Sold - 25 acres of 170 acres -	\$10,150
Sale Price (4 years later)	- \$25,000

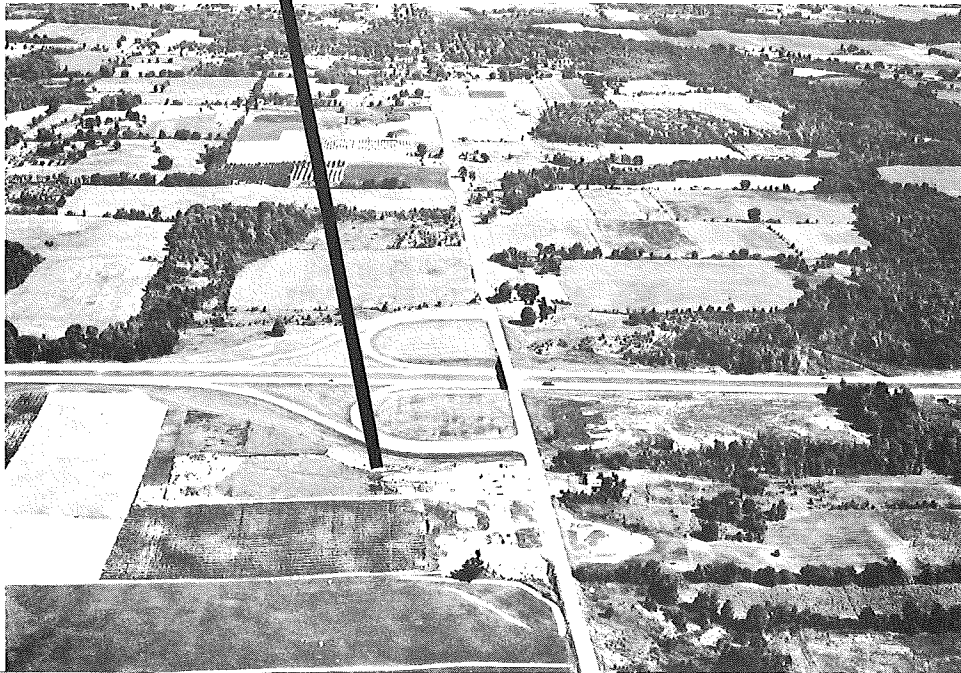
Parcel No. 4 to a Sinclair Distributor (5/62) - Northeast Quadrant

Value (5/58) of Part Sold -		
0.74 acre of 170 acres	-	\$ 300
Sale Price	-	\$ 5,200

Parcel No. 5 to an investor (5/61 & 5/62) - Northwest Quadrant

Before Value (5/58) - 40.0 acres Improved	-	\$28,450
After Value - 39.3 acres Improved	-	<u>27,150</u>
Estimated Compensation	-	\$ 1,300
Selling Price (3 years later) - 37.66 acres	-	\$17,000
Selling Price (4 years later) - 37.66 acres	-	\$27,500

This tract was orchard land. Presumably, it will be converted to motel and other commercial use.



Lawrence Road Looking North, Full Interchange—Small Town

(46) Hartford Road (Continued)

Parcel No. 6 to a Texaco Distributor and for a restaurant site (7/58)

Part of parent parcel showing in Parcel No. 5

Selling Price of 1.63 acres -

1,000 feet north of interchange - \$ 1,000

(52) Lawrence (Co.Rd. 365) - Full Interchange - Two
Quadrant Cloverleaf - Small Town

This road serves Lawrence (773 pop.), a farm community one and a half miles north. The township population density is 63 people per square mile.

The area, prior to the freeway, was rolling farm land. There was no commercial activity and very little residential development along the county road. Land values ranged from \$100 to \$200 per acre.

After the freeway taking sales have occurred in the northeast and southwest quadrants. The crossroad has remained at grade with I-94 being depressed. A huge hill blocks the view of the southwest quadrant. The northeast quadrant sits up on a high bluff.

Parcel No. 1 to investor (11/61) - Southwest Quadrant

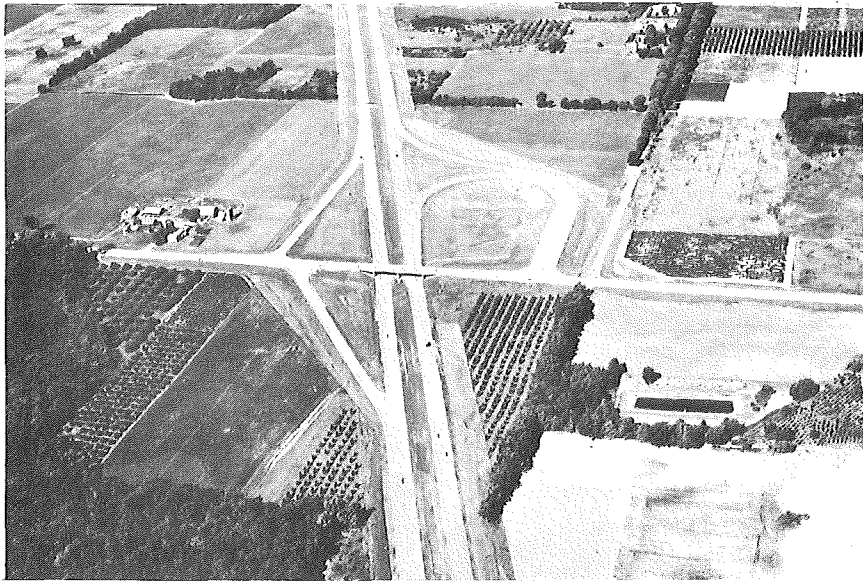
Before Value (7/58) - 96.57 acres Improved	-	\$17,200
After Value - 57.40 acres Vacant	-	<u>5,700</u>
Compensation	-	\$11,500
Selling Price (3 years later) - 10.0 acres	-	\$11,000

The purchaser spent over \$10,000 in site preparation (hill removal) and has built a combination American Oil station and restaurant. View of the site is poor from both directions.

Parcel No. 2 (3 sales have occurred) - Northeast Quadrant

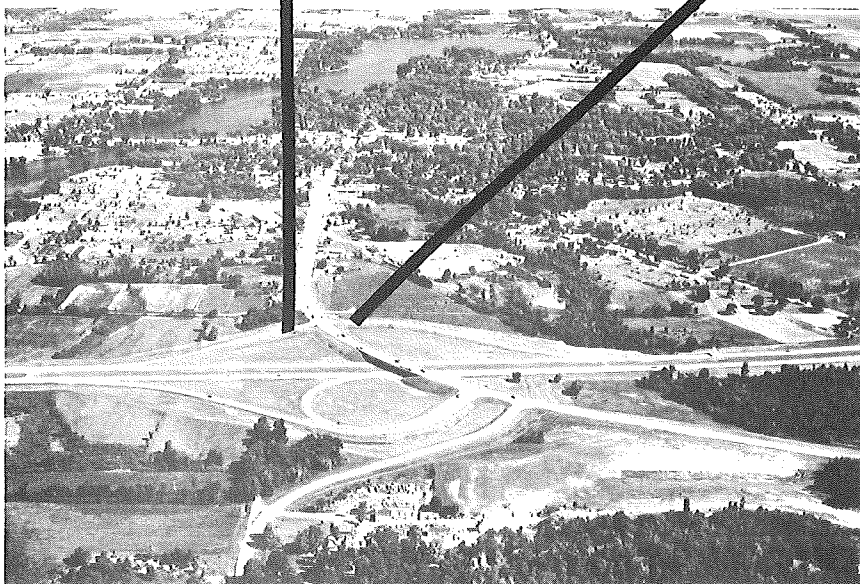
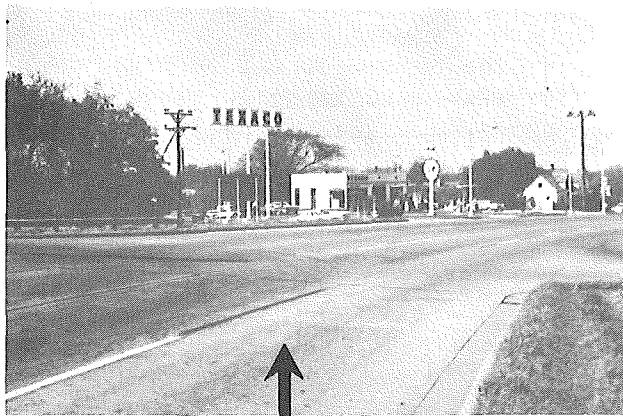
Before Value (7/58) - 180 acres Improved	-	\$27,000
After Value - 161 acres Improved	-	<u>24,150</u>
Compensation	-	\$ 2,850
1st Sale (1/61) - Entire 161 acres Improved	-	\$25,500
2nd Sale (11/63) - 2.1 acres	-	\$28,500
3rd Sale (11/63) - 2.1 acres	-	Unknown

The purchaser in the third sale, Horne Enterprises, plans to develop a service station and restaurant.



M-40 South—Looking West—Full Interchange—Rural

56



M-119 and M-40 North—Looking North—Full Interchange—Small Town

60

(56) M-40 - Full Interchange - Partial Cloverleaf & Diamond - Rural

M-40 which had joined with I-94 at Paw Paw (60), swings south at this point. The township population density is 90 people per square mile.

The area prior to the freeway, was farmland scattered with orchards and grape vineyards. There was no commercial or residential development along the cross-road.

After the taking no activity which might be considered freeway oriented has been observed. No sales have been found. The only quadrant with good visibility has an extensive set of farm improvements. Grades restrict view on the other quadrants.

(60) M-119 & M-40 North - Full Interchange - Half
Cloverleaf & Diamond - Small Town

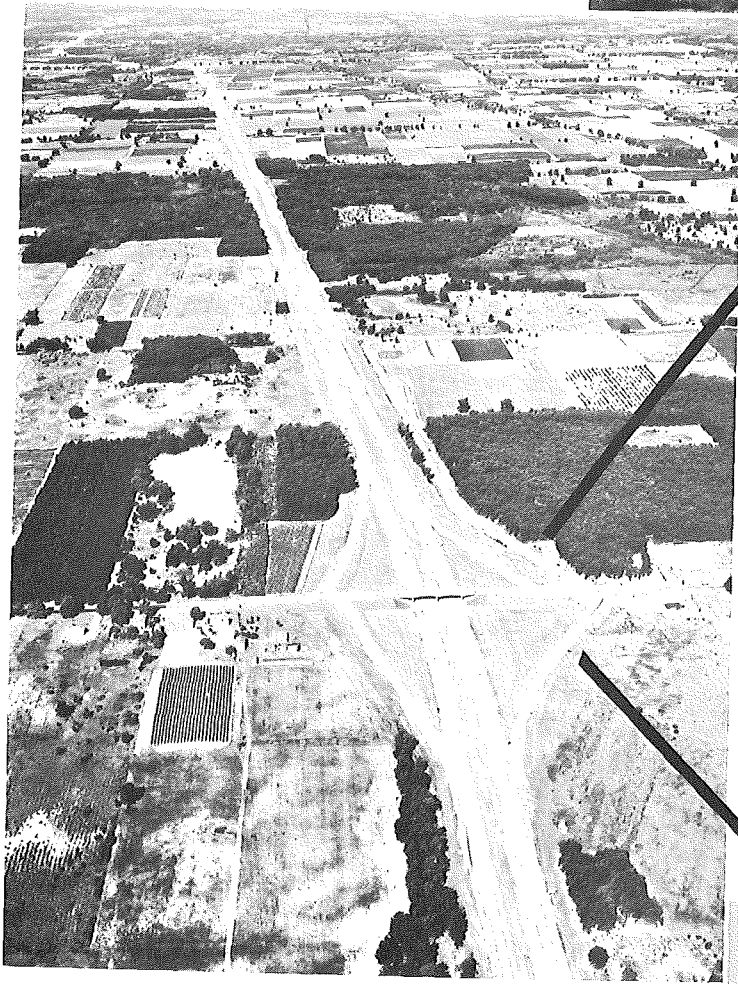
This interchange serves the community of Paw Paw (2,970 pop.), one mile north. Paw Paw, the county seat, has some manufacturing, including juice and wine making; but it is primarily a farm, orchard, and vineyard community. The township population density is 137 people per square mile. Van Buren County averages 80 people per square mile.

The area prior to the freeway, was primarily farms spotted with rural home-sites. Toward the city, some industrial development had occurred. There were several gasoline stations about one-half mile north of the freeway. A cement block plant was in operation just south of the interchange area. Land values ranged from \$100 to \$300 per acre.

After the take two new service stations have been constructed, one each in the northeast and northwest quadrants. One was a ground lease by Humble Oil, while the other was a land purchase by an investor who built the building and then leased to Texaco. The details of this sale could not be learned. Two sales of excess property occurred in the southwest quadrant. The access was indirect and the parcels were below grade.

Parcel 1 - Excess Sales

Before Value (7/59) - 41.6 acres	-	\$ 7,600
Improvements	-	<u>18,400</u>
Total Value	-	\$26,000
After Value - 14.9 acres Vacant	-	<u>2,500</u>
Compensation	-	\$23,500
State purchased entire for \$26,000		
Sale to block firm (6/62) - 12.1 acres	-	\$ 6,600
Sale to Investor (6/62) - 1.6 acres	-	\$ 1,200
Unsold - 1.2 acres		



Mattawan Road Looking West,
Full Interchange—Small Town

66



(66) Mattawan (Co.Rd. 652) - Full Interchange - Diamond - Small Town

This interchange serves the community of Mattawan (750 pop.), one mile south. The township population averages 115 people per square mile.

The area prior to the freeway, was spotted with vineyards and orchards. General farming was a marginal proposition. The crossroad had a number of rural homes on sites varying from 1 to 10 acres. Land was valued at \$75 to \$200 per acre.

After the taking two sales have occurred. One is being developed with a Phillip 66 restaurant-service station combination, while the other has been purchased by an investor for probable service station site. Approximately one quarter of a mile south an industrial research plant has been built. There is a residence in the southeast quadrant, and the southwest quadrant is vacant.

Parcel 1 - Northwest Quadrant

Before Value (7/59) - 20 acres land	-	\$ 4,000	
Improvements	-	<u>9,000</u>	
Total	-		\$13,000
After Value - 7.5 acres vacant	-		<u>1,500</u>
Compensation	-		\$11,500
Selling Price (7/62) - 7.5 acres	-		\$15,000

Parcel 2 - Northeast Quadrant

Before Value (7/59) - 1.78 acres	-	\$ 600	
Improvement	-	<u>\$ 3,600</u>	
Total	-		\$ 4,200
After Value - 1.66 acres Improved	-		<u>\$ 3,600</u>
Compensation	-		\$ 600
Selling Price (6/63) - 1.66 acres	-		\$17,000



Oshtemo Road Looking West, Full Interchange—Rural

(72) Oshtemo - 9th Street - Full Interchange - Diamond - Rural

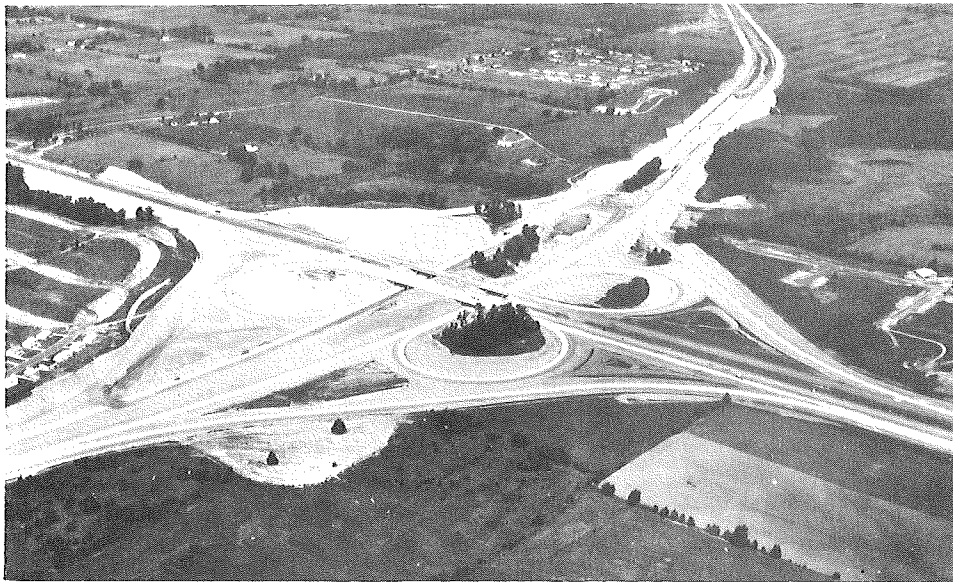
Ninth Street serves a rural community which is feeling the influences of Kalamazoo. The township population density is 67 people per square mile.

The area, prior to the freeway, was general farm use. A number of the farm owners would be considered gentlemen farmers with their income being derived from other sources. The soil was sandy and had a low fertility level. Occasionally, building sites had been sold off. Land values ranged from \$100 to \$250 per acre.

After the take one sale and one owner development has been noted. The owner development is a Texaco station on the northeast quadrant. He may later construct a restaurant. The 80 acres in the northwest quadrant have not developed commercially. The southwest quadrant is supposedly not for sale; and the southeast quadrant continues in residential use.

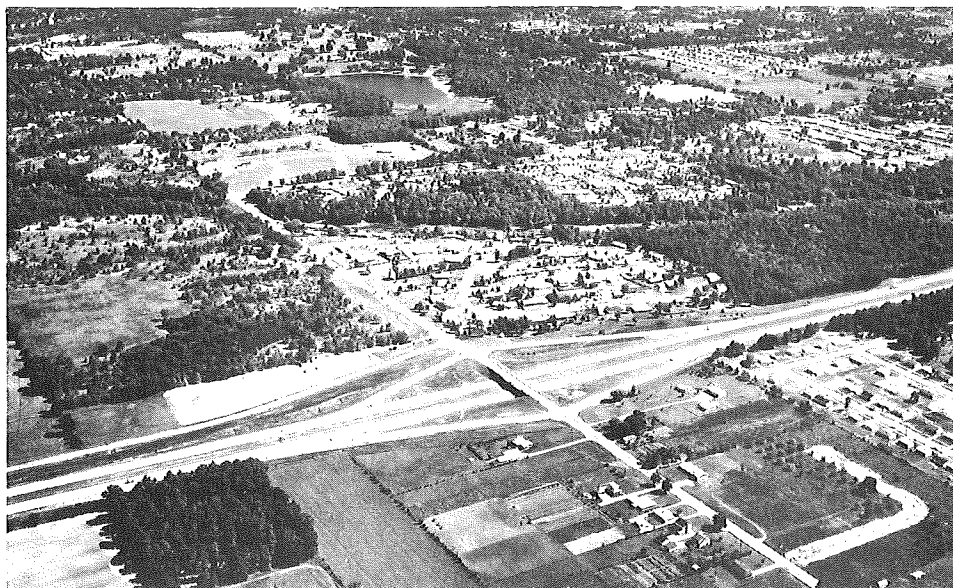
Parcel No. 1 - Northwest Quadrant

Before Value (10/58) - 99.32 acres	-	\$20,250
Improvements	-	<u>8,100</u>
Total	-	\$28,350
After Value - 79.9 acres Improved	-	<u>17,850</u>
Estimated Compensation	-	\$12,500
Selling Price (8/60)	-	\$46,000



US-131 Looking North, a Closed Interchange

74



Oakland Avenue Looking North, a Full Interchange

75

(74) US-131 - Full Interchange - Cloverleaf - Closed

US-131 is a limited access freeway which skirts along the west side of Kalamazoo and connects with Grand Rapids. The I-94 Business Loop uses this interchange. The adjoining land cannot be reached from either freeway except by a circuitous route. Population density in the township is 569 people per square mile.

Prior to the freeway, the area was beginning to be subdivided as part of the suburbs of Kalamazoo. Homes in the range of \$20,000 and up were being built. Most of the developments were confined to north of I-94. Land values were in the \$1,000 per acre class.

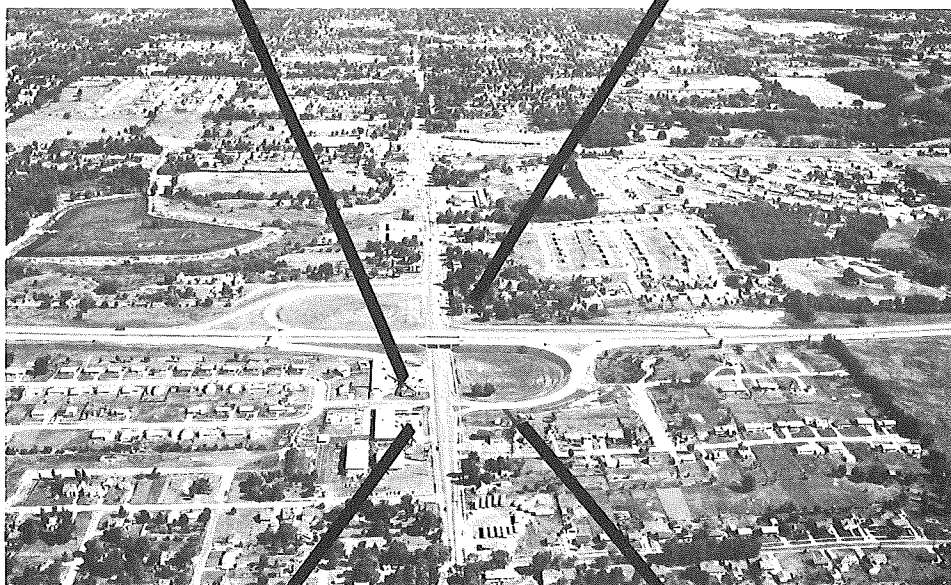
After the take no major changes have been observed. Part of the lack of activity can be explained by the relocation of US-131, which took place in the 1961 to 1963 period. Although this has tended to defer development of subdivisions, a subdivision in the southwest quadrant has been expanded. Whether the freeway will adversely affect residential development remains to be seen. In any case, it is evident that the freeway has not stimulated a freeway oriented land use.

(75) Oakland - Full Interchange - Diamond - Secondary City

Oakland Avenue acts as a feeder route into the southwest portion of Kalamazoo as well as the local residential areas. The population density of the township is 569 people per square mile.

Prior to the freeway, residential development of subdivisions was taking place in the general vicinity. Most of the crossroads were developed with strip residential. There was no commercial activity. Land values ranged from \$750 to \$1,250 per acre.

After the taking (May, 1959) several residential subdivisions have been established. A luxury home (\$25,000 to \$45,000) subdivision of 58 lots was developed in the northeast quadrant. In the southeast quadrant, 600 feet east of Oakland Avenue, a \$9,000 to \$12,000 subdivision has been developed. The northwest quadrant is an estate and is not for sale. In the southwest quadrant there is strip residential development. At the time this report was being prepared, efforts were being made to get the property rezoned to a motel or interchange use in the southwest quadrant.



Westnedge Looking North Toward Kalamazoo, Full Interchange—Major City

(76) Westnedge (Formerly US-131) - Full Interchange -
Cloverleaf with Diamond - Major City

Westnedge, formerly US-131 (until 1963), is one of the main penetrator routes into Kalamazoo (82,089 pop.), to the north. The area surrounding the interchange and to the south is the newly incorporated city of Portage (27,642 pop.). I-94 crosses over Westnedge.

The area prior to the freeway, was developing with strip commercial interspersed with residential development. At approximately the time of taking, a shopping center was being established at the main crossroad, one half mile to the south. In the vicinity of the interchange, two motels had been constructed along with a service station. This construction had anticipated the freeway interchange. Rearland was being developed with \$12,000 to \$15,000 price homes. Land values ranged from \$100 to \$200 per front foot for frontage and \$750 to \$1,250 per acre for backland.

After the take two new service stations have been built - one in the northeast quadrant and one in the southeast quadrant. One of the motels in the southwest quadrant has doubled its size to 125 units and has constructed a first-class restaurant and cocktail lounge, while the other motel has increased its size from 17 units to 25 units. The continued sales activity further away from the interchange may be associated with the interchange, but this cannot be accurately established.

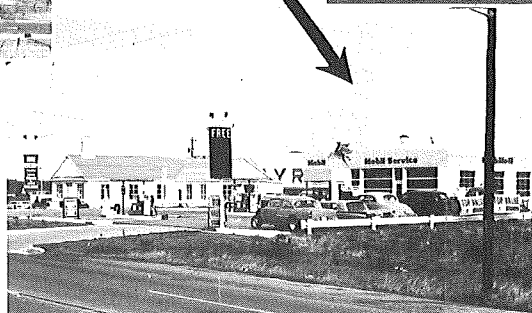
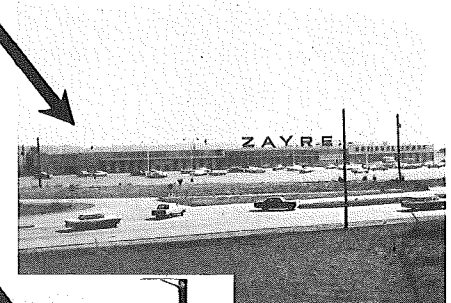
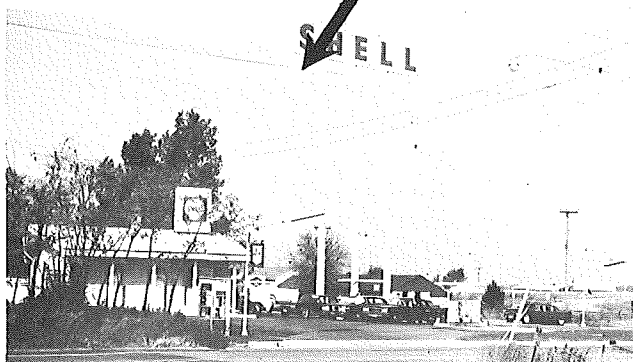
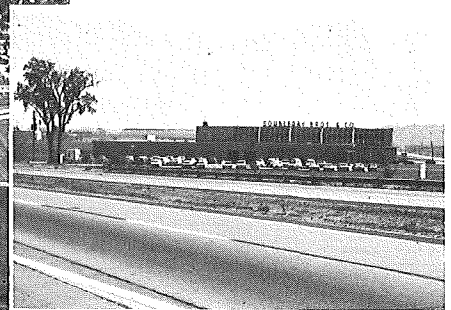
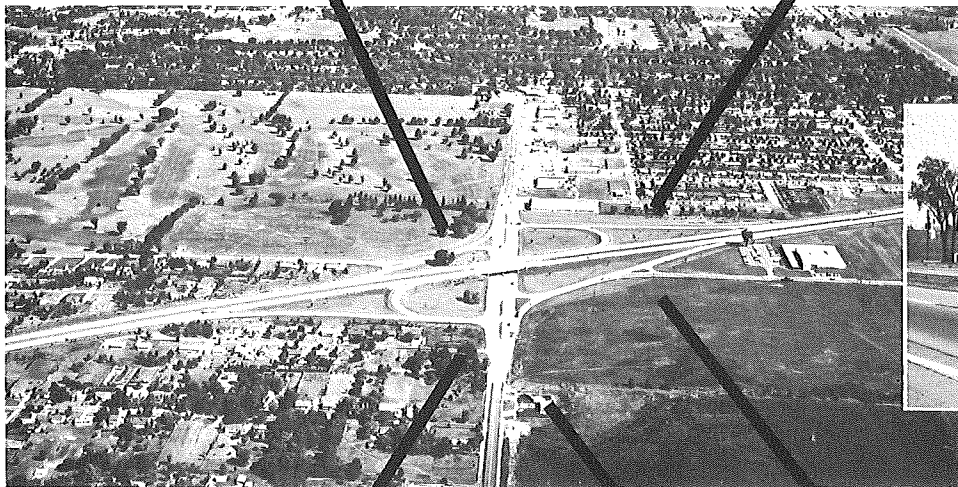
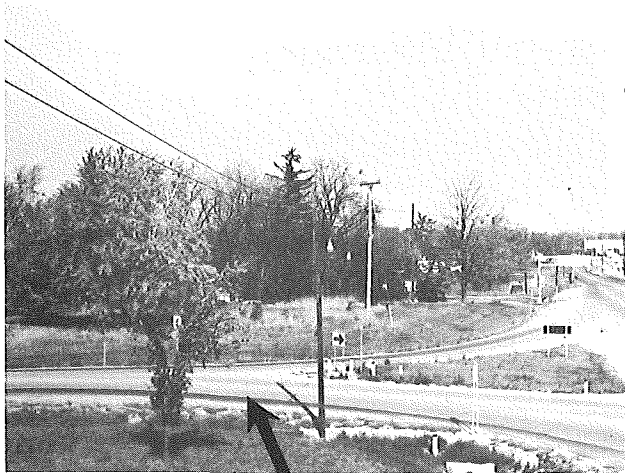
Parcel No. 1 - No Appraisal Available - Northeast Quadrant

Sold to Clark Oil (1962) - 66 FF x 132' - \$23,900

Parcel No. 2 - No Appraisal Available - Northeast Quadrant

Sold to Local Bank (1963) - 164 FF x 296' - \$40,500

The Humble Oil (southeast quadrant) and Shell Oil (southwest quadrant) stations were both owner built and leased, so no sales occurred to measure land value.



Portage Road Looking North Toward Kalamazoo
Full Interchange—Secondary City

(78) Portage Road - Full Interchange - Partial Cloverleaf
With Diamond - Secondary City*

Portage Road penetrates to the heart of Kalamazoo (82,089 pop.); but the two-lane road which handles heavy local traffic discourages Portage Road's use as an entrance to Kalamazoo from I-94. Most I-94 traffic going into Kalamazoo uses the business loop. The city airport lies approximately 1,000 feet south of the interchange. This interchange also serves the east side of the recently incorporated city of Portage (27,642 pop.).

The area prior to the freeway (1955), was beginning to have residential development. The city of Kalamazoo had an 18 hole golf course. North along the east side of Portage, there were a number of stores in a strip commercial development. Immediately adjoining the ramp area was a furniture store. Also, across from the airport there was a restaurant and cut-rate gasoline station. A half mile east there was a large industrial plant, and another industry had purchased a site in the immediate vicinity of the interchange.

After the taking considerable activity has occurred in the southeast quadrant. The owner has built and lease a Mobil Station, a Zayers Discount Store, and a National Food Market. In the southwest quadrant, Shell Oil purchased a site and built a station. The strip commercial in the northeast quadrant has been intensified with additional construction and sales. City Service has purchased a site immediately north of the furniture store and constructed a station. In the northwest quadrant, the State Highway Department still holds 18 acres. North of this is the City of Kalamazoo Golf Course.

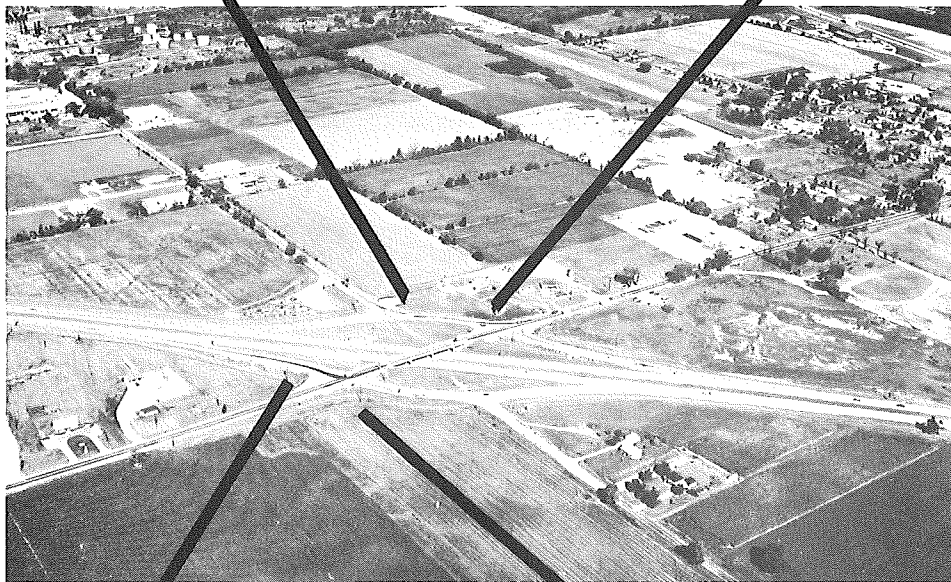
Parcel 1 - No Appraisal Available - Southwest Quadrant

Sold to Shell Oil (5/63) - 132 FF x 156' - \$38,500

Parcel 2 - No Appraisal - Northeast Quadrant

Sold to City Service (1/62) - 132 FF x 150' - \$55,000

*Because the environs of Kalamazoo has practically surrounded this interchange, the classification of Major City could have been used and would have been reasonably correct.



Sprinkle and Cork Roads Looking Northwest
 Full Interchange—Secondary City

(80) Sprinkle & Cork Roads - Full Interchange - Diamond - Secondary City

Sprinkle Road serves eastern Kalamazoo (82,089 pop.); and Cork Road ties into Portage Road to the west, which penetrates Kalamazoo.

The area prior to the freeway (1955), was farmland with an occasional home-site. There was no commercial activity on either Sprinkle or Cork Roads. Approximately one mile west of the interchange, there was an oil refinery. In 1955, land was selling for \$750 to \$1,250 per acre.

After the freeway taking a number of sales occurred for industrial uses. Parcels with 2 to 10 acres sold for \$1,000 to \$3,200 per acre. The industrial uses have been for small industrial plants, a truck terminal, and a propane distributor. The northeast quadrant is owned by the State Highway Department. In the northwest quadrant, the owner has built and is leasing a Marathon service station and a restaurant particularly aimed at truckers (See Major Truck Stops). In the southeast quadrant, Sunoco is leasing an owner-built station. Also in this quadrant, General Motors has recently purchased a 493 acre parcel for a new plant. The propane distributor is located in the southwest quadrant.

Parcel 1 -

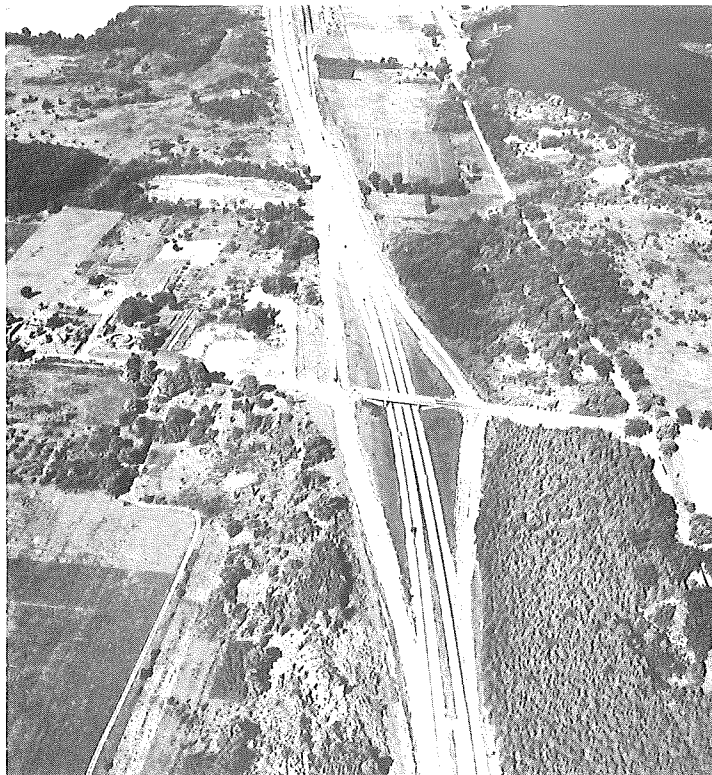
Before Value (2/55) - 80.00 acres vacant	-	\$60,000
After Value - 68.83 acres vacant	-	<u>45,250</u>
Compensation	-	\$14,750
Sale Price (8/58) - 10 acres	-	\$10,000

Purchaser is using it as a golf driving range until values develop.



I-94 Business Loop—Eastern Entrance to Kalamazoo, Closed Interchange

81



35th Street Looking West, Full Interchange—Small Town

85

(81) I-94 B.L. Eastern Terminus - Half Interchange - "Y" Design - Closed

I-94 B.L. serves as the eastern entrance into Kalamazoo (82,089 pop.) approximately four miles northwest. The I-94 Business Loop is a limited access freeway with crossings at grade. The right of way was acquired in 1949 and 1950. The township population density is 253 people per square mile.

The area prior to the freeway, was primarily farmland. The crossroads were developing with a scattering of suburban homes. There was no commercial or industrial development.

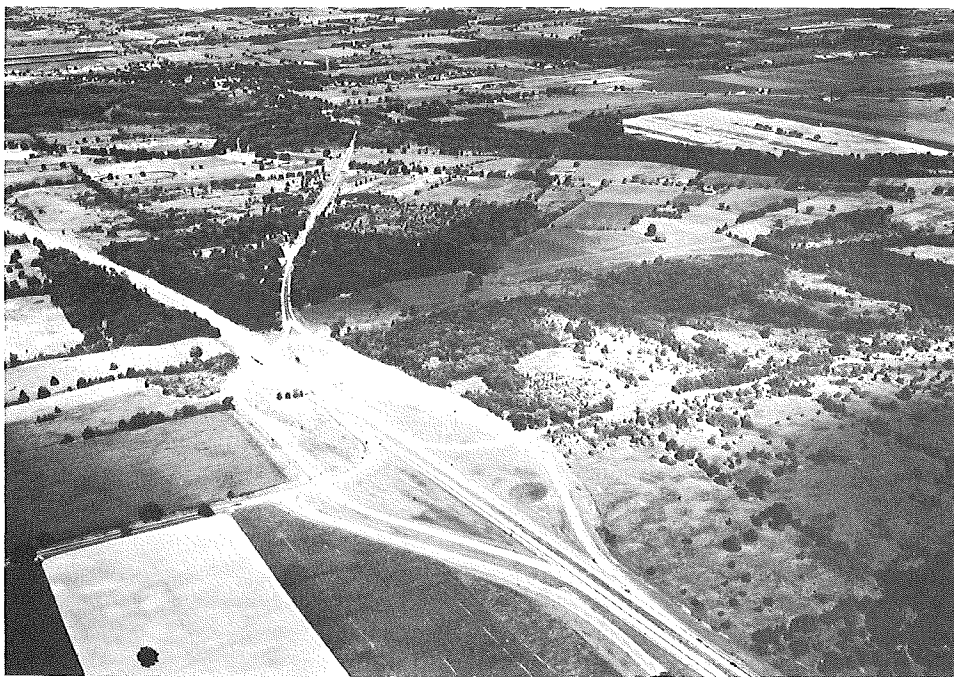
After the take little change in land use has been noted. Land is being subdivided for residential use in the vicinity of the interchange. Also, industrial activity is noted approximately one mile west. It is believed that the outgrowth of Kalamazoo is more responsible for the development than the freeway. The interchange itself has not stimulated development.

(85) 35th Street - Full Interchange - Diamond - Small Town

This interchange serves the town of Galesburg (1,410 pop.), one and a half miles to the north. The right of way for this stretch of highway was acquired in 1950. The township population density is 60 people per square mile.

The area prior to the freeway was primarily used for agriculture on top of the river bluff; and pasture, woods, or pine tree plantations in the river valley. There was no commercial or industrial activity in the immediate vicinity.

After the taking this interchange is a prime example of adverse terrain. On the south side of I-94, a bluff, 75 feet high, obstructs development; while on the north, the crossroad makes 15 feet of fill necessary. In the southwest quadrant there has been extensive leveling to bring a high bluff down to the grade of 35th Street. Even with the leveling, the site is over 20 feet above the grade of I-94. This parcel is offered for sale or lease at around \$20,000. The southeast quadrant has a 40 foot bluff above 35th Street. Extensive fill would be required in the north quadrants. Also, the pine plantation in the northeast quadrant completely blocks out view.



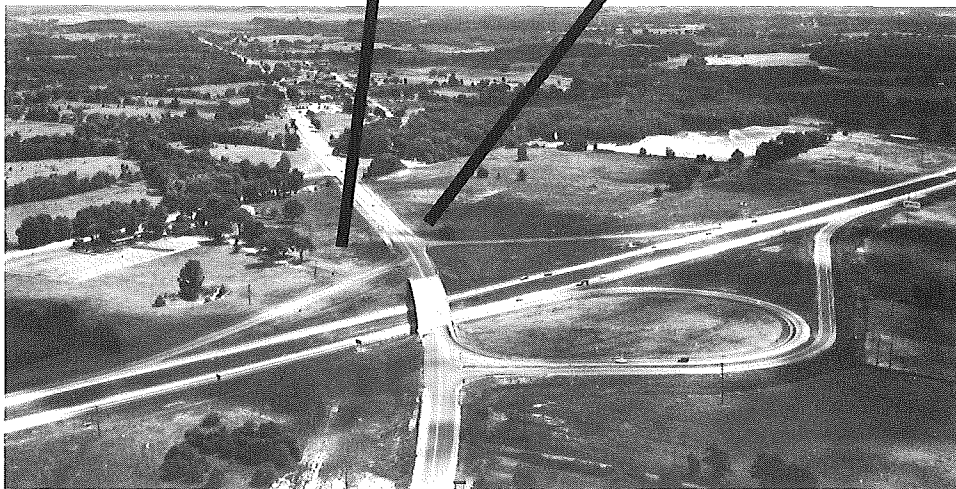
**40th Street Looking Northwesterly Toward Galesburg
Full Interchange—Rural**

(88) 40th Street - Full Interchange - Irregular, Complex Design - Rural

Traffic coming from the east and going to Galesburg (1,410 pop.), two and a half miles west, would probably use this interchange rather than 35th Street (See 85). It is a reworked directional interchange and is confusing to the motorist. The population density is 60 people per square mile.

Prior to the freeway, the area was primarily in agricultural use. Old US-12 which went into Galesburg, had a restaurant, service station, and motel about one quarter of a mile west of the present interchange.

After the taking (1950), no new commercial activity has been noted. The restaurant and motel present in the pre-freeway period continue to operate. They are not visible from the freeway and apparently get little advantage from it. For the analysis, the old commercial development was not considered. The northwest quadrant has a house; and the balance of the quadrants are vacant.



Columbia Road Looking Northeast, Full Interchange—Secondary City

(92) Columbia Avenue - Full Interchange - Diamond and
Quadrant Cloverleaf - Secondary City

Columbia Avenue is the western entrance to Battle Creek (44,169 pop.), eight miles northeast, and the Kellogg Regional Airport, three miles northeast. A full discussion of this area is contained in Michigan State Highway Land Economic Study No. 11. The township population density is 673 people per square mile.

The area prior to the freeway, was primarily agricultural. On Old US-12 (now Columbia Avenue), about 1,500 feet north of the interchange area there was a restaurant-truck stop. Land values ranged from \$150 to \$300 per acre.

After the take two service stations have been constructed, one in each of the north quadrants. Also, there is a 60 acre parcel offered for sale in the northeast quadrant. The truck stop previous to the freeway is still in business. No activity has occurred on the south side of the freeway. The southwest quadrant would require considerable fill for development.

Parcel 1 -

Before Value (8/57) - 107.74 acres	-	\$15,470
Improvements	-	<u>15,565</u>
Total	-	\$31,035
After Value - 90.14 acres Vacant	-	<u>12,440</u>
Estimated Compensation	-	\$18,595
State purchased entire for \$31,035		
Sale No. 1 - 4.0 acres (5/61)	-	\$ 8,000
Resale of 1.0 acres to Shell Oil (2/62)	-	\$20,000
Sale No. 2 - 61.5 acres (1/61)	-	\$18,000
Resale of entire to Mobil Oil (11/61)	-	\$38,000



Helmer Road Looking North, Full Interchange—Secondary City

(95) Helmer Road - Full Interchange - Diamond - Secondary City*

Helmer Road serves the western side of Battle Creek (44,169 pop.), five miles northeast, and is a direct route to the Kellogg Regional Airport, three miles north. The township population density is 673 people per square mile.

Prior to the freeway, this area was primarily rolling farmland, with the exception that Helmer Road along with other blacktop roads, were being strip subdivided for residential use. The Battle Creek suburban area was gradually reaching out towards this area. Land values ranged from \$350 to \$500 per acre.

After the taking the northeast quadrant has been developed with a Sunoco Service Station. There have been rumored negotiations on the northwest quadrant also; but at the time of this report, no sales. The southeast quadrant has a cemetery less than 100 feet south of the limited access line. There are no sales in the southwest quadrant. Residential development has continued in the general area.

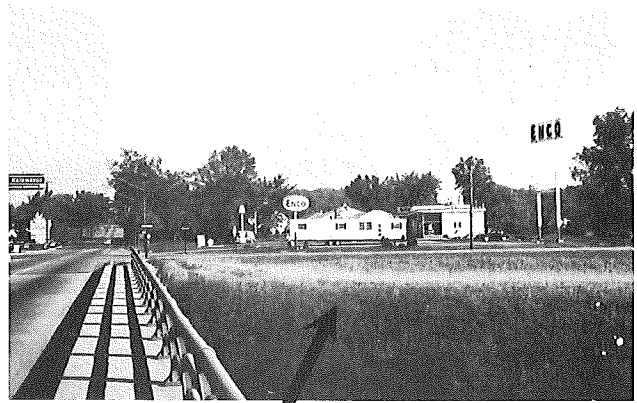
Parcel No. 1 -

Before Value (5/59) - 23.48 acres vacant	-	\$ 8,870
After Value - 15.85 acres vacant	-	<u>3,390</u>
Estimated Compensation	-	\$ 5,480
Settlement	-	\$ 5,600
1st Sale (11/61) - 15.85 acres	-	\$ 4,000
2nd Sale (11/61) - 2.45 acres	-	\$10,000
Portion retained by 1st buyer was landlocked		
3rd Sale (2/62) - 2.45 acres -		
Purchased by Sunoco	-	\$18,500

Parcel No. 2 - Also purchased by Sunoco (1/62) -

No Appraisal - 1.5 acres (100' x 660')	-	\$ 8,500
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*This interchange was classified as Secondary City. It is in the environs of Battle Creek and so will eventually be a focal point at Battle Creek. At the present time, though, the travelling public's reaction to the interchange would likely be rural in nature.



Capital Avenue Looking Northwesternly, Full Interchange—Major City

(97) Capital Avenue - Full Interchange - Irregular Diamond - Major City

Capital Avenue is the closest interchange to downtown Battle Creek (44,169 pop.) and is the main free access route into the center of Battle Creek, four miles north. It passes through a built-up suburban area of Lakeview between Battle Creek and I-94 (for a more complete write-up on the area, see Michigan Land Economic Study No. 8). The township population density is 673 people per square mile.

The area prior to the freeway, was still in farms but was reflecting the out-growth of Battle Creek. About a quarter mile north of the interchange, there was a gasoline station and a combination gasoline station-grocery store. Aside from these, there was no commercial development for two and a half miles. Most of the land north of I-94 was being subdivided or being held for future subdividing. Land values in the vicinity ranged from \$900 to \$1,200 per acre. Frontage on Capital Avenue was valued at \$12.50 to \$15.00 per front foot.

After the take the township rezoned the immediate interchange area to Highway Commercial. By July 1964, the northwest quadrant had an American Station, a Howard Johnson Restaurant with 85 unit motel, and a miniature golf course. In the northeast quadrant there is a Humble Station. In the southwest quadrant there is a Shell Station and a Bill Knapps Restaurant. The southeast quadrant is developed with a Texaco Station, a Gulf Station, and a Holiday Inn with Inmans Restaurant. A report on the individual sales now follows:

Parcel No. 1 -

Before Value (5/58) - 19.13 acres Vacant	-	\$20,000
After Value - 18.68 acres Vacant	-	<u>19,000</u>
Estimated Compensation	-	\$ 1,000
Settlement (3/59)	-	\$ 1,300
1st Sale to Standard Oil (7/60) - 18.68 acres	-	\$66,010
2nd Sale to Howard Johnson Syndicate (8/61) 17.45 acres (Standard Oil Station site excepted)	-	\$49,000
3rd Sale - Miniature Golf Development (3/63) West 9.5 acres of 2nd Sale	-	\$18,000

Parcel No. 2 -

Before Value (3/59) - 1.8 acres (264 FF)	-	\$ 2,400
House	-	<u>34,800</u>
Total	-	\$37,200
After Value - 1.1 acres (160 FF) Improved	-	<u>33,500</u>
Estimated Compensation	-	\$ 3,700
Sale Price to Humble Oil (9/61)	-	\$53,000



**The M-78 and I-94 Interchange Looking West—Closed or Limited Access Interchange
(Note Capital Avenue Interchange in Background)**

(97) Capital Avenue (Continued)

Parcel No. 3 -

No appraisal available; but it is estimated that it would have sold for between \$15,000 & \$17,500. It was improved with a house and had 2.01 acres with 380 feet of frontage on Capital Avenue.

1st Sale - 2.01 acres to Investor (10/61)	-	\$40,000
2nd Sale - 135 FF on Capital & 145 FF on Berkley to Texaco (4/63)	-	\$56,000
3rd Sale - 145 FF on Capital - South of 2nd Sale - to Gulf (2/64)	-	\$45,000

Parcel No. 4 -

Before Value (4/58) - 1.35 acres with 132 FF Vacant (Take for Temporary Road)	-	\$ 1,800
Sold to Bill Knapps Restaurant (5/62)	-	\$ 6,500

Parcel No. 5 -

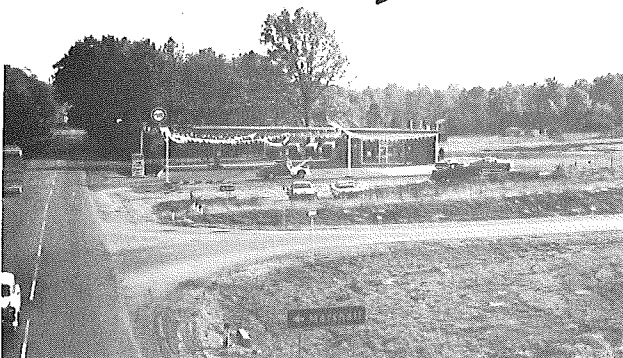
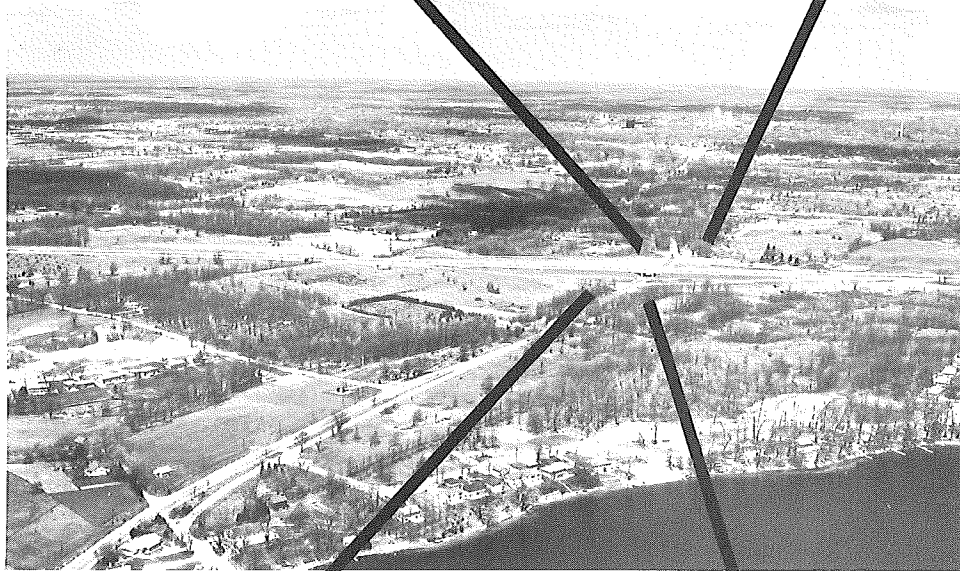
Before Value (4/58) - .95 acre with 132 FF Vacant when appraised, but later improved with frame church. Take was for temporary road.	-	\$ 1,650
Sold to Bill Knapps Restaurant (12/62)	-	\$45,000

(98) M-78 & I-94 Business Loop - Full Interchange - Cloverleaf - Closed

This route is limited access and acts as a penetrator into Battle Creek (44,169 pop.), four miles north. The township population density is 278 people per square mile.

The area prior to the freeway, was rolling farmland. On the county roads, sell-offs for homesites were beginning to occur. There appeared to be little speculative buying for residential subdivisions or any other use. Land values ranged from \$100 to \$300 per acre.

After the taking little, if any, activity can be observed which can be ascribed to the freeway. The land in the northwest quadrant is being subdivided, but this is thought to be the general growth south of Battle Creek. The other quadrants are vacant. The northeast quadrant was used as a source of borrow, and is still owned by the State Highway Department. The southwest quadrant is low and swampy.



Beadle Lake Road Looking North Toward Battle Creek
Full Interchange—Secondary City

(100) Beadle Lake Road - Full Interchange - Diamond - Secondary City

Beadle Lake Road penetrates the heart of Battle Creek (44,169 pop.), four miles north. Because of the narrow winding character of the road, heavy traffic is discouraged. The township population density is 278 people per square mile.

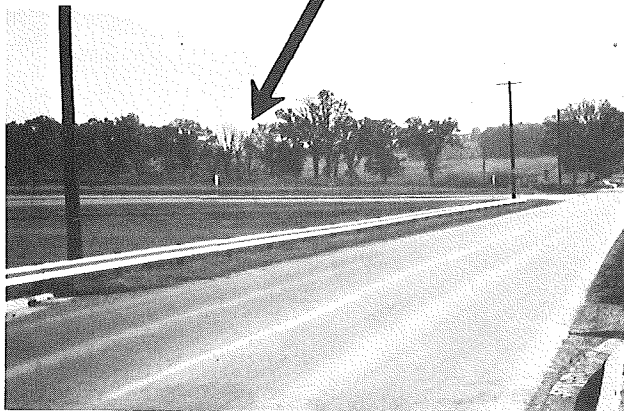
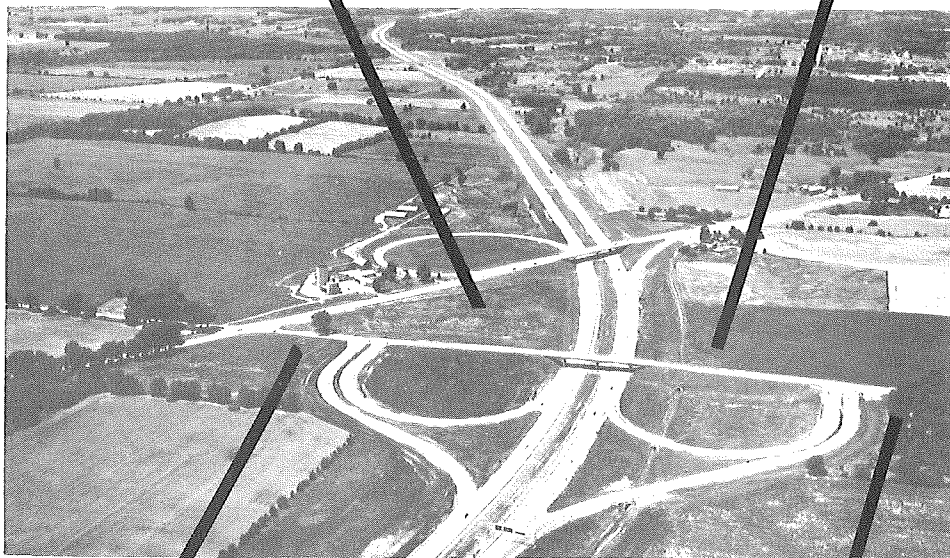
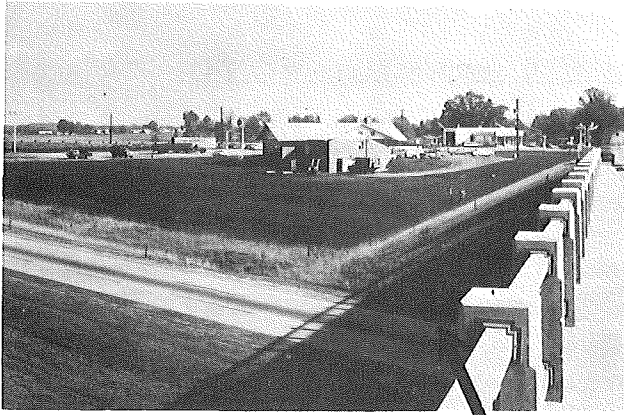
The area prior to the freeway, was rolling land that had its chief value for suburban homesites. The soil was too light and sandy for extensive agricultural use. In 1958, land was valued at \$100 to \$300 per acre (See Land Economic Study No. 3).

After the taking, one sale has occurred in the southwest quadrant which would be classified as freeway oriented. The seller, who owns a service station one mile north, retained a potential service station site.* In the northeast quadrant a service station site was developed for the Humble Oil Company. Ten feet of fill was required to bring the site up to grade. The northeast quadrant's visibility is very poor. The other two quadrants are vacant.

Parcel No. 1 -

Before Value (6/58) - 23.33 acres Vacant	-	\$ 3,730
After Value - 16.37 acres Vacant	-	<u>2,530</u>
Estimated Compensation	-	\$ 1,200
Sale (11/62) - 14.2 acres for Motel Site	-	\$25,000
(Service Station site reserved)		

*This site was developed at the time photographs were taken. It was considered vacant, though, at the time of analysis.



Looking West at Eleven Mile Road—Secondary City—Full Interchange
Michigan Avenue, a Partial Interchange
103 and 104

(103) Michigan Avenue - I-94 BL and (104) Eleven Mile Road - Combination
Interchange - (103) Partial Interchange -
(104) Full Interchange - Secondary City

The I-94 Business Loop acts as a penetrator into Battle Creek (44,169 pop.), five miles west. The fact that Eleven Mile Road is so closely integrated with the business loop has caused it to be classified as a Secondary City Interchange. The township population density is 278 people per square mile.

Prior to the freeway, the area was gently rolling farmland of good quality. Occasional homesites had been sold off from the farm holdings. There was little or no commercial activity along Old US-12 in either direction for several miles. Land was valued at \$200 to \$300 per acre.

After the take, two restaurant-service station combinations have been constructed. Both have developed facilities for servicing trucks. The Texaco station in the northeast quadrant of Eleven Mile Road has its service station integrated with the restaurant and a barber shop. The owner of the Texaco station also owns the southeast quadrant of Eleven Mile Road. In the southwest quadrant of Eleven Mile Road, the American Oil service station is separated from the restaurant. Its owner, a farmer, controls the northwest quadrant of Eleven Mile Road and all the immediate frontage on Michigan Avenue.

Parcel No. 1 -

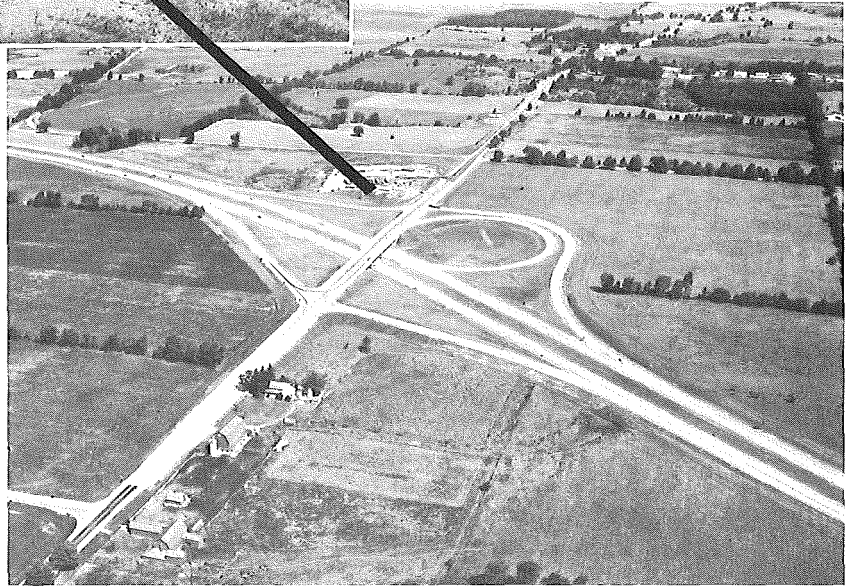
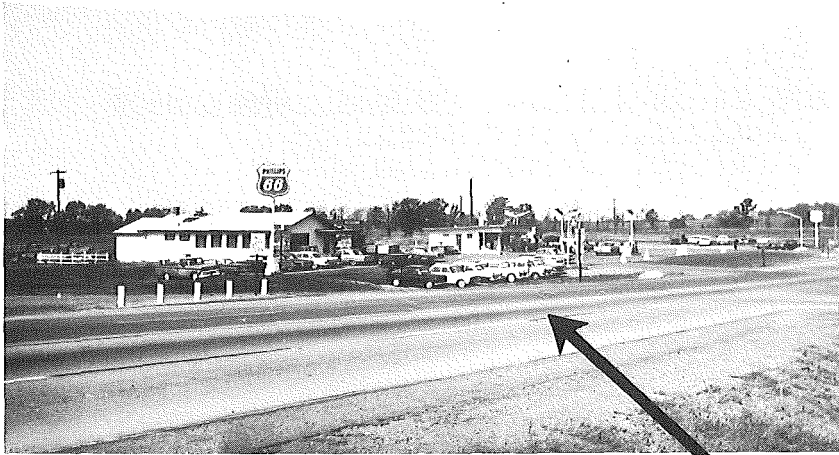
Before Value (12/58) - 32.53 acres Vacant	-	\$11,000
After Value - 17.63 acres Vacant	-	<u>5,900</u>
Estimated Compensation	-	\$ 5,100
Sale Price (4/62) - 17.63 acres	-	\$40,000

This sale controlled the southeast and northeast quadrants of Eleven Mile Road and the Texaco Truck Stop.

Parcel No. 2 - On I-94 Business Loop - Northwest Quadrant

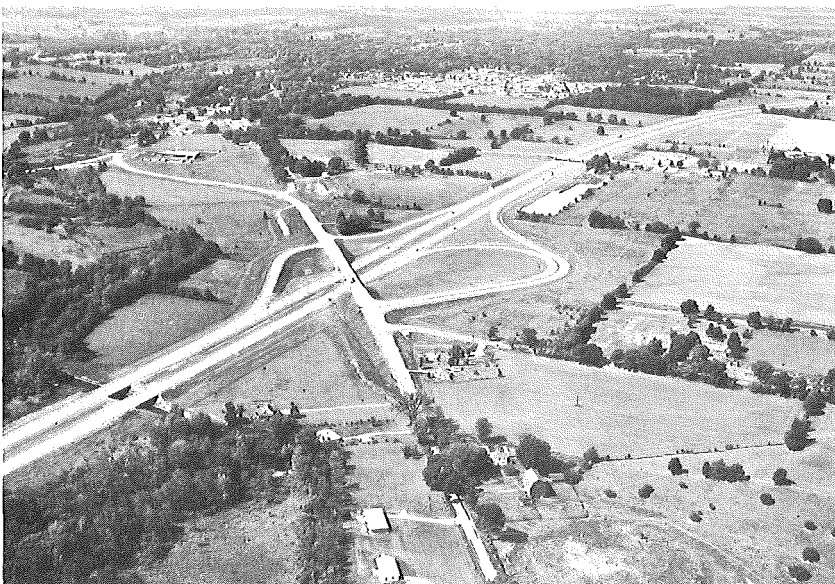
Before Value (1/59) - 6.8 acres	-	\$2,250
Improvements	-	<u>9,350</u>
Total	-	\$11,600
After Value - 6.6 acres	-	\$2,150
Improvements	-	<u>450</u>
Total	-	<u>\$ 2,600</u>
Estimated Compensation	-	\$ 9,000
Selling Price (3/59)	-	\$10,000

This property had separated the purchaser's holdings. Thus, by acquiring it he solidified his ownership and at the same time preserved a commercial potential in his other holdings.



US-27 Looking Northwesterly, Full Interchange—Small Town

110



Partello Road Looking Southwesterly Toward Marshall
Full Interchange—Small Town

112

(110) US-27 - Full Interchange - Diamond & Partial Cloverleaf - Small Town

The town of Marshall (6,736 pop.) lies one and a half miles south. Running north and south, US-27 bisects the State. In the next five years, US-27 will be relocated one and a half miles west where it will tie into I-69. As a result, there is uncertainty as to the future need of the present interchange. The township population density is 48 people per square mile.

The area prior to the freeway, was primarily gently rolling farmland. To the south, the Marshall residential development was gradually expanding northward so that it was having an affect on land values. The only commercial development in the vicinity was a small motel three-quarters mile north.

After the take two sales have occurred which are considered as freeway oriented. The sale in the northwest quadrant has been developed with a Phillips 66 Service Station in companion with a restaurant for a truck stop. The second sale in the southwest quadrant is still undeveloped. Residential development has continued to expand north from Marshall. Whether the freeway has encouraged residential development north towards the freeway, could not be determined.

Parcel No. 1 -

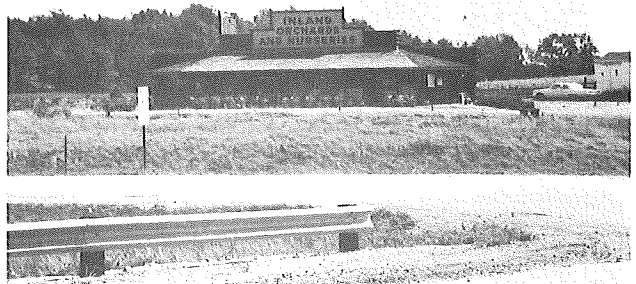
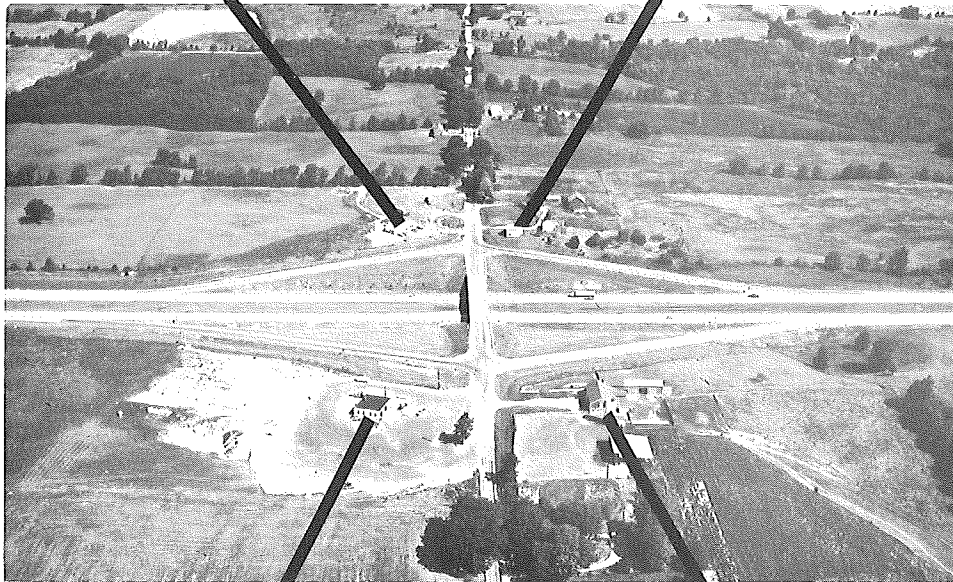
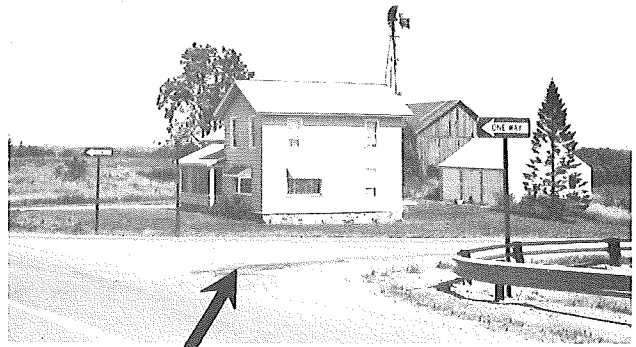
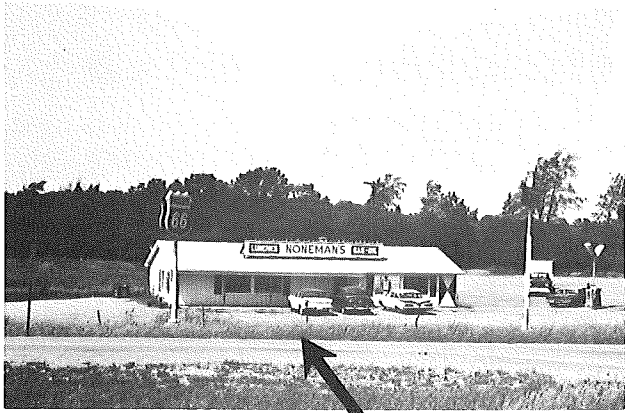
Before Value (4/59) - 87.9 acres vacant	-	\$44,000
After Value - 66.8 acres vacant	-	<u>24,600</u>
Estimated Compensation	-	\$19,400
1st Sale (1960) - 21.3 acres to local dealer for Phillips 66	-	\$16,000
2nd Sale (12/62) - 33.1 acres to Boron Oil	-	\$39,000

(112) Partello Road & I-94 BL - Full Interchange - Partial Cloverleaf and Diamond - Small Town

Partello Road serves as the east entrance into Marshall (6,736 pop.), two miles southwest. South of the interchange, Partello Road was relocated to connect to Old US-12. The population density of the township is 52 per square mile.

The area prior to the freeway, was primarily used for farmland. Homesites were being sold off along Partello Road, but none of the interior land was being subdivided. Land was valued at \$300 to \$500 per acre.

After the take, a parcel in the southwest quadrant has been sold to Marathon. As yet, they have not put the property to use. Adverse grades on the other quadrants would made development expensive. There has been no noticeable change in the rate of residential growth. Both of the north quadrants have residential homes. The southeast quadrant is vacant.



Looking North, 22½ Mile Road—A Rural Interchange

(112) Partello Road & I-94 BL (Continued)

Parcel 1 -

Before Value (11/58) - 23.0 acres Land	-	\$8,550
Improvements	-	<u>8,450</u>
Total	-	\$17,000
After Value - 10.4 acres	-	<u>1,200</u>
Estimated Compensation	-	\$15,800
Sale (1/62) - 3.0 acres in southwest quadrant to Marathon	-	\$17,000

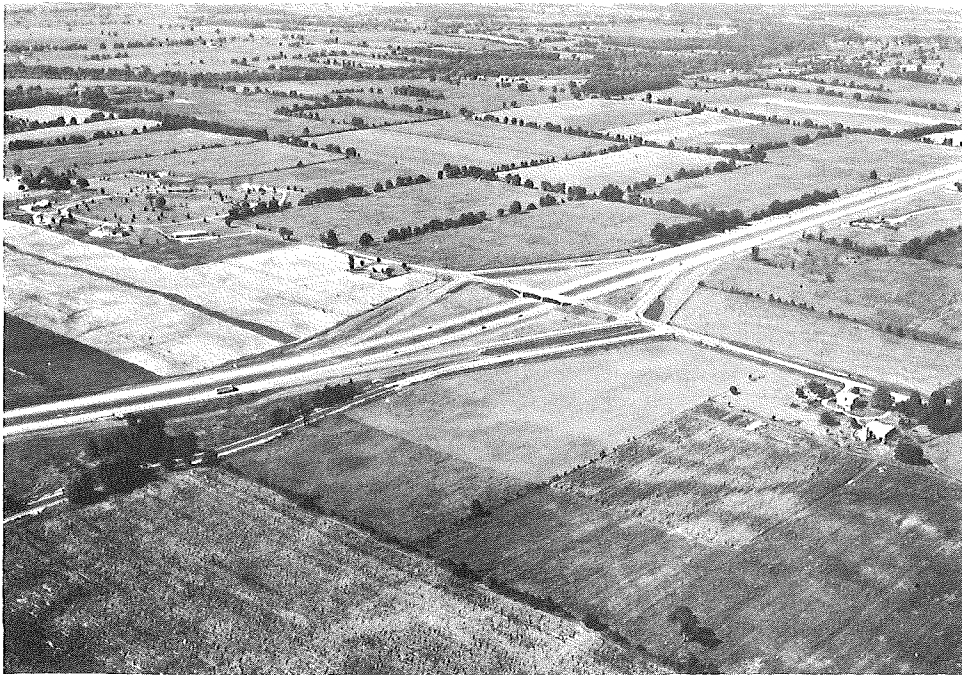
Owner salvaged house and moved it onto remainder in southwest quadrant. Approximately 7 acres were landlocked on north side of freeway.

(115) 22½ Mile Road - Full Interchange - Diamond - Rural

This interchange serves the rural community and is not oriented towards any town of importance. The population density is 52 people per square mile.

The area prior to the freeway, was rolling agricultural land with an occasional rural residence. Land was valued at \$100 to \$200 per acre.

After the take there have been no sales. However, the owner of the two north quadrants has built a Phillips 66 Service Station and a restaurant. On the southwest quadrant, the owner has constructed a Sinclair Station and a restaurant. Both cater to the short order and trucker customer. In the southeast quadrant, Inland Orchards, the owner, has moved its sales office from Old US-12 to the interchange location.



26 Mile Road Looking Southwesterly, Full Interchange—Rural

(119) 26 Mile Road - Full Interchange - Diamond - Rural

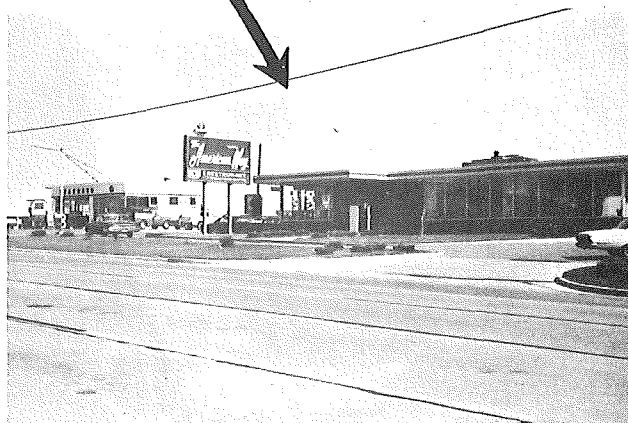
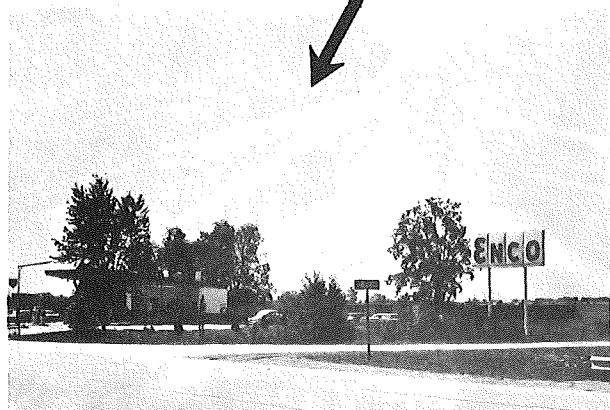
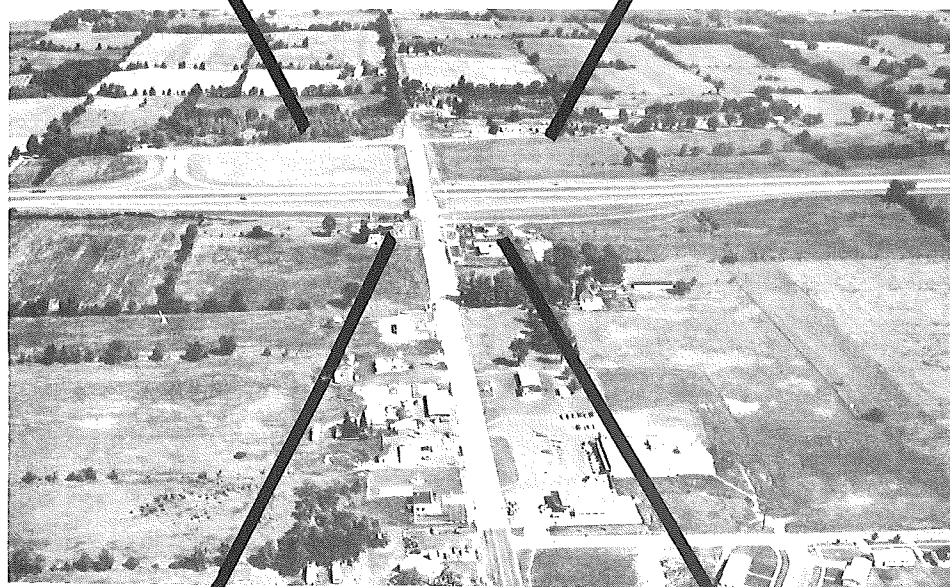
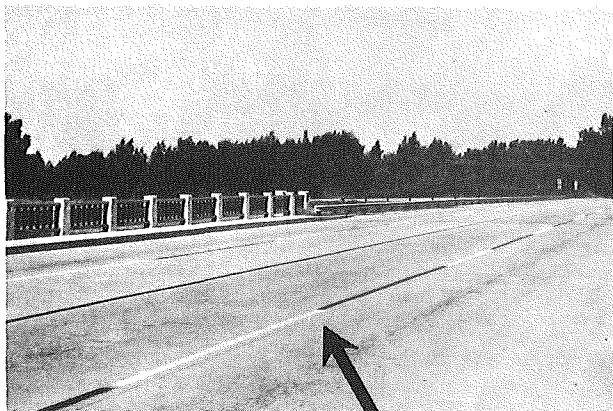
This interchange serves the local rural community along with being a possible entrance into the west side of Albion. However, most people when going to Albion, will use 28 Mile Road. The township population density is 68 people per square mile.

Prior to the freeway, the area was predominantly used for agriculture. To the south of the interchange was Starr Commonwealth for Boys, a private school for wayward boys. Land values in the area ranged from \$150 to \$275 per acre.

After the take, Starr Commonwealth purchased the farm that controlled the south-east and southwest quadrants. This was apparently purchased to enlarge their holdings, plus use controlling the interchange. They are interested in keeping commercial development to a minimum. The northwest and northeast quadrants are still owned by a farmer and have not been developed.

Parcel No. 1 -

Before Value (11/58) - 172.5 acres	-	\$28,975
Improvements	-	<u>17,900</u>
Total	-	\$46,875
After Value - 153.8 acres	-	\$13,135
Improvements	-	<u>180</u>
Total	-	<u>\$13,315</u>
Estimated Compensation	-	\$33,560
Selling Price (12/58) - 153.8 acres	-	\$28,000



28 Mile Road—Looking North from the Edge of Albion

(121) 28 Mile Road & I-94 BL - Full Interchange - Diamond &
Partial Cloverleaf - Major City

This route is the main penetrator route into Albion (12,749 pop.), one mile to the south. Albion has a number of industrial plants and is adjacent to a small oil field. Albion College also makes the city attractive. The township population density is 68 people per square mile.

The area prior to the freeway, was farmland which was slowly being converted to residential use. There was a residential subdivision one half mile south of the interchange area. The Albion school system was assembling a site for a high school. Land south of the interchange area was valued at \$1,000 to \$1,600 per acre. A half mile north, land values ranged from \$200 to \$500 per acre.

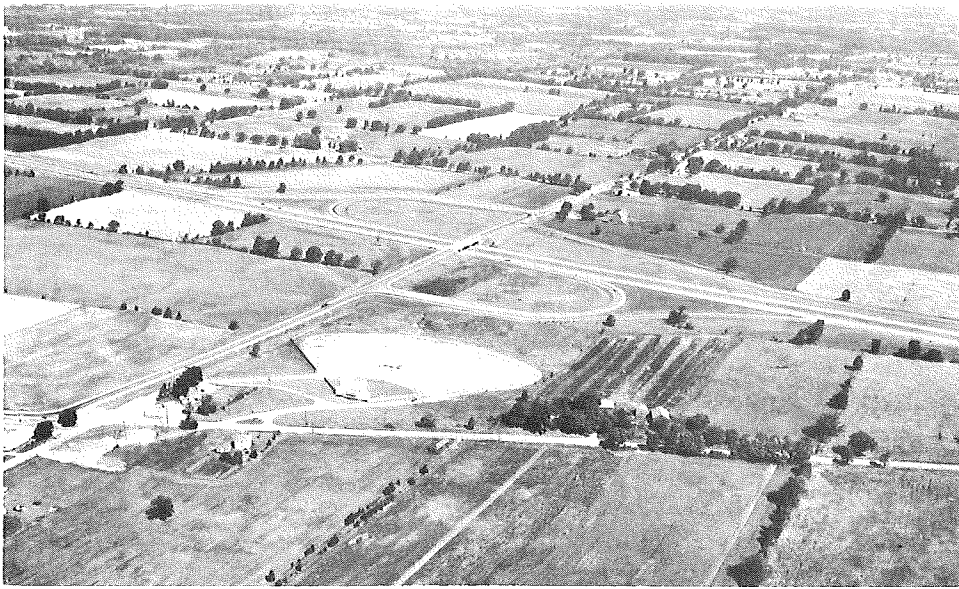
After the take, a rapid change in land use has occurred on 28 Mile Road, from the interchange south. In the southwest quadrant, Humble Oil has a station; and in the southeast quadrant, American Oil has built a service station and an American Way Restaurant. On the west side of 28 Mile Road and south of the interchange, there is a shopping center under construction; Pure Oil has a station; and towards Albion there is a drive-in restaurant, an auto sales, a Sinclair station, and a Texaco station. On the east side, 1,000 feet south of the interchange, there is a hardware store, a supermarket, and a drive-in restaurant. Had I-94 been located on the other side of Albion, it is doubtful if any of this commercial development would have occurred. On the northeast quadrant, there is a nursery with a retail outlet.

Parcel No. 1 -

Before Value (2/59) - 61 acres	-	\$100,000	
Improvements	-	<u>10,000</u>	
Total	-		\$110,000
After Value - 39 acres	-	\$ 41,000	
Improvements	-	<u>10,000</u>	
Total	-		\$ 51,000
Estimated Compensation	-		\$ 59,000
Sale (9/61) - 17 acres with Improvements	-		\$ 60,000
(Improvements contributed only salvage value)			

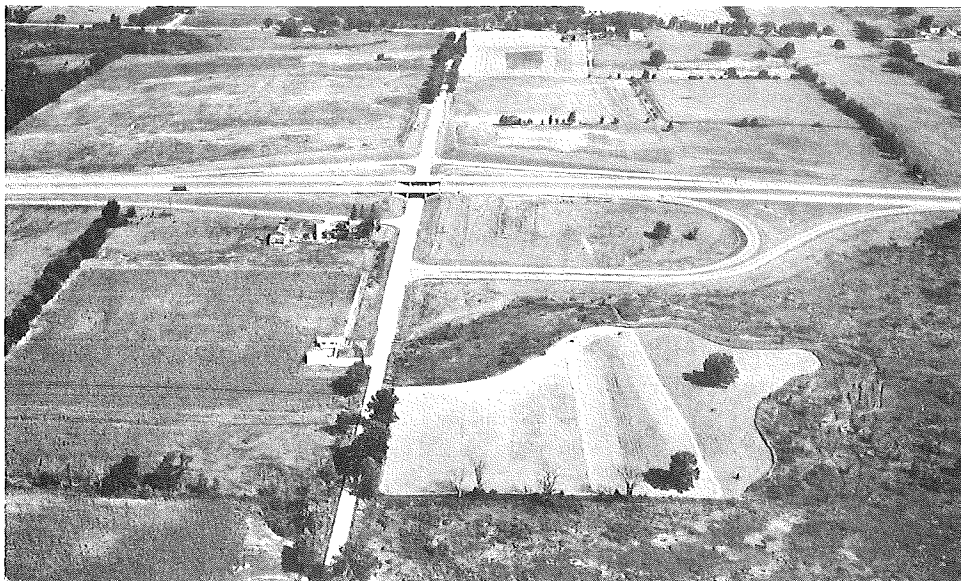
The northwest quadrant and balance of remainder (22 acres) is offered for \$60,000.

The southeast quadrant is a lease arrangement, so no sales data is available.



M-99 Looking Northwesterly, a Rural Interchange

124



Concord Road Looking North, a Rural Interchange

127

(124) M-99 & I-94 BL - Full Interchange - Partial Cloverleaf - Rural

This interchange is the eastern end of the I-94 Business Loop for Albion (12,749 pop.), three and a half miles west. Although this route has a business loop designation, the choice of entrance into Albion will be at 28 Mile Road (121) which is approximately one mile from downtown. In the foreseeable future, the interchange will probably remain outside the environs of Albion. Therefore, considering that Albion verges almost on the Small Town classification on the basis of its population, this interchange was classified as a Rural Interchange. The township population density is 49 people per square mile.

The area prior to the freeway, was primarily farmland with the exception of Old US-12. At the intersection of Old US-12 and M-99, there was a drive-in theater, a Marathon Service Station, and a welding shop. Land values ranged from \$150 to \$250 per acre.

After the taking no commercial or industrial activity has been observed in the immediate quadrant area. The drive-in theater is still in operation, as is the Marathon station and welding shop. Toward Albion, a bowling alley has been constructed; but the freeway is thought to have little bearing on its location. There has been no influx of residential development. In the northeast quadrant, there is a farmstead.

(127) Concord Road - Full Interchange - Diamond & Partial Cloverleaf - Rural

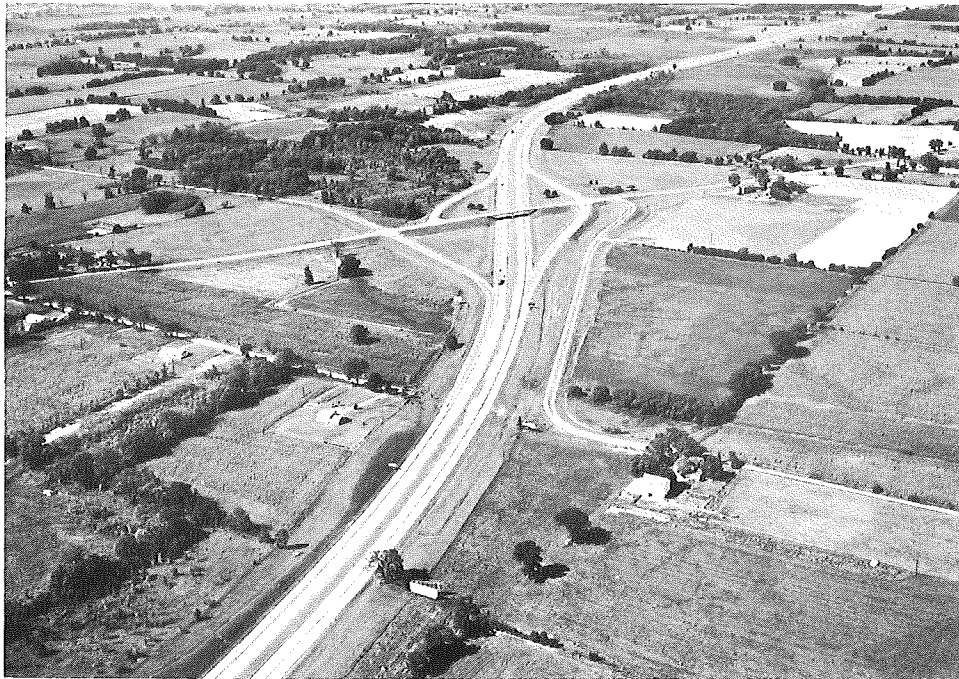
Concord Road serves the local rural community. There are no towns or cities which focus attention. The township population density is 49 people per square mile.

The area prior to the freeway, was strictly rolling farmland. There was only an occasional rural home. Land values ranged from \$150 to \$250 per acre.

After the take two sales have occurred which are associated with the freeway. As yet, there is no construction. I-94 is slightly below grade, with Concord Road passing under I-94. As a result, there is a sharp cut for Concord Road on the north side of I-94. The southwest quadrant is occupied by a farm residence.

Parcel No. 1 -

Before Value (2/58) - 119 acres	-	\$17,400	
Improvements	-	<u>16,500</u>	
Total	-		\$33,900
After Value - 96 acres land	-	\$ 8,850	
Improvements	-	<u>12,350</u>	
Total	-		<u>\$21,200</u>
Estimated Compensation (None of the improvements were taken)	-		\$12,700
Sale (1/62) - 5.0 acres vacant, to Phillips 66 Distributor	-		\$11,000



Michigan Avenue Looking West, Full Interchange—Rural

(127) Concord Road (Continued)

Parcel No. 2 -

Before Value (1/59) - 103 acres	-	\$14,650
Improvements	-	<u>7,800</u>
Total	-	\$22,450
After Value - 91 acres including improvements	-	<u>20,150</u>
Estimated Compensation	-	\$ 2,300
Sale (8/63) - 65 acres vacant	-	\$26,000

Purchaser is now offering to sell all or part of the parcel.

(128) Michigan Avenue (Old US-12) - Full Interchange - Diamond - Rural

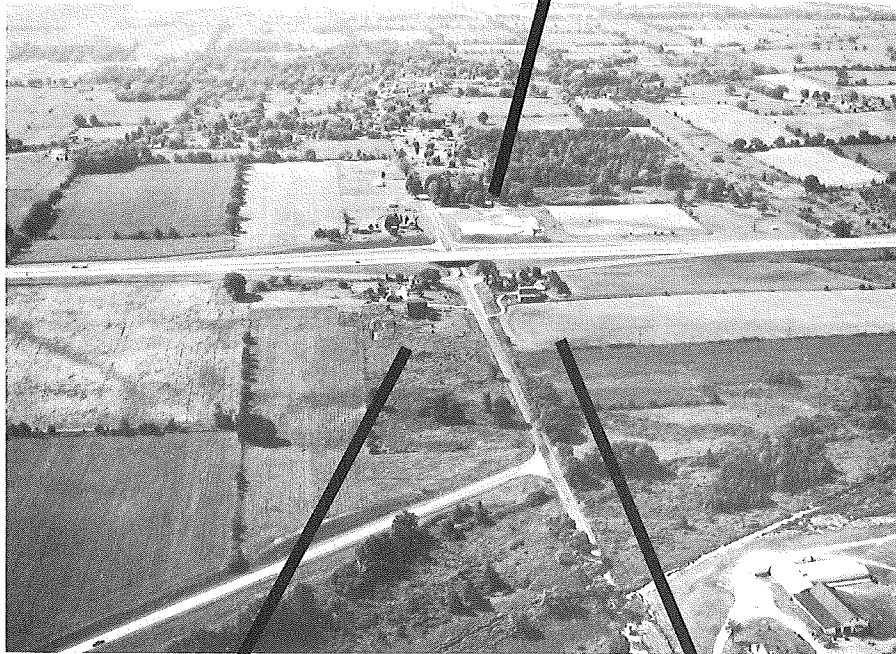
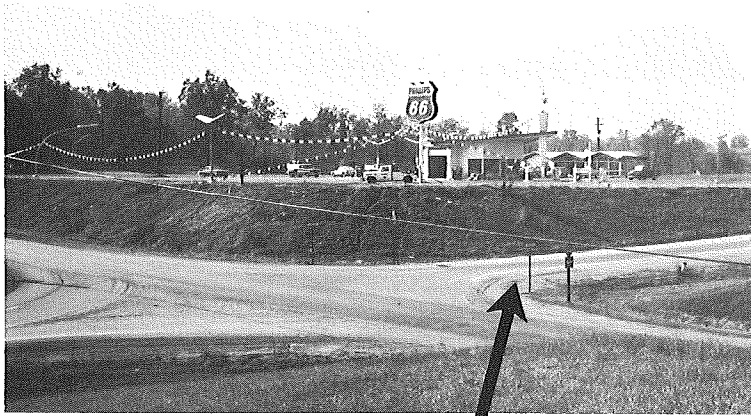
Michigan Avenue serves the local farm community and could be used as the western entrance to Parma (770 pop.), one and a half miles southeast. The township population density is 49 people per square mile.

The area prior to the freeway, was primarily a farming area. There was an occasional rural home. Old US-12 had no commercial development. Land values ranged from \$100 to \$200 per acre.

After the taking one sale has occurred which is considered to be freeway oriented. It was purchased by the distributor of Phillips 66 products.

Parcel No. 1 - Northwest quadrant

Before Value (9/57) - 66 acres	-	\$ 8,940
Improvements	-	<u>15,660</u>
Total	-	\$24,600
After Value - 54 acres with improvements	-	<u>18,300</u>
Estimated Compensation	-	\$ 6,300
Sale (12/63) - 10.83 acres vacant	-	\$23,000



Parma Road Looking South Towards Parma, Full Interchange--Small Town

(130) Parma Road - Full Interchange - Diamond - Small Town

Parma Road is the most direct entrance into Parma (770 pop.), one mile south. However, drivers coming on I-94 from the west might use Michigan Avenue (128). Parma is oriented toward the local farm community and also toward Jackson, where a number of the residents work. The township population density is 49 people per square mile.

The area prior to the freeway, was farmland with no commercial activity in the vicinity. The right of way was acquired in 1952. Land was valued at \$100 to \$300 per acre.

After the take all four quadrants are left with adverse grade. I-94 is at grade, with Parma Road going underneath. As a result, the land is 15 to 25 feet above Parma Road. One sale has occurred which can be considered freeway oriented.* Two others, involving residences, may have been influenced commercially by the freeway. The northwest quadrant has a residence which has not sold.

Parcel No. 1 - No Appraisal - Southwest Quadrant

Excess Sale - Vacant (10/54) - 13 acres	-	\$ 806
Vacant (2/63) - 13 acres	-	\$ 6,500

A service station is under construction.

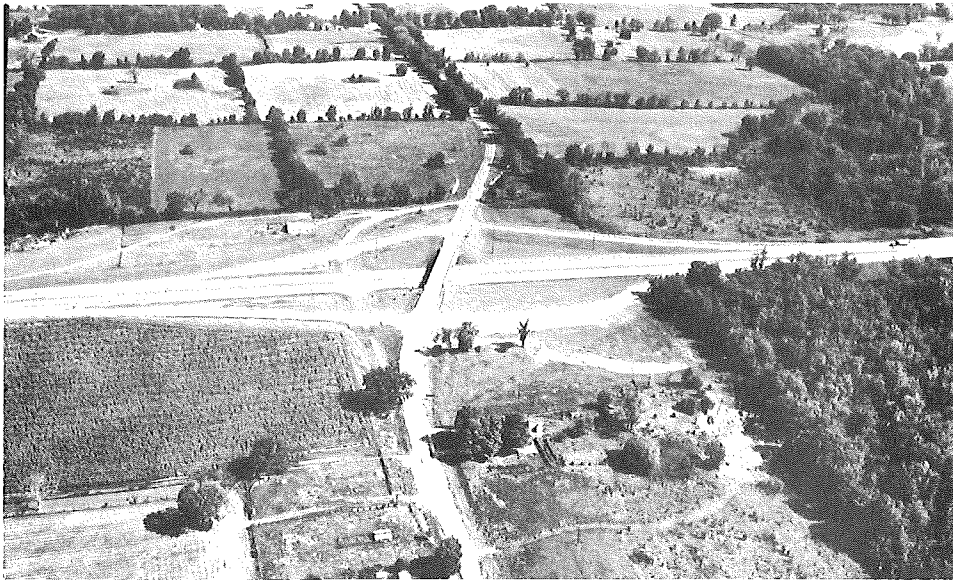
Parcel No. 2 - No Appraisal - Southeast Quadrant

2.3 acres Improved (10/59)	-	\$15,500
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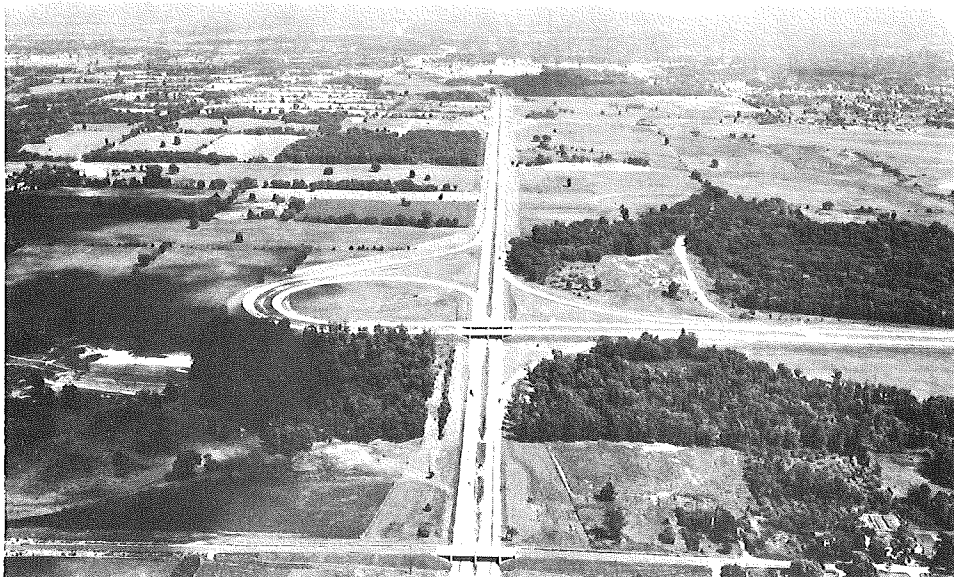
Parcel No. 3 - No Appraisal - Northeast Quadrant

2.6 acres Improved (10/57)	-	\$10,000
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*At the time of the analysis this property had not developed; but as seen by the photograph, it has been developed with a Phillips 66 Service Station in conjunction with a restaurant.



Dearing Road Looking North, Full Interchange—Rural
133



M-60 and I-94 BL Looking East Toward Jackson, Closed Interchange
136

(133) Dearing Road - Full Interchange - Diamond - Rural

There are no cities or towns which are associated with this interchange. The township population density is 61 people per square mile.

Prior to the freeway, the area was rolling farmland. The crossroads were spotted with occasional rural residences. There was no industrial or commercial development. Land was valued at \$150 to \$300 per acre.

After the take (varying between 1952 and 1956) one sale has been found. In addition, several hundred acres are offered for sale as potential industrial. The residential growth shows little change, so the surrounding area would still be classified as farmland. The northwest quadrant is occupied by a residence. The northeast and southeast quadrants are still owned by the State Highway Department.

Parcel No. 1 - No Appraisal Available - Southwest Quadrant

Sold to Boron Oil Company (7/62) - 9.38 acres - \$25,000

As yet, there has been no construction started.

(136) M-60 and I-94 BL - Full Interchange - Trumpet Design - Closed

This interchange is the eastern terminus of M-60, which skirts the west side of Jackson and runs diagonally across lower Michigan to the southwest corner (See Interchange 4). The interchange is limited access with the nearest free access point being at the Airport Road Interchange (137), one mile east and M-60 and Michigan Avenue, one and a half miles south. The population density of the township is 522 people per square mile.

Prior to the freeway, the area was rolling farmland. Some of the frontage on the local roads was subdivided for residential use, but little of the interior land had been subdivided. Land values ranged from \$100 to \$250 per acre.

After the take, little or no activity has been noted. One sale in the southwest quadrant was found. It was purchased primarily for the residence, plus acreage for a suburban horse farm.

Parcel No. 1 -

Before Value (4/57) - 31.6 acres	-	\$3,200	
Improvements	-	<u>9,600</u>	
Total	-		\$12,800
After Value - 28.0 acres	-	\$2,200	
Improvements	-	<u>9,600</u>	
Total	-		<u>\$11,800</u>
Estimated Compensation	-		\$ 1,000
Sale (3/60) - Improved	-		\$15,000



Airport Road Looking Northwesterly, Full Interchange—Secondary City
137

(137) Airport Road - Full Interchange - Diamond - Secondary City

Airport Road serves as an entrance for the airport to the south and the local area on the north edge of Jackson. The interchange is three miles from downtown Jackson. The township population density is 522 people per square mile.

The area prior to the freeway, was farmland with an occasional residential lot selloff. The airport was present, although the runways were not as long as they are now. There was an occasional industrial plant one mile south. The area was just beginning to feel the speculative influence. Land was valued at \$200 to \$400 per acre.

After the take, in 1958, an industrial subdivision using 33 acres, was set up in the northwest quadrant. The original plat contained 12 lots. All but the lot adjacent to the on ramp have been sold. Presumably, this lot is being held for commercial purposes. In addition to this plat, the owner, in 1961, opened up an additional 31 acres of land north and west of the original plat. Eight of the eleven lots have been sold. In the northeast quadrant, Boron Oil has purchased a 10 acre site. The southeast and southwest quadrants are owned by the City of Jackson for their airport. The runway precludes development in either quadrant.

Parcel No. 1 -

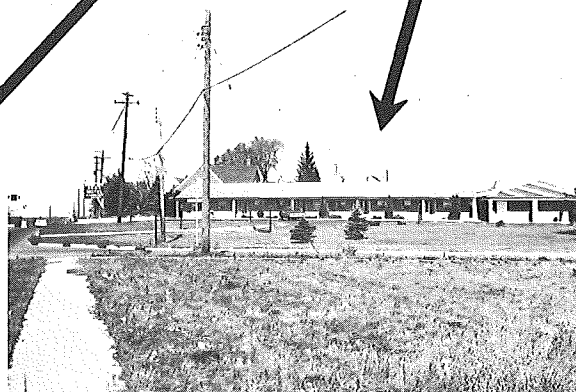
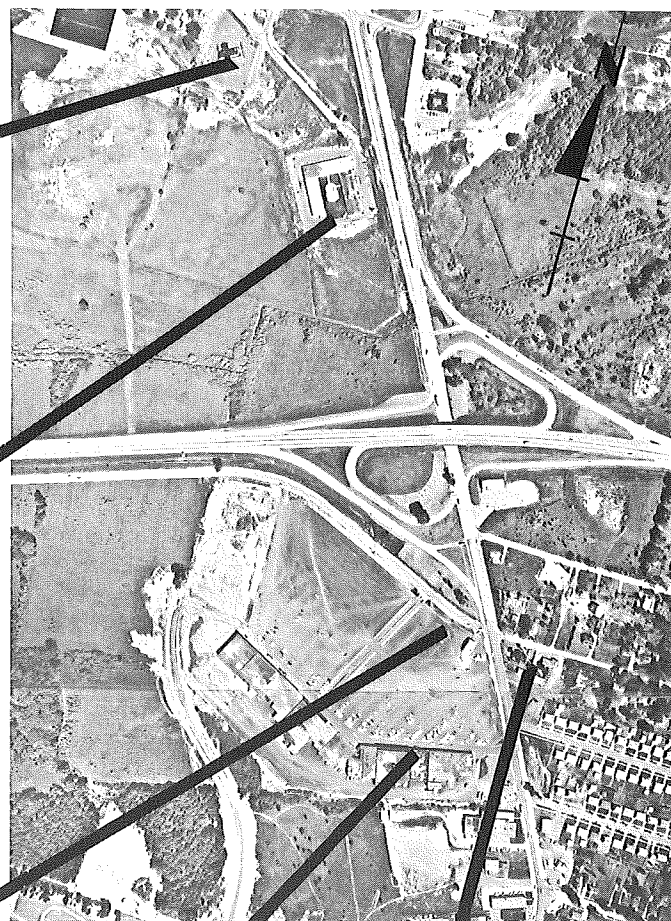
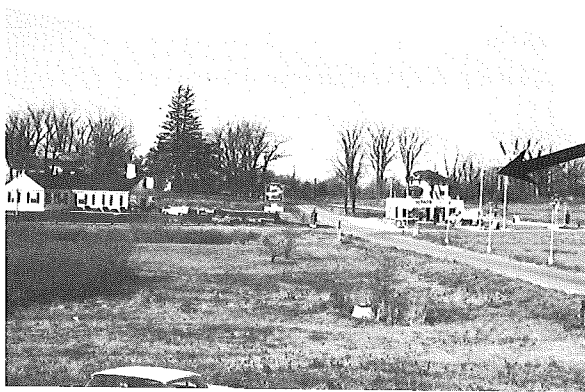
Before Value (1/58) - 160 acres Improved	-	\$45,000
After Value - 158.2 acres Improved	-	<u>42,800</u>
Estimated Compensation	-	\$ 2,200

Sale of 11 parcels containing a total of 29 acres between June, 1958 and June, 1962. Total return of \$40,050 or \$1,380 per acre. Sale of 8 parcels of 11 in the second plat (1961) containing 41 acres; sold at an average price of \$2,500 per acre. The lot sales on blacktopped Airport Road sold at \$3,000 per acre. The owner has the cost of platting, the all-weather gravel road, the real estate commission plus interest on his investment, and promotion.

Parcel No. 2 -

Before Value (2/58) - 37 acres	-	\$ 9,000
After Value - 34.8 acres	-	<u>6,800</u>
Compensation	-	\$ 2,200
Sale to Boron Oil (11/62) - 10.6 acres	-	\$58,000

Construction has not yet started on this parcel.



US-127 and M-50—Access in North Quadrants from Cross Road
Full Interchange—Major City

(138) US-127 & M-50 - Full Interchange - Diamond & Cloverleaf - Major City

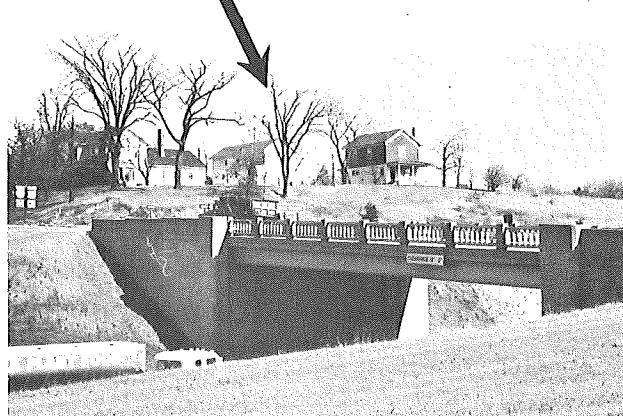
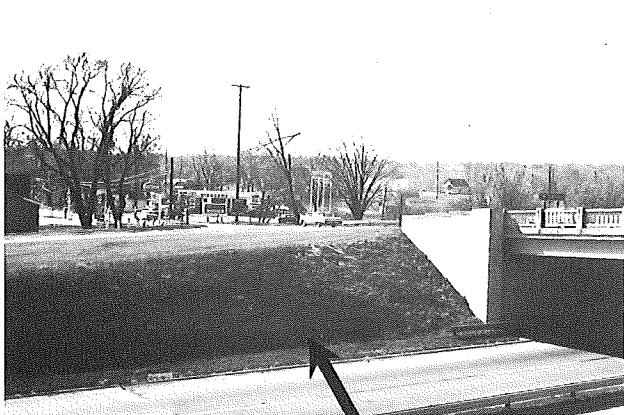
This highway is one of the main routes into the city of Jackson and has a state highway designation. Although the north quadrants are on a limited access highway (US-127), the crossroad at Springport Road, one quarter mile to the north, provides access to the two quadrants. Springport Road is to be converted to a full interchange in the next two years, so access will continue in a similar manner. Also, the southeast and northwest quadrants are to be converted to full cloverleaves in about two years.

Prior to the freeway (1952), the area in the vicinity of the freeway was developing with low-priced housing. M-50 had little commercial development. US-127 was channelled into M-50 about one half mile south of the interchange area. The taking in 1952 was primarily for the construction of I-94 (then US-12) from the east side of Jackson to M-50. In 1956, US-127 was relocated to M-50 and the frontage north of the interchange was converted to limited access. I-94 was continued west in 1958. In 1952, land was valued at \$800 to \$1,000 per acre. By 1956, land north of the interchange was selling for \$2,000 per acre, which was probably due to an interchange influence of the Old US-12 freeway to the east.

After the extension of I-94 west (1958), considerable activity has occurred. In the southwest quadrant a shopping center has been constructed. Sears-Roebuck recently purchased a 17.2 acre site for location of a new store. At the off ramp there is a Shell service station. In the northwest quadrant, there is a Holiday Inn (105 units), a Bill Knapps Restaurant, and a Texaco Station - all owner developed. A local radio station has located its office and tower on the north side of Springport Road. In the northeast quadrant, the Gilbert Steak House which existed previous to the I-94 westward extension, has enlarged its operation. In addition, there is a 14 unit motel. In the southeast quadrant, where a major change is being made in the ramp arrangement, Texaco has purchased a site. Also, there is a small motel which was constructed in the mid-50's.

Parcel 1 -

Before Value (12/52) - 117 acres	-	\$75,000	
Improvements	-	<u>31,000</u>	
Total	-		\$106,000
After Value - 60.82 acres	-	\$45,000	
Improvements	-	<u>19,000</u>	
(None Taken)			
Total	-		\$ 64,000
Estimated Compensation	-		\$ 42,000
Court Award	-		\$ 65,000
1st Sale (9/59) - 60.82 acres	-		\$145,000
Estate sold to an investor who has developed a shopping center.			
2nd Sale to Sears-Roebuck (7/64) - 17.18 acres	-		\$339,500



Cooper Street (M-106) Looking West—Jackson Lies to South
 Note Adverse Grades on All Quadrants
 Full Interchange—Major City

(138) US-127 & M-50 (Continued)

Parcel 2 - No Appraisal Available

Two houses with frontage on side street, with
a before value of \$10,000 to \$11,000 for each
(130 FF x 160').

Sale Price (8/64) to Texaco - \$45,000

Land values have increased to \$300 per front foot along the penetrator route toward Jackson. In 1956 and 1957, values ranged from \$60 to \$75 per front foot.

(139) Cooper Street (M-106) - Full Interchange - Diamond - Major City

Cooper Street has a state trunkline designation and is one of the direct penetrators into Jackson (50,720 pop.). Also, it serves as a point of access to the state penitentiary. The township population density is 522 people per square mile.

Prior to the freeway (Old US-12) in 1952, the area was developing along M-106 with strip residential. The backland on the hill area to the north had been subdivided and developed with moderate priced homes.

After the taking two sales for service stations have occurred. One was in the southeast quadrant, while the other was in the southwest quadrant. The terrain is very hilly, with I-94 depressed. The previous residential development plus the lack of available sites has undoubtedly discouraged further development.

Parcel No. 1 - No Appraisal Available

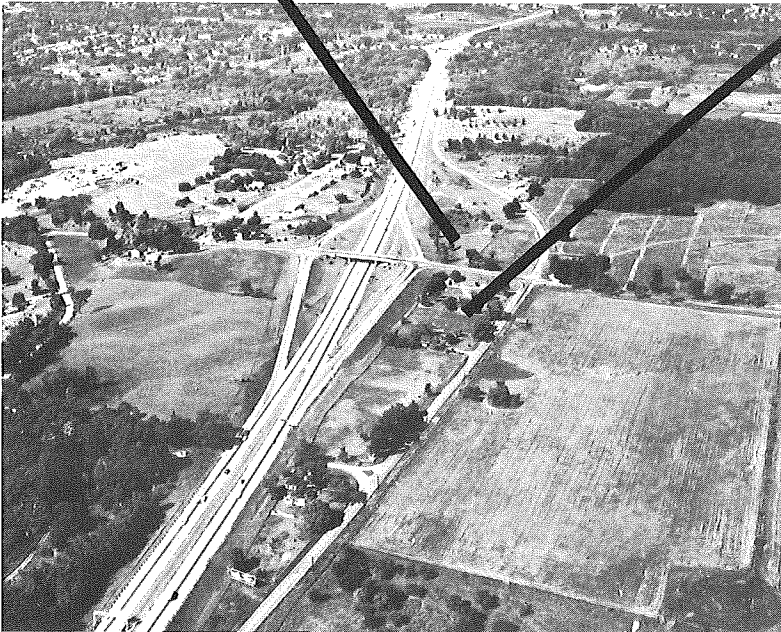
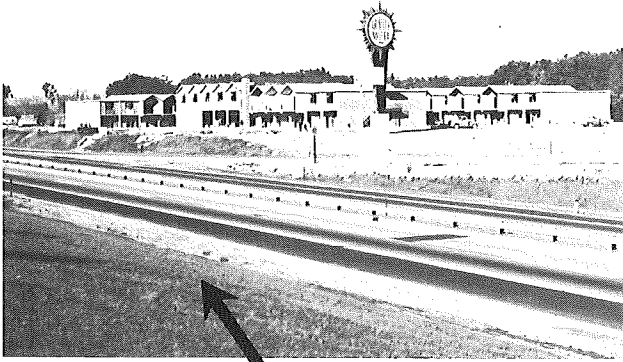
Sold to American Oil (11/59) - 138 FF x 126' - \$13,500

Parcel No. 2 - No Appraisal Available

Assemblage by Sun Oil Company (119 FF x 110')

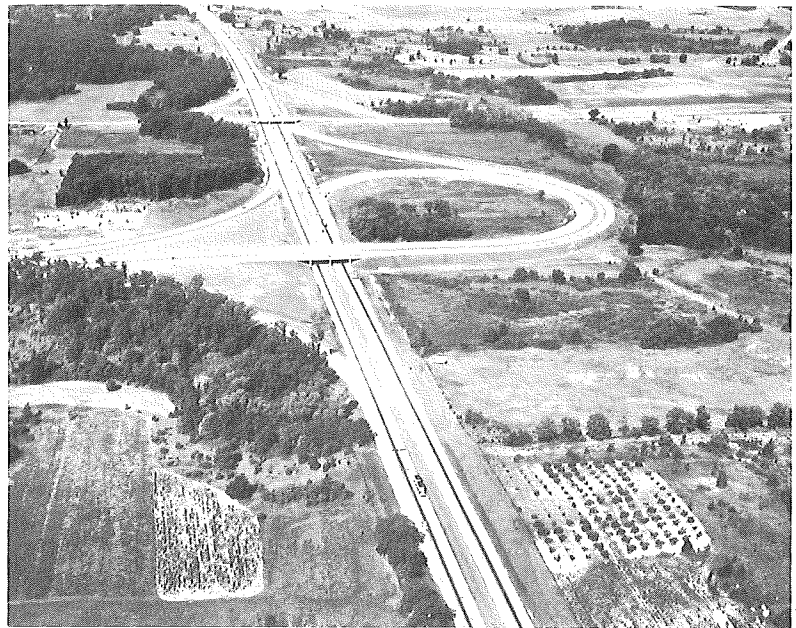
Sold (3/57) - \$ 6,500

Plans are underway to change the interchange in the north quadrants. This undoubtedly has delayed development on the north side of the freeway. However, the adverse terrain plus the previous commitment to residential development is considered as having the most affect on commercial development.



Elm Street Looking West Toward Jackson,
Full Interchange—Secondary City

141



Looking West at US-127—South Closed Interchange

142

(141) Elm Road - Full Interchange - Diamond - Secondary City

Elm Road serves the east side of Jackson (50,720 pop.), one mile south, along with the urban fringe. The township population density is 522 people per square mile.

Prior to the freeway (1952 - Old US-12), the area was farmland with occasional suburban homesites. There was no commercial activity on Elm Road.

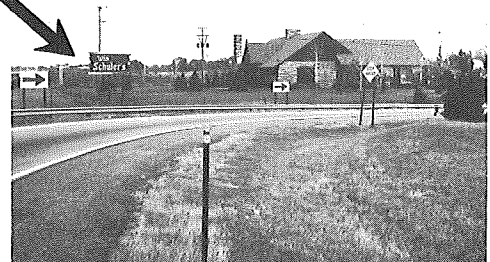
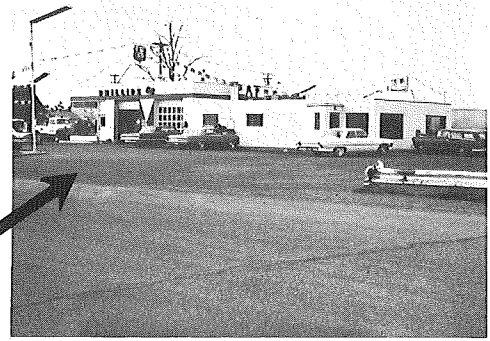
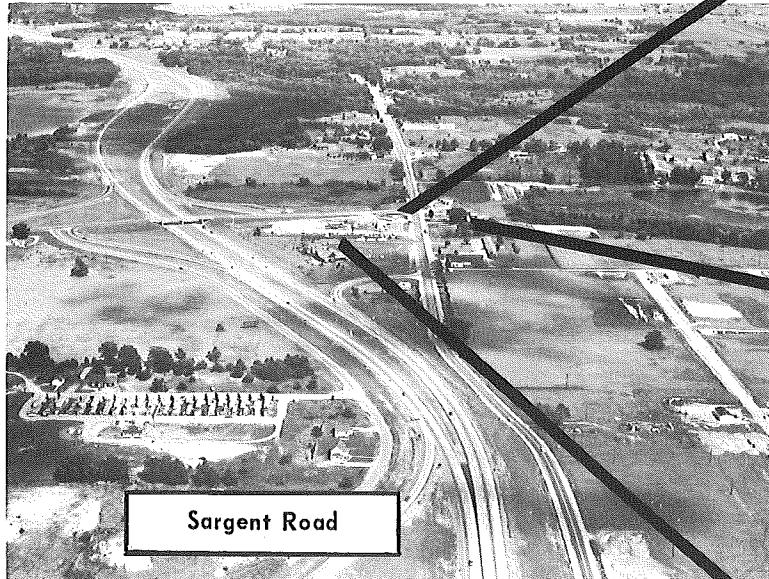
After the take the area remained dormant until 1962. At that time, a syndicate for Quality Courts began an assemblage in the northwest quadrant. Between 1962 and 1964, they assembled three parcels containing a total of 6.14 acres for \$57,500. In addition, it was necessary to spend \$10,000 to grade down the high hill. In the northeast quadrant a 1.6 acre parcel needing extensive fill, sold for \$1,000 in 1960. The same parcel resold in October, 1963 for \$10,000. Since purchase, the purchaser has been filling the parcel which was 15 feet below grade. The southwest quadrant is developed with a residential subdivision; and the southeast quadrant is vacant.

(142) US-127 South - Trumpet Interchange - Closed

This interchange is the intersection of US-127, a limited access freeway. To reach the adjoining land, a circuitous route would be necessary. The township population density is 233 people per square mile.

Prior to the freeway and the construction of US-127 (1957), the area was in farm use. A number of the parcels were being split into small suburban farms which were occupied by people working in Jackson. None of the land, aside from occasional sell-offs, was being converted to residential use. Land value ranged from \$150 to \$250 per acre.

After the take the use has continued the same. There have been no sales or development which would indicate highway influence. All quadrants are vacant.



I-94 Business Loop and Sargent Road Looking East
 Combination Partial and Full Interchange—Secondary City
 144 & 145

(144 & 145) I-94 BL & Sargent Road - Combination Partial Interchange & Full Interchange - Complex Diamond Design - Partial and Secondary City

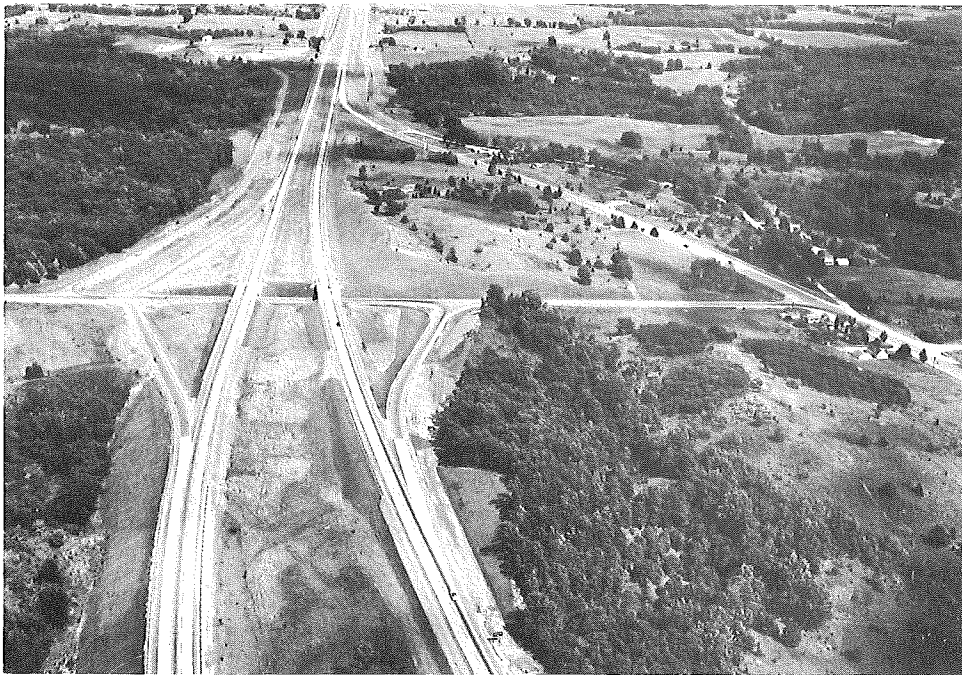
Both of these interchanges are discussed together because of their close proximity to each other. The Sargent Road Interchange (145) is classified as Secondary City. This choice is made because of the integration with the business loop into Jackson (50,720 pop.), five miles west-southwest. Westbound traffic going to the east side of Jackson is likely to use the business loop. The township population density is 233 people per square mile.

Prior to the freeway, this area had a commercial development along Old US-12. In the immediate vicinity there was a motel (19 units), a Schuler Restaurant, a Phillips 66 Station, a Texaco Station with a general store, and a flower shop. Part of this concentration of development can be explained by the joining of the US-12 Bypass, constructed in 1953, with the US-12 Business Route. Old US-12 to the east was spotted with commercial development. The crossroads were being strip subdivided. To the north of Old US-12 there was a trailer park. On Old US-12, frontage was valued at \$50 per front foot and rearland at \$100 to \$300 per acre.

After the take the Business Loop of I-94 (144) shows no activity which can be associated with the freeway. On Sargent Road (145) in the southwest quadrant, Wynn Schuler has replaced the old restaurant with a high quality, artistic building. In addition, the Phillips 66 station has been changed to a truck stop; a new Sunoco station and Enco (Humble Oil) station have been built; and the old Texaco station is being rebuilt. The motel still continues in operation and additional units are being built. There have been several sales which occurred for future development. The southeast quadrant is low and mucky. The northeast quadrant is vacant. Both the northeast and southeast quadrants are owned by the Phillips 66 Truck Stop owner, which could partially explain lack of activity. The northwest quadrant has strip residential which was in existence previous to the freeway.

Parcel No. 1 - No Appraisal

Land in 1959 was valued at \$50 per front foot on adjoining parcels - 187 FF x \$50 =	\$ 9,350
1st Sale (12/61) - 187 FF x 481' (2.07 acres) -	\$10,000
2nd Sale (8/63) - 187 FF x 481' (2.07 acres) -	\$22,000
3rd Sale (8/63) - 187 FF x 215' to Humble Oil (.925 acre) -	\$42,500
4th Sale (8/63) - Rear part of Sale No. 2 - 266' on side road x 187 feet deep -	\$10,000



Race Road Looking East, Full Interchange—Rural

(144 & 145) I-94 BL & Sargent Road (Continued)

Parcel No. 2 -

Before Value (3/59) - 19.6 acres (2000 FF)	-	\$68,700
Improvements	-	<u>18,200</u>
Total	-	\$86,900
After Value - 15.9 acres (2000 FF)	-	\$44,000
Improvements	-	<u>8,000</u>
Total	-	<u>\$52,000</u>
Estimated Compensation	-	\$34,900
1st Sale (8/62) - 3.11 acres (500 FF) -		
Sold to church (west portion)	-	\$ 8,000
2nd Sale (9/63) - 3.9 acres (410 FF) -		
Sold to Investor (east portion)	-	\$45,000

The owner still retains 1100 feet plus the improvements

Parcel No. 3 -

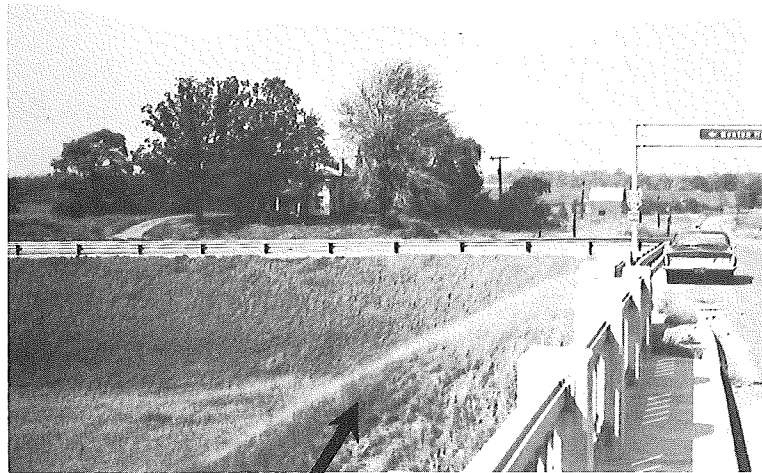
Before Value was \$25 per front foot -		
150 FF x \$25 (.625 acre)	-	\$ 3,750
Sold (12/63) - To be used as restaurant	-	\$ 5,000

(147) Race Road - Full Interchange - Complex Diamond - Rural

Race Road serves a recreational area to the north and the adjoining farm community. The township population density is 233 people per square mile.

The area prior to the freeway, was hilly farm and recreation land. A considerable portion of the area was covered with trees. There were occasional homesites along the crossroads. A number of owners held land for weekend enjoyment. Land was valued at \$100 to \$250 per acre.

After the take, the two south quadrants have extremely high hills - 50 feet plus. The on ramp for eastbound traffic is reached by travelling east on Old US-12 a quarter of a mile. Both of the north quadrants have terrain suitable for development, but they are owned by the State Conservation Department. As yet, no sales have been noted in any of the quadrants.



Mt. Hope Road Looking East, Full Interchange—Rural

(150) Mt. Hope Road - Full Interchange - Diamond - Rural

Mt. Hope Road serves as a point of entry to Grass Lake (1,037 pop.), three miles to the south, and to the Waterloo Recreation Area to the north. This interchange could have been classified as Small Town except for the distance. The township population density is 58 people per square mile.

The area prior to the freeway, was used primarily for farmland. On Old US-12, there was an occasional commercial establishment catering to the motoring public. Land fronting on Old US-12 was valued at \$500 to \$800 per acre, while the backland was being valued at \$150 to \$200 per acre.

After the take two sales have occurred. One was purchased for future freeway oriented development, while the other was an estate which was acquired by an investor.

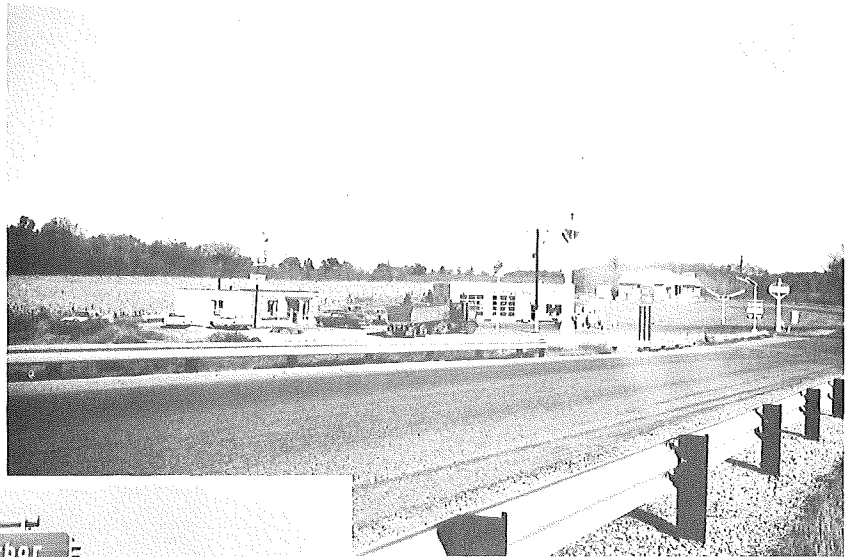
Parcel No. 1 -

Before Value (8/59) - 100 acres	-	\$28,100	
Improvements	-	<u>7,000</u>	
Total	-		\$ 35,100
After Value - 40 acres	-	\$ 9,200	
Improvements	-	<u>7,000</u>	
Total	-		\$ 16,200
Estimated Compensation	-		\$ 18,900
Sale to interchange investor (4/64) - 40 acres	-		\$ 30,000

Parcel No. 2 -

Before Value (9/59) - 422 acres	-	\$52,600	
Improvements	-	<u>97,900</u>	
Total	-		\$150,500
After Value - 392 acres	-	\$39,600	
Improvements	-	<u>66,200</u>	
Total	-		\$105,800
Estimated Compensation	-		\$ 44,700
1st Sale (4/62) - 392 acres	-		\$ 80,000
2nd Sale (12/63) - 199 acres	-		\$ 77,000

The second sale did not include any of the improvements nor any of the immediate interchange land. The purchaser acquired the property for a research area for the company.



Clear Lake Road Looking Northwesternly, Full Interchange—Rural

(153) Clear Lake Road - Full Interchange - Diamond - Rural

This interchange serves the general farm community and the Waterloo Recreation Area to the north. The township population density is 58 people per square mile.

The area prior to the freeway, was served by Old US-12. There was a service station (now gone) at the corner of Old US-12 and Clear Lake Road. Approximately one quarter of a mile west was a 10 unit motel. To the east was a small restaurant. The backland was rolling farmland. Land was valued at \$500 per acre on US-12 and \$150 to \$250 per acre for the backland.

After the take two sales have occurred which are freeway oriented. The owner of the service station had sufficient land to relocate his station (American Oil) and to build a restaurant. However, he placed them away from the freeway, so that a house which he owns blocks the view of the station and the restaurant. In addition, the Clear Lake Road overpass further restricts the view. The southeast quadrant land was purchased by Boron Oil, with construction scheduled for 1965. The northeast quadrant is occupied by a mink ranch which was there previous to the freeway. The southwest quadrant is vacant.

Parcel No. 1 -

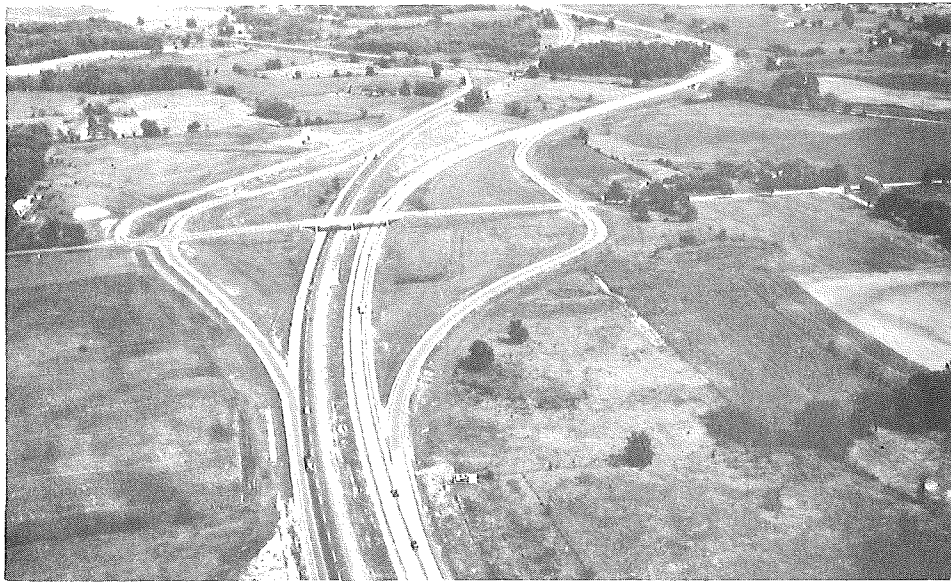
Before Value (6/59) - 223 acres Land & Improvements	-	\$53,500
After Value - 204 acres Land & Improvements	-	<u>38,900</u>
Estimated Compensation	-	\$14,600
Sale (7/62) - 34.13 acres to Boron Oil	-	\$51,500

This portion of the property had been valued at \$11,000 by the appraiser.

Parcel No. 2 -

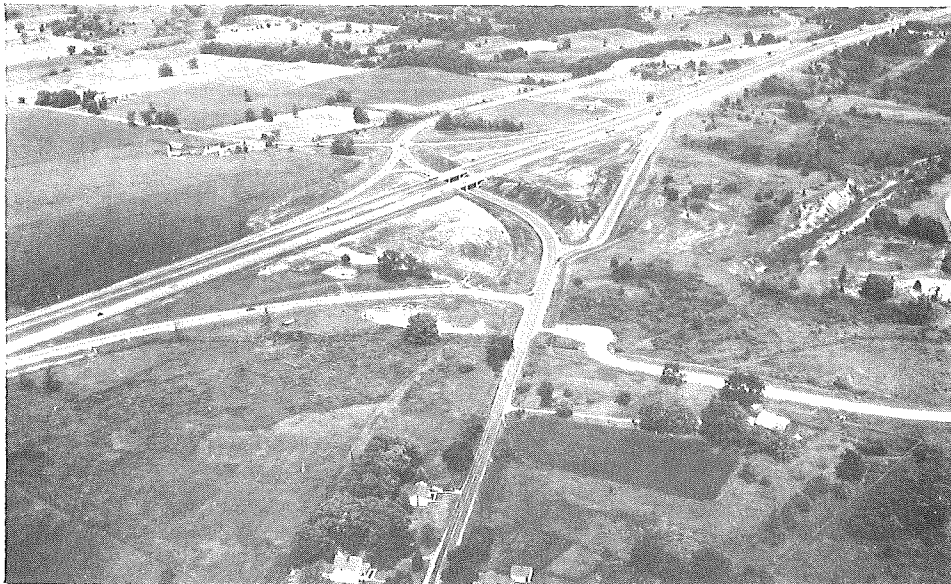
Before Value (9/58) - 1.9 acres @ \$220 per acre	-	\$ 418
Sale Price (5/58) - 1.9 acres	-	\$ 2,000

Sold to owner of service station in northwest quadrant who wanted house next to business.



Kalmback Road Looking East, Full Interchange—Rural

156



Pierce Road Looking Northeasterly, Full Interchange—Rural

157

(156) Kalmbach Road - Full Interchange - Diamond - Rural

This interchange serves the local farm community and the Pinkney Recreation Area. The township population density is 122 people per square mile.

The area prior to the freeway, was served by Old US-12. There was no commercial activity on US-12. The crossroads were spotted with an occasional rural residence. Otherwise, the area would have been classified as rolling farmland.

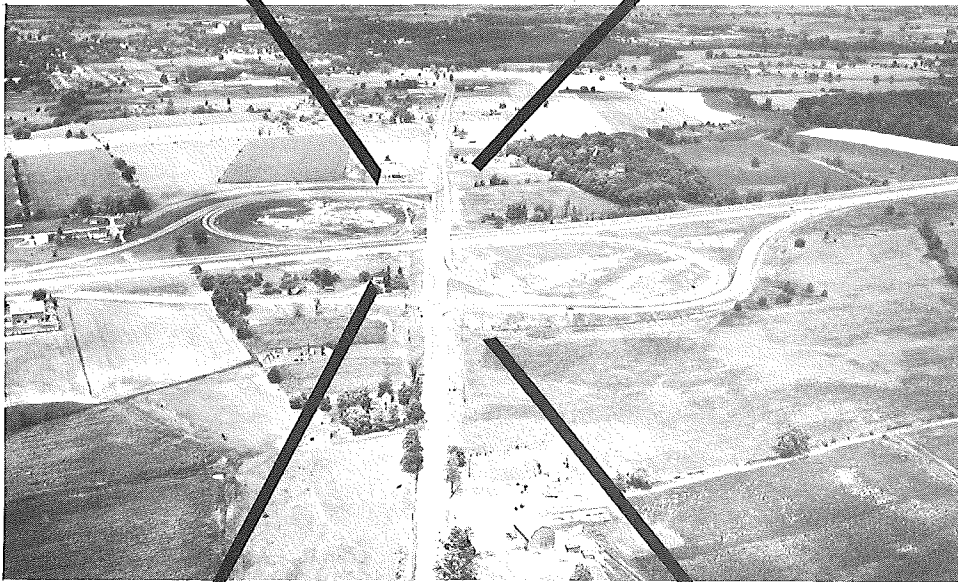
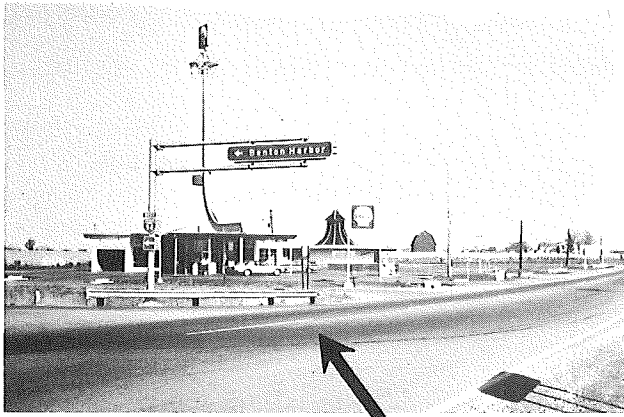
After the take no activity has occurred either in sales or development. One of the owners reports contacts concerning sale; but he had not been offered a sufficient amount to justify cutting a parcel out of his farm. Visibility is good on all quadrants.

(157) Pierce Road - Full Interchange - Diamond - Rural

Pierce Road serves the Pinkney Recreation Area and the local farm community. Jackson Road, which joins Pierce Road at the interchange, connects with Chelsea (2,950 pop.), four miles northeast. Traffic using the freeway and going to Chelsea would most likely use the M-52 interchange two miles further east. The township population density is 122 people per square mile.

The area prior to the freeway, was served by Old US-12. In the vicinity of the interchange area there was a motel and restaurant. Approximately one quarter of a mile east there was a restaurant. Most of the land was used for general farms. South of Old US-12 and east of Pierce Road, Chrysler Motor has a several thousand acre proving ground.

After the take no sales activity or development has been observed. The north quadrants have very adverse terrain and view problems. The southwest quadrant has good view, but is low and swampy. The southeast quadrant is owned by Chrysler Motor and is part of their proving ground.



M-52 Looking North Toward Chelsea, Full Interchange—Small Town
159

(159) M-52 - Full Interchange - Partial Cloverleaf - Small Town

M-52 serves as the entrance route into Chelsea (2,950 pop.), one and a half miles north. The township population density is 122 people per square mile.

Prior to the freeway, Old US-12 and M-52 intersected in the interchange area. The northwest corner had a service station, a restaurant, and a skating rink. The southwest corner had a service station and a general store. All these were removed by the take. Land south of the intersection was used for farming. North of the intersection about one quarter of a mile, was a farm implement dealer. Otherwise the land was primarily being used for farming with some being converted to subdivisions.

After the take, the implement agency in the northeast quadrant was converted to a Sunoco Service Station and a Chrysler Motor Agency; and to it the owner added a laundromat. North of it, approximately 200 feet, an A&W Root Beer stand has been constructed. In the northwest quadrant, Schumms relocated their restaurant from the Pierce Road area (157) and have built a Shell Service Station. Approximately three quarters of a mile north, there is a Sinclair Station. There have been no sales in either of the south quadrants. The southeast is low and mucky. The southwest has adverse grade plus residences to discourage development.

Parcel No. 1 -

Before Value (4/60) - 34.55 acres Improved	-	\$58,800
After Value - 25.26 acres Improved	-	<u>38,300</u>
Estimated Compensation	-	\$20,500

Before the case was settled in condemnation, the entire parcel was optioned by Schumms for \$50,000 less the court award. The court awarded damages of \$22,250. Thus, Schumm actually paid \$27,750 for the 25.26 acres.

Parcel No. 2 -

No Before Value - 120 FF by 300' (.83 acre)		
Sold (7/63) for A&W Root Beer Stand	-	\$10,000



Fletcher Road Looking West, Full Interchange - Rural
162



(162) Fletcher Road - Full Interchange - Complex Diamond - Rural

This interchange is used by local traffic as an entrance route to Chelsea (2,950 pop.), three miles west; and also acts as an entrance to Old US-12, which parallels I-94 to the east. Old US-12 has some industrial development along it. The township population density is 38 people per square mile.

The area prior to the freeway, was served by Old US-12. At the southeast corner of Fletcher Road and Old US-12, there was a combination bar and restaurant (Stivers). South of Stivers was a small antiquated motel. Most of the land was still being used for farmland, although the market price was being bid up by the Ann Arbor market (14 miles away). Land was valued at \$750 per acre fronting on Old US-12 and at \$200 to \$300 per acre for rearland and that on the crossroads.

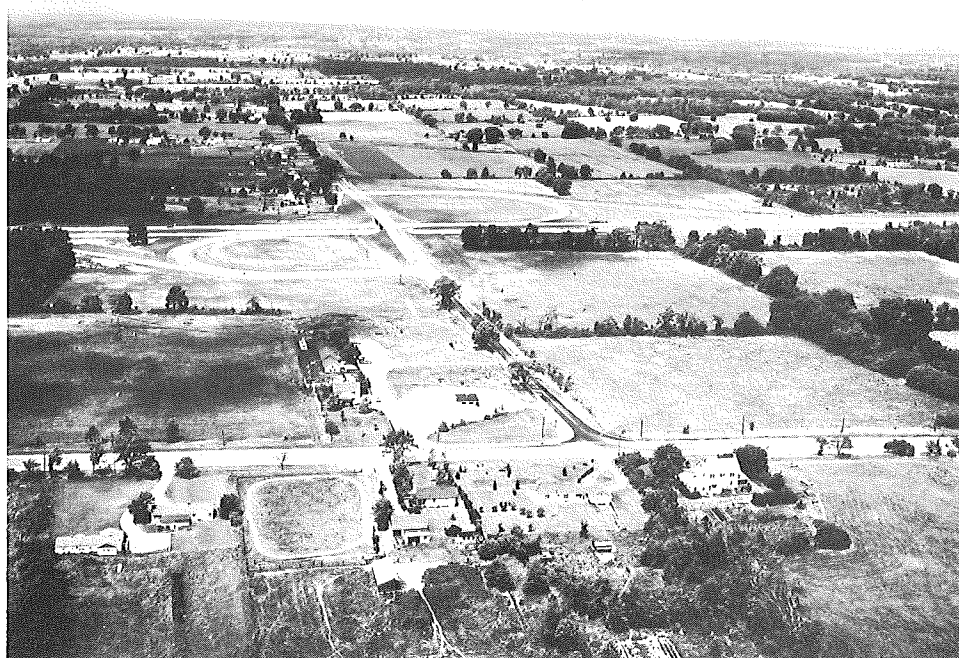
After the take, Stivers in the southeast quadrant moved their restaurant-bar building to a newly purchased site adjacent to their old site and enlarged the building. On the old site, they built a service station with truck service and leased it to Marathon. South of Marathon, Sun Oil purchased part of the old motel and have erected a Sunoco Station. None of the other quadrants have any sign of activity. The complexity of this interchange has been one problem that has been mentioned by the service station operators as a disadvantage.

Parcel No. 1 -

No Appraisal on Before Value - 220 FF x 110'	
Sold (6/62) to Sun Oil	- \$17,500

Parcel No. 2 -

Before Value (10/59) - 6.14 acres	- \$ 3,775
After Value - 5.09 acres	- <u>2,675</u>
Estimated Compensation	- \$ 1,100
Sold (6/61) to Stivers for relocation of Restaurant	- \$ 6,000



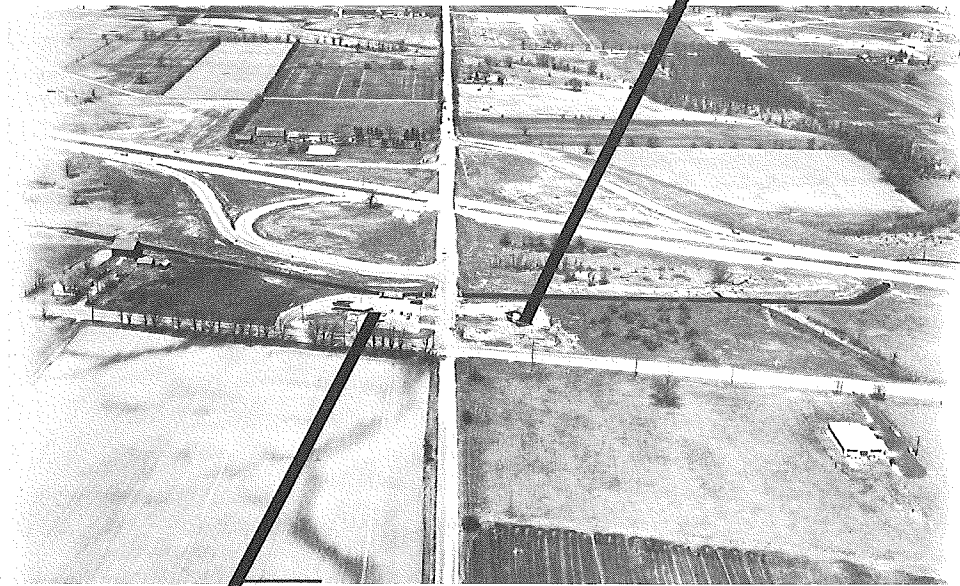
Baker Road Looking North, Full Interchange—Rural

(167) Baker Road - Full Interchange - Partial Cloverleaf - Rural

Baker Road serves Dexter (1,702 pop.), three miles north, and the local rural community. The township population density is 169 people per square mile.

Prior to the freeway, the area was served by Old US-12, approximately one half mile south. Baker Road was being strip subdivided for residential sites. There was no commercial development with the exception of the corner of Old US-12 and Baker Road. At this corner was a drive-in restaurant (now closed) and a motel which has been converted to apartments.

After the take there have been no sales which are involved with the freeway. The southwest quadrant was optioned by a major oil company, but the option was not exercised. The southeast quadrant view is restricted by woods to the west. Also, the turning movement would be primarily to the north rather than the south. There was an attempt to get the northeast quadrant rezoned to commercial, but this was rejected by the township. The northwest quadrant had residential development previous to the freeway. The southeast quadrant is vacant.



Zeeb Road Looking North, Full Interchange—Rural

(169) Zeeb Road - Full Interchange - Diamond & Partial Cloverleaf - Rural

The Zeeb Road Interchange is integrated with Jackson Road (Old US-12), which has scattered industrial development. The development on Jackson Road is an outgrowth of greater Ann Arbor. The Rural classification was used because Zeeb Road does not actually enter the Ann Arbor City Limits. The township population density is 169 people per square mile.

The area prior to the freeway was farmland. Occasional homesites had been sold on Zeeb Road, but none of the rearland had been subdivided. On Old US-12, one quarter mile south, occasional commercial or industrial sales had occurred. Frontage on Old US-12 was selling at \$50 to \$60 per front foot in 100 foot widths. Large acreage with frontage on Old US-12 was valued at \$1,500 to \$1,750 per acre.

After the take four sales, one on each quadrant, have occurred which are closely related to the freeway. The northeast quadrant was purchased by University Microfilm for location of its offices and processing plant. To the north, a custom-built residential subdivision is being developed. In the northwest quadrant, American Oil purchased a site. In the southwest quadrant, a local syndicate purchased a site and developed a Paul Bunyan Restaurant. In the southeast quadrant, Texaco has purchased a site and has built a station.

Parcel 1 -

Contributing Before Value (11/59) - 1.89 acres	-	\$ 7,560
Sale Price (5/62) to Paul Bunyan Restaurant Syndicate	-	\$20,000

Parcel 2 -

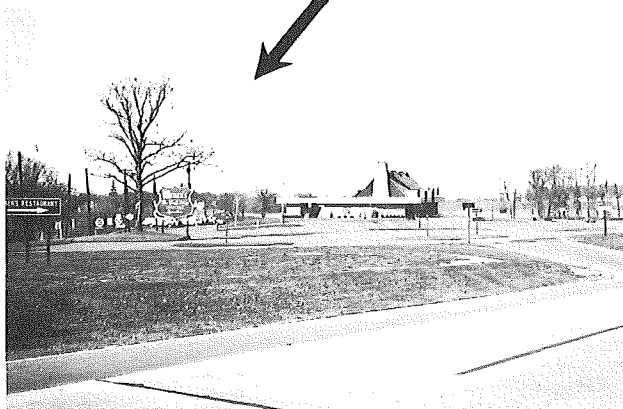
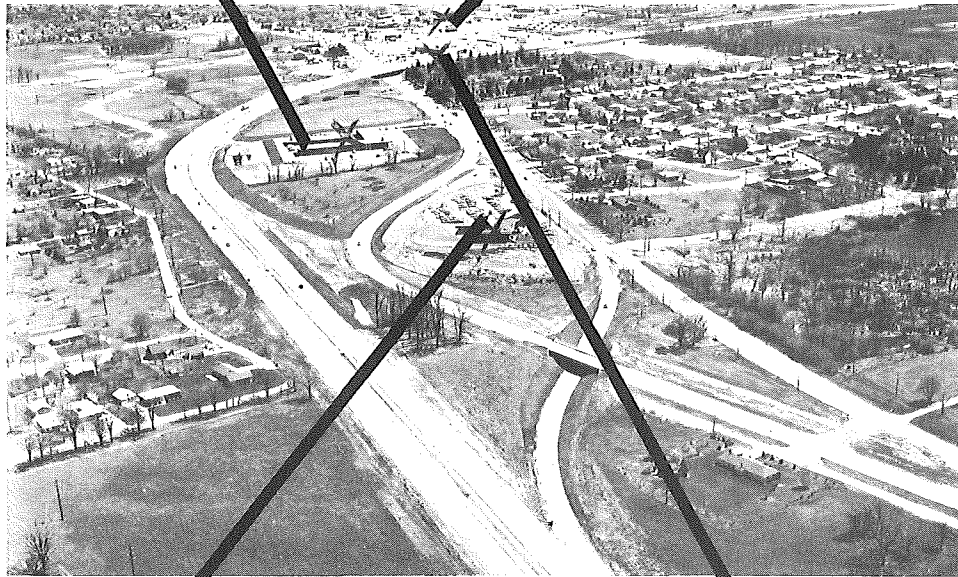
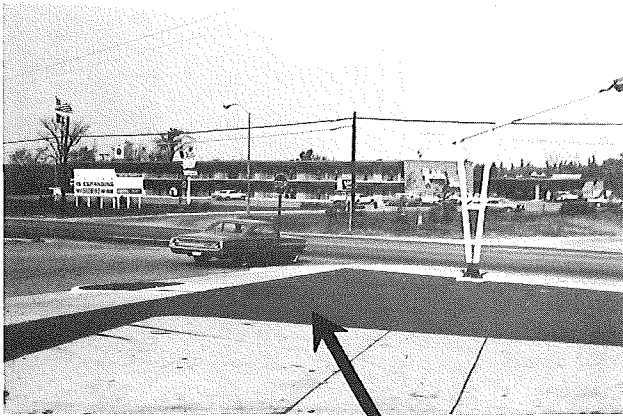
Contributing Before Value (11/59) - 1.34 acres	-	\$ 4,690
Selling Price (1/63) to Texaco Oil	-	\$52,500

Parcel 3 -

Contributing Before Value (11/59) - 27.75 acres	-	\$17,100
Sale Price (5/64) to University Microfilm for office and processing plant	-	\$69,500

Parcel 4 -

Contributing Before Value (11/59) - 3.43 acres	-	\$ 5,150
1st Sale to Investor (12/61) - 3.43 acres	-	\$10,000
2nd Sale to American Oil (12/61) - 3.43 acres	-	\$15,000



Jackson Avenue Looking East Toward Ann Arbor
Full Interchange—Major City

(172) Jackson Road - Full Interchange - Complex Design - Major City

This route acts as the western entrance to Ann Arbor (67,340 pop.). The interchange, two miles from downtown, is in the city limits. Land Economic Study No. 9 covers one of the parcels on this interchange.

The area prior to the interchange, was in a waiting stage. The Old US-12 east of this area was built with limited access restrictions in 1956. To the market, it was obvious that the freeway would be extended west, but how or when was uncertain. As a result, there was a Gulf station (old) with little other development along Jackson Avenue west of the freeway bridge. A portion of the frontage west of the bridge and south of Jackson Road was occupied by a cemetery. The backland was being developed with subdivisions. Land fronting on Jackson Road was selling for \$100 per front foot for a 400 to 500 foot depth. Land east of the freeway bridge in the northeast quadrant was developed with a Sunoco Station, and in the southeast quadrant with a Kroger Store and a Bill Knapps Restaurant.

After the take, the area east of the freeway bridge has been redeveloped with the establishment of the West Gate Shopping Center (The Kroger Store was demolished and rebuilt in the shopping center). An American Oil station was built at the westbound off ramp. West of the freeway bridge and north of Jackson Avenue, the first ownership was split into two parcels, with one used for a motel and the other a Texaco station. West of the on ramp, a Holiday Inn syndicate has constructed a 100 unit motel - scheduled to expand to 145 units - with a Holly Restaurant. On west of the Holiday Inn, Webers have constructed one of the finer restaurants in southern Michigan.* On the south side of Jackson Avenue, the Gulf station has been demolished and a new one constructed. The remainder of the frontage is either occupied by a cemetery or residential subdivisions.

Parcel No. 1 -

Before Value (5/55) - 74.88 acres Land	- \$249,650
After Value - 55.19 acres Land	- <u>124,650</u>
Estimated Compensation - 19.69 acres	- \$125,000
1st Sale (6/59) - 39.66 acres north of freeway to Investor	- \$355,000
2nd Sale (3/63) - 6.77 acres southwest of freeway to Wolverine Motel	- \$130,000
3rd Sale (11/63) - Part of 2nd Sale - to Texaco (150 FF x 150')	- \$ 75,000

Parcel No. 2 - (See Economic Study No. 9)

Before Value (8/59) - 6.23 acres	- \$ 42,400
After Value - 6.13 acres	- <u>33,900</u>
Estimated Compensation	- \$ 8,500
1st Sale (6/60) - 6.13 acres	- \$ 40,000
2nd Sale (3/61) - 6.13 acres same land as above to Holiday Syndicate	- \$ 72,500

*East of the Holiday Inn, a Texaco service station has been constructed which was not considered in this analysis. Also, ground has been broken for another motel.



Saline Road Looking North Toward Ann Arbor, Partial Interchange

(172) Jackson Road (Continued)

Parcel No. 3 -

Before Value (4/60) - 1.63 acres	-	\$18,600
After Value - 0.47 acre	-	<u>10,000</u>
Estimated Compensation	-	\$ 8,600
Award by Court	-	\$12,750
Sale (1/62) to Weber for part of restaurant land	-	\$12,000

Parcel No. 4 -

Before Value (7/60) - 1.56 acres	-	\$16,900
After Value - 1.00 acre	-	<u>11,800</u>
Estimated Compensation	-	\$ 5,100
Sale (1/62) to Weber for Restaurant Assemblage	-	\$21,500

Parcel No. 5 -

Before Value (5/60) - 3.4 acres	-	\$58,500
After Value - 2.8 acres	-	<u>12,200</u>
Estimated Compensation	-	\$46,300
Sale (1/62) to Weber for Restaurant Assemblage	-	\$25,000

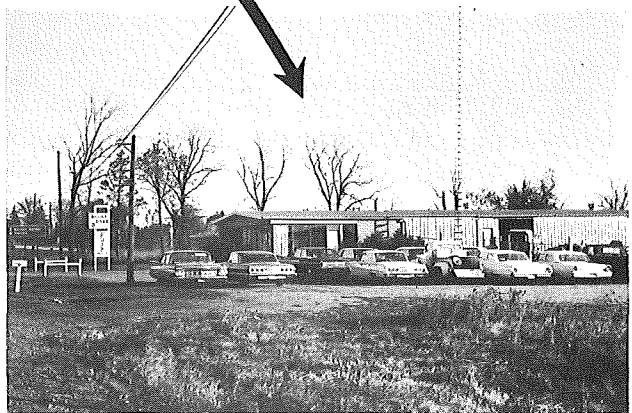
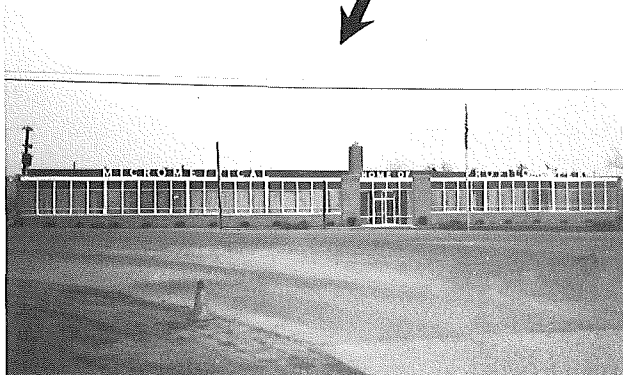
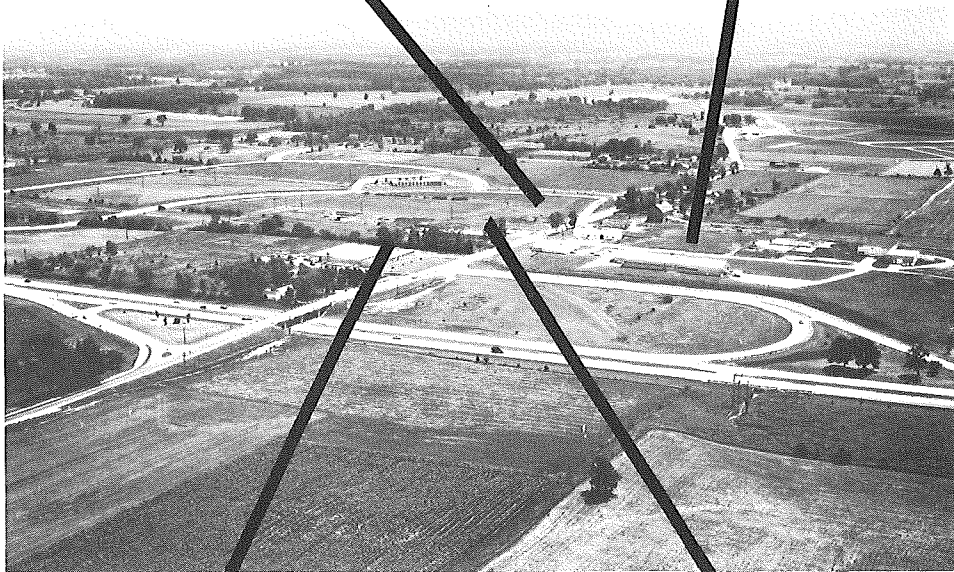
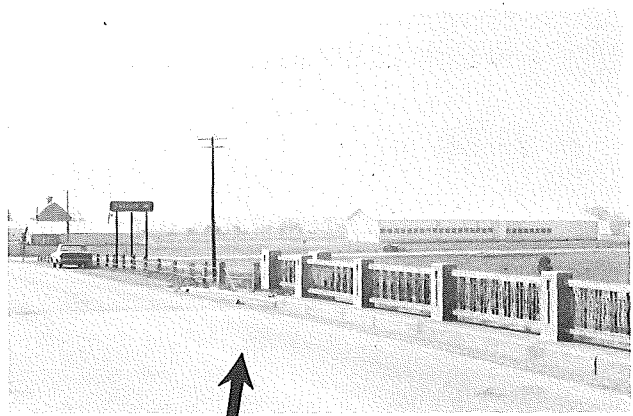
Total of Weber Assemblage - 4.27 acres	-	\$58,500
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(175) Saline Road - Half Interchange - Wide Half Diamond - Partial

This interchange is only a half interchange, so that only traffic coming from the east can leave the freeway; and entrance is only possible for traffic going east. It serves only the local community. The township population density is 174 people per square mile.

The area prior to the freeway, was farmland with an occasional rural residence. The only commercial development was a combination farm implement agency-service station; and there was also a greenhouse in the area north of the freeway. South of the freeway was a plumbing and heating establishment.

After the take (Right of Way - 1952 - 1954; Construction - 1956) the area remained stable. I-94 has not stimulated any freeway oriented activity. Residential expansion outward from Ann Arbor has continued in a normal growth pattern.



State Road Looking South, Full Interchange—Secondary City

(177) State Road - Full Interchange - Partial Cloverleaf - Secondary City

State Road serves as a southern entrance into Ann Arbor (67,340 pop.), three miles north; and to the Ann Arbor City Airport, one mile south. This interchange is discussed in detail in Land Economic Study No. 6. The township population density is 174 people per square mile.

Prior to the taking, the land was primarily in agricultural use, although the market value was being bid up by investors anticipating the future growth of Ann Arbor. There was practically no commercial development. A greenhouse operation, which had its principal outlet in Ann Arbor, was located in the present interchange area. There was no industrial development except at the Ann Arbor City Limits, one and a half miles north. The crossroads were spotted with occasional residential development. Rearland was being subdivided one and a half miles north. Land was valued at \$750 to \$1,000 per acre.

After the take industrial parks were set up in both the southwest and southeast quadrants. The southeast quadrant park caters specifically to industrial research, and the southwest quadrant has a processor and service type activity. In the northwest quadrant, Boron Oil purchased a 9.65 acre site for \$70,000; and an investor purchased 60 acres adjoining for \$3,500 per acre in 1964. At about the time of freeway acquisition, an industrial company purchased a site in the northeast quadrant. In 1958, five-acre industrial sites without public water were selling for \$2,500 per acre; and by 1960, the price had jumped to \$4,000 per acre. By 1964, land in the Industrial Research Park with water and sewer was selling for \$10,200 per acre.



US-23, A Closed Interchange

(180) US-23 - Limited Access Interchange - Full Cloverleaf - Closed

This interchange is the intersecting point of two limited access freeways. The US-23 alignment is almost straight north from the west side of Toledo to the Flint-Saginaw-Bay City complex. In a sense, US-23 serves as a bypass around the Greater Detroit Metropolitan Area for tourists going to the Northern Michigan recreation areas. The township population density is 174 people per square mile.

The area prior to the freeway, was vacant farmland. Prices were being bid up by investors, but the area was not yet ripe for subdivisions. Land values ranged between \$400 to \$600 per acre.

After the take there has been no sign of activity which can be considered freeway oriented.