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MOTORIST SERVICES

for

MICHIGAN'S FREEWAYS

July, 1963

MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, Commissioner

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**MICHIGAN STATE HIGHWAY DEPARTMENT
JOHN C. MACKIE, COMMISSIONER**

**Prepared by
ENGINEERING DEVELOPMENT COMMITTEE**

ACKNOWLEDGMENT

The assistance of many individuals and organizations is hereby acknowledged.

Those units of the Highway Department that contributed material for this report include: Traffic Division, Maintenance Division, Construction Division, Motorist Services and Reports Division, Weighmaster Section and Office Services Division.

Other organizations that offered valuable information included Michigan State Police, Automobile Club of Michigan and Associated Petroleum Industries of Michigan.

Without this cooperation, the material contained herein would have been extremely difficult to gather and compile.

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PREFACE

The basic principle of highway transportation service by a governmental agency is the safety and convenience of the users of highways usually referred to as the traveling public.

The level of convenience has materially changed through the years from the clearing of enough timber to allow the beasts of burden and conveyances to travel, to the provision of an all-weather roadbed, to the present day freeway.

The need for transportation facilities in the early periods was so great that the highway authorities concerned themselves primarily with the construction of roadways of an improved design. This pressure of construction and subsequent maintenance cost, left little for other operating features or motorist services.

With the continued increase in the mileage of limited access highways and freeways, the matter of motorist services has become a matter of concern for the authorities. The geometric design and the general relocation characteristics of the new freeways have so isolated the user of these facilities, that some of the present services are likewise isolated from the motorist. It is an established fact that, even though the freeway is designed for long, uninterrupted trips, the drivers and passengers cannot remain in the vehicle indefinitely without stopping for rest, food or fuel. This was referred to in a recent newspaper article as a "pit stop" in a 5½ hour trip from Detroit to Mackinaw City. It has therefore become one of the problems in the operation of the freeway system to inform the motorist of the location and type of motorist services available near the various interchanges along the route.

This question is given further emphasis because many miles of toll roads were in use, with gasoline and food service incorporated in the roadway right-of-way, some time before many sections of the freeway system were built.

It will, no doubt, become a more acute problem of operation as the freeway systems become more widely used.

Although the amount of services made available on the toll-free systems may never reach the refinement of that on the toll roads, it is desirable to gather all available information in order to properly determine the level of service that the Highway Department can and should provide.

BACKGROUND

The problem of Motorist Services on Freeways in Michigan received early consideration as a part of the Freeway Operation Seminar held at Michigan State University in March, 1960.

The matter was given particular recognition by the Commissioner in the appointment of a Motorist Services Advisory Committee at about the same time to lend guidance in the construction of some experimental rest areas on the Interstate System.

The subject of Safety Rest Areas was given first priority since it was a facility that could be incorporated within the highway right-of-way and would be a maximum contribution to safety of freeway driving.

Following the Seminar at Michigan State University, the Traffic Safety Center organized a follow-up action to implement some of the recommendations which evolved from the work of the Seminar. This resulted in the organization of a Freeway Operations Study Committee made up of representatives from many organizations and agencies outside the Highway Department.

In July, 1961, the Traffic Safety Center was discontinued by the University and consequently the leadership from that source was discontinued.

More miles of freeways are being opened to traffic periodically and various problems continue to present themselves to the department so that a review and re-evaluation of Motorist Services in relation to freeway operation is justified.

PUBLIC FACILITIES

The public facilities permissible within the framework of the Interstate and Arterial Freeway System are limited. In fact, the original act in outlining the agreements with the states clearly states, paragraph 111, Chapter 1, Title 23, in part: "Such agreements shall also contain a clause providing that the state will not permit automobile service stations or other commercial establishments for serving motor vehicle users to be constructed or located on the rights of way of the Interstate System."



This requirement has been adhered to and at the 1961 annual meeting of the American Association of State Highway Officials a policy statement reiterated the continuance of this policy: "That there be no change in the law prohibiting the establishment of commercial services on the right of way of the Interstate highway system as set forth in Section 111, Title 23, United States Code, Highways."

It is therefore appropriate that any planning related to motorist services be based on those services that can be provided outside the freeway right-of-way.

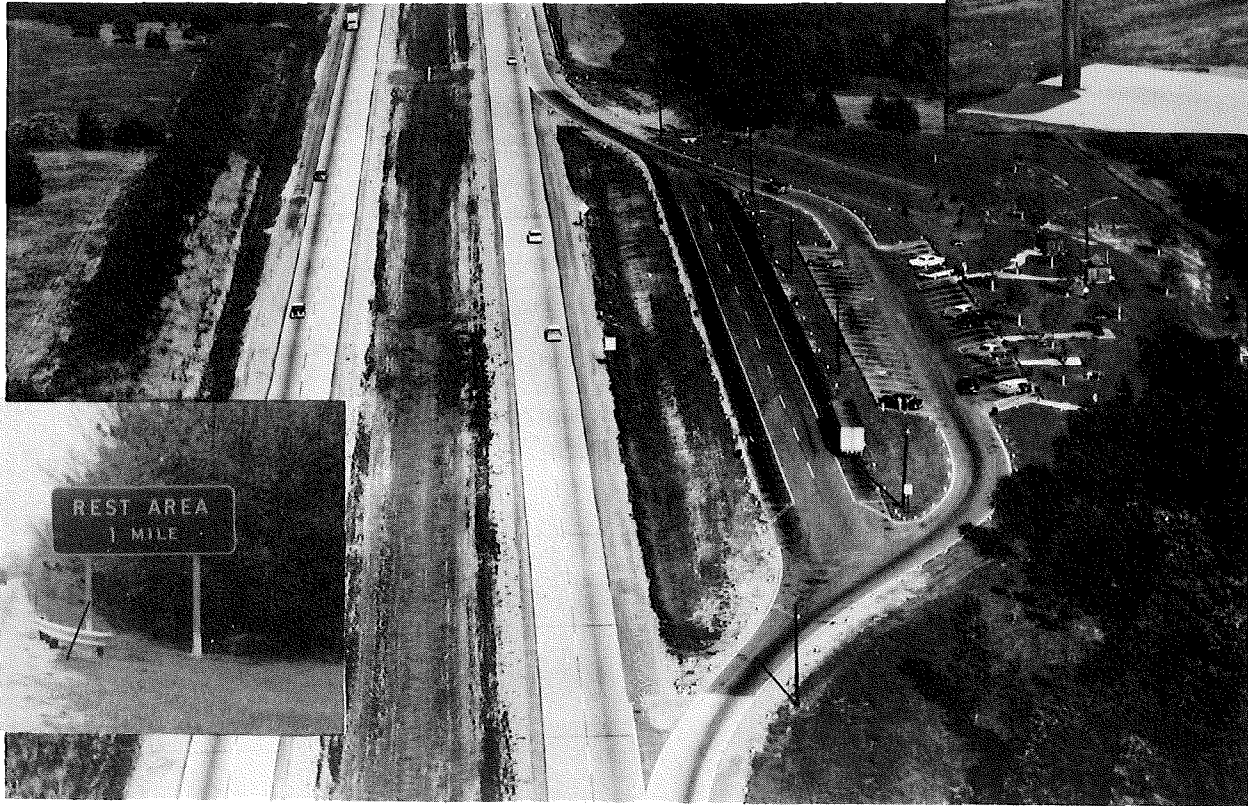
REST AREAS

Highway officials realized at an early date that some provision for breaks in the motorist trip was necessary from a safety standpoint and on April 30, 1958, a policy on Safety Rest Areas was adopted by the American Association of State Highway Officials which stated in part:

"Rest areas are to be provided on Interstate highways as a safety measure. Safety rest areas are off-roadway spaces with provisions for emergency stopping and resting by motorists for short periods. They have freeway type entrance and exist connections, parking areas, benches and tables and may have toilets and water supply, where proper maintenance and supervision are assured. They may be designed for short-time picnic use in addition to parking of vehicles for short periods. They are not to be planned for use as local parks."

Michigan has proceeded with a program of Rest Areas on the freeways with about forty locations as the ultimate in these facilities.





Surveys of the early completed rest areas indicate a high use by the motorist but also emphasizes the need for services that can be provided only by private enterprise as our policies are now constituted.

The study made by the Traffic Division in 1962 revealed many useful statistics of which the following are most pertinent:

- 1** Over a 24-hour period, 11% of the motorists used the rest area.
- 2** It was found that during the daylight hours 70% of the users drove passenger cars and during the nighttime, 30% drove passenger cars.
- 3** Among the users driving passenger cars, 50% were on vacation, 20% on a work trip, and 16% had personal business as the purpose of the trip.
- 4** The overall trip length of users was as follows: 0 to 250 miles—33%; 251 to 500—38%; 501 to 750—10%; 751 to 1000—6%; 1001 to 1500—4%; 1501 and over—9%.

5 The average length of stay during a 24-hour period was just over 22 minutes; however, nighttime truck drivers stayed about 53 minutes.

6 80% of users indicated a desirable spacing for rest areas to be 40 or 60 miles.

7 Of the facilities used, drinking water and toilets were highest, being 35.6% and 29.8%, respectively, of the total.

8 Miscellaneous comments on desired facilities most frequently mentioned were,

- a. Flush toilets
- b. Wash basins
- c. More shade
- d. Larger area.

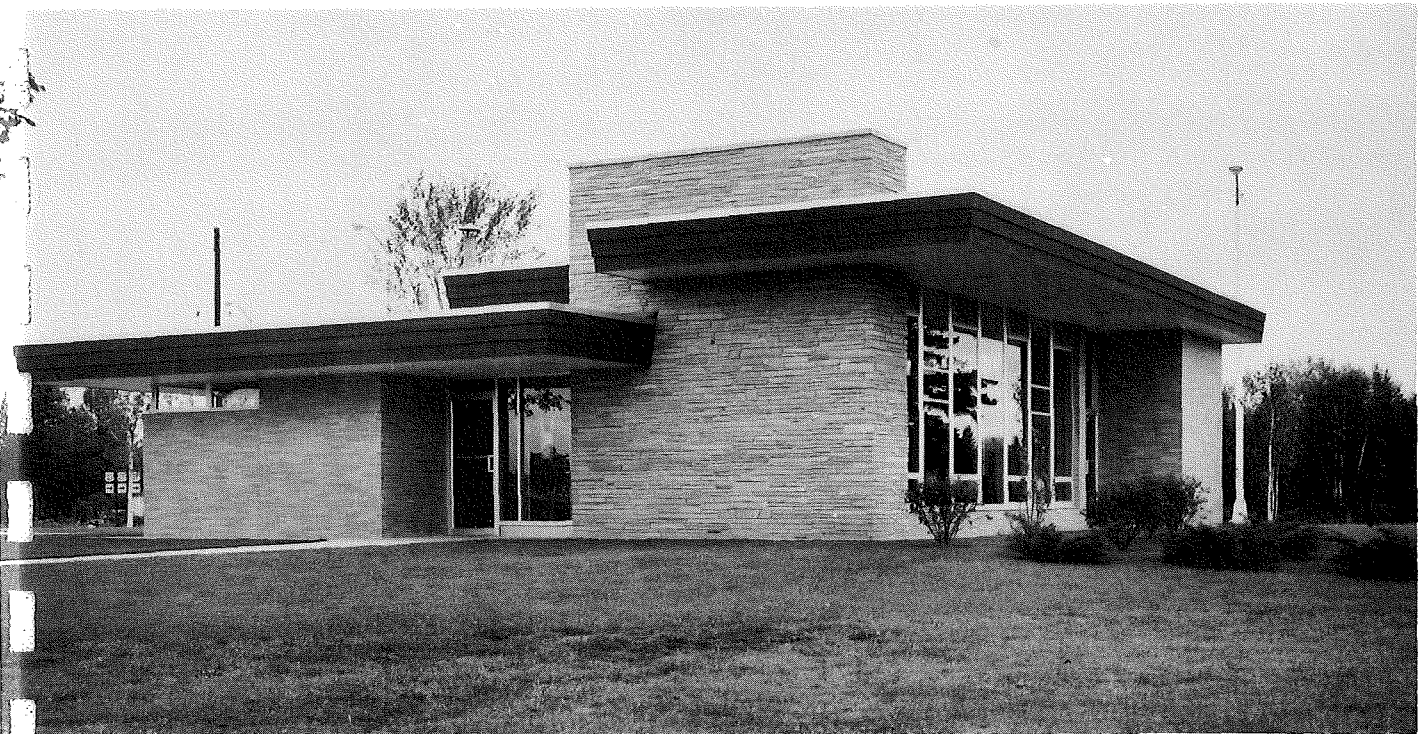
WEIGH STATIONS

Weigh stations located on the freeways are designed specifically for the weighing of commercial vehicles to detect overloading. This has required a particular type of entrance and exit as well as a specialized site for various facilities. Experience to date indicates the need for emergency service by the personnel at these stations and the department is near completion of a training program in first-aid for all personnel in the Weighmaster section. Upon completion of the program, all weigh stations and weighmaster vehicles will be equipped for rendering first-aid and will display an appropriate symbol.

TOURIST INFORMATION STATIONS

The tourist information stations were initiated by the Highway Department before the advent of the freeway system. Nevertheless, this type of service can definitely be a vital part of the motorist services provided freeway users.

A 1962 report by the Motorist Services and Reports Division on "A Development Plan for Highway Tourist Information Stations" projects an excellent plan for establishment and management of such Highway Tourist Information Stations.



This report further recognizes the importance of the rest areas on the freeways as a necessary adjunct to the satisfactory operation of these high type facilities.

The tourist information station was originally designed to provide information for the tourist or sightseer but the freeway user stopping at such a station can with very little additional supplies be provided with the information needed.

Information collected for the above report indicated that the traveler desires two basic types of information:

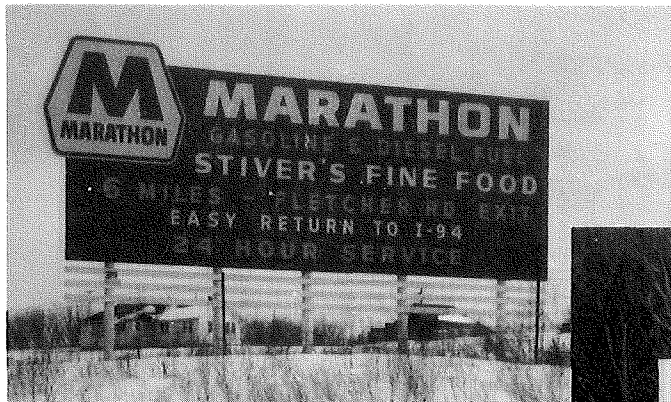
- 1** Directions first, along with supplemental information about lodgings and rest accommodations;
- 2** Some public service roundup of sights that might be worth seeing.

There seems to be a desire to have places of interest pointed out to the traveler so they can investigate for themselves the desirability of such places of interest.

PRIVATE COMMERCIAL FACILITIES

The conditions set forth in the previous section for agreements between the Bureau of Public Roads and the State Highway Departments have definitely prohibited commercial services on the Interstate right-of-way. This prohibition is based on the premise that private enterprise will furnish the desired motorist services at or within reasonable distance of the interchanges on the freeway system. Since most sections of the freeway system are constructed on relocated lines, the number of motorist service establishments at or within sight of the interchanges have been few as new sections have been opened to traffic. Consequently, the motorist traveling these new sections of freeway has been almost wholly unprepared to find the services in the vicinity of the interchanges. Every effort has been put forth to erect the service signs at the time of opening but the supplying of additional directional information to the establishments has invariably lagged.





The motorists using the freeways are inclined to compare the services provided with that of the toll roads, but under present restrictions of commercial activity, the services made available cannot equal that provided on the toll facility. Not being able to view the establishments that provide the needed motorist services, the motorist is reluctant to leave the freeway even though the proper signs are in place indicating that certain services are available in the vicinity of the interchange ahead.

An inventory of the motorist services available within the established distances; namely $1\frac{1}{2}$ miles for service stations and 3 miles for food and lodging establishments, was made in 1962. This survey showed more establishments along the older sections of the freeways than along the later sections and other observations have indicated considerable activity in the development of new business places to serve motorists. A sample strip map of this inventory on I-94 is included in this report.

The outstanding deficiency is the service station that is not open 24 hours a day. Present policy does not provide for a "Gas" sign for these establishments but service is available for from 12 to 16 hours each day which does fill a need for a large segment of the motorists if some modification of this policy could be agreed upon.



Since private businesses serving motorists needs seemed wholly unaware of the changes that the freeways would certainly bring, there was little or nothing done by them to aid in the change of service that was inevitable as the freeway system expanded. This lag in private initiative has caused some hardship along the new sections of freeway.

Private enterprize now competing for motorist services apparently consider the standard signing for this purpose inadequate. This fact is supported by the size and text of some of the billboards on private property. Many concerns have erected large signs indicating only the service available, the exit to use, the direction and distance from the interchange. It appears from the observations to date that the motorist service establishments are being developed to better satisfy the motorists' needs. There is still more development necessary to properly inform the driver well in advance of the exits at locations where the establishments are not visible from the freeway for an ample distance in advance.

The location and construction of motorist service establishments has created certain local problems of driveway and parking control as well as changes in local zoning. There is no data available at this time on the number of zoning changes that have taken place since the freeways have been open to traffic but the number surely is high because much of the freeway mileage is relocation where commercial zoning was unlikely.

Our attention has been called to instances in Kentucky and Tacoma, Washington, where attempts have been made to regulate land use in the vicinity of interchanges. The Tacoma ordinance specifically establishes a classification of "Freeway Commercial Vehicular Services District."

MOTOR SERVICES STUDY

Survey of Existing Facilities on Rural Freeways

Control Number _____
 Serial Number _____
 Date _____
 Route No. _____
 Interchange No. _____
 Cross Rd. (Name) _____
 Weight Class A ___ B ___ C ___
 Motor Service Sign in Place Yes ___ No ___
 Service Indicated
 Gas ___ Food ___ Lodging ___

				3-6
				7-8
				9-12
				13-15
				16
				17
				18

FOOD SERVICE (within 3 miles)

Type of Establishment: (check)
 Restaurant only _____
 Drive-in _____
 Truck Stop _____
 Restaurant serving beer _____
 Restaurant serving liquor _____
 Restaurant with entertainment _____
 Restaurant-lodging available _____
 Other _____
 Name _____

Direction from interchange
 N ___ S ___ E ___ W ___
 Distance in tenths of miles _____
 Capacity:
 Counter _____
 Booth _____
 Table _____
 Total _____

Is an approved certificate by a local health agency on display? Yes ___ No ___
 Should this location be investigated further for signing on freeway? Yes ___ No ___
 Phone Service (24 Hrs.) Yes ___ No ___
 Name _____

Remarks _____

GASOLINE, OIL AND MOTOR VEHICLE REPAIR

(List locations within 1.5 miles)

Type of Establishment (Check)
 Service station only _____
 Service station & Garage _____
 Service station & Restaurant _____
 Service station, Garage & Restaurant _____
 Service station & Store _____
 Service station, Garage & Store _____
 Service station & Motel _____
 Other _____
 Is towing service available Yes ___ No ___

Direction from interchange _____
 N ___ S ___ E ___ W ___
 Distance in tenths miles _____
 Brand name sold _____
 Hours open From ___ To ___
 Total _____
 Phone Service (24 Hrs.) Yes ___ No ___

LODGING (within 3 miles)

Type of establishment: (Check)
 Tourist Home _____
 Cabins _____
 Motel _____
 Motel with Restaurant _____
 Hotel _____
 Hotel with Dining Room _____
 Trailer Park _____
 Other _____
 Name _____

Direction from Interchange
 N ___ S ___ E ___ W ___
 Distance in tenths miles _____
 Capacity: No. of Units or Rooms _____
 Sanitation approved M.D.H. Yes ___ No ___
 Night Bell or Phone available Yes ___ No ___
 Phone Service (24 Hrs.) Yes ___ No ___

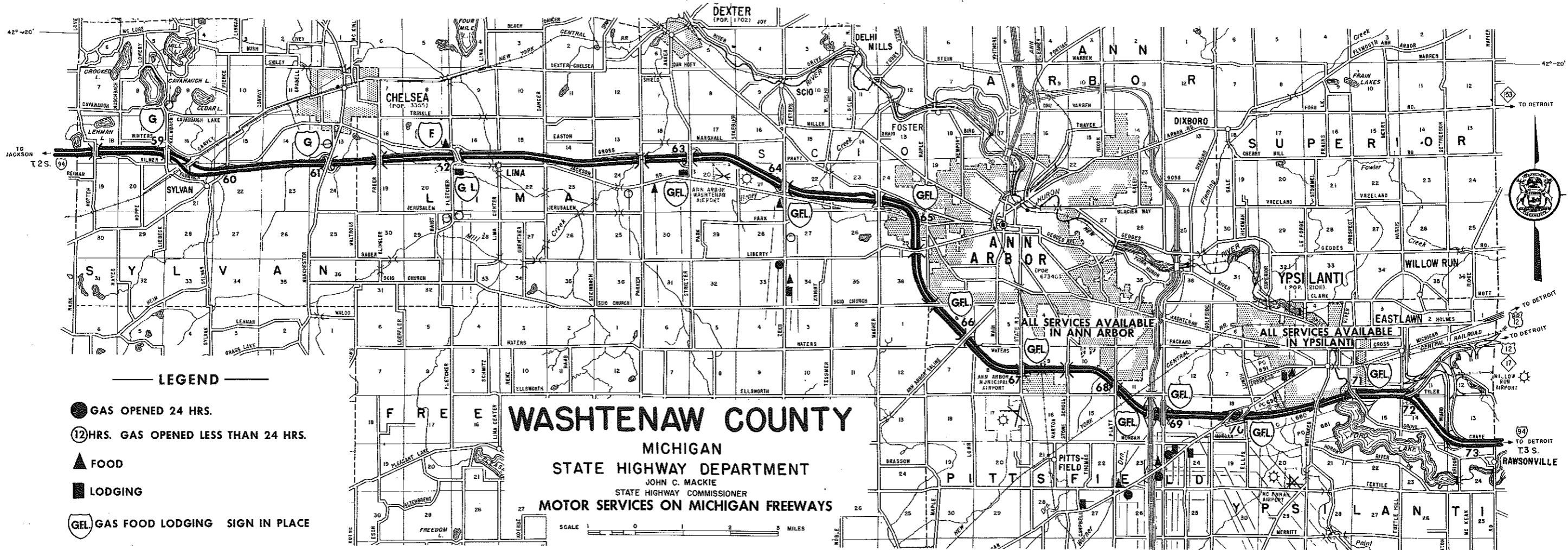
Recorded by _____

TYPICAL

WASHTENAW COUNTY

Sample Strip map showing locations of _

GAS,
FOOD
and
LODGING



LEGEND

- GAS OPENED 24 HRS.
- ⊙ 12 HRS. GAS OPENED LESS THAN 24 HRS.
- ▲ FOOD
- LODGING
- GFL GAS FOOD LODGING SIGN IN PLACE

WASHTENAW COUNTY
 MICHIGAN
 STATE HIGHWAY DEPARTMENT
 JOHN C. MACKIE
 STATE HIGHWAY COMMISSIONER
MOTOR SERVICES ON MICHIGAN FREEWAYS

SCALE 0 1 2 3 4 5 MILES

ASSISTANCE, STATE HIGHWAY DEPARTMENT

Motorist assistance by Highway Department personnel has been rather limited primarily because of its effect on efficiency and schedules of work on the various operations of maintenance, construction and survey groups. There are dangers of adverse public reaction when state Highway equipment and personnel pass a disabled vehicle along a trunkline and do not offer some form of assistance, particularly on the sections of the freeway system now in use. However, many forms of risks are involved such as damage to the motorists vehicle in case of towing or pushing, furnishing gasoline or other material without reimbursement, chances of criminal action by false disabled vehicles and other implications in case of sickness or injury. For this reason, the Department recently published a policy letter which covers the situation within the limits of our responsibility in the operation of the trunkline system.



Photograph—courtesy of the American Youth Magazine.

OFFICE MEMORANDUM



MICHIGAN
STATE HIGHWAY DEPARTMENT

JOHN C. MACKIE, COMMISSIONER

December 31, 1962

To: All Operators of Departmental-Owned Vehicles

From: Frederick E. Trippe
Director for Administration

Subject: Department Policy of Offering Assistance to Motorists in Distress
In the Freeway System

In past years there have been many instances of courteous acts by Departmental employees that have come to the attention of the Commissioner. Naturally we are very proud of these employees and pride ourselves on the services rendered to the traveling public. However, with the tremendous increase in freeway mileage it was felt that a Departmental policy relative to assisting motorists in distress should be adopted.

THIS POLICY IS NOT MANDATORY BUT SHOULD BE USED AS A CRITERIA FOR THE EMPLOYEE TO FOLLOW IF HE FEELS IN HIS GOOD JUDGMENT, AID SHOULD BE OFFERED TO THE MOTORIST.

1. Push distressed vehicle far enough off of road to eliminate traffic hazard.
2. Offer first aid when needed and if you are qualified to do so.
3. If equipped, radio for assistance to our nearest base station who in turn will contact the local post of the Michigan State Police. Be certain that communications are accurate - not too complicated to cause confusion.
4. It may take considerable time for State Police to arrive especially in stormy weather when calls are more frequent. If a family is stranded in cold weather and they can't keep their engine running, they should be transported to the nearest town or nearest shelter.
5. UNDER NO CIRCUMSTANCES SHOULD AN EMPLOYEE MOVE THE VICTIM OF A TRAFFIC ACCIDENT, BUT SHOULD WAIT UNTIL PROFESSIONAL MEDICAL HELP ARRIVES.

Departmental employees are forbidden to do the following:

1. Do not make mechanical repairs.
2. Do not accept any money or gifts for aid given.
3. Do not tow or push vehicle (unless to push vehicle off road to prevent traffic hazard).
4. Do not call wrecker or wrecker service, call the police.

Departmental employees who are physically handicapped are required to do only those things that they feel they are physically able to do.

ASSISTANCE, MICHIGAN STATE POLICE

Early agreement between Commissioners Mackie and Childs delegated the patrolling and motorist assistance to the State Police and this arrangement has continued.

On some of the early sections of freeways the types of assists were somewhat unusual but in general the needs were similar to those experienced on the early toll road facilities.

On July 1, 1962, 24-hour patrol was started on the 825 miles of freeways open to traffic, which represented approximately 24% of the total car-hours of patrol on all roads. A detailed breakdown of the type of assists provided are



not tabulated at the present, however, during the month of January, 1963, of a total of 7,500 road assists, 3,300 were on the freeway.

Compiled records for 1961 showed the following breakdown:

<i>Out of fuel</i>	12.04%
<i>Tire failure</i>	23.94
<i>Motor trouble</i>	27.36
<i>Stuck or mired</i>	2.94
<i>Other vehicle failure</i>	4.90
<i>Directions to food and lodging</i>	1.65
<i>Directions to vehicle service</i>	1.83
<i>Directions to destinations</i>	23.87
<i>Miscellaneous</i>	1.47

In that year, the total assists on the then opened freeways was 12,922.

It is reported that the types of assists continue to be similar but the numbers have increased with the mileage open to traffic.

The activities of the State Police Patrol involve considerably more than the basic motorist needs. Many stranded motorists are without funds to satisfy their immediate needs and have on some sections of the freeway required the assistance of a local social service unit to provide for motorists and families until financial aid is provided.

The requests for direction to a particular interchange or destination or service are numerous. Unfamiliarity with certain towns or cities in the signing sequence generates many requests for direction.

MOTORIST SERVICES - USERS' VIEWPOINT

Early sections of the Interstate freeways brought many complaints as these sections were opened to traffic.

The only comparison the average freeway user could make was with the turnpikes and toll roads. These facilities of course developed, as part of the original construction, the service areas which provide fuel and food at approximately 35-mile intervals. In some instances, such as the Pennsylvania Turnpike, the number of lodging units near the toll gates are posted in advance.

There is little wonder that the new sections of freeway were not equal to the toll facilities in the provision of motorist services, since the prohibition of all commercial establishments was included in the original Federal act.

From the complaints received by the department and information from user groups, including the Automobile Club of Michigan the following is a representative sample of the desires of the motorists which are not now provided for:

1 More convenient services; gasoline service stations are in top demand. Many would like an indication of the brand name sold, the hours service is available and the distance from the ramp.

2 More opportunities for rest stops and restaurants. Many motorists have indicated a need for some sort of rating for food establishments. Quality is very important to the motorist.

3 Convenient public telephones are in great demand both at rest areas and at adjacent private establishments.

4 An expanded communication system which would develop into a system of telephones along the freeway.

5 Interchanges numbered in addition to the destination names.

6 Additional information is apparently desirable for freeway users as evidenced by the strip maps and service lists that the Automobile Club of Michigan has furnished its members. A sample of service station lists, recently prepared, is included in this report.

**LIST and LOCATION of 24 Hour Gasoline Service Along Freeways Furnished to
Members of Automobile Club of Michigan**

**GASOLINE STATION FACILITIES NEAR INTERSTATE
FREEWAY I-94**

Detroit - New Buffalo, Mich.

The Federal Road Act governing Interstate Freeways does not permit commercial facilities on the right-of-way. For the convenience of its members, Automobile Club of Michigan surveyed all areas within a 3-mile radius of the interchanges. Most interchanges have gasoline service facilities nearby serving motorists during normal driving hours. However, this list indicates interchanges served by all-night gasoline stations. Interchanges without gasoline stations within a three-mile radius are also indicated. Mileposts, small green vertical signs bearing numbers only, have been erected at one-mile intervals on I-94.

NEAREST MILEPOST WESTBOUND	INTERCHANGES AND 24 HOUR GASOLINE STATIONS	NEAREST MILEPOST EASTBOUND
202	TELEGRAPH RD US 24: For eastbound traffic only, .3 miles north on Telegraph Rd MOBIL CLARK	202
201	ECORSE RD-M-17: North to Ecorse Rd then east .5 miles MARATHON	200
199	MIDDLEBELT RD: 1 mile south on Middlebelt Rd GULF	198
199	MERRIMAN-METRO AIRPORT: 1.2 miles north on Ecorse Rd PURE	197
191	BELLEVILLE RD: .4 miles south on Belleville Rd SHELL CLARK PURE	190
188	RAWSONVILLE RD: .4 miles south on Rawsonville Rd SINCLAIR	187
187	WILLOW RUN AIRPORT-MICHIGAN AVE: 1.7 miles north at airport GULF	185
185	YPSILANTI-GROVE ST: .5 miles south on Grove St TEXACO	183
182	US 12-COLDWATER (westbound) YPSILANTI (eastbound) 1.9 miles south on Michigan Ave STANDARD	181
180	US 23-ANN ARBOR-FLINT: 2.8 miles north on Washtenaw Ave MOBIL	179
173	JACKSON AVE-M-14 (westbound) ANN ARBOR M-14: .8 miles north on Jackson Ave PURE	171
163	FLETCHER RD: .3 miles south on Fletcher Rd MARATHON	161
145	SARGENT RD: .4 miles south on Ann Arbor Rd PHILLIPS 66	144
143	B.L. I-94 JACKSON: 1.6 miles south on Michigan Ave STANDARD	142
141	ELM RD: 2.5 miles south on Michigan Ave CLARK	140
140	COOPER ST M-106: .2 miles south on Cooper STANDARD	139
139	LANSING US 127-M-50: .3 miles south on Clinton Rd SHELL	138
138	AIRPORT RD: 2.2 miles south on Jackson & Argyle CLARK	136
137	SPRING ARBOR M-60 (westbound) JACKSON M-60 (eastbound): 1.8 miles south on Michigan Ave PHILLIPS 66	136
122	28 MILE RD (westbound) ALBION B.L. I-94 (eastbound) .3 miles south on 28 Mile Rd STANDARD ENCO	121

TR-738

NEAREST
MILEPOST
WESTBOUND

NEAREST
MILEPOST
EASTBOUND

116	22½ MILE RD: .3 miles south on 22½ Mile Rd PHILLIPS 66	115
111	COLDWATER LANSING (westbound) MARSHALL LANSING (eastbound) .4 miles north on US 27 PHILLIPS 66	109
98	CAPITAL AVE: .3 miles south on Capital Ave SHELL STANDARD ENCO	96
93	CLIMAX (westbound) COLUMBIA RD (eastbound): .3 miles north on Columbia Rd MOBIL	92
81	KALAMAZOO B.L.I-94: 2.5 miles north on Lake St (No brand name gas)	80
80	SPRINKLE RD CORK ST: .3 miles south on Sprinkle Rd MARATHON	79
78	PORTAGE KILGORE RD: .3 miles south on Portage Rd MOBIL	77
77	GRAND RAPIDS N.-THREE RIVERS S. US 131: .4 miles north on Westnedge Ave CLARK .3 miles south on Westnedge Ave ENCO	76
76	OAKLAND DR: 1.6 miles north on Oakland Dr PURE	74
61	PAW PAW LAWTON: .6 miles north on Kalamazoo St TEXACO	60
52	LAWRENCE: .4 miles north on Kane Rd STANDARD	51
41	WATERVLIT SOUTH HAVEN: .3 miles north on M-140 PURE	40
39	MILLBURG COLOMA: .4 miles south on B.L. I-94 TEXACO	38
31	NAPIER RD: .4 miles west on Napier Rd (No name brand)	30
29	SCOTSDALE: .5 miles west on M-139 ENCO	28
28	NILES US 31 US 33 (westbound) BENTON HARBOR ST JOSEPH (eastbound): .3 miles west MOBIL	26
22	STEVENSVILLE: 1.2 miles east on Glenlord Rd PHILLIPS 66	21
16	BRIDGEMAN: 2.1 miles north on Red Arrow Hwy ZEPHYR	15

NEAREST
MILEPOST

**INTERCHANGES WITHOUT NEARBY
GASOLINE STATIONS**

NEAREST
MILEPOST

177	STATE RD	DEARING RD	133
158	JACKSON PIERCE RD	CONCORD RD	128
151	GRASS LAKE RD	26 MILE RD	119
143	HAWKINS RD	DECATUR M-40	57

GASOLINE STATION FACILITIES NEAR FREEWAYS AND LIMITED ACCESS HIGHWAYS

DETROIT - SAULTE STE MARIE, MICH.
via I-96, US 23, I-75, US 27

The Federal Road Act governing Interstate Freeways does not permit commercial facilities on the right-of-way. For the convenience of its members, Automobile Club of Michigan surveyed all areas within a 3-mile radius of the interchanges. Most interchanges have gasoline service facilities nearby serving motorists during normal driving hours. However, this list indicates interchanges served by all-night gasoline stations open year around.

INTERCHANGES AND 24 HOUR GAS STATIONS

MIDDLEBELT-GRAND RIVER: southeast corner Middlebelt Rd & Grand River Ave SHELL
NOVI: .5 miles south at Grand River Ave STANDARD
NEW HUDSON: .6 miles south at Grand River STANDARD
FENTON-BUS. US 23: 2 miles east on Ellen St STANDARD
BRISTOL RD M-121: .3 miles east on Bristol Rd ENCO
LANSING-FLINT M-78: .1 miles east on Miller Rd SHELL
.1 miles west of Miller Rd MOBIL
FLINT-OWOSSO M-21: .6 miles east on Corunna Rd SAVE-WAY
.1 miles west on Corunna Rd STANDARD
FLUSHING-PIERSON: .5 miles east on W. Pierson Rd PHILLIPS 66
BIRCH RUN M-54 M-83: .2 miles east on E. Birch Run Rd MOBIL
.2 miles west on E. Birch Run Rd GULF
SANDUSKY-SAGINAW M-46: 1.7 miles west at Genessee & Holland Ave SHELL STANDARD
CARO M-81: 2.1 miles west on N. Washington St CAVALIER
SAGINAW M-13: 3 miles south on N. Washington St CAVALIER
SAGINAW RD M-84: .2 miles east on W. Saginaw Rd MOBIL
MIDLAND M-20: For northbound traffic go 2.5 miles west to Saginaw Rd. Right on Saginaw Rd CLARK BAY Left on Saginaw Rd CAVALIER
MIDLAND BUS. US 10: For Southbound traffic go 1 mile on Bus. US 10 to Saginaw Rd. Left on Saginaw Rd for BAY CLARK CAVALIER
CLARE: For northbound traffic go 2.7 miles west on US 10 to jct Bus. US 27. Right on Bus. US 27 to STANDARD or left on Bus. US 27 to CAVALIER

TR-739

CLARE US 10 WEST: For southbound traffic go 1.7 miles to STANDARD 2 miles to CAVALIER
MANNSIDING RD (Grade Crossing) .2 miles west on Mannsiding Rd MOBIL
HARRISON-GLADWIN M-61: 3 miles west on M-61 in Harrison TEXACO
HARRISON-BUS. US27: .2 miles southwest on Bus. US 27 STANDARD (eff May)
CADILLAC-WEST BRANCH M-55: .3 miles east on M-55 STANDARD
GRAYLING M-72: For northbound traffic go 1.6 miles west on M-72 (Cedar St.) SHELL
GRAYLING NORTH DOWN RIVER ROAD: For southbound traffic go 1 mile west on North Down River Rd to B.L. I-75 to SHELL
OLD 27: For northbound traffic go 2.8 miles north on S. Otsego St. GULF or 3.4 miles north on Otsego St. to M-32. Left on M-32 to STANDARD
GAYLORD-ALPENA M-32: For southbound traffic go .2 miles east on M-32 STANDARD or .8 miles on S. Otsego St. GULF
INDIAN RIVER-ROGERS CITY M-68: .7 miles west on M-68 OSCEOLA
MACKINAW CITY: in town on Central St STANDARD (eff June thru Sep)
ESCANABA-WEST US 2: .6 miles west on US 2 WEST PURE or 1 mile east on Bus. I-75 in St. Ignace SHELL
SAULTE STE MARIE (South City Limits) on US 2 and Lark Rd CAVALIER
EASTERDAY: 1 mile east in Saulte Ste Marie on Ashman St CLARK

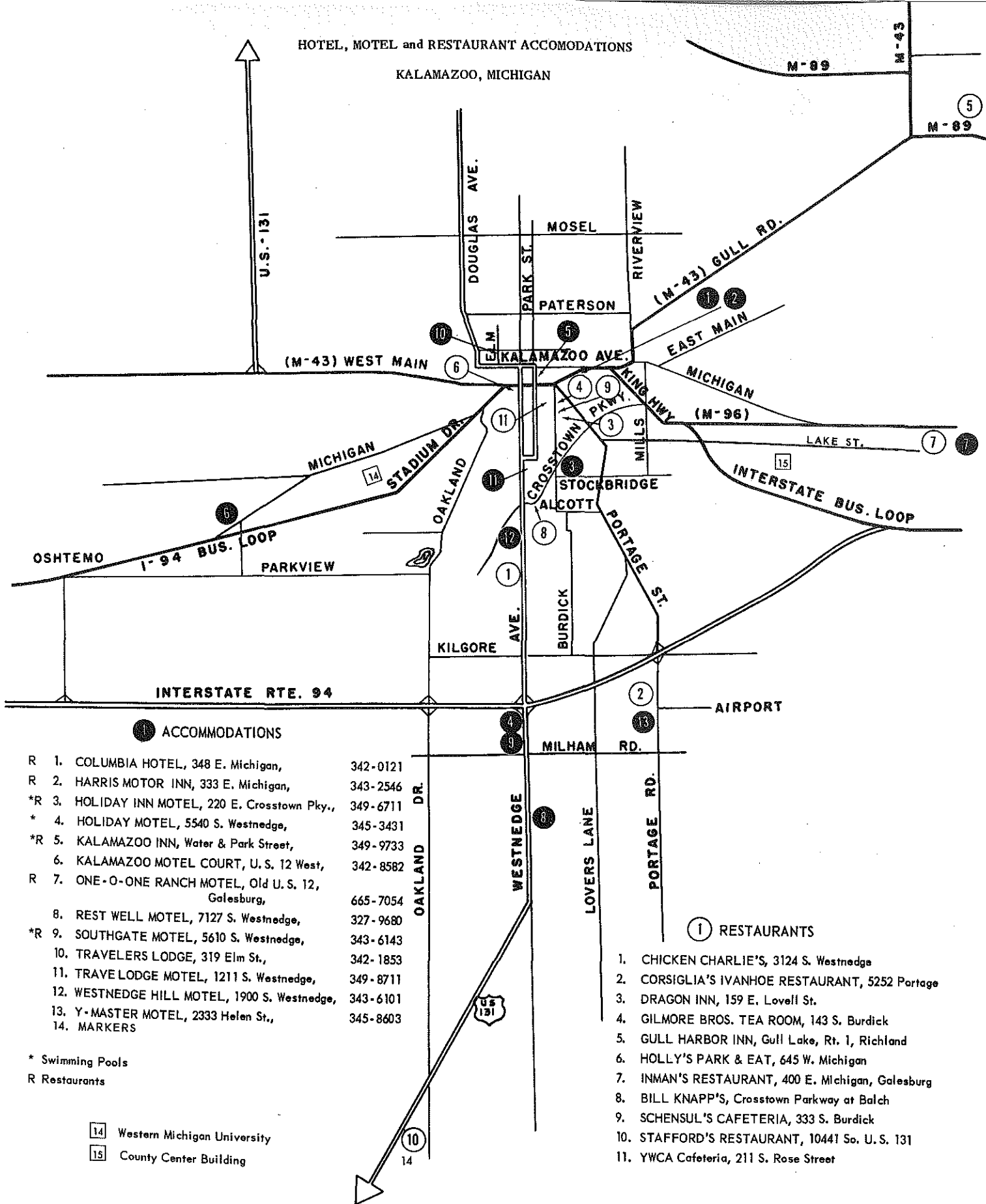
PONTIAC - SAULTE STE MARIE MICH
Via I-75

PONTIAC-LAPEER: 1 mile south on Opdyke Rd M-24 SINCLAIR
CLARKSTON M-15: 1.6 miles south at jct M-15 & US 10 STANDARD
DIXIE HIGHWAY: 1.5 miles southeast at jct M-15 and US 10 STANDARD

NEXT INTERCHANGE DESCRIBED UNDER "BRISTOL ROAD M-121" on opposite side of page.

HOTEL, MOTEL and RESTAURANT ACCOMODATIONS

KALAMAZOO, MICHIGAN



● ACCOMMODATIONS

- | | | |
|----|--|----------|
| R | 1. COLUMBIA HOTEL, 348 E. Michigan, | 342-0121 |
| R | 2. HARRIS MOTOR INN, 333 E. Michigan, | 343-2546 |
| *R | 3. HOLIDAY INN MOTEL, 220 E. Crosstown Pky., | 349-6711 |
| * | 4. HOLIDAY MOTEL, 5540 S. Westnedge, | 345-3431 |
| *R | 5. KALAMAZOO INN, Water & Park Street, | 349-9733 |
| | 6. KALAMAZOO MOTEL COURT, U. S. 12 West, | 342-8582 |
| R | 7. ONE-O-ONE RANCH MOTEL, Old U. S. 12, | 665-7054 |
| | Galesburg, | |
| | 8. REST WELL MOTEL, 7127 S. Westnedge, | 327-9680 |
| *R | 9. SOUTHGATE MOTEL, 5610 S. Westnedge, | 343-6143 |
| | 10. TRAVELERS LODGE, 319 Elm St., | 342-1853 |
| | 11. TRAVE LODGE MOTEL, 1211 S. Westnedge, | 349-8711 |
| | 12. WESTNEDGE HILL MOTEL, 1900 S. Westnedge, | 343-6101 |
| | 13. Y-MASTER MOTEL, 2333 Helen St., | 345-8603 |
| | 14. MARKERS | |

* Swimming Pools
R Restaurants

- 14 Western Michigan University
- 15 County Center Building

① RESTAURANTS

1. CHICKEN CHARLIE'S, 3124 S. Westnedge
2. CORSIGLIA'S IVANHOE RESTAURANT, 5252 Portage
3. DRAGON INN, 159 E. Lovell St.
4. GILMORE BROS. TEA ROOM, 143 S. Burdick
5. GULL HARBOR INN, Gull Lake, Rt. 1, Richland
6. HOLLY'S PARK & EAT, 645 W. Michigan
7. INMAN'S RESTAURANT, 400 E. Michigan, Galesburg
8. BILL KNAPP'S, Crosstown Parkway at Balch
9. SCHENSUL'S CAFETERIA, 333 S. Burdick
10. STAFFORD'S RESTAURANT, 10441 So. U. S. 131
11. YWCA Cafeteria, 211 S. Rose Street

KALAMAZOO COUNTY CHAMBER OF COMMERCE

438 West South Street
KALAMAZOO, MICHIGAN

SUMMARY

The Federal Aid Act of 1956 prohibits commercial establishments within the Interstate right-of-way, yet it is a recognized fact that certain services within a reasonable distance of the freeway interchanges are an absolute necessity to the motorist.

The development of service establishments near the interchanges has lagged behind the construction of the freeway system which has caused inconvenience to the motorist on some sections of Interstate routes.

Recently considerable commercial development has occurred near interchanges and accompanying this increase in the number of establishments there has been a noticeable gain in the number of commercial services signs on private property adjacent to the freeway right-of-way. These signs are designed to supplement the standard motorist service signs since they give distance and direction to the services from the next interchange. While it is our policy to discourage advertising signs along the right-of-way, these signs are rendering a needed service to the motoring public.

The findings contained herein justify a review of current Department policies.

RECOMMENDATIONS

The following recommendations are submitted for consideration:

1

Indication of the hours service is available on the advance "Gas" sign instead of limiting the placement of the sign to those locations where service is available 24 hours. This will require action by AASHO before the use can be approved.

Recommendations-cont.

2

The policy of "placing a 'Gas' sign for stations within one mile of the freeway" be changed to include those 1½ or 2 miles from the freeway. There should also be special rules for the northern vacation areas of the state where gas service is not as readily available or may be open only during the summer months. Both the direction and distance to services should be indicated at the end of ramps in locations where the establishments are not visible from the freeway.

3

The Department encourage communities with several service stations to establish a cooperative rotation schedule for 24-hour operation to insure the freeway users around-the-clock service.

4

Distance and direction to food and lodging should be given at the end of ramps where these services are not visible from the interchange area. It is recommended that the Department post the number of lodging units available within the service area on signs at ramp ends.

5

From all sources used in this study, there is a need for more information as to services available at or near the interchanges. It is recommended that the Department post a directory or strip map in each rest area designating the services available at the next interchange or interchanges ahead, giving kind of service, distance and direction from the interchange, hours service is available and telephone number. This will require the establishment of a procedure for posting, inspecting and periodically revising such information.

6

The department, through appropriate measures should encourage the motorist services industry to publish and make available in their establishments lists of similar services available along and near the freeways. This information could also be distributed by our Tourist Information Stations as a further courtesy to the visitors of our state at no expense to the department.

7

A sign reading "All Services Available in (town name)" be authorized in advance of interchanges leading to the town where this condition exists as a reassurance to the motorist.

8

More people should be alerted to the accepted distress signal for disabled vehicles on freeways by increased publicity programs.

Recommendations-cont.

9

The mile posts as now used are too small in comparison with other features and the Department's member of the AASHO Traffic Committee should initiate a change in both size and composition to increase the attention value.

10

Freeway interchanges should be designated by number in addition to the present practice. This change has already been approved by Commissioner Mackie but is included here to completely cover the subject being reported.

11

Rest areas should have flush toilets. Consideration may be given to the retention of the chemical type in some areas for winter use only.

12

There has been some demand by motorists for signs giving the distance to the next interchange where services are available. Most sections of the freeways, however, have frequent interchanges so this need might only become necessary in some of the less developed northern sections of the state after further study and observation.

13

Specific responsibility should be assigned within the department for the periodic checking of the motorist services signs for consistency with the services available.

14

The quality of service offered to the motorist will always be a subject of complaint and it is beyond the control of the department. Promotional work among the operators of restaurants, motels and service stations as well as with their state associations should result in an improvement of quality and a decline in complaints. Commissioner Mackie should invite these associations to prepare specifications or criteria to be used by the department to determine which establishments justify the placing of GAS-FOOD-or LODGING signs.

15

The department should seriously investigate the feasibility of induction radio and all other electronic devices which may become available as tools to assist motorists using freeways. (Induction radio developed by General Motors and others allows the motorist to tune his car radio to a posted frequency so as to receive messages concerning services available at the next interchange and emergency highway conditions. The system is currently in use on the Indiana Turnpike.)

Recommendations-cont.

16

A field recheck of the 1962 inventory of motorist services should be made so that changes in available services can be evaluated. This recheck should be made in 1964.

17

A problem which may be anticipated at rare intervals in Michigan is the natural disaster, such as a severe blizzard, a sleet storm, a cloudburst rainfall or a tornado. In the absence of an active Civil Defense organization, consideration is recommended to the establishment in the Maintenance Division of an emergency search and rescue procedure to be called into action when warranted by such conditions. It is of interest that the New York Thruway Authority has established a plan for convoying vehicles through areas of hazardous weather conditions, and also maintains emergency supplies (cots, disposable blankets and food) at its service areas and at State Police sub-stations serving the Thruway.
