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freeways for

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...freeways for **FLINT**

A Statement of the . . .

MICHIGAN
STATE HIGHWAY DEPARTMENT

PROPOSALS FOR
LOCATION OF I-475,
M-78/21 FREEWAYS
IN FLINT

JANUARY 17,
1963

Presented to the Flint City Commission
by the Office of Planning
Michigan State Highway Department

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I. INTRODUCTION

The daily movement of people and goods in urban areas has become one of the most complex and difficult problems facing public officials today -- in Flint, in Michigan, and throughout the nation.

The Michigan State Highway Department -- in the exercise of its legal responsibility to build highways to serve the State -- has been working for many years with the local officials and civic leaders of Flint in an effort to develop a freeway network for the City which will become a part of the State Highway System.

These efforts have been directed toward fulfilling the responsibility of the State in a manner consistent with sound transportation planning. In urban areas -- such as Flint -- this means the development of highway plans which will:

- * Establish an area highway system to expedite traffic and provide adequate capacity into the City of Flint and its urbanized areas.
- * Integrate this system with the national, state, and regional systems which connect Flint with other urban complexes.
- * Maintain and enhance property values while encouraging new growth and sound land development practices in accordance with the Flint Master Plan proposals.
- * Be coordinated with other state, local, and private projects such as urban renewal, schools, park development, and central business district revitalization.
- * Develop a freeway system compatible with the local major street system to insure the safe and efficient movement of people and goods within the area.
- * Provide high quality access to major traffic generators within the city and its urbanized area.
- * Establish a framework from which interrelated highway and street projects can be selected for construction, with assurance that each project will become a part of the overall area and state highway system.

The freeway proposals presented in this report are the result of planning studies conducted by the Michigan State Highway Department in cooperation with the Officials of the City of Flint. If the freeways proposed in this report are to be built, the approval of the City is necessary at this time so that the detailed engineering studies, design, and right-of-way acquisition can be completed and the contracts awarded according to schedule.

II. TRANSPORTATION AND THE DEVELOPMENT OF FLINT

Transportation has always been an important factor affecting community growth and development. As a city grows, the need for better transportation grows with it.

Flint developed originally at the intersection of the Flint River and the Old Saginaw Trail. The Military Road from Detroit followed, and the railroad era built the foundation for a city which would be producing the very vehicles which eventually would compete with the railroad.

The popularity of the automobile created the need for better roads and highways -- US-10, M-21, and M-78 were built to Flint. In time, the growing city demanded routes which would get traffic around the heavily congested sections of the street system. Dort Highway, one of the earliest city bypass routes in Michigan, was built and it provided much needed relief to crowded Saginaw Street.

Traffic bypassing Flint on M-78, from Lansing to Port Huron, was provided an alternate route when M-121 -- Bristol Road -- was added to the system.

Opening of the US-23 freeway took much of the north-south through traffic out of the city.

The recent connection of I-75 south of the city will offer substantial relief to the movement of through traffic. However, the problems of traffic congestion still plague the central city -- because Flint is a dynamic city. With each improvement, new problems arise which must be solved. As long as the city grows and prospers, this condition will exist.

Most of the routes which comprise the present highway system have been widened to their maximum. Yet the need for more adequate traffic-ways is apparent to everyone who drives in the city today. Traffic congestion is taking a heavy toll in terms of accidents, lives and time lost by individuals and businesses dependent upon highway transportation.

III. THE STATE FREEWAY SYSTEM

A. The National System of Interstate and Defense Highways. In 1956, Congress, by adoption of the Interstate and Defense Highway Act, raised the federal financial contribution supporting the construction of the 41,000 mile system of interstate and defense highways to 90%. This Act directed that this system should connect the principal metropolitan areas, cities, and industrial centers of the nation.

Michigan was allocated 1,078 miles of interstate and defense highways: I-96 from Detroit, via Grand Rapids to St. Joseph-Benton Harbor; I-196 from Grand Rapids to Muskegon; I-94 joining Port Huron, Detroit and the Michigan-Indiana border near Lake Michigan; and, I-75 connecting Detroit, Flint, Saginaw, Bay City and Sault Ste. Marie.

In addition to connecting the major cities of the State, some cities such as Flint, Saginaw, Battle Creek, Lansing, Grand Rapids and Detroit were provided with interstate freeway loops or spurs to improve access to and from them.

B. The State Arterial Highway System. The Michigan Legislature established a system of state highways known as the State Arterial System (Act 87). M-78 from Lansing to Flint and M-21 from Flint to Port Huron are two of the arterial highways specified in this Act. Act 87 also includes such routes as US-23 between Toledo, Ohio and Ann Arbor, Ypsilanti and Flint; US-31 between South Bend, Indiana and St. Joseph-Benton Harbor, Holland, Muskegon and Ludington; US-131 between Kalamazoo, Grand Rapids and Cadillac; US-27 between I-69 and Lansing, north to I-75; and, US-127 from the Ohio border to Lansing. (See exhibit) This state arterial highway system is financed on a matching basis -- 50% from federal funds and 50% from state and local funds.

As this state arterial system ranks equal in importance with that of the interstate system, Commissioner Mackie has determined that it shall be designed and constructed to the same standards required on the interstate system -- as freeways.

C. Freeway Construction Progress to Date. The first five-year program of construction recently completed saw the opening of some 1,000 miles of freeways. Through this construction, the parts of the interstate and arterial highway system connecting the major cities of the State were essentially completed or placed under contract.

The second five-year program, announced in 1962, initiates the completion of the urban portion of the State's freeway network. In this program, freeway construction is scheduled in such cities as Flint, Grand Rapids, Saginaw, Battle Creek,

Lansing, Detroit and others. In addition, freeway planning or construction is programmed which will directly benefit many other Michigan cities. The Michigan State Highway Department is working closely with local planning officials in these cities to develop highway plans for the construction contemplated.

In the second five-year program, 28 million dollars is allocated for freeway building in the City of Flint, and 18 million dollars for freeway construction in Genesee County -- the largest allocation of second five-year program funds outside of the Detroit area.

For Flint and Genesee County, the first five-year program meant the construction of I-75 and the US-23 bypass on the west side of Flint -- at a cost of about 27 million dollars. In addition, the Michigan State Highway Department has spent over 1.2 million dollars improving other trunklines in the area, such as M-21 west of the city, M-78 from its present terminus to the vicinity of Bristol Road, improvements on Dort Highway, and resurfacing of Court Street.

These improvements are of direct significant benefit to Flint. They not only take traffic to Flint more quickly, but they relieve the city streets of some of the heavy north-south traffic.

IV. HIGHWAY PLANNING IN THE FLINT AREA

Planning state highways for Flint could not be achieved without long, careful and continued study of Flint and its surrounding area as it affects the state highway network. In recognition of this, there has been a long history of planning attention and concern expressed by the Michigan State Highway Department in relating Flint and its traffic needs to that of the State.

In 1950, the City of Flint entered into an agreement with the Michigan State Highway Department and the Bureau of Public Roads to conduct a comprehensive Origin and Destination Study for the Metropolitan Area of Flint. This was conducted during the summer months of that year.

The broad scope of this study involved the obtaining and tabulation of a large volume of factual traffic data. The techniques followed here were similar to those used throughout the country by other cities conducting this type of origin and destination study. It involved sampling of motorists entering and leaving the area, interviews from home-owners, taxi and truck trips, traffic counts, both inside and outside the incorporated area, and manual vehicle classification counts at designated locations.

The results of this study were made available to City of Flint Officials, and since that time have been updated to a 1958 basis. This is the information we relied upon in determining the corridors of traffic desire in the Flint Metropolitan Area.

It was found from this study that the greatest single traffic generator within the Flint Metropolitan Area was the Central Business District, followed closely by the Buick Motors Division of General Motors Corporation. The CBD, Ternstedt, Buick Motors, the four Chevrolet and three Fisher Body Plants, and AC Spark Plug are the destinations of approximately 30% of Flint traffic, and their physical location does much to set the pattern of trip desires within the City of Flint.

With the enactment of the 1956 Federal Interstate and Defense Highway Act, funds became available to increase the size of the highway construction program in Michigan. This meant the allocation of additional funds to the Flint area for construction of both interstate and state arterial highways.

Recognizing the complex problems presented in planning urban freeways, the Michigan State Highway Department strengthened its planning staff by adding personnel qualified to carry out this task. Departmental policies were adopted to insure that these freeways would be planned to be compatible with local community goals. By direction of Commissioner Mackie, the decision was made that no major highway construction would be undertaken in any city without a mutually agreed upon highway plan.

To help provide modern efficient highway service in the Flint area, the Michigan State Highway Department drew upon the traffic forecasting experience of the Detroit Area Traffic Study at Wayne State University. The Detroit Area Traffic Study, directed by J. Douglas Carroll, had pioneered in forecasting traffic by relating land use to its traffic generating potential. The methods they developed have since been applied in Chicago, Pittsburgh and other major cities in the United States.

To prepare these freeway proposals, the Michigan State Highway Department staff has held over fifty meetings with Flint public and civic officials in the past three years. Field investigations in the Flint area consumed over one hundred man-days. In addition, aerial photography, appraisals, preliminary engineering and planning studies were completed at an estimated total cost in excess of \$250,000.

With the electronic computer techniques available to the Detroit Area Traffic Study, it was possible for it to determine the traffic volumes which would be using the Flint street and highway network by 1980. Projected volumes could then be translated into designs for facilities which would be capable of accommodating the traffic volumes anticipated over the next twenty years.

V. ALTERNATE APPROACHES TO FLINT'S TRAFFIC NEEDS

Flint has a major traffic problem now! When it is considered that Flint's Master Plan predicts that the population of the Flint urbanized area will grow from 278,000 to approximately 400,000 by 1980, and the Michigan State Highway Department predicts a 110% increase in operating motor vehicles between 1960-1980, it is then most apparent that the resulting traffic congestion will be intolerable.

In an effort to solve this problem, several courses of action are open -- existing arterial streets could be widened at great expense -- or new freeways could be constructed.

There is, of course, another alternative -- and that would be to do nothing. To accept this alternative would be to insure that the growth predicted in Flint's Master Plan would never take place. A city is a living organism. To survive, it must adapt itself to changing conditions or risk stagnation and decline. It must compete with other cities which are willing to adapt and to grow and prosper.

Street Widening In order to assess the possibilities of widening existing streets, consideration was given to:

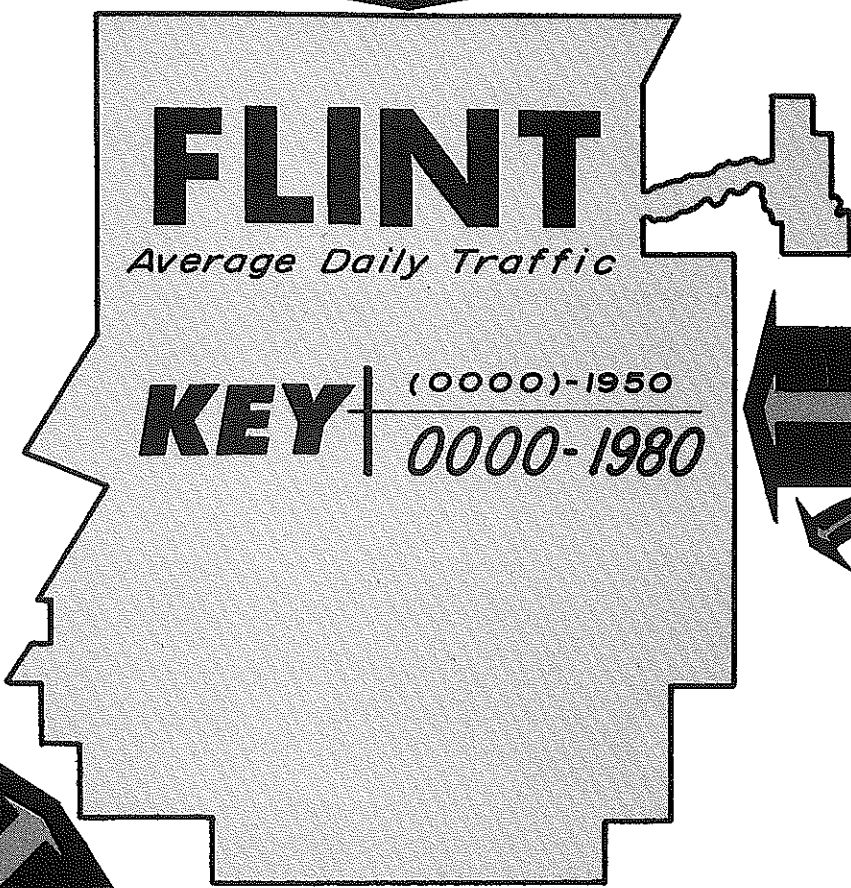
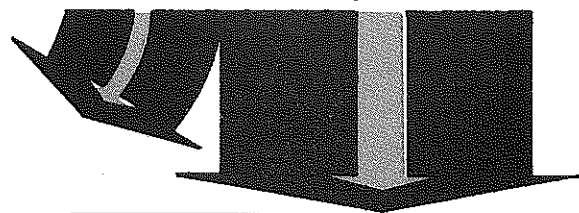
1. widening Saginaw Street
2. pairing Saginaw Street with Industrial Street or Detroit Street
3. building a new street between Industrial and Detroit Streets
for one-way operation
4. widening Court Street
5. pairing Court Street with segments of other streets
6. pairing 12th Street with a sister street, which would be
skirting the park and the north edge of Southwestern
High School

Upgrading the existing street system to reflect anticipated traffic volumes would be prohibitive in cost. For example, buying out all of the business, industrial, and residential properties on Saginaw Street in order to widen it would quite obviously be impractical. The same would be true for Court Street. Pairing existing facilities with other streets will disrupt neighborhoods and conflict with every good concept of urban design found in Flint's Master Plan. Furthermore, there would be little improvement in the flow of traffic because of the friction created by turning movements, stop lights, and cross streets which could not be corrected by this solution.

Freeways Analysis shows that the capacity needed to accommodate the projected traffic in Flint will require freeway construction integrated with the



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proposed local street system. (See Exhibit) Only freeways can handle the anticipated 1980 traffic volumes, namely, more than 100,000 vehicles a day on the east-west route.

Freeways are recommended in the Flint Master Plan as the only type of highway facility which will permit the safe and efficient movement of the traffic. This observation is supported by the traffic loads predicted for 1980 by our Detroit Area Traffic Study projections which used the Flint Master Plan as its foundation.

The Flint Master Plan recognizes the need for freeways to form the "'backbone' as it were of the overall traffic-ways system" of Flint. It recognizes that these freeways "not only will accommodate regional traffic, but the growing local traffic to and from the major traffic generators in the urban area."

As stated in the Flint Master Plan, "most urban traffic problems derive principally from an attempt to serve today's traffic with yesterday's streets ----- generally communities have found that only temporary traffic congestion relief results from the mere improvement of existing major streets (widening, intersection improvement, and the like). More permanent relief requires more imaginative plans and more decisive measures."

VI. THE ROLE OF FREEWAYS IN COMMUNITY DEVELOPMENT

The Michigan State Highway Department -- in working with the cities of the State -- to develop highway plans compatible with community goals, is concerned with promoting sound growth and development in the areas to be served. A major ingredient of this growth is economic expansion. To facilitate this growth, private and governmental programs such as urban renewal, urban rehabilitation, neighborhood planning, park planning, and an efficient transportation network are needed.

In an urban area, this cannot be done without relating this planning to the aspects of the city which the highway transportation network is designed to serve. In this context, the transportation system of the city becomes a force to promote growth and development. In determining the place of freeways in Flint's future, the Michigan State Highway Department has considered the effects of these facilities upon --

Community Development

1. Existing and future land use
2. Population density and distribution
3. Schools, parks and recreation
4. Neighborhood units
5. Local street system
6. Urban renewal plans
7. Capital improvement program
8. Local master plans

Service to the Community

1. Existing and future commercial centers
2. Industrial concentrations, present and future
3. Connection with other urban centers
4. Integration with other transportation forms

Economic Factors

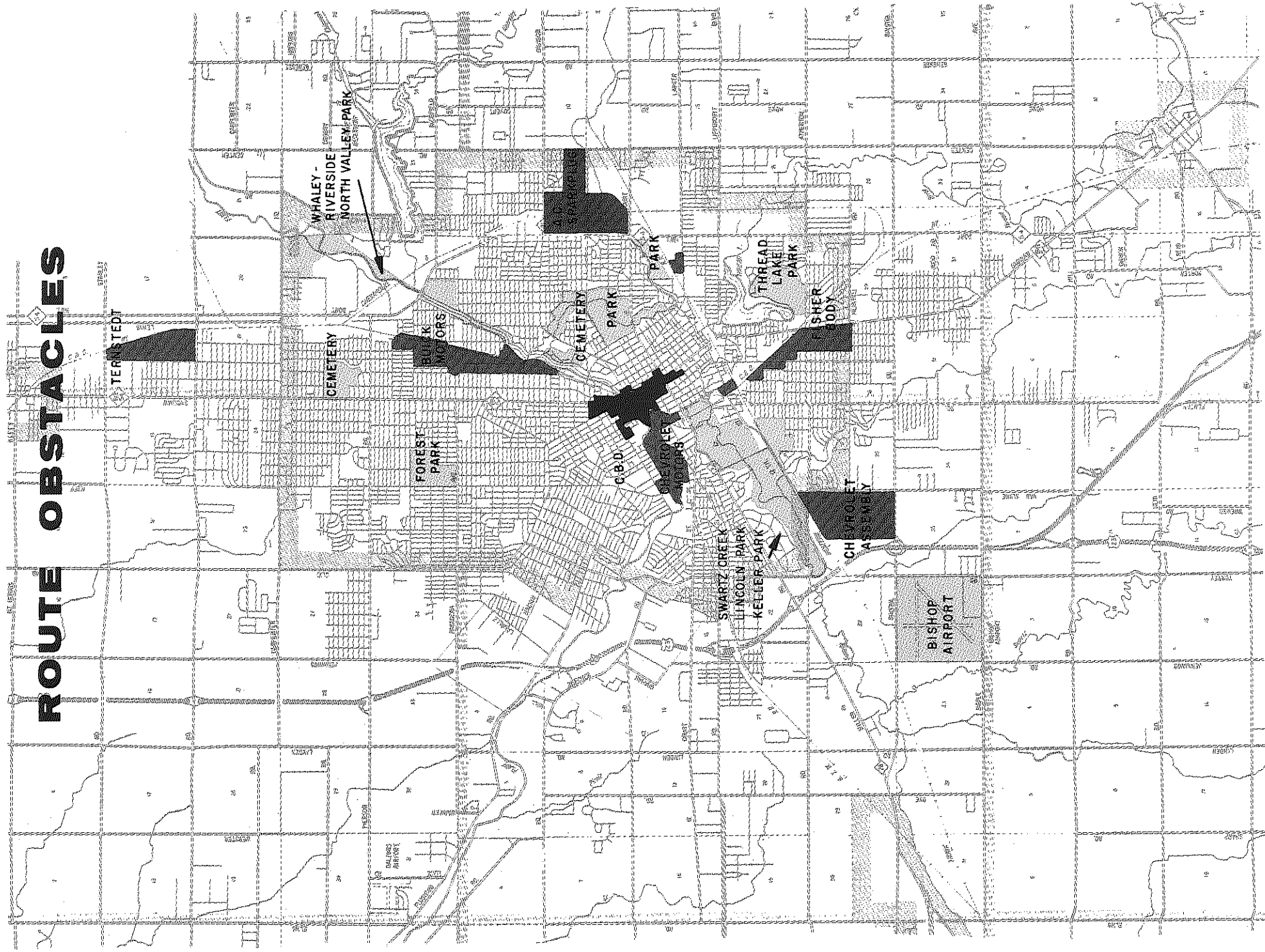
1. Stimulation of local business and industry
2. Effect upon tax base, both immediate and long-range
3. User benefits from reduced vehicle operating and maintenance costs
4. Savings in lives and property damage reduction
5. Total economic benefits in relation to total cost

VII. LOCATING FREEWAYS IN FLINT

A freeway network coordinated with the proposed major street system furnishes the only possible solution to Flint's traffic problem. However, even with this fact established, locating specific freeways in the city is not an easy assignment.

From the origin and destination studies, it can be seen, that traffic service must be provided in two general bands running north-south and roughly east-west. Freeways located in these corridors will provide service to the areas where people and goods are destined.

ROUTE OBSTACLES



Social and economic considerations require that certain types of activity located in the city must be avoided if possible in planning a freeway. Major industries, commercial concentrations, the Municipal Center, residential areas, and park lands present major land uses that must be preserved -- or to which minimum disruption must be caused.

A. The North-South Route (I-475). Prior to 1960, the Michigan State Highway Department had been studying the general location for I-475. The studies which were required for general location of this freeway were based upon the information available at that time and approval for this route was given by the Bureau of Public Roads with the understanding that neither the State nor Federal Government was committed to this alignment as a final location.

In the latter part of 1960, when elements of Flint's Master Plan and new traffic assignment data became available, the Michigan State Highway Department -- working closely with Flint city planners were able to see clearly that the tentative alignment would not properly serve Flint's traffic needs. As a result, The Department recommended that the tentative alignment for I-475 be changed and that approval be given by the federal government for adoption of an alignment essentially as proposed in the Flint Master Plan. This recommendation added an additional 7 miles to the system and increased cost estimates from 35 million to 60 million dollars -- an additional 25 million dollars.

The Michigan State Highway Department recommended this change because service to Flint could best be handled in this manner and the additional cost involved would be justified.

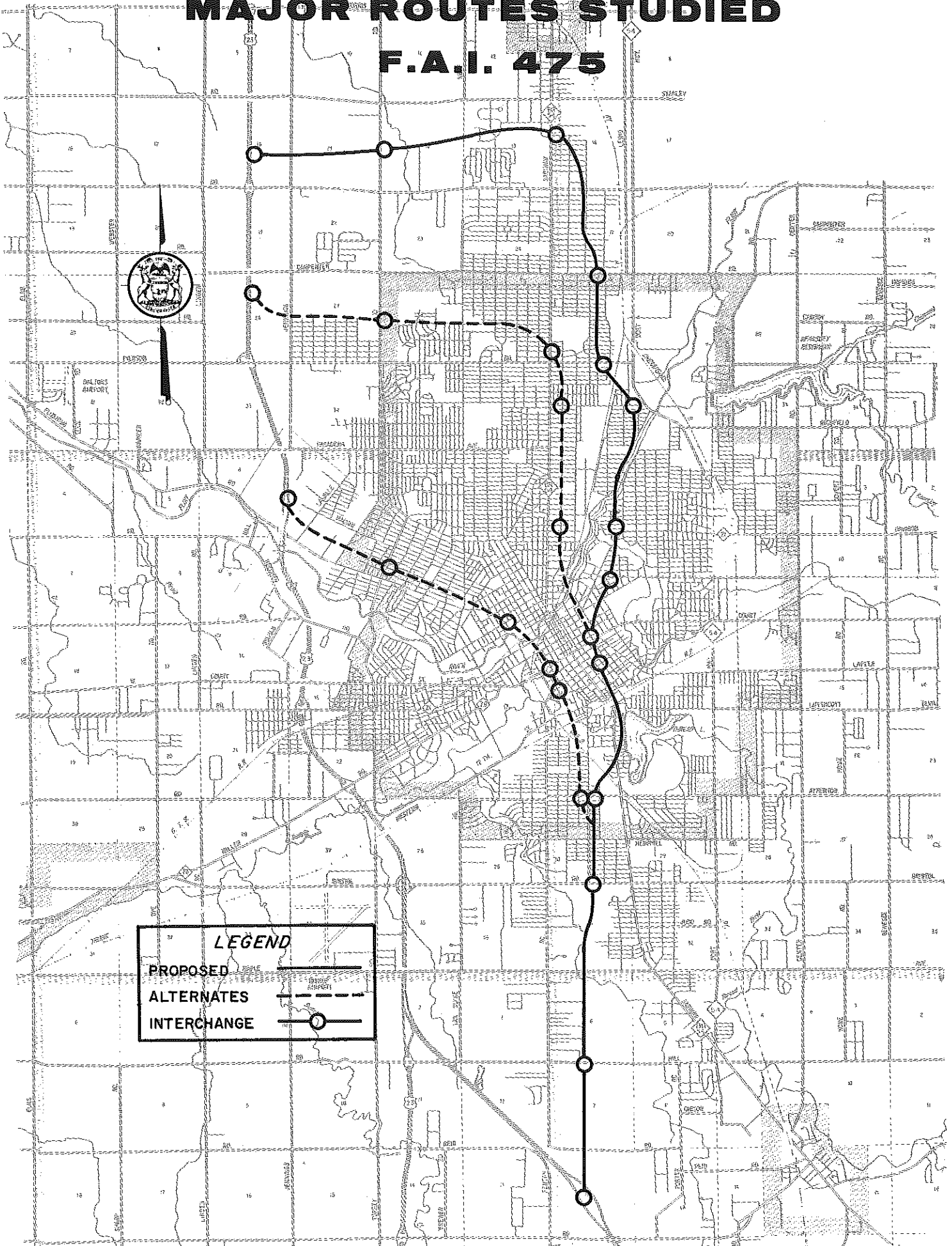
B. The East-West Route (M-78/21).

1. Analysis of the Master Plan. The Master Plan of Flint contains proposals for serving east-west freeway needs in Flint with two freeways. These consist of a bypass route which follows Bristol Road along the south city limits and Center Road along the east city limits -- and a penetrator route which starts at the end of the present M-78 freeway, then continues northeasterly to Court Street, then easterly just south of Court Street to the Miller Road area and again northeasterly to Fourth and Fifth Streets -- which would be combined as one-way free access major streets. These master plan proposals were based on traffic information which became available after preliminary analysis of the origin and destination survey of 1950. Consideration was given to these master plan proposals as recommendations were being prepared for inclusion in the Highway Department's second five-year program.

At about the same time, The Detroit Area Traffic Study developed a comprehensive traffic analysis based upon the Flint Master Plan and their findings were made available to the Department. The Detroit Area Traffic Study forecast revealed -- as was indicated in the master plan -- that bypass traffic

MAJOR ROUTES STUDIED

F.A.I. 475



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was not the problem, especially in the east-west corridor, and that the major problem of distribution and accommodation of regional trips destined for locations within Flint remained. It appeared that the need for two freeway facilities to serve east-west traffic movement was questionable and that the volumes to be served would not justify construction of both.

On January 17, 1961, Highway Department representatives met with the Flint Planning Commission to explain their preliminary findings. The Planning Commission, in adopting the master plan, was asked not to limit the location of freeways to those shown in the master plan. This was done in a resolution adopted by the Flint Planning Commission on January 24, 1961:

"In adopting the major street plan, it is not intended to limit the location of relocated M-21/78 and I-475 to the specific route designated on said plan, -----this Planning Commission recognizes that the location of these routes is tentative at present and that some adjustment or change may be necessary in the plans for these routes."

Further detailed analysis of traffic volume projections confirmed the fact that traffic desiring to bypass the city on an east-west axis did not warrant the construction of a freeway bypass for Flint. Actually, only 10-15% of the total traffic on the east-west axis was bypass traffic -- the remaining 85-90% had an origin or destination in Flint. This demonstrated that a bypass as a separate element of the total freeway system would be unwarranted. Consequently, one freeway facility would serve the functions of a freeway penetrator and a bypass.

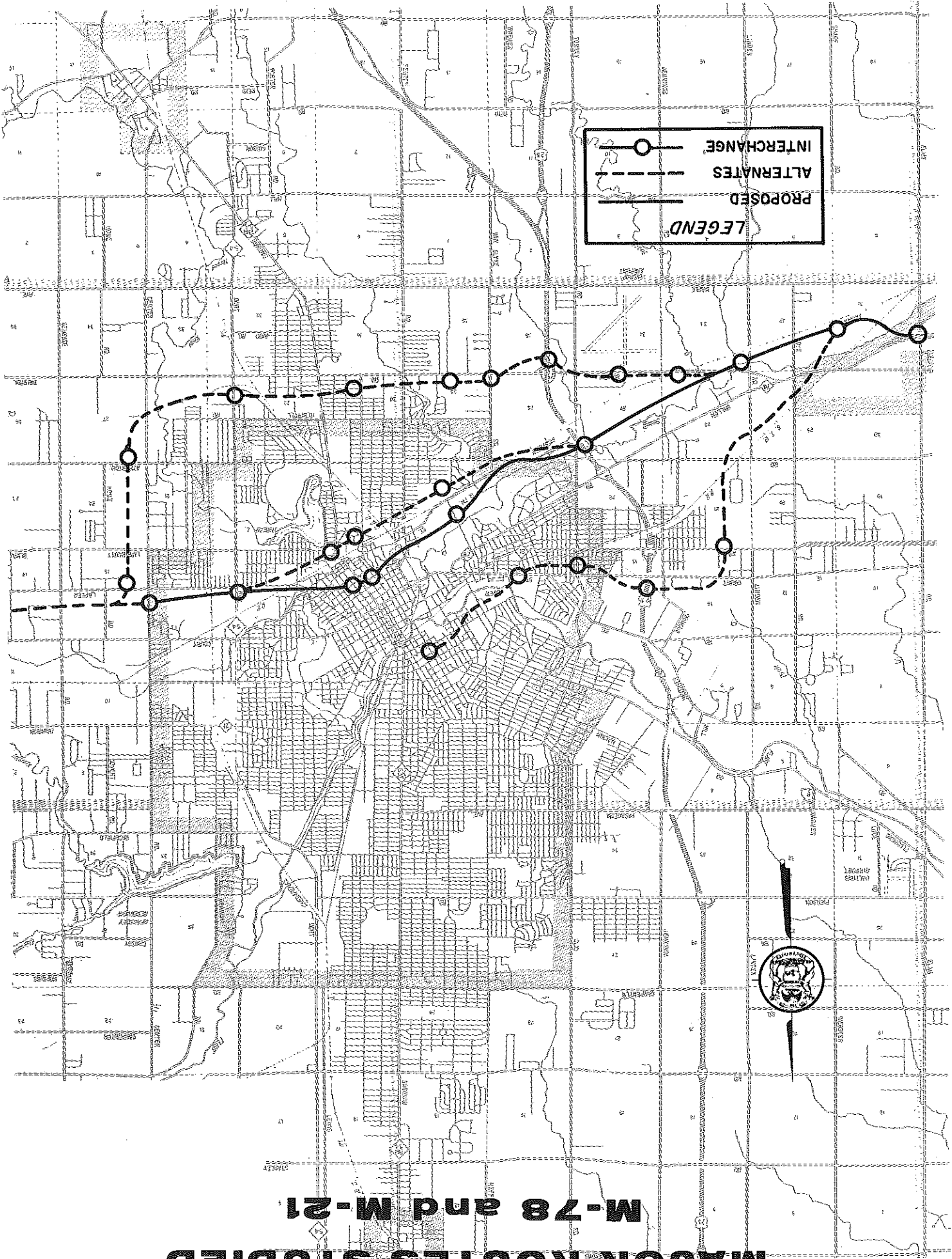
Further studies also revealed several important problems inherent in the master plan proposals which would not be apparent without intensive engineering analysis. These are:

Heavy traffic entering Flint from the west would be dumped onto Fourth and Fifth Streets and would have to feed into the central business district by way of river bridges and local streets. Traffic destined for the industrial complex to the north would have to travel a considerable distance on local streets.

The problems of cross traffic friction with the resulting traffic lights and stops would seriously hamper smooth and efficient vehicular flow.

Freeway penetrator service from eastern Flint would not be provided, and traffic would have to use local streets -- such as Longway, Broadway, and Court from the Center Road interchange to reach the major industrial or commercial destination, creating serious congestion problems.

MAJOR ROUTES STUDIED M-78 and M-21



Many local streets would have to be substantially widened to accommodate this east-west traffic.

A satisfactory connection would not be made between the penetrator and I-475 near the major traffic attractors.

The bypass would create adverse travel distance of 4.5 miles for freeway traffic from the east.

The bypass would require expansion of the I-475 freeway from the M-78/21 interchange north to the central business district.

The bypass would create operational problems at Bishop Airport.

The bypass would not permit the Van Slyke Plant direct access to the freeway system.

The bypass breaks the continuity of Bristol Road as an east-west arterial.

The close spacing of interchanges recommended in the master plan for the bypass and penetrator would create inoperable traffic conditions on these facilities.

Another expensive major interchange would have to be built where the penetrator crosses I-75.

The bypass and the penetrator would require taking about 278 more homes and 27 additional commercial and industrial buildings than required by the Michigan State Highway Department recommended route. This means over 118% more houses taken and 245% more commercial and industrial property, which would be a substantial area tax base loss.

In addition, two churches as well as an elementary, junior and senior high school complex would be required.

Based upon this analysis, modifications of the east-west proposals of the Flint Master Plan are definitely warranted, and a dual-purpose freeway is the only type of facility which can be recommended. Such a highway would be a complementary part of the I-475 freeway, and would be an integral part of a complete system. Neither freeway can alone provide adequate city-wide traffic service.

2. Planning Analysis of The Michigan State Highway Department Preferred Route. To arrive at a solution for locating the east-west freeway in the planning corridor an evaluation was made of the impact of the proposal on community development, service to the city and possible economic effects upon Flint.

This analysis revealed that certain major areas of the city must be provided with direct and economical service within and in relation to the corridor. Neighborhoods must retain their amenities for residential purposes. Also, the displacement of people, which necessitates their relocation, must be minimized. In addition, every effort must be directed toward maintaining the area's tax base.

When measured against these stated objectives, the Michigan State Highway Department recommended M-78/21 freeway would have these effects upon:

Community Development

It would directly serve the developing residential areas south, west and east of Flint.

It would be located near the main line of the Grand Trunk and Western Railroad which is an existing land use separator.

Schools and their attendance areas could be modified where necessary.

It would provide connection to the major north-south streets.

It would provide continuity for extension of the M-78/21 freeway across the urban area of Flint to Port Huron.

It would meet the need indicated in the master plan for an east-west freeway.

Service to the Community

It would adequately serve the existing and proposed industrial areas in this corridor.

It would serve the traffic destined for the central business district from north of the railroad tracks, meeting this essential need.

It would be one of the most economical routes to build.

Economic Factors

Users of the freeway would realize substantial savings in cost of vehicle operation and maintenance, as well as time.

Business and industry would benefit from the time saved in receipt of raw materials and dispatch of finished products.

The immediate loss to the tax base would be compensated for by the many benefits that would accrue to the entire city, and which would eventually result in an increase of tax revenues.

3. Engineering Analysis of The Michigan State Highway Department Preferred Route. To translate the facts revealed by the planning analysis into functional lanes of freeway on specific locations, detailed engineering studies are required. These studies encompass basic principles which must be considered separately and in relation to each other. This analysis includes consideration of community service, operation and design, and cost.

In arriving at specific freeway locations within the planning corridor, their effect on community service is determined by the following elements:

School districts and schools -- provision of minimum disruption.

Industry -- provision of adequate highway service for its continued development and growth.

Commerce -- maintenance, preservation and strengthening of existing facilities and encouraging further orderly development.

Recreation -- careful evaluation of the impact upon the community's recreational resources.

Residences -- maintenance of basic neighborhoods and their related amenities.

Churches -- minimization of disruption to preserve the existing facilities in relation to their congregations.

People -- minimization of displacement and provision of advisory relocation assistance to those affected.

The elements of operation and design considered are:

Horizontal alignment -- gradual curves permit the fast, efficient and safe movement of traffic.

Vertical alignment -- gentle grades permit efficient movement of truck traffic and improve vehicle operation.

Local street system -- freeways must be integrated with the local arterial street system.

Interchange design -- custom designs are necessary to fit each set of local traffic conditions.

Interchange location and spacing -- interchanges must provide community service under accepted spacing standards.

Projected traffic -- freeways must be designed to accommodate anticipated traffic.

Costs of highway facilities must be weighed against other planning and engineering considerations. The least expensive solution does not always mean the sound and wise use of public funds. In order to arrive at cost estimates the following items are studied:

Road construction

Bridge construction

Right-of-way acquisition

Utility replacement

Funds available for freeway construction are limited. Therefore, careful consideration must be given when comparing estimated expenses so that higher cost alignments are fully justified.

The answer to the problem of locating an urban freeway cannot be based upon any single-purpose approach. The elements of community service, operation and design must be integrated into a final solution. In order to arrive at the best possible comprehensive solution, a number of alternate alignments must be examined. The resulting composite rating for each of the locations studied is shown on page 22.

Special Analysis of I-475, M-78/21 Interchange Four major locations for the proposed M-78/21 freeway -- within the recommended planning corridor -- have been studied.

A problem common to all of the alternates, in the corridor accepted by the City and the Department, is the provision of maximum service to the largest single attractor of traffic in Flint -- the central business district. To provide adequate service for this area, all possible existing local streets must be used. Full utilization of most of the local downtown streets for providing access to the central business district can only be maintained by preventing traffic on the east-west freeway destined for the central business district from combining with such vehicular movement on the north-south freeway. To achieve this, freeway traffic not destined for the central business district remains on the freeways.

East-west freeway traffic destined for the central business district must utilize Grand Traverse, Beech, Church, and Saginaw Streets. North-south freeway traffic must use Court, Fourth, Third, Second, and Kearsley Streets. This is accomplished by the custom design and the strategic location of the interchange of these two freeways. To serve this objective economically and efficiently, the interchange must be located north of the railroad tracks. Any other location could not be adequately integrated with the local street system.

Having determined the location of the interchange which will serve the Central Business District, the following alternative routes were studied:

Alternate #1 would enter the city at the west end of Swartz Creek Park and then curve southeasterly to straddle the Grand Trunk and Western Railroad (i. e. the railroad would be between the two roadways of the freeway). This alignment would continue along the railroad to a point north of Lapeer Street, and would then proceed easterly between Court and Lapeer Streets to the east city limits.

Study of this alternate reveals that it would rate "poor" in operation and design because:

This alternate could not be adequately integrated with the local street system. The only suitable access points to and from the freeway would be located at Hammerburg Road in the west section of Flint and at Dort Highway and Center Road in the east section of Flint. The location of the interchange in relation to the railroad would permit only very limited access to local streets serving the downtown area of the city. Increased costs would be incurred for the city in the relocation and extension of local streets to connect to the freeway.

Intolerable traffic conditions would be created at the interchange needed to serve the central business district. Because local access points to the central business district would be limited, large volumes of traffic would be routed to I-475, creating traffic congestion at points where the freeway ramps connect with local streets. The congestion on the local street system would be aggravated because traffic from the freeway would place an additional burden on the local streets. The present local street system would be unable to handle the heavy traffic loads.

Location of the railroad in the median would distract motorists and be a potential hazard to safety.

12th Street -- one of the major east-west arterial streets -- would be unable to furnish its present direct service. Traffic would have to be diverted south and then onto another relocated east-west street.

Location of the central business interchange for I-475 and M-78/21 would greatly increase traffic on the I-475 freeway.

This alternate would provide "poor" community service because:

The commercial, industrial and residential areas depending upon the three major north-south arterial streets (Fenton, Grand Traverse, and Saginaw) cannot be served because of the way they would be located in relation to the I-475 interchange. Ability of these streets to serve the central business district would be reduced.

The cost of this alternate would be excessive because:

The railroad would have to be straddled. This would require the construction of 22 more bridges to serve traffic movements than would be required on the location proposed by the Michigan State Highway Department.

The I-475 interchange would be located over the railroad tracks and Thread Creek. This would substantially increase the cost and also complicate the construction problems involved. Further, as a result of its location in relation to the central business district, it would require additional laneage on I-475 at increased cost.

It would impair access to the high school. This would require construction of a new street to serve the school.

Alternate #2 would enter the city at the west end of Swartz Creek Park, then shift to an alignment south of and parallel to the Grand Trunk and Western Railroad tracks to Dort Highway north of Lapeer Street, then easterly between Court and Lapeer Streets to the east city limits.

Study of this alternate reveals that it would rate "poor" in operation and design for the following reasons:

The freeway could not be adequately integrated with the local street system.

Intolerable traffic conditions would be created at the interchange serving the central business district. Because local access points to the central business district would be limited, large volumes of traffic destined for this area would be routed to the I-475 freeway. This would create traffic congestion at the points where the free-way ramps connect with local streets. Congestion on the local street system would be aggravated because traffic from the free-way would place an additional burden on local streets, which would be unable to handle these heavy loads.

Location of the central business interchange for I-475 and M-78/21 would greatly increase traffic on the I-475 freeway.

This alternate would provide "poor" community service because:

The commercial, industrial and residential areas depending upon the two major north-south routes, (Grand Traverse and Saginaw Streets) could not be served because of their immediate proximity to the I-475 interchange. The ability of these streets to serve the central business district would be substantially reduced.

It would require taking the playground area of the Stewart School for freeway construction.

The cost of this alternate would be excessive because:

Twenty-seven additional bridges would be required to provide even "fair" community service.

The I-475 interchange would be located over Thread Creek and adjacent to the Grand Trunk Western Railroad tracks. This would substantially increase the cost and also complicate the construction problems involved.

Alternate #3 would enter the city at the west end of Swartz Creek Park, and then would be diverted south of the Grand Trunk and Western Railroad, then proceed northeasterly back over the railroad, east of Southwestern High School, then easterly, south of the Municipal Center, and then continue easterly north of Lapeer Street to the east city limits.

This alternate would serve essentially the same function as the proposed route in terms of operation, design and community service. However, it has the following important disadvantages:

It would cost \$3.7 million more to construct than the Michigan State Highway Department proposed route.

It would bisect Lincoln Park.

It would displace 85 homes and one industrial and two commercial buildings at an estimated cost of \$1.5 million.

Neighborhood amenities would be adversely affected in the Westgate Subdivision.

The required elevation of the freeway adjacent to the high school would be disturbing to the students.

Alternate #4 -- The Michigan State Highway Department proposed location -- would enter the city at the west end of Swartz Creek Park, then traverse along the south edge of Swartz Creek Golf Course, proceed northeasterly between the School for the Deaf and Southwestern High School, then easterly, south of the Municipal Center and continue easterly north of Lapeer Street to the east city limits.

Study of this alternate indicates that it would rate "good" in operation and design because:

It would integrate well with the local street system. It would provide for a balanced method of distributing freeway traffic onto the local streets and would facilitate the easy flow of traffic between the freeway and the local street system.

It would provide excellent service to the downtown area of Flint.

Its interchange location with I-475 would permit maximum utilization of the local streets in the central business district. These local streets would serve traffic going to and from both freeways.

It would provide the maximum number of local access points to the freeway.

It would provide the most direct routing through the city.

It would preserve the present location of Thread Creek.

It would efficiently accommodate the projected traffic desires.

It would minimize disruption of public utilities -- sewers, water and power.

It would combine sound engineering standards of horizontal and vertical alignment, interchange design and spacing, safety, and traffic operation.

This alternate would provide "good" community service because it would:

Serve the commercial and industrial centers of Flint with a transportation system which would promote future economic growth.

Integrate well with the city's urban renewal program.

Displace a very small percentage of residences.

Provide for a minimum of disruption to schools and school attendance areas.

Displaces a minimum of commercial and industrial establishments.

Have a minimum adverse effect on neighborhood amenities.

Hold the tax base loss to a minimum.

Alternate #4, which is the route proposed by the Michigan State Highway Department, would cost less than alternate #3, because it would:

Enable construction of the I-475 freeway on an economical basis.

Minimize the number of bridges required to provide the necessary service.

Provide the shortest reasonable route for the east-west freeway.

Minimize right-of-way acquisition cost.

The Michigan State Highway Department -- in arriving at the proposed route -- gave detailed and intensive study to the impact of this route on the park and recreation resources of the City of Flint. Studies were made of the possible impact upon:

- (1) Swartz Creek Valley Park and its many activity areas
- (2) Happy Hollow Nature Area
- (3) Winter Sports Area
- (4) Pierce Park

(1) Swartz Creek Golf Course The city now has both an 18-hole and a short 9-hole golf course in Swartz Creek Valley Park. To assist us in assessing the effect of the proposed freeway on this facility, the Department retained Mr. Bruce Matthews, a recognized golf course architect, to make a detailed study of the possibilities for golfing on the land remaining if the proposed route were to be constructed.

Mr. Matthews found that he "not only could get a fine 18-hole championship golf course (in the available space) but there was sufficient land left over for a 9-hole par three course, which in some areas have proven desirable." Further, Mr. Matthews reported that his experience in golf course construction and operation has proven that it is undesirable and unnecessary to close down the course for the period of time required for remodeling.

As Mr. Matthews concluded in his report (see Appendix) "The amount of land left after the proposed highway is routed through Swartz Creek Valley Park is in excess of 180 acres, excluding club house, parking, and winter sports area. Utilizing the maximum acreages, a championship 18-hole course plus a par three course would need 180 acres, which falls within the available acreage."

Precise determination of the freeway location through the Swartz Creek Valley Park will be made only after detailed engineering and golf course design studies as well as right-of-way appraisals are made.



**POSSIBLE LAYOUT OF
SWARTZ CREEK
GOLF COURSE**
in relation to
M-78 and M-21 RELOCATION

(2) Happy Hollow Nature Area . The total area in this park is approximately 140 acres. The land required for construction of the freeway amounts to 23 acres or 16% of the park acreage. Park lands will lie on both sides of the proposed freeway, but both sections can be connected with a pedestrian overpass. The exact alignment of the proposed freeway through this area will have to be determined in such a way that the interests of the park board and the school board can be equitably accommodated.

(3) Winter Sports Area The land required for construction of the proposed freeway will leave the skating area intact, but will take the space used for coasting. However, a coasting area can be incorporated in the new design of the golf course.

(4) Pierce Park This park contains approximately 60 acres and future plans of the Park Board envisage the construction of a 9-hole golf course in this area. The Michigan State Highway Department proposed location for the freeway will require about 6 acres from the southwest corner of Pierce Park. However, the Michigan State Highway Department is prepared to replace the acreage by the purchase of additional land, if it is determined to be necessary.

In summary, the Michigan State Highway Department proposed location of the freeway would provide traffic service which Flint needs, with good operation and design characteristics, serve community considerations, and costs 3.7 million dollars less than any other alternate which would give equivalent all around service. To minimize the impact of this freeway on Flint's parks --

Swartz Creek Golf Course would be remodeled to modern standards at project expense.

Equivalent coasting area would be provided.

Circulation within the Happy Hollow Nature Area would be facilitated by a pedestrian walkway facility, if necessary.

The 6 acres taken from the southwest corner of Pierce Park would be replaced at project expense by the purchase of additional land, if required, to carry out Park Board plans for this area.

COMPARISON OF ALTERNATES STUDIED FOR THE EAST-WEST ROUTE
M-78 & M-21 CITY OF FLINT
(Within the Planning Corridor)

FREEWAY ALIGNMENT	COMMUNITY SERVICE	OPERATION & DESIGN	COST	PROPOSED ROUTE
ALTERNATE 1	POOR	POOR	\$ 26,100,000	
ALTERNATE 2	POOR	POOR	\$ 25,900,000	
ALTERNATE 3	GOOD	GOOD	\$ 21,700,000	
ALTERNATE 4	GOOD	GOOD	\$ 18,000,000	✓

VIII. SUMMARY AND RECOMMENDATIONS

The freeway proposals of the Michigan State Highway Department contemplate the construction of --

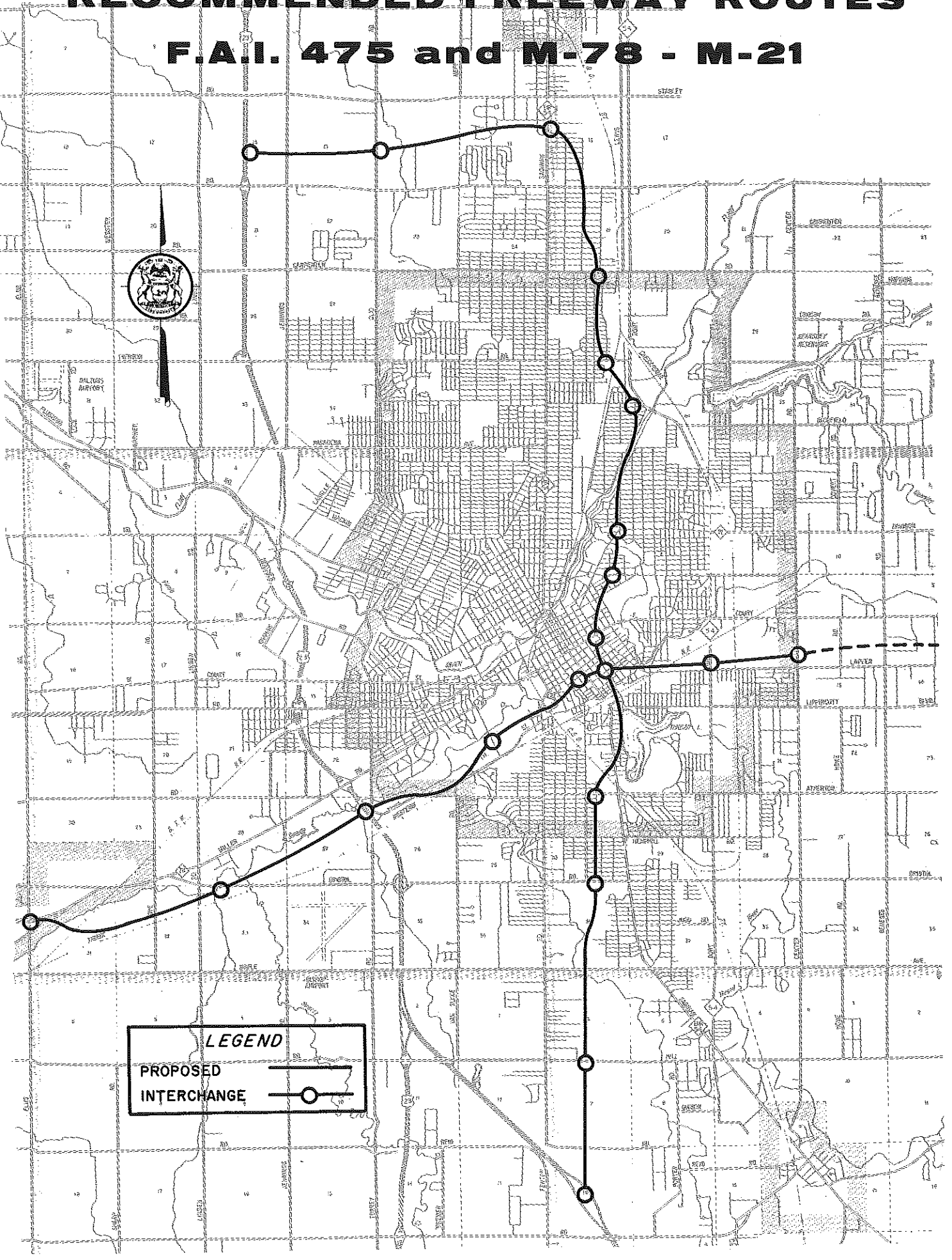
A north-south freeway essentially as proposed in the Flint Master Plan, and

An east-west freeway which is primarily a combination of the penetrator and bypass also proposed in the master plan.

These facilities will give excellent service to the City of Flint and form an integral part of the State Highway System.

RECOMMENDED FREEWAY ROUTES

F.A.I. 475 and M-78 - M-21



These freeways cannot be planned and designed independently of one another. They must be considered as a complete system. If this is not done, neither the City nor the State will receive full benefit from the invested tax dollars.

Construction of I-475 in Flint at an estimated cost of 42 million dollars and M-78/21 at a cost of 18 million dollars would give Flint a freeway network designed to promote the sound growth and development of the entire Flint Metropolitan Area.

The 11.6 miles of freeways which would cost an estimated 60 million dollars would involve an expense to the City of Flint of about 3.3 million dollars -- or approximately 26% of the total estimated highway revenues the City of Flint will receive in the next ten years.

Recommendations for freeway locations contained in this report are the result of more than three years of intensive study by the Michigan State Highway Department in cooperation with public and civic officials.

Over fifty meetings were held with Flint public and civic officials and over one hundred man-days were devoted to departmental staff work in the Flint area. At least \$250,000 has been spent to: conduct the traffic studies; complete the aerial photography; prepare the necessary maps; and, carry out the engineering and planning studies in order to reach these conclusions.

These freeways have been proposed for the City of Flint by the Michigan State Highway Department. They are absolutely necessary to continue the development of a State Highway network that will serve the people of Michigan and the City of Flint. Freeways promote the economic expansion of the whole State and in turn its major communities.

By 1980, it is estimated that 40% of the total vehicle trips made in Flint will utilize this freeway system, although the system will only comprise 7% of the total street mileage of Flint.

Commerce and industry in Flint will be provided with a modern transportation facility -- an important factor in their efforts to grow and compete, and produce additional tangible benefits to the citizens of Flint.

Freeways provide general community benefits, and also afford substantial benefits directly to the motorist. According to our estimates, the savings in reduced maintenance, operation costs, lower fuel consumption, tire wear, etc. by users of these freeways will total over one million dollars a year. Michigan's experience with freeways shows that accidents and fatalities are reduced by at least 65%.

Studies carried on by independent authorities in many parts of the United States provide testimony to support the fact that substantial benefits accrue to those communities in which freeways have been built. In Michigan, such cities as Detroit and Grand Rapids have already begun to realize the benefits of freeway construction. Freeways require land upon which to be built. This they share in common with other publicly developed facilities. The tax loss incurred as a result of their construction has to be balanced against the gains which will be achieved. The experience of cities in which freeways have been built is that the loss to the tax base is compensated for many times over in the values derived from the improvement of the city's transportation facilities.

Freeway construction as carried out by the Michigan State Highway Department has been coordinated where possible with other programs aimed at the solution of urban problems -- urban renewal, central business district revitalization, etc. In Flint, the location of the I-475 interchange in an area designated for urban rehabilitation is an example of such coordination.

The impact of the proposed freeway network on the Flint City Park Program has been carefully analyzed. Every effort has been made to locate the east-west freeway in such a way as to minimize its effect upon park land. The Michigan State Highway Department -- with the assistance of an independent, qualified golf architect -- is assured that Swartz Creek Golf Course can be remodeled to modern standards. The cost of this work will be a part of the cost of constructing the freeway.

Similarly, through consultation with the Flint School Board, detailed studies have been made to insure that disruption of school attendance areas and schools be kept to a minimum.

If Flint is to have the freeway system contemplated in this report, then the concurrence of the Flint City Commission must be forthcoming so that these plans can be translated into freeways.

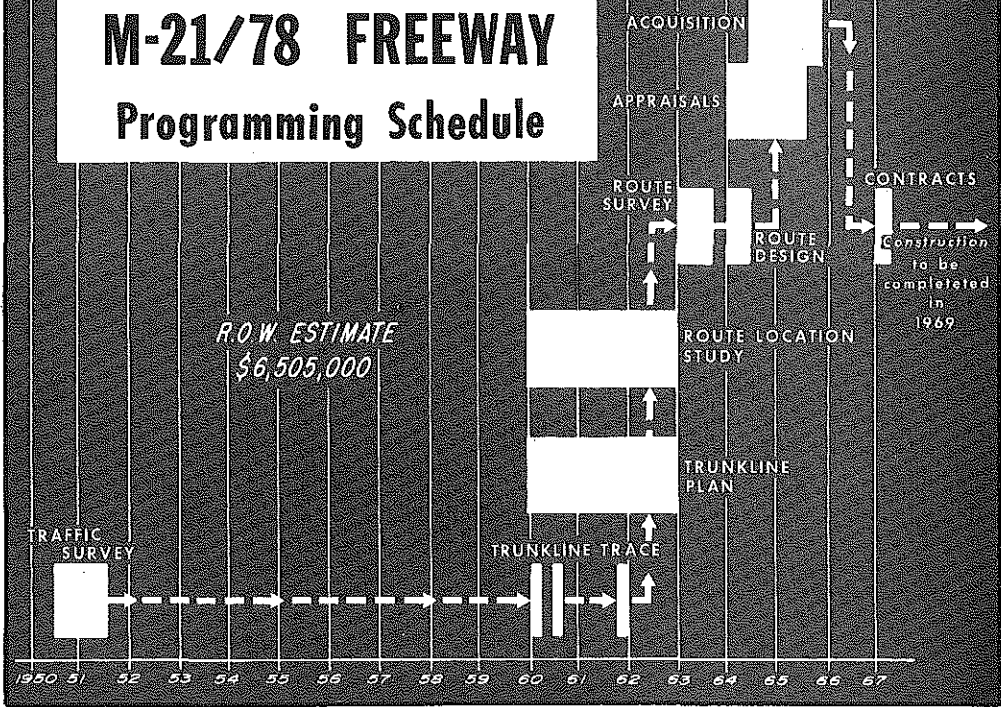
Contracts for the construction of the east-west route (M-78/21) are scheduled to be awarded in 1967. This means that field surveys must be done this year, design work completed in 1964, and the right-of-way cleared in 1965-66.

As the north-south route (I-475) and the east-west route are to be built as a freeway system, construction of I-475 will have to be started at about the same time -- 1967.

Approval of this freeway plan for Flint by the Flint City Commission will make it possible for the Michigan State Highway Department to proceed -- as now scheduled -- with the construction of these freeways for Flint and for the State.

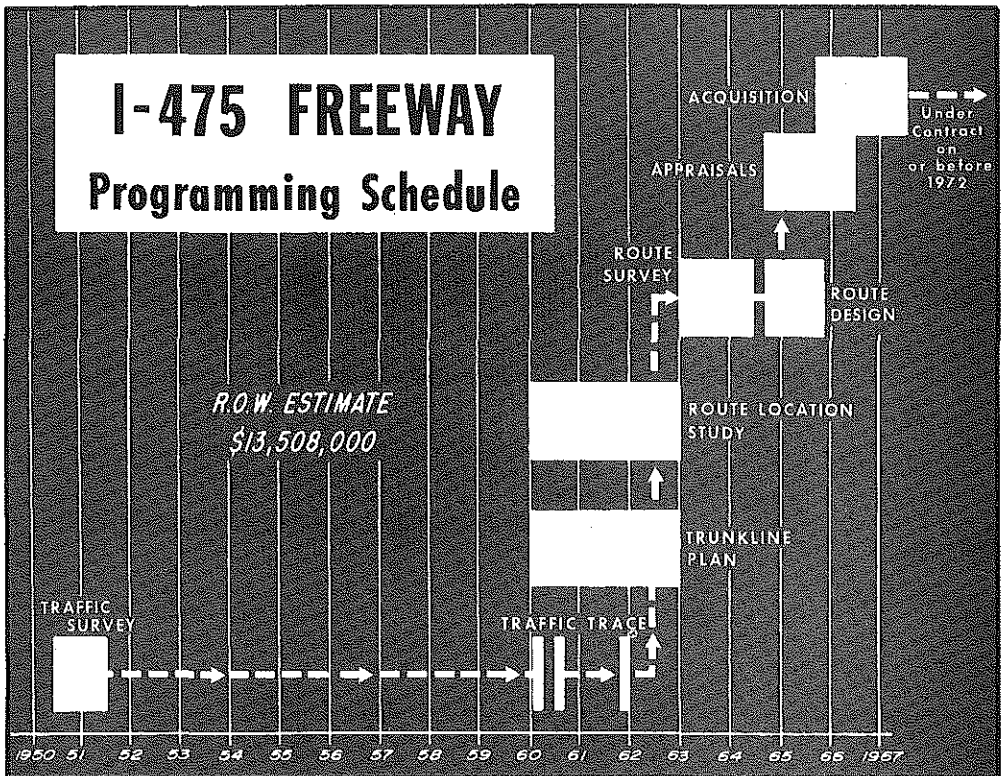
M-21/78 FREEWAY

Programming Schedule



I-475 FREEWAY

Programming Schedule



APPENDIX

W. Bruce Matthews
Golf Course Architect

Hess Lake
Newaygo, Michigan

January 10, 1963

Mr. Robert Boatman
Planning Division
Michigan State Highway Department

Dear Mr. Boatman:

The basis for the preparation of the plan dated April 2, 1962, was a request by the Michigan State Highway Department for a study to be made of the Swartz Creek Golf Course area as affected by the proposed east-west expressway, which would run along the southern boundary of Swartz Creek Golf Course. The purpose of the study was to determine what possibilities for golf were afforded by the land remaining from the proposed route.

The topographical map of the area involved was furnished by the Michigan State Highway Department, showing the proposed expressway with its variations, and the northerly property lines of the park property. I found the area in question to be in excess of 180 acres consisting mainly of creek bottom land, partially wooded, with ridges, knolls, and the outstanding feature was that of the picturesque stream of Swartz Creek. This property lends itself well to golf, more so than any other use, since a large portion of it is subject to flooding.

I have prepared a plan of a championship golf course comprised of 18 holes. Maximum yardage for tournament play would be 6,812 yards, regular play would be 6,320 yards, while front tee distance totals 5,985 yards. The modern golf course is built with large greens and large teeing areas, allowing a greater change in character of play from day to day. Greens in the flood plain would of necessity be built above flood stage. Present day irrigation consists of valves in the center of fairways at regular intervals to allow watering of fairways from tee to green.

I found that I not only could get a fine 18 hole championship course, but there was sufficient land left over for a 9 hole par 3

course, which in some areas have proven desirable.

A par 3 course could accommodate as many people per day, and probably provide as much income as the existing 9 hole short course, although some golfers would not be as happy with a par 3 as they would be with the existing short nine. There is a plus value, however, in the 18 hole championship layout which the better golfers of Flint would enjoy. Large greens, multiple tees, watered fairways and a more challenging course would provide a great deal of pleasure for all classes of golfers.

I have received and studied reports prepared for the Flint Recreation and Park Board by the firms of Stelling, Lord-Wood and Van Suetendael and that of Ellis, Arndt and Truesdell. Both reports contain numerous statements relating to Swartz Creek Golf Course which tend to confuse the issues. In general, the reports reflect lack of understanding in the field of golf course design and construction.

REPORT OF STELLING, LORD-WOOD AND VAN SUETENDAEL

In reference to the report entitled "Encroachment of M-78 on Swartz Creek Valley Park", dated November, 1962, there are several specific statements relating to the Swartz Creek Golf Course which are deceiving.

On page two of the above mentioned report it states that "According to a review of this proposed relocation of golf course facilities (dated May 2, 1962) they were inadequately planned,...". The latter portion of the above statement referring to the proposed facilities being "inadequately planned", tends to be only a very vague generalized type of comment because it is not supported by any factual data or remarks concerning the design of the proposed course. I also question the qualifications of the firm of Stelling, Lord-Wood and Van Suetendael to render judgement on golf course design.

It further states on page two that the relocation of golf course facilities "included use of private property not a part of park lands,...". In response to this statement I have every reason to believe that the Engineering Department of the City of Flint has furnished the Highway Department with an accurate description of Park property.

Page 2 of said report also includes the statement that the proposed 27 holes "...would involve serious hazards for which the City would be liable,...". Everyone who plays golf realizes that there is a certain calculated risk in participating or watching the game. Operators of golf courses are familiar with these normal hazards and act accordingly. Thus the City of Flint has printed on the back of the score cards for Swartz

Creek Golf Course the following statement: "City of Flint will not be responsible for wearing apparel, loss of clubs or other personal belongings, or for injuries received on course."

A final item worthy of comment appearing on page 2 of the same report states that "New course construction would encompass 1½ playing seasons (April one year through June of next year) when no golf income would be derived from this facility,...". My experience in golf course construction and operation have proven that it is undesirable and unnecessary to close down 1½ years for remodeling. To make such a statement reflects apparent inexperience in golf course construction and operation.

LETTER OF ELLIS, ARNDT & TRUESDELL

In reference to a letter to Mr. Donald Sinn from the firm of Ellis, Arndt & Truesdell, which bears no date, portions of the information relating to Swartz Creek Golf Course are misleading.

In general, said letter is a fine effort of confusion, in that it refers to proposed projects as being lost. Actually it is rather difficult to lose a golf course which has never been constructed.

Mr. Ellis states his idea of a golf course - "...fairways must be wide and relatively free from obstacles such as traps, rough and the like,...". This describes a golf course without character and interest. The game is not the same under these abbreviated features and I don't believe it desirable nor necessary to build this type today. The golfers of Flint would be short-changed if any additions to the municipal golf facilities are not made under the modern conception of design and construction.

The concluding statement in said letter relating to Swartz Creek Golf Course reads as follows: "The land remaining after encroachment does not even lend itself to development of one (1) regulation 18 hole course." In analyzing the above the following facts must be considered:

1. Based on property descriptions furnished by the City of Flint, the total amount of park land remaining after the proposed expressway route is in excess of 180 acres. This excludes the clubhouse area and adjacent land to the east, bordered on the north by Swartz Creek.
2. A championship 18 hole course requires from 140 to 160 acres.
3. A par 3, 9 hole golf course requires from 5 to 20 acres.

The amount of land left after the proposed highway is routed through Swartz Creek Valley Park is in excess of 180 acres, excluding

Mr. Robert Boatman

- 4 -

January 10, 1963

clubhouse, parking, and winter sports areas. Utilizing the maximum acreages, a championship 18 hole course plus a par 3 course would need 180 acres, which falls within the available acreage.

The land in question is a fine piece of property for golf and the above concluding statement of Mr. Ellis suggests two possible weaknesses - insufficient study or insufficient experience in golf course architecture.

The title of "Golf Architect" may be misleading because anyone can assume such a title if they so desire since it is not a registered professional title. With the boom in golf during the last two years, literally hundreds of people have adopted this title almost overnight.

In conclusion, I assure you that the plan submitted for the Swartz Creek Park area is a good basic design, uses the land to good advantage and will provide an interesting test of golf to all classes of golfers.

Sincerely yours,

W. Bruce Matthews/s

W. Bruce Matthews
Golf Course Architect
Consultant

W. Bruce Matthews
Golf Course Architect & Consultant
Newaygo, Michigan

1925 - Graduate Michigan State University School of Landscape Architecture.

1925-1928 - Construction Superintendent with Stiles and VanKleek, Boston firm of Golf Course Architects and Land Planners. Constructed several courses in Florida, Radium Springs at Albany, Ga., and Taconic Golf Club, Williamstown, Mass. one of the fine eastern courses.

1929 - Opened office under own name in Grand Rapids, Michigan; Golf Course and Landscape Architecture. Designed and constructed golf courses in Western Michigan. The popular Manistee Golf Club was the first.

1931-1959 - Manager and Superintendent of Green Ridge Country Club, Grand Rapids. Active management of a large country club, twenty-seven holes of Golf, Tennis, Bowling Green, Picnic areas and Playgrounds. In later years, platting of surplus land and construction of new pool and bath-house. Established wide reputation for maintaining excellent greens.

1959 - February - left management and maintenance work to devote full time to design and construction of golf courses. The great demand today for more golf courses and the fine acceptance of the work on the Michigan State University's "Forest Akers" Golf Course were important in this decision.

ORGANIZATIONS:

Golf Course Superintendents Association
Club Managers Association of America
Michigan Turf Grass Foundation

NEW COURSES IN MICHIGAN:

Forest Akers Golf Course, Michigan State University, East Lansing
Brook Hollow Country Club, Williamston
Sunnybrook Country Club, Grandville
McGuire's, Cadillac
White Birch Hills, Bay City
Willowood Country Club, Flint
DunRovin Country Club, Northville

Royal Oak Golf Club, Royal Oak
Blossom Trails, Benton Harbor
Pine River Country Club, Alma
Fellows Creek Golf Club, Wayne
Salem Hills Country Club, Salem
Scott Lake Country Club, Comstock Park
Manistee Golf Club, Manistee

GOLF COURSE CONSULTANT CLIENTS IN MICHIGAN:

Kalamazoo Country Club, Kalamazoo
Hastings Country Club, Hastings
Walnut Hills Country Club, East Lansing
Farmington Country Club, Farmington
Greenville Country Club, Greenville
Brookwood Golf Club, Flint
Midland Country Club, Midland
City of Lansing, Lansing
Traverse City Country Club, Traverse City
Meadowbrook Country Club, Northville
White Lake Golf Club, White Lake
Michigan State Highway Department
Spring Lake Country Club, Spring Lake
Kent Country Club, Grand Rapids

OUTSTATE:

Marion Country Club, Marion, Ohio
Essex Golf and Country Club, Windsor, Ontario, Canada

FIELD STUDY TRIPS TO FLINT BY HIGHWAY PERSONNEL

February 1, 1960

February 11, 1960

May 3, 1960

May 12, 1960

May 26, 1960

June 1, 1960

June 2, 1960

September 7, 1960

September 7, 1960

November 18, 1960

January 24, 1961

April 18, 1961

June 22, 1961

July 9, 1961

July 25, 1961

August 22, 1961

November 1, 1961

November 1, 1961

November 14, 1961

December 15, 1961

February 5, 1962

February 6, 1962

February 7, 1962

February 9, 1962

February 12, 1962

February 22, 1962

March 8, 1962

March 26, 1962

April 17, 1962

May 2, 1962

May 16, 1962

June 1, 1962

June 22, 1962

July 18, 1962

July 23, 1962

July 25, 1962

August 2, 1962

August 3, 1962

August 6, 1962

August 7, 1962

August 8, 1962

August 20, 1962

September 5, 1962

September 6, 1962

October 18, 1962

October 19, 1962

November 6, 1962

November 9, 1962

FLINT MEETINGS

- August 6, 1956
To discuss highway projects in City of Flint
- January 21, 1958
Negotiation on trunkline abandonment (US-23 - Fenton Road) in
City of Flint
- June 5, 1958
To discuss proposed US-23 and US-10 locations
- June 23, 1959
To review studies for the arterial street plan including the
state trunkline locations.
- January 5, 1960 (2 meetings)
Review of Flint's Master Plan
- January 5, 1960
Discussed freeways in Flint
- January 8, 1960
To discuss freeway system for City of Flint
- February 1, 1960
Field Studies
- February 11, 1960
Field Studies
- May 3, 1960
Field Studies
- June 22, 1960
To discuss possible projects which could be recommended for
inclusion in the 1963-67 urban program and which would be
a part of the trunkline plan.
- August 12, 1960
To orient and inform Planning Division representatives about
the possible routes of I-475 BL and trunkline routes for
Flint which would eventually be included in the trunkline
plan.
- August 15, 1960
To review the preliminary analysis of traffic assignments on
Flint Interstate BR

- August 24, 1960
To discuss traffic expansion figures
- September 6, 1960
Field Study on city streets in Flint
- September 15, 1960
To discuss possible trunkline proposals for Flint
- September 15, 1960
To discuss traffic assignments on the proposed I-475 BR in Flint
- October 11, 1960
To determine which systems should be the subject of Detroit Area Traffic Study computer assignments.
- October 13, 1960
To discuss preliminary trunkline plans for City of Flint
- November 7, 1960
To discuss traffic assignments for Flint
- December 8, 1960
To discuss re-evaluation of traffic assignments to the Flint system.
- January 17, 1961
To inform Flint Planning Commission of work in progress in developing data which will aid in determining the alignments for a north-south I-475 penetrator and an east-west freeway system for Flint.
- March 23, 1961
To receive presentation of the traffic assignment data for four freeway systems in Flint.
- July 29, 1961
To report on freeway studies to date and proposed alignments
- August 24, 1961
To discuss Department proposal for alignment of M-78 and M-21 through Swartz Creek Golf Course and other park areas.
- August 24, 1961
To obtain information on future airport expansion and information on effect an expressway in the vicinity of the airport might have on the operation of the airport.

September 15, 1961

To discuss how freeway plans integrate with Mid-City Plans

November 10, 1961

To report on freeway studies to date

November 21, 1961

To acquaint school board members and administrators with the highway planning work done in Flint and to disclose alignment preferred by the Highway Department.

December 5, 1961 (2 meetings)

To discuss details of the effect of Highway Department proposals upon school sites and attendance districts.

December 11, 1961

Revised freeways effect on Park Lands

December 15, 1961

Discussed proposed freeways

January 9, 1962

To review the planning and research done for I-475, M-21, and M-78 and reveal recommended alignments.

January 19, 1962

To discuss effect of proposed alignment on Flint schools

January 24, 1962

To discuss alignment of I-475 and M-75 through Flint

January 29, 1962 (2 meetings)

To discuss the effect of proposed alignments near Bishop Airport and School for Deaf.

February 21, 1962

To discuss the proposed alignment of I-475 Loop in vicinity of Mt. Morris.

March 1, 1962

Discussion of effect of proposed alignment of M-21 and M-78 on Flint schools.

March 14, 1962

Showed Department of Public Works Officials of Flint the monitoring television system on the Detroit freeways.

April 17, 1962

Discussed city street plan in relation to east-west freeway

April 27, 1962

To review results of Flint proposals to modify Michigan State Highway Department alignment for east-west freeway south of Flint downtown area.

July 3, 1962

Discuss local location approval of M-78

July 6, 1962

To review proposed studies on the expressway system in the Flint area.

July 19, 1962

To discuss effects of proposed freeway alignments within the Flint area upon the school district.

August 22, 1962

To discuss plans for coordinating future urban renewal projects with proposed freeway construction in the Flint area.

September 18, 1962

To inform Buick Planners of our recommended alignment in vicinity of Buick properties.

September 18, 1962

To review the Highway Department recommendations as they affect Park and Recreation Department properties. Details of M-21 - M-78 and I-475 freeways were reviewed.

October 11, 1962

To allow representatives of Flint Park and Recreation Department to obtain information from Michigan State Highway Department to permit them to study alternatives for M-21 - M-78 freeway on the 12th Street alignment.

October 14, 1962

To discuss alternate proposals for locating the M-21 - M-78 freeway in Flint.

October 19, 1962

To review the Department's recommendations as they affect the industries in Flint.

December 13, 1962

To review I-475 and M-21 - M-78 proposals