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DETROIT FREEWAYS 1964

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Detroit freeways 1964

Construction of freeways in the City of Detroit did not begin until shortly after the end of World War II.

Since then, more than \$350 million has been spent to provide the Motor City with 40.5 miles of these modern, efficient throughways.

The last sections of the Edsel Ford and the John C. Lodge Freeways were completed and open to traffic in 1959. The 13.8 miles of the Edsel Ford through the city cost an estimated \$141 million while 9.5 miles of the John C. Lodge from the Civic Center to Wyoming totaled about \$90 million.

Since 1959, another 17.2 miles have been added to the Detroit freeway system at a cost of about \$117 million.

Following is the present status of the Detroit Freeway network:

SOUTHFIELD FREEWAY

Completed from Interstate 94 (Edsel Ford Freeway) north to Eight Mile Rd. a distance of 12 miles with the exception of a 1.5 mile section from Rotunda to Outer Drive in Dearborn, scheduled to be completed this summer. The last section of the \$40 million Southfield Freeway a one-mile section from Eight Mile Rd. north to an interchange with the John C. Lodge Freeway at Nine Mile Rd. is scheduled to be open to traffic in the fall of 1964.

SEAWAY FREEWAY

The route is 8.5 miles in length from Pennsylvania Rd. in southwest Wayne County at Pennsylvania Rd. north to the city limits of Detroit at Outer Drive. Total cost is estimated at \$33.8 million. It is partially under construction with the remainder of the route to be placed under contract by the summer of 1964. Completion is scheduled for late 1966.

FISHER FREEWAY

The route is 8.5 miles in length from the southwest Detroit city limits at Outer Drive to an interchange with the Walter P. Chrysler Freeway at Gratiot Ave. near the central business district. Total cost is estimated at \$136.2 million. Construction began on the substructure for the \$25 million Rough River high-level bridge in November of 1963. The remainder of the route is in the right-of-way acquisition stage and contracts for the construction of the freeway are scheduled to be let in 1965 with completion slated for late 1967.

JOHN C. LODGE EXTENSION

The extension of the Lodge Freeway is presently complete and open to traffic from the freeway's previous terminus at Wyoming northwest along James Couzens Highway to Greenfield, a distance of 3 miles. Built at a cost of about \$50 million, work on the Lodge extension began in the fall of 1960. The section from Greenfield north to 9½ Mile Rd. is under construction and scheduled to be open in the fall of 1965. The route is open to traffic north of 9½ Mile Rd.

WALTER P. CHRYSLER

The Chrysler Freeway is presently open from Larned Street north to the Edsel Ford freeway, a distance of 3 miles. Total cost for this section is about \$50 million. A connector from the Civic Center to the Chrysler is under construction and scheduled to be completed in late 1964. The remaining nine miles of the Chrysler from the Edsel Ford Freeway north to the city limits at Eight Mile Rd. and beyond to 11 Mile Rd. are in various stages of design and right-of-way acquisition. Contracts for the section in Detroit are scheduled to be let for construction in 1966. Cost of the Chrysler from downtown Detroit to 11 Mile Rd. is estimated at nearly \$150 million.

WHY FREEWAYS?

Study and experience have shown one of the best answers to today's traffic congestion and safety is the controlled access highway such as the Walter P. Chrysler, John C. Lodge and Edsel Ford Freeways in Detroit.

They are the only means by which large volumes of traffic can be moved quickly and safely.

Studies in Michigan and other states show that freeways carry three times the traffic, twice as fast and more than three times safer than regular surface streets.

The reasons for the increased safety and capacity are many. Chief among these is the elimination of the causes of accidents---stop lights and grade level cross streets. Interchanges provide for smooth exits and entrances to the freeway, merging fast-moving traffic quickly and safely.

Center strips and guard rails divide and channel traffic and protect from head-on collisions.

State Highway Department studies show that the Ford and Lodge Freeways were nearly three times safer during 1963 than six major surface streets.

A study of accidents on the two freeways versus six radial streets showed there were 1,335 accidents per 100 million miles on the six major arterial streets, compared to 395 accidents per 100 million miles on the Ford and Lodge freeways.

That's a ratio of 3.4 accidents on major arterial streets for every one accident on the two freeways.

The report showed there were 419 injury accidents per 100 million miles on the radial streets, compared to 154 injury accidents per 100 million miles on the freeways---a ratio of

2.7 injury accidents on the arterial streets for every one injury accident on the freeways.

The ratio of fatal accidents was about the same---4.7 fatal accidents per 100 million miles on the arterial streets, compared to 1.7 accidents on the freeways. That's a ratio of 2.8 fatal accidents on the arterial streets for every one on the freeways.

The six radial streets included Grand River, Gratiot, East Jefferson, West Fort, Woodward and Michigan.

The report showed there was a total of 8,890 accidents on the six radial streets, of which 2,972 were injury accidents and 31 were fatal accidents.

Motorists logged an estimated 665,870,000 miles on the six streets.

There were 3,471 accidents on the Ford and Lodge Freeways during 1963, of which 1,355 were injury accidents and 15 were fatal accidents.

The estimated vehicle miles driven on the two freeways was 879,356,000.

Another study shows Detroit motorists get to their destinations twice as fast by using Motor City freeways.

A comparison of speeds on freeways and arterial streets during 1963 showed the speed on freeways at any given time of the day is about twice that on the Motor City's major arterial streets.

The speed comparisons, made by the Detroit Department of Streets and Traffic, showed that on the arterial streets, the maximum average speed that can be expected over any long distance cannot be over 30 MPH. On the freeways, it is possible to average between 50 and 55 during times of light traffic and about 38 MPH during rush hours.

AN INVESTMENT IN THE FUTURE

Transportation facilities have always played the dominant role in determining land development. The name "Detroit" is the French word for "straight" or "narrows" and refers to the Detroit River which is a strait connecting Lakes Erie and St. Clair.

Detroit's original location was selected largely because its location along the river made it valuable from a military standpoint, and the river provided a pathway for the valuable fur trade.

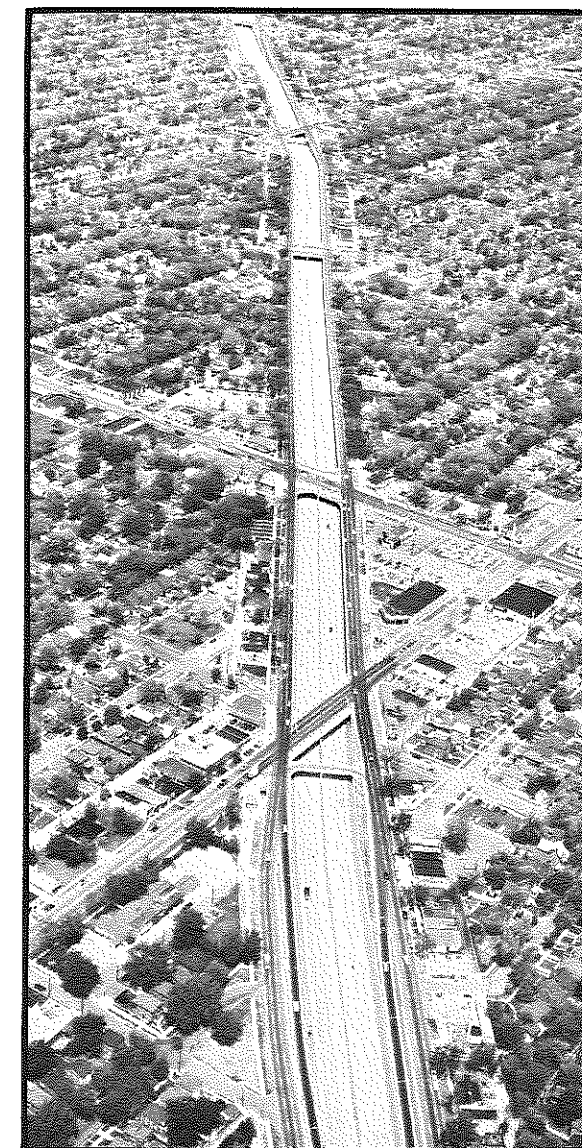
The role of man-made transportation facilities, first railroads and later highways, developing previously inaccessible parts of our nation is chiefly responsible for our nation's growth.

Rapidly advancing technology, improved means of communication, increased amounts of leisure time, and rising incomes have all led to the increased ownership and use of automobiles, particularly since the end of World War II.

And these same factors have also contributed to the increasing urbanization of America.

The need for planned development of transportation facilities has long been recognized in the Detroit area, beginning with the "Governors and Judges Plan" for the rebuilding of Detroit after the great fire of 1805, and continuing to the present time. A comprehensive land use and transportation study is now in the design stage for the Detroit Metropolitan Area.

A major highway facility in an urban area cannot be located solely from a transportation standpoint. Particularly in the City of Detroit, the freeway has been regarded as a major, perhaps dominant, factor in the total community development.



John C. Lodge Freeway at Wyoming

And as problems of urban decay and blight have become urgent, the freeway has played a major role in the redevelopment of these areas.

This is most evident with the construction of the Walter P. Chrysler Freeway, whose major function is to serve traffic needs, but which also provides a frame work for the renewal of a portion of Detroit.

Groundbreaking ceremonies for the Chrysler Freeway took place in January of 1959, on land which had been acquired and cleared as part of the Gratiot-Orleans Redevelopment Area.

As construction forged ahead on the freeway, development moved ahead alongside. High-rise apartment buildings, low-rise townhouses, a school, the Wayne University Medical Campus, and a shopping area to serve the residents now occupying part of what had been one of the worst slums in Detroit.

On the west side of the city, plans for the West Side Industrial Area and for the Skid Row Redevelopment, were enhanced by being located adjacent to the John C. Lodge Freeway. Further north along the Lodge, plans for a University City Redevelopment and the Research Park West

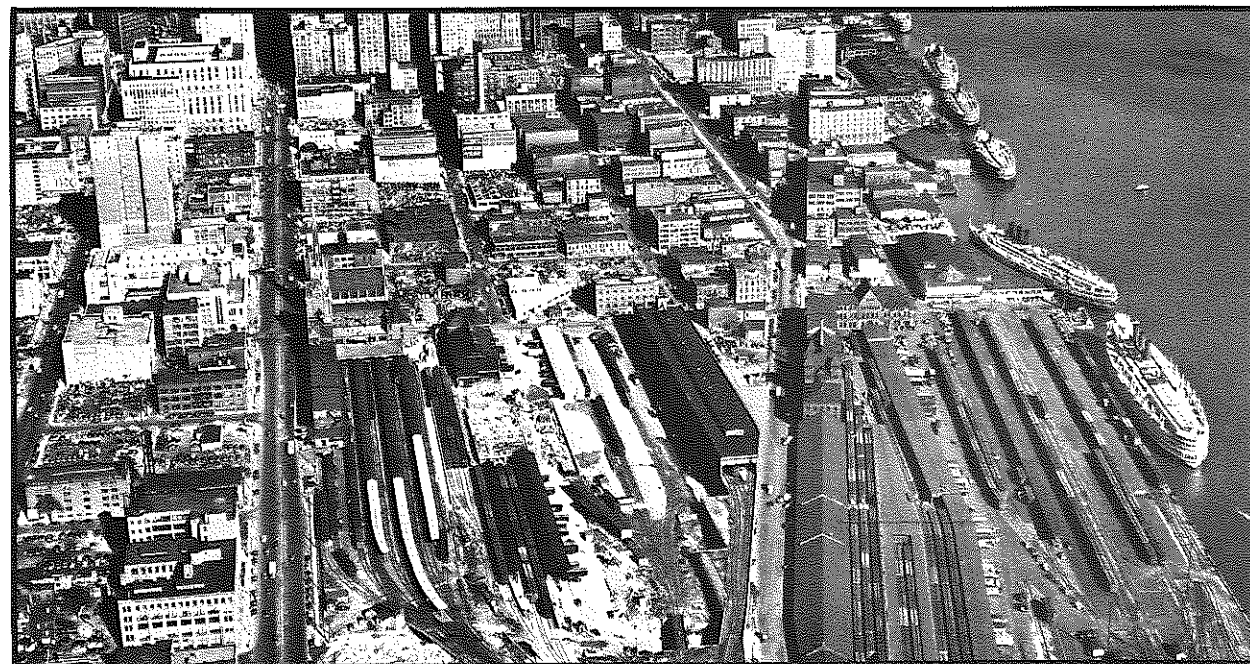
Project will be closely related to the Lodge itself and to the Ford Freeway.

Current areas of joint concern to city planners and the State Highway Department center in the Eastern Market Food Distribution Center Redevelopment and the Elmwood Park Residential Redevelopment.

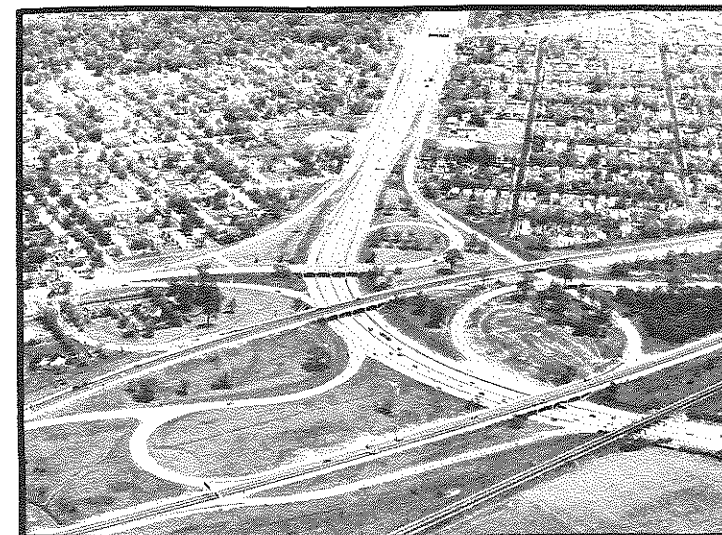
The location and design of freeways in the City of Detroit has been a planning process in which State, city and county government has been involved.

Urban renewal and industrial redevelopment, cultural facilities, educational institutions, recreation, parking garages and the Civic Center, as well as the transportation needs, have been factors in the many decisions that were made.

Freeway facilities in the Detroit area must help serve the economic, social, cultural and recreational needs as well as the transportation needs of the people who live and work throughout the entire area. This requires that the freeway be regarded as a major element--- but still only a part--- in developing the new and redeveloping the older areas of the metropolitan communities.



Civic Center Area before Development--See Cover



Southfield Freeway Beginning at I-96, North to 8 Mile Road Including the Terminus at Lodge-9 Mile Interchange



Opening of I-94 Freeway--Detroit to Lake Michigan--December 1960



Opening of 1,000th Mile of Freeway--I-96, 1963

WALTER P. CHRYSLER FREEWAY

A \$50 million investment in the future of Detroit was dedicated June 26, 1964 with the opening of a 3-mile section of the Walter P. Chrysler Freeway from Larned Street north to the Edsel Ford Freeway.

State Highway Commissioner John C. Mackie said the Chrysler Freeway was one of the most important links in the \$700 million freeway system planned for the Motor City.

"As a part of the national Interstate Highway System, the Walter P. Chrysler Freeway will serve to bring new blood into the downtown Detroit area," Mackie said.

"It will also materially aid in the rejuvenation and redevelopment of the central city. This freeway has been designed to blend with Detroit's future plans.

In late fall, the final downtown section of the Chrysler Freeway will be completed and open to traffic. The work, now underway, consists of the widening of Jefferson Avenue from the City-County Building east to the vicinity of Brush and construction of a connector from Jefferson to the Chrysler Freeway at Larned.

When completed, the Chrysler Freeway will link with the John C. Lodge Freeway via Jefferson Avenue, providing a complete freeway loop through the downtown Civic Center area. It will also connect with the east-west Fisher Freeway at the north edge of the Central Business District.

Mackie said the Lodge, Chrysler and Fisher Freeways will provide downtown Detroit with freeway accessibility and a degree of mobility unmatched in any city in America.

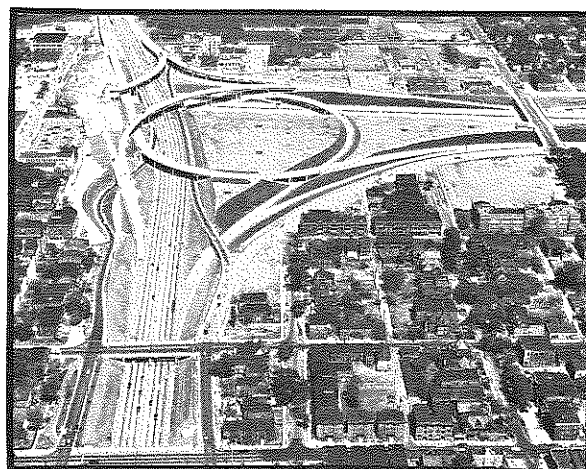
The section of the Chrysler from Larned to the Ford Freeway was one of the most complex engineering projects ever attempted in the City of Detroit. Cost of the section was about \$16 million per mile.

Major items in the cost column were the construction of an interchange with the Fisher Freeway and a similar interchange with the Ford Freeway. Both are of the "pinwheel" design. The term means that *all* turning movements, regardless of the ultimate destination, are made from the right.

The interchanges, as well as the roadway itself, reflect the latest engineering and design techniques as well as experiences gained in the construction of the Edsel Ford and John C. Lodge Freeways.

The net result will be smoother intermingling of freeway traffic and better service to the motorist. There are four lanes of traffic in each direction rather than the three lanes now in use on the city's two existing freeways.

Refuge lanes on both sides of each roadway are provided for disabled vehicles. This feature eliminates traffic jams resulting from cars stalled in the speed lanes being towed all the way across the freeway to the refuge lane on the right.



Walter P. Chrysler-Edsel Ford Interchange

Bridges carry traffic over the freeway at Ferry, Warren, Canfield, Mack, Wilkins, Gratiot, Monroe, Lafayette, Larned, Jefferson and Hastings.

Motorists can enter or leave the freeway from interchanges at the Ford Freeway, Warren, Forest, Mack, Madison, Monroe and Congress.

The freeway is approximately 14 to 18 feet below ground level throughout its length. Work began on this section of the Chrysler in the spring of 1959.

Further north the Chrysler is open to traffic from 11 Mile Rd. and Stephenson Highway in Royal Oak north to Bay City.

Contracts for the section from Eight Mile Rd. to 11 Mile Rd. will be let starting late this year. Final contracts on the entire section from the Edsel Ford north to Eight Mile Rd. are scheduled for letting in 1966. It is anticipated the freeway will be completed by late 1968.

Officially, the Chrysler Freeway is known as Interstate 75. I-75 extends for 394 miles in Michigan from the Ohio border near Toledo, through Detroit -- via the Seaway Freeway, Fisher Freeway and Chrysler Freeway -- to its terminus at Sault Ste. Marie and the International Bridge to Canada.

Some idea of the immensity of Michigan's freeway program and the problem of building freeways in cities, can be glimpsed by looking at the cost of I-75 in the State.

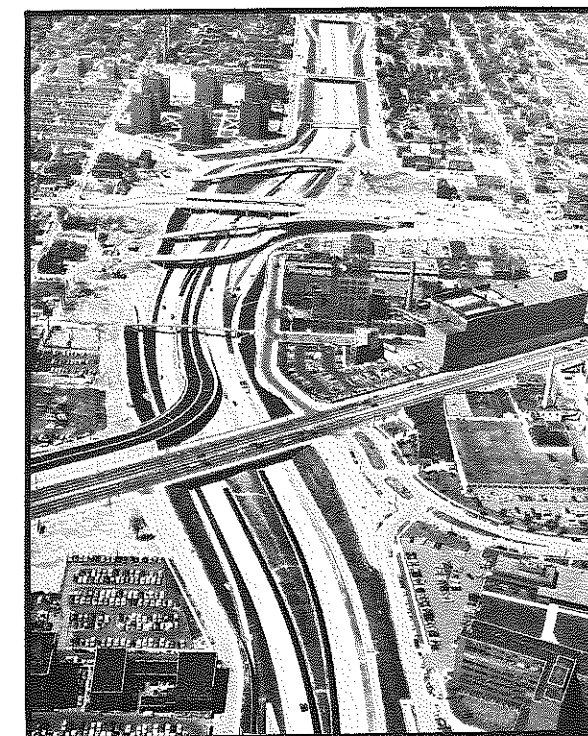
Total cost of the 394 miles of I-75 in Michigan is estimated at \$450 million, average of over \$1 million per mile. However, the 42 miles of this route through Detroit and its suburbs will cost an estimated \$330 million to build -- an average of about \$7 million per mile.

As a part of the 41,000-mile-long Interstate Highway System, I-75 continues south of the

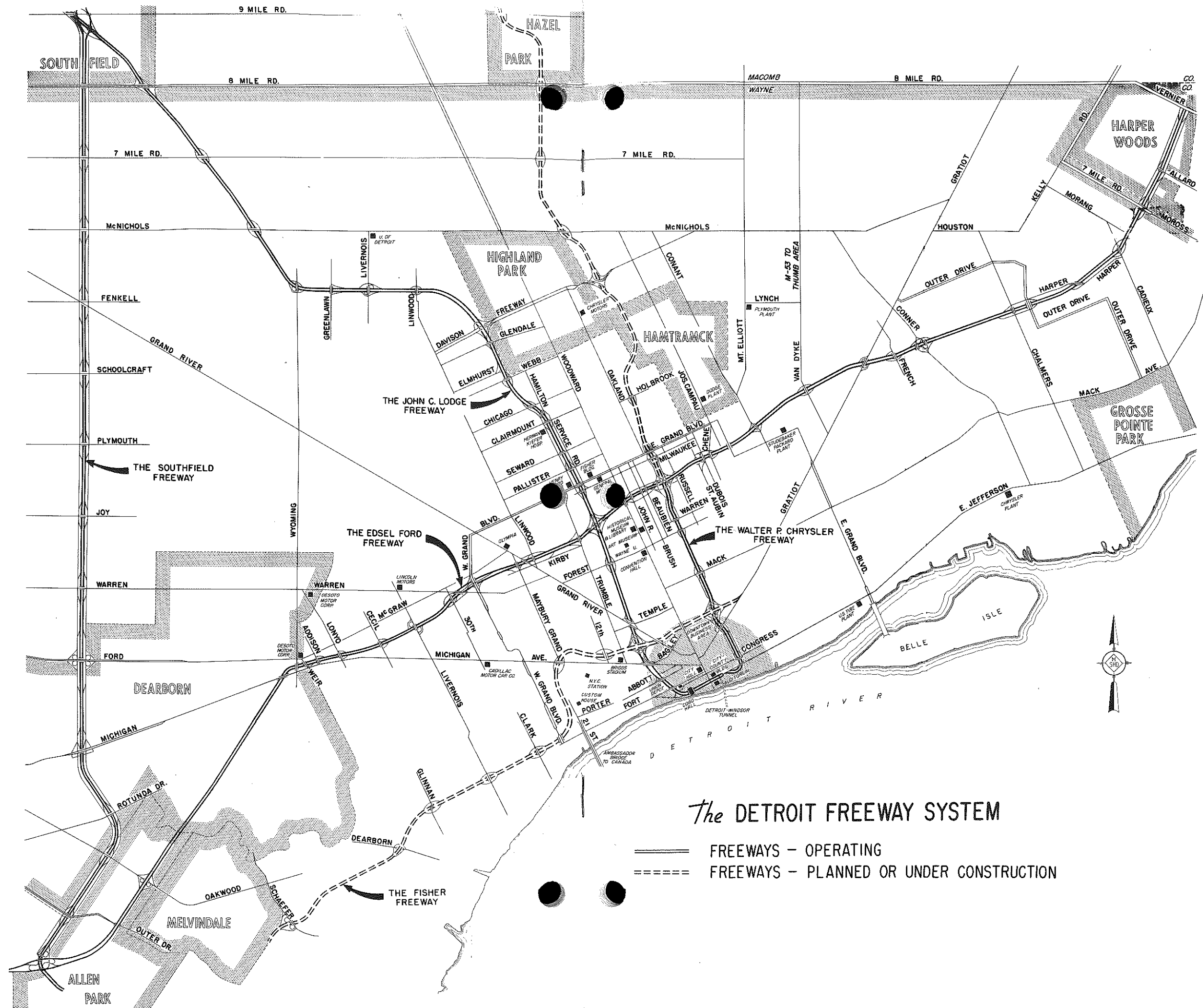
Ohio-Michigan state line through the states of Ohio, Kentucky, Tennessee and Georgia to its terminus at St. Petersburg, Florida, on the Gulf of Mexico.

The Detroit area is also the terminus of the east-west Interstate 94 (Edsel Ford) Freeway which starts at the Blue Water Bridge in Port Huron and ends in Butte, Montana.

So, if their destination is Canada to the north, Chicago, Illinois or Butte, Montana, to the west, or St. Petersburg, Florida, to the south -- travelers can buy their supplies in Detroit, gas up and head out. They won't even have to stop if their gas tanks are large enough!



Gratiot-Fisher Interchange Area



The DETROIT FREEWAY SYSTEM

- ===== FREEWAYS - OPERATING
- ===== FREEWAYS - PLANNED OR UNDER CONSTRUCTION

WHO WERE THEY?



WALTER P. CHRYSLER
1875-1940

Walter P. Chrysler, founder of the Chrysler Corporation, was born April 2, 1875, in the western frontier town of Wamego, Kansas. His father piloted a locomotive across the lonely prairies of this frontier country.

A gifted mechanic, Chrysler rose through the ranks, often taking jobs at lower salaries but with better futures, becoming chief executive of a number of firms before founding his own company in 1924.

At 17, Chrysler began work as a machinist's apprentice in the Union Pacific Shops at Ellis, Kansas, for five cents a day. At night he studied a correspondence course in engineering.

He worked as a roundhouse hand for the Rio Grande and Western at Salt Lake City and soon became foreman of the Colorado and Southern's Trinidad shops. At 33, he was superintendent of motive power for the Chicago and Great Western road -- the youngest man ever to hold the post.

His active interest in the automotive field began three years prior when, at the age of 30, he purchased a \$5,000 car at the Chicago Automobile Show. He had the car shipped to his home in Oelwein, Iowa, where he promptly took the machine apart. Then he rebuilt the car and incorporated his own ideas for improving it.

He resigned from his position with the C & GW to take a position at a lesser salary with American Locomotive. At the time, American Locomotive was suffering huge losses. Under his guidance the company was operating at a profit within a year.

His success at American Locomotive led to his first offer in the automotive field -- as works manager for the Buick Motor Company of Flint. The salary offered was \$6,000 a year, half what he earned in the railroad industry. He accepted!

He was an outstanding success. Production rose from a low of 45 cars per day to 200 per day and soon the company's annual production figure tallied 150,000 units. And by 1915 Chrysler's salary had risen to \$50,000 per year, and he had become president of the firm. Soon Chrysler was placed in charge of production in all plants controlled by General Motors with the title of executive vice-president. However, a dispute arose between himself and W. C. Durant, president of the corporation. The two decided to part company.

Chrysler joined the Willys-Overland Company which had been suffering financial reverses. He was credited with putting the company back on its financial footing within two years. He was then hired for another "rehabilitation" job -- that of rescuing Maxwell-Chalmers from impending bankruptcy. Within four years Chrysler brought the firm from \$2,000,000 debt and 50 dealers to \$5,000,000 in the bank, 2,000 dealers and a smoothly running corporation.

The time seemed right for Chrysler. Since 1921 he had been thinking of a new car which would carry the Chrysler name. The car, incorporating a new high-compression engine, was introduced in 1924. Chrysler not only sold 50,000 Maxwells that year but almost 32,000 vehicles bearing his own name. This was only the start. Next year, Chrysler sales shot to 106,000 and in 1927 they were just short of 200,000 units. The original working capital of \$8,000,000 he had invested had increased to more than \$64,730,000 by 1933.

In 1928, Chrysler Corporation acquired Dodge Brothers in one of the largest financial deals in the history of the industry. When the Chrysler Corporation was 10 years old, its founder headed an enterprise with total resources of about \$235,000,000.

Today, Chrysler Corporation continues to grow and is one of the major manufacturers in the Detroit area, employing thousands of Detroit area workers and contributing a major share in the betterment of Detroit and the State.



EDWARD J. JEFFRIES, JR.
1900-1950

Jeffries immediately set out to sell Detroit and succeeded to the extent that credit was restored, interest costs dropped and city bonds were once again established as an excellent credit risk.

He was elected to his first term as councilman at the age of 31. He finished eighth. By 1937, his popularity with the voters polled him an all-time high in the council race, finishing first and so became president of that body.

Jeffries' visions were not limited in time, but far-reaching in scope. Although hampered by the war years, he began the planning for Detroit's magnificent civic center.

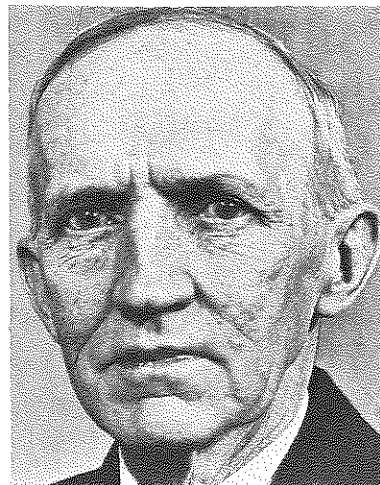
Of the office of mayor, he once said, "Being mayor is just like a woman's housework. When you're not at it, you're worrying about it."

He was the son of Edward Jeffries, Sr., a judge of the Detroit Records Court for 35 years.

Edward J. Jeffries, Jr. was mayor of the City of Detroit from 1938 to 1948. He held that post longer than any other man in the city's history.

Except for a two year period in 1948-49, he served the City of Detroit in elected capacities as councilman, council president and mayor from 1932 to 1950.

Jeffries began his first term as mayor at a time when Detroit's fortunes were at their lowest ebb. Confidence in the city had been shaken following disclosures by a grand jury which proved widespread corruption in the highest echelons of Detroit government. Many top ranking officials, including the former mayor, were sent to prison.



JOHN C. LODGE
1861-1950

His first political office was as clerk of the County Board of Auditors in 1897. He spent several years as a newspaperman and left the Detroit Free Press as city editor in 1902. He was elected to the State House of Representatives in 1907. Lodge returned to Detroit and was elected to the old Board of Aldermen, serving eight terms.

He had opposed vigorously the vote-swapping system of partisan ward politics and frequently had been a losing battler against the saloon-dominated politics of his youth.

He became a candidate for Mayor on the strength of 50,000 signed petitions in 1927. He refused to campaign or issue public statements. He was elected. His only political defeat was suffered in 1929 when he ran for re-election to the Mayor's office. Charles Bowles, his successful opponent, was recalled after nine months. In 1931, Lodge was elected to the Council, and was returned to the office each succeeding election until his retirement in 1947.

John C. Lodge was unique in the history of American politics. He served the City of Detroit for nearly 50 years as mayor, alderman, a member of Common Council, a member of the State Legislature and in other public offices.

Yet he never campaigned for public office!

As an expert on legislation, he was a member of the commission which drafted the State Constitution of 1908. He was also consulted in drafting the nonpartisan City Charter adopted in 1918. He knew the document by heart.

Born in Detroit on August 12, 1861, he saw the city grow from a town of 42,000 population to the fourth largest metropolis in the country.



EDSEL FORD
1893-1943

Only son of Henry Ford, founder of the Ford Motor Company, Edsel Ford served as president of his father's firm from 1919 until his death in 1943.

Born November 6, 1893, Edsel Ford rose to become one of the guiding geniuses of the automobile industry. Under guidance of his father,

he viewed the development of the automobile industry from his and its infancy with eager interest.

His formal education ended at 19 under the persistent urge for an active part in the expansion of the industry which, more than any other, has revolutionized the life of this century.

Edsel Ford exhibited a keen interest in the cultural and progressive betterment of the City of Detroit. He was president of the city's Arts Commission and served continuously from March 1, 1925 until his death.

FISHER BROTHERS

"Body by Fisher"--A slogan known around the world for fine craftsmanship in the automotive industry. Much less is known about the men who made this trade mark a synonym for excellence. Their story could easily come from the pen of Horatio Alger--with one major difference. Their story is true!

The seven fabulous Fishers, as they were called by many newspaper writers, came from Norwalk, Ohio, to Detroit. First to arrive was Frederick J. Fisher. On leaving Norwalk he confided to a friend that by the time he was 50 he hoped to have \$50,000 on which to retire.

When he was 50, Fred Fisher had \$50,000,000 and was still hard at work. The Fishers brought with them the skills learned in their father's carriage and wagon shop and a determination to make their way in a changing world.

In 1908, Fred, his older brother, Charles, and an uncle, Albert Fisher, joined to form the Fisher Body Co., to make bodies for the infant auto industry.

The automobile industry was expanding at a fantastic rate and Fisher Body, as a supplier to most of the companies, had to expand as fast as all of them combined.

As the younger Fishers finished school and their training at their father's shop in Norwalk, they, too, began the trip northward to take their place with the Fisher Body Co. In 1919, General Motors Corporation bought a majority interest in the Fisher Body Co. The Fisher Brothers con-

At the time of his death, Dr. W. R. Valentiner, director of the Detroit Institute of Arts said, "Mr. Ford was the greatest friend the museum ever had. If the museum is well-balanced in its collections and activities, it is mostly due to Mr. Ford."

With the coming of World War II, Edsel Ford devoted much of his time and energy to the war effort. He made a major contribution toward promoting better understanding and cooperation among automotive manufacturers in forwarding their war efforts.

tinued to run the company and also assumed leadership roles in the management of GM.

In 1926, General Motors paid \$208,000,000 in GM stock to purchase the remaining interest of the Fisher Brothers in the Fisher Body Co., and four of the brothers became executives of the giant automotive firm.

Today, the Fishers are best known and respected for their endless contributions to the business, civic, charitable and cultural life of Detroit.

The beautiful Fisher Building in the New Center area was one of their enterprises. In this area they also owned the New Center Building and considerable other property.

The National Bank of Detroit, a two-billion dollar bank, Detroit's largest and one of the nation's largest, is primarily a product of Fisher wealth, and members of the family serve as directors.

The Fisher family has grown throughout the years. It is estimated that the family now far exceeds 100, with most of the members living in Detroit or suburban Bloomfield Hills and Grosse Pointe.

It would be impractical to estimate the family's wealth. They have given millions to charity, chiefly anonymously. Churches, church institutions, homes for the aged and universities such as Notre Dame have been made gifts of untold millions, by the Fishers.

DETROIT METROPOLITAN AREA FREEWAYS

During the past 10 years the Michigan State Highway Department has invested nearly half a billion dollars in highway improvements for the Detroit Metropolitan Area (DMA).

The DMA is defined by the Department as the area encompassed in a triangle formed by Toledo, Flint and Port Huron.

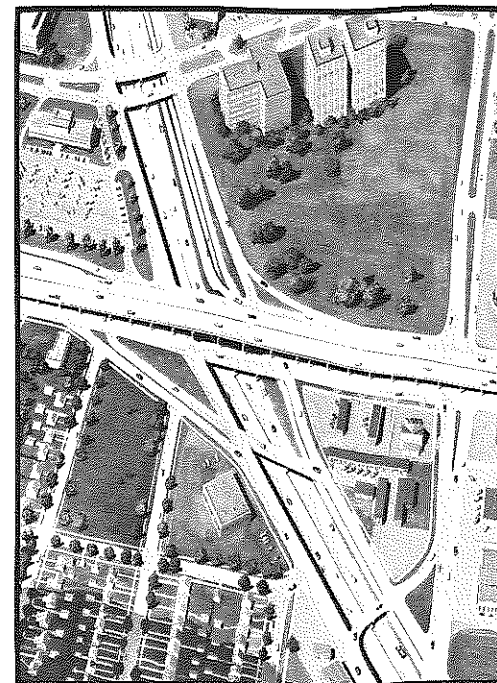
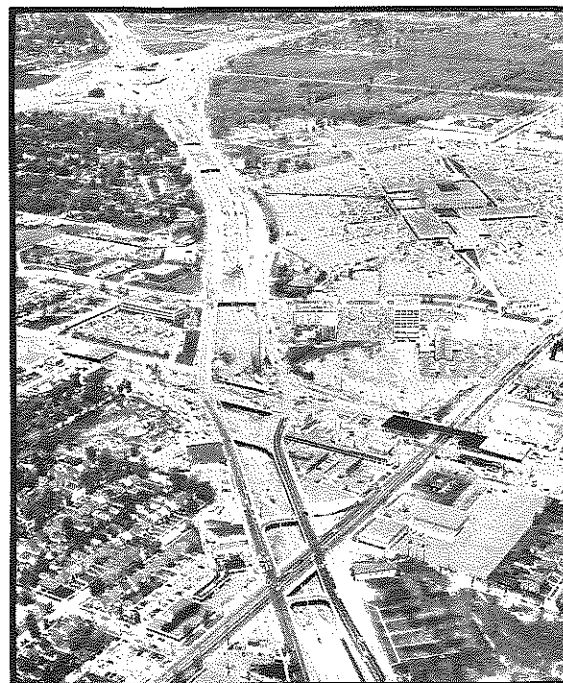
These vast expenditures were used to advance the Metropolitan area freeway network from a total of 80 miles in 1957 to 330 miles in mid-1964.

During this same period, the Michigan State Highway Department has built or modernized

nearly 1,000 miles of other state highways in the DMA.

In 1964, the Highway Department plans to start construction on an additional 30 miles of freeway and modernization of 50 miles of other state highways in the DMA at a cost of more than \$75 million.

By 1972, it is estimated the Michigan State Highway Department will have spent \$1.2 billion in the Metropolitan Area for a 506-mile-long network of interrelated freeways serving the area and the State.



8 Mile Road-Lodge Freeway-Greenfield Road In-
change-During Construction-After Construction

Freeways presently open to traffic in the DMA are:

ROUTE	ESTIMATED COST	LENGTH
I-94 from 14 Mile to Gratiot (US-25)	\$ 34 Million	34 miles
I-94 from Vernier to US-23	177 "	48.7 "
John C. Lodge from Cobo Hall to Greenfield	119 "	12.5 "
Lodge from north of 9 Mile Rd. to Telegraph	10 "	4.5 "
I-696 from Northwestern & Lodge to I-96	16 "	10.5 "
I-96 from Brighton to Farmington	19 "	24 "
Southfield from I-94 to Eight Mile Rd.	41 "	12 "
I-75 from 11 Mile Rd. to US-23	53 "	52 "
I-75 from Larned St. to Edsel Ford Freeway	50 "	3 "
I-75 from Ohio border to Pennsylvania Rd.	20 "	36 "
US-23 from Ohio border to Flint	46 "	92.8 "
TOTALS	\$585 Million	330 miles

Major projects to be constructed in the DMA between 1964 and 1972 are:

ROUTE	ESTIMATED COST	LENGTH
I-75 (Walter P. Chrysler) Freeway from I-94 (Edsel Ford) Freeway north to 11 Mile Rd.	\$ 100 Million	8 miles
Seaway Freeway (I-75) from Pennsylvania Rd. north to the southeast Detroit city limits at Outer Drive	33.8 "	8.5 "
Fisher Freeway (I-75) from the southeast Detroit city limits at Outer Drive to Gratiot	135 "	8.5 "
Jeffries Freeway (I-96) from Ambassador Bridge in Detroit to existing I-96 near Farmington	185 "	26.7 "
I-696 from Lahser Rd. east to I-94 in St. Clair Shores	115 "	18 "
I-275 from north of Monroe to I-696 in Oakland County	60 "	30 "

See Map Inside Back Cover

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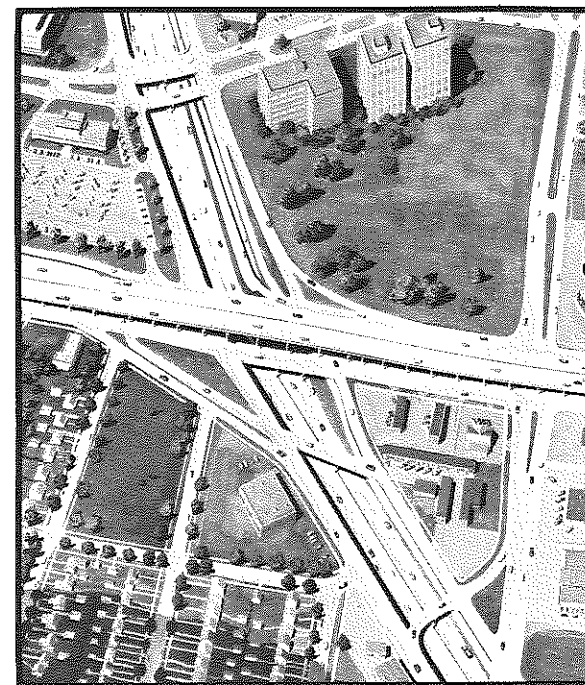
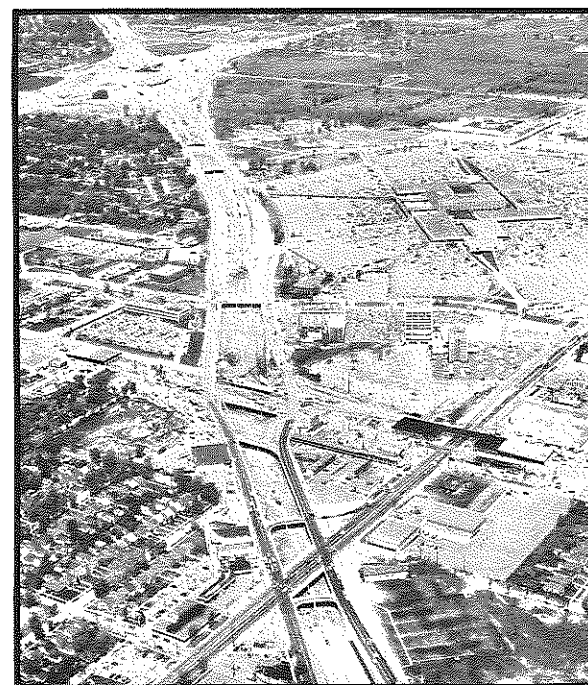
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ROUTE	ESTIMATED COST	LENGTH
I-75 (Walter P. Chrysler) Freeway from I-94 (Edsel Ford) Freeway north to 11 Mile Rd.	\$100 Million	8 miles
Seaway Freeway (I-75) from Pennsylvania Rd. north to the southeast Detroit city limits at Outer Drive	33.8 "	8.5 "
Fisher Freeway (I-75) from the southeast Detroit city limits at Outer Drive to Gratiot	135 "	8.5 "
Jeffries Freeway (I-96) from Ambassador Bridge in Detroit to existing I-96 near Farmington	185 "	26.7 "
I-696 from Lahser Rd. east to I-94 in St. Clair Shores	115 "	18 "
I-275 from north of Monroe to I-696 in Oakland County	60 "	30 "

See Map Inside Back Cover

MICHIGAN'S FREEWAY SYSTEM

Michigan will reach another highway milestone later this year when it opens its 1,200th mile of freeway.

Michigan's freeway mileage has quadrupled in five years—from 300 miles in 1959 to nearly 1,200 miles today.

The 1,200th mile of freeway is expected to be somewhere on the \$40 million East-West Freeway in Grand Rapids which is scheduled to open in mid-December.

Earlier next fall, the final section of the Lodge Freeway Extension in Detroit will be opened to traffic. It will enable motorists to drive non-stop from Cobo Hall in downtown Detroit to Muskegon or the Upper Peninsula.

Michigan leads the nation in the construction of Interstate highways. Seventy per cent of its Interstate system is open to traffic and built to full standards. The average for all states is about 35 per cent.

In addition to its 765 miles of Interstate highways open to traffic, Michigan also has 400 miles of state freeway built to Interstate standards.

The two superhighway networks link every Michigan city of 50,000 population or more and penetrate Northern Michigan and the Upper Peninsula.

Long ribbons of divided highway have given Michigan a big boost in the highly competitive travel business.

The old saying that you can't get there from here no longer applies — not with nearly 1,200 miles of freeway and more than 6,000 miles of new and improved two-lane roads.

Recent visitors to Michigan have found that they can reach their destination in relative ease and comfort on modern highways.

Imagine what would happen if the freeway from Detroit to Sault Ste. Marie weren't there. The result would be a wild nightmare of traffic jams and blaring horns.

Some years ago, the state's highway builders foresaw a king-sized mess if something wasn't done to provide more room for cars and trucks.

They were confronted with several basic facts: a growing nation with more leisure time, increased auto sales and a state with a potential to attract an increasing number of travelers.

The highway planners came up with a logical conclusion -- build broader freeways to accommodate a greater number of cars and trucks.

Aided by a generous outpouring of dollars from state and federal treasuries, the Michigan highway building program began in earnest in the late 1950's and reached a full head of steam in the early 60's. More than \$500 million was spent for construction in 1961 and 1962.

The big push was for construction of three border-to-border freeways bypassing big cities and little towns.

Michigan has tripled its freeway mileage since 1959 when it opened its 300th mile between Lansing and Grand Rapids.

Interstate 94, stretching non-stop from Detroit to New Buffalo, was the state's first border-to-border freeway, replacing old US-12. It was completed in December of 1960.

Then came Interstate 96, a superhighway stretching from Detroit to Muskegon and replacing old US-16. The final section of I-96 was opened in December of 1962.

The third border-to-border freeway, completed in November of 1963, stretches from Ohio to Sault Ste. Marie, a distance of 380 miles.

It's been a long uphill climb since 1905 when "Good Roads" Earle, a bicycle enthusiast, became the state's first highway chief with a budget of \$20,000 for construction and \$10,000 for administration.

But visitors to Michigan now enter the state with knowledge they will be driving on some of the finest highways in the nation.

DETROIT-AREA FREEWAY SYSTEM

