

Mackie Lists Area Highway Developments

Chrysler Expressway Discussed at Meeting

EDITORS NOTE: The Birmingham-Bloomfield area has a large share of responsibility in the solution of Michigan's trunkline highway problems, many of which originate right here in the South Oakland county area. The state highway department is forging ahead to lick these traffic snarls, which are bad now and will get worse until the Detroit metropolitan road program is constructed.

Michigan's new highway commissioner, John C. Mackie, has come forth with a vigorous highway program and already has made considerable progress in getting it accepted and placed under construction.

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Latest achievement was last week's opening of a third traffic lane on 8 Mile road from Southfield west to Grand River avenue.

IN A DEDICATION ceremony last Thursday at Birmingham country club, Mackie outlined his program and listed its latest developments.

He called for enlightened cooperation and assistance from South Oakland's public officials and citizens.

This is the text of Mackie's speech:

I am indeed happy to see so many public officials and community leaders here today from South Oakland county and the Detroit area, and to have this chance to discuss our urgent highway problems.

The widening of Eight-Mile road from Southfield to Grand River avenue marks another step in the current program designed to ease traffic congestion in the metropolitan area.

I WOULD like to personally congratulate the contractors, as well as the state highway department crew, who did the work and kept well ahead of schedule.

The speed with which this highway construction project has progressed is not peculiar to this area alone. Throughout Michigan this year we had 848 highway projects under way which were on or ahead

of schedule. Many of them were from three to six months ahead of schedule. Many of them were from three to six months ahead of schedule.

OUR HIGHWAY construction program is moving ahead in high gear. During the three-month period of April through June of this year, the Michigan state highway department put some \$84 million worth of new construction under contract, almost twice as much as any previous three-month period in history.

The rate of progress in construction, outstate at least, is very promising. I am confident that we will be able to meet our outstate construction goals set up in our current one-and-a-half-billion dollar, five-year highway construction program—generally on or ahead of schedule.

IT SHOULD BE understood that where right of way is needed, it will take 18 months to two years to get the work under contract after local route agreements are obtained. Time is needed for design of the roadway after alignment is established, as well as for buying right of way.

INCREASING FLOODS of traffic generated in the Metropolitan area will soon overload this route. Its carrying capacity is obviously limited because of a lack of control of access.

In the future, our major highway expenditures must be concentrated not only on meeting today's traffic needs, but tomorrow's as well.

THE OBVIOUS advantages of controlled access expressways as major arteries of travel were widely recognized. In this type of highway each lane can carry three times

as much traffic as on a highway without access control. Elimination of stop lights and roadside friction are among the reasons for this.

Controlled access expressways, especially in urban areas, represent a tremendous investment in terms of right of way and construction costs.

THE MAIN reason for the Detroit metropolitan area traffic study then was, through origin and destination studies and other economic studies, to discover which major expressway arteries were needed and what traffic demands would be on these axes of travel in future years.

THE STUDY showed that the metropolitan area would need some 250 miles of expressways by 1950 to meet its traffic needs.

As of today, 19 miles are open to traffic. A major share of the expressway mileage needed in the metropolitan area is on the state trunkline system, over which the state highway department has jurisdiction. It is to be constructed, maintained and operated by the department.

A minor portion of the cost of this construction is to be shared by communities of 30,000 population and over. Ninety per cent of 80 miles of these routes, which are part of the national interstate system of defense highways, are to be borne by the federal government through the U. S. bureau of public roads.

IN ADDITION, a limited amount of 50 per cent matching urban or primary federal funds are available for other expressway routes in the Metropolitan area on the state trunkline system.

The five-year metropolitan expressway program was announced a year ago this month called for the following:

1) Extension of the John C. Lodge expressway from its present terminus to the Eight Mile road to entirely under contract by the first quarter of 1950.

2) Conversion of the North-western highway from a connection with the Lodge extension at Eight-Mile north to the vicinity of 11-Mile road to be entirely under contract by the second quarter of 1950.

3) CONNECTION of the North-western expressway from near 11-Mile road west to the Brighton Farmington expressway to be under contract by the fourth quarter of 1950.

Nov. 20, 1948 THE BIRMINGHAM (MICH.) ECCENTRIC 3-3
of 1950.
4) Extension of the Edsel Ford expressway to the Eight-Mile road to be entirely under contract by the fourth quarter of this year.
5) The Walter F. Chrysler expressway to be entirely under contract from downtown Detroit to Holbrook by the fourth quarter of 1950.
6) Another leg of the Walter Chrysler extension in Oakland county from near 11-Mile and Shapansky highway to a connection east of Pontiac under contract by the second quarter of 1951, and the section from Pontiac north to a connection with the Pontiac-Clio expressway under contract by (Continued on Next Page)

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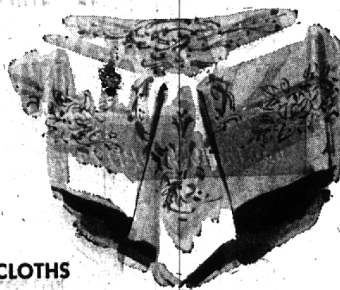
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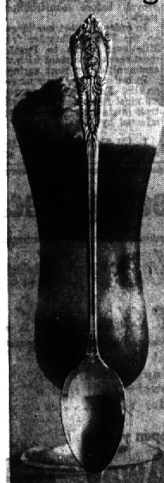
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