

= Interstate 475 ( Michigan ) =

Interstate 475 ( I @-@ 475 ) is an Interstate Highway in the US state of Michigan . I @-@ 475 is a 16 @. @ 99 @-@ mile ( 27 @. @ 34 km ) bypass route that serves the downtown area of Flint while its parent , I @-@ 75 , passes through the west side of the city . I @-@ 475 starts southwest of Grand Blanc and runs through suburbs of Flint before passing through downtown . There it intersects I @-@ 69 and crosses the Flint River . The freeway turns westerly to connect back to I @-@ 75 north of Flint near Mount Morris .

This component freeway of the state trunkline highway system was planned in the 1950s and built in the 1970s . The trunkline was first named the Buick Freeway to honor David Dunbar Buick 's contributions to Flint 's early automotive industry as founder of Buick Motor Company . I @-@ 475 was renamed in 1981 the UAW Freeway , honoring the United Auto Workers , a labor union which was active in Flint . At the same time , the name of I @-@ 69 in Flint was changed from the " Chevrolet Freeway " to the " Chevrolet @-@ Buick Freeway " . Since 2001 , I @-@ 475 has borne both the UAW and Buick names officially .

= = Route description = =

I @-@ 475 starts at a partial interchange with I @-@ 75 in Grand Blanc Township , southwest of Grand Blanc . From this start at exit 111 , the freeway proceeds northward through a suburban residential area next to a baseball field complex . As I @-@ 475 continues northward , it has an interchange with Hill Road near the Crestwood Memorial Gardens cemetery and several commercial properties . North of the Maple Road underpass , the freeway crosses into the suburb of Burton where it runs for about 1 1 ? 2 miles ( 2 @. @ 4 km ) before crossing into the city of Flint . The freeway then curves around to the northeast near Thread Lake , crossing over Saginaw Street . I @-@ 475 follows the western shore of the lake as it turns northward to run into downtown Flint .

South of the four @-@ level stack interchange with I @-@ 69 , I @-@ 475 crosses over a line of the Canadian National Railway . North of this interchange , the freeway runs more northwesterly as it skirts the eastern edge of downtown Flint . Near the campus of the University of Michigan @-@ Flint , I @-@ 475 curves to run parallel to the Flint River before crossing it next to an industrial area . There is an interchange complex on the northwest side of the river that provides access to Stewart Avenue and M @-@ 54 ( Dort Highway ) . I @-@ 475 then runs north and northwesterly parallel to a rail line operated by CSX Transportation . North of Carpenter Road , the freeway exits the city of Flint and enters Genesee Township . The Interstate turns to the east to cross into Mount Morris Township before meeting an interchange for Saginaw Street . There is one more interchange for Clio Road before I @-@ 475 terminates at a full interchange with I @-@ 75 's exit 125 .

I @-@ 475 is maintained by the Michigan Department of Transportation ( MDOT ) like other state highways in Michigan . As a part of these maintenance responsibilities , the department tracks the volume of traffic that uses the roadways under its jurisdiction . These volumes are expressed using a metric called annual average daily traffic , which is a statistical calculation of the average daily number of vehicles on a segment of roadway . MDOT 's surveys in 2010 showed that the highest traffic levels along I @-@ 475 were the 57 @, @ 400 vehicles daily north of the I @-@ 69 interchange in Flint ; the lowest counts were the 18 @, @ 637 vehicles per day west of the Clio Road interchange . As an Interstate Highway , I @-@ 475 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

A freeway along the I @-@ 475 corridor was proposed in the 1950s . The 1955 Yellow Book , an early proposal for what would become the Interstate Highway System , contained an inset of the proposed freeways in and around the Flint area , including a loop route freeway near the downtown area . Designated as part of the Interstate Highway System in 1957 , I @-@ 475 construction was funded by the federal government .

I-475 was first opened to traffic in the early 1970s . The first section was built between I-475 / US 10 northward to M-21 / M-78 . The second section was built from I-475 / US 10 / US 23 to BUS M-54 along the north side of town . These two sections were opened on November 9 , 1973 and September 26 , 1974 respectively . The final section was opened between them in 1981 .

= = Memorial highway designations = =

I-475 has carried two different memorial highway designations in its history , the Buick Freeway and the UAW Freeway .

David Dunbar Buick was a Scottish born immigrant who moved to Detroit with his parents at the age of two in 1856 ? 57 . He quit school to supplement the family 's income after his father 's 1860 death . In the 1880s , he was a plumbing supplier in the Detroit area , inventing a process that created a cheaper white bathtub . Buick produced a method for permanently coating cast iron with vitreous enamel which allowed the production of " white " baths at lower cost . He later sold his plumbing business and the patents to American Standard . Using the profits from this sale , Buick started working on gasoline engines , and later automobiles . He eventually moved his operations from Detroit to the Flint Wagon Works . William Durant managed the fledgling Buick Manufacturing Company , making it the number one car building company in the country by 1908 . Durant later built on the foundation of Buick 's company to create General Motors . In honor of Buick 's contributions to Flint 's manufacturing base , the Flint City Commission proposed naming I-475 after Buick . The freeway passed by the city 's Buick plant and many of the employees would use the new freeway on their commutes to work . The Michigan Legislature passed Concurrent Resolution 22 in 1969 to add the name .

The United Auto Workers ( UAW ) was founded in Detroit on August 26 , 1935 . The labor union struggled to gain members until the Flint Sit Down Strike in 1937 . The strike started on December 30 , 1936 , when workers at the Fisher Body Plant No. 1 stopped loading tool dies on the night shift , locking themselves into the plant . The dies were destined for shipment to plants where union activity was much weaker than the UAW organized plants in Flint . On January 3 , 1937 , workers at the plant sat down on the job ; Fisher Plant No. 2 later joined in the sit down strike . The heat was shut off at the plants , and on January 11 , food deliveries were stopped , sparking a riot . Governor Frank Murphy mobilized 4 ,000 National Guard troops to keep peace at the plants . A second riot occurred at Chevrolet Plant No. 4 on February 1 . The National Guard troops surrounded the 12 striking plants in Flint , but the governor never ordered them into action . President Franklin D. Roosevelt encouraged the two parties to sit down once more , and an agreement was signed , recognizing the UAW in the 17 striking plants across the country .

A local politician wanted to honor not just the automotive pioneers in Flint , but the workers that worked in the plants . Since the UAW came to maturity in Flint as a result of the strikes , it was the appropriate location for a memorial highway designation . In 1980 , the Michigan Legislature passed House Concurrent Resolution 583 , renaming Flint 's east ? west freeway ( I-69 ) the " Chevrolet ? Buick Freeway " and I-475 the " UAW Freeway " . I-475 was dedicated with its new name on Labor Day , 1981 .

Public Act 142 of 2001 consolidated the memorial highway designations of the state . In passing this act , the Michigan Legislature expanded the Chevrolet ? Buick Freeway to encompass all of I-69 in Genesee County . The act also restored Buick 's name to I-475 .

= = Future = =

The Genesee County Board of Commissioners has proposed to MDOT that I-475 should be connected to US 23 in the southern part of Genesee County . The board approved a study to investigate the economic impact of such an extension . The study will also examine how such an extension will impact an existing intermodal transportation hub at Bishop International Airport and a rail terminal being built at the former Buick City complex . Proposals for the freeway connection have

been around since the late 1990s , but was indefinitely postponed in 2011 .

= = Exit list = =

The entire highway is in Genesee County .