

Where the Rubber Meets the Road

Coming This Summer: Two-Way Traffic Conversion / Flint River Trail – Kettering Extension / Kettering Gateway

After years of planning, projects aimed at improving traffic flow and pedestrian safety in the City of Flint will result in on-the-ground changes in 2010. Funded primarily by federal sources such as stimulus funds, enhancement grants and air quality grants, over \$12.5 Million will help usher in the new traffic system to compliment downtown renewal efforts.



Two-Way Traffic Conversion

The City of Flint’s outdated one-way traffic system that confuses visitors and creates head-aches for residents and business owners will be revamped this spring. Starting last fall with lighting changes at nineteen intersections; Spring 2010 will bring new signs and pavement markings that will make way for new bicycle lanes and more on-street parking.

The roads targeted for the change include Grand Traverse Street, Kearsley Street, Glenwood Avenue and 1st, 2nd, 3rd and 4th Streets.

Flint River Trail – Kettering Extension

A 3.5 mile extension of the Flint River Trail will be completed by Fall 2010. The Flint River Trail currently extends 6.5-miles from the Genesee Recreation Area in Genesee Twp. to Downtown Flint at Riverbank Park. The new extension will create a continuous 10-mile non-motorized transportation route from Genesee Township to the City of Flint’s western boundary. The extension will



start where the existing trail ends in Riverbank Park, follow the river past Atwood Stadium then travel along Bluff Street. The route will continue north up Chevrolet and west along University Ave./Sunset Boulevard ending at Ballenger Highway near McLaren Hospital. Later phases are anticipated that will connect the trail from Flint to Flushing

with downtown connections to the planned Grand Traverse Greenway and Genesee Valley trails.

Construction will begin this spring on the Kettering Extension. The many organizations and community partners that participated in the planning of this project are eagerly anticipating the opening of this new non-motorized connector that will enhance our community for pedestrian and bike traffic.

The Kettering Gateway Project

Federal stimulus money could end up paying for a new, more direct connection between I-69 and Kettering University. Currently, the route from the expressway to Kettering University located at the corner of 5th Avenue and Chevrolet is difficult to follow for parents and students visiting the campus for the first time. The project will create a new, more direct link from the Hammerburg Rd. exit to the Kettering campus.

About the Corridor Alliance

The Flint River Corridor Alliance brings people together around our riverfront to promote a vibrant community. The Corridor Alliance’s priority areas focus on strengthening neighborhoods, improving infrastructure, restoring and improving access to the river in order to attract people and commerce to the region. Partnership guides the work of the Corridor Alliance’s project committees as they work to inform, influence and provide opportunities for action. The combined influence of the Corridor Alliance acts to strengthen our community and celebrate its unique resources.

FRCA Partners

- Flint River Watershed Coalition
- Genesee County Land Bank
- Genesee County Metropolitan Planning Commission
- Genesee County Parks and Recreation Commission
- Genesee Regional Chamber of Commerce
- Hurley Medical Center
- Kettering University
- Local Initiatives Support Corporation
- Mott Community College
- The City of Flint
- University of Michigan-Flint

FRCA Project Teams

- Flint River District Redevelopment
- Flint River Trail
- Hamilton Dam
- Riverbank Park
- Chevy in the Hole

Upcoming Events

- June 26, 2010**
Flint River Canoe/Bike/Walk
- July 2010**
2nd Annual Arches on Parade

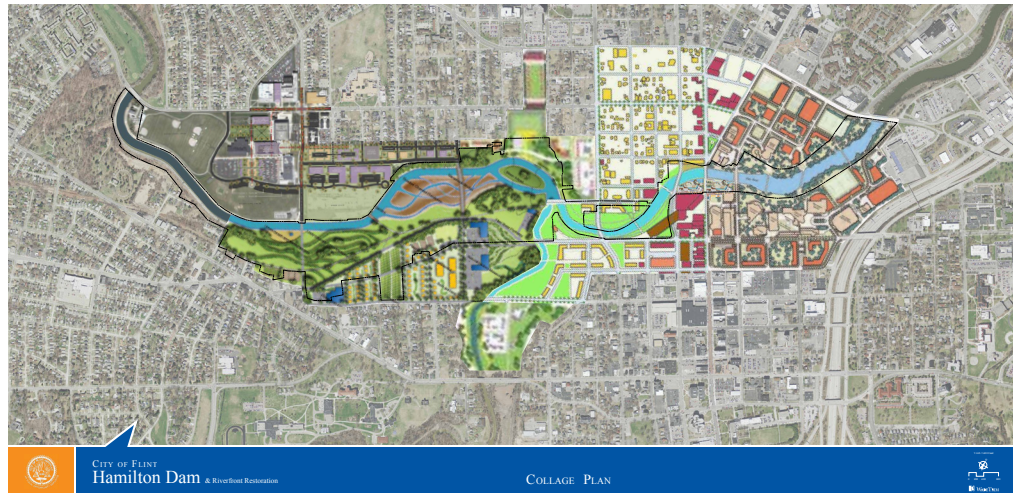
The Hamilton Dam and Flint River Restoration Project

Rivers are the focal points and attractions for many communities across our nation. Rivers attracted the first settlers and cities later developed along these waterways. For the City of Flint, the Flint River is a focal point. Throughout history, the Flint River's abundant resources attracted people, commerce, development, and industry to our area. Industrialization and development ushered in a number of changes to the river including dams and the cement channelization of the river.

Now, we have the opportunity to embrace the Flint River as the centerpiece of our community, reestablish the worth of this valuable resource, and support a vibrant riverfront. What happens to our river will impact the surrounding land and its use. The Flint River can serve as a positive asset for residents, visitors and property owners, and as an economic development driver. The Hamilton Dam and Flint River Restoration Project currently underway in the City of Flint allow us the opportunity to reimagine and redevelop the river in way that benefits our community in a new way. So, what is the Hamilton Dam and Flint River Restoration Project?

The first Hamilton Dam was of a crude construction made of wood pilings, wooden gates, and filled with rocks to create a water source for the Hamilton flour mill on the south side of the river, and the Crapo Lumber Mill on the north side. Upgrades and subsequent repairs made in 1964 and in the early 1990s led to the 200 ft. concrete structure we see now. In the 1960s the dam also served as the upstream anchor point for the U.S. Army Corps of Engineers' flood control project. Owned by the City of Flint, the Hamilton Dam currently serves to regulate Flint River water levels for discharge from the city's waste water plant downstream and for water intake the City of Flint's water treatment plant upstream near Dort Highway.

The Hamilton Dam spans the Flint River just east of the Harrison St. Bridge and connects the northern and southern campus of the University of Michigan-Flint, but has been closed to pedestrian traffic



in recent years due to the dam's state of decay. The Michigan Department of Natural Resources and Environment (MDNRE)-Dams Safety Unit classifies dams by hazard type. The Hamilton Dam is ranked as one of Michigan's five most-dangerously aging dams and is classified as a Type 1 – High Hazard Dam where dam failure may cause loss of life. To combat this danger, the Flint River water levels were lowered in 2008 to reduce risk of failure during a large storm event.

Dealing with the threat posed by the decaying dam is necessary and has been mandated by the MDNRE. The dam modification will affect the river and its interaction with the surrounding area, both upstream and downstream. Hired by the City of Flint in 2009, Wade Trim, is coordinating a team of consultants to build upon past studies to develop a preliminary design for Hamilton Dam modifications and restoration of the downstream river corridor. Previous studies being considered include plans for properties adjacent to the river and two feasibility studies completed for the dam in 2008 that examined potential modifications and river naturalization options.

The final design will address the Hamilton Dam and how it will interact upstream with the Utah Dam and downstream with Riverbank Park, the Faber Dam that serves the park, and the channelized portion of the river from Hamilton Dam to Sunset

Boulevard. As each component of the river design works together, creating a plan that can be phased in as outside funding can be identified is a comprehensive and cost-effective way to approach the work.

Funding the first phase of the project, modification of the failing dam and channel repairs, is anticipated to be provided in large part by the United States Army Corps of Engineers. Last October, U.S. Senator Carl Levin (D-MI) and Jo-Ellen Darcy, the Assistant Secretary of the Army, spent the day in Flint visiting the dam and project sites. This led to reclassification of the Hamilton Dam as part of the Army Corps' flood control project. The project designation was changed to 216 Authority which provides 75% of the project cost through the Army Corps with the city responsible for 25% cost-share. This is a significant cost-saving for the city which was previously responsible for the entire cost of the dam modification.

This summer, Wade Trim is expected to release the results of the preliminary engineering study. Next steps will include completion of a final engineering study through the Army Corps of Engineers with construction anticipated to begin in 2011-2012. This work will remove the hazards associated with the dam, increase safety for residents, and begin the process of redeveloping the Flint River as a valuable community resource.