

= M @-@ 8 (Michigan highway) =

M @-@ 8 is a 5 @. @ 5 miles (8 @. @ 9 km) state trunkline highway in the U.S. state of Michigan lying within the cities of Detroit and Highland Park . Much of it is the Davison Freeway , the nation 's first urban depressed freeway , which became a connector between the Lodge (M @-@ 10) and the Chrysler (Interstate 75 , I @-@ 75) freeways .

Named for an English immigrant to the area , Davison Avenue was originally the only street connecting across Highland Park to Detroit . It was rebuilt by the city and Wayne County as a freeway during World War II . The roadway was transferred to the jurisdiction of the Michigan Department of Transportation (MDOT) in 1993 and numbered as M @-@ 8 . Subsequent changes by the state rebuilt the freeway and extended the M @-@ 8 designation to connect to the Jeffries Freeway (I @-@ 96) .

= = Route description = =

M @-@ 8 starts on the western end at an interchange with I @-@ 96 in Detroit . Davison Avenue continues west of this interchange forming a service drive for the freeway while M @-@ 8 uses a short section of freeway to connect between I @-@ 96 and Davison Avenue . This short freeway segment runs easterly to Livernois Avenue where the trunkline transitions into Davison Avenue . East of this transition , the roadway turns northeasterly running through residential areas of Detroit . The trunkline meets M @-@ 10 / Lodge Freeway on the border between Detroit and Highland Park , a city surrounded by Detroit . Northeast of this interchange , M @-@ 8 becomes the Davison Freeway , running depressed below the level of the cross streets . There are interchanges for M @-@ 1 / Woodward Avenue and Oakland Avenue before meeting the Chrysler Freeway (I @-@ 75) on the eastern border of Highland Park . The Davison Freeway continues northeasterly in Detroit north of Hamtramck . The freeway ends between Gallagher and Newbern avenues . M @-@ 8 continues to Conant Street where the designation ends . Davison Avenue continues past Mound Road where it turns back due east until it ends at Van Dyke Street next to the Mt . Olivet Cemetery .

MDOT 's 2007 traffic surveys counted the average annual daily traffic (AADT) , a measure of the number of vehicles using a section of roadway on any given day of the year . An average of 38 @, @ 000 vehicles used the western section of M @-@ 8 along Davison Avenue in 2007 each day ; the eastern segment carried 37 @, @ 300 vehicles . The section of freeway in between carried in excess of 50 @, @ 000 vehicles a day in 2007 between M @-@ 10 and I @-@ 75 . Of this traffic , 1 @, @ 900 trucks and other commercial vehicles used the trunkline .

= = History = =

Davison Avenue predates both the Davison Freeway and the M @-@ 8 state trunkline designation in the area . The roadway was named for Jarad Davison , an English immigrant and one of the early settlers of the area . The street was the only one of the 30 parallel streets in Highland Park that crossed through the city from border to border and connected with Detroit streets . This road was heavily congested , approaching gridlock during rush hour by 1940 . A traffic survey showed that 96 % of the traffic using the street was crossing Highland Park with no destination in the city . A proposal to rebuild the street as a six @-@ lane , limited @-@ access highway was approved by the Highland Park City Council on March 17 , 1941 . The council also appropriated \$ 100 @, @ 000 (equivalent to \$ 5 @. @ 75 million in 2015) for the construction with Wayne County and the remaining \$ 3 @, @ 400 @, @ 000 (equivalent to \$ 195 million in 2015) paid by state and federal government appropriations .

The freeway construction required a half @-@ block of right @-@ of @-@ way on the south side of Davison Avenue and the demolition of 69 homes to accommodate the 12 ? 17 feet (3 @. @ 7 ? 5 @. @ 2 m) of excavation along the 1 @. @ 3 @-@ mile (2 @. @ 1 km) project . Another 63 homes were moved . The outbreak of World War II accelerated the construction schedule after the project was given priority due to the defense plants near the roadway . The freeway opened for traffic

without a dedication ceremony at 4 : 00 p.m. on November 25 , 1942 . Travel times across Highland Park dropped from 15 minutes to around 3 ? 4 minutes after the freeway opened . The roadway was the first urban , depressed freeway in the United States . The concrete for the road bed was cured underwater by flooding , creating an extremely hard and durable surface which lasted for more than 50 years (some requiring dynamite for its eventual removal) .

In 1968 , the freeway was extended eastward a few blocks through a junction with the newly opened Chrysler Freeway (I @-@ 75) to its present @-@ day eastern terminus near Conant Street . The state requested additional Interstate Highway System mileage that year as well , and in the proposals submitted was a request to extend the Davison to I @-@ 96 and I @-@ 94 . These plans to transfer the freeway to state control and extend it were dropped in the 1970s after opposition to another freeway in Detroit . The plans would have extended it west to the Jeffries and east to a Van Dyke Freeway (extended M @-@ 53) . Upon its transfer to state control in 1993 , it had previously been a county @-@ maintained freeway , the Davison Freeway was designated as M @-@ 8 . Three years later , the Davison was closed for a year and a half to reconstruct it to Interstate Highway standards with an additional through travel lane and a wider left shoulder for improved safety and traffic handling as well as a new interchange with Woodward Avenue . The reconstructed freeway was reopened on October 8 , 1997 by Governor John Engler .

In 2001 , M @-@ 8 was extended to include the two @-@ mile (3 @. @ 2 km) segment of Davison Avenue between the freeway 's western terminus and Davison Avenue 's junction with I @-@ 96 (Jeffries Freeway) . Except for a M @-@ 8 shield on the Lodge Freeway 's Davison Avenue exit signs , the non @-@ freeway portion of M @-@ 8 remains unsigned , including at the Davison Avenue exit from the Jeffries where new Clearview signs were erected as part of a large I @-@ 96 reconstruction project in 2005 .

= = Exit list = =

The entire highway is in Wayne County . All exits are unnumbered .