

= M @-@ 5 (Michigan highway) =

M @-@ 5 , commonly referred to as Grand River Avenue and the northern section as the Haggerty Connector , is a 20 @. @ 807 @-@ mile @-@ long (33 @. @ 486 km) state trunkline highway in the Metro Detroit area of the US state of Michigan . The highway runs through suburbs in Oakland and Wayne counties in addition to part of Detroit itself . It starts in Commerce Township as a north ? south divided highway and freeway called the Haggerty Connector and connects with Interstate 96 (I @-@ 96) in Novi . The freeway then turns southeasterly to bypass the suburb of Farmington as an east ? west highway . The freeway ends on the southeast side of Farmington , and M @-@ 5 follows Grand River Avenue as boulevard into Detroit . The eastern terminus is at an interchange with I @-@ 96 in Detroit . The trunkline passes between suburban residential subdivisions and along urban commercial areas while serving 17 @, @ 200 ? 68 @, @ 800 vehicles on average each day .

Grand River Avenue started as the path of an early wagon trail in the Michigan Territory , carrying settlers from Detroit inland along a route previously used by Native Americans . It was later a plank road that helped to connect Detroit with the state capital of Lansing and Grand Rapids . When the state highway system was signed in 1919 , the avenue was numbered as part of M @-@ 16 . Later it became US Highway 16 (US 16) . Grand River Avenue was supposed to be the path for I @-@ 96 from Novi into downtown Detroit , and a section of freeway now used by M @-@ 5 was constructed as part of I @-@ 96 before the Interstate was rerouted to a different location . In the 1990s another section of freeway , which was originally proposed for a northern extension of I @-@ 275 , was opened . This freeway called the Haggerty Connector was added to M @-@ 5 . Additional projects have extended the highway farther north and added a roundabout to the northern terminus . A different highway was previously designated M @-@ 5 in another area of the state in the 1930s .

= = Route description = =

M @-@ 5 starts at a roundabout intersection with Pontiac Trail in Commerce Township . It runs south @-@ southwesterly from here in Oakland County as a divided highway between suburban residential subdivisions in the township . South of Maple Road , the highway is bordered by commercial developments to the east and Long Park to the west as it angles southeasterly . Between 14 and 13 Mile roads , the highway is once again bounded by subdivisions . Along this part of the trunkline , access to the road is limited to major intersections only , making the highway an expressway . Immediately south of the 13 Mile Road intersection , M @-@ 5 's median widens out as the highway transitions to a full freeway called the Haggerty Connector . Traffic can only access the highway at grade @-@ separated interchanges instead of at @-@ grade intersections . A collector @-@ distributor lane setup parallels the main freeway lanes providing access to the ramps at the 12 Mile Road interchange as well as ramps from the massive interchange with I @-@ 96 , I @-@ 275 and I @-@ 696 . Through this interchange complex that straddles the Novi ? Farmington Hills city line , M @-@ 5 turns to the southeast , and signage changes direction . The Haggerty Connector is signed north ? south , while the rest of M @-@ 5 is signed east ? west . M @-@ 5 has direct connections with ramps to I @-@ 696 and I @-@ 96 east / I @-@ 275 south as it crosses over into Farmington Hills .

The next interchange for the M @-@ 5 freeway connects to Grand River Avenue and 10 Mile Road . This section of the freeway bypasses residential areas of Farmington Hills . Further east , M @-@ 5 crosses into Farmington where it bypasses the downtown area of the suburb . Past 9 Mile Road , the freeway ends at the intersection with Grand River Avenue , and M @-@ 5 follows Grand River southeasterly as a boulevard , a type of divided street . Traffic that wishes to make left turns must use a Michigan left maneuver along this section of the highway . Additionally , traffic that needs to change sides of the street must use crossovers in the median to perform a U @-@ turn . Once again running through suburban Farmington Hills , the trunkline passes Botsford Hospital before intersecting 8 Mile Road . This intersection marks the place where M @-@ 5 crosses into Wayne County , and the western terminus of the M @-@ 102 designation on 8 Mile Road . Grand River

Avenue runs through the northern section of Redford Township in Wayne County and crosses into Detroit at the intersection with 7 Mile Road and 5 Points Street .

The northwest corner of Detroit is mostly residential as M @-@ 5 intersects US 24 (Telegraph Road) . Past Telegraph , Grand River Avenue forms the northern boundary of the Grand Lawn Cemetery and later the southern boundary of the New Rogell Golf Course . The properties bordering M @-@ 5 transition to commercial use past these two green spaces , and the highway continues southeasterly through the city as an undivided street . Grand River Avenue intersects Outer Drive near several businesses . M @-@ 5 crosses over M @-@ 39 (Southfield Freeway) near the intersection with Fenkell Street , which would be 5 Mile Road in the Detroit grid system . The residential areas off the adjacent side streets increase in density east of the Southfield Freeway . M @-@ 5 ends at the interchange with I @-@ 96 between Schoolcraft and Plymouth roads in the middle of another larger commercial zone ; Grand River Avenue continues from this location as an unsigned highway numbered internally as OLD BS I @-@ 96 all the way into downtown .

M @-@ 5 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 M @-@ 5 were the 68 @,@ 793 vehicles daily between 12 and 13 Mile roads ; the lowest counts were the 17 @,@ 176 vehicles per day southeast of Schoolcraft Road to I @-@ 96 . All of M @-@ 5 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility . The trunkline is six- or eight @-@ lanes wide along the freeway section to the north and west of the Grand River Avenue interchange ; south and east of there it is a four @-@ lane freeway or six @-@ lane highway all the way to I @-@ 96 .

= = History = =

= = = Previous designation = = =

Starting in 1933 , M @-@ 5 was used as the designation along a section of highway that was previously part of US 2 in Mackinac and Chippewa counties in the Upper Peninsula . This designation was in use until 1939 when it was replaced by M @-@ 129 .

= = = Current designation = = =

= = = = Grand River Avenue = = = =

The chief transportation routes in 1701 were the Indian trails that crossed the future state of Michigan ; the Grand River Trail was one of these thirteen trails at the time . Detroit created 120 @-@ foot (37 m) rights @-@ of @-@ way for the principal streets of the city , Grand River Avenue included , in 1805 . This street plan was devised by Augustus Woodward and others following a devastating fire in Detroit . A ten @-@ year project to construct a plank road between Detroit and Howell was authorized in 1820 along the Grand River Trail . Grand River Avenue was included as one of Five Great Military Roads in 1825 , along with the River Road , Michigan Avenue , Woodward Avenue and Gratiot Avenue . The Grand River Road , precursor to the modern Grand River Avenue was named by Benjamin Williams , cofounder of Owosso ; it was named for La Grande Riviere , the French name for the river .

The opening of the Erie Canal in New York in 1826 brought new settlers to the Great Lakes region , and to the future state of Michigan . Many of these settlers began their inland journeys in Detroit . At first the Grand River Road was a " deep rutted , ditch bordered road " . The Grand River Road was a major route for settlers headed inland to Grand Rapids in 1836 , as the shortest route for travelers

coming from Detroit .

In 1850 , the Michigan State Legislature established the Lansing and Howell Plank Road Company , which set about converting various Indian trails into the Lansing ? Howell Plank Road , a task the company completed by 1853 . At Howell the road connected with the Detroit ? Howell Plank Road , establishing the first improved connection direct from the state capital to Michigan 's largest metropolis . The Lansing ? Detroit Plank Road was a toll road until the 1880s . It eventually evolved into the eastern part of the modern Grand River Avenue .

By 1900 , only a short stretch of the Detroit ? Howell Plank Road was still made of planks ; most of the other plank roads had been converted to gravel by this time . When the Michigan State Highway Department (MSHD) had numbered and signed highways in the state in 1919 , it applied the M @-@ 16 number to Grand River Avenue across the state between Grand Haven and Detroit .

The M @-@ 16 designation lasted for seven years . As the states were meeting with the American Association of State Highway Officials (AASHO , now AASHTO) to plan the United States Numbered Highway System , the route of M @-@ 16 was originally planned to be included in US 18 . When the system was announced on November 11 , 1926 , Grand River Avenue and M @-@ 16 became part of US 16 . The first change to the US 16 routing in the Detroit area was made in 1933 when the highway was moved to bypass Farmington , with the old routing retained as a state highway .

== = Metro Detroit freeways == =

MSHD had plans to upgrade the US 16 corridor to freeway standards in the middle of the 20th century . The first planning map in 1947 for what later became the Interstate Highway System showed a highway in the corridor . The General Location of National System of Interstate Highways Including All Additional Routes at Urban Areas Designated in September 1955 , or Yellow Book after the cover color , showed generalized plans for the locations of Interstate Highways as designated in 1955 . This also included a highway in the US 16 corridor . The 1957 approval for the Interstate Highway System replaced much of US 16 with a portion of Interstate 94 (I @-@ 94) . MSHD submitted a recommended numbering plan for the Interstates in 1958 that showed I @-@ 96 following the US 16 corridor .

The segments of the road between Brighton and Farmington were upgraded in 1956 . The MSHD initially signed the various freeways as Interstates in 1959 , and US 16 through the Farmington area gained the additional I @-@ 96 numbering . Two years later , the business route through Farmington was redesignated as a business loop of I @-@ 96 instead of US 16 . The final connection for I @-@ 96 between Lansing and Brighton was completed in late 1962 , and the US 16 designation was decommissioned in the state . The sections of highway through the Detroit metro area were given Business Loop (BL) or Business Spur (BS) I @-@ 96 designations .

When I @-@ 96 was completed in 1977 , several highway designations were shifted in the Metro Detroit area . The BS I @-@ 96 designation was removed from Grand River Avenue . Rather than revert to its original number , M @-@ 16 , MDOT selected M @-@ 5 as the new highway designation . Grand River was signed as M @-@ 5 between 8 Mile Road and its present eastern terminus at I @-@ 96 while leaving Grand River Avenue southeast of I @-@ 96 an unsigned state trunkline , OLD BS I @-@ 96 . Both the portion of BS I @-@ 96 north of 8 Mile Road and the stub of I @-@ 96 that continued out to I @-@ 275 became part of M @-@ 102 .

== = Haggerty Connector == =

A freeway running north of Novi to the Davisburg area was included in the original Interstate Highway plans for Michigan . Originally included in the corridor for I @-@ 275 , the Michigan Highway Commission canceled the northern section of the highway on January 26 , 1977 , after it spent \$ 1 @. @ 6 million (equivalent to \$ 6 @. @ 65 million in 2016) the year before purchasing land for the roadway . This northern section was not planned as an Interstate Highway at that time , bearing the designation M @-@ 275 instead . Opposition to construction came from various citizen

's groups and different levels of local government . Additionally , both The Detroit News and Detroit Free Press opposed the project . The Detroit City Council , led by then @-@ Chairman Carl Levin opposed the plan . Levin said at the time , " At last I think people are waking up to the dangers of more and more expressways . At some point we 've got to say enough . And I think we 've reached it . " The US Department of the Interior reviewed the state 's environmental impact study of the project and stated the project , " will cause irreparable damages on recreation lands , wetlands , surface waters and wildlife habitat . " The total project to link Farmington Hills with Davisburg with the 24 @-@ mile (39 km) freeway would have cost \$ 69 @. @ 5 million (equivalent to \$ 271 million in 2016) and saved drivers an estimated eight minutes off travel time around the city of Detroit .

After many years of inactivity , further work began along this same route , but the resulting highway was designated as a northern extension to M @-@ 5 rather than I @-@ 275 or M @-@ 275 . The first section of this freeway extension was opened in October 1994 . This extended the route from M @-@ 5 's previous terminus at M @-@ 102 (8 Mile Road) over the latter highway 's alignment west and north to 12 Mile Road . A plan enacted by then Governor John Engler in 1995 angered road officials when funding was diverted from county road commissions to help complete state highway projects like the M @-@ 5 Haggerty Connector project . In 1999 , a second extension of M @-@ 5 was completed to 14 Mile Road , but only as an expressway . The final two miles (3 @. @ 2 km) between 14 Mile Road and Pontiac Trail opened to traffic on November 1 , 2002 . In 2011 , a roundabout was placed at the northern terminus of M @-@ 5 . This last project also included a northern extension of roadway into the Eldorado Golf Course in Commerce Township to better serve the community . This extension does not carry the M @-@ 5 designation .

= = Exit list = =

All exits are unnumbered .