

= M @-@ 3 ( Michigan highway ) =

M @-@ 3 is a north ? south state trunkline highway in the Detroit metropolitan area of the US state of Michigan . For most of its length , the trunkline is known as Gratiot Avenue / ??ræ??t / . The trunkline starts in Downtown Detroit and runs through the city in a northeasterly direction along one of Detroit 's five major avenues . The highway passes several historic landmarks and through a historic district . It also connects residential neighborhoods on the city 's east side with suburbs in Macomb County and downtown .

Gratiot Avenue in Detroit was one of the original avenues laid out by Judge Augustus Woodward after the Detroit fire in 1805 . It was later used as a supply road for Fort Gratiot in Port Huron under authorization from the US Congress in the 1820s . The roadway was included in the State Trunkline Highway System in 1913 and signposted with a number in 1919 . Later , it was used as a segment of US Highway 25 ( US 25 ) before that highway was functionally replaced by Interstate 94 ( I @-@ 94 ) in the 1960s . The M @-@ 3 designation was applied to the current highway in 1973 , and a southern section was reassigned to M @-@ 85 in 2001 .

= = Route description = =

The southern end of M @-@ 3 is at an intersection between Jefferson Avenue and Randolph Street near the near entrance to the Detroit ? Windsor Tunnel , the Mariners ' Church , and the Renaissance Center in downtown Detroit . This intersection also serves as the termini for M @-@ 10 and Business Spur I @-@ 375 ( BS I @-@ 375 ) . M @-@ 3 follows Randolph Street northward under the Detroit People Mover past Cadillac Square . North of Monroe Avenue , the street runs through the Randolph Street Commercial Buildings Historic District before M @-@ 3 crosses under the People Mover again and turns northeasterly along Gratiot Avenue , one of Detroit 's five major thoroughfares . This street is a boulevard setup with four lanes divided with a median or center turn lane .

Gratiot Avenue runs northeasterly through downtown , past Ford Field . Near the stadium , the street passes over I @-@ 375 ( Chrysler Freeway ) without any direct connections . On the east side of the freeway , M @-@ 3 runs past the Historic Trinity Lutheran and St. John 's @-@ St. Luke 's Evangelical churches before intersecting the end of the Fisher Freeway , which at this location is an unnumbered connector to I @-@ 75 and I @-@ 375 . Gratiot continues past the freeway on the city 's east side , bordering residential neighborhoods along the way . Through this area , it had a continuous center turn lane , losing the grassy median it had in places downtown . The highway intersects Grand Boulevard near Dueweke Park , and at Van Dyke Avenue , it intersects the southern end of M @-@ 53 . Gratiot Avenue crosses I @-@ 94 at the latter 's exit 219 near the Coleman A. Young International Airport and an adjacent industrial area .

Past the airport , Gratiot Avenue once again runs through residential neighborhoods while being immediately bordered by commercial properties . The southern end of M @-@ 97 is at the intersection between Gratiot and Gunston avenues just northeast of the Outer Drive junction by the airport . The trunkline passes the Assumption of the Blessed Virgin Mary Church near a branch location of the Detroit Public Library at McNichols Street . Just before crossing M @-@ 102 ( 8 Mile Road ) , Gratiot Avenue widens back to a boulevard . This intersection marks the transition from Detroit and Wayne County to Eastpointe in Macomb County .

In Macomb County , M @-@ 3 follows a boulevard setup complete with Michigan lefts at the major intersections in the suburbs of Detroit . There are a series of commercial properties between 10 Mile Road and I @-@ 696 ( Reuther Freeway ) that includes the Eastgate Shopping Center in Roseville . Near 13 Mile Road , there is a partial interchange with I @-@ 94 that allows eastbound traffic , which is physically traveling northbound to access northbound M @-@ 3 and southbound M @-@ 3 traffic to access westbound I @-@ 94 . The missing connections are possible through the adjacent interchange for Little Mack Avenue on I @-@ 94 which also connects to 13 Mile Road and Gratiot Avenue . North of 14 Mile Road , M @-@ 3 crosses into Clinton Charter Township next to the Hebrew Memorial Park , a cemetery .

North of the intersection with Metropolitan Parkway , Gratiot Avenue splits into a one @-@ way pairing of Northbound and Southbound Gratiot avenues as it crosses into Mount Clemens near the Clinton River . The two separate streets are one , two , or even three blocks apart through the city 's downtown area . North of the Patterson Street intersections , the two streets cross back into Clinton Township and merge back together in four @-@ lane street with a center turn lane . North of M @-@ 59 ( Hall Road ) . M @-@ 3 clips the southeastern corner of Macomb Township near Selfridge Air National Guard Base . The highway continues into Chesterfield Township . M @-@ 3 parts from Gratiot Avenue at the intersection with 23 Mile Road , turning eastward along that roadway to an intersection with I @-@ 94 . At exit 243 , M @-@ 3 terminates at this interchange and 23 Mile Road continues easterly as M @-@ 29 .

M @-@ 3 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 @-@ 3 were the 73 @,@ 957 vehicles daily south of 14 Mile Road in Roseville ; the lowest counts were the 4 @,@ 609 vehicles per day north of Cadillac Square in downtown Detroit . All of M @-@ 3 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

= = = Original designation = = =

The first trunkline to be designated M @-@ 3 was Schaefer Highway in 1937 , running north ? south from US 25 ( Dix Avenue ) in Melvindale to US 16 ( Grand River Avenue ) in western Detroit . Two years later , the highway became M @-@ 39 . Since M @-@ 39 was moved to Southfield Road in the end of the 1950s , Schaefer Highway has been a locally maintained road .

= = = Current designation = = =

The chief transportation routes in 1701 were the Indian trails that crossed the future state of Michigan ; the one connecting what are now Detroit and Port Huron was one of these thirteen trails at the time . Detroit created 120 @-@ foot ( 37 m ) rights @-@ of @-@ way for the principle streets of the city , the modern Gratiot Avenue included , in 1805 . This street plan was devised by Augustus Woodward and others following a devastating fire in Detroit . Gratiot Avenue , then also called Detroit ? Port Huron Road , was authorized by the US Congress on March 2 , 1827 , as a supply road from Detroit to Port Huron for Fort Gratiot . Construction started in Detroit in 1829 , and the roadway was completed in the same year to Mount Clemens . The rest was finished in 1833 . The road was named for the fort near Port Huron , which was in turn named for Colonel Charles Gratiot , the supervising engineer in charge of construction of the structure in the aftermath of the War of 1812 .

On May 13 , 1913 , the Michigan Legislature passed the State Reward Trunk Line Highway Act , which included Gratiot Avenue as part of Division 1 of the initial highway system . When the Michigan State Highway Department signposted the first state highways in 1919 , the trunkline bore the M @-@ 19 designation for its entire length from Detroit to Port Huron . In 1926 , Gratiot Avenue was redesignated as part of US 25 , while the M @-@ 19 designation was relocated westward , connecting Yale with US 25 ( Gratiot Avenue ) just north of 31 Mile Road . In 1963 , the portion of US 25 north of 23 Mile Road was turned over to local control as US 25 was routed over the newly constructed I @-@ 94 freeway , with the exception of the stretch between New Haven and Muttonville , which was again designated M @-@ 19 as an extension of that route . Between Hall and 23 Mile roads , Gratiot Avenue was added to an extended M @-@ 59 .

M @-@ 3 returned to existence in 1973 , when US 25 , now concurrent with I @-@ 94 and I @-@ 75 for most of its length through Michigan and Ohio , was truncated at Cincinnati . The former US 25 section of Gratiot Avenue was redesignated M @-@ 3 , along with a southwestern extension down Fort Street to Clark Avenue ( I @-@ 75 exit 47A ) . This also provided an international connection via the Ambassador Bridge to Ontario 's Highway 3 . The signs were changed over in February 1974 to complete the change .

At the end of 2000 , MDOT proposed several highway transfers in Detroit . Some of these involved transferring city streets in the Campus Martius Park area under the department 's jurisdiction to city control ; another part of the proposal involved MDOT assuming control over a section of Fort Street from the then northern terminus of M @-@ 85 to the then southern terminus of M @-@ 3 at Clark Street . When these transfers were completed the following year , M @-@ 3 was severed into two discontinuous segments by the Campus Marius changes , and the southern segment between Clark and Griswold streets was added to an extended M @-@ 85 .

= = Major intersections = =