

= County Road 510 (Marquette County , Michigan) =

County Road 510 (CR 510 , Co . Rd . 510) is a primary county road in Marquette County , Michigan , that connects Marquette with the community of Big Bay . The road runs through rural forests as a paved and dirt road in northern Marquette County . It crosses the Dead River near the Hoist and McClure dams and runs for 26 @. @ 103 miles (42 @. @ 009 km) before terminating at an intersection with CR 550 south of Big Bay .

The road was originally part of the State Trunkline Highway System as M @-@ 35 . In 1919 , the highway was to run through the Huron Mountains in northern Marquette County . A bridge was moved from rural Pennsylvania in 1921 to carry the road over the Dead River . The Huron Mountain Club opposed the highway , and with the aid of Henry Ford , the road 's construction was stopped during the 1920s , leaving a gap in the routing through the mountains . In 1939 , the state transferred control of M @-@ 35 to local authorities , and the Marquette County Road Commission (MCRC) designated it CR 510 . Since that time , the bridge over the Dead River has survived a flood in 2003 , and it was bypassed in 2010 by a new section of road with another bridge over the river .

= = Route description = =

Starting at an intersection with CR 502 (Midway Drive) in Negaunee Township , CR 510 runs northwesterly through the forest as paved road toward the Dead River . The road curves westward near the McClure Storage Basin , a reservoir formed by the McClure Dam on the river . CR 510 follows the course of the basin on cliffs above it and then turns northward to cross the river . The bridge crosses the river 100 feet (30 m) above the water on a bridge opened in late 2010 . North of the river , the road turns westerly again to approach the northern shore of the Hoist Basin , which is another reservoir on the river . The roadway continues northwesterly as a dirt and gravel road through rural northern Marquette County . The landscape is all woods with some small lakes . The road meanders through the landscape , intersecting several secondary county roads and logging trails . In Powell Township , CR 510 intersects the eastern end of Co . Rd . AAA , the Triple A Road , which connects westerly across the county line on the Yellow Dog Plains . North of this intersection , the county road turns to the east at the intersection with Blind 35 . About three miles (4 @. @ 8 km) after this intersection , CR 510 terminates at its intersection with CR 550 south of Big Bay .

= = History = =

= = = Background = = =

In 1919 , the Michigan State Highway Department (MSHD) designated a scenic shoreline trunkline to run north from Negaunee to Skanee and L 'Anse by way of Big Bay . The highway would continue from the L 'Anse and Baraga area to eventually end at Ontonagon at an intersection with M @-@ 64 . Local Upper Peninsula historian Fred Rydholm summarized the routing planned in 1925 as extending " ... in a northwesterly direction , across the Dead River , over the Panorama Hills , then west past the Elm Creek swamp , along the south side of Burnt Mountain , across the Cedar Creek , the Cliff Stream and out past Cliff Lake to Skanee and L 'Anse " . This highway was designated as an extension of M @-@ 35 , which ended in downtown Negaunee . Work was completed on a significant portion of the route in Marquette County by 1926 . M @-@ 35 was routed east along M @-@ 15 toward Marquette before turning north @-@ northwesterly toward Big Bay . This section of roadway follows the modern CR 510 in Marquette County . Similar work was completed in Baraga County connecting L 'Anse and Skanee by 1932 .

Construction on the two ends left the center portion through the Huron Mountains unfinished and shown on state maps as a dashed line marked " impassable " . The section not included in CR 510 , with guard rails and cement culverts has been called " Blind 35 " since .

One of the first tasks for the MSHD was bridging the Dead River in Negaunee Township , three

miles (4 @. @ 8 km) north of US 41 . The state solved the problem by buying a bridge in Pennsylvania , where bridges of this design were more common . MDOT describes the bridge as :
... a rare Pennsylvania through truss highway bridge , particularly because of the length [271 feet (83 m)] of this single span . It was purchased by the State Highway Department in 1919 , moved from an unspecified Allegheny River site , probably considerably upstream from Pittsburgh , and then erected on this site in 1921 .

The structure has been known as the Steel Bridge to local residents since it was reassembled over the Dead River .

= = = Henry Ford = = =

Records of the Huron Mountain Club , an exclusive private organization with large land holdings in northern Michigan , show that Henry Ford visited the Upper Peninsula many times , including at least once with Harvey Firestone and Thomas Edison on Ford 's yacht , Sialia . Many of these trips involved research to keep his operations supplied . His UP land provided wood for the manufacture of Ford automobiles such as the Model T , which required 250 board feet (0 @. @ 59 m3) of lumber per car . Ford , who was considering becoming the " owner ? producer ? handler " of the resources he needed , invested in sawmills in Alberta and Kingsford . He also bought the entire town of Pequaming , along the shores of the Keweenaw Bay . The town belonged to Dan Hebard , who also sold Ford a sawmill , tugboats , a 14 @- @ room bungalow , and land near the Huron Mountain Club . Hebard retired to spend his summers at a cabin on the Pine River on land belonging to the Club .

Ford built a hydroelectric dam along the Menominee River to supply power to the Kingsford mill , bought the Imperial Mine , and opened the Blueberry Mine near Ishpeming to supply iron ore . The Ford Railroad was constructed between L 'Anse and the Cliff River for his logging operations on 300 @, @ 000 acres (100 @, @ 000 ha) of timberland purchased in 1922 . He often visited the Upper Peninsula on business , but as early as 1917 , the year he ran for a seat in the U.S. Senate , he sought entry into the Huron Mountain Club . Since the club limited its membership , Ford worked to improve his chances . His admission would ultimately come when M @- @ 35 construction was halted in the Huron Mountains .

Hunters , campers , hikers , fishermen and some landowners opposed highway construction near the Huron Mountains . Rydholm said , " ... there seemed to be no groundswell of sentiment in favor of it , but it looked as the though the die was cast and nothing could be done to stop it " . The Huron Mountain Club members opposed the highway because it would open vast reaches of the back country and might harm the wilderness . Highway construction would also open the possibility of a resort hotel . William C. Weber , a real estate developer from Detroit , owned property along Mountain Lake , in northern Marquette County . A Michigan attorney general 's opinion provided a way for blocking the road if two @- @ thirds of the property over which the road would pass was owned by people opposed to the project . The proposed highway was to cross two 40 @- @ acre (16 ha) parcels of Huron Mountain Club property , but that was not enough to halt construction .

In 1926 , Hebard was elected the new president at the Huron Mountain Club and changed its rules for admission . Before the changes , all existing members voted on new admissions , and four " no " votes meant rejection . After Hebard 's changes , only club directors could vote , and only one " no " was needed to block election . In 1927 , the road grading for M @- @ 35 had reached the Salmon Trout River . That same year , Ford bought more land near Mountain Lake . This property encompassed more than the requisite two @- @ thirds necessary to stop construction of the road . In 1928 , the road was moved to connect with the Big Bay Road (CR 550) , leaving the stub of " Blind 35 " behind . According to club records , " by 1929 , M @- @ 35 was dead in its tracks and Henry Ford was a member " . To commemorate his membership , Ford built a white pine log cabin on club property that cost between \$ 80 @, @ 000 and \$ 100 @, @ 000 in 1929 (equivalent to \$ 5 @. @ 2 million to \$ 6 @. @ 5 million in 2015) .

= = = After Ford = = =

In 1939 , M @-@ 35 from Negaunee to Big Bay to L 'Anse was officially canceled as a state trunkline highway . Constructed portions were turned over to local control , becoming CR 510 in Marquette County .

The Steel Bridge is still in place over the Dead River and previously carried CR 510 as the successor to M @-@ 35 in northern Marquette County . It survived a May 15 , 2003 , flood caused by the breaching of the Silver Lake Dam . The Marquette County Road Commission had announced plans in 2006 to bypass the structure with a modern replacement , leaving the existing bridge as a footpath or bike path . Construction on the bypass road and replacement bridge began in October 2007 . The concrete work for the replacement span was started in late 2009 , with an original projected completion date of November 1 , 2010 . The new crossing is 100 feet (30 m) above river level compared to the 10 feet (3 @. @ 0 m) for the 1921 span . The total budget for bridge construction was \$ 4 @. @ 5 million and an additional \$ 1 @. @ 7 million for the approach work , with an 80 @-@ percent federal , 15 @-@ percent state and 5 @-@ percent county funding split . The new bridge opened to traffic in September 2010 , diverting traffic from the Steel Bridge . Completion of the new span came after about a decade of planning .

= = Major intersections = =

The entire road is in Marquette County .