

= M @-@ 10 (Michigan highway) =

M @-@ 10 is a state trunkline highway in the Metro Detroit area of Michigan in the United States . The southernmost portion follows Jefferson Avenue in downtown Detroit , and the southern terminus is at the intersection of Jefferson and M @-@ 3 (Randolph Street) next to the entrance to the Detroit ? Windsor Tunnel . The northern terminus is in West Bloomfield Township at the intersection with Orchard Lake Road . The highway has several names as it runs through residential and commercial areas of the west side of Detroit and into the suburb of Southfield . It is called the John C. Lodge Freeway , The Lodge , James Couzens Highway and Northwestern Highway .

M @-@ 10 was built in segments through the late 1950s and early 1960s . It carried several different names before the entire route was finally officially named the John C. Lodge Freeway in 1987 . The freeway has carried a few other highway designations . The southern segment was part of US Highway 12 (US 12) and the whole thing was later renumbered Business Spur Interstate 696 (BS I @-@ 696) . From 1970 until 1986 , it was part of US 10 , and the freeway has been M @-@ 10 since . The non @-@ freeway segment that runs between I @-@ 696 in Southfield and Orchard Lake Road was previously numbered M @-@ 4 . M @-@ 10 was named after John C. Lodge , an influential Detroitier and Mayor of Detroit from 1927 ? 28 .

= = Route description = =

Running about 22 @.@ 8 miles (36 @.@ 7 km) in the Metro Detroit area , M @-@ 10 runs roughly northwest ? southeast from Downtown Detroit into the northern suburbs in Oakland County . The entire length of the highway is listed as a part of the National Highway System , a system of roads importance to the nation 's economy , defense and mobility . As a state trunkline highway , the roadway is maintained by the Michigan Department of Transportation (MDOT) , and it includes approximately 18 @.@ 5 miles (29 @.@ 8 km) of freeway . M @-@ 10 has six lanes from Detroit to Inkster Road in Farmington Hills , where it drops to four ; a few segments have eight lanes for short distances between interchanges . According to the department , 28 @,@ 964 vehicles use M @-@ 10 on average near on Jefferson Avenue in Detroit , and 139 @,@ 800 vehicles do so between US 24 (Telegraph Road) and Lahser Road in Southfield , the lowest and highest traffic counts along the highway in 2013 , respectively .

= = = Detroit = = =

M @-@ 10 starts at the corner of Jefferson Avenue and Randolph Street in Downtown Detroit , an intersection that also marks the southern end of M @-@ 3 and the western end of Business Spur I @-@ 375 . This intersection is also the access to the Detroit ? Windsor Tunnel between the Renaissance Center and the Old Mariners ' Church . From here , M @-@ 10 runs west @-@ southwesterly parallel to the Detroit River on Jefferson Avenue past Hart Plaza . At the intersection with Woodward Avenue , M @-@ 10 transitions onto the John C. Lodge Freeway , which runs under Cobo Center , home of the North American International Auto Show each January . The freeway turns north @-@ northwesterly and away from the Detroit River next to Joe Louis Arena . North of the Cobo Center curve , M @-@ 10 forms the boundary between Downtown Detroit to the east and the Corktown neighborhood to the west . The freeway has a pair of service drives as it leaves the commercial areas near the MGM Grand Detroit and the interchange with I @-@ 75 (Fisher Freeway) .

North of I @-@ 75 , M @-@ 10 forms the border between North Corktown (west) and Midtown Detroit (east) . The freeway passes the MotorCity Casino at at the interchange with Grand River Avenue . The rest of its route in the part of the city passes through residential zones . Near the interchange with I @-@ 94 (Edsel Ford Freeway) , M @-@ 10 passes the campus of Wayne State University . North of I @-@ 94 , the Lodge Freeway is the border between the West Side and New Center . This area is residential on either side of the freeway north of the campus of the Henry Ford Hospital . North of Clairmont Avenue , M @-@ 10 curves to the northwest before resuming its north

@-@ northwesterly course near Chicago Boulevard . North of Webb Avenue , the freeway follows the western city limits of Highland Park , an enclave within the city of Detroit . M @-@ 10 intersects M @-@ 8 where it transitions between Davison Avenue and the Davison Freeway on the western edge of Highland Park before the Lodge Freeway curves around to run due west .

M @-@ 10 runs for about two miles (3 @.@ 2 km) on this due westward course before it intersects Wyoming Avenue and turns northwest . The frontage roads change names from John C. Lodge Service Drive to James Couzens Freeway at the Wyoming Avenue interchange . The freeway continues for another 3 1 ? 2 miles (5 @.@ 6 km) with interchanges for local streets in this part of Detroit , including 7 Mile Road . At the interchange with M @-@ 102 (8 Mile Road) , the freeway crosses out of Detroit and Wayne County into Southfield in Oakland County .

= = = Oakland County = = =

The service drives change names again to Northwestern Highway upon crossing into Oakland County . The east side of M @-@ 10 is flanked by the Northland Shopping Center and a campus of Oakland Community College ; the west side is residential . About 1 1 ? 4 miles (2 @.@ 0 km) into Southfield , M @-@ 10 intersects the northern end of M @-@ 39 (Southfield Freeway) and 9 Mile Road . The adjacent properties are mostly residential , but there are some commercial areas centered around the various Mile Roads , such as the campus of Lawrence Technological University at 10 Mile Road . Near Lahser and 11 Mile roads , M @-@ 10 meets I @-@ 696 (Reuther Freeway) and US 24 (Telegraph Road) in a complex interchange called the Mixing Bowl . This interchange spans over two miles (3 @.@ 2 km) near the American Center . The carriageways for I @-@ 696 run in the median of M @-@ 10 while partial interchanges connect to Lahser and Franklin roads on either end of the various ramps that connect to I @-@ 696 and US 24 .

Northwest of this interchange , M @-@ 10 transitions to a boulevard with Michigan lefts . Called just Northwestern Highway , M @-@ 10 runs through suburban residential areas of Southfield . At the intersection with Inkster Road , the highway clips the southwest corner of the city of Franklin and enters the northeastern corner of Farmington Hills . The roadway is lined with commercial properties while just behind them are residential subdivisions and two golf courses . At the intersection with 14 Mile Road , Northwestern Highway crosses into West Bloomfield Township , and 1 ? 4 mile (0 @.@ 40 km) further on , the highway ends at Orchard Lake Road .

= = History = =

= = = Previous designations = = =

In 1919 , the state numbered its highways for the first time . In the initial allocation of numbers , M @-@ 10 was assigned to a highway that started at the Ohio state line south of Monroe , ran northeasterly along Telegraph Road into Dearborn and turned easterly into Detroit . From there , the highway turned north along Woodward Avenue through Pontiac and Dixie Highway through Flint and Saginaw to Bay City . Then M @-@ 10 ran along the Saginaw Bay to Standish and turned to follow the Lake Huron shoreline , with some substantial deviations inland . The highway generally followed the lakeshore as far north as Alpena and Rogers City , and from there , M @-@ 10 ran due west through Onaway before turning north into Cheboygan . The last section of M @-@ 10 followed the Lake Huron shoreline to Mackinaw City , where it terminated . This designation lasted until November 11 , 1926 , when the United States Numbered Highway System was created . In Michigan 's initial allocation of highways , four new designations replaced M @-@ 10 : US 24 from the state line north to Dearborn , US 112 between Dearborn and Detroit , US 10 from Detroit to Saginaw , and US 23 from Saginaw to Mackinaw City . At the time , no M @-@ 10 designation was reassigned to any other roads .

The second iteration of M @-@ 10 was designated in 1929 on a much shorter segment of the original M @-@ 10 through the Flint area , serving as a business connection for the city as the

through route , US 10 , bypassed it on the east . It was later redesignated as Business US 10 (Bus . US 10) in 1941 , and then as Bus . M @-@ 54 in 1962 before being turned back to local control in 1974 .

= = = Current designation = = =

During the 1950s , the Lodge Freeway was proposed to run from Detroit as far as the Fenton ? Clio Expressway (US 23) at Fenton . The intersection with the Edsel Ford Freeway , next to Wayne State University was built in 1953 and was the first full freeway @-@ to @-@ freeway interchange built in the United States . The freeway was dedicated on November 7 , 1957 , and opened without any state trunkline designation between downtown and the Wyoming Curve . The section from the Edsel Ford Freeway (now I @-@ 94) into downtown Detroit was designated as US 12 by the middle of 1960 .

The freeway was then redesignated Business Spur I @-@ 696 (BS I @-@ 696) in 1962 , and the next year the freeway was extended northwesterly along James Couzens Highway and Northwestern Highway into Southfield , connecting with the completed first phase of I @-@ 696 that opened in 1963 @-@ 64 . That designation remained until 1970 when US 10 was shifted off Woodward Avenue to follow the Lodge Freeway between downtown Detroit and Telegraph Road , replacing the BS I @-@ 696 designation .

An extension to the Northwestern Highway was again proposed in 1966 to connect with the proposed I @-@ 275 extension . The I @-@ 275 project was then cancelled in 1977 . The section of Northwestern Highway under state control between the West Bloomfield Township ? Farmington Hills border into Southfield was numbered M @-@ 4 in 1979 .

The Michigan Department of Transportation (MDOT) petitioned the American Association of State Highway and Transportation Officials in the mid @-@ 1980s to truncate US 10 to Bay City . The request was approved on October 11 , 1985 , and the signage was changed the next year . After the change , the Lodge Freeway was redesignated M @-@ 10 . The non @-@ freeway Northwestern Highway , until then designated M @-@ 4 , was also renumbered as M @-@ 10 . The southernmost portion of the Lodge Freeway was also initially redesignated as a portion of BS I @-@ 375 from I @-@ 75 south . By the next year however , the southern end of M @-@ 10 was moved to the corner of Jefferson and Randolph , placing all of the Lodge Freeway as part of M @-@ 10 .

From 2006 to 2007 , the Lodge underwent major reconstruction to ease traffic congestion in the metro area , temporarily closing down much of the freeway . The \$ 133 million project (equivalent to \$ 155 million in 2015) included concrete pavement reconstruction and rehabilitation , new barrier walls , repairs or replacements to 50 bridges , upgrades to 22 ramps , utility upgrades , and replacement of freeway signs between Lahser Road in Southfield and Jefferson Avenue in Detroit .

= = Memorial highway names = =

Starting in 1924 , officials in southeastern Michigan proposed building a highway from Detroit to run northwesterly across the state to Ludington , bisecting the angle created by Woodward and Grand River avenues . This roadway was named Northwestern Highway when it was built in 1929 to an endpoint at 14 Mile Road . Further construction on Northwestern Highway was halted by the Great Depression .

The freeway segment northwest of Wyoming Avenue to the county line was previously known as James Couzens Highway after the street it replaced . That street was named after the death of James J. Couzens . Couzens was a former Commissioner of Detroit 's Department of Street Railways from 1913 through 1915 , after which he served as Police Commissioner from 1916 until 1918 . He was Mayor of Detroit from 1919 until 1922 and United States Senator from Michigan from 1922 until his death on October 22 , 1936 . During his years of public service , he is said not to have accepted a salary , giving it all to charity . After his death , Detroit renamed its section of Northwestern Highway after Couzens .

John C. Lodge was a member of the constitutional convention which drafted the Michigan

Constitution of 1908 , a former member of the Michigan Legislature and Detroit alderman and councilman . He later served as Mayor of Detroit in 1918 ? 1919 before returned to the City Common Council from 1932 to 1947 . He was then elected to the Wayne County Board of Supervisors from 1948 until 1950 . In total , he held elective office longer than anyone in city history . He died on February 6 , 1950 , and the future Lodge Freeway was named in his honor on January 20 , 1953 . The entire freeway , including segments previously named for James Couzens and the Northwestern Highway was named the John C. Lodge Freeway in 1987 , although the service drives retained their original names .

= = Exit list = =