

= Interstate 375 (Michigan) =

Interstate 375 (I @-@ 375) in Detroit , at only 1 @. @ 062 miles (1 @. @ 71 km) in length , once had the distinction of being the shortest signed Interstate Highway in the country . It is the southernmost leg of the Walter P. Chrysler Freeway and a spur of I @-@ 75 into downtown Detroit , ending at the unsigned Business Spur Interstate 375 (BS I @-@ 375) , better known as Jefferson Avenue . The freeway opened on June 12 , 1964 . The Michigan Department of Transportation (MDOT) announced in 2013 that it may remove I @-@ 375 in the future .

= = Route description = =

I @-@ 375 and the Chrysler Freeway begin at Jefferson Avenue and St. Antoine Street in downtown Detroit near the Renaissance Center . They run east before turning north . Just about a mile (1 @. @ 6 km) after the southern terminus , I @-@ 375 meets the Fisher Freeway which carries I @-@ 75 north of downtown . At this interchange , I @-@ 75 takes ramps to leave the Fisher Freeway and use the Chrysler Freeway , replacing I @-@ 375 . I @-@ 375 is a four @-@ lane freeway the entire length . The entire length of I @-@ 375 is included on the National Highway System , a network of roadways that are important to the country 's economy , defense , and mobility .

According to the Michigan Department of Transportation (MDOT) , I @-@ 375 is 1 @. @ 062 miles (1 @. @ 709 km) . At the time it opened until at least 2007 , I @-@ 375 was the shortest signed Interstate in the country . Based on FHWA data , there are three Interstates that are shorter : I @-@ 110 in Texas (0 @. @ 92 mi or 1 @. @ 48 km) , I @-@ 878 in New York (0 @. @ 70 mi or 1 @. @ 13 km) and I @-@ 315 in Montana (0 @. @ 83 mi or 1 @. @ 34 km) . The latter two designations are not signed on their respective roadways , and I @-@ 110 in Texas has since been signed .

Every year , MDOT conducts a series of surveys on its highways in the state to measure traffic volume . In 2009 , MDOT calculated that 14 @, @ 112 vehicles per day used the southernmost section of I @-@ 375 , on average , and 53 @, @ 900 vehicles used the northernmost section near I @-@ 75 . These vehicles included 798 trucks .

= = History = =

Construction on the first segments of the Chrysler Freeway started on January 30 , 1959 . The area where the freeway was built was called Black Bottom , a historic district that received its name from the soil found there by French explorers . In the 1940s and 1950s , the area was the home to a community of African @-@ American entrepreneurs and businesses that rivaled Harlem in New York City . Black Bottom was one of the oldest neighborhoods in the city , and at the time of freeway construction , it had wooden sewers and dilapidated buildings . The area , like Corktown to the west of downtown , was targeted for urban renewal and infrastructure improvements in the 1950s and 1960s , which included the Chrysler Freeway and public housing projects .

On June 12 , 1964 , a surface street highway / freeway in Detroit was opened running north from Jefferson Avenue and Randolph Street to the Fisher / Chrysler freeway interchange . The southern most segment , built through the Black Bottom neighborhood , was designated I @-@ 375 at this time . The freeway cost \$ 50 million to build (equivalent to \$ 780 million in 2015) .

In April 2013 , MDOT announced that it was studying whether to repair the freeway at a cost of \$ 80 million , or convert the freeway south of Gratiot Avenue into a boulevard to reduce maintenance cost , making the area around it more pedestrian @-@ friendly , and thus attract development . Converting this segment to a boulevard would free up 12 acres (4 @. @ 9 ha) of land for development which is currently used for the freeway and its right @-@ of @-@ way . The department invited businesses and other groups affected by the potential project to participate in the study in November 2013 . Advocates of the conversion cite increased pedestrian access and an improved connection between Eastern Market and downtown as reasons to remove the freeway . Some people who live or work along the freeway and in the downtown area note the improved

access I @-@ 375 provides to the area as reasons to retain the freeway .

Six alternative proposals for rebuilding I @-@ 375 were unveiled by MDOT in June 2014 . They ranged in price from \$ 40 million to \$ 80 million . These options include rebuilding the freeway as is , reducing it to a boulevard or one @-@ way streets , or upgrading the existing freeway right @-@ of @-@ way to include bike lanes and other pedestrian @-@ friendly features . In January 2016 , the department announced that any decision on a course of action would be delayed indefinitely .

= = Exit list = =

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

= = Business spur = =

The unsigned Business Spur Interstate 375 (BS I @-@ 375) , which is 0 @. @ 167 miles (0 @. @ 269 km) long , continues west on Jefferson Avenue from the southern end of I @-@ 375 , ending at the entrance to the Detroit ? Windsor Tunnel at Randolph Street (M @-@ 3) . Jefferson Avenue past that intersection is M @-@ 10 . BS I @-@ 375 runs next to the Renaissance Center and under a segment of the People Mover . This designation was created in 1964 . The 2009 traffic surveys by MDOT reported that 33 @, @ 376 vehicles , including 922 trucks , had used BS I @-@ 375 .