

= U.S. Route 2 in Michigan =

US Highway 2 ( US 2 ) is a component of the United States Numbered Highway System that connects Everett , Washington , to the Upper Peninsula ( UP ) of the US state of Michigan , with a separate segment that runs from Rouses Point , New York , to Houlton , Maine . In Michigan , the highway runs through the UP in two segments as a part of the state trunkline highway system , entering the state at Ironwood and ending at St. Ignace ; in between , US 2 briefly traverses the state of Wisconsin . As one of the major transportation arteries in the UP , US 2 is a major conduit for traffic through the state and neighboring northern Midwest states . Two sections of the roadway are included as part of the Great Lakes Circle Tours , and other segments are listed as state @-@ designated Pure Michigan Byways . There are several memorial highway designations and historic bridges along US 2 that date to the 1910s and 1920s . The highway runs through rural sections of the UP , passing through two national and two state forests in the process .

The route of what became US 2 was used as part of two Indian trails before European settlers came to the UP , and as part of the Michigan segments of the Theodore Roosevelt International Highway and the King 's International Highway auto trails in the early 20th century . The state later included these trails as part of M ? 12 when the first state highway trunklines were designated in 1919 . Most of M ? 12 was redesignated as part of US 2 when the US Highway System was created on November 11 , 1926 . Since the 1930s , several changes have reshaped the highway 's routing through the UP . One such alteration eventually created a business loop that connected across the state line with Hurley , Wisconsin , and others pushed an originally inland routing of US 2 closer to the Lake Michigan shoreline . With the creation of the Interstate Highway System , part of US 2 was rerouted to coincide with the new Interstate 75 ( I ? 75 ) , though in the 1980s , the U.S. Highway was truncated and removed from the I ? 75 freeway , resulting in today 's basic form .

= = Route description = =

According to a 2006 regional planning committee report , US 2 is a key highway for Michigan , providing its main western gateway . The roadway plays " an important role in the transportation of goods across the northern tier of states in the Midwest " , and is listed on the National Highway System ( NHS ) for its entire length . The NHS is a network of roadways important to the country 's economy , defense , and mobility . Together with M ? 28 , US 2 is part of a pair of primary trunklines that bridge the eastern and western sides of the UP . The 305 @.@ 151 miles ( 491 @.@ 093 km ) of roadway in Michigan is divided into a 109 @.@ 177 @-@ mile ( 175 @.@ 703 km ) western segment and a 195 @.@ 974 @-@ mile ( 315 @.@ 390 km ) eastern segment , interrupted by a section that runs for 14 @.@ 460 miles ( 23 @.@ 271 km ) in the state of Wisconsin .

= = = Western segment = = =

US 2 enters Michigan from Wisconsin for the first time north of downtown Hurley , Wisconsin , and Ironwood , Michigan , over the state line that runs along the Montreal River . The highway crosses the river into Gogebic County and passes a welcome center on the way into a commercial district north of downtown . Running along Cloverland Drive , US 2 meets its only business route in Michigan at Douglas Boulevard . The business route was previously a full loop that ran west through downtown Ironwood and crossed the border into Hurley and back to the main highway . The Wisconsin Department of Transportation has removed the signage on their side of the border , which reduced the loop to a business spur that ends at the state line . US 2 continues eastward through UP woodlands to the city of Bessemer . While bypassing the community of Ramsay , the highway crosses a branch of the Black River . The roadway enters Wakefield on the south side of Sunday Lake , meeting M ? 28 at a stoplight in town . As the US Highway leaves Wakefield , it turns southeasterly through the Ottawa National Forest , crossing Jackson Creek and two branches of the Presque Isle River . US 2 and M ? 64 merge and run concurrently over the second branch of the Presque Isle in the community of Marenisco . This concurrency has the lowest traffic volume along

the entire length of the highway within the state ; in 2010 the Michigan Department of Transportation ( MDOT ) recorded a daily average usage along the stretch of 770 vehicles , compared to the overall average of 5 @, @ 188 vehicles for the highway . At the end of the concurrency , M ? 64 turns northerly to run along Lake Gogebic .

The highway continues parallel to the state line from the Marensico area through the national forest toward Watersmeet . That unincorporated community is the home of the Watersmeet High School Nimrods , the basketball team featured on a series of ESPN commercials and a documentary series on the Sundance Channel . The area is also where the waters meet ; the rolling hills drain to Lake Superior via the Ontonagon River , to Lake Michigan via the Brule and Menominee rivers , or to the Gulf of Mexico via the Wisconsin and Mississippi rivers . Also located in the area are the Sylvania Wilderness , and the Lac Vieux Desert Indian Reservation , which includes the Lac Vieux Desert Casino and Resort . The highway travels southeasterly from Watersmeet around the many lakes and streams in the area and crosses into rural Iron County . US 2 intersects Federal Forest Highway 16 ( FFH 16 ) near Golden Lake in Stambaugh Township in the middle of the national forest . The trunkline then runs along the Iron River as it approaches the city of the same name and meets M ? 73 . In town , US 2 intersects M ? 189 before crossing the river and turning northeast out of the city .

US 2 leaves the Ottawa National Forest at Iron River , and the highway continues eastward through forest lands near several small lakes to Crystal Falls , the county seat of Iron County . On the west side of town , US 2 meets US 141 ; the two highways run concurrently along Crystal Avenue . The combined highway turns south onto 5th Street and meets M ? 69 's eastern terminus at the intersection between 5th Street and Superior Avenue next to the county courthouse at the top of the hill . US 2 / US 141 runs south out of Crystal Falls to the west of , and parallel to , the Paint River . The roadway passes Railroad , Kennedy and Stager lakes and leaves the state of Michigan at the Brule River , crossing into Florence County , Wisconsin for about 14 miles ( 23 km ) .

= = = Eastern segment = = =

US 2 / US 141 re @-@ enters Michigan where it crosses the Menominee River and subsequently meets M ? 95 in Breitung Township north of Iron Mountain and Kingsford . The highways merge in a triple concurrency and run south on Stephenson Avenue into Iron Mountain along the west side of Lake Antoine , parallel to a branch line of the Escanaba and Lake Superior Railroad ( ELS Railroad ) . The road crosses through a retail corridor and over a flooded pit of the Chapin Mine . In downtown Iron Mountain at Ludington Street , M ? 95 turns west off Stephenson Avenue to run across town to Kingsford . US 2 / US 141 exits downtown and turns east along a second retail corridor near the Midtown Mall . The highway re @-@ enters Breitung Township where US 141 separates to the south to re @-@ enter Wisconsin . US 2 continues eastward parallel to a branch of the Canadian National Railway ( CN Railway ) . Both road and rail travel through the community of Quinnesec , where they pass near the largest paper mill in the UP . The trunkline runs along the main street of Norway , where the highway meets the eastern terminus of US 8 . Then US 2 continues east through rural Dickinson County to Vulcan , passing north of Hanbury Lake through the Copper Country State Forest , before crossing the Sturgeon River in Loretto and passing into Menominee County .

In Menominee County , the environment takes on a more agricultural character along US 2 . The highway passes through the edge of the community of Hermansville before entering Powers . US 2 comes to a three @-@ way intersection and turns northeast merging onto US 41 . The concurrent highway runs from Powers through the communities of Wilson and Spaulding on the south side of the CN Railway . At Harris , the trunkline enters the Hannahville Indian Community . Harris is on the Menominee County side of the reservation , but as the highway continues east , it crosses over to Bark River on the Delta County side . The county line in between not only separates the two communities , but also serves as the boundary between the Central and Eastern time zones . East of Bark River , the highway crosses the community 's namesake waterway before intersecting the eastern terminus of M ? 69 . The roadway crosses the Ford River prior to turning due east into the

outskirts of Escanaba .

US 2 / US 41 widens to four lanes along Ludington Street , which forms the east - west axis of the Escanaba street grid . Near downtown , the highway meets M ? 35 , which runs along the city 's north - south axis , Lincoln Avenue . The trunklines merge and run north , bypassing the traditional central business district for a different business corridor . Lincoln Avenue runs north carrying four lanes of traffic past the Upper Peninsula State Fairgrounds , site of one of the two state fairs for the state of Michigan , the only state to have twin fairs . US 2 / US 41 / M ? 35 continues north on Lincoln Avenue past the campus of Bay de Noc Community College . The four @-@ lane highway crosses the Escanaba River just upstream from its mouth near the large Mead Paper Mill and shifts to run immediately next to Little Bay de Noc . The section here carried the highest traffic counts along all of US 2 in the state : an average of 23 @, @ 977 vehicles used this segment of roadway daily in 2011 .

The road turns inland again , and US 2 / US 41 / M ? 35 passes to the west of downtown Gladstone . The highway through here is an expressway , four lanes divided by a central median and no driveway access . Unlike a freeway , the expressway has standard intersections and not interchanges . The highway intersects the eastern terminus of County Road 426 ( CR 426 ) and crosses the ELS Railroad south of the stoplight for 4th Avenue North , where M ? 35 separates from the US Highways and turns to the northwest . The expressway continues north parallel to the CN Railway , crossing the Days River . Through this area , the trunkline carries a speed limit of 65 mph ( 105 km / h ) for car traffic . This is the only road in the UP with a speed limit higher than 55 mph ( 89 km / h ) besides I @-@ 75 , which has a speed limit of 70 mph ( 110 km / h ) . The expressway segment runs around the upper end of Little Bay de Noc before ending at Rapid River . In this location , US 41 separates to the north , and US 2 returns to an easterly track as a two @-@ lane road , crossing the Rapid and Whitefish rivers and turning southeast around the head of the bay . As US 2 crosses southern Delta County , it passes through the western unit of the Hiawatha National Forest . Near Garden Corners , the highway runs along the shore of Big Bay de Noc . After the intersection with the northern terminus of M ? 183 , US 2 turns inland cutting across the base of the Garden Peninsula and enters Schoolcraft County .

As the highway approaches Thompson , US 2 leaves the western unit of the Hiawatha National Forest and enters the Lake Superior State Forest . The roadway runs along Lake Michigan to Manistique , crossing the Manistique River . The trunkline turns inland approaching Gulliver and then turns north @-@ northeast to Blaney Park . The community there is a former logging town @-@ turned @-@ resort at the southern terminus of M ? 77 ; the resort was active from the late 1920s but declined by the 1980s . From Blaney Park , US 2 turns due east and crosses into Mackinac County west of Gould City . Where it intersects a former routing , the main highway crosses the CN Railway one last time and runs to the south of Engadine to follow the Lake Michigan shoreline through Naubinway . After passing the community of Epoufette , US 2 crosses the Cut River Bridge , 147 feet ( 45 m ) over the Cut River . The highway crosses into the eastern unit of the Hiawatha National Forest near Brevort , running between Lake Michigan and Brevort Lake in the process . The road continues along the Lake Michigan shoreline , passing Mystery Spot near Gros Cap and turning inland immediately west of St. Ignace . The US 2 designation ends at the highway 's partial cloverleaf interchange with I ? 75 . The roadway continues easterly into downtown St. Ignace as Business Loop I ? 75 ( BL I ? 75 ) .

= = History = =

= = Indian trail through auto trails = =

In 1701 , the first transportation routes through what became the state of Michigan were the lakes , rivers and Indian trails . Two of these trails followed parts of the future US 2 . The Sault ? Green Bay Trail roughly followed the Lake Michigan shoreline routing of US 2 between Escanaba and St. Ignace . The Mackinac Trail connected St. Ignace with Sault Ste . Marie .

In the age of the auto trail , the roads that later formed US 2 through the UP were given a few different highway names . When the original roadways between Ironwood and Iron River were completed in late 1915 , the Upper Peninsula Development Bureau ( UPDB ) named the area Cloverland and the highway the Cloverland Trail . Later the name was extended over the highway to Escanaba , and to all highways in the area in the early 1920s ; the name was phased out by the UPDB completely in 1927 . The roadways were also used for the Theodore Roosevelt International Highway , named for former US president Theodore Roosevelt after his death in 1919 . Overall , this highway ran from Portland , Oregon , to Portland , Maine , by way of Michigan and the Canadian province of Ontario . Through the UP , the southern branch followed the immediate predecessors to US 2 , including the section through Florence County , Wisconsin .

The Great Lakes Automobile Route was established in 1917 by the UPDB . A predecessor of the Great Lakes Circle Tours by seventy years , the route followed " a circular journey along the banks of lakes Michigan and Superior and Green Bay ... " This route followed the modern US 2 from Ironwood to the M ? 94 junction in Manistique , using the modern M ? 69 and M ? 95 to stay in Michigan . Branches of the route followed US 41 and M ? 35 between Powers and Escanaba . The route was originally intended to entice motorists to drive around Lake Michigan . The name fell out of use before its first anniversary because of World War I.

One Canadian auto trail was routed through the UP as well . In 1920 , the King 's International Highway linked Vancouver , British Columbia , to Halifax , Nova Scotia , but there was no highway to carry it around the north side of Lake Superior . Motorists had to ship their cars by boat between Sault Ste . Marie , Ontario , and Thunder Bay or enter the United States to continue along the auto trail . The routings varied on the maps of the time , but its basic route used US 2 through the UP from Ironwood to Sault Ste . Marie until a highway north of Lake Superior was opened in 1960 ; by that time , the auto trail had taken on the Trans @-@ Canada Highway name .

= = = State trunkline = = =

The first state trunkline highway designated along the path of the modern US 2 was M ? 12 , a designation that was in use by July 1 , 1919 , between Ironwood and Sault Ste . Marie . The first roadside park in the country was created by Herbert Larson near what is now US 2 near Iron River in 1919 ? 20 , although other sources state that the first was a picnic table alongside US 16 ( Grand River Avenue ) in 1929 south of Saranac . When the US Highway System was created on November 11 , 1926 , US 2 partially replaced M @-@ 12 . Between Crystal Falls and Iron Mountain , US 2 was routed through Florence , Wisconsin . The former routing of M ? 12 from Crystal Falls to Sagola became a new M ? 69 when the former M ? 69 became US 102 ( now US 141 ) . M ? 12 from Sagola south to Iron Mountain was made a part of an extended M ? 45 , which is now M ? 95 . By the next year , M ? 48 was added along US 2 from Rexton to Garnet as part of a larger extension .

The first changes to the routing of US 2 itself were made in 1930 with a bypass of downtown Escanaba . A larger rerouting was completed in 1933 between Rogers Park and Sault Ste . Marie . The new routing followed Mackinac Trail instead of turning east to Cedarville and north to Sault Ste . Marie ; the former routing was given the M ? 121 designation . Another realignment in the Iron Mountain area shifted US 2 / US 141 to a new bridge over the Menominee River between 1932 and 1934 . Downtown Ironwood was bypassed in 1934 , and the former route was initially designated M ? 54 .

The Michigan State Highway Department ( MSHD ) changed the routings and designations of the highways around Cooks , Thompson and Manistique in the mid @-@ 1930s . The agency rerouted US 2 between Cooks and M ? 149 in Thompson , turning the old road back to county control . The section between M ? 149 and M ? 125 was redesignated as an extension of M ? 149 to Thompson , and M ? 125 was replaced by a further extension of M ? 149 . The last change was to route US 2 along its current alignment in the area , completing the changes on August 2 , 1936 .

The MSHD started construction in 1936 on a new road that rerouted US 2 into St. Ignace for the first time . Between Brevort and Moran , US 2 previously followed Worth Road inland to the

Tahquamenon Trail to meet the northern extension of US 31 into the Upper Peninsula . The new routing took US 2 along the lakeshore into St. Ignace . US 31 was truncated to the state ferry docks in Mackinaw City and US 2 was routed through St. Ignace along the former US 31 to Rogers Park ; the connection in St. Ignace to the state ferry docks became M ? 122 . Further changes in the early 1940s straightened the roadway out near Watersmeet and Crystal Falls .

Additional realignments were completed by the MSHD to move US 2 to its modern lakeshore routing between Gould City and Epoufette in 1941 . The new highway traveled due east from Gould City to Naubinway and then along the lake to Epoufette . The former route through Engadine was turned back to local control as far east as Garnet . From there east , it was numbered just M ? 48 , removing US 2 from a concurrency . Another former section into Epoufette was added to extend M ? 117 . The new highway was detoured around the Cut River Bridge until it was completed in 1946 after construction delays over steel shortages during World War II .

The western end of US 2 took on two changes in the 1940s . M ? 28 was extended along US 2 to the state line at Ironwood from its western terminus at Wakefield . A similar extension was made from M ? 28 's eastern terminus to Sault Ste . Marie in 1948 . The M ? 54 designation was renumbered as Business US 2 by 1945 . The eastern M ? 28 extension was reversed in 1950 , and the western extension to the state line was shifted to a new location by 1952 .

= = = Interstate era = = =

With the coming of the Interstate Highway System in Michigan , the MSHD planned to convert the eastern section of US 2 to a freeway between St. Ignace and Sault Ste. Marie . In planning maps from 1947 , this highway corridor was included in the system that later became the Interstates . It was also included in 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 , that was released in 1955 as the federal government readied plans for the freeway system . The proposed number in 1958 was Interstate 75 ( I ? 75 ) .

The first section of freeway was built in late 1957 or early 1958 between Evergreen Shores and M ? 123 north of St. Ignace . The Mackinac Bridge was opened to traffic on November 1 , 1957 ; a new section of freeway and an interchange connected US 2 to the bridge . In 1961 , another new freeway segment closed the gap between the Mackinac Bridge and Evergreen Shores sections . At the time , the I ? 75 designation supplanted US 27 on the bridge , and US 2 was shifted to follow I ? 75 along the freeways in the St. Ignace area . The former routing of US 2 in downtown St. Ignace was redesignated BL I ? 75 . More sections of freeway were opened in 1962 immediately to the south of the newly constructed International Bridge in Sault Ste . Marie as well as between Dafer and Kinross . The last two sections opened in 1963 connected the northern end of the freeway at M ? 123 to Kinross , and the section between Dafer and Sault Ste . Marie . At this time , all of US 2 's former routing became a county road known as Mackinac Trail ( H @-@ 63 ) .

The Department of State Highways expanded US 2 / US 41 into an expressway between Gladstone and Rapid River in 1971 . The state built a new bridge over the Manistique River in 1983 , bypassing downtown . MDOT disposed of the former routing of US 2 into downtown in two ways . The western half was initially an unnumbered state highway until it was later transferred to local control . An extension of M ? 94 replaced the remainder , including the Siphon Bridge , through downtown . In that same year , the department truncated US 2 to end in St. Ignace by removing it from the I ? 75 freeway . The last changes were made to US 2 's routing through Iron River in 1998 , bypassing the bridge that formerly carried the highway over the river in town . In 2011 , MDOT raised the speed limit along the expressway section in Delta County from 55 to 65 mph ( 89 to 105 km / h ) , although the speed limit for trucks remains 55 mph ( 89 km / h ) .

= = Memorial designations and tourist routes = =

On July 1 , 1924 , the State Administrative Board named M ? 12 , the predecessor to US 2 in Michigan , the Bohn Highway to honor Frank P. Bohn , a prominent local citizen who later served in

Congress from 1927 to 1933 . In 1929 , the residents of Escanaba created a memorial to the veterans of World War I called Memory Lane . The project consisted of elm and maple trees planted along US 2 / US 41 west of town . The American Legion sold the trees to local businesses and individuals who could honor specific soldiers . Later in 1949 , the Bessemer Women 's Club created a tribute in the form of a permanent living memorial to the area veterans . Also called Memory Lane , the group planted 140 elms and 1 @, @ 840 evergreens , trees and shrubs as a landscaped parkway along 2 @. @ 3 miles ( 3 @. @ 7 km ) of US 2 east of Bessemer .

Most of US 2 , along with US 23 in the Lower Peninsula , was designated the United Spanish War Veterans Memorial Highway in 1949 . To connect the gap in the routing where US 2 cuts through Wisconsin , M ? 95 and M ? 69 were used in place of US 2 between Iron Mountain and Crystal Falls . Signs marking the highway were not erected until 1968 when Governor George W. Romney had them installed .

The Amvets Memorial Drive designation was created for the section of US 2 / US 41 / M ? 35 between the northern Escanaba city limits and County Road 426 ( CR 426 ) in Delta County . The American Veterans ( AMVETS ) organization in Michigan petitioned the Michigan Legislature to grant this designation , which was assigned under Public Act 144 in 1959 .

Two sections of US 2 are part of the overall Great Lakes Circle Tour ( GLCT ) : the segment from the Wisconsin state line near Ironwood to the M ? 28 junction in Wakefield is part of the Lake Superior Circle Tour ( LSCT ) , and the segment from the southern M ? 35 junction in Escanaba to the eastern terminus in St. Ignace is part of the Lake Michigan Circle Tour ( LMCT ) . These two tours were created in May 1986 through a joint effort between MDOT and its counterparts in Wisconsin , Minnesota and Ontario . The section of US 2 between Iron River and Crystal Falls has been named the Iron County Heritage Trail . This Pure Michigan Byway was designated to honor the " rich history of two industries that built a state and nation : mining and logging . " On August 26 , 2007 , MDOT announced that the section of US 2 that runs concurrently with M ? 35 in Delta County was being included in the UP Hidden Coast Recreational Heritage Trail .

= = Historic bridges = =

There are six bridges along current or former sections of US 2 that MDOT has added to its listing of Michigan 's Historic Bridges ; two of these are also listed on the National Register of Historic Places ( NRHP ) . A third bridge added to the NRHP in late 2012 has not been added to MDOT 's listing however . The first of these historic bridges is the crossing of the Iron River , which has since been bypassed by a new bridge . The original structure , dating to 1918 , is a 55 @- @ foot @- @ long ( 17 m ) spandrel arch span that was built by the MSHD as Trunk Line Bridge No. 191 . The structure was listed on the NRHP on December 9 , 1999 , for its architectural and engineering significance .

In December 2012 , the National Park Service approved the listing of the Upper Twin Falls Bridge that crosses the Menominee River northwest of Iron Mountain . The structure is a single @- @ span , pin @- @ connected , camelback , through @- @ truss bridge , and it is the only known example of its type in Michigan . It was built between 1909 and 1910 because the Twin Falls Power Dam would flood an existing river crossing . The span cost \$ 5 @, @ 106 ( equivalent to \$ 780 @, @ 000 in 2015 ) , paid equally by Dickinson and Florence counties . Until the 1930s , the Upper Twin Falls Bridge carried US 2 across the Menominee River . In 1934 , a new bridge was built about a mile downstream , and the highway was rerouted over the new span . The bridge closed to automobile traffic in September 1971 , and the nomination process for inclusion on the National Register of Historic Places began in 2012 .

In 2003 , MDOT replaced the Sturgeon River Bridge in Waucedah Township , Dickinson County . As of October 2011 , even though the old bridge was demolished and replaced , MDOT retained it on their historic bridge list . It was built in 1929 .

Before 1983 , US 2 used a different routing through Manistique and crossed the Manistique River on what is nicknamed the " Siphon Bridge " . Built as a part of a raceway flume on the river , the water level is actually higher than the road surface . This produces a siphon effect , giving the bridge its nickname . The Manistique Pulp and Paper Company was organized in 1916 and needed a dam

on the Manistique River to supply their mill . This dam would require a large section of the city to be flooded , and shallow river banks meant difficulties in any bridge construction . Instead of expensive dikes , a concrete tank was built lengthwise in the river bed ; the sides of this tank provided man-made banks higher than the natural banks . The Michigan Works Progress Administration described the bridge as having " concrete bulkheads , formed by the side spans of the bridge , [ that ] allow the mill to maintain the water level several feet above the roadbed . " The Manistique Tourism Council stated : " At one time , the bridge itself was partially supported by the water that was atmospherically forced under it , " and that the bridge has been featured in Ripley 's Believe It or Not ! . The eight @-@ span structure is 294 feet ( 90 m ) long .

The Cut River Bridge carries US 2 across the Cut River in Hendricks Township , Mackinac County . This structure was built during World War II but completion was delayed due to war @-@ induced steel shortages . The span uses 888 short tons ( 793 long tons ; 806 t ) of structural steel to bridge the 641 feet ( 195 m ) over the river and its gorge at a height of 147 feet ( 45 m ) above the river . The Cut River Bridge is one of only two cantilevered deck truss bridges in the state . On either side of the bridge , there are picnic areas and trails down to the river .

Listed on the NRHP on December 17 , 1999 , the Mackinac Trail ? Carp River Bridge carries H @-@ 63 , the modern successor to US 2 , over the Carp River north of St. Ignace . The bridge is another spandrel arch structure 60 feet ( 18 m ) in length and built in 1920 . Increasing traffic along Mackinac Trail prompted the MSHD to " widen its deck by five feet [ 1 @.@ 5 m ] and install new guardrails in the 1929 ? 1930 biennium " along with the addition of decorative retaining walls .

The last of the historic bridges along a former segment of US 2 is the structure carrying Ashmun Street ( BS I ? 75 ) over the Power Canal in Sault Ste . Marie . Built in 1934 , it is one of only three steel arch bridges in the state . The 42 @-@ foot @-@ wide ( 13 m ) and 257 @-@ foot @-@ long ( 78 m ) structure is described by MDOT as " massive " with an " innovative " construction method : the previous structure was used as a falsework for the current bridge before removal .

= = Major intersections = =

MDOT has erected milemarkers along the two Michigan segments of the highway that use the total mileage starting at the state line in Ironwood ; the signs on the eastern segment reflect the mileage in Florence County , Wisconsin .

= = Business route = =

Business U.S. Highway 2 ( Bus . US 2 ) is a 1 @.@ 270 @-@ mile ( 2 @.@ 044 km ) business route that runs from the Wisconsin state line at the Montreal River . The route extends through downtown Ironwood on Silver and Aurora streets before turning northward along Suffolk Street . Bus . US 2 stays on Suffolk Street for a short while until it turns onto Frederick Street . On Frederick Street , Bus . US 2 bears north through a residential area along Douglas Street . The eastern terminus of the route is at its junction with US 2 at the corner of Cloverland Drive and Douglas Street north of downtown .

The business route was created in August 1942 when former M ? 54 in Ironwood was renumbered as a business loop of US 2 . It was originally a bi @-@ state business connection before the Wisconsin Department of Transportation decommissioned Bus . US 2 in Hurley westward along State Trunk Highway 77 and northward along US 51 in 2002 .