

## = Business routes of Interstate 75 in Michigan =

There have been nine business routes for Interstate 75 in the US state of Michigan . Numbered either Business Loop Interstate 75 ( BL I @-@ 75 ) or Business Spur Interstate 75 ( BS I @-@ 75 ) depending if they are a full business loop or a business spur , these highways are former routings of I @-@ 75 's predecessor highways in the state . They were designated as I @-@ 75 was completed through the various areas of Michigan . The business loop in Pontiac runs through that city 's downtown along a section of Woodward Avenue and a segment of roadway formerly used by M @-@ 24 . The former Saginaw business loop was once a part of US Highway 23 ( US 23 ) , as was most of the original Bay City business loop . The roadways that make up the business loops in West Branch and Roscommon were previously part of M @-@ 76 , I @-@ 75 's predecessor through that part of the state . In Northern Michigan , the Grayling and Gaylord BL I @-@ 75s were part of US 27 , and the two business routes in St. Ignace and Sault Ste. Marie in the Upper Peninsula of Michigan were part of US 2 . Each of the business loops connects to I @-@ 75 on both ends and runs through their respective cities ' downtown areas . The two business spurs only connect to I @-@ 75 on one end and run into the appropriate downtown .

### = = Pontiac = =

Business Loop I @-@ 75 ( BL I @-@ 75 ) is a business loop serving Pontiac and Auburn Hills . It uses portions of former Business M @-@ 24 ( Bus . M @-@ 24 ) through town . The highway starts as an eight @-@ lane freeway at an interchange on I @-@ 75 in Bloomfield Township . The freeway continues past an interchange with Opdyke Road to end at Square Lake Road , dropping to six lanes . BL I @-@ 75 continues to M @-@ 1 at Woodward Avenue . Square Lake Road continues to the west as Bus . US 24 , BL I @-@ 75 turns northwesterly along the eight @-@ lane divided Woodward Avenue , running concurrently with Bus . US 24 into downtown Pontiac . At the south side of downtown , Woodward drops to six lanes the two directions of Woodward Avenue split and form a four @-@ lane loop . The Woodward Avenue Loop encircles downtown Pontiac , and it is crossed by the eastbound direction of M @-@ 59 running on Huron Street . One block north , the westbound direction of M @-@ 59 runs along University Drive and turns to follow BL I @-@ 75 / Bus . US 24 ( Woodward Avenue Loop ) . The loop intersects Perry Street another block further north , and BL I @-@ 75 turns northeasterly onto the two @-@ way Perry Street . BL I @-@ 75 passes through residential areas and a minor business area along the four @-@ lane Perry Street . Outside of the downtown area , Perry Street widens to include a center turn lane . North of Walton Boulevard in Auburn Hills , the street name changes to Lapeer Road . BL I @-@ 75 intersects Opdyke Road a couple hundred feet west of I @-@ 75 before crossing the freeway . Lapeer Road continues as a six @-@ lane , divided roadway to the ramps of a double trumpet interchange , where the BL I @-@ 75 designation ends . The roadway however , continues as M @-@ 24 providing access to the Palace of Auburn Hills . On average each day in 2013 , 9 @, @ 829 vehicles use the business loop between the two M @-@ 59 junctions , and 73 @, @ 795 vehicles do so on the freeway stub east of Opdyke Road , the lowest and highest traffic counts .

In 1919 when the state highway system was first numbered , the main north ? south highway through Pontiac was numbered M @-@ 10 , and it was renumbered to US 10 seven years later when the United States Numbered Highway System was created . By the next year , M @-@ 24 was designated from downtown Pontiac northward to Lapeer . M @-@ 24 was moved to an eastern bypass of town in 1936 , and the former routing in town became M @-@ 24A . This was redesignated Bus M @-@ 24 in 1940 .

A number of highway designation and routing changes in the Pontiac were made when US 10 was shifted out of downtown to replace M @-@ 58 along Telegraph Road west of downtown by the middle of 1961 . Before the change , US 10 followed Dixie Highway and Oakland Avenue southeast into Pontiac to Perry Street and then Perry to Woodward while M @-@ 58 was routed along Telegraph and Square Lake roads . After the change , US 10 turned south from Dixie Highway onto Telegraph and then east onto Square Lake to connect back to Woodward . The old route through

downtown was assigned the Bus . US 10 moniker and M @-@ 58 was decommissioned as a highway designation . Two years later , I @-@ 75 was completed to the east of Pontiac , and the M @-@ 24 bypass of the city was turned over to local control . The former Bus . M @-@ 24 through downtown was renumbered BL I @-@ 75 along with a connection along Square Lake Road out to the freeway . The next year , the streets downtown Pontiac were reconfigured and a loop called Wide Track Drive was created to route traffic around the downtown area . The former routing of BL I @-@ 75 on Perry Street in the downtown core was replaced by routing the business loops on Wide Track Drive . Then in 1966 , an interchange was built to replace the intersection at Opdyke Road and Square Lake Road .

In 1985 , the Michigan Department of Transportation ( MDOT ) received permission from the American Association of State Highway and Transportation Officials to truncate US 10 to Bay City , and when the change was made the following year , US 24 replaced US 10 on Telegraph Road north of Square Lake Road , and Bus . US 10 through downtown was redesignated Bus . US 24 , including the segment concurrent with BL I @-@ 75 . Wide Track Drive through downtown was renamed as the Woodward Avenue Loop in 2000 .

The section of BL I @-@ 75 that follows Woodward Avenue has a pair of special designations attached to it . In 1999 , it was designated by MDOT as what is now called a Pure Michigan Byway . Three years later , it was named a National Scenic Byway by the Federal Highway Administration National Scenic Byways Program on June 13 , 2002 , the only urban road at the time with that classification . It was later upgraded to All @-@ American Road status on October 16 , 2009 .

Major intersections

The entire highway is in Oakland County .

= = Saginaw = =

Business Loop I @-@ 75 ( BL I @-@ 75 ) was a business loop in Saginaw that was previously Business US Highway 23 ( Bus . US 23 ) . It started at an interchange between I @-@ 75 / US 23 and M @-@ 46 ( Holland Road ) in Buena Vista Township . From there , it ran concurrently with M @-@ 46 westward into Saginaw . East of 17th Street , the highway split to form a one @-@ way pairing with Remington Street , which carried westbound traffic . About three blocks further west , BL I @-@ 75 split from M @-@ 46 to follow Genesee Avenue northwesterly into the downtown area . At an intersection between Genesee Avenue , Janes Street and 2nd Avenue , the northbound BL I @-@ 75 followed 2nd Avenue while southbound continued on Genesee Avenue . Northbound traffic traveled along 2nd Avenue and Johnson Street to Washington Avenue near the Saginaw River , where the two directions of traffic reunited . Washington Avenue also carried M @-@ 13 / M @-@ 81 , and the three designations ran concurrently together northward and parallel to the river . BL I @-@ 75 / M @-@ 13 / M @-@ 81 curved northeasterly north of downtown , and M @-@ 81 left the business loop at an intersection with Veterans Memorial Parkway ; BL I @-@ 75 / M @-@ 13 turned north on the parkway and M @-@ 81 continued easterly on Washington Avenue . The business loop proceeded northward running parallel to the river and ended at an interchange with I @-@ 75 / US 23 in Zilwaukee Township ; M @-@ 13 continued along Bay City Road north of the interchange .

When the state highway system was signposted in 1919 , the north ? south highway through Saginaw was part of the original M @-@ 10 . This highway was later redesignated as part of US 23 when the United States Numbered Highway System was created in 1926 . US 23 was initially routed on the western side of the Saginaw River through the city , but it was moved in 1929 to run along the eastern side . In 1953 , the initial eastern bypass of Saginaw was built as a two @-@ lane highway , and the former routing through downtown was redesignated Bus . US 23 . This bypass was upgraded in 1961 to a full freeway as part of I @-@ 75 / US 23 , and the business loop through downtown was redesignated BL I @-@ 75 . In 1971 , I @-@ 675 was completed , and BL I @-@ 75 was decommissioned through Saginaw . The segments of the business loop that were concurrent with M @-@ 13 , M @-@ 46 or M @-@ 81 remained part of those state highways , but the rest of BL I @-@ 75 was returned to local control .

Major intersections

The entire highway was in Saginaw County .

= = Bay City = =

Business Spur Interstate 75 ( BS I @-@ 75 ) is a business spur running through Bay City following a section of the current routing of M @-@ 25 through town . Formerly a full business loop numbered Business Loop Interstate 75 ( BL I @-@ 75 ) , it followed what is now M @-@ 84 back to end at I @-@ 75 / US 23 at exit 160 south of downtown . The business route also follows streets that previously were numbered Business US Highway 23 ( Bus . US 23 ) . The spur starts at exit 162 on I @-@ 75 / US 23 at the same interchange where M @-@ 25 and US 10 end . BS I @-@ 75 runs concurrently along M @-@ 25 , and for about the first 1 1 ? 3 miles ( 2 @. @ 1 km ) , the spur is a four @-@ lane freeway bounded by residential subdivisions on either side . In Bangor Township , the freeway ends and BS I @-@ 75 / M @-@ 25 splits into a one @-@ way pairing of Thomas Street ( eastbound ) and Jenny Street ( westbound ) . These two three @-@ lane streets continue along a residential area on the west side of Bay City . East of intersections with Henry Street , the opposing sides of traffic merge back together near Veterans Memorial Park to cross the Saginaw River on the four @-@ lane Veterans Memorial Bridge . On the eastern side of the river , BS I @-@ 75 / M @-@ 25 splits again into the one @-@ way pairing of the three @-@ lane McKinley Street ( westbound ) and 7th Street ( eastbound ) . Just three blocks east of the river , BS I @-@ 75 ends at the intersections with M @-@ 84 ( Washington Avenue ) in downtown Bay City . On average each day in 2013 , 11 @, @ 678 vehicles use the business loop east of the M @-@ 13 junction , and 29 @, @ 391 vehicles do so west of the M @-@ 84 junction , the lowest and highest traffic counts .

When the state highway system was first signposted in 1919 , the north ? south highway through Bay City was part of the original M @-@ 10 , and the east ? west highway was numbered as part of M @-@ 20 . When the United States Numbered Highway System was created in 1926 , M @-@ 10 became part of US 23 , although it was routed on the western side of the Saginaw River . The highway was rerouted to the eastern side of the river in 1929 . By early 1941 , US 23 was rerouted to cross the Saginaw River on the southern side of Bay City , and the former routing along Washington Avenue and Midland Street through downtown was renumbered Bus . US 23 . When the I @-@ 75 / US 10 / US 23 freeway bypass west of Bay City opened in late 1961 , the former routing of US 23 was replaced by M @-@ 13 and the former Bus . US 23 , including connections along the former routing of M @-@ 47 southwest and M @-@ 20 west of Bay City , were redesignated as BL I @-@ 75 . The BL I @-@ 75 designation lasted until 1971 when southern half of BL I @-@ 75 was removed , converting the business loop into a business spur ; the southern section was renumbered as part of an M @-@ 84 extension , and BS I @-@ 75 would then run along the section concurrent with M @-@ 25 only .

Major Intersections

The entire highway is in Bay County .

= = West Branch = =

Business Loop Interstate 75 ( BL I @-@ 75 ) is a business loop running through West Branch that was originally numbered Business M @-@ 76 ( Bus . M @-@ 76 ) . It starts at exit 212 south on I @-@ 75 south of West Branch . From that interchange , BL I @-@ 75 runs northward along Cooks Road in Horton and West Branch townships past an outlet mall . North of the mall , the roadway has two lanes , one in each direction plus an intermittent center turn lane , and it curves first to the northeast through a rural section of the townships , and then after intersecting Old 76 Road , it turns northwesterly through a commercial area . On the eastern city limits , BL I @-@ 75 turns due west and runs concurrently with M @-@ 55 on the four @-@ lane Houghton Avenue through downtown West Branch . On the western side of downtown , the business loop intersects the northern end of M @-@ 30 and narrows to two lanes . BL I @-@ 75 / M @-@ 55 continues out of town , running past more businesses before meeting I @-@ 75 at exit 215 . At that interchange , BL I @-@ 75 ends , and M @-@ 55 merges onto the freeway . On average each day in 2013 , 10 @, @ 682 vehicles use

the business loop near the southern I @-@ 75 interchange , and 15 @,@ 399 vehicles do so between the M @-@ 55 junction and 5th Street in downtown West Branch , the lowest and highest traffic counts .

When the state highway system was signposted in 1919 , the highway running northwest ? southeast through West Branch was numbered M @-@ 76 and the east ? west highway was M @-@ 55 . In the early 1970s , M @-@ 76 was being converted into a freeway between Standish and the Grayling area . In 1970 , the freeway was built as far as the present @-@ day exit 212 , and the connection along Cook Road was built to allow M @-@ 76 to connect between the new freeway and its former routing . The next year , this freeway was completed to bypass West Branch to the south and west . The former route of M @-@ 76 through town with the connection along Cook Road was renumbered Bus . M @-@ 76 . Two years later , I @-@ 75 was finished in the state , and the M @-@ 76 designation was decommissioned . The former Bus . M @-@ 76 was redesignated as BL I @-@ 75 at the same time .

Major intersections

The entire highway is in Ogemaw County .

= = Roscommon = =

Business Loop Interstate 75 ( BL I @-@ 75 ) is a business loop running through Roscommon . Starting at exit 239 along I @-@ 75 , the business loop runs concurrently with M @-@ 18 northward along the two @-@ lane Roscommon Road through rural Northern Michigan woodlands . When BL I @-@ 75 / M @-@ 18 enters the village of Roscommon , it follows Lake Street northeasterly into downtown . At the intersection with 5th Street , BL I @-@ 75 turns northwesterly and separates from M @-@ 18 . In the village , the business loop has three lanes , one in each direction with a center turn lane . The business loop continues past several businesses and exits the village as a two @-@ lane road . BL I @-@ 75 curves to run due west along the Roscommon ? Crawford county line on Federal Highway . At exit 244 on I @-@ 75 , the business loop terminates while following the county line . On average each day in 2013 , 1 @,@ 531 vehicles use the business loop near the northern I @-@ 75 interchange , and 5 @,@ 987 vehicles do so in downtown Roscommon south of the M @-@ 18 junction , the lowest and highest traffic counts .

When the state highway system was originally signposted in 1919 , the highway running northwest ? southeast through Roscommon was numbered M @-@ 76 . In 1949 , M @-@ 18 was extended north into Roscommon and then west along M @-@ 76 . During the early 1970s , M @-@ 76 was being converted into a freeway to be used as part of I @-@ 75 . In 1971 , I @-@ 75 was completed southward from the Grayling area to what is now exit 239 . Two years later , I @-@ 75 was completed between Roscommon and West Branch , and M @-@ 76 between the two communities was decommissioned . At the same time , M @-@ 18 was realigned to northeasterly out of Roscommon instead of following M @-@ 76 toward Grayling . BL I @-@ 75 was commissioned at this time to overlap M @-@ 18 from the freeway north into Roscommon and to replace the former M @-@ 18 / M @-@ 76 west of the village to the new freeway .

Major intersections

= = Grayling = =

Business Loop Interstate 75 ( BL I @-@ 75 ) is a business loop running through Grayling . The southern end is at a partial interchange at exit 254 on I @-@ 75 ; only northbound I @-@ 75 traffic can access northbound BL I @-@ 75 , and southbound BL I @-@ 75 traffic can only access southbound I @-@ 75 . From this interchange , the business loop runs northward as a five @-@ lane divided roadway through a commercial area and past the Grayling Golf Club . At the intersection with Huron Street ( South Down River Road ) , BL I @-@ 75 merges with M @-@ 72 . The two highways run concurrently and turn northwesterly along the five @-@ lane undivided James Street . BL I @-@ 75 / M @-@ 72 narrows to three lanes and crosses the Au Sable River and runs for about 3 ? 4 mile ( 1 @. 2 km ) before intersecting Lake Street in downtown Grayling .

There , M @-@ 72 turns southwesterly onto Lake Street , separating from the business loop . At the same intersection , M @-@ 93 turns north and merges with BL I @-@ 75 as the two run concurrently on the three @-@ lane McClellan Street . BL I @-@ 75 / M @-@ 93 intersects F @-@ 32 ( North Down River Road ) and then passes the Camp Grayling Airfield . North of the airfield , the highway narrows to two lanes and curves to the northwest , exiting the city . At the intersection with Old 27 and Hartwick Pines Road , BL I @-@ 75 / M @-@ 93 turns northeasterly onto the latter . They continue running concurrently to exit 259 on I @-@ 75 where the BL I @-@ 75 designation terminates . M @-@ 93 continues along Hartwick Pines Road north of the interchange . All of BL I @-@ 75 through Grayling is a part of the Strategic Highway Network , a component of the National Highway System , a network of roads important to the country 's economy , defense , and mobility . On average each day in 2013 , 1 @,@ 407 vehicles use the business loop between Old 27 and I @-@ 75 , and 18 @,@ 467 vehicles do so in downtown Grayling south of the M @-@ 72 junction , the lowest and highest traffic counts .

When the state highway system was originally signposted in 1919 , the north ? south highway through Grayling was part of the original M @-@ 14 . At that time , M @-@ 93 was only a spur from downtown Grayling to the future Camp Grayling . It was later redesignated as part of US Highway 27 ( US 27 ) in 1926 . By 1932 , M @-@ 93 was extended northward through Grayling to the state park . In 1940 , M @-@ 72 was extended through the Grayling area . I @-@ 75 in the Grayling area opened in 1961 and , the former routing of US 27 through Grayling northward to Hartwick Pines Road back to I @-@ 75 was redesignated BL I @-@ 75 .

Major intersections

The entire highway is in Crawford County .

= = Gaylord = =

Business Loop Interstate 75 , or BL I @-@ 75 is a business loop running through Gaylord . The loop starts at exit 279 on I @-@ 75 in Bagley Township south of Gaylord . The highway follows the five @-@ lane Otsego Avenue northward from the freeway into the city and though a commercial area . Otsego Avenue jogs eastward slightly south of 2nd Street , and then intersects M @-@ 32 ( Main Street ) in downtown Gaylord . BL I @-@ 75 turns west onto the five @-@ lane Main Street and runs concurrently with M @-@ 32 through downtown . About five blocks each of that turn , BL I @-@ 75 / M @-@ 32 meets I @-@ 75 at exit 282 ; BL I @-@ 75 ends while M @-@ 32 continues westward . On average each day in 2013 , 8 @,@ 289 vehicles use the business loop south of the M @-@ 32 junction , and 23 @,@ 436 vehicles do so in downtown Gaylord along the M @-@ 32 concurrency , the lowest and highest traffic counts .

When the state highway system was first signposted in 1919 , the main highway running north ? south through Gaylord was part of the original M @-@ 14 . This was renumbered as part of US Highway 27 ( US 27 ) in 1926 after the United States Numbered Highway System was formed . I @-@ 75 was completed and US 27 was removed through the Gaylord area in 1961 . The business loop was not created at that time , however . Instead , it was created in 1986 .

Major intersections

The entire highway is in Otsego County .

= = St. Ignace = =

Business Loop Interstate 75 ( BL I @-@ 75 ) is a business loop running through St. Ignace . The loop starts at exit 344 on I @-@ 75 as the continuation of US Highway 2 ( US 2 ) into downtown . The highway carries the Lake Huron Circle Tour ( LHCT ) . It runs along a four @-@ lane roadway on the north side of Straits State Park and curves northward into downtown St. Ignace along State Street . BL I @-@ 75 and three lanes and runs along the lakefront past the marina and docks for Mackinac Island ferry services . It widens back to four lanes to follow the curve of East Moran Bay and then turns inland past several hotels situated on a point jutting into the bay . North of the point , BL I @-@ 75 follows the Lake Huron shoreline past the Mackinac County Airport . North of the

airport , the adjacent properties are primarily residential with a few tourist @-@ oriented businesses . The business loop intersects County Road H @-@ 63 ( Mackinac Trail ) and comes to an end near Castle Rock at exit 348 on I @-@ 75 in St. Ignace Township . On average each day in 2013 , 4 @,@ 327 vehicles use the business loop near the northern I @-@ 75 interchange , and 8 @,@ 819 vehicles do so near the southern I @-@ 75 interchange , the lowest and highest traffic counts .

The first state highway through St. Ignace was an extension of US 31 that was added by the end of 1927 . In 1936 , US 2 was realigned to run into downtown St. Ignace from the west and replaced US 31 through town . The business loop was commissioned in 1960 when the I @-@ 75 / US 2 freeway opened , and the former route of US 2 through downtown was renumbered BL I @-@ 75 .

Major intersections

The entire highway is in Mackinac County .

= = Sault Ste . Marie = =

Business Spur Interstate 75 ( BS I @-@ 75 ) is a business spur running through Sault Ste . Marie . It starts at exit 392 on I @-@ 75 on the south side of the city . From that interchange , it runs eastward along the five @-@ lane @-@ wide 3 Mile Road and intersects the northern end of County Road H @-@ 63 ( Mackinac Trail ) before curving northeasterly . The spur runs through commercial areas and intersects the northern end of M @-@ 129 ( Dixie Highway ) before turning due north along Ashmun Street near the Sault Ste . Marie Municipal Airport . Ashmun Street narrows to four lanes north of 10th Avenue and regains a center turn lane at Adams Avenue . BS I @-@ 75 turns northeasterly onto the two @-@ lane Easterday Avenue and runs to the east of the campus of Lake Superior State University , crossing the Edison Sault Power Canal . At Portage Avenue south of the Soo Locks . , BS I @-@ 75 turns southeasterly to follow Portage Avenue along the St. Marys River . The spur crosses the canal just upstream from its mouth . Portage Avenue continues through residential neighborhoods on the east side of Sault Ste . Marie , following the river . BS I @-@ 75 ends at the entrance to the Sugar Island Ferry Dock across from the Sault Ste . Marie Country Club . On average each day in 2013 , 1 @,@ 433 vehicles use the business loop near the I @-@ 75 interchange , and 19 @,@ 962 vehicles do so north of the M @-@ 129 junction , the lowest and highest traffic counts .

When the state highway system was first signposted in 1919 , the north ? south state highway in Sault Ste . Marie was numbered M @-@ 12 in 1919 . It was renumbered as part of US Highway 2 in 1926 . In 1962 , the I @-@ 75 / US 2 freeway was completed , and the former route of US 2 through downtown along with a connection between I @-@ 75 / US 2 and the International Bridge was redesignated BS I @-@ 75 . In 1989 , the designation was extended along Portage Avenue to the Sugar Island Ferry Dock .

Major intersections

The entire highway is in Sault Ste . Marie , Chippewa County .