

= M @-@ 85 (Michigan highway) =

M @-@ 85 , also known as Fort Street or Fort Road for its entire length , is a state trunkline highway in the U.S. state of Michigan . The highway serves several Downriver suburbs of Detroit , as well as neighborhoods in the city itself . From its southern terminus at exit 28 on Interstate 75 (I @-@ 75) to its second interchange with exit 43 on I @-@ 75 in southwest Detroit , M @-@ 85 is part of the Lake Erie Circle Tour . In between , it serves mostly residential areas running parallel to a pair of rail lines ; the highway carries between 5 @,@ 000 and 43 @,@ 000 vehicles per day on average . Once in the city of Detroit , Fort Street runs parallel to I @-@ 75 for several miles before they separate near the Ambassador Bridge . The northern end of M @-@ 85 is at the intersection with Griswold Street in downtown Detroit , one block away from Campus Martius Park .

Two previous unrelated highways bore the M @-@ 85 designation . The first was in Montcalm County and the second near Caro . These uses were retired in the 1930s and the 1940s , respectively . The current M @-@ 85 was created in 1956 after the construction of the Detroit @-@ Toledo Freeway ; the original northern end was at an intersection with US Highway 25 (US 25) in downtown . The northern end was truncated in the late 1960s to the northern junction with I @-@ 75 . The highway was then extended back into downtown Detroit in the first year of the 21st century .

= = Route description = =

M @-@ 85 starts a directional interchange with I @-@ 75 in near Rockwood ; traffic to or from southbound I @-@ 75 must use Gibraltar Road instead . M @-@ 85 runs north from this interchange to Gibraltar Road as a full freeway ; north of that intersection the highway becomes a boulevard . There are many businesses directly adjacent to Fort Street in the Downriver area with residential subdivisions on either side of them . The trunkline parallels lines of the Norfolk Southern and Canadian National railways . In this area , M @-@ 85 is also running parallel to , but inland from , the southern part of the Detroit River . The highway runs northeasterly through Gibraltar to Trenton , where it turns due north . Fort Street forms the boundary between Riverview and Trenton in the area near the Riverview Landing Shopping Center ; north of here , Riverview extends along both sides of the road . At Pennsylvania Road , Fort Street crosses into the city of Southgate and curves to the northeast . The highway returns to a due northerly course near Memorial Park and continues along the Southgate ? Wyandotte city line . This area is mainly residential neighborhoods that extend in street grids on either side of the Fort Street boulevard .

The highway crosses the South Branch of the Ecorse River and enters the city of Lincoln Park . Through this Detroit suburb , Fort Street angles slightly northeasterly before turning sharply to the northeast at Champaign Road . M @-@ 85 's new direction keeps it parallel to the Detroit River about one mile (1 @.@ 6 km) away . When the trunkline crosses the North Branch of the Ecorse River , M @-@ 85 enters the city of Detroit near Outer Drive . Fort Street runs parallel to I @-@ 75 through the Boynton ? Oakwood Heights neighborhoods of the city . North of the intersection with Schaefer Highway , M @-@ 85 meets an interchange with I @-@ 75 and passes under the freeway , crossing to its northwest side . At this interchange , the LECT designation is transferred from M @-@ 85 to I @-@ 75 . Fort Street continues running between an industrial area and I @-@ 75 . In this area , the highway crosses more rail lines belonging to Norfolk Southern and Conrail before crossing the River Rouge and turning east @-@ northeast . Fort Street continues through the Delray neighborhood and crosses under I @-@ 75 again ; there is no interchange at this location . These two highways continue in parallel to the north of Fort Wayne and the Detroit Harbor Terminals / Boblo Island Detroit Dock Building ; M @-@ 85 intersects Grand Boulevard and passes under the approaches for the Ambassador Bridge ; I @-@ 75 turns inland near the bridge 's toll plaza north of Fort Street . M @-@ 85 continues along the river into the Corktown neighborhood .

As M @-@ 85 approaches downtown , it crosses over the Michigan Central Railway Tunnel . Several blocks later , the highway passes over M @-@ 10 (Lodge Freeway) without an interchange near Joe Louis Arena . Fort Street continues carrying the M @-@ 85 designation as far east as the intersection with Griswold Street ; this intersection is also the location of the Chase

Tower and the Cadillac Tower one block west of Cadillac Square .

M @-@ 85 is maintained by the Michigan Department of Transportation (MDOT) like other state highways in Michigan . As a part of these maintenance responsibilities , the department tracks the volume of traffic that uses the roadways under its jurisdiction . These volumes are expressed using a metric called annual average daily traffic , which is a statistical calculation of the average daily number of vehicles on a segment of roadway . MDOT 's surveys in 2010 showed that the highest traffic levels along M @-@ 85 were the 42 @,@ 786 vehicles daily in Wyandotte ; the lowest count was 5 @,@ 976 vehicles per day at the southern terminus . All of M @-@ 85 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility . Between the two I @-@ 75 interchanges , M @-@ 85 is the closest state trunkline to Lake Erie and the Detroit River , making it a part of the Lake Erie Circle Tour (LECT) .

= = History = =

= = = Previous designations = = =

In 1919 , the first version of M @-@ 85 ran from then M @-@ 66 east to M @-@ 43 at Stanton in Montcalm County . This highway was later extended in 1929 from Stanton north to Edmore . By the end of 1930 , this designation was removed when M @-@ 57 was extended through the area . A new M @-@ 85 was then designated between Mayville and Caro . This second designation was supplanted by an extended and rerouted M @-@ 24 in late 1941 or early 1942 .

= = = Current designation = = =

When the Detroit ? Toledo Freeway opened in 1956 , several local roads were given the M @-@ 85 designation between the new freeway in Woodhaven into downtown Detroit to end at US 25 / M @-@ 17 . The northern end was truncated in 1968 to the interchange with I @-@ 75 in Detroit when that freeway was completed in the area . In the 1980s , the Great Lakes Circle Tours were created by the state of Michigan in consultation with neighboring states and the province of Ontario ; after the tours were created in 1986 , M @-@ 85 was added to the LECT .

At the end of 2000 , MDOT proposed several highway transfers in Detroit . Some of these involved transferring city streets in the Campus Martius Park area under the department 's jurisdiction to city control ; another part of the proposal involved MDOT assuming control over a section of Fort Street from the then northern terminus of M @-@ 85 to the then southern terminus of M @-@ 3 at Clark Street . When these transfers were completed the following year , M @-@ 3 was severed into two discontinuous segments by the Campus Martius changes , and the southern segment between Clark and Griswold streets was added to an extended M @-@ 85 .

= = Major intersections = =

The entire highway is in Wayne County .