

= M @-@ 115 ( Michigan highway ) =

M @-@ 115 is a state trunkline highway in the northwestern part of the Lower Peninsula of the US state of Michigan . The highway takes a generally southeast @-@ to @-@ northwest direction between Frankfort on Lake Michigan and Clare in the central part of the state . The northwestern end is at M @-@ 22 next to Betsie Lake ; the southeastern end in downtown Clare is at an intersection with Business US Highway 127 ( Bus . US 127 ) and Bus . US 10 . In between , the trunkline runs about 96 1 ? 2 miles ( 155 @-@ 3 km ) through woodlands , including areas that are a part of either the Manistee National Forest or the Pere Marquette State Forest . The highway also passes agricultural areas , several lakes in the region and a state park near Cadillac .

M @-@ 115 was first designated in the 1920s on the northwestern end near Frankfort . Additional , disconnected sections were designed as part of the trunkline in the 1930s near Cadillac , Farwell and Mesick . All but one of these gaps ( Cadillac ? Mesick ) was eliminated by the end of that decade . The remaining segment was built in the 1950s to unite M @-@ 115 into a single highway . The last change came in 1989 when the highway was extended into Clare to its current southern terminus .

= = Route description = =

M @-@ 115 starts in downtown Clare at a four @-@ way intersection with the two business loops , Bus . US 127 and Bus . US 10 , in town . From this junction , M @-@ 115 runs west following the former routing of US 10 along Ludington Drive to Farwell . In the middle of town , M @-@ 115 turns northwesterly to meet the end of the US 10 freeway near Surrey Lake . The highway continues northwest through forest lands and lake country . The trunkline passes into northern Osceola County near its crossing of the Muskegon River . There are intersections with both M @-@ 66 and M @-@ 61 south of Marion near rural farms . The roadway subsequently crosses into southern Wexford County . Near Stone Lake south of Cadillac , M @-@ 115 meets US 131 and M @-@ 55 . M @-@ 55 leaves the US 131 freeway and joins M @-@ 115 , and the two run concurrently along the western end of Lake Cadillac . They separate near Lake Mitchell , and M @-@ 115 turns northwesterly between the two lakes passing Mitchell State Park and the eastern shore of the latter lake .

Past the Cadillac area , M @-@ 115 runs through the northeastern corner of the Manistee National Forest . The highway continues through woodlands , passing several small lakes in the area as it approaches the community of Mesick . There it turns due west and joins M @-@ 37 through town . After M @-@ 37 separates to the south , M @-@ 115 crosses the Manistee River and continues its northwestern course . The highway crosses the northeastern corner of Manistee County and runs through the community of Copemish on the way to Benzonia . The landscape here turns more agricultural as the highway skirts southwest of Thompsonville crossing the Betsie River .

After the river crossing , the highway enters Benzie County and runs through the Pere Marquette State Forest . South of Benzonia , M @-@ 115 runs concurrently with US 31 into town . The highways separate in the center of town where M @-@ 115 turns westward to run along the south shore of Crystal Lake past Frankfort Dow Memorial Field , the local airport near Frankfort . M @-@ 115 follows Forest Avenue , and the highway designation ends at the intersection in town with M @-@ 22 near Betsie Lake .

The Michigan Department of Transportation ( MDOT ) maintains M @-@ 115 like all other trunkline highways in the state under its jurisdiction . As a part of these responsibilities , the department tracks traffic volumes along its roadways until a metric called average annual daily traffic ( AADT ) . This number is a calculation of the traffic level along a segment of roadway for any average day of the year . In 2009 , MDOT determined that the highest traffic levels along M @-@ 115 were the 12 @-@ ,@ 079 vehicles daily along the section of highway near lakes Mitchell and Cadillac . The lowest AADT was the 2 @-@ ,@ 236 vehicles near Copemish . The trunkline between the US 10 and M @-@ 37 junctions has been listed on the National Highway System. a network of roads important to the country 's defense , economy and mobility .

## == History ==

In 1929 , the first stretch of M @-@ 115 was designated from Frankfort to Benzonia . Beginning in the mid @-@ 1930s , construction of M @-@ 115 began from central to northwestern Lower Michigan . In 1936 , an earthen highway was opened between the south side of Cadillac to M @-@ 66 , with additional sections west of Mesick and northwest of US 10 . By the end of the year , the state was paving the earthen section , completed a gravel highway near Mesick and opened an earthen section in Clare County . The section from Copemish to northwest of Mesick was opened as an earthen highway the next year . Construction started in early 1938 to connect Benzonia to Copemish , and before the year was out , the Michigan State Highway Department started work to fill in the gap between M @-@ 66 and the highway north of US 10 in Clare County . These two sections were completed as earth @-@ graded highway in 1939 . Both discontinuous sections were fully paved by 1945 .

In 1953 , a county road was built along the path of the future M @-@ 115 between Mesick and Cadillac . This road was designated as a state highway by 1957 , with a connection along Boon Road north of Cadillac and a concurrency along US 131 to close the gap in 1957 . The Boon Road segment was removed the next year when the routing near Lake Mitchell opened . The southern end of M @-@ 115 was truncated slightly when the US 10 freeway bypass of Clare was opened in 1975 . M @-@ 115 has since been rerouted in 1989 along the two @-@ lane Old US 10 from its original southeastern ending point near the US 10 overpass through Farwell to Clare . A roundabout was built for the intersection with northbound M @-@ 37 east of Mesick and was opened in September 2013 .

## == Major intersections ==