

= M @-@ 82 (Michigan highway) =

M @-@ 82 is a state trunkline in the Lower Peninsula in the US state of Michigan that travels between Fremont and Howard City . The section between Newaygo and Howard City travels through Fremont and along the southern edge of Manistee National Forest . The current version of M @-@ 82 is actually the second in the state ; the first usage appeared in the Upper Peninsula by 1919 . The Lower Peninsula routing has been in use since the 1920s . Various extensions and truncations have shifted the terminus as far west as New Era or Hesperia in the past . The current route was finalized in the late 1970s

= = Route description = =

M @-@ 82 begins at a junction with M @-@ 120 and B @-@ 96 west of Fremont . This junction is at a tripoint of county lines . M @-@ 120 forms the north ? south Newaygo ? Oceana and Newaygo ? Muskegon county lines . B @-@ 96 , which forms the east ? west Oceana ? Muskegon county line runs due west of the intersection . M @-@ 82 exits the intersection to the east . The highway runs along 48th Street through rural farms into the community of Fremont . The road , now called Main Street , passes through the downtown area and M @-@ 82 turns south along Stewart Avenue out of town . The highway rounds a curve and transitions to 72nd Street running eastward through more farm land . As the trunkline approaches Newaygo , the terrain becomes more wooded near the Muskegon River . M @-@ 82 follows Fremont Street east to a junction with M @-@ 37 . The two highways merge and run concurrently over the river and into downtown on State Street . South of downtown , M @-@ 82 turns east again , independent of M @-@ 37 , and runs along 82nd Street on the southern edge of the Manistee National Forest . The east end of M @-@ 82 is at exit 118 on US 131 / M @-@ 46 west of Howard City .

The Michigan Department of Transportation (MDOT) , as a part of its maintenance responsibilities , tracks the volume of traffic using its roadways . These levels are expressed in terms of a metric called average annual daily traffic (AADT) , which is a calculation of the traffic along a segment of road for any average day of the year . In 2009 , the department 's measurements indicated that a segment of M @-@ 82 west of Fremont had the peak volume for the highway at 16 @,@ 532 vehicles daily . The traffic nadir was 4 @,@ 018 vehicles east of Newaygo . In addition , MDOT has not had any section of the highway listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

= = = Previous designation = = =

The first usage of M @-@ 82 was in the Upper Peninsula by July 1 , 1919 . The trunkline started at M @-@ 25 and ran north of Newberry to the vicinity of Eight Mile Corner . It was later replaced by M @-@ 48 in 1926 .

= = = Current designation = = =

The current M @-@ 82 dates back to 1926 . It ran from US 31 in Hart to the northern junction of US 131 and M @-@ 46 in Howard City . The highway was routed through Ferry , Hesperia and Fremont , replacing M @-@ 41 . In late 1936 , M @-@ 46 was extended along the section between Newaygo and Howard City , forming a M @-@ 46 / M @-@ 82 concurrency to fill a gap in the M @-@ 46 routing . This concurrent section became just M @-@ 46 in 1938 , shortening M @-@ 82 back to the northern M @-@ 37 junction in Newaygo . The highway was moved to a new alignment west of Ferry in late 1947 or early 1948 . Instead of heading northwesterly to Hart , it was continued west to end in Shelby .

Two realignments in 1963 and 1964 rerouted the western end of the highway again . This time it was realigned to run from Hesperia to New Era , bypassing Ferry . A larger change around 1969 reconfigured the highway designations in Oceana County . M @-@ 20 replaced M @-@ 82 west of Hesperia , to end at New Era instead of Muskegon . The new M @-@ 120 designation replaced M @-@ 20 south of Hesperia . M @-@ 82 now ran from Hesperia to Newaygo only . The length of the highway was increased in 1973 when the eastern end was moved back to Howard City . M @-@ 46 was rerouted to follow the US 131 freeway south of Howard City to Cedar Springs , and replaced M @-@ 57 between Cedar Springs and Casnovia . This freed up the Newaygo to Howard City highway for a return to the M @-@ 82 designation . The last change came in 1978 when the concurrency with M @-@ 120 was eliminated in favor of M @-@ 120 . The M @-@ 82 designation was truncated at this time to the junction west of Fremont , resulting in the current highway routing .

= = Major intersections = =