

= M @-@ 18 (Michigan highway) =

M @-@ 18 is a north ? south state trunkline highway in the Lower Peninsula of the US state of Michigan . It runs for 77 @. @ 530 miles (124 @. @ 772 km) through the central region of the state connecting US Highway 10 (US 10) near North Bradley with M @-@ 72 in rural Crawford County near the community of Luzerne . In between , the roadway connects several smaller communities while running through woodlands in both state and national forest areas . Two segments of M @-@ 18 run along sections of county boundaries , and one part of the highway forms a component of the business loop for the village of Roscommon .

When the highway was first designated in the late 1910s , it extended farther south than it does today and ended well short of its current northern terminus . The southern end was added to another state highway , truncating M @-@ 18 's length to roughly its current southern terminus in 1926 . The northern end was also simultaneously extended for the first time with these revisions to the highway 's routing . In the 1940s , the northern extension was reversed and then reinstated . M @-@ 18 's course was last changed with the opening of three different freeways in the area in the 1960s and 1970s . The last extension in 1973 supplanted the M @-@ 144 designation from Roscommon north to Luzerne .

= = Route description = =

M @-@ 18 begins about 20 miles (32 km) northeast of Mount Pleasant at the North Bradley interchange on US 10 in rural Midland County . The highway runs due north through woodlands that are a part of the Au Sable State Forest and into Gladwin County . The trunkline enters the community of Beaverton and turns northwest to cross the section of the Tobacco River known as Ross Lake . Continuing northwesterly , the road runs along a section of the lake and then turns back due northerly . North of Beaverton , M @-@ 18 runs through some farm fields as it approaches the county seat of Gladwin . The highway runs through the southwestern outskirts of town near a golf course as it approaches a junction with M @-@ 61 . M @-@ 18 merges with , and runs concurrently along , M @-@ 61 eastward into town on Cedar Avenue . At Silverleaf Street , M @-@ 18 turns back north near the airport . M @-@ 18 continues northward out of town back into farm country .

The highway turns westward along Wirtz Road and past the southern terminus of county road F @-@ 97 in the northern part of Gladwin County . Near a crossing with the Cedar River , M @-@ 18 turns north along Bard Road and then west again along Renas Road . The highway returns to its northerly course when it turns to run along Clarwin Road , which runs along the Clare ? Gladwin county line . The roadway angles to the northwest briefly , cutting across the extreme northeast corner of Clare County as the highway crosses into Roscommon County . Through the southern portion of the county , the road runs through the Roscommon forest management unit of the Au Sable State Forest as it approaches Prudenville . In that community , M @-@ 18 turns northeasterly and runs along M @-@ 55 along the eastern shore of Houghton Lake . The two highways separate on the eastern edge of town , and M @-@ 18 turns northward , intersecting the northern end of M @-@ 157 . M @-@ 18 continues north , parallel to Interstate 75 (I @-@ 75) near Higgins Lake ; M @-@ 18 crosses I @-@ 75 at exit 239 south of Roscommon .

North of this freeway interchange , M @-@ 18 is also the route of Business Loop I @-@ 75 (BL I @-@ 75) . The combined BL I @-@ 75 / M @-@ 18 runs north near the Roscommon Conservation Airport and turns northeasterly into town . In the middle of Roscommon , BL I @-@ 75 turns northwest along Old 76 Road , and M @-@ 18 continues northeasterly across a line of the Lake State Railway . The highway continues independently to the northwest over the South Branch of the Au Sable River and out of town . It then turns due east along the Roscommon ? Crawford county line . This section of the county line also forms the southern boundary of the Huron National Forest . M @-@ 18 curves to the northeast off the county line into the national forest territory where it meets F @-@ 97 for a second time . At this junction , F @-@ 97 merges with M @-@ 18 and the two roads run due north to a junction with M @-@ 72 west of Luzerne . At this intersection , F @-@ 97 continues north and M @-@ 18 terminates in rural Crawford County .

M @-@ 18 is maintained by the Michigan Department of Transportation (MDOT) like all other state trunkline highways . As a part of these maintenance responsibilities , the department tracks the traffic volumes along the roads under its jurisdiction using a measurement called annual average daily traffic (AADT) . This is a metric for the level of traffic along a roadway segment for any average day of the year . In 2009 , MDOT calculated that 14 @, @ 017 vehicles used the section of M @-@ 18 along the M @-@ 61 concurrency , the highest traffic levels along M @-@ 18 . The lowest AADT was found along the highway in Crawford County in the 2009 surveys . Commercial traffic varied between the 50 trucks daily in Crawford County and the 214 trucks a day north of Gladwin . No section of M @-@ 18 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

By July 1 , 1919 , M @-@ 18 was first designated on a routing that ran between M @-@ 46 west of Merrill through Edenville to M @-@ 14 (later US 27) in Prudenville . The highway south of Beaverton was realigned to run due south a new terminus at North Bradley along the new US 10 in late 1926 . The former routing between Beaverton and M @-@ 30 north of Edenville was redesignated M @-@ 80 , and the highway from the M @-@ 30 junction south to M @-@ 46 became an extended M @-@ 30 . At the same time , the north end was extended along US 27 to end at M @-@ 76 in Roscommon . The northern extension was scaled back in 1941 to Prudenville .

When the new alignment for US 27 was opened in early 1949 , M @-@ 18 was re @-@ extended north from Prudenville to Roscommon , where it turned northwesterly with M @-@ 76 to end at US 27 south of Grayling . The completion of two freeways in the state shifted the termini of M @-@ 18 slightly in 1961 . The southern terminus was moved north about a mile (1 @. @ 6 km) to the new US 10 freeway , and the northern terminus was also shifted north about a mile to the new I @-@ 75 / US 27 freeway . The Michigan State Highway Department completed a freeway segment in 1970 in the Roscommon area for the modern I @-@ 75 ; in a temporary assignment they moved M @-@ 18 / M @-@ 76 onto that freeway . When the remainder of the freeway for I @-@ 75 was completed between Roscommon and West Branch in 1973 , M @-@ 18 was rerouted at Roscommon to run northeasterly over the routing of M @-@ 144 , a highway that had existed since 1940 . Part of the former M @-@ 18 / M @-@ 76 routing on the northwestern side of Roscommon was used for BL I @-@ 75 .

= = Major intersections = =