

= M @-@ 65 ( Michigan highway ) =

M @-@ 65 is a 103 @.@ 176 @-@ mile @-@ long ( 166 @.@ 046 km ) state trunkline highway in the US state of Michigan . The highway runs between termini on US Highway 23 ( US 23 ) near Omer and Rogers City in the northeastern Lower Peninsula of the state . M @-@ 65 runs inland through several small communities in the region , passing through forests and fields along its course . M @-@ 65 crosses several watercourses , including the Au Sable River where it runs along the River Road National Scenic Byway . The region also includes the Huron National Forest and the Mackinaw State Forest areas .

The original M @-@ 65 was created by 1919 on a discontinuous series of roads between the Ohio state line and Flint ; the two sections were later joined together before the highway was replaced by US 23 in 1926 . The current M @-@ 65 was created in 1930 in Iosco County . When US 23 near Omer was moved in 1932 , M @-@ 65 was extended southward to encompass a roadway formerly part of US 23 . A second segment in Alpena County was added to M @-@ 65 later in the 1930s . A second extension at the end of that decade added another former US 23 segment to the highway . The two sections of M @-@ 65 were connected in the late 1940s , and the highway was completely paved by the early 1960s . The National Forest Scenic Byway and National Scenic Byway designations were added in 1988 and 2005 respectively .

= = Route description = =

M @-@ 65 begins at an intersection with US 23 ( Huron Road ) near the town of Omer . The highway runs north along Hale Road through a mixed forest and agricultural area inland of the Saginaw Bay in Arenac County . As the road passes through the community of Twining , it crosses a branch of the Lake State Railway . South of Whittemore , the trunkline crosses a tributary of the Au Gres River . M @-@ 65 follows Bullock Street through Whittemore , running near the Whittemore Speedway in town . North of town , the highway crosses the main channel of the Au Gres River before it intersects M @-@ 55 in a rural area of Iosco County about 15 miles ( 24 km ) west of Tawas City . From there , the road continues due north through fields until reaching the edge of Huron National Forest in the northern part of the county .

Just north of the community of Hale the road enters the Huron National Forest near Loon Lake . The trunkline takes a turn to the east as it passes along the Au Sable River . The River Road National Scenic Byway starts on M @-@ 65 at Rollways Road , and the highway generally follows the river as it passes by a former logging community which is commemorated by Lumberman 's Monument . At the intersection with River Road , M @-@ 65 turns north to cross the Au Sable , and the byway designation continues east along River Road to follow the river to Oscoda . The M @-@ 65 bridge over the Au Sable is just downstream of the Cooke Dam , crossing high above the water below . The highway turns northwesterly through forest land to cross into Alcona County . North of the county line , the trunkline follows Baker and State roads near Vaughn and Hunters lakes . M @-@ 65 meets the western terminus of county road F @-@ 30 in the community of Glennie . The highway also crosses the South Branch of the Pine River .

North of Glennie , the highway passes Clear Lake as it continues through rural Alcona County . Near the West Branch of the Pine River , M @-@ 65 merges with M @-@ 72 . The two trunklines run concurrently curving to the northwest past the eastern terminus of county road F @-@ 32 into Curran . North of town , they separate as M @-@ 72 turns westward and M @-@ 65 continues north , exiting the Huron National Forest . The highway jogs along the Alcona ? Alpena County line and crosses the Beaver Creek in the process . The trunkline runs to the east of Beaver Lake as it runs north through mixed forest and fields toward the community of Lachine . Southeast of that town , M @-@ 65 turns eastward along M @-@ 32 for a short distance before turning north into town . North of Lachine , the highway crosses the Thunder Bay River near the community of Long Rapids . As M @-@ 65 runs through the northern portion of Alpena County , it runs through the Mackinaw State Forest . The highway passes through the community of Posen in eastern Presque Isle County . The road continues due north to its terminus at an intersection with US 23 ; the junction is inland

from Lake Huron near Big and Little Trout lakes southeast of Rogers City .

M @-@ 65 is maintained by the Michigan Department of Transportation ( MDOT ) like all other state highways . As a part of these responsibilities , the department tracks the volume of traffic using the roads under its jurisdiction . They use a metric called average annual daily traffic ( AADT ) , which is a statistical calculation of the average daily number of vehicles on a segment of roadway . In 2009 , MDOT 's surveys calculated that the highest volume of traffic along M @-@ 65 was 6 @,@ 699 cars north of the M @-@ 55 junction ; the highest commercial AADT was 310 trucks along the River Road National Scenic Byway segment north to the F @-@ 30 junction in Glennie . The lowest traffic counts were the 947 cars and 107 trucks near the northern terminus in Presque Isle County . The section of M @-@ 65 concurrent with M @-@ 32 has been listed as a part of the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

= = = Previous routing = = =

On July 1 , 1919 , the M @-@ 65 designation was used on two , discontinuous roads in the southern part of the Lower Peninsula . The southern segment ran from the Ohio state line north to the Dundee area in Monroe County ; the northern section ran between Ann Arbor and Flint by way of Brighton and Fenton . The gap between the two segments was eliminated by the middle of 1926 . When the United States Numbered Highway System was created on November 11 , 1926 , the original M @-@ 65 was redesignated as part of US 23 .

= = = Current routing = = =

In 1930 , the first segment of the current routing of M @-@ 65 was designated . At the time , the road ran from an intersection with US 23 and M @-@ 55 near Whittemore and ran north to Hale . US 23 was moved from its inland routing to follow a shoreline alignment along Saginaw Bay around 1932 . The former route through Twinning and Whittemore became an extension of M @-@ 65 as a part of these changes . By 1936 , the highway was lengthened northwards to end in Glennie ; a second segment was also added that ran north from the Alcona ? Alpena county line to Lachine . Around the end of the decade , US 23 's routing was moved in another location to follow the lakeshore ; this time the highway was rerouted between Alpena and Rogers City . M @-@ 65 was extended northwards from Lachine through Posen to terminate at M @-@ 91 downtown Rogers City . By 1945 , this northernmost segment downtown was redesignated Business US 23 , and M @-@ 65 was truncated to its junction with US 23 southeast of town .

In 1947 or early 1948 , the Michigan State Highway Department ( MSHD ) closed the gap between the northern and southern segments of M @-@ 65 by adding two " earth " roadways : one between Glennie and M @-@ 72 near Curran and a second between Curran and the Alcona ? Alpena county line . By the next year , the northern end of the highway near Posen was moved to eliminate several zig @-@ zagging segments of roadway from the routing ; M @-@ 65 ran due north to terminate at US 23 after the change . In the middle of 1953 , the section of M @-@ 65 / M @-@ 72 in Alcona County was straightened and paved . The MSHD realigned M @-@ 65 from a series of zig @-@ zagging roads to a single set of curves along the Alcona ? Alpena county line in late 1961 . At the time this project was completed , all of M @-@ 65 was paved .

On December 20 , 1988 , the National Forest Service designated the River Road National Forest Scenic Byway along a section of M @-@ 65 in Iosco County . A second designation was added on September 22 , 2005 , when the Federal Highway Administration listed the roadway as the River Road National Scenic Byway .

Beginning in 1999 , MDOT spent substantial sums of money over a five @-@ year program to upgrade M @-@ 65 and US 23 by refurbishing and replacing bridges and adding more passing lanes . During the same timeframe , the community of Hale embarked on a project to beautify the

length of M @-@ 65 in town . The project cost \$ 877 @,@ 929 and installed park benches , new lighting , sidewalks and plantings along the highway . Funding for the venture came from the federal government and MDOT .

In particular , MDOT restored the old truss bridge over the Au Sable River in Iosco County , and then built a new parallel and upgraded bridge next to it . The latter straightened and leveled the roadway , so that it no longer dips deep into the river valley . This change improved the safety of the highway in the area . The new bridge was opened to traffic on October 13 , 2004 , and the original bridge was left in place for recreational uses . The original structure is a Parker truss bridge with two 120 @-@ foot ( 37 m ) spans that was built in 1930 . Its total length of 320 feet ( 98 m ) makes it one of the longest of its type in Michigan .

= = Major intersections = =