

= County Road 492 (Marquette County , Michigan) =

County Road 492 (CR 492 , Co . Rd . 492) is a primary county road in Marquette County , Michigan . The road serves as an alternate route between Negaunee and Marquette . Several historic sites line the roadway as it runs south and parallel to the main highway , U.S. Highway 41 (US 41) and M @-@ 28 , through the Marquette Iron Range in Michigan 's Upper Peninsula . The path of the road runs near tracks of the Lake Superior and Ishpeming Railroad (LS & I) . The locally created Iron Ore Heritage Trail will follow CR 492 through Eagle Mills and Morgan Meadows upon completion . The western terminus of the county road is on US 41 / M @-@ 28 in Negaunee and the eastern end is in Marquette next to Lake Superior .

CR 492 was previously known as the Marquette ? Negaunee Road before it was made a part of the State Trunkline Highway System . It was originally designated as a part of M @-@ 15 as early as 1917 . The superintendent of the Marquette County Road Commission , Kenneth Ingalls Sawyer , painted the first rural highway centerline on the roadway on Dead Man 's Curve . The highway was later a part of M @-@ 28 before being transferred back to county control . The highway assumed its current form by 2001 . The eastern section along Brookton Road in Marquette Township was redesignated as a county secondary highway when a new connection to US 41 / M @-@ 28 was opened , and the designation was extended along Wright Street on the west and north sides of Marquette .

= = Route description = =

In the city of Negaunee , CR 492 is a part of Maas Street , which runs east ? west through town starting at Teal Lake . CR 492 begins at the intersection of Maas Street and US 41 / M @-@ 28 in Negaunee next to Miners Park . From there , CR 492 passes some businesses near the highway before running through a residential area . East of Woodland Drive , the street runs downhill into a more rural section of town . In this area , the roadway runs through forested terrain parallel to tracks of the LS & I. The road then loops to the north away from the tracks , crossing the Carp River next to the Forge Road intersection . Through this area , the Iron Ore Heritage Trail , a new multi @-@ use trail system , was built to follow CR 492 , and opened in 2013 . Forge Road runs north to the Michigan Iron Industry Museum on the site of the Carp River Forge , the original iron ore forge in the region . Maas Street runs along the south side of the city cemetery . The cemetery main gate is located near the city limits , where Maas Street ends and CR 492 continues into Negaunee Township .

CR 492 intersects M @-@ 35 near Eagle Mills Location . M @-@ 35 approaches the county road from the north before it turns east to run concurrently with CR 492 . The two roadway designations cross a rail track before M @-@ 35 separates and turns south ; traffic along the state highway must yield the right @-@ of @-@ way to traffic on the county road in the process . Eagle Mills is the location of the main LS & I rail yard and the former Pioneer Pellet Plant . CR 492 curves away from this industrial area to the northeast . The roadway crosses Morgan Creek and enters the Morgan Heights area on the border of Negaunee Township and Marquette Township . This is the site of the first tuberculosis sanatorium in the Upper Peninsula built in 1911 ; the facility is said to have been haunted before the main buildings were torn down around 2002 . The road continues east through forested lands in Marquette Township , rounding Dead Man 's Curve and running downhill into the Morgan Meadows area . CR 492 passes a convent of the Sisters of St. Paul de Chartres before entering a residential area . The road curves north past these subdivisions , meeting the western end of CR 500 (Grove Street) . Further north , CR 492 intersects Brookton Road before the southern segment terminates at US 41 / M @-@ 28 in the middle of Marquette Township 's commercial corridor .

The county road designation continues north on Wright Street . This segment of CR 492 is separated from the southern section by US 41 / M @-@ 28 . Traffic crossing between the two sides have to use the main highway through median turn arounds in a maneuver similar to a Michigan left . The roadway leaves the commercial corridor and returns to woodland before the intersection with

Forestville Road and Commerce Drive . Wright Street curves to the northeast and then the east crossing into the westernmost section of the City of Marquette . As Wright Street continues eastward , it runs through a residential section along part of the city line before completely crossing into Marquette . The roadway passes the Holy Cross Cemetery and the north side of the campus of Northern Michigan University (NMU) . The northern main entrance to campus is located at the intersection with CR 550 (Sugar Loaf Avenue) and Tracy Avenue . Wright Street passes through residential neighborhoods east of CR 550 before meeting Presque Isle Avenue . East of that intersection , CR 492 crosses onto the northern edge of NMU 's campus immediately north of the Superior Dome . Wright Street ends as it curves around to the south into a junction with Lakeshore Boulevard at the shore of Lake Superior .

= = History = =

The first roadway along the route of the modern CR 492 was a plank road built by the Cleveland and Sharon Iron Companies in the 1850s . The roadway was originally named the Marquette ? Negaunee Road , due to its endpoints . The road was included as a section of " Division 8 " in the State Trunkline Highway System when that was created on May 13 , 1913 . In 1917 , the first highway centerline in the nation was painted along a section of the road known as " Dead Man 's Curve " . The centerline was painted by Kenneth Ingalls Sawyer , long @-@ time superintendent of the county road commission . Traffic along the road was heavy for the era , and along the curves , drivers would follow the innermost side instead of keeping to their own lane . Sawyer added arrows to indicate travel direction and found that motorists used the appropriate travel lanes .

At this time , the road carried an unsigned designation of " Trunk Line 15 " (T.L. 15) as designated by the Michigan State Highway Department (MSHD) . This designation was changed to M @-@ 15 by the time the state highway system was signed by MSHD in 1919 . With the creation of the United States Highway System on November 11 , 1926 , M @-@ 15 in Michigan was redesignated as a part of the larger US 41 . Between Negaunee and Marquette , US 41 was routed north of the Marquette ? Negaunee Road , following a section of M @-@ 35 out of downtown Negaunee . At the same time , M @-@ 28 was extended eastward through the Upper Peninsula of Michigan . Between Negaunee and Marquette , M @-@ 28 followed the old routing of M @-@ 15 . By 1936 , M @-@ 28 was shifted to follow US 41 between Negaunee and Marquette , transferring the old Marquette ? Negaunee Road to county control .

After this transfer , the roadway carried the CR 492 designation . In 1964 , several abandoned underground mine shafts collapsed underneath M @-@ 35 in Negaunee , and M @-@ 35 was rerouted out of the city along its current roadway through Negaunee Township , connecting with CR 492 . The eastern end of CR 492 was moved by 2001 . Before this realignment , CR 492 followed Brookton Road , parallel to US 41 / M @-@ 28 before turning to the previous terminus just west of the border between Marquette Township and the City of Marquette . After the change , CR 492 turned north to intersect the highway opposite of Wright Street . The CR 492 designation was extended along Wright Street at the same time . In 2006 , the city of Marquette extended Wright Street to end at Lakeshore Boulevard .

In 2010 , the county road commission built an extension to Commerce Drive across US 41 / M @-@ 28 . This extension was designed to connect the southern and northern segments of CR 492 severed by traffic flow changes along US 41 / M @-@ 28 . Traffic wishing to cross between the two segments needs to follow US 41 / M @-@ 28 to a median turn around in a maneuver similar to a Michigan left . After the project was completed , motorists gained a second option to cross between the two segments of CR 492 following Brookton Road to the Commerce Drive extension and around the Westwood Mall to Wright Street . This newer connector is designed for 35 @-@ mile @-@ per @-@ hour (56 km / h) traffic . The stop light at the US 41 / M @-@ 28 intersection was installed in early November to complete the project . In August 2010 , the speed limits along Wright Street were increased . After the results of a speed study , the limits were increased from 25 and 35 mph (40 and 56 km / h) to 35 , 40 and 45 mph (56 , 64 and 72 km / h) .

= = Major intersections = =

The entire road is in Marquette County .