

= M @-@ 72 (Michigan highway) =

M @-@ 72 is a state trunkline highway in the US state of Michigan , running from Lake Huron to Lake Michigan across the northern part of the Lower Peninsula . The highway connects M @-@ 22 in Empire with US Highway 23 (US 23) in Harrisville . It is one of only three Michigan state trunklines that cross the Lower Peninsula , shore to shore . In between , M @-@ 72 runs across Northern Michigan woodland , agricultural areas of the Leelanau Peninsula near Traverse City , and the Au Sable River watershed . The trunkline also provides access to Camp Grayling , a National Guard training facility near the city of the same name . Traffic levels along the highway vary from approximately 800 vehicles a day on the east end to over 32 @, @ 000 vehicles near Traverse City .

M @-@ 72 was first designated as a state highway by 1919 along a segment of its current route . It was extended southward in the mid @-@ 1920s and westward in the 1940s . One section of the modern highway added to M @-@ 72 in 1940 previously existed as M @-@ 208 in the 1930s east of Grayling . Another section of highway near Empire was disconnected from the rest of M @-@ 72 until the gap was eliminated later in the decade . All of M @-@ 72 was completely paved by the early 1960s . The highway was rerouted in a few places in the 1950s , and the last new segment shifted in 1973 near Kalkaska .

= = Route description = =

M @-@ 72 starts its trans @-@ peninsular journey at M @-@ 22 in the community of Empire on the shores of Lake Michigan in the Sleeping Bear Dunes National Lakeshore . From there it runs easterly uphill through mixed farmland and forest to cross the base of the Leelanau Peninsula . As the highway approaches the city of Traverse City , the roadway runs downhill and weaves back and forth across the Leelanau ? Grand Traverse county line . M @-@ 72 merges with M @-@ 22 to run concurrently in the section of Traverse City in Leelanau County and immediately cross the county line into Grand Traverse County . The two highways run along Grandview Parkway , a four @-@ lane boulevard on the shore of the West Arm of Grand Traverse Bay . At the intersection of Grandview Parkway and Division Street , M @-@ 22 ends . US 31 / M @-@ 37 run north along Division Street and turn east onto Grandview Parkway to join M @-@ 72 . These three highways stay merged in a triple concurrency along the length of Grandview Parkway and across the Boardman River along the bay , bypassing downtown . They then follow Front Street until reaching Garfield Avenue east of downtown . At Garfield , M @-@ 37 turns north to run up the Old Mission Peninsula which separates the west and east arms of Grand Traverse Bay . US 31 / M @-@ 72 continues east along the shores of the East Arm of Grand Traverse Bay and northward to a junction in Acme . M @-@ 72 turns east to cross rural eastern Grand Traverse County along rolling hills through the communities of Williamsburg and Barker Creek .

The highway crosses into Kalkaska County at Barker Creek and continues eastward to Kalkaska . There , M @-@ 72 meets US 131 / M @-@ 66 (Cedar Street) on the north side of downtown , and M @-@ 72 turns south along Cedar Street and forms another triple concurrency through downtown . South of town , the highway crosses the Boardman River again , and M @-@ 72 turns east again headed toward the city of Grayling . M @-@ 66 follows M @-@ 72 to cross a set of railroad tracks that belong to the Great Lakes Central Railroad before leaving to follow its path to Lake City . M @-@ 72 crosses the Manistee River at the Kalkaska ? Crawford county line and passes the northern shore of Lake Margrethe west of town in the Camp Grayling military reservation . North of the camp gate , M @-@ 72 joins M @-@ 93 into downtown Grayling . Together they meet James Street , which carries Business Loop I @-@ 75 (BL I @-@ 75) . M @-@ 93 turns north to follow BL I @-@ 75 out of town , and M @-@ 72 turns south to follow it through downtown . At South Down River Road , M @-@ 72 turns east again to leave Grayling , crossing I @-@ 75 in the process . There is no direct access to I @-@ 75 from M @-@ 72 . Instead traffic is directed to follow BL I @-@ 75 in either direction to get to the freeway .

In eastern Crawford County , M @-@ 72 runs through the Au Sable State Forest and crosses the

South Branch of the Au Sable River on the Wakeley Bridge . East of the river crossing , the trunkline intersects the northern terminus of M @-@ 18 before crossing into Oscoda County . M @-@ 72 continues east through Luzerne to Mio . M @-@ 72 merges with M @-@ 33 and turns north to cross the Au Sable River a second time in Mio . The highways pick up a concurrency with F @-@ 32 north of the river . The three roadways run together until F @-@ 32 turns west while M @-@ 33 / M @-@ 72 continues east to Fairview . Fairview marks the northern and eastern end of the concurrency as M @-@ 33 turns north towards Atlanta , and M @-@ 72 continues easterly into Alcona County . North of Curran , M @-@ 72 merges southward with M @-@ 65 for approximately 7 miles (11 km) before heading due east through the Barton City and Lincoln areas to Harrisville . M @-@ 72 ends at an intersection with US 23 in Harrisville , on the shores of Lake Huron .

M @-@ 72 is maintained by the Michigan Department of Transportation (MDOT) like all other parts of the state trunkline highway system . As a part of its maintenance duties , the department tracks the traffic volumes along its roads using a metric called average annual daily traffic (AADT) . This figure is a calculation of the traffic level along a segment of roadway for any average day of the year . In 2009 , the MDOT surveys found that the highest traffic levels along M @-@ 72 were the 33 @, @ 720 vehicles per day in Traverse City . The lowest AADT was 807 vehicles near Hubbard Lake Road in Alcona County near Lincoln . Commercial traffic varied between the 555 trucks a day in Grayling and the 72 trucks daily west of Harrisville . M @-@ 72 has been listed on the National Highway System (NHS) between the intersection of Division Street and Grandview Parkway in Traverse City and the southern junction with BL I @-@ 75 in Grayling . The NHS is a network of roads important to the country 's defense , mobility and economy . In addition to the NHS listing , M @-@ 72 has been included on the Lake Michigan Circle Tour along its segments concurrent with M @-@ 22 and US 31 in the Traverse City area .

= = History = =

M @-@ 72 was first designated by July 1 , 1919 , and it ran from the middle of Alcona County near Barton City east to Harrisville and then south along Lake Huron shore to Greenbush . Around 1927 , the route was extended south to Oscoda and west through Luzerne to just east of Roscommon . The section of M @-@ 72 along the shoreline between Oscoda and Harrisville became part of US 23 @. @ in 1936 . M @-@ 72 was extended westward on an earthen highway and then over the former M @-@ 208 to Grayling in 1940 . From there M @-@ 72 was extended further to just south of Kalkaska along a section of highway previously designated M @-@ 76 . A seven @-@ mile (11 km) long discontinuous segment of highway some 45 miles (72 km) west of Kalkaska near Empire was also redesignated as part of M @-@ 72 . The section of highway south to Roscommon became M @-@ 144 . By 1945 , the western segment was extended east into Traverse City . The two segments were joined when M @-@ 72 was routed along US 31 through Traverse City to Acme by early 1948 . From there , M @-@ 72 was routed along existing roads through Williamsburg to US 131 / M @-@ 66 north of Kalkaska where it followed the latter highways through downtown to bridge the gap . With this addition to the routing , the road extended " shore to shore " from Lake Huron to Lake Michigan .

The Michigan State Highway Department rerouted M @-@ 33 / M @-@ 72 near Fairview in late 1951 or early 1952 , turning the former route back to local control . In the middle of 1953 , the section of M @-@ 65 / M @-@ 72 in Alcona County was straightened and paved . All but the western three miles (4 @. @ 8 km) of the earthen highway section opened in 1940 were paved in 1957 . By the middle of 1961 , the highway would be paved in its entirety . A new section of highway was opened in 1973 , rerouting M @-@ 66 and M @-@ 72 due west from their junction to US 131 , bypassing a former routing north into Kalkaska .

= = = M @-@ 208 = = =

M @-@ 208 was a state trunkline highway in that served as a spur route from US 27 (current BL I @-@ 75) to the " Wakeley Bridge " in Crawford County in the 1930s . The highway was designated

by 1936 , and it was removed from the highway system in 1939 . By the end of 1940 , the roadway was redesignated as a part of the state highway system when M @-@ 72 was extended to the bridge from the east and then over the former M @-@ 208 to Grayling . The roadway has remained a state highway since .

= = Major intersections = =