

= M @-@ 19 (Michigan highway) =

M @-@ 19 is a state trunkline highway in the US state of Michigan . The trunkline begins northeast of Detroit at a junction with Interstate 94 (I @-@ 94) near New Haven and runs northward to a junction with M @-@ 142 just east of Bad Axe in The Thumb region of the Lower Peninsula . The highway runs through mostly rural and agricultural areas , connecting several small communities .

Dating back to the original signposting of the state highway system , M @-@ 19 initially connected Detroit with Port Huron and Port Austin in 1919 . In late 1926 , the routing was altered to shorten it to Bad Axe on the north and Richmond on the south . Additional changes in the 1950s and 1960s updated the highway to finish paving the roadway and extend it southward to its present terminus .

= = Route description = =

M @-@ 19 begins at a junction with I @-@ 94 near New Haven at the interchange for exit 247 . The highway runs to the northwest along New Haven Road into town where it turns northeasterly on Gratiot Avenue to run parallel to I @-@ 94 . Outside of New Haven , the landscape along the highway is composed of mostly farm fields on the way to Richmond . Once the trunkline enters that city , it turns northwesterly and then northward along Main Street before exiting town . Continuing north , M @-@ 19 travels through mostly rural areas and agricultural fields and continues as such , through the community of Memphis . The trunkline crosses out of Macomb County into St. Clair County in the middle of town . M @-@ 19 crosses the Belle River and continues to a junction with I @-@ 69 at exit 184 , about 15 miles (24 km) west of Port Huron . From here the route continues north , passing through the small , rural community of Emmett , where M @-@ 19 crosses a branch line of the Canadian National Railway that also carries Amtrak 's Blue Water passenger route .

North of Emmet , M @-@ 19 runs through farm fields at the base of The Thumb to Brockway , where it crosses Mill Creek and has a junction with M @-@ 136 . North of Brockway the road jogs to the west passing east of the Yale Airport , a small grass landing strip just southeast of the city of Yale . The trunkline passes through Yale where it serves as Main Street in the small community . North of town , the surroundings open up into agricultural fields once again as the road continues its trek northward , crossing into Sanilac County . Across the county line , M @-@ 19 passes through small rural communities such as Peck and Speaker . About 26 miles (42 km) north of Yale , the road approaches the city of Sandusky , the county seat of Sanilac County . The road runs through residential areas into the center of town . Once downtown , the highway meets M @-@ 46 ; M @-@ 19 turns west , to follow M @-@ 46 , running concurrently for about five miles (8 @. @ 0 km) .

After the two trunklines separate in Elmer , M @-@ 19 heads back northward as it enters rural and agricultural areas again . The highway heads due north for the next 30 miles (48 km) passing through Argyle . M @-@ 19 crosses into Huron County south of Ubyly . In that community , the highway crosses a branch line of the Huron and Eastern Railway . At a junction northeast of the Huron County Memorial Airport , M @-@ 19 reaches its northern terminus at M @-@ 142 just east of the city of Bad Axe .

M @-@ 19 is maintained by MDOT like other state highways in Michigan . As a part of these maintenance responsibilities , the department tracks the volume of traffic that uses the roadways under its jurisdiction . These volumes are expressed using a metric called annual average daily traffic , which is a statistical calculation of the average daily number of vehicles on a segment of roadway . MDOT 's surveys in 2010 showed that the highest traffic levels along M @-@ 19 were the 19 @, @ 737 vehicles daily south in Richmond ; the lowest counts were the 1 @, @ 482 vehicles per day in Emmet . No section of M @-@ 19 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

When the state 's highway system was initially signed in 1919 , M @-@ 19 was signposted from Detroit northeasterly to Port Huron before turning westward to run concurrently along M @-@ 21

and curving northerly to run to Bad Axe . From there it continued on to a terminus in Port Austin . When the United States Numbered Highway System was approved on November 11 , 1926 , the southernmost segment from Detroit to Port Huron was assigned to the then @-@ new US Highway 25 (US 25) . M @-@ 19 was removed from M @-@ 21 and realigned from Yale southward through Emmet to connect to US 25 in Richmond . The northern end was truncated to end to the east of Bad Axe .

In 1956 , a realignment of M @-@ 90 shortened the concurrency of that highway with M @-@ 19 . By the middle of 1960 , the last 10 @-@ mile (16 km) segment of the highway was paved between Elmer and Argyle . When US 25 was moved to follow a completed segment of the I @-@ 94 freeway in 1963 , M @-@ 19 was extended southerly along Gratiot Avenue from Richmond to New Haven and on to the freeway .

= = Major intersections = =