

= M @-@ 76 ( Michigan highway ) =

M @-@ 76 is a former state trunkline highway designation in the Lower Peninsula of the US state of Michigan . The highway 's designation was decommissioned when the last section of it was converted to freeway as a part of the present @-@ day Interstate 75 ( I @-@ 75 ) . At that time , M @-@ 76 extended from US Highway 23 ( US 23 ) near Standish northwesterly to I @-@ 75 south of Grayling . Two sections of the route followed freeways with a two @-@ lane highway in between to connect them . The former routing of M @-@ 76 through West Branch before that city was bypassed was initially redesignated Business M @-@ 76 ( Bus . M @-@ 76 ) . The highway itself ran through mixed fields and forests bypassing several other towns in the region .

First designated by 1919 , M @-@ 76 initially terminated at Roscommon . It was later extended north through Grayling and west to Kalkaska in the 1920s . A second , disconnected , segment was added to the highway in the 1930s . By the early 1940s , both the disconnected section and the Kalkaska ? Grayling were added to M @-@ 72 . M @-@ 76 was converted in stages into a freeway in the late 1960s and early 1970s . When the last segment was completed , the number was removed from the highway , and the freeway was added to I @-@ 75 .

= = Route description = =

At the time the M @-@ 76 designation was decommissioned in 1973 , most of the overall highway had been converted to freeway . It started southwest of Standish at an interchange with US 23 in southern Arenac County . The freeway ran northward through fields to a junction with M @-@ 61 where it turned northwesterly . M @-@ 76 passed to the southwest of Sterling and over a tributary of the Tittabawassee River as the freeway approaches Alger through a forested area . In Ogemaw County , the trunkline ran south and west of Greenwood and continued to the West Branch area . There , M @-@ 76 met the southeastern end of its business loop that ran north into downtown . The freeway bypassed the town to the southwest , passed over M @-@ 30 without an interchange and then met the northwestern end of the business loop . While M @-@ 76 was still an active highway designation , this second business loop junction marked the end of the freeway in the area . M @-@ 76 turned west , merging onto M @-@ 55 to run concurrently along a two @-@ lane highway .

M @-@ 55 / M @-@ 76 ran west into Roscommon County along West Branch Road . The two highways separated at a junction with St. Helen Road where M @-@ 76 turned due north toward St. Helen . South of town , the highway met county road F @-@ 97 at a junction with Artesia Beach Road . The two roads ran concurrently into town along the east end of Lake St. Helen . Near the airport in town , M @-@ 76 turned back northwesterly along Washington Street , parting from F @-@ 97 in the process . The highway ran along the northeastern shore of Lake St. Helen and near Mud Lake as it continued toward Roscommon . As it entered that town , the trunkline passed the Roscommon Conservation Airport and followed Elm Street on a northwest track through the middle of the village . M @-@ 18 joined M @-@ 76 in the center of town , and the two turned parallel to the Roscommon ? Crawford county line on Federal Highway . Northeast of Higgins Lake , the highway transitioned to a freeway ; that freeway ran northwest into Crawford County . M @-@ 18 / M @-@ 76 terminated at a junction south of Grayling with US 27 . This partial interchange marked the point where I @-@ 75 resumed its course north through the state . Traffic could not directly access southbound US 27 from northbound M @-@ 76 and northbound US 27 could not access southbound M @-@ 76 .

= = History = =

On July 1 , 1919 , the initial routing of M @-@ 76 connected Standish with Roscommon via a circuitous path through Sterling , Alger , West Branch , and St. Helen . By 1927 , M @-@ 76 was extended north to Grayling and west to Kalkaska . Before the construction of its later routing along the present @-@ day Lake State Railway between St. Helen and Roscommon , the route of M @-@ 76 followed present @-@ day Saint Helen Road ( present @-@ day F @-@ 97 ) , then Au Sable ,

Keno , and Silsby roads ; at the Crawford @-@ Roscommon county line , it then followed present @-@ day M @-@ 18 westerly into Roscommon . A short non @-@ contiguous segment of M @-@ 76 opened near Empire , extending eastward to County Road 669 in 1934 . In late 1940 or early 1941 , M @-@ 76 was truncated to Roscommon ; all of M @-@ 76 from Grayling to Kalkaska and the segment near Empire was redesignated as M @-@ 72 .

Beginning in 1958 , I @-@ 75 in Michigan was constructed in several discontinuous segments . M @-@ 76 was to become one of the portions incorporated into the route of I @-@ 75 . Although other portions of I @-@ 75 were completed and designated in noncontiguous segments , the portion from Standish to Roscommon was first signed as M @-@ 76 and the entire stretch rebuilt as freeway before it was redesignated as I @-@ 75 . This was done while a temporary connecting To I @-@ 75 designation between Bay City and Grayling followed a different path along US 10 and US 127 .

Starting in 1968 through the early 1970s , M @-@ 76 was rebuilt to Interstate standards in stages . The first freeway segment completed was a 17 @-@ mile ( 27 km ) stretch in Arenac County from US 23 just southwest of Standish to Alger . In 1970 , two more segments of the M @-@ 76 freeway were completed : from Alger to just south of West Branch and about 5 miles ( 8 @-@ 0 km ) of freeway from the southern end of a completed segment of I @-@ 75 south of Grayling to just west of Roscommon . In 1971 , both the northern and southern sections of the M @-@ 76 freeway were extended : on the south , around the west side of West Branch to M @-@ 55 , or from present @-@ day exits 212 to 215 ; and on the north , on the west side of Roscommon , from present @-@ day exits 244 to 239 . In 1973 , the final 25 @-@ mile ( 40 km ) segment of M @-@ 76 freeway was completed . However , the entire M @-@ 76 designation was decommissioned and that segment of freeway opened as I @-@ 75 . This was the final segment of I @-@ 75 to be completed in the State of Michigan .

As segments of the freeway were completed , the former portions of M @-@ 76 were turned over to local control , except for portions near Roscommon and West Branch , which became parts of Business Loop I @-@ 75 designations . There are several places where these old portions are referred to as " Old 76 " . The route from southeast of West Branch to the Ogemaw County line was designated as county road F @-@ 9 , and a portion through the community of St. Helen is part of F @-@ 97 . The segment of old M @-@ 55 / M @-@ 76 is an unsigned state highway .

= = Major intersections = =

= = Business loop = =

Business M @-@ 76 ( Bus . M @-@ 76 ) was a business loop running through West Branch that is now called Business Loop I @-@ 75 ( BL I @-@ 75 ) . The highway used a portion of the former M @-@ 76 and the current M @-@ 55 . The southernmost portion from the Cook Road interchange at I @-@ 75 to OLD M @-@ 76 ( Alger Road ) was built as a new roadway in 1970 . This section was built when the I @-@ 75 / M @-@ 76 freeway was completed as far north as Cook Road . This new roadway allowed M @-@ 76 to connect to its former alignment south of West Branch in 1970 . The next year , the I @-@ 75 / M @-@ 76 freeway was completed to the current interchange with M @-@ 55 west of town . The former routing of M @-@ 76 along Cook Road , Alger Road and M @-@ 55 was redesignated as Bus . M @-@ 76 . When the last section of I @-@ 75 was completed in 1973 , connecting the end of the freeway at M @-@ 55 with the other end at M @-@ 18 near Roscommon , M @-@ 76 was completely decommissioned , and Bus . M @-@ 76 became BL I @-@ 75 with these changes . The total length of the highway was about 5 1 ? 2 miles ( 8 @-@ 9 km ) .

Major intersections

The entire highway was in Ogemaw County .