

= M @-@ 61 (Michigan highway) =

M @-@ 61 is a state trunkline highway in the US state of Michigan that runs between Marion and Standish . The highway runs along the boundary area between Northern Michigan and Central Michigan in the Lower Peninsula . M @-@ 61 runs through rural forestland connecting several smaller communities together as it connects M @-@ 115 , US Highway 127 (US 127) , Interstate 75 (I @-@ 75) and US 23 . Less than 10 @,@ 000 vehicles a day use various segments of the roadway on average .

The trunkline was first designated along a portion of its current alignment by 1919 . M @-@ 61 was extended in segments through 1940 , with a truncation at the end of the 1950s . One change in routing in the 1970s resulted in the current routing of the highway .

= = Route description = =

M @-@ 61 starts in eastern Osceola County south of Marion at an intersection with M @-@ 115 . It runs eastward and meets M @-@ 66 before crossing into Clare County . The highway runs along the boundary between the regions of Northern and Central Michigan through forest land and crosses the Muskegon River en route to Harrison . There it follows Main Street into town to an intersection with 1st Street near Budd Lake . M @-@ 61 turns south at the intersection and joins the business loop of US 127 (Bus . US 127) through town . Bus . US 127 / M @-@ 61 follows Clare Avenue south of the city to exit 170 on the US 127 freeway . The business loop ends , and M @-@ 61 turns east along Gladwin Road .

The highway passes south of Wiggins Lake as it approaches the junction with M @-@ 18 in Gladwin . The two highways run concurrently on Cedar Avenue for approximately ten blocks through downtown . M @-@ 61 leaves town on the east side near the airport . The highway continues eastward to a junction with M @-@ 30 (Meridian Road) in White Star on the west banks of the Smallwood Lake section of the Tittabawassee River . The highway crosses the river and runs through Wooden Shoe Village as it continues through the Au Sable State Forest , crossing extreme northern Bay County . The trunkline crosses into Arenac County before meeting I @-@ 75 and US 23 in Arenac County near Standish .

The Michigan Department of Transportation (MDOT) maintains M @-@ 61 like all other state trunkline highways in the state . As a part of these maintenance responsibilities , the department tracks the volume of traffic along its roadways using a metric called average annual daily traffic (AADT) . This is a measurement of the traffic along a segment of roadway for any average day of the year . The highest traffic level for M @-@ 61 in MDOT 's 2009 surveys was 9 @,@ 257 vehicles per day along the Harrison business loop . The lowest AADT was 981 vehicles daily between the Osceola ? Clare county line and the Muskegon River crossing . No section of M @-@ 61 has been added to the National Highway System , a network of roads important to the country 's defense , economy and mobility .

= = History = =

On July 1 , 1919 , when the rest of the state highway system was first signed , M @-@ 61 ran between M @-@ 18 at Gladwin to M @-@ 30 at White Star . A decade later in 1929 , M @-@ 61 was extended south to Winegars along M @-@ 30 and then northeasterly zig @-@ zagging through Highwood and Bentley to Standish . This eastern extension was straightened in 1932 , bypassing the route south through Winegars and Bentley to use a direct course between White Star and Standish . At the same time , a second , discontinuous section of M @-@ 61 was created when a section of the contemporary M @-@ 63 was redesignated M @-@ 61 between US 131 at Tustin and M @-@ 115 near Marion . At the same time , additional county roads were upgraded to state highways , extending the western M @-@ 61 to US 127 in Harrison . The gap between Harrison and Gladwin was eliminated in 1940 when the roadway was built between the two towns . At the end of the 1950s , M @-@ 61 's designation was removed between M @-@ 115 and US 131 . The western

end was realigned in 1974 to bypass Marion , shortening the route of M @-@ 61 .

= = Major intersections = =