

= M @-@ 29 (Michigan highway) =

M @-@ 29 is a state trunkline highway in the US state of Michigan that runs in a south ? north direction from Chesterfield Township to Marysville . It generally runs along the shore of Lake St. Clair and the St. Clair River .

The M @-@ 29 designation has been used twice in Michigan starting in 1919 . The first designation near Lansing was replaced by U.S. Route 27 (US 27) in 1926 . At that time , the M @-@ 29 designation was moved to the east side of the state along the current routing and farther north along part of what became US 25 and M @-@ 25 . The 1933 extension of US 25 replaced the northern section of M @-@ 29 leading to the current location of M @-@ 29 .

= = Route description = =

The route generally follows the eastern border of the state along the northwest shore of Lake St. Clair and the western bank of the St. Clair River . From Algonac to its northern terminus in Marysville , M @-@ 29 is within a mile of Ontario , just across the river to the east . The route starts at an interchange with Interstate 94 (I @-@ 94) at exit 243 . The road passes east through the residential areas of Chesterfield Township towards the shores of Lake St. Clair . Upon reaching the lake , the road turns to the northeast as it generally follows the contours of the lakeshore and St. Clair River further down . The road passes through New Baltimore and curves around the northern edge of Anchor Bay , which is part of Lake St. Clair . West of I @-@ 94 , the route continues as 23 Mile Road .

From there the route swings to the south , following the eastern shore of the lake before turning back to the east as it approaches the Harsens Island Ferry docks . M @-@ 29 is the main thoroughfare with which to reach Harsens Island which connects to St. Clair Flats Wildlife Area and the communities of Grand Point , Maple Leaf and Sans Souci via M @-@ 154 by auto ferry . After passing by the ferry docks , the road turns back to the north , paralleling the St. Clair River as it runs along the eastern side of Algonac State Park , passing through numerous riverbank communities . The road then turns to the north and runs a few blocks inland as it enters Marine City . On the northern side of the town , the road turns back to the east , to once again , running adjacent the bank of the river .

The route continues along the shoreline , until it meanders back inland a bit as it passes by the St. Clair and Belle River power plants , after which it runs close to the bank , once again , buffered by several riverbank residences . As the route enters the city of St. Clair , it is known as River Road and Riverside Avenue as it serves as the main thoroughfare along the shore . As M @-@ 29 approaches Marysville the road turns back inland from the river where it travels through the southeastern side of Marysville before terminating at an intersection with I @-@ 94 Business Loop which leads into Port Huron .

= = History = =

Prior to the implementation of the U.S. Highway System , M @-@ 29 existed as a route that connected the Lansing area to Indiana via Charlotte and Marshall . In 1926 , when the U.S. Highway system was created , US 27 overtook the alignment that M @-@ 29 had previously occupied . At the same time the M @-@ 29 designation was shifted to the eastern side of the state , generally where it exists today . However , rather than terminating in Marysville , the route continued all the way around the thumb and into Bay City on a route now occupied by present @-@ day M @-@ 25 .

In 1933 , the US 25 designation was extended from Port Huron , along the existing M @-@ 29 roadway , to a terminus in Port Austin . This would have created two discontinuous segments of M @-@ 29 , so the section designated as such from Bay City to Port Austin was renumbered to M @-@ 25 . In 1939 , M @-@ 29 , which formerly terminated at US 25 and Gratiot Avenue was shifted slightly eastward and realigned to run along Jefferson Avenue along the St. Clair Lake shoreline . It continued along Jefferson Avenue down to Grosse Pointe Shores where it then turned west along

Vernier Road where it then terminated at US 25 on the Detroit ? East Detroit border .

In 1949 , the route was altered once again when a new bypass was built in Mount Clemens . From New Baltimore , the road continued along 23 Mile Road , as it had before , to US 25 and proceeded to the southwest to Hall Road where it assumed the new bypass alignment and continued to Crocker Boulevard where it turned southeasterly along its former alignment . Later in 1956 , the Michigan State Highway Department made a few realignments in the Marine City as the route was moved to its present @-@ day course .

When I @-@ 94 was completed in 1963 , M @-@ 29 south of 23 Mile Road was routed onto it down to present day exit 235 . Three years later , a realignment in Marysville , realigned M @-@ 29 onto the Busha Highway , returning the old route to local control . Finally , in 1971 , M @-@ 29 south of exit 243 on I @-@ 94 was truncated back to its present @-@ day terminus , and the route has existed as such since then .

= = Major intersections = =