

= M @-@ 20 ( Michigan highway ) =

M @-@ 20 is a state trunkline highway in the US state of Michigan that runs from New Era to Midland . It crosses through rural Lower Peninsula forest land between the two ends . The highway serves the college towns of Big Rapids and Mt . Pleasant , home of the main campuses of Ferris State University and Central Michigan University , both located near the trunkline .

Originally in July 1919 , M @-@ 20 was routed farther north along a corridor now used by US Highway 10 ( US 10 ) . The M @-@ 20 designation was shifted south to the corridor it now follows . It previously connected to Bay City , and in 1958 , a freeway was opened from Bay City to Midland . The former M @-@ 20 along Midland Road , going through Auburn , was returned to local control at that time . In 1960 , the M @-@ 20 freeway became US 10 , moving M @-@ 20 's terminus to Midland . Prior to 1969 , M @-@ 20 extended on the west end to Muskegon before it was rerouted from White Cloud to New Era .

= = Route description = =

M @-@ 20 starts near Lake Michigan at the US 31 freeway in New Era where it runs east through the Manistee National Forest , crossing the North Branch of the White River near Ferry and the South Branch near Hesperia on the way to White Cloud . There it turns south along M @-@ 37 and then east along a new routing following Baseline and Newcosta roads north of the Hardy Dam to meet the US 131 freeway at exit 131 near Stanwood . M @-@ 20 turns north , running concurrently along the US 131 freeway to Big Rapids and joins Business US 131 ( Bus . US 131 ) at exit 139 . The section along the freeway is listed on the National Highway System ( NHS ) , a system of highways important to the nation 's economy , defense and mobility . Together Bus . US 131 / M @-@ 20 runs along the Perry Street commercial corridor to State Street near the main campus of Ferris State University . The business loop turns north by the campus and at Michigan Street , M @-@ 20 turns eastward to cross the Muskegon River in downtown Big Rapids , north of the campus . M @-@ 20 zig @-@ zags southeast of town bypassing the Canadian Lakes area and turns due east through rural Remus in Isabella County and the Isabella Indian Reservation .

In Mt . Pleasant , M @-@ 20 runs near the campus of Central Michigan University crossing the Chippewa River , and the trunkline joins Bus . US 127 along the Mission Street business area to Pickard Road . The highway turns east on Pickard and passes under the US 127 freeway near the Soaring Eagle Casino . From Mt . Pleasant to Midland , M @-@ 20 is designed as a four ? lane highway with a continuous center turn lane passing through rural forest land . M @-@ 20 picks up inclusion on the NHS from this point east .

Once M @-@ 20 reaches Midland on Jerome Street , it crosses the Tittabawassee River north of the Tridge , a three @-@ legged bridge over the confluence of the Tittabawassee and Chippewa rivers . There it joins Business US 10 ( Bus . US 10 ) on a pair of one @-@ way streets : Indian Street ( westbound ) and Buttlers Street ( eastbound ) . The two streets pass by Dow Diamond , home to the Great Lakes Loons , the city 's minor league baseball team . Bus . US 10 / M @-@ 20 then passes some Dow Chemical Company buildings and curves into a freeway stub connecting with the US 10 freeway on the east side of town . This short section of business loop freeway has two interchanges before terminating at one final interchange . At this junction , both Bus . US 10 and M @-@ 20 have a common eastern terminus . Traffic headed eastbound on the business loop defaults onto eastbound US 10 , and traffic destined for the business loop is fed from the westbound direction of the freeway only .

= = History = =

= = = Previous designation = = =

On July 1 , 1919 , M @-@ 20 was routed from Ludington to Bay City , Michigan by way of Reed

City and Clare . This routing was redesignated as US 10 on November 11 , 1926 . M @-@ 20 would be moved to a new routing .

= = = Current designation = = =

The M @-@ 20 designation was moved to a new alignment , roughly today 's current routing from Midland through Mt . Pleasant , Big Rapids and White Cloud continuing to Muskegon . The western terminus was extended to end at Muskegon State Park in 1932 . The last paving would be completed along M @-@ 20 in 1957 in Newaygo County .

The eastern end of M @-@ 20 was converted to freeway between Midland and Bay City in 1958 . The former alignment along Midland Road , from Midland , going through Auburn , and ending at Euclid Avenue in Bay City , at the junction of what was then US 23 , was returned to local control at the time . US 10 was rerouted along this freeway section and the I @-@ 75 / US 23 freeway in 1960 . M @-@ 20 was truncated back to Midland with the US 10 rerouting . The west end was rerouted through Muskegon to end at US 16 in 1961 . The former routing connecting to Muskegon State Park became a new M @-@ 213 until it was removed from the trunkline system in 1970 . M @-@ 20 was completely rerouted on the west end in 1969 from White Cloud replacing M @-@ 82 to US 31 in New Era .

The Michigan Department of Transportation ( MDOT ) swapped jurisdiction of M @-@ 20 and B @-@ 88 with Mecosta and Newaygo counties . The swap was finalized on October 1 , 1998 . M @-@ 20 was rerouted south from Big Rapids , along US 131 from exit 139 to exit 131 at Stanwood . There M @-@ 20 replaced B @-@ 88 westward to M @-@ 37 .

= = Major intersections = =

All exits are unnumbered .