

= M @-@ 30 (Michigan highway) =

M @-@ 30 is a state trunkline highway in the U.S. state of Michigan that runs in a north ? south direction from the Midland area to West Branch . The highway runs through rural parts of three counties in the Lower Peninsula . The southern end runs along the Michigan Meridian and parallel to the Tittabawassee River . Prior to 1962 , M @-@ 30 's southern terminus ended at a junction with M @-@ 46 in Merrill . Since then , the segment south of US Highway 10 (US 10) was returned to local control and decommissioned . In May 2009 , M @-@ 30 was extended southerly from US 10 to M @-@ 20 , restoring some of the highway decommissioned in the 1960s to M @-@ 30 .

= = Route description = =

M @-@ 30 is a rural , two @-@ lane highway . M @-@ 30 follows Meridian Road starting at an intersection with M @-@ 20 (Isabella Road) outside of Midland . From this intersection , the highway runs north along the Michigan Meridian through forest lands to a crossing of the Tittabawassee River near Sanford . M @-@ 30 passes through the community and crosses the US 10 freeway near the location where the latter crosses a narrow section of Sanford Lake . The road continues north running parallel to the lake along the meridian to a point near Edenville . There , the highway turns westerly along Curtis Road and then back northerly on Midland Road to a crossing of the Tittabawassee and Wixom Lake .

Past the river and lake crossings , M @-@ 30 angles to the northeast to return to the Michigan Meridian . The area adjacent to the lake is farm land , but continuing north , the highway returns to the woodlands of the Au Sable State Forest . M @-@ 30 intersects M @-@ 61 at Wooden Shoe Village near Smallwood Lake . The highway continues to parallel the Tittabawassee River , crossing several of its smaller tributaries , until a point south of the Gladwin ? Ogemaw County county line . The trunkline passes through a small unnamed , unincorporated community northwest of Hockaday near Indian and Elk lakes as the road turns to the northeast between the lakes in the area . M @-@ 30 crosses the county line near Edwards and continues northward . The highway turns to the northeast as it approaches West Branch , crossing under I @-@ 75 without an interchange . M @-@ 30 ends at Business Loop I @-@ 75 / M @-@ 55 on the west side of West Branch .

The Michigan Department of Transportation (MDOT) maintains M @-@ 30 like all other parts of the state trunkline highway system . As a part of these responsibilities , the department tracks the volume of traffic using its roads in surveys using a metric called average annual daily traffic (AADT) . MDOT calculates the traffic level for a segment of roadway for any average day of the year in these surveys . For 2009 , the highest traffic levels were observed on the section north of US 10 at 7 @,@ 579 vehicles per day . The lowest AADT levels were the 2 @,@ 952 vehicles between the M @-@ 61 junction and the Gladwin ? Ogemaw county line . The survey did not include the section south of US 10 . No segment has been listed as part of the National Highway System , a network of roads important to the nation 's economy , defense , and mobility .

= = History = =

M @-@ 30 was first designated by July 1 , 1919 . The original routing only ran from Winegars to West Branch . South of Winegars , the roadway is a portion of M @-@ 18 . An extension of M @-@ 18 in 1928 or 1929 south of Beaverton led to the redesignation and extension of M @-@ 30 south through Edenville and Sanford to end at M @-@ 46 . M @-@ 30 was completely paved as the last 15 miles (24 km) of gravel roadway were completed between Sanford and the Midland ? Saginaw county line in 1961 . The next year , when M @-@ 30 was truncated to end at the US 10 freeway in Sanford , the remaining portion south of US 10 was turned over to county control . On May 13 , 2009 , the Midland County Road Commission (MCRC) and the Michigan Department of Transportation (MDOT) signed a Memorandum of Understanding that transferred control of Meridian Road south of US 10 to M @-@ 20 . The roadway transferred included a newly constructed bridge over the Tittabawassee River and other segments of roadway rebuilt by the

MCRC .

= = Major intersections = =