

= M @-@ 50 (Michigan highway) =

M @-@ 50 is a state trunkline highway in the US state of Michigan . Although designated as an east ? west highway , it is nearly a diagonal northwest ? southeast route . The western terminus is at exit 52 along Interstate 96 (I @-@ 96) near Alto a few miles east of the metro Grand Rapids area , and its eastern terminus is in downtown Monroe at US Highway 24 (US 24 , Telegraph Road) . In between the trunkline runs through seven counties of the southern part of the Lower Peninsula mostly through rural farm fields and small communities . The highway also runs through downtown Jackson to connect between two freeway sections of US 127 . In the Irish Hills area of the state southeast of Jackson , M @-@ 50 runs next to Michigan International Speedway .

Dating back to the early days of the state highway system , M @-@ 50 was first signed in the southeastern corner of the state in 1919 . During the 1920s , the highway was extended to the Grand Rapids area and beyond to Lake Michigan , making it a trans @-@ peninsular route connecting that Great Lake with Lake Erie . A rerouting of highways including M @-@ 50 through Grand Rapids in the 1950s created Business M @-@ 50 (Bus . M @-@ 50) , a business loop through that city that lasted for eight years . Additional changes made during the 1960s rerouted M @-@ 50 to replace its business loop until the highway was shortened to its present western terminus south of Lowell . A pair of truncations in Monroe in 1996 and 2006 are responsible for the present @-@ day eastern terminus .

= = Route description = =

= = = Lowell to Jackson = = =

M @-@ 50 begins at an interchange with I @-@ 96 at exit 52 south of Lowell in southeastern Kent County . The highway proceeds south along with Alden Nash Avenue and turns east on 92nd Street through farms and fields in the rural southeastern corner of the county . As the trunkline runs to the east , it crosses into Ionia County . M @-@ 50 follows Thompson Road , Nash Highway and Tupper Lake Road into Lake Odessa . In Lake Odessa , the road bends around the north side of Jordan Lake , curving to the south into the extreme northeastern Barry County . The highway turns back to the east as it heads towards a junction with M @-@ 66 and M @-@ 43 at the Barry ? Eaton county line .

After meeting M @-@ 43 , the two trunklines run concurrently for about a mile (1 @.@ 6 km) before M @-@ 50 breaks off to the southwest near Woodbury . From there , the road continues in its southeasterly path along Clinton Trail through the northeast part of Eaton County as it runs through fields to Charlotte . Just prior to entering the city , the road bends to the south and near the middle of town it has a junction with M @-@ 79 and Business Loop I @-@ 69 (BL I @-@ 69) . After this intersection , M @-@ 50 continues south concurrent with the business loop for a several blocks before turning eastward . On the eastern end of town , it has an interchange with I @-@ 69 at exit 60 .

After heading east past the junction with I @-@ 69 , the highway turns southeast as it heads through rural fields toward Eaton Rapids . Once it reaches the city , M @-@ 50 converges with M @-@ 99 , and the two intersect M @-@ 188 on the south side of the Grand River . The two highways run south out of the city . Immediately prior to entering Jackson County , the two trunklines diverge with M @-@ 99 heading off to the southwest and M @-@ 50 to the southeast .

M @-@ 50 continues its journey through Jackson County , winding its way to the southeast through rural fields and small forests . The landscape transitions to residential neighborhoods as the road approaches the US 127 freeway north of Jackson . In Blackman Township , M @-@ 50 merges with US 127 to run concurrently into the north side of Jackson . After an interchange with I @-@ 94 at exit 138 , US 127 exits to run east on I @-@ 94 for four miles (6 @.@ 4 km) , M @-@ 50 and Business US 127 (Bus . US 127) run concurrently into the city as West Avenue passing by the Jackson Crossing shopping mall . The road then proceeds south through the northern side of the

city before turning east on Michigan Avenue as it heads towards downtown .

== Jackson to Monroe ==

In downtown Jackson , Michigan Avenue continues into downtown while M @-@ 50 is routed around the city center along paired one @-@ way streets . Washington Street carries eastbound traffic and the Louis Glick Highway . On the east side of downtown , the roads merge near the Jackson Amtrak station and a junction with M @-@ 106 on Cooper Street , where M @-@ 50 turns south and then southeast as Brooklyn Road . On the south side of Jackson , M @-@ 50 and US 127 meet up once again just east of Vandercook Lake . M @-@ 50 follows the US 127 freeway through a pair of conjoined partial interchanges before M @-@ 50 heads east away from Vandercook Lake .

The trunkline then heads southeast to Napoleon , where the road then turns south and heads towards Brooklyn , part of the Irish Hills area of Lenawee County , a region known for its scenery . The road serves as main street for downtown Brooklyn as well as the primary thoroughfare for drivers headed to Michigan International Speedway . M @-@ 50 curves around the north and east side of the race track before intersecting US 12 in Cambridge Junction . After crossing US 12 , the road passes between several lakes of the Irish Hills area including Washington , Little Stony and Marrs lakes before continuing on its southeasterly journey towards Tecumseh .

After leaving the Brooklyn area , the road returns to a rural environment as it cuts through agricultural fields . Before passing through Tipton , M @-@ 50 passes the entrance to Hidden Lake Gardens , a botanical garden and arboretum operated by Michigan State University . After passing Hidden Lake , the road intersects M @-@ 52 and continues into Tecumseh . Known as Chicago Boulevard , the road serves as the main route through the city . After leaving Tecumseh , the highway passes through the communities of Ridgeway and Britton before leaving Lenawee County .

M @-@ 50 begins the final leg of its journey , as it crosses into Monroe county , passing through land that is mostly fields . Prior to reaching its interchange with US 23 , the highway passes to the south of Cabela 's , a 225 @,@ 000 @-@ square @-@ foot (20 @,@ 900 m2) outdoor sports retailer in Dundee . After leaving town , the trunkline continues to the southeast , running to the south of the River Raisin , through rural areas as South Custer Road before entering the outskirts of Monroe where it finally ends its journey at a junction with US 24 (Telegraph Road) a few miles inland from Lake Erie .

M @-@ 50 is maintained by the Michigan Department of Transportation (MDOT) like other state highways in Michigan . As a part of these maintenance responsibilities , the department tracks the volume of traffic that uses the roadways under its jurisdiction . These volumes are expressed using a metric called annual average daily traffic , which is a statistical calculation of the average daily number of vehicles on a segment of roadway . MDOT 's surveys in 2011 showed that the highest traffic levels along M @-@ 50 were the 25 @,@ 770 vehicles daily south of the Springport Road interchange in the Jackson area ; the lowest counts were the 2 @,@ 055 vehicles per day south of the M @-@ 99 concurrency . The only sections of M @-@ 50 that have been listed on the National Highway System (NHS) are the two US 127 concurrencies in the Jackson area and the connection between them through downtown . The NHS is a network of roads important to the country 's economy , defense , and mobility .

== History ==

When the state highway system was first signed in 1919 , M @-@ 50 started at an intersection with M @-@ 23 (present @-@ day US 12) in Cambridge Junction , south of Brooklyn . From there it ran to the southeast , similar to its present @-@ day routing , through Dundee and Tecumseh into downtown Monroe where it intersected M @-@ 56 . There was a concurrency between M @-@ 50 and M @-@ 65 between Dundee and the Ida area which became an overlap with US 23 after 1926 . By the end of 1927 , M @-@ 50 underwent a major lengthening as its western terminus was extended through Jackson to Eaton Rapids , Charlotte , and Vermontville before intersecting M

@-@ 39 just east of Woodbury . From this point , M @-@ 50 was routed over M @-@ 39 to US 16 near Alto . M @-@ 50 then ran concurrently with US 16 into Grand Rapids where it turned to the west and traveled through Allendale before terminating at a junction with US 31 in Agnew . A few years later in 1929 , the route between Charlotte and Woodbury was changed as M @-@ 50 was routed north out of Charlotte to the former M @-@ 39 and replaced it east to Woodbury ; the former routing was turned over to local control .

In 1953 , the route was realigned onto the south and west beltline to bypass Grand Rapids ; the old routing through downtown became Business M @-@ 50 (Bus . M @-@ 50) . In the late 1950s , when the US 127 freeway bypass east of Jackson opened up , the old routing through town became Bus . US 127 / M @-@ 50 . At the same time , the concurrency with US 23 between Dundee and the Ida area was dropped after the new US 23 freeway opened ; the old route becomes solely designated M @-@ 50 .

In 1961 , when the I @-@ 96 / US 16 / M @-@ 50 freeway was extended to the northwest in Grand Rapids , the old M @-@ 50 routing around the city became M @-@ 11 and M @-@ 50 was returned to its former alignment along Lake Michigan Drive and Fulton Street , supplanting Bus . M @-@ 50 . In 1964 , the western end of M @-@ 50 was truncated from its junction with US 31 back to I @-@ 96 south of Lowell at exit 52 . The former alignment from exit 40 to Agnew was given the M @-@ 45 designation .

In 1996 , the highway was truncated as the terminus was scaled back to M @-@ 125 in Monroe . Finally on October 4 , 2006 , the section of M @-@ 50 between M @-@ 125 and US 24 was also removed , shortening the highway by about a mile (1 @. @ 9 km) .

= = Major intersections = =

= = Business route = =

Business M @-@ 50 (Bus . M @-@ 50) was a 11 @. @ 084 @-@ mile @-@ long (17 @. @ 838 km) business loop that ran through Grand Rapids . The state trunkline highway was created when M @-@ 50 was rerouted to follow 28th Street and Wilson Avenue around the south and west sides of the city in 1953 . The business loop was decommissioned when M @-@ 50 was returned to its former routing in 1961 . The highway followed Lake Michigan Drive (now M @-@ 45) from the Standale neighborhood of Walker easterly to Fulton Street in Grand Rapids . From there it followed Fulton easterly through downtown Grand Rapids and the east side of the city to a junction with Cascade Road in Grand Rapids Township The last segment followed Cascade Road to the I @-@ 96 / M @-@ 50 freeway where it connected with its parent highway and terminated .