

= M @-@ 106 ( Michigan highway ) =

M @-@ 106 is a state trunkline highway in the Lower Peninsula of the US state of Michigan in and near the city of Jackson . M @-@ 106 travels in a southwest @-@ to @-@ northeast direction from Jackson to Gregory at a junction with M @-@ 36 just a few miles northwest of Hell . The highway was first designated in 1928 running north out of downtown Jackson . It connected U.S. Highway 12 ( US 12 ) to the state prison and Bunkerhill Road . A pair of changes in the early 1930s resulted in the extension eastward to Gregory . From the 1960s until the early years of the 21st century , a section of M @-@ 106 in downtown Jackson was routed along one @-@ way streets .

= = Route description = =

M @-@ 106 starts in downtown Jackson at the corner of Cooper Street and Michigan Avenue . Michigan Avenue runs east ? west carrying Business Loop Interstate 94 ( BL I @-@ 94 ) , Business US 127 ( Bus . US 127 ) and M @-@ 50 , and Cooper Street runs northwesterly from here carrying M @-@ 106 . The highway passes through residential neighborhoods immediately north of downtown , and turns due north near Jackson Catholic Middle School and the historic Michigan State Prison . Continuing a few miles north through an interchange with I @-@ 94 and US 127 , M @-@ 106 runs north out of town . Cooper Street continues out of town , and the trunkline runs by the State Prison of Southern Michigan .

North of the current prison , the highway curves to the northwest following Bunkerhill Road . Through this area , M @-@ 106 runs through farm fields and forests . The highway turns onto Plum Orchard Road near Batteese Lake and runs east into the community of Munith . M @-@ 106 merges onto Territorial Road east of the town before crossing the county line into Ingham County . South of Stockbridge , M @-@ 106 merges with M @-@ 52 and the two run concurrently into that community . M @-@ 106 turns east in the downtown area and continues along Morton Road into Livingston County . The highway ends at a junction with M @-@ 36 in Gregory .

M @-@ 106 is maintained by 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 2010 showed that the highest traffic levels along M @-@ 106 were the 15 @,@ 474 vehicles daily south of I @-@ 94 ; the lowest counts were the 1 @,@ 550 vehicles per day in near the M @-@ 36 junction . The only section of M @-@ 106 has been listed on the National Highway System ( NHS ) is between M @-@ 50 and I @-@ 94 in Jackson . The NHS is a network of roads important to the country 's economy , defense , and mobility .

= = History = =

M @-@ 106 was first designated in 1928 on a route that ran from US 12 ( Michigan Avenue ) along Cooper Street to Bunkerhill Road , a total of 4 1 ? 2 miles ( 7 @.@ 2 km ) . This highway was extended north to Stockbridge in late 1930 or early 1931 . A further realignment of M @-@ 36 resulted in the extension of M @-@ 106 to Gregory . Cooper Street in Jackson was converted to one @-@ way , southbound traffic in 1967 . A northbound routing along Milwaukee Street was established . The south end of southbound M @-@ 106 was trimmed back to end at BL I @-@ 94 / Bus . US 127 / M @-@ 50 . Two @-@ way traffic was restored in 2004 . M @-@ 106 was shifted to run only along Cooper Street ( formerly Milwaukee Street ) , and Francis Street ( formerly Cooper Street ) is left as an unsigned trunkline .

= = Major intersections = =