

= M @-@ 47 (Michigan highway) =

M @-@ 47 is a north ? south state trunkline highway in the US state of Michigan . It runs near Saginaw and Midland in the Tri @-@ Cities area of the Lower Peninsula . The highway runs through suburban and agricultural areas to connect the two cities with the airport in the area . The northernmost section of M @-@ 47 runs along a freeway to the terminus at US Highway 10 (US 10) . M @-@ 47 runs for 14 @. @ 328 miles (23 @. @ 059 km) , all of which has been listed as a part of the National Highway System .

First designated by July 1 , 1919 along a different routing , M @-@ 47 was extended several times in both directions through the 1920s and 1930s . Two of these extensions replaced sections of M @-@ 111 in the Bay City area . At the apex of its length in the 1950s , M @-@ 47 stretched from Webberville in the south to Bay City State Park in the north . Since Interstate 75 (I @-@ 75) opened in the Tri @-@ Cities area , the northern section of M @-@ 47 was rerouted and truncated as a result of related changes to other highways . The southern end was moved after I @-@ 96 opened in the Lansing area . Further changes into the 1970s shortened M @-@ 47 more , producing the routing in use today .

= = Route description = =

M @-@ 47 starts at M @-@ 46 (Gratiot Road) east of Shields next to the Oakwood Cemetery . M @-@ 47 is known as Midland Road as it runs slightly northwest to intersect with M @-@ 58 (State Road) in Saginaw Charter Township running parallel to the Tittabawassee River . This area is the western edge of Saginaw 's suburbs . Along the road towards Freeland , there are periodic small farms in between small residential subdivisions . In the community of Freeland , M @-@ 47 runs near the MBS International Airport off Freeland Road . North of town , M @-@ 47 leaves Midland Road and becomes a freeway near Tittabawassee Park . The freeway section of M @-@ 47 runs through rural farm land . There is a diamond interchange with Salzburg Road before the terminal interchange at US 10 .

As part of its maintenance duties , the Michigan Department of Transportation (MDOT) tracks the volume of traffic on the highways it maintains . This number is expressed in terms of annual average daily traffic (AADT) , a calculation of the average traffic for a segment of roadway on any average day of the year . In 2009 , the department measured a peak of 19 @, @ 719 vehicles daily on the stretch north of Tittabawassee Road . The section south of the US 10 interchange had the lowest traffic level at 9 @, @ 315 vehicles AADT . Additionally , entire route of M @-@ 47 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

The original designation of M @-@ 47 was routed from the Shiawassee ? Ingham county line north to St. Charles and then east along M @-@ 46 into Saginaw . A southern extension into Ingham County to end at M @-@ 16 in Williamston was transferred and completed in 1924 . A northern extension to Bay City replaced a section of M @-@ 111 in 1929 , and extended farther to Bay City State Park in 1933 . M @-@ 47 replaced the remainder of M @-@ 111 and extended southward from the park to Bay City in 1938 , creating a " U @-@ turn " in the routing . The southern terminus was moved again in late 1951 or early 1952 to Webberville , although still ending on US 16 .

At its greatest extent in the 1950s , the highway extended north from Webberville through Owosso and St. Charles to a junction with M @-@ 46 between Hemlock and Shields . M @-@ 47 turned east along M @-@ 46 , running concurrently with that highway to Saginaw Township . There M @-@ 47 turned north independently to a junction with US 10 , and then ran concurrently with US 10 into Saginaw . Once in the city , M @-@ 47 turned north along Bay Street out of town toward Bay City . M @-@ 47 joined US 23 and followed it north of town . M @-@ 47 then ran separately to the state park before turning south and back into downtown Bay City , ending at the US 23 business

loop .

Major changes to the routing of M @-@ 47 started in December 1960 when the I @-@ 75 / US 10 / US 23 freeway opened between Saginaw and Bay City . US 10 was rerouted east of Midland to Bay City along the M @-@ 20 freeway . M @-@ 47 was rerouted along the former US 10 from Saginaw to east of Midland using a connector expressway from Freeland north to the US 10 freeway . M @-@ 81 was extended over State Street in Saginaw , and the former routing of M @-@ 47 between Saginaw and Bay City was redesignated as M @-@ 84 . M @-@ 13 also replaced the former US 23 / M @-@ 47 when US 23 was moved to freeways as well . The southern end of M @-@ 47 was changed in 1962 with the completion of I @-@ 96 in the Lansing area . US 16 was replaced by M @-@ 43 , and the southern terminus of M @-@ 47 was moved to exit 122 along I @-@ 96 . This segment of M @-@ 47 south of M @-@ 46 became an extension of M @-@ 52 in 1969 , truncating M @-@ 47 to Hemlock . The interchange at Salzburg Road north of Freeland opened in 1970 , and the expressway segment was upgraded to a full freeway . At the same time , M @-@ 47 was truncated to its current routing , resulting in the elimination of the M @-@ 46 / M @-@ 47 concurrency near Shields . In the end , only about a mile and a half (2 @. @ 4 km) of roadway still bears the M @-@ 47 from before the changes made starting in 1960 , along a section of road that was not originally part of the highway in 1919 .

In June 2014 , a construction project began on the interchange with US 10 at the route 's northern terminus . This construction consisted of bridge replacement over US 10 , as well as a new ramp connecting northbound M @-@ 47 to westbound US 10 that , unlike the old ramp , does not conflict with westbound traffic exiting onto southbound M @-@ 47 .

== M @-@ 111 ==

In 1928 , M @-@ 111 was assigned to a route connecting M @-@ 13 (later signed as US 23 for a time) north of Bay City to Bay City State Park on Saginaw Bay . The original route consisted of what is today Euclid Avenue . In the early 1930s , a return leg towards Bay City was added to the east of the original route along what is now State Park Road , giving the route an upside @-@ down @-@ U shape. In 1933 , the western leg along Euclid Avenue from Midland Road to Beaver Road was designated as M @-@ 47 . In 1938 , all of M @-@ 111 was re @-@ designated as M @-@ 47 ? thus making M @-@ 47 double back to Bay City .

== Major intersections ==

All exits are unnumbered .