

= M @-@ 57 (Michigan highway) =

M @-@ 57 is an east ? west state trunkline highway in the US state of Michigan . The 105 @.@ 377 @-@ mile (169 @.@ 588 km) highway connects US Highway 131 (US 131) near Rockford on the west end to M @-@ 15 near Otisville in the Lower Peninsula . In between , the mostly rural highway passes through farmland and connects several highways and smaller towns together . Three of these highways are freeways : US 131 , US 127 and Interstate 75 (I @-@ 75) . Along the way , between 3 @,@ 700 and 22 @,@ 300 vehicles use the highway daily .

The current highway that bears the M @-@ 57 moniker is the second to do so . The first is now M @-@ 75 in the Northern Lower Peninsula . This second highway was designated in the 1930s along a different , but parallel , routing . The first major changes shifted that routing southward to the current corridor in stages . Through additional extensions and truncations , the modern routing was formed by the 1970s .

= = Route description = =

M @-@ 57 is a rural , two @-@ lane highway crossing the south central Lower Peninsula . The western terminus is at US 131 , 14 miles (23 km) north of Grand Rapids near Rockford in northern Kent County . East of the terminus is Rosie 's Diner , which is the original shooting location for the Bounty Paper Towel commercials of the 1970s featuring Rosie the Waitress . The diner was moved from Little Ferry , New Jersey to its current location in 1990 . From Rockford , M @-@ 57 runs east through rural farmland on 14 Mile Road into southern Montcalm County . East of the county line , the highway follows Carson City Road into the outskirts of Greenville . M @-@ 57 runs through a retail corridor before becoming Washington Street in town where it meets M @-@ 91 . Washington Street crosses the Flat River and exits Greenville . Continuing eastward , the trunkline passes through more farmland on Carson City Road . It meets M @-@ 66 at a rural four @-@ way intersection before passing into Carson City near the Gratiot county line . M @-@ 57 follows Cleveland Road , passing to the south of the communities of Middleton and Perrinton . Near Pompeii , M @-@ 57 meets US 127 at a folded diamond interchange along the expressway portion of the latter highway .

Cleveland Road continues east running near Ashley and into Saginaw County . In between Ashley and the county line , the highway crosses a branch of the Great Lakes Central Railroad . M @-@ 57 follows Brady Road and crosses M @-@ 52 just west of Chesaning . Further east , the trunkline crosses another line of the Great Lakes Central . The highway follows Broad Street into town and over the Shiawassee River . On the east banks , M @-@ 57 runs along Main Street south along the river to a junction with Peet Road where it then turns east along the latter road out of town . The highway passes through more farm fields and through Layton Corners on the way to a junction with M @-@ 13 on the Saginaw ? Genesee county line . At Montrose , M @-@ 57 crosses the Flint River , and a line of the Huron and Eastern Railway . Now running along Vienna Road , the trunkline meets I @-@ 75 / US 23 west of Clio . As it enters town , it crosses a line of the Saginaw Bay Southern Railway . This segment of the highway passes through the northernmost suburbs of Flint , and this section is where the heaviest traffic levels along the whole highway are found . As part of its maintenance duties , the Michigan Department of Transportation (MDOT) tracks these traffic levels using a metric known as average annual daily traffic (AADT) . This figure is a calculation of the average traffic volume for a segment of roadway on any average day of the year . In 2009 , MDOT determined that an average of 22 @,@ 280 vehicles used the section of M @-@ 57 through Clio daily . East of this area , the highway once again passes through rural agricultural lands on the way to its eastern terminus at M @-@ 15 , one mile (1 @.@ 6 km) north of Otisville . This terminal section of the trunkline had the lowest traffic levels in 2009 at 3 @,@ 737 vehicles AADT . No section of M @-@ 57 has been listed on the National Highway System , a system of roadways important to the country 's economy , defense , and mobility .

= = History = =

== Previous designations ==

In 1919 , the Michigan State Highway Department signposted the highway system in the state for the first time . At that time , M @-@ 57 designation was originally used in Charlevoix County from Boyne Falls at M @-@ 13 (now US 131) through Boyne City and back to then M @-@ 13 . That highway 's number was changed to M @-@ 75 in 1926 . By the next year , the number was then assigned to a state trunkline that connected between Quinnesec and the Wisconsin state line in the Upper Peninsula . This second iteration was short @-@ lived as it was replaced by an extension of US 141 into Michigan .

== Current designation ==

In 1930 , M @-@ 57 was designated from M @-@ 66 (now M @-@ 91) near Langston to M @-@ 47 (now M @-@ 52) in St. Charles . By the mid 1936 , the section between Ithaca and St. Charles was removed from the state highway system when the designation was shifted south to run between Ashley and Chesaning . In the process , M @-@ 57 was run concurrently along US 27 between Ithaca and Ashley . The western section was similarly shifting by May 1938 . The new routing started at a junction with US 131 between Rockford and Cedar Springs and continued through Greenville and Carson City to Ashley . The eastern end was also extended from Chesaning to the Clio area . It was extended a second time by early 1941 to a junction with Belsay Road . By the middle of 1946 , the eastern end was extended a third time to end in Otisville . M @-@ 57 was lengthened after a western extension in late 1948 or early 1949 . The highway was routed concurrently with US 131 to Cedar Springs and then west to M @-@ 37 at Kent City .

A new routing on the eastern end was designated in late 1956 or early 1957 ; this routing shifted the eastern terminus out of Otisville to its current location . The last gravel section of highway was paved near Fenmore by the Gratiot ? Saginaw county line in the late 1950s . The last change to M @-@ 57 's routing came in 1973 . Then @-@ Congressman Gerald R. Ford opened a section of US 131 freeway on September 21 . The freeway ran between the two M @-@ 57 junctions along US 131 near Rockford and Cedar Springs . Afterwards , M @-@ 57 was truncated to the Rockford area , and the segment previously part of M @-@ 57 between Kent City and Cedar Springs was made part of M @-@ 46 afterwards .

== Major intersections ==