

= M @-@ 21 (Michigan highway) =

M @-@ 21 is an east ? west state trunkline highway in the US state of Michigan connecting the cities of Grand Rapids and Flint . The highway passes through rural farming country and several small towns along its course through the Lower Peninsula . Following the course of a handful of rivers , M @-@ 21 also connects some of the state 's freeways like Interstate 96 (I @-@ 96) , US Highway 127 (US 127) and I @-@ 75 . The highway is used by between 1 @, 700 and 36 @, 000 vehicles daily .

M @-@ 21 was designated along the highway by July 1 , 1919 between Ionia and Goodells near Port Huron . Changes made in the 1920s extended it on the west end to Holland and on the east end to Port Huron . M @-@ 21 was truncated at both of its current termini as two Interstate freeways were completed . I @-@ 196 functionally replaced M @-@ 21 between Holland and Grand Rapids with a portion retained under state maintenance as Old M @-@ 21 , now M @-@ 121 . I @-@ 69 replaced M @-@ 21 from Flint to Port Huron . A section of M @-@ 21 through Flint became M @-@ 56 . That designation was decommissioned in the 1980s when M @-@ 21 was returned to its former routing in Flint .

= = Route description = =

M @-@ 21 starts on Fulton Street at a junction with M @-@ 37 / M @-@ 44 (East Beltline Avenue) on the east side of greater Grand Rapids . Fulton passes through residential areas on this side of town , and crosses over I @-@ 96 . Continuing east , the highway passes the headquarters of Amway and crosses the Grand River near its confluence with the Thornapple River in Ada . M @-@ 21 runs long the north back of the Grand , turning southeasterly and east to Lowell . The roadway passes through downtown and over the Flat River near its confluence with the Grand . M @-@ 21 runs east of town through the southern end of the Lowell State Gaming Area and crosses into Ionia County .

The road follows Bluewater Highway along the river , passing to the north of Saranac . It turns northeasterly through lightly forested farmland passing Bertha Brock Park as it approaches the city of Ionia . In town , M @-@ 66 runs concurrently along M @-@ 21 for a few blocks in the central business district . Bluewater Highway leaves town and continues along the Grand River to Muir , and the trunkline crosses the Maple River on east side of town . M @-@ 21 follows the course of the Maple briefly before turning east through farms along the Stony Creek to Pewamo . The highway bypasses the village to the south and crosses into Clinton County near the eastern edge of town . Western Clinton County 's landscape is dominated by farms , interrupted by the community of Fowler . The highway enters the county seat , St. Johns on State Street , passing through a residential section of town . In the middle of downtown , M @-@ 21 intersects 2nd Street , which carries Business US Highway 127 (Bus . US 127) . East of downtown , M @-@ 21 passes back into agricultural land and under the US 127 freeway . The landscape is once again dominated by these farms through the western side of the county .

M @-@ 21 passes into the community of Ovid and over the county line into Shiawassee County . Continuing east through the county , the highway enters Owosso . The trunkline follows Main Street into downtown and crosses the Shiawassee River between junctions with M @-@ 52 and M @-@ 71 in Owosso . M @-@ 21 runs roughly parallel to the river out into the country side . The remainder of the county is the same , dominated by farmland along a straight stretch of flat highway . North of Lennon , M @-@ 21 meets M @-@ 13 at an intersection on the Shiawassee ? Genesee county line . The landscape starts to transition to residential subdivisions as the roadway approaches the Flint area .

In Flint Township , M @-@ 21 follows Corunna Road and meets I @-@ 75 / US 23 at exit 118 . The road crosses a former branch line of the Canadian National Railway (converted into a bicycle trail) east of the interchange . Corunna Road angles to the northeast near Bradley Avenue and terminates at Court Street . The trunkline turns east and follows Court over a tributary of the Flint River near Aldrich Park . Northeast of the stream , M @-@ 21 splits along a one @-@ way pairing of

Court and 5th streets . Eastbound traffic follows 5th Street past the city and county buildings in the area . The highway passes over I @-@ 475 and terminates at the east frontage road . Traffic connecting between M @-@ 21 and I @-@ 475 must use the frontage roads to make the connection .

All of M @-@ 21 , except for some segments just outside Grand Rapids and Flint , along with the highway split into two one @-@ way streets inside Flint , is undivided surface road ; none of M @-@ 21 is freeway . The section between I @-@ 75 / US 23 and Saginaw Street in Flint is part of the National Highway System , a network of roadways important to the nation 's economy , defense , and mobility . M @-@ 21 , like all state highways , is maintained by the Michigan Department of Transportation (MDOT) . As part of these responsibilities , the department tracks traffic volumes along its highways . They use a metric called average annual daily traffic (AADT) , which is a calculation of the average traffic along a segment of roadway for any average day of the year . Traffic volumes in 2009 vary from 22 @, @ 756 vehicles in the Forest Hills neighborhood east of Grand Rapids to 1 @, @ 719 vehicles in Pewamo daily . MDOT reported that the peak AADT was 36 @, @ 053 vehicles daily near the I @-@ 75 interchange in the Flint area .

= = History = =

Before the Interstate era , M @-@ 21 extended across the entire Lower Peninsula , from the junction with US 31 in Holland near Lake Michigan east to the St. Clair River at Port Huron , and crossed into Canada where the Blue Water Bridge is currently located .

M @-@ 21 was designated by July 1 , 1919 on a routing from Ionia to Goodells . Along the way , it ran through Lyons and Pewamo , joining its current routing to Ovid . M @-@ 21 continued through Corunna to Lennon and Flint . There it joined its last routing between Flint and the Port Huron area . The highway was extended to Port Huron by 1924 , and the west end was extended to Grand Rapids in 1925 along M @-@ 16 (later US 16) . The previous routing through Owosso and Lennon was redesignated as M @-@ 71 at this time when M @-@ 21 was shifted along the current routing between the two communities . The 1926 creation of the United States Highway System led to the extension of M @-@ 21 along US 16 to Grand Rapids . From there west , M @-@ 21 replaced M @-@ 51 on Chicago Drive to Holland . The highway was moved to a new routing between Flint and Lapeer in 1929 ; the old route was renumbered M @-@ 21A . All in @-@ city portions of M @-@ 21 were transferred to state control in 1931 with the passage of the Dykstra Act of 1931 (PA 131 of 1931) .

A Bypass M @-@ 21 (Byp . M @-@ 21) designation was created in the Grand Rapids area in 1945 . This designation ran from the corner of 28th Street and Chicago Drive along Byp . US 16 and Byp . US 131 on 28th Street . At East Beltline Avenue , Byp . US 131 / Byp . M @-@ 21 turned north back to M @-@ 21 . M @-@ 21A in Flint was turned over to local control in 1948 , decommissioning the number . The Byp . M @-@ 21 routing was replaced by M @-@ 21 in 1953 . The former routing in Grand Rapids became Bus . M @-@ 21 instead .

A bypass of Zeeland opened in 1958 , rerouting M @-@ 21 around the town . The I @-@ 196 freeway opened through Grand Rapids in 1964 , and M @-@ 21 was routed along the freeway between Chicago Drive in Grandville and downtown , using I @-@ 96 to complete the connection to its previous routing on Fulton Street .

The first freeway segment of M @-@ 21 on the east end was built from Wadhams to Port Huron in 1966 . A freeway segment between Flint and Lapeer opened in 1971 . M @-@ 21 was routed down M @-@ 13 to the new freeway where it joined the M @-@ 78 designation from M @-@ 13 east . The section of M @-@ 21 formerly between M @-@ 13 and Bus . M @-@ 54 was redesignated M @-@ 56 . The M @-@ 78 designation was replaced by I @-@ 69 in 1973 after I @-@ 69 was extended north from Charlotte . The 1974 completion of I @-@ 196 meant the truncation of M @-@ 21 to end in Grand Rapids . At the time , M @-@ 21 was extended along Fulton Street to the East Beltline , and the business loop was truncated into a spur route redesignated BS I @-@ 196 . The remaining segment of freeway connecting Flint with Port Huron opened in 1984 as I @-@ 69 , and M @-@ 21 was shortened to Flint . M @-@ 56 was replaced by M @-@ 21 at this time as well . The

former M @-@ 21 in Port Huron became BL I @-@ 69 , and the remainder was turned back to local control .

Michigan legislators have proposed naming the section of highway in Genesee County after University of Alabama tailback Mark Ingram . The state senate approved the measure on November 4 , 2010 , and the bill moved to the state house for approval . The bill failed to pass the state house during the session .

= = Major intersections = =

= = Related trunklines = =

= = = M @-@ 21A = = =

M @-@ 21A was an alternate route for M @-@ 21 near Flint . It started at an intersection between M @-@ 21 (Court Street) and US 10 (Dort Highway) and ran southward concurrently with US 10 to Lapeer Road . The highway turned eastward along Lapeer Road and out of the city of Flint . It continued to an intersection with M @-@ 15 south of Davison , where it turned northward , running concurrently with M @-@ 15 into downtown . At an intersection with M @-@ 21 at Flint Street , M @-@ 21A ended . The highway was created in 1929 , and it was turned over to local control in late 1948 .

Major intersections

The entire highway was in Genesee County .

= = = Bypass M @-@ 21 = = =

Bypass M @-@ 21 (Byp . M @-@ 21) was a bypass route of M @-@ 21 in Kent County . It started at the intersection between M @-@ 21 (Chicago Drive) and 28th Street in Grandville . From there , it was routed eastward along 28th Street running concurrently with Byp . US 16 . At the intersection with US 131 (Division Street) on the Wyoming ? Paris township line , a Byp . US 131 started and ran concurrently eastward along 28th Street . Byp . US 16 / Byp . US 131 / Byp . M @-@ 21 continued along 28th Street in Paris Township to an intersection with Kalamazoo Avenue where M @-@ 37 turned off Kalamazoo and onto 28th Street . Further east , 28th Street and East Beltline Avenue intersected . At that junction , Byp . US 131 / Byp . M @-@ 21 turned northward along East Beltline while M @-@ 37 turned south and Byp . US 16 continued eastward on 28th Street . Running northward in Grand Rapids Township , Byp . US 131 / Byp . M @-@ 21 intersected US 16 / M @-@ 50 at Cascade Road before Byp . M @-@ 21 terminated at the intersection with M @-@ 21 (Fulton Street) .

During World War II , the state was building a beltline system for Grand Rapids . This highway , numbered M @-@ 114 was decommissioned by 1945 and the streets that composed it were given new designations . Byp . M @-@ 21 was routed along 28th Street from Grandville to Paris Township and along East Beltline into Grand Rapids Township . In 1953 , the mainline M @-@ 21 was rerouted to replace its bypass around downtown , decommissioning the Byp . M @-@ 21 designation .

Major intersections

The entire highway was in Kent County .

= = = Business M @-@ 21 = = =

Business M @-@ 21 (Bus . M @-@ 21) was a business route of M @-@ 21 in the Grand Rapids area . It started at an interchange between Chicago Drive and I @-@ 196 / M @-@ 21 in Grandville and followed Chicago Drive easterly through downtown Grandville . From there , the highway ran

along industrial areas on the north side of Wyoming , running parallel to the I @-@ 196 freeway . At the intersection with Clyde Park Avenue , Bus . M @-@ 21 turned northward along Grandville Avenue and entered the city of Grand Rapids . At Franklin Street , the business route turned eastward and terminated at US 131 .

In 1953 , M @-@ 21 was rerouted to replace its bypass route . The former route through downtown Grand Rapids was redesignated as Bus . M @-@ 21 . At the time , Bus . M @-@ 21 continued eastward along Franklin Street before turning northward on Eastern Avenue into downtown Grand Rapids . Once there , it followed Fulton Street eastward through East Grand Rapids and into Grand Rapids Township where it terminated at East Beltline Avenue . The business loop was truncated to US 131 in 1972 , and then redesignated as BS I @-@ 196 in 1974 .

Major intersections

The entire highway was in Kent County .

== M @-@ 56 ==

M @-@ 56 was a state trunkline highway from 1971 to the mid @-@ 1980s that replaced the M @-@ 21 designation from M @-@ 13 to Flint when the M @-@ 21 (now I @-@ 69) freeway was being built . The highway started at the intersection with M @-@ 13 on the Shiawassee ? Genesee county line west of Flint . From there , it followed Corunna Road eastward through rural areas of Genesee County . Today , the area is farm fields through Clayton Township , and it Flint Township it is more suburban . The highway intersected the I @-@ 75 / US 10 / US 23 freeway just west of Flint 's city line . Once in Flint , M @-@ 56 turned northeasterly onto Court Street . At an intersection with Saginaw Street , the highway turned southeasterly and then ended at the I @-@ 69 / M @-@ 21 freeway .

In 1971 , M @-@ 21 was rerouted in the Flint area . After the change , it turns south along M @-@ 13 on the Shiawassee ? Genesee county line to the M @-@ 78 freeway and then routed eastward to replace M @-@ 78 . The former of M @-@ 21 on the western side of the county into downtown was redesignated M @-@ 56 . When the M @-@ 21 designation was replaced with the I @-@ 69 designation in 1984 , the M @-@ 56 designation was retired and M @-@ 21 was restored in its place .

Major intersections