

= M @-@ 56 ( 1919 ? 1957 Michigan highway ) =

M @-@ 56 was a state trunkline highway in the southeastern part of the US state of Michigan . It existed from 1919 until 1957 . The highway ran north from Monroe , where it connected with US Highway 24 ( US 24 , Telegraph Road ) , to Flat Rock where it terminated at an intersection with US 24 / US 25 . Before a series of truncations in the 1950s , the highway continued along the Huron River to New Boston and Belleville . The trunkline was progressively scaled back to Flat Rock before being decommissioned in 1957 .

= = Route description = =

When it was decommissioned in 1957 , M @-@ 56 started at an intersection with US 24 ( Telegraph Road ) on the west side of Monroe . From there , the trunkline ran southeasterly along Elm Avenue to an intersection with US 25 ( Dixie Highway , now M @-@ 125 ) in downtown . M @-@ 56 also intersected US 24A ( now Interstate 75 ) just outside town . The highway continued northeasterly past Sterling State Park and along Brest Bay in the communities of Detroit Beach and Woodland Beach . Turning inland near Stony Point , the trunkline followed Dixie Highway across the Swan Creek . North of the creek , Dixie Highway met US Turnpike , and M @-@ 56 followed Dixie Highway northward into South Rockwood . In that village , the trunkline turned northeasterly parallel to US 24 to cross the Huron River . On the north side of the river , M @-@ 56 followed the southernmost end of Fort Street to Huron River Drive , turning northwesterly along the latter road . The highway ran through an intersection with US 24A and parallel to the river into Flat Rock , where it terminated at the intersection with US 24 / US 25 ( Telegraph Road , now just US 24 ) .

= = History = =

When the state highway system was first signposted in 1919 , M @-@ 56 was assigned to roadways that ran northeasterly from the Ohio state line to the Belleville area . When the United States Numbered Highway System was created on November 11 , 1926 , the southern section between the state line and Monroe was redesignated as a section of US 25 . In the 1940s , the northern end was rerouted north from New Boston to follow M @-@ 112 along the Willow Run Expressway ( now I @-@ 94 and part of the Detroit Industrial Freeway ) into Belleville north to US 112 . In late 1954 or early 1955 , the northern end was changed again , this time truncating the highway to end at New Boston . The northern end was shortened again to terminate at US 24 / US 25 in Flat Rock in 1956 . The remainder of the highway from Monroe to Flat Rock was removed and decommissioned from the state highway system the next year , becoming county roads under the jurisdiction of Monroe and Wayne counties .

= = Major intersections = =