

= M @-@ 66 (Michigan highway) =

M @-@ 66 is a north ? south state trunkline highway on the Lower Peninsula (LP) of the US state of Michigan . It runs from the Indiana state line in the south to Charlevoix in the north . M @-@ 66 is the only state highway to traverse almost the entire north ? south distance of the LP . It starts as a continuation of State Road 9 (SR 9) which provides access to the Indiana Toll Road . The total length is 272 @. @ 898 miles (439 @. @ 187 km) , which includes 3 @. @ 374 miles (5 @. @ 430 km) of freeway between Interstate 94 (I @-@ 94) and downtown Battle Creek designated as I @-@ 194 . One section of the highway is an expressway , a type of divided limited access highway , while the section along I @-@ 194 is a full freeway , otherwise M @-@ 66 is a two @-@ lane rural highway . Two sections are listed on the National Highway System .

The first usage of the M @-@ 66 designation dates back to around July 1 , 1919 with the rest of the original state highway system . At the time , the highway only extended between Lowell and Lakeview , a route now covered by M @-@ 91 . The highway has been lengthened in a series of extensions north and south starting in 1925 . A rerouting in 1944 ? 45 removed M @-@ 66 from its original 1919 routing to replace another highway south of Six Lakes , the change that spawned M @-@ 91 . The last big extension in 1965 resulted in the modern trans @-@ peninsular highway route . The last modifications were shorter reroutings in the 1970s .

= = Route description = =

M @-@ 66 runs for 266 @. @ 399 miles (428 @. @ 728 km) as an almost entirely a north ? south undivided surface highway in western Michigan from the Indiana state line north to Lake Michigan at Charlevoix . Most of the highway is two @-@ lane undivided rural highway . There is a section south of Battle Creek that is a four @-@ lane expressway . Running north into the Cereal City , M @-@ 66 is concurrent with I @-@ 194 , which is a full freeway . This section along I @-@ 194 is listed on the National Highway System (NHS) , a system of highways important to the nation 's economy , defense , and mobility . Another section of M @-@ 66 is included on the NHS where it is concurrent with either M @-@ 72 or U.S. Highway 131 (US 131) in Kalkaska or Antrim counties .

= = = Indiana to Ionia = = =

M @-@ 66 is a four @-@ lane highway that connects with State Road 9 (SR 9) at the Indiana state line in southern St. Joseph County . The highway runs north to Sturgis through farm land where it turns east through town running concurrently with US 12 on Chicago Road . As it leaves Sturgis to the north it crosses a branch of the Michigan Southern Railroad , and it becomes a two @-@ lane surface highway along Nottawa Street . The highway runs near several small lakes and crosses the Nottawa Creek before meeting M @-@ 86 . The two highways run north ? south concurrently for about 1 @. @ 9 miles (3 @. @ 1 km) along the Nottawa ? Colon township line . Farther north , M @-@ 66 crosses the St. Joseph River and meets M @-@ 60 . M @-@ 60 / M @-@ 66 run together to the east , turning northeasterly in Leonidas running parallel to Nottawa Creek and crossing into the northwest corner of Branch County . M @-@ 60 and M @-@ 66 separate west of Union City , and M @-@ 66 turns north into Calhoun County .

Running through woodland terrain in southern Calhoun County , M @-@ 66 passes through Athens , along Graham Lake and continues to the outskirts of Battle Creek . The highway widens first to a four @-@ lane , limited access expressway south of the Lakeview Square Mall before becoming a full freeway at the interchange with I @-@ 94 . It is at the transition to freeway that M @-@ 66 starts its concurrency with I @-@ 194 . I @-@ 194 / M @-@ 66 is known as the Sojourner Truth Downtown Parkway , but the locals still use the former semi @-@ official nickname , " The Penetrator " . The southern section of the freeway has the highest traffic levels along M @-@ 66 as measured by average annual daily traffic (AADT) in the survey conducted in 2009 . The Michigan Department of Transportation (MDOT) calculates the AADT value as a tally of the average number of vehicles using a given stretch of roadway . I @-@ 194 / M @-@ 66 carried 25 @, @ 200 vehicles

on the average day during the year ; 980 trucks were included in that traffic . The freeway continues 3 @. @ 374 miles (5 @. @ 430 km) north into downtown Battle Creek along part of the Kalamazoo River and crossing a branch of the Canadian National Railway and Norfolk Southern Railway before ending at the at @-@ grade intersection with Hamblin Avenue . I @-@ 194 ends , and M @-@ 66 continues northeast out of the Cereal City on Division Street and then northeast on Capital Avenue along the Battle Creek River .

M @-@ 66 continues northward through Barry County on Capital Avenue which becomes 9 Mile Road north of Baseline Road . The highway passes through Assyria before meeting M @-@ 79 , with which it has a short concurrency , in Nashville . On the north side of the village , M @-@ 66 crosses the Thornapple River and continues north through mixed rural forest land and farm fields . Near Woodland , M @-@ 66 joins M @-@ 43 and the two run to the northeast and along the Barry ? Eaton county line . M @-@ 43 / M @-@ 66 meets M @-@ 50 at a four @-@ way intersection southwest of Lake Odessa near Woodbury , and M @-@ 43 turns east leaving M @-@ 66 in favor of a concurrency with M @-@ 50 . M @-@ 66 crosses a rail line of CSX Transportation and the county line on State Road . It meets I @-@ 96 in a rural southern part of the Ionia County south of Ionia . On the south edge of town , the highway passes the county airport and curves to the northeast becoming Dexter Street . While entering downtown Ionia , the trunkline crosses the Grand River and the mainline of the Grand Rapids Eastern Railroad near the county fairgrounds . M @-@ 66 turns west along M @-@ 21 (Lincoln Avenue) for two blocks before turning back to the north along State Street . The trunkline runs through the northern part of the county and meets M @-@ 44 's eastern terminus near Woodard Lake .

= = = Montcalm County and northward = = =

In Montcalm County , M @-@ 66 intersects M @-@ 57 in a rural area south of Sheridan before running north on Sheridan Road through Stanton . The highway jogs west along Main Street in Stanton before returning to a northerly course on a discontinuous section of Sheridan Road . The roadway curves around the west end of Hemmingway Lake near Cannonsville Road . West of Edmore , M @-@ 66 turns northwesterly along M @-@ 46 on Edmore ? Howard City Road to Six Lakes . M @-@ 66 separates there and returns to its northerly journey along Six Lakes Road between Little Bass Lake and First Lake . The road crosses into Mecosta County as 30th Avenue north of Six Lakes . The highway intersects M @-@ 20 at the intersection with 9 Mile Road in Remus . This area of rural Mecosta County is more heavily forested with rolling hills and sporadic farms . In Barryton , the roadway crosses the Chippewa River . M @-@ 66 continues north passing Merrill Lake before crossing into rural eastern Osceola County at Mesceola Road .

The highway meets US 10 near Sears after crossing the Pere Marquette State Trail . M @-@ 66 crosses the Muskegon River near a separate 9 Mile Road in Osceola County . It meets both M @-@ 115 and M @-@ 61 (16 Mile Road) south of Marion . The highway continues north and crosses the Great Lakes Central Railroad for the first time in Marion , before entering Missaukee County . The trunkline then turns westward on Stoney Corners Road toward McBain through farm land . In town it runs along Maple Street and then runs north toward Lake City on Morey Road . South of the Lake City , M @-@ 55 runs concurrently with M @-@ 66 by Missaukee Golf Course and into town along the eastern shore of Lake Missaukee . North of town , M @-@ 55 splits off to the east on Houghton Lake Road , and M @-@ 66 continues north to an intersection with the eastern terminus of M @-@ 42 in a rural forest . M @-@ 66 leaves Morey Road and follows Pioneer Road to the county line .

As the highway crosses into Kalkaska County it crosses the Manistee River . M @-@ 66 runs through rolling hills in woodlands through the unincorporated farming community of Lodi north to an intersection with M @-@ 72 . The two highways travel west together over the Great Lakes Central Railroad before turning north and merging with US 131 on a route parallel to the rail line . US 131 / M @-@ 66 / M @-@ 72 follows and crosses a branch of the Boardman River along Cedar Street through downtown Kalkaska . North of the central business district , M @-@ 72 separates to the west and US 131 / M @-@ 66 crosses through the Pere Marquette State Forest on the way to Antrim and Mancelona in Antrim County . The highway follows Williams Street through the twin

towns , meeting the southern terminus of M @-@ 88 and western terminus of C @-@ 38 at the intersection with State Street in Mancelona . M @-@ 66 separates from US 131 and follows Mancelona ? East Jordan Road out of town .

The section of M @-@ 66 north of the US 131 split had the highway 's lowest AADT levels in the 2009 survey . MDOT reported that only 1 @, @ 500 vehicles use this stretch of road in 2009 . Of these vehicles , only were 140 trucks that used the segment of highway in 2009 . The highway meanders through more forest lands through the community of Green River to East Jordan . M @-@ 66 follows Lake Street and turns to follow the western shore of the South Arm of Lake Charlevoix . The roadway turns inland through Ironton before returning to the lakeshore the rest of the way to Charlevoix . M @-@ 66 ends at an intersection with US 31 south of downtown next to Lake Michigan .

= = = Services = = =

MDOT provides a number of different services to motorists traveling along the state trunkline highway system . Along M @-@ 66 , there are six different carpool lots located near Nashville , Woodland , Belding , Sheridan , Sears and Marion . There are additional services provided to travelers in the form of roadside parks and rest areas . There are two roadside parks along the highway , one is between Woodland and Woodbury , and the second is in Sheridan . The roadway also provides access to the Ionia State Recreation Area and a state harbor on Lake Charlevoix .

= = History = =

M @-@ 66 was first signed along a roadway by July 1 , 1919 between M @-@ 16 (now M @-@ 21) at Lowell and M @-@ 46 near Lakeview . The designation was extended in 1925 along M @-@ 46 to Six Lakes and then north to M @-@ 13 (now US 131) in Lodi . A further extension north from Lodi in 1929 or 1930 along M @-@ 131 to Mancelona , a short segment of M @-@ 88 and north to US 31 in Charlevoix . The southern end was extended to US 16 south of Lowell by 1931 . A section of the northern extension was marked on maps through 1933 as " under construction " . That section was cancelled in favor of another routing near Mancelona . A short bypass of Six Lakes added about a mile to the length of the roadway in 1936 . The M @-@ 131 concurrency was switched to a US 131 concurrency when the latter was extended in 1939 . This concurrency was shortened just before World War II when the Michigan State Highway Department (MSHD) rerouted US 131 along a new road between South Boardman and Kalkaska .

The MSHD completed a major rerouting of M @-@ 66 around 1944 ? 45 . The M @-@ 14 designation of the time was decommissioned and replaced with M @-@ 66 . Starting at Six Lakes , M @-@ 66 turned west along M @-@ 46 instead of east and then turned south through Stanton and Ionia ending north of Battle Creek . The highway between Lowell and Lakeview was redesignated as M @-@ 91 . A minor realignment in late 1950 removed two 90 ° curves near the Osceola ? Missaukee county line and replaced them with a pair of sweeping curves .

The MSHD rerouted M @-@ 66 between Maple Grove and Nashville in mid @-@ 1953 . In the changes , M @-@ 79 was extended along the new route of M @-@ 66 and then over M @-@ 214 to Hastings . M @-@ 66 was shifted off Assyria Road which was turned back to local control . Another realignment in 1954 shifted M @-@ 66 to the modern routing between the M @-@ 43 concurrency termini , removing M @-@ 43 / M @-@ 66 from a section of M @-@ 50 in the process . The final section gravel section of M @-@ 66 , approximately 11 miles (18 km) in length , was paved near Nashville in 1957 . M @-@ 32 was extended along the northernmost section of M @-@ 66 in 1963 .

M @-@ 66 was extended southerly from Assyria through Battle Creek to the Indiana state line replacing sections of M @-@ 78 in 1965 . M @-@ 66 turned south and west along M @-@ 60 and new highway to Colon . The segment of former M @-@ 78 not used by M @-@ 66 was transferred to local control . The final section of M @-@ 78 's roadway given to M @-@ 66 extended it all the way to the state line , resulting in a north ? south trans @-@ peninsular highway from Lake

Michigan near Charlevoix to Indiana . M @-@ 66 is the only such highway to run the length of the Lower Peninsula . The extension allowed the Green Arrow Association to promote the whole length of the Green Arrow Route with a single highway number . The next year , M @-@ 66 was rerouted through Battle Creek to use the completed I @-@ 194 freeway .

A 90 ° turn in Missaukee County was removed north of Lake City in 1972 . In late 1973 or early 1974 , M @-@ 66 and M @-@ 72 were shifted around the south side of Kalkaska . Later in 1974 , the M @-@ 32 concurrency was removed when M @-@ 32 was scaled back to its former terminus . A project in 1981 furthered the 1972 realignment in Missaukee County . About 4 miles (6 @. @ 4 km) were shortened from the routing when the new alignment was built between Smithville and Phelps Road .

= = Memorial designations = =

To capitalize on the opening of the Mackinac Bridge in 1957 , local leaders in Battle Creek wanted to promote M @-@ 66 as a route north from Indiana to the bridge . They named the highway the Green Arrow Route as part of this marketing strategy . The color was to evoke the forests in the area , and arrow was meant to play on several historical connections . One of these was the Pennsylvania Railroad 's Northern Arrow passenger train that once operated in the area . The official explanation was to tie into the history of Native Americans in the area , but the route was also " straight as an arrow " . The backers also promoted the highway as a direct and scenic route to vacation country in the northern Lower Peninsula , avoiding most of the larger cities in the area . M @-@ 66 was given the Green Arrow Route name in Public Act 170 of 1959 between the Indiana state line and Kalkaska . Despite these efforts , M @-@ 66 failed to attract much traffic . When the Michigan Legislature recodified the memorial highway names in Public Act 142 of 2001 , the Green Arrow Route was truncated to the northern border of Calhoun County , a change confirmed by Public Act 138 of 2004 .

Born Isabella Baumfree in 1797 , Sojourner Truth settled in the Battle Creek area in the 1840s . She travelled through the Midwest and New England speaking against slavery and for women 's rights . She lived in the area until her death in 1883 . Her connection to the state of Michigan was honored by the state American Revolution Bicentennial Commission in 1976 which urged the Michigan Legislature to name a highway in her honor . Public Act 93 of 1976 named all of M @-@ 66 in Calhoun County , including the segment that runs concurrently with I @-@ 194 , as the Sojourner Truth Memorial Highway . The highway was dedicated to her on May 21 , 1976 .

The Cereal City Development Corporation (CCDC) asked the Legislature to amend the memorial designation in 1993 . They felt that I @-@ 194 / M @-@ 66 was better known to locals as The Penetrator , and they wished to restore emphasis to Truth . They asked for the " Sojourner Truth Downtown Parkway " name to be applied to " M @-@ 66 between Interstate 94 and Hamblin " . The Legislature passed Public Act 208 of 1993 to affect the change , restoring " the link between Sojourner Truth and the City of Battle Creek , which was once the center of abolitionist sentiment in the state . "

= = Major intersections = =