

= M @-@ 60 (Michigan highway) =

M @-@ 60 is an east ? west state trunkline highway in the US state of Michigan . It runs from the Niles area at a junction with US Highway 12 (US 12) to the Jackson area where it ends at Interstate 94 (I @-@ 94) . The trunkline passes through a mix of farm fields and woodlands , crosses or runs along several rivers and connects several small towns of the southern area of the state . The westernmost segment runs along divided highway while the easternmost section is a full freeway bypass of Jackson .

M @-@ 60 was originally designed in 1919 with the rest of the state highway system in Michigan . It ran roughly along its current route connecting downtown Niles to downtown Jackson . In the mid @-@ 1920s , the western end was extended to New Buffalo ; since then several bypasses of the smaller towns along the highway were added . One of these bypasses resulted in the creation of an alternate route (Alternate M @-@ 60 , Alt . M @-@ 60) through Concord ; that route has since been decommissioned . When Niles was bypassed in the 1950s , a business loop (Business M @-@ 60 , Bus . M @-@ 60) was created through town . After the western end was truncated to its current location , that business loop was converted to a business spur .

= = Route description = =

M @-@ 60 starts at an interchange along US 12 southeast of Niles in southwestern Cass County . From this interchange , the highway runs northeasterly along the divided highway on Detroit Road to an intersection with Bus . M @-@ 60 (Yankee Road) . There , the main highway turns due east along the shore of Barron Lake . The trunkline continues through mixed farm fields and woodlands , running northeastward to Cassopolis and rounding Stone Lake on the southern approach to town . M @-@ 60 runs north ? south through town on Broadway Street , merging with M @-@ 62 to run concurrently into downtown Cassopolis . M @-@ 60 turns eastward on State Street , separating from M @-@ 62 , and leaves town while crossing a line of the Canadian National Railway .

East of Cassopolis , M @-@ 60 runs past Diamond Lake and through farm fields . At Vandalia , the highway passes Donnell Lake before meeting M @-@ 40 north of Bair Lake in Jones . East of Jones , the trunkline crosses into St. Joseph County and meets US 131 on the south side of Three Rivers . The two highways run concurrently northward through a retail business corridor to an intersection with Michigan Avenue . M @-@ 60 turns east along Michigan Avenue following Bus . US 131 into downtown . The business loop turns north at the same intersection where M @-@ 60 meets M @-@ 86 near the Rocky River crossing . Continuing eastward , M @-@ 60 passes the high school and Three Rivers Municipal Dr. Haines Airport while running along the St. Joseph River . The trunkline turns north , runs by Fishers Lake and continues out of town through farm fields . Near Mendon , the highway runs along the river again . East of town , M @-@ 60 meets M @-@ 66 , and the two run east and northeast through Leonidas into the extreme northwest corner of Branch County .

South of Athens , M @-@ 66 turns northward and M @-@ 60 continues around Union City and into southern Calhoun County . The road runs through Burlington on Leroy Street . At Marshall Street . M @-@ 60 meets the southern end of M @-@ 311 which runs north to the Battle Creek area . M @-@ 60 continues east through farm fields to Tekonsha where it meets Interstate 69 (I @-@ 69) northwest of town . Continuing to Homer , the highway runs along Lehigh Street in town ; M @-@ 99 merges into M @-@ 60 after the intersection with Hillsdale Street . East of town , the highway widens into a four @-@ lane divided highway ; M @-@ 99 turns north along this short section of roadway and M @-@ 60 reverts to a two @-@ lane highway again . The trunkline crosses the Kalamazoo River at Concord before it crosses into Jackson County . At Spring Arbor , M @-@ 60 passes the campus of Spring Arbor University . Outside of Jackson , the highway widens out to a full freeway bypass around the west side of the city . This bypass has one interchange with Michigan Avenue near Jackson County Airport . North of this interchange , the highway picks up the Business Loop I @-@ 94 and crosses the Norfolk Southern Railway line in the area . The freeway ends at a trumpet interchange with I @-@ 94 northwest of Jackson .

M @-@ 60 is maintained by the Michigan Department of Transportation (MDOT) like other state

highways . Among these responsibilities , the department tracks the level of traffic that uses the roadways under its jurisdiction . This is expressed using a metric called annual average daily traffic (AADT) , which is a statistical calculation of the average daily number of vehicles on a segment of roadway . According to MDOT 's surveys in 2009 , the highest traffic counts were 12 @, @ 547 cars and 999 trucks along the freeway immediately south of I @-@ 94 near Jackson ; the lowest AADT was the 2601 cars and 384 trucks west of Union City . Only two sections of M @-@ 60 have been listed on the National Highway System (NHS) : along the US 131 concurrency in Three Rivers and on the BL I @-@ 94 concurrency near Jackson . The NHS is a network of roads important to the country 's economy , defense , and mobility .

= = History = =

M @-@ 60 was designated with the rest of the original state highway system by July 1 , 1919 , on a series of roads running between Niles and Jackson by way of Cassopolis , Three Rivers and Tekonsha . By the end of 1927 , the western end was extended to terminate at US 12 at New Buffalo . In the early to mid @-@ 1930s , the Michigan State Highway Department (MSHD) realigned the New Buffalo ? Niles section to bypass Galien and Buchanan , and the department extended US 112 concurrently along M @-@ 60 to New Buffalo . M @-@ 60 was rerouted around Concord in 1933 , Tekonsha was bypassed by the MSHD in late 1936 , and the highway was routed around Union City in 1937 . The MSHD continued to improve the highway through the end of the 1930s . The last segment between Tekonsha and Homer was paved in 1940 , making all of M @-@ 60 a hard @-@ surfaced roadway .

In late 1949 or early 1950 , the MSHD shifted M @-@ 60 through the Jones area to straighten the roadway . The US 131 bypass of Three Rivers opened in 1953 ; the US 131 / M @-@ 60 concurrency became a Bus . US 131 / M @-@ 60 concurrency through town as a result . On December 1 , 1956 , the highway department opened the first 6 @. @ 6 miles (10 @. @ 6 km) of a new four @-@ lane divided highway around the south side of Niles , with the final 1 @. @ 6 miles (2 @. @ 6 km) of the bypass opening early the next year . Consequently , they converted the former route through town into a business loop . Bus . M @-@ 60 connected the bypass into downtown where it continued along Bus . US 112 back to US 112 / M @-@ 60 . At the end of the 1950s , M @-@ 60 was moved to a freeway bypass along the west side of Jackson ; the final mile was also designated Bus . US 12 as both highways connected to the I @-@ 94 / US 12 freeway north of the city . The western end was redesignated as a part of US 12 in the late 1961 , and the M @-@ 60 designation was truncated off this roadway in 1966 . M @-@ 60 's routing has remained unchanged since .

= = Major intersections = =

= = Special routes = =

There have been two different special routes of M @-@ 60 . Business M @-@ 60 (Bus . M @-@ 60) in Niles is still in existence , while Alternate M @-@ 60 (Alt . M @-@ 60) in Concord has been decommissioned .

= = = Business M @-@ 60 = = =

Business M @-@ 60 (Bus . M @-@ 60) is a state business spur running through the city of Niles and adjacent townships . The spur starts at the intersection with M @-@ 51 (Main Street , 11th Street) and runs eastward along a former routing of M @-@ 60 on Oak Street through a residential section of town . Near the Berrien ? Cass county line , the highway passes south of the Jerry Tyler Memorial Airport . East of the airport , the street name changes from Oak Street to Yankee Road , and Bus . M @-@ 60 runs to its terminus at M @-@ 60 (Detroit Road) . The total length is 2 @. @

554 miles (4 @. @ 110 km) , and 5 @, @ 284 ? 7 @, @ 984 cars and 333 trucks use the route each day .

The business route was a loop route , continuing through downtown along Bus . US 112 when the designation was created in late 1956 or early 1957 . M @-@ 60 was truncated west of Niles in 1966 ; at the same time , Bus . M @-@ 60 was truncated at its junction with Bus . US 12 / M @-@ 51 near downtown .

= = = Alternate M @-@ 60 = = =

Alternate M @-@ 60 (Alt . M @-@ 60) was an alternate loop route running through Concord . It acted as a " business route " into downtown Concord during its short lifetime after a bypass of town along M @-@ 60 was built . Its appearance predated the development of business routes in Michigan . Concord was bypassed in 1933 , resulting in the creation of the alternate route . That route was turned over to local control the next year , decommissioning the designation .