

= M @-@ 78 ( Michigan highway ) =

M @-@ 78 is a state trunkline highway in the US state of Michigan . The western terminus is the intersection with M @-@ 66 north of Battle Creek in Pennfield Township . The roadway runs 10 @.@ 744 miles ( 17 @.@ 291 km ) through rural farmland and the community of Bellevue as it approaches its eastern terminus at an interchange with Interstate 69 ( I @-@ 69 ) near Olivet . The highway is used by between 3 @,@ 100 and 5 @,@ 300 vehicles on a daily basis .

When the state highway system was signed in 1919 , M @-@ 78 followed a similar routing . At Bellevue , it turned northeast to terminate at Charlotte . In the 1920s , the highway was extended southerly to the Indiana state line near Sturgis and northeasterly into the Lansing area . In the 1930s , M @-@ 78 was extended further on its northern and eastern end to Flint . The highway was converted into a freeway in sections starting in the 1960s . During that decade , the southern extension from the 1920s was removed from M @-@ 78 and added to other state highways , and in the 1970s , the northeastern extensions , now mostly freeways , were removed from M @-@ 78 as well . Two special routes were created as a result of the various reroutings in the Lansing area , both of which are no longer part of the state highway system .

= = Route description = =

M @-@ 78 begins at an intersection with M @-@ 66 in Pennfield Township , north of Battle Creek in Calhoun County . The trunkline passes through rural farm lands as it runs due east and northeast . It briefly crosses the southeast corner of Barry County as it enters Eaton County . There M @-@ 78 follows Battle Creek Highway past some small ponds and into the town of Bellevue . The trunkline becomes Capitol Avenue in town and turns south onto Main Street in the middle of the central business district . M @-@ 78 crosses a branch line of the Canadian National Railway before leaving town . Main Street turns easterly and becomes Butterfield Highway . M @-@ 78 crosses the Battle Creek River before terminating at I @-@ 69 's exit 48 in Bellevue Township .

M @-@ 78 is maintained by the Michigan Department of Transportation ( MDOT ) like other state highways in Michigan . As a part of these maintenance responsibilities , the department tracks the volume of traffic that uses the roadways under its jurisdiction . These volumes are expressed using a metric called annual average daily traffic , which is a statistical calculation of the average daily number of vehicles on a segment of roadway . MDOT 's surveys in 2010 showed that the highest traffic levels along M @-@ 78 were the 5 @,@ 256 vehicles daily on Capitol Avenue in Bellevue ; the lowest counts were the 3 @,@ 176 vehicles per day in Calhoun County . No part of M @-@ 78 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

When the original state highway system was designated c . July 1 , 1919 , M @-@ 78 ran along a route similar that of today . It started north of Battle Creek at a junction with then M @-@ 79 and cut through the corner of Barry County to Bellevue , but it turned northeasterly to end at Charlotte at a junction with M @-@ 29 . By 1927 , M @-@ 78 was extended southward , replacing M @-@ 79 to the Indiana state line , connecting with State Road 9 ( SR 9 ) south of Sturgis . At the same time , a northerly addition extended the highway concurrently along US Highway 27 ( US 27 ) to Dewitt and then solo to a junction with M @-@ 47 near Pittsburg . The section north of Lansing was changed in 1929 . The section from Dewitt Pittsburg was redesignated M @-@ 104 , and M @-@ 78 was extended through East Lansing to Haslett . By 1936 , the highway was extended all the way into Flint to end at M @-@ 21 . Around the same time , a second routing through downtown Lansing for US 27 / M @-@ 78 was designated along Capitol Avenue ; the former route along Main , Kalamazoo and Larch streets and Grand Avenue was given the Truck M @-@ 78 designation .

In the latter half of 1941 or the beginning of 1942 , a section of the concurrent M @-@ 78 / M @-@ 86 was rerouted west of Colon in St. Joseph County . In 1950 , the bridge across the Grand River

on Main Street was completed ; after completion , the mainline M @-@ 78 was routed over the bridge and up Larch Street , replacing Truck M @-@ 78 in the process . The former car @-@ only route on Capitol Avenue was removed from the state highway system . By the middle of 1960 , the first section of freeway along M @-@ 78 was opened in the Lennon area . The next year , the freeway had been extended as far southwest as Durand from the end at Lennon . By the start of 1962 , M @-@ 78 was a freeway from Perry at the junction with M @-@ 47 all the way to Swartz Creek near Flint .

On December 12 , 1962 , the I @-@ 96 freeway was completed around the south and west sides of Lansing , and a year later , the I @-@ 496 freeway was completed north into downtown from I @-@ 96 . M @-@ 78 was rerouted from the I @-@ 96 / US 27 interchange southwest of Lansing east along I @-@ 96 and then north on I @-@ 496 . From there , M @-@ 78 followed the one @-@ way pairing of Homer and Howard streets from the northern end of the freeway up to the one @-@ way couplet of Saginaw Street and Grand River Avenue , returning to its previous routing . The former route through downtown along US 27 was redesignated Business M @-@ 78 ( Bus . M @-@ 78 ) at the same time .

M @-@ 66 was extended southerly from Assyria through Battle Creek to the Indiana state line replacing sections of M @-@ 78 in 1965 . The US 127 freeway was completed from Mason north to Lansing in 1966 , adding the US 127 designation along the I @-@ 496 / M @-@ 78 freeway . The next year , M @-@ 78 's freeway was extended eastward to I @-@ 75 / US 10 / US 23 in Flint . The US 127 / M @-@ 78 freeway was extended north of I @-@ 496 in 1969 , and a discontinuous section of M @-@ 78 freeway east of Flint was completed around the same time frame . In 1970 , the I @-@ 496 freeway was completed and the Bus . M @-@ 78 designation was removed through Lansing . In 1972 , the highway was rerouted to run east of Bellevue to Olivet instead of northeast to Charlotte . The next year , all of M @-@ 78 northeast of Olivet was removed when I @-@ 69 between Charlotte and I @-@ 96 southwest of Lansing was completed ; this truncation produced the modern routing of M @-@ 78 in the state .

= = Major intersections = =

= = Related routes = =

= = = Truck route = = =

Truck M @-@ 78 was a former truck route through the city of Lansing . It started at the corner of Capitol Avenue and Main Street and ran along Main Street to Grand Avenue . There , it turned north on Grand Avenue to Kalamazoo Street and turned east on Kalamazoo over the Grand River . At Larch Street , Truck M @-@ 78 continued north to rejoin the mainline at the corner of Larch and Saginaw streets .

By the middle of 1936 , the US 27 / M @-@ 78 routing through Lansing was split into two . The mainline was restricted to cars only and moved to run along Capitol Avenue . The former routing was restricted to trucks only and designed as a truck route . In 1950 , the bridge for Main Street over the Grand River was completed and mainline US 27 was rerouted to use it to connect to Larch Street . From there north , US 27 / M @-@ 78 followed Larch Street supplanting the truck route , which was decommissioned at that time .

= = = Business route = = =

Business M @-@ 78 ( Bus . M @-@ 78 ) was a business loop through the city of Lansing . It ran from an interchange between US 27 / M @-@ 78 and I @-@ 96 on the southwest side of Lansing along US 27 ( Lansing Road ) into downtown . From there , it ran east on Main Street and north on Larch Street . At Saginaw Street , Bus . M @-@ 78 turned east to reconnect to M @-@ 78 .

The business loop was created in 1963 when M @-@ 78 was rerouted along the newly completed sections of the I @-@ 96 and I @-@ 496 freeways in the Lansing area . The designation was decommissioned in 1970 when I @-@ 496 was completed through downtown Lansing .