

= M @-@ 140 (Michigan highway) =

M @-@ 140 is a north ? south state trunkline highway in Berrien and Van Buren counties of the US state of Michigan . The highway starts in the Niles area at M @-@ 139 and runs north through Watervliet to South Haven , ending at Interstate 196 / US Highway 31 (I @-@ 196 / US 31) . In between , it runs through farm fields and past lakes in the southwestern part of the Lower Peninsula . The trunkline is used , on average , by between 1 @,@ 500 and 10 @,@ 200 vehicles .

The state designated M @-@ 140 in the early 1930s over a previous alignment of US 31 when that highway rerouted through the area . M @-@ 140 was extended from Watervliet to Niles a few years later . Changes were made to the routing of the trunkline in the 1950s and 1960s . The last change was made in 1972 , resulting in the modern course for the highway .

= = Route description = =

M @-@ 140 starts at an intersection with M @-@ 139 near the St. Joseph River north of Niles and runs due north through farm fields . The trunkline jogs to the west near Steinbauer Lake before returning to the northerly course . There is another westerly jog along Pokagon Road around Riggins Lake . M @-@ 140 turns back northward and runs through the community of Berrien Center . Near Eau Claire , the highway turns bends along Maple Grove Road for about 1 @,@ 000 feet (300 m) before going north on Watervliet Road . East of town , the trunkline follows Main Street eastward toward the Berrien ? Cass county line . M @-@ 140 intersects the northern terminus of M @-@ 62 and curves north .

In northern Berrien County , M @-@ 140 follows Watervliet Road to an interchange with Interstate 94 (I @-@ 94) . The highway continues northward along Main Street into Watervliet , running through the middle of town and intersecting Red Arrow Highway , the former US 12 . North of downtown , the trunkline curves through residential neighborhoods to the northeast around the east end of Paw Paw Lake . M @-@ 140 crosses into western Van Buren County about five miles (8 @.@ 0 km) north of Watervliet . The highway crosses , and parallels , the Van Buren Trail in Covert . In South Haven Township , M @-@ 140 connects the South Haven Area Regional Airport with the I @-@ 196 / US 31 freeway ; north of this interchange , the highway continues as Business Loop I @-@ 196 .

M @-@ 140 is maintained by the Michigan Department of Transportation (MDOT) like other state highways in Michigan . MDOT 's surveys in 2010 showed that the highest traffic levels along M @-@ 140 were the 10 @,@ 176 vehicles daily near in Watervliet ; the lowest count was 1 @,@ 536 vehicles per day along Pokagon Road , on average . All of M @-@ 140 is a two @-@ lane , undivided highway , except sections in cities like Watervliet which may have up to four lanes . No section of the trunkline has not been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

The State Trunkline Highway System was created on May 13 , 1913 , by an act of the Michigan Legislature ; at the time , one of the system 's divisions corresponded to the initial segment of M @-@ 140 . Division 5 followed a course from Niles northward to Mackinaw City that encompassed the highway between Watervliet and South Haven . In 1919 , the Michigan State Highway Department (MSHD) signposted the highway system for the first time , and the future M @-@ 140 corridor was assigned to part of the original M @-@ 11 . On November 11 , 1926 , M @-@ 11 was redesignated as part of US 31 in the state .

In late 1931 , the state transferred US 31 to a new routing between the St. Joseph and South Haven areas ; in the process , the former route of US 31 between Watervliet and South Haven was redesignated as M @-@ 140 . The highway was extended southward from Watervliet to the Niles area in late 1934 or early 1935 . The concurrency between M @-@ 62 and M @-@ 140 was eliminated around the end of 1957 when the former highway was truncated to terminate east of Eau

Claire instead of continuing west into town . At the end of the 1950s , the route north of Watervliet to the county line was realigned , smoothing several sharp curves .

The construction of the I @-@ 196 / US 31 freeway around the South Haven area impacted the northern terminus of M @-@ 140 in the 1960s . When it opened in 1963 , BL I @-@ 196 was shown on maps as continuing north along M @-@ 140 into town to a junction with M @-@ 43 . In 1972 , the business loop was rerouted , and M @-@ 140 was truncated to end at the freeway interchange south of town .

= = Major intersections = =