

= M @-@ 216 (Michigan highway) =

M @-@ 216 is a state trunkline highway in the US state of Michigan that serves as a connector route between M @-@ 40 at Marcellus and US Highway 131 (US 131) . The highway runs through a rural area of the southwestern part of the state . It has been a part of the highway system since 1935 ; the current form of the roadway was finalized in 1939 . Between 2 @,@ 400 and 3 @,@ 900 vehicles use the highway each day on average .

= = Route description = =

M @-@ 216 begins at a junction with M @-@ 40 in the village of Marcellus to the southwest of Kalamazoo . The highway follows Main Street eastward in the village , crossing a branch line of the Canadian National Railway . East of town , M @-@ 216 passes through farm fields and jogs to the south around Lewis Lake . The highway runs along Marcellus Road through the rural landscape that is a mix of farm fields and woods . The trunkline crosses the Cass ? St. Joseph county line before running through the unincorporated community of Howardsville in Flowerfield Township . After passing by the Pine View Golf Club , the road comes to its end at US 131 .

The Michigan Department of Transportation (MDOT) maintains M @-@ 216 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 2009 showed that the highest traffic levels along M @-@ 216 were the 3 @,@ 853 vehicles daily in the village of Marcellus ; the lowest counts were the 2 @,@ 421 vehicles immediately east of town . No section of M @-@ 216 has been listed on the National Highway System , a network of roads important to the country 's economy , defense , and mobility .

= = History = =

M @-@ 216 has existed in its current location since its creation in 1935 . Two sets of changes to the roadway were made in the late 1930s . The first came in late 1938 when a new 0 @.@ 7 @-@ mile (1 @.@ 1 km) long segment was newly built to replace an 0 @.@ 9 @-@ mile (1 @.@ 4 km) segment which contained sharp turns . In 1939 , the road paving was completed . Since then , the road has existed on its current alignment .

= = Major intersections = =