

= M @-@ 62 ( Michigan highway ) =

M @-@ 62 is an arc @-@ shaped state trunkline highway in the southwestern part of the US state of Michigan . The highway runs from the Indiana state line north and west to M @-@ 140 in Eau Claire . In between , it serves the western Cass County communities of Dowagiac and Cassopolis . The highway was formed in the 1920s , originally as a north ? south route . It was later extended , taking the current arc @-@ shaped routing . A short truncation in the 1950s produced the current routing , which has remained unchanged since . In total , M @-@ 62 runs about 28 1 ? 3 miles ( 45 @. @ 6 km ) in the two counties .

= = Route description = =

M @-@ 62 follows a roughly " question mark " -shaped routing in southwestern Michigan . It starts at the Indiana state line south of Edwardsburg in Cass County 's Ontwa Township north of Granger , Indiana . The trunkline connects with State Road 23 and runs north through farmland to Edwardsburg , intersecting US Highway 12 ( US 12 ) in town . M @-@ 62 turns northeasterly running out of town parallel to a rail line up to Cassopolis . The trunkline crosses the rail line and runs concurrently with M @-@ 60 through Cassopolis . The two highways pass Stone Lake on the way into downtown . M @-@ 62 continues north after leaving M @-@ 60 , then curves west to leave town ; between these locations is where the change in signposting from north ? south to east ? west occurs . It then continues through more farmland to La Grange , where it crosses the Dowagiac River at the mouth of La Grange Lake . It crosses the river a second time on the way northwest to Dowagiac .

The Michigan Department of Transportation ( MDOT ) tracks the traffic volumes along the roads it maintains . This is measured using a metric called average annual daily traffic , which is the number of vehicle per day that use a roadway segment for any average day of the year . In 2009 , MDOT 's survey calculated that 2 @, @ 246 vehicles used the section of M @-@ 62 between Cassopolis , La Grange and Dowagiac . This was the lowest traffic count along the whole highway .

The third crossing of the Dowagiac is at the mouth of Mill Pond in eastern Dowagiac , where M @-@ 62 follows Division Street through downtown . This section of the highway had the highest traffic count with 9 @, @ 088 vehicles in 2009 . At Front Street , M @-@ 51 merges with M @-@ 62 , and the two run concurrently to the west through town . M @-@ 62 continues westerly after M @-@ 51 separates and turns southwesterly near the Dowagiac Municipal Airport . The highway crosses into Berrien County south of Indian Lake and continues west through more scattered farms and woodland to a junction with M @-@ 140 . At this intersection , M @-@ 140 turns west along the roadway , and M @-@ 62 ends . No section of M @-@ 62 has been listed on the National Highway System , a system of roads considered important to the country 's defense , economy or mobility .

= = History = =

M @-@ 62 was formed before 1924 along a portion of its current routing . The trunkline started at the Indiana state line and ran north through Edwardsburg and Cassopolis . The northern terminus was at M @-@ 40 ( now M @-@ 51 ) in Dowagiac . The southern section was moved by the end of 1925 to follow a more direct routing between Edwardsburg and the state line . An extension in 1930 moved the northern terminus west into Berrien County , ending in Eau Claire . The final few miles of highway were transferred back in local control around 1957 . Before the transfer , M @-@ 62 ran concurrently with M @-@ 140 west and continued into Eau Claire . After the transfer , M @-@ 62 ended at the eastern M @-@ 140 junction and the concurrency was removed .

= = Major intersections = =