

= M @-@ 43 ( Michigan highway ) =

M @-@ 43 is a state trunkline highway in southwestern and central parts of the US state of Michigan . The highway runs from South Haven to Webberville along an indirect path through both rural areas and larger cities . The trunkline follows three overall segments : a southeasterly track from South Haven to Kalamazoo , a northeasterly course to the Hastings area and an easterly route through the Lansing area .

The M @-@ 43 designation dates back to at least July 1 , 1919 , when it was used on a series of roadways running between Kalamazoo and St. Charles . Its northern- and easternmost sections were transferred to other highways in the 1930s . Additions to M @-@ 43 extended it to its current termini . Several sections of the highway were realigned during its history , one of these changes led to the creation of a business loop in Grand Ledge . Another former segment of the trunkline in the Lansing area has been renumbered M @-@ 143 .

= = Route description = =

M @-@ 43 begins at an intersection with BL I @-@ 196 in South Haven . Known locally as Bailey Avenue , the road heads out of the city to the southwest , intersecting County Road A @-@ 2 before running over Interstate 196 ( I @-@ 196 ) . From there , the road continues to the southeast near the airport through the rural areas of Van Buren County . The road runs through mixed woodland and fields before passing through Bangor . After Bangor , the route heads due east past Glendale and then intersects M @-@ 40 north of Paw Paw .

After the junction with M @-@ 40 , the highway then enters Kalamazoo County and has an interchange with US Highway 131 ( US 131 ) just before entering the city of Kalamazoo on Main Street near the north side of the campus of Western Michigan University . Through downtown , M @-@ 43 runs concurrently with both of the city 's business loops for I @-@ 94 and US 131 . Eastbound traffic along the combined highway is routed on Michigan Avenue , while westbound traffic uses Kalamazoo Avenue . Business US 131 ( Bus . US 131 ) turns north at Park Street and BL I @-@ 94 / M @-@ 43 continues east . After the two traffic directions merge back together and cross the Kalamazoo River , BL I @-@ 94 turns to the southeast , and M @-@ 43 follows Riverview Drive to an intersection with Gull Road . There M @-@ 43 begins to head northeast out of the city . The highway passes in front of the Borgess Medical Center and along a row of retail and commercial properties next to Gull Road . The trunkline then travels through a rural area for a brief period before entering the community of Richland where it merges with M @-@ 89 .

M @-@ 43 and M @-@ 89 run concurrently for a mile north of Richland before M @-@ 89 heads off to the west while M @-@ 43 continues north . After the concurrency ends , M @-@ 43 turns east and then back north to run between Little Long and Gull lakes . It is at this point where M @-@ 43 begins its northward trek . The road continues on a general north @-@ northeast track through rural areas and beside several lakes in Barry County before meeting M @-@ 179 and M @-@ 37 . M @-@ 43 merges with the latter highway and together they run into Hastings . Downtown , M @-@ 37 leaves town to the south , while M @-@ 43 heads north before curving around the east , passing through farmfields approaching the community of Woodland . After leaving town , the road meets M @-@ 66 , and together they head north to a junction with M @-@ 50 .

M @-@ 43 then turns east with M @-@ 50 , and they briefly run together before M @-@ 50 diverges to the southeast . Now known as the Grand Ledge Highway , M @-@ 43 continues its easterly path across northern Eaton County before dipping south briefly to travel around the south side of Grand Ledge . Just south of town , M @-@ 43 has a junction with M @-@ 100 and then follows Saginaw Highway . The highway then has a junction with I @-@ 96 / I @-@ 69 in Delta Township before continuing into Lansing , merged with BL I @-@ 69 .

In Lansing , the highway travels splits to follow the one @-@ way streets of Saginaw ( eastbound ) and Oakland ( westbound ) near the Sparrow Specialty Hospital . BL I @-@ 69 / M @-@ 43 then crosses the Grand River and passes Marshall Park . The trunkline then passes over US 127 just before the paired one @-@ way streets merge back together on Grand River Avenue . After the

merge , M @-@ 43 heads southeast through East Lansing , passing the main campus of Michigan State University and Spartan Stadium . The road continues on its southeast path , traveling by the Meridian Mall as it enters Meridian Township . From here the road travels through Williamston before terminating at an interchange with I @-@ 96 just south of Webberville at exit 122 .

The Michigan Department of Transportation ( MDOT ) maintains M @-@ 43 like all other state trunkline highways . As a part of those responsibilities , the department tracks the volume of traffic along its roadways using a metric called average annual daily traffic . This is a calculation of the traffic levels for a roadway segment for any average day of the year . In 2009 , MDOT determined that the highest traffic volume along M @-@ 43 was east of the I @-@ 96 / I @-@ 69 interchange at 38 @,@ 927 vehicles per day . The highest commercial traffic was west of the interchange at 645 trucks daily . The lowest volumes were at Woodland with only 1 @,@ 700 vehicles and 120 trucks traveling along that section of the highway daily . Two segments of M @-@ 43 are listed on the National Highway System . The first section runs from US 131 in Oshtemo Township east to the intersection of M @-@ 43 ( Gull Road ) and Sprinkle Road in Comstock . The second segment is between I @-@ 96 / I @-@ 69 in Delta Township and the junction between Saginaw Street and Grand River Avenue in East Lansing .

= = History = =

When M @-@ 43 was first commissioned by July 1 , 1919 , it ran from M @-@ 17 in Kalamazoo to Hastings . It also extended north to Ionia and Stanton before turning east through Ithaca to St. Charles . In 1929 , the western end was extended from Kalamazoo to South Haven , with a section still under construction . By the end of 1930 , the sections of M @-@ 43 north and east of Woodbury were redesignated as parts of other highways . The Woodbury ? Stanton segment was renumbered M @-@ 14 , and the Stanton ? St. Charles highway became M @-@ 57 . In 1938 , the road was extended to the east , replacing the routing of M @-@ 39 from Woodbury all the way to East Lansing where it intersected US 16 as it existed on Grand River Avenue .

The next year , M @-@ 37 was realigned , which created a concurrency with M @-@ 43 in the Hasting area . When M @-@ 43 was rerouted in 1954 , the new course of the highway ran concurrently with M @-@ 66 for a few miles in rural northeastern Barry County . All of the highway was completely paved in 1956 when a new routing opened northeast of Hastings , bypassing Coats Grove . The fourth change in the Barry County routing was made by the next year. the highway was rerouted due northward out of Hastings along Broadway Street .

Around 1959 , M @-@ 43 was shifted to bypass Grand Ledge . The former route through town was retained as a state highway , designated Bus . M @-@ 43 . M @-@ 43 was extended from its eastern end in Lansing in 1962 along a section of highway that was formerly part of US 16 on Grand River Avenue ; the extension to Webberville was made when the I @-@ 96 freeway opened that year . Through the Lansing area , M @-@ 43 was rerouted off Michigan Avenue downtown . This former routing was renumbered M @-@ 143 .

= = Major intersections = =

= = Business loop = =

Business M @-@ 43 ( Bus . M @-@ 43 ) was a business loop through the city of Grand Ledge . It ran east along Jefferson Street . The street curves to the southeast at a bend in the Grand River . M @-@ 100 merges in from the northeast at Bridge Street . The two highways ran concurrently south to Saginaw Highway . There , Bus . M @-@ 43 ended at the intersection with M @-@ 43 while M @-@ 100 continued south .

The business loop was created when M @-@ 43 was rerouted to a new roadway southwest of downtown Grand Ledge . This roadway opened on November 14 , 1959 , at which time the business loop was signed along the former route in town . In 1968 , Bus . M @-@ 43 was decommissioned .

The section not concurrent with M @-@ 100 was turned over to local control and removed from the state trunkline highway system .