

= M @-@ 40 (Michigan highway) =

M @-@ 40 is a north ? south state trunkline highway in the Lower Peninsula of the US state of Michigan . The highway runs from US Highway 12 (US 12) near the Indiana state line in Porter Township north through Paw Paw and Allegan to end in the outskirts of Holland . The current northern end is near Interstate 196 (I @-@ 196) at an intersection with US 31 / Business Loop I @-@ 196 (BL 196) . In between , M @-@ 40 runs through mixed agricultural and forest lands and along lakes and rivers through Southwest Michigan .

The trunkline was designated by July 1 , 1919 along with the rest of the original state highway system along a route that is different that of today . South of Paw Paw , the original M @-@ 40 reached Niles and even the Indiana state line for a time . The northern end was extended in stages to Holland . The southern end was shifted in the 1970s , resulting in the current routing .

= = Route description = =

M @-@ 40 starts at an intersection with US 12 in rural Cass County . Running north through farm fields , the highway rounds Bar Lake and into the community of Jones . The area around Jones has a few more lakes in a wooded setting . As the trunkline continues north , it passes back into farm lands . The road curves around to the northwest as it passes between Bogart Lake and Streeters Mill Pond near Dutch Settlement Road . M @-@ 40 follows Centre Street into Marcellus . When the highway meets the western end of M @-@ 216 in town , M @-@ 40 turns west along Main Street and runs out of town . The roadway returns to a northerly course , and later it curves northwesterly again near Cedar Lake near the Van Buren County line .

Continuing north , the trunkline passes through mixed agricultural and wood lands into the community of Lawton . M @-@ 40 follows Main Street through town and exits on a northwestern track towards the village of Paw Paw . M @-@ 40 crosses over I @-@ 94 and turns north into town running along Maple Lake . The highway crosses the narrow isthmus between the larger Maple Lake and the smaller Ackley Lake , passing through some small residential subdivisions as it leaves Paw Paw . Small farms dot the landscape as M @-@ 40 crosses M @-@ 43 in a rural area of the county on the way to Gobles . It is in this small city that the road crosses the Kal @-@ Haven Trail State Park , a linear park that follows the former Kalamazoo and South Haven Railroad line . The rail line was converted into a rail trail and allows users to bike , hike or snowmobile between Kalamazoo and South Haven .

M @-@ 40 crosses into Allegan County near Base Line Lake . The highway follows Jenner Street along some curves near the banks of the Kalamazoo River as the trunkline enters the south side of Allegan . M @-@ 40 meets M @-@ 89 , and the two highways run concurrently into downtown together on Cedar Street . At the intersection with Cutler Street , M @-@ 40 / M @-@ 89 meets the western end of M @-@ 222 and M @-@ 40 / M @-@ 89 turns west onto Cutler Street . The street name changes to Western Avenue as M @-@ 40 / M @-@ 89 curves north and northwest , crossing the Kalamazoo River and leaving town . North of Lake Allegan , M @-@ 89 separates and runs west toward Fennville , and M @-@ 40 extends to Hamilton , crossing the Rabbit River . The highway runs through more farms and approaches the outskirts of Holland . The trunkline crosses over I @-@ 196 and follows Lincoln Road through an industrial area on the southeast side of town . At 48th Street , the highway turns west until meeting Lincoln Avenue . There , M @-@ 40 turns north for several blocks before ending at the intersection with BL I @-@ 196 / US 31 .

= = History = =

When M @-@ 40 was created around by July 1 , 1919 , it originally ran from Niles to Dowagiac and Decatur roughly along the current path of M @-@ 51 . Then it traveled to the northeast where it entered Paw Paw and continued north to Allegan . By 1921 , M @-@ 40 is shown on maps extending south of Niles to the Indiana state line , but not extending to Allegan . The segment from Niles south was used for the routing of US 31 in 1926 . A section of the highway was realigned in

the same time period near Paw Paw . After the change , M @-@ 40 followed the contemporary US 12 instead of Paw Paw Road . A rerouting of M @-@ 89 in 1927 shifted it to run from Allegan southeast to Plainwell instead of east to Martin ; M @-@ 40 replaced M @-@ 89 on the Allegan ? Martin roadway . In 1929 , the routing from Allegan to Martin was removed and renumbered M @-@ 118 , and M @-@ 40 was extended to the north out of Allegan along M @-@ 89 and its modern routing to a new terminus in Holland ending at US 31 . The last segment of unpaved highway was paved in late 1945 or early 1946 . This segment was near Dunningville in central Allegan County .

In late 1960 or early 1961 , when the I @-@ 94 freeway was completed in Van Buren County , M @-@ 40 moved to the new freeway for four miles (6 @.@ 4 km) , between present day exits 56 and 60 , and the former route along old US 12 was returned to local control . In 1971 , all of M @-@ 40 south of I @-@ 94 was reassigned the designation M @-@ 51 while M @-@ 40 was shifted to the east to take over the routing of the contemporary M @-@ 119 between Paw Paw and its intersection with US 12 in Porter Township near Mottville ; the M @-@ 40 designation on the section of I @-@ 94 was dropped . In 1994 , the northern terminus was scaled back from the US 31 business loop to its present terminus at US 31 on the southeast side of Holland .

Local officials in Allegan have proposed creation of a truck route around the town . Concerned about the traffic and noise , residents have formed the Citizens for a Safer Community . They cite reports that show that the accident rates in town are higher than the statewide average . The group and local officials are proposing using 24th Street , 118th Avenue and Babylon Road for truck traffic . MDOT would require permits to erect the signs needed for the truck route . The department has indicated that the bypass would not be a state highway . MDOT will not take ownership of the roads needed for the truck route , but overall the department is supportive of the city 's efforts to make the downtown area more pedestrian friendly .

= = Major intersections = =