

## **Information Regarding the 127 On-ramp Feasibility Study Request**

### **Unlocking Industrial Development Potential**

- The lack of full-service interchanges - specifically the absence of a southbound exit and northbound entrance at Exit 139 - is a logistical obstacle for existing and prospective businesses.

An Improved ramp(s) would:

- Reduce the need for trucks to drive through town.
- Increase access to the industrial zones on the south end of Mt. Pleasant.
- Streamline freight movement, saving companies time and money.

### **Removing Barriers to Business Expansion**

Below are business examples that can be used to illustrate the types of traffic needs and the ways in which this request can be helpful for local businesses, as well as economic development and business attraction:

**Northern Logistics out of Clare:** they have estimated 630 trucks that go through town twice, which equates to 1260 large semi-trucks that don't need to go through town! In addition to Northern Logistics, they have estimated 430 trucks from various transportation companies.

#### **The North American Headquarters of Mitsuba:**

- Employs around 248 employees, that would also benefit from increased transportation options
- They are an automotive advanced manufacturing company
- Produce starters, windshield wiper blade motors, exhaust fans, etc
- The company manufactures for Mitsuba but also for 60 other companies.

Companies like Legend Manufacturing and MLT Transport have identified US-127's limited access as a constraint to expansion and productivity.

Improving access at the south end of Mt. Pleasant would help retain and grow existing Businesses by reducing delivery delays, improving fuel efficiency, and increasing operational safety. Companies in Mt. Pleasant's South Industrial Park,

including Konwinski Construction and Bill's Custom Fab have identified that improved access would be beneficial for their operations.

Additionally, below are broader examples of benefits that this feasibility study, and an eventual on-ramp in this location, will have on the community and the state:

### **1. Enhanced Regional Connectivity**

- The new ramp would provide a direct link to US-127 North from the first exit, reducing congestion and improving traffic flow.
- Access to the Mount Pleasant SmartZone, located on the south end of town, would be improved. Through strategic partnerships, SmartZones and corresponding business incubators work to increase jobs and invest in technology-related businesses. Opportunities for business investment and attraction within the SmartZone and through the CMURC business incubator, particularly in the technology and manufacturing sectors which rely heavily on the transportation industry, would benefit greatly from the ability to both enter and exit the highway on the south end of town.
- Ongoing defense research being done at CMU, in collaboration with CMURC, stands to benefit significantly from the addition of a northbound on-ramp on the south side of town. This infrastructure enhancement would support and expand the opportunity for key partnerships with Camp Grayling, advancing opportunities for collaborative innovation and testing.

### **2. Traffic Flow and Safety**

- **Reduced Congestion:** The ramp will alleviate traffic on local streets and improve access during peak hours and events.
- **Safety Improvements:** It will reduce traffic on residential streets, decreasing accidents and improving pedestrian safety.

### **3. Economic Development and Growth**

- Saginaw Chippewa Tribe: Easier access will support tourism and business ventures, including the Soaring Eagle Casino & Resort, benefiting the tribe's economy.
- Local Businesses: The ramp will improve access for businesses, boosting commerce and attracting new investments.

#### **The study should include items such as:**

Traffic volume analysis and origin-destination modeling; engineering evaluation of right-of-way availability and environmental impact; cost estimation for construction and maintenance; safety analysis based on current vs. projected use; public input and stakeholder engagement; alignment with MDOT and regional transportation plans

#### **Have Additional Dollars Been Requested from other sources:**

Many funding opportunities, such as federal highway funding grants, etc, require the type of information that is gathered in a feasibility study. This request for funding would allow for this process to be completed so that further efforts may be taken to apply for construction funding.