



US-127 Corridor Questions and Answers

The following questions were submitted via chat or voice by participants during the virtual meeting held on Jan. 31, 2023.

Q: Will there be any realignments of roadways and ramps?

A: Yes, the northbound US-127 to eastbound Trowbridge Road ramp is proposed to be realigned (see slide 22 of the presentation) as well as the northbound US-127 mainline roadway horizontal curve north of Trowbridge Road (see slide 23 of the presentation). Additional ramps at the Dunckel Road and Trowbridge Road interchanges are proposed to be realigned to meet current MDOT and Federal Highway design criteria.

Q: Why is Kalamazoo to I-69 a rehabilitation rather than a rebuild?

A: There are many different factors that go into what type of fix MDOT plans to do on a particular stretch of road including: existing pavement conditions and pavement type, geometry of roadway, if it fits current standards, if there is a high crash rate, amount of traffic and projected delays and congestion, funding available, number of bridges that need to be reconstructed, etc. The northern project just did not have the high number of crashes, projected delays, the geometry still fit current standards, and the existing pavement was deemed fit for a rehabilitation. Therefore, it was determined to not need a total reconstruction like the southern project.

Q: Will US-127 be closed at any time during these years or down to fewer lanes? If so, what are the time frames?

A: US-127 as a whole will not be closed all at once. Northbound US-127 is proposed to be closed with northbound traffic moved to the southbound roadway to maintain northbound traffic through the project limits. During this northbound road closure for construction, both northbound and southbound US-127 traffic will be maintained on the southbound roadway separated by temporary zipper barrier. This northbound US-127 work is proposed to be worked on and substantially completed in 2024.

Once northbound work is completed, southbound US-127 is proposed to be closed with southbound traffic moved to the northbound newly constructed roadway to maintain southbound traffic through the project limits. During this southbound road closure for construction, both northbound and southbound US-127 traffic will be maintained on the



northbound side separated by temporary concrete barrier. The southbound US-127 work is proposed to be worked on and substantially completed in 2025.

Please refer to slides 31 through 41 in the presentation.

During construction, please refer to the MDOT website (www.michigan.gov/127Corridor) and please subscribe to US-127 updates (subscription link included on the website).

Q: Will drain work affect areas that may currently flood?

A: MDOT is developing drainage design plans based on the proposed modifications to the existing roadway for the segment of the roadway that MDOT focused on during the presentation (from I-96 northerly to I-496). As part of the drainage design, areas of known, existing flooding, are being reviewed to determine potential fixes. Drainage concerns north of I-496 along US-127 will be reviewed as part of that project design which has yet to begin.

Q: What will be the lane merging configuration: 2 to 1, 3 to 1 or 3 to 2 lane change during the work?

A: While northbound US-127 is closed for construction, the following temporary lane configurations have been proposed. Please note that changes to these temporary lane configurations could occur during construction depending on how traffic moves through this corridor based on traffic diversion:

2024 Construction

Morning (AM Peak): One lane for southbound US-127 and one lanes for northbound US-127, both maintained on the southbound US-127 roadway, separated by temporary zipper barrier (see slide 33 from the presentation).

2024 Construction

Afternoon (PM Peak): Two lanes for southbound US-127 and one lane for northbound US-127, both maintained on the southbound US-127 roadway, separated by temporary zipper barrier (see slide 34 from the presentation).

2025 Construction

In most cases, two lanes are proposed to be maintained in both the northbound and southbound directions through the project limits on the newly constructed northbound roadway while southbound US-127 is under construction.



During construction, please refer to the MDOT website (www.michigan.gov/127Corridor) and please subscribe to US-127 updates (subscription link included on the website).

Q: Was an ATM/flex route considered for this corridor? Does future off-peak traffic warrant the need for a full third full time lane?

A: During the study phase of this project, a number of different alternatives were reviewed to accommodate the operational items discussed as part of the presentation and, yes, ATM/flex route configurations were considered.

Q: Trowbridge sees high speeds coming off the freeway. Was there any consideration to help with lower speeds before entering East Lansing, like a roundabout?

A: MDOT has received this comment previously and as part of the design, optical speed bars have been proposed for the southbound US-127/eastbound I-496 ramp to eastbound Trowbridge Road. Please see slides 28-29 from the presentation.

A roundabout was not considered.

Q: When will the noise walls north of the reconstruction project be built? Are they part of the rehabilitation project?

A: The proposed noise barriers in the northern project, which extends from I-496 to I-69, are anticipated to be constructed in 2027 or 2028. Please note that the construction schedule for this northern project was recently modified to the 2027 to 2028 years mentioned in this response.

Q: Will Spartan football games be considered when using the zipper barrier?

A: MSU events were considered when evaluating the zipper wall. All of our construction traffic options eliminated access to many ramps for some duration. The zipper wall will provide the shortest duration for impacts to ramps – minimizing congestion as much as possible.

Q: RE: Trowbridge Road realignment - Increasing the speed of the off-ramp to 45 mph and increasing NB-127 curve to 70 mph will increase noise. How was it determined that a noise wall is not warranted in this area?

A: As part of the noise analysis, the northbound US-127 to eastbound Trowbridge Road and northbound US-127 mainline horizontal curve alignment modifications were included and modeled to determine associated noise impacts. Please refer to the draft noise analysis on



MDOT's website for additional information at www.michigan.gov/mdot/Programs/highway-programs/Environmental-Efforts/noise-abatement.

Q: Can we get commitments from MDOT's University Region to perform regular maintenance of US-127 while this multi-year project is ongoing? Currently, the maintenance (filling holes and cracks) is infrequent, ineffective, and not executed well. I would not want to see routine maintenance go by the wayside because "it is going to be rebuilt anyway."

A: University Region maintenance crews perform routine maintenance on US-127 every year. Surface maintenance actions include cold patching, spray patching, and hot mix asphalt patching. These routine maintenance fixes provide temporary relief to potholes and cracks and are the best solution funding will allow until a major fix can be performed That section of road will be spray patched this summer and MDOT will continue to do maintenance as needed through construction.

Q: Are you coordinating with other road agencies so that alternate routes aren't undergoing work at the same time? Having work on I-496/US-127 and Lake Lansing Rd was a nightmare. Also, I thought that there was supposed to be a new exit off US-127 north of the Eastwood Town Center again to allow traffic to have an option other than Lake Lansing Rd. What is the status of that project?

A: MDOT and the design consultant meet with the adjacent communities monthly to discuss this project and others in the area. Some projects and detours have been strategically moved to accommodate the work in the area, but at times it just cannot be avoided due to numerous constraints.

MDOT currently has no plans to add any exits north of Lake Lansing Road or anywhere in this area.

Q: Was any consideration given to the weaving issues that occur at the Homer/Saginaw exit ramp?

A: This is being considered as part of the northern project design and construction work which extends along US-127 from I-496 northerly to I-69. Construction is tentatively planned to occur in 2027 and 2028. Design on this section of roadway will begin in middle to late 2023. This comment will be reviewed as part of this design. Please note that the construction schedule for this northern project was recently modified to the 2027 to 2028 years mentioned in this response.