



APPENDIX L. SUMMARY OF ALTERNATIVES AND OPTIONS

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SUMMARY OF 2001 DEIS/2004 FEIS ALTERNATIVES ANALYSIS

Alternatives	Description	Action
No-Build Alternatives – 2001 DEIS and 2004 FEIS		
No-Build Alternative (2004)	See Section 4.3.1 of the 2001 DEIS and Section 4.1 of the 2004 FEIS for details. This alternative maintained I-94 in its existing configuration, alignment, and location. While this may result in less negative environmental consequences than the Build Alternatives, it did not satisfy the purpose and need of the project because it did not address the problems and deficiencies cited in the Purpose and Need Statement (Chapter 1) of the 2001 DEIS including substandard design elements, safety concerns or forecasted traffic volumes.	Dismissed in 2001 DEIS
Enhanced No-Build Alternative	See Section 4.3.2 of the 2001 DEIS and Section 4.2 of the 2004 FEIS for details. The Enhanced No-Build Alternative responded to comments received during planning that I-94 should be rebuilt without any expansion. This No-Build alternative therefore would maintain I-94 in its existing configuration, alignment, and location. It considers addressing the physical condition of the facility, but not the geometric or safety deficiencies. This did not address the outdated design, inadequate capacity, discontinuous service drives and system continuity, nor would it satisfactorily accommodate freight traffic. This alternative also did not meet the purpose and need for the project.	Dismissed in 2001 DEIS
I-94 – Build Alternatives – 2001 DEIS and 2004 FEIS		
Use of Grand Trunk Western/Conrail Rail Corridor as a Truck Route	See Section 4.2.1 of the 2001 DEIS for details. This alternative was dismissed as it adds substantial cost, would only service trucks, and would only partially relieve traffic congestion.	Dismissed in 2001 DEIS
Reconstruct I-94: add HOV lanes without improvements to the M-10 and I-75 interchanges	See Section 4.2.2 of the 2001 DEIS for details. This alternative did not meet the need to reduce congestion or improve operations or safety.	Dismissed in 2001 DEIS
Reconstruct I-94: Add Unconventional Service Drives without Improvements to the M-10 and I-75 interchanges	See Section 4.2.3 of the 2001 DEIS for details. This alternative was found to have high environmental impacts that outweighed its benefits. It did not meet the needs of replacing interchanges or improving traffic operations and safety.	Dismissed in 2001 DEIS

Alternatives	Description	Action
Reconstruct I-94: Add Lanes and Provide Reserved Space for Future Expansion without Improvements to the M-10 and I-75 Interchanges	See Section 4.2.4 of the 2001 DEIS for details. This alternative was dismissed because it did not include the interchanges, would be costly to construct, did not meet safety, congestion and operational needs.	Dismissed in 2001 DEIS
Reconstruct I-94: Improvements to the M-10 and I-75 interchanges with collector-distributor roads	See Section 4.2.5 of the 2001 DEIS for details. This alternative was dismissed due to additional residential and business property impacts without corresponding additional benefits	Dismissed in 2001 DEIS
Reconstruct I-94: Original Design Improvements to the M-10 and I-75 Interchanges with Continuous Service Drives	See Section 4.2.6 of the 2001 DEIS for details. This alternative was dismissed because it would require substantial residential relocations.	Dismissed in 2001 DEIS
Refinement of Design Improvements to the M-10 and I-75 Interchanges with Continuous Service Drives	See Section 4.2.7 of the 2001 DEIS for details. This alternative was dismissed as it did not provide the desired access from M-10 and I-94 to the New Center Area via Milwaukee Avenue and Wayne State University area via Warren Avenue.	Dismissed in 2001 DEIS
Reconstruct I-94: Original Design of Improvements to the M-10 and I-75 Interchanges with Braided Ramps	See Section 4.2.8 of the 2001 DEIS for details. This alternative was dismissed due to substantial property impacts and residential relocations.	Dismissed in 2001 DEIS
Refined Original Design of Improvements to the M-10 and I-75 Interchanges with Braided Ramps	See Section 4.2.9 of the 2001 DEIS for details. This alternative was dismissed due to substantial property impacts and residential relocations as well as lack of continuity of the service drives.	Dismissed in 2001 DEIS
Transit: Modifications to existing bus service; Bus Rapid Transit (BRT), Light Rail.	See Section 4.2.10 of the 2001 DEIS for details. Transit alternatives were dismissed as stand-alone alternatives as they did not substantially improve the level of congestion experience on I-94 and do not address infrastructure condition. Elements of transit alternatives are carried forward as compatible options with the ASA (see Section 4.5.2 of the 2001 DEIS).	Dismissed in 2001 DEIS

Alternatives	Description	Action
Transportation System Management (TSM) and Intelligent Transportation System (ITS)	See Section 4.5.1 of the 2001 DEIS for details. This alternative was dismissed as a stand-alone alternative as it does not substantially improve the level of congestion experience on I-94 and does not address infrastructure condition. TSM was carried forward as a compatible option with the ASA.	Dismissed in 2001 DEIS
2001 DEIS Build Alternative: Refined Design of Improvements to the M-10 and I-75 Interchanges with Design Elements of Continuous Service Drives and Braided Ramps	See Section 4.3.3 of the 2001 DEIS and Section 4.4 of the 2004 FEIS for details. This alternative includes an additional lane in each direction on I-94 with improved geometrics, redesigned interchanges, bridges and continuous service drives; continuous service drives and surface street intersections. I-94 service drives would feature two 11-foot travel lanes and an 8-foot shoulder except between M-10 and I-75 on the south side of I-94 where three lanes would be provided; adding auxiliary lanes on I-94; reconstruct the I-94/M-10 system interchange; improvements to the I-94/I-75 system interchange; relocating or removing access points to I-94; and reconstructing 15 service interchanges on I-94, M-10, and I-75	Recommended Alternative of the 2004 FEIS
<i>2001 DEIS Build Alternative with Modification 1</i>	See Sections 4.5 and 4.6 of the 2004 FEIS and Section 2.0 of the 2005 ROD for details. This modification included a narrower median (no reserved space for future transportation needs) and reduced the service drives, except adjacent to Wayne State University, to a continuous two-lane configuration with an 8-foot outside shoulder versus an 8-foot outside multi-use lane or parking lane.	Approved Selected Alternative (ASA) of the 2005 ROD
<i>2001 DEIS Build Alternative with Modification 2</i>	See Section 4.5 of the 2004 FEIS for details. This modification retained the reserved space in the median; however, it reduces the service drives, except adjacent to Wayne State University, to a continuous two-lane service drive.	Dismissed in 2004 FEIS
<i>2001 DEIS Build Alternative with Modification 3</i>	See Section 4.5 of the 2004 FEIS for details. This modification eliminated the reserved space in the median, while retaining a three-lane service drive.	Dismissed in 2004 FEIS

DESIGN MODIFICATION OPTIONS AND ALTERNATIVES

Option No.	Option Description	Notes	Action
I-94 Modifications Options			
A S.T. Gilbert Terminal (5600 Wabash Street) Avoidance Options			
		The Approved Selected Alternative impacted the S.T. Gilbert Terminal which was identified as an historic resource. As such, an avoidance option was evaluated.	
1	Approved Selected Alternative. Proposed I-94 widening centered around the existing center line. New eastbound and westbound service drive connections proposed between 14th Street and Rosa Parks Boulevard. Access to Wabash Street from the existing Service Drives proposed to be removed.	To construct this option, the Administration Building and the Power Plant structure would be impacted. In addition, existing access to Wabash Street to the westbound Service Drive would be eliminated. Therefore, this alternative results in Adverse Impacts to the S.T. Gilbert Terminal which was identified as a Section 106 (Historic) Resource.	Dismissed
2	Reduce the Service Drive width and realign I-94 to the south. Reinstate access from Wabash Street to the westbound Service Drive. Access from Wabash Street to the eastbound Service Drive removed.	The reduction in the Service Drive width and realignment of I-94 to the south. In addition, connectivity between Wabash Street and the westbound Service Drive is proposed to be reinstated. This option therefore avoids adverse impacts to the S.T. Gilbert Terminal which was identified as a Section 106 (Historic) Resource.	Selected
B Local Connectivity between Holden Avenue and Trumbull Street in the northwest quadrant of the I-94/M-10 Interchange			
1	Approved Selected Alternative. Proposed providing a continuous one-way service drive along the west side of M-10 which would continue south of Holden Avenue, curve to the west at the I-94/M-10 interchange and connect to Trumbull Street on the north side of I-94.	Lacks stakeholder support as the new service drive connection impacts the Trumbull Crossings Apartment complex.	Dismissed
2	Match existing local roadway configuration and do not connect the service drive between Holden Avenue and Trumbull Street.	This option is supported by local stakeholders as it minimizes property impacts and meets traffic operational needs. Local traffic will utilize existing Elijah McCoy Drive for access between Holden Avenue and Trumbull Street similar to existing conditions.	Selected
C United Sound Systems Recording Studios (USSRS), 5821 and 5832 Second Avenue, and 447-449 Antoinette Street Avoidance Options			
		The Approved Selected Alternative from the 2004 FEIS impacted four historic/potentially historic resources between Second Avenue and Cass Avenue. As such, avoidance options were evaluated, which considered altering the I-94 freeway design elements, including reducing lane widths, shoulder widths, and realigning the freeway. The options considered avoided additional right-of-way impacts on the south side of I-94 which includes an additional historic resource (Cass Motor Sales) and Wayne State University.	
0	Approved Selected Alternative. Match the I-94 alignment from the Approved Selected Alternative in the 2004 FEIS. This option results in impacting the USSRS building, the houses at 5821 and 5832 Second Avenue, and the apartments at 447-449 Antoinette Street.	The Approved Selected Alternative provides the highest safety performance of the options considered. Due to the risk of damage during construction of the avoidance options considered, the State Historic Preservation Office (SHPO) confirmed/concurred with the option being advanced.	Selected
1	Shift the westbound I-94 alignment to the south; reduce median shoulder width from 14 feet to 10 feet; and provide emergency pull-out options along the outside of westbound I-94 under the Second Avenue and Cass Avenue bridges.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced median shoulder width.	Dismissed
2	Shift the westbound I-94 alignment to the south; reduce median shoulder width from 14 feet to 4 feet; and provide emergency pull-out options along the outside of westbound I-94 under the Second Avenue and Cass Avenue bridges.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced median shoulder width. Safety concerns and low safety performance of the reduced median shoulder width.	Dismissed
2R	Shift the westbound I-94 alignment to the south; reduce median shoulder width from 14 feet to 10 feet; reduce the outside shoulder widths from 8 feet to 6 feet; reduce the lane width of the eastbound Lanes 1, 2, 5, and 6 from 12 feet to 11 feet; reduce the lane width of the westbound Lanes 1,2, and 5 from 12 feet to 11 feet; and provide emergency pull-out options along the outside of westbound I-94 under the Second Avenue and Cass Avenue bridges.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced shoulder widths and lane widths.	Dismissed

Option No.	Option Description	Notes	Action
3	Shift the south abutment of the Cass Avenue bridge south; shift the eastbound and westbound I-94 alignments to the south; reduce median shoulder width from 14 feet to 10 feet; reduce the eastbound Service Drive width from 33 feet to 22 feet; and provide emergency pull-out options along the outside of westbound I-94 under the Second Avenue and Cass Avenue bridges.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced median shoulder width.	Dismissed
3R	Shift the south abutment of the Cass Avenue bridge south; shift the eastbound and westbound I-94 alignments to the south; reduce median shoulder width from 14 feet to 10 feet; reduce the outside shoulder widths from 8 feet to 6 feet; reduce the lane width of eastbound Lanes 1, 2, 5, and 6 from 12 feet to 11 feet; reduce the lane width of westbound Lanes 1, 2, and 5 from 12 feet to 11 feet; reduce the eastbound Service Drive width from 33 feet to 22 feet; and provide emergency pull-out options along the outside of westbound I-94 under the Second Avenue and Cass Avenue bridges.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced shoulder widths and lane widths.	Dismissed
3R2	Shift the south abutment of the Cass Avenue bridge south; shift the eastbound and westbound I-94 alignments to the south; reduce median shoulder width from 14 feet to 10 feet; reduce the lane width of eastbound Lanes 1, 2, 5, and 6 from 12 feet to 11 feet; reduce the lane width of westbound Lanes 1, 2, and 5 from 12 feet to 11 feet; reduce the eastbound Service Drive width from 33 feet to 22 feet; and provide emergency pull-out options along the outside of westbound I-94 under the Second Avenue and Cass Avenue bridges.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced shoulder widths and lane widths.	Dismissed
4	Shift the Cass Avenue bridge south; shift the eastbound and westbound I-94 alignments south; reduce the median shoulder width from 14 feet to 4 feet; reduce the eastbound Service Drive width from 33 feet to 22 feet; and provide emergency pull-out options along the outside of westbound I-94 under Second Avenue and Cass Avenue bridges.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced median shoulder width.	Dismissed
5	Shift the Second Avenue and Cass Avenue bridges south; shift the eastbound and westbound I-94 alignments south; reduce the median shoulder width from 14 feet to 10 feet; and reduce the eastbound Service Drive width from 33 feet to 22 feet.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue.	Dismissed
6	Shift the Second Avenue and Cass Avenue bridges south; shift the eastbound and westbound I-94 alignments south; reduce the median shoulder width from 14 feet to 4 feet; and reduce the eastbound Service Drive width from 33 feet to 22 feet.	High risk of damage to the USSRS building and 447-449 Antoinette Street. Impacts 5821 Second Avenue and 5832 Second Avenue. Lower safety performance due to the reduced median shoulder width.	Dismissed
7	Maintains the freeway cross section as proposed under the Approved Selected Alternative; reduce the eastbound Service Drive width from 33 feet to 22 feet and shifts the I-94 alignment to the south by 10 feet. The reduction of the eastbound Service Drive width allows the I-94 alignment to shift to the south while avoiding additional property impacts on the southside of I-94.	Provides the same safety performance as the Approved Selected Alternative. However, this option fails to avoid impacts to the historic resources and was therefore dismissed.	Dismissed

Option No.	Option Description	Notes	Action
D	I-94/Brush Street Interchange & New Center Local Connectivity	A historic district exists along the south side of Hendrie Street between John R Street and Brush Street. The State Historic Preservation Office (SHPO) has reviewed the proposed options in terms of potential impacts to the historic district.	
1	Approved Selected Alternative. Relocate the existing west facing service interchange ramps from John R Street to Brush Street; eliminate existing bridge crossings at John R Street and Beaubien Street; eliminate Hendrie Street between Woodward Avenue and St. Antoine Street and construct a new eastbound continuous Service Drive with bump-out one-way roadways to provide access to Hendrie Street properties; and construct continuous one-way westbound Service Drive.	Public controversy and opposition from the city of Detroit associated with the elimination of existing bridge connections that provide neighborhood connectivity across I-94 as well as the elimination of existing Hendrie Street. The SHPO indicated this option would not result in adverse impacts to the Hendrie Street Historic District.	Dismissed
2	Eliminate Western Facing Ramps and reinstate existing bridge connections at John R Street and Beaubien Street. This option reinstates the existing bridge connections at John R Street by eliminating the west facing service drive ramps proposed to Brush Street.	Improves operations on I-94 due to the close proximity of the I-94/M-10 system interchange. However, this option is not supported by local stakeholders including the Midtown medical district as the west facing ramps are critical for emergency responders' access to the medical district. In addition, the west facing ramps are key access points to-and-from I-94 for other New Center/Midtown stakeholders including Wayne State University.	Dismissed
3	Two-way Hendrie, EB I-94 exit ramp "T" into Brush, Reconnect Hastings Street. This option proposes reconnecting Hastings Street from Ferry Street to Harper Avenue with a new bridge crossing over I-94. In addition, Hendrie Street is proposed to be extended to the new Hastings Street extension and converted to two-way traffic flow. These design changes reestablish the existing City grid roadway network improving local connectivity. The eastbound I-94 exit ramp to Brush Street is proposed to tie directly into Brush Street at a "T" intersection. The eastbound I-94 entrance ramp is proposed to be located off of the new Hastings Street extension, north of Hendrie Street.	Does not meet Federal Highway Administration (FHWA) Interstate Access Requirements as it converts an existing full access interchange to a partial access interchange.	Dismissed
4	This option proposes reconnecting Hastings Street from Ferry Street to Harper Avenue with a new bridge crossing over I-94. In addition, Hendrie Street is proposed to be extended to the new Hastings Street extension and converted to two-way traffic flow. These design changes reestablish the existing City grid roadway network improving local connectivity. To meet FHWA interstate access requirements, the freeway entrance and exit ramps need to be connected to same roadway. Therefore, this option proposes roundabouts that will connect the entrance and exit ramps together via Hendrie Street. A five-legged roundabout is proposed at the eastbound I-94 exit ramp, Brush Street, and Hendrie Street. A four-legged roundabout intersection is proposed at Hendrie Street, Hasting Street, and the eastbound I-94 entrance ramp.	Concern expressed from the city of Detroit regarding bicycle and pedestrian user safety and mobility due to the size of the roundabout required (multilane) to meet traffic operational needs at the Brush Street/Hendrie Street intersection.	Dismissed
5	This option proposes reconnecting Hastings Street from Ferry Street to Harper Avenue with a new bridge crossing over I-94. In addition, Hendrie Street is proposed to be extended to the new Hastings Street extension and converted to two-way traffic flow. These design changes reestablish the existing City grid roadway network improving local connectivity. To meet FHWA interstate access requirements, the freeway entrance and exit ramps need to be connected to same roadway. Therefore, this option proposes a one-way eastbound Service Drive that connects the eastbound I-94 exit and entrance ramps and parallels Hendrie Street to the north.	Meets the goals of the city of Detroit by reconnecting the city grid roadway network with the Hendrie Street and Hasting Street extensions. This option also meets traffic operational needs and meets FHWA interstate access requirements. This is also the preferred option of the SHPO as it closely matches the existing roadway configuration adjacent to the Hendrie Street Historic District.	Selected
E	GM Area Options (Chene to Mt. Elliott)		

Option No.	Option Description	Notes	Action
1	Approved Selected Alternative. Construct continuous one-way service drives; provide full-access interchanges at Chene Street and Mt. Elliott Street; maintain E. Grand Boulevard as a through roadway; and eliminate bridge crossing at Lucky Place.	Does not provide the opportunity to reconnect Harper Avenue to downtown. Instead this option proposes constructing new continuous service drive roadways. The city of Detroit opposes this option as it does not meet their goals for reconnecting and maximizing the existing street grid pattern. In addition, this option fails to provide improved connectivity to neighborhoods and provides a poor environment for non-motorized users on their designated bike routes on E. Grand Boulevard and St. Aubin Street.	Dismissed
2	Eliminate one-way Service Drive between E. Grand Boulevard bridge and St. Aubin Street. Provide full-access interchanges at Chene Street and Mt. Elliott Street; two-way Harper Avenue terminated between E. Grand Boulevard bridge and St. Aubin Street.	Creates a large intersection crossing at St. Aubin Street and E. Grand Boulevard. This option is not supported by local manufacturing business due to increases adverse travel for business traffic access to-and-from I-94.	Dismissed
3	Continuous Two-way Harper Avenue Extension. Construct a two-way Harper Avenue extension from Mt. Elliott Street to St. Aubin Street (the section between E. Grand Boulevard and St. Aubin may be designated as E. Grand Boulevard); eliminate E. Grand Boulevard curves and redesign as a grid street which allows a continuous two-way Harper Avenue extension; maintain full-access interchange at Mt. Elliott Street; maintain partial-access interchange at Chene Street; provide new bridge connecting Lucky Place/Moran Street.	Provides a two-way Harper Avenue extension that reconnects Harper Avenue from the eastside of Detroit to New Center/Midtown. This new connection provides an alternate route for local traffic and new potential transit routes to access the job centers, cultural districts, educational institutions, and other destinations in the New Center/Midtown area. This option also addresses operational needs of local manufacturing businesses minimizing adverse travel to access I-94. This option proposes an improved environment for non-motorized users by reducing roadway footprint and simplifying intersection crossings at the E. Grand Bridge Boulevard bridge over I-94 and at the St. Aubin Street intersection with E. Grand Boulevard/Harper Avenue.	Selected
F Helen Street Pedestrian Bridge			
1	Approved Selected Alternative. Replace existing Pedestrian bridges with a new bridge at Helen Street that spans the proposed continuous Service Drive.	Public controversy and opposition from the city of Detroit. The modernized pedestrian requires higher clearance over the freeway and necessitates the construction of long ramps to meet requirements of the American's with Disabilities Act (ADA). The proposed ramps resulted in additional property impacts and longer routes for non-motorized users to cross the freeway.	Dismissed
2	Construct a "Complete Streets" roadway bridge at Helen Street proposed to have bike lanes, wide sidewalks, and narrow vehicular lanes.	Proposed "Complete Streets" bridge is a street level crossing that avoids property impacts, improves neighborhood connectivity for all users, reduces the distance for non-motorized users to cross the freeway, and is supported by local stakeholders and the city of Detroit.	Selected
G Townsend Street Pedestrian Bridge			
1	Approved Selected Alternative. Replace existing pedestrian bridge with a new bridge located just west of Townsend Street. The modernized pedestrian bridge is proposed span the continuous Service Drive.	Public controversy and opposition from the city of Detroit. Modern pedestrian bridges require higher clearance over the freeway and long ramps to meet the requirements of the Americans with Disabilities Act (ADA). The proposed ramps result in additional property impacts and longer routes for non-motorized users to cross the freeway.	Dismissed
2	Construct a "Complete Streets" roadway bridge located at Sheridan Street, one block west of Townsend Street. The "Complete Streets" bridge is proposed to have bike lanes, wide sidewalks, and narrow vehicular lanes.	Proposed "Complete Streets" bridge is a street-level crossing that avoids property impacts, improves neighborhood connectivity for all users, reduces the distance for non-motorized users to cross the freeway, and is supported by local stakeholders and the city of Detroit.	Selected
H Seminole Street Pedestrian Bridge			
1	Approved Selected Alternative. Replace existing pedestrian bridge at Seminole Street with a new bridge located just east of Iroquois Avenue. The bridge is relocated east to meet current clearance requirements over the upgraded Van Dyke entrance and exit ramps. The modernized pedestrian bridge is proposed span the continuous Service Drive.	Public controversy and opposition from the city of Detroit. Modern pedestrian bridges require higher clearance over the freeway and long ramps to meet the requirements of the Americans with Disabilities Act (ADA). The proposed ramps result in additional property impacts and longer routes for non-motorized users to cross the freeway.	Dismissed
2	Construct a "Complete Streets" roadway bridge located at Iroquois Avenue, one block east of Seminole Street. The bridge is relocated east to meet current clearance requirements over the upgraded Van Dyke entrance and exit ramps. The "Complete Streets" bridge is proposed to have bike lanes, wide sidewalks, and narrow vehicular lanes.	Proposed "Complete Streets" bridge is a street-level crossing that avoids property impacts, improves neighborhood connectivity for all users, reduces the distance for non-motorized users to cross the freeway, and is supported by local stakeholders and the city of Detroit.	Selected
I Rohns Street Pedestrian Bridge			

Option No.	Option Description	Notes	Action
1	Approved Selected Alternative. Replace existing pedestrian bridge at Rohns Street. The modernized pedestrian bridge is proposed span the continuous Service Drive.	Public controversy and opposition from the city of Detroit. Modern pedestrian bridges require higher clearance over the freeway and long ramps to meet requirements of the Americans with Disabilities Act (ADA). The proposed ramps result in additional property impacts and longer routes for non-motorized users to cross the freeway.	Dismissed
2	Construct a "Complete Streets" roadway bridge located at Rohns Street. The "Complete Streets" bridge is proposed to have bike lanes, wide sidewalks, and narrow vehicular lanes.	Proposed "Complete Streets" bridge is a street-level crossing that avoids property impacts, improves neighborhood connectivity for all users, reduces the distance for non-motorized users to cross the freeway, and is supported by local stakeholders and the city of Detroit.	Selected
J Springfield Street Pedestrian Bridge			
1	Approved Selected Alternative. Replace existing pedestrian bridge at Springfield Street with a new bridge located just east of Springfield Street. The modernized pedestrian bridge is proposed span the continuous Service Drive.	Public controversy and opposition from the city of Detroit. Modern pedestrian bridges require higher clearance over the freeway and long ramps to meet requirements of the Americans with Disabilities Act (ADA). The proposed ramps result in additional property impacts and longer routes for non-motorized users to cross the freeway.	Dismissed
2	Construct a "Complete Streets" roadway bridge located one block west at Lemay Street. The "Complete Streets" bridge is proposed to have bike lanes, wide sidewalks, and narrow vehicular lanes.	Proposed "Complete Streets" bridge is a street-level crossing that avoids property impacts, improves neighborhood connectivity for all users, reduces the distance for non-motorized users need to travel to cross the freeway, and is supported by local stakeholders and the city of Detroit.	Selected
K Eastbound Service Drive (Burns Street to Gratiot Avenue)			
1	Approved Selected Alternative. Construct continuous eastbound one-way Service Drive.	Public controversy and opposition from the city of Detroit due to the property impacts associated with constructing the new Service Drive connections.	Dismissed
2	Convert existing eastbound Service Drive to two-way and construct new connections between Fischer Street and Crane Street, and between Rohns Street and Holcomb Avenue. Realign the new two-way Service Drive connections closer to I-94 to avoid residential relocations.	Support from local stakeholders and improves local connectivity	Selected
3	Eliminate proposed eastbound Service Drive connections between Fischer Street and Crane Street, and between Rohns Street and Holcomb Avenue.	Meets the traffic operational needs and avoids constructing a new service drive connection between the freeway and existing residential property. However, based on feedback from local residents, a new service drive connection is desired to improve local connectivity if it doesn't result in residential relocations.	Dismissed
L Gratiot Avenue Interchange Area			
1	Approved Selected Alternative. This option proposes reconfiguring the I-94 interchange with Gratiot Avenue to provide a standard diamond interchange. The proposed entrance and exit ramps would tie in to the one-way service drives east and west of Gratiot Avenue. The McClellan Bridge would be eliminated due to the updated interchange design.	Stakeholder opposition over the continuous Service Drives and proposed property impacts.	Dismissed
2	This option reconfigures the I-94 interchange with Gratiot Avenue to provide a standard diamond interchange. Under this option the eastbound Service Drive would be separated from the Gratiot Avenue entrance and exit ramps and converted to two-way traffic flow. In addition, the westbound service drive would be separated from the westbound I-94 exit ramp and tie into Pennsylvania Street. The westbound Service Drive would be one-way between Gratiot Avenue and Duncan Avenue and would serve the westbound I-94 entrance ramp. The westbound Service Drive would be two-way traffic flow west of Duncan Avenue. A new two-way roadway connection is proposed between Felch Street and the eastbound Service Drive near Cadillac Avenue. The McClellan bridge would have to be eliminated due to the updated interchange design.	Stakeholder comments regarding the desire to remove the proposed Service Drive connection between Felch Street and the eastbound Service Drive at Cadillac Avenue.	Dismissed

Option No.	Option Description	Notes	Action
3	This option reconfigures the I-94 interchange with Gratiot Avenue to provide a standard diamond interchange. Under this option the eastbound Service Drive would be separated from the Gratiot Avenue entrance and exit ramps and converted to two-way traffic flow. In addition, the westbound service drive would be separated from the westbound I-94 exit ramp and tie into Pennsylvania Street. The westbound I-94 entrance ramp would connect directly to Gratiot Avenue. A new bridge connection over I-94 would connect McClellan Street and Belvidere Street. The westbound Service Drive west of Gratiot Avenue would begin at Duncan Avenue. A new two-way roadway connection is proposed between Felch Street and the eastbound Service Drive near Cadillac Avenue.	The McClellan Street/Belvidere Street bridge concept was evaluated based on stakeholder feedback. However, this alternative was dismissed due to the added cost of the proposed bridge and lack of traffic operational improvements.	Dismissed
4	This option reconfigures the I-94 interchange with Gratiot Avenue to provide a standard diamond interchange. Under this option the eastbound Service Drive would be separated from the Gratiot Avenue entrance and exit ramps and converted to two-way traffic flow. In addition, the westbound service drive would be separated from the westbound I-94 exit ramp and tie into Pennsylvania Street. The westbound I-94 entrance ramp would connect directly to Gratiot Avenue. The westbound Service Drive west of Gratiot Avenue would begin at Duncan Avenue.	Addresses vehicular operations with pedestrian access. The proposed "Complete Streets" bridge connection at Rohns Street provides additional connectivity across I-94 for all users, which mitigates some concern with the removal of the existing McClellan Street Bridge.	Selected
M Cadillac Avenue Bridge Over I-94			
1	Approved Selected Alternative. Reinstate the Cadillac Avenue Bridge.	Support from local stakeholders and maintains an important bridge connection for a local bus route.	Selected
2	Eliminate Cadillac Avenue bridge connection and provide a new bridge connection at Bewick Street to balance the spacing between crossings over I-94 between Gratiot Avenue and French Road.	Opposition from local stakeholders. The Cadillac Avenue Bridge is an important connection for local residents accessing destinations on either side of I-94. In addition, Cadillac Avenue is an existing DDOT bus route.	Dismissed
N Conner Avenue Interchange			
The Conner Avenue interchange includes multiple environmental resources including the Iron Belle (Bike) Trail, multiple properties owned by the city of Detroit Parks & Recreation Department/General Services Division, Chandler Park, and potential cultural resources.			
1	Approved Selected Alternative. Replace the existing configuration with a diamond interchange with an eastbound-to-westbound U-turn bridge and a wider Hern Street connection to Conner Avenue. Sidewalks would be provided on both sides of Conner Avenue to provide access for non-motorized users across I-94.	Does not accommodate the existing Iron Belle (Bike) Trail and impacts city of Detroit Parks & Recreation Department/General Services Division properties. Stakeholders also expressed concern regarding safety of non-motorized users crossing through the Conner Avenue interchange to access Wayne County Community College and local neighborhoods.	Dismissed
2	Diamond Interchange with separate shared-use path bridge for the Iron Belle (Bike) Trail. Eliminate Hern Street connection to Conner Avenue. Convert Gunston Avenue to two-way traffic flow between Hern Street and Conner Avenue.	Addresses stakeholder desires by meeting the traffic operational needs and separating non-motorized traffic from vehicular traffic through the interchange via a separate non-motorized bridge across I-94. This alternative minimizes potential impacts to city of Detroit Parks & Recreation Department/General Service Division properties.	Selected
M-10 Modifications Options			
O I-94/M-10 System Interchange			
1	Approved Selected Alternative. Modernize interchange ramps, replace left-handed ramps with right-handed ramps, construct continuous service drives through the interchange. Eliminate the Third Avenue Bridge over I-94 and the Brooklyn Street pedestrian bridge over I-94.	Stakeholder opposition to the continuous service drives, property impacts, and desire to have street-level crossings at Holden Avenue and Merrick Street over M-10.	Dismissed
2	Lower M-10 such that I-94 passes over M-10. This alternative replaces the left-handed ramps with right-handed ramps allowing street-level bridge crossings at Holden Avenue and Merrick Street. Eliminates the continuous service drives through the interchange. Eliminates the Third Avenue Bridge over I-94 and the Brooklyn Street pedestrian bridge over I-94.	Allows street-level bridge crossings at Holden Avenue and Merrick Street, which is supported by project stakeholders and improves local connectivity for all users.	Selected

Option No.	Option Description	Notes	Action
3	Replace existing interchange with a Split-Level Diverging Diamond Interchange (DDI). This alternative would be a three-level interchange lowering M-10 to accommodate street-level bridge crossings at Holden Avenue and Merrick Street and maintain the Third Avenue bridge over I-94.	Does not remove left-handed ramps and the low-speed ramps present potential safety and operational issues.	Dismissed
4	Replace existing interchange with a Split-Level Diamond Interchange. This alternative proposes a three-level interchange. Freeway-to-freeway traffic would be directed to a grade-separated network of signalized intersections to access desired freeway movements. Maintains the Third Avenue bridge over I-94 and allows for street-level crossings at Holden Avenue and Merrick Street.	Poor traffic operations associated with the multiple signalized intersections.	Dismissed
5	Replace the existing interchange with a Rotary Interchange. This alternative proposes a three-level interchange. Freeway-to-freeway traffic is directed to a grade-separated circular roadway that provides free flow access to desired freeway ramps. Maintains the Third Avenue bridge over I-94 and allows for street-level crossings at Holden Avenue and Merrick Street.	Poor traffic operations associated with the weaving areas of the circular roadway.	Dismissed
6	Remove the I-94/M-10 freeway-to-freeway interchange. M-10 would cross over I-94 with no ramps. Maintains the Third Avenue bridge over I-94 and allows for street-level crossings at Holden Avenue and Merrick Street.	Removed access and potential traffic impacts to other connected roadway networks.	Dismissed
P Holden Avenue Pedestrian Bridge			
1	Approved Selected Alternative. Reconstruct and modernize the existing pedestrian bridge over M-10 at Merrick Street.	Lack of stakeholder support.	Dismissed
2	Create a new Holden Avenue connection across M-10 by constructing a new street-level "Complete Streets" bridge. This alternative is only compatible with the I-94/M-10 System Interchange alternative, N-2 (the selected alternative).	Supported by local stakeholders and the city of Detroit because it improves the crossing over the M-10 freeway for all users. This alternative also improves neighborhood connectivity and local traffic circulation.	Selected
3	Holden-York Connection	Unacceptable levels of property impacts.	Dismissed
4	Elijah McCoy-Amsterdam Connection	Unacceptable levels of property impacts.	Dismissed
Q Merrick Street Pedestrian Bridge			
1	Approved Selected Alternative. Reconstruct and modernize the existing pedestrian bridge over M-10 at Merrick Street.	Public controversy and opposition from the city of Detroit. Modern pedestrian bridges require higher clearance over the freeway and long ramps to meet requirements of the Americans with Disabilities Act (ADA). The proposed ramps result in additional property impacts and longer routes for non-motorized users to cross the freeway.	Dismissed
2	Construct a street-level "Complete Streets" bridge over M-10 at Merrick Street. This alternative is only feasible with I-94/M-10 System Interchange alternative, N-2 (the selected alternative).	Minimizes the property impacts and reduces the distance for non-motorized travelers to cross the freeway.	Selected
R M-10/Forest Avenue Interchange			
1	Approved Selected Alternative. Relocate the southbound M-10 exit ramp to north of Warren Avenue. Relocate the northbound entrance ramp south of Forest Avenue. Construct a U-turn bridge at Contours Lane. Eliminate the Canfield Street pedestrian bridge.	Safety concerns of placing the southbound M-10 exit ramp to Warren Avenue adjacent to the Wayne State University campus due to heavy non-motorized traffic. This option is not compatible with the selected option for the I-94/M-10 interchange.	Dismissed
2	Eliminate the north-facing ramps. Relocate the northbound exit ramp to south of Canfield Street. Construct a "Complete Streets" bridge connection at Canfield Street.	Does not meet Federal Highway Administration (FHWA) Interstate Access Requirements since it converts an existing full access interchange to a partial access interchange.	Dismissed

Option No.	Option Description	Notes	Action
3	Construct a full access interchange and provide a new "Complete Streets" bridge crossing that will reconnect Calumet Street and Four Tops Street across M-10. This bridge would also include a separate U-turn lane for southbound to northbound traffic to serve the proposed southbound M-10 exit ramp to Forest Avenue. Traffic exiting southbound M-10 to access Forest Avenue will exit just south of the Forest Avenue bridge to the southbound Service Drive and utilize the U-turn lane on the proposed Calumet/Four Tops bridge and northbound Service Drive to access Forest Avenue. The southbound M-10 entrance ramp and northbound M-10 exit ramps are located just south of the Calumet/Four Tops bridge. The northbound M-10 entrance ramp is located just north of Forest Avenue.	Meets FHWA Interstate Access Requirements by retaining access across M-10 via the proposed "Complete Streets" bridge at Calumet Street/Four Tops Street, which provides access for all users.	Selected
S Selden Street Connection Over M-10			
1	Approved Selected Alternative. Eliminate the existing pedestrian bridge over M-10 at Selden Street.	Public controversy and opposition from the city of Detroit because Selden Street is an important connection for local residents' access across the freeway.	Dismissed
2	Lower M-10 and construct a "Complete Streets" bridge at Selden Street over M-10.	Proposed "Complete Streets" bridge is a street-level crossing that avoids property impacts, improves neighborhood connectivity for all users, and is supported by local stakeholders and the city of Detroit.	Selected
I-75 Modifications Options			
T I-94/I-75 System Interchange			
1	Approved Selected Alternative. Reconstruct and modernize the existing I-94/I-75 interchange. Construct continuous service drives through the interchange. Eliminate the Piquette Avenue bridge connection.	Stakeholders opposed the impacts associated with the continuous service drives.	Dismissed
2	Reconstruct and modernize the existing I-94/I-75 interchange but eliminate continuous service drives through the interchange. Reconnect Harper Avenue from St. Aubin Avenue to the west across I-75.	Eliminates the continuous service drives and provides a new east-west connection across I-75 that reconnects Harper Avenue from the neighborhoods to the east to Medbury Park, Midtown/New Center/Tech Town. This new connection provides an alternate route for local traffic and for potential new transit routes to access the existing and growing job centers, cultural districts, educational institutions, and other destinations in the developing/redeveloping Midtown/New Center/TechTown neighborhoods.	Selected
U Ferry Street Bridge Over I-75			
1	Approved Selected Alternative. Eliminates the Ferry Street bridge connection over I-75.	Public controversy and opposition from the city of Detroit because this is an important connection for local residents' access across the freeway.	Dismissed
2	Maintain the Ferry Street bridge connection over I-75.	Improves neighborhood connectivity for all users and is supported by local stakeholders and the city of Detroit.	Selected
V SB I-75 Warren Avenue Exit Ramp			
1	Approved Selected Alternative. Eliminates exit ramp.	Public controversy over the resulting lack of connectivity to adjacent neighborhoods and job centers.	Dismissed
2	Maintain the SB I-75 Exit Ramp to Warren Avenue.	Maintains an important connection to access Midtown/New Center/TechTown and is supported by local stakeholders.	Selected