

I-375 IMPROVEMENT PROJECT

Purpose & Need

PROJECT PURPOSE

The purpose is to identify a transportation improvement alternative that will:

- Address functionally obsolete interchange design, deteriorated bridges and roadway with an appropriate solution which considers safety, operations and long-term life-cycle costs.
- Address existing and future transportation needs and roadway safety for all users.
- Improve connectivity to surrounding areas for both vehicular and non-motorized users, and enhance connections to existing and planned transit services which may result in improved community health.
- Enhance access to enable future development and other place-making opportunities envisioned in official land use and long-term economic development plans.

PROJECT NEED

The proposed project will address the following needs:

- Deteriorated bridges crossing I-375, which are over 50 years old, and deteriorated pavement conditions.
- Outdated existing geometric conditions, such as ramp widths and sharp curvature at the south end of the corridor, along with insufficient weave/ merge areas, which result in elevated crash rates and increased congestion.
- Lack of a direct connection for vehicles and pedestrians to the developing East Riverfront from the I-375 corridor.
- Poor connectivity and confusing access to downtown destinations through the I-75/I-375 interchange and Gratiot Avenue connector. Operational congestion and safety issues along the Jefferson Avenue corridor west of I-375 due to high volumes and inefficient left turning movements.
- Poor environment in I-375 and Jefferson Avenue corridors for transit and non-motorized travel, including long pedestrian crossing distances, lack of bike facilities, and poor connectivity to existing transit services.

CONTACT US

MDOT-I-375Corridor@michigan.gov

VISIT OUR WEBSITE

www.michigan.gov/i375study



I-375 IMPROVEMENT PROJECT

Screening Process

2014 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

The 2014 Planning and Environmental Linkages (PEL) Study, the I-375 Alternatives Study, identified a Purpose and Need for the project and developed six Illustrative Alternatives to address those needs.

The study included community outreach and technical analysis of traffic operations and safety, with the intention that these efforts will meet the NEPA requirements.

6 ILLUSTRATIVE ALTERNATIVES

The six Illustrative Alternatives from the 2014 PEL Study were studied further. A screening process based on the Purpose and Need was completed to narrow down the six Illustrative Alternatives to two Practical Alternatives.

2 PRACTICAL ALTERNATIVES

WE ARE HERE

Two Practical Alternatives were selected following the Illustrative Alternative screening. These alternatives will be further refined after we receive public feedback.

1 PREFERRED ALTERNATIVE

MDOT will hold a public hearing to present the social, economic, and environmental impacts of the two Practical Alternatives that will ultimately lead to a decision of the Preferred Alternative.

Illustrative Alternatives developed from the 2014 PEL Study

Alternatives Screening by the technical team

Refinements made based on public feedback and detailed technical environmental analysis

CONTACT US

MDOT-I-375Corridor@michigan.gov

VISIT OUR WEBSITE

www.michigan.gov/i375study



I-375 IMPROVEMENT PROJECT

Screening Results

6

Illustrative
Alternatives

Six Illustrative Alternatives from the 2014 PEL Study were examined

Screening
Process

A screening process scored how each Illustrative Alternative met the project’s Purpose & Need

2

Practical
Alternatives

Two Practical Alternatives were developed from the highest scoring Illustrative Alternatives (4&5)

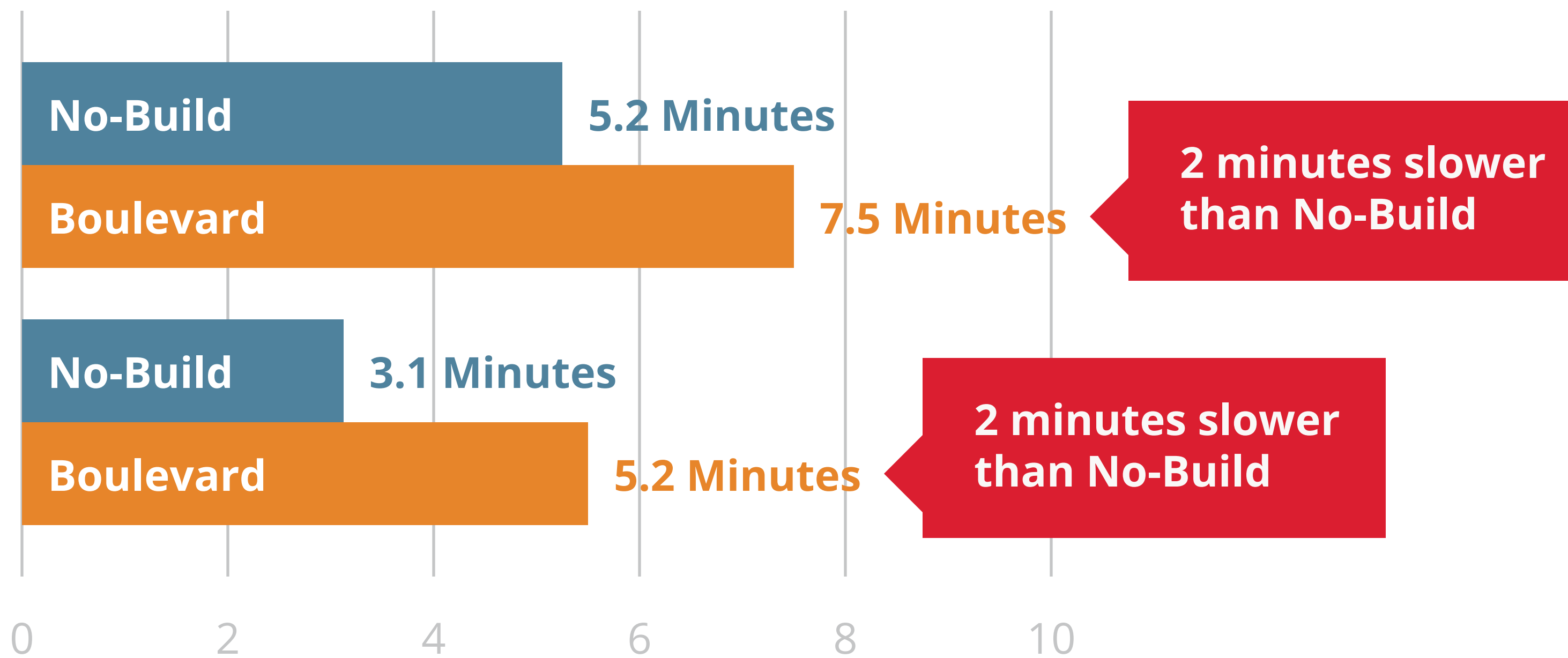
ILLUSTRATIVE ALTERNATIVES	1	2	3	4	5	6
Meets the Purpose & Need		✓	✓	✓	✓	✓
Best Serves the Needs of Non-Motorized Users			✓	✓	✓	✓
Easiest to Build and Maintain				✓	✓	
Enables Economic Development & Placemaking					✓	

I-375 IMPROVEMENT PROJECT

Travel Times

MORNING TRAVEL TIMES (MINUTES)

INBOUND
CHRYSLER FREEWAY TO I-375
PEAK DIRECTION

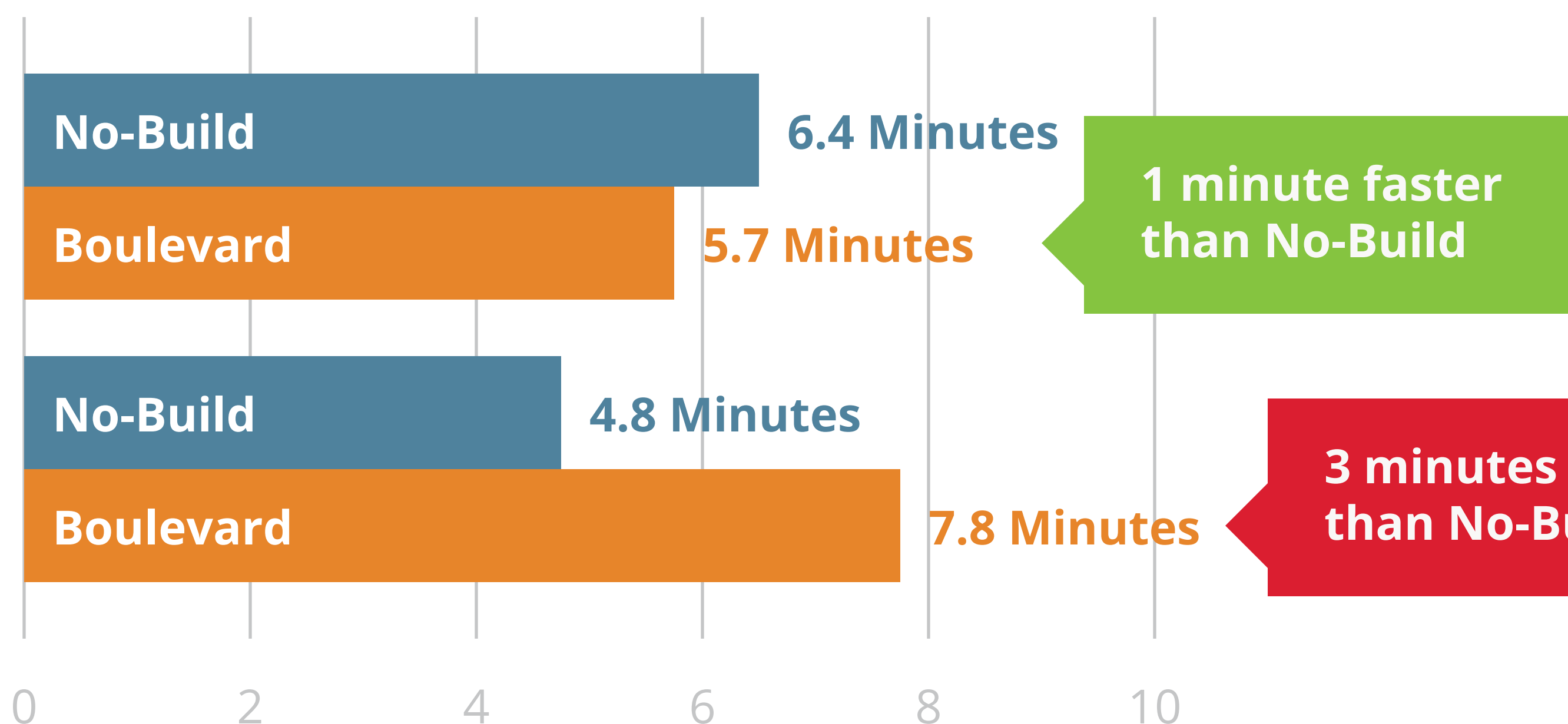


OUTBOUND
I-375 TO CHRYSLER FREEWAY

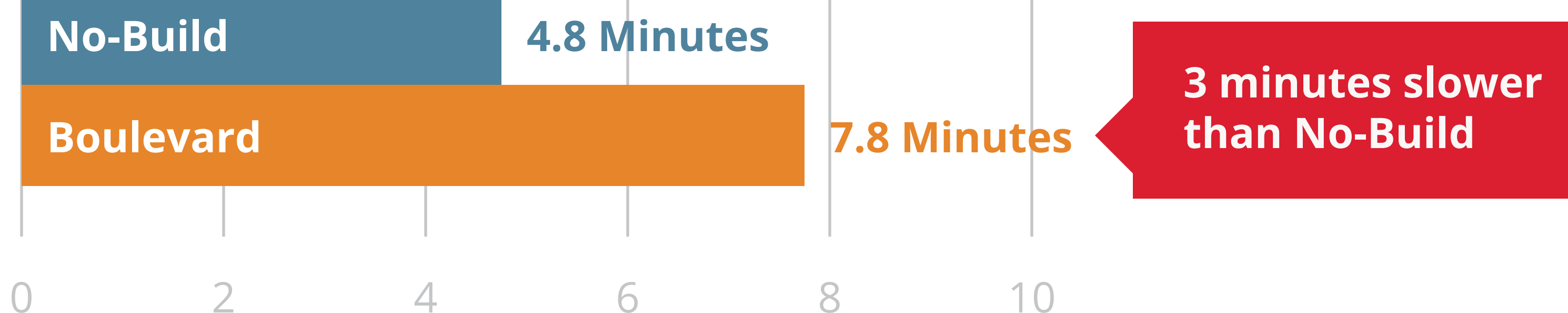


AFTERNOON TRAVEL TIMES (MINUTES)

INBOUND
CHRYSLER FREEWAY TO I-375



OUTBOUND
I-375 TO CHRYSLER FREEWAY
PEAK DIRECTION



I-375 to/from Chrysler Freeway



CONTACT US

MDOT-I-375Corridor@michigan.gov

VISIT OUR WEBSITE

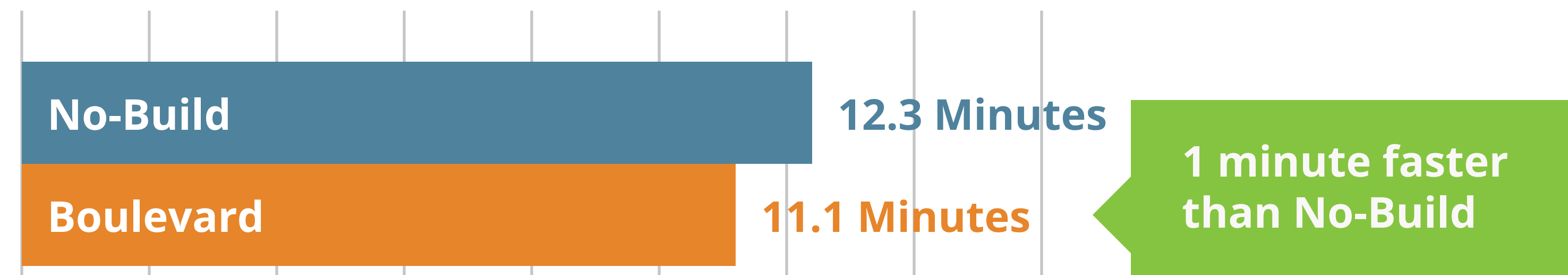
www.michigan.gov/i375study

I-375 IMPROVEMENT PROJECT

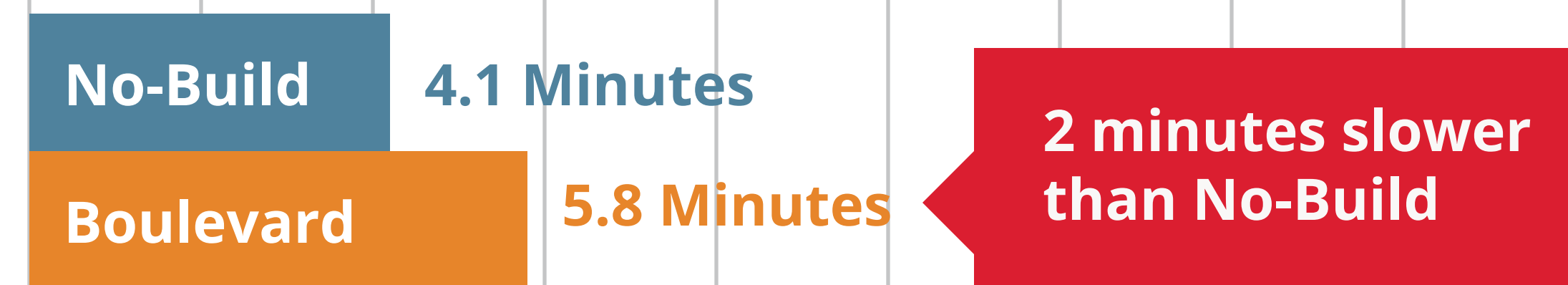
Travel Times

MORNING TRAVEL TIMES (MINUTES)

INBOUND
FISHER FREEWAY to I-375 SB
PEAK DIRECTION



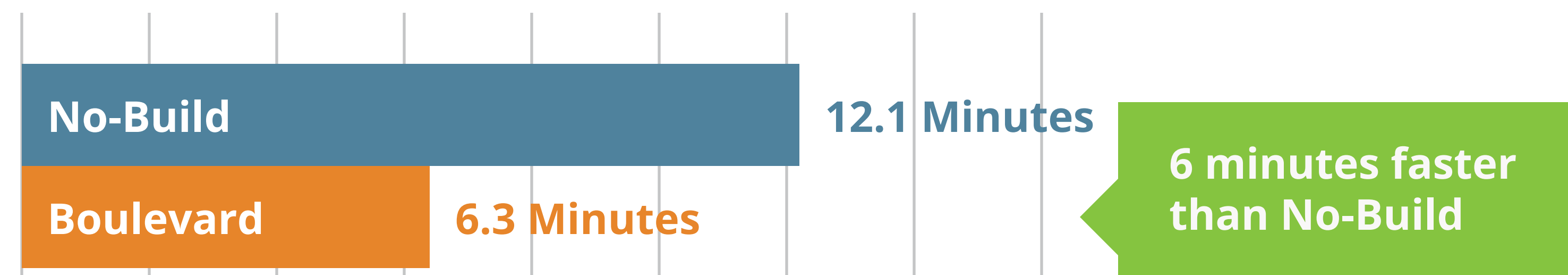
OUTBOUND
I-375 NB to FISHER FREEWAY



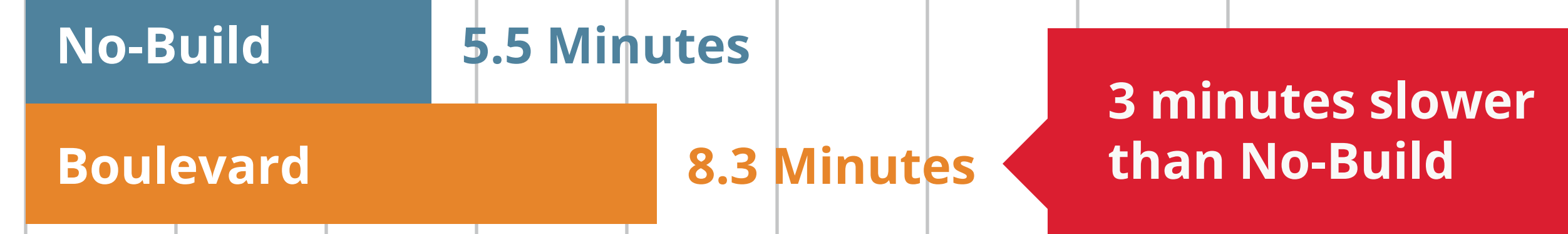
Minutes 0 2 4 6 8 10 12 14 16

AFTERNOON TRAVEL TIMES (MINUTES)

INBOUND
FISHER FREEWAY to I-375 SB



OUTBOUND
I-375 NB to FISHER FREEWAY
PEAK DIRECTION



Minutes 0 2 4 6 8 10 12 14 16

I-375 to/from Fisher Freeway



CONTACT US

MDOT-I-375Corridor@michigan.gov

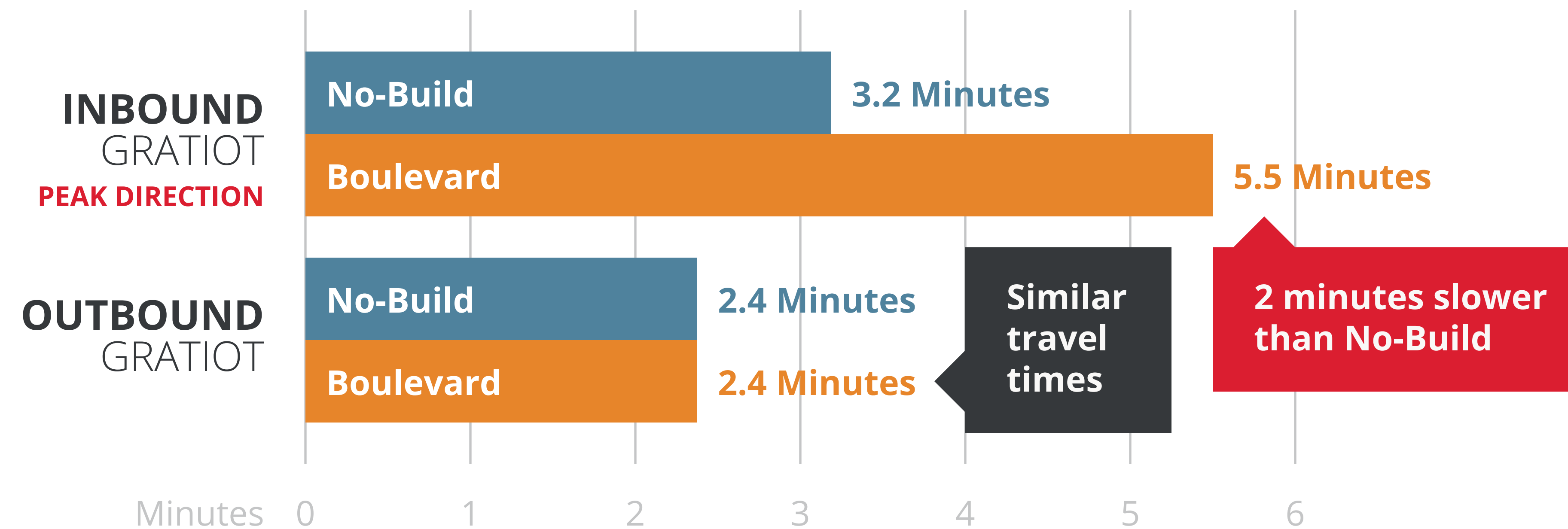
VISIT OUR WEBSITE

www.michigan.gov/i375study

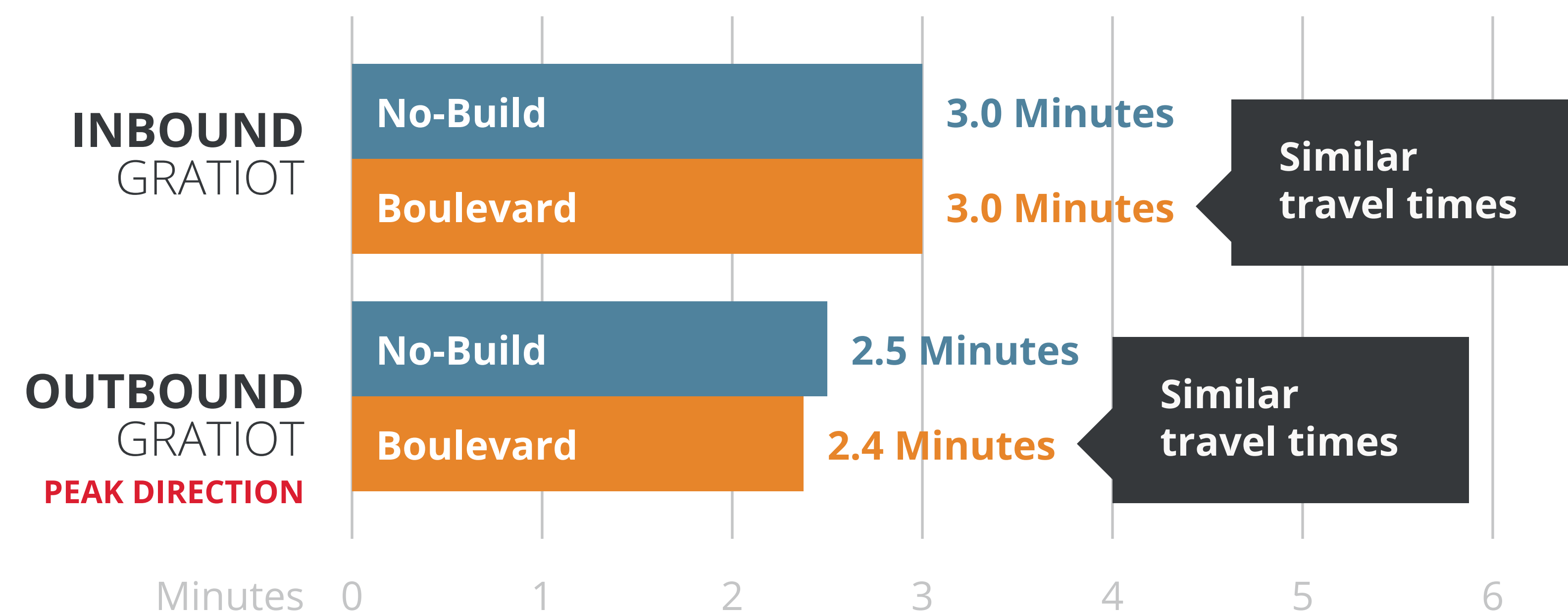
I-375 IMPROVEMENT PROJECT

Travel Times

MORNING TRAVEL TIMES (MINUTES)



AFTERNOON TRAVEL TIMES (MINUTES)



Inbound/Outbound Gratiot



CONTACT US

MDOT-I-375Corridor@michigan.gov

VISIT OUR WEBSITE

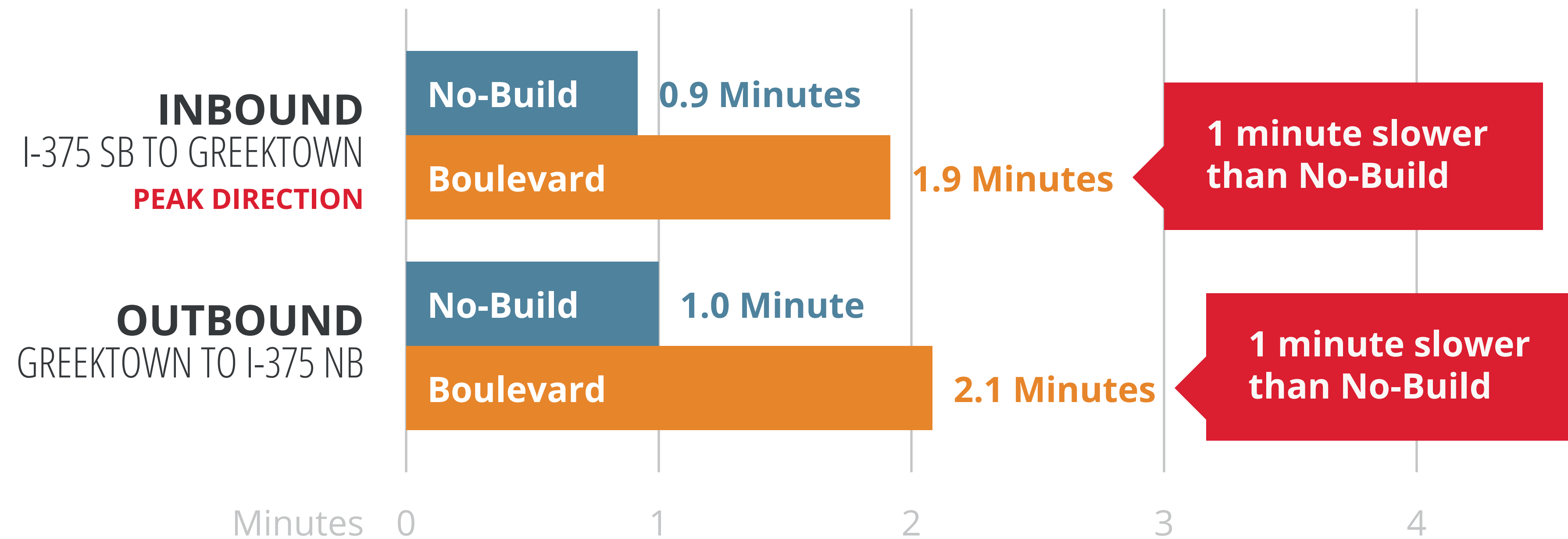
www.michigan.gov/i375study



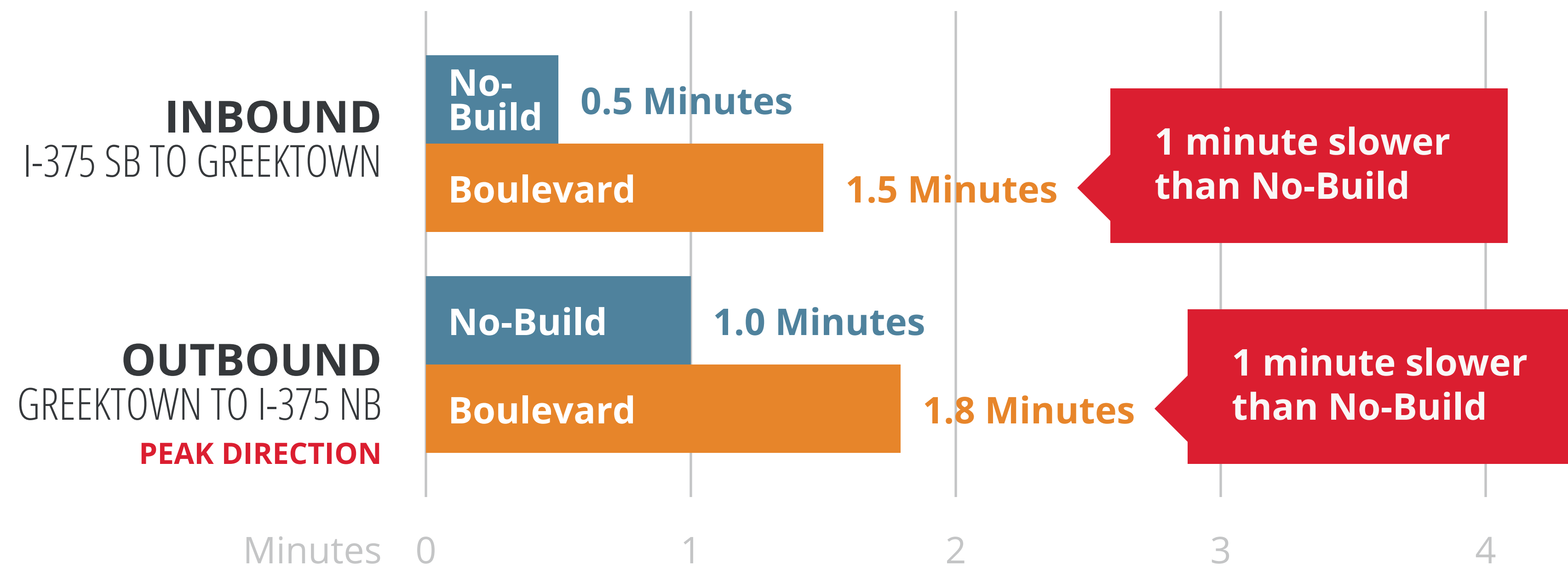
I-375 IMPROVEMENT PROJECT

Travel Times

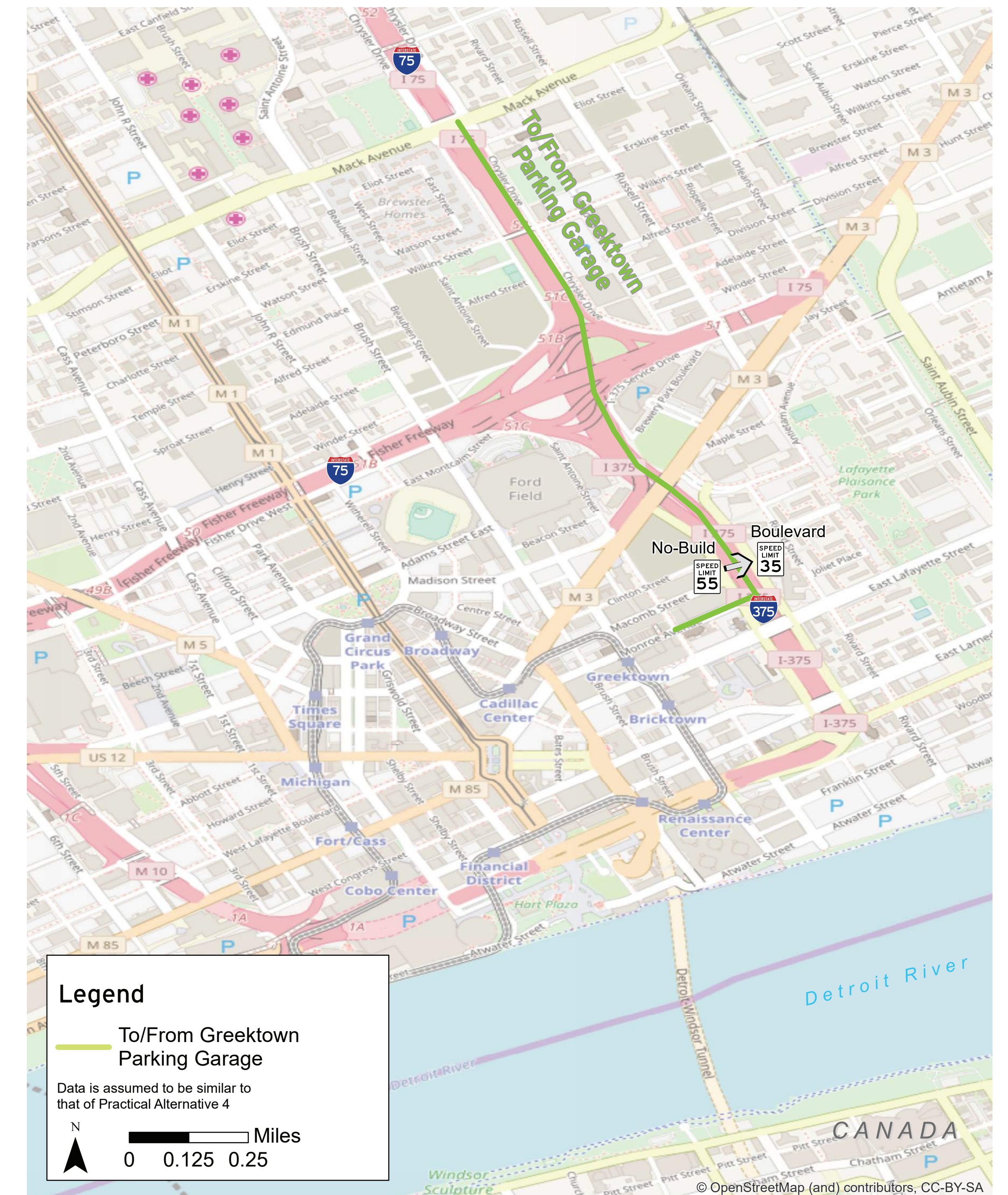
MORNING TRAVEL TIMES (MINUTES)



AFTERNOON TRAVEL TIMES (MINUTES)



Greektown to/from I-375



CONTACT US

MDOT-I-375Corridor@michigan.gov

VISIT OUR WEBSITE

www.michigan.gov/i375study