

Alternative	Initial Range of Alternatives	Shown at PIM #2 (Dec. 2012)	Shown at PIM #3 (May 2013)	Shown at PIM #4 (July 2013), Jan. 2014 Agency Meeting, & PIM #5 (June 2014)
No-Build	Not reasonable alternative but evaluated as a baseline for comparison to the Build Alternatives			
Replace-in-Kind	◆			
Spot Improvements	◆			
Modernization				
West				
W1 (Braided Ramps)	◆			
W2 (C-D Roads)	●			
W3 (One-Way Frontage Roads)	◆			
W4 (Adjacent 2-Way Arterial)	◆			
Cemetery				
C1 (At-grade; 4 lanes, full width shoulder)	◆			
C2 (At-grade; 4 Narrow Lanes, Narrow Shoulder)	●			
C3 (Double Deck; 3 Freeway Lanes, 2 Local Lanes)	◆			
C4 (Double Deck; 3 Freeway Lanes, 3 Local Lanes)	◆			
C5 (Double Deck; 4 Freeway Lanes, 1 Local Lanes)	●			
3 At-grade Lanes with Full Shoulders	◆			
5 At-grade Lanes	◆			
5-Lanes Double Deck with Full Shoulders	◆			
Tunnel with C-D Roads	◆			
Stadium Interchange				
S1 (System Interchange - Stacked)	◆			
S2 (System Interchange - Turbine)	◆			
Modified S2 (System Interchange - Low Speed Free Flow)	◆			
S3 (Single Point Interchange with Free Flow ramps from I-94)	●			
S4 (Service Interchange - 2-Level Single Point Urban Interchange)	◆			
S5 (Service Interchange - Modified Echelon Interchange)	◆			
S6 (Service Interchange - US 41 Diamond)	◆			
East				
E1 (Braided Ramps)	●			
E2 (C-D Roads)	◆			
E3 (Frontage Roads)	◆			
E4 (No Interchange at 35th Street)	◆			

 Alternative Retained for Detailed Evaluation
 Alternative Not Carried Forward

See Table 2-1 for additional information on more recent screening

NOTE: TSM & TDM elements as a stand-alone alternative would not address purpose and need. However, TSM & TDM elements are included as part of the Modernization Alternatives.

