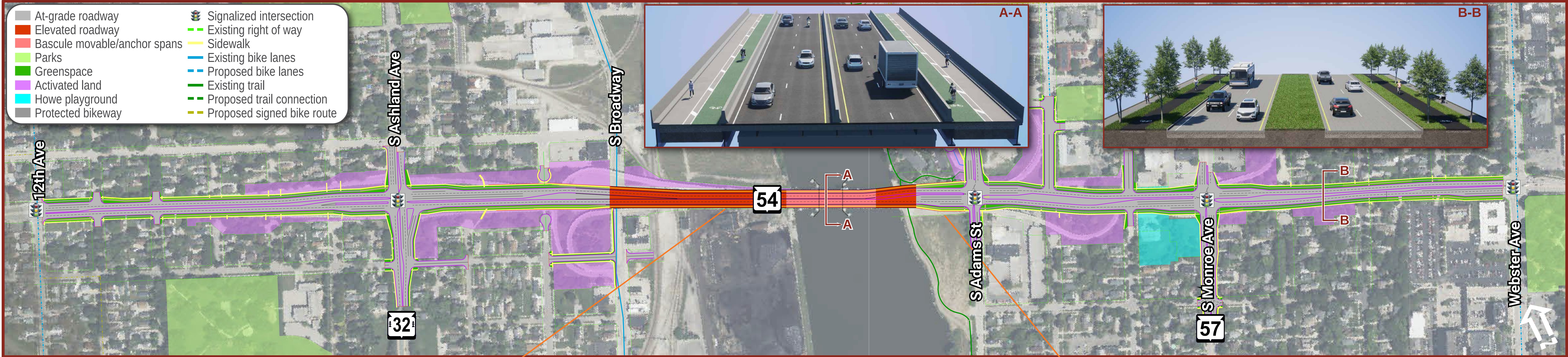


ALTERNATIVE H2D (ON-ALIGNMENT):

Mason Street as Elevated Roadway: Broadway to Fox River
Replace Bascule On-Alignment at Lower Elevation



ROADWAY GEOMETRICS & MULTI-MODAL DESIGN	- Ashland Ave and Monroe Ave become at-grade signalized intersections - The intersection of Broadway & Mason St remains grade-separated to allow Mason St to go over the railroad - Mason St over the Fox River is a four-lane divided roadway with a protected bike lanes and pedestrian paths on both sides of the bridge - Adams Street is now an at-grade intersection
BRIDGE OPERATIONS & MAINTENANCE	- Mason Street as an elevated roadway between Broadway and the Fox River ~184,000 sq ft of fixed span bridge replaced, maintenance of bridge as connecting highway by City of Green Bay - Bascule replaced on-alignment at lower elevation - Navigation channel width is widened 13.3-foot change in vertical clearance of navigation channel
CONSTRUCTABILITY	Mason Street Closure = ~13.5 months
ENVIRONMENTAL	- No relocations - Potential floodplain impacts, minimal impacts to wetlands, minimal impacts to wetlands - Potential impact to PCB engineered caps located in the Fox River south of the existing bridge - Temporary access impacts (with detours) to Fox River Trail, transit routes, and Shipyard redevelopment - Howe Playground disconnected from school
TRAFFIC	- Requires two northbound lanes on Adams St - Jefferson St and Madison St are converted to two-way streets - At-grade intersections increase traffic volumes at Webster St, degrading operations - Signalized intersections increase travel times and decrease speeds
SAFETY	- Lower vehicular operational speeds - Separate bike/ped facilities, enhanced crossings and signals

