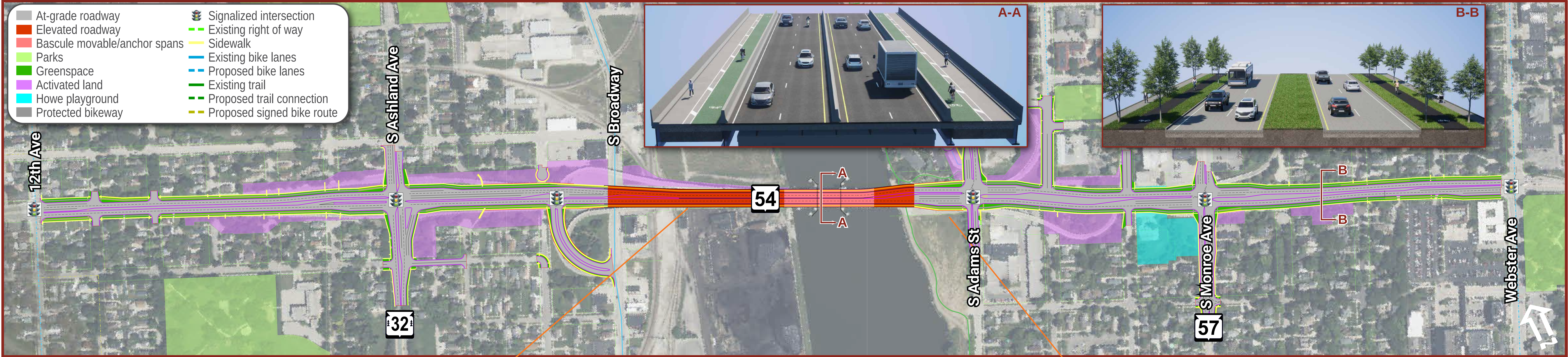


ALTERNATIVE H4D (ON-ALIGNMENT): Mason Street as Elevated Roadway: Broadway to Fox River

Replace Bascule On-Alignment at Lower Elevation



ROADWAY GEOMETRICS & MULTI-MODAL DESIGN	1. Ashland Ave and Monroe Ave become at-grade signalized intersections 2. The Broadway and Mason St intersection maintains grade-separation, but requires a full intersection at the Jughandle intersection with Mason St 3. 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 4. Removing the existing ramps vacates land that creates opportunities for additional park space or development
BRIDGE OPERATIONS & MAINTENANCE	1. Mason St as an elevated roadway between Broadway and the Fox River 2. ~140,000 sq ft of fixed span bridge replaced, maintenance of bridge as connecting highway by City of Green Bay 3. Bascule replaced on-alignment at lower elevation 4. Navigation channel width is widened 5. 13.3-foot change in vertical clearance of navigation channel
CONSTRUCTABILITY	1. Mason Street Closure = ~13.5 months
ENVIRONMENTAL	1. No relocations 2. Potential floodplain impacts, minimal impacts to wetlands 3. Potential impact to PCB engineered caps located in the Fox River south of the existing bridge 4. Temporary access impacts (with detours) to Fox River Trail, transit routes, and Shipyard redevelopment 5. Howe Playground disconnected from school
TRAFFIC	1. Can include or remove signalized intersection at Adams St 2. Requires coordination between Ashland and Broadway Jughandle signals 3. Jefferson St and Madison St are converted to two-way streets 4. At-grade intersections increase traffic volumes at Webster St, degrading operations 5. Signalized intersections increase travel times and decrease speeds
SAFETY	1. Lower vehicular operational speeds 2. Separate bike/ped facilities, enhanced crossings and signals

