

PREPARING FOR THE FUTURE - MAINLINE IMPROVEMENT CONCEPTS



• Freeway Modernization

- Reconstruct the existing 4-lane freeway to a 6-lane freeway using current design standards
- Add concrete median barrier through the Mequon Road Interchange
- Add median beam guard from the Mequon Road Interchange to WIS 60
- Upgrade drainage systems
- Provide adequate vertical clearance between I-43 and roadway crossings



PREPARING FOR THE FUTURE - INTERCHANGE IMPROVEMENT CONCEPTS



- Improve and modernize existing interchange configurations
- Improve substandard ramps
- Upgrade interchange geometrics to current design standards
- Eliminate merge/weave areas
- Provide pedestrian and bicycle accommodations at interchanges and adjacent side roads



MAINLINE AND INTERCHANGE DETAILS

MAINLINE – SILVER SPRING DRIVE TO GREEN TREE ROAD
Modernization 6 lanes - Shifted East



COMMENTS

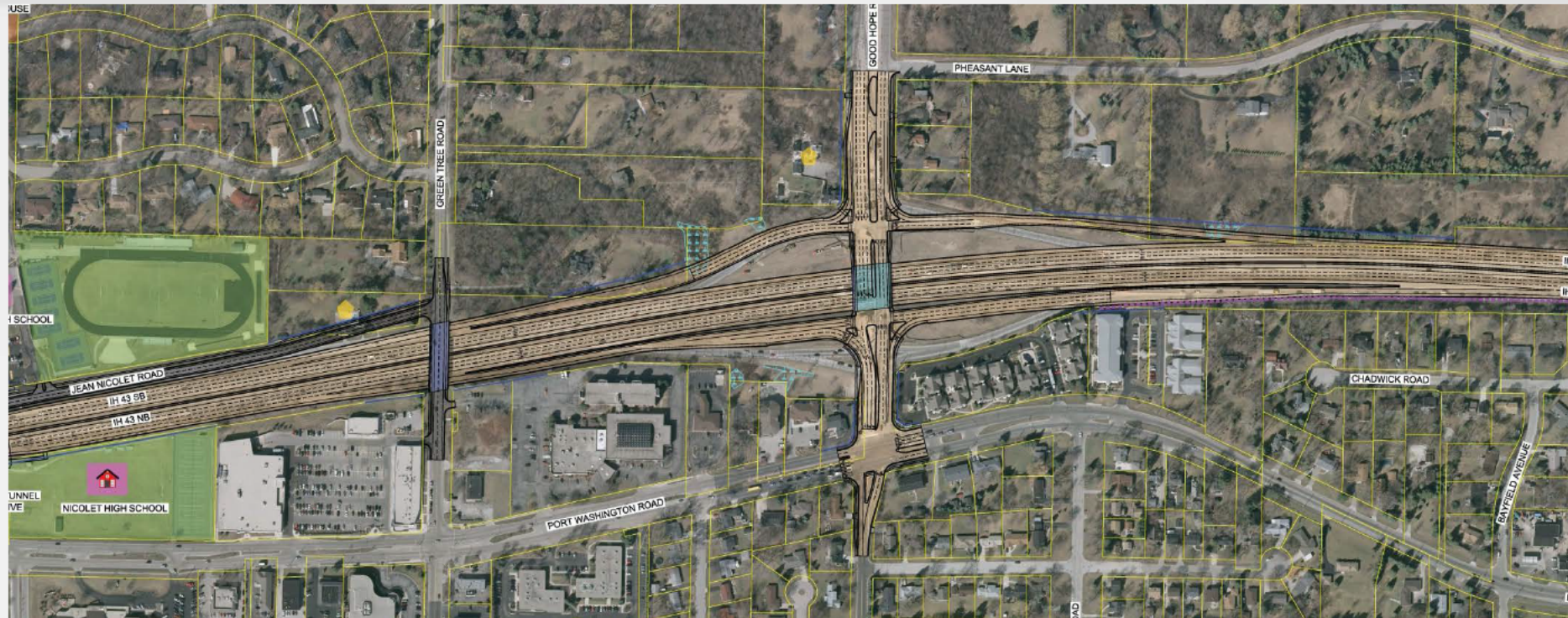
- Union Pacific Railroad bridge will be replaced to accommodate widened freeway and Port Washington Road
- Freeway shifted east to avoid potential historic district located immediately south of Nicolet High School
- Freeway designed to minimize impacts to water filtration plant, Craig Counsell Park, Clovernook Historic District and Nicolet High School.
- Requires strip property acquisition, 11 residential relocations and 1 business relocation



U.S. Department of Transportation
Federal Highway Administration

MAINLINE AND INTERCHANGE DETAILS

GOOD HOPE ROAD INTERCHANGE Tight Diamond Interchange



COMMENTS

- Maximizes the distance between the NB ramp terminal intersection and North Port Washington Road intersection with Good Hope Road
- Extends ramp length and tapers
- Existing structures constructed in 2010 will remain
- Requires strip property acquisition and 1 residential relocation



MAINLINE AND INTERCHANGE DETAILS

BROWN DEER ROAD INTERCHANGE Diverging Diamond Interchange



COMMENTS

- Acceptable traffic operations extend beyond the study year 2040
- Maximizes the distance between NB ramp intersection and North Port Washington Road intersection with Brown Deer Road
- Eliminates weaving created by existing loop ramps
- Extends ramp lengths and taper lengths
- Existing structures constructed in 2010 will remain
- Requires strip property acquisition and no relocations

