

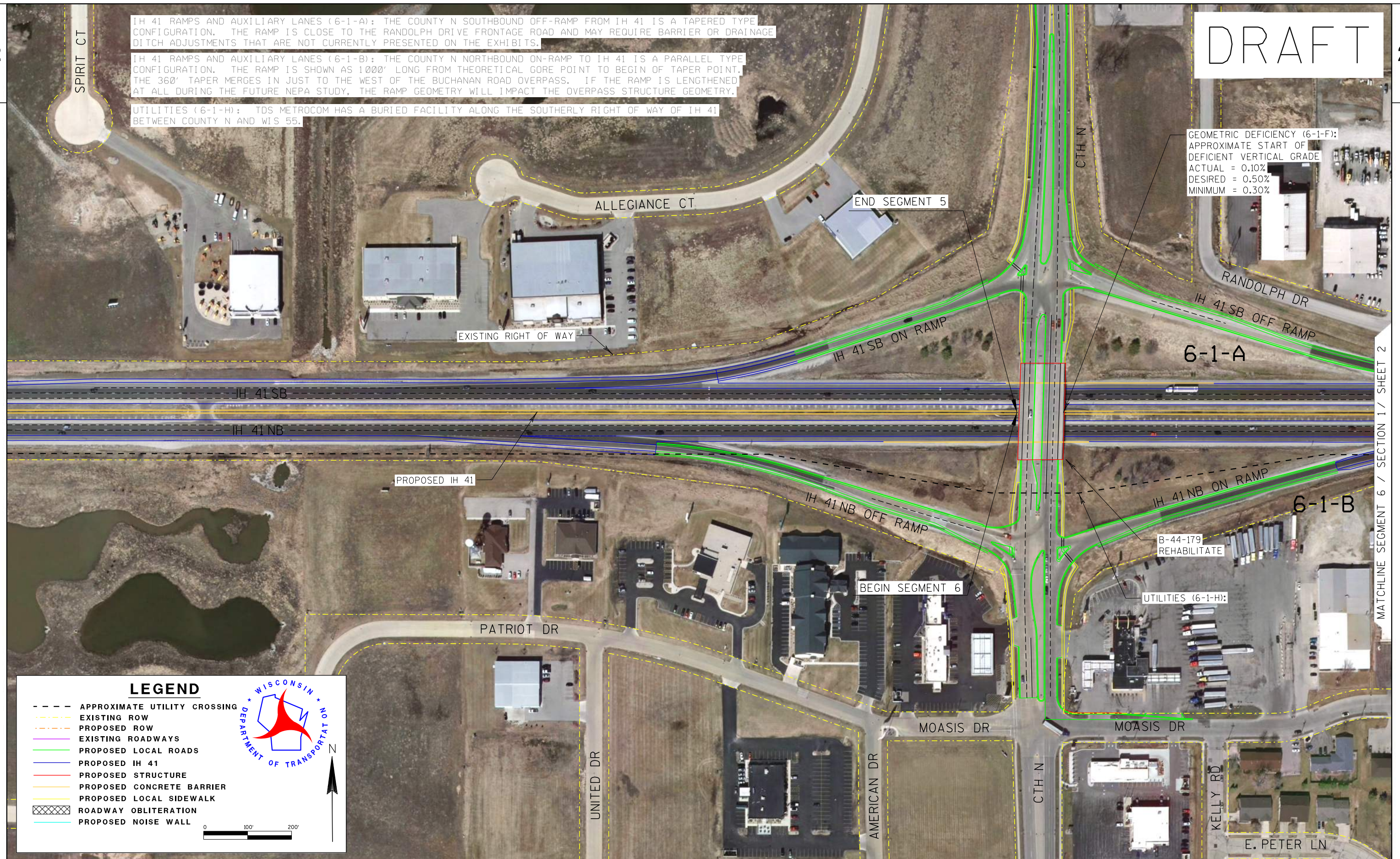
6-1-A) IH 41 RAMP AND AUXILIARY LANES (6-1-A): THE COUNTY N SOUTHBOUND OFF-RAMP FROM IH 41 IS A TAPERED TYPE CONFIGURATION. THE RAMP IS CLOSE TO THE RANDOLPH DRIVE FRONTAGE ROAD AND MAY REQUIRE BARRIER OR DRAINAGE DITCH ADJUSTMENTS THAT ARE NOT CURRENTLY PRESENTED ON THE EXHIBITS.

6-1-B) IH 41 RAMP AND AUXILIARY LANES (6-1-B): THE COUNTY N NORTHBOUND ON-RAMP TO IH 41 IS A PARALLEL TYPE CONFIGURATION. THE RAMP IS SHOWN AS 1000' LONG FROM THEORETICAL GORE POINT TO BEGIN OF TAPER POINT. THE 360' TAPER MERGES IN JUST TO THE WEST OF THE BUCHANAN ROAD OVERPASS. IF THE RAMP IS LENGTHENED AT ALL DURING THE FUTURE NEPA STUDY, THE RAMP GEOMETRY WILL IMPACT THE OVERPASS STRUCTURE GEOMETRY.

6-1-H) UTILITIES (6-1-H): TDS METROCOM HAS A BURIED FACILITY ALONG THE SOUTHERLY RIGHT OF WAY OF IH 41 BETWEEN COUNTY N AND WIS 55.

DRAFT

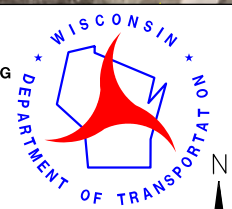
GEOMETRIC DEFICIENCY (6-1-F):
APPROXIMATE START OF
DEFICIENT VERTICAL GRADE
ACTUAL = 0.10%
DESIRED = 0.50%
MINIMUM = 0.30%



LEGEND

- APPROXIMATE UTILITY CROSSING
- EXISTING ROW
- PROPOSED ROW
- EXISTING ROADWAYS
- PROPOSED LOCAL ROADS
- PROPOSED IH 41
- PROPOSED STRUCTURE
- PROPOSED CONCRETE BARRIER
- PROPOSED LOCAL SIDEWALK
- ROADWAY OBLITERATION
- PROPOSED NOISE WALL

0 100' 200'



E

UTILITIES (6-1-H): TDS METROCOM HAS A BURIED FACILITY ALONG THE SOUTHERLY RIGHT OF WAY OF IH 41 BETWEEN COUNTY N AND WIS 55.

UTILITIES (6-1-K): TIME WARNER HAS AN OVERHEAD FACILITY CROSSING IH 41 APPROXIMATELY 75 FEET WEST OF COUNTY CC.

DRAFT

MATCHLINE SEGMENT 6 / SECTION 1 / SHEET 2



MATCHLINE SEGMENT 6 / SECTION 1 / SHEET 4

IH 41 RAMP AND AUXILIARY LANES (6-1-C): THE WIS 55 SOUTHBOUND ON-RAMP IS A PARALLEL TYPE CONFIGURATION. THE RAMP ENTRY LIES WITHIN A MAINLINE HORIZONTAL CURVE. A LONGER PARALLEL RAMP, APPROXIMATELY 1600-Feet, WAS ADDED THROUGH THE MAINLINE CURVE AND MERGES IN NEAR THE END OF THE MAINLINE CURVE TANGENT POINT. PORTIONS OF THE IH 41 SOUTHBOUND ON-RAMP FROM CURVE PT TO RAMP TERMINAL IS BEING CONSTRUCTED WITH PROJECT ID 4650-08-71 IN 2014. THE PARALLEL RAMP AND CURVE PORTIONS OF THE ON-RAMP ARE TO BE CONSTRUCTED WITH THE FUTURE EXPANSION PROJECT.

IH 41 RAMP AND AUXILIARY LANES (6-1-D): WIS 55 NORTHBOUND OFF-RAMP FROM IH 41 IS A PARALLEL TYPE CONFIGURATION. THE RAMP ENTRY LIES WITHIN A MAINLINE HORIZONTAL CURVE. A LONGER PARALLEL RAMP, APPROXIMATELY 2100-Feet, WAS ADDED THROUGH THE MAINLINE CURVE. PORTIONS OF THE IH 41 SOUTHBOUND ON-RAMP FROM CURVE PT TO RAMP TERMINAL IS BEING CONSTRUCTED WITH PROJECT ID 4650-08-71 IN 2014. THE PARALLEL RAMP AND CURVE PORTIONS OF THE ON-RAMP ARE TO BE CONSTRUCTED WITH THE FUTURE EXPANSION PROJECT.

UTILITIES (6-1-H): TDS METROCOM HAS A BURIED FACILITY ALONG THE SOUTHERLY RIGHT OF WAY OF IH 41 BETWEEN COUNTY N AND WIS 55.

DRAFT

GEOMETRIC DEFICIENCY (6-1-F):
APPROXIMATE END OF
DEFICIENT VERTICAL GRADE
ACTUAL = 0.13%
DESIRED = 0.50%
MINIMUM = 0.30%

EXISTING RIGHT OF WAY

IH 41 SB

IH 41 NB

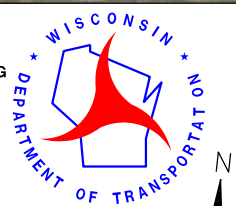
PROPOSED IH 41

UTILITIES (6-1-H):

GEOMETRIC DEFICIENCY (6-1-G):
DEFICIENT SUPERELEVATION
ACTUAL = 2.8%
DESIRED = 3.4%

LEGEND

- APPROXIMATE UTILITY CROSSING
- - - EXISTING ROW
- - - PROPOSED ROW
- - - EXISTING ROADWAYS
- - - PROPOSED LOCAL ROADS
- - - PROPOSED IH 41
- - - PROPOSED STRUCTURE
- - - PROPOSED CONCRETE BARRIER
- - - PROPOSED LOCAL SIDEWALK
- XXXXX ROADWAY OBLITERATION
- - - PROPOSED NOISE WALL



0 100' 200'



MATCHLINE SEGMENT 6 / SECTION 1 / SHEET 3

6-1-C

6-1-D

MATCHLINE SEGMENT 6 / SECTION 1 / SHEET 5

2
IH 41 RAMPS AND AUXILIARY LANES (6-1-C): THE WIS 55 SOUTHBOUND ON-RAMP IS A PARALLEL TYPE CONFIGURATION. THE RAMP ENTRY LIES WITHIN A MAINLINE HORIZONTAL CURVE. A LONGER PARALLEL RAMP, APPROXIMATELY 1600-FEET, WAS ADDED THROUGH THE MAINLINE CURVE AND MERGES IN NEAR THE END OF THE MAINLINE CURVE TANGENT POINT. PORTIONS OF THE IH 41 SOUTHBOUND ON-RAMP FROM CURVE PT TO RAMP TERMINAL IS BEING CONSTRUCTED WITH PROJECT ID 4650-08-71 IN 2014. THE PARALLEL RAMP AND CURVE PORTIONS OF THE ON-RAMP ARE TO BE CONSTRUCTED WITH THE FUTURE EXPANSION PROJECT.

2
IH 41 RAMPS AND AUXILIARY LANES (6-1-D): WIS 55 NORTHBOUND OFF-RAMP FROM IH 41 IS A PARALLEL TYPE CONFIGURATION. THE RAMP ENTRY LIES WITHIN A MAINLINE HORIZONTAL CURVE. A LONGER PARALLEL RAMP, APPROXIMATELY 2100-FEET, WAS ADDED THROUGH THE MAINLINE CURVE. PORTIONS OF THE IH 41 SOUTHBOUND ON-RAMP FROM CURVE PT TO RAMP TERMINAL IS BEING CONSTRUCTED WITH PROJECT ID 4650-08-71 IN 2014. THE PARALLEL RAMP AND CURVE PORTIONS OF THE ON-RAMP ARE TO BE CONSTRUCTED WITH THE FUTURE EXPANSION PROJECT.

2
UTILITIES (6-1-H): TDS METROCOM HAS A BURIED FACILITY ALONG THE SOUTHERLY RIGHT OF WAY OF IH 41 BETWEEN COUNTY N AND WIS 55.

MATCHLINE SEGMENT 6 / SECTION 1 / SHEET 4

6-1-C

IH 41 SB ON-RAMP

B-44-40
RECONSTRUCT

IH 41 SB OFF-RAMP

EXISTING RIGHT OF WAY

B-44-42
RECONSTRUCT

IH 41 SB

IH 41 NB

B-44-41
RECONSTRUCT

IH 41 NB
OFF-RAMP

IH 41 NB ON-RAMP

B-44-43
RECONSTRUCT

PROPOSED IH 41

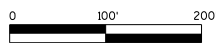
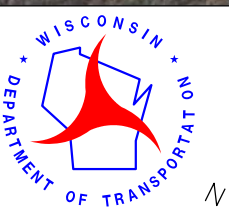
TOWER DR

UTILITIES (6-1-H):

GEOMETRIC DEFICIENCY (6-1-F):
APPROXIMATE START OF
DEFICIENT VERTICAL GRADE
ACTUAL = 0.11%
DESIRED = 0.50%
MINIMUM = 0.30%

LEGEND

- APPROXIMATE UTILITY CROSSING
- EXISTING ROW
- PROPOSED ROW
- EXISTING ROADWAYS
- PROPOSED LOCAL ROADS
- PROPOSED IH 41
- PROPOSED STRUCTURE
- PROPOSED CONCRETE BARRIER
- PROPOSED LOCAL SIDEWALK
- ROADWAY OBLITERATION
- PROPOSED NOISE WALL



MATCHLINE SEGMENT 6 / SECTION 2 / SHEET 1

2
IH 41 RAMPS AND AUXILIARY LANES (6-2-A): THE WIS 55 SOUTHBOUND OFF-RAMP FROM IH 41 IS A TAPERED TYPE CONFIGURATION. THE RAMP ENTRY LIES WITHIN THE IH 41 SOUTHBOUND BRIDGE OVER MALONEY ROAD. PORTIONS OF THE WIS 55 SOUTHBOUND OFF-RAMP FROM CURVE PT TO RAMP TERMINAL IS BEING CONSTRUCTED WITH PROJECT ID 4650-08-71 IN 2014. THE TAPERED AND CURVE PORTIONS OF THE OFF-RAMP ARE TO BE CONSTRUCTED WITH THE FUTURE EXPANSION PROJECT.

IH 41 RAMPS AND AUXILIARY LANES (6-1-B): WIS 55 NORTHBOUND ON-RAMP TO IH 41 IS A PARALLEL TYPE CONFIGURATION. THE RAMP ENTRY LIES WITHIN THE IH 41 NORTHBOUND BRIDGE OVER MALONEY ROAD. THE BRIDGE IS WITHIN THE TAPERED PORTION OF THE PARALLEL RAMP. PORTIONS OF THE WIS 55 NORTHBOUND ON-RAMP FROM CURVE PT TO RAMP TERMINAL IS BEING CONSTRUCTED WITH PROJECT ID 4650-08-71 IN 2014. THE TAPERED AND CURVE PORTIONS OF THE OFF-RAMP ARE TO BE CONSTRUCTED WITH THE FUTURE EXPANSION PROJECT.

FRONTAGE ROADS (6-2-C): TOWER DRIVE IS A FRONTAGE ROAD LOCATED JUST NORTHEAST OF MALONEY ROAD AND RUNS TO EAST LINE ROAD. IT IS APPROXIMATELY 55' TO 85' OFFSET FROM EDGE OF IH 41 NORTHBOUND LANE TO EDGE OF TOWER DRIVE LANE. THIS DISTANCE IS ADEQUATE, ALTHOUGH CONSIDERATION SHOULD BE GIVEN FOR ROADSIDE DESIGN GUIDE REQUIREMENTS FOR DRAINAGE IMPROVEMENTS AND CLEAR ZONE TRAVERSABLE SIDE SLOPES.

UTILITIES (6-2-F): TDS METROCOM HAS BURIED FACILITIES ALONG THE SOUTHERLY RIGHT OF WAY ALONG IH 41 BETWEEN WIS 55 AND COUNTY J.

UTILITIES (6-2-G): WE ENERGIES HAS BURIED GAS LINE CROSSING IH 41 AT WIS 55.

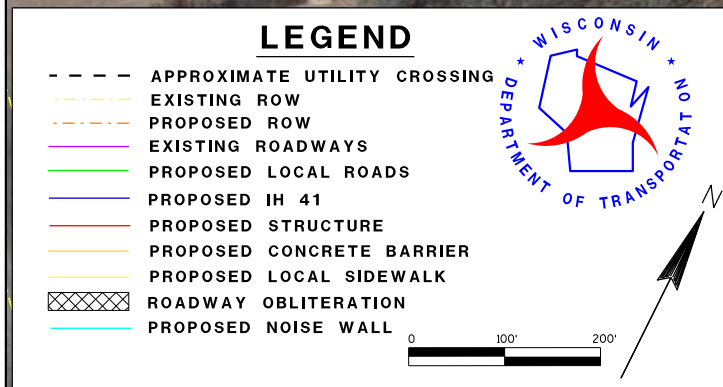
UTILITIES (6-2-H): TIME WARNER HAS AN UNDERGROUND FACILITY LOCATED APPROXIMATELY 50 FEET EAST OF WIS 55. COUNTY J.

UTILITIES (6-2-I): WE ENERGIES HAS A PAIR OF BURIED GAS LINES CROSSING IH 41 AT MALONEY ROAD, J.

DRAFT

MATCHLINE SEGMENT 6 / SECTION 1 / SHEET 5

MATCHLINE SEGMENT 6 / SECTION 2 / SHEET 2



FRONTAGE ROADS (6-2-C): TOWER DRIVE IS A FRONTAGE ROAD LOCATED JUST NORTHEAST OF MALONEY ROAD AND RUNS TO EAST LINE ROAD. IT IS APPROXIMATELY 55' TO 85' OFFSET FROM EDGE OF IH 41 NORTHBOUND LANE TO EDGE OF TOWER DRIVE LANE. THIS DISTANCE IS ADEQUATE, ALTHOUGH CONSIDERATION SHOULD BE GIVEN FOR ROADSIDE DESIGN GUIDE REQUIREMENTS FOR DRAINAGE IMPROVEMENTS AND CLEAR ZONE TRAVERSABLE SIDE SLOPES.

UTILITIES (6-2-F): TDS METROCOM HAS BURIED FACILITIES ALONG THE SOUTHERLY RIGHT OF WAY ALONG IH 41 BETWEEN WIS 55 AND COUNTY J.

DRAFT

MATCHLINE SEGMENT 6 / SECTION 2 / SHEET 1

PROGRESS WAY

NORTHDRIDGE DR

NORTHDRIDGE DR

END SEGMENT 6, BEGIN SEGMENT 7

TIE IN PROPOSED IH 41 (CTH J TO CTH S)

EXISTING RIGHT OF WAY

IH 41 SB

IH 41 NB

6-2-C

TOWER DR

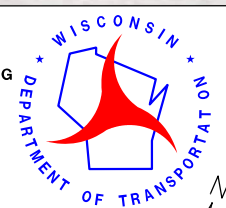
PROPOSED IH 41

UTILITIES (6-2-F):

E. LINE RD

LEGEND

- APPROXIMATE UTILITY CROSSING
- EXISTING ROW
- PROPOSED ROW
- EXISTING ROADWAYS
- PROPOSED LOCAL ROADS
- PROPOSED IH 41
- PROPOSED STRUCTURE
- PROPOSED CONCRETE BARRIER
- PROPOSED LOCAL SIDEWALK
- ROADWAY OBLITERATION
- PROPOSED NOISE WALL



0 100' 200'