

US 41 RAMPS (7-1-A): THE SB AND NB OFFRAMPS WILL REQUIRE SOME RECONFIGURATION DUE TO THE EXIT RAMP GEOMETRICS. THE REMAINING RAMPS MATCH INTO THE EXISTING CONFIGURATION WITH ONLY MINOR CHANGES. BOTH ON RAMPS HAVE PARALLEL CONFIGURATIONS HAVING 1,200 FOOT PARALLEL SECTIONS WITH A 360 FOOT TAPER.

UTILITIES (7-1-I): TDS METROCOM HAS AN EXISTING FIBER OPTIC FACILITY WITHIN THE US 41 RIGHT OF WAY (SOUTH OF US 41 MAINLINE) STARTING AT THE BALLARD STREET CROSSING AND ENDING AT THE COUNTY J CROSSING WHERE THE FIBER OPTIC CROSSES UNDER US 41 ALONG COUNTY J.

UTILITIES (7-1-J): AMERICAN TRANSMISSION COMPANY (ATC) HAS AN EXISTING 138KV OVERHEAD POWER LINE THAT CROSSES OVER US 41 APPROXIMATELY 900 FEET EAST NORTHEAST OF THE COUNTY J OVERPASS. ATC ALSO HAS AN EXISTING 345KV OVERHEAD POWER LINE THAT CROSSES OVER US 41 APPROXIMATELY 1,600 FEET SOUTH SOUTHWEST OF THE WRIGHTSTOWN ROAD CROSSING.

DRAFT

GEOMETRIC DEFICIENCY (7-1-D):
APPROXIMATE START OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.24%
DESIRED: 0.50%
MINIMUM: 0.30%

END SEGMENT 6

US 41 SB ON RAMP

US 41 SB

US 41 NB

7-1-A

US 41 NB OFF RAMP

US 41 NB ON RAMP

US 41 SB OFF RAMP

7-1-A

PROPOSED US 41

UTILITIES (7-1-J)

MATCH LINE

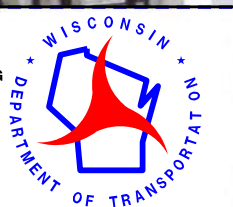
EXISTING RIGHT OF WAY

CONSTRUCTION
EASEMENTADD PARTIAL
BYPASS LANE

GEOMETRIC DEFICIENCY (7-1-D):
APPROXIMATE END OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.24%
DESIRED: 0.50%
MINIMUM: 0.30%

LEGEND

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



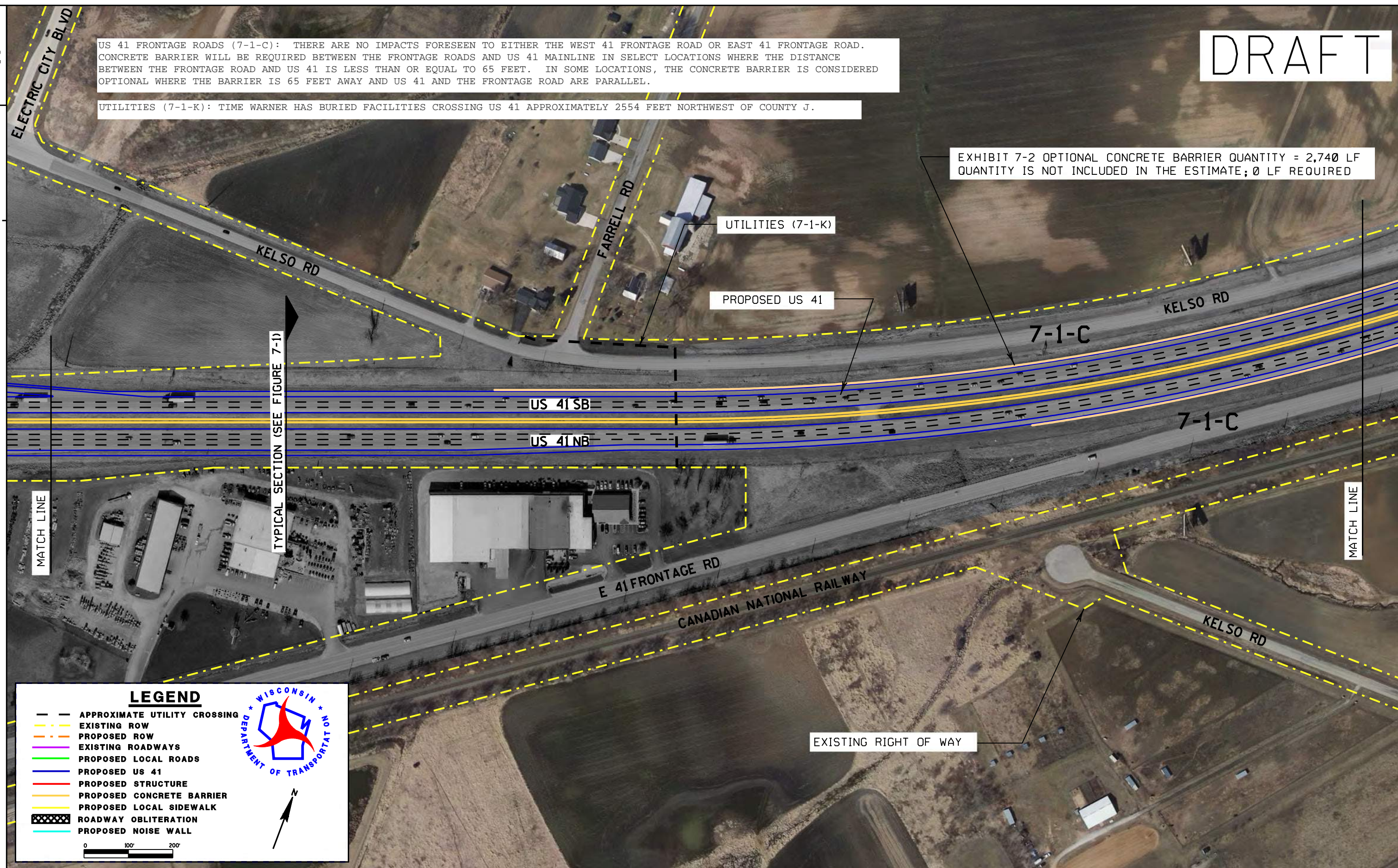
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DRAFT

US 41 FRONTAGE ROADS (7-1-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE WEST 41 FRONTAGE ROAD OR EAST 41 FRONTAGE ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

UTILITIES (7-1-K): TIME WARNER HAS BURIED FACILITIES CROSSING US 41 APPROXIMATELY 2554 FEET NORTHWEST OF COUNTY J.

EXHIBIT 7-2 OPTIONAL CONCRETE BARRIER QUANTITY = 2,740 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 0 LF REQUIRED

**LEGEND**

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

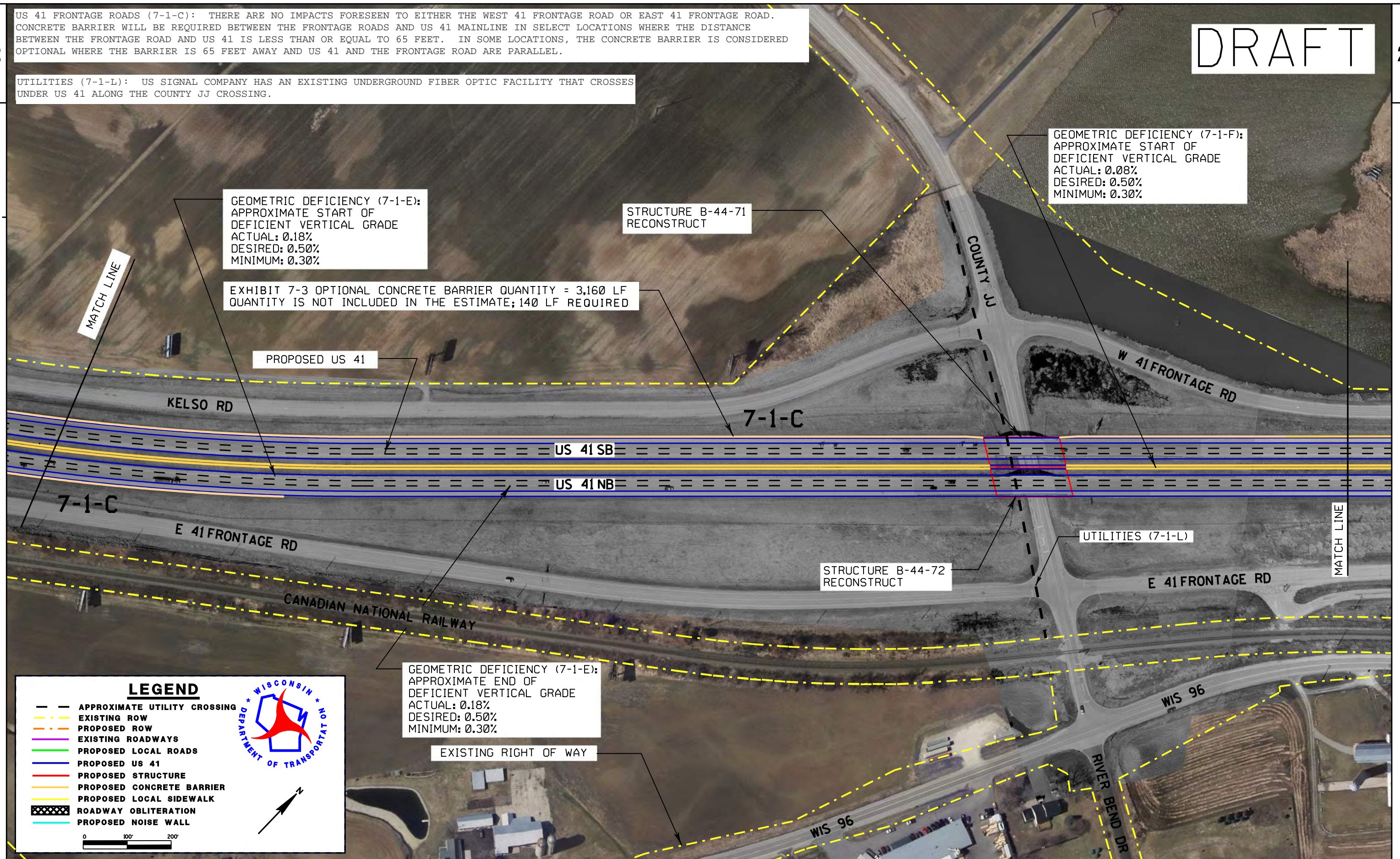


0 100' 200'

US 41 FRONTAGE ROADS (7-1-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE WEST 41 FRONTAGE ROAD OR EAST 41 FRONTAGE ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

UTILITIES (7-1-L): US SIGNAL COMPANY HAS AN EXISTING UNDERGROUND FIBER OPTIC FACILITY THAT CROSSES UNDER US 41 ALONG THE COUNTY JJ CROSSING.

DRAFT



DRAFT

US 41 FRONTAGE ROADS (7-1-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE WEST 41 FRONTAGE ROAD OR EAST 41 FRONTAGE ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

UTILITIES (7-1-M): TIME WARNER HAS BURIED FACILITIES CROSSING US 41 APPROXIMATELY 3450 FEET NORTHWEST OF COUNTY JJ.

GEOMETRIC DEFICIENCY (7-1-F):
APPROXIMATE END OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.08%
DESIRED: 0.50%
MINIMUM: 0.30%

EXHIBIT 7-4 OPTIONAL CONCRETE BARRIER QUANTITY = 1,170 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 3,510 LF REQUIRED

UTILITIES (7-1-M)

PROPOSED US 41

W 41 FRONTAGE RD

US 41 SB

US 41 NB

7-1-C

E 41 FRONTAGE RD

E 41 FRONTAGE RD

CANADIAN NATIONAL RAILWAY

TOWN CLUB RD

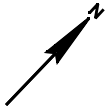
WIS 96

TOWN CLUB RD

EXISTING RIGHT OF WAY

LEGEND

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

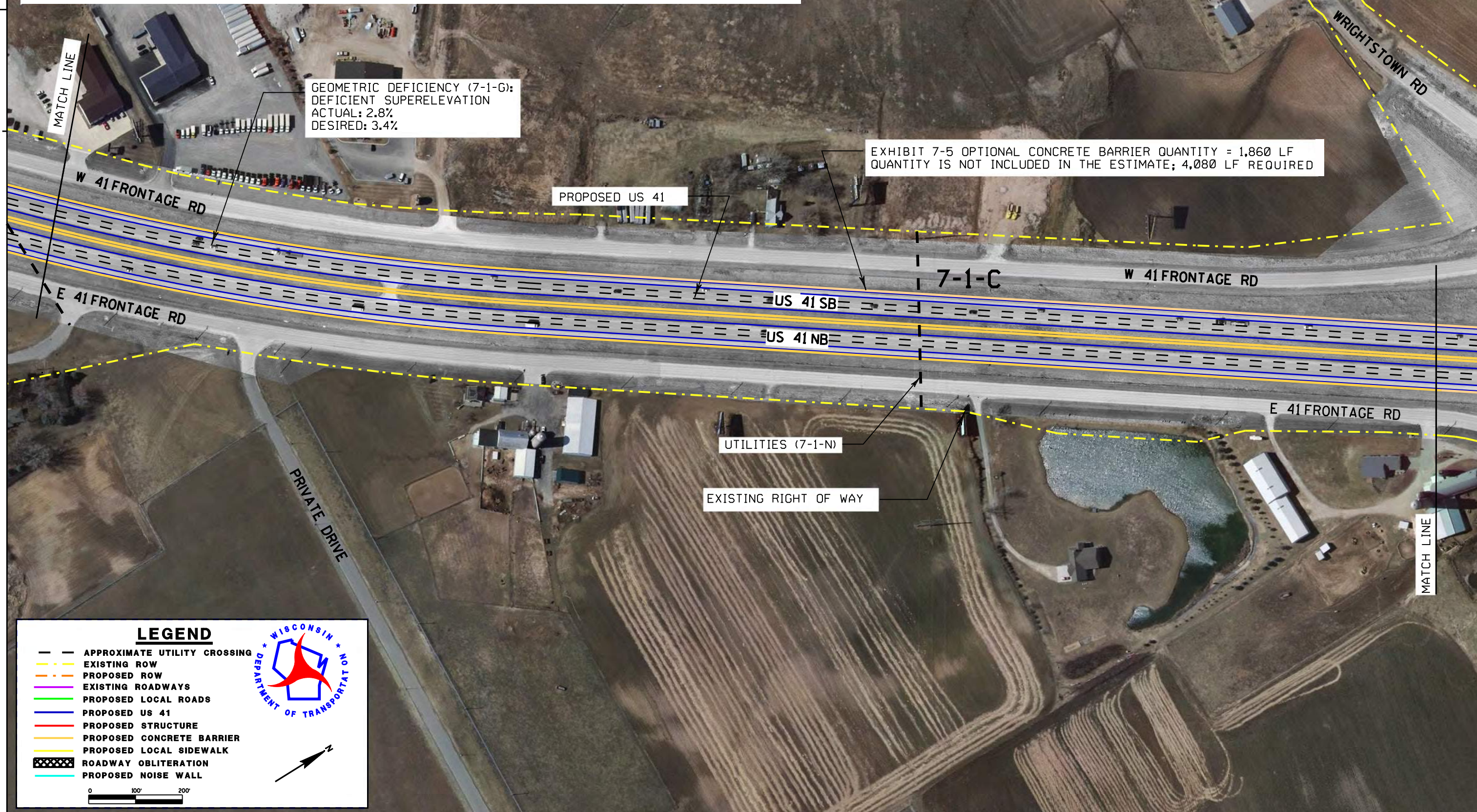


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US 41 FRONTAGE ROADS (7-1-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE WEST 41 FRONTAGE ROAD OR EAST 41 FRONTAGE ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

UTILITIES (7-1-N): ATC HAS AN EXISTING 345KV OVERHEAD POWER LINE THAT CROSSES OVER US 41 APPROXIMATELY 1,600 FEET SOUTH SOUTHWEST OF THE WRIGHTSTOWN ROAD CROSSING.

DRAFT

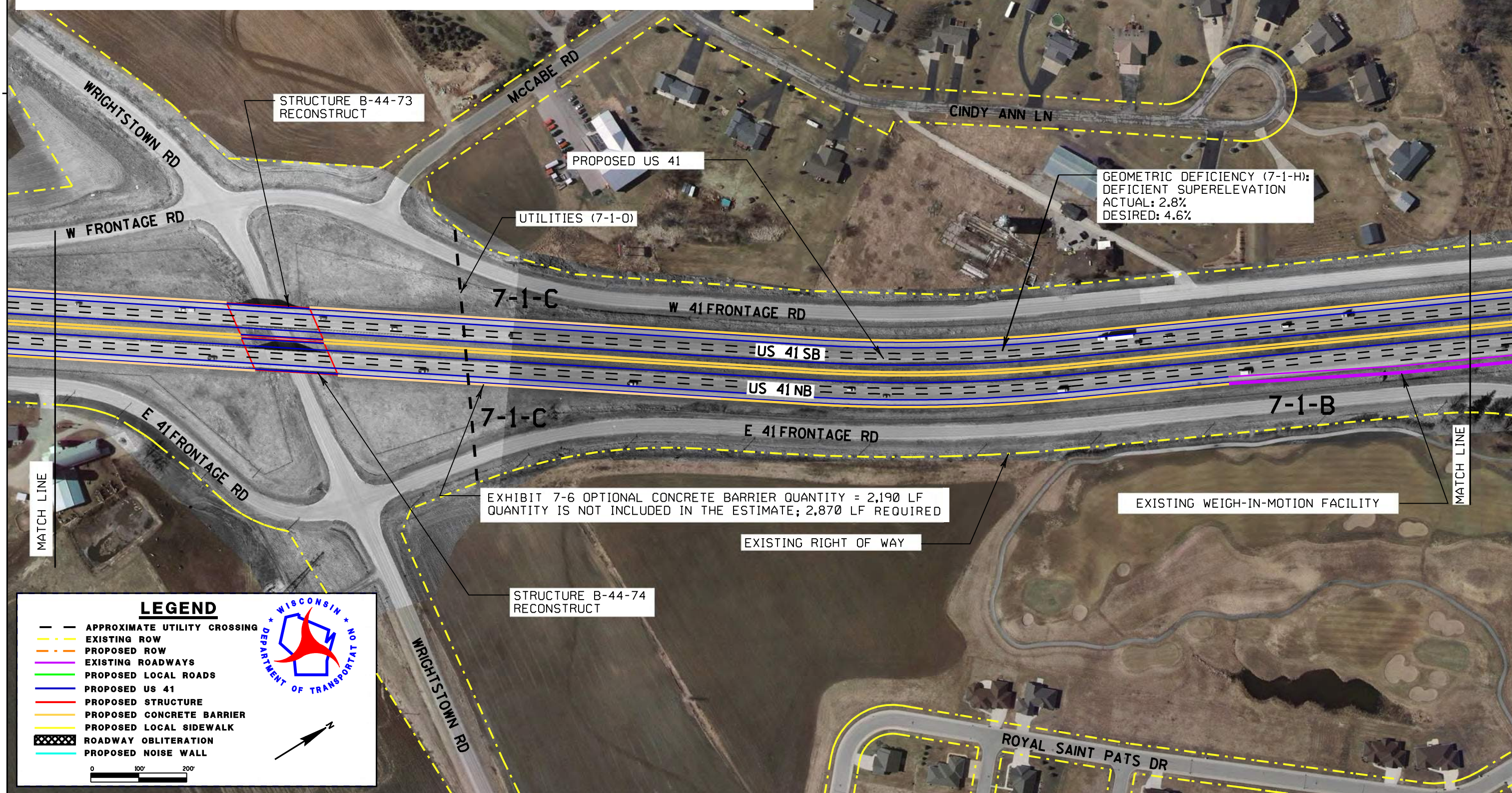


US 41 EXISTING WEIGH IN MOTION FACILITY (7-1-B): US 41 NB FROM THE WEIGH IN MOTION FACILITY TO JUST NORTH OF COUNTY U INTERCHANGE WILL BE RECONFIGURED TO INCLUDE AN AUXILIARY LANE TO IMPROVE MERGING MOVEMENTS BETWEEN TRAFFIC ENTERING US 41 FROM THE WEIGH IN MOTION FACILITY AND VEHICLES EXITING US 41 NB ONTO COUNTY U. THE LENGTH OF THE PROPOSED AUXILIARY LANE IS APPROXIMATELY 3,400 FEET AND IT EXTENDS OVER THE COUNTY U OVERPASS.

US 41 FRONTAGE ROADS (7-1-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE WEST 41 FRONTAGE ROAD OR EAST 41 FRONTAGE ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

UTILITIES (7-1-O): TIME WARNER HAS A BURIED FACILITIES CROSSING US 41 APPROXIMATELY 380 FEET NORTHEAST OF WRIGHTSTOWN RD

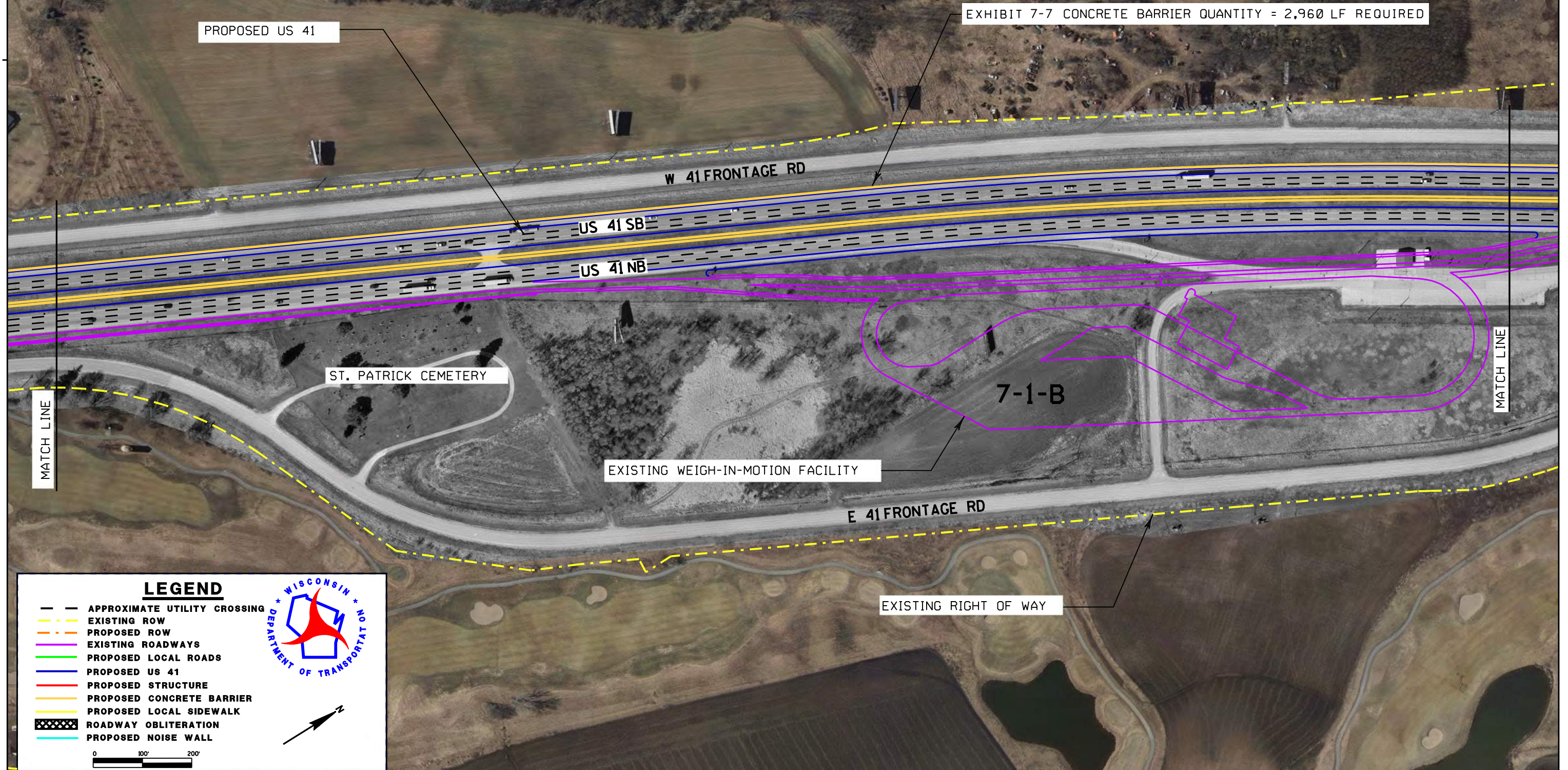
DRAFT



US 41 EXISTING WEIGH IN MOTION FACILITY (7-1-B): US 41 NB FROM THE WEIGH IN MOTION FACILITY TO JUST NORTH OF COUNTY U INTERCHANGE WILL BE RECONFIGURED TO INCLUDE AN AUXILIARY LANE TO IMPROVE MERGING MOVEMENTS BETWEEN TRAFFIC ENTERING US 41 FROM THE WEIGH IN MOTION FACILITY AND VEHICLES EXITING US 41 NB ONTO COUNTY U. THE LENGTH OF THE PROPOSED AUXILIARY LANE IS APPROXIMATELY 3,400 FEET AND IT EXTENDS OVER THE COUNTY U OVERPASS.

US 41 FRONTAGE ROADS (7-1-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE WEST 41 FRONTAGE ROAD OR EAST 41 FRONTAGE ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

DRAFT



US 41 EXISTING WEIGH IN MOTION FACILITY (7-1-B): US 41 NB FROM THE WEIGH IN MOTION FACILITY TO JUST NORTH OF COUNTY U INTERCHANGE WILL BE RECONFIGURED TO INCLUDE AN AUXILIARY LANE TO IMPROVE MERGING MOVEMENTS BETWEEN TRAFFIC ENTERING US 41 FROM THE WEIGH IN MOTION FACILITY AND VEHICLES EXITING US 41 NB ONTO COUNTY U. THE LENGTH OF THE PROPOSED AUXILIARY LANE IS APPROXIMATELY 3,400 FEET AND IT EXTENDS OVER THE COUNTY U OVERPASS.

US 41 FRONTAGE ROADS (7-1-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE WEST 41 FRONTAGE ROAD OR EAST 41 FRONTAGE ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

UTILITIES (7-1-P): ANR PIPELINE HAS AN EXISTING 30-INCH PIPELINE FACILITY THAT CROSSES UNDER US 41 APPROXIMATELY 2,200 FEET SOUTH OF SOUTH SOUTHWEST OF THE COUNTY U OVERPASS STRUCTURE.

DRAFT

UTILITIES (7-1-P)

EXHIBIT 7-8 OPTIONAL CONCRETE BARRIER QUANTITY = 1,070 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 1,900 LF REQUIRED

PROPOSED US 41

W 41 FRONTAGE RD

7-1-C

US 41 SB ENTRANCE RAMP

US 41 SB

US 41 NB

E 41 FRONTAGE RD

7-1-C

US 41 NB EXIT RAMP

7-1-B

EXISTING WEIGH-IN-MOTION FACILITY

EXISTING RIGHT OF WAY

MATCH LINE

MATCH LINE

LEGEND

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

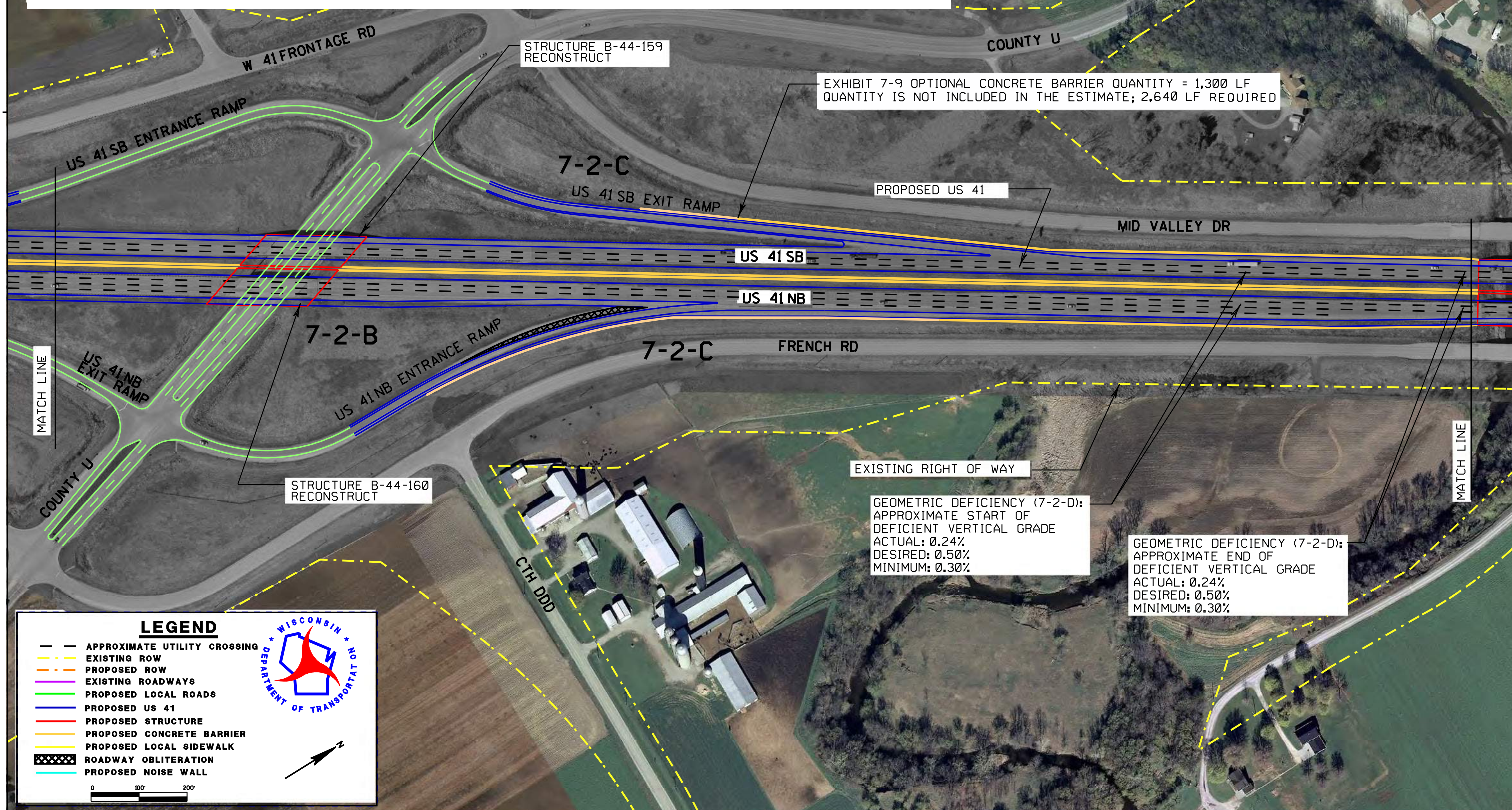


0 100' 200'

US 41 EXISTING WEIGH IN MOTION FACILITY (7-2-B): US 41 NB FROM THE WEIGH IN MOTION FACILITY TO JUST NORTH OF COUNTY U INTERCHANGE WILL BE RECONFIGURED TO INCLUDE AN AUXILIARY LANE TO IMPROVE MERGING MOVEMENTS BETWEEN TRAFFIC ENTERING US 41 FROM THE WEIGH IN MOTION FACILITY AND VEHICLES EXITING US 41 NB ONTO COUNTY U. THE LENGTH OF THE PROPOSED AUXILIARY LANE IS APPROXIMATELY 3,400 FEET AND IT EXTENDS OVER THE COUNTY U OVERPASS.

US 41 FRONTAGE ROADS (7-2-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE MID VALLEY DRIVE OR FRENCH ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

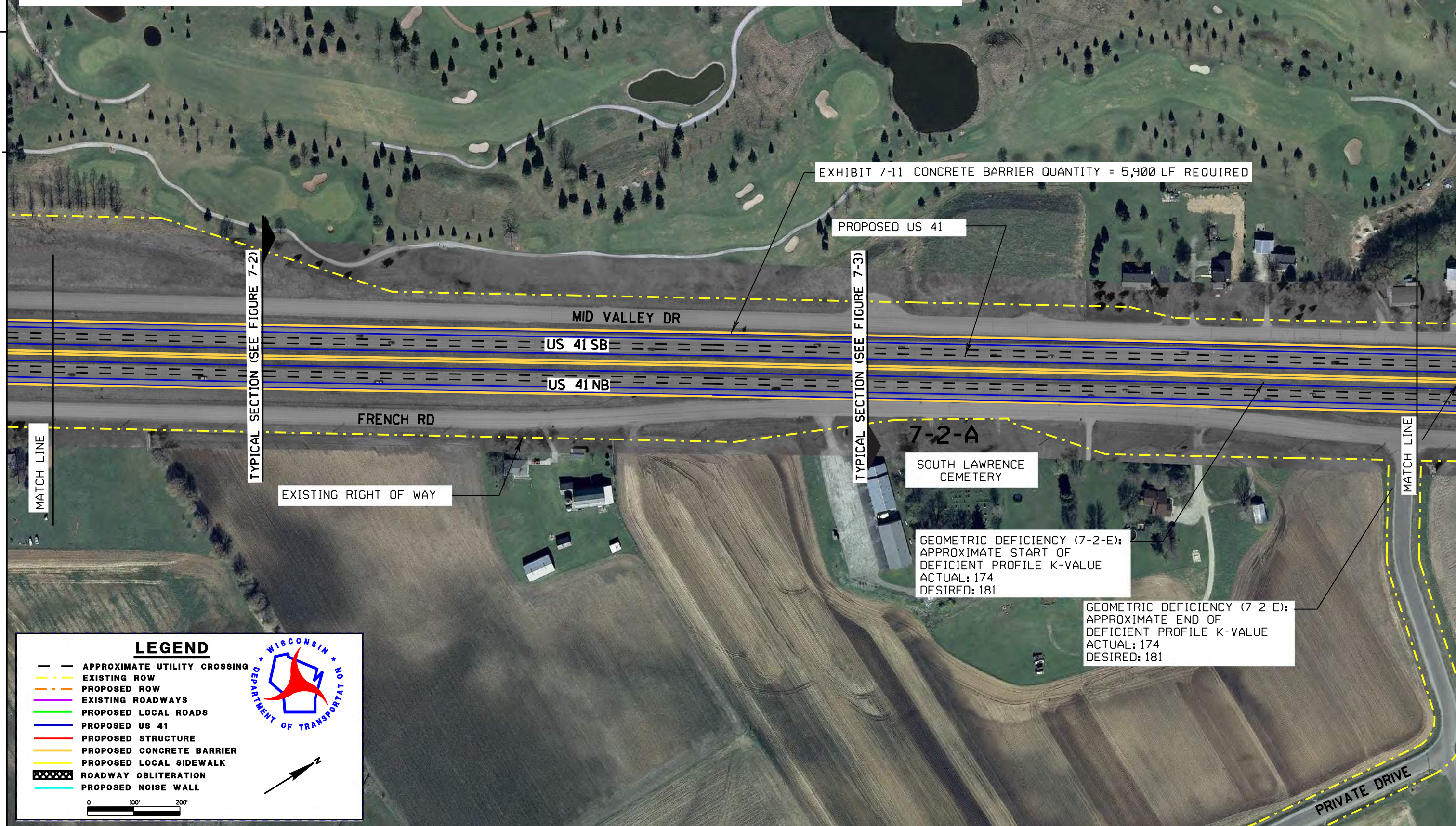
DRAFT





US 41 HORIZONTAL ALIGNMENT & TYPICAL SECTION (7-2-A): ADJACENT TO THE ST. LAWRENCE CEMETERY (APPROX. 3,000 FEET TOTAL AND 1,000 FOOT TAPERS) THE HORIZONTAL ALIGNMENT JOGS WEST TO APPROXIMATELY 4 FEET PAST THE EXISTING HORIZONTAL ALIGNMENT TO MAINTAIN THE SAME NB OUTSIDE BARRIER LOCATION. THE ALIGNMENT JOGS BACK TO THE EAST TO MATCH UP WITH THE EXISTING HORIZONTAL ALIGNMENT ONCE PAST THE CEMETERY.

DRAFT

**LEGEND**

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



0 100' 200'

DRAFT

UTILITIES (7-2-G): TIME WARNER HAS BURED FACILITIES CROSSING US 41 AT GOLDEN GLOW RD.

UTILITIES (7-2-H): AMERICAN TRANSMISSION COMPANY (ATC) HAS AN EXISTING 138KV OVERHEAD POWER LINE THAT CROSSES 1,430 FEET NORTHEAST OF GOLDEN GLOW ROAD (138KV).



MATCH LINE

TYPICAL SECTION (SEE FIGURE 7-2)

MATCH LINE

LEGEND

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



US 41 FRONTAGE ROADS (7-2-C): THERE ARE NO IMPACTS FORESEEN TO EITHER THE MID VALLEY DRIVE OR FRENCH ROAD. CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

DRAFT

EXHIBIT 7-13 OPTIONAL CONCRETE BARRIER QUANTITY = 480 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 4,640 LF REQUIRED

PROPOSED US 41

7-2-C

MID VALLEY DR

US 41 SB

US 41 NB

FRENCH RD

7-2-C

EXISTING RIGHT OF WAY

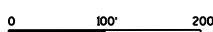
FRENCH RD

MATCH LINE

MATCH LINE

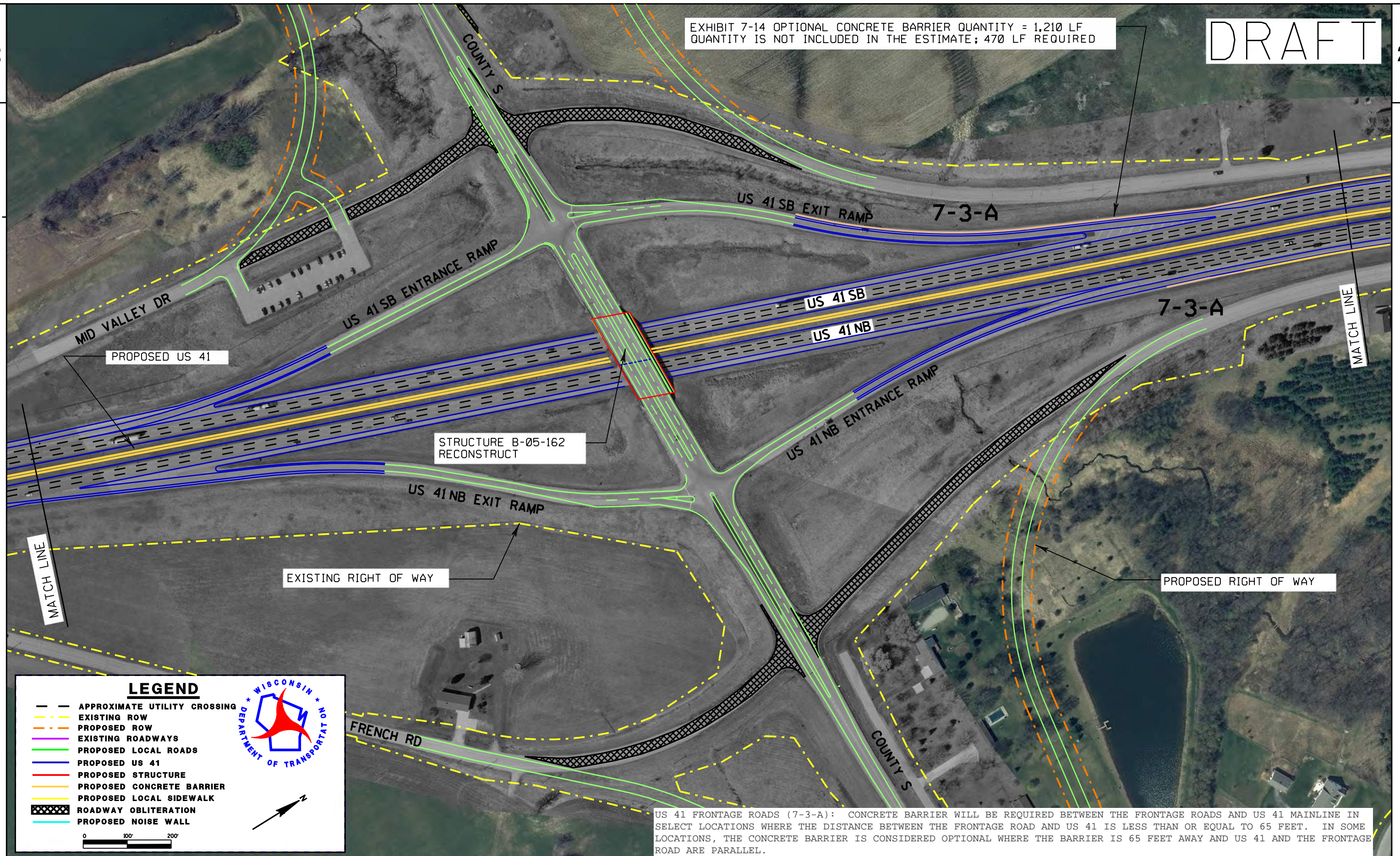
LEGEND

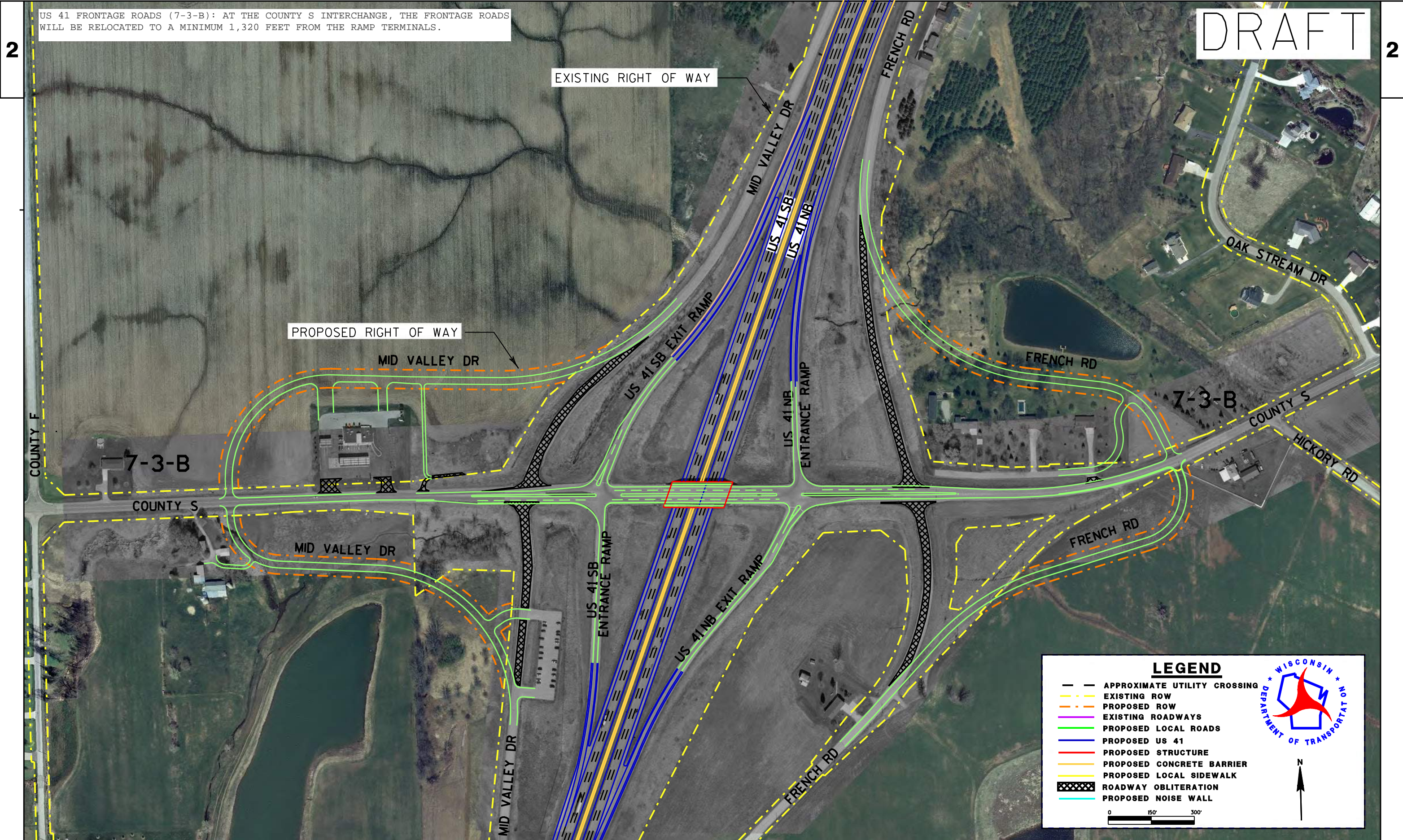
- APPROXIMATE UTILITY CROSSING
- EXISTING ROW
- PROPOSED ROW
- EXISTING ROADWAYS
- PROPOSED LOCAL ROADS
- PROPOSED US 41
- PROPOSED STRUCTURE
- PROPOSED CONCRETE BARRIER
- PROPOSED LOCAL SIDEWALK
- ROADWAY OBLITERATION
- PROPOSED NOISE WALL



DRAFT

EXHIBIT 7-14 OPTIONAL CONCRETE BARRIER QUANTITY = 1,210 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 470 LF REQUIRED

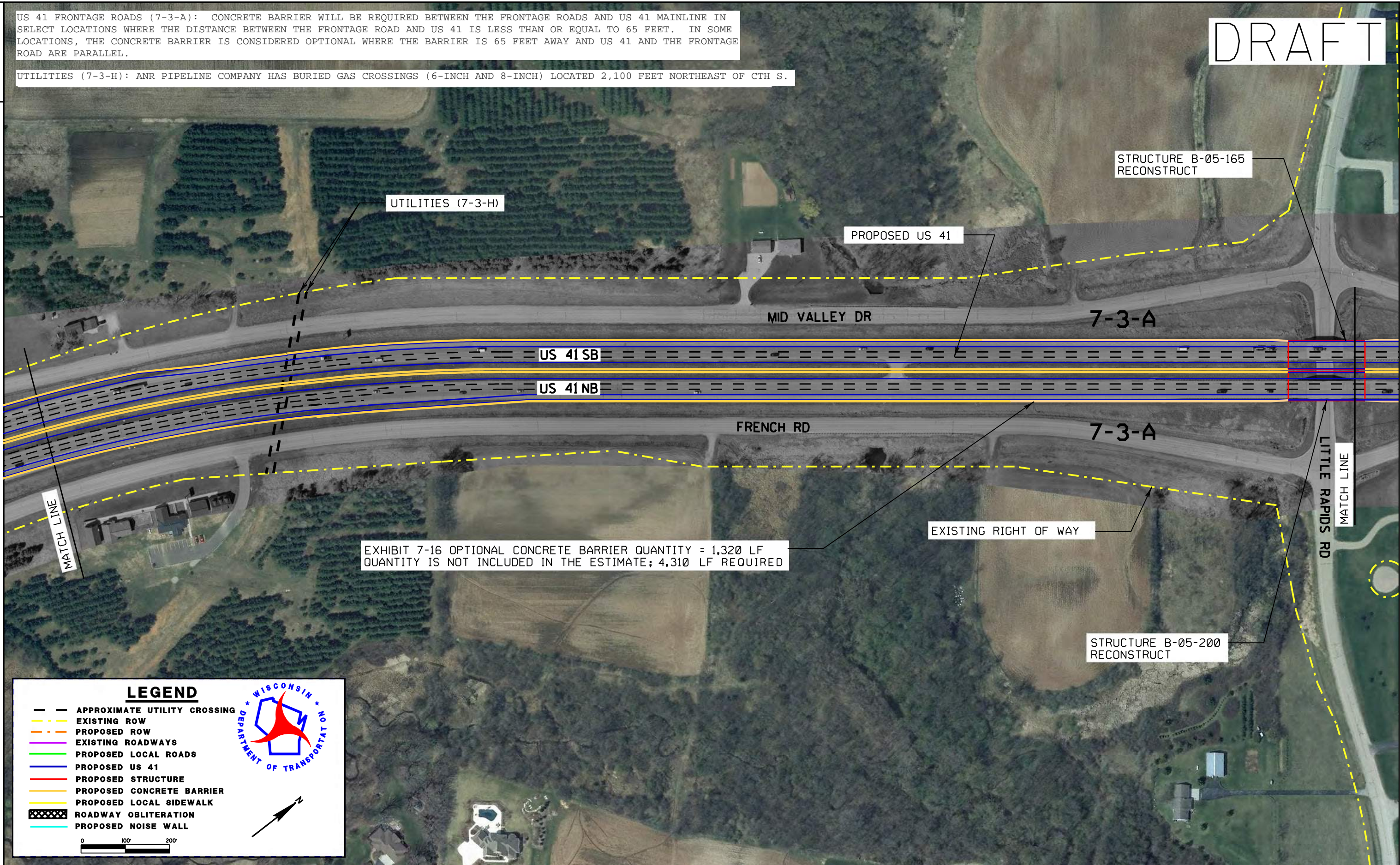




US 41 FRONTAGE ROADS (7-3-A): CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

UTILITIES (7-3-H): ANR PIPELINE COMPANY HAS BURIED GAS CROSSINGS (6-INCH AND 8-INCH) LOCATED 2,100 FEET NORTHEAST OF CTH S.

DRAFT

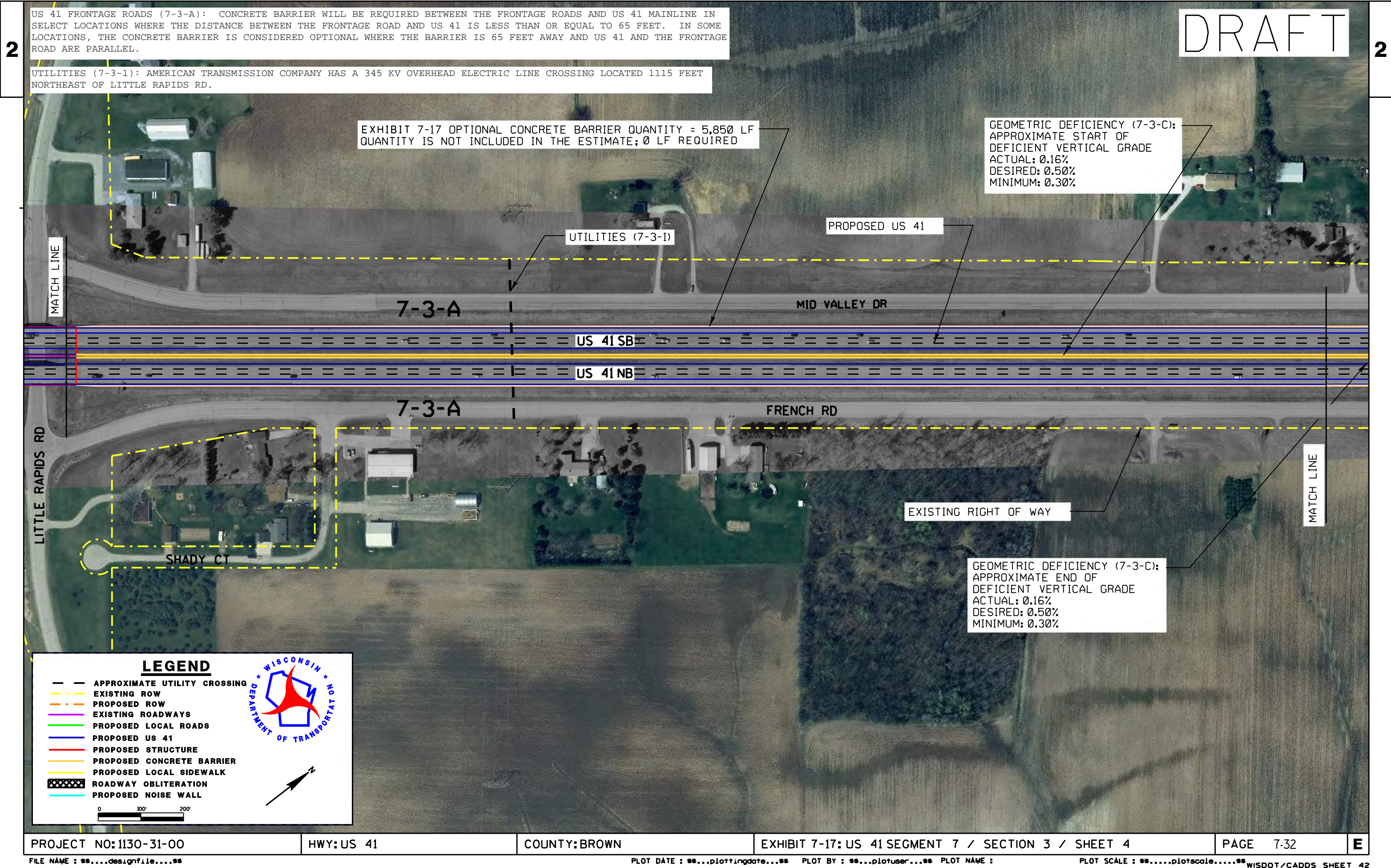


LEGEND

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

0 100' 200'

WISCONSIN
DEPARTMENT OF TRANSPORTATION



DRAFT

US 41 FRONTAGE ROADS (7-3-A): CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

EXHIBIT 7-18 OPTIONAL CONCRETE BARRIER QUANTITY = 5,900 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 0 LF REQUIRED

GEOMETRIC DEFICIENCY (7-3-D):
APPROXIMATE END OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.14%
DESIRED: 0.50%
MINIMUM: 0.30%

PROPOSED US 41

MATCH LINE

7-3-A

MID VALLEY DR

US 41 SB

US 41 NB

7-3-A

FRENCH RD

LARRY LN

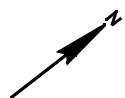
EXISTING RIGHT OF WAY

MATCH LINE

GEOMETRIC DEFICIENCY (7-3-D):
APPROXIMATE START OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.14%
DESIRED: 0.50%
MINIMUM: 0.30%

LEGEND

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



US 41 FRONTAGE ROADS (7-3-A): CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

DRAFT

EXHIBIT 7-19 OPTIONAL CONCRETE BARRIER QUANTITY = 5,900 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 0 LF REQUIRED

MATCH LINE

7-3-A

BIRCHWOOD RD

MID VALLEY DR

PROPOSED US 41

US 41 SB

US 41 NB

7-3-A

FRENCH RD

GEOMETRIC DEFICIENCY (7-3-E):
APPROXIMATE START OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.11%
DESIRED: 0.50%
MINIMUM: 0.30%

FRENCH CT

MATCH LINE

GEOMETRIC DEFICIENCY (7-3-E):
APPROXIMATE END OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.11%
DESIRED: 0.50%
MINIMUM: 0.30%

EXISTING RIGHT OF WAY

LEGEND

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

WISCONSIN
DEPARTMENT OF TRANSPORTATION

0 100' 200'

DRAFT

US 41 FRONTAGE ROADS (7-3-A): CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

EXHIBIT 7-20 OPTIONAL CONCRETE BARRIER QUANTITY = 3,660 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 0 LF REQUIRED

GEOMETRIC DEFICIENCY (7-3-G):
APPROXIMATE START OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.15%
DESIRED: 0.50%
MINIMUM: 0.30%

GEOMETRIC DEFICIENCY (7-3-F):
DEFICIENT SUPERELEVATION
ACTUAL: 2.8%
DESIRED: 3.4%

GEOMETRIC DEFICIENCY (7-3-G):
APPROXIMATE END OF
DEFICIENT VERTICAL GRADE
ACTUAL: 0.15%
DESIRED: 0.50%
MINIMUM: 0.30%

EXISTING RIGHT OF WAY

MATCH LINE

MATCH LINE

MID VALLEY DR

7-3-A

US 41 SB

US 41 NB

7-3-A

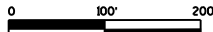
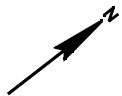
FRENCH RD

CREAMERY RD

SOUTHBRIDGE RD

LEGEND

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



US 41 FRONTAGE ROADS (7-3-A): CONCRETE BARRIER WILL BE REQUIRED BETWEEN THE FRONTAGE ROADS AND US 41 MAINLINE IN SELECT LOCATIONS WHERE THE DISTANCE BETWEEN THE FRONTAGE ROAD AND US 41 IS LESS THAN OR EQUAL TO 65 FEET. IN SOME LOCATIONS, THE CONCRETE BARRIER IS CONSIDERED OPTIONAL WHERE THE BARRIER IS 65 FEET AWAY AND US 41 AND THE FRONTAGE ROAD ARE PARALLEL.

DRAFT

EXHIBIT 7-21 OPTIONAL CONCRETE BARRIER QUANTITY = 480 LF
QUANTITY IS NOT INCLUDED IN THE ESTIMATE; 0 LF REQUIRED

MATCH PROJECT 1133-06-71

7-3-A

MATCH LINE

PROPOSED US 41

MID VALLEY DR

US 41 SB

US 41 NB

PDO DR

EXISTING RIGHT OF WAY

LEGEND

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

0100'200'