

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

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 ENE OF THE COUNTY J OVERPASS. ATC ALSO HAS AN EXISTING 345KV OVERHEAD POWER LINE THAT CROSSES OVER US 41 APPROXIMATELY 1,600 FEET SSW 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

STRUCTURE B-44-44
RECONSTRUCT

UTILITIES (7-1-I)

PROPOSED US 41

7-1-A

US 41 SB

US 41 NB

7-1-A

US 41 NB OFF RAMP

US 41 NB ON RAMP

UTILITIES (7-1-J)

MATCH LINE

TOWER DR

BEGIN SEGMENT 7

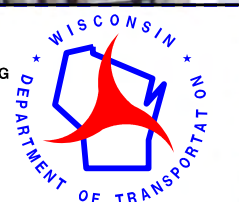
E LINE RD

EXISTING RIGHT OF WAY

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
- ROADWAY OBLITERATION
- PROPOSED NOISE WALL



0 100' 200'