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SCHEMATICS AND ROLL PLOTS

SCHEMATICS AND ROLL PLOTS - SHEET LISTING

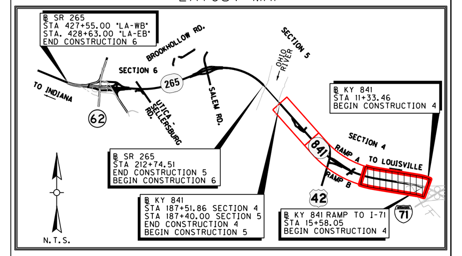
ORB EEC WORKING ENGINEERING DRAWINGS - SHEET LISTING

Preliminary working drawings developed by the WVB team, initially based on the RID design, but refined and enhanced to provide maximum value. These drawings will directly lead to deliverable plan sets during the final design process. The drawings listed below are not included herein, but are available for review and will serve to accelerate initial engineering submittals.

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
TABLE OF CONTENTS
SCHEMATICS AND ROLL PLOTS

RECOMMENDED FOR APPROVAL ________ DESIGN ENGINEER DATE

DESIGNED: ________	DRAWN: ________
APPROVED: ________	CHECKED: ________

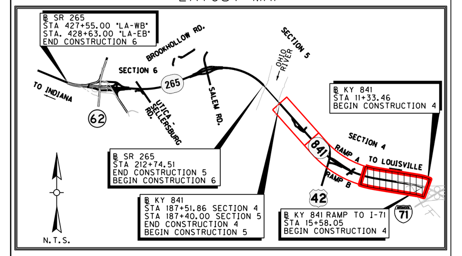
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'	SCHM_01	1 of 1
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	N/A		10/08/2012

PRELIMINARY

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

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Indiana Finance Authority

Ohio River Bridges – East End Crossing
TABLE OF CONTENTS
SCHEMATICS AND ROLL PLOTS

RECOMMENDED FOR APPROVAL ________ DESIGN ENGINEER DATE
DESIGNED: ________ DRAWN: ________
APPROVED: ________ CHECKED: ________
DESIGNATION: HORIZONTAL SCALE 1" = 100' DWG NO. SCHM_01 SHT NO. 1 of 1
PROJECT: VERTICAL SCALE N/A REV.NO. DRAWING DATE 10/08/2012

LEGEND:

- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- KY841 BASELINE NAME
- KY841_1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

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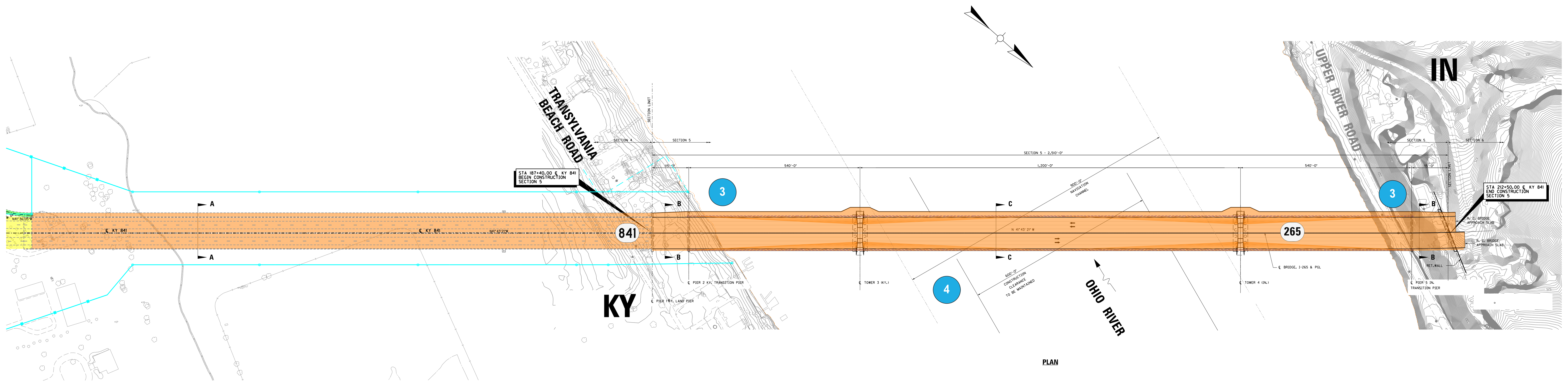
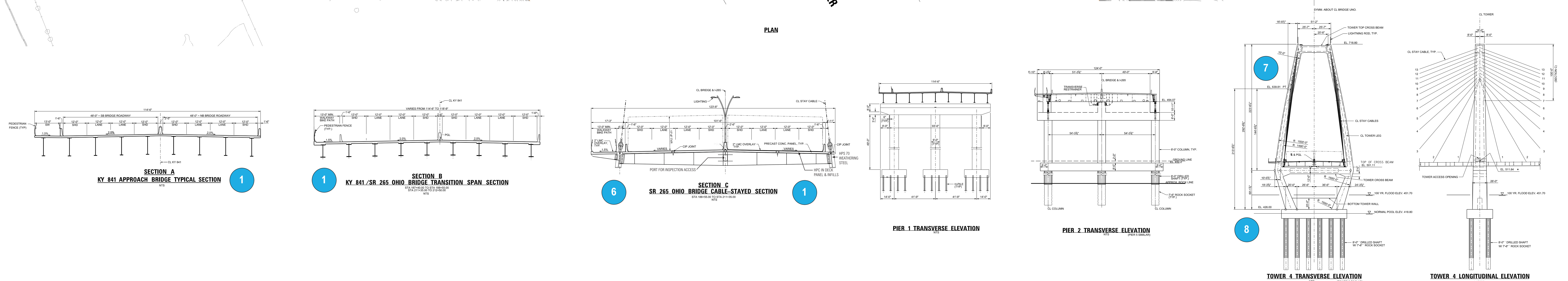
GRAPHIC SCALE IN FEET HORIZONTAL
100 0 100 200 300
GRAPHIC SCALE IN FEET VERTICAL



PLAN

ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
SEC5HORIZ	KY 841/I-265								
CI	69° 41′ 37.79" LT	0° 57′ 56.77"	4,130.51′	7,216.40′	5,932.65′	252+23.81	1,296.28′	210+93.30	283+09.70



SECTION A
KY 841 APPROACH BRIDGE TYPICAL SECTION

SECTION B
KY 841 /SR 265 OHIO BRIDGE TRANSITION SPAN SECTION

SECTION C
SR 265 OHIO BRIDGE CABLE-STAYED SECTION

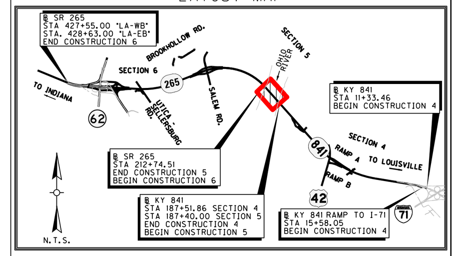
PIER 1 TRANSVERSE ELEVATION

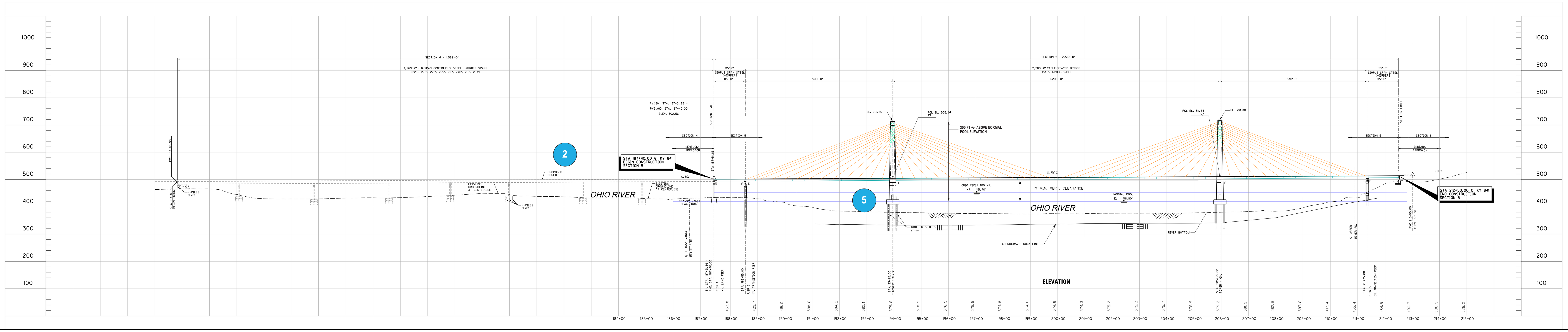
PIER 2 TRANSVERSE ELEVATION

TOWER 4 TRANSVERSE ELEVATION

TOWER 4 LONGITUDINAL ELEVATION

LAYOUT MAP





ELEVATION

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THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
KY 841 / SR 265
PLAN AND PROFILE SHEET
STA. 187+40 TO STA. 212+50

RECOMMENDED FOR APPROVAL ________________
DESIGN ENGINEER DATE

DESIGNED: ___________	DRAWN: ___________
APPROVED: ___________	CHECKED: ___________

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′	SCHM_01	1 of 1
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 100′	0	10/19/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS
ORIGINAL

4.2.1.1.e: East End Bridge Schematic
Sheet 1 of 1
Roll Plot 2 of 25

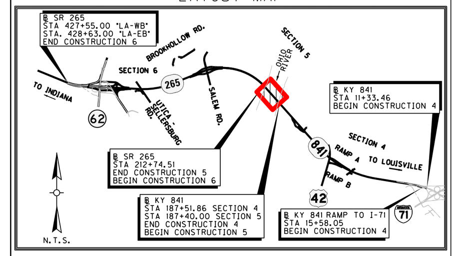
Key Value Added Technical Solutions

1	Weathering Steel (ATC #9)
2	Adjusted Profile to Optimize Stay Cables
3	Anchor Piers 2 and 5 Relocated to Land
4	Cantilever Erection Minimizes Impact to River Traffic
5	Water Level Footing Constructed in Precast Tub to Reduce Scour
6	Shark Fin Stay Anchorage Welded to Girder for Efficient Load Path and Improved Aesthetics
7	Bridge Type A-3 Convex Diamond Cable Stay – Tower Shape Mimics Lime Kiln
8	Shear Wall Provides Added Strength Against Vessel Collisions

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL
100 0 100 200 300
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



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Ohio River Bridges – East End Crossing
KY 841 / SR 265
PLAN AND PROFILE SHEET
STA. 187+40 TO STA. 212+50

LEGEND:

- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
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- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- KY841 BASELINE NAME
- KY841_1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

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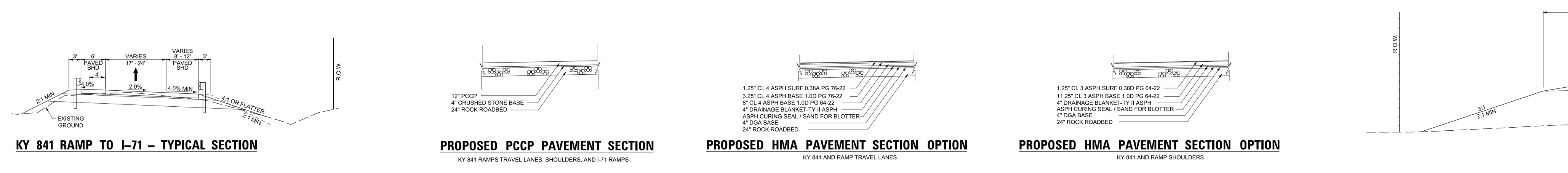
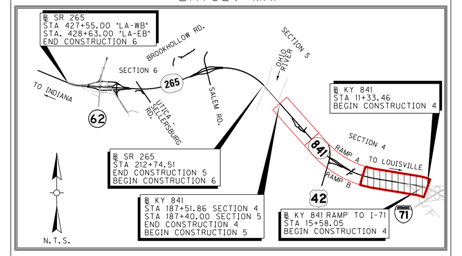


ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
KY841	KY 841								
KY841_3	26° 07′ 42.65" RT	0° 33′ 42.20"	2,366.91′	4,651.49′	10,200.00′	80+18.45	271.02′	56+51.54	103+03.03
KY841SB	KY 841 SB								
KY841SB_3	10° 30′ 33.80" LT	1° 38′ 13.28"	321.89′	641.98′	3,500.00′	7+71.69	14.77′	4+49.80	10+91.78
R171_ADD1	KY 841 SB RAMP TO I-71								
R171_ADD1-1	14° 13′ 49.85" RT	2° 51′ 53.24"	249.65′	496.74′	2,000.00′	12+49.65	15.52′	10+00.00	14+96.74
R171_ADD1-2	58° 32′ 15.36" RT	8° 42′ 27.23"	368.78′	672.26′	658.00′	21+42.73	96.30′	17+73.95	24+46.21

GRAPHIC SCALE IN FEET HORIZONTAL

GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
KY 841
PLAN AND PROFILE SHEET
STA. 00+99.72 TO STA. 70+00

RECOMMENDED FOR APPROVAL ________________
DESIGN ENGINEER DATE

DESIGNED: ___________		DRAWN: ___________	
APPROVED: ___________		CHECKED: ___________	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′	SCHM_01	1 of 4
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′	0	10/18/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 1 of 4
Roll Plot 3 of 25

Key Value Added Technical Solutions

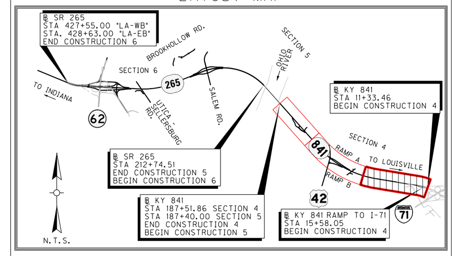
1	**Optimized Profile: Reduce Off-Site Hauling**

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

GRAPHIC SCALE IN FEET HORIZONTAL

GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

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Ohio River Bridges – East End Crossing
KY 841
PLAN AND PROFILE SHEET
STA. 00+99.72 TO STA. 70+00

LEGEND:

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- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
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- CONCRETE REMOVAL
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- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- KY841 BASELINE NAME
- KY841_1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

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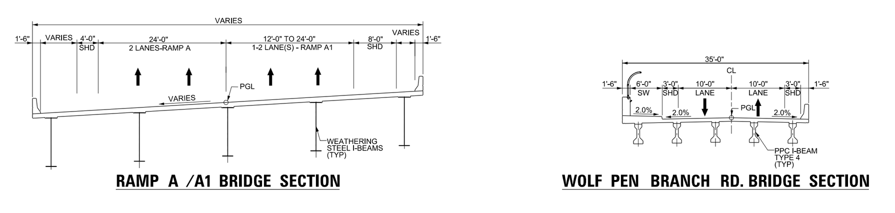
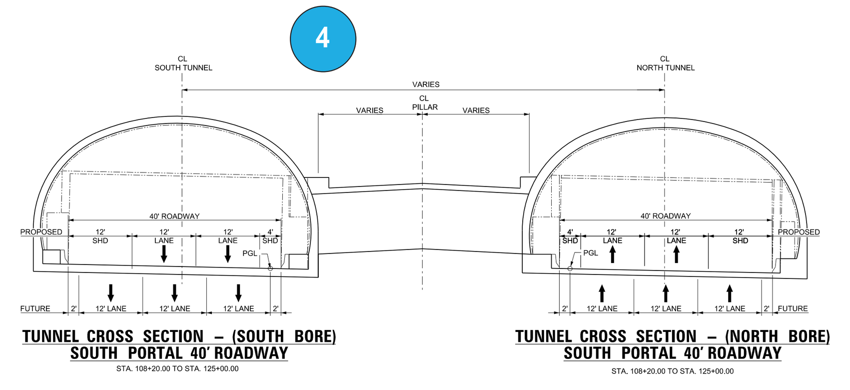
GRAPHIC SCALE IN FEET HORIZONTAL

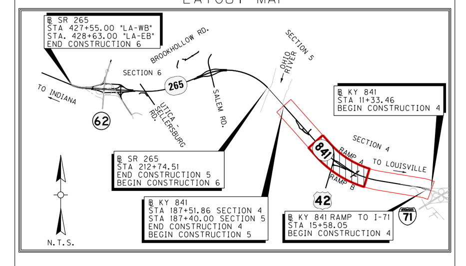
GRAPHIC SCALE IN FEET VERTICAL



ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
KY841	KY 841								
KY841_3	26° 07′ 42.65" RT	0° 33′ 42.20"	2,366.91′	4,651.49′	10,200.00′	80+18.45	271.02′	56+51.54	103+03.03
KY841_4	12° 48′ 15.34" RT	0° 35′ 26.44"	1,088.39′	2,167.72′	9,700.00′	113+91.43	60.87′	103+03.03	124+70.76
SDR	SPRINGDALE ROAD								
SDR_3	30° 33′ 47.91" LT	28° 38′ 52.40"	54.64′	106.69′	200.00′	10+73.76	7.33′	10+19.12	11+25.80
OCW	OLDE CREEK WAY CONNECTOR								
OCW_6	10° 34′ 41.00" LT	28° 38′ 52.40"	18.51′	36.92′	200.00′	9+27.97	0.86′	9+09.45	9+46.38
RAMP A	KY 841 NB RAMP TO U.S. 42 "RAMP A"								
RAMPA-1	5° 50′ 56.34" RT	0° 33′ 51.07"	518.81′	1,036.71′	10,155.45′	30+98.77	13.24′	25+79.96	36+16.67
RAMPA-2	11° 12′ 21.64" LT	7° 33′ 31.72"	74.36′	148.25′	758.00′	45+89.47	3.64′	45+15.11	46+63.36
RAMPA-3	99° 57′ 15.88" LT	26° 02′ 36.73"	261.97′	383.80′	220.00′	51+03.68	122.10′	48+41.70	52+25.50
RAMP A1	KY 841 NB RAMP TO U.S. 42 "RAMP A1"								
RAMPA1-1	13° 16′ 58.99" LT	24° 41′ 47.24"	27.01′	53.79′	232.00′	20+27.01	1.57′	20+00.00	20+53.79
RAMPA1-2	86° 23′ 15.46" RT	38° 11′ 49.87"	140.83′	226.16′	150.00′	21+94.61	55.75′	20+53.79	22+79.95
RAMP B	U.S. 42 RAMP TO KY 841 SB "RAMP B"								
RAMPB-1	95° 41′ 34.26" LT	22° 55′ 05.92"	276.16′	417.54′	250.00′	12+76.16	122.51′	10+00.00	14+17.54
RAMPB-2	16° 07′ 57.56" RT	2° 26′ 34.11"	332.41′	660.41′	2,345.49′	17+49.94	23.44′	14+17.54	20+77.95
RAMPB-3	5° 59′ 22.08" RT	2° 24′ 08.42"	124.77′	249.32′	2,385.00′	25+82.30	3.26′	24+57.53	27+06.85
RAMP B1	U.S. 42 RAMP TO KY 841 SB "RAMP B1"								
RAMPB1-1	83° 18′ 16.38" RT	57° 14′ 55.66"	89.02′	145.51′	100.08′	30+89.02	33.86′	30+00.00	31+45.51



LAYOUT MAP



DESIGN SPEEDS:
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- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

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Indiana Finance Authority
BRIDGES

Ohio River Bridges – East End Crossing
KY 841
PLAN AND PROFILE SHEET
STA. 70+00 TO STA. 137+00

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED:	DRAWN:
APPROVED:	CHECKED:

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′	SCHM_01	2 of 4
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′	0	10/23/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 2 of 4
Roll Plot 4 of 25

Key Value Added Technical Solutions

1	Single Stage Construction
2	Shortened Tunnel Length, Reduced Pillar Width (ATC #5)
3	Ramp A Single Point Urban Interchange (ATC #6): Improves Level of Service for 2030 Interchange Design
4	Optimized Tunnel Cross Section (ATC #14)
5	Raised Portal and Tunnel Profile
6	Optimized Profile

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

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Ohio River Bridges – East End Crossing
KY 841
PLAN AND PROFILE SHEET
STA. 70+00 TO STA. 137+00

LEGEND:

- PROPOSED MAINLANES
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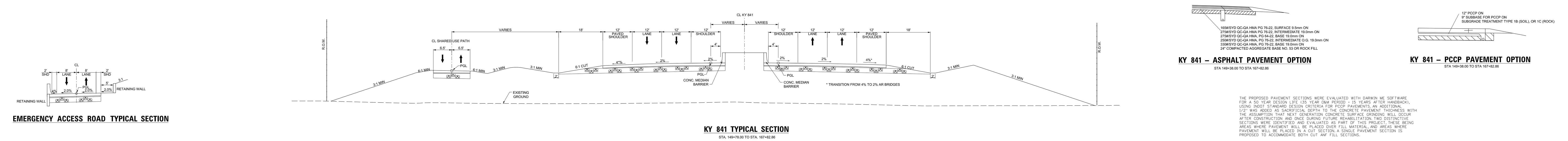
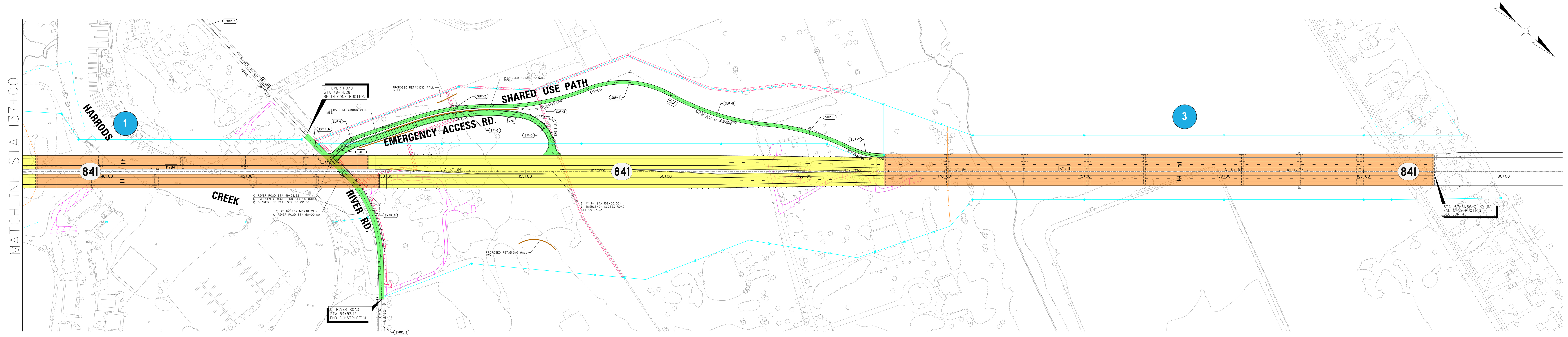


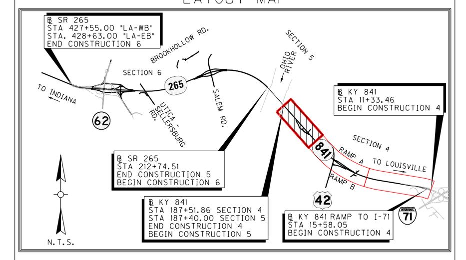


GRAPHIC SCALE IN FEET HORIZONTAL

GRAPHIC SCALE IN FEET VERTICAL

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
	ALIGNMENT DATA								
EXRR	RIVER ROAD								
EXRR_3	7° 06′ 20.26" RT	3° 10′ 59.16"	111.76′	223.23′	1,800.00′	42+85.80	3.47′	41+74.04	43+97.27
EXRR_6	6° 30′ 36.81" LT	3° 49′ 10.99"	85.31′	170.44′	1,500.00′	48+64.34	2.42′	47+79.03	49+49.46
EXRR_9	46° 36′ 16.42" RT	13° 10′ 17.20"	187.36′	353.83′	435.00′	51+73.41	38.63′	49+86.05	53+39.88
EXRR_12	5° 38′ 34.15" RT	1° 38′ 13.28"	172.49′	344.70′	3,500.00′	56+57.71	4.25′	54+85.22	58+29.92
SUP	SHARED USE PATH								
SUP-1	29° 01′ 47.66" RT	28° 38′ 52.40"	51.78′	101.33′	200.00′	51+02.42	6.59′	50+50.64	51+51.97
SUP-2	19° 28′ 51.87" RT	6° 44′ 26.45"	145.91′	289.01′	850.00′	54+84.95	12.43′	53+39.03	56+28.04
SUP-3	23° 02′ 22.31" LT	6° 44′ 26.45"	173.24′	341.80′	850.00′	58+01.28	17.47′	56+28.04	59+69.84
SUP-4	51° 14′ 05.05" RT	16° 22′ 12.80"	167.82′	312.98′	350.00′	61+37.66	38.16′	59+69.84	62+82.82
SUP-5	24° 11′ 57.68" LT	6° 44′ 26.45"	182.22′	359.00′	850.00′	64+65.03	19.31′	62+82.82	66+41.82
SUP-6	21° 00′ 24.51" RT	6° 44′ 26.45"	157.59′	311.64′	850.00′	67+99.41	14.49′	66+41.82	69+53.46
SUP-7	26° 04′ 02.71" LT	20° 27′ 46.00"	64.82′	127.39′	280.00′	70+18.28	7.40′	69+53.46	70+80.85
EA1	EMERGENCY ACCESS ROAD								
EA1-1	29° 01′ 47.66" RT	57° 17′ 44.81"	25.89′	50.67′	100.00′	60+52.10	3.30′	60+26.21	60+76.88
EA1-2	26° 23′ 51.52" RT	6° 56′ 24.13"	193.62′	380.37′	825.58′	65+27.45	22.40′	63+33.83	67+14.19
EA1-3	81° 53′ 50.98" RT	42° 26′ 28.75"	117.14′	192.97′	135.00′	68+31.33	43.74′	67+14.19	69+07.16

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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WVB East End Partners
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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
KY 841
PLAN AND PROFILE SHEET
STA. 137+00 TO STA. 187+51.86

RECOMMENDED FOR APPROVAL: ____ DESIGN ENGINEER ____ DATE

DESIGNED: ____ DRAWN: ____
APPROVED: ____ CHECKED: ____

DESIGNATION: | HORIZONTAL SCALE | DWG NO. | SHT NO.

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 3 of 4
Roll Plot 5 of 25

Key Value Added Technical Solutions

1	Optimized Span Arrangement Reduces Number of Bridge Joints
2	Reduced Number of Girder Lines by Combining NB and SB Lanes into a Single Structure
3	Use Weathering Steel (ATC #9)
4	Optimized Profile

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

GRAPHIC SCALE IN FEET HORIZONTAL

GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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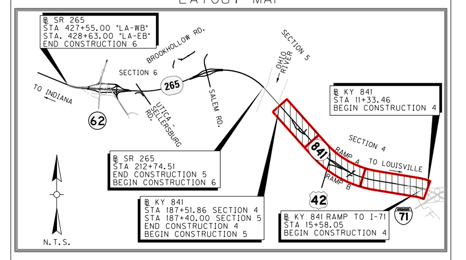
Indiana Finance Authority

Ohio River Bridges – East End Crossing
KY 841
PLAN AND PROFILE SHEET
STA. 137+00 TO STA. 187+51.86

GRAPHIC SCALE IN FEET HORIZONTAL

GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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BRIDGES

Ohio River Bridges – East End Crossing
KY 841
RAMP AND CROSS STREET PROFILES

RECOMMENDED FOR APPROVAL ________________
DESIGN ENGINEER DATE

DESIGNED: ___________	DRAWN: ___________
APPROVED: ___________	CHECKED: ___________

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'	SCHM_05	4 of 4
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 10'	0	10/18/2012

PRELIMINARY

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Ohio River Bridges – East End Crossing
KY 841
RAMP AND CROSS STREET PROFILES

LEGEND:

- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- SR265 BASELINE NAME
- LA-1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

MicroStation v8.11.7.453
MODEL NAME: $MODEL$
USER: $USER$
DATE PLOTTED: 10/23/2012
FILE NAME: P:\2011\00886\D. Drawings\IFA\201100886.IFA.01.dgn

12" PCCP ON
9" SUBBASE FOR PCCP ON
SUBGRADE TREATMENT TYPE 1B (SOIL), OR 1C (ROCK)

SR 265 – PCCP PAVEMENT

The proposed pavement sections were evaluated with Darwin ME Software for a 50 year design life (35 year O&M period + 15 years after handback), using INDOT standard design criteria for PCCP pavements. An additional 1/2" was added as sacrificial depth to the concrete pavement thickness with the assumption that Next Generation Concrete Surface Grinding will occur after construction and once during future rehabilitation. Two distinctive sections were identified and evaluated as part of this project, these being areas where pavement will be placed over fill material, and areas where pavement will be placed in a cut section. A single pavement section is proposed to accommodate both cut and fill sections.

Furthermore, differences in traffic between the mainline and the ramps indicated that their respective pavement sections could be evaluated separately and specified as different thicknesses. The proposed roundabout section was also evaluated separately since the circulatory roadway is expected to have higher traffic than each approach individually.

S.R. 265 was designed using an initial 2-way average daily truck traffic of 7,832 vpd and a 0.5% compound growth rate.

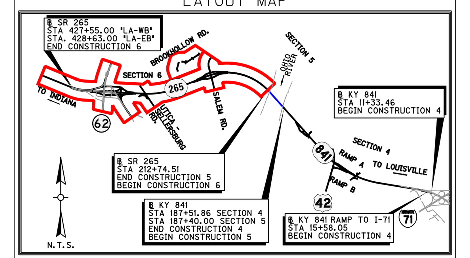
During final design, shoulder pavement material and depth will be evaluated based on anticipated traffic loading, and may vary from that shown. (Per ATC 15).

GRAPHIC SCALE IN FEET HORIZONTAL
GRAPHIC SCALE IN FEET VERTICAL

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
	SR 265 - LINE "A"								
LA-1	69° 41′ 37.79" LT	0° 57′ 56.77"	4,130.51′	7,216.40′	5,932.65′	252+23.81	1,296.28′	210+93.30	283+09.70
	SALEM ROAD INTERCHANGE - RAMP "NER"								
NER-1	4° 36′ 21.54" RT	1° 45′ 07.79"	131.51′	262.87′	3,270.00′	81+89.75	2.64′	80+58.24	83+21.11
NER-2	18° 58′ 32.03" LT	4° 35′ 01.18"	208.90′	413.98′	1,250.00′	88+10.02	17.34′	86+01.11	90+15.10
	SALEM ROAD INTERCHANGE - RAMP "NWR"								
NWR-1	17° 20′ 23.80" LT	6° 58′ 13.04"	125.34′	248.77′	822.00′	104+34.13	9.50′	103+08.79	105+57.56
	SALEM ROAD INTERCHANGE - RAMP "SER"								
SER-1	6° 17′ 00.28" LT	3° 28′ 20.90"	90.57′	180.95′	1,650.00′	103+38.76	2.48′	102+48.19	104+29.14
SER-2	24° 58′ 23.70" RT	3° 28′ 20.90"	365.39′	719.18′	1,650.00′	110+58.53	39.97′	106+93.14	114+12.32
	SALEM ROAD INTERCHANGE - RAMP "SWR"								
SWR-3	11° 41′ 07.39" LT	5° 27′ 24.27"	107.45′	214.15′	1,050.00′	65+74.01	5.48′	64+66.57	66+80.71

LAYOUT MAP



S.R 265 - LINE "A"

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
SR 265
PLAN AND PROFILE

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′		1 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′		10/19/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS
ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 1 of 10
Roll Plot 7 of 25

Key Value Added Technical Solutions

1	Optimized Shoulder Design (ATC #15)
2	PCCP Pavement Design

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

GRAPHIC SCALE IN FEET HORIZONTAL
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Ohio River Bridges – East End Crossing
SR 265
PLAN AND PROFILE

LEGEND:

- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- SR265 BASELINE NAME
- LA-1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

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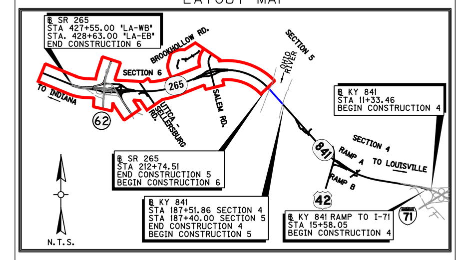
USER: $USER$
DATE PLOTTED: 10/23/2012
FILE NAME: P:\2011\00886\D. Drawings\IFA\201100886.IFA.02.dgn

ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
	SR 265 - LINE "A"								
LA-2	24° 27′ 19.00" RT	0° 41′ 55.42"	1,777.04′	3,499.97′	8,200.00′	335+19.48	190.34′	317+42.44	352+42.41
	DRIVE - LINE "D-1"								
D1-1	90° 00′ 00.00" RT	71° 37′ 11.01"	80.00′	125.66′	80.00′	81+25.00	33.14′	80+45.00	81+70.66
D1-2	52° 52′ 00.54" LT	57° 17′ 44.81"	49.71′	92.27′	100.00′	85+16.75	11.68′	84+67.04	85+59.31
D1-3	8° 03′ 42.92" LT	57° 17′ 44.81"	7.05′	14.07′	100.00′	88+85.01	0.25′	88+77.96	88+92.03
D1-4	29° 26′ 11.47" LT	57° 17′ 44.81"	26.27′	51.38′	100.00′	89+71.32	3.39′	89+45.05	89+96.42
	SALEM ROAD INTERCHANGE - RAMP "NWR"								
NWR-2	11° 08′ 53.45" RT	5° 58′ 05.92"	93.69′	186.79′	960.00′	110+51.25	4.56′	109+57.56	111+44.34
NWR-3	3° 00′ 00.00" RT	2° 00′ 00.00"	75.02′	150.00′	2,864.79′	112+19.36	0.98′	111+44.34	112+94.34
	SALEM ROAD INTERCHANGE - RAMP "SWR"								
SWR-1	2° 17′ 26.20" RT	0° 36′ 00.00"	190.91′	381.77′	9,549.30′	51+90.91	1.91′	50+00.00	53+81.77
SWR-2	16° 26′ 26.79" RT	5° 58′ 05.92"	138.69′	275.47′	960.00′	59+79.79	9.97′	58+41.10	61+16.57
	PORT ROAD INTERCHANGE - RAMP "IR-9"								
IR9-2	6° 20′ 36.98" RT	1° 59′ 20.01"	159.64′	318.95′	2,880.79′	931+65.35	4.42′	930+05.71	933+24.66

GRAPHIC SCALE IN FEET HORIZONTAL
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Indiana Finance Authority — THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
SR 265
PLAN AND PROFILE

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′		2 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′		10/19/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS
ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 2 of 10
Roll Plot 8 of 25

Key Value Added Technical Solutions

1. Shortened Structure, Reduced From 5 Spans to 4 Spans
2. Optimized SR 265 Bridge With Elimination of Brookhollow Bridge
3. Brookhollow Alternative Access (ATC #4)
4. Optimized Profile
5. Shortened Structure with Interchange Modifications
6. Optimized Shoulder Design (ATC #15)
7. PCCP Pavement Design

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

LAYOUT MAP

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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Ohio River Bridges – East End Crossing
SR 265
PLAN AND PROFILE

MicroStation v8.11.7.453

MODEL NAME: $MODEL$

USER: $USER$
DATE PLOTTED: 10/23/2012

FILE NAME: P:\2011\00886\D. Drawings\IFA\2011100886.IFA.03.dgn

LEGEND:

- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- SR265 BASELINE NAME
- LA-1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
	SR 265 - LINE "A"								
LA-3	19° 16′ 03.62" RT	1° 25′ 56.62"	678.98′	1,345.14′	4,000.00′	420+95.94	57.22′	414+16.96	427+62.10
	SR 265 - LINE "LA-EB"								
LA-EB-1	2° 12′ 41.08" RT	0° 23′ 42.52"	252.31′	504.56′	14,500.00′	379+30.03	2.19′	376+77.72	381+82.28
LA-EB-2	24° 27′ 19.00" RT	0° 23′ 42.52"	279.86′	559.65′	14,500.00′	387+38.30	2.70′	384+58.44	390+18.09
LA-EB-2	19° 03′ 00.00" RT	1° 30′ 00.00"	640.92′	1,270.00′	3,819.72′	421+03.24	53.40′	414+62.32	427+32.32
	SR 265 - LINE "LA-WB"								
LA-WB-1	19° 03′ 00.00" RT	1° 31′ 00.04"	633.87′	1,256.04′	3,777.72′	421+45.43	52.81′	415+11.56	427+67.60
	SR 62 - LINE "LS-4"								
LS4-2	0° 10′ 09.78" RT	0° 02′ 00.00"	254.08′	508.15′	171,887.34′	27+02.64	0.19′	24+48.56	29+56.71
LS4-3	14° 15′ 00.00" RT	1° 05′ 00.00"	661.10′	1,315.38′	5,288.84′	39+20.90	41.16′	32+59.79	45+75.18

ALIGNMENT DATA

NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
	SR 62 INTERCHANGE - RAMP "IR-1"								
IR1-1	60° 05′ 19.73" RT	8° 07′ 37.42"	407.76′	739.37′	705.00′	107+90.92	109.43′	103+83.16	111+22.53
IR1-2	14° 21′ 24.55" RT	7° 30′ 00.00"	96.22′	191.42′	763.94′	121+07.97	6.04′	120+11.75	122+03.17
IR1-3	3° 00′ 00.00" RT	2° 00′ 00.00"	75.02′	150.00′	2,864.79′	122+78.19	0.98′	122+03.17	123+53.17
	SR 62 INTERCHANGE - RAMP "IR-2"								
IR2-1	44° 04′ 09.44" RT	19° 05′ 54.94"	121.42′	230.75′	300.00′	201+21.42	23.64′	200+00.00	202+30.75
	SR 62 INTERCHANGE - RAMP "IR-3								
IR3-1	20° 22′ 31.10" RT	1° 38′ 13.28"	628.97′	1,244.66′	3,500.00′	307+66.79	56.07′	301+37.82	313+82.47
	PORT ROAD INTERCHANGE - RAMP "IR-4								
IR4-1	31° 14′ 18.83" RT	6° 05′ 43.06"	262.79′	512.50′	940.00′	406+72.36	36.04′	404+09.57	409+22.07
IR4-2	33° 31′ 14.87" LT	9° 32′ 57.47"	180.70′	351.03′	600.00′	415+21.65	26.62′	413+40.95	416+91.98
	PORT ROAD INTERCHANGE - RAMP "IR-5								
IR5-1	56° 11′ 47.92" RT	9° 32′ 57.47"	320.35′	588.49′	600.00′	503+20.35	80.16′	500+00.00	505+88.49
IR5-2	3° 00′ 00.00" RT	2° 00′ 00.00"	75.02′	150.00′	2,864.79′	512+15.04	0.98′	511+40.03	512+90.03
	PORT ROAD INTERCHANGE - RAMP "IR-6"								
IR6-1	23° 19′ 34.16" LT	7° 09′ 43.10"	165.13′	325.69′	800.00′	601+65.13	16.87′	600+00.00	603+25.69
	PORT ROAD INTERCHANGE - RAMP "IR-7"								
IR7-1	27° 28′ 56.71" LT	9° 18′ 04.55"	150.63′	295.47′	616.00′	701+50.63	18.15′	700+00.00	702+95.47
	PORT ROAD INTERCHANGE - RAMP "IR-9"								
IR9-1	2° 05′ 11.82" LT	0° 42′ 58.31"	145.69′	291.35′	8,000.00′	909+60.34	1.33′	908+14.65	911+05.99
	PORT ROAD INTERCHANGE - RAMP "IR-10"								
IR10-1	81° 41′ 49.24" RT	11° 27′ 32.96"	432.33′	712.94′	500.00′	1005+67.50	160.99′	1001+35.17	1008+48.11
IR10-2	13° 49′ 51.26" LT	4° 01′ 24.89"	172.71′	343.75′	1,424.00′	1010+20.83	10.44′	1008+48.11	1011+91.86
	PORT ROAD INTERCHANGE - RAMP "IR-11"								
IR11-1	99° 13′ 24.79" RT	12° 43′ 56.62"	528.97′	779.30′	450.00′	1107+64.81	244.48′	1102+35.84	1110+15.14

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Indiana Finance Authority — The Ohio River BRIDGES

Ohio River Bridges – East End Crossing

SR 265
PLAN AND PROFILE

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′		3 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′		10/19/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 3 of 10
Roll Plot 9 of 25

Key Value Added Technical Solutions

1. Modified Interchange so Single Structure Port Road Bridge Flies Over SR 265
2. SR 265 / SR 62 / Port Road Roundabout Interchange Design Enhancement (ATC #3)
3. Roundabouts Reduced Number of Bridge Structures From 10 to 7
4. Optimized Profile of SR 265 / Port Road
5. Eliminated New Structure with Structure 17 Widening
6. Full Deck Replacement for Structures 15, 16, and 17
7. Optimized Shoulder Design (ATC #15)
8. PCCP Pavement Design

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH
CROSS STREETS - 20-45 MPH
FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY
TERRAIN: ROLLING
PRELIMINARY ONLY
Ohio River Bridges – East End Crossing
SR 265
PLAN AND PROFILE

MicroStation v8.11.7.453

MODEL NAME: $MODEL$

USER: $USER$
DATE PLOTTED: 10/23/2012

FILE NAME: P:\2011\00886\D. Drawings\IFA\201100886.IFA.04.dgn

LEGEND:

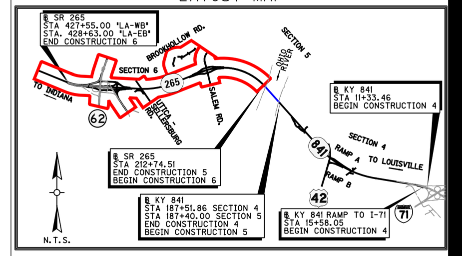
- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- SR265 BASELINE NAME
- LA-1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

[redacted]

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing

[redacted]

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'		4 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20'		10/19/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

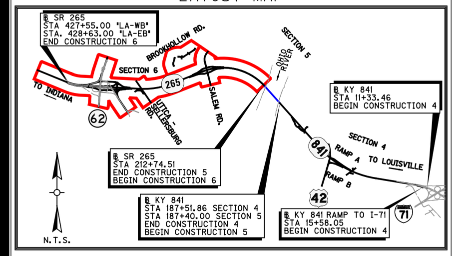
4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 4 of 10
Roll Plot 10 of 25

[redacted]

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Indiana Finance Authority

Ohio River Bridges – East End Crossing

[redacted]

RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE
DESIGNED: WHL DRAWN: MRS
APPROVED: CEC CHECKED: WHL
DESIGNATION: HORIZONTAL SCALE 1" = 100' DWG NO. SHT NO. 4 of 10
PROJECT: VERTICAL SCALE 1" = 20' REV.NO. DRAWING DATE 10/19/2012

FILE NAME: P:\2011\00886\D. Drawings\IFA\201100886.IFA.04.dgn
USER: $USER$
DATE PLOTTED: 10/23/2012
MODEL NAME: $MODEL$
MicroStation v8.11.7.453

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 5 of 10
Roll Plot 11 of 25

Key Value Added Technical Solutions

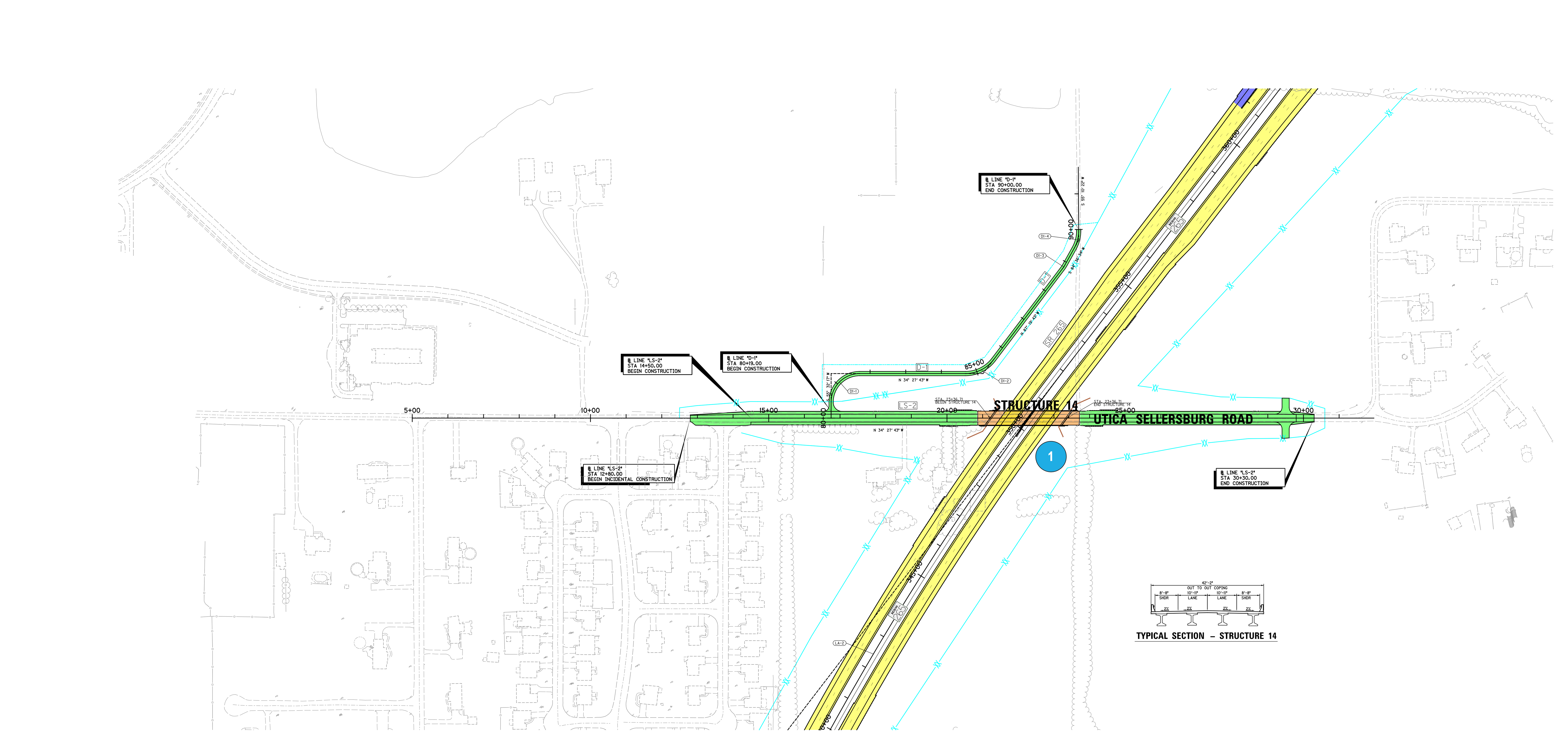
1	Shortened Structure with Interchange Modifications

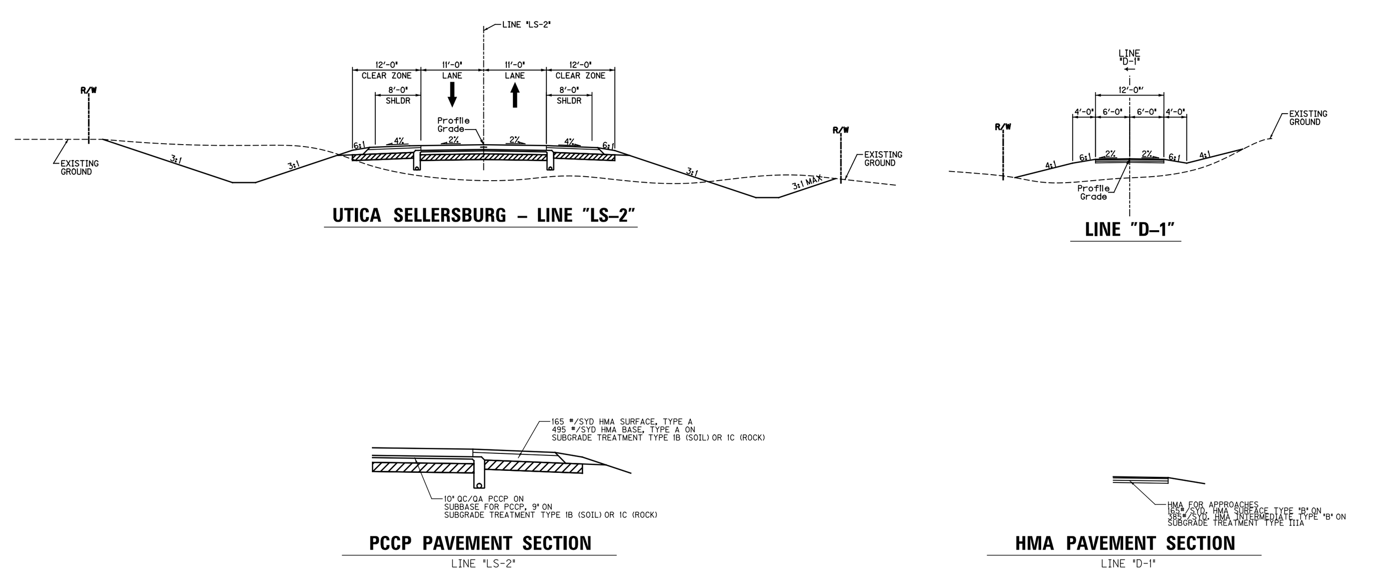
Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

LEGEND:

- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- SR265 BASELINE NAME
- LA-1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS

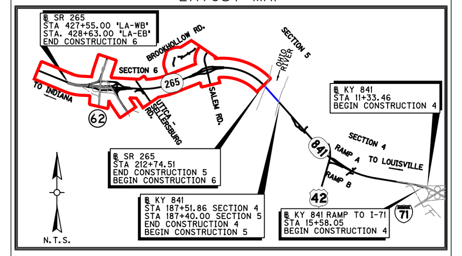
MicroStation v8.11.7.453
MODEL NAME: $MODEL$
USER: $USER$
DATE PLOTTED: 10/23/2012
FILE NAME: P:\2011\00886\D. Drawings\IFA\20110886.IFA.05.dgn





GRAPHIC SCALE IN FEET HORIZONTAL: 100 0 100 200 300
GRAPHIC SCALE IN FEET VERTICAL: 20 0 20 40 60

LAYOUT MAP



ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
	SR 265 - LINE "A"								
LA-2	24° 27′ 19.00" RT	0° 41′ 55.42"	1,777.04′	3,499.97′	8,200.00′	335+19.48	190.34′	317+42.44	352+42.41
	DRIVE - LINE "D-1"								
D1-1	90° 00′ 00.00" RT	71° 37′ 11.01"	80.00′	125.66′	80.00′	81+25.00	33.14′	80+45.00	81+70.66
D1-2	52° 52′ 00.54" LT	57° 17′ 44.81"	49.71′	92.27′	100.00′	85+16.75	11.68′	84+67.04	85+59.31
D1-3	8° 03′ 42.92" LT	57° 17′ 44.81"	7.05′	14.07′	100.00′	88+85.01	0.25′	88+77.96	88+92.03
D1-4	29° 26′ 11.47" LT	57° 17′ 44.81"	26.27′	51.38′	100.00′	89+71.32	3.39′	89+45.05	89+96.42

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Indiana Finance Authority
THE OHIO RIVER BRIDGES

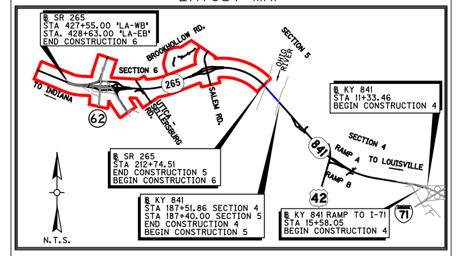
Ohio River Bridges – East End Crossing

UTICA SELLERSBURG PLAN AND PROFILE

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′		5 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′		10/19/2012

PRELIMINARY



GRAPHIC SCALE IN FEET HORIZONTAL: 100 0 100 200 300
GRAPHIC SCALE IN FEET VERTICAL: 20 0 20 40 60
LAYOUT MAP
DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH
CROSS STREETS - 20-45 MPH
FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY
TERRAIN: ROLLING
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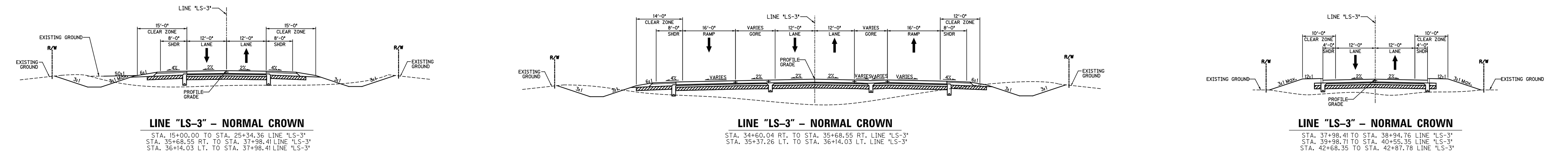
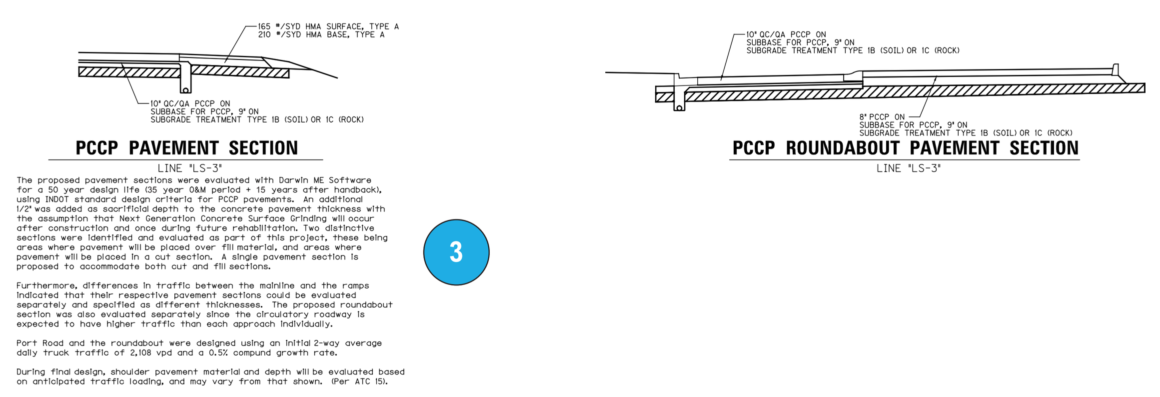
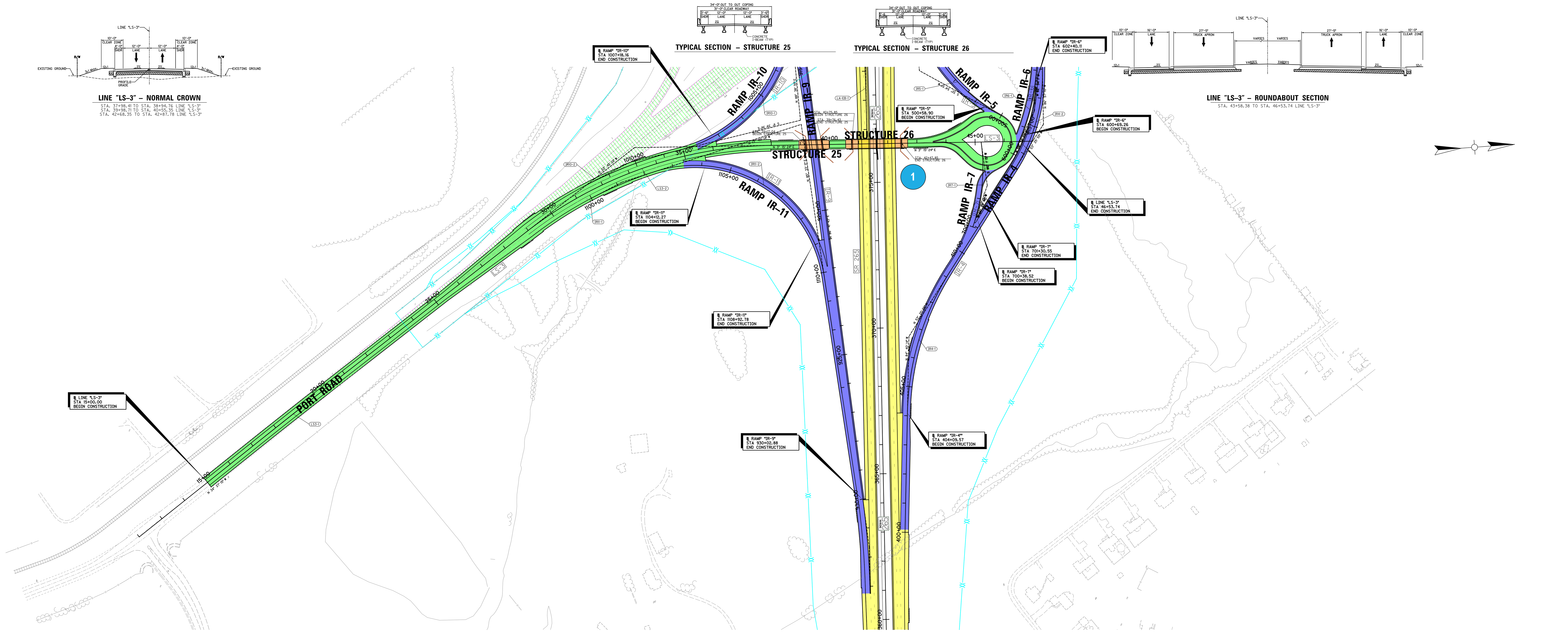
WVB East End Partners
Indiana Finance Authority
Ohio River Bridges – East End Crossing
UTICA SELLERSBURG PLAN AND PROFILE
FILE NAME: P:\2011\00886\D. Drawings\IFA\20110886.IFA.05.dgn
DATE PLOTTED: 10/23/2012

LEGEND:

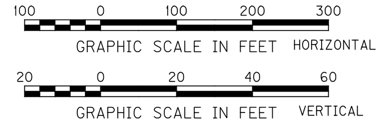
- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL
- PROPOSED SAFETY WALL
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- SR265 BASELINE NAME
- LA-1 CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS



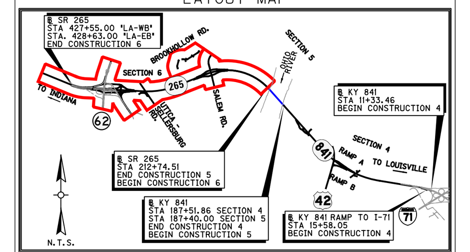




ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
	SR 265 - LINE "LA-EB"								
LA-EB-1	2° 12′ 41.08" RT	0° 23′ 42.52"	252.31′	504.56′	14,500.00′	379+30.03	2.19′	376+77.72	381+82.28
	PORT ROAD - LINE "LS-3"								
LS3-1	0° 42′ 14.96" RT	0° 17′ 11.32"	122.90′	245.80′	20,000.00′	18+76.78	0.38′	17+53.88	19+99.68
LS3-2	37° 00′ 24.34" RT	4° 05′ 33.20"	468.53′	904.25′	1,400.00′	33+62.69	76.32′	28+94.16	37+98.41
	PORT ROAD INTERCHANGE - RAMP "IR-4								
IR4-1	31° 14′ 18.83" RT	6° 05′ 43.06"	262.79′	512.50′	940.00′	406+72.36	36.04′	404+09.57	409+22.07
IR4-2	33° 31′ 14.87" LT	9° 32′ 57.47"	180.70′	351.03′	600.00′	415+21.65	26.62′	413+40.95	416+91.98
	PORT ROAD INTERCHANGE - RAMP "IR-5								
IR5-1	56° 11′ 47.92" RT	9° 32′ 57.47"	320.35′	588.49′	600.00′	503+20.35	80.16′	500+00.00	505+88.49
	PORT ROAD INTERCHANGE - RAMP "IR-6"								
IR6-1	23° 19′ 34.16" LT	7° 09′ 43.10"	165.13′	325.69′	800.00′	601+65.13	16.87′	600+00.00	603+25.69
	PORT ROAD INTERCHANGE - RAMP "IR-7"								
IR7-1	27° 28′ 56.71" LT	9° 18′ 04.55"	150.63′	295.47′	616.00′	701+50.63	18.15′	700+00.00	702+95.47
	PORT ROAD INTERCHANGE - RAMP "IR-9"								
IR9-2	6° 20′ 36.98" RT	1° 59′ 20.01"	159.64′	318.95′	2,880.79′	931+65.35	4.42′	930+05.71	933+24.66
	PORT ROAD INTERCHANGE - RAMP "IR-10"								
IR10-1	81° 41′ 49.24" RT	11° 27′ 32.96"	432.33′	712.94′	500.00′	1005+67.50	160.99′	1001+35.17	1008+48.11
IR10-2	13° 49′ 51.26" LT	4° 01′ 24.89"	172.71′	343.75′	1,424.00′	1010+20.83	10.44′	1008+48.11	1011+91.86
	PORT ROAD INTERCHANGE - RAMP "IR-11"								
IR11-1	9° 49′ 13.42" RT	4° 09′ 50.17"	118.21′	235.84′	1,376.00′	1101+18.21	5.07′	1100+00.00	1102+35.84
IR11-2	99° 13′ 24.79" RT	12° 43′ 56.62"	528.97′	779.30′	450.00′	1107+64.81	244.48′	1102+35.84	1110+15.14



LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing

PORT ROAD PLAN AND PROFILE

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

DESIGNED: WHL	DRAWN: MRS
APPROVED: CEC	CHECKED: WHL

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′		6 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′		10/19/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 6 of 10
Roll Plot 12 of 25

Key Value Added Technical Solutions

1	Modified Interchange so Single Structure Port Road Bridge Flies Over SR 265
2	Optimized Profile of SR 265 / Port Road
3	PCCP Pavement Design

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH
CROSS STREETS - 20-45 MPH
FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY
TERRAIN: ROLLING
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WVB East End Partners
Indiana Finance Authority
Ohio River Bridges – East End Crossing
PORT ROAD PLAN AND PROFILE

LEGEND:

- PROPOSED MAINLANES
- PROPOSED RAMPS
- PROPOSED X-STREETS / ROADS
- PROPOSED BRIDGES
- PROPOSED TUNNEL
- CONCRETE REMOVAL
- ASPHALT REMOVAL
- CONCRETE CHANEL REMOVAL
- RCP REMOVAL
- BRIDGE REMOVAL
- PROPOSED BRIDGE BENT LOCATION
- PROPOSED RETAINING WALL
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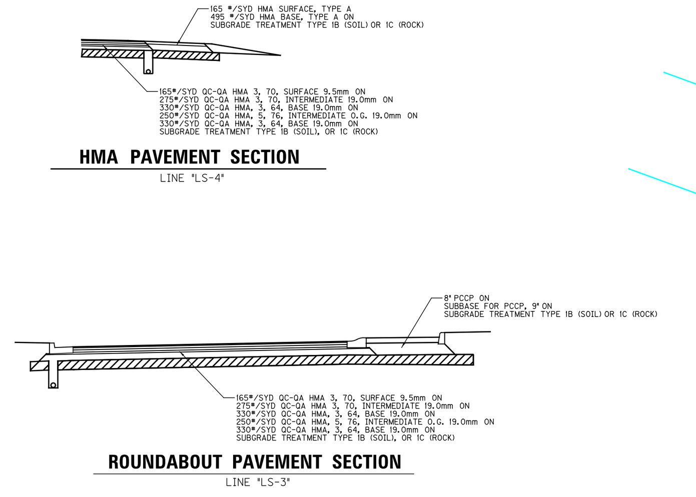
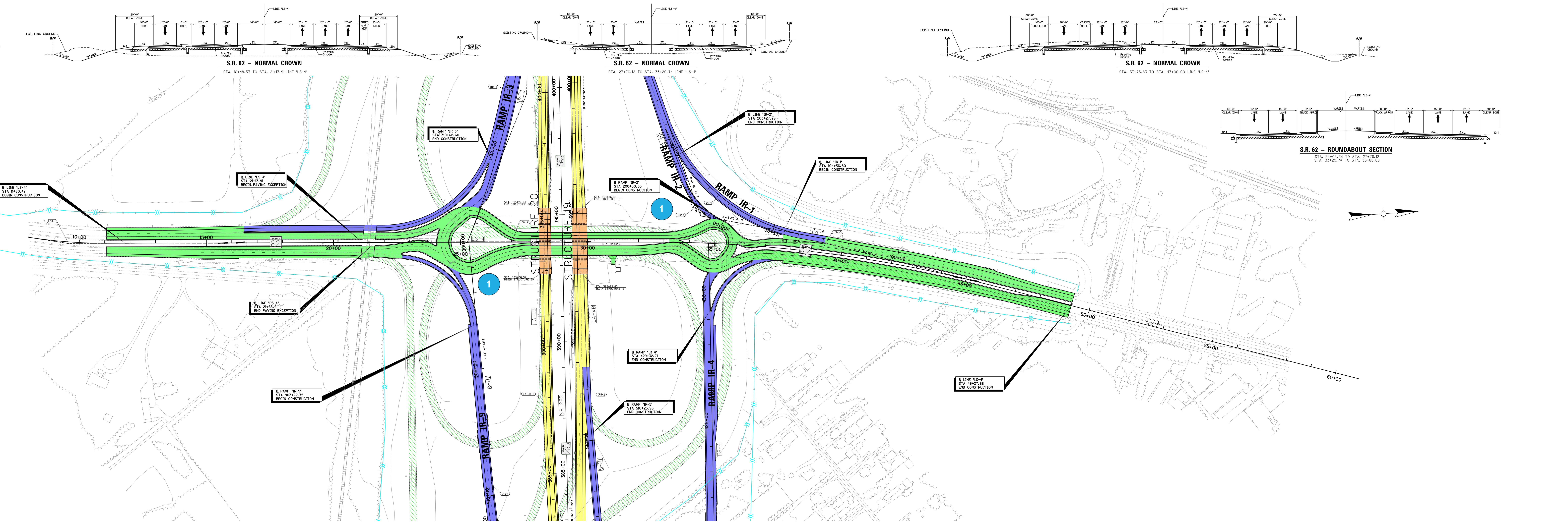
- RIGHT OF WAY
- CONTROL OF ACCESS
- PROPOSED EASEMENT
- PROPOSED TRAFFIC BARRIER
- PROPOSED MBGF
- BASELINE NAME
- CURVE NAME
- # VALUE ADDED TECHNICAL SOLUTIONS



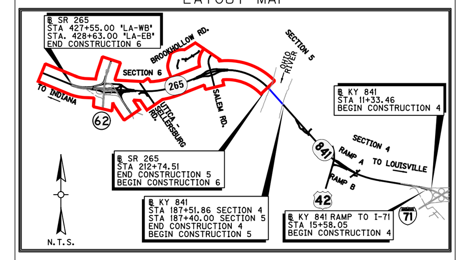


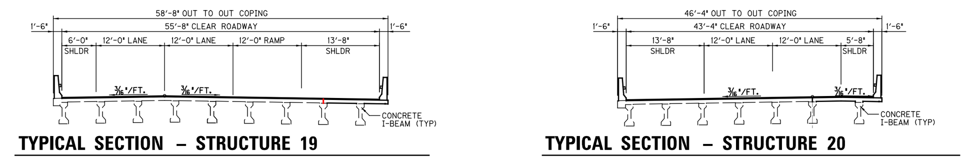
GRAPHIC SCALE IN FEET HORIZONTAL

GRAPHIC SCALE IN FEET VERTICAL

ALIGNMENT DATA									
NUM	DELTA	DEGREE	TANGENT	LENGTH	RADIUS	PI STATION	EXTERNAL DIST.	PC STATION	PT STATION
SR 265 - LINE "LA-EB"									
LA-EB-2	24° 27′ 19.00" RT	0° 23′ 42.52"	279.86′	559.65′	14,500.00′	387+38.30	2.70′	384+58.44	390+18.09
SR 62 - LINE "LS-4"									
LS4-1	9° 03′ 20.72" LT	2° 56′ 32.69"	154.20′	307.77′	1,947.24′	9+54.20	6.10′	8+00.00	11+07.77
LS4-2	0° 10′ 09.78" RT	0° 02′ 00.00"	254.08′	508.15′	171,887.34′	27+02.64	0.19′	24+48.56	29+56.71
LS4-3	14° 15′ 00.00" RT	1° 05′ 00.00"	661.10′	1,315.38′	5,288.84′	39+20.90	41.16′	32+59.79	45+75.18
SR 62 INTERCHANGE - RAMP "IR-1"									
IR1-1	60° 05′ 19.73" RT	8° 07′ 37.42"	407.76′	739.37′	705.00′	107+90.92	109.43′	103+83.16	111+22.53
SR 62 INTERCHANGE - RAMP "IR-2"									
IR2-1	44° 04′ 09.44" RT	19° 05′ 54.94"	121.42′	230.75′	300.00′	201+21.42	23.64′	200+00.00	202+30.75
SR 62 INTERCHANGE - RAMP "IR-3									
IR3-1	20° 22′ 31.10" RT	1° 38′ 13.28"	628.97′	1,244.66′	3,500.00′	307+66.79	56.07′	301+37.82	313+82.47
PORT ROAD INTERCHANGE - RAMP "IR-9"									
IR9-1	2° 05′ 11.82" LT	0° 42′ 58.31"	145.69′	291.35′	8,000.00′	909+60.34	1.33′	908+14.65	911+05.99

LAYOUT MAP





DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
SR 62 PLAN AND PROFILE

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER ______ DATE

DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100′		7 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20′		10/19/2012

PRELIMINARY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 7 of 10
Roll Plot 13 of 25

Key Value Added Technical Solutions

1 — SR 265 / SR 62 / Port Road Roundabout Interchange Design Enhancement (ATC #3)

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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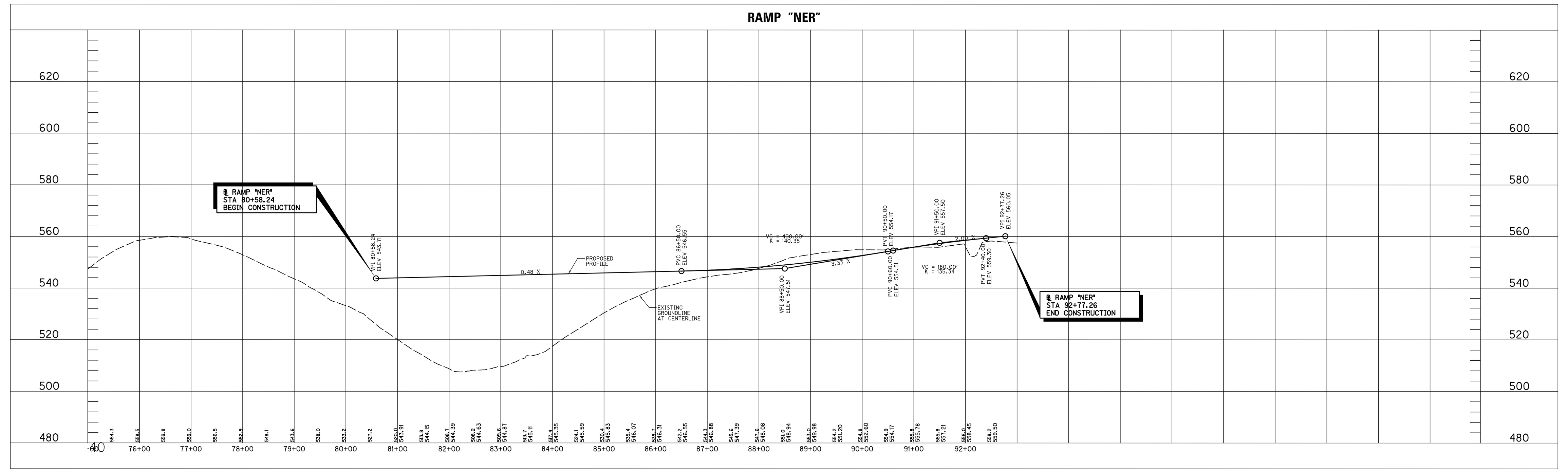
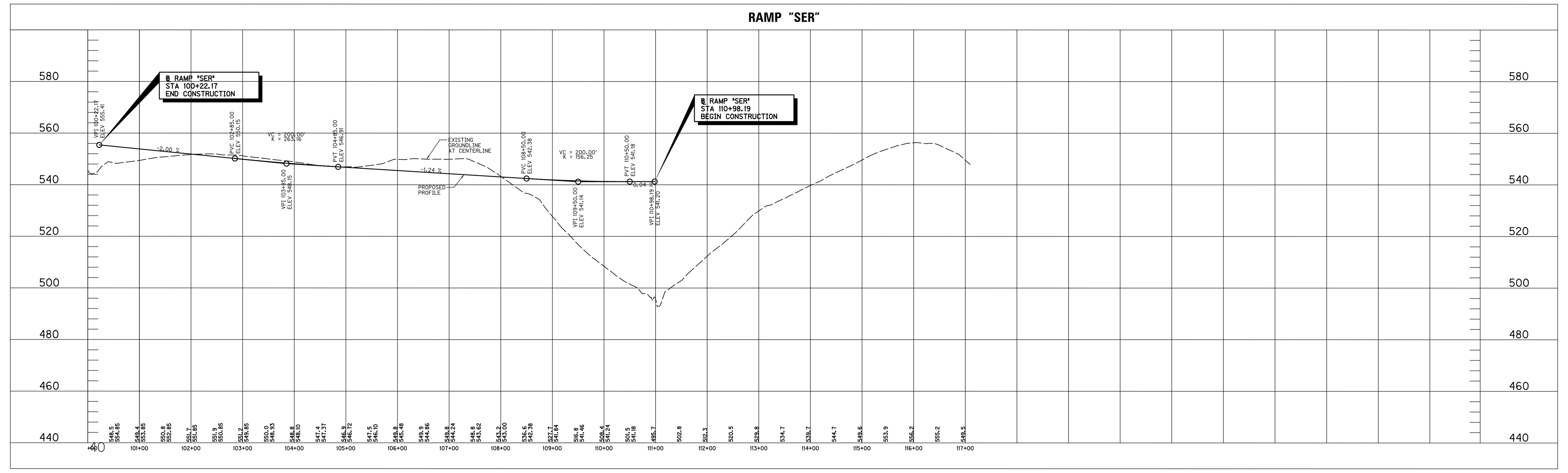
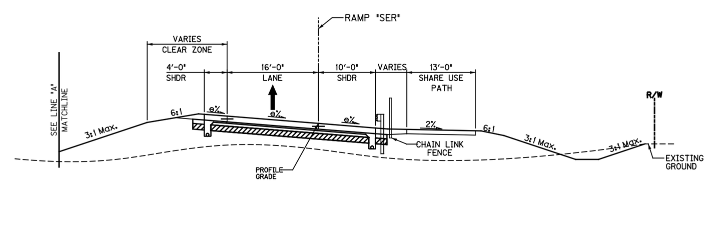
Ohio River Bridges – East End Crossing
SR 62 PLAN AND PROFILE

RAMP "NER"



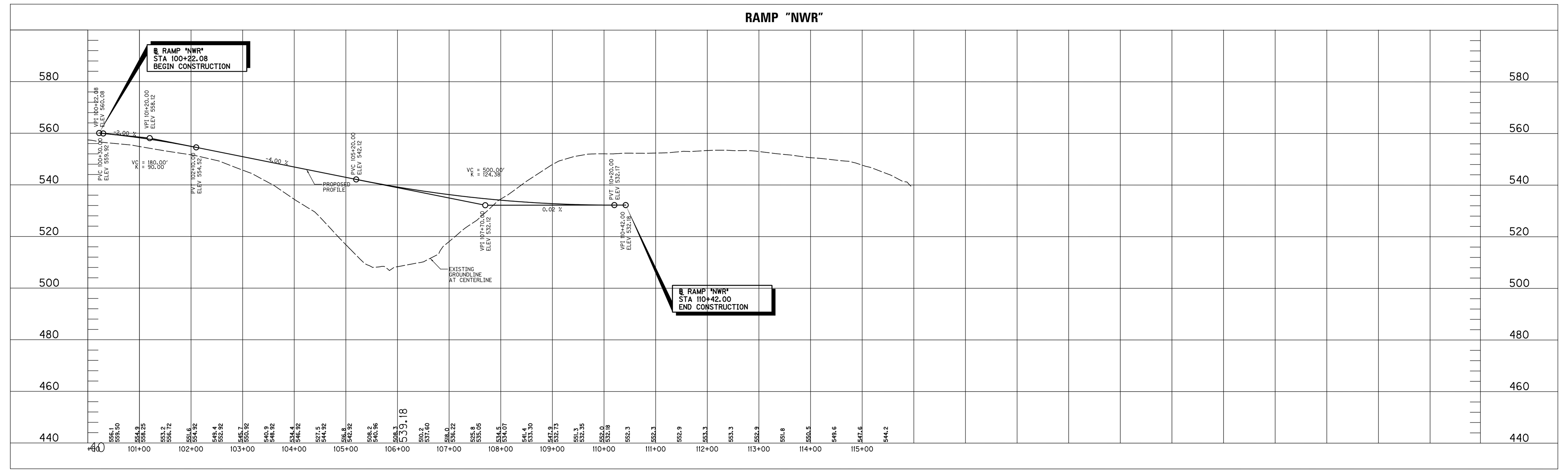
RAMP "SER"





RAMP "SER" TYPICAL SECTIONS – SUPERELEVATED RIGHT

RAMP "NWR"



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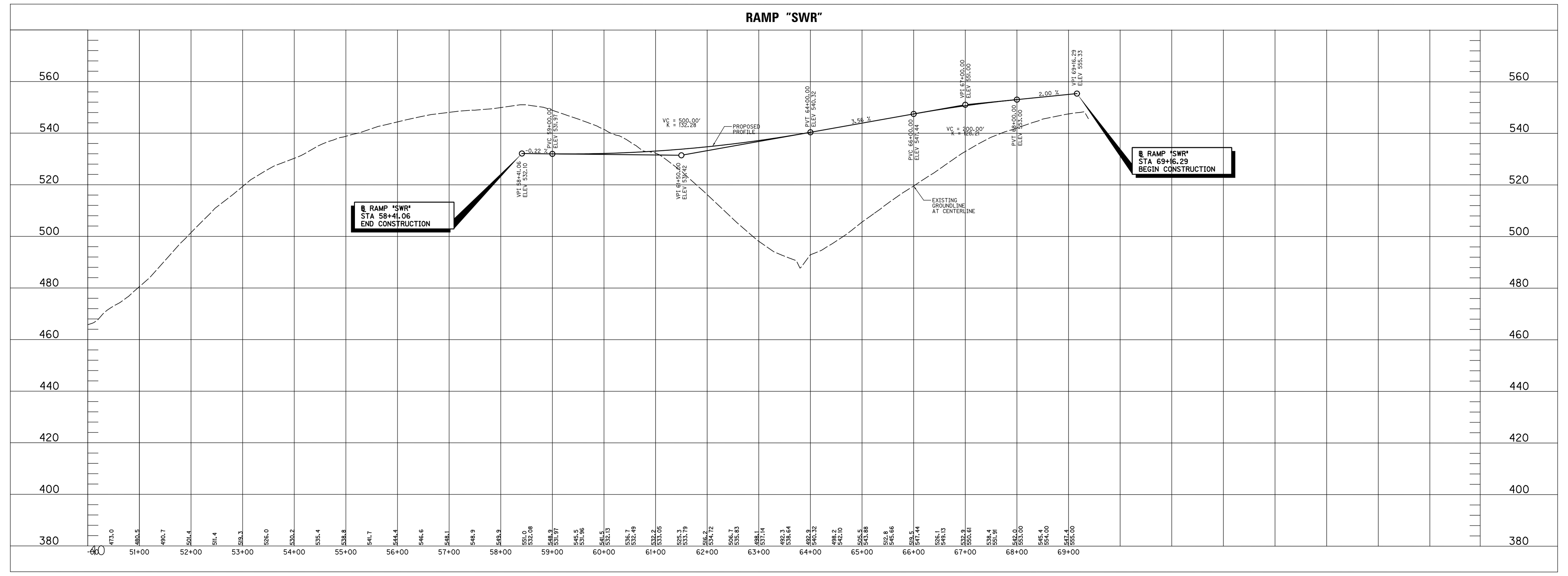
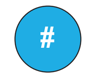


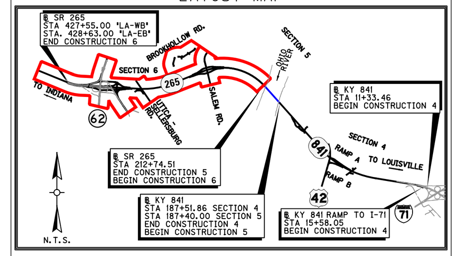
VALUE ADDED TECHNICAL SOLUTIONS



100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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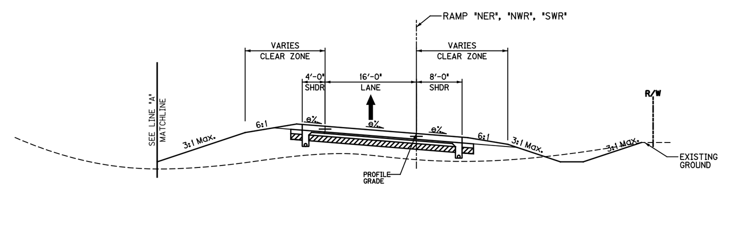
WVB East End Partners
WALSH VINCI BILFINGER BERGER JACOBS

Indiana Finance Authority
THE OHIO RIVER BRIDGES

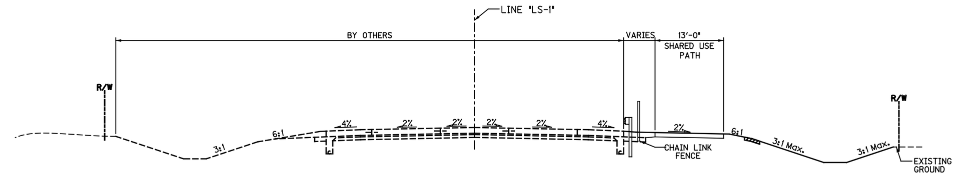
Ohio River Bridges – East End Crossing
SALEM ROAD PROFILES

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	
DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'		8 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20'		10/19/2012

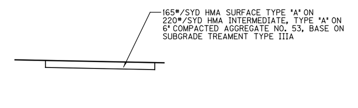
PRELIMINARY



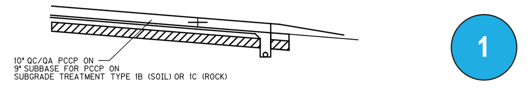
TYPICAL RAMP SECTIONS – SUPERELEVATED RIGHT
STA. 80+58.24 TO STA. 84+24.75 Ramp "NER"
STA. 107+50.14 TO STA. 110+42.00 Ramp "NWR"
STA. 58+41.10 TO STA. 63+39.04 Ramp "SWR"



SALEM ROAD BIKE PATH



HMA PAVEMENT SECTION
SHARED USE PATH



PCCP PAVEMENT SECTION
RAMP "NER"
RAMP "NWR"
RAMP "SER"
RAMP "SWR"

The proposed pavement sections were evaluated with Darwin ME Software for a 50 year design life (35 year O&M period + 15 years after handback), using INDOT standard design criteria for PCCP pavements. An additional 1/2" was added as sacrificial depth to the concrete pavement thickness with the assumption that Next Generation Concrete Surface Grinding will occur after construction and once during future rehabilitation. Two distinctive sections were identified and evaluated as part of this project, these being areas where pavement will be placed over fill material, and areas where pavement will be placed in a cut section. A single pavement section is proposed to accommodate both cut and fill sections.

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Interchange ramps were designed using an initial average daily truck traffic of 1,415 vpd (max. one way) and a 0.5% compound growth rate.

During final design, shoulder pavement material and depth will be evaluated based on anticipated traffic loading, and may vary from that shown. (Per ATC 15).

1

2

TECHNICAL PROPOSAL | ROLL PLOTS
ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 8 of 10
Roll Plot 14 of 25

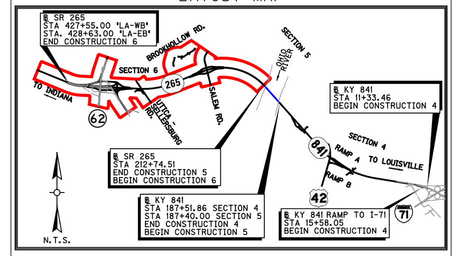
Key Value Added Technical Solutions	
1	Optimized Shoulder Design (ATC #15)
2	PCCP Pavement Design

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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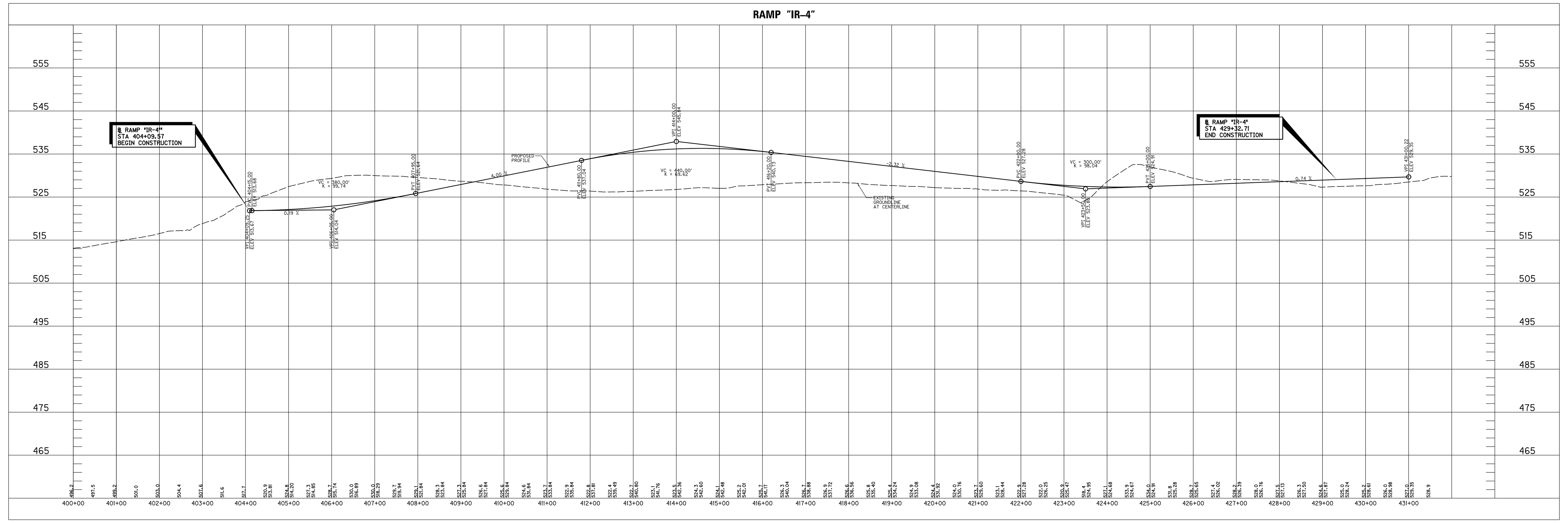
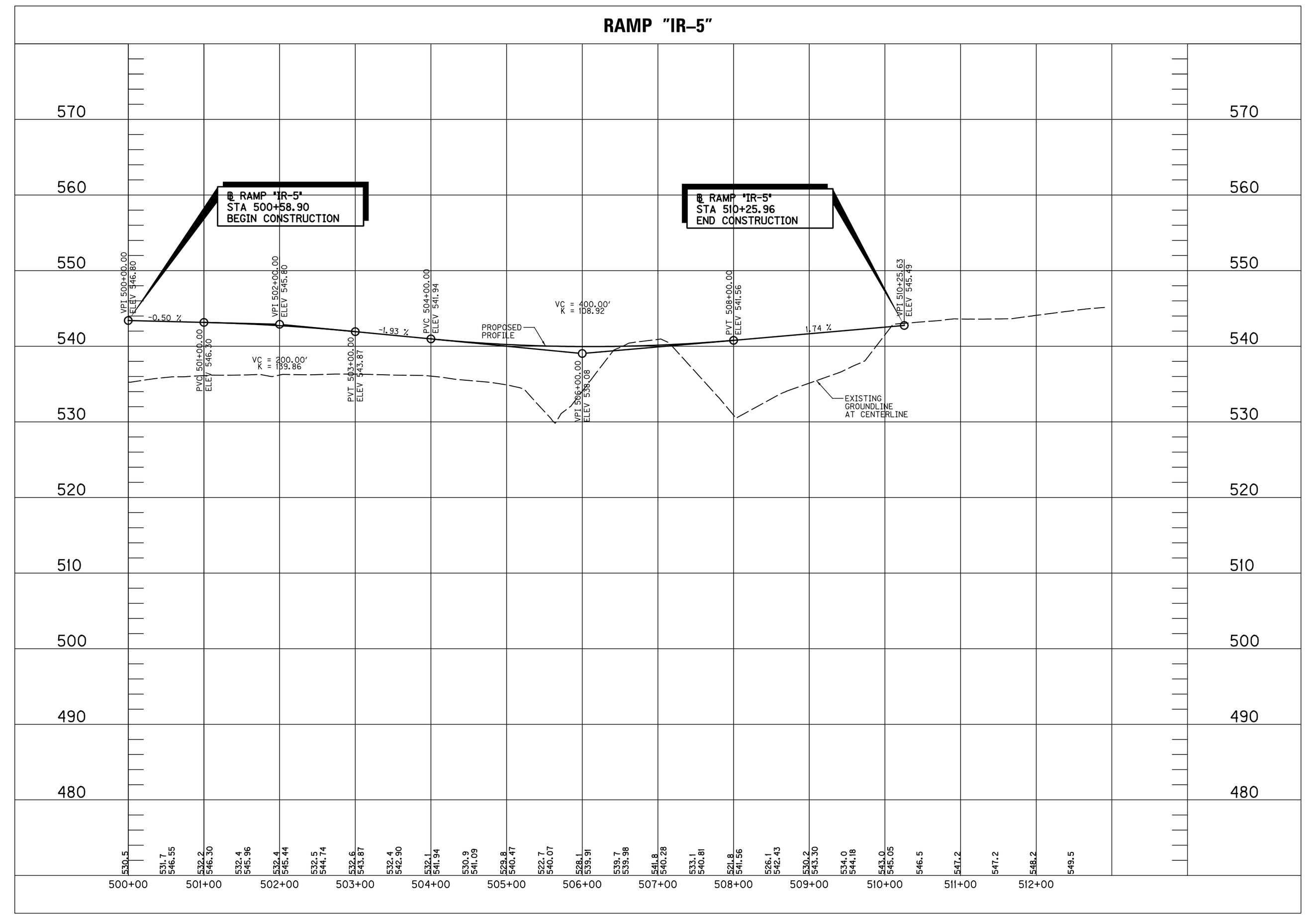
WVB East End Partners

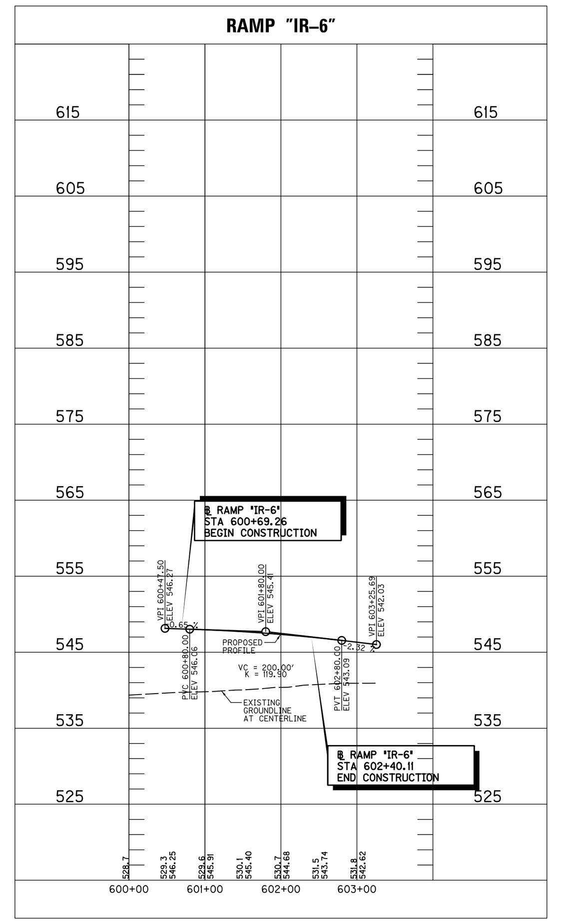
Indiana Finance Authority

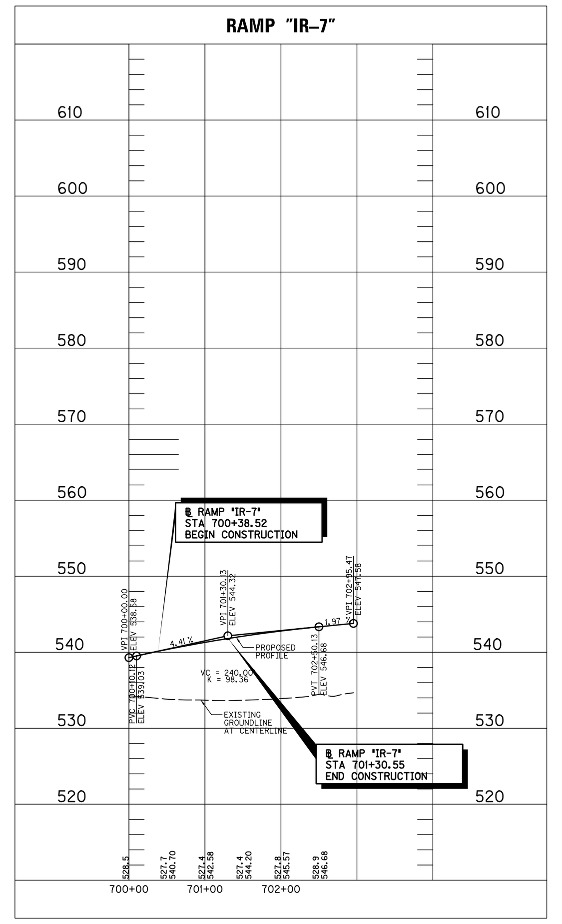
Ohio River Bridges – East End Crossing
SALEM ROAD PROFILES

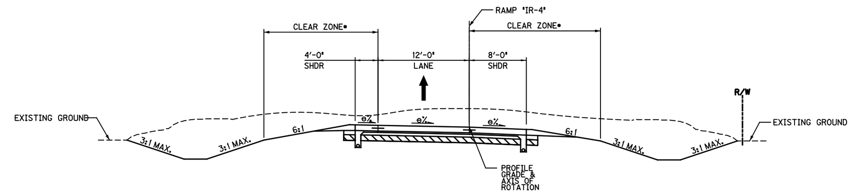
RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE
DESIGNED: WHL DRAWN: MRS
APPROVED: CEC CHECKED: WHL
DESIGNATION: HORIZONTAL SCALE 1" = 100' DWG NO. SHT NO. 8 of 10
PROJECT: VERTICAL SCALE 1" = 20' REV.NO. DRAWING DATE 10/19/2012



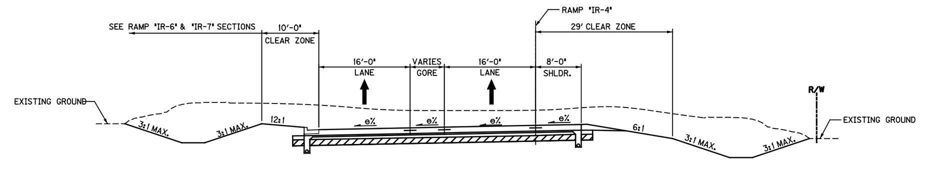




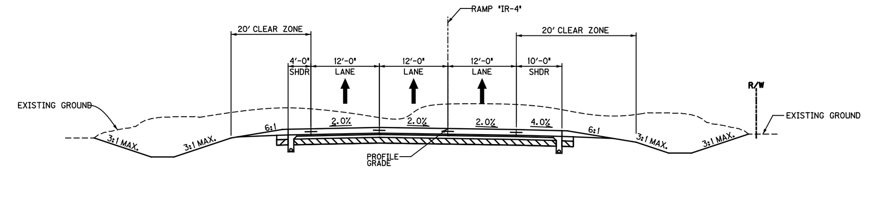




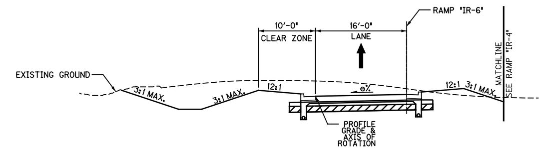
RAMP IR-4 SUPERELEVATED RIGHT



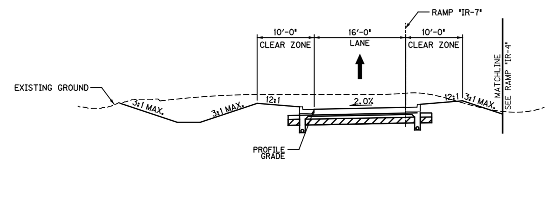
RAMP IR-4 SUPERELEVATED LEFT



RAMP IR-4 NORMAL CROWN



RAMP IR-6 SUPERELEVATED LEFT

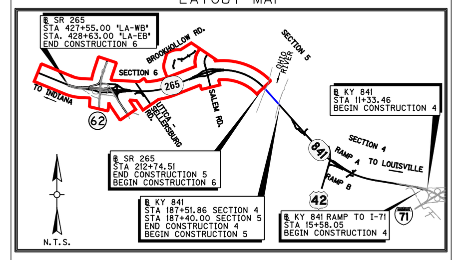


RAMP IR-7 NORMAL CROWN

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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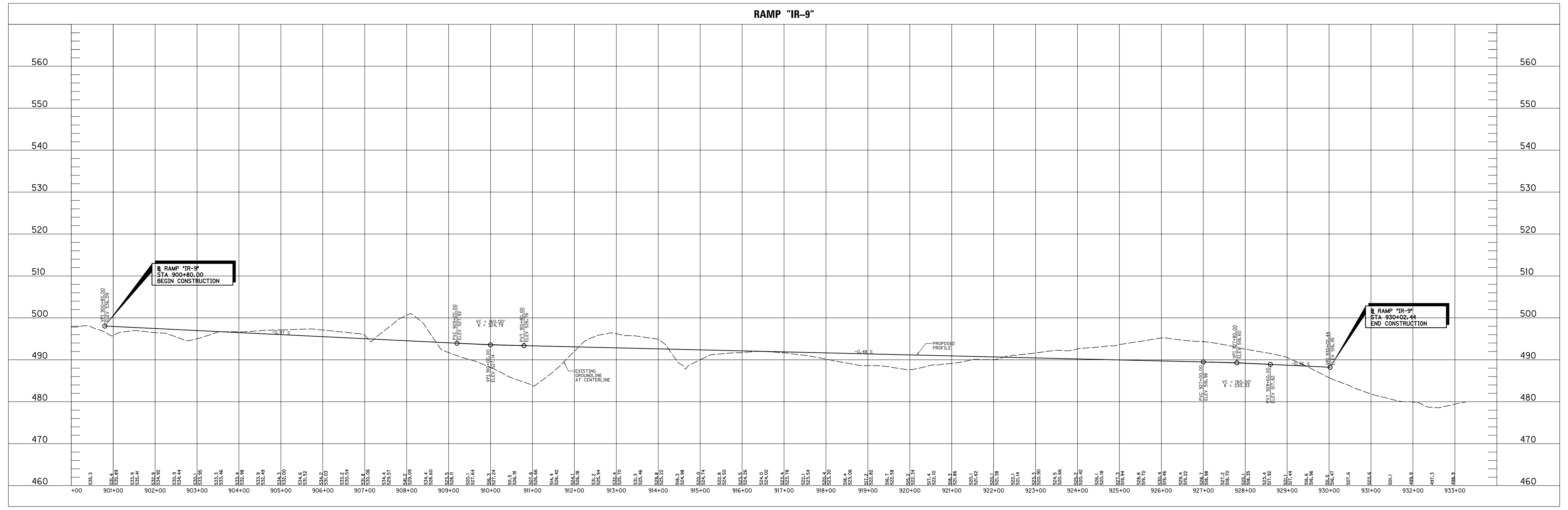
WVB East End Partners

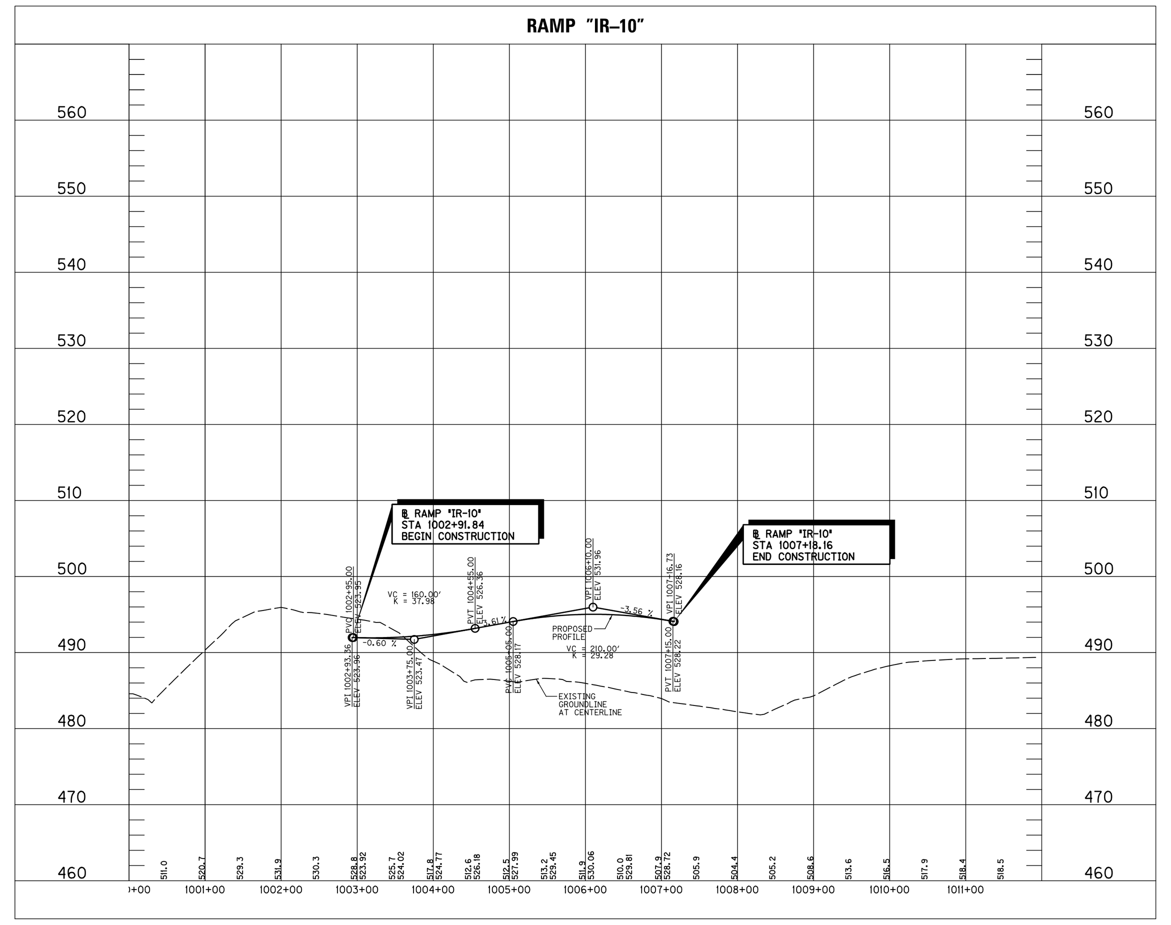
Indiana Finance Authority

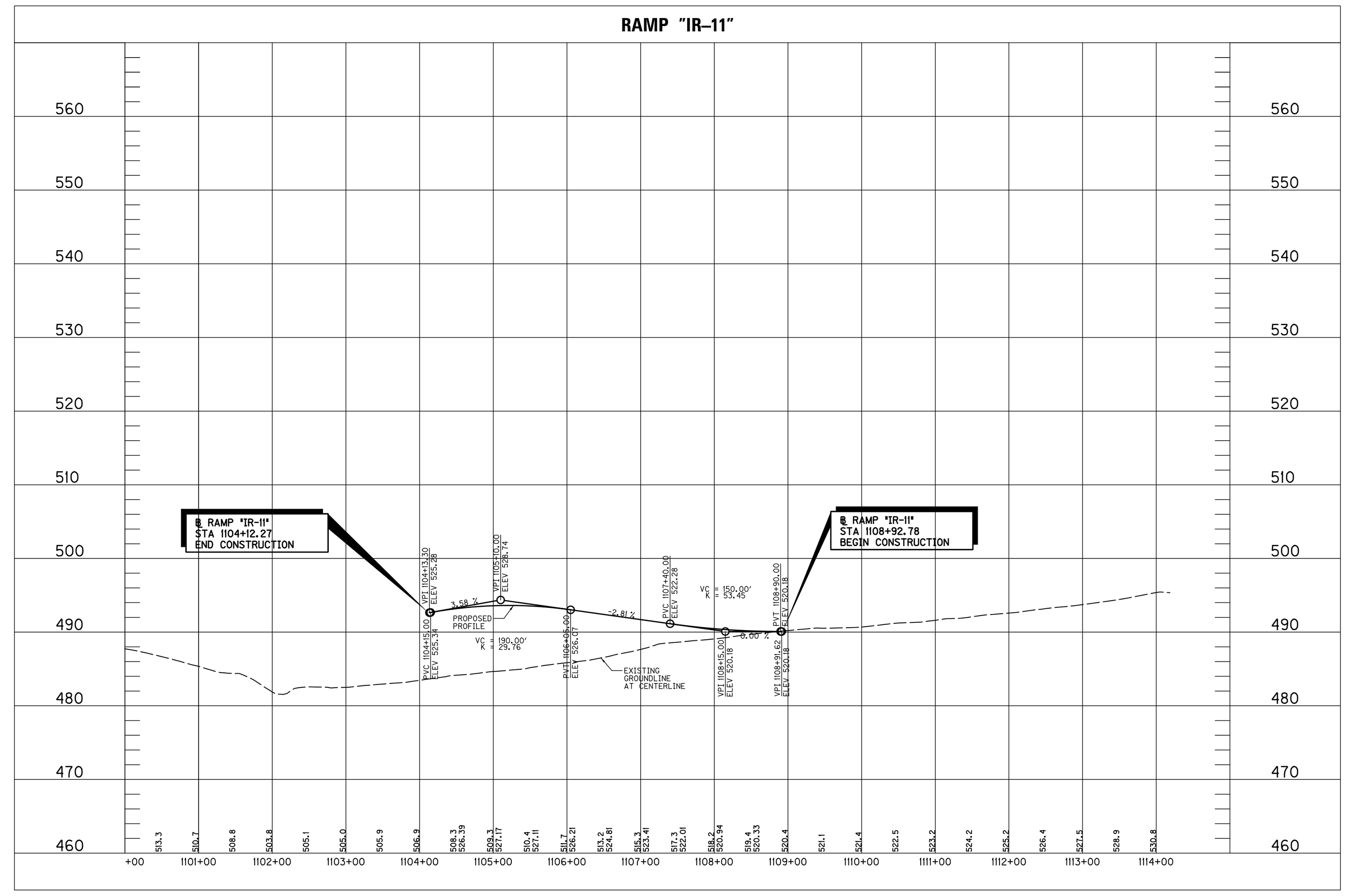
Ohio River Bridges – East End Crossing

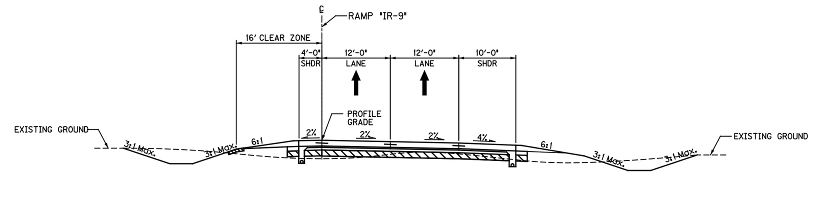
PORT ROAD PROFILES

PRELIMINARY

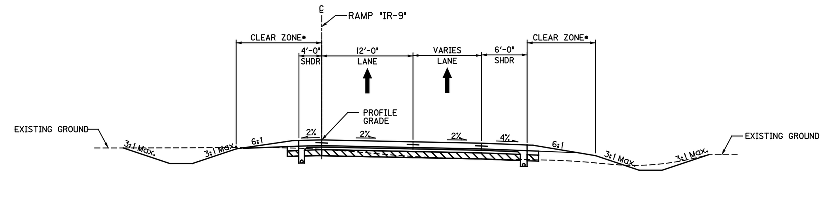




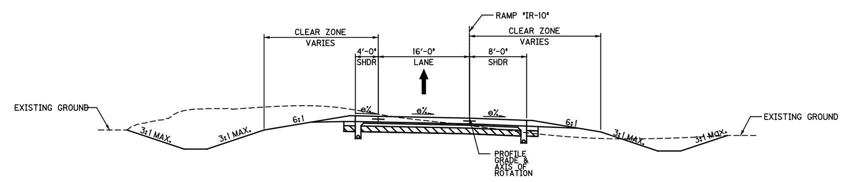




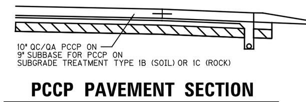
RAMP IR-9 – NORMAL CROWN



RAMP IR-9 – NORMAL CROWN



RAMP IR-10 AND RAMP IR-11



PCCP PAVEMENT SECTION

RAMP "IR-4","IR-6", "IR-7", "IR-9", "IR-10" & IR-11"

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During final design, shoulder pavement material and depth will be evaluated based on anticipated traffic loading, and may vary from that shown. (Per ATC 15).

1

2

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 9 of 10
Roll Plot 15 of 25

Key Value Added Technical Solutions

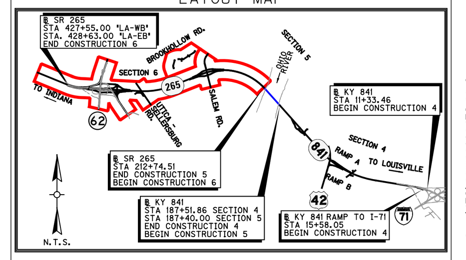
1	Optimized Shoulder Design (ATC #15)
2	PCCP Pavement Design

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Design-Build Technical Solutions, presents a complete description of the features and benefits of WVB's Technical Solutions.

100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing

PORT ROAD PROFILES

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

DESIGNED: WHL	DRAWN: MRS
APPROVED: CEC	CHECKED: WHL

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'		9 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20'		10/19/2012

FILE NAME: P:\2011\00886\D. Drawings\IFA\

USER: $USER$
DATE PLOTTED: 10/23/2012

MODEL NAME: $MODEL$

MicroStation v8.11.7.453

4.2.1.3.d: Preliminary Roadway Schematic
4.2.1.4.b: Preliminary Schematic of Bridges, Walls and Other Structures
Sheet 10 of 10
Roll Plot 16 of 25

Key Value Added Technical Solutions

1	Optimized Shoulder Design (ATC #15)
2	PCCP Pavement Design

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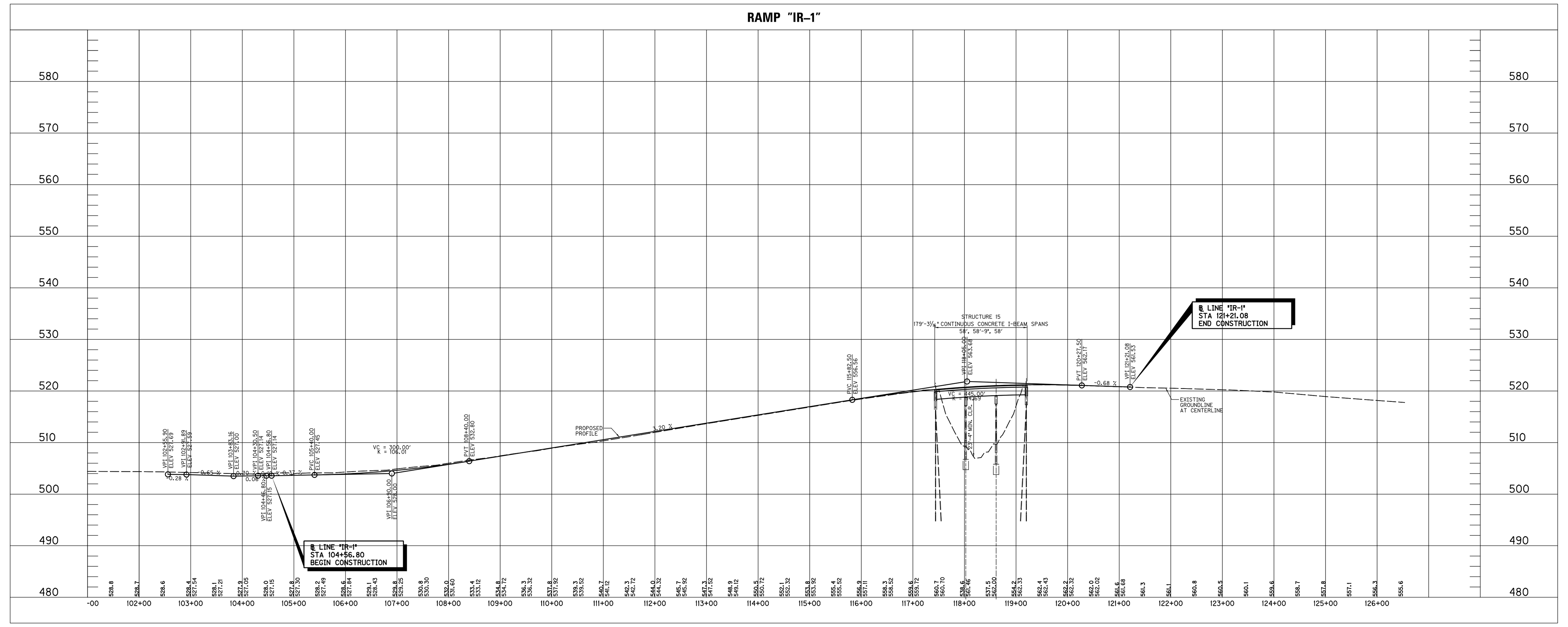
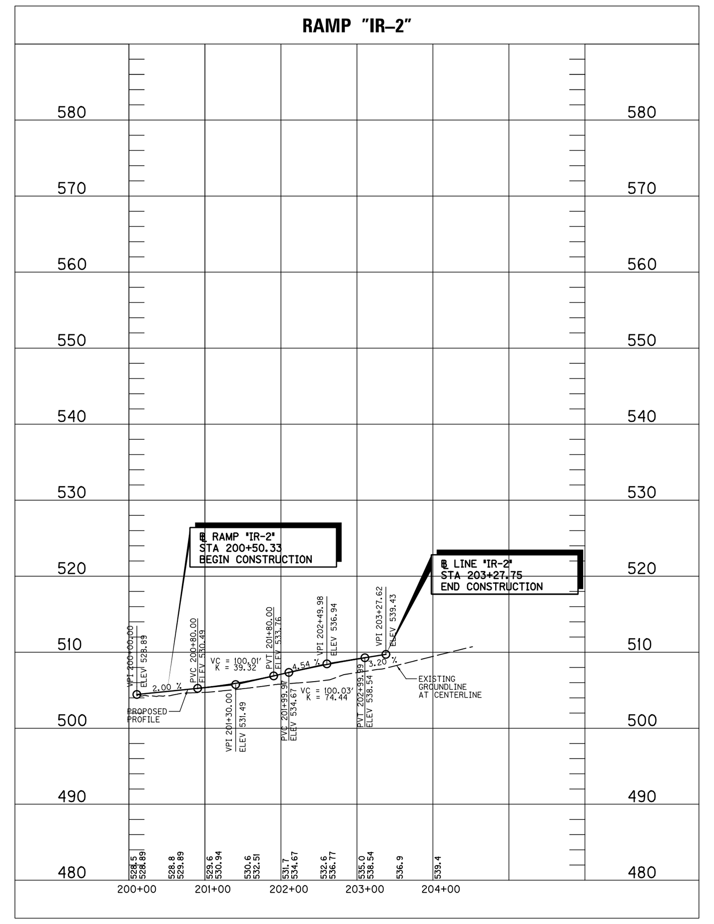
VALUE ADDED TECHNICAL SOLUTIONS

RAMP "IR-1"



RAMP "IR-2"



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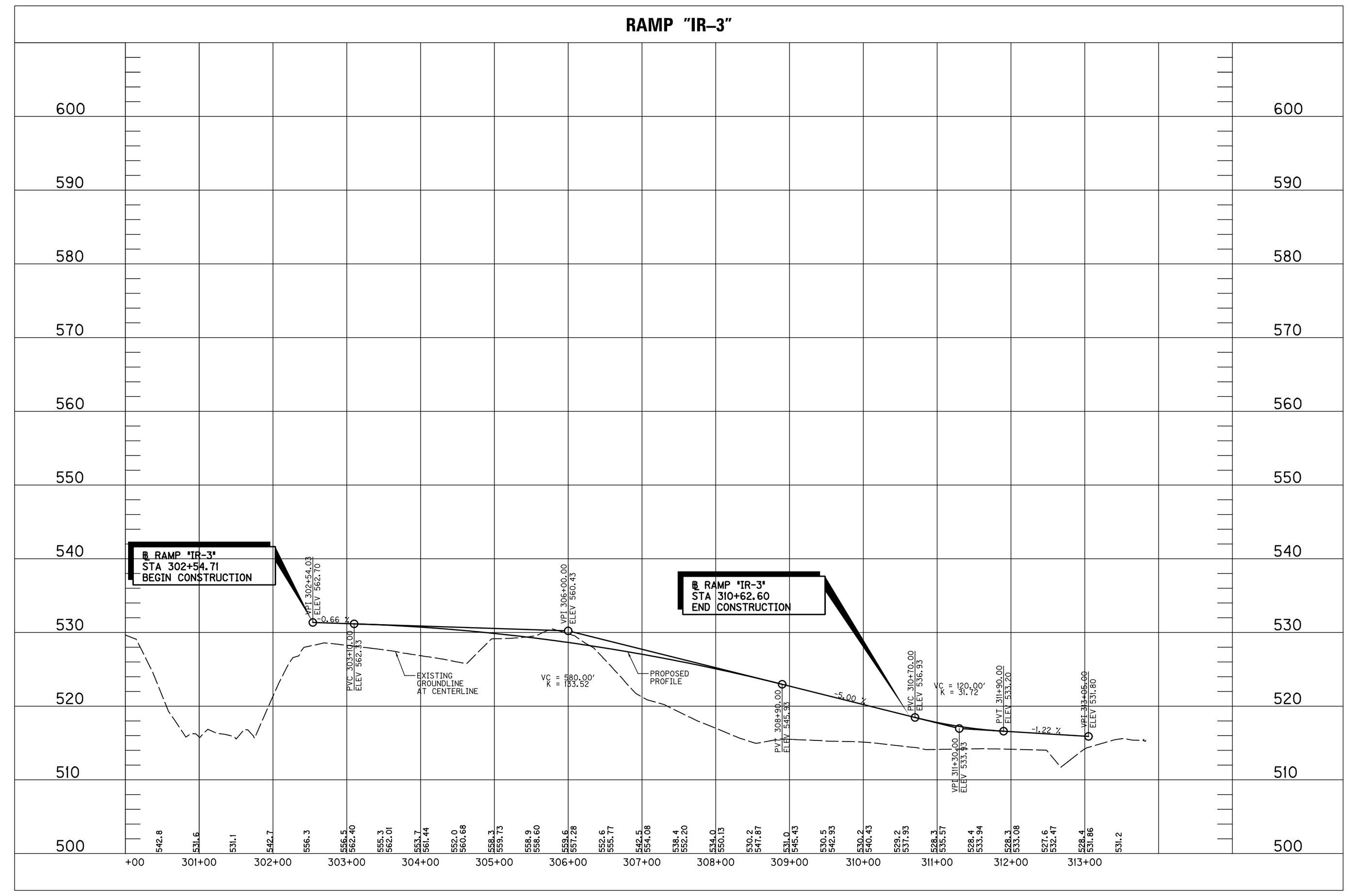
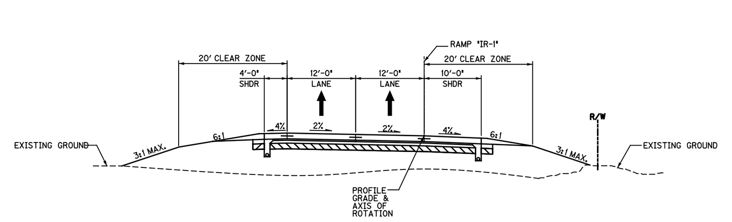
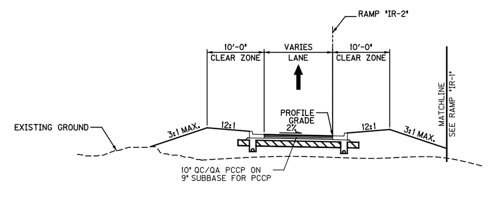
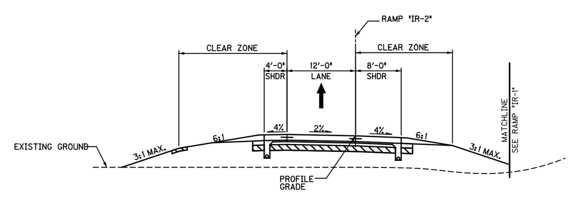




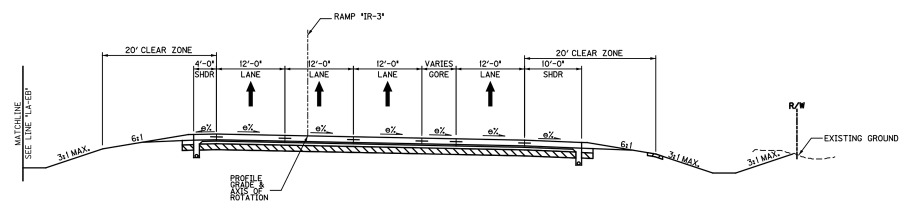
RAMP IR-1 NORMAL CROWN



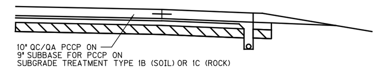
RAMP IR-2 NORMAL CROWN



RAMP IR-2 NORMAL CROWN



RAMP IR-3 SUPERELEVATED RIGHT



PCCP PAVEMENT SECTION

RAMP "IR-1","IR-2" & IR-3"

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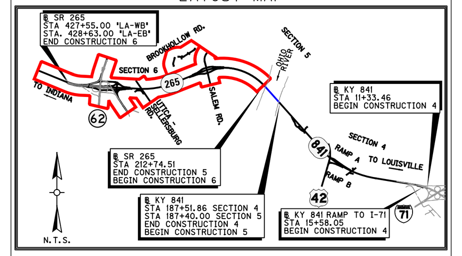
GRAPHIC SCALE IN FEET HORIZONTAL
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

WVB East End Partners
WALSH VINCI BILFINGER BERGER JACOBS

Indiana Finance Authority — THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
SR 62
PROFILES

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER DATE

DESIGNED: WHL		DRAWN: MRS	
APPROVED: CEC		CHECKED: WHL	
DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'		10 of 10
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	1" = 20'		10/19/2012

PRELIMINARY

MODEL NAME: $MODEL$
USER: $USER$
DATE PLOTTED: 10/23/2012
FILE NAME: P:\2011\00886\D. Drawings\IFA\
MicroStation v8.11.7.453

LAYOUT MAP

DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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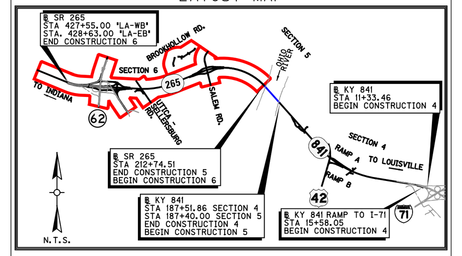
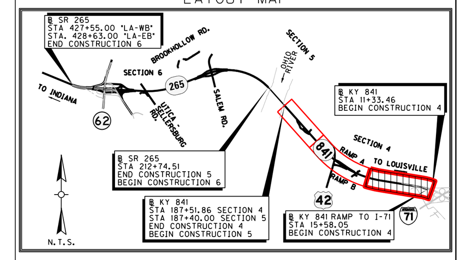
Ohio River Bridges – East End Crossing
SR 62
PROFILES



100 0 100 200 300
GRAPHIC SCALE IN FEET HORIZONTAL
20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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WVB East End Partners
WALSH VINCI BILFINGER BERGER JACOBS

Indiana Finance Authority BRIDGES

Ohio River Bridges – East End Crossing
KY 841
ITS SCHEMATIC SHEET
STA. 00+99.72 TO STA. 70+00

RECOMMENDED FOR APPROVAL ________ DESIGN ENGINEER DATE

DESIGNED: ________	DRAWN: ________
APPROVED: ________	CHECKED: ________

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'	SCHM_01	1 of 3
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	N/A		10/08/2012

PRELIMINARY

ITS EQUIPMENT LEGEND

- PROPOSED ITS CONDUIT (TYPE AS SPECIFIED)
- PROPOSED CCTV CAMERA
- PROPOSED HANDHOLE
- PROPOSED PULLBOX
- PROPOSED SERVICE POINT
- PROPOSED LIGHT POLE
- PROPOSED MICROLOOP DETECTORS
- PROPOSED CCTV TOWER WITH CABINET
- PROPOSED ITS CABINET
- PROPOSED ITS VAULT
- PROPOSED ITS HUB BUILDING
- DMS PROPOSED DMS
- RWIS PROPOSED RWIS
- PROPOSED HAR TRANSMITTER
- PROPOSED HAR BEACON
- WWD PROPOSED WRONG WAY DETECTOR
- VWS PROPOSED VIRTUAL WEIGH STATION
- LCS PROPOSED LCS WITH FLASHERS
- PROPOSED TOLL GANTRY
- PROPOSED MICROWAVE DETECTOR

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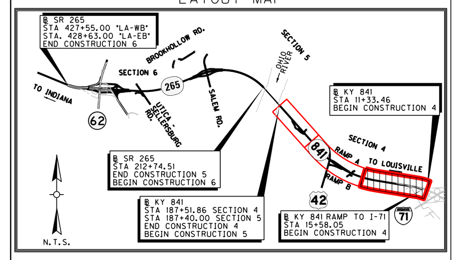
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
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RAMPS - 50 MPH
- 45 MPH (EXIST TO I-71)
CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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WVB East End Partners

Indiana Finance Authority BRIDGES

Ohio River Bridges – East End Crossing
KY 841
ITS SCHEMATIC SHEET
STA. 00+99.72 TO STA. 70+00

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.5: Preliminary ITS Systems Schematic
Sheet 2 of 7
Roll Plot 18 of 25

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GRAPHIC SCALE IN FEET HORIZONTAL

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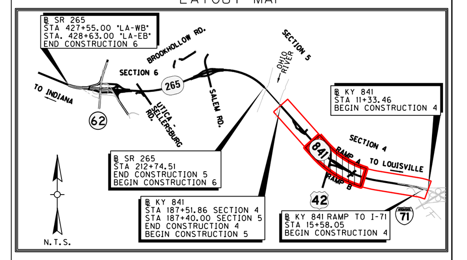
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



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CROSS STREETS - 35 MPH (WPBR)

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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Indiana Finance Authority
BRIDGES

Ohio River Bridges – East End Crossing
KY 841
ITS SCHEMATIC SHEET
STA. 70+00 TO STA. 137+00

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DESIGN ENGINEER DATE

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APPROVED:	CHECKED:

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'	SCHM_02	2 of 3
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
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PRELIMINARY

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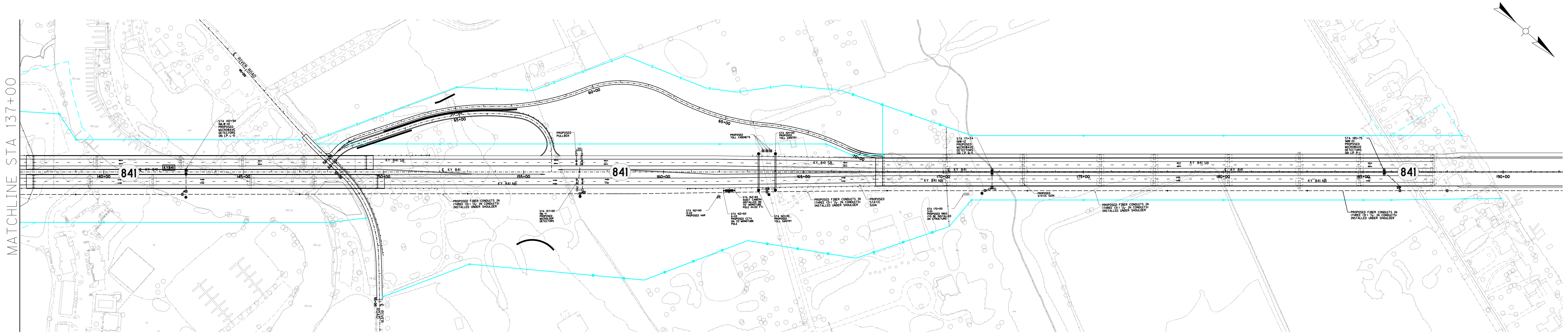
TERRAIN: ROLLING

PRELIMINARY ONLY

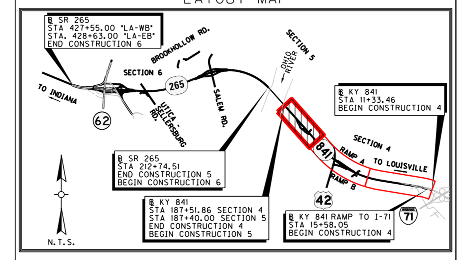
Ohio River Bridges – East End Crossing
KY 841
ITS SCHEMATIC SHEET
STA. 70+00 TO STA. 137+00



GRAPHIC SCALE IN FEET HORIZONTAL

GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



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FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

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WVB East End Partners
WALSH VINCI BILFINGER BERGER JACOBS

Indiana Finance Authority

BRIDGES

Ohio River Bridges – East End Crossing
KY 841
ITS SCHEMATIC SHEET
STA. 137+00 TO STA. 187+51.86

RECOMMENDED FOR APPROVAL ________ DESIGN ENGINEER DATE

DESIGNED: ________ DRAWN: ________

APPROVED: ________ CHECKED: ________

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'	SCHM_03	3 of 3
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	N/A		10/03/2012

PRELIMINARY

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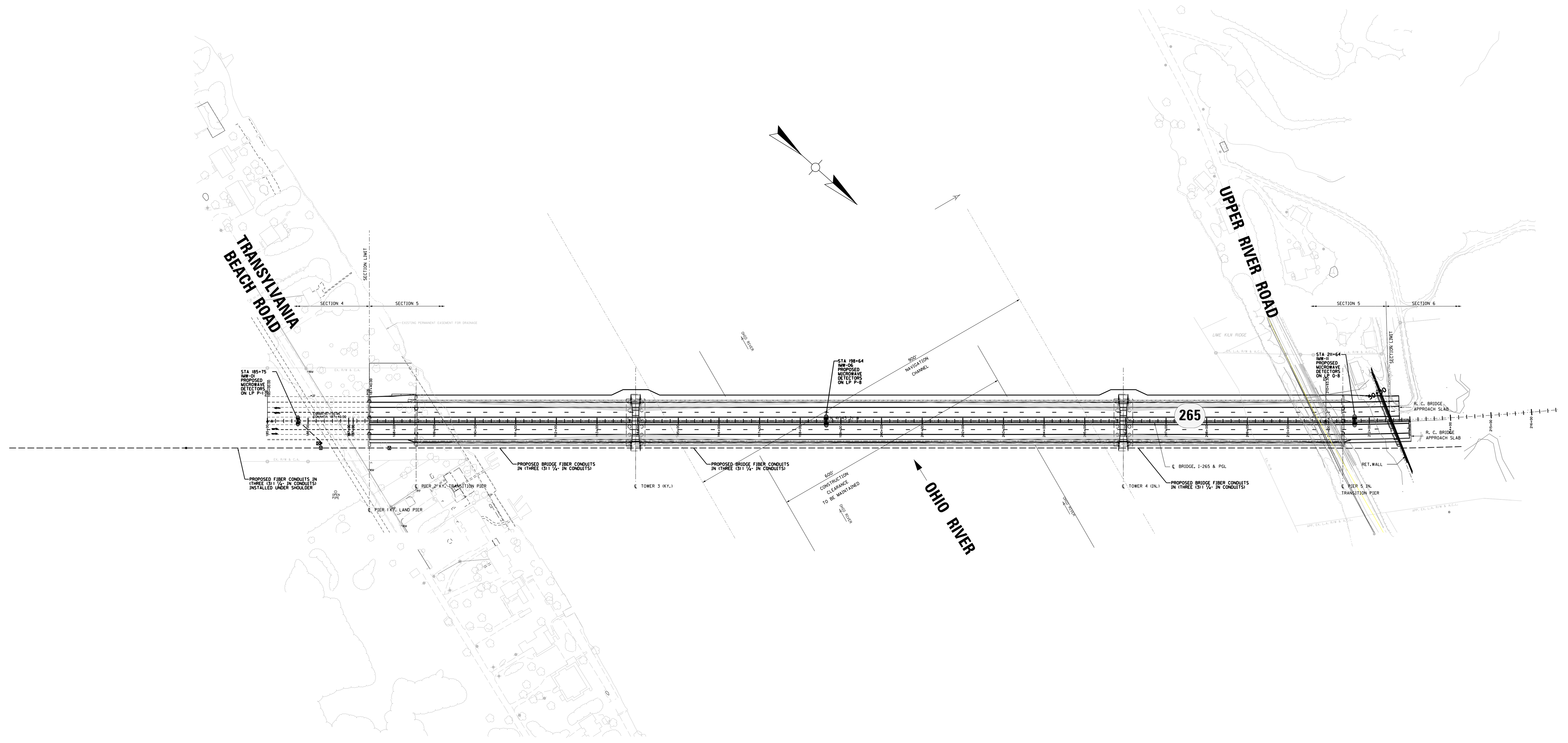
CROSS STREETS - 35 MPH (WPBR)
FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY
TERRAIN: ROLLING
PRELIMINARY ONLY
Ohio River Bridges – East End Crossing
KY 841
ITS SCHEMATIC SHEET
STA. 137+00 TO STA. 187+51.86



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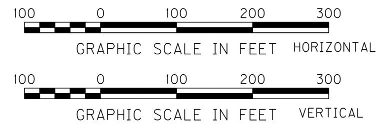
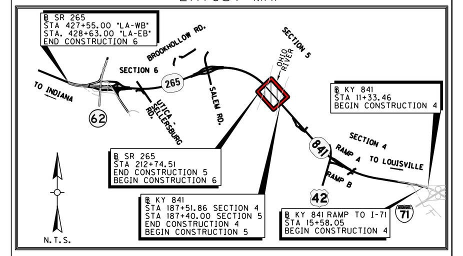


LAYOUT MAP



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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
KY 841
ITS SCHEMATIC
STA. 187+40 TO STA. 212+50

RECOMMENDED FOR APPROVAL ____________
DESIGN ENGINEER DATE

DESIGNED: ______	DRAWN: ______
APPROVED: ______	CHECKED: ______

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'	SCHM_01	1 of 1
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	NA	0	10/04/2012

PRELIMINARY

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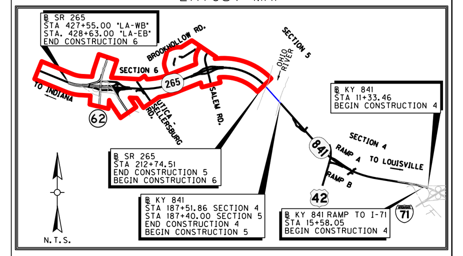
GRAPHIC SCALE IN FEET HORIZONTAL

20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP



DESIGN SPEEDS:
MAINLANES - 70 MPH
RAMPS - 25-50 MPH

CROSS STREETS - 20-45 MPH

FUNCTIONAL CLASSIFICATION: RURAL HIGHWAY

TERRAIN: ROLLING

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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
SR 265
ITS SCHEMATIC

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER DATE

DESIGNED:	DRAWN:
APPROVED:	CHECKED:

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'		1 of 3
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	NA		10/03/2012

PRELIMINARY

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GRAPHIC SCALE IN FEET HORIZONTAL
20 0 20 40 60
GRAPHIC SCALE IN FEET VERTICAL
LAYOUT MAP
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WVB East End Partners
Indiana Finance Authority
Ohio River Bridges – East End Crossing
SR 265
ITS SCHEMATIC
RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE
DESIGNED: DRAWN:
APPROVED: CHECKED:
DESIGNATION: HORIZONTAL SCALE 1" = 100' DWG NO. SHT NO. 1 of 3
PROJECT: VERTICAL SCALE NA REV.NO. DRAWING DATE 10/03/2012

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GRAPHIC SCALE IN FEET HORIZONTAL
GRAPHIC SCALE IN FEET VERTICAL

LAYOUT MAP

DESIGN SPEEDS:
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Indiana Finance Authority
BRIDGES

Ohio River Bridges – East End Crossing
SR 265
ITS SCHEMATIC

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APPROVED:	CHECKED:

DESIGNATION:	HORIZONTAL SCALE	DWG NO.	SHT NO.
	1" = 100'		2 of 3
PROJECT:	VERTICAL SCALE	REV.NO.	DRAWING DATE
	NA		10/03/2012

MODEL NAME: $MODEL$
USER: $USER$
DATE PLOTTED: $DATE$
FILE NAME: $FILEA$
MicroStation v8.11.7.453

PRELIMINARY

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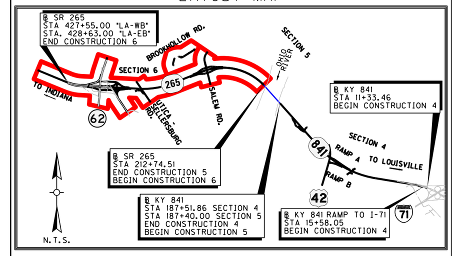
GRAPHIC SCALE IN FEET VERTICAL: 20 0 20 40 60

LAYOUT MAP



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Indiana Finance Authority
THE OHIO RIVER BRIDGES

Ohio River Bridges – East End Crossing
SR 265
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MicroStation v8.11.7.453

PRELIMINARY

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PRELIMINARY ONLY

Ohio River Bridges – East End Crossing
SR 265
ITS SCHEMATIC

SECTION 4 - KENTUCKY

TECHNICAL PROPOSAL | ROLL PLOTS

ORIGINAL

4.2.1.6.a: Aesthetic and Landscape Concept Master Plan
Sheet 1 of 2
Roll Plot 24 of 25

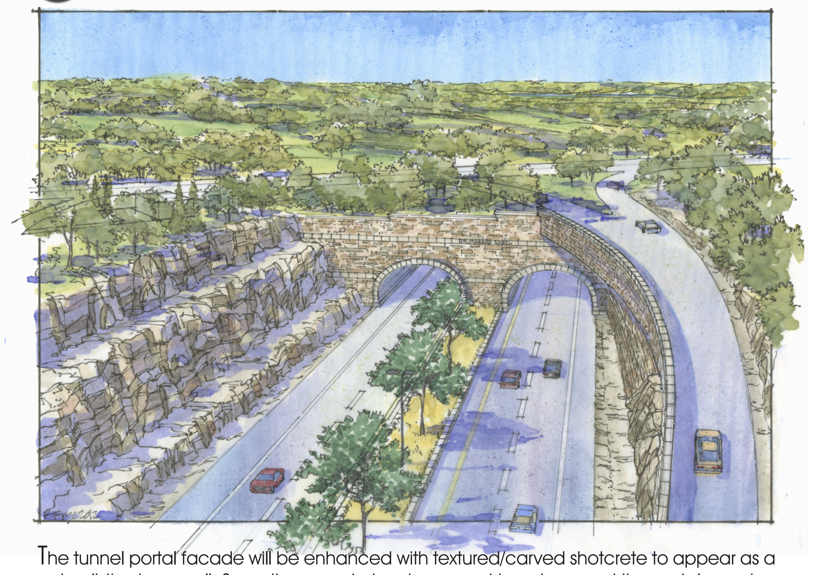
1 WOLF PEN BRANCH BRIDGE

The Wolf Pen Branch Road Bridge overcrossing will provide a new, enhanced connection, both vehicular and pedestrian, between the residential communities in the Wolf Pen Branch neighborhood. The aesthetic qualities of the new bridge will be of a scale that integrates well with the local vernacular. Architectural finishes for bridge and abutment walls will have "creekstone" concrete texturing and smooth accent edging. Ornamental fencing and lighting on the bridge deck reference historical estate character of the area.

2 EXIT RAMP A

Ramp A is a sweeping off ramp structure and visually prominent therefore it warrants enhanced aesthetic treatments that are cohesive with other the bridge structures, roadway walls and barriers, and the South Portal in the distance. A combination of "creekstone" textured barriers and retaining walls will blend in with the overall roadway aesthetics.

3 SOUTH PORTAL OF TUNNEL



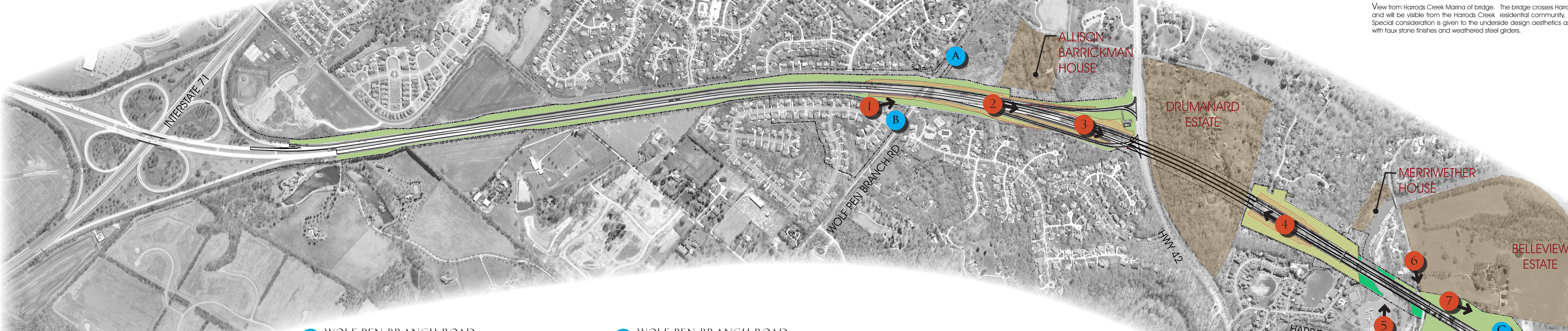
The tunnel portal facade will be enhanced with textured/carved shotcrete to appear as a naturalistic stone wall. Smooth concrete border accent bands around the portal opening and across the faux stone add architectural interest. Plantings at top of portal surrounds will screen the tunnel service building.

4 NORTH PORTAL OF TUNNEL

View of the North face of the portal and enhanced retaining walls and barrier wall. The faux stone tunnel portal facade blends with the barrier wall and surrounding native rock cuts.

5 HARROD'S CREEK BRIDGE - VIEW A

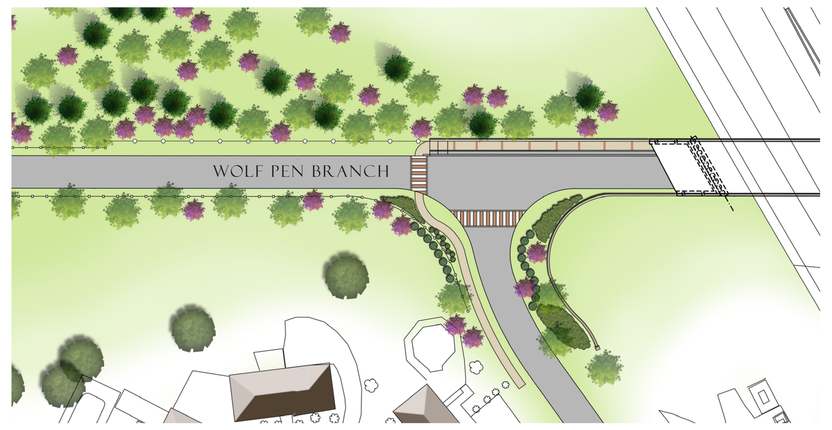
View from Harrods Creek Marina of bridge. The bridge crosses Harrods Creek, a recreational waterway, and will be visible from the Harrods Creek residential community, marina and river, and River Road. Special consideration is given to the underside design aesthetics as well as the upper bridge structure with faux stone finishes and weathered steel girders.



C OHIO RIVER TERRACE - CONCEPTUAL LANDSCAPE PLAN

SCALE: 1"=400'

A WOLF PEN BRANCH ROAD - SOUTHWEST OF OVERCROSSING



B WOLF PEN BRANCH ROAD - NORTHEAST OF OVERCROSSING

6 HARROD'S CREEK BRIDGE - VIEW B

View from River Road. The shared use path merges with the River Road adjacent to the bridge abutment. Bridge abutments, parapet walls and pier column faces will be textured with "creekstone" formliner pattern. Pier column and abutment wall will have smooth concrete borders bands and edges that resemble cut stone. Weathered steel bridge girders and wood guardrails blend well into the natural earth tone color palette.

7 OHIO RIVER TERRACE SHARED USE PATH

View along the Shared Use Path showing trail head amenities for bicyclists and pedestrians, which could include benches, bicycle parking, trash receptacles, wayfinding/interpretive signage and pedestrian scale lighting.

8 OHIO RIVER TERRACE / FLOOD PLAIN

View from highway. Landscape screening enhancements along the roadway combine natural landform berming with vegetation to provide a buffer for properties along the corridor. The historic landscapes of Rosewell and Belleview Estates are anticipated in the new design for highway fill slopes. Stormwater detention ponds and swales are contoured to flow with the undulating berming plan for this area.

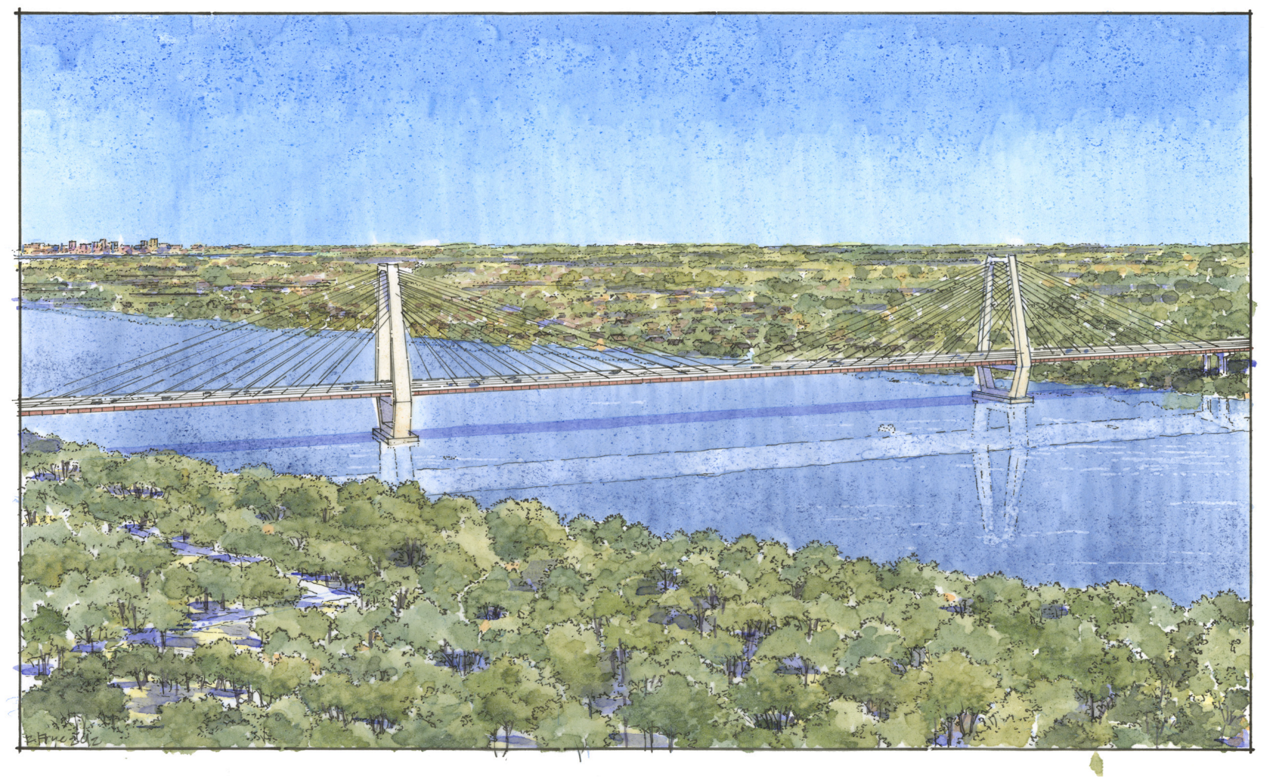
LANDSCAPE PLANTING

ZONE 1	TREES & NATIVE LANDSCAPING
ZONE 2	NATURAL LIMESTONE & NATIVE GRASS
ZONE 3	RIPARIAN LANDSCAPE
	NATURAL CUT LIMESTONE

WVB East End Partners

SECTION 5 & 6 - BRIDGE & INDIANA

9 EAST END BRIDGE

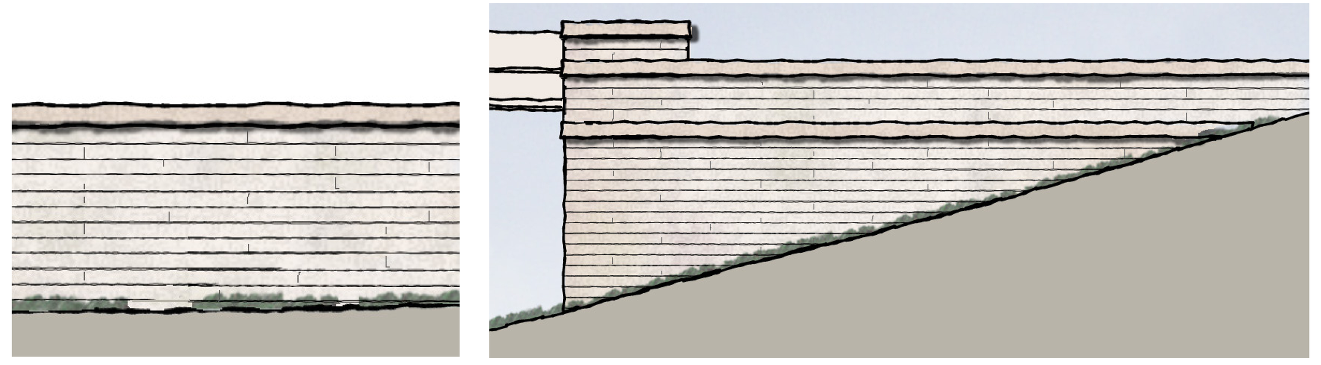


The location of the East End Crossing has a rural character providing visitors a pastoral experience with mature native trees framing the shorelines on both sides of the river. The East End Bridge Design honors the local historic cultural legacy by modeling the largest scale elements of the bridge, the towers, in direct reference to an icon of the region: the historic ground hog type lime kiln.

10 PERSPECTIVE LOOKING SOUTH

This view shows the final stretch of road in Indiana before the Ohio River Bridge. Travelers will see the natural limestone rock slopes, decorative lighting, and the bold bridge towers ahead. . Reminiscent to entering a lime kiln, drivers on the bridge will have the memorable experience of the stacked concrete sections of the towers gradually arching up and over them as they cross the river.

11 POTENTIAL BRIDGE AESTHETIC ENHANCEMENT

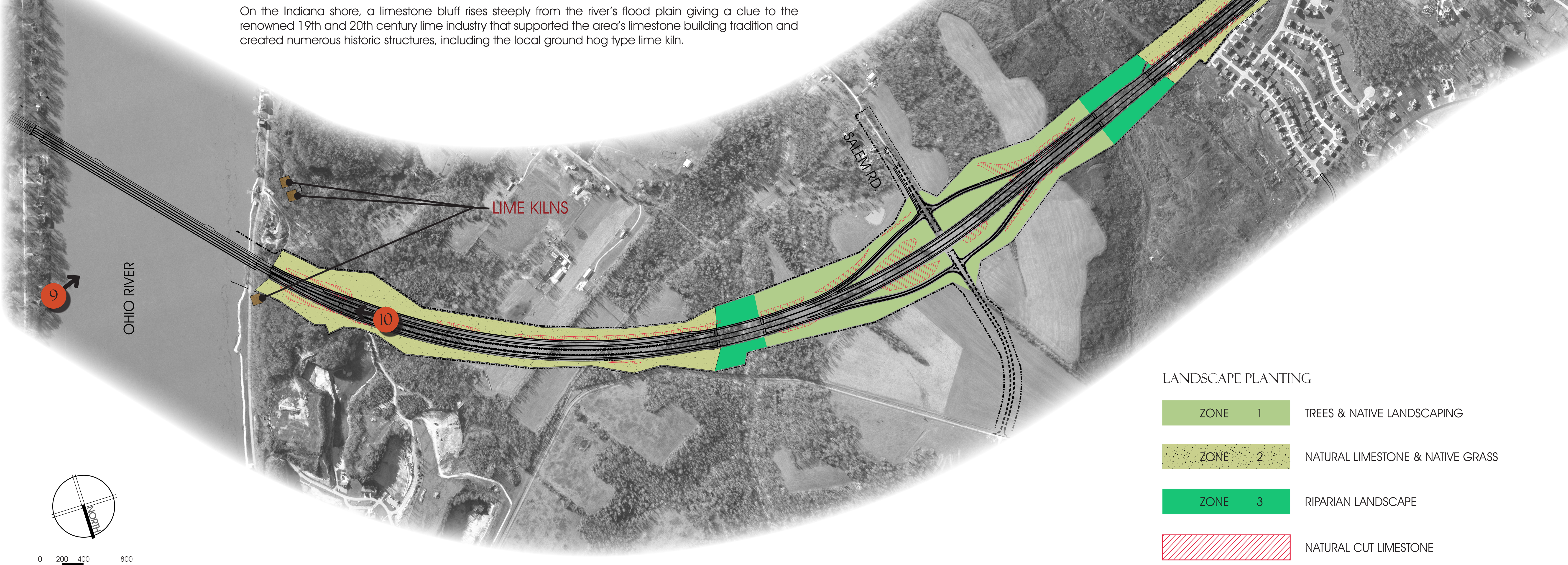


Wall texture that may be applied to bridge abutments, and other vertical surfaces in section 6. Formliner with light texture and horizontal reveals at 24" spacing. Color will mimic native Indiana limestone.

HISTORICAL LIME KILN

NATURAL LIME STONE

On the Indiana shore, a limestone bluff rises steeply from the river's flood plain giving a clue to the renowned 19th and 20th century lime industry that supported the area's limestone building tradition and created numerous historic structures, including the local ground hog type lime kiln.

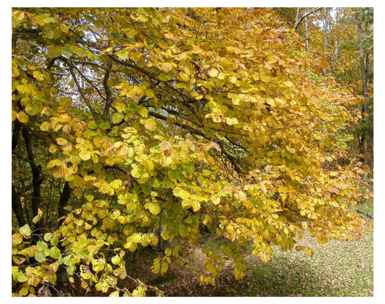
LANDSCAPE PLANTING

ZONE 1	TREES & NATIVE LANDSCAPING
ZONE 2	NATURAL LIMESTONE & NATIVE GRASS
ZONE 3	RIPARIAN LANDSCAPE
	NATURAL CUT LIMESTONE

NATIVE TREES, SHRUBS AND GRASSES

Sorghastrum nutans
Indiana Grass

Panicum virgatum
Switchgrass



Hamamelis virginiana
Witchhazel

Callicarpa americana
American Beautybush

Physocarpus opulifolius
Ninebark

Ilex verticillata
Winterberry Holy

Cornus florida
Flowering Dogwood

Acer saccharum
Suger Maple

Quercus bicolor
Swamp White Oak

Pinus strobus
Eastern White Pine

Carya ovate
Shagbark Hickory

WVB East End Partners