LEGEND:

- PAVEMENT REMOVAL
- MAINLINE OVERLAY
- MAINLINE CONSTRUCTION
- SHOULDER OVERLAY
- OUTER SHLDR CONSTRUCTION
- INNER SHLDR CONSTRUCTION
- EXISTING BRIDGE WIDENING
- NEW BRIDGE CONSTRUCTION
- RAMPS
- ARTERIALS
- SERVICE/ACCESS ROADS
- OVERLAY FOR SERVICE ROADS
- SIDEWALKS/MULTI-USE PATH
- LTD. ACCESS ROW
- RIGHT-OF-WAY (LOCAL RDS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- GUARDRAIL
- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
- BURIED SINKS
- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL (RW-X)
- PRECAST NOISE WALL (NW-X)
- SODDED DRAINAGE DITCH
- RIPRAP GEO-MEM. DITCH
- RIPRAP DRAINAGE DITCH
- SEEDED DRAINAGE DITCH
- CULVERT EXTENSION
- NEW STORM DRAIN PIPE
- NEW CATCH BASIN
- R.O.W. FENCE
- FARM FIELD FENCE
- WILDLIFE FENCE
- GEOMEMBRANE LINING

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

SHEET NUMBER
SUBSECTION NUMBER

DESIGN SPEED:

MAINLINES	- 70 MPH
RAMPS	- 50 MPH
	- 45 MPH

FUNCTIONAL CLASS: RURAL INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5E
PLAN AND PROFILE
STA. 878+00 TO STA. 981+00

RECOMMENDED FOR APPROVAL: ____ DESIGN ENGINEER ____ DATE

DESIGNED: F. MEDRANO		DRAWN: A. MUSZYNSKI	
APPROVED:		CHECKED: D. GOOS	
DESIGNATION:	HORIZONTAL SCALE:	DWG NO.	SHT NO.
	1" = 100'	ROLLP&P09	9 OF 17
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
	1" = 20'		1-9-2014

CURVE DATA										
NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C10	2850.00	34°33'08"	2°00'37"	1718.69	886.37	907+46.87	134.65	898+60.50	915+79.19	I-69
C11	3819.72	23°56'40"	1°30'00"	1596.30	809.97	929+22.37	84.93	921+12.40	937+08.70	I-69
C12	6050.00	16°51'53"	0°56'49"	1780.78	896.87	969+16.89	66.12	960+20.02	978+00.80	I-69 NB
C18	6050.00	15°02'40"	0°56'49"	1588.57	798.88	968+19.56	52.52	960+20.69	976+09.25	I-69 SB
C19	3740.00	19°25'57"	1°31'55"	1268.46	640.38	987+06.68	54.43	980+66.30	993+34.76	I-69 SB
C80	2975.00	34°33'08"	1°55'33"	1794.07	925.25	111+41.98	140.56	102+16.74	120+10.81	Line PR-S-Wayport -NE
C81	3750.00	23°56'40"	1°31'40"	1567.16	795.19	134+19.91	83.38	126+24.72	141+91.89	Line PR-S-Wayport -NE
C82	761.00	31°35'30"	7°31'44"	419.60	215.28	157+48.00	29.86	155+32.72	159+52.32	Line PR-S-Wayport -NE
C83	761.00	19°54'13"	7°31'44"	264.36	133.52	162+74.65	11.63	161+41.13	164+05.49	Line PR-S-Wayport -NE
C84	214.00	45°48'12"	26°46'25"	171.08	90.40	168+66.48	18.31	167+76.07	169+47.15	Line PR-S-Wayport -NE

ROLL PLOT NO.
11 OF 118

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b Bridge Structures, Retaining Walls, Noise Walls, & Other Structures

Key Value Added Technical Solutions	
1	Pavement Structural Section Improvements
2	Lower Profile of Cross Road to Reduce Earthwork

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Alternative Technical Concepts, presents a complete description of the features and benefits of each ATC.

DESIGN SPEED: MAINLINES - 70 MPH RAMPS - 50 MPH - 45 MPH
FUNCTIONAL CLASS: RURAL INTERSTATE
TERRAIN: ROLLING
PRELIMINARY ONLY
ROADWAY, DRAINAGE, STRUCTURAL
SUBSECTION 5E PLAN AND PROFILE STA. 878+00 TO STA. 981+00
ROLL PLOT NO. 11 OF 118

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b Bridge Structures, Retaining Walls, Noise Walls, & Other Structures

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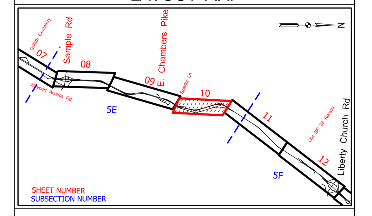
SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP



CURVE DATA										
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C14	2790.00	33°52'29"	2°03'13"	1649.52	849.65	1013+41.23	126.51	1004+91.57	1021+41.09	I-69 NB
C15	3825.00	49°43'16"	1°29'53"	3319.33	1772.31	1054+12.87	390.65	1036+40.56	1069+59.88	I-69 NB
C19	3740.00	19°25'57"	1°31'55"	1268.46	640.38	987+06.68	54.43	980+66.30	993+34.76	I-69 SB
C20	2825.00	29°21'14"	2°01'41"	1447.30	739.91	1011+89.70	95.29	1004+49.80	1018+97.10	I-69 SB
C21	2350.00	49°28'47"	2°26'17"	2029.42	1082.86	1050+16.09	237.49	1039+33.23	1059+62.65	I-69 SB

DESIGN SPEED:

MAINLINES	- 70 MPH
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ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5E
PLAN AND PROFILE
STA. 981+00 TO STA. 1061+00

RECOMMENDED FOR APPROVAL: ______ DESIGN ENGINEER ______ DATE

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APPROVED:		CHECKED: D. GOOS	
DESIGNATION:	HORIZONTAL SCALE:	DWG NO.	SHT NO.
	1" = 100'	ROLLP&P010	10 OF 17
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
	1" = 20'		1-9-2014

Indiana Finance Authority

December 4, 2012

Duane Callender
Director, TIFIA Joint Program Office
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Mr. Callender:

Ohio River Bridges - East End Crossing Project

Thank you for your letter dated October 23, 2012. On behalf of the Indiana Finance Authority ("IFA") I greatly appreciate your review of the TIFIA letter of Interest ("LOI") for the Louisville-Southern Indiana Ohio River Bridges project's East End Crossing (the "Project") submitted by the IFA on September 25, 2012. I certainly welcome the opportunity to continue our dialog with regard to our request for a TIFIA loan on the Project.

As you are aware, the Project is a construction, modernization and rehabilitation project that is vital in addressing cross-river transportation needs in the greater Louisville-Southern Indiana region. The Project will provide additional capacity, improve transportation efficiency and reliability, expand travel choices, and deliver urgently needed performance and safety enhancements to existing infrastructure.

Since, the submission of the LOI, the IFA has continued to move forward with its procurement schedule, which is now moving into the final stage. Following a period of industry review and comment, the IFA released its final RFP on July 31, 2012 and subsequently, on October 26, 2012 received four technical and financial proposals. Following a period of evaluation, the IFA has selected a Preferred Proponent, with details of the respondents and the Preferred Proponent as noted below.

It is the intention of the IFA to achieve commercial close on or about December 27. Furthermore, it is the intent of the Preferred Proponent to reach financial close on or about March 31, 2012, and the IFA has committed to provide reasonable assistance to the private consortium to achieve that milestone.

TIFIA office's request for additional information

In your letter dated October 23, you requested additional information to better understand the Project's alignment with the TIFIA program's eligibility and commitment requirements. Following are responses to your specific questions:

Plan of Finance

TIFIA credit facility sizing:

The IFA well understands the potential benefits that the TIFIA program can bring to strategically important projects such as this, and therefore in our LOI we requested $615 million of assistance. This sum represents less than 49% of the total qualified costs as estimated in the Updated Initial Financial Plan.

The sizing of the TIFIA request was driven by the recognition that TIFIA credit assistance could potentially reduce the IFA/INDOT availability payment obligation by allowing for a more flexible and cost-effective finance structure, which in turn will improve the overall affordability of the East End Crossing. Specifically, a TIFIA loan could allow the Preferred Proponent to directly offset a portion of the more expensive and less flexible Private Activity Bonds included in the Proponent's plan of finance for the Project, and a portion of such capital cost savings could be passed on directly to the IFA/INDOT as government sponsor of the Project. As suggested in our LOI, by reducing the overall cost of developing, operating and maintaining the East End Crossing due to effective use of the USDOT's TIFIA program, the State of Indiana and INDOT would be in a position to free limited capital program funds to accelerate other priority transportation projects throughout the state. We believe that INDOT's ability to leverage the USDOT's TIFIA program commitment on the East End Crossing to provide direct Project cost benefits, while enabling scare INDOT capital resources to be allocated toward other priority projects, establishes a compelling case in favor of an East End Crossing TIFIA loan.

Project Readiness

Procurement update:

In our initial LOI submission, the IFA had stated that "In the case of the East End Crossing, proposals in response to the Final RFP are due October 26, 2012, and Indiana will determine the winning team by December 2012." We are pleased to report that four proposals were in fact received from pre-approved respondants on October 26. Each included detailed technical and financial plans, with the financial plans incorporating the required debt and equity commitments. The equity sponsorship of the four teams is summarized as follows:

- **East End Mobility Partners ("EEMP"):** SNC Lavalin Capital, John Laing Investments Limited, Zachry Resources, Inc.
- **Ohio River Transportation Partners ("ORTP"):** InfraRed Capital Partners, Ltd., Balfour Beatty Capital, Kiewit Development Company
- **Ohio River Mobility Group ("ORMG"):** ACS Infrastructure Development, Inc., HOCHTIEF PPP Solutions, GmbH, Skanska Infrastructure Development, Inc., Star Infrastructure Development Fund
- **WVB East End Partners ("WVB"):** Bilfinger Berger PI International Holding GmbH, Vinci Concessions SAS, Walsh Investors, LLC

Following a robust evaluation process, the IFA selected WVB East End Partners as the Preferred Proponent based on the evaluation criteria set out in the RFP. IFA is currently in the process of finalizing the project agreement and other collateral documentation with the intention of achieving commercial close on or about December 27, 2012.

Please note that information regarding WVB East End Partners' financial and technical proposal is available online at http://www.in.gov/ifa/2750.htm. Due to the expediency of schedule, each of the Proposers were required to submit a plan of finance that did not include a TIFIA loan, with the expectation that such plan might be amended once a TIFIA loan on the Project is secured.

Environmental litigation update:

With regard to the status of the litigation (*National Trust for Historic Preservation, et al. v. FHWA)*, several parties have aligned themselves in opposition to the Project. One of them, the Coalition for the Advancement of Reasonable Transportation, Inc. ("CART"), has moved for a preliminary injunction to prohibit the IFA/INDOT commencing certain pre-construction tree clearance and other preconstruction activities. On November 8, 2012, the District Court denied CART's motion for preliminary injunction. CART now has 60 days to file appeal that is due January 7, 2013. While the schedule and outcome of the litigation is still to be determined, IFA/INDOT views the denial of the motion without a hearing as positive news. The schedule regarding the summary judgment remains subject to change; however it is anticipated towards the end of the first quarter 2013.

As IFA finalizes financing plans for the East End Crossing, it is clear that a TIFIA Loan will provide much needed cost-reduction and financial flexibility, and will allow scarce transportation funds to be directed to transportation priorities throughout the State. The IFA remains committed to working closely with the USDOT and FHWA to secure a TIFIA loan on the Project and we are available at your convenience to answer any questions you might have.

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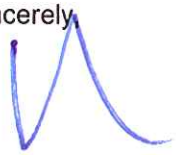

Kendra York
Public Finance Director, Indiana Finance Authority
One North Capitol Avenue, Suite 900
Indianapolis, IN 46204
kyork@ifa.in.gov

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Duane Callender
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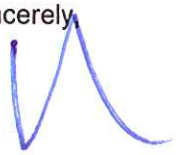

Kendra York
Public Finance Director, Indiana Finance Authority
One North Capitol Avenue, Suite 900
Indianapolis, IN 46204
kyork@ifa.in.gov

LEGEND:

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SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

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RAMPS - 50 MPH
- 45 MPH

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS SE & SF

PLAN AND PROFILE

STA. 1061+00 TO STA. 1163+00

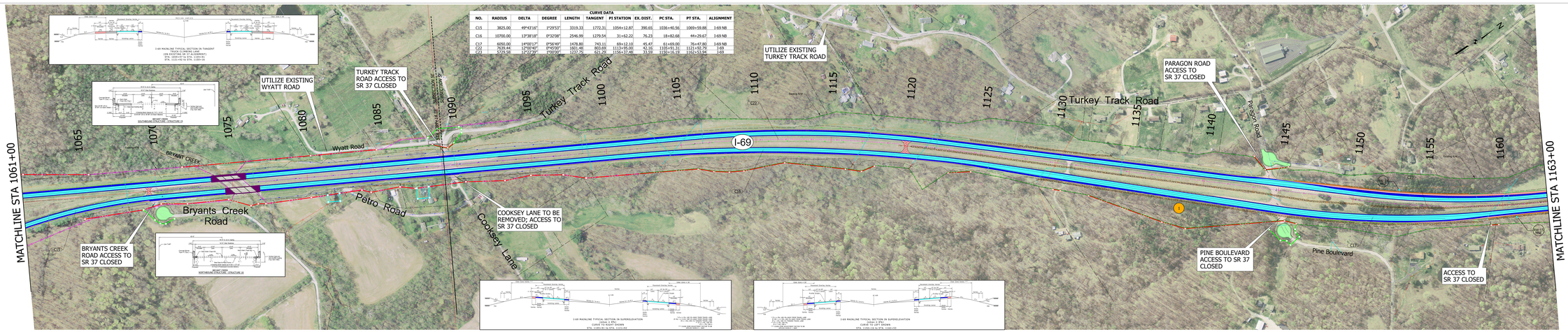
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: E. PEDRAZA	DRAWN: N. PEDESTRIAN	
APPROVED:	CHECKED: G. DEER	

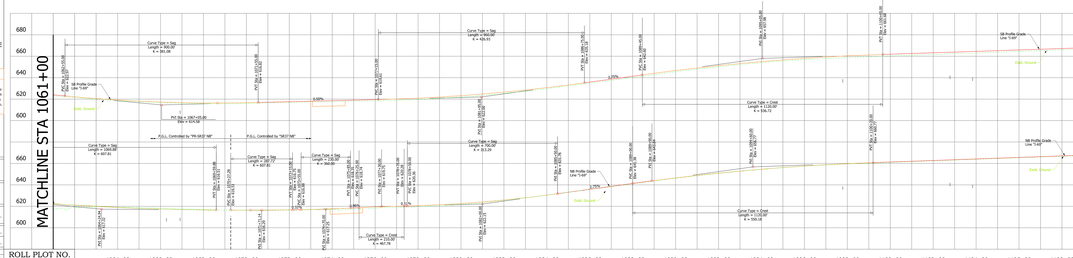
DESIGNATION:	HORIZONTAL SCALE:	2960 INCH	3437 INCH
	1" = 60'	ROLLPAGE:	11 OF 17
PROJECT:	VERTICAL SCALE:	600 INCH	2960 INCH
	1" = 6'		1 IN 494

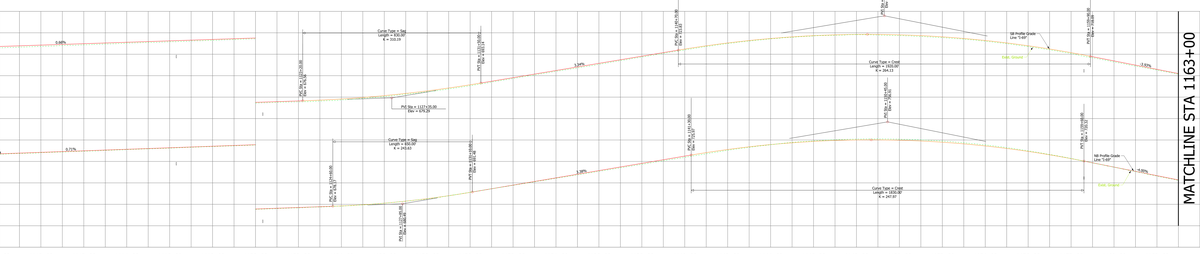
ROLL PLOT NO. 13 OF 118

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C15	3825.00	49°43'16"	1°29'53"	3319.33	1772.31	1054+12.87	390.65	1036+40.56	1069+59.88	1-69 NB
C16	10700.00	13°38'18"	0°32'08"	2546.99	1279.54	31+62.22	76.23	18+82.68	44+29.67	1-69 NB
C17	6050.00	14°00'17"	0°56'49"	1478.80	743.11	69+12.10	45.47	61+69.00	76+47.80	1-69 NB
C22	7639.44	12°09'40"	0°45'09"	1621.48	813.69	1113+95.00	42.16	1105+81.31	1121+92.79	1-69
C23	5729.58	34°27'29"	1°00'00"	3323.25	1712.25	1156+19.48	33.59	1139+16.19	1163+53.94	1-69







TECHNICAL PROPOSAL - ROLL PLOT

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS SE & SF

PLAN AND PROFILE

STA. 1061+00 TO STA. 1163+00

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: E. PEDRAZA	DRAWN: N. PEDESTRIAN	
APPROVED:	CHECKED: G. DEER	

DESIGNATION:	HORIZONTAL SCALE:	2960 INCH	3437 INCH
	1" = 60'	ROLLPAGE:	11 OF 17
PROJECT:	VERTICAL SCALE:	600 INCH	2960 INCH
	1" = 6'		1 IN 494

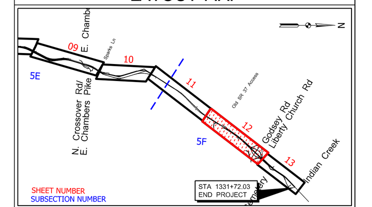
ROLL PLOT NO. 13 OF 118

LEGEND:

- PAVEMENT REMOVAL
- MAINLINE OVERLAY
- MAINLINE CONSTRUCTION
- SHOULDER OVERLAY
- OUTER SHLDR CONSTRUCTION
- INNER SHLDR CONSTRUCTION
- EXISTING BRIDGE WIDENING
- NEW BRIDGE CONSTRUCTION
- RAMPS
- ARTERIALS
- SERVICE/ACCESS ROADS
- OVERLAY FOR SERVICE ROADS
- SIDEWALKS/MULTI-USE PATH
- LTD. ACCESS ROW
- RIGHT-OF-WAY (LOCAL RDS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- GUARDRAIL
- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
- BURIED SINKS
- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL (RW-X)
- PRECAST NOISE WALL (NW-X)
- SODDED DRAINAGE DITCH
- RIPRAP GEO-MEM. DITCH
- RIPRAP DRAINAGE DITCH
- SEEDED DRAINAGE DITCH
- CULVERT EXTENSION
- NEW STORM DRAIN PIPE
- NEW CATCH BASIN
- R.O.W. FENCE
- FARM FIELD FENCE
- WILDLIFE FENCE
- GEOMEMBRANE LINING

SCALE: 1 INCH = 100 FEET (HORIZONTAL)
SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP



CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C136	5950.00	2°25'49"	0°57'47"	252.38	126.21	13+86.64	1.34	12+60.43	15+12.81	Line PR-S-Liberty South Access
C137	444.00	66°28'40"	12°54'16"	515.15	290.98	26+00.73	86.85	23+09.76	28+24.91	Line PR-S-Liberty South Access
C138	444.00	61°13'16"	12°54'16"	474.42	262.69	34+37.87	71.89	31+75.18	36+49.60	Line PR-S-Liberty South Access
C139	444.00	49°51'44"	12°54'16"	386.40	206.39	14+27.94	45.63	12+21.55	16+07.95	Line PR-S-Liberty North Access
C140	444.00	41°51'49"	12°54'16"	324.41	169.83	28+26.03	31.37	26+56.20	29+80.61	Line PR-S-Liberty North Access

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C24	11459.16	10°50'08"	0°30'00"	2167.09	1086.78	1218+08.05	51.42	1207+21.26	1228+88.35	I-69
C105	444.00	28°57'05"	12°54'16"	224.35	114.62	13+91.61	14.56	12+76.99	15+01.34	Line PR-S-Old SR 37-1
C106	11374.66	4°52'52"	0°30'13"	969.04	484.81	30+10.51	10.33	25+25.70	34+94.74	Line PR-S-Old SR 37-1
C107	444.00	29°27'09"	12°54'16"	228.23	116.70	36+76.88	15.08	35+60.18	37+88.41	Line PR-S-Old SR 37-1
C108	965.00	12°10'14"	5°56'15"	204.98	102.88	53+25.54	5.47	52+22.66	54+27.64	Line PR-S-Turkey Track
C109	965.00	11°56'48"	5°56'15"	201.21	100.97	57+80.43	5.27	56+79.46	58+80.67	Line PR-S-Turkey Track
C110	444.00	59°45'49"	12°54'16"	463.12	255.12	57+21.19	68.08	54+66.06	59+29.19	Line PR-S-Old SR 37-2
C111	444.00	49°35'21"	12°54'16"	384.28	205.11	64+99.62	45.09	62+94.51	66+78.79	Line PR-S-Old SR 37-2
C112	444.00	49°18'10"	12°54'16"	382.06	203.76	13+44.80	44.52	11+41.03	15+23.09	Line PR-S-Old SR 37-3
C113	444.00	50°00'11"	12°54'16"	387.49	207.06	20+61.30	45.91	18+54.25	22+41.73	Line PR-S-Old SR 37-3
C114	1230.00	9°48'43"	4°39'29"	210.64	105.58	27+12.57	4.52	26+06.99	28+17.63	Line PR-S-Old SR 37-3

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C122	10700.00	2°17'26"	0°32'08"	427.77	213.91	104+47.57	2.14	102+33.66	106+61.43	Ramp Liberty NBEX
C123	758.00	26°02'21"	7°33'32"	344.49	175.27	111+02.58	20.00	109+27.30	112+71.79	Ramp Liberty NBEX
C124	518.00	24°16'17"	11°03'39"	219.43	111.39	116+38.35	11.84	115+26.96	117+46.40	Ramp Liberty NBEX
C125	518.00	33°33'27"	11°03'39"	303.39	156.18	103+68.52	23.03	102+12.33	105+15.72	Ramp Liberty NBEN
C126	758.00	25°21'11"	7°33'32"	335.41	170.50	109+82.43	18.94	108+11.93	111+47.34	Ramp Liberty NBEN
C127	2864.79	3°00'01"	2°00'00"	150.02	75.03	112+22.37	0.98	111+47.34	112+97.36	Ramp Liberty NBEN
C129	518.00	19°47'51"	11°03'39"	178.98	90.39	103+35.66	7.83	102+45.27	104+24.25	Ramp Liberty SBEN
C130	758.00	26°39'04"	7°33'32"	352.58	179.54	108+95.49	20.97	107+15.95	110+68.53	Ramp Liberty SBEN
C131	2864.79	3°00'01"	2°00'00"	150.02	75.03	111+43.56	0.98	110+68.53	112+18.55	Ramp Liberty SBEN
C132	10700.00	1°08'45"	0°32'08"	213.97	106.99	115+18.45	0.53	114+11.46	116+25.43	Ramp Liberty SBEN
C133	10700.00	2°17'26"	0°32'08"	427.77	213.91	104+52.65	2.14	102+38.73	106+66.50	Ramp Liberty SBEX
C134	758.00	31°57'03"	7°33'32"	422.70	217.00	111+40.38	30.45	109+23.37	113+46.07	Ramp Liberty SBEX

ROLL PLOT NO.
14 OF 118

DESIGN SPEED:

MAINLINES	- 70 MPH
RAMPS	- 50 MPH
	- 45 MPH

FUNCTIONAL CLASS: RURAL INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5F
PLAN AND PROFILE
STA. 1163+00 TO STA. 1268+00

RECOMMENDED FOR APPROVAL: ______ DESIGN ENGINEER ______ DATE

DESIGNED: F. MEDRANO — DRAWN: A. MUSZYNSKI
APPROVED: ______ — CHECKED: D. GOOS

DESIGNATION:	HORIZONTAL SCALE:	DWG NO.	SHT NO.
	1" = 100'	ROLLP&P012	12 OF 17
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
	1" = 20'		1-9-2014

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b Bridge Structures, Retaining Walls, Noise Walls, & Other Structures

Key Value Added Technical Solutions

1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork
3. Reduce / Eliminate Median Width on Cross Roads
4. Use Flush Median Across the Bridge
8. Replace NB Mainline Bridge Over Little Indian Creek

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Alternative Technical Concepts, presents a complete description of the features and benefits of each ATC.

SCALE: 1 INCH = 100 FEET (HORIZONTAL)
SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

DESIGN SPEED: MAINLINES - 70 MPH RAMPS - 50 MPH - 45 MPH
FUNCTIONAL CLASS: RURAL INTERSTATE
TERRAIN: ROLLING
PRELIMINARY ONLY
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ROADWAY, DRAINAGE, STRUCTURAL
SUBSECTION 5F PLAN AND PROFILE STA. 1163+00 TO STA. 1268+00
ROLL PLOT NO. 14 OF 118

LEGEND:

- PAVEMENT REMOVAL
- MAINLINE OVERLAY
- MAINLINE CONSTRUCTION
- SHOULDER OVERLAY
- OUTER SHLDR CONSTRUCTION
- INNER SHLDR CONSTRUCTION
- EXISTING BRIDGE WIDENING
- NEW BRIDGE CONSTRUCTION
- RAMPS
- ARTERIALS
- SERVICE/ACCESS ROADS
- OVERLAY FOR SERVICE ROADS
- SIDEWALK/SHLT/A-USE PATH
- LTD. ACCESS ROW
- RIGHT-OF-WAY (LOCAL RDS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- GUARDRAIL
- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
- BURIED SIGNS
- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL (RW-X)
- PRECAST NOISE WALL (NW-X)
- SODDED DRAINAGE DITCH
- RIPRAP GEO-MEM. DITCH
- RIPRAP DRAINAGE DITCH
- SEEDED DRAINAGE DITCH
- CULVERT EXTENSION
- NEW STORM DRAIN PIPE
- NEW CATCH BASIN
- R.O.W. FENCE
- FARM FIELD FENCE
- WILDLIFE FENCE
- GEOMEMBRANE LINING

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: RURAL INTERSTATE

TERRAIN: ROLLING

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5F

PLAN AND PROFILE

STA. 1268+00 TO STA. 1331+72.03

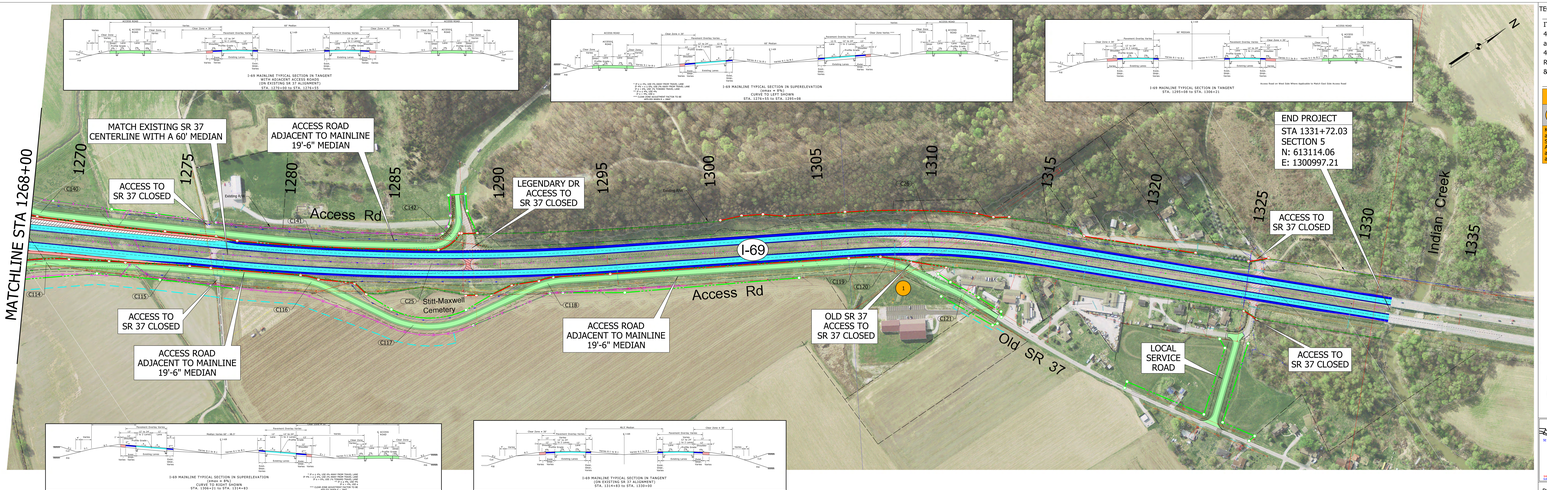
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: T. FEDNAU	DRAWN: N. FELTZTOWS	
APPROVED:	CHECKED: D. SOOS	

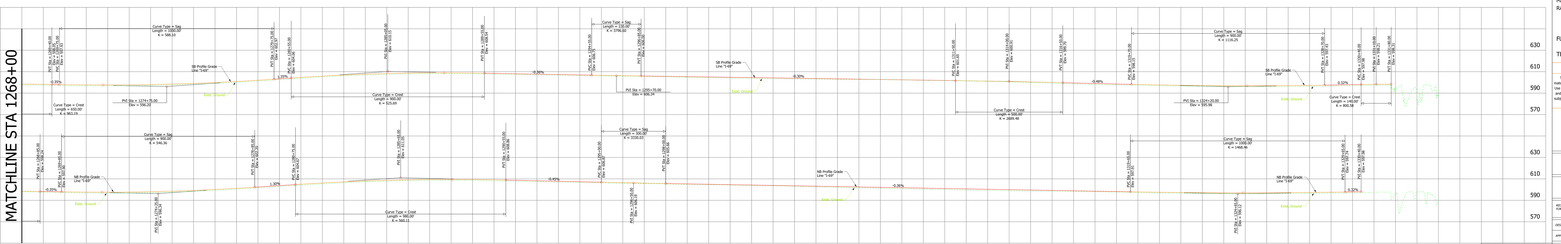
DESIGNATION:	HORIZONTAL SCALE:	1" = 100'	ROLLPAPER2	11 OF 17
PROJECT:	VERTICAL SCALE:	AS'S NO:	2900.0477	
	1" = 10'		1-69/SR5	

ROLL PLOT NO.
15 OF 118

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C25	11459.16	9°15'45"	0°30'00"	1853.50	928.27	1285+83.89	37.04	1276+55.61	1295+09.11	I-69
C26	3819.72	12°50'10"	1°30'00"	861.30	432.48	1310+54.19	24.41	1306+21.70	1314+83.00	I-69
C114	1230.00	9°48'43"	4°39'29"	210.64	105.58	27+12.57	4.52	26+06.99	28+17.63	Line PR-S-Olrd SR 37-3
C115	6000.00	2°00'26"	0°57'18"	210.19	105.10	32+89.57	0.92	31+84.46	33+94.65	Line PR-S-Olrd SR 37-3
C116	444.00	21°07'51"	12°54'16"	163.75	82.81	39+52.86	7.66	38+70.04	40+33.79	Line PR-S-Olrd SR 37-3
C117	444.00	50°58'21"	12°54'16"	395.00	211.65	45+55.24	47.86	43+43.60	47+38.60	Line PR-S-Olrd SR 37-3
C118	444.00	21°15'10"	12°54'16"	164.69	83.30	51+37.54	7.75	50+54.24	52+18.93	Line PR-S-Olrd SR 37-3
C119	3735.22	1°06'36"	1°32'02"	72.37	36.19	65+80.67	0.18	65+44.49	66+16.86	Line PR-S-Olrd SR 37-3
C120	444.00	28°15'17"	12°54'16"	218.95	111.75	67+28.61	13.85	66+16.86	68+35.81	Line PR-S-Olrd SR 37-3
C121	1310.00	6°22'55"	4°22'25"	145.92	73.03	71+03.07	2.03	70+30.04	71+75.95	Line PR-S-Olrd SR 37-3
C140	444.00	41°51'49"	12°54'16"	324.41	169.83	28+26.03	31.37	26+56.20	29+80.61	Line PR-S-Liberty North Access
C141	5950.00	4°53'50"	0°57'47"	508.58	254.44	42+04.93	5.44	39+50.49	44+59.06	Line PR-S-Liberty North Access
C142	134.00	96°31'12"	42°45'29"	225.74	150.19	48+99.09	67.28	47+48.90	49+74.63	Line PR-S-Liberty North Access





ROLLPAPER2 11 OF 17

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b.i Structures, Retaining Walls, Noise Walls, & Other Structures

Key Value Added Technical Solutions

1 Pavement Structural Section Improvements

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, Alternative Technical Concepts, presents a complete description of the features and benefits of each ATC.

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: RURAL INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5F

PLAN AND PROFILE

STA. 1268+00 TO STA. 1331+72.03

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: T. FEDNAU	DRAWN: N. FELTZTOWS	
APPROVED:	CHECKED: D. SOOS	

DESIGNATION:	HORIZONTAL SCALE:	1" = 100'	ROLLPAPER2	11 OF 17
PROJECT:	VERTICAL SCALE:	AS'S NO:	2900.0477	
	1" = 10'		1-69/SR5	

ROLL PLOT NO.
15 OF 118

LEGEND:

- PAVEMENT REMOVAL
- MAINLINE OVERLAY
- MAINLINE CONSTRUCTION
- SHOULDER OVERLAY
- OUTER SHLDR CONSTRUCTION
- INNER SHLDR CONSTRUCTION
- EXISTING BRIDGE WIDENING
- NEW BRIDGE CONSTRUCTION
- RAMPS
- ARTERIALS
- SERVICE/ACCESS ROADS
- OVERLAY FOR SERVICE ROADS
- SIDEWALKS/MULTI-USE PATH
- LTD. ACCESS ROW
- RIGHT-OF-WAY (LOCAL RDS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- GUARDRAIL
- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
- BURIED SIGNS
- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL (MSE)
- PRECAST NOISE WALL (MSE)
- SODDED DRAINAGE DITCH
- RIPRAP GEO-MEM. DITCH
- RIPRAP DRAINAGE DITCH
- SEEDED DRAINAGE DITCH
- CULVERT EXTENSION
- NEW STORM DRAIN PIPE
- NEW CATCH BASIN
- R.O.W. FENCE
- FARM FIELD FENCE
- WILDLIFE FENCE
- GEOMEMBRANE LINING

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

S. Rockport Rd.
W. Fullerton Pike
W. Tapp Rd.

DESIGN SPEED:
CROSS STREETS
THAT RD - 40 MPH
S. ROCKPORT RD - 40 MPH
W. FULLERTON PIKE - 45 MPH
W. TAPP RD - 40 MPH

FUNCTIONAL CLASS:
COLLECTOR / PRINCIPAL ARTERIAL
TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS 5A & 5B
PLAN AND PROFILE

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: T. PEDIANO | DRAWN: N. TESZTOVSKI

APPROVED — CHECKED: D. DODD

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
PROJECT	1" = 50'	ROLLPRO	14 OF 17
	VERTICAL SCALE	RDY. NO	DWG SHT#
	1" = 5'		14-0014

ROLL PLOT NO. 16 OF 118

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C143	700.00	12°04'10"	8°11'06"	147.45	74.00	43+49.36	3.90	42+75.36	44+22.81	Line PR-S-Rockport
C144	3030.00	14°10'56"	1°53'27"	750.00	376.93	61+46.95	23.35	57+70.03	65+20.03	Line PR-S-Rockport
C145	550.00	29°10'09"	10°25'03"	280.00	143.16	69+08.13	18.31	67+65.03	70+45.03	Line PR-S-Rockport

STA 227+14.73
I-69 (MAINLINE)
N: 512791.85
E: 1270596.50=
STA 50+00.00
S. ROCKPORT RD

S. ROCKPORT ROAD
STA. 44+24
BEGIN CONSTRUCTION

S. ROCKPORT ROAD
STA. 72+08
END CONSTRUCTION

TYPICAL SECTION - STRUCTURE 1

ROCKPORT ROAD TYPICAL SECTION

S. Rockport Rd

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C146	550.00	32°21'10"	10°25'03"	310.56	159.54	30+77.61	22.67	29+18.07	32+28.63	Line PR-S-Fullerton
C147	645.00	53°56'41"	8°52'59"	629.79	342.55	35+89.31	85.32	32+46.75	38+76.54	Line PR-S-Fullerton
C148	1840.00	9°56'58"	3°06'50"	319.52	160.16	43+33.79	6.96	41+73.63	44+93.15	Line PR-S-Fullerton
C149	20000.00	0°59'25"	0°17'11"	345.70	172.86	54+55.27	0.75	52+82.42	56+28.12	Line PR-S-Fullerton
C150	20000.00	1°17'43"	0°17'11"	452.09	226.05	61+61.18	1.28	59+35.12	63+87.21	Line PR-S-Fullerton
C151	10000.00	1°36'15"	0°34'23"	279.96	139.99	69+33.20	0.98	67+93.21	70+73.17	Line PR-S-Fullerton
C152	7000.00	1°52'55"	0°49'07"	229.91	114.96	77+98.28	0.94	71+83.31	74+13.22	Line PR-S-Fullerton

STA 248+18.04
I-69 (MAINLINE)
N: 514530.40
E: 1269427.58=
STA 50+25.40
W. FULLERTON PIKE

FULLERTON PIKE
STA. 28+71
BEGIN CONSTRUCTION

JUDD AVENUE ACCESS
TO FULLERTON PIKE
CLOSED

FULLERTON PIKE
STA. 75+37
END CONSTRUCTION

TYPICAL SECTION - STRUCTURE 2

FULLERTON PIKE TYPICAL SECTION

W. Fullerton Pike

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C153	1000.00	3°40'15"	1°54'35"	641.00	320.59	30+77.61	22.67	27+57.02	33+98.02	Line PR-W-Tapp
C154	1000.00	3°40'15"	1°54'35"	641.00	320.59	30+77.61	22.67	27+57.02	33+98.02	Line PR-W-Tapp

STA 301+91.56
I-69 (MAINLINE)
N: 519832.89
E: 1268918.62=
STA 51+34.30
W. TAPP RD

TAPP ROAD
STA. 41+91
BEGIN CONSTRUCTION

TAPP ROAD
STA. 60+23
END CONSTRUCTION

TYPICAL SECTION - STRUCTURE 3

TAPP RD. - TYPICAL SECTION
(WEST OF PROPOSED I-69)

TAPP RD. - ROAD TYPICAL SECTION
(EAST OF PROPOSED I-69)

W. Tapp Rd

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b Bridge Structures, Retaining Walls, Noise Walls, & Other Structures

Key Value Added Technical Solutions

1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork
3. Reduce / Eliminate Median Widths on Cross Road
4. Use Flush Median Across the Bridge

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1.2, Alternative Technical Concepts, presents a complete description of the features and benefits of each ATC.

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

S. Rockport Rd.
W. Fullerton Pike
W. Tapp Rd.

DESIGN SPEED:
CROSS STREETS
THAT RD - 40 MPH
S. ROCKPORT RD - 40 MPH
W. FULLERTON PIKE - 45 MPH
W. TAPP RD - 40 MPH

FUNCTIONAL CLASS:
COLLECTOR / PRINCIPAL ARTERIAL
TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS 5A & 5B
PLAN AND PROFILE

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: T. PEDIANO | DRAWN: N. TESZTOVSKI

APPROVED — CHECKED: D. DODD

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
PROJECT	1" = 50'	ROLLPRO	15 OF 17
	VERTICAL SCALE	RDY. NO	DWG SHT#
	1" = 5'		14-0015

ROLL PLOT NO. 16 OF 118

LEGEND:

- PAVEMENT REMOVAL
- MAINLINE OVERLAY
- MAINLINE CONSTRUCTION
- SHOULDER OVERLAY
- OUTER SHLDR CONSTRUCTION
- INNER SHLDR CONSTRUCTION
- EXISTING BRIDGE WIDENING
- NEW BRIDGE CONSTRUCTION
- RAMPS
- ARTERIALS
- SERVICE/ACCESS ROADS
- OVERLAY FOR SERVICE ROADS
- SIDEWALKS/MULTI-USE PATH
- LTD. ACCESS ROW
- RIGHT-OF-WAY (LOCAL RDS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- GUARDRAIL
- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
- BURIED SIGNS
- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL (MW-X)
- PRECAST NOISE WALL (NW-X)
- SODDED DRAINAGE DITCH
- RIPRAP GEO-MEM. DITCH
- RIPRAP DRAINAGE DITCH
- SEEDED DRAINAGE DITCH
- CULVERT EXTENSION
- NEW STORM DRAIN PIPE
- NEW CATCH BASIN
- R.O.W. FENCE
- FARM FIELD FENCE
- WILDLIFE FENCE
- GEOMEMBRANE LINING

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

SR45 / W. 2nd St.
SR48 / W. 3rd St.
W. Vernal Pike

DESIGN SPEED:
CROSS STREETS
SR 45 / W. 2ND ST - 45 MPH
SR 46 / W. 3RD ST - 45 MPH
W. VERNAL PIKE - 40 MPH

FUNCTIONAL CLASS:
PRINCIPAL ARTERIAL / MINOR ARTERIAL
TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

PLAN AND PROFILE

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: T. FEDYNSKI | DRAWN: A. FEDOTKINA

APPROVED: | CHECKED: D. DOSS

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
	1" = 100'	ROLLWOOD	23 OF 27
PROJECT	VERTICAL SCALE	RDY. NO	DWG DATE
	1" = 5'		1/4/2024

ROLL PLOT NO. 17 OF 118

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C154	1725.24	39°36'44"	4°19'09"	639.83	334.06	85+52.47	46.76	82+27.76	89+43.61	Line S-SR 45

SR 45/ W. 2nd St

STA 340+95.23
I-69 (MAINLINE)
N: 523736.55
E: 1268909.32=
STA 50+00.00
SR 45/ W. 2ND ST

SR 45/ W. 2nd St

TYPICAL SECTION - STRUCTURE 4

STATE RT. 45 / SECOND STREET TYPICAL SECTION

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C155	5000.00	1°48'55"	1°08'45"	152.59	76.30	85+30.44	0.58	84+54.14	86+06.73	Line P8-S-Vernal
C156	5000.00	3°19'47"	1°08'45"	290.57	145.32	89+11.53	2.11	87+66.20	90+56.77	Line P8-S-Crossent
C157	550.00	10°19'01"	10°25'03"	99.04	49.65	11+06.14	2.24	10+56.49	11+55.52	Line P8-S-Crossent
C158	550.00	8°21'15"	10°25'03"	80.19	40.17	11+95.69	1.46	11+55.52	12+35.72	Line P8-S-Crossent
C159	718.00	15°40'12"	7°58'48"	196.37	98.80	13+55.67	6.77	12+56.87	14+53.24	Line P8-S-Industrial
C160	718.00	19°47'41"	7°58'48"	248.06	125.28	17+25.38	10.85	16+00.11	18+48.16	Line P8-S-Industrial
C161	340.00	5°19'14"	10°51'56"	306.52	164.56	24+18.67	37.73	22+54.11	25+60.63	Line P8-S-Industrial
C162	500.00	37°49'03"	11°27'33"	277.66	142.51	12+20.39	19.91	10+77.88	13+55.54	Line P8-S-Packinghouse
C163	485.00	27°27'29"	11°48'49"	232.43	118.49	17+83.31	14.26	16+64.82	18+97.25	Line P8-S-Packinghouse

SR 48/ W. 3rd St

STA 403+13.40
I-69 (MAINLINE)
N: 529954.72
E: 1268909.32
STA 50+00.00
SR 48/ W. 3RD ST

SR 48 / 3RD STREET
STA. 58+02
END CONSTRUCTION

SR 48 / 3RD STREET
STA. 41+56
BEGIN CONSTRUCTION

TYPICAL SECTION - STRUCTURE 3

STATE RT. 48 / THIRD STREET TYPICAL SECTION

W. Vernal Pike

STA 472+38.83
I-69 (MAINLINE)
N: 535260.77
E: 1270865.04=
STA 81+55.26=
W. VERNAL PIKE

W. VERNAL PIKE
STA. 61+62
BEGIN CONSTRUCTION

W. VERNAL PIKE
STA. 91+25
END CONSTRUCTION

TYPICAL SECTION - STRUCTURE 8

VERNAL PIKE TYPICAL SECTION

SR45 / W. 2nd St.
SR48 / W. 3rd St.
W. Vernal Pike

DESIGN SPEED:
CROSS STREETS
SR 45 / W. 2ND ST - 45 MPH
SR 46 / W. 3RD ST - 45 MPH
W. VERNAL PIKE - 40 MPH

FUNCTIONAL CLASS:
PRINCIPAL ARTERIAL / MINOR ARTERIAL
TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

PLAN AND PROFILE

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: T. FEDYNSKI | DRAWN: A. FEDOTKINA

APPROVED: | CHECKED: D. DOSS

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
	1" = 100'	ROLLWOOD	23 OF 27
PROJECT	VERTICAL SCALE	RDY. NO	DWG DATE
	1" = 5'		1/4/2024

ROLL PLOT NO. 17 OF 118

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b Bridge Structures, Retaining Walls, Noise Walls, & Other Structures

Key Value Added Technical Solutions

1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork
7. Retain Existing SR45 / 2nd Street T.I. Configuration

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.2.1, *Alternative Technical Concepts*, presents a complete description of the features and benefits of each ATC.

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

SR45 / W. 2nd St.
SR48 / W. 3rd St.
W. Vernal Pike

DESIGN SPEED:
CROSS STREETS
SR 45 / W. 2ND ST - 45 MPH
SR 46 / W. 3RD ST - 45 MPH
W. VERNAL PIKE - 40 MPH

FUNCTIONAL CLASS:
PRINCIPAL ARTERIAL / MINOR ARTERIAL
TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

PLAN AND PROFILE

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: T. FEDYNSKI | DRAWN: A. FEDOTKINA

APPROVED: | CHECKED: D. DOSS

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
	1" = 100'	ROLLWOOD	23 OF 27
PROJECT	VERTICAL SCALE	RDY. NO	DWG DATE
	1" = 5'		1/4/2024

ROLL PLOT NO. 17 OF 118

LEGEND:

- PAVEMENT REMOVAL
- MAINLINE OVERLAY
- MAINLINE CONSTRUCTION
- SHOULDER OVERLAY
- OUTER SHLDR CONSTRUCTION
- INNER SHLDR CONSTRUCTION
- EXISTING BRIDGE WIDENING
- NEW BRIDGE CONSTRUCTION
- RAMPS
- ARTERIALS
- SERVICE/ACCESS ROADS
- OVERLAY FOR SERVICE ROADS
- SIDEWALKS/MULTI-USE PATH
- LTD. ACCESS ROW
- RIGHT-OF-WAY (LOCAL RDS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- GUARDRAIL
- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
- BURIED SINKS
- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL (MW-X)
- PRECAST NOISE WALL (NW-X)
- SODDED DRAINAGE DITCH
- RIPRAP GEO-MEM. DITCH
- RIPRAP DRAINAGE DITCH
- SEEDED DRAINAGE DITCH
- CULVERT EXTENSION
- NEW STORM DRAIN PIPE
- NEW CATCH BASIN
- R.O.W. FENCE
- FARM FIELD FENCE
- WILDLIFE FENCE
- GEOMEMBRANE LINING

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

N. Kinser Pike
Sample Rd.

DESIGN SPEED:
CROSS STREETS
N. KINSER PIKE - 35/30 MPH
SAMPLE RD - 50 MPH

FUNCTIONAL CLASS:
MAJOR COLLECTOR / LOCAL AGENCY
TERRAIN: ROLLING

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I-69 DEVELOPMENT PARTNERS

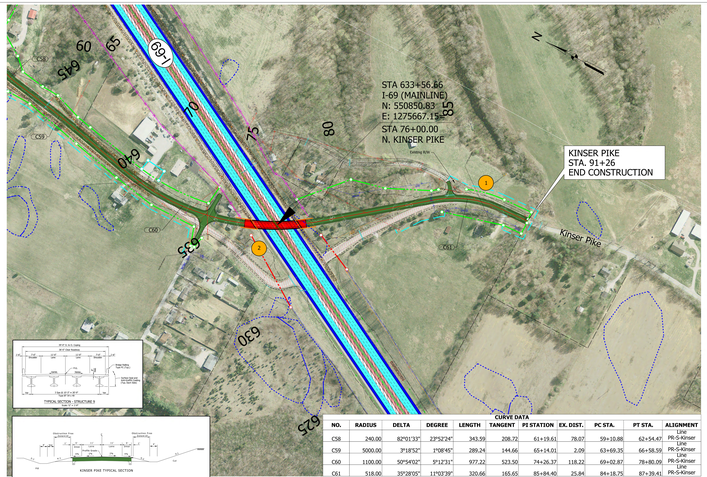
ROADWAY, DRAINAGE, STRUCTURAL

PLAN AND PROFILE

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: T. FEDNAU	DRAWN: N. FEDOTENKO	
APPROVED:	CHECKED: D. DORN	

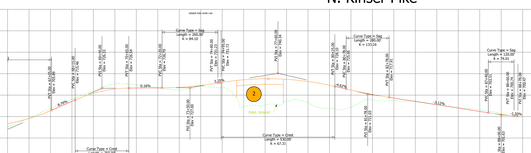
DESIGNATION:	HORIZONTAL SCALE:	2960 NO:	3037 NO:
	1" = 100'	ROLLMEAN:	18 OF 17
PROJECT:	VERTICAL SCALE:	4DS NO:	2960.3037
	1" = 10'		1.6.2019

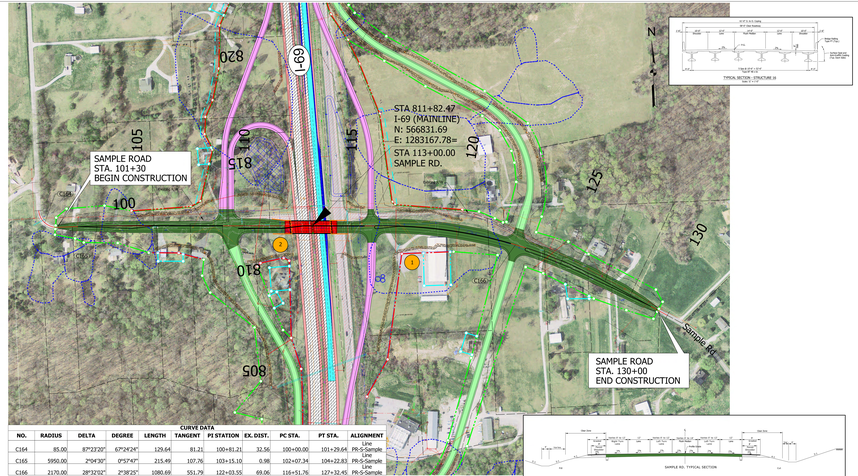
ROLL PLOT NO.
18 OF 118



CURVE DATA										
NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
										Line
C58	240.00	82°01'33"	23°52'24"	343.59	208.72	61+19.61	78.07	59+10.88	62+54.47	PR-S-Kinser
										Line
C59	5000.00	3°18'52"	1°08'45"	289.24	144.66	65+14.01	2.09	63+69.35	66+58.59	PR-S-Kinser
										Line
C60	1100.00	50°54'02"	5°12'31"	977.22	523.50	74+26.37	118.22	69+02.87	78+80.09	PR-S-Kinser
										Line
C61	518.00	39°28'05"	11°03'39"	320.66	165.65	85+84.40	25.84	84+18.75	87+39.41	PR-S-Kinser

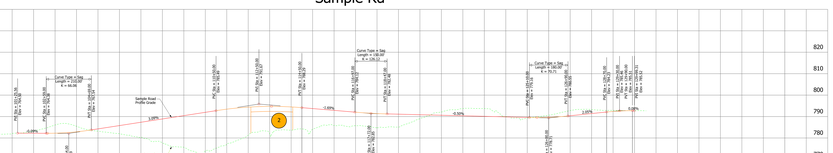
N. Kinser Pike





CURVE DATA										
NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
										Line
C164	85.00	87°23'20"	67°24'24"	129.64	81.21	100+81.21	32.56	100+00.00	101+29.64	PR-S-Sample
										Line
C165	5950.00	2°04'30"	0°57'47"	215.49	107.76	103+15.10	0.98	102+07.34	104+22.83	PR-S-Sample
										Line
C166	2170.00	28°32'02"	2°38'25"	1080.69	551.79	122+03.55	69.06	116+51.76	127+32.45	PR-S-Sample

Sample Rd



66+00 68+00 70+00 72+00 74+00 76+00 78+00 80+00 82+00 84+00 86+00 88+00

820 810 800 790 780 770 760

102+00 104+00 106+00 108+00 110+00 112+00 114+00 116+00 118+00 120+00 122+00 124+00 126+00 128+00

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b Bridge Structures, Retaining Walls, Noise Walls, & Other Structures

Key Value Added Technical Solutions

1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork

Key Value Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.3.1, Alternative Technical Concepts, presents a complete description of the features and benefits of each ATC.

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

N. Kinser Pike
Sample Rd.

DESIGN SPEED:
CROSS STREETS
N. KINSER PIKE - 35/30 MPH
SAMPLE RD - 50 MPH

FUNCTIONAL CLASS:
MAJOR COLLECTOR / LOCAL AGENCY
TERRAIN: ROLLING

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

PLAN AND PROFILE

RECOMMENDED FOR APPROVAL | DESIGN ENGINEER | DATE

DESIGNED: T. FEDNAU | DRAWN: N. FEDOTENKO

APPROVED: | CHECKED: D. DORN

DESIGNATION: | HORIZONTAL SCALE: | 2960 NO: | 3037 NO:
1" = 100' | ROLLMEAN: | 18 OF 17
PROJECT: | VERTICAL SCALE: | 4DS NO: | 2960.3037
1" = 10' | 1.6.2019

ROLL PLOT NO.
18 OF 118

LEGEND:

- PAVEMENT REMOVAL
- MAINLINE OVERLAY
- MAINLINE CONSTRUCTION
- SHOULDER OVERLAY
- OUTER SHLDR CONSTRUCTION
- INNER SHLDR CONSTRUCTION
- EXISTING BRIDGE WIDENING
- NEW BRIDGE CONSTRUCTION
- RAMPS
- ARTERIALS
- SERVICE/ACCESS ROADS
- OVERLAY FOR SERVICE ROADS
- SIDEWALKS/MULTI-USE PATH
- LTD. ACCESS ROW
- RIGHT-OF-WAY (LOCAL RDS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
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- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
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- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL (MW-X)
- PRECAST NOISE WALL (NW-X)
- SODDED DRAINAGE DITCH
- RIPRAP GEO-MEM. DITCH
- RIPRAP DRAINAGE DITCH
- SEEDED DRAINAGE DITCH
- CULVERT EXTENSION
- NEW STORM DRAIN PIPE
- NEW CATCH BASIN
- R.O.W. FENCE
- FARM FIELD FENCE
- WILDLIFE FENCE
- GEOMEMBRANE LINING

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

E. Chambers Pike
Liberty Church Rd.

DESIGN SPEED:
CROSS STREETS
CHAMBERS PIKE - 35 MPH
LIBERTY CHURCH RD - 30 MPH

FUNCTIONAL CLASS:
COLLECTOR / LOCAL AGENCY
TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

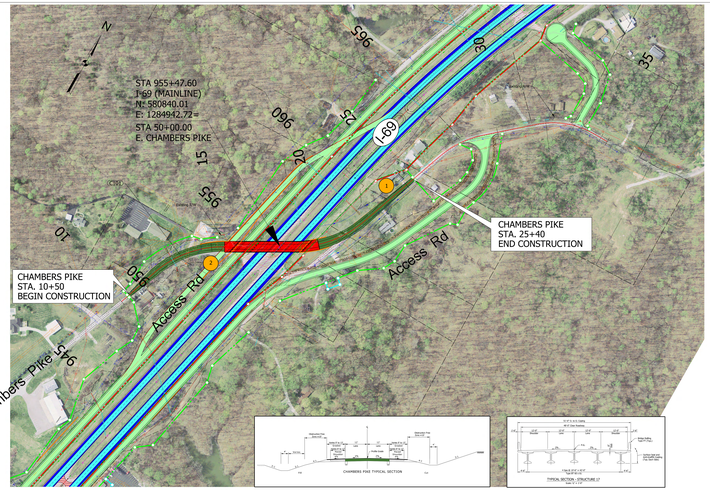
PLAN AND PROFILE

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: T. FREEMAN	DRAWN: N. FELDTMANN	
APPROVED:	CHECKED: D. DOYEL	

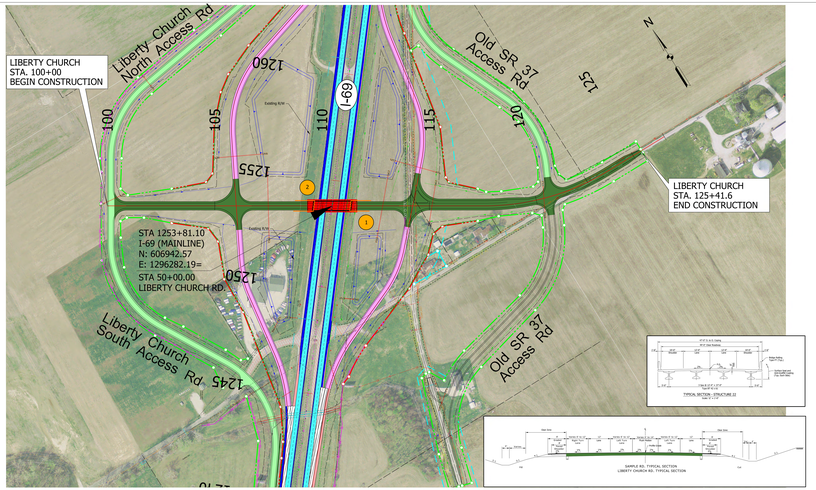
DESIGNATION:	HORIZONTAL SCALE:	2960 NO:	207 NO:
	1" = 100'	ROLLPLOT:	17 OF 17
PROJECT:	VERTICAL SCALE:	4DS NO:	2960.2473
	1" = 10'		1.0.0019

ROLL PLOT NO.
19 OF 118

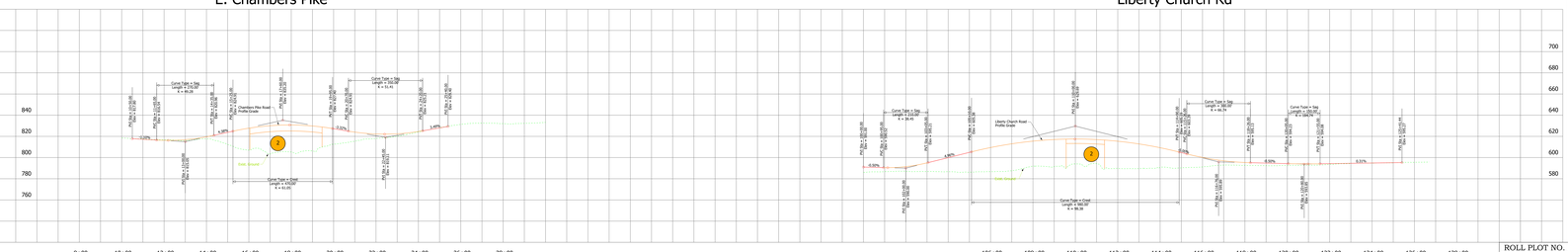
CURVE DATA									
NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C101	485.00	41°26'08"	11°48'49"	350.75	183.44	13+86.08	33.53	12+02.64	15+53.39	Line FR-S-Chambers Line
C102	485.00	40°40'31"	11°48'49"	344.31	179.77	20+73.06	32.24	18+93.29	22+37.60	Line FR-S-Chambers Line
C103	444.00	29°11'15"	12°54'16"	226.18	115.60	28+20.59	14.80	27+04.99	29+31.17	Line FR-S-Chambers Line
C104	380.00	41°42'06"	15°04'40"	276.58	144.73	33+30.32	26.63	31+85.59	34+62.16	Line FR-S-Chambers



E. Chambers Pike



Liberty Church Rd



TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.1.d Preliminary Roadway and Drainage
4.2.1.2.b Bridge Structures, Retaining Walls, Noise Walls, & Other Structures

Key Value Added Technical Solutions

1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork

Key Value-Added Technical Solutions are shown on these Roll Plot Schematics. Proposal Section 4.3.1, Alternative Technical Concepts, presents a complete description of the features and benefits of each ATC.

SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP

E. Chambers Pike
Liberty Church Rd.

DESIGN SPEED:
CROSS STREETS
CHAMBERS PIKE - 35 MPH
LIBERTY CHURCH RD - 30 MPH

FUNCTIONAL CLASS:
COLLECTOR / LOCAL AGENCY
TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

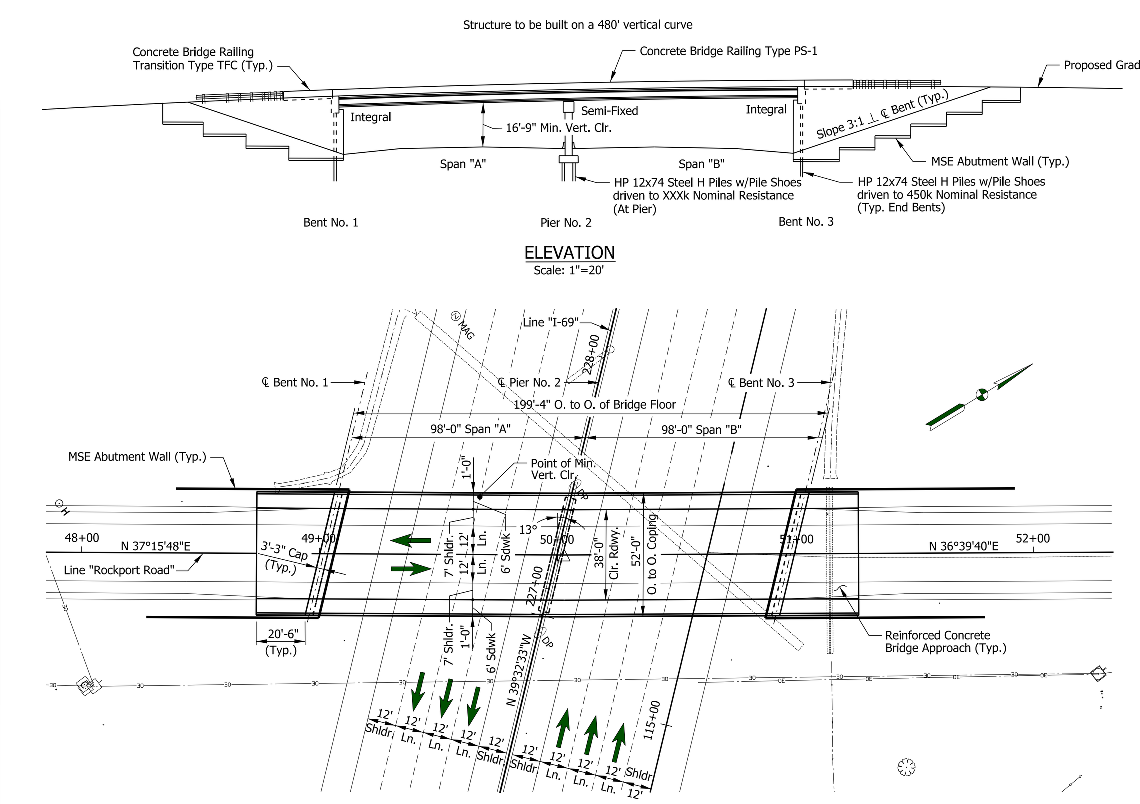
PLAN AND PROFILE

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: T. FREEMAN	DRAWN: N. FELDTMANN	
APPROVED:	CHECKED: D. DOYEL	

DESIGNATION:	HORIZONTAL SCALE:	2960 NO:	207 NO:
	1" = 100'	ROLLPLOT:	17 OF 17
PROJECT:	VERTICAL SCALE:	4DS NO:	2960.2473
	1" = 10'		1.0.0019

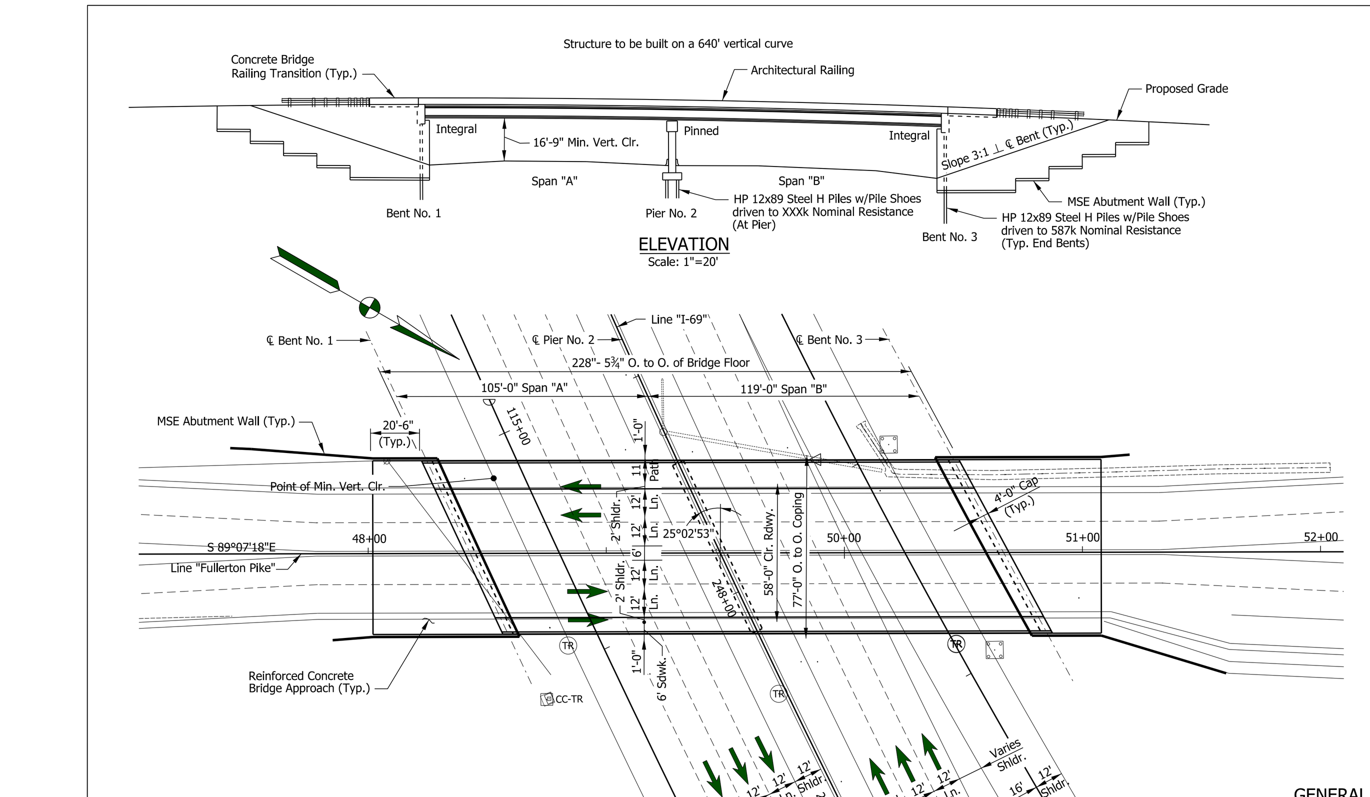
ROLL PLOT NO.
19 OF 118

LEGEND:



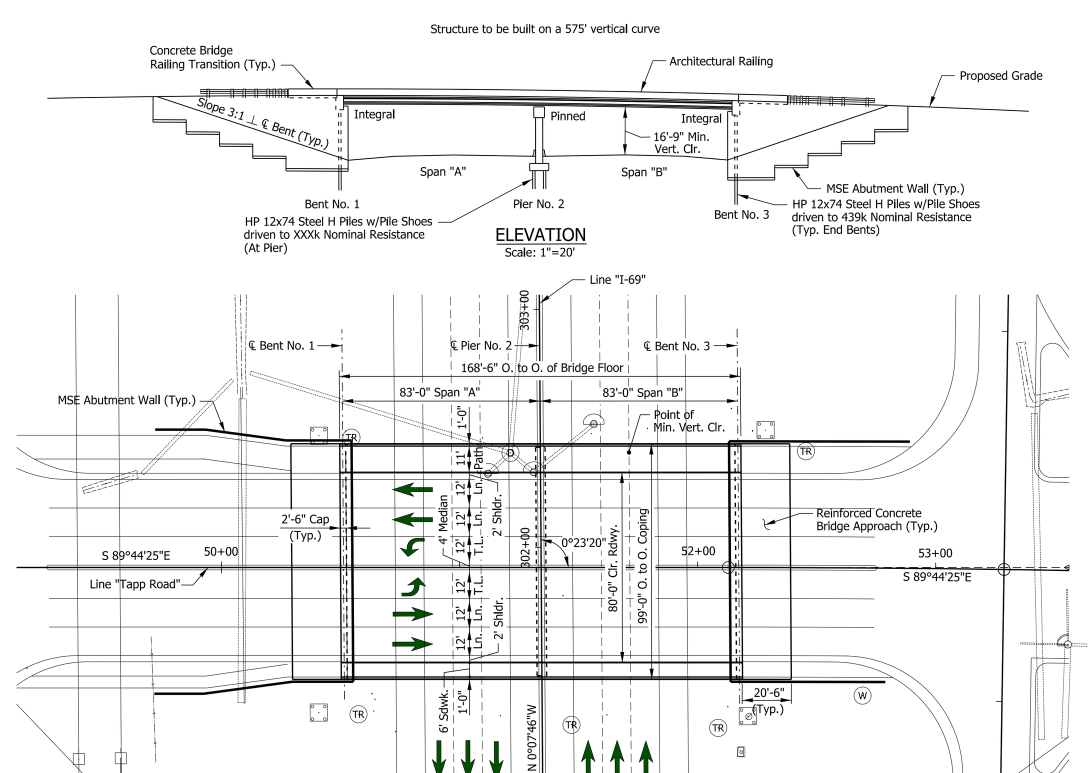
GENERAL PLAN
Continuous Prestressed Concrete Hybrid Bulb Tee Bridge
2 Spans: 98'-0", 98'-0"
Skew: 13°11'40" Right
38'-0" Clear Roadway
Rockport Road over I-69
Monroe County

RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE / DESIGNATION
DESIGNED: MC DRAWN: DES CHECKED: CHECKED:	ROCKPORT ROAD OVER I-69 GENERAL PLAN & ELEVATION	SURVEY BOOK / CONTRACT	SHEETS $PAGE_NUM$ of $TOTAL_PAGES$ / PROJECT



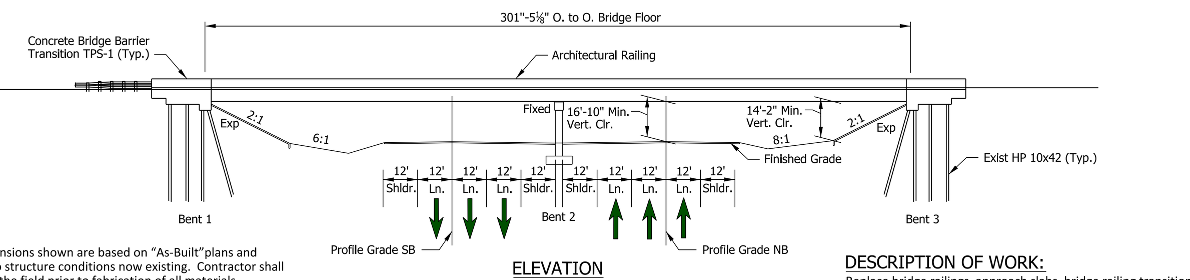
GENERAL PLAN
Continuous Prestressed Concrete Hybrid Bulb Tee Bridge
2 Spans: 105'-0", 119'-0"
Skew: 25°02'53" Left
28'-0" Clear Roadway, Variable Median, 28'-0" Clear Roadway
Fullerton Pike over I-69
Monroe County

RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE / DESIGNATION
DESIGNED: MC DRAWN: DES CHECKED: CHECKED:	FULLERTON PIKE OVER I-69 GENERAL PLAN & ELEVATION	SURVEY BOOK / CONTRACT	SHEETS of / PROJECT



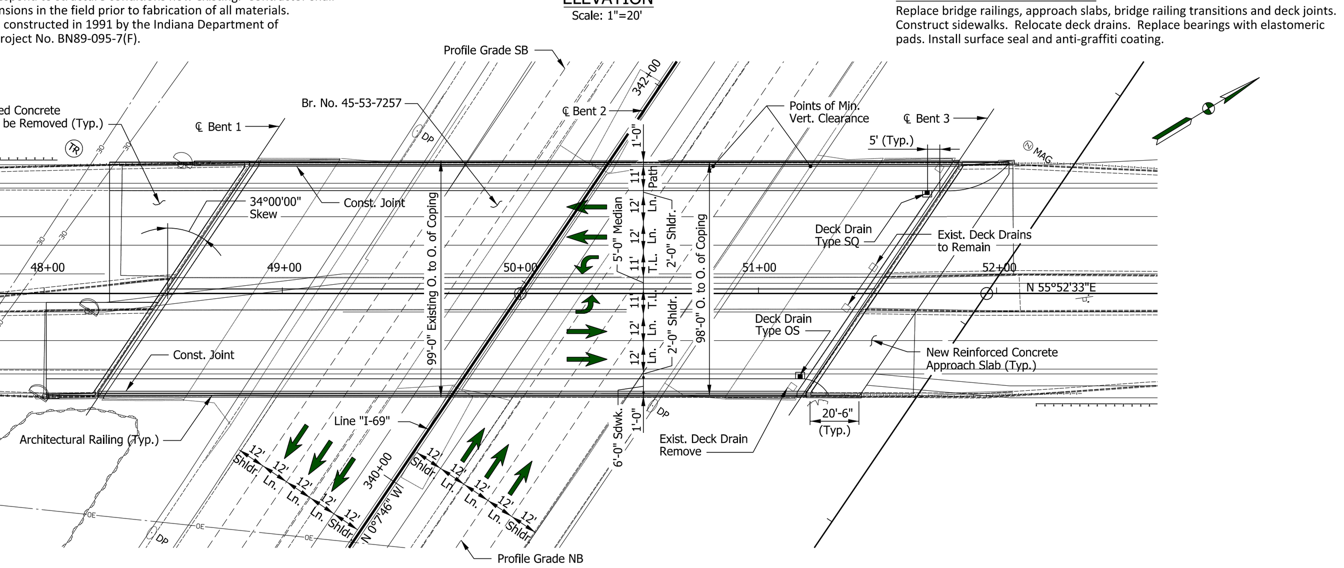
GENERAL PLAN
Continuous Prestressed Concrete Hybrid Bulb Tee Bridge
2 Spans: 83'-0", 83'-0"
Skew: 0°23'20" Left
80'-0" Clear Roadway
Tapp Road over I-69
Monroe County

RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE / DESIGNATION
DESIGNED: MC DRAWN: DES CHECKED: CHECKED:	TAPP ROAD OVER I-69 GENERAL PLAN & ELEVATION	SURVEY BOOK / CONTRACT	SHEETS of / PROJECT

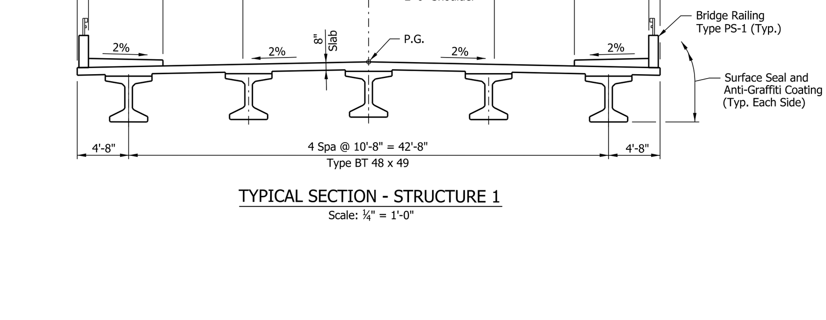


NOTES:
1. All stations, elevations and dimensions shown are based on "As-Built" plans and do not necessarily correspond to structure conditions now existing. Contractor shall verify all relevant dimensions in the field prior to fabrication of all materials.
2. The existing bridge was constructed in 1991 by the Indiana Department of Transportation under Project No. BN89-095-7(F).

DESCRIPTION OF WORK:
Replace bridge railings, approach slabs, bridge railing transitions and deck joints. Construct sidewalks. Relocate deck drains. Replace bearings with elastomeric pads. Install surface seal and anti-graffiti coating.



RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE 45-53-7257 / DESIGNATION
DESIGNED: JMC DRAWN: DES CHECKED: CHECKED:	SR45/2nd STREET OVER I-69 GENERAL PLAN & ELEVATION	SURVEY BOOK / CONTRACT	SHEETS of / PROJECT



GENERAL NOTES:
Reinforcing steel covering shall be 2½" in top and 1" minimum in the bottom of the floor slab and 2" in all other parts, unless noted.

SURFACE SEAL NOTE:
Surface seal shall be applied to the top of decks and approach slabs, all exposed surfaces of concrete railings and railing transitions, and all exposed surfaces of the substructures. Surface seal shall be applied to deck copings in accordance with IDM Figure 17-5A(0). For concrete superstructure structural members, the tops and the outside faces of fascia members shall be surface sealed. The superstructure shall be sealed prior to opening the structure to traffic. Surface seal shall not be applied to an overlay or to the top of bridge deck prior to the placement of an overlay. Developer shall apply surface seal prior to applying the anti-graffiti coating.

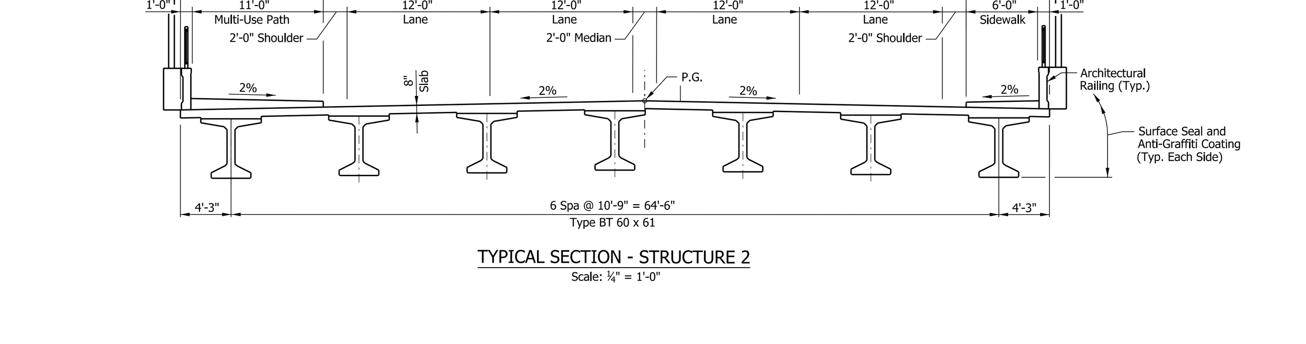
ANTI-GRAFFITI COATING NOTE:
Anti-graffiti coating shall be placed on all exposed surfaces of walls and bridges. Anti-graffiti coating shall be placed from the finished ground surface at the base of the wall or substructures to a height of 10 feet above the finished ground surface. The anti-graffiti coating shall be a sacrificial, wax-based, emulsion-type coating.

DESIGN DATA:
Live Load: HL-93 loading with impact and distribution of loads in accordance with, Fifth Edition, 2010 A.A.S.H.T.O. LRFD Specifications with all subsequent Iterims through 2010.
Dead Load: Actual weight plus 35 psf (composite) for future wearing surface and 15 psf (non-composite) for permanent metal deck forms.
Floor Slab: Designed for HL-93 loading with a ½" sacrificial wearing surface.
Design Strengths: To be in accordance with, Fifth Edition, 2010 A.A.S.H.T.O. LRFD Specifications and all subsequent Interims through 2010:
Concrete: Class "C", f'c = 4000 psi
Class "B", f'c = 3000 psi
Class "A", f'c = 3500 psi
Reinforcing Steel: Grade 60, fy = 60,000 psi
Prestressed Concrete: f'c = 8000 psi @ 28 days
Initial f'c = 5500 psi @ Release of Strands
Prestressing Strands: 0.5 Dia., 7 Wire LoLax Strands (As = 0.153 in^2)
Minimum Tensile Strength = 270,000 psi
Initial Pull = 30,980 lbs. per strand

SEISMIC DATA:
A.A.S.H.T.O. LRFD Bridge Design Specifications with 2010 Interims.
Seismic Zone 1
S1 = XX
Site Class NN
Fv = XX

GENERAL PLAN
Continuous Prestressed Concrete Hybrid Bulb Tee Bridge
2 Spans: 98'-0", 98'-0"
Skew: 13°11'40" Right
38'-0" Clear Roadway
Rockport Road over I-69
Monroe County

RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE / DESIGNATION
DESIGNED: MC DRAWN: DES CHECKED: CHECKED:	ROCKPORT ROAD OVER I-69	SURVEY BOOK / CONTRACT	SHEETS $PAGE_NUM$ of $TOTAL_PAGES$ / PROJECT



GENERAL NOTES:
Reinforcing steel covering shall be 2½" in top and 1" minimum in the bottom of the floor slab and 2" in all other parts, unless noted.

SURFACE SEAL NOTE:
Surface seal shall be applied to the top of decks and approach slabs, all exposed surfaces of concrete railings and railing transitions, and all exposed surfaces of the substructures. Surface seal shall be applied to deck copings in accordance with IDM Figure 17-5A(0). For concrete superstructure structural members, the tops and the outside faces of fascia members shall be surface sealed. The superstructure shall be sealed prior to opening the structure to traffic. Surface seal shall not be applied to an overlay or to the top of bridge deck prior to the placement of an overlay. Developer shall apply surface seal prior to applying the anti-graffiti coating.

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DESIGN DATA:
Live Load: HL-93 loading with impact and distribution of loads in accordance with, Fifth Edition, 2010 A.A.S.H.T.O. LRFD Specifications with all subsequent Iterims through 2010.
Dead Load: Actual weight plus 35 psf (composite) for future wearing surface and 15 psf (non-composite) for permanent metal deck forms.
Floor Slab: Designed for HL-93 loading with a ½" sacrificial wearing surface.

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Concrete: Class "C", f'c = 4000 psi
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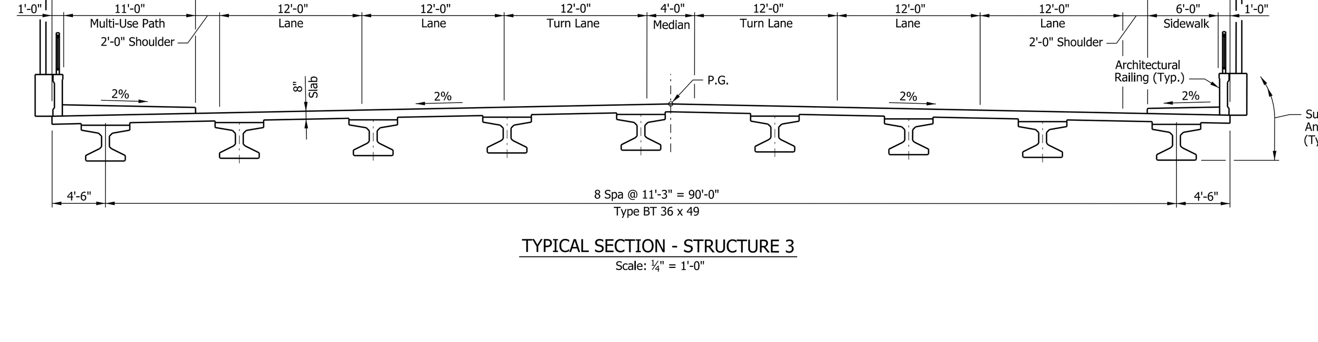
Prestressed Concrete: f'c = 8000 psi @ 28 days
Initial f'c = 5500 psi @ Release of Strands
Prestressing Strands: 0.5 Dia., 7 Wire LoLax Strands (As = 0.153 in^2)
Minimum Tensile Strength = 270,000 psi
Initial Pull = 30,980 lbs. per strand

SEISMIC DATA:
A.A.S.H.T.O. LRFD Bridge Design Specifications with 2010 Interims.
Seismic Zone 1
S1 = XX
Site Class NN
Fv = XX

GENERAL PLAN
Continuous Prestressed Concrete Hybrid Bulb Tee Bridge
2 Spans: 105'-0", 119'-0"
Skew: 25°02'53" Left
27'-0" Clear Roadway, 6'-0" Median, 27'-0" Clear Roadway
Fullerton Pike over I-69
Monroe County

RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE / DESIGNATION
DESIGNED: MC DRAWN: DES CHECKED: CHECKED:	FULLERTON PIKE OVER I-69	SURVEY BOOK / CONTRACT	SHEETS of / PROJECT



GENERAL NOTES:
Reinforcing steel covering shall be 2½" in top and 1" minimum in the bottom of the floor slab and 2" in all other parts, unless noted.

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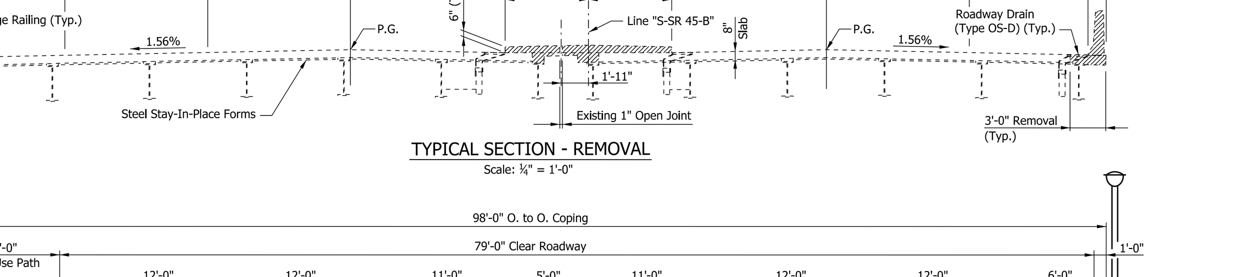
DESIGN DATA:
Live Load: HL-93 loading with impact and distribution of loads in accordance with, Fifth Edition, 2010 A.A.S.H.T.O. LRFD Specifications with all subsequent Iterims through 2010.
Dead Load: Actual weight plus 35 psf (composite) for future wearing surface and 15 psf (non-composite) for permanent metal deck forms.
Floor Slab: Designed for HL-93 loading with a ½" sacrificial wearing surface.

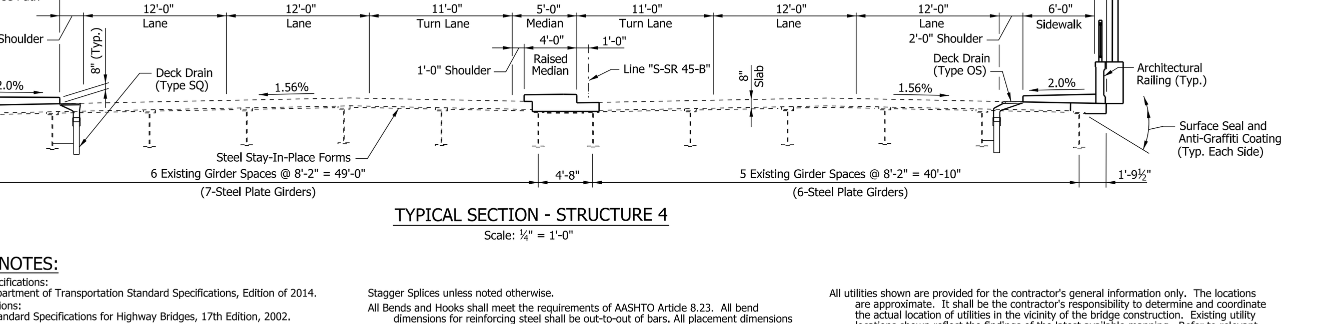
Design Strengths: To be in accordance with, Fifth Edition, 2010 A.A.S.H.T.O. LRFD Specifications and all subsequent Interims through 2010:
Concrete: Class "C", f'c = 4000 psi
Class "B", f'c = 3000 psi
Class "A", f'c = 3500 psi
Reinforcing Steel: Grade 60, fy = 60,000 psi
Prestressed Concrete: f'c = 8000 psi @ 28 days
Initial f'c = 5500 psi @ Release of Strands
Prestressing Strands: 0.5 Dia., 7 Wire LoLax Strands (As = 0.153 in^2)
Minimum Tensile Strength = 270,000 psi
Initial Pull = 30,980 lbs. per strand

SEISMIC DATA:
A.A.S.H.T.O. LRFD Bridge Design Specifications with 2010 Interims.
Seismic Zone 1
S1 = XX
Site Class NN
Fv = XX

GENERAL PLAN
Continuous Prestressed Concrete Hybrid Bulb Tee Bridge
2 Spans: 83'-0", 83'-0"
Skew: 0°23'20" Left
80'-0" Clear Roadway
Tapp Road over I-69
Monroe County

RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE / DESIGNATION
DESIGNED: MC DRAWN: DES CHECKED: CHECKED:	TAPP ROAD OVER I-69	SURVEY BOOK / CONTRACT	SHEETS of / PROJECT





GENERAL NOTES:
Construction Specifications:
Indiana Department of Transportation Standard Specifications, Edition of 2014.
Design Specifications:
AASHTO Standard Specifications for Highway Bridges, 17th Edition, 2002.
Dead Load:
Includes Allowance of 35 psf for Future Wearing Surface (FWS).
Includes Allowance of 10 psf for Stay-in-Place (SIP) Deck Forms.
Loading Class:
HS20-44 and/or Interstate Alternate Loading.
Composite Design:
Dead Load carried by girders only.
Importance Classification
Essential Bridge IC = I
Seismic Design:
Bridge Site is classified as Seismic Zone 1, with Peak Ground Acceleration (PGA) = 0.170g
Seismic Performance Category (SPC) = B
Seismic Design Category (SDC) = A (IDM Figure 403-3F)
Reinforcing steel shall conform to ASTM Specification A1035 or A615. All reinforcing steel shall be furnished as Grade 100 (ASTM A1035) or as 60 or 75 (ASTM A615). Reinforcing steel shall be epoxy coated, unless noted otherwise.

Stagger Splices unless noted otherwise.
All Bends and Hooks shall meet the requirements of AASHTO Article 8.23. All bend dimensions for reinforcing steel shall be out-to-out of bars. All placement dimensions for reinforcing shall be to center of bars, unless noted otherwise.
All reinforcing shall have 2 inch clear cover, unless noted otherwise.
Stresses

Superstructure	- Class 'C' Concrete	f'c = 4500 psi
Barriers	- Class 'C' Concrete	f'c = 4000 psi
Abutments, End Bents & Piers	- Class 'A' Concrete	f'c = 3500 psi
Footings	- Class 'B' Concrete	f'c = 3000 psi
Transverse Deck Reinforcing Steel	- Grade 60	fs = 20000 psi
All other Reinforcing Steel	- Grade 60	fs = 24000 psi

Piles shall be Driven to Refusal.
The use of self-consolidating, lightweight, semi-lightweight, high-strength, and high-performance concrete for permanent bridge structural components is prohibited.
The use of partial depth and full depth precast deck panels are prohibited.
Chamfer all exposed corners 1", unless noted otherwise.
Dimensions shall not be scaled from drawings.

All utilities shown are provided for the contractor's general information only. The locations are approximate. It shall be the contractor's responsibility to determine and coordinate the actual location of utilities in the vicinity of the bridge construction. Existing utility locations shown reflect the findings of the latest available mapping. Refer to relevant design plans for status of existing utilities and new utility information. Bridge construction must be phased with utility construction in some locations. It shall be the contractor's responsibility to identify and coordinate construction in these locations.
SURFACE SEAL NOTE:
Surface seal shall be applied to the top of decks and approach slabs, all exposed surfaces of concrete railings and railing transitions, and all exposed surfaces of the substructures. Surface seal shall be applied to deck copings in accordance with IDM Figure 17-5A(0). For concrete superstructure structural members, the tops and the outside faces of fascia members shall be surface sealed. The superstructure shall be sealed prior to opening the structure to traffic. Surface seal shall not be applied to an overlay or to the top of bridge deck prior to the placement of an overlay. Developer shall apply surface seal prior to applying the anti-graffiti coating.
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RECOMMENDED FOR APPROVAL ___ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE AS NOTED	BRIDGE FILE 45-53-7257 / DESIGNATION
DESIGNED: JMC DRAWN: DES CHECKED: CHECKED:	SR45/2nd STREET OVER I-69 TYPICAL SECTIONS	SURVEY BOOK / CONTRACT	SHEETS of / PROJECT

LAYOUT MAP

DESIGN SPEED:
MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

This document, and the associated engineering details and material quantities reflect Preliminary Schematic-level Design only. Use of this information for quantity verification, quantity take-offs and construction estimating is the responsibility of others, and is subject to the limitations and accuracy of Preliminary-level design. This document shall not be used for construction.

I-69 DEVELOPMENT PARTNERS

STRUCTURES PRELIMINARY DESIGN

ROLL PLOT

RECOMMENDED FOR APPROVAL: ___ DESIGN ENGINEER DATE

DESIGNED: MC DRAWN: DES
APPROVED: CHECKED: MC

DESIGNATION:	HORIZONTAL SCALE:	DWG NO.	SHT NO.
		ROLLPLOT01	1 OF 7
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
			1-9-2014

ROLL PLOT NO.
20 OF 118

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B -
4.2.1.2.b Bridge Structures

LAYOUT MAP

DESIGN SPEED:
MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

This document, and the associated engineering details and material quantities reflect Preliminary Schematic-level Design only. Use of this information for quantity verification, quantity take-offs and construction estimating is the responsibility of others, and is subject to the limitations and accuracy of Preliminary-level design. This document shall not be used for construction.

I-69 DEVELOPMENT PARTNERS

STRUCTURES PRELIMINARY DESIGN

ROLL PLOT

RECOMMENDED FOR APPROVAL: ___ DESIGN ENGINEER DATE

DESIGNED: MC DRAWN: DES
APPROVED: CHECKED: MC

DESIGNATION:	HORIZONTAL SCALE:	DWG NO.	SHT NO.
		ROLLPLOT01	1 OF 7
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
			1-9-2014

ROLL PLOT NO.
20 OF 118