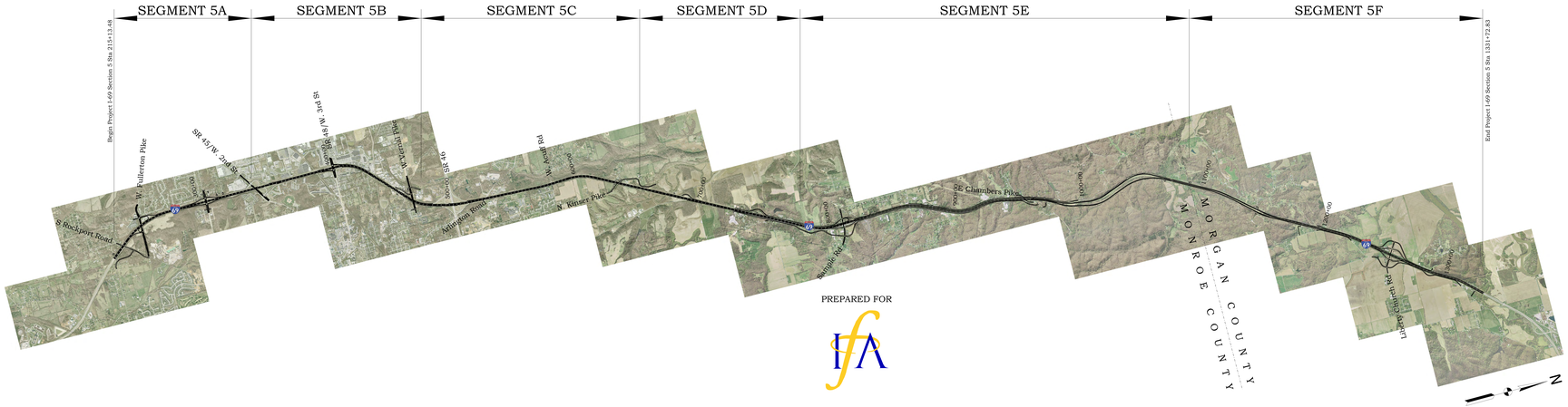
APPENDIX H-2
I-69 SECTION 5 TECHNICAL DRAWINGS



PREPARED FOR

SUBMITTED BY

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SCHEMATICS AND ROLL PLOTS

ITP Schematic Requirements

4.2.1.1 Roadway Elements

d. Proposer's schematic shall include:

i. **Proposer's approach to pavement design, including details of the proposed design method, material types, roadway classifications, traffic loading and design life considerations;**
The approach to pavement design, including an explanation of the proposed design method, material types, roadway classifications, traffic loading and design life considerations are shown on the Pavement Structural Section Design Roll Plot PSS01.

ii. **A description of all existing roadways and structures to be closed, demolished, left as is, or incorporated into the Project is labeled on the Roadway Roll Plots.**
The existing roadway pavement to be removed is shown by red cross hatching on the plan view of the Roadway Roll plots.

iii. **General Project roadway information including Project limits, design speeds, functional classifications, and design values met;**
The project limits are identified on the Roadway Roll Plots. The Design speeds and functional classifications are shown in the title block borders of the Roadway roll plots. Design Values have been met as we have no additional design exceptions.

iv. **Project horizontal alignments including PI station and offset, degree of curve, radius, length of curve, PC and PT station and offsetand bearings of all control lines;**
The project horizontal alignment information is presented with the "Curve Data" tables included on all Roadway Plan and Profile Roll Plots. The tangent bearing of each roadway horizontal alignment is shown on the plan view of the Roadway Roll Plots.

vi. **Proposed construction limits;**
The proposed construction limits for the mainline roadway and S-Line cross road streets are identified by roadway name, station and begin/end of construction on the plan view of the Roadway Roll Plots.

vii. **Project vertical alignments including existing ground profiles including vertical clearance, grades, VPI station, vertical curve length and K-values;**
The project roadway vertical profile information for the mainline pavement and S-Line crossroads are shown on the profile portion of the Roadway Plan and Profile Roll Plots. The profiles and vertical alignment information for the interchange ramps and secondary access/service roads is not presented on the drawings.

viii. **Typical sections including ROW limit, existing ground, pavement cross slope, super elevation, lane and shoulder widths, roadside ditches and slope ratio for fills and cuts**
The typical sections are presented on the roadway roll plots. ROW is not presented on the Typical Section due to all of the variances in ROW width.

ix. **Proposed O&M Limits that are based on Proposer's Schematics**
The Construction Period O&M Limits shall include all areas identified in Section 18.1.4.3 (Operating Period O&M Limits) plus all Elements and ROW of each local and state road within the Project Limits.

4.2.1.2 Bridge Structures, Retaining Walls, Noise Walls and Other Structures

b. Proposer's schematic shall include:

i. **Sufficient detail to indicate bridge locations and limits, bridge types, foundation types, controlling vertical clearances, and typical span arrangements;**
The bridge locations and limits are shown on the Roadway, Drainage, Structures Roll Plots in plan view. Bridge types are shown on the roadway roll plots in the typical sections. The details of the bridges including the bridge types, foundation types, controlling vertical clearances and typical span arrangements are shown on the structure roll plots.

ii. **Preliminary wall types, proposed locations and limits for retaining and noise walls and other structures;**
Retaining wall and noise wall locations and limits are shown on the roadway roll plots in plan view.

4.2.1.3 Context Sensitive Solution Elements

Proposer's schematic shall include:

The Aesthetic and Landscape Concept Master Plan shall be formatted as a roll plan at a minimum scale of 1 inch = 100 feet to show the areas of proposed aesthetic treatments and transitions to the adjacent natural and manmade features. The Aesthetic and Landscape Concept Master Plan shall also include color renderings on 11x17 sheets for major aesthetic features as listed below.
Our Aesthetic and Landscape Concept Master Plan is formatted at a scale of 1"=100' and consists of 13 ten foot sheets. Our proposed design incorporates native grasses, shrubs, and trees to assist in blending new construction with the established landscape and uses natural colors and textures on new structures throughout the project corridor. Color renderings of major aesthetic features have been included on the 100 scale plans.

We have provided a number of graphics and associated text that depict our proposed landscape and aesthetic concept. These graphics can be found on Drawings LS-ROLL02 – Proposed Native Plants, LS-ROLL03 – Landscape Details, LS-ROLL04 – Abutment/Retaining/Sound Wall Enhancement, LS-ROLL05 – Enhanced Infield Landscape, LS-ROLL07 – Aesthetic Rock Cut Treatment, LS-ROLL08 – Bridge Enhancements, and LS-ROLL10 – New Plantings at Adjusted Tree Line. We also included on Drawing LS-ROLL01 a write-up explaining our approach and solutions to the landscape and aesthetic treatments on the project. Also included on Drawing LS-ROLL01 is our proposed Limits of Geographical Establishment Areas.

- **Bridges (including pier details, parapet details, texture, and color of fence, concrete sealers for parapet/superstructure/piers/abutments, and painted steel surfaces) (include rendering)**
  Bridge aesthetics are graphically shown and discussed on LS-ROLL08.
- **Streetscape enhancements (including plantings and furnishings**
  Landscape Plans depict median plantings in cross streets where applicable. The plans also show enhanced landscape plantings in the mainline infields at Tapp Road, SR45/2nd Street, and at SR46. We also show trees to be installed in all areas throughout the corridor where project construction impacts existing woodlots.

  This project does not lend itself to site furnishings such as benches, bike racks, etc. within the project limits
- **Bicycle and pedestrian facilities**
  These facilities are identified at Rockport Road, Fullerton Pike, Tapp Road, SR45/2nd Street, SR48/3rd Street, and Vernal Pike. These features are also reflected on bridge plans where widened structures accommodate sidewalks and pathways.
- **Contour grading**
  Contour grading is difficult to show in the plans at the current scale. Most contour grading will occur between Kinser Pike and the northern terminus of the Project. We have included a detail on Drawing LS-ROLL03 showing how slopes are to be rounded. We also included a sketch on Drawing LS-ROLL07 showing an Aesthetic Rock Cut Treatment along with a short description discussing Rock Cuts/Slope Rounding treatments.
- **Retaining structures (texture, color, architectural details**
  Retaining, Abutment, and Sound walls are graphically shown and discussed on Drawing LS-ROLL04. These conform to the overall aesthetic and landscape treatments conceptualized by the IFA.
- **Vegetation (see Section 5.4.3 of the Technical Provisions**
  Individual plant species proposed for the project are identified in the landscape legend on each landscape plan sheet, from INDOT's list of approved plant species. All plants were selected from Table 5-1 of the Section 5 Technical Provisions. Seed mixes selected are standard seed mixes used and specified by INDOT. We also provided color photos of the selected plant material on Drawing LS-ROLL02. Existing vegetation to remain will be identified on the ground
- **Historic Preservation Plan Areas (see Section 5.4.3.2 of the Technical Provisions**
  Historic Preservation Plan Areas were researched and limits identified and shown on our Landscape Plans. They include North Clear Creek Historic Landscape District, Hunter Valley Historic Landscape District, Reed Historic District, Maple Grove Road Historic District, and two Monroe County historic bridges. No project impacts are expected to existing historic properties if the construction and O&M activities stay within approved ROW limits.
- **Street lighting**
  Street lighting can be found on the Signing, Striping, Lighting, and Signal Roll Plots. They are graphically shown in the bridge sketch on Drawing LS-ROLL08. A specific light fixture and lumen have not been selected but it is discussed in the proposal text that ornamental lighting will be specified.
- **Traffic signal mast arms**
  Traffic signal mast arms are not shown or discussed within our plans. These detailed design features can be addressed during final design.
- **Architectural concrete textures; and Architectural surface finishes**
  Architectural concrete textures and surface finishes are addressed within our landscape plans, see sketches of noise walls with concrete form liners that replicate the natural Indiana Limestone formations in the area. Surface finishes will be painted or stained with colors from a natural color palette. Colors and textures are shown and discussed in graphics provided on Drawings LS-ROLL 04 and LS-ROLL08.

SCHEMATICS AND ROLL PLOTS - SHEET LISTING

ITP REFERENCE	SHEET NAME	SHEET NUMBER	ROLL PLOT PAGE NUMBER
	ROADWAY, DRAINAGE AND STRUCTURAL ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	TABLE OF CONTENTS SCHEMATICS AND ROLL PLOTS	1 OF 1	1 OF 118
ITP EXHIBIT B - 4.2.1.1 d.i	PAVEMENT STRUCTURAL SECTION DESIGN SHEET	1 OF 1	2 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5A - PLAN AND PROFILE SHEET - I69 - STA 215+13.48 TO STA 277+00	1 OF 17	3 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5B - PLAN AND PROFILE SHEET - I69 - STA 277+00 TO STA 382+00	2 OF 17	4 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5B - PLAN AND PROFILE SHEET- I69 - STA 382+00 TO STA 420+00	3 OF 17	5 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5B&5C - PLAN AND PROFILE SHEET- I69 - STA 420+00 TO STA 494+00	4 OF 17	6 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5C - PLAN AND PROFILE SHEET - I69 - STA 494+00 TO STA 594+00	5 OF 17	7 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5C&5D - PLAN AND PROFILE SHEET - I69 - STA 594+00 TO STA 698+00	6 OF 17	8 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5D&5E - PLAN AND PROFILE SHEET - I69 - STA 698+00 TO STA 797+00	7 OF 17	9 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5D&5E - PLAN AND PROFILE SHEET - I69 - STA 797+00 TO STA 878+00	8 OF 17	10 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5E - PLAN AND PROFILE SHEET - I69 - STA 878+00 TO STA 981+00	9 OF 17	11 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5E - PLAN AND PROFILE SHEET - I69 - STA 981+00 TO STA 1061+00	10 OF 17	12 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5E AND 5F - PLAN AND PROFILE SHEET - I69 - STA 1061+00 TO STA 1163+00	11 OF 17	13 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5F - PLAN AND PROFILE SHEET - I69 - STA 1163+00 TO STA 1268+00	12 OF 17	14 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	SUBSECTION 5F - PLAN AND PROFILE SHEET - I69 - STA 1268+00 TO STA 1331+72.03	13 OF 17	15 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - ROCKPORT RD, FULLERTON PIKE	14 OF 17	16 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - SR45/ 2ND ST - SR48/ 3RD ST - VERNAL PIKE	15 OF 17	17 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - KINSER PIKE - SAMPLE RD	16 OF 17	18 OF 118
ITP EXHIBIT B - 4.2.1.1 d & 4.2.1.2 b	CROSSROADS - PLAN AND PROFILE SHEET - CHAMBERS PIKE - LIBERTY CHURCH RD	17 OF 17	19 OF 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 1-4)	1 OF 7	20 OF 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 5-8)	2 OF 7	21 OF 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 9-12)	3 OF 7	22 OF 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 13-16)	4 OF 7	23 OF 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 17-20)	5 OF 7	24 OF 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 21-24)	6 OF 7	25 OF 118
ITP EXHIBIT B - 4.2.1.2 b	STRUCTURES PRELIMINARY DESIGN (BRIDGES 24-28)	7 OF 7	26 OF 118
	MAINTENANCE OF TRAFFIC ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - TAPP RD - STEP 1, 2 AND 3	1 OF 7	27 OF 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - SR48/ 3RD ST - STEP 1A, 1B, 2 AND 3	2 OF 7	28 OF 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - VERNAL PIKE - STEP 1 AND 2	3 OF 7	29 OF 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - FULLERTON PIKE RD - STEP 1 AND 2	4 OF 7	30 OF 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - SAMPLE RD - STEP 1, 2 AND 3	5 OF 7	31 OF 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - CHAMBERS PIKE - STEP 1, 2A, 2B AND 3	6 OF 7	32 OF 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - LIBERTY CHURCH RD - STEP 1, 2 AND 3	7 OF 7	33 OF 118
ITP EXHIBIT B - 4.2.1.1 a	ROLL PLOT - YEAR 1 AND YEAR 2 DETOUR ROUTES	1 OF 1	34 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5A - ROLL PLOT - I69 - YEAR 1, STAGE 1A AND 1B - STA 215+13.48 TO STA 277+00	1 OF 28	35 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5A - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 215+13.48 TO STA 277+00	2 OF 28	36 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 277+00 TO STA 382+00	3 OF 28	37 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 382+00 TO STA 420+00	4 OF 28	38 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B&5C - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 420+00 TO STA 494+00	5 OF 28	39 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 1, STAGE 1C - STA 494+00 TO STA 594+00	6 OF 28	40 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5A - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 215+13.48 TO STA 277+00	7 OF 28	41 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 277+00 TO STA 382+00	8 OF 28	42 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 382+00 TO STA 420+00	9 OF 28	43 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5B&5C - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 420+00 TO STA 494+00	10 OF 28	44 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 1, STAGE 2 AND 3 - STA 494+00 TO STA 594+00	11 OF 28	45 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 1 - STA 797+00 TO STA 878+00	12 OF 28	46 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 1 - STA 878+00 TO STA 981+00	13 OF 28	47 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 494+00 TO STA 594+00	14 OF 28	48 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C&5D - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 594+00 TO STA 698+00	15 OF 28	49 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5D&5E - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 698+00 TO STA 797+00	16 OF 28	50 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 797+00 TO STA 878+00	17 OF 28	51 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 2 - STA 878+00 TO STA 981+00	18 OF 28	52 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 494+00 TO STA 594+00	19 OF 28	53 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5C&5D - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 594+00 TO STA 698+00	20 OF 28	54 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5D&5E - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 698+00 TO STA 797+00	21 OF 28	55 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 797+00 TO STA 878+00	22 OF 28	56 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 2, STAGE 3 AND 4 - STA 878+00 TO STA 981+00	23 OF 28	57 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 878+00 TO STA 981+00	24 OF 28	58 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 981+00 TO STA 1061+00	25 OF 28	59 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5E&5F - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 1061+00 TO STA 1163+00	26 OF 28	60 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5F - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 1163+00 TO STA 1268+00	27 OF 28	61 OF 118
ITP EXHIBIT B - 4.2.1.1 a	SUBSECTION 5F - ROLL PLOT - I69 - YEAR 3, STAGE 1 AND 2 - STA 1268+00 TO STA 1331+72.03	28 OF 28	62 OF 118
	SIGNING, MARKING, LIGHTING AND SIGNALS ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5A - ROLL PLOT - I69 - STA 215+13.48 TO STA 277+00	1 OF 13	63 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT - I69 - STA 277+00 TO STA 382+00	2 OF 13	64 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT- I69 - STA 382+00 TO STA 420+00	3 OF 13	65 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B&5C - ROLL PLOT- I69 - STA 420+00 TO STA 494+00	4 OF 13	66 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C - ROLL PLOT - I69 - STA 494+00 TO STA 594+00	5 OF 13	67 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C&5D - ROLL PLOT - I69 - STA 594+00 TO STA 698+00	6 OF 13	68 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 698+00 TO STA 797+00	7 OF 13	69 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 797+00 TO STA 878+00	8 OF 13	70 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 878+00 TO STA 981+00	9 OF 13	71 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 981+00 TO STA 1061+00	10 OF 13	72 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E&5F - ROLL PLOT - I69 - STA 1061+00 TO STA 1163+00	11 OF 13	73 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1163+00 TO STA 1268+00	12 OF 13	74 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1268+00 TO STA 1331+72.03	13 OF 13	75 OF 118

SCHEMATICS AND ROLL PLOTS - SHEET LISTING

ITP REFERENCE	SHEET NAME	SHEET NUMBER	ROLL PLOT PAGE NUMBER
	EROSION CONTROL AND ENVIRONMENTAL MITIGATION ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5A - ROLL PLOT - I69 - STA 215+13.48 TO STA 277+00	1 OF 13	76 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT - I69 - STA 277+00 TO STA 382+00	2 OF 13	77 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT- I69 - STA 382+00 TO STA 420+00	3 OF 13	78 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B&5C - ROLL PLOT- I69 - STA 420+00 TO STA 494+00	4 OF 13	79 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C - ROLL PLOT - I69 - STA 494+00 TO STA 594+00	5 OF 13	80 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C&5D - ROLL PLOT - I69 - STA 594+00 TO STA 698+00	6 OF 13	81 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 698+00 TO STA 797+00	7 OF 13	82 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 797+00 TO STA 878+00	8 OF 13	83 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 878+00 TO STA 981+00	9 OF 13	84 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 981+00 TO STA 1061+00	10 OF 13	85 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E&5F - ROLL PLOT - I69 - STA 1061+00 TO STA 1163+00	11 OF 13	86 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1163+00 TO STA 1268+00	12 OF 13	87 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1268+00 TO STA 1331+72.03	13 OF 13	88 OF 118
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ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5A - ROLL PLOT - I69 - STA 215+13.48 TO STA 277+00	1 OF 13	89 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT - I69 - STA 277+00 TO STA 382+00	2 OF 13	90 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B - ROLL PLOT- I69 - STA 382+00 TO STA 420+00	3 OF 13	91 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5B&5C - ROLL PLOT- I69 - STA 420+00 TO STA 494+00	4 OF 13	92 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C - ROLL PLOT - I69 - STA 494+00 TO STA 594+00	5 OF 13	93 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5C&5D - ROLL PLOT - I69 - STA 594+00 TO STA 698+00	6 OF 13	94 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 698+00 TO STA 797+00	7 OF 13	95 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5D&5E - ROLL PLOT - I69 - STA 797+00 TO STA 878+00	8 OF 13	96 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 878+00 TO STA 981+00	9 OF 13	97 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E - ROLL PLOT - I69 - STA 981+00 TO STA 1061+00	10 OF 13	98 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5E&5F - ROLL PLOT - I69 - STA 1061+00 TO STA 1163+00	11 OF 13	99 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1163+00 TO STA 1268+00	12 OF 13	100 OF 118
ITP EXHIBIT B - 4.2.1.3	SUBSECTION 5F - ROLL PLOT - I69 - STA 1268+00 TO STA 1331+72.03	13 OF 13	101 OF 118
	UTILITY RELOCATION PLAN ROLL PLOTS		
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5A —UTILITY RELOCATION PLAN - I69 - STA 215+13.48 TO STA 277+00	1 OF 17	102 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5B - UTILITY RELOCATION PLAN - I69 - STA 277+00 TO STA 382+00	2 OF 17	103 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5B - UTILITY RELOCATION PLAN - I69 - STA 382+00 TO STA 420+00	3 OF 17	104 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5B&5C - UTILITY RELOCATION PLAN - I69 - STA 420+00 TO STA 494+00	4 OF 17	105 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5C - UTILITY RELOCATION PLAN - I69 - STA 494+00 TO STA 594+00	5 OF 17	106 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5C&5D - UTILITY RELOCATION PLAN - I69 - STA 594+00 TO STA 698+00	6 OF 17	107 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5D&5E - UTILITY RELOCATION PLAN - I69 - STA 698+00 TO STA 797+00	7 OF 17	108 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5D&5E - UTILITY RELOCATION PLAN - I69 - STA 797+00 TO STA 878+00	8 OF 17	109 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5E - UTILITY RELOCATION PLAN - I69 - STA 878+00 TO STA 981+00	9 OF 17	110 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5E - UTILITY RELOCATION PLAN - I69 - STA 981+00 TO STA 1061+00	10 OF 17	111 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5E AND 5F - UTILITY RELOCATION PLAN - I69 - STA 1061+00 TO STA 1163+00	11 OF 17	112 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5F - UTILITY RELOCATION PLAN - I69 - STA 1163+00 TO STA 1268+00	12 OF 17	113 OF 118
ITP EXHIBIT B - 4.2.1.4 a	SUBSECTION 5F - UTILITY RELOCATION PLAN - I69 - STA 1268+00 TO STA 1331+72.03	13 OF 17	114 OF 118
ITP EXHIBIT B - 4.2.1.4 a	CROSSROADS - UTILITY RELOCATION PLAN - ROCKPORT RD, FULLERTON PIKE	14 OF 17	115 OF 118
ITP EXHIBIT B - 4.2.1.4 a	CROSSROADS - UTILITY RELOCATION PLAN - SR45/ 2ND ST - SR48/ 3RD ST - VERNAL PIKE	15 OF 17	116 OF 118
ITP EXHIBIT B - 4.2.1.4 a	CROSSROADS - UTILITY RELOCATION PLAN - KINSER PIKE - SAMPLE RD	16 OF 17	117 OF 118
ITP EXHIBIT B - 4.2.1.4 a	CROSSROADS - UTILITY RELOCATION PLAN - CHAMBERS PIKE - LIBERTY CHURCH RD	17 OF 17	118 OF 118

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

FUNCTIONAL CLASS: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

TABLE OF CONTENTS SCHEMATICS AND ROLL PLOTS

RECOMMENDED FOR APPROVAL: ______ DESIGN ENGINEER DATE

DESIGNED: F. MEDRANO		DRAWN: A. MUSZYNSKI	
APPROVED:		CHECKED: D. GOOS	
DESIGNATION:	HORIZONTAL SCALE:	DWG NO. INDEX01	SHT NO. 1 OF 1
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE 1-9-2014

DESIGN SPEED:
MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH
FUNCTIONAL CLASS: URBAN INTERSTATE
TERRAIN: ROLLING
PRELIMINARY ONLY
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I-69 DEVELOPMENT PARTNERS
TABLE OF CONTENTS SCHEMATICS AND ROLL PLOTS
ROLL PLOT NO.
1 OF 118

I69 STA	MP	Design Year Traffic	Widened/New Outside Shoulder	Recommended Treatment for Existing Shoulders	Recommended Treatment for Existing Travel Lanes	3rd Lane/New Pavement	New Inside Shoulder	Existing SB Pavement Section
215+13	97.1	Directional AADT: 22,822	Section No. OS1	Section No. ES1	Section No. EML1	Section No. NML1	Section No. IS1	8.0" CRCP
		Directional AADTT: 4,336						4.0" HMA Base
252+89	97.8		Total Shoulder Thickness = 18.0"	Total Shoulder Thickness = 18.0"	Total Pavement Thickness = 18.0"	Total Pavement Thickness = 18.0"	Total Pavement Thickness = 18.0"	
252+89	97.8	Directional AADT: 26,548	Section No. OS2	Section No. ES2	Section No. EML2	Section No. NML2	Section No. IS2	4.5" HMA Surface
		Directional AADTT: 4,513						8.0" CRCP
								4.0" HMA Base
323+39	99.2		Total Shoulder Thickness = 18.5	Total Shoulder Overlay Thickness = 4.0"	Total Pavement Thickness = 18.5"	Total Pavement Thickness = 18.5"	Total Pavement Thickness = 18.5"	
323+39	99.2	Directional AADT: 29,277	Section No. OS3	Section No. ES3	Section No. EML3	Section No. NML3	Section No. IS3	4.5" HMA Surface
		Directional AADTT: 4,977						7.0" CRCP
								6.0" Subbase
485+52	102.2		Total Pavement Thickness = 23.0"	Total Shoulder Overlay Thickness = 7.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	
485+52	102.2	Directional AADT: 23,855	Section No. OS3	Section No. ES3	Section No. EML3	Section No. NML3	Section No. IS3	4.5" HMA Surface
		Directional AADTT: 5,248						7.0" CRCP
								6.0" Subbase
526+56	103.0		Total Pavement Thickness = 23.0"	Total Shoulder Overlay Thickness = 7.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	
526+56	103.0	Directional AADT: 23,855	Section No. OS3	Section No. ES3	Section No. EML3	Section No. NML3	Section No. IS3	
		Directional AADTT: 5,248						
531+56	103.1		Total Pavement Thickness = 23.0"	Total Shoulder Overlay Thickness = 7.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	
531+56	103.1	Directional AADT: 23,855	Section No. OS3	Section No. ES3	Section No. EML3	Section No. NML3	Section No. IS3	4.5" HMA Surface
		Directional AADTT: 5,248						7.0" CRCP
								6.0" Subbase
680+56	105.9		Total Pavement Thickness = 23.0"	Total Shoulder Overlay Thickness = 7.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	Total Pavement Thickness = 23.0"	
1331+72	118.2		Total Pavement Thickness = 18.5"	Total Shoulder Overlay Thickness = 6.5"				

General Notes:

A two foot wide Strip of Compacted Aggregate 53 shall be placed along the inside and outside shoulders of all mainline, cross roads, ramps and secondary access roads. The Strip of Compacted Aggregate 53 shall also daylight out to where the grading slope matches.

DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH
CROSS STREETS - 35 MPH

FUNCTIONAL CLASS: RURAL HIGHWAY

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

PAVEMENT STRUCTURAL SECTION INFORMATION ROLL PLOTS

RECOMMENDED FOR APPROVAL: ______ DESIGN ENGINEER DATE

DESIGNED: PSI	DRAWN: AZTEC
APPROVED:	CHECKED:

DESIGNATION:	HORIZONTAL SCALE:	DWG NO.	SHT NO.
	N/A	PSS01	1 OF 1
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
	N/A		1-9-2014

ROLL PLOT NO. 2 OF 118

PAVEMENT STRUCTURAL SECTION INFORMATION

APPROACH TO PAVEMENT DESIGN

Preliminary pavement design for this proposal was completed using the guidelines identified for Mechanistic Empirical Pavement Design contained in Chapter 52 of the 2013 Indiana Design Manual. The design was completed using Darwin ME software. Hot-mix asphalt full depth pavement and mill and overlay are the materials selected for the design based on overall construction costs and schedule. Several roadway classifications are present along the I-69 Section 5 route. The mainline pavements were designed based on an Interstate Functional Classification. The ramps at Fullerton Pike, Tapp Road, State Road 45, and Walnut Street were designed based on a functional classification of Principal Arterial. The ramps at Sample Road and Liberty Church Road as well as the collector-distributor roads between Tapp Road and State Road 45 were designed based on a Collector functional classification. Traffic loading for the pavement design was based on the traffic volumes and truck percentages provided by IFA in Section 9 of the Technical Provisions. In order to determine traffic loading in years beyond 2035, a 1.0% compound growth factor was used. Based on the Operation and Maintenance requirements, the initial pavement design life was chosen as 15 years. Two additional 15 year pavement designs are included to provide pavement that meets the hand-back requirements at the end of the Operating Period.

I-69 Pavement Structural Sections Legend:

OS: New Outside Shoulders
ES: Recommended Treatment For Existing Shoulders
EML: Recommended Treatment For Existing Mainline
NML: New Mainline Pavement
IS: New Inside Shoulder
SR/AR: Service Roads / Arterial Roads
R: Ramps
T: Temporary Pavement
O: Overlay of Service Road

Standard Minimum Section AADTT ≤ 150	Required Section AADTT > 150
1.5" QC/QA-HMA 2, 64, Surface, 9.5mm	1.5" QC/QA-HMA 2, 64, Surface, 9.5mm
3.5" QC/QA-HMA 2, 64, Intermediate, 19mm	2.5" QC/QA-HMA 2, 64, Intermediate, 19mm
5.0" No. 53 Aggregate Base	3.0" QC/QA-HMA 2, 64, Base, 19mm
Type 1A Subgrade Treatment	3.0" No. 53 Aggregate Base
	Type 1A Subgrade Treatment
Total Pavement thickness = 10.0"	Total Pavement thickness = 10.0"

SR 45 West of I-69 - 15 Years 4 Lane AADTT 553	SR 45 East of I-69 - 15 Years 4 Lane AADTT 409
1.5" QC/QA-HMA 2, 64, Surface, 9.5mm	1.5" QC/QA-HMA 2, 64, Surface, 9.5mm
2.5" QC/QA-HMA 2, 64, Intermediate, 19mm	2.5" QC/QA-HMA 2, 64, Intermediate, 19mm
2.5" QC/QA-HMA 2, 64, Base 19mm	2.5" QC/QA-HMA 2, 64, Base 19mm
10.0" #53 Aggregate Base	10.0" #53 Aggregate Base
Type 1A Subgrade Treatment - chemical	Type 1A Subgrade Treatment - chemical
Total Pavement Thickness = 16.5"	Total Pavement Thickness = 16.5"

SR 48 West of I-69 -15 Years 4 Lane AADTT 1390	SR 48 East of I-69 -15 Years 4 lane AADTT 679
1.5" QC/QA-HMA 3, 64, Surface, 9.5mm	1.5" QC/QA-HMA 3, 64, Surface, 9.5mm
2.5" QC/QA-HMA 3, 64, Intermediate, 19mm	2.5" QC/QA-HMA 3, 64 Intermediate, 19mm
3.5" QC/QA-HMA 3, 64, Base 19mm	2.5" QC/QA-HMA 3, 64, Base 19mm
12" #53 Aggregate Base	12" #53 Aggregate Base
Type 1A Subgrade Treatment - chemical	Type 1A Subgrade Treatment - chemical
Total Pavement Thickness = 19.5"	Total Pavement Thickness = 18.5"

Northbound Distributor Tapp & SR45 AADTT 355	Widened Shoulder on Mainline Matches Mainline
1.5" QC/QA-HMA 2, 64, Surface 9.5mm	1.5" QC/QA-HMA 2, 64, Surface 9.5mm
1.5" QC/QA-HMA 2, 64, Intermediate, 9.5mm	1.5" QC/QA-HMA 2, 64, Intermediate, 9.5mm
3.0" QC/QA-HMA 2, 64, Base, 19mm	3.0" QC/QA-HMA 2, 64, Base, 19mm
5" #53 Aggregate Base	17" #53 Aggregate Base
Type 1A Subgrade Treatment - chemical	Type 1A Subgrade Treatment - 12" Exc./12" Stone
Total Pavement Thickness = 11.0"	Total Pavement Thickness = 23.0"

Southbound Distributor Tapp & SR45 AADTT 405	Widened Shoulder on Mainline Matches Mainline
1.5" QC/QA-HMA 2, 64, Surface, 9.5mm	1.5" QC/QA-HMA 2, 64, Surface 9.5mm
1.5" QC/QA-HMA 2, 64, Intermediate, 9.5mm	1.5" QC/QA-HMA 2, 64, Intermediate, 9.5mm
3.0" QC/QA-HMA 2, 64, Base 19mm	3.0" QC/QA-HMA 2, 64, Base, 19mm
5.0" #53 Aggregate Base	17" #53 Aggregate Base
Type 1A Subgrade Treatment - chemical	Type 1A Subgrade Treatment - 12" Exc./12" Stone
Total Pavement Thickness = 11.0"	Total Pavement Thickness = 23.0"

Tapp Road -15 Years 2-Lane AADTT = 260	Fullerton Pike -15 Years 2 lane AADTT 171
1.5" QC/QA-HMA 2, 64, Surface, 9.5mm	1.5" QC/QA-HMA 2, 64, Surface, 9.5mm
3.5" QC/QA-HMA 2, 64, Intermediate, 19mm	3.5" QC/QA-HMA 2, 64, Intermediate, 19mm
8" #53 Aggregate Base	7" #53 Aggregate Base
Type 1A Subgrade Treatment - chemical	Type 1A Subgrade Treatment - chemical
Total Pavement Thickness = 13.0"	Total Pavement Thickness = 12.0"

Sample Road AADTT 135	That Road AADTT 118
1.5" QC/QA-HMA 2, 64, Surface, 9.5mm	1.5" QC/QA-HMA 2, 64, Surface, 9.5mm
3.5" QC/QA-HMA 2, 64, Intermediate, 19mm	3.5" QC/QA-HMA 2, 64, Intermediate, 19mm
5" #53 Aggregate Base	5" Aggregate Base
Type 1A Subgrade Treatment - chemical	Type 1A Subgrade Treatment - chemical
Total Pavement Thickness = 10.0"	Total Pavement Thickness = 10.0"

Rockport Road AADTT 103
1.5" QC/QA-HMA 2, 64, Surface, 9.5mm
3.5" QC/QA-HMA 2, 64, Intermediate, 19mm
5" #53 Aggregate Base
Type 1A Subgrade Treatment - chemical
Total Pavement Thickness = 10.0"

Standard Ramp Section AADTT <510	Standard Ramp Section AADTT >510
1.5" QC/QA-HMA 2, 70, Surface, 9.5mm	1.5" QC/QA-HMA 3, 70, Surface, 9.5mm
2.5" QC/QA-HMA 2, 70, Intermediate, 19mm	2.5" QC/QA-HMA 3, 70, Intermediate, 19mm
3.0" QC/QA-HMA 5, 76 OG Intermediate, 19mm	3.0" QC/QA-HMA 5, 76 OG Intermediate, 19mm
3.0" QC/QA-HMA 2, 64, Base, 19mm	3.0" QC/QA-HMA 3, 64, Base, 19mm
Type 1A Subgrade Treatment - chemical	Type 1A Subgrade Treatment - chemical
Total Pavement Thickness = 10.0"	Total Pavement Thickness = 10.0"
Applies to: Fullerton Pike, Tapp Road, SR45, Walnut St., Sample Road, and Liberty Church Road	Applies to: SR 48

TECHNICAL PROPOSAL - ROLL PLOT

ITP Exhibit B - 4.2.1.1.d Preliminary Roadway and Drainage

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.

DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH
CROSS STREETS - 35 MPH TO 50 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE
STA. 215+13 TO STA. 817+00

RURAL INTERSTATE
STA. 817+00 TO 1331+72

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

PAVEMENT STRUCTURAL SECTION INFORMATION ROLL PLOTS

RECOMMENDED FOR APPROVAL: ______ DESIGN ENGINEER DATE

DESIGNED: PSI DRAWN: AZTEC
APPROVED: CHECKED:

DESIGNATION: HORIZONTAL SCALE: N/A DWG NO. PSS01 SHT NO. 1 OF 1
PROJECT: VERTICAL SCALE: N/A REV. NO. DWG DATE 1-9-2014

ROLL PLOT NO. 2 OF 118

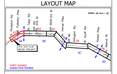
LEGEND:

- 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 (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: URBAN INTERSTATE

TERRAIN: ROLLING

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5A
PLAN AND PROFILE
STA. 215+13.48 TO STA. 277+00

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

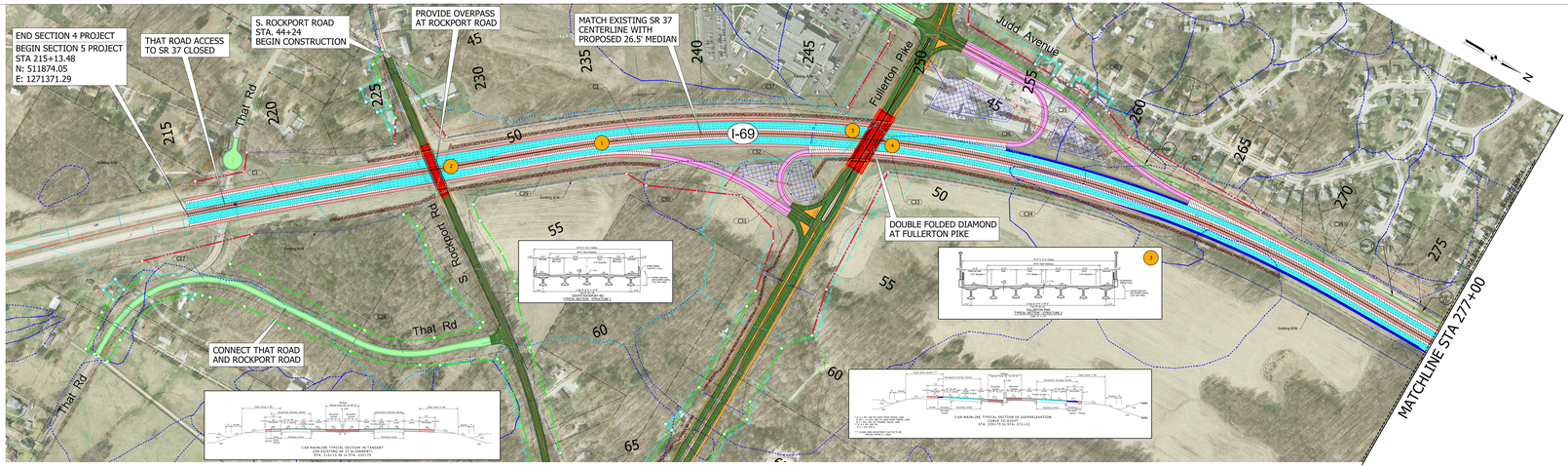
DESIGNED: T. FRIENDLY DRAWN: A. PEDESTRIAN

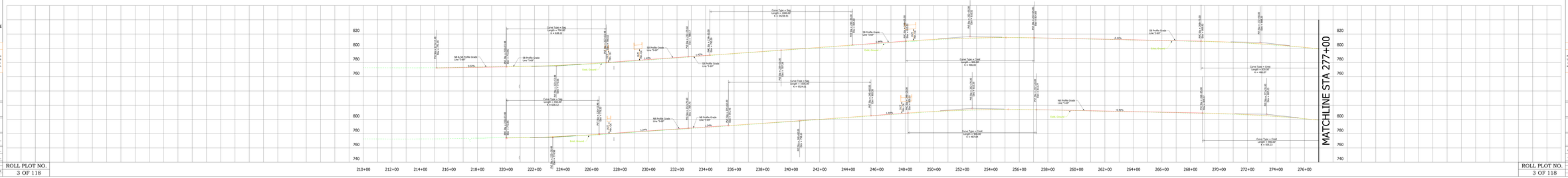
APPROVED: CHECKED: D. DOYE

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
	1" = 50'	ROLLPLOT	3 OF 17
PROJECT	VERTICAL SCALE	REV. NO	DWG DATE
	1" = 5'		12-8-2014

ROLL PLOT NO.
3 OF 118

CURVE DATA										
NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C1	12000.00	9°08'51"	0°13'59"	2746.09	1375.97	208+20.68	54.95	194+44.72	221+90.81	I-69
C2	5733.51	39°24'20"	0°59'58"	3943.25	2053.20	253+32.81	356.55	232+79.61	272+22.86	I-69
C27	525.00	85°56'47"	10°54'49"	787.53	489.11	16+87.44	192.53	11+98.33	19+85.86	Line PR-5-That Road
C28	600.00	38°21'12"	9°32'57"	401.64	208.67	27+43.78	35.25	25+35.11	29+36.75	Line PR-5-That Road
C29	5681.71	1°58'49"	1°00'30"	196.37	98.19	122+20.94	0.85	121+22.75	123+19.12	Ramp Fullerton NBEX
C30	1200.00	41°31'04"	4°46'29"	869.55	454.85	127+73.97	83.31	123+19.12	131+88.66	Ramp Fullerton NBEX
C31	134.00	72°07'27"	42°45'29"	168.52	97.46	102+57.46	31.69	101+60.00	103+28.52	Ramp Fullerton NBEN
C32	134.00	72°07'27"	42°45'29"	168.52	97.46	104+25.98	31.69	103+28.52	104+97.05	Ramp Fullerton NBEN
C33	3225.00	11°06'59"	1°46'36"	625.71	313.84	108+10.89	15.23	104+97.05	111+22.76	Ramp Fullerton NBEN
C34	5672.26	8°06'34"	1°00'36"	802.83	402.09	115+24.84	14.23	111+22.76	119+25.59	Ramp Fullerton NBEN
C35	144.00	79°17'45"	39°47'13"	199.29	119.33	106+39.78	43.02	105+20.45	107+19.74	Ramp Fullerton SBEN
C36	144.00	79°17'45"	39°47'13"	199.29	119.33	108+39.07	43.02	107+19.74	109+19.03	Ramp Fullerton SBEN
C37	5794.76	8°36'39"	0°59'20"	870.87	436.26	119+20.68	16.4	114+84.42	123+55.30	Ramp Fullerton SBEX
C38	5794.76	3°11'15"	0°59'20"	322.39	161.23	102+90.88	2.24	101+29.65	104+52.03	Ramp Fullerton SBEX
C39	1200.00	18°46'49"	4°46'29"	391.24	197.37	112+52.52	16.12	110+55.15	114+46.39	Ramp Fullerton SBEX
C40	758.00	17°08'20"	7°33'32"	226.74	114.22	117+60.62	8.56	116+46.39	118+73.13	Ramp Fullerton SBEX





TECHNICAL PROPOSAL - ROLL PL

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

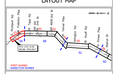
1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork
3. Reduce / Eliminate Median Width on Cross Roads
4. Use Flush Median Across the Bridge

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: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5A
PLAN AND PROFILE
STA. 215+13.48 TO STA. 277+00

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: T. FRIENDLY DRAWN: A. PEDESTRIAN

APPROVED: CHECKED: D. DOYE

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
	1" = 50'	ROLLPLOT	3 OF 17
PROJECT	VERTICAL SCALE	REV. NO	DWG DATE
	1" = 5'		12-8-2014

ROLL PLOT NO.
3 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 ROS.)
- TEMPORARY RIGHT-OF-WAY
- PROPOSED UTILITY EASEMENT
- GUARDRAIL
- CONCRETE MEDIAN BARRIER
- CABLE BARRIER SYSTEM
- BURIED SINKS
- SINKHOLES
- SINKING STREAMS
- CUT/FILL LINE
- RETAINING WALL
- PRECAST NOISE WALL
- 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

STA 215+13.48 BEGIN PROJECT

SHEET NUMBER
SUBSECTION NUMBER

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C41	10700.00	2°17'26"	0°32'08"	427.77	213.91	104+00.00	2.14	101+86.08	106+13.85	Ramp Tapp NBEX
C42	1190.00	6°40'53"	4°48'53"	138.77	69.46	117+24.21	2.03	116+54.75	117+93.52	Ramp Tapp NBEX
C43	1250.00	7°41'10"	4°35'01"	167.69	83.97	122+02.12	2.82	121+18.15	122+85.84	Ramp Tapp NBEX
C45	800	10°13'37"	7°09'43"	142.79	71.59	102+48.53	3.2	101+76.94	103+19.74	Ramp Tapp NBEN
C45	800	8°56'28"	7°09'43"	124.84	62.55	111+40.91	2.44	110+78.36	112+03.20	Ramp Tapp NBEN
C46	800.00	14°27'03"	7°09'43"	201.77	101.42	103+09.91	6.4	102+08.48	104+10.25	Ramp Tapp SBEN
C47	1200.00	12°16'53"	4°46'29"	257.22	129.10	109+53.16	6.93	108+24.05	110+81.27	Ramp Tapp SBEN
C48	10700.00	0°52'59"	0°32'08"	164.89	82.44	118+90.34	0.32	118+07.89	119+72.78	Ramp Tapp SBEN
C49	1200	13°06'20"	4°46'29"	274.48	137.84	102+12.36	7.89	100+74.52	103+49.00	Ramp Tapp SBEX
C50	800	12°57'53"	7°09'43"	181.02	90.9	110+87.95	5.15	109+97.05	111+78.07	Ramp Tapp SBEX

DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5B
PLAN AND PROFILE
STA. 277+00 TO STA. 382+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&P02	2 OF 17
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
	1" = 20'		1-9-2014

ROLL PLOT NO.
4 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
3	Reduce / Eliminate Median Width on Cross Roads
4	Use Flush Median Across the Bridge
6	Eliminate CD Road Between Tapp Rd and SR45 / 2nd Street
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.

DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5B
PLAN AND PROFILE
STA. 277+00 TO STA. 382+00

ROLL PLOT NO.
4 OF 118

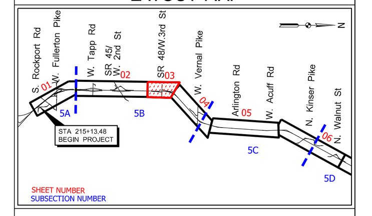
LEGEND:

- 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



DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

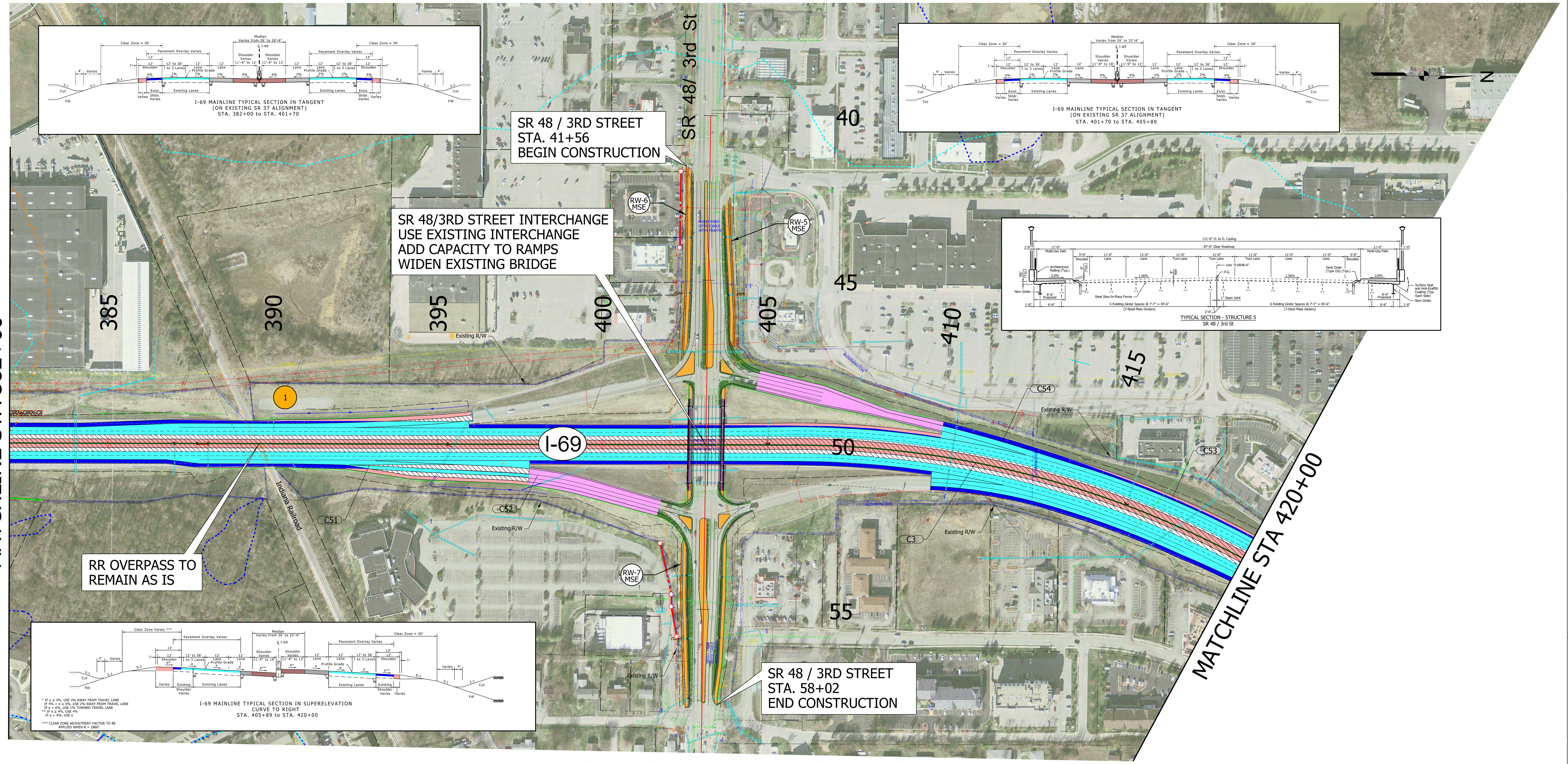
SUBSECTION 5B
PLAN AND PROFILE
STA. 382+00 TO STA. 420+00

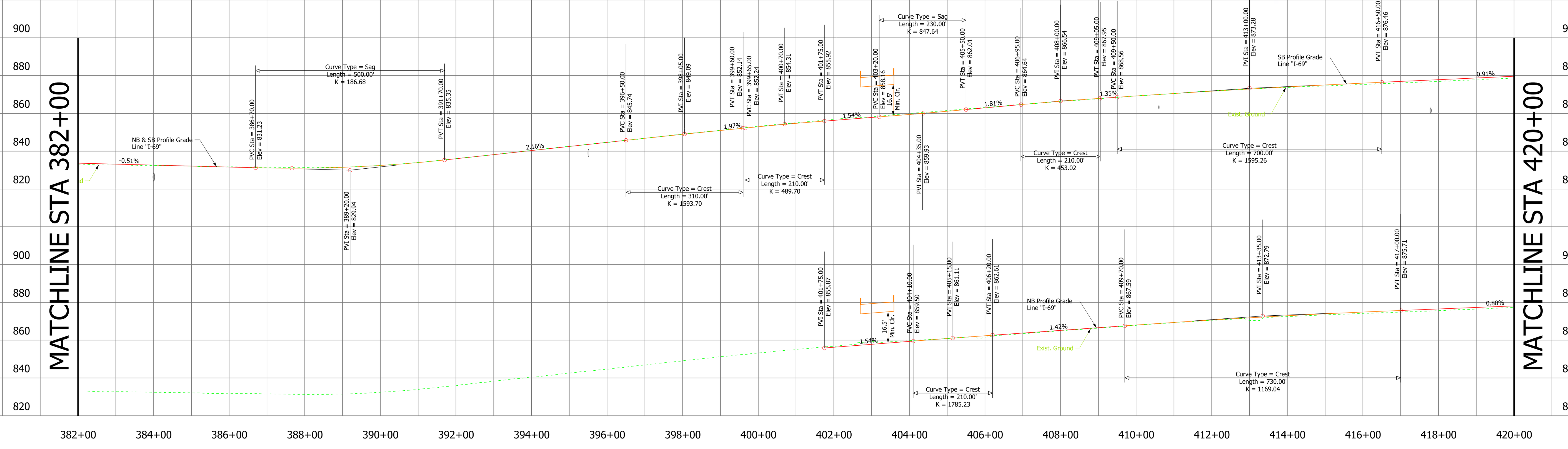
RECOMMENDED FOR APPROVAL: ______ DESIGN ENGINEER DATE

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

DESIGNATION:	HORIZONTAL SCALE:	DWG NO.	SHT NO.
	1" = 100'	ROLLP&P03	3 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
C3	2863.09	47°03'21"	2°00'04"	2351.40	1246.57	418+35.61	259.6	405+89.04	429+40.44	I-69
C51	6875.49	2°14'12"	0°50'00"	268.39	134.21	104+11.70	1.31	102+77.48	105+45.87	Ramp SR48 NBEX
C52	1185.43	12°38'10"	4°50'00"	261.44	131.25	110+54.49	7.24	109+23.24	111+84.68	Ramp SR48 NBEX
C53	2930.00	10°45'27"	1°57'20"	550.12	275.87	102+75.87	12.96	100+00.00	105+50.12	Ramp SR48 SBEX
C54	3970.00	4°02'41"	1°26'36"	280.25	140.18	108+80.52	2.47	107+40.34	110+20.59	Ramp SR48 SBEX





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

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: URBAN INTERSTATE
TERRAIN: ROLLING
PRELIMINARY ONLY
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ROADWAY, DRAINAGE, STRUCTURAL
SUBSECTION 5B
PLAN AND PROFILE
STA. 382+00 TO STA. 420+00

ROLL PLOT NO.
5 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 (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:URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

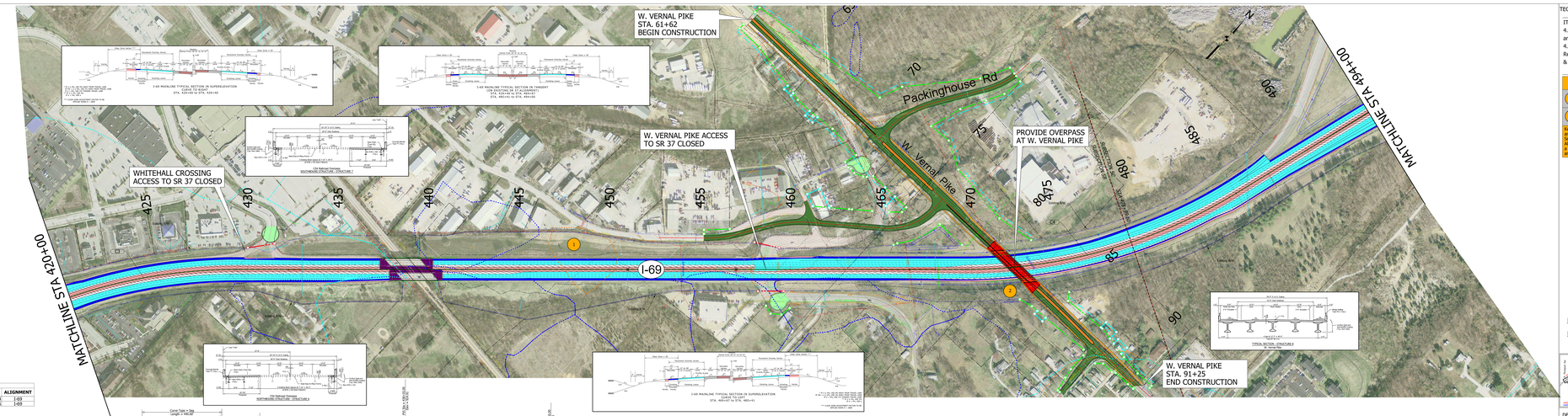
ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS 5B & 5C
PLAN AND PROFILE
STA. 420+00 TO STA. 494+00

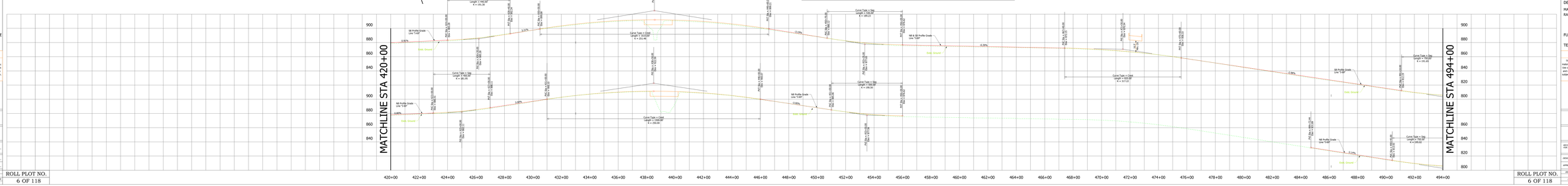
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: T. FRIDRICH	DRAWN: A. PEDETTIERI		
APPROVED:	CHECKED: D. DEWITT		
DESIGNATION: HORIZONTAL SCALE: 1" = 100'	2ND REV:	3RD REV:	4TH REV:
PROJECT: VERTICAL SCALE: 1" = 20'	REV. NO:	ROLLPLOT:	PLOT DT:
		2ND DATE:	3RD DATE:
		4TH DATE:	

ROLL PLOT NO.
6 OF 118



CURVE DATA										
NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C3	2863.09	47°03'21"	2°00'00"	2351.40	1246.57	418+20.63	259.6	405+69.04	429+40.44	I-69
C4	2864.79	31°29'05"	2°00'00"	1574.24	807.54	477+74.75	111.64	469+67.21	485+41.45	I-69



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

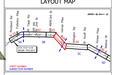
1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork

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.

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:URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS 5B & 5C
PLAN AND PROFILE
STA. 420+00 TO STA. 494+00

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: T. FRIDRICH	DRAWN: A. PEDETTIERI		
APPROVED:	CHECKED: D. DEWITT		
DESIGNATION: HORIZONTAL SCALE: 1" = 100'	2ND REV:	3RD REV:	4TH REV:
PROJECT: VERTICAL SCALE: 1" = 20'	REV. NO:	ROLLPLOT:	PLOT DT:
		2ND DATE:	3RD DATE:
		4TH DATE:	

ROLL PLOT NO.
6 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 (WW-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: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5C:
PLAN AND PROFILE
STA. 494+00 TO STA. 594+00

RECOMMENDED FOR APPROVAL

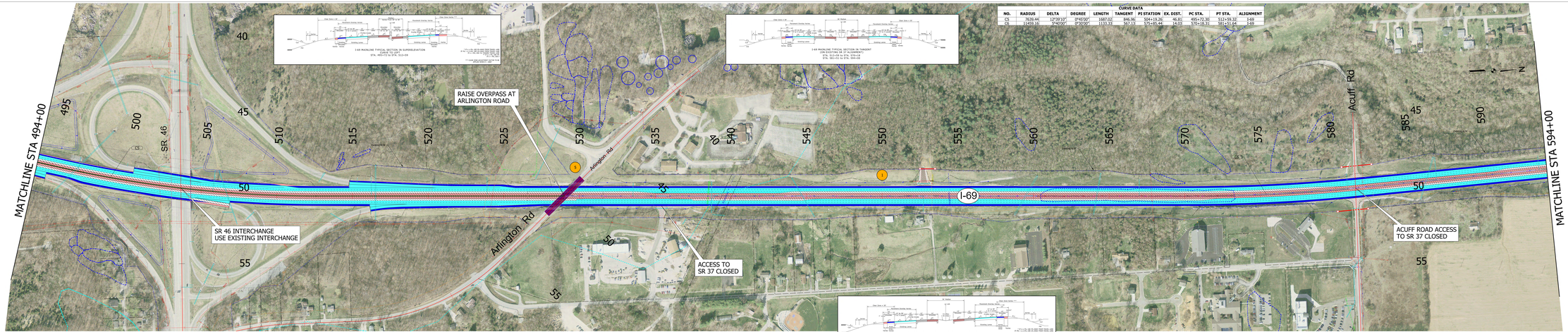
DESIGN ENGINEER DATE

DESIGNED: T. FRERKING DRAWN: A. FRUSTERING

APPROVED: CHECKED: D. DEER

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
PROJECT	1" = 50'	ROUTE NO.	TOTAL SHTS
	VERTICAL SCALE	ROU NO	DWG DATE
	1" = 10'	I-69/SR46	1-14-2014

ROLL PLOT NO.
7 OF 118



TECHNICAL PROPOSAL - ROLL PL

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

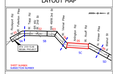
1. Pavement Structural Section Improvements
3. Raise Arlington Bridge In Lieu of Reconstructing Mainline Pavement

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: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5C:
PLAN AND PROFILE
STA. 494+00 TO STA. 594+00

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: T. FRERKING DRAWN: A. FRUSTERING

APPROVED: CHECKED: D. DEER

DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
PROJECT	1" = 50'	ROUTE NO.	TOTAL SHTS
	VERTICAL SCALE	ROU NO	DWG DATE
	1" = 10'	I-69/SR46	1-14-2014

ROLL PLOT NO.
7 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 (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: 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/or construction bidding is not recommended at this time, and is subject to the limitations and accuracy of Preliminary Design. This document shall not be used for construction.

I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS 5C & 5D

PLAN AND PROFILE

STA. 594+00 TO STA. 698+00

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: T. PEDNEKO DRAWN: A. PEDETSKAS

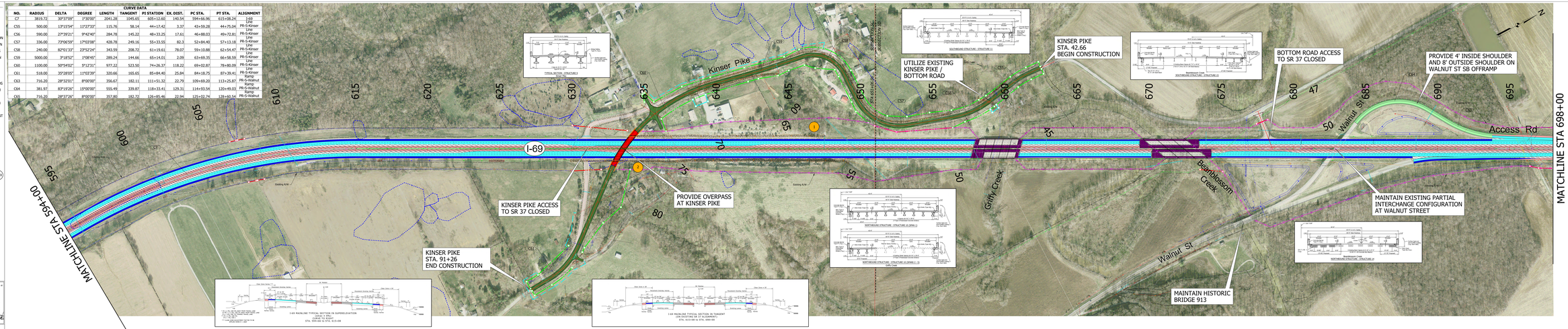
APPROVED: CHECKED: D. BIDER

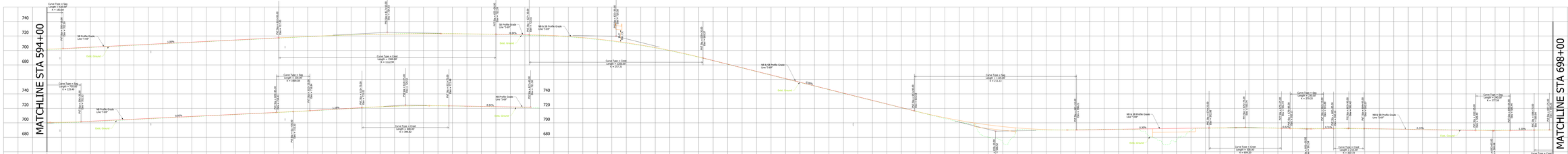
DESIGNATION	HORIZONTAL SCALE	DWG NO	SHT NO
PROJECT	1" = 50'	ROLLPROFILE	8 OF 17
	VERTICAL SCALE	REV. NO	DWG DATE
	1" = 5'		11-6-2018

ROLL PLOT NO.
8 OF 118

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C7	3819.72	30°37'09"	1°30'00"	2041.28	1045.65	605+12.60	140.54	594+66.96	615+08.24	I-69
C55	500.00	12°13'54"	11°27'33"	115.76	58.14	44+17.42	3.37	43+59.28	44+75.04	PR-6-Kinser Line
C56	590.00	27°39'21"	9°42'40"	284.78	145.22	48+33.25	17.61	46+88.03	49+72.81	PR-6-Kinser Line
C57	336.00	72°06'59"	17°03'08"	428.78	249.16	55+33.55	82.3	52+84.40	57+13.18	PR-6-Kinser 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-6-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-6-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-6-Kinser Line
C61	518.00	39°28'09"	11°03'39"	330.66	165.65	85+84.40	25.84	84+18.75	87+39.41	PR-6-Kinser Ramp
C63	716.20	28°32'01"	8°00'00"	356.67	182.11	111+51.32	22.79	109+69.20	113+25.87	PR-6-Walnut Ramp
C64	381.97	87°19'26"	15°00'00"	555.49	339.87	118+33.41	129.31	114+93.54	120+49.03	PR-6-Walnut Ramp
C65	716.20	28°37'20"	8°00'00"	357.80	182.72	126+85.46	22.94	125+10.74	128+60.54	PR-6-Walnut Ramp





TECHNICAL PROPOSAL - ROLL PL

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

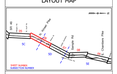
1. Pavement Structural Section Improvements
2. Lower Profile of Cross Road to Reduce Earthwork

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.

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: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS 5C & 5D

PLAN AND PROFILE

STA. 594+00 TO STA. 698+00

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: T. PEDNEKO DRAWN: A. PEDETSKAS

APPROVED: CHECKED: D. BIDER

DESIGNATION HORIZONTAL SCALE DWG NO SHT NO
PROJECT 1" = 50' ROLLPROFILE 8 OF 17
VERTICAL SCALE REV. NO DWG DATE
1" = 5' 11-6-2018

ROLL PLOT NO.
8 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
C8	4300.00	29°46'06"	1°19'57"	2234.09	1142.87	795+09.17	149.29	783+66.30	806+00.39	I-69
C66	500.00	32°05'08"	11°27'33"	280.00	143.78	11+43.78	20.26	10+00.00	12+80.00	Line PR-S-Griffith
C67	500.00	63°27'22"	11°27'33"	553.76	309.15	19+39.15	87.85	16+30.00	21+83.76	Line PR-S-Griffith
C68	500.00	31°22'14"	11°27'33"	273.76	140.41	26+93.91	19.34	25+53.50	28+27.26	Line PR-S-Griffith
C69	80.00	61°15'16"	71°37'11"	85.53	47.36	12+73.17	12.97	12+25.81	13+11.34	Line PR-S-Showers

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C70	6000.00	3°37'28"	0°57'18"	379.54	189.83	19+00.60	3.00	17+10.77	20+90.31	Line PR-S-Wayport-SE
C71	6000.00	3°37'28"	0°57'18"	379.54	189.83	22+80.14	3.00	20+90.31	24+69.85	Line PR-S-Wayport-SE
C72	583.00	23°23'13"	9°49'40"	237.97	120.66	57+56.52	12.36	56+35.85	58+73.82	Line PR-S-Wayport-SE
C73	808.00	14°29'49"	7°05'28"	204.44	102.77	62+12.31	6.51	61+09.54	63+13.98	Line PR-S-Wayport-SE
C74	444.00	37°24'04"	12°54'16"	289.83	150.29	71+16.65	24.75	69+66.36	72+56.19	Line PR-S-Wayport-SE
C75	583.00	46°21'01"	9°49'40"	471.63	249.58	80+67.37	51.17	78+17.80	82+89.43	Line PR-S-Wayport-SE

ROLL PLOT NO.
9 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

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.

LAYOUT MAP

SHEET NUMBER
SUBSECTION NUMBER

DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTIONS 5D & 5E
PLAN AND PROFILE
STA. 698+00 TO STA. 797+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&P07	7 OF 17
PROJECT:	VERTICAL SCALE:	REV. NO.	DWG DATE
	1" = 20'		1-9-2014

ROLL PLOT NO.
9 OF 118

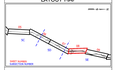
LEGEND:

- 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 ROS.)
- 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: URBAN INTERSTATE
RURAL INTERSTATE

TERRAIN: ROLLING

PRELIMINARY ONLY

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5E
PLAN AND PROFILE
STA. 797+00 TO STA. 878+00

RECOMMENDED FOR APPROVAL

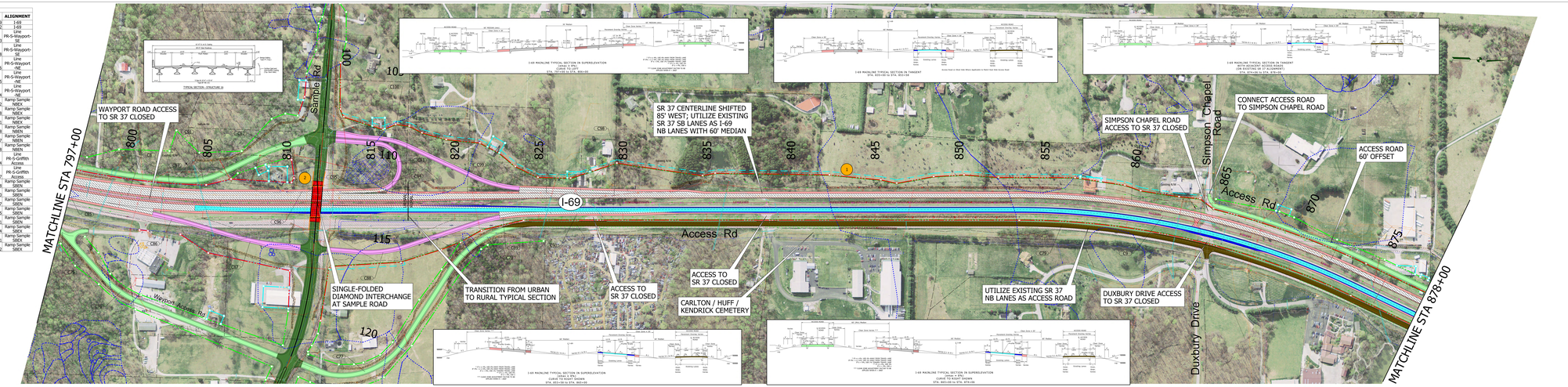
	DESIGN ENGINEER	DATE
DESIGNED: T. FRIDRICH	DRAWN: A. TRUSTCHEL	
APPROVED:	CHECKED: S. DEER	

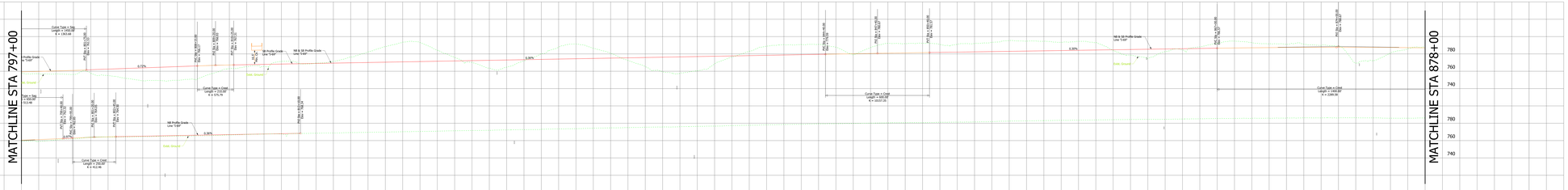
DESIGNATION	HORIZONTAL SCALE	ZONE REF.	SHT. NO.	SHT. NO.
	1" = 100'	1" = 100'	ROLLNORTH	ROLLEAST
PROJECT	VERTICAL SCALE	ROS. NO.	ZONE OFFS	
	1" = 10'		0.00000	0.00000

ROLL PLOT NO.
10 OF 118

CURVE DATA

NO.	RADIUS	DELTA	DEGREE	LENGTH	TANGENT	PI STATION	EX. DIST.	PC STA.	PT STA.	ALIGNMENT
C8	4300.00	29°46'06"	1°19'53"	2234.09	1142.87	795+09.17	149.29	783+66.30	806+00.39	I-69
C9	4668.66	23°35'48"	1°13'38"	2085.71	1060.55	863+99.76	118.94	853+39.21	874+25.92	I-69
C75	583.00	46°21'01"	9°49'40"	471.63	249.58	80+67.37	51.17	78+17.80	82+89.43	PR-S-Wayport-NE Line
C76	533.00	26°15'45"	10°44'59"	244.31	124.34	87+65.91	14.31	86+41.57	88+85.88	PR-S-Wayport-SE Line
C77	444.00	78°46'31"	12°54'16"	610.45	364.55	15+25.26	130.48	11+60.71	17+71.16	PR-S-Wayport-NE Line
C78	628.00	57°25'49"	9°07'25"	629.48	344.04	26+00.61	88.06	22+56.57	28+86.05	PR-S-Wayport-SW Line
C79	4544.00	29°35'48"	1°15'39"	2030.01	1032.23	67+83.45	115.77	57+51.22	77+81.24	Ramp Sample NBEX
C85	4366.00	6°58'07"	1°18'44"	531.02	265.84	102+65.84	8.09	100+00.00	105+31.02	Ramp Sample NBEX
C86	3820.00	4°52'41"	1°30'00"	325.23	162.71	110+96.46	3.46	109+33.75	112+58.98	Ramp Sample NBEX
C87	1370.00	10°48'57"	4°10'56"	258.62	129.69	116+31.39	6.13	115+01.69	117+60.31	Ramp Sample NBEX
C88	713.00	23°01'39"	8°02'09"	286.56	145.24	104+16.46	14.64	102+71.21	105+57.78	Ramp Sample NBEX
C89	1200.00	17°13'48"	4°46'23"	361.56	182.16	111+59.77	13.75	109+77.61	113+39.17	Ramp Sample NBEX
C90	1070.00	1°08'45"	0°32'08"	213.97	106.99	116+00.49	0.53	114+93.51	117+07.48	Ramp Sample NBEX
C91	444.00	28°34'33"	12°54'16"	221.44	113.08	11+13.08	14.17	10+00.00	12+21.44	PR-S-Griffith Access
C92	716.00	13°14'36"	8°00'08"	190.49	95.81	15+91.99	6.38	14+96.18	16+86.67	Ramp Sample SBEX
C93	134.00	89°44'26"	42°49'29"	200.52	124.39	104+54.75	48.84	103+30.35	105+30.88	Ramp Sample SBEX
C94	134.00	89°44'26"	42°49'29"	200.52	124.39	106+55.27	48.84	105+30.88	107+31.40	Ramp Sample SBEX
C95	2864.79	2°59'51"	2°00'00"	149.87	74.95	108+06.36	0.98	107+31.40	108+81.27	Ramp Sample SBEX
C96	10700.00	1°08'35"	0°32'08"	213.49	106.75	111+82.01	0.53	110+75.26	112+88.75	Ramp Sample SBEX
C97	4234.00	8°30'24"	1°21'12"	628.63	314.89	119+68.28	11.69	116+53.38	122+82.01	Ramp Sample SBEX
C98	10700.00	2°17'26"	0°32'08"	427.77	213.91	103+55.99	2.14	101+42.07	105+69.84	Ramp Sample SBEX
C99	758.00	22°36'12"	7°33'32"	299.03	151.49	111+34.36	14.99	109+82.88	112+81.91	Ramp Sample SBEX
C100	518.00	20°30'56"	11°03'29"	185.48	93.74	118+05.68	8.41	117+11.94	118+97.42	Ramp Sample SBEX





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

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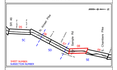
SCALE: 1 INCH = 100 FEET (HORIZONTAL)

SCALE: 1 INCH = 20 FEET (VERTICAL)

LAYOUT MAP



DESIGN SPEED:

MAINLINES - 70 MPH
RAMPS - 50 MPH
- 45 MPH

FUNCTIONAL CLASS: URBAN INTERSTATE
RURAL INTERSTATE

TERRAIN: ROLLING

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I-69 DEVELOPMENT PARTNERS

ROADWAY, DRAINAGE, STRUCTURAL

SUBSECTION 5E
PLAN AND PROFILE
STA. 797+00 TO STA. 878+00

RECOMMENDED FOR APPROVAL

	DESIGN ENGINEER	DATE
DESIGNED: T. FRIDRICH	DRAWN: A. TRUSTCHEL	
APPROVED:	CHECKED: S. DEER	

DESIGNATION	HORIZONTAL SCALE	ZONE REF.	SHT. NO.	SHT. NO.
	1" = 100'	1" = 100'	ROLLNORTH	ROLLEAST
PROJECT	VERTICAL SCALE	ROS. NO.	ZONE OFFS	
	1" = 10'		0.00000	0.00000

ROLL PLOT NO.
10 OF 118