RAILROAD PROJECT COORDINATION:

THE CONTRACTOR SHALL PERFORM ONGOING COORDINATION OF THEIR DESIGN AND CONSTRUCTION ACTIVITIES WITH THE RAILROADS THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL PROVIDE A CURRENT SCHEDULE ON A MONTHLY BASIS INCLUDING ANTICIPATED DATES OF THE FOLLOWING ITEMS:

- 1. CONSTRUCTION SUBMITTALS REQUIRING RAIL REVIEW AND APPROVAL PRIOR TO BEGINNING CONSTRUCTION (PER THE RAIL AGREEMENTS).
- 2. CONSTRUCTION START AND END DATES FOR WORK THAT MAY CREATE AN IMPACT TO THE RAIL FACILITY/OPERATIONS.
- 3. ANTICIPATED DATES AND DURATION FOR FLAGGERS.
- 4. ANY OTHER MILESTONES THAT MAY IMPACT RAIL FACILITIES OR

OPERATIONS.

MEANS AND METHODS: THE CONTRACTOR SHALL DEVELOP A DETAILED SUBMISSION INDICATING THE PROGRESSION OF WORK WITH SPECIFIC TIMES WHEN TASKS WILL BE PERFORMED FOR WORK ACTIVITIES THAT ARE ON OR IN THE VICINITY OF THE RAILROAD PROPERTY. THIS SUBMISSION MAY REQUIRE A WALKTHROUGH AT WHICH TIME THE RAILROAD AND/OR THEIR REPRESENTATIVE WILL BE PRESENT. WORK WILL NOT BE PERMITTED TO COMMENCE UNTIL THE CONTRACTOR HAS PROVIDED THE RAILROADS WITH A SATISFACTORY PLAN THAT THE PROJECT WILL BE UNDERTAKEN WITHOUT SCHEDULING. PERFORMANCE. OR SAFETY RELATED ISSUES. PROVIDE A LISTING OF THE ANTICIPATED EQUIPMENT TO BE USED. THE LOCATION OF ALL EQUIPMENT TO BE USED AND ENSURE A CONTINGENCY PLAN OF ACTION IS IN PLACE SHOULD A PRIMARY PIECE OF EQUIPMENT MALFUNCTIONS. ALL WORK IN THE VICINITY OF THE RAILROAD PROPERTY THAT HAS THE POTENTIAL OF AFFECTING TRAIN OPERATIONS MUST BE SUBMITTED AND APPROVED BY THE RAILROAD PRIOR TO WORK BEING PERFORMED. THIS SUBMISSION WILL ALSO INCLUDE A DETAILED NARRATIVE DISCUSSING THE COORDINATION OF PROJECT SAFETY ISSUES BETWEEN THE CONTRACTOR AND THE RAILROAD AND/OR THEIR REPRESENTATIVE. THE NARRATIVE SHALL ADDRESS PROJECT LEVEL COORDINATION AND DAY TO DAY. SPECIFIC WORK OPERATIONS INCLUDING CRANE AND EQUIPMENT OPERATIONS, ERECTIONS PLANS AND TEMPORARY WORKS.

UP TO SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ALL CONSTRUCTION SUBMISSIONS. UP TO AN ADDITIONAL SIXTY (60) CALENDAR DAYS WILL BE REQUIRED TO REVIEW ANY SUBSEQUENT SUBMISSIONS RETURNED NOT APPROVED.

CONSTRUCTION SCHEDULE: SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR THE DURATION OF THE PROJECT CLEARLY INDICATING THE TIME PERIODS WHILE WORKING ON AND AROUND THE RAILROADS RIGHT-OF-WAY. AS THE WORK PROGRESSES, THIS SCHEDULE SHALL BE UPDATED MONTHLY AND RESUBMITTED AS NECESSARY TO REFLECT CHANGES IN WORK SEQUENCE, DURATION AND METHOD, ETC.

CSX TRANSPORTATION COORDINATION NOTES

REFER TO THE CSX TRANSPORTATION PUBLIC PROJECT INFORMATION MANUAL FOR ADDITIONAL REQUIREMENTS NEEDED FOR WORKING ON/ABOVE/ADJACENT TO CSXT. SPECIFIC SECTIONS THAT PERTAIN TO THIS PROJECT ARE SPECIAL PROVISIONS FOR CONSTRUCTION NEAR CSXT PROPERTY, OVERHEAD BRIDGE CRITERIA, CONSTRUCTION SUBMISSION CRITERIA, AND INSURANCE REQUIREMENTS FOR PUBLIC PROJECTS."

CONTRACTOR ACCESS WILL BE LIMITED TO THE IMMEDIATE PROJECT AREA ONLY. THE CSXT RIGHT-OF-WAY OUTSIDE THE PROJECT AREA MAY NOT BE USED FOR CONTRACTOR ACCESS TO THE PROJECT SITE AND NO TEMPORARY AT-GRADE CROSSINGS WILL BE ALLOWED.

THE CONTRACTOR WILL BE REQUIRED TO ABIDE BY THE PROVISIONS OF THE AGENCY/CSXT CONSTRUCTION AGREEMENT. PERIODICALLY, THROUGHOUT THE PROJECT DURATION, THE CONTRACTOR MAY BE REQUIRED TO MEET, DISCUSS AND, IF NECESSARY, TAKE IMMEDIATE ACTION AT THE DISCRETION OF CSXT PERSONNEL AND/OR THEIR AUTHORIZED REPRESENTATIVE, TO COMPLY WITH PROVISIONS OF THAT AGREEMENT AND THESE SPECIFICATIONS.

IT IS THE RESPONSIBILITY OF THE INDIVIDUAL OWNERS OF WIRELINES, PIPELINES, UTILITIES, ETC. TO COORDINATE DIRECTLY WITH CSXT REAL ESTATE AND FACILITIES MANAGEMENT (REFM) GROUP. THIS INCLUDES ALL NEW INSTALLATIONS AND THE ADJUSTMENT, MODIFICATION, REMOVAL OR RETIREMENT IN PLACE OF ALL EXISTING FACILITIES.

THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY FOR STORAGE OF MATERIALS OR EQUIPMENT DURING CONSTRUCTION WITHOUT PRIOR CSXT APPROVAL. THE CSXT RIGHT-OF-WAY MUST ALWAYS REMAIN CLEAR FOR RAILROAD USE. EQUIPMENT MAY NOT BE POSITIONED TO BLOCK THE RAILROAD ACCESS ROAD, TRACK AREA OR ANY PART OF THE CSXT RIGHT-OF-WAY WITHOUT PRIOR CSXT APPROVAL. ALL MOVEMENTS OF EQUIPMENT WITHIN RAILROAD RIGHT-OF-WAY MUST BE COORDINATED WITH THE RAILROAD FLAGGER.

THE ROADWAY AUTHORITY, OR DESIGNATED CONTRACTOR, SHALL COORDINATE WITH THE RAILROAD WHENEVER THE CONTRACTOR'S WORK ACTIVITIES ARE LOCATED OVER, UNDER OR WITHIN THE RAILROAD'S RIGHT-OF-WAY.

ANY DAMAGE CAUSED BY THE PROJECT WORK TO THE TRACK OR RAILROAD PROPERTY WILL REQUIRE REPAIR IMMEDIATELY UPON NOTIFICATION FROM THE RAILROAD OR THEIR DESIGNATED REPRESENTATIVE. IF THE DAMAGE AFFECTS THE TRACK, TRACK STRUCTURE, RAILROAD FACILITIES, OR TRAIN OPERATIONS AS DETERMINED BY THE RAILROAD, THE REPAIRS WILL BE PERFORMED BY THE RAILROAD AT THE CONTRACTOR'S EXPENSE INCLUDING ALL ASSOCIATED COSTS OF DELAYS TO THE RAILROAD.

DURING TRAIN MOVEMENTS THROUGH THE PROJECT LOCATION, VEHICLES, EQUIPMENT, AND PERSONNEL WILL NOT BE ALLOWED TO OPERATE WITHIN TWENTY-FIVE (25) FEET OF THE TRACK.

CSXT SHALL BE NOTIFIED AT LEAST FIVE (5) DAYS IN ADVANCE OF THE PRE-CONSTRUCTION MEETING.

THE CONTRACTOR SHALL COORDINATE ALL WORK ON, OVER OR ADJACENT TO THE RAILROADS WITHIN THE PROJECT'S LIMITS. THE CONTRACTOR SHALL CONTACT CSX RAILROAD AT LEAST THIRTY (30) DAYS IN ADVANCE IN ORDER TO COORDINATE THE NECESSARY WORK. UNDER NO CIRCUMSTANCES SHALL THERE BE ANY WORK WITHIN THE RAILROAD RIGHT-OF-WAY WITHOUT THE PROPER AUTHORIZATION AND/OR FLAG PROTECTION FROM THE RAILROAD.

THE USE OF ACETYLENE GAS IS PROHIBITED FOR USE ON OR OVER CSX PROPERTY. TORCH CUTTING SHALL BE PERFORMED UTILIZING OTHER MATERIALS SUCH AS PROPANE.

CSXT REQUIRES THAT THE CONTRACTOR SUBMIT AND RECEIVE ACCEPTANCE OF A COMPREHENSIVE MEANS & METHODS SUBMITTAL (CSXT CONSTRUCTION SUBMISSION CRITERIA, ISSUED MAY 2023) DETAILING SCOPE WORK WITHIN CSXT TRACKS OR RIGHT-OF-WAY, OR OTHER WORK WHICH PRESENTS THE POTENTIAL TO AFFECT CSXT PROPERTY OR OPERATIONS TO UNDERTAKING THE WORK.

TEMPORARY CONSTRUCTION CLEARANCES (HORIZONTAL & VERTICAL) PROPOSED - FOR EXISTING OR LESS THAN STANDARD CONDITIONS -SHALL BE SUBJECT TO APPROVAL BY CSXT. TYPICALLY REDUCTION IN CONSTRUCTION CLEARANCES ARE NOT PERMITTED.

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CSX TRANSPORTATION COORDINATION NOTES (CONTINUED)

A BALLAST PROTECTION SYSTEM CONSISTING OF GEOFABRIC OR CANVAS SHALL BE PLACED WITHIN THE TRACK STRUCTURE TO KEEP IT FREE FROM FINES. THE SYSTEM SHALL EXTEND ALONG THE TRACK STRUCTURE FOR A MINIMUM OF 25'-0" BEYOND THE LIMITS OF THE DEMOLITION WORK, OR FARTHER IF REQUIRED BY CSXT'S CONSTRUCTION ENGINEERING DESIGNATE.

DURING AND AFTER COMPLETION OF CONSTRUCTION, THE OUTSIDE PARTY OR ITS CONTRACTOR SHALL CLEAR CSXT'S DRAINAGE DITCHES OF ALL DEBRIS TO THE SATISFACTION OF CSXT'S CONSTRUCTION MONITORING REPRESENTATIVE.

A WORK SITE SAFETY PLAN THAT INCLUDES A RECOGNITION TO KEEP ALL PERSONNEL FROM FOULING CSXT RAIL OPERATIONS, A FALL PROTECTION PLAN DESCRIBING THE MEASURES TO BE TAKEN WHEN REQUIRED, AND A FIRE PROTECTION PLAN SHALL BE PRESENTED AND ACCEPTED BY CSXT FOR WORK ON, OVER OR ADJACENT CSXT PROPERTY.

ALL WASTE MATERIALS GENERATED BY THIS PROJECT, INCLUDING WASHING WITH CLEANING SOLVENTS, BLASTING, SCRAPING, BRUSHING AND/OR PAINTING OPERATIONS, SHALL BE THE RESPONSIBILITY OF THE AGENCY OR ITS CONTRACTOR, AND SHALL BE CONTAINED, COLLECTED AND PROPERLY DISPOSED OF BY THE STATE OR ITS CONTRACTOR. THE STATE AND ITS CONTRACTOR AGREE TO FULLY COMPLY WITH ALL FEDERAL, STATE, AND LOCAL ENVIRONMENTAL LAWS, REGULATIONS, STATUTES AND ORDINANCES AT ALL TIMES.

CSXT MAY REQUIRE FULL TIME RAILROAD FLAGGING FOR ANY PROJECT TASKS THAT MAY HAVE THE POTENTIAL TO FOUL THE TRACK OR CAUSE A HAZARD TO TRAIN MOVEMENTS.

CSXT HAS SOLE AUTHORITY TO DETERMINE THE NEED FOR TRACK PROTECTION REQUIRED TO PROTECT ITS OPERATIONS AND PROPERTY. IN GENERAL, TRACK PROTECTION WILL BE REQUIRED WHENEVER CONTRACTOR OR EQUIPMENT ARE, OR ARE LIKELY TO BE, WORKING WITHIN FIFTY (50) FEET OF TRACK OR OTHER TRACK CLEARANCES AS SPECIFIED BY CSXT.

UPON COMPLETION OF THE WORK ON CSXT PROPERTY, THE CONTRACTOR SHALL REQUEST THE OWNER TO ARRANGE A FINAL INSPECTION OF THE PROJECT WITH THE RAILROAD'S PROJECT ENGINEER OR THEIR AUTHORIZED REPRESENTATIVE.

CSXT SHALL BE FURNISHED AS-BUILT DRAWINGS SHOWING ACTUAL OPERATING CLEARANCES AS CONSTRUCTED PRIOR TO PROJECT COMPLETION AND CLOSEOUT.

NORFOLK SOUTHERN RAILWAY COORDINATION NOTES

THE CONTRACTOR SHALL COMMENCE NO WORK OVER THE RAILROAD RIGHT-OF-WAY UNTIL HAVING FULLY COMPLIED WITH THE CONDITIONS PRESENTED IN THE NS PUBLIC PROJECTS MANUAL (SEE APPENDIX E, NORFOLK SOUTHERN - SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS), AND HAVING RECEIVED WRITTENAUTHORIZATION TO PROCEED WITH CONSTRUCTION.

NORFOLK SOUTHERN RAILWAY CONTACT INFORMATION:

ELDRIDGE W. CHAMBERS SENIOR ENGINEER - PUBLIC IMPROVEMENTS NORFOLK SOUTHERN CORPORATION 650 PEACHTREE STREET, NW, BOX 45 ATLANTA, GA 30308 (470) 463-6307 (O) ELDRIDGE.CHAMBERS@NSCORP.COM

GENERAL NOTES	
DESIGN AGENCY	
DESIGNER	
GTF REVIEWER BCP 12-18-24 PROJECT ID 98508 SHEET TOTAL 5 21	

							EPOXY-L	IRETHANE SEALER			Deck		Approach Slabs		Totals			
			Seal D	eck	Seal Approach		PIER COLUMNS PERIMETER (1 PIE	PIER CAPS PE R) PIER)	RIMETER (1 BARRIER SEALING PERIMETER (1 SIDE)	Length	Width	Area	Area	SRS	GFR	EPOXY		
Bridge Number	SFN 3115000	Feature Intersected	GFR V	SRS	Slab	Parapet	FT	FT	FT	FT 276	FT 44.30	SQ. FT.	SQ. FT.	S.Y.	S.Y.	S.Y.	COMMENTS	
HAM-275-0034L	3115909	Central RR of Indiana	N N	Y N	Y Y	<u> </u>				376	44.30	16656	2215	2097	2097			
HAM-275-0304R	3116034	Lawrenceburg Rd	N	Y	Y	Y			10	156	44.29	6910	2215	1014	0	476	3	
HAM-275-0304L	3116026	Lawrenceburg Rd	Y	Ν	Y	N				156	44.29	6910	2215	0	1014			
HAM-275-0312L	3116069	Whitewater River	Y	N	Y	Y			10	569	44.30	25206	2215	0	3047	678	3	
HAM-275-0312R HAM-275-0397R	3116115	Kilby Road	Y Y	N N	Y Y	N				254	68 20	25036	3410	0	2304			
HAM-275-0397L	3116107	Kilby Road	Y	N	Y	N				254	52.30	13284	2615	0	1767			
HAM-275-1389L	3116514	Blue Rock Road	Y	N	Y	Ν				232	56.30	13061	2815	0	1764			
HAM-275-1389R	3116522	Blue Rock Road	N	Y	Y	<u>N</u>				232	56.30	13061	2815	1764	0			
HAM-275-2238L	3111822	Kenn Road	Y	N	Y	<u>N</u>				152	77.00	11704	3850	0	1728			
HAM-275-2338R	3112098	SR4	N I	Y	Y	N				196	90.14	17667	4507	2464	0			
HAM-275-2338L	3112063	SR4	Y	N	Y	N				196	90.14	17667	4507	0	2464			
																	SEE GENERAL NOTES -	
	0440400	007/7		K I		\ <i>\</i>					04.00	45004	4000		0450			
ΠΑΙΝΙ-210-2438L	3112128	SR747	Y V	N N	Y I	۲ N			10	181	<u>84.00</u> 91.70	16597	4200		2150	257		
HAM-275-2454L	3112217	Chessie System RR	Y I	N	Y	Ŷ			9	194	98.74	19156	4937	0	2677	243	3	
HAM-275-2454R	3112241	Chessie System RR	<u>Y</u>	N	Y	Y			9	194	102.09	19805	5104	0	2768	243	3	
HAM-275-2594L	3112365	Ramp/I75;I275	N	Y	Y	N				140	76.30	10682	3815	1611	0			
HAM-275-2594R	3112454	Ramp/I75;I275	N N	Y	Y	N				142	81.70	11601	4085	1743	0			
HAM-275-2612L	3112489	Norfolk Southern RR	N N	ř Y	T Y	N N				159	94.00	9985	3140 4700	2204	0			
HAM-275-2620L	3112543	Mill Creek	Y	N I	Y	N				263	62.80	16516	3140	0	2184			
HAM-275-2620R	3112578	Mill Creek	Y	N	Y	Ν				266	89.50	23807	4475	0	3142			
HAM-275-2645L	3112608	Mosteller Road	Y	N	Y	Y			10	186	83.60	15549	4180	0	2192	262	2	
HAM-275-2645R	3112632	Mosteller Road	Y	N	Y	<u>N</u>				189	83.78	15834	4189	0	2225			
HAM-275-2722R	3112691	Enterprise/Depot Drive	Y Y	N N	Y Y	N				184	62 30	13578	3050	0	1914			
																	SEE GENERAL NOTES -	
HAM_275_2733R	3112780	Norfolk Southern RR	N	v	v	Ν	53	100		266	72 04	19/03	3647	2561	0		PROPOSED STRUCTURE	
HAM-275-2733L	3112756	Norfolk Southern RR	Y	N	Y	N				237	64.30	15239	3215	0	2050			
HAM-275-2749R	3112845	Reading Rd; NSRR	N	Y	Y	Y			10	399	72.96	29112	3648	3640	0	499)	
HAM-275-2749L	3112810	Reading Rd; NSRR	N	Y	Y	Y			10	397	63.30	25130	3165	3144	0	497	7	
HAM-275-2884L	3112969	Private Dr; Sharon LK	N	Y	N	<u>N</u>				240	85.00	20400	0	2267	0			
HAM-275-3062L	3113086	Indiana - Ohio RR	N N	r Y	Y I	<u> </u>				134	79.81	10695	3991	1632	0			
HAM-275-3062R	3113116		N	Y	Y	N				134	79.69	10679	3985	1629	0			
HAM-275-3076L	3113140	Deerfield Road	N	Y	Y	Ν				149	88.50	13186	4425	1957	0			
HAM-275-3076R	3113175	Deerfield Road	N	Y	Y	N				149	91.38	13615	4569	2020	0			
HAM-275-3122R	3113204		N N	ř Y	Y Y	N				281	75.30	22001	3765	2963	0			
HAM-275-3137L	3113299	I275; ramps I71	N	Y	Y	N				207	79.80	16518	3990	2279	0			
HAM-275-3137R	3113329	I275, ramps I71	N	Y	Y	N				207	64.50	13351	3225	1842	0			
HAM-275-3333R	3113507	Weil Road	N	Y	Y	Y			10	150	75.00	11250	3750	1667	0	222	2	
HAM-275-3333L	3113477	Weil Road	N N	Y V	Y V	Y			10	150	75.00	11250	3750	1667	0	222	2	
HAM-275-3484R	3113590	Loveland Road	N	Y	Y	Y			10	364	69.30	25225	3465	3188	0	460)	
HAM-275-3500L	3113604	Little Miami River; bikeway	N	Y	Y	N				861	53.40	45977	2670	5405	0			
IAM-275-3500R	3113612	Little Miami River; bikeway	N	Y	Y	Y			10	861	53.40	45977	2670	5405	0	1012	2	
HAM-275-3512L	3116735	Nordyke Road	N V	Y 	Y V	N				127	65.00	8255	3250	1278	1070			
HAM-275-3728R	3116883	FiveMile Road	n I	IN Y	Y	N N				236	65.00	0200 15340	3250	2066	۱ <i>۲۱</i> ۵ ۱			
HAM-275-3728L	3116875	FiveMile Road	<u>N</u>	Y	Y	N				236	65.00	15340	3250	2066	0			
HAM-275-3777R	3116921	Markley Road	N	Y	Y	Ν				335	44.00	14740	2200	1882	0			
HAM-275-3777L	3116913	Markley Road	N	Y	Y	Y			10	245	44.00	10780	2200	1442	0	328		SF
																	SEE GENERAL NOTES - PROPOSED STRUCTURE	DE
HAM-275-3895R	3116972	Birney Lane	N	Y	Y	Ν				246	45.00	11070	2250	1480	0		REPAIR	
HAM-275-3895L	3116964	Birney Lane	N	Y	Y	Ν				175	47.00	8225	2350	1175	0			
																	SEE GENERAL NOTES -	
1AM-275-30/01	3117006	11852 18275	N	v	v l	Ν				179	56 30	10021	2815	1/26	0		PROPOSED STRUCTURE REPAIR	
	0117000		1 N	I		I N				170	00.00	10021	2010	1420	0		SEE GENERAL NOTES -	
																	PROPOSED STRUCTURE	
HAM-275-3940R	3117014	US52; IR275	N	Y	Y	N				178	52.30	9309	2615	1325	0		REPAIR	DE
HAM-275-4063L	3117162	Sutton Road		Y	Y	N				215	61.50	13222	3075	1811	0			
1AM-275-41091	3117200	Kellogg Ave	N N	T Y	Y	N				187	56.30	10528	2015 2815	1045	0			
ΔM-275-/100R	3117219	Kellogg Ave	N	Y	Y	N				196	73.90	14484	3695	2020	0			
	· · · · •			-	-			1				· · · • •			.			

Ω HAM-BS-FY2026



HAM-BS-FY2026

BENCHMARK DATA	
BM #1 STA. 14+77.89 , ELEV. 608.38 , OFFSET 8.00' RT. , IPIN BM #2 STA. 1215+98.87, ELEV. 613.65 , OFFSET 73.11' RT., CMON	
OTES DETAILS AND DIMENSIONS ON THIS SITE PLAN ARE FROM ARCHIVED PLANS AND SHOULD BE USED FOR REFERENCE ONLY AND FOR PURPOSES OF RAILROAD COORDINATION.	DOT#524961F)
EGEND • EXISTING HORIZONTAL CLEARANCES ARE: PIER 1 = 16'-4 ³ / ₄ " PIER 2 = 12'-8 ¹ / ₄ " * - 23'-0" REQUIRED MINIMUM VERTICAL CLEARANCE 23'-5 ¹ / ₂ " ACTUAL MINIMUM VERTICAL CLEARANCE - LIMITS OF SEALING CONCRETE BRIDGE DECKS WITH SOLUABLE REACTIVE SILICATE	^{>} LEMENTAL SITE PLAN No.: HAM-275-2612 L&R THERN RAILROAD (CF-19.51, I
EXISTING STRUCTURE	DOU.
TYPE: CONTINUOUS STEEL BEAM WITH COMPOSITE REINFORCED COMPOSITE REINFORCED CONCRETE DECK AND SUBSTRUCTURE SPANS: 48'-0"±, 60'-0"±, 48'-0"± C/C BRGS. ROADWAY: 80'-5½"± T/T PARAPETS (LEFT BRIDGE) VARIABLE WIDTH T/T PARAPETS (RIGHT BRIDGE) LOADING: HS25 (CASE I) AND ALT. MILITARY LOADING 0.050 KSF FUTURE WEARING SURFACE 0.015 KSF FUTURE WEARING SURFACE 0.015 KSF FUTURE WEARING SURFACE SKEW: 21° 24' L.F. WEARING SURFACE: 1" MONOLITHIC CONCRETE APPROACH SLABS: AS-1-81 (25' LONG) ALIGNMENT: TANGENT CROWN: 0.016 FT/FT	BRII I-275 OVER NORFOLK 9
DATE BUILT: 1960 (ORIGINAL CONSTRUCTION) 2009 (SUPERSTRUCTURE REPLACEMENT) DISPOSITION: CONCRETE DECK TO BE SEALED COORDINATES: LATITUDE 39°17'19.57" LONGITUDE -84°26'07.72"	SFN 3112489 SFN 3112519 DESIGN AGENCY
PROPOSED WORK	
1) SEAL CONCRETE DECK AND APPROACH SLABS OF THE LEFT BRIDGE AND THE RIGHT BRIDGE WITH SOLUABLE REACTIVE SILICATE CONCRETE SEALER.	DESIGNER GTFCHECKER BCPREVIEWER CAH12-18-24PROJECT ID 9850898508SUBSETTOTAL 111SHEETTOTAL 11820



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