

PRE-INSPECTION REPORT

BRIDGE NO HAM-71-0248R

(IR 71 NB OVER EDEN PARK DRIVE AND FLORENCE AVENUE)

(BRIDGE NO. 8)



INTERIM INSPECTION FOR TWO PIER CAPS

INSPECTION DETAILS:

Bridge No.: HAM-71-0248R

SFN: 3106802

Features Intersected: Eden Park Drive and Florence Avenue

Number of Caps to Inspect: 2 (4 pier caps on bridge)

Number of Inspection Days: 1

Inspection Dates: June 16th or June 17th, 2016

Inspection Hours: 8:00 AM to 4:00 PM on Florence Avenue

Inspection Equipment: 46' Bucket Truck; Ladders

INTRODUCTION: Palmer Engineering will inspect the girder diaphragm connections and web stiffeners on the interior of two fracture critical pier caps on this structure to evaluate the progression of weld cracks. The previous fracture critical inspection identified cracks in a fillet weld between the south web and a stiffener plate in Pier Cap 9. Cracks were also noted in the fillet welds between the web and bottom flange plates of Pier Cap 10 and the diaphragms of Girders A and D. Pier Cap 9 spans over the south sidewalk of Eden Park Drive. Pier Cap 10 extends over Florence Avenue. The inspection will be performed during daylight hours according to lane closure limitations. The work will be completed in one day. Traffic control on Florence Avenue will be conducted by AWP. Traffic control details are included herein.

The inspection crew assigned to this structure is:

TEAM LEADER	Craig Jacob, PE (Palmer Engineering Company)
BRIDGE INSPECTOR	Craig Litmer, PE (Palmer Engineering Company)
BRIDGE ATTENDANT	Scott Walker (Palmer Engineering Company)

The inspection team will perform an interim Inspection focused on the girder diaphragm and web stiffener connections on Pier Caps 9 and 10. The inspection will adhere to the Confined Space Entry Procedure further defined herein.



VAR-DISTRICT 8 BRIDGE INSPECTIONS NO. 2015-2
PID# 87117
MAY 17, 2016
Bridge No. HAM-71-0248R

BRIDGE INFORMATION: Bridge HAM-71-0248R is a thirteen span bridge built in 1966. In spans 1 through 8 the superstructure is comprised of rolled steel stringers. Spans 9 through 13 carry welded steel plate girders that frame directly into the steel pier caps. The overall length of the bridge is 1158.21'.

Four fracture critical pier caps are each supported by three concrete columns at Piers 9, 10, 11 and 12. The caps are continuous welded box members with cantilever ends up to 13'-7 ½" in length. Nine welded plate girders frame into the box sections. The girder webs are bolted by vertical double angles to the cap webs. The top flange splice plates are bolted to the top flanges of the pier caps and of the girders on each side of the cap. The bottom flange splice plates pass through the web plates of the pier caps and are bolted to the bottom flanges of the girders on each side of the caps. Refer to Appendix A for existing pier cap plans.

A 2012 rehabilitation project performed the following repairs on this structure:

- Cleaning and painting the interior and exterior surfaces of all caps
- Removal of interior diaphragm knee braces on the caps
- Bolted retrofit of welded drainage bracket and lateral bracing gusset connections to the web plates of all pier caps
- Coping of intersecting fillet welds on the knee braces attached to the pier cap webs and girder bottom flanges
- Grinding of miscellaneous tack welds on the caps
- Drilling and sawcutting of pressure relief holes in the web plates of the caps
- Replacement of the center bearing below the cap of Pier 12

CONFINED SPACE ENTRY PROCEDURE: The inspection of the caps falls under the Ohio Department of Transportation Confined Space Entry Program. The procedure to be used will be Class B – Non-Permit Required Entry. This procedure states “Class B inspections are arms-length inspections performed on bridges/culverts that require no special provisions for confined space issues. An air monitor is required at all times while in the confined space.”

The entry procedure we will employ is described as follows:

- Open pier caps at least 2 hours prior to entry.
- Record air quality readings prior to entering the cap.
- Monitor air quality periodically and record readings upon re-entering
- The attendant stationed outside of the cap shall maintain contact with inspectors at all times.

Additional safety precautions include:

- Take initial air monitor readings and keep air monitor in the cap and functioning throughout the inspection.
- Two inspectors will be in the cap during inspection. An attendant will be stationed outside of the cap at all times.
- Particulate respirators will be worn at all times.
- Hard hats, safety goggles, and gloves will be worn at all times.
- Harnesses and lanyards will be worn at all times by all personnel.

PERMITTING AND COORDINATION: The following entities will be involved in the permitting and coordination of all work associated with the inspection of these caps.

ODOT – A right of entry permit is necessary through ODOT District 8 (SEE APPENDIX C). The following ODOT personnel will be contacts:

Brandon Collett – Structures Planning Engineer	(513)933-6643
Jon Milesky – District Work Zone Traffic Manager	(513) 933-6518
Tom Makris – Right-of-Way Use Permits	(513) 933-6577

CITY OF CINCINNATI – A right of entry permit is required through the City of Cincinnati (SEE APPENDIX C). This permit will stipulate lane closure limitations and approve any proposed traffic control. Contacts are:

Anthony ____ – DOTE Permit and License Center	(513) 352-3463
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AWP TRAFFIC SAFETY – AWP will be the traffic control subcontractor for this inspection. Please see Appendix B for the proposed maintenance of traffic schemes. Contacts are:

TBD – Field Superintendent	TBD
	TBD

PALMER ENGINEERING – Contacts specific to this bridge are:

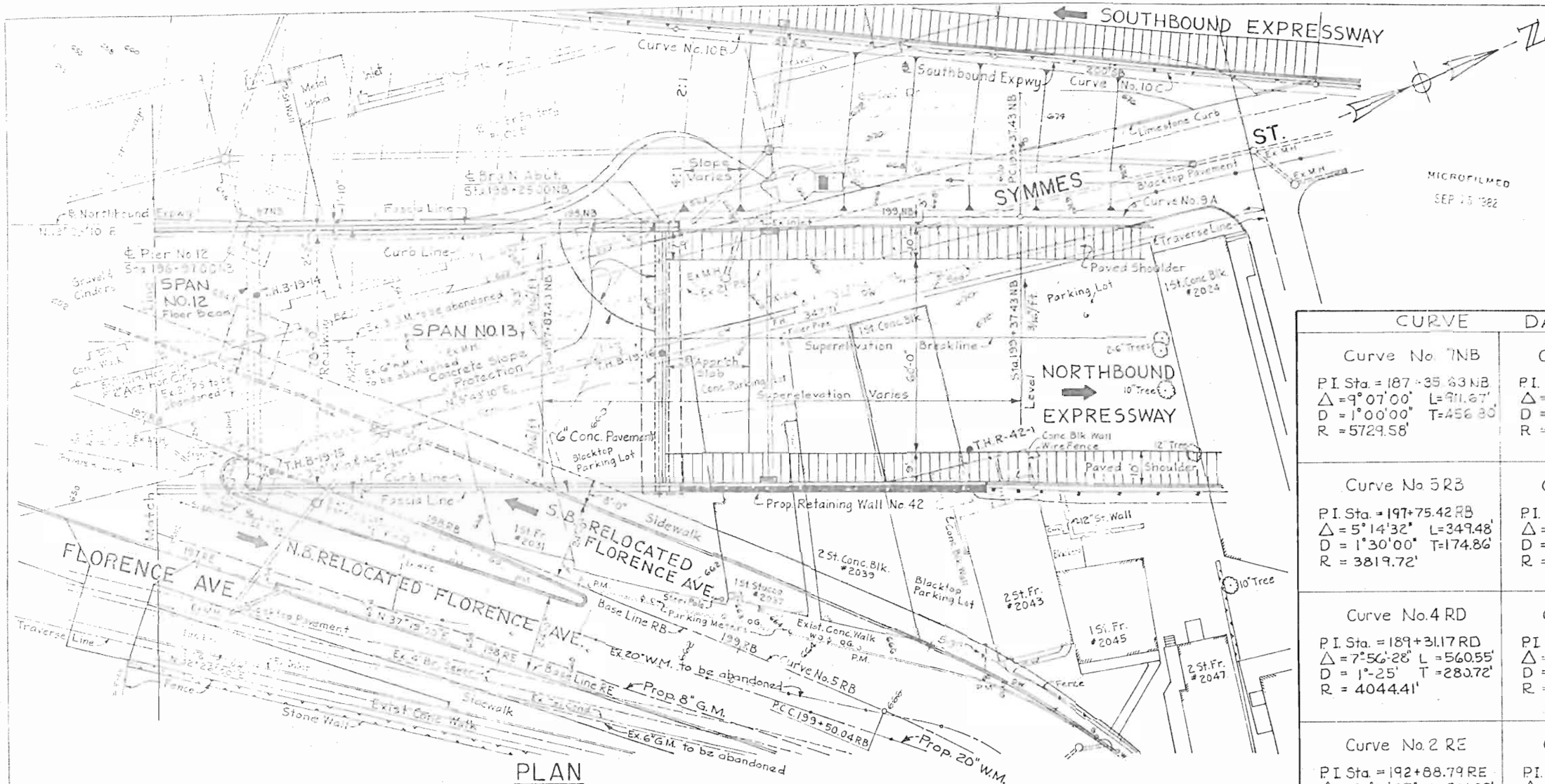
Craig Jacob –Team Leader	(513) 469-1600 (W)
	(513) 310-0560 (C)
Bronson Funke – Project Manager	(513) 469-1600 (W)
	(513) 404-7709 (C)

Approved right of entry permits from both ODOT and the City of Cincinnati will be kept on the job site throughout the inspection period.

TRAFFIC CONTROL: AWP will be responsible for installation of traffic control devices to close lanes and direct traffic around the work zones on Florence Avenue. A brief description of the closures is as follows. Refer to Appendix B for sketches.

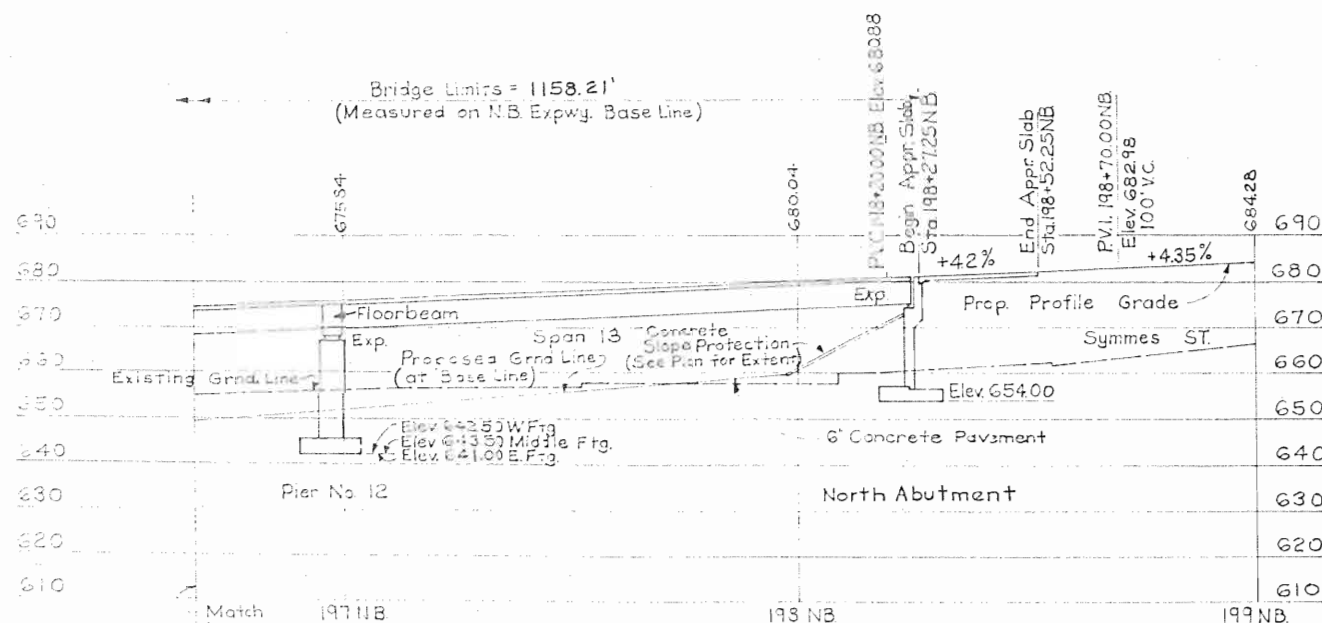
FLORENCE AVENUE – Only one of the four lanes on Florence Avenue will be closed during any duration from 8:00 AM to 4:00 PM to inspect Pier Cap 10. This work will be performed on Friday, June 17th. See the MOT sketches in Appendix B.

APPENDIX A
EXISTING PIER CAP PLANS



CURVE DATA	
Curve No. 7NB PI Sta. = 187+35.83NB $\Delta = 9^{\circ}07'00''$ L=911.87' D = 1^{\circ}00'00'' T=456.80 R = 5729.58'	Curve No. 4RB PI Sta. = 193+36.59RB $\Delta = 13^{\circ}33'07''$ L=180.69' D = 7^{\circ}30'00'' T=90.77' R = 763.94'
Curve No. 5RB PI Sta. = 197+75.42RB $\Delta = 5^{\circ}14'32''$ L=349.48' D = 1^{\circ}30'00'' T=174.86' R = 3819.72'	Curve No. 3RC PI Sta. = 189+75.07RC $\Delta = 14^{\circ}45'46''$ L=310.80' D = 4^{\circ}45'00'' T=156.26' R = 1206.23'
Curve No. 4RD PI Sta. = 189+31.17RD $\Delta = 7^{\circ}56'28''$ L=560.55' D = 1^{\circ}25' T=283.72' R = 4044.41'	Curve No. 1RE PI Sta. = 185+99.85RE $\Delta = 7^{\circ}13'37''$ L=412.97' D = 1^{\circ}45'00'' T=206.76' R = 3274.05'
Curve No. 2RE PI Sta. = 192+88.79RE $\Delta = 20^{\circ}10'07''$ L=201.69' D = 10^{\circ}00'00'' T=101.90' R = 572.96'	Curve No. 2EP PI Sta. = 15+41.95EP $\Delta = 63^{\circ}24'22''$ L=456.63' D = 13^{\circ}40'00'' T=253.93' R = 419.24'

PLAN



PROFILE

(Along N.B. Expressway)

PROPOSED STRUCTURE

Type: Continuous steel beams (Spans 1 through 8) and continuous plate girders (Spans 9 through 13) with reinforced concrete deck and substructure.

Spans: 66'-0" (Spans 1 through 8) 107'-0" (Span 9) 134'-0" (Span 10) 128'-0" (Spans 11 through 13)

Roadway: Varies, see plan; 80 min f/f parapet

Skew: 0° (measured from forward tangent)

Load Frequency: CF=2000 (S7) Adequate for AASHO alternate loading.

Wearing Surface: 1" Monolithic Concrete

Approach Slab: AS-1-54 (25'-0" Long)

Alignment: See plan.

Superelevation: Varies, see plan.

SFN 3106802

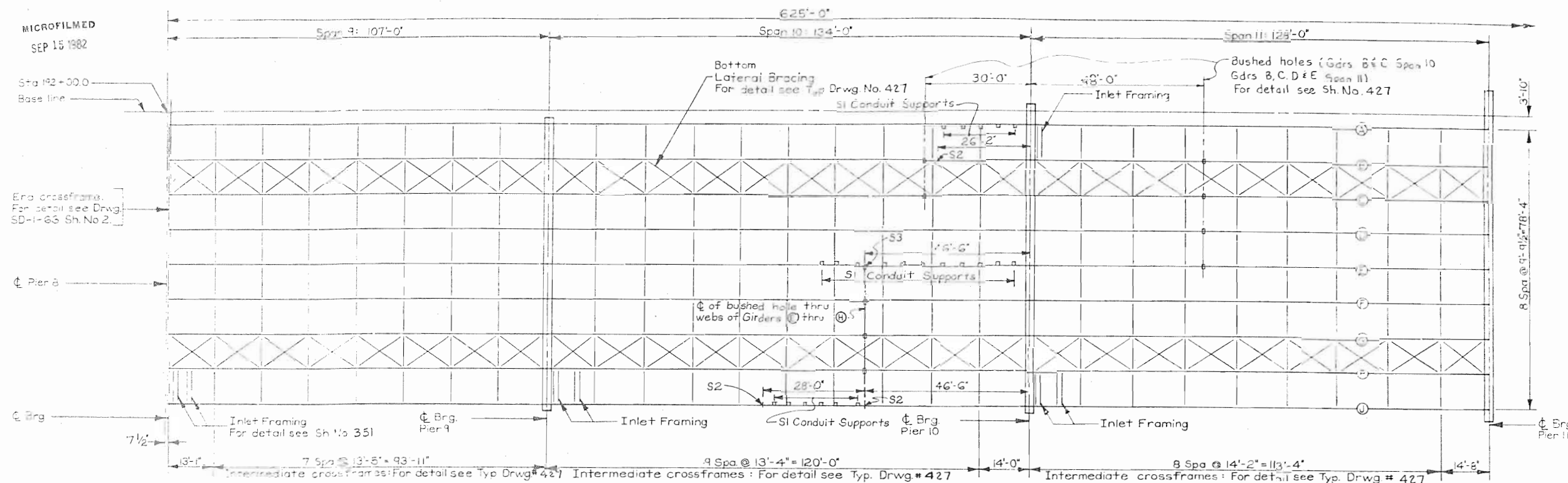
SITE PLAN

BRIDGE No. HAM-71-0224
OVER EDEN PARK ENTRANCE
AND FLORENCE AVE.

H&E BRIDGE No. 19 SHEET 3 of 3

DESIGNED BY: C.T.M. DRAWN BY: C.T.M. CHECKED BY: C.T.M. DATE: 2-1-54

MICROFILMED
SEP 15 1982

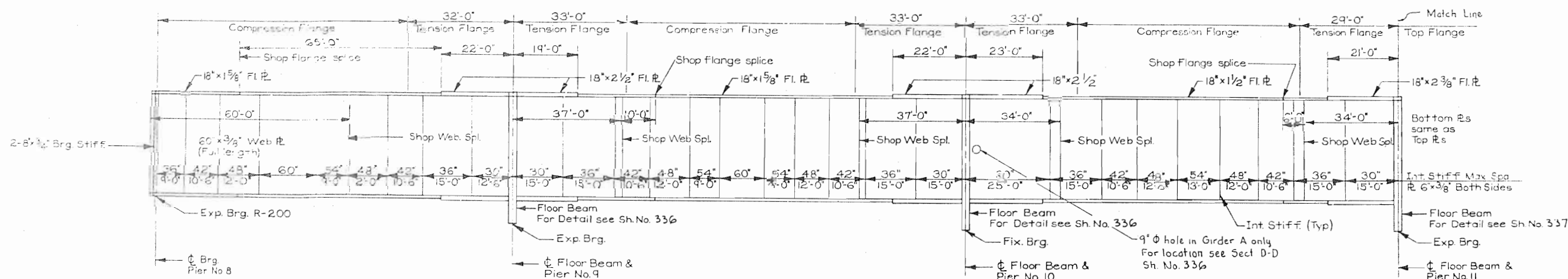


FED. RD. DIST.	STATE	PROJECT	SHEET NO.
2	OHIO		334 460

HAMILTON COUNTY
HAM-71-2.08

Note:
For Beam Clamp Details see Sh. 220
For Details of Conduit and Junction Box Supports see Sh. 220
Conduit and Junction Box Supports must be fastened to the stiffeners or web on the east side of Girder A and on the west side of Girders B, E, and J.
Required: Conduit Support Type SI-22
Junction Box Support Type S2-3
Beam Clamp Type C1-4
See Sheet 220 for details of Detector Hanger Bars.

FRAMING PLAN

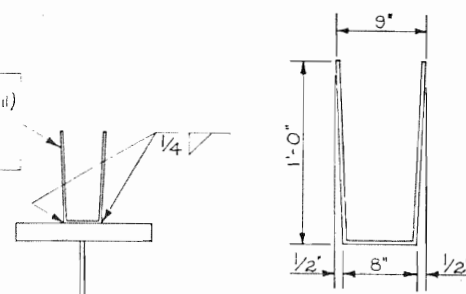


GIRDER ELEVATION

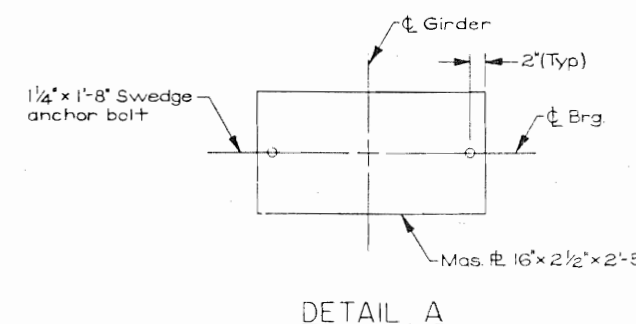
For bearing detail R-200 see Std. Drwg. RB-1-55 except masonry plates modified as shown on Detail A.
For detail of roadway end dam at Pier No. 8 see Sh. No. 339
For bearing details at piers 9, 10, & 11 see Sh. No. 335
For Deflection and Camber Diagram see Sh. No. 338

GIRDERS	SPAN 9	SPAN 10	SPAN 11	SPAN 12	SPAN 13
A	15	22	0	0	0
B	8	22	21	21	21
C	8	22	21	21	21
D	8	22	21	21	21
E	8	22	21	21	21
F	18	22	21	21	21

1" x 1/4" Anchor Bars
Spa. @ 6'-0" (see detail)
(Included with Item 513 for payment)
(Total 555. See box.)



ANCHOR BAR DETAIL



DETAIL A

SFN 3106802

Work this Sheet with Typ. Drawing No. 427

HAZLET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

STRUCTURAL STEEL DETAILS

UNIT 3

BRIDGE No. HAM-71-0224

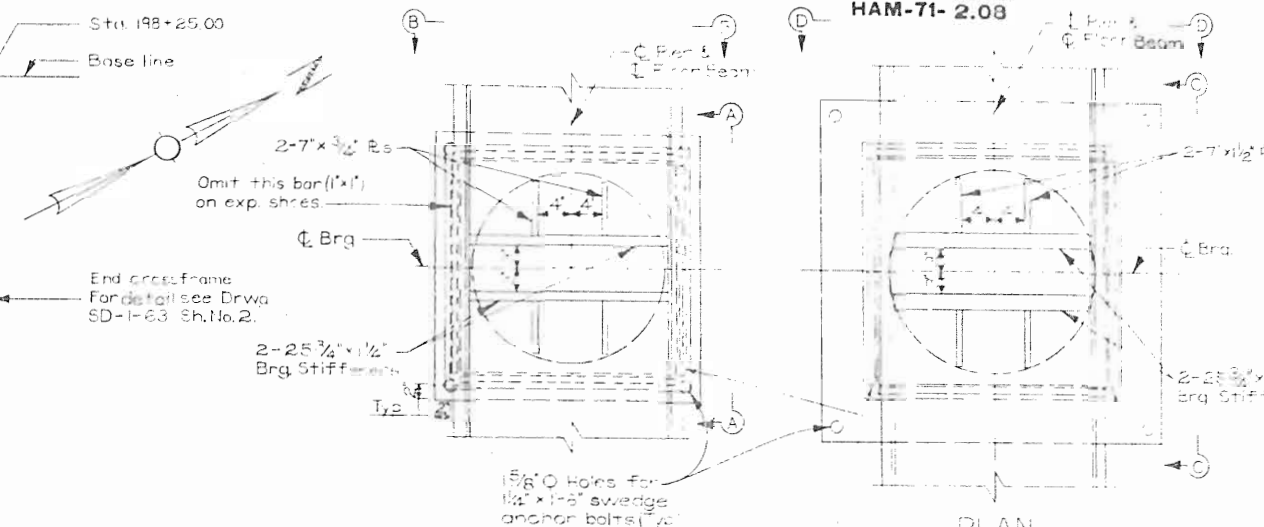
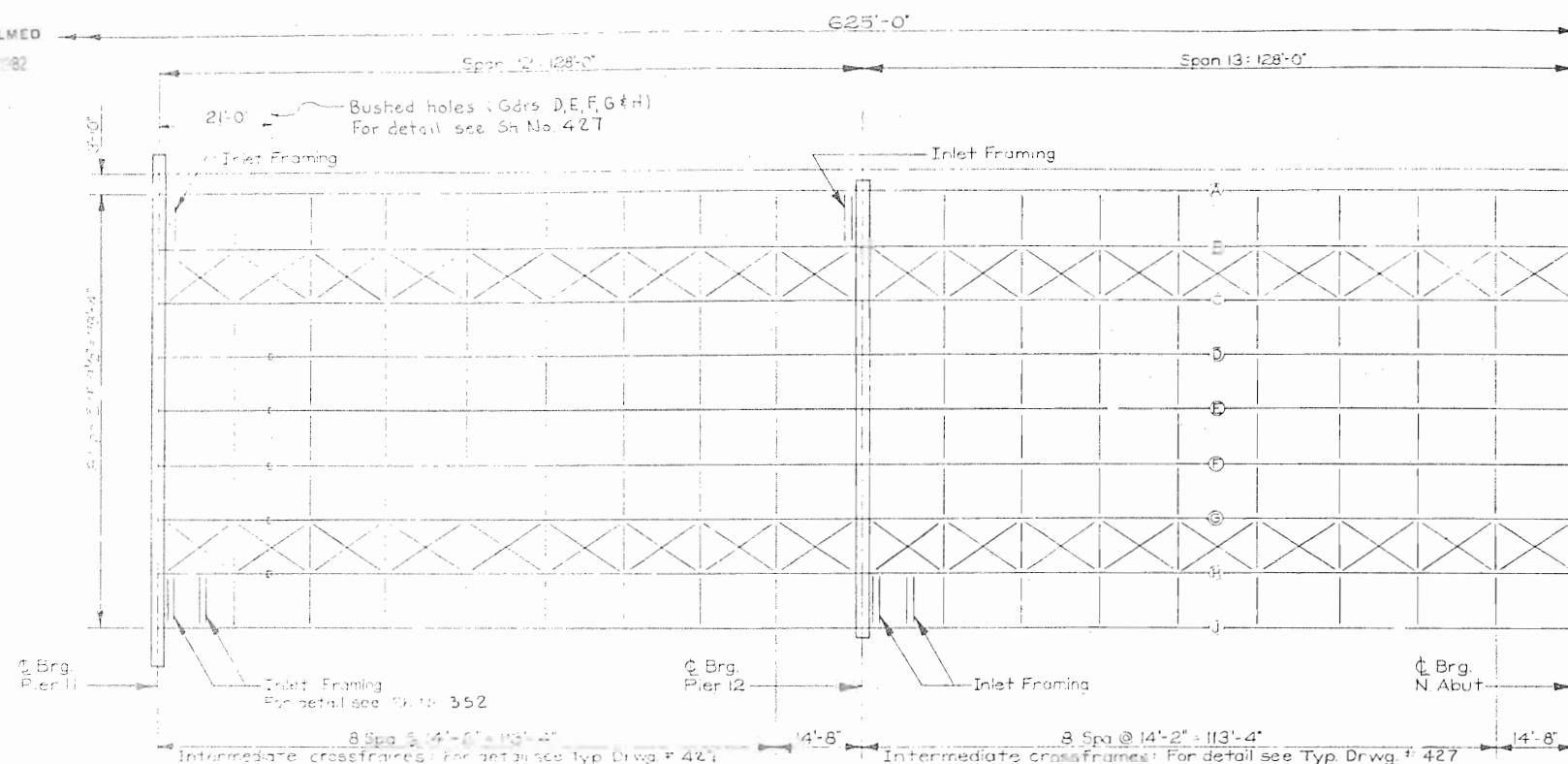
H&E BRIDGE NO. 19

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISION
MKK			JHS 4/10/65	8-30-65	

MICROFILMED
SEP 15 1982

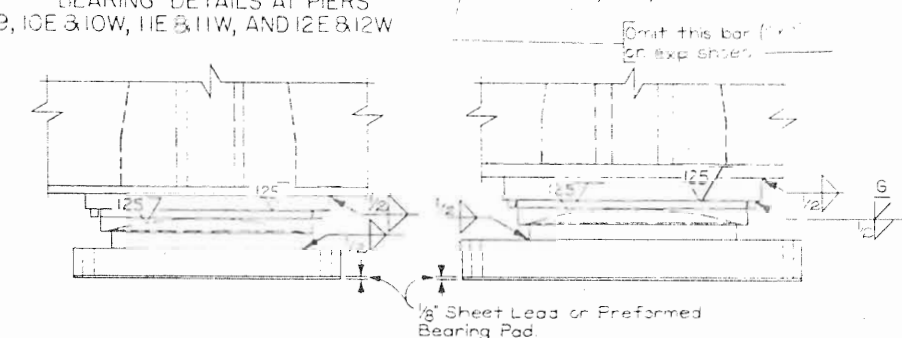
FED RD Dist	STATE	PROJECT	FISCAL YEAR
2	OHIO		

HAMILTON COUNTY
HAM-71- 2.08



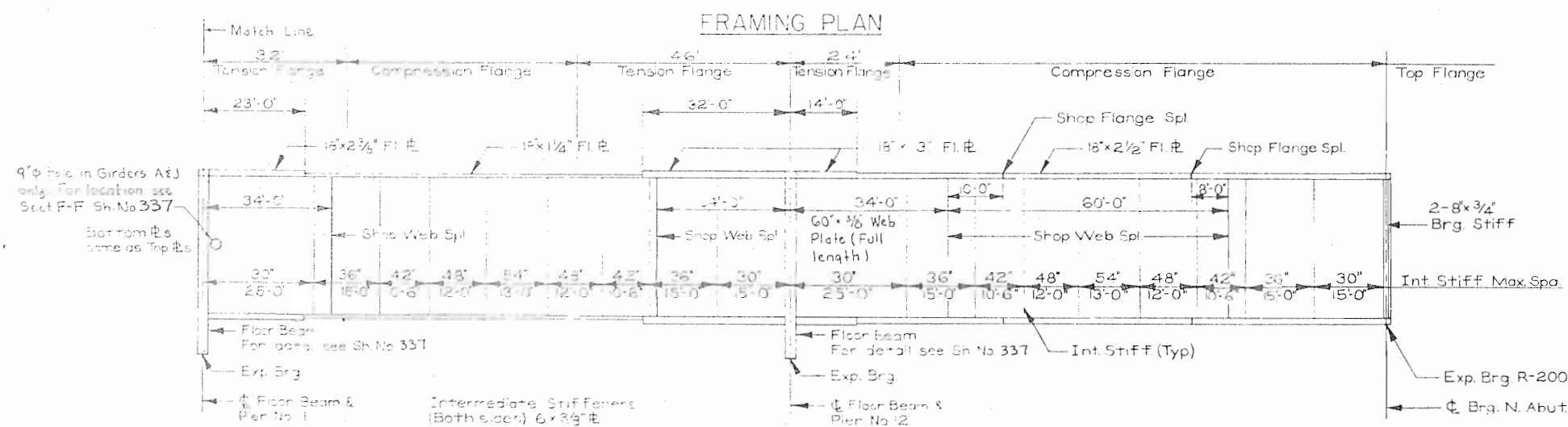
PLAN
BEARING DETAILS AT PIERS
9, 10E & 10W, 11E & 11W, AND 12E & 12W

PLAN
BEARING DETAILS AT PIERS
10C, 11C, & 12C

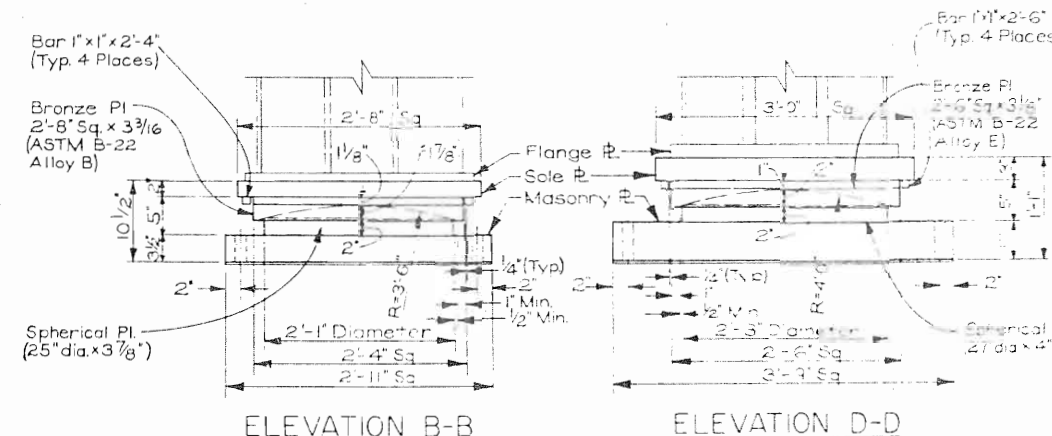


ELEVATION A-A

ELEVATION C-C



GIRDER ELEVATION



ELEVATION B-B

ELEVATION D-D

For bearing detail R-200 see Std. Drwg. RB-1-55 except masonry plates modified as shown on Detail A, Sh. No. 334.
For detail of roadway end abut at N Abut see Sh. No. 339.
For treatment of end of bridge at N Abut see Std. Drwg. No. CD-1-63 Sh. No. 2, "Longitudinal Section".

Notes: For Specifications for Self Lubricating Bronze Bearing Plates see Standard Drawing FSB-1-62

Work this Sheet with Typ. Crwg. No 427

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CINCINNATI, OHIO

STRUCTURAL STEEL DETAILS

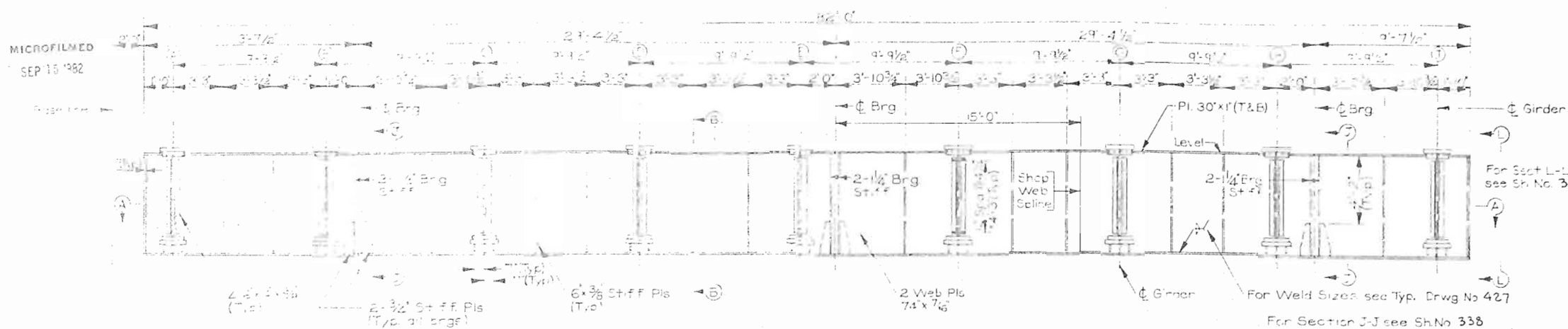
22

BRIDGE No HAM 7: 0224

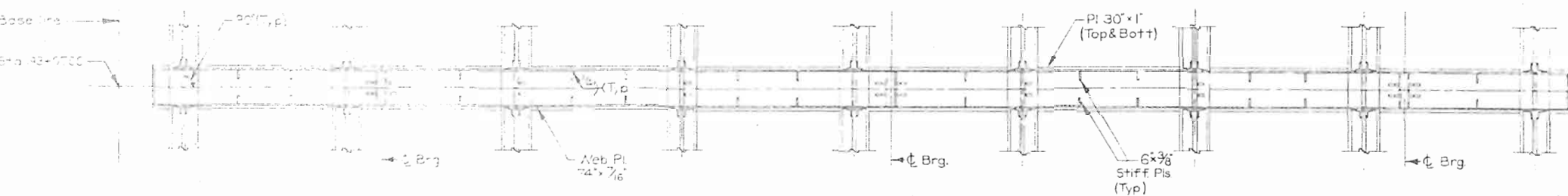
H&E BRIDGE NO. 19

ORGANIZATION	ADDRESS	TELEPHONE	CHECKED	RECEIVED DATE	REMARKS
MRK			JHO GHALS	MAR. 8-30-65	

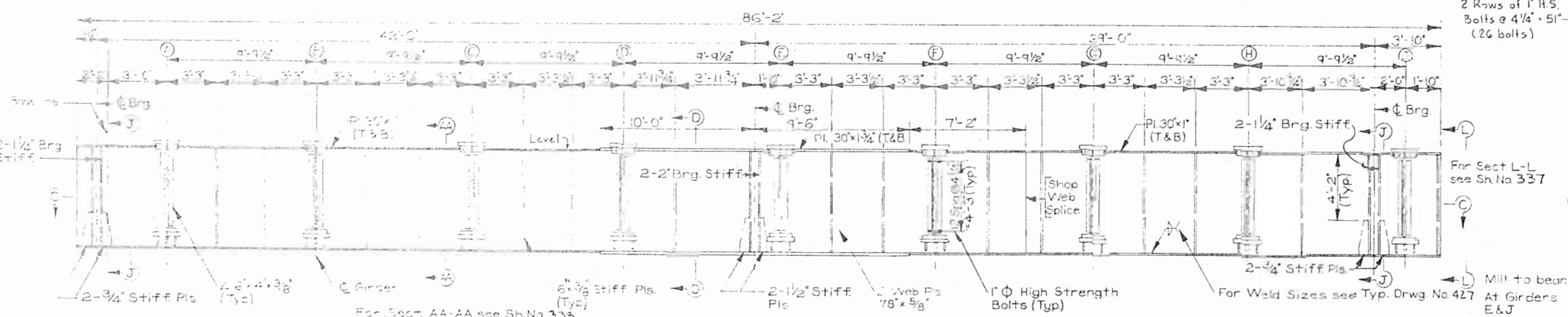
SFN 3106802



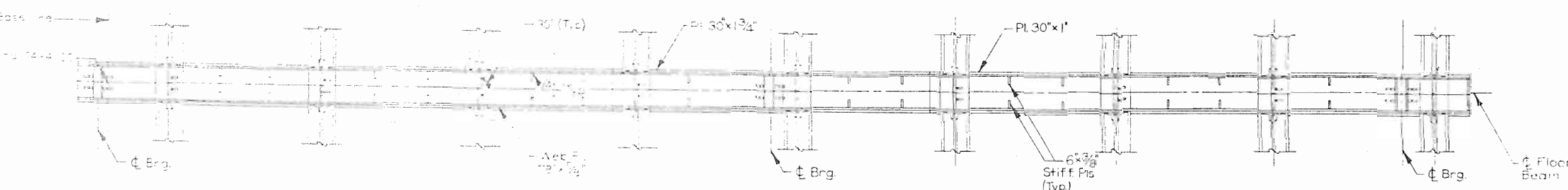
ELEVATION OF FLOOR BEAM NO. 9



SECTION A-A



ELEVATION OF FLOOR BEAM NO. 10



SECTION C-C

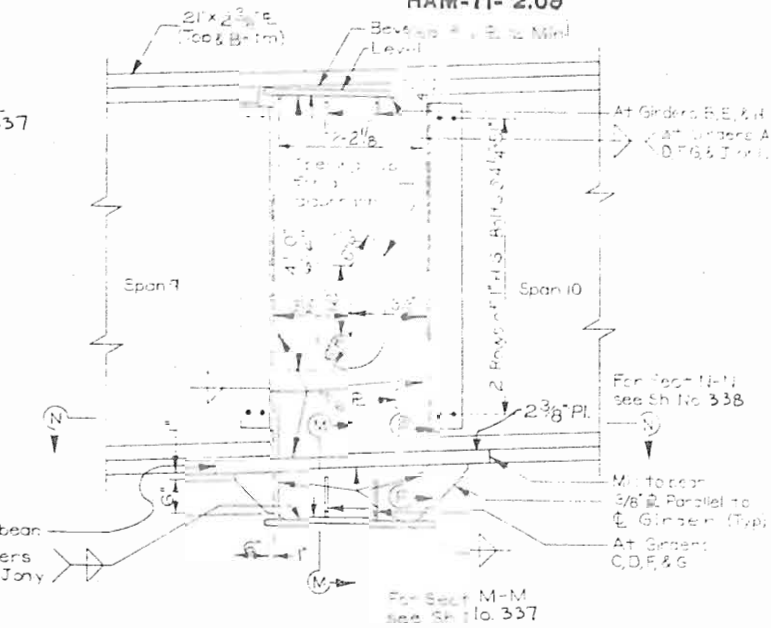
Note: For fillet weld sizes not shown see "TABLE OF FILLET WELD SIZES," Sh. No. 427

FED. RD. DIV.	STATE	PROJECT	FISCAL YEAR
2	OHIO		

33

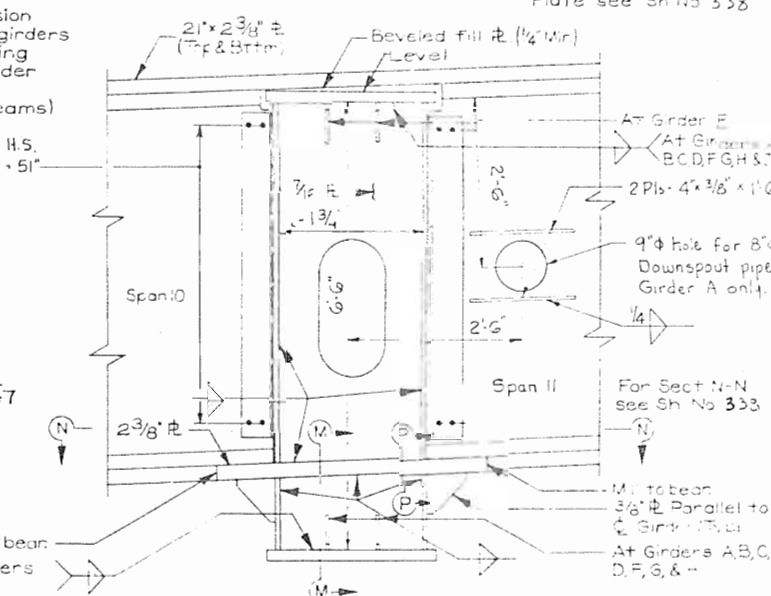
46

HAMILTON COUNTY
HAM-71- 2.08



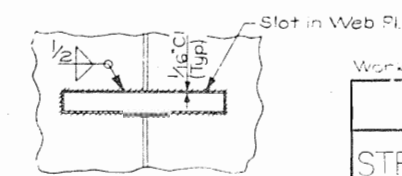
SECTION B-B

For Plan of Top Splice
Plate see Sh No 338



SECTION D D

For Sect M-M
see Sh No. 337



SECTION P-P

Work this sheet with Sheet 337

HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

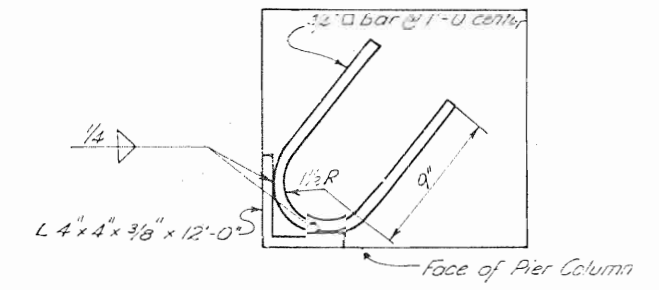
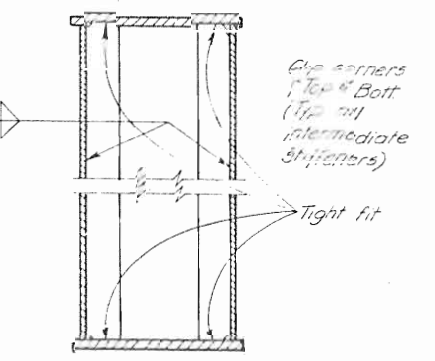
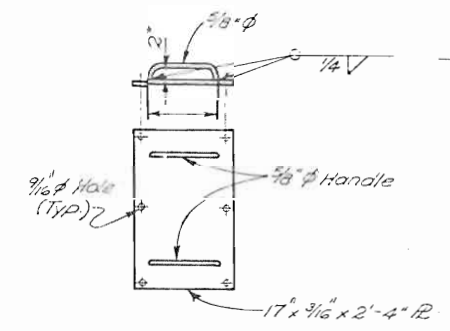
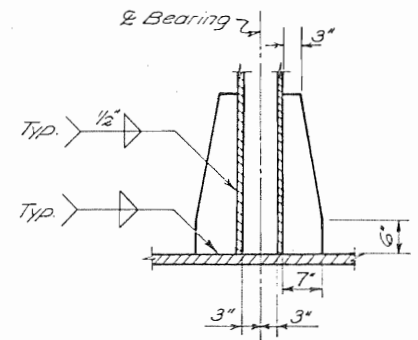
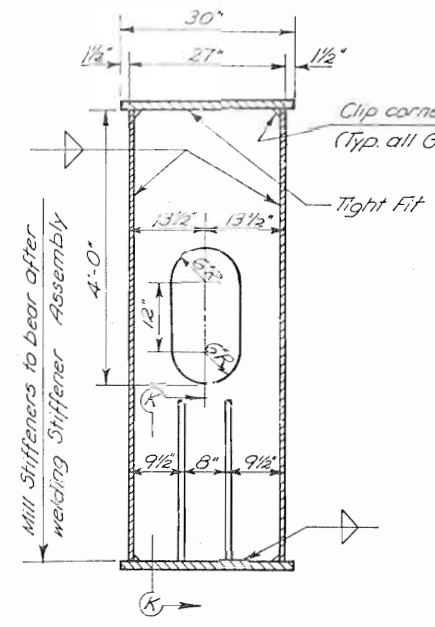
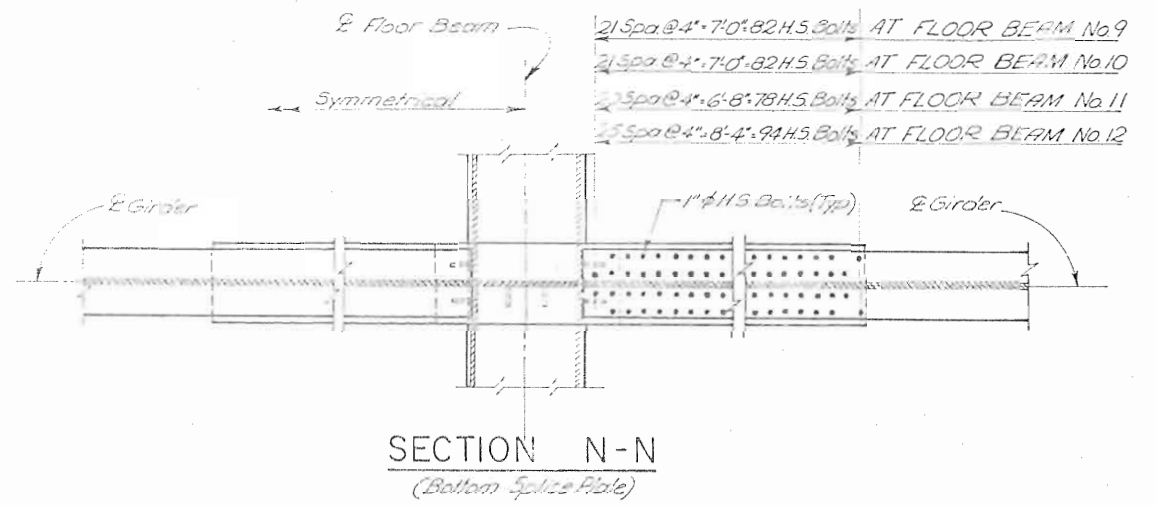
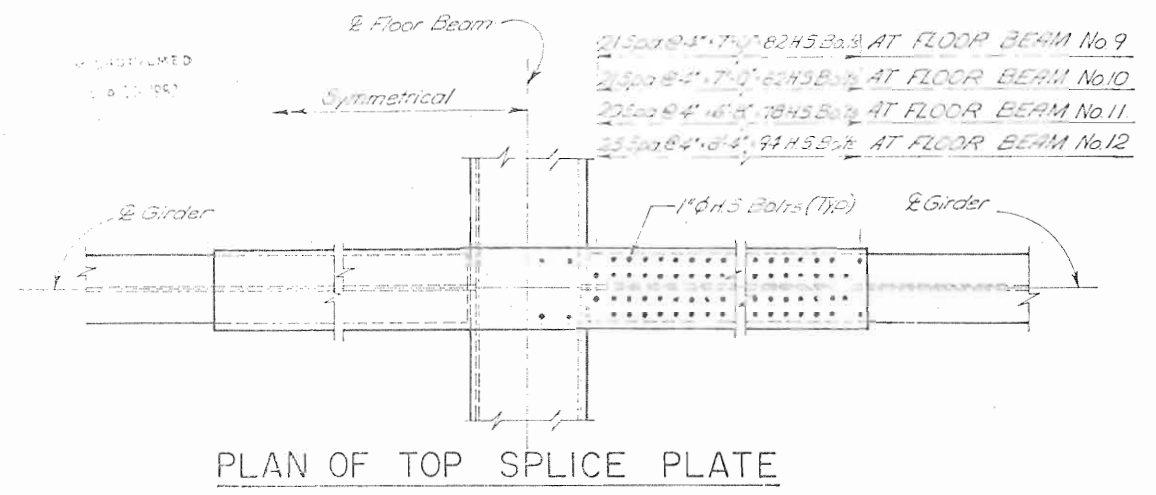
STRUCTURAL STEEL DETAILS

UNIT 3

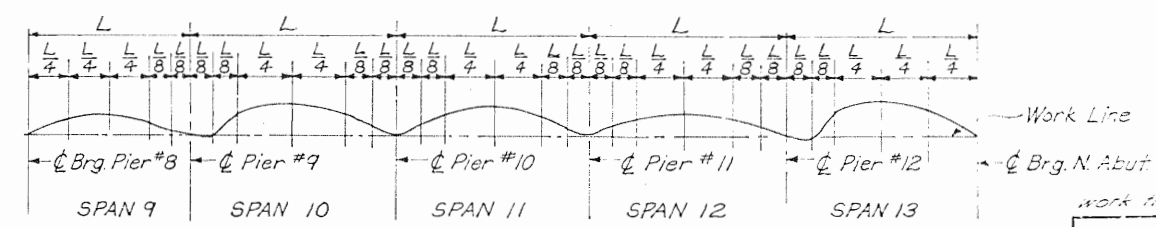
BRIDGE No. HAM.-71-0224

H&E BRIDGE NO. 19

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED BY	REMARKS
MKK	G		NO initials	HAZ. 8.30-65	



GIRDER		DEFLECTION AND CAMBER																			
		Span 9					Span 10					Span 11					Span 12				
		1/4	1/2	3/4	7/8	1	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/8	2 1/4	2 1/2	2 3/4	3	3 1/8	3 1/4	3 1/2	3 3/4	4
A & J	Deflection due to weight of steel	3/8	3/4	3/4			1	1 1/8	1			1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/8	2 1/4	2 1/2	2 3/4	3
	Deflection due to remaining dead load	1/2	3/4	1			1 1/8	1 1/4	1 1/2			1 1/4	1 1/2	1 3/4	2	2 1/8	2 1/4	2 1/2	2 3/4	3	3 1/4
	Adjustment required for vertical curve	0	0	0			0	0	0			0	0	0			0	0	0		
	Required shop Camber	3/8	3/4	3/4	1/2	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/8	2 1/4	2 1/2	2 3/4	3	3 1/8	3 1/4	3 1/2	3 3/4	4	4 1/4
B thru H	Deflection due to weight of steel	3/8	3/4	3/4			1	1 1/8	1			1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/8	2 1/4	2 1/2	2 3/4	3
	Deflection due to remaining dead load	1/2	3/4	1			1 1/8	1 1/4	1 1/2			1 1/4	1 1/2	1 3/4	2	2 1/8	2 1/4	2 1/2	2 3/4	3	3 1/4
	Adjustment required for vertical curve	0	0	0			0	0	0			0	0	0			0	0	0		
	Required shop Camber	1/2	3/4	1	1/2	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/8	2 1/4	2 1/2	2 3/4	3	3 1/8	3 1/4	3 1/2	3 3/4	4	4 1/4



Camber girders by cutting webs to a smooth curve (To ordinates indicated in box)

Minus sign in table indicates camber ordinates measured below chord. No sign indicates camber ordinates measured above chord.

SFN 3106802

work this sheet with sheet No 336 & 337

HAZELET & ERDAL
CONSULTING ENGINEERS
CINCINNATI, OHIO

STRUCTURAL STEEL DETAILS

BRIDGE NO. HAM-71-0224

H & E BRIDGE NO. 19

DESIGNED	DRAWN	TRACED	CHECKED	APPROVED
H. A. S.	B. Sch.	J.H.D.		

8-20-65

APPENDIX B
TRAFFIC CONTROL SKETCHES

Notes for Figure 6H-21—Typical Application 21**Lane Closure on the Near Side of an Intersection****Standard:**

1. **The merging taper shall direct vehicular traffic into either the right-hand or left-hand lane, but not both.**

Guidance:

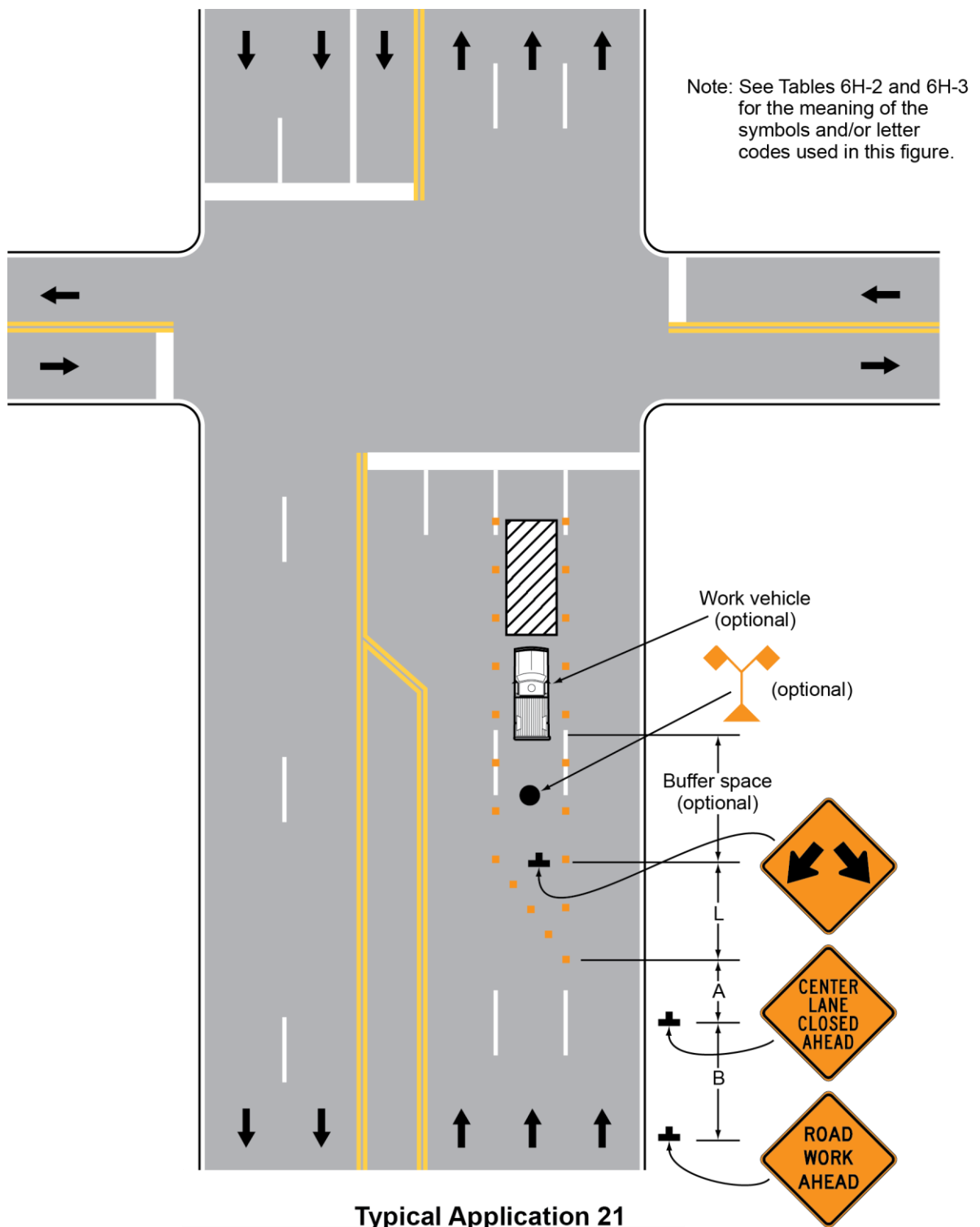
2. *In this typical application, a left taper should be used so that right-turn movements will not impede through vehicular traffic. However, the reverse should be true for left-turn movements.*
3. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.*

Option:

4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. A shadow vehicle with a truck-mounted attenuator may be used.
6. A work vehicle with high-intensity rotating, flashing, oscillating, or strobe lights may be used with the high-level warning device.
7. Vehicle hazard warning signals may be used to supplement high-intensity rotating, flashing, oscillating, or strobe lights.

Standard:

8. **Vehicle hazard warning signals shall not be used instead of the vehicle's high-intensity rotating, flashing, oscillating, or strobe lights.**

Figure 6H-21. Lane Closure on the Near Side of an Intersection (TA-21)

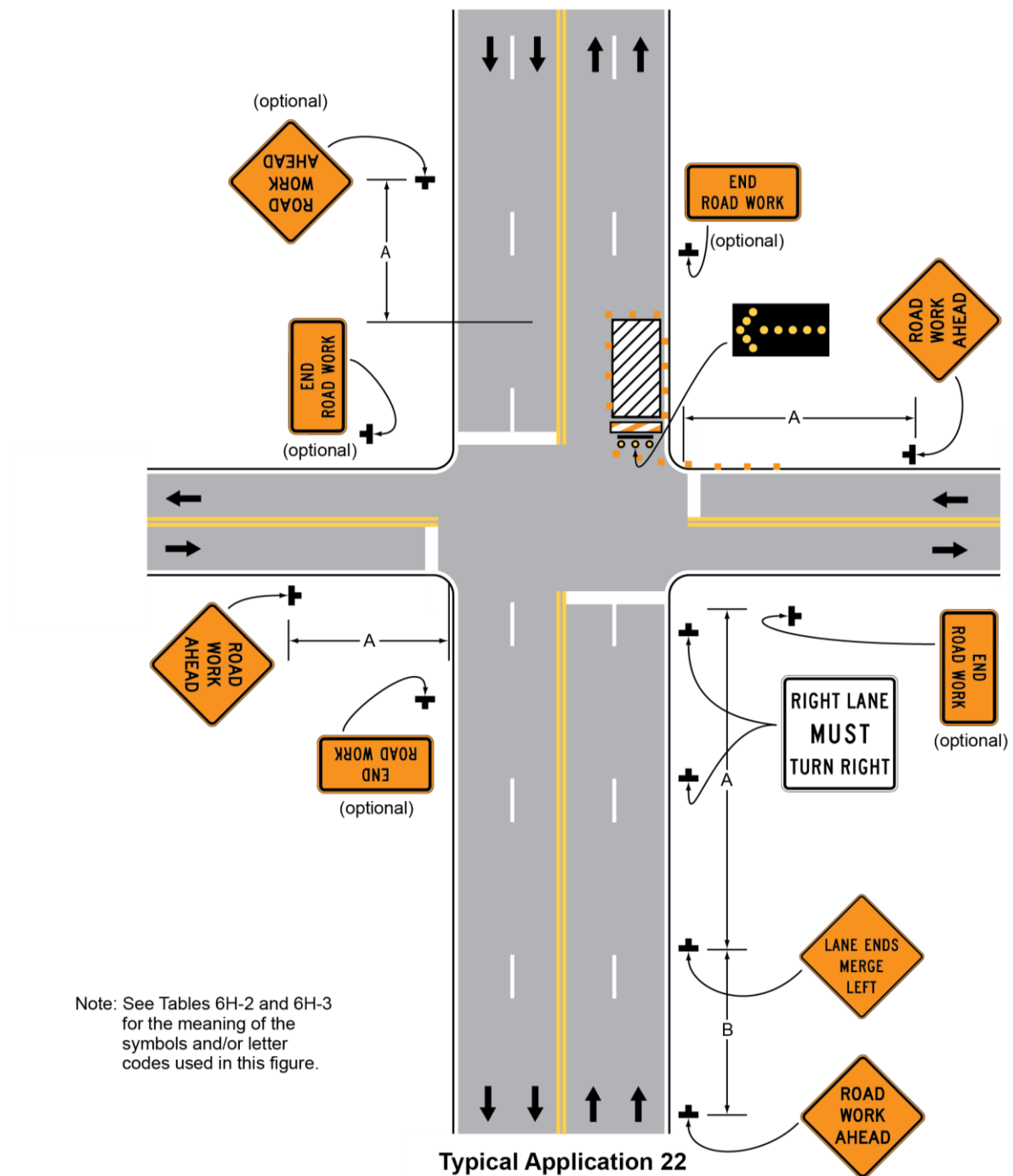
Notes for Figure 6H-22—Typical Application 22
Right-Hand Lane Closure on the Far Side of an Intersection

Guidance:

1. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.*

Option:

2. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a right-hand lane having significant right turning movements, then the right-hand lane may be restricted to right turns only, as shown. This procedure increases the through capacity by eliminating right turns from the open through lane.
3. For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through vehicular traffic.
4. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
5. Where the turning radius is large, it may be possible to create a right-turn island using channelizing devices or pavement markings.

Figure 6H-22. Right-Hand Lane Closure on the Far Side of an Intersection (TA-22)

Notes for Figure 6H-23—Typical Application 23
Left Lane Closure on the Far Side of an Intersection

Guidance:

1. *If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.*

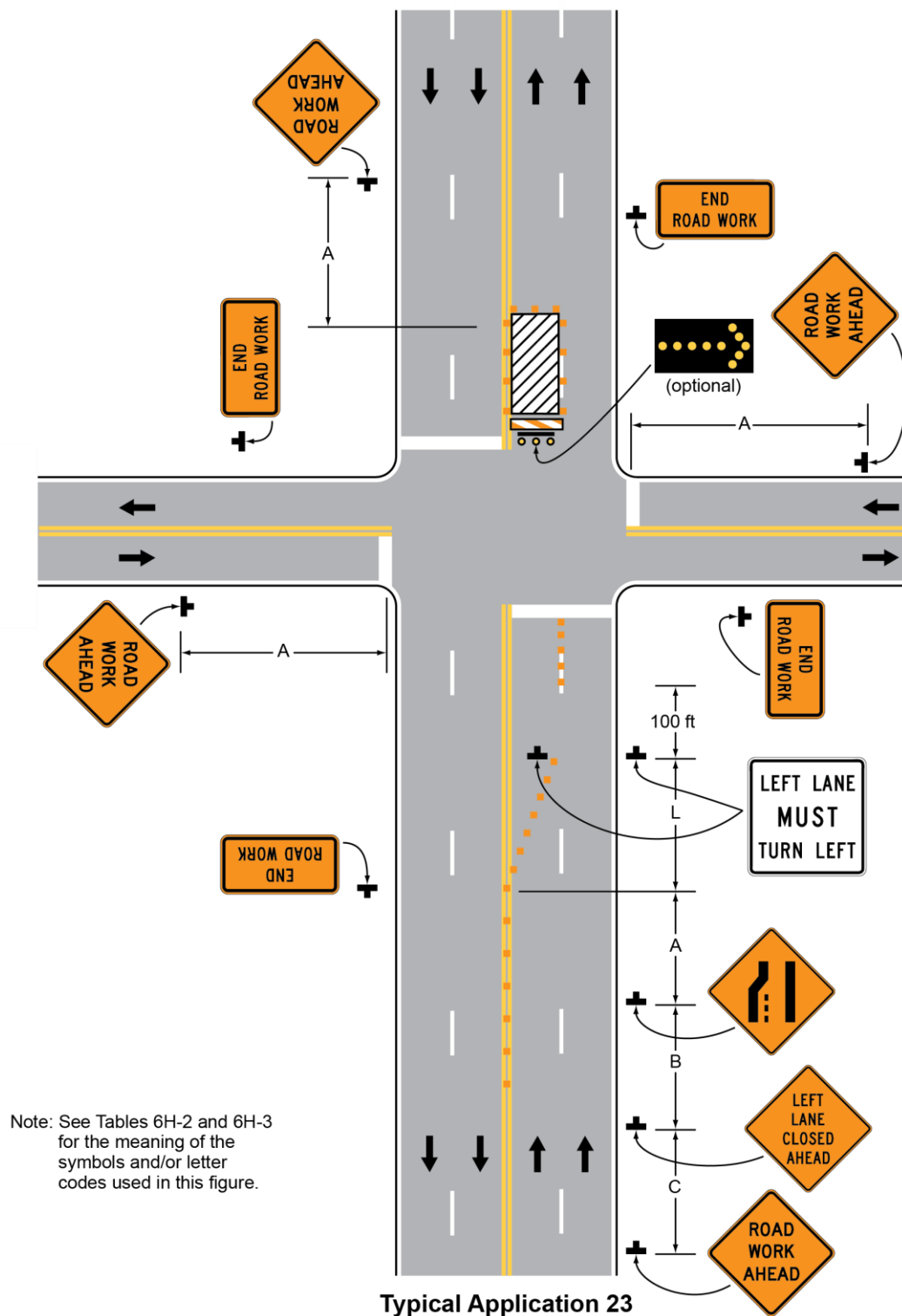
Option:

2. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.
3. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a left lane having significant left-turning movements, then the left lane may be reopened as a turn bay for left turns only, as shown.

Support:

4. By first closing off the left lane and then reopening it as a turn bay, the left-turn bay allows storage of turning vehicles so that the movement of through traffic is not impeded. A left-turn bay that is long enough to accommodate all turning vehicles during a traffic cycle will provide the maximum benefit for through traffic. Also, an island is created with channelizing devices that allows the LEFT LANE MUST TURN LEFT sign to be repeated on the left adjacent to the lane that it controls.

Figure 6H-23. Left Lane Closure on the Far Side of an Intersection (TA-23)



Notes for Figure 6H-30—Typical Application 30
Interior Lane Closure on a Multi-lane Street

Guidance:

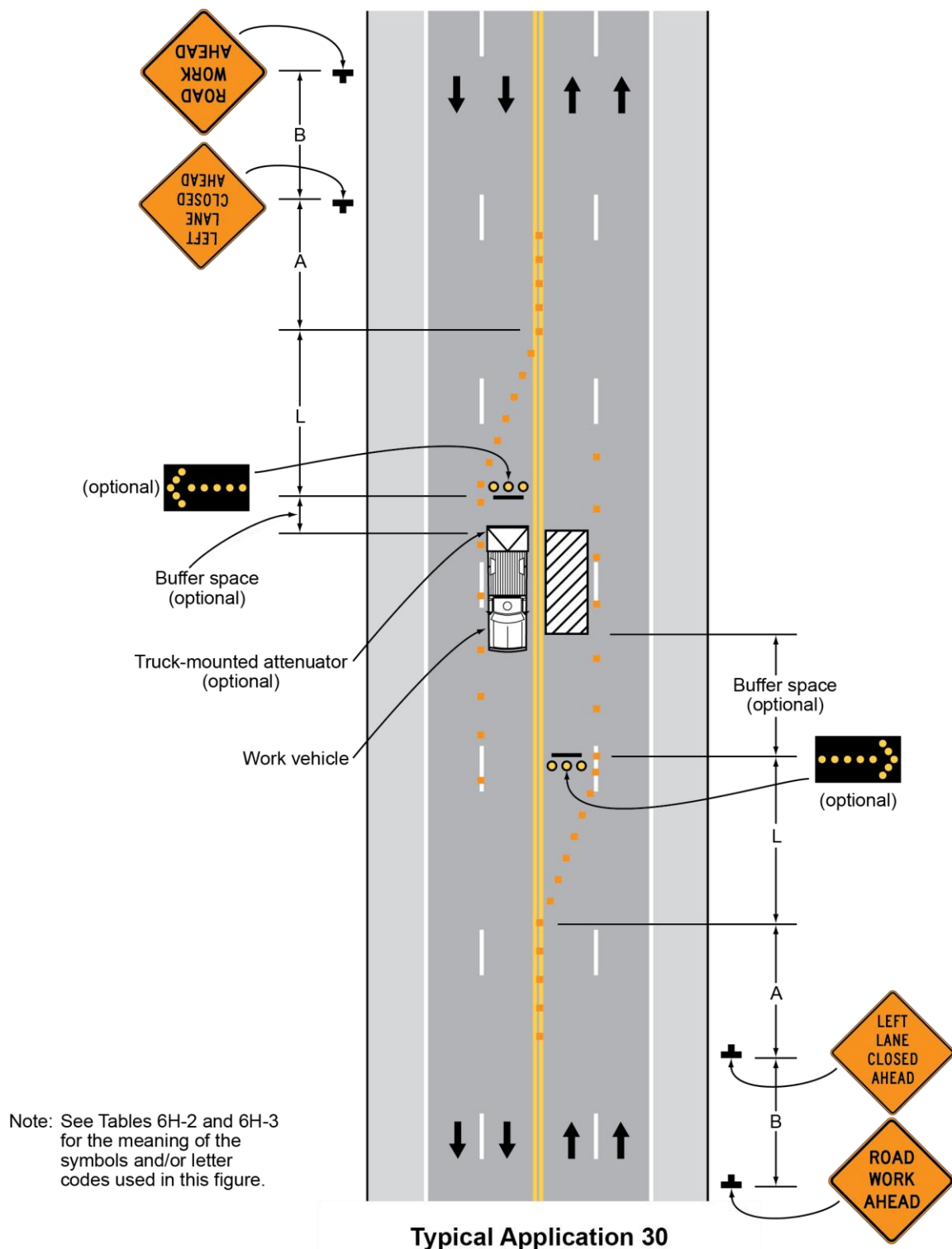
1. *This information applies to low-speed, low-volume urban streets. Where speed or volume is higher, additional signing such as Lane Ends (W4-2) should be used.*

Option:

2. The closure of the adjacent interior lane in the opposing direction may not be necessary, depending upon the activity being performed and the work space needed for the operation.
3. Shadow vehicles with a truck-mounted attenuator may be used.

Standard:

4. **When an additional sign is used (see Note 1), the signs shown shall be relocated to accommodate standard sign spacing for the added sign.**

Figure 6H-30. Interior Lane Closure on a Multi-lane Street (TA-30)

APPENDIX C

RIGHT OF ENTRY PERMITS

State of Ohio
Department of Transportation
Permit Application

Application No: _____

See Reverse side for additional requirements

Office Use Only

County: _____
Route: _____
Log Pt: _____
Access Category: _____

[1] This form must be completed by the property owner or agents working for a utility company (if applicable)

Application by contractor is unacceptable.

Name Bronson Funke / Palmer Engineering
Address 8350 E. Kemper Road, Suite B City Cincinnati State Ohio
Zip 45249 Phone (513) 469-1600 Other (Fax, E-mail) bfunke@palmernet.com

[2] Type of Permit requested: _____ Commercial (See other side) _____ Residential _____ Field _____ Utility _____ Drainage _____
Beautification (See other side) _____ Spraying, trimming, tree removal X Other

[3] Briefly describe work to be performed. (Attach plans and see Instructions.)

Interim inspection of two pier caps on IR 71 northbound over Eden Park Drive
(Bridge No. HAM-71-0248R)

Traffic Plan _____

[4] Location where work is to be performed. Give sufficient detail to locate the site accurately, such as the distance in miles or feet from a mile post or from some geographical feature such as an intersecting highway.

In Hamilton County (along, across) State Route IR 71, 0.1 miles or _____ feet
North X East _____ West _____ South _____ of Eden Park Drive on the North _____ East _____ West _____ South _____ side of the road.
* Work to commence on June 17, 2016 and will require 1 days to complete.

[5] Does the property owner own or have any interests in any adjacent property? _____ Yes X No
If yes, please describe. _____

[6] Prior to any excavation in the highway right-of-way, the Ohio Utilities Protection Service (OUPS) must be contacted in accordance with ORC Section 3781.25 to 3781.32. OUPS can be reached at 1-800-362-2764. A call must be made to Oil & Gas Producers Underground Protection Service (OGPUPS) at 1-800-925-0988.

[7] Open cutting of pavement shall not be permitted unless no reasonable alternate method is available. Written approval of the Ohio Department of Transportation District Office must be obtained.

[8] All work requiring men or vehicles within ODOT right of way shall comply with all applicable requirements of the Ohio Manual of Traffic Control Devices and Item 614 (Maintaining Traffic) of the Construction and Material Specifications, latest editions. Failure to comply with these requirements will be cause for immediate revocation or suspension of the permit until the proper traffic control devices have been provided.

[9] I have received a copy of the policies and regulations pertaining to the permit for which I have applied. If a permit is subsequently issued to me by the Ohio Department of Transportation, I understand that the permit will state the terms and conditions for its use, and I agree to comply with all conditions and regulations stipulated on or attached to the permit. I also understand and agree that failure to comply fully with all conditions and regulations of the permit or any change in the use of the permit inconsistent with its terms and conditions will be considered a violation and cause for suspension, revocation, or annulment of the permit thereby rendering the permit illegal and subject to appropriate Department action, up to and including removal of the installation at the permittee's expense.

SIGN HERE

Signature of Property Owner or Agent for Owner

Date 6/3/16 Daytime Phone 513-404-7709

Office use only

Date Received _____

By _____

Date Reviewed _____

By _____

Date Permit Issued _____

By _____

Additional Requirements

1. All requests for vehicular access connections (commercial and residential driveways and field drives) are subject to the requirements and provisions of the State Highway Access Management Manual.
2. Check with the issuing authority to determine which of the following documents and information are required and the number of copies needed to complete the review of your application. Plans should usually not be larger than 24"x 36."

(A) Map or plat showing property location, property lines, amount of frontage on state highway and on other abutting public roads, if any; (B) Any existing access or easements of access on the property; (C) Highway and driveway plan profile; (D) Location of proposed access with respect to property lines and to the highway; NOTE: The proposed access location should also be physically marked on the property by a stake or other clearly visible means.	(E) Design and type of construction of the proposed access; (F) Drainage plans showing drive culvert/pipe and impacts to the highway right of way; (G) Subdivision, zoning, or development plan, if applicable; (H) Maps and letters detailing utility locations before and after development in and along the right of way; (I) Signing and striping plans; (J) Traffic data and traffic control plan; (K) Proof of liability insurance; (L) Performance Bond, if required
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Commercial Development

3. If you are requesting a permit for Commercial Development, complete the following. Applicants seeking permits for development generating high traffic volumes (over 100 trip ends in the peak hour) are advised to request a preliminary meeting with appropriate ODOT and/or local officials prior to submitting a formal application for access.

(3a) If the proposed access will serve residential development, what type (single family, apartment, townhouse) and number of units are in the proposed development?

Type of Units		Number of Units	
Type of Units		Number of Units	

(3b) If the proposed access will serve business commercial or industrial development, what types and number of businesses are in the proposed development and what is floor area square footage of each?

Type of Business		Square Footage	
Type of Business		Square Footage	

(3c) Number of vehicles using the access. Indicate if estimates are ___Peak hour = ___ or ___ Average daily volumes = ___.

Number of Passenger Cars:	Number of Multi Units:	Total All Vehicles:

(3d) Consulting Firm: _____ Name of Contractor: _____
 Contact Name: _____ Contact Name: _____
 Phone Number: _____ Phone Number: _____

Beautification Permit

4. If you are applying for Beautification Permit, complete the following. Please submit proof of insurance.

Insurer's Name _____ Address _____ Phone () _____
 Number of adults (over 18) _____ under 18 _____ Total people _____



CITY OF CINCINNATI
Department of Transportation & Engineering
Permit and License Center
City Hall, Room 425, 801 Plum Street
Cincinnati, Ohio 45202-1980
513-352-3463 Fax: 513-352-5397
Web Page: www.cincinnati-oh.gov/transeng/pages/-7297-/

PERMIT APPLICATION

DATE: _____
PERMIT TYPE: _____
PERMIT NUMBER: _____
PLEASE ALLOW 10-14 DAYS FOR PROCESSING

New construction work requires submittal of two (2) copies of plans and documentation, unless otherwise requested.

Applicant: Palmer Engineering Contact Name: Bronson Funke

Address of Work: IR 71 northbound over Eden Park Drive Phone: 513-469-1600

Location of Work: IR 71 northbound over Eden Park Drive Fax: 513-469-1608

Property Owner: Ohio Department of Transportation Email: bfunke@palmernet.com

Purpose: Interim inspection of two pier caps on IR 71 northbound over
Eden Park Drive (Bridge No. HAM-71-0248R)

Start Date: 6/17/2016 Duration of work: 1 day

Affected Area: Length: 500' Width: 60' +/- Other: _____

Is there street or sidewalk blockage associated with building construction or demolition? Yes ☐ No ☐

PAVEMENT AFFECTED

Roadway: Asph. _____ Conc. _____ Brick _____

Sidewalk: Conc. _____ Paver _____

Curb: Asph. _____ Conc. _____ Granite _____

Review Agency	Reviewed By	As Noted	Resubmit	Date

SPECIAL NOTES: _____

Maintenance of traffic will be conducted in accordance with OMUTCD TA-21, TA-22, TA-23,
and TA-30. Single lane closures will be conducted on Florence Avenue between 8 am and 4 pm,
or as otherwise directed.

Person Applying for Permit:
(Print Name) Palmer Engineering / Bronson Funke

Signature: Bronson Funke
(By above signature, Applicant acknowledges the processing time frame.)

Special Instructions / Information

On the drawing below, fill in the street names, addresses, approximate location of proposed work, and as much existing underground utility and above ground surface information that is available. A pre-engineered site plan is required for new construction, demolition, or major projects. Whenever there is street blockage associated with building construction or demolition, indicate in the drawing below the length and width of each blocked sidewalk and street segment.

The diagrams show four street intersection scenarios, each with a rectangular area for proposed work:

- Top Left:** A horizontal street on the left and a vertical street on the right. The rectangular area is located in the upper-left quadrant, adjacent to the horizontal street.
- Top Right:** A vertical street on the left and a horizontal street on the right. The rectangular area is located in the upper-right quadrant, adjacent to the horizontal street.
- Bottom Left:** A horizontal street on the left and a vertical street on the right. The rectangular area is located in the lower-left quadrant, adjacent to the horizontal street.
- Bottom Right:** A vertical street on the left and a horizontal street on the right. The rectangular area is located in the lower-right quadrant, adjacent to the horizontal street.