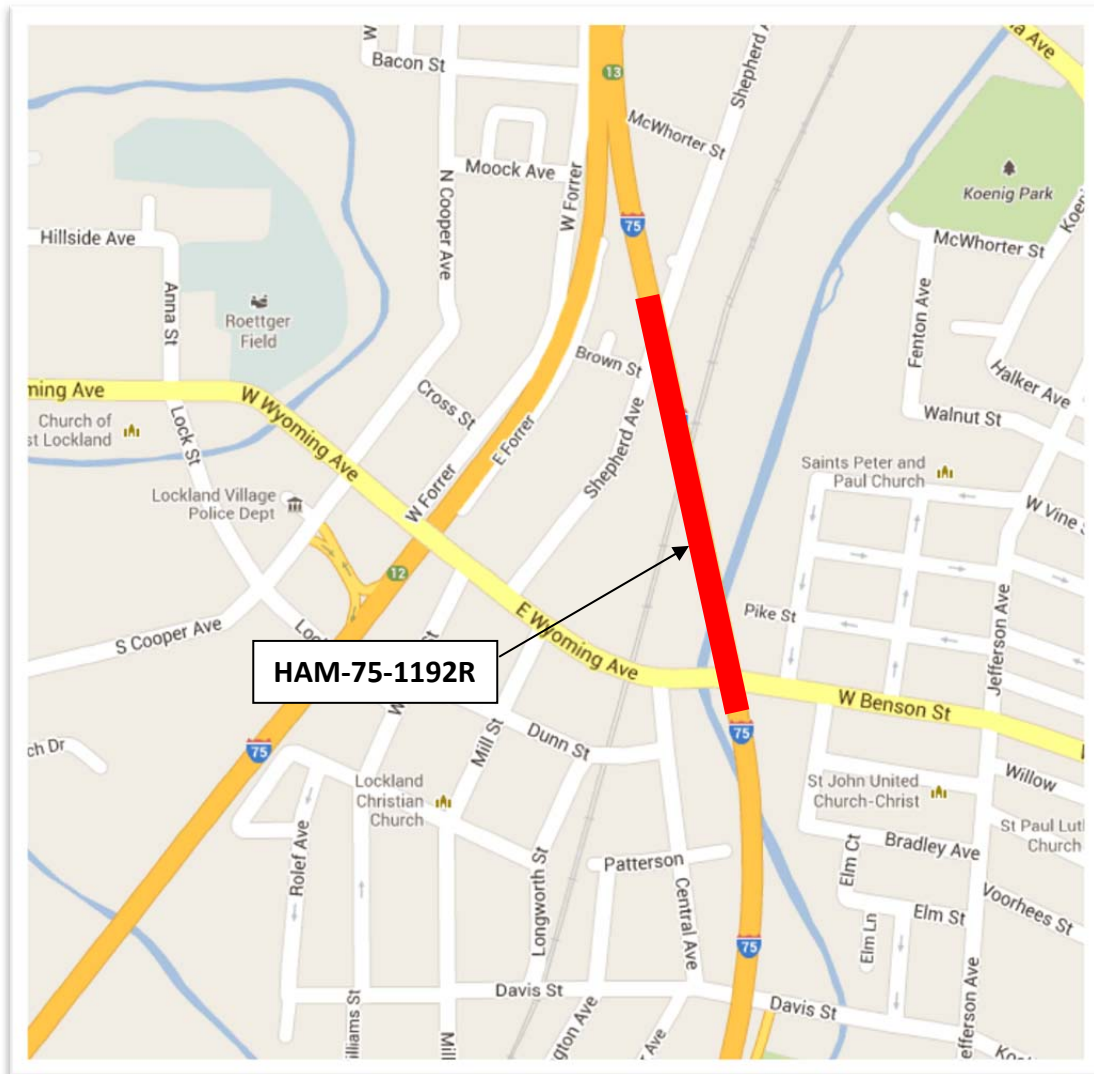


PRE-INSPECTION REPORT

BRIDGE NO HAM-75-1192R

(IR 71 NB OVER MILL CREEK, BENSON STREET, NS RAILROAD, AND SHEPHERD AVENUE)

(BRIDGE NO. 15)



FRACTURE CRITICAL PIER CAP INSPECTION OF 3 CAPS

INSPECTION DETAILS:

Bridge No.: HAM-75-1192R

SFN: 3110656

Features Intersected: Mill Creek, Benson St., Norfolk Southern Railroad, and Shepherd Ave.

Number of Caps to Inspect: 3

Number of Inspection Days: 1 day for cap at Pier 5, 2 days for caps at Piers 16 and 20

Inspection Dates: July 21st - July 22nd 2015

Inspection Hours: 9:00 AM to 4:00 PM on Shepherd Avenue

Inspection Equipment: 46' Bucket Truck; Ladders (Piers 16 and 20)

INTRODUCTION: Palmer Engineering will be inspecting three fracture critical pier caps on this structure. The cap at Pier 5 spans over Mill Creek. The cap at Pier 16 spans over one track of the Norfolk Southern Railroad. The cap at Pier 20 spans over Shepherd Avenue. The inspection of the caps at Piers 16 and 20 will be done during daylight hours according to closure limitations on Shepherd Avenue. We expect this work to take 2 days to complete. The inspection of the cap at Pier 5 will be done during nighttime hours according to closure limitations on IR 75. This work will take 1 day to complete. Traffic control on Shepherd Avenue will be performed by AWP. Traffic control on IR 75 will be provided by ODOT, District 8. Protection from railroad traffic will be coordinated with the Norfolk Southern Corporation. 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 a Fracture Critical Inspection as defined by the Scope of Services. The inspection will adhere to the Confined Space Entry Procedure further defined herein.

BRIDGE INFORMATION: Bridge HAM-75-1192R is a twenty-two span bridge built in 1965. In spans 1, 2 and 3 the superstructure is comprised of continuous rolled steel stringers. Spans 4 through 22 carry continuous welded steel plate girders. The steel girders frame directly into the caps at Piers 16 and 20. The girders are seated on the top flange of the cap at Pier 5. At the rest of the substructure units, the stringers and girders sit directly on the bearing seats. The overall length of the bridge is 2417.50'.

Three fracture critical steel pier caps are welded steel box members simply supported by concrete columns at Piers 5, 16 and 20. The cap at Pier 5 has a cantilever of 1'-2 5/16" at one end. The pier caps support seven welded steel plate girders of the superstructure. At Pier 5 the girders are seated on bearing devices connected to the top flange of the cap. At Piers 16 and 20, the web plates and bottom flange plates of the girders are welded to the web plates and top flange plate of the caps. Refer to Appendix A for existing pier cap plans.

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
Scott Kraus – District Work Zone Traffic Manager	(513) 933-6519
Tom Makris – Right-of-Way Use Permits	(513) 933-6577

NORFOLK SOUTHERN CORPORATION – A right of entry permit is required through Norfolk Southern to access railroad right of way (SEE APPENDIX C). We are required to purchase or show proof of insurance that meets Norfolk Southern railroad liability requirements. Railroad flagging is assigned by Norfolk Southern upon notification of the proposed work. See Appendix D for Railroad right of entry permitting. Contacts are:

Judy Nash – Property Services Manager	(404) 962-5717
---------------------------------------	----------------

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 Norfolk Southern 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 Shepherd Avenue. A brief description of the closures is as follows. Refer to Appendix B for sketches.

I-75 NORTHBOUND – Lane closure on I-75 will be conducted by an ODOT District 8 traffic control crew.

SHEPHERD AVENUE – Only one of the three lanes on Shepherd Avenue will be closed during any duration from 9:00 AM to 4:00 PM to inspect the cap at Pier 20. We expect the closures on this road to last one day on Wednesday, July 22nd. See the MOT sketches in Appendix B.

BENSON STREET – No closure necessary.

NORFOLK SOUTHERN RAILROAD – Norfolk Southern will assign a flagger to monitor the work site and protect the inspection crew from railroad traffic when entry into the railroad right-of-way is required.

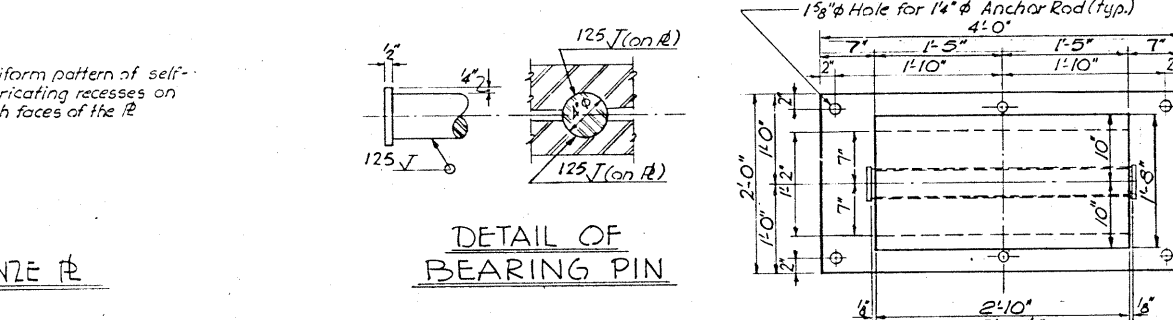
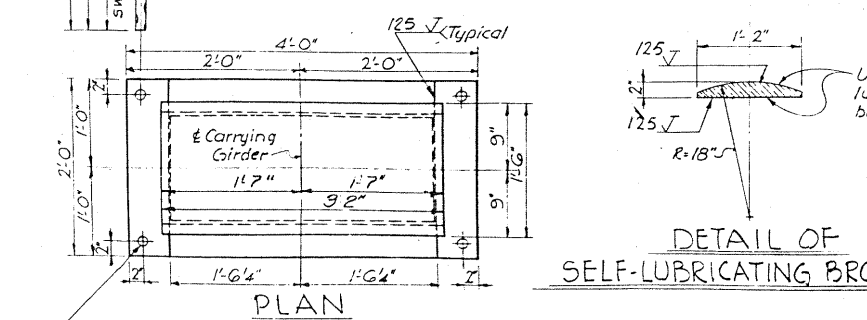
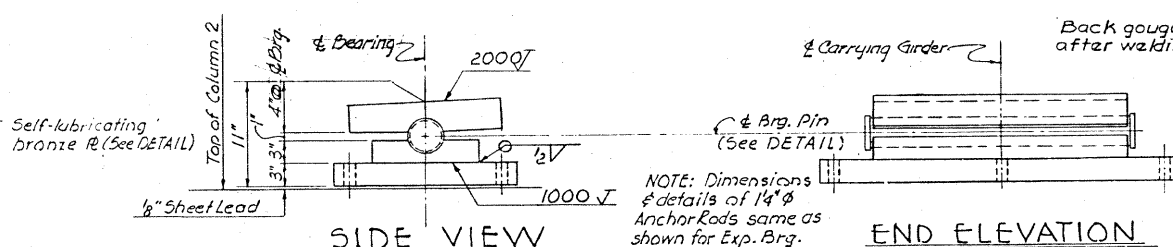
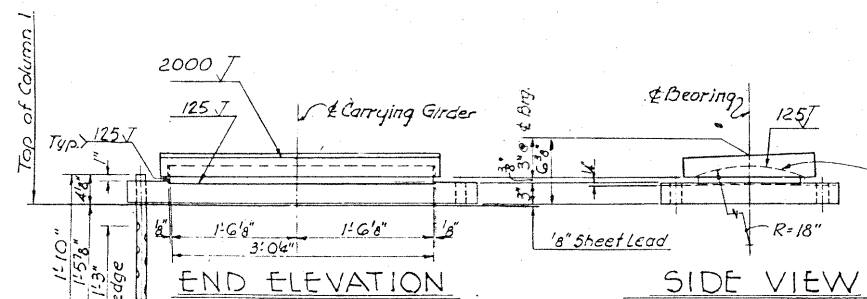
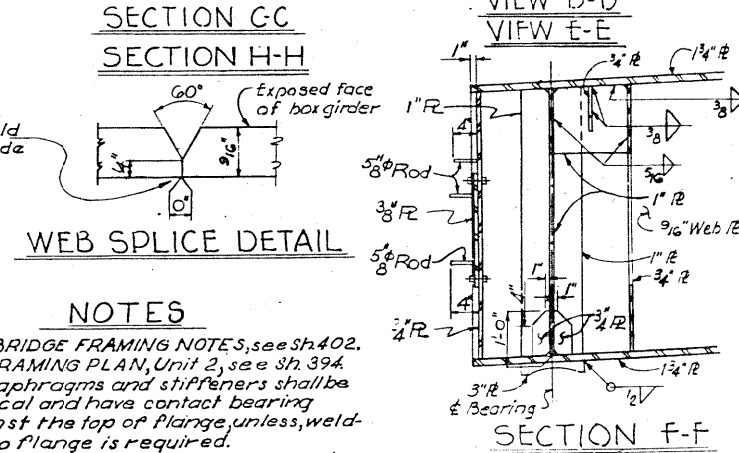
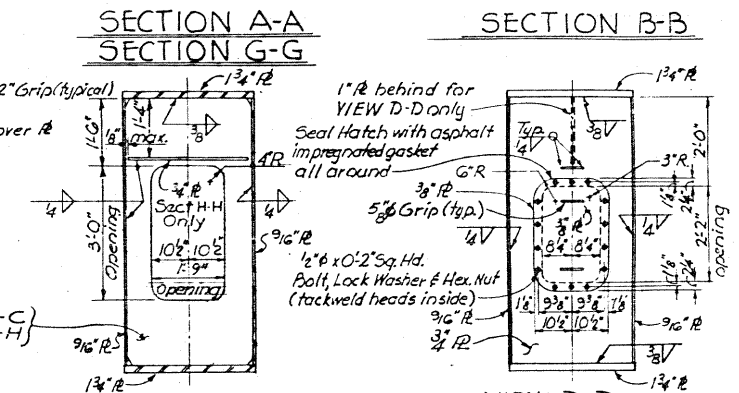
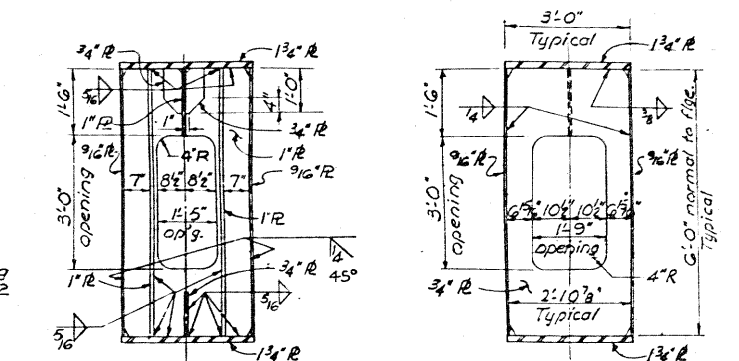
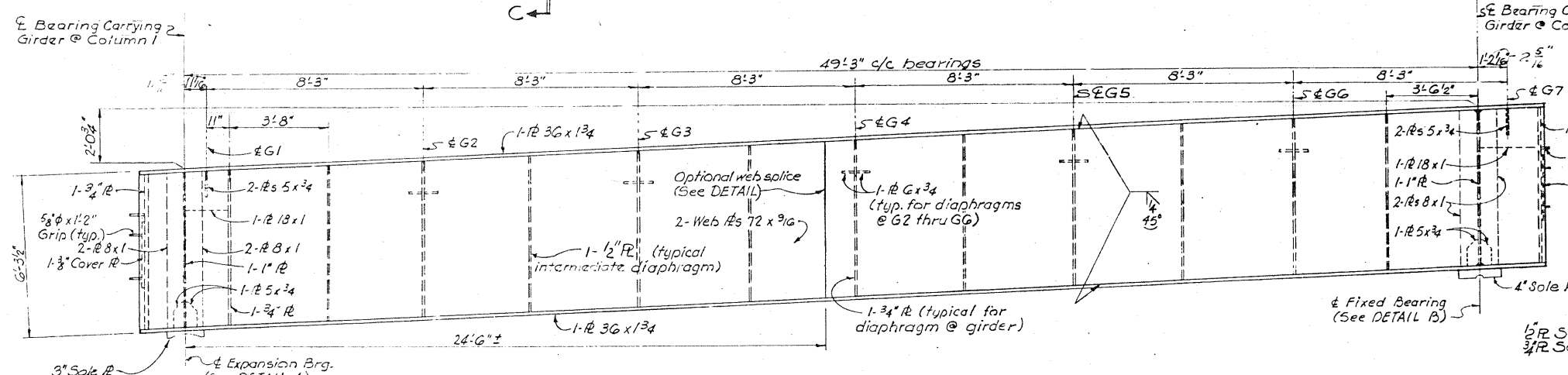
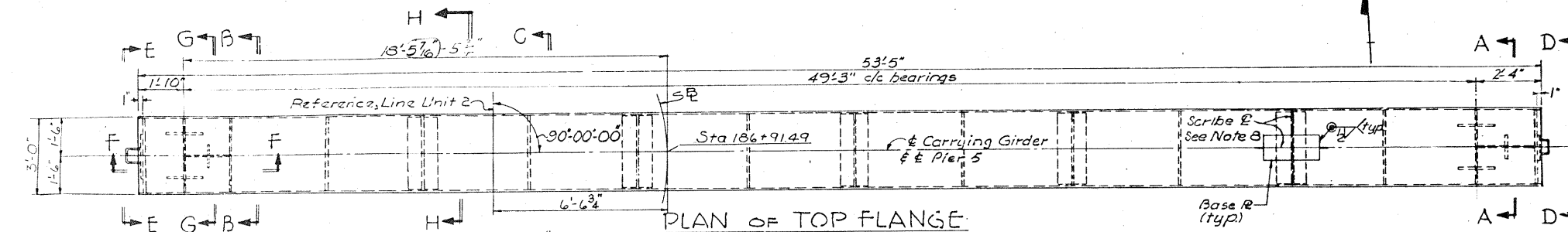
APPENDIX A
EXISTING PIER CAP PLANS

APPENDIX B
TRAFFIC CONTROL SKETCHES

APPENDIX C
RIGHT OF ENTRY PERMITS

APPENDIX D
RAILROAD RIGHT OF ENTRY PERMITS

APPENDIX A
EXISTING PIER CAP PLANS



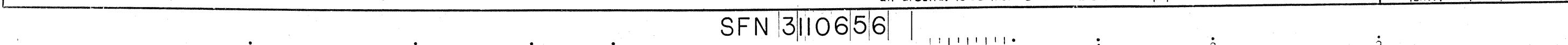
- NOTES
1. For BRIDGE FRAMING NOTES, see Sh. 402.
 2. For FRAMING PLAN, Unit 2, see Sh. 394.
 3. All diaphragms and stiffeners shall be vertical and have contact bearing against the top of flange, unless welding to flange is required.
 4. Sole IRs shipped on girder must be protected against damage in transit.
 5. For Deflection and Camber, see Sh. 395.
 6. Butt welds on girder flange plates shall be ground flush, the finish grinding being parallel to the direction of stress.
 7. Butt welds shall be radiographically examined in accordance with Supplemental Specifications No. S-307, dated 8-23-60.
 8. Scribe center lines of carrying girder and longitudinal girders to extend beyond edges of shoes for control of setting shoes in the field. See Sh. 395.

VOGT, IVERS, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

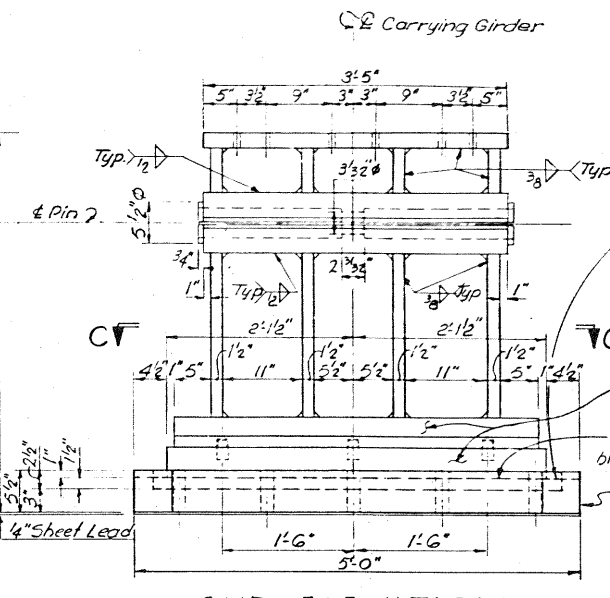
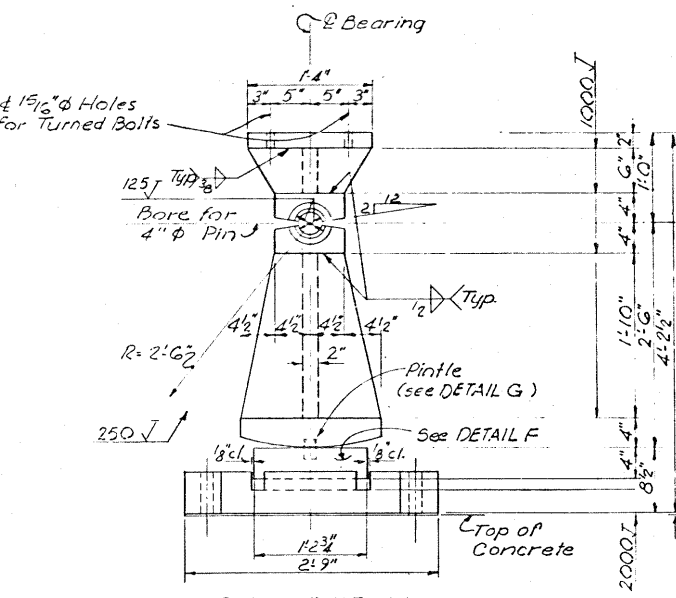
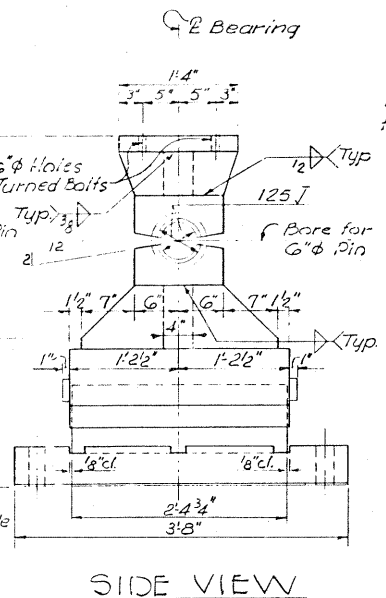
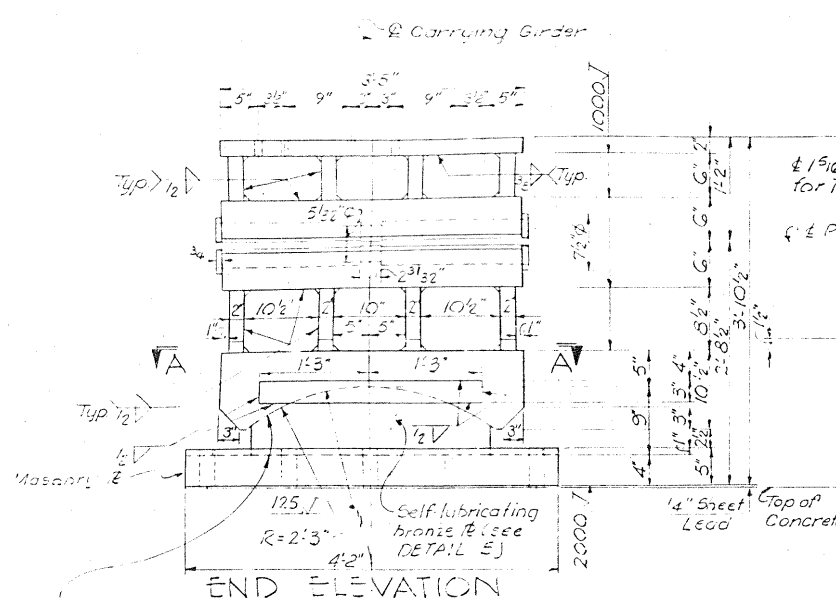
CARRYING GIRDER AT PIER 5
UNIT 2

BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILL CREEK,
BENSON ST., N.Y.C. RR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182-91.99 TO
STA. 201-15.49

DESIGNED AY	DRAWN TEC	TRACED ~	CHECKED LMY	REVIEWED JAD 7-8-64	DATE 7-8-64
----------------	--------------	-------------	----------------	------------------------	----------------



VOGT, IVERS, & ASSOCIATES ENGINEERS CINCINNATI		ARCHITECTS CHICAGO	
CARRYING GIRDER AT PIER 16 UNIT 5 BRIDGE NO. HAM-75-1147 NORTHBOUND I-75 OVER MILLCREEK BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE HAMILTON COUNTY STA. 182+97.99 to STA. 207+15.49			
DESIGNED HDJ	AKS DHW	TRACED	CHECKED HDJ
REVIEWED JAD		DATE 7-8-64	REVIEWED D. S. A.



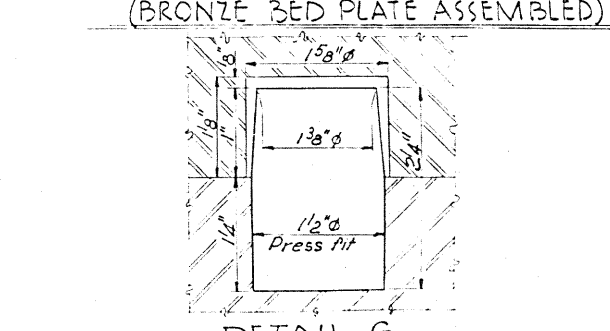
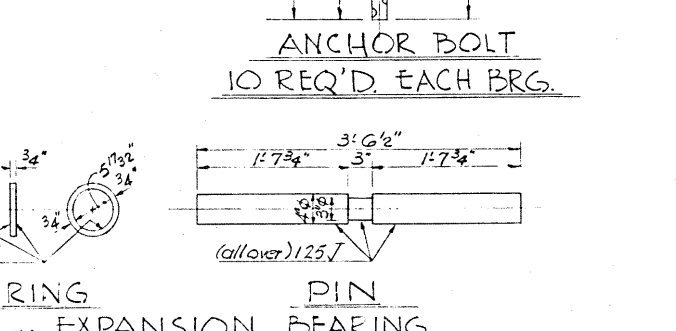
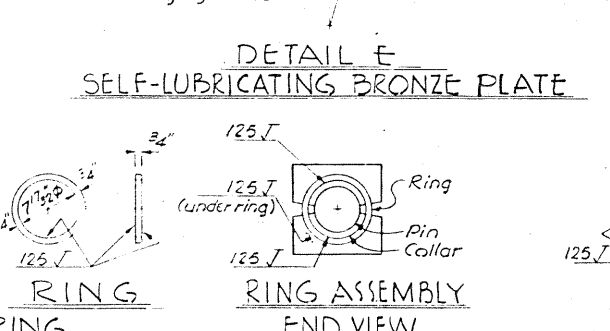
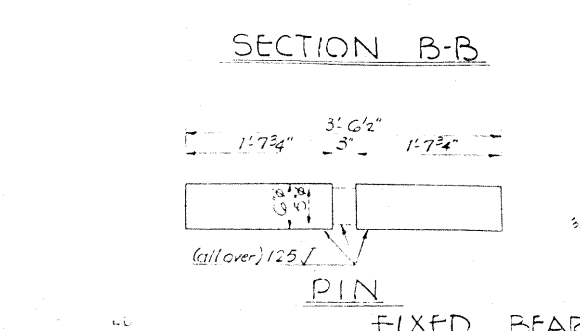
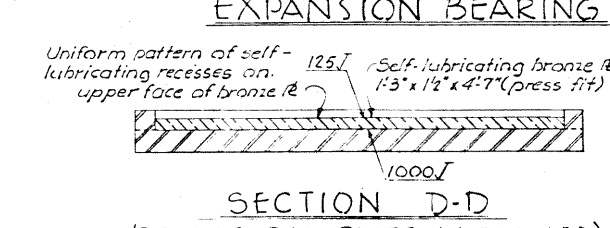
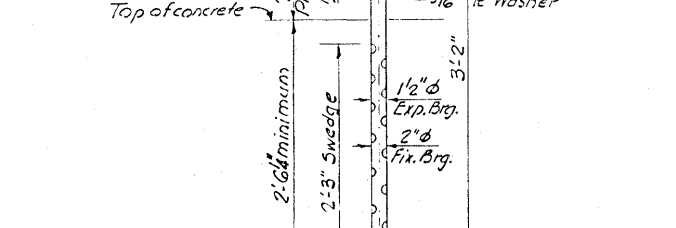
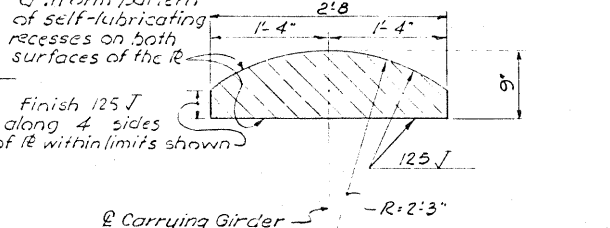
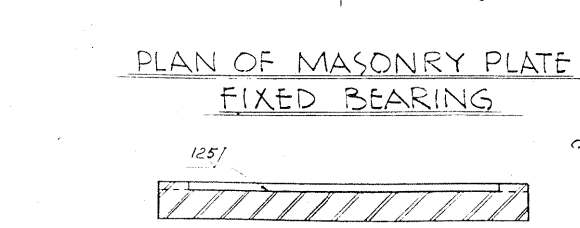
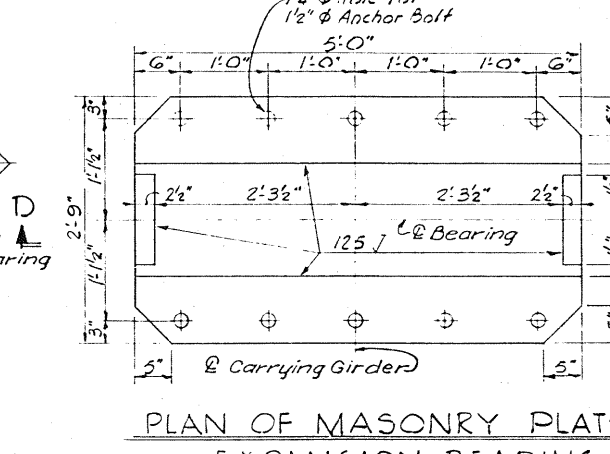
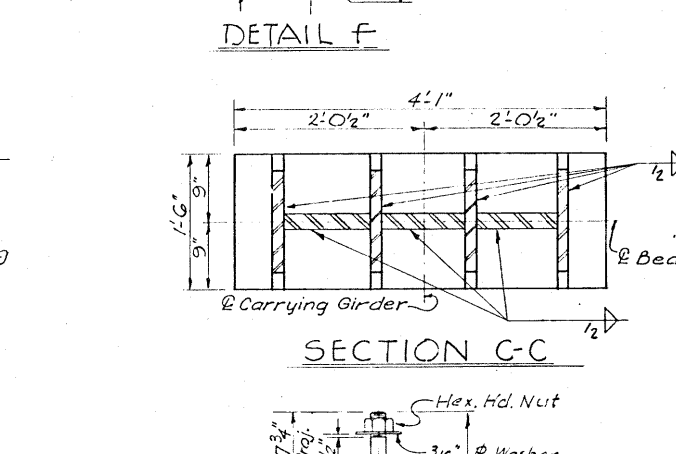
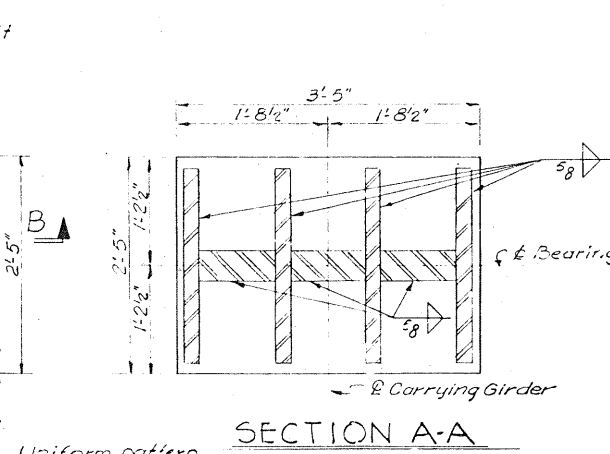
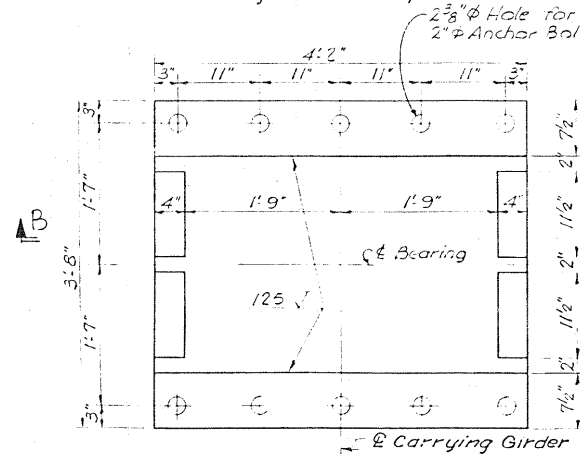
Before final assembly the upper surface of the bronze plate and the opposing steel plate shall be coated with a lubricant similar to that in the recesses. The three parts shall be banded together for shipment.

ASTM A441 High Strength Structural Steel
Self-lubricating bronze B (See SECTION D-D)
Masonry

NOTES

- For BRIDGE FRAMING NOTES see Sh. 402.
- For location of Bearings and for details of Carrying Girder see Sh. 404.
- Specifications for Self-Lubricating Bronze Bearing Plates, Std. Dwg. FSB-1-62, Rev. 1-15-63 shall apply with the following revisions:
Change Paragraph (a) to read: Cast phosphor bronze shall conform to Sec. M-7.11 of the Construction Materials Specifications.
ASTM Designation B22, Alloy B with an allowable unit stress of 2,500 p.s.i. in compression shall be used for Expansion Bearing. ASTM Designation B22, Alloy E with an allowable unit stress of 3,500 p.s.i. in compression shall be used for Fixed Bearing.
Change Paragraph (c) to read: "The recesses for the lubricant shall consist of annular rings with or without a central circular recess, with a depth at least equal to the width of the ring or diameter of hole."
4. Steel Plates and bolts shall conform to ASTM Designation A36-G2T, except as shown, and pins to ASTM A-108.

Before final assembly the surface of the bronze plate and the opposing steel plate shall be coated with a lubricant similar to that in the recesses. The three parts shall be banded together for shipment.



VOGT, IVERS, & ASSOCIATES ENGINEERS CINCINNATI		ARCHITECTS CHICAGO	
BEARINGS FOR CARRYING GIRDER AT PIER 16 UNIT 5			
BRIDGE NO. HAM-75-1147 NORTHBOUND I-75 OVER MILLCREEK, BENSON ST., NYC RR. & SHEPHERD AVENUE HAMILTON COUNTY STA. 182+97.99 TO STA. 207+15.49			
DESIGNED JAD ERH	DRAWN TEC	TRACED ~	CHECKED HOU JAD 7-8-64

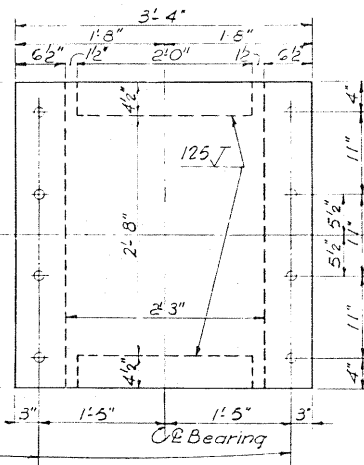
VOGT, IVERS, & ASSOCIATES
ENGINEERS ARCHITECTS
CINCINNATI CHICAGO

CARRYING GIRDER AT PIER 20
UNIT G
BRIDGE NO. HAM-75-1147
NORTHBOUND I-75 OVER MILLCREEK,
BENSON ST., N.Y. CRR. & SHEPHERD AVENUE
HAMILTON COUNTY STA. 182 + 97.99 to
STA. 207 + 15.49

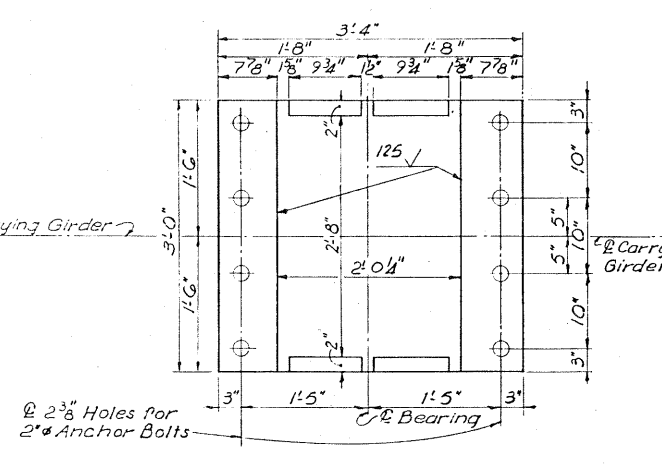
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
EPA	TEC	~	RKS.	JAD	7-8-64	2-25-65

[illegible]

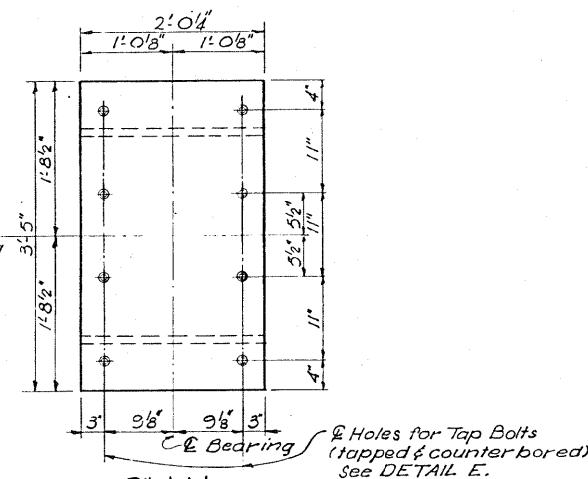
EXPANSION BEARING



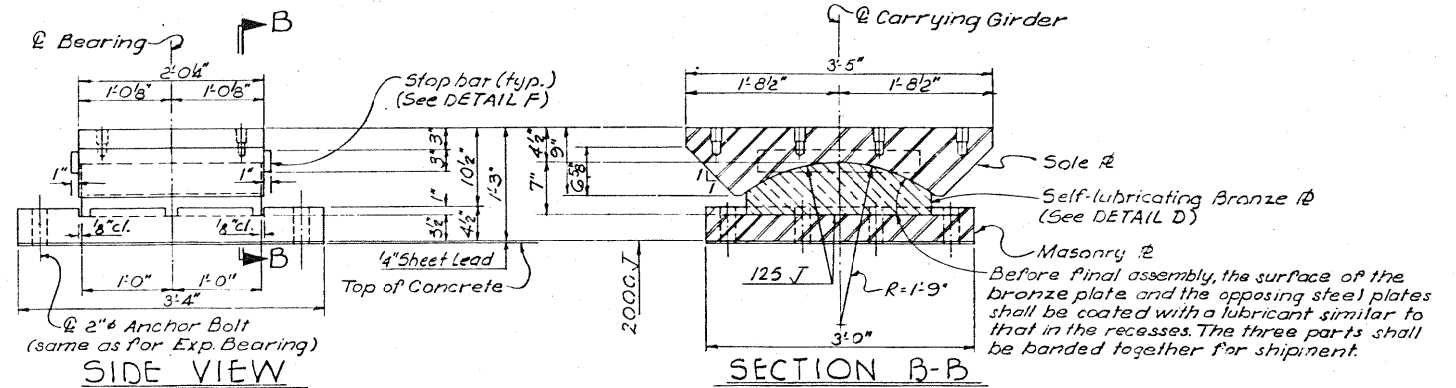
PLAN
SOLE PLATE
EXPANSION BEARING



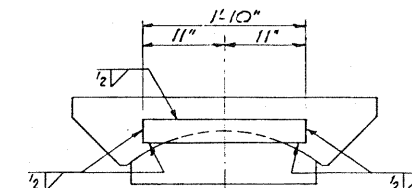
PLAN
MASONRY PLATE



PLAN
SOLE PLATE
FIXED BEARING



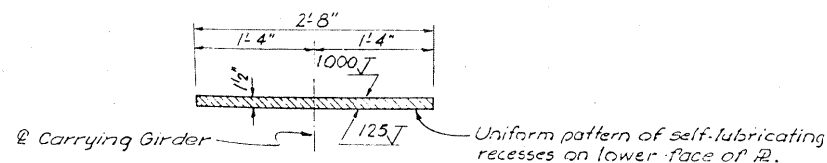
FIXED BEARING



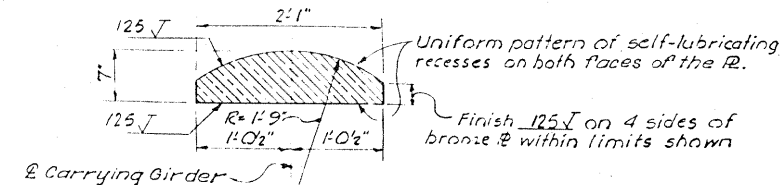
DETAIL F
Stop Bar for Fixed Bearing shown.
Stop Bar for Expansion Bearing similar.

NOTES

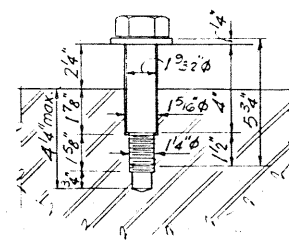
1. For BRIDGE FRAMING NOTES see Sh. 402.
2. For location of bearings and for details of Carrying Girder see Sh. 406.
3. "Specifications for Self-Lubricating Bronze Bearing Plates, 5th Edg. F.S.B-I-63, Rev. H-5-63, shall apply, with the following revisions:
Change Paragraph a) to read:
... "Cast Phosphor Bronze shall conform to Section M-7-II of the Construction and Material Specifications, ASTM Designation B22, Alloy E, and shall have an allowable unit stress of 3500 P.S.I. in compression."
Change Paragraph c) to read:
The recesses for the lubricant shall consist of annular rings with or without a central circular recess, with a depth of at least equal to the width of the ring or diameter of the hole.
4. Steel: All steelparts (including bolts) shall conform to ASTM Designation A36-G2 T.



DETAIL C
SELF-LUBRICATING BRONZE PLATE
EXPANSION BEARING

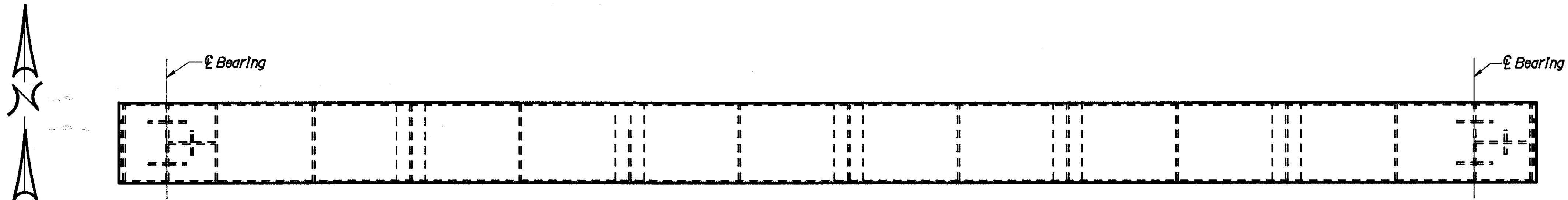


DETAIL D
SELF-LUBRICATING BRONZE PLATE

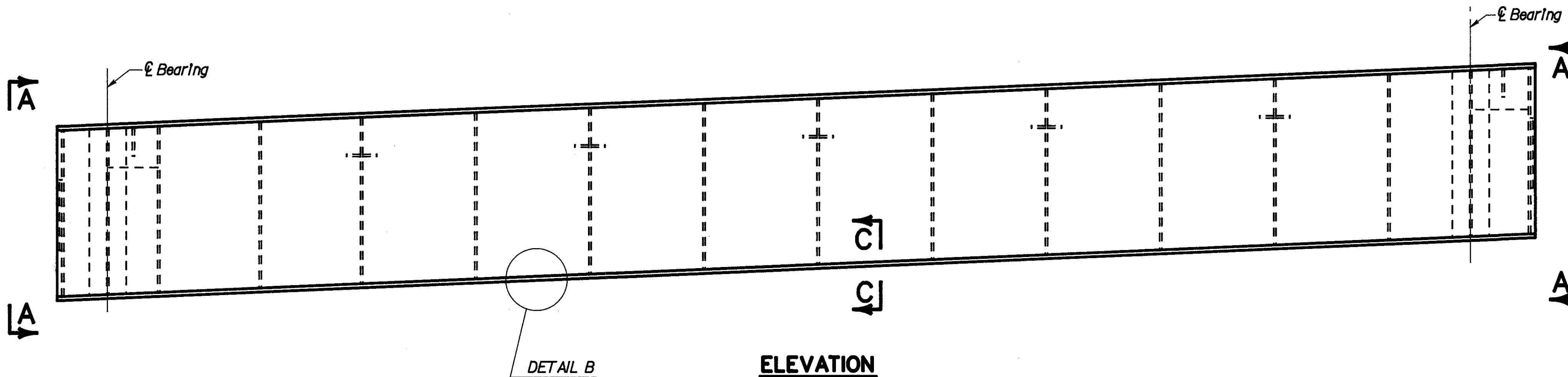


DETAIL E
TAP BOLT
FIXED BEARING

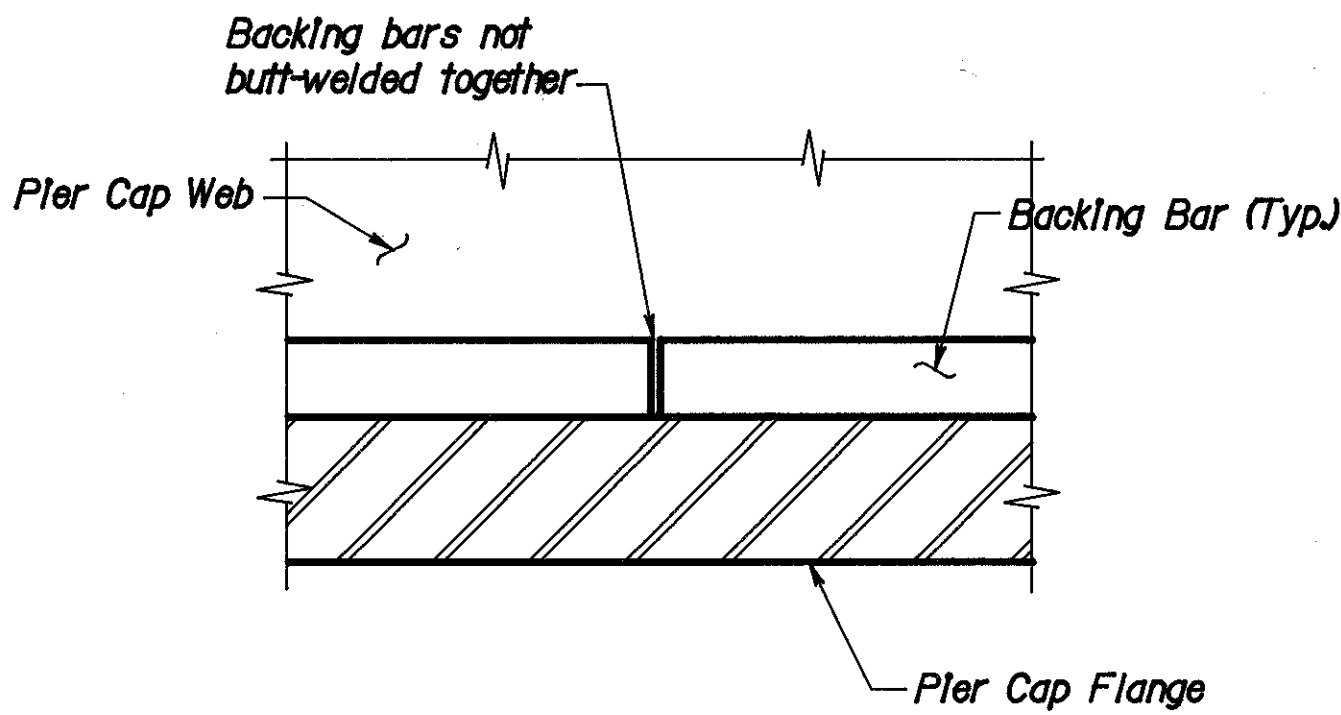
**HAMILTON COUNTY
HAM-75-9.75**



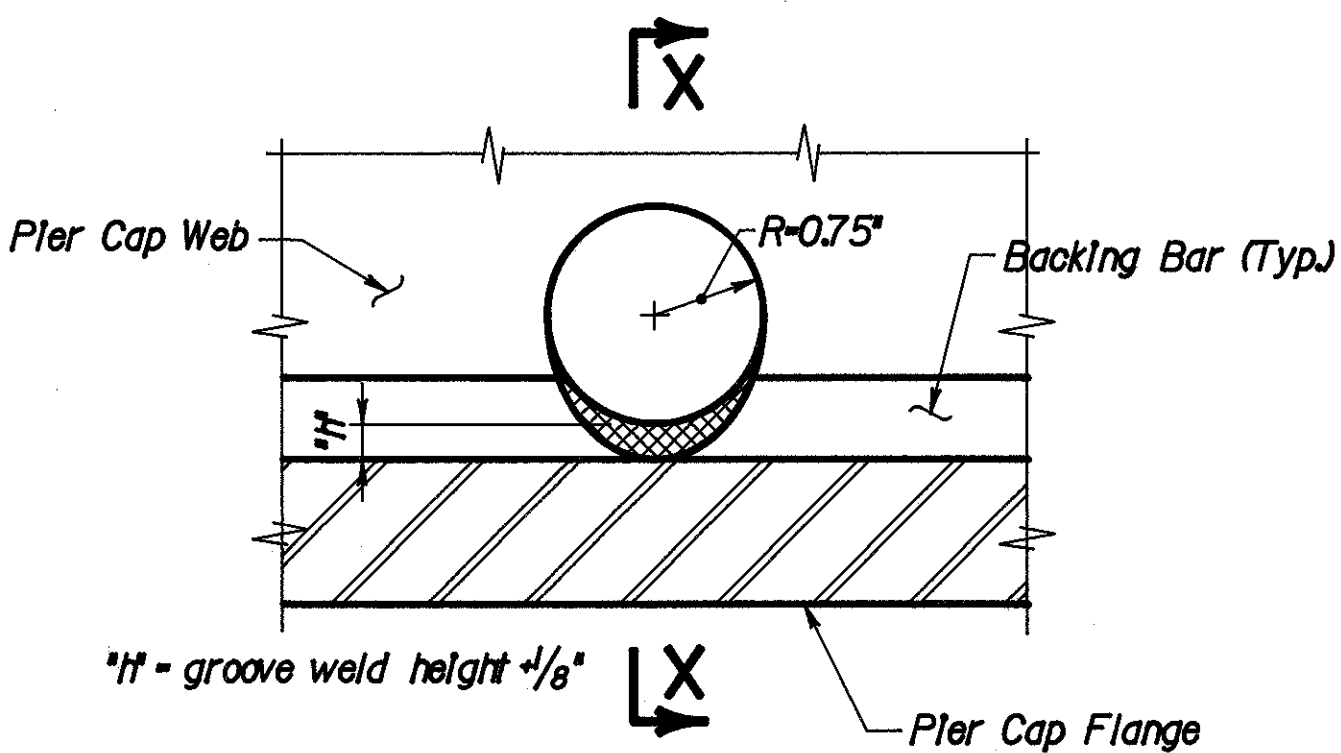
PLAN



**ELEVATION
PIER CAP**



EXISTING DETAIL

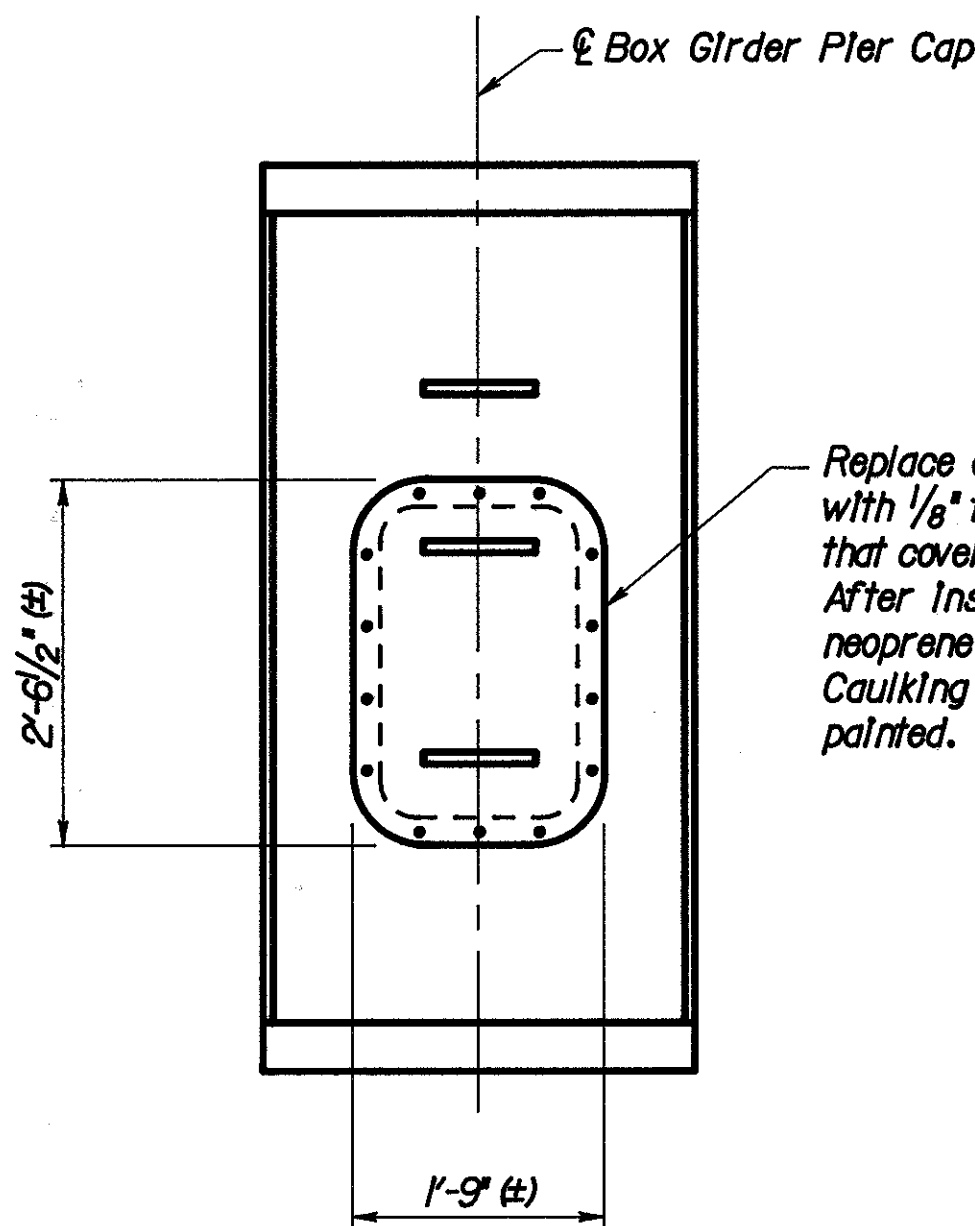


PROCEDURE

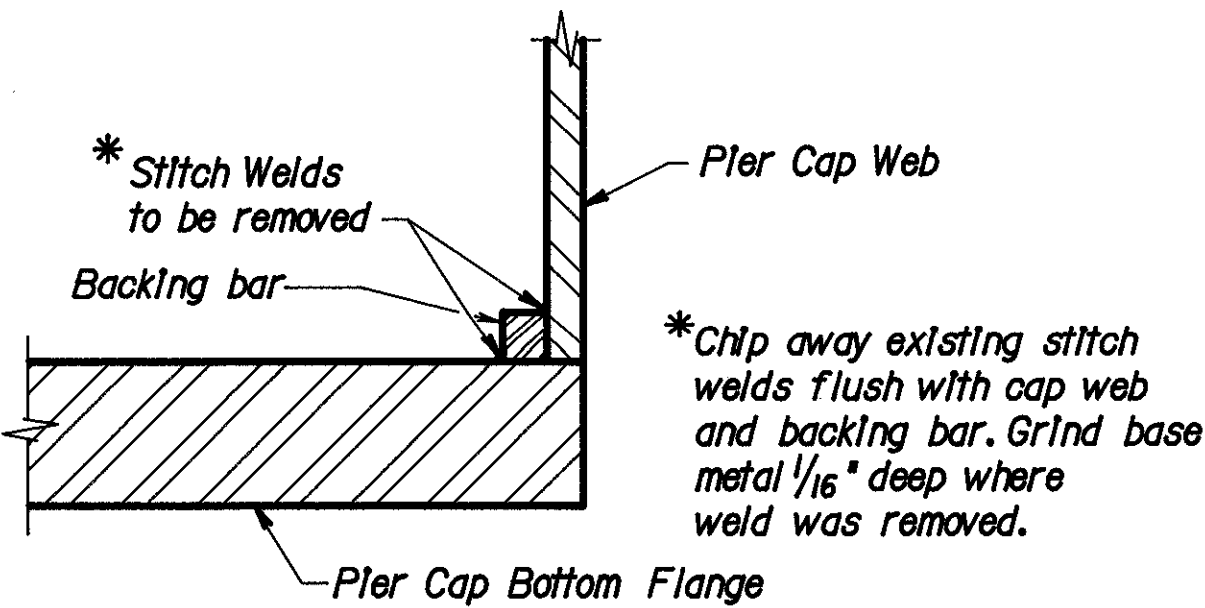
1. Drill 1/2" hole through web and backing bar.
2. Remove crosshatched area by grinding. Final surfaces shall be smooth.
3. Perform magnetic particle and/or dye penetrant tests of the remaining metal in the presence of the Engineer.

**RETROFIT DETAIL
DETAIL B**

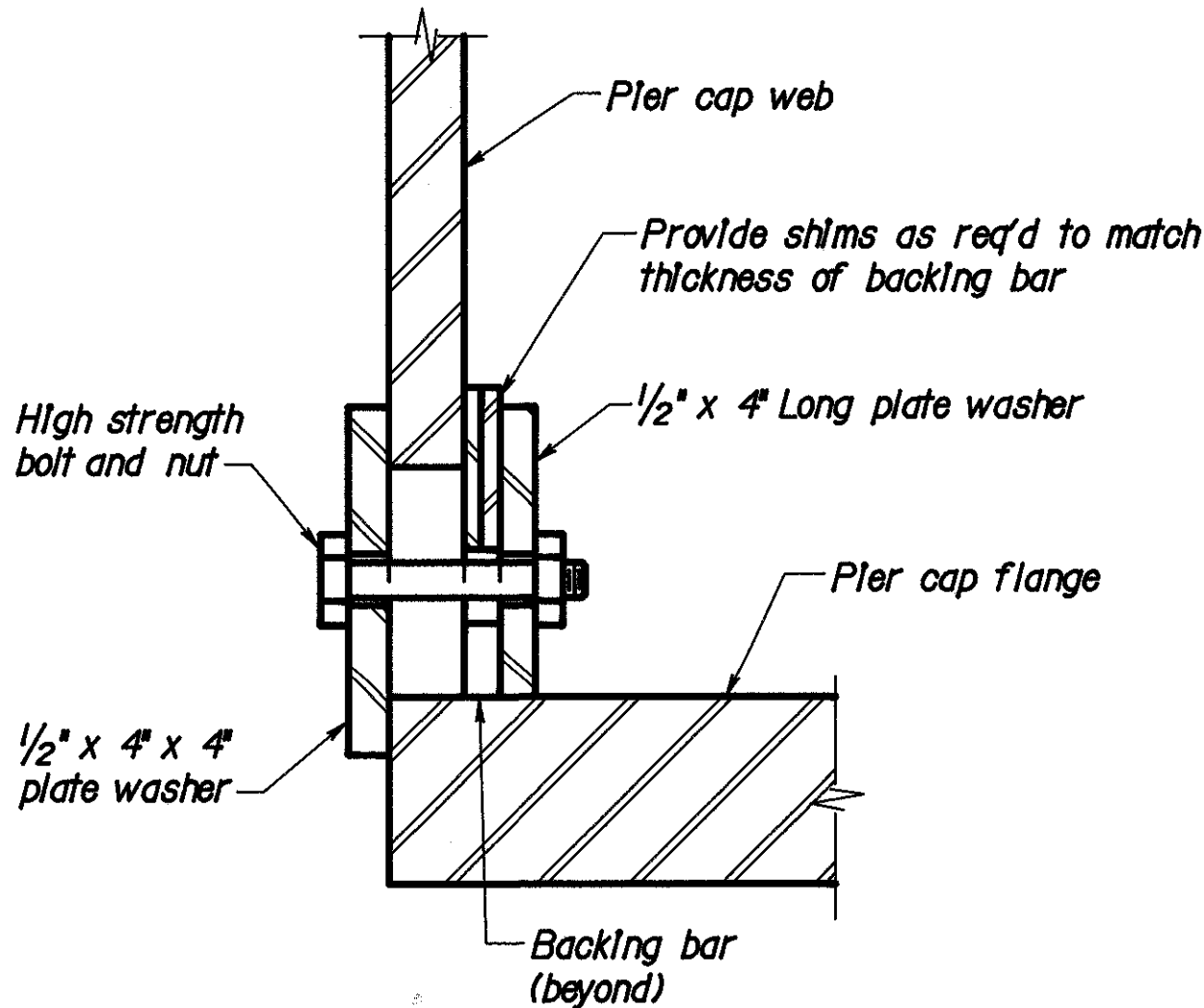
BOTTOM FLANGE SHOWN.
TOP FLANGE SIMILAR.



SECTION A-A



SECTION C-C



SECTION X-X

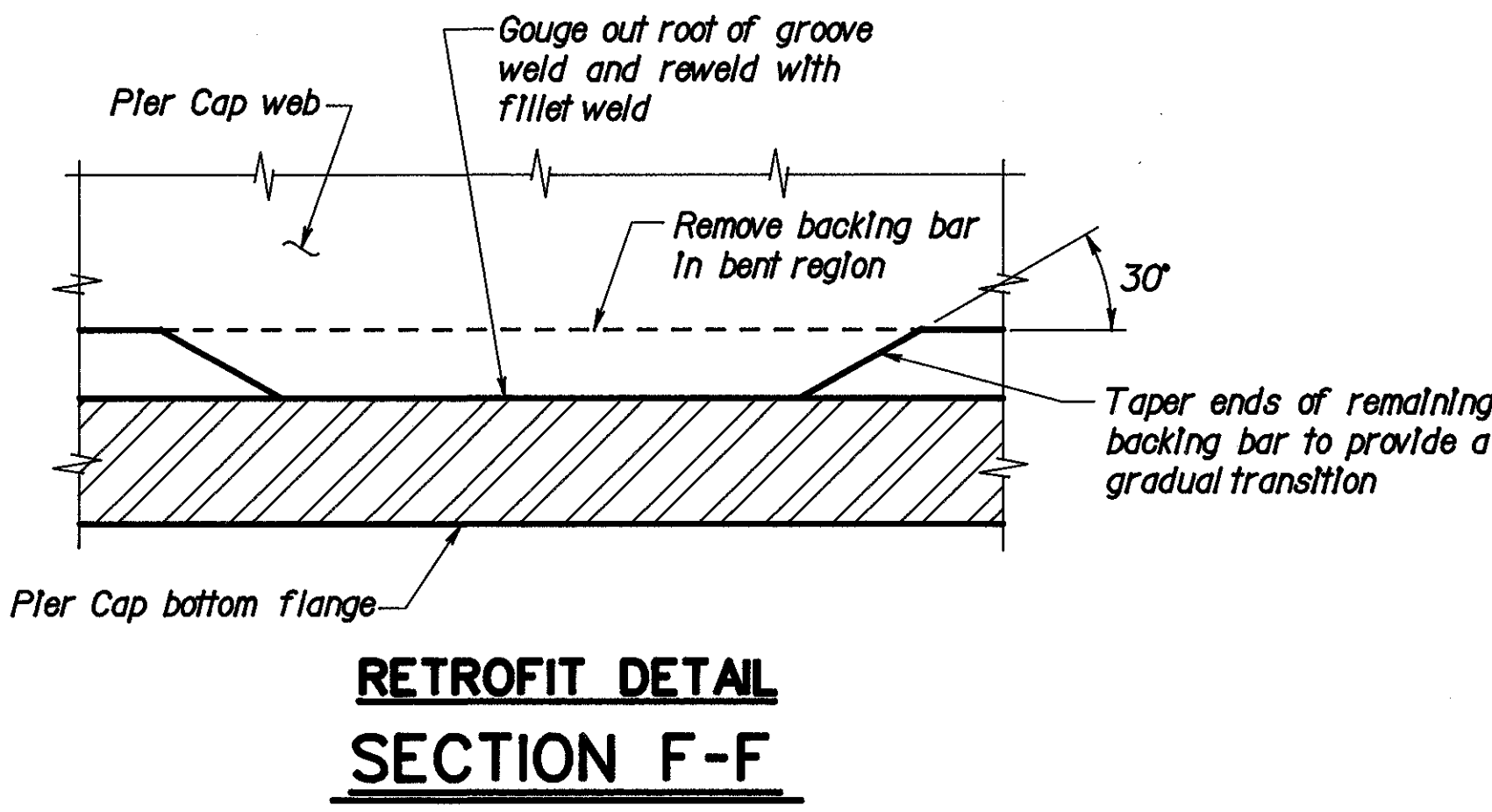
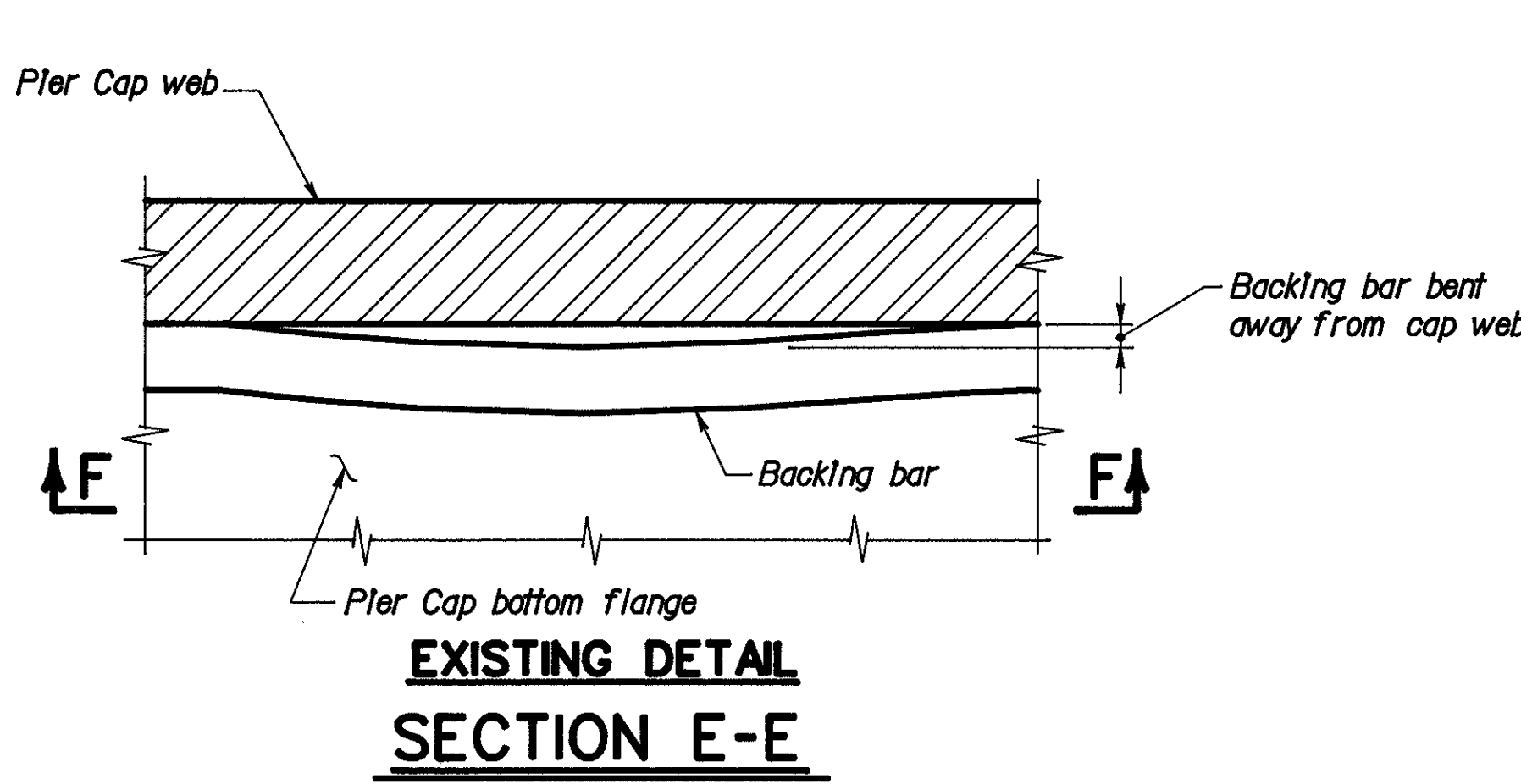
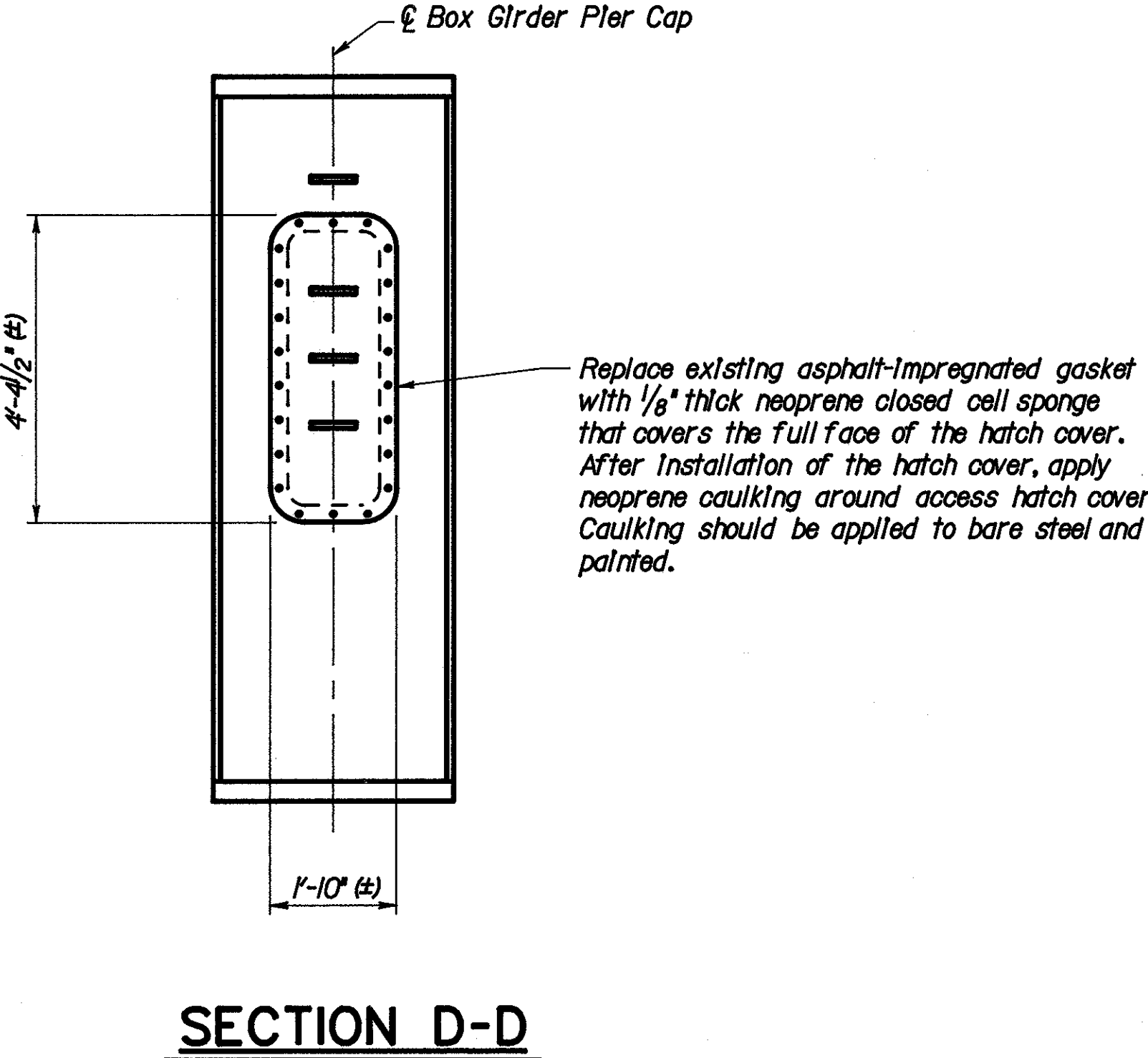
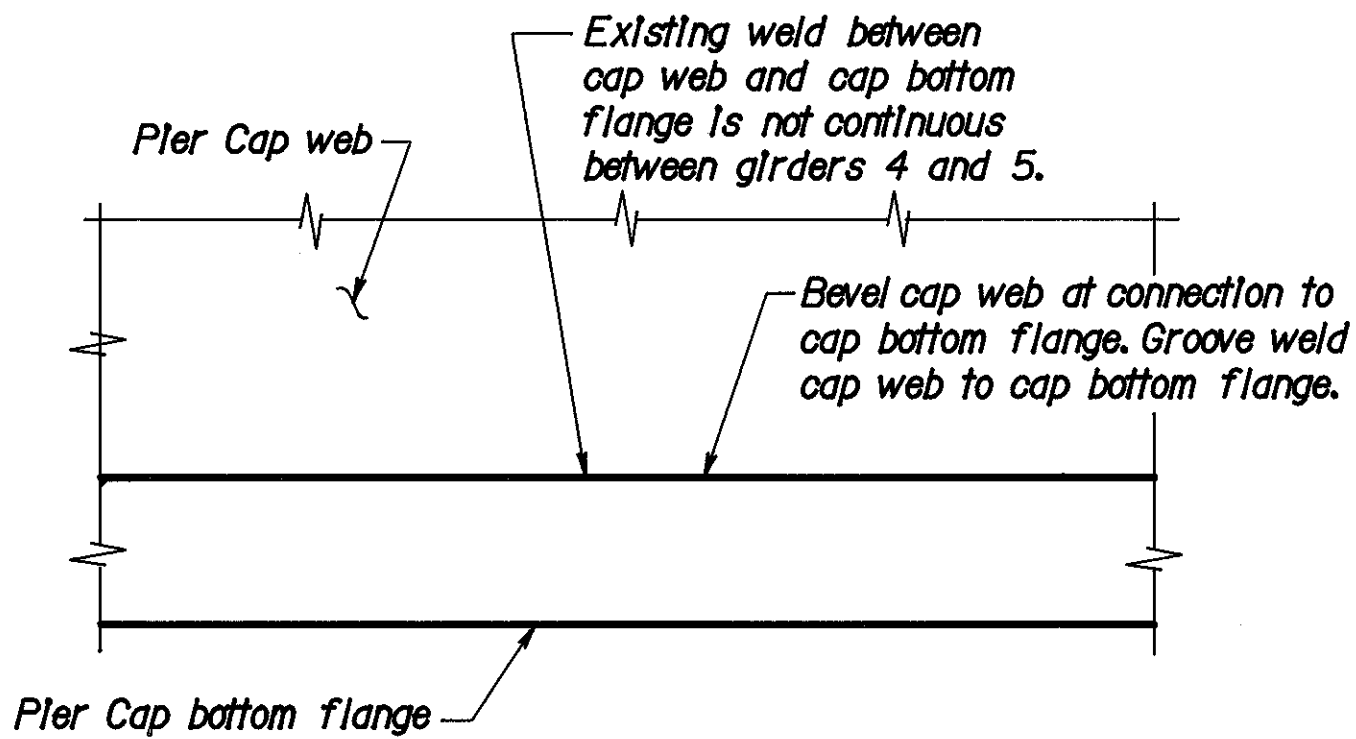
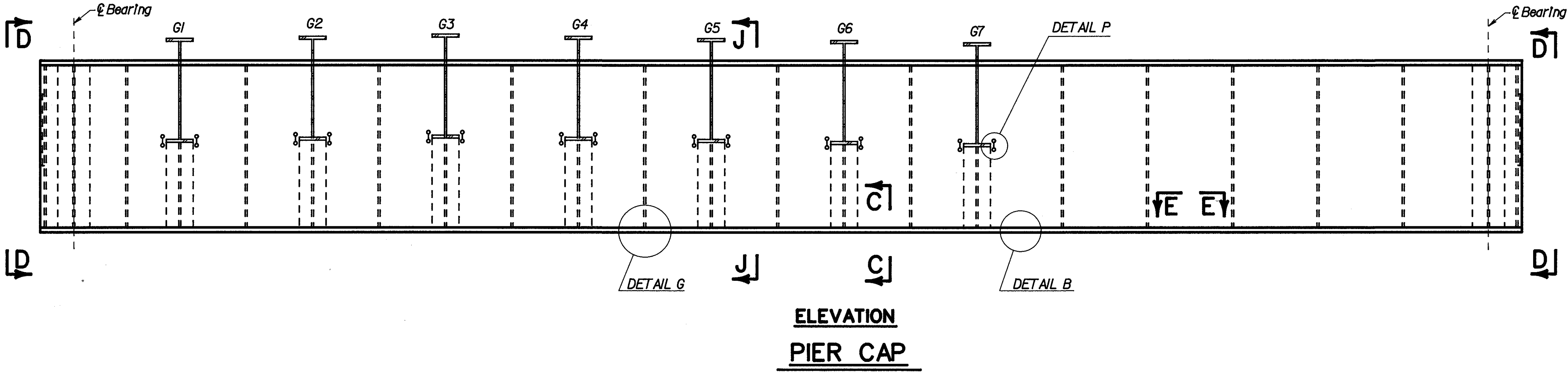
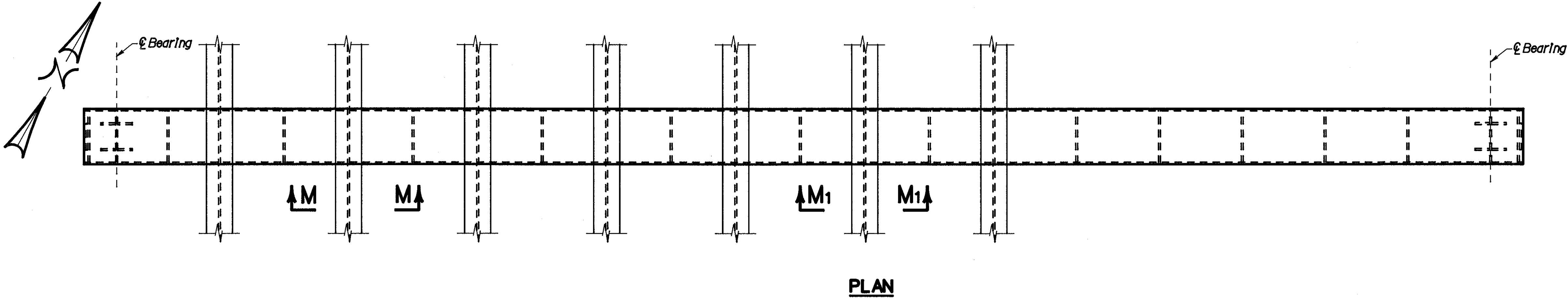
NOTES

1. Clean and paint areas where paint has failed on the inside of the pier cap. Include with Item Special - Field painting of existing steel system OZEU.

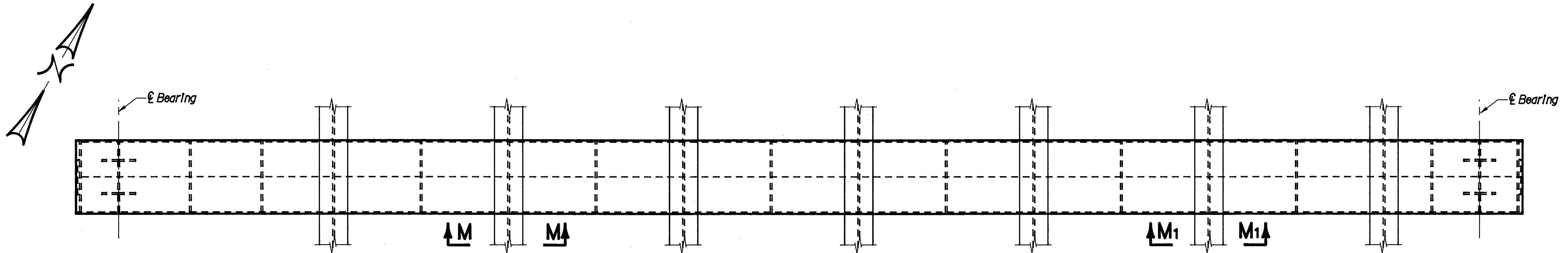
LOCKWOOD, JONES & BEALS CONSULTING ENGINEERS DAYTON, OHIO					54/105
STEEL PIER CAP REPAIR AT PIER 5					
BRIDGE NO. HAM-75-1192R NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE.					
DESIGNED B&N	CHECKED B&N	DRAWN MJZ	CHECKED DFS	REVIEWED DATE HDJ 12/92	REVISED

NOTES

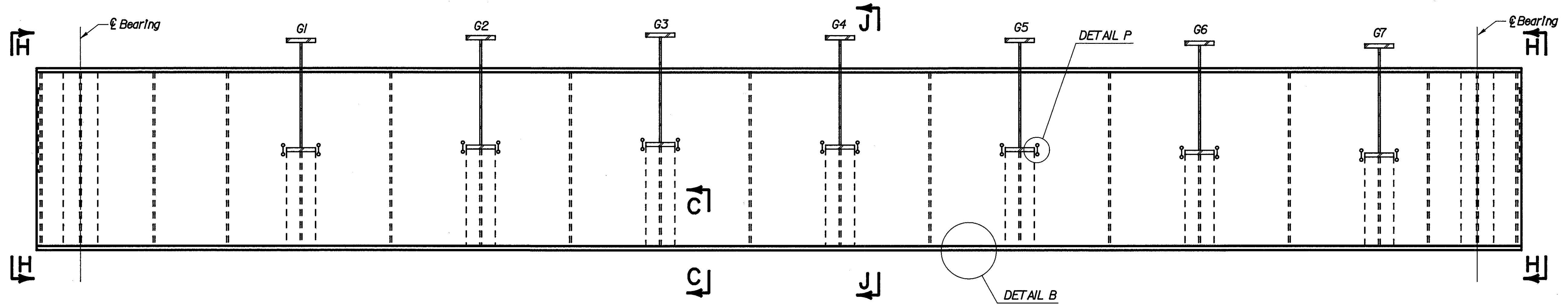
1. Clean and paint areas where paint has fallen on the inside of the pier cap. Include with item - Special - Field painting of existing steel system OZEU.
2. For Detail B and Section C-C, see Sheet 54/105
3. For Sections J-J, M-M and M₁-M₁, see Sheet 57/105
4. For Detail P, see Sheet 57/105



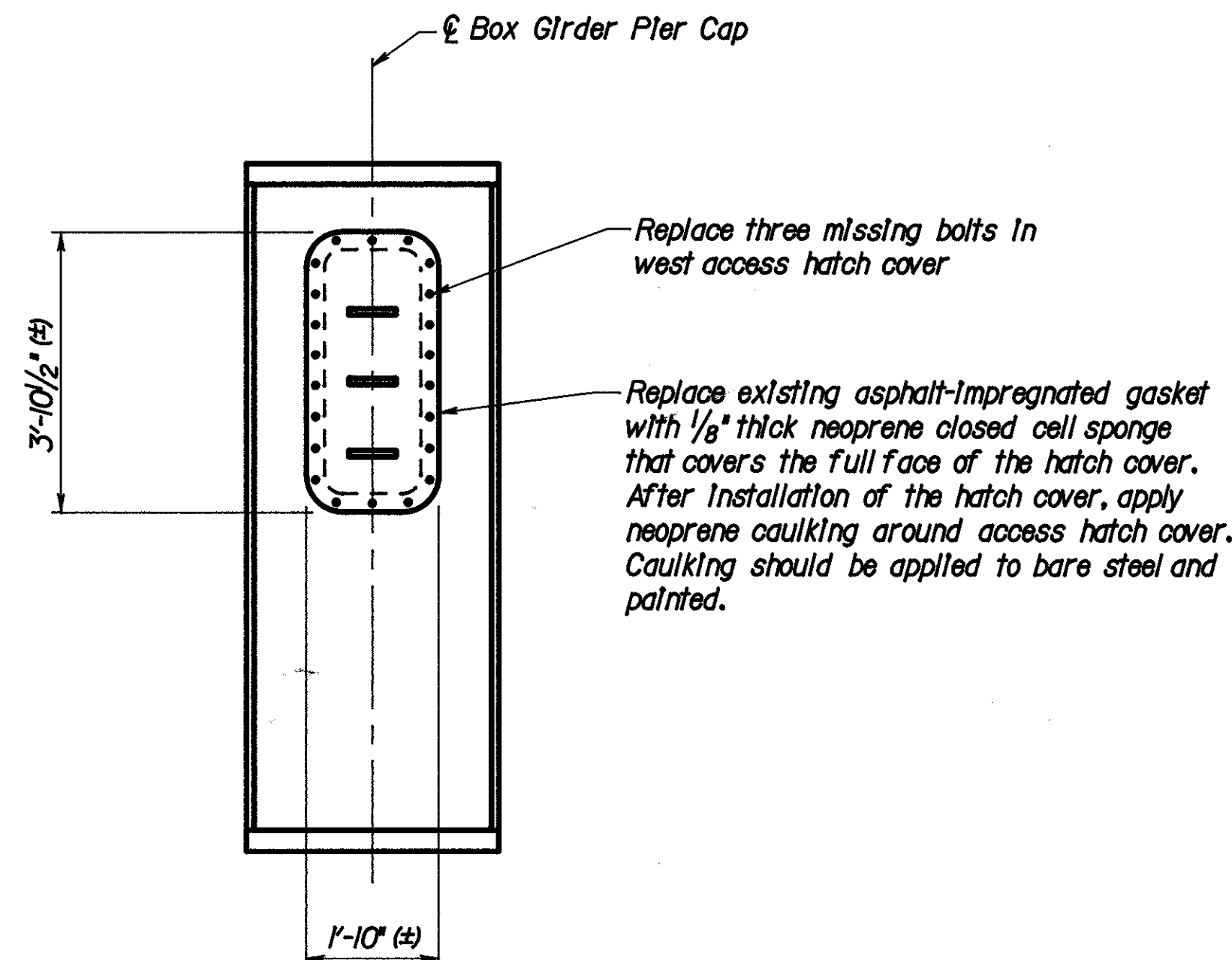
LOCKWOOD, JONES & BEALS CONSULTING ENGINEERS DAYTON, OHIO						55/105
STEEL PIER CAP REPAIR AT PIER 16						
BRIDGE NO. HAM-75-1192R NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE.						
DESIGNED B&N	CHECKED B&N	DRAWN MJZ	CHECKED DFS	REVIEWED DATE HDJ 12/92	REVISED	



PLAN



ELEVATION
PIER CAP



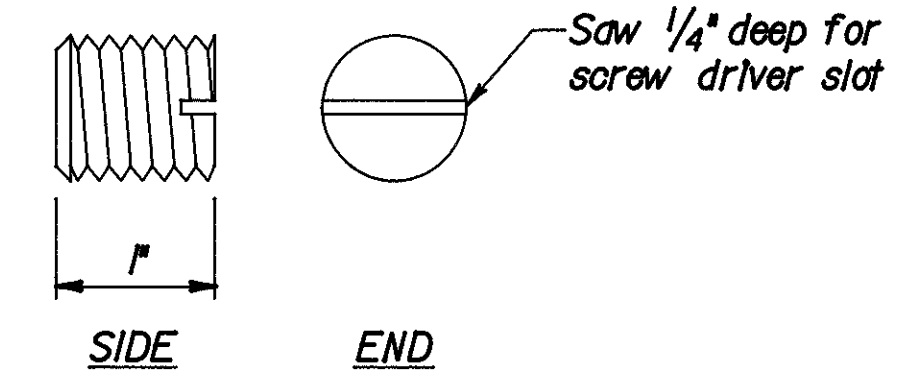
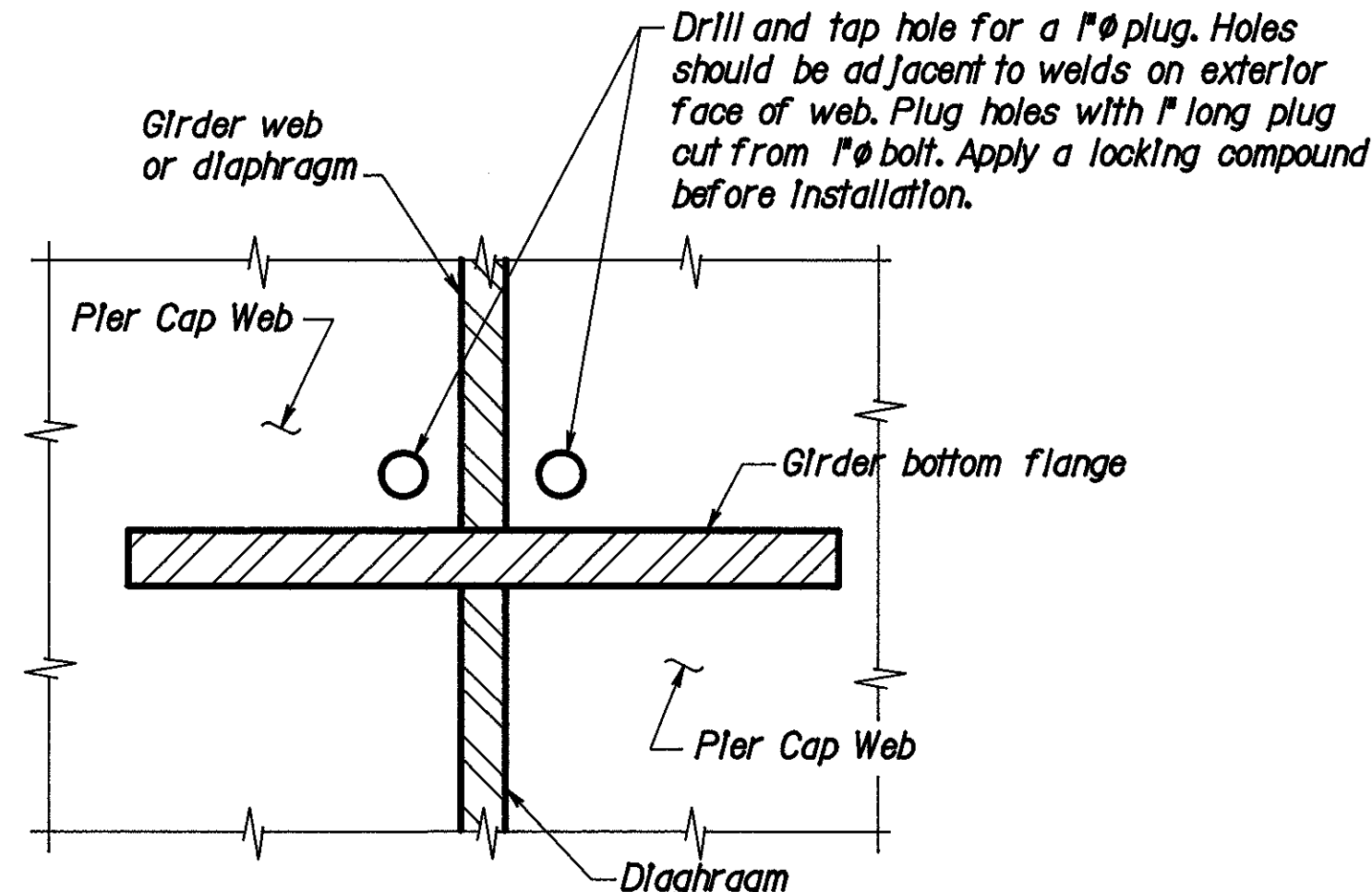
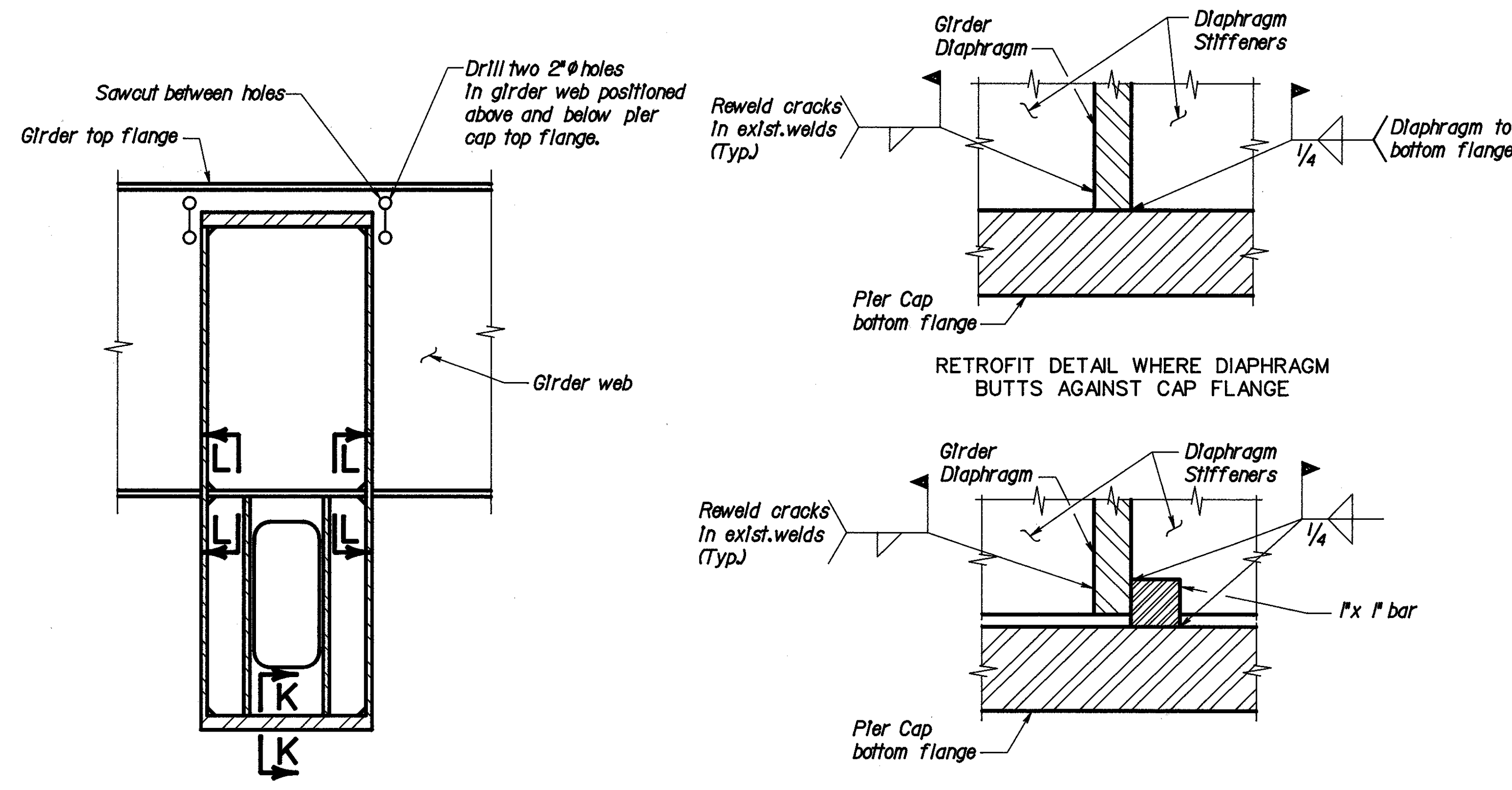
SECTION H-H

NOTES

1. Clean and paint areas where paint has failed on the inside of the pier cap. Include with item - Special - Field painting of existing steel system OZEU.
2. Grind flush any nicks or gouges in the cap bottom flange resulting from minor collision damage.
3. Grind weld material flush with pier cap web on the inside of the north web plate just west of girder G4.
4. Remove broken glass from inside pier cap.
5. For Detail B and Section C-C, see Sheet 54/105
6. For Sections J-J, M-M and M1-M1, see Sheet 57/105
7. For Detail P, see Sheet 57/105

LOCKWOOD, JONES & BEALS CONSULTING ENGINEERS DAYTON, OHIO					56/105
STEEL PIER CAP REPAIR AT PIER 20 BRIDGE NO. HAM-75-1192R NORTHBOUND I-75 OVER MILL CREEK, BENSON ST., N.Y.C.R.R. & SHEPHERD AVENUE.					
DESIGNED B&N	CHECKED B&N	DRAWN M.J.Z	CHECKED D.F.S	REVIEWED DATE HDJ 12/92	REVISED

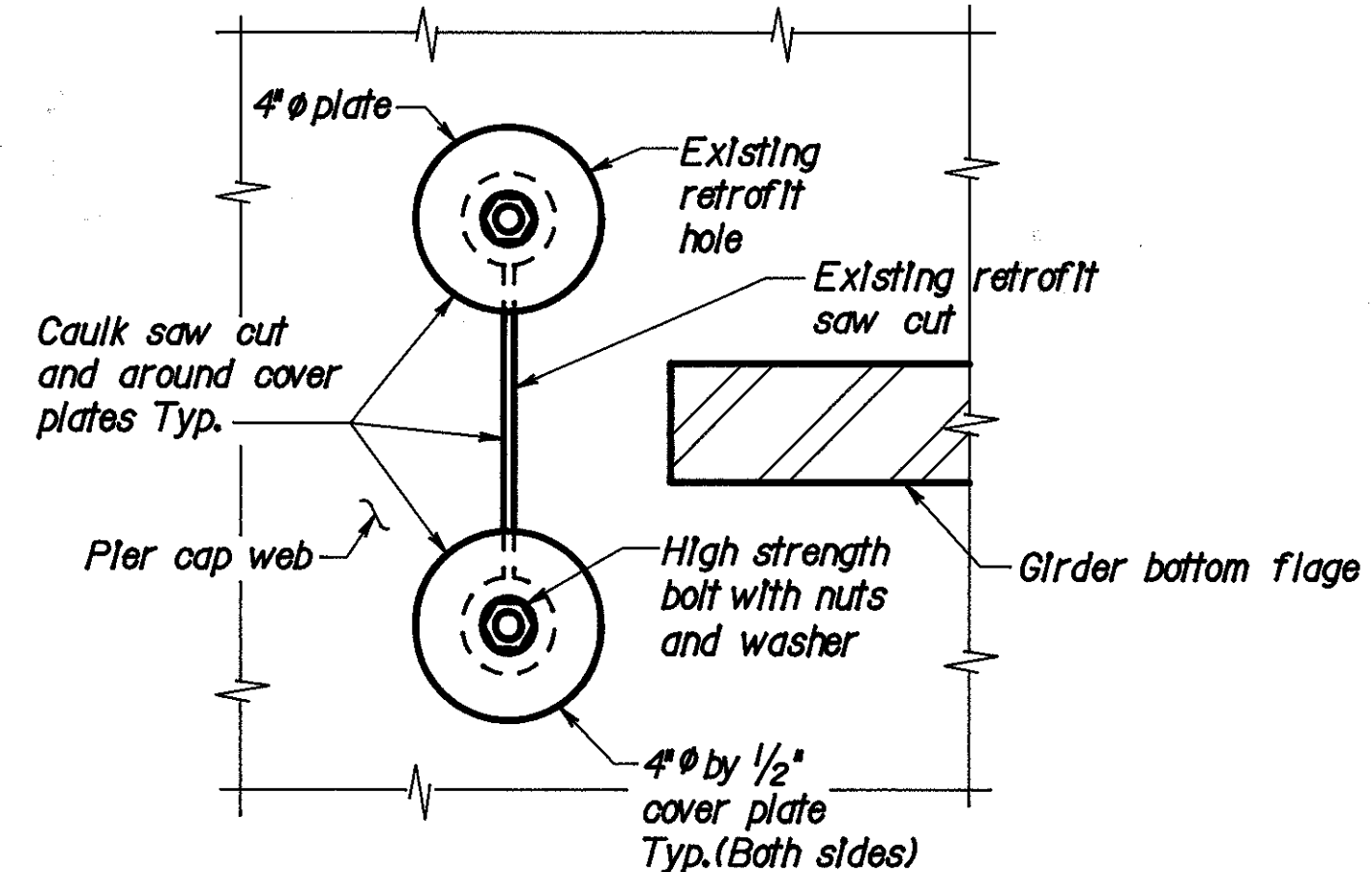
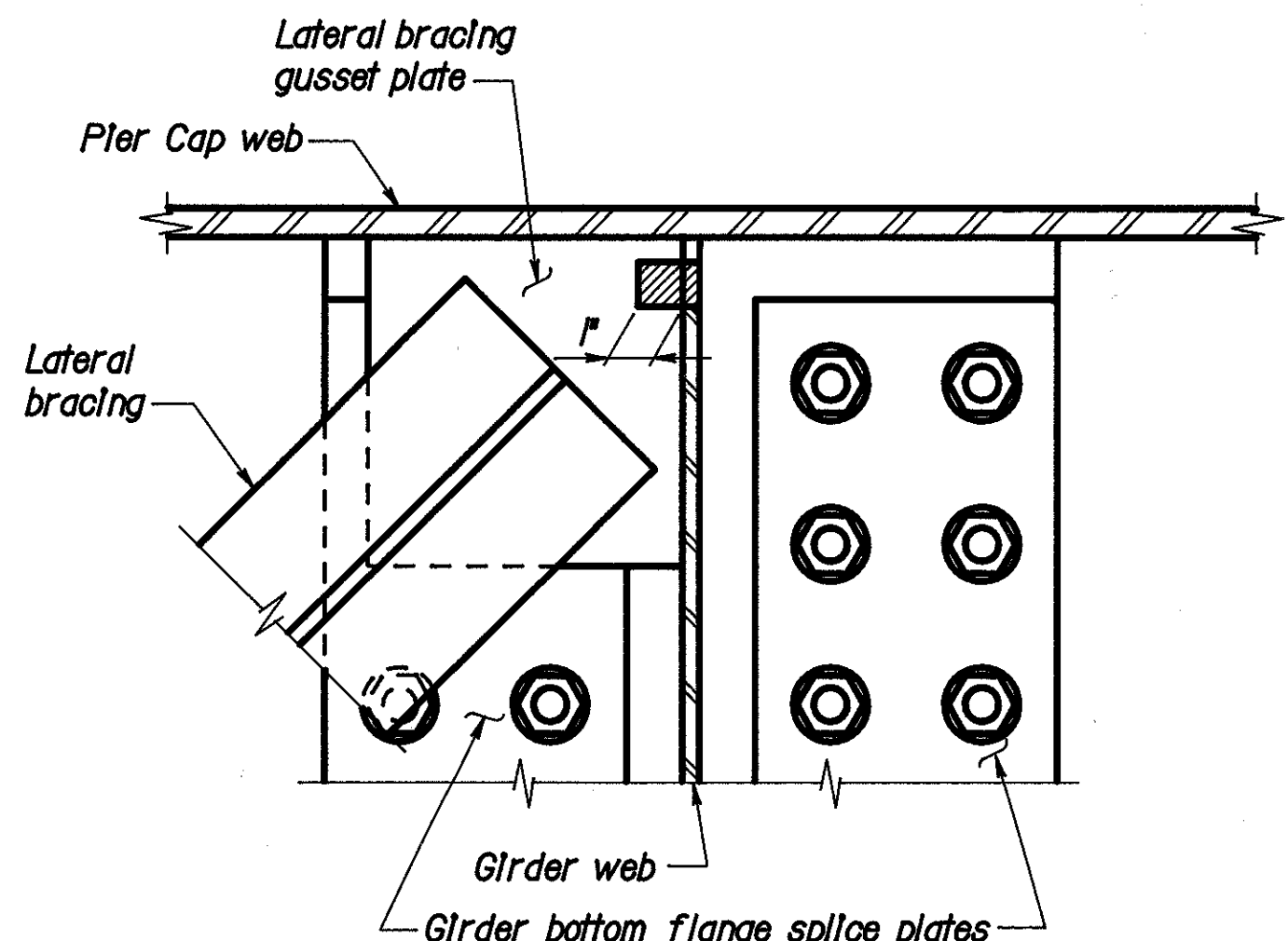
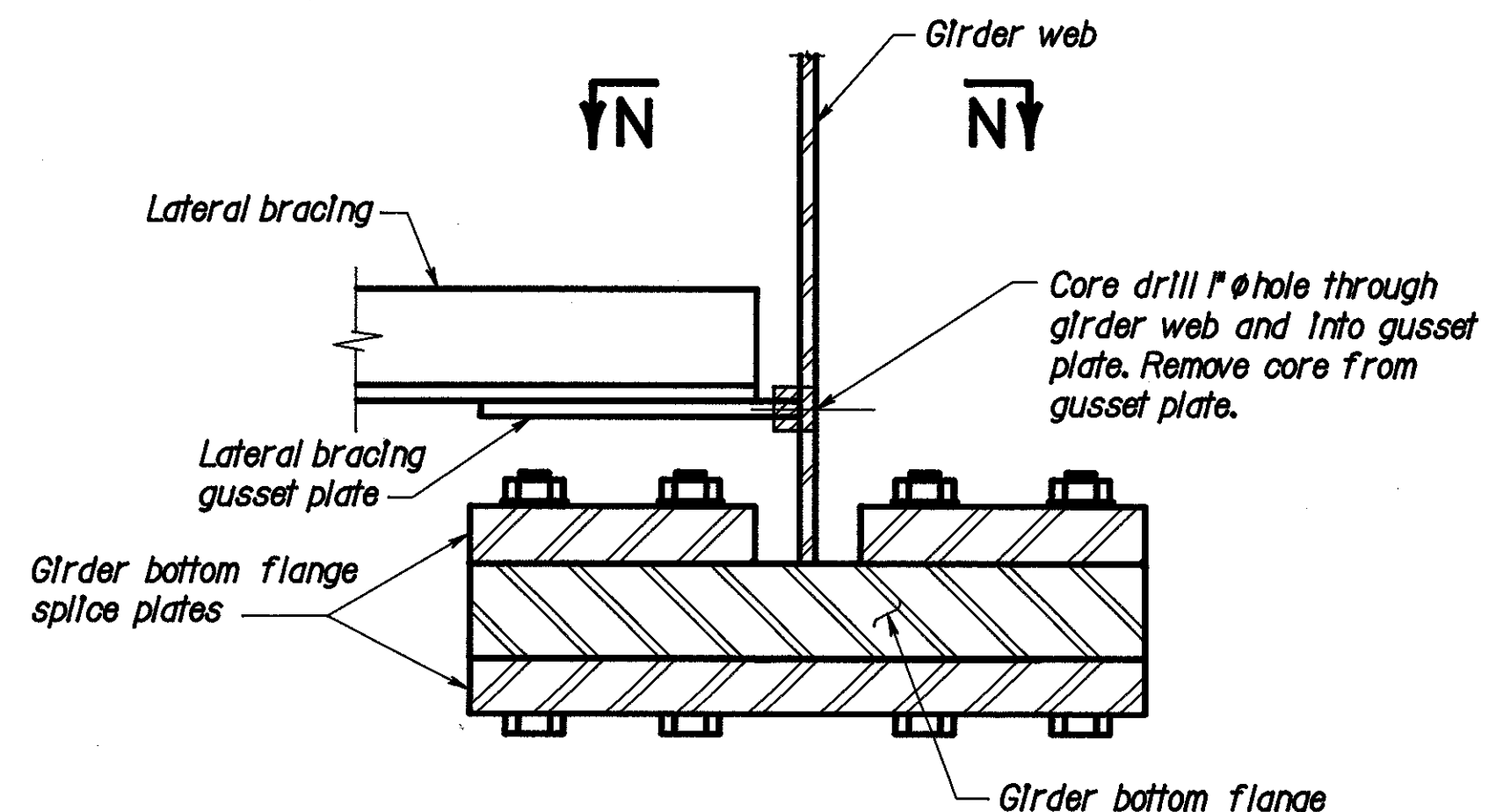
**HAMILTON COUNTY
HAM-75-9.75**



SECTION J-J

SECTION K-K

SECTION L-L



SECTION M-M
SECTION M-M OPP. HAND

SECTION N-N

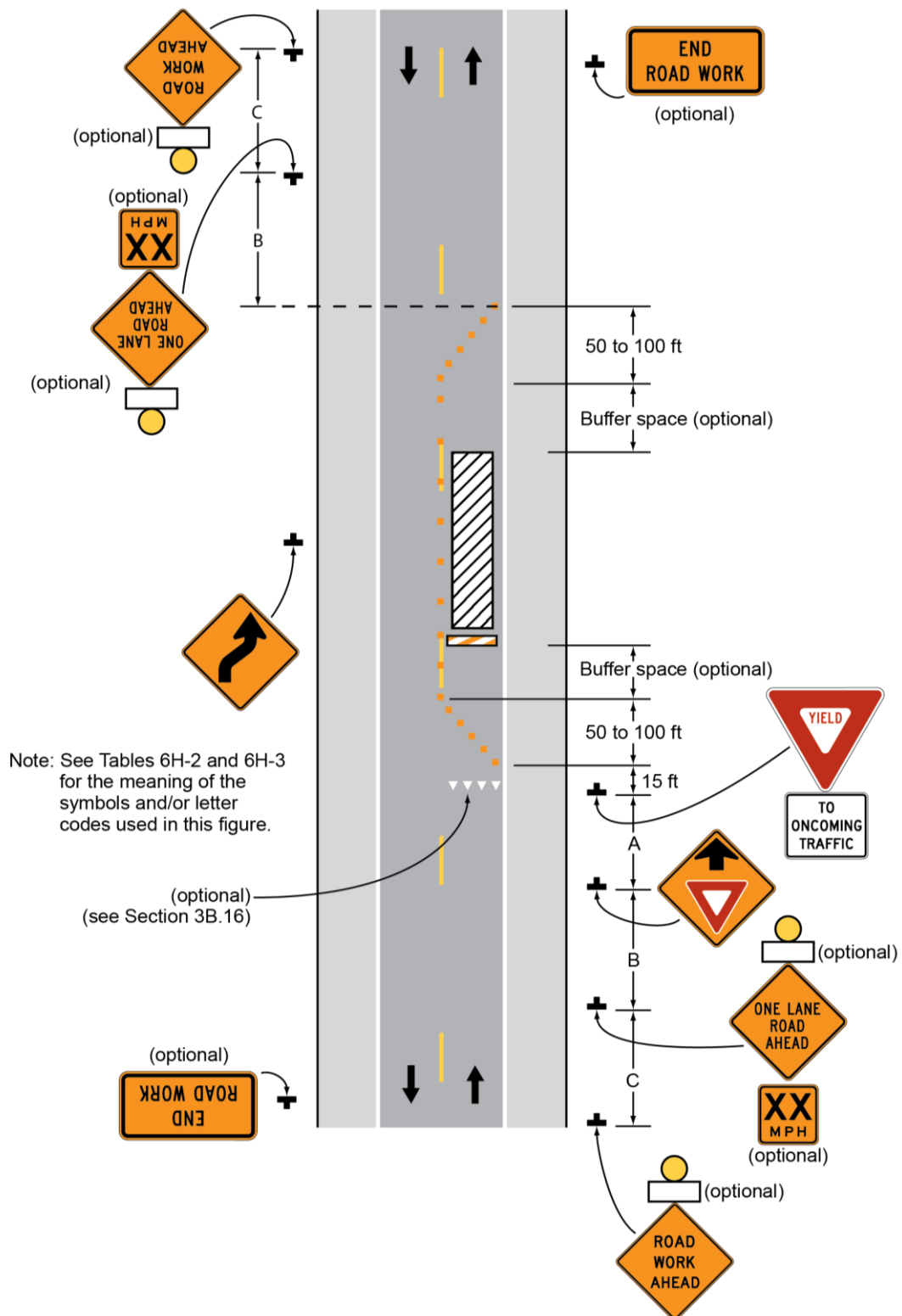
APPENDIX B
TRAFFIC CONTROL SKETCHES

Notes for Figure 6H-11—Typical Application 11
Lane Closure on a Two-Lane Road with Low Traffic Volumes

Option:

1. This TTC zone application may be used as an alternate to the TTC application shown in Figure 6H-10 (using flaggers) when the following conditions exist:
 - a. Vehicular traffic volume is such that sufficient gaps exist for vehicular traffic that must yield.
 - b. Road users from both directions are able to see approaching vehicular traffic through and beyond the work site and have sufficient visibility of approaching vehicles.
2. The Type B flashing warning lights may be placed on the ROAD WORK AHEAD and the ONE LANE ROAD AHEAD signs whenever a night lane closure is necessary. For additional information on proper use of warning lights, see Section 6F.83.

Figure 6H-11. Lane Closure on a Two-Lane Road with Low Traffic Volumes (TA-11)



Typical Application 11

Notes for Figure 6H-33—Typical Application 33
Stationary Lane Closure on a Divided Highway

Standard:

1. This information also shall be used when work is being performed in the lane adjacent to the median on a divided highway. In this case, the LEFT LANE CLOSED signs and the corresponding Lane Ends signs shall be substituted.
2. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed as needed.

Guidance:

3. *When paved shoulders having a width of 8 feet or more are closed, channelizing devices should be used to close the shoulder in advance of the merging taper to direct vehicular traffic to remain within the traveled way.*

Option:

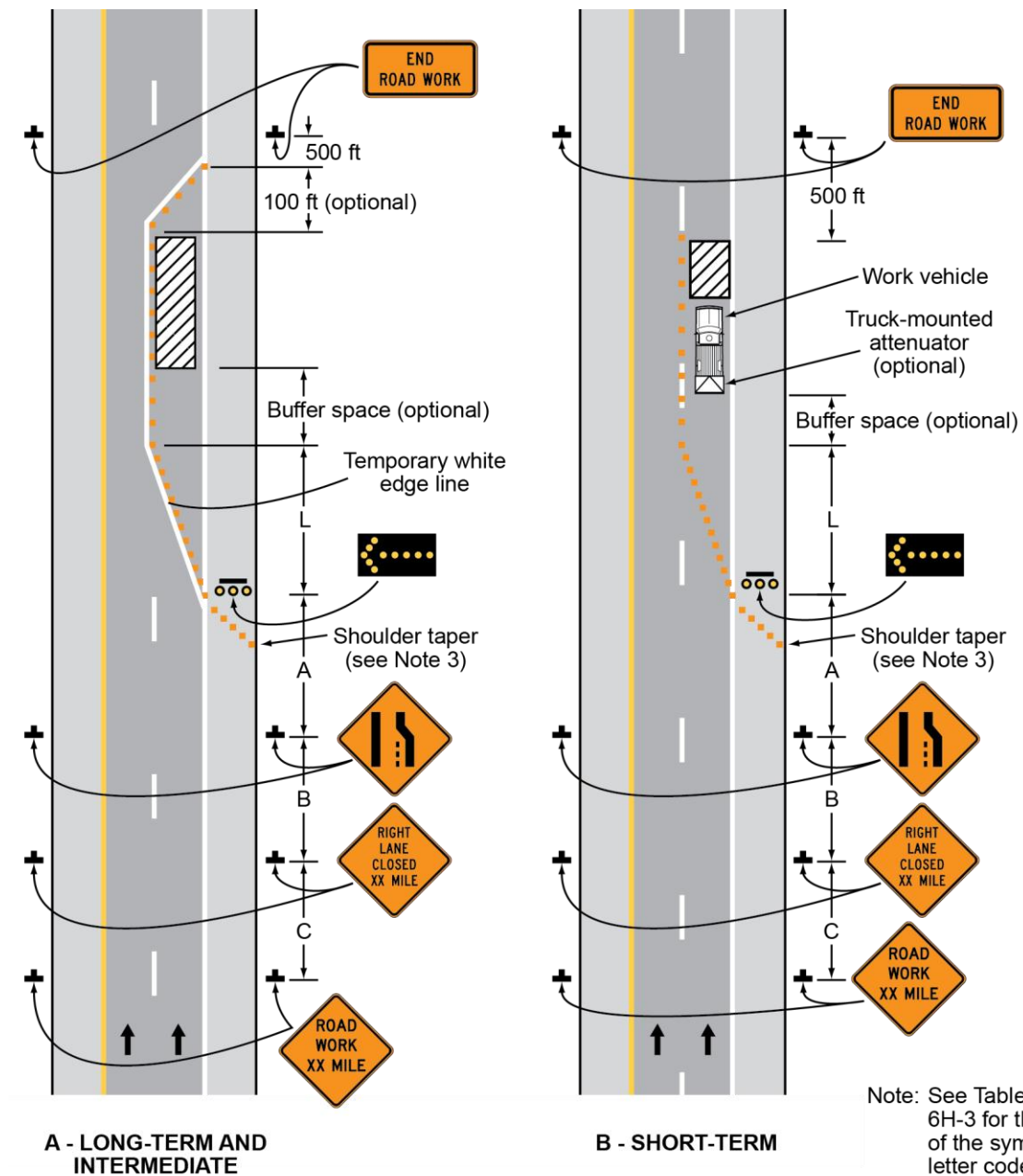
4. A truck-mounted attenuator may be used on the work vehicle and/or shadow vehicle.

Support:

5. Where conditions permit, restricting all vehicles, equipment, workers, and their activities to one side of the roadway might be advantageous.

Standard:

6. An arrow board shall be used when a freeway lane is closed. When more than one freeway lane is closed, a separate arrow board shall be used for each closed lane.

Figure 6H-33. Stationary Lane Closure on a Divided Highway (TA-33)**Typical Application 33**

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 11311 Cornell Park Drive, Suite 200 City Cincinnati State Ohio
 Zip 45242 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.)

Fracture critical inspection of three pier caps on IR 75 northbound over Mill Creek,
Shepherd Avenue, and Norfolk Southern Railroad (Bridge No. HAM-75-1192R)

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 75, 0.0 miles or _____ feet
 North East West South X of Mill Creek on the North East West South side of the road.

* Work to commence on July 14, 2015 and will require 3 days to complete.

212[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 8/18/15 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
---	---

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 _____