

AGREEMENT COVERING RECONSTRUCTION OF AN OVERHEAD BRIDGE STRUCTURE

INDOT Des#:	2100976	Draft of:	April 29, 2026
INDOT Contract:	R-41159	DOT #:	850419F
RR File:	IN1255	RR MP:	QIB-3.3
Daily Train Count:	5	Max Train Speed:	10 MPH
Location:	Bridge rehabilitation I-70 over Harding Street and CSX		

THIS AGREEMENT, made and entered into by and between the STATE OF INDIANA, acting by and through the Indiana Department of Transportation, hereinafter called "INDOT" and CSX Transportation hereinafter called the "Railway".

W I T N E S S E T H

WHEREAS, I-70 passes over tracks and operating Right-of-way of the Railway near Harding Street in the town of Indianapolis, Marion County, Indiana:

WHEREAS, in the interest of public safety and convenience INDOT desires to reconstruct an overhead highway bridge and approaches to carry highway traffic over and across the Railway's track and right-of-way:

WHEREAS, under Indiana Code 8-23-2-6 and 8-23-3 the Indiana Department of Transportation is authorized "to cooperate with the United States Government under any Federal law in any manner necessary to secure for the State of Indiana the proportion of any Federal appropriation which may be made in the Future"; and

WHEREAS, INDOT desires to reconstruct said overhead highway bridge and the highway approaches thereto with the aid of Federal funds apportioned to the State as authorized by Title 23, United States Code, (Public Law 85-767), 85th Congress) or any other Acts supplemental thereto of amendatory thereof.

NOW THEREFORE, in consideration of the premises and the mutual dependent covenants herein contained, the parties hereto agree as follows:

Section 1. The Railway, insofar as its title enables it to do so and subject to the rights of the Railway to operate and maintain its railway and Railway appurtenances along, in and over its right-of-way, grants INDOT and INDOT's contractor, without any compensation other than the performance of this agreement, the right to enter upon the Railway's property to reconstruct and maintain the overhead highway bridge, including the approaches thereto, over and across its tracks and operating right-of-way in accordance with the general plans and specifications for **Project Des Number 2100976** which are incorporated and made a part hereof by reference, at the location shown in **Exhibit 1** attached hereto. It is understood that the actual conveyance of any lands or rights, if such are required by Indiana State Law, shall be by means of other instruments to be negotiated between INDOT and the Railway.

Section 2. Detailed plans and specifications for the structure and approaches thereto, shall be prepared by INDOT and approved by the Federal Highway Administration. All plans and specifications affecting the interests of the Railway shall be subject to approval by the Chief Engineer of the Railway before work is started. No changes in the plans affecting the interests of either party hereto shall be made without the written consent of said party.

Section 3. The parties hereto shall construct or cause to be constructed in substantial accordance with the plans and specifications, the following items of work:

A. Work by INDOT:

INDOT shall reconstruct the overhead bridge structure, approach fills, highway surfacing, highway drainage, including other drainage made necessary by the construction of the highway facilities.

B. Work by the Railway:

The Railway shall perform, or cause to be performed such temporary and permanent alterations of communication lines, signal lines, signals, and other facilities on its operating right-of-way, and do such other work and furnish such services, as are required by the installation of the grade separation improvement, in accordance with the estimate of force account work marked **Exhibit 2**, attached hereto and made a part hereof. This work shall be performed by the Railway with its own forces on a force account basis. If the Railway is not equipped to perform any part of the work with its own forces, it may request the permission of INDOT to do the work by contract. After receiving written approval of the method of selection the Railway may proceed, subject to written concurrence by INDOT, to award a contract for the work. The provisions of **Section 10** of this agreement shall apply to any portion of the work, including engineering services, which the Railway may perform by the contract method. The Railway shall keep complete records of the cost of the above work to be performed by it and shall submit to INDOT on request such information as it may require concerning the cost and other details of the work. The Railway's accounts shall be kept in such manner that they may be readily audited and actual costs readily determined, and such accounts shall be available for audit by representatives of INDOT and Federal Highway Administration for a period of three years from the date final payment has been received by the Railway. Except as otherwise provided in this agreement, INDOT shall reimburse the Railway for the actual cost of the above work performed by it which is estimated to be **Ninety-Nine Thousand, Forty-Three Dollars and zero Cents (\$99,043.00)**. In the event there are increases in the extent of the work or changes in the methods of performing the work, this amount may be increased by mutual agreement. The eligibility for reimbursement of costs of changes to the Railway's facilities and facilities jointly owned or used by the Railway and utility companies shall be determined in accordance with the regulations as set forth in the Federal-Aid Policy Guide 23 CFR, Part 140, Subpart I, Subchapter B, and 23 CFR, Part 646, Subpart B issued December 9, 1991, and subsequent amendments or supplements thereto, which are incorporated herein by reference. It is agreed that progress payments will be made by INDOT to the Railway for the total amount of work done as shown on monthly statements or when the amount due the Railway equals \$1,000.00 or more, said progress billing to be paid within thirty-five (35) days of receipt of the Railway progress billing. Upon receipt of the final bill, the Railway shall be reimbursed for such items of project work and project expense, in such

amounts as are proper and eligible for payment and the project shall be submitted for final audit by INDOT. In the event final audit discloses that INDOT has reimbursed the Railway more than the amount due under the terms of this agreement, the Railway shall promptly repay INDOT the amount overpaid it. Billings to INDOT shall clearly show whether they are partial or final claims. INDOT will reimburse the Railway for any items of work and expense performed by it at the written direction of INDOT, which are not eligible for reimbursement from Federal funds. The Railway shall not commence any of the work to be undertaken by it hereunder until notified in writing by INDOT to proceed, and said work by the Railway shall be commenced within thirty days after such notification to proceed. Buying and assembling of materials shall be construed as compliance with the foregoing thirty-day provision.

Section 4. On all contract construction operations involving direct interference with the Railway's tracks or traffic, the fouling of Railway operating clearances, or reasonable probability of accidental hazard to Railway traffic, INDOT shall require the Contractor to arrange for the necessary Railway personnel to protect such operations as required by the regular operating rules of the Railway as determined by the Chief Engineer of the Railway or his authorized representative, except in connection with the railway force account work as provided in Section 3b hereof. The Railway will be reimbursed for the actual cost of such protective services furnished by it, at project expense in accordance with the estimate of force account work, as set forth in Exhibit 2, attached hereto and made a part hereof. INDOT shall make final settlement with said Contractor contingent on a showing that the Railway has been reimbursed for any expenses which are for the sole benefit of the Contractor or that satisfactory arrangements have been made for such reimbursement. Any watchmen or flagmen necessary to protect or safeguard highway traffic shall be provided by INDOT at its own cost.

Section 5. All work herein provided to be done by INDOT on the Railway's operating right-of-way shall be done in a manner satisfactory to the Chief Engineer of the Railway or his authorized representative, and shall be performed at such times and in such manner as not to interfere unnecessarily with the movement of trains or traffic upon the tracks of the Railway. INDOT agrees to require the Contractor to use all reasonable care and precaution in order to avoid accidents, damage, or unnecessary delay or interference with the Railway's trains or other property.

Section 6. INDOT shall require the Contractor upon completion of the work of such Contractor to remove from within the limits of the Railway's operating right-of-way all machinery, equipment, surplus materials, falsework, rubbish, or temporary buildings of such Contractor, and to leave the operating right-of-way in a neat condition, satisfactory to the Chief Engineer of the Railway or his authorized representative.

Section 7. INDOT shall require its Contractor to take out, before work is commenced and to keep in effect until work is completed and accepted, a Railway Protective Public Liability Policy of Insurance in the name of the Railway, said policy to be in the form specified in the Federal-Aid Policy Guide 23 CFR, Part 646, Subpart B, issued December 9, 1991, and any subsequent amendments or supplements thereto, which are incorporated herein by reference. The policy of insurance specified in this section shall be with a company authorized to do business in the State of Indiana. Further, that the Contractor will certify that he has Contractor's Public

Liability and Property Damage Insurance in the amounts indicated in the Contract Special Provisions.

Section 8. Upon completion of the project, INDOT shall at its own cost and expense maintain or by agreement with others provide for the maintenance of the bridge structure, approach grades and all other highway facilities including the drainage thereof, except that in the event of railway derailments, accidents, or collisions resulting in damage to the bridge structure INDOT shall make the repairs necessary to restore the structure substantially to its former condition, and the Railway agrees to reimburse INDOT for the cost of such repairs, if said derailments, accidents, or collisions are caused solely by the negligence of the Railway, its agents or servants. The Railway, at the expense of INDOT, will repair or replace or cause to be repaired or replaced the Railway's track, ties, ballast, communications and signal system, and roadbed which may be damaged or destroyed by accident or as a result of structure maintenance, or otherwise resulting from the sole negligence of INDOT, its agents or servants. The Railway shall at its own cost and expense maintain its own roadway and tracks and the drainage thereof.

Section 9. In the event that delays or difficulties arise in securing necessary approvals, or in acquiring necessary right-of-way, or in settling damages or damage claims, or for other reasons, which in the opinion of INDOT render it impracticable to utilize funds from current appropriation for the construction of the project, then at any time before actual construction is started by INDOT or its Contractor pursuant to proper approval or authority, INDOT may serve formal notice of cancellation upon the Railway and this agreement shall thereupon become null and void. INDOT shall reimburse the Railway for all costs incurred by it at the written request of INDOT on account of the project prior to cancellation.

Section 10. Non-Discrimination

- A. Pursuant to the Indiana Civil Rights Law, specifically including IC §22-9-1-10, and in keeping with the purposes of the Civil Rights Act of 1964, the Age Discrimination in Employment Act, and the Americans with Disabilities Act ("ADA"), the Railway covenants that it shall not discriminate against any employee or applicant for employment relating to this Agreement with respect to the hire, tenure, terms, conditions or privileges of employment or any matter directly or indirectly related to employment, because of the employee's or applicant's race, color, national origin, religion, sex, age, disability, ancestry, or status as a veteran or any other characteristic protected by federal, state or local law ("Protected Characteristics"). The Railway certifies compliance with applicable federal laws, regulations and executive orders prohibiting discrimination based on the Protected Characteristics in the provision of services. Breach of this covenant may be regarded as a material breach of this Agreement, but nothing in this covenant shall be construed to imply or establish an employment relationship between the State and any applicant or employee of the Railway or any subcontractor.
- B. INDOT is a recipient of federal funds, and therefore, INDOT requires full compliance with all rules, regulations and statutes concerning nondiscrimination requirements and applications. Breach of this section may be regarded as a material breach of this Agreement.

It is the policy of INDOT to assure full compliance with Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act and Section 504 of the Vocational Rehabilitation Act and all related statutes and regulations in all programs and activities. Title VI and related statutes require that no person in the United States shall on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. (INDOT's nondiscrimination enforcement is broader than the language of Title VI and encompasses other State and Federal protections).

C. During the performance of this Agreement, the Railway, for itself, its assignees, and successors in interest (hereinafter referred to as the "Railway") agrees to the following assurances under Title VI of the Civil Rights Act of 1964:

1. Compliance with Regulations: The Railway shall comply with the regulations relative to nondiscrimination in Federally assisted programs of the Department of Transportation, Title 49 CFR Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
2. Nondiscrimination: The Railway, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, color, sex, national origin, religion, disability, ancestry, or status as a veteran in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Railway shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulation, including employment practices when the Agreement covers a program set forth in Appendix B of the Regulations.
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the Railway for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Railway of the Railway's obligations under this Agreement, and the Regulations relative to nondiscrimination on the grounds of race, color, sex, national origin, religion, disability, ancestry, or status as a veteran.
4. Information and Reports: The Railway shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by INDOT and the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of the Railway is in the exclusive possession of another who fails or refuses to furnish this information, the Railway shall so certify to INDOT or the Federal Highway Administration as appropriate and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance: In the event of the Railway's noncompliance with the nondiscrimination provisions of this Agreement, INDOT shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to: (a) withholding payments to the Railway under the Agreement until the Railway complies, and/or (b) cancellation, termination or suspension of the Agreement, in whole or in part.
6. Incorporation of Provisions: The Railway shall include the provisions of paragraphs 1. through 5. in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The Railway shall take such action with respect to any subcontract or procurement as INDOT or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance, provided, however, that in the event the Railway becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Railway may request INDOT to enter into such litigation to protect the interests of INDOT, and, in addition, the Railway may request the United States of America to enter into such litigation to protect the interests of the United States of America.

Section 11. This project does not eliminate an existing grade crossing with active warning devices; so in accordance with the Federal-Aid Policy Guide 23 CFR, Section 646.210, issued December 9, 1991, and subsequent amendments or supplements thereto, there shall be no required Railway share of the project cost.

Section 12. It is understood that the project herein contemplated is to be financed with the aid of funds appropriated by the Federal Government and expended under Federal regulations; that all plans, estimates of cost, specifications, awards of contracts, acceptance of work, and procedures in general are subject at all times to all Federal laws, rules, regulations, orders, and approvals applying to it, as a Federal project.

Section 13. Buy America Certification:

- a. Steel, iron, manufactured products, and construction materials used in the Project are subject to section 70914 of BABA Act and Budget Memo M-22-11, as implemented by covered agencies of [*the Department of Transportation administration, e.g., FTA, FRA, or FHWA etc.*].
- b. Construction materials used in the Project are subject to the domestic preference requirement at § 70914 of the Build America, Buy America Act, Pub. L. No. 117-58, 135 Stat. 429, 1298 (2021), as implemented by the Office of Management and Budget per Budget Memo M-22-11 and [*the respective Department of Transportation administration*]. The Recipient acknowledges

that this agreement is neither a waiver of § 70914(a) nor a finding under § 70914(b).

Section 14. This agreement shall be constructed in accordance with and governed by the laws of the State of Indiana and suit, if any, must be brought in the State of Indiana.

Section 15. INDOT agrees that the work performed under this agreement shall in no manner encumber the Railway's existing rights in the continuous use of or the future conveyance of the Railway's property.

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This Agreement shall be binding upon the parties hereto, and their successors or assigns.

IN WITNESS WHEREOF, the parties have caused these presents to be executed by their proper officers thereunto duly authorized.

CSX Transportation

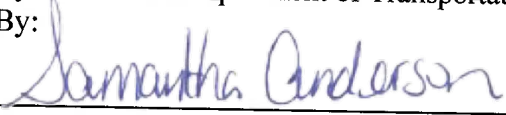
By: 

William Roseborough
Director Project Development

Date 5/19/26

The State of Indiana

By the Indiana Department of Transportation

By: 

Samantha Anderson
Statewide Director of Utilities and Railroads
Capital Program Management
For: Lyndsay Quist, Commissioner

06/03/2026

Date

APPROVED AS TO LEGALITY AND FORM:

_____(for)
Theodore E. Rokita, Attorney General of Indiana

Date Approved _____

Exhibit 1

Bridge Plans

STRUCTURE INFORMATION					
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION	REF. POST
170-070-02385 C	COMPOSITE STEEL BEAM & CONTINUOUS COMPOSITE STEEL GENDER BRIDGE	5 SPANS: 58'-0", 139'-6" 118'-0", 96'-0", 58'-0" SKEW: 26°40'49" L.T.	HARDING STREET & CSX RR	861+38.38	78+58

FOR SPANS OVER 20 FEET
ROUTE: I-70 AT: RP 78+58
DESIGNATION NO. 2100214

NO ADDITIONAL RIGHT-OF-WAY
REQUIRED FOR THIS PROJECT

Bridge Preventive Maintenance on I-70 over Harding Street & CSX Railroad
Located 2.36 miles West of I-65 in
Section 10, T-15-N, R-3-W, Center Township, Marion County, Indiana

TRAFFIC DATA	
A.A.D.T.	(2436)
A.A.D.T.	(2045)
DAILY	(2045)
FUNCTIONAL DISTRIBUTION	
TRUCKS	16.05 % A.A.D.
	11.16 % DAILY
DESIGN DATA	
DESIGN SPEED	55 M.P.H.
PROJECT DESIGN CRITERIA	20 (MIN) FEET
FUNCTIONAL CLASSIFICATION	INTERSTATE
RURAL/URBAN	URBAN
THROUGH	LOCAL
ADDITIONAL COMMENTS	



PROJECT LOCATION SHOWN BY
MARTON CO

KIN PROJECT INFORMATION		
DESIGNATION	PHASE/DESCRIPTION	TYPE
210021 (LEAD)	1-70 Concrete Pavement Restoration, 3.12 miles West of I-465 and 2.36 miles West of I-465	BRIDGE
2100123	1-70 Concrete Pavement Restoration, 2.90 miles West of I-465 and 1.64 miles West of I-465	BRIDGE
1992552	1-70 Over W Morris St, 2.21 miles East of I-465	BRIDGE
1993533	1-70 WB over W Morris St, 2.33 miles East of I-465	BRIDGE
1993534	1-70 WB over Big Lake Creek, 3.87 miles West of I-465	BRIDGE
2100973	1-70 Over Indiana, 2.87 miles West of I-465	BRIDGE
2100977	1-70 Over Division St, 1.75 miles West of I-465	BRIDGE
2100978	1-70 Over White River and Streets, 1.72 miles West of I-465	BRIDGE
2100979	1-70 Over Wagon/Missouri St, 1.31 miles West of I-465	BRIDGE
2100980	1-70 Over East Rains over Capital Ave, 0.57 miles West of I-465	BRIDGE
2100981	1-70 Over Rainswood Ave, 1.16 miles West of I-465	BRIDGE
2100982	1-70 WB Entrance Ramp over I-465 WB Exit Ramp, 1.25 miles West of I-465	BRIDGE
2100983	1-70 WB Exit Ramp over I-465 WB Entrance Ramp, 1.24 miles West of I-465	BRIDGE
2100984	1-70 WB Over I-465 Exit Ramp, 0.53 miles West of I-465	BRIDGE
2100985	1-70 Over Henderson St, 0.8 miles West of I-465	BRIDGE
2100986	1-70 EB Exit Ramp over Henderson St, 0.8 miles West of I-465	BRIDGE
2100987	1-70 Over I-78 Entrance and Exit Ramps, 0.77 miles West of I-465	BRIDGE
2100988	1-70 Over Madison Ave. and SR, 0.65 miles West of I-465	BRIDGE
2100989	1-70 Over Thibodeau Ave, 3.90 miles West of I-465	BRIDGE
2100990	1-70 Over SR2, 3.70, 3.88 miles East of I-465	BRIDGE
2100991	1-70 EB over Warmans Ave, 3.37 miles West of I-465	BRIDGE
2100992	1-70 WB over Warmans Ave, 3.37 miles West of I-465	BRIDGE



LOCATION MAP

SCALE: 1" = 2000'

Structure 170-078-02385C
Over Harding St. & CSX RR
861+38.38 | Loc. "A"

HUC 12: 05090203107	
LATITUDE: 39° 45' 20" N	LONGITUDE: 86° 11' 15" W
BRIDGE LENGTH:	0.090 MI.
ROADWAY LENGTH:	0.000 MI.
TOTAL LENGTH:	0.090 MI.
MAX. GRADE:	2.202 %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2026
TO BE USED WITH THESE PLANS

Michael Baker
INTERNATIONAL

Michael Baker International, Inc.
3815 River Crossing Parkway, Suite 300
Indianapolis, IN 46240
Tel: 317-663-8430 Fax: 317-663-8410
www.mbakierintl.com



PLANS

PREPARED BY: Michael Baker International, Inc.
CERTIFIED BY: Erinley Wain Thomas

APPROVED
FOR LETTING: _____

INDIANA DEPARTMENT

317-663-5430
PHONE NUMBER

DATE _____

DATA

FOR UTILITIES, SEE DES. NO. 2100214 PLANS.

[illegible]

The design consultant does not warrant the accuracy of this data and advises the contractor to field verify all horizontal and vertical information.

Any removed pavement markings will be replaced as part of des. no. 2100214.

All work will occur within existing Right-of-Way which is outside of plan view limits of General Plan.

Refer to 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: Safety Provisions for Construction near CSXT Property, Overhead Bridge Clearance, Construction Submittals, Erosion, Soil and Water Management Policy, and Insurance Requirements for Public Projects.

If using scaffolding or safety cables/harnesses for painting, supporting calculations for their design must be provided. Plans must be stamped and sealed by a Licensed Professional Engineer in the state in which the project is to occur. Provide spec. sheet for scaffolding harnesses, safety cables, etc. that are proposed to be used.

Contractor access will be limited to the immediate project area only. The CS&T 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.

CSXT may require the Contractor to install filter fabric over the track(s) and ballast to prevent any construction debris from fouling the ballast. This will be determined during actual construction activities by CSXT or its Representative. Fabric will remain in place until all construction activities are complete.

A vertical debris shield may be required to be installed on the slope walls to prevent debris from the expansion joint replacements from falling onto CSK right of way.

If Contractor has the potential to penetrate the deck during the deck rehabilitation work, then Contractor will be required to install fallow/term shield protection from pier to pier in the span over CSXT. The fallow/term shield protection will be installed prior to the deck being penetrated and will stay in place for the duration of the construction activities. The fallow/term shield shall be designed and constructed in accordance to CSXT's Construction Submission Criteria.

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 remain clear for railroad use at all times. 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.

Temporary Construction Clearance - Ensure all falsework, bracing or forms have a minimum horizontal clearance of 12 feet measured perpendicular to the centerline of the nearest track, and a minimum vertical clearance of 23 feet or existing, whichever is less, as measured from the top of rail profile.

The Contractor will be required to abide by the provisions of the Agency/CSXT Construction Agreement. Periodically, throughout the project duration, the Contractor will 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.

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 his authorized Representative.

CSKT shall be notified at least 5 days in advance of the Pre-Construction Meeting.

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 feet of track or other track distances as specified by CSX.

Pre and post bearing replacement vertical clearance measurements shall be taken in the presence of a CSX representative to ensure no reduction.

SHEET NO.	SUBJECT
1	TITLE
2	INDEX
3-4	GENERAL PLAN
5-8	SUBSTRUCTURE REPAIR DETAILS
9-10	STRUCTURAL STEEL REPAIR DETAILS
11	DRAINAGE DETAILS
12	BEARING SHIM DETAILS
13	BRIDGE SUMMARY

MAINTENANCE OF TRAFFIC: For Maintenance of Traffic Details, See Lead Des. No. 2100214 (Contract R-41159).

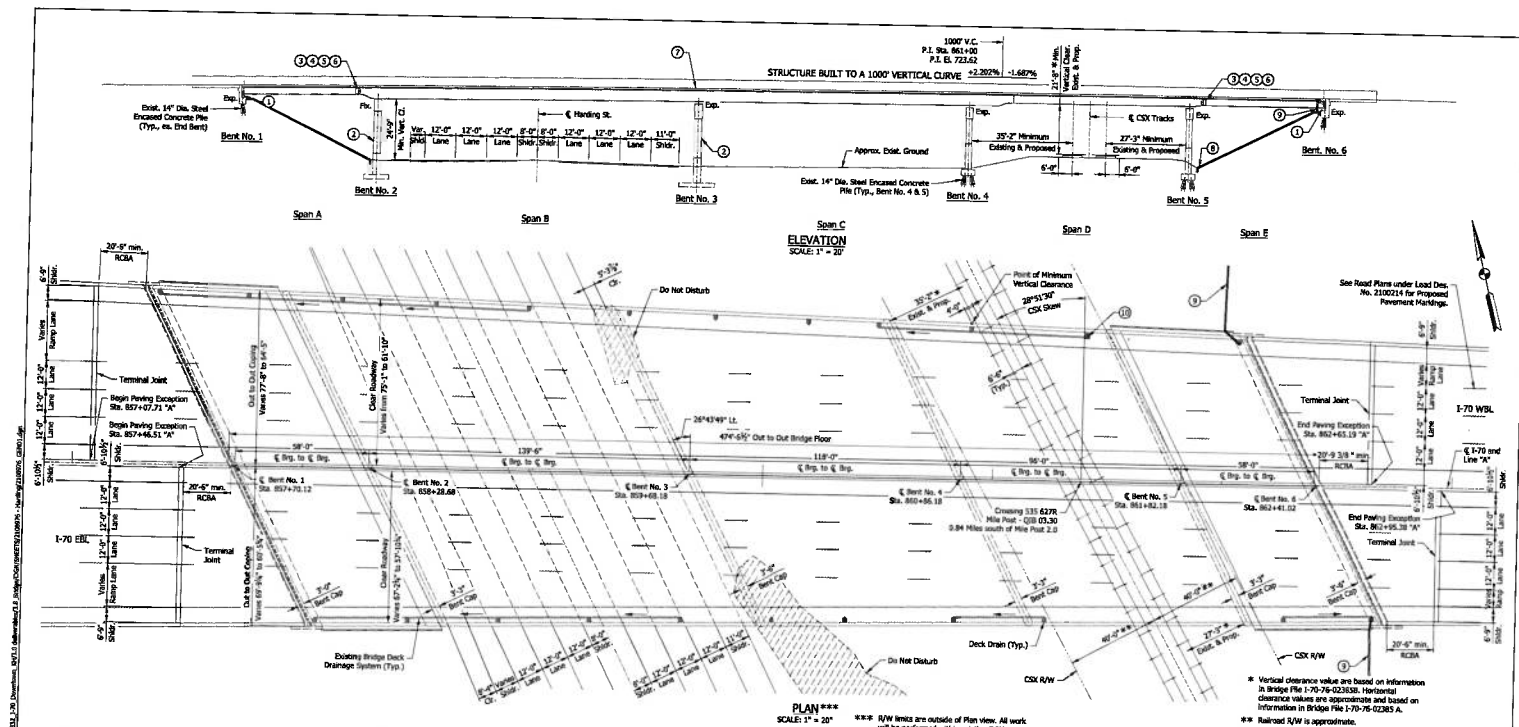
PAVEMENT MARKINGS: For Pavement Markings Details, See Lead Des. No. 2100214 (Contract R-41159).



RECOMMENDED FOR APPROVAL	<i>Emily Ann Thomsen</i>	DESIGN ENGINEER	1/7/20 GA
DESIGNED: JFD		DRAWN: JFD	
CHECKED: EWT		CHECKED: JFD	

INDIANA
DEPARTMENT OF TRANSPORTATION
INDEX
I70-078-02385 C

SCALE	BRIDGE FILE		
N/A	1-78-078-02385 C		
	DESIGNATION		
	2101976		
	SHEETS		
	2	of	13
	CONTRACT		
	D-61152		



PLAN
SCALE: 1" = 20'

*** R/W limits are outside of Plan view. All work will be performed within existing R/W.

Vertical clearance values are based on information in Bridge File 170-76-02383B. Horizontal clearance values are appropriate and based on information in Bridge File 170-76-02383 A.
*** Railroad R/W is approximate.

NOTES:

1. For General Plan Typical Sections and General Notes, see sheet 4.

Composite Steel Beam and Continuous Composite Steel Girder Bridge
5 Spans: 58'-0", 139'-6", 118'-0", 96'-0" & 58'-0"
Skew: 26°43'49" Lt.
Clear Roadway Varies from 57'-10 1/4" to 67'-2 1/4" EB Lanes
& From 61'-10" to 75'-1" WB Lanes
1-70 over Harding St. & CSX RR
Marion County

- REHAB LEGEND:**
1. Clean, Coat, and Shim selected bearing assemblies at End Bents. See Sheet 4 for jacking loads and bearing locations.
 2. Provide Patching Concrete Structure at Bent No. 2 and Bent No. 3. Provide Fiber Wrap Concrete Casing Systems to columns of Pier Nos. 2 and 3. (See sheets 5-8)
 3. Perform Repair, Pack Rust & Sealant at all pin and hanger assembly locations.
 4. Perform Repair, Weld Grinding and bolted repairs at all pin and hanger assembly locations.
 5. Perform Structural Steel, Field Cut and Repair, Field Cut Grinding at bottom flange termination beneath pin & hanger assemblies.
 6. Clean and Coat, Partial, structural steel around pin and hanger assemblies.
 7. Provide Bridge Deck Patching, Partial Depth (Est. quantity 50 sq. ft. 40 sq. ft. EB and 20 sq. ft. WB)
 8. Fill voids underneath undetermined spotlights with Flowable Backfill, Non-removable. Provide 2 Inspection Holes per spotlight at Bent No. 6 (4 total).
 9. Install 6" diameter Type 4 Pipe from bridge deck drains.
 10. Replace existing PVC reducer, tee, and end cap, in hand.
 11. Indicate Limits of Wetlands area

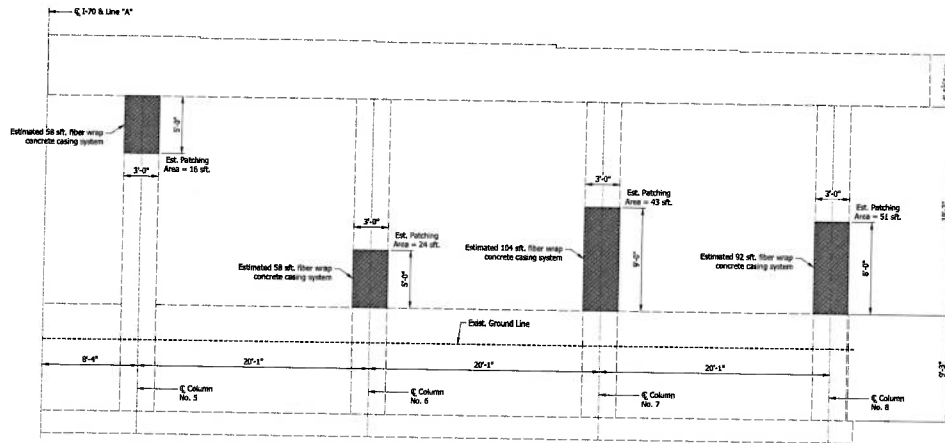
DATE	REVISION



DESIGNED: JPD	DRAWN: JPD
CHECKED: ENT	CHECKED: JPD

INDIANA
DEPARTMENT OF TRANSPORTATION
GENERAL PLAN & ELEVATION
170-078-02385 C

SCALE	AS NOTED
BRIDGE FILE	170-078-02385 C
DEPARTMENT	TRANSPORTATION
DATE	1/1/2024
PROJECT	170-078-02385 C
SHEET	3 OF 13



EAST FACE ELEVATION
 *Cover width not shown on this view

- LEGEND:**
- Indicates limits of patching concrete structures (Est. total 134 sq. ft.)
 - Indicates limits of fiber wrap concrete casing system (Est. total 312 sq. ft.)

- NOTES:**
1. Clean and remove unsound concrete. Repair using patching concrete structure and fiber wrap concrete casing system.
 2. Fiber wrap concrete casing system shall overlap by at least 2".
 3. Column numbers reflect existing pier configuration.

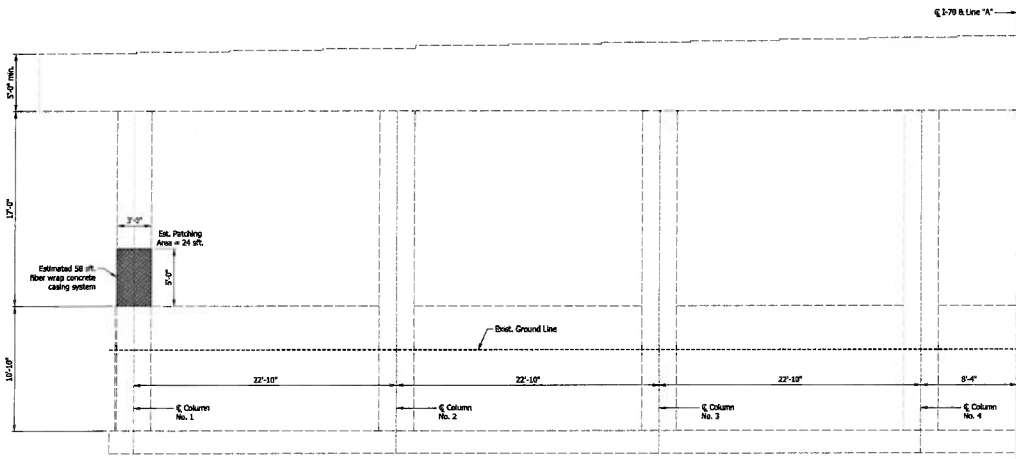
DATE	REVISION



RECOMMENDED FOR APPROVAL <i>Emily Wilson Thomas</i> DATE: 1/7/2025	
DESIGNED: JTD	DRAWN: JMR
CHECKED: ENT	CORRECTED: JTD

INDIANA
 DEPARTMENT OF TRANSPORTATION
 SUBSTRUCTURE REPAIR DETAILS
 BENT NO. 2 EASTBOUND
 I70-078-02385 C

SCALE 1" = 1'-0"	BRIDGE FILE I70-078-02385 C
	DESCRIPTION 210000
	SHEET 3 OF 13
	CONTRACT 8-41389



EAST FACE ELEVATION
*Cover width not shown on this view

- LEGEND:**
- Indicates limits of patching concrete structures (Est. total 24 sq. ft.)
 - Indicates limits of fiber wrap concrete casing system (Est. total 58 sq. ft.)

NOTES:

1. Clean and remove around concrete. Repair using patching concrete structure and fiber wrap concrete casing system.
2. Fiber wrap concrete casing system shall overlap by at least 2".
3. Column numbers reflect existing pier configuration.

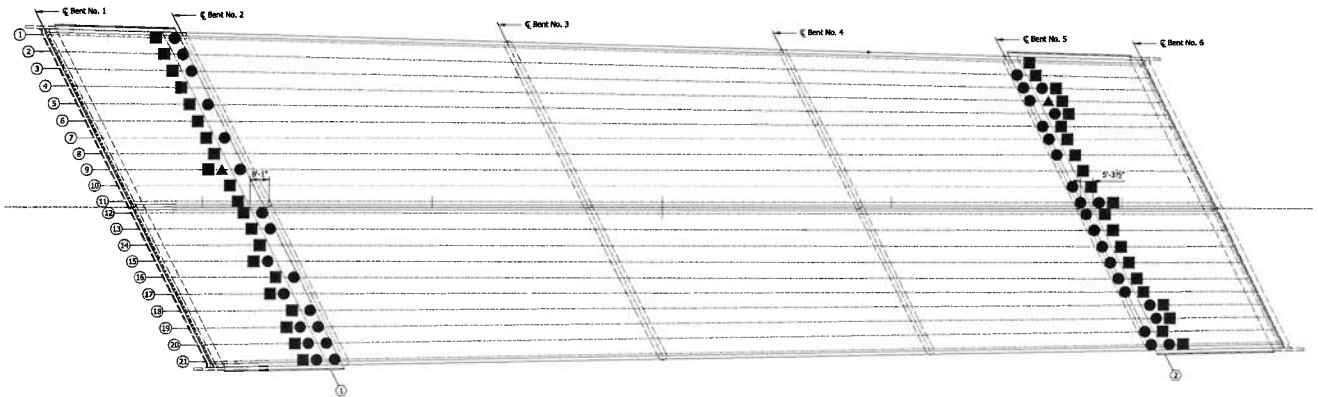
DATE	REVISION



DESIGNED BY: JPD	DRAWN BY: JPD	DATE: 1/27/2024
CHECKED BY: EMT	CHECKED BY: JPD	

INDIANA
DEPARTMENT OF TRANSPORTATION
SUBSTRUCTURE REPAIR DETAILS
BENT NO. 3 WESTBOUND
170-078-02385 C

SCALE	REVISION FILE
1" = 1'-0"	170-078-02385 C
	DESCRIPTION
	DATE
	# OF
	REVISED
	BY



PLAN

LEGEND:

- Beam Location
- Hinge Location
- Structural Steel, Field Cut & Repair, Field Cut Grinding (40 total)
- ▲ Repair, Steel Coring (2 total)
- Hinge Repair (42 total)

NOTES:

1. See sheet 1D for Repair Details.

DATE	REVISION



RECOMMENDED FOR APPROVAL	DESIGNED BY	DATE
Emily Ann Brown	JPD	1/7/2020
CHECKED BY	DRAWN BY	
EMT	JPD	

INDIANA
DEPARTMENT OF TRANSPORTATION
STRUCTURAL STEEL REPAIR DETAILS
KEY PLAN
170-078-02385 C

SCALE	INDICATE FILE
NOT TO SCALE	170-078-02385 C
	DESIGNATION
	SHEETS
0	OF 12
	CONTRACT
	6-11-18

DESIGN DATA:

1. Bolts shall be 1" Ø, ASTM F3125, Grade A325, Type 1.

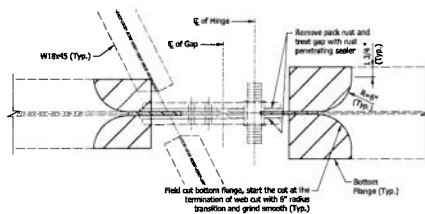
2. Bolt threads may be included in the shear plane.

CONSTRUCTION SEQUENCE:

1. Prepare the repair area by performing Clean Steel Bridge, Partial to areas shown on the plans.
2. Remove pack rust in accordance with USP - Pack Rust Repair.
3. Field drill holes and install connection bolts as shown on the plans. Connection bolts shall be fully pre-tensioned prior to Step 4.
4. Perform Repair, Weld Grinding to remove welds as shown on the plans.
5. Apply pack rust similar in accordance with Pack Rust Repair. Pack rust sealer may be applied after Steps 6 & 7 but must be applied prior to Step 8.
6. Perform Structural Steel, Field Cut & Repair, Field Cut Grinding as shown on the plans.
7. Perform Repair, Steel Core as shown on the plans.

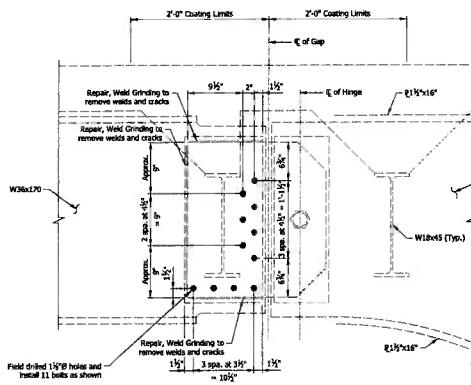
NOTE FOR REPAIRS:

Refer to Unique Special Provisions for further information.

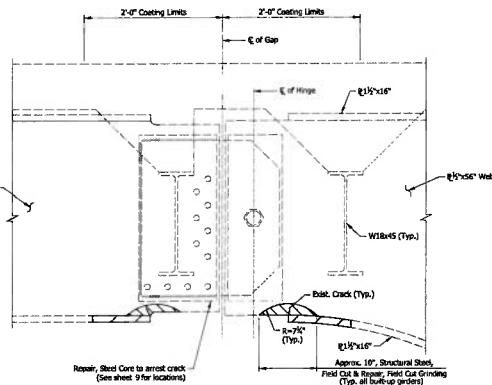


PIN DETAIL

PLAN
SCALE: 1 1/2" = 1'-0"



HINGE REPAIR DETAIL
(All Hinge Locations)



STRUCTURAL STEEL REPAIR AND CORING
(Span A shown, Span E similar)

ELEVATION VIEW
SCALE: 1 1/2" = 1'-0"

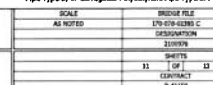
DATE	REVISION

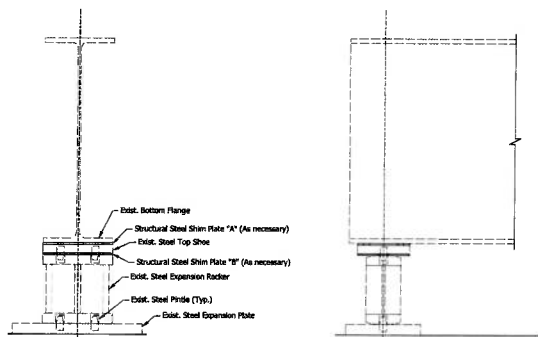


RECOMMENDED FOR APPROVAL	<i>Emily Ann Thomas</i>	ENGINEER	1/1/2024
DESIGNED	JD	DRAWN	JEL
CHECKED	ENT	CHECKED	JD

INDIANA DEPARTMENT OF TRANSPORTATION
STRUCTURAL STEEL REPAIR DETAILS
PIN AND HANGER
I70-078-02385 C

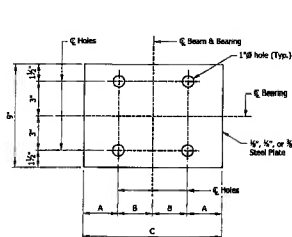
SCALE	AS SHOWN	WORKSHEET	I70-078-02385 C
DATE	1/1/2024	DESIGNATION	



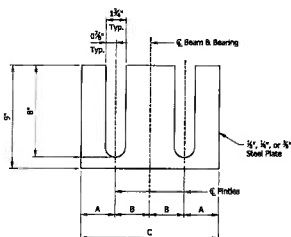


EXP. SHOE SHIM DETAILS
AND SECTION THRU BEAM
Scale: 1 1/2" = 1'-0"

CONTRACT / STRUCTURE NO.	JOB NUMBER	ASBURY ROAD BRIDGE	Sheet No.	A	B	C	Notes:
9	2100076	0-79 over Hanging St. & CDK Rd.	1	1'-0"	1'-0"	1'-0"	
			2	1'-0"	1'-0"	1'-0"	



SHIM PLATE "A" DETAILS
Scale: 3" = 1'-0"



SHIM PLATE "B" DETAILS
Scale: 3" = 1'-0"

DATE	REVISION



DESIGNED BY	DESIGN ENGINEER	DRAWN BY	CHECKED BY

INDIANA DEPARTMENT OF TRANSPORTATION
BEARING SHIM DETAILS 170-078-02385 C

SCALE	AS NOTED	BRIDGE FILE	170-078-02385 C
		DRAWING NUMBER	
		SHEET	13
		OF	13
		DATE	6-4-10

SUMMARY OF BRIDGE QUANTITIES															
ITEM	FIBER WRAP CONCRETE CASING SYSTEM	PATCHING CONCRETE STRUCTURES	FLOWABLE BACKFILL NON-REMOVABLE	INSPECTION HOLE	PIPE TYPE 4, CIRCULAR DIAMETER 6 IN.	PIPE BRIDGE DECK DRAIN SYSTEM	BOLT	STRUCTURAL STEEL, FIELD CUT	REPAIR, PAINT, RUST & SEALANT	REPAIR, WELD GRINDING	REPAIR, FIELD CUT GRINDING	REPAIR, STEEL CORNER	REPAIR, CLEAN AND COAT EXISTING BEARING ASSEMBLY	BRIDGE DECK PATCHING, PARTIAL DEPTH	BEARING ASSEMBLY, BOTH EXISTING
	SFT	SFT	CYS	EACH	LFT	LS	EACH	SQIN	EACH	EACH	EACH	EACH	EACH	SFT	EACH
6-70 OVER HARDING ST & CSX RR	492	202	309	4	100	1	464	1312	42	42	40	2	11	60	12
TOTALS	492	202	309	4	100	1	464	1312	42	42	40	2	11	60	12
ESTIMATED QUANTITY															

**ESTIMATED QUANTITY

BRIDGE COATING LOCATIONS AND INFORMATION																		
CONTRACT BRIDGE NO.	DES. NO.	BRIDGE FILE NUMBER	ROUTE AND CROSSING	ROUTE	REF. POST	COUNTY	LOCATION	YEAR BUILT	YEAR LAST COATED	EXISTING PRIMER TYPE (HAZARDOUS OR NON-HAZARDOUS)	NO. SPANS	SPAN LENGTHS	SURF. AREA STRUCTURAL STEEL (SFT)*	NEW COATING COLOR NAME (NUMBER)*	ADDITIONAL INFORMATION			
															CLEAN AND COAT CASTING (EACH)	ROADWAY DRAIN CASTING EXTENSION (EACH)	CLEAN AND COAT BEARING ASSY. (EACH)	CLEAN AND COAT STEEL PILING (SFT)*
9	2100976	170-078-02385 C	I-70 OVER HARDING ST & CSX RR	I-70	78+58	HARRISON	2.36 MILES WEST OF I-65	1975	2013	HAZARDOUS	5	58'-0", 139'-6", 118'-0", 96'-0", 58'-0"	1,900	LIGHT BLUE	0	0	0	-

* See RSP 131-0-0-02, Bridge Numbers for Pay Item.

* See NSP 101-B-042, Bridge Numbers for Pay Item.

* Quantities shown are approximate. The Contractor shall determine the quantities upon which to base its bid.

* See Standard Specifications section 909.02 for allowable color numbers for full or partial bridge coating. Color numbers should only be included in the table for color names not listed in 909.02.

DATE	REVISION		RECOMMENDED BY: <i>Andy Wilson</i> FOR APPROVAL: <i>Andy Wilson</i> DATE: 1/7/2025 DESIGNED: JPD DRAWN: JPD CHECKED: EMT CHECKED: JPD	INDIANA DEPARTMENT OF TRANSPORTATION BRIDGE SUMMARY & MISCELLANEOUS TABLES 170-078-02385 C	SCALE: NA	BRIDGE FILE: 170-078-02385 C DESIGN NO.: 2100976 SHEETS: 13 OF 13 CONTRACT: 8-41199

Exhibit 2

FAE Form

ACCT. CODE : 709 - IN1255

Form Revision
20251029-B

ESTIMATE SUBJECT TO REVISION AFTER: 3/31/2027		DOT NO.: 850419F
CITY: Indianapolis	COUNTY: Marion	STATE: IN
DESCRIPTION: Bridge rehabilitation I-70 over Harding Street & CSX; INDOT Contract R-41159		
DIVISION: Chicago	SUB-DIV: Indianapolis Terminal	MILE POST: QIB-3.3
AGENCY PROJECT NUMBER: DES #2100976		

PRELIMINARY ENGINEERING:

Contracted & Administrative Engineering Services	\$	12,000
Subtotal	\$	12,000

CONSTRUCTION ENGINEERING/INSPECTION:

Contracted & Administrative Engineering Services	\$	28,000
Subtotal	\$	28,000

FLAGGING SERVICE: (Contract/CSX Labor)

Engineering Labor (Foreman/Inspector/Flagman)	21	Days @	\$ 700.00	\$	14,700
Additive	240.40%	(Engineering Department)		\$	35,339
Subtotal				\$	50,039

SIGNAL & COMMUNICATIONS WORK:

\$ -

TRACK WORK:

\$ -

CONTRACT WORK:

\$ -

PROJECT SUBTOTAL:

\$ 90,039

CONTINGENCIES: 10.00%

\$ 9,004

PROJECT TOTAL:*****
\$ 99,043**CURRENT AUTHORIZED BUDGET:*******
\$ 20,000**TOTAL SUPPLEMENT REQUESTED:*******
\$ 79,043**DIVISION OF COST:**

Agency	100.00%	\$	79,043
Railroad	0.00%	\$	-
		\$	79,043

NOTE: Estimate is based on FULL CROSSING CLOSURE during work by Railroad Forces.

This estimate has been prepared based on site conditions, anticipated work duration periods, material prices, labor rates, manpower and resource availability, and other factors known as of the date prepared. The actual cost for CSXT work may differ based upon the agency's requirements, their contractor's work procedures, and/or other conditions that become apparent once construction commences or during the progress of the work

Office of Director - CSXT Public Projects, Jacksonville, Florida

Estimated prepared by: Benesch/KJI

Approved by: B. Armstrong CSXT Public Project Group

DATE: 03/26/26

REVISED: _____

DATE: 03/31/26