

AGREEMENT COVERING RECONSTRUCTION OF AN OVERHEAD BRIDGE STRUCTURE

INDOT Des#:	2100988	Draft of:	April 29, 2026
INDOT Contract:	R-41159	DOT #:	535627R
RR File:	IN1256	RR MP:	QSL-0.79
Daily Train Count:	6	Max Train Speed:	10 MPH
Location:	Bridge rehabilitation I-70 over Madison Ave 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 Madison Ave 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 2100988** 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 **Eighty-Five Thousand, Five Hundred Sixteen Dollars and zero Cents (\$85,516.00)**. 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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IN WITNESS WHEREOF, the parties have caused these presents to be executed by their proper officers thereunto duly authorized.

By:

Date 5/19/20

By:

Date _____

Date Approved _____

Exhibit 1

Bridge Plans

DESIGNATION	BRIDGE NO.
VARIABLES	
CONTRACT	
DATE	

INDIANA DEPARTMENT OF TRANSPORTATION



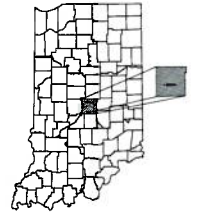
BRIDGE PREVENTIVE MAINTENANCE PLANS

FOR SPANS OVER 20 FEET
ROUTE: I-70 AT: RP VARIES
DESIGNATION NO. 2100978

NO ADDITIONAL RIGHT-OF-WAY
REQUIRED FOR THIS PROJECT

NOTES:
FOR TRAFFIC DATA SEE SHEET NO. 3

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



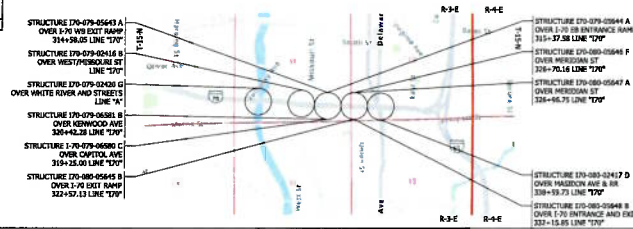
PROJECT LOCATION SHOWN BY —
MARION COUNTY

FILE NO. 69120011101

STRUCTURE NO.	LATITUDE	LONGITUDE
2100978	39° 42' 15" N	86° 09' 30" W
2100979	39° 42' 15" N	86° 09' 30" W
2100980	39° 42' 15" N	86° 09' 30" W
2100981	39° 42' 15" N	86° 09' 30" W
2100982	39° 42' 15" N	86° 09' 30" W
2100983	39° 42' 15" N	86° 09' 30" W
2100984	39° 42' 15" N	86° 09' 30" W
2100985	39° 42' 15" N	86° 09' 30" W
2100986	39° 42' 15" N	86° 09' 30" W
2100987	39° 42' 15" N	86° 09' 30" W
2100988	39° 42' 15" N	86° 09' 30" W

KIN PROJECT INFORMATION

SEE KIN PROJECT INFORMATION ON SHEET 2



SCALE: 1" = 200'

DES. NO.	STRUCTURE	LENGTH	ROADWAY	TOTAL	PER
2100978	0.551 MILE	VARIES	VARIES	+1.68 %	
2100979	0.119 MILE	VARIES	VARIES	-3.26 %	
2100980	0.057 MILE	VARIES	VARIES	+1.08 %	
2100981	0.030 MILE	VARIES	VARIES	+1.00 %	
2100982	0.045 MILE	VARIES	VARIES	-4.00 %	
2100983	0.043 MILE	VARIES	VARIES	-3.00 %	
2100984	0.024 MILE	VARIES	VARIES	+3.00 %	
2100985	0.024 MILE	VARIES	VARIES	+3.00 %	
2100986	0.036 MILE	VARIES	VARIES	+4.00 %	
2100987	0.025 MILE	VARIES	VARIES	+5.00 %	
2100988	0.120 MILE	VARIES	VARIES	-3.10 %	

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2005
TO BE USED WITH THESE PLANS

Kimley»Horn

Kimley-Horn & Associates, Inc.
500 E. 90th Street, Suite 300
Indianapolis, IN 46240
(317) 218-9560

PLANS
PREPARED BY: KIMLEY-HORN & ASSOCIATES
DATE: 07/21/08
DESIGNED BY: KIMLEY-HORN & ASSOCIATES
DATE: 07/21/08
CHECKED BY: KIMLEY-HORN & ASSOCIATES
DATE: 07/21/08
APPROVED BY: KIMLEY-HORN & ASSOCIATES
DATE: 07/21/08

BRIDGE FILE
DESIGNATION
DATE
BY
DATE

The INDOT utility coordination process as outlined in Article 105 IAC 13 will be followed. It is not anticipated that utilities will be impacted by construction.

Reinforcing steel cover shall be 2" in top and 1" min. in bottom of floor slabs, and 2" in all other parts, unless noted.

Existing plans are on file with Central Office of Indiana Department of Transportation under Bridge File 170-080-02417 C.

All Pavement Markings disturbed during construction shall be replaced in kind.

Where new work is to be fitted to old work, the contractor shall check all dimensions and conditions in the field and report any errors or discrepancies to the Engineer and assume

Existing Cathodic Protection System embedded in the bridge deck shall be turned off, left in

existing. Cartridge Protection System (CPS) installed in the drainage block below the guttering out, vent in place, and or not repaired if encountered during construction.

* Existing Clearances per INDOT Bridge Clearance Map.

Originally Designed for HS 20-44 loading, in accordance with AASHTO Standard Specifications 1969 and its subsequent interims. Checked for Special Loading of 2-24,000 lb Axles Spaced @ 4'-0" O.C.

DEAD LOAD

FLOOR SLAB
Originally designed with a minimum 18" structural depth for moment A.C.

Originally designed with a minimum 7/8" structural depth for spans A-C, a 7/8" structural depth for Spans D-G, and a 1" integral wearing surface.

Concrete Strength, Class "A" $f'_c = 3,500$ psi
Concrete Strength, Class "B" $f'_c = 3,000$ psi

Concrete Strength, Class "B"	$f_c = 3,000$ psi
Concrete Strength, Class "C"	$f_c = 4,000$ psi

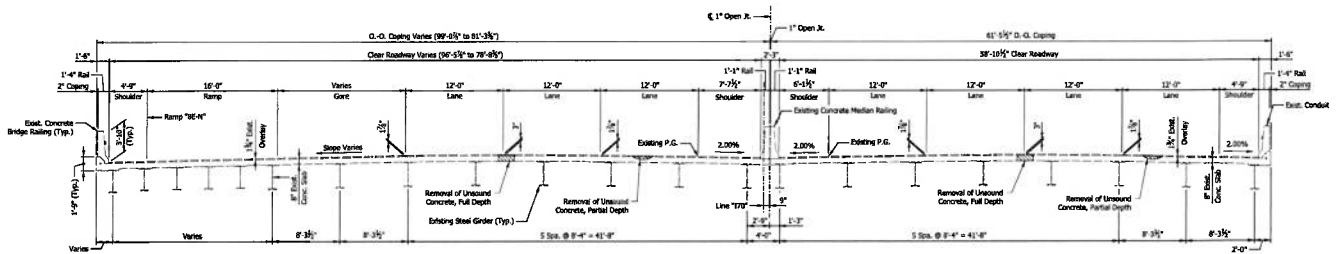
Grade 60 $f_y = 60,000 \text{ psi}$

(A) Remove and replace damaged end diaphragm steel members.

- (B) Clean and Coat Existing Bearings. Jack and Support existing steel beams and add shims to the bearings. (See Sheet ____ (See Special Provisions)
- (C) Remove and replace damaged portions of the existing deck drainage system.
- (D) Perform Full and Partial Depth Patching on the Bridge Deck.

CONTINUOUS COMPOSITE STEEL BEAM AND WELDED PLATE GIRDER BRIDGE
7 SPANS: 52'-0", 70'-0", 52'-0", VARIES, 90'-0" 115'-3", 70'-0"
CLEAR ROADWAY: VARIES; SKEW: VARIES
I-70 EASTBOUND & WESTBOUND OVER MADISON AVENUE & RAILROAD
MARION COUNTY

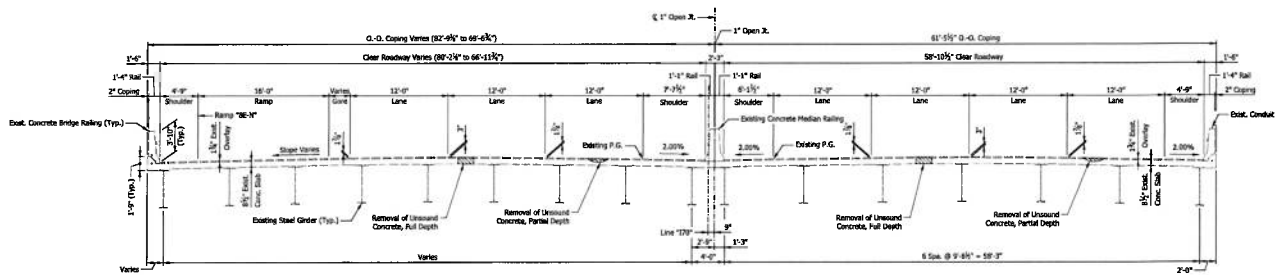
RECOMMENDED FOR APPROVAL			INDIANA DEPARTMENT OF TRANSPORTATION			HORIZONTAL SCALE 1" = 4'		DESIGN FILE 170-080-0247 D	
DESIGN CHECKED DATE			GENERAL PLAN 170-080-0247 D			VERTICAL SCALE 1" = 4'		DESIGNATION SECTION	
DRAWN BY DATE			GENERAL PLAN 170-080-0247 D			SURVEY SCALE ELECTRONIC		SHEETS 40 OF 40	
CHECKED BY DATE			GENERAL PLAN 170-080-0247 D			ELECTRONIC		CONTRACT	



Westbound

EXISTING TYPICAL SECTION
SPANS 1-3

Eastbound



Westbound

EXISTING TYPICAL SECTION
SPANS 4-7

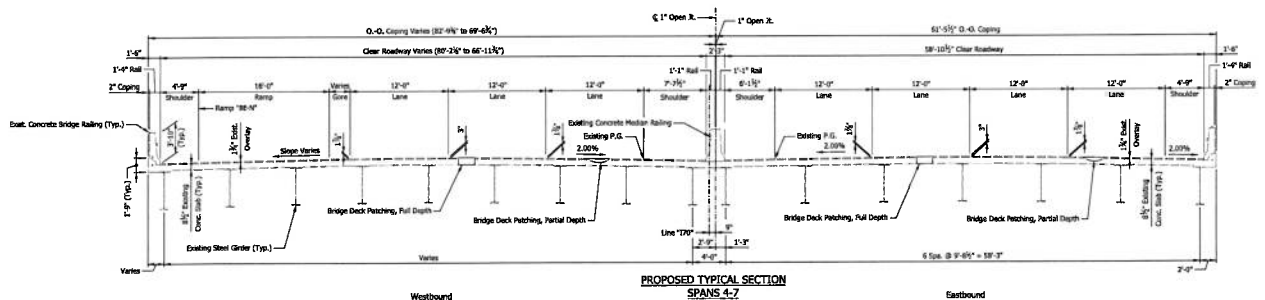
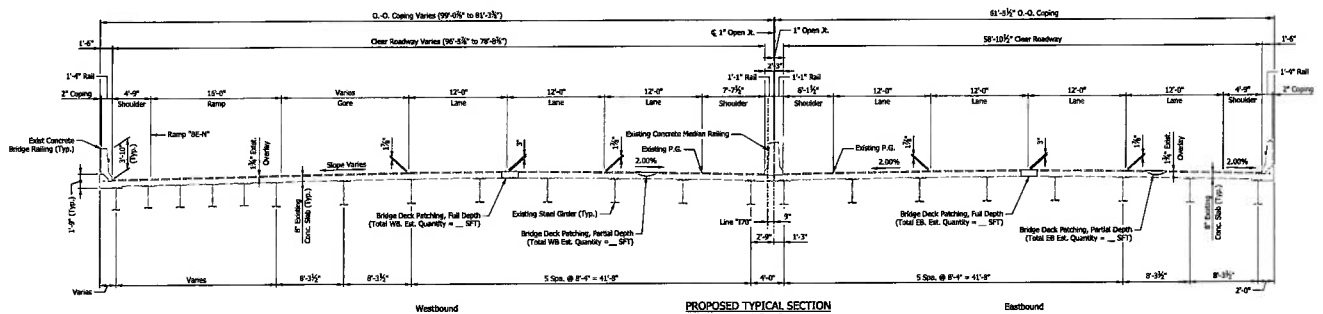
Eastbound

CONTINUOUS COMPOSITE STEEL BEAM AND WELDED PLATE GIRDER BRIDGE
7 SPANS: 52'-0", 70'-0", 52'-0", VARIES, 90'-0" 115'-3", 70'-0"
CLEAR ROADWAY: VARIES; SKEW: VARIES
I-70 EASTBOUND & WESTBOUND OVER MADISON AVENUE & RAILROAD
MARION COUNTY

RECOMMENDED FOR APPROVAL		DESIGN APPROVAL		DATE		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1/4" = 1'-0"		BRIDGE FILE 200-000-02417 D	
						GENERAL PLAN 170-080-02417 D		VERTICAL SCALE 1/4" = 1'-0"		DESIGNATION 200000	
DESIGNED: LMT		DRAWN: TW						PLAN SCALE 1/4" = 1'-0"		REVISIONS	
CHECKED: RSP		CHECKED: APP						ELECTRONIC		BY: []	
								CHECKED		DATE: []	

170-080-02417 D

170-080-02417 D

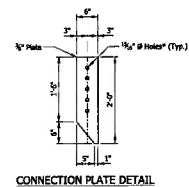
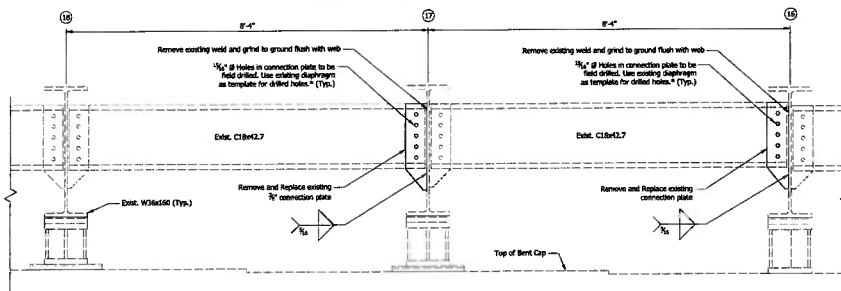


CONTINUOUS COMPOSITE STEEL BEAM AND WELDED PLATE GIRDER BRIDGE
 7 SPANS: 52'-0", 70'-0", 52'-0", VARIES, 90'-0", 115'-3", 70'-0"
 CLEAR ROADWAY: VARIES; SKEW: VARIES
 I-70 EASTBOUND & WESTBOUND OVER MADISON AVENUE & RAILROAD
 MARION COUNTY

INDIANA DEPARTMENT OF TRANSPORTATION		REVISIONS	
DESIGNED: JET	DRAWN: JET	REVISION NO.	DATE
CHECKED: JPL	CHECKED: AP	BY	DATE
GENERAL PLAN I70-080-02417 D		BY	DATE

11/1/2023 10:30 AM

File: C:\projects\I70\I70-080-02417\I70-080-02417.dwg
 Model: Default



PARTIAL SECTION
SHOWING DIAPHRAGMS AT BENT NO. 1

NOTES:

Contractor shall field verify location of diaphragm bolt holes prior to drilling holes in connection plate. All bolts shall be 7/8" Ø high strength ASTM A325 Type 1 bolts, and all open holes to be 15/16" Ø, unless noted otherwise.

All Structural Steel used shall be A572M, Grade 50 unless noted otherwise.

Steel surfaces in contact with new plates shall be cleaned and free of loose material and paint prior to steel retrofit.

All steel surfaces shall be painted Buff (Color No. 13711) in accordance with 711.

Where new work is fitted to old work, the Contractor shall check all dimensions & conditions in the field, report all errors or discrepancies to the Engineer, and assume responsibility for their correctness and the fit of the new part to the old.

All bolt hole locations shall have a min. 1 1/2" edge distance.

FILE: 170-080-02417.D
PAGE: 1

DESIGNED: JDR
CHECKED: JXX

Drawn by: JDR
Checked by: JXX

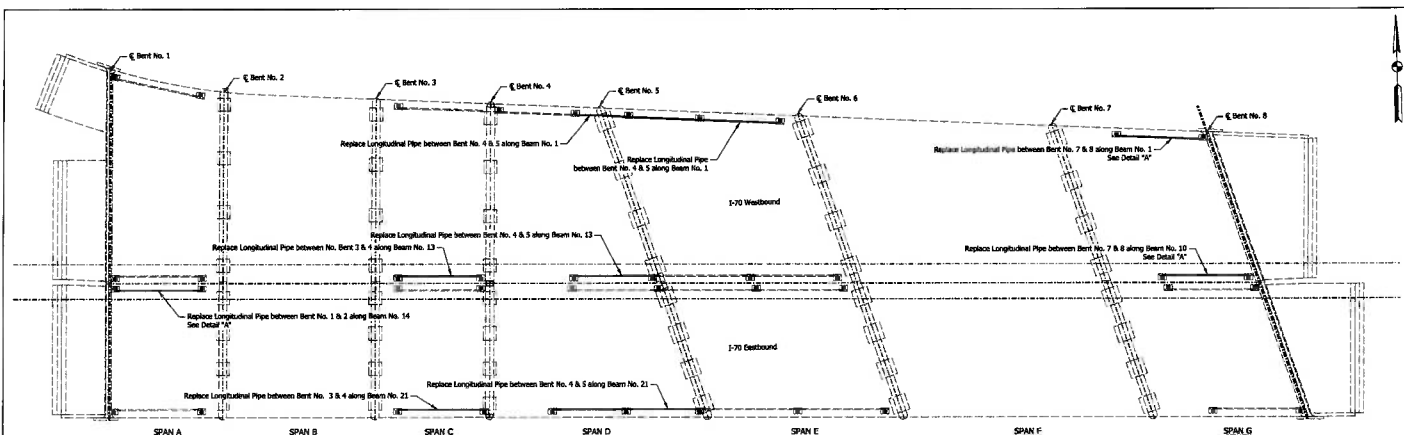
RECOMMENDED FOR APPROVAL: _____ DATE: _____
DESIGN ENGINEER: _____
DESIGNED: JDR DRAWN: JDR
CHECKED: JXX CHECKED: JXX

INDIANA
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
170-080-02417 D

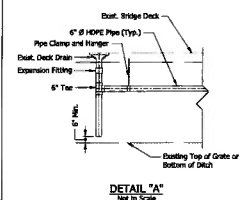
HORIZONTAL SCALE
1" = 1'-0"
VERTICAL SCALE
1" = 1'-0"
BRIDGE FILE
170-080-02417 D
DESIGNATION
170-080-02417 D
SHEETS
30 1 of 1 00
CONTRACT
0-41139

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Model: 001, Sheet: 1



PLAN
Not to Scale

NOTE: Transverse Cross Arm Collector and Downspout pipes not shown.



DETAIL "A"
Not to Scale

ESTIMATED QUANTITIES

Span A, Beam 14
6" Dia. HDPE Pipe (Overhead Collectors) 40 LFT
6" Dia. HDPE Pipe (Downspout) 5 LFT

Span C, Beam 13
6" Dia. HDPE Pipe (Overhead Collectors) 40 LFT

Span C, Beam 21
6" Dia. HDPE Pipe (Overhead Collectors) 40 LFT

Span D, Beam 1
6" Dia. HDPE Pipe (Overhead Collectors) 40 LFT

Span D, Beam 13
6" Dia. HDPE Pipe (Overhead Collectors) 36 LFT

Span D, Beam 21
6" Dia. HDPE Pipe (Overhead Collectors) 60 LFT

Span E, Beam 1
6" Dia. HDPE Pipe (Overhead Collectors) 85 LFT

Span G, Beam 1
6" Dia. HDPE Pipe (Overhead Collectors) 40 LFT
6" Dia. HDPE Pipe (Downspout) 5 LFT

Span G, Beam 18
6" Dia. HDPE Pipe (Overhead Collectors) 40 LFT
6" Dia. HDPE Pipe (Downspout) 5 LFT

NOTES:

Existing dimensions and elevations shall be field verified prior to construction.

Drain pipes shall have a min. slope of 1/4" per LFT.

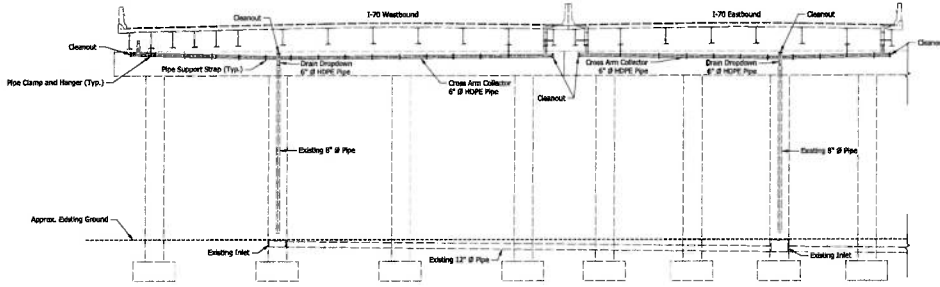
Pipe Support Straps and Pipe Clamps and Hangers shall be designed and spaced per manufacturers recommendations.

Expansion Fittings shall be designed and spaced per manufacturers recommendations.

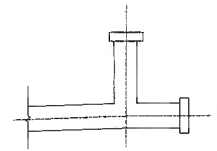
RECOMMENDED FOR APPROVAL			INDIANA DEPARTMENT OF TRANSPORTATION			HORIZONTAL SCALE		BRIDGE FILE	
						N/A		170-080-02417 D	
DESIGN CALCULATED			DATE			VERTICAL SCALE		DESIGNATION	
						N/A		DRAWING	
DRAWN BY			LFT			SURVEY BOOK		SHEETS	
CHECKED BY			COW			ELECTRONIC		54 1 of 18	
SUPERSTRUCTURE DETAILS 170-080-02417 D						CONTRACT			

170-080-02417 D

170-080-02417 D



ELEVATION - BENT NO. 4
(Looking East)
Not to Scale



TYPICAL DRAIN CLEANOUT DETAIL
Not to Scale

ESTIMATED QUANTITIES

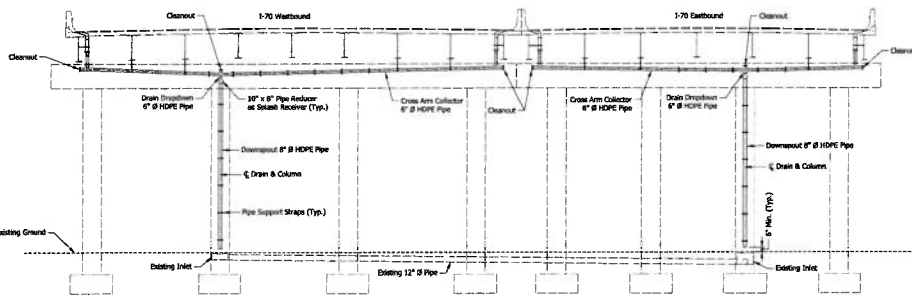
- Bent No. 4 EBL:
6\"/>

SUMMARY OF WORK

- Bent No. 4 EBL:
Replace Cross Arm Collector
Bent No. 4 WBL:
Replace Cross Arm Collector
Bent No. 5 EBL:
Replace Cross Arm Collector and Downspout
Bent No. 5 WBL:
Replace Cross Arm Collector and Downspout

NOTES:

- Existing dimensions and elevations shall be field verified prior to construction.
Drain pipes shall have a min. slope of 1/8\"/>



ELEVATION - BENT NO. 5
(Looking East)
Not to Scale

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DRAWN	CHKD	DATE
CHECKED	APP	CHECKED

INDIANA
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE DETAILS
170-080-02417 D

HORIZONTAL SCALE	BY	DATE
VERTICAL SCALE	BY	DATE
BY	DATE	
ELECTRONIC	BY	DATE

Exhibit 2

FAE Form

ACCT. CODE : 709 - IN1256

Form Revision
20251029-8

ESTIMATE SUBJECT TO REVISION AFTER: 3/30/2027		DOT NO.: 535627R
CITY: Indianapolis	COUNTY: Marion	STATE: IN
DESCRIPTION: Bridge rehabilitation I-70 over Madison Street & CSX; INDOT Contract R-41159		
DIVISION: Chicago	SUB-DIV: Indianapolis Terminal	MILE POST: QSL-0.79
AGENCY PROJECT NUMBER: DES #2100988		

PRELIMINARY ENGINEERING:

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

CONSTRUCTION ENGINEERING/INSPECTION:

Contracted & Administrative Engineering Services	\$	30,000
Subtotal	\$	30,000

FLAGGING SERVICE: (Contract/CSX Labor)

Engineering Labor (Foreman/Inspector/Flagman)	15	Days @	\$ 700.00	\$	10,500
Additive	240.40%	(Engineering Department)		\$	25,242
Subtotal				\$	35,742

SIGNAL & COMMUNICATIONS WORK:

\$ -

TRACK WORK:

\$ -

CONTRACT WORK:

\$ -

PROJECT SUBTOTAL:

\$ 77,742

CONTINGENCIES: 10.00%

\$ 7,774

PROJECT TOTAL:

***** \$ 85,516

CURRENT AUTHORIZED BUDGET:

***** \$ 20,000

TOTAL SUPPLEMENT REQUESTED:

***** \$ 65,516

DIVISION OF COST:

Agency	100.00%	\$	65,516
Railroad	0.00%	\$	-
		\$	65,516

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/KJH

Approved by: B. Armstrong CSXT Public Project Group

DATE: 03/27/26

REVISED: _____

DATE: 03/30/26