

The background features a large, light blue watermark of the Indiana Department of Transportation logo. The logo is circular and contains the text "INDIANA DEPARTMENT OF TRANSPORTATION" around the perimeter. In the center, there is a shield with various transportation icons: an airplane, a car, a bus, and a truck.

February 6, 2018

Indiana Bridge Inspection Workshop

Kate Francis, Mona Davis, & Bill Dittrich
INDOT Central Office Bridge Inspection

Indiana Bridge Inspection Workshop



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Items to be Discussed:

- Critical Findings
- Cover Photos in BIAS
- Coding of NBI Items 92A, B, C and Item # 91 on new bridges
- NBI Items # 53 and # 54B
- NBI Error Check in BIAS
 - Items NOT checked -- NBI Items 44A & B – Approach Span Type
- Leading/trailing zeros needed on NBI Data
- Add a comment to BIAS Schedule for off-cycle inspections

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Items to be Discussed:

- Use “State Code” as a criteria for most BIAS queries
- Always include required sections in BIAS Reports
- Compliance with NBI Inspection Dates
- Scour Screening & Assessment
- Submittal of NBI Data in March 2018
 - Friday February 9th, 2018 last day for new bridges until after March 15th.

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Critical Findings

- Must call and/or e-mail the State Program Manager immediately, (as soon as safe to do so). This is still not being done in a consistent manner!
- Must complete a BIAS Critical Finding Maintenance Report and workflow it to the Program Manager within 24-hours. This must contain a proposed strategy for closing out the Critical Finding.
- The program Manager will either close out the Critical Finding or workflow the report back to the Inspector for additional information.

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Critical Findings

- A critical finding is a structural or safety related deficiency that requires immediate follow-up inspection or action.
- A structure-related deficiency can interrupt the load path, not allowing the loads to be transferred as designed. This can cause surrounding elements to become overstressed or unstable, potentially leading to partial or total collapse of the structure.
- A critical finding may also be non-structural deficiencies which jeopardize the safety of motorists or pedestrians.

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Critical Findings

- The follow-up action may be a structural review to determine the strength or serviceability of an element or bridge, restricting travel on a portion or the entire bridge, or corrections/repairs made to the noted deficiencies.

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Critical Findings



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Critical Findings

- NBIS Metric #12 – Quality Inspections

A review to ensure that Critical Findings were identified, reported, documented, and closed out.

- NBIS Metric #21 – Inspection Procedures – Critical Findings

Bridge Inspection Manual is reviewed to ensure proper procedures are in place.

BIAS Critical Finding Files are reviewed to assure proper documentation and actions are taken, and in a timely manner.

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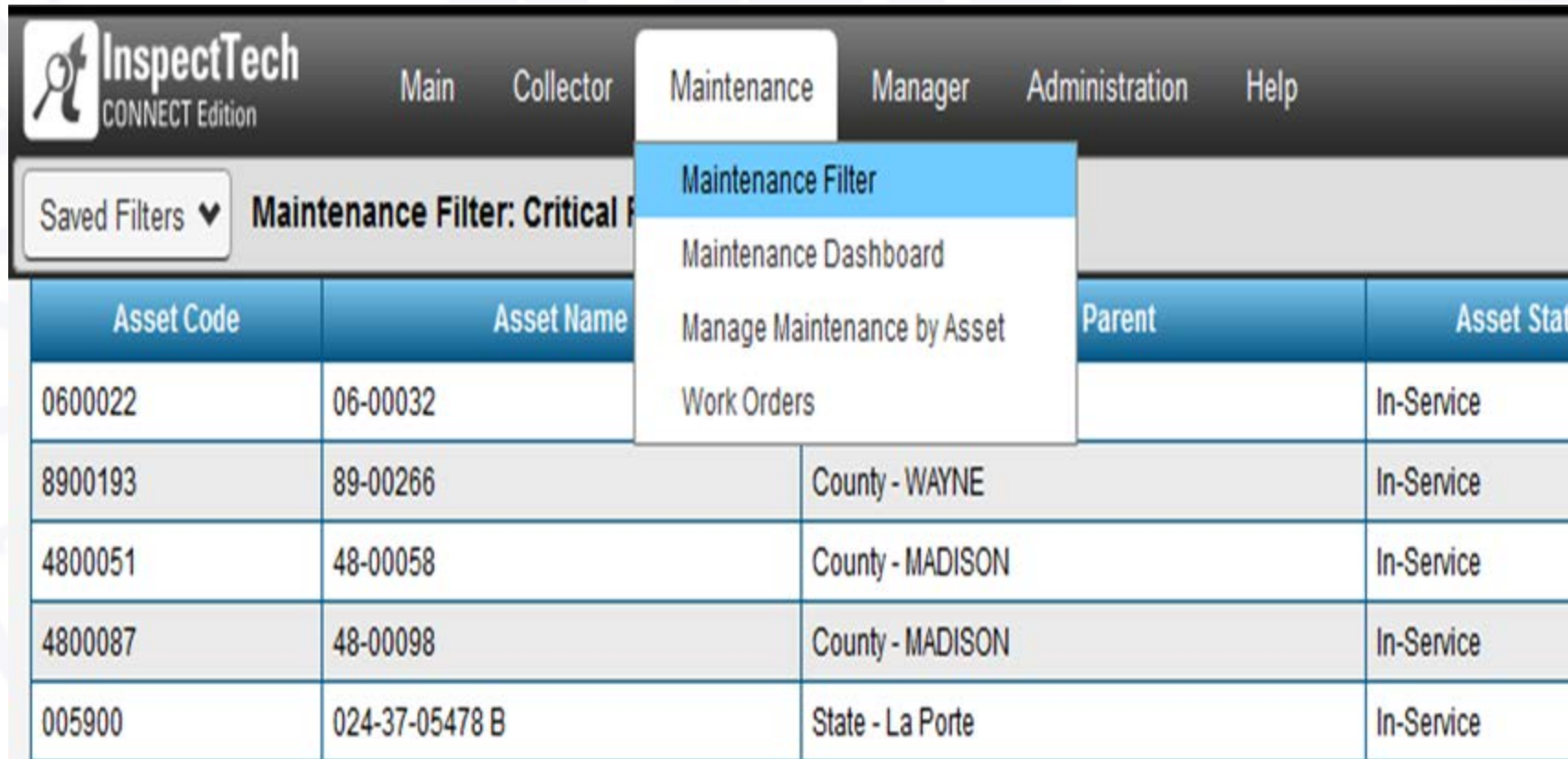
Critical Findings



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Critical Findings

- BIAS has the listing of all OPEN and CLOSED Critical Findings reported since 11/14/2016.



The screenshot displays the InspectTech CONNECT Edition software interface. The top navigation bar includes the InspectTech logo and menu items: Main, Collector, Maintenance (selected), Manager, Administration, and Help. A dropdown menu is open under the Maintenance menu, listing options: Maintenance Filter (highlighted), Maintenance Dashboard, Manage Maintenance by Asset, and Work Orders. Below the navigation bar, a table displays asset data. The table has columns for Asset Code, Asset Name, Parent, and Asset Status. The data rows are as follows:

Asset Code	Asset Name	Parent	Asset Status
0600022	06-00032		In-Service
8900193	89-00266	County - WAYNE	In-Service
4800051	48-00058	County - MADISON	In-Service
4800087	48-00098	County - MADISON	In-Service
005900	024-37-05478 B	State - La Porte	In-Service

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Critical Findings

- If you do not see what you think is a Critical Finding in this BIAS list, but the deficiency has existed for years before your inspection, you need to act as if a Critical Finding has never been reported, and report it.



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Critical Findings

- The situation below has existed for years



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Critical Findings

CRITICAL FINDING		030540
Data Entry By:	<input type="text" value="Stephen Hurst"/>	Entry Date: <input type="text" value="12/20/2017"/>
Team Leader Reporting:	<input type="text" value="Hurst, Stephen F."/>	Team Leader Number: <input type="text" value="IN000422-2018-ATL-F"/>
Structure #:	<input type="text" value="250-36-05854"/>	NBI: <input type="text" value="030540"/>
Facility Carried:	<input type="text" value="SR 250"/>	Feature Intersected: <input type="text" value="VERNON FORK MUSCATATUCK RIV"/>
Location:	<input type="text" value="01.86 W US 31"/>	County: <input type="text" value="Jackson"/>
Date of Finding:	<input type="text" value="12/20/2017"/>	Notification of SPM Date: <input type="text" value="12/20/2017"/>
		Notification of Owner Date: <input type="text" value="12/20/2017"/>
Description of Issue:	A 10" hole with two severed strands was found in the bottom of box beam 3 in span B. It was determined that a core sample had been taken at this location and that it punched through both the top and bottom of the box beam. The top of the beam could not be inspected but the bottom of the beam had two severed strands. A makeshift drain had been installed in the beam but no one was notified of the damage until it was discovered through inspection.	
Team Leader Recommended Actions:	Perform a load rating on the bridge.	
	Recommended Date of Action: <input type="text" value="01/03/2018"/>	
	<div style="border: 1px solid black; padding: 5px; text-align: center;">Must submit to State Program Manager through WorkFlow.</div>	
Actions Taken: (By Whom/When)	Load rating request made to United on 12/21/2017. Load Rating performed on 12/27/2017. Rating Factors all above 1.0 — load posting not required. Load Rating Summary Report attached. Bill Dittrich 01/29/2018. AJF- Close Critical Finding on 01-29-2018. Andrew Fitzgerald, PE	
	Date of Action: <input type="text" value="01/29/2018"/>	
Close Out Documentation:	AJF- Close Critical Finding on 01-29-2018. Andrew Fitzgerald, PE	

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Critical Findings

CRITICAL FINDING

Data Entry By:	Stephen Hurst	Entry Date	12/20/2017		
Team Leader Reporting	Hurst, Stephen F.	Team Leader #	IN000422-2018-ATL-F		
Structure #	250-36-05854	NBI	030540		
Facility Carried:	SR 250	Feature Intersected:	VERNON FORK MUSCATATUCK RIV		
Location	01.86 W US 31	County	Jackson		
Date of Finding:	12/20/2017	Notification of SPM Date:	12/20/2017	Notification of Owner Date:	12/20/2017

Description of Issue A 10" hole with two severed strands was found in the bottom of box beam 3 in span B. It was determined that a core sample had been taken at this location and that it punched through both the top and bottom of the box beam. The top of the beam could not be inspected but the bottom of the beam had two severed strands. A makeshift drain had been installed in the beam but no one was notified of the damage until it was discovered through inspection.

Inspector Recommended Action Perform a load rating on the bridge.

Submit to State Program Manager through WorkFlow.

Actions Taken (By Whom/When) Load rating request made to United on 12/21/2017.

Load Rating performed on 12/27/2017. Rating Factors all above 1.0 -- load posting not required. Load Rating Summary Report attached. Bill Dittrich 01/29/2018.

AJF- Close Critical Finding on 01-29-2018. Andrew Fitzgerald, PE

Close Out Documentation AJF- Close Critical Finding on 01-29-2018. Andrew Fitzgerald, PE

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Critical Findings

- Recent Critical Finding #1



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Critical Findings

- Recent Critical Finding #2



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Critical Findings

- Recent Critical Finding #3



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Critical Findings

- Recent Critical Finding #4



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Critical Findings

- Recent Critical Finding #5



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Critical Findings

- Recent Critical Finding #6



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Critical Findings

- Recent Critical Finding #7



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Critical Findings

- Recent Critical Finding # 8



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Critical Findings

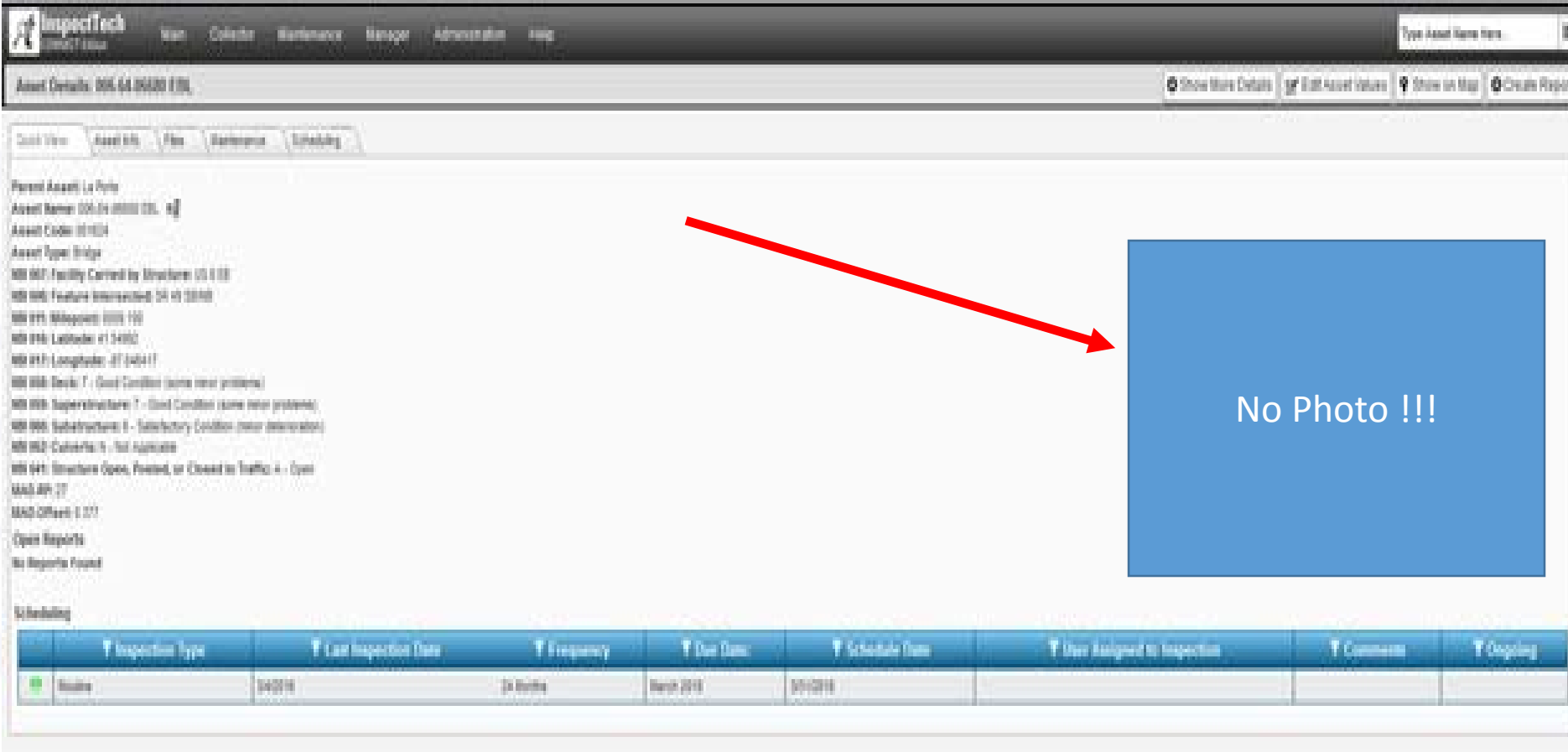
- Recent Critical Finding # 9



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Cover Photos in BIAS

- You must create a Cover Photo in BIAS. This is different than a Cover Page photo for a BIAS Report.



The screenshot displays the BIAS web application interface. At the top, there is a navigation bar with the 'InspectTech' logo and menu items: Home, Contacts, Maintenance, Manager, Administration, Help. A search bar on the right contains the text 'Type Asset Name Here...'. Below the navigation bar, the page title is 'Asset Details: 00644 00000 010'. On the right side of this bar are buttons for 'Show More Details', 'Edit Asset Values', 'Show on Map', and 'Create Report'. The main content area has a 'Quick View' section with tabs for 'Asset Info', 'Files', 'Maintenance', and 'Scheduling'. The 'Asset Info' tab is active, showing details for 'Parent Asset: Le Pote'. The details include: Asset Name: 00644 00000 010, Asset Code: 01014, Asset Type: Bridge, and various structural and maintenance attributes. Below the details is a section for 'Open Reports' which states 'No Reports Found'. At the bottom, there is a 'Scheduling' table with columns for Inspector Type, Last Inspection Date, Frequency, Due Date, Schedule Date, User Assigned to Inspection, Comments, and Ongoing. The table contains one row with a green status icon, Inspector Type 'None', Last Inspection Date '04/2018', Frequency '24 Months', Due Date 'March 2019', and Schedule Date '05/2018'.

Inspector Type	Last Inspection Date	Frequency	Due Date	Schedule Date	User Assigned to Inspection	Comments	Ongoing
None	04/2018	24 Months	March 2019	05/2018			

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Cover Photos in BIAS

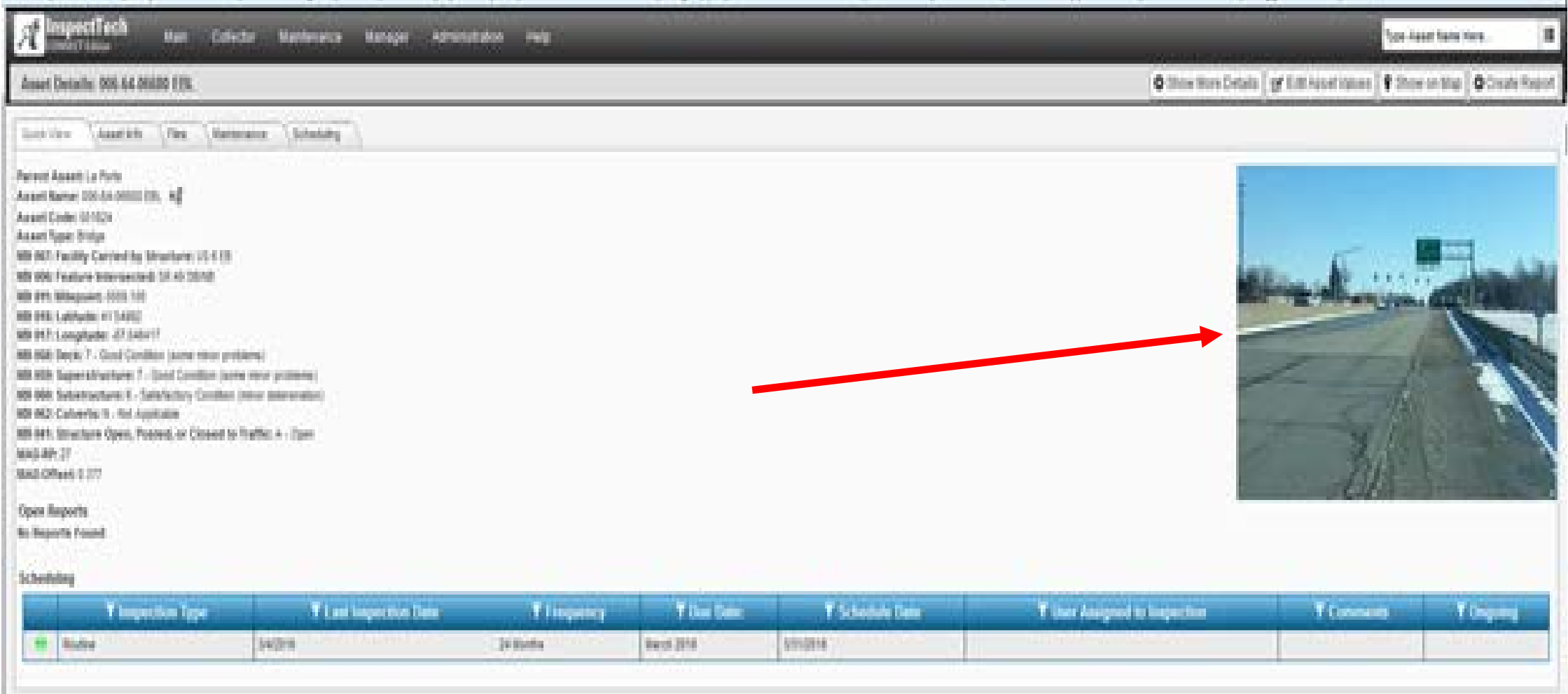
- Cover Photo can be added from photos by checking box in lower right of photo box.

The screenshot displays the InspectTech software interface for asset management. At the top, the navigation menu includes 'Main', 'Collector', 'Maintenance', 'Manager', 'Administration', and 'Help'. The current page is titled 'Asset Details: 005-54-06580 EBL' and features tabs for 'Quick View', 'Asset Info', 'Files', 'Maintenance', and 'Scheduling'. The 'Files' tab is active, showing an 'Attach Picture/File' section with a text input field and a 'Select' button. A red arrow points to this 'Select' button. To the right, there is a 'File Type' dropdown menu set to 'Photo', with a list of categories including 'Maintenance - Bridge', 'Maintenance - Culvert', and 'Condition'. Below this is a 'File Date (i.e. Date Picture Taken):' field and a checkbox for 'Set description to file name on Attach'. The main area shows 'No files to upload' and an 'Attach' button. A 'Filter By' section includes 'File Date' (From/To), 'File Name', 'File Description', and 'Category' fields, with a 'Filter' button. On the left, a tree view shows 'Asset and Reports' expanded to 'File types', with a red arrow pointing to it. The main content area displays a list of photos under the heading 'Photos (11)'. Two photo thumbnails are visible: 'Photo 1' and 'Photo 2'. Below each thumbnail, the file name, date, description, and categories are listed. A red arrow points to a small checkbox in the bottom right corner of the 'Photo 1' box, which is used to mark a photo as a cover photo.

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Cover Photos in BIAS

- Cover Photo is added.



The screenshot displays the InspectTech software interface. At the top, there is a navigation bar with the InspectTech logo and menu items: Home, Collector, Maintenance, Manager, Administration, and Help. A search bar on the right contains the text "Type Asset Name Here". Below the navigation bar, the "Asset Details" section for asset ID "000-64-00000 ETL" is visible. On the right side of this section, there are buttons for "Show More Details", "Edit Asset Values", "Show on Map", and "Create Report".

The main content area is divided into tabs: "Asset Info", "Files", "Maintenance", and "Scheduling". The "Asset Info" tab is active, showing a list of asset features with their respective values and conditions. A red arrow points from the text "Cover Photo is added." to a photo thumbnail on the right side of the page, which shows a view of a bridge or road structure.

Below the asset details, there is a section for "Open Reports" which currently shows "No Reports Found". At the bottom, there is a "Scheduling" table with the following columns: Inspection Type, Last Inspection Date, Inspecting, Last Date, Scheduled Date, User Assigned to Inspecting, Comments, and Closing.


Inspection Type	Last Inspection Date	Inspecting	Last Date	Scheduled Date	User Assigned to Inspecting	Comments	Closing
Route	1/4/2018	24/0000	None 2018	1/1/2018			

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Cover Photos in BIAS

- Adding Report Cover Photo and File Cover Photo, in a Report.


Photo 9



File Name: 008 I65-266-08485 SBR - Looking SW at N elevation
03-20-2017.JPG
File Date: 03/20/2017
Description: 008 I65-266-08485 SBR - Look...

Include File in Printed Report
 Set as Cover Photo

Delete




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Cover Photos in BIAS

- Adding Report Cover Photo and File Cover Photo, in a Report.


Photo 9



File Name: 008 I65-266-08485 SBR - Looking SW at N elevation
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Cover Photos in BIAS

- Adding Report Cover Photo and File Cover Photo, in a Report.



Photo 9



File Name: 008 I65-266-08485 SBR - Looking SW at N elevation
03-20-2017.JPG
File Date: 03/20/2017
Description: 008 I65-266-08485 SBR - Look...

Include File in Printed Report
 Set as Cover Photo

Delete



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Additional data added on new bridges in BIAS

- New Bridges – Pre-coding of NBI Items 92A,B,C, and 91 and their BIAS Inspection Schedules.
- INDOT is now populating data into these fields when a new bridge is created.
- It is the responsibility of the Inspection Team Leader to ensure that the coded data is correct on the initial inspection.
- Having data in these fields helps determine inspection status, and the starting point to ensure timely updating of data.
- The person requesting a new bridge will have the inspection(s) assigned to them to start with.

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Vertical Clearance Data -- NBI Items 53 & 54B

- Contact INDOT if you need changes made to NBI Items 53 & 54B. These fields are “read only” for Inspectors. Data resides in INDOT’s Roads & Highways data base. Updates to BIAS are run daily.
- INDOT will try to pre-populating these fields when a new bridge is created.
- It is the responsibility of the Inspection Team Leader to ensure that the coded data is correct on the initial inspection.

(53) VERTICAL CLEARANCE OVER BRIDGE

99.99 FT.

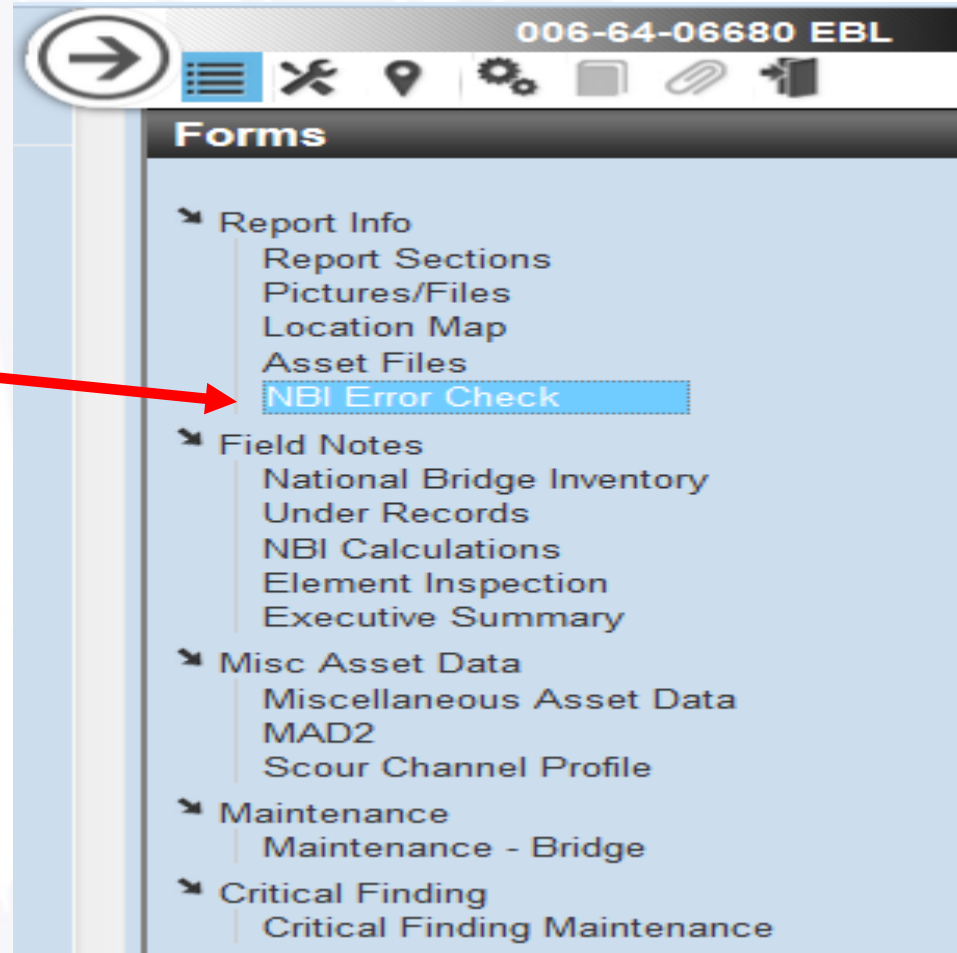
ROADWAY

(54) MIN VERTICAL UNDER CLEARANCE

H ▾ 16.38 FT.

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NBI Data Check -- in BIAS



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NBI Data Check -- in BIAS

- Always run the Error Check
 1. When finished with a Report but before submitting for Approval
 2. When Performing QA

NBI Error Check

Test Bridge 2 (Test Assets), Report Date: 2/1/2018 - 52 errors found

Error Message	Forms
Error CE003: ITEM 26 - Item 12 = 1 -- So Item 26 must be 01, 02, 06, 11, 12, or 14.	Form: National Bridge Inventory Edit Values
Error IE005B: ITEM 5B - Route Signing Prefix code is not a valid value.	Form: National Bridge Inventory Edit Values
Error IE005C: ITEM 5C - Level of Service code is not a valid value.	Form: National Bridge Inventory Edit Values
Error IE005D: ITEM 5D - Route Number is not entered.	Form: National Bridge Inventory Edit Values
Error IE019: ITEM 19 - Detour is not a valid number.	Form: National Bridge Inventory Edit Values
Error IE020: ITEM 20 - Toll code is not a valid value.	Form: National Bridge Inventory Edit Values
Error IE021: ITEM 21 - Maintenance Responsibility code is not a valid value.	Form: National Bridge Inventory Edit Values
Error IE022: ITEM 22 - Owner code is not a valid value.	Form: National Bridge Inventory Edit Values
Error IE026: ITEM 26 - Functional Classification code is not a valid value.	Form: National Bridge Inventory Edit Values

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NBI Data Check -- in BIAS

- Items NOT checked
- There are a number of NBI Items that the BIAS NBI Check does not check
- One Example is: NBI Items 44A & B – Approach Span Type
This Item should always have data, even if it is “000”, for NO Approach Spans
- Under Records can also have NBI Data Errors

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NBI Data should have all digits filled in – leading and trailing zeros

- Generally BIAS will limit you to the exact field size for a data item, on either side of a decimal point.
- Examples of data that often requires leading zeros
ADT, Span Length, Lateral Clearance, Bridge Cost, Mile Point, Detour Length
- Examples of data that requires trailing zeros.
Mile Point, Vertical Clearances, Latitude, Longitude

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NBI Data should have all digits filled in – leading and trailing zeros

(47) TOTAL HORIZONTAL CLEARANCE	<input type="text" value="41"/>	FT.	
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY	<input type="text" value="99.9"/>	FT.	
(54) MIN VERTICAL UNDER CLEARANCE	<input type="text" value="H"/>	<input type="text" value="16.38"/>	FT.
(55) MIN LATERAL UNDER CLEARANCE, RIGHT	<input type="text" value="H"/>	<input type="text" value="12.5"/>	FT.
(56) MIN LATERAL UNDER CLEARANCE, LEFT	<input type="text" value="20"/>	FT.	

Proposed Improvements

(75A) TYPE OF WORK	<input type="text" value="31"/>	<input type="text"/>
PROPOSED (75B) WORK DONE BY	<input type="text" value="1"/>	<input type="text"/>
(78) LENGTH OF STRUCTURE	<input type="text" value="130"/>	FT.
IMPROVEMENT (94) BRIDGE IMPROVEMENT COST	\$ <input type="text" value="450"/>	
(95) ROADWAY IMPROVEMENT COST	\$ <input type="text" value="120"/>	
(96) TOTAL PROJECT COST	\$ <input type="text" value="570"/>	
(97) YEAR OF IMPROVEMENT COST ESTIMATE	<input type="text"/>	
(114) FUTURE ADT	<input type="text" value="9513"/>	

(47) TOTAL HORIZONTAL CLEARANCE	<input type="text" value="041.0"/>	FT.	
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY	<input type="text" value="99.99"/>	FT.	
(54) MIN VERTICAL UNDER CLEARANCE	<input type="text" value="H"/>	<input type="text" value="16.38"/>	FT.
(55) MIN LATERAL UNDER CLEARANCE, RIGHT	<input type="text" value="H"/>	<input type="text" value="012.5"/>	FT.
(56) MIN LATERAL UNDER CLEARANCE, LEFT	<input type="text" value="020.0"/>	FT.	

Proposed Improvements

(75A) TYPE OF WORK	<input type="text" value="31"/>	<input type="text"/>
PROPOSED (75B) WORK DONE BY	<input type="text" value="1"/>	<input type="text"/>
(78) LENGTH OF STRUCTURE	<input type="text" value="000130.0"/>	FT.
IMPROVEMENT (94) BRIDGE IMPROVEMENT COST	\$ <input type="text" value="000450"/>	
(95) ROADWAY IMPROVEMENT COST	\$ <input type="text" value="000120"/>	
(96) TOTAL PROJECT COST	\$ <input type="text" value="000570"/>	
(97) YEAR OF IMPROVEMENT COST ESTIMATE	<input type="text"/>	
(114) FUTURE ADT	<input type="text" value="009513"/>	

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Add Comments to BIAS Schedule if contract requires “Off-Cycle” Inspections

Example: Routine and Fracture Critical inspection are conducted in one year, but contract requirements result in a Special Detail Inspection being conducted the following year on deteriorated fracture critical members.

Scheduled Inspections

Inspection Type	Last Inspection Date	Frequency	Due Date	Schedule Date	User Assigned to Inspection	Comments
Special		24 Months	January 2018	01/17/2018		♥ This is an "Off-Cycle" Inspection; to Start in 2018 - Inspect deterior
Fracture Critical		24 Months	January 2019	01/16/2019		Full Fracture Critical Inspection.
Routine	01/23/2017	24 Months	January 2019	01/16/2019		

Comments:

This is an "Off-Cycle" Inspection; to Start in 2018 - Inspect deteriorated members only

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Couple of Query Tips in BIAS

- Use the State Code, NBI Item #1, (Indiana = 185), as a primary query criteria. This will ensure that you do not get any Large Culverts in you answer.
- Be careful on which “Values Returned” you select. This may greatly affect the answers you get.

Values Returned:

Return asset values and use open report values where available

Return assets and their asset values

Fill Return asset values and use open report values where available








Return report values

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Minimum required BIAS Report Sections in a Report

- A BIAS Report should always contain a minimum number of sections in a report. This is to provide a person using the report enough information to know where the bridge is located, as well as its basic condition.

1. Cover Page with Photo
2. Location Map
3. Executive Summary
4. National Bridge Inventory
5. Pictures

Remove Section	Order	Section Name	Print <input checked="" type="checkbox"/>	Include in Table of Contents <input type="checkbox"/>	Insert Cover Page Before Section <input type="checkbox"/>	Show Page Number <input type="checkbox"/>
	1	Report Cover	View <input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	2	Table of Contents	View <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	3	Location Map	View <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	4	Executive Summary	View <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	5	National Bridge Inventory	View <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	6	Elements	View <input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	7	Pictures	View <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Compliance with NBI Inspection Dates

- INDOT is again running a monthly Status Report. It is run during the first couple of days of each month.
- INDOT is reviewing the status of each inspection type, using the actual data base (Asset Data) values. In-progress report information (Work Flows) is included to help determine if late inspections are in-progress, not conducted, or indicated improperly entered data.
- In-progress reports are reviewed to ensure that they fall within the allowed time frame (one month for INDOT Bridges and two months for County Bridges).
- Team Leaders and/or Consultant BIAS Administrators are contacted about any deficiencies.
- Late inspections and/or improperly approved reports are to be corrected immediately.

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Scour Screening & Assessment

The number of Scour Screenings and Scour Assessments completed in BIAS as of 09/18/2017 are:

- 659 Bridges Screened
- 451 Bridges Assessed

These numbers may be inflated since it seems that many of these reports were *opened and started months ago, but have not been completed.*

Generally, these reports should be *opened and completed in one sitting.*

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Is this a Critical Finding? How many Footings does this bridge have??



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How many Footings does this bridge have??



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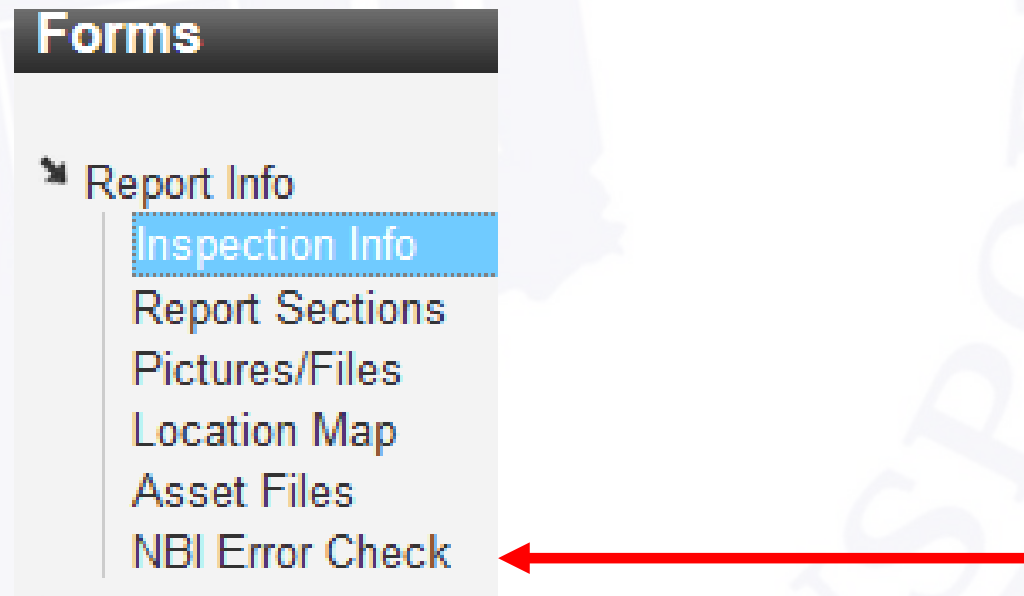
Submittal of NBI Data in March 2018

- Data is required to be submitted to the FHWA by: March 15, 2018.
- New bridges will not be created in BIAS from February 10th through March 15th, so all new bridges can be inspected and all data entered before compiling the data to be submitted.
- INDOT last sent NBI and Element Data to the FHWA test site in mid January, and will continue to do this periodically until early March, when the final set of data will be compiled to submit to the FHWA.
- Team Leaders (Owners of a Report) will be notified of any errors found on their bridges, and corrections are expected to be made immediately.

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Submittal of NBI Data in March 2018

- Team Leaders should always run the NBI Error Check in BIAS before submitting a report for approval. People performing QA on inspection reports should also run the Error Check. This should clear up a lot of errors before the NBI data is submitted to the FHWA site.



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THANK YOU!!

QUESTIONS ???



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Indiana Bridge Inspection Workshop

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