

MEMORANDUM

August 24, 2016

TO: ACEC-INDOT Bridge Inspection Committee Members

FROM: Cheryl Folz, Lochmueller Group

RE: ACEC-INDOT Bridge Inspection Committee Meeting Minutes
(Meeting held August 12, 2016)

The following were in attendance:

Merril Dougherty, INDOT
Bill Dittrich, INDOT
Adam Post, United
John Lukac, BLN

AJ Wortkoetter, INDOT
Jeremy Hunter, INDOT
Rob Coop, USI Consultants
Cheryl Folz, Lochmueller Group

Item #1

New Load Rating Policy.

Jeremy Hunter is now the Manager overseeing Load Ratings at INDOT.

The INDOT Bridge Inspection Memo No. 16-02 states that "AASHTOWare BrR is the program to be used to load rate all bridges." However, INDOT would like to consider that for LPA owned concrete bridges with no plans and with condition ratings of 6 or greater and no change in the condition from the previous inspection (reference the Bridge Inspection Manual, Section 3-6.03), engineering judgement still be used for the load rating. If engineering judgement is used, appropriate documentation describing reasons for the rating should be provided. If a concrete structure has a rating of 5 or less, NDE methods should be considered to help determine an appropriate load rating. Jeremy will coordinate with FHWA to make sure this would meet their requirements.

INDOT will consider offering AASHTOWare BrR training opportunities for consultants who are new to the program. In addition, INDOT will eventually add AASHTOWare BrR guidance to Part 3 of the BIM to help standardize load ratings in Indiana. INDOT will consider providing a standard library of trucks to be used by consultants.

Item #2

Training Update.

- NHI Courses:
 - o 130055 2 week Bridge Inspection class - INDOT is consider hosting again in 2017; the group recommended training be in winter.
 - o 130053 3 day Refresher Course - August 23-25, 2016.
 - o 130078 3.5 day Fracture Critical Class - scheduled Sept 13-16, 2016; and Dec 5-8, 2016.
 - o 130110 - Tunnel Inspection - KYTC District Office will offer in Louisville, Feb 6-10, 2017.
 - o 135047 1 day Scour at Highway Bridges - INDOT is considering for beginning of 2017.
- S-BRITE Certification Inspecting Steel Bridges for Fatigue - Reminder - This will be required for fracture critical and complex bridge inspectors by 12/31/2016. If additional classes are needed, contact Merrill Dougherty.
- Test Bridge. Held in May, INDOT was pleased with the results.

Item #3

60-day Report Approval Requirement.

For Counties with large number of bridges, it is difficult to complete the field work and still meet the 60 day requirement for the reports to be approved because office work would be required to be completed while field work is still ongoing. INDOT stated that this requirement is in place to ensure that bridge inspections are in compliance with federal requirements. Therefore, INDOT cannot allow additional time for large counties.

Item #4

New LPA Inspection Contract.

- Can the PO's be set up one month before the compliance month for office work?
 - o Counties can give early NTP. Problems frequently seen include delays in contract development. It is the responsibility of the Counties to get these into the STIP. If these are not in the STIP, INDOT cannot start the contract. It is also the County's responsibility to request FMIS. INDOT recommends LPAs advertise RFPs 1 year in advance of Phase 1 inspections to allow ample time for the process. The estimated time to get an INDOT-LPA Contract is 45 days, then it takes approximately 15 days to get PO's. INDOT recommends that Counties plan for 75 to 90 days for this process. INDOT issues the PO to the County; the County will issue PO to consultants. If a County does not have a PO by the compliance month, bridge inspection work cannot begin. If this happens, Merrill should be notified.
- Discuss current time frame for getting supplements approved.
 - o AJ Wortkoetter recommends these be submitted as soon as possible (within 60 days of the Consultant's approving inspection reports). Approval takes 75-90 days minimum.
- How to simplify the process?
 - o

Item #5

Bat and Cliff Swallow data collection.

Merrill stated that Counties will be asked to collect data on bats and cliff swallows while doing bridge inspections. BIAS has a form "Miscellaneous Asset Data" to collect the information. The current form uses the general term "birds" instead of "cliff swallow". Merrill will determine what the start date will be for this requirement and consider the need for training.

Item #6

BIAS Update with Link to ERMS Mid-September.

An update to BIAS will come out in mid-September. This version will have links to ERMS. The links will be for plans, load ratings, and anything connected to the structure number. This will mostly be beneficial for state bridges at this time. INDOT is working on bringing files from the old BIAS to the new BIAS. INDOT will provide guidance on what files should be uploaded to ERMS versus uploaded to BIAS.

The executive summary formatting will also be improved with the new BIAS.

It was asked if the paint year could be moved to be near the paint rating. Currently, the paint year is on the Misc Asset Data form. This may be changed in the next update.

Item #7

Scour Assessment.

- Do all moderate risk bridges require HEC-RAS analysis?
 - No. But if a bridge is considered moderate risk and there is no HEC-RAS analysis, a Plan of Action will be required because a lower scour rating will be given.
- Does data on plans serve as a scour analysis?
 - Yes. If plans have scour data, an analysis would have been done. INDOT recommends that if scour data is provided on the plans, that the consultant try to track down the scour approval letter.
- New form is under development waiting for new version of BIAS.
 - Instead of a standardized spreadsheet as previously discussed, a form on BIAS will be used for scour assessments. This is in development and will be in the new version of BIAS.

Item #8

Other Topics.

- DBE Goals for Bridge Inspection Contracts - INDOT had mentioned eliminating the DBE goal for these contracts. At this time, the DBE goal cannot be eliminated. AJ will look into if the DBE goal can be on the initial contract amount, not including supplements. Renting equipment from DBE does not go towards the DBE goal.
- Who inspects bridges built by others (State or City) but not yet acquired by the County? - If the state built the bridge, the state would inspect the bridge until it was acquired by the County. City bridges should be given to the Counties. INDOT recommends that LPAs have a bridge/culvert agreement stating that if the City builds a bridge; that it be built to the County standards since the County will inspect and maintain the bridges. It was asked if there was a better way to get relinquishment notification. INDOT said that the Counties should get notification, the Counties are responsible for notifying the consultants.
- Railroad Flat Car Bridges - It is not currently specified in the BIM that railroad flat car bridges are to be considered fracture critical. INDOT considers these to be fracture critical by their design. INDOT will look into if a memo notifying all inspectors should be issued.
- INDOT will ask Susan Hines to add the English abbreviations for structure types back into BIAS.
- AJ asked that consultants watch inspection frequencies to make sure that they correlate with the condition ratings. These are used when preparing RFPs, and they have found that some bridges calling for 12 month inspections do not have condition ratings to support the reduced frequency.
- Closed bridges should be on a 24 month frequency, however no inspection is required. INDOT recommends that the consultant drive by the bridges to ensure they are still properly closed.

Item #9

Next Meeting Date. The next committee meeting will be held on Friday, November 4, 2016 at 9:00am in INDOT N642 conference room.