

MEMORANDUM

February 23, 2017

TO: ACEC-INDOT Bridge Inspection Committee Members

FROM: Cheryl Folz, Lochmueller Group

RE: ACEC-INDOT Bridge Inspection Committee Meeting Minutes
(Meeting held February 10, 2017)

The following were in attendance:

Merril Dougherty, INDOT
Bill Dittrich, INDOT
Adam Post, United
John Lukac, BLN
Jim Evans, Clark Dietz
Pat Connor, LTAP

A.J. Wortkoetter, INDOT
Jeremy Hunter, INDOT
Rob Coop, USI Consultants
Craig Parks, Boone County
Jonathan Olson, BF&S
Cheryl Folz, Lochmueller Group

Item #1

Training Update.

- NHI Courses:
 - o 130055 2 Week Bridge Inspection class - INDOT will host again in 2017.
 - o 130053 3 Day Refresher Course - INDOT will host again in 2017.
 - o 130078 3.5 Day Fracture Critical Class - INDOT will host again in 2017.
 - o 135047 1 Day Scour at Highway Bridges - LTAP considering hosting 1 class at County Bridge Conference in 2017.
 - o NHI has a NEW one week bridge inspection class for PE's instead of the 2 week course.
- S-BRITE Certification Inspecting Steel Bridges for Fatigue - A class is scheduled for March 28-29, 2017. INDOT will check if additional courses are needed.

Item #2

Load Rating Policy.

INDOT is currently working on updates to Part 3 (Load Rating) of the BIM - hope to have it ready to publish within a month. INDOT is currently working to ensure that the updates are in compliance with several codes and that all legal vehicles in the State of Indiana are covered.

For bridges with superstructure ratings of less than 5 with no plans, INDOT would like for load rating engineers to 'sharpen the pencil' in their approach to load ratings, by using more analytical methods.

AASHTOWare BrR does have its limitations. The rewrite of Part 3 of the BIM will address these limitations. Approval for using a different program may be given by INDOT on a case-by-case basis. The goal for the new load rating policy is to make load ratings reproducible, transferable, and using solid engineering judgement.

Load ratings of buried structures is cumbersome and will use a lot of engineering judgement for things like soil properties, backfill properties, etc. INDOT is looking into how to provide a good analysis for this type of structure.

Considering the number of hours to complete all load ratings for a County, INDOT was asked if Consultants could get early NTP to begin this work prior to the compliance month. INDOT will look into this to determine if NTP can be given early.

INDOT was asked if load testing for load ratings was acceptable. It is acceptable, but it is costly and time extensive. LTAP has a load rating vehicle that is available for the Counties to use.

What load rating files need to be uploaded to BIAS? The .xml file that BrR produces can be uploaded. This file can be imported into BrR. Some BrR updates will not import .xml files from previous versions. If this happens, INDOT should be notified. With their support contract with Baker, the files can be fixed to address problems caused by updates.

Item #3

Fracture Critical Guidance for RR Flat Cars.

RR Flat Car bridges are considered fracture critical unless they have a composite concrete deck. INDOT will send out a Memo, notifying all bridge inspectors that fracture critical inspections are required for this type of bridge. Special inspections for RR Flat Car bridges are not acceptable.

Item #4

Special Inspection for Fracture Critical Members for Off Year (12 Month).

If a low rating (<5) is isolated to a specific area of the superstructure, instead of a full fracture critical inspection on the off years, a special inspection can be done for the deteriorated area. If a fracture critical inspection is done on the off year, a full fracture critical inspection will be required.

Item #5

Memo 16-03 ERMS Storage for LPA Summary Reports.

When uploading Reports to ERMS, the uploaded transmittal letter should be the one that was sent to the County, showing the date that it was sent to the County (not a new transmittal to INDOT with the date that it was uploaded to ERMS). The date on the transmittal letter triggers the completion date for the schedule.

Item #6

Scour Forms.

Reminder - after a scour assessment is completed, the inspector will need to manually go in and revise Item 113 in the Inspection Report, it is not done automatically.

Scour assessments are expected to be done only once. The only reason to reassess for scour is if conditions change, for example scour countermeasures are put into place or a scour problem has developed.

Moderate risk bridges. INDOT will talk with FHWA to determine if a Hec-Ras analysis will have to be done for all moderate risk bridges or if, when the foundation is unknown, a Plan of Action can be put into place instead. Additional guidance will be put out at a later time.

The BIAS Channel Spreadsheet was provided in BIAS as a tool to bridge inspectors. Use of this is not required. Randy will present on this tool at the Bridge Inspection Conference.

The Scour Assessments in BIAS do not work on IPADS.

Item #7

BIAS Queries for Counties with Culverts.

When doing queries for Counties that use BIAS for culvert inspections, the culvert inspection data has been coming up when trying to do bridge queries. INDOT recommends that you find a field that would have a code only applicable for bridges to eliminate the culverts from the queries. BIAS does not differentiate bridges from culverts.

Item #8

BIAS Profile Deletions.

INDOT has deleted some profiles in BIAS, but only after attempting to contact the user. If an inspector's profile was deleted, contact inbridgeshelp to recreate it.

Item #9

Other Topics.

- Inspection Cycle - INDOT recently sent a policy to FHWA Indiana Division to review, regarding extended inspection cycles. With the recent scour and load rating expenses, extended cycle inspections will give LPA's relief.
- Bridge Inspection Report Preparation - the new bridge inspection contract gives 30 fewer days to complete Phase 2 reports than for Phase 1 reports. INDOT was asked if this could be revised to give the same amount of time for both phases. INDOT will look into this.
- BIAS Maintenance Logs - LPA's have been asking Pat if there was a place in BIAS to provide updates for maintenance work without messing up the bridge inspection data. There is a maintenance function in BIAS, the Consultant Administrator will have to give the County a "Area Engineer/Maintenance" role to be able to have access to this function.
- Special Inspection Requirements with Special Equipment is used - Some Counties have thought that a special inspection report was required when special access equipment was used. INDOT verified that this was not required.
- Invoice Documentation - INDOT provided an example of how others have been documenting office work completion in their invoices. The example is attached. AJ mentioned that the Counties might want to consider automatic direct deposits for paying invoices. This gives them proof of payment quicker, which allows them to get quicker reimbursement.

Item #10

Next Meeting Date. The next committee meeting will be held on Friday, May 12, 2017 at 9:00am in INDOT N642 conference room.