

MEMORANDUM

August 10th, 2018

TO: ACEC-INDOT Bridge Inspection Committee Members

FROM: Scott Minnich, United Consulting

RE: Minutes from the August 10th, ACEC-INDOT Bridge Inspection Committee Meeting.

The following were in attendance:

Scott Minnich, United Consulting
Rob Coop, USI
John Lukac, BLN
Jonathan Olson, BF&S
Bobby Chandler, Clark Dietz

Bill Dittrich, INDOT
Andrew Fitzgerald, INDOT
Randy Strain, INDOT
Stephanie Moore, INDOT
Pat Connor, LTAP

Item #1 - Introductions

Introductions were made and it was noted that Stephanie will be taking over AJ Wortkoetter's position in a couple of weeks. She will report to Andrew. AJ will be working on the Local Trax overpass program going forward.

Item #2 - Compliance Month

Bridge inspection compliance months were discussed in detail. It was noted that the goal is to spread out the inspection work evenly over the 2 year cycle so that inspectors will not be stretched thin in some months and that better quality and better competition will be promoted.

It was noted that INDOT is considering giving one month for every 100 bridges in a County. The committee felt this was a reasonable number.

Randy stated that he had investigated the number of bridges required to be inspected in every month and found that it was not very equalized across the calendar. Even numbered years have close to 75% of all of the county Bridge inspections which is the biggest issue. Within a year, many months are heavy with inspections and several months are light of inspections as well.

Randy proposed that the calendar be split East and West for odd years and even years and from south to North for calendar months of inspections with the southern counties being done in the colder weather months and the northern counties being completed in the warmer summer months.

Reorganization of the county compliance months will require many counties to move up their inspection cycle one time and may have to move up as much as 12 months in order to get the counties balanced.

It was noted that this change would require getting the counties to buy into the reorganization. It was suggested that this topic be presented at the County Bridge Conference to be held on October 16th and 17th, 2018.

It was noted that some consultants have pockets of the state where they do a lot of bridge inspections due to a satellite office in that area or marketing

efforts in that area. It was recommended that if we break the county up as Randy discussed that the inspections in each area be split apart into several months as much as possible in order to alleviate having multiple county inspections due in the same month in the same area.

It was noted that some smaller counties may not be able to fund a 12-month inspection cycle if their inspections are moved up. It was discussed that giving the counties ample time to prepare their yearly budget could help alleviate this issue.

It was recommended that this be a one-time reschedule of the counties, and that a 4-year cycle be used for the balance of the county work so that only 25% of the contracts would be negotiated each year. This would reduce the proposal work and contract work for both the consultants and INDOT by spreading it out over the four-year period of the contracts. Additionally, with Phase I of the contracts having the heaviest workload, it would spread out the heavier workload of Phase I inspections over a 4-year period.

It was suggested that rather than break up the state into Geographic areas for the reschedule that a method that would minimize the number of counties changing their cycle be utilized instead in order to minimize the number of counties affected by the reorganization.

It was noted that another issue that would help the consultants with getting the work started and completed on time would be to get a notice to proceed to them prior to a week before the compliance date. It was suggested that contracts could have an effective starting date one month prior to the compliance month in order to give the consultants a 1-month head start on getting ready for the field inspections. In order to make this work, the previous contracts would have to end one month early so there is no overlap in contract periods.

It was suggested that a committee be prepared to assist in the reorganization discussion. Andrew stated that he would keep the committee involved in this topic via emails as well as discussions at future committee meetings.

Item #3 - Permanently Closed Bridges

Bridges permanently closed to traffic were discussed. It was noted that INDOT has given different recommendations on this topic at the last couple of meetings.

It was noted that after five years of being closed, FHWA does not look at them anymore.

It was noted that INDOT's opinion maybe different than FHWA's.

It was noted that options for permanently closed bridges include archiving the bridge in BIAS, keeping the bridge in BIAS and not updating any information, and keeping the bridge in BIAS and doing a safety check of the bridge every two years. Fracture critical and underwater inspections should not be completed on closed bridges.

Andrew noted that he would like to talk to INDOT's legal department about the legal requirements INDOT has related to these structures before rendering a final decision on how we should handle them.

This topic was tabled until the next meeting.

Item #4 - INDOT Online Training Courses

Online courses prepared by INDOT were discussed. It was noted that a course on critical findings would be available this September.

Other courses will be added at future dates as needed or recommended. It was noted that the committee may propose topics that we feel are prudent for the bridge inspection community.

It was suggested that a course be prepared for extended frequency inspections and criteria as well as a course for railroad flatcar fracture critical inspections.

Item #5 - SBRITE

It was noted that an SBRITE course is planned for this fall and will likely be held in October or November. Mona will send out the date once confirmed.

Item #6 - Border Bridges

Border bridges were discussed to give an update on the status of the coordination with adjoining States.

It was noted that all Illinois border bridge counties have been met with to discuss these bridges. INDOT will be meeting with counties that border Ohio next. It is believed that there are no border bridges with Michigan and border bridges with Kentucky are all owned by the State.

It was noted that the data for border bridges should be in both states' databases. Only one state is responsible for the inspection, but the other state should include the data in their database. Coordination with the adjacent county or state will be necessary.

It was noted that the executive summary in the database should include a statement that says the bridge was inspected by the adjacent county or state and that their data has been pulled into our system directly.

INDOT is adding the data into BIAS for border bridges inspected by other states or counties. At the next inspection cycle, it will be the responsibility of the consultant inspecting that county to update the data accordingly.

Item #7 - Local Contracts

It was noted that Stephanie Moore will be taking over the position currently held by AJ Wortkoetter. This will be transitioning in a couple of weeks.

It was noted that a few counties with August inspections are still waiting on a purchase order and a notice to proceed so that field work for these August inspections may begin.

It was noted that the quarterly report forms were sent out blank without the previous data saved into them. It was requested that the last quarterly report's data be included for ease of updating the reports each quarter.

Item #8 -BIAS

It was noted that INDOT is still working with Bentley to get the county summary reports to work correctly. In the interim, consultants may use any method necessary in order to get the reports created properly and submitted.

It was noted that a load rating trigger has been added to the MAD tab and should be utilized to signal a bridge is in need of an updated load rating.

It was noted that item 41 that says whether a bridge is open posted or closed can only be entered through the BRADIN load rating report and will require a load rating certified inspector to enter that data.

Item #9 - Training

It was noted that 22 people just completed NHI Course 130055, the two-week training class, in Indianapolis. The 3-day refresher course is scheduled for next week with only 13 currently signed up.

Andy noted that he was working towards having another two week course and the refresher course again next year.

Item #10 Miscellaneous Topics

Pat requested the committee provide topics for the County Bridge Conference to be held in October.

It was noted that INDOT has completed a QA inspection on several county bridges and will send the results to the original inspectors. This is part of FHWA's 23 metrics plan of action and is meant to be a learning exercise for INDOT and the inspectors.

It was noted that a county recently built a new bridge over a state highway and was noted that this bridge should be included in the state's database of bridges.

It was noted that to create a new bridge in BIAS required many different databases to be linked.

Item #11 - Next Meeting

The next committee meeting will be held on Friday, November 9, 2018 at 9:00am at the INDOT Indy Sub located at 7105 Brookville Road, Indianapolis, IN 46239.