

ACEC-INDOT Bridge Inspection Committee Meeting Minutes

Time: July 24th, 2020, 9:00am-11:00am

Location: Microsoft Teams Virtual Meeting

Minutes Prepared by: Jonathan Olson, BF&S

The following members were in attendance:

Scott Minnich, United Consulting – Vice Chair	Jose Ortiz, FHWA
Jonathan Olson, BF&S – Secretary	Bill Dittrich, INDOT
Stephanie Moore, INDOT	Rob Coop, USI Consultants
Jennifer Hart, INDOT	Bobby Chandler, Clark Dietz
Randy Strain, INDOT	Anthony Marino, INDOT
Stewart Kline, IACHES (Tippecanoe County)	Sharon Street, INDOT
Mark Riehle, Lochmueller Group (For Michael Vereb)	

The following members were absent:

Andrew Fitzgerald, INDOT – Chair	Michael Vereb, Lochmueller Group
Pat Connor, LTAP	Adam Post, INDOT
Timothy Barkey, IACHES (Adams County)	John Lukac, BLN (leaving committee)

Meeting Summary:

1. INDOT LPA Load Rating Review - Jennifer
 - a. INDOT load rating review is ~70% complete - due October
 - b. INDOT to back check changes in August
 - c. Common issues:
 - i. Metadata omitted when uploading documents to the bridge file.
 - ii. Item 66C Tons posted correlation to Item 41.
 - iii. Item 70 correlation to item 64.
 - iv. Design rating factors not provided for HL93 when design load is HL93
 - v. Notes not provided in BrR model. BrR should contain the date, name, company. A brief description of special considerations should be included such as deterioration.
 - vi. If bridge is closed (Item 41 = K), Items 63, 66, and 66C should be 0. BRADIN rating factors should all be 0.
 - d. INDOT guidance document would be helpful for notes on what INDOT wants to see in the model and above items.

2. Bridge Inspection Manual Revision - Randy

- a. INDOT bridge inspection manual revisions are almost complete. Some of the changes will include:
 - i. Delinquent (late) bridges – new procedures
 - ii. Inspection Frequency – Bridges with a condition rating of a 3 must have reduced frequency of 12 months, rather than condition rating of a 4, which is the current criteria. Conditions ratings of 4 may have a reduced frequency inspection recommended at the discretion of the inspector.
 - iii. New condition ratings and descriptions for:
 - 1. Concrete Overlay, Semi-rigid Epoxy Overlay, and Bituminous Overlay
 - iv. Scour Plan of Action (Anthony Marino)
 - 1. A new two-page scour plan of action form, hopefully incorporated into BIAS
 - 2. Initial Scour Inspection and monitoring plan. After initial scour inspection, determine if further monitoring needed.
 - 3. Rainfall of 2.5" or more in a 24-hour period would be trigger statewide.
 - 4. Scour POA must be updated every routine inspection
 - 5. Scour rating of 3 or less will need 12-month inspection cycle. This won't be in these manual revisions, but will be coming when new federal regulations come out.
 - 6. Anticipated that this form will be required for all state bridges, and encouraged for LPA bridges.
 - 7. Jonathan mentioned that some LPAs find it hard to use rainfall inches as a trigger due to lack of nearby gauges and prefer county flood warnings or similar, which is easily tracked.
 - 8. Scott mentioned that on larger bridges, like on the White River, flooding may be affected by rainfall from events further away and local rainfall totals may not be appropriate. Could use USGS gage station flood elevations as the trigger.
 - 9. Possibly could provide multiple triggers and use engineering judgement to decide what is most appropriate for a particular structure. May need to consult INDOT hydraulics.
 - 10. How often would these scour inspections be if we are doing 2.5" trigger? Is this equitable to a 10-year event?

3. LPA – Stephanie

- a. Stephanie is currently working on border bridges through August. Then working on Supplementals, RFPs, and contracts, in that order.
- b. New boilerplate contract – hopefully reviewed and ready by January for the 2022-2025 contracts.
- c. INDOT is trying to move around 22 counties to 2-year contracts (one time only) to help balance advertisement and contract workload. She has list of proposed counties. Scott

recommended we balance the number of bridges inspected in a month statewide at this time as well and move counties compliance month appropriately.

- d. Rob asked about Partial PO – when will the rest of these be released? Stephanie is checking.
- e. 2022 RFPs starting in January – probably release 5-10 RFPs a month.

4. Extended frequency - Randy

- a. Should the extended frequency be mentioned in the LPA contract?
- b. The current program will not be updated until new federal regulations come out.
- c. Current program is from a technical advisory from 1988.
- d. The new regulations recommended that bridges rated a 7 or better will automatically be 48-month frequency without any forms or special review. Many have commented to FHWA that a rating of 6 is more appropriate.
- e. Not advised to go forward with current extended frequency program because it will expire in approximately 2 years and the new regulations will control.

5. INDOT Bridge Inspection Workshop – Randy

- a. The workshop will be online and held on September 18th and the 25th (2 parts)
- b. INDOT will advertise for the workshop in August
- c. Agenda has been put together

6. INDOT Bridge Inspection Job Postings - Randy

- a. There are current openings in Bridge Inspection for a Bridge Supervisor, Engineer, and Technician in multiple districts

7. Bridge Inspection Degradation and Life Span Guidance – Randy

- a. Some new guidance based on GPR research
- b. The bridge should have a reasonable residence time at each condition rating
- c. Average deck should have residency at each condition rating for 6-9 years
- d. Rating of 4 should indicate the bridge has about 5-10 years of remaining life
- e. The rush to 6 and the fear of 4 can cause data to be center weighted and be of less value
- f. The above numbers are for state bridges (higher traffic) and may be different for LPA bridges with less traffic.
- g. This would be a good topic for the bridge inspection workshop

8. Training - Bill

- a. Proposed for 2020, no dates yet:
 - i. NBI 3-day refresher
 - ii. S-Brite

- b. Bill finding out how NHI is doing their training with the current circumstances. Will virtual training be accepted?

9. Other questions

- a. Rob – Team leader numbers are associated with training but S-Brite doesn't expire right now.
 - i. LRE expires every two years based on PE. Team leaders are 10 years from 2-week class or 10 years from the refresher.
- b. Scott – Can we do structural analysis to prove bridges are not fracture critical? Should this be stated in the INDOT bridge inspection manual?
 - i. This is a federal program which supersedes INDOT BIM. This is currently allowed, but it would have to be properly documented.
 - ii. Fracture critical refined analysis federal memo HIBT-10 (<https://www.fhwa.dot.gov/bridge/120620.cfm>)
- c. Scott – Meeting minutes aren't on INDOT website yet. Website shows currently under constructions. When will it happen?
 - i. Sharon and Jonathan will collaborate to get minutes on website after meeting.
 - ii. Power point PDF could also be provided going forward.
- d. Bill – Extended frequency issues. Some bridge inspection reports from 2018 are now unapproved (for extended frequency) while there is also now a 2020 report in progress. Should be checking for in-progress reports every time you get in BIAS. There were 62 reports and Sharon will be reaching out to person after the meeting. Apparently reports were all setup for extended frequency, but then got forgotten about.
- e. Bill – Load rating engineers have submitted applications for renewal. He is reviewing currently. Hopefully getting that out before the end of the month.
- f. Jennifer – BRADIN and BIAS link is currently down and Bentley is working on it.
- g. Jonathan - BRADIN timeframe for migrating to BIAS is too long. Can we shorten up by a day, or maybe have a button to migrate immediately? Jennifer suggested sending email to BRADIN support.
- h. Jose – issues with NBIS review:
 - i. When a bridge requires a new type of inspection, such as a special inspection or an underwater, but no current inspection date is included, it causes an error with NBIS review.
 - ii. Improvement plan – 30-day advanced notice to proceed to help mitigate late bridges. Is this effective?
 - 1. INDOT and Consultant say this is helping and haven't had any significant late issues.

10. Next Meeting

- a. Next meeting set for October 9th at 9am.