

ACEC-INDOT Bridge Inspection Committee Meeting Minutes

Time: February 28th, 2020, 9:00am-12:00pm

Location: INDOT Brookville Sub-district

Minutes Prepared by: Jonathan Olson, BF&S

The following members were in attendance:

Andrew Fitzgerald, INDOT - Chair	Stewart Kline, IACHES (Tippecanoe County)
Scott Minnich, United Consulting – Vice Chair	Michael Vereb, Lochmueller Group
Jonathan Olson, BF&S – Secretary	John Lukac, BLN
Stephanie Moore, INDOT	Timothy Barkey, IACHES (Adams County)
Bill Dittrich, INDOT	Bobby Chandler, Clark Dietz
Randy Strain, INDOT	Brett Longenecker, USI (For Rob Coop)
Jennifer Hart, INDOT	

The following members were absent:

Jose Ortiz, FHWA	Pat Connor, LTAP
Rob Coop, USI Consultants	Adam Post, INDOT
<i>Nate Pfeiffer, INDOT – Has left committee</i>	

Meeting Summary:

1. Next Meeting
 - a. Next meeting set for July 24th at 9am in the same location.
2. LPA Status and Local Contracts – Stephanie
 - a. FMIS request – Brenda sends FMIS request 2 months before compliance month. LPA's required to sign and return. NTP comes 1 month before compliance month.
 - b. LPA bridge inspection contract – The current contract does not allow changes in the number of bridges without a supplemental. Stephanie removing language for "not to exceed" in each phase and inspection type. Adding the word "estimated" before number of bridges. New version is 2-20-2020. This will be posted to INDOT's website soon and be available to start using for the 2021-2024 contracts.
 - c. Cycle years 2021-2024 RFP's all advertised by May. Planning on releasing a few RFP's a month.
 - d. Stephanie created a new "Frequency Updates Form" to use when bridge frequencies change, and thus number of bridges inspected, but no additional funds are being requested. If no additional funds are needed, then this form can be used in place of a supplemental on existing contracts. This will help with record keeping (planned vs. actual) and cut back on the number of supplementals. Example: If Phase I is under by \$5k and Phase II is over by \$2k, you can use this form because the total available funding was not exceeded (there was already money available to cover the overrun in Phase II). Stephanie will send out the draft form for comments/revisions.

- e. An amendment/supplemental will still be needed when the total contract price increases or when additional funds are needed for a phase that are not already available due to an underrun on a previous phase.
 - f. Bridge Inspections cannot be perfectly predicted. Trying to find ways to address flexibility without having to always supplement. It would be preferable to have a small contingency in the contract to better allow for changes and reduce the amount of supplementals. INDOT requested advice on how much contingency to add to a contract, where to put it, and what to call it.
3. LPA Load Rating Review – Jennifer
- a. INDOT is currently reviewing LPA load ratings.
 - b. Each consultant notified at the start of the review process. Will be getting feedback from INDOT. Some ratings may need changes. Entire process to be completed by November 2020.
 - c. As part of the review INDOT will be reviewing:
 - i. Bridge File documentation – uploaded documents, BRADIN values, Bridge Inspection Manual compliance.
 - ii. Coding/BRADIN Overview – any fed tape issues, proper coding, load postings
 - iii. BrR Model Overview
 - iv. Engineering Judgement Documentation
 - d. Load Rating Model Comments – Would like to see company name, not just initials, within the model. In the model description say what rehabs are included in the model.
 - e. LPA Contracts and BRADIN – Jennifer requested to make sure subconsultants are listed in LPA contract somewhere so it's easier for INDOT to determine who should have read/write access to BRADIN.
 - f. NCHRP Project 20-07/Task 410 – Study on Load Rating for Fast Act Emergency Vehicles – Jennifer talked about this at CEPDS. Different live load factors are proposed in the document for Emergency Vehicles to account for their application on low volume roads. 1.3 live load factor goes to 1.1 factor in some cases. FHWA is allowing INDOT to use this new approach as well as current INDOT procedures. INDOT procedures are preferable, and this may be a secondary approach. Jennifer indicated she would send out information on this via a memo or email.
4. Bridge and Tunnel Inspections Manual – Bill and Andy
- a. Tunnel Manual 1st edition has been completed and is on the bridge inspection website. This is under review by FHWA. The tunnels are in BIAS now. Tunnel Fed tape has been submitted.
 - b. The Bridge Inspection Manual is under final review.
 - c. INDOT getting ready to submit Bridge Fed tape. Getting errors with inventory ratings being higher than operating ratings, but this is being fixed. INDOT has been making some minor changes in consultant bridges/reports without notification due to time constraints, but notes have been made in the reports. One common issue is the inspection date not updated, but report date is up to date. The coding for Item 41 – B

Posting Required is one potential issue for Fed submittal, however this is correct coding when a posting sign needs to be changed.

- d. Contract employee – Nicole – verifying BIAS users and their qualifications to make sure everything is up to date.

5. Aerial Drone Usage – Andy

- a. US41 at Pigeon Creek truss bridge hit by truck in January.
- b. Bridge assessed by climb team, bucket truck, and aerial drone. \$30k quadcopter drone used. Two man operation to operate the drone. Drones can't fly over people (or traffic). Also near an airport so could only fly 100 feet up, rather than 400 feet typical. Video of drone footage shown. Drone usage is through Aviation of INDOT. Drone video files for this bridge are attached in BIAS.
- c. SRP project on drone usage completed. Report was revised to include this incident on US41.
- d. WJE did drone inspection of pedestrian bridge at IU South Bend campus in St. Joseph County. There were two tall towers that would be difficult to climb.
- e. Stu Kline mentioned there was a Purdue S-BRITE study in drone usage for inspection.
- f. It was noted that drones could carry cameras, Lidar, and thermal imaging equipment.

6. Training Next Year – Andy

- a. Bridge Inspection Workshop – March 13th at TMC
 - i. Registration needs to be sent out to consultants.
- b. Proposed 2020 NHI Courses:
 - i. 3-day refresher – hopefully in August. Date likely announced in May.
 - ii. S-BRITE (Fracture Critical)
- c. PE renewals need to be uploaded to BIAS.
- d. Bill said Team Leader numbers will likely only go out 5 years, rather than the typical 10 years as they are changing the requirement for the 3 day refresher course to be every 5 years.

7. Recent Bridge Inspection Memos - Jonathan

- a. Bridge Inspection Memo 19-03 – Critical Findings - Severe vs. Urgent. Need better clarification or definition in BIAS so we don't have to reference Memo on which is worse. Committee agreed that additional guidance within the critical finding report in BIAS would be good. INDOT will add a box to BIAS with descriptions.
- b. Bridge Inspection Memo 19-05 – Fracture Critical - Is the Plan of Action supposed to be a separate file or is it acceptable to include the information in reports? Plan of Actions are most important on complex bridges.
- c. Bridge Inspection Memo 19-04 – Channel Profiles – Why are channel profiles required at 24 months when we now have 48-month inspections? Capturing when there are changes in the channel is the most important aspect of these. INDOT stated that if a bridge is on a 48 month routine inspection cycle we can do the channel survey on the 48 month cycle as well.

8. LPA Bridge Inspection Boilerplate Contract – Jonathan

- a. Jonathan went through the proposed changes to the contract made by the LPA Contract Task Group. Note that the draft contract was sent out prior to the meeting for comment. These proposed changes to the contract are different than the changes Stephanie is working on (previously mentioned, dated 2/20/2020) and won't be available right away.
- b. Some of the comments/revisions discussed included removing language on what tables needed to be included in the reports, removing draft report submittal requirement for Interim Phases and Phase IA/IIA, removing not to exceed from individual inspection types and individual phases, and adding the word estimated next to the number of bridges.
- c. The committee voted to approve the changes as discussed.

9. Other items for discussion

- a. Brett asked if we could use the new NHCRP document for load ratings. Jennifer said she will send out memo or email regarding their policy.
- b. Bill - INDOT taking over a few in-depth inspections from LPA, like bascule bridges. More to come.
- c. Bill - A few bridges in the state are receiving duplicate inspections by LPA and INDOT. One example is a county bridge over the toll road.
- d. Bill is taking a break from making new structures in BIAS due to Federal Submittal, will start creating them again in March.
- e. Andy - New BIAS will be coming eventually. RFP will be coming out to create new software. Will include other assets as well: walls, tunnels, culverts, etc.
- f. Randy talked about commenting on the FHWA proposed rulemaking and specifications. A few committee members have already commented directly. Can also send comments to INDOT to make sure important items are being commented on by multiple parties. Comment period ends March 13th.