



Midwest Bridge Preservation Partnership

Agenda – Monthly Teleconference

June 2nd, 2020

1:00 – 2:00 PM CST

- Roll Call –**

Name	Organization		Name	Organization	
Darlene Lane	NCPP	X	Javier Romero	Cook County, IL	
Ed Welch	NCPP	X	Adam Post	Indiana DOT	
John Hooks	NCPP	X	Scott Neubauer	Iowa DOT	X
Chris Keegan	NCPP	X	Joe Stanis	Iowa DOT	X
Bill Oliva (<i>Chair</i>)	Wisconsin DOT	X	Don Whisler	Kansas DOT	X
Sarah Sondag (<i>Vice Chair</i>)	Minnesota DOT	X	John Culbertson	Kansas DOT	X
James Leaden (<i>Secretary</i>)	Kansas DOT	X	Joe Molinaro	Missouri DOT	
Jeremy Hunter (<i>Past Chair</i>)	Indiana DOT		Jacob Creisher	Michigan DOT	
Sarah Wilson (<i>Director</i>)	Illinois DOT	X	Jason DeRuyver	Michigan DOT	X
Josh Rogers (<i>Director</i>)	Kentucky TC	X	Paul Pilarski	Minnesota DOT	X
Glenn Washer (<i>Director</i>)	U of Missouri	X	Kent Miller	Nebraska DOT	X
Patrick Conner (<i>Director</i>)	Indiana LTAP		Mark Traynowicz	Nebraska DOT	
Nick Graziani (<i>Director</i>)	Watson Bowman	X	Nancy Huether	North Dakota DOT	X
Tom Donnelly (<i>Vice Chair Non-State Agency</i>)	Transpo		Barry Kinnischtzke	North Dakota DOT	X
John Bunderson (<i>Social Media WG</i>)	Metal Fatigue Solutions		Mike Brokaw	Ohio DOT	
Scott Stotlemeyer (<i>Systematic Preventive Maintenance WG</i>)	FHWA	X	Andrew Blower	Ohio DOT	
Brandon Boatman (<i>Preservation Matrix WG</i>)	Michigan DOT		Walt Peters	Oklahoma DOT	X
Fouad Jaber (<i>Deterioration Modeling WG</i>)	Nebraska DOT	X	Todd Thompson	South Dakota DOT	
Tim Anderson (<i>Director</i>)	FHWA	X	David Coley	South Dakota DOT	X
Larry O'Donnell	FHWA		Richard Marz	Wisconsin DOT	X
Raj Ailaney	FHWA	X	Tim Woolery	Adv. Chem. Tech. Inc.	X
Dick Dunne	GPI	X	Lorella Angelini	Angelini Consulting	X
David Heilman	Jet Filter System	X	Pat Martens	Bridge Preservation and Inspection Svcs.	X
Greg Heilman	Jet Filter System	X	Travis Kinney		X
Siva Venugopalan		X	Paul Jensen	Jensen Engr & Cnslt	X
Matthew Keilson		X	Dave Juntunen	Kercher Group	X
Derrick Castle	Sherwin Williams Co.	X	Drew Storey	Kercher Group	X
Michael Hill		X	Kyle Bartfay	Phoscrete Concretes	X
Phil Garner	Phoscrete	X	Ken Warbritton		X
Glenn Simula		X	Brian Mintz		X
Jacob Armour		X	David Brodowski		X
Kevin Stumpf	Uretek U.S.A.	X	Kristian Leter		X



Midwest Bridge Preservation Partnership

- **Roll Call** – No additional “phone-call only” attendees were on the teleconference.

- **Approval of Minutes – May 7th, 2020 Monthly Meeting**



MWBPP 5-5-20
Teleconference Meeting

Drew Storey made a motion to approve the meeting minutes from the May 7th, 2020 teleconference. Bill Oliva seconded it. There was no opposition. The minutes were approved.

- **2020 MWBPP Annual Meeting (Lexington Kentucky) – September 9th – 11th 2020** *Josh Rogers and John Hooks* -
 - *Call for Presentations (John)* - <https://www.surveymonkey.com/r/NRQBKKZ>.
 - [*Discussion from the DOTs on what they know and expect for Out of State Travel in 2020*](#)
 - [*Concepts of virtual Annual Meeting*](#)

John Hooks started out by saying that it is 99.99% certain that all four Partnership Annual (face-to-face) Meetings will be cancelled this year. The NCPP had presented a position to the oversight panel indicating the difficulty of holding the meetings with all the travel restrictions along with the Covid 19 social distancing elements. And recommended that the meetings be cancelled for this year, and that the Partnerships start working on a schedule for the 2021 annual face-to-face meeting. But John Hooks reiterated that he was pretty certain that the face-to-face meetings won't happen for Calendar Year 2020. It was noted that Members from 8 Midwest States indicated that they would not be able to travel to out-of-State meeting this Fall.

Brian Mintz asked if there was talk about what will happen with the sponsorships from the industry members and the funds provided for all of these meetings.

Darlene Lane said that once the Partnerships announce cancellation of the annual meetings, she will start processing refunds for credit card transactions, and Kathy will work on processing checks if they've been cashed. Darlene added “but, they will probably have to have a W-9 for us to put into our vendor system”. Information will be put out once this all starts. John Hooks added that hopefully we can maintain the momentum of vendor involvement next year.

Bill Oliva wanted it to be clear that the Planning Committee was moving forward with working on the agenda and content for the MWBPP 2020 annual meeting. Regardless of the platform or the timeline, the primary component is the content of those meetings. So, John Hooks has been diligently working on assembling an agenda, and the planning committee has been reviewing the potential presentations. That work continues and won't be a wasted effort at all. He added that alternatives were beginning to be discussed by the planning committee (what kind of format? Virtual? multi-day content or over the course of the week? or possibly just delay the meeting altogether?). For now, we are moving forward with the content. If we go virtual, our challenge will be to make sure that the format will be inviting (encouraging participation) and effective.

John Hooks stated that the NCPP is floating ideas for formats that they would suggest to the 4 Partnerships. NCPP representatives Chris Keagan, John Hooks, and Ed Welch's goal is to take input from all 4 regions, who are meeting this week via teleconference, and compile it, and have

the 4 regions work with them in deciding what the final schedule of virtual events would be, and what the content of those virtual events would be, etc. The objective beyond this week is to have the NCPP, the 4 chairs from the Partnerships, and other invitees to put together a coherent package of virtual events to present between now and the end of the year to fill in for the fact that we don't have these face-to-face meetings.

Brian Mintz (Industry perspective) added "Rather than doing virtual events regionally, do it Nationally so that presentations don't have to be provided 4 different times". John Hooks agreed and said that the way they are thinking about it is to have 4 or 5 webinars that address topics that have obvious national interest. On top of that, if there are topics that may have importance to a region that may not be important to the other three regions, those could be added into the mix. They have a good list of technical topics that have been developed for the 4 agendas. Some, if not all, of the regions are going to present some of the content during their regular monthly teleconference calls. To accommodate the additional content to the monthly calls, maybe extend the monthly meetings to 75 minutes to allow time for the added technical topics. John wants to have some kind of schedule that could be broadcast nationally so that anyone who wanted to login to any of those events would be more than welcome to do so. Bill Oliva liked this idea. John Hooks welcomed any comments and input via email or phone call after this teleconference call. Ed Welch added that Industry should get involved as well and provide input (ie; webinars specific to industry). Bill Oliva urged teleconference attendees on this call to send any ideas to John Hooks.

John Hooks has topics and speakers lined up from past surveys while setting up the originally scheduled 2020 regional face-to-face meetings. There is a pretty good list of potential topics to use as a starting point. He said the South East Partnership is already moving in the direction of including a technical topic in their monthly teleconference. John expects all four regions will eventually do the same. Bill Oliva asked members to give it some thought. If you have some concepts as far as format whether you are from a DOT or from industry, send thoughts to John Hooks. John will be collecting these from all 4 partnerships, and they will be brought up in the planning committees and help drive format recommendations. Nancy Huether added that she likes the idea of having this discussion beyond just the planning committee. It allows for a broader range of brainstorming potential. She encouraged providing time on the teleconference to have open discussion on this topic. Siva and Nancy had further discussion on potential format and topics. Nancy suggested that John Hooks already has a lot of presentations to choose from, probably more than we would ever want to do virtually. Bill Oliva liked Nancy's idea. He said that we should put this on the agenda for the July MWBPP Teleconference to give it more time for discussion along with the ideas that John Hooks collects at the conclusion of this teleconference call. We will start off with items that John collects, then open it up to the floor. There is no template that the developed platform must conform to. John Hooks added that we have a June 17th planning call where we could talk about this topic as well.

Siva asked if consideration was given to the pandemic restrictions possibly extending into next year. John Hooks responded that yes, that is being taken into consideration. Noting that some DOTs have stated that travel restrictions extend through June of 2021. There is no way to scope out how big of an issue this will be, but it is in the back of their minds. Siva suggested going forward with planning virtual presentations through the middle of next year. Nancy, John, Bill, and Ed continued the discussion with a consensus that we will focus on the content for this years meeting only, and leave the 2021 annual meeting alone for now, since there is no way of predicting where we will be next year.

Bill Oliva reiterated that this topic will be pushed to the MWBPP July Teleconference. John Hooks, and Nancy Huether agreed. There were no objections, this topic was pushed to the July call.

- **MWBPP Deterioration Modeling Working Group (Bill Oliva)**

- *Reoccurring monthly meeting Set up – Third Friday of each month at 9:00 AM CST Next is Friday June 19th.*

Bill Oliva gave an update. Progress in this working group is going great. They've got a lot of good products so far. They've got the literature review report that the Technical Oversight Committee is reviewing. It's got a lot of good information from the various DOTs (what they are doing for deterioration modeling as well as other general research). They also received a data gathering memo that talks about their efforts and process to collect data. Both of these are being reviewed by the tech, and the data collection process is moving forward quite well. Overall, the project is moving along good. The next Deterioration Modeling Working Group meeting is scheduled for the end of June.

- **Monthly Preservation Topic:**

- **TSP2 Bridge Management System (BMS) National Working group Update – Dave Juntunen.**

Bill Oliva handed screen control over to Dave Juntunen (Kercher Group) and Dave began with a PowerPoint presentation which will be provided in the Meeting Minutes. He started out by giving John Hooks props for all the hard work he put forth on this. He noted that from the survey that this group sent out last November, 38 DOTs responded. There is a sub-group compiling and reviewing the data. Dave J. continued with his PowerPoint presentation, noting that typically the presentation has 58 slides, but for this teleconference, he reduced it down to 18 slides. The purpose of the Working Group is to help DOTs (or anybody) build a Bridge Management System. If you are at a basic level, how to get to an intermediate level. And, if you're at an intermediate level, how to get to an advanced level. The survey was to identify where everybody is at, and what they are doing. Dave was only going to cover the beginning of the survey. What BMS software everybody is using, and where they are at.

Most are using AASHTOWare (BrM) – 21 out of 38 who responded. Six are using in-house Bridge Management Systems. Dave noted that the PowerPoint file may have some inconsistencies (it is a draft). Dave noted that the status of development varies greatly, from some DOTs just getting started using it to collect inspections, and the vast majority of others are somewhere in this journey of calibrating it. There are a few that are feeling confident and in the survey they said they are running optimization and are getting results, (Hawaii was the most confident noting they are beginning to use it for production). The good news is that people are having success and are moving forward. Dave continued that 4 States are using Deighton dTIMS alone. Three other States use dTIMS in conjunction with BrM (they are comparing systems). Dave added that those using dTIMS have been successful of getting an optimizer up and running and now they are upgrading to the latest versions and making enhancements. Three States (Conn. CO, NH)

have used dTIMS in conjunction with AASHTOWare (BrM). This is the other big thing that Dave observed (there are States that are going to use multiple tools for this). Dave said he is seeing this more and more which really interests him. North Carolina is using Agile Assets, and they've run the optimizer and they are calibrating the results. New York is using Agile Assets. Several States are using a combination of tools. Pennsylvania is using an open-source program iAMBridgeCare. A couple DOTs (Wyoming and Wisconsin) are using in-house developed BMS only. As you can see, there is a wide variation of what people are doing to enhance their BMS.

Dave continued, mentioning how Michigan DOT has had their bridge condition forecast spreadsheet for many years. That's a network level analysis tool that can do forecasting given a budget and general condition ratings of the bridges. They got very good use out of this over the years. Minnesota has their BRIM system that uses a VBA enhanced spreadsheet. Dave the self-proclaimed VBA spreadsheet geek said you can do a lot with this tool. Dave noted how States with in-house systems are proud of their systems. But then they realize that advancing into the world of optimization is where they might start thinking about moving forward with one of the higher-level BMS products. Pennsylvania is unique using an open-sourced product. They are happy with what they're doing (advanced BMS and optimizations). Wyoming is developing their own in-house tools. Wisconsin uses WiSAMS (it is not shared yet). Ohio is working on developing BrM. They have some neat nested Performance Measures which will fit very well when they build their BMS.

Dave J. noted that this is the first time the Working Group has shared results. He stated that there will be more to come, if we ever get the opportunity to meet in person, there will be a better presentation with more charts and figures in the future. Dave J. then opened the floor to questions.

Paul Pilarski (MnDOT) asked If they have tried to compare same "inputs" to see if there were different "outputs"? Dave Juntunen said one DOT is comparing 2 systems. Dave said there is one DOT that he knows about, that has plans to get results from two different systems (the Working Group will be part of that). Dave mentioned Dr. Charles Pilson from the Kercher Group is the Optimization Guru. Doc Pilson says it will never be apples to apples. It's not "is one better than the other". Dave continued; what he learned with these BMS softwares, is you only get out of these what you put into it. Computers run algorithms, very fast, and what you put into your decisions, and triggers, and cost will determine what your results are.

Scott Nuebauer (Iowa DOT) said they are running two systems and comparing to see if you get out what you expect from common inputs. It's a way to see if you are getting what you expect from the 2 different systems.

Fouad stated it is confusing staying up with all the available software. Dave agreed, and stated his appreciation for the FHWA Bridge Management System Workshop. Dave is one of the instructors. He noted that they teach it at a level that is not software specific. The purpose of the Bridge Management Systems Working Group is to try and educate people of the different aspects of it. Some "free advice", when you're getting started, keep it simple, because you can get lost in the weeds with this stuff. The function of an advanced BMS is to do this optimization

and give you a recommendation of projects. That recommendation will only be as good as the calibration that you do. Dave finished by stating You learn more on the “journey” of calibrating your BMS than you do at “the end”.

- **TSP2 MWBPP Benefits Talking Points – Bill Oliva**



2020 MWBPP TSP 2
Participation Talking F

Bill Oliva stated the we are not getting too deep into this right now. Other than just to share with everyone that as you work with your DOT administrations on getting invoices and participation into this program, this document is meant to be a starting point for your discussion to get approved for out-of-state travel. It's a refreshed version of the talking points. This is attached to the agenda. We won't go into this anymore unless there are questions. There were no questions.

- **Monthly Preservation Conversations**

- **Dick Dunne** - *There has been some discussion about including a Transportation Infrastructure Element in the next Pandemic Relief bill. Discussion on how rapidly Bridge Preservation projects could be “spun up” in response if this funding comes to pass.*

Dick Dunne started out his discussion on how rapidly Bridge Preservation projects could be “spun up” in response if Transportation Infrastructure Funding is included in the next Pandemic Relief Bill. When Dick Dunne was at the New Jersey DOT, and Obama had a Relief Bill, they had to decide where they could use those funds quickly should the spending bill pass. They considered projects that wouldn't take a lot of time to prepare, like deck patching and thin polymer overlays. They were looking for things using their bridge inspection data to determine a scope and putting that out quickly. They wanted to ramp up bridge preservation projects to be eligible for a spending bill. Dick asked the teleconference attendees what Bridge Preservation project ideas would be appropriate should another spending bill become available soon? Bill Oliva (WisDOT) said that a huge program of expansion joint work (gland replacement) is on his wish list (something that could be put together quickly without environmental coordination or anything). Dick Dunne added that Standards and plan sheets must be at the ready, and the projects must have no environmental work which would slow things down. Bill Oliva added that deck sealing would be a good preservation project idea for these funds. Sarah Wilson (Ill DOT) reminisced about the stimulus bill passed by Obama. She said that she made a list of needs for some of her big bridges (800' long, 4-lanes) that were 20 -30 years old. They were able to do some maintenance projects on these bridges rather quickly (expansion joints, overlays, etc.). Paul Pilarski (MnDOT) added: They are making a list to address too-big-to-fail bridges or preservation candidates that can't be re-decked (“budget-busters” for each District) should money become available. Bill Oliva (WisDOT) noted that the normal timeline to get a project thru is 2-3 years, but preservation projects tend to be faster. You can prepare for a letting

anywhere from a month to a year. This is a good opportunity to have things at the ready. Overall, this was a good start to this discussion, and hopefully it gives the DOTs and Industries ideas to move forward with their discussions.

- **Brian Mintz** - *Discussion regarding the obstacles faced by industry due to the Covid. We need to figure out how best Industry and Agencies can work together for mutual benefit.*

As we are running short on time, Brian will give us a preview here, and this topic will get pushed to the July teleconference. Brian started out by noting that social interaction affects industry and we are trying to figure out how to bridge that distance. We are looking at immediate, intermediate, and long-term impacts. Brian will put this in a document and send it to Bill Oliva who can share it with the group and hopefully we can have a good discussion about it.

From an industry perspective, they have travel restrictions reducing face-to-face meetings which is a hindrance in reaching out to new customers. There could be questions if their messages are even being received. Are they being smothered out by voice mail, or lost in emails that aren't being seen? This could restrict new and alternative innovative solutions from being implemented because people are doing what they know and aren't being exposed to these ideas from peers or industry. Industry needs new customers as well as existing ones to further their growth. Industry prospers and owners benefit from innovation, installation expertise, and communication. So, those are the problems. As more information is gathered from the other Partnerships, Brian said they will keep updating the presentation.

- **All** - *Bridge preservation activities during covid-19, Round robin style, each State attendee shares issues/best practices/impacts.*

This topic was not addressed in the June 2nd, 2020 teleconference.

- **Other New Business**
 - **Monthly Preservation Topics for July – volunteers**

Nothing was brought up in the wee moments of this teleconference.

- **Next Monthly Meeting**
 - **July 7th, 2020**

Some topics were pushed from this teleconference to the July 7th, 2020 teleconference.

- **Meeting Adjourned**

The meeting adjourned at 2:04 CST.