

**December 6, 2022** 

#### 1. Roll Call

 Attendees: Al Kenz, Allen Scarborough, Aslam Siddiqui, Barritt Lovelace, Ben Foster, Casey Rafter, Cecil Kincaid, Christopher Seman, Daniel Myers, Darlene Lane, David Hiscox, Drew Garceau, Gerald Oliveto, Greg Heilman, Gregg Freeman, Jake B, James H. Flynn, Jason Arndt, Jen Hawkins, Jeremy Salvatori, Jonathan Sirianni, Karim Naji, Kevin Hussain, Levi Byers, Mary Baker, Naeem Qureshi, Nancy Huether, Paul Schwartz, Raj Ailaney, Rich Van Allen, Tim Boodey, Tim Woolery, Todd Shields, Tom Collins, Tom McAndrews, Tripp Shenton, Stephen Ritcher

## 2. Motion to Approve Previous Teleconference Minutes

- Motion Tim Boodey
- Second Tripp Shenton
- No discussion
- Passed unanimously

### **3. Discussion Topic:** Asset Management – Ben Foster/Paul Schwartz

- Asset Management Peer Exchange
  - Where in the organization is asset management housed and who is responsible
    - ME DOT Results and Information Office (RIO) right next door to main office. Used to be in the office of planning, but RIO marries bridge and highway management and is fast to respond. Other assets are housed in the multi-modal or traffic offices. Bridge management engineer with a staff of 2 and lead to develop work plan. Ben is responsible for the maintenance work plan for bridges. Use AssetWise software – maintenance and capital work is housed there.
    - 2. PA DOT BridgeCare bridge management system. Needs a lot of data to make it run, but is very powerful; gives suggestions but need to override at times. Deck condition rating doesn't reflect condition of the deck well; so hard to program off that data without element data. Asset Management Division in Harrisburg; collecting more data than what Feds need. Can capture every bit of preservation and maintenance on a bridge (can pull from capital projects).
    - 3. Del DOT Bridge maintenance engineer, Jason, decides and overviews what bridges and what projects are needed. Mostly based on year and time of last treatment and then inspections to confirm. Understanding which bridges don't have any redundancy. Don't usually have condition states or NBIs that push a project forward unless there's a real issue. Based on time and access and concurrent projects. Bundle whenever possible.



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- 4. Mott McDonald Colorado, Utah, Indiana have put together business intelligence groups. Finds asset management is throughout the Agency. Everyone has a little bit of the pie. In Bridges, we have a good understanding. Business Intelligence is how to report out asset management.
- 5. Washington DOT started inspections in 1938. Asset Management Plan gets sent to Program Management office. Management group is 3 people, handling all the money. Governor controlled, but preservation takes a back burner to major projects and some legislative priorities. Can't get the funding to do the right thing.
- 6. NHDOT Asset Management Performance Strategies Section located in the front office
- 7. NYCDOT housed in the maintenance section
- Forward decision making element level and GCR
  - 1. Indiana Deck is not enough, was a rating, wearing surface was rating. Deteriorated over time and using a time in condition. Not enough historical data for elements yet.
  - 2. Kansas Had been collecting elements for years. Recently, have GCR as level 1, level 2 is what elements.
  - 3. Maine deterioration models, using Dayton Management System. Deck, Super, Sub and element level since it started (before mandate). Link NBI 7-9 to CS1. 5-6 to CS2, 4-5 to CS3, 3-1 to CS4. All modeling is still in NBI. Take conditions and "forever" bridges and sit around a table to determine actions. Paint candidates from element level data. Ohio did similar. Curves are based off the money.
  - 4. Ohio GCR to element translator.
  - 5. NHDOT inspection data and excel work sheets
  - 6. NYCDOT in the past used NYDOT 1-7 scale, use inspection reports and NBI general condition ratings, starting to use element level data
- Structural Health Monitoring only if a problem, or pro-active
  - 1. ME only when its needed.
  - 2. MD using SHM on fracture critical elements.
  - 3. PA if there is a specific question, then SHM is a possibility. Feel there is a big gap between owners and suppliers; data is too large for owners to find info if not a specific question.
  - 4. NYC only when needed
- Funding



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- 1. WA use backlog report to sell to legislature. How far behind are we on our maintenance.
- 2. ME every 7 years, e.g. inspections; scour. Show good/fair/poor to legislature
- 3. Trade-off analysis is a popular term; perhaps stealing from pavements.
- 4. NYCDOT- if poor condition it is in the capital plan
- Short term vs Long term analysis
  - 1. Indiana entered into agreement with FHWA for maintenance and preservation work. Popular in the Midwest for maintenance and preservation work in the TIP. Deck sealing, overlays, painting
  - 2. WA prefers money goes to major projects.
  - 3. General capital work.

# 4. Update on National/Regional Meeting:

- Regional Meeting
  - Call for presentations being sent to state agencies in January
- NDE Meeting
- National Meeting

#### 5. NCPP Update:

• Evaluating the Industry Fee amount

#### 6. Treasury:

- Current treasury balance (\$75,319.09).
  - Awaiting a few expense reimbursements to be submitted
  - Update coming for next meeting

#### 7. Volunteer Contributions:

- On TSP2 website
- 2023 request being sent in July

### 8. Partnership Business Topics/List of Action items:

- Topics for Future Calls
- Jan 2 Off? Change Agenda Call time for January?
  - Hold call on January 5<sup>th</sup>
- Any other items/issues that someone would like to discuss?



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# 9. Working Group Report Outs:

• Inspection Working Group

## 10. Possible Future Presentations or Discussion Topics:

- Date TBD Paul Schwartz, NYC DOT, and Gerald Oliveto, NJ DOT, <u>Use of Space Under Bridge Spans</u>
- Issues with Performing Inspections over Amtrak
- How are States dealing with MASH requirements?
- States managing budget cuts due to COVID-19.
- Depth of Shear Key in concrete planks
- Discuss the revisions to the standards for the NBIS.
- What evaluation process do States use to determine which decks to selected for replacement?
- Policies/procedures for repairing impact damage to bridges.
- Share experiences with the usage of Unmanned Aircraft Systems for inspection.
- Discuss the new FHWA Interim Final Rule for Indefinite Delivery and Indefinite Quantity contraction for Federal-Aid Construction
- Stimulus Funding
- Have any states tried using Federally funded contracts to perform maintenance repairs to bridges? Possible options that I know of:
- Indefinite Delivery and Indefinite Quantity (ID/IQ) construction contracts
- Special Experimental Projects No. 14 (SEP-14) innovative contracting to perform construction activities under a Time and Material (T&M) contract – Maryland has used recently since the pandemic occurred.
- How are states planning to use the future stimulus funding from the federal government? How will the state get local bridge owners to participate? This topic could be later in the year once more guidance is provided from FHWA.
- CSX Working over Railroads January
- New Deck Cracking-EDC 7 February
- Lane Closures and Police Protection March
- Recruitment and Retention April
- BIL Funding and RAYS Grant May

#### **Next Meeting & Adjourn:**

- Next Planning Meeting conference call is tentatively scheduled for **January 5, 2023 at 10:00 PM**.
- Next Monthly Conference Call is tentatively scheduled for **January 3, 2023 at 10:00 AM**.