



Midwest Bridge Preservation Partnership

Agenda - 2023 Business Meeting Thursday October 19, 2023 11:15 AM

1. Introduction

a.) 2023 Board Members

i. Officers

Name	Organization	Office
Sarah Wilson	Illinois DOT	Chair (State Rep)
Vacant		Vice-Chair (State Rep)
Drew Storey	Clark Dietz	Vice-Chair (Industry)
Bradley Noll	Ohio DOT	Secretary/Treasurer

ii. Directors

Name	Organization	Representation
Sarah Wilson	Illinois DOT	State Agency Director
Vacant		State Agency Director
Bradley Noll	Ohio DOT	State Agency Director
Trina Davidson	South Dakota DOT	State Agency Director
Joe Stanisz	Iowa DOT	State Agency Director
Patrick Conner	Indiana LTAP (Purdue)	Local Agency Director
Drew Storey	Clark Dietz	Industry Organization Director
Nick Graziani	Watson Bowman	Industry Organization Director
Başak Bektaş	Minnesota State Univ.	Academic Director
Matt Keilson	TuffTex Materials	At-large Director

iii. Advisory Ex-Officio (non-Voting)

Name	Organization	Representation
Scott Stotlemeyer	FHWA Missouri Division	Past Chair & FHWA Director
Sarah Sondag	Minnesota DOT	Past-Chair
William Oliva	Wisconsin DOT (former)	Past-Chair
Jeremy Hunter	Indiana DOT	Past-Chair
Nancy Huether	North Dakota DOT (former)	Past-Chair
Don Whisler	Kansas DOT	Past-Chair

2. Approval of Minutes of October 3rd, 2023 Teleconference. (Motioned to approve, seconded, & approved with no opposition)

3. Retention/Election of 2024 Board Members

- a.) Chair (Sarah Wilson 2023)
 - i. Brad Noll nominated and elected to Chair
- b.) Vice Chair (Jason DeRuyver 2023) retires
 - i. John Culbertson nominated and elected to Vice Chair.
 - 1. Fills the “Vacant State Directors” position.
- c.) Secretary/Treasurer
 - i. Bradley Noll moves to Chair
 - ii. Philip Meinel nominated and elected to Secretary/Treasurer.
 - 1. Replaces Sarah Wilson as a “State Director” and Sarah moves to “Advisory Ex-Officio”.
- d.) State Directors (1)
 - i. Position filled with the elections of Philip Meinel and John Culbertson
- e.) Industry Officers/Directors
 - i. Confirm Participation will continue for 2023.
 - ii. Jason DeRuyver and Drew Storey will serve as Industry Organization Directors.

4. 2023 MWBPP Annual Meeting – Deadwood, South Dakota

- a.) Thank you...
 - to South Dakota for hosting
 - to our industry partners for their participation
 - to NCPP for coordination and facilitation
- b.) Meeting Presentation and Videos will be available, watch for the email.
- c.) PDH Form – see the email dated 10/9/23 4:21 pm
- d.) Meeting Evaluation Form – see the email dated 10/9/23 4:21 pm
- e.) Industry Meeting Comments
 - No negative feedback on the layout of the vendors/trade show.
 - Brought up some minor issues with the app and questioned its use for next year’s National Meeting.
 - Propose having lunch on the first day.
 - Proposed combining meetings every 2 years.
 - Request longer breaks between sessions.
 - Hold peer topics twice in case of conflicts.
 - Proposed QR codes on each participant name tag. Liked the local attendees and agency stickers for the name lanyards.
 - Proposed for partnerships to create a funding mechanism for ITD independent reviews (each regional partnership contributes to an initial fund to be used as needed)
- f.) Other General Comments
 - Propose to follow up on TPF study recommendations presented by Philip Meinel

1. We have seen significant interest in the results of the TPF study results for Bridge Element Deterioration for Midwest States. These results would not be possible without combining our data and finding similarities in inspection practices among the state agencies. About half the states collect defect condition data and about half the states collect wearing surface ADEs. This allowed for preliminary results regarding defect deterioration and specific wearing surface deterioration, but further analysis is limited due to non-uniform inspection practices across the Midwest. Recommendations for improved uniformity in both inspection data collection and structure management practices are laid out in the final TPF report.
2. This is more than about theoretical deterioration analysis. States have realized significant benefit from implementing more detailed BMS software utilizing defects and specific ADE deterioration models. Wisconsin utilizes ADEs to distinguish between the top and bottom condition of deck/slab elements. This is critical when projecting overlay and redeck work. Wisconsin also evaluates element defects to ensure the projected treatments will correct the specific deficiencies recorded in the inspection (and projected future deterioration). In 2018-2019, when Wisconsin made the switch from programming work solely on engineering judgement to programming work starting with data-driven work recommendations, the state saved approximately \$78M in structure costs within the improvement program (approximately \$200M in associated project costs). These savings of unnecessary structure work allowed for the funding of much needed bridge preservation projects and much needed roadway work. This shift has improved the transportation network overall. Since Wisconsin collects the same inspection data on both state-owned and local-owned structures, WI can now provide structure work recommendations to local agencies and can streamline the application and approval for Local Bridge Assistance funding.
3. Now would be a great time to align our inspection practices as we implement the new SNBI requirements. Starting in 2026, we can have a clean source of data for further research and for improving our BMS optimization and programming. The MWBPP can continue leading the nation with interstate collaboration, not simply looking to fulfill the minimum requirements, but by doing the right thing for bridge preservation.
4. Concerns were raised about the feasibility of implementing uniform inspection practices.

- a. The workload of state inspection staff – no time to perform more detailed inspections
 - i. Question was raised as to the ability to hire inspection firms to supplement this additional workload. There did not seem to be significant barriers for most states to utilize inspection services from a contractor.
 - ii. WI utilizes bridge deck NDE contractors to assist inspectors with estimating defect quantities recorded in routine inspections.
 - b. The workload of state inspection staff – no time to participate in collaboration with focus on meeting new SNBI requirements
 - c. Compatibility with current BMS software – inspection software and optimization software
 - d. Coordination with local owners and inspection entities
 - e. Unsure of benefits for programming work and funding within their particular state.
5. It was proposed that this idea be brought to the Bridge Inspection Program Manager working group for further consideration. It may also be brought to the BMS NWG.

5. Treasury Report

- a.) \$58,464 as of September 30, 2023
- b.) Utilization of Funds 2024
 - Promote Attendance at other Preservation Meetings
 - TRB, Jan 2023
 - TSP-2 National Bridge Preservation Meeting
 - Salt Lake City, Utah September 9-13th, 2023
 - AASHTO COBS, May 2024
 - AASHTO MaC Meeting, July 2024 Alabama

6. New Business

- a.) Future Meeting Locations
 - i. 2024: National Meeting - Utah
 - ii. 2025: **Ohio**, Illinois, Kansas, Nebraska, Oklahoma
 - 1. **Ohio has volunteered to host the 2025 meeting.**
 - iii. 2026: Ohio, Illinois, Kansas, Nebraska, Oklahoma
 - 1. Consider joint meeting with another partnership for 26 or 27?
- b.) Next Monthly Meeting
 - i. December 5th, 2023