



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

MEETING MINUTES

ACEC-INDOT Bridge Inspection Committee Meeting – August 22, 2025
Indiana Government Center-South, Conference Room 17, Harrison Hall
9:00 AM – 12:00 PM

Attendees:

Anthony Marino, INDOT – Chair
Jonathan Olson, BF&S – Vice Chair
Rob Coop, USI Consultants – Secretary
Matt Lee, Hamilton Co.
Jacob Gould, INDOT
Bill Dittrich, INDOT
~~Rob Connor~~, Purdue
Mark Riehle, Lochmueller Group
~~Maricar Gonzales~~, INDOT
~~Erich Hart~~, INDOT
Bobby Chandler, Clark Dietz
John Lukac, HWC
Alfred Wessling, EGIS
Stewart Kline, Tippecanoe Co.
Nathanel Foy, INDOT

Anne Rearick, INDOT
~~Adam Post~~, INDOT
Charley Bernth, INDOT
~~Cristin Burlage~~, INDOT
~~Sean Hankins~~, INDOT
Sharon Street, INDOT
~~Joshua Heigert~~, FHWA
Kyle Kent, United Consulting
Ron Muñoz, SJCA
~~Jennifer Hart~~, INDOT
~~Adam Post~~, INDOT
Josh Biller, INDOT
~~Pat Connor~~, INLTAP

Agenda:

1. Approve the May 2025 meeting minutes.
 - approved
2. INDOT staffing updates:
 - Nathanel Foy – iTAMS Database Administrator.
 - Shari Street – LPA/Border Bridge Program Manager.
3. Prequalification documents for bridge/tunnel inspection discussion.
 - Comments from Jonathan and Mark in emails
 - Older versions of class might have issue, checking with NHI/FHWA
 - Change language on pre-qual to just Team Leader without is required to be a team leader, then if that changes the pre-qual does not need updated
 - 2 team leaders required; to QC report and must be different from inspector

- Given the limited number of complex bridges, reduce qualification
 - Check with INDOT before calling design a tunnel
 - 14.7 1 team leader is ok to lead
4. BIM 25-07 Bridge Inspector Registry discussion.
 - Channel survey and CF can use old dates
 - Yearly credential check in iTAMS required
 5. BIM 25-08 Bridge Inspection Photographs discussion.
 - Apple photo type *.HEIC is not compatible with iTAMS
 6. BIM 25-09 Bridge Inspection Manual Part 6 (Scour) discussion.
 - Updates made to Section 6-1.01 for applicability to both State and LPA bridges.
 - Implementation instructions for B.AP.03 (Scour Vulnerability) validation reviews.
 - 8/21 comments from INDOT group – 6 pages
 - Will apply to INDOT and LPA Br – all the same
 - All bridges built after 1998 design plans, scour calc, appraisal or approved documentation in iTAMS
 - Scour screening form to be updated
 - Code '0' if needed until it can be updated
 - Check old pdf doc in iTAMS could be corrupted file
 - Tony has slides to attach to minutes – will attach to final
 - LPA POA need to be in iTAMS – as new come up
 7. Bridge Inspection Manual Updates discussion.
 - Part 1 almost complete
 - Part 2 being edited – complex – in-depth vs special
 - LR close
 8. Metric 14 (Post or Restrict)/BIM 25-05 (Weight Limit Documentation and Advanced Notifications) discussion.
 - Tony getting memos to LPA
 - CF's are down for signage
 - Good effort – thank you
 9. Load Rating Update (Charles Bernth). Slides – will attach to final
 - Bridge Inspection Manual, Part 3: Load Rating updates.
 - County BrR Database.
 - Models from every county
 - FHWA Metrics 13 and 14 monthly audits.
 - BRADIN/iTAMS report syncing during inspection.
 - A couple different issues in sync. Some old values depending on situation
 - Bridge weight limit postings: Axle Weight Limit signs.
 - Worked with consultants
 - Memo once section 3 done
 - Chapter 3 updates - slides
 10. Changes to ACEC Bridge Inspection Committee proposal discussion.
 - Proposal to introduce term limits to allow for new members to join.

- Similar to ACEC Bridge Design Committee.
 - Tony to have draft by next meeting
11. Old business discussion items.
- SNBI Inspection Contracts/Supplementals update – Shari Street.
 - New supplement boilerplate on way
 - Timeframe – language on supplement takes longer due to routing – 8-10 weeks
 - Slides – will attach to final
 - iTAMS export of many-to-one (X:1) data update – Maricar Gonzales.
 - There is a working process by Erich – contact iTAMS help
 - Bridge Test Railings and Seismic Risk coding – nothing new to report.
 - Proposed work fields for Replacement/Rehab/Preventative Maintenance/Other and Costs in iTAMS – nothing new to report and no implementation schedule (SPR funding issue).
 - Condition comments population issue – nothing new to report (SPR funding issue).
 - INDOT still intends to issue an email alert to all inspectors clarifying that approved bridge inspector refresher training must be accomplished at intervals not exceeding 60 months.
12. SNBI Condition Rating calibration subcommittee discussion.
- INDOT has done some internal training with State Inspectors – this can be added to the February 2026 workshop. Jake & Cristy at July all-hands
13. Training:
- NHI 130078: Bridge Inspection Techniques for NSTM – September 16-18, 2025 (at EGIS).
 - Register individually in NHI instead of group/company
 - NHI 135047: Stream Stability and Scour at Highway Bridges for Bridge Inspectors – October 14, 2025 (at INDOT Indianapolis Subdistrict) – availability likely limited.
 - NHI 130055: Safety Inspection of In-Service Bridges – try to schedule a class for April 2025.
 - Refresher each year in IN by INDOT or consultant is goal
 - SBRITE: Course resubmitted to FHWA for approval – once done, will look to schedule a class.
 - Bridge Inspection Workshop – need to formally assemble a committee – this will be held in February as a one-day training during the same time as the Bridge Design Workshop.
 - Rob, Josh B, John L, Jonathan, (Jake & Cristy)
 - iTAMS coding review, examples for SNBI, Scour
14. Round table open forum discussion/issues/needs.
- LOI – documents current prequal letter
 - New builds – itamshelp, add Nathanel nafoy@indot.in.gov cc Shari
 - 6.1 NSTM no only on steel bridges, remove N on non-steel bridges read SNBI code
 - Remove UW N on non-water crossings
 - iTAMS still has issues – Tony discussing internally that it is functioning. Inspectors have work arounds to solve issues. We need to report bugs in the system to iTAMS help
 - Metric 23 approval timeframes need to be improved and monitored better
 - Request – improve RFP for next contract – to ease transition
 - Ped bridges – iTAMS or ?? – INDOT ok with housing data
 - Update the SNBI fixes - Maricar

Next Meeting – November 13, 2025

Load Rating Updates

- County database
 - Models submitted for every county
- Monthly Audits
- BRADIN sync during inspection
- Axle Weight Limit signs (Type “X”)
 - No longer acceptable load posting type—inspection manual and BRADIN will be updated



Bridge Inspection Manual Chapter 3

- Routine Permit/Route Designated vehicles
- Ratings controlled by Service II
- Engineering judgment load ratings
 - The LRE may use EJ to assign lower ratings than computed (indicate rating method as “EJ”) **Make note in summary report and BRADIN.**
 - If the owner chooses to post the bridge lower than max allowable per the load rating, the indicated methodology should be consistent with that of the engineering analysis method (LRFR, LFR, ASR) **include note in BRADIN that bridge owner chose lower posting value.**
- Bridges not capable of carrying minimum 3 tons gross live load must be closed (MBE)
- Acceptable commercial vehicle postings (“T” sign added, “X” sign removed)

Bridge Inspection Manual Chapter 3

- Procedure updates:
 - Deterioration load ratings done when conditions drop to 4 or less (including substructure). A corresponding BRADIN report needs to be created even if no change to reported RFs. Update B.LR.03 (load rating date) & B.PS.01/02 as necessary.
 - Load rating submittal process change
- Sample load rating reports
 - Remove legacy coding

LPA Contract Changes

ATTACHMENT A-1

Compliance Month for Lake County is August

Excel spreadsheet obtained from ITAMS showing:

Line Number	BRIDGE NUMBER	NBI NUMBER	(006A) FEATURE INTERSECTED	(007) FACILITY CARRIED	ROUTINE INTERVAL	NSTM INTERVAL	UNDERWATER INTERVAL	SPECIAL INTERVAL
1	45-00002 B	4500228	KANKAKEE RIVER	CLAY ST	24			
2	45-00004	4500004	SINGLETON DITCH	CLAY STREET	24			
3	45-00006 B	4500404	STONEY RUN DITCH	CLAY ST	24			
4	45-00007	4500187	BRYANT DITCH	173RD AVENUE	24			
5	45-00008	4500008	MILLBROWN DITCH	173RD AVENUE	24			

Bridge Numbers	38 (See Note 1)		12, 31, 60, 66, 67, 72, 97, 98, 143, 197, 254, 259, 261, 268, 271, 272, 294, 361, 368	
NSTM				
Number of Bridges		2		
Bridge Numbers		365, 372 (See Note 2)		
Underwater				
Number of Bridges				3*
Bridge Numbers				241, 253B, 365
Complex				
Number of Bridges				
Bridge Numbers				

Other* - Bridges 241, 253 B, & 365 require underwater inspections on a 60-month interval and will be rescheduled to occur concurrently in August of 2026 per INDOT approval.

Special** – Define type of Special Inspection required with justification

Additional Notes:

- (1) Bridge 45-00038 is a border bridge with Illinois on 48-month interval. Kankakee County, IL to provide inspection findings to Lake County.
- (2) Bridge 45-000365 is a double leaf bascule bridge. INDOT will perform the routine and NSTM inspections separate to this contract and will provide to Lake County.

Compliance Month for Orange County is May

Excel Spreadsheet obtained from ITAMS showing

BRIDGE NUMBER	NBI NUMBER	(006A) FEATURE INTERSECTED	(007) FACILITY CARRIED	ROUTINE FREQ.	NSTM FREQ.	UNDERWATER FREQ.	SPECIAL FREQ.
59-00001	5900001	MOUNT HOREB DRAIN	CR 800 NORTH	24			
***59- 00002	5900002	DRY BRANCH	CR 475 WEST	24			
59-00003	5900003	DRY BRANCH	CR 500 WEST	24			
59-00004	5900004	DRY BRANCH	CR 650 NORTH	24			
59-00005	5900005	MOUNT HOREB DRAIN	CR 650 NORTH	24			
59-00006	5900006	LOST RIVER	CR 640 NORTH	24			
59-00008	5900007	SMALL DRAIN	CR 625 NORTH	24			
59-00011	5900008	CARTERS CREEK	CR 650 EAST	24			

Bridge Numbers				
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Routine****

- Bridge 15 is currently closed and is not included in this contract. Bridge 2 is currently being replaced with a small structure and will not be included in this contract. This reduces total bridges from 107 to 105.
- Bridges 16, 18, 23, 55, 64, 76, 103 will require 12-month inspections due to reduced interval criteria in Bridge Inspection Memo 25-04, based on age of structure and channel/scour ratings.
- Bridges 31, 37, 49, 59, 63, 90, 91, 95, 102, 200 changed to 12-month intervals to coincide with the NSTM inspections.

NSTM***

- Bridges 31, 37, 49, 59, 63, 90, 91, 95, 102, 200 require NSTM inspection at 12-month intervals based on having poor condition members per Bridges Inspection Memo 25-02. Special inspections are no longer allowed.

Underwater**

- Underwater inspections of bridges 94, 202 required at 48-month intervals. Last completed June 2022, due June 2026.

Other*

- Bridges 206, 149, 28 will require initial inspection in Interim I phase.
- Bridges 153, 101, 76 will require initial inspection in Interim II phase.

Amendment/Supplement Contract Changes

Creating a Template for all consultants to
use
will be on the website once completed ...

AMENDMENT No. 1
LPA - CONSULTING CONTRACT FOR
COUNTY BRIDGE INSPECTIONS

This Contract Amendment No. 1 ("Amendment No. 1") is made and entered into effective as of March 7th, 2022 ("Effective Date") by and between ***Board of Commissioners, Parke County Indiana***, acting by and through its proper officials ("LOCAL PUBLIC AGENCY" or "LPA"), and **VS Engineering, Inc.** ("the CONSULTANT"),

Des. No.: 1500260

Project Description: ***Parke Countywide Bridge Inspection and Inventory Program in accordance with National Bridge Inspection Standards for Cycle Years 2020 through 2023, Phase I (2020), Phase IA (2021), Phase II (2022), Phase IIA (2023).***

**LPA - CONSULTING CONTRACT FOR
COUNTY BRIDGE INSPECTIONS - SUPPLEMENT**

This Contract ("this Contract") is made and entered into effective as of 2/29, 2024 ("Effective Date") by and between *Board of Commissioners, Porter County Indiana*, acting by and through its proper officials ("LOCAL PUBLIC AGENCY" or "LPA"), and United Consulting ("the CONSULTANT"),

Des. No.: 2100109

Project Description: *Porter Countywide Bridge Inspection and Inventory Program in accordance with National Bridge Inspection Standards for Cycle Years 2022 through **2024**, Phase I (2022), Phase IA (2023), **Phase I (2024)**.*

This Supplemental Agreement, made and entered into this 18th day of June, 2025, by and between the Board of Commissioners, Jay County Indiana, acting by and through its proper officials (hereinafter referred to as the "OWNER"), and Egis BLN USA, Inc., Consulting Engineers, 8320 Craig Street, Indianapolis, Indiana 46250 (hereinafter referred to as the "CONSULTANT").

WITNESSETH:

WHEREAS, the OWNER and the CONSULTANT did enter into an Agreement, dated October 14, 2024, to provide professional engineering services for the Jay Countywide Bridge Inspection and Inventory Program in accordance with National Bridge Inspection Standards for Cycle Years 2025 through 2028, Phase I (2025), Phase I Interim (2025), Phase IA (2026), Phase II (2027), Phase IIA (2028, Phase II Interim (2028)and,

WHEREAS, the OWNER desires to have the bridges inspected in accordance with current FHWA and INDOT Standards utilizing the Specifications for the National Bridge Inventory (SNBI) which was not in the original contract, and,

WHEREAS, the CONSULTANT is qualified and prepared to perform the services required in said work and they agree to perform such services under the terms and conditions herein set forth, and,

WHEREAS, in order to provide for completion of the work as modified, it is necessary to amend and supplement the original Agreement,

NOW, THEREFORE, it is agreed by and between the parties hereto as follows:

1. On page 1 of the original Agreement, under Section IV, the not to exceed amount is increased by \$86,921.76 to \$519,848.72.
2. On page 1 of Appendix "D" of the original Agreement, paragraph 1, the not to exceed amount is increased by \$86,921.76 to \$519,848.72.
3. On page 1, Appendix "D" of the original Agreement, paragraph 4, the chart is revised as follows:
- 4.

Routine Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges	157	10	1	157	8	2
Field Work Price/Bridge	\$493.25	\$794.00	\$5,465.25	\$506.25	\$966.50	\$4,308.50

Office Work Price/Bridge	\$885.00	\$1,069.25	\$4,738.00	\$857.00	\$1,165.25	\$4,924.00
Estimated Total Fee	\$216,385.25	\$18,632.50	\$10,203.25	\$214,030.25	\$17,054.00	\$18,465.00
Facture Critical Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges	1			1		
Number of Members						
Number of Joints						
Field Work Price/Bridge	\$5,354.00			\$5,779.75		
Office Work Price/Bridge	\$2,273.50			\$2,450.50		
Estimated Total Fee	\$7,627.50			\$8,230.25		
Underwater Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges						
Field Work Price/Bridge						
Office Work Price/Bridge						
Estimated Total Fee						
Complex Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges						
Field Work Price/Bridge						
Office Work Price/Bridge						
Estimated Total Fee						
Element Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges						
Number of Superstructure Elements						
Number of Substructure Elements						
Number of Miscellaneous Elements						
Field Work Price/Bridge						
Office Work Price/Bridge						
Estimated Total Fee						
Special Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges						
Field Work Price/Bridge						
Office Work Price/Bridge						
Estimated Total Fee						
Overall Estimated Totals	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II

SUPPLEMENTAL AGREEMENT NO. 1

THIS SUPPLEMENTAL AGREEMENT, made and entered into this _____ day of _____, 2025, by and between BOARD OF COMMISSIONERS, WELLS COUNTY, INDIANA, hereinafter referred to as the "OWNER", and BUTLER, FAIRMAN and SEUFERT, INC., hereinafter referred to as the "ENGINEER."

WITNESSETH

WHEREAS, on September 5, 2023, the OWNER entered into an Agreement with the ENGINEER for services required for Wells Countywide Bridge Inspection and Inventory Program 2025-2028 (DES # 2300122)

WHEREAS, the OWNER, through coordination with the ENGINEER, has determined that additional work for SNBI will be required for ALL routine inspections in Phase I, Phase IA, Phase II, and Phase IIA. This is a result of new federal regulations and Bridge Inspection Memo 25-06 which states new requirements for SNBI inspections. SNBI replaces the old coding guide and is a completely new system for inventorying bridge inspection data. This results in additional time for field and office work to gather and report new fields and produce new reports.

WHEREAS, the OWNER, through coordination with the ENGINEER, has determined that NSTM inspections (previously called fracture critical) will be required in Phase IA and IIA for 1 bridge not originally in the contract. This is a result of Bridge Inspection Memo 25-02 which states new requirements for NSTM inspections and frequencies. For bridges that have poor condition members, a full scope NSTM inspection is required every 12 months. The new NSTM inspections shall be added to Phase IA and IIA.

A full list of bridges included in the contract with those affected by this supplement are shown in **ATTACHMENT 1**. The Summary of Fee Changes are shown in **ATTACHMENT 2**. The Revised Contract Fee Table is shown in **ATTACHMENT 3**.

NOW, THEREFORE, the parties agree that the September 5, 2023, Agreement be modified by this Supplemental Agreement; therefore, compensation for these revisions shall be added to the Agreement, increasing the amount by \$86,837.00 from \$434,373.00 to an amount not-to-exceed \$521,210.00.

ATTACHMENT 1

Asset Name	NBI #	Feature Intersected	Facility Carried by Structure	Routine Inspection Frequency	NSTM Inspection Frequency	Underwater Inspection Frequency
90-00002 B	9000173	EIGHT MILE CREEK	CR 700 NORTH	24		
90-00003	9000002	SIX MILE CREEK	CR 650 SOUTH	24		
90-00005	9000004	JOHNS DITCH	CR 700 SOUTH	24		
90-00006 B	9000175	ROCK CREEK	CR 700 SOUTH	24		
90-00011	9000009	SIX MILE CREEK	CR 500E	24		
90-00012	9000010	SIX MILE CREEK	CR 500 EAST	24		
90-00013	9000011	SIX MILE CREEK	CR 500 EAST	24		
90-00014	9000012	CAMP RUN DITCH	CR 1150 SOUTH	24		
90-00016	9000014	CAMP RUN DITCH	CR 1100 SOUTH	24		
90-00017	9000015	THREE MILE CREEK	CR 750 EAST	24		
90-00018 B	9000365	MILLER DITCH	CR 750 EAST	24		
90-00019 B	9000368	SHOEMAKER DITCH	CR 800 EAST	24		
90-00020	9000018	ROCK CREEK	CR 200E	24		
90-00021	9000019	ROCK CREEK	CR 200 EAST	24		
90-00023	9000021	THREE MILE CREEK	CR 900 SOUTH	24		
90-00030	9000025	MORRISON DITCH	WILLOW ROAD	24		
90-00031	9000026	PRAIRIE CREEK	JEFF ROAD	24		
90-00032	9000027	OWL CREEK	CR 750S	24		
90-00038	9000029	OWL CREEK	CR 800 SOUTH	24		
90-00039	9000030	PRAIRIE CREEK	CR 1000 SOUTH	24		
90-00040	9000031	PRAIRIE CREEK	CR 1100 SOUTH	24		
90-00041	9000032	PRAIRIE CREEK	CR 1200 SOUTH	24		
90-00042	9000033	BLACK CREEK	CR 1125W	24		
90-00044	9000035	OWL CREEK	CR 1000 WEST	24		
90-00045	9000036	OWL CREEK	CR 1000 WEST	24		
90-00049	9000040	SCUFFLE CREEK	CR 200 WEST	24		
90-00051	9000139	SCUFFLE CREEK	CR 300 WEST	12		
90-00052	9000042	SCUFFLE CREEK	CR 400 WEST	24		
90-00054	9000043	SALAMONIE RIVER	CR 600W	24		60
90-00056 B	9000179	SHADLE DRAIN	CR 600 WEST	24		
90-00058	9000047	CARNES NEW CLARK DITCH	CR 800 SOUTH	24		
90-00059 B	9000364	SALAMONIE RIVER	CR 900S	24		
90-00060	9000049	SALAMONIE RIVER	CR 1000S	24		
90-00064	9000050	SCUFFLE CREEK	CR 50 WEST	24		
90-00065	9000051	BRANCH SALAMONIE RIVER	JEFF ROAD	12		
*90-00066	9000052	SALAMONIE RIVER	CR 1100 SOUTH	24	12	
90-00067	9000053	HALLS CREEK	MERIDIAN ROAD	24		
90-00068	9000054	NEFF DITCH	MERIDIAN RD	24		
90-00069	9000055	ROCK CREEK	MERIDIAN RD	24		
90-00071	9000057	ROCK CREEK	CR 200W	24		
90-00072	9000140	STTTES DITCH	CR 300 WEST	12		
90-00073	9000141	ROCK CREEK	CR 300W	24		
90-00074 B	9000362	ROCK CREEK	CR 400W	24		
90-00075	9000059	MOSSBURG DITCH	CR 400 WEST	24		
90-00076	9000060	MOSSBURG DITCH	CR 500 WEST	12		
90-00077	9000061	MOSSBURG DITCH	CR 100S	24		
90-00078	9000062	ROCK CREEK	CR 100S	24		
90-00079	9000063	ROCK CREEK	CR 200S	24		

Asset Name	NBI #	Feature Intersected	Facility Carried by Structure	Routine Inspection Frequency	NSTM Inspection Frequency	Underwater Inspection Frequency
90-00175	9000122	OWL CREEK	CR 1000 WEST	24		
90-00177	9000123	MARKLEY DITCH	CR 350 EAST	24		
90-00193	9000144	WABASH RIVER	CR 300W	24	24	
90-00196	9000127	BRANCH OF FLAT CREEK	CR 500 WEST	24		
90-00198	9000129	EIGHT MILE CREEK	CR 400W	24		
90-00200	9000130	WABASH RIVER	CR 300N	24		60
90-00202	9000134	SCUFFLE CREEK	CR 1000 SOUTH	24		
90-00203 B	9000172	SCUFFLE CREEK	CR 1000 SOUTH	24		
90-00204 B	9000170	SCUFFLE CREEK	CR 1000S	24		
90-00205	9000137	BIG CREEK	MARZANE ROAD	24		
90-00206	9000138	EIGHT MILE CREEK	MARZANE ROAD	24		
90-00212	9000148	KERSHNER DITCH	CR 300 NORTH	24		
90-00214	9000149	FLAT CREEK	CR 200 WEST	24		
90-00258	9000150	OWL CREEK	CR 900 SOUTH	24		
90-00265	9000151	BIG CREEK	CR 200 WEST	24		
90-00268	9000152	HARROLD DITCH	CR 700 WEST	24		
90-00283	9000154	CARNES NEW CLARK DITCH	CR 500 WEST	24		
90-00292	9000156	BIG CREEK	CR 100 WEST	24		
90-00300	9000132	EIGHT MILE CREEK	CR 950N (MILL ST)	24		
90-00301	9000133	EIGHT MILE CREEK	LAFEVER ST	24		
90-00302	9000146	WERLING JOINT DITCH	CR 800 EAST	24		
90-00303 B	9000177	SCUFFLE CREEK	CR 1000 SOUTH	24		
90-00304	9000153	WABASH RIVER	CR 450 EAST	24		60
90-00354	9000157	DICK DRAIN	JEFF ROAD	24		
90-00355	9000158	FERGUSON DITCH	CR 800 EAST	24		
90-00356	9000159	OWL CREEK	CR 1000 WEST	24		
90-00357	9000160	THREE MILE CREEK	CR 700 EAST	24		
90-00358	9000161	SCUFFLE CREEK	CR 100 WEST	24		
90-00359	9000162	ARTHUR J FLICK DITCH	CR 800 NORTH	24		
90-00360	9000163	CROSBIE DITCH	CR 200 SOUTH	24		
90-00361	9000164	SCUFFLE CREEK	MERIDIAN ROAD	24		
90-00400	9000171	MADDUX-SHOWALTER DITCH	CR 100W	24		
90-00401	9000174	LESH DITCH	CR 400 N	24		
90-00403	9000367	DAVID DRAIN	CR 800 SOUTH	24		

*NSTM inspections (previously called fracture critical) will be required in Phase IA and IIA for 1 bridge not originally in the contract. This is a result of Bridge Inspection Memo 25-02 which states new requirements for NSTM inspections and frequencies. For bridges that have poor condition members, a full scope NSTM inspection is required every 12 months. The new NSTM inspections shall be added to Phase IA and IIA.

**Additional work for SNBI will be required for ALL routine inspections in Phase I, Phase IA, Phase II, and Phase IIA. This is a result of new federal regulations and Bridge Inspection Memo 25-06 which states new requirements for SNBI inspections. SNBI replaces the old coding guide and is a completely new system for inventorying bridge inspection data. This results in additional time for field and office work to gather and report new fields and produce new reports. (Note that since this affects ALL bridges, no asterisks are added above for this item)

Routine	\$216,385.25	\$18,632.50	\$10,203.25	\$214,030.25	\$17,054.00	\$18,465.00
Fracture Critical	\$7,627.50			\$8,230.25		
Underwater						
Complex						
Element						
Special						
*Travel Reimbursement	\$4,375.16	\$122.50	\$78.40	\$4,375.16	\$112.70	\$156.80
Overall Estimated Totals	\$228,387.91	\$18,755.00	\$10,281.65	\$226,635.66	\$17,166.70	\$18,621.80

5. Except as herein modified, changed and supplemented, all terms of the original Agreement, dated October 14, 2024, shall continue in full force and effect.

IN TESTIMONY WHEREOF, the parties hereto have executed this Supplemental Agreement No. 1 the day and year first above mentioned.

Asset Name	NBI #	Feature Intersected	Facility Carried by Structure	Routine Inspection Frequency	NSTM Inspection Frequency	Underwater Inspection Frequency	Supplement
59-00101	5900069	PATOKA RIVER	CR 325 EAST	24			
59-00102	5900070	PATOKA RIVER	CR 175 EAST	12	12		*Item 1
59-00103	5900071	PATOKA RIVER	E OWL HOLLOW ROAD	24	24		
59-00105	5900072	BACON CREEK	CR 90 EAST	24			
59-00106	5900073	BRANCH OF PATOKA RIVER	CR 375 EAST	12			
59-00107	5900074	BRANCH OF BACON CREEK	CR 90 EAST	12			
59-00124	5900075	LICK CREEK	CR 200 NORTH	24			
59-00136	5900078	CANE CREEK	CR 500 SOUTH	24			
59-00141	5900083	PAINTER CREEK	CR 650 WEST	24			
59-00145	5900085	DILLARD CREEK	CR 840 SOUTH	24			
59-00147	5900086	YOUNGS CREEK	BURMA ROAD	12			
59-00149	5900088	PATOKA RIVER	CR 90 EAST	12			
59-00151	5900090	CANE CREEK	CR 1150 WEST	24			
59-00152	5900091	LOG CREEK	CR 25 SOUTH	12			
59-00153	5900092	SULPHUR CREEK	CR 975 WEST	12			
59-00154	5900093	SCOTT HOLLOW CREEK	CR 200 NORTH	24			
59-00156	5900095	NO NAME CREEK	CR 810 NORTH	24			
59-00163	5900096	DILLON CREEK	CR 1150 WEST	24			
59-00207	5900097	BRANCH OF FRENCH LICK CR	SINCLAIR STREET	24			
59-00205	5900098	SAND CREEK	MONON STREET	24			
59-00206	5900099	BRANCH FRENCH LICK CREEK	BEECHWOOD AVENUE	12			
59-00203	5900100	SALPER CREEK	WILSON STREET	24			
59-00200	5900102	LICK CREEK	S GOSPEL STREET	24	12		*Item 1
59-00201	5900103	LICK CREEK	ELM STREET	24			
59-00202	5900104	LICK CREEK	WEST WATER STREET	24			48
59-00019	5900105	LOST RIVER	CR 960 WEST	24			
59-00023	5900106	BUFFALO CREEK	CR 150 NORTH	24			
59-00094	5900107	PATOKA LAKE	CR 450 WEST	24			48
59-00159	5900109	BRANCH OF DILLON CREEK	CR 375 SOUTH	24			
59-00164	5900110	HALFMOON SPRINGS	CR 200 EAST	24			
59-00166	5900112	LOST RIVER	CR 300 EAST	24			
59-00157	5900113	CANE CREEK	CR 1150 WEST	24			
59-00501	5900114	FRENCH LICK CREEK	AROLD F HABIG BLVD	24			
59-00208	5900115	CIDER FORK	CR 1100 SOUTH	24			
59-00146	5900117	BRANCH OF HOGS DEFEAT CR	CR 675 SOUTH	24			
59-00034	5900118	LICK CREEK	CR 375 WEST	24			
59-00502	5900119	NO NAME CREEK	HUNTERS RUN DRIVE	24			
59-00067	5900120	WILLOW CREEK	CR 150 SOUTH	24			
59-00021	5900121	NO NAME CREEK	CR 650 NORTH	24			
59-00053	5900122	SAND CREEK	CR 975 WEST	24			
59-00052	5900123	FRENCH LICK CREEK	CR 300 SOUTH	24			
59-00080 B	5900124	PATOKA RIVER	CR 600 SOUTH	24			
59-00167	5900125	STAMPERS CREEK	E CR 150 NORTH	24			
59-00038 B	5900127	CARTERS CREEK	CR 500 EAST	24			
59-00098	5900128	BRANCH OF PATOKA RIVER	CR 825 SOUTH	24			
59-00144 B	5900129	YOUNGS CREEK	CR 550 SOUTH	24			
59-00046 B	5900130	SOUTH FORK OF LOST RIVER	CR 350 NORTH	24			
59-00057 B	5900131	BR OF FRENCH LICK CREEK	CR 450 SOUTH	24			
59-00074 B	5900132	YOUNGS CREEK	CR 150 WEST	24			
59-00096 B	5900133	HOGS DEFEAT CREEK	CR 675 SOUTH	24			
59-00148 B	5900134	BACON CREEK	CR 1025 SOUTH	24			
59-00069 B	5900135	LOG CREEK	CR 225 WEST	24			
59-00062 B	5900136	WILLOW CREEK	CR 25 SOUTH	24			

*Bridges included in this supplement. Item 1 is for NSTM inspections.

ATTACHMENT 3

REVISED CONTRACT FEE TABLE (Changes shown in RED)

Routine Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges	108	13	4	108	13	4
Field Work Price/Bridge	\$302.00	\$412.00	\$1,305.00	\$318.00	\$435.00	\$1,377.00
Office Work Price/Bridge	\$365.00	\$1,499.00	\$1,598.00	\$351.00	\$1,581.00	\$1,686.00
Estimated Total Fee	\$72,036.00	\$24,843.00	\$11,612.00	\$72,252.00	\$26,208.00	\$12,252.00

NSTM Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges	14			14	11	
Number of Members	416			416	318	
Number of Joints	316			316	242	
Field Work Price/Bridge	\$1,612.00			\$1,744.00	\$1,788.00	
Office Work Price/Bridge	\$1,402.00			\$1,479.00	\$1,684.00	
Estimated Total Fee	\$42,196.00			\$45,122.00	\$38,192.00	

Underwater Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges	2					
Field Work Price/Bridge	\$2,595.00					
Office Work Price/Bridge	\$3,809.00					
Estimated Total Fee	\$12,808.00					

Special Inspection	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Estimated Number of Bridges		9			0	
Field Work Price/Bridge		\$870.00			\$0.00	
Office Work Price/Bridge		\$799.00			\$0.00	
Estimated Total Fee		\$15,021.00			\$0.00	

Overall Estimated Totals	Phase I	Phase IA	Interim I	Phase II	Phase IIA	Interim II
Routine	\$72,036.00	\$24,843.00	\$11,612.00	\$72,252.00	\$26,208.00	\$12,252.00
NSTM	\$42,196.00			\$45,122.00	\$38,192.00	
Underwater	\$12,808.00					
Special		\$15,021.00			\$0.00	
Travel Reimbursement	\$4,068.00	\$1,324.00	\$361.00	\$3,962.00	\$1,324.00	\$361.00
Overall Estimated Totals	\$131,108.00	\$41,188.00	\$11,973.00	\$121,336.00	\$65,724.00	\$12,613.00

Contract Maximum Fee Not to Exceed = **\$383,942.00**



Monroe County Board of Commissioners Agenda Request Form

Date to be heard Formal ☒ Work session ☐ Department

Title to appear on Agenda:

Vendor #

Executive Summary:

Monroe County advertised for RFP's for the next cycle of bridge inspections. The firms were scored by three(3) highway personnel staff members, The Director, The Superintendent and the Engineer. Beam, Longest and Neff was the highest ranked firm and INDOT has reviewed all documents for compliance and accuracy. We would like to enter the agreement with BLN for the 2022-2025 County wide bridge inspections.

Fund Name(s):

Fund Number(s):

Amount(s)

Presenter:

Speaker(s) for Zoom purposes:

Name(s)

Phone Number(s)

(the speaker phone numbers will be removed from the document prior to posting)

Attorney who reviewed:

Monroe County Board of Commissioners Agenda Request - Grant

REQUIRED

Federal Agency

Federal Program

CFDA#

Federal Award Number and Year (or other ID)

Pass Through Entity:

Request completed by:

This document is to be submitted no later than the Friday at noon prior to the requested meeting date.

Each agenda request and all necessary documents to the Auditor's Office (Anita Freeman) at: afreeman@co.monroe.in.us AND to the Commissioner's Office e-mail: Commissionersoffice@co.monroe.in.us

SUPPLEMENTAL AGREEMENT NO. 1



This SUPPLEMENTAL AGREEMENT ("Agreement") is made, by and between **Board of Commissioners, Scott County, Indiana**, ("CLIENT") and **UNITED CONSULTING**, an Indiana corporation ("UNITED CONSULTING").

WITNESSETH



WHEREAS, UNITED CONSULTING did, on **August 21, 2024** enter into a Professional Services Agreement with the CLIENT for Services and Documents in relation to **Des. No. 2300139, Scott Countywide Bridge Inspection and Inventory Program in accordance with National Bridge Inspection Standards for Cycle Years 2025 through 2028, Phase I (2025), Phase IA (2026), Phase II (2027), Phase IIA (2028)**. ("Project").

This supplement is required to revise the following services included in the original scope of work:

1. **Phase I – Routine Field Work and Routine Office Work**
2. **Phase II – Routine Field Work and Routine Office Work**

WHEREAS, in order to provide for completion of the work it is necessary to amend and supplement the Professional Services Agreement.

NOW, THEREFORE, it is agreed by and between the parties as follows:

I. SECTION IV COMPENSTION is amended to read as follows:

The maximum amount payable under this contract not to exceed shall be changed from **\$283,699.74** to **\$315,093.39**.

III. – Appendix Attachment "D-1" is amended as attached and represents the following:

1. The total fee not to exceed in Section D.1. shall be changed from **\$283,699.74** to **\$315,093.39** representing an increase of **\$31,393.65**
2. **Phase I Routine Field Work / Bridge** **\$562.54**
Total Fee Not to Exceed **\$41,065.42**
3. **Phase I Routine Office Work / Bridge** **\$846.33**
Total Fee Not to Exceed **\$61,782.09**
4. **Phase II Routine Field Work / Bridge** **\$577.70**
Total Fee Not to Exceed **\$42,172.10**
5. **Phase II Routine Office Work / Bridge** **\$804.36**
Total Fee Not to Exceed **\$58,718.28**
6. **Overall Not to Exceed Amounts:**
Total Fee Not to Exceed **\$315,093.39**

IV. – Except as herein modified, changed and supplemented, all terms of the original Professional Services Agreement dated August 21, 2024 shall continue in full force and effect.

[Signature page follows]

- Add Attachment A-1 with details
- Add Attachment A-2 with details
- Include Additional information with details using *,#,etc...

If attachments are missing the new details, they are kicking the contracts back to me ...

SCOUR VALIDATION

Compliance Actions required for Metric 18

- All bridge assets (State and LPA) must have documentation in the iTAMS Bridge Asset Files supporting how SNBI B.AP.03 (Scour Vulnerability) is coded.
 - Scour analysis/appraisal forms or appraisal letters.
 - Scour screenings, Scour assessments, or Scour evaluations.
 - Supplemental documentation.
 - Other documentation as approved by SPM.
- Bridge assets (State and LPA) built after 1998 must have either design plans, scour analysis calculations, scour appraisal letters, or other approved documentation in the iTAMS Bridge Asset Files.

SCOUR VALIDATION

Legacy NBI Item 113 vs SNBI Item ID B.AP.03

- NBI 113 was used as a partial crosswalk for SNBI B.AP.03 and requires validation for accurate coding.

SNBI Code A – Best corresponds to NBI 113 = 9 or 8

SNBI Code B – Best corresponds to NBI 113 = 8 where designed and functioning scour protection is in place and functioning as intended.

SNBI Code C – Best corresponds to NBI 113 = 7 where temporary, non-designed scour protection has been placed to mitigate scour. The bridge is considered scour critical, and a Scour Plan of Action must be part of the iTAMS Bridge Asset File.

SNBI Code D – Best corresponds to SNBI 113 = 3 or less. The bridge is considered scour critical, and a Scour Plan of Action must be part of the iTAMS Bridge Asset File.

Inspectors may code this item as either 0 or U with the understanding that the bridge will be considered scour critical, and a scour plan of action is required.

Reference: BIM Memo No. 25-06

SCOUR VALIDATION

Legacy (NBI) Coding Fields

3.3.Scour Critical Bridge Appraisal

(113) Scour Critical Bridges:

8. Bridge foundations determined to be stable for assessed or calculated scour conditions; calculated scour is above    A. Bridge is NOT scour critical based on analysis findings   

Date of Counter Measure Placed or Field Verified:

 ☐ Scour documentation in the bridge file and reviewed  

Full Name

Date



3.4.Hydraulic Scour Analysis Determination

Scour Analysis Status:

 A. Scour Analysis on file  

Scour Analysis Date:

06/03/2021  

Scour Analysis Determination:

 A. Scour Analysis complete, bridge is NOT hydraulically scour critical by analysis  

Hydraulics Comments:



SCOUR VALIDATION

SNBI Coding Fields: Part of Subsection 7.4 (Appraisal)

- Inspectors shall code SNBI B.AP.03 (Scour Vulnerability).
- Approved Team Leaders shall code **all** SNBI B.AP.03**b** fields.
- Approved Team Leaders shall code the three validation fields.

(B.AP.03b) Date of Countermeasures Placed or Field Verified	(B.AP.03b) Scour Critical Safety Status
Scour documentation in the bridge file and review	Full Name
Date	
(B.AP.03b) Bridge Inspection Comments - Initial	
(B.AP.03b) Bridge Inspection Comments - Routine	

SCOUR VALIDATION

SNBI Coding Fields: Part of Subsection 7.4 (Appraisal)

- Scour Critical Safety Status coding:
 - A. Bridge is NOT scour critical based on analysis findings.
 - B. Bridge IS scour critical based on analysis findings, Scour POA or countermeasures REQUIRED.
 - C. Bridge IS scour critical based on analysis findings and Scour POA is ON FILE.
 - D. Bridge IS scour critical based on analysis findings and DESIGNED countermeasures are installed and FIELD VERIFIED.
 - E. Bridge IS scour critical based on analysis findings and TEMPORARY countermeasures are installed and FIELD VERIFIED.
- Scour documentation in the bridge file and review: **Code Y or N.**

SCOUR VALIDATION

SNBI Coding Fields: Part of Subsection 7.4 (Appraisal)

- INDOT Hydraulics shall code **all** SNBI B.AP.03**a** fields (as applicable).
- Inspection Engineers will use this information to code the SNBI B.AP.03b fields.

(B.AP.03a) Scour Analysis Status	(B.AP.03a) Scour Analysis Date
(B.AP.03a) Scour Analysis Determination:	
(B.AP.03a) Hydraulics Comments	(B.AP.03a) Scour Analysis Determination: ● A. Scour Analysis complete, bridge is NOT hydraulically scour critical by analysis ● B. Scour Analysis complete, bridge IS hydraulically scour critical by analysis ● C. Scour Assessment on file ● N/A. Bridge is not over water

SCOUR VALIDATION

SNBI Coding Fields: Part of Subsection 7.4 (Appraisal)

- Once done, Inspectors shall code SNBI B.AP.04 (Scour Plan of Action).
 - 0: A Scour POA is not required.
 - N: A Scour POA is required, but not implemented.
 - Y: A Scour POA is required and implemented.
- If Scour POA is required, the Scour POA shall be created in iTAMS.
- Scour Validation must be reviewed and updated following every major bridge project (new, replacement, rehabilitation, etc.).
- Scour POAs must be reviewed and updated following every Routine or Scour Inspection.
- BIM 25-09 memorandum internal review done.

SCOUR VALIDATION

Scour Plans of Action.

- BIM Part 6 (Scour) revisions per upcoming BIM 25-09 memo.
- Inspectors shall use the Scour POA template in iTAMS for all bridges appraised as scour critical.
- Current Triggers:
 1. 2.5 inches or more rainfall in a 24-hour period.
 2. 50-year flow rate or flood stage (Q_{50}) is exceeded.
 3. Notification of a significant flood event from a recognized authority.
- Trigger No. 2 may only be used if a USGS or other approved stream gauge measuring station is placed at the bridge.