The inspection and assessment of long, multi-span, twin bridges that join two states can offer a wide-variety of challenges with many different solutions. Finding the solution that offers the most cost-effective construction method to provide and increased life span is something that Beam, Longest and Neff, LLC (BLN) has seen and addressed over the past 71 years. When you choose BLN, you receive the following:

**EXPERIENCED PROFESSIONALS** | PAGES 2-5
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**CLEAR PROJECT UNDERSTANDING** | PAGE 6
---
**PROVEN PROJECT APPROACH** | PAGES 7-9
---
**SUCCESSFUL PROJECT EXPERIENCE** | PAGES 10-12
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Our team’s understanding of the rehabilitation of the existing bridge decks for the US 50 bridges over the Wabash River project is represented in our detailed approach. We have spent time in the area to analyze appropriate alternates for this project. By visiting the site and reviewing available project documentation, we have already begun exploring solutions (see Project Understanding and Approach) that will benefit INDOT and the local community.

Through the review of our letter of interest, you will find our team has highly qualified personnel, the necessary expertise, experience, qualifications, and project understanding to be your partner. Our team also includes Wiss, Janney, Elstner (WJE), who will assist in inspecting the bridges and providing non-destructive testing and life cycle analysis and PCS Engineers will provide survey services. Thank you for your consideration as we are anxious to strengthen our partnership with you.

**THE PROOF IS IN THE COMMENTS WE HAVE RECEIVED FROM VARIOUS INDOT DISTRICTS:**

“BLN was proactive to address project issues and go beyond expectation in documenting and outlining alternatives and associated details to allow for better decision making.”

“BLN staff members were very responsive in addressing all concerns and was very active to keep the project estimate under the Approved Project Budget Allocation, even after extra construction work was added to the project towards the end of the design.”

---

**BLN AUTHORIZED NEGOTIATORS**

**OFFICE LOCATION**
8126 CASTLETON ROAD, INDIANAPOLIS, IN 46250  317.849.5832

**QUALIFICATIONS**

<table>
<thead>
<tr>
<th>BEAM, LONGEST &amp; NEFF PRIME 92%</th>
<th>WISS, JANNEY, ELSTNER ASSOCIATES, INC. 5%</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.2, 5.6, 6.1, 8.1, 9.2, 11.1, 12.2</td>
<td>9.2</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>PCS ENGINEERS DBE 3% *</th>
<th>6.1, 8.1, 11.1</th>
</tr>
</thead>
</table>

*Percentage may be subject to change favoring the DBE as project scope is further defined.*
WHY YOU NEED A TEAM WITH EXCELLENT DEMONSTRATED QUALIFICATIONS?
As a firm, we are pre-qualified in 33 categories—6 of which are specific to bridges. Your bridge inspection/assessment/rehabilitation project needs a team who will continually focus on meeting your budgetary and lifecycle needs. Our team has been specifically chosen to meet the unique needs of this project.

Our Project Manager, Jeff Parke, PE has demonstrated expertise with numerous other bridge rehabilitation projects and has a thorough understanding of INDOT processes. He will be supported by Department Manager, Mike McCool, PE providing Constructability Review and Quality Assurance/Quality Control. The remaining members of our bridge team have equally outstanding qualifications and experience.

FULL-SERVICE ENGINEERING QUALITY
Founded in 1945, BLN provides decades of expertise as a full-service engineering firm with more than 100 dedicated professionals. Guided by third generation leadership, the core group of BLN partners and associates strive to remain leaders within the engineering community. Our history and experience has helped us define a clear vision to work toward total client satisfaction.

YES, WE HAVE THE CAPACITY
At BLN, we do not shy away from aggressive schedules because we know we have the capacity to handle any challenge a project can throw our way. With 14 bridge engineers and a support staff of over 125 employees, we have the flexibility of a local firm with the knowledge and expertise of a larger firm that will meet the project schedule.

Additionally, we have strong relationships with over 50 subconsultants who are able to fulfill any prequalification category. We have added PCS Engineers, Inc. (PCS) and Wiss, Janney, Elstner Associates, Inc. (WJE) to round out our team’s qualifications.

INDOT measures each consultant’s maximum amount of work it can handle annually. Our data shown below shows our abundant capacity to provide service to the Central Office.
PROJECT MANAGER

Jeff is a Senior Bridge Engineer at BLN with 21 years of experience in the industry. He excels at complex and challenging bridge rehabilitation designs and bridge inspection/assessment, with an emphasis on the time management and budgetary aspects of those projects. Jeff's project development knowledge and understanding of the project life cycle and goals are invaluable for his clients. He has designed several small scope projects and multi-million dollar complex bridges, strengthening his task delegation and project management skills.

Jeff learned the importance of accurately and efficiently gathering data, and how that could affect the project timeline and budget throughout his career. He started his career as an intern with a county highway department, focusing on construction inspection, surveying, site distance verification, pavement ratings, and various other transportation duties. Through this early experience he learned the importance of quality design and construction and how each of these items affected limited budgets.

Jeff chose to work at BLN based on the quality of designs that BLN produces and reputation earned within the design community. BLN guarantees projects will meet deadlines, budgets, and takes responsibility for our projects. Dedication to clients’ goals and needs is what makes BLN unique. In addition to the select experience below, Jeff has also worked on several rehabilitation projects for INDOT.

FEATURED KEY PROJECT EXPERIENCE

SR 154 OVER THE WABASH RIVER - INDOT CENTRAL OFFICE

Jeff was the Project Manager for the SR 154 over the Wabash River bridge rehabilitation similar to your project. The rehabilitation, which is under construction, is an eight-span continuous composite prestressed concrete continuous composite steel plate girder bridge. The deck will be patched and overlayed with a 3/8-inch Polymeric Overlay System.

One of the main reasons for project failure is poor communication and documentation. This is something that every BLN Project Manager recognizes; it is ingrained in our firm's heritage. Project Manager Jeff Park, PE, is no exception—his communication style is clear, concise, and honest—both in written and verbal communications. This allows him to be an inspiring leader. He takes a personal interest in getting to know the people he works with, enabling him to motivate his team and accomplish deadlines. Jeff sees value in regrouping on a regular basis with his team to discuss progress while maintaining accountability throughout the life of the project.

Jeff continually enforces progress and keeps everyone on the team in-sync. He excels at juggling timelines, deadlines, and deliverables while supporting the process, team and the client, which brings true value to the project. Jeff knows and understands every aspect of the projects he manages and can anticipate questions or concerns his clients might have ahead of time.

Being genuinely engaged from start to finish on all projects, Jeff has constant focus on identifying opportunities to start tasks on the critical path earlier than scheduled. He has a keen eye for choosing the best team members to meet his client’s needs and expectations. With Jeff’s leadership, experience, and ability to build commitment within his team, the INDOT Central Office can be assured of receiving innovative design solutions making this bridge an asset to the community for years to come.
QA/QC AND CONSTRUCTABILITY

Mike has 23 years of experience and serves as manager of the BLN Bridge Department. In this capacity, he provides QA/QC to all projects. Additionally, he serves as the Project Manager and Primary Engineer to complete designs on highly complex bridge projects.

Mike is actively involved with INDOT as Chair of the Structural Committee and gives numerous presentations, such as the Fatigue Evaluation of Steel Bridges and Construction Loading Example for Steel Beam Bridges at INDOT’s Bridge Design Conference. He also served on the Open Roads Policy Advisory Team for Hydraulics and Structures and has attended all INDOT District Open Roads meetings for BLN.

Given this extensive, hands-on knowledge of bridges throughout Indiana, he continually looks for ways to reduce impacts and reduce costs using a rigorous QA/QC process.

KEY PROJECT EXPERIENCE

I-65 OVER WABASH RIVER
INDOT CRAWFORDSVILLE OFFICE

Mike is the Project Manager for I-65 over Wabash River rehabilitation, which includes bridge load rating, fatigue analysis, bridge inspections using a UB-60 and bridge scoping reports for the twin structures. The Wabash River bridges are twin 5-span steel plate girder superstructures with 6-span steel beam approach spans. The bridges are currently being designed for a deck replacement and widening. Mike proposed the use of asymmetric widening to eliminate one phase of construction.

BRIDGE DESIGN

Tyler is a Senior Bridge Engineer at BLN, with over 13 years of experience. Whether it is a bridge inventory, bridge rehabilitation, or replacement project, Tyler recognizes the importance of beginning each project with a schedule and communication plan.

KEY PROJECT EXPERIENCE

SR 163 OVER WABASH RIVER
INDOT CENTRAL OFFICE

Tyler is the Project Manager for the deck replacement of a five-span continuous composite steel plate girder bridge with four-span continuous steel beam approach spans. Accelerated Bridge Construction (ABC) methods are being investigated to minimize the road closure time as this is one of the main routes into Clinton, Indiana.

BRIDGE DESIGN

Al is an experienced member of the BLN bridge department who currently serves as a project manager for various types of bridge projects. During his 11 years at BLN, Al has completed a variety of rehabilitation and replacement bridge projects throughout Indiana.

KEY PROJECT EXPERIENCE

SR 66 OVER SANDY CREEK
INDOT VINCENNES DISTRICT

Al was the Project Manager for rehabilitation of the SR 66 over Sandy Creek, which is a three-span continuous prestressed concrete I-beam bridge. All delaminated areas of the bridge deck were partial or full depth patched. Six inches of the bridge deck were removed to widen the approach slab.
**BRIDGE PROJECT DEVELOPMENT SERVICES**

**INSPECTION AND ASSESSMENT FOR US 50 EBL AND WBL BRIDGES OVER THE WABASH RIVER**

**INDOT RFP 1609 | ITEM 02**

**ROADWAY DESIGN**

Vance has **26 years of experience** and is responsible for a variety of engineering projects, ranging from sign inventories to the preparation of multi-million dollar highway projects (these projects include the design of interstates, rural roadways and urban streets, and toll road rehabilitation projects as well as various city/county projects). He has also reviewed plans prepared by other firms for INDOT including highway, drainage, signing, and traffic signal projects.

**SURVEY**

Ed has over **28 years of experience** and is the Manager of BLN’s Survey Department. He has over a decade of experience serving as a project manager, during which has enhanced his abilities to coordinate staff in the office and in the field, as well as become adept at client management. Ed has supervised all aspects of the surveying process, including the preparation of right-of-way engineering documents, ALTA Surveys, and contracts.

**ENVIRONMENTAL DOC.**

Brian has **24 years of extensive experience** in completing environmental documentation. Specific project experience includes the development of environmental impact analysis for bridge rehabilitation/replacements. Brian has accumulated knowledge through working for the State of Indiana in various offices in the Department of Environmental Management and the Department of Transportation, as well as years of private sector employment.

**TITLE SEARCH**

Ken is an experienced, award-winning Right-of-Way Project Manager with **26 years of experience**. He currently serves as Manager of the BLN Right-of-Way Services Department. In that capacity, he oversees an in-house staff of right-of-way appraisers, buyers, and relocation agents as well as over 50 subconsultants on various projects. Ken and his staff specialize in large, federally funded, complex acquisition projects. He and his staff have established strong working relationships with the INDOT Districts and Federal Highway Administration (FHWA).

**ROW PLAN DEVELOPMENT**

Dewey is the Manager of BLN’s ROW Engineering Department and brings over **28 years of experience in right-of-way engineering**, surveys, and construction management for INDOT as well as other state and local agencies. His experience includes client relations, legal research, fieldwork, computer aided drafting, surveys, construction layout, construction observation, and right-of-way engineering.

**SURVEY**

Grant has over **28 years of comprehensive experience in all aspects of surveying** throughout the State of Indiana. He has extensive experience in all types of surveys, including topographic, as-built, and right-of-way engineering surveys complying with INDOT, LPA, and DPW standards.

**UTILITY COORDINATION**

Travis has over **23 years of experience** and is responsible for the identification of utilities within project limits, contact and follow-up with utilities identified within the project limits and coordination with field survey crews to assure facilities are located during the field survey. This also includes distribution of plans to utilities during the design process, coordination with utilities regarding existing easements and design constants for ordinance opportunities.

**WATERWAY PERMITS**

Colin has over **18 years of professional experience conducting environmental studies** including NEPA documentation and Section 106 and 4(f) evaluations. He is experienced with wetland field delineations, developing Waters of the US reports, and conducting habitat surveys and developing Section 401 and 404 waterway permits. In addition, he has extensive experience with developing Phase I and Phase II site evaluation. Colin has completed the U.S. Army Corps of Engineers 38-Hour Wetland Delineation Certification and is NEPA certified through INDOT.
 واضحة الاستثناءات المرتبطة

الغرض من هذا المشروع هو إعادة ترقية جدران الجسر القديمة للجسر 50 فوق نهر واكب في مقاطعة كنوكس، إلينوイ. جُلبت عينات الموقع في 11 سبتمبر، 2016 وقد تحقق من نطاق العمل المعلن، و研究报告 الفحص، وطوية الجسر المرفوعة في بنك المعلومات والمراجعات في研究中心 في جسر INDOT.


النقطة المهمة التي تم رصدها خلال زيارة الموقع

• هزات وخطوط محور محززة على سطح الجسر
• نفق الجسر تحتوي على سطح ديب ضد مع مجموعة من الأماكن المبطنة
• المفصليات في حالة جيدة
• الأدغمات الفضائية والجسور العلوية تكَّبدت بعض المناطق من رفع النسق
• علامات التآكل على واجهة السطح
• الكسور المحتملة تم رصدها في بعض الوقفات; لا يوجد عند التآكل من الطرف إلى الجسر
• العقدة في حالة عامة جيدة مع بعض المعادن الصغيرة
• ترسب مواد ضوية في الجانب العلوي من القوى
• الورقة لم تتعرض للعديد من التآكل
• تأثير الموصلات للجسر من قبل ترتيب
• خط العرض للجسر على الجانب العلوي من القوى
• AVG إصلاح الأدغمات لا تزال مع تنفيذ تثبيت الأدغمات
• إصلاح الأدغمات الأدنى من الضرر
• إزالة الترسبات من القوى

التوصيات الإجرائية الأولية

الأدغمات الفضائية والجسور العلوية تكَّبدت بعض المناطق من رفع النسق
• إزالة الجدار القديم والجسر الخرساني من استخدام الطرق المائية
• إزالة التآكل بالكاين والصبار المصلوب
• التفاح المطاطي ومساحات الخرسانة المزلاجة
• التأكد من الاصطفاف المناسب للبريجات
• إزالة الرمال من القوى

الإرشادات المرتقبة

PROVEN PROJECT APPROACH

We approach every project the same way—from our client's perspective. We ask ourselves how we can add value to the project, how can we apply new, innovative techniques to improve the structure's performance and who from our diverse staff is the most qualified to lead the project.

Over the last 71 years, our firm has managed enough projects for INDOT to fully understand the issues that both the agency and traveling public face. The following pages discuss how we plan to address these issues and are a brief introduction into the value that BLN brings to this project.

Our team will be led by Project Manager Jeff Parke, PE, whose project development knowledge and understanding of the project life-cycle and goals are invaluable for BLN's clients. **Jeff managed the border bridge project for SR 154 bridge deck overlay project over the Wabash River, which was constructed this summer.** BLN Bridge Department Manager Mike McCool, PE, will provide QA/QC and constructability review.

STARTING OFF ON THE RIGHT FOOT

We propose starting the project by having Jeff hold a collaborative field check at the project site with the INDOT Vincennes District and Central Office Bridge Rehabilitation Section. The agenda of this field check—the second site visit for BLN—will be to discuss the structure's current condition (we will discuss our previously mentioned concerns and associated recommendations and review any necessary non-destructive testing/maintenance of traffic concerns). Our goal from this field check is to walk away with everyone on the same page and a solid plan for the structure's rehabilitation. BLN will also invite key personnel from Illinois for this field check.

All information gathered at this initial meeting will be incorporated into the BLN Bridge Scoping Report, which will ultimately be submitted for INDOT’s review and approval.

TESTING AND INSPECTION

From a visual inspection, the concrete deck appears to be in satisfactory condition, however, concrete testing can be used to help determine the best course of action regarding rehabilitation or replacement of the bridge deck items that are used to evaluate the existing deck concrete include concrete quality, concrete strength, and chloride ion content. Delamination surveys can be performed on the bridge decks to determine approximate limits of full and partial depth patching. BLN will coordinate with INDOT and Illinois Department of Transportation (IDOT) on all testing and inspection results.

BLN also proposes performing a “hands on” inspection using a UB-60 to review and document any additional cracking that has been noted on previous inspections. Our team is no stranger to using special equipment to perform bridge inspections. Over the years, BLN has used UB-60 or similar equipment to inspect numerous bridges around the State of Indiana. Recently, BLN performed these inspections for Crawfordsville District on the I-65 bridges and SR 163 bridge both over the Wabash River. BLN will use a UB-60 vehicle to inspect the problematic details that have caused cracking. Using this equipment and NDT testing, we will verify that the cracks that have already been found have not continued to grow and that new cracks have not initiated. If new cracking is found, our team will assess the cracking and design and detail potential retrofits. This arms length inspection will not only aid in evaluating repair recommendations for this rehabilitation project, but can be used to satisfy the special inspection needs for this bridge. BLN also performed this level of inspection for INDOT on the SR 154 border bridge over the Wabash River. As part of a bridge rehabilitation project, we also used this field inspection information to complete the Bridge Scoping Report and update the Bridge Inspection Report in BIAS to reflect the inspection findings for the Special Detail Inspection. BLN has nine certified team leaders for complex bridge inspection experienced with this form of inspection.

BRIDGE SCOPING REPORT

BLN will prepare a bridge scoping report to summarize our findings and include recommendations to move forward. The report will take into consideration existing conditions, design considerations, constructability concerns, maintenance of traffic alternates, schedule and costs.

Based on our current understanding on the structures, we anticipate the following sections will be a focal point in the report and rehabilitation.

Overlays

In order to provide the optimum bonding surface between a new bridge deck overlay and the bridge deck itself, **BLN recommends the use of hydro-demolition in lieu of other surface milling equipment for the bridges.** Hydro-demolition not only provides a better bonding surface, the process does not produce vibrations in the deck and therefore does not introduce any micro fractures like standard milling equipment does. Although more expensive than standard milling, the better bonding surface means a longer life for the bridge deck overlay. **BLN will also propose the alternate bid of latex modified concrete versus a microsilica concrete overlay to provide competitive pricing.**
Another option to consider during the initial scope development is the potential use of a thin deck overlay since these bridge decks have not yet received an overlay. A thin deck overlay consists of the placement of a polymer based product that is much thinner than a conventional bridge deck overlay. Although they are thin and lightweight, these overlays are very tough and flexible. They are designed for long term performance and are a very cost-effective solution when analyzing life-cycle costs of various deck overlay systems. These overlays have a curing time of just a few hours, which will minimize the amount of required lane closure to complete construction.

**Fatigue**
BLN has performed fatigue analyses for INDOT in the past to identify if fatigue prone details in an existing structure do not meet current design criteria. Once the fatigue prone details are identified, retrofit plans can be detailed to mitigate these problematic details. If further analysis is required, we have implemented field testing in the past to determine if actual traffic loading causes stress cycles, which could cause problematic fatigue stresses. BLN has the experience to perform a fatigue analysis on the existing steel beam and girder bridges to verify the remaining fatigue life of each bridge.

BLN was recently involved in fatigue retrofit designs, including fatigue analysis, for twin I-65 bridges over the Wabash River. The I-65 over the Wabash River bridges has similar details to this structure and BLN will incorporate lessons learned in this project.

**SCOUR ANALYSIS**
There is not a Scour Calculation Letter on file. An in-depth analysis can be performed during the design process to check that no scour mitigation is necessary. It is not anticipated that this structure will require scour mitigation, as the current scour rating in the bridge inspection reports is an 8 with a low risk for scour.

**ENVIRONMENTAL SERVICES**
Immediately upon Notice-to-Proceed (NTP), environmental services will commence with early coordination. The goal of environmental services is to stay off critical path, to identify issues early in the design, and to deliver the required environmental approval within the required timeframe. It is anticipated that a Categorical Exclusion (CE) Level 1 will be required for this project to satisfy NEPA.
SURVEY
It is anticipated that survey will not be required for this structure. However, if the scope changes, a survey could be performed. A typical survey will involve a structure profile and a check of bridge features such as cap and bridge seat elevations. The purpose of the survey is to verify elevations so that datum corrections can be made in the plans and not be retroactively determined in the field during construction. The proposed survey limits, if required for the project, will be submitted to INDOT for approval before field work begins.

MAINTENANCE OF TRAFFIC
BLN understands that MOT is crucial on any INDOT project. Our engineers are constantly on the road traveling to and from projects around the State and understand that well laid out MOT schemes can improve the public perception of a project and simplify construction.

Giving consideration to the traveling public, there are potentially two different MOT scenarios that could work for this project. MOT and construction sequencing are both integral to one another.

1. Lane restrictions with phased bridge construction for westbound and eastbound traffic simultaneously. This would result in a construction joint in the overlay.
2. Use the existing median crossovers and place the overlay full-width for each bridge. This option would result in a longer lasting overlay by eliminating the construction joint.

BLN will lead the effort to perform a cost/benefit analysis to determine the best option for maintaining traffic. The scope of the project, thin deck overlay versus a concrete deck overlay, will influence the MOT scheme.

ROADWAY APPROACH
The roadway work will be limited to provide a smooth transition from the proposed work being completed on the bridge to the adjacent approaches.

UTILITY COORDINATION
As with most projects, utility coordination will play a very important role. An aggressive approach to utility coordination will be initiated and completed in accordance with Chapter 104 of the 2013 Indiana Design Manual (IDM). Identification and notification of utilities with facilities that will be impacted at the sites will commence immediately following a NTP and will be involved in discussions regarding impacts.

In order to identify the utilities in the area, we will use INDOT's utility listing, information available on the Indiana GIS website as well as other resources. Because utility coordination has become such an integral part of many projects, BLN maintains a full-time utility coordinator, Travis Foerg on staff. He has been responsible for all aspects of utility coordination since 2006 and has completed the INDOT Utility Coordinator Training.

<table>
<thead>
<tr>
<th>Utility</th>
<th>Type</th>
<th>Location</th>
<th>Relocate? (Y/N)</th>
<th>Reimburseable? (Y/N)</th>
<th>Relocation Cost</th>
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</thead>
<tbody>
<tr>
<td>AT&amp;T Indiana</td>
<td>Telephone</td>
<td>No telephone lines observed. Could be attached to bridge, but none observed.</td>
<td>Y</td>
<td>N</td>
<td>$100,000</td>
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<tr>
<td>New Wave Communications</td>
<td>Cable</td>
<td>No cable lines observed. Could be attached to bridge, but none observed</td>
<td>Y</td>
<td>N</td>
<td>$100,000</td>
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<tr>
<td>Vincennes Water Department</td>
<td>Water</td>
<td>No water facilities observed. Not likely to cross river.</td>
<td>N</td>
<td>N</td>
<td></td>
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<tr>
<td>Duke Energy</td>
<td>Electric</td>
<td>High tension electric transmission lines about 200 feet south of bridge then turn north on the Illinois side or river crossing US 50. Could be impacted on west end of bridge.</td>
<td>N</td>
<td>Y</td>
<td>$300,000</td>
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<tr>
<td>Unknown</td>
<td>Electric</td>
<td>No distribution lines observed near bridge. Present at bridge east of Wabash River bridge.</td>
<td>N</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>Unknown</td>
<td>Electric</td>
<td>Distribution lines just north of bridge along road that passes under west end of bridge. Do not have information for Illinois side of river. Could be related to distribution or transmission above.</td>
<td>Y</td>
<td>N</td>
<td>$50,000</td>
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</table>

NOTES:
Additional utilities could be present, but Indiana 811 does not display utilities in Illinois.

COST CONTAINMENT IDEAS
BLN reviews and identifies innovative and cost containment solutions throughout the project duration—from notice-to-proceed to the ribbon cutting. We propose a thin deck overlay in lieu of traditional latex modified concrete overlay, practical design to reduce construction cost.
QUALITY IS NOT AN AFTERTHOUGHT

Quality control is not an afterthought at BLN, but rather an ongoing commitment during the development process. Our QA/QC procedures are simple, but very well defined. Everything we do is checked for accuracy by an experienced professional in the appropriate field. Design-related tasks are checked by a professional engineer while survey related tasks are checked by a professional land surveyor. These checks occur incrementally as one piece of the project is used to build the next portion of the design. Developing a project in this manner allows it to be generated on a firm foundation.

As part of our process, we perform an independent review of the materials prior to their submission/distribution to confirm compliance with the goals and objectives of the projects. Prior to any plan submissions and/or distributions, our Bridge Department Manager, Mike McCool, will perform an internal QA/QC review on all project information and discuss any findings with the Project Manager.

Recognizing our Quality Control program, INDOT selected BLN to write their Quality Control and Quality Assurance Chapter for the Bridge Inspection Manual and to perform Quality Assurance Reviews on Bridge Inspections for the entire state. Bridge Inspection is crucial to the start of any rehabilitation project.

Mike McCool is a contributing member of the INDOT Structural Committee as well as a key contributor in the development of the new INDOT Structural Design Manual chapters. Therefore, our team is on the front line of any new structural issues. BLN will use any and all knowledge from this experience to provide innovative cost solutions for the bridge.
SUCCESSFUL PROJECT EXPERIENCE

SR 154 OVER THE WABASH RIVER | INDOT CENTRAL OFFICE

- Eight-span continuous composite prestressed concrete I-beam and continuous composite steel plate girder bridge
- Deck to be patched and overlayed with a 3/8-inch Polymeric Overlay System
- Replace the existing General Tire Plank joints with new modular and SS type joints
- Remove the existing pot bearings and replace with new elastomeric bearing assemblies
- Joints over the hinges are to be reconstructed with Type I-A joints
- Temporary traffic signals to maintain one lane of traffic during construction

Project Manager: Jeff Parke, PE

I-65 OVER WABASH RIVER | INDOT CRAWFORDSVILLE DISTRICT

- Five-span continuous composite steel plate girder bridge with six span continuous steel beam approaches
- UB-60 used to inspect fatigue details
- Fatigue analysis performed for these structures
- Recommendations for rehabilitation included:
  - New concrete deck and expansion joints
  - Fatigue retrofits
  - Substructure units will be patched
  - Phased construction to maintain two lanes of traffic in each direction during construction

Project Manager: Mike McCool, PE

SR 163 OVER THE WABASH RIVER | INDOT CENTRAL OFFICE

- Deck replacement of a five-span continuous composite steel plate girder bridge with four-span continuous steel beam approach spans
- A UB-60 was used to inspect fatigue details and fatigue analysis was performed on the structures
- New concrete deck and expansion joints and fatigue retrofits
- Accelerated Bridge Construction (ABC) methods will be investigated to minimize the road closure time

Project Manager: Tyler Wolf, PE
SUCCESSFUL PROJECT EXPERIENCE

SR 358 OVER WHITE RIVER | INDOT CENTRAL OFFICE
- Five-span continuous composite steel plate girder bridge
- New latex modified deck overlay and expansion joints
- Hydro-demolition for removal
- Existing bridge deck drains will be replaced with new SQ-A drains
- Temporary traffic signals to maintain one lane of traffic during construction

Project Manager: Jeff Parke, PE

US 31 OVER CONRAIL RAILROAD AND STUCKER DITCH | INDOT SEYMOUR
- Rehabilitation of the five span continuous composite steel plate girder bridge for the Seymour District
- Field inspection, bridge inspection report and final plans were completed for the District and it was recommended that the existing substandard bridge railing be removed and replaced with concrete bridge railing type FC
- New expansion joints and latex modified deck overlay will be constructed
- Temporary traffic signals will be used to maintain one lane of traffic during construction

Project Manager: Jeff Parke, PE

SR 66 OVER SANDY CREEK | INDOT VINCENNES DISTRICT
- Three-span continuous prestressed concrete I-beam bridge
- Remove existing 1.5 inch modified Portland cement concrete overlay and perform hydro-demolition of deck surface
- Place a 1.5 inch latex modified bridge deck overlay
- All delaminated areas of the bridge deck shall be partial or full depth patched
- Remove 6 inches of the bridge deck to widen the approach slab
- Remove the existing Type 1-A (BS Type) joints located over the end bents and place new Type I-A joints
- Remove and reconstruct the concrete approach slabs at each end bent
- Reconstruct portions of the wings as needed to reconstruct the new approach slabs
- Temporary traffic signals to maintain one lane of traffic during construction

Project Manager: Al Wessling, PE