



MINUTES

ICI/INDOT NORTHERN REGION JOINT COOPERATIVE COMMITTEE MEETING

9:00 A.M. THURSDAY AUGUST 13, 2020



ATTENDEES

INDOT – Co-Chairman Jason Spreen, District Director of Construction (Ft. Wayne District), Vice-Chairman Jon Kruger, District Director of Construction (LaPorte), Josh Anderson (Ft. Wayne), Brian Bauermeister, (Ft. Wayne), Kent Borggen, INDOT EOD, Contract Compliance (Central Office), David Dalton INDOT Workforce Development Director (Central Office), Tom Harris, Field Engineer (Central Office), Diane Keefer, EEO Officer, (Ft. Wayne), Tom Keefer (Ft. Wayne), Mike Koch, Area Engineer (Ft. Wayne), Robert Morehouse (Ft. Wayne), Nate Pfeiffer Field Engineer (Central Office), Dave Somerlott, Area Engineer, (Ft Wayne), and Nate Whitacre (Ft. Wayne).

Industry – Co-Chairman Thane Knox (E & B Paving, Inc.), Vice-Chairman Joe Thomas (Primco, Inc.), Don Adamson (Fox Contractors, Corp.), Michael Bennet (Milestone Contractors, L.P.), Jacob Brenner (B & B Contracting & Supply, LLC), Steve Broermann (E & B Paving, Inc.), Eldon Byler (Three Rivers Barricade & Equipment Co., Inc.), Josh Coulter (The Hoosier Co., Inc.), John Deathe (R. L. McCoy, Inc.), Eric Graft (Brooks Construction Co., Inc.), Todd Fredrick (Primco, Inc.), Eric Graft (Brooks Construction Co., Inc.), Josh McCormick (Rieth-Riley Construction Co., Inc.), Dave Misirly (Walsh & Kelly Inc.), Keith Mullens II (The Hoosier Company, Inc.), Doug Nagel (Highway Safety Services, Inc.), Jamie Plunkett (Rieth-Riley Construction Co., Inc.), Nick Relias (Walsh & Kelly, Inc.), Brian Triska (Traffic Control Specialists, Inc.) and David Walorski (Northern Indiana Construction Co., Inc.).

ICI Staff – Dan Osborn and Lori Lynn.

Building Indiana Council / Indiana Constructors, Inc. – Vicki Kitchin, Director (BIC) and Executive Vice President (ICI)

Guest - John Leckie (ACPA-IN)

INTRODUCTIONS

Mr. Osborn introduced the committee leadership including the new Northern Region Committee Vice-Chairman Joe Thomas with Primco, Inc.

JOINT COOPERATIVE COMMITTEE CHARTER – Committee Structure

Mr. Knox reviewed the committee charter mission and purpose statements along with committee make up and structure (*Committee charter structure and make up sections are pasted below*).

COMMITTEE STRUCTURE

Statewide Joint Cooperative Committee

Region Joint Cooperative Committees

- Southern (Seymour & Vincennes districts)
- Central (Greenfield & Crawfordsville districts)
- Northern (LaPorte & Ft. Wayne districts)

Subcommittees

Task Groups

COMMITTEE LEADERSHIP

Statewide and Region Joint Cooperative Committees

ICI	TERM	INDOT	TERM
Co-Chair	2 years	Co-Chair	Indefinite
Vice-Chair	2 years	Vice-Chair	Indefinite
Board Liaison	ICI Board Designation		
Board Liaison	ICI Board Designation		

Region Joint Cooperative Committees

ICI	TERM	INDOT	TERM
Co-Chair	2 years	Co-Chair	Indefinite
Vice-Chair	2 years	Vice-Chair	Indefinite

Appointments - Co-Chair and Vice-Chair

- ICI – Committee nominations with selection by the current ICI leadership.
- INDOT – **(need input)**

Comments & Questions

- Mr. Trista suggested addition of a traffic industry representative to the leadership team.
- Mr. Osborn stated that the charter does not include INDOT leadership terms or selection protocol. He mentioned that several INDOT committee leaders have suggested rotating through the leadership positions.

WORK ZONE SAFETY

Mr. Knox asked participants for feedback and comments concerning work zone safety and maintenance of traffic design and implementation successes and challenges.

Mr. Knox asked if there are any law enforcement officer (LEO) use updates.

Mr. Spreen asked if INDOT or consultant construction staff participating in contractor site or project safety meetings?

Comments & Questions

- Mr. Trista stated that his company and other firms working on the I-90 Toll Road are advocating for a standard sign commemorating workers that have been struck in work zones.
- Mr. Koch asked if the committee should advocate for the practice of leaving crossovers in place for future use. Several participants supported Mr. Koch's suggestion. Mr. Kruger mentioned two concerns being drainage and wall height needed to protect from truck impacts.
- Mr. Koch stated that, generally, getting local LEOs has not been an issue. It is best to get LEOs with fully marked and lighted vehicles.
- Mr. Relias suggested that LEOs pull over more motorists.
- Mr. Trista stated that there have been a couple instances of decreasing phases on contracts which increased safety.
- Mr. Osborn asked about opportunities for improvement. Mr. Kruger responded that his district is coordinating with Illinois Department of Transportation and adding lighting for crossovers. He also suggested greater designer adherence to the Manual on Uniform Traffic Control Devices (MUTCD). He suggested identifying successful tools and communicating to designers and consistency.
- Mr. Kruger stated that parking construction equipment in or near work zones is an issue. He requested that contractors follow the specifications (*language pasted below*).

107.08, Line 267

(c) Protection to Traffic

The work shall be arranged so that all operations on the pavement will be held to a minimum by using the new grade insofar as possible. The work shall be conducted in a manner that will ensure the least obstruction to traffic. Materials stored on the right-of-way shall be placed so as to cause only such inconvenience to the traveling public and residents as is considered unavoidable. Non-operating construction equipment, worker's vehicles, materials, field offices, field laboratories, and temporary offices may be stored on the right-of-way no less than 30 ft from the edge of pavement lanes open to traffic except, storage may be allowed closer to such lanes if traffic is protected by guardrail in good condition or other suitable barrier. However, if the area has a posted speed limit of 40 mph or less prior to the start of construction, this distance may be reduced to 10 ft, if approved.

PRESENTATION – INDOT Project Development and Construction Funding Update

Vicki Kitchin, Build Indiana Council (BIC) Director, introduced BIC and their [website](#). Ms. Kitchin provided data about the Indiana road funding budget forecast based on information shared from INDOT. The data and corresponding charts may be accessed by the public under the Highway Funding link on the BIC homepage.

SUBCOMMITTEE AND TOPIC UPDATES

Mr. Osborn reminded participants that industry is able to review and comment on select contract documents via the newly established INDOT 18 month letting list [dashboard](#). He also stated that ICI is publishing a list bi-monthly including contracts that have linked document files in the dashboard. This is helpful as not all document links are loaded with files.

Mr. Spreen provided an overview of the Ft. Wayne District Construction organizational update including emphasis on the new Team Leaders positions. He stated that the Team Leaders will still supervise contracts but be able to also support less experienced project supervisors maximizing the teams' overall capacity. Mr. Spreen mentioned the Strength Finder Book which is a tool that his staff used in this reorganization process. Mr. Spreen also stated that they have implemented a HE-2 staff level in between the PE/S and AE levels. His goal next year is support for the AEs.

Regarding restricted overtime for INDOT staff, Mr. Kruger emphasized it is now more critical to communicate schedule changes for the upcoming week.

Comments & Questions

- Mr. Thomas commended Don Bales for assistance on Final Construction Records.

NEW TOPICS

Mr. Kruger presented the following concerning measurement and payment for temporary barrier wall and cz units.

- Propose to measure and pay per project on phased and bundled contracts.
- Type I or II: Proposal to have one price for both types.
- Type II wall: Proposal to revise CZ pay unit to "each" instead of "lineal feet".

Comments & Questions

- Mr. Thomas suggest a new pay item "CZ Unit Reset". Mr. Spreen supported the suggestion.
- Mr. Spreen added that he supports the current measurement and basis of payment for barrier wall.
- Mr. Thomas suggested that a maximum contract quantity may be a solution.
- Mr. Thomas stated that the uses of type I and II walls are different.

Mr. Osborn stated that he is working with a committee contractor member concerning Modified Concrete Barrier Wall plan quantities. The contractor has reported inconsistency between plan quantities and actual quantities.

OPEN FORUM

- Mr. Trista suggested an effort to educate motorists including understanding typical signs and standards. He also suggested greater exposure to construction signage included driver education and testing materials.
- Mr. Kruger expressed concern for legal perspective with regard to leaving construction signs up over winter. He asked about company policies and stated that signs may be hazardous if left in place during extended non-working periods. Mr. Nagel stated that the Crawfordsville district does not provide an

informal release notice to remove construction signs. Mr. Spreen stated that Ft. Wayne does not provide a release notice.

- Mr. Byler stated that several in industry are concerned about pedestrian maintenance of traffic facilities and specifications found in bid documents. The materials and equipment specified would cost hundreds of thousands of dollars. He stated industry had no prior knowledge of this specification prior to seeing it in a recent contract.
- Mr. Koch presented a concept he called the "Michigan Shoe" that he stated is in a current construction memorandum 00-10. He stated that the Michigan Shoe is a process to feather HMA at the center-line joint to promote better consolidation and compaction. He asked if the construction memo should be deleted. Mr. Relias called the process the "Transtech Wedge".
- Mr. Pfeiffer presented the topic of water proofing membrane (WPM) on box and associated structures. He explained that he has noticed there are multiple unique special provisions available that are not consistent in the requirement to apply WPM on all structure surfaces including head walls. He also stated that he has noticed multiple structures installed without the WPM on the head walls over the past three years since the latest USP has been effective.