

Tally by Incident

<i>Incident</i>	<i>Ballot submitted by</i>	<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
695	<i>View the Summary of Rating Results from BWS</i>				<i>Sum = 150</i>
	New Mexico Department of Transportation -	VIRTIS 37500	7	150	
1094	<i>Ability to sort ranges in grids after new range is added out of order w/o reop</i>				<i>Sum = 150</i>
	New Mexico Department of Transportation -	OPIS 37500	7	150	
1149	<i>Schematic Profile View - Hinge locations not available</i>				<i>Sum = 263</i>
	Ohio Department of Transportation	OPIS 37500	4	262.5	
1748	<i>Stress Limit - allowable slab compression -- need to associate deck concrete</i>				<i>Sum = 338</i>
	New Mexico Department of Transportation -	VIRTIS 37500	8	112.5	
	New Mexico Department of Transportation -	OPIS 37500	5	225	
1850	<i>Live Load Distribution (LRFD) – Slab Bridge -- calculate button</i>				<i>Sum = 263</i>
	New Mexico Department of Transportation -	OPIS 37500	4	262.5	
1923	<i>Spec check detail for rating factor computations</i>				<i>Sum = 75</i>
	Wisconsin Department of Transportation	VIRTIS 37500	9	75	
2178	<i>Point of Interest description -- add description to poi</i>				<i>Sum = 38</i>
	Wisconsin Department of Transportation	VIRTIS 37500	10	37.5	
2190	<i>SHEAR REINFORCEMENT RANGES -- symmetric option</i>				<i>Sum = 413</i>
	New Mexico Department of Transportation -	OPIS 37500	6	187.5	
	New Mexico Department of Transportation -	VIRTIS 37500	9	75	
	Wisconsin Department of Transportation	VIRTIS 37500	7	150	
2569	<i>Linking engine error to GUI windows</i>				<i>Sum = 1088</i>
	Kansas Department of Transportation	VIRTIS 37500	1	375	
	South Dakota Department of Transportation	VIRTIS 37500	7	150	
	South Dakota Department of Transportation	OPIS 37500	6	187.5	
	Wisconsin Department of Transportation	VIRTIS 37500	1	375	
2697	<i>LL Distribution Factors Compute from Typ Section Details window - Add det</i>				<i>Sum = 338</i>
	Ohio Department of Transportation	VIRTIS 37500	2	337.5	
2837	<i>Preview Model Enhancement-one button ability to see struc typ sec, framing</i>				<i>Sum = 675</i>
	New Mexico Department of Transportation -	VIRTIS 37500	3	300	
	New Mexico Department of Transportation -	OPIS 37500	1	375	
3091	<i>Add glulam deck, longitudinal deck and longitudinal stress-lam desc timber s</i>				<i>Sum = 600</i>
	New York Department of Transportation	VIRTIS 37500	2	337.5	
	New York Department of Transportation	OPIS 37500	4	262.5	
3093	<i>Add Report Tool for ASD analysis</i>				<i>Sum = 113</i>
	Wisconsin Department of Transportation	VIRTIS 37500	8	112.5	

<i>Incident</i>	<i>Ballot submitted by</i>		<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
<i>3205</i>	<i>Output summary - Design Reports</i>					<i>Sum = 263</i>
	Alabama Department of Transportation	OPIS	37500	5	225	
	Alabama Department of Transportation	VIRTIS	37500	10	37.5	
<i>3589</i>	<i>Add Post Tensioned Concrete</i>					<i>Sum = 768</i>
	Mississippi Department of Transportation	Virtis	37500	5	225	
	North Dakota Department of Transportation	Virtis	18500	8	55.5	
	Ohio Department of Transportation	VIRTIS	37500	6	187.5	
	Virginia Department of Transportation	VIRTIS	37500	3	300	
<i>3860</i>	<i>Longitudinal Symmetry Option</i>					<i>Sum = 563</i>
	Ohio Department of Transportation	OPIS	37500	2	337.5	
	Wisconsin Department of Transportation	VIRTIS	37500	5	225	
<i>4438</i>	<i>Madero/Timber issues (include runners and multiple layer decks)</i>					<i>Sum = 563</i>
	Missouri Highway & Transportation Departme	VIRTIS	37500	6	187.5	
	New Mexico Department of Transportation -	VIRTIS	37500	1	375	
<i>4678</i>	<i>5.0.0 - RC tee beam gets zero rating for shear at support</i>					<i>Sum = 188</i>
	Mississippi Department of Transportation	Virtis	37500	6	187.5	
<i>4699</i>	<i>Provide Access to All Load Rating Results</i>					<i>Sum = 412</i>
	New Mexico Department of Transportation -	VIRTIS	37500	2	337.5	
	North Dakota Department of Transportation	Virtis	18500	7	74	
<i>4701</i>	<i>Enhancements for Permit Routing</i>					<i>Sum = 338</i>
	Oklahoma Department of Transportation	VIRTIS	37500	2	337.5	
<i>4840</i>	<i>No option to add hinge for main girder in floor system.</i>					<i>Sum = 300</i>
	Mississippi Department of Transportation	Virtis	37500	3	300	
<i>5391</i>	<i>RC Slab Compute Button for LFD & LRFD Distribution Factors</i>					<i>Sum = 600</i>
	New Mexico Department of Transportation -	OPIS	37500	2	337.5	
	New Mexico Department of Transportation -	VIRTIS	37500	4	262.5	
<i>6365</i>	<i>Column Geometry/Wall Shaft Geometry window for varying sections</i>					<i>Sum = 375</i>
	Ohio Department of Transportation	OPIS	37500	9	75	
	South Dakota Department of Transportation	OPIS	37500	3	300	
<i>6510</i>	<i>Add ability to rate with and without wearing surface in one analysis run</i>					<i>Sum = 150</i>
	Illinois Department of Transportation	OPIS	37500	7	150	
<i>6623</i>	<i>Virginia DOT training: Revise Girder Member Loads input format</i>					<i>Sum = 375</i>
	Missouri Highway & Transportation Departme	VIRTIS	37500	1	375	
<i>6729</i>	<i>Prestress Design with various strand pulls</i>					<i>Sum = 413</i>
	Kansas Department of Transportation	OPIS	37500	4	262.5	
	Missouri Highway & Transportation Departme	VIRTIS	37500	7	150	

<i>Incident</i>	<i>Ballot submitted by</i>	<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
6819	<i>NSG enhancement: copy wheel set from each axle to another axle</i>				<i>Sum = 225</i>
	New Mexico Department of Transportation - VIRTIS	37500	5	225	
6834	<i>NSG Tracks instead of wheels</i>				<i>Sum = 375</i>
	Virginia Department of Transportation VIRTIS	37500	1	375	
6950	<i>Revise haunch geometry for PS U beams</i>				<i>Sum = 488</i>
	New Mexico Department of Transportation - OPIS	37500	3	300	
	New Mexico Department of Transportation - VIRTIS	37500	6	187.5	
7109	<i>Remove Girder Concrete entry from Beam Details window</i>				<i>Sum = 38</i>
	New Mexico Department of Transportation - OPIS	37500	10	37.5	
7198	<i>Update the jacking stress ratio automatically for user</i>				<i>Sum = 300</i>
	Ohio Department of Transportation VIRTIS	37500	3	300	
7446	<i>Truss deck def needs to include timber decks</i>				<i>Sum = 525</i>
	New York Department of Transportation OPIS	37500	5	225	
	New York Department of Transportation VIRTIS	37500	3	300	
7471	<i>Unable to generate LRFD flexure analysis summary and shear analysis sum</i>				<i>Sum = 600</i>
	Alabama Department of Transportation VIRTIS	37500	6	187.5	
	Alabama Department of Transportation OPIS	37500	1	375	
	South Dakota Department of Transportation OPIS	37500	10	37.5	
7541	<i>UG 2006 - Stiffener spacing design</i>				<i>Sum = 300</i>
	Ohio Department of Transportation OPIS	37500	3	300	
8004	<i>Copy member loads to another member</i>				<i>Sum = 375</i>
	Michigan Department of Transportation OPIS	37500	6	187.5	
	Michigan Department of Transportation VIRTIS	37500	6	187.5	
8039	<i>Enhancement Request - Cover Plates with Schedule Based input - steel girde</i>				<i>Sum = 338</i>
	Missouri Highway & Transportation Departme VIRTIS	37500	2	337.5	
8110	<i>Library tree items</i>				<i>Sum = 375</i>
	Ohio Department of Transportation VIRTIS	37500	1	375	
8379	<i>Provide another DL distribution method based on percentages of load</i>				<i>Sum = 263</i>
	Missouri Highway & Transportation Departme VIRTIS	37500	4	262.5	
8433	<i>Spec check of individual pier components</i>				<i>Sum = 413</i>
	Alabama Department of Transportation VIRTIS	37500	8	112.5	
	Alabama Department of Transportation OPIS	37500	3	300	
8494	<i>Design Aid for Column Steel</i>				<i>Sum = 375</i>
	Ohio Department of Transportation OPIS	37500	1	375	
8534	<i>OPIS SUB: Bridge Explorer Tree</i>				<i>Sum = 113</i>
	Ohio Department of Transportation OPIS	37500	8	112.5	

<i>Incident</i>	<i>Ballot submitted by</i>		<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
<i>8600</i>	<i>Substructure Wizards Needed</i>					<i>Sum = 188</i>
	Ohio Department of Transportation	OPIS	37500	6	187.5	
<i>8625</i>	<i>Reinforcement - add square bar equivalents to the help.</i>					<i>Sum = 225</i>
	Missouri Highway & Transportation Departme	VIRTIS	37500	5	225	
<i>8848</i>	<i>Library Properties - PS with Radius Fillet</i>					<i>Sum = 300</i>
	Missouri Highway & Transportation Departme	VIRTIS	37500	8	112.5	
	Wisconsin Department of Transportation	VIRTIS	37500	6	187.5	
<i>8989</i>	<i>Schedule Based Reinforcement Input for Concrete I Girder</i>					<i>Sum = 525</i>
	Alabama Department of Transportation	VIRTIS	37500	2	337.5	
	Alabama Department of Transportation	OPIS	37500	7	150	
	New Mexico Department of Transportation -	VIRTIS	37500	10	37.5	
<i>9158</i>	<i>timber stingers on floorbeams (truss and floor systems)</i>					<i>Sum = 675</i>
	New York Department of Transportation	VIRTIS	37500	1	375	
	New York Department of Transportation	OPIS	37500	3	300	
<i>9313</i>	<i>The ability to use a steel shape for a beam and run the analysis.</i>					<i>Sum = 638</i>
	Missouri Highway & Transportation Departme	VIRTIS	37500	3	300	
	Wisconsin Department of Transportation	VIRTIS	37500	2	337.5	
<i>9452</i>	<i>Modify the timber program to include glulam beams. the use of the the propr</i>					<i>Sum = 263</i>
	Alabama Department of Transportation	VIRTIS	37500	5	225	
	Alabama Department of Transportation	OPIS	37500	10	37.5	
<i>9713</i>	<i>Pile Pattern Templates</i>					<i>Sum = 338</i>
	Alabama Department of Transportation	VIRTIS	37500	9	75	
	Alabama Department of Transportation	OPIS	37500	4	262.5	
<i>10083</i>	<i>Floor Beams supported on main girder and substructure</i>					<i>Sum = 299</i>
	New York Department of Transportation	VIRTIS	37500	8	112.5	
	New York Department of Transportation	OPIS	37500	9	75	
	North Dakota Department of Transportation	Virtis	18500	5	111	
<i>10179</i>	<i>Virtis 6.2 currently can not open multiple windows of Specification Check Wi</i>					<i>Sum = 525</i>
	Michigan Department of Transportation	VIRTIS	37500	4	262.5	
	Michigan Department of Transportation	OPIS	37500	4	262.5	
<i>10339</i>	<i>LRFD/LRFR live load distribution factors for Stringer, Floor Beam, Girder</i>					<i>Sum = 263</i>
	Ohio Department of Transportation	VIRTIS	37500	4	262.5	
<i>10471</i>	<i>Adding database conversion option to setup</i>					<i>Sum = 488</i>
	Alabama Department of Transportation	VIRTIS	37500	7	150	
	Alabama Department of Transportation	OPIS	37500	2	337.5	
<i>10700</i>	<i>Exporting/importing analysis templates & system defaults</i>					<i>Sum = 225</i>
	Ohio Department of Transportation	VIRTIS	37500	5	225	

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<i>10743</i>	<i>Ignoring the Rebar Development Length for Deep Section Provision</i>					<i>Sum = 75</i>
	Michigan Department of Transportation	OPIS	37500	10	37.5	
	Michigan Department of Transportation	VIRTIS	37500	10	37.5	
<i>10778</i>	<i>Bending and Shear Capacity for Bend Over Bars</i>					<i>Sum = 2213</i>
	Alabama Department of Transportation	VIRTIS	37500	1	375	
	Alabama Department of Transportation	OPIS	37500	6	187.5	
	California Department of Transportation	Virtis	37500	1	375	
	Illinois Department of Transportation	VIRTIS	37500	10	37.5	
	Illinois Department of Transportation	OPIS	37500	10	37.5	
	Kansas Department of Transportation	OPIS	37500	8	112.5	
	Kansas Department of Transportation	VIRTIS	37500	10	37.5	
	Michigan Department of Transportation	VIRTIS	37500	1	375	
	Michigan Department of Transportation	OPIS	37500	1	375	
	Mississippi Department of Transportation	Virtis	37500	7	150	
	Montana Department of Transportation	OPIS	37500	8	112.5	
	Montana Department of Transportation	VIRTIS	37500	10	37.5	
<i>11047</i>	<i>Enhance for Concrete Shear Reinforcement Capacity with LFR</i>					<i>Sum = 450</i>
	Michigan Department of Transportation	VIRTIS	37500	5	225	
	Michigan Department of Transportation	OPIS	37500	5	225	
<i>11050</i>	<i>Rating Results Table created in Explorer - Enhancement Request</i>					<i>Sum = 430</i>
	Mississippi Department of Transportation	Virtis	37500	2	337.5	
	North Dakota Department of Transportation	Virtis	18500	6	92.5	
<i>11128</i>	<i>Virtis Enhancement - Generate POI @ Stirrup Space Increase in Concrete M</i>					<i>Sum = 263</i>
	California Department of Transportation	Virtis	37500	9	75	
	Oklahoma Department of Transportation	VIRTIS	37500	6	187.5	
<i>11129</i>	<i>Virtis Enhancement - LLDF Computation for Non-splayed Girders</i>					<i>Sum = 600</i>
	Michigan Department of Transportation	VIRTIS	37500	3	300	
	Michigan Department of Transportation	OPIS	37500	3	300	
<i>11219</i>	<i>Virtis Output Enhancement</i>					<i>Sum = 75</i>
	Mississippi Department of Transportation	Virtis	37500	9	75	
<i>11220</i>	<i>Built-up Section Enhancement</i>					<i>Sum = 338</i>
	Mississippi Department of Transportation	Virtis	37500	10	37.5	
	Montana Department of Transportation	OPIS	37500	10	37.5	
	Montana Department of Transportation	VIRTIS	37500	4	262.5	
<i>11247</i>	<i>Schedule based entry for steel built-up member</i>					<i>Sum = 675</i>
	Alabama Department of Transportation	OPIS	37500	8	112.5	
	Alabama Department of Transportation	VIRTIS	37500	3	300	
	Mississippi Department of Transportation	Virtis	37500	4	262.5	

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<i>11361</i>	<i>Transforming girder reinforcement</i>					<i>Sum = 300</i>
	South Dakota Department of Transportation	OPIS	37500	9	75	
	South Dakota Department of Transportation	VIRTIS	37500	5	225	
<i>11458</i>	<i>Truss Buildup Member Revision</i>					<i>Sum = 75</i>
	Missouri Highway & Transportation Departme	VIRTIS	37500	9	75	
<i>11566</i>	<i>Enhancement request - Truss Supports Deck</i>					<i>Sum = 300</i>
	Wisconsin Department of Transportation	VIRTIS	37500	3	300	
<i>11618</i>	<i>Steel bars along the length of culvert</i>					<i>Sum = 225</i>
	Kansas Department of Transportation	OPIS	37500	6	187.5	
	Ohio Department of Transportation	VIRTIS	37500	10	37.5	
<i>11682</i>	<i>Capacity should be limited to Moment at first yield for girders with $F_y < 30 k$</i>					<i>Sum = 150</i>
	California Department of Transportation	Virtis	37500	7	150	
<i>11713</i>	<i>PS Deck Beam Distribution Factor Control</i>					<i>Sum = 38</i>
	Missouri Highway & Transportation Departme	VIRTIS	37500	10	37.5	
<i>11719</i>	<i>Culvert - Bi-axial flexure</i>					<i>Sum = 263</i>
	California Department of Transportation	Virtis	37500	4	262.5	
<i>11837</i>	<i>Add default values of k and E50 to help file</i>					<i>Sum = 450</i>
	Kansas Department of Transportation	OPIS	37500	5	225	
	Ohio Department of Transportation	OPIS	37500	5	225	
<i>11958</i>	<i>Rate for both positive and negative LL demand regardless of the sign of facto</i>					<i>Sum = 525</i>
	California Department of Transportation	Virtis	37500	8	112.5	
	New York Department of Transportation	VIRTIS	37500	5	225	
	New York Department of Transportation	OPIS	37500	6	187.5	
<i>11975</i>	<i>Splice Analysis Enhancement</i>					<i>Sum = 150</i>
	Ohio Department of Transportation	OPIS	37500	7	150	
<i>11995</i>	<i>Culvert Reports - Member Moments, Shears and Axial Forces</i>					<i>Sum = 713</i>
	South Dakota Department of Transportation	VIRTIS	37500	2	337.5	
	South Dakota Department of Transportation	OPIS	37500	1	375	
<i>11998</i>	<i>LRD Culvert Live Loading</i>					<i>Sum = 75</i>
	South Dakota Department of Transportation	VIRTIS	37500	9	75	
<i>12073</i>	<i>Override Epsilon value for 'or' option as noted in 5.8.3.4.2</i>					<i>Sum = 300</i>
	California Department of Transportation	Virtis	37500	3	300	
<i>12135</i>	<i>Bridge Alternative Wizard - Culvert</i>					<i>Sum = 375</i>
	Oklahoma Department of Transportation	VIRTIS	37500	1	375	

<i>Incident</i>	<i>Ballot submitted by</i>		<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
<i>12181</i>	<i>General Procedure Method for Shear Computation - Culvert</i>					<i>Sum = 300</i>
	California Department of Transportation	Virtis	37500	6	187.5	
	Kansas Department of Transportation	VIRTIS	37500	8	112.5	
<i>12200</i>	<i>Support varying LRFD LL DF within a range</i>					<i>Sum = 750</i>
	Kansas Department of Transportation	VIRTIS	37500	9	75	
	Michigan Department of Transportation	OPIS	37500	2	337.5	
	Michigan Department of Transportation	VIRTIS	37500	2	337.5	
<i>12339</i>	<i>Culvert - Rebar Size</i>					<i>Sum = 375</i>
	Mississippi Department of Transportation	Virtis	37500	1	375	
<i>12388</i>	<i>Fixed Ends on Floorbeams</i>					<i>Sum = 450</i>
	Illinois Department of Transportation	OPIS	37500	5	225	
	Illinois Department of Transportation	VIRTIS	37500	5	225	
<i>12433</i>	<i>Model precast, prestressed, rectangular beam with variable depth</i>					<i>Sum = 75</i>
	Ohio Department of Transportation	VIRTIS	37500	9	75	
<i>12471</i>	<i>User Defined Materials and Beam Shapes</i>					<i>Sum = 373</i>
	Michigan Department of Transportation	OPIS	37500	8	112.5	
	Michigan Department of Transportation	VIRTIS	37500	8	112.5	
	North Dakota Department of Transportation	Virtis	18500	3	148	
<i>12562</i>	<i>Clarification on LFR Culvert Output</i>					<i>Sum = 38</i>
	South Dakota Department of Transportation	VIRTIS	37500	10	37.5	
<i>12608</i>	<i>LRFD Culvert - Limit States</i>					<i>Sum = 863</i>
	Illinois Department of Transportation	VIRTIS	37500	4	262.5	
	Illinois Department of Transportation	OPIS	37500	4	262.5	
	South Dakota Department of Transportation	OPIS	37500	7	150	
	South Dakota Department of Transportation	VIRTIS	37500	6	187.5	
<i>12642</i>	<i>Analysis Charts - Request for additional Critical Loads</i>					<i>Sum = 150</i>
	Kansas Department of Transportation	OPIS	37500	10	37.5	
	South Dakota Department of Transportation	OPIS	37500	8	112.5	
<i>12712</i>	<i>Duplicate Bar Mark</i>					<i>Sum = 338</i>
	California Department of Transportation	Virtis	37500	10	37.5	
	Montana Department of Transportation	VIRTIS	37500	7	150	
	Oklahoma Department of Transportation	VIRTIS	37500	7	150	
<i>12748</i>	<i>It's Difficult To Modified Entries in Girder Profile</i>					<i>Sum = 167</i>
	North Dakota Department of Transportation	Virtis	18500	2	166.5	
<i>12764</i>	<i>Custom Section Properties Enhancement</i>					<i>Sum = 300</i>
	Michigan Department of Transportation	VIRTIS	37500	7	150	
	Michigan Department of Transportation	OPIS	37500	7	150	

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<i>12818</i>	<i>Lateral Deflections results are not listed "view analysis report"</i>					<i>Sum = 413</i>
	Montana Department of Transportation	OPIS	37500	5	225	
	Montana Department of Transportation	VIRTIS	37500	6	187.5	
<i>49000</i>	<i>Lateral Bending (Warping) Moment Not Listed in the Curved Steel Girder A</i>					<i>Sum = 113</i>
	New Mexico Department of Transportation -	OPIS	37500	8	112.5	
<i>52000</i>	<i>Curved Steel Girder Longer than 300 Feet</i>					<i>Sum = 638</i>
	Kansas Department of Transportation	VIRTIS	37500	5	225	
	New York Department of Transportation	VIRTIS	37500	7	150	
	New York Department of Transportation	OPIS	37500	8	112.5	
	Ohio Department of Transportation	VIRTIS	37500	7	150	
<i>69000</i>	<i>Analysis and Rating of Curved Floor System</i>					<i>Sum = 113</i>
	Ohio Department of Transportation	VIRTIS	37500	8	112.5	
<i>93000</i>	<i>Choose Steel Section Library Based on the Year of Publication</i>					<i>Sum = 75</i>
	Kansas Department of Transportation	OPIS	37500	9	75	
<i>110000</i>	<i>Copy Shear Reinforcement Ranges</i>					<i>Sum = 2848</i>
	Idaho Department of Transportation	Virtis	37500	2	337.5	
	Illinois Department of Transportation	VIRTIS	37500	1	375	
	Illinois Department of Transportation	OPIS	37500	1	375	
	Kansas Department of Transportation	VIRTIS	37500	3	300	
	Kansas Department of Transportation	OPIS	37500	1	375	
	New Mexico Department of Transportation -	OPIS	37500	9	75	
	North Dakota Department of Transportation	Virtis	18500	1	185	
	South Dakota Department of Transportation	OPIS	37500	2	337.5	
	South Dakota Department of Transportation	VIRTIS	37500	1	375	
	Utah Department of Transportation	Virtis	37500	8	112.5	
<i>114000</i>	<i>Analysis of Trusses</i>					<i>Sum = 1088</i>
	Illinois Department of Transportation	VIRTIS	37500	2	337.5	
	Illinois Department of Transportation	OPIS	37500	2	337.5	
	New York Department of Transportation	OPIS	37500	7	150	
	New York Department of Transportation	VIRTIS	37500	6	187.5	
	Utah Department of Transportation	Virtis	37500	9	75	
<i>115000</i>	<i>Stringer Unit Layout Names</i>					<i>Sum = 413</i>
	Idaho Department of Transportation	Virtis	37500	6	187.5	
	Illinois Department of Transportation	VIRTIS	37500	8	112.5	
	Illinois Department of Transportation	OPIS	37500	8	112.5	

<i>Incident</i>	<i>Ballot submitted by</i>		<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
<i>130000</i>	<i>Culvert Module - Skewed Reinforcement</i>					<i>Sum = 788</i>
	Idaho Department of Transportation	Virtis	37500	7	150	
	Illinois Department of Transportation	VIRTIS	37500	6	187.5	
	Illinois Department of Transportation	OPIS	37500	6	187.5	
	Utah Department of Transportation	Virtis	37500	4	262.5	
<i>135000</i>	<i>Request the ability to run a 3D FEA analysis for Dead Load Only</i>					<i>Sum = 1913</i>
	Illinois Department of Transportation	OPIS	37500	9	75	
	Illinois Department of Transportation	VIRTIS	37500	9	75	
	Kansas Department of Transportation	OPIS	37500	2	337.5	
	Montana Department of Transportation	VIRTIS	37500	3	300	
	Montana Department of Transportation	OPIS	37500	3	300	
	New York Department of Transportation	OPIS	37500	1	375	
	New York Department of Transportation	VIRTIS	37500	4	262.5	
	Utah Department of Transportation	Virtis	37500	6	187.5	
<i>138000</i>	<i>NSG vehicle analysis on Floor System Superstructures</i>					<i>Sum = 1517</i>
	Alabama Department of Transportation	OPIS	37500	9	75	
	Alabama Department of Transportation	VIRTIS	37500	4	262.5	
	Idaho Department of Transportation	Virtis	37500	3	300	
	Kansas Department of Transportation	VIRTIS	37500	7	150	
	North Dakota Department of Transportation	Virtis	18500	4	129.5	
	Oklahoma Department of Transportation	VIRTIS	37500	8	112.5	
	Utah Department of Transportation	Virtis	37500	7	150	
	Virginia Department of Transportation	VIRTIS	37500	2	337.5	
<i>190000</i>	<i>Support Settlement works in BRASS LFD and not AASHTO LFD</i>					<i>Sum = 338</i>
	California Department of Transportation	Virtis	37500	2	337.5	
<i>208000</i>	<i>Limits of Shear Stiffener Spacing in Curved Steel LFR Engine</i>					<i>Sum = 38</i>
	Idaho Department of Transportation	Virtis	37500	10	37.5	
<i>209000</i>	<i>Shear Capacity of Curved Steel Girder for Internal Panels</i>					<i>Sum = 300</i>
	Idaho Department of Transportation	Virtis	37500	9	75	
	Utah Department of Transportation	Virtis	37500	5	225	
<i>210000</i>	<i>Web Slenderness for Transversely Stiffened Curved Steel Girder</i>					<i>Sum = 113</i>
	Idaho Department of Transportation	Virtis	37500	8	112.5	
<i>213000</i>	<i>Use the average Kg to calculate the LLDF when Kg is different for the left si</i>					<i>Sum = 938</i>
	California Department of Transportation	Virtis	37500	5	225	
	Kansas Department of Transportation	OPIS	37500	7	150	
	South Dakota Department of Transportation	VIRTIS	37500	3	300	
	South Dakota Department of Transportation	OPIS	37500	4	262.5	

<i>Incident</i>	<i>Ballot submitted by</i>		<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
228000	<i>Timber Design and Rating Application</i>					<i>Sum = 1463</i>
	Idaho Department of Transportation	Virtis	37500	4	262.5	
	Kansas Department of Transportation	VIRTIS	37500	6	187.5	
	Montana Department of Transportation	VIRTIS	37500	1	375	
	Montana Department of Transportation	OPIS	37500	2	337.5	
	Utah Department of Transportation	Virtis	37500	10	37.5	
	Wisconsin Department of Transportation	VIRTIS	37500	4	262.5	
236000	<i>Consider development length of deck reinforcement</i>					<i>Sum = 788</i>
	Kansas Department of Transportation	OPIS	37500	3	300	
	South Dakota Department of Transportation	VIRTIS	37500	4	262.5	
	South Dakota Department of Transportation	OPIS	37500	5	225	
253000	<i>LFR live load distribution factor for culvert with over 2 ft of fill may not be c</i>					<i>Sum = 1238</i>
	Idaho Department of Transportation	Virtis	37500	1	375	
	Illinois Department of Transportation	OPIS	37500	3	300	
	Illinois Department of Transportation	VIRTIS	37500	3	300	
	Kansas Department of Transportation	VIRTIS	37500	4	262.5	
260000	<i>The diaphragms defined in the structure framing plan details also need to ha</i>					<i>Sum = 150</i>
	Michigan Department of Transportation	OPIS	37500	9	75	
	Michigan Department of Transportation	VIRTIS	37500	9	75	
263000	<i>Add adjacent vehicles for a permit vehicle for LRFD Design Review for 3D A</i>					<i>Sum = 413</i>
	New York Department of Transportation	VIRTIS	37500	9	75	
	New York Department of Transportation	OPIS	37500	2	337.5	
265000	<i>Wind loads applied to 3D model for analysis</i>					<i>Sum = 713</i>
	Montana Department of Transportation	OPIS	37500	1	375	
	Montana Department of Transportation	VIRTIS	37500	2	337.5	
269000	<i>Remove "Uniform Load Contraflexure Points" from view analysis report</i>					<i>Sum = 300</i>
	Idaho Department of Transportation	Virtis	37500	5	225	
	New York Department of Transportation	OPIS	37500	10	37.5	
	New York Department of Transportation	VIRTIS	37500	10	37.5	
284000	<i>Request Wizard for laying out Lateral Bracing</i>					<i>Sum = 338</i>
	Mississippi Department of Transportation	Virtis	37500	8	112.5	
	Montana Department of Transportation	OPIS	37500	7	150	
	Montana Department of Transportation	VIRTIS	37500	9	75	
285000	<i>Copy Lateral Bracing to another Bay needs to have an option for mirror to a</i>					<i>Sum = 300</i>
	Montana Department of Transportation	VIRTIS	37500	8	112.5	
	Montana Department of Transportation	OPIS	37500	6	187.5	
288000	<i>Delete POI's by selecting several of them</i>					<i>Sum = 488</i>
	Illinois Department of Transportation	VIRTIS	37500	7	150	
	Kansas Department of Transportation	VIRTIS	37500	2	337.5	

<i>Incident</i>	<i>Ballot submitted by</i>		<i>Weight</i>	<i>Rank</i>	<i>Points</i>	
<i>338000</i>	<i>Pull ADT from BrM</i>					<i>Sum = 1050</i>
	Montana Department of Transportation	OPIS	37500	9	75	
	North Dakota Department of Transportation	Virtis	18500	9	37	
	Oklahoma Department of Transportation	VIRTIS	37500	3	300	
	Utah Department of Transportation	Virtis	37500	1	375	
	Virginia Department of Transportation	VIRTIS	37500	4	262.5	
<i>339000</i>	<i>Ability to select rating method for BrM Vehicles</i>					<i>Sum = 844</i>
	North Dakota Department of Transportation	Virtis	18500	10	18.5	
	Oklahoma Department of Transportation	VIRTIS	37500	4	262.5	
	Utah Department of Transportation	Virtis	37500	2	337.5	
	Virginia Department of Transportation	VIRTIS	37500	5	225	
<i>340000</i>	<i>Ability to add additional agency ratings to BrR / BrM link</i>					<i>Sum = 713</i>
	Oklahoma Department of Transportation	VIRTIS	37500	5	225	
	Utah Department of Transportation	Virtis	37500	3	300	
	Virginia Department of Transportation	VIRTIS	37500	6	187.5	