Summary Minutes of The

AASHTO Virtis Opis Task Force Meeting

March 29-31, 2011   Hershey, PA

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General Information – Meeting of the Virtis/Opis Task Force

Date: Thursday 8:00 a.m. – 4:10 p.m.

Participants:

Virtis/Opis Task Force

AASHTO	Jim Ramsey	Project Manager	BRIDGEWare
TA&A	Wally Ballou	Kansas DOT	
V/O Task Force	Tim Armbrecht	Illinois DOT	Chair
	Dean Teal	Kansas DOT	
	Bryan Silvis	Virginia DOT	
	Joshua Sletten	Utah DOT	
	Tom Saad	FHWA	
Pontis Task Force	Francois Ghanem	New York DOT	
Contractor	Jim Duray	Baker	
	Herman Lee	Baker	
Pennsylvania DOT	Tim Carre		
	Robert Yashinsky		
	Shyh-Hann Ji		

Note Taker: Tom Saad

General Discussion

Agenda item 5, the Pennsylvania DOT presentation, was postponed after lunch when other Pennsylvania DOT representatives would arrive. The Task Force made plans to contact Beckie Curtis by phone, later in the meeting, to address one of the action items.

Update on Virtis/Opis Licensees

Postponed discussion on agenda item 2, financial matters, until the end of the meeting.

Product Report
The Contractor provided a list of current licensees; 220 total licenses.

The Contractor needs to develop mock-ups for implementing the culvert program. The WisDOT product does not do load rating, but the Task Force could consider having culvert load rating in the future.

The FHWA will have an opportunity to market the V/O products to their Federal Lands Bridge office at the end of the month when they host the LRFR training course. However, they are the only likely full –time user of the V/O software in the agency,

since they have a need to design and analyze a network of bridges.

Service Unit Report
The Contractor included a list of available service units in the agenda folder.

Support and Maintenance Report

Incident and Summary Report
The Contractor indicated that they have identified 20 more bugs since the Clearwater meeting. Overall progress is still about the same as the last meeting. Of 48 unresolved bugs, quite a few are BRASS bugs (20) which will not need work in the future. A list was provided.

Progress on bug resolution
The Contractor does not think all of the bugs can be resolved by the next release, but work is ongoing to correct those bugs. List of bug total provided. The Task Force asked the Contractor to be sure to discuss the bugs at the upcoming TAG meeting. The WyDOT Contractor receives a copy of the report each time it is updated.

The Task Force asked how BRASS bugs will be addressed in the future. The Contractor said that all bugs are reported to third party vendors, but the users will not recognize the differences whether they are bugs in BRASS or V/O. The Contractor will continue to interface with WyDOT and Bentley, for instance, but WyDOT has not yet provided a test version for the 6.3 release.

Enhancement list update
Seven enhancements were added since the last meeting (page seven of the report included in the agenda folder). AASHTOWare suggests that the enhancements should be included as discussion in the upcoming newsletter.

Update on 6.3 and Enhancements

The Contractor has provided the alpha updates; the 64-bit installation problem that Kansas experienced was one that was corrected. There were many bugs identified in the Alpha 5 test and the Alpha 6 test will be done by this Friday. Dean will be testing the Beta 1 version in two weeks with the TAG. The Contractor does not want to go beyond installation issues, now, since they need to keep a focus on the current alpha and beta testing. Beta testing begins Monday April 12.

The Contractor said that there are two concerns in 6.3 development and testing: one, Floor truss spec-check module, and two, corrugated shell element testing. The corrugated shell element results between Virtis and STAAD are a little bit different, but they may not have to match exactly since the analysis approach is slightly different within each product. The product is on schedule for the June release.

Of the 85 bridges that have been submitted for beta testing, 20 will not run (often because the input data needs to be cleaned up). The Task Force asked the Contractor to send the 20 bridges back to the States prior to the meeting so that they have an opportunity to correct data. The Task Force continued by suggesting that the dialogue boxes that appear could be forwarded to the States so they understand the problem that exists.

The Contractor indicated that they have completed the alpha testing with Oracle 11, however, the Task Force offered to ask the TAG if anyone is using Oracle 11 at this time, and if they wanted the product be beta tested. It is not believed that many states may be using Oracle 11, at this time.

Enhancements
The Contractor provided a mock-up of the approach for the user specified vehicle. If the Task Force likes

this approach, the contractor's next step would be to develop an estimate. The concept is agreed upon; the method to select the vehicles still needs to be evaluated.

Miscellaneous Topics

Truss rating questions
George Huang (CA) has asked how the longitudinal trusses with eccentric connections were being analyzed. The analysis approach was provided by the NYDOT, since this was a NYDOT enhancement. California would like to use interaction equations. The Contractor said that this would be a relatively small enhancement.

Caltrans 'holistic' approach – update
California has asked that reference lines be used by the V/O software. The product does use reference lines, but they are not used in framing because it was agreed to use a 'simple' frame approach, namely, define legs and assign springs. This can be updated in the future, but would need some input from California. Historically, the Task Force's goal has been to address 80 to 90 percent of all bridges in the inventory, and not every possible hybrid or combination of span configurations. However, we could address the needs for PT boxes when we get to the point of addressing the most challenging types of structures.

The Contractor will draft a response to California and forward it to the Task Force for review.

Product Performance Measures
These items were discussed during the BW meeting, yesterday. Dean will remind the TAG of the measures and collect feedback; we had good feedback last year for the V/O products.

Evaluation version limitations
Evaluation version can be used for 120 days, but they are not full user versions, in all cases; there are some modifications to the capabilities of the software. It will probably be okay to send full user version in the future, with the ability to evaluate the software for 120 days.

Length of file path
The Contractor explained the XP limitation in file naming conventions. The file path names are limited to 260 characters, and some users are having problems with this. They documented this XP limitation in Virtis in the handout. The solution may

be to have a dialogue box pop-up when this becomes a problem.

Other issues
The Task Force brought up an additional problem that InspectTech (Pontis Contractor) encountered. The tables are referenced by 'keys' and InspectTech can modify the tables with additional columns but cannot eliminate tabularized information since they cannot change the 'key'. The Task Force has asked InspectTech to contact the Contractor to establish a consistent naming convention and to solve the problem.

The Task Force contacted former member, Beckie Curtis (FHWA) via teleconference. Beckie has provided a proposed mock-up to be able to reference the specifications when issues arise. Beckie has offered a possible solution for making the reference easier to use/follow. When the specification changes, the proposal would allow for identification of the version of the specification that is used. The Contractor said that Beckie's proposal would not be a major undertaking and he can begin this process with the 6.3 release. Links can be provided in the flowcharts and the Contractor will develop an estimate to determine how much work will be involved.

PennDOT Presentation

Tim delivered a formal marketing presentation to the PennDOT staff in attendance.

Discussion that followed: Truss does a 2D analysis, and 3D analysis is done for non-standard gage analysis. The software is flexible enough to provide states the option to do analysis with State-specified trucks side by side. Additional tools can be added for State-specific analysis.

The licensing agreements that are used in Michigan and Virginia were also discussed.

User Group

Summary Minutes from Clearwater

The Task Force was asked to review the summary and provide comment by April 18. The Contractor will provide a final draft to them for distribution.

Training
The Task Force has asked Jeff Olsen to attend the Virtis/Opis Boise (June 2011) Task Force meeting to provide an update on the User Group meeting.

User Forum
Dean will have this forum ready to demonstrate at the VOBug meeting in Helena. He has asked that we include this topic on the Boise agenda so that he can provide an update on the progress.

Work Plan

The Contractor said the scope of 5 fixed priced items increased and indicated some of the culvert, 3D analysis, and slab system work could be moved to the current work plan to get an early start.

ASSHTOWare reminded the Task Force that this would require an amendment to the current work plan and a revision to next year's work plan. The modifications can be submitted to the SCOJD for the two plans in one package. The timetable will be for the Contractor to provide amended plans by April 18, and the Task Force should review and approve by April 22.

FHWA Update

Tom (FHWA) provided the following update:

The FHWA has completed training session for all of the agencies Division Bridge Engineers illustrating the new NBIS Oversight Program requirements, which include 23 new program measures. The DBEs were given formal presentations and documentation that they can share with their state counterparts. If you have any questions about the procedures and measures, please contact the Division Bridge Engineer in your State. Tom believes many State DOTs will not be able to qualify as 'in full compliance' with the load rating metric which requires, in part, that 95 percent of all bridges are load rated in compliance with the MBE.

The FHWA Division offices have completed load rating program review risk assessments and 'basic' reviews that were prompted by findings of an Office of Investigator General review in 2006. The Division office reports are being compiled so that we can report back to the OIG on load rating performance, nationwide.

The FHWA has delivered, or will deliver NHI LRFR training courses in the following States over the first six months of this calendar year: MT, MI, KY, CT, VA, GA, NE, and FHWA FLBO. There may be opportunities to market Virtis in a number of these States.

The President's new budget proposal calls for a 60% increase in funding for transportation. It also calls

for consolidating 55 FHWA funding programs into five core programs and performance based measurement of program delivery. The FHWA is establishing a new Office to lead the development and deployment of the performance based program delivery. These proposals will be debated by Congress, but it is likely that FHWA's HBRP will be eliminated.

Six FHWA DBE positions are currently vacant, as well as two RC Structures Team positions. Announcements to fill these vacancies are pending and will be posted on the web.

The Long Term Bridge Performance (LTBP) Program, a $100 M, 20-year research program, has just completed a 3 year pilot phase and is organizing and hosting stakeholder team meetings within the next six months. Stakeholder teams will include teams made up of AASHTO representatives (State Coordinator's), a TRB executive committee, and Expert Technical Group committees. Engineers from States, industry and academia in all fields of bridge engineering will be invited to participate on the stakeholder teams to provide direction and determine the data that needs to be collected for end users who finance, design, construct, manage, and operate the nation's bridge network. The Bridge Portal, a national bridge database, will be one of the first products delivered to SHAs. A number of presentations on the LTBP and the Bridge portal will be presented at the SCOBs meeting in Norfolk.

Marketing/Training

Task Force members delivered training in Alaska in February. Three load raters and one design engineer were trained and they provided positive feedback.

The Contractor provided Opis training for 15 Michigan DOT engineers. The training was well received. Michigan DOT intends for the design engineer to use Opis as the vehicle to transfer design data to load rating engineers.

The Contractor provided a 55-minute presentation of V/O at the ABCD meeting in Cleveland. Cuyahoga County, which has only a seat license, has requested a one-day training seminar for four engineers. They would need four workstation licenses for the one-day training. The Task Force is now sending (e-mail) an approval to the contractor to proceed with this training. ASSHTOWare will be able to approve the licenses with an e-mail from the Task Force