

**Summary Minutes Of The
AASHTOWare Bridge Design-Rating (BrDR) Task Force Meeting
April 5 - 6, 2017
Memphis, TN**

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General Information – Meeting of the Bridge Design & Rating Task Force

Date: Tuesday, February 7 - Wednesday, February 8, 2017

Participants:

AASHTO	Judy Tarwater	AASHTO	Project Manager
SCOJD	Bruce Johnson	Oregon DOT	SCOJD Liaison
T&AA	Wally Ballou	Kansas DOT	T&AA Liaison
BrDR Task Force	Todd Thompson	South Dakota DOT	Chair
	Joshua Dietsche	Wisconsin DOT	Bridge Rating (BrR)
	Jeff Olsen	Montana DOT	Bridge Design (BrD)
	Dean Teal	Kansas DOT	Bridge Design (BrD)
	Amjad Waheed	Ohio DOT	Bridge Rating (BrR)
	Tom Saad	FHWA	FHWA Liaison
BrM Task Force	Beckie Curtis	Michigan DOT	Bridge Management
	Thomas Martin	Minnesota DOT	Bridge Management
	Mark Faulhaber	Kentucky TC	Bridge Management
BrDR Contractor	Jim Duray	Michael Baker, International	BrDR Contractor
	Herman Lee	Michael Baker, International	BrDR Contractor

Notes Taker: Jeff Olsen / Judy Tarwater

Agenda Item 0: Review Agenda/Assign Minutes **Recorder**

Todd Thompson opened the meeting at 8:05 am. Jeff Olsen was assigned as the meeting minute's recorder. The following agenda items were added:

- Agenda Item 16a. – Bridge Products Newsletter
- Agenda Item 16b. – FHWA Webinar

Agenda Item 1: Prior Business

1a. Review February Meeting Minutes

Minutes from the February 7 – 8, 2017 Task Force Meeting in Miami, FL were reviewed. Under agenda item 9c (Guided Navigation), fourth sentence, the word 'engineer' should be changed to 'engine'. With this change, the meeting minutes were approved.

1b. Review Action Items

Jeff Olsen reviewed the Action Items and the following updates were provided to the Task Force.

Agenda Item 2: Financial Overview and Work Plan Summary

2a. Update on Phase 21 (FY2017)

Baker provided an update on the FY2017 MSE work plan as of 02/28/17. A majority of the spending to date has been on TM2 (Customer Support), TM11 (Issue Maintenance), and TM13 (Specification-related Update).

2b. Update on 7.0 Release Work Plan (June 2019)

Baker provided an update on the Modernization Project work plan as of 02/28/17.



Agenda Item 3: Update on BrD/BrR Licensees (FY 2017)

output from AASHTOWare Manager. The report included licenses ordered as of 03/17/17.

3a. Product Report

Judy Tarwater presented a product license summary report developed from the Excel

Item	FY2015	FY2016	FY2017	Sponsoring Agency
Bridge Design - 120-Day Evaluation License	2	2	10	
Bridge Design Developer License	1	1	2	
Bridge Design Educational License	9	14	8	
Bridge Design Single Workstation Option	2	1	4	
Bridge Design Special Consultant Option	35	36	35	
Bridge Design Unlimited Option	17	17	15	
Bridge Design/Rating Service Units	31	50	94	
Bridge Rating - 120-Day Evaluation License				
Bridge Rating - 120-Day Evaluation License	3	10	21	
Bridge Rating Agency Sponsored Consultant Licenses	2	2	3	Illinois, Michigan, Virginia
Bridge Rating Developer License	3	4	4	
Bridge Rating Educational License	11	17	8	
Bridge Rating Single Workstation Option	20	17	26	
Bridge Rating Special Consultant Option	339	369	351	
Bridge Rating Unlimited Option	33	34	39	**
Sponsored Consultant Licenses (Bridge Rating) - No Fee	N/A	N/A	49	Illinois Department of Transportation
Sponsored Consultant Licenses (Bridge Rating) - No Fee	128	95	86	Michigan Department of Transportation
Sponsored Consultant Licenses (Bridge Rating) - No Fee	110	92	82	Virginia Department of Transportation

**** Non-Member BrR Unlimited Licensees:**

- + HDR
- + HNTB
- + Parsons Brinkerhoff
- + TranSystems Corporation
- + Michael Baker International



3b. Service Unit Report

Baker presented the service unit summary report. There have been no changes to the total service units purchased since the February meeting. 94 new service units have been purchased in FY2017.

3c. Evaluation Software Report

The current summary of BrDR software evaluations was discussed. We continue to receive requests for evaluation software. With AASHTO's recent change from the Vovici Survey Instrument to Survey Monkey, the BrDR Evaluation software feedback survey will need to be recreated in Survey Monkey.

Agenda Item 4: Support and Maintenance Report

4a. Incident and Support Summary

Baker presented the Defect History Report through release 6.8. Eight new defects have been added since the Task Force meeting in February 2017. The total number of defects reported were 2169. Currently, 2078 defects have been resolved; 67 defects are not reproducible; 2 defects need more information; and 22 defects are unresolved.

4b. Progress on Bug Resolution

Baker reviewed Maintenance Progress reports for the 6.8.2 release as of 03/29/17. For the 6.8.2 release, out of 218 total reported incidences, 215 have been resolved and 3 are assigned for resolution.

Baker reviewed Maintenance Progress reports for the 6.8.3 release as of 03/29/17. For the 6.8.3 release, out of 41 total reported incidences, 22 have been resolved and 19 are assigned for resolution.

4c. Enhancement List Update

Baker presented an update on the Enhancement List. Several TAG enhancements have been

identified as maintenance items and have been moved to the maintenance 'bucket'.

Seven (7) additional enhancements have been added to the BrDR Enhancement List since the last meeting

- BrDR 1268 – Reduce the size of the 3D FEM output files
- BrDR 1272 – Define spring support conditions at top of column for MCB bridge with integral pier
- BrDR 1278 – Extract the list of files (Bridge ID column) and sort through it in an Excel spreadsheet
- BrDR 1279 – Controlling Limit State and Location in Batch Member Rating Results
- BrDR 1299 – Ability to enter multiple layers for wearing surface
- BrDR 1302 – Adding adjacent vehicle option for LRFR legal rating
- BrDR 1306 – Moment release at the top of the column for MCB bridge with integral pier

There are no changes to the TAG Enhancement Bucket from what was reported during the February Task Force meeting.

4d. Maintenance Issues

No discussion.

4e. 6.8.1 Patch Request (BRDRSUP-1307)

BRDRSUP-1307 (The adjacent traffic demand is missing from the curved bridge spec articles including Flange Bending Stress Rating, Web Bending Stress Rating, and Web Shear Rating) is a critical issue that should be corrected and included in the 6.8.2 release in June. The code has been fixed; however, alpha testing and beta testing have not been conducted.

The issue:

For BRDRSUP-1307, Baker does not believe there is a workaround by using the BrR software



alone. Users can analyze the rating vehicle and adjacent vehicle separately but determining the critical lane combination and vehicle position are impractical.

When running the LFD permit operating live load analysis with adjacent traffic, BrR has two separate flexure/bending checks – 1) “Flange Bending Stress Rating” which only uses main vehicle demand and 2) “Flange Overload

Rating” which has included the adjacent traffic live load demand.

The “Flange Overload Rating “(considered adjacent traffic live load) is using a dead load factor of 1.0 (A1) and a main vehicle live load factor of 1.0 (A2) in the spec. check. There appears to be not an option available to override these load factors. In addition, it appears that BrR does not perform shear rating considering the adjacent traffic live load demand.

Specification Reference	Limit State	Flex. Sense	Pass/Fail
5.1 Flanges With One Web - General		N/A	General Comp.
NA 5.2.1 Compact Flanges		N/A	Not Applicable
5.2.2 Non-Compact Flanges		N/A	General Comp.
5.3 Partially Braced Tension Flanges		N/A	General Comp.
5.4 Continuously Braced Flanges		N/A	General Comp.
NA 6.2.1 Unstiffened Webs - Bending Stresses		N/A	Not Applicable
NA 6.2.2 Unstiffened Webs - Shear Stresses		N/A	Not Applicable
6.3 Transversely Stiffened Webs		N/A	General Comp.
6.3.1 Transversely Stiffened Webs - Bending Stresses		N/A	General Comp.
6.3.2 Transversely Stiffened - Shear Stresses		N/A	General Comp.
NA 6.4.1 Longitudinally and Transversely Stiffened Webs - Bending Stresses		N/A	Not Applicable
NA 6.4.2 Longitudinally and Transversely Stiffened Webs - Shear Stresses		N/A	Not Applicable
9.5.1 Girders Permanent Deflection		N/A	General Comp.
✓ Bending Stress Rating		N/A	Passed
Depth of web in compression in the Elastic Range (Dc)		N/A	General Comp.
Depth of web in compression uncracked sections (Dc)		N/A	General Comp.
✓ Flange Bending Stress Rating		N/A	Passed
✓ Flange Overload Rating		N/A	Passed
LFD General Steel Flexural Results		N/A	General Comp.
LFD Steel Elastic Section Properties		N/A	General Comp.
Steel Stresses for Sections in Positive Flexure		N/A	General Comp.
Steel Stresses for Uncracked Sections		N/A	General Comp.
✓ Web Bending Stress Rating		N/A	Passed
✓ Web Overload Rating		N/A	Passed
✓ Web Shear Rating		N/A	Passed



Spec Check Detail for Flange Bending Stress Rating

Top Flange	34.670	-4959.47	Top Flange	46.369	-2462.15								
Bot Flange	-48.705	3530.25	Bot Flange	-37.006	3085.05								
Stage 3:													
Positive Flexure			Negative Flexure										
Component	C	S	Component	C	S								
	(in)	(in ³)		(in)	(in ³)								
Top Flange	22.128	-10574.74	Top Flange	46.369	-2462.15								
Bot Flange	-61.247	3820.56	Bot Flange	-37.006	3085.05								
Section Type: Composite													
Top Flange Laterally Supported: Yes													
Allow Plastic Analysis Control Option: No													
Note: If the capacity has been overridden, the Resistance is computed as override phi*override capacity. Otherwise the Resistance is computed as per the Specification.													
Component: Top Flange													
Rating Level	Vehicle	Flexure Type	LL (kip-ft)	A1	A2	FDL1 (ksi)	FDL2 (ksi)	FLL1 (ksi)	fR (ksi)	Phi	fR (ksi)	RF	Capacity (Ton)
Permit Oper- 1		Pos	703.3	1.30	1.30	-11.65	-1.09	-0.80	-50.00	---	---	32.223	926.41
Permit Oper- 1		Pos	-145.7	1.30	1.30	-11.65	-1.09	0.17	-50.00	---	---	---	*
Permit Oper- 2		Pos	703.9	1.30	1.30	-11.65	-1.09	-0.80	-50.00	---	---	32.197	925.67
Permit Oper- 2		Pos	-145.1	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*
Permit Oper- 3		Pos	679.7	1.30	1.30	-11.65	-1.09	-0.77	-50.00	---	---	33.342	958.58
Permit Oper- 3		Pos	-144.6	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*
Permit Oper- 4		Pos	642.9	1.30	1.30	-11.65	-1.09	-0.73	-50.00	---	---	35.249	1013.42
Permit Oper- 4		Pos	-144.1	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*
Permit Oper- 5		Pos	593.8	1.30	1.30	-11.65	-1.09	-0.67	-50.00	---	---	38.166	1097.28
Permit Oper- 5		Pos	-143.6	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*
Permit Oper- 6		Pos	527.1	1.30	1.30	-11.65	-1.09	-0.60	-50.00	---	---	42.992	1236.02
Permit Oper- 6		Pos	-143.1	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*
Permit Oper- 7		Pos	464.9	1.30	1.30	-11.65	-1.09	-0.53	-50.00	---	---	48.750	1401.56
Permit Oper- 7		Pos	-142.7	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*
Permit Oper- 8		Pos	403.2	1.30	1.30	-11.65	-1.09	-0.46	-50.00	---	---	56.209	1616.02
Permit Oper- 8		Pos	-142.4	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*
Permit Oper- 9		Pos	354.8	1.30	1.30	-11.65	-1.09	-0.40	-50.00	---	---	63.868	1836.21
Permit Oper- 9		Pos	-142.0	1.30	1.30	-11.65	-1.09	0.16	-50.00	---	---	---	*

Spec Check Detail for Flange Overload Rating

Stage 3:																	
Positive Flexure			Negative Flexure														
Component	C	S	Component	C	S												
	(in)	(in ³)		(in)	(in ³)												
Top Flange	22.128	-10574.74	Top Flange	22.128	-10574.74												
Bot Flange	-61.247	3820.56	Bot Flange	-61.247	3820.56												
Note: Uncracked section properties are used.																	
Note: If the capacity has been overridden, the Resistance is computed as override phi*override capacity. Otherwise the Resistance is computed as per the Specification.																	
Component: Top Flange																	
Rating Level	Vehicle	A1	A2	Type	LL (kip-ft)	A3	Adj. LL (kip-ft)	fDC (ksi)	fDW (ksi)	Adj. fLL (ksi)	fLL (ksi)	fR (ksi)	Phi	fR (ksi)	RF	Capacity (Ton)	Note
Permit Oper- 1		1.00	1.00	Pos	703.3	1.00	337.9	-11.65	-1.09	-0.38	-0.80	-47.50	---	---	43.066	1238.20	
Permit Oper- 1		1.00	1.00	Pos	-145.7	1.00	-99.6	-11.65	-1.09	0.11	0.17	-47.50	---	---	99.000	2846.25	
Permit Oper- 2		1.00	1.00	Pos	703.9	1.00	288.4	-11.65	-1.09	-0.33	-0.80	-47.50	---	---	43.104	1239.23	
Permit Oper- 2		1.00	1.00	Pos	-145.1	1.00	-99.4	-11.65	-1.09	0.11	0.16	-47.50	---	---	99.000	2846.25	
Permit Oper- 3		1.00	1.00	Pos	679.7	1.00	249.9	-11.65	-1.09	-0.28	-0.77	-47.50	---	---	44.693	1284.92	
Permit Oper- 3		1.00	1.00	Pos	-144.6	1.00	-99.2	-11.65	-1.09	0.11	0.16	-47.50	---	---	99.000	2846.25	
Permit Oper- 4		1.00	1.00	Pos	642.9	1.00	0.0	-11.65	-1.09	0.00	-0.73	-47.50	---	---	47.638	1369.60	
Permit Oper- 4		1.00	1.00	Pos	-144.1	1.00	0.0	-11.65	-1.09	0.00	0.16	-47.50	---	---	99.000	2846.25	
Permit Oper- 5		1.00	1.00	Pos	593.8	1.00	0.0	-11.65	-1.09	0.00	-0.67	-47.50	---	---	51.580	1482.94	
Permit Oper- 5		1.00	1.00	Pos	-143.6	1.00	0.0	-11.65	-1.09	0.00	0.16	-47.50	---	---	99.000	2846.25	
Permit Oper- 6		1.00	1.00	Pos	527.1	1.00	0.0	-11.65	-1.09	0.00	-0.60	-47.50	---	---	58.102	1670.44	
Permit Oper- 6		1.00	1.00	Pos	-143.1	1.00	0.0	-11.65	-1.09	0.00	0.16	-47.50	---	---	99.000	2846.25	
Permit Oper- 7		1.00	1.00	Pos	464.9	1.00	535.1	-11.65	-1.09	-0.58	-0.53	-47.50	---	---	64.776	1862.30	
Permit Oper- 7		1.00	1.00	Pos	-142.7	1.00	-101.9	-11.65	-1.09	0.12	0.16	-47.50	---	---	99.000	2846.25	
Permit Oper- 8		1.00	1.00	Pos	403.2	1.00	525.0	-11.65	-1.09	-0.60	-0.46	-47.50	---	---	74.663	2146.55	
Permit Oper- 8		1.00	1.00	Pos	-142.4	1.00	-101.9	-11.65	-1.09	0.12	0.16	-47.50	---	---	99.000	2846.25	
Permit Oper- 9		1.00	1.00	Pos	354.8	1.00	525.0	-11.65	-1.09	-0.60	-0.40	-47.50	---	---	84.836	2439.04	
Permit Oper- 9		1.00	1.00	Pos	-142.0	1.00	-101.9	-11.65	-1.09	0.12	0.16	-47.50	---	---	99.000	2846.25	

* Capacity and live load are of opposite sign so rating factor is not applicable.

After further investigation, it appears to that BrR has included the adjacent traffic live load demand in the regular flexure load rating (not Overload type) if a box on the live distribution factor tab is checked. On the other hand, the

adjacent traffic demand is totally missing from the 3D FEM load rating –both flexure and shear. The option must be checked in the curved girder model to activate BrR to consider adjacent traffic live load? This issue will affect both permit load and emergency vehicles load rating.



Standard **LRFD**

Distribution Factor Input Method

Use Simplified Method
 Use Advanced Method
 Use Advanced Method with 1994 Guide Specifications

Allow distribution factors to be used to compute effects of permit loads with routine traffic

Lanes Loaded	Distribution Factor (Wheels)			
	Shear	Shear at Supports	Moment	Deflection
1 Lane	1.524	1.524	1.524	1.524
Multi-Lane	1.939	1.939	1.939	1.939

Spec Check Detail for 6B.4 Steel Flexure Moment

Part B - ALLOWABLE STRESS RATING AND LOAD FACTOR RATING
 6B.4 RATING EQUATION
 6B.4.1 General - Steel Flexure Moment
 (AASHTO Manual for Bridge Evaluation, Second Edition with 2016 Interims)

Steel Plate - At Location = 198.0000 (ft) - Left Stage 3

FLEXURE RATING FACTOR CALCULATIONS

$$RF = \frac{C - A1*DL - A3*adjLL(1+I)}{A2*LL(1+I)} \quad (6B.4.1-1)$$

where,

A1 = Dead Load Factor
 A2 = Live Load Factor
 A3 = Adjacent Vehicle Live Load Factor = 1.300
 DL = Dead Load Moment = -20424.88 (kip-ft)
 adjLL = Adjacent Vehicle Live Load
 LL = Live Load Moment
 I = Impact Factor

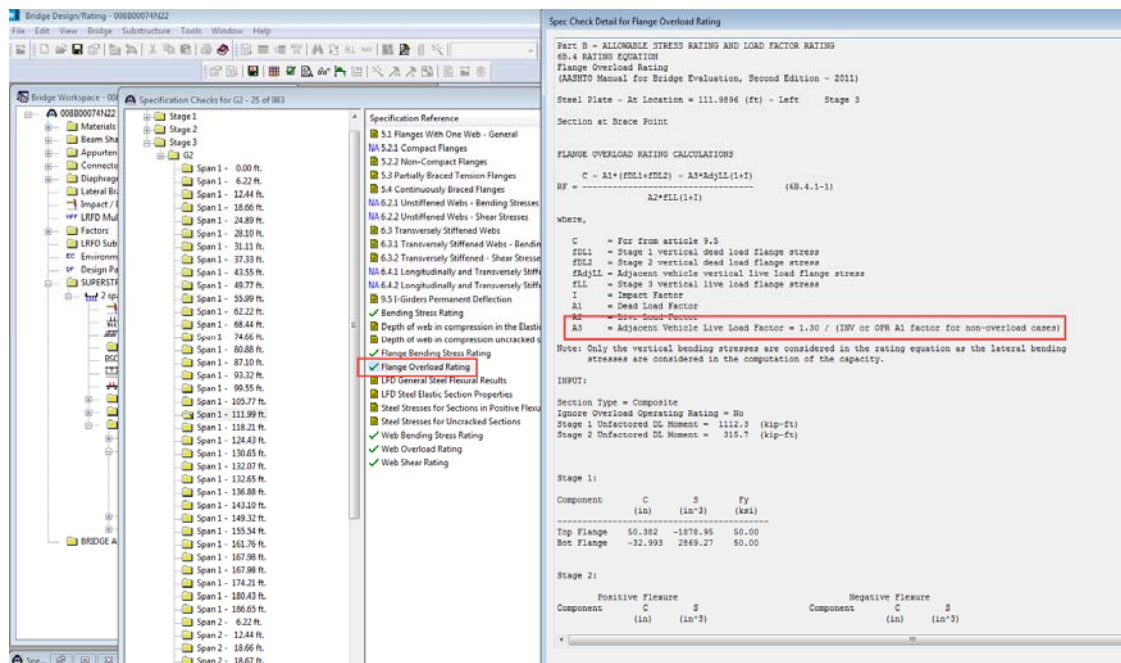
Note: If the capacity has been overridden, the Resistance is computed as override phi*override capacity. Otherwise the Resistance is computed as per the Specification.

Rating Level	Vehicle	LL (kip-ft)	Adj. LL (kip-ft)	--- Load Factors ---		Mu (kip-ft)	---- Override ----		RF	Capacity (Ton)
				A1	A2		Phi	Mu (kip-ft)		
Permit Oper~ 1		500.37	247.44	1.300	1.300	---	---	---	---	*
Permit Oper~ 1		-1746.83	-1595.29	1.300	1.300	-58963.25			13.359	384.08

For overload rating, the entered adjacent vehicle live load factor will be divided by the dead load factor and applied to the adjacent vehicle (Figure 1). If the Adjacent vehicle live load factor used

for the permit inventory rating and the permit operating rating are different, separate analyses are required. Please refer to page 31 of 38 in the "AASHTO LFD ASD Superstructure Method Of Solution Manual" for details.





Agenda Item 5: Update on 6.8.2 (June 2017 release)

5a. Progress and Schedule Review

Baker provided an overview of the 6.8.2 development effort. Spec updates and bug fixes will be delivered with 6.8.2. The beta build will begin during the week of April 17. A beta tester webinar will be conducted during the week of April 24. The end of beta will be the last week of May. The 6.8.2 release will be during the week of June 5. Onsite testing at the Baker offices will not be conducted given the limited scope of this release. The Task Force asked Baker to provide instructional information on the regression tool to the BrDR user community.

5b. TAG Update

Dean Teal will send an email to the testing TAG to give them a heads up on the testing schedule.

Agenda Item 6: Modernization

6a. Update

Baker advised that modernization work for the user interface is currently on schedule and within budget. They are a couple weeks behind on the engine due to reassigning staff to work on 6.8.2 bugs, but is not worried about catching back up.

Staffing for the BrDR Modernization Project

- Eight employees are currently working on the user interface which is in line with their projected staffing schedule. The user interface team will be increased to 10 in the May/June timeframe.
- Five employees are currently working on the engine
- Three employee are currently working on the domain. One of these will be moved to the engine team in the next month as components of the domain are completed.

6b. TAG Update

No discussion.

Agenda Item 7: FY2018 Submission to SCOA

The FY18 BrDR Budget, MSE Work Plans and Catalog submission was finalized and presented to SCOA during the March SCOA/Chairs meeting in Salt Lake City, UT. The submission was approved as submitted. Judy will prepare the FY2018 contracts for the product MSE Work Plan to be forwarded to AASHTO management in early May.

Agenda Item 8: Enhancements

8a. Sponsoring Agency Message

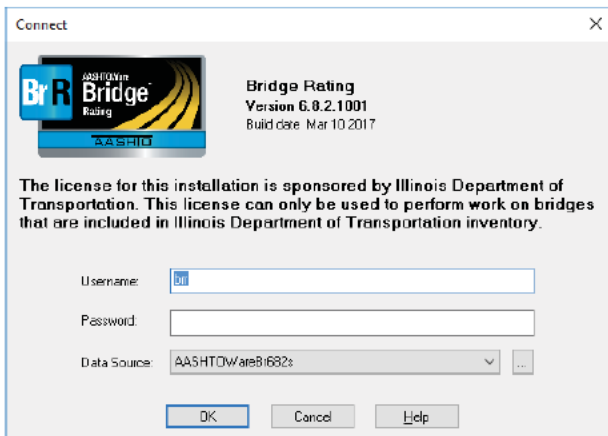
Baker presented their proposal for sponsoring agency language to be displayed for software licenses purchased under a sponsoring agency

BrDR 6.8.2 Sponsoring Agency Notice

This notice is for the following licensing options:

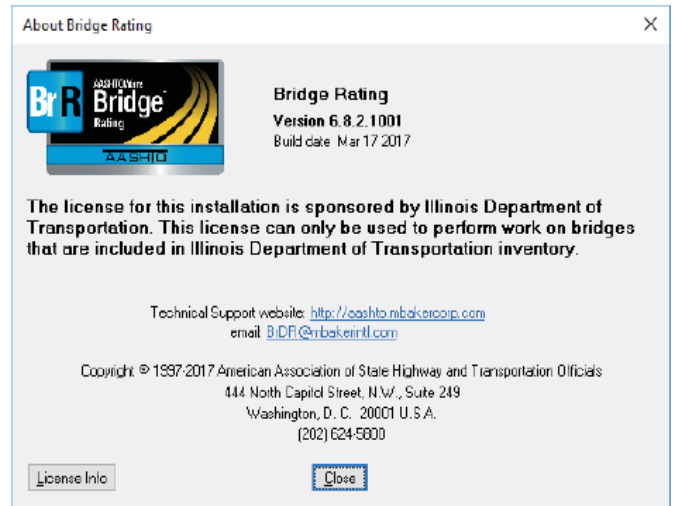
- AASHTOWare Bridge Design Special Consultant Option
- AASHTOWare Bridge Rating Special Consultant Option
- AASHTOWare Bridge Design/Rating Special Consultant Option - Single Interface
- AASHTOWare Bridge Design Agency Sponsored Consultant License - No Fee
- AASHTOWare Bridge Rating Agency Sponsored Consultant License - No Fee

Connect dialog sample



agreement. This enhancement will be included in the 6.8.2 release. 6.8.2 will include a full installation package.

About dialog sample



Agenda Item 9: Miscellaneous Topics

9a. Support for Windows 10 (2017-BrDR-007)

Baker presented an overview of their findings related to testing BrDR XML report files accessed using the Windows 10 Edge browser. Testing included reports comprised of graphical elements and user interaction elements. The report tool was also tested for LFD and LRFR analysis output (all checkbox options were functional). Baker concluded the Microsoft Edge browser for Windows 10 is able to properly display all XML report files generated by BrDR

Agenda Item 10: Third Party Issues

10a. Long-term Strategy

No discussion.

Agenda Item 11: User Group

11a. Summary Minutes from February Meeting

The summary minutes for the February BrDR Task Force meeting in Miami, FL were provided. Judy Tarwater will post these on the SharePoint site for Task Force review and comment. Once in final form, the summary minutes will be forwarded to David Schroeder (Secretary RADBUD) for posting on the RADBUD website.



11b. 2017 RADBUG Meeting Agenda

The Task Force will invite Jeff Ruby to attend the June meeting to assist with development of the RADBUG agenda. A demonstration of the Regression Tool will be included in the RADBUG meeting agenda.

The updated presentation will be shown to WSDOT attendees during the June Task Force meeting in Seattle.

11c. 2017 End User Surveys

The Task Force reviewed the questions from the 2016 BrDR surveys (agency and consultant). The survey should go out in mid-June and responses should be received by August 4.

The agency survey will be sent to the agency BrDR EUDs to ensure we receive one response per agency. The consultant surveys will be sent to the consultant BrDR EUDs. Both surveys will require the respondent to provide their name and organization information.

11d. RADBUG Attendance

The Task Force approved the following non-licensed states to attend the RADBUG meeting at AASHTO expense.

- Texas DOT – Bernie Carrasco
- Washington DOT – Harvey Coffman (Load Rating Manager)
- Kentucky TC – David Steele

Agenda Item 12: Work Plans

12a. Planning Estimates

No discussion. This agenda item included as a placeholder.

12b. Future Work Plans

The Task Force discussed options to proceed with functionality enhancements in the third phase of the BrDR Modernization project. How do we narrow down the list and solicit user input?

Should we secure cost estimates before user voting? etc. It's really hard to rank enhancements when the enhancement options are provided in a long list of items. The possibility of enhancement 'buckets' by type as well as providing options to rank enhancements by several levels of interest.

There are 146 enhancements currently categorized as tier one enhancements; however, 40 of the 146 have not yet been estimated. The Task Force made the decision to discuss the enhancements on the tier one list in detail during the June Task Force meeting to organize these into categories. The Task Force will meet two and a half days during the Seattle Meeting. The enhancement list review will be scheduled for the first day of their meeting. BrM Task Force members and Jeff Ruby will be invited to attend the enhancement review exercise.

Agenda Item 13: FHWA Update

Tom Saad provided the following report:

New Posting Sign Design for EVs:

On March 16, 2017, FHWA distributed the format of a sign developed by the MUTCD team to use in advance of bridges that need restriction for the FAST Act's Emergency Vehicles. The sign format was distributed via e-mail to the Division Offices, so please contact your FHWA Division Bridge Engineers if you are in need of the MUTCD-approved sign format. Additionally, the requirements to load rate bridges for Emergency Vehicles can be found at <https://www.fhwa.dot.gov/bridge/loadrating/>.

White House Office of American Innovation:

On March 27, 2017, the President signed a memo creating the White House Office of American Innovation (**OAI**). The OAI will focus on initiatives such as modernizing government services and information technology, creating



transformational infrastructure projects, implementing regulatory and process reforms, and developing “workforce of the future” programs.

Jeffrey Rosen nominated as Deputy Secretary of Department of Transportation:

The president recently nominated **Jeffrey Rosen** to become Deputy Secretary of Transportation. Mr. Rosen is very familiar with the Department of Transportation, serving as the USDOT General Counsel from 2003 through 2006.

Event Reports – Pennsylvania and New Jersey:

The FHWA has issued two ‘initial’ event reports that provide information on the need for recent bridge closures in Pennsylvania and New Jersey, and in Atlanta, Georgia.

On January 20th, 2017, a construction inspector for an active painting job noticed a full-depth fracture in the top (tension) chord on one of the Pennsylvania deck truss approach spans, where the truss is continuous over the pier. The Delaware River Bridge, which carries I-276 at the Pennsylvania and New Jersey border, is owned jointly by the Pennsylvania Turnpike Commission (PTC) and the New Jersey Turnpike Authority (NJTA). The bridge and roads running under it were closed to all traffic. The fracture had initiated at the site where two holes drilled through a flange that had been filled with weld material.

On March 30, 2017 intense heat from a fire underneath the I-85 bridge over Piedmont Road in Atlanta, Georgia, sufficiently weakened prestressed concrete beams causing the collapse of one span of northbound (NB) I-85 and resulted in significant damage to 5 other spans and the supporting substructures of both NB and SB I-85 bridges. The cause of the fire is under investigation, but preliminary indications appear

that materials being stored on the right-of-way under the bridge fueled the fire.

These event reports provide initial information on the events that caused components of these bridges to require immediate closure. Upon further assessment, the event reports will be updated to provide additional information on these bridge closures. Please contact your FHWA Division Bridge Engineer if you are in need these event reports.

MAP-21 Comprehensive Truck Size and Weight Study results posted:

The U.S. Department of Transportation released the Comprehensive Truck Size and Weight Limits Study Report to Congress. The Department was called upon in the Moving Ahead for Progress in the 21st Century Act (MAP-21) to study the issues associated with trucks operating within and in excess of current size and weight limits. The report concludes that additional data analysis is necessary to fully understand the impacts of heavier and larger trucks on the transportation system. Importantly, the Department finds that the data limitations are so profound that no changes in the relevant laws and regulations should be considered until these limitations are overcome. The study reports can be found at

<http://ops.fhwa.dot.gov/freight/sw/map21tswstudy/index.htm>

Agenda Item 14: Five Year Projection for BrDR

In an executive session, Judy Tarwater presented the updated BrDR five year projection to include estimated income and expenditures for FY2018.

Agenda Item 15: Licensing Issues

15a. Third-Party Add-Ons

The Master License Agreement with BridgeSight has been executed to allow the BridgeSight



PGSuper and BridgeLink software to be included in the FY2018 AASHTOWare Catalog.

15b. Future of Bundling Modules (Post-Modernization)

No discussion.

15c. Licensing Model – Consultants Using with the Unlimited License

The Task Force discussed the impact on the Baker support team on the need to support consultants licensing under the unlimited licensing option.

Baker will include information in the software download instructions email and/or the software login screen to remind licensees that each licensee has a single point of contact with Baker for support issues and tutorials and application examples are posted on the Baker website.

Agenda Item 16: Marketing Activities

Also discussed during the joint Task Force meeting.

16a. Bridge Products Newsletter

The newsletter needs to be completed prior to SCOBs; therefore, the articles need to be completed by Friday, May 5.

- Information on the 6.8.2 release – emergency vehicles included in the standard vehicles list, specification updates
- Status of the BrDR Modernization Project – highlight TAG involvement (participation in GUI mockups)
- Information on the Rating Tool (currently delivered with both the BrD and BrR licenses)
- Status of the Prestressed Design Tool (release of phase I and planning highlights for phase II)
- Chairs' Letter – to include mention of the T-19 project to map the BrDR database to the Industry Foundation Class (IFC)

Baker resources to work on analytical enhancements will not be available until the engine modernization project is complete (December 2017/January 2018). Idaho TD is interested in having culverts added to the rating tool.

16b. FHWA Webinar

Tom Saad has been working to get other federal agencies on board to use AASHTOWare Bridge Rating to support their rating activities. The Task Force discussed using the soon to be updated BrDR PowerPoint to conduct a webinar with federal agencies who might be interested in licensing BrR. A lot of federal agencies are participating in NHI training courses. The National Forest Service has between 5000 and 6000 bridges over 20 feet, half of which are timber structures.

The one hour BrDR webinar, to be hosted by Federal Lands, is being planned for late April. The webinar agenda will include a welcome and overview (Tom Saad) and a summary of the features, capabilities, and advantages of BrDR (Task Force members). Tom will develop a draft agenda and forward to the Task Force for review and comment.

Agenda Item 17: Review Action Item list from this meeting

Jeff Olsen read the action items recorded during the meeting.

Agenda Item 18: Task Force Executive Session (as needed)

An Executive Session was held on Thursday afternoon. The meeting adjourned Wednesday, April 6 at 12:00pm.

