

**Summary Minutes Of The
AASHTOWare Bridge Design-Rating (BrDR) Task Force Meeting
 November 1 - 2, 2017
 Santa Fe, NM**

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

Date: Thursday, August 17, 2017

Participants:

AASHTO	Judy Tarwater	AASHTO	Project Manager
SCOA	Bruce Johnson	SCOA	SCOA Liaison
T&AA	Will Holmes	T&AA	T&AA Liaison
BrDR Task Force	Todd Thompson	South Dakota DOT	Chair
	Joshua Dietsche	Wisconsin DOT	Bridge Rating (BrR)
	Ping Lu	Iowa DOT	Bridge Rating (BrR)
	Jeff Olsen	Montana DOT	Bridge Design (BrD)
	Tom Saad	FHWA	FHWA Liaison
	Dean Teal	Kansas DOT	Bridge Design (BrD)
BrM Task Force	Beckie Curtis	Michigan DOT	Bridge Management
	Mark Faulhaber	Kentucky DOT	Bridge Management
BrDR Contractor	Jim Duray	Michael Baker, International	BrDR Contractor
	Herman Lee	Michael Baker, International	BrDR Contractor
	Geoffrey Trees	Michael Baker, International	BrDR Contractor
Guests	Gary Kincheon	New Mexico DOT	
	Dana Garcia	New Mexico DOT	
	Kim ?	New Mexico DOT	

Notes Taker: Judy Tarwater and Tom Saad

Agenda Item 0: Review Agenda/Assign Minutes

Recorder

Todd Thompson opened the meeting at 11:00 am. The agenda was reviewed. Agenda Item 6d, Baker Staffing, was added to the agenda. Todd's and Eric Christie's Task Force membership terms expire next June; both are willing to serve a second term. Dean Teal's term expires in June and the Task Force will assess the opportunity for Dean's term to be extended; the Task Force also would like to request Dean to continue serving as Beta TAG Chair, if his Task Force term cannot be extended.

Agenda Item 1: Prior Business

1a. Review August Meeting Minutes

Minutes from the August 17, 2017 Task Force Meeting in Kansas City, KS were reviewed and approved as-is.

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 22 (FY2018)

Baker provided an update on the FY2018 MSE work plan as of 09/30/17. A majority of the spending to date has been on TM1 (Project



Administration), TM2 (Customer Support), TM3A (Database Maintenance), TM6B (User Group Meetings), TM12 (Third Party Developer Support), 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 05/31/17.

Agenda Item 3: Update on BrD/BrR Licensees (FY 2018)

3a. Product Report

Judy Tarwater presented a product license summary report developed from the Excel output from AASHTOWare Manager. The report included licenses ordered as of 10/17/17.

Item	FY16	FY17	FY18	Sponsoring Agency
Bridge Design - 120-Day Evaluation License	2	12	0	
Bridge Design Developer License	1	2	1	
Bridge Design Educational License	14	7	7	
Bridge Design Single Workstation Option	1	4	3	
Bridge Design Special Consultant Option	36	34	31	
Bridge Design Unlimited Option	17	15	16	*
Bridge Design/Rating Service Units	50	94	89	
Bridge Rating - 120-Day Evaluation License	10	23	5	

Bridge Rating Agency Sponsored Consultant Licenses	2	3	3	Illinois, Michigan, Virginia
Bridge Rating Developer License	4	5	5	
Bridge Rating Educational License	17	7	7	
Bridge Rating Single Workstation Option	17	25	19	
Bridge Rating Special Consultant Option	369	348	320	
Bridge Rating Unlimited Option	34	39	40	**
Sponsored Consultant Licenses (Bridge Rating) - No Fee	N/A	59	72	Illinois Dept of Trans
Sponsored Consultant Licenses (Bridge Rating) - No Fee	95	87	74	Michigan Dept of Trans
Sponsored Consultant Licenses (Bridge Rating) - No Fee	92	85	70	Virginia Dept of Trans
BridgeLink Professional			1	Idaho TD

* Mississippi DOT is new to BrD Unlimited

** Non-Member BrR Unlimited Licensees:

- + HDR
- + HNTB
- + Michael Baker International



- + Stantec Consultant Services
- + TranSystems Corporation
- + Los Angeles County Public Works

3b. Service Unit Report

Baker presented the service unit summary report. 95 new service units have been purchased in FY2018. Baker provided training to LADOTD and NYDOT recently. Baker will plan to provide training to the Mississippi DOT and the Illinois DOT in the near future. The Illinois DOT training will be a direct contract with Baker and it is anticipated that 2 sessions will be requested.

3c. Evaluation Software Report

The current summary of BrDR software evaluations was discussed. We continue to receive requests for evaluation software. Only two survey responses have been received since the conversion of the survey from the Vovici Survey Instrument to Survey Monkey. Several consultant firms have licensed Bridge Rating following their evaluation of the software, a majority under the special consultant option and several under the Consultant Sponsored License from ILDOT.

Agenda Item 4: Support and Maintenance Report

4a. Incident and Support Summary

Baker presented the Defect History Report through release 6.8. Seventy-nine (79) new defects have been added since the Task Force meeting in June 2017. The total number of defects reported were 2298. Currently, 2152 defects have been resolved; 67 defects are not reproducible; 2 defects need more information; and 77 defects are unresolved.

4b. Progress on Bug Resolution

Baker reviewed Maintenance Progress reports for the 6.8.3 release as of 06/12/17. For the 6.8.3 release, out of 183 total reported incidences, 106 have been resolved and 77 are assigned for resolution.

4c. Enhancement List Update

Baker presented an update on the Enhancement List.

Forty-four (44) additional enhancements have been added to the BrDR Enhancement List since the last Task Force meeting. Baker will examine enhancement lists and ensure no duplicates exist.

Useability	BRDR-1419	Display data in Bridge Explorer windows based on tolerance settings
Useability	BRDR-1420	Customize the options for each access privilege
Library	BRDR-1422	Store standard strand pattern with library beam shape
Behavior	BRDR-1423	Input that can be calculated should automatically be calculated with option to override by user
Library	BRDR-1424	Add new library category for reinforcement
Library	BRDR-1425	Additional configurations for PS I and tee shapes
Wizard	BRDR-1426	Wizard based user interface for entering a bridge
Schematic	BRDR-1428	Show diaphragm schematic on the Bracing Deterioration window
Schematic	BRDR-1429	Drawing shown on window should be context-sensitive
Useability	BRDR-1430	Move Shear Reinforcement Definition to under Bridge instead of Superstructure Definition



Schematic	BRDR-1431	Show PS strands on Girder Profile schematic
Useability	BRDR-1432	Multi-cell box with fillet on slab overhang
Useability	BRDR-1433	Option for straight tendon profile
Useability	BRDR-1434	Copy field splice to bottom flange
Schematic	BRDR-1435	Schematic for cross-section based members
Technical	BRDR-1436	Option to account for 100% section loss
Schematic	BRDR-1437	Show bent and hook bars in the Reinforcement schematic
Miss Function	BRDR-1438	Create 3D model of the bridge
Useability	BRDR-1439	Ability to define substructures for curved superstructures
Miss Function	BRDR-1440	Design and analyze abutments
Useability	BRDR-1441	Ability to override vehicle path for Bridge Explorer rating
Behavior	BRDR-1442	Automatically calculate Effective Flange Width
Wizard	BRDR-1443	Additional Deck template for the Superstructure Definition Wizard
Schematic	BRDR-1444	Slab section schematic including reinforcing steel
Useability	BRDR-1445	Ability to define bent bars in culvert walls
Schematic	BRDR-1446	Show piles in 3D pier schematic
Schematic	BRDR-1447	Provide 2D pile schematic
Useability	BRDR-1452	Allow the users to pick the number of lines to be generated within the Slab Reinforcement window
Output	BRDR-1453	Report the most critical vehicle position when adjacent vehicles exist for 3D FEM analysis
Wizard	BRDR-1463	Create your own Wizard
Useability	BRDR-1474	Bridge Work Space Template/SS/Culverts/...Completely Defined Options Operation.
Output	BRDR-1487	P/S Longitudinal Reinforcement/Concrete Shear Eval.
Useability	BRDR-1490	Turn off overload inventory rating under control option
Output	BRDR-1493	In the Load Combination Legend from a 3D adjacent vehicle analysis, it would be helpful to list the actual truck name.
Miss Function	BRDR-1501	Add timber deck and generic deck types for truss superstructure
Miss Function	BRDR-1502	Add steel open grate decking for steel girder bridges and for steel trusses
Miss Function	BRDR-1503	Add regularly reinforced concrete channel beams as a beam type and superstructure type
Miss Function	BRDR-1504	Add timber slab bridges (nail laminated) as a superstructure type
Behavior	BRDR-1505	Distribution factors should be automatically calculated by default and automatically updated when bridge geometry or information changes



Miss Function	BRDR-1508	Allow analysis of channel beams as a reinforced concrete section
Behavior	BRDR-1545	Legal pair check box should be checked by default for Lane-Type Legal Load vehicle
Useability	BRDR-1550	Automatically add the lane load for permit vehicle for spans between 200 and 300 ft.
Output	BRDR-1551	Spec check should report strain with 6 decimal point accuracy
Library	BRDR-1553	Differentiate Bonded and Unbonded tendon cases when generating the Table for Phi factors

4d. Maintenance Issues

The Task Force discussed requests to include enhancements that the California DOT is interested in implementing. Caltrans would like to see patches for some of these enhancements in releases 6.8.2 or 6.8.3. The Task Force agreed that enhancements will not be implemented until releases 7.1 or 7.2, to allow the contractor to focus on modernization. However, the Task Force and the contractor agreed that a build could be developed for California which would include up to eight issues that California requested, and California would be asked to test the build. This approach would not have an impact on the 6.8.3 release.

Agenda Item 5: Enhancements

5a. Strategy for supporting User Funded Enhancements

Modernization ends in FY2020 and enhancements were discussed. The Task Force also discussed options to support the development of User Requested/Funded enhancements and the need to investigate opportunities to support the development of the impending Prestressed Design Tool, Phase 2 and Steel Design Tool Projects.

The following list of Agency requested enhancements was discussed:

Agency Requested (and funded) Enhancements include:

- **Mississippi DOT** – Rating Tool Enhancement: Addition of Post Tensioned Boxes - Mississippi would like to fund the addition of multicell concrete box girders to the Load Rating Tool.
- **Virginia DOT** – Rating Tool Enhancement: Addition of LRFR. Indiana and Louisiana had previously expressed interest in supporting this effort.
- **Illinois DOT** –Rating Tool Enhancement: Addition of LFR Floor Systems – Baker advised the Illinois DOT that the enhancement (LFR for floor system rating) requested for the Rating Tool is expected to be started next year (CY 2018) and will be included in the 7.0 release.
- **Idaho TD** –Rating Tool Enhancement: Addition of Concrete Box Culverts (LFR) – Baker advised the Idaho TD that the enhancement (culvert rating) requested for the Rating Tool is expected to be started next year (CY 2018) and will be included in the 7.0 release.
- **California DOT** - Caltrans is willing to fund the following enhancements for both the legacy and modernized product.
 - Modeling - (BRDRSUP-1306 – No Estimate) Allow user to choose a pinned connection at the top of column/support when using Integral with Substructure structure type. Currently software allows a pinned connection only at the bottom



of column/support. Pinned top of column details on "framed" structure types are possible as well as pinned connections forming after a seismic or other overstress event. Many RCB bridges that are integral with superstructure; however, they made them as "pinned" at top.

- LLDF –LLDF for One or Two Cell Box girder bridges. Phase 3 Development of MCB: Current AASHTO LRFD specification does not provide an expression to establish the LLDF for one or two cell box girders. Based on research done by UC-Davis, Caltrans has incorporated expressions for LLDF of one and two cell box girder bridges. This agency defined LLDF needs to be incorporated to the BrR software. LLDF need to have this enhancement now
- Agency LLDF –Limiting "Lever Rule" values of One Lane LLDF to Multi-Lane LLDF, since Multi-Lane LLDF includes the single Lane LLDF (with MPF of 1.2). Agency defined overwrite option - For exterior webs and girders, AASHTO recommends to use Lever Rule for exterior girder, however, they do provide an expression to establish the LLDF for the two more lane case. The researcher who developed this expression tells us that the Two or more lane expression includes the single lane LLDF (with MPF) and as a result, the single Lane LLDF cannot be greater than multi lane LLDF. As a result, we would like to create an option where single Lane LLDF based Lever Rule is limited to multi lane LLDF generated using AASHTO expression. This enhancement will cut down significant time in the future.
- Agency LLDF –When extending the range of applicability, limit the values to Lever

Rule (LLDF) Agency defined overwrite option - At present, when we extend the range of applicability the value established by the AASHTO equation sometimes exceeds the value established by the Lever Rule. We'd like to have an option (another overwrite option) to use the lowest of the Lever Rule or value established by the AASHTO equation. This enhancement is a good feature, not many example brought in by LREs yet.

- Agency LLDF –Establish the LLDF for exterior using "full box" case - set to interior girder LLDF. Agency defined overwrite option - Moment LLDF for exterior web of Current MCB is established by We/14 method. Specification allows us to set the value to interior web LLDF thereby establishing whole width LLDF. We'd like to have an option to choose one or the other method. This enhancement will be good for comparing our demand with CtBridge. Will assist in checking the designed by DES folks using CtBridge.

A determination for proceeding with some of the requests by California was also addressed in agenda item 4d.

5b. User Group Priorities Discussion (Tier 1 Enhancements)

Dean Teal provided the Task Force with the rankings of enhancements reflecting both 'raw' and 'weighted' prioritization. As many as 20-30 of the enhancements could be funded in 7.1 and 7.2 releases, so the Task Force requested that the Contractor provide estimates for the top 20 ranked enhancements. The raw and weighted ranking of enhancements has very little impact on the overall ranking.



5c. P/S Design Tool Phase 2 Enhancements

The Task Force asks Baker to update the cost estimate for the P/S Design Tool Phase 2 effort in earlier discussions. No additional discussion.

5d. 2018 Spec Updates

AASHTO now publishes the new Edition of the LRFD Specifications on a three year rotation. The 2017 LRFD Specifications will be published as the Eighth Edition and the 9th Edition will be published in 2020. However, interim changes will be balloted annually, and States may decide to implement those approved ballot items immediately. The MBE will continue to be published annually. Currently, users can toggle interims on and off. Todd will contact Erin Grady (AASHTO Publications) to find out the timeline on edits to the 2018 specs before the decision is made on whether or not to incorporate them into the 2018 bug fix release. MBE articles referring to the LRFD Specifications Section 5 will be inconsistent as this section is entirely rewritten in the Eighth Edition.

5e. Tier 1 Enhancements Action Items

Baker will provide cost estimates for the top user requested tier 1 enhancements.

Agenda Item 6: Modernization

6a. Update

The development of the User Interface should be complete in October of 2018. Progress on the Engine is not moving along as well as the User Interface. Baker is looking at options to augment the Engine development team staff. The plan is to release the Engine with version 6.8.3 without the inclusion of the re-written substructure engine in June of 2018. Releasing the engine components separately will simplify the testing process. 6.8.3 and 6.8.4 will include the legacy substructure engine. The re-written substructure engine will be released with 7.0.

6b. TAG Update

Dean Teal discussed the current TAG membership and provided the Task Force with information on which users have indicated that they could be available to conduct testing. The decision on whether or not on-site testing will be conducted in the spring of 2018 has not been made.

6c. Additional Window Changes

Baker presented proposed changes to the Deck Detail window's Adjustment Factors Tab and recommended removing this tab since the tab is no longer applicable in BrDR versions beyond 5.0. The Task Force unanimously agreed with the recommendation to remove the Adjustment Factors Tab.

Baker also proposed changes and a new window for the Bridge Explorer Modal Tab and menu to make it easier for licensees to manage BrDR users. The Task Force has agreed with the recommendations.

Agenda Item 7: FY2019 Preliminary Discussion

7a. Catalog

License fees for member agencies will remain the same. The Special Consultant option licenses will increase to \$5,000. Beginning with FY2020, annual license fees will be increased 3% per year across the board.

Language on the sunset of the pre-modernized release will be included in the FY2019 catalog to notify the users that June of 2019 is the first release of the modernized product and June of 2020 will be the last release of the legacy BrDR. Support for the legacy product will end in June 2021. Consensus is not to put an expiration date on the legacy software.



License Type	2018	2019 Proposed
BrD Unlimited	\$ 37,500	\$ 37,500
BrR Unlimited	\$ 37,500	\$ 37,500
BrD Workstation (1)	\$ 10,000	\$ 10,000
BrD Workstation (2+)	\$ 8,500	\$ 8,500
BrR Workstation (1)	\$ 10,000	\$ 10,000
BrR Workstation (2+)	\$ 8,500	\$ 8,500
BrD Consultant	\$ 4,600	\$ 5,000
BrR Consultant	\$ 4,600	\$ 5,000
BrD Agency Sponsored	\$ 90,000	\$ 90,000
BrR Agency Sponsored	\$ 90,000	\$ 90,000
Developers	\$ 500	\$ 500

Time and Materials Budget Item
TM 1 Project Administration
TM 2 Customer Support
TM 3 Maintenance Services
TM 3a Database Maintenance
TM 3b Routine Maintenance
TM 4 Application Infrastructure Upgrade Services
TM 5 Work Plan and Strategic Plan Development
TM 6 Meetings
TM 6a Task Force Meetings
TM 6b User Group Meeting
TM 7 Publications
TM 8 Task Force Directed Tasks
TM 8a Conceptual or Preliminary Design Tasks
TM 8b Cost Estimates
TM 8c Minor Tasks
TM 8d Maintenance Tasks
TM 9 Quality Assurance Reviews
TM 10 Marketing Support
TM 11 Issue Maintenance
TM 12 Third Party Developer Support
TM 13 Specification-related Updates
TM 14 Maintenance of Modernized System

7b. FY2019 MSE Work Plan

Baker presented the proposed FY2019 MSE Budget for the following tasks:

Agenda Item 8: Miscellaneous Topics

8a. Alaska DOT Request for Information

Judy Tarwater received an email from Alaska DOT on 09/20/17 requesting information on BrR. The Task Force is pleased with Alaska’s renewed interest in BrR.



8b. Quarterly Report Ohio

Quarterly BrDR Modernization Reports have been recently requested by Amjad Waheed (Ohio DOT) and Shanon Murgoitio (Idaho TD). Both have advised that their organizations require quarterly reports on the status of the project going forward.

The following information was provided to both Amjad Waheed and Shanon Murgoitio on 10/03/17.

Work Completed to Date

User Interface: Mockups of the modernized UI have been prepared and approved. The framework for the Bridge Workspace has been completed. The windows are being developed based on the approved mockups.

Engine: The analytical engine is being developed based on the framework that was developed for the Prestressed Design Tool for the multi-girder structure types. For other structure types the legacy engines are being directly converted.

Work Remaining

User Interface: All remaining windows are being developed based on the mockups.

Engine: Work continues on the conversion of the analytical modules.

Percent Complete

User Interface: 28%

Engine: 20%

Estimated Completion Date

User Interface: June 2019

Engine: June 2018

Baker will develop Quarterly BrDR Modernization Status Reports in January, April, July, and October and forward to Judy Tarwater. Judy to forward the Quarterly Status Reports to the BrDR Modernization Project participants.

8c. NSBA - Simon

Chris Garrell from National Steel Bridge Alliance (NSBA) is expected to contact the Task Force regarding implementing SIMON into BrDR as a new engine and possibly a new steel design tool.

SIMON is a line girder analysis software that can be used to analyze straight and low skew plate girder and tub girder bridges. Simon is a viable option for those bridge projects that don't require a 3D finite model and where hand calculations would be too involved. For 2016 the product features a number of enhancements:

- 7th Edition AASHTO compliant.
- Additional user documentation. The black box has been opened up. Read about what the program is doing and how it is doing it.
- Internally calculated live load distribution factors.
- Deck pour sequencing.
- Web depth optimization feature. Software will iterate designs above and below trial web depth.
- Tabulated splice input information. The output screen from Simon matches the input screen for NSBA Splice, making for easy information transfer between the two programs.

The Task Force supports registering multiple engines into BrDR.

Agenda Item 9: Third Party Issues

9a. Long-term Strategy

The BRASS engine has not yet been updated to work with BrDR 6.8.2.

Agenda Item 10: User Group

10a. Summary Minutes from August Meeting

The summary minutes for the August BrDR Task Force meeting in Kansas City, KS 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 RADBUG) for posting on the RADBUG website.

10b. Follow-up Actions from the 2017 RADBUG Meeting

The Task Force had a few take aways from the User Group meeting, including and discussed some marketing recommendations.

10c. 2018 RADBUG Venue

The 2018 RADBUG meeting will be held August 7 – 8, 2018 at the Grove Hotel in Boise, ID. The BrDR Task Force will meet on August 9, 2018.

Shanon Murgoitio, 2018 RADBUG President, is working within ITD to move forward with licensing both BrR and BrD in FY2019. She plans to secure an evaluation copy of BrD late this fiscal year to get a jump on implementing it in FY2019. With the 2018 RADBUG meeting in Boise, ITD will be able to allow a large group of designers to attend the conference in line with implementing the software within their department.

The incoming RADBUG Officers are George Huang, California DOT (VP Rating) and TBD, Colorado DOT (VP Design). However, the Colorado DOT subsequently backed out. The User Group has not yet filled the VP Design position.

Agenda Item 11: Work Plans

11a. Planning Estimates

No discussion. This will be a focus of the January Task Force meeting.

11b. Future Work Plans

FY19 MSE work plan with specification changes discussed previously (agenda item 8b). The PS design tool phase II and other potential

enhancement work will be combined into a single work plan.

Agenda Item 12: FHWA Update

Tom Saad provided the following report:

FHWA Bridge Load Rating Webinar Series

The FHWA hosted the 22nd webinar in the FHWA Bridge Load Rating Webinar Series entitled 'Bridge Load Rating and Posting - State Practices' on October 31st. Presentations showcased specific practices and procedures deployed by the Delaware and West Virginia State Highway Agencies to accomplish bridge load ratings. The webinar, along with 21 other webinars, have been recorded for information and can be found at <https://www.fhwa.dot.gov/bridge/loadrating/>.

Mid-Atlantic States Load Rating Program Peer Exchange

The Mid-Atlantic States Load Rating Program Peer Exchange was held on September 19-21, 2017. The exchange allowed the opportunity for load rating specialists from Delaware, the District of Columbia, Maryland, Virginia, West Virginia, Puerto Rico, Arkansas and Kansas to share bridge load rating, posting and permitting practices used by each agency and to discuss current issues of high priority to load rating engineers. The program presentations and links to State-specific load rating program guidelines will be made available, along with the program information collected during 3 previous regional peer exchanges, soon. Thirty-two State DOT's load rating specialists have participated in these exchanges and FHWA plans to host Load Rating Program Peer Exchanges for the Northwest and Southwest State's specialists in CY 2018 and 2019, respectively.

Synthesis Report to be developed to document concrete component shear analysis challenges



FHWA has recently initiated a study to prepare a synthesis report on concrete bridge component shear load rating. State Highway Agencies have been load rating concrete bridges to meet the regulatory requirements and to serve operational and management needs, however, for years, engineers face challenges when applying the provisions in the AASHTO Specifications to conduct shear load rating for existing concrete bridges designed to past and current standards. There is a distinct lack of knowledge about how past and current shear design procedures for various types of bridge components compare and load rating engineers often lack confidence in the results of shear evaluations. In addition to identifying technical difficulties in shear rating faced by States, it is expected that the report will also provide a summary of States' practice (such as policy, procedure, and means and methods) on load rating of concrete bridges in their inventory. Results of this study will be available in 18 to 24 months and it is anticipated that the work will provide recommendations and best practices for concrete component shear evaluation.

Tunnel Load Rating Guide to be developed

FHWA has also initiated a project to develop Tunnel Load Rating Guidelines. The National Tunnel Inspection Standards require tunnel owners to load rate tunnel components subject to heavy traffic loads and report load rating and posting information to the National Tunnel Inventory. The objective of this project is to develop guidelines to clarify which tunnel components need to be load rated, practical methods for load rating tunnel components and example load ratings to demonstrate the procedures for load rating tunnel elements. It is anticipated that the guidelines will be available to engineering specialists within 24 months.

National Highway Institute Load Rating Training

The New Jersey DOT recently hosted the 4-day National Highway Institute training course, Load and Resistance Factor Rating of Highway Bridges, and the Texas and South Dakota DOTs are hosting sessions in the upcoming months. Please reference the National Highway Institute website Course Number 130092 if you wish to sign up to participate in one of the upcoming training sessions, or if your State is interested in hosting a session.

FHWA Sunsets the Bridges of Opportunity Initiative

A FHWA Memorandum dated August 17, 2017 sunsets the Bridges of Opportunity Initiative. The Bridges of Opportunity Initiative was established in 2013 to obtain a clearer understanding of the actions being taken to ensure the continued safety and mobility of the traveling public on National Highway System (NHS) bridges. The initiative asked for FHWA Division Offices to work closely with State DOTs to discuss management of NHS bridges with very low structural condition ratings with the intent to ensure that appropriate management strategies are in place to minimize the risk of unanticipated restrictions on, or closures, of these bridges. Over the last four years, the number of bridges identified by the Initiative steadily dropped from 615 bridges in 2013 to 441 bridges in 2016. More than 200 of the 441 bridges identified last year have been replaced or are under construction. The FHWA will sunset this initiative as the establishment of the National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program (PM2) Final Rule requires the State DOTs to establish performance targets for these NHS bridges which will fall into the category of "Poor" condition.



FHWA Load Rating Specialist added to FHWA Office of Bridges and Structures

Linh Warren has joined the FHWA Office of Bridge and Structures as a Load Rating Specialist. Linh comes to HIBS from FHWA EFLHD Bridge Office where she has been since 2009. Linh has been a key person in the delivery of many complex and challenging projects such as the Arlington Memorial Bridge, New River Parkway Bridge, and the Blue Ridge Parkway Bridge over I-26. Lubin Gao continues to serve as FHWA's Load Rating Engineer and with the increasing demand for development of policy and procedures for load rating nation's highway bridges, Linh will provide additional support to FHWA's efforts.

Trombino nominated to lead the FHWA

President Trump has nominated former Iowa Department of Transportation director Paul Trombino III to serve as the FHWA Administrator. Trombino is currently the president of McClure Engineering Co., a civil engineering company focused on transportation, aviation, water, and structures projects. He served as head of Iowa DOT Iowa from 2011 to 2016. Trombino also served as the 2015-2016 president of the American Association of State Highway Transportation Officials (AASHTO) and as the 2016 vice chairman of the Transportation Research Board Executive Committee. In addition to leading the Iowa DOT, Trombino had a similar role with the Wisconsin DOT from 2001-11.

Agenda Item 13: FY17 BrDR QA Report

Judy Tarwater presented a summary of the FY17 BrDR QA Report.

Agenda Item 14: Licensing Issues

14a. Third-Party Add-Ons

To Date the Idaho TD has licensed the PGSuper Professional product. The Kansas DOT and the Massachusetts DOT are in the process of

licensing the software given the fact that the expiration of their software was not coincident with the AASHTO fiscal year.

The conversion of the BridgeSight licenses going through AASHTO has been a bit bumpy with BridgeSight dropping the ball on the delivery of the software to Idaho and being a bit slow on notifying their current users that the software for the current fiscal year must be ordered through AASHTO. Things seem to have smoothed out recently; however, it has been a bit time consuming trying to keep everything moving forward.

14b. Future of Bundling Modules (Post-Modernization)

No discussion.

14c. BrDR Unlimited License Fees for Consultants

Discussed under Agenda Item 7a.

Agenda Item 15: Marketing Activities

Discussed during the joint Task Force meeting. Todd Thompson will develop a quarterly update to be sent to the BrDR community following this meeting.

Agenda Item 16: Review Action Item list from this meeting

Tom Saad read the action items recorded during the meeting.

Agenda Item 17: Task Force Executive Session (as needed)

No Executive Session was held. The meeting adjourned Thursday, November 2, 2016 at 11:45pm.

