

**Summary Minutes Of The
AASHTOWare Bridge Design-Rating (BrDR) Task Force Meeting
November 5 - 6, 2019
Portland, OR**

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

Date: Tuesday, November 5, 2019

Participants:

AASHTO	Judy Tarwater	AASHTO	Project Manager
SCOA	Tim Armbrecht	SCOA	SCOA Liaison
T&AA	Will Holmes	T&AA	T&AA Liaison
BrDR Task Force	Todd Thompson	South Dakota DOT	Chair
	Mark Bucci	Louisiana DOTD	Bridge Rating (BrD)
	Joshua Dietsche	Wisconsin DOT	Bridge Rating (BrR)
	Michael Johnson	Idaho TD	Bridge Rating (BrR)
	Dean Teal	Kansas DOT	Bridge Design (BrD)
	Tom Saad	FHWA	FHWA Liaison
	Vinacs Vinayagamoorthy	California DOT	Bridge Rating (BrR)
BrM Task Force	Kent Miller	Nebraska DOT	Bridge Management
BrDR Contractor	Herman Lee	Michael Baker, International	BrDR Contractor
	Geoff Trees	Michael Baker, International	BrDR Contractor
Guest	Tim Jennings	AASHTO	T&AA

Notes Taker: Judy Tarwater and Michael Johnson.

Agenda Item 0: Review Agenda/Assign Minutes

Recorder

Todd Thompson opened the meeting at 8:00am. The agenda was reviewed and one additional topic was added.

Agenda Item 6h: Database Validation Tool

Todd Thompson advised that the Task Force will likely have several separate executive sessions during the course of the day and a half meeting. Todd welcomed Tim Jennings to the meeting and attendees performed self-introductions.

Agenda Item 1: Prior Business

1a. Review August Meeting Minutes

Minutes from the August 1, 2019 Task Force Meeting in South Lake Tahoe, CA were reviewed. One minor change was made on page 15 under

agenda item 5c, second bullet. "Current" was changed to "Currently". With that correction, the meeting minutes were approved.

1b. Review Action Items

Vinacs reviewed the Action Items and updates were provided to the Task Force.

Agenda Item 2: Financial Overview and Work Plan Summary

2a. Update of the FY2020 MSE Work Plan

Baker provided an update on the FY2020 MSE work plan as of 09/30/19.

2b. Overview of 7.1 Project Work Plan Closeout (09/30/19)

Baker provided a summary of the activities associated with the work performed under the BrDR 7.1 Project contract through the 09/30/19 work end date.



2c. Overview of 7.0 Modernization Project Work Plan Closeout (10/31/19)

Baker provided an update on the Modernization Project work plan as of 09/30/19. To recap:

- Phase 1 – modernized engine
- Phase 2 – modernized engine with modernized user interface (UI)
- Phase 3 – modernized engine, UI, and enhancements

Agenda Item 3: Update on BrDR Licenses (FY2020)

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 10/29/19.

Item	FY18	FY19	FY20	Sponsoring Agency
Bridge Design - 120-Day Evaluation License	5	2	3	
Bridge Design Developer License	2	1	2	
Bridge Design Educational License	11	12	6	
Bridge Design Single Workstation Option	3	4	5	
Bridge Design Special Consultant Option	39	31	29	
Bridge Design Unlimited Option (Members)	16	16	16	
Bridge Design Unlimited Option (Non-Members)	N/A	0	0	
Bridge Design/Rating Service Units	94	38	106	

Item	FY18	FY19	FY20	Sponsoring Agency
Bridge Rating - 120-Day Evaluation License	16	6	2	
Bridge Rating Agency Sponsored Consultant Licenses	3	4	4	ILDOT, MIDOT, OHDOT, VADOT
Bridge Rating Developer License	6	7	7	
Bridge Rating Educational License	11	13	5	
Bridge Rating Single Workstation Option	59	26	20	
Bridge Rating Special Consultant Option	438	358	328	
Bridge Rating Unlimited Option (Members)	41	35	34	
Bridge Rating Unlimited Option (Non-Members)	N/A	12	16	
Sponsored Consultant Licenses (Bridge Rating) - No Fee	139	119	109	ILDOT
Sponsored Consultant Licenses (Bridge Rating) - No Fee	107	94	90	MIDOT
Sponsored Consultant Licenses (Bridge Rating) - No Fee		99	83	OHDOT
Sponsored Consultant Licenses (Bridge Rating) - No Fee	84	78	72	VADOT
PGSuper Professional	2	3	3	KDOT, MassDOT, ORDOT
BridgeLink Professional	1	2	2	ITD, MSDOT



3b. Service Unit Report

Baker presented the service unit summary report. 106 new service units have been purchased in FY2019.

3c. Evaluation Software

The current summary of BrDR software evaluations was reviewed. Caltrans advised that they are disappointed that AASHTOWare Bridge Design does not support Multi-Cell Box (MCB) design. Vinacs advised that Caltrans will document their Bridge Design evaluation findings, issues, and suggestions and forward these to Todd Thompson for Task Force review and possible action.

Agenda Item 4: Support and Maintenance Report

4a. Incident and Report Summary

Baker presented the Defect History Report through release 6.8.3. Ninety-five (95) new defects have been added since the Task Force meeting in June 2019. The total number of defects reported were 2669. Currently, 2478 defects have been resolved; 96 defects are not reproducible; 3 defects need more information; and 92 defects are unresolved (two of which are critical issues, a decrease of 24 since the June Task Force meeting). A majority of the new defects reported are associated with the delivery of the brand new modernized engine.

4b. Progress on Bug Resolution

Baker reviewed Maintenance Progress reports for the 6.8.4 release as of 10/17/19. Out of 191 total reported incidences, 190 have been resolved and 1 is assigned for resolution. The Task Force will discuss how/when to distribute a 6.8.4 update when the final unresolved incidence is resolved.

Baker reviewed Maintenance Progress reports for the 7.1 release as of 10/17/19. Out of 202 total reported incidences, 111 have been resolved and 91 are assigned for resolution.

4c. Enhancement List Update

Baker presented an update on the Enhancement List. TAG Enhancements Bucket List and total BrDR Enhancement List.

Sixteen (16) additional enhancements have been added to the TAG Enhancement List since the last Task Force meeting.

Miss Function	BrDR-2212	Both Add Option for Multiple Rectangular Voids in PS Box Beams
Technical	BrDR-2222	Both Steel Deck Truss Bridge: Modern AASHTO engine pulling incorrect member shape and analyzing incorrect (see moment computed for DL Output BRDR-2230 Enhancement medium 15800 6/18/19 BrR 6.8.3.3001 is computing different values than 6.8.2.3001 for Simult Vu under 9.20.2.2 Shear Strength Provided by Concrete
Useability	BrDR-2295	Both Improving analysis time by utilizing different approaches when/how the rebar development Length is established
Miss Function	BrDR-2296	BrR Truss gusset plate appears to not use the adjacent vehicle input for the LFD shear gusset plate rating
Output	BrDR-2297	Both BWS Report Suggestions
Useability	BrDR-2302	Both Analysis Option Default
Useability	BrDR-2303	Both Wearing Surface Default Load Case
Useability	BrDR-2304	Both BWS Report Template Default Filepath
Miss Function	BrDR-2309	BrR Allow for LRFR output with all trucks and lane/impact loading types (similar to LFD).
Useability	BrDR-2332	Both Bent Welded Wire Reinforcement
Miss Function	BrDR-2339	BrD LFD or LRFD of PT-MCB and RC-MCBoxes are not supported within BrD software



Output	BrDR-2362	BrR Truss Panel Point Concurrent Forces
Technical	BrDR-2382	BrR Revise Forces used in Moment-Shear Interaction Calculations
Useability	BrDR-2383	Both Missing default rating method option for analysis member
Useability	BrDR-2391	BrR LRFR Permit With Adjacent Vehicle

4d. Maintenance Issues

No discussion.

Agenda Item 5: Enhancements

5a. Rating Tool LRFR MCB, LRFR Multi-girder (RC, PS, Steel)

Todd Thompson followed up with VDOT and INDOT on 08/03/19 regarding the estimate for the Rating Tool LRFR MCB, LRFR Multi-girder (R/C, P/S, Steel) enhancement. The Task Force is interested in discussing this enhancement for possible inclusion in 7.2.

The Task Force discussed the fact that the user community at large has not yet embraced the need to move forward with the LRFR Rating Tool enhancement at this time. Several states have expressed an interest in getting all the functionality implemented with LFR before moving forward with LRFR. The Task Force made the decision to put this effort on hold until the 2020 RADBUD meeting. Vinacs agreed to take the lead on moving this enhancement forward.

5b. SIMON Import Tool

Josh Dietsche had a conversation with NSBA, the SIMON representative, on 07/15/19. The take aways from their discussion included the following.

- SIMON is still very interested in working with BrDR. NSBA advised that they have had multiple inquiries about if and when SIMON

would be compatible with BrDR. NSBA suggested that they might be interested in attending a future task force to discuss possible options to move forward.

- Currently it appears that an import/export tool would be best option.
- SIMON is currently working with Michael Baker for spec updates and as much as they can afford for enhancements.
- NSBA also asked if the Task Force would consider a joint funding initiative to support the development of the import/export tool

NSBA advised that they are currently developing his budget for next year and, at this point, they are interested in a rough cost estimate for planning purposes. The scope of the estimate is limited to providing the ability to pull SIMON files into BrDR. There is some benefit to converting BrDR to Simon (retrofitting existing girder, validation of steel girders designed in Bridge Design, etc.)

Agenda Item 6: Miscellaneous Topics

6a. BRDRSUP-2345: MBE 6B.7.2 Posting Loads

Dean Teal presented input on the MBE 6B.7.2 – Posting Loads from several sources within the BrDR user community. The analysis settings in BrDR have not been developed to support the analysis of spans over 200 feet in length where the code requires the selected legal load to be spaced with 30 feet clear distance between vehicles to simulate a train of vehicles in one lane and a single vehicle load should be applied in the adjacent lanes(s). Further, the code dictates “When the maximum legal load under state law exceeds the safe load capacity of a bridge, restrictive posting shall be required.”



The Task Force discussed the need to perform research in this area to determine how specific use cases should be handled within BrDR. This issue has been submitted to T-18 to be considered for future research opportunities. The Task Force also discussed the need to include this topic on the 2020 RADBUDG meeting agenda to promote awareness within the BrDR user community. At a minimum, BrR should be modified to include a warning message to alert the user of the additional issues that must be considered when a span exceeds 200 feet in length. Baker advised that a patch could be applied to both the legacy and the modernized engines to include the span length warning message.

6b. Patch for 6.8.4 AASHTO Engine

The Task Force discussed several options for patching the 6.8.4 AASHTO Engine to include bug fixes since the 6.8.4 release.

6c. Service approach (cloud based) load rating solution

Baker discussed the idea of looking for opportunities to move forward with a SaaS type solution for bridge load rating. One possible approach would be to begin with the development of a prototype application to test the concept. The Task Force directed Baker to hold a webinar with automated load rating tool users, to include MSDOT, ILDOT, INDOT, WisDOT, ITD, and KDOT, to capture load rating tool user needs and use cases.

6d. Jira Service Desk Implementation

Baker started working on moving BrDR users from JIRA to JIRA Service Desk platform last week. All BrDR users should be moved to JIRA Service Desk in the next two weeks. The number

of JIRA users remaining after end users have been moved to JIRA Service Desk is expected to be less than 50.

6e. MBE Load Rating Examples

Tim Armbrecht advised that during the T-18 mid-year meeting the committee discussed the need to update all of the BrDR examples that are included in the MBE. Vinacs is working to update example #3 by 11/15/19 to get it ready for distribution to the T-18 committee members by 12/15/19 and posted on the COBS portal by the end of January.

6f. WVDOT LARS to BrR models Service Unit work

Baker presented an overview of the scope of the WVDOT service unit project to enhance the BrR 6.8.4 BARS Import Utility for importing the nine (9) Bentley LARS exported .dat files provided by WVDOT into the BrDR database. This service unit project includes building and delivering the enhanced BARS Import Utility. The Bentley LARS exported .dat file format is proprietary. Initial assessment of the required work effort was performed by analyzing the error messages issued by the BrR 6.8.4 BARS Import Utility and the comments provided by WVDOT bridge engineers (see Attachment A). The number of additional data items require to complete the BrR model can only be easily identified by reviewing the imported BrR model and the BrR rating results. These additional data items will most likely require custom changes to the existing BARS Import utility. The additional custom changes are not included in this service unit work.

The 9 Bentley LARS exported .dat files provided by WVDOT are:



- F02A065_simple composite prestressed ibeam LFR.dat
- F02A125_simple composite prestressed ibeam LRFR.dat
- F02A146_continuous composite steel LRFR.dat
- F12A088_simple reinforced concrete slab LFR.dat
- F14A014_simple span w beam timber deck LFR.dat
- F19A063_continuous span composite prestressed ibeam LRFR.dat
- F29A091_continuous reinforced concrete slab LRFR.dat
- F33A070_simpe span concrete adjacent box beams LRFR.dat
- F33A071_simple span composite steel LRFR.dat

The Task Force approved the WVDOT service unit project.

6g. Software Release Distribution

The Task Force discussed the 'lists' used to email information to the BrDR user community when new releases of the software are released. The Task Force made the decision to continue to send future releases to 1) the shipping designee (if a shipping designee is provided) or 2) to the end user designee. In addition, a separate email communicate will be sent to the BrDR user community at large to let them know that the release was forwarded to their shipping or end user designee on a specific date.

6h. Database Validation Tool

Baker proposed the Task Force support the development of a tool to be delivered with future versions of BrDR to allow the organization's IT departments to allow the user to login and validate the schema in their database. The activity would produce a report that could be forwarded to Baker to help them analyze and resolve agency database problems.

6i. AASHTO Specification Documentation

The Task Force discussed the need for the new contractor to have access to past versions of the AASHTO specification documents.

6j. BrDR 7.0 Bug Fixes under the FY20 MSE

The Task Force made the decision to allow Baker staff to correct critical show-stopper bugs reported from the beta release of BrDR 7.0 under the Task Force Directed work Time and Material task (8d. Maintenance) in the FY20 MSE.

Agenda Item 7: Third-Party Issues

7a. Long-term strategy

The task force discussed issues related to third party software development.

Agenda Item 8: User Group

8a. Summary Minutes from the August Task Force Meeting

The summary minutes for the August BrDR Task Force meeting in South Lake Tahoe, CA 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.

8b. Follow-up Actions on RADBUG Presentations identified for possible changes

The Task Force reviewed the RADBUG presentations identified for possible changes and discussed Baker's documented comments and recommendations for each.

- Truss Analysis LFR and LRFR - Elizabeth Befikadu, AI Engineers
- Connecticut DOT's Approach to LRFR Truss Analysis - Chris Patria, Connecticut DOT



- iii. Modeling Curved Steel Bridge Girder Bridges - Robert Fulton, Michael Baker International
- iv. AASHTOWare BrR Workarounds - David Ward, California DOT

There were no issues with this presentation.

8c. Follow-up with BrDR Survey Respondents

Judy Tarwater was able to reach eight (8) of the ten (10) BrDR survey respondents who wished to be contacted by the Task Force. The feedback was documented and presented to the Task Force for their information and further action.

Agenda Item 9: Work Plans

9a. Planning Estimates

No discussion.

9b. Future Work Plans

No discussion.

Agenda Item 10: FHWA Update

Tom Saad provided the following FHWA update.

FHWA recently updated the National Highway Institute (NHI) Course No. 130092, *Load and Resistance Factor Rating of Highway Bridges*, to bring the course up-to-date with MBE revisions that have been adopted in recent years. This course is currently scheduled to be delivered in Iowa, Rhode Island, Texas and South Carolina in upcoming months. Participants may register for open seats for courses that have been scheduled at <https://www.nhi.fhwa.dot.gov/course-search?tab=0&key=130092&res=1>. Additionally, excellent Reference Manuals that coincide with many of the FHWA NHI Course curriculum for bridge design and analysis engineers are available at <https://www.fhwa.dot.gov/bridge>.

The FHWA Notice of Proposed Rulemaking (NPRM) updating the national bridge inspection standards is scheduled to be published on November 12, 2019 at

<https://federalregister.gov/d/2019-23929>. There will be a 60-day comment period for the public to offer suggestions to the proposed regulation.

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary to update the National Bridge Inspection Standards (NBIS). Through the NPRM, FHWA proposes to update the NBIS to address MAP-21 requirements, incorporate technological advancements including the use of unmanned aerial systems, and address ambiguities identified since the last update to the regulation in 2009. The FHWA also proposes to repeal two outdated regulations: The Highway Bridge Replacement and Rehabilitation Program and the Discretionary Bridge Candidate Rating Factor. The FHWA will host a webinar on November 13th to brief State Highway Agencies on the content of the NPRM.

FHWA report FHWA-HIF-18-061, *Concrete Bridge Shear Load Rating Synthesis Report*, is intended to provide guidance for the bridge community to address challenges that are commonly faced when rating concrete bridge components for shear. The report can be downloaded at <https://www.fhwa.dot.gov/bridge/loadrating/pubs/hif18061.pdf>. The objective of the study was to determine why shear ratings are often low when little visual distress is observable, and to make suggestions for the best approaches for analyzing concrete shear behavior to develop confidence in shear load rating results. The report provides recommendations for improved implementation to increase the accuracy in establishing concrete element shear capacity.



The second phase of this work is underway with the objective of providing specific guidance to better ascertain the shear capacity of concrete bridge components. This phase of work will also develop concrete shear analysis examples that will illustrate the application of improved approaches to determine shear capacity.

FHWA hosted the Southwest States Load Rating Program Peer Exchange in August of 2019. This was the sixth regional peer exchange in as many years and allowed load rating specialists from the States of Alaska, Arizona, California, Hawaii, New Mexico, Nevada, Oklahoma, Oregon and Texas to discuss challenges and share best practices in bridge load rating, posting and permitting.

The FHWA Office of Bridges and Structures hosted a webinar on October 29, 2019 to provide an overview of the recently published *Reference Guide for Load Rating of Tunnel Structures*. The guide, which includes four load rating examples, supports the need for State Highway Agency's to load rate tunnels in accordance with the National Tunnel Inspection Standards. The webinar was the 28th in the series that is offered to provide guidance to structural engineers on bridge load rating. All of the recorded webinars and guide can be found at <https://www.fhwa.dot.gov/bridge/loadrating/>.

Mala K. Parker has been named Deputy Administrator of the Federal Highway Administration (FHWA). Mala has served as Acting Deputy Administrator since July 2019 and as Associate Administrator for Highway Policy and External Affairs since July 2017. Prior to joining FHWA, she was the Vice President for Coalitions at the American Trucking Associations. She also served in leadership roles

with Secretary Chao at the U.S. Department of Labor from 2002 to 2009.

Agenda Item 11: Five Year Projection for BrDR

The five year projection was presented to the Task Force during executive session.

Agenda Item 12: Licensing Issues

12a. Third Party Add-ons

No discussion.

12b. Design Tools

No discussion.

12c. International Licensing – Ethiopia

A consultant approached Judy Tarwater to ask about the possibility of AASHTO offering a condensed version of BrDR (i.e. a version with only a limited number of structure types) that could be licensed to international customers at a lower price. They mentioned that they are working with government entities in Ethiopia and are hoping to help them find software that they can use to support their bridge design and rating needs. Since all of their complex structures are contracted out, the software needed for their in-house use needs to support only basic structure types. They believe BrDR could be a potential solution for them if we are able to offer a “light” version at a reduced price.

The consultant forwarded the following information on the specific structure types they use (and would like to be supported by the software solution they choose).

- Bridge types they need to be able to design
 - Simply supported beam type of analysis and design is the only choice all consulting firms use for road and bridge



- projects due to the simplicity and ease of construction
- Slab, t-girder and box-girder are the common geometry used for simply supported type of bridge design.
 - Continuous slab or girder bridge type of designs are not being designed by their senior bridge engineers
 - Many major river crossing roads in Addis Ababa require Cable-stayed bridge to achieve aesthetics and durability; however, they have not yet been able to accomplish this to date.
 - Many African capital cities have at least have one cable bridge which are considered to be icons.
 - Material types: steel, RC, concrete, prestressed concrete, post-tensioned concrete
 - They only use C-30 RC concrete material for bridge structure design.
 - Chinese contractors are using prestressed concrete for medium and long span bridges.
 - Regarding steel bridges, since steel is very expensive in Ethiopia, they only use a prefab baily steel bridge only which will be assembled on site. There are many bailey bridges everywhere in the country on major state highways, they need to be replaced by conventional bridge since they are installed for short term relief. Baily steel bridge is only superstructure component, the substructure is either masonry or RC concrete abutment or wing wall.
 - Geometry type: straight, curved, flared, arches, frames, culverts
 - We only design straight and skewed bridges. There are some bridges designed and constructed by the Chinese with are flared and have curved geometry.
 - Culvert design is their routine task for most road design work.
 - They design three types of culverts: pipe culvert, slab culvert, and box culvert. Depending on the hydrologist recommendation the number of openings or cell could vary from one to up to three.
 - The Ethiopian Road Authority (ERA) design code is prepared based on AASHTO code, so they often refer and use AASHTO code and standards in line with ERA manuals.
 - As per the ERA 2013 Bridge design manual, they currently use the LRFD method
- The Task Force discussed looking into whether or not the Ethiopian government/consultant firms acquired the AASHTO Bridge Design Specs from AASHTO.

Agenda Item 13: Marketing Activities

13a. Website Marketing

The Task Force discussed the need to expand the reach and scope of the website marketing of BrDR. This topic has been discussed to some degree during previous Task Force meetings, resulting in the identification of several strategies that could potentially be pursued. Given the upcoming change in BrDR contractor, the Task Force made the decision to table additional discussion on this topic until the new contractor is on board.



13b. Update BrDR Product Brochure

Baker presented updated Bridge Design and Bridge Rating product brochures for Task Force review and comment.

Agenda Item 14: BrDR Modernization Quarterly Status Report

Baker presented the draft version of the BrDR Modernization Project Quarterly Status Report for Task Force review and comment.

Agenda Item 15: Review Action Item list from this meeting

Judy Tarwater read the action items recorded during the meeting.

Agenda Item 16: Task Force Executive Session (as needed)

Meeting was adjourned at 4:40pm.

