



## Product New Features

Exciting new features are now available with the recently released Bridge Management version 5.2.1 and will be available with the upcoming release of Bridge Design and Rating version 6.7. Some of the improvements to watch for:



### AASHTOWare Bridge Management™

- Ability to create, edit, and manage network corridors;
- Ability to implement work accomplishments;
- Initial Bridge Analysis Dashboard creation (further functionality added in later phases of 5.2);
- Utility Function Admin page – allows users to control the inputs (criteria, scaling, and weight) for their network wide utility functions;
- Bridge Utility Detail Page which displays how the overall utility of a bridge was calculated;
- Ability to edit scaling function using an interactive graph, chart or equation line;
- Google Mapping application which allows users to export filter results into an interactive map, as well as click and drag coordinates of the bridge;
- Key updates to BrM security;
- Enhanced Browser Compatibility (IE10, Chrome, Firefox);



### AASHTOWare Bridge Rating™

- Rating for truss gusset plates and steel girder splices;
- Cut top strands for prestressed concrete beams;
- Specification updates in the AASHTO LRFR engine for the MBE 2nd Edition, 2015 Interim;
- LRFR for floor systems (floorbeams and stringers and longitudinal trusses);
- Improvements for 3D straight and curved girder analysis;
- Numerous Task Force and User Group requested enhancements;



### AASHTOWare Bridge Design™

- Bridge Design Superstructure follows the same release schedule as Bridge Rating and shares much of the same functionality, though focused on Load and Resistance Factor Design (LRFD);
- Specification updates in the AASHTO LRFD engine for the LRFD 7th Edition, 2015 Interim (now includes the 4th Edition, 2008 Interim through the 7th Edition, 2015 Interim);
- Design-review of steel girder splices;
- Numerous Task Force and User Group requested enhancements;

See the following pages for more information and a 'sneak peak' at some of these features!

## A Letter from the Chairman

Greetings from the AASHTOWare Bridge Task Force! It has been another great year for the AASHTOWare bridge products. The Task Force is very grateful for your continued support of the AASHTOWare Bridge products, as your support encourages us to continue to work hard to provide software to member agencies and their consultants, making their jobs easier and ultimately benefitting the traveling public.

Bridge Management 5.2.1 SP2 was released this winter. This Service Pack release included the newly released National Bridge Element (NBE) data format to allow data submittal to FHWA and a 64 bit version of the enterprise software. Our Vice-Chairman, Eric Christie, will provide additional details on our 5.2 project progress on page 7 of this newsletter.

Bridge Design/Rating version 6.6 was successfully released in July of 2014, and we look forward to the release of 6.7 this year. Version 6.7 is scheduled for a June 2015 release. It will include a number of exciting new enhancements, including the ability to do gusset plate rating, splice analysis, implement RC Slab system in substructure,

and LRFR rating for floor systems, as well as all of the specification updates approved during the 2014 SCOBS annual meeting and some of the user voted enhancements from the 2014 Rating and Design Bridge User Group (RADBUG) meeting. A new prestressed concrete design tool is being worked on and will be a stand-alone tool as part of Bridge Design. The contractor, Task Force, and Beta Technical Advisory Group (TAG) have had significant proposals and reviews and have a plan to create our first design tool. Work continues to be done to modernize the finite element engine currently being used in the Bridge Rating- Design product. This is actually one of the first steps in the complete modernization effort planned for the product.

Bridge Design/Rating continues to develop the plan to "modernize" the software. We started the Phase 2 of modernization this past year. The contractor and Task Force have been working on producing an architecture design for the modernization of Bridge Design/Rating product. The contractor has done some initial architecture design, has evaluated various alternatives and has done some experimenting to prototype how to move forward, including a solicitation to the member agencies to fund this effort.

It has been a pleasure to serve the Task Force as the Chairman in my first year. I would really like to thank Tim Armbrecht, former Chairman, for all his work on the Task Force and especially for his last 4 years as the Chairman. All of his hard work, fifteen years being involved with the AASHTOWare products, and his dedication to the product, has made it easy for myself and the new Vice-Chairman, Eric Christie, to step into these roles. I would also like to thank Mike Johnson, former Vice-Chairman. He's been involved with Bridge Management from the beginning, including serving as the first User Group secretary and hosting the first official user group meeting in 1996. He served on the Task Force for 10 plus years and as Vice-Chairman his last 4 years. Both Tim and Mike have devoted a large portion of both their professional and personal lives to promoting AASHTOWare Bridge products. When you see them, please thank them for everything they have done.

Our newest Task Force members started in July 2014 and include Thomas Martin and Beckie Curtis representing Bridge Management and Joshua Dietsche representing Bridge Design-Rating. They have quickly learned their roles as Task Force members and have been a great addition to the team. It truly takes a wide variety of skills, backgrounds, and personalities to assemble a team that can work together on such a large project as AASHTOWare Bridge and I'd like to thank the former Chairman, Tim Armbrecht, for assembling such a team.

This past year our product user groups, RADBUG (Rating and Design User Group) and BrMUG (Bridge Management User Group), held their respective user group meetings. The RADBUG

was hosted by Bradley Wagner, Michigan DOT, in Traverse City, Michigan on August 12-13, 2014. The BrMUG was hosted by Nicholas Palecek, South Dakota DOT, in Rapid City, South Dakota on September 16-17, 2014. I encourage you to read the updates provided by the user group officers found in this newsletter.

The Task Force would like to continue to encourage AASHTOWare Bridge product users to take advantage of the many opportunities to be more involved in the AASHTOWare Bridge community. As always, the most important involvement is attending the products' User Group Training meetings, which are announced on page 8 in this newsletter. These meetings are great opportunities to obtain training on the latest features, to offer input in the products' direction, and to interact with your counterparts in other state departments of transportation. Assistance is always needed on the products' Technical Advisory Groups (TAG), which allow users to test and offer input on the development of the products, as well as other technical issues that aid the Task Force in their decision-making. Please consider donating your time and expertise to support the AASHTOWare Bridge products, and ultimately your agency's use of the products. Feel free to contact any member of the Task Force to see how you can participate!

Thanks again for all your help, discussion, and feedback this last year. We, as a Task Force, are always looking at doing things better and more efficiently, so we appreciate all the feedback we get. I look forward to the year moving forward.

**Todd Thompson, P.E.**  
**AASHTOWare Bridge Task Force Chair**

## Bridge Rating (BrR) and Permitting - Kansas DOT

In December of 2013 the Kansas Department of Transportation (KDOT) launched an online routing and permitting solution called K-TRIPS (Kansas Truck Routing and Intelligent Permitting System). KDOT partnered with the Kansas Department of Revenue (KDOR) and Kansas Highway Patrol (KHP) during the review, decision making and implementation processes to build K-TRIPS.

The scope of the project was to attain an enhanced internet-based system for customers to submit and manage oversized/overweight (OS/OW) permits, and payments 24/7 through better customer service, protecting Kansas transportation infrastructure, promoting safety, and ensure compliance and improve permit data quality. This was achieved using modern client / server tools such as GIS systems, AASHTOWare Bridge Rating (BrR), data validation, auto-population and incorporate on-line electronic payment options. The old process for the route analysis was performed manually using existing bridge data and paper maps. This was a time consuming effort for staff and at times could delay getting permits to the applicants. The previous method of applying for a permit required downloading an application, filling it out, and faxing it to the Kansas Trucking Connection (KTC). Generally this would allow for an application to come back incomplete or essential information may be missing.

K-TRIPS integrates with four key KDOT and KHP systems. These are:

- AASHTOWare Bridge Rating software for performing the bridge analyses for Superload permits
- CANSYS, for accessing Kansas roadway infrastructure data
- KANROAD, (511) for access to road restriction and incident information
- KSCVIEW (KHP), for providing roadside enforcement with permit information and allowing roadside enforcement to share revocation information with K-TRIPS

On average over 110,000 OS/OW permits are issued annually in Kansas. Last year K-TRIPS processed 6,872 Superload permits, which require a bridge analysis. K-TRIPS is set up to utilize BrR to perform the bridge analysis automatically and report the results back to the

Bridge Evaluation team for final approval. After implementation of the system, all users see a more efficient and capable system. This equates to operational savings for the motor carrier community in terms of the time saved through the shortened time required to obtain a permit.

K-TRIPS also provides an interface for restriction information allowing KDOT personnel to enter current road and bridge data. For example, there may be new unplanned construction taking place in District One. The system will then provide a notification to the carrier if this restriction affects their current route, and gives them the opportunity to request a re-route.

For the calendar year 2014 over 100,000 permits have been issued in the state of Kansas. Of these permits, over 73,000 (73%) were self-issued. This means that 73% of the permits issued did not require staff assistance. A motor carrier with a truck loaded and waiting at the Kansas border previously might have waited hours for a permit and route. Now they just pay, print and go. The equipment and driver don't sit idle; commerce moves quicker for shippers and receivers.

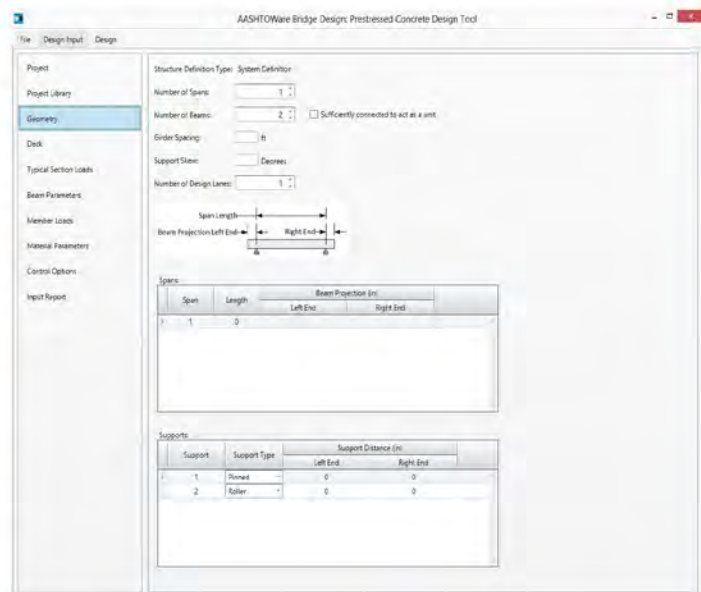
## Bridge Design (BrD) Prestressed Concrete Design Tool

A new tool for designing prestressed concrete beams is currently being developed for release next year. The beam design will be in accordance with the LRFD specification for the following configurations:

1. P/S I beams currently supported in BrD.
2. P/S box beams currently supported in BrD.
3. P/S tee beams currently supported in BrD.
4. Debonded or harped strands
5. Simple span
6. Continuous spans

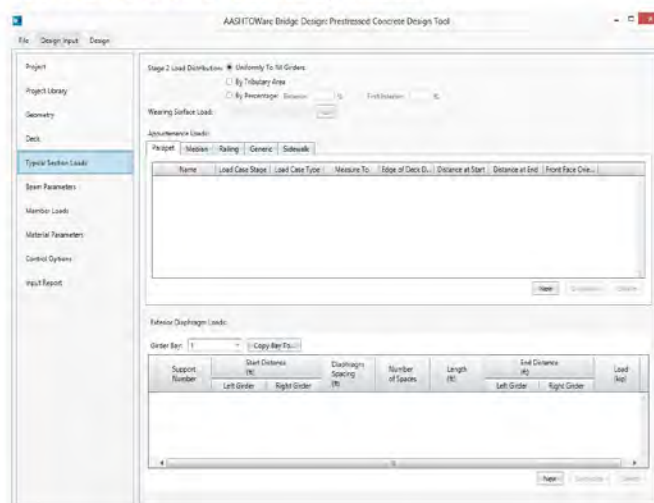
The tool will be a stand-alone utility capable of transferring the design results to BrDR.

There are two phases of development and release for the new tool. Phase 1 provides a new prestressed concrete design tool capable of doing basic design of a single prestressed concrete beam. The user can describe the overall bridge geometry (framing plan) that includes multiple prestressed concrete beams. This is analogous to the "System" definition in BrDR. A single beam can be selected for design. The tool will compute live load distribution factors, dead loads, and live loads. The user specifies parameters, such as a range for the beam depth, and the tool will determine a strand pattern that satisfies the AASHTO LRFD specification for either harped strands or debonded strands as specified by the user.



Phase 2 expands on the Phase 1 capabilities as follows:

1. The user may define just one beam to be designed instead of defining the framing plan. This is analogous to the "Girder-line" definition in BrDR.
2. The tool will develop a bridge framing plan ("System" definition). To do so it will evaluate multiple beam configurations (beam spacing and overhang distances) to provide the user with multiple complete framing plan configurations.
3. The tool will design one interior beam and one exterior beam in a bridge framing plan ("System" definition).
4. The design algorithm will evaluate a range of concrete strength (f'c) values.
5. The design can allow for a depth differential between spans based on input by the user.
6. The design can consider both harped and debonded strands in a beam.
7. The user can modify the LRFD factors.



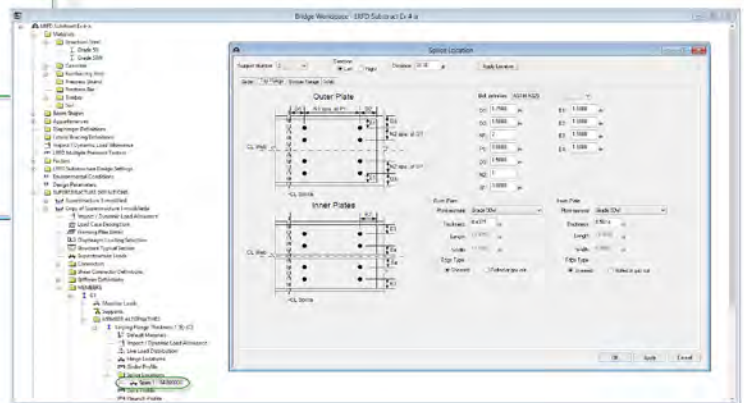
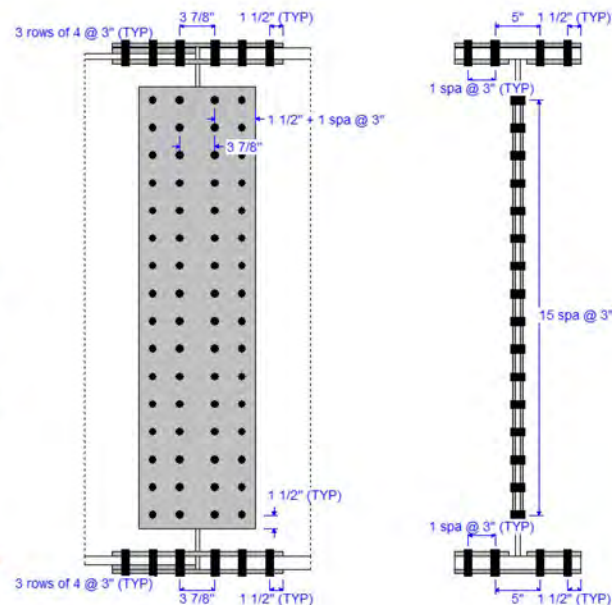
## Bridge Design / Bridge Rating Top Rating and Design Bridge User Group (RADBUG) Balloted Enhancements

Ranking	Incident	Description	Product	Status
1	JIRA 110	Copy and paste shear reinforcement ranges	Both	Included in 6.7 release
2	VI 10778	Consider sloped portion of bent longitudinal reinforcement in bending and shear capacities	Both	Included in 6.7 release
3	JIRA 135	Perform 3D FEM analysis for dead load and/or live load only	Both	Included in 6.7 release
4	JIRA 138	Non-standard gage vehicle analysis on floor system superstructures	BrR	Included feasibility study of 3D floor system model in 6.8 Work Plan
6	JIRA 253	Revise culvert LFD LL distribution computation	BrR	Included in 6.7 release
14	JIRA 236	Consider development length of deck reinforcements	Both	Included in 6.7 release

### Bridge Design and Rating (BrDR) Splice Analysis

Release 6.7 will include the ability to incorporate and analyze splice plate connections for steel girder bridges. Splice locations have long been an input for BrDR, but the enhancements will allow the user to define the splice connection by defining the web plates and outer/inner flange plates along with the bolt patterns. The splice connection can then be analyzed as part of the entire girder or individually (i.e. the splice connection alone). For cases where rating of the girder is required, but the splice rating is not, a control option has been included to exclude the rating of the splice connection.

The user will have the capability to design-review/rate for LRFD/LRFR and rate for LFR with the specification articles for splice connections included with all other articles for the steel structure. The new window for the splice connection definition is accessed under the member alternative branch of the Bridge Workspace just as the Splice Location was accessed in previous versions of BrDR.



## Bridge Management (BrM) Deterioration Modeling

Deterioration modeling is just one of many advanced features of AASHTOWare Bridge Management software. The major objective of the Bridge Deterioration Modeling is to forecast the future conditions of bridges starting from their current inspection data and aid the user in developing optimal actions to take on the bridge in a given period of time. This is a critical component that will be utilized by other AASHTOWare Bridge Management modules that rely on the future conditions of bridges to perform their analysis.

**Effects on Each Element**  
Year: 2006 (1 year after inspection)

Show Changed:

Element	Str. Unl	Env.	Quantity	Units	Condition	Effect
(12) Re Concrete Deck	0	Low(2)	5,866.33	sq.ft		
(7358) Concrete Cracking	0		5,866.33	sq.ft		
(110) Re Conc-Oprn Girder/Beam	0	Low(2)	301.84	ft		
(155) Re Conc Floor Beam	0	Low(2)	570.87	ft		
(205) Re Conc Column	0	Low(2)	5.00	each		
(215) Re Conc Abutment	0	Low(2)	65.62	ft		
(234) Re Conc Pier Cap	0	Low(2)	65.62	ft		
(301) Pourable Joint Seal	0	Low(2)	52.49	ft		
(302) Compressn Joint Seal	0	Low(2)	49.21	ft		
(321) Re Conc Approach Slab	0	Low(2)	10,753.15	sq.ft		

**Deterioration charts**

**Bridge**

**(110) Re Conc Oprn Girder/Beam**

**Effects on Each Utility Criterion**  
Year: 2006 (1 year after inspection)

Show Changed:

Category name	Before WC	After WC
<b>Total Utility</b>	<b>90.68</b>	<b>90.68</b>
Condition	84.06	84.06
Deck	81	81
Element ratings	73.24	73.24
(12) Reinforced Concrete Deck	42.26	42.26
(110) Reinforced Concrete Girder / Beam	98.17	98.17
(155) Reinforced Floor Beam	99.86	99.86
(205) Reinforced Conc Column or Pile Extension	99.93	99.93
(215) Reinforced Concrete Abutment	92.25	92.25
(234) Reinforced Concrete Pier Cap	99.93	99.93
(301) Pourable Joint Seal	0	0
(302) Compression Joint Seal	84.55	84.55
(321) Reinforced Concrete Approach Slab	42.2	42.2
Substructure	91	91
Superstructure	91	91
Mobility	100	100
Percent of truck detoured.	100	100

**Deterioration results**

Year	Bridge Age	Original H.I.	Work H.I.	H.I. Diff.
2005	26	70.40	70.40	0.00
2006	27	69.70	69.70	0.00
2007	28	68.98	68.98	0.00
2008	29	68.25	68.25	0.00
2009	30	67.50	67.50	0.00
2010	31	66.74	66.74	0.00
2011	32	65.97	65.97	0.00
2012	33	65.19	65.19	0.00
2013	34	64.40	64.40	0.00
2014	35	63.60	63.60	0.00
2015	36	62.80	62.80	0.00

Page size: 10 | 100 items in 10 pages

### Version 5.2.2

Currently in Beta testing, version 5.2.2 of the software will introduce the Weibull model as an enhancement to the pre-existing Markovian deterioration model. The introduction of the Weibull model aids in managing the known shortcomings of the Markovian model.

The combination of the models provides a more realistic representation of the overall bridge deterioration process. The software also provides agencies with the ability to tune their model's parameters to better represent the actual deterioration occurring. The implementation of which is the result of years of research conducted by AASHTO.

Most of the design specifications are defined in the "Pontis Mini Design Studies" that were conducted in 2008. Since then, the Technical Review Team (TRT), in collaboration with Bentley Systems, have discussed the design and implementation details of the models.

### Version 5.2.3

Version 5.2.3 of the software is slated for release in 2016. Some components of the deterioration modeling were deferred to this release as they are dependent on other 5.2.3 modules and to ensure that all features would be released in a timely manner. Some of the features that are considered to be included in this release are:

- Integrated Life-Cycle Cost Capabilities
- Enhanced Protective Systems Functionality
- Cost Index
- Health Index Coefficient
- Historical Values Reference
- Work Candidate Comparison
- Defect-Level Deterioration Modeling Considerations
- Component Level Deterioration

## Bridge Management (BrM) Projects and Programs Module

The screenshot displays the 'Projects' module in the AASHTOWare Bridge Management software. The interface is divided into several sections:

- Menu:** Bridges, Reports, Admin, Inspection, Gateway, Analysis, Projects.
- Project List:** Selected Project: \*\*\* New Project \*\*\*. Buttons for Save, Save & Close, and Cancel.
- Query | Summary | Analysis | Management:** Project Name: [Blank]. Project Category: Paint. Filter: Projects - Paint Filter. Bridge Analysis Group: Route 279 Bridges. Options for 'Use Bridge Screen Selections' and 'Display Needs for All Bridges in Filter'.
- Map:** A map view showing a geographic area with several bridge locations marked by red pins. The map includes labels for cities like Phoenix, Mesa, and Gilbert, and landmarks like the Kula National Wildlife Refuge.
- Bridge Needs Table:**

Bridge ID	Action	Work Candidate	Base Utility	Utility	Utility Change	Estimated Cost	Benefit / Cost (\$K)	Cost / Benefit Existing Project
04 07878	Paint-General	04 07896-NMIV-045678	51.37	50.22	8.29	\$10,000	0.8	\$1,206.27 Yes
04 07878	Paint-Misc. Activity	04 07896-NMIV-045678	51.37	55.00	3.36	-\$5,000	0.7	\$1,488.10
04 07878	Paint-Wash	System Generated	51.37	52.10	0.73	\$2,500	0.3	\$3,424
- Selected Bridges and Work Table:**

Bridge ID	Location	Base Utility	Utility	Utility Change	Estimated Cost	Benefit / Cost (\$K)	Cost (\$K) / Benefit
04 07598	Jesse Owens N.Ot.Baseline	50.34	52.42	2.08	\$9,842,148.00	0.0002	\$4,732
Action	Work Candidate	Base Utility	Utility	Utility Change	Estimated Cost	Benefit / Cost (\$K)	Cost (\$K) / Benefit
Misc-Paint ID	04 07896-NMIV-045678	50.34	52.42	2.08	\$9,842,148.00	0.0002	\$4,732
Joints-Rehabilitate	04 07896-NMIV-045678	50.34	52.39	2.05	\$3,002.00	0.6829	\$1
Bridge-Replacement	Generated 5/10/2013	50.34	50.95	0.61	\$91,941.00	0.0005	\$151
Paint-General	Generated 5/10/2013	50.34	51.48	1.14	\$196,200.00	0.0058	\$172
Bearings-Replace	04 07896-NMIV-045678	50.34	51.48	1.14	\$196,200.00	0.0058	\$172
Deck-Resurface	04 07896-NMIV-045678	50.34	51.48	1.14	\$18,800.00	0.6697	\$15
Deck-Seal	04 07896-NMIV-045678	50.34	51.48	1.14	\$96,300.00	0.0118	\$84
Approach Railing	04 07896-NMIV-045678	50.34	51.48	1.14	\$1,693,900.00	0.0007	\$1,486
Approach Slab-Repair	Generated 5/10/2013	50.34	51.48	1.14	\$139,500.00	0.0082	\$122

### Version 5.2.2

Version 5.2.2 of AASHTOWare Bridge Management software also includes a new Projects module enabling users to create and manage Projects. Projects are a collection of work for bridges that are grouped together for a variety of reasons that can be defined by an agency. Two types of work can be generated for a bridge: Work Candidates and Work Recommendations. Work Candidates are identified by an Inspector during the inspection process and Work Recommendations are dynamically generated by the software based on the element condition ratings collected during an inspection. The combination of Work Candidates and Work Recommendations helps to insure that all of the work needs for a bridge have been identified.

Projects can be managed via Programs, Milestones, and Funding Sources. Programs are a collection of projects. Milestones enable a user to track a project through the phases of a project. Funding Sources can be applied to Programs and Projects and enables the user to manage their overall budgets.

### Version 5.2.3

Version 5.2.3 of the software will allow users to explore various scenarios that can include a variety of factors including: deterioration models, cost models, performance measures and other factors. These scenarios will be able to be saved and edited for future usage.

Users will be able to quickly filter projects and work candidates, drill down through the database structure, select items (scenario, program, project, category, corridor, and bridge) to list their contents, and navigate to any specific item in the list. Results will be available via an interactive dashboard enabling users to see the immediate and long-term benefits of the approach taken.

Additionally, users will be able to see where a project would stand if its timing were changed, and all other projects were to stay the same. Projects will be able to be moved forward or backward in time, making it useful for understanding the dynamics of the competition between projects.

To read more about AASHTOWare Bridge Management software please visit <http://www.aashtowarebridge.com>.

## Strategic Direction Set

Each year, the Task Force reviews and defines strategic directions for the AASHTOWare Bridge Products suite. The long term plan for these products includes:

1. Supporting bridge and asset management
2. Enhancing decision support capabilities
3. Support agency business processes for design and preserving the bridge inventory
4. Preserving and expanding the license base
5. Enhancing usability
6. Supporting other related business processes
7. Strengthening product integration
8. Developing product technical architectures
9. Improving the software development process
10. Facilitating third-party development

**Planning that is underway for both the near and long term strives to meet these goals.**

## AASHTOWare Bridge Management 5.2 Software Update

The AASHTOWare Bridge Management software continues to deliver new content and improve functionality as progress continues on the 5.2 project. In January of this year version 5.2.1 Service Pack 2 was released with the following key features:

- Supports the element data validation and submittal to FHWA
- 64-Bit enterprise version of the software has shown to alleviate memory utilization issues
- Upgrade to Crystal Reports 2013
- High priority enhancements and fixes to improve usability and stability

Version 5.2.2 is currently in Beta testing with a planned release in the Summer of 2015 with the following key features:

- Deterioration Modeling including Weibull shaping parameters and protection factors for protective elements
- Project Planning and Analysis Module
- Conversion of the database from Metric to U.S. Customary units
- New Inspection Process to better handle inspection dates and data for the NBI submittal
- Application Programming Interface (API)
- Database GUID conversion

The work plan has been finalized for Version 5.2.3 that will complete the 5.2 project. Version 5.2.3 is planned to be released in Spring of 2016 and will include the following features:

- Capability to perform life cycle cost analysis
- Capability to perform network level analysis
- Support tracking and reporting of FHWA's 23 Metrics
- Dashboards for easy data visualization and tracking performance measures.
- Enhanced User Help System

The Task Force, Technical Review Team, Testing TAG, and Bentley Systems will continue their efforts to produce the leading bridge management software as we work together towards the completion of the AASHTOWare Bridge Management 5.2 Project.

**Eric Christie P.E.**  
**AASHTOWare Bridge Task Force Vice-Chair**

## BrR Load and Resistance Factor Rating (LRFR) of Trusses, Floor Systems and Gusset Plates

The 6.7 release will include the LRFR rating of longitudinal trusses, floor systems and truss gusset plates. Users are currently able to describe longitudinal trusses and floor systems (girders, stringers and floorbeams) in BrR and rate them in accordance with LFD and for floor systems only, ASD. This enhancement will allow these structure types to be rated for LRFR as well.

The truss gusset plate enhancement includes adding a user interface to describe the longitudinal truss gusset plates and rating them for LRFR in accordance with the AASHTO Manual for Bridge Evaluation 2nd Edition, 2015 interims. The Oklahoma DOT is contributing service units to fund a significant portion of the gusset plate enhancement.

## Product Websites

Project websites contain additional information about AASHTOWare Bridge® products including access to technical support, general information, helpful links to other websites including the customer support centers and access to an end user mailing list. The mailing list provides end users an opportunity to be emailed product news.

AASHTOWare® Bridge Management: <http://aashtowarebridge.com/>

AASHTOWare® Bridge Rating and Design: <http://aashto.mbakercorp.com/>

## Upcoming AASHTOWare Bridge® User Group Meetings

### Rating and Design Bridge User Group (RADBUG)

August 4-5, 2015

Location: Albany, NY

### Bridge Management User Group (BrMUG)

September 22-23, 2015

Location: Park City, UT

## Contractors for AASHTO Bridge Products

### AASHTOWare Bridge Design and Rating

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## AASHTOWare Bridge® Task Force and Management Team

Todd Thompson – South Dakota DOT	Bridge Task Force Chairman
Eric Christie – Alabama DOT	Vice-Chairman/Task Force member - BrM
Mark Faulhaber – KY Transp. Cabinet	Task Force member - BrM
Bruce Novakovich – Oregon DOT	Task Force member - BrM
Beckie Curtis – Michigan DOT	Task Force member - BrM
Thomas Martin – Minnesota DOT	Task Force member - BrM
Derek Constable - FHWA	Task Force FHWA Liaison - BrM
Dean Teal – Kansas DOT	Task Force member - BrDR
Amjad Waheed - Ohio DOT	Task Force member - BrDR
Jeff Olsen – Montana DOT	Task Force member - BrDR
Joshua Dietsche – Wisconsin DOT	Task Force member - BrDR
Tom Saad - FHWA	Task Force FHWA Liaison - BrDR
Judy Skeen - AASHTO	Project Manager

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