

SUMMARY OF JUNE 2024 REVISIONS – VERSION 3.2.9.0

Since the release of BRADD Version 3.2.8.0, several operational issues have been addressed. This release of BRADD Version 3.2.9.0 contains the following revisions:

1. BRADD has been updated to use STLRFD version 2.8.0.0 (April 2023) (TFS 5851)
2. BRADD has been updated to use PSLRFD version 2.16.0.0 (June 2023) (TFS 5852)
3. BRADD has been updated to use BPLRFD version 1.11.0.0 (September 2023) (TFS 5853)
4. When using a CONNECT Edition of MicroStation (like Open Roads Designer / ORD), BRADD is now using TTF Engineering Vert for all text in the design files. (TFS 5863)
5. When lightweight concrete is used for barriers, BRADD is now using the correct splice lengths for the laps going into the barrier transition regions. (TFS 5866)
6. If a horizontal or vertical curve is indicated, but key values are not defined, BRADD will now issue a suspect variable error. (TFS 5867)
7. The 2010 Edition of the RC Standards (Change 11, September 2023) has been incorporated into BRADD. (TFS 5879)
8. The September 2023 updates to Pub 13M (DM-2, Highway Design, March 2015 Edition, Change 10) and Pub 13 (DM-2, Contextual Roadway Design, April 2021 Edition, Change 4) have been incorporated into BRADD. (TFS 5879)
9. With BD-667M Change 5 (November 2022) referencing splice lengths from BC-736M, the horizontal splice for the Class A integral abutment diaphragms became too large to be supported. BRADD now designs single bars across the diaphragm sections. (TFS 5873)
10. With the inclusion of BD-667M, Change 2, the Pipe Pile-to-Pile Cap Connection Detail #8 bar has a vertical dimension of 4'-4". (TFS 5885)
11. For structures with safety wings, when the beam depth is greater than or equal to 2'-1" and is less than or equal to 2'-6", the optional construction joint between Class A Concrete (below the superstructure) and Class AA Concrete on Section C-C and Alternate Section C-C from BD-622M and BD-624M is eliminated. BRADD now classifies the concrete for the entire safety wing as Class AA. (TFS 5845)
12. For structures with safety wings, BD-622M and BD-624M, sheet 2, note 2 states that, "optional construction joint located 3'-0" minimum from bottom of deck for beam depths less than 2'-1"". Previously BRADD was not calculating this 3'-0" distance correctly. BRADD now classifies the concrete

below this construction joint as Class A and the concrete above this construction joint as Class AA.
(TFS 5900)

13. For bridges with integral abutments, where, due to pile and beam layout, the "Section D-D, Pile Without Girder" is not in use, the D-D section mark on the Abutment Elevation sheet and the Section D-D detail on the Abutment Sections sheet will not be displayed. (TFS 5901)
14. If, under normal Sheet Generation operations, a blank set of drawings is produced, a second option has been developed to successfully generate the design files and is outlined in Section 3.6 of the BRADD User's Manual. (TFS 5894)