

PENNDOT e-Notification

Bureau of Information Systems
Application Development Division



BAR7

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Release of Version 7.11.0.9

PENNDOT's Bridge Analysis and Rating (BAR7) program has been revised for several error corrections and enhancements as described on the attached Summary of December 2005 Revisions – Version 7.11.0.9.

The new program, BAR7 v7.11.0.9, has been placed on PENNDOT servers for use by the Districts. Consultants and others, who have a current license for BAR7 v7.11.0.8, v7.11.0.6 and v7.11, can download Version 7.11.0.9 **free** of charge from our support website at <http://penndot.engrprograms.com>. Installation instructions are provided at the website.

Those who have a current license for BAR7 v7.10 or v7.10a must perform two updates. Download and install the **free** BAR7 v7.11 update first and then download and install Version 7.11.0.9.

Updates for **BAR7 Version 7.9 or earlier** will require an **update fee**. Update Request and Ordering forms can be downloaded from the website. Calculate the update fee based on the Version of the program, i.e., \$50 for Version 7.9, \$100 for Version 7.8, etc.

Direct any questions concerning the above to:

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SUMMARY OF DECEMBER 2005 REVISIONS - VERSION 7.11.0.9

BAR7 Version 7.11.0.9 contains the following revisions.

1. The limit for the maximum number of axles for user defined Special Live Loads has been increased from 24 to 80. (BAR7REV136)
2. A problem has been corrected for a truss analysis job that abnormally terminated when the panel type configuration produced zero force in one of the top chords. An input error message is now generated when an invalid panel type configuration is encountered. (BAR7REV137)
3. A problem was corrected where a job would abnormally terminate when run through the Engineering Manager or Engineering Assistant graphical user interface (GUI). The program will now run and produce the appropriate messages in the output listing that is accessible in the GUI. (BAR7REV138)
4. At a girder section where lane loading governs for an H20 Truck, it was detected that the Critical Rating was greater than the POS MOM Rating on the Load Rating summary page. This problem is related to revision number 33 in the Summary of April 2003 Revisions - Version 7.10 on page xxvii of the User's Manual. The program has been modified so that when determining the minimum positive and negative moment ratings, the cases for maximum positive shear & simultaneous moment and maximum negative shear & simultaneous moment are not considered. (BAR7REV139)