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dr. sivakumar: thank you very much. it's a pleasure to be here to talk about the study. first of all, thank you to all the panelists, and i want to thank the consultant for providing the information. so with that, as steve mentioned, we are going to talk about the whole process of what the study is going to be doing and the analysis methodology. we are going to provide the process of how the analysis is going to be done and we are going to talk about the findings that we are going to be providing to the stakeholders. with that, i am very happy to provide the methodology and talk about the key drivers of the study. the methodology of this study is going to be driven by the overall project team that we have put together. our team has expertise in transportation engineering, bridge engineering, project management, study management, public policy, data management, and statistics. these are the key drivers that are going to be used in conducting this study. one of the key drivers for the study is to provide a study that will provide a very clear picture of the potential impacts of truck size and weight on bridges in the united states. that is one of the key drivers. another key driver of this study is to provide an in-depth review of the current status and trends of the effects of truck size and weight on bridges in the united states. we are trying to understand the magnitude of effects of truck size and weight on bridges. another key driver of the study is to provide an analysis of the effectiveness of existing countermeasures. this includes enforcing the truck size and weight laws and regulations, and other strategies used to mitigate the effects of truck size and weight on bridges. it also includes the effectiveness of the existing enforcement technologies, also known as weight enforcement technologies. so these are the key drivers. this study is going to be conducted using the u.s. dot bridge rating analysis software. this is the tool that the u. dot uses to assess the life cycle of bridges. this tool is going to provide the basis of our methodology for the study. the tool is also going to provide the basis of our findings. this study will provide the recommendation to modify the current weight formulas. we are going to be also trying to understand the current status and trends of the effects of truck size and weight on bridges in the united states. this will provide a clear picture of the magnitude of the effects of truck size and weight on bridges. this is going to provide a clear picture of the current status and trends of the effects of truck size and weight on bridges in the united states. this is going to provide a clear picture of the effectiveness of the enforcement of the current weight formulas on the bridges. the findings of the study will also provide the basis for the recommendations that will be made in the report. this study is also going to provide the basis for the recommendations that will be made in the report. the recommendations that will be made in the report will include recommendations to the stakeholders to address the most significant effects on the bridges. so this is the methodology that we are going to follow in the study. this methodology will be used for all the key drivers that i discussed earlier. we have developed an automated approach of using this tool to conduct the study. this approach will be used for the key drivers of the study. it will also provide the basis of the findings. this automated

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approach is going to be used for all the key drivers of the study. in this automated approach, we are going to first identify all the bridges that are posted for weight limit or closed. then we are going to determine whether the bridge is going to be posted for a new weight limit or whether it is going to be closed.

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Steve Russell: I agree with that comment. I would just say that we never wanted to force anybody to use Adobe Bridge if they were just putting together a deck or a brochure or they were just doing something very simple. I think we are in agreement on this in that regard. Bala Sivakumar: Okay. Next slide please. I will go to the second part of the analysis and refer to the results of the insurance program analysis that we've done on these 400 bridges. So I will just refer to the slide that Mr. Russell just mentioned and we will briefly review the way in which data was collected for the insurance analysis. Here's the first slide. Please excuse the lack of formatting. So we'll go to the next slide please. So this is a picture of a typical insurance portfolio of the various insurance networks that I mentioned earlier. So we have the 10 major national insurance agencies and along with them we have the state insurance agencies so we have a total of 40 insurance agencies. We found that there are a total of 2,550 insured structures in the US. So we have detailed information on the total number of insured bridges in the US, their asset class, geographic location, load rating category and frequency. A total of 2,300 bridges have at least one claim history with all 40 insurance agencies. So this is in the year 2012 for the 400 bridges that we are studying today. In the United States we have approximately 71,600 bridges. The existing inventory within the country is over 3.2 million structures. So when we study the bridges or any pavement network, we have to know the modal mix on the existing pavement network. So we use the AASHTOWare bridge rating analysis software to do that. We will be using this to make those statements on the existing pavement networks in terms of total number of all bridges and then ultimately how many bridges may be affected by an alternate mix of vehicles within the current state of the country. 5ec8ef588b

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