

#3 Barron Co Trail 37 Bridge 12417

State of Wisconsin
 Department of Natural Resources
dnr.wi.gov

Motorized Recreation Grant Application

For: (choose all that apply)

Form 8700-159 (R 02/2024)

Page 1 of 5

Due Date: April 15

ATV/UTV Trail Aid

Snowmobile Trail Aid

Notice: Completion of this form is required under Wisconsin Statutes 23.09(26) and 23.33. Failure to complete this form will result in denial of financial assistance. Personally identifiable information found on this form is not intended to be used for any other purpose. The Department of Natural Resources (DNR) may provide this information to requesters as required by Wisconsin's Public Records law (ss. 19.31 – 19.39, Wis. Stats.).

Instructions: Applications may combine more than one source of funds. They may be submitted for consideration of traditional ATV, UTV, Snowmobile and Motorized Stewardship funding. Submit one copy of all forms and attachments. See Page 2 for necessary attachments. Send applications to your [Community Services Specialist](#).

DNR Use Only	
Category	Number

Section 1: Applicant Information

Applicant / Organization Name Jeff Wolfe/Barron County			Check Recipient: Individual other than authorized individual to act on behalf of the applicant. <input type="checkbox"/> Select if the same as applicant.		
Individual Authorized to Act on Behalf of Applicant per Resolution Jeff Wolfe			Check Recipient Name (Name to Appear on Check) Jodi Busch		
Title Deputy Sheriff			Title Finance Director		
Address 1420 Highway 25 N.			Address 335 E. Monroe Avenue		
City Barron	State WI	ZIP Code 54812	City Barron	State WI	ZIP Code 54812
Telephone Number (715) 637-6710		Email Address jeff.wolfe@co.barron.wi.us			

Section 2: Project Information Required for all Projects

Project Title Trail 37 Bridge Rehab					Current Funded Miles 93.6	New Miles (if applicable)
County Barron	Township 33 N	Range 12	Section 17	¼ ¼ SE	¼ SE	GPS Coordinates: Lat. 45.340013 Long. -91.87327

Project Description Summary

In March of 2024, Barron County had this bridge inspected by CORRE Inc. The inspection stated that the support pilings had failed and needed to be replaced. The inspector also recommended replacing the bridge decking and railings as they were nearing the end of life. Barron County proposes replacing the support pilings, decking and railings. The current and future load ratings are being calculated by CORRE Inc. and the inspection report will be provided when received. This is located on a summer ATV trail and a snowmobile trail in the winter.

I certify that all maintenance land use agreements are on file.

Estimated Cost

Maintenance	Acquisition	Insurance	Development	Bridge Rehab.	Trail Rehab.	Total Estimated Cost
				\$122,600.00		\$122,600.00

Leave Blank – DNR Use Only

Applicant Certification

Printed Name of Authorized Official Jeff Wolfe	Official's Title Deputy Sheriff
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As the applicant's authorized official, I certify that, to the best of my knowledge, the information in this application is true and correct.

Signature of Authorized Official

Date Prepared



4/9/2024

Appendix A – Required for Bridge Rehab/Replace, New, or Reroute with New Bridge

Bridge Rehab/Replace New Bridge Reroute with new bridge

County Barron	Township 33 N	Range 12	<input type="radio"/> E <input checked="" type="radio"/> W	Section 17	¼ ¼ SE	¼ SE	GPS Coordinates: Lat. 45.340014 Long. -91.87327
Water Body Name Fourmile Creek				Bridge Name			County Inventory Number 12417
Funded Trail Name or Number (SNARS if applicable) 37				Has this bridge site ever received development or rehabilitation funds in the past? <input checked="" type="radio"/> Yes <input type="radio"/> No Year: 2015 \$ 6,816.00			
Bridge is located on: <input checked="" type="radio"/> Private property <input type="radio"/> Public property				Old Bridge/Culvert Size 62.5'x12.5' New Bridge/Culvert Size 62.5'x12.5'			
Landowner Where Bridge is Located Charles G. Carr/Brian R. Carr				Telephone Number (715) 651-4649		Length of Trail Use Agreement (5 year minimum) 10	
Current maximum load 48,000 lbs.		Age of Bridge Unknown		Bridge Material Steel			
Proposed maximum load 48,000 lbs.							
Sponsoring Club Name Barron Bears ATV Club				Club Contact Gary Knutson		Telephone Number (715) 205-8103	
Do you have your trail bridges posted as to maximum load? <input checked="" type="radio"/> Yes <input type="radio"/> No				What is the maximum load of the other bridges on the system if groomed with this bridge? 10,000 lbs-60,000 lbs			
What is the weight of your puller & drag/grading equipment? 24,251							
What other recreational trail uses are planned for this bridge? ATV/Snowmobiling							
If there are other Recreational uses planned, how much of the bridge cost will be paid for by non-snowmobile or non-ATV users? N/A							

- Yes No Have you contacted your local [DNR Water Management Specialist \(WMS\)](#) regarding a permit?
- Yes No Is a permit needed? (Please provide any written correspondence from WMS.)
- Yes No Have you contacted your County Zoning Dept. regarding a floodplain determination?
- Yes No Will an H & H (hydrologic and hydraulic) study be required?

Bridge Project Detailed Description

In March of 2024, Barron County had this bridge inspected by CORRE Inc. The inspection stated that the support pilings had failed and needed to be replaced. The inspector also recommended replacing the bridge decking and railings as they were nearing the end of life. Barron County proposes replacing the support pilings, decking and railings.

Recreation Grant Project Cost Estimate Worksheet

Form 8700-014 (R 02/23)

For use with Recreation Grant Application Forms

Project Name: Bridge 12417 Rehab		Prepared By: Jeff Wolfe	Date: 04/09/2024
County: Barron	Project Applicant: Barron County	Landowner Name: Charles & Brian Carr	<input type="radio"/> Public <input checked="" type="radio"/> Private

Indicate - (C) Contract, (F) Force Acct., (D) Donated

	DEVELOPMENT PROJECT ITEMS <i>List by individual item or break down by Use Areas (See Item List On Back Of This Form)</i>	Quantity	Unit of Measure	Component Costs	Estimated Total Item Cost
C	Crane Mobilization Fee	1	LS	\$22,500.00	22,500.00
C	Removal of existing bridge deck, railings, and moving bridge	1	LS	\$8,400.00	8,400.00
C	Removal of piers	4	Each	\$2,200.00	8,800.00
C	New open bent timber pier installation	2	Each	\$18,000.00	36,000.00
C	Installation of new panelized timber deck with railings	1	LS	\$145,000.00	145,000.00
C	Site grading	1	LS	\$9,500.00	9,500.00
C	Erosion control	1	LS	\$10,000.00	10,000.00
C	Engineering	1	LS	\$5,000.00	5,000.00
				TOTAL \$	\$245,200.00

- NOTE:**
- For development projects, contingency and indirect costs are **not** eligible expenses.
 - For acquisition projects, complete the Acquisition Project Cost Estimate Section of this form.



Larson Construction Co Inc

19681 - 55th Avenue
 Chippewa Falls WI 54729
 PH 715.723.9708
 FX 715.723.4515

**Barron County Trail System
 Trail 136
 Bridge Rehabilitation**

BASE BID						
Line No	Item No	Description	Quantity	Unit	Unit Price	Total
1		Mobilization	1.00	LS	22,500.00	\$ 22,500.00
2		Removal of Existing deck	1.00	LS	8,400.00	\$ 8,400.00
3		removal of piers	4.00	EA	2,200.00	\$ 8,800.00
4		New open bent timber pier installation	2.00	EA	18,000.00	\$ 36,000.00
5		Installation of new panelized timber deck with railing	1.00	LS	145,000.00	\$ 145,000.00
6		Site grading	1.00	LS	9,500.00	\$ 9,500.00
7		Erosion control	1.00	LS	10,000.00	\$ 10,000.00
						\$ 240,200.00

Notes:

- 1 Larson Construction is a Union Contractor.
- 2 Utility conflicts to be resolved with help from the Prime Contractor
- 3 All items in Base Bid are tied unless discussed prior to bid

Signed: _____

Tim MacLaughlin-Barok, Vice President, Operations

Date: 3/20/2024

Accepted: _____

Date: _____













Bridge #12417 Rehab Location



Legend

- Municipality
- State Boundaries
- County Boundaries
- Major Roads**
- Interstate Highway
- State Highway
- US Highway
- County and Local Roads**
- County HWY
- Local Road
- Railroads
- Tribal Lands
- Rivers and Streams
- Intermittent Streams
- Lakes and Open water



NAD_1983_HARN_Wisconsin_TM 1: 23,760

DISCLAIMER: The information shown on these maps has been obtained from various sources, and are of varying age, reliability and resolution. These maps are not intended to be used for navigation, nor are these maps an authoritative source of information about legal land ownership or public access. No warranty, expressed or implied, is made regarding accuracy, applicability for a particular use, completeness, or legality of the information depicted on this map. For more information, see the DNR Legal Notices web page: <http://dnr.wi.gov/legal/>

Notes

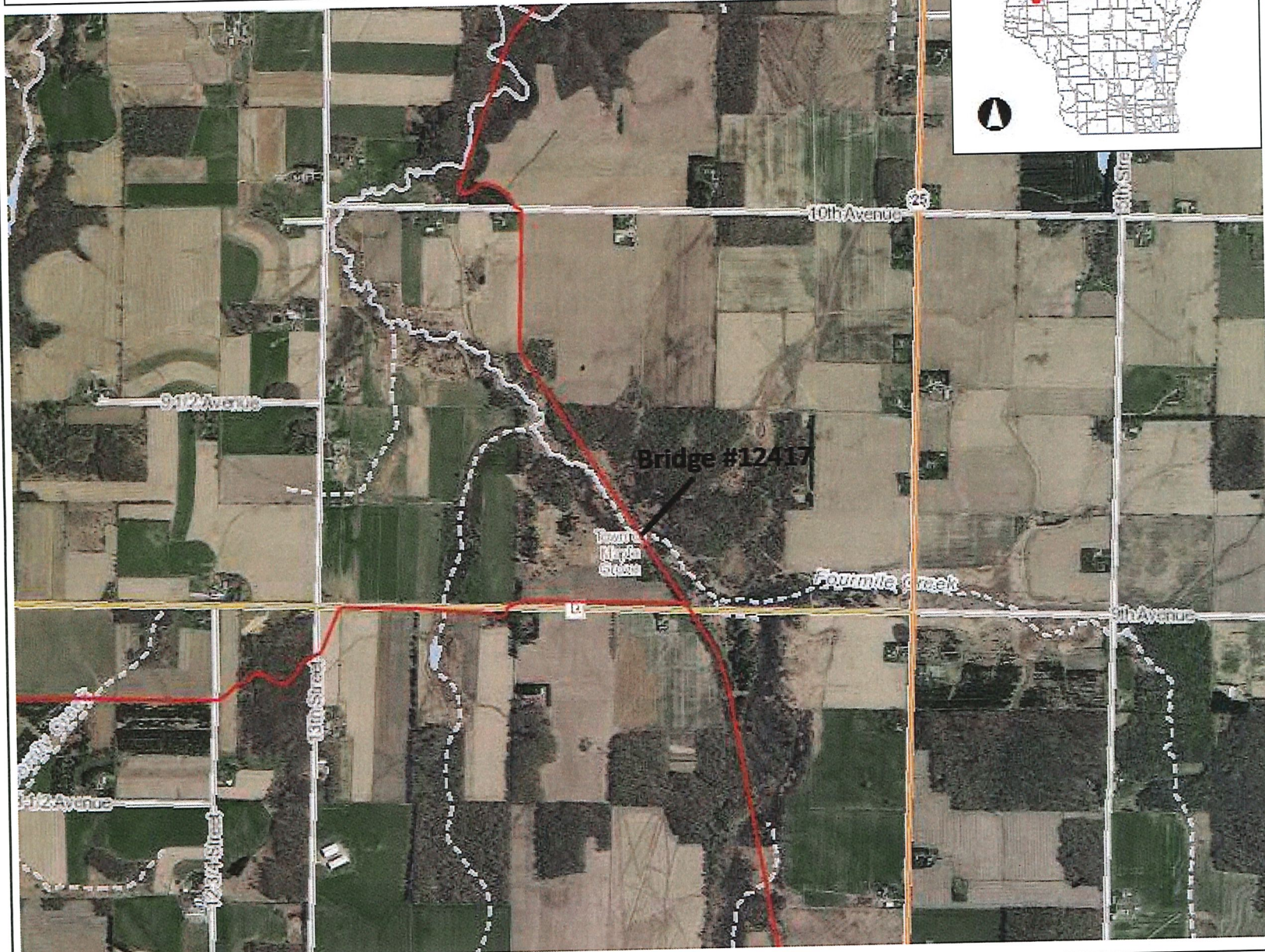


Bridge #12417 Aerial Map



Legend

- Municipality
- State Boundaries
- County Boundaries
- Major Roads**
 - Interstate Highway
 - State Highway
 - US Highway
- County and Local Roads**
 - County HWY
 - Local Road
- Railroads
- Tribal Lands
- Rivers and Streams
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Notes

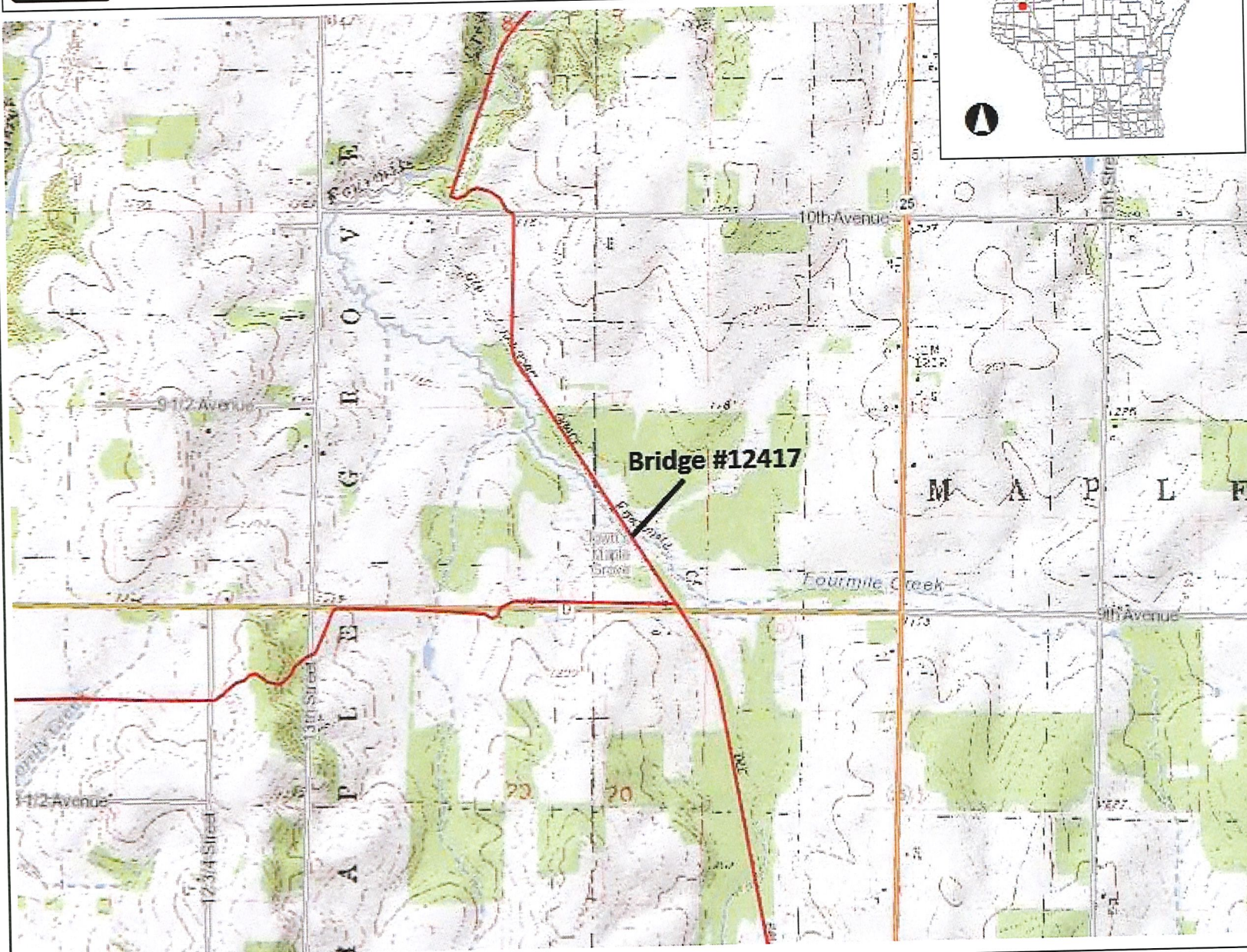


Bridge #12417 Topo Map



Legend

- Municipality
- State Boundaries
- County Boundaries
- Major Roads**
 - Interstate Highway
 - State Highway
 - US Highway
- County and Local Roads**
 - County HWY
 - Local Road
- Railroads
- Tribal Lands
- Rivers and Streams
- Intermittent Streams
- Lakes and Open water

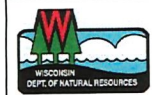


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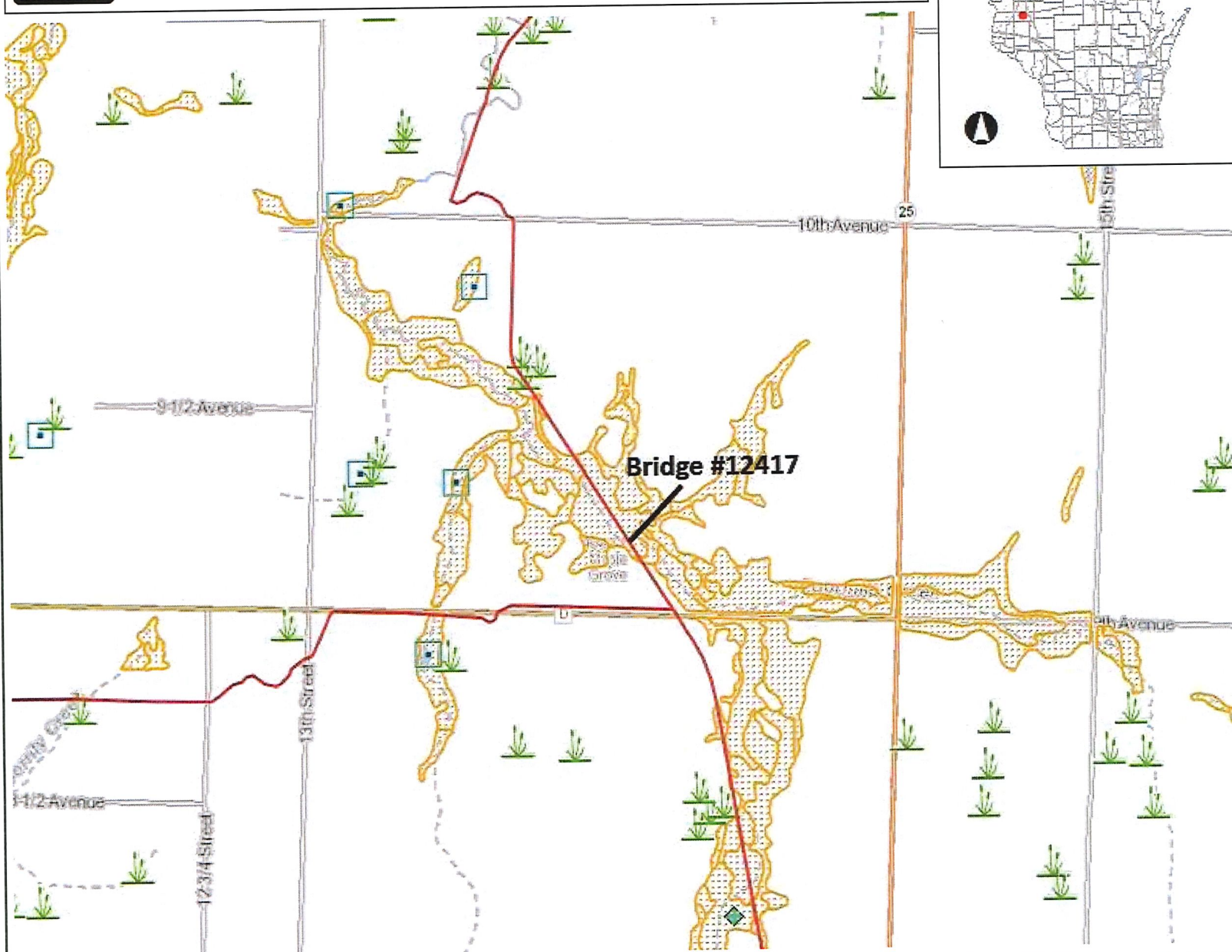
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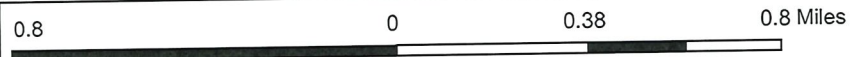
Notes



Bridge #12417 Wetlands Map



- ### Legend
- Lake Class Areas
 - Riverine/ditch Class Areas
 - Wetland Class Areas
 - Wetland Class Points**
 - Dammed pond
 - Excavated pond
 - Filled/draind wetland
 - Wetland too small to delineate
 - Filled excavated pond
 - Filled Points
 - Wetland Class Areas
 - Filled Areas
 - Lake Class Areas
 - Riverine/ditch Class Areas
 - Wetland Class Areas
 - Wetland Class Points**
 - Dammed pond
 - Excavated pond
 - Filled/draind wetland
 - Wetland too small to delineate
 - Filled excavated pond
 - Filled Points
 - Wetland Class Areas
 - Filled Areas
 - Wetland Identifications and Confirmations
 - Municipality
 - State Boundaries
 - County Boundaries
 - Major Roads**
 - Interstate Highway
 - State Highway
 - US Highway
 - County and Local Roads**
 - County HWY



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Notes

July 23, 2024

Barron County Sheriff's Department
Barron County Justice Center
1420 State Hwy 25 North
Room 1200
Barron, WI 54812-3007

Eau Claire Office
1802 Warden Street
Eau Claire, WI 54703
608.828.1011 P

Trail Bridge #12417 Inspection and Load Rating

CORRE, Inc. (CORRE) has completed the inspection and load rating of the trail bridge over Fourmile Creek at latitude and longitude of 45.340019 N, 91.873274 W.

INSPECTION

Painted Steel Girders All paint gone with some minor pitting / corrosion but no section loss. Both rows of girders are spliced at mid-span and no sign of defects. Fair condition

Painted Steel Diaphragms All paint is gone with pitting / corrosion but no section loss. Fair condition

Timber Abutments: Timber only visible at 6-inches each side of bearing locations. No sign of crushing at the girder bearing. Fair condition

Abutment Slopes: gravel / soil, no erosion or scour. Fair condition.

Timber Deck: 3" x 8" timber plank. Timbers are aged and have minor decay / white fungus on underside throughout. Some planks are spongy and should be replaced. Poor condition

Timber pile: Piles at all four piers have failed. Holes through entire section of most. All have decay and crushing. Poor condition / Replace

Railing: light steel tubing with welded wire fence between posts. Posts are rusty; connections are anchored to timber deck plank. Poor condition

Recommendations:

Replace entire structure (salvage the existing steel girders).

Inspection Frequency:

Pedestrian/trail bridges that do not carry highway traffic are not under the NBIS regulations. WisDOT does recommend inspections on a 48-month cycle for these structures.

CORRE recommends this structure be inspected on a 12-month inspection cycle.

LOAD RATING

Based on our review of the structure and discussions with the client, it is desirable to salvage the existing steel girders and place them on new timber piers. All existing piers would be removed, and 2 new piers are proposed to be installed, resulting in a 3-span configuration. The proposed span lengths would be 20.0', 22.5', 20.0'. New panel decking and timber railing would be installed.

Under the proposed conditions noted above, the existing steel girders will have the capacity to handle a truck load of 24 tons. It should be noted that prior to construction, analysis of the existing steel splice in both girders should be performed to confirm adequacy, which is outside the scope of effort for this load rating.

SUMMARY

CORRE appreciates the opportunity to provide these services. If you have any questions or would like to discuss further, please feel free to contact me at 715.579.0325 or Mark Pilgrim at 715.726.9631.

Sincerely,
CORRE, Inc.



Eric Price, PE
Structural Services Director



Mark Pilgrim, 9501
Bridge Inspector

Enc: Inspection Summary, Load Rating Calculations



South Approach Looking North



West Profile



Typical Girder condition



Typical Timber abutment (W)



Typical Timber abutment (E)



Typical Timber abutment (E)



Typical pile condition at pier



Typical bearing at pier



Typical timber pier cap



Timber and girder condition at contact.

Client: **Barron County Sheriff**
 Project Description: **Load Rating**
 Structure No.: **12417**
 Rated By: **SAE**
 Date: **7/23/2024**
 File Name: [https://correinc.sharepoint.com/sites/Projects/NW_Region/202403.025_2024_Ancillary_Bridge_Inspections/300_Design/309_Structures/Ratings/12417/\[Steel Girder-Multi Span - 3 SPAN - MIDDLE SPAN - Snowmobile-Rating \(LFR\)-12417.xlsx\]program](https://correinc.sharepoint.com/sites/Projects/NW_Region/202403.025_2024_Ancillary_Bridge_Inspections/300_Design/309_Structures/Ratings/12417/[Steel Girder-Multi Span - 3 SPAN - MIDDLE SPAN - Snowmobile-Rating (LFR)-12417.xlsx]program)



AASHTO LFR STEEL GIRDER RATING

#VALUE!

Structure Information:

Span Length =		<i>Span 2 controls</i>	22.50 feet
Clear Width =			12.50 feet
Location of Beam (Interior or Exterior) =			Exterior feet
Number of Girders =			2 total
Girder Spacing =			6.00 feet
Overhang Width =			3.00 feet
Rail Width =			0.25 feet
Deck Thickness =			6.00 inches
Depth of Wearing Surface =			0.00 inches
Average Haunch Depth =			0.00 inches
Deck Configuration =	Composite? No	<i>Plank (wide face bearing on support)</i>	
Overlay Thickness =	Type = None		0.00 inches
Overburden Thickness =	Type = None		0.00 inches
Weight of Rail =			27.0 lbs/foot
Location of M1 =	<i>Std Spec for Hwy Bridges 17th 10.48.1.1</i>		25.00 feet
LL Moment @ location of M1 =			77.30 ft-kips
DL Moment @ location of M1 =			1.34 ft-kips
Unbraced Length of Compression Flange of Girder =			15.00 feet
Compressive Strength of Concrete =			N/A psi
Area of Longitudinal Steel, at Top of Slab, at Location of Positive Moment =			N/A inches ² /foot
Yield Strength of Reinforcing Steel =			N/A psi
Modular Ratio = E_s/E_c =			N/A

Girder/Beam Properties:

Yield Strength =		30 ksi
Shape =		LK 18X55
Bottom Flange:		
Width =		6.00 inches
Height =		0.44 inches
Bottom Flange Cover Plate:		
Width =		0.00 inches
Height =		0.00 inches
Web:		
Width =	<u>Assumed Section Loss</u>	0.46 inches
Height =	0%	17.13 inches
Top Flange:		
Width =		6.00 inches
Height =		0.44 inches
Top Flange Cover Plate:		
Width =		0.00 inches
Height =		0.00 inches
Transverse Stiffener Spacing =		N/A
Longitudinal Stiffener Used =		No

Total Depth, d =	18.00 inches
Web Thickness, t_w =	0.46 inches
Compression Flange Thickness, t_f =	0.44 inches
Compression Flange Width, b_f =	6.00 inches
Weak Axis Radius of Gyration, r_y =	1.15 inches
Area, A =	15.93 inches ²
Strong Axis Section Modulus, S_x =	88.40 inches ³
Strong Axis Moment of Inertia, I_x =	795.60 inches ⁴

Live Load Distribution:

1.) Interior Girders	
a.) For Moment (AASHTO Table 3.23.1)	
Distribution Factor = $S/4.00$ =	1.500
b.) For End Reaction (AASHTO 3.23.1.2)	
Distribution Factor =	1.000
2.) Exterior Girders	
a.) For Moment	
(1) AASHTO 3.23.2.3.1.2	
Distribution Factor =	1.125 (governs)
(2) AASHTO 3.23.2.3.1.5	
Distribution Factor =	0.000
b.) For End Reaction (AASHTO 3.23.1.2)	
Distribution Factor =	1.125

<u>Non-Composite Dead Loads</u>		Max Moment (ft-kips)	Max Reaction (kips)
Deck =	0.135 klf =	8.54	1.52
Haunch =	0.000 klf =	0.00	0.00
Girders =	0.054 klf =	3.43	0.61
Secondary Members =	0.020 klf =	1.27	0.23
	0.209 klf =	10.7	2.35
<u>Composite Dead Loads</u>			
Overlay =	0.000 klf =	0.00	0.00
Rail Load =	0.027 klf =	1.71	0.30
Snow (12" Depth) =	0.123 klf =	7.78	1.38
	0.150 klf =	7.70	1.69
<u>Live Loads</u>			
H2O Loading =		132.9	35.00
Pedestrian Loading =	85 psf =	49.5	11.95
Impact, $I = 50/(\text{Span} + 125) \leq 1.30$ =	3.8.2.1		1.000
			1.000
Controlling Live Load (Distributed) =		74.8 ft-kips	19.7 kips
M1 =	Std Spec for Hwy Bridges 17th 10.48.1.1	44.2 ft-kips	

Design Load Factors:

Table 3.22.1A

Factor Applied to Dead Load, LF_d =	1.3
Factor Applied to Composite Dead Load, LF_c =	1.3
Factor Applied to Live Load, LF_l =	2.17

COMPUTATION OF SECTION PROPERTIES

Properties of Noncomposite Section Resisting Dead Loads:

Moment of Inertia, I =	795.60 inches ⁴
Distance from Bottom of Beam to N.A., Yb =	9.00 inches
Distance from Top of Beam to N.A., Yt =	9.00 inches
Section Modulus to Bottom of Beam, Sb =	88.40 inches ³
Section Modulus to Top of Beam, St =	88.40 inches ³

Properties of Composite Section Resisting Dead Loads:

Moment of Inertia, I =	795.60 inches ⁴
Distance from Bottom of Beam to N.A., Yb =	9.00 inches
Distance from Top of Beam to N.A., Yt =	9.00 inches
Section Modulus to Bottom of Beam, Sb =	88.40 inches ³
Section Modulus to Top of Beam, St =	88.40 inches ³

Properties of Section Resisting Composite Dead Loads (3n):

Moment of Inertia, I =	#VALUE! inches ⁴
Distance from Bottom of Beam to N.A., Yb =	#VALUE! inches
Distance from Top of Beam to N.A., Yt =	#VALUE! inches
Distance from Top of Deck to N.A., Ydeck =	#VALUE! inches
Section Modulus to Bottom of Beam, Sb =	#VALUE! inches ³
Section Modulus to Top of Beam, St =	#VALUE! inches ³
Section Modulus to Top of Deck, Sdeck =	#VALUE! inches ³

Properties of Section Resisting Live Loads (n):

Moment of Inertia, I =	795.60 inches ⁴
Distance from Bottom of Beam to N.A., Yb =	9.00 inches
Distance from Top of Beam to N.A., Yt =	9.00 inches
Distance from Top of Deck to N.A., Ydeck =	15.00 inches
Section Modulus to Bottom of Beam, Sb =	88.40 inches ³
Section Modulus to Top of Beam, St =	88.40 inches ³
Section Modulus to Top of Deck, Sdeck =	0.00 inches ³

ANALYSIS OF NONCOMPOSITE SECTION

Determine Section Designation:

	10.48.1	10.48.2	10.48.4
	Compact Section Requirements	Braced Noncompact Section Requirements	Unbraced Section Requirements
b'/t =	6.86	11.86	12.70
D/t _w =	37.23	111.02	88.91
D/t _w + 9.35(b'/t) =	101.34	N/A	N/A
L _b =	180.00	119.65	97.22
I _{yc} /I _y =	0.37	N/A	N/A
Classification of Section =			Noncompact
Bracing Classification of Section =			Unbraced

Moment Capacity of Section

$M_p = F_y Z =$ (10-92) 199.6 ft-kips
 $M_y = F_y S =$ (10-98) 221.0 ft-kips

Determine M_r :

$L_p =$ 95.00 inches
 $L_r =$ (10-103f) 174.85 inches
 $L_b =$ 180.00 inches
 $D_c/t_w =$ 18.61
 $\lambda/F_y^{0.5} =$ 88.91
 $18,250/F_y =$ 105.37

For $D_c/t_w \leq \lambda/F_y^{0.5}$ or with Longitudinally Stiffened Webs:

$M_r =$ (10-103c) 143.1 ft-kips

For $\lambda/F_y^{0.5} < D_c/t_w \leq 18,250/F_y^{0.5}$:

For $L_b \leq L_p$:
 $M_r = M_y =$ (10-103d) N/A ft-kips

For $L_r \geq L_b > L_p$:
 $M_r =$ (10-103e) N/A ft-kips

For $L_b \geq L_r$:
 $M_r =$ (10-103g) 104.27 ft-kips

Governing $M_r =$ 143.1 ft-kips

Determine R_b :

Depth of Web = 17.13 inches
Depth of Web in Compression, $D_c =$ 8.56 inches
Area of Compression Flange, $A_{fc} =$ 2.63 inches²
Lateral Torsional Buckling Moment or Yield Moment, $M_r =$ 1,717,049 inch-lbs.
Section Modulus for Noncomposite Section = 88.40 inches³
 $\lambda =$ 15,400.00

 $R_b =$ (10-103b) 1.00

Governing Moment Capacity of Section, $M_u =$ 143.1 ft-kips

Shear Capacity of Section:

F_y of Web = 30 ksi
 $V_u = CV_p$ (10-113)
 $C =$ 1.00
 $V_p = 0.58F_y * d * t_w =$ (10-115) 5,102.8 kips

Shear Capacity of Section, $V_u =$ 5,102.8 kips

STRUCTURE RATINGS

Ratings Based on Moment for Noncomposite Section:

Available $M_{ll+i} = M_n/1.3 - M_{dl} =$	91.7 ft-kips
Inventory Rating Factor =	0.74
Inventory Rating =	H 14.7
Operational Rating =	H 24.5

<u>Vehicle</u>	<u>Weight (tons)</u>	<u>Operating RF</u>	<u>Capacity</u>	<u>Recommended</u>
H20	20	1.23	24.5 Tons	24 Tons

Ratings Based on Shear:

Available $V_{ll+i} = V_n/1.3 - V_{dl} =$	3,921.2 kips
Inventory Rating Factor =	119.50
Inventory Rating =	H 2390.1
Operational Rating =	H 3983.4

GOVERNING RATINGS

Structure shall be limited to a maximum vehicle load of = **24 Tons**