

## 4.12 Posting/Signing Example

Using the above structural rating as an example, the following is a discussion of how a posting level might be decided, if necessary. The numbers shown are in tons.

	Posting Truck	LFD Rating	
		Inv.	Oper.
Truck			
H	12.5	9.8	16.3
T-3	<del>27.0</del> 25.0	18.2	30.4
Semi Trailer			
HS	22.5	17.6	29.3
T3S2	36.0	29.9	49.8
Truck-Trailer			
T3-3	40.0	35.2	58.6

Since the rating trucks are between the Inventory and Operating ratings, this bridge may or may not need to be posted depending on other factors such as deterioration, age, truck traffic, speed, location, etc. If the decision is made to post the structure, the sign tonnages need to be determined. See Section 4.14 Bridge Posting Philosophy and Guidance for an example method to arrive at posting numbers.

If the ratings are low, a Type R12-1 sign with only one number would be appropriate (Not Required). This sign is not recommended since it unnecessarily restricts the longer trucks.

If the decision is made to use a three-number sign, Type R12-5, a posting range for each vehicle type is shown below.

Single Vehicle Range: 12 to 20 Ton  
 Semi-Trailer Range: 20 to 25 Ton  
 Truck-Trailer Range: 35 to 40 Ton

The three vehicle sign is recommended since it allows higher gross load on the longer trucks and does not endanger the structure at the operating level.

An on-site inspection and judgement as to the condition of the structure and local traffic may be required to determine where, within or below the ranges, this structure should be posted.

### 4.13 Posting/Signing Example

Figure 4.13.1.1 Legal and Load Rating Trucks - (Exhibit "A")

		KANSAS INTERSTATE Legal Truck STATE (Maximum Axle and Gross Weights Shown)		KANSAS Load Rating/Posting Truck	OPERATING POSTING LEVEL
Truck	H Unit				12.5T
	Type 3 Unit			*▲	<del>27T</del> <b>25.0 T</b>
Tractor and Semi-Trailer	HS Unit			†	22.5T
	Type T2S1 Unit				
	Type T2S2 Unit				
	Type 3S2 Unit			*▲	36T
	Type 3-3 Unit			*	40T
Permit Vehicles	Type T2S1-2 Unit			— Law only allows double trailers to 28'-6" each and no triples without special permit.	
	Type T130 Unit	SPECIAL PERMIT REQUIRED For T130 and T170 Trucks One Lane Distribution on Girders and 15% Increase on Slabs			
	Type T170 Unit	T130: 50% Impact and Fatigue Requirements. T170: No Impact and No Fatigue Requirements.			

\* NOTE: Recommended Trucks Manual for Condition Evaluation of Bridges. Rev. March 1998  
 † A.A.S.H.T.O. Design Truck, Required by FHWA (LFD Method) for NBIP.  
 \* Any combination of truck-trailer, tractor-trailer.  
 \* This distance varies. As minimum use 14' and 30'.  
 ▲ Posts on this truck.  
 \* \* Load Rating/Design and Posting