

ORIGINAL

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OFFICE OF PUBLIC ACCOUNTABILITY
PROCUREMENT APPEALS

DATE: 03-08-16
TIME: 1:05 AM PM BY: JMS
FILE NO OPA-PA: 15-009

IN THE OFFICE OF PUBLIC ACCOUNTABILITY

In the Appeal of

Korando Corporation,

Appellant.

DOCKET NO. OPA-PA-15-009

**STATUS REGARDING COMPLIANCE
WITH THE STIPULATION AND ORDER
TO RESCIND THE TERMINATION OF
KORANDO CORPORATION ON THE
BILE/PIGUA BRIDGE REPLACEMENT
PROJECT (GU-NH-NBIS(007))**

Korando Corporation ("Korando") hereby submits its status of compliance with the Stipulation and Order to Rescind the Termination of Korando Corporation on the Bile/Pigua Bridge Replacement Project dated December 16, 2015 ("Decision").

1. By a letter dated March 1, 2016 from Joyce Tang, counsel for Korando, to Tom Keeler, counsel for DPW, Korando expressed serious concerns regarding the need to resolve the critical issues in order for work to begin on the Project. *See, **Exhibit A*** (3/1/2016 Ltr. to T. Keeler with Chronology).

2. The issues requiring immediate resolution are: (1) the Overhead Powerline Issue; and (2) the Load Capacity of Existing Temporary Steel Bridges. *Ibid* at 2.

3. Based on a GK2 Inc. *Revised Load Analysis for Existing Steel Bridges Report* dated February 7, 2016, prepared for Korando, the existing temporary steel bridges at Pigua and Bile Bay, currently used by the traveling public, do not have the capacity to support the loads required by Federal highway standards promulgated by AASHTO. See, **Exhibit B** (2/7/16 GK2 Inc. Report). These standards require the posting of load limit signs at both bridges to inform the public that the bridges are under capacity, *i.e.* the load capacity is less than the required load capacity. [AASHTO Manual for Bridge Evaluation article 6A.8.2]. There are no load limit signs at the entry of Bile and Pigua bridges.

SO STIPULATED on this 3rd day of March, 2016

CIVILLE & TANG PLLC



JOYCE C.H. TANG
Attorneys for Korando Corporation

EXHIBIT A

CIVILLE & TANG, PLLC

www.civilletang.com

Sender's Direct E-Mail:
jtang@civilletang.com

March 1, 2016

VIA E-MAIL

Thomas P. Keeler, Esq.
THE OFFICE OF THE ATTORNEY GENERAL
590 S. Marine Corps Drive
ITC Bldg., Suite 706
Tamuning, Guam 96913

RE: BILE/PIGUA BAY BRIDGES PROJECT – KORANDO CORPORATION

Dear Tom:

I am writing to express serious concerns about the lack of response from DPW and the postponement and cancellation of special meetings and the weekly meetings. On February 1, 2016, the Director requested the parties resolve three issues: "NTP, Overhead Power Line and Interim Bridges, critical topics for discussion during the [upcoming] Feb. 4, 2016, Weekly Construction Meeting." The parties met on February 4, 2016 to discuss these issues. There has been very little progress after this meeting. Attached is a chronology of the meeting and events from December 23, 2016, the date of the Preliminary Meeting to re-start the Project.

Two of the three outstanding issues have not been resolved. The status is as follows:

1. **Notice to Proceed.** At the 1/21/2016 Weekly Meeting, Korando expressed concern regarding the issuance of the NTP on January 25, 2016 because it understood the January 25th date was the "target date." *See, Minutes No. 01 and Stipulation Re Settlement.* At the February 4, 2016 Special Meeting, the parties agreed the NTP date will be 2/9/2016, and PTG will revise CO No. 01 to reflect this change. *See, Minutes No. 2.* Minutes No. 2 confirms that the NTP matter is now "Closed." Please provide us with the status of the revision of CO No. 01.
2. **Overhead Powerline.** Subsequent to the meeting with GPA on 1/5/2016, Korando requested in an email to TG on 1/5/2016 that TG review the constructability issues and provide a response on how Korando should proceed. The power line issue was further discussed in Weekly Meetings on 1/21/2016 and 1/28/2106 and again in special meeting on 1/4/2016 and 1/08/2016. Please provide a response to this issue.

Thomas P. Keeler, Esq.

March 1, 2016

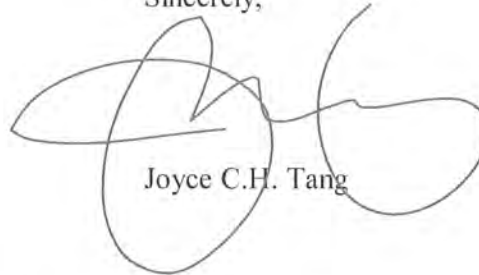
Page 2

3. **Load Capacity of Existing Temporary Steel Bridges.** Korando provided GK2's 2/4/2016 and 2/7/2016 Reports which confirmed that: (1) the theoretical capacity of the existing bridges is insufficient to support AASHTO HL-93 loading, which is the loading that Guam bridges are required to be capable of supporting; and (2) the theoretical capacity of the existing bridges is insufficient to support the envisioned Korando crane loads, which are of lesser magnitude than the HL-93 loading. These issues were to be discussed and resolved at the 2/16/2016 meeting. All meetings after 2/8/2016 were cancelled or postponed at DPW's request. Please provide a response to this issue.

The overhead powerline and existing temporary steel bridge issues were brought to the attention of all representatives at the December 23, 2015 Project Re-Start meeting. Sixty-eight (68) days have passed and there is still no resolution. While Korando appreciates the effort that is being made to resolve these issues, it is concerned that twenty-two (22) days have passed since the last meeting (2/8/2016), and there has been no response or action on the part of DPW. Korando's planning and scheduling for the work cannot be finalized until these two issues are resolved; meanwhile, important weekly meetings are being postponed and cancelled at the request of DPW.

Korando's team is working on mobilization and early construction activities, but, cannot proceed with critical activities until these issues are resolved. Korando requests a response to the two outstanding issues and the immediate resumption of weekly meetings, and additional meetings, if needed, to keep moving forward in a timely manner.

Sincerely,



Joyce C.H. Tang

Enclosure (Chronology)

cc: Richele Takara (Federal Highway Administration)
Thomas Sterling, Esq.

BILE / PIGUA BRIDGES - MEETING CHRONOLOGY

Weekly Project Meeting	Bridge & Crane Issue Meeting	Notices & Other Meetings	MEETING / NOTICE DESCRIPTION	MEETING / NOTICE CONTENT
12/23/2015			Meeting with TG, PTG, DPW	Preliminary Re-start meeting (existing temporary bridge and overhead power line issues discussed)
		12/29/2015	Meeting with DPW One Stop	Re-issue of Building Permit
	1/5/2016		Meeting with GPA	Discuss Power Line and Back-feeding
	1/5/2016		KLF email to TG	Discuss Outcome of Meeting with GPA / Backfeeding not a likely option / Korando's original plan submitted to Stanley most likely the best option to proceed
		1/6/2016	TG inspection of Korando's Undistributed Materials	
1/21/2016			Weekly Meeting # 1	
		1/22/2016	TG provides advance copies of the original Bile & Pigua Replacement Interim Repair Plans & Calculations	
1/28/2016			Weekly Meeting # 2	
		2/1/2016	DPW Director, Glenn Leon Guerrero, requests parties to resolve issues	Director asked TGE, PTG, PB and Korando to "make the three issues noted above: NTP, Overhead Power Line, and Interim Bridges, critical topics for discussion during the Feb. 4, 2016, Weekly Construction Meeting. Additional Meeting are to be held to resolve the issues." (See, Meeting Minutes No. 2)
2/4/2016	2/4/2016		Special Meeting # 2	Weekly Meeting but all agreed to discuss the bridge and crane issues. JT discussed the NTP and it was agreed to change NTP from 1/25 to 2/8; Korando provide GK2's 2/4/2016 Report regarding the capacity checks for existing temporary steel bridges.
	2/4/2106			GK2 meeting with DCA regarding bridge load capacity.

2/8/2016	Special Meeting # 3		Meeting to discuss Bridge and Crane Issues; Korando provided 2/7/16 GK2 Report Re Existing Bridge Capacity provided to Group confirming that: (1) the existing bridges cannot be shown to support Guam highway loads; (2) the existing bridges cannot be shown to support the intended crane loads
	PTG to Revise Change Order No. 1 to change NTP to 2/9/2016	2/9/2016	"PMT had no objections to the proposed NTP date [2/9/2016]. PTG to revise CO 01." See, Minutes No. 2
2/11/2016	Weekly Meeting cancelled at DPW's request		2/10/16 Email from J. Miller advising Korando that it will resume next Thursday, Feb. 18, 2016
2/11/2016	Interim Bridge Capacity & Crane Operation Meeting cancelled at DPW's request		2/10/16 Email from J. Miller advising Korando that due to conflicts for DPW participants, it would be rescheduled to 2/16/2016
	TG sends notice that a site visit was made to confirm as-built conditions of the existing bridges.	2/12/2016	Interim Bridge Capacity & Crane Meeting rescheduled to the week of 2/22. A new meeting time will be established when analysis is forwarded to Korando so they have a few days to review.
2/18/2016	Korando receives notice of Cancellation of Weekly Meeting Weekly Meeting cancelled at DPW's request	2/17/2016	
2/25/2016	Korando receives notice of Cancellation of Weekly Meeting Weekly Meeting cancelled at DPW's request	2/24/2016	

EXHIBIT B

Mr. Byung Kim
Korando Corporation
Harmon, Guam

February 7, 2016

Re: **BILE / PIGUA BAY BRIDGE REPLACEMENT – REVISED LOAD ANALYSES FOR EXISTING STEEL BRIDGES**

Hafa Adai Mr. Kim,

As discussed, I have reanalyzed the existing steel bridges at Bile and Pigua using new loads as follows:

- A. HS20-44 Truck Loading with a 32,000 pound axle load, which matches the loading discussed at our meeting with DPW last Thursday, February 4.
- B. Crane axles loads for the GMK5100 model, which were provided to me by SmithBridge.

I analyses both load cases using three methods:

- I. Simple hand calculation assuming that the existing W6x15 (previously verified using field measurements) act alone, without the benefit of the steel deck plate as a flange.
- II. Simple hand calculations assuming that the $\frac{3}{4}$ " deck plate acts as a flange, thereby increasing the beam capacity.
- III. Using the finite element analysis program RISA3D, assuming that the $\frac{3}{4}$ " deck plate acts as a flange.

The three methods and two loads yielded six different cases that were explored. My calculations, load assumptions, and RISA3D output are included as an enclosure to this letter.

The existing bridges were shown by calculation to be understrength for all six cases, with the demand to capacity ratios (D/C) ranging from 1.35 to 2.68. D/C ratios should be a maximum of about 1 in order to be considered OK.

As noted in my calculations, the D/C for both the HS20-44 and GMK5100 loads using Method III are about 1.35, leading me to conclude that if the bridge were capable of supporting the HS20-44 loading then they would also have had the capacity to support the GMK5100 loads.

Given the range of D/C ratios, the capacity of the bridges is too low to allow the GMK5100 to cross them and I recommend that you avoid doing this. The capacity of the bridges is also too low to support the required Guam highway loads, and if you intend to use these bridges for public traffic while implementing your project then you should post a load limit sign to alert the public that the bridges are under capacity.

Please review this letter and the enclosed calculations and let me know if you have any questions.

Regards,



Terangue Gillham PE, SE
President

Related Xc: *Office File*
Proj #
00-00

TG/Attachments (1)
160207 GK2_Korando B&P Exist Bridge Capacity
Report 2.docx



Civil

Prepared by: TS

Date Prepared: 160207

Structural

Checked by: _____

Sheet No. 1 of 5

Project: B&P BRIDGES

Job No. _____

CHECK EXIST. STEEL BRIDGES FOR
TWO LOAD CASES:

A. HS20-44 TRUCK LOAD. - ATT 1

B. GMR STD CRANE LOADS - ATT 1

SEE

BRIDGE SPANS 20', 12' WIDE W/
W6X15 (A36) C 16" OC W/ 10 WENTS TOTAL,
3/4" STLR (A36) DECK

METHOD I - HAND CALC W/ INGENS* ALONE

* W6X15 MEMBERS CONFIRMED THRU FIELD
MEASUREMENTS

ASSUME 5 BEAMS CARRY LOAD, SAME AS.

DESIGN CALCS.

W6X15 $Z_x = 10.8 \text{ in}^3$, BRACED C TOP & BOT.
FUNGES \therefore MP APPROPRIATE.

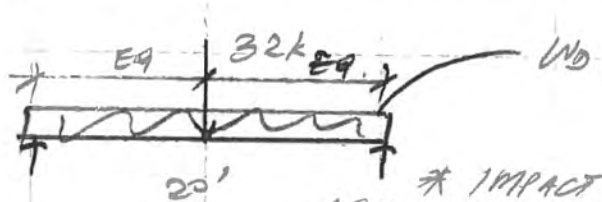
$$M_n = Z_x F_y = 10.8(36) = 389 \text{ k} = 32.4 \text{ k}'$$

$$\ast \text{ USE LRFD. } \phi M_n = .9(32.4) = 29.2 \text{ k}' \sim \underline{29 \text{ k}'}$$

$$\Sigma \phi M_n = 5(29) = \underline{146 \text{ k}'}$$

LOAD A.

AASHTO HS20-44 TRUCK LOAD



$\delta_D = 1.25$

$\delta_L = 1.33(1175) = 2,332$

↑ IMPACT?

* IMPACT APPROPRIATE AS DESIGN LOAD, FIELD OBSERVATIONS REVEAL THAT TRUCKS DO NOT SLOW PULSES, ACTUALLY EXACERBATE BOUNCING.

$W_D = 574 \text{ lb/ft} + W_{\text{GIRTS}} @ 14 \text{ in OC.}, \quad \delta = 80 = 7'$

$FL = \frac{1.75}{12} \times 1.49 \times 7' = 1,214 \text{ k/ft.}$

$W_{\text{GIRTS}} = 1.015 \times 5 = 5.075 \text{ k/ft.}$
 $1,289 \text{ k/ft.}$

FACTORED MOMS -

DEAD. $M_D = \frac{1,289(20)^2}{8} = 14.5 \text{ k'}$

$M_{W_D} = 1.25(14.5) = 18 \text{ k'}$

TRUCK $M_L = \frac{32 \text{ k}(20)}{4} = 160 \text{ k'}$

$M_{W_L} = 2,33(160) = 373 \text{ k'}$

$\Sigma M_o = 18 + 373 = 391 \text{ k'}$

$\phi M_n = 146 \text{ k'}$
 $\frac{D}{C} = \frac{M_D}{\phi M_n} = \frac{391}{146} = 2.68 > 1.0$
NG

→ W GIRTS ALONE IS OVER CAPACITY.



Civil

Prepared by: TG

Date Prepared: 160207

Structural

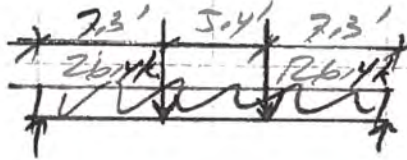
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Sheet No. 3 of 5

Project: B&P BRIDGES.

Job No. _____

LOADS B. EMK5700



$$Y_D = 1.25$$

$$\gamma_L = 1.35 \text{ PERMIT LOAD (Z)}$$

NO IMPACT.

FACTORED MOMS.

$$M_D = 14.5k' \quad M_{UD} = \underline{18k'} \text{ FROM PREVIOUS.}$$

EMK5700

$$M_L = 26.4k (7.3') = 193k'$$

$$M_{UL} = 1.35 (193) = \underline{260k'}$$

$$\Sigma M_u = 18 + 260 = \underline{278k'}$$

$$\phi M_n = 146k' \quad \phi/c = \frac{278}{146} = 1.9 > 1.0 \text{ NG}$$

→ W6x15 ALONE OVER CAPACITY.

METHOD II - HAND CALC W6x15 w/ 3/4" PLATE
AS TOP FLANGE.

FROM PREVIOUS CALS, COMP SECTION ACTION

$$\text{OK, } Z_x' = 14.9 \text{ in}^3 \text{ (vs } 10.8 \text{ in}^3 \text{ W6x15 ALONE, } 38\% \text{ INC)}$$

$$\text{NOW } M_n' = Z_x' F_y = (14.9)(36) = 536k'' = 44.7k'$$

$$\phi M_n = .9(44.7) = 40.2k'$$

$$\text{5 BEAMS } \Sigma M_n = 5(40.2) = \underline{201k'}$$



Civil
 Structural

Prepared by: TG

Date Prepared: 16/02/07

Checked by: _____

Sheet No. 4 of 5

Project: B&P BRIDGES.

Job No. _____

LOAD A.

$$M_u = 391k' \quad D/C = \frac{391}{207} = 1.94 > 1.0 \underline{NG}$$

LOAD B.

$$M_u = 278k' \quad D/C = \frac{278}{207} = 1.38 > 1.0 \underline{NG}$$

→ WGT'S w/ 3/4" R FLANGE OVER CAPACITY FOR BOTH A & B.

METHOD III

USE RISA3D FOR FEA

- 3/4" R INCL IN COMP WGT'S PRDS.
- 3/4" R GRD (NO SELF WE) FOR TRANS. DIST. UP LOADS.

SEE ATTACHMENT 2 PAGES 1 & 2.

LOAD A.

SEE ATT 2 PAGES 3-5.

$$\text{MAX } D/C = \frac{54.2}{40} = 1.35.$$

4 BEAMS @ 1.1 NG, 2 BEAMS @ $D/C = 1.1$



Civil
 Structural

Prepared by: TG
 Checked by: _____

Date Prepared: 160207
 Sheet No. 5 of 5

Project: B&P BRIDGES.

Job No. _____

LOAD B.

SEE ATT 2. PAGES. 6-8.

$$\text{MAX D/C} = \frac{5412}{40} = 1.35$$

4 BEAMS. O/S, NG.

IT IS NOTED THAT THE MAX D/C FOR LOADS A & B IS THE SAME, 1.35.

IF BRAGE WERE CAPABLE OF CARRYING THE H20-44 LOADS w/ D/C \leq 1.0, IT WOULD BE ABLE TO CARRY THE GMR500. AS WELL.

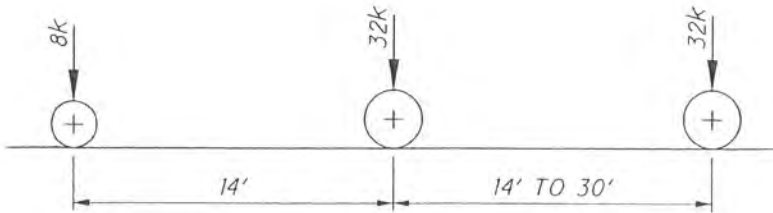
SUMMARY OF FINDINGS:

<u>METHOD.</u>	<u>LOAD A. H20-44</u>	<u>LOAD B. GMR500</u>
<u>I. WGT'S ALONE HAND CALCS.</u>	<u>NG. D/C = 2.68.</u>	<u>NG. D/C = 1.9.</u>
<u>II WGT'S w/ 3/4" FLANGE, HAND CALCS.</u>	<u>NG. D/C = 1.94</u>	<u>NG D/C = 1.38</u>
<u>III BRASS WGT'S w/ 3/4" FLANGE</u>	<u>NG. D/C = 1.35</u>	<u>NG. D/C = 1.35.</u>

HS20-44 LOAD

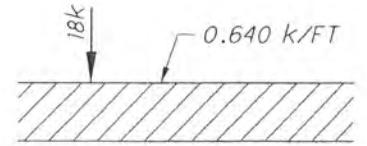
MAXIMUM SIMPLE SPAN LIVE LOAD MOMENTS
FOR INVENTORY AND OPERATING LEVEL LOAD RATING

M = MAXIMUM MOMENT (FT-K)
L = SPAN LENGTH (FT)



AXLE LOADING

HS20-44 GROSS WEIGHT = 36 TONS

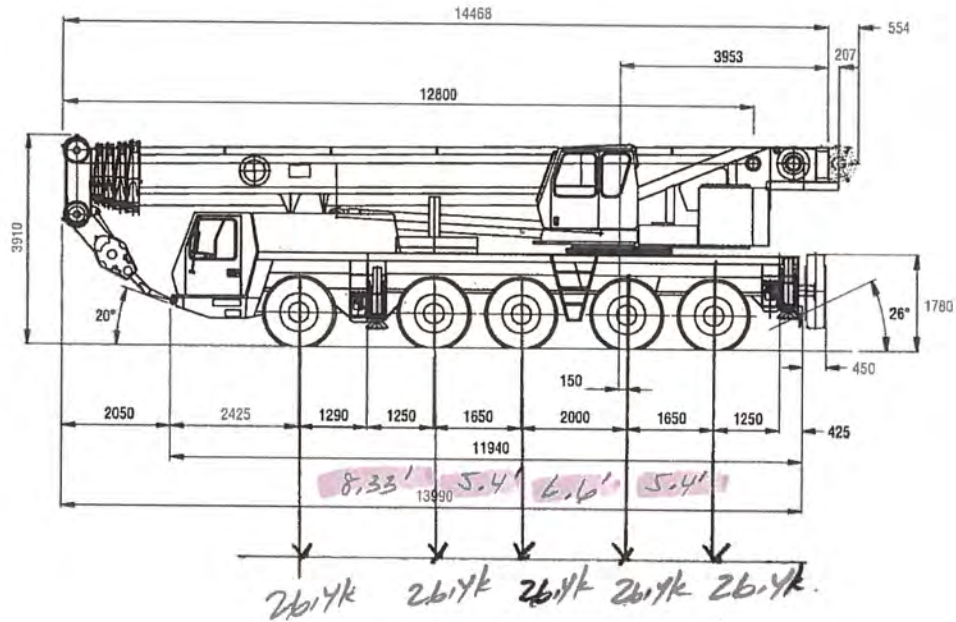


LANE LOADING

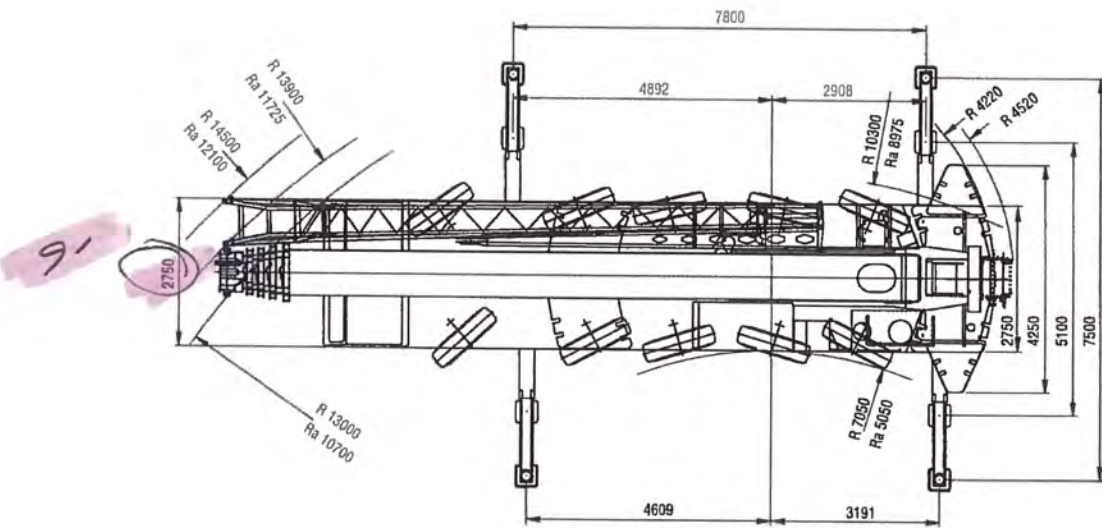
<p>FOR L = 0 TO 23.90 FT $M = 8L$</p>	
<p>FOR L = 23.90 TO 33.80 FT $M = 16L - 224 + 784/L$</p>	
<p>FOR L = 33.80 TO 144.81 FT $M = 18L - 280 + 392/L$</p>	
<p>FOR L = 144.81 FT OR LONGER $M = 0.08L^2 + 4.5L$</p>	



Dimensions • Abmessungen • Encombremet • Dimensiones • Dimensioni



9



Ra = Radius all wheels steered
 Radius allradgelenkt
 Rayon toutes les roues directrices
 Radio de giro con todas las ruedas giradas
 Raggio di curva con tutte le ruote sterzate

GMK5100

GROVE

Data • Daten • Caractéristiques • Datos • Dati

8



12 x 2,2 = 26,4k

Axle Achse Essieu Eje Asse	1	2	3	4	5	Total weight Gesamtgewicht Poids total Peso total Peso totale
t	12	12	12	12	12	60 *



- * with 11 t counterweight, 16.00 R25 tyres, 11/18 bi-fold swingaway, 20 t Hookblock.
- * mit 11 t Gegengewicht, 16.00 R25 Reifen, 11/18 Doppelklappspitze, 20 t Hakenflasche.
- * avec contrepoids de 11 t, pneus 16.00 R25, extension treillis 11/18, 20 t moufle.
- * con 11 t de contrapeso, neumáticos 16.00 R25, 11/18 m plumin articulado, gancho de 20 t.
- * con a bordo 11 t di zavorra, Gomme tipo 16.00 R25, Falcone ripiegabile da 11/18, Gancio da 20t

Lifting Capacity Traglast Force de levage Capacidad de elevación Capacità di sollevamento	Sheaves Rollen Poules Pulsas Carrucole	Weight Gewicht Poids Peso Peso	Parts of line Stränge Brins Ramales de cable Numero di funi	Possible load with the crane * Mögliche Traglast am Kran * Capacité possible sur la grue * Carga posible con la grue * Portata ammissibile con la gru *
100 t	7	1150 kg	2 - 14 / #15	96/100 t *
75 t	5	850 kg	2 - 11	75 t
50 t	3	675 kg	2 - 7	49 t
20 t	1	325 kg	1 - 3	20 t
8 t	H/B	200 kg	1	7 t

- * requires additional boom nose sheave, Zusatzausrüstung am Rollenkopf erforderlich, demande d'utiliser une poulie auxiliaire de tête de flèche, requiere polea adicional en la cabeza de pluma, è richiesto un blocco di carrucole ausiliario in testa braccio
- * varies depending on national regulations, variiert je nach Ländvorschrift, fonction des réglementations nationales, variazioni dipendendo de las regulaciones nacionales, varia in funzione delle normative nazionali.



+



	1	2	3	4	5	6	7	8	R		
km/h	S / N	4,7 / 5,6	6,9 / 8,3	10,4 / 12,5	15,1 / 18,2	20,6 / 24,8	30,5 / 37,2	45,6 / 54,9	66,4 / 80	5,2 / 6,2	70%
	14.00 R25										



+

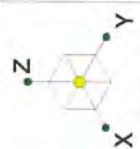


	Infinitely variable stufenlos progressivement variable infinitamente variable infinitamente variable	Rope Seil Câble Cable Fune	Max. Single line pull Max. Seilzug Effort maxi au brin simple Tiro máximo por ramal Tiro max. per singola fune
	0 - 120 m/min single line für einfachen Strang brin simple ramal simple tiro a fune singola	19 mm/225 m	70 kN
	0 - 120 m/min single line für einfachen Strang brin simple ramal simple tiro a fune singola	19 mm/180 m	70 kN
	0 - 1,7 min ⁻¹		
	- 3° to + 83°	40 s	
	12,8 m to 51 m	320 s	

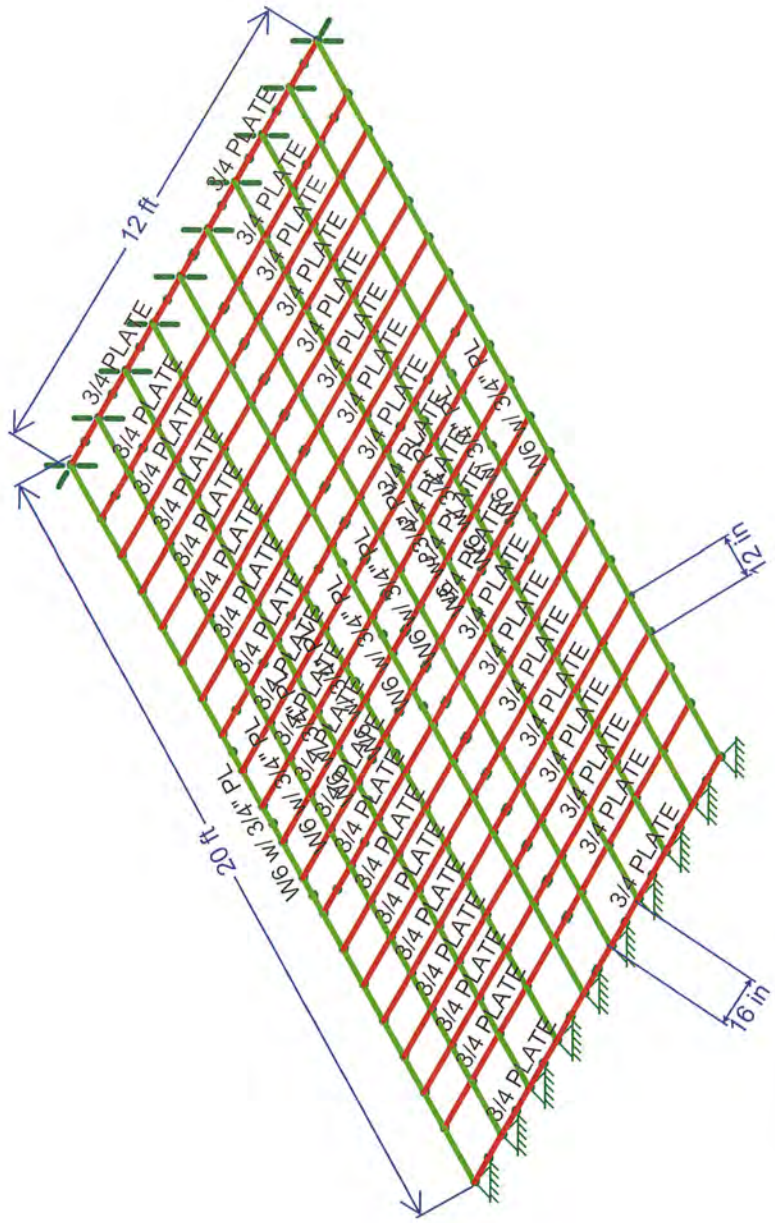
GMK5100

GROVE

ATTACHMENT 2, page 1



Section Sets
 na
 W6 w/ 3/4" PL
 3/4 PLATE



GK2

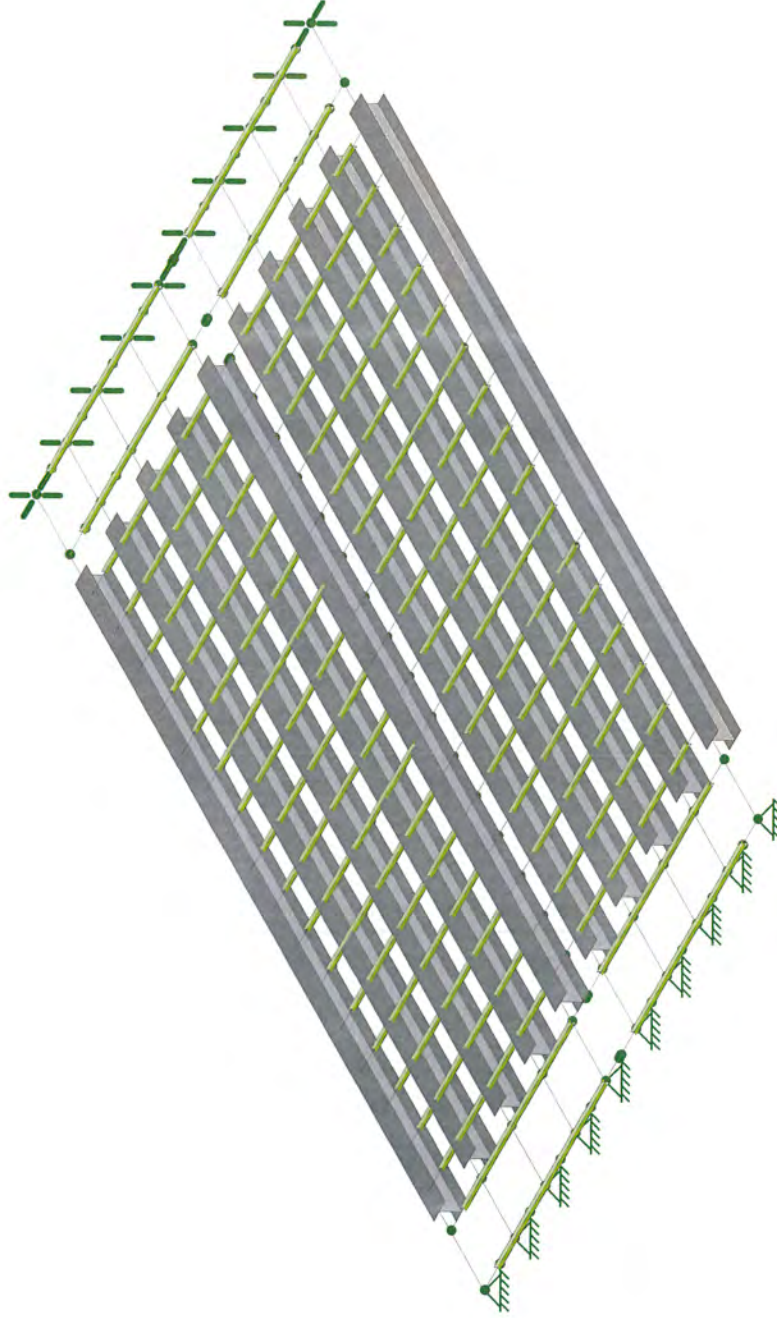
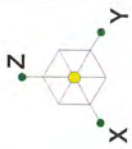
JA

BILE AND PIGUA BRIDGES

SK - 1

Feb 7, 2016 at 11:13 AM

160207 P&B Exist Sitl_GMK5100_TGMOD.r3d



GK2

JA

BILE AND PIGUA BRIDGES

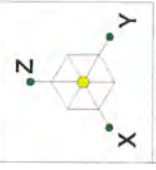
SK - 2

Feb 7, 2016 at 11:14 AM

160207 P&B Exist Stil_GMK5100_TGMOD.r3d

ATTACHMENT 2, page 3

Section Sets
na
W6 w/ 3/4" PL
3/4 PLATE



32k TOTAL AXLE
LOAD



Loads: BLC 23, HS20-44 Truck Midspan Spread

GK2

JA

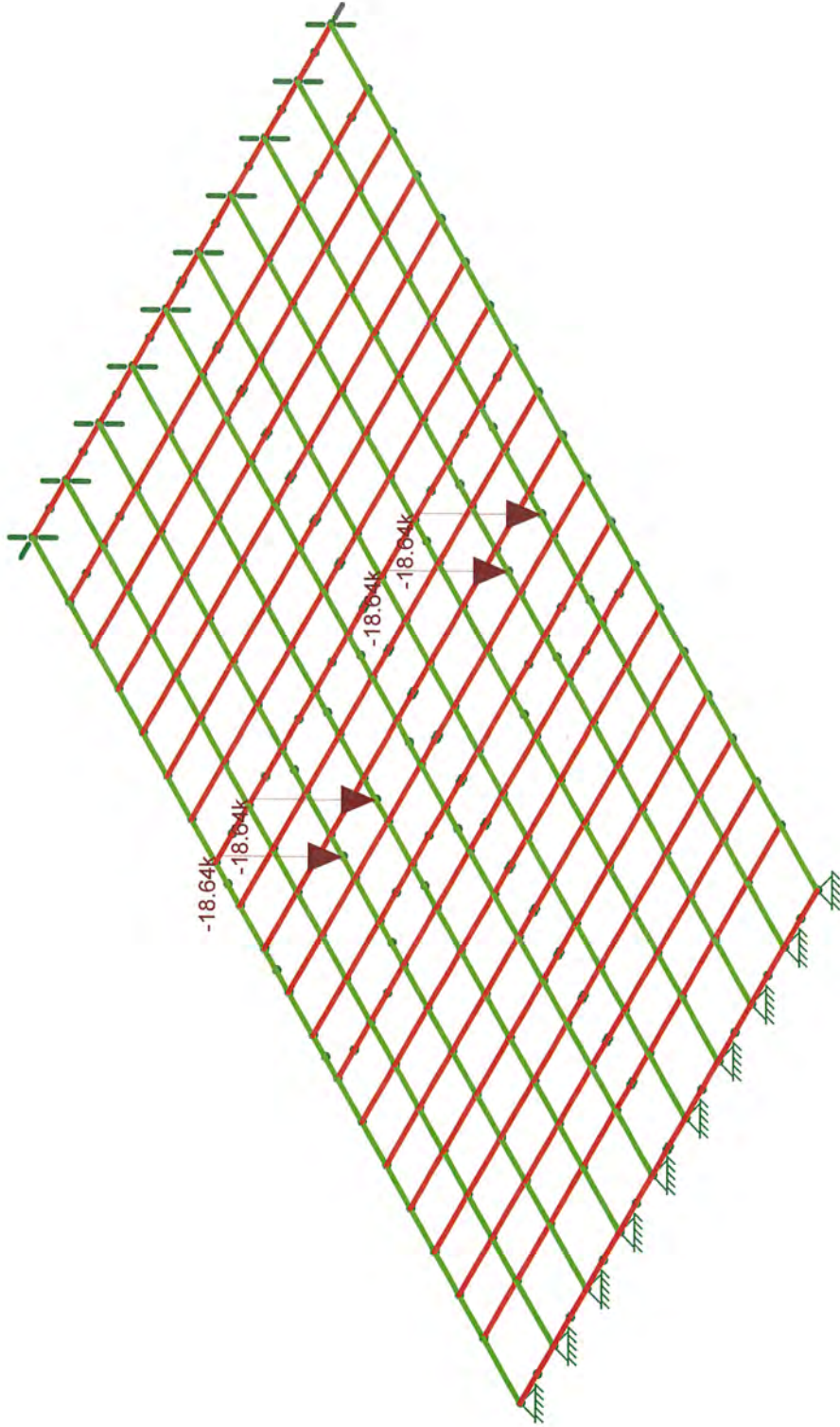
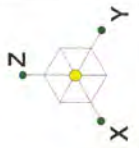
BILE AND PIGUA BRIDGES

SK - 3

Feb 7, 2016 at 11:17 AM

160207 P&B Exist SII_GMK5100_TGMOD.r3d

Section Sets
na
W6 w/ 3/4" PL
3/4 PLATE



Loads: LC 28, HS20-44 Truck Midspan Spread

GK2

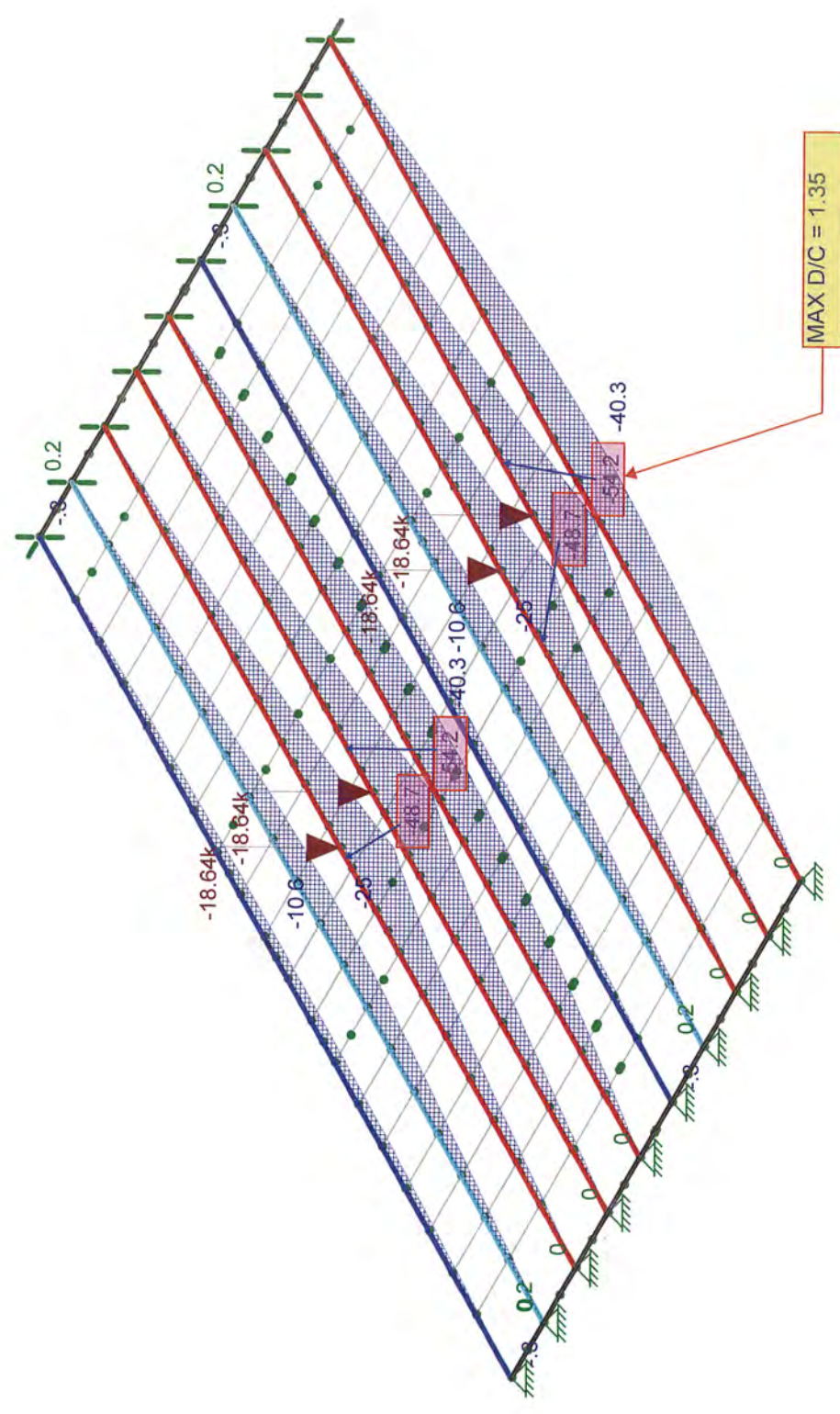
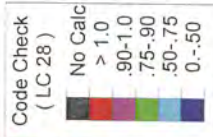
JA

BILE AND PIGUA BRIDGES

SK - 4

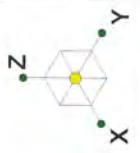
Feb 7, 2016 at 11:17 AM

160207 P&B Exist Stil_GMK5100_TGMOD.r3d



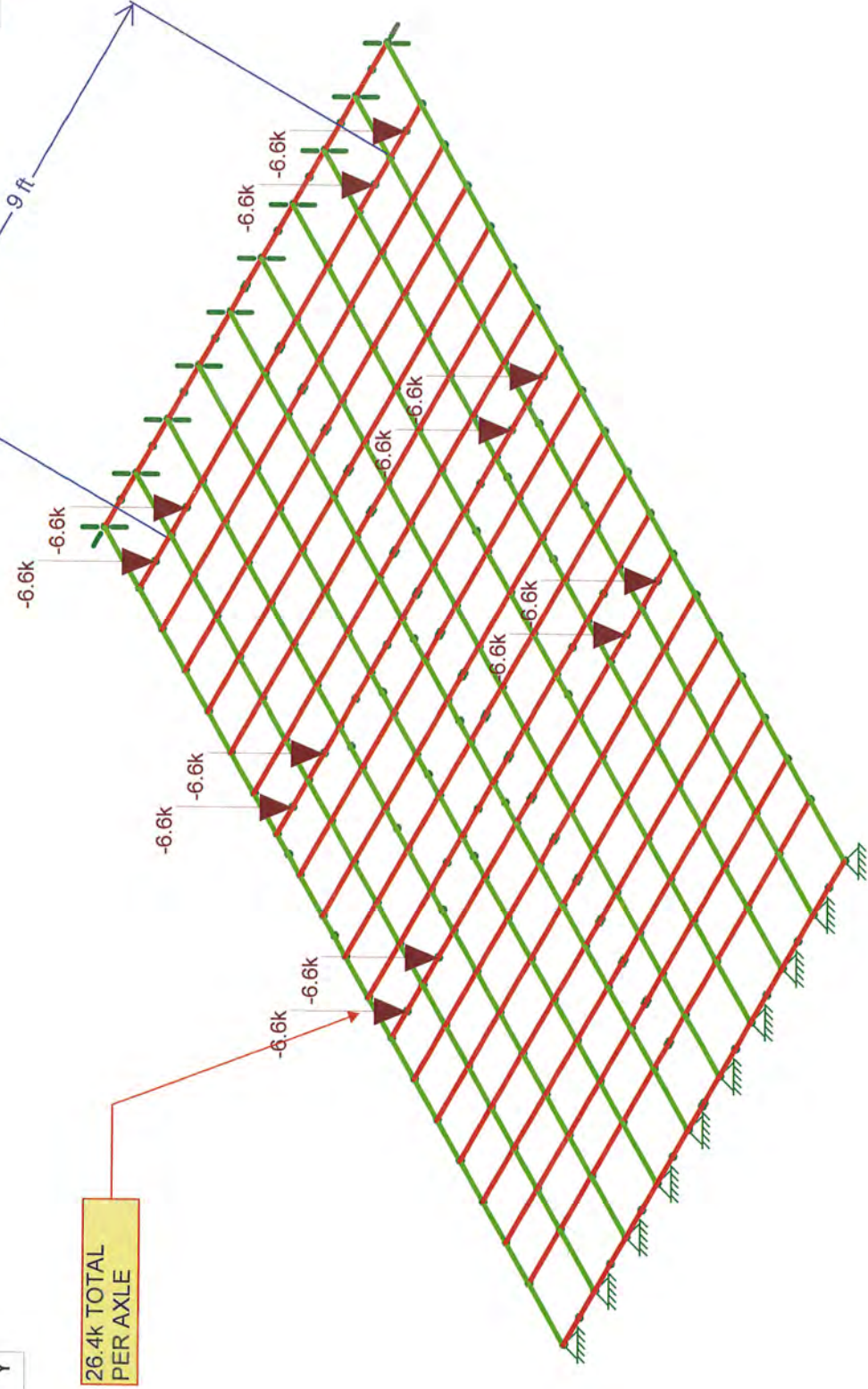
Loads: LC 28, HS20-44 Truck Midspan Spread
 Results for LC 28, HS20-44 Truck Midspan Spread
 Member z Bending Moments (k-ft)

GK2	BILE AND PIGUA BRIDGES	SK - 5
JA		Feb 7, 2016 at 11:19 AM
		160207 P&B Exist S/I_GMK5100_TGMOD.r3d



ATTACHMENT 2, page 6

Section Sets
na
W6 w/ 3/4" PL
3/4 PLATE



26.4k TOTAL PER AXLE

Loads: BLC 21, GMK5100 Midspan Spread

GK2

JA

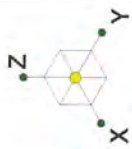
BILE AND PIGUA BRIDGES

SK - 6

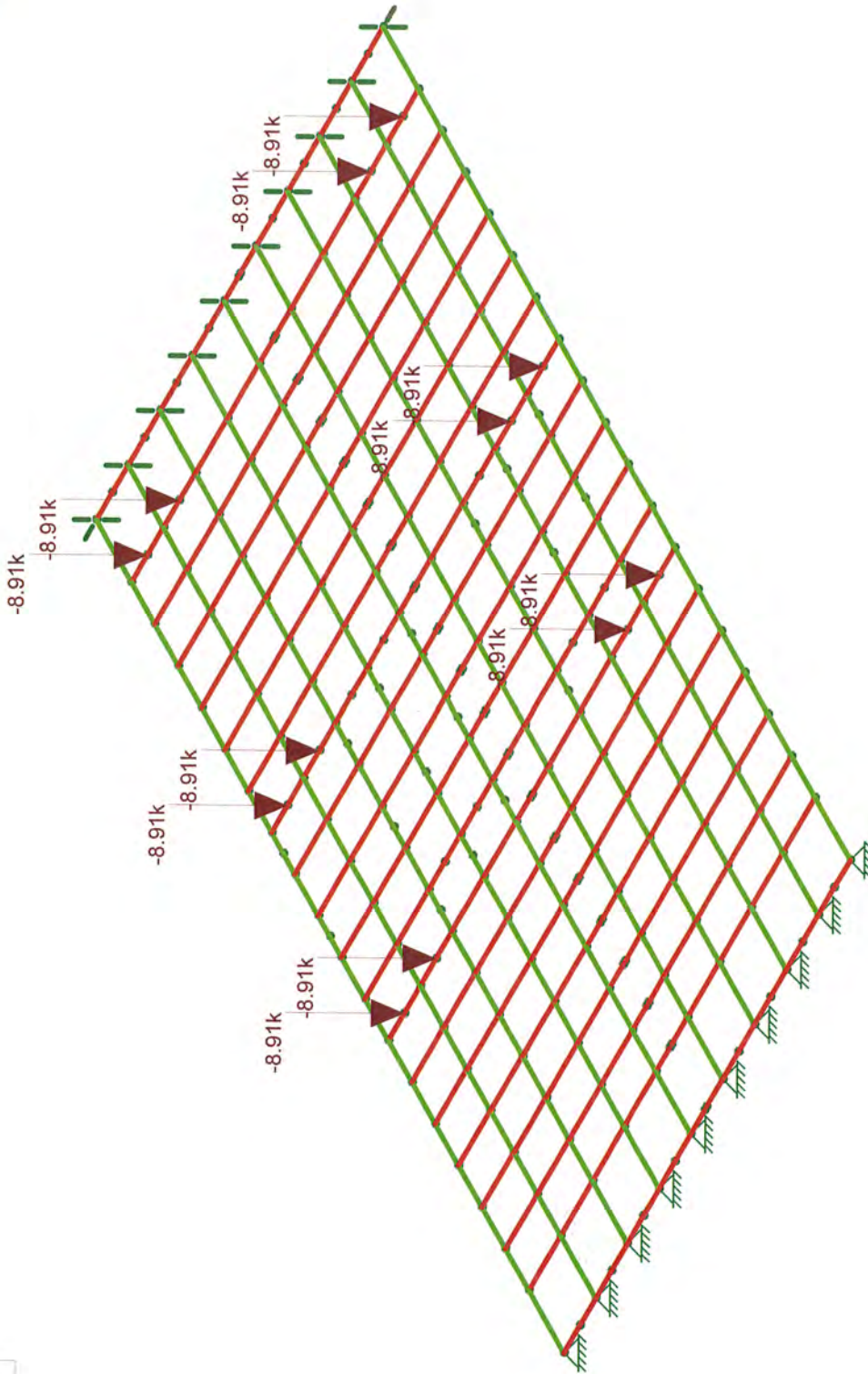
Feb 7, 2016 at 11:20 AM

160207 P&B Exist SII_GMK5100_TGMOD.r3d

ATTACHMENT 2, page 7



Section Sets
na
W6 w/ 3/4" PL
3/4 PLATE



Loads: LC 26, GMK5100 Permit Spread

GK2

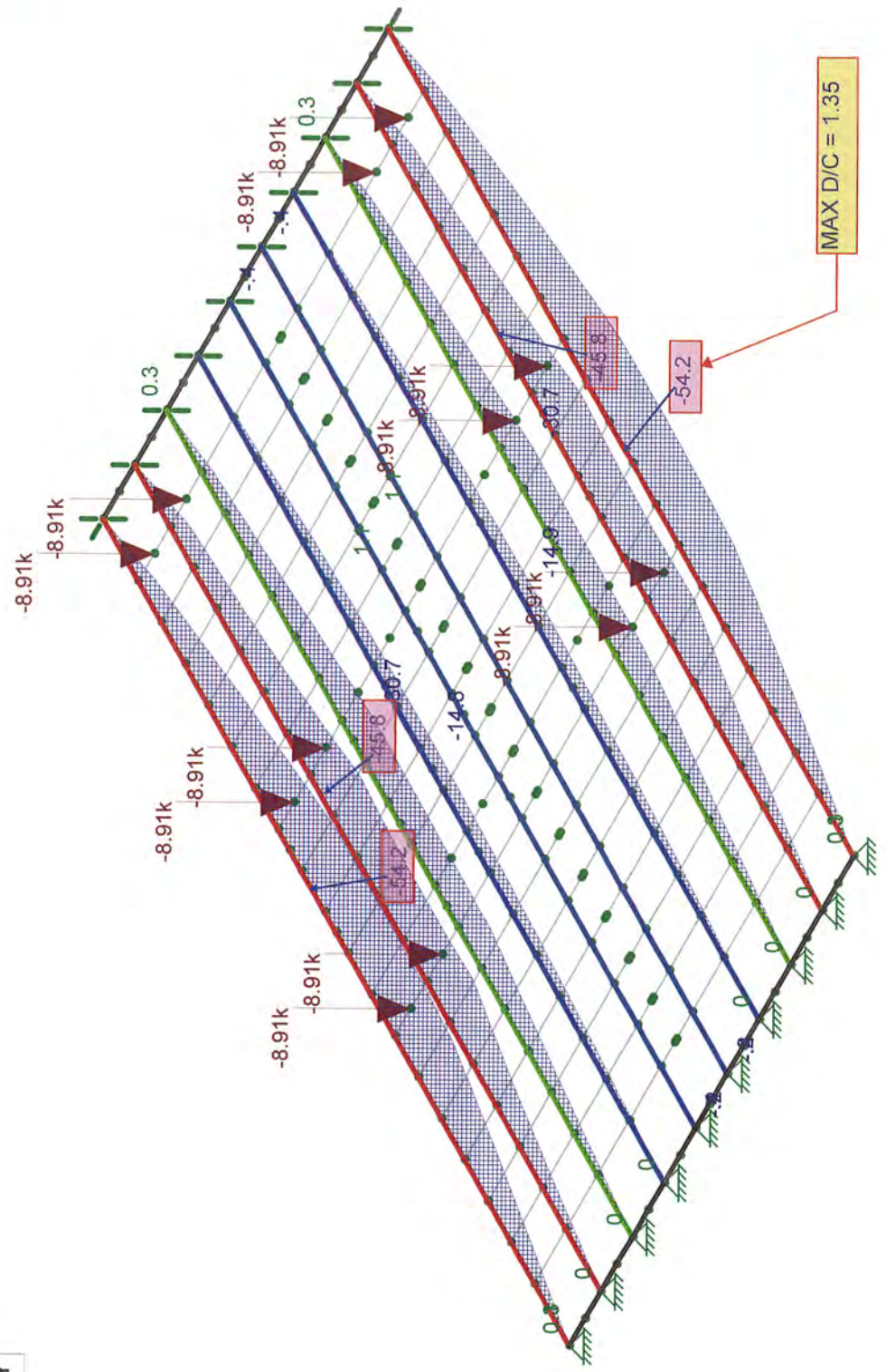
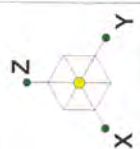
JA

BILE AND PIGUA BRIDGES

SK - 7

Feb 7, 2016 at 11:21 AM

160207 P&B Exist Sil_GMK5100_TGMOD.r3d



Loads: LC 26, GMK5100 Permit Spread
 Results for LC 26, GMK5100 Permit Spread
 Member z Bending Moments (k-ft)

GK2	BILE AND PIGUA BRIDGES	SK - 8
JA		Feb 7, 2016 at 11:22 AM
		160207 P&B Exist Stil_GMK5100_TGMOD.r3d