

LESSARD WELDING

www.lessardwelding.com

Everything you need to know about...

Lessard's Snowmobile Bridges

10 ton load limit





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✓ **Certified Design & Capacity**



Our snowmobile bridge design is certified by a bridge engineer for an AASHTO H20-44 loading. The capacity of our snowmobile bridge is a 10 ton load limit or 20 000 lbs.

✓ **Durability - IMPORTANT**



Lessard Bridges are designed to not only handle the certified load capacity but also to handle the heavy duty operations they will face for years to come. A cheaper bridge is not necessarily a better bridge. Cheaper products available on the market are not equipped with important design features that will enable a bridge to perform on a long-term basis. Lessard design features require extra steel such as our reinforced decking and girders. Our pre-welded 8" x 8" reinforced pockets spaced according to code (every

6' 3") allow our bridges to be used in uncontrolled traffic areas. Extra reinforcing ensures a stronger bridge and a deck that will last considerably longer than our competitors.

✓ **Design & Size**



Our snowmobile bridge consists of two 6' 0" wide bridge sections bolted together side by side, once installed, the total running surface is 12' 4" wide. This type of bridge is available in 20 ft., 30 ft., 40 ft. and 50 ft. lengths.

✓ **Low Profile**



This type of bridge is considered a low profile bridge. The site preparation to accommodate this type of bridge is easier and more cost effective.

Bridge	20 ft.	30 ft.	40 ft.	50 ft.
Height	16"	16"	20"	25"



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✓ **Decking**

The design and surface of our 3/8" steel checker plate decking offers many benefits and exceeds standards.

Reinforced – Important design feature



Our 3/8" checker plate is supported by cross members every 12" right across the length of the bridge. The reinforcing prevents the decking from warping, deforming and deflecting. Without the reinforcing, the warped decking will rust and corrode much more quickly, eventually weakening the surface and rendering the bridge unsafe. Costly repairs, complete deck replacement or even complete bridge replacement may be in order.

Environmentally friendly – Mandatory by the OMNR



Our decking basically covers the entire bridge structure leaving barely any room for debris to enter the water underneath.

Precision Construction



Quality welding ensures that our decking is completely flush and smooth from one section to the other, offering a safer surface to work and walk on. Grader and plow operators will also enjoy this feature as winter grading operations will run much more smoothly.

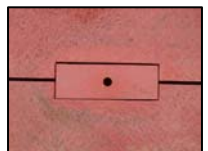
Anti-slip Surface

An anti-slip product is applied to the surface to help prevent slips and falls from happening while working or walking across our bridges.

✓ **Access Points**



Access points are "cut outs" in the decking to allow bridge installers to bolt the two bridge sections together. Cover plates are provided to cover these access points once the bolting is complete.



✓ **Pulling lugs and Lifting Points**



Pulling lugs are pre-welded to each end of each section. There are lifting points all the way around the perimeter of each bridge section. These are extremely handy for maneuvering the bridge sections into place.



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✓ **Reinforced girders – Mandatory by the OMNR**



Each bridge section or module is constructed of three girders for a total of six girders per bridge. The inside of the girders are reinforced with cross members (diaphragms). The diaphragms prevent the steel girders from twisting or bending laterally outward. Without this cross bracing, the ability of the bridge to safely carry design loads may be comprised, this is especially true of older structures that have been damaged in use or have started to corrode.

✓ **Guard Rail Pockets**



Heavy Duty and Reinforced

Our guard rail pockets consist of 8" x 8" x 12" square tubings. This 8" size pocket allows for heavy duty timber posts to be inserted offering a much stronger guardrail. Each pocket is reinforced at all four corners of the pocket with 3/8" checker plate gussets. This reinforcement helps to prevent pockets from bending or even tearing off during handling.

Pre-welded

All of our guard rail pockets are pre-welded to the outer sides of the structure requiring no on-site installation.

Spacing as per code



Our pockets are pre-welded at every 6' 3" on each side of the bridge as per code.

✓ **Serial Number**



Each bridge is assigned an individual serial number for easy tracking and record keeping. Accurate records are a requirement of the OMNR Crown Land Bridge Management Guidelines – 2008.



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✓ **Installation Procedure**



An animated installation video is available on our website at www.lessardwelding.com. Lessard Bridges can be installed in as little as a few hours for the shorter span bridges.

The process is quite simple:

1. Section 1 (identified on the section) is put in place.
2. Section 2 (identified on the section) is put into place beside section 1 using tie down guides (see picture above).
3. Bolts are inserted through access points from top of bridge.
4. Cover plates are simply laid on top of access points and Voilà!

✓ **Record Keeping**

Lessard Welding maintains a detailed bridge information database of all the bridges sold therefore we can offer existing bridge customers up to date information about their purchased bridges.



Letter of confirmation and other documents

Lessard Welding issues a letter of confirmation for each bridge for proper record keeping as required by the OMNR Crown Land Bridge Management Guidelines - 2008. Our letter specifies information in regards to the bridge as well as drawing information.

Along with the letter of confirmation, we also provide our customers with a copy of the structural notes and a copy of the engineer's stamps both from the original fabrication drawing.

✓ **For more information**

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