

Everything you need to know about...

## Lessard's Logging Bridges

### Stringer Type – 83 ton





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## Lessard's Logging Bridges – Stringer Type

### ✓ **Certified Design – Mandatory by the OMNR**



Our stringer type logging bridge design is certified by two bridge engineers to verify that they meet or exceed the Canadian Highway Bridge Design Code standards. The design also meets the Ministry of Natural Resources standards.

### ✓ **Capacity**

The capacity of our stringer type logging bridge is 83 imperial tons (or 75 metric tons) as per the Canadian Highway Bridge Design Code CAN / CSA-S6-00 for a vehicle wheel loading of a CL-625 Truck. If your vehicle is legal for Ontario roads than you can feel safe using a Lessard Bridge.

### ✓ **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. The Lessard bridge design requires extra steel such as our reinforced decking and girders. Extra reinforcing ensures a stronger bridge and a deck that will last considerably longer than ones without.

### ✓ **Design & Size**



Our stringer type logging bridge consists of three stringer beams installed one by one, reinforced with diaphragms and then basically covered with 8 ft. long x 14 ft. wide deck panels. This type of bridge is available in 40 ft., 48 ft., 56 ft., 64 ft., 72 ft. and 80 ft. lengths.

### ✓ **High Profile**



This type of bridge is considered to have a high profile.

Bridge	40 ft.	48 ft.	56 ft.	64 ft.	72 ft.	80 ft.
Height (approx.)	35"	38"	41"	44"	47"	51"



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### ✓ *Decking*



The entire bridge decking consists of numerous panels installed one by one. Each panel measures 14 ft. wide x 8 ft. long and is completely covered by a 3/8" steel checker plate.

### **Installation**

Essentially, the panels lock into place in between the outer girders. Steel tubings are welded underneath each end of the panels enabling the panels to lock into place. Additional panels are simply slid into place behind the other one.

### **Reinforced deck panels – VERY IMPORTANT**



Our 3/8" checker plate is supported by cross members every 12 inches right across the length of each 8 ft. panel. The reinforcing prevents the decking from warping, deforming and deflecting. Without the reinforcing, the decking would have greater chances of warping, rusting and face corrosion much more quickly which can eventually lead to the weakening of 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**



Each deck panel is butted to the next forming a completely covered deck. All panels are equipped with a pre-welded 12" gravel retainer on each side. These 2 features leave absolutely no room for debris to enter the water underneath. The 12" gravel retainer meets the MNR's guide rail standard.



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### ✓ **Decking (continued)**

#### **Precision construction**

Quality welding ensures that our decking is completely flush and smooth from one panel to the next, 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.

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



A total of three stringers (beams or girders) hold up the structure. The inside of the girders are reinforced with cross members that need to be bolted into place on site. This design feature is important as it prevents the girders from deflecting outwards. Without these cross members, the integrity of the bridge could be seriously jeopardized. If absent, the structure could eventually be weakened and again render the bridge to be unsafe. Costly repairs or even complete bridge replacement may be in order.

### ✓ **Guide Rail Pockets**

#### **Heavy Duty / Pre-welded / Spacing as per code – Mandatory by the OMNR**

Our guide 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 guide rail. As required by the standard, the pockets are pre-welded and spaced at every 6' 3" on each side of the bridge.

### ✓ **Lifting points**

There are numerous lifting points all the way around the perimeter of each bridge component such as the beams and deck panels. These are extremely handy for maneuvering the bridge components into place.

### ✓ **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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### ✓ **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, a copy of the engineer's stamps as well as a copy of the vehicle wheel loading all from the original fabrication drawing. We also provide a general arrangements drawing of the bridge.

### ✓ **For more information**

Bridge Sales Representative

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