



Advanced Bridge  
Certification (ABR)

# U.S. BRIDGE®



[info@usbridge.com](mailto:info@usbridge.com)



888-872-7434



[usbridge.com](http://usbridge.com)

# Our Proven Bridges Styles

We offer a wide selection of prefabricated bridge styles to meet your project needs.



## CAMBRIDGE

This is a Warren Truss girder bridge that is formed by a top chord with a polygonal (camelback) shaped geometry. This truss eliminates verticals at the top chord panel points. It is an efficient use of steel and one that is a classic choice for rural or industrial settings.

### 1 Lane

Width Range: 12 ft. - 18 ft. / Span Range Max: 190 ft. - 200 ft.

### 2 Lanes

Width Range: 20 ft. - 34 ft. / Span Range Max: 160 ft. - 180 ft.

### 3 Lanes

Width Range: 35 ft. - 44 ft. / Span Range Max: 140 ft. - 160 ft.



## CAMBRIDGE FLAT

This is a Warren Truss girder bridge that is formed by a top chord with a parallel chord (flat) geometry. This truss eliminates verticals at the top chord panel points. It has a sturdy look and is a great choice for multiple span bridges or bridges set in urban or rural settings.

### 1 Lane

Width Range: 12 ft. - 18 ft. / Span Range Max: 190 ft. - 200 ft.

### 2 Lanes

Width Range: 20 ft. - 34 ft. / Span Range Max: 160 ft. - 180 ft.

### 3 Lanes

Width Range: 35 ft. - 44 ft. / Span Range Max: 140 ft. - 160 ft.



## SENECA

This bow-string Pratt Truss girder bridge is formed by mechanically curving the top chord into an arch shape along a parabolic curve. It has vertical members at every panel point which shrinks the floor beams and minimizes or eliminates stringer beams.

### 1 Lane

Width Range: 12 ft. - 18 ft. / Span Range Max: 190 ft. - 200 ft.

### 2 Lanes

Width Range: 20 ft. - 34 ft. / Span Range Max: 160 ft. - 180 ft.

### 3 Lanes

Width Range: 35 ft. - 44 ft. / Span Range Max: 140 ft. - 160 ft.



\*\*Bridge Span Ranges can be custom designed and built for lengths longer than mentioned. Seek your U.S. Bridge professional for more options.

# Bring Your Project to Life

Leave a lasting impression with one of the following bridge designs.



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## VIKING

This modified bow-string arch style is configured from a Pratt Truss using vertical end posts. It is similar to the Seneca style, with vertical members at every panel point which shrinks the floor beams and minimizes or eliminates stringer beams.

### 1 Lane

Width Range: 12 ft. – 18 ft. / Span Range Max: 190 ft. – 200 ft.

### 2 Lanes

Width Range: 20 ft. – 34 ft. / Span Range Max: 160 ft. – 180 ft.

### 3 Lanes

Width Range: 35 ft. – 44 ft. / Span Range Max: 140 ft. – 160 ft.



## VOYAGER

This constant depth truss style is configured from a Pratt Truss using parallel chord members and vertical end posts. The Voyager functions perfectly as a vehicular bridge on driveways or enhances recreation areas or park lands where light traffic is experienced.

### 1 Lane

Width Range: 12 ft. – 18 ft. / Span Range Max: 125 ft. – 175 ft.

### 2 Lanes

Width Range: 20 ft. – 34 ft. / Span Range Max: 100 ft. – 150 ft.

### 3 Lanes

Width Range: 35 ft. – 44 ft. / Span Range Max: 75 ft. – 125 ft.



## LIBERTY

This bridge is made from prefabricated panels and assembled into modules. It follows the constant depth form of the Voyager (Pratt Truss) but is designed to be containerized and easy to construct. It is preferred as a temporary or emergency installation.

### 1 Lane

Width Range: 12 ft. – 18 ft. / Span Range Max: 200 ft. – 190 ft.

### 2 Lanes

Width Range: 20 ft. – 34 ft. / Span Range Max: 180 ft. – 160 ft.

### 3 Lanes

Width Range: 35 ft. – 44 ft. / Span Range Max: 160 ft. – 140 ft.



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# Beam Bridges

Our beam bridges are designed specifically for self-installation



## CORTEZ SERIES

This simple span beam bridge supports multiple flooring options. It is a short span solution that is very competitive with prestressed concrete alternatives, especially when member weight and dead loads are a concern.



## COMPLETE BRIDGE KIT

- Quick installation minimizes road closures
- Available in custom lengths, up to 80 ft.
- Designed to use with existing abutments
- Stamped by state licensed Professional Engineer
- Galvanized, self weathering or painted finishes
- On-site technical assistance for installation
- All bolted connections
- Delivery as soon as 30 days on select sizes

## FLOORING OPTIONS

Numerous flooring options are available including asphalt, reinforced concrete, open grid metal, and treated timber.

### PRECAST CONCRETE PLANK



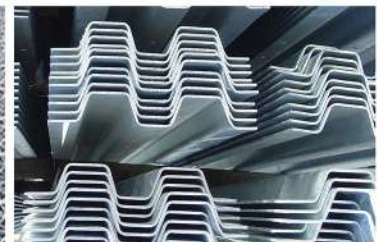
### NAIL-LAMINATED TIMBER FLOOR



### OPEN GRID STEEL DECK



### CORRUGATED STEEL BRIDGE PLANK



# Easy to Assemble

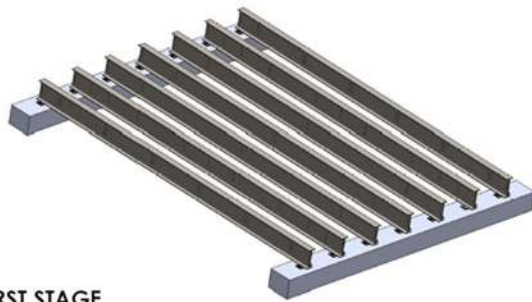
No need for specialized equipment. Multiple finishes available.



Accelerated Bridge  
Construction (ABC)

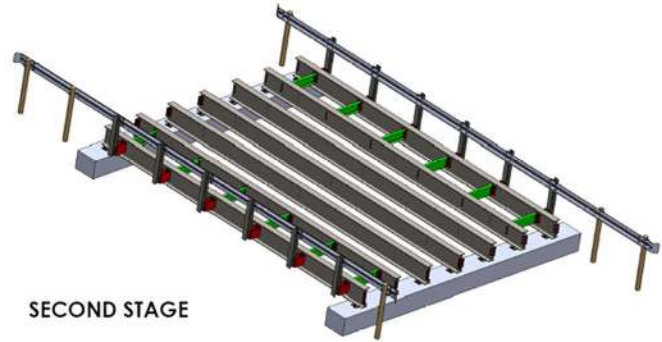


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Certification (ABR)



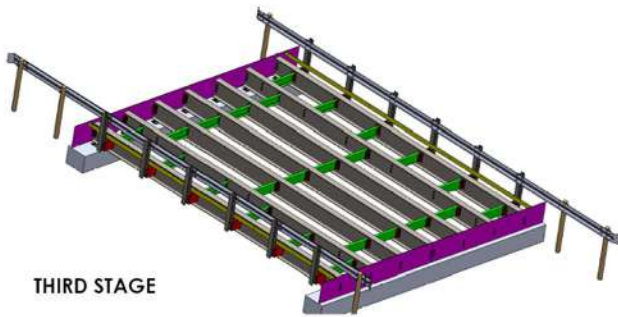
FIRST STAGE

Attach bearings to abutments and place stringer beams across span.



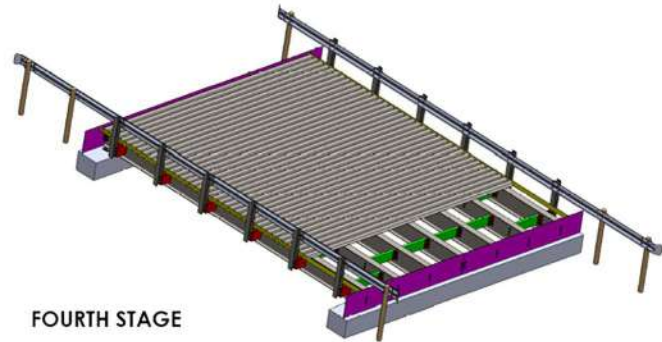
SECOND STAGE

Install interior diaphragms post supports and guardrail posts.



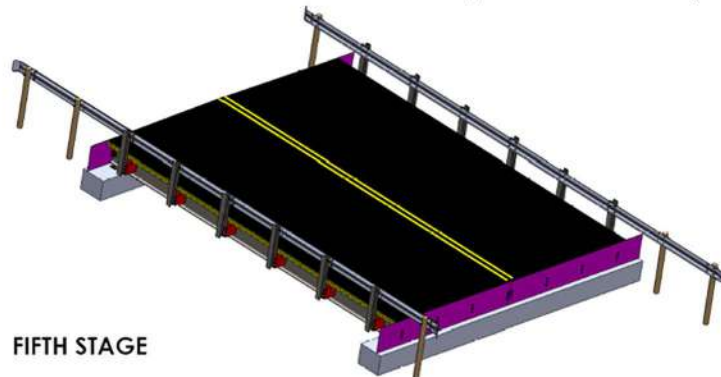
THIRD STAGE

Install back wall plates and finish tightening all bolts in diaphragms and railing posts.



FOURTH STAGE

Install corrugated decking and edge dams. These items have the option of either field, welded or bolted attachments.



FIFTH STAGE

After backfilling the approaches, the bridge can be surfaced and guide rails installed.



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# Thru Truss

Designed Specifically for Longer Spans



## THRU TRUSS SERIES

The Thru Truss describes high or box truss bridges. It involves portal frames which increases their span capability. In doing so, the vertical clearance above the bridge's roadway sets the truss height. Because of the deeper truss girders, shipping of full-depth pre-assembled sections is challenging and many times not available. The pre-assembly is usually limited to attaching gusset plates to the chord members with vertical and diagonal members being added in the field.



## FEATURES & BENEFITS

- Available in custom lengths, up to 300 ft.
- Reduces the need for intermediate piers
- Shipped to project site in lightweight manageable sections
- Stamped by state licensed Professional Engineer
- Galvanized, self weathering or painted finishes
- On-site technical assistance for installation
- All bolted connections

## FLOORING OPTIONS

Numerous flooring options are available including asphalt decking, reinforced concrete, open grid metal decking, and treated timber.

### PRECAST CONCRETE PLANK



### NAIL-LAMINATED TIMBER FLOOR



### OPEN GRID STEEL DECK



### CORRUGATED STEEL BRIDGE PLANK



# Let's Bring Your Project to Life



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## SALISBURY, CONNECTICUT

Selected for its aesthetic characteristics and inherent qualities, this all galvanized steel truss bridge received two coats of paint after fabrication. This combination ensures long lasting durability for generations to come on Water Street in Salisbury, Connecticut.

- LENGTH : 128' - 0"
- WIDTH : 20' - 0"
- LOADING : HL93+CT Permit
- STEEL : Hot Dipped Galvanized and Painted
- ROADWAY : Reinforced Concrete



## ENNIS, MONTANA

Situated 8 miles South of Ennis, Montana, this durable bridge was constructed from self-weathering steel. With the Rocky Mountains standing tall in the background, this structure is a landmark that generations will enjoy.

- LENGTH : 130' - 0"
- WIDTH : 31' - 4"
- LOADING : HL93
- STEEL : Self Weathering
- ROADWAY : Reinforced Concrete



## WARRENSBURG, NEW YORK

This truss style was selected for its inherent ability of minimizing the depth of structure. Fabricated from self-weathering steel, located in the Town of Milton, New York, the bridge is sure to stand the test of time against the elements while delivering functionality and aesthetics to the community for decades to come.

- LENGTH : 155' - 0"
- WIDTH : 30' - 0"
- LOADING : HL93
- STEEL : Self Weathering
- ROADWAY : Reinforced Concrete



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# Floor & Deck Construction

The choice of floor and deck construction for your bridge is important to your bridge design.



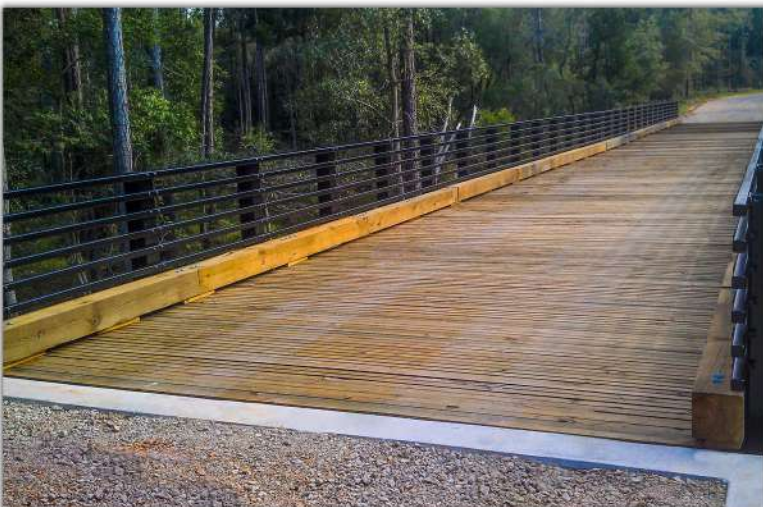
## CONCRETE DECK SLAB

The most commonly constructed deck element is the concrete deck slab. This structural slab is designed to be between 7" and 9" thick and is reinforced with two layers of steel reinforcing bars. Many times these bars are coated with epoxy for corrosion protection depending on the bridge location and environment. The slab is formed by constructing removable formwork from lumber and plywood panels, or by attaching permanent light gage metal forms to the steel superstructure. These steel forms are often called "Stay-in-Place" forms and are abbreviated as "SIP" forms. The SIP formwork speeds construction by eliminating the removal step associated with the plywood forms.



## PRECAST CONCRETE PLANK

A very low-cost and accelerated construction option for bridges on rural routes is a precast concrete plank floor. These conventionally reinforced planks are designed to be installed in one day and open to traffic by the end of the second day. They are sized to be lifted using light excavating equipment and then attached to the steel superstructure through headed studs and grout pockets formed in the plank itself. Neoprene gaskets are placed under the pockets to prevent leakage of the high strength grout. The quick setting, non-shrink grout can be mixed in batches on site and poured using manual tools and a wheel barrow.



## NAIL-LAMINATED TIMBER FLOOR

For rural, rustic locations such as on a trail or forest road, a nail-laminated timber floor for your bridge can be an economical choice. U.S. Bridge will supply the timber, nails and attachment clips for the project. Treated lumber is used for the floor and is separated by a thin neoprene sheet to protect the weathering or galvanized steel from interaction with the preservative treatment's chemicals. The floor can remain exposed or be topped with asphalt paving courses.



# Floor & Deck Construction

U.S. Bridge is here to help you in these important decisions.



Accelerated Bridge Construction (ABC)



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## OPEN GRID STEEL DECK

Open grid steel decking is a category of deck constructions that can be characterized by whether the grid incorporates poured concrete as a protective encasement or not. It is further specified as “filled”, “partially-filled” or “unfilled”. With regard to the filled and partially filled grids, a metal form or pan is included in the grid at the bottom or mid-height of the grid and forms the poured concrete around the steel grid. There are numerous grid heights and span capacities to evaluate in conjunction with proposed stringer spacings. A lightweight hybrid system exists called “Exodermic Deck” that combines attributes of a poured structural slab with the lightweight characteristics of open grid steel decks. This special floor construction is an outstanding option when weight limiting constraints are put upon a project.

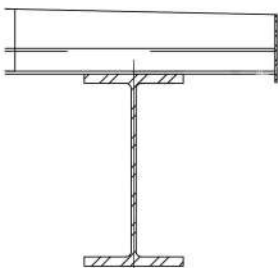


## CORRUGATED STEEL BRIDGE PLANK

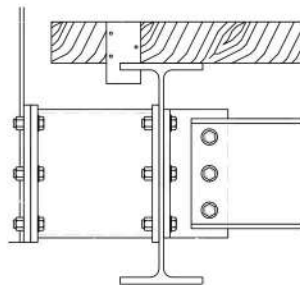
Two versions of corrugated steel bridge planking are used on beam or truss bridges. Bridge plank is roll-formed into 3” corrugations. Each plank has a specially formed flange that allows for proper overlapping. The planks are cut to size to match the bridge width and skew and hot dip galvanized after fabrication. Asphalt paving or plain concrete can be used as a fill material to create a wearing surface for traffic. Hot dip galvanizing of the planks results in a long-lasting corrosion protection that, coupled with a waterproofing membrane and proper paving details, provide for an economical, long-lasting bridge floor.

## FLOORING OPTIONS

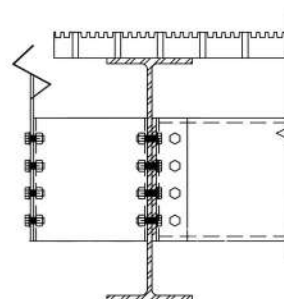
### PRECAST CONCRETE PLANK



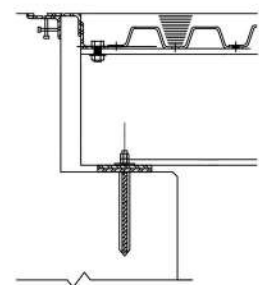
### NAIL-LAMINATED TIMBER FLOOR



### OPEN GRID STEEL DECK



### CORRUGATED STEEL BRIDGE PLANK



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# Railing & Barrier Construction

Choosing the proper railing as a bridge owner has the same importance as floor construction.



## W BEAM

Steel W-Beam Rail is attached to steel posts or truss girders. It is a simple railing that usually is accompanied by a block out between it and its supporting element. It can be strengthened by doubling it, sometimes called "nested rail". It also can be strengthened by backing it up with continuous tubular steel elements. The height specified for this railing is commonly 31" from the top of the rail to the pavement.



## THRIE BEAM

Steel Thrie-Beam Rail is similar in nature to the W-Beam Rail except it is taller than the W-Beam. It is considered a more robust section and used where higher traffic volumes are expected with a traffic mix trending toward heavier trucks. It comes in standard rail lengths of 12'-6" and is mounted and spliced except that it has two rows of mounting bolts instead of one. U.S. Bridge will supply standard or custom fabricated Thrie-Beam Rail that is needed for your project.



## TUBULAR

One of the most common steel railing constructions in use today by State Departments of Transportation is a multi-element tubular rail system. Built alone or in combination with a concrete curb or low barrier wall, this post and beam rail type has strength and utility as a traffic barrier and a combination barrier. Many different crash-tested standards exist among the different state DOT's and their heights above pavement varying as well. Each is able to be accommodated in our design and planning, if the standard to follow is designated.

# Railing & Barrier Construction

We provide an array of solutions addressing safety, aesthetics, costs & longevity.



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## CONCRETE SAFETY SHAPE

A poured concrete barrier, integrally attached to a concrete deck slab, is a very robust and resistant bridge railing. It is common for higher speed roadways and places where run-off the road accidents are prevalent. It is not always specified by bridge owners, because for one, it is expensive to construct and two, it is a barrier to open viewing. Wall barriers are sometimes combined with tubular rail systems and this provides a compromise between robust construction and visibility. Any of these walls or barrier designs can be specified and constructed with all of our bridge styles.

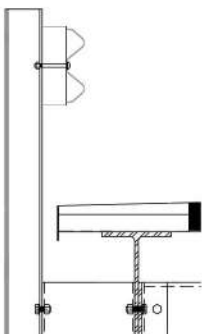


## ORNAMENTAL

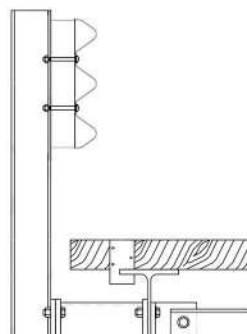
Ornamental or architectural steel railings for pedestrian bridges can be a beautiful addition and bring attention for viewers on and off the bridge. Many times these are included on bridges entering a town area where aesthetic treatments are highlighted and visual impact is important. If you have an idea or would like to see some options, we are available to help with ideas, or help visualize what is possible.

## RAILING OPTIONS

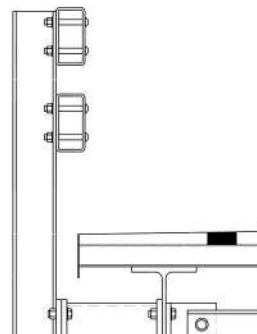
W BEAM



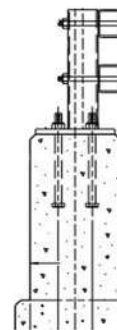
THRIE BEAM



TUBULAR



CONCRETE SAFETY SHAPE



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# Private Solutions

Designed specifically for your project.



## THE PRIVATE MARKET

U.S. Bridge provides the highest standard of quality and care for every project that we create. With a variety of designs, our bridges have been incorporated into residential developments, shopping and medical centers, industrial parks and even private residences. Erected fast and built to last, let us help you enhance the entrance to your development.

- Residential
- Commercial
- Industrial



## FEATURES & BENEFITS

- Available in custom lengths, up to 300 ft.
- Reduces the need for intermediate piers
- Shipped to project site in lightweight manageable sections
- Stamped by state licensed Professional Engineer
- Galvanized, self weathering or painted finishes
- On-site technical assistance for installation
- All bolted connections

## FLOORING OPTIONS

Numerous flooring options are available including asphalt, reinforced concrete, open grid metal, and treated timber.

### PRECAST CONCRETE PLANK



### NAIL-LAMINATED TIMBER FLOOR



### OPEN GRID STEEL DECK



### CORRUGATED STEEL BRIDGE PLANK



# Let's Bring Your Project to Life

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## ARCOLA, VIRGINIA

Just outside of Washington D.C., three painted U.S. Bridge trusses were purchased for a privately developed housing division. These bridges were selected for their aesthetic characteristics and inherent qualities to bridge the gap between properties.

- LENGTH : 112' - 0"
- WIDTH : 29' - 0"
- LOADING : HL93
- STEEL : Painted
- ROADWAY : Reinforced Concrete



## FOLEY, ALABAMA

This hot dipped galvanized steel beam bridge located in Foley, Alabama was customized by this private owner to access his home. The finishing touches selected by the owner were painted steel, ornamental railing, and treated timber flooring.

- LENGTH : 130' - 0"
- WIDTH : 14' - 0"
- LOADING : HS20
- STEEL : Hot Dipped Galvanized and Painted
- ROADWAY : Treated Timber



## THE WOODLANDS, TEXAS

Located 28 miles north of Houston, The Woodlands, Texas, commissioned U.S. Bridge to build a customized bridge that spanned across Lake Woodlands connecting an exclusive island neighborhood of luxury homes formerly known as Mitchell Island. This hot dipped galvanized beam bridge was completed with painted ornamental railing and a reinforced concrete roadway.

- LENGTH : 165' - 0"
- WIDTH : 39' - 0"
- LOADING : HS20
- STEEL : Hot Dipped Galvanized and Painted
- ROADWAY : Reinforced Concrete



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# Recreational Solutions

Custom Designed & Prefabricated Steel Bridges for Pedestrian Use.



## PEDESTRIAN BRIDGES

U.S. Bridge can offer you a broad range of distinctive designs that are not only aesthetically pleasing but also functional. Want something different? As the largest manufacturer of prefabricated steel bridges, we can custom design a solution to meet your unique application.



## FEATURES & BENEFITS

- Available in custom lengths, up to 250 ft.
- Widths up to 18 ft.
- Shipped to project site in lightweight manageable sections
- Stamped by state licensed Professional Engineer
- Galvanized, self weathering or painted finishes
- On-site technical assistance for installation
- Pre-Assembled Complete or in Sections
- Can be Designed to Support Utilities
- Decorative Railings Available
- Fast Installation

## FLOORING OPTIONS

Numerous flooring options are available including asphalt, reinforced concrete, open grid metal, and treated timber.

### PRECAST CONCRETE PLANK



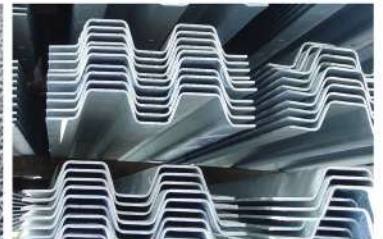
### NAIL-LAMINATED TIMBER FLOOR



### OPEN GRID STEEL DECK



### CORRUGATED STEEL BRIDGE PLANK



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## CANTON, OHIO

This pedestrian bridge is a component of a widely used network of hiking and biking trails located within the Canton City Park District. This structure was manufactured from wide-flanged beams and includes a three-coat paint system.

- LENGTH : 100' - 0"
- WIDTH : 14' - 0"
- LOADING : H15
- STEEL : Painted
- ROADWAY : Asphalt



## STARK COUNTY, OHIO

In 1954, the U.S. Army Corps of Engineers constructed the Deer Creek Reservoir to serve as the primary water supply for the city of Alliance. As the city and landscape grew, the need for a pedestrian bridge became evident. This long-span structure was provided to join two, independent trails that were frequently used by the community.

- LENGTH : 248' - 0"
- WIDTH : 14' - 0"
- LOADING : H15
- STEEL : Weathering
- ROADWAY : Reinforced Concrete



## COLUMBUS, OHIO

Located on the Camp Chase Trail, this wide-flange pedestrian bridge is one of two bridges developed to enhance this trail. This 16.2-mile trail connects the cities of London and Columbus, giving hikers, runners and bikers a safer way to make their way into central Ohio.

- LENGTH : 68' - 8"
- WIDTH : 12' - 0"
- LOADING : H15
- STEEL : Painted
- ROADWAY : Reinforced Concrete



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# Mining Solutions

Designed for Heavy Loadings and Harsh Environments



## MINING SOLUTIONS

Used in mining applications across the world, U.S. Bridge structures are designed to accommodate the heaviest loads in the harshest environments in the industry. Erected fast and built to last, carrying a fully loaded CAT 785 is no challenge for these structures.

- Durable
- Maintenance Free
- Rapid Deployment



## FEATURES & BENEFITS

- Available in custom lengths, up to 300 ft.
- Meets heavy load requirements
- Reduces the need for intermediate piers
- Minimizes depth of structure
- Maximizes bridge envelope
- Shipped to project site in lightweight manageable sections
- Stamped by state licensed Professional Engineer
- Galvanized, self weathering or painted finishes
- On-site technical assistance for installation
- All bolted connections

## FLOORING OPTIONS

Numerous flooring options are available including asphalt, reinforced concrete, open grid metal, and treated timber.

### PRECAST CONCRETE PLANK



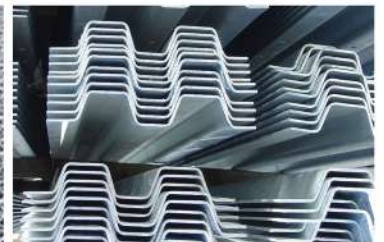
### NAIL-LAMINATED TIMBER FLOOR



### OPEN GRID STEEL DECK



### CORRUGATED STEEL BRIDGE PLANK





# Let's Bring Your Project to Life

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## LOST SPRINGS, WYOMING

This painted Cambridge Series truss was purchased by an independent energy company in Wyoming to provide a new method of transportation. A bridge was needed after an increased number of trucks were crossing rail lines. Due to this increase in truck and rail traffic a low profile truss bridge gave the best option for the depth of the structure.

- LENGTH : 160' - 0"
- WIDTH : 14' - 0"
- LOADING : HS20
- STEEL : Painted
- ROADWAY : Reinforced Concrete



## LEWIS COUNTY, WEST VIRGINIA

This U.S. Bridge Liberty Series structure was selected as its modularity allows for rapid delivery and erection. Located at the entrance to a mining facility, this durable structure will serve its owners for generations to come.

- LENGTH : 98' - 6"
- WIDTH : 12' - 0"
- LOADING : HL93
- STEEL : Hot Dipped Galvanized
- ROADWAY : Modular Steel Flooring System



## BELMONT COUNTY, OHIO

Located in the heart of oil and gas country, U.S. Bridge worked directly with this national energy client to provide a long lasting, durable access point to their drilling site. Easily erected in a few short days, this shallow structure required no roadway approach work as would be required by other structure types.

- LENGTH : 132' - 0"
- WIDTH : 14' - 0"
- LOADING : HL93
- STEEL : Hot Dipped Galvanized
- ROADWAY : Reinforced Concrete



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# Rail Solutions

Designed Specifically For Railroad Applications



## RAIL SERIES

For decades, U.S. Bridge has provided steel truss bridge structures that have been incorporated into rail projects. As a result of their inherent quality of minimizing the depth of structure, total project costs are dramatically reduced when compared to other structure types. Steel truss bridges in these locations significantly reduce approach roadway construction thereby shortening the duration of the project and eliminating unnecessary costs.



## FEATURES & BENEFITS

- Available in custom lengths, up to 300 ft.
- Reduces the need for intermediate piers
- Minimizes depth of structure
- Maximizes bridge envelope
- Shipped to project site in lightweight manageable sections
- Stamped by state licensed Professional Engineer
- Galvanized, self weathering or painted finishes
- On-site technical assistance for installation
- All bolted connections

## FLOORING OPTIONS

Numerous flooring options are available including asphalt, reinforced concrete, exodermic, and treated timber.

### PRECAST CONCRETE PLANK



### NAIL-LAMINATED TIMBER FLOOR



### EXODERMIC STEEL DECK



### CORRUGATED STEEL BRIDGE PLANK



# Let's Bring Your Project to Life

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## LOST SPRINGS, WYOMING

This painted Cambridge Series truss was purchased by an independent energy company in Wyoming to provide a new method of transportation. A bridge was needed after an increased number of trucks were crossing rail lines. Due to this increase in truck and rail traffic a low profile truss bridge gave the best option for the depth of the structure.

- LENGTH : 160' - 0"
- WIDTH : 14' - 0"
- LOADING : HS20
- STEEL : Painted
- ROADWAY : Reinforced Concrete



## KENT, OHIO

The City of Kent, OH selected a Cambridge Series truss by U.S. Bridge for this project. Unique to this location, meeting the vertical curve requirement of the owner resulted in varying the position of the floor beams across the bridge to meet the railroad overhead design criteria.

- LENGTH : 152' - 0"
- WIDTH : 30' - 0"
- LOADING : HL20
- STEEL : Hot Dipped Galvanized
- ROADWAY : Reinforced Concrete



## NEW BRUNSWICK, CANADA

Working closely with the officials in New Brunswick, Canada, U.S. Bridge provide a Cambridge Series truss bridge for this location. Assembled offsite and set into place in one piece kept construction activity over the railroad at a minimum.

- LENGTH : 65' - 4"
- WIDTH : 16' - 0"
- LOADING : HS25
- STEEL : Hot Dipped Galvanized
- ROADWAY : 3" x 9" 5 Gauge Galvanized with Asphalt



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# Emergency Solutions

Permanent | Emergency | Temporary Modular Steel Bridges



## LIBERTY SERIES

This bridge style is made from prefabricated panels and assembled into modules. It follows the constant depth form of the Voyager (Pratt Truss) but is designed to be containerized and easy to construct. It is ideal for temporary or emergency applications and for owners with large inventories.

- Durable
- Maintenance Free
- Rapid Deployment



## FEATURES & BENEFITS

- Available in custom lengths, up to 300 ft.
- Designed for 2,000,000 cycles
- Live load requirements of HL93, HS25, CL-625 and HA and HB British truck standards and EuroCode
- In stock and ready for quick deployment
- Reduces the need for intermediate piers
- Shipped to project site in lightweight manageable sections
- Can be launched or set with a crane
- Galvanized for durability
- All bolted connections

## FLOORING OPTIONS

Numerous flooring options are available including, reinforced concrete, open grid metal, and checkered plate.

### PRECAST CONCRETE PLANK



### CHECKERED PLATE ORTHOTROPIC DECK



### OPEN GRID STEEL DECK



### EPOXY COATED METAL ORTHOTROPIC DECK



# Let's Bring Your Project to Life

We offer a wide selection of emergency solutions to meet your project needs.



Accelerated Bridge  
Construction (ABC)



Advanced Bridge  
Certification (ABR)



## COLOMBIA, SOUTH AMERICA

This Liberty Bridge located in the heart of the jungle of Colombia was launched to overcome accessibility issues for heavy cranes. Installed prior to the rainy season, this bridge was erected within a very short period of time to carry timber logging vehicles.

- LENGTH : 130' - 0"
- WIDTH : 14' - 0"
- LOADING : HL93
- STEEL : Hot Dipped Galvanized
- ROADWAY : Modular Steel Flooring System



## LEWIS COUNTY, WEST VIRGINIA

This U.S. Bridge Liberty Series structure was selected as its modularity allows for rapid delivery and erection. Located at the entrance to a mining facility, this durable structure will serve its owners for generations to come.

- LENGTH : 98' - 6"
- WIDTH : 12' - 0"
- LOADING : HL93
- STEEL : Hot Dipped Galvanized
- ROADWAY : Modular Steel Flooring System



## PERU, SOUTH AMERICA

Installed in a Hydro electric power plant in the Andes, U.S. Bridge worked directly with an Italian multi-national major construction company to provide a solution to carry heavy mining equipment. The bridge was selected because of durability and serviceability with limited deflection under heavy loads.

- LENGTH : 196' - 0"
- WIDTH : 30' - 0"
- LOADING : HS25
- STEEL : Hot Dipped Galvanized
- ROADWAY : Modular Steel Flooring System



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# Vehicular Steel Bridges in **30 Days**

## Introducing Cortez *Express*

Ideal for temporary, emergency or permanent applications, the Cortez Express was created for expediting manufacturing and construction. The Cortez Express is our solution to a situation that requires a sustainable product with a quick turn-around time.

- ✓ Available in 40', 50' and 60' Lengths
- ✓ Roadway Width of 24'
- ✓ HL93 Loading
- ✓ 35-Year Galvanized Warranty
- ✓ Designed for Concrete Deck
- ✓ Delivery - 30 days

**Contact a U.S. Bridge specialist today to begin your project.**

# Design Your Own Bridge With **BridgeScope**



BridgeScope is the online tool created by U.S. Bridge that allows you to design your bridge in just minutes.

*How does it work?*

- ✓ Enter a Few Project Details About Your Project
- ✓ Provide Your Contact Information
- ✓ Receive Drawings and an Estimate in Your Inbox

BridgeScope makes it easy to see how your project can become a reality.

Visit **usbridgescope.com** Today