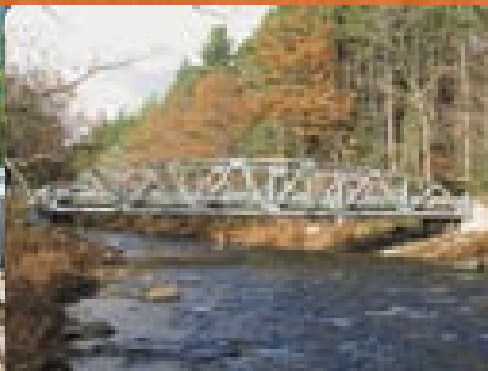
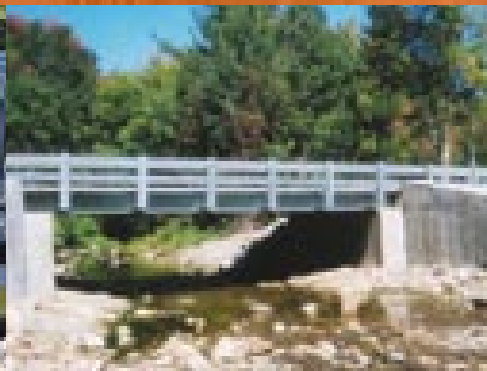
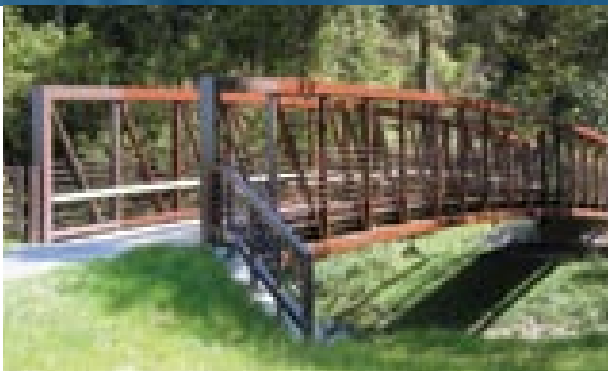





STEEL BRIDGES AND BRIDGE FLOORING

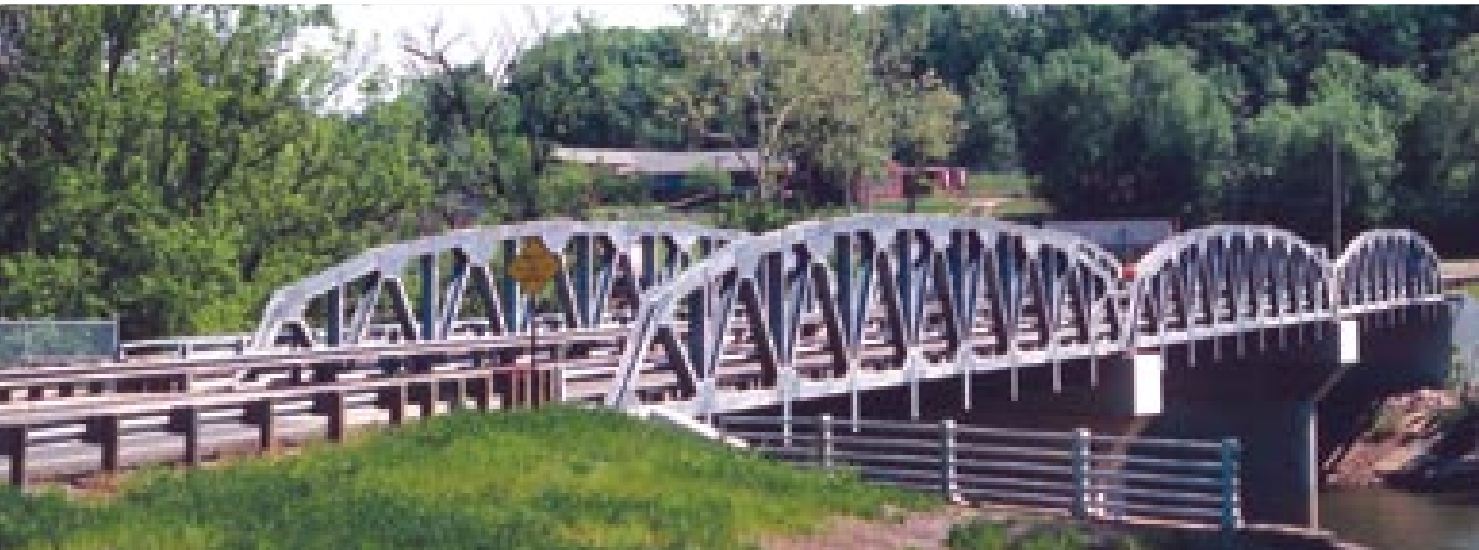
BRIDGES THAT LAST.



A large, arched steel truss bridge spans a river in a mountainous, forested area. The bridge features a complex lattice of steel beams forming a series of arches. It is supported by several concrete piers. The surrounding landscape includes rocky banks, a river with some debris, and a dense forest of evergreen trees in the background under a blue sky with scattered white clouds.

“The design of the U.S. Bridge is an adaptation of tried and proven technology for modern highway loadings. We refined this design over 70 years of our own experience in field erection to minimize construction time and maximize useful life.”

Herman Rogovin
Founder, U.S. Bridge



WE BUILD BRIDGES THAT LAST. TRUTH IS, WE DON'T KNOW HOW TO BUILD THEM ANY OTHER WAY.

It's how we've been doing it for over 70 years. With thousands of vehicular and pedestrian bridges across America, we continue to pay scrupulous attention to detail while focusing on custom designs for every installation. Our experience has provided us with a wealth of information that allows us to effectively communicate with public officials, consultants, engineers, architects and contractors to deliver excellence, on time and within budget. At U.S. Bridge we believe that steel bridges are better—more durable, more practical, more beautiful. With a name and heritage to be proud of, we ensure that your bridge is the finest designed and manufactured bridge available today.

“The accuracy of the detailed drawings and fabrication allowed the project to be completed 53 days ahead of schedule with zero defects and under budget.”

Mark Klagues
*Virginia Department
of Transportation*



MORE OPTIONS MEAN WE GET IT DONE RIGHT.

U.S. Bridge Truss and Beam Bridges permit more economical design solutions than alternative structures. Due to the high strength-to-weight ratio of fabricated structural steel, many of our bridges utilize existing abutments. Longer span lengths eliminate expensive piers that can obstruct waterways. Adaptable to local conditions, U.S. Bridges accommodate skewed alignments, roadway widths from one to three lanes, local utilities and sidewalks. Flooring options include timber, concrete, open grid and our own corrugated steel planks with an asphalt wearing surface. U.S. Bridges can be designed for AASHTO HS-20, HS-25 or heavier loadings such as those encountered in the mining industry.



“Easily erecting long-span trusses on existing abutments saves cost and minimizes road closure time.”

John A. Foreman
*County Engineer,
Noble County, Ohio*

HIGH CLEAR SPAN ABOVE WATER

- Minimal distance between road surface and bottom of structure
- Reduces waterway obstructions

AESTHETIC APPEARANCE

- Variety of distinctive signs
- Galvanized, weathering or painted

EASY INSTALLATION

- Factory-matched components
- Fast on-site installation

MINIMAL DEAD LOAD [×]

- High strength-to-weight ratio
- Permits use of existing abutments

BRIDGE LENGTH	LIVE-LOAD IMPACT	DEAD LOAD ^{××}	TOTAL PER ABUTMENT
50.0'	190.0 K	70.0 K	260.0 K
75.0'	198.0 K	105.0 K	303.0 K
100.0'	200.0 K	140.0 K	340.0 K
125.0'	202.0 K	178.0 K	380.0 K
150.0'	218.0 K	222.0 K	440.0 K

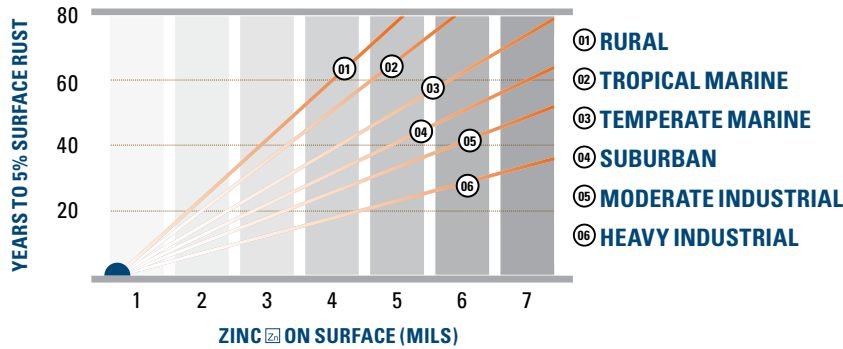
BRIDGE LENGTH	LIVE-LOAD IMPACT	DEAD LOAD ^{×××}	TOTAL PER ABUTMENT
50.0'	190.0 K	117.8 K	307.8 K
75.0'	198.0 K	177.4 K	375.4 K
100.0'	200.0 K	239.0 K	439.0 K
125.0'	202.0 K	306.8 K	508.8 K
150.0'	218.0 K	376.4 K	594.4 K

[×] Abutment Reactions: HS-25 Load Design (K=1000 lbs).

^{××} Based on 24' roadway with a 3" x 9" galvanized floor and asphalt wearing surface.

^{×××} Based on a 24' roadway with an 8" reinforced concrete deck

Life of Protection



FOR US, TIME IS NOT AN OBSTACLE.

We are the first in the industry to offer a 35-year warranty against corrosion for rural installations. Each U.S. Bridge Galvanized Steel Bridge is completely fabricated before galvanizing to ensure that all surfaces, including welds, are covered by a zinc coating that averages a minimum of 5 to 7 mils. This level of protection exceeds the minimum ASTM specification of 3.9 mils. Much more than a surface coating, galvanizing actually bonds to the surface to produce a zinc-steel alloy that is as hard as the original steel surface—making these bridges more attractive, longer-lasting and maintenance-free. Because the corrosion of galvanized material is an electrolytic process in which the zinc corrodes before the steel, the U.S. Bridge Galvanized Bridge is built to last.

ETA (100% ZINC)
ZETA (94% ZINC & 6% IRON)
DELTA (90% ZINC & 10% IRON)
GAMMA (75% ZINC & 25% IRON)
STEEL

GALVANIZING = ZINC STEEL ALLOY



MT. TABOR, VERMONT

128' x 22' with a 5' cantilevered sidewalk. This all-galvanized steel truss bridge was shipped to the jobsite in three sections for quick installation. All steel was hot-dip galvanized to ensure a long-lasting, maintenance-free structure. Floorbeams and stringers were nested inside the trusses, minimizing overall

depth of structure and reducing waterway obstruction. This design, along with the absence of costly piers, eliminates areas for debris to collect. Spanning this serene landscape, this beautiful bridge will continue to serve the community for years to come.

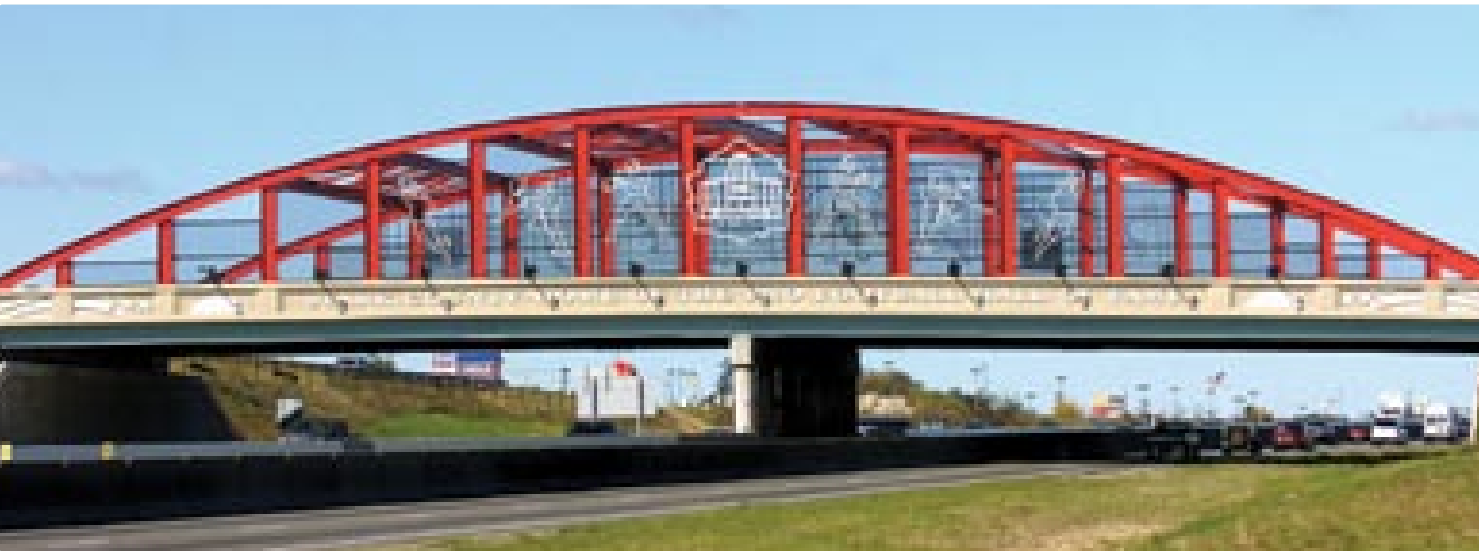


A PERMANENT ASSET.

Manufactured from grade A588 steel beams and/or grade A847 steel tubing, the U.S. Bridge Weathering Steel Bridge develops an attractive protective coating that eliminates the need for painting. Due to its inherent qualities, this option is best suited for environments with recurring wet and dry cycles. The U.S. Bridge Weathering Steel Bridge blends with the natural setting to provide a beautiful solution to your bridge requirements. Not only must a bridge be functional, it should be welcomed by the community.

“Our U.S. Bridge meets the test of quality, strength, appearance, price and speed of construction.”

Tim Market
*County Engineer,
Talladega County, Alabama*



MORE AESTHETIC, MORE PLEASING.

Each piece of a U.S. Bridge Painted Steel Bridge is shot-blasted and painted in a shop-controlled setting to ensure a high-quality finish. A variety of coatings are available in every imaginable color. For example, a bright red bridge at the Pro Football Hall of Fame in Canton, Ohio, and a dark green bridge in pastoral New Jersey are just two of the U.S. Bridge Painted Steel Bridges that lend visual appeal to the landscape while serving the needs of the community.

“Congratulations on providing us a strong and environmentally acceptable bridge for our Adirondack setting. You are to be commended for making this product available.”

Malcolm L. Alford
*Superintendent of Highways,
Essex County, New York Highway
Department*



QUALITY: OUR CUSTOMERS DEMAND IT. OUR ENGINEERS AND WELDERS WOULD HAVE IT NO OTHER WAY.

Character. Charm. Charisma. All words that could be used to describe the beautiful historic bridges of the past. U.S. Bridge has the expertise to completely restore these one-of-a-kind structures. A structure dating over 100 years can now be brought back to look as if it were its first day on the job. You could say it's an art we have acquired over the course of the last 70 years. Why discard one of these treasures when there is a company out there that can bring it new life?

"The long span avoided both the cost of a pier and problems with waterborne debris. I want to express my appreciation for your performance in building an economical, durable bridge."

Joseph S. Bachman
*County Engineer,
Tuscarawas County, Ohio*



JACKSON COUNTY, OHIO

Originally built in the late 1890s, this truss had served the community for over 100 years. Over the course of the past century, increased traffic and minimal preventative maintenance had taken its toll. Rather than remove the structure and destroy a

piece of the county's history, the decision was made to rehabilitate the old bridge and preserve the memories of the past. The bridge, now completely restored by U.S. Bridge, will continue to serve its admiring community.



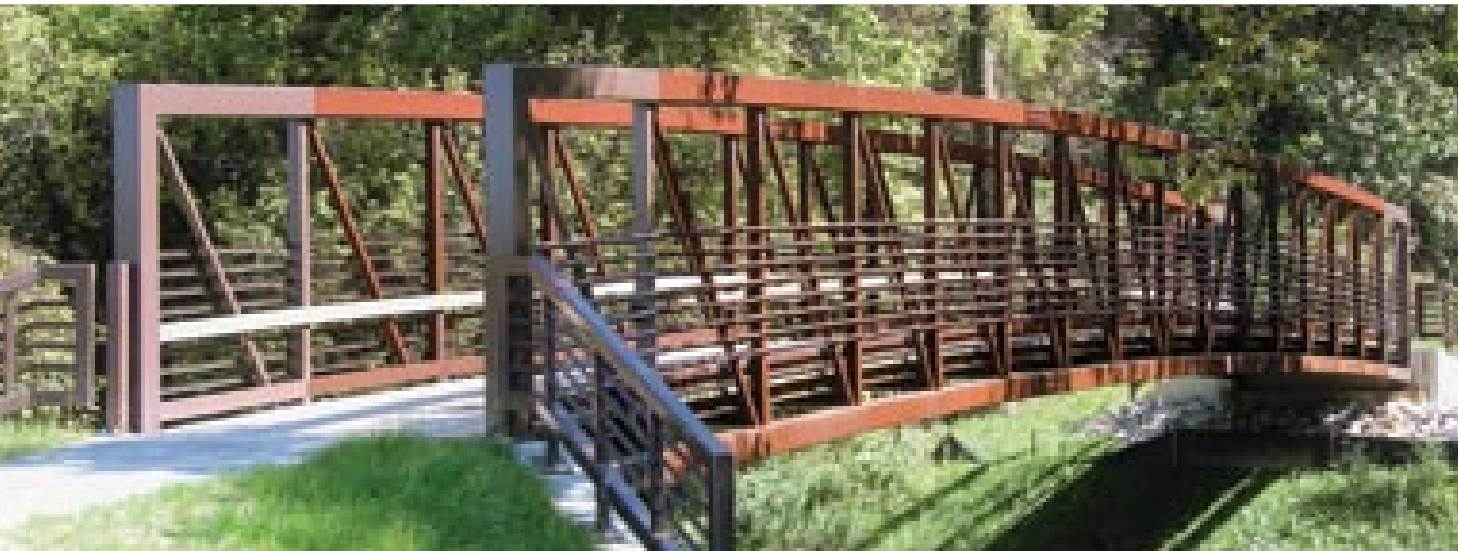
SHORT-SPAN BEAM BRIDGE SOLUTIONS.

The manageable U.S. Bridge Beam Bridge, with its shorter span, allows for easy installation without specialized equipment. These bridges can take advantage of the benefits and features of galvanized, self-weathered or painted steel. And the design also accepts skew alignments and the same variety of flooring as the U.S. Bridge Truss Bridges. Accommodating spans of up to 60 feet, with a minimal dead load that allows existing substructures to be utilized, the U.S. Bridge Beam Bridge provides the perfect solution for shorter-span bridge requirements.



LONG-SPAN BEAM BRIDGE SOLUTIONS.

U.S. Bridge has the necessary equipment, materials and expertise to fabricate the most complex rolled beam bridge projects. Having been a dominating player in this market for years, we have capabilities that include heat cambering, cold cambering, adding sweeps and fabricating beams up to 40 inches in height, weighing more than 300 pounds per foot, and up to 100 feet in length. All beams are completely shot-blasted before fabrication. Where necessary, stiffeners and splice connections can be added to accommodate abutments and piers. Finishing options include self-weathering, painting, metallizing and galvanizing.



ANYTHING LESS IS NOT A U.S. BRIDGE.

The experience and knowledge we have gained over the past 70 years building major steel bridges is also available for pedestrian bridge projects. Our pedestrian bridges are an effective way to add visual appeal to golf courses, private developments, resorts, national parks and industrial parks. Each pedestrian bridge can be completely customized to fit its unique location. Decking options include timber, plastic, concrete, open grid or an asphalt wearing surface. Any one of our distinctive designs can be crafted for your pedestrian bridge project.

“The U.S. Bridge meets the test of quality, strength, price and speed of erection. It has enabled our county crews to replace bridges in a timely and effective manner.”

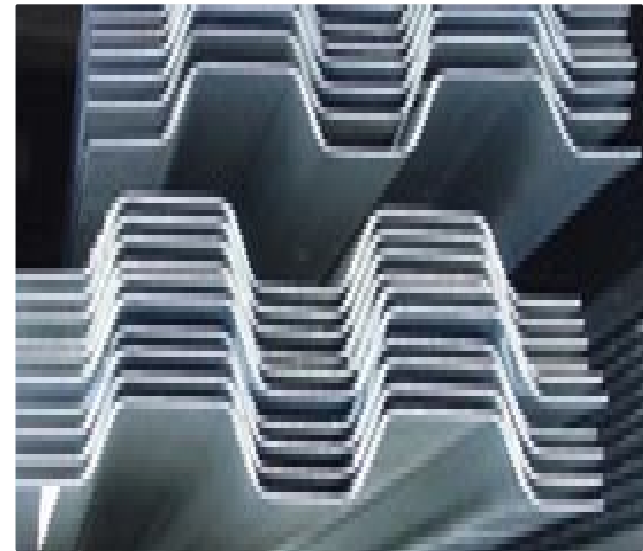
Paul Cooney
County Engineer, Albany, New York



BURLINGTON-COLCHESTER, VERMONT

This three-span pedestrian bridge (555' x 12') consists of two 221' spans and a single 113' span. Self-weathering steel was selected to blend naturally with the surrounding environment. Located at the entrance to Lake Champlain, this bridge allows

thousands of pedestrians to enjoy this multi-use path year round. This magnificent structure, which has become a functional architectural attraction, will enhance the beauty of the area and serve the community for generations to come.



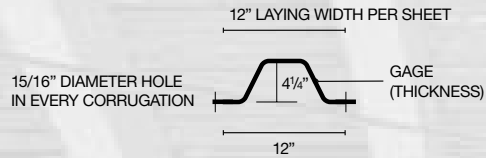
LAYING THE FOUNDATION FOR SUCCESS.

Each piece of U.S. Bridge Corrugated Bridge Flooring is corrugated to allow wider stringer spacing. Plates are designed to be overlapped and secured to each other and to the bridge stringers at every corrugation. The flooring becomes an integral component of the entire structure, creating a stronger and safer bridge. The connections can be welded or bolted, as shown in the following details. Paved with asphalt or filled with concrete, this flooring provides the most rigid, long-lasting bridge deck system available.

“The 100-foot-long, 28-foot-wide structure that was supplied by U.S. Bridge is one of the easiest, fastest and most economical installations that we have ever done. U.S. Bridge provided personnel to assist our contractor. The contractor remarked how smooth the construction went and wants to build more!”

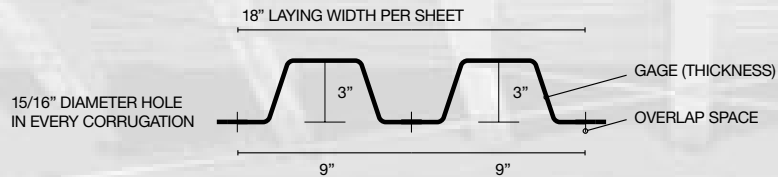
Kenneth R. Cole
*County Engineer,
Shelby County, Alabama
2005 NACE President*

PREMIUM 4 1/4" X 12" FLOORING (12" SECTION WIDTH)



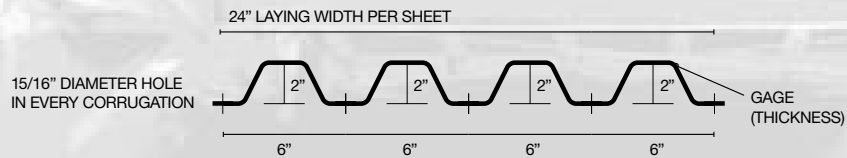
NOMINAL GAGE ^x	DESIGN THICKNESS (INCHES)	SECTION MODULUS (IN ³) ^{xx}	WEIGHT OF PLATE (PSF) ^{xxx}	ASTM SPEC. FOR FLOORING	SPAN ^{xxxx} HS-20 (INCHES)	SPAN ^{xxxx} HS-25 (INCHES)
7.0	0.1793"	4.850	12.6	A570 GR50	47.0"	40.0"
5.0	0.2092"	5.620	14.7	A570 GR50	53.0"	45.0"
3.0	0.2391"	6.400	16.8	A570 GR50	60.0"	50.0"

PREMIUM 3" X 9" FLOORING (18" SECTION WIDTH)



NOMINAL GAGE ^x	DESIGN THICKNESS (INCHES)	SECTION MODULUS (IN ³) ^{xx}	WEIGHT OF PLATE (PSF) ^{xxx}	ASTM SPEC. FOR FLOORING	SPAN ^{xxxx} HS-20 (INCHES)	SPAN ^{xxxx} HS-25 (INCHES)
7.0	0.1793"	4.484	11.4	A570 GR50	44.0"	37.0"
5.0	0.2092"	5.206	13.3	A570 GR50	50.0"	42.0"
3.0	0.2391"	5.890	15.0	A283 GR B	55.0"	46.0"

PREMIUM 2" X 6" FLOORING (24" SECTION WIDTH)

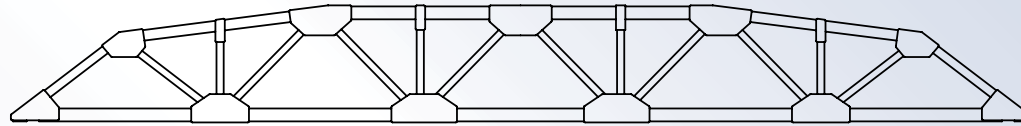


NOMINAL GAGE ^x	DESIGN THICKNESS (INCHES)	SECTION MODULUS (IN ³) ^{xx}	WEIGHT OF PLATE (PSF) ^{xxx}	ASTM SPEC. FOR FLOORING	SPAN ^{xxxx} HS-20 (INCHES)	SPAN ^{xxxx} HS-25 (INCHES)
10.0	0.1345"	3.100	8.0	A570 GR36	25.0"	22.0"
7.0	0.1793"	4.050	10.7	A570 GR36	31.0"	27.0"

- ^x Denotes roll formed
- ^{xx} Per plank
- ^{xxx} Approximately 50 PSF (4 1/4" x 12") or 45 PSF (3" x 9") or 37 PSF (2" x 6") of asphalt surfacing is required to fill 2" average cover over top of corrugations.
- ^{xxxx} Indicates maximum clear span between stringer flanges.

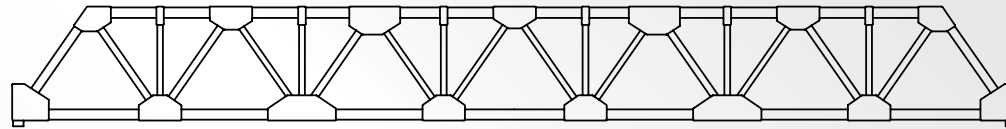
THE CAMBRIDGE

Traditional
American design.



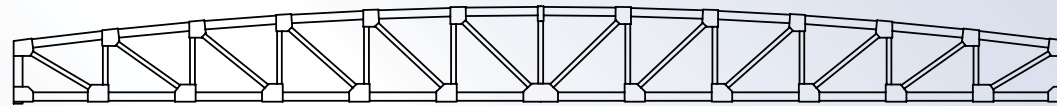
THE CAMBRIDGE FLAT

Distinguished
variation of traditional
American design.



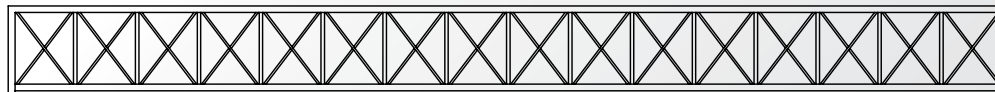
THE VIKING

Smooth lines
provide a clean,
contemporary design.



THE EXCALIBUR

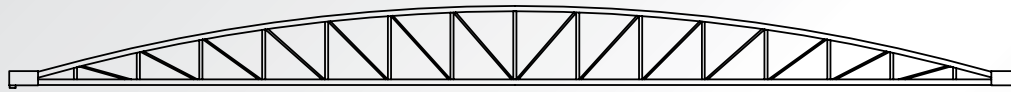
Aesthetically pleasing
while fulfilling a variety
of applications.





THE BUCKEYE

Simple design and clean lines blend well with or accent any cityscape.



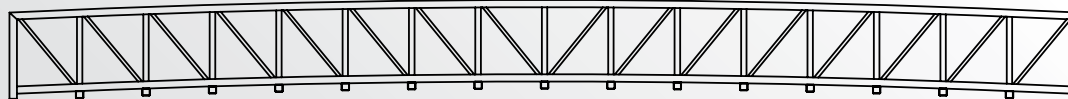
THE SENECA

Complements any landscape as a vehicular or pedestrian bridge.



THE CORTEZ

A simple solution for your short-span needs.



THE VOYAGER

Either cambered or flat, it remains the standard among pedestrian bridges.

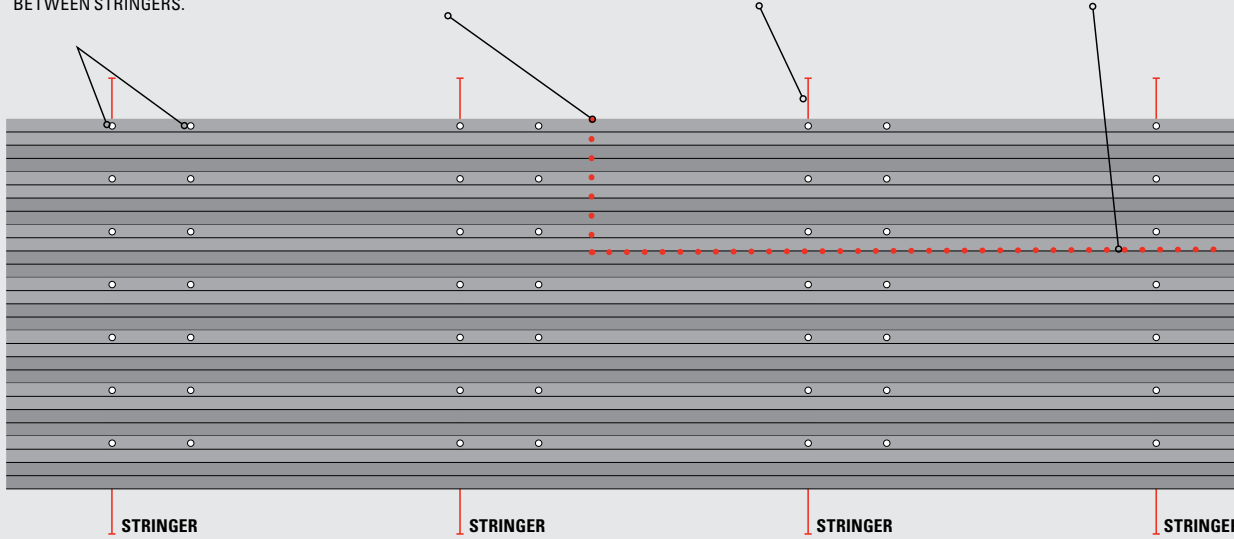
PLAN VIEW OF DECKING

15/16" DIAMETER HOLES IN VALLEYS OF EVERY CORRUGATION AT CENTER OF STRINGER AND AT QUARTER POINTS BETWEEN STRINGERS.

CONTINUOUS BUTT WELD TOP AND BOTTOM OF SHEETS WHERE SPLICE OCCURS BETWEEN STRINGERS.

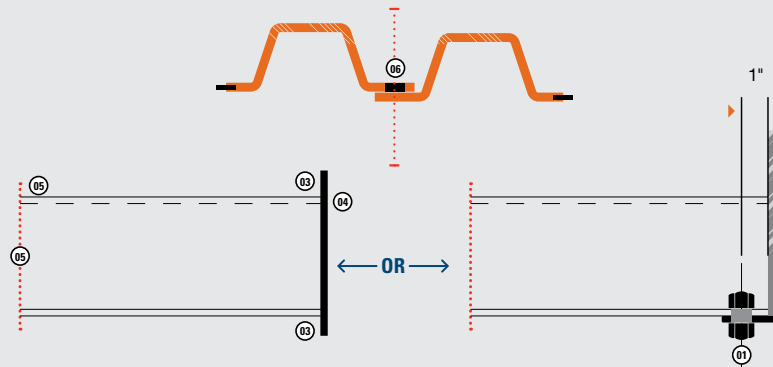
WHERE SPLICE OCCURS ON STRINGER OMIT WELD AT BEARING SURFACE.

3/16" BY 3" LONG FILLET WELD BETWEEN STRINGERS AT PLATE EDGES.



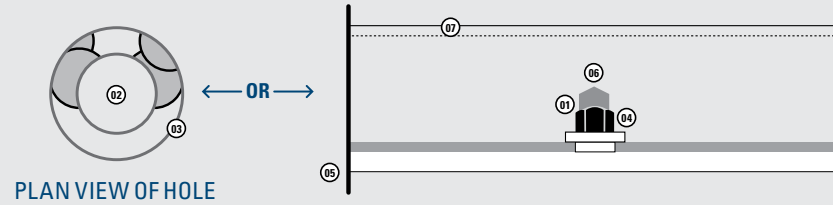
TYPICAL SHEET OVERLAP

- 01 5/8" DIAMETER BY 1/4" BOLT & NUT CORRUGATED DECKING
- 02 END DAMS FURNISHED LOOSE FOR FIELD WELDING OR BOLTING
- 03 FIELD WELL
- 04 END DAM
- 05 EDGE OF DECK
- 06 HOLE



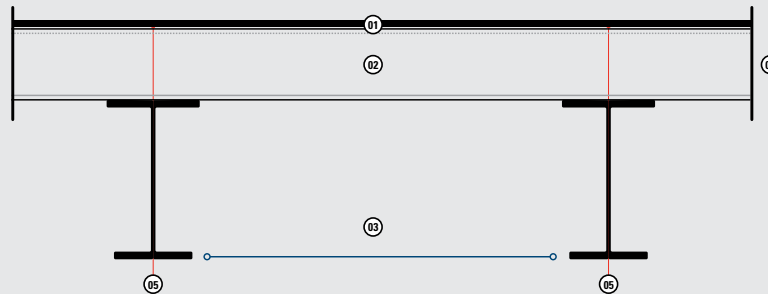
ATTACHMENT AT STRINGER

- ① 1-1/2" BY 1-1/2" BY 1/4" PLATE WITH 5/8" DIAMETER HOLES.
- ② 5/16" HOLE
- ③ 3/16" BY 3" FILLET WELD
- ④ HEX NUT
- ⑤ TOP OF STRINGER
- ⑥ 1/2" BY 1-1/2" NELSON STUD OR EQUAL
- ⑦ CORRUGATED DECKING

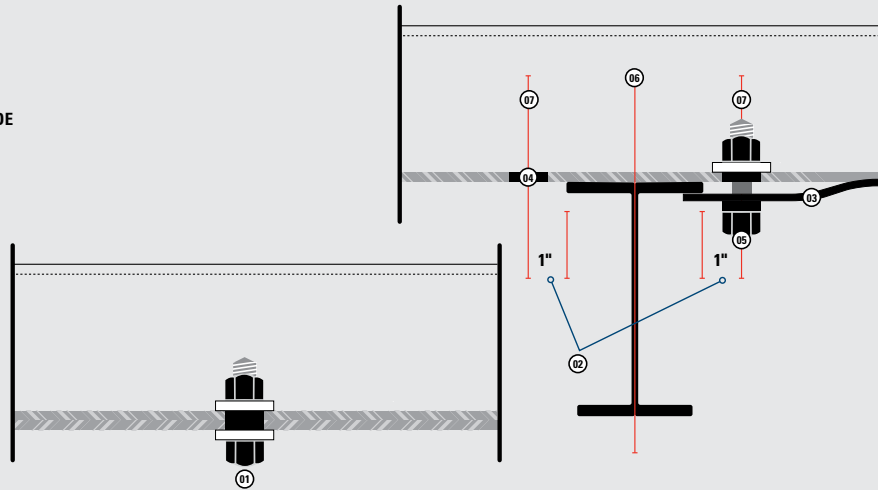


SPAN BETWEEN STRINGERS

- ① BITUMINOUS WEARING SURFACE (1" AT EDGES AND INCREASING 3/16" PER FOOT GOING TOWARDS THE CENTERLINE OF ROADWAY)
- ② CORRUGATED DECKING
- ③ FLOOR SPAN EDGE-TO-EDGE STRINGER FLANGES
- ④ END DAMS FURNISHED LOOSE FOR FIELD WELDING OR BOLTING
- ⑤ STRINGER

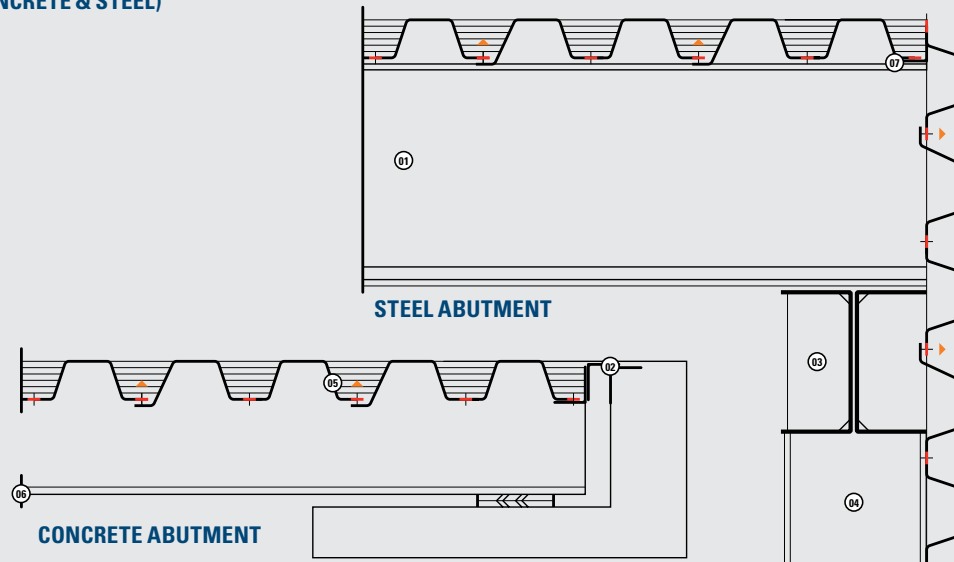


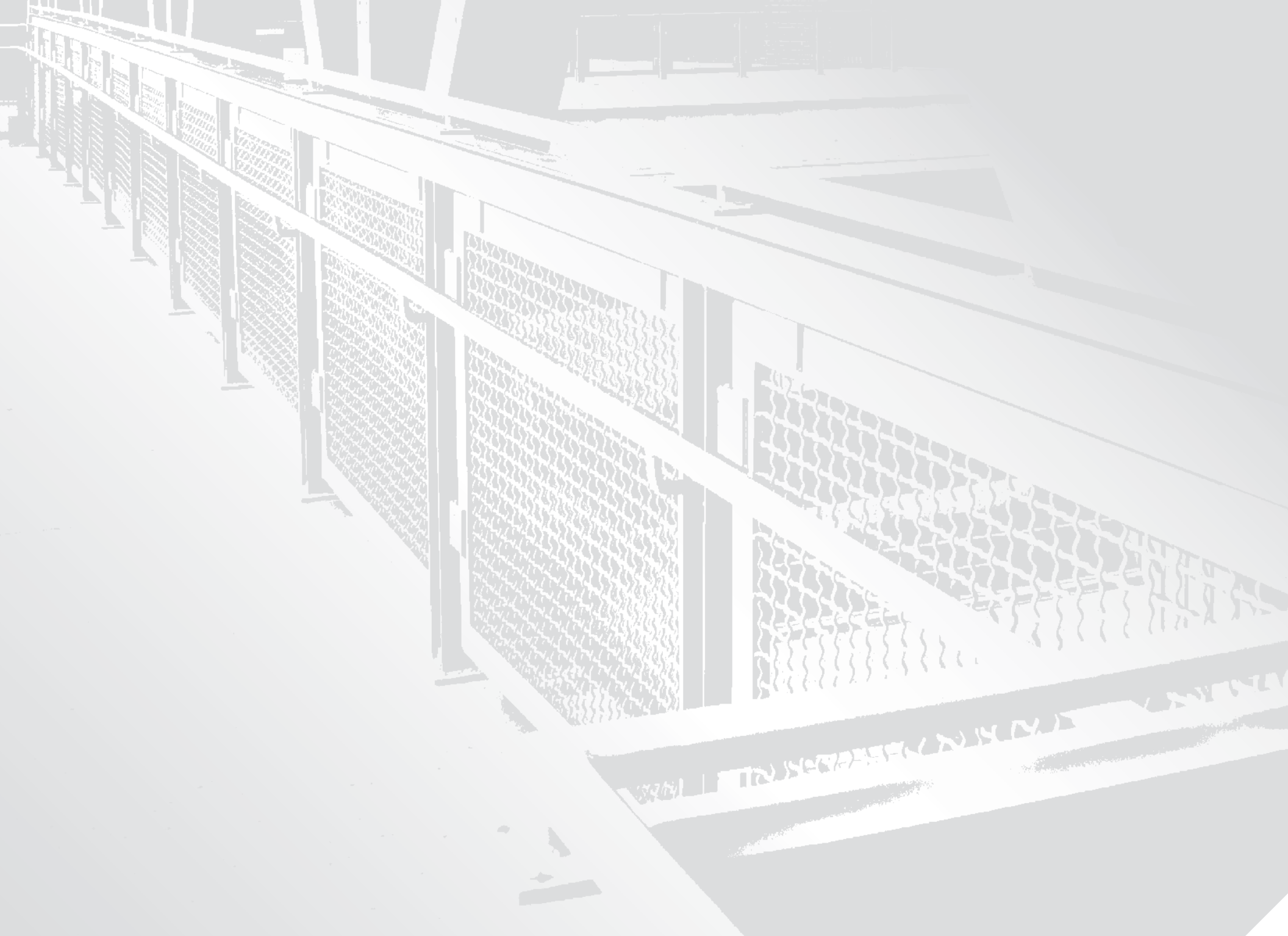
- 01 3/4" DIAMETER BOLT WITH NUT AND TWO WASHERS AT LAPS BETWEEN STRINGERS
- 02 CLAMPS STAGGERED ON OPPOSITE SIDE OF STRINGER FLANGES AT EVERY CORRUGATION
- 03 3/8" BY 3" BY 5" S-CLAMP WITH 13/16" HOLES
- 04 5/16" DIAMETER HOLES IN DECKING
- 05 3/4" BOLT WITH NUT & WASHER
- 06 STRINGER
- 07 HOLE



END FINISHING (CONCRETE & STEEL)

- 01 METAL DECKING USED AS BACK WALL PLATES
- 02 EXPANSION ANGLES
- 03 PILING CAP BEAM
- 04 BEARING PILE
- 05 METAL DECKING
- 06 STRINGER
- 07 SHELF ANGLE







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