



ATTENTION ALL COUNTIES (AND FARMERS) OF THE UNITED STATES

STANDARD BRIDGE CO. LLC

THE NEW STANDARD has a solution for all your **County Bridge replacement projects**, in which the Fed's and the States cannot provide, at an economical cost and still maintain all the "**EPA rules**" and "**OSHA regulation**". We at Standard Bridge would like to introduce a whole new Predesigned/Prefabricated Bridge System using all "**GALVANIZED STEEL GIRDERS**" just for Counties. Our System is delivered to you by truck and can be erected by our Contractor or by your own County Bridge Crew or a local Contractor of your choice. Our Bridge Systems comes to you with a 32'-0" min. Clear Roadway and spans from 60'-0" to 150'-0" length. The 60'-0" Span Bridge is design to compete with Concrete Box Culverts. Plus, we can meet all the EPA requirements that the Concrete Box Culvert cannot do. What we need from you is a data sheet that has the Hydraulic and Geological information, Plan & Profile sheet, plus a site Survey of the existing location so we can provide the right Bridge length that meets your needs.

LET'S COMPARE DESIGN REQUIREMENTS;

WHAT STANDARD BRIDGE CO, LLC, PROVIDES,

The design loads used in our Bridge System is based from the **1996 AASHTO LFD Design Code** using the HS25 load (= 40,000 lb axle load) and modified with Mr. Vodicka Lab Tested Design (Who has been practicing in the Engineering Profession since Apr. 1972).

For more information go to our web site, www.standardbridge.com

"BEFORE OUR BRIDGE SYSTEM IS OPENED TO TRAFFIC, WE WILL LOAD TEST OUR BRIDGE SYSTEM."

Our Test vehicles will be either, the **MODERN FARM TWO WHEEL GRAIN CART** loaded or a **TWIN ENGINE PAN SCRAPER** loaded. These vehicles are illegal over loading type vehicles, one which has a 57,000 lb. per axle and the other has 60,000 lb. per axle. (Each is illegal to be driven on a Custom Design & Custom Built AASHTO LRFD Code Design Bridges here in the United States.) "When these loads are applied, to our Bridge system, you will see about a 3" live load deflection with no stress applied to the tension flange as the Flanges are monolith and it will transfer all the forces directly to the Abutment Retaining Backwall. **With this," we meet the Federal's Load rating requirements".**

WHAT THE STATES & FED'S PROVIDE,

"Here is, something interesting about the **Nation's**, AASHTO LRFD Code design", it uses a load force called HL93 (≈HS22.3 LFD) this is equal to a 32,000lb or 36,000 lb axle load (depending on the ADDT Traffic count) and the girder is design with +/- 3" live load deflection with a tension flange, max., stress force of 27 ksi., (here the tension flange must absorb all of this force).

NO ROOM FOR OVERLOADS ALLOWED.

The current AASHTO LRFD Code does not recognize the Modern Farm Equipment Overloads (AASHTO still thinks, that Farmers uses Horses). Mr. Vodicka as a Qualified Bridge Inspector, have found that every Bridge built by the **AASHTO LRFD Code**, that the Bridge deck forms deep hair line cracks, way before it is even open to Traffic and the deck is a key point of the girder design!

(And what do we spread on the roads in winter time?)

NOW LET'S COMPARE COST:

Let's use your **Group 6 Bridge Cost** plus add your **Bridge Design cost** now let us compare cost.

We provide a 32'-0" clear Roadway with a 40,000lb axle load that can be built in **30 days** or less, (why'll the AASHTO LRFD Code design only provide a 28'-0" clear Roadway with a 32,000lb or 36,000lb axle loads for most County Roads and it take over 8 months min. and this code has to get waivers from the EPA & OSHA to be built.)

OUR GROUP 6 COST

<u>60 Ft. Span Bridge</u>	<u>70 Ft. Span Bridge</u>	<u>80 Ft. Span Bridge</u>
*Bridge cost = \$129,223.46	* Bridge cost = \$158,983.40	* Bridge cost = \$213,903.64
(Bridge Sq. Ft. cost = \$67.30)	(Bridge Sq. Ft. cost = \$70.97)	(Bridge Sq. Ft. cost = \$83.56)
Bridge Contractor Erection cost ≈ <u>\$69,913.43</u> (Site dependent)	Bridge Contractor Erection cost ≈ <u>\$71,306.47</u> (Site Dependent)	Bridge Contractor Erection cost ≈ <u>\$72,699.50</u> (Site Dependent)
Total cost = \$199,136.89	Total cost = \$230,289.87	Total cost = \$286,603.14

* Bridge Design cost is included, and all **STEEL IS GALAVANIZED.**

Counties please compare these prices, with the prices that you already have paid for, using the AASTHO LRFD Code for the Custom Engineer Design cost plus the Custom Construction Bridge cost and these **Bridges have no Overload capacity.**

AS A COUNTY, "Which Bridge system will meet your needs, FOR TODAY AND INTO THE FUTURE. Farm Equipment is not getting smaller, especially those of you, which are Farmers, which has equipment, classified as illegal overloads and over sized?" (Ref. to the Iowa DOT 2006 research data on county bridges)

WHAT GOOD IS A NEW BRIDGE, IF THE FARMER, STILL CANNOT USE IT FOR HAULING THEIR LOADED FARM EQUIPMENT OR THEIR OVERSIZED FARM EQUIPMENT!!!!!!

FARMERS CALL YOUR "ELECTED REPRESENTATIVE" AND TELL THEM, "YOU WANT A BRIDGE THAT CAN HANDLE YOUR LOADED FARM EQUIPMENT".

REMEMBER OUR BRIDGE SYSTEM IS COMPLETELY GALVANIZED STEEL.

IT IS TIME, TO GO BACK, TO COMMON SENSE ENGINEERING

STANDARD BRIDGE CO. LLC

THE NEW STANDARD

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