

## Continuing Support for Lessard Customers

### a) **Bridge Re-Certifications**

We value all customers - both present and past. There may be instances where the MNRF requires a Lessard Modular bridge (that has been used at multiple locations in the past) to be recertified by a Professional Engineer before it can be re-used.

These instances could include the following:

- if a bridge was damaged during the installation or removal process
- if the bridge was fabricated prior to 1995

As part of our ongoing commitment to our customers, we are assembling a list of Professional Engineers who are familiar with our products and who can perform the re-certification for a nominal fee. Feel free to communicate with our office by email or phone to obtain a list of Engineers located near you.

### b) **Bridge Rehabilitation Services at our facility**

We are also pleased to inform you that we offer low-cost bridge rehabilitation services in our facility for bridges that have minor damage or defects. These services may include minor repairs, deck and exterior cleaning or sandblasting (if required), repainting as well as bridge re-certification for installation by a Professional Engineer. For a free estimate, mail or email photos of your bridge to [natalie@lessardwelding.com](mailto:natalie@lessardwelding.com).

## Frequently Asked Questions

### **1. Can Lessard Welding recertify bridges?**

Lessard Welding will not recertify bridges for clients as this may represent a conflict of interest, especially in instances where we believe the bridge may require extensive repairs for the bridge to meet design requirements or even in the event of a complete write-off.

### **2. What are the guidelines regarding bridge re-certification?**

Guidelines require re-certification for bridges being re-used at new sites, specifically page 14 of the 2008 CLBGMG:

***5.1 Existing portable bridges that are to be re-used at a new site are not considered new bridges and do not require re-certification by a professional engineer, provided that all of the following conditions have been met:***

- 1. The portable bridge was originally designed by a professional engineer to carry truck loads specified in the bridge code applicable at the time of fabrication or to carry off-highway truck loads shown on the design drawing.*
- 2. The bridge was built since 1995.*
- 3. The bridge will be used by trucks licensed for highway use or by trucks no heavier than the truck load shown on the original design drawing.*
- 4. The bridge has been inspected by a competent person and found to have no significant damage, deformation, defects or deterioration.*

### **3. What do I have to do to comply with section 5.1?**

A client can comply with section 5.1 by meeting all of the requirements listed above including having their bridge inspected and certified by a competent person; the person installing the bridges under the authority of the bridge owner. If the competent person confirms that the bridge has no significant damage, deformation, defects or deterioration, then the competent person can certify the bridge.

### **4. My bridge does NOT comply with Section 5.1, what do I do?**

**Section 5.2 of the guideline states the following:**

***5.2 Where an existing portable bridge that is to be re-used at a new site fails to meet the criteria specified in Section 5.1, the capacity of the bridge is to be determined by a professional engineer in accordance with Section 6.***



**5. Can Lessard Welding recommend a Professional Engineer preferably in my area?**

We are in the process of creating and maintaining a list of engineers who are geographically close to clients and prepared to inspect and re-certify bridges for a minimal cost.

**6. What options will a Professional Engineer provide after a recertification inspection?**

**Option 1:** Bridge is too badly damaged and cannot be reused.

*Implications:* The bridge must be taken out of service and scrapped.

**Option 2:** Superstructure can be reused but must be posted for a reduced safe load limit.

*Implications:* May not be acceptable to MNR and limit use by heavier truck traffic.

**Option 3:** Repair the bridge using a CWB certified shop (as directed by the Recertification Engineer) and re-certify the superstructure to its original design load limit.

*Implications:* Rehabilitation will extend the service life of the asset and may include sandblasting of exposed surfaces, repainting, minor flange repair and replacement of post pockets. Recertification Engineer must re-inspect and certify the structure following repair work.

**7. What are typical costs of bridge rehabilitation?**

We are in the process of developing a standard costing model based on typical bridge damage conditions such as pocket replacement, minor flange repair, sandblasting and painting.