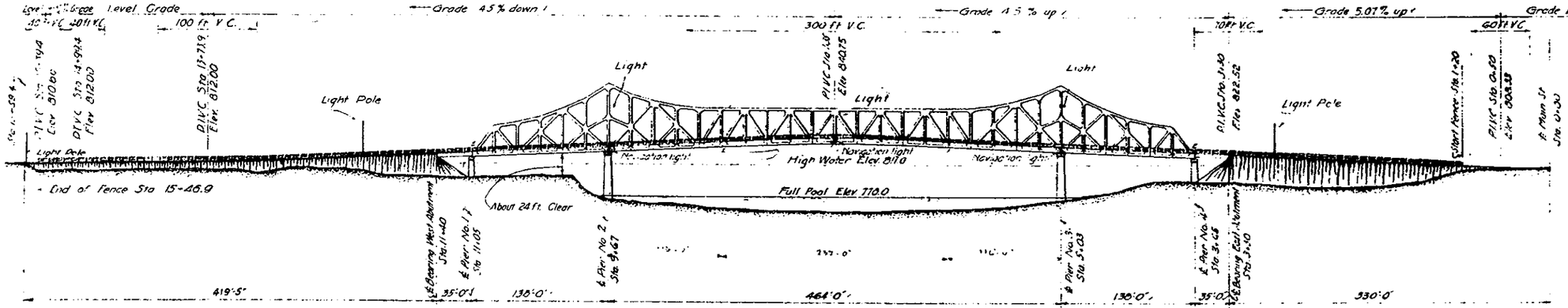
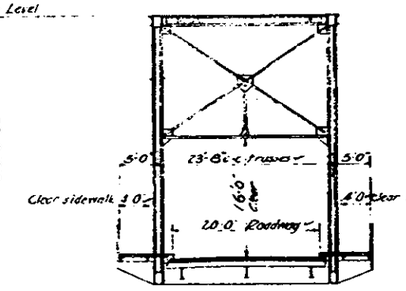
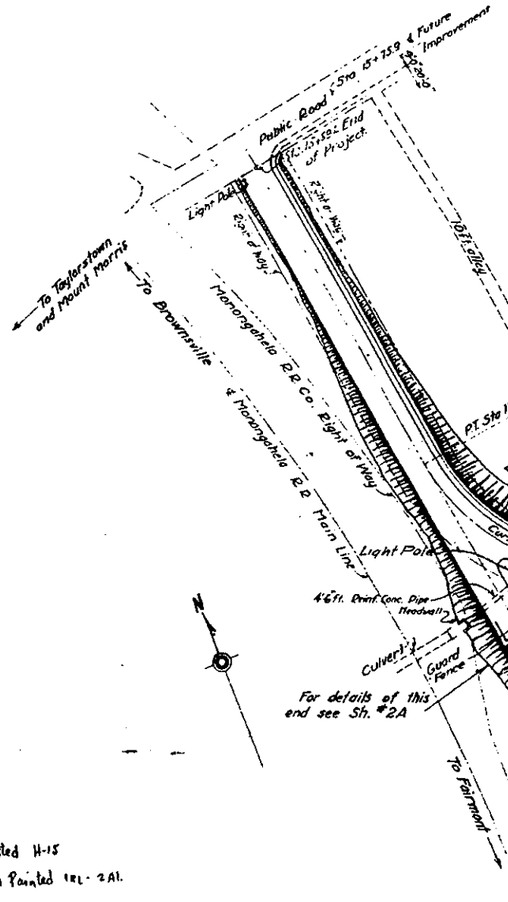
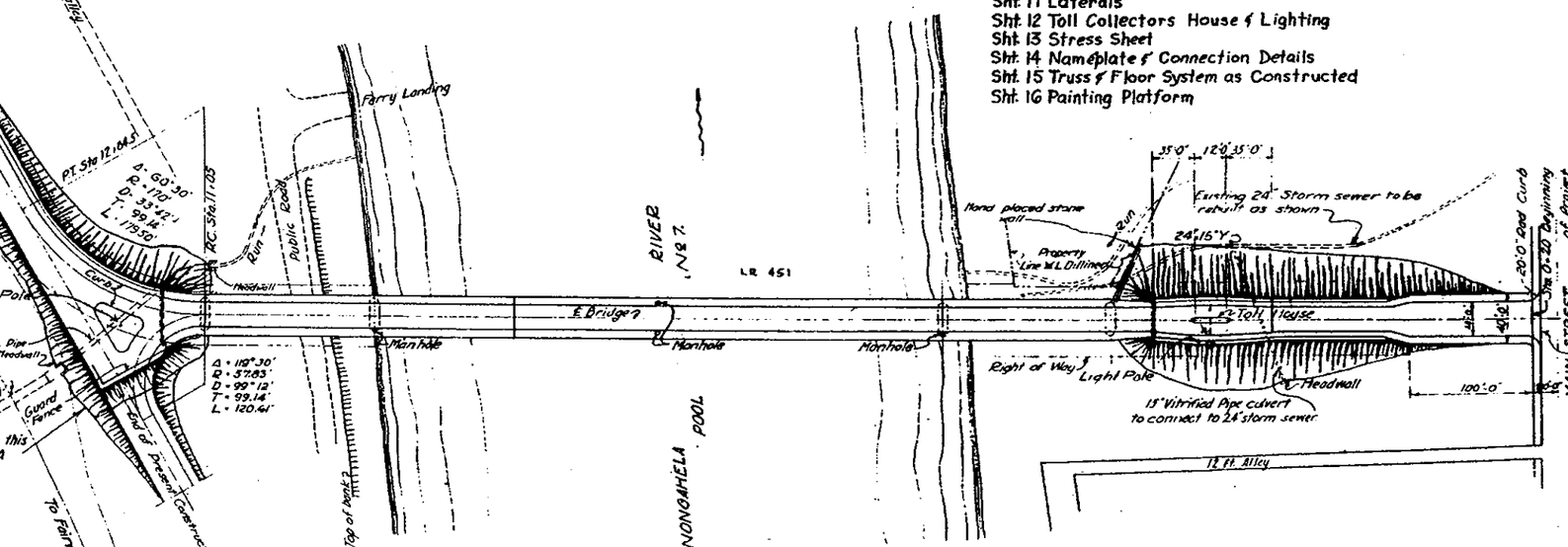


ELEVATION
Scale: 1"=60'



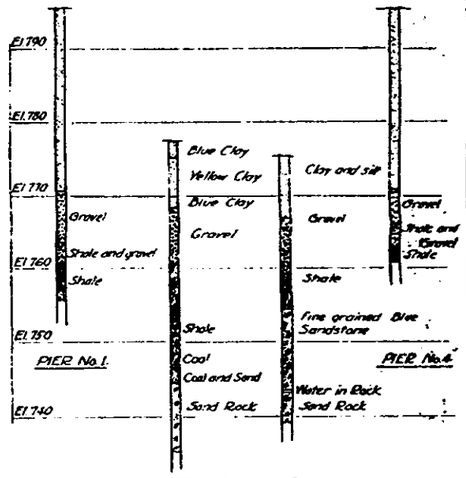
CROSS SECTION
Scale: 1"=10'





PLAN
Scale: 1"=60'

SHEET INDEX



WASH BORINGS
Scale: 1"=10'

Piers 2 and 3 corrected findings of excavations.

Posted H-15
1961 Painted 1RL - 2AL

FAYETTE-GREENE COUNTIES
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SHEET 1 OF 16 S-7634
SHOP DRAWINGS D-2179

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DON'T DESTROY
DON'T REMOVE FROM OFFICE
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MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

GENERAL PLAN AND ELEVATION

SCALE As Noted
MADE BY T.J.C. 10-16-28
TRACED BY J.R.L. 10-25-28
CHECKED BY H.W.B. 10-8-29

HARRINGTON and CORTELYOU
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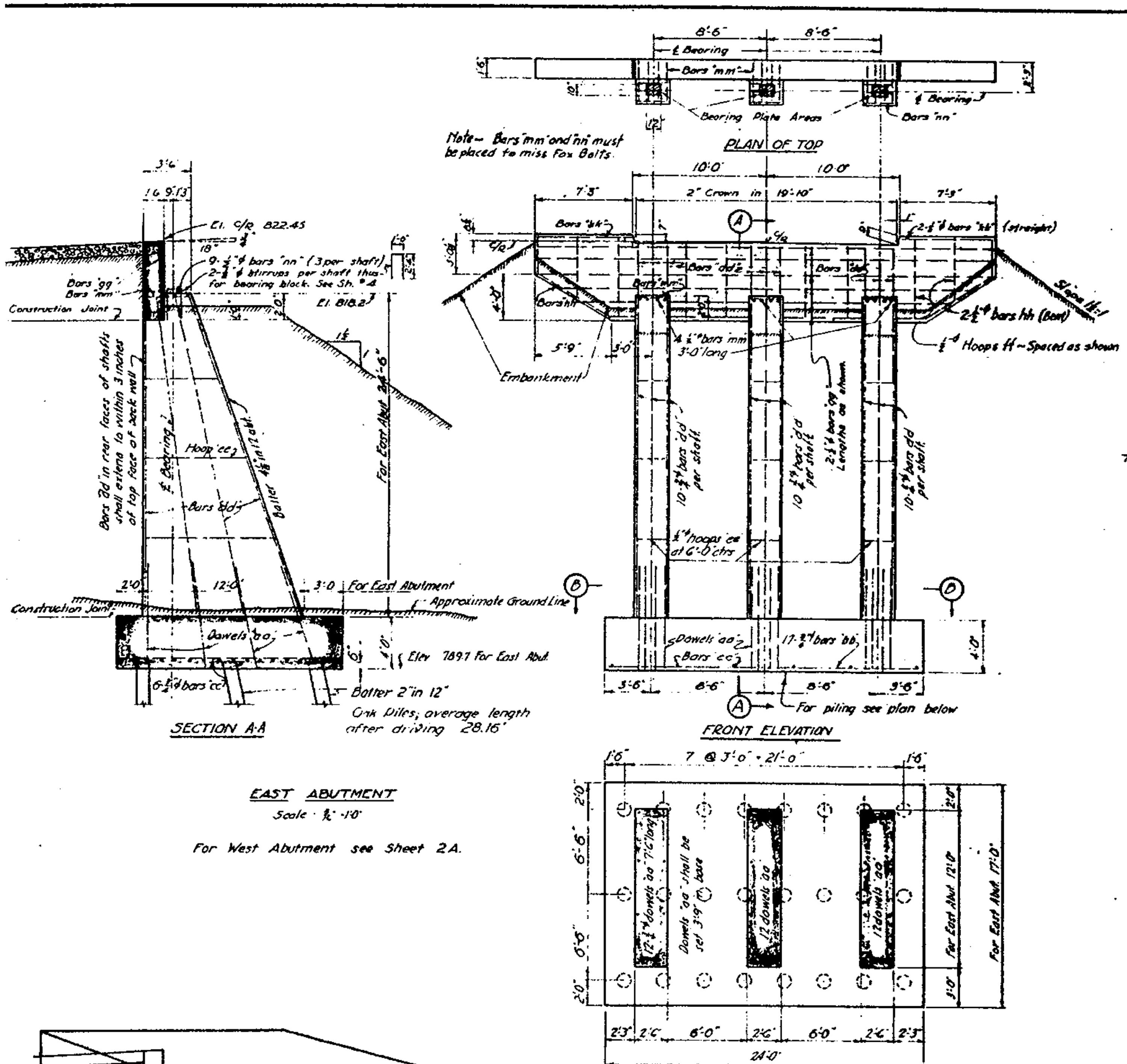
KANSAS CITY, MO.

SHEET NO

$-7634



SECTION A-A

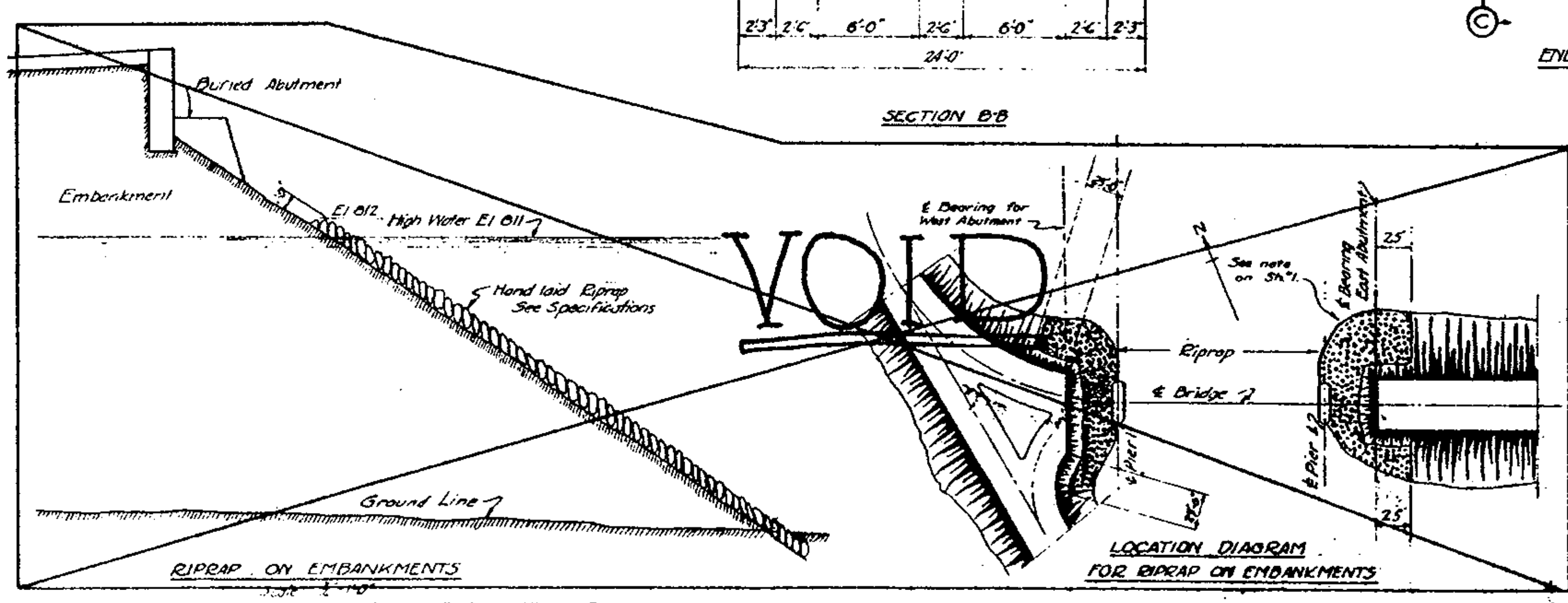
FRONT ELEVATION

SECTION B-B

EAST ABUTMENT

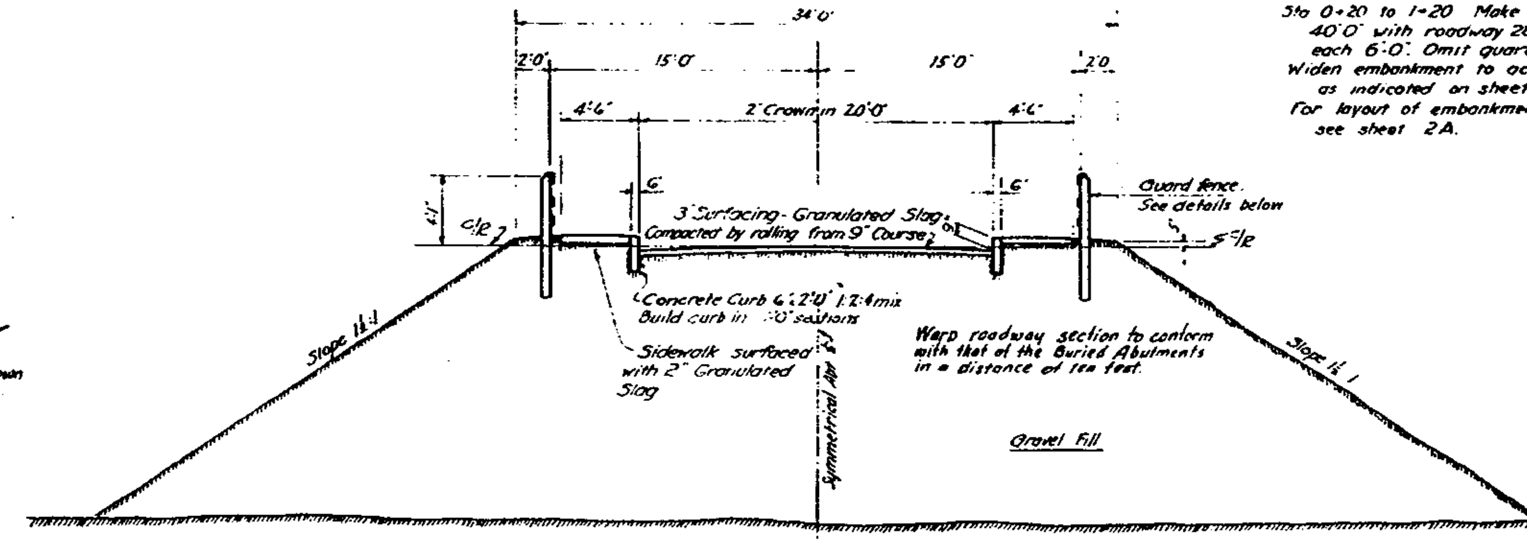
Scale: 1/4"=1'-0"

For West Abutment see Sheet 2A.



RIPRAP ON EMBANKMENTS

LOCATION DIAGRAM FOR RIPRAP ON EMBANKMENTS



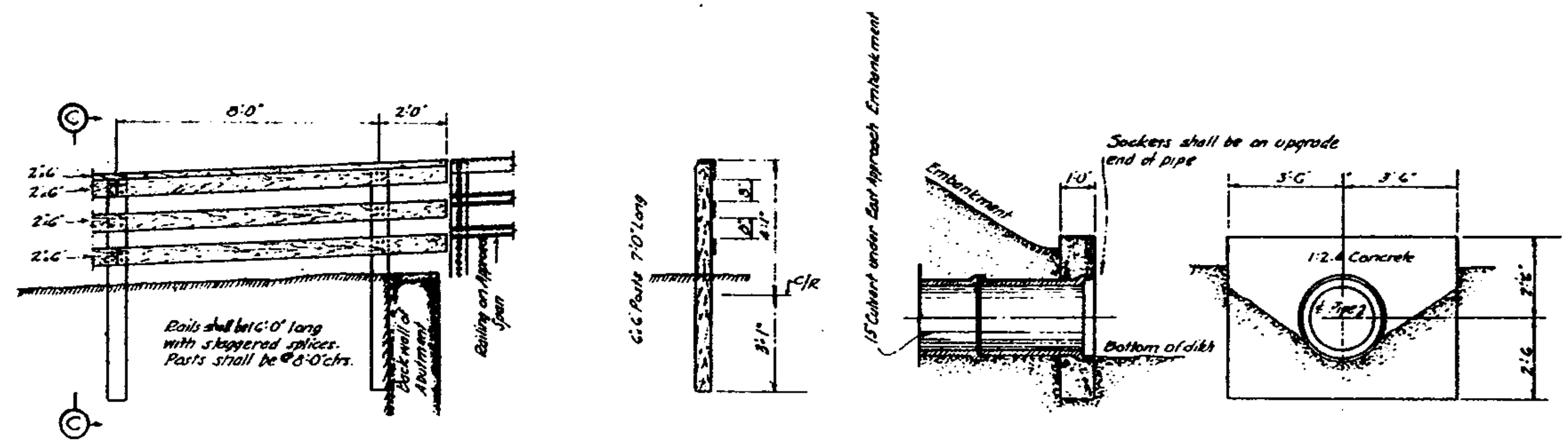
EAST APPROACH

TYPICAL CROSS SECTION OF EMBANKMENT

Scale: 1/8"=1'-0"

Embankments - Note

Sta 0+20 to 1+20 Make total top width 40'0" with roadway 28'-0" and two sidewalks each 6'-0". Omit guard fence.
Widen embankment to accommodate toll-house as indicated on sheet 1
For layout of embankment on West Approach see sheet 2A.



END PANEL OF EMBANKMENT FENCE

Scale: 3/4"=1'-0"

SECTION C-C

DETAIL OF HEADWALL FOR CULVERTS

For Location See Sheet No. 1

Scale 3/8"=1'-0"

For Culvert on West Approach see Sheet 2A.

NOTES:

For General Notes on abutments see Sheet No. 3
Paint all fences above ground with filler and two coats of paint. Dip lower 3'-6" of posts in asphaltic cement or other approved waterproofing material.
Use 40d nails in fences.

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MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

EMBANKMENTS AND ABUTMENTS

SCALE: As Noted

HARRINGTON AND CORTELYOU
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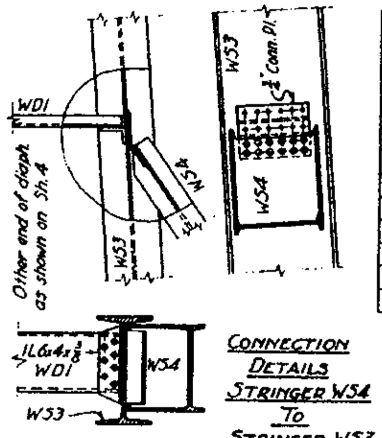
KANSAS CITY, MO.

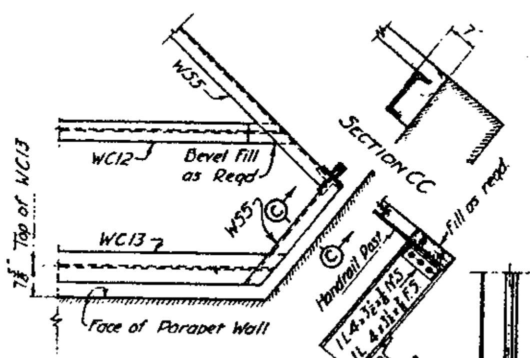
SHEET No. 2

S 7634

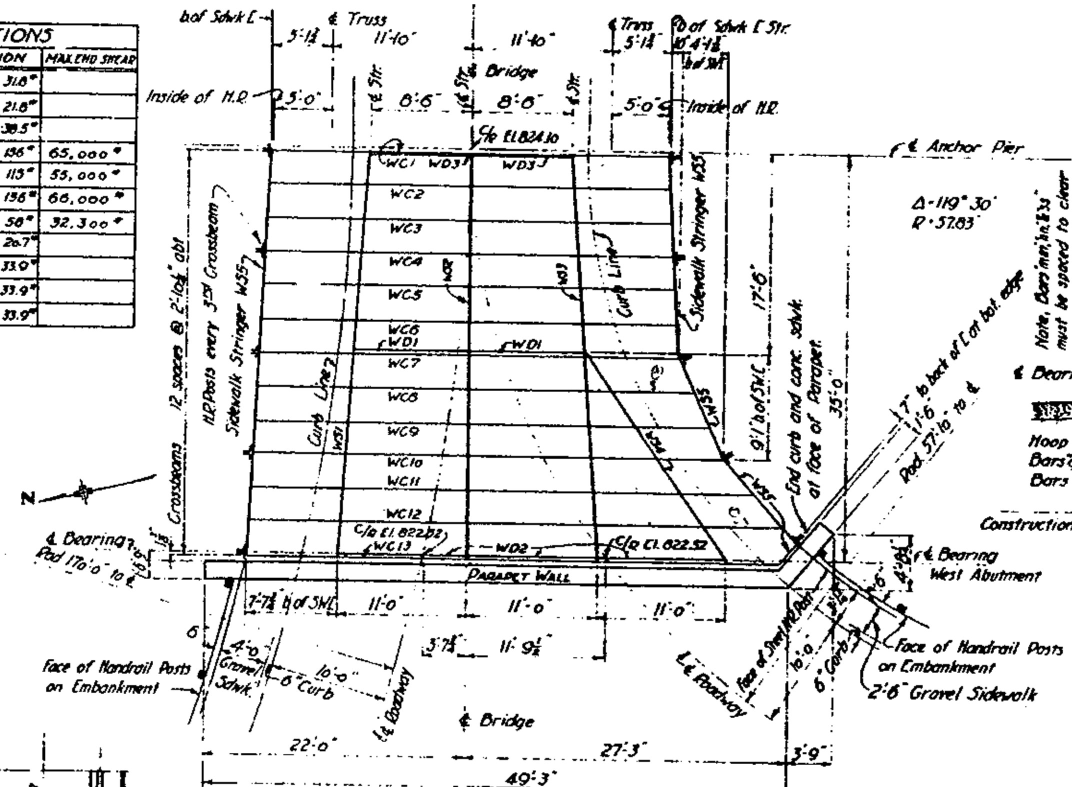


CONNECTION DETAILS STRINGER W54 TO STRINGER W53
Scale ½" - 1'-0"

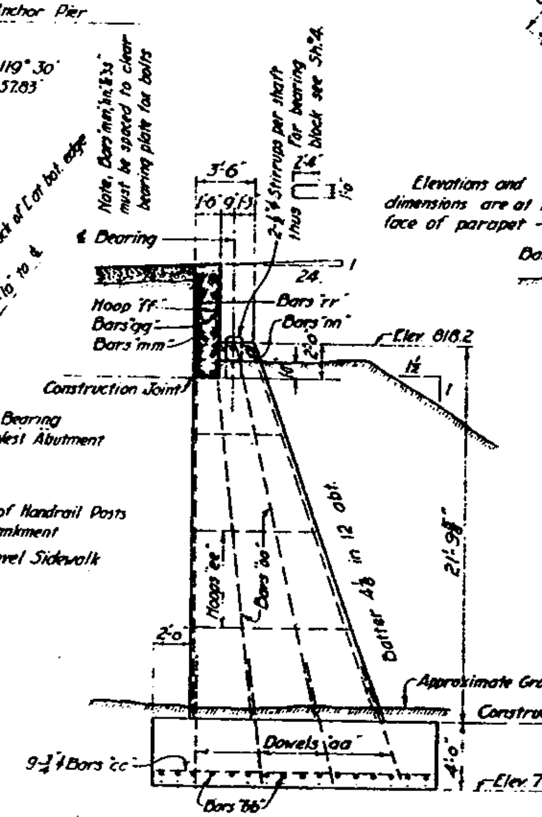
TABLE OF SECTIONS			
MARK	NAME	SECTION	MAX. END SHEAR
WC1	CROSSBEAM	12" I at 31.8#	
WC2 to WC12	do	9" I at 21.8#	
WC13	do	9" G at 38.5#	
WS1	STRINGER	28" G at 136#	65,000#
WS2	do	30" B at 115#	55,000#
WS3	do	28" G at 136#	66,000#
WS4	do	22" B at 58#	32,300#
WS5	do	12" [at 20.7#	
WD1	DIAPHRAGM	15" [at 33.9#	
WD2	do	15" [at 33.9#	
WD3	do	15" [at 33.9#	



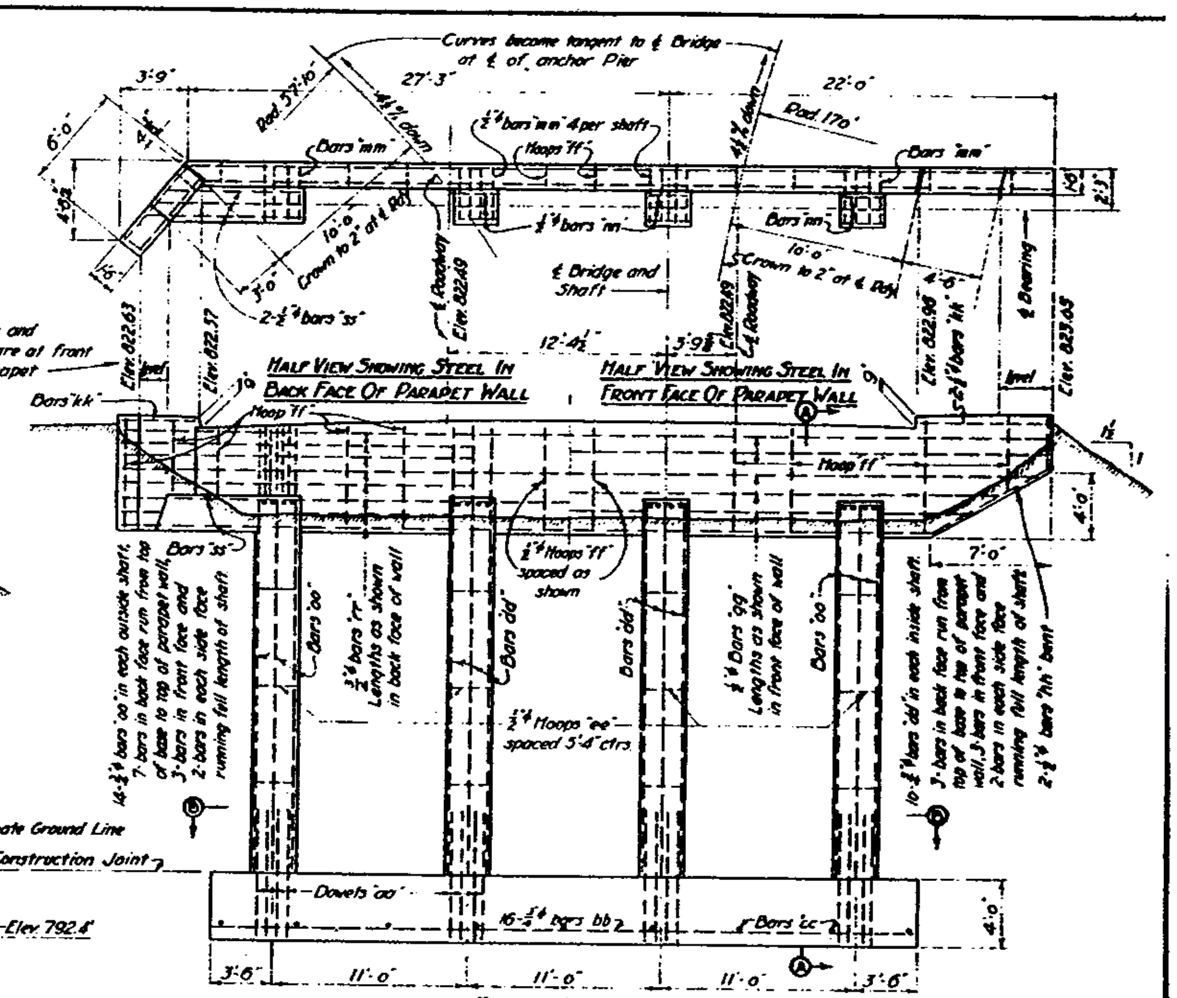
CONNECTION DETAILS FOR SOUTHWEST CORNER
Scale ½" - 1'-0"



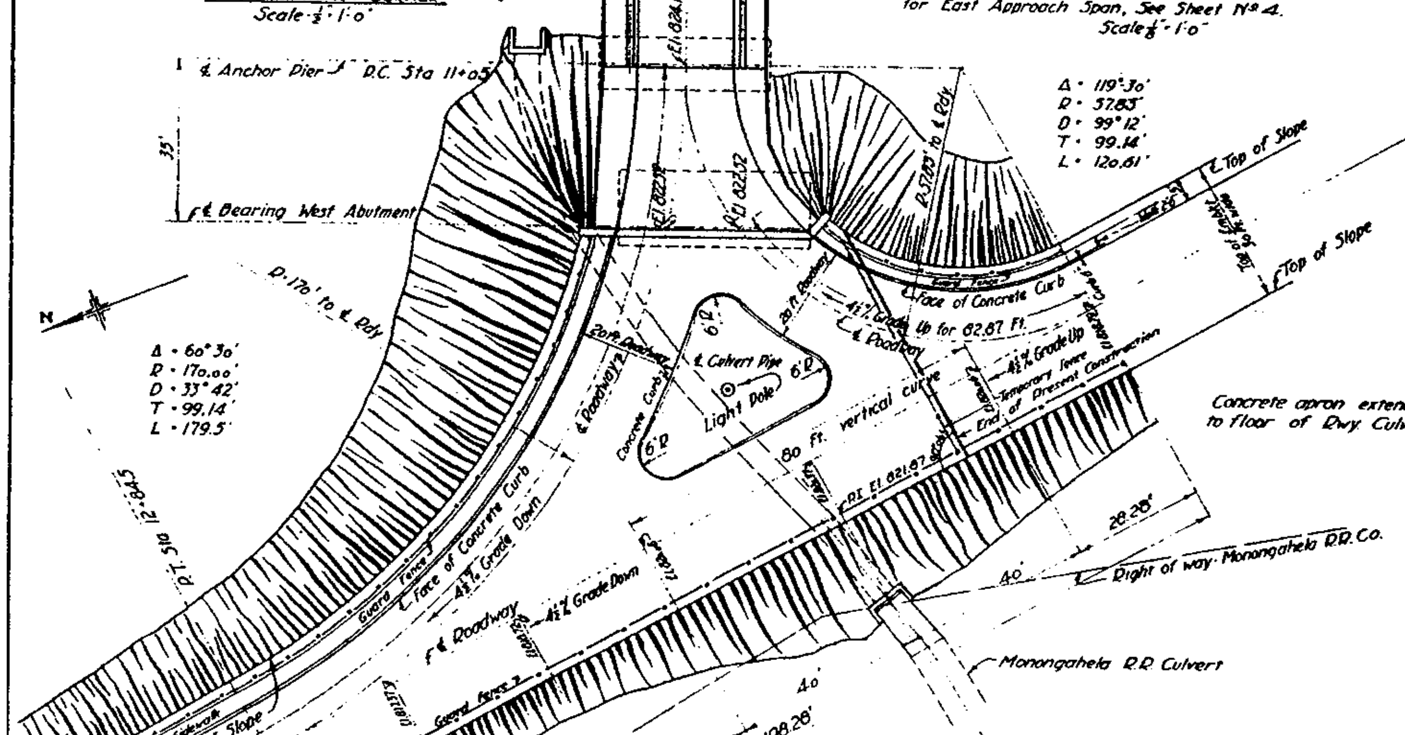
LAYOUT OF STEEL FOR WEST APPROACH
FOR MATERIAL SEE TABLE
All dimensions shown are in horizontal plane.
General details not covered on this sheet, to be same as for East Approach Span, See Sheet Nº 4.
Scale ⅛" - 1'-0"

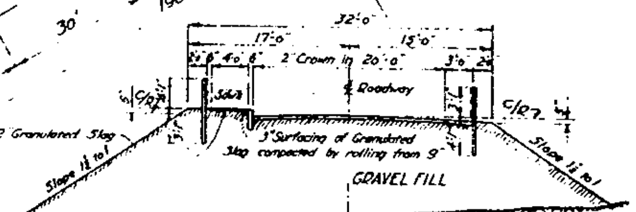


SECTION AA



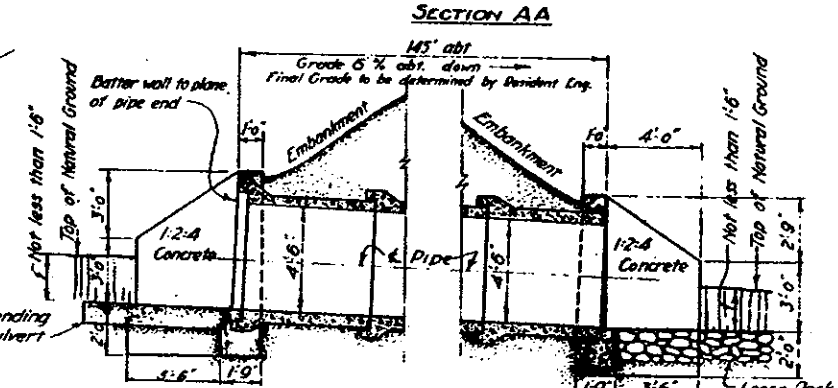
FRONT ELEVATION



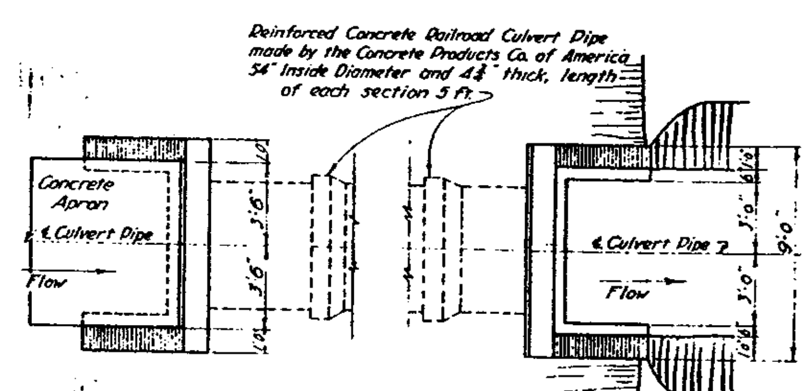


CROSS-SECTION OF EMBANKMENT AT STA. 12+84.5 Scale 1" - 10'-0"

LAYOUT OF WEST APPROACH EMBANKMENT
Scale 1" - 20'-0"

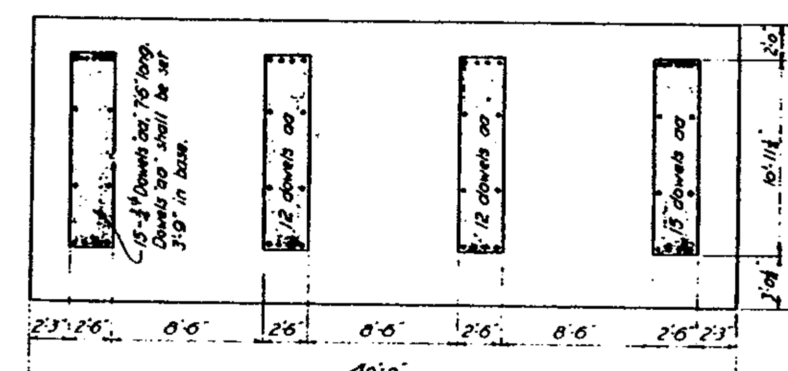


LONGITUDINAL SECTION OF CULVERT AND HEADWALLS ON ℄ PIPE



PLAN VIEW OF CULVERT AND HEADWALLS

CULVERT UNDER WEST APPROACH
Scale ¾" - 1'-0"



SECTION BB

DETAILS OF WEST ABUTMENT
Scale 3/16" - 1'-0"

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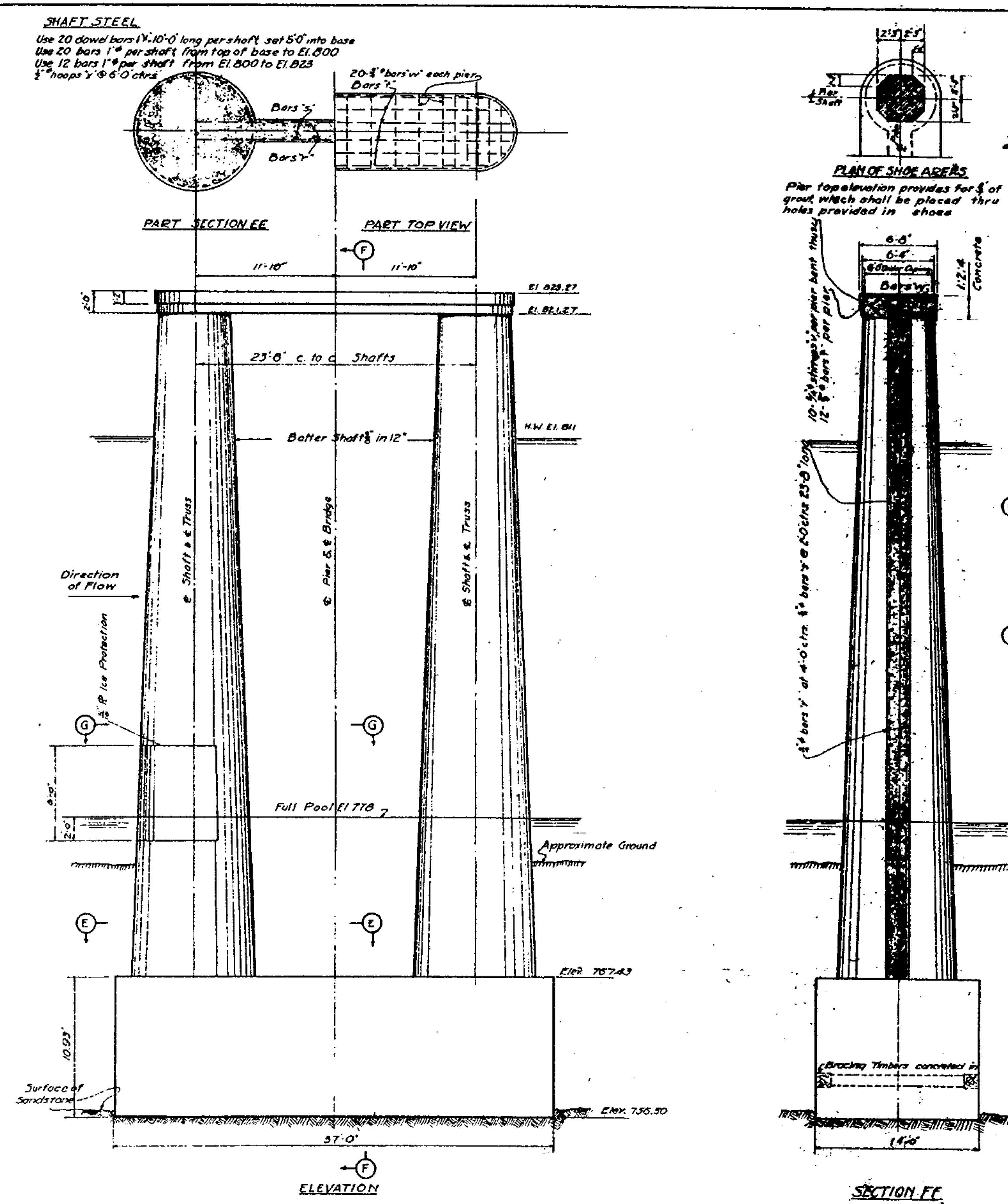
MONONGAHELA RIVER BRIDGE
AT POINT MARION, PA.

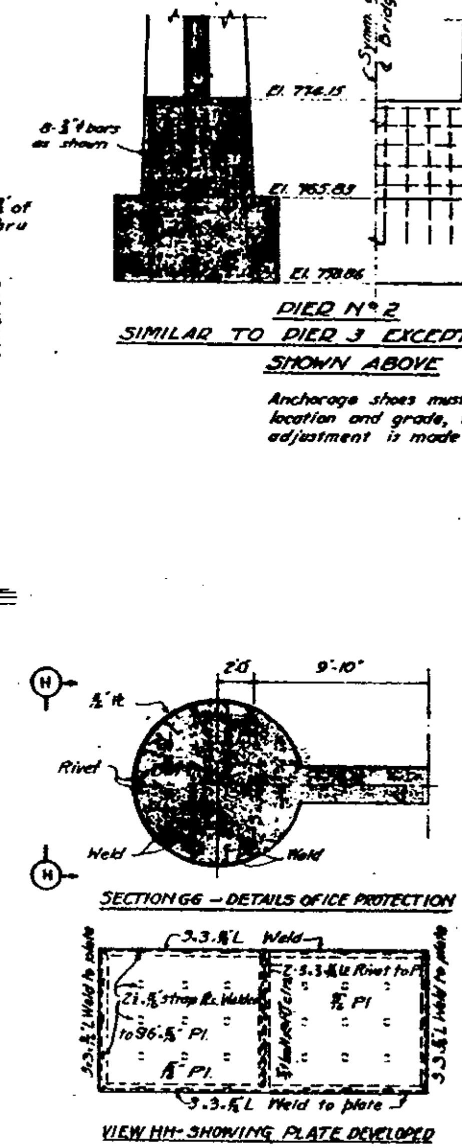
REVISION of WEST APPROACH

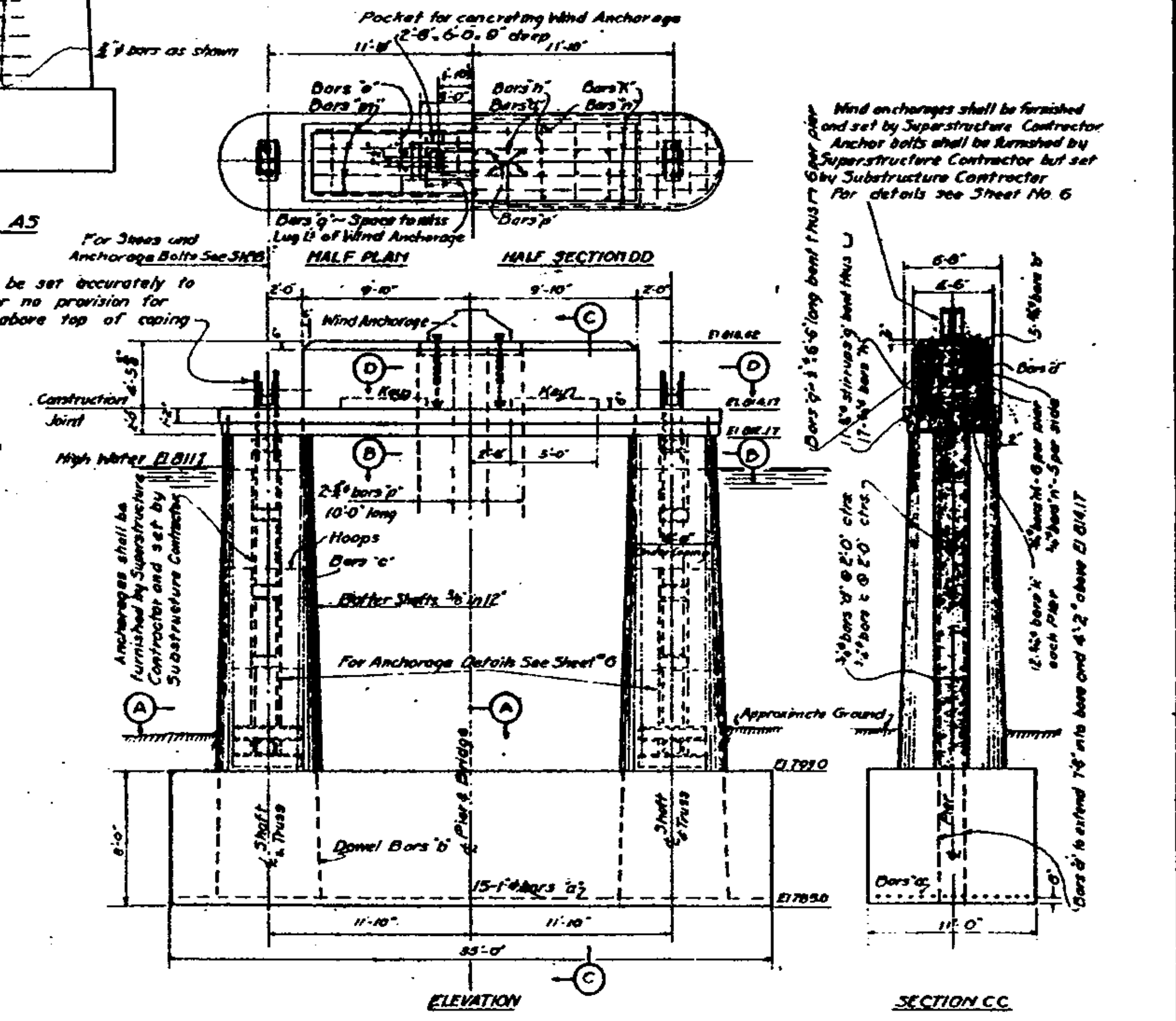
SCALE as noted
HARRINGTON AND CORTELYOU

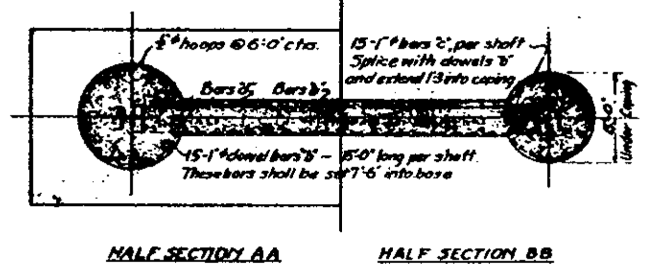
S 7634



CHANNEL PIER Nº 3







NOTE Sept 20, 1929
Dimensions of Piers 1 and 4 changed to 6'-0" under coping at request of Contractor. Coping same as for Piers 2 and 3.

PIER 4
18 piles in base, spacing about 4×6. Piles 2'-6" into base. Bars spaced to clear piling.
V.E.W. /10/12/29
Average length of piles below base = 21.44'

ANCHOR PIERS Nº 1 & 4

GENERAL NOTES

Details of timber framing and connections for cofferdam are omitted from this drawing. Before commencing construction, the contractor must supply the Engineers with complete drawings showing bolts, splices and fastenings he proposes to use. Said drawings shall be approved by the Engineers before any work is started.

Concrete in all piers shall be 1:2½:5 mix except in copings of piers 2 and 3, copings of abutments, or tremie concrete, in which cases a 1:2:4 mix shall be used.

Chamfer all exposed corners 1½ inches.

Provide substantial keys at all construction joints

Reinforcing steel shall be placed 3 inches from surface of concrete unless otherwise noted.

Lap reinforcing 60 diameters where necessary to splice.

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MONONGAHELA RIVER BRIDGE
AT POINT MARION, PA.

PIERS

SCALE 3/16" = 1'-0"
MADE BY H.W.B. 11-20-28
TRACED BY E.O. 1-14-29
CHECKED BY T.A.C. & H.W.B. 4-3-29

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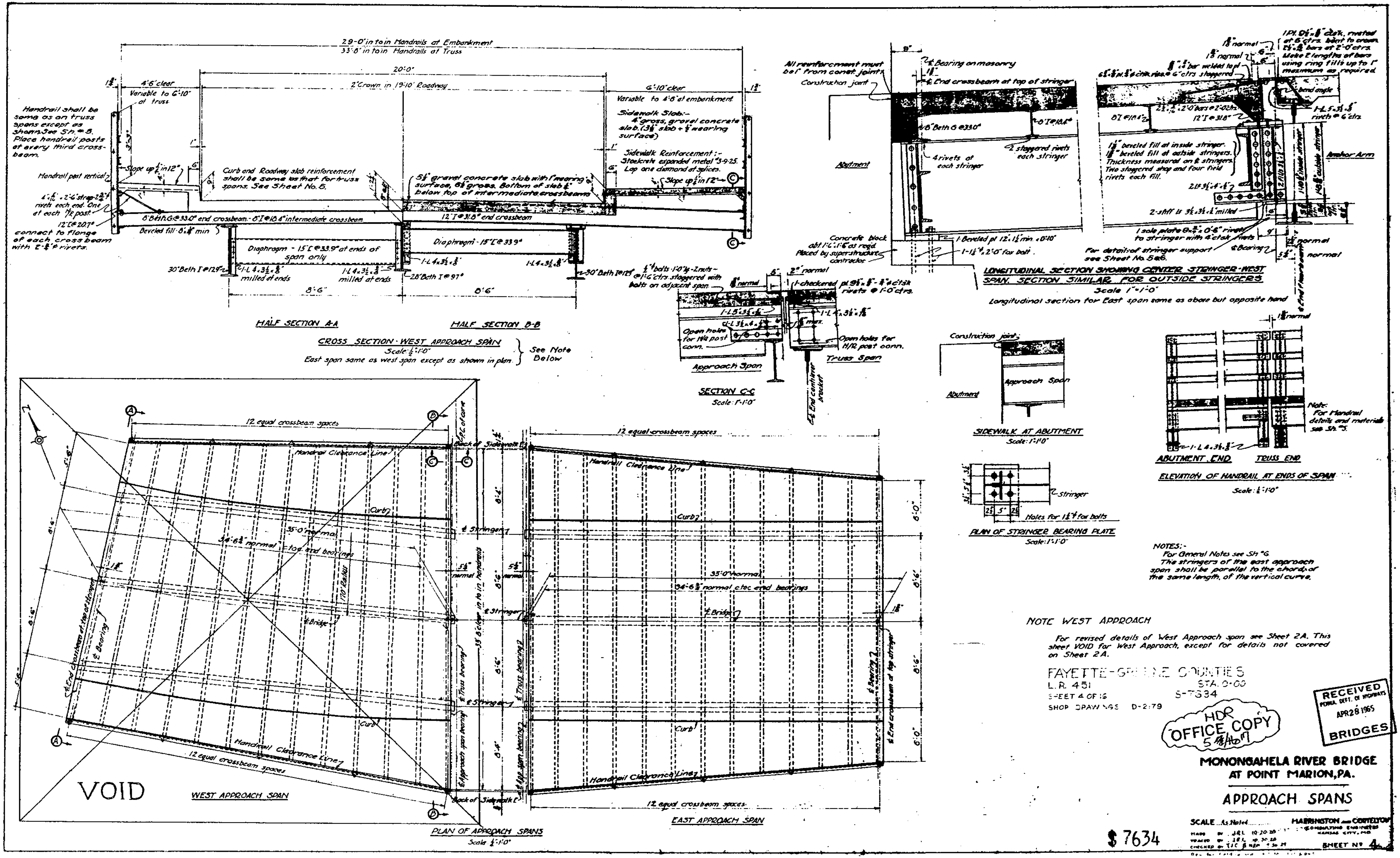
CONSULTING ENGINEERS
KANSAS CITY, MO.

SHEET Nº 3



NOTES:-
For General Notes see Sh. 6.
The stringers of the east approach span shall be parallel to the chord, of the same length, of the vertical curve.

NOTE WEST APPROACH

For revised details of West Approach span see Sheet 2A. This sheet VOID for West Approach, except for details not covered on Sheet 2A.

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MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

APPROACH SPANS

SCALE As Noted
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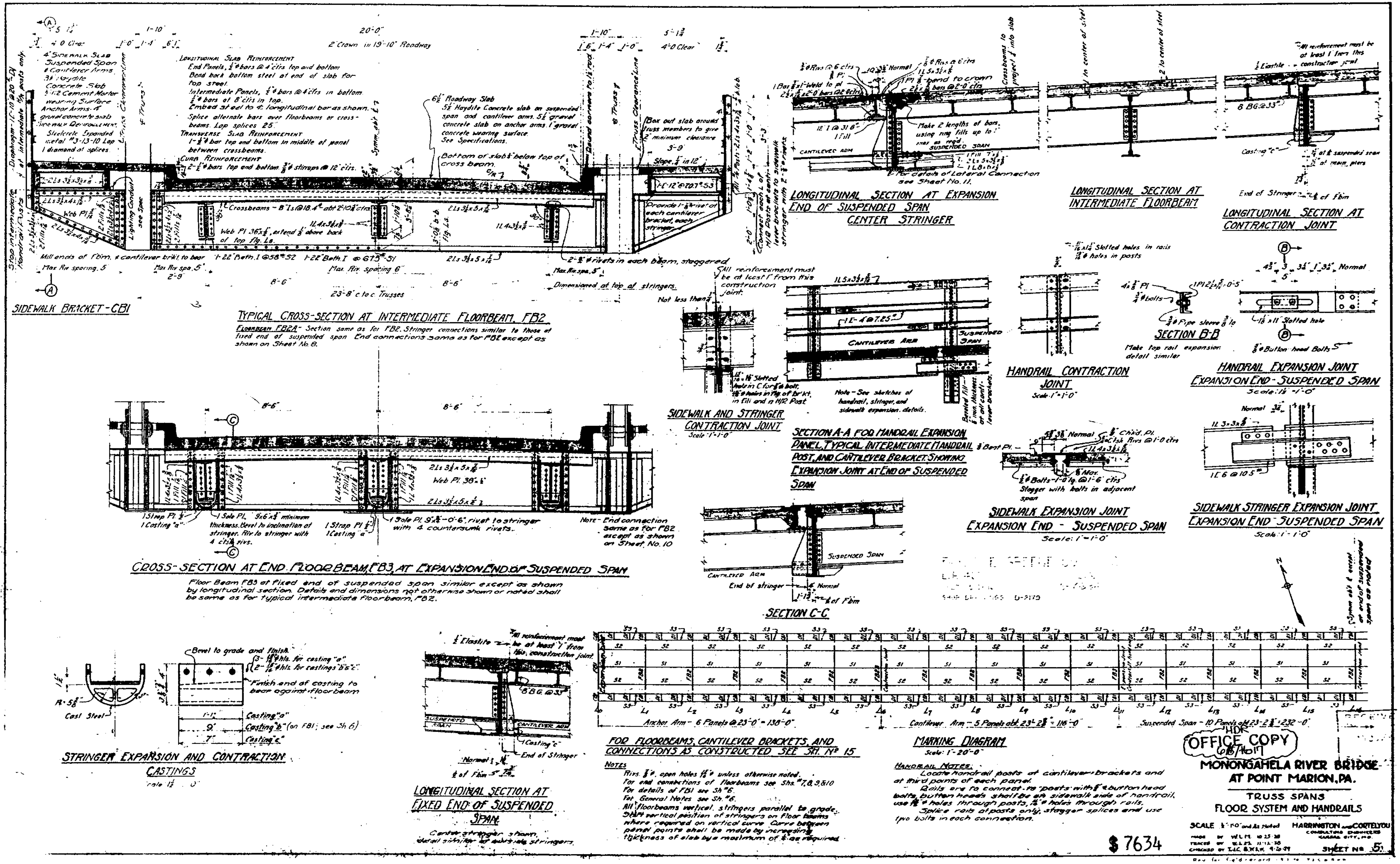
SHEET Nº 4


SIDEWALK BRACKET-CB1
TYPICAL CROSS-SECTION AT INTERMEDIATE FLOORBEAM, FB2
FLOORBEAM FB2A - Section same as for FB2. Stringer connections similar to those at fixed end of suspended span. End connections same as for FB2 except as shown on Sheet No. 8.
23'-8" c. to c. Trusses
2" Crown in 19'-10" Roadway
LONGITUDINAL SLAB REINFORCEMENT
End Panels, ½"⌀ bars @ 4" ctrs top and bottom
Bend back bottom steel at end of slab for top steel.
Intermediate Panels, ½"⌀ bars @ 4" ctrs in bottom. ½"⌀ bars at 8" ctrs in top.
Embed steel to ℄ longitudinal bar as shown.
Splice alternate bars over floorbeams or crossbeams. Lap splices 25".
TRANSVERSE SLAB REINFORCEMENT
1-½"⌀ bar top and bottom in middle of panel between crossbeams.
CURB REINFORCEMENT
2-½"⌀ bars top and bottom. ⅜"⌀ stirrups @ 12" ctrs.
6½" Roadway Slab
5½" Haydite Concrete slab on suspended span and cantilever arms. 5½" gravel concrete slab on anchor arms. 1" gravel concrete wearing surface. See Specifications.
Box out slab around truss members to give 2" minimum clearance
LONGITUDINAL SECTION AT EXPANSION END OF SUSPENDED SPAN CENTER STRINGER
LONGITUDINAL SECTION AT INTERMEDIATE FLOORBEAM
LONGITUDINAL SECTION AT CONTRACTION JOINT
SIDEWALK AND STRINGER CONTRACTION JOINT
Scale 1"=1'-0"
SECTION A-A FOR HANDRAIL EXPANSION PANEL, TYPICAL INTERMEDIATE HANDRAIL POST, AND CANTILEVER BRACKET SHOWING EXPANSION JOINT AT END OF SUSPENDED SPAN
HANDRAIL CONTRACTION JOINT
Scale 1"=1'-0"
SECTION B-B
Make top rail expansion detail similar
HANDRAIL EXPANSION JOINT EXPANSION END - SUSPENDED SPAN
Scale: 1½"=1'-0"
CROSS-SECTION AT END FLOORBEAM, FB3, AT EXPANSION END OF SUSPENDED SPAN
Floor Beam FB3 at fixed end of suspended span similar except as shown by longitudinal section. Details and dimensions not otherwise shown or noted shall be same as for typical intermediate floorbeam, FB2.
Note - End connection same as for FB2 except as shown on Sheet No. 10
SECTION C-C
SIDEWALK EXPANSION JOINT EXPANSION END - SUSPENDED SPAN
Scale: 1"=1'-0"
SIDEWALK STRINGER EXPANSION JOINT EXPANSION END - SUSPENDED SPAN
Scale: 1"=1'-0"
STRINGER EXPANSION AND CONTRACTION CASTINGS
Scale 1½"=1'-0"
LONGITUDINAL SECTION AT FIXED END OF SUSPENDED SPAN
Center stringer shown, detail similar at outside stringers.
Anchor Arm - 6 Panels @ 23'-0" = 138'-0"
Cantilever Arm - 5 Panels abt. 23'-2⅜" = 116'-0"
Suspended Span - 10 Panels abt. 23'-2⅜" = 232'-0"
MARKING DIAGRAM
Scale: 1"=20'-0"
FOR FLOORBEAMS, CANTILEVER BRACKETS, AND CONNECTIONS AS CONSTRUCTED SEE SH. No 15
NOTES
Rivs. ⅞"⌀, open holes 15/16"⌀ unless otherwise noted.
For end connections of floorbeams see Shs. #7, 8, 9 & 10
For details of FB1 see Sh. #6.
For General Notes see Sh. #6.
All floorbeams vertical, stringers parallel to grade. Shift vertical position of stringers on floor beams where required on vertical curve. Curve between panel points shall be made by increasing thickness of slab by a maximum of ¼" as required.
HANDRAIL NOTES:
Locate handrail posts at cantilever brackets and at third points of each panel.
Rails are to connect to posts with ⅝"⌀ button head bolts, button heads shall be on sidewalk side of handrail, use 11/16"⌀ holes through posts, 13/16"⌀ holes through rails.
Splice rails at posts only, stagger splices and use two bolts in each connection.
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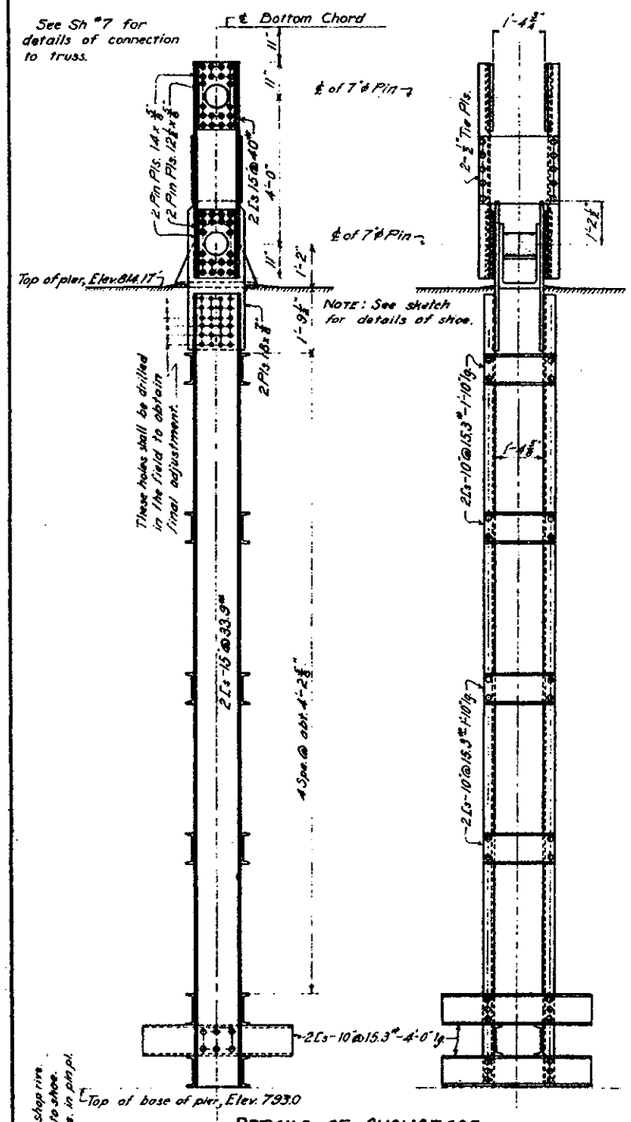
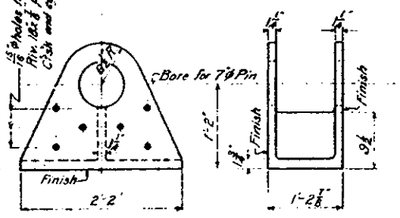
MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.
TRUSS SPANS
FLOOR SYSTEM AND HANDRAILS
SCALE ¼"=1'-0" and As Noted
HARRINGTON and CORTELYOU CONSULTING ENGINEERS KANSAS CITY, MO.
SHEET No 5
$ 7634



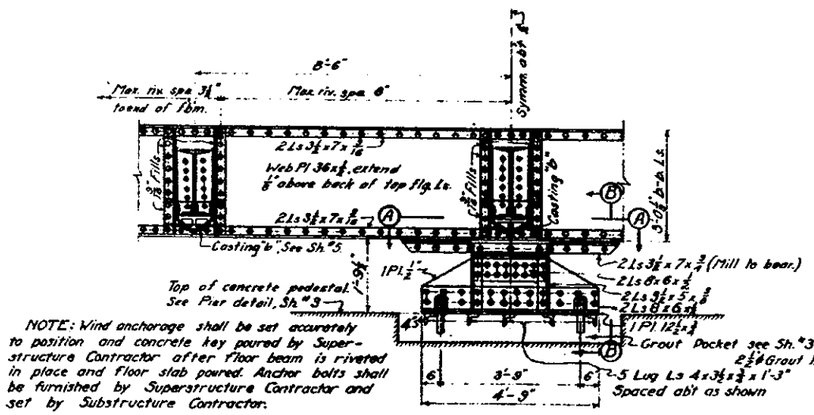
DETAILS OF ANCHORAGE



DETAILS OF ANCHORAGE SHOE

Scale: 1"=1'-0"

Cast Steel - 4 Required

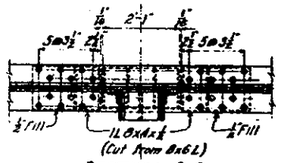


NOTE: Wind anchorage shall be set accurately to position and concrete key poured by Superstructure Contractor after floor beam is riveted in place and floor slab poured. Anchor bolts shall be furnished by Superstructure Contractor and set by Substructure Contractor.

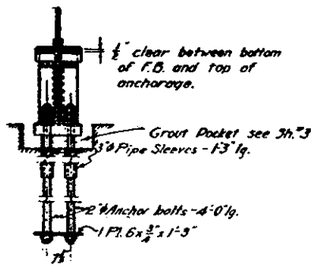
END FLOORBEAM OF ANCHOR ARM - FB1

Details and dimensions not otherwise shown or noted shall be same as for end floorbeam of suspended span, FB3 see Sh. "5. End connections same as for FB2 except as shown on Sh. "7.

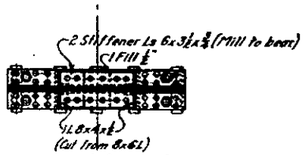
NOTE - FOR F.B.1 AS CONSTRUCTED SEE SH "15



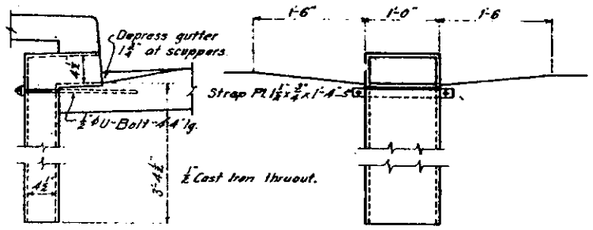
SECTION A-A



SECTION B-B



PLAN OF WIND ANCHORAGE

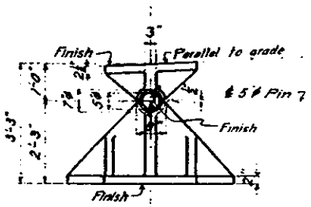


Place scuppers on both sides of roadway in end panels of suspended span and anchor spans between the third and fourth crossbeams.

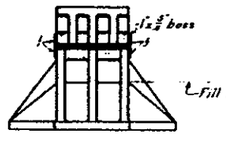
DETAILS OF SCUPPER

Scale: 1"=1'-0"

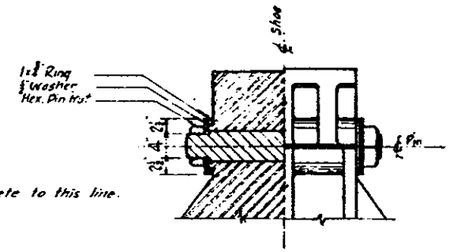
8 Req'd



LONGITUDINAL ELEVATION

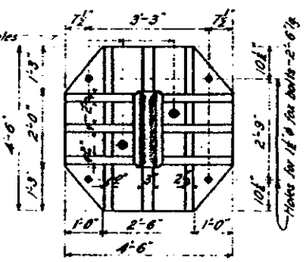


TRANSVERSE ELEVATION

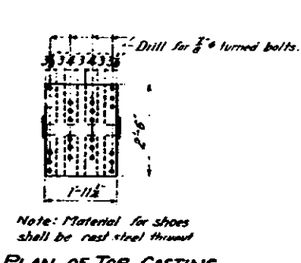


PART SECTION & ELEVATION ON ℄ PIN

Scale 1"=1'-0"



PLAN OF BOTTOM CASTING



Note: Material for shoes shall be cast steel throuout

PLAN OF TOP CASTING

DETAILS OF MAIN SHOE

General Notes

Rivets 7/8" ϕ, open holes 15/16" ϕ unless noted.

Rivets 3/4" ϕ in flanges of 8" I beams and 10" channels

All structural metal shall be carbon steel, except bottom laterals and truss members shall be silicon steel where shown on the drawings. All castings shall be cast steel unless noted.

Rivet Pitch: Not more than 6" or 16 times the thickness of the thinnest section connected; staggered pitch, twice the above. Stitch rivets in bottom laterals, 12" ctrs. At the ends of compression members the rivet pitch shall not exceed 3" for a length of 1 1/2 times the greatest width of member. Pitch in tie pls. shall be 3".

Care must be taken to preserve the net section of tension members. For truss members, the holes allowed are indicated on the cross-sections of members, Shs. "7, 8, 9 & 10.

For general requirements regarding painting, punching, reaming, and other shop practice, see specifications. These requirements must be clearly noted on the shop drawings.

Camber. The trusses shall be cambered to have their normal dimensions under full dead load at 70°F. The lengths of stringers shall correspond to this normal length.

Erection. The design has been made on the basis of stresses in the completed structure; no provision has been made for stresses due to erection.

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L.R. 451 STA. 0-00
SHEET 6 OF 16 S-76034
SHOP DRAWINGS D-2179

$ 7634

MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

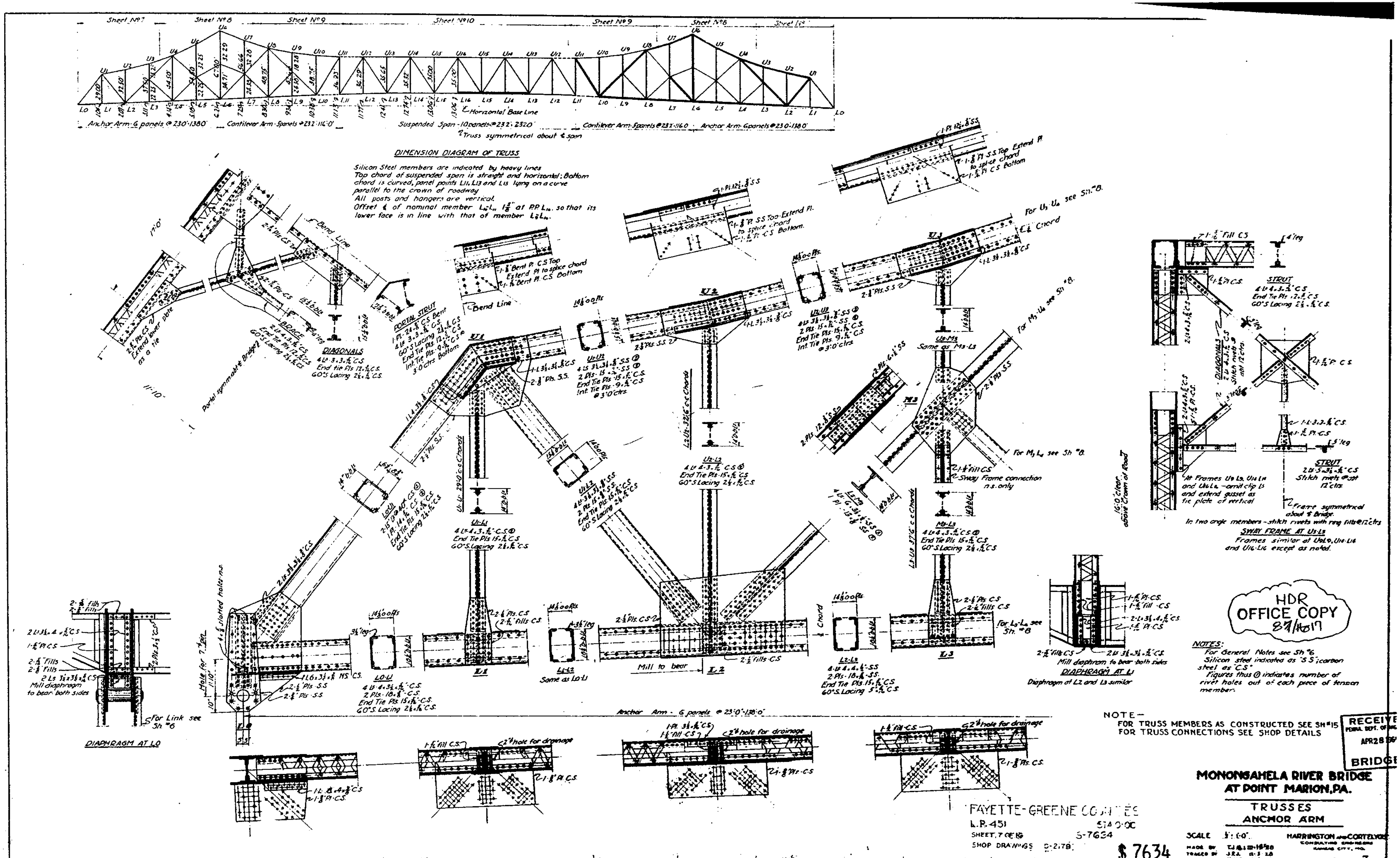
TRUSS SPANS

FLOOR SYSTEM, SHOES AND ANCHORAGES

SCALE 1"=1'-0" and As Noted

HARRINGTON and CORTELYOU CONSULTING ENGINEERS KANSAS CITY, MO.

SHEET NO 6.



DIMENSION DIAGRAM OF TRUSS
Silicon Steel members are indicated by heavy lines
Top chord of suspended span is straight and horizontal: Bottom chord is curved, panel points L11, L13 and L15 lying on a curve parallel to the crown of roadway
All posts and hangers are vertical.
Offset ℄ of nominal member L10-L11 1⅝" at P.P. L10, so that its lower face is in line with that of member L9-L10.
Anchor Arm-6 panels @ 23'0"-138'0"
Cantilever Arm-5panels @ 23'2"-116'0"
Suspended Span-10 panels @ 23'2"-232'0"
Truss symmetrical about ℄ span
Horizontal Base Line
PORTAL STRUT
DIAGONALS
BRACE
SWAY FRAME AT U3-L3
DIAPHRAGM AT L1
Diaphragm at L2 and L3 similar
DIAPHRAGM AT L0
HDR
OFFICE COPY
NOTES:
For General Notes see Sh #6
Silicon steel indicated as "S.S."; carbon steel as "C.S."
Figures thus ① indicates number of rivet holes out of each piece of tension member.
NOTE—
FOR TRUSS MEMBERS AS CONSTRUCTED SEE SH #15
FOR TRUSS CONNECTIONS SEE SHOP DETAILS
RECEIVE
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BRIDGE
MONONGAHELA RIVER BRIDGE
AT POINT MARION, PA.
TRUSSES
ANCHOR ARM
FAYETTE-GREENE COUNTIES
L.R. 451
SHEET 7 OF 16
SHOP DRAWINGS
S-7634
$ 7634
SCALE
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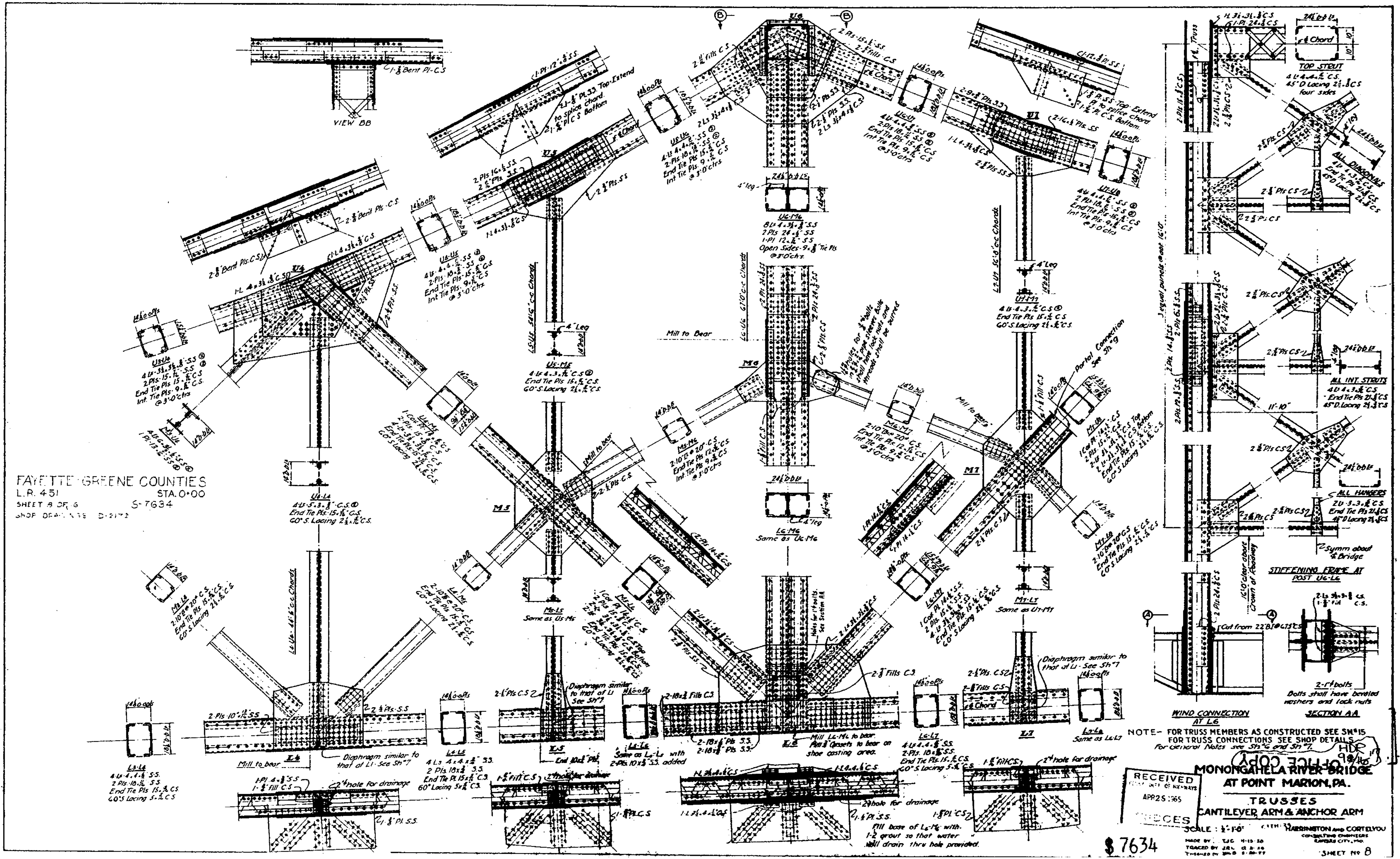
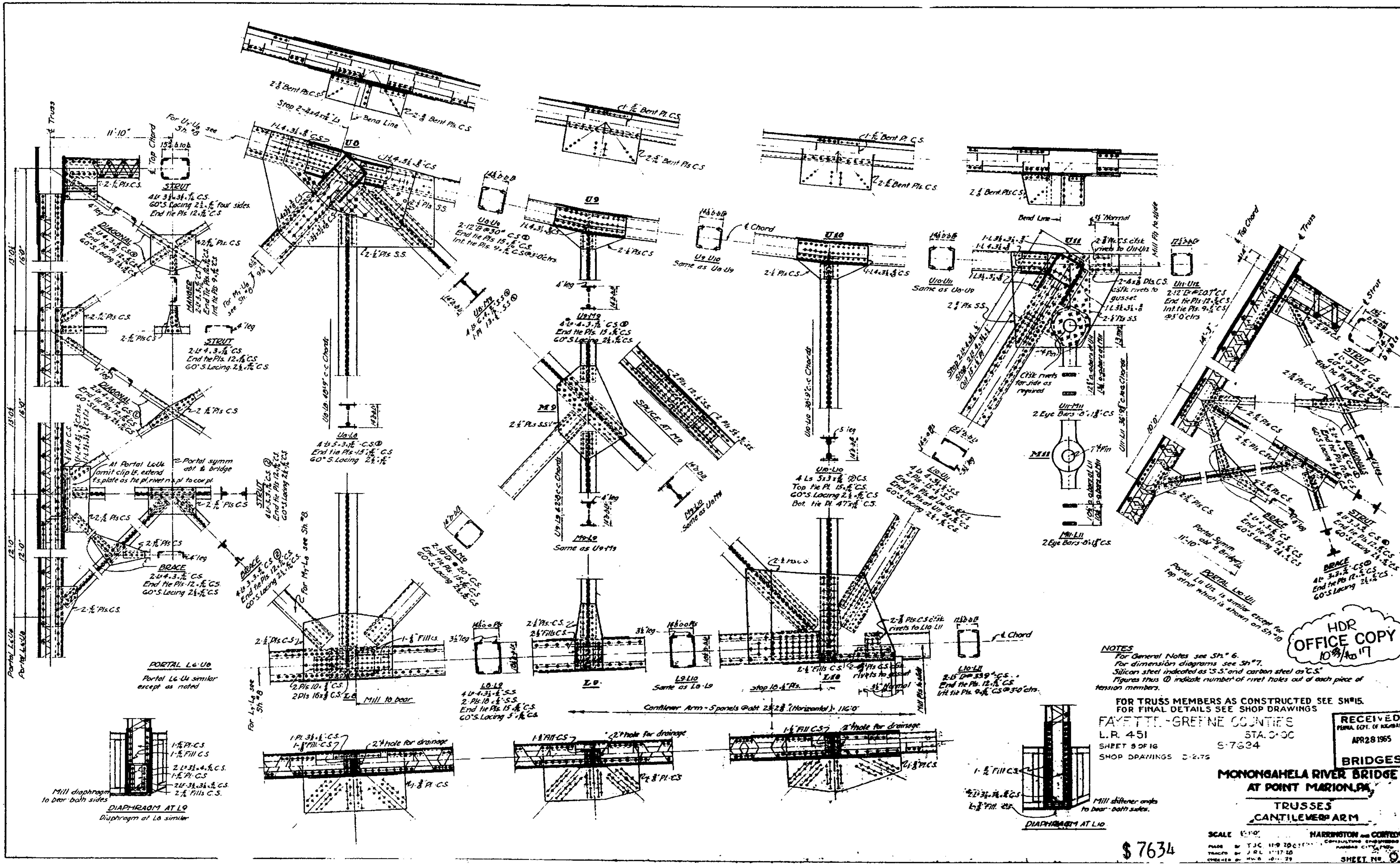
KANSAS CITY, MO.
SHEET Nº 7





PORTAL L6-U6
Portal L6-U6 similar except as noted
DIAPHRAGM AT L9
Diaphragm at L8 similar
Mill diaphragm to bear both sides
STRUT
DIAGONAL
HANGER
BRACE
U8
U9
U10
U11
M9
M11
L9
L10
SPLICE AT M9
U8-L8
U9-M9
M9-L9
Same as U9-M9
U10-L10
L10-U11
U11-M11
2 Eye Bars 8" x 1 1/8" C.S.
M11-L11
2 Eye Bars 8" x 1 1/8" C.S.
U8-U9
U9-U10
Same as U8-U9
U10-U11
Same as U8-U9
U11-U12
L8-M9
M9-L10
Same as U8-M9
L8-L9
L9-L10
Same as L8-L9
L10-L11
Cantilever Arm - 5 panels @ abt. 23' 2 3/8" (Horizontal) = 116'0"
Mill to bear
PORTAL L10-U11
Portal L11-U12 is similar except for top strut which is shown on Sh. 10
Portal Symm abt ℄ Bridge
NOTES
For General Notes see Sh. 6.
For dimension diagrams see Sh. 7.
Silicon steel indicated as "S.S." and carbon steel as "C.S."
Figures thus ① indicate number of rivet holes out of each piece of tension members.
FOR TRUSS MEMBERS AS CONSTRUCTED SEE SH. 15.
FOR FINAL DETAILS SEE SHOP DRAWINGS
FAYETTE - GREENE COUNTIES
L.R. 451
STA. 0+00
SHEET 9 OF 16
S-7634
SHOP DRAWINGS D-2.75
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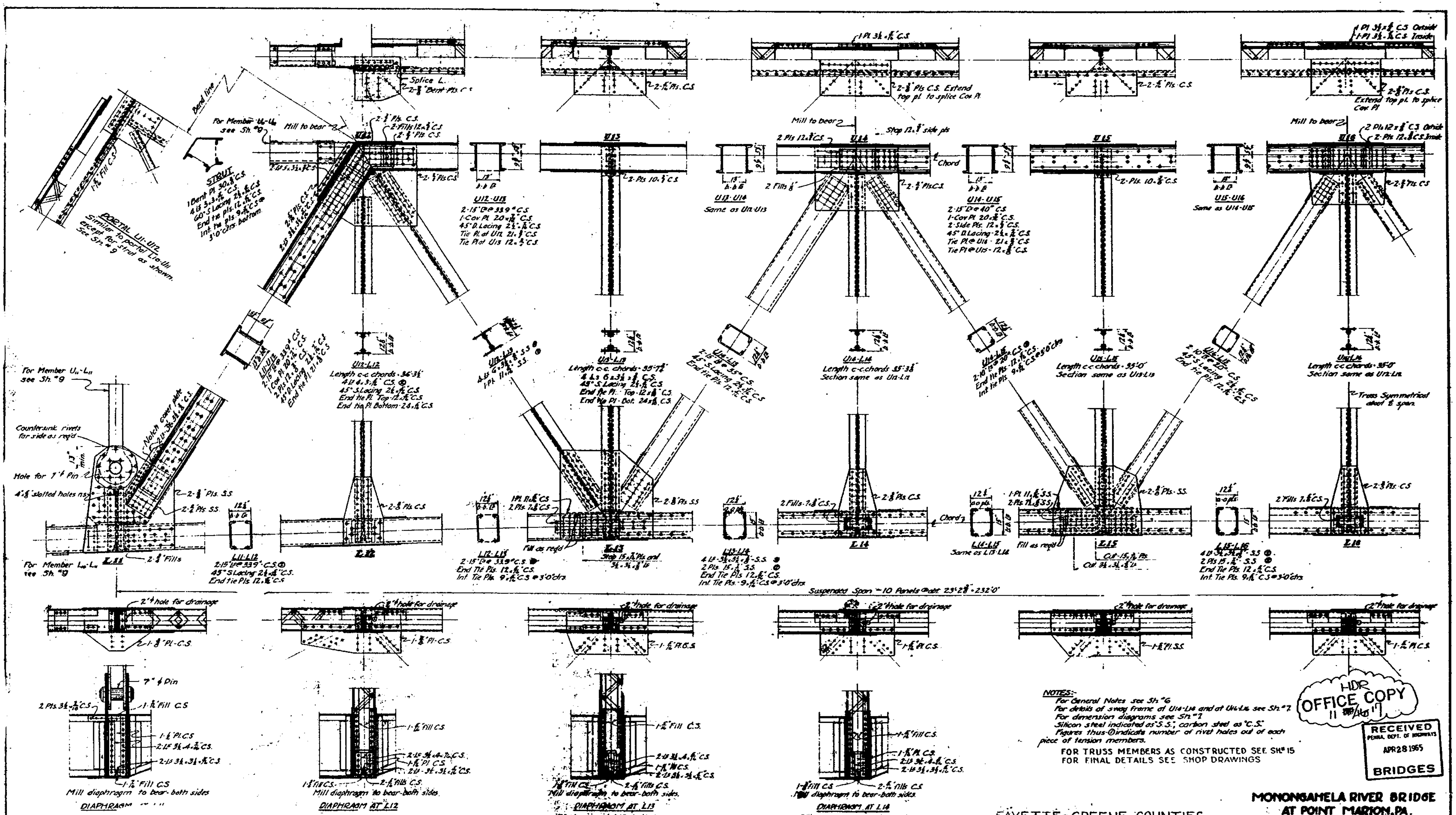
BRIDGES
MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.
TRUSSES
CANTILEVER ARM
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.
SHEET No. 9
S 7634



NOTES:-
For General Notes see Sh. #6
For details of sway frame at U14-L14 and at U16-L16 see Sh. #7
For dimension diagrams see Sh. #7
Silicon steel indicated as "S.S."; carbon steel as "C.S."
Figures thus-①indicate number of rivet holes out of each piece of tension members.

FOR TRUSS MEMBERS AS CONSTRUCTED SEE SH. # 15
FOR FINAL DETAILS SEE SHOP DRAWINGS

FAYETTE-GREENE COUNTIES
L.R. 451 STA. 0-00
SHEET 10 OF 16 S-7634
SHOP DRAWINGS D-2179

MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

TRUSSES
SUSPENDED SPAN

SCALE 1/4" [illegible]

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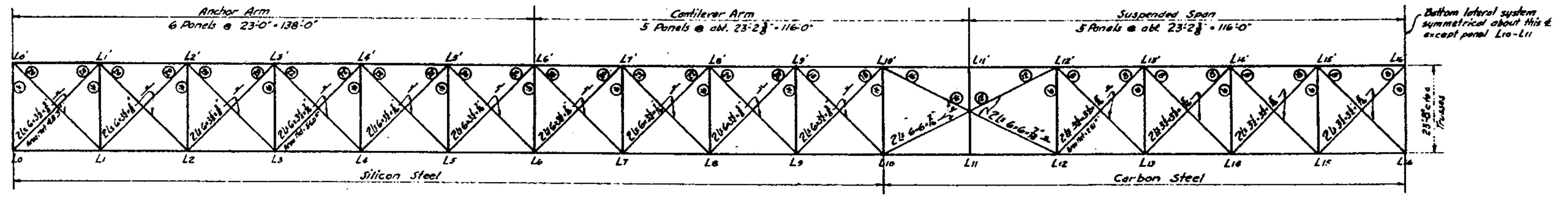
CONSULTING ENGINEERS
KANSAS CITY, MO.

MADE BY T.J.C. 10-[illegible]
TRACED BY J.R.L. 11-12-30
CHECKED BY H.W.B. 10-[illegible]

SHEET NO. 10

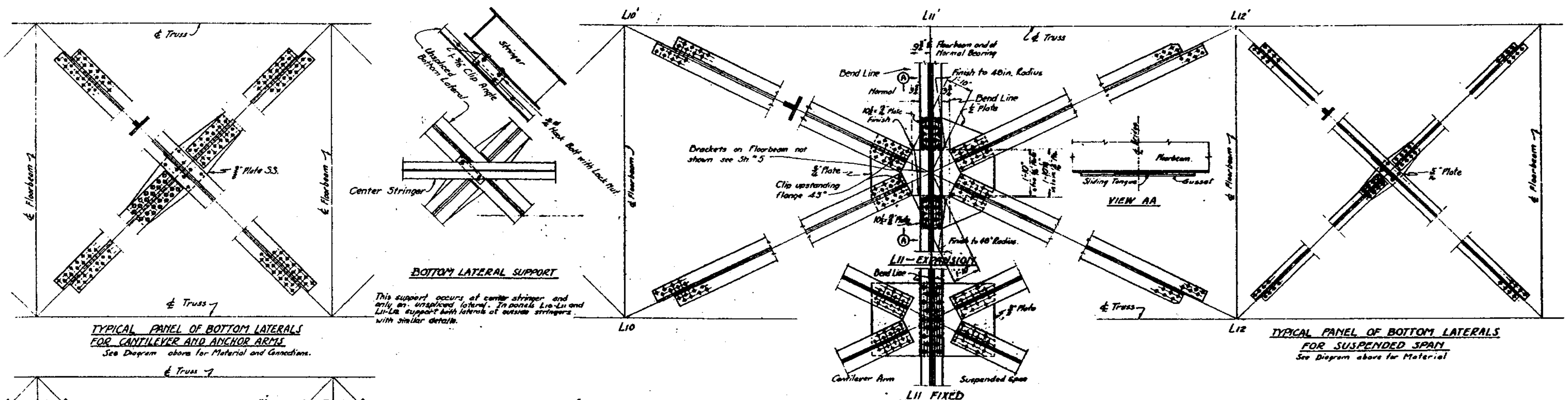
S 7634



PLAN OF BOTTOM LATERALS

Scale — ⅛" = 1'-0"

Note: Numbers thus ⓐ specify number of rivets in end connection of member.



TYPICAL PANEL OF BOTTOM LATERALS FOR CANTILEVER AND ANCHOR ARMS

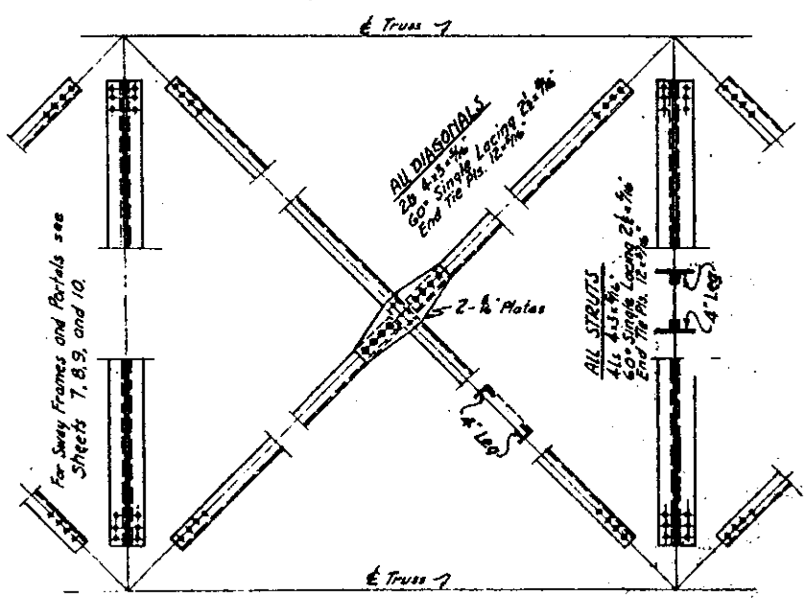
See Diagram above for Material and Connections.

BOTTOM LATERAL SUPPORT

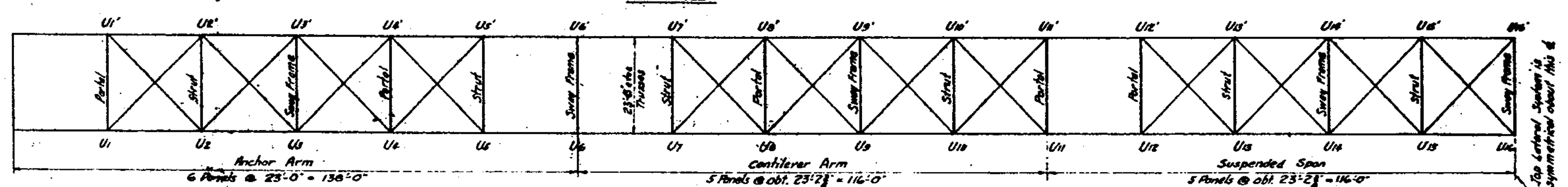
This support occurs at center stringer and only on unspliced lateral. In panels L10-L11 and L11-L12 support both laterals at outside stringers with similar details.

TYPICAL PANEL OF BOTTOM LATERALS FOR SUSPENDED SPAN

See Diagram above for Material



TYPICAL PANEL OF TOP LATERALS



PLAN OF TOP LATERALS

Scale — ⅛" = 1'-0"

NOTES—

Material on this sheet is Carbon Steel except as called for on Bottom Laterals.

For General Notes See Sheet No 6.

Plates connecting laterals to trusses are shown on Truss Sheets Nos. 7, 8, 9 and 10.

All lateral Splice Plates shall have a net section not less than that of the members connected.

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SHEET 11 OF 16 S-7634

SHOP DRAWINGS D-2179

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MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

LATERALS

SCALE ⅛"=1'-0" Except as noted

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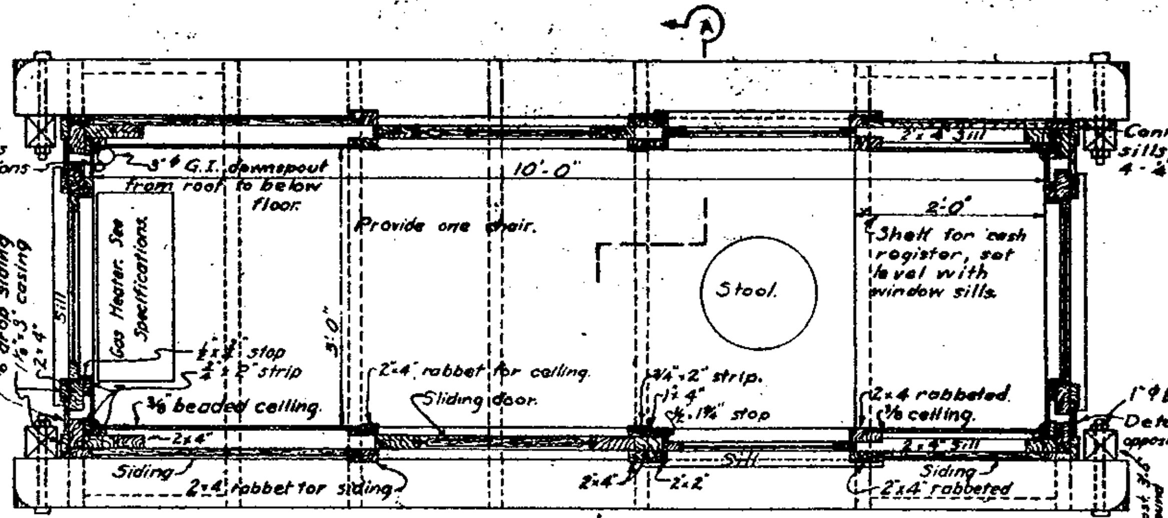
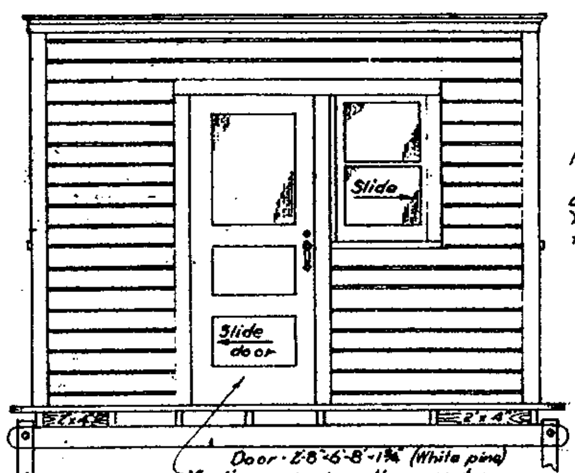
SHEET NO. 11



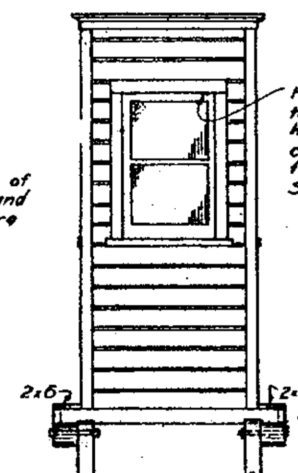
Note: For lighting see specifications.

PLAN SECTION
1" = 1'-0"

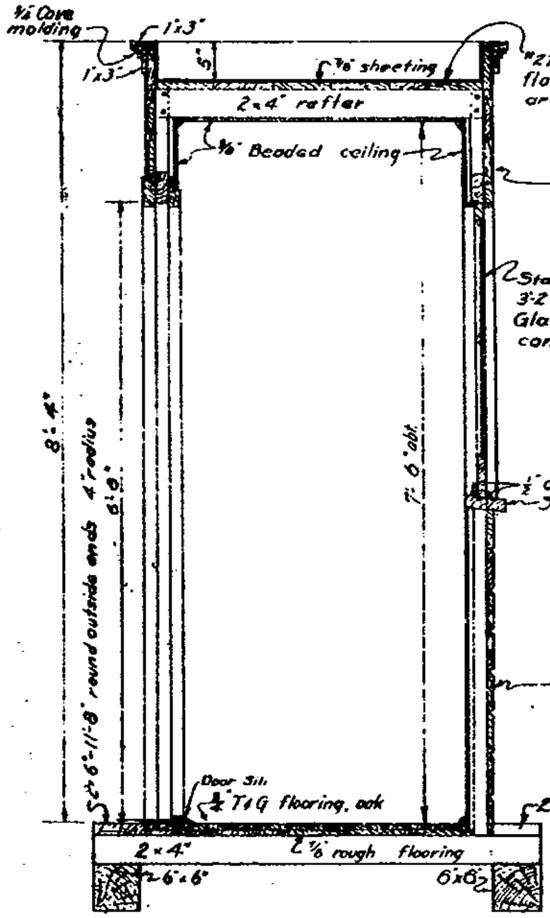


SIDE ELEVATION
1/2" = 1'-0"

Note:
Window latches of approved design and Yale door locks are to be provided.

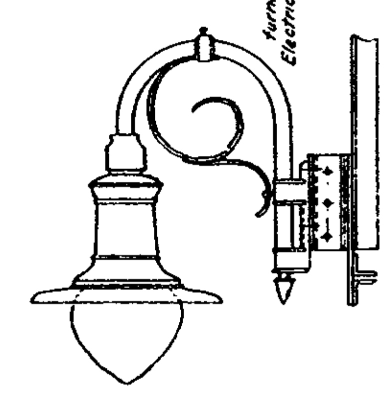


END ELEVATION
1/2" = 1'-0"



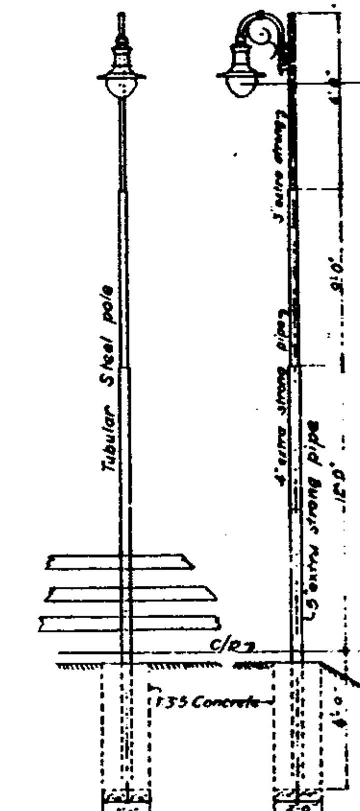
SECTION A-A
1" = 1'-0"

TOLL COLLECTORS HOUSE



LIGHT BRACKET ON TRUSS SPANS

Scale 1" = 1'-0"
3 Required. See sheet no. 1 for location.
To be mounted over center of roadway



LIGHT POLE
ON EMBANKMENT
1/2" = 1'-0"
2 Required.

LIGHTING

Lighting Fixtures:
General Electric Light Unit No 120 Globe, No 120856 Reflector, suspended from Novalux Bishops Crook Bracket or equivalent. Provide adapter for medium screw base. Lights on spans shall have two-way refractors and metal screens attached to reflector; see specifications.

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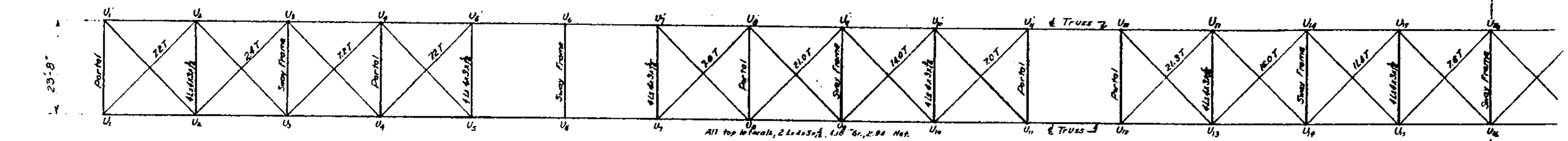
MONONGAHELA RIVER BRIDGE
AT POINT MARION, PA.

TOLL COLLECTORS HOUSE
AND LIGHTING

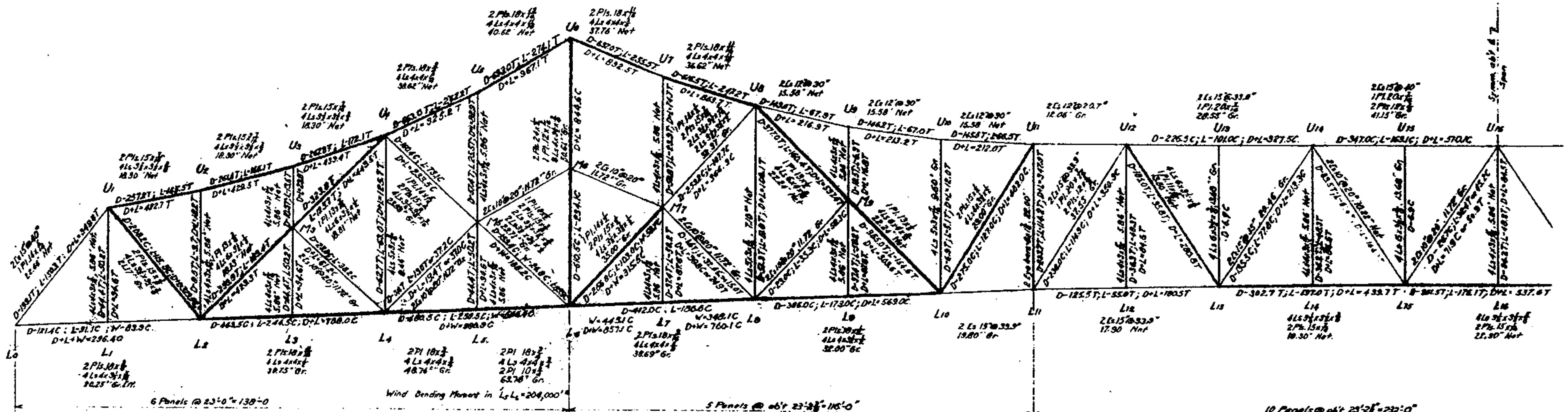
SCALE AS NOTED
HARRINGTON AND CORTELYOU

FAYETTE-GREENE COUNTIES
L.R. 451 STA. 0+00
SHEET 12 OF 16 S-7634
SHOP DRAWINGS, B-2179

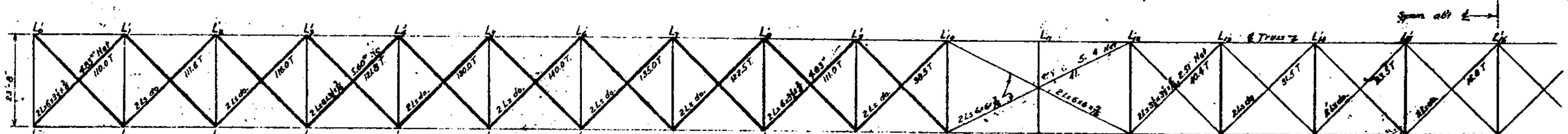
S 7634



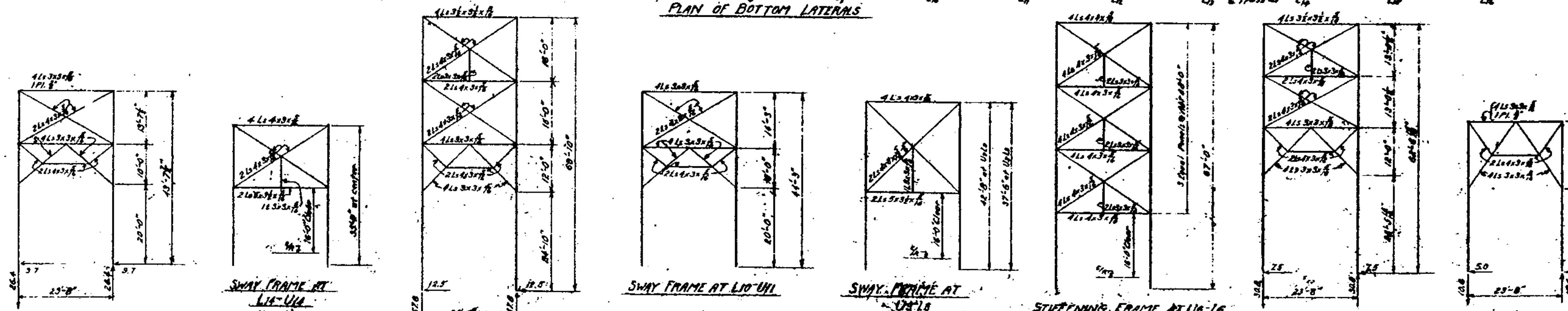
PLAN OF TOP LATERALS



For truss dimensions see sheet 7



PLAN OF BOTTOM LATERALS



PORTAL AT L11-U12

SWAY FRAME AT L14-U14 L16-U16

PORTAL AT L6-U8

SWAY FRAME AT L10-U11

SWAY FRAME AT U7-L8 U9-L9

STIFFENING FRAME AT U6-L6

PORTAL AT U4-L6

PORTAL AT L0-U1

DESIGN STRESSES FOR TRUSS

CARBON STEEL

Tension members = 16,000 lbs. per sq. in.
Compression members = 15,000 − 50 l/r lbs. per sq. in.
13,500 lbs. per sq. in. max.

SILICON STEEL:

Tension members = 24,000 lbs. per sq. in.
Compression members = 22,500 − 90 l/r lbs. per sq. in.
18,000 lbs. per sq. in. max.

The above stresses are normal stresses.

For the four combinations of design the normal stresses will be modified as follows:—

Case I − D+L @ normal unit stress
Case II − D+L+15 W @ 1.25 normal unit stress.
Case III − D+30 W @ 1.25 " " "
Case IV − D+L+R @ normal unit stress.

NOMENCLATURE

D = Dead Load
L = Live Load
W = Wind Load
R = Reversal; taken as ½ of smaller stress.

LOADS

DEAD LOAD

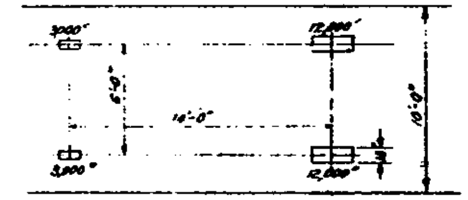
The following weights of materials are assumed:

Haydite Concrete	115 lbs. per cu. ft.
Plain Concrete	144 " " " "
Reinforced Concrete	150 " " " "
Steel	490 " " " "

LIVE LOAD

Floor system is designed for 2-15 ton trucks at 10'-0" ctrs. and a sidewalk load of 100 lbs. per sq. ft.

Trusses are designed for a uniform load of 450 lbs. per linear foot plus a concentration of 21,000 lbs. per traffic lane and a sidewalk load = p(80 − .125L)(1 − .025 W) lbs. per sq. ft. where W = clear width of one walk and L = span length.



PLAN OF H15 LOADING

IMPACT

On floor system I = 30% except 60% for floorbeam connections, and end floorbeams.

On trusses I = [illegible] except 60% for hangers and substruts, where L = loaded length in feet.

WIND LOADS

Laterals are designed for a 30 lb. transverse wind (moving load) on exposed area. The exposed area is taken as side area of floor plus side area of each handrail and truss.

SPECIFICATIONS

The above loads and stresses conform in general to the specifications of the A.A.S.H.O., 1924.

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SHEET 13 OF 16 S-7634
SHOP DRAWINGS D-2179

NOTES

Stresses are given in kips.
T denotes tension.
C denotes compression.
Carbon Steel is indicated thus: ————
Silicon Steel is indicated thus: ————

FOR TRUSS MEMBERS AS CONSTRUCTED SEE SH. 15
STRESSES UNCHANGED

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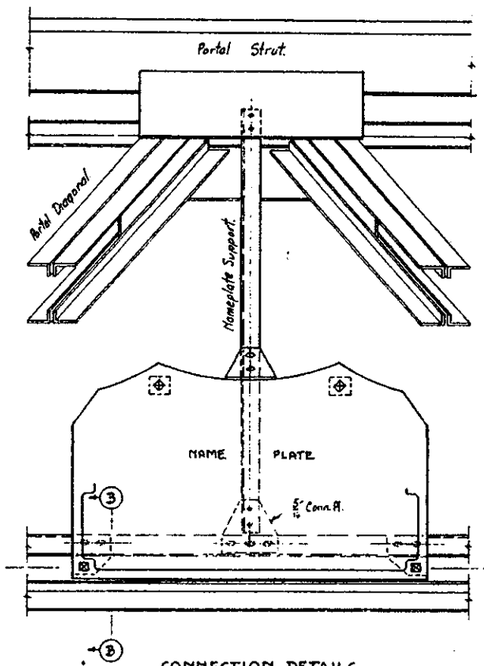
MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

STRESS SHEET

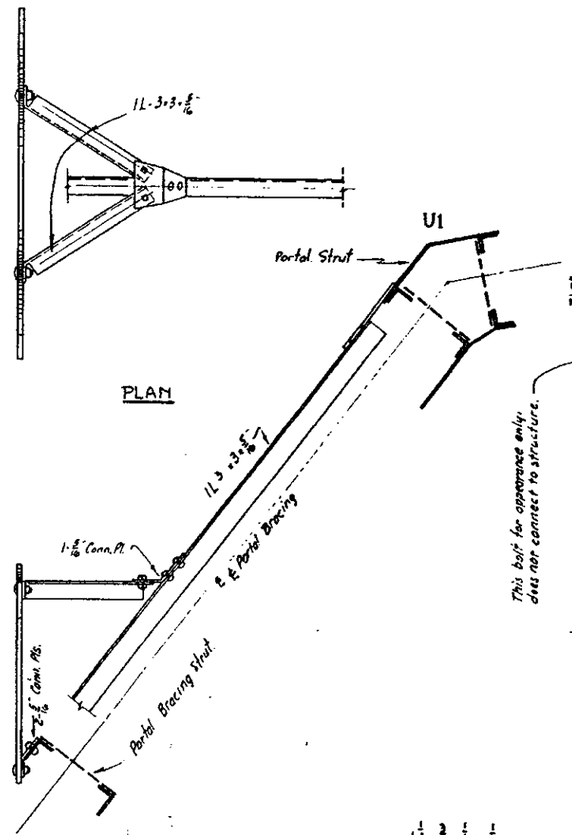
S.7634

SHEET NO. 13

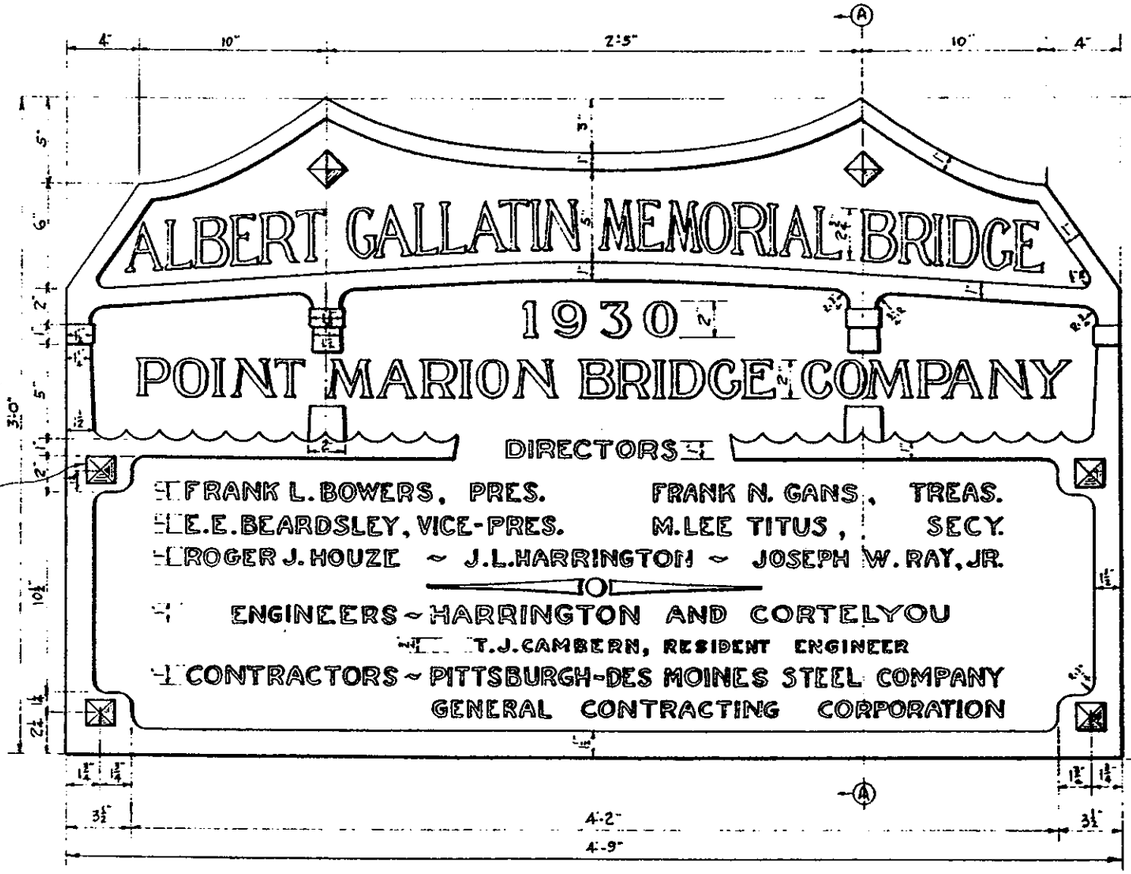


CONNECTION DETAILS

Scale 1"=1'-0"



SIDE ELEVATION

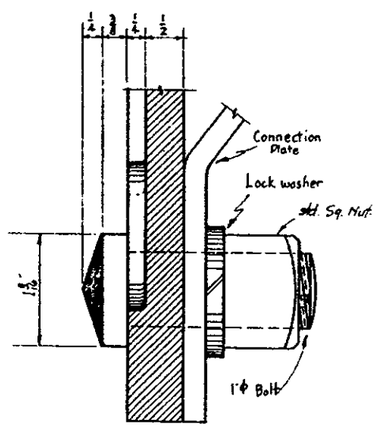


NAMEPLATE DETAIL

Scale :- 3"=1'-0"

CAST IRON - 2 REQD.

SECTION AA



SECTION BB

Scale - Full Size

NOTES

Provide two Nameplates, one on each end of the bridge, connected to portal members as shown on this drwg.

Letters shall be flat top Modern Roman Type and shall project ⅜" above background. Background may be left rough; all raised portions shall be smooth finish.

Plate shall be cast of Iron, in one piece. Bolt heads shall be smooth finish, true to dimensions shown on this drawing, assembled carefully in position shown, and provided with lock washers to prevent rotation.

Paint; Background blue; raised portion, including letters, gold. Rear, including edges, aluminum.

Contractor shall submit for approval, a rubbing print from pattern, before casting plates.

MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

NAMEPLATE AND CONNECTION DETAILS.

FAYETTE - GREENE COUNTIES

L.R. 451 STA. 0+00

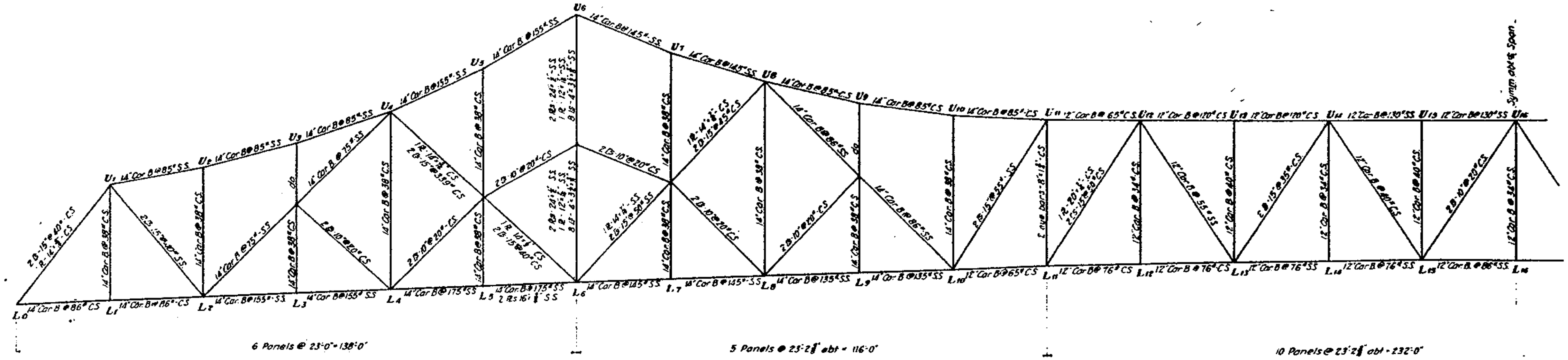
SHEET 14 OF 16 S-7634 $ 7634

SHOP DRAWINGS D-2179

SCALE: As Noted HARRINGTON AND CORTELYOU CONSULTING ENGINEERS KANSAS CITY, MO.

MADE BY ... TRACED BY ... CHECKED BY ...

SHEET NO 14.

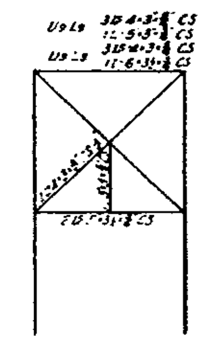


ANCHOR ARM

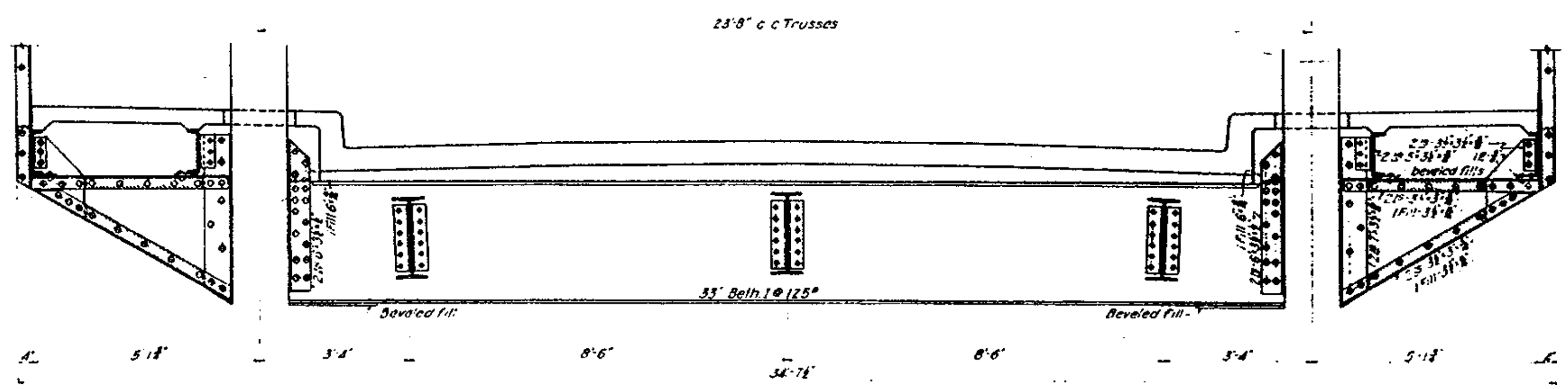
CANTILEVER ARM

SUSPENDED SPAN

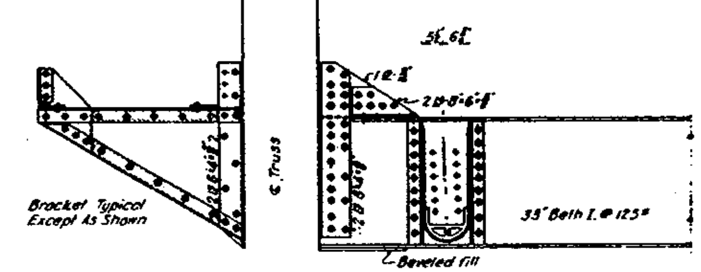
TRUSS MEMBERS



SWAY FRAME
U3L3 & U6L6



TYPICAL FLOOR BEAM AND SIDEWALK BRACKETS



FLOOR BEAM AND SIDEWALK BRACKET AT L6
PART NOT SHOWN SIMILAR TO FLOOR BEAMS AT L0, L11, L16

FAYETTE-GREENE COUNTIES
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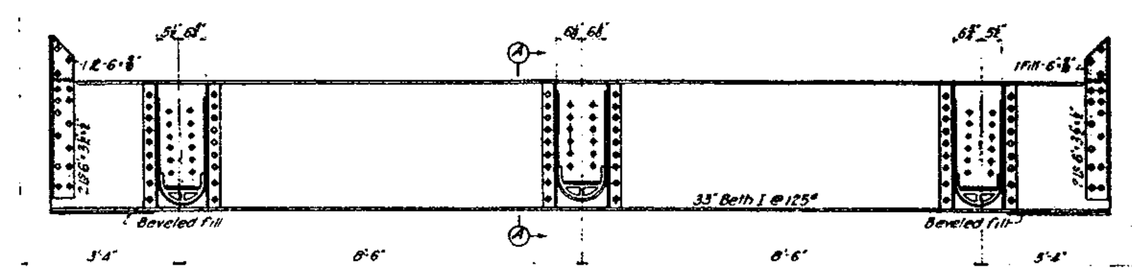
SHEET 15 OF 16 S-7634
SHOP DRAWINGS D-2179

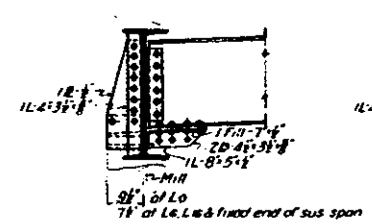
Sidewalk Bracket Typical



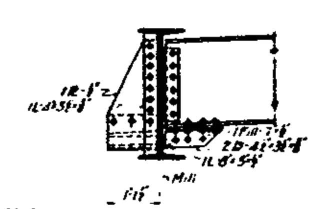
Sidewalk Bracket Typical

For wind anchorage details see Sheet No 6
For connection of laterals at L11 see Sheet No 11

FLOOR BEAM AT L0, L11 & L16



SECTION AA
FOR FLOOR BEAMS AS NOTED



SECTION AA
FOR FLOOR BEAM AT EXPANSION END OF SUS SPAN

This sheet shows main sections of truss members and floor system where different from original design as shown on sheets 5 to 11 incl.

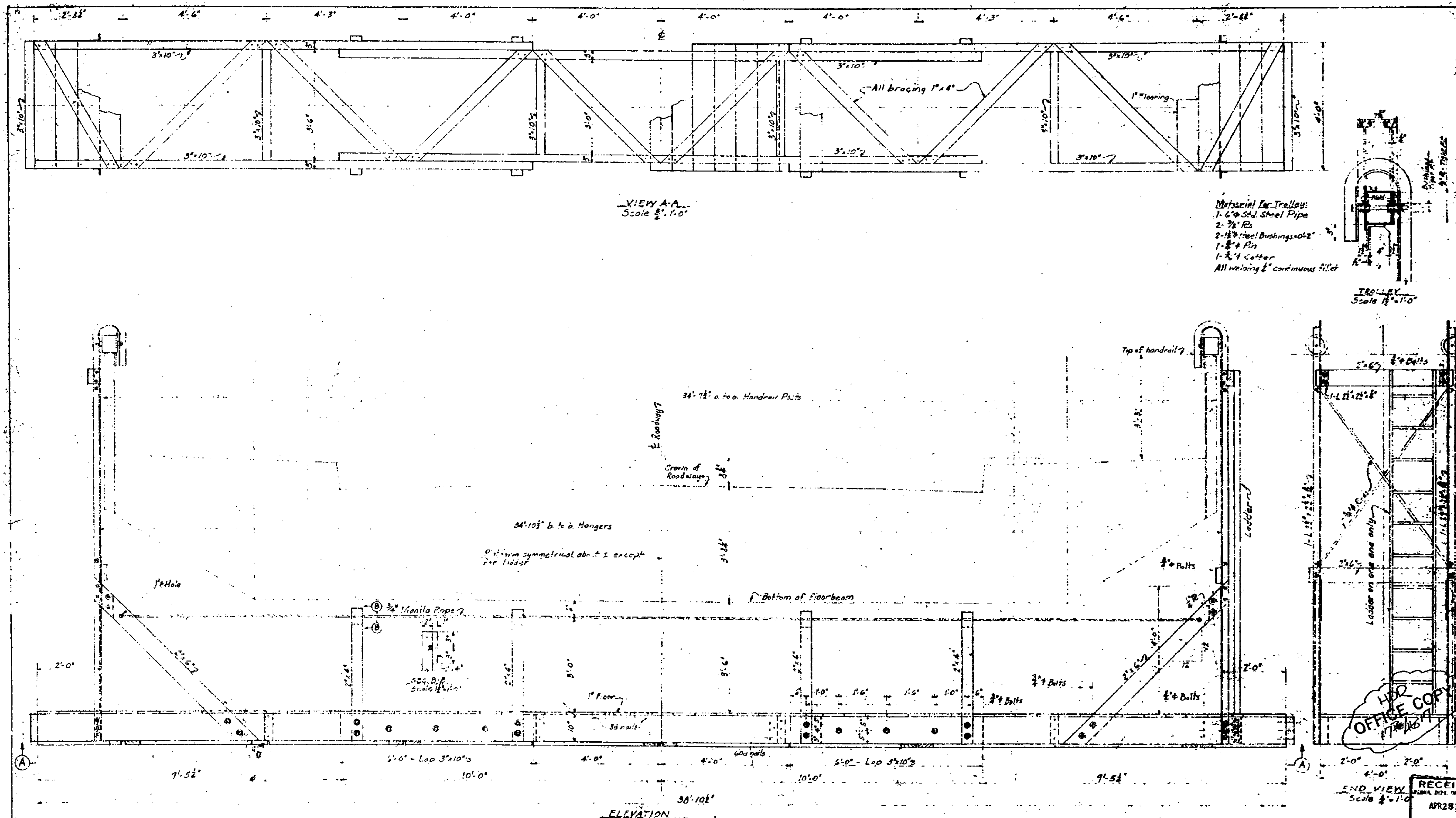
MONONGAHELA RIVER BRIDGE AT POINT MARION, PA.

TRUSSES AND FLOOR SYSTEM AS CONSTRUCTED

HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS
KANSAS CITY, MO.

S 7634

SHEET NO 15



Provide bolts with washers to prevent crushing of timbers.

FAYETTE-GREENE COUNTIES
L.R. 451 STA.0+00
SHEET 16 OF 16 S-7634
SHOP DRAWINGS D-2176

Note:
All timber to be full size.
All bolts 3/4" ϕ
Holes in timber 3/4" ϕ unless noted.
Holes in steel 13/16" ϕ.

$ 7634

PAINTING PLATFORM
MONONGAHELA RIVER BRIDGE
AT POINT MARION, PA.
HARRINGTON AND CORTELYOU
CONSULTING ENGINEERS,
KANSAS CITY, MO.