March 11, 1964

MEMORANDUM FOR RECORD

FROM: A. E. Mannes

SUBJECT: Conferences in St. Paul, March 4 and 5, 1964 on Minnesota Bridge 9340

Present at Conferences (some part time)

For M.H.D. - Mr. LaBonte
Mr. Dills
Mr. Redin
Mr. Tomczak
Mr. Anderson

For B.P.R. - Mr. Deuterman (3-4 only)
Mr. Gibson
Mr. Ranta
Mr. Jackson

For S & P - Mr. Mannes

Preliminary details for the truss superstructure, approach superstructure and approach substructures were shown and discussed. The following comments or decisions were made:

1. A242 steel with a minimum Y.P. of 50,000 and allowable design stresses of 27,000 up to 2½ inch thickness will be specified and used where advantageous. T1 steel will not be used in truss members. Top cover plates of top chord will be solid. All other cover plates will have perforations. Leave out center webs of members except for U8 L8, U20 L20, L7 L8, L8 L9, L19 L20, L20 L21. Both corners at ends of diagonals shall be cut for symmetry if desirable that member end close to truss chord. Bottom chord of floor trusses shall be supported in order to satisfy unsupported length requirements for tension members.

2. At Pier 11 the expansion device between the ends of the steel spans and the voided slab spans will be a solid plate device.

3. Plate bearings are to be used for all approach span bearings.

4. No decision was made in regards to the weighing of end reactions but in our conferences of December 3 and 4, 1963, it was decided that no provision would be made for jacking of trusses.

5. Cast steel sections for expansion devices can be varied by changing depths of lugs and amount of shims in order to follow crown of roadway.

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6. Hangers for top lateral bracing shall be supported from stringer diaphragms, not stringers. Slab joints at stringer expansion points shall be moved so they will not be directly over the floor truss.

7. A MHD survey crew has field checked the position of approach span footings. Gas lines and valve houses near Pier 3 will be moved from the area below the bridge. At Pier 9 an existing manhole and switchstand will affect the position of one footing. MHD will obtain more information regarding the manhole and switchstand clearance required in order to locate footing.

8. Collision struts are to be flush with column faces. Struts are to be used at Piers 1, 2, 9 and 10.

9. A sketch of a possible traveling platform layout for the truss was submitted to the MHD for consideration.

(R) [redacted]

A. E. Mannes