

## Many statutes affecting engineers passed in Louisiana

**State board of engineers set up to study flood control, replacing old Flood Control and Water Conservation Commission**

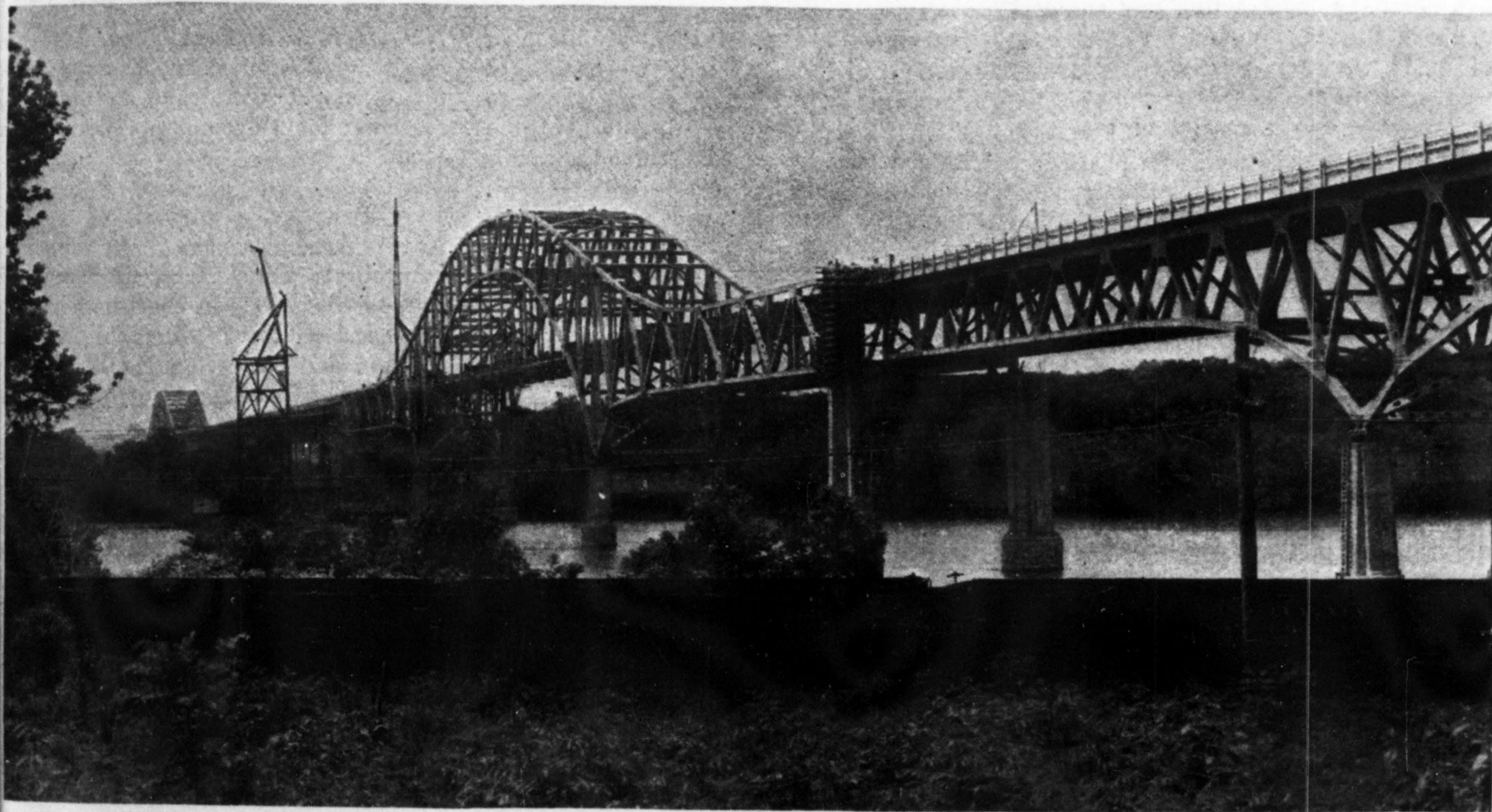
The first session of the Louisiana legislature, following the election which routed the forces of the Huey Long machine, produced a number of measures that have engineering significance. Abolition of the Louisiana Flood Control and Water Conservation Commission and the passing of a measure setting up the Louisiana State Board of Engineers to study matters pertaining to flood control, is regarded as one of the most important of the developments sponsored by Governor Jones.

Other measures of interest to engineers and contractors that go into effect as a result of the recently concluded legislative session include the following:

change of the act licensing general contractors by prohibiting issuance of proposal forms within 24 hours after receiving bids; an act authorizing municipal corporations to construct revenue producing utilities from funds not otherwise appropriated; appropriation of \$1,500,000 for the construction of a bridge over the Calcasieu River at Lake Charles, La.; Act 189 directing the Louisiana State Highway Commission to make a survey of the existing laws with reference to bond issues which have been voted by the parishes (a step toward assumption by the state authority of outstanding bonds, the proceeds of which were used for constructing roads now

incorporated in the state highway system); Act 231 authorizing municipalities of more than 12,500 population to install parking meters; and Act 144 endorsing the route sponsored by the Louisiana-Natchez State Parkway Association for the extension of the parkway across the state from Vidalia, where the new Natchez Bridge across the Mississippi is nearing completion, to Pendleton.

Also passed was an act refunding \$2,000,000 from the public school fund to the highway commission fund, as was an act providing for the Louisiana State Highway Commission to receive a refund of revenues lost through reduction of passenger motor vehicles revenues. This latter action will be possible by the transfer to the commission of an existing one-cent-per-gallon gasoline tax now going to the parishes. Contractors will be permitted to use out of state trucks for hauling road materials and load limits on trucks using the highways are increased to 12,000 lb. and that for truck trailers to 20,000 lb. by the terms of other measures.



### Havre de Grace bridge nears completion

Providing four lanes of traffic, two each way, a \$2,500,000 toll highway bridge is nearing completion across the Susquehanna River at Havre de Grace, Md. Built by the Maryland State Roads Commission, the structure is 7,600 ft. long, including two 456 ft. arch spans, and replaces an inadequate double deck highway bridge on U. S. Highway 40.

All of the truss and girder spans, totaling 49 in all, employ pinned Wichert rhomboid panels over the piers. The arches and side spans were erected by balanced cantilever methods from the main channel piers with the

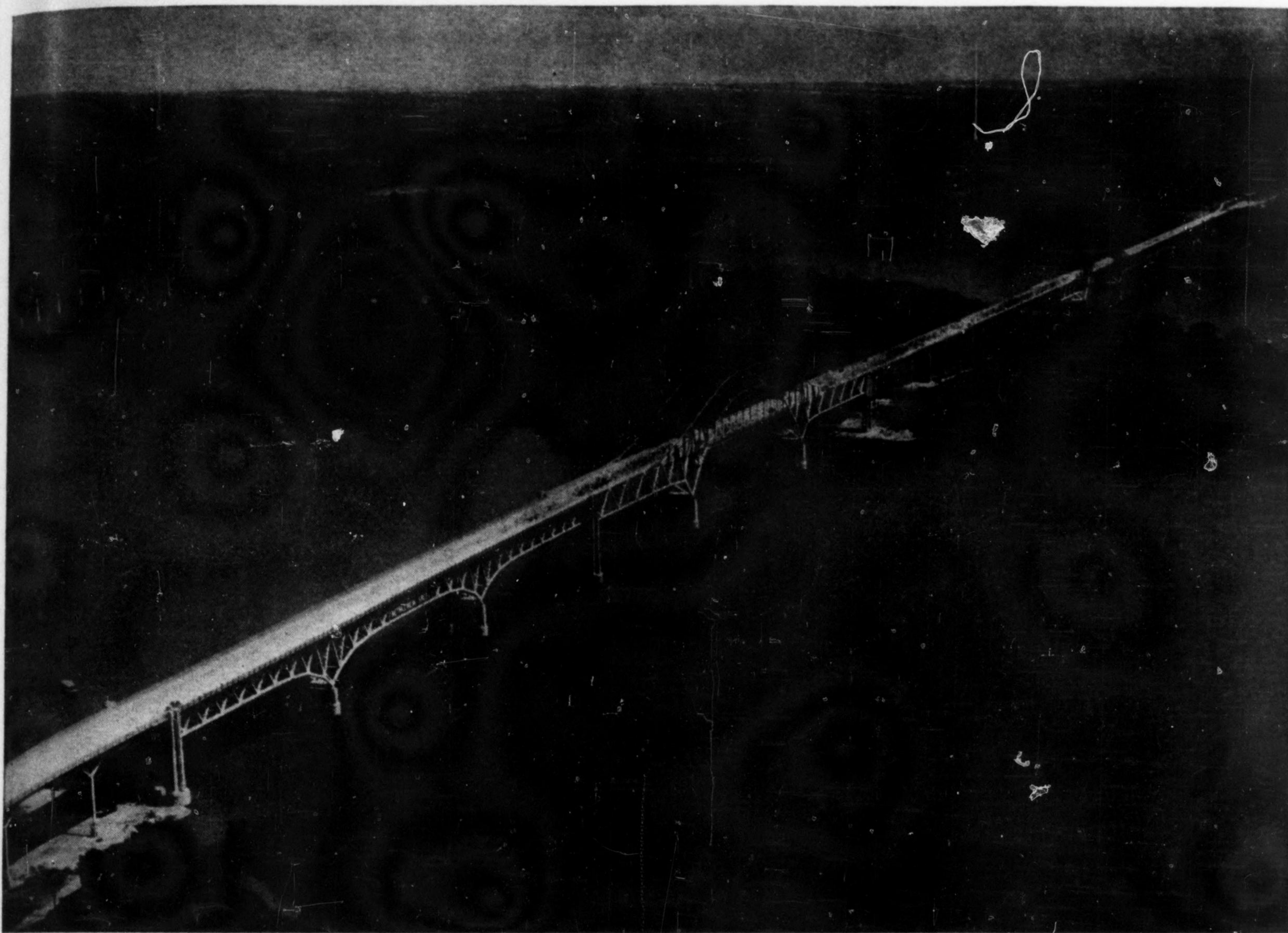
aid of a single falsework bent under each anchor arm, erection being advanced by progressive stages on the arch and the side spans to limit reaction of each chord to about 300 kips at the falsework bent.

Robert C. Reitz, contractor of Lancaster, Pa., held the original contract for the substructure work, but during the summer of 1939 it was necessary for the bonding company to take over the work with the McLean Contracting Co. of Baltimore completing the remaining portion of that contract. Elmer J. White was superintendent for both the Reitz

and McLean firms. The structural contract was performed by the Bethlehem Steel Co. with G. C. Land, resident engineer. J. E. Greiner Co., consulting firm of Baltimore, was retained by the State Roads Commission to perform all engineering work on this contract. E. Russell Allen of the Greiner Company was in charge of the project, with B. W. LeSueur as resident engineer.

Total cost of the work, including construction, right-of-ways, legal, and engineering, costs, is about \$4,727,000. The work was financed by a bond issue and a PWA grant.





## **7,600 ft. Havre de Grace Bridge embodies unusual panel design**

The new Susquehanna River Bridge at Havre de Grace, Maryland, is unique in design. J. E. Greiner Co. the consulting engineers employed over each pier pinned Wichert rhomboid panels instead of ordinary triangular panels. This principle was applied to all of the 49 truss, girder and arch spans of the bridge.

The carrying out of contracts involving

unusual or unique designs in monumental bridge structures like this calls for broad range experience, a high degree of engineering skill and ample equipment on the part of the steel constructor. Bethlehem's fabrication and erection division has all of these qualifications; evidence is found in the impressive list of important bridges which it has erected during the past forty years.

**BETHLEHEM STEEL COMPANY**

