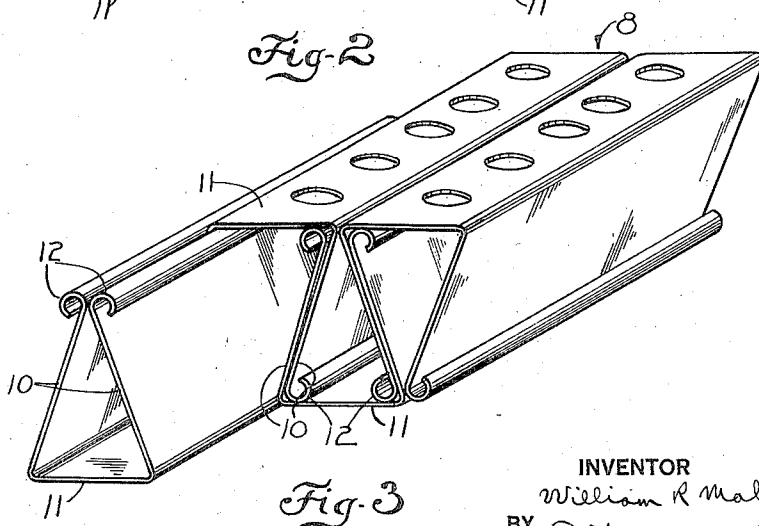
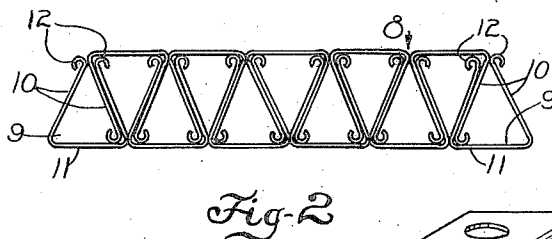
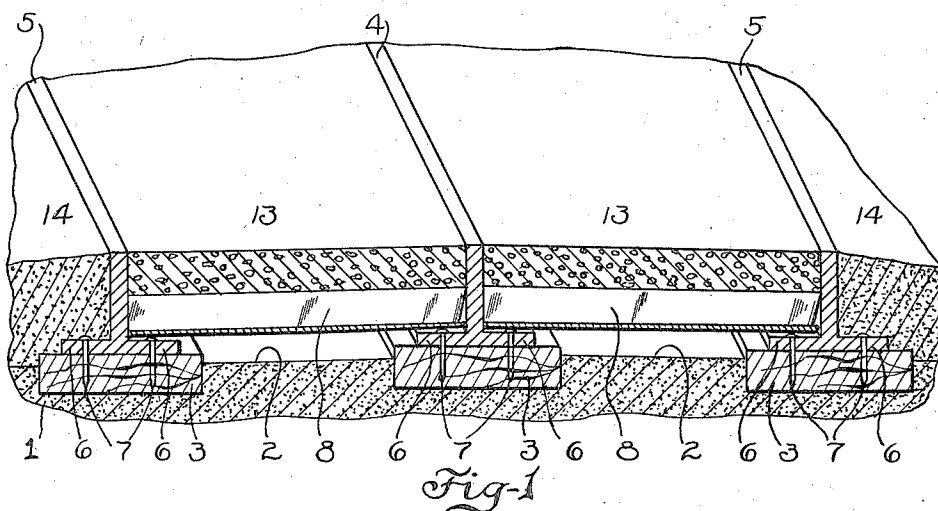


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ROADWAY CONSTRUCTION
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ROADWAY CONSTRUCTION

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3 Claims. (Cl. 94-4)

This invention relates to pavements or roadways, sidewalks and the like and has for its principal object to simplify the construction of as well as to greatly increase the life of such pavements.

Other objects and advantages of the invention will be apparent as the description is read with the accompanying drawing, in which:

Figure 1 is a transverse sectional view of a road-way constructed in accordance with the present invention;

Figure 2 is an end view of a plurality of the base units connected together; and

Figure 3 is a perspective view illustrating the manner in which the base units are assembled or disassembled.

Referring more particularly to the drawing 1 denotes a road surface of any suitable material. Suitably positioned on the road surface, with their top faces slightly above the sub-grade 2, are three rows of suitably spaced wood ties 3, adapted to support a centrally disposed beam 4, of flanged steel construction, and two substantially parallel side beams 5 of similar shape and material. The flanges 6 of the beams are secured to the ties by spikes or other suitable fasteners 7. These beams in addition to defining the center line and side margins of the pavement respectively, support a steel base 8, which constitutes an important part of my invention.

The steel base 8 consists of a plurality of transverse slidably interconnected truss units 9 of relatively light sheet steel, formed into the substantially triangular shape shown in the drawing. Each unit 9 consists of converging side walls or webs 10 and a chord part or wall 11 integrally connecting the side walls or webs to each other. The free end edges of the side walls 10 are rolled as at 12 to increase their strength and provide a substantial bearing surface when the parts are assembled. It will be understood that the opposite ends of the units 9 rest upon the flanges 6 of the steel beams 4 and 5, and that the units are of such length, as to be snugly received between the vertically disposed webs of the beams. Of course the units 9, can be made of any suitable length and in accordance with the width of pavement desired.

It will be noted that, when assembled, certain of the units 9 are inverted with respect to other units and that the several units are slidably connected together by inserting a side wall of one unit between the side walls of the next adjacent unit. In this way a cellular trussed structure is obtained in which the side walls of the

respective units interlock with and brace each other. The side walls of one unit closely embrace the side walls of those units with which it directly interlocks and the rolled edges 12 bear against or contact the inner faces of the chord members or walls. Thus an extremely strong double side walled structure of comparatively light material and capable of sustaining great loads is obtained. The flat oppositely disposed chord faces facilitate assembly of the units 9 upon the flanges of the steel beams and provide a continuous upper surface for the reception of a layer of macadam or other suitable surfacing material 13. The side beams 5 prevent the macadam from creeping or escaping, and the flexible cellular base 8 assures proper drainage and minimizes the danger of frost upheavals. Such upheavals as may occur must have their origin beneath the ties 3, and the latter can be removed and the ballast repaired very easily. The chord portions of at least those units 9 which support the macadam are preferably reticulated to provide for a better bond between the base and the macadam. It is also preferable to perforate the chords of the units which are inverted with respect to those units just described, to facilitate drainage.

In practice the sub-grade is prepared, the ties 3 laid and the steel beams 4 and 5 secured to the ties. Two or more units 9 are now slidably interlocked in an obvious manner and laid transversely of the road bed with their ends resting on the flanges of the beams 4 and 5. Thereafter individual units are progressively added or several units may be joined together and added to the base 8 in multiple. The shoulders 14 are then formed thus completing the road-way.

As the base 8 is flexible and preferably possessed of some resiliency, the interlocking or disassembling of units or multiples of units can be effected with comparatively little effort. Consequently the initial labor cost is relatively low. Furthermore in cases where localities have been deserted or for other reasons it becomes desirable to discontinue use of a road the base and other parts such as beams 4 and 5, can be readily removed and transported for use elsewhere.

Having thus described my invention:

What I claim is:

1. A trussed construction comprising a plurality of similar triangular units of identical shape and size having integral chord and web portions, said units being arranged in side by side relation, alternate units being inverted with respect to the other units, and the webs of ad-

jacent units being slidably interlocked with each other.

5 2. A flexible trussed construction comprising a plurality of similar triangular units of identical shape and size having integral chord and web portions, alternate units being inverted with re-
spect to the other units, said web portions being
10 rolled at their longitudinal edges, the web portions of certain units slidably interlocked with the web portions of the other units and engaging with their rolled edges and supporting the chord portions of said other units.

3. A road-way construction comprising substantially parallel flanged steel beams adapted to be supported in a roadway, a flexible steel base comprising a plurality of similar triangular units having integral chord and web portions, alternate units being inverted with respect to the adjoining unit and the web portions of the adjoining units interlocked forming a flexible steel base supported upon the flanges, and the webs of the beams preventing longitudinal movement of the units and holding them as a single unit. 5 10

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