

Figs. 4 and 5 show pier members and roller rests used on all spans.

Fig. 6 shows the detail of the floor beam connection at the abutment ends of the main girders. This differs

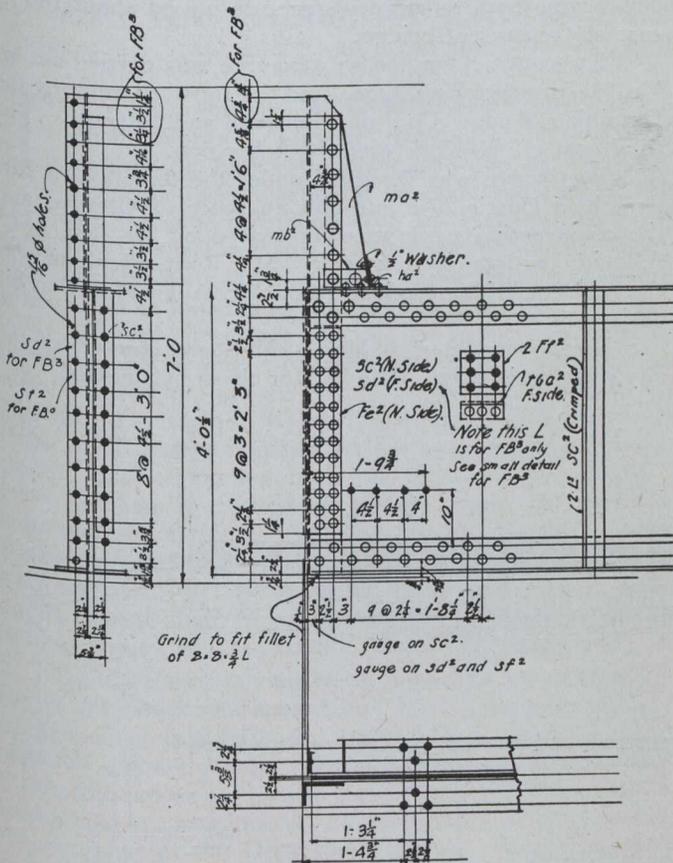
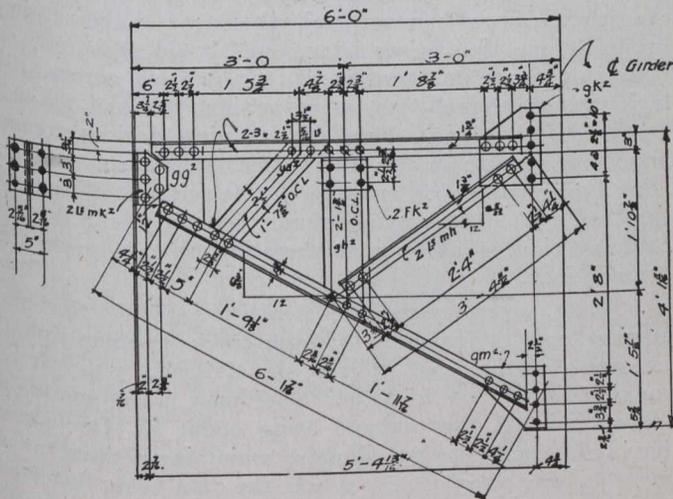


Fig. 6.

slightly from pier ends of main girders, due to the curvature of the top flange of the shore spans. The open holes in the web are for the roadway stringer, and for bottom lateral connection.



60 Sidewalk Brackets SW
Fig. 7.

Fig. 7 shows detail of sidewalk bracket. This was made on open design to accommodate cables of power and telephone companies. Bracket is designed for a live load of 100 lbs. per sq. ft.

Fig. 8 shows detail of the piers. They are bevelled at one end and protected by a steel plate 48 in. wide by

1/2 in. in thickness; this will eliminate to a certain extent the catching of floating ice, which in former years used to jam in the old wooden bridge and when released in the spring, flood the surrounding district.

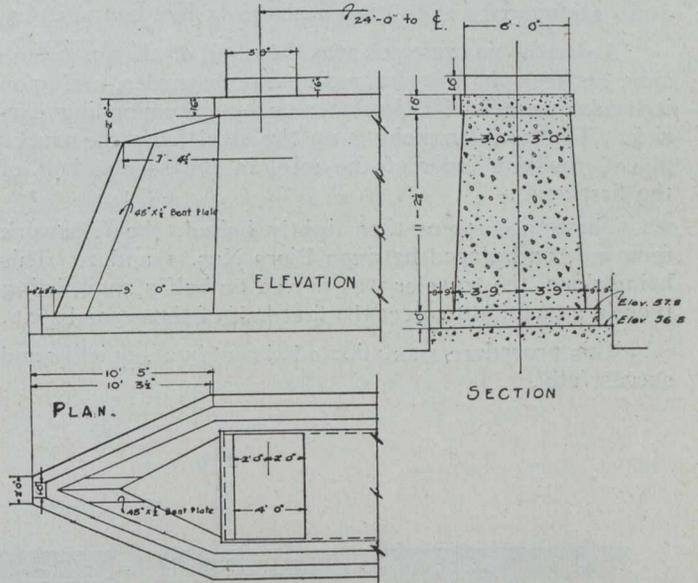


Fig. 8.

Erection was carried out by means of an unloading derrick placed at the north end of the bridge, and in such a position that it was able to place a bent of falsework mid-way between the north abutment and Pier No. 1, on



View of Abutments, Piers and Superstructure Partly Completed.

the line of each main girder. The first half section of each main girder of the first span was then picked up in turn, and each section placed with its shore end on abutment, the other end coming on to the falsework provided for it.

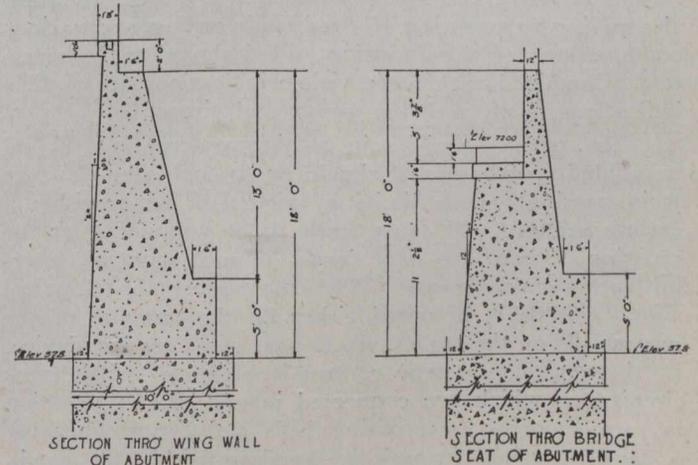


Fig. 9.