



underside of the 6-inch by 6-inch cross-stringer. This is detailed on Plan Sheet 8, Figure 16 (page 59), and photo 64 (page 62). As each threaded rod adjustment affected the load on its neighbor, the final bridge tuning was a repetitive process. Photo 82, perhaps the definitive photo during the construction period, shows the bridge camber after two adjustments.



Photo 82. Bridge prior to decking and stairs. *Photo courtesy of Mr. Tibor Latincics.*

Decking and Stairs

The plans specified 2-inch by 6-inch #1 SYP CCA.40 KDAT 19% MC decking, screwed down bark side up with a 1/8-inch gap between boards to accommodate swelling. The screw holes were pre-drilled, and the soaped square drive, galvanized 3-inch bugle head deck screws were driven two per joist at 14.5 inches on center (o.c.) This was a very time-consuming process as opposed to power nailing. This is shown in photo 83. Out of the 31 other pedestrian suspension bridges inventoried by the author, only the Dry River Bridge in the WMNF used screws; all others were nailed. Screws are a superior connector, especially for an elevated bridge subject to cross-winds.



Photo 83. Chris Mazza and other Trail conference volunteers screwing down the walkway 2-inch by 6-inch decking. *Photo courtesy of Mr. Tibor Latincics.*



Photo 84. East side staircase construction. *Photo courtesy of Mr. Tibor Latincics.*

The staircases are detailed on Plan Sheet 3, and the construction is shown in photo 84. When the wire mesh and handrail are completed, the staircases will comply with the BOCA® code, with the exception that the total rise on the west staircase is 12 feet, 3 inches, which is 3 inches more rise than allowed by BOCA® without an intermediate landing. Given the location on a wilderness footpath, the project partners and project owner found this to be acceptable.

Field Modifications

Following is a list of field modifications.

1. Because of the drought, the site was accessible to concrete trucks, up to 30 CY of concrete was utilized for the snowshoe foundation in lieu of the 20 CY specified by the plans. This improved the protective concrete cover on the rebar.
2. The tower base rebar was upgraded from a #14 to a #18 due to availability.