



November 10, 2021

Modified Bowstring Truss Trail Bridge anchors Moncton's Centennial Park improvements

As part of a major upgrade to Moncton's Centennial Park, a new trail bridge was required to connect the "lower bowl" area to Colvert Trail — a popular walking route around the Park's Centennial Lake. The project team selected a stylish Modified Bowstring Truss design from Algonquin Bridge for this prominent location.

The Modified Bowstring is one of our most popular truss designs. In this case, its gracefully sweeping curves were accentuated by architectural granite end posts with curved tops, and the posts were themed with a natural pattern of curved marsh grasses.

Early concept drawing helps expedite engineering and manufacturing

With supply-chain issues causing longer lead times for steel and timber, quick turn-around for engineering work and approvals were crucial. By drafting a concept drawing prior to receipt of the order, we were able to expedite the review process to allow sufficient time for procurement. As a result, we achieved on-time delivery.

Project at a glance:

Project Name: Centennial Park Trail Bridge

Location: Centennial Park, Moncton, New Brunswick

Owner: City of Moncton

Consultant: Glenn Group Landscape Architects & Park Planners

Contractor: Modern Enterprises Ltd.

Sector: Public Works

Application: Trail Bridge

Product: Prefabricated Pedestrian Truss Bridge

Dimensions: Span 15 m, deck width 3 m

Installation Time: 1-2 days for bridge placement

Bowstring trail bridge design requires precision fabrication

Special considerations must be made when fabricating a bridge with such a curve or camber. The top and bottom chords must be rolled to a consistent circumference and the vertical/diagonal members all need to be cut to specific individual lengths. We worked with an external cambering shop to bend the top and bottom chords to our exact specifications prior to arrival at Algonquin's CISC Quality Certified shop. Then, by cutting all of the other members through our computer-controlled beam line, we were guaranteed that the vertical/diagonal members were cut to the exact dimensions required.

With close communication with the contractor, Modern Enterprises Ltd., the project went very well and the bridge was placed on the prepared abutments with minimal work. Modern seemed very pleased with the result. In fact, weeks later we received another order from them for a custom panel bridge.

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