Long Island side from the vicinity of Vernon Avenue, to an intersection of the main approaches, as shown on the profile.

There shall also be two double elevators for foot passengers, with the necessary steam power; one on the New York and the other on the Long Island shore, at or near the end of the long spans, with a capacity of 30 foot passengers per lift platform.

**General Disposition.**

The bridge shall be designed to accommodate:

A. A single track railway extending over its entire length, and occupying a width of 14 feet. To be so arranged that a second track can be added hereafter without materially changing the general arrangement of parts or the loads imposed upon them, or interfering with the current use of the bridge. A preference will be given to those designs which make the future addition of the second track an integral part of the plan.

B. Two roadways for carriages, extending from 3d Avenue to the high ground on the Long Island side, each 10 feet wide, which shall preferably be placed side by side, and which may be placed on the ground beneath the trestle carrying the railway from 3d Avenue to 2d Avenue, on the New York side, and from the foot of the grade (as shown in the profile), to the high ground on the Long Island side. The return approaches from Avenue A, and from Vernon Avenue, may be placed either side by side, or separately on each side; but should on the Long Island side preferably, and peremptorily on the New York side, be arranged within the line of the main trestle legs, so that the same shall occupy as little width as possible on the ground. The returns, where they join the main approaches, shall be sufficiently wide to admit of an easy turn for carriages, and shall present a level grade for 60 feet.

C. Two sidewalks, each 5 feet wide, extending either alongside or overhead of the main carriageways or the railway, but not along the auxiliary return approaches.

**Gradients.**

The gradients shall be as follows:

*On the Railway.*—The maximum grade shall be $2\frac{1}{8}$ feet per 100, or 116 feet per mile, on the approaches on both the New York and Long Island sides, and level across Blackwell's Island. The end supports of the long spans shall be on the same level, but there may be such camber in these spans, not exceeding a gradient of $2\frac{1}{8}$ feet per 100, as the designers shall prefer.