



4.8.7 In addition to having an AASHTO and BOCA® rail system, a 2.5-inch curb is provided.

A step or series of steps at either end of the walkway down to the platform as is typical for such bridges was not acceptable in this case because of the ADA goals. The ramp transition from the platform to the bridge walkway is detailed on Plan Sheet 2.

Subsequent to the construction of the bridge, two guidance documents became available that provide accessibility guidelines for the design and construction of recreation trails in a variety of settings. These two documents are as follows:

- “Recommendations for Accessibility Guidelines, Recreational Facilities and Outdoor Developed Areas” by the Recreation Access Advisory Committee, 1331 F Street NW, Suite 1000, Washington, DC 20004
- “Design Guide for Accessible Outdoor Recreation” by the USDA Forest Service and USDI National Park Service, USDA Forest Service, 201 14th Street SW at Independence Avenue SW, Washington, DC 20250

## **Environmental Integrity**

The bridge plans and construction were subject to a comprehensive review by the NJDEP Bureau of Land Use for compliance with the Flood Hazard Area Control Act and the Freshwater Wetlands Protection Act. Stream Encroachment and Wetlands Permits were issued. Mr. Paul Drake, the environmental specialist within the NJDEP Bureau of Land Use, who reviewed the permit application, also performed site inspections during construction. All participants were very pleased over the minimal environmental impact on the fragile quagmire ecosystem.

## **Aesthetics**

Palladio, an Italian architect of the 16th century, compared a good bridge to a fine fabric. “A bridge must be convenient, beautiful, and durable.” Those eight words provide the fundamental principles of bridge design.

Trail groups within the project partnership felt strongly that the bridge should have a rustic appearance in order to preserve the primitive trail experience of the Appalachian Trail. Without question, this goal was attained. The fact that the entire bridge, other than the cables and connectors, is #1 southern yellow pine gives it an inherently rustic flavor. Although the bridge owes more to John Roebling, it appears as if Daniel Boone built it.

The Pochuck Quagmire Bridge is a classic example of structural functionalism. All members are necessary. But within this structural functionalism, attention was paid to architectural lines. The camber of the bridge was incorporated for aesthetic as well as functional reasons. The smooth upward 3.5 percent camber of the walkway serves to accent the parabola of the catenary cables. The simple act of trimming the tower crossarm ends to 45 degrees gave the towers a finished look. This 45 degree end treatment was carried through the walkway portals.



This bridge is in harmony with its setting. Photo 85 with Wawayanda Mountain in the background shows how the solid and rustic bridge blends with the landscape. As one worker said while leaving on the last day, “It looks as if it’s always been there.”

A valid criticism from an aesthetic perspective is, of course, the height of the bridge, but this is absolutely necessary for environmental and durability reasons. The bridge does end abruptly; however. The engineer was advised on numerous occasions that handicap ramps up to the bridge platform are phase II of the project. These ramps shall serve to improve the geometric aesthetics of the bridge as well as its functional convenience.



**Photo 85.** View of bridge looking east. Wawayanda Mountain is in the background. *Photo courtesy of Mr. Stephen Klein, Jr.*

## Project Supervision and Labor Force

The project was fortunate in that it had in essence four construction supervisors who worked cooperatively. Each had an area of responsibility but routinely consulted one another. This resulted in someone always being available to direct the volunteer labor force in a productive manner. These were hands-on working supervisors, which contributed to morale and productivity. The supervisors, in alphabetical order, were:

- Mr. Paul DeCoste, NJ Appalachian Trail Management Committee of the NY-NJ Trail Conference
- Mr. Tibor Latincsics, P.E., Conklin Associates
- Mr. Pete Morrissey, GPU Energy
- Mr. Wes Powers, NJ State Park Service

As indicated in the “Peoplepower Breakdown” discussion on page 87-88, the labor force was a unique public-private partnership grounded in volunteer spirit. As the bridge rose out of the Pochuck Quagmire, the days grew shorter and colder, and site access deteriorated, but the work force’s interest and enthusiasm only increased. The NY-NJ Trail Conference volunteers handled a large quantity of diverse tasks from site access to carpentry. Mr. Powers, Project Site Manager, brought to the project his 27 years of experience with the New



**Photo 86.** “Project Principals” Standing (left to right) Tibor Latincsics, Anne Lutkenhouse, Pete Morrissey, Paul DeCoste, Kneeling - Paul Bell, Wes Powers. *Photo courtesy of Ms. Marcy Dubinsky.*

Jersey State Park Service. Mr. McCurry and the Waway-anda State Park staff provided a skilled labor force for work that could only be performed during normal business hours. The state correctional inmates provided a great deal of hard work, such as moving concrete. The expertise, material, and machinery of GPU Energy, under the supervision of Mr. Morrissey, made the tower and wire work a reality. Mr. DeCoste provided people management skills and community coordination. The organization of the volunteer workforce was due to Mr. DeCoste’s countless phone calls. Mr. Bell brought to the project his unique networking abilities, statesmanship, and a deep, personal interest in the project. He originally approached the Trail Conference concerning a memorial donation in the name of his son, Duane Bell, who was