



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.