

BMTS Article Digest March - April 2022

BMTS Pedestrian & Bicycle Advisory Committee Members:

The following is a compilation of articles that may be of interest to BMTS Pedestrian & Bicycle Advisory Committee members. This and past digests can also be accessed from the Pedestrian & Bicycle Advisory Committee page at <http://bmtsonline.com/about/committees>.



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Explore Laguna Garzon Bridge

Laguna Garzón Bridge in Garzón, Uruguay

[Rafael Viñoly](#), one of [Uruguay's](#) most famous architects, designed the circular bridge in our image. The shape of Laguna Garzón Bridge is not simply the result of a unique artistic vision—there's as much practicality here as whimsy. We're looking down on a coastal lagoon in an ecologically protected area of southern Uruguay's [Maldonado](#) region. In years' past, the only way to get across the lagoon and venture along the ocean shore was via rafts.

In 2015, this 663-foot ring road bridge opened, consisting of two semi-circular one-way sections that form a kind of lagoon within a lagoon. Owing to the design, cars slow down on the stretch, and—bonus!—pedestrians get their own dedicated lanes running along both the inner and outer part of the circle, allowing for some fantastic sightseeing.



STATE DOT PLAN TO FIX BAD I-81 BRIDGE IN BINGHAMTON ISN'T WORKING



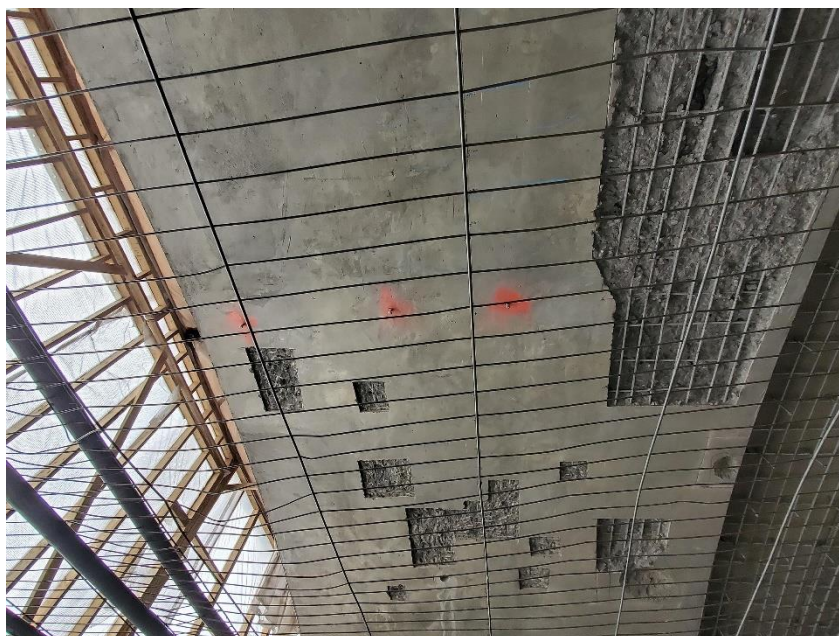
Bob Joseph | Published: April 1, 2022

Photo: Bob Joseph/WNBF News

A multi-million-dollar project to repair a defective Interstate 81 bridge on Binghamton's North Side is on hold with no end in sight.

The state Department of Transportation closed Chenango Street under the highway last summer so work could be done to strengthen the sinking bridge structure.

Area residents say construction crews were pulled from the site a few weeks ago. People familiar with the project have said the concrete that's been poured on the underside of the arched bridge has failed to meet required specifications.



A section of the I-81 bridge over Chenango Street on March 28, 2022. (Photo: Bob Joseph/WNBF News)

Traffic has been detoured around the Chenango Street work zone since September 11. In a travel advisory, the DOT advised motorists the closure would last about three months.

Now - nearly seven months later - the agency won't say why construction work has been halted or when it will resume. The DOT also will not explain why the original plan to fix the problem has failed.

The agency last fall told WNBC News the estimated final cost of the repair job was \$3.5 million. The DOT would not say whether the contractor which built the bridge in 2013 will foot the bill for the current project. The bridge was built as part of the massive Prospect Mountain reconstruction initiative.

Precast concrete sections were used to build the I-81 bridge over Chenango Street in 2013. (Photo: NYS DOT)

Drivers spotted problems with the bridge less than a year after it opened. They noticed part of the precast arch appeared to have slipped a few inches. They also saw water pouring down onto Chenango Street between the concrete section during rain storms.



A DOT spokesman in July 2014 said engineers were "expecting some settling" with the bridge. He said move of the bridge sections was "not surprising."

Residents of the neighborhood near the bridge who were told Chenango Street would reopen in December want to know why it remains closed in April.

Despite repeated requests in recent days, the DOT would not provide any new estimates regarding when the detour will end or how much additional money will be spent on the repair job.

The DOT advisory about the street closing made no reference to the bridge deficiencies or the work that was planned.

Thousands of cars, trucks and other vehicles continue to use the Interstate 81 bridge every day while the concrete work under the span remains unfinished.

NETWORK OF MULTIMODAL TRAILS CONNECTS COMMUNITIES IN DELAWARE

DelDOT building a system of trails to give pedestrians and cyclists a safer, more connected route

C.R. MCLEOD AND KATHRYN BEASLEY / MARCH 28, 2022 / 4 MINUTE READ



Capital City Trail

Departments of Transportation are tasked with solving transportation issues before they come to fruition. This includes evaluating continuously evolving transportation networks and utilizing that data to develop new and cost-effective solutions to build safer roadways capable of handling great commuter capacities years and decades into the future.

This process of predicting changes in land use, demographics, travel patterns, preferences, and technology is not just reserved for routes accessed by motorized vehicles, but those accessed by pedestrians and bicyclists as well.

For the [Delaware Department of Transportation](#), the goal to build a better multimodal transportation network began over 20 years ago. Fueled by a growing interest in alternative modes of transportation and a continued focus on the impact of greenhouse gases on the climate, the department created a blueprint for what will eventually become a network of trails connecting communities in all three counties and across the entire state.

These are trails that Delawareans could utilize for both recreation and as an alternate mode of transportation. The trails will wander through some of the most beautiful scenery in the state while providing direct routes to places of employment, government buildings, community centers, transit centers, popular destinations, restaurants, and other points of interest. They will also provide safe routes to schools and beloved destinations, and will help reduce the number of motorized vehicles on Delaware's roadways.

Over the past two decades, DelDOT has significantly invested in its trail system to support and encourage alternatives to motor vehicle travel. Collectively—with the help of two governors, multiple agencies including the Department of Natural Resources and Environmental Control, working groups, stakeholders, and 35 municipalities—several key pieces are nearly complete. Each milestone brings the department closer to achieving its vision of providing a low-stress, interconnected trail system that meets the increased interest and desire of residents and visitors that prefer walking and biking over motorized forms of transportation.

The department celebrated the completion of Phase 1 of what will become the largest trail in Kent County, Delaware in 2016. [The Capital City Trail](#) will span 15 miles once finished and will provide a safe path of travel through the City of Dover and neighboring Towns of Camden and Wyoming. Residents traveling the trail will pass numerous retail establishments, restaurants, various downtown businesses, a library, numerous bus stops, schools, a transportation center, the DMV, and several parks, before reaching Legislative Hall at one end and Dover Air Force Base housing near the other. Phase II of the trail was completed in July of 2021, and Phase III will begin this spring.

Challenges for the Capital City Trail:

- Minor, as most of the project was built within the state's right-of-way (ROW)
- The remaining ROW needed was acquired through donations
- Some of the trail already existed and just required reclaiming and resurfacing

Uniqueness:

- Approximately 40% of the trail is maintained by an adjacent municipality
- Early phases of the project utilized stimulus funding
- The high number of community connections the trail provides

Cost: Once complete, approximately \$7.2 million



Jack A. Markell Trail

Two years later, Gov. John Carney paid tribute to his predecessor who shared his vision of a statewide network of pathways and trails at a ceremony marking the completion of a 7.9-mile trail in New Castle County. The Jack A. Markell Trail connects the City of Wilmington with Old New Castle, providing direct access to multiple downtown businesses, attractions, and restaurants while connecting two of the largest population areas in New Castle County.

Before reaching their destination, users wander over marshes and wetlands via an elevated boardwalk and cross the Christina River on a bridge created solely for pedestrian and bicycle traffic. Much like the Capital City Trail, it was paramount that the trail served as an alternate mode of transportation and provided a safe route to numerous downtown employers, neighborhoods, schools, professional services, and everything else in between.

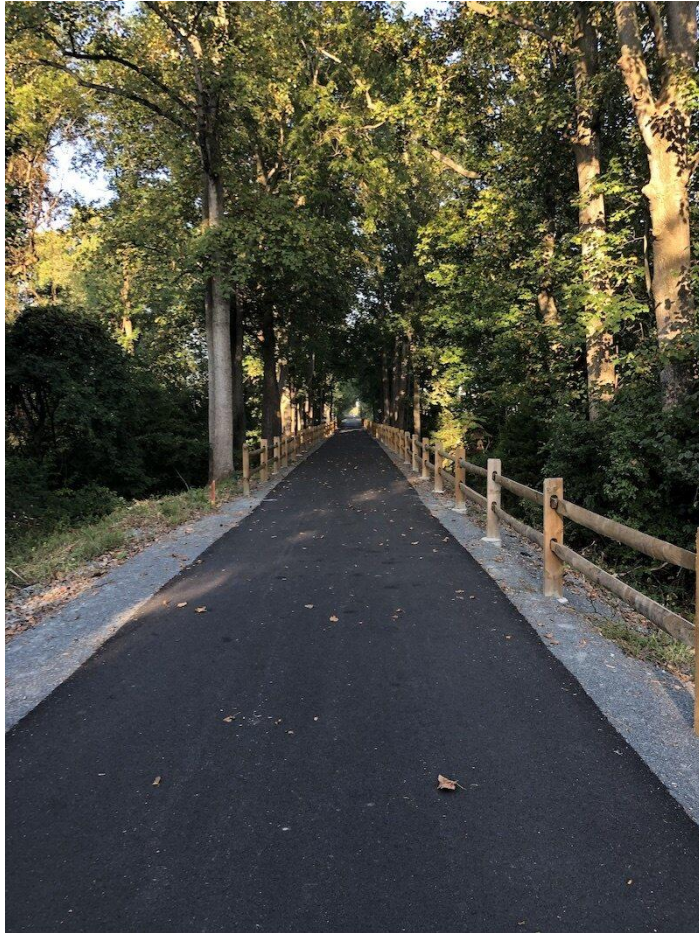
Challenges for Jack A. Markell Trail:

- Most of the project was built on or through marshlands
- Protecting environmentally sensitive wetlands was paramount
- Limited access required use of barges throughout construction
- The exact location of a 72-in. underground sewer main that runs adjacent to the trail was not able to be determined. It was in poor shape, and if it ruptured there was no way to shut it down. The line was constantly monitored during all phases of construction.

Uniqueness:

- The trail travels through one of the most serene and nature rich areas in the state while providing a high level of connectivity
- Completely maintained by New Castle County
- Portions of the trail created from decommissioned railway
- Utilized two underpasses previously built by the Delaware River and Bay Authority to provide safe crossing under I-95 and I-295
- Early phases used stimulus funding to design and construct

Cost: Approximately \$24 million



Georgetown to Lewes Trail

Another reason to celebrate came a month later—a vision of a trail that transformed a decommissioned railway into one of the most popular trails in the state became a reality. Phase 1 of the Georgetown to Lewes Trail opened in October of 2018. Once complete, the trail will span over 17 miles and connect Georgetown—the heart of Sussex County—to the quaint historic town of Lewes.

During the summer months, traffic volumes increase significantly as they do in most beach communities. Residents and tourists eager to relax oceanside suddenly find themselves in long queues on Route 1, the most direct route from northern to southern Delaware. Those

interested in taking a more scenic route can leave their cars behind and walk or bike to Cape Henlopen State Park, local restaurants, local businesses, and multiple retail establishments. Those looking for even more options can take the Georgetown to Lewes Trail to the Junction and Breakwater Pathway and visit the neighboring city of [Rehoboth Beach](#) thanks to a trail extension that was completed in May of 2021, which provides a safe, 14-mile loop between Lewes and Rehoboth Beach.

Not only do both trails wander through some of the most beautiful areas in Sussex County, but they also help reduce capacity on Route 1 and surrounding roadways from May to September. Less time sitting in traffic means more time to explore, shop, dine, and experience these truly unique destinations. Phase 8 of the Georgetown to Lewes Trail was completed in October of 2021. Construction on the next segment from Cool Spring Road to Fisher Road is scheduled to start in April 2022 and will be completed in August 2022. This segment includes a connection to the proposed Hudson Park along U.S. 9.

Challenges for the Georgetown to Lewes Trail:

- Some adjacent property owners through the years had encroached into the railroad right-of-way which will be utilized for trail construction of the Georgetown to Lewes Trail
- Maintaining safety of trail users at numerous trail/road crossings
- Trail attracts bicyclists of all skill levels; environment needed to be safe for those traveling at a fast pace and those traveling at a slower pace
- Trail will be heavily used by both pedestrians and cyclists

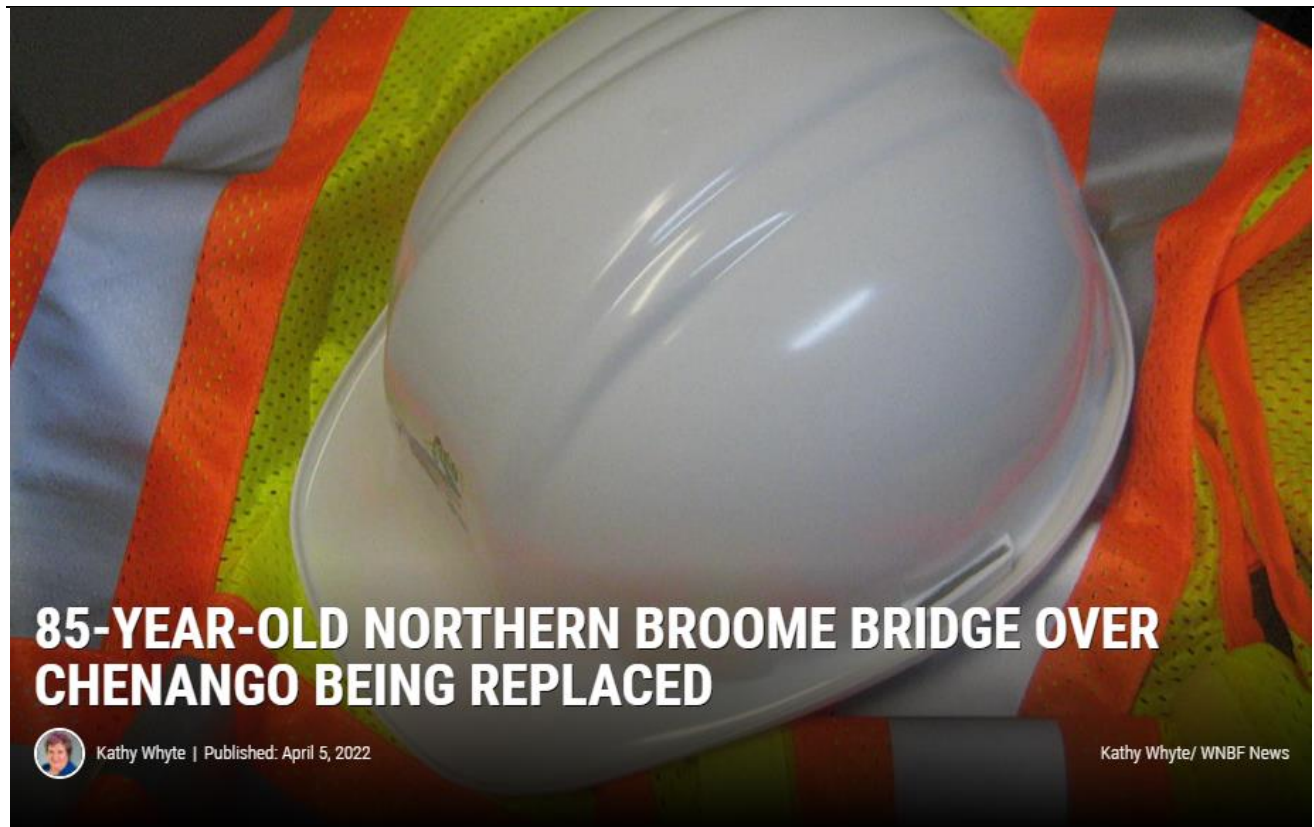
Uniqueness:

- Connects a series of trails and pathways in a highly populated beach community, allowing users to move freely by foot or by bicycle between neighborhoods, popular attractions, and adjacent towns
- Business owners along the trail embraced the cycling community, adding amenities to accommodate users
- Local bicycle groups assist with trail maintenance
- Portions of the trail created from decommissioned railway

Cost: Estimated cost once all phases are complete is \$31 million

The [state of Delaware](#) has more than 500 miles of pedestrian and bike trails that allow users to travel through historical towns, experience the beautiful outdoor spaces, and appreciate all that makes the state so unique. Today, DelDOT's vision remains as it did two decades ago: To build a system of trails that will give residents and tourists front-door access to a bicycle network that is safe, comfortable, and conveniently connected to places they want to go.

For more information, trail maps, or details on upcoming projects, visit [DelDOT.gov](#).



The replacement of an [85-year-old bridge in Broome County](#) is underway.

The New York State Department of Transportation April 4 announced the official start of the \$12.6 million project on State Route 79 to replace the bridge over the Chenango River in the Town of Fenton in northern Broome County.

The D.O.T. says the span replacement will enhance safety and improve travel on a vital roadway that connects the rural areas of northern Broome with State Route 17 and Interstates 81, 86 and 88.

The route is also frequently used to get to Route 12 and as a pathway to Ithaca and Cortland.

Town of Fenton Supervisor Gary Holcomb points out the improvements should also enhance safety and access to Chenango Valley State Park.

Transportation officials say the old bridge will be replaced with a three-span, multi-girder structure about a half-mile upstream from the existing structure, stretching over the Chenango River from the Town of Greene in Chenango County to the Town of Fenton in Broome County. The project will also include turning lanes, **bike lanes and new crosswalks**.

The existing bridge will remain open until the new span is operational. The project is scheduled to be completed in the fall of next year.

Once the project is done, the old bridge will be demolished and the defunct section of Route 79 between the old and new bridges will be repaved and turned over to local municipalities to maintain access to homes in that area.
