

fruitville pike bridge over amtrak

Location:	Manheim Township and Lancaster City, Lancaster County, District 8-0
Completion Date:	10.20.03
Construction Cost:	\$7,680,000
MPMS #:	19762
Contact Information:	Mark A. Malhenzie, PE 717.783.5080 mmalhenzie@state.pa.us
Themes:	Leverage and preserve existing investments; Accommodate all modes of travel
Project Overview:	<p>The Fruitville Pike Bridge Replacement project involved the construction of a new four lane, two span bridge over Amtrak railroad to replace the existing two lane deteriorating through girder bridge. The bridge is located in an urban area on the northern edge of Lancaster City and is located along a major north-south arterial that leads into the historic City of Lancaster. The bridge is part of a multi-modal corridor used by Amtrak, Norfolk Southern, and Red Rose Transit. The historic Pennsylvania Railroad Passenger Train Station is adjacent to the bridge.</p> <p>The project team had extensive coordination with Red Rose Transit and with two Lancaster County Beautification Committees to develop a design that would be appropriate for the bridge's function as a gateway into historic Downtown Lancaster. The project team also reached out to Lancaster bicycle clubs in the design of the bicycle and pedestrian facilities. The area business owners, the Amtrak train station manager and the Lancaster County Planning Commission staff were all engaged to develop a design and construction schedule that would enhance the surrounding area and create minimal impact to businesses and Amtrak's operation.</p> <p>The project included bicycle facility lane markings, "share the road" signs (a first for Lancaster County), "Historic Downtown Lancaster" signing, pedestrian friendly median refuge areas, and preliminary ground preparation areas that were then landscaped by the Lancaster Alliance and other key stakeholders. The materials for the bridge, specified with careful consideration of the area's historic context, included brick colored form liners, decorative street lighting, pedestrian railings, an aluminum protective barrier over the railroad, black fencing, multi-colored anti-graffiti sealants, and proprietary signal equipment.</p>
Lessons Learned:	<p>It is strongly recommended that community input is actively sought out much earlier in the project development process, such as the planning and or environmental phases to ensure meaningful integration into the design process. Due to the extensive agency coordination and public involvement activities, the bridge was ultimately completed 9 months ahead of the original schedule and in time for the critical 2004 downtown holiday shopping season.</p> <p>The project team also applied flexibility in design by adopting a grade of 9% (instead of standard 8.5% for 35mph) to minimize several project impacts and reduce project overall costs.</p>
Awards:	A ribbon cutting ceremony at the request of public officials was conducted to acknowledge the Department's efforts in developing a gateway bridge design.

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