



Columbia-Wrightsville Bridge Rehabilitation Project

MPMS 79020 - SR 0462, Section 038 | Veterans Memorial Bridge over the Susquehanna River

PROJECT DESCRIPTION

The Pennsylvania Department of Transportation (or “PennDOT”), together with the Federal Highway Administration, are proposing a comprehensive rehabilitation of the Veterans Memorial Bridge (also known as the Columbia-Wrightsville Bridge). This unique structure connects the boroughs of Columbia in Lancaster County, and Wrightsville in York County, across the Susquehanna River. Constructed in 1929, this 48-span, 1.26-mile long bridge is listed on the National Register of Historic Places and is an important feature for vehicles as well as pedestrians and bicyclists.

The purpose of the project is to provide a safer corridor by addressing structural deficiencies, improving vehicular traffic approaches, and providing upgraded pedestrian and bicycle facilities. Constant exposure to weather elements has resulted in deteriorated conditions, such as cracking of the bridge deck and broken sections of sidewalk. There are currently no bike lanes and the bridge barriers do not meet current crash standards. In addition to providing the bridge repairs, up to five project enhancement components may be included as a part of the larger bridge rehabilitation project:

- ▶ Connecting PA Bike Route “S” (Route 462) and pedestrians to Columbia Borough’s Northwest River Trail and River Park by adding wayfinding signs and pavement markings
- ▶ Connecting PA Bike Route “S” (Route 462) and pedestrians to Wrightsville Borough’s Mason-Dixon Trail and Riverfront Park by adding wayfinding signs, pavement markings and sidewalk improvements
- ▶ Improving the Wrightsville Borough 5-point intersection of Routes 462 and 624 (Hellam Street) with North and South Second Streets by constructing a roundabout at the western end of bridge (during bridge detour phase)
- ▶ Adding an aesthetic and traffic calming central median feature at the eastern edge of the bridge on Route 462 at the North Second Street intersection with Rotary Park in Columbia Borough
- ▶ Potentially adding under-bridge lighting to help increase traveler safety due to the annual mayfly issue and enhance aesthetics of the bridge

MUNICIPAL AND AGENCY COORDINATION

Initial municipal and agency outreach efforts to date are summarized below:

- ▶ March 2018: multiple briefings with local public officials and staff from Wrightsville and Columbia Boroughs, West Hempfield Township, along with Lancaster County Planning Commission (LCPC) and York County Planning Commission (YCPC) staff on project elements
- ▶ May 2019: Wrightsville Borough and YCPC staff meeting for intersection alternatives
- ▶ July 2019: field view with Wrightsville Borough staff to discuss bicycle/pedestrian options to park and trail
- ▶ October 2019: cultural resources consulting party meeting with historical organizations
- ▶ November 2019: state and federal agencies meeting and field view to discuss resources and permitting
- ▶ January 2020: meeting with local stakeholders regarding project improvements; meeting with local, county, and state emergency services and management agencies to discuss Route 462 bridge closure and incident management along Route 30.
- ▶ August 2020: Section 106 consulting parties meeting for potential impacts to historic properties
- ▶ October 2020: virtual public meeting to provide project information to date. NOTE: additional special purpose stakeholder meetings and public communications will continue throughout project delivery.

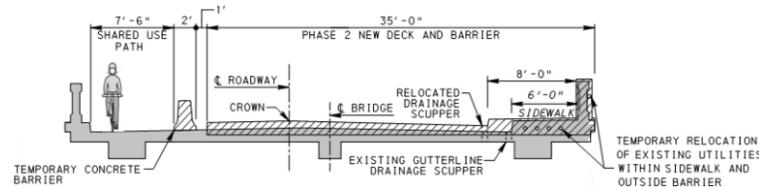


CONSTRUCTABILITY

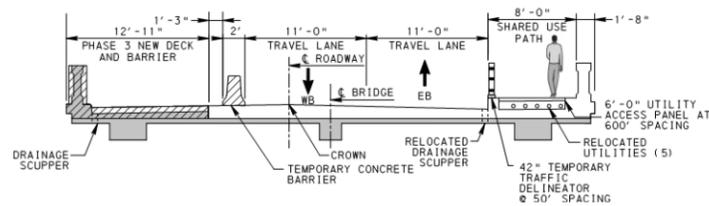
- Unable to widen complex structure
- Building a new structural deck atop existing deck to streamline construction and maintain architectural details
- Bridge closure for vehicles only and fewer phases achieves greater construction quality
- An approximate 8' wide shared use path was determined critical to maintain for daily bike/ped use and community events during and post construction
- Construction space is at a premium for workers and traffic - inches matter!
- Need ability to maintain utilities on bridge and avoid Amtrak aerial lines
- Minimize traffic impacts by constructing deck in 2 phases and reopening bridge up to two lanes of traffic after 12-16 months of closure

PHASE 1 - Work under SR 462 bridge deck, short term lane closures, and maintain all traffic

PHASE 2 - Detour vehicles to US 30; bicycles/pedestrians maintained on SR 462 bridge



PHASE 3 - Vehicles return to SR 462 bridge; bicycles/pedestrians maintained



CONSTRUCTION IMPACTS

- Maintaining Traffic for vehicles, trail users, railroad, and water trails:
 - North Front Street (SR 441)
 - South Front Street (SR 624)
 - Norfolk Southern Railroad
 - Susquehanna River waterway and Water Trail
 - Bicycle Route S
 - Northwest Lancaster County River Trail
 - Mason-Dixon Trail
- Right-of-Way and other use issues
 - Parking and access
 - Construction easements
 - Utility relocations
 - Amtrak power transmission lines
- Emergency services coordination
 - Bridge closure
 - Incident management



ENVIRONMENTAL IMPACTS

- Need to minimize impacts to Threatened and Endangered Species
- Preserve historical integrity of the bridge
- Avoid community impacts
- Protect the Susquehanna River, its water trail, and wetlands
- Preserve Historic Districts and archaeological sites
- Protect adjacent parks
- Other cultural and natural resources

IMPROVEMENTS

- Functional areas created:
 - Approx 7' delineated bike lanes
 - Sidewalk widened from 6' to 8' to accommodate mixed use
 - Existing 19' lanes reduced to 11' to accommodate wider sidewalk and bike lane
- New barrier made safer while replicating architectural details
 - Meets bike safety height (54")
 - Meets current crash width (12" Min) and height standards
- Bike/ped connection to Wrightsville's Riverfront Park and Mason-Dixon Trail
- Bike/ped connection to Columbia's River Park and Northwest River Trail
- Bridge under lighting added
 - Deter annual mayfly safety issues on roadway
 - Enhance historic bridge aesthetics
- Utilities consolidated and hidden under sidewalk to enhance historic integrity
- Opportunity to improve Wrightsville SR 462/SR 624/2nd Street intersection during bridge closure along with adding traffic calming features near the Columbia SR 462/ 2nd Street intersection



Existing Roadway Section near Western Approach (Looking East)



Proposed Roadway Section near Western Approach (Looking East)

COMMUNITY CONTEXT

- Bridge is a unique historic gem connecting the river towns
- Community events make use of bridge:
 - Columbia Bridge Bust Festival (October)
 - Bi-annual 5k events
 - Lancaster Bike Club organizes several group rides that cross the bridge each year



COST IMPACTS

- Design a cost effective solution to build in a short-term but last long-term with minimal future maintenance
- Support the local business economy by minimizing the construction schedule

REGIONAL IMPACTS

- PA 462 is an incident management route (Green Detour US 30)
- 435 mile long Bicycle PA Route S uses PA 462
- Community emergency services resources are shared
- School bus routes cross bridge for vocational students
- Norfolk Southern Railroad Crossing
- Amtrak power transmission lines

MAINTENANCE

- Current design improves product quality by minimizing longitudinal deck joints and preventing future drainage repairs
- An 8' sidewalk works well for the snow removal process
- Access panels to maintain utilities and lighting are evenly spaced within the sidewalk

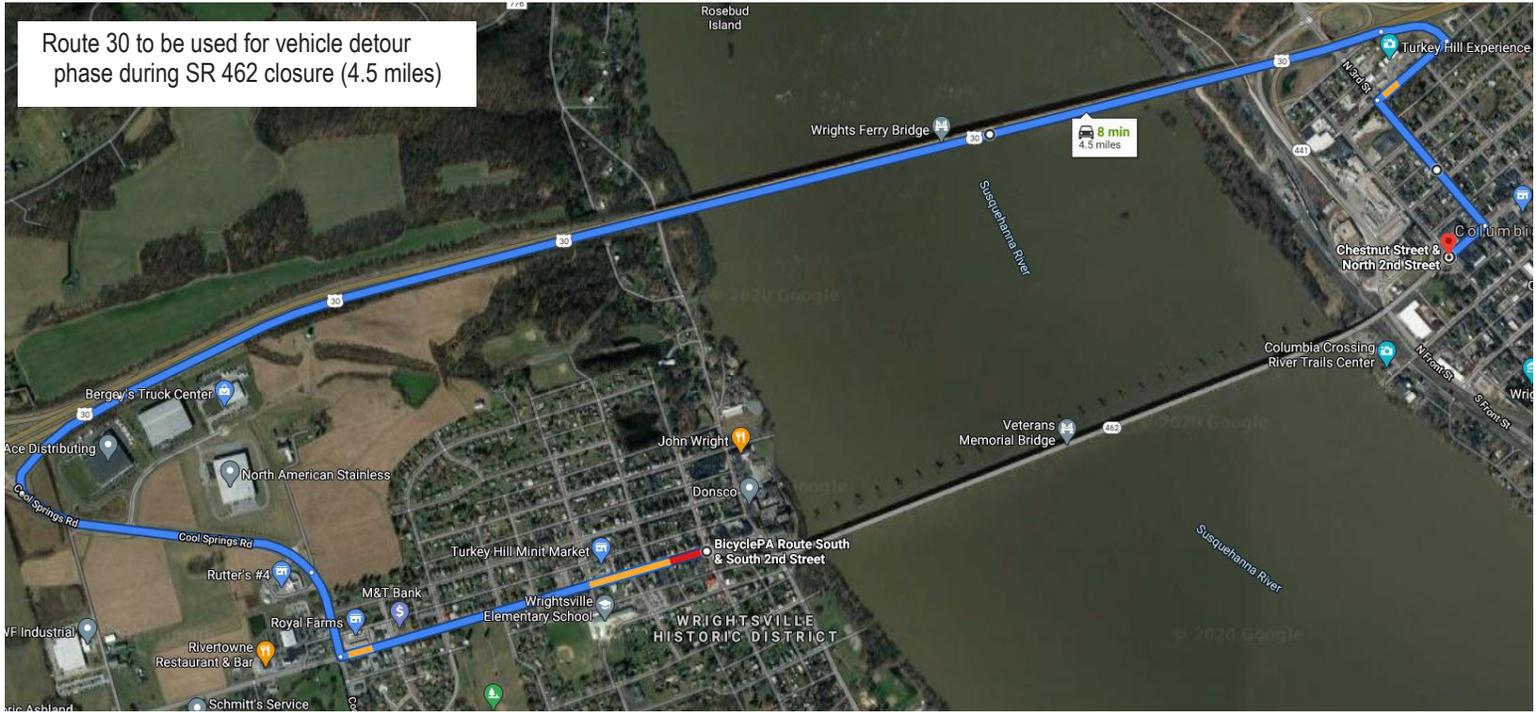


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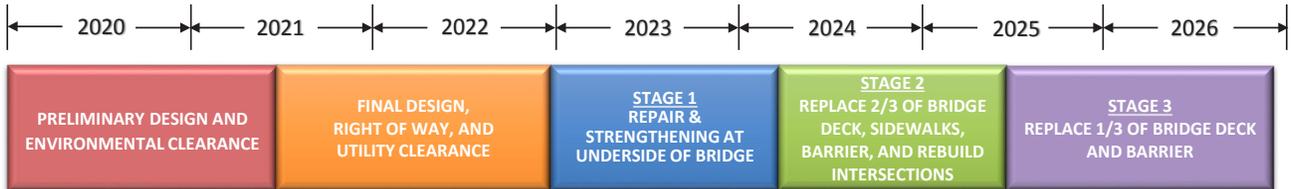


DETOUR ROUTE



SCHEDULE

Note: Dates shown below are subject to change based on funding, development of design, and permitting approvals.



Requires intermittent short-term lane closures on SR 0462 bridge. (Anticipate shoulder closures or alternating traffic by flagging.)

Bridge closed to vehicles and detoured to US 30. A bicycle/pedestrian path is maintained across SR 462 bridge. Construct roadway intersections at same time.

Two vehicle lanes on bridge restored to SR 462 bridge. A bicycle/pedestrian path remains.

NOTE: Bicycle/pedestrian connections to trails and parks, as well as bridge underlighting, to be built in Stage 2 or 3.

PROJECT INFORMATION

For more information please visit:

www.penndot.gov/ColumbiaWrightsvilleBridge

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