

U.S. ROUTES 11 / 15 ROCK SLOPE SAFETY IMPROVEMENT PROJECT "MARYSVILLE SECTION"

SR 0011 Section 040, Cumberland and Perry Counties, PA

Project Detour / Incident Management Summary

Recently PennDOT determined that a full 90 day closure of U.S. 11/15 will be necessary for the Marysville Section Rock Slope Project within the project limits and U.S. 22/322 will be the official detour. This decision was built upon the serious safety concerns posed to both motorists and construction workers. The road closure will extend from the U.S. 11/15 & I-81 interchange to approximately Ridgeview Drive at the southern end of Marysville Borough in the area of the Dollar General / Rockville Centre shops. Regional through traffic will be directed to use the U.S. 22/322 detour route using existing Variable Message Signs (See attached 11/15 Projects Overview Map). A key goal for this closure is to have U.S. 11/15 reopened to traffic in time for the Marysville Lions Club Carnival which begins on August 1, 2016. Therefore, the closure is anticipated to occur from May 1 through July 30 (90 days).

It has been determined that the large cranes needed to complete the rock scaling work can be moved against the rock cut slope to accommodate a single 11 foot minimum traffic lane should an incident occur on the designated project detour route of U.S. 22/322. The process to stop work, provide temporary stabilization of the rock slope, and move the crane will take at least 3 hours. Therefore, restoring one lane of traffic on U.S. 11/15 will be utilized only during incidents on U.S. 22/322 that are anticipated to be over 3 hours long to help with congestion. To totally remove the crane from the work zone and reopen both lanes of U.S. 11/15 to traffic will take approximately 8 hours. The cranes will need to be temporarily stored near the U.S. 11/15 and I-81 interchange. A total removal will be reserved for large scale incidents that are anticipated to be over 8 hours long or would have regional effects such as a high water event or a train derailment.

During work on the Marysville section, in the event of any incident closing one direction of U.S. 22/322 (either eastbound or westbound) where an established colored incident detour route exists, traffic would immediately be diverted to the already established incident detour route (designated as the orange or green incident detour routes) for that section of roadway. In the event that the incident is anticipated to be over 3 hours in duration, work on the rock cut slopes will be halted, the slopes stabilized, the crane shifted, and one lane of traffic would be reopened on U.S. 11/15 in the same direction as the closure to supplement the incident detour route.

In the event of an incident closing one direction of U.S. 22/322 (either eastbound or westbound) where an exit to exit incident detour does not exist (the sections of U.S. 22/322 between U.S. 11/15 to PA 325 and PA 225 to PA 443) and traffic would typically be detoured to U.S. 11/15, a separate incident detour route was developed for immediate use. This incident detour route will utilize I-81, PA 944, Sunny Side Dr, PA 34, and PA 274 (see attached Incident Detour Route Map). Additionally, should the incident be anticipated to last over 3 hours in duration, work on the rock cut slopes would be halted, the slopes stabilized, the crane shifted, and one lane of traffic will be reopened on U.S. 11/15 in the same direction of the closure to supplement the incident detour route.

A total closure of U.S. 22/322 (both eastbound and westbound) will follow the same protocol as established for a single direction closure outlined above with both directions of traffic immediately utilizing the I-81, PA 944, Sunny Side Dr, PA 34 and PA 274 detour. Should the incident be anticipated to last over 3 hours in duration, work on the rock cut slopes will be halted, the slopes stabilized, the crane shifted, and one lane of traffic will be reopened on U.S. 11/15 to accommodate the peak directional flow of traffic. The peak directional flow of traffic would use U.S. 11/15 and the non-peak directional flow would continue to use the I-81, PA 944, Sunny Side Dr, PA 34 and PA 274 detour.

It is recognized that the road closure, combined with the 27-mile detour, will result in significant traffic disruptions throughout the region. As stated previously, during the closure of U.S. 11/15 for the rock slope safety improvement project in the Marysville section, U.S. 22/322 will be the designated detour route. Before construction begins, PennDOT will notify various media outlets in the region regarding the project detour route. PennDOT's standard project notification signage will be set up along the affected roads to alert the public to the pending changes in traffic patterns as well as for detour and incident management signage. However, it is understood that other routes – particularly the local road system (Valley Road, 1st Street, Miller Street, Belle Vista Drive, River Road, S. Main Street, W. Main Street, Valley St. Extension to PA 850 (see attached Local and Emergency Access Route Map)) and PA 850 may be used as a localized alternative routes to the detour.

PennDOT and their consultants have been coordinating with local officials, Tri- County Planning, and representatives of all state, county and municipal emergency management service organizations that may be affected within the project area and along the detour route. Coordination efforts with these key stakeholders and additional stakeholders such as AAA, PA Motor Truck Association, local schools and businesses, etc., will continue as the project moves into final design. Additionally, PennDOT will notify various media outlets in the region to communicate to road users and surrounding communities important project information, milestone dates and alternate traffic routes to ease congestion throughout the life of the project. PennDOT's standard project notification signage will also be set up along the affected roads to alert the public to the pending changes in traffic patterns as well as detour signage.

Critical coordination with representatives of all state, county and municipal emergency management service organizations has been ongoing to assist in their planning during the road closure and for deployment of their equipment and personnel to minimize any reduction in their emergency response times. As the project advances through the design process, PennDOT will continue to work with these partners to obtain their specific local knowledge and feedback to mitigate as many impacts as possible and prepare an appropriate regional incident management plan to significantly lessen the impacts that an incident along the project detour route would have on emergency services and the traveling public.