



U.S. 22/322 Incident Closure History

Over the last 4 year closure history of U.S. 22/322 in the combined months of May, June, and July (the anticipated 90 day period of the Marysville Rock Slope Project closure) the District has experienced a total of 3 closure incidents that lasted more than a 3 hour duration (less than once per year). Therefore, historical data suggests, that the Department on average may have to direct the contractor to open the U.S. 11/15 work zone closure area to either 1 or 2 lanes of traffic, depending on the need, an estimated one time. Upon this action, a contractor would reasonably be expected to lose at least a full day production in order to demobilize and prepare U.S. 11/15 for temporary reopening, wait out the period of use of the rerouted traffic until traffic flow is reasonably restored to U.S. 22/322, and then remobilize, restore the work zone area, and fully resume his activities to where he left off.

Evolution of a Significant Incident on U.S. 22/322

Under normal circumstances, the Incident Commander will arrive on the U.S. 22/322 incident scene typically after the first responders, who may have already initiated redirecting traffic to colored incident detour routes for traffic to follow. The Incident Commander will assess the severity and circumstances of the scene, and coordinate with regional EMS, PennDOT, and other key stakeholders to determine or support action items including other medical services (e.g. Life Lion), towing service, specialized needs such as HAZMAT or cleanup crews, fatality investigation, as well as the need for continued closure with an estimated closure duration, among many other important tasks. Upon being notified by the Incident Commander of the estimated closure duration, PennDOT would then determine the feasibility of directing the contractor to begin work towards reopening U.S. 11/15 to traffic.

Variables of a Closure and Expectations

There are many unforeseen variables that may complicate or extend any road closure period. This includes getting towing services and specialized recovery equipment to the incident scene, the need for spill control, incidents involving fatalities, additional regional incidents affecting response times, damage to the roadway infrastructure, and other factors that need to be resolved before safely restoring the roadway to traffic. Likewise, the Department anticipates there will be unforeseen variables within the U.S. 11/15 work zone itself which will require assessment before U.S. 11/15 can be safely reopened to traffic. This includes but is not limited to, the contractor being in the midst of a very complex work activity that cannot be easily or readily stopped, or a situation whereby the slope may be highly unstable at the time of the incident and pose an undue risk to the traveling public until the slope can be stabilized. We have learned through the Duncannon project that even with all the safety measures that were put in place, both lanes of traffic on U.S. 11/15 still needed to be stopped until a hazardous situation on the slope could be managed. So, while the Department may reopen U.S. 11/15 to traffic, it is to be expected that the Department will strongly err on the side of safety over convenience if the situation warrants and is in the best interest of the traveling public.

Closure of Both Eastbound and Westbound U.S. 22/322

In the event of an incident requiring the total closure of U.S. 22/322 eastbound and westbound in the areas shown above, both directions of traffic would be immediately diverted onto their respective incident detour routes (shown as dark blue and dark purple). If the incident is expected to last more than 3 hours, one lane through the project work area will be cleared for the next rush hour direction (AM = Opening one Southbound U.S. 11/15 lane (shown as light blue); PM = Opening one Northbound U.S. 11/15 lane (shown as light purple)) while the non-rush hour traffic direction will continue to use the incident detour route for the duration of the incident. If an incident is expected to last for more than 8 hours, the project work area will be cleared and 2 lanes of U.S. 11/15 will be opened.

- Project Work Area (to be reopened only during an incident on U.S. 22/322 lasting more than three hours)
- Area of Road Closure During an Incident
- Westbound U.S. 22/322 Incident Detour Route (for use after three hours)
- Eastbound U.S. 22/322 Incident Detour Route (for use after three hours)
- Westbound U.S. 22/322 Incident Detour Route (for Immediate Use)
- Eastbound U.S. 22/322 Incident Detour Route (for Immediate Use)
- Variable Message Sign (VMS) - Will alert traffic of incidents and provide detour guidance.
- Existing Orange/Green Incident Detour Routes