WHAT IS 511PA?

511PA is Pennsylvania’s official travel information service which provides travelers with reliable, current traffic and weather information, as well as links to other transportation services.

The 511PA system can provide personalized traffic information tailored specifically for each traveler. 511PA Personalized Traveler Alerts is a free service that notifies subscribers of accidents, incidents and construction on select highways and toll roads they choose. Alerts are sent to subscriber’s cell phones or email accounts and it is easy to sign up to tailor your alerts to only those roadways in which you’re interested. Just visit http://www.511pa.com/NetworkCoverage/usingAlertingService.aspx to get started.

You can also follow any of the 511PA regional Twitter pages. 511PA tweets include news releases and traffic advisories, along with all traffic and construction events on the 511PA network in that region. You can access these regional pages from the link on the 511PA Web page: http://www.dot.state.pa.us/Internet/pdhnews.nsf/center/Twitter?OpenPage;

ANTICIPATED CONSTRUCTION SCHEDULE

<table>
<thead>
<tr>
<th>Event</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Bids</td>
<td>December 2015</td>
</tr>
<tr>
<td>Contractor Notice to Proceed</td>
<td>February 2016</td>
</tr>
<tr>
<td>Contractor material approval, material delivery, and site preparatory work</td>
<td>February - April 2016</td>
</tr>
<tr>
<td>Begin 90 day closure of U.S. 11/15 to traffic, remove trees, remove loose rock, install mesh fencing against slope, begin shoulder rock-fall fence installation, reopen U.S. 11/15 to 2 lanes of traffic</td>
<td>May 1 – July 30, 2016</td>
</tr>
<tr>
<td>Marysville Lions Club Carnival (2 lanes open to traffic for special event) - No work to be performed during this event</td>
<td>August 1 – 6, 2016</td>
</tr>
<tr>
<td>Complete shoulder rock-fall fence, install safety barriers, drainage, pavement repair (all work to be done at night or during off-peak hours and traffic to be maintained by flaggers as necessary)</td>
<td>August – October 2016</td>
</tr>
<tr>
<td>Construction Completed</td>
<td>November 2016</td>
</tr>
</tbody>
</table>

SPEED LIMITS

Yielding to the prevailing traffic conditions, the typical speed limit then returns to 70 miles per hour.

CONTACT INFORMATION

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VISIT THE PROJECT WEBSITE:
http://penndot.gov/11-15_Marysville_RockSlopeProject

ROCK SLOPE SAFETY PROJECT

FALL 2015

U.S. 22/322 Safety Improvement Measures

The Department has been proactively working to complete a number of safety improvements along the U.S. 22/322 corridor in advance of the U.S. 11/15 closure.

Bituminous overlays and concrete pavement patching to fix a number of failing concrete slabs have already been completed on U.S. 22/322. The Department will also be performing surface grinding of the existing concrete pavement to restore the skid resistance level to the existing roadway surface. Other safety measures to be completed throughout the U.S. 22/322 corridor include installation of new roadside signs and guide rail to meet current criteria for reflectivity continued on Page 4.

WHAT’S INSIDE?

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Project Map: Pg 3
Project Schedule: Pg 4

U.S. 22/322 Safety Improvement Measures

The rock cut slopes were constructed during the late 1930s and since that time, vegetation growing along the rock faces, weathering, and freeze thaw cycles have loosened the rock on the slopes, causing debris to fall or collect on ledges high above U.S. 11/15. Rock falling onto the road is a safety hazard and requires constant maintenance. Where the slopes are steep and unstable, there is a need to control random falling loose rocks and to prevent them from falling onto the roadway. The purpose of the project is to increase safety for motorists that travel the roadway by installing protection systems to control future falling rock. The Rock scaling activities will begin just north of the U.S. 11/15 / I-81 interchange in East Pennsboro Township and extend into Marysville Borough along the Ridgeview Drive. The first phase of the project will include vegetation and loose rock removal, primarily by means of hand tools used by teams of workers using specialized rock climbing techniques and equipment. Following the vegetation and loose rock removal, there will be several systems installed to protect against future rock falls. In the highest and steepest rock cut areas, a wire mesh system will be anchored at the top of the rock cut and draped across the slope face. This system will control future rock falls behind the mesh along the slope face. In select locations where rock cut areas may not be as steep via a rock fall fence will be installed, which will consist of an approximate 25 foot high wire mesh fence connected to vertical beams. This fence will be installed on the back of the roadway shoulder, closest to the slope. On the motorist side of this fence, a concrete traffic safety barrier will also be installed. Where significant rock overhangs will remain in place, localized rock anchoring and stabilization methods will be used. Finally, in other rock cut areas, where slopes may not be as steep or for transitional reasons, the traffic safety barrier used to protect motorists against the rock slope will also serve as a rock fall barrier on the back of the roadway shoulder, closest to the slope.

Pennsylvania DEPARTMENT OF TRANSPORTATION

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PLANNING FOR A SAFER COMMUTE

The removal of the vegetation, the prying of loose rock, and the installation of the wire mesh system is a dangerous operation. The loose rock as well as the vegetation will be falling and landing on the roadway travel lanes in an unpredictable manner.

Additionally, the anticipated larger scale pieces of equipment needed to complete the scaling work, the challenging and risk-based means of the entire construction operation and flexible movement needed is expected to take up the full width of the existing roadway to reach the 250’ heights of rock removal on the western rock faces thereby making closure of the roadway necessary to complete the work. Therefore, the project will include the roadway closure of U.S. 11/15 within the limits of work for approximately 3 months in the spring/summer of 2016 and is expected to reopen before the 2016 Marysville Lions Club Carnival.

While this section of U.S. 11/15 is closed to traffic, a primary detour will be provided on U.S. 22/322 only during the period of time when working on the faces of the rock slope. To minimize the overall closure duration, once the hazardous work has been completed and traffic can be safely restored, other construction work activities will be performed during off peak traffic and/or night time hours.

Recognizing that a road closure will result in significant traffic disruption throughout the region, the Department and our consultants, using feedback from a number of stakeholders, including regional and local Emergency Management Services (EMS) representatives, evaluated measures to reduce the adverse impacts related to a U.S. 11/15 road closure while also maintaining a safe work area for all.

An Incident Management Plan has been developed, with regional EMS input, should an incident occur on U.S. 22/322 requiring closure of the roadway. This plan includes mechanisms for transferring traffic to more immediate incident detour routes that have been established and possibly reopening 1 or 2 lanes of traffic through the U.S. 11/15 work zone depending on the need. The Incident Management Plan to open lanes through the work zone will be activated only during times of longer duration closures of U.S. 22/322 which are anticipated to occur infrequently and only after the U.S. 11/15 work zone has also been determined safe to temporarily reopen to traffic.

PENNDOT AND LOCAL STAKEHOLDERS WORK TOGETHER

• To minimize the closure period the Department has scheduled the contractor to work at least 6 days a week, 15 hours days, using multiple crews and performing concurrent work tasks.

• Incentives up to $50,000.00 a day and disincentives up to $160,000.00 a day will be included in the contract documents to encourage the contractor to complete the hazardous rock scaling work earlier than the 90 day closure.

• The Capital Beltway Towing Service will be expanded to the U.S. 22/322 and PA 325 interchange to help clear disabled vehicles quickly from the roadway.

• The truck restriction on U.S. 11/15 north of Marysville will be lifted during the 90 day closure so local businesses can send and receive deliveries.

• A Local and Emergency Access Route (shown on the project website) will be available to Marysville Residents and Emergency Responders during the 90 day closure. Regional through traffic will not be diverted to use this route.

• Regional signalized intersections will be observed and retained within 3 days of implementation of the 90 day detour to accommodate changes in traffic patterns and fully optimize traffic flow. This includes the intersections of PA 850 and U.S. 11/15, Valley Street and U.S. 11/15, the signals along PA 944 to I-81 and the signals along PA 114 between PA 944 and I-81. All signals will be restored to existing conditions once U.S. 11/15 is reopened to traffic.

• Marysville Borough is planning to improve traffic flow along the Local and Emergency Access Route by making Valley Street Extension a one-way street from the subway to PA 850 and making Lincoln Drive to the subway. PennDOT is partnering with the Borough by implementing pavement repair, line painting and other safety measures along the entire route in advance of the U.S. 11/15 closure.

• Installation of up to 7 speed display signs eastbound and westbound along U.S. 22/322 to help maintain the posted speed through the corridor.

• Installation of approximately 13 portable changeable message boards are to be used in conjunction with all regional PennDOT permanent overhead variable message boards along U.S. 22/322, U.S. 11/15, I-81 and elsewhere to notify motorists of project milestone dates and alert them of incidents or closures along the project detour route should they occur.

• Additionally, the Department has been meeting with Pennsylvania State Police representatives to ascertain ways to increase their presence along the U.S. 22/322 corridor to enforce the posted speed limit during the U.S. 11/15 closure.

SAFETY FIRST

MARYSVILLE SECTION WORK ZONE

PA 34/Sunnyside Drive roundabout completed in 2015 in anticipation of Marysville closure.

NEWSLETTER & ADDITIONAL PROJECT INFORMATION IS AVAILABLE ON THE PROJECT WEBSITE: http://penndot.gov/11-15_Marysville_RockSlopeProject