COLUMBIA-WRIGHTSVILLE BRIDGE REHABILITATION PROJECT

Veterans Memorial Bridge over the Susquehanna River

INCIDENT MANAGEMENT - PRE-CONSTRUCTION IMPROVEMENTS

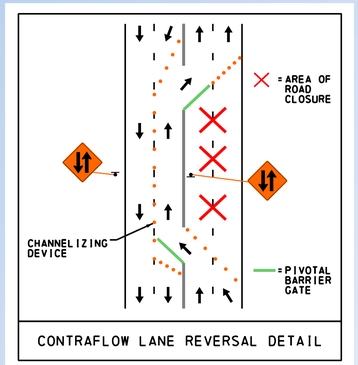
PROJECT INFORMATION:

The proposed traffic control plan for the Columbia-Wrightsville Bridge rehabilitation will require its closure during one construction stage for a significant amount of time (12-16 months).

- The primary detour for all vehicles will be the US 30 (Wrights Ferry) Bridge while access for bicycles/pedestrians will be maintained across the SR 462 bridge.
- An Incident Management Plan is under development that will recommend pre-construction improvements on US 30 to help minimize incidents from occurring while outlining techniques to reopen it should closure occur.
  - A contraflow technique to maintain traffic in the incident's direction is by crossing over on the east or west side of the US 30 bridge at a modified turnaround area and crossing back over once past the bridge at either a newly installed contraflow barrier or a second modified turnaround area (see Contraflow Lane Reversal Option plan).
  - Other traffic control measures, such as channelizing devices, portable changeable message signs, and signing will be in place to visually aid vehicular traffic during the incident and contraflow operations.

DURING AN INCIDENT:

- Should incidents occur causing closure of the US 30 primary detour route, techniques will be employed to expedite the reopening of US 30 as part of a Traffic Management Plan developed with Regional EMS stakeholders. Traffic will immediately be redirected to regional secondary detour routes using Susquehanna River crossings north and south of both the US 30 and SR 462 bridges.
- Agencies involved during an incident may include, but are not limited to First Responders, Law Enforcement, Fire/EMS, PennDOT, Municipalities, and Towing/Recovery.



DETERMINATION OF TRAFFIC INCIDENT LEVELS:

- Incident Commander arrives on-site and will asses the incident scene and determine the level of action required.
- Incident Commander will follow the Incident Management Plan to determine if additional actions are needed (e.g. HAZMAT, cleanup crews, towing services, or fatality investigation).
- Incident Commander will then direct EMS, Fire, Police, and other agencies to either maintain current incident procedures or implement a higher level of action.
  - It should be noted that before and during this determination, first responders may have already set-up traffic control measures or diverted traffic to secondary detour routes.

POTENTIAL SAFETY AND SPEED REDUCTION IMPROVEMENTS:

Several safety and speed reduction measures will be implemented along US 30 in advance and during the SR 0462 closure to reduce incident potential. Examples are:

- Radar Speed Display Signs – Install signs as studies show they are effective in reducing speeds up to 5 mph.
- Snowplowable Raised Pavement Markers (SRPM) and Delineation – Upgrade SRPMs, pavement delineation, and guide rail/barrier delineators.
- Wider Pavement Markings – Studies show installing 6" wide edge lines have reduced crashes up to 20 percent.
- Portable Changeable Message Signs – Install to aid in navigating incident site, detour routes, and for general information.
- Police – Provide additional police presence along US 30.

Delineators and SRPM's

PUBLIC COMMUNICATION:

- Public Communication prior to closure, during closure, and during incidents will occur, such as the use of media announcements, website updates, variable message signs, etc.
- The Public can sign up for incident alerts for US 30 and SR 0462 using the 511 PA system.

Additonal Police Presence

Portable Changeable Message Sign (PCMS)

Radar Speed Display

Contraflow Gate Option

pennsylvania DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation Federal Highway Administration

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