



COLUMBIA-WRIGHTSVILLE BRIDGE REHABILITATION PROJECT

VETERANS MEMORIAL BRIDGE OVER THE SUSQUEHANNA RIVER

INCIDENT MANAGEMENT AND SAFETY IMPROVEMENTS

INCIDENT MANAGEMENT PLAN:

- ▶ An Incident Management Plan (IMP) has been developed for US 30 when it is being used as a primary detour. Its objective is to coordinate regional and local emergency services response during an incident or closure on US 30 during the same timeframe as the PA 462 Columbia-Wrightsville Bridge closure.
- ▶ The IMP also identified pre-construction improvements to reduce incident potential and to manage an incident should one occur along US 30 between the Wrightsville and Columbia Interchanges before and during an incident along the designated US 30 primary detour route

PRE-CONSTRUCTION IMPROVEMENTS:

- ▶ Pre-Construction improvements are implemented along US 30 to help minimize incidents from occurring while the Columbia-Wrightsville Bridge is under construction
- ▶ Several safety and speed reduction measures have been completed along US 30 in preparation for the Columbia-Wrightsville Bridge closure
- ▶ US 30 Bridge was also rehabilitated in 2024 in anticipation of accommodating future PA 462 traffic to be detoured

DURING AN INCIDENT:

- ▶ Should incidents occur causing an Eastbound or Westbound closure of the US 30 primary detour route, techniques will be employed to expedite the reopening of US 30 as part of an Incident Management Plan developed with Regional EMS stakeholders. Traffic will immediately be redirected to regional secondary detour routes using a Susquehanna River crossing either north or south of both the US 30 and PA 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

SAFETY AND INCIDENT MANAGEMENT:

US 30 improvements already being installed include Radar Speed Display Signs, Wider Pavement Markings, Delineators and Markers, Portable Message Signs, and others.

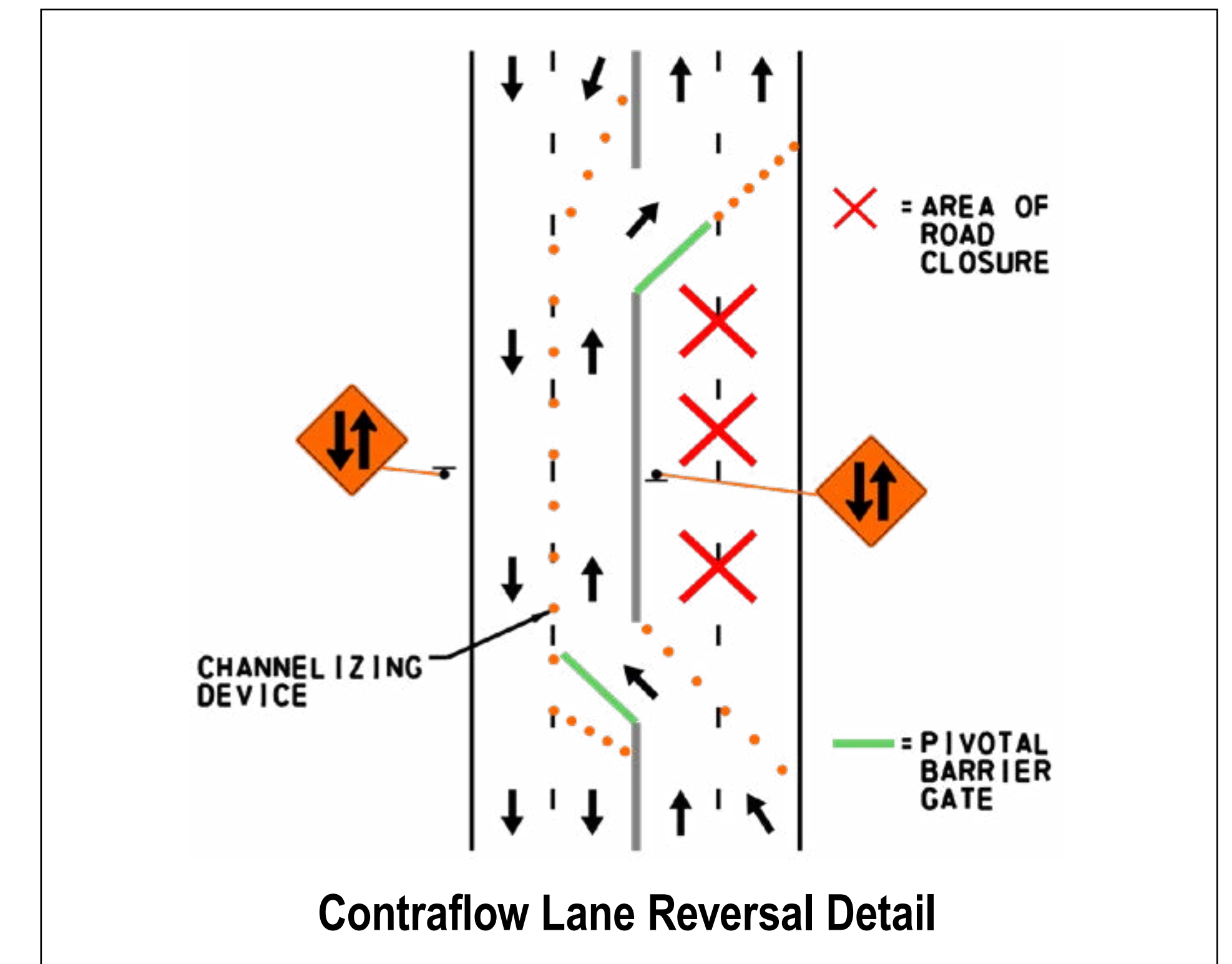
- ▶ A contraflow technique will be utilized at PennDOT's discretion to maintain traffic in the incident's direction. A Contraflow Gate was installed on the Lancaster County side while the maintenance crossover area was widened on the York County side to accommodate the contraflow technique.
- ▶ The contraflow operation may be used if an incident blocks two lanes of traffic in the same direction for an extended period of time whereby traffic, once directed, will use a crossover location to reach the non-incident side of the road, cross the bridge in a contraflow (bidirectional) manner, and use a second crossover location to return to the original side (see graphic at right)
- ▶ 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.

DETERMINATION OF TRAFFIC INCIDENT LEVELS:

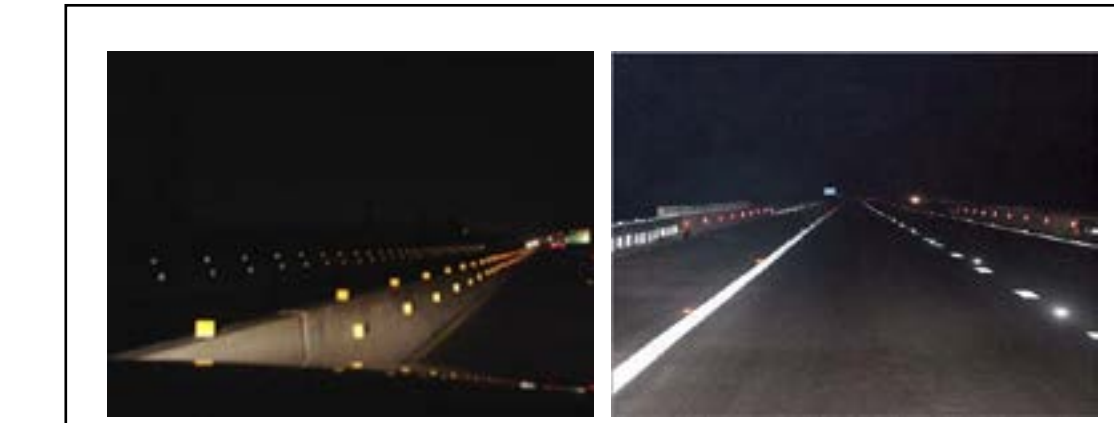
- ▶ Incident Commander arrives on-site and will assess the incident scene and determine the level of action required
- ▶ Incident Commander will follow the Incident Management Plan to determine if additional actions are needed (e.g. HAZMAT, cleanup crews, towing services, or fatality investigation)
- ▶ 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

PUBLIC COMMUNICATION:

- ▶ Public communication will occur prior to and during the PA 462 Bridge closure and during US 30 incidents, such as through the use of media announcements, website updates, variable message signs, etc
- ▶ The public can also sign up for incident alerts for US 30 and PA 462 using the 511 PA system



Portable Changeable Message Sign (PCMS)



Delineators and Markers



Radar Speed Display



Contraflow Gate