

**ORRS BRIDGE ROAD BRIDGE REPLACEMENT PROJECT
HAMPDEN TOWNSHIP
CUMBERLAND COUNTY, PENNSYLVANIA**

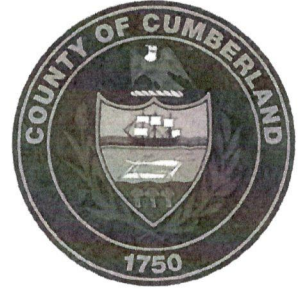
January 22, 2015

PROJECT INFORMATION SHEET

This proposed project involves the replacement of the existing, structurally deficient, and functionally obsolete Orrs Bridge over the Conodoguinet Creek in Hampden Township, Cumberland County. The bridge is located on Orrs Bridge Road, carrying approximately 7,000 vehicles daily. The existing structural deficiencies have resulted in posting the bridge to a weight limit of 21 tons. This constitutes a safety problem, as certain fire trucks and other emergency response vehicles are restricted from crossing the bridge and must use a detour route, thereby, extending the emergency response time. The bridge is a critical link for EMS response to Holy Spirit Hospital and West Shore Hospital.

More specifically, the safety and travel improvements include:

- Construction of a bridge that contains two full-width 12-foot lanes with 5-foot shoulders.
- A 7'-0" sidewalk will be provided on the downstream (East) side to provide a safe haven for pedestrian traffic.
- The proposed bridge will be a non-load restricted bridge (i.e., no load posting).
- The replacement of Orrs Bridge will improve emergency response time and eliminate structural deficiencies.
- The existing Orrs Bridge will be removed as part of this project.
- The new bridge will be constructed offline. Accordingly, long term traffic control consists of maintaining traffic on the existing bridge, while the new bridge is built. Once bridge construction is complete, a short term detour will be utilized while the roadway tie-in points are constructed. This short term detour will utilize Creekview Road, SR 1013 (Good Hope Road), and SR 1010 (Carlisle Pike). This detour length is approximately 3.8 miles. At times, traffic operations may be reduced to one-lane traffic for short term (24 hour) durations.



FREQUENTLY ASKED QUESTIONS
PUBLIC PLANS DISPLAY
ORRS BRIDGE ROAD BRIDGE REPLACEMENT PROJECT
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Q: Who is sponsoring this project?

A: Cumberland County is the bridge owner and local project sponsor.

Q. What is the funding for this project?

A. A funding share of 80% Federal, 15% State, and 5% County for all project costs.

Q: What will this project cost?

A: Approximately \$4.5 million for construction.

Q: Can the design presented at this meeting change?

A: The project is currently in the preliminary engineering phase. The plans displayed at this meeting show the major elements (i.e., proposed Orrs Bridge Road alignment, intersection configurations, and bridge location) of the design as they will be constructed. Some of the minor design elements (i.e., stormwater pipes and controls) may change as the final design is completed.

Q: When will this project be built?

A: As of now, the tentative construction schedule begins in the fall of 2016 and ends in the fall of 2017, but could be affected by contractor means and methods, adverse weather, or stream flows.

Q: How many properties will be impacted?

A: There are seven property impacts anticipated by this project.

Q. What are the plans for the existing bridge?

A. The existing bridge will be removed.

Q: Will the project affect any historical resources?

A: No.

Q: Will the project affect any other resources?

A: Yes:

- 1) The Conodoguinet Creek is a water trail. Proposed mitigation is staged construction to maintain waterway access for boaters at all times.
- 2) An evaluation for freshwater mussels in the project area will be performed during the survey season (Summer 2015). If present, the mussels will be translocated downstream of the work area prior to construction.

Q: Will the "Stone Stream" tributary be affected by the project?

A: Yes. The "Stone Stream" tributary will be permanently relocated just east of the new roadway alignment. The "Spring House" will remain intact.

Q: Will the "rock dam" located west of the existing bridge be affected by the project?

A: No.

Q: What will the posted speed of the roadway be after project completion?

A: The roadway will be posted for 35 mph speed limit with additional advisory signs.

Q: How will sight distances at the Stone Spring Lane, Prowell Drive, and Lamp Post Lane intersections be handled?

A: For the posted speed limit, the sight distances meet required criteria or are improved through mitigation such as selective tree or shrub removal, driveway reconstruction, or warning signs.

Q: Will the steep grade of Orrs Bridge Road be improved by this project?

A: No.

Q: How will traffic be maintained during construction?

A: ***Vehicular Traffic:*** The new bridge will be constructed offline. Accordingly, long term traffic control will consist of maintaining traffic on the existing bridge while the new bridge is built. Once bridge construction is complete, a short term detour will be utilized while the roadway tie-in points are constructed. This short term detour will utilize Creekview Road, SR 1013 (Good Hope Road), and SR 1010 (Carlisle Pike). This detour length is approximately 3.8 miles. Local access to Stone Spring Lane and Prowell Drive will be maintained at all times.

Pedestrian Traffic: Pedestrian access to the existing bridge and "Stone Spring" tributary will be closed during construction of the new bridge and associated roadway tie-ins. During reconstruction of Prowell Drive and removal of the existing bridge, pedestrian access on the new bridge and "Stone Spring" tributary will be permitted.

Q: Is this the only opportunity I get to voice my opinion?

A: No. Although this meeting will be the only open venue to which the public will be invited, the County's Engineer, Herbert, Rowland & Grubic, Inc. (HRG) can be contacted as noted below at any time throughout the design process.

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