

Project Fact Sheet



Project Description

The proposed project includes reconstruction and widening of I-83 from two lanes to three travel lanes in each direction, construction of additional auxiliary lanes and other improvements at the interchanges, overhead and mainline bridge replacements, and stormwater management.

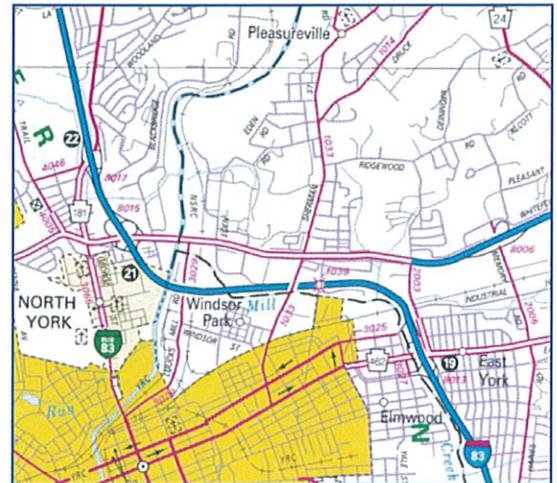
Project Location

The SR 0083 Section 070 (I-83 North York Widening) project includes approximately 5 miles of I-83 in central York County, which passes through four municipalities:

- Spring Garden Township
- Springettsbury Township
- North York Borough
- Manchester Township

Including three interchanges

- Exit 19 (Market Street)
- Exit 21 (US Route 30)
- Exit 22 (North George Street)



Through the project area, I-83 includes two through lanes in each direction divided by a median barrier with variable inside and outside shoulder widths. PennDOT originally constructed this section of I-83 in 1957 and 1958 and has maintained it with preservation and rehabilitation techniques.

Purpose and Need

The primary purpose of this project is to reconstruct this section of I-83 to achieve a more functional and modern roadway to meet current design criteria. The secondary purpose of this study is to improve future traffic flow, queuing and safety on I-83 and the interchanges.

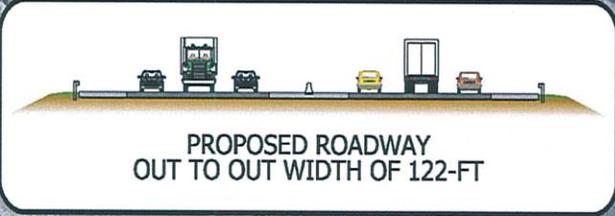
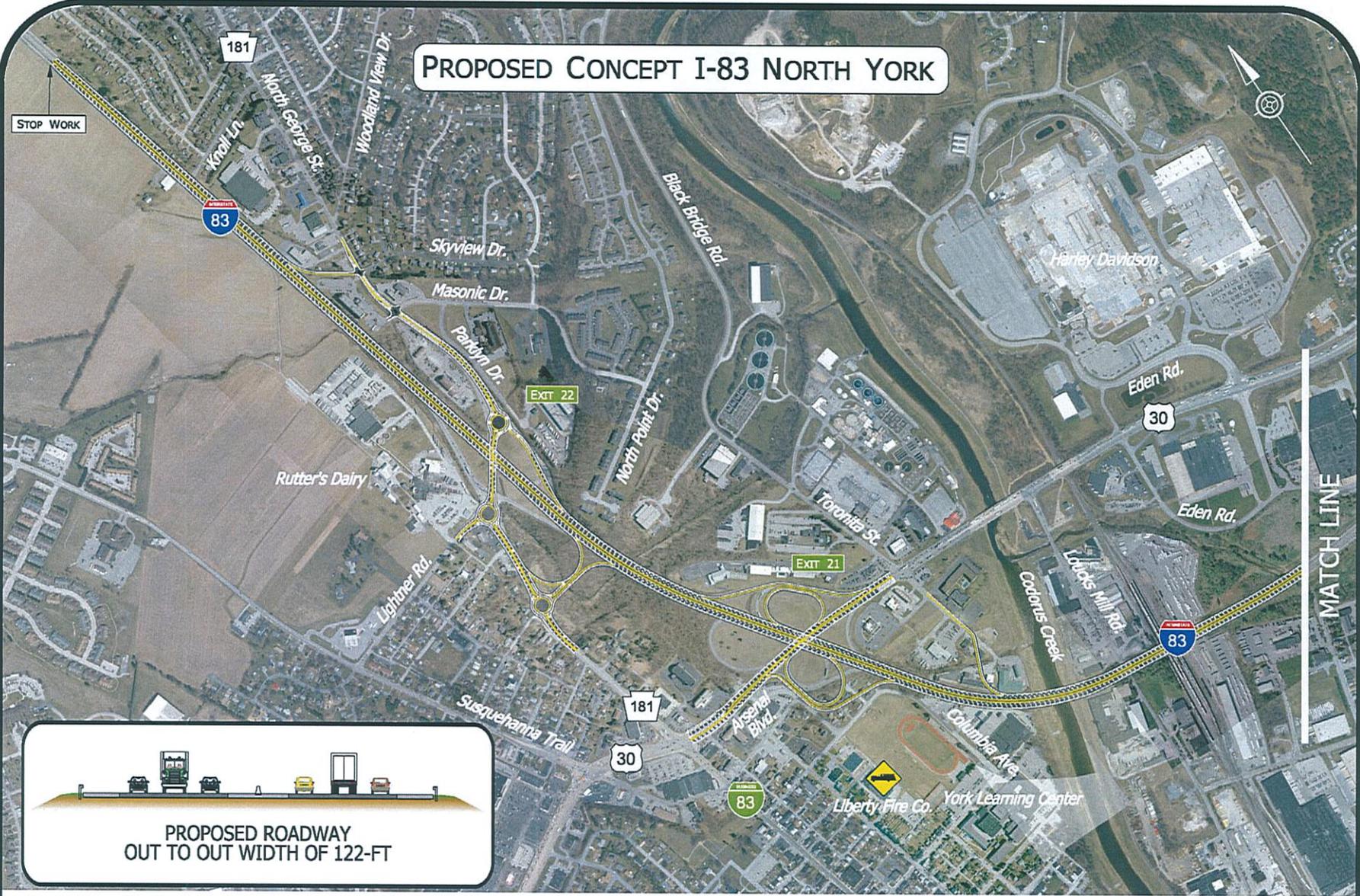
PennDOT identified five project needs:

1. Inadequate roadway and bridge design features
2. Functionally obsolete bridges
3. Poor traffic safety on I-83 corridor and the associated interchanges
4. High levels of traffic congestion, poor mobility and excessive queuing
5. Poor system linkage between I-83 and US Route 30

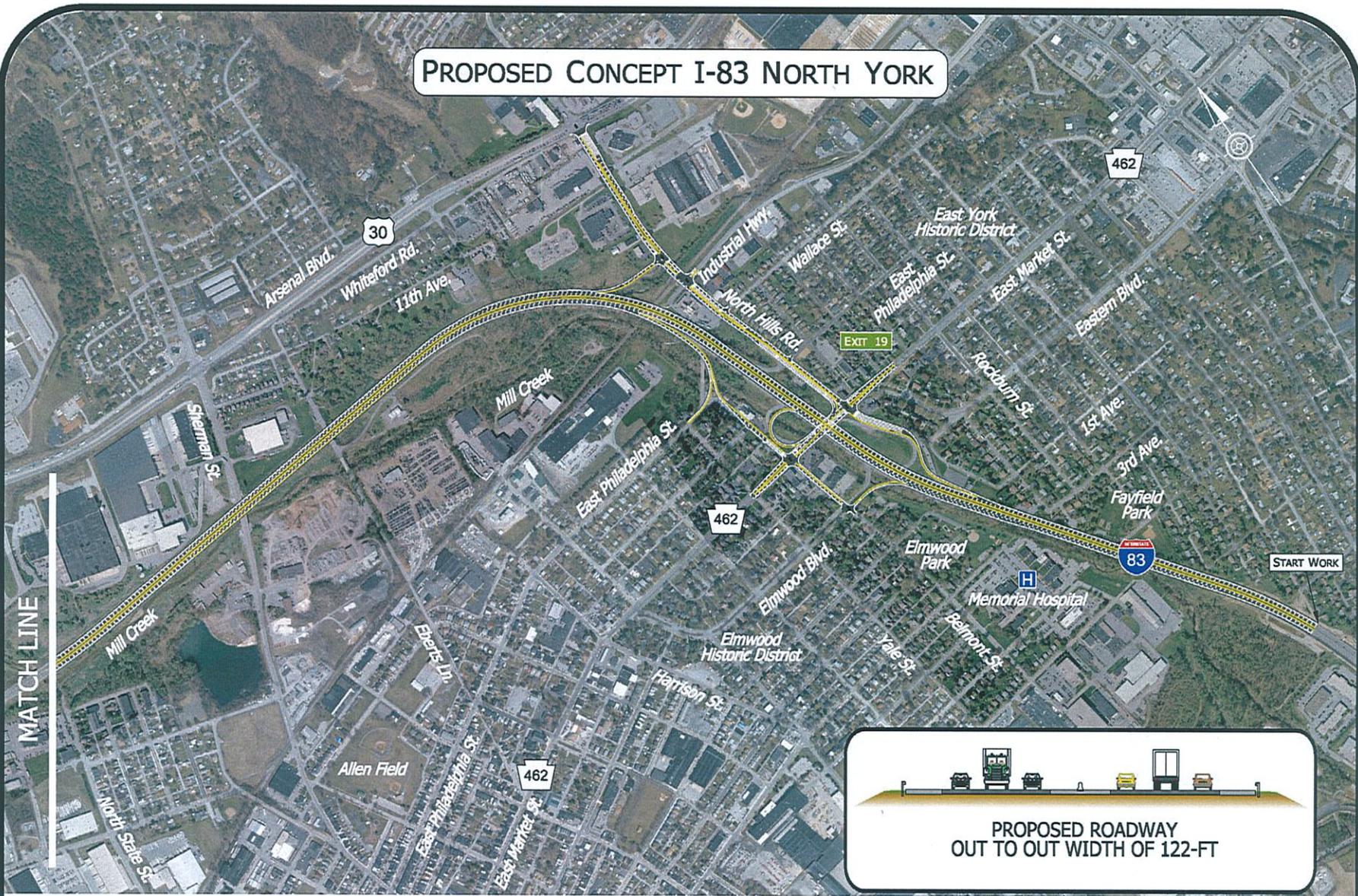
Additionally, two goals were identified for the project:

1. Improve the Mill Creek riparian area/floodway to reduce flooding of I-83 and PA 462. Currently I-83 is overtopped by the 50-year storm event in two locations, which causes the highway to be closed.
2. Improve or maximize the 2042 design year Level of Service (LOS) for I-83 to LOS D or better.

PROPOSED CONCEPT I-83 NORTH YORK



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PROPOSED ROADWAY
OUT TO OUT WIDTH OF 122-FT

Environmental Features

Natural Resources	Community Resources
Codorus and Mill Creeks	Residential Neighborhoods
Wetland Complexes	Historic Resources
100-year Floodplains	Bicycle/Pedestrian/Transit
Hazardous Waste Sites	Parks/Recreational Areas
Agricultural Lands	Noise

During the data collection phase, all of the above features were mapped and analyzed within the project limits. During the alternatives analysis phase, impacts to these features were evaluated for each concept and those impacts factored into the overall evaluation of all the alternatives.

Alternative Analysis

In addition to collecting data on environmental resources, the project team has also gathered a vast amount of traffic and engineering data along the corridor. This data was then used to develop multiple combinations of potential improvement concepts that included options for mainline widening/alignment adjustments and interchange modifications. All these concepts were evaluated during the alternatives analysis phase to determine their overall effectiveness. The preferred concept is the best balance between meeting the needs of the project and minimizing the impacts to natural and community resources surrounding Interstate 83.

Projected Schedule for Mainline/ Interchange Reconstruction

Preliminary Engineering/Environmental Clearance Complete: 2019

Final Design/ROW Acquisition (Multiple Projects): 2020–2024

Construction (Multiple Projects): 2021–2026

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