

I-83/PA581 BOTTLENECK (commonly referred to as the “York Split”)

PROJECT DESCRIPTION *(as of November 2009)*

The proposed interim improvement is centered around a new bridge carrying Lowther Street over I-83. The new bridge allows for 3 NB lanes on I-83; 2 lanes to I-83 NB & 1 lane to SR 15/581 WB. The new bridge maintains 2 lanes for I-83 in the SB direction along with an auxiliary lane separated by a barrier. This allows SR 581 EB to I-83 SB traffic to move through the interchange with access to and from Lowther St. Traffic enters I-83 via a weave section that extends to the New Cumberland off ramp.

The following is a summary of the key benefits and potential issues:

BENEFITS

-The reconfiguration of the York Split should eliminate the daily 2+ mile northbound morning peak back up through 2020. Without the improvement the average NB AM backup will likely exceed 4 miles by 2020.

The model showed that without the interim improvements, some time around 2017 the NB back up will begin to occur in the PM peak.

-It corrects the evening peak back up on the SR 581 EB ramp to I-83 SB which presently backs traffic onto SR581. This situation could be more problematic once the 3rd lane is completed on SR581 between SR 15 & I-83.

-Presently the accident rate on NB I-83 segments 396, 400, 404 & 410 (about 1.5 miles) is over 10 times the statewide rate for a divided expressway. Anecdotal evidence and RCRS indicates the non reportable rate of 2 times reportable and may be as high as 4 time the reportable rate. We did not put a dollar amount on the accidents.

-We took a look at the time delay savings through the improved interchange (Reeser’s Summit to the South Bridge). There are considerable savings of over \$226 million for the 10 years discounted to today’s dollars; nearly an 8:1 benefit/cost ratio.

-The project includes improvements to the 3rd/Lowther intersection. As a result of the inefficiencies of the existing intersection, traffic presently backs up on the Lemoyne SB off ramp and occasionally reaches the I-83 mainline. As traffic volumes grow over the next 10 years, this will become a regular occurrence. The proposed improvements remedy this back safety problem.

POTENTIAL ISSUES

-Closing the Highland Park on/off ramps. This may cause concern with access from the south to the neighborhood on the East side as they will need to use the New Cumberland exit.

-Potential 4(f) at a small park on the East side between New Cumberland & Brandt Ave. This should be temporary easement and therefore a programmatic 4f.

-We did check the down stream effects on I-83 mainline and found no adverse effects. We did not however check the ramp terminals at 2nd, 13th & 19th. These intersections will likely need adjustments/improvements.