

Location:	York Township, York County, District 8-0
Completion Date:	12.01.05
Construction Cost:	\$57,987,485
MPMS #:	21205
Contact Information:	Dave Slimak 717.787.5366 dslimak@state.pa.us
Themes:	Money counts

Project Overview: This project involves the reconstruction of 1.7 miles of mainline I-83, the reconstruction or construction and realignment of several exits, bridges, adjacent roadways, and maintenance and resurfacing throughout the project area. The purpose of this project is to address existing traffic deficiencies and safety concerns by providing long term improvements to accommodate all modes of transportation while preserving and enhancing the quality of life in the area.

Situated in a suburban setting, this project includes highway commercial and office/institutional uses, in addition to open land, agricultural uses, religious facilities, private recreational lands, and low to medium density suburban residential developments. The roadway, which links Harrisburg through York to Baltimore is a major commuter corridor that also serves local traffic.

The project team utilized a full range of public involvement strategies, including the formation of a Community Advisory Committee (CAC), two Project Design Centers, focus group sessions, neighborhood meetings and individual property owner meetings. During the public meetings, drive-thru rendering visualizations were used to illustrate the proposed concepts. The final design also incorporated various context sensitive design details such as aesthetic treatments of Leader Heights bridge, decorative fence and embossed white rose, extensive sound barriers with stone architectural treatments, and bicycle/pedestrian accommodations.

Lessons Learned: The public involvement and guidance from the CAC gave the project team a clearer understanding of the project area and the needs of the residents. Vigilant tracking of document review times and concurrent reviews helped achieve a tight project schedule.

The project maintained flexibility in design to accommodate the context and to make sure that the cost to value ratio of the project was optimized. It included two design exceptions, one related to grade requirement and another related to horizontal sight distance. A 4.84% was used instead of 4% because the required grade could not be achieved without major right-of-way and environmental impacts, including direct impacts to Lake Redman (a regional water supply), or alternatively by providing 2,000 feet of retaining walls. The additional costs would have been \$12.4 million for design and construction. On another instance, a sight distance provided was reduced to 520 feet instead of 625 ft. The 100-foot difference avoided the construction of an additional 8 feet on the bridge deck to accommodate a larger shoulder width, saving the project \$8.50 million.

interstate 83 leaders heights exit

