

CSS National Dialog 2 (October 2013) I-83 Master Plan - Fact Sheet

Cumberland and Dauphin Counties, Pennsylvania



The **I-83 Master Plan** is a transportation planning study for the section of I-83 from the I-81 junction in Dauphin County to the New Cumberland Interchange in Cumberland County, a distance of approximately 11 miles containing 12 interchanges. The purpose of the I-83 Master Plan is to provide the required background information for programming environmental/design studies and construction projects throughout this I-83 corridor. I-83 in the study area is an important link in the National Highway System and a vital component of local access in and around the greater Harrisburg metropolitan area.

The **I-83 Master Plan** process involved extensive coordination with the public. Special interest groups and the study area municipalities were solicited to obtain their comments throughout the course of the study. Two series of public meetings were held, at locations in both Dauphin and Cumberland Counties.

I-83 Master Plan Conclusions - Existing Conditions of the Roadway

The **I-83 Master Plan** included traffic studies, crash data analysis, and municipal coordination to illustrate and characterize the deficiencies of the existing system. Three basic corridor-wide needs categories were documented:

- ◆ The deteriorating pavement conditions of the existing facility

Most of the pavement in the I-83 study corridor is over 50 years old, has reached the end of its serviceable life, and the patches and overlays that are periodically applied will have less effectiveness and longevity as the base pavement continues to deteriorate.

- ◆ The high traffic volumes and congestion

The existing roadway configuration will not accommodate existing traffic volumes at some locations and will fail system-wide with future traffic volumes.

- ◆ The comparatively poor safety characteristics

The existing roadway system features design elements from 40 years ago which do not afford the safety characteristics of modern roadway design for high speed, high volume facilities. As a consequence, there are operational safety concerns with the existing mainline and interchange configurations.

I-83 Master Plan Conclusions - Transportation Solutions

The **I-83 Master Plan** explored a wide range of transportation solutions to improve the overall mobility on the I-83 corridor. Transportation Systems Management (TSM), Intelligent Transportation Systems (ITS), transit, and roadway improvements were considered. The results of this investigation were that:





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- ◆ TSM, transit and ITS strategies need to accompany any planned highway capacity increases

TSM and transit strategies have the potential to reduce peak hour volumes on the highway, and ITS initiatives can maximize the efficiency of the highway facility by redirecting traffic flow.

- ◆ The I-83 roadway corridor will need to be reconstructed

The I-83 mainline and ramps will require reconstruction for a number of reasons: first, to correct the problem of deteriorating pavement; second, to add capacity; and third, to apply current design criteria to the roadway geometry. The minimum operational requirements are: design to Interstate standards; 60 mph design speed on the mainline; and three through lanes in each direction between interchanges.

- ◆ The I-83 study corridor was divided into four project sections

Logical termini for individual highway projects were established based on the ability of each project section to be programmed, studied, and constructed. The 11-mile corridor was divided into four sections, three in Dauphin County and one in Cumberland County. Key environmental features were identified.

- ◆ Design concepts were developed

Finally, design concepts were developed for each of the four project sections, and one concept in each section was identified by PENNDOT as a baseline for the environmental impacts and cost (Summary of Concept Characteristics tables in Part V-B of this I-83 Master Plan). In general, the concepts involve the addition of lanes to provide increased capacity, the addition or reconfiguration of interchanges to meet current design criteria and to provide the required access, and the upgrade of local roads to improve access and egress to the Interstate highway.

In summary the I-83 Master Plan is a comprehensive tool to assist the local Metropolitan Planning Organization (MPO), (which is the Harrisburg Area Transportation Study (HATS)), and the Pennsylvania Department of Transportation (PENNDOT) in the planning and programming of future transportation projects on the I-83 corridor.

