

Route 15 Section 044

Blue & Gray Highway Reconstruction Project

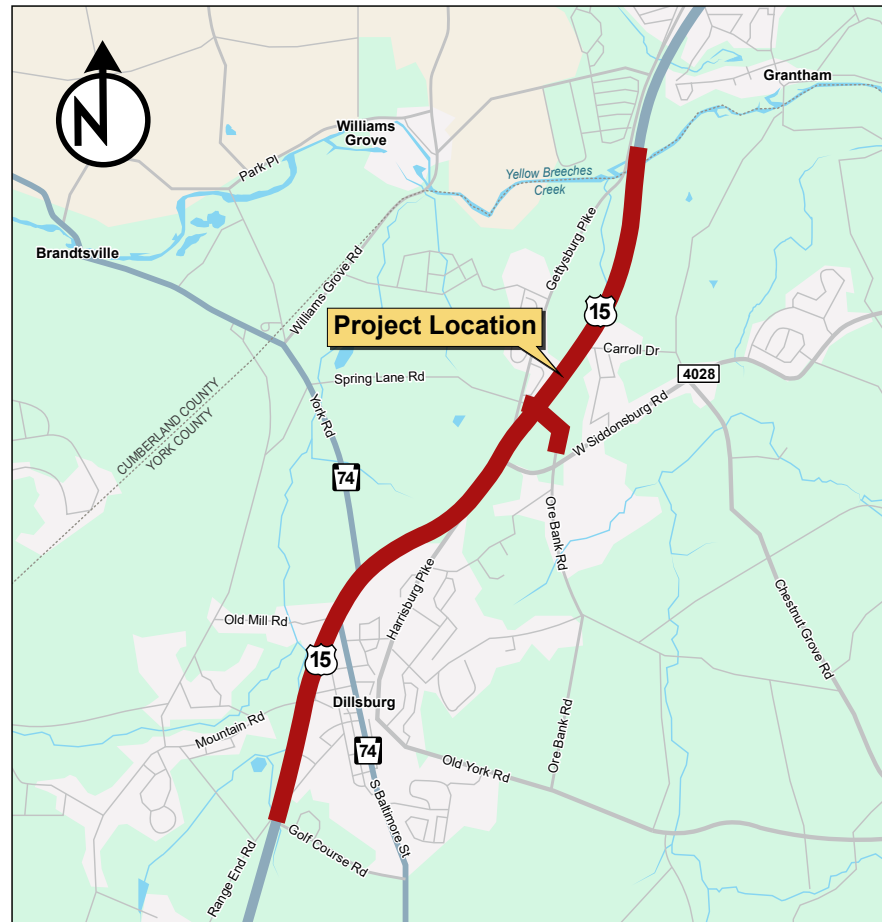
PROJECT INFORMATION

The Pennsylvania Department of Transportation is currently performing preliminary engineering and environmental studies for improvements along the Route 15 (Blue & Gray Highway) corridor. The project is four miles in length between the Range End Road/Golf Course Road intersection in Carroll Township, York County and continues north through Dillsburg Borough before crossing into Upper Allen Township, Cumberland County and ending north of the Glenn Bowers Memorial Bridge carrying Route 15 over the Yellow Breeches Creek.

Route 15 functions as an urban principal arterial consisting of four signalized intersections and providing access to and from the businesses within the corridor, while also transitioning to a limited access freeway at the northern end of the project. The roadway carries over 44,000 vehicles daily; 10% of the vehicles are trucks.

The purpose of this project is to implement improvements that address deterioration and deficiencies of the existing roadway system and meet current design criteria while improving pedestrian and vehicular safety throughout the project limits. The project needs are the following:

- Deteriorated pavement
- Aging existing drainage system including cross pipes and culverts
- Preservation improvements to the Glenn Bowers Memorial Bridge
- Congestion and mobility at select intersections throughout the corridor
- Access control to and from businesses along the corridor



The primary proposed improvement includes the full-depth reconstruction of existing Route 15 from the southern project limit north to approximately 600' south of the Glenn Bowers Memorial Bridge, with the remaining portion of existing roadway being milled and overlaid to the southern end of the bridge. The project also includes bridge preservation improvements of the existing Glenn Bowers Memorial Bridge. Turn lane lengths are being updated to provide adequate storage length, as well as the addition of a third right turn auxiliary lane throughout the majority of the project corridor south of the Ore Bank Road/Spring Lane Road intersection. Additional improvements include updates to existing drainage systems, stormwater facilities, guide rail, upgrade/replacement of existing traffic signals at the four signalized intersections, review of pedestrian accommodations at the four signalized intersections, and reduction of unrestricted access to businesses along the corridor.

SAFETY

Crashes within the project area between 2019 and 2023 were inventoried. The following is a summary of crashes reported:

- Annual crashes generally remained the same throughout the 5-year period, with slight decreases in crashes in 2021 and 2023
- 2022 had the highest number of crashes in the 5-year period with 41 total crashes
- Most crashes occurred in July (11%), August (13%) and November (11%)
- 6% of the crashes occurred during the AM peak period of 7 AM through 8 AM and 18% of the crashes occurred during the peak period of 4 PM through 6 PM
- 62% of the crashes occurred at intersections
- 1% of the crashes resulted in a fatality and 35% of the crashes resulted in personal injuries, with 2% resulting in suspected serious injury
- The four signalized intersections within the project area account for 45% of the crashes within the corridor

ENVIRONMENTAL

Route 15 lies within the gently rolling terrain of York and Cumberland Counties, which consists of rolling lowlands and shallow valleys separated by rounded, isolated low hills. Route 15 is a suburban commuter corridor that extends south of Camp Hill and serves commuters from northern York and Adams Counties to the Harrisburg Capital region. Land use along the corridor consists of a mix of residential, commercial, and agricultural development.

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Environmental studies have been conducted to evaluate the natural, cultural, and social resources within the corridor. Natural resources include wetlands and streams within the corridor. A total of forty-seven watercourses and seventeen wetlands were delineated. Impacts to these resources are anticipated to be minimal with limited widening along the corridor affecting wetland and culvert extensions along existing streams. Cultural resource investigations have identified several historic properties within the project area. They include the historic Dill's Tavern, the Philadelphia and Reading Railroad corridor, and the local Rosegarden Historic District. These resources, and others that are under evaluation, are being reviewed in accordance with Section 106 of the National Historic Preservation Act. Those resources listed on the National Register of Historic Places or that are eligible to be placed on this list, are protected under Section 4(f) of the U.S. Department of Transportation Act of 1966.

Project improvements will require earth disturbance, and a National Pollutant Discharge Elimination System (NPDES) Permit is anticipated. A waterway permit is also anticipated for impacts to streams and wetlands within the corridor.

UTILITIES

Aerial and underground utilities are present within the Route 15 project corridor. Utility relocations are anticipated throughout primarily south of the Ore Bank Road/Spring Lane Road intersection but will be minimized and avoided to the extent possible.

RIGHT-OF-WAY

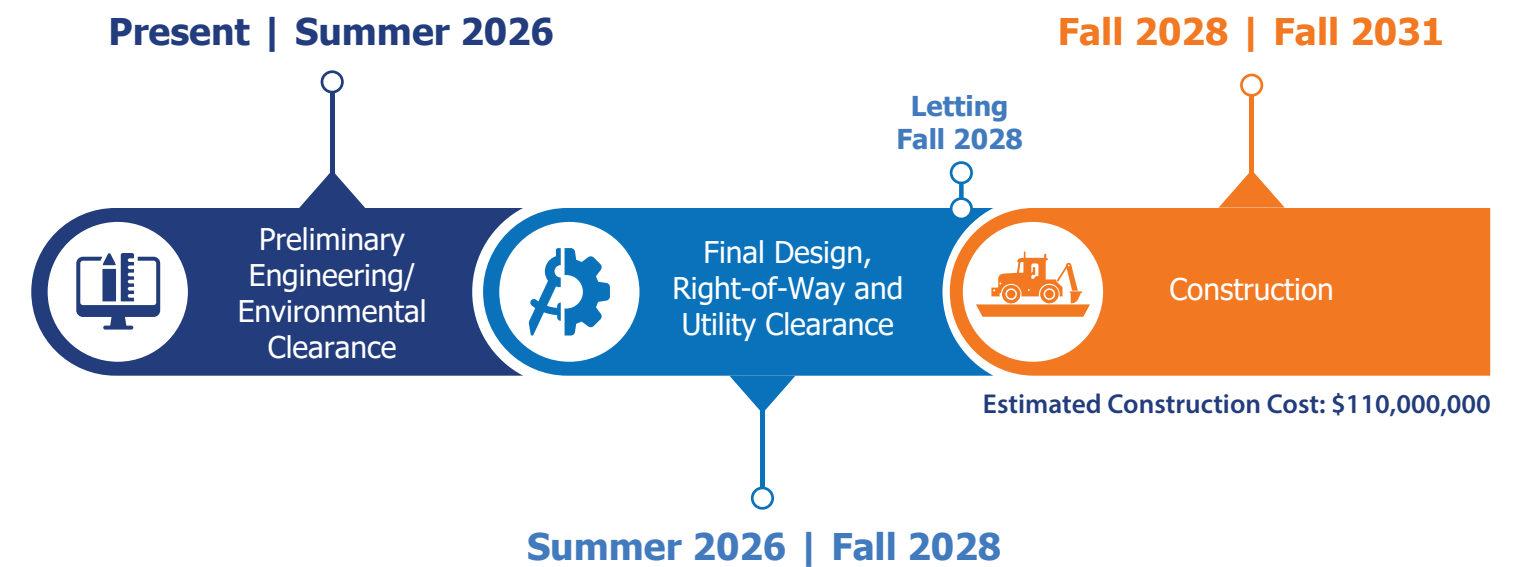
The proposed improvements along Route 15 will require right-of-way acquisitions to support roadway reconstruction, intersection upgrades, and culvert extension work. While most construction will occur within existing PennDOT right-of-way, small strips of permanent right of way may be required in addition to temporary construction easements to provide access for construction activities and staging. Larger acquisitions may be needed in areas of intersection improvements or for stormwater needs. All right-of-way needs will be coordinated with affected property owners, and efforts will be made to minimize impacts to private property.

MAINTENANCE AND PROTECTION OF TRAFFIC

Construction activities for the Route 15 (Blue & Gray Highway) Reconstruction project will be staged to minimize disruptions to traffic and maintain access for residents, businesses, and emergency services. Two eleven-foot lanes of Route 15 traffic are anticipated to be maintained in each direction during staged construction except during short-term, off-peak operations. Certain turn movements may possibly need to be detoured at various stages of construction. Business access will be maintained at all times during business hours. Coordination will be ongoing with local municipalities, businesses and emergency responders to ensure continued access and responsiveness throughout all construction phases.

SCHEDULE AND COST

Design is anticipated to continue through the Fall of 2028 with a contractor bid date in the Fall of 2028, subject to all approvals, environmental clearances and funding availability. Construction is anticipated to begin in the Fall of 2028 and continue through the Fall of 2031. The current project construction cost estimate is approximately \$110 million.



More information, including the displays and comment form, can be found by scanning the QR code below or visiting the **PennDOT website**, clicking **Projects Near You** listed on the left side of the page, then **District 8 Projects**, and choosing **Route 15 Reconstruction Project**.

QR Code

You can also reach out to the PennDOT Project Manager with questions or comments via the contact information below:

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