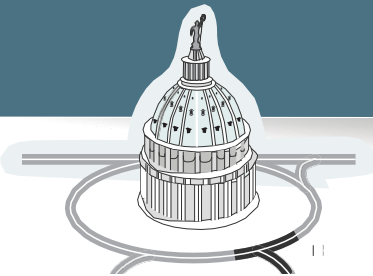




SR 0083 Section 094 Interstate 83 South Bridge Replacement Project Dauphin County

FINDING OF NO SIGNIFICANT IMPACT

February 2024



HARRISBURG

I-83 CAPITAL BELTWAY
SR 0083, SECTION 094
DAUPHIN COUNTY, PA

Prepared by:
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Cooperating Agencies:
U.S. Army Corps of Engineers
U.S. Environmental Protection Agency

**U.S. Department of Transportation
Federal Highway Administration**

Finding of No Significant Impact

SR 0083, Section 094

I-83 South Bridge Replacement Project

Dauphin County

February 20, 2024

Why is the Federal Highway Administration Publishing This Finding of No Significant Impact (FONSI)?

Under the Council on Environmental Quality regulations (40 CFR 1501.6), the agency shall make the FONSI available for public review.

FONSI

The Federal Highway Administration (FHWA) has determined that the I-83 South Bridge Replacement Project will have no significant impact on the human or natural environment. This determination has been made based on the I-83 South Bridge Project Environmental Assessment (EA) (October 2023) and its supporting technical reports and material, as listed in this Finding of No Significant Impact (FONSI); the review of comments received during the EA availability period and responses to those comments (**Attachment A**); and the mitigation commitments included in the EA and summarized in this FONSI.

2/20/2024

Date



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Jennifer M. Crobak, Director of Planning, Environment, and Finance
Federal Highway Administration, Pennsylvania Division

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Purpose and Need

Purpose

The existing I-83 corridor was designed and constructed more than 50 years ago. Consequently, many of the design elements, including the number of lanes, ramp radii, weave distances, and lengths of acceleration/deceleration lanes, were structured for conditions, including lower traffic volumes and speeds, that no longer exist today. Additionally, the physical condition of the pavement and structures has deteriorated over time and needs to be addressed to maintain roadway functionality. The purpose of the project is to improve traffic flow and safety on I-83 across the South Bridge and associated interchanges on the east and west shores.

Need

The project team reviewed and analyzed the needs presented in the *I-83 Master Plan* using updated data to confirm present-day applicability for the study area. Supporting data is presented in the EA and in the technical support documents referenced at the beginning of Chapter 1 of the EA.

Project Need 1

The existing John Harris Memorial Bridge (I-83 South Bridge) consists of a fracture-critical two-girder superstructure that is approaching the end of its fatigue life. Similarly, the viaduct bridge on the east shore (East Shore Viaduct), which spans the Norfolk Southern Railroad, Amtrak, Cameron Street (SR 230), and Paxton Creek, is also approaching the end of its serviceable life. Inspections and maintenance of the bridge will continue to increase in frequency and magnitude, creating substantial and unpredictable impacts on traffic movement in the Harrisburg area with more frequent lane closures and potentially a permanent closure of the bridge. The cost to continually inspect for and mitigate new fatigue cracks is substantial.

It should be noted that the South Bridge currently has poor ratings overall and for superstructure condition. The bridge is being inspected at a six-month interval, with repairs that require shutting down all or part of the bridge occurring with increasing frequency. As a result of its current condition, superloads and permit loads are not permitted on the bridge.

Project Need 2

The existing pavement for the majority of the project corridor is over 50 years old (specifically I-83) and has reached the end of its serviceable life span.

The original pavement dates to the 1960s. As such, standard milling and paving is no longer sufficient, and total reconstruction is warranted.

Project Need 3

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

Traffic analyses showed that travel speeds will decrease, and travel times will increase substantially by the year 2050 if nothing is done in the South Bridge project area.

Project Need 4

The existing roadway system features design elements from 50 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.

Notable findings of the crash analysis conducted for the project area are:

- Crashes that occur on the I-83 mainline are concentrated at the interchanges in both northbound and southbound directions.
- Crash data revealed that the I-83 mainline experiences crash rates greater than 50 percent above the statewide average.
- The Front Street/2nd Street interchange has a crash rate greater than 50 percent above the statewide average.

Project Need 5

The existing regional and local roadway network on the west shore impedes mobility for pedestrians and bicyclists to safely access adjacent communities, businesses, and places of employment within the project corridor severed by the railroad and I-83.

On the west shore, SR 2035 (Bridge Street/S. 3rd Street), which has narrow shoulders and is part of Statewide Bike Route J, is currently the only north-south crossing over I-83 and the Norfolk Southern railroad that divides the Lemoyne and New Cumberland communities.

Selected Alternative

The proposed I-83 South Bridge Project extends from just east of the I-83/PA 581 interchange on the west shore of the Susquehanna River to the I-83/Cameron Street interchange on the east shore of the Susquehanna River. The I-83 South Bridge Project would consist of:

1. Replacing the existing South Bridge with a wider bridge, widened to the south;
2. Reconfiguring the Lemoyne interchange on the west shore, including replacing the S. 3rd Street Bridge over I-83 and the Norfolk Southern Railroad with a wider and longer structure; and
3. Replacing the viaduct (bridge) from the Susquehanna River to Cameron Street and reconstructing the Front Street/2nd Street interchange on the east shore.

The proposed I-83 South Bridge Project would connect into the proposed widening and reconfiguration of I-83 associated with the East Shore Section 3 (ESS3) Project, which extends east from Cameron Street to the Eisenhower interchange.

South Bridge Replacement. Presently, the dual, two-girder South Bridge carries four northbound and three southbound lanes and is 52 feet wide in each direction. Based on traffic analysis completed in the corridor, the proposed future South Bridge would need five lanes in each direction, with full inside and outside shoulders, to accommodate traffic forecasts, meet design criteria, and improve safety. The proposed 5-lane per direction alternative is forecast to operate at level of service (LOS) D in 2050. The two outer northbound lanes would turn into two exit lanes for 2nd Street, while one outer southbound lane would turn into an exit lane for Lemoyne.

In examining the best means of replacing the South Bridge, several constraints were considered. The proximity of the Dock Street Dam immediately north of the South Bridge was a major factor in deciding to replace the northbound lanes south of the existing bridge to avoid affecting the dam. The historic Shipoke neighborhood, the Front Street Sewage Pumping Station, and the Lemoyne Wastewater Treatment Plant also contributed to this decision, as did the ability to maintain traffic during construction. A new structure for the new northbound lanes will be built downstream of the existing bridge so that traffic can be

maintained on the existing bridge during construction, then moved to the new northbound structure while the existing bridge is demolished and the new southbound lanes are built in its place.

In developing the design for the South Bridge project, consideration was given to including bicycle and pedestrian accommodations on the South Bridge structure; however, due to several factors such as traffic volumes and speeds, high percentage of truck traffic, location and travel distances, construction and maintenance costs, and close proximity of the Market Street Bridge upstream of the South Bridge providing a more suitable crossing for pedestrians and bicyclists, it was determined that including bicycle/pedestrian accommodations on the I-83 bridge would not represent a reasonable expenditure of public funds. It should be noted that investment is being made to widen the S. 3rd Street Bridge in Lemoyne to accommodate bicycle and pedestrian facilities as part of the South Bridge project, and investment is being made in improvements to the Lemoyne bottleneck and the existing bicycle/pedestrian facilities on the Market Street Bridge as part of separate independent transportation projects. In addition, Lemoyne Borough is pursuing a streetscape project along S. 3rd Street from Market Street to Herman Ave. S. 3rd Street and Market Street are part of designated Bike Route J in the Harrisburg region. Additional details regarding the assessment of bicycle/pedestrian accommodations on the South Bridge are included in the *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge* (October 2023).

East Shore Viaduct Replacement. The East Shore Viaduct was built in 1960 and widened in 1982. It is 1,930 feet long, 132 feet wide, and is composed of 21 spans built from steel I-beams. Currently, the viaduct carries three through lanes of I-83 traffic northbound and three through lanes southbound, bridging over the Norfolk Southern and Amtrak rail lines, Cameron Street (SR-230), Paxton Creek, and Front Street. One additional outside auxiliary lane in each direction on the viaduct facilitates merging on and off the I-83 mainline between ramps for the Front Street/2nd Street interchange and the Cameron Street interchange. The viaduct is part of the Front Street/2nd Street interchange.

The viaduct would be replaced with a 214-foot-wide bridge that accommodates three mainline through lanes, a two-lane Collector-Distributor (CD) road, and an auxiliary merge lane between interchanges in each direction (northbound and southbound). The CD Road, separated by a concrete median barrier from mainline through traffic, would provide access for local traffic to the Front Street/2nd Street Interchange and Cameron Street Interchange. The CD Road would continue to extend outside of the Project limits and provide local access to the 17th Street and 19th Street interchange. The proposed project would widen the mainline alignment along the southern right-of-way limits to align with the southern expansion of the South Bridge. The existing northern right-of-way limits would not change.

Lemoyne Interchange and S. 3rd Street Bridge. Due to the widening of the South Bridge over the Susquehanna River, modifications to the I-83 Lemoyne interchange west of the river (west shore) would be needed. The proposed ramp configurations to accommodate widening I-83 to the south include:

- Replacing the S. 3rd Street Bridge over I-83 and Norfolk Southern Railroad, since the existing bridge is not long enough to accommodate the widening of I-83 underneath it
- Relocating the terminus of the I-83 southbound Lemoyne (Exit 41B) exit ramp from its current location at the S. 3rd/Lowther Street intersection to a new location on S. 3rd Street, north of the I-83 mainline (crossing over the Norfolk Southern Railroad)
- Relocating the I-83 northbound entrance ramp to the existing signalized Lowther Street/Maple Street intersection (same location the ramp was in prior to the interim 2013 improvements)
- Realigning Lowther Street east of S. 3rd Street (Bridge Street)

The project design team developed the reconfiguration of the Lemoyne interchange to maintain access to the Lemoyne community while minimizing impacts to residences, businesses, recreational areas, and other environmental features in the project area.

The existing S. 3rd Street Bridge includes one northbound travel lane, two southbound travel lanes, narrow shoulders, and a separated sidewalk on the western side. Bicyclists must either travel on the roadway or share the separated sidewalk with pedestrians. The S. 3rd Street Bridge provides a pedestrian and bicycle connection between the neighborhoods on either side of the Norfolk Southern Railroad and I-83. The next nearest pedestrian and bicycle crossing of I-83 is the S. 10th Street underpass, approximately 0.7 mile southwest of the S. 3rd Street Bridge. The main route of Pennsylvania Bike Route J crosses the S. 3rd Street Bridge. The proposed S. 3rd Street Bridge would include two northbound and two southbound travel lanes, and 5-foot shoulders and 5-foot sidewalks on both sides of the new bridge, improving connectivity between neighborhoods and safety on Bike Route J for pedestrians and bicyclists.

Front Street/2nd Street Interchange. The existing one lane, northbound off-ramp to 2nd Street would be shifted to the south and reconstructed as a new two-lane ramp. The remaining northbound and southbound ramps would also be reconstructed but will remain one lane.

Environmental Effects of the Selected Alternative

Table 1 summarizes the environmental effects of the Selected Alternative.

Table 1. Impact Summary

Resource Topic	Selected Alternative Effects
Surface Water Resources	<ul style="list-style-type: none"> • Temporary fill in the river 4.02 acres from west shore temporary access road • Temporary construction bridges (4 separate bridges); each of the 4 bridges will impact approximately 3.22 acres of deck/0.02 acre for support piers • South Bridge deck 14.33 acres/1.77 acres of piers; Paxton Creek bridge deck 0.12 acre/no piers • South Bridge would shade 0.58 acre of submerged aquatic vegetation (SAV) and impact 0.1 acre for pier placement • During construction, 0.66 acre of SAV would be impacted • Proposed South Bridge would shade 14.33 acres of river; Paxton Creek bridge would shade 0.12 acre of creek • Note: Susquehanna River is not “navigable” through the project area due to the Dock Street Dam immediately upstream of the bridge; however, because of construction activities in the area PennDOT worked with the City to update an ATON plan for the area which the City will maintain post-construction
Wetlands	<ul style="list-style-type: none"> • 0.31 acre of temporary wetland island impact due to construction bridges • 0.03 acre permanent impact for bridge pier on island wetland • 0.41 acre of vegetation cutting on island wetland (includes area of temporary wetland impact due to construction bridge) • Proposed bridge would shade 0.22 acre of island wetland
Floodplains	<ul style="list-style-type: none"> • Slight decrease in permanent flood hazards • Temporary impact during construction would not affect additional structures based on modeling

Resource Topic	Selected Alternative Effects
Wildlife and Habitat	<ul style="list-style-type: none"> • Construction could result in temporary impacts on SAV and fish species inhabiting the river • As discussed above, there would be impacts to the island wetland and some fill along the western shoreline as part of the temporary construction access to build the South Bridge
Invasive Species	<ul style="list-style-type: none"> • Construction equipment could spread invasive species
Threatened and Endangered Species	<ul style="list-style-type: none"> • Northern long-eared bat spring staging/fall swarming habitat
Transit Systems, vehicular and commercial traffic	<ul style="list-style-type: none"> • Congestion and safety problems remedied, benefitting local and long distance travelers, as well as, transit routes using the proposed South Bridge and S. 3rd Street Bridge • During construction, short delays or detours may be necessary
Pedestrian and Bicycle Travel	<ul style="list-style-type: none"> • Replacement of the S. 3rd Street Bridge would provide improved bicycle and pedestrian facilities • During construction, short delays or detours may be necessary • During construction the Capital Area Greenbelt (Greenbelt) Trail would be relocated around the construction staging area; trail continuity would be maintained in this way throughout construction
Land Use and Community Cohesion	<ul style="list-style-type: none"> • Consistent with adopted plans • Replacement of the S. 3rd Street Bridge would provide improved neighborhood connections
Relocations and Displacements	<ul style="list-style-type: none"> • Approximately 22 parcels would require a temporary construction easement or aerial easement <ul style="list-style-type: none"> ○ One business is affected by temporary construction easements needed for construction of the viaduct on the east shore (business may be able to continue operations during construction) • 13 partial (but permanent) acquisitions anticipated: <ul style="list-style-type: none"> ○ One business is affected by the southbound off ramp of the Lemoyne Interchange, including demolition of structures (business may continue operation on its remaining property) ○ Requires construction staging in an area currently occupied by a homeless encampment • 1 total acquisition of an undeveloped parcel; no structures on this parcel
Local and Regional Economy	<ul style="list-style-type: none"> • Minor tax revenue loss • Construction spending would result in a temporary increase in regional economic activity
Community Facilities and Services	<ul style="list-style-type: none"> • No direct adverse effects to emergency services providers, school districts, or recreational facilities • In Lemoyne, short-term impacts to school bus routes may occur as occasional detours or lane restrictions may be needed during the replacement of the S. 3rd Street Bridge and re-alignment of Lowther Street. • Reduced congestion would benefit emergency services providers • During construction the Capital Area Greenbelt (Greenbelt) Trail would be relocated around the construction staging area; trail continuity would be maintained in this way throughout construction • Loss of nine trees identified as having a memorial plaque associated with their planting along Capital Area Greenbelt (Greenbelt).

direction on the northbound structure; however, there would be stages when traffic may be restricted to two lanes in one or both directions. A minimum of two lanes in each direction would be open at any given time. Once the new southbound lanes are complete, the new South Bridge would be finished. At this time, traffic would be redistributed to their appropriate lanes on the northbound and southbound structures.

To support the construction of the South Bridge, a number of temporary construction bridges are anticipated to be built¹. Much of the replacement South Bridge is anticipated to be constructed (and the old bridge removed) from temporary construction bridges that would be built along each section of the permanent bridge being erected. The temporary construction bridges are anticipated to be constructed of beams and decking that are supported by caissons or piles. Four separate temporary construction bridges are proposed. Each temporary bridge would be approximately half the width of the river—two for construction of the northbound lanes and two for construction of the southbound lanes. It is anticipated that only one of the four temporary construction bridges would be in place at a given time. The temporary construction bridges and piers would be removed upon the project's completion.

The construction staging area for the west shore would be west of the railroad corridor in a vacant upland area. To construct and access the temporary construction bridges from the west shore, a 50- to 75-foot-wide access road is proposed to be built along the west shore, traversing south approximately 1,400 feet, approximately 400 feet of which is in the river. Due to limited space and the railroad tracks running along the west shore of the river, a riprapped earthen work area of approximately 200,000 square feet is proposed in the river for construction vehicles to complete turning movements to access the temporary construction bridges and for constructing the first two permanent piers in the river on the west shore for the new South Bridge. The riprapped work area would extend up to 315 feet into the river at its widest point. Construction equipment would cross the Norfolk Southern tracks to get to the temporary access road from the eastern end of relocated Lowther Street. To facilitate construction, a gated and signalized railroad crossing would be installed, which would eliminate the need for a railroad flagger. The temporary access road and causeway platform would be removed upon the project's completion, and the riverbank would be restored and revegetated with native plantings.

Access to construct the temporary construction bridges from the east shore would be less complicated than that described for the west shore. There are better roadway access options, and the grade from the riverbank to the river is comparatively flat and does not involve a railroad crossing. On the east shore, there is sufficient space for construction staging that access to the work bridges can be accomplished without adding fill material in the river. Where the riverbank is disturbed, it would be restored and revegetated with native plantings.

Lemoyne Interchange. For the Lemoyne interchange, effects on traffic during construction would also be minimized. The S. 3rd Street Bridge would be constructed off-line to the east of the existing structure so that traffic can be maintained on the existing bridge during construction. Similarly, the new southbound off-ramp into Lemoyne (Ramp X) would be largely constructed while traffic is maintained on the existing ramp. Short-term detours would be required to tie the new bridge and new ramp into the existing roadway network. Lowther Street would remain open to traffic throughout construction. Much of the eastern

¹ Because the project would be procured through a design-build method, the selected contractor team could suggest a different construction method. The impacts described in the EA are based on the preliminary design and anticipated construction methods. If final design results in a different bridge or construction approach, environmental impacts would need to be re-evaluated.

relocation of Lowther Street can be built off-line while traffic is maintained on existing Lowther Street.

East Shore Viaduct and Front Street/2nd Street Interchange. The viaduct structure would be built in a similar phasing sequence as the South Bridge, with the northbound lanes being built first while maintaining traffic on the existing viaduct. Traffic would then be shifted to the northbound lanes, and the existing viaduct torn down. Finally, the southbound structure would be constructed where the existing viaduct is located. Once complete, southbound traffic would be redistributed onto the newly constructed southbound structure.

Cost Estimate. PennDOT has identified a preliminary cost range between \$1.2 billion to \$1.5 billion for the I-83 South Bridge Project, including reconstruction of the Lemoyne and Front Street/2nd Street interchanges and the viaduct from the river to Cameron Street.

Other Alternatives Considered

The 2019 *River Bridges Master Plan*'s analysis of the South Bridge indicated the bridge is approaching the end of its serviceable lifespan. As a result of this study, PennDOT initiated studies of potential South Bridge alternatives. The *I-83 South Bridge, Technical Memo for the Dismissal of Rehabilitation Alternative* (February 2021) was prepared to summarize the alternatives that were investigated and discuss whether each alternative would meet the project's purpose and needs. South Bridge alternatives investigated included the build alternative and two rehabilitation alternatives. Due to the constraints in the project area, only one build alternative was found to be reasonable; it was developed to avoid and/or minimize effects on a variety of resources, including urban development on both shores, the Dock Street Dam just to the north of the proposed alignment, and traffic impacts during construction. Also, in 2019, an analysis was conducted to evaluate potential alternatives for reconstructing the viaduct from the river to Cameron Street, including reconstruction of the Front Street/2nd Street interchange.

The alternatives considered and reasons for not carrying some forward are discussed below.

No-Build Alternative. Under the no-build alternative, increasing the frequency of inspections and maintenance would be needed, such as improvements to the existing failing pavement. This alternative would fail to address other project needs, such as fixing critical elements of the bridge, accommodating future traffic volumes, and addressing the identified bridge and roadway deficiencies. The South Bridge and East Shore Viaduct are nearing the end of their useful life. Without replacement or full rehabilitation, these bridge structures will need more frequent maintenance and repairs. However, such maintenance can only extend the service life of these bridges for so long before they are at risk of failure. If the bridge required freight restrictions or failed, alternate routes would need to be used. This would lead to increased traffic volumes on local roads, increased congestion in the greater Harrisburg area, and longer travel times. In turn, the increased volumes can lead to increased conflicts between motorists, residents, pedestrians, and bicyclists along the detour routes. As a critical link in the regional and national highway network for vehicle and freight travel, allowing the deterioration of these bridges to reach that level is not reasonable; therefore, due to the project needs, the no-build alternative would not be a reasonable alternative.

South Bridge Rehabilitation Alternatives. Two rehabilitation strategies were considered under the rehabilitation alternative: (1) major substructure modification to support a superstructure replacement and (2) in-place rehabilitation of the existing structure. The rehabilitation alternative would only meet three of the five project needs. Project Needs 3 and 4 would not be met since no capacity would be added to the bridge, and the rehabilitation would not update the facility to current design standards. Project Needs 1, 2,

and 5 could be met with the rehabilitation alternative.

The cost of rehabilitating the South Bridge was estimated to be higher than full replacement with a substantially shorter life extension (40 years for rehabilitation vs. 120 years for replacement). Additionally, the rehabilitation alternative would have substantial, multi-year traffic impacts during construction, with narrowed lanes and lane closures. In contrast, the replacement bridge would be constructed by maintaining traffic on the existing bridge while the new northbound lanes are built, transferring traffic to the new structure, then demolishing the existing structure and building the new southbound lanes in its place. This would minimize disruption of traffic flow throughout the construction process. Because the rehabilitation alternative would not meet all project needs, would result in substantial, multi-year traffic impacts, and would require a substantial investment for limited life extension of the bridge, it was dismissed from further consideration.

East Shore Alternatives Considered. The engineering analysis for the east shore is summarized in the *I-83 Section 3 Reconstruction Alternatives Analysis Report* (PennDOT 2019). That analysis considered potential improvements that could address the roadway deficiencies, operational issues, and safety issues identified in the purpose and need.

At the Front Street/2nd Street interchange, three options were investigated:

1. A new semi-direct alignment for the northbound off-ramp while maintaining the other existing ramp movements as is;
2. A trumpet interchange to realign the northbound on and off ramps and maintain the existing southbound on and off-ramp movements as is; and
3. Use/retain all existing ramp movements.

Option 1 was retained because it provided sight distance and shoulder widths that avoided design exceptions. Option 2 was eliminated because it increased the required right-of-way needed without improving the design speed of the northbound on and off ramps. Option 3 was eliminated due to the need to eliminate the limiting clearances under existing I-83 and the sight distance and shoulder width design exceptions that would be required to satisfy traffic volumes.

In addition to the interchange, potential alignments were considered for mainline I-83 (viaduct), local streets, and ramp connections. Widening the viaduct to the north or south was considered, but the widening would have to tie into the South Bridge. Widening to the north could affect the Dock Street Dam and Harrisburg City's Front Street Sewage Pumping Station, so widening to the south was determined preferable. Widening would be limited to the area immediately to the south to avoid the need for acquisition of right-of-way or aerial easements from Amtrak. For these reasons, the viaduct was proposed to stay on its current alignment with widening to the south to tie in with the South Bridge.

Section 4(f) De Minimis Finding

The Harrisburg City Parks 7 Parkway Plan/Capital Area Greenbelt is both a Section 4(f) public park/recreation area and a Section 4(f) historic property. The proposed project would not adversely affect the activities, features, or attributes of the Greenbelt as a public park/recreational resource or as an eligible historic property. Opportunities for public comment were provided as part of the NEPA and Section 106 processes. The State Historic Preservation Office (SHPO) has concurred with the No Adverse Effect finding in accordance with Section 106 of the National Historic Preservation Act, and the City of Harrisburg

has agreed in writing that the City Parks 7 Parkway Plan/Capital Area Greenbelt would not be adversely affected by the South Bridge Project. In coordination with these officials with jurisdiction, FHWA has determined that the proposed project constitutes a *de minimis* use of the Harrisburg City Parks 7 Parkway Plan/Capital Area Greenbelt.

Commitments and Mitigation Measures

The following summarizes how adverse impacts will be avoided, minimized, and mitigated for the Selected Alternative:

- **Avoidance and Minimization**
 - As stated in the EA, the design incorporates avoidance measures for sensitive resources wherever practicable. Impacts to coastal zones, wild and scenic rivers, national natural landmarks, wildlife sanctuaries/refuges, important bird and mammal areas, state forest land, state game lands, unique geological features, productive agricultural resources, Section 6(f) resources, Stafford Act properties, and national historic landmarks have been avoided.
 - As final design progresses, efforts will be made to further minimize impacts to natural, cultural, and socioeconomic features.
- **Surface Water Resources, including Streams, Wetlands, Floodplains, and Flood Hazard Areas**

Due to the need to replace the South Bridge and viaduct, impacts to wetlands and waterways are unavoidable. Construction of the new bridges in the Susquehanna River will be conducted from temporary construction bridges (trestles) rather than from earthen/rock causeways, which avoids and minimizes effects on flooding, fish passage, water quality, submerged aquatic vegetation (SAV), wetlands, and other water resources. In addition, the following measures have been incorporated into the design to offset effects:

- Monitor the shoreline and islands during construction to determine if erosion is taking place as a result of the temporary causeway and construction bridges; remediate if issues are noted.
- Replant and re-establish the shoreline (approximately 1,000 linear feet) once the temporary construction bridge/causeway is removed.
- Clear trees from the river island within the work area but do not grub to maintain the root structure and stability of the island.
- Prepare an Erosion and Sedimentation Control Plan during final design that addresses the procedures and Best Management Practices (BMPs), including Antidegradation Best Available Combination of Technologies, for the construction of the new bridges to limit impacts on surface waters.
- Work to reduce the permanent effects on wetlands as part of design refinements during the Final Design process.
- Ensure temporary trestle bridge over Wetland 2 is in place for only one growing season
- Purchase credits from a mitigation bank to offset the permanent wetland impact area; this could also be achieved using an in-lieu fee program, using a PennDOT wetland bank, or a combination of these options; details would be determined during permitting.
- Design the temporary construction bridge sections as trestles to ensure fish and eel passage is maintained during construction.
- Restrict in-stream work (construction/removal of trestles, cofferdams, and rock) from May 1 to June 15 due to smallmouth bass spawning.

- Develop a plan to address potential ice dams and flooding during construction, including removal of equipment from the temporary construction bridges when prudent.
- Install dam warning signs and buoys up and downstream of the Dock Street Dam in accordance with the approved Aids to Navigation (ATON) plan.
- Prepare a bridge maintenance plan to be submitted to the U.S. Coast Guard (USCG) for the project at least 30 days (preferably 90 days) prior to commencement of work on or over the Susquehanna River; upon review and acceptance of the bridge maintenance plan, the USCG would publish a local notice to mariners and forward an acceptance letter to PennDOT.
- Develop a monitoring plan to monitor the SAV beds before, during, and after construction to ensure they re-establish naturally; details would be determined during permitting.
- Remove existing bridge piers to 24 inches or more below the river bottom.
- Obtain a Clean Water Act Section 404 and Pennsylvania Department of Environmental Protection (PADEP) Chapter 105 permit prior to construction.
- Obtain a National Pollutant Discharge Elimination System (NPDES) permit prior to construction.
- As part of the NPDES permit, prepare and implement a Preparedness, Prevention, and Contingency Plan and Erosion and Sedimentation Control Plan.

Fill impacts to Paxton Creek are avoided by spanning the waterway with the replacement viaduct; no piers will be placed in Paxton Creek. If a temporary crossing of Paxton Creek is required during construction, the temporary crossing would span the entire channel.

- **Vegetation and Wildlife, including Threatened and Endangered Species and Invasive Species**

The following measures will be implemented to mitigate potential adverse effects on vegetation, wildlife, and habitat:

- No tree-cutting shall occur between May 15 and August 15. This restriction avoids the Northern Long Ear Bat pup season when females are giving birth and have non-volant pups (pups unable to fly).
- Follow PennDOT's invasive species guidance and BMPs (PennDOT Publication 756 [2014]) during construction to minimize the potential for invasive species to take root or spread during construction.
- Obtain the construction permit to comply with the PA Department of Agriculture's *Order of Quarantine and Treatment: Spotted Lanternfly* (PA Department of Agriculture 2021).

- **Socioeconomic Environment, including Environmental Justice Communities, and Transportation and Travel Patterns**

The following measures will be implemented to mitigate potential adverse effects on the socioeconomic environment and transportation and travel patterns:

- Coordinate with the City of Harrisburg, Dauphin County, and Capital Area Coalition on Homelessness regarding project schedule and services they can offer to assist in addressing the homeless encampment in the bridge construction staging area on the east shore; keep the United States Environmental Protection Agency informed of local coordination and schedule.
- Provide advanced notice to the unhoused community that they will need to vacate the area acquired by PennDOT for construction.

- Once clearance and closure of the encampment have occurred, PennDOT will remediate the area for any health and safety concerns related to waste materials left behind by the homeless encampment.
- Incorporate Americans with Disabilities Act-accessible sidewalks to improve safety and accessibility for non-motorized travelers where sidewalks are being incorporated or replaced on the west shore in Lemoyne.
- Coordinate with Capital Area Transit (CAT) and Rabbitransit to reduce impacts on service during project construction.
- Conduct full (one anticipated – undeveloped parcel, no structures) and partial property acquisitions in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended; Title VI of the Civil Rights Act of 1964; and the Pennsylvania Eminent Domain Code of 1964.
- For the Capital Area Greenbelt Trail and the memorial trees planted to the south of the bridge on the east shore of the river:
 - Coordinate with the Capital Area Greenbelt Association (CAGA) regarding the removal and storage of the memorial plaques prior to their removal.
 - Plant replacement trees and work with CAGA to install the memorial plaques and update the on-site tree directory (if needed).
 - Develop and execute an agreement for the City of Harrisburg to operate and maintain the improved parking area under the bridge.
 - Install fencing to separate the multi-use path and parking.
 - Include a barrier with architectural surface treatment to protect trail users along Front Street.
 - Provide an automobile parking lot and construct a retaining wall with fencing along the existing abutment to support the proposed parking area.
 - Provide landscape plantings, bike racks, repair station, kiosk, benches, and pedestrian-scale lighting at the new parking area.
 - Reconstruct the Greenbelt ramp area at the southern side of the parking area.
 - Use flaggers and temporary barriers to control the use of the trail, as necessary during construction.
 - Potentially provide a comfort station with restrooms and a drinking fountain (requires maintenance agreement with the City of Harrisburg).
- Stage construction of the new South Bridge structures, the new S. 3rd Street Bridge, and the viaduct from the eastern end of the South Bridge to Cameron Street to maintain travel lanes by constructing the new structures adjacent to the existing ones, then shifting traffic onto the new structures
- Maintain bicycle and pedestrian traffic across S. 3rd Street Bridge during construction.
- Temporarily re-route the Greenbelt Trail around the construction staging area on the east shore during construction; include improvements to the trail to offset effects on this recreational resource.
- Install warning signs, speed restrictions, detours, and work zone safety measures during the construction period based on a Maintenance and Protection of Traffic Plan
- Develop a Traffic Management Plan, including coordination with:

- Municipal officials.
 - Business owners to ensure they are aware of detours.
 - Emergency service providers regarding the potential for increased traffic incidents on detour routes during construction as well as during final design and construction to understand service routes and minimize the potential for service disruptions.
 - West Shore and Harrisburg School Districts regarding temporary changes to school bus routes.
 - The plan will include effective approaches to communicate with environmental justice communities.
- The Maintenance and Protection of Traffic Plan and Traffic Management Plan will include provisions for pedestrians and bicyclists.
- Maintain access to the Susquehanna River for Harrisburg River Rescue and Emergency Services, both during and after construction.

- **Visual Resources**

The mitigation measures to offset visual effects associated with the I-83 South Bridge Project include:

- Construct the I-83 South Bridge to be visually similar to the existing structure, using either a steel or concrete multi-girder bridge.
- Add architectural treatments and decorative features to the S. 3rd Street Bridge to provide consistent aesthetics along the I-83 corridor.
- Develop an architectural treatment plan for the viaduct, ramps, and retaining walls during final design.
- Develop a landscaping plan during final design to minimize visual intrusion of the interstate in residential areas.
- Design the noise walls for a consistent aesthetic along the I-83 corridor; discuss the community-facing side of the noise wall with the benefitted receptors during final design to determine the preferred aesthetic treatment (assuming the benefitted receptors vote in favor of constructing the noise wall).
- Continue to coordinate with Lemoyne Borough regarding a potential solution for the loss of the mural on the retaining wall along Lowther Street.

- **Air Quality**

Temporary air quality impacts may occur in the project area during construction activities. Impacts will be minimized through adherence to accepted construction site air quality control measures in the handling of materials. Examples of BMPs for fugitive dust control include water spraying, washing vehicles prior to leaving construction zones, and covers on vehicles transporting dust-emitting materials.

- **Noise**

The following mitigation measures would be implemented to mitigate potential adverse noise impacts:

- Continue the assessment of abatement options for Noise Study Areas (NSAs) 2 and 3 through the Final Design phase of the project; this detailed analysis is necessary to incorporate the refined roadway and grading design and account for potential changes, as well as to confirm the results of the preliminary engineering noise analysis.

- Solicit input from the benefitted receptors on their desire for or against proposed abatement features; should the proposed barrier be approved by the public, conduct a vote with the benefitted receptors on the aesthetic for the residential side of the barrier.
- Notify the public prior to nighttime construction activities.
- Implement BMPs to minimize construction noise impacts, such as maintaining vehicle mufflers and limiting percussive construction equipment to daytime hours.
- Inform local officials of ways to prevent future highway traffic noise impacts on currently undeveloped lands in accordance with PennDOT Publication 24 (2019), Section 6.2.

- **Hazardous and Residual Waste**

Further investigations, including Phase II/III Environmental Site Assessments (ESAs), will be conducted to inform final design. The following measures to address potential hazardous and residual waste effects were recommended based on findings of the Phase I ESA; actual mitigation activities will depend on the results of the Phase II/III ESAs:

- Perform asbestos-containing materials and lead-based paint surveys for the demolition of any buildings or structures to identify appropriate worker safety, handling, and disposal procedures.
- If contamination is identified in the study area, include a plan in the Phase III assessment report for remediation of contaminated areas in accordance with applicable federal and state laws.
- Coordinate with PADEP prior to any activities impacting WS-2 (Former Firestone Motors Site) in accordance with its Environmental Covenant and comply with the Environmental Covenant during right-of-way acquisition and construction.
- Prepare and implement special provisions for ES-2 (Phoenix Associates Property) during construction.
- Ensure the contractor:
 - Prepares and follows a Waste Management Plan and Site Specific Health and Safety Plan.
 - Prepares a Preparedness, Prevention, and Contingency Plan to address releases of hazardous materials during construction, as well as procedures and measures to remove and properly dispose of materials resulting from the demolition of the existing South Bridge.
 - Conducts fill determinations of soils not used within the project corridor to ensure proper handling, transport, and disposal of soils.
 - Properly disposes of contaminated soils at permitted waste facilities.

- **Cultural Resources**

There are no impacts on historic or archaeological resources; therefore, no mitigation is required for this project. However, the following will be adhered to:

- Do not permit construction staging within any of the known historic or archaeological properties in the project vicinity.
- Immediately stop construction activities in the area of discovery should there be an inadvertent discovery of cultural resources, pending PennDOT/FHWA coordination with the PHMC and Native American Tribes or Nations, as applicable.

- **Energy**

The following measures would be implemented to offset adverse energy effects associated with the I-83 South Bridge Project:

- Construct the South Bridge, viaduct, and S. 3rd Street Bridge off-line while maintaining traffic on the existing roadway/bridge to keep traffic moving during construction (reducing congestion associated with construction detours) and reduce the amount of time vehicles would be idling, reducing overall fuel consumption during construction.
- Encourage the contractor to implement sustainable materials and construction practices in constructing the project.

- **Section 4(f) Resources**

The proposed project will adhere to the following mitigation measures:

- The Greenbelt, between the South Bridge masonry pier and the Susquehanna River, will remain unchanged, though the upper trail will be temporarily detoured during construction to a path along Front Street. The lower trail will remain open to the extent possible but will involve temporary closures when necessary. The upper trail detour will allow for use and maintain continuity of the Greenbelt during construction.
- For the Greenbelt Trail and the memorial trees planted to the south of the bridge on the east shore of the river, the following measures will be adhered to:
 - Coordinate with CAGA regarding the removal and storage of the memorial plaques prior to their removal.
 - Plant replacement trees and work with CAGA to install the memorial plaques and update the on-site tree directory (if needed).
 - Develop and execute an agreement for the City of Harrisburg to operate and maintain the improved parking area under the bridge.
 - Install fencing to separate the multi-use path and parking.
 - Include a barrier with architectural surface treatment to protect trail users along Front Street.
 - Provide an automobile parking lot and construct a retaining wall with fencing along the existing abutment to support the proposed parking area.
 - Provide landscape plantings, bike racks, repair station, kiosk, benches, and pedestrian-scale lighting.
 - Reconstruct the Greenbelt ramp area at the southern side of the parking area.
 - Use flaggers and temporary barriers to control the use of the trail as necessary.
 - Potentially provide a comfort station with restrooms and a drinking fountain (requires maintenance agreement with the City of Harrisburg).
- After completion of the project, the Greenbelt would be restored to its current condition and the upper trail would be extended through the improved parking area.

Environmental Assessment and Technical Reports

The EA was approved for public availability and release to the public by FHWA, Pennsylvania Division, on October 6, 2023. The public comment period on the EA began on October 17, 2023, and ended on November 16, 2023. During the review period, the EA was available online in an on-demand virtual open house and at repository locations throughout the project area. The project team also hosted two joint public hearings with the US Army Corps of Engineers for the project – one on Wednesday, November 1, from 3:30 p.m. to 7:00 p.m. at Hotel Indigo (765 Eisenhower Blvd, Harrisburg, PA 17111) and one on Thursday, November 2 from 3:30 p.m. to 7:00 p.m. at the Penn Harris Hotel (1150 Camp Hill Bypass, Camp Hill, PA).

Advertisements regarding the public hearings and the availability of the EA were placed in the Patriot News (printed and online publication), Sentinel (printed and online publication) newspapers, and La Voz (online publication) on October 17, 2023, and on placards placed at EA repositories. Also on October 17, 2023, the EA's availability and public hearing were advertised through postcard mailings to 7,805 homes and businesses in the project area, emails sent to 708 project stakeholders (including legislators, local government officials, local school districts, local emergency services providers, nonprofit and community advocacy organizations, industry professionals, agencies, and knowledgeable parties related to traditionally underserved populations), press release sent to area media outlets, social media posts on Facebook and Instagram, and on the project website at: [www.penndot.pa.gov/i83South Bridge](http://www.penndot.pa.gov/i83SouthBridge). All materials presented during the in-person public hearings, including the project overview, maps, and EA documents, were also made available online and accessible on-demand at www.penndot.pa.gov/i83SouthBridge from October 17 to November 16, 2023. Interpretive services were available at each public hearing location. In project outreach and on the virtual open house website, it was noted that participants could request translation services. Some outreach was also conducted in Spanish for the project and placed on the La Voz publication website.

During the comment period, hard copies of the EA were available for review at the following locations:

- PennDOT District 8 Office, 2140 Herr Street, Harrisburg, PA 17103
- FHWA, Pennsylvania Division, 30 N 3rd Street, Suite 700, Harrisburg, PA 17101
- McCormick Riverfront Library, 101 Walnut Street, Harrisburg, PA 17101
- Cleve J Fredricksen Library, 100 N 19th Street, Camp Hill, PA 17011
- Camp Hill Borough, 2145 Walnut Street, Camp Hill, PA 17011
- New Cumberland Borough Hall, 1120 Market Street, New Cumberland, PA 17070
- Lemoyne Borough, 510 Herman Avenue, Lemoyne, PA 17043
- City of Harrisburg, 10 N 2nd Street, Harrisburg, PA 17101
- Kline Library, 530 S 29th Street, Harrisburg, PA 17104
- Bethesda Mission Community Center, 1438 Herr Street, Harrisburg, PA 17103
- The Salvation Army Harrisburg Capital City Region, 506 S 29th Street, Harrisburg, PA 17104
- The Latino Hispanic American Community Center, 1301 Derry Street, Harrisburg, PA 17104

Email notifications were sent to the resource agencies and Native American Tribes, informing them of the availability of the EA and technical documents for review. Paper copies of the EA were mailed to Native American Tribes, not accepting electronic transmissions. The following agencies and Tribes were notified:

Federal Agencies:

- Advisory Council on Historic Preservation
- Federal Emergency Management Agency
- U.S. Army Corps of Engineers, *Baltimore District*
- U.S. Fish and Wildlife Service
- U.S. Department of Health & Human Services
- U.S. Department of Housing & Urban Development
- U.S. Department of Interior
- U.S. Department of Transportation, *Federal Transit Administration*
- U.S. Environmental Protection Agency, *Region III*
- U.S. Environmental Protection Agency, *Office of Federal Activities*
- U.S. Department of Agriculture

State and Local Agencies:

- PA Department of Agriculture
- PA Department of Community and Economic Development
- PA Department of Conservation and Natural Resources
- PA Department of Environmental Protection, *Office of Policy*
- PA Department of Environmental Protection, *Southcentral Regional Office*
- PA Department of Health
- PA Fish and Boat Commission
- PA Game Commission, *Environmental Planning and Habitat Protection*
- PA Game Commission, *South Central Region*
- PA Historical and Museum Commission, *Bureau for Historic Preservation*
- Pennsylvania Public Utility Commission
- Tri-County Regional Planning Commission
- Cumberland County, *Planning Department*

Native American Tribes:

- Absentee-Shawnee Tribe of Indians of Oklahoma
- Cayuga Nation*
- Delaware Nation, Oklahoma
- Delaware Tribe of Indians
- Eastern Shawnee Tribe of Oklahoma
- Seneca-Cayuga Nation
- Shawnee Tribe
- Tuscarora Nation*

*Indicates paper copy mailed

The public had the opportunity to provide public or private oral testimony recorded by a court reporter or written comments on comment forms at the hearings. Written comments were solicited and received throughout the comment period via United States mail, email, or via the project website. All comments received were reviewed, and substantive comments received during the official comment period were addressed. Comments and responses are included in **Attachment A** to this FONSI.

Supporting Technical Documents and Materials Appended to the EA include:

- Appendix A – South Bridge Design Plans (August 2023)
- Appendix B – U.S. Coast Guard Correspondence
- Appendix C – Cultural Resources Correspondence
- Appendix D – *De Minimis* Use Form
- Appendix E – EA Distribution List
- Appendix F – List of Preparers
- Appendix G – Technical Support Documents
- Appendix H – References
- Appendix I – Acronyms/Abbreviations

Finding of No Significant Impact

This FONSI is based on the project record, including the I-83 South Bridge Environmental Assessment, as well as the following technical memorandums, which were referenced in the EA and included as links for those interested in viewing these detailed documents:

- *I-83 Corridor Master Plan* (December 2003)
- *Greater Harrisburg Area Susquehanna River Bridges Master Plan Summary* (September 2020)
- *Evaluation of Purpose and Need, SR 0083 South Bridge, Dauphin County Memorandum* (July 2020)
- *Alternative Funding: Planning and Environmental Linkages Study* (September 2021)
- *I-83 East Shore Section 3 Traffic Alternative Analysis Report* (December 2018)
- *Conceptual Point of Access Study for I-83 Lemoyne Interchange Ramp Modifications* (June 2023)
- *South Bridge Logical Termini and Independent Utility Memorandum* (March 2022)
- *I-83 South Bridge, Technical Memo for the Dismissal of Rehabilitation Alternative* (February 2021)
- *South Bridge Design Plans* (August 2023); Appendix A of the EA
- *Alternative Analysis for I-83 John Harris Memorial Bridge Replacement* (September 2020; revised March 2022)
- *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge* (October 2023)
- *Wetland Identification & Delineation Report SR 0083 Section 079* (Revised September 2018)
- *Wetland Identification and Delineation Report for S.R. 0083-094 John Harris Memorial (South) Bridge* (January 2021)
- *Interstate 83 South Bridge over Susquehanna River Hydrologic and Hydraulic Memo* (March 2022)
- *Wetlands and Waterways Identification and Delineation Addendum for S.R. 0083 South Bridge* (April 2022)
- *I-83 South Bridge PNDI Receipt, PNDI-718369 Final 5* (May 2023)
- *SR 0083-094 John Harris Memorial (South) Bridge Environmental Justice Analysis* (August 2023)
- *State Route 0083, Section 079 Air Quality Analysis Technical Report* (May 2019)
- *PM Project Level Air Quality Conformity Determination Level 3 Screening Support Memo* (April 2021)
- *Air Quality Analysis Technical Report* (October 2021)
- *Final Design Noise Report – SR 0083, Section 079* (December 2020)

- *SR 0083-094 Preliminary Engineering Noise Analysis Report* (April 2022)
- *Phase I Environmental Site Assessment: S.R. 0083, Section 079, Volumes 1-3* (July 2019)
- *Phase I Environmental Site Assessment: S.R. 0083, Section 094 John Harris Memorial (South) Bridge Project* (March 2021)
- *Phase II/III Environmental Site Assessment Report: S.R. 0083, Section 079* (April 2021)
- *Determination of Effect Report: Interstate 83, Section 079 Widening and Reconstruction* (February 2019)
- *Archaeological Testing Status Update for Areas A, B, and C, I-83 Reconstruction East Shore, Section 3 Project* (August 2020)
- *Phase IB Archaeological Survey Report, I-83 Reconstruction East Shore, Section 079 Project* (October 2020)
- *S.R. 0083, Section 094, John Harris Memorial (South) Bridge Replacement, Reconnaissance Survey* (December 2020)
- *Phase IB Archaeological Survey Report, I-83 Reconstruction East Shore, Section 3 Project* (February 2021)
- *S.R. 0083-094 John Harris Memorial (South) Bridge: Negative Survey Report* (April 2021)
- *S.R. 0083-094 John Harris Memorial (South) Bridge Project: Determination of Effects Report* (June 2021)
- *PennDOT Section 106 Effects Finding Forms – PATH* (March 2019, April 2021, August 2021)
- *I-83 South Bridge PATH Posting* (March 2022)
- *I-83 South Bridge PATH Project Overview Report* (accessed September 2023)
- *Determination of Section 4(f) De minimis Use Section 2002 No Adverse Use for Greenbelt Trail* (April 2019), with *Capital Area Greenbelt Trees Summary Report and Letter to CAGA* (September 2020)
- *Dauphin SR 0083-094 – Public Meeting Summary for February 19 to March 29, 2021*
- *Dauphin SR 0083-094 - Public Meeting Summary for October 25 to November 24, 2021*

The FONSI also takes into consideration the comments received during the EA comment period. Those comments and responses to the comments are included in Attachment A to this FONSI.

- *Environmental Assessment Response to Comments Report (Attachment A)*

These documents and supporting documentation find that there is no practicable alternative to the construction of the proposed action, and the proposed action includes all practicable measures to minimize harm to the natural, cultural, and socioeconomic resources that may result from the project.

The EA, supporting technical reports and *Environmental Assessment Response to Comments Report* have been independently evaluated by FHWA and have been determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project, as well as proposed appropriate mitigation measures. The materials provide sufficient evidence and analyses for determining that this project has no significant impacts; therefore, an environmental impact statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA and associated documentation.

Pursuant to:

- 42 United States Code (USC) 4231–4347
- 40 Code of Federal Regulations (CFR) 1500-1508

- 23 CFR 771
- 36 CFR 800
- 49 USC 303(c)
- 23 CFR 774
- 16 USC 1531–1544
- 33 USC Section 1251 et seq. (1972)
- EO 11988
- EO 11990
- EO 12898
- EO 13985
- EO 14008
- EO 14091
- EO 14096

Attachments

- A. Environmental Assessment Response to Comments Report

ATTACHMENT A
ENVIRONMENTAL ASSESSMENT RESPONSE TO
COMMENTS REPORT

**Attachment A:
Comments and Responses to the October 2023 PennDOT
I-83 South Bridge Project Environmental Assessment**

Copies of all electronic comments, comment forms, letters, emails, and public hearing testimony (referred to collectively as “comments”) received on the Environmental Assessment (EA) are contained in the Technical Support Data for this project. This Comments and Responses document consists of the following:

1. **A table which summarizes the comments received on the EA.**
 - a. Comments received during the official comment period from October 17, 2023 through November 16, 2023 were copied into the table below and organized by citizens and local agency representatives; state agencies; and federal agencies. A total of 76 comments were received during the comment period.
 - b. The comments are included verbatim in this table, with the exception of redacting certain personal information such as addresses and phone numbers.
 - c. Comments are listed alphabetically by last name or agency name in the table.
 - d. Comments were reviewed, and the subject matter of each comment was identified. The comment subjects were assigned a letter code and a number. For example, “BP” stands for “bicycle/pedestrian.” As different concerns regarding the same subject were raised by commenters, subsequent responses were prepared and numbered. For example, “BP-1” is the response that addresses comments received concerning including a bicycle/pedestrian facility on South Bridge, while “BP-2” is the response that addresses comments concerning bicycle/pedestrian access in Lemoyne.
 - e. Commenters can find their name alphabetically in the table and see the response code or codes that respond to their comment(s).
 - f. Commenters can find the applicable codes and corresponding responses listed alphabetically below the comment table.
 - g. A few comments were received after the November 16, 2023 official close of the EA comment period. These comments are included at the end of the comment table. While responses are not coded, the issues raised in these comments mirror issues already addressed in comments received during the official comment period. No new issues were raised.
2. **Responses to comments.**
 - a. Responses to comments were grouped together according to topic and a singular response was provided if the same or very similar comments were received.
 - b. The table below shows the codes used to identify topics of the comments and responses.

RESPONSE CODE	COMMENT CATEGORY
AQ	Air Quality
BP	Bicycle/Pedestrian
C	Construction
CR	Cultural Resources
EPA	U.S. Environmental Protection Agency
F	Funding
G	General
N	Noise
O	Other
PD	Project Design
ROW	Right-of-Way
TR	Traffic and Transportation

CITIZEN AND LOCAL AGENCY COMMENTS RECEIVED DURING THE OFFICIAL EA COMMENT PERIOD

	First Name	Last Name	Comment	Response Code
1	Randal	Adams	To whom it may concern: Please add bicycle and pedestrian lanes to the bridge reconstruction. It is vital to help connect the community across the river and provide opportunities to all citizens. Not everyone can afford a vehicle and the associated costs, but they can get a bicycle or e-bike and be open to more and possibly better employment opportunities to support their families and improve their lives. It would not be equitable to invest our public dollars into a bridge crossing that would limit access to a significant segment of our population. An investment in a new bridge crossing should allow all citizens access to cross the Susquehanna. Please reconsider the design to include a bicycle and pedestrian crossing.	BP1 BP3
2	N Steele	Andrews	NSA 678 - noise abatement wall - Interested in the original study, Regarding water down in floods How will the noise wall move water?	N1
3	Anne	Aufiero	Hello, I strongly disagree with the decision to not include a pedestrian / bicycle facility on the new South Bridge. The website states this is due to the fact that it is an interstate facility. That well may be true, but the South Bridge is also a vital intercity connection between the east and west shore areas that is crucial to people who live and work in the Harrisburg metropolitan area. Your lack of plans to accommodate pedestrians, bicycles and other forms of micro mobility is short sighted and punitive to people who do not own or cannot afford a motor vehicle. There are also people who opt to walk or use bike transportation because they are environmentally conscious. This current bridge lasted over 60 years. I would hope during the lifespan of the new bridge that American society embraces the advantages of non-vehicular transportation. Please don't be so short-sighted by cutting off any possibility for this on the new bridge. Plans for the new South Bridge must include accommodations for pedestrian and bike traffic from Lemoyne all the way to 13th Street in Harrisburg, in order to adequately serve all the people in this metro area. Build it and they will come - by foot and by bike!	BP1 BP3
4	Tom	Barron, League Cycling Instructor	It is understandable that the I-83 South Bridge Project will not include pedestrian/bicycle facilities on the I-83 South Bridge since the bridge is an interstate facility, which does not normally accommodate bikes and pedestrians. This unfortunately, though, still leaves a significant challenge for those that would like to travel by bike or as a pedestrian between Lemoyne and Harrisburg. Are there other accommodations that can be considered, allowing convenient and safe access for bikes and pedestrians to cross the Susquehanna River, thereby connecting these neighboring communities? Can other accommodation be considered that would not be directly associated with traffic on the interstate facility? Are there nearby facilities available that can accommodate bikes and pedestrians? It is encouraging that bikes and pedestrians will be accommodated on the South 3rd Street Bridge in Lemoyne, as part of that bridge replacement, which is to be widened from three lanes with narrow shoulders and a single sidewalk to four lanes with 5' shoulders and sidewalks on both sides. This will add significantly to the accessibility within this community. District 8 should continue to develop this improved accessibility when consider projects throughout the region. I encourage PennDOT District 8 to consider bike and pedestrian accessibility in all project planning; be it new, replacement or improvement projects, and pursue these bike/pedestrian improvements wherever and whenever it is feasible. I am pleased to see that District 8 indicates they are planning to study bike/pedestrian accessibility throughout the local network. This is the appropriate time to seize the opportunities at the earlier planning stages of the projects. There should be more convenient and safer access for bikes and	BP1

	First Name	Last Name	Comment	Response Code
			pedestrians to cross the Susquehanna River, thereby connecting the neighboring communities on the East and West shores. Thanks!	
5	Diana	Bermingham	Walking, biking and micro mobility	BP1
6	Greg	Boris	<p>Greetings, I am writing to comment on the proposed interstate 83 master plan. Since moving to Pennsylvania a year ago from South Dakota (where I served on the Sioux Falls MPO for over 20 years) I have traveled around Pennsylvania to become better acquainted with my new home. This includes time in Harrisburg. As I travel, I can't help but wear my transportation lenses noting what seems to be working and where there's a need for significant improvement. What follows are my comments in the proposed I-83 Master Plan. I recognize that plans must look into the future, but we must remember these projections are sketchy at best. Who knows what the future will hold? How and where will we work? What will be our shopping and recreational habits? How dependent will we be on cars? Will the 15-minute city concept catch on here? These are but some of the questions. Still we must plan and make our best guess given what we know. At the same time, the plan must be flexible enough to change with new realities. Associated with that is the projected growth in traffic volume from 117,000 to 198,000 in 2030. What are the assumptions underlying the model used? With that in mind, I first turn to the vehicles that will use I-83. The US has moved from a sedan country to a SUV/pickup country. More and more our most frequently purchased vehicles are larger, taller, heavier, and limit the driver's field of view. Add to that an increase in e-vehicles which have heavy batteries. And then there are the heavy tractor trailers. The life span of the road surface, even with no change in the number of vehicles, will deteriorate because of this increase in weight. What this means is that PennDOT has to prepare for earlier maintenance or more robust design specifications. What are the plans for this likely future? States and municipalities are looking at annual licensing fees that are weight based given the effect on roads by heavy vehicles to offset some of the costs incurred by heavy vehicles. Next, I want to address speed and sound. The documents show that the proposed design speed is 60 mph. The documents also show that this is a noise sensitive area. The faster the speed, the louder the road noise. The documents also show that the large majority of the traffic in the study area is not pass through. This means that large numbers of vehicles speed up upon entry only to rapidly slow down to exit. The faster the vehicle, the greater the chance of significant injury or death. From a safety standpoint the design speed should be lower, perhaps 45 mph. This would increase safety AND lower noise. An example of this is Interstate 35E adjacent to downtown St. Paul, MN. Given the presence of the current beltway alternative, heavy truck traffic could be diverted, leaving I-83 for non-commercial use, much like 35E in St. Paul. How we move about the region is mentioned. Transit, light rail, and bicycles are recognized. Each person using transit, light rail, bicycles, or walking means one less vehicle on I-83 reducing congestion and prolonging the life of the roadway. I am not familiar with the light rail plans for the Harrisburg region beyond this document but given the amount of traffic going in and out of the Capitol area, it seems that the I-83 corridor would be ripe for such a line. Following the collapse of the I-35W bridge over the Mississippi River in Minneapolis in August 2007 the rebuilt bridge was completed to be 'light rail ready'. Making the I-83 bridge light rail ready should be part of the plan. Crossing the Susquehanna River has limited options inside the beltway. This is particularly true for pedestrians and cyclists. Sidewalks are narrow and in ill-repair. Contrast that with the I-205 bridge between Vancouver, WA and Portland, OR the 520 bridge over Lake Washington in Seattle, the I-94 bridge over the St. Croix River between Minnesota and Wisconsin, the I-90 tunnel/bridge between Seattle and Mercer Island, and the Benjamin Franklin Bridge (I-676) in Philadelphia.</p>	TR2 PD5 PD6 N4 BP1 BP5 O2

	First Name	Last Name	Comment	Response Code
			<p>Effective transportation systems require creating options—both in terms of the means used and the routes available. The scope of this project should NOT preclude having bike/ped facilities just because it is an interstate. Other interstates have them. Harrisburg should too. Creating another option helps everyone. The opportunity is there as total bridge replacement is called for in this plan. I am concerned about the lack of specificity on the South 3rd Street Bridge in Lemoyne as it applies to bicycles and pedestrians. How wide will the sidewalks be? Can two people in wheelchairs pass one another safely? Will there be physical barriers (such as New Jersey barriers, solid bollards, etc.) between the shoulder and the cars and trucks. Paint or flexible barriers are not enough. Separated facilities enhance safety for all. Finally, and most important to me, is what is not in the document. That item is SAFETY. First in the fundamental canons in code of ethics of civil engineers is “Engineers shall hold paramount the safety, health, and welfare of the public.” Much more is said in this document about cemeteries, archaeological sites, and other things required by law than safety. Nowhere in the document do I see the safety of pedestrians or cyclists addressed even though there is great opportunity to do so when describing areas like entrance and exit onto arterials. Design of intersections is where cars/trucks meet pedestrians and cyclists. This design should not be an afterthought. Address safety now at those locations much like road design was addressed throughout this document. Thank you for taking the time to review my comments. Do contact me if you have any questions. Best wishes.</p>	
7	Jim	<p>Buckheit, Bicycle South Central PA</p> <p>and</p> <p>Ross Willard, Recycle Bicycle</p>	<p>Dear Ms. Said:</p> <p>We write to provide follow up to our testimony presented at the public hearings held on November 1 and November 2 regarding the SR 0083, Section 079 Environmental Assessment for the I-83 Capital Beltway. With a five-minute limit on testimony, we could only present broad talking points regarding the Environmental Assessment, therefore we wanted to follow up with additional details. In addition, we were not aware of how to obtain a copy of the October 6, 2023, memo titled “MPMS 113754 Dauphin County, SR 0083 – 094 John Harris Memorial Bridge (I-83 South Bridge) – Technical Memo for the Dismissal of Pedestrian/Bike accommodations on the I-83 South Bridge” until after the hearings were completed and want to offer a response. We hold that rather than strictly adhere to the technical letter of the law, which provides PennDOT latitude to NOT include bicycle and pedestrian facilities on bridges constructed (or rehabilitated) with federal funds, that PennDOT should embrace the principles and spirit of federal law and FHWA policy that seeks to “improve conditions for bicycling, walking, and shared micro mobility, consistent with the Department of Transportation’s (U.S.) goal for providing safe, accessible, comfortable, equitable, and integrated multimodal transportation network infrastructure that serves all ages and abilities.” Given PennDOT has applied for a competitive major infrastructure project grant from USDOT to fund this project would not the proposal improve its competitive status if it is aligned with this USDOT goal? We both have long-standing involvement in the community that surrounds the designated project area. Mr. Willard has led for nearly two decades, Recycle Bicycle, now located at 1722 Chestnut Street in Harrisburg (previously located at other locations in Allison Hill and Harrisburg). Recycle Bicycle collects and refurbishes pre-owned bicycles and distributes them to members of the community who need them for transportation or recreation. This regularly includes individuals recently released from incarceration, recovery from addiction, homelessness and recent immigrants who must rely on a bicycle as their only means of transportation. Mr. Buckheit is Treasurer of Christ Lutheran Church, located at 124 S. 13th Street, which hosts a 5-day a week, free-medical clinic, in</p>	<p>BP1 BP3</p>

	First Name	Last Name	Comment	Response Code
			<p>partnership with Penn State Health and a twice-monthly, free-dental clinic, operated by volunteer dentists from the Harrisburg Dental Society, which serves the unmet oral health needs of members of the Allison Hill community. He is also a volunteer with Power to the Hill, a volunteer, non-partisan, non-profit voter education and engagement organization, that each month goes door-to-door talking with residents of the Allison Hill about upcoming elections, registers eligible voters, and coordinates, with the City of Harrisburg, the repair of broken streetlights. Our intimate, first-hand experiences in this community, composed of a majority minority and low-income population, run contrary to the portrait portrayed in the Environmental Assessment and Environmental Justice Analysis. For example, we believe that far fewer residents of the communities immediately surrounding the project area have access to motor vehicles, contrary to the data used from the Community Survey (which is based on a small sample of households in the census tract). We both have first-hand experience regularly providing transportation to residents of this community, who do not own or have access to a motor vehicle. The daily challenges to survive faced by residents of the community immediately adjacent to the project area in our view limit many members of the community, many of whom do not drive, to equitably participate in the outreach efforts conducted for this project. We believe their voices were mostly not considered in the Environmental Justice Analysis. First, we believe the Environmental Assessment fails to appropriately weigh the impact the project will have regarding the three fundamental principles of environmental justice specified in Presidential Executive Order 12898. We believe the extensive outreach efforts to the impacted communities made to support the Environmental Justice Analysis were mostly conducted prior to the decision to remove tolling as the means to fund the project. Given this fact, participants in these outreach efforts were laser focused on the tolling issue, putting aside any consideration of other concerns and alternatives, such as inclusion of bicycle and pedestrian access as matters of lesser significance. We believe that taking the approach that stating that tolling is no longer an issue, without going back to permit members of the impacted community to focus more broadly on the impact of the project design and impact, reduces the usefulness of the published Environmental Justice Analysis. We believe a new process to reengage the broader community surrounding the project area must be conducted.</p> <p>We also believe the memorandum dated October 6, 2023, titled: MPMS 113754 Dauphin County, SR 0083 – 094 John Harris Memorial Bridge (I-83 South Bridge) – Technical Memo for the Dismissal of Pedestrian/Bike accommodations on the I-83 South Bridge, contains several arguments that are insufficient or counter to real-life active transportation user experience to justify dismissal of pedestrian/bike accommodations given the criteria outlined by the Federal Highway Administration for the inclusion of pedestrian/bicycle facilities on bridges constructed with federal funds. The memo provides detailed analysis displaying travel distances between various points between the east and west shores via the Market Street Bridge and potential pedestrian/bicycle pathway on the proposed I-83 South Bridge. We believe this analysis ignores human behavior and real motivations and considerations of those who walk and travel by bike to get to their destination. It also treats all roadways as being equally safe and efficient for pedestrian and bicycle travel. It is VERY different from those who travel by motor vehicle. Every mile added to bicycle travel is likely to dissuade one from using that mode of transportation. While those travelling by motor vehicle will often go far out of their way to arrive at their destination a few minutes sooner, this is not the case for users of active transportation modes. The reality is that the Market Street crossing corridor filters ALL pedestrian and</p>	


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			<p>bicycle rider traffic onto some most densely trafficked area roadways in the region, which currently are without safe pedestrian and bicycle facilities. Only the most confident bicycle riders will travel the streets of downtown Harrisburg and Lemoyne/Wormleysburg during peak travel periods. The Environmental Assessment makes numerous references to State Bicycle Route J. While it is a designated state bike route, in the area through and north of the Harrisburg area, it is incredibly unsafe, with narrow or no shoulders, stretches of non-compliant rumble strips, guide rails adjacent to the travel lanes, and narrow unsafe overpasses, on roadways where motor vehicles travel 40+ mph. Only those unfamiliar with the hazards of this route would use it for bicycle travel. This argument also ignores the reality, and policy approaches, taken in two other Pennsylvania cities. Both Philadelphia and Pittsburgh, cities with numerous river crossings, have made safe accessibility and access to river crossings for pedestrians and bicycle riders a priority. In Pittsburgh, which has two interstate bridges with pedestrian and bicycle facilities (I-279 Fort Duquesne Bridge and I-376 Fort Pitt Bridge), has six bridges along a 3.3-mile stretch over the Allegheny River, five bridges along a 3.2-mile stretch over the Monongahela River, and two additional bridges along a 4-mile stretch over the Ohio River, which each have pedestrian and bicycle facilities. In Philadelphia, over a 10.2-mile stretch on the Schuylkill River there are 15 bridges with pedestrian and bicycle facilities, several of which are within one-tenth of a mile from each other. Clearly these communities understand that proximity and accessibility matter for active transportation users. The argument the addition of pedestrian/bicycle facilities will “complicate bridge inspections and increase long-term maintenance needs” raises a simple question: How have more than 20 other Interstate highway bridges in the mid-Atlantic and northeast regions, and hundreds more non-interstate bridges, address the potential challenges of bridge inspections and long-term maintenance needs? (see enclosed list of interstate bridges with pedestrian/bicycle facilities). Each of these have its own snow removal, maintenance, and inspection challenges. Numerous new bridge construction projects, many far larger than the I-83 project, and several bridge rehabilitation projects that include pedestrian/bicycle facilities have addressed these issues. PennDOT should review these projects and consult with other state DOTs to identify workable solutions to this concern. While a crossing over the Susquehanna on the I-83 South Bridge on foot or bicycle will not provide users the most sensory pleasant experience, one could argue the same for the crossing on the Harvey Taylor Bridge, where vehicles travel 50+ mph adjacent to the pedestrian/bicycle pathways. Why do pedestrians and those travelling by bicycle cross the 20+ interstate bridges that provide safe access? For example, bicycle riders and pedestrians regularly and comfortably cross the I-95 Woodrow Wilson Bridge over the Potomac River, with 250,000 vehicles daily crossing the bridge next to the pedestrian/bicycle pathway, and yet they cross that bridge in such numbers, consideration is being given to add another pathway to the bridge. We argue that same will be the case for a pedestrian/bicycle pathway on the side of the I-83 South Bridge. We believe the pedestrian and bicycle accessibility across the Susquehanna is extremely limited with all routes (Market Street Bridge and Harvey Taylor Bridge) heading into highly trafficked roadways with limited or no bicycle infrastructure in Lemoyne and Wormleysburg on the west shore and through center city Harrisburg on the east shore. While projects are planned to improve pedestrian and bicycle rider safety travelling at the two existing crossing points, these projects are still many years from completion. The terminal connection issue on the east shore of the bridge can be addressed by extending the pedestrian and bicycle pathway to the hill just above and east of Cameron Street (13th Street). This would negate the</p>	

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			<p>need for a special ramp system and provide direct access to residents of South Allison Hill, South Harrisburg and its large public housing complex, Steelton, and surrounding communities. Regarding the west shore, our preferred location for a pathway on the south side of bridge would eliminate the challenges the “tunnel” (up-river location) and improve access for residents of New Cumberland, Camp Hill and for those travelling from Harrisburg to New Cumberland and Camp Hill. Finally, with FHWA guidelines permitting use of up to twenty percent of project funding \$220 million on this project) for active transportation facilities, the estimated 2.7-percent cost of the active transportation facilities for pedestrians and bicycle riders is a drop in the bucket. With PennDOT planning to spend over \$3.0 billion on the combined I-83 Capital Beltway and South Bridge projects, spending \$25-\$30 million for facilities that are designed to serve the needs of the region for 100-years, the addition of pedestrian and bicycle facilities is not only fiscally responsible, but also essential to advance economic and environmental equity and active transportation options for generations to come.</p>	
8	Jim	Buckheit, Bicycle South Central PA	<p>Thank you for having us. My name is Jim Buckheit. I’m with Bicycle South Central Pennsylvania. We are a coalition of bicycle organizations located throughout PennDOT District 8. We carefully reviewed the 414 pages of the EA and other information related to the Capital Beltway project. You certainly have an awesome responsibility on your shoulders with this project. It will likely be the largest and most complex project of your careers. The mobility, safety, health and economic vitality of the region weighs on your shoulders. The final product will serve the transportation needs of our community, region and state for generations to come. Many years from now, when you have long retired and you're traveling in your self-driving, electric personal transportation pod together with your great grandchild in the seat next to you crossing the new South Bridge, you tell them that you helped to build that bridge. And I asked, do you want to be remembered for your work as a Robert Moses, someone who paved over everything and divided communities to solely serve the transportation needs of motor vehicles, or would you prefer to be remembered as a Washington Roble, one who build bridges that connect communities and serve all types of travel and continue to serve generations. Now is the time to make the decisions that will determine how you be remembered, and your work remembered. Will you simply meet the minimal technical and legal requirements, or will you embody the spirit intent of the law and requirements to advance serving the needs of all transportation users in travel modes. Pennsylvania policy on Interstate bridges is out of step with our neighboring states when it comes to including pedestrian and bicycle facilities that connect population centers. Why does Maryland, Virginia, New Jersey, District of Columbia, and New York include bicycle and pedestrian pathways on the sides of their new and rehabilitated, and yes, just the Market Street and Harvey Taylor crossings are nearby. The South Bridge and many interstate bridges in other states also have other bridges with bike ped facilities on them, a short distance away from the Interstate Bridge that has them. One example is right in Pittsburgh. According to previous traffic diversion studies conducted by PennDOT on the South Bridge, more than 50% of the traffic using the bridge's local traffic traveling less than ten miles, a distance within reasonable bicycle ride, even for less fit users using Ebikes, a south bridge pedestrian pathway will greatly expand opportunities for area residents to travel by means other than motor vehicle. In its May 2023 memorandum, FHWA states bridges are key links to provide safe, accessible, equitable, and comfortable network connectivity. bridges generally have long lifespans and may be difficult to retrofit to add pedestrian bicycle facilities. States and MPOs must consider bicycle transportation facilities and pedestrian walkways in conjunction with all new construction and reconstruction of transportation</p>	BP1 BP3

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			facilities where appropriate. This includes bridges, especially in urban and suburban areas where bicycle and pedestrian use should be expected. In its environmental assessment, PennDOT refers to a technical memo for the dismissal of pedestrian bicycle accommodations on the I-83 South Bridge. The memo is not included in the EA, nor is it posted on the project website, so it's not possible to understand the agency's reasoning for dismissal of the FHWA requirement. We believe PennDOT is missing a once in a century opportunity to include a multiuse pathway in the side of the I-83 Bridge. Given the plan 100-year lifespan expenditure up to \$1.3 billion in taxpayer funds, rapidly growing use of inexpensive, low emission micro mobility devices for transportation and missed opportunity to expand the economic and employment opportunities to one of the most severely disadvantaged communities in our region. We believe that it's critical and the right thing to do, that PennDOT include a multimodal pathway on the side of the new I-82 bridge. Thank you!	
9	Marilyn	Chastek, President, Bicycle South Central PA	I ask that PennDOT include active transportation facilities as part of the South Bridge project. I-83 bisects Harrisburg, making it difficult to get into the downtown area safely from one side of the bridge to the other for people on bike and on foot. These are often the people from the underserved neighborhoods who don't have access to a car. These people rely on walking, biking and micro-mobility devices as transportation and being able to cross the South Bridge would make it much easier for them to get to services, jobs and other necessary locations. Think about people in the Steelton area, for example. If they needed to get to New Cumberland, they would have to walk/bike to Market Street Bridge in order to cross the river. This makes for a much longer, more cumbersome trip. Please give this proposal consideration. It will benefit the people of the Commonwealth who live on the east shore and the west shore of the Susquehanna River.	BP1 BP3
10	Kona	Cross	The bridge design completely ignores minority people who live North, East and South of the 13th street exit and want or HAVE to bike or walk. As the car bridge goes from hill to hill, so should walking and biking.	BP1 BP3
11	Jenifer	Donnelly	Please include space on this bridge for people to cross in other ways other than a CAR. I believe it is irresponsible to build a bridge that will last for many years without seriously considering that bridge be available to pedestrians, bicycles and those using micro mobility. Please realize that more people are unable to have a car for many reasons and rely on another form of transportation that many not include public transportation. Especially knowing that public transportation is not reliable or always available in the greater Harrisburg area. Micro mobility is here to stay. People are using e-bikes, e-scooters, and manual bicycles and these numbers are growing. Many people need to cross the river for employment, we need multiple opportunities to cross this river safely. People south of the city would benefit from this quick efficient way to cross. Why marginalize people who are already extremely marginalized. I-83 cuts right through some of the poorest neighborhoods of Harrisburg. Access to the bridge for them could be a game changer in their lives. The car centric attitude is a selfish way to think moving forward. Many other cities, even in our state, have allowed for access to interstate bridges for pedestrians, bicycles and micro mobility. It's time to continue this forward thinking in all parts of Pennsylvania. Please consider this option, the investment is well worth the potential positive outcome. Thank you.	BP1 BP3
12	Randy	Duncan	I am advocating for bike ped to be included in the replacement of the I-83 South bridge in District 8 Harrisburg PA. I would recommend a design that carries bike ped suspended under the roadway providing separation from traffic and shelter from the elements. Failure to include bike ped elements in this design would be short sighted. It would certainly be economic discrimination. It may violate ADA since some disabilities preclude the use of a vehicle operator's license. But in this	BP1 BP3

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			case, it is racial discrimination. A decision to exclude bike ped reeks of the decision making made during the initial location selection of our federal highway system in the 50's, 60s, and 70s which intentionally divided neighborhoods. Should this item be rejected due to cost, please remember to calculate the cost to provide autos, fuel and maintenance for those who are disenfranchised and unable to afford a vehicle during the projected life of this bridge. And Free taxi service for those not permitted to drive. And the perpetual cost of the additional pollution, healthcare costs and additional environmental cleanup. Failure to include bike ped elements may violate the state constitution under act 1 article 27. The cost to include these amenities at the initial construction pale in comparison to the cost to retrofit it at a later date.	
13	Mary	Farris	I am writing to urge you to include a bike/pedestrian lane on the I-83 South Bridge Project, particularly considering that public transportation on this route is sorely lacking outside of very limited-service hours. Active transportation is a high priority for the federal government right now, thankfully, but overdue. It is unconscionable that construction on a new project connecting the West and East Shores is currently planning to forego bike/pedestrian access. Thank you for your attention.	BP1
14	Susan	Fink	I avoid Rt. 83 whenever possible. You never know how backed up traffic will be. I even take Rt. 81 to visit my niece in Ellicott City, MD. I value my life.	TR1
15	Luke	Fishel	Please explore all other options for Lemoyne exit ramp. Current plan is NOT the best option. 10th St? Warehouse/semi traffic through the borough would be even worse than it is now.	PD1
16	Glen	Foster	I am writing to request that pedestrian and bike access be included in the I83 South bridge replacement. For an estimated project cost of \$1.1 to 1.3 billion, certainly the replacement should include all modes of personal transportation, not just automotive. The environment would benefit from reduced automobile traffic. And people who do not have automobiles for transportation would have a way to cross the river safely.	BP1 BP3
17	Shane	Fox	To Whom it May Concern, Please include safe infrastructure on the I-83 South Bridge for people who walk, ride bikes, or use other types of micro mobility devices. As the new bridge will, hopefully, remain in use for many decades to come, it's very important that we create physical infrastructure that prioritizes the rights of people who cannot or choose not to drive everywhere in cars and trucks. Creating good quality pedestrian, bicycle and micro mobility infrastructure on the new I-83 South Bridge will induce more people to travel by those alternative means of transportation, which will decrease motor vehicle traffic congestion on the bridge, this also improving the experience of people who drive cars and trucks across the bridge. Thank you.	BP1
18	Gale	Gallo, Lemoyne Borough Council and West Shore Regional Police Department Commission	Thank you very much. Good afternoon. I promise I won't take as much time as Ross did. First of all, I want to thank you for allowing us the opportunity today to address our concerns to speak with you in public comment. And I want to say--- should say who I am. Gale Gallo. So I am on the Lemoyne Borough Council. I also serve on the West Shore Regional Police Department Commission. Again, we want to thank you for allowing us to speak today, allowing me to speak for my community today. And we do agree this bridge needs replaced. I think we are all in agreement there. From the very beginning though, when this was first presented and the tolling was the big thing, now that has fallen by the wayside thanks to the support of communities that are our neighboring communities, the counties. So we appreciate the fact that you have ditched that idea. That was a good thing. The concerns that we have in Lemoyne now really fall on us because the tolling was affecting everyone. The concerns we have now are basically my community's	PD1

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			<p>concerns, and that's the ramp. So the proposed exit ramp on the first ramp on the west shore, which is the Lemoyne ramp, is now proposed to bring all that traffic and drop it on Third Street in Lemoyne. Where else are you going to put it? That's what some might say. The issue is the point of termination of that ramp. The primary point that we're looking at is 250 feet approximately from Herman Avenue. What's Herman Avenue? Well, Herman Avenue is the street where our police department is located, the street where our fire department is located. In addition, it is also the street that leads to the primary recreation point in our community, the Memorial Park and our Memorial Pool. So we're going to have traffic now terminating on Third Street, about 250 feet from one of the most important intersections in our community. We have a lot of bicycle pedestrians going to our park, to our pool in the summertime, not in the wintertime. And also that's a primary point of egress and ingress for our police department and for our fire department. So we have traffic now that comes off this ramp, can only go left or right, no option to go straight. Those of you who are familiar with Lowther Street know that at least the way it's configured now may not be the safest, but at least there's an option to go left, right or straight. This new proposal, you got to go left or right. For those of you who know anything about Lemoyne, we have a lot of distribution centers and warehouses. Those are in a commercial industrial area off of 10th street in Lemoyne. And we do have a significant amount of truck traffic that is to and from these distribution areas or distribution centers and warehouses. So we're going to have tractor-trailers coming off that ramp. What are they going to do? They have to go left, or they have to go right. If they go left now, they're going to come down, I'm not sure the distance there. Then they're going to have to make a right to go down Lowther Street to get to the commercial area. If they go right now, they're coming past this pinch point for our recreation area, for our emergency services. Not only that, they have to come down there. They go to the first traffic light they come to, they have to make a left to go down Hummel Avenue, which is already a busy road, again to get to the distribution areas. So we have significantly increased commercial traffic that is going to impact our residents, our kids that are going to the park in the pool, our emergency services, our fire department, our police department, and it's just not a good scenario for Lemoyne and for our residents. So we have proposed other options in the past, we've proposed a ramp that would terminate on 10th Street right where the commercial area is. Trucks would be right there. There's another option that has since surfaced, thanks to one of our council members who happens to be an engineer, another option that would bring traffic, as opposed to that ramp, bring it down onto Lowther Street, potentially configuring that to intersect perhaps with the northbound exit ramp that terminates there at Lowther. So we understand that the former entrance ramp to I-83 North, I say East 83 North, is going to be reinstated. That ramp was abandoned how many years ago? I'm not sure. But there are other options. And what we need is we need you to listen to our other options because the proposed ramp that you have designed is just not in the best interest of our community. There had been some objections by one of our neighboring communities, New Cumberland, who is to the south of us. I think that those voices may have changed. Their leadership there has changed, and I think that there may be some interest in other options now. So all I'm asking is that you look at other options that you are not married to this current design because it's not good for us. It's not good for our community. It's not good for the west shore. That's going to be the primary exit for all that traffic coming off the South Bridge to all those communities there Lemoyne, New Cumberland, Cedar Cliff area, Wormleysburg, they're going to win to Camp Hill. So I'm just asking that you please listen to us. We've been saying this since the whole project started and we</p>	

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			really need to see other options because this is not a good one for us. So Thank you.	
19	J.	Gargiulo	<p>My comments about the bridge project are limited to an alternative solution for the proposed exit ramp into Lemoyne from I-83 Southbound which you have presently destined to come out on Third Street near an urban residential area. It looks like it might be possible to relocate the exit just to the west of the new 3rd St Bridge, running parallel to the RR tracks then turning to the South and with a fly over I-83 and merging with the existing northbound Lemoyne exit at Maple and Lowther. I have attempted to show this in blue on the attached map. Since PennDOT is already planning to redo the intersection at Lowther near Maple Street with the new on ramp which I have shown in red, it would make sense to marry that propose NB entrance intersection which already has a light with a reconfigured exit ramp for SB I-83. The 3rd Street ramp that is presently planned would be about 1600 ft long and the alternative Lowther St ramp would be only about 1200 ft. The 3rd Street ramp bridge would be about 300 ft long and the alternative Lowther St. ramp would also be about 300 ft long although it would be a curved bridge. The 3rd Street ramp would require a new intersection and traffic signal while the alternative Lowther St ramp would use an existing signal already planned to be modified. The 3rd Street ramp requires significant land acquisition of an active business while the alternative Lowther St ramp would require a much smaller acquisition from an unusable portion of the Storage Unit property. The 3rd Street ramp requires construction and maintenance of a major bridge over an active railroad while the alternative Lowther St ramp would not. It only requires paralleling for a short distance. The 3rd Street ramp exits on a two-lane street located within a busy commercial and residential area with significant pedestrian traffic. The alternative Lowther St ramp would exit on four lane road which already has the other two Lemoyne exits and which has much less foot traffic. I believe that PENNDOT needs to explore this option and offer the public a solution why it cannot be used.</p> 	PD1
20	Michael	Gavin, President, EmailRiders	Good Day. I have reviewed the plans for the I 83 south bridge project and feel that the present design does not do enough to protect cyclists riding the Greenbelt and on other roads around the project. The safety of bicyclist are equally important to drivers. Please do better. Thank you.	BP1
21	Elizabeth	Givler	Please include bike, pedestrian, and scooter lanes on the bridge so that more people can get to work. Thank you.	BP1
22	Amparo	Heady	Hi there, after reading this awesome piece of writing I am too glad to share my know-how here with colleagues.	G1
23	Tannon	Herman	Please ensure there is access for both walking and biking as many members of our community in Allison Hill would both greatly benefit from this improvement as well as greatly be disadvantaged by the lack of this improvement being made available in its construction. Thank you for paying attention to your responsibility to provide an equitable solution for all the communities impacted by this project.	BP1 BP3
24	Tony	Hippensteel	Dear Sir: As a worker that will be on this project there are many different stories on how wages will be paid. From the research I have done this far I am understanding that it will in fact be a prevailing wage project. We have been told by my employer JVI Group that it is NOT. Could you please verify this.	O1

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25	Pam	Hirschhorn	Walk, bike, micro mobility, built for today and the future. We need accessibility to wheelchairs, e scooters, e bikes and even bicycles!! Be part of the movement to get people off of welfare, make jobs bike accessible. Build now for all of us.	BP1
26	James	Hoffman	Property Affected: [street address redacted], Lemoyne, PA 17043 Comments: We currently use this Property for a variety of highly profitable uses, which provide many separately viable revenue streams to our business. The allowable uses, and very favorable location, will be extremely difficult, if not impossible, to relocate. It will not only affect what we do on the property, it will also impact our ongoing, constant, off-site operations that this property directly supports. Please consider reviewing other options. Please communicate with us, as many of our off-site supported projects are multi-year projects.	ROW1
27	William	Joachim	Greetings, Noticing the popularity of E-bicycles, as in some cities they are now out-selling regular pedal bikes, considering how riders are traveling in the vehicular traffic stream, and that it will take years to finalize construction of the new 83 bridge, it would be prudent to look past the present and design for the future by incorporating barrier protected lane(s) that can be utilized by pedestrians, bicyclists, and as well as those riding e-bikes. Otherwise by the time this bridge is built, it will be obsolete and not serve the changing modes favored for individual transportation. A case in point for short sightedness is the North bound 15 left turn lane onto the 581 west bound "on" ramp in Camp Hill. During public comment, the PennDOT engineers asked what I thought regarding their proposed solution. I expressed concern that it wasn't adequate and was told that it would be fine except for stacking at rush hours. This has indeed proven correct. There is not sufficient stacking in the left turn lane and fast approaching north bound traffic finds themselves suddenly behind stopped traffic, some vehicles don't get in the left lane soon enough and try to squeeze in somewhere in line, and some drivers in line realize that they want to continue straight and pull into the middle lane in front of speeding vehicles heading into Camp Hill. Even though the speed limit is reduced to 35, many drivers are still traveling 50 or better. There have been numerous! accidents and will continue to have more accidents as traffic increases over the years. Short sighted design by unimaginative engineers creates failure. My point being, let's get it right on the new design for the 83 south bridge. Thank you and good luck.	BP1
28	Colleen	Jones	I heard from some who attended this evening's public meeting that there will not be a left turn lane light for northbound Bridge St. (New Cumberland) / S. 3rd St. (Lemoyne) traffic onto Lowther St. As a resident of this immediate area, I request that revision of the existing lanes and installation of such a light MUST be considered. Under the current traffic patterns (where the entry onto I-83N has a dedicated right turn lane from the south and TWO left turn lanes from the north), the intersection already creates several dangerous situations, which are bound to be amplified under this proposed new pattern. S. 3rd St. northbound traffic (from New Cumberland into Lemoyne) is regularly backed up through several light cycles creating dangerous visibility situations for traffic in other directions. Southbound traffic crosses double yellow lines and sits in the northbound's left turn lane onto Lowther St. in order to enter the convenience store or car wash properties. Forcing significant amounts of traffic to turn left across without dedicated lanes and lighting would make this area even more dangerous for pedestrians and drivers in this area. Thank you.	PD3
29	Gene	Koontz, Lemoyne Borough Council	If the southbound exit ramp must remain at Third Street special care must be taken for pedestrians and bikes. With Lowther Street east of Third returning to a local street ped/bikes will cross Lowther on the east side to avoid the hazardous west side crossing. That will mean most ped/bikes will need to cross the intersection.	BP2

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			Special provisions must be made to slow and stop vehicles exiting to Third Street for pedestrians.	
30	Gene	Koontz, Lemoyne Borough Council	I am very concerned with the relocation of the southbound exit ramp to Third Street. Traffic will exit onto a two-lane, already busy street, in close proximity to densely populated area, church, park and police and fire stations. A much better alternative would be to move the exit just west of the new Third Street bridge, then cross over I-83 to merge with the existing northbound exit to Lowther Street. I recognize the new bridge would be costly, however, it would replace a very costly bridge over the Norfolk Southern RR. This new option uses an existing traffic signal, no new one required; dumps traffic on a four-lane road, not a two-lane street; requires a shorter ramp, less impact to businesses and no railroad crossing is required.	PD1
31	Pat	Krebs	Hello Marwa Said and others responsible for the construction of the I-83 South Bridge. As a former PA House Member and serious bicyclist even at age 80, I am disturbed that 8-0 is not including bike ped facilities as part of the infrastructure of this interstate bridge which will serve residents on both sides of the River as well as interstate travelers. Unfortunately, to date, you have made the charge and advised FHWA that bike/ped access is unnecessary. You are ignoring equity or otherwise referred to as environmental JUSTICE. You are also being shortsighted as you can't predict the future during the bridge's many years of longevity. The more people bike/walk in urban areas, the more likely this will have a positive impact on air quality. Also, the cost of motor vehicles has continued to escalate. Will there be crises in availability of gasoline/diesel fuels? Will there be a war similar to WWII when gasoline was rationed. Perhaps you should take a walk-through Hoverter Homes and Hall Manor that are highly populated Harrisburg Housing Authority projects. Two presenters at your public meetings, Jim Buckheit and Ross Willard, do not personally benefit from their plea for bike/ped facilities on the South Bridge. They are speaking for others who are not accustomed to address authorities in such a forum. I will continue to try to make the case with Deputy Secretary Biggica to bring together advocates and 8-0 staff as well as other pertinent parties. Perhaps, we can find someone who will listen at the federal level. And, perhaps, some of you should visit interstate bridges with bike/ped facilities. Other DOTs and Authorities "get it" while you still don't. Sincerely, Pat Caron Krebs, Retired PA House Member and Advocate for bike/ped facilities for all PS: Some Pennsylvanians who can afford a car and parking fees still choose to bike to and from work. Why? Because biking is part of a healthy lifestyle both physically and mentally.	BP1 BP3
32	Patricia	Krebs	Good day Deputy Secretary Biggica: I will greatly appreciate being able to meet with you to discuss two issues that might be addressed by amending laws which I know, as a former PA House Member, can be very heavy lifting. These are in regard to the Act 89 provision for multimodal grants and how municipalities may use liquid fuels tax revenues in regard to bike/ped projects. A very savvy PennDOT engineer has given me zero chance of gaining traction; however, a former Chief Counsel for PennDOT has encouraged me to meet with you to try. Here's My Background in a Nutshell: I served in the House in the 1990s and in this "21st century" worked with and continue to work with George Wolff and others at the KTFC. My spouse (former PA House Member) and I together with other roadway users worked for enactment of what became Act 89. Secretary Barry Schoch appreciated our efforts. While a member of the House, I voted for raising taxes to support PennDOT funding. I had also worked closely with PennDOT District 10 leadership to move forward the I-79 and PA Turnpike connection in Cranberry	BP1 BP3

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			<p>Township. I share this only to let you know that I write from experience. Following our retirement from the legislature, Ed and I became advocates for the safety of bicyclists. We, with others, organized the Lebanon Valley Bicycle Coalition. PennDOT 8-0 listened and worked with us for several years. The two roundabouts at MHS on SR322 in Derry Township, Dauphin County, are an example of our organization’s successful collaboration. Given your background with the House Transportation Committee, I welcome your perspective as to whether my legislative remedy ideas are worth pursuing. Most recently, a new concern has been brought to my attention that, I believe, requires having both Secretary Carroll and your Deputate become engaged directly with the construction of the new I-83 South Bridge. Leadership from PennDOT Central Office is essential to encourage District 8-0 planners/engineers to include facilities for all modes of transportation on the new bridge. Connecting South Allison Hill in Harrisburg, where there is a large population of low-income households and location of a large public housing complex, to New Cumberland and Lemoyne will support transportation equity by providing access to employment in warehouses, New Cumberland Defense Distribution Center, retail centers, and hospitality businesses currently out of reach. Many residents of this community depend on transportation by bicycle, scooter and walking. Placing a separated bikeway/pedestrian walkway on the bridge from 13thStreet in Harrisburg to Lowther Street in Lemoyne will provide employment opportunities currently unavailable to them. At the September KTFC meeting, Mr. Buckheit and Mr. Willard had the opportunity to speak to Secretary Carroll. Both advocates are highly respected. They provided the Secretary, within the very limited time allotted, many examples of having bike/ped as part of Interstate bridges. I find it ironic that one of the examples provided is the Scudder Falls Bridge on I -295 across the Delaware River. The prior Secretary of Transportation attended the dedication-opening of the multimodal path on the bridge. sf-path-program.pdf (drjtbc.org) The new I-83 South bridge will connect highly populated areas on both sides of the Susquehanna River including the disadvantaged as noted above from information provided by Willard/Buckheit. This opportunity to provide equity in transportation should not be lost. I note from my research of the Scudder Falls bike/ped bridge facility that the Bicycle Coalition of Greater Philadelphia (BCGP) describes how much advocacy was required to gain approval for the bike/ped path. BCGP is staffed with paid professionals who have served in their positions for many years. For decades they have played a significant role in advocating for safe roadways for all users in the region. In stark contrast, the Harrisburg region has no bike/ped advocacy organization with paid, full- time staff. Bike/Ped advocacy relies on part-time volunteers who often become exhausted and disappointed due to few successes, refusals to consider, and sometimes reversals. I recognize the value of Mr. Buckheit and Mr. Willard’s commitments and perseverance to achieve safer, accessible facilities for all including the “invisible bike riders” which a former Bike/Ped Coordinator brought to advocates’ attention. The Invisible Bike Riders (strongtowns.org) The letter from these representatives of Recycle Bicycle and BSCPA, states "we would be pleased to discuss this request with you and/or members of your team at your convenience." Your response on behalf of Secretary Carroll advises them to work with District 8 and TCRPC staff. I know that Buckheit and Willard have worked with District 8-0 in the past by participating in all public meetings, sending letters, and discussing the opportunity with two District Executives and have consistently received a response that PennDOT does not put bike/ped infrastructure on Interstate highways counter to what every other state in the mid-Atlantic region and other state DOTs already have done. * This is why they used the opportunity</p>	

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			<p>to speak directly to Secretary Carroll. I'm very aware that in your role as Multimodal Deputy Secretary you not only have bike/ped in your portfolio, but have oversight of public transportation, aviation, passenger and freight rail and ports. There are many demanding issues for you to address. However, the inclusion of bike/ped facilities on the new I-83 South Bridge, and hopefully other interstate facilities, will only happen at the District level if support is exhibited by Central Office leadership. This is why it is so important for you to take the initial step of convening a meeting with Mr. Willard and Mr. Buckheit who will share their perspectives and knowledge. As you reference PennDOT Connects in your letter, I will offer my personal perspective based on many interactions with municipal governments. PennDOT Connects has not achieved its intent when it comes to addressing bicycle/pedestrian needs. Many municipalities' leaders and staff are not well versed in the importance of providing safe accessibility to vulnerable roadway users. They refuse to support. Their contracted engineering firms hesitate to advocate bike/ped facilities as they want to continue to be hired. It is very frustrating. More education by PennDOT is needed as many years have passed by since PennDOT Connects was introduced. Returning to my initial reason for writing, if we can meet on my two legislative ideas, I shall be most appreciative. Thank you for your time and consideration, Pat Krebs (Patricia Carone Krebs, 12th District, PA House, 1991-1998)</p> <p>*The Fuller Warren Bridge in Jacksonville is an interesting case that went from Florida DOT opposed to bike/ped facility to Florida DOT's supporting. An absolute no in 2013; opened with bike/ped accommodations in 2023. I've not yet dug into how the Department changed their position. Will PennDOT leaders make the effort to learn if it is possible to include on the South Bridge? Bikes & Pedestrians On The Fuller Warren Bridge? Metro Jacksonville Fuller Warren pedestrian bridge, bike path opens in Jacksonville Cantilever bike/ped facility on I 279 in Pittsburgh - designing for transportation of residents and visitors</p>	
33	William	Krouse	<p>To Whom it may concern: I'd like to make a quick comment on the Bridge plans. It needs to have a pedestrian/bike component. According to your FAQ it can't because it is an interstate. That reason is false (I could use stronger language.) I-80 between PA and NJ (Delaware Water Gap) has a Pedestrian walkway (The Appalachian Trail) See attached photo [photo of I-80 bridge over Delaware River with bike/ped]. Put in a pedestrian/bikeway!</p>	BP1
34	Stephen	Kulonda	<p>Great news the bridge will not be tolled. Tax dollars built it the first time and tax dollars will rebuild it. No need to make me pay for a third time. Top issue: noise abatement. I live about a quarter mile as the crow flies from the west side of the bridge, Rt. 581 and I83 as it swings south toward York. The I83 south section was redone by PENNDOT perhaps 6 years ago. Therein lies the problem. I live at [street address redacted] in New Cumberland. We are essentially a corner enclosed by the routes above. The traffic noise is worse than before the I83 redo. Basically the noise is generated by motorcycles making banzai runs off the bridge into 581 or south on I83 especially at night. Sometimes the noise from a single motorcycle lasts 30 seconds or more as it eventually tails off. The noise is also worsened by jake-braking semi-trucks as they swing around the new turn onto I83 south. Not all trucks use the brake retarders, so I assume those that do are going too fast. I am told by state legislators that noise abatement only occurs as part of construction. I urge PENNDOT to scientifically measure the sound levels over different parts of the year. Obviously, summer is the worst. Add noise abatement to the project. I see lots of new abatement including a stretch on I83 south right before York where it is not housing that is protected but commercial businesses. We have commercial and military aviation overhead, trains sounding horns across</p>	N2

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			and along the river, and the traffic din (including irate truck driver horns). It's a lot. Thank you.	
35	Darlene	Kvaternik	Please pay attention to the folks advocating for pedestrian and bicycle traffic across the new bridge to be added in the design phase that's going on now. It is true that more people who need warehouse jobs are living in Harrisburg and that more of those jobs are over on the west shore. It is imperative that these people who don't make much money be able to get there without having to have the expense of a car and gasoline. It is just uncivilized to refuse to give appropriate consideration to people who need these jobs and need a way to get there safely. Thank you for your attention.	BP1 BP3
36	Jolene	Leisure	Thank you for all you do our state. However, we are evolving, and people are interested in biking, walking and running. We do not have safe infrastructure and people are getting hit. Imagine the turmoil both for the person that hit the person and the tragedy of a life lost. Let's make it better, like NOW PLEASE!	BP1
37	Scott	Loveless	The lack of bicycle, pedestrian, and mobility services in the planned 83 south bridge project is disturbing. Please reconsider. These would, long term, reduce wear and tear on the new bridge, increasing its longevity. Further, these would provide another route for those who either cannot, or choose not to, use an automobile to cross the river. In addition to preserving the new bridge for a longer time, increase opportunities for non-motorized traffic can improve air quality, benefiting all of us. Thank you. Bicycle commuter, motorcyclist, motorist, tax payer	BP1
38	Thomas R.	Lupkie	As I had previously verbally discussed with members of the i83 Bridge Project Team during past public hearings, I have several concerns regarding current, demolition, and construction activities that may occur. They are as follows: 1) I've consistently been given assurance that there will be no further northern encroachment into my Shipoke neighborhood beyond the structure's present boundaries. Any reduction in established clearances would be deemed by us as unacceptable. This also holds true for the current entrance/exit ramp pathways and sound barriers that border the eastern neighborhood's boundaries. 2) While having lived in my home over the course of two decades, I've never experienced the degree of consistent engine/tire noise, the escalation of air brakes being used by frustrated truck drivers, and the severe vibrations from travel over deteriorating expansion joints that I've been subjected to for the past three years. I literally feel traffic vibrations inside my home at all times, and I have the cracks in my walls as evidence of this. THE ESSENTIAL FIRST STEP TO TAKE IS ATTACHING SOUND WALLS ON THE NORTHERN SIDE OF THE CURRENT SOUTH BRIDGE THAT WOULD EXTEND FROM ONE-EIGHTH MILE BEFORE THE RIVER TO 300 YARDS WEST OF THE SHORELINE, ASAP. Atlantic Industries Limited's 8' product has been wind load tested up to +140 mph. Akripol d.o.o., POLYGAL and Vitragroup are other manufacturers who produce these bridge noise barriers. 3) I know that you have some test data to show that the noise issue doesn't exceed standards in Shipoke. But I'm not buying this data. I doubt that these "science experiments" have recorded noise at the higher altitudes of second & third floor bedroom levels, or when the wind is blowing up from the south into our neighborhood, and throughout extended time periods of both days, nights and weekends. And since there's no start-up on this construction phase for several years, why wait until then to actually do something about this? 4) Additionally, the abysmally functioning expansion joints near our Shipoke homes need to be more routinely upgraded (via more regular joint replacements, and Acoustiblok, Inc. or B-JIM systems applications) before any construction	N3, C2

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			plans are formally approved. And again, I ask you why subject us to this obvious issue for several more years? Thank you for your consideration.	
39	Michael	Madden	We must include bike lanes and ped access on this bridge. I83 should connect Southern Harrisburg with Lemoyne and New Cumberland for those who have to walk or bike the region. The Bike lanes should be 2 way and wide enough to safely and comfortably handle 4 riders riding side-by-side. The ped access should be separate from the bike lanes. Both should be at a different level from the highway (lower level) so that walkers and bike riders need not climb as high a hill to use the route. With more ppl walking and biking, less ppl will drive on the bridge; thus easing congestion.	BP1
40	Mike	Micha	Thanks for allowing me the opportunity to say a few words. So I'm Micha, I'm almost 40 years in traffic control now. So I live, breathe and hopefully don't die taking care of traffic moving in our area. Now I live to keep people alive, moving and doing it safely. So I think about a lot of --- my life is a lot of thinking about traffic. And I mentioned when we started having public meetings, it was JC Penney, I believe, the old JC Penney in the East Mall. And speaking at length with Greg Penny, was there any thought about when we go forward with the South Bridge project is there going to be any thought about exiting traffic off of the South Bridge on the West Shore? Kind of like doing what they did in Dauphin a few years ago when they opened up the river relief route up around Dauphin and they went along the riverbank. Because if we brought traffic down off of that South Bridge, you could take half of the traffic that wants to go into new Cumberland to that, put a split ramp on there. So there's another option for the Lemoyne. You don't have to dump everybody into Lemoyne. You could dump the northbound traffic that wants to go up 11 to 15 and help with the bottleneck. We call Lemoyne the bottleneck. It's so long known as the bottleneck. It's environmentally impactful, possibly with putting a ramp coming down along the Susquehanna River, but it could be done so that there's a little impact. But traffic wise, it makes a ton of sense to dump a lot of that traffic down along the river, traffic that just is going through Lemoyne, only to get into Wormleysburg through the bottleneck and eliminate a lot of that. You're keeping traffic out of the school lanes, the truck traffic, and you could almost do the same thing with traffic near the Market Street Bridge. Send a lane or two up that's looking to go on to 83 northbound, right up along the river. They could possibly get on for South bound there, but you could just add that lane along the river. So I know there's a lot there, but that's what we have engineers for. The traffic is only getting bigger. We're looking at hundred-year plan. If we can take that open space that's there along the river and just take that little ribbon of concrete and run traffic up to 83, exit off of and enter on to 83 through there and keep traffic coming out through Lemoyne and down towards Bridge Street and all that crazy traffic that everybody has to deal with. The Market Street - think that's a pretty good option. It would include almost the new interchange in the light. You'd make Front Street in Wormleysburg into a different four way is probably going to have to stay east of the railroad right-of-way. But I just think that's something that our engineers looked at. And I'm going back to Greg Penny's own words. He's like, as far as I know, nobody's even ever thought about that as an option. And this was all off the record. So I don't know if that even ever got beyond that conversation. But I would really hope that our engineers could at least take a look at that and look at some visuals and think about what this option might present as far as alleviating some of the concerns of the borough members with Lemoyne Borough and Wormleysburg and the travelers who are stuck in all that traffic going through bottleneck into Lemoyne and going --- coming across the river and trying to go	PD1

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			home and fight through there and then gosh forbid you have an accident in a bottleneck or something and people are sitting there for a long time, and everybody's looking to go up Front Street down to Harvey Taylor and dumping onto that, which is already jammed, that just got off of it. So I would just hope PennDOT would take a look at that river, a river relief option from Front Street and 11 to 15 actually coming down to Market Street. I guess it's route 11. I don't think it would hurt one bit and maybe we'd find some options there. Thank you.	
41	Micalagh	Moritz	I was dismayed to learn that the plans for the new I-83 South Bridge did not include bike lanes or a path for walking. As a citizen of Harrisburg, it is very important to me that people and the earth are taken into account for these plans, and not just cars. I want my fellow city dwellers who do not have cars to be able to easily get across the bridge. As we know, bikes, e-bikes, and scooters are also better for the earth, and so this is also an environmental issue. I urge you to make these plans with people and the planet in mind!	BP1 BP3
42	Joshua	Moritz	If you are going to spend obscene amounts of money on a problem that it won't solve. Please give other options for folks wanting to cross the bridge in a different way. Please consider creating bike lanes and walkways for pedestrians. Or don't create the bridge in the first place. Make it better for the people of Harrisburg.	BP1
43	Todd	Moses	You don't make it easy to comment. I believe that the new bridge should be available as a transit route for pedestrians, bicycles and e-bikes. Not everyone can afford a car and it is really unjust to limit use to street-worthy vehicles. Let's move into the future, shall we: provide for bikes and pedestrians in the new bridge design. Taxpayer, 17110	BP1 BP3
44	Paul	Nachlas	Please recognize the importance of bike and foot traffic to an ever-increasing number of people in the local area. Hopefully, progress can include all, not just the cars. Safe passage for bikes and pedestrians.	BP1
45	Rae	Neubaum	I don't understand the paragraph below, as the I-83 South Bridge crosses the Susquehanna River, while the South 3rd Street Bridge in Lemoyne does not. The juxtaposition of the statements seems odd. The fact that the South 3rd Street Bridge in Lemoyne will accommodate bikes and pedestrians does not have any significance or relation to the fact that plans for the I-83 South Bridge over the Susquehanna River will not accommodate bikes and pedestrians. There will not be a pedestrian/bicycle facility on the South Bridge since the bridge is an interstate facility. However, bikes and pedestrians will be accommodated on the South 3rd Street Bridge in Lemoyne which will be widened from three lanes with narrow shoulders and a single sidewalk to four lanes with 5' shoulders and sidewalks on both sides.	BP1
46	Julie	Nye	Why are You not providing walking, biking, micro mobility? From Lemoyne to the Hill This is the most logical thing to do!!!	BP1
47	Doug	Ottenberg	Your plan to merger New Cumberland traffic on to I-83 eastbound does not reconcile with the current I-83/PA-581 reconfiguration in the I-83 Master Plan in the York Split area. In the I-83 Master Plan you have eastbound 581 traffic rejoining i-83 in the same area where your new bridge proposal feeds New Cumberland traffic on to I-83 east. PennDOT must show us how this bridge plan forces reconfigurations to the York Split (page 48) master plan or show us the two plans working together.	PD2
48	Samantha	Pearson, Pennsylvania Downtown Center and Healthy Communities	I am writing on behalf of the Pennsylvania Downtown Center. We work to support all transportation modes throughout the Commonwealth in our collaboration with the state Department of Health on the WalkWorks Program. That program funds municipalities to develop Active Transportation Plans. Such plans cannot consider active modes in isolation -- and motor vehicle transportation planning similarly should not be considered in isolation either. In addition to funding plans we work to educate about fundamental concepts related to	BP1 BP3

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		Program Manager, WalkWorks Program	<p>transportation including basic topics like Vision Zero, Complete Streets, mode shift, induced demand, and transportation demand management. Here are our comments specific to the I-83 South Bridge Project Proposal:</p> <p>The I-83 South Bridge proposal arises from a long-standing planning process that could afford to be revisited in light of shifting priorities and current understanding about how safety is defined, who transportation infrastructure should serve, and what rational methods exist for addressing transportation demand. Project information states that “there will be no disproportionately high and adverse effects on low-income, minority, or other underserved populations in the regional study area. Overall, the project will provide improved mobility for all traveling through and within the project area.” At the same time, the materials declare that while there is a “lack of bicycle and pedestrian mobility on the west shore,” no accommodations are planned for bicycles and pedestrians to be able to make use of the substantial infrastructure investment in the South Bridge to get across the river at that point. This combination of statements reveals that the designers are only considering improved mobility for all who travel by motor vehicle. There will be some additional improvements to reduce the barriers north to south across the project area on the west side of the river, but the need for people to cross the bridge using a variety of modes is not considered. On the one hand, as an interstate, there is of course no expectation that bike and ped facilities would be provided along the whole length, however, when provision is made to cross a significant natural barrier like a river, there are certainly examples of interstate bridges that also include active mode routes, like the George Washington Bridge from NJ to NY. There is also mention of other bridges that do and/or will have bike and pedestrian accommodations in the area, but the active transportation network is very choppy and discontinuous. Motor vehicles have multiple bridges and active modes actually typically need to operate on a smaller scale and if anything benefit more from more frequent or tightly spaced and direct routes. The substantial number of vehicles currently using the bridge is cited and the proposal will expand the number of lanes by almost 50%, without making provisions for any other modes, in other words opportunities for design efficiencies and long-term planning for mode shift are ignored. While the plans the bridge rebuild arises from were from more than 20 years ago, there is new thinking and understanding of induced demand and questioning of the rationale behind simply building wider highways in response to demand. Studies have clearly shown that widening roads leads to reduced congestion in the short term, but then induces traffic growth. In order to move towards more sustainable regional transportation, plans from many decades ago should be revisited and informed by this understanding and a concerted effort to explore opportunities to shift drivers to other more efficient modes. This can save road space, materials, fuel, and construction dollars. Requests for bike/ped accommodation are sometimes seen as unreasonable additions to the scope and cost of a project, but if we think in terms of Transportation Demand Management and recognize the spatial efficiency of every mode other than private cars, we could see reductions in needed road width rather than even marginal expansions. Other modes have lane capacities from two to ten or more times that of simple car lanes. It’s time to take that into account. Certainly on an interstate, not everyone could shift to another mode, but there is ample potential. Nationally, we know that more than half of all driving trips are under 3 miles in length and more than 3/4 are under 5 miles in length. In recent years, we also now have the capacity to access data about the trip lengths and origin/destination for specific roads like I-83. INRIX data is available to planning entities in Pennsylvania, through the Eastern Transportation Coalition. That should be assessed in the course of developing any such project. How many of the</p>	

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			<p>existing 125,000 car trips crossing the bridge now are actually trips that could be made by other means if they were actually planned and designed for? We may consider infinite expansion of the road, adding 3 lanes now and more in the future, or we could design more thoughtfully for a resilient and interconnected transportation system that serves all users in the region, not just those driving motorized vehicles. The interstate system is often seen as aloof and beyond the domain of discussions of Complete Streets, but in the immediate presence of a major population area, there are still plenty of human impacts to consider that are not directly along the course of the pavement. Planning for and indeed inviting ever increasing car traffic has adverse impacts on people using other modes in the area both in the form of air, water, and noise pollution, not to mention additional pressure on local roads from the overall ever-rising traffic counts and the accompanying speeding and danger to people outside of vehicles. In addition, we know that interstates have a long history of acting as barriers; we need to consider whether excluding the option to provide some means of also getting other modes across the new bridge will just perpetuate that pattern in another form. Let's not make a 1960s bridge in the 2020s.</p> <p>We would be glad to review these topics in more detail, if that would be useful.</p>	
49	Mark	Pynes	<p>Dear PennDOT, As a lifelong bicyclist, I really think you should reconsider the design of the purposed I-83 South Bridge to incorporate bicycle and pedestrian lanes. I feel like I risk my life every time I bicycle across the river on the Market Street bridge. With the raised sidewalk it feels like one small error and over the railing I would go, into the river. And with zero shoulder riding in traffic is out of the question. If designers could adapt the 140-year-old Brooklyn Bridge with bike and pedestrian lanes, why can't the designed-from-scratch South Bridge have them? Otherwise we citizens are stuck with a non-inclusive bridge for the next 100+ years. With the proliferation of E bikes access seems essential.</p> <p>Thank you for your time.</p>	BP1
50	Meg	Ramey, PhD Executive Director, WorldKind	<p>Dear PennDOT, I was upset to see that your I-83 South Bridge project plan doesn't include any biking and walking lanes. About half of the people in South Harrisburg don't have cars, so it's an equity issue that you provide a safe way for Harrisburg citizens without vehicles to get across the river safely and affordably. Also, as you know well, it's also more environmentally friendly to provide safe ways to use alternative modes of transport, such as bikes/e-bikes, scooters/e-scooters, and, of course, walking. Please plan for the long-term future and think about the environmental impact of your project while also planning for the immediate future by meeting the needs of current Harrisburg residents who don't own cars.</p>	BP1 BP3
51	Doug	Reynolds	<p>Section 106 mitigation is needed and should build on the design and interpretation of the historic Greenbelt being used at City Park Drive and Paxton Street. Bridge piers should match - the appearance of historic limestone. Historic interpretive panels of the Greenbelt should be employed at this location. Fencing and other new aspects should reflect the city beautiful era, lighting too. The relation to the river and riverfront should be opened as much as possible as suggested in the original Warren Manning Plan. The bridge experience by Greenbelt users should be consistent with and supportive of similar work and mitigation everywhere the highway crosses the trail.</p>	CR1

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52	Kelly	Sangree	I understand the designs are drawn. This is a final formality to say "look, we asked the public, and this is our best solution". But I'm going to ask anyway. PLEASE, can you include sidewalks and/or multiuse paths to allow people to cross the river without a car? Oh, there are other options, you say? Specifically, there are two - the Harvey Taylor Bridge and the Market Street Bridge. The Market Street Bridge is about to undergo a 10-year overhaul, and deposits people on the West Shore only to face off with the Lemoyne bottleneck, which has yet to be modified to proper safety standards for pedestrians and cyclists. The Harvey Taylor faces a similar "dead end" on the West Shore for non-car traffic, forcing people to find circuitous routes to get anywhere. If you doubt the need for cycling and pedestrian infrastructure on the 83 bridge, let me share with you what I saw today around 3:30pm, Saturday the 4th. A white man on a mountain bike, pedaling for all he was worth from the East to the West shore, in the breakdown lane of 83. Undoubtedly, this was scary and unsafe, but far faster for him than taking a long dog leg detour to one of the other bridges. Clearly, the need exists, or he wouldn't have tried it. Thank you for reading, and please pencil in a nice side extension for non-car users on the new bridge.	BP1
53	Joel	Savilonis	Please use this time and monies to make crossing this location by bicycles and pedestrians safer!	BP1
54	Kathy	Seidl	I am a member of the Harrisburg Bike Club and an avid walker. I implore you to take into consideration a plan for safe passage of walkers, bikers and others using mobility devices. Thank you!	BP1
55	Aaron	Shenk	Charge the state police for the 83 bridge repair. They continue to divert funds from PennDOT the state police's budget short fall is not PennDOT's responsibility. All funds diverted from PennDOT to state police should be paid back to PennDOT to finance the bridge	F1
56	Scott	Shepler, Chapter Director, Trips for Kids of Harrisburg and Restoration Program Manager, Capital Area Greenbelt Association	I use the South Bridge all the time to access the West Shore in my car. How great it would be to have bike/ped access. This really is a once in a lifetime opportunity for PennDOT and people all over South Harrisburg. Don't miss out on it. Thanks.	BP1
57	Rob	Shoaff	Good Evening, This email is tough to write because, at 50 years of age, I had hopes of Harrisburg becoming a leading tertiary city in the state of Pennsylvania. I have attached a PDF for reference of the unadopted Harrisburg Comprehensive Plan [comprehensive plan attached was "Draft for Comment" from 2017] that started with State Funds in 2013 and is still in limbo as the City of Harrisburg hasn't directly answered the mandate of State Law regarding a Comprehensive Planning Process. As a resident, I have seen many changes and important larger thoughts about Social Equity and the decades of disinvestment due to any effective planning methods that consider metrics of the 4Ps - People, Place, Profit, and Purpose. Along these lines is the important thinking of the SEED Methodology - Social Economic Environmental Design - https://seednetwork.org/tools/methodology/ . I left Central PA in 1993 to pursue an education with a desire to bring knowledge back to my hometown. With experience in higher education and working at 3 world-renowned architecture / engineering / planning firms, I returned to live in Harrisburg in 2005 to continue	BP1 BP3

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			<p>to build my family. Over those years I tried to contribute to my neighborhood and organizations in ways that held dear the understanding of disinvestment of urban places. It was clear that my education differed from the privatized and ego-driven mechanism of the local real estate industry. Dedicating my volunteer hours following the Harrisburg Comprehensive Plan from 2015 to the present has only shown me the fractured relationship between planning and the public good. I don't know the exact metrics of this project, nor do I have the energy to try and continue to follow such projects. This is the state of public engagement these days because the giant monstrosity of a system continues to roll along. From the time spent at ABC Brewing Company listening to Tri-County Regional Planning Commission (190425R @5-7:30P) gush over new developments in suburbia and the 4,700 distressed housing units amongst a total of 23,000 units. The discussion missed the point of the decade, ignoring important books such as The Color of Law (Richard Rothstein) and The Color of Money (Mehrza Baradaran), both of which link to the important 2020 book by Andre Perry -Know Your Price: Valuing Black Lives and Property in America's Black Cities. I highly recommend these books as a means to reflect on what we represent for the public good and why. So what does this have to do with a bridge? I have absolutely no confidence that any state project will ever take a deep dive into implementing a planning process that has metrics of success that mirror the SEED Methodology. There are some great models out there from places such as Albany or Atlanta or Portland, which I have connected with digging into the Harrisburg Comprehensive Plan. It seems to me that an infrastructure project such as the I-83 South Bridge, could demonstrate a deeper connection between the shores of the Susquehanna River that starts a whole effort engaging people to press onward to the other 6 bridges. Please consider a way to build in metrics that show a deeper connection to place. From the point of Environmental Justice, one should flip the answer as posted in the research "There will be no disproportionately high and adverse effects on low-income, minority, or other underserved populations in the regional study area. Overall, the project will provide improved mobility for all traveling through and within the project area." Instead, one should be asking, given the important social discussion of the last decade, and the lack of focus on infrastructure, how might this project bring about the most value to LOW-INCOME, MINORITY, AND OTHER UNDERSERVED POPULATIONS - many of whom don't have vehicles. Those at PennDOT may think that they don't have any ties to addressing these issues, but they really do. This project establishes a continued thinking of passing through, rather than coming together. When our state values Truck / Transit / Logistics / Distribution - knowing what we know from COVID and warehouse workers - there has been a proliferation of truck transit that is decimating all neighborhoods. It is laughable the band-aid fixes on Front Street used to address the low underpasses of 12'-6" and repeated trailer collisions to infrastructure. When I returned to the area in 2005, I was part of the Southern Gateway Project (see page M-16 in the attached PDF), which seriously looked at reworking the entrance to Harrisburg, including what to do with the low underpasses. This continues to be a problem. There still isn't a visionary idea linking our region in light rail as proposed in a 1992-1993 Transportation Survey that I remember filling out as a second-year architecture HACC student traveling between the Wildwood Campus and my home in New Kingstown. We are all caught in an endless loop not addressing key issues and we continue to ask "why?" One key point that I have found since high school graduation, is that at the levels of local and state government, we lack a planning mechanism that is by and for the people. It is driven by private interest, which values the quality of revenue and not the quality of place. It has no metrics, while we as a society have embraced data</p>	

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			<p>analytics - especially when looking at important social issues such as economic disparities and environmental impacts. This was clear from the 1968 documentary - A Time to Act, which I encourage anyone involved in this project to view and discuss internally. FILM: 1968 - Harrisburg - Sankofa / WITF Special Broadcast 201207 & 201208 - A Time to Act - (Parts 1 & 2) https://video.witf.org/video/a-time-to-act-parts-12-qtwxpm/ - A Time to Act - (Parts 3 & 4) https://video.witf.org/video/a-time-to-act-parts-34-uz0n5k/ During this time and the impact of Agnes in 1972, the only time Harrisburg has completed a comprehensive planning document was with the General Plan in 1974, and this was a document developed behind closed doors. Even with the best of intentions, a form of this model still continues today, while governmental entities ask, "why the low public engagement?" Partly because planning is seen as a realm of government and not citizens as in other Cities / States / Nations / Countries. Better yet, I encourage you to reach out to individuals in Harrisburg who lived through those times to find out the level of devastation and disinvestment still apparent today. Leave the comfort zones of your education and life experiences, to embrace the "what could be better?" That in itself is a metric - am I thinking differently than what I learned as "gospel" 20-40 years ago in school? We should all be asking what is our role in allowing things to repeat. We should take responsibility. With all the information shown on your website, it is hard to argue that a lot of thought has gone into the bridge. But experience has shown me that a lot of activity doesn't always yield impressive results without important design criteria and intent - especially continuing to ask, "who isn't at the table?" I will continue to ask any planning process to show the metrics of engagement. Most importantly what are the SEED criteria addressing the important known long-term issues of the study area. Of the current iteration, the simple reaction - "it really doesn't look that much different from the existing bridge" It leaves the close with an important question - "can we live with this type of reaction for the entire life cycle to the next iteration, all while answering to our children, their children and those of whom we share the same streets / roads / highways?"</p>	
58	Michael J.	Soisson, Owner, Pedego Harrisburg	<p>To whom it may concern. I have lived in the greater Harrisburg area for over 20 years, first in Harrisburg and now downtown Harrisburg [street address redacted]. I have traveled the 83 South bridge 3 – 5 times per week and I am in total support of the proposed renovation project both from a consumer perspective and as a business owner in downtown Harrisburg. (My wife and I along with our son own Pedego Harrisburg in Strawberry square). Not only would the project help improve traffic flow and safety but the concept of adding a bicycle lane would be truly special. As a business owner of an electric bicycle shop this project would dramatically increase the use of bicycles and potential commuting to and from downtown and the west shore. I would be happy to share any additional information with project planners.</p>	BP1
59	Steve	Spangler	<p>Traffic signal for 3rd and Lowther Street - need turning lane for northbound 3rd to turn west onto Lowther. Need a warning light on 3rd Street on the bridge to warn traffic that the light is red over the bridge at 83 South's new exit.</p>	PD3
60	Rick & Shirley	Stark	<p>Please make sure that you include safe pedestrian crossings from the Shiny Shell & Burger King side of Lowther & 3rd so that people from the New Cumberland end of Lemoyne can safely cross Lowther to the 3rd Street Bridge & downtown Lemoyne. Thank you.</p>	BP4
61	Edris	Stewart-Ndimbie	<p>Hello, I am very concerned that this significant investment in infrastructure is leaving some of our most vulnerable road users behind — including myself. The belief in the potential for the development of a safe, convenient, well-maintained, and dignified route for bicyclist is insufficient as there is great need presently. I really encourage the project managers to halt until a specific network of corridors</p>	BP1

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			for bicyclist and pedestrians are identified. This project should provide temporary access until a more permanent solution is developed, funded, and implemented. Thank you.	
62	Joan	Swetz	Having just returned from a visit to California, with bike and pedestrian access available everywhere, how can the project planners be so indifferent to the needs of those who do not/or cannot have a vehicle available for work or other needs (as in medical care) on both sides of the Susquehanna River? What benefit is there to the reconfiguring of access on either side of the South Bridge if an individual is unable to get to these roads? Is there no common sense or consideration for the needs of ALL citizens? Also, ignoring the impact of carbon emissions on climate change should be a critical concern. It is distressing to know that decision makers have not paid heed to future needs and challenges. Concerned Citizen	BP1 AQ1
63	Kelly	Thompson	Hello. I am writing to ask for consideration into include pedestrian/bicycle facility on the bridge. The bottleneck in Lemoyne is not an option to get to the other bridges. There is no safe way to travel there. I have tried to ride there with my child, and it isn't safe. As the population continues to increase, we need more transportation options. Thank you.	BP1
64	Emilie M.	Tierney	Please add pedestrian/bicycling access to this design; or a protected bicycle lane. As you know, commuting traffic around Harrisburg is not unique to motor vehicles. Thank you.	BP1
65	James	Uber	Hello, The new bridge design does not include access for biking and pedestrians. It MUST provide that access. We will live with the results of this bridge design for the next 50 years. The current design assumes local residence will want to rely only on automobiles for that 50 years, when it's obvious that more and more people want to use alternate modes of travel, including walking and biking. Right now I have no safe way to travel from the west shore to the east shore, including to the PENNDOT building. The proposed new lane on the Walnut St bridge is no help because it will put us right in the middle of the city with no way to get to locations south of I83 except on Cameron St, well known as one of the deadliest streets in the city. PENNDOT needs to consider more than automobile traffic when designing new bridges. PENNDOT is the Department of TRANSPORTATION for ALL Pennsylvanians, NOT the department of GAS-POWERED TRANSPORTATION! If the PENNDOT Pittsburgh and Philadelphia regions can figure out how to incorporate walking and biking into new bridge design, why can't the Harrisburg region? Surely you are just as smart as they are? This is OUR tax money (state and federal) you are spending on the bridge, it's time to listen to ALL of us. You have ONE chance to get it right and do the right thing, DO IT!	BP1
66	Daniel	VanLenten	Hello, I think the idea of dumping southbound drivers exiting into the area of Lemoyne at 3rd and Herman streets is a bad, bad idea. The traffic is already bad in that area (mostly due to no left-turn signal at 3rd and Hummel as you're heading north on 3rd street), but this will make it even worse. There are businesses, a public pool, and a park in that area that people walk to and from, which creates a more dangerous situation for them. Why not make an off-ramp near 10th and Lowther streets, where the traffic won't be as congested. Also, will there be increased traffic on the Market Street Bridge connecting Wormleysburg and Harrisburg due to this construction project? If so, can the bridge, which is aging as well, handle the increased traffic? Thank you for listening to the community's concerns.	PD1, C1
67	Ruth	W	There should be walking, biking, micro mobility and ADA access from 13th Street, Harrisburg to Lemoyne for ecological and equity reasons.	BP1 BP3

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68	Ross	Willard, Recycle Bicycle	<p>The big picture, why are we building for the future with a very narrow view? PennDOT is anticipating and planning for more car traffic yet seems to be ignoring micro-mobility. It seems like district 8 has never been to another city. Small electric e-scooters are everywhere in Washington DC, so just consider 100 e-scooters versus 100 e-cars/cars on the road, in parking spaces, and the difference in energy use. It boggles my mind that engineers would exclude the best choices of transportation. (I am 73, but if I was 20 again and living back in north Harrisburg. My wife and I would have one car/ecar and two e-scooters and some bikes. Our insurance bill would be cut in half, our cost of acquiring the vehicles almost in half and maintenance in half. I would be crazy to waste money on transportation I did not need and was very detrimental for the environment.) But this bridge design encourages all the wrong things. This will be a 100 year 1.1+ billion-dollar mistake. Why do I care so much. Because I have learned from my own hometown of West Fairview. They planned on rebuilding the Rt 11 & 15 bridge over the railroad. I attended the meetings. I was assured that it would be bike friendly. It's not. I kept riding over it, but finally came to the conclusion that I did not want to die there and quit riding in my own hometown. Come with me and take a tour!</p> <p>The short sales pitch. It needs to have pedestrian, bicycle and micro mobility access built into it from Lemoyne to 13th street in Harrisburg. Which is not the berm with high-speed traffic, but a dedicated protected multi path. Federal Highway strongly encourages this with two guidelines – accessibility on both sides and 20% of cost (Fed even encourages more if possible). United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations - Guidance - Bicycle and Pedestrian Program - Environment - FHWA (dot.gov)</p> <p>1. Environmentally this is the right thing to do – bike/ped has always been best for the environment. Plus, more e-bikes are bought in American than e-cars and pushing a 3000 to 4000 pound car down the road for a few miles to get a loaf of bread is dumb. And if you travel to other major cities, you will notice e-scooters which use very little energy, road space or parking.</p> <p>2. Equity – both ends of the bridge have minorities and economically disadvantaged people that do not have access to private cars or consistent public transportation. The economics of buying an e-scooter versus car insurance, the cost of a car and maintenance are obvious. Hall Manor and Hoverter Homes have 771 units with only half having cars (not giving them access to the bridge effectively locks slightly under 400 families in their neighborhood. When you consider the rest of the Hill in Harrisburg, Steelton and New Cumberland – this is not equitable.</p> <p>3. ADA??? – why try to explain the shortcomings – just borrow a powered wheelchair and try to go from Hall Manor to New Cumberland. I have attended every PennDOT meeting since this was announced years ago and feel that this is bicycle bias because PennDOT issued a 21-page memo stating why NO bike/ped before the last two meetings. Why hold public comment meetings if your mind is already made up. And some of data was “Cherry picked” or pulled off a map without really going on site.</p> <p>Side note – Pittsburg did it right – set google map layers to bicycle and look at all the green lines over all three rivers close together.</p> <p>Now let nit pic the 21-page PennDOT Memo. Since I have been told NO bike/ped from the very first meeting, it seems like the memo was produced with the expectation ahead of time that PennDOT does not want bike/ped and here is every reason you cannot make them do it (my boss at the railroad would have fired me –</p>	BP1 BP3

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			<p>I was hired to do things). Yet I look at Pittsburg and wonder do I live in the same state.</p> <p>Page 1 Project Need 5: The existing regional and local roadway network on the west shore impedes mobility for pedestrians and bicyclists to safely access adjacent communities, businesses, and places of employment within the project corridor severed by the railroad and I-83. <i>So PennDOT says let those poor suckers keep struggling thru those roadblocks instead of giving them a straight shot across the river instead helping to correct this. East shore has the same impediments that would be bypassed by bike/ped on the 83 bridge.</i></p> <p>Page 3. Of the bridges crossing the river in this area, three have sidewalks or multi-use trails. <i>Semantics, only 2 cross the river; then they note that Walnut only goes to island. But throw a bigger number in to start.</i></p> <p>Page 4 According to Smartcitiesdive.com and its references, the average pedestrian will walk a maximum of about ¼ to ½ mile to a transit stop or for commuting. That distance increases to about 1.3 miles when personal errands, exercise and recreation are accounted for. Based on these distances, the Susquehanna River, nearly a mile wide, makes most non-exercise related pedestrian trips unreasonable due to trip length. Most existing pedestrian traffic in this area is observed on the Walnut and Market Street Bridges accessing City Island, a destination point for both recreation and commuter parking located in the middle of the river, which makes the trip length reasonable. <i>WOW, the military must be in trouble when they recruit. But this statistic must be for people who own cars. Hence, they go get in their car instead of walking. For the people I know, they walk the Market Street bridge and then some. A lot of the staff at the Wormleysburg restaurants live in Paxtang, the vets who go to JFT recovery in Lemoyne come from all over Harrisburg. State employees who park on the Miller Street lot east of the State Bridge have to walk almost a mile to certain parts of the Capitol Complex. I find nobody walks suspicious or disheartening because we keep building stuff to discourage walking.</i></p> <p>PennDOT’s assumption is that 10 miles is a reasonable commute for bicyclists. Depending on experience and fitness level, 15 miles could be considered doable. <i>This assumption is correct for regular bikes, but completely ignores e-bikes and e-scooters which have expanded their range. People who never considered themselves bicyclists are now e-biking or e-scooting – it’s an attitude changer. E-scooters provide extremely cheap transportation with no insurance and easy parking at the building instead of way out in a lot. Micro-mobility has brought a renaissance to the way we can move about cities. And they are not hot and sweaty when they get to work.</i></p> <p>Based on these distances, commuting or running errands over the Susquehanna River is potentially viable. Some origin-destination locations in the area that non-motorized users could be interested in are as follows. Each is identified on the location map via reference number used below.</p> <ol style="list-style-type: none"> 1) PennDOT Driver and Vehicle Services – This is not a large attraction for non-motorized users south of I-83. <i>Correct for the clients but shouldn’t PennDOT encourage its hundreds of employees to walk, bike or use micro-mobility instead building lots of free parking that we pay for in an area that is challenging to get to except by car.</i> 2) Capital Area Greenbelt – This trail is a 20-mile loop that runs along the Susquehanna River from north of the Harvey Taylor Bridge and continues south of the I-83 bridge. <i>Great access from West Shore using 83.</i> 3) Shipoke – A neighborhood in Harrisburg, just north of I-83 <i>Great access to West Shore using 83</i> 	

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			<p>4) Hall Manor – A neighborhood in Harrisburg, just south of I-83 <i>Great access to the West Shore using 83 – no hills – no crossing 3 railroads – step out the door and head straight across the river</i></p> <p>5) Downtown Harrisburg – Commercial and residential hub on the east shore including the state capitol. <i>Great for West Shore to access downtown and avoid Lemoyne bottle neck.</i></p> <p>6) UPMC Harrisburg – A major medical facility in south Harrisburg. <i>Wow – major employers that promoted bike share in the past – don’t they want their employees to be healthy – plus they have taken over more land in south Harrisburg for parking than anyone else.</i></p> <p>7) Karns Food/West Shore Farmers Market in Lemoyne – closest major grocery/food area on the west shore. <i>Yep this great but don’t forget Weis – 771 units of Hall Manor & Hoverter Homes (1/2 do not have cars) could hop on at 13th street Harrisburg and exit at 3rd & Louther Lemoyne – continue straight to Weis Market – straight 2.6 miles – wow – that’s nice – no need to go thru the valley of death (Cameron ST parkway with all the industrial traffic) or downtown Harrisburg or the Lemoyne bottle neck – closer and easier to than the only full sized grocery store in the city (Kline Village Giant)</i></p> <p>8) New Cumberland – A neighborhood and employment center south of I-83 on the west shore. <i>Great – people from Harrisburg could get to the New Cumberland Army Depot with a bike or micro-mobility because transit does not run late or weekends.</i></p> <p>9) Lemoyne – A neighborhood and employment center north of I-83 on the west shore. <i>Good</i></p> <p>10) City Island – A parking center for Harrisburg as well as a destination for recreation and entertainment.</p> <p>This assumes that the bike ped bridge ends at Front Street instead of 13th Street – the cars don’t go down into the Cameron Street Parkway (valley of death) and then back up. It’s all one bridge from Lemoyne to 13th Street. Hence the quoted masses of people don’t truly include tons of people on the “Hill,” the Southside, Steelton, etc.</p> <p>The map included on the PennDOT website page 3-135 Fig. 3-39 Minority and Low-Income Population Block Groups is wrong – let’s talk about it.</p> <p>CT 020400 BG1 Purple – Minority & Low Income <i>Correct – but most of the land is Brown Field, industrial, the “ROC”, or the 83 bridge/highway itself but does include the 233 units of Hoverter Homes (only ½ have cars)</i></p> <p>CT 020100 BG2 Green – Minority <i>Correct – but most of the land is highway or railroad but includes Shipoke, South Harrisburg & Court at Washington Square</i></p> <p>CT 010600 BG3 – Lower Lemoyne – <i>yep correct to include.</i></p> <p>CT 010600 BG4 – <i>West lower Lemoyne – sort of – houses on the east – but mostly warehouses</i></p> <p>CT 010600 BG1 <i>Wow – gerrymandering at its worst – lower part is all highway except for a few houses on Louther Street and the upper part is filled with \$900,000 homes with 3 cars per home. I was not polite when I was at the public meetings talking about this – sorry. But it’s filled with spaces of no people or rich people too far away and ignored the main part of Lemoyne, New Cumberland, Highland Park, the complete “Hill” and “Southside” of Harrisburg, and Steelton. The east side is a sea of minority humanity that are economically challenged without access to 24-hour transit or cars. This is not equity.</i></p> <p>The I-83 crossing is south of City Island and south of most pedestrian generators on the east shore. <i>Not true – it left out all the “Southside” and Steelton.</i> Also due to the skew of the bridges, a trip using Market Street rather than the I-83 bridge for south Harrisburg origins and destinations is not significantly longer. <i>Sort of</i></p>	

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			<p><i>true. But here is where the rubber meets the road. Page 19 Hall Manor to New Cumberland – using 83 Bridge – one block north to 83 – turn left – cross over Cameron Parkway, railroad, Front street, the river, railroad, back on dry ground and they are safely at 3rd & Louther in Lemoyne – not using 83 Bridge – follow the dots placed by PennDOT engineer who did not bike this – take Sycamore Street east downhill (remember it will be uphill going home) – cross over Cameron Parkway (the industrial truck way thru the city where most of our bike/ped deaths have happened lately) – up & down the railroad bridge – turn left on Front Street (whoops – PennDOT just had you commit suicide by going the wrong) – ok – ignore PennDOT and follow google map biking – go south the opposite direction to the “ROC” and “U-turn onto the Green Belt (it’s gravel – mucky in rain and unshoveled in snow) – go North till you are under 83 bridge (don’t cheat and go wrong way at Front Street) – but bear left and go down steep entrance to lower riverwalk (fun to climb later) – break immediately because there are two drainage culverts that have dumped many a bike – proceed North to Reading RR – turn right up short steep hill to upper level – ride thru the park - hit the beg button at Market Street – watch for east bound traffic making right turn on red while driver is looking upstream (I almost died there) and then cross Market watching for drivers coming South who have the green – enjoy your ride across the river with drivers who don’t believe you belong there – don’t cheat and use the western side walk because the railings are not high enough for bikes (also you are a pain to walkers) – fight your way thru the bottleneck UPHILL (that is a thrill ride)(but it’s scheduled to be made bike friendly) – then join the center turn lane madness to make the left turn onto 3rd street or wimp out & use beg buttons to cross two legs of the intersection (it used to be the most dangerous ped intersection in Lemoyne) – up and down another railroad bridge – thru Lemoyne (there’s a sharrow) – up & over another railroad/highway bridge – while on top the bridge – look East & see where you just came from & WONDER – all time counting your blessings that PennDOT thinks that was reasonable.</i></p> <p><i>The table below depicts the travel distances between the various locations above. It is understood that there are a multitude of other origins and destinations in the area but that these selected sites represent a reasonable sample for this discussion</i></p> <p><i>There are multiple other paths to use and I have horror stories of each one – get out the office and come ride with me in day light, dark, rain etc. – or at least let me drive you around and show all the pinch points. PennDOT is correct saying there are so many constraints due topography, highways, railroads, the river and what was built in the past. There is no reason to lose a once in a hundred-year opportunity to help correct some of it.</i></p> <p><i>This table shows two main points. First, all these distances are well above what the average pedestrian would consider a reasonable walk, particularly for non-recreational trips. The average person who owns a car – not a person who has to walk to work.</i></p> <p><i>Second is the difference in lengths are negligible in terms of biking. Commuter bicyclists typically average about 12 mph. The maximum difference distance of 1.2 miles equates to about 6 minutes with most differences equating to under 3.5 minutes. I believe False - If We made a car driver go an extra 1.2 miles on a convoluted path or wait an extra 6 minutes – they would go crazy. Come ride with me and let’s see if you can do the extra 1.2 in 6 minutes on a bike. We will start at 13th & 83 and stop the timer at 3rd & Louther. The table shows downtown as a destination, and we all know that Market Street handles that but ignores the “Hill” and Steelton (does include Hall Manor) – again come ride with me to get to downtown from all the other point not listed.</i></p>	

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			<p>Page 4 & 5 Terminal Connections <i>Ok – I agree with PennDOT about all the engineering – good job – except the bike/ped falls off the bridge on Front Street and the cars don't. Personally, I think the South side is where bike/ped should be placed.</i></p> <p>Page 6 <i>Yep – the Lemoyne bottleneck is planned, the Market Street bridge is planned, and the utility bridge with bike/ped is planned. Unfortunately, from plan to implementation has turned dangerous for biking (come ride the Rt 11 & 15 bridge over the railroad in West Fairview – I quit riding in my own hometown because I don't want to die). But PennDOT says we are giving you a better alternative – Ok – so if built as planned – I ride west over the utility bridge – at the midpoint I must yield to cars exiting or entering the bridge at the island (before I had the right of way because I'm a vehicle) – then I get to the west end of the bridge – hit the beg button – cross Market street – hit the beg button – cross Front Street and proceed on the bike lane thru the bottleneck – same old story that bicyclist love taking the most indirect route – but back to the 1st beg button – I exit the utility & turn right and wait – bikes coming east come around the corner from the bottle neck and wonder why I am in the way – and in the future when micro-mobility engulfs us like DC or Philly – it will be a mass of e-scooters and e-bikes blocking e-scooters and e-bikes zipping around a blind corner – worse – human nature will kick in and somebody will get impatient and jump the light with a car now coming east blindly around the corner (yep – all that bad infrastructure from before that we cannot fix and keep making bicyclist go thru forever).</i></p> <p>PennDOT is investing over \$128 million dollars in the Market Street corridor to serve all modes of transportation. By improving safety and providing additional capacity for bicycle and pedestrian traffic along a corridor that already serves all locations within the region, the need for additional active transportation user facilities is diminished. <i>Does not serve all locations or look to the future of micro-mobility – Here's another offer – I will drive you to DC and buy lunch to show you the best way to get around a modern city. And it jams everyone into a new pinch point at the west end of the utility bridge. And it's not a guaranteed event yet.</i></p> <p>Page 6 Long-term inspection and maintenance: <i>More & more of us in District 8 don't want to do this – you are engineers. How do they do bridge inspection and maintenance in Pittsburgh – the more I read the 21-page memo – the more I think the engineers that built the 3.6-mile Mario Cuomo Bridge over the Hudson must be Super Heros.</i></p> <p>Page 7 User experience <i>Yep – it not a walk in the park – but I ride across the Harvey Taylor all the time and so do others – and sometimes I duck down below the railing when I motorcycles racing – to some people it's a mile long drag strip – why is this an excuse – again Mario Cuomo 3.6 miles with benches along the way – so if you don't put bike/ped on Rt 83 – I still get the same results on User experience the alternate Harvey Taylor Bridge – now I am confused.</i></p> <p>Page 7 Construction costs <i>You are the engineers – so I believe your costs – except you did not build from Lemoyne to 13th Street Harrisburg – using your numbers – high estimate from hill to hill is \$40 million which is less than 4% of total budget and meets the FHWA guidelines and truly plans for the future.</i></p> <p>Page 8 Project need 5 deals with non-motorize transportation crossing I-83, not parallel to it. <i>PennDOT sort of implies they are building something we did not have before 3rd Street Bridge over Rt 83 – it is already walkable and bikeable with a sharrow – but the new design does not have a Jersey barrier for the walkers (and I lost a friend on a bridge like that) is due to other parallel multiuse</i></p>	

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			<p>opportunities, namely the Market Street and Harvey Taylor bridges. The addition of a multiuse trail on the I-83 South Bridge does not help the project meet this need. <i>Again, PennDOT took a selective view of who it would serve and not half the city or Steelton.</i></p> <p>Page 8 Summary Based on several factors such as location and travel distances, construction and maintenance costs, long term maintenance concerns, and other parallel route options for pedestrians and bicyclists, PennDOT is deciding to invest its limited resources on the Market Street corridor to promote a safe and desirable crossing of the Susquehanna River for non-motorized users. While it is possible to construct a multi-use trail on the proposed I-83 South Bridge, based on information in this memo it does not appear practical to do so, and therefore PennDOT is dismissing the alternative of pedestrian/bicycle accommodations on the proposed I-83 South Bridge</p> <p>PennDOT says it can be done. They focused their data. They maintain that 12 lanes and 4 berms will solve all transportation needs when 1 extra lane will be the end of the world.</p> <p>1 Micro-mobility is here. 2 Bicyclist hate being run over trying to get to center city. 3 Walkers and bikers that are trying to get somewhere would love to go straight just like cars. FHWA webpage states “From where we live to where we work.” 4 Equity – this bridge is racist – I believe PennDOT put out Community Investment Problem statements - which I put at the very end (cut & pasted from PennDOT) 5 FHWA says DO IT. 6 ADA – I am amazed Americans with Disabilities have sued you yet. And as always “Come ride with me,” not put your money where your mouth is – but put your life/body where the street is.</p> <p>PennDOT Community Investment Problem statements:</p> <ul style="list-style-type: none"> • Disadvantaged communities often face challenges in mobility and struggle with access to vehicles which can impact the ability to access jobs, accumulate generational wealth, procure healthy foods, and obtain quality healthcare. • PennDOT’s spending on highways does not always provide a direct benefit a to large percentage of Pennsylvanians of color who rely on modes other than the personal vehicle. 34% of Black, 21.7% of Latino, 22.8% of Native American, and 14.3% of Asian Pacific Islander households in PA do not have access to a vehicle as compared to 8% of white PA households (2015 Census/IPUMS data). • Historically, some projects have adversely impacted some communities and benefited other communities disproportionately based on minority and/or low-income status. <p>Recommendations: 1. Identify racial disparities in mobility and access in Pennsylvania and work to ameliorate impacts on Pennsylvanians’ ability to access jobs, generational wealth, healthy foods and healthcare across all transportation modes. 2. Evaluate equity of spending. a. Evaluate spending per capita (e.g., by zip code or census tract) and see who is benefiting from our capital and/or maintenance projects ensuring PennDOT money is being spent equitably. Map it to see the impact. 3. Emphasize public involvement and an understanding of the needs of persons of color, low-income, and underserved populations in the Office of Transformational Technology, 6 in Long Range Planning efforts and all other work designing the long-term future of mobility. 4. Provide support and engagement to communities of</p>	

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			color in all aspects of the transportation planning and funding processes: a. Educate communities of color on the planning process and grant opportunities b. Identify grant writing resources for communities that cannot afford it c. Engage District staff to help facilitate the project implementation process to ensure success d. Enhance access for people and communities of color 5. Work with MPOs and RPOs during project selection to ensure disadvantaged persons needs are considered, including all groups without meaningful vehicle access. 6. Work with sibling agencies to explore strategies for collective grant opportunities for underserved communities.)	
69	Ross	Willard	[pic included] Nan is 77 years old, lives on the South side of 13th street. And would love to be able to use the South bridge with her e mobility scooter. I just fixed the flat tire for her for free and that's why the rear seat is not attached.	BP1
70	Ross	Willard	Per 2023-09-29-Technical Memo for Bike-Ped -V5.0.pdf Page 6 “The downstream sidewalk on both bridges will be eliminated since the utility bridge will provide a 14-foot-wide pathway for bicycle and pedestrian use in lieu of the downstream sidewalk. Additional bicycle signage (Share the Road and Bicycles May Use Full Lane), pavement markings, and shared lane use markings in the right lane in each direction will also be added from the west shore to the east shore. Pavement Markings and Signage will be included at both of the adjacent signalized intersections on the west shore and east shore. The Lemoyne Bottleneck Project is ongoing to improve bicycle and pedestrian safety on Market Street on the western shore. Coordination will occur seamlessly.” Figure: Proposed Market Street Corridor Typical Section PennDOT is investing over \$128 million dollars in the Market Street corridor to serve all modes of transportation. By improving safety and providing additional capacity for bicycle and pedestrian traffic along a corridor that already serves all locations within the region, the need for additional active transportation user facilities is diminished. What PennDOT says is true. BUT - at first reading you think that those bicyclist are getting \$128 million, but it's “all users”. So it reads like PennDOT is doing this especially for bikers. NOT – the first and main reason is to speed up construction and have less inconvenience for car traffic. The biking seems like an afterthought, we appreciate the thought; but there is more to the big picture. It makes it sound like we are getting \$128 million on Market, hence don't whine about \$40 million on Rt 83 Bridge (\$50 million when go from Lemoyne to Hill of Harrisburg). And what do I get for \$128 million – a semi separated bike path that when it crosses center of the island bikes must yield to cars (presently cars must yield to vehicular bikes) and then a beg twice to get off the west end of the bike/ped bridge at Front & Market. Plus again “semantics,” there will be “Sharrows on both outside lanes in each direction on the main bridge – that will go over like a lead balloon with car drivers beeping and yelling “get over on that special bridge.” And we all know that induced Road Rage is deadly. The new improved design basically still gives me what I already have. But we being told that PennDOT is spending big bucks there and forgetting about the bridge from Hill to Hill that will last 100 years and is way more expensive. I am disappointed in what appears to be smoke and mirrors to hide PennDOT's inequity to disadvantage residents and lack of foresight to micro mobility in the future.	BP1 BP3
71	Ross	Willard, Recycle Bicycle	I'm Ross Willard. Most people know me as the bike guy from Recycle Bicycle. We give out thousands of bikes a year, so I'm sort of a bike fan, even though I'm a multimoder. I take car, truck, train, whatever, bicycle, walk. So Jim Buckheit, one of my buddies, was in here yesterday at the other location, and he gave a glowing account trying to convince people to have bike and ped on South Bridge. He's a good cop. I'm the bad cop. I'm sorry. So what happens is this has been a long	BP1 BP3

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			<p>process. Originally, you're going to toll it. So before they did that, they held meetings a while back, and they even had a stakeholder meeting. I got to go to it. I was special. At that time I was told no, and heck no to a bike ped on the South Bridge. I attended two public meetings, same thing. And now we're not tolling anymore. They found ways of financing. We're here now. And I'm still wondering, why don't we have bike ped? Because looking at U.S. Department of Transportation, gee, I thought back in January 14, 2022, they said put bike ped on all new bridges. If --- it used to be the threshold was less than 10,000 or 10 percent, now it's 20 percent. And even that you can stretch higher, if necessary, as long as you have access on both sides. Gee, we have access. This isn't a bridge out in the middle of I-80 in the woods and no other access. So it's like Federal Highway said, you've got to do this. And at the cost of \$1.1 billion to \$1.5 billion or whatever it is, there's a \$400 million leeway I'm only looking at --- and even PennDOT said --- they said, oh, it'll cost you \$20 to \$30 million. I'm in that leeway. I'm down at two, three percent, and I'm going to throw out a kick in the head here, making it four percent. Why aren't we planning to have micro mobility, bike and ped to go from 13th street in Harrisburg to Lemoyne? It makes no sense that overpass over Front Street, Second street, the railroad and the Canal, and Cameron Street is part of the bridge. I mean, 83 doesn't dip down the Front street and dip back up again. It is a bridge. It needs to have micro mobility. So looking at my points real quick and throw the card up. So what happens is I think it's short sighted. I really do. I mean PennDOT anticipated me, and I take it personal. They put out a memo saying 21 pages of no and no. And it's like, okay, it's only going to cut off 1.3 for the worst people. Yea, it cuts of 1.3 of some of the most deadly biking walking in the Harrisburg area. In Harrisburg area, we treat all bike riders as if they're bus riders. If you're in the south side in Hall Manor and you want to go to the New Cumberland - got a great job at the depot. It is, you hop on a bus and ride downtown Harrisburg, transfer and go across the river and down. If you have a bike, you do the same thing. That doesn't make sense to me. Why do we make everybody go downtown? You have to get across the river. I know we're going to fix it. Market Street Bridge, we're going to change the bottleneck. I have more comments about that, but why not go straight from hill to hill? It's engineering. And nowadays what happens is with micro mobility, those lithium-ion batteries, they've gotten smaller and lighter. Why do we need to have a 2,000-pound battery to push a vehicle for a one-mile trip? Ebikes e-scooters are better for the environment. So this is an environmental hearing. Why are we encouraging monster cars when we could be using micro mobility? And if you go to DC, New York, Pittsburgh and other places, DC has like, 7,000 scooters for rent. But we don't let that happen here in Pennsylvania because they're not legal yet. But they're here. And the police aren't arresting anybody because they're not being bad guys. They're just some poor soul going to work because he doesn't have to pay car insurance to get to work. He's supporting for his family. So I think engineering wise, ecological wise, micro mobility is the best way to go. And the time to do it is now because this bridge is going to be, in my viewpoint, a hundred-year mistake that costs \$1.1 billion plus, and I'm stuck with it. In fact, everybody here won't be around when we rebuild it again. Now is the time. They'll tell you we don't have enough resources. Well, gee, I came back from D.C. The one bridge that they built, not only did it have a wide bike path on it, they even put two overlooks on it and benches. What's wrong with those people? People don't want to sit on bridges and look at scenery. I got 30 seconds. Then talk to me later if you want to. Looking at why they're negative, they say this is equity. They put out the map and say, we talk to people. Don't believe it. Most of this poor zone here is all brownfields. There's some homeless guys there. They included Hoverter Homes.</p>	

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			They didn't include Hall Manor. Between the two of those there's 771 houses. A little over half have cars. That means probably 371 households do not have cars. North Allison Hill, same thing. Steelton, it's not on a map. Why are these people not included? They must get a car to get across the river. If not, hike up to Midtown and go. I think it's short sighted and not the best interest but talk to me later. I could bend your ear for hours. Thank you.	
72	Sue	Yenchko, Lemoyne Borough Council	Regarding "The Lemoyne Passage" Mural: This artistic, cultural asset will be covered with dirt and lost forever due to the repositioning of the bridge. We, in Lemoyne, all ask PennDOT to consider any possible way to preserve the ability to view the mural. Suggestions have been made: to create a small park so the mural is not lost forever; to continue to use that exit (or part of it); to be more creative in preserving the mural.	PD4
73	Sue	Yenchko, Lemoyne Borough Council	Well, I'm Sue Yenchko. I'm a member of Lemoyne Borough Council, and I was the chair of the Lemoyne Passage mural that some of you, maybe most of you, have seen on the current exit ramp off I-83 going south. I know that this has been talked about before, but I just think we need to remember one of the aspects of this is cultural resources. Very first thing says no adverse effect on eligible historic properties in the area of potential effect nor archaeological properties. Well, one of the reasons that we did that wonderful project was a community building project and putting public art into Lemoyne. We were very fortunate to get PennDOT to allow us to put the 440-foot-long mural on the exit ramp wall, which was called the Graffiti Wall for years. There has been no graffiti since 2017, when we erected that mural. 125 citizens of Lemoyne and surrounding areas helped paint that mural. It shows the history of transportation at a very key point through Lemoyne, believe it or not, touching. When the Indians lived there and used canoes on the river, when the Great Road started with the Harris Ferry crossing the river and becoming Market Street. So bridges are important to us. There was a small airport in Lemoyne where the West Shore Plaza is now, and one of the oldest Ford Dealerships in the state was in Lemoyne, LB Smith. We show this progression of wonderful things that have happened. Transportation ---- oh, the trains. Wait, the trains, in case Norfolk Southern is in the room. But that wonderful 19-foot high that goes down to 3 feet mural is going to be covered with dirt and hidden forever from our people. So many cars get off at that exit every day currently, and I can't tell you how many times we have heard very wonderful things about we love looking at that mural. We have approached PennDOT, and we did have a meeting with Marwa Said about, is there any possible chance that we could take a slide of that and not cover it with dirt, keep the retaining wall and make a small public park in that area? Well-lit and policed by the West Shore Regional Police. We'd like to know if that's at all possible. Supposedly the National Highway Administration says no parks underneath interstate roads, but it's a bridge so I just want to put in a plug for can we keep that mural? It would be wonderful if we could do that. And the Army Corps of Engineers, I really wanted you guys to hear about that, as you may not know about it. Thank you.	PD4
74	Ron	Yerger	I am writing to let you know that I believe that adding pedestrian and bike access to the proposed new South Bridge is vitally important. Of course, these bike lanes must be kept safe and away from vehicle traffic, but they should not be omitted completely from the new bridge. Many people need additional ways to get from the east shore to the west shore and vice versa. Please include them in the plans.	BP1
75	May	Zia	I am writing as a concerned citizen about the lack of crossing options for members of the East Shore community who choose or must walk or ride a bike/e-bike in order to get to work. In the Harrisburg area, residents of nearby low-income housing (e.g. Hoverter Homes) or residents of Steelton, sometimes new immigrants to the US, sometimes those coming out of incarceration or	BP1 BP3

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			<p>rehabilitation programs, take positions at one of the many warehouses in Cumberland County. These positions provide an opportunity for a reasonable starting salary but also opportunities to advance, or make extra money, especially if the worker can accept an early or late shift. Many of these people cannot afford to purchase a reliable car and the accompanying expenses of insurance, gas, upkeep. And public transportation (bus, train) that crosses the river is nonexistent today. Their alternative is the growing popularity of e-bikes when they can 'graduate' from a traditional bicycle. To cross the river today from the southern end of the East Shore, these folks must take a 2 mi detour through the Cameron St/Paxton intersection to get onto to side streets and eventually safely cross to the West Shore on the Harvey Taylor Bridge. The Cameron St/Paxton St area is a dangerous route and there have been numerous fatalities in this area between bikes and cars/trucks. The Greenbelt through an unlit, wooded area behind the DMV is an alternative but it, too, is dangerous because of its isolation, particularly if someone is working an early or late evening shift. At the current moment, due to construction of a tiny home village for veterans in this isolated area, the official rerouting of the Greenbelt is directly onto Cameron St!!! The mammoth I-83 South Bridge rebuilding project is a once in a lifetime opportunity to address an economic need of people wanting and needing to work, and a growing need in the warehousing business for employees. The relative additional cost at this point in the project is surely less expensive than an attempt after the new bridge is constructed to retroactively provide e-bike/pedestrian crossing. In addition, we are living in a world that necessitates us to acknowledge the negative impacts of climate change and we should be doing absolutely everything possible to provide alternatives and encouragement (on both sides of the river) to seek additional safe, and better environmental travel choices. Your statement about the accommodation for bicycles and pedestrians only on the west side of the highway crossing is really disheartening because similar and better access both north and south of the east side of the bridge, as well as across the bridge is also needed. PLEASE reconsider your decisions in this area of need. At a minimum, I offer this opinion as a way to mark that this need was articulated. It would not be helpful in the future, if someone suggested that 'no one told us'.</p>	

STATE AGENCY COMMENTS RECEIVED DURING THE OFFICIAL EA COMMENT PERIOD

No comments were received from State agencies during the official EA comment period.
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FEDERAL AGENCY COMMENTS RECEIVED DURING THE OFFICIAL EA COMMENT PERIOD

	Agency		Comment	Response Code
76	U.S. Environmental Protection Agency (EPA)	EPA	EPA appreciates the analysis provided detailing the no build and preferred alternative option. However, to ensure consistency with the Guidelines, EPA recommends providing an analysis that includes, but is not limited to, the no build option, alternative reconfiguration designs, and the proposed preferred option. The analysis should also describe how impacts were avoided and minimized to help document the LEDPA.	EPA1
		EPA	Furthermore, the current south bridge crossing consists of 3 southbound lanes and 4 northbound lanes. The proposed build alternative indicates that the south bridge crossing would be widened to five lanes and full shoulders (84 feet wide) in each	EPA2

	Agency		Comment	Response Code
			direction on two independent structures. EPA understands that rehabilitation of the current aging bridge structure is not feasible, and that traffic congestion is projected to increase in the future. However, EPA recommends providing additional information documenting why an alternative option to solely replace the current crossing with same number of lanes, which would possibly result in reduced impacts to aquatic resources, was not provided as an alternative option.	
		EPA	The project will result in 4.02 acres of temporary fill within the Susquehanna River due to the temporary access road. It will include a riprapped earthen work area of approximately 200,000 square feet in the river for construction vehicles to complete turning movements to access the temporary construction bridges. EPA understands that there may be limited space due to the railroad tracks running along the western riverbank; however, EPA recommends providing additional information to document that upland alternative sites were evaluated and how avoidance and minimization measures were taken to reduce impacts to aquatic resources within the preferred alternative to help support this alternative as the LEDPA.	EPA3
		EPA	According to the EA, the replacement bridge will shade 0.58 acre of SAV, impact 0.1 acre of SAV for pier placement, and due to temporary construction bridges, 0.66 acre of SAV will be impacted. EPA understands that the SAV within the Susquehanna River may be common, native species (Water Star Grass and Water Celery) which are abundant throughout the river south of the project area. However, based on the information provided, permanent impacts to the SAV beds total approximately 18% of the SAV within the project area. SAV are identified as a special aquatic resource in the Guidelines and, as such, EPA recommends any and all practicable opportunities to avoid and minimize impacts to SAV be considered and incorporated into the project.	EPA4
		EPA	The EA indicates that Wetland 2, a Palustrine Forested (PFO) wetland, will be temporarily impacted (0.41 acres) due to tree cutting for the temporary construction bridges and crane activity. However, the ecological community type of the wetland would change from a palustrine forested wetland to a palustrine emergent/scrub-shrub (PSS) wetland. Even though this impact is planned to be a temporary conversion, the construction is planned to last 6 – 8 years. As such, to account for the temporal loss, EPA recommends that this impact be mitigated as a permanent conversion impact from a PFO to a PSS wetland.	EPA5
		EPA	Based on information provided in the EA and detailed in <i>Figure 2-13: Proposed West Shore Construction Access</i> , it appears that temporary drainage basins are proposed throughout the project area. EPA recommends clarifying if these temporary drainage basins would be located within WOTUS. EPA discourages the use of WOTUS to treat stormwater, such as inline drainage basins, as it may result in degradation of those waters.	EPA6
		EPA	While EPA appreciates the impact tables provided (Table 3-2 and 3-3) and the wetland impact map Figure 3-3, the EA does not appear to include a Surface Waters Impact map demonstrating the impacts to the Susquehanna River. To fully evaluate potential alternatives, avoidance and minimization measures, and appropriate mitigation, EPA recommends the applicant provide an overall WOTUS impact map showing the locations of all proposed impacts to WOTUS, including SAV, along with an impact table listing all temporary and permanent impact amounts.	EPA7

	Agency		Comment	Response Code
		EPA	The EA specifies that a sediment and erosion control plan, as well as Best Management Practices (BMPs), will be employed to avoid or minimize construction impacts. Given the Susquehanna River is listed on the 303(d) list as an impaired waterway for Polychlorinated Biphenyls (PCBs) and pathogens, EPA recommends additional information be provided documenting the BMPs, E&S plans, and construction practices that will be in place to ensure the waterway is not further degraded.	EPA8
		EPA	EPA appreciates that PennDOT plans to follow their Invasive Species Best Management Practices (PennDOT Publication 756 [2014]), which provides BMPs to prevent the spread of invasive species during transportation design, construction, and maintenance. EPA recommends that PennDOT also develop and provide a monitoring plan to document that these BMPs are being followed and additional invasive species are not brought into the project area.	EPA9
		EPA	According to the EA, the existing South Bridge has 18 in-water piers, encompassing approximately 0.75 acre, that are proposed to be removed to 24 inches or more below the river bottom. EPA recommends providing additional details demonstrating how these structures will be removed, the BMPs that will be implemented throughout the process, when this step will occur within the construction timeline, and whether temporary impacts are anticipated to result from the pier removal.	EPA10
		EPA	<p>After all practicable avoidance and minimization measures have been incorporated into the proposed project, compensatory mitigation for those unavoidable impacts to WOTUS should be undertaken. The EA states that mitigation to address the temporary and permanent impacts to surface water resources and wetlands will be determined during permitting and that they plan to purchase credits from a mitigation bank to offset the permanent wetland impacts. EPA recommends the applicant develop a complete Compensatory Mitigation Plan (CMP) that clearly describes how the mitigation proposal will offset the functional losses of the existing aquatic resources. The CMP should follow the criteria established by 40 CFR Part 230, Compensatory Mitigation for Losses of Aquatic Resources (the “Mitigation Rule”) and include the twelve items described at Section 230.94(c)(2) through (c)(14).</p> <ol style="list-style-type: none"> a. Furthermore, if the applicant intends to purchase credits from a Mitigation Bank to compensate for the wetland impacts, EPA recommends a bank within the primary service area be utilized. b. EPA appreciates that the EA states the applicant plans to restore and monitor the temporary wetland and surface water impact areas post-construction. However, neither the restoration plan nor the monitoring plan has been provided. EPA recommends including the restoration and monitoring plan for the surface waters and wetlands that will be temporarily impacted to ensure that they are restored to pre-construction conditions and that previous functions are successfully re-established. If it is found that the temporary impacts have lasting effects, then corrective actions should be implemented, or additional mitigation may be needed to offset those impacts. c. The restoration and monitoring plan should include clear performance standards and success criteria to be used in assessing the success of the mitigation. Specific, observable, and measurable criteria related to the chemical, physical, and biological functions of the aquatic resources should be provided to demonstrate the success 	EPA11

	Agency		Comment	Response Code
			<p>of the site or whether corrective actions are needed. The detailed monitoring plan should also include a map of monitoring locations and a table to illustrate what resources are being monitored and when they will be monitored.</p> <p>d. Given, the proposed impacts to SAV, a robust re-establishment and monitoring plan should be provided for review. The monitoring plan should include an adaptive management plan in the case that the SAV is not successfully re-established post-construction. This could potentially include alternative compensatory mitigation options to offset the loss of the SAV habitat, such as, but not limited to, establishing a SAV mitigation area adjacent to the project site or an evaluation of potential out of kind mitigation options.</p>	
		EPA	EPA appreciates that an EJ analysis and outreach associated with this project was conducted. The EA indicates that those occupying the homeless encampment area located on the east shore in the vicinity of the South Bridge will need to move for the duration of project construction. It is also indicated that PennDOT will be working with the City of Harrisburg and the Capital Area Coalition on Homelessness (CACH) regarding project schedule and implementation of a plan to move them to another location. EPA requests to be notified when this plan is complete and provided a copy for review.	EPA12

COMMENTS RECEIVED AFTER CLOSE OF THE OFFICIAL EA COMMENT PERIOD

	First Name	Last Name	Comment	Response Code
1	E.	Krebs	<p>As a former PA House Member and serious bicyclist even at age 80, I am disturbed that 8-0 is not including bike ped facilities as part of the infrastructure of this interstate bridge which will serve residents on both sides of the River as well as interstate travelers. Unfortunately, to date, you have made the charge and advised FHWA that bike/ped access is unnecessary. This is a fallacy as you are not paying attention to the many who are economically disadvantaged and most often are Latino or African American. Nor are you recognizing the potential for employment for residents who live on the east side of the River with jobs on the west side. You are ignoring equity or otherwise referred to as environmental JUSTICE. You are also being short sighted as you can't predict the future during the bridge's many years of longevity. The more people bike/walk in urban areas, the more likely this will have a positive impact on air quality. Also, the cost of motor vehicles has continued to escalate. Will there be a crises in availability of gasoline/diesel fuels? Will there be a war similar to WWII when gasoline was rationed. Perhaps you should take a walk-through Hoverter Homes and Hall Manor that are highly populated Harrisburg Housing Authority projects. Two presenters at your public meetings, Jim Buckheit and Ross Willard, do not personally benefit from their plea for bike/ped facilities on the South Bridge. They are speaking for others who are not accustomed to address authorities in such a forum. I will continue to try to make the case with Deputy Secretary Biggica to bring together advocates and 8-0 staff as well as other pertinent parties. Perhaps, we can find someone who will listen at the federal level. And, perhaps, some of you should visit interstate bridges with bike/ped facilities. Other DOTs and Authorities "get it" while you still don't.</p> <p>PS: Some Pennsylvanians who can afford a car and parking fees still choose to</p>	

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			bike to and from work. Why? Because biking is part of a healthy lifestyle both physically and mentally.	
2	K.	Mummert	I wanted to express that individuals who are local to this area are concerned the project will be a hindrance to cyclists and pedestrians once completed. Many people rely on bicycle use in the area.	
3	B.	Peters	Regarding pedestrian and bicycle lanes on the south bridge. PENNDOT should include funding in the south bridge/83 widening program to restore the Walnut Street bridge across to the west shore, cross to the west shore and refurbish the Cumberland County Railroad Bridge, to provide ample, multiple pedestrian and bikeway crossing opportunities between the east and west shores of the Susquehanna River. Development of these two ridges into fully accessible non-vehicular crossing opportunities also implies the completion of a pathway system on the east and west shores to provide access to these bridges. This would be an enormous step forward for the Harrisburg area to have both of these bridge infrastructure projects completed and functioning for non-motorized uses.	
4	L.	Searles	We need to add transportation infrastructure for those that need to walk and ride to work on the new 83 bridge.	
5	Ross	Willard	How long before we see the comments that were made? What is PennDOT's timeline of the next steps?	
6	Ross	Willard	How long before we can see all the comments made? I am really curios. How long before federal highway makes a decision? Approx. When do you want to go see why getting from Hall Manor to New Cumberland is downright dangerous? Not the google map version but stand on the street corner view - biking would be even more exhilarating.	
7	Sebastian	(Willard)	Why is there no walking, biking, or micro mobility lane on the new proposed bridge?	
8	Shawnee Tribe	Erin Paden, Tribal Historic Preservation Specialist	<p>This email is in response to I-83 South Bridge Project over Susquehanna River.</p> <p>The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.</p> <p>We have no issues or concerns at this time. <u>Please continue with the project as planned</u>, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.</p> <p>If you have any questions, you may contact me via email at [email address included]. Thank you for giving us the opportunity to comment on this project.</p>	

I-83 South Bridge – Responses to Comments

AQ1

Climate Change is addressed in Section 3.5: *Air Quality and Climate Change* of the EA.

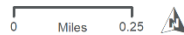
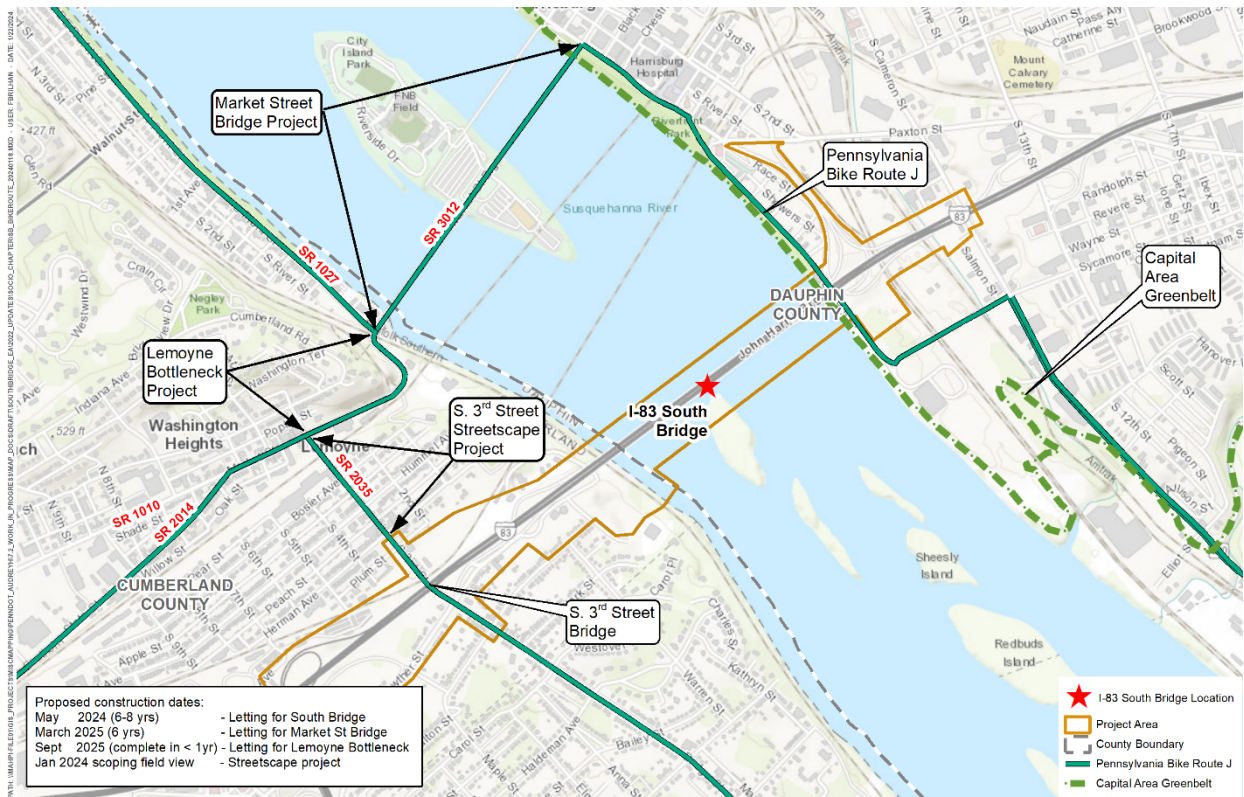
BP1

As part of the EA prepared in accordance with the National Environmental Policy Act (NEPA), consideration was given to including a bicycle/pedestrian facility on the South Bridge. Ultimately, a bicycle/pedestrian facility was not incorporated into the project design for a variety of reasons, as analyzed and documented in the *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge* (October 2023). A link to this technical memorandum was included at the beginning of Chapter 2: *Alternatives* of the EA.

In the Harrisburg area, designated Bike Route J uses the S. 3rd Street Bridge (SR 3025) in Lemoyne, turns right on Market Street (SR 1010), goes through the area known as the “Lemoyne bottleneck,” crosses the Market Street Bridge (SR 3012) over the Susquehanna River, and ties into the Capital Area Greenbelt Trail on the east shore of the river. The I-83 South Bridge project includes the replacement of the S. 3rd Street Bridge in Lemoyne, which will be widened from three lanes with narrow shoulders and a single sidewalk to four lanes with 5-foot shoulders and 5-foot sidewalks on both sides. The existing Market Street Bridge includes bicycle/pedestrian facilities. The Market Street Bridge is currently under study for rehabilitation and would include a bike/ped facility either on the existing bridge or on a separate structure immediately downstream of the existing bridge that is being considered for use as a combined utility bridge and bike/ped facility. A separate project is planned for improving the Lemoyne bottleneck area including improved accommodations for bicycles and pedestrians. Lemoyne Borough is also advancing a streetscape project on S. 3rd Street to improve sidewalks, crosswalks, and streetlights between Herman Avenue and Market Street. See Figure below, which shows Bike Route J and programmed improvement projects along Bike Route J.

The I-83 East Shore Section 3 (ESS3) project from Cameron Street to the Eisenhower interchange includes traffic signal upgrades, new Americans with Disabilities Act (ADA)-accessible ramps and sidewalks, and bike lanes/shoulders to improve safety for non-motorized travelers and improve community connectivity throughout the project corridor. Paxton Street, Cameron Street, 13th Street, 17th Street, 19th Street, and 29th Street will be reconstructed to accommodate sidewalks (ADA standards) or multi-use paths along with pedestrian scale lighting. In addition, shoulders/bike lanes/multi-use paths will be constructed to separate bicycles from the vehicular lanes.

The Market Street Bridge West and East projects, as well as the Lemoyne Bottleneck improvements, are identified in the 2023-2026 Harrisburg Area Transportation Study (HATS) Transportation Improvement Program (TIP) as providing focused improvements for pedestrians and cyclists within the Harrisburg area ([HATS Transportation Improvement Program \(tcrpc-pa.org\)](https://www.tcrpc-pa.org/)). Market Street Bridge construction is planned to begin in March 2025 and take approximately six years to complete, while the Lemoyne Bottleneck project is planned to begin in September 2025 and will be completed in approximately one year. The I-83 ESS3 project is currently under construction.



I-83 SOUTH BRIDGE EA
PENNSYLVANIA BIKE ROUTE J

FHWA’s *Bicycle and Pedestrian Planning, Program, and Project Development* guidance (May 19, 2023) (https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/guidance_2023.pdf) was reviewed in considering whether to place a bike/ped facility on the South Bridge. The guidance includes statements such as the following:

- “Transportation professionals are encouraged to plan, design, construct, and maintain transportation facilities to support complete networks, **especially on urban and suburban nonfreeway arterials with posted speed limits less than 50 miles per hour (mph)**, or to rural arterials that serve as main streets in smaller communities.”
- “In addition, a design for new construction, reconstruction, resurfacing (except for maintenance resurfacing), restoration, or rehabilitation of a highway on the National Highway System (NHS) **(other than a highway also on the Interstate System)** shall consider access for other modes of transportation (23 U.S.C. 109(c)(1)(D)).”
- “Interstate system bridges also should accommodate pedestrians and bicyclists where feasible **because they are often the only access available over major rivers**. Accordingly, entities developing projects should seek to include **safe and comfortable facilities** for bicyclists and pedestrians, including persons with disabilities.”
- “Pursuant to 23 U.S.C. 217(e), all projects with Federal financial participation that replace or rehabilitate a highway bridge deck are required to provide safe accommodation of pedestrians or bicyclists, as applicable, on the bridge, when both of the following conditions are met: **(1) the**

bridge is located on a highway on which pedestrians or bicyclists are allowed to operate at each end of the bridge, and (2) FHWA determines that safe accommodation can be provided at reasonable cost as part of the replacement or rehabilitation. (See January 14, 2022, Bridge Formula Program Implementation Guidance).”

It is noted that the South Bridge has a posted speed limit of 55 mph, it is an Interstate bridge, and it is not the only access available over the Susquehanna River. As part of the crossing alternatives analysis, PennDOT identified two nearby facilities that currently provide non-motorized users, such as cyclists and pedestrians, opportunities to cross the Susquehanna River: The Market Street Bridge (SR 3012) and the Harvey Taylor Bridge (SR 3016). These crossings offer some separated non-motorized infrastructure and serve several local destinations with connections to the local roadway network. A third facility, the Walnut Street Bridge, offers a partial crossing and access to important community resources on City Island, including parking for employees working in downtown Harrisburg.

The Market Street Bridge is lower in elevation than the South Bridge, has a substantially lower traffic volume of approximately 13,900 vehicles per day currently with a 40 mph speed limit, and includes access to City Island, which can serve as a respite in the middle of the 3/4-mile crossing. In contrast, the I-83 bridge is a high bridge with a 55 mph speed limit. It carries over 125,000 vehicles per day currently, 18 percent of which are heavy trucks. Between the speeds and the percentage of heavy trucks, even with a barrier separating the bike/ped facility from the main travel lanes, walking across the South Bridge would not be comfortable for pedestrians and bicyclists. Because of the heavy traffic, it would be very loud, and they would experience a substantial vibration/sway during the 3/4-mile crossing.

At either end of the South Bridge, cyclists and pedestrians would not be allowed to remain on the interstate; therefore, connections would have to be made to the local street network. This would require long switchbacks or spiral ramps with ADA-compliant grades and landing areas, which add to costs, travel distances, and resource impacts.

The Metropolitan Planning Organization (MPO) has a responsibility in coordination with transportation agencies to consider all modes of transportation, including pedestrians and cyclists, and to plan and program projects accordingly. As discussed above, projects have been planned and programmed to make improvements for cyclists and pedestrians in the Harrisburg area along designated Bike Route J.

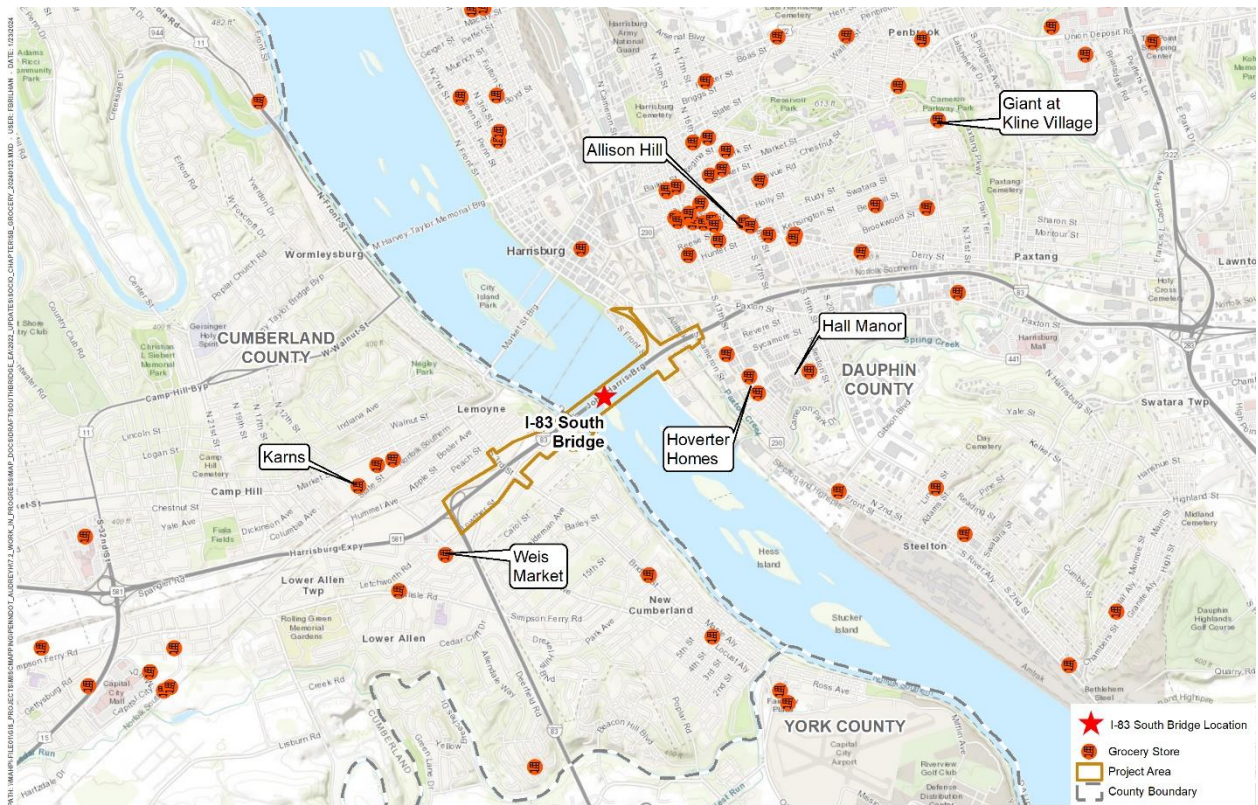
As documented in the *One-way Distance between O-D Pairs (in miles)* table on page 4 of the *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge*, assessment of a variety of origins and destinations between the east shore and the west shore was prepared to compare the distance to walk/bike using the Market Street Bridge versus using the South Bridge if the South Bridge were to include a bike/ped facility. The origins and destinations included the low-income and public housing areas of Hall Manor and Hoverter Homes on the east shore (area 4 on the Location Map in the Technical Memo) and several employment centers in the Lemoyne/New Cumberland area (areas 8 and 9 on the Location Map in the Technical Memo) on the west shore. The Susquehanna River is approximately 3/4 mile wide through the project area. The origin/destination distances ranged from 1.5 to 3.9 miles. Depending on the origin and the destination, some trips were shorter using Market Street, and others would be shorter if I-83 could be used; however, the differences ranged from plus or minus 0-1.2 miles.

According to Federal Transit Administration (FTA) policy, the de facto catchment area for pedestrians is 0.5 mile, while the de facto catchment area for bicyclists is 3 miles (<https://www.federalregister.gov/documents/2011/08/19/2011-21273/final-policy-statement-on-the->

[eligibility-of-pedestrian-and-bicycle-improvements-under-federal](#)). According to the Delaware Valley Regional Planning Commission (DVRPC), the pedestrian catchment area is the distance that can be walked continuously on existing sidewalks up to 1 mile; likewise, the bicycle catchment area is defined as 2 miles (<https://www.dvrpc.org/webmaps/accessscore/#scoreDefinitions>). Similarly, the HATS Regional Transportation Plan 2045 identifies 0.5 mile as the distance to measure walkability (<https://www.tcrcpa.org/rtp-non-motorized>). According to Smartcitiesdive.com and its references, the average pedestrian will walk a maximum of about ¼ to ½ mile to a transit stop or for commuting. That distance increases to about 1.3 miles when personal errands, exercise, and recreation are accounted for. Most of the origins/destinations exceed these collective limits at 1.5-3.9 miles. When looking at bicycling, the differences in trip distances using Market Street versus I-83 are generally negligible; using Market Street would not add substantial trip length. If choosing to use an e-bike or e-scooter, the additional mileage would be even less substantial.

Allison Hill (an area with low-income households east of downtown Harrisburg on the east shore) and Weis Market (a grocery store on the west shore along Lowther Street west of the I-83/PA 581 split) were not included in the original origin/destination pairs in the *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge*. Allison Hill is further east than other origins/destinations, and Weis Market is further west, so distances between Allison Hill and grocery or employment centers, or distances from other low-income areas to Weis Markets can be roughly estimated using the origin/destination pairs that were previously examined. For example, Weis Markets is approximately the same distance from I-83 as the New Cumberland employment center origin/destination (area 8 on the Location Map in the Technical Memo); therefore, distances can be roughly estimated using the origin/destination pairs that were previously examined. Allison Hill to Weis Markets via the South Bridge is best represented by origin/destination pair Hall Manor (Location Map area 4) to New Cumberland (Location Map area 8), with the trip from Allison Hill being approximately 0.3 miles longer to I-83 via 17th Street (3.0 miles total). Allison Hill to Weis Markets using the Market Street Bridge is best represented by origin/destination pair Downtown Harrisburg (Location Map area 5) to New Cumberland (Location Map area 8), with the trip from Allison Hill being approximately 1.1 miles longer to Downtown Harrisburg via Mulberry Street (3.6 miles total). Both distances for the trip from Allison Hill to Weis Markets exceed the FTA, DVRPC and HATS walkability criteria. The trip via South Bridge exceeds the DVRPC bike criteria and is at the upper limit of FTA bike criteria, while the trip via Market Street Bridge exceeds the FTA and DVRPC bike criteria. Other O-D pairs not specifically noted in the Technical Memo can be similarly estimated.

There are numerous grocery stores on both sides of the Susquehanna River, including large-scale grocery stores like Giant at Kline Village on the east shore, and Weis Markets and Karns on the west shore. The following Figure depicts project area grocery stores in relation to the communities with environmental justice concerns (Allison Hill, Hall Manor, and Hoverter Homes). It should be noted that the Giant at Kline Village is much closer to Allison Hill and would not require cyclists or pedestrians to cross two rail lines and the Susquehanna River.



I-83 SOUTH BRIDGE EA
GROCERY STORES

The Greenbelt Trail on the east shore is currently used by some pedestrians and bicyclists to reach the Market Street Bridge, and concern was expressed by a commenter regarding snow removal and maintenance of the Greenbelt Trail. Coordination with the Capital Area Greenbelt Association revealed that the municipalities through which the Greenbelt trail passes are responsible for its maintenance. This same concern regarding snow removal and maintenance of the Greenbelt Trail would apply to access to the South Bridge if a bike/ped facility were to be placed on the South Bridge.

PennDOT’s evaluation identified several challenges to including a bike/ped facility on the South Bridge. At either end of the bridge, the bike/ped facility would need to be removed from the interstate facility and connected to local roads or trails since bicyclists and pedestrians are not permitted on I-83. If a bike/ped facility were to be installed on the South Bridge, access to the bike/ped facility from the East Shore would not be easy because the bridge is approximately 20 feet higher than the local roadway system and the Greenbelt Trail. If installed on the north side of the bridge where available space is limited, a series of spiral switchback ramps with resting platforms would be needed for ADA compliance (8 % maximum grade with landings). The structure would be several stories tall and difficult to construct to meet ADA requirements. While an elevator could potentially be installed, ramps would still be required to cover a situation when the elevators are not working, there is a fire, or power outage. Maintenance and safety/security would be considerations as well. If installed on the south side, a structure with spiral switchback ramps and resting platforms could be constructed, or since there is more room on the south side, a long (equivalent of two football fields in length) switchback covering the entire area between the Greenbelt Trail and the Norfolk Southern rail line would be required. In addition, the ramps/switchbacks would add to the bike/ped

commute time and distance using the South Bridge. Tying the bike/ped facility to 13th Street instead of the Greenbelt Trail would be problematic because the bike/ped facility would have to cross over I-83 ramps, conflicting with the ESS3 project constraints outside of the South Bridge project area, and also cross over Norfolk Southern and Amtrak railroad right-of-way. PennDOT's right-of-way over Amtrak is restricted and cannot be expanded.

The conclusion reached in the EA and the *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge* is that the I-83 South Bridge is primarily intended to move regional traffic and since alternative river crossings exist nearby that are more suitable for bike and pedestrian travel, and substantial resources are being invested in other Harrisburg area projects to enhance the non-motorized network including along Bike Route J, a bike/ped facility is not being included as part of the I-83 South Bridge replacement. This is consistent with several regional planning studies, including:

- HATS Regional Transportation Plan 2045: [RTP – Non-Motorized \(tcrpc-pa.org\)](#)
- HATS [Cross River] Connections Study: [1c086c_d2e195d6c7364b429e3f6223cb5debfd.pdf \(tcrpc-pa.org\)](#)
- HATS Regional Bicycle Connections Study: [1c086c_95767d6ce805432885e9b34bf33ace9b.pdf \(tcrpc-pa.org\)](#)
- HATS Regional Bicycle and Pedestrian Study: [01623b_c80119c5d78b4ab6975741da5d5af5d7.pdf \(tcrpc-pa.org\)](#)
- City of Harrisburg Draft 2020 Comprehensive Plan: [Comprehensive-Plan-DRAFT-July-2020_.pdf](#)

Regarding other interstate bridges where bike/ped facilities have been included, each location is unique, and the specific circumstances need to be considered. For example, the Scudders Falls bridge includes a bike/ped facility. The Scudders Falls bridge is approximately 1/4-mile long, and the nearest alternative crossings are the Washington Crossing bridge, approximately 2.7 miles upstream, and the Calhoun Street bridge, approximately 4.5 miles downstream of the Scudders Falls bridge. Each situation needs to be examined with respect to population density, make-up, alternative routes, etc., and a decision reached in the best overall public interest as described in FHWA Guidance: Bicycle and Pedestrian Planning, Program, and Project Development (May 19, 2023). The I-83 South Bridge Project was developed in accordance with this guidance.

As shown in EA Figure 3-10: *CAT and RabbitEXPRESS Transit Routes*, bus routes cross the Susquehanna River using the I-83 South Bridge. The I-83 South Bridge project will facilitate efficient transportation for these transit routes. This Figure also shows other CAT routes in the project area that service the Carlisle Pike Warehouses, the Capital City Mall, the Rossmoyne Industrial Park, the Capitol Complex, and other destinations.

BP2

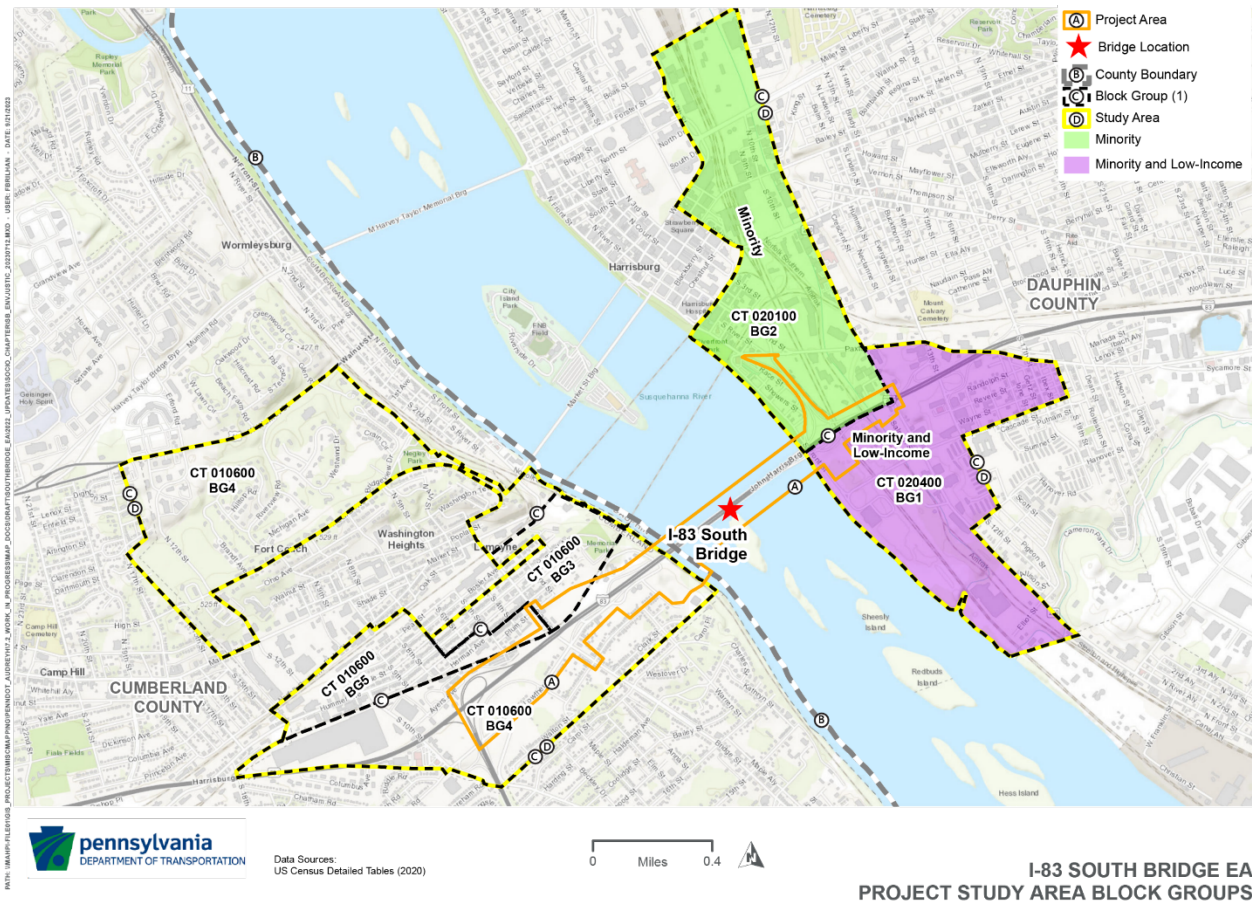
The intersection of the southbound I-83 Lemoyne interchange exit ramp (Ramp X) and S. 3rd Street would be signalized. When exiting traffic on the ramp receives a red signal and is stopped, pedestrians and bicycles would be able to travel parallel to S. 3rd Street without conflicts with vehicular traffic. The signal design would include crosswalks, pedestrian push buttons, and signals that would indicate when it is time for the pedestrians to cross. Bicycle traffic would be able to proceed through the intersection when a green signal indication is provided to S. 3rd Street.

BP3

As part of the EA prepared in accordance with the National Environmental Policy Act (NEPA), consideration was given to including a bicycle/pedestrian facility on the South Bridge. Ultimately, a bicycle/pedestrian facility was not incorporated into the project design for a variety of reasons, as analyzed and documented in the *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge* (October 2023). A link to this technical memorandum was included at the beginning of Chapter 2: *Alternatives* of the EA.

An analysis of effects on low-income and minority populations in the project area was conducted in accordance with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* (February 11, 1994) and subsequent USDOT, FHWA, and Executive Orders providing additional guidance and clarification on environmental justice. Details of the analysis are included in the *SR 0083-094 John Harris Memorial (South) Bridge Environmental Justice Analysis* (August 2023), which was referenced at the beginning of Section 3.13: *Environmental Justice* of the EA and a link provided to the technical report for those wishing to read the detailed analysis.

For the environmental justice analysis, data from the US Census and American Community Survey, as well as EPA's EJScreen and CJEST mapping, were collected at the block group level and compared to relevant geographic areas to identify minority and low-income populations. Census block groups are geographical units with boundaries drawn by the US Census Bureau. Five block groups span (or touch) the I-83 South Bridge project area. Of the five-block groups, two block groups have low-income and minority populations that are meaningfully greater than the base populations in the City/Borough, County, and/or State. Figure 1. *Minority and Low-Income Population Block Groups* in the *SR 0083-094 John Harris Memorial (South) Bridge Environmental Justice Analysis* report shows the five-block groups, including two on the east shore that were identified as environmental justice areas (see below).



I-83 SOUTH BRIDGE EA
PROJECT STUDY AREA BLOCK GROUPS

PennDOT has provided and will continue to provide equitable public participation opportunities for the project. Public outreach for the project started with the Statewide *Planning and Environmental Linkages* study and continued throughout the project development process. Outreach included virtual public meetings, telephone town halls, in-person public meetings, convening an Equity in Transportation Working Group, conducting a digital survey of low-income and minority persons, and meetings with emergency service providers, the City of Harrisburg, Lemoyne Borough, public officials, neighborhood associations, the Capital Area Coalition on Homelessness, various community organizations, the MPO, and County Commissioners. Direct mail postcards were sent to 7,805 homes in the project area, legal advertisements were published in both English and Spanish newspapers, posters were sent to knowledgeable parties in the area to reach out to the communities they represent, and email blasts, social media posts, and traditional media stories were published. Public meeting and public hearing locations were selected where accessible to public transportation. Translation services were available on the project website and at the public meetings/hearings.

PennDOT recognizes that there are persons in the project area who do not own a car, making it difficult for these persons to get to places of employment. As shown in EA Figure 3-10: *CAT and RabbitEXPRESS Transit Routes*, bus routes cross the Susquehanna River using the I-83 South Bridge. The I-83 South Bridge project will facilitate efficient transportation for these transit routes. This Figure also shows other CAT routes in the project area that service the Carlisle Pike Warehouses, the Capital City Mall, the Rossmoyne Industrial Park, the Capitol Complex, and other destinations.

While the hardship of not owning a car is recognized, the assessment of putting a bike/ped facility on the South Bridge structure determined that alternative river crossings exist nearby (specifically the Market Street Bridge) that are more suitable for bike and pedestrian travel and result in comparable trip lengths. Regardless of the bridge used to cross the river, cyclists and pedestrians may have to navigate a variety of local street situations to get to and from the bridge. As discussed in the *Technical Memo for the Dismissal of Pedestrian/Bike Accommodations on the I-83 South Bridge*, the paths used for the origin-destination study follow routes viable for bicycle and pedestrian use. Additional information regarding trip lengths from various origins and destinations using the Market Street Bridge versus using the South Bridge (if a bike/ped facility were to be placed on the South Bridge) was evaluated in the Technical Memo and discussed in response BP1. Also discussed in response to BP1, substantial resources are being invested in other Harrisburg area projects to enhance the non-motorized network. Many of these programmed projects are along Bike Route J, including the Market Street Bridge rehabilitation, the Lemoyne bottleneck improvements, and the Lemoyne streetscape project on S. 3rd Street between Market Street and Herman Avenue.

The I-83 South Bridge is reaching the end of its serviceable life span and must be replaced. If nothing is done, the bridge will ultimately have to be closed to traffic, which would cut off access for all. Replacing the bridge with a wider structure with full shoulders will improve traffic flow, travel time, emergency service access, and safety. The transportation facility that exists today is being replaced and improved. As a result, the environmental justice analysis concluded that there is no disproportionately high and adverse effect on environmental justice populations in the area. Investment in bike/ped facilities is being made in the Harrisburg region via other programmed projects on the TIP ([2023 HATS Transportation Improvement Program \(TIP\) \(arcgis.com\)](#)).

BP4

The 3rd Street/Lowther Street intersection near the Shiny Shell and Burger King will include ADA-compliant sidewalks and pedestrian crosswalks with push buttons and pedestrian walk signals.

BP5

As discussed in Chapter 2: *Alternatives* of the EA, the proposed sidewalks on the S. 3rd Street Bridge in Lemoyne would be 5' wide, meeting the ADA standards for two passing wheelchairs. With the low-speed design of 25 mph on S. 3rd Street, physical separation would be provided via standard vertical curbing consistent with the rest of the 3rd Street corridor. A separate 5' wide shoulder will be available for bicycle traffic.

C1

As discussed in Section 2.1.2: *Construction* of the EA, traffic will be maintained on the existing South Bridge while the new northbound bridge structure is built. Traffic will then be transferred to the new bridge structure while the existing bridge is removed and the new southbound bridge structure is constructed in its place. Traffic would then be redistributed across the two bridge structures. The new bridge structures support 5 traffic lanes and full shoulders, allowing for two or three travel lanes in each direction during construction of the southbound bridge. As a result, minimal increases in traffic on the Market Street Bridge are anticipated during South Bridge construction.

C2

Based on the current design, there will be no further encroachment into the Shipoke neighborhood.

CR1

As discussed in Section 3.8: *Cultural Resources* of the EA, the Pennsylvania Historical and Museum Commission concurred with PennDOT's determination that the project will have no adverse effect on the historic Harrisburg City Parks 7 Parkway Plan/Capital Area Greenbelt. Therefore, mitigation under Section 106 of the National Historic Preservation Act (NHPA) is not required for the project. The I-83 South Bridge is not a historic resource; however, as discussed in EA Section 3.4: *Visual Resources*, architectural treatment of the piers is being considered and will be determined in the final design.

The Capital Area Greenbelt is protected under Section 4(f) of the USDOT Act of 1966. Because a No Adverse Effect determination was made under Section 106 of the NHPA, the Section 4(f) use is de minimis. Mitigation measures are described in EA Section 3.11.5: *Mitigation for Section 4(f)* and include both functional and aesthetic improvements determined through coordination with the Capital Area Greenbelt Association.

EPA1

Chapter 2: *Alternatives* of the EA discusses the restrictive design parameters associated with the Dock Street Dam, the sewage treatment plants, and the historic Shipoke neighborhood in Harrisburg. Section 2.2, *Other Alternatives Considered*, includes the no-build alternative and rehabilitation alternatives. A technical memorandum – *I-83 South Bridge, Technical Memo for the Dismissal of Rehabilitation Alternative (February 2021)* - was prepared discussing why rehabilitation of the existing bridge is not a reasonable alternative. The EA also discusses the fact that trestle bridges are being used for construction as opposed to rock causeways. Rock causeways – whether full-width or half-width – would have far greater effects on natural resources, including the river, wetlands, water quality, fish, SAV, etc. The trestle bridge causeways would occupy no more than half the width of the river at any one time and allow water passage, greatly minimizing effects on fish passage, SAV, wetlands, sedimentation/water quality, etc. As such, the use of trestle causeways mitigates the majority of natural resource effects typically associated with bridge reconstruction/replacement projects.

A detailed alternatives analysis to satisfy the 404(b)(1) guidelines is being prepared as part of the Chapter 105/Section 404 Joint Permit Application (JPA).

EPA2

The additional lanes and the full-width shoulders are needed to meet the transportation needs of the Harrisburg area. Building a bridge with the same lane configuration and lack of shoulders associated with the current bridge would not address the existing congestion and safety needs of the proposed project, as discussed in Chapter 1.3: *Purpose and Needs* of the EA. Therefore, a replacement bridge matching the current bridge lane configuration would not be a reasonable alternative.

EPA3

To minimize temporary impacts to the Susquehanna River, construction of the new I-83 South Bridge is planned to be done using four separate temporary construction half-width trestle bridges rather than half-width rock causeways. Two trestle bridges would be constructed from the west shore of the river and two from the east shore of the river. Therefore, overland access to the river is needed from both shores.

On the east shore, access has been configured to avoid and minimize further impacts to the river. On the west shore and to the north of the existing I-83, the proximity of the Dock Street Dam and Lemoyne Wastewater Treatment Plant prohibits construction access to the river. Construction equipment and materials, including the large bridge beams for the bridge spans that are approximately 200 feet long, must be hauled over the railroad tracks and down to the temporary trestle construction bridges. Though the west bank has a large vertical elevation change, the size of the area to the south allows for gradual regrading to accommodate beam delivery truck limitations, as confirmed by experts in the industry. The temporary rock access road and truck turnaround area are needed for hauling the bridge beams over the railroad tracks and down to the river. The engineering team analyzed grades and turning radii to establish an access road that minimized the amount of rock placed in the river for the safe delivery of construction materials.

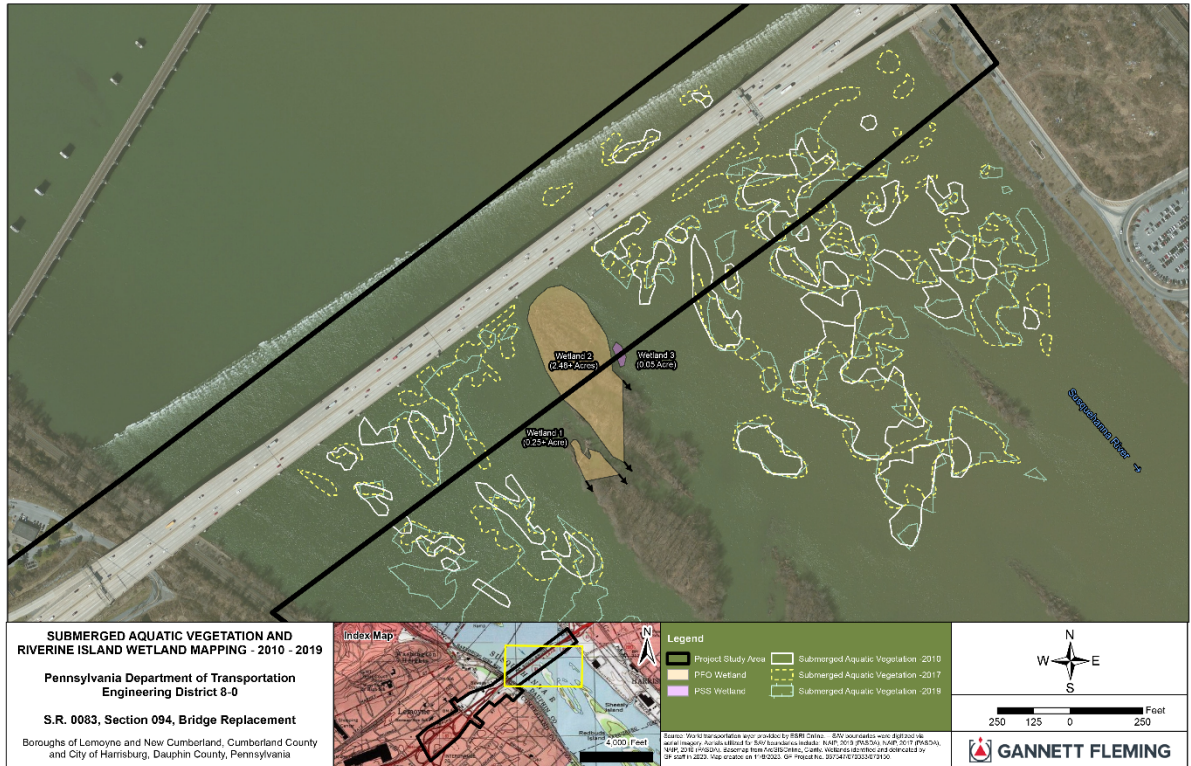
Please note that the rock work area is not intended for project staging; staging areas have been established in upland areas, as shown on EA Figure 2-13: Proposed West Shore Construction Access.

EPA 4

As discussed in Section 3.2.3: *Surface Water Resources* of the EA, the permanent physical impact on the SAV beds is 0.1 acre for pier placement based on the current observed location of the SAV beds. The SAV beds are very dynamic; they have shifted and moved over the years based on weather events and other parameters. SAV is limited immediately below the Dock Street Dam, likely due to strong water currents and turbidity caused by the dam. Please see the Figure on the following page, *Submerged Aquatic Vegetation and Riverine Island Wetland Mapping, 2010-2019*, which shows the SAV bed locations at various snapshots in time based on readily available aerial imagery from 2010, 2017, and 2019 and demonstrates the dynamic nature of this resource.

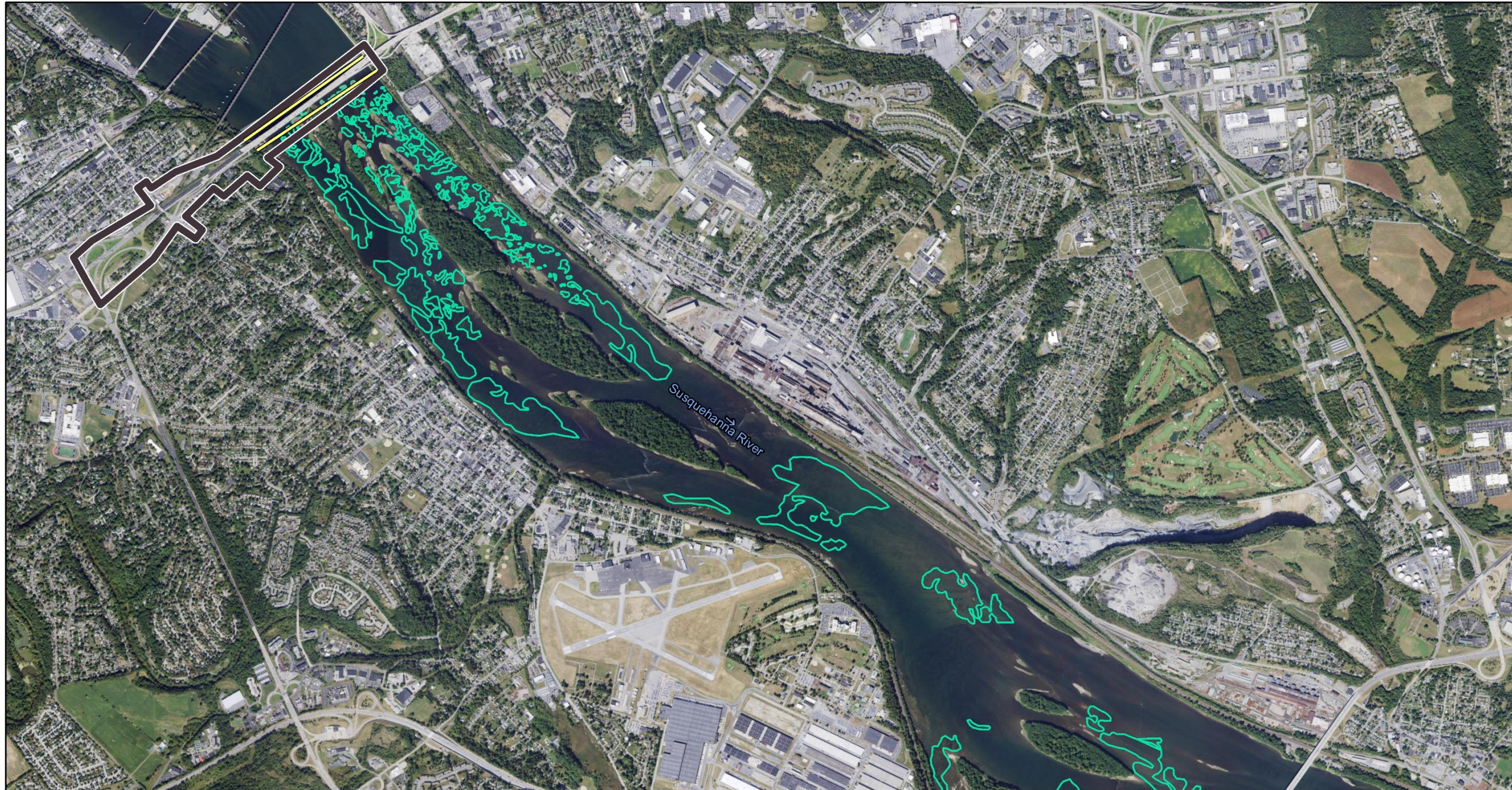
The new bridge structures will be more than 40 feet above the normal water surface, so while the bridge deck area will shade some of the SAV under the bridge (0.58 acre), that shade will move with the sun angle, and SAV will likely still be able to grow under the bridge.

The temporary construction bridge trestles will cover an area of 0.66 acre; however, much of the 0.66 acre is a deck area, so not all of the SAV under the trestles will be affected. The trestle low chord will be more than six feet above the normal flow but is located below the ordinary high water elevation of 299 feet, which was used for calculating river impacts. Trestle supports will consist of 2-foot diameter caissons/piles, which will minimize the direct impact on the river bottom compared to typical earthen/rock causeway fill. Each of the four temporary trestles will be in place for 12-18 months at most. Once the trestles are removed, it is anticipated that the SAV will re-establish itself from the remaining SAV in the area.



As to percentages, the SAV is common and very abundant downstream of the construction area, so depending on whether the percent is calculated within the project study area (shown with the red lines in the Figure) or the total area of SAV delineated on the Figure, the impact percentage is going to range from 18% down to 3%. If SAV was looked at for the entire river stretch from the Dock Street Dam to the next low-head dam (York Haven – approximately 12-13 miles downstream), the percentage would be much lower. Figures follow that show the extent of SAV from the Dock Street Dam to the York Haven Dam. Using this entire stretch, the SAV impact percentage drops to 0.14%.

Monitoring of the SAV during and post-construction is proposed to evaluate the project’s effect on these dynamic resources. Other factors, such as storm events, winter ice scour, and water levels, that could affect SAV will be documented as well. The use of the trestle bridge instead of a rock causeway and phasing of the project avoids and minimizes impacts on the SAV to the greatest extent possible.



SUBMERGED AQUATIC VEGETATION AND RIVERINE ISLAND WETLAND MAPPING -2019
MAP SHEET: 1 of 3

Pennsylvania Department of Transportation
Engineering District 8-0
S.R. 0083, Section 094, Bridge Replacement

Boroughs of Lemoyne and New Cumberland, Cumberland County and City of Harrisburg, Dauphin County, Pennsylvania

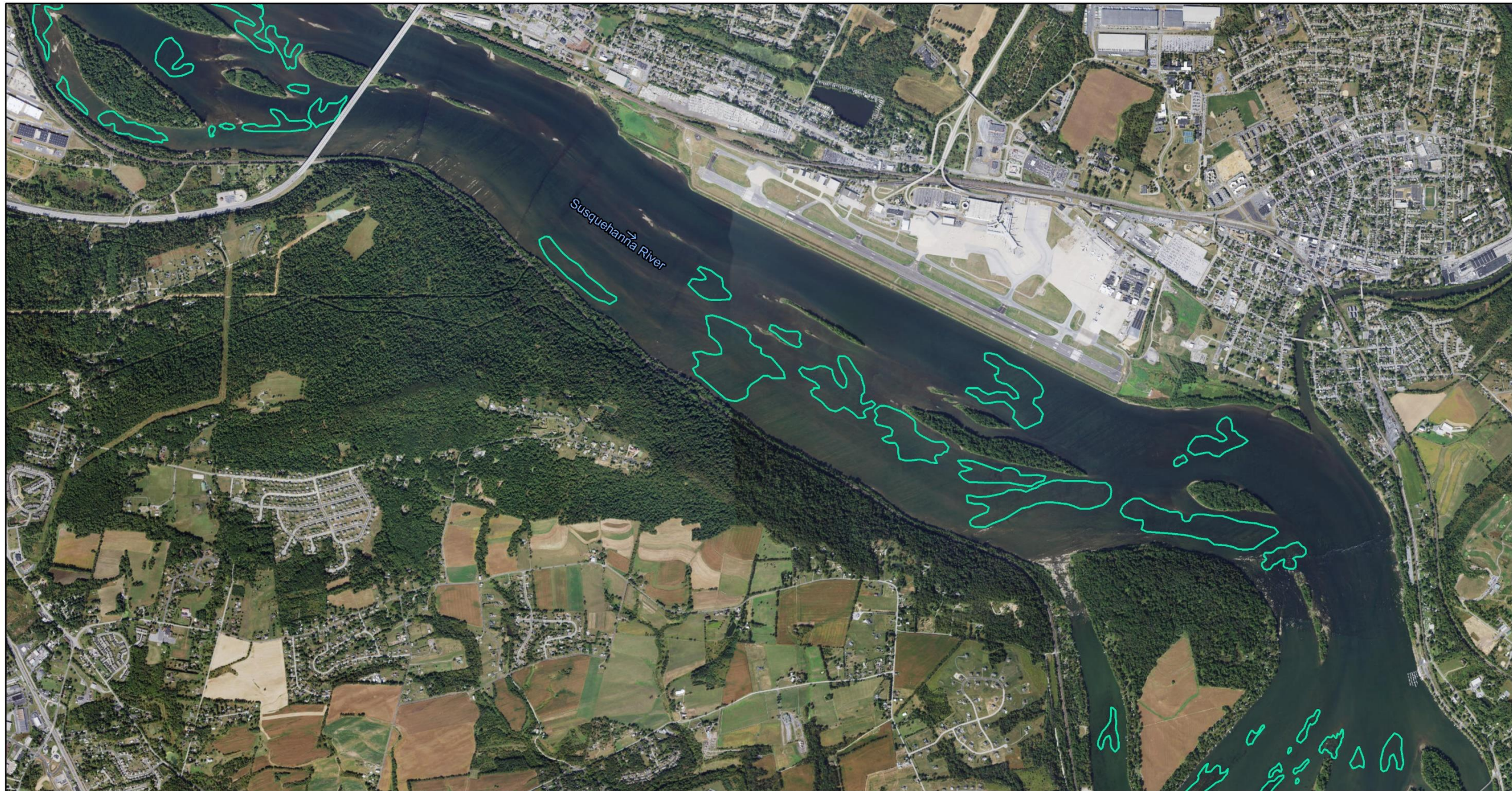


Legend

- Limit of In-River Work
- Project Study Area
- Submerged Aquatic Vegetation - NAIP 2019 - 600 Acres
- SAV Impacts from Construction

Source: World transportation layer provided by ESRI Online. - SAV boundaries were digitized via aerial imagery. Aerials utilized for SAV boundaries include: NAIP, 2019 (PASDA) Web and Infrared Basemap from ArcGISOnline, Clarity. Map created on 1/19/2024. GF Project No. 067547/070333/070150.

2,000 1,000 0 2,000 Feet



SUBMERGED AQUATIC VEGETATION AND RIVERINE ISLAND WETLAND MAPPING -2019
MAP SHEET: 2 of 3

Pennsylvania Department of Transportation
Engineering District 8-0
S.R. 0083, Section 094, Bridge Replacement

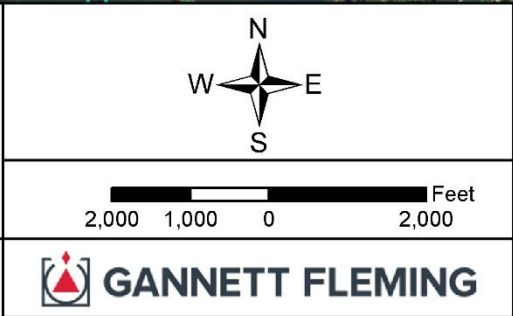
Boroughs of Lemoyne and New Cumberland, Cumberland County and City of Harrisburg, Dauphin County, Pennsylvania

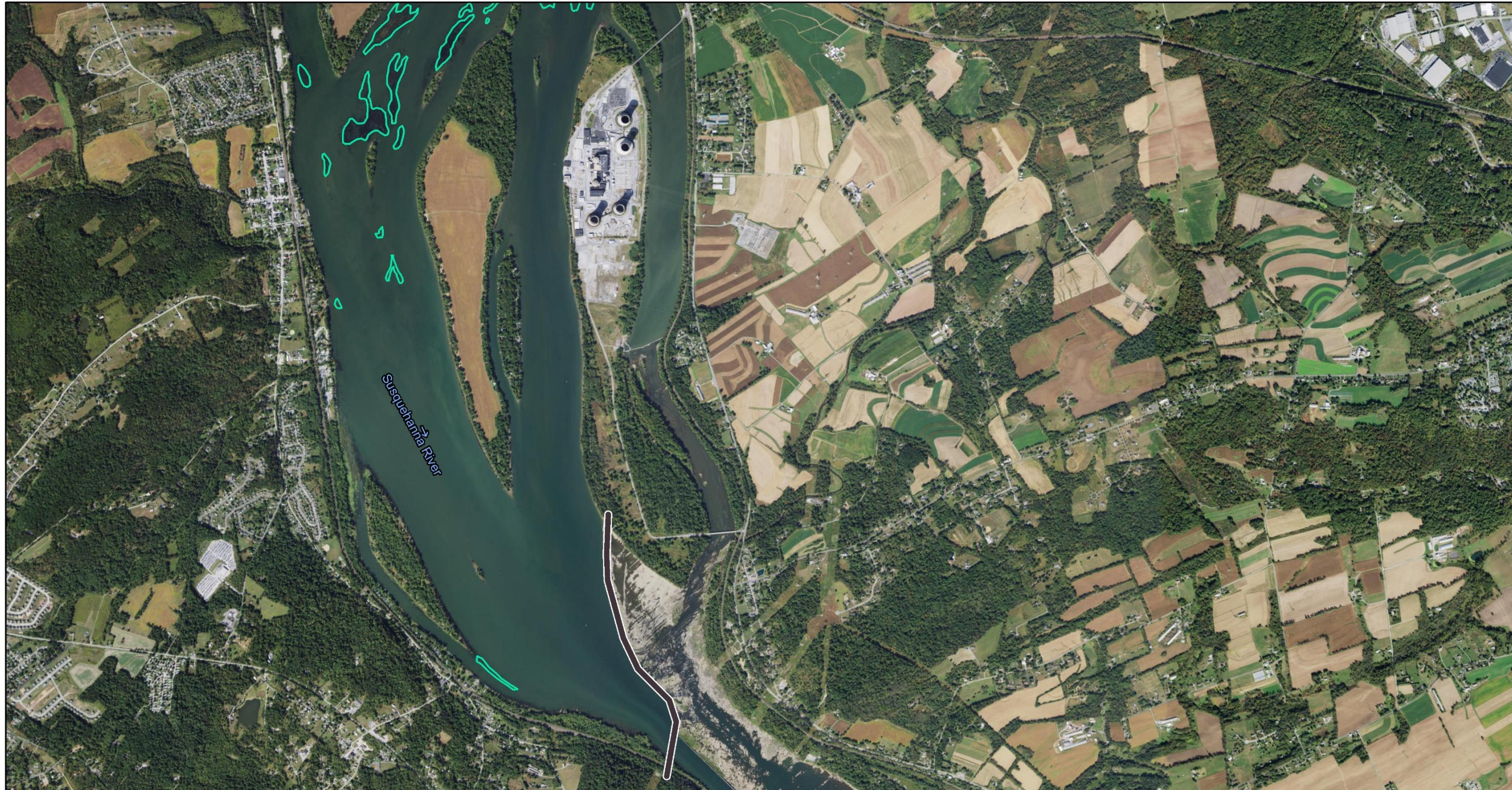


Legend

- █ Submerged Aquatic Vegetation - NAIP 2019 - 600 Acres
- █ SAV Impacts from Construction

Source: World transportation layer provided by ESRI Online. - SAV boundaries were digitized via aerial imagery. Aerials utilized for SAV boundaries include: NAIP, 2019 (PASDA) Web and Infrared Basemap from ArcGISOnline, Clarity. . Map created on 1/19/2024. GF Project No. 067547/070333/070150.





SUBMERGED AQUATIC VEGETATION AND RIVERINE ISLAND WETLAND MAPPING -2019
MAP SHEET: 3 of 3

Pennsylvania Department of Transportation
Engineering District 8-0
S.R. 0083, Section 094, Bridge Replacement

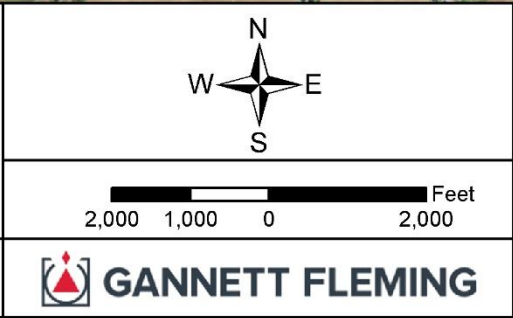
Boroughs of Lemoyne and New Cumberland, Cumberland County and City of Harrisburg, Dauphin County, Pennsylvania



Legend

- ▭ Submerged Aquatic Vegetation - NAIP 2019 - 600 Acres
- ▭ SAV Impacts from Construction

Source: World transportation layer provided by ESRI Online. - SAV boundaries were digitized via aerial imagery. Aerials utilized for SAV boundaries include: NAIP, 2019 (PASDA) Web and Infrared Basemap from ArcGISOnline, Clarity. Map created on 1/19/2024. GF Project No. 067547/070333/070150.



EPA5

Effects on the river island and Wetland 2 have been minimized by utilizing a trestle bridge system rather than a rock causeway. The trees on the island will be cut but not grubbed (roots will not be removed). Retaining the root system will add stability to the island.

The impact on Wetland 2 will not occur for the entire 6-8 year construction schedule. The river island would only be affected by one of the four construction trestle causeways, which would be in place for a period of 12 to 18 months. Within that 12-18 month period, the trestle would only need to be over the wetland for the time when the bridge sections nearest the island are being constructed. Therefore, in reality, the duration would be something less than 12 months and affect only one growing season, thereby reducing the temporal loss and increasing the likelihood of regrowth from the cut tree stumps. Seeding and planting trees within Wetland 2 is not proposed due to the variability of river flows and the likelihood of flooding and ice scour, which would wash planted material away. Allowing the trees to regrow from established trunks is the revegetation option most likely to succeed. The regrowth of trees within Wetland 2 will be monitored post-construction.

EPA6

Wetlands and waters of the US were delineated within the orange boundary shown on EA Figure 3-1: *Wetlands and Waters in the Study Area*. No wetlands were identified within the project study area except for the island wetlands within the Susquehanna River. The temporary drainage basins would not be located within WOTUS.

EPA7

All WOTUS within the project area are shown in EA Figure 3-1: *Wetlands and Waters in the Study Area*. Waters within the project study area include the Susquehanna River, Paxton Creek, the three river island wetlands, and the SAV.

EA Table 3-2: *Surface Water Impacts-Build Alternative* documents the effects on the Susquehanna River and Paxton Creek. Paxton Creek is spanned by I-83, and a photo of the existing span is shown in the EA on page 3-3. The impacts to the river island wetland (Wetland 2) are provided in Figure 3-3: *Wetland Impacts in the Study Area*, and the wetland impacts are provided in Table 3-3: *Wetland Impacts in the Project Area*. The effects on SAV are described in the EA text in Section 3.2.3: *Surface Water Resources*.

More detailed WOTUS impact maps will be included in the joint permit application, which is anticipated to be submitted in early 2024.

EPA8

An E&S Plan, including best management practices (BMPs), is being prepared for the project and will be approved by DEP and the County Conservation Districts prior to construction. The E&S Plan will include Antidegradation Best Available Combination of Technologies (ABACT) E&S BMPs, which provide an increase in sediment removal efficiency. The following ABACT E&S BMPs are included with the SR0083 South Bridge project:

- Rock construction entrance with wash rack
- Compost filter sock
- Rock barriers and inlet protection with compost secured with mulch control netting for additional filtration

- Sediment basins and traps that use skimmers and longer dewatering times
- Stabilization that uses rolled erosion control products within 50 feet of surface waters

EPA9

A construction monitoring plan will be developed during the final design for use during construction, and the mitigation commitments will be incorporated into that plan. PennDOT will be responsible for the long-term operation and maintenance (O&M) of four (4) permanent stormwater control measures (SCMs). PennDOT Publication 888 describes the O&M required for each SCM, including the removal of invasive species during prescribed routine maintenance.

EPA10

Information regarding the construction of the new bridge and demolition of the existing bridge is included in Chapter 2: *Alternatives* of the EA. Measures to minimize debris in the waterway and effects on water quality and aquatic life will be incorporated where practicable. These measures will be detailed in the E&S plan, which will be developed and approved prior to construction. For instance, cofferdams will be used to separate the existing pier removal work from the river. River water that enters the work area protected by the cofferdam will be filtered before being discharged back into the river. Additional details will be incorporated into the Section 404/Chapter 105 joint permit application.

EPA11

PennDOT and the design team will prepare a CMP to satisfy EPA, DEP, and the USACE. The CMP will address impacts to the river, wetland, and SAV and will include monitoring and, if necessary, compensatory mitigation following the mitigation hierarchy outlined in the 2008 compensatory mitigation rule (33 CFR Part 332). The CMP will be included in the Section 404/Chapter 105 joint permit application.

- a. Permanent wetland impacts are de minimis (less than 0.05 acres), and the temporary wetland impacts will last only one growing season. Minimization efforts consist of cutting trees but not grubbing the roots, maintaining the stability of the island soil, and allowing for tree regrowth once the trestle bridge is removed. Wetland impacts have been avoided and minimized by using a series of half-width trestle bridges rather than rock causeways for construction. As a result, compensatory mitigation is not proposed due to the extensive minimization efforts and minimal impacts.

If needed, PennDOT District 8 will utilize credits available within the primary service area.

- b. A restoration plan, monitoring plan, and adaptive management plan will be prepared and included in the Section 404/Chapter 105 Joint Permit Application. A restoration plan will be prepared for the 4 acres of fill in the river along the west shore and for the removal of the trestle bridge across Wetland 2. The trestle bridges in the river should not require a specific restoration plan since the divots left when the caissons are removed would fill in naturally. A monitoring plan will be prepared for these areas and will include monitoring provisions during and post-construction.
- c. The CMP will include the required restoration and monitoring plan components, specifying baseline information for the resources to be monitored, specific data to be collected, measurable success criteria, monitoring locations, and monitoring event and reporting schedules. If necessary, corrective actions will be proposed in the monitoring reports, which could include additional compensatory mitigation using a mitigation bank or in-lieu fee instead of onsite restoration. The CMP will be included in the Section 404/Chapter 105 Joint Permit Application.

- d. As stated in the EA and response to EPA comment #4, SAV beds are dynamic in nature due to the fluctuation of river velocities and how the SAV species reproduce. Water star grass reproduces when stems or stem tips break off and lodge into the sediment of the stream/river. The stems from these plants survive winter in the river substrate and then grow into new plants in spring. Water-celery reproduces by sending out runners. SAV bed limits and area coverage change year to year depending on the river depth and velocities. SAV areas within the project area will be monitored before, during, and post-construction. Natural events such as flooding and ice scour affect SAV areas and will be taken into account when monitoring the reestablishment of the SAV.

As the project area is located within the Aids to Navigation (ATON) restricted area below the Dock Street Dam (a low-head dam), monitoring may include a combination of aerial imagery using drones and field views from the temporary trestle bridge. Wading and kayaking or canoeing would not be an option for safety reasons based on the ATON restrictions.

It is assumed that where riverbed conditions are favorable for the establishment and growth of SAV, SAV will re-establish in time, resulting in no net loss of SAV beds in the project area. Planting SAV has had limited success on other projects and, therefore, is viewed as an ineffective use of resources. In addition, the ATON restrictions would prevent planting in the immediate project vicinity.

Because of the dynamic nature of the SAV beds, monitoring would identify SAV bed coverage area in the affected river stretch rather than examining the specific SAV impact locations within the river. As noted above, consideration will be given to natural events that may occur during construction, such as ice scour and flood events, which could have greater effects on the SAV beds than the construction of the project.

Given the site conditions and proposed project construction methods, namely the trestle bridges, PennDOT anticipates there will be no net loss of SAV beds in the project area. Should monitoring demonstrate a net loss due to the project construction, PennDOT will work with EPA and other regulatory agencies to identify potential out-of-kind mitigation.

EPA12

Request acknowledged; PennDOT is working with the City and CACH on assisting those inhabiting the homeless encampment to safely depart the premises. PennDOT will keep the EPA informed as efforts progress.

F1

The Pennsylvania State Police (PSP) receives funds from the Motor License Fund (MLF) to support their highway safety activities. In 2016, legislative action was taken to cap expenditures from the MLF going to PSP, beginning with the 2017-18 budget and concluding with the 2027-28 budget.

G1

Thank you for submitting a comment on the Environmental Assessment prepared for this project.

N1

As discussed in Section 3.6: *Noise* of the EA, future design-year worst-case noise level at one modeling site in NSA-6 was predicted to approach or exceed the noise abatement criteria of 67 decibels for residential areas, or an increase of 10 decibels over existing conditions (as per PennDOT Publication 24, Project Level Highway Traffic Noise Handbook (2019)). A noise barrier was evaluated, but no configuration was able to achieve the necessary reduction in noise to be considered feasible. The evaluated noise barrier was not recommended for further consideration. There is an existing noise wall in the NSA-6 area that will remain. Noise barriers were not warranted in the NSA-7 and NSA-8 areas since noise levels in these areas did not approach or exceed the noise abatement criteria.

Hydraulic analyses were conducted for the project. The proposed project does not change the overall hydraulics of the area. Additional information regarding the flood and hydraulic analyses can be found in EA Section 3.2.5: *Floodplains and Flood Hazard Areas* and in the Interstate 83 South Bridge over Susquehanna River Hydrologic and Hydraulic Memo (March 2022); a link to this memo was included at the beginning of Chapter 3.2: *Natural Resources* of the EA.

N2

Highway traffic noise analyses include monitoring of existing conditions. The monitoring data is then used to validate the baseline traffic noise model in order to provide confidence in predicting future worst-case noise levels. Decisions regarding sound wall consideration for the project were based on predicted noise levels using worst-case traffic volumes in the year 2050 with the roadway improvements in place.

Highway traffic noise analyses are required to predict noise levels out to the distance where impacts due to the facility no longer occur. Highway traffic noise levels at 419 Carol Street will be below impact criteria in the 2050 Build condition, given the limits of facility-induced traffic noise impacts identified within the study for the South Bridge Project.

The commenter notes that sound levels have increased since the adjacent facility improvement project (located to the west and south) was completed. Traffic noise modeling for the I-83 South Bridge project included the roadway improvements that were completed as part of that adjacent project.

The commenter also notes that motorcycle acceleration substantially contributes to the annoyance of traffic noise at 419 Carol Street. Motorcycle sound emissions are included in the FHWA's Traffic Noise Model (TNM) model, but it is important to note that hourly-equivalent sound levels (measured as Leq[h]) are the metric employed in highway traffic noise assessments. Individual outlier "spike" events are included in this calculation, but these short-term events only contribute to a marginal increase in the overall sound levels, given their temporal nature and limited influence.

Noise from heavy truck jake-braking is a pervasive issue across the country. The TNM model does not account for this noise source as it is not a standard or typical emission from tractor-trailer engines. This irregular source is controlled by the actions of individual operators, and attempts at regulation have had

limited success. Technological improvements to the trucking fleet over time are anticipated to help alleviate this annoyance.

N3

Traffic noise in the Shipoke community was evaluated consistent with the guidelines set forth in PennDOT Publication 24: Project Level Highway Traffic Noise Handbook and the FHWA Federal-Aid Policy Guide, Title 23 Code of Regulations Part 772. The community is acoustically distinctive in several ways, as it includes an existing sound wall along adjacent at-grade roadways and is also partially influenced by I-83 traffic noise emissions from an elevated roadway well above the community.

The existing Shipoke sound wall was evaluated for acoustical performance in light of proposed network changes. It was found to remain feasible and reasonable in its current configuration, consistent with FHWA/PennDOT guidelines. The results of this investigation also concluded that the adjacent at-grade roadways and ramps are the dominant noise source for the majority of the Shipoke community. Traffic noise from the elevated I-83 mainline is partially shielded by the overhead structure itself, especially from vehicles using the innermost and northbound travel lanes.

Highway traffic noise analyses include monitoring of existing conditions. The monitoring data is used to validate the baseline traffic noise model in order to provide confidence in predicting future worst-case noise levels. Decisions regarding sound wall consideration for the project were based on predicted noise levels using worst-case traffic volumes in the year 2050 with the roadway improvements in place. Note that noise levels were predicted for “areas of frequent outdoor human activity,” consistent with PennDOT and FHWA guidelines.

2050 Build condition traffic noise levels were predicted to exceed the impact criteria at only one location in the Shipoke neighborhood, close to the river along the Capital Area Greenbelt (Site 6A in the EA on Figure 3-29: Noise Study Areas and Impacts (East Shore)). A variety of sound wall configurations, including options with panels along the elevated I-83 mainline, were evaluated in an attempt to provide abatement solutions. No configuration of sound walls was capable of meaningfully reducing sound levels, and abatement was therefore found to be “not feasible.”

Startle-effect sound emissions from vehicles crossing expansion joints on the adjacent elevated roadway contribute to structure-borne noise in this community. Structure-borne noise relates to sound waves pulsating and/or radiating through a solid structure. Sound walls would not be effective in abating structure-borne sound in this environment. Regarding fixing expansion joints - Expenditure on long-term permanent repairs is not reasonable given that the South Bridge will be replaced in the near future.

Noise from heavy truck jake-braking is a pervasive issue across the country. The TNM model does not account for this noise source as it is not a standard or typical emission from tractor-trailer engines. This irregular source is controlled by the actions of individual operators, and attempts at regulation have had limited success. Technological improvements to the trucking fleet over time are anticipated to help alleviate this annoyance.

N4

The effects of the project on noise levels in the project study area were assessed. Section 3.6: *Noise* of the EA provides a summary of the noise analysis, which included monitoring existing noise levels and

modeling predicted future noise levels. Mitigation was considered where warranted, and noise abatement measures will be implemented where determined feasible and reasonable, as discussed in the EA. Additional details on noise assessment can be found in the Noise technical reports referenced and linked at the beginning of Section 3.6: *Noise* of the EA.

O1

As federal money will be invested in this project, all standard federal provisions will be in force; therefore, it will be a prevailing wage project.

O2

Light rail has been previously discussed and considered for the Harrisburg Region to connect Lancaster, Harrisburg, and Carlisle. These previous studies, conducted between 1993 and 2011, evaluated the use of existing rail facilities for the light rail and ultimately did not recommend continued evaluation of light rail for the area. Pennsylvania's current State Rail Plan does not identify a light rail connection between the east and west shores in the Harrisburg region as a need or potential future project (<https://advancingparail.com/about/>).

PD1

The volume of traffic moving through the Borough of Lemoyne is not expected to change substantially due to the relocation of the southbound I-83 Lemoyne interchange exit ramp. The same traffic that uses the current ramp to exit I-83 southbound to go north on S. 3rd Street would be the same traffic using the proposed ramp (Ramp X) to head north on S. 3rd Street. In both situations, the right-turn traffic from the ramp onto S. 3rd Street would have the same volume. Only the location of where the traffic enters S. 3rd Street would change (south of I-83 and the railroad with the existing ramp, or north of I-83 and the railroad for the proposed Ramp X), not the volume.

The proposed Ramp X intersection with S. 3rd Street does not change the traffic moving through the Herman Avenue intersection. Traffic operations in the Lemoyne area are anticipated to remain unchanged.

Trucks using Ramp X to travel to the warehouse along S. 10th Street will likely continue to use Lowther Street to access the warehouses as they do today. Based on Google Maps directions, it will be slightly less mileage and time to traverse S. 3rd Street to Lowther Street to S. 10th Street than using S. 3rd Street to Hummel Avenue to S. 10th Street. More importantly, the trip using Hummel Avenue includes many features that truck drivers tend to avoid, including an unprotected left turn (no turn arrow) from S. 3rd Street onto Hummel Avenue, a left turn at a signalized intersection from Hummel Avenue to S. 10th Street, and an at-grade railroad crossing on S. 10th Street. As part of the project, wayfinding signs for trucks could be placed to direct trucks to Lowther Street.

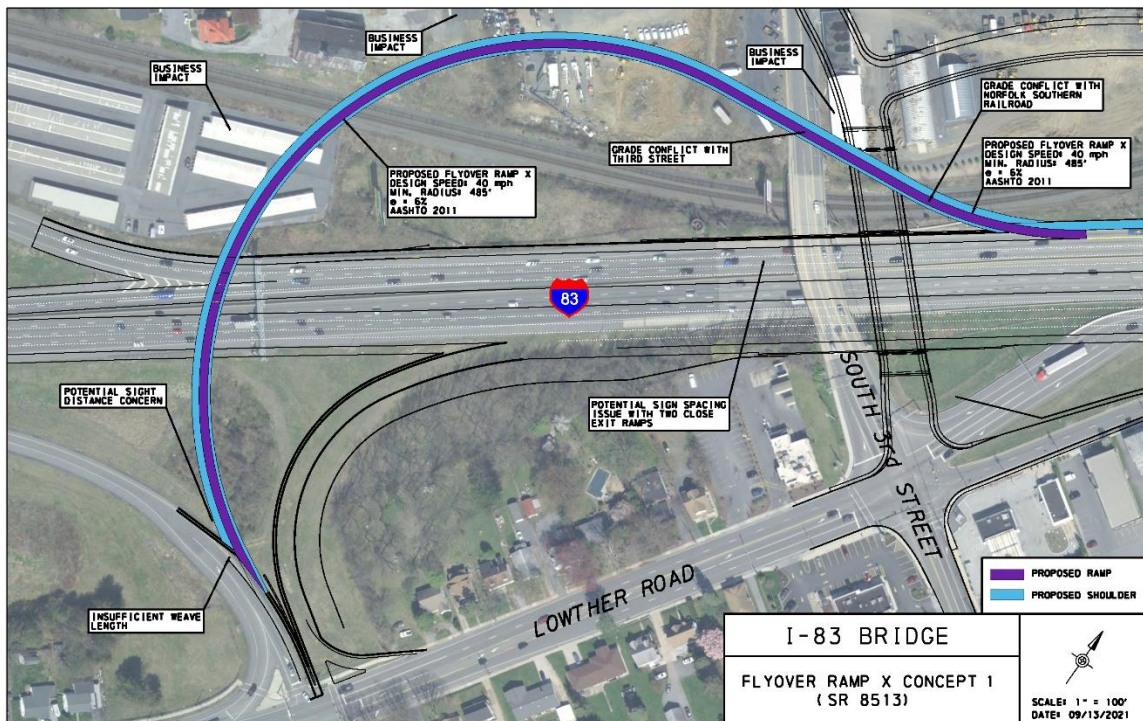
During construction of the I-83 South Bridge project, motorists may choose to try alternative routes. PennDOT is not planning to sign S. 3rd Street and Market Street as an alternative route, nor are detours proposed for I-83 traffic. As discussed in Section 2.1.2: *Construction* of the EA, traffic would be maintained on the existing bridge and roadway while the new northbound bridge is constructed. Traffic would then

shift to the new structure while the old structure is demolished and the new southbound bridge is constructed. This construction plan will minimize the disruption for those traveling on I-83 during construction.

Construction of the Market Street Bridge project could partially overlap with the proposed I-83 South Bridge project construction. The Market Street Bridge project is anticipated to include periods of signed detours. Under overlapping construction conditions, with a Market Street detour in place, motorists would be unlikely to choose to divert from I-83 into Lemoyne to use the Market Street Bridge instead of the I-83 South Bridge.

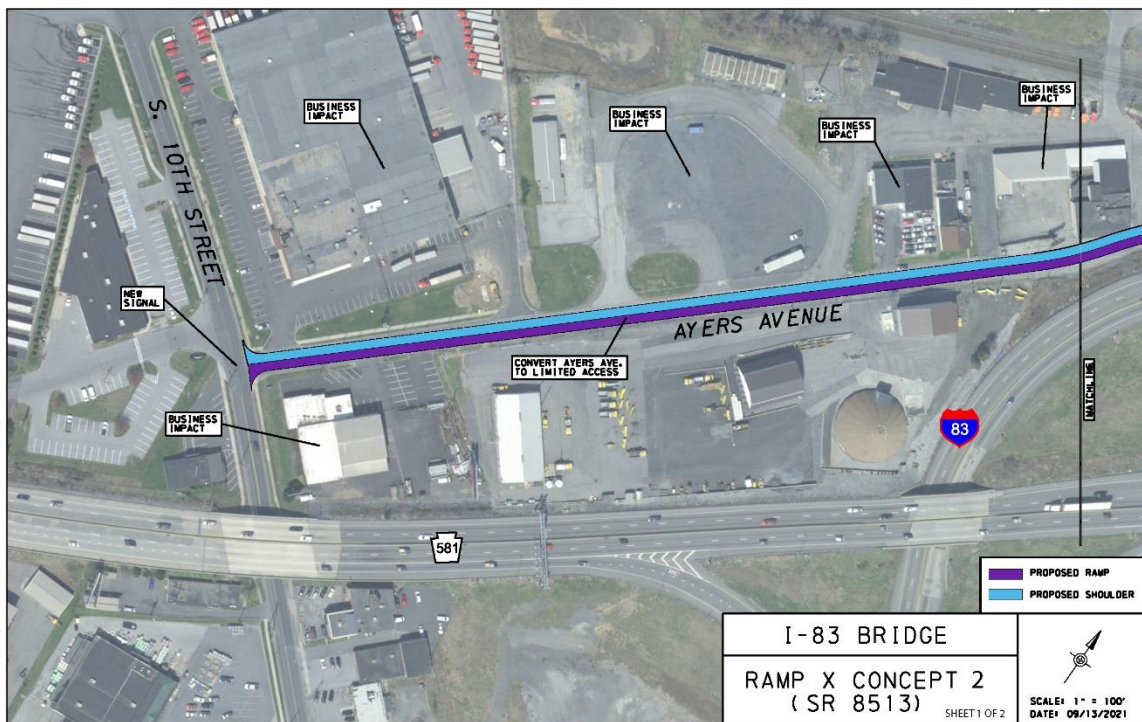
The location of the relocated southbound I-83 Lemoyne interchange exit ramp (Ramp X) was developed along with four other potential locations, as shown in the attached Figures and as described below. A meeting was held with Lemoyne Borough on 2-24-2021, and a listening session was held on 11-15-2021 to review and discuss potential options.

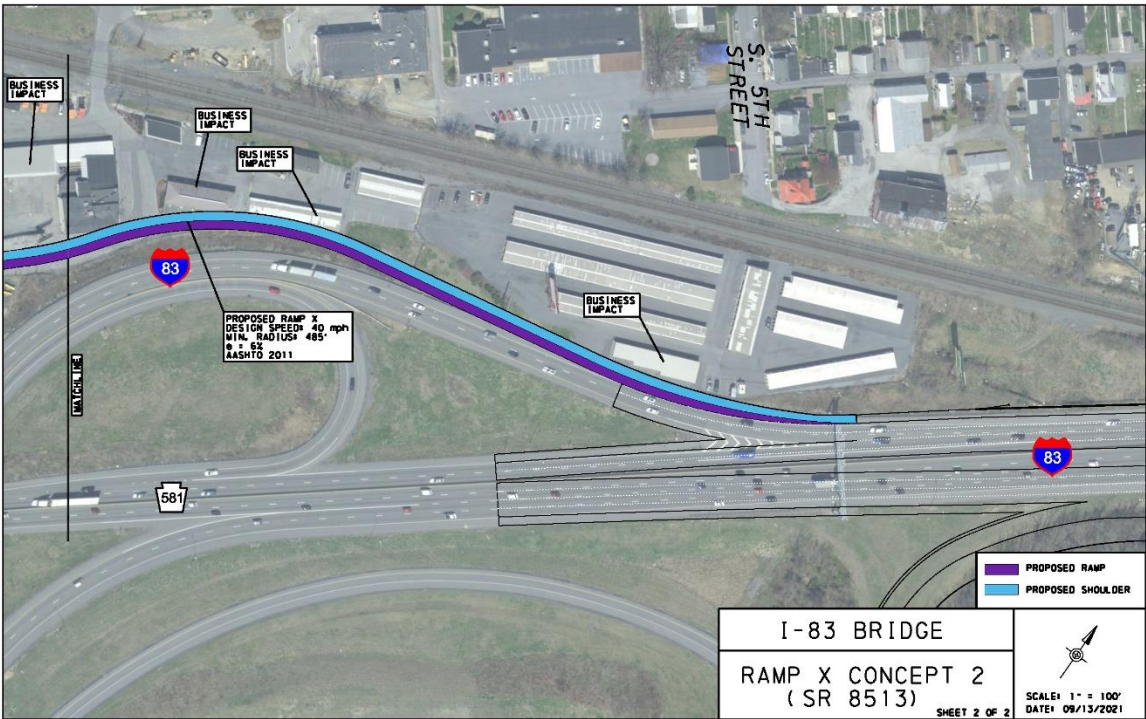
I-83 Ramp X Concept 1 - This option considered a 40 mph direct connection to Lowther Street at the Maple Street intersection. It had several vertical profile challenges that could not be overcome and impacted local businesses more than the proposed Ramp X. Regardless of the impacts, the vertical profile cannot be made to function as the grade change required to go over the railroad when departing I-83 in this area is unacceptable.



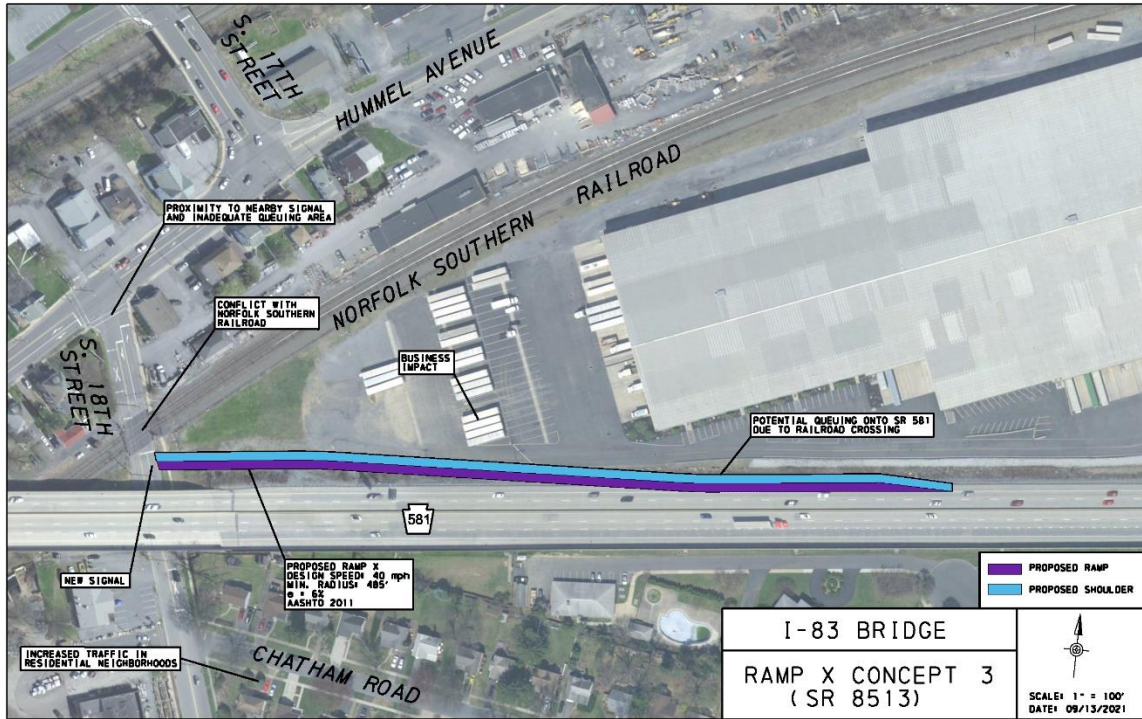
I-83 Ramp X Concept 2 - This alternative considered a ramp connection from I-83 to S. 10th Street. Under this concept, several businesses would lose buildings or be displaced. Ayers Avenue would have to become limited access and one-way as an exit ramp, adding substantial business impacts, including potential displacements. Vehicles destined for New Cumberland and Highland Park would then have to travel under a bridge not meeting vertical clearance standards (I-83 over S. 10th Street provides only 14'-4" of clearance). There were also numerous safety and operational concerns with this concept, including:

- The design would create a 3-way split on I-83 with the PA 581 left exit, I-83 through movement, and alternative Ramp X right exit at the same location. This would be confusing to motorists, causing safety issues.
- Vehicles using relocated Ramp X (Ayers Drive) and turning right onto S. 10th Street would have to cross an at-grade, gated railroad crossing on S. 10th Street.
- Motorists desiring to access S. 3rd Street would use Hummel Avenue, which is a residential street through a residential neighborhood. In contrast, the EA-preferred alternative Ramp X traffic is already using S. 3rd Street and does not need to traverse the residential neighborhood. Additionally, the S. 3rd Street railroad crossing is a grade-separated crossing that avoids conflicts between trains and vehicular traffic.



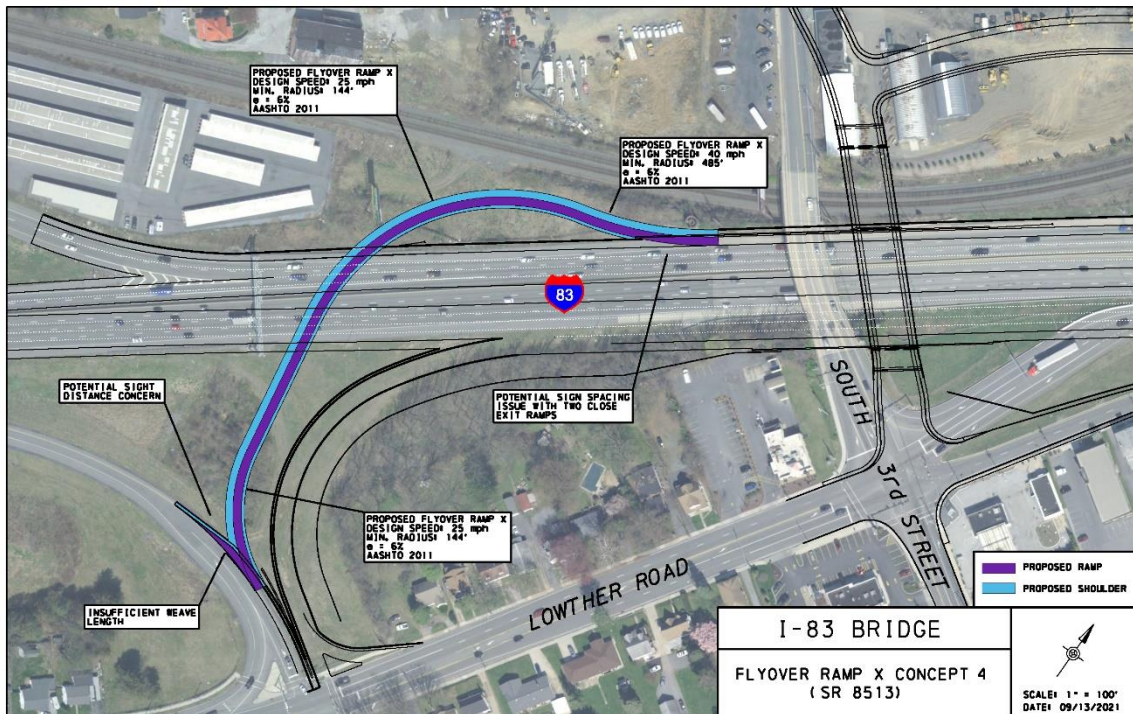


I-83 Ramp X Concept 3 - This concept included a diamond interchange connection from PA 581 to 18th Street. While feasible from a ramp-to-ramp interchange spacing perspective, this concept involved other issues. First, the weaving of traffic between the PA 581/I-83 interchange would necessitate an auxiliary (third) lane from I-83 to this ramp. This third lane is not shown in the attached Figure but would have several additional impacts. Second, this ramp would not be compatible with the planned configuration of the PA 581/I-83 interchange shown in the I-83 Master Plan. The biggest issue with this ramp would be the proximity of the railroad tracks and the Hummel Avenue signalized intersection. These features would be too close to the ramp intersection with 18th Street to provide a safe design.

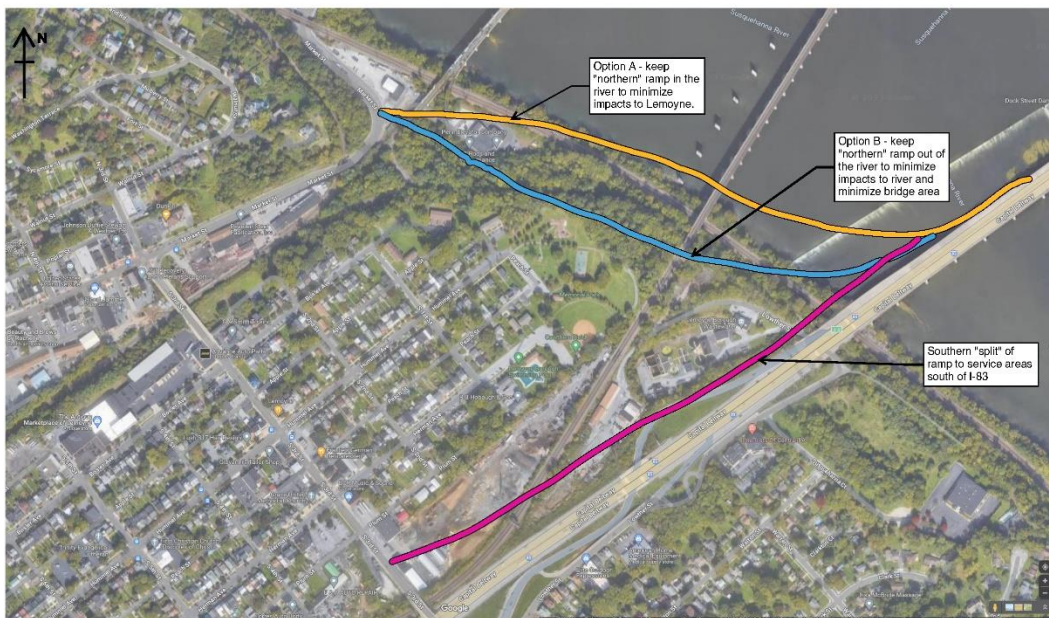


I-83 Ramp X Concept 4 - This option is similar to Concept 1 but has a lower design speed. It is also like the alternative described in the public hearing comments. It has several design flaws, such as insufficient ramp spacing on I-83, adding a fifth lane southbound on I-83, thereby encroaching on the Norfolk Southern rail line or needing to shift I-83 farther south, increasing effects along Lowther Street, requiring greater than 10 percent profile grades to achieve the required vertical clearance over I-83, and not having enough distance for vehicles to weave at the merge point with the ramp from I-83 northbound.

These four southbound I-83 Lemoyne interchange Ramp X concepts all have design flaws when compared to the proposed EA preferred alternative Ramp X design; therefore, the proposed Ramp X design shown in the EA is the preferred ramp design for the South Bridge project.



I-83 Ramp X additional concept – An additional concept for the I-83 southbound off-ramp of the Lemoyne exit was proposed at the public hearing. This option would include one southbound exit ramp that would split into two ramps – one for those destined for the north side of Lemoyne and one for those destined for areas south of I-83. A sketch plan of what the project team feels the commentor was describing is included as I-83 Ramp X Concept 5. It is doubtful this concept would be geometrically feasible with the vertical clearances needed above the Susquehanna River for hydraulic reasons and above/below the existing railroad bridges and other rail lines. Even if a design could be developed, this ramp system would have numerous environmental impacts, utility impacts, and much higher initial construction and long-term maintenance costs. The “northern” ramp would also tie into the Lemoyne Bottleneck, exacerbating the traffic congestion in this area. Due to these reasons, this new concept is not recommended for additional study.



SKETCH OF ADDITIONAL RAMP X CONCEPT

Concept presented verbally during public hearing. This is the project team's interpretation of the presented description.

PD2

The design for the I-83 South Bridge project does not preclude future development and construction of the reconfigured PA 581/I-83 interchange, as shown in the I-83 Master Plan. As shown in the I-83 Master Plan, with the reconfiguration of the PA 581/I-83 interchange, all traffic wanting to travel from the Lemoyne/New Cumberland area northbound on I-83 would take Lowther Street west to a traffic light and use the new northbound I-83 on-ramp.

PD3

The proposed design of the S. 3rd Street/Lowther Street intersection includes two left turn lanes northbound out of New Cumberland. These dual left turn lanes are proposed to have protected phasing, meaning they

would be controlled by left turn arrows, and the left turns would be made without conflicting with other vehicles in the intersection.

During the final design of this signalized intersection, the sight distance coming southbound over the S. 3rd Street Bridge would be evaluated to determine if a “signal ahead” or “red signal ahead” advance warning sign is warranted.

PD4

PennDOT understands great effort went into creating the mural and that it is important to the Lemoyne community. PennDOT has been in discussion with Lemoyne Borough representatives and offered an alternative location for a new mural, but that location was deemed unacceptable to the Borough. Meetings were held on July 15, 2021, October 22, 2021, and October 4, 2023, to discuss the mural. The Borough’s suggestion to leave the mural in place and create a small “park” area is not practicable, as it would require additional retaining walls to be constructed, create drainage issues, potentially create safety concerns, and would add cost to the project. As discussed in EA Section 3.4.4: *Visual Resources Mitigation*, PennDOT will continue conversations with Lemoyne Borough regarding the mural as the final design of the project proceeds.

Prior to the creation of the mural, PennDOT and Lemoyne Borough entered into an agreement allowing the placement of the mural on the retaining wall along the southbound I-83 exit ramp of the Lemoyne Interchange. As per item 11(b): Revocation, of the May 8, 2016 Right of Entry Agreement (Agreement No. 08A582) prepared and signed by PennDOT and Lemoyne Borough, PennDOT is under no obligation to retain or preserve the mural if modifications or improvements to the interstate roadway and/or interchange require alteration of the mural area for highway or other transportation purposes. Widening of I-83 and reconfiguration of the Lemoyne interchange requires that the area of the retaining wall be used for the addition of travel lanes through the area. The Norfolk Southern rail line, Lemoyne Wastewater Treatment Plant, and the Dock Street Dam constrain widening efforts to the southern side of existing I-83 while existing homes and businesses on Lowther Street provide a southern limit. Therefore, impacts to the mural are unavoidable.

PD5

With regard to heavier vehicles and design specifications, PennDOT reviews its design standards and adjusts as situations warrant. During the final design, the specifications for the pavement and bridge will be reviewed to make sure the appropriate design life is achieved.

PD6

The I-83 South Bridge is a critical link in the regional and national highway network for vehicle and freight travel. The proposed design will facilitate regional, national, passenger, and commercial transportation. The design speed for the I-83 South Bridge is consistent with adjacent sections of I-83 and PA 581. The safety features of the project are being designed for the 60 mph design speed.

Safety has been and will continue to be addressed as this project develops. There are other processes, such as the Conceptual Point of Access Study, Design Field View Submission, etc., that focus more on roadway and safety design parameters and less on environmental features. After an alternative is selected and the National Environmental Policy Act decision document is issued by FHWA, the final design will start.

During the final design, additional details on intersections, ramp gore areas, and pedestrian/bicycle accommodations will be designed. Also, see responses BP2 and BP4.

ROW1

PennDOT will continue conversations with the 330 S. Third Street property owner as the project progresses.

As discussed in response to PD1, several options for the southbound I-83 Lemoyne interchange exit ramp (Ramp X) were considered before identifying the preferred design/location.

All property acquired for the I-83 South Bridge project will be acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended; Title VI of the Civil Rights Act of 1964; and the Pennsylvania Eminent Domain Code of 1964.

TR1

The proposed project will widen the South Bridge to five lanes in each direction with full shoulders to improve traffic flow and safety on the bridge and around the Harrisburg metro region.

TR2

The traffic projections were obtained from the Tri-County Regional Planning Commission's (TCRPC) regional transportation demand model. TCRPC is the lead agency for the Harrisburg Area Transportation Study (HATS). HATS is a designated Metropolitan Planning Organization (MPO), an organization of federal, state, and local agencies, as well as officials from Cumberland, Dauphin, and Perry Counties, the City of Harrisburg, and Capital Area Transit. In this role, HATS develops a Regional Transportation Plan (RTP) ([RTP - Menu \(tcrpc-pa.org\)](https://www.tcrpc-pa.org)), which documents the current status of transportation projects and programs, identifies long-term needs, and recommends projects to meet those needs. The long-range RTP sets a framework and priorities for the expenditure of federal transportation funds over a 25-year period. For more information on this long-range planning, see <https://www.tcrpc-pa.org/hats-about>. As referenced and included as live links in the call-out box at the beginning of EA Chapter 1.0: *Introduction* (which discusses the South Bridge project history, project area, and project purpose and needs), detailed traffic analysis data for the project can be found in the *I-83 East Shore Section 3 Traffic Alternative Analysis Report* (December 2018), and the *Conceptual Point of Access Study for I-83 Lemoyne Interchange Ramp Modifications* (June 2023).