

Will access still be available for bicyclists and pedestrians during construction?

Access for pedestrians and bicyclists will be maintained across the river and to city island throughout construction. Short-term flagging and stoppages may be necessary, at times, depending on active construction activities such as, but not limited to, demolition of existing beams and/or erection of new beams.

Have there been considerations to rehabilitate the CAT Bridge instead of the new Utility Bridge?

Relocating utility lines to the CAT Bridge has been considered during this project but since no work has been completed in many years to maintain the CAT bridge in working order, a rehabilitation project would be required prior to placing the bridge back into service as a utility bridge or any other use. This would require additional funding and time to design, permit, acquire the necessary access easements and construct the repairs to the 3700' CAT bridge before utilities could move onto it. Additionally, utility relocations may require extensive work along Market Street on the west shore as well as the portions of City Island to make the connections from existing facilities on Market Street to the CAT bridge, which is approximately 950' downstream on the west shore and City Island. Due to the much longer distance to the CAT bridge, a significant upgrade of the sewer pump station would also be required.

The new Utility Bridge provides a nearby bridge that limits utility relocation limits to tie back to their existing facilities, thereby limiting the time necessary to construct the new connections. The Utility Bridge is also within the Market Street Bridge limits, which allows it to be designed and permitted as one project as well as fall within the access easements being required for the Market Street Bridge. It also provides dual use for pedestrians to cross the river in a location that is still convenient to the existing sidewalk system along Market and Front Streets.

Have there been considerations to rehabilitate the west spans of the Walnut Street Bridge instead of the new Utility Bridge?

Replacing the missing west spans of the Walnut Street Bridge and rehabilitating it has many of the same issues as the CAT Bridge. Utility relocations would require extensive work on both the east and west shore as well as on City Island. The bridge itself would require extensive repairs and span replacements along with construction of new piers and substructure repairs that would be significantly more costly than the proposed utility bridge.

Will the surrounding businesses or residents be impacted by the utility relocations? Will they be without power, gas, etc. during this transition?

There will be a required outage timeframe when the utility company takes their lines out of service in order to make the new connection from the existing lines to the new lines on the Utility Bridge. This is unavoidable with any relocation work. The Utility Bridge provides the option to limit those outages since the live utilities will no longer occupy the work area, as compared to making the repairs to the Market Street Bridge without the proposed Utility Bridge. The utility company will notify you prior to any scheduled outage.

What will be done to ensure the aesthetic appearance of the new utility bridge structure?

As shown, the intent is to blend the look of the new Utility Bridge with the adjacent bridges. Colors will be chosen to match as closely as possible to the adjacent bridges.

This project is not the only project in the immediate area. The Lemoyne Bottleneck Project ties directly to the project on the west shore and a study by the HATS MPO is evaluating alternatives to reduce lanes from four to three on the bridge and into Harrisburg. Is PennDOT looking at these projects/studies wholistically to ensure the improvements provide for a seamless end product for vehicle, bicycle, and pedestrian usage throughout the corridor?

Yes, PennDOT is evaluating alternatives with the entire corridor in mind for all users. Timelines for beginning the designs of the projects and studies have varied due to funding and project scope. The condition and overall size of the Market Street Bridge Rehabilitation Project has put it on a design schedule that started earlier than the other projects/studies due to the time necessary to design, obtain permits, and acquire easements. The design teams are coordinating, and all public comments received for the Market Street Bridge have been communicated to the Lemoyne Bottleneck Project Team to consider as they finalize their alternatives. As the alternative is chosen, the improvements at the west shore intersection of Market and Front Streets will be coordinated to ensure seamless and cohesive improvements. Results of the HATS lane reduction study will also be incorporated into the bridge rehabilitation project when it is finalized.

Will emergency vehicles have access over the Market Street Bridge during construction?

Yes, Emergency Vehicles from the West Shore will be able to access City Island and the City of Harrisburg during all phases of construction. Accommodations for City of Harrisburg emergency vehicles to get to City Island will also be included in the project to minimize the time needed to get to City Island.

Will buses and public transit have access over the Market Street Bridge during construction?

Yes, transit stops will be maintained in the approximate location as they exist today. Coordination with the transit agencies for adjustment to routes will be completed during the final design phases and well in advance of construction. Only eastbound buses will have access to City Island.

Will City Island businesses still be accessible during construction?

Yes, businesses will still be accessible by vehicle, bus, biking, and walking via Walnut Street East Bridge, the proposed Utility Bridge, and the Market Street Bridge during all phases of construction. Parking on City Island will be maintained although reduced due to areas for the contractor to stage and access the bridges to make repairs.

Can you explain how bike/ped access will transition at both ends of the utility bridge in both Lemoyne and Harrisburg?

As shown, bikes and peds will access the utility bridge on the east shore in Riverfront Park via the upper Capital Area Greenbelt trail and existing sidewalk system. On the west shore, a plaza area will be constructed to connect the Utility Bridge to the existing sidewalk and crosswalk at the Market/Front Street Signalized intersection. As the Lemoyne Bottleneck improvements are determined, the design of this area will be modified to ensure the improvements provide a seamless connection for both bikes and pedestrians. Improvements to the traffic signal at the Lemoyne Bottleneck will also be evaluated to provide the safest and most efficient intersection for all users.

What can be done to ensure safe vehicular speeds on the Market Street Bridge for bike/ped safety?

Improvements such as raised crosswalks, raised intersections, and additional bike road markings such as bike boxes at stop bars and bike paths through the intersections will be evaluated and included as appropriate.

Will details regarding the timing of construction, vehicle detours, Greenbelt Detours, and construction phasing be provided?

Yes, as construction nears, additional info will be provided on construction and detour timeframes. During construction, ample notice will be provided before changes are made to vehicle, bicycle, and pedestrian accommodations.