



# HARRISBURG AREA TRANSPORTATION STUDY

PLANNING STAFF OFFICE: TRI-COUNTY REGIONAL PLANNING COMMISSION  
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## 2023-2026 TIP Public Comments May 2, 2022 – June 2, 2022

The following is a summary of the comments received during the public comment period for the FFY 2023-2026 HATS Transportation Improvement Program, which ran from May 2, 2022 to June 2, 2022. Responses to the comments received have been sent and are also included below.

**Name:** Wendy Smith

**Date:** 4/29

**Comments:** I received a notification from Hampden Township stating that you were receiving comments on the Harrisburg Area Transportation Study. I don't know if this falls within the scope of the study or not, but if so, I would encourage you to include electric vehicle charging stations in your planning. Compared with other areas of the country, Central Pennsylvania is seriously lacking in access to these stations which are and will increasingly be a necessity as electric vehicles become more and more numerous. The transportation section is a major contributor to carbon emissions. We must make every effort to decrease these emissions and support the efforts of those of us who have or will have electric vehicles.

**TCRPC's Response:** *Thank you for your comment regarding the projects on the draft 2023-2026 Transportation Improvement Program. HATS staff have begun a planning process to define needs and prioritize areas for EV charging facilities.*

**Name:** N/A

**Date:** 5/11

**Comments:** 4<sup>th</sup> and Chestnut Streets – poor road condition, particularly at Chestnut. Also concerned about the frequency and on-time status of CAT buses.

**TCRPC's Response:** *Thank you for participating in the public comment period for the FFY 2023-2026 Transportation Improvement Plan. We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process and contact us with any questions or concerns.*

**Name:** Celia Zizzi

**Date:** 5/11

**Comments:** I'm very supportive of the CAT Intermodal Bridge project. It will link the west and east shores in a positive way, encouraging outdoor recreation and tourism. It also has the potential to reduce a lot of car congestion by allowing people to walk and bike to work. I support any project that helps reduce greenhouse gas emissions and car dependency.

**TCRPC's Response:** *Thank you for participating in the public comment period for the FFY 2023-2026 Transportation Improvement Plan. We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process and contact us with any questions or concerns.*

**Name:** Marge Auvdel

**Date:** 5/12

**Comments:** I had asked this question a couple of years ago but never got an answer, which I believe I Deserve. Could you please let me know if my house is on the chopping block when they start putting in the 5 lanes on Middletown Road? My address is 1104 Middletown Rd which is across from Stauffer's of Kissel. I would like an answer ASAP. I don't think it is right to keep people in the dark worrying. Your drawings do not indicate how many homes are going to be destroyed.

**TCRPC's Response:** *The Middletown Road Safety and Congestion Improvement Project (MPMS 116768) was added to the FFY 2023-2026 TIP to replace the Greater Hershey Line Item, which was added to facilitate implementation of the now-completed Greater Hershey Regional Transportation Study. The Greater Hershey Regional Transportation Study was jointly commissioned by Derry Township, Hummelstown Borough, and Londonderry Township and identified several conceptual improvements to address safety and congestion concerns along the Middletown Road corridor. In consultation with officials from those municipalities, Middletown Road (from Schoolhouse Road to Rt 322) was submitted as a transportation need through HATS RTP Project Pipeline, where it ranked as a High Regional Priority. As such, it was then added to the FFY 2023-2026 TIP for preliminary engineering and final design, with an estimated construction let date of January 2028. Currently, the project is being advertised for consultant selection for the design. Once complete, the selected consultant will develop concepts, which will then be presented for public comment and review. Right-of-way and utility impacts will be part of this process. As of now, there is no PennDOT project manager assigned and public meetings are at least a year or two away. Please continue to participate in the development process with any questions or concerns.*

**Name:** Charles Phipps

**Date:** 5/12

**Comments:** My wife and I own, and live in, a home in the Deer Run subdivision in Hummelstown. We read in this week's Sun newspaper that Middletown Road seems likely to be widened in the relatively near future. Our home backs to Middletown Road. As you might imagine, then, we are quite concerned about that proposed project becoming a reality. We would like to become as informed as possible about the proposal before next week's public meeting. To that end, I'm wondering whether there is an existing proposal describing the plan to widen the road and, if so, how I can access it. I'd also really appreciate any other

information that you might have available about the proposed project. I am particularly interested in how the section of Middletown Road that passes the Deer Run community will be impacted. For instance, on which side of the road will the widening occur? I am also curious as to whether the new development adjacent to Rt. 322 in Hershey is the driving force behind the renewed interest in widening Middletown Road.

**TCRPC's Response:** *The Middletown Road Safety and Congestion Improvement Project (MPMS 116768) was added to the FFY 2023-2026 TIP to replace the Greater Hershey Line Item, which was added to facilitate implementation of the now-completed Greater Hershey Regional Transportation Study. The Greater Hershey Regional Transportation Study was jointly commissioned by Derry Township, Hummelstown Borough, and Londonderry Township and identified several conceptual improvements to address safety and congestion concerns along the Middletown Road corridor. In consultation with officials from those municipalities, Middletown Road (from Schoolhouse Road to Rt 322) was submitted as a transportation need through HATS RTP Project Pipeline, where it ranked as a High Regional Priority. As such, it was then added to the FFY 2023-2026 TIP for preliminary engineering and final design, with an estimated construction let date of January 2028. Currently, the project is being advertised for consultant selection for the design. Once complete, the selected consultant will develop concepts, which will then be presented for public comment and review. Right-of-way and utility impacts will be part of this process. As of now, there is no PennDOT project manager assigned and public meetings are at least a year or two away. Please continue to participate in the development process with any questions or concerns.*

**Name:** Michael Moore

**Date:** 5/16

**Comments:** We are just curious about the widening of Middletown Rd. We reside at 1169 Middletown Rd. I was reading an article online that the estimated construction bid date is in January 2028. Is there an estimated timeline when this project will take place? Also, would our home be in the path of this widening project? Any information would be greatly appreciated.

**TCRPC's Response:** *The Middletown Road Safety and Congestion Improvement Project (MPMS 116768) was added to the FFY 2023-2026 TIP to replace the Greater Hershey Line Item, which was added to facilitate implementation of the now-completed Greater Hershey Regional Transportation Study. The Greater Hershey Regional Transportation Study was jointly commissioned by Derry Township, Hummelstown Borough, and Londonderry Township and identified several conceptual improvements to address safety and congestion concerns along the Middletown Road corridor. In consultation with officials from those municipalities, Middletown Road (from Schoolhouse Road to Rt 322) was submitted as a transportation need through HATS RTP Project Pipeline, where it ranked as a High Regional Priority. As such, it was then added to the FFY 2023-2026 TIP for preliminary engineering and final design, with an estimated construction let date of January 2028. Currently, the project is being advertised for consultant selection for the design. Once complete, the selected consultant will develop concepts, which will then be presented for public comment and review. Right-of-way and utility impacts will be part of this process. As of now, there is no PennDOT project manager assigned and public meetings are at least a year or two away. Please continue to participate in the development process with any questions or concerns.*

**Name:** Bill Heiss

**Date:** 5/18

**Comments:** I saw in the Sun that PA is going to expand the Middletown road. First I would like if you could send me a map of the proposed route. I would like the most recent. I have lived most of my life off either side of Middletown road and many years ago there was a bypass on paper that went behind Stauffers and the development and where there were no houses at the time. Still there is a lot of not developed land there now, but not as much. The last map I saw was to take houses along the Middletown road and business's which I feel is a shame to mostly benefit the truckers, dump trucks of big business. Yes, cars use the road also, but with all the warehouses that are being built around here, trucks and freight companies benefit the most. Please find another way to place the road rather than destroy housing and small businesses.

**TCRPC's Response:** *The Middletown Road Safety and Congestion Improvement Project (MPMS 116768) was added to the FFY 2023-2026 TIP to replace the Greater Hershey Line Item, which was added to facilitate implementation of the now-completed Greater Hershey Regional Transportation Study. The Greater Hershey Regional Transportation Study was jointly commissioned by Derry Township, Hummelstown Borough, and Londonderry Township and identified several conceptual improvements to address safety and congestion concerns along the Middletown Road corridor. In consultation with officials from those municipalities, Middletown Road (from Schoolhouse Road to Rt 322) was submitted as a transportation need through HATS RTP Project Pipeline, where it ranked as a High Regional Priority. As such, it was then added to the FFY 2023-2026 TIP for preliminary engineering and final design, with an estimated construction let date of January 2028. Currently, the project is being advertised for consultant selection for the design. Once complete, the selected consultant will develop concepts, which will then be presented for public comment and review. Right-of-way and utility impacts will be part of this process. As of now, there is no PennDOT project manager assigned and public meetings are at least a year or two away. Please continue to participate in the development process with any questions or concerns.*

**Name:** Julie Hess

**Date:** 5/19

**Comments:** I just had a chance to check out the transit plan. I'm very glad to see the plan to make the CAT bridge public, providing a much more useful crossing for cyclists and pedestrians between the East and West shores. However my big comment is that the PennDOT bridge plan is not good enough for getting cars off the road and in fact encourages more driving. By widening the bridge to 5 lanes the bottleneck still exists and is now more dangerous than present. I understand the bridge needs to be rebuilt based on its age, but it absolutely should not be widened, especially without more aggressive investment in public transit to disincentive using cars in this region. The Cumberland County Climate Action Plan identified transportation as the region's biggest carbon emissions contributor, so we should be prioritizing getting cars off the road, which requires more reliable, consistent, easy, safe public transportation opportunities to incentivize the behaviors that will lower the region's impact on climate change. This ALSO requires de-incentivizing use of personal vehicles where appropriate. Considering that over half of vehicle trips crossing the I-83 bridge are local, this is a HUGE opportunity to provide an alternative, and an absolutely appropriate place to make driving the least optimal mode of transit.

1. Don't widen the bridge.

2. For the tolls (if they do go back in effect), don't charge buses for the tolls and have a designated bus lane. Charge tolls based on vehicle capacity vs use.
3. Coordinate with the local bus companies to optimize and expand the reach of buses. Maybe someday regional rail could be implemented.

Any way we slice it, the widening of the bridge is just creating a larger parking lot over the Susquehanna during peak times, and way over designing the bridge for any other time of day. The transportation world needs to stop designing to the absolute peak because it's hugely over-designed based on need. Also, I was talking to my co-worker who lives in Perry County, who said that 80% of the population commutes out of the county. The fact that that's true and there's no public transit improvements proposed is disheartening to me and obviously is a disservice to those who live and work in Perry County.

**TCRPC's Response:** *Thank you for participating in the public comment period for the FFY 2023-2026 Transportation Improvement Plan. We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Comments pertaining to Interstate Highway projects will be forwarded to the appropriate recipients at PennDOT Central Office. Please continue to participate in the transportation planning process and contact us with any questions or concerns.*

**Name:** John Schultz

**Date:** 5/31

**Comments:** After reviewing the Draft TIP and attending the public meeting on 5/19/2022 I do have one formal comment. The comment does not pertain to the current TIP but does pertain to the TIP Needs Form. It was explained that TCRPC/HATS reviews these prospective projects that are submitted, then approaches the individual municipalities about projects. It was noted that this was not in a public meeting format. My comment is that these discussions should occur during regularly scheduled public meetings of the municipality. This way the public can see the responses from their public officials about projects that were recommended and see if they support or oppose a possible project.

**TCRPC's Response:** *The municipal interaction at the Needs Form stage is focused on concurrence on the transportation system needs at that location, not a specific solution. Should the needs be advanced onto the TIP, there are multiple opportunities for public input as solutions are considered, designed, and/or constructed.*

*Thank you for participating in the public comment period for the FFY 2023-2026 Transportation Improvement Plan. We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.*

**Name:** Marilyn Chastek

**Date:** 5/31

**Comments:** Sorry I couldn't make any of the public meetings but I did want to say how excited I am to see the CAT Bridge project coming to fruition. I think that will be a huge incentive for people to cross the river by foot or by bike. Not only is it a safe alternative but I think the bridge itself will be a huge draw. I'm also glad to see the other good bike/ped projects that are being funded. Now, if all the bridges and roads that are slated to be replaced or rehabbed have improved bike/ped facilities on them, I'll be a very happy camper!

**TCRPC's Response:** *Thank you for participating in the public comment period for the FFY 2023-2026 Transportation Improvement Plan. We will continue to identify and implement improvements to our transportation system that benefits all modes and users. Please continue to participate in the transportation planning process with any questions or concerns.*

**Name:** Kevin Ferguson

**Date:** 6/1

**Comments:** I am writing in support of: project 116786, Middletown Rd Safety and Congestion Improvement. Currently, Middletown Rd gets backed up with routine rush hour/summer tourist traffic. I travel it every day. With the construction of a couple of very large warehouses in Londonderry Township in progress, there will be a significant increase in tractor trailer traffic on Middletown Rd. In addition, more housing development is planned along Middletown Rd. The Planning Commission has the foresight to acknowledge this and has wisely planned to address it. I understand that the Derry Township Supervisors have officially objected to this project. Keep in mind that this same Board recently approved a Transportation Plan for PennDOT that the residents objected to, but The Hershey Co. supported. They have not even asked the public's opinion about the Middletown Rd project.

**TCRPC's Response:** *The Middletown Road Safety and Congestion Improvement Project (MPMS 116768) was added to the FFY 2023-2026 TIP to replace the Greater Hershey Line Item, which was added to facilitate implementation of the now-completed Greater Hershey Regional Transportation Study. The Greater Hershey Regional Transportation Study was jointly commissioned by Derry Township, Hummelstown Borough, and Londonderry Township and identified several conceptual improvements to address safety and congestion concerns along the Middletown Road corridor. In consultation with officials from those municipalities, Middletown Road (from Schoolhouse Road to Rt 322) was submitted as a transportation need through HATS RTP Project Pipeline, where it ranked as a High Regional Priority. As such, it was then added to the FFY 2023-2026 TIP for preliminary engineering and final design, with an estimated construction let date of January 2028. Currently, the project is being advertised for consultant selection for the design. Once complete, the selected consultant will develop concepts, which will then be presented for public comment and review. Right-of-way and utility impacts will be part of this process. As of now, there is no PennDOT project manager assigned and public meetings are at least a year or two away. Please continue to participate in the development process with any questions or concerns.*

**Name:** Dennis A. Trout

**Date:** 5/27

**Comments:** As a retired (with over 50 year's professional environmental experience): strategic (long-term) planner, former military officer (Vietnam era), a civilian Environmental Consultant, co-professor of a Graduate School Course in Regional Planning at Ohio State University, Registered Professional Engineer in both Ohio and Pennsylvania, and U.S. Environmental Protection Agency Senior Environmental Scientist, I hereby submit the following which summarizes my comments and adamant recommendations for the public record:

Executive Summary: Derry Township plans including widening of Middletown Road to 4-lanes will only increase additional traffic, congestion, and additional public safety problems. A bypass, as was envisioned many decades ago by previous Township Supervisors, should be the preferred alternative while yet undeveloped lands may be available. If no bypass alternative is now possible, in any and all cases where residential developments exists bordering Middletown Road, the Economic Development, Neighborhood

Commercial, and Agricultural Conservation (previously or currently proposed for development) lands along the opposite side of Middletown Road should be the only lands taken under eminent domain to be used for widening of Middletown Road. Such will minimize the costs to re-locate utility poles and lines, a natural gas farm tap, and compensation for loss of mature trees. Problem: Increased traffic volume, congestion, and accidents on Middletown Road have greatly increased and will continue to increase throughout future decades. Cause: The above problem has resulted from excessive increases in commercial businesses and residential development due to a lack of strategic planning. Derry Township has created “Economic Development” areas, approved the West End Development, and plans to provide an additional road to directly connect the West End Development and traffic from Bullfrog Valley and Waltonville Roads through Agricultural Conservation and undeveloped Economic Development lands to Middleton Road at Gramercy Place at the Hershey Heights complex. I.e., previous Townships Supervisors and their planners have historically preferred to increase both the numbers of tax payers and taxes collected in lieu of strategically planning for conservation and limiting growth.

Background/History: For many past decades, as both residential and commercial developments and traffic increased, previous Derry Township Supervisors have proposed bypasses (either to the east or to the west) of Middletown Road. I also have repeatedly conveyed my recommendations for such a bypass during past decades. However, since the 1950s Derry Township has not taken any action to either plan a specific route or establish a bypass. I continue to applaud and support the Derry Township Police in their continuing and increasing efforts to serve and protect public safety on Middletown Road while the previous Supervisors and Community Planners appeared more concerned with increasing both growth of commercial developments and the tax roles. Tractor trailer and commercial truck traffic on Middletown Road has also greatly increased following the construction of I 283 and the development of freight facilities along I 283 near its intersection with Union Street and more recently from Amazon and other warehouse facilities in development along Route 230. Since 1954, Middletown Road has been widened by the State at least 2 times (at least in the areas between the intersections of Locust Lane/Kaylor Road and Dartmouth Road – my family’s properties and mature tree buffers on the west side of Middletown Road have been lost to such widenings in the past and have been replanted). In 2019, Derry Township Supervisors’ approved the 245 acre West End Development and plan to construct another road to directly connect to Middletown Road at Gramercy Place. That new road to cross through the Agricultural Conservation (AC) and Economic Development (ED) lands will further increase traffic on Middletown Road. Derry Township’s plans to add yet another intersection, connection, and traffic signals to Middletown Road at Gramercy Place will only further increase traffic and exacerbate traffic congestion and lessen public safety on Middletown Road. The currently undeveloped land between Grove Street and Wood Road, all again on the east side of Middletown Road, that was re-zoned from AC to ED has been made even more feasible for its envisioned commercial development in that those >50 acres will have a new road running through it. It is my understanding that the Chairman of the Board of Derry Township Supervisor decades ago was the land owner when his AC land was rezoned to ED by the same Board of Supervisors. That re-zoning and another road makes it even more attractive for several commercial purposes on the same >50 acres (e.g., Walmart, Target, Home Depot, Lowes, Wegmans, etc. that have been proposed/speculated to be sited on those ED lands). More commercial facilities will further increase traffic congestion and public safety hazards on Middletown Road. Previous Derry Township Supervisors had also approved and permitted 2 gas stations/convenience stores within less than 1/2 mile along Middletown Road. Less than another mile south on Middletown Road, 2 more gas stations/convenience stores are located in Londonderry Township. Some “Historic” Zoning Maps are attached in order to help visualize locations of the AC, ED, and Neighborhood Commercial (NC) areas since developed in relation to the Village Residential

(VR), Attached Residential (AR), and Multi-family Residential (MR) areas. Knowing for decades that a bypass or widening of Middletown Road would be needed to handle the increasing traffic including that which would be generated by the development of the ED lands, and their approvals of the Stoverdale strip mall (where the Sheetz Gas Station/Convenience Store is located), the Turkey Hill, Jiffy Lube, Carwash, Goddard School, and Stauffers of Kissel Hill, the Township was remiss in not first requiring a bypass or requiring each new commercial facility to have an additional setback sufficient for the widening required for 4-lanes and all extra lanes for both entrance and exit lanes in both directions from Middletown Road. The much longer existing residential properties on the west side of Middletown Road should not now be penalized by having any of their frontages on Middletown Road confiscated as a result of those new commercial facilities and the Township's failures in strategic planning. It appears that previous Township Supervisors have chosen increased development and accompanying tax growth their priority over strategic (long-term) planning considerations, conservation, and the long-time known and continuing need for a bypass of Middletown Road. See: <https://www.pennlive.com/news/2019/01/hershey-west-end-project-gets-key-approval-from-derry-township-supervisors.html> which states:

Approval of the conditional use for the West End project was recommended by the township planning commission at its meeting in December, Community Development Director Chuck Emerick told the supervisors. The taped minutes of the meeting also recorded Emerick telling the board that an economic impact study indicated the development will have a "positive impact on the township and other taxing authorities."

Problems with widening the west side of Middletown Road: The vast majority of all utility poles and lines are on the west side of Middletown Road and would be very costly to relocate, My own properties that have frontage on that west side of Middletown Road contain mature growth evergreen trees as visual and noise attenuation barriers to both the road and the commercial facilities activities (the Sheetz, Turkey Hill, and Carwash facilities are 24-hour, 7-day/week, sources of noise and light) and a UGI natural gas farm tap located within about 10 feet of the current road curb.

Reasons that all lands required for widening should be taken only from the east side of Middletown Road in the areas where commercial development has occurred: More recent increases in traffic, congestion, and public safety issues can be attributed to the commercial developments approved by Derry Township Supervisors (since 2002) which include: A strip mall with a Sheetz Gas Station/Convenience Store is located along Middletown Road just south of the intersection of Wood Road and Stoverdale Church. Less than a half mile further south on Middletown Road, a Turkey Hill Gas Station/Convenience Store, Jiffy Lube, Carwash, Goddard School, and Stauffers of Kissel Hill, were located between the Locust Lane/Kaylor Road intersection and the Dartmouth Road intersection in Derry Township. An owner of properties between Kaylor Road and Dartmouth Road on the east side of Middletown Road has also been seeking to develop restaurants, a Trader Joes, banks, and other commercial venues that would add further traffic to Middletown Road. The owners of the remaining AC zoned lands between Stoverdale Road and Kaylor Road have proposed to develop those lands (the only portion of their family's farm left after the Southpoint and Southpoint Commons portions were sold/developed decades ago). All the commercial facilities have added traffic to Middletown Road and will expect even more traffic and business access to them if/when Middletown Road is widened. The residents on the other side of Middletown Road will see no benefit, only more traffic, noise, and exhaust pollutants. Those residents should not further subsidize those commercial facilities by having any portion of their residential property land, trees, vegetation, fences or improvements thereon confiscated.

Recommendations: In lieu of widening Middletown Road, establish a 4-lane bypass (including additional accommodation/setbacks for further widening and entrance and exit lanes for new developments in future decades) from Route 322 anywhere west of the Swatara Creek to directly connect to the Union Street intersection at I 283. Such a bypass would more directly serve the Norfolk and Southern Rail Yards located blocks north of the intersection of Mushroom Hill on Route 322 and the Fed Ex, other freight yards, and commercial facilities located near the intersection of I 283 and Union Street in Middletown, Londonderry Township. Such a bypass would also provide more direct service to/from Harrisburg International Airport, the PSU Harrisburg Campus, and the Amazon and other warehouse facilities in Londonderry Township. If terrain, or other circumstances, makes the above recommended route infeasible, any route between I 283 and Route 322 to bypass Middletown Road should be accepted in lieu of widening Middletown Road. If no bypass to Middletown Road can be strategically established to the benefit of adjoining Townships on both sides of the Swatara Creek, the existing and envisioned commercial facilities that are and/or will be responsible for the increased traffic on Middletown Road should also be responsible for providing all the additional land width for the proposed 4-lanes and additional entrance and exit lanes on Middletown Road along their properties. All those afore stated commercial facilities are located on the east side of Middletown Road in Derry Township. Most of the utility poles within 10 feet of Middletown Road, as well a natural gas farm tap installation are located on the west side of Middletown road. There are dozens of homes along both sides of Middletown Road that are within 30 feet of Middletown Road, many with old growth trees as buffers to the noise and view of Middletown Road traffic and commerce that should not have to forfeit any land for purposes of widening when on the opposite side of the road either commercial developments exist or the lands are yet undeveloped. Such will minimize the costs to re-locate utility poles, a natural gas farm tap, and compensation for loss of mature trees. If any lands must be confiscated under eminent domain, it is hereby recommended that only those lands on the east side of Middletown Road should be taken for widening and for any required bike paths, sidewalks and expected entrance and exit lanes for both existing and expected new commercial facilities between Grove Street and Dartmouth Road. That is, Economic Development, Neighborhood Commercial, and the Agricultural Conservation (previously or currently proposed for development) lands along Middletown Road should be the only lands used for widening Middletown Road in any and all cases where residential development exists on the opposite side of the road. Their original setback requirements for residences along Middletown Road should be retained/grandfathered from any new Township ordinances.

**TCRPC's Response:** *The Middletown Road Safety and Congestion Improvement Project (MPMS 116768) was added to the FFY 2023-2026 TIP to replace the Greater Hershey Line Item, which was added to facilitate implementation of the now-completed Greater Hershey Regional Transportation Study. The Greater Hershey Regional Transportation Study was jointly commissioned by Derry Township, Hummelstown Borough, and Londonderry Township and identified several conceptual improvements to address safety and congestion concerns along the Middletown Road corridor. In consultation with officials from those municipalities, Middletown Road (from Schoolhouse Road to Rt 322) was submitted as a transportation need through HATS RTP Project Pipeline, where it ranked as a High Regional Priority. As such, it was then added to the FFY 2023-2026 TIP for preliminary engineering and final design, with an estimated construction let date of January 2028. Currently, the project is being advertised for consultant selection for the design. Once complete, the selected consultant will develop concepts, which will then be presented for public comment and review. Right-of-way and utility impacts will be part of this process. As of now, there is no PennDOT project manager assigned and public meetings are at least a year or two away. Please continue to participate in the development process with any questions or concerns.*

**Name:** Chuck Emerick

**Date:** 6/1

**Comments:** The Derry Township Board of Supervisors has requested that their concerns related to the proposed widening be shared at this time to assure that they remain a focus as any plans for the widening of Middletown Road advance. They are as follows:

- The design should include measures to reduce impacts on private properties. Be aware that in some instances of recent development, the Township's Zoning Ordinance has required a 15-foot easement beyond the right-of-way from which to measure front building setbacks.
- The design should consider impacts on seasonal and event traffic. These events are typically hosted by, or occupy lands controlled by Hershey Entertainment and Resorts (HE&R). The Township and HE&R should be contacted when the construction schedule is planned.
- Any construction detours necessary should be limited in duration to the maximum extent possible. They should also be planned to have minimal impacts on residential neighborhoods.
- Safe multimodal facilities should be included in the design that include pedestrian and bicycle accommodations.
- Please be aware that the Township is planning a signalized crossing of the Jonathan Eisenhower Memorial Trail at the Middletown Road/Gramercy Place intersection just north of Wood Road.
- Planning and design should include any available mitigation for impacts from noise to the adjacent residential properties.
- Adverse impacts to stormwater management and flooding should be avoided. I am providing a link to the Flood Mitigation Study for Dartmouth Farms, prepared by the U.S. Army Corp of Engineers for your use. <https://www.dropbox.com/s/gur2xhm0fmxpxyh/Final%20Dartmouth%20Farms.pdf?dl=0>
- Consideration for the location of Indian Echo Caverns should be included in the design.

**TCRPC's Response:** *We appreciate the Township's comments. Currently, the project is being advertised for consultant selection for the design. Once complete, the selected consultant will develop concepts, which will then be presented for public comment and review. Right-of-way and utility impacts will be part of this process. As of now, there is no PennDOT project manager assigned and public meetings are at least a year or two away. These comments (and all related to the Middletown Road Safety and Congestion Improvement Project) will be provided to PennDOT for consideration in the project development process. Please continue to participate in the development process with any questions or concerns.*