

**Pennsylvania Department of Transportation  
Engineering District 8-0  
Route 1010, Section 029, Cumberland County (MPMS# 114202)  
Lemoyne Bottleneck Improvements**

**Project Information**

The Pennsylvania Department of Transportation is currently performing preliminary engineering and environmental studies for a planned project to provide roadway improvements to SR 1010 (Market Street) in the Boroughs of Lemoyne and Wormleysburg in Cumberland County, PA. The Market Street corridor, commonly referred to as the Lemoyne Bottleneck, connects the West Shore communities with downtown Harrisburg via the adjacent Market Street Bridge.

The project is currently in the alternatives analysis phase. Three alternatives were examined, and all proposed alternatives include the following planned design elements: Select area widening and repaving the project limits with a higher friction surface treatment, geometry improvements and optimizing lane configurations while reducing vehicle path overlap, new 8" high curb and drainage upgrades, enhanced signage and pavement markings, traffic signal upgrades at both the Market Street with Front Street and 3rd Street intersections to include Emergency Vehicle Preemption and improved pedestrian accommodations, reconstructed curb ramps, driveways, and sidewalks or shared use paths to meet ADA requirements for pedestrians and bicyclists, improved roadway lighting and sight distance, driveway access management to reduce conflicts, and relocating fixed objects or improving protection to mitigate crashes.

The primary need that the project addresses is the high levels of stress for bicyclists and pedestrians throughout the Lemoyne Bottleneck due to several issues including:

- High traffic volumes
- Curvilinear roadway alignment
- Limited sight distance
- Inconsistent or nonexistent shoulder widths
- Poor condition and narrow sidewalks along the corridor and at Norfolk Southern railroad bridges

The purpose of the project is to improve mobility and safety for bicyclists, pedestrians, and motorists on SR 1010 (Market Street) through the Lemoyne Bottleneck.

The project's goal is to balance and accommodate all modes of travel safely and efficiently with consistency of expectations while maintaining acceptable traffic operations to the greatest extent possible, given the numerous corridor constraints.

**Please refer to the preliminary plans and other materials located at the Resource Section of this website.**

**Environmental**

The following environmental resources were identified to be within or near the project limits and all three Alternatives are anticipated to have similar impacts.

- Only a small portion of Market Street is within the 100-year flood plain and no impacts are anticipated.
- Preliminary environmental investigations found three locations with evidence of potential sensitive waste concerns. However, the waste concerns are expected to be located outside of the anticipated earth disturbance footprint with no anticipated impact. An Environmental Due Diligence (EDD) investigation will further evaluate the potential sensitive waste concerns.

- There are five railroads and two railroad bridges eligible for listing in the national register located within or adjacent to the project limits:
  - Northern Central Railway (SHPO RE# 2010RE03887)
  - Pennsylvania Railroad: Enola Branch Low Grade Freight Line (Enola to Parkesburg) (SHPO RE# 1994RE01133)
  - Cumberland Valley Railroad (Lemoyne to Shiremanstown) (SHPO RE# 2004RE02907)
  - Cumberland Valley Railroad (SHPO RE# 20104RE03283)
  - Northern Central Junction (Lemoyne Junction Segment) (SHPO RE# 2023RE06330)
  - Northern Central Railway (NCR) Bridge 140A (SHPO RE# 2023RE06332)
  - Northern Central Railway (NCR) Bridge 140B (SHPO RE# 2023RE06333)
- It has been determined there is no potential for archeological resources within the project limits. The preliminary finding results indicate there will be no effect or adverse effect to cultural resources within the project limits.
- 3 community resources are present or near the corridor:
  - Lemoyne Borough's Negley Park, a Section 4(f) resource, is in proximity to the project limits but will not be impacted and access will be maintained.
  - Bicycle PA Route J runs along 3<sup>rd</sup>, Market and Front Streets and is not anticipated to be impacted based on maintaining corridor access during construction.
  - Capital Area Transit (CAT) has two bus stops near the intersection of 3<sup>rd</sup> and Market Street, which may be affected by any short term detours during construction. Coordination will be required with CAT.
- Environmental Justice Communities have been identified in proximity to the corridor. Due to the limited nature of the project and the intent to maintain bicycle and pedestrian travel through the corridor during construction, no disproportional impact to those communities is anticipated. An assessment will be conducted to confirm no impacts.
- Improvements will generally be within the existing pavement and sidewalk footprint with select locations to be widened and as such earth disturbance will be minimized. The need for a NPDES permit will be further evaluated during the design stages.
- **In summary, steps will be taken to avoid, minimize and/or mitigate any environmental or cultural resource impacts whenever possible along the corridor.**
- The Project Team will coordinate with Fire, Police, Ambulance, and other emergency service providers during Preliminary Engineering to avoid impacts to their operations and provide for potential access improvements:
  - West Shore Bureau of Fire has stations at 18 Market Street in Wormleysburg and 610 Herman Avenue in Lemoyne
  - West Shore Regional Police Department is located in Lemoyne
  - PennState Health Life Lion EMS Service is located within the project limits

## Utilities

The Alternatives were designed to minimize impacts to existing utilities within the project limits. There are several complex utilities present on the corridor including: aerial utilities, fiberoptic lines, and a natural gas substation. The proposed curb was designed to minimize impacts to existing manholes and gas valves where possible. Consideration was also given to relocating utility poles within the clear zone if there was a history of hit fixed object crashes.

## Right of Way

All three Alternatives minimize Right-Of-Way impacts by generally maintaining the existing alignment of SR 1010 (Market Street), and with minor widening at select locations. The Right-Of-Way impacts are anticipated to be similar for all Alternatives. Strips of required Right-Of-Ways and/or temporary construction easements are anticipated from approximately 7 parcels along the corridor.

## Maintenance and Protection of Traffic

The project will be completed using several construction stages, some of which may require a short-term partial or weekend detours. Coordination will occur with PennDOT, Wormleysburg, Lemoyne, Harrisburg, emergency responders, and school districts. Truck movements and restrictions will be considered when selecting an alternative detour route. The maintenance of pedestrian and bike access through the Market Street corridor will occur. Access to local adjacent businesses and EMS, one of which is the Penn State Health Life Lion EMS Service directly located within the project limits, will be maintained. There are no existing designated bicycle facilities on Market Street, therefore bicycles will be able to navigate the facility in lane during construction as they do in existing conditions or use the identified pedestrian path.

## Schedule and Cost

The current contractor bid date is November 2025. Construction is anticipated beginning in the Winter/Spring of 2026 and ending in the Fall of 2026, subject to all approvals, environmental clearances, and funding availability.

The preliminary construction cost estimates for the 3 Alternatives range from \$3.7 million to \$ 3.9 million.

## Summary

A summary of the findings of the Alternatives can be found in the **Alternatives Comparison Matrix**. Upon assessment of the purpose and needs of the project, traffic and safety analysis, right-of-way, traffic control, environmental and utility impacts, and cost estimates, **Alternative 2 is the recommended alternative** for the following reasons:

- **Bicycle Safety and Accommodations:** The proposed 8" high and 8' wide shared use paths on both sides of Market Street are the preferred facility as it provides the least exposure and highest level of comfort for bicyclists of the various alternatives.
- **Pedestrian Safety and Accommodations:** The alternative provides accessible routes to pedestrians on both sides of Market Street. This alternative optimizes pedestrian mobility and safe crossings.
- **Motor Vehicle Safety:** The alternative provides 11-foot minimum travel lanes, adds a 3-foot wide shoulder to capture drainage, improves access management, improves westbound sight distance around the horizontal curves, reduces truck path lane overlaps, reduces lane weaving in the eastbound direction, and improves traffic operations at the Market Street and Front Street Intersection.
- **EMS Response Access:** Access is improved by implementing signal preemption at both intersections within the project limits, providing pull-off space approaching the intersection at Market Street and Front Street, and reducing the number of lanes in front of the Penn State Health Life Lion EMS facility.
- **Traffic Operations:** In the 2045 Design Year, traffic operates at an acceptable Level of Service.
- **Safety Analysis:** This alternative results in the lowest predicted crashes per year compared to the other alternatives.
- **Right-of-Way:** This alternative has right-of-way impacts comparable to the other alternatives.
- **Temporary Traffic Control:** The traffic control staging for Alternative 2 and Alternative 1 are comparable and both are simplified compared to Alternative 3.
- **Environmental Impacts:** The environmental impacts are limited and comparable to the other alternatives.
- **Utility Impacts:** The utility impacts are limited and comparable to the other alternatives.
- **Cost Estimate:** Alternative 2 is comparable to the other alternatives while providing greater value when considering project purpose and need.

## Contact

If there are any questions or concerns related to the project following the review of the resource materials, please contact Mark A. Malhenzie, Senior Project Manager, at (717) 783-5080 or email at [mmalhenzie@pa.gov](mailto:mmalhenzie@pa.gov).