



moving FORWARD

FALL 2025

A quarterly review of news and information about Pennsylvania local roads.

Midblock Crosswalks and Trail Crossings

On the Right Path: Midblock Crosswalks and Trail Crossings

By Logan Schuman, EIT

In the early 1900s, the York Railway Company's trolley lines were an essential part of daily life in York County. They carried workers to jobs during the week and on weekends transported families to picnic groves, churches, and bustling town centers. Construction of the York–Hanover line began in 1907, and just a year later, on February 29, 1908, the “Hanover Fast Line” officially opened. The route quickly became a lifeline, linking smaller communities like Sunnyside, Bairs, Menges Mills, and Jacobs Mill with the growing towns of Spring Grove and Hanover.

For three decades, trolleys offered a dependable, affordable, and social means of travel. But by the late 1930s, the rising popularity of the automobile began to outpace trolley use. In 1938, the final trolley cars made their last trip to Hanover, marking the end of an era for this once-thriving transportation system.

Today, that same corridor is finding new life as the Hanover Trolley Trail. The trail, which includes both existing and proposed sections spanning 8.31 miles from Hanover Borough to West Manchester Township, is being developed in phases to eventually connect York County



The photo shows the eastbound approach of Wilson Avenue in advance of the trail crossing along the Hanover Trolley Trail in York County. Photo: PennDOT LTAP



This is a view of the trail crossing heading towards Heidelberg Township along the Hanover Trolley Trail in York County. Photo: PennDOT LTAP

communities along the historic rail line. Just as the trolley once brought people together, the trail is designed to reconnect neighborhoods, provide safe routes for active travel, and create new opportunities for recreation.

Trails like the Hanover Trolley Trail serve more than just leisure purposes. According to the Federal Highway Administration (FHWA), shared-use paths and trail systems play a vital role in improving public health, reducing traffic congestion, and enhancing overall community connectivity. They provide safe and accessible pathways for a wide range

ALSO IN THIS ISSUE

PA Bridge Strikes.....	2
511PA	3
Municipal Registration	3
Winter Preparation.....	4
Meet The Expert	5
New Course.....	6
Upcoming Training.....	8
Roads Scholars	8

Continued on page 6

PA Bridge Strikes: Preserving Transportation Infrastructure through Preventative Strategies

Vehicles striking bridges is an issue in Pennsylvania and throughout the country. According to PennDOT data, in the 10 years between 2013 and 2023, there were more than 600 strikes to bridges or other overhead structures in PA. Bridge strikes can lead to serious damage to both the vehicle and the bridge itself, with public funding often needed to repair the damage.

Most bridges are designed with a minimum of 13'6" of clearance between the road and the bottom of the bridge. This height provides sufficient clearance for automobiles and commercial trucks to safely pass underneath. Bridges with a vertical clearance less than 14'6" are signed with low-clearance warnings, both at the bridge and in advance of the structure. In Pennsylvania, vehicles and loads taller than 13'6" must apply for a Special Hauling Permit.

To raise awareness of the danger of bridge strikes, PennDOT launched a public information campaign in July 2025 targeting commercial drivers. The [“Check Your Height, Know It’s Right” campaign](#) – announced as part of a multi-state collaboration – encourages motorists to know their vehicle height and check that it will safely fit under bridges on their route. Vehicle strikes to the tops or sides of bridges damage both vehicles and infrastructure, cause traffic delays, and put the public and emergency responders at risk.



The “Check Your Height, Know It’s Right” campaign targets commercial driver’s license holders and non-commercial drivers operating commercial trucks, leased trucks (such as delivery and moving box-type trucks), and recreational vehicles. Crash data shows that drivers may not always consider vehicle height and related restrictions during operation. For example, a typical 26-foot moving/delivery truck may have a height ranging from 11’ to 13’6”. The campaign also reminds drivers to lower truck beds and check the height of equipment they’re hauling.

Drivers are responsible for knowing the height of their vehicle — whether a personal vehicle or a rented one — and observing and complying with posted bridge heights. Pennsylvania motorists can use 511PA to check their route for low-clearance bridges (<13’6”) using the “Low Bridge” map layer. When the map layer is on, low bridges are indicated with a bridge icon that users can click for more information about the location. Additionally, the 511PA [mobile app](#) allows drivers to specify vehicle type — either commercial or passenger vehicle. If “commercial vehicle” is selected, vehicle restrictions and low-bridge data is turned on in drive mode by default and audio alerts can be heard along your route.

Local authorities can assist this outreach campaign by raising awareness within their communities and ensuring all height-restricted bridge locations are signed in accordance with Commonwealth regulations and sign standards. 🚧

What is 511PA?

The [511PA website](#) is part of a statewide travel information service which provides reliable traffic, weather and transit information to travelers to reduce congestion, and improve safety and mobility in Pennsylvania.

Using real-time traffic data from various sources throughout the state, PennDOT is able to provide current information to commuters, travelers, and commercial carriers so they can make informed decisions regarding their next drive to work, trip or delivery. By providing this information to travelers, 511 Pennsylvania helps to keep traffic moving.

Why Should I Sign Up?

Signing up for a free 511PA account isn't mandatory, but it unlocks personalized features that can significantly improve your travel planning. By creating an account with your email or phone number —and verifying via the link sent to you — you'll receive

personalized traffic alerts via email or SMS text. This means you can stay ahead of delays, incidents, or other disruptions on the routes that you use frequently.

How to Sign Up and Set Up Alerts

Once you register, simply log in and start customizing your experience. You can enter your preferred origin and destination — by typing or right-clicking on the map — to generate recommended routes. After you've created and saved a route, you'll be able to select text or email notifications.

Additional Features

The site also offers additional tools such as saving map views, managing cameras, and rerouting around closures — all accessible once you're signed in.

Get Started

Get started by signing up here: <https://www.511pa.com/about/help/signup>.

The screenshot shows the 511PA website interface. At the top, there's a banner for "Scrolling while driving? Deadly & illegal." and "PA's Hands-Free Law: Effective June 2025". Below this is a navigation bar with links: Home, Traffic, My 511, Links, Transit, Projects, Vehicle Restrictions, and About. A "Sign Up" button is visible in the top right. The main content area is titled "HELP" and lists several features: signing up with 511PA, Creating & Saving a Customized Route, Creating a Notification for your Route, Creating Advisory Notification, Saving Map View, Saving & Editing Cameras, and Modifying route to avoid closure.

Website Tip – Municipal Registration

Would you like to register multiple people for LTAP classes or drop-ins? LTAP can give you municipal registration permissions to register anyone from your municipality with your website login. Call 1-800-FOR-LTAP to request permissions, or email ltap@pa.gov and include "Municipal Registration" in the subject line and provide your name, municipality, and county and LTAP will set you up with the municipal registration permissions.

"The ability to register the staff is so much easier than my old way!"

Shane Kensey, director of public works, London Grove Township

Winter Preparation for Vehicles, Staff, and Reacting to Serious Crashes

by: Michael H. Fleming, ISMF LLC

With many winter maintenance courses, you hear about effective and efficient best practices for winter maintenance operations. Topics include utilizing mixtures of various materials (chemicals and anti-skid) that are available for treating roads before the storm, during the storm, and after plowing. Other topics include spreader calibration, plowing techniques, and stormwater runoff concerns when considering winter weather environmental awareness. Preparing vehicles for rust prevention, preparing and protecting your staff, and being ready to react when an emergency or accident occurs are also important parts of winter maintenance preparation.

Preparing Vehicles and Equipment

Let us begin with your fleet of municipal vehicles, utility trucks, dump trucks, and loaders or graders. Vehicles and equipment are extremely expensive and need to last many years, so it is important to protect them from rust caused by the chemicals that are used on the roads during winter storms. Rust protection and petroleum-based corrosion inhibitors are designed to create a long-lasting self-healing barrier between metal surfaces and moisture. It is important to displace water from bonding directly to metal and provide durable protection against rust that is still safe for electrical components. There are several rust inhibitors or corrosion inhibitors on the market.

Another product to consider when lengthening the life of your vehicles and equipment is a corrosion-fighting wash soap that is designed to easily remove salt. Wash soaps are necessary to break the tough chemical bond that chlorides form with metal and other surfaces, allowing them to be safely rinsed away into the sewer system. Some salt eliminators will remove the harmful corrosive agents from your vehicles and equipment and leave behind a protective, wax-like finish for added shine and defense against future salt buildup.

Taking Care of Staff

What are you doing to protect your employees? Some municipalities offer flu vaccines to their employees and all eligible dependents to reduce or eliminate flu-related complications that can put older adults at greater risk for hospitalization, pneumonia, or heart attack. Flu symptoms could affect your entire staff during a major winter event, so it is best to be prepared.



Maintaining winter maintenance equipment, protecting staff, and having a plan for accidents should all be part of your winter maintenance plan. Photo: Stock

Flu Signs and Symptoms

The flu is a contagious respiratory illness that can affect the whole body. Common symptoms include:

- High fever or chills,
- Runny/stuffy nose or sneezing,
- Cough or sore throat,
- Body aches or headaches,
- Fatigue or extreme tiredness, and
- Vomiting or diarrhea (more common in children than adults).

Another way to protect your staff is to be sure that exhaust features of garages and buildings function correctly before welding, torching, or grilling food indoors occurs at your facilities during a winter event.

Carbon monoxide is a gas that has no odor, taste, or color. It comes from burning fuels, including gasoline, wood, propane, or charcoal. Appliances and engines that are not well vented can cause carbon monoxide to build up to dangerous levels. A tightly enclosed space makes the buildup worse.

Carbon monoxide poisoning occurs when carbon monoxide builds up in the blood. When too much carbon monoxide is in

Meet the Expert

One-on-one with Logan Schuman, EIT, LTAP Technical Expert



Logan Schuman helping municipalities with truck restrictions through an LTAP technical assistance. Photo: PennDOT LTAP

Tell us a little about yourself.

I began my college career at Shippensburg University before transferring to Pennsylvania State University, where I earned my degree in Civil Engineering. During college, I interned with Pennoni, and upon graduation, I joined the company full-time. I currently work in transportation engineering, with a focus on traffic engineering and safety.

How did you come to be involved with LTAP?

I first became involved with LTAP by helping with the installation and retrieval of traffic counters to assist municipalities with traffic counts and speed studies. From this I continued to learn and gain valuable experience from Patrick Wright and Marvin Ta (LTAP Technical Experts), I gradually took on a greater role by assisting with additional technical assistance requests.

If you could describe LTAP in a few words, how would you do so?

LTAP is a valuable tool for Pennsylvania municipalities to enhance the safety of their roadways.

What are some of the more common questions you get in the field?

Many of the questions I receive in the field come from municipalities wanting to ensure the studies are conducted properly. LTAP's technical assistance helps guide them through the study, documentation, and implementation process so it is accurate and effective.

Talk about your interactions with municipalities and what you've learned.

I've had many positive experiences working with municipalities and have seen firsthand their willingness to conduct studies and implement safety improvements to benefit their communities. From my experience, once a municipality successfully implements a safety improvement, they often become even more interested and motivated to pursue additional projects in the future.

What would you like municipalities to know about LTAP?

I would want municipalities to know that LTAP is ready and willing to help with their transportation safety needs. LTAP offers free training, technical assistance, and resources designed to help municipalities improve roadway safety and maintenance, reduce costs, and implement proven transportation solutions. It's important for municipalities to know that when they have a problem it's better to ask for LTAP assistance rather than not doing anything about the problem or incorrectly addressing the problem.

What do you like best about working with LTAP?

I really enjoy getting out of the office and into the field to work directly with municipalities. Building connections and helping them solve their problems is rewarding, especially knowing that our efforts contribute to safer and stronger communities. Each technical assistance request is unique, which makes every day different and fulfilling.



Logan Schuman helping municipalities with roadway safety through an LTAP technical assistance. Photo: PennDOT LTAP

Midblock Crosswalks *continued from page 1*

of non-motorized users, including walkers, runners, cyclists, wheelchair users, and others using mobility devices. Trails also act as important transportation corridors, supporting those who rely on walking or biking as their primary mode of travel.

PennDOT emphasizes the importance of trail networks as part of a balanced, multimodal transportation system. Trails and crossings that are well-designed improve safety for all users, ensure accessibility for individuals, and create consistent connections between key community destinations such as schools, parks, business districts, and transit hubs. Midblock crosswalks and trail crossings are often installed in areas with high pedestrian activity, including parks, churches, and near public transportation routes.

Along the Hanover Trolley Trail there are crossings at both state and local roads to improve safety for the users. Where the trail intersects roadways, PennDOT's updated Midblock Crosswalk and Trail Crossing policy in the "Traffic Engineering Manual, Publication 46, Chapter 11" provides a framework to evaluate and implement appropriate treatments and safety improvements for all users. By investing in trail infrastructure, York County is creating new opportunities for connection, recreation, and mobility for today's communities and future generations. 🚲



The photo shows the eastbound approach of Wilson Avenue in advance of the trail crossing. Photo: PennDOT LTAP

Learn more about PennDOT's midblock crosswalk and trail crossing policy through Tech Sheet #239 on the LTAP website. LTAP is also available via phone, email, or an onsite visit to assist with questions or to provide next steps for midblock crosswalks and trail crossings.

New Course: Asphalt Roads Maintenance

Eligible for Roads Scholar I and Roads Scholar Administrative

The Asphalt Road Maintenance course provides an overview of road maintenance treatments that extend the life of pavements. The course will review the importance of preventive maintenance, identify common asphalt distress and the causes of the distress,

and the appropriate treatments. Some of the common treatments will be reviewed to provide basic information on the processes, materials,

Pavement distress after the winter in York Township, York County. Photo: PennDOT LTAP.



and equipment. Information on the surface repairs of pothole patching, crack sealing, seal coat*, mastics, high friction surface treatment, mechanized skin patching, slurry seal*, micro-surfacing*, and ultra-thin bonded wearing course* will be reviewed. The following structural upgrades will also be covered: asphalt overlay, flexible base (FB) resurfacing/cold mix paving, cold-in place recycling, bituminous binder course CP-2, and full depth reclamation*. The course will focus on doing the "right treatment, to the right pavement, at the right time."

*The specific details of performing these operations are included in other LTAP courses. The information presented will focus on where and when to use these treatments as it relates to the distress they are used to repair.

Intended Audience: Individuals who are involved in the planning and execution of maintenance work on asphalt pavements, including street superintendents, roadmasters, public works directors, foreman, and select crew members.

Reach out to your LTAP Planning Partner (contacts on the home page of the LTAP website under Links & Resources) or LTAP to schedule a class and check the website for virtual class offerings. 🚲

Winter Preparation *continued from page 4*

the air, carbon monoxide replaces oxygen in red blood cells. This can lead to serious tissue damage or even death.

Anyone exposed to carbon monoxide needs to get into fresh air and seek medical care right away. Call 911 or emergency medical services right away for someone who is not conscious or cannot respond.

Carbon Monoxide Poisoning and Symptoms

Carbon monoxide poisoning affects the brain and heart the most. Exposure over time might lead to symptoms that can be mistaken for those with the flu without a fever. Clearer symptoms of carbon monoxide poisoning can include:

- Headache,
- Weaknesses,
- Dizziness,
- Nausea or vomiting,
- Shortness of breath,
- Confusion,
- Blurred vision,
- Sleepiness,
- Loss of muscle control, and
- Loss of consciousness.

Reacting to Serious Crashes

Do you have a plan to implement in case an employee rolls a vehicle or other piece of equipment over during a severe winter event? Obviously the first call would be to your local 911 center should a serious crash occur, but do you know your employee's "next of kin" (see sidebar) and how to contact them during normal working days or late at night?

After police or state police complete an accident investigation, you should have a local towing contractor on standby to tow the vehicle away and clean up spilled chlorides or any other fluids. Some municipalities provide their local towing operators with a list of vehicles or equipment numbers including year, make, and model that includes the gross vehicle weight rating (GVWR)

so that the towing company understands what weight vehicle is involved. Along with that information that is provided to the towing company before winter, a purchase order is provided to cover billing and invoicing instructions.

"Next of kin"

Next of kin refers to a person's closest living blood relatives, and sometimes spouses or legally registered domestic partners, who have a legal and monetary responsibility to make decisions and arrangements for a seriously injured or deceased person. The order of next of kin typically includes a surviving spouse, followed by children, parents, and then siblings.

Your plan for a serious crash could also include rental equipment representative's emergency telephone numbers or [COSTARS Cooperative Purchasing Program](#) equipment vendors names and contact information.

Hopefully if a crash occurs, it will only require mandatory post-accident drug and alcohol testing. If an accident occurs, does your staff know where they are going for a post-accident test late at night? Does your drug and alcohol policy identify who is going to take them to the testing facility? Will it mean that two snow routes will be affected if another employee is the one taking the person that was involved in the accident, or do you have other employees to respond at night or on a weekend to drive a person for a mandatory post-accident DOT-compliant drug and alcohol test? There are many steps to follow when an accident occurs and hopefully your plan covers them all.

To learn more about when drug and alcohol testing occurs and what tests are required visit the [Federal Motor Carrier Safety Administration \(FMCSA\)](#) website.

Conclusion

Being prepared for winter is an act of resilience and foresight, ensuring safety, comfort, and peace of mind when severe weather strikes your municipality. Rather than reacting in a panic during an emergency, initiative-taking planning empowers you to navigate the winter season's challenges with confidence. Be safe. 🚧

What are your peers saying about LTAP?

"Mark was able to answer our questions in a timely manner and explain them in a way that we would understand what needed to be done. We were better able to communicate with our citizens. Mark provided us with a quick answer to our questions and was a big help, as always. LTAP is a very valuable program that assists us as officers in understanding different processes and criteria. It is a great tool and resource for us."

Upcoming LTAP Training

Classes are being held in person and virtually. Check the website, gis.penndot.pa.gov/ltap, for the latest listing. If you would like to receive email alerts about upcoming training, send a request to ltap@pa.gov. Here is a sampling of upcoming scheduled classes. All classes are free!

RISK MANAGEMENT AND TRAFFIC SAFETY

January 15 – York County

TRAFFIC SIGNS BASICS

December 9 – Chester County

WINTER MAINTENANCE

December 1 – Lancaster County

Check the website for new classes or reach out to your Planning Partner or LTAP to schedule a class at your facility.

Archived Training: Catch up online!

Recorded sessions and handouts from previously held drop-ins and webinars are available on the LTAP website, gis.penndot.pa.gov/ltap. On the home page, click the "Resources and Technical Information" tile or go to: https://gis.penndot.pa.gov/ltap/Public/LTAP_Resources.aspx. Sessions cover a variety of topics from asset management to truck restrictions. Check out the full list online and take advantage of this free training from the comfort of your home or office.

Course Handouts Are Now Online

Did you misplace a workbook or handout from a course? Do you wish you had the handouts in an electronic format? All the handouts from LTAP courses are now online and available for download. Go to gis.penndot.pa.gov/ltap and under the Training Descriptions tab, click on the course and then scroll to the bottom of the course information to see a list of course handouts.

If the handout for a class is three slides per page, there is a full PowerPoint workbook you can download on the website. These have PowerPoint slides with the workbook content below the slide. They are designed to make it easy to follow the virtual classes and provide all the notes for the in-person classes.

Congratulations to the following Roads Scholars!

The following scholars were certified between April 1 to August 31, 2025.

Roads Scholar I:

- Ben Sonon – Windsor Township, Berks County
- Ava DeConto – Ridgebury Township, Bradford County
- William W. Lee – Wysox Township, Bradford County
- Joe Quatrini – Wysox Township, Bradford County
- Daniel J. Yelito – NEPA-MPO, Luzerne County
- Kyle D. Gutkowski – Upper Merion Township, Montgomery County
- Shane Hosier – Lower Pottsgrove Township, Montgomery County
- Philip Baer – York Township, York County

Roads Scholar II:

- Scott C. Remolde – Caernarvon Township, Berks County
- Daniel J. Yelito – NEPA-MPO, Luzerne County

Roads Scholar Administrative:

- Donald A. Bottles Jr. – Pittsburgh City, Allegheny County
- Emily K. Osilka – PennDOT, Dauphin County
- William M. Reigle II – South Londonderry Township, Lebanon County
- Emily Fucci – Lower Milford Township, Lehigh County
- Emily Mrochko – Montoursville Borough, Lycoming County
- Ken J. Zemencsik – Stockertown Borough, Northampton County

Roads Scholar Police:

- Paul J. Zielinski – New Britain Township, Bucks County
- Richard J. Craig – West Brandywine Township, Chester County
- William M. Reigle II – South Londonderry Township, Lebanon County

Looking for Resources? Go to the "Resources and Technical Information" green box on the LTAP website dashboard. There you will find informational videos, past newsletters, tech sheets on a variety of road related topics, and recorded webinars and drop-ins. There are also maintenance and safety resource sections that provide resources by topic.

What are your peers saying about LTAP?

"I like the fact that there were a lot of explanations on why different methods of maintenance are used and how these methods impact outcomes if not properly executed."

"It was an informative presentation with great real-life examples. Helped me as borough manager to understand how to get this done!"



Pennsylvania
Department of Transportation
Local Technical Assistance Program



LTAP Contact Information:

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1-800-FOR-LTAP (367-5827) Fax: (717) 783-9152
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All LTAP services are free to municipalities.