

ORDINANCE 2026-03

**AN ORDINANCE OF HEIDELBERG TOWNSHIP, YORK COUNTY,
PENNSYLVANIA, AMENDING ORDINANCE NO. 90-4, TO ADD A STOP
SIGN ON HIGH ROCK ROAD W AT THE INTERSECTION OF HIGH
ROCK ROAD W AND HIGH ROCK ROAD N.**

WHEREAS, on December 5, 1990, the Board of Supervisors of Heidelberg Township, York County, Pennsylvania, enacted Ordinance No. 90-4, an Ordinance establishing stop intersections on certain roads in the Township; and

WHEREAS, the Board of Supervisors wish to amend Ordinance No. 90-4, as amended and supplemented, to add a stop sign on High Rock Rd W at the intersection of High Rock Road W and High Rock Road N: and

WHEREAS, Sections 6109 (a) (6) of the Pennsylvania Vehicle Code, 75 Pa. C.S.A. § 6109 (a) (6), authorizes the Township to designate any intersection as a stop intersection; and

WHEREAS, the Board of Supervisors, through the Pennsylvania Department of Transportation Local Technical Assistance Program (LTAP), conducted an engineering and traffic investigation in accordance with Section 6109(e) of the Pennsylvania Vehicle Code, 75 Pa. C.S.A. § 6109 (e), to determine whether the designation of the intersection of High Rock Rd. W and High Rock Road N as a stop intersection is appropriate; and

WHEREAS, the LTAP Technical Assistance Report 24288 dated October 30, 2025, attached as "Exhibit A" and incorporated by reference into this Ordinance, concluded that the designation of the intersection of High Rock Rd. W and High Rock Road N as a stop intersection is appropriate.

NOW THEREFORE, the Board of Supervisors of Heidelberg Township, York County, Pennsylvania, enacts and ordains as follows:

SECTION 1: Ordinance No. 90-4 is hereby amended to add High Rock Road W at the intersection of High Rock Road W and High Rock Rd N as a stop intersection.

SECTION 2: The Township Roadmaster is hereby directed to post the stop intersection official weight restriction in accordance with the posting requirements of the Pennsylvania Motor Vehicle Code.

SECTION 3: Repealer. The provisions of Ordinance No. 90-4, as amended and supplemented, which are inconsistent with this Ordinance are expressly repealed to the extent of any inconsistency.

SECTION 4: Savings Clause. In all other respects, Ordinance No. 90-4, as amended and supplemented, shall remain as enacted and ordained.

SECTION 5: Severability. The provisions of this Ordinance are severable, and if any of its sections, clauses, or sentences shall be held illegal, invalid, or unconstitutional, such provision shall not affect or impair any remaining sections, clauses, or sentences of the same.

SECTION 6: Effective Date. This Ordinance shall become effective in accordance with law.

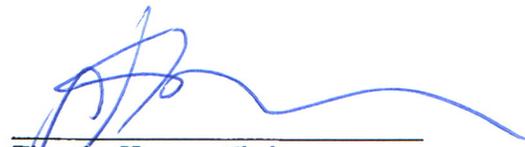
IT IS HEREBY ENACTED AND ORDAINED by the Board of Supervisors of Heidelberg Township this 4 day of February, 2026 at a meeting duly and legally held at which a quorum was present.

**HEIDELBERG TOWNSHIP
BOARD OF SUPERVISORS:**

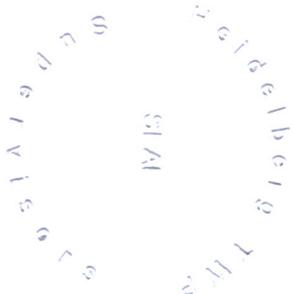
ATTEST:



Secretary



Timothy Hansen, Chairman





Pennsylvania
Department of Transportation
Local Technical Assistance Program

LTAP Technical Assistance Report

TA Number: 24276

To: Ben Niner, Heidelberg Township, York County
Phone: 717-255-6606
Email: ben_niner@yahoo.com

From: Logan Schuman, EIT, LTAP Technical Expert
Phone: 717-353-0977
Email: lschuman@pennoni.com

Date: October 30th, 2025

Subject: Minor Stop Control at High Rock Road (T-390), Heidelberg Township, York County

Safety Concern and Background

In response to a technical assistance request from Heidelberg Township, LTAP met with Ben Niner, on October 6th, 2025, to examine the intersection of High Rock Road N (T-390) and High Rock Road W (T-390). The Township has safety concerns about the intersection and is interested in modifying the stop control at the intersection to address conflicts that are currently created by only the northbound approach of High Rock Road N being stop-controlled. Figure 1 show an aerial view of the study area with the intersection location marked with a yellow circle. We assessed the study area through walking, driving, and reviewing site conditions.

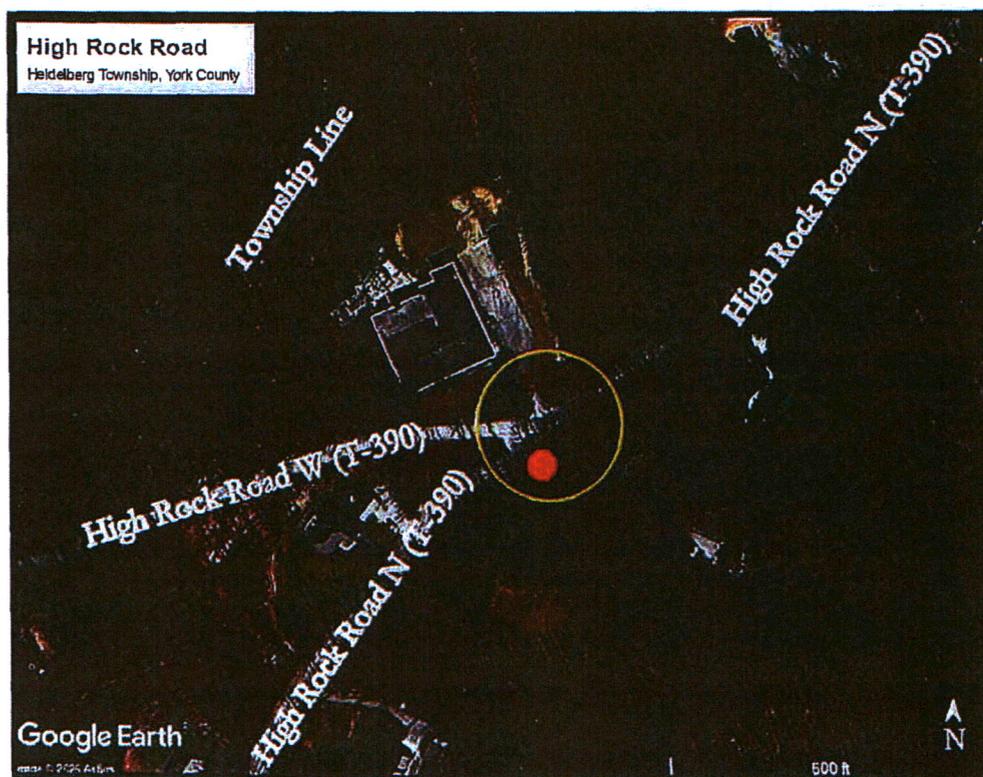


Figure 1: Aerial View of Intersection

Field Observations

High Rock Road N (T-390) & High Rock Road W (T-390)

High Rock Road N (T-390) is a two-lane, two-way Township Road with a faded single yellow centerline, no edge lines, no sidewalks, and no curbing along the road at the intersection. The road is stop-controlled on the northbound approach and is uncontrolled on the southbound approach. The road is approximately 22 feet wide at the intersection.

High Rock Road W (T-390) is a two-lane, two-way Township Road with a faded single yellow centerline, no edge lines, no sidewalks, no curbing, and guiderail along the north side of the road at the intersection. The road is uncontrolled and is approximately 20 feet wide at the intersection.

Both High Rock Road N and High Rock Road W have a posted speed limit of 25 MPH, and the land use around the intersection is rural resource area conservational according to the Heidelberg Township zoning map. At the time of the field visit, traffic was low in volume consisting solely of passenger vehicles. PennDOT's Traffic Information Repository (TIRE) shows an average daily traffic (ADT) of 248 vehicles per day (vpd) in both directions for High Rock Road N and an ADT of 156 vpd in both directions for High Rock Road W. A street view of High Rock Road N and High Rock Road W can be seen in Figure 2 and Figure 3.



Figure 2: Northbound Street View of High Rock Road N



Figure 3: Westbound Street View of High Rock Road W

Crash Data

LTAP obtained crash data for a five-year period starting from January 1, 2020, through December 31, 2024, from PennDOT's online Pennsylvania Crash Information Tool (PCIT). According to PCIT, there was one (1) reportable crash at the intersection of High Rock Road N (T-390) & High Rock Road W (T-390) during this timeframe. It was a head-on crash and occurred in August 2024 and resulted in one suspected minor injury.

References

Field observations, discussions with municipal personnel, highway safety research and traffic engineering experience are largely responsible for the content and findings of this memo. In addition, specific references that were consulted include:

- Current Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD)
- PennDOT Publications 46, 111, 212, 236, and 638
- PA Vehicle Code, Title 75
- PA Code, Title 67
- FHWA Unsignalized Intersection Safety Guidance (<https://safety.fhwa.dot.gov/intersection/stop/>):
 - Unsignalized Intersection Improvement Guide (NCHRP/FHWA/ITE, 2015)
 - Proven Safety Countermeasures – (<https://safety.fhwa.dot.gov/intersection/stop/fhwasa18047.pdf>, FHWA, 2022)
 - Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections (<https://safety.fhwa.dot.gov/intersection/stop/fhwasa09020.pdf>, FHWA, 2009)
 - Intersection Safety: A Manual for Local Rural Road Owners (https://safety.fhwa.dot.gov/local_rural/training/fhwasa1108/, FHWA, 2011)
 - Intersection Safety Strategies Brochure, Second Edition, FHWA-SA-15-085 (<https://safety.fhwa.dot.gov/intersection/stop/fhwasa15085.pdf>)
 - ITE Unsignalized Intersection Improvement Guide (<https://toolkits.ite.org/uiig/>)

Intersection Assessment

The current traffic control configuration creates a conflict between vehicles travelling southbound on High Rock Road N and vehicles turning left from High Rock Road W travelling northbound. Figure 4 shows that with the current configuration if vehicles arrive at the intersection at the same time there would be a collision as neither approach is stop-controlled.

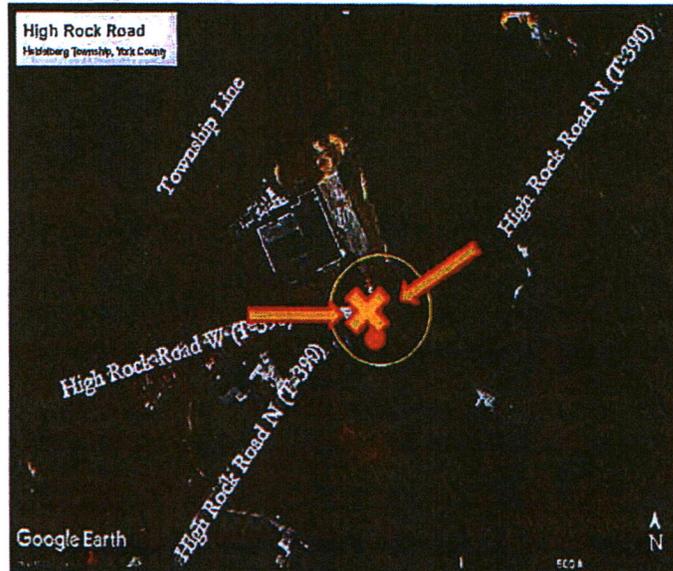


Figure 4: Conflicting Movements at the Intersection

Modifying the stop control at the intersection to have High Rock Road W as the stop-controlled approach addresses conflicts that are currently created by the existing traffic control configuration. Figure 5 show the potential new traffic control configuration with High Rock Road W stop-controlled. Since the intersection of High Rock Road N (T-390) & High Rock Road W (T-390) involves local roads, the Township is able to conduct a study to determine the appropriate minor road for the intersection, if minor road stop control is warranted, and document it with a PennDOT TE-108 form.

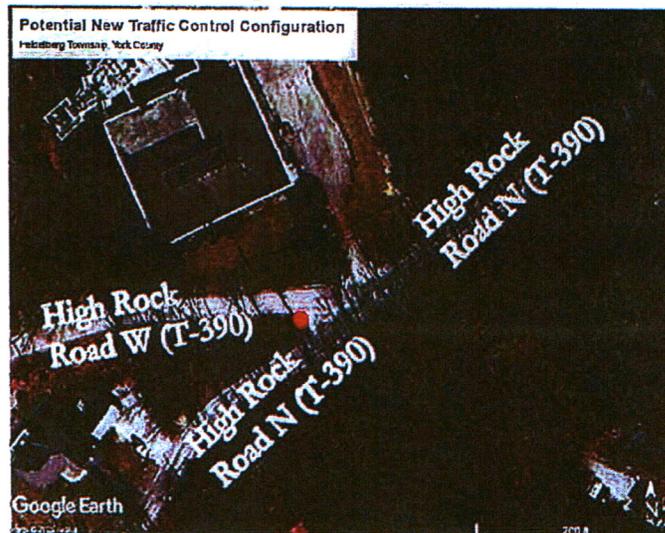


Figure 5: Potential New Traffic Control Configuration

Determining the Minor Road for an Unsignalized Intersection

The *Manual on Uniform Traffic Control Devices* (MUTCD), Section 2B.07 provides guidance for determining the minor road for unsignalized intersections.

Section 2B.07 Determining the Minor Road for Unsignalized Intersections

Guidance:

01 The selection of the minor road to be controlled by YIELD or STOP signs should be based on one or more of the following criteria:

- A. A roadway intersecting a designated through or numbered highway,
- B. A roadway with the lower functional classification,
- C. A roadway with the lower traffic volume,
- D. A roadway with the lower speed limit, and/or
- E. A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.

02 When two roadways that have relatively equal volumes, speeds, and/or other characteristics intersect, the following factors should be considered in selecting the minor road for installation of YIELD or STOP signs:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

- **Criteria 01.C** - Would be met for determining High Rock Road W as the minor road at the intersection based on PennDOT's Traffic Information Repository (TIRE) which shows an average daily traffic (ADT) of 248 vehicles per day (vpd) in both directions for High Rock Road N and ADT of 156 vpd for High Rock Road W.
- **Criteria 02.C** – Would also be met due to the relatively equal volumes and equal speeds because High Rock Road W has the best sight distance from a controlled position to observe conflicting traffic (see Figure 6).

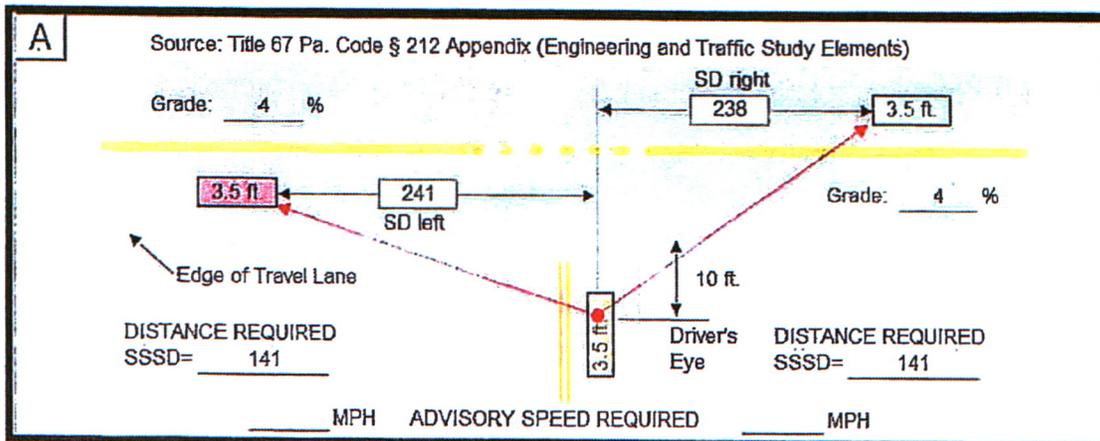


Figure 6: Sight Distance from High Rock Road W Approach

Based on the *Manual on Uniform Traffic Control Devices* (MUTCD) criteria and engineering judgement, High Rock Road W can be determined as the minor road for the intersection.

Minor Road Stop Control

For any regulatory sign, Title 75, Section 6109 requires a study for traffic restrictions to ensure the appropriate application of different regulatory signs. These studies must follow PennDOT requirements, which are specific in Title 67, Chapter 212, and the Manual on Uniform Traffic Control Devices (MUTCD). There are warrants from MUTCD Section 2B.11 for minor road stop control. One of these warrants must be met to justify the installation of minor road stop control. Even if the warrants are met, engineering judgement should be used to make sure the installation is appropriate.

There are minor road stop control warrants in the MUTCD, Section 2B.11. The warrants are listed below:

Section 2B.11 Minor Road Stop Control

Guidance:

- 01 *Stop control on the minor-road approach or approaches to an intersection should be considered when engineering judgment indicates that one or more of the following conditions exist:*
 - A. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway.*
 - B. *Crash records indicating that:*
 1. *For a four-leg intersection, there are three or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 2. *For a three-leg intersection, there are three or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period. The crashes should be susceptible to correction by installation of minor-road stop control.*
 - C. *The intersection is of a lower functional classification road with a higher functional classification road.*
 - D. *Conditions that previously supported the installation of all-way stop control no longer exist.*
- 02 *On low-volume rural roads, a STOP sign should be considered at an intersection where engineering judgment indicates that Item C in Paragraph 1 of this Section is applicable or where the intersection has inadequate sight distance for the operating vehicle speeds.*

High Rock Road (T-390) & High Rock Road W (T-390)

- Warrant C - Warrant C is met for High Rock Road W since both roads are low-volume engineering judgement determines Item C is applicable and based characteristics of the roads such as length, width, and volume which would determine High Rock Road W of a lower functional class.

Based on the MUTCD and Title 67 warrants, minor road stop control is warranted and most appropriate on the High Rock Road W approach of the intersection.

Other Considerations

In addition to modifying minor road stop control, there are other warning treatments that may be applied to the intersection that the Township can consider:

On the High Rock Road W approach to the intersections the Township can consider the following:

- Trimming / removing vegetation to maintain sight lines for traffic at the High Rock Road W approach.
- Adding a red reflective strip to the stop signpost.
- Add a stop line four (4) feet from the travel lane for the stop-controlled approach per PennDOT's *Traffic Control-Pavement Markings and Signing Standards*, Publication 111 (Pub. 111).
- Considering installing a Stop Ahead Sign (W3-1) on the High Rock Road W approach based on the roadway geometry.
- Consider installing Stop Signs on both sides of the road (one on the left, and one the right) due to the geometry of the intersection.
- Considering the need for a flashing red beacon (requires PennDOT approval) due to the approach being newly stop-controlled.

Next Steps

Based on a field view of the intersections, a review of the crash data, and a review of the applicable standards/guidelines, there are some short-term options for the Township to consider.

Based on the LTAP study of the intersection, the warrants in the MUTCD, and engineering judgement High Rock Road W was determined to be the minor road and warrants being stop-controlled, the Township should install a Stop Sign (R1-1) on the High Rock Road W approach. The Township will need to conduct a study and document it with a PennDOT TE -108 form and pass an ordinance.

The Township should make sure to install the signs in accordance with the MUTCD and PennDOT standards.

Longer term, once High Rock Road W is stop-controlled the Township should consider removing the stop sign on the northbound approach of High Rock Road N as it does not meet the warrants to be stop-controlled with High Rock Road W being stop controlled.



Pennsylvania
Department of Transportation
Local Technical Assistance Program

LTAP shares transportation knowledge, improves road maintenance and safety skills, and puts research and new technology into practice at the local level.

For assistance or training opportunities reach out to LTAP through the website, email, or phone.

Address : Pennsylvania Department of Transportation Bureau of Planning and Research
400 North Street, 6th Floor, Harrisburg, PA 17120

Website: <https://gis.penndot.pa.gov/ltap/>

Phone: 1-800-FOR-LTAP or 717-787-5243

Fax: 717-783-9152

Email: ltap@pa.gov