

January 21, 2026

***VIA E-MAIL***

Evening Sun  
eslegals@mediaonepa.com

RE: Heidelberg Township – Ordinance No. 2026-02

Dear Sir or Madam:

Attached please find a Legal Notice for Heidelberg Township for publication in your newspaper. Please publish once on January 25, 2026 and **mail billing and proof of publication to Heidelberg Township, 6424 York Road, Spring Grove, PA 17362.**

A copy of the proposed Ordinance No. 2026-02 (not for publication) is attached.

Very truly yours,

**SALZMANN HUGHES, P.C.**



Timothy J. Shultis

TJS:rmj  
cc: Heidelberg Township

## **LEGAL NOTICE**

**NOTICE IS HEREBY GIVEN** that the Board of Supervisors of Heidelberg Township, York County, Pennsylvania, intends to consider for adoption and to vote upon enactment of Ordinance No. 2026-02, summarized below, at a meeting to be held on February 4, 2026, at 6:00 p.m. (prevailing time), at Porters Sideling Fire Company, 1199 Porters Road, Spring Grove, Pennsylvania 17362.

The proposed Heidelberg Township Ordinance No. 2026-02 is entitled and summarized below:

**AN ORDINANCE OF HEIDELBERG TOWNSHIP, YORK COUNTY, PENNSYLVANIA, RESTRICTING VEHICLES OVER TWENTY-FIVE (25) FEET IN LENGTH FROM USING CANNERY ROAD**

Ordinance No. 2026-02 restricts vehicular access to Cannery Road for vehicles over twenty-five (25) feet in length and provides for Penalties for Violations, Repealer, Savings, Severability and Effective Date.

Copies of the full text of the ordinance may be examined without charge or obtained for a charge not greater than the cost thereof at the Heidelberg Township Building, 6424 York Road, Spring Grove, Pennsylvania 17362.

Timothy J. Shultis, Esquire  
Solicitor

ADVERTISEMENT DATE: January 25, 2026

PLEASE PROVIDE PROOF OF PUBLICATION

## **ORDINANCE 2026-02**

### **AN ORDINANCE OF HEIDELBERG TOWNSHIP, YORK COUNTY, PENNSYLVANIA, RESTRICTING VEHICLES OVER TWENTY-FIVE (25) FEET IN LENGTH FROM USING CANNERY ROAD**

**WHEREAS**, the Board of Supervisors of Heidelberg Township, York County (the “Township”) is charged with the general governance of the Township to, among other things, secure the health, safety and welfare of the residents of the Township and may adopt ordinances, rules, and regulations necessary therefore pursuant to Sections 506 and 607 of the Second Class Township Code, 53 P.S. §§ 65101 *et seq.*, that are not inconsistent with or restrained by the Constitution and the laws of the Commonwealth of Pennsylvania; and

**WHEREAS**, Sections 4902 and 6109(a)(7) of the Pennsylvania Vehicle Code, 75 Pa. C.S.A. §§ 4902, 6109 (a)(7), authorize the Township to impose motor vehicle size and weight restrictions and to prohibit the operation of such vehicles upon highways and bridges under the jurisdiction of the Township when it is determined hazardous traffic conditions or other safety factors require such a prohibition or restriction; 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 imposition of restrictions on Cannery Road are appropriate; and

**WHEREAS**, the LTAP Technical Assistance Report 24288 dated October 16, 2025, attached as “Exhibit A” and incorporated by reference into this Ordinance, concluded that a vehicle size restriction on Cannery Road is appropriate; and

**WHEREAS**, the Board of Supervisors wish to restrict access to Cannery Road for vehicles over twenty-five (25) feet in length in accordance with the LTAP Technical Assistance Report 24288, dated October 16, 2025.

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

**SECTION 1:** No vehicle or combination of vehicles exceeding twenty-five (25) feet in length shall be permitted to operate on Cannery Road; provided, however, that school buses, emergency vehicles, vehicles making local deliveries or pickups, or vehicles owned and/or operated by persons residing, or whose principal place of business is located on Cannery Road, are exempted from restriction imposed under this section.

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

**SECTION 3:** Any person operating a vehicle or combination of vehicles in violation of this Ordinance shall be guilty of a summary offense and shall, upon conviction, be sentenced to pay a fine of not more than \$500, plus costs.

**SECTION 4: Repealer.** The provisions of all Township Ordinances which are inconsistent with this Ordinance are expressly repealed to the extent of any inconsistency.

**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 \_\_\_\_ day of \_\_\_\_\_, 2026 at a meeting duly and legally held at which a quorum was present.

**HEIDELBERG TOWNSHIP  
BOARD OF SUPERVISORS:**

**ATTEST:**

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Secretary

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Timothy Hansen, Chairman

## EXHIBIT A



Pennsylvania  
**Department of Transportation**  
Local Technical Assistance Program

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## LTAP Technical Assistance Report

To: Ben Niner, Heidelberg Township, York County  
Phone: 717-255-6606  
Email: [ben\\_niner@yahoo.com](mailto:ben_niner@yahoo.com)

From: Brian Taylor, EIT and Logan Schuman, EIT  
Phone: 717-353-0977  
Email: [lschuman@pennoni.com](mailto:lschuman@pennoni.com)

Date: October 16<sup>th</sup>, 2025

Subject: Truck Restrictions for Cannery Road, Heidelberg Township, York County.

TA Number: 24288



Confidential: Traffic Engineering and Safety Study

*This document was prepared by the Department of Transportation as an in-depth safety study for the purpose of improving highway safety and is legally protected pursuant to 75 Pa. C.S. 3754 and 23 U.S.C. 409.*

## Safety Concern and Background

In response to a technical assistance request from Heidelberg Township, we examined the intersection of Smith Station Road and Cannery Road. The Township has noticed semi-trucks exiting Cannery Road and damaging the guiderail at the intersection. The Township wants to post truck restrictions on Cannery Road based on the size of vehicle that can turn at the intersection without creating a traffic safety hazard or tracking off the roadway (see Figure 1).

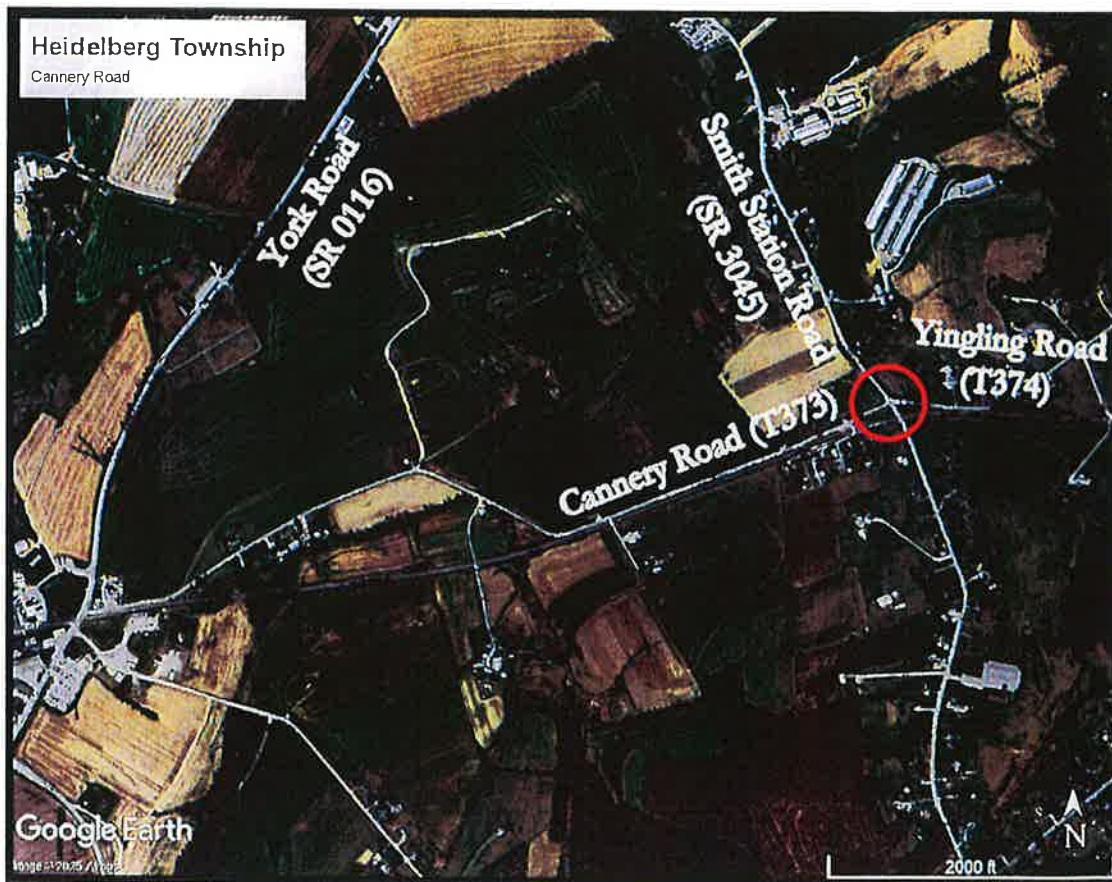


Figure 1: Aerial View of the Study Area



## Field Observations

Cannery Road (T-373) is a two-lane, two-way Township Road with a single yellow center line, no edge lines, no sidewalks, and no curbing along the road. The road width is approximately 20 feet edge-of-road to edge-of-road. At the intersection with Smith Station Road, there is guiderail mounted on the left and right side of the road. The total road length is 1.18 miles from Smith Station Road (SR 3045) to York Road (SR 0116). Cannery Road is currently posted at 35 MPH, and the land use along the road is residential / agricultural. At the time of the field visit, the guiderail along the radii to Cannery Road was damaged. PennDOT's Traffic Information Repository (TIRE) shows an estimated average daily traffic (ADT) of 592 vehicles per day (vpd) and lists the truck percentage as 10%. A street view of Cannery Road can be seen in Figure 2 and damaged guiderail is shown in Figure 3 and 4.

Smith Station Road (SR 3045) is a two-lane, two-way State Route with double yellow centerlines and white edge line pavement markings. There is a railroad crossing directly to the south of the intersection with Cannery Road and guiderail is mounted on the left and right side of the road. Smith Station Road is currently posted 40 MPH and the land use along the road is residential / agricultural. TIRE shows an estimated ADT of 1,178 vpd and lists the truck percentage as 12%.



*Figure 2: Westbound Cannery Road from Smith Station Road*



*Figure 3: Damaged Guiderail on the Left Side of Cannery Road*



*Figure 4: Damaged Guiderail on the Right Side of Cannery Road*

## 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, three (3) reportable crashes occurred at the Cannery Road and Smith Station Road intersection. One was an angle crash that caused property damage only in dry and clear conditions. Another was an angle crash that caused property damage only in wet and rain conditions, this crash involved a small truck traveling north going straight. The third crash was a opposite direction sideswipe that caused property damage only in dry and clear conditions.

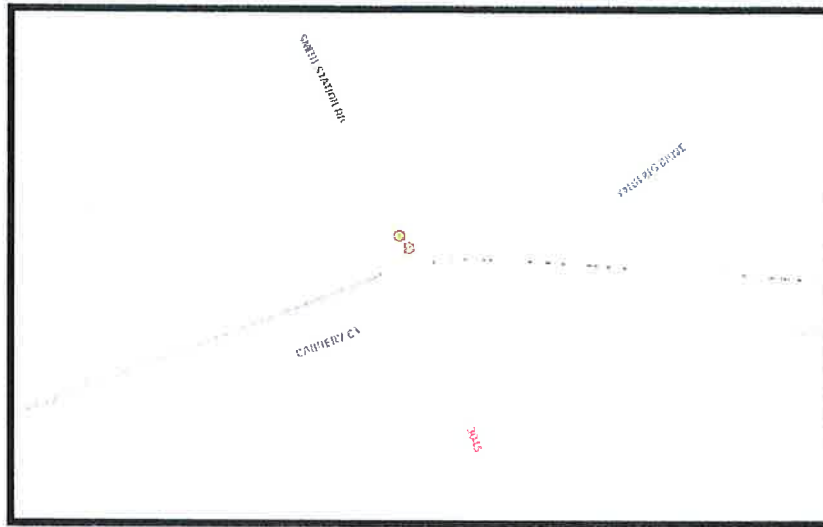


Figure 5: PCIT Crash Map for Smith Station Road & Cannery Road/Yingling Drive

## Laws and Regulations

There are basically two reasons for posting truck weight/size/load restrictions:

1. Maintenance
2. Safety

Section 4902(a) of Title 75 addresses restrictions related to maintenance. This section states that *"The Commonwealth and local authorities with respect to highways and bridges under their jurisdictions may prohibit the operation of vehicles and may impose restrictions as to the weight or size of vehicles operated upon a highway or bridge only when they determine by conducting an engineering and traffic study as provided for in department regulations that the highway or bridge may be damaged or destroyed unless use by vehicles is prohibited or the permissible size or weight of vehicles is reduced."*

Section 4902(b) of Title 75 addresses restrictions related to traffic conditions/safety. This section states that *"The Commonwealth and local authorities with respect to highways and bridges under their jurisdictions may prohibit the operation of vehicles and may impose restrictions as to the weight or size of vehicles operated upon a highway or bridge whenever they determine that hazardous traffic conditions or other safety factors require such a prohibition or restriction...."* Regulations in Chapter 193 of Title 67 help with exceptions to this. Restrictions under 4902(b) of Title 75 utilize the No Truck (R5-2) sign with any further applicable

information on a plaque underneath such as the Truck Weight (Length) Restriction Panel (R5-2-4) or Except Local Deliveries sign (R5-2-3) underneath.

When posting a weight limit restriction based on the condition of a roadway or bridge per 49029(a), an engineering and traffic study must be completed, and an ordinance passed. These studies must be completed using criteria in Chapter 212 of Title 67 (PennDOT Publication 212), Section 212.117.

For posting a restriction related to traffic conditions per 4902(b), the engineering traffic study component is waived per Title 75, Section 6109. However, LTAP recommends that a study is still documented to verify the restrictions. An ordinance is still required.

This study will focus on applying restrictions based on traffic conditions, per Section 4902(b).

## Vehicle Turning Templates

LTAP conducted a turning analysis using the AutoTURN feature in MicroStation (CADD) at the following intersection:

- Smith Station Road (SR 3045) and Cannery Road.

The analysis included left and right turns from Smith Station Road onto Cannery Road and left and right turns from Cannery Road onto Smith Station Road

To conduct the turn analyses at the intersection, a vehicle turning speed of 5 MPH was used for turning vehicles. According to the American Association of State Highway and Transportation Officials' (AASHTO) *A Policy on Geometric Design of Highways and Streets*, the minimum turning radii of the different design vehicles listed in this manual are based on turning speeds less than 10 MPH. The design vehicles used in the turning analyses are based off the design vehicles in this manual as seen in Table 1. The design vehicles analyzed can be seen in red below: SU-30, SU-40, and WB-62.

| Design Vehicle Type                       | Symbol   | Dimensions (ft) |       |        |          |      |                 |                 |      |       |                 |                 |
|---|----------|-----------------|-------|--------|----------|------|-----------------|-----------------|------|-------|-----------------|-----------------|
|   |          | Overall         |       |        | Overhang |      |                 |                 |      |       |                 |                 |
|   |          | Height          | Width | Length | Front    | Rear | WB <sub>1</sub> | WB <sub>2</sub> | S    | T     | WB <sub>3</sub> | WB <sub>4</sub> |
| Passenger Car                             | P        | 4.3             | 7.0   | 19.0   | 3.0      | 5.0  | 11.0            | —               | —    | —     | —               | —               |
| Single Unit Truck                         | SU-30    | 11.0-13.5       | 8.0   | 30.0   | 4.0      | 6.0  | 20.0            | —               | —    | —     | —               | —               |
| Single Unit Truck (three-axle)            | SU-40    | 11.0-13.5       | 8.0   | 39.5   | 4.0      | 10.5 | 25.0            | —               | —    | —     | —               | —               |
| <b>Buses</b>                              |          |                 |       |        |          |      |                 |                 |      |       |                 |                 |
| Intercity Bus (Motor Coaches)             | BUS-40   | 12.0            | 8.5   | 40.5   | 6.3      | 9.0a | 25.3            | —               | —    | —     | —               | —               |
|   | BUS-45   | 12.0            | 8.5   | 45.5   | 6.2      | 9.0a | 28.5            | —               | —    | —     | —               | —               |
| City Transit Bus                          | CITY-BUS | 10.5            | 8.5   | 40.0   | 7.0      | 8.0  | 25.0            | —               | —    | —     | —               | —               |
| Conventional School Bus (65 pass.)        | S-BUS 36 | 10.5            | 8.0   | 35.8   | 2.5      | 12.0 | 21.3            | —               | —    | —     | —               | —               |
| Large School Bus (84 pass.)               | S-BUS 40 | 10.5            | 8.0   | 40.0   | 7.0      | 13.0 | 20.0            | —               | —    | —     | —               | —               |
| Articulated Bus                           | A-BUS    | 11.0            | 8.5   | 60.0   | 8.6      | 10.0 | 22.0            | 19.4            | 6.2' | 13.2' | —               | —               |
| <b>Combination Trucks</b>                 |          |                 |       |        |          |      |                 |                 |      |       |                 |                 |
| Intermediate Semitrailer                  | WB-40    | 13.5            | 8.0   | 45.5   | 3.0      | 4.5* | 12.5            | 25.5            | —    | —     | —               | 25.5            |
| Interstate Semitrailer                    | WB-42*   | 13.5            | 8.5   | 69.0   | 4.0      | 4.5* | 19.5            | 41.0            | —    | —     | —               | 41.0            |
| Interstate Semitrailer                    | WB-47**  | 13.5            | 8.5   | 73.5   | 4.0      | 4.5* | 19.5            | 45.5            | —    | —     | —               | 45.5            |
| *Double-Bottom* Semitrailer/Trailer       | WB-67D   | 13.5            | 8.5   | 72.3   | 2.3      | 3.0  | 11.0            | 23.0            | 3.0* | 7.0*  | 22.5            | 23.0            |
| Rocky Mountain Double Semitrailer/Trailer | WB-92D   | 13.5            | 8.5   | 97.3   | 2.3      | 3.0  | 17.5            | 40.0            | 4.5  | 7.0   | 22.5            | 40.5            |
| Triple-Semitrailer/Trailers               | WB-100T  | 13.5            | 8.5   | 104.8  | 2.3      | 3.0  | 11.0            | 22.5            | 3.0* | 7.0*  | 22.5            | 23.0            |
| Turnpike Double-Semitrailer/Trailer       | WB-109D* | 13.5            | 8.5   | 114.0  | 2.3      | 4.5* | 12.2            | 40.0            | 4.5* | 10.0* | 40.0            | 40.5            |
| <b>Recreational Vehicles</b>              |          |                 |       |        |          |      |                 |                 |      |       |                 |                 |
| Motor Home                                | MH       | 12.0            | 8.0   | 30.0   | 4.0      | 6.0  | 20.0            | —               | —    | —     | —               | —               |
| Car and Camper Trailer                    | P/T      | 10.0            | 8.0   | 48.7   | 3.0      | 12.0 | 11.0            | —               | 5.0  | 17.7  | —               | —               |
| Car and Boat Trailer                      | P/B      | —               | 8.0   | 42.0   | 3.0      | 8.0  | 11.0            | —               | 5.0  | 15.0  | —               | —               |
| Motor Home and Boat Trailer               | MH/B     | 12.0            | 8.0   | 53.0   | 4.0      | 8.0  | 20.0            | —               | 6.0  | 15.0  | —               | —               |

Table 1



**Smith Station Road and Cannery Road****SU-30**

According to the analysis, a single-unit truck with an overall length of 30 feet is not able to make all turning maneuvers without encroaching on the opposing lane or tracking off the roadway (see Exhibit 1).

**SU-40**

According to the analysis, an intermediate semitrailer with an overall length of 39.5 feet is not able to make all turning maneuvers without encroaching on the opposing lane or tracking off the roadway (see Exhibit 2).

**WB-62**

According to the analysis, an interstate semitrailer with an overall length of 69 feet is not able to make all turning maneuvers without encroaching on the opposing lane or tracking off the roadway (see Exhibit 3).

Therefore, Cannery Road should restrict trucks over 25 feet in length. The restrictions should be posted at both ends of Cannery Road due to a lack of alternate intersections for trucks to exit Cannery Road. Alternative routes for trucks exist in the vicinity. Trucks traveling along Smith Station Road will intersect York Road (SR 0116) to the north and Blooming Grove Road (SR 0216) to the south. Similarly, trucks traveling along York Road will intersect with Smith Station Road to the north. These roadways and intersections appear better suited to accommodate larger truck traffic.

**Recommendations**

Based on the analyses conducted above, the Township should install signs to restrict vehicles over 25 feet in length from Cannery Road. Prior to installing the signs, the Township should pass an ordinance for the new vehicle restrictions. Also, according to Title 75, Section 4902, the restriction signs shall be located within 25 feet of each end of the restricted roadway.

The following signs should be installed at the intersection. Signs are listed starting at the top of the signpost.

- No Truck Sign (R5-2, 24"x24")
- Truck Length Restriction Panel Over 25 Feet (R5-2-4, 24"x12")
- No Right Turn (R3-1, 24"x24") or No Left Turn (R3-2, 24"x24") as needed.

Since Smith Station Road and York Road are a State Routes, the Township must coordinate the truck restrictions signage with PennDOT. The Township will also need PennDOT permission to post advance truck turning restriction signs on Smith Station Road or York Road, if needed.

## Summary and Next Steps

Based on a field view of the intersection and truck turning analyses, and applicable standards/guidelines, the Township can restrict vehicles over 25 feet long from Cannery Road. Prior to installing the signs, the Township will need to adopt ordinance for the new restrictions, as well as coordinate with PennDOT.

# Appendix

## References

Field observations, discussions with municipal personnel, application of state/federal traffic control device guidelines, 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, and 236
- PA Vehicle Code, Title 75
- PA Code, Title 67
- AASHTO *A Policy on Geometric Design of Highways and Streets*

Pennsylvania LTAP is willing to clarify and provide additional information relating to any of the potential solutions listed.



**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

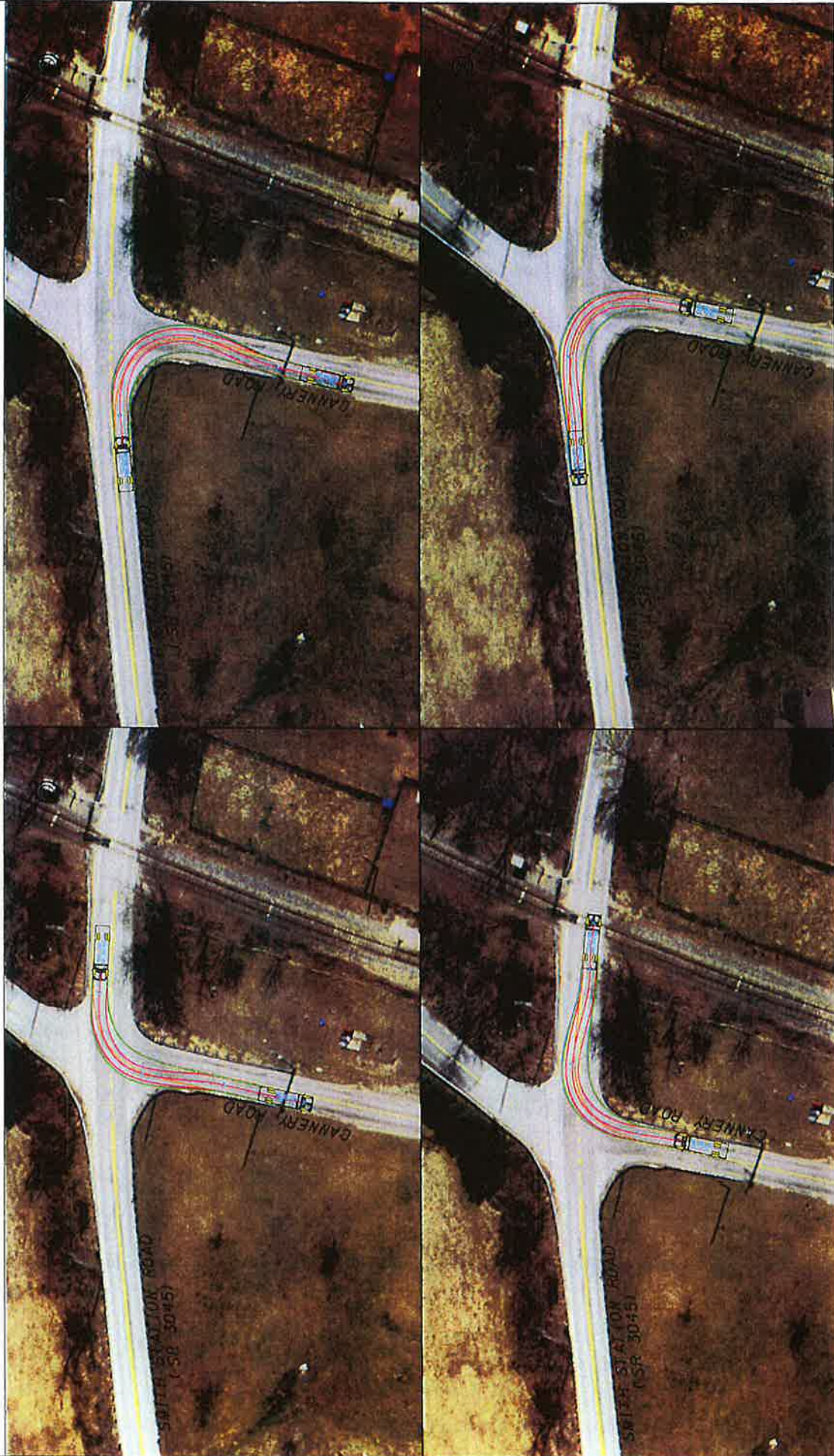
Website: <https://gis.penndot.pa.gov/ltap/>

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

Fax: 717-783-9152

Email: [ltap@pa.gov](mailto:ltap@pa.gov)





**SCALE**



0 25 50 FEET

SMITH-STATION ROAD AND CANNERY ROAD TRUCK TURN EXHIBITS

**LEGEND**

— FRONT AXLE  
— REAR AXLE  
— VEHICLE OVERHANG





**SCALE**

0 25 50 FEET

**LEGEND**

|                  |
|------------------|
| FRONT AXLE       |
| REAR AXLE        |
| VEHICLE OVERHANG |





SCALE

0 25 50 FEET

LEGEND

FRONT AXLE

REAR AXLE  
VEHICLE OVER

**0-60000**