



October 12, 2023

Tabbatha VanHorn-Price
Freeburg Borough Council President
11 East Church Street
Freeburg, PA 17827

Re: Snyder County
Freeburg Borough
State Route (S.R.) 35
Mid-block study

Dear Tabbatha VanHorn-Price:

Thank you for your correspondence we received on September 18, 2023, regarding a mid-block study request at the Borough Post Office located at 12 East Market Street (S.R. 35).

According to our Publication 46, Section 11.9, under Minimum Requirements for New Midblock Installations the following is required:

1. Speed Limit: The posted speed limit is 35 mph or less.
2. Other Marked Crosswalks: The nearest marked crosswalk on the same roadway is over 300 feet from the proposed crossing.
3. Number of Pedestrian Crossings: To qualify for midblock crosswalks, the minimum number of pedestrians crossing the street within 150 feet of the proposed crossing during an average day should be 80 or more during any one hour, or 40 or more during each of any four hours. However, if there is a high concentration of children, elderly or disabled pedestrians crossing the roadway in the vicinity of the proposed crossing, then these pedestrian volume warrants may be reduced 50 percent.
4. Traffic Volume: The maximum traffic volume on the roadway is 10,000 ADT, except on two-lane roadways the maximum traffic volume may be 15,000 ADT. If a raised median or pedestrian refuge island exists where pedestrians are protected from vehicular traffic, the maximum traffic volume applies to each segment of the pedestrian crossing, but no more than three travel lanes may be crossed without a raised median or pedestrian refuge island. In order to consider a refuge island, the minimum width of the refuge island is four feet from face-of-curb to face-of-curb, but the preferred minimum width is six feet. Islands should have a cut through ramp to accommodate wheelchair users.

5. **Parking Restrictions:** To improve visibility, parking is not permitted within 75 feet of the crosswalk, unless a 6 to 8 foot curb extension (sometimes referred to as bulb outs, bump outs, neck downs, sidewalk expansions, etc.) is in place to improve pedestrian visibility. If angle parking is present, any curb extension should place the curb at the inside edge of the parking lane. Curb extensions not only improve visibility between motorists and the pedestrians, but they also reduce the length of the crosswalk and the pedestrian exposure. However, curb extensions may impede drainage, street cleaning and winter maintenance operations, and create a formidable object.
6. **Sight Distance:** The available sight distance between an approaching driver and a person anywhere within the proposed crosswalk must satisfy the following minimum values, where both the eye and the object (i.e., the pedestrian) are assumed to be 3.5 feet above the roadway:

Speed Limit (MPH)	Minimum Sight Distance for a Corresponding Grade (feet)		
	-6%	level	+6%
35	333	305	278

Regarding the above requirements:

1. Met – Posted Speed limit is 35 MPH.
2. Met – No marked crosswalks within the borough.
3. Not met – the minimum volume during the four hours that were studied for what was assumed to be an average day was less than the required 40 pedestrians. The studied hours were from 9:30 AM - 2:30 PM. Given peak hours of 10:00 AM - 2:00 PM were provided by the borough.
4. Met – Current counts are at 5,723 vehicles per day.
5. Not met – Current parking is within 75 feet of the proposed mid-block crossing.
6. Met – Sight distance is beyond minimums.

As a result of the above study results, the Department does not approve of a mid-block crossing at the requested location.

In addition, it was noted that during the mid-block crossing study there were a lot of speeding vehicles. We would encourage the borough to reach out to the local PSP to patrol the area for speed enforcement. Not only would this reduce speeds, but it would improve overall safety through the borough.

Thank you again for sharing your thoughts regarding the mid-block crossing. Should you require any additional information, please contact Acting District Traffic Engineer Zach Whitenight or Assistant District Traffic Engineer Shawn Stille, P.E. at 570.368.4248.

Tabbatha VanHorn-Price

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Sincerely,

Eric High, P.E.
District Executive
Engineering District 3-0