



FOR IMMEDIATE RELEASE

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**New restriction signs and increased enforcement among steps
Lower Paxton and PennDOT planning to safeguard
Linglestown roundabout**

***Move to protect the intersection comes as PennDOT celebrates
"National Roundabout Week"***

Linglestown, PA (September 18, 2025) – After months of repeated damage by tractor-trailers running over the curbing at the Linglestown (Rt. 39) and Mountain roads roundabout, Lower Paxton Township and PennDOT officials are looking at installing new signage and taking other steps before the year's end.

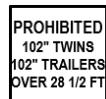
"We appreciate PennDOT's cooperation as we look at ways to fix the issue and stop trucks from damaging the roundabout," said Township Supervisor Yuhanna "John" Njeim, who is spearheading the effort. "By the end of the year, we are looking at new signage to alert truckers not to go through the area, as well as continued police enforcement of tractor-trailer restrictions."

Njeim said the Township is also requesting that PennDOT conduct a truck restriction study to determine if the current length limits for commercial vehicles traveling through the roundabout should be shortened. Currently, trailers 28.5 feet long – bring the total rig length to about 50 feet – are allowed.

PennDOT will review the area to determine if changes to the size restriction are prudent. Additionally, all restriction signing will be evaluated to ensure we are providing a clear message, as well as ensuring any signing used to warn motorists in advance of the restricted area is strategically located to allow the restricted trucks an opportunity to

divert prior to entering the restricted area. This will include updating the old text-based signs to a standard pictorial version.

Current sign:



Updated sign:



"Roundabouts are proven safety measures that reduce vehicle speeds and the number and severity of crashes at intersections," said PennDOT District 8 Safety Press Officer Fritzi Schreffler. "We are working in cooperation with our municipal partners to ensure these roundabouts are not continually damaged by restricted vehicles such as tractor-trailers."

Additionally, PennDOT is reviewing its tractor-trailer permitting procedures to ensure that trucks exceeding the allowed length are not permitted to travel through the Linglestown roundabout area. Currently, tractor-trailers are restricted on Linglestown Road generally from Parkway West to Manor Drive, and drivers face a \$500 fine for violations.

Signs alerting large tractor trailers to turn around are now posted along eastbound Rt. 39 (for traffic coming from Rte. 22/322), three miles from the roundabout and then a mile out. For westbound traffic, there is a warning sign in the 2700 block of Linglestown.

Despite the issue of truck damage, area residents say the two roundabouts at Linglestown and Mountain Road, as well as at the Blue Mountain Parkway, are doing their job – maintaining the flow of traffic at a slower, safer speed.

Roundabouts offer improved safety over other at-grade intersection forms primarily because roundabouts have fewer conflict points, slower speeds, and easier decision making.

Roundabouts are designed to reduce vehicle speeds to generally 25 mph or less, and all turns are right turns. This significantly reduces the severity of crashes over those at traditional intersections. Crashes that do occur are typically low-speed, sideswipe

crashes rather than high-speed T-bone collisions that can occur at traditional intersections especially with left-turn movements.

Roundabouts also improve pedestrian safety due to the slow speeds and by providing a median refuge area. This allows for two simple crossings of one-way traffic.

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