

## APPENDIX F

# Meeting Minutes and Alternatives Presentation



WHITMAN, REQUARDT AND ASSOCIATES, LLP

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## MEMORANDUM OF MEETING

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**Date:** April 23, 2007

**Date of Meeting:** April 12, 2007

**Time:** 10:00-11:30 AM; 2:00-3:30 PM

**Location:** MCRPC Office, Hermitage, PA

**Project:** Truck Route Plan for the City of Sharon  
WR&A W.O.: 31601

**Attendees:** *Session Moderators:*  
Dan Gracenin, MCRPC  
Scott Thompson-Graves, WR&A  
Chad D. Reese, WR&A

*10:00 AM Session Attendees:*  
Jim Grace, Winner Steel, (724) 981-3545  
Jim Greer, Winner Steel, (724) 981-3545  
Bill Ash, Winner Steel, (724) 981-3545  
Jay Kremm, Winner Steel, (724) 981-3545

*2:00 PM Session Attendees:*  
Jeff Carine, Carine and Company, (724) 983-1300

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A meeting for the City of Sharon Truck Route Plan was conducted to introduce the ongoing project to the area's major transportation providers and heavy-truck generating establishments (Trucking Stakeholders). The primary goal of the meeting was to solicit input from the Trucking Stakeholders on current conditions or operations as they pertain to truck access, safety, and/or efficiency of travel through the City of Sharon.

Two meeting sessions were conducted: 10:00-11:30 AM and 2:00-3:30 PM. At each session, representatives of WR&A gave a brief overview of the project goals, status, and approach. To date, traffic volume data has been collected by MCRPC staff, is currently being compiled by WR&A, and will be used in the coming weeks to analyze existing traffic conditions throughout the study area in conjunction with the truck route investigations. To further assess the existing truck routes and related concerns, copies of a project-specific "Transportation Provider Survey" or "Establishment Survey", as applicable, were handed out to meeting attendees for completion. The results of these surveys will be considered during the development of truck route alternatives as the study progresses.

Each meeting session ended with an open-floor discussion to allow the meeting attendees to present their specific comments and concerns, including hand-written mark-ups on aerial photos and maps of the study area. A summary of those comments and mark-ups follows:

**Comments from 10:00 AM Session:**

- Winner Steel operations have a potential for significant growth that will double their amount of truck traffic from 180 trucks per day to 360 trucks per day within as soon as 6 to 12 months. Average daily truck volume projections are as follows:
  - ~ Entering to Doors C/D – 60 current / 120 projected.
  - ~ Entering to Doors A/B – 120 current / 240 projected.
  - ~ Exiting South to Silver Street – 140 current / 300 projected.
  - ~ Existing Southeast to Sharpsville Avenue – 40 current / 60 projected.
- Direct truck egress from Winner Steel Door “A” toward Silver Street is currently blocked by an existing median island. These trucks must therefore exit east to Sharpsville Avenue. The right-turn onto Sharpsville Avenue requires trucks to swing wide, taking them into the opposing northbound travel lane through the intersection, resulting in delays and potential safety concerns, and adding traffic signals to the overall truck route.
- The median island near Winner Steel Door “A” is located on Winner Steel property. It was originally constructed by the City and would require specific easements or agreements to be eligible for federal funds for any additional modifications. Modifications to the island, Door “A”, and the surrounding site are also possible in conjunction with Winner Steel expansion plans that could close the nearest east-west connection to/from Sharpsville Avenue.
- Intersection geometry at Clark Street and Sharpsville Avenue is tight for truck access to Winner Steel.
- The steep grade eastbound on Pitt Street is problematic for trucks, particularly if those trucks must stop on the grade due to a red signal approaching Sharpsville Avenue. The concern is especially problematic for special-permit double-coil loads using Pitt Street.
- A former truck route for the special-permit double-coil loads that avoided Pitt Street was to follow Dock Street northbound, right onto Connelly Boulevard, and left onto Sharpsville Avenue. This route, however, inflicted major damage to the intersection areas along Connelly due to the weight of the double-coil loads. The intersections were re-constructed using concrete slabs to lessen the damage potential.
- During busy receiving times, truck convoys to Winner Steel can occasionally spillback onto northbound Sharpsville Avenue. In these cases, some truck traffic may be diverted north to Clark Street. Special-permit double-coil loads cannot be diverted due to legislation defining the specific route to which they are confined, unless the legislation can be revised accordingly.

- Former truck staging areas existed along Shenango Avenue, which also passes through the Penn State campus. These staging areas could be of benefit to Winner Steel if an alternate route to their Doors “C” or “D” could be routed up Railroad Street to Vine Street to Shenango Avenue to access Winner Steel from the rear.
- New off-site truck staging areas could be of benefit to avoid truck spillback during busy receiving times. The vacant Wheatland lots were mentioned as a possible location.
- Norfolk-Southern Railroad currently provides 3 switches to Winner Steel, although the property is physically limited to handling 18 cars per.
- There are additional old rail lines north of Winner Steel that served former Westinghouse and Wheatland facilities. If these lines could be re-opened and integrated into the Winner Steel freight operations, truck traffic to/from the site could potentially be decreased. However, re-opening these rail lines may not be feasible as it would require a new at-grade railroad crossing of Clark Street at a location that was previously closed and removed due to a second at-grade railroad crossing located nearby.

#### **Comments from 2:00 PM Session:**

- Railroad Street works well for truck-traffic because it is a straight route with few traffic signals. However, an existing signed truck route along Railroad Street appears to dead-end after it turns west and intersects Shenango Avenue in front of the Carine and Company business site. The route appears to work well for traffic to Carine and Goldstein’s, but truckers destined for Sharon Tube often end up here asking for directions.
- The intersection of Irvine Avenue and Silver Street would not be reasonable for truck access from the west due to geometry and vehicular traffic, among other concerns.
- Truck route signage at the intersection of US 62 and Connelly Boulevard does not appear to be adequate and/or clear enough for truckers to rapidly identify and follow. Northbound movements and/or turns through this intersection can be difficult as the geometry on the north approach is skewed to the west and is not always perceived as the “through” movement.
- To be truly practical, truck route signage and sign locations must consider the perspectives of an unfamiliar truck-driver. Based on local observations, just one wrong turn that places a truck in the wrong location on State Street can result in additional travel delays, trucks backing-up through town, or other problems as the misdirected truckers attempt to avoid weight-restricted bridges or pinch-points and relocate their lost route.
- Martin Luther King Jr. Boulevard serves well for truck traffic because it is relatively wide, open, not very busy, and carries less residential traffic.

*Subsequent to the meeting, several Trucking Stakeholders that were unable to attend either session were mailed copies of the survey forms that were handed out at the meeting to be completed and returned to WR&A by April 25. Survey mailings included Chadderton Trucking, Fessler Machine, Goldsteins, PI&I, Redi Bag, American Industries, Winner International, Crosstex International, Jolley Industries, Sharon Commercial Printing, and Wheatland Tube.*

*Subsequent to the meeting, a smaller version "Business Survey" was also mailed to individual businesses throughout the study area (those with less intensive truck activity and not included as a major Trucking Stakeholder) to be returned to WR&A by April 30.*

The above is a memorandum of understanding between the parties regarding the topics discussed and the decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to the writer within seven (7) days; otherwise, the minutes will stand as written.



Chad D. Reese, P.E.

cc: Attendees  
Jeff Moore, WR&A  
File



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## MEMORANDUM OF MEETING

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**Date:** June 18, 2007

**Date of Meeting:** June 15, 2007

**Time:** 9:30-11:00 AM

**Location:** Sharon City Building

**Project:** Truck Route Plan for the City of Sharon  
WR&A W.O.: 31601

**Attendees:** Dan Gracenin, MCRPC  
Scott Thompson-Graves, WR&A  
Jeffrey Moore, WR&A  
Bob Lucas, Mayor of Sharon  
Erin Wiles, PENNDOT District 1  
Joe Frayla, City of Sharon  
Jim Grace, Winner Steel  
Jim Greer, Winner Steel  
Bill Ash, Winner Steel  
Jay Kremm, Winner Steel  
Jeff Carine, Carine and Company

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A meeting for the City of Sharon Truck Route Plan was conducted to summarize the project status and present alternatives for improvement to solve the existing deficiencies of the current truck route. The primary goal of the meeting was to obtain feedback and recommendations from City and major trucking representatives on the improvement alternatives so that a more detailed analysis can be done.

At the meeting, Scott Thompson-Graves of WR&A gave an overview of the project status, summarized the existing truck routes and deficiencies, and presented alternatives for improvement. An attached copy of the PowerPoint presentation details the content of those discussions.

The meeting ended with an open-floor discussion to allow the meeting attendees to present their specific comments and concerns. Pertinent discussions were as follows:

- Temporary traffic control for the State Street bridge closure has changed downtown traffic operations; the traffic signals along Sharpsville Avenue at Silver Street and Pitt Street have been bagged. The intersection of Sharpsville Avenue and Silver Street is now a four way stop; Silver Street is now two-way.

- Operations along Sharpsville Avenue have been vastly improved due to the four-way stop, and the City considers it as permanent.
- Dairy trucks currently use the Irvine Option route. However, there was some concern at the meeting with regard to the feasibility of this route for regular truck usage due to required geometric improvements, nearby residential areas, and other concerns.
- Based on the content of the attached presentation, the following improvement alternatives were generally preferred by the stakeholders in attendance:
  - Truck-Related Signing: Standardize truck-related signage and trailblazing per Option 2 – color-designated routes. This option would allow simplified maintenance of the business destination panels, whereas Option 3 would likely involve more cost and maintenance to maintain business destinations.
  - Penn / Shenango Corridor: Improve truck routes per Option 3 – Railroad Street Extension. This option would eliminate trucks from the Penn State campus and consolidate truck traffic mostly onto Dock Street and Railroad Street.
  - Sharpsville Corridor: Improve truck routes per Option 3 – Wishart Court Signal. This option would decrease truck traffic along Sharpsville Avenue between Connelly Boulevard and Wishart Court by shifting trucks to Dock Street. It would also eliminate grade-related concerns along Pitt Street, and share the Dock Street portion of the route with the Penn / Shenango corridor, thereby allowing infrastructure and maintenance resources to be used more efficiently.
  - Budd Street Reconnection: Improve connections between US 62 and SR 60 by making the Budd Street Reconnection permanent (a temporary installation is currently planned as part of the Shenango Valley Expressway bridge reconstruction). Allowing truck circulation at the reconnection would allow truck movements across Connelly Boulevard to be served mostly as through-movements, create the potential to use only one truck route (either US 62 or SR 60) to/from downtown, and eliminate certain intersection geometrics that would otherwise be required to accommodate truck turns.
- The meeting was concluded with the goal of advancing the preferred concepts listed above as completion of the final report progresses.

The above is a memorandum of understanding between the parties regarding the topics discussed and the decisions reached. Any participants desiring to add to, or otherwise amend the minutes, are requested to put their comments in writing to the writer within seven (7) days; otherwise, the minutes will stand as written.



Chad D. Reese, P.E.

cc: File

# City of Sharon Truck Route Plan

*Public Advisory Committee Meeting*

Sharon, Pennsylvania

June 15, 2007



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# Introduction

- Data Collection
- Existing Conditions
- Existing Deficiencies
- Alternatives for Improvement
- Questions and Open Discussion



# Data Collection

- Turning movement counts at 14 locations
- ATR counts at 14 locations
- General field surveys
  - Automobile traffic observations
  - Truck traffic observations
  - Traffic signal field-timings
  - Truck-related sign inventory
- Large and small business survey
  - Specific truck routes
  - Number of trucks per day
  - Large business response rate – 54%
  - Small business response rate – 27%



# Existing Truck Conditions

- High Truck Volume Intersections
- Major Truck Generating Zones
- Existing Truck Routes

# High Truck Volume Intersections

- US 62 / Budd St
  - 190 trucks/hr
- US 62 / Irvine Ave
  - 150 trucks/hr
- US 62 / Connelly Blvd
  - 150 trucks/hr
- Dock St / Connelly Blvd
  - 110 trucks/hr
- US 62 / State St
  - 70 trucks/hr
- Dock St / State St
  - 50 trucks/hr
- US 62 / Silver St
  - 50 trucks/hr
- Railroad St / Silver St
  - 30 trucks/hr



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# Major Truck Generating Zones

-  Background Thru-Trucks
-  Carine and Company
-  Chadderton Trucking
-  Crosstex International
-  Goldsteins
-  Jolly Industries
-  Sharon Commercial Printing
-  Winner International
-  American Industries
-  Winner Steel
-  PI&I
-  Fessler Machine
-  Redi Bag
-  Wheatland Tube



# Existing Truck Routes

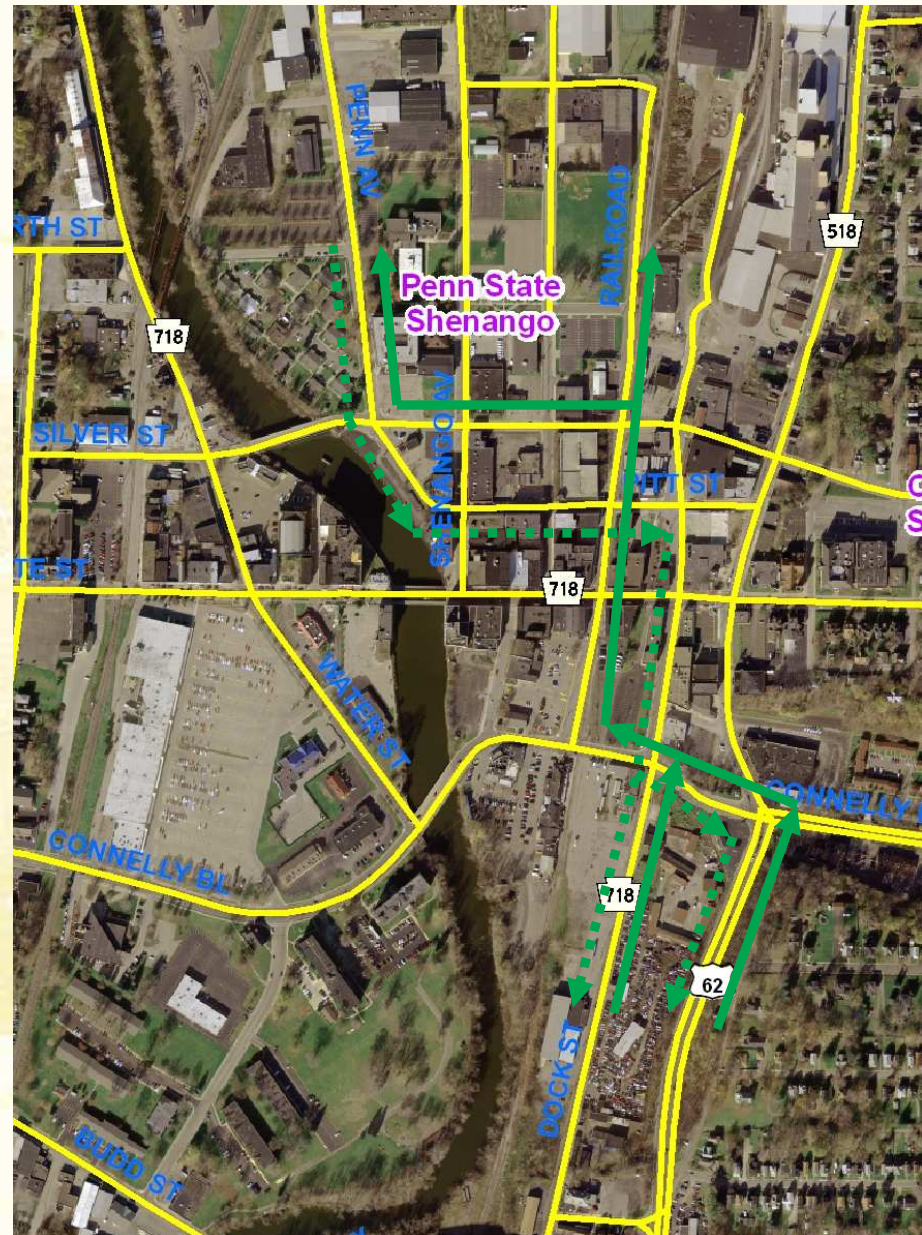
## Penn / Shenango Corridor

Inbound

- Connelly Blvd to Railroad St to Silver St to Penn Ave

Outbound

- Penn Ave to Pitt St to Dock St



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# Existing Truck Routes

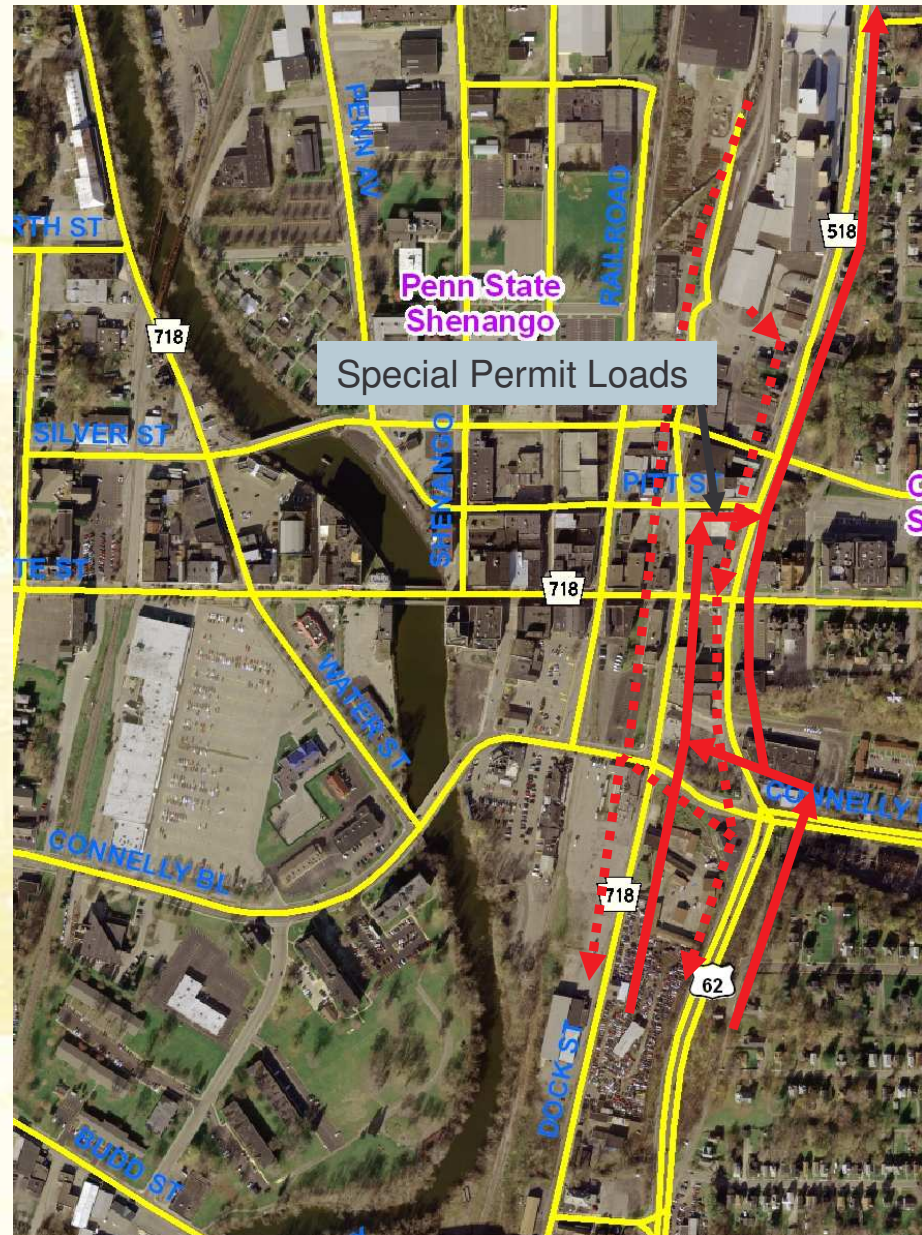
## Sharpsville Corridor

### Inbound

- Sharpsville Ave
- Dock St to Pitt St to Sharpsville Ave (Special Permit Loads)

### Outbound

- Dock St



# Existing Deficiencies

- Inadequate truck turning radii at high truck volume intersections
- Inconsistent and incomplete signing
- Steep grades
- Non-standard pavement markings
- Trucks near Penn State campus
- Crossing of Truck Routes



# Inadequate Turning Radii Locations

- Dock St / Connelly Blvd
- Dock St / Pitt St
- Sharpsville Ave / Pitt St
- Railroad St / Silver St
- Penn Ave / Silver St
- Sharpsville Ave / Clark St
- Sharpsville Ave / Wishart Ct



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# Inadequate Turning Radii Locations

Example:  
Dock St at Connelly Blvd

- Tight WB left-turn onto Dock St



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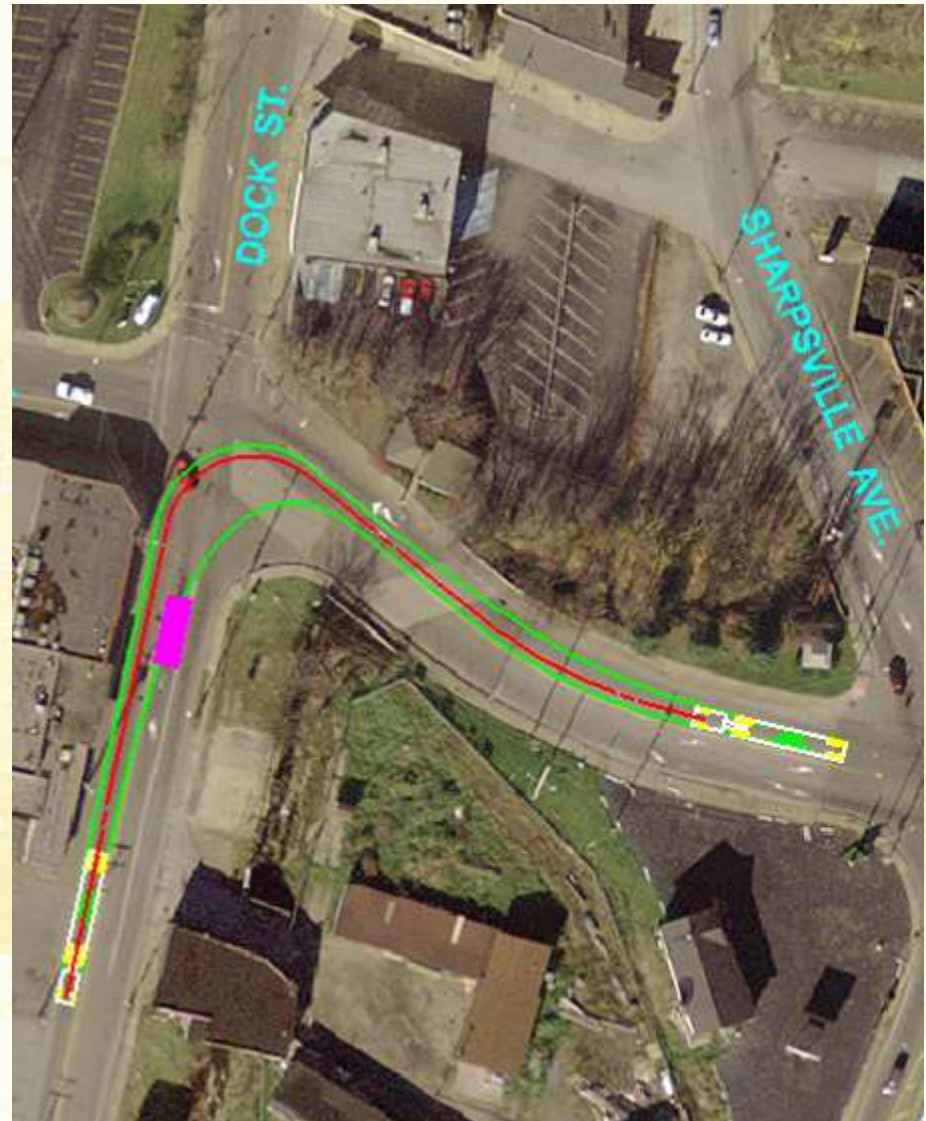


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# Inadequate Turning Radii Locations

## Auto-Turn Analysis Methodology

- Decide critical turn movement
- Layout truck centerline
- Simulate truck turning movement
- Analyze deficiencies



# Inconsistent and Incomplete Signing

- Signs do not form complete routes (missing signs)
- Signs vary in design (color, font, size, and standard vs. custom)
- Sign locations are atypical (left-side of street, blind curves)
- Sign perception is difficult (trailblazers blend w/ parking signs, prohibitions)



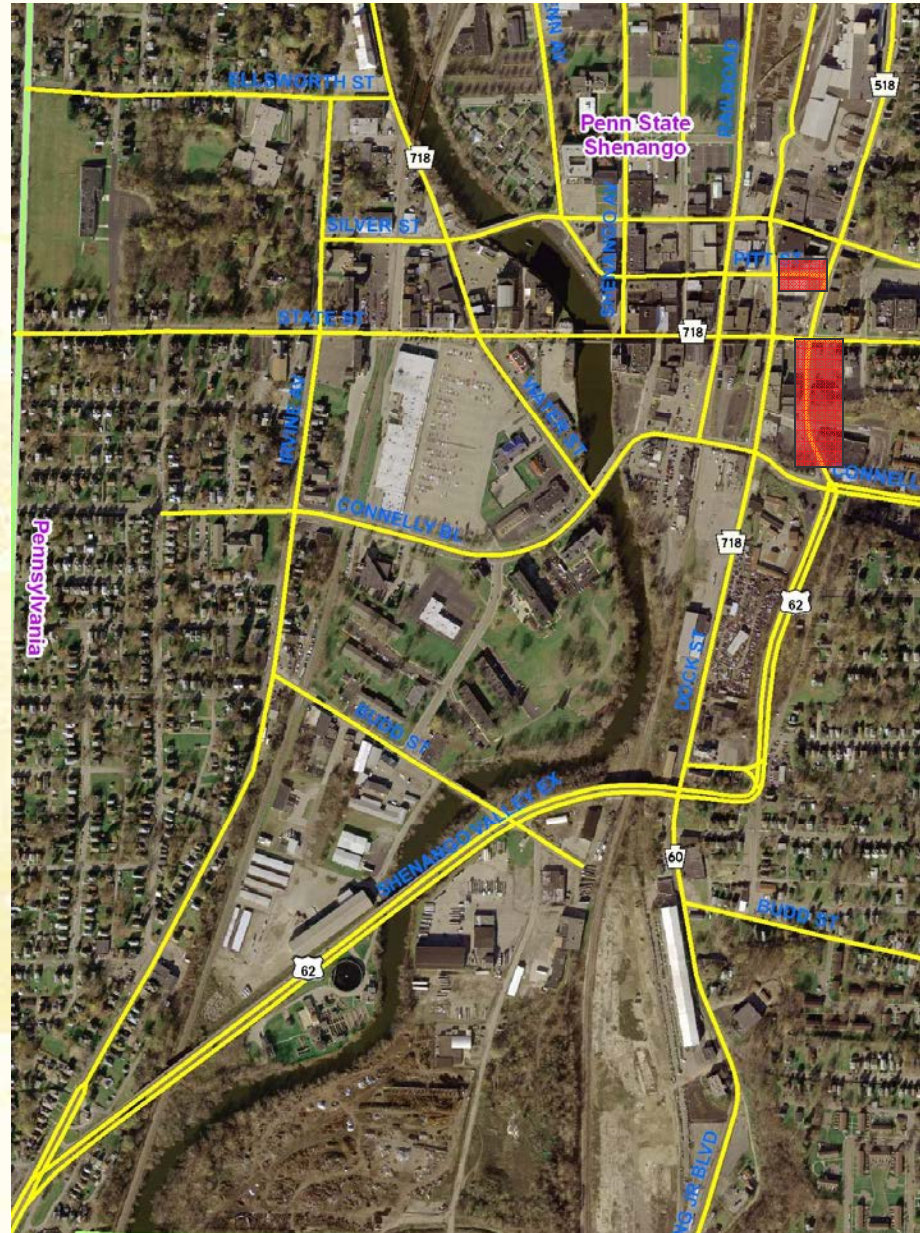
# Steep Grade Locations

Examples:

Pitt St at Dock St

US 62 at State St

- Sharpsville Ave routes
- Adjacent to Signals
- Start-up difficult for trucks



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# Non-Standard Pavement Markings

Example: US 62 at Connelly Blvd



# Trucks near Penn State Campus

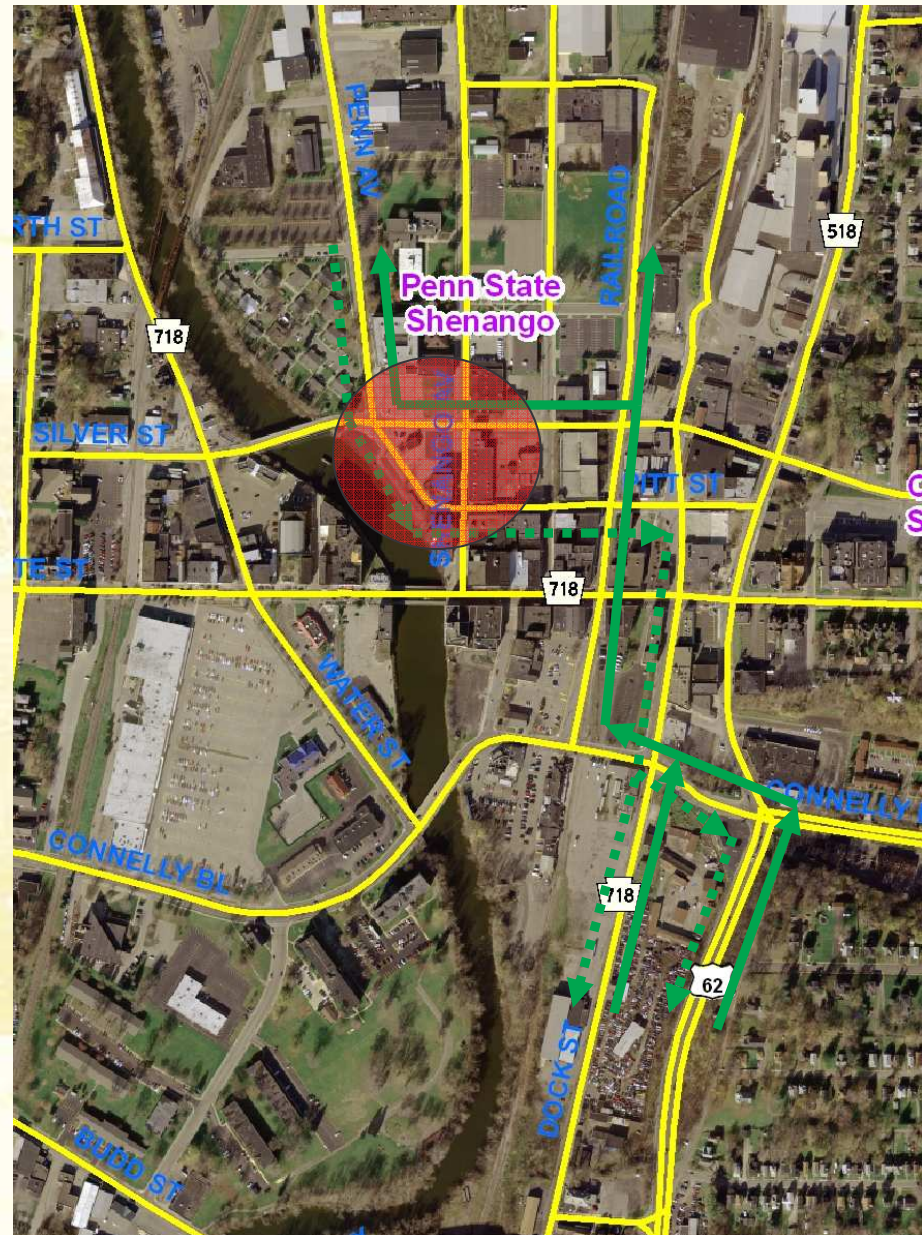
## Penn / Shenango Corridor

### Inbound

- Silver St and Penn Ave near campus
- Cross new streetscape improvements

### Outbound

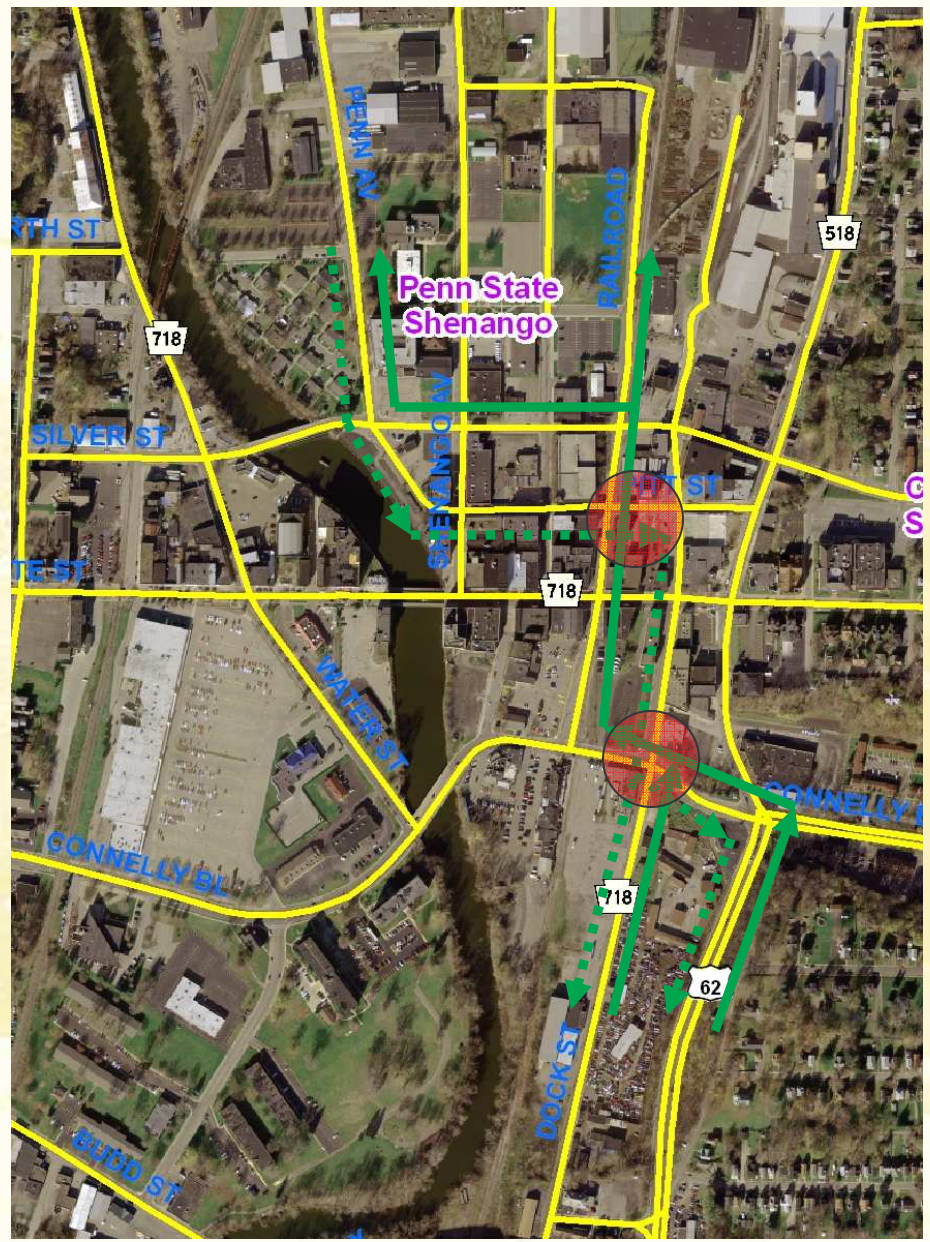
- Penn Ave and Pitt St near campus



# Crossing of Truck Routes

## Penn / Shenango Corridor

- Inbound route crosses outbound route at two locations



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# Alternatives for Improvement

- Signing Improvements
- Signal Improvements
- Short-term Options
- Long-term Options



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# Signing Improvements

## Improve Lane-Use Control – US 62 @ Connelly Boulevard



### SB Sharpsville

Upgrade pavement markings,  
(including centerline)



### NB US 62

Install lane-use control signs  
(Overhead or Side-mount)

# Signing Improvements

## Standardize Prohibition Signage



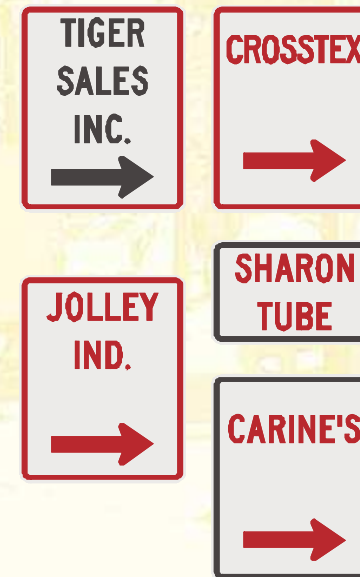
# Signing Improvements

## Standardize Trailblazing

### Existing Route Signs

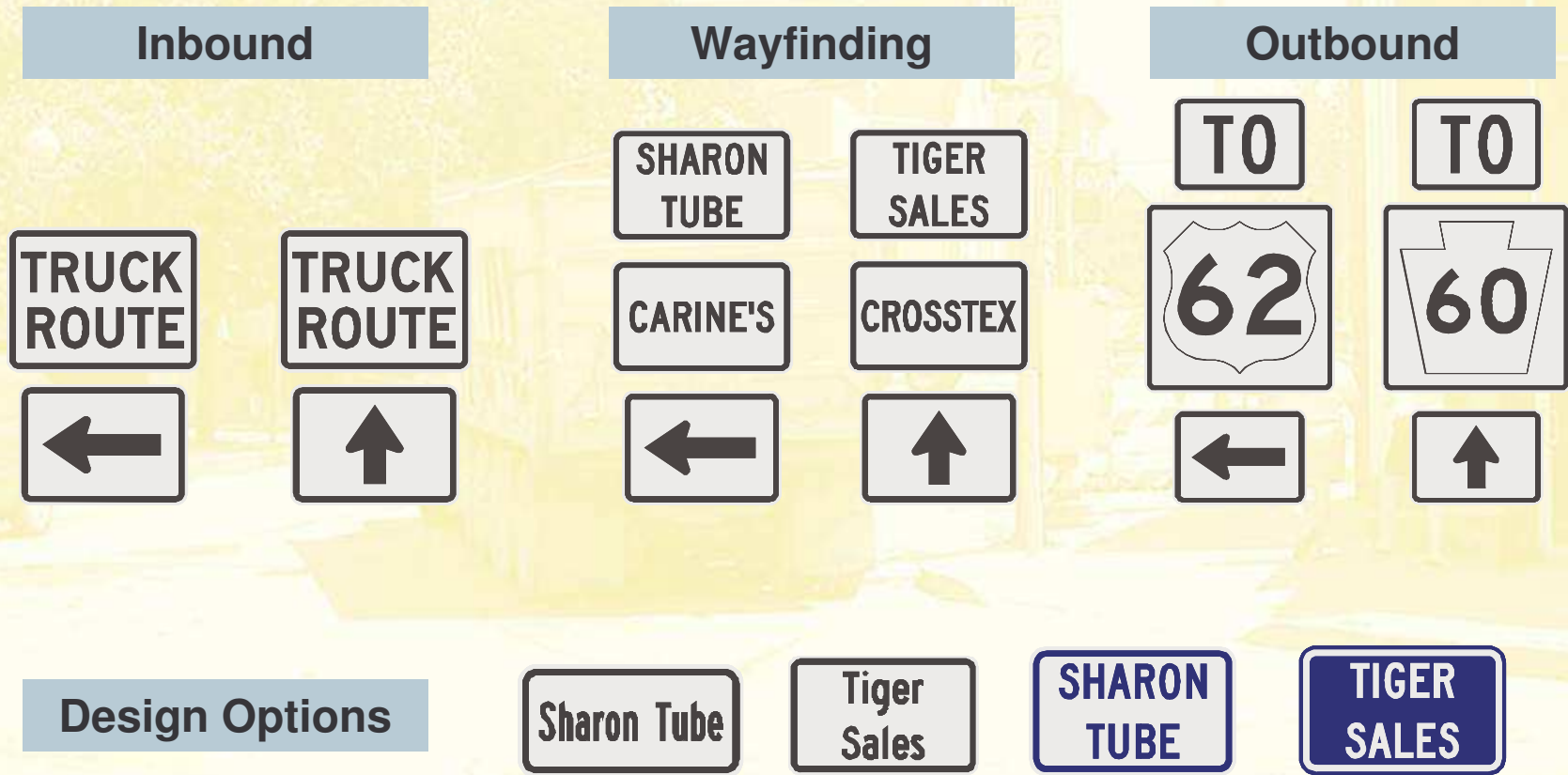


### Existing Wayfinding Signs



# Signing Improvements

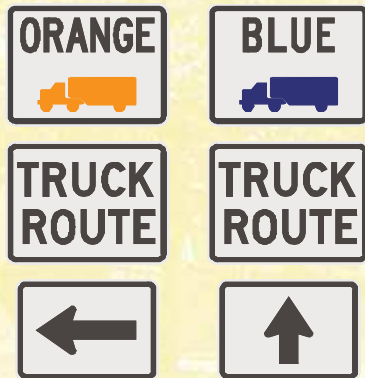
## Standardize Trailblazing – Option 1 (Basic)



# Signing Improvements

## Standardize Trailblazing – Option 2 (Color-Designated Routes)

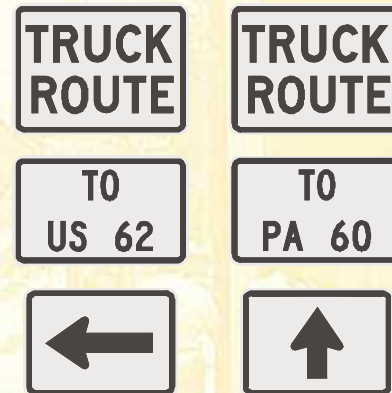
### Inbound



### Wayfinding



### Outbound

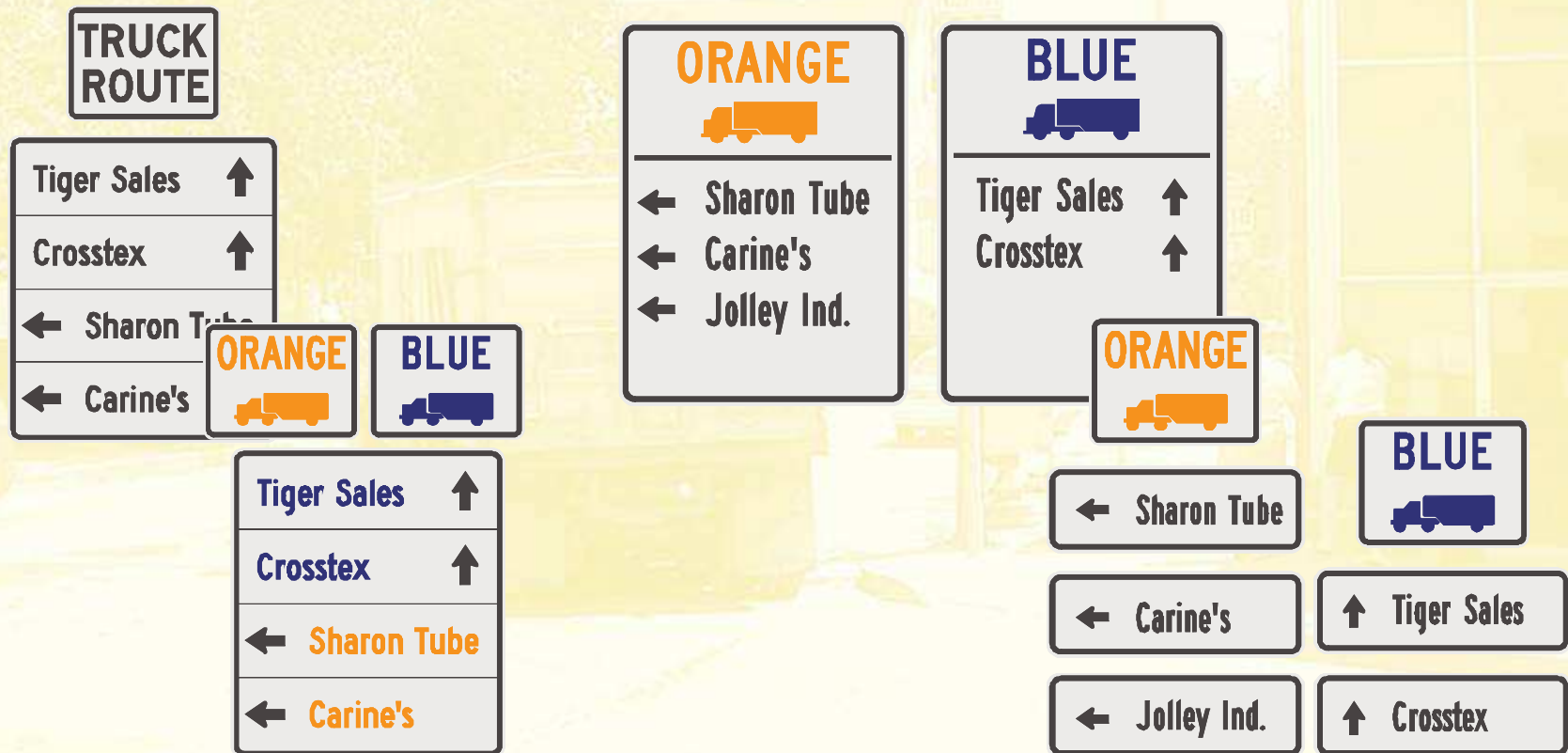


### Design Options



# Signing Improvements

## Standardize Trailblazing – Option 3 (Custom Wayfinding)



# Signing Improvements

## Summary Effects

### Positives:

- Improves sign standardization, consistency, and overall perception
- Reduces confusion or erratic maneuvers
- Improves trailblazing to specific destinations
- Decreases risk of trucks violating route, weight, or turn prohibitions
- Minimal cost

### Negatives:

- Does not solve truck route issues related to geometry, congestion, etc.
- Additional signing modifications must accompany other route improvements

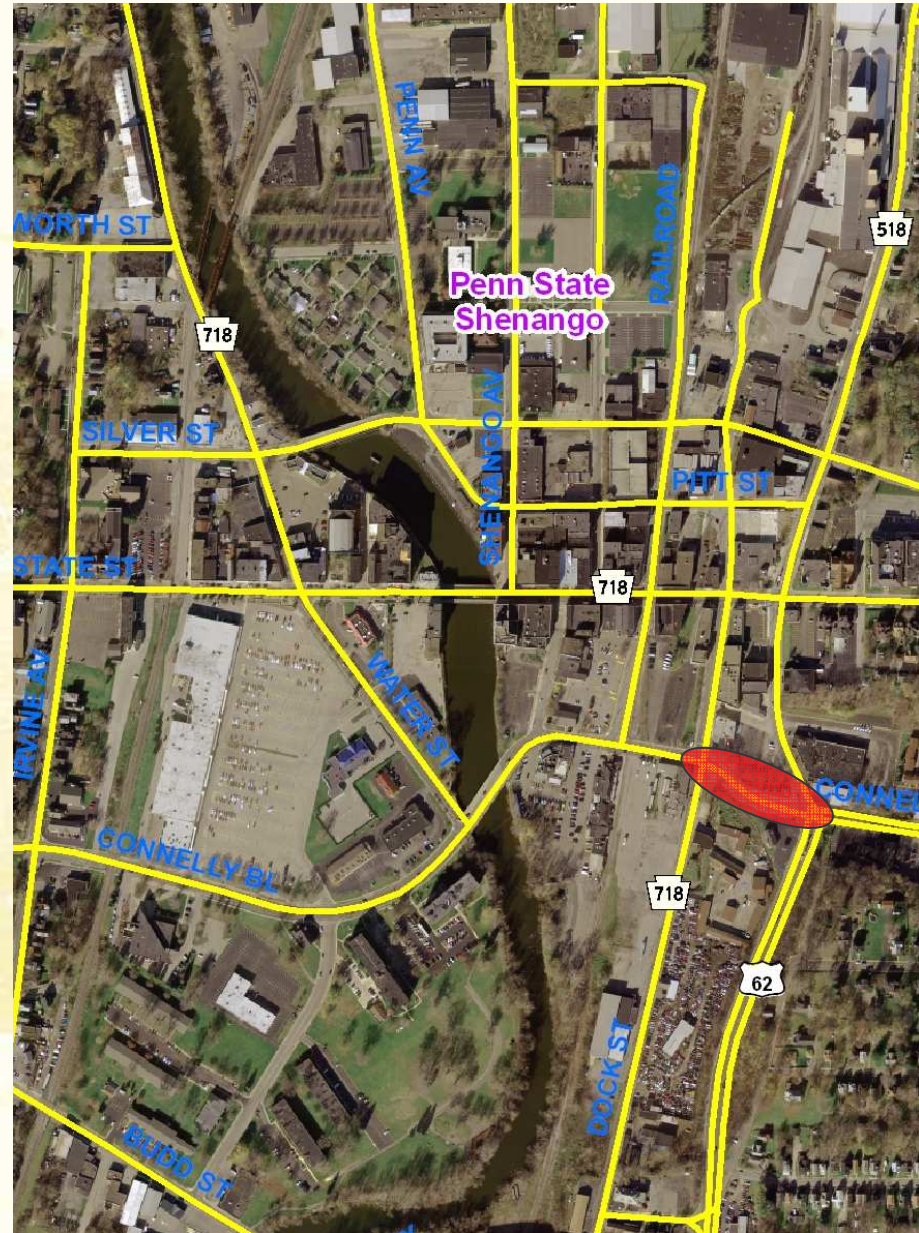




# Signal Improvements

## Connelly Blvd

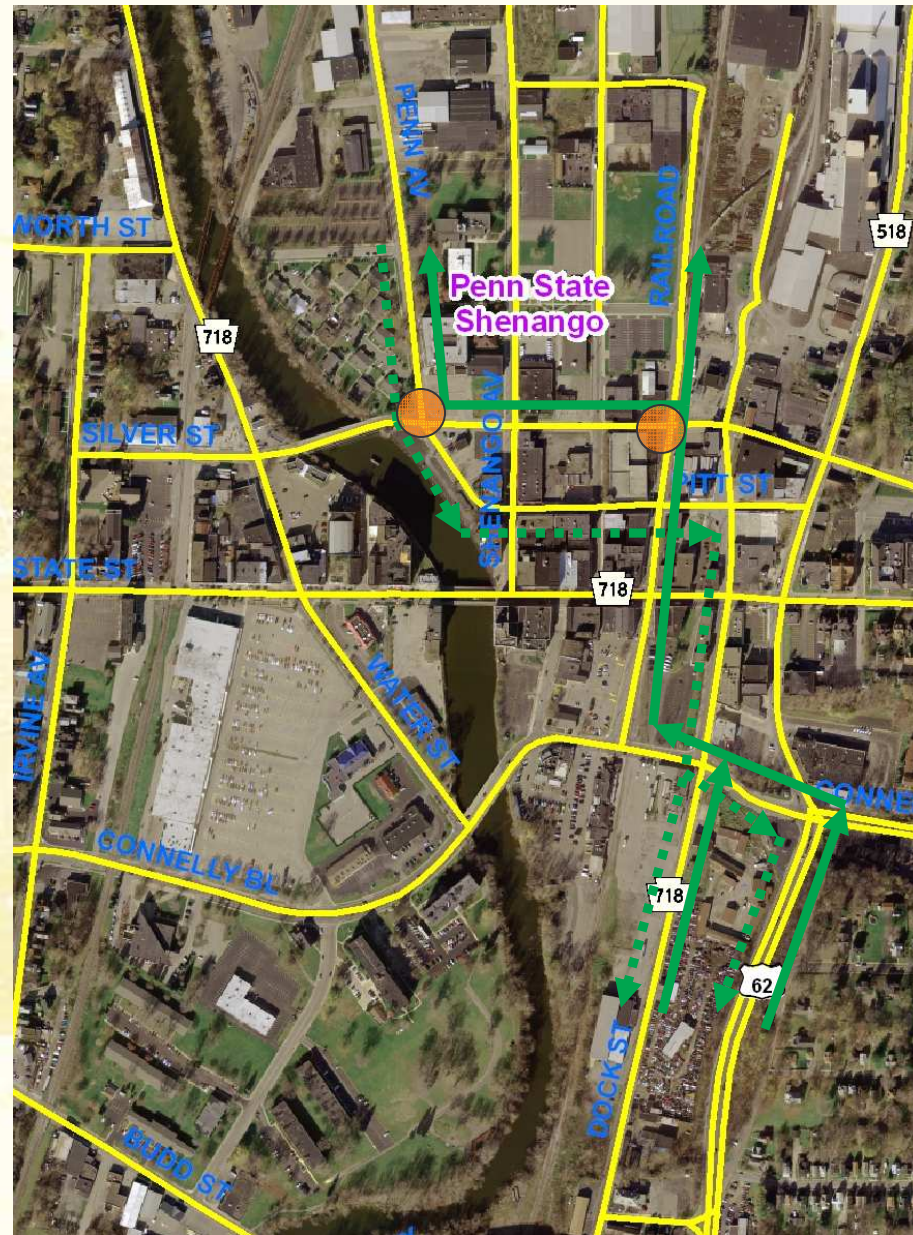
- Improve coordination between Dock St signal and US 62 signal
- Reduce queuing between intersections
- Improve traffic flow along Connelly Blvd



# Short-term Improvements

## Penn / Shenango Corridor Option 1 (Upgrade Existing Route)

- 2 Intersection improvements
- Signing / signal improvements

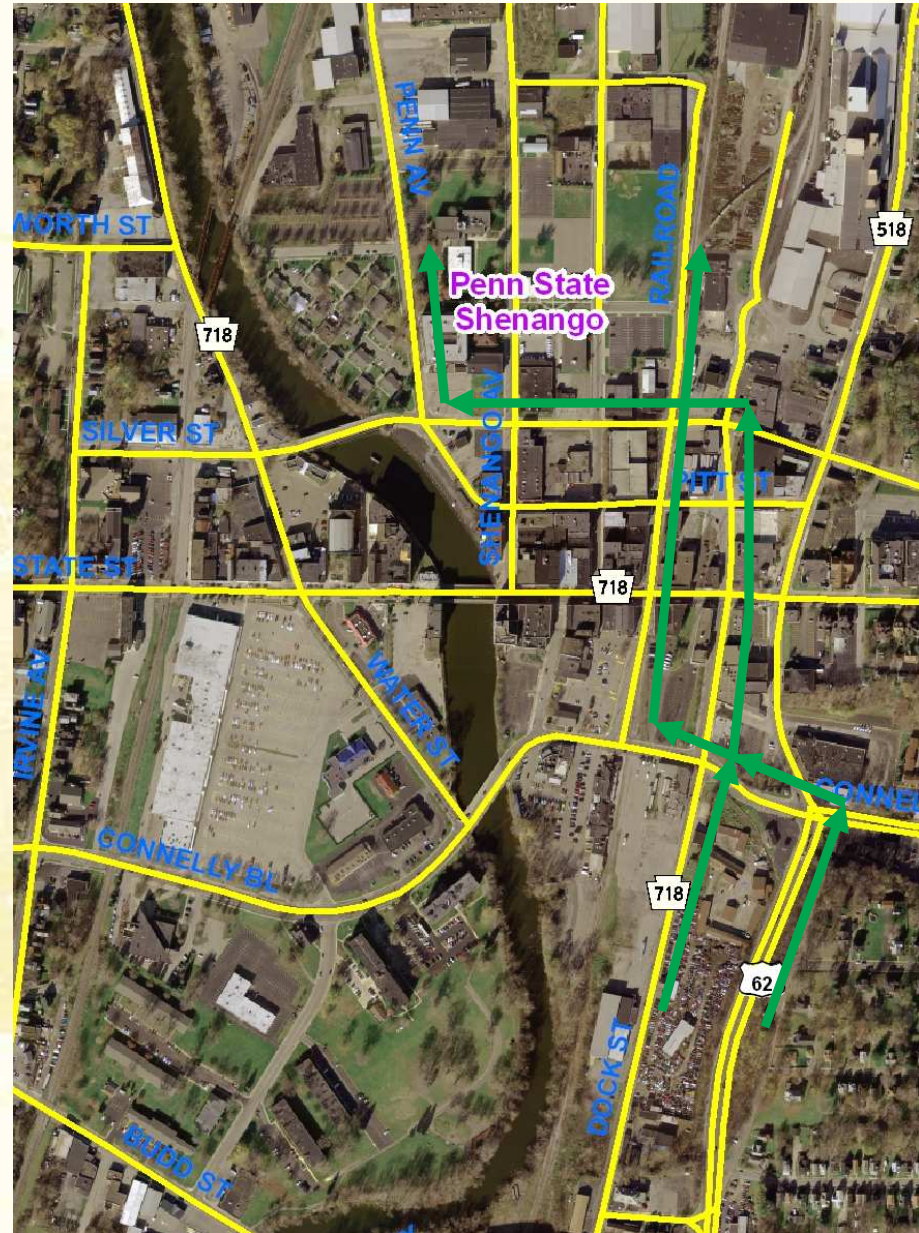


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# Short-term Improvements

## Penn / Shenango Corridor Option 2 (Minor Route Shift)

- Shifts Inbound Route from Railroad St to Dock St



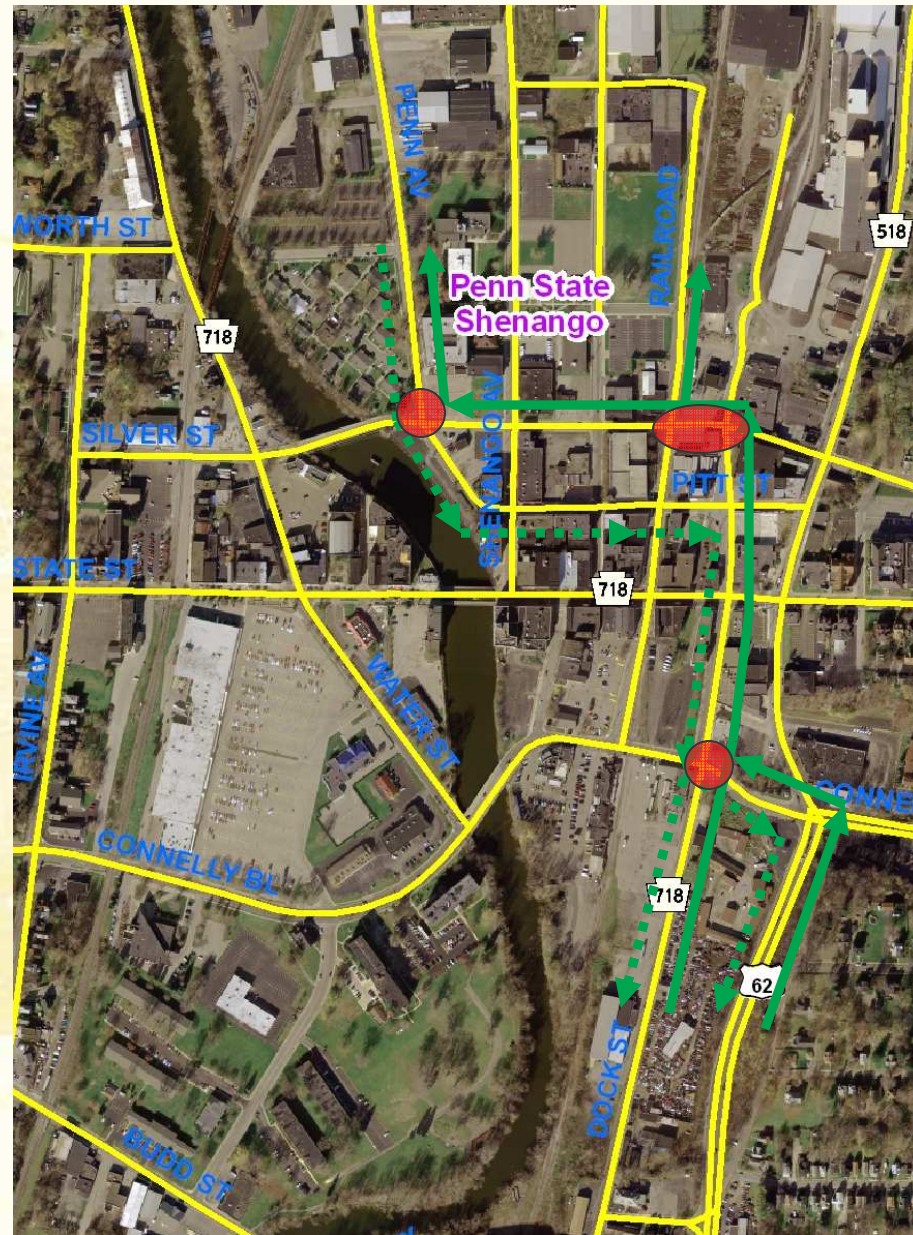
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# Short-term Improvements

## Penn / Shenango Corridor Option 2 (Minor Route Shift)

Implementation:

- Re-signing of new route
- 3 Intersection improvements needed



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# Short-term Improvements

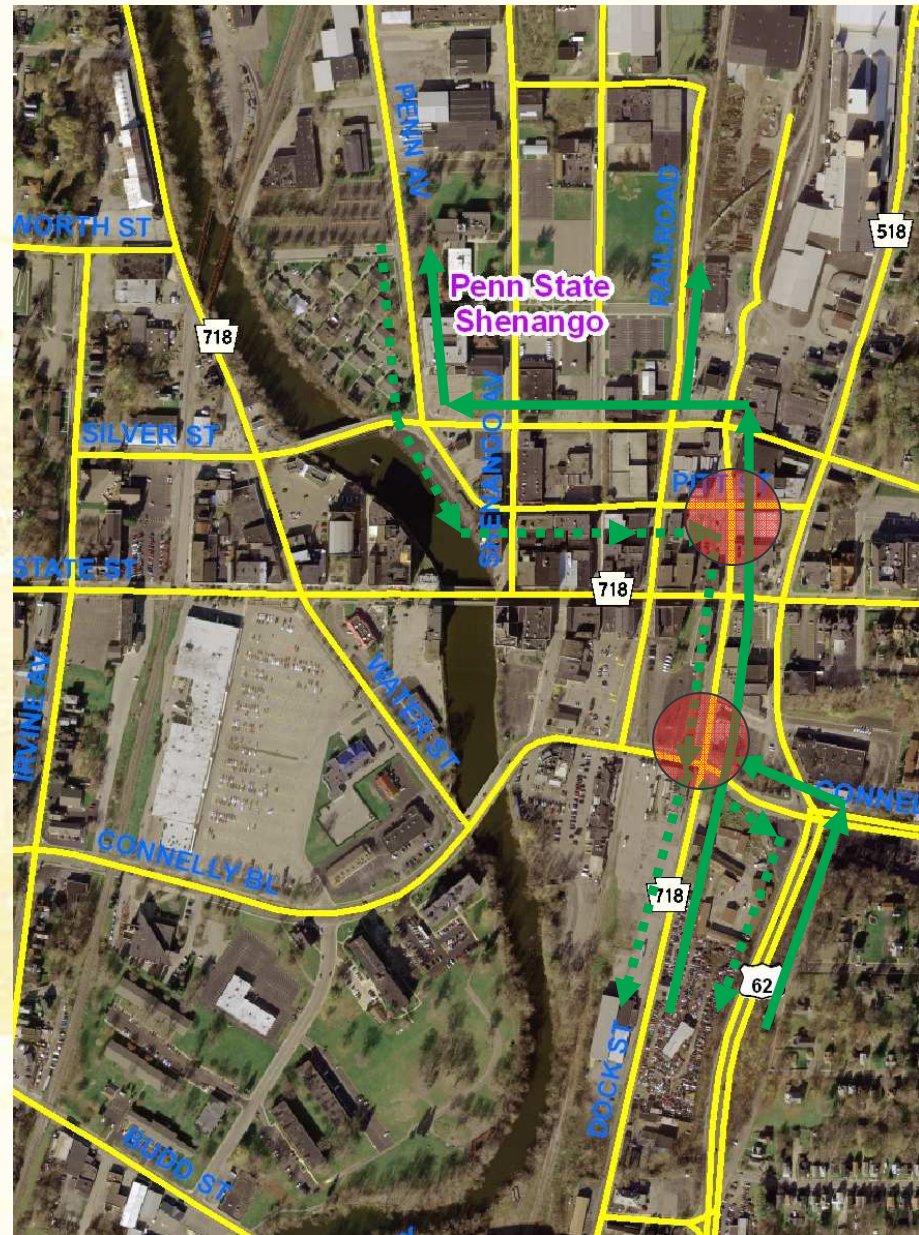
## Penn / Shenango Corridor Option 2 (Minor Route Shift)

### Positives:

- Eliminates crossing of truck routes
- Minimal Cost

### Negatives:

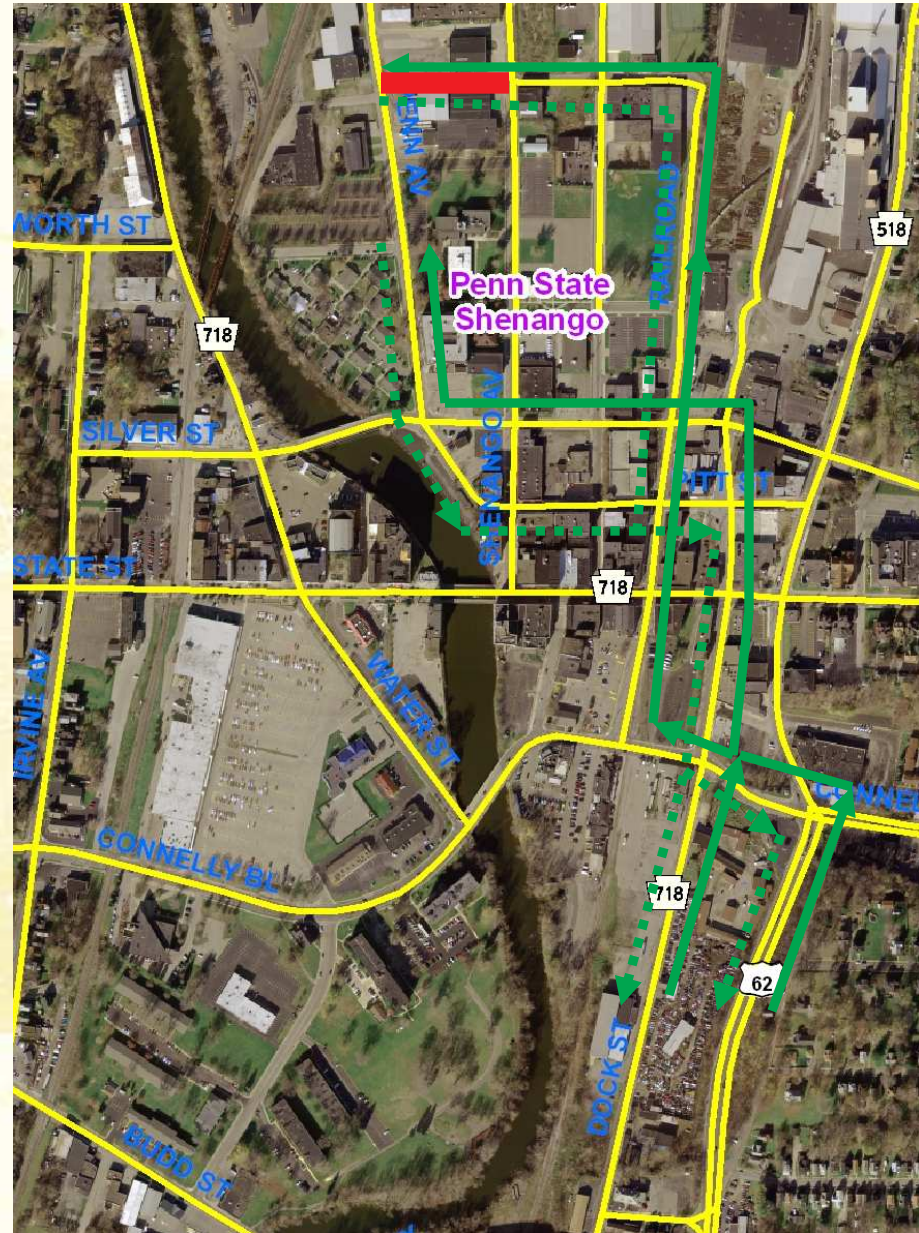
- Does not solve Penn State campus truck traffic
- 3 Intersection improvements



# Short-term Improvements

## Penn / Shenango Corridor *Option 3 (Railroad St Extension)*

- New connection of Railroad St and Penn Ave
- Shifts inbound route from Silver St to Railroad St to Dock St
- Shifts outbound route from Pitt St to Railroad St

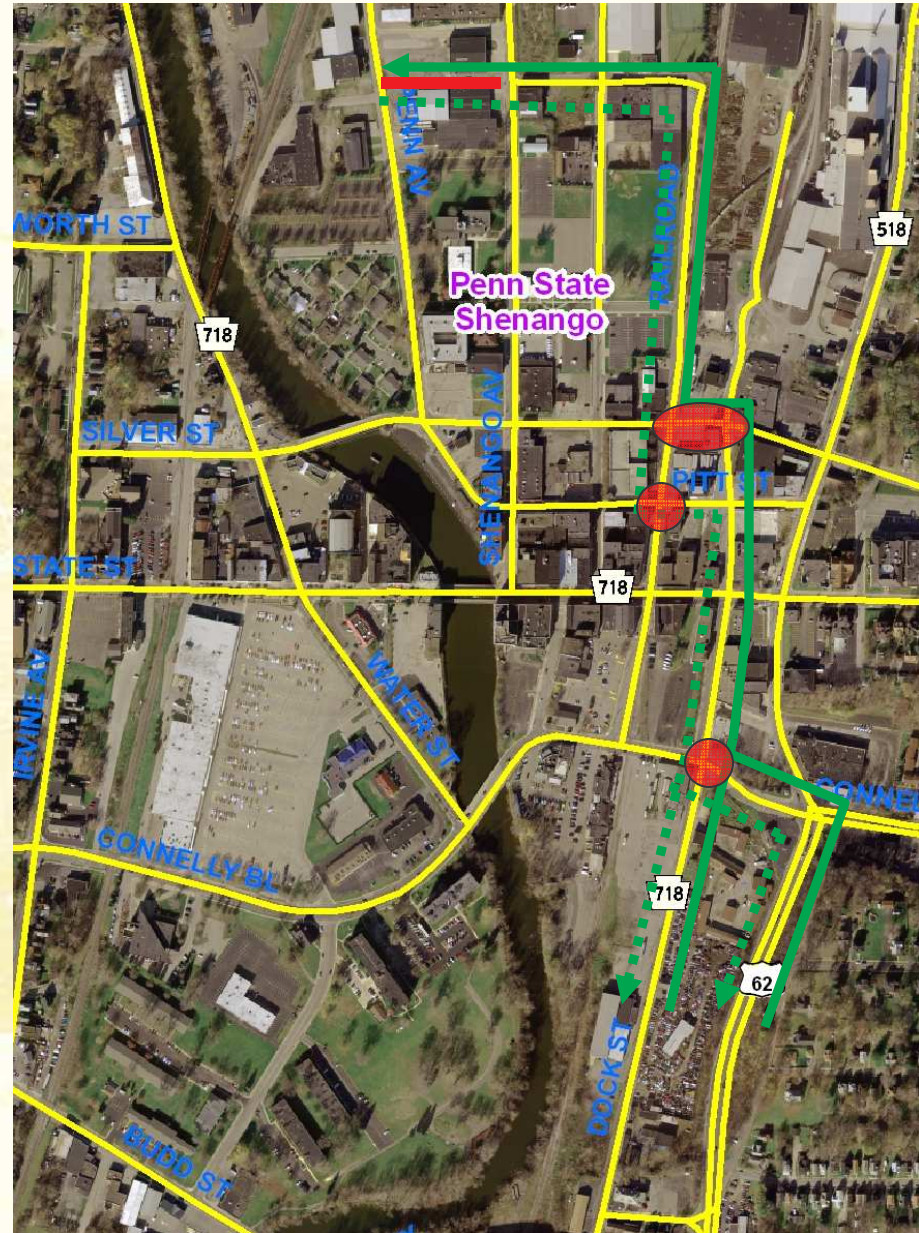


# Short-term Improvements

## Penn / Shenango Corridor *Option 3 (Railroad St Extension)*

### Implementation:

- Resigning of new route
- 3 Intersection improvements needed
- Construction of new road



# Short-term Improvements

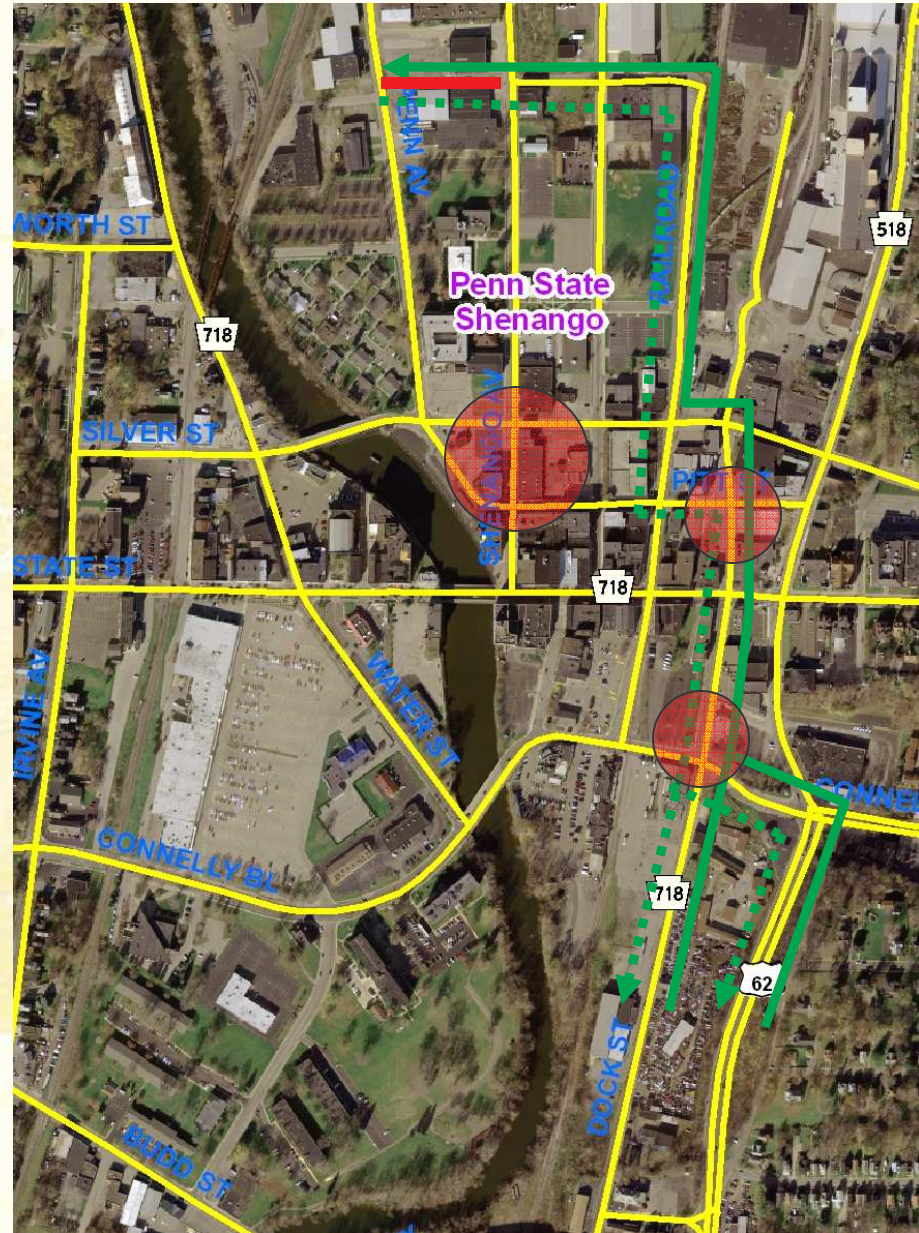
## Penn / Shenango Corridor *Option 3 (Railroad St Extension)*

### Positives:

- Eliminates crossing of truck routes
- Diverts trucks away from Penn State Campus

### Negatives:

- Cost of new connection
- 3 Intersection improvements



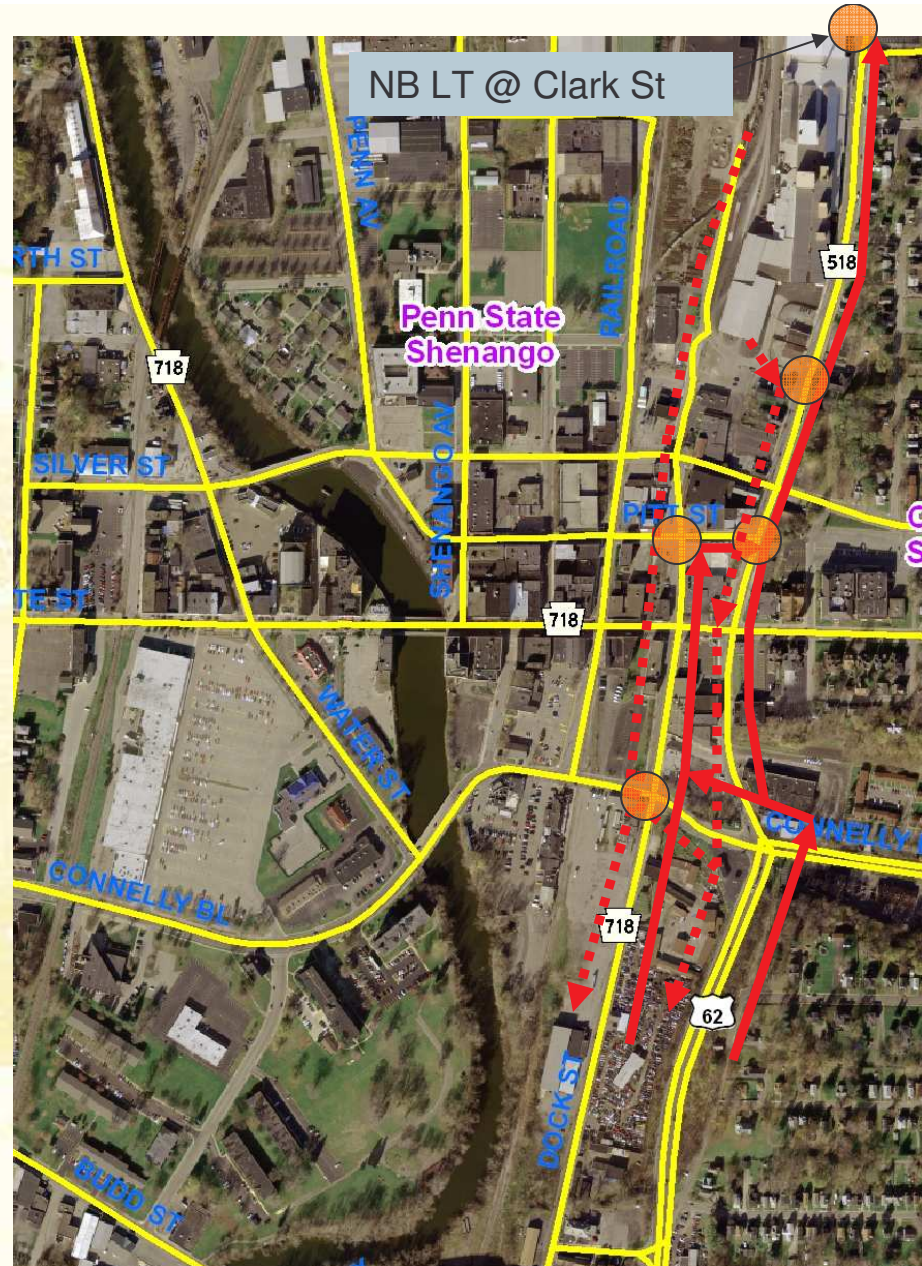


# Short-term Improvements

## Sharpsville Corridor

*Option 1 (Upgrade Existing Route)*

- 5 intersection improvements
- Signing / signal improvements



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# Short-term Improvements

## Sharpsville Corridor

*Option 2 (Wishart Court Island)*

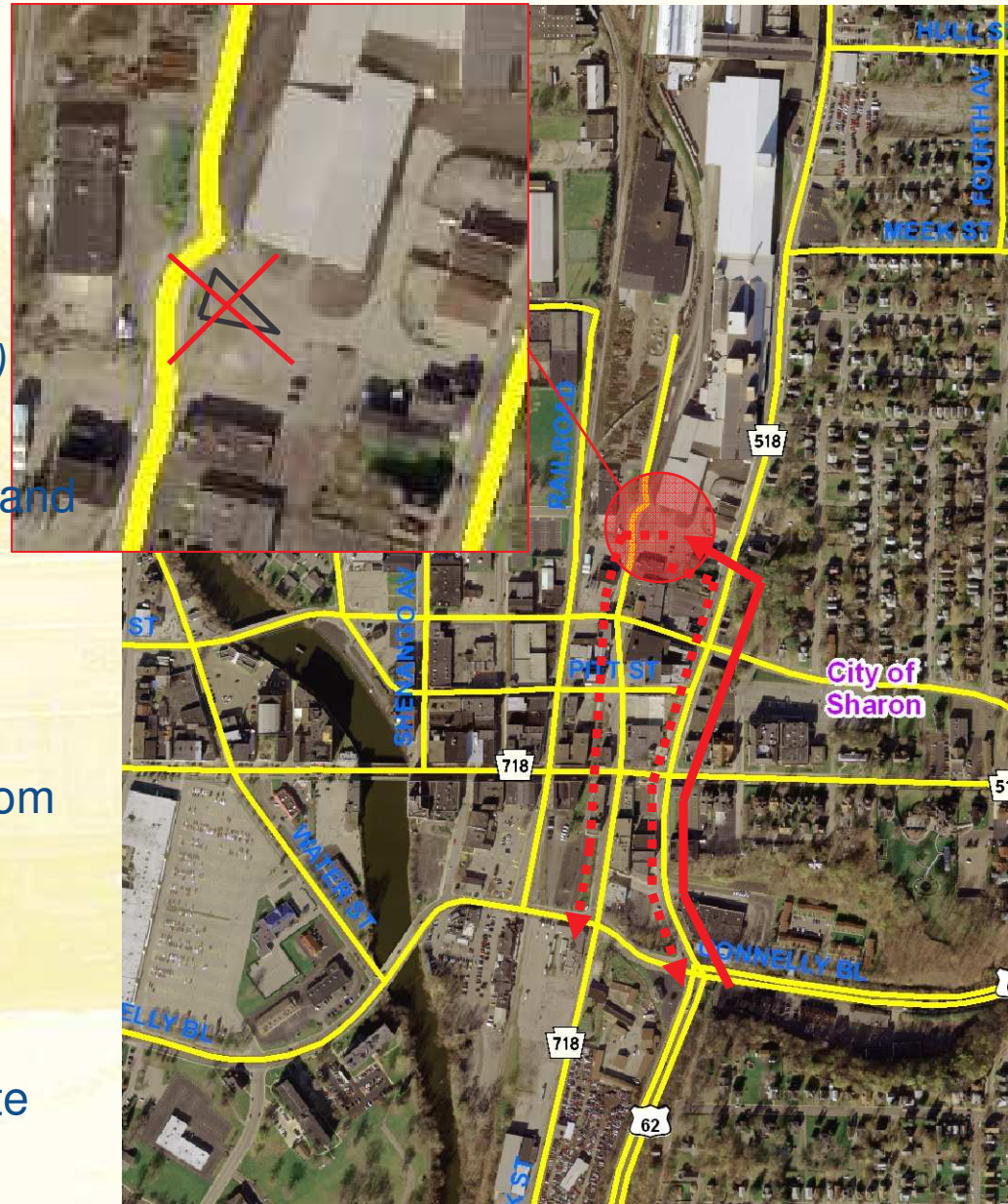
- Removal of channelizing island

### Positives:

- Allows Winner Steel trucks access to Dock St
- Diverts 40 trucks per day from Sharpsville Ave
- Minimal Cost

### Negatives:

- Wishart Ct available as route into town for all vehicles



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# Short-term Improvements

## Sharpsville Corridor

### Option 3 (Wishart Court Signal)

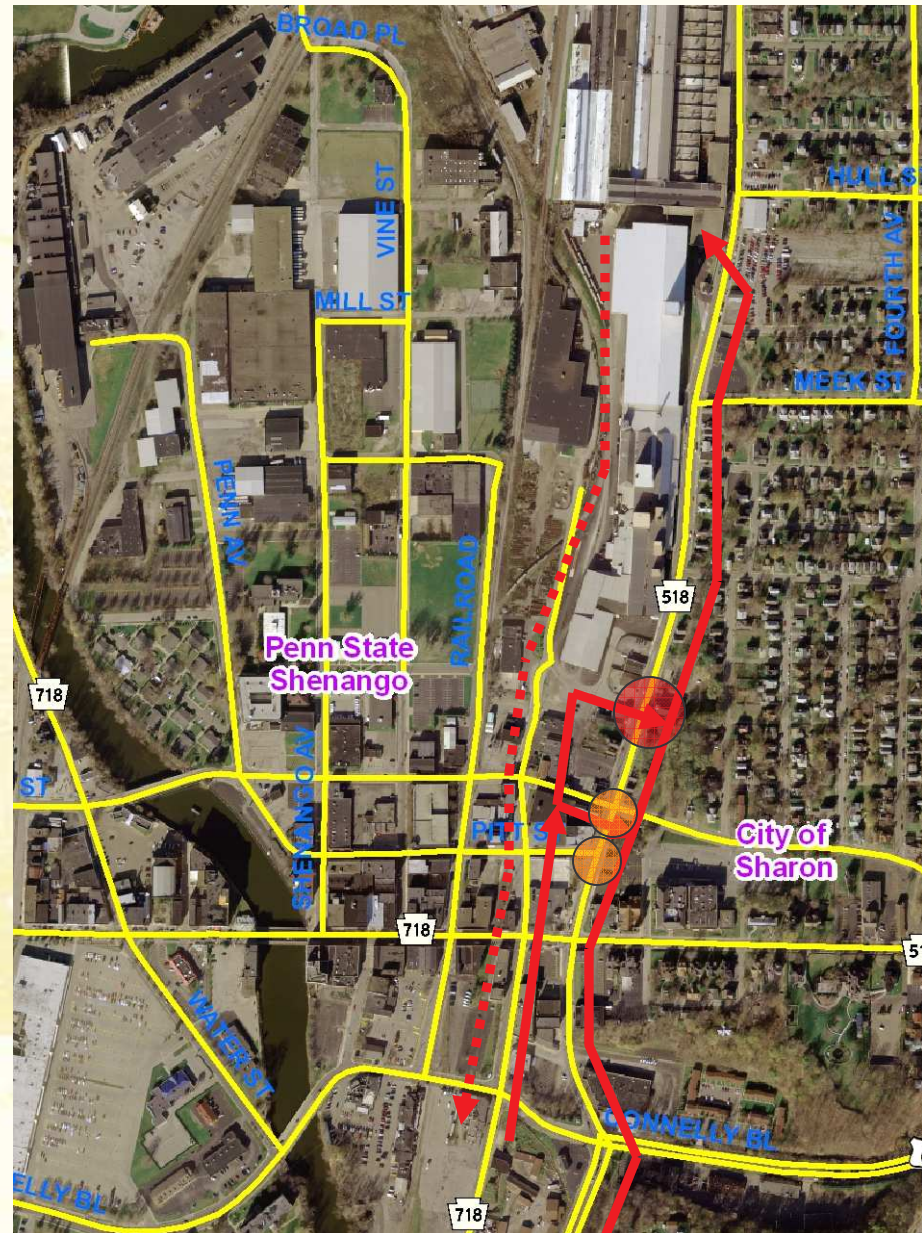
- Installation of actuated signal

#### Positives:

- Allows Winner Steel trucks to avoid steep grade locations
- Diverts trucks from Pitt St and Sharpsville Ave

#### Negatives:

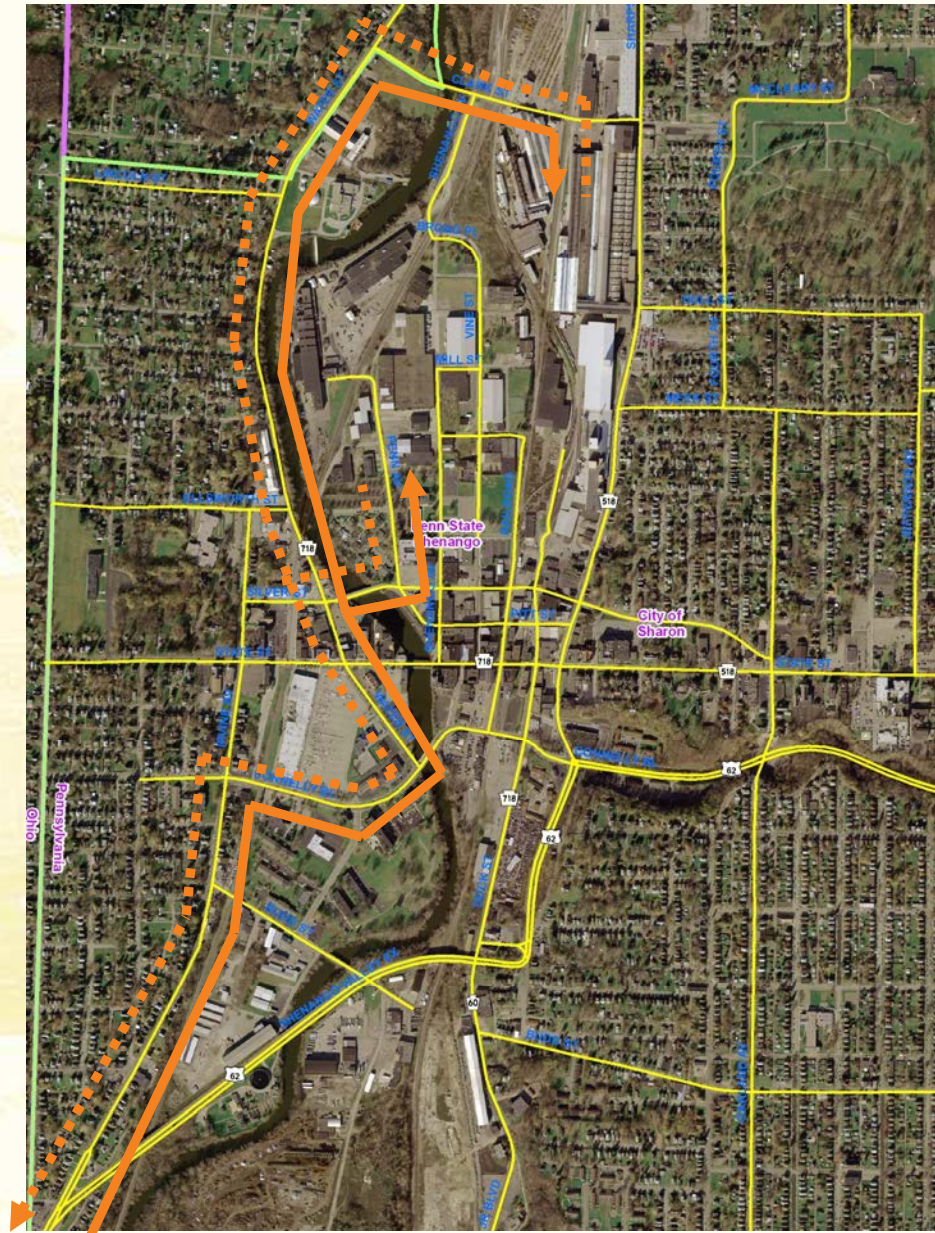
- 3 signals in close proximity along Sharpsville Ave



# Short-term Improvements

## Irvine Option

- Serves trucks to/from US 62
- Inbound uses Irvine Ave to Connelly Blvd to Water St to Silver St or Clark St
- Outbound uses Clark St or Silver St to Water St to Connelly Blvd to Irvine Ave



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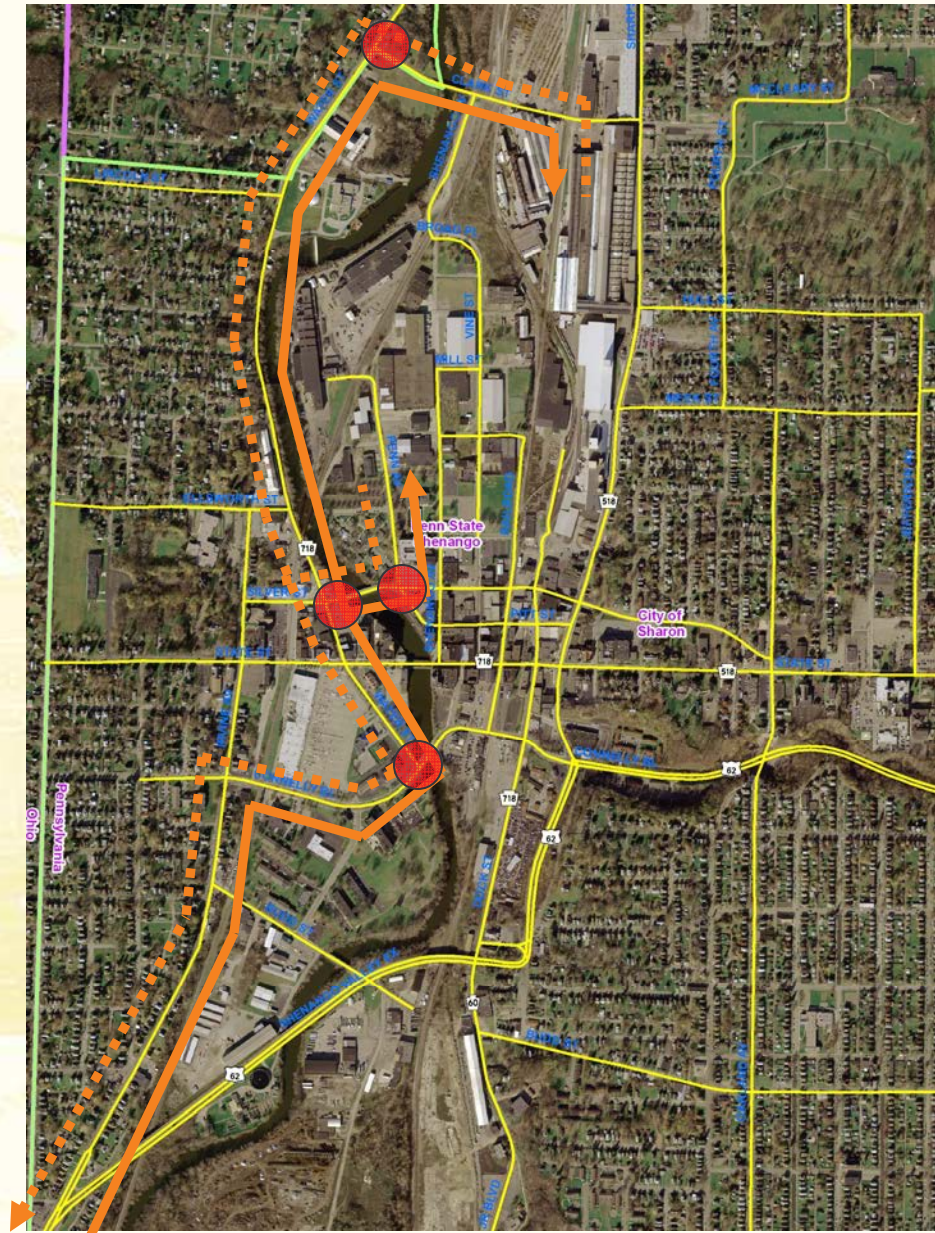
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# Short-term Improvements

## Irvine Option

Implementation:

- Re-signing of new route
- 4 intersection improvements needed



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# Short-term Improvements

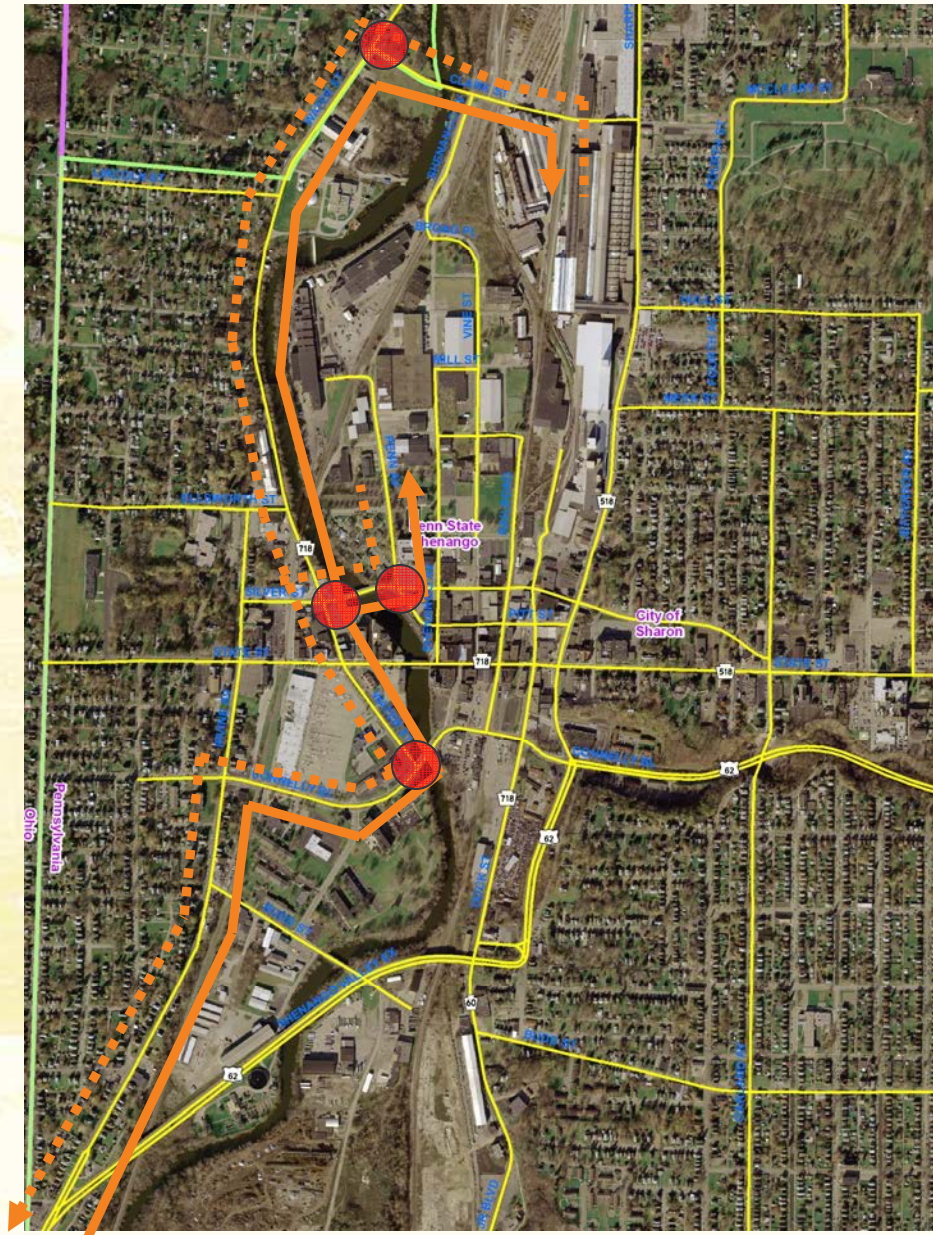
## Irvine Option

### Positives:

- Diverts trucks to/from US 62 away from downtown

### Negatives:

- Truck Route in a residential area (Irvine Ave)
- 4 intersection improvements needed

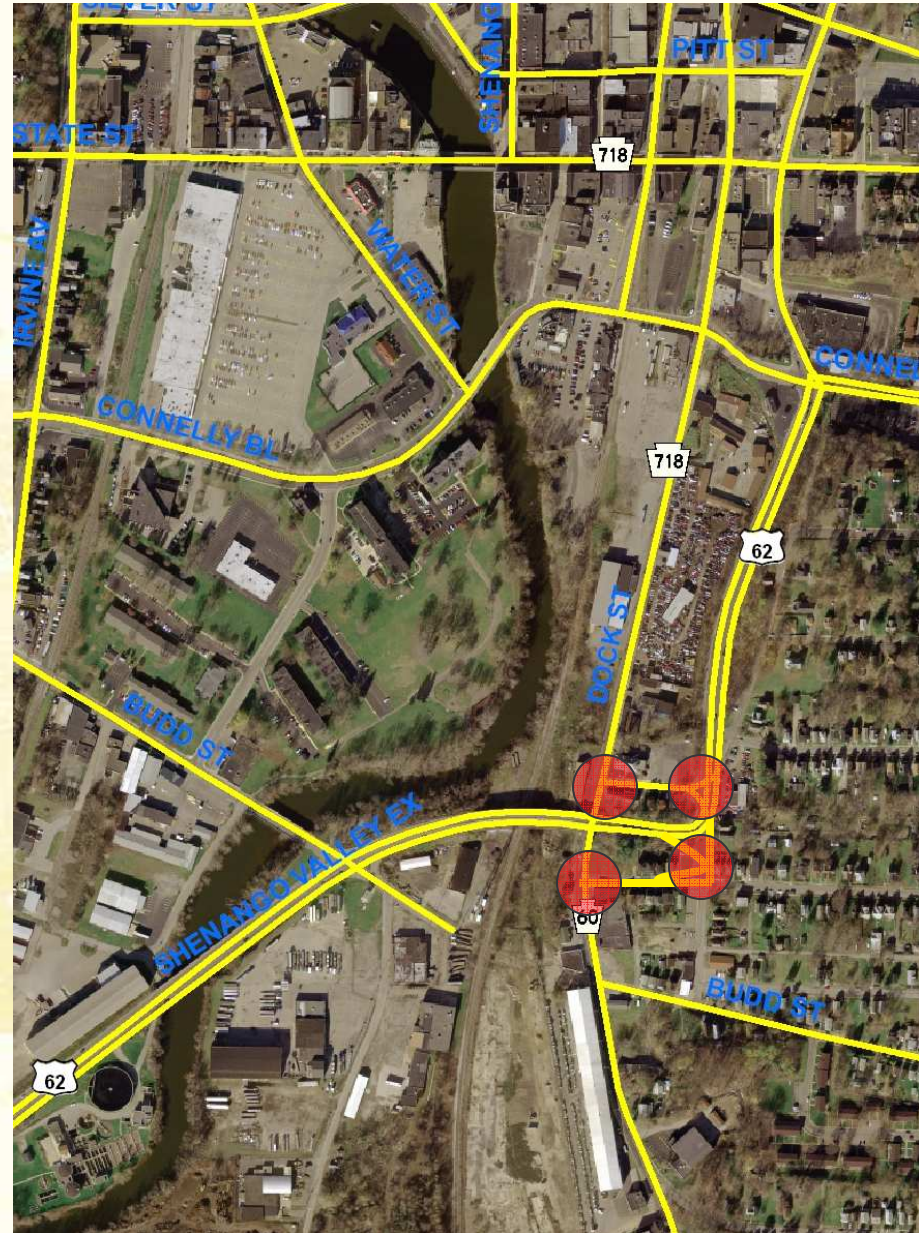


# Long-term Improvements

## US 62 / PA 60 Ramp Upgrades

Implementation:

- Upgrade / Relocate Ramp Termini on US 62
- Upgrade intersections on PA 60



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# Long-term Improvements

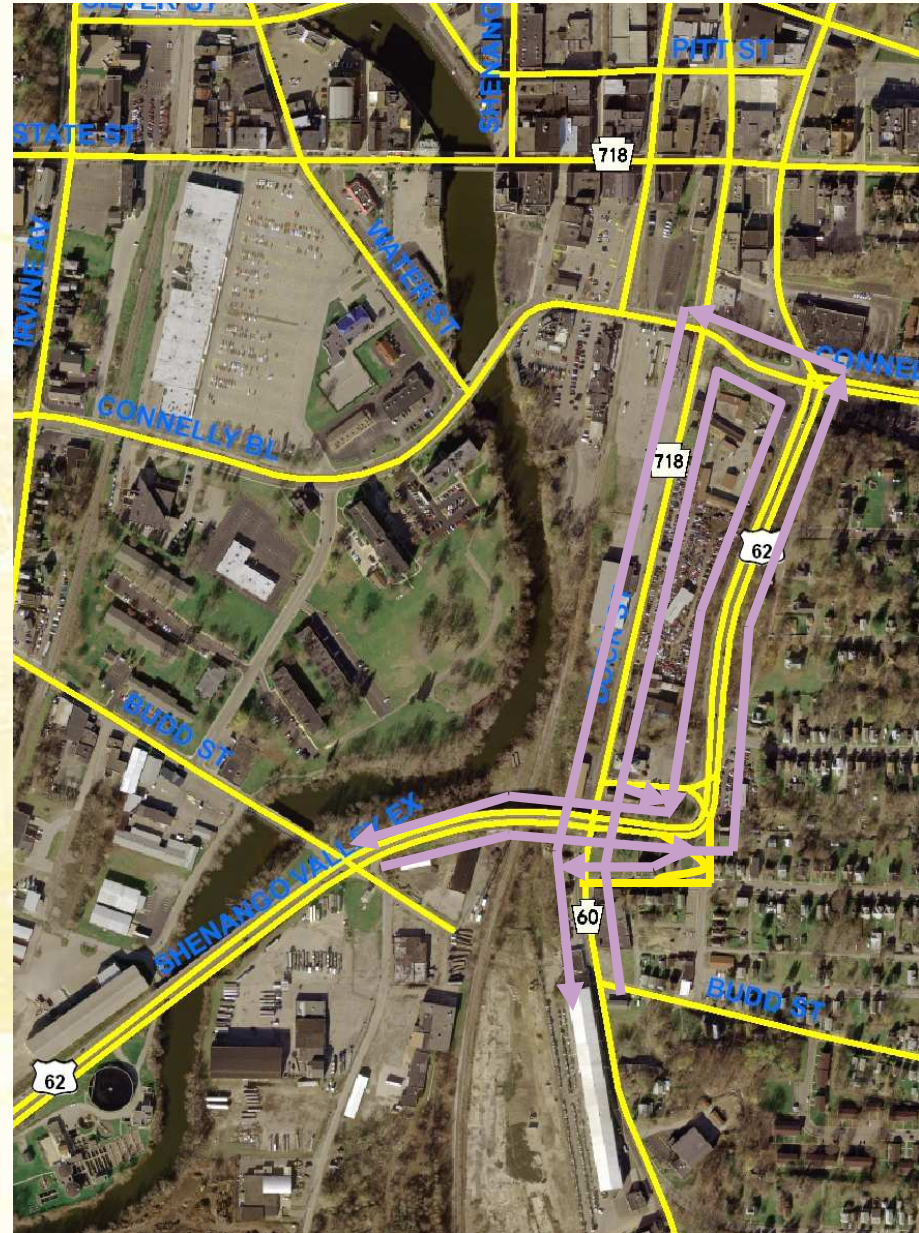
## US 62 / PA 60 Ramp Upgrades

### Positives:

- Allows trucks to maneuver between US 62 and PA 60
- Potential to use only one truck route, either along PA 60 or US 62 to/from downtown

### Negatives:

- Cost
- Residential area





# Long-term Improvements

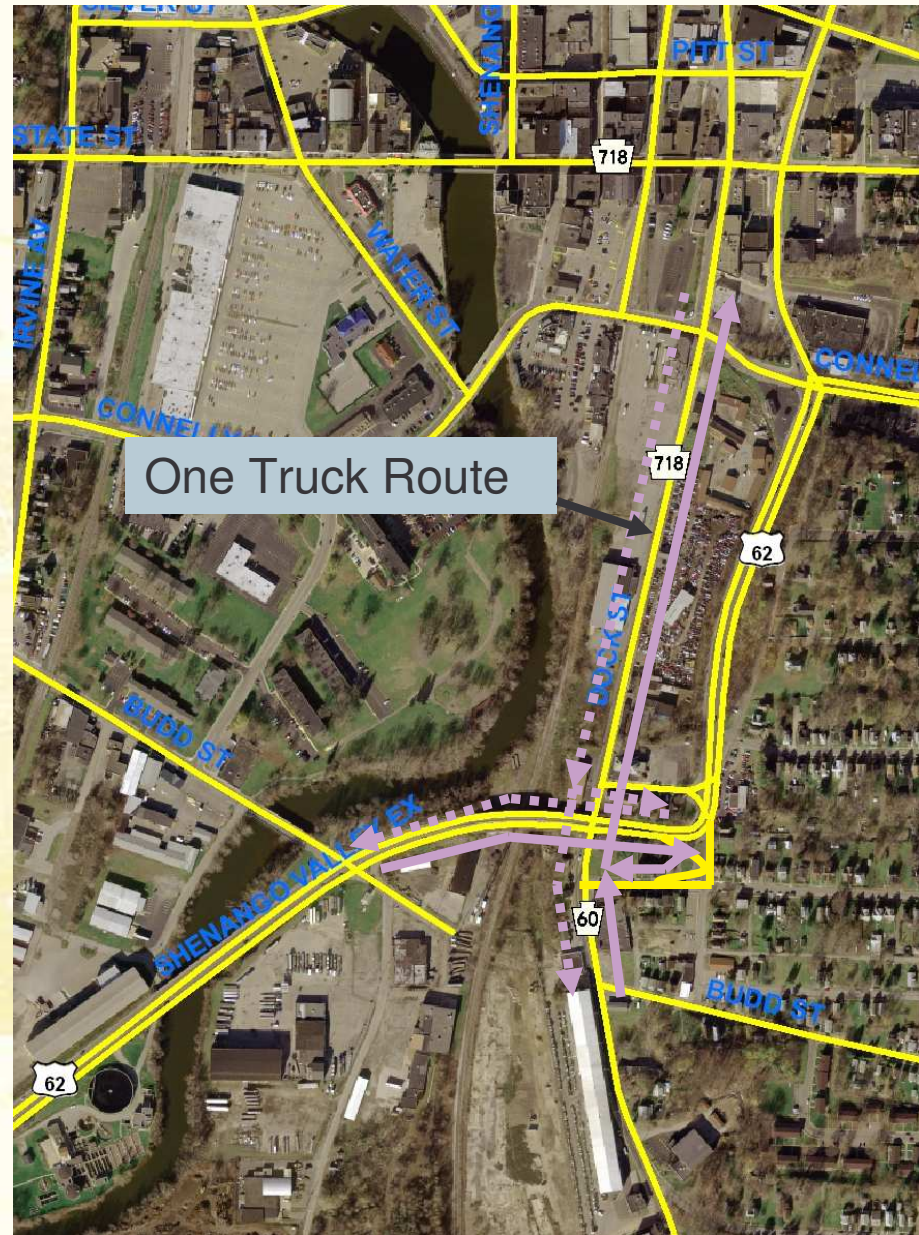
## US 62 / PA 60 Ramp Upgrades

### Positives:

- Allows trucks to maneuver between US 62 and PA 60
- Potential to use only one truck route, either along PA 60 or US 62 to/from downtown

### Negatives:

- Cost
- Residential area



# Long-term Improvements

## Budd St Reconnection

### Implementation:

- Negotiate permanent at-grade railroad crossing with PUC
- Upgrade traffic signals on US 62 and PA 60 to include railroad pre-emption



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# Long-term Improvements

## Budd St Reconnection

### Positives:

- Allows trucks to maneuver between US 62 and PA 60
- Potential to use only one truck route, either along PA 60 or US 62 to/from downtown

### Negatives:

- Railroad crossing between two traffic signals



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# Summary of Improvement Alternatives

## General Improvements

- Standard Signing and Markings
- Truck Prohibition Signage
- Signal Optimization and/or Upgrades



# Summary of Improvement Alternatives

Alternatives	Intersection Improvements	Steep Grades	Eliminates Trucks Near Penn State	Eliminates Crossing Truck Routes
<b>Short-Term Options</b>				
Penn/Shenango Corridor				
Option 1 (Upgrade Existing Route)	2	N/A	No	No
Option 2 (Minor Route Shift)	3	N/A	No	Yes
Option 3 (Railroad Street Extension)	3	N/A	Yes	Yes
Sharpville Ave Corridor				
Option 1 (Upgrade Existing Route)	5	No	N/A	N/A
Option 2 (Wishart Court Island)	4	No	N/A	N/A
Option 3 (Wishart Court Signal)	5	Yes	N/A	N/A
Irvine Option	4	Yes <sup>1</sup>	Yes <sup>1</sup>	No
<b>Long-Term Options</b>				
US 62 / PA 60 Ramp Upgrades	4	No	No	No
Budd Street Reconnection	2	No	No	No

<sup>1</sup>Trucks using US 62 only

# Next Steps...

Questions / Open Discussion

Recommended Improvements

Priority and Implementation Schedule

Programming and Funding

Final Report



Whitman, Requardt and Associates, LLP



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