

APPENDIX D

Truck Volume and Route Data Compilation

CITY OF SHARON TRUCK ROUTE PLAN
Truck Volume / Route Data Compilation

ATR-Based Truck Factors for Conversion of TMC Data to Daily Truck Volumes

ATR Location		7AM-8AM	8AM-9AM	11AM-12PM	12PM-1PM	3PM-4PM	4PM-5PM	DAILY	2-Hr Factor	4-Hr Factor	6-Hr Factor	Avg 2-Hr Factor	Avg 4-Hr Factor	Avg 6-Hr Factor
PA 60 South of Budd St	NB	30	42	52	56	64	44	625	17%	32%	46%	15%	31%	45%
	SB	26	42	50	51	43	34	524	16%	32%	47%			
	Two-Way	56	84	102	107	107	78	1149	17%	32%	46%			
Connelly West of PA 60	EB	26	24	31	39	37	40	474	13%	28%	42%			
	WB	15	20	24	19	22	22	294	14%	30%	41%			
	Two-Way	41	44	55	58	59	62	768	13%	29%	42%			
US 62 Bus. East of Sharpsville	EB	14	17	25	21	26	20	300	14%	29%	41%			
	WB	12	19	22	27	31	30	313	16%	33%	45%			
	Two-Way	26	36	47	48	57	50	613	15%	31%	43%			
Sharpsville North of US 62	NB	9	15	18	23	9	12	189	13%	29%	46%			
	SB	13	23	25	27	22	18	263	17%	33%	49%			
	Two-Way	22	38	43	50	31	30	452	15%	31%	47%			
PA 518 North of Clark	NB	11	11	9	15	10	16	171	12%	27%	42%	17%	29%	42%
	SB	4	10	9	9	16	5	123	21%	33%	43%			
	Two-Way	15	21	18	24	26	21	294	16%	29%	43%			
Irvine North of US 62	NB	3	10	6	6	9	5	92	21%	33%	42%			
	SB	5	9	6	8	6	3	90	17%	27%	41%			
	Two-Way	8	19	12	14	15	8	182	19%	30%	42%			
State Street West of Irvine	EB	6	10	7	6	6	7	102	16%	29%	41%			
	WB	4	4	5	6	10	8	69	20%	39%	54%			
	Two-Way	10	14	12	12	16	15	171	18%	33%	46%			
Shenango North of Silver	NB	1	1	1	1	1	0	10	20%	30%	50%			
	SB	1	3	1	1	2	0	16	31%	38%	50%			
	Two-Way	2	4	2	2	3	0	26	27%	35%	50%			
PA 718 North of Clark	NB	19	19	12	8	15	10	174	20%	32%	48%			
	SB	16	15	13	15	19	15	187	18%	33%	50%			
	Two-Way	35	34	25	23	34	25	361	19%	33%	49%			
Silver West of Sharpsville	EB	-	-	-	-	-	-	-	-	-	-			
	WB	2	9	7	4	4	4	65	20%	37%	46%			
	Two-Way	2	9	7	4	4	4	65	20%	37%	46%			
State Street West of Sharpsville	EB	No Data	No Data	8	9	11	5	No Data						
	WB	No Data	No Data	6	5	4	4	No Data						
	Two-Way	No Data	No Data	14	14	15	9	No Data						

- 2-Hr Factor based on 8-9 AM and 3-4 PM ATR data to match applicable 2-Hour TMC data.
- 4-Hr Factor based on 8-9 AM, 11-12 PM, and 3-5 PM ATR data to match applicable 4-Hour TMC data.
- 6-Hr Factor based on all 6 hours of ATR data shown to match applicable 6-Hour TMC data.

CITY OF SHARON TRUCK ROUTE PLAN
Truck Volume / Route Data Compilation

Daily Truck Volumes based on Extrapolation of TMC Data via ATR-Based Factors

TMC Site Code	Hours Counted	Truck Volumes West (EB) Approach					Truck Volumes East (WB) Approach					Truck Volumes South (NB) Approach					Truck Volumes North (SB) Approach				
		IN	OUT	2-Way	Truck Factor	2-Way Daily	IN	OUT	2-Way	Truck Factor	2-Way Daily	IN	OUT	2-Way	Truck Factor	2-Way Daily	IN	OUT	2-Way	Truck Factor	2-Way Daily
1	6	311	329	640	45%	1420	292	279	571	43%	1330	-	-	-	-	-	37	32	69	42%	160
2	4	12	12	24	33%	70	16	10	26	34%	80	28	25	53	29%	180	15	20	35	29%	120
3	2	4	7	11	21%	50	8	7	15	21%	70	15	14	29	21%	140	13	12	25	21%	120
4	4	25	30	55	34%	160	42	36	78	34%	230	29	58	87	31%	280	46	18	64	31%	210
5	2	-	13	13	21%	60	9	-	9	21%	40	26	15	41	15%	270	14	11	25	15%	170
6	4	-	12	12	34%	40	11	5	16	34%	50	70	56	126	31%	410	61	69	130	31%	420
7	4	40	39	79	34%	230	35	43	78	34%	230	68	46	114	31%	370	59	73	132	31%	430
8	4	3	11	14	34%	40	29	7	36	29%	120	34	50	84	29%	290	34	31	65	34%	190
9	4	40	48	88	29%	300	59	54	113	29%	390	-	-	-	-	-	34	31	65	29%	220
10	4	47	73	120	29%	410	121	123	244	31%	790	137	142	279	31%	900	59	25	84	31%	270
11	6	186	181	367	45%	820	123	121	244	45%	540	267	239	506	45%	1120	74	109	183	45%	410
12	2	-	-	-	-	-	4	7	11	21%	50	87	65	152	15%	1010	65	84	149	15%	990
13	6	312	322	634	48%	1320	296	294	590	45%	1310	178	174	352	45%	780	41	32	73	45%	160
14	2	-	-	-	-	-	5	17	22	21%	100	22	16	38	19%	200	15	22	37	19%	190

CITY OF SHARON TRUCK ROUTE PLAN
Truck Volume / Route Data Compilation

Truck Volume Estimates "by Zone" based on compiled Truck Survey Responses

To / From Zone	To / From Zone	Daily Truck Volumes (per Truck Survey Respondent)								Route(s)
		#3	#7	#10	#11	#12	Other	Total	%	
A	E	58	5		5			68	61%	(58) 62-Connelly-Railroad-Silver-Penn (05) 62-Irvine-Silver (05) 62-Sharpville-Silver
A	F	23	5		5			33	30%	(23) 60-Connelly-Railroad-Silver-Penn (05) 60-Connelly-Sharpville-Clark-Shenango (05) 60-62-Sharpville-Silver
A	G		5					5	5%	
A	H				5			5	5%	(10) 518-Clark-Shenango
A	J							0	0%	
Totals		81	15	0	15	0	0	111	100%	

Wheatland Tube (#11) - Add "Thru-Trucks" equaling 20 EH / 20 FH via 60/62 to Sharpville via Connelly or Silver/Dock

To / From Zone	To / From Zone	Daily Truck Volumes (per Truck Survey Respondent)							Route(s)	
		#2	#6	-	-	-	Other	Total		%
B	E	10	7	-	-	-		17	49%	(12) 62-Connelly-Railroad (07) 62-Connelly-Railroad-Vine
B	F	10	5	-	-	-		15	43%	(10) 60-Connelly-Railroad (05) 60-Connelly-Railroad-Vine
B	G		1	-	-	-		1	3%	(1) 62-Connelly-Railroad-Vine
B	H		1	-	-	-		1	3%	(1) 518-Clark-Shenango-Vine
B	J		1	-	-	-		1	3%	
Totals		20	15	0	0	0	0	35	100%	

To / From Zone	To / From Zone	Daily Truck Volumes (per Truck Survey Respondent)							Route(s)	
		#1	#13	-	-	-	Other	Total		%
C	E		145	-	-	-		145	41%	(95) 62-Sharpville-Doors A/B (50) 62-Sharpville-Clark-Doors C/D
C	F	14	155	-	-	-		169	48%	(100+/-) 60-Connelly (or Pitt)-Sharpville-Doors A/B (55 +/-) 60-Connelly (or Pitt)-Sharpville-Clark-Doors C/D (14) 60-Dock
C	G		30	-	-	-		30	8%	
C	H		10	-	-	-		10	3%	(10) 518-Clark-Winner
C	J			-	-	-		0	0%	
Totals		14	340	0	0	0	0	354	100%	

Winner Steel (#13) - Assumed 75 trucks to/from Zone F are local Duferco-Farrell; Also shown in Zone E are assumed 75 trucks to/from Zone D for PI&I / Falcon