THE BOROUGH OF PEN ARGYL
ORDINANCE No. 736
AMENDING CHAPTER 103 SECTION 103-13 TO PROHIBIT TRUCKS WITH A GROSS VEHICLE WEIGHT OR GROSS VEHICLE WEIGHT RATING OF 26,001POUNDS OR MORE ON CERTAIN STREETS WITHIN THE BOROUGH

THE PURPOSE OF THIS ORDINANCE IS TO AMEND CHAPTER 103 SECTION 103-13 TO PROHIBIT TRUCKS WITH A GROSS VEHICLE WEIGHT OR GROSS VEHICLE WEIGHT RATING OF 26,001POUNDS OR MORE ON CERTAIN STREETS WITHIN THE BOROUGH

WHEREAS The Borough of Pen Argyl has enacted certain Ordinances codified under Chapter 103 of the Code of The Borough of Pen Argyl regulating Vehicles and Traffic.

AND WHEREAS The Borough of Pen Argyl wishes to amend Section 103-13, regulating and prohibiting the operation of trucks on certain streets in the Borough to better define what is meant by a "truck".

NOW THEREFORE, Be it Ordained and it is hereby Ordained as follows:

Section 1:

§ 103-13. Trucks excluded from certain streets; exception.

All truck (As defined by the Pennsylvania Vehicle Code 75 Pa. C.S. Sec. 102) traffic and the operation of any truck on any streets or portions of streets listed below where such operation thereon shall be necessary in order to pick up or deliver any goods, wares, merchandise or people from or to any premises located upon such street or portion thereof; The provisions of this Section shall only apply to Trucks with a gross vehicle weight and/or gross vehicle weight rating of 26,001 pounds or more or a gross combination weight of 26,001 pounds or more, as those terms are used in the definition of Commercial Motor Vehicle in Section 1603 of the Pennsylvania Vehicle Code 75 P.S. Section 1603

Street	Location
A Street	Entire length
Bell Avenue [Added 4-2-2024 by Ord. No. 731, Approved 4-2-2024]	North Robinson Avenue to Heller Avenue
B Street	Entire length
C Street	Entire length
Flory Avenue	Entire length within the Borough
F Street	Entire length
George Street [Added 7-5-2023 by Ord. No. 727, approved 7-5-2023	From the east side of the intersection with E Street easterly to the terminus of George Street
Harding Avenue	Entire length
Heller Avenue	Entire length
North Lobb Avenue [Added 4-2-2024 by Ord. No. 731, Approved 4-2-2024]	Applegate Avenue to West Pennsylvania Avenue
Savercool Avenue	Entire length
South Schanck Avenue	From Pennsylvania Avenue South
South Westbrook Avenue	From Pennsylvania Avenue South
Walter Avenue	From Laurel to Babbit
William Street	Between C Street to B Street

Section 2:

The remainder of Chapters 103 is reenacted without change.

Section 3:

This Ordinance shall take effect immediately upon passage.

ATTEST:

Juli Lemak, Secretary

BOROUGH OF PEN ARGYL

BY: Joseph LeDonne, President
Borough Council

APPROVED ON THIS 6th DAY OF May, 2025

ATTEST:

Juli Lemak, Secretary

BOROUGH OF PEN ARGYL

BY: Stephen Male, Mayor
Borough Council

Date: May 5, 2025

ENGINEERING AND TRAFFIC STUDY FOR TRUCK RESTRICTIONS ON THE FOLLOWING STREETS WITHIN PEN ARGYL BOROUGH, NORTHAMPTON COUNTY:

Street	Segment
A Street	Entire Length
Bell Avenue	North Robinson Ave. to Heller Ave.
B Street	Entire Length
C Street	Entire Length
Flory Avenue	Entire Length in Pen Argyl Borough
F Street	Entire Length
George Street	East Side of the Intersection with E Street Eastward to the George St Terminus
Harding Avenue	Entire Length
Heller Avenue	Entire Length
North Lobb Avenue	Applegate Ave. to West Pennsylvania Ave.
Savercool Avenue	Entire Length
South Schanck Avenue	Pennsylvania Ave. Southward
South Westbrook Avenue	Pennsylvania Ave. Southward
Walters Avenue	Entire Length
William Street	C Street to B Street

Prepared for:
Pen Argyl Borough
11 North Robinson Avenue
P.O. Box 128
Pen Argyl, PA 18072

Prepared by:
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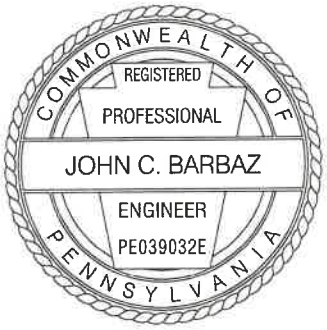

John Barbaz

Digitally signed by John Barbaz
DN: cn=John Barbaz, C=US United States, E=barbaz@vancleefengineering.com, OU="Bethlehem, PA", O="Van Cleef Engineering Associates, LLC", L=US United States, CN=John Barbaz
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Van Cleef
ENGINEERING WITH FOCUS

Introduction

This Engineering and Traffic Study has been prepared by Van Cleef Engineering Associates, as Borough Engineer for Pen Argyl Borough, to investigate the need for a truck traffic restriction along the indicated segments of the following streets in Pen Argyl Borough, Northampton County. Pennsylvania:

- A Street - Entire length
- Bell Avenue – From North Robinson Ave. to North Heller Ave.
- B Street - Entire length
- C Street - Entire length
- Flory Avenue - Entire length in Borough
- F Street - Entire length
- George Street – From east side of the intersection with E Street eastward to the George St Terminus
- Harding Avenue - Entire length
- Heller Avenue - Entire length
- North Lobb Avenue - From Applegate Ave to West Pennsylvania Ave
- Savercool Avenue - Entire length
- South Schanck Avenue - From Pennsylvania Ave southward
- South Westbrook Avenue - From Pennsylvania Ave southward
- Walters Avenue - Entire Length
- William Street – From C Street to B Street

A truck traffic restriction should be considered where either the existing roadway conditions and/or the existing traffic conditions are poorly suited for trucks. This study was prepared in accordance to Pennsylvania Department of Transportation (PennDOT) Publication 212, *Official Traffic Control Devices*, Subchapter B, Section 212.117 Weight, size and load restrictions. As part of this report, a review of the existing roadway and traffic conditions includes an evaluation of pavement condition, roadway alignment, roadway geometry, compatibility with surrounding land use and the availability of alternative routes were performed for Valley Road (East) to determine if through trucks should be prohibited for the protection and safety of the public.

Existing Conditions

Regarding highway conditions, the grounds for a truck restriction under state law and regulation must meet the following criteria.

PennDOT Publication 212 Section 212.117(b) *Traffic on a highway may be prohibited or restricted by weight of vehicle, or kinds or classes of vehicles when warranted by an engineering evaluation. Engineering evaluation may be based on structural analysis, testing, engineering judgment or a combination thereof. A restriction is warranted when one or more of the following conditions are present:*

(1) The highway pavement or shoulder have inadequate structural capacity or have been weakened due to deterioration, high traffic volumes or climatic condition, and may be seriously damaged unless a restriction is imposed.

(2) An engineering evaluation of previous similar climatic conditions on the highway or on similar highways indicates that vehicles over a certain weight should have been prohibited.

PennDOT Publication 212 Section 212.117(c)(2) *A highway has inadequate turning radii, horizontal width or creates concerns for vehicles with low ground clearance at one or more locations.*

Under 75 Pa. C.S. § 3362, in unposted urban districts the maximum lawful speed is 35 miles per hour. However, within an unposted residence district, the maximum lawful speed is 25 miles per hour if the highway is not a numbered traffic route, and is functionally classified as a local highway. All unposted streets in the study area meet the requirements for an unposted maximum lawful speed is 25 miles per hour.

A Street connects West Main St (SR 1024) to Cedar St. A Street is a 25 mph (unposted), two-way, 2-lane, north/south roadway within an urban residential area approximately 0.17 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from West Main St (SR 1024) attempting to use this street as a cut-through to the State-owned West Pennsylvania Ave (SR 0512).

A Street is an urban local road that currently consists of bituminous surface in good condition; however, base course and sub-grade are of unknown materials, with areas of longitudinal cracking. These cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

A Street is approximately 22 feet wide with parking along each side. Sidewalks are along each side of A Street. Allowing a width of 8 ft for each parking lane, there is a total of +/- 6 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, A Street predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. Five residential roadways intersect A Street in this area, Pen Argyl Street, Myrtle Street, George Street, Short Street, and Cedar Street. The limited roadway width along A Street precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

Bell Avenue connects North Heller Ave to North Robinson Avenue. West Bell Avenue is a 25 mph (unposted), two-way, 2-lane east/west roadway within an urban residential area approximately 0.14 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic attempting to use this street as a cut-through.

Bell Street is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking prevalent in some areas of roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three. Additionally, longitudinal cracking exists in several areas of this segment of roadway. Longitudinal cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

Bell Street is approximately 34 feet wide with parking along each side. Sidewalks are along each side of Bell Street, except for a significant gap of sidewalk along the south side of the roadway. Allowing a width of 8 ft for each parking lane, there is a total of +/- 18 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, Bell Street predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for pedestrians and bicyclists required to use the cartway area of the roadway especially in areas without sidewalks. Two residential roadways intersect Bell Street in this area, Lobb Avenue, and Harding Avenue. Limited roadway width along Bell Street precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within the intersections.

B Street connects West Main St (SR 1024) to West Pennsylvania Ave (SR 0512). B Street is a 25 mph (unposted), one-way (northbound), 1-lane north/south roadway within an urban residential area approximately 0.19 miles in length. Parking is allowed on the west side of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from West Main St (SR 1024) using this street as a cut-through to the State-owned West Pennsylvania Ave (SR 0512).

B Street is an urban local road that currently consists of bituminous surface in good to excellent condition; however, base course and sub-grade are of unknown materials, with minor areas of longitudinal cracking These cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

B Street is approximately 20 feet wide with parking along one side. Sidewalks are along each side of B Street. Allowing a width of 8 ft for the parking lane, there is a total of +/- 12 feet of width for the one travel lane. There are no pavement markings within the segment. As currently constructed, B Street predominantly does meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. Six residential roadways intersect B Street in this area, Pen Argyl Street, Myrtle Street, George Street, Short Street, William Street and Cedar Street. The limited roadway width along B Street precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

C Street connects West Main St (SR 1024) to West Pennsylvania Ave (SR 0512). C Street is a 25 mph (unposted), one-way (southbound), 1-lane north/south roadway within an urban residential area approximately 0.20 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from West Pennsylvania Ave (SR 0512) using this street as a cut-through to the State-owned West Main St (SR 1024).

C Street is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with longitudinal cracking present in many areas of roadway. These cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

C Street is approximately 26 feet wide with parking along each side. Sidewalks are along each side of C Street.Allowing a width of 8 ft for each parking lane, there is a total of +/- 10 feet of width for the one travel lane. There are no pavement markings within the segment. As currently constructed, C Street predominantly does meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. Four residential roadways intersect C Street in this area, Pen Argyl Street, Myrtle Street, George Street, and William Street. The limited roadway width along C Street precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

Flory Avenue connects South Main Street to the Borough's boundary with Plainfield Township and ultimately to State owned Blue Valley Drive (SR 0512) in Plainfield Township. Within the Borough, Flory Avenue is a 25 mph (posted), two-way, 2-lane east/west roadway within an urban residential area approximately 0.24 miles in length. St. Elizabeth's Cemetery is along the south side of the roadway in the vicinity of the Borough boundary. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic attempting to use this street as a cut-through to State-owned Blue Valley Drive (SR 0512) in Plainfield Township.

Flory Avenue is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking prevalent in some areas of roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three.

The western 500 ft portion of Flory Avenue is approximately 22 feet wide with parking along each side. There are no sidewalks within this portion of Flory Avenue, except for a short section along the south side of Flory Avenue adjacent to South Main Street. Allowing a width of 8 ft for each parking lane, there is a total of +/- 6 feet of width for the two travel lanes. East of the western 500 ft portion, Flory Avenue is approximately 34 feet wide with parking along each side. Allowing a width of 8 ft for each parking lane, there is a total of +/- 18 feet of width for the two travel lanes. There are no pavement markings within the entire segment. As currently constructed, Flory Avenue predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for pedestrians and bicyclists required to use the cartway area of the roadway especially in areas without sidewalks. The limited roadway width in the western portion of Flory Avenue precludes trucks from

making turning maneuvers without encroaching upon opposing lanes of traffic within the South Main Street intersection.

F Street connects George Street (SR 1024) to William Street. F Street is a 25 mph (unposted), two-way, 2-lane north/south roadway within an urban residential area approximately 0.05 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from George Street (SR 1024) attempting to use this street as a cut-through to the State-owned West Pennsylvania Ave (SR 0512).

F Street is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking evident in some areas of the roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three.

F Street is approximately 26 feet wide with parking along each side. Sidewalks are along each side of F Street. Allowing a width of 8 ft for each parking lane, there is a total of +/- 10 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, F Street predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for pedestrians and bicyclists required to use the cartway area of the roadway especially in areas without sidewalks. Limited roadway width along F Street precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within the George Street and William Street intersections.

George Street connects George Street (SR 1024) at E Street (SR 1011) to its eastern terminus. George Street is a 25 mph (unposted), two-way, 2-lane east/west roadway within an urban residential area approximately 0.30 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from George Street (SR 1024) and E Street (SR 1011) attempting to use this street as a cut-through.

George Street is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking prevalent in some areas of roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three. Additionally, longitudinal cracking exists in several areas of this segment of roadway. Longitudinal cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

Between E Street and B Street, George Street is approximately 30 feet wide with parking along each side. Sidewalks are along each side of George Street. Allowing a width of 8 ft for each parking lane, there is a total of +/- 14 feet of width for the two travel lanes. There are no pavement markings within the segment. East of B Street, George Street is approximately 23 feet wide with parking along each side. Allowing a width of 8 ft for each parking lane, there is a total of +/- 7 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, George Street predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. Four residential roadways intersect George Street in this area, E Street, Savercool Avenue, C Street, B Street and A Street. The limited roadway width along George Street precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

Harding Avenue connects West Pennsylvania Ave (SR 0512) to Reservoir Avenue. Harding Avenue is a 25 mph (unposted), two-way, 2-lane north/south roadway within an urban residential area approximately 0.35 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic using this street as a cut-through to the State-owned West Pennsylvania Ave (SR 0512).

Harding Avenue is an urban local road that currently consists of bituminous surface in fair condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking is prevalent in many areas of the roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three. Additionally, longitudinal cracking exist in serval areas of this segment of roadway. Longitudinal cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

Harding Avenue is approximately 28 feet wide with parking along each side. Sidewalks are along each side of Harding Avenue, except for a significant gap of sidewalk along each side of the roadway near West Pennsylvania Avenue. Allowing a width of 8 ft for each parking lane, there is a total of +/- 12 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, Harding Avenue predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for pedestrians and bicyclists required to use the cartway area of the roadway especially in areas without sidewalks. Six residential roadways intersect Harding Avenue in this area, West Bell Avenue, West Babbitt, West Applegate Avenue, West Mountain Avenue, West Laural Avenue and West Plainfield Avenue. The limited roadway width along Harding Avenue precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within the intersections.

Heller Avenue connects West Pennsylvania Ave (SR 0512) to West Plainfield Avenue. Heller Avenue is a 15 mph (posted), one-way (northbound), 1-lane north/south roadway within an urban residential area approximately 0.28 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from West Pennsylvania Ave (SR 0512) using this street as a cut-through.

Heller Avenue is an urban local road that currently consists of bituminous surface in poor to fair condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking prevalent in many areas of the roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three.

Heller Avenue is approximately 26 feet wide with parking along two sides. Sidewalks are along each side of Harding Avenue, except for significant gaps of sidewalk along the east side of the roadway. Allowing a width of 8 ft for each parking lane, there is a total of +/- 10 feet of width for the one travel lane. As currently constructed, Heller Avenue predominantly does meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for pedestrians and bicyclists required to use the cartway area of the roadway especially in areas without sidewalks. Five residential roadways intersect Heller Avenue in this area, West Bell Avenue, West Babbitt, West Applegate Avenue, West Mountain Avenue, and West Laural Avenue. Limited roadway width along Heller Avenue precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

North Lobb Avenue connects West Pennsylvania Ave (SR 0512) to West Applegate Avenue. North Lobb Avenue is a 25 mph (unposted), one-way (southbound), 1-lane north/south roadway within an urban residential area approximately 0.20 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic using this street as a cut-through to the State-owned West Pennsylvania Ave (SR 0512).

North Lobb Avenue is an urban local road that currently consists of bituminous surface in good condition.

North Lobb Avenue is approximately 26 feet wide with parking along two sides. Sidewalks are along each side of North Lobb Avenue. Allowing a width of 8 ft for each parking lane, there is a total of +/- 10 feet of width for the one travel lane. As currently constructed, North Lobb Avenue predominantly does meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. Two residential roadways intersect North Lobb Avenue in this area, West Bell Avenue and West Babbitt Avenue. Limited roadway width along North Lobb Avenue precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

Savercool Avenue connects West Main St (SR 1024) to West Pennsylvania Ave (SR 0512). Savercool Avenue is a 25 mph (unposted), two-way, 2-lane north/south roadway within an urban residential area approximately 0.21 miles in length. Parking is allowed on the west side of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from West Main St (SR 1024) and West Pennsylvania Ave (SR 0512) using this street as a cut-through.

Savercool Avenue is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with longitudinal cracking in some areas of roadway. Longitudinal cracking can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

Savercool Avenue is approximately 26 feet wide with parking along one side. Sidewalks are along each side of Savercool Avenue. Allowing a width of 8 ft for the parking lane, there is a total of +/- 18 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, Savercool Avenue predominantly meets the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. Three residential roadways intersect Savercool Avenue in this area, including Pen Argyl Street, George Street, and William Street. Limited roadway width along Savercool Avenue precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within the intersections.

South Schanck Avenue connects East Main St (SR 1024) to East Pennsylvania Ave (SR 0512). South Schanck Avenue is a 25 mph (unposted), two-way, 2-lane north/south roadway within an urban residential area approximately 0.14 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic from West Main St (SR 1024) and West Pennsylvania Ave (SR 0512) using this street as a cut-through.

South Schanck Avenue is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with longitudinal cracking prevalent in the roadway and some areas of "alligator" cracking. Longitudinal cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement) and "alligator" cracking can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three.

South Schanck Avenue is approximately 31 feet wide with parking along each side. Sidewalks are along each side of South Schanck Avenue. Allowing a width of 8 ft for each parking lane, there is a total of +/- 15 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, South Westbrook Avenue predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. Two residential roadways intersect South Schanck Avenue in this area, Jackson Avenue and Jory Avenue. Limited roadway width along South Schanck Avenue precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

South Westbrook Avenue connects East Main St (SR 1024) to East Pennsylvania Ave (SR 0512). South Westbrook Avenue is a 25 mph (unposted), two-way, 2-lane north/south roadway within an urban residential area approximately 0.09 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck

traffic from West Main St (SR 1024) and West Pennsylvania Ave (SR 0512) using this street as a cut-through.

South Westbrook Avenue is an urban local road that currently consists of bituminous surface in good condition; however, base course and sub-grade are of unknown materials, with longitudinal cracking prevalent in the roadway and some areas of "alligator" cracking. Longitudinal cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement) and "alligator" cracking can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three.

South Westbrook Avenue is approximately 32 feet wide with parking along each side. Sidewalks are along each side of South Westbrook Avenue. Allowing a width of 8 ft for each parking lane, there is a total of +/- 16 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, South Westbrook Avenue predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. One residential roadway, Jory Avenue intersects South Westbrook Avenue in this area. The limited roadway width along South Westbrook Avenue precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within this intersection.

Walters Avenue connects West Babbit Avenue to West Laurel Avenue. Walters Avenue is a 25 mph (posted), two-way, 2-lane north/south roadway within an urban residential area approximately 0.14 miles in length. Parking is allowed on the east side of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic using this street as a cut-through.

Walters Avenue is an urban local road that currently consists of bituminous surface in poor however, base course and sub-grade are of unknown materials, with "alligator" cracking prevalent in many areas of roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three. Additionally, there is longitudinal cracking and transverse cracking. Longitudinal cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement) and transverse cracking can be caused by reflective cracks from an underlying layer, daily temperature cycles, and poor construction due to improper operation of the paver when the bituminous surface was installed.

Walters Avenue is approximately 26 feet wide with parking along one side. There are no sidewalks within Walters Avenue, except for short sections of sidewalk along the east side of Walters Avenue adjacent to West Babbit Avenue and West Laurel Avenue. Allowing a width of 8 ft for the parking lane, there is a total of +/- 18 feet of width for the two travel lanes. There are no pavement markings within the segment. Sidewalks are an essential part of the urban local road cross section, however, there are no sidewalks on either side of Walters Avenue. As currently constructed, Walters Avenue predominantly meets the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width and lack of shoulders creates conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, with an adjacent school and associated recreation areas, promoting concerns for pedestrians and bicyclists required to use the cartway area of the roadway due to the absence of sidewalks. Two residential roadways intersect Walters Avenue in this area, West Applegate Avenue and West Mountain Avenue. The limited roadway width along Walters Avenue precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within these intersections.

William Street connects C Street to B Street. William Street is a 25 mph (unposted), two-way, 2-lane east/west roadway within an urban residential area approximately 0.08 miles in length. Parking is allowed on both sides of the roadway. This roadway is owned and maintained by Pen Argyl Borough. Pen Argyl Borough is concerned about truck traffic using this street as a cut-through.

William Street is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking prevalent in some areas of roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three. Additionally, longitudinal cracking is visible along much of the segment. These cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement). William Street is an urban local road that currently consists of bituminous surface in fair to good condition; however, base course and sub-grade are of unknown materials, with "alligator" cracking prevalent in some areas of roadway. This failure can be due to weakness in the surface, base or subgrade, a surface or base that is too thin, poor subgrade drainage, or the combination of all three. Additionally, longitudinal cracking is visible along much of the segment. These cracks can be a result of pavement fatigue, reflective cracking from an underlying layer, and/or poor joint construction (joints are generally the least dense areas of a pavement).

William Street is approximately 28 feet wide with parking along each side. Sidewalks are along each side of William St. Allowing a width of 8 ft for each parking lane, there is a total of +/- 14 feet of width for the two travel lanes. There are no pavement markings within the segment. As currently constructed, William Street predominantly does not meet the minimum criteria for travel lane widths on urban local roads set forth in PennDOT Publication 13, Design Manual Part 2 (DM-2). Design standards require a minimum travel lane width of 10 feet for local roadways. Existing shoulder widths also do not meet the minimum recommendation of 5 feet on each side for this classification of roadway.

The horizontal and vertical alignment of the roadway is unremarkable; however, the constrained roadway width, parking lanes and lack of shoulders create conflicts within the roadway clear zone, consisting of structures, utility poles, trees and vegetation. Adjacent land use is predominantly residential, promoting concerns for bicyclists required to use the cartway area of the roadway. The limited roadway width along William Street precludes trucks from making turning maneuvers without encroaching upon opposing lanes of traffic within the C Street and B Street intersections.

Regarding traffic conditions, the grounds for a truck restriction under state law and regulation must meet the following criteria:

PennDOT Publication 212 Section 212.117(d) *Traffic on a highway or bridge may be prohibited or restricted by weight or size of vehicle, or kinds or classes of vehicles when, an engineering evaluation of the horizontal and vertical alignment, prevailing traffic speeds, compatibility of the various types of traffic, history of vehicle*

crashes or vehicular characteristics, indicates that the movement of certain vehicles constitutes a safety hazard. Restrictions may include weight; height, width or length of vehicles or their loads; types of cargo; speed or gearing; stopping requirements; specified travel lanes; and hours of operation.

Alternate Routes

Where feasible, truck traffic should be directed towards roadways that have the ability to better accommodate these additional traffic volumes without an excessive increase in the overall trip length, as it relates to the study area roadways.

Establishment of an alternative route is based on the following criteria.

PennDOT Publication 212 Section 212.117(f) *An alternate route shall be established whenever vehicles are prohibited under subsection (a) or (b) on either a numbered traffic route or a State-designated highway on the National Highway System, as established by the Federal Highway Administration, when the following apply:*

(1) A reasonable alternate route exists which is not readily perceived by drivers.

(2) The alternate route can legally, safely, structurally and physically accommodate the weight and size of vehicles and their loads that are being detoured.

(3) Five or more vehicles per day are estimated to be prohibited from using the original route.

Because none of the roadways within the study area are not numbered traffic routes or State-designated highways on the National Highway System, alternate truck routes do not need to be established to accommodate truck traffic.

Although a truck routes do not need to be established, we still reviewed the local roadway network to determine if trucks have adequate access and circulation for this area of Pen Argyl Borough. Currently, trucks have ready access to and may utilize State owned and maintained highways through the Borough. These are SR 0512 (West Pennsylvania Ave, East Pennsylvania Ave, and Blue Valley Drive), SR 1011 (Pen Argyl Road, and E Street), SR 1020 (East Main Street), and SR 1024 (George Street, West Main Street, and East Main Street),

Conclusions/Recommendations

In accordance with Pennsylvania Department of Transportation (PennDOT) Publication 212, *Official Traffic Control Devices*, Subchapter B, Section 212.117 a truck prohibition is justified for the roadways within the study area for the following reasons:

1. Adjacent land use is primarily residential creating safety concerns for truck traffic intermixing with pedestrians or bicyclists along a limited width roadway especially in areas without adequate shoulders or sidewalk.

2. There are no primary truck originations or destinations along the roadways.

3. Bituminous pavement appears to have inadequate structural capacity and may be seriously damaged unless a restriction is imposed.

4. The roadways predominantly have inadequate turning radii, horizontal width, and no shoulders creating concerns for large or heavy vehicles along the majority of the roadways.

5. Truck traffic can utilize State owned and maintained roadways for safer alternative routes.

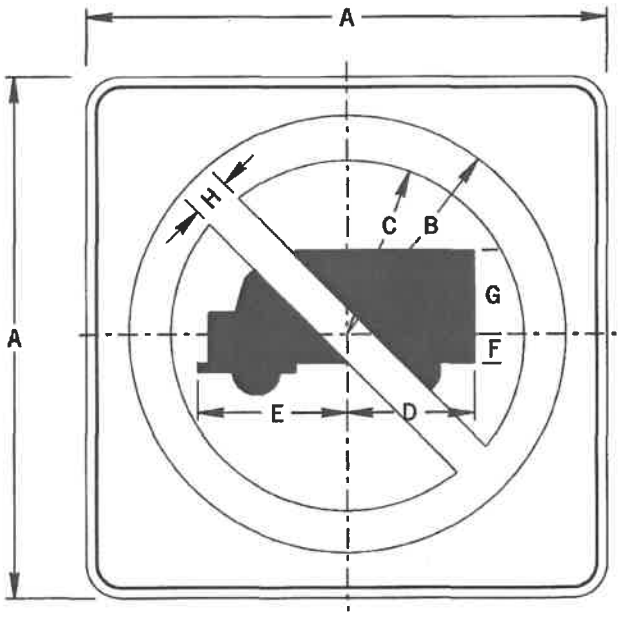
Commercial Vehicle Operators that operate large vehicles need to be alerted that the operation of large vehicles is banned on the designated streets within the Borough. Signage must be posted on any streets restricting larger vehicles. These streets should be designated with "No Truck" signage (R5-2) and "Except Local Deliveries" signs (R5-2-3). The signage must be placed within 25 feet of the intersection on the right side of the restricted road. If needed, supplemental signs can be added. These signs should be placed on the left and in advance of the intersection.

R5–2

NO TRUCK SIGN

(a) Justification. The No Truck Sign (R5–2) shall be authorized for use to prohibit trucks, except that such vehicles may be operated thereon for the purpose of delivering or picking up materials or merchandise. When local truck deliveries are permitted, the Except Local Deliveries Sign (R5–2–3) shall be mounted beneath the R5–2 sign.

(b) Size. The standard size of the R5–2 sign shall be 24″ x 24″.



DIMENSIONS – IN										
SIGN SIZE A x A	B	C	D	E	F	G	H	MAR–GIN	BOR–DER	BLANK STD.
24″ x 24″	10.5	8.5	6.5	7.5	1.8	4.3	2	0.4	0.6	B3–24
30″ x 30″	13.2	10.6	8.1	9.4	4.7	5.3	2.6	0.4	0.8	B3–30
36″ x 36″	15.8	12.8	9.8	11.3	5.6	6.4	3	0.6	1	B3–36
48″ x 48″	21	17	13	15	7.5	8.5	4	0.8	1.2	B3–48

COLOR:

SYMBOL AND BORDER:
BLACK (NON–REFLECTORIZED)

CIRCLE AND SLASH:
RED (REFLECTORIZED)

BACKGROUND:
WHITE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION

By : Glen C Rowe Date : 02–29–12
Chief, Traffic Engineering and Permits Section
Bureau of Maintenance and Operations

R5_2.DGN

R5–2–3

EXCEPT LOCAL DELIVERIES SIGN

The Except Local Deliveries Sign (R5–2–3) may be used below the No Trucks Sign (R5–2), Weight Limit (___) Tons Sign (R12–1), and the Except Combinations (___) Tons Sign (R12–5A) when kinds or classes of vehicles are prohibited except for local deliveries. Local deliveries are defined as deliveries going to or from a residence, commercial establishment, or farm located on a posted highway or which can be reached only via a posted highway. The R5–2–3 sign shall not, however, be used when a bridge or other structure is not capable of supporting the legal weight limit. The term "RESIDENTIAL" may be substituted for "LOCAL" if there is a commercial development in the area and satisfactory alternate access roadways exist for the commercial development.

When used the R5–2–3 sign shall be mounted below the R5–2, R12–1, or R12–5A sign. The R5–2–3 sign shall be the same width as the sign it supplements.

DIMENSIONS – IN										
SIGN SIZE A x B	C	D	E	F	G	H	J	MAR–GIN	BOR–DER	BLANK STD.
24" x 18"	2.5	3C	2	2.5	6.1	5.1	9.3	0.4	0.4	B5–2418
36" x 30"	4.1	5C	3.4	4.1	10.1	8.4	15.4	0.6	0.6	B5–3630
48" x 36"	5	6C	4	5	12.1	10.2	18.5	0.6	0.8	B5–4836

COLOR:

LEGEND AND BORDER:
BLACK (NON–REFLECTORIZED)

BACKGROUND:
WHITE (REFLECTORIZED)

APPROVED FOR THE SECRETARY OF TRANSPORTATION

By : Steven C Rowe Date : 02–29–12
Chief, Traffic Engineering and Permits Section
Bureau of Maintenance and Operations

R5_2_3.DGN