

Planning Context and Proposed Ohio River South Shore Trail (ORSST) Alignment

the ORSST Feasibility Study Corridor. The Borough is fortunate to have retained several major industrial employers, such as Anchor Hocking Glass which employs more than 500 people. Despite the presence of this major employer, the Borough has experienced significant job loss, primarily when the former Colona Steel Mill closed.

According to 2000 U.S. Census data, the Borough of Monaca has a population of 6,286 and is 2.3 square miles in area, or 1,470 acres. Historically, the Borough has seen an average of a .68 percent decrease in population every year, from a population of 6,739 in 1990. The estimated population in 2006 was 5,886.

The racial makeup of the Borough is 97.1 percent White, 1.9 percent African American, 0.6 percent Hispanic 0.0 percent Native American and 0.01 percent Asian. The per capita income of the town is \$17,001 and 8.1 percent live below the poverty line, which is lower than Pennsylvania's rate of 12.1 percent, however, most of these households occur in the census tract which includes the proposed trail route.

History and Cultural Resources

Ephrian Blaine, a revolutionary soldier was granted a 330 acre tract of land in 1778 by the Commonwealth as payment for military service. In the years to follow, many land transactions ensued resulting in the gradual division of Appetite (as the area was originally known) to what is now known as Monaca Borough.

In 1822, Stephen Phillips and Jack Graham purchased the land from the owner at the time and began building a boat yard. To house the workmen, they began to erect a number of dwellings; soon the community was known as Phillipsburg after its namesake Stephen Phillips. In 1832 the land holdings were sold to Count De Leon and a group that seceded from the Harmony Society at Economy. The Harmony Society brought in a Germanic group taking the name "New Philadelphia Society" and Phillipsburg was known as New Philadelphia. Historians believe that 50 houses were built within the first year of the arrival of the New Philadelphia Society. The New Philadelphia Society was short-lived, however, and a little more than a year after it was established, the trustees of the Society began selling parcels of land to individual members. The municipal government of Monaca was incorporated under the name of Phillipsburg on March 6, 1840. Due to the confusion of the name, since there was another town in Pennsylvania with the same name, the Borough's name was changed to Monaca. This name was derived from the name Monacatootha, an old Indian chief that once settled in the area.

Within Monaca Borough there are no sites listed on the National Register of Historic Places. There are several locally known landmarks that are believed to have some historical significance. Locally recognized sites of historical significance include:

- *Count De Leon's House a circa 1835 home recognized as the oldest house in Monaca and is located at the corner of Atlantic Avenue and Fifth Street;*

- *Saint Peter's Evangelical Lutheran Church;*
- *Pump House Building on the site of a pending waterfront park located on the Ohio River in the vicinity of Sixth Street;*
- *Pre-Civil War Cemetery located on CSX Railroad property adjacent to Industrial Park Road; and the*
- *Pittsburgh & Lake Erie Railroad Station located near the intersection of Pacific Avenue and 14th Street.*

Land Use, Parks and Recreation Resources and River Access

The proposed trail route passes through the downtown area of the Borough. This area consists of a range of mixed use commercial, retail and residential land uses. There are also several areas of major industrial land uses; the largest area is located between 17th Street and the Center Township Municipal Line, along the Ohio River's edge. Pennsylvania Avenue/Route 51 is the main thoroughfare in the Borough and has a traditional "main street" character through the central business district located between 4th and 17th Streets.

Monaca Borough has 16 parks/playground facilities. Most of the recreational system is governed by the Recreation Board, Recreation Director and an Assistant Director. Despite the denser urban character and land development pattern of the downtown area, there are several parks and recreation areas that serve the population in this area and many could be linked by a trail. Existing facilities located within or close to the proposed trail route include:

- *Washington Avenue Courts;*
- *Water Works Park (major improvement project pending for this riverfront park);*
- *Monaca Memorial Field;*
- *Atlantic Avenue Boat Launch and Shelter;*
- *George Washington Park;*
- *Wagner Memorial Park;*
- *Third Ward Park; and the*
- *Mangin Elementary School Playground*

There are several other major park and recreation resources within the Borough including:

- *John A. Antoline Memorial Park;*
- *Beaver Avenue Playground and Court;*
- *Stone Quarry Ballfield; and the*
- *Ohio & Marshall Little League Field.*

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Section 100 – Monaca Borough

Community Character and Demographic Overview

Monaca Borough is located in the central portion of Beaver County, inside a broad bend of the Ohio River and opposite its confluence with the Beaver River. The Borough is located approximately 25 miles northwest of the City of Pittsburgh and 15 miles from the Ohio State Line. The Borough consists of two primary sections. The oldest section, consisting mostly of the downtown and a large industrial area, is located along the flat valley at the Ohio River's edge. The proposed trail route study area includes a significant portion of the downtown section of the Borough. The southern portion of the Borough is located on a plateau and is mostly residential. There is a significant elevation difference which divides the two areas and only a few roadways connect the two sections due to the topographic constraints.

As with most well established urban communities in the region, the Borough experienced steady growth in both population and development until the 1970s. Monaca Borough has experienced less economic decline in its employment base than many of the other communities included in

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With regards to river access, the Borough has taken significant steps in recent years to expand public access to the river. As an outcome of a recommendation in the Borough 1992 Comprehensive Plan, the Borough partnered with the Pennsylvania Fish and Boat Commission to create a public boat launch with supporting infrastructure at the terminus of Atlantic Avenue, underneath the CSX Railroad's major Ohio River bridge crossing. In addition, the Borough is currently undertaking a major improvement project to improve Water Works Park, a former 1930's era Work Progress Administration facility located on the Ohio River's edge along Atlantic Avenue in the vicinity of the 5th and 6th Streets. The proposed project will include a small amphitheatre, a playground, picnic shelters, a riverfront walk, public access areas and parking facilities.



Atlantic Avenue Boat Launch

Monaca Memorial Field also represents a publicly-owned facility located on the river's edge. Today this facility consists primarily of a high school football field and stadium. With the merger of school districts, it is believed that this facility may not be needed in the future as an active recreation facility. Should the school district decide that this facility no longer serves their needs; the Borough should work with the school district to determine the future of the site, either entirely for recreation and open space or for infill development. No matter which approach is taken, the Borough should strongly advocate that a publically accessible setback be legally dedicated for the riverfront portion of the site. This requirement should be codified through zoning regulations.



Public River Access Adjacent to Monaca Memorial Field

Monaca Borough has been undertaking an effort to update its current zoning ordinance to promote riverfront economic revitalization, mostly through an overlay zoning approach. The proposed zoning includes the requirement of a dedicated public setback from the river's edge as part of any new land development project within designated riverfront districts. This approach ensures that new development can occur along the riverfront which capitalizes on the river's resource as a regional economic development asset and ensures that public access is created for all residents, not just for adjacent property owners in a new development. It is critical that as opportunities for redevelopment occur, public access to and along the river's edge be expanded. This approach will also be especially important should new non-industrial uses be developed within the current industrial area between the Monaca East Rochester Bridge and the Center Township Municipal Line, on the former Colona Steel Mill site and other adjacent parcels.

Environmental Context and Infrastructure

River's Edge and Habitat: As is the case with many of the older urbanized areas along the Ohio River, most of the river's edge has been developed either for major industrial or pockets of residential development. In the case of Monaca Borough, the river's edge is fairly well vegetated. This is partly a result of major portions being either residential or publicly owned. In addition, the coal transfer complex is currently the only active industrial use which depends on the river as a function of its operation. In addition, there is very little bulkheading of the river's edge in this area, allowing a natural river "toe" which makes for a more natural river ecosystem. There is a significant topographic change between the river's mean water elevation and the developed areas of the Borough. The 100 year floodplain elevation generally follows the 700' contour line along the Ohio River, which places most of the developed areas outside of the floodplain.

Based on field observations, areas of erosion disturbance were observed along the river's edge as well as significant areas of invasive exotic vegetation with poor soil stabilization characteristics.

Streams and Stormwater: Markey's Run is the only day-lighted stream course that drains into the Ohio River within Monaca's limits. This stream is located south of the Pennsylvania Fish and Boat Commission Boat Launch area at the western terminus of Atlantic Avenue.

As with many older urban communities, much of the Borough's sewage system consist of combined sewer outfalls (CSOs), so opportunities to reduce stormwater flowing directly into the sewer system through improved site-specific infiltration projects that help to alleviate CSO impacts on the environment should be integrated into trail design projects wherever possible.

Transportation Infrastructure

Transportation access to and from Monaca via the regional transportation network is provided primarily by two states routes, PA Route 18 and PA Route 51.

PA Route 18/Broadhead Road serves local motorists having southbound or northbound destinations and also serves as a major connection to the interstate highway system. Route 18 enters the Borough from its southern boundary with Center Township and travels along Pennsylvania Avenue to 9th Street where it travels across the Ohio River. Most of this roadway south of the downtown lacks bicycle and pedestrian facilities and has an average daily traffic volume of approximately 20,000.

PA Route 51/Pennsylvania Avenue serves motorists having eastbound or westbound destinations. PA Route 51 parallels the Ohio River from the City of Pittsburgh through Monaca, across the Monaca Rochester Bridge and to the west. PA Route 51 travels along Pennsylvania Avenue from the Center Township Municipal Line to 9th Street and it travels over the Monaca Rochester Bridge across the Ohio River. In general, most of Route 51 through Monaca has sidewalks. It travels through the traditional "main street" commercial area of the downtown. The Borough is currently studying streetscape improvement alternatives for this portion of PA Route 51/Pennsylvania Avenue. PA Route 51 is designated by PennDOT as the Pennsylvania Bicycle Route A through the Borough of Monaca. PA Route 51 along Pennsylvania Avenue has an average daily traffic volume of approximately 10,000. The intersection of PA Route 51/Pennsylvania Avenue at 17th Street can be challenging for pedestrians and bicyclists attempting to cross the roadway in either direction, due to its "Y" configuration and free-flowing turning traffic from westbound Pennsylvania Avenue onto 17th Street.

9th Street, designated as both PA Route 18 and PA Route 51, handles a significant volume of vehicular traffic. This intersection with Pennsylvania Avenue is especially challenging for pedestrians and bicyclists due to its "T" configuration which results in heavy vehicular turning movements.

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The residential streets between 9th and 17th Streets consist of mostly residential land uses and the streets could be classified as “neighborhood” streets with limited through traffic. Atlantic and Indiana Avenues between 9th and 17th Avenues are one-way pairs, with Indiana Avenue one-way from 9th to 17th Avenue and Atlantic one-way from 15th to 9th Streets. Washington Avenue is a two-way street from 9th Street to 17th Street. All of these streets in this area have sidewalks on both sides of the street and in most cases on-street parking exists on both sides as well.

Industrial Park Road is a private roadway which travels from PA Route 51/Pennsylvania Avenue near the western approach to the Pennsylvania Avenue Bridge over the CSX Railroad to the Monaca Borough/Center Township Municipal Line. The awkward intersection alignment of this roadway with Pennsylvania Avenue and the proximity of a large industrial building to the intersection creates major circulation deficiencies that would also create potential conflicts with pedestrians and bicyclists.



Industrial Park Road Near PA Route 51/Pennsylvania Avenue Bridge

Economic Development

Monaca Borough has been actively undertaking policy and project initiatives to expand its economic development potential. These efforts date back to the 1992 Comprehensive Plan which specifically recommended supporting the diversification of its commercial and retail community, including in the central business district of the downtown. In addition, the Comprehensive Plan specifically targeted the goal of directing economic development to the underutilized industrial areas along the Ohio River and increasing the recreation opportunities along the river. Increasing pedestrian and bicycle circulation throughout the downtown and along the Ohio River will expand the economic reach and convenience to the residents in the downtown area, as well increase their access to regional resources.

Monaca Borough’s industrial brownfields area is approximately 90 acres consisting of eleven brownfields properties mostly consisting of former steel mill related industrial lands. It represents the largest areas of potential mixed use redevelopment along the Ohio River within the South Shore Trail Feasibility Study area. Private developers, community leaders and Borough officials have identified this area for potential mixed-use riverfront redevelopment with public river access. Monaca is currently working with Beaver County to explore the adoption of a new riverfront redevelopment district zoning overlay for its riverfront lands. The ability to create a new mixed use zone in this area, which accommodates complete public access along the river’s edge with a trail connection, would have a significant economic impact on Monaca and would also represent a major shift in riverfront land use along this stretch of the Ohio River. The major identified brownfields parcels in the project area include:

- *The Moor Industrial Property was originally part of the Colona Steel Mill. This riverfront site consists of a complex of vacant or underutilized 80+ year old steel mill buildings. This site is located adjacent to the Monaca East Rochester Bridge and is located at a key gateway into the community. Private developers have expressed an interest in redeveloping this site for a mixed-use community and hotel complex with river frontage;*
- *The Colona Transfer Property is a series of large industrial buildings located along the riverfront. Originally part of the Colona Steel Mill, the property is partially utilized for small scale industrial activities and warehousing;*
- *The Beaver County Economic Development Corporation (CED) Property is a large industrial building that was originally part of the Colona Steel Mill and is currently owned by the County CED and utilized as a business incubator; and the*
- *McClymonds Coal Transfer is an operating river-to-truck bulk coal transfer facility. This facility is expected to close by 2014 when the single purchasers of the coal will no longer require the type of coal supplies from this facility.*

Proposed ORSST Route and Alternatives

Four potential routing alternatives, including the proposed ORSST Route were identified for the 100 Section which travels through the Borough of Monaca from the Monaca Rochester Bridge to the municipal line with Center Township, along the riverfront.

Proposed ORSST Route Description through Section 100

The proposed ORSST route starts at the Monaca Rochester Bridge, travels along 9th Street to Washington Avenue. It travels along Washington Avenue to 16th Street. The route travels along 16th Street towards the Ohio River to Indiana Avenue. At Indiana Avenue the route travels along a public alleyway located behind the Monaca Memorial Field complex to the edge of the Ohio River where it turns to travel underneath the Monaca East Rochester Bridge. The route travels along the edge of the PennDOT right-of-way for the bridge to an alleyway located at the eastern terminus of Indiana Avenue at the rear of the Moor Industrial Park. From the terminus

of Indiana Avenue, the route travels through the perimeter of the Moor Industrial Park to Pennsylvania Avenue. At Pennsylvania Avenue the route travels along the frontage of the Moor Industrial Park to Industrial Park Road at the approach to the PA Route 51/Pennsylvania Avenue Bridge over the CSX Railroad mainline. The route travels along the railroad side of Industrial Park Road, through the Beaver Industrial Park, to the Borough of Monaca/Center Township Municipal Line.

Route Characteristic and Issues

Monaca Rochester Bridge: From the Monaca Rochester Bridge to the Monaca Memorial Field the route consists entirely of a signed on-road route. Bicyclists would be required to ride with the flow of traffic over the Monaca Rochester Bridge or dismount and walk their bicycle over the bridge, via the sidewalk. The sidewalk on the east side of the bridge is 5’ wide which requires dismounting for bicyclists. There is a 3’ shoulder on the northbound travel lane and a 5’ shoulder on the southbound travel lane.

9th Street and Washington Avenue Corridors: This roadway has significant traffic volumes and periodic speeding was witnessed for vehicles traveling over the bridge into the downtown central business district. There are a few locations, especially on the east side of the roadway, where there are long curb-cuts which can create conflicts between bicyclists and vehicles entering or leaving the roadway. Traffic calming, curb cut consolidations, bicycle shared-lane markings, signage, and enhanced streetscaping could be considered for this entire corridor from the bridge to Pennsylvania Avenue. The corridor could also be treated as gateway area, through urban design, landscaping, and gateway treatments on each side of the bridge at the intersection of 9th Street and Atlantic Avenue.

Monaca Memorial Field at Indiana Avenue to Industrial Park Road (Private): This portion of the route travels underneath the Monaca East Rochester Bridge to Pennsylvania Avenue and Industrial Park Road.

Partnerships with school district and PennDOT will be important for the creation of the connection from Indiana Avenue on the west side of the 17th Street to the terminus of Indiana Avenue on the east side of 17th Street. In addition, an easement will need to be negotiated with the owners of the Moor Industrial Park in order to provide a 10’ wide minimum easement. This could also be an outright purchase of right-of-way along the edge of the parcel on the east side of the bridge approach and through a portion of the property (between two apparently vacant buildings) to reach Pennsylvania Avenue. It is presumed that a trail could be incorporated into the redevelopment of this site if the owners pursue redevelopment, which it is believed they are considering. Site treatments, such as landscape screening or fencing along the trail, could buffer trail users from future uses of nearby sites, if necessary. Ideally, the creation of dedicated public riverfront access should be codified through modifications to ordinances and the adoption of the trail feasibility study.

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Potential Trail Location Underneath the Monaca East Rochester Bridge

Industrial Park Road (Private) from Pennsylvania Avenue Intersection through Beaver Valley Industrial Park to Center Township Line: The proposed trail will travel along what is today a private roadway that serves the Colona Transfer property as well as other properties to the east, including CSX's railyard, the McClymonds coal transfer facility and the Beaver Valley Industrial Park. The point of access near the west approach to the PA Route 51/Pennsylvania Avenue Bridge over the CSX rail line and the adjacent industrial building is very narrow and has poor site lines. The proposed trail alignment consists of a share the road condition for this area. The private roadway should be upgraded and made into a public road connection to the proposed upgraded or new Woodlawn Road through the former J&L Steel site in Center and Townships and the City of Aliquippa. The transfer of ownership or easement agreement for Industrial Park Road, including the gated section through the Beaver Valley Industrial Park to BET-TECH's parcel currently targeted for a new oil refinery facility, will need to be negotiated for this trail segment to be created.

Should any or all of the parcels in this area be redeveloped, Alternatives 100C and 100D (described below) should be studied in more detailed to determine their engineering feasibility. These alignments should be integrated into any new development projects in this area. Alternative 100C, which creates a continuous trail along the river's edge would be the most desirable of all alternatives in this segment of Section 100, however, it would require working with numerous private landowners, as well as the likely elimination of all river based industrial activities.

Proposed Route Lengths

On-Road Portion = 1.0 miles

10' Wide Multi Use Path = 1.4 miles

Total Length of Route through Monaca Borough = 2.4 miles

Identified ORSST Routing Alternatives in Section 100

Based on the set end locations of the Monaca Rochester Bridge and the terminus of the privately owned Industrial Park Road at the Monaca Borough/Center Township Municipal Line, a series of routing alternatives were identified and studied. The following is a brief summary of each of the alternatives.

Alternative 100A/100B

Description: This alternative looked at routing the trail along existing roadways as close to the river's edge as possible. Atlantic and Indiana Avenues are residential streets between 9th and 17th Streets and could be classified as "neighborhood" streets with limited through traffic. Atlantic and Indiana Avenues between 9th and 17th Avenues are one-way pairs, with Indiana Avenue one-way from 9th to 17th Avenue and Atlantic one-way from 15th to 9th Streets. Atlantic Avenue does not extend to 16th Street as a true compliment to Indiana Avenue.

Issues: Although these roadways have limited and slow traffic, it was determined that they were not the ideal route of the proposed ORSST due to the one-way pair configuration. Bicyclists are required by Pennsylvania Vehicle Code to travel in the same direction as vehicular traffic flow. As a result the trail route would have to follow Atlantic Avenue westbound and Indiana Avenue eastbound. The biggest issue with this alternative is the result of Atlantic Avenue terminating at 15th Street which would require westbound traffic to be routed to Washington Avenue to 15th and then along 15th, towards the river, to Atlantic Avenue, creating a very circuitous route. The only apparent option to overcome this constraint would be the conversion of Atlantic and Indiana Avenues to two-way traffic roadways.

Alternative 100C

Description: This alternative proposes to create a continuous riverfront trail from the Monaca East Rochester Bridge to the proposed BET-TECH refinery site.

Issues and Opportunities: This alternative is clearly desirable; however, it is currently constrained by the presence and large number of industrial parcels. The dedication of public riverfront access, as part of any new development projects in this area should be codified through the Borough's zoning ordinance to ensure that this connection is made in the future.

Alternative 100D

Description: This alternative represents one possible method of solving the issue that exists at the intersection of Industrial Park Road at the PA Route 51/Pennsylvania Avenue Bridge approach over the CSX Railroad line. The alternative consists of a new roadway with a side path or on-road connection. The new alignment would straddle the current property line between the Colona Transfer and the Moor Industrial parcels. The roadway would extend to the river and then turn to the east to align with rail siding that currently serves the coal transfer facility. It would return to Industrial Park Road near the cemetery.

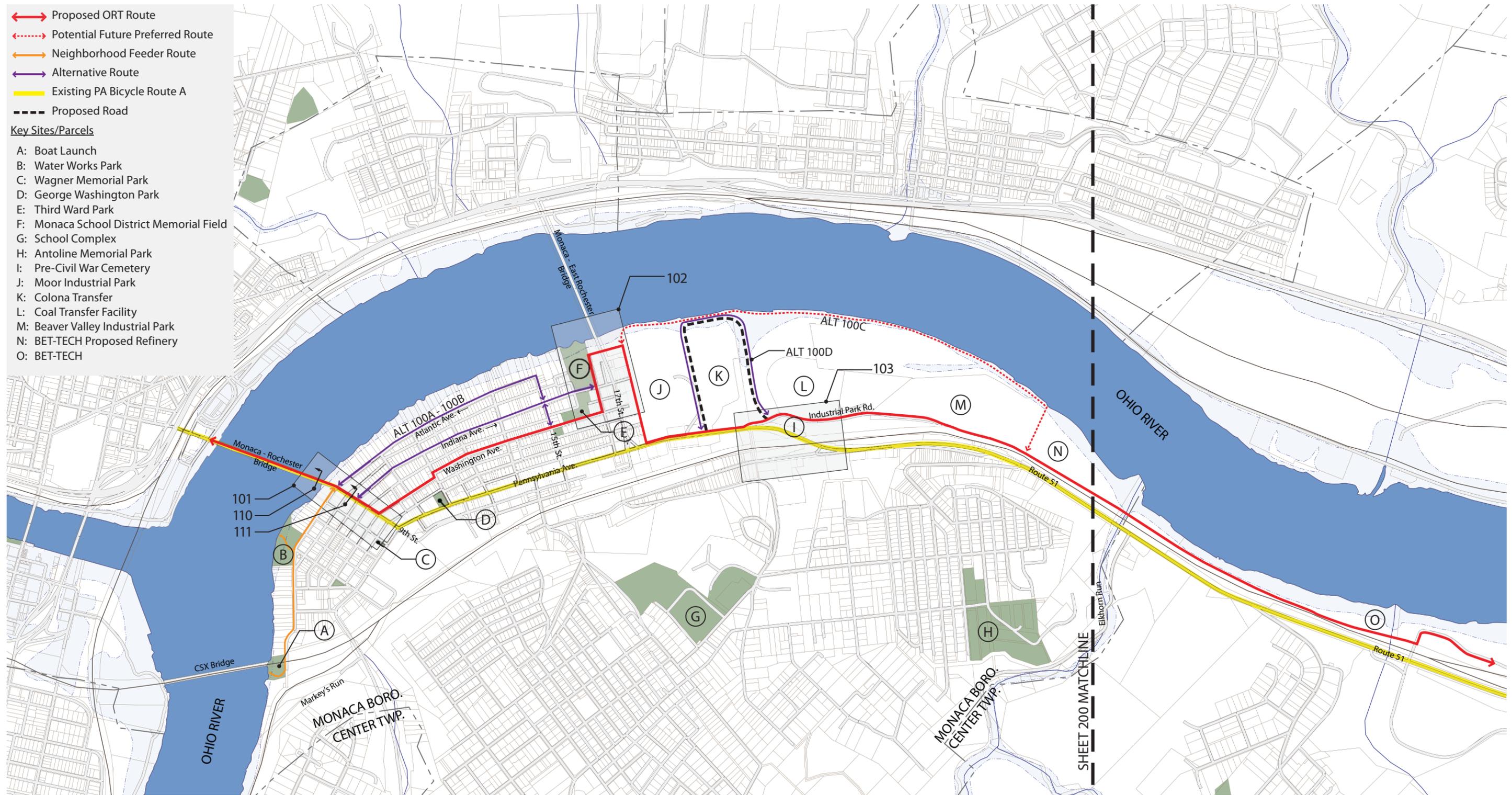
Issues: This alternative would create a new road that would meet Pennsylvania Avenue at a 90 degree angle instead of the awkward angle that exists today. This is a possible improvement that could be created if a new roadway is needed to serve the proposed refinery on the BET-TECH property and if the area would remain industrial. It would be more easily facilitated once the coal transfer facility ceases operation, which could occur sometime in the next few years. This alternative would require more detailed engineering studies to determine its feasibility.

LEGEND

- Proposed ORT Route
- Potential Future Preferred Route
- Neighborhood Feeder Route
- Alternative Route
- Existing PA Bicycle Route A
- Proposed Road

Key Sites/Parcels

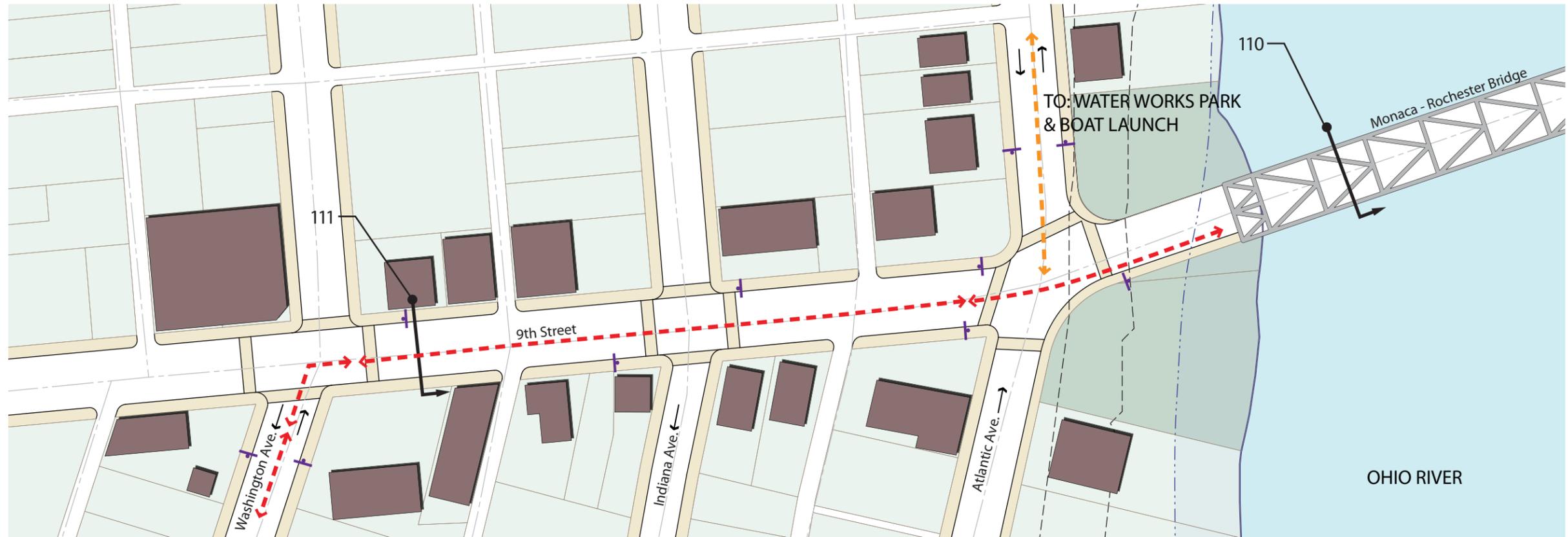
- A: Boat Launch
- B: Water Works Park
- C: Wagner Memorial Park
- D: George Washington Park
- E: Third Ward Park
- F: Monaca School District Memorial Field
- G: School Complex
- H: Antoline Memorial Park
- I: Pre-Civil War Cemetery
- J: Moor Industrial Park
- K: Colona Transfer
- L: Coal Transfer Facility
- M: Beaver Valley Industrial Park
- N: BET-TECH Proposed Refinery
- O: BET-TECH



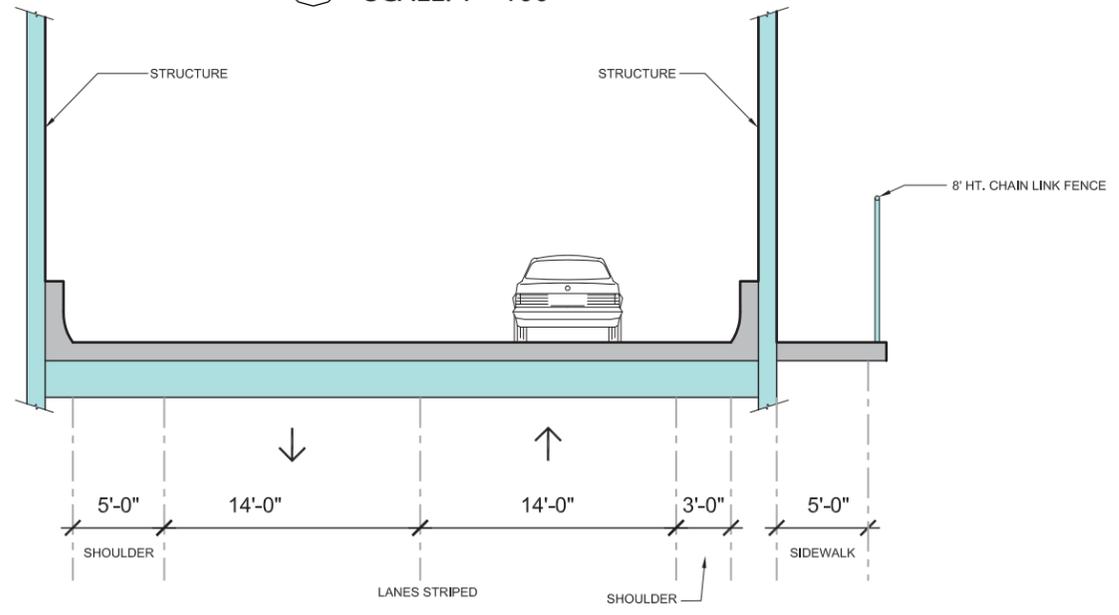
SCALE: Not to Scale NORTH

LEGEND

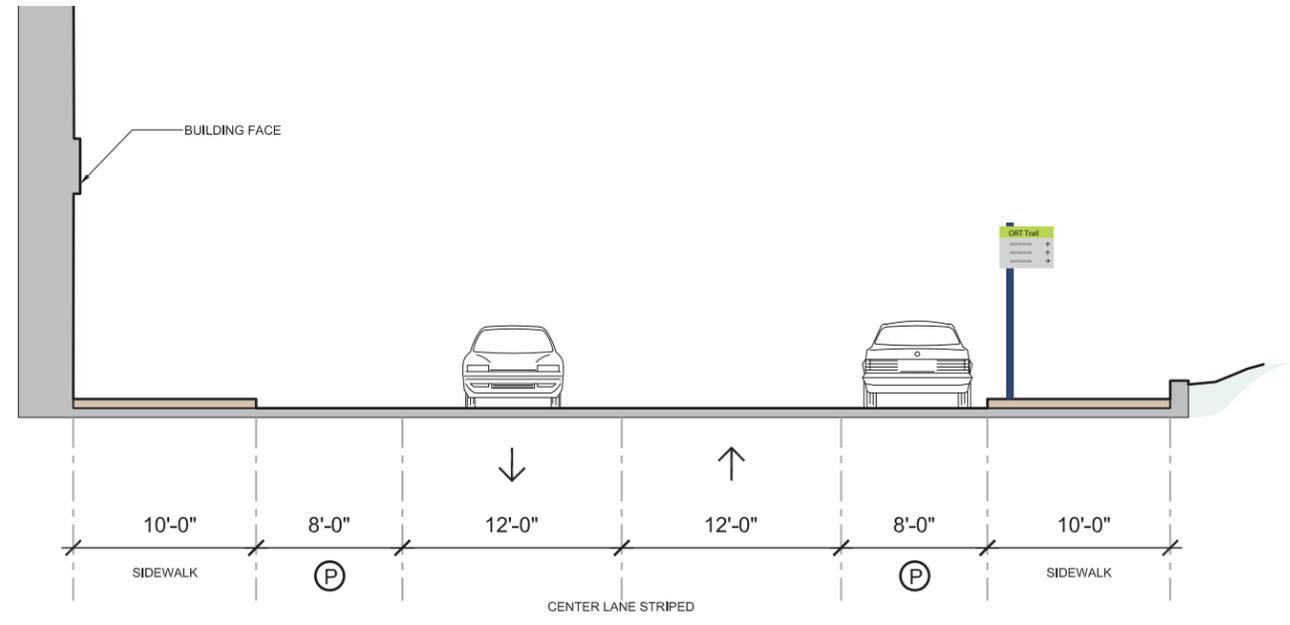
- ← - - - → Signed On-Road Route
- ← - - - → Neighborhood Feeder Route
- █ Off-Road Route
- ┆ Trail Blazer Sign



101 SCALE: 1"=100'



110 MONACA-ROCHESTER BRIDGE - MONACA APPROACH LOOKING NORTH (EXISTING)
SCALE: 1"=10'



111 BOROUGH OF MONACA - 9TH ST. LOOKING NORTH (EXISTING)
SCALE: 1"=10'

LEGEND

-  Signed On-Road Route
-  Neighborhood Feeder Route
-  Off-Road Route
-  Trail Blazer Sign

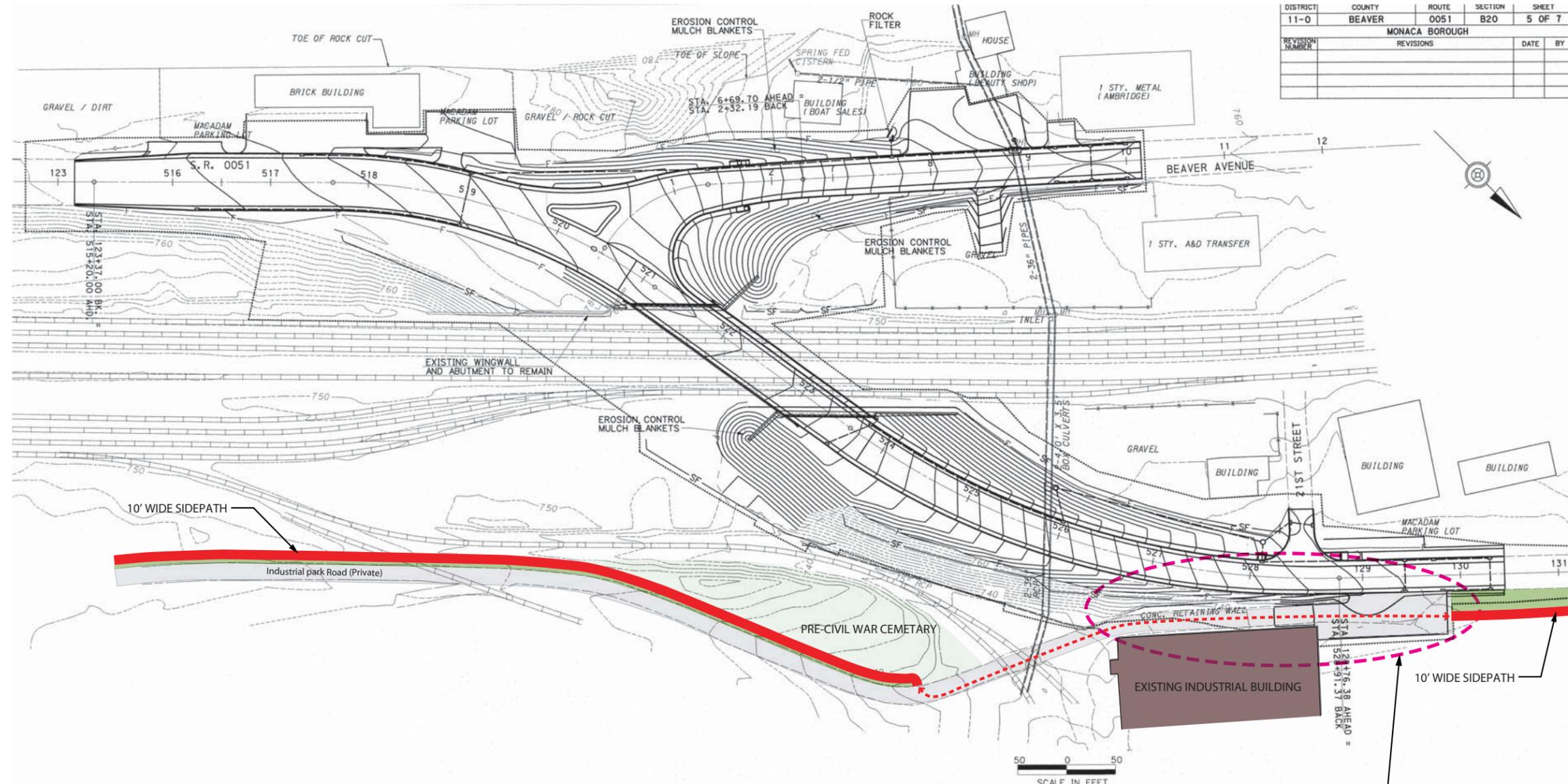


102 SCALE: 1"=100'

Colona Transfer to Beaver Valley Industrial Park - 103

LEGEND

- Signed On-Road Route
- Neighborhood Feeder Route
- Off-Road Route
- Trail Blazer Sign



DISTRICT	COUNTY	ROUTE	SECTION	SHEET
11-0	BEAVER	0051	B20	5 OF 7
MONACA BOROUGH				
REVISION NUMBER	REVISIONS	DATE	BY	



LEGEND

- DIRECTION OF TRAFFIC
- SILT FENCE
- CUT LINE
- FILL LINE
- NPDES PERMIT BOUNDARY

PHASE 4 CONSTRUCTION

1. ENSURE PREVIOUSLY INSTALLED SILT BARRIER FENCE IS INSTALLED AND FUNCTIONAL. ANY NECESSARY MAINTENANCE OR REPAIRS SHALL BE MADE AT THIS TIME.
2. REMOVE THE TEMPORARY WIDENING ON THE LEFT SIDE FROM STA. 524+00 TO STA. 130+50.
3. CONSTRUCT THE NEW CURB AND SIDEWALK AND INSTALL THE GUIDERAIL AS INDICATED. IMMEDIATELY SEED AND MULCH ANY REMAINING DISTURBED AREAS ACCORDING TO THE SEEDING SPECIFICATIONS. SEED AND MULCH THE SLOPES WITH SEEDING AND SOIL SUPPLEMENTS, FORMULA C AND INSTALL THE EROSION CONTROL MULCH BLANKETS AS INDICATED.
4. INSTALL THE WEARING COURSE ON S.R. 0051 FROM STA. 123+17BK TO STA. 130+50. APPLY THE FINAL PAVEMENT MARKINGS AND COMPLETE INSTALLATION OF SIGNS.
5. REMOVE EROSION CONTROL DEVICES ONLY AFTER THE ENTIRE SITE IS STABILIZED. AREAS WILL BE CONSIDERED STABILIZED WHEN PERENNIAL VEGETATIVE COVER HAS A UNIFORM DENSITY OR COVERAGE OF 70% OVER THE ENTIRE DISTURBED AREA AND DRIVEWAYS AND PARKING AREAS HAVE GRAVEL BASE IN PLACE.

AREA OF POTENTIAL TRUCK/ BICYCLIST CONFLICTS DUE TO NARROW ROADWAY, AWKWARD ALIGNMENT AND POOR SIGHT LINES



PHASE 4 EROSION AND SEDIMENT POLLUTION CONTROL PLAN

103 SCALE: Not to Scale

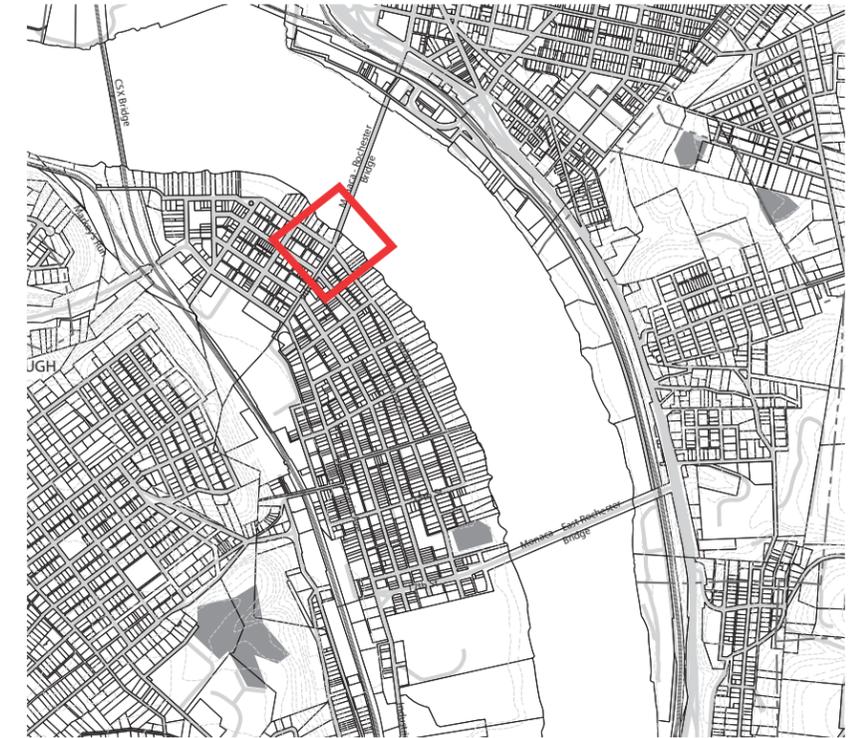
LEGEND

- Proposed 10' Wide Side Path Trail Route
- - - Proposed On-Road Signed Trail Route
- - - Alternative On-Road Signed Trail Route
- - - Neighborhood Feeder On-Road Signed Trail Route

Borough of Monaca - 120, 121



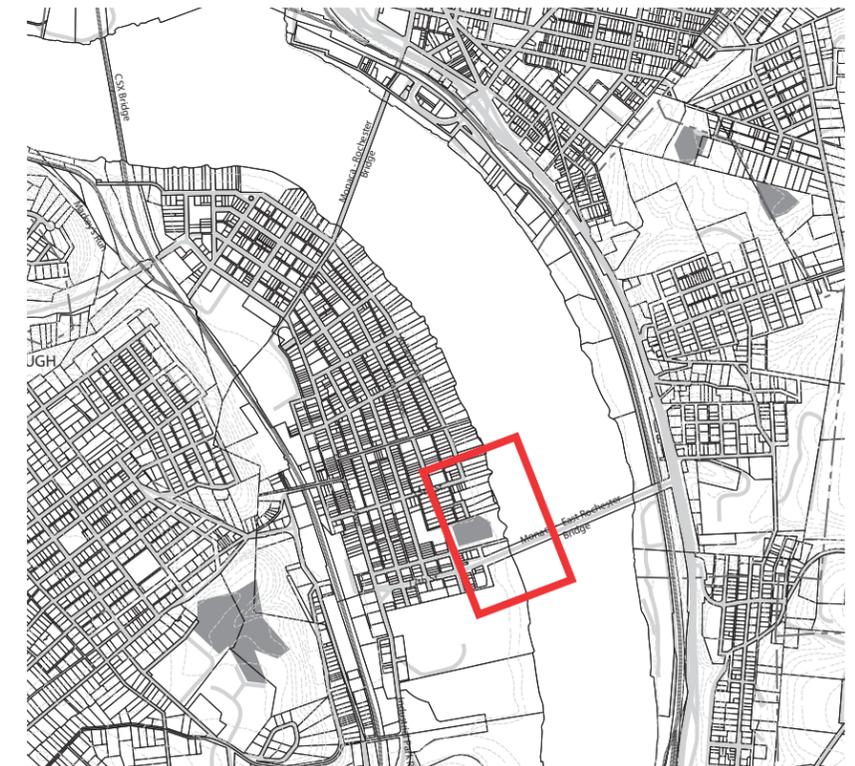
120 Proposed Trail Location
SCALE: Not to Scale



Site Photo Location



121 Proposed Trail Location
SCALE: Not to Scale



Site Photo Location