

PROJECT REQUEST FORM

1) Project Name:	SR 350 Safety Upgrades: S-Curve Improvements, Truck Climbing Lane		
2) Project Location:	Rush Township		
3) Applicant:	Rush Township		
4) Contact Person:	Mike Savage		
5) Phone:	814-342-0514		
6) Fax:	814-342-0218		
7) Email:	rushtownship@iqnetsys.net		
8) Mailing Address:	PO Box 152		
9) City:	Philipsburg	10) Zip Code:	16866

11) Project Type (please check only one):		
A) Bicycle/Pedestrian Facility		Route #:
B) Bridge - Local System		Route #:
C) Bridge - State System		Route #:
D) Highway	X	Route #: 350
E) Public Transportation		Route:
F) Rail		Line:
G) Other		

12) Please attach a location map and photo(s). <i>*8.5 x 11 maps are preferred and please submit no more than 3 photos*</i>

13) Please provide a brief (one or two sentence) description of the project : Realign the SR 350 S-curve area on the mountain between segments 60 and 70. Improvements to the mountain may also include addition of a westbound truck climbing lane if feasible.
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14) Please describe the project being requested, specifically what issues/problems are present and how this project will improve conditions:
<p>The Centre County section of SR 350 in Rush Township carries approximately 5000 ADT. The route is very much a heavily traveled truck route that links to I-99 in Blair County. Heavy trucks make up about 1000 ADT on this route, or 15-20% of total traffic.</p> <p>The S-curve area on the mountain is characterized by steep grades and a series of blind sweeping curves aligned back to back. This section of SR 350 has experienced a number of serious crashes including a number of fatalities. Given the terrain and the tree cover, this area is also prone to poor road conditions and further limited visibility during weather events.</p> <p>The roadway was recently resurfaced and some short term safety improvements including some limited widening, center line and edge line rumble strips and a truck pull off are currently being designed for this stretch of SR 350. However, a long term solution to the problems on this roadway are also merited.</p> <p>This project would advance the design and construction of a realignment to straighten the S-curves between segments 60 and 70, which would increase driver expectations and recovery areas and improve sight distances. A truck climbing lane, if feasible, would be added to the westbound lane to allow trucks to shift to a slower travel lane to negotiate the steep grades, while opening up another lane for typical commuter traffic.</p> <p>These improvements would significantly improve the safety of this route, while improving travel times.</p>

SAFETY & SECURITY

Do you believe this project will:

15) Reduce crash rate?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i> The S-curve area on the mountain is characterized by steep grades and a series of blind sweeping curves aligned back to back. This section of SR 350 has experienced a number of serious crashes including a number of fatalities. Given the terrain and the tree cover, this area is also prone to poor road conditions and further limited visibility during weather events.</p> <p>This project would advance the design and construction of a realignment to straighten the S-curves between segments 60 and 70, which would increase driver expectations and recovery areas and improve sight distances. A truck climbing lane, if feasible, would be added to the westbound lane to allow trucks to shift to a slower travel lane to negotiate the steep grades, while opening up another lane for typical commuter traffic.</p> <p>These improvements would significantly improve the safety of this route, while improving travel times.</p>			

16) Reduce conflicts between motorized and non-motorized transportation modes (Pedestrian/Bicycle/Buggy)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain and note if a pedestrian/bicycle/buggy amenity will be maintained or added as part of the project:</i></p>			

17) Improve intersection(s) and/or roadway alignment(s)?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain and note the intersection(s) that will be affected:</i> This project would advance the design and construction of a realignment to straighten the S-curves between segments 60 and 70, which would increase driver expectations and recovery areas and improve sight distances. A truck climbing lane, if feasible, would be added to the westbound lane to allow trucks to shift to a slower travel lane to negotiate the steep grades, while opening up another lane for typical commuter traffic.</p>			

18) Improve the security of the traveling public (Ex. Improves upon incident response, establishes detour/evacuation routes, implements security features on public transportation vehicles and facilities)?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i> The Centre County section of SR 350 in Rush Township carries approximately 5000 ADT. The route is very much a heavily traveled truck route that links to I-99 in Blair County. Heavy trucks make up about 1000 ADT on this route, or 15-20% of total traffic.</p> <p>The S-curve area on the mountain is characterized by steep grades and a series of blind sweeping curves aligned back to back. This section of SR 350 has experienced a number of serious crashes including a number of fatalities. Given the terrain and the tree cover, this area is also prone to poor road conditions and further limited visibility during weather events.</p> <p>Any improvements on this route would significantly improve response times for incidents between Centre and Blair Counties. Improvements on SR 350 could also make it a safer detour route during incidents on SR 322 and I-99.</p>			

PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM

Do you believe this project will:

19) Prolong the useful life of the transportation system and infrastructure through reconstruction, rehabilitation and preventative maintenance?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
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If yes, please explain: This project would advance the design and construction of a realignment to straighten the S-curves between segments 60 and 70, which would increase driver expectations and recovery areas and improve sight distances. A truck climbing lane, if feasible, would be added to the westbound lane to allow trucks to shift to a slower travel lane to negotiate the steep grades, while opening up another lane for typical commuter traffic.

These improvements would significantly improve the safety of this route, while improving travel times. This would reduce the need for for a larger "new road on new alignment" type project, such as Corridor O-1.

20) Rehabilitate and modernize public transportation facilities or fleet?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain:

21) Improve ride quality?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain and provide current International Roughness Index:
Improvements of this magnitude would also merit a new surface, which would improve IRI.

EFFICIENT SYSTEM MANAGEMENT & OPERATION

Do you believe this project will:

22) Reduce congestion, improve Level of Service and reduce travel times within the project area?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain and note how this project may impact adjacent routes/travel patterns:</i> This project would advance the design and construction of a realignment to straighten the S-curves between segments 60 and 70, which would increase driver expectations and recovery areas and improve sight distances. A truck climbing lane, if feasible, would be added to the westbound lane to allow trucks to shift to a slower travel lane to negotiate the steep grades, while opening up another lane for typical commuter traffic.</p> <p>These improvements would significantly improve the safety of this route, while improving travel times.</p>			

23) Increase public transportation service frequency and capacity?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i></p>			

24) Improve system functionality through improvements such as signal upgrades, Intelligent Transportation System applications and access management approaches?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i></p>			

INTEGRATION & CONNECTIVITY OF THE TRANSPORTATION SYSTEM

Do you believe this project will:

25) Eliminate/overcome barriers (Ex. Closures, detours & delays, weight restrictions) in key corridors?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain and note official detour distances based on factors such as weight restrictions: The Centre County section of SR 350 in Rush Township carries approximately 5000 ADT. The route is very much a heavily traveled truck route that links to I-99 in Blair County. Heavy trucks make up about 1000 ADT on this route, or 15-20% of total traffic.

Given the steep grades and s-curves, travel on this route is often delayed due to slow moving traffic. These improvements would allow traffic to move safer and at a steadier pace, which would reduce delay.

26) Establish/maintain intermodal connections?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain:

27) Introduce new connections between existing travel patterns (Ex. Street connectivity, linking bicycle/pedestrian routes, connections between transit routes and providers)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain:

28) Align residents with their destinations?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain: SR 350 serves a link between western Centre County and Blair County, particular Altoona. Improving the safety of this corridor, will encourage more use by commuters and more accessibility to commercial centers and recreation/tourism based activities.

ACCESSIBILITY & MOBILITY OPTIONS FOR PEOPLE & FREIGHT

Do you believe this project will:

29) Improve public transportation services: routes, ride share opportunities, vanpools, and park & ride lots?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain and include projected ridership:</i>			

30) Improve pedestrian and bicycle facilities?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:.</i>			

31) Improve access to airports, freight distribution facilities or major industrial districts?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i> The Centre County section of SR 350 in Rush Township carries approximately 5000 ADT. The route is very much a heavily traveled truck route that links to I-99 in Blair County. Heavy trucks make up about 1000 ADT on this route, or 15-20% of total traffic. Improving the safety and efficiency of travel on this route would only serve to improve freight flows between businesses and distribution facilities in Clearfield, Centre and Blair Counties and their respective markets.			

32) Implement Complete Streets principles?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i>			

CONSISTENCY WITH PLANNED GROWTH & DEVELOPMENT AREAS

Do you believe this project will:

33) Be consistent with the following documents?			
A) County Comprehensive Plan	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
B) Regional Comprehensive Plan	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
C) Municipal Comprehensive Plan	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
D) Municipal Zoning Ordinance	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
E) Municipal Official Map	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
<p><i>If yes to any of the above, please explain:</i> Provides safer routes for the traveling public. Enhances the existing transportation infrastructure. Improves access for people and freight.</p>			

34) Improve/support the existing transportation infrastructure in existing & planned growth areas?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i> Based on the Growth Forecasting project, Rush Township is anticipating significant residential growth adjacent to SR 350 during the life of this plan. Additionally, Altoona in Blair County continues to serve as a destination for commercial and retail businesses. Enhancing this route will better serve both communities.</p>			

35) Promotes Smart Growth Principles (Ex. walkable communities, fosters distinct communities & sense of place, supports integration of mixed land uses into communities)?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i></p>			

36) Avoid negative impacts on communities and the environment?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If no, please explain:</i> This project would be designed to avoid or mitigate impacts to key resources such as the adjoining state game lands and high quality stream.</p>			

ENVIRONMENT & AIR QUALITY CONFORMITY

Do you believe this project will:

37) Improve air quality	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i> Improving traffic flow on SR 350 could have a minimal, yet positive impact on air quality			

38) Promote energy conservation?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i>			

39) Avoid impacts on endangered or threatened species, key natural habitats, agricultural lands and historic & cultural resources?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If no, please explain:</i> This project would be designed to avoid or mitigate impacts to key resources.			

40) Avoid impacts upon water resources (Ex. water recharge areas & exceptional value/high quality streams?)	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
<i>If no, please explain and note which water resources may be affected:</i> This project would be designed to avoid or mitigate impacts to key resources such as the adjoining high quality stream.			

ECONOMIC VITALITY

Do you believe this project will:

41) Improve access and/or enhance freight movement to regional & national economic centers?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain: The Centre County section of SR 350 in Rush Township carries approximately 5000 ADT. The route is very much a heavily traveled truck route that links to I-99 in Blair County. Heavy trucks make up about 1000 ADT on this route, or 15-20% of total traffic. Improving the safety and efficiency of travel on this route would only serve to improve freight flows between businesses and distribution facilities in Clearfield, Centre and Blair Counties and their respective markets.

42) Encourage tourism?	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain: SR 350 can serve as a valuable link to the PA Wilds and Lumber Heritage Regions in Northcentral PA.

43) Encourage infill development, the redevelopment of brownfield sites within reach of existing infrastructure & the overall redevelopment of core communities?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
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If yes, please explain:

PRIORITY

44) Is this your highest priority (#1) project?	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
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Highest priority projects will be granted a half-point (0.5) bonus. Entities requesting projects may submit only one highest priority project.

45) If this is not your #1 priority, what rank did you assign this project?	

COST

46) What is the total estimated cost?	Total: \$40,000,000
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47) What is the cost by project phase, if known?	
A) Preliminary Engineering	
B) Final Design	
C) Utilities	
D) Right of Way	
E) Construction	





