

## PROJECT REQUEST FORM

1) Project Name:	Kato Road (T-710) Bridge		
2) Project Location:	Snow Shoe Township		
3) Applicant:	Snow Shoe Township		
4) Contact Person:	John Yecina		
5) Phone:	814-387-6249		
6) Fax:	814-387-4990		
7) Email:	Snowshoetwp1@verizon.net		
8) Mailing Address:	268 Oldside Road		
9) City:	Clarence	10) Zip Code:	16829

<b>11) Project Type (please check only one):</b>		
A) Bicycle/Pedestrian Facility		Route #:
B) Bridge - Local System	X	Route #: 710
C) Bridge - State System		Route #:
D) Highway		Route #:
E) Public Transportation		Route:
F) Rail		Line:
G) Other		

<b>12) Please attach a location map and photo(s).</b> <i>*8.5 x 11 maps are preferred and please submit no more than 3 photos*</i>
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<b>13) Please provide a brief (one or two sentence) description of the project :</b> Originally constructed in 1972, the Kato Road (T-710) bridge is in urgent need of replacement. It is structurally deficient in the deck, superstructure and substructure with a sufficiency rating of only 36.8.
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<b>14) Please describe the project being requested, specifically what issues/problems are present and how this project will improve conditions:</b> Originally built in 1972, the Kato Road (T-710) bridge is in urgent need of replacement. It is structurally deficient in the deck, superstructure and substructure with a sufficiency rating of only 36.8.  The bridge is a one lane, two-span, steel I beam bridge with both concrete and mortared stone substructure and a open grate deck. The total span is 103' with the center to center bearing distance of each span being 47' and 45'-6" respectively. The bridge is currently weight restricted to 32 tons.  This bridge is located approximately 2.5 miles northeast of the intersection of T-461 (Kato Road) and T-711 (Black Bear Road) and carries an estimated ADT of 50. The road and structure are also heavily used by ATV's as it is along a part of the successful network of ATV trails in the Mountaintop Region. The road is also used by gas company vehicles accessing existing and potential well sites.  Replacement of this bridge will eliminate the existing structure which is beginning to fail and will maintain the connectivity of the Kato Road.
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## **SAFETY & SECURITY**

Do you believe this project will:

<b>15) Reduce crash rate?</b>	<input type="checkbox"/> YES	<input checked="" type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i>			

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

<b>17) Improve intersection(s) and/or roadway alignment(s)?</b>	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
<i>If yes, please explain and note the intersection(s) that will be affected:</i>			

<b>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)?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i>			
Due to the 32-ton weight limit and the continued deterioration of this structure, concern exists related to the ability of the structure to continue to safely accommodate emergency service vehicles and heavy truck traffic related to the burgeoning gas drilling industry in this region.			

## **PRESERVATION OF THE EXISTING TRANSPORTATION SYSTEM**

Do you believe this project will:

<b>19) Prolong the useful life of the transportation system and infrastructure through reconstruction, rehabilitation and preventative maintenance?</b>	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
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*If yes, please explain:*

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

<b>21) Improve ride quality?</b>	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
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*If yes, please explain and provide current International Roughness Index:*

## **EFFICIENT SYSTEM MANAGEMENT & OPERATION**

Do you believe this project will:

<b>22) Reduce congestion, improve Level of Service and reduce travel times within the project area?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain and note how this project may impact adjacent routes/travel patterns:</i>  Due to the 32-ton weight limit and the continued deterioration of this structure, concern exists related to the ability of the structure to continue to safely accommodate emergency service vehicles and heavy truck traffic related to the burgeoning gas drilling industry in this region. Should this structure deteriorate to the point of prohibiting heavier vehicles, it would result in significant detours.			

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

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

## **INTEGRATION & CONNECTIVITY OF THE TRANSPORTATION SYSTEM**

Do you believe this project will:

<b>25) Eliminate/overcome barriers (Ex. Closures, detours &amp; delays, weight restrictions) in key corridors?</b>	<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:*

Due to the 32-ton weight limit and the continued deterioration of this structure, concern exists related to the ability of the structure to continue to safely accommodate emergency service vehicles and heavy truck traffic related to the burgeoning gas drilling industry in this region. Should this structure deteriorate to the point of prohibiting heavier vehicles, it would result in significant detours.

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

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

<b>28) Align residents with their destinations?</b>	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
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*If yes, please explain:*

## ACCESSIBILITY & MOBILITY OPTIONS FOR PEOPLE & FREIGHT

Do you believe this project will:

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

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

The road and structure are heavily used by ATV's as it is along a part of the successful network of ATV trails in the Mountaintop Region.

<b>31) Improve access to airports, freight distribution facilities or major industrial districts?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
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*If yes, please explain:*

The Kato Road and this structure are important infrastructure used by heavy truck traffic related to the burgeoning gas drilling industry in this region.

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

## CONSISTENCY WITH PLANNED GROWTH & DEVELOPMENT AREAS

Do you believe this project will:

<b>33) Be consistent with the following documents?</b>			
A) County Comprehensive Plan	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
B) Regional Comprehensive Plan	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" 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 a safe means of access to homes and other properties and improves emergency incident response abilities. The road and structure are heavily used by ATV's as it is along a part of the successful network of ATV trails in the Mountaintop Region.</p>			

<b>34) Improve/support the existing transportation infrastructure in existing &amp; planned growth areas?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i>                  The Kato Road and this structure are important infrastructure used by heavy truck traffic related to the burgeoning gas drilling industry in this region. This section of Snow Shoe Township also holds potential a significant amount of seasonal dwelling growth in the coming years.</p>			

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

<b>36) Avoid negative impacts on communities and the environment?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<p><i>If yes, please explain:</i>                  Bridge replacement will most likely improve stream channel conditions and mitigate potential for any hazardous runoff into North Fork Beech Creek.</p>			

## ENVIRONMENT & AIR QUALITY CONFORMITY

Do you believe this project will:

<b>37) Improve air quality</b>	<input type="checkbox"/> YES	<input type="checkbox"/> NO	<input checked="" type="checkbox"/> N/A
<i>If yes, please explain:</i>			

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

<b>39) Avoid impacts on endangered or threatened species, key natural habitats, agricultural lands and historic &amp; cultural resources?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i>			
Bridge replacement will most likely improve stream channel conditions and mitigate potential for any hazardous runoff into North Fork Beech Creek.			

<b>40) Avoid impacts upon water resources (Ex. water recharge areas &amp; exceptional value/high quality streams?)</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain and note which water resources may be affected:</i>			
Bridge replacement will most likely improve stream channel conditions and mitigate potential for any hazardous runoff into North Fork Beech Creek.			

## **ECONOMIC VITALITY**

Do you believe this project will:

<b>41) Improve access and/or enhance freight movement to regional &amp; national economic centers?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i> The Kato Road and this structure are important infrastructure used by heavy truck traffic related to the burgeoning gas drilling industry in this region. The Mountaintop Region could become a key part of a regional economic center as it relates to the Marcellus Shale Gas industry.			

<b>42) Encourage tourism?</b>	<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO	<input type="checkbox"/> N/A
<i>If yes, please explain:</i> The road and structure are heavily used by ATV's as it is along a part of the successful network of ATV trails in the Mountaintop Region.			

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

## PRIORITY

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

<b>45) If this is not your #1 priority, what rank did you assign this project?</b>	
<i>Municipalities may submit as many projects as they wish. The CCMPO requests that you rank all of your candidate projects.</i>	

## COST

<b>46) What is the total estimated cost?</b>	\$1,000,000
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<b>47) What is the cost by project phase, if known?</b>	
A) Preliminary Engineering	-
B) Final Design	-
C) Utilities	-
D) Right of Way	-
E) Construction	-

