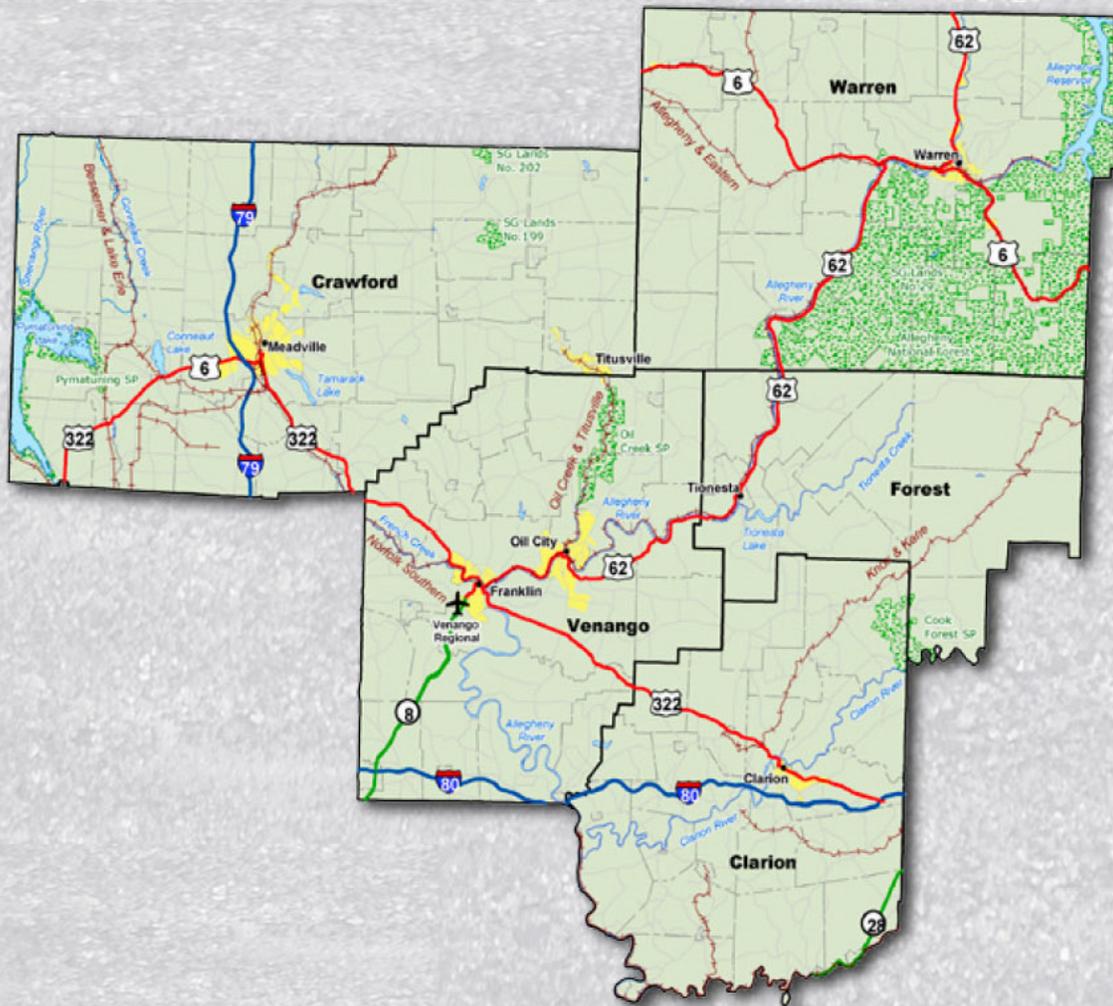


NORTHWEST RPO

2011 - 2036

LONG RANGE TRANSPORTATION PLAN

DRAFT UPDATE



PENDING ADOPTION: JUNE 2011

Executive Summary

The 2011 interim update to the Northwest PA 2007-2032 Long-Range Transportation Plan (LRTP) provides an opportunity for citizens, government officials, planners, and associated stakeholders to visualize the region's future, identify trends taking place within the region and set goals for what the region hopes to achieve. It was developed to provide for the reassessment of the region's changing needs to maintain an efficient transportation system and to provide a direction for the region's future over the next 25-year time frame.

This document will establish a stronger relationship between the regional Long Range Transportation Plan (LRTP), the statewide LRTP (PA mobility Plan), the Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP)/Twelve Year Program (TYP), and county comprehensive plans. The coordination of the regional LRTP and the county comprehensive plans will support appropriate growth and development throughout the region, as well as, effectively integrate transportation with land use and economic development planning. The plan will identify candidate projects to be pursued in the short-term (2011-2014), mid-term (2015-2022), and long-term (2023 – 2036) to advance steady progress toward long range goals for the region's transportation system. In addition, all future TIP's will be reflected as amendments to the LRTP.

The Northwest Rural Planning Organization (RPO) which includes the five counties of Clarion, Crawford, Forest, Venango and Warren Counties works with the Pennsylvania Department of Transportation (PennDOT) as the regional organization responsible for transportation planning and programming. The RPO's Transportation Advisory Committee (TAC) includes representatives from county government (elected officials, planning department), transit authorities, aviation, rail or trail organizations, business and industry (including tourism), as well as state and federal transportation agencies. The TAC also functions as a technical planning committee, which meets at regularly scheduled intervals.

The RPO utilized the Linking Planning to NEPA Level One Screening forms to solicit potential projects for the LRTP update from the local municipalities comprising the five county region. These were reviewed by each corresponding planning agency for eligibility and consistency with each county's comprehensive plan. The eligible submissions were then prioritized by members of the TAC using the Decision Lens process.

The LRTP update recognizes that there will always be more candidate projects than there are resources and that the need for thoughtful transportation planning is vital as

future funding becomes available. Highway, Bridge, and Transit projects appearing in the 2011 – 2036 LRTP are shown in Appendix A. The 2011 illustrative prioritized list is shown in Appendix B and a bar-graph of this list is included in Appendix C.

Federal law includes eight planning factors to guide transportation plans and programs. These eight planning factors in turn serve as this LRTP update's primary goals, which are supported by various objectives and strategies. The Northwest ROP endorses the federal planning factors and has incorporated them as part of its planning policy for areas related to transportation, land use, and economic development. The resulting vision, goals, objectives, and strategies are:

Vision Statement - The Northwest PA transportation system is an integrated system that offers convenient, efficient, effective and safe travel choices for both people and goods, while preserving the character and livability of our communities.

Goal 1: Support the region's economic vitality.

Objectives:

1. Improve regional connectivity to the interstate system.
 - a. Program the improvements outlined in the US 62 Smart Transportation Study, Oil City; and the Route 8 Land Use and Transportation Study, Barkeyville; Warren.
 - b. Identify connectivity issues for the region's Mobility Plan Core Transportation System.
2. Establish and prioritize candidate transportation projects for development and growth areas identified in county comprehensive plans.
 - a. Establish, adopt and maintain a regional inventory of the designated growth areas.
 - b. Identify the priority transportation needs for each growth area.
 - c. Incorporate growth areas as one of the criterion for selecting projects during the TIP process.
3. Preserve corridors along existing rail lines.
 - a. Develop/update an inventory of the region's rail served properties. Map the properties available for development as well as the transportation facilities designated for preservation and recreation.
 - b. Establish preservation actions in partnership with the communities and property owners.
 - c. Take a comprehensive approach to fostering development of these sites, leveraging state grant programs (e.g., Rail Freight Assistance Program, brownfields, Rails-to-Trails, etc.) and other incentives.
4. Coordinate program and project development with tourism related initiatives.
 - a. Establish a basic process to communicate and coordinate TIP and project development with tourism representatives.

- b. Conduct information sharing with the intent of mutual resource leveraging and achieving greater synergy between transportation improvements and tourism directions.
- 5. Improve directional and way-finding signing.
 - a. Identify signing deficiencies by engaging visitors, tourist promotional agencies and operators of major regional attractions.
 - b. Take advantage of opportunities for improved way finding through emerging technologies such as ITS, vehicle GPS, Highway Advisory Radio, etc.
 - c. Routinely consider signing improvement opportunities in conjunction with construction and maintenance projects.

Goal 2: Increase transportation system safety.

Objectives:

1. Reduce the rates of transportation-related fatalities and injuries.
 - a. Use PennDOT traffic safety data in planning and programming activities.
 - b. Support grass roots prevention efforts, particularly drunk driving and aggressive driving.
 - c. Help identify projects which qualify for HSIP funds.
2. Improve design practices to more safely accommodate persons with disabilities.
 - a. Improve crosswalk safety through the use of audio and visual technology.
 - b. Determine transit-related facility and accommodation improvements.
3. Expand the use of effective access management practices.
 - a. Increase awareness of access management techniques and benefits through a municipal outreach initiative in cooperation with LTAP.
 - b. Promote PennDOT's model access management ordinance. Incorporate as part of municipal subdivision and land development review.
 - c. Make employers, shopping centers, etc., aware of access management opportunities.
4. Encourage the use of traffic calming in residential and downtown areas, where warranted.
 - a. Identify candidate locations for traffic calming in collaboration with both PennDOT districts.
 - b. Meet with targeted communities to consider traffic calming interest and options for moving forward.
 - c. Consider demonstration projects in future TIPs.

Goal 3: Increase transportation system security.

Objectives:

1. Ensure that procedures are in place that results in reliable information-sharing among all affected governmental agencies.

- a. Periodically monitor and communicate the planning and protocols for interstate shut-down and related emergency preparedness with PennDOT.
 - b. Participate in periodic planning exercises to ensure the effectiveness of emergency plans.
 - c. Provide training and awareness for security-related initiatives on a regular basis..
2. Improve planning and communications with respect to transportation's response to disasters and emergencies.
 - a. Participate in PennDOT District regional operations planning activity.
 - b. Improve inter-agency communications for improved response time.
 - c. Ensure reliable and continuous communication to the traveling public regarding emergencies along major corridors.

Goal 4: Increase accessibility and mobility options available to people and for freight.

Objectives:

1. Define a priority core multi-modal transportation system (passenger and freight) for the region as the foundation for future planning and programming.
 - a. Continue the development of the draft core system through the Planning Advisory Committee and targeted public and transportation stakeholder input.
 - b. Incorporate the core system into evaluation criteria for the 2013 TIP update.
 - c. Collaborate with PennDOT and modal operators to periodically assess the performance and the status of the core system.
2. Improve the coordination and efficiency of transit and para-transit systems.
 - a. Identify underserved areas for potential future service needs.
 - b. Address barriers to inter-county coordination of public transportation services.
 - c. Support the addition of demand-responsive public transportation service on weekends.
 - d. Identify opportunities for improved service and service coordination across the wide range of providers.
 - e. Collaborate with the region's employers to improve public transit offerings that serve workforce needs.
3. Identify spot improvements that enhance bicycling and walking mobility.
 - a. Provide input to county maintenance managers for low cost actions that could be incorporated in their work programs (e.g., shoulder paving, sweeping, etc.).
4. Improve and maintain the region's rail assets in support of economic development and freight mobility.
 - a. Continue to provide funding assistance to rail operators and rail-served customers for rail infrastructure projects.
5. Maintain the viability of the region's airports.
 - a. Support the continuance of Essential Air Service at Venango Regional Airport.
 - b. Support applications for assistance from the Meadville, Titusville and Clarion airports.

- c. Consider highway infrastructure access needs of the region's airports during TIP development.

Goal 5: Protect and enhance the environment, promote energy conservation, and improve quality of life.

Objectives:

1. Improve the efficiency of the region's transportation system.
 - a. Encourage the purchase of energy-efficient public transportation vehicles.
 - b. Advocate the use of LED technology in traffic signals.
 - c. Fund improvements to the region's public transportation services, such as bus shelters, to encourage their use.
 - d. Coordinate traffic signals, where possible.
 - e. Partner with employers to promote ridesharing.
 - f. Determine if there are opportunities for improved truck parking that incorporates idle reduction technology.
2. Implement transportation improvements that improve or maintain surrounding aesthetic value.
 - a. Incorporate context sensitive solutions into highway, bridge, trail and public transportation improvements.
 - b. Identify candidate communities for improved welcome/gateway concepts.
 - c. Actively support PennDOT's existing efforts for highway litter control and beautification.

Goal 6: Enhance the regional transportation systems' integration and connectivity.

Objectives:

1. Strengthen the intermodal links between bicycle and pedestrian facilities, public transportation and motorized recreation.
 - a. Support the installation of bicycle racks on buses.
 - b. Develop transfer centers for the area transit systems.
 - c. Encourage municipalities to require the addition of bicycle racks as part of major new commercial land developments.
 - d. Assess the need and potential for park-and-ride lots throughout the region.
2. Expand bulk commercial freight transfer capabilities for rail-truck movements to serve area shippers/receivers and to attract intermodal transfer facility development for the region.
 - a. Develop intermodal transfer facilities in partnership with the private sector and PennDOT.

Goal 7: Maintain efficient transportation system management and operation.

Objectives:

1. Leverage innovations in technology and procurement for improved traffic management, congestion reduction, and safety enhancement.
 - a. Maintain ITS-related equipment, particularly on I-80 and I-79, for the purpose of weather and traffic advisories.
 - b. Participate in the development of a regional operations plan (ROP) with PennDOT.
 - c. Take advantage of design-build opportunities when applicable to stretch the region's transportation dollar and streamline project delivery.
2. Encourage multi-municipal collaboration and resource-sharing.
 - a. With DCED, encourage the sharing of services and equipment through multi-municipal comprehensive planning and corresponding memoranda of agreement.
 - b. Promote the use of PennDOT's Agility Program as one means of sharing municipal transportation services.

Goal 8: Give priority to transportation system preservation.

Objectives:

1. Give priority to addressing the region's substandard bridges and roadways.
 - a. Use the TIP process to plan and program highway and bridge preventive maintenance projects in an effort to delay/defer major improvements to the transportation system.
 - b. Reduce the region's percentage of structurally deficient bridges to the national average by 2030.
 - c. Eliminate "poor" IRI values on the region's NHS network.
 - d. Continue to provide input for PennDOT's improvements, including maintenance and betterment needs, bridge replacements and other modal infrastructure.
2. Support projects that bring non-highway infrastructure to an acceptable condition.
 - a. Work with PennDOT on its upcoming statewide Goods Movement Plan in identifying the region's infrastructure needs and priorities.
 - b. Improve and maintain airport and related facilities and services in support of economic development.
 - c. Pursue major fleet replacement projects for fixed route operators.
 - d. Pursue public transportation projects for the JARC and New Freedoms initiatives funding consistent with SAFTEA-LU priorities.
 - e. Support the addition of demand-responsive public transportation service on weekends.
 - f. Support funding applications for upgrade of the region's rail infrastructure, including rail bridges.

Appendix A: 2011-2036 LRTP Projects

**Northwest PA
2011-2036 LRTP Projects
Highway/Bridge Projects**

S.R.	Sec.	Project	Project Title	Area	CURRENT FFY 2011-2014		MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed
					Phase	Cost	Phase	Cost	Phase	Cost	
Northwest Regional Line Items											
			Highway Restoration	HRST					P,F,R,U,C	310,562,000	310,562,000
			Bridges	BRDG					P,F,R,U,C	356,507,000	356,507,000
			Act 44 - Highway/Bridge	BRDG					P,F,R,U,C	52,122,000	52,122,000
			Safety	SAMI			P,F,R,U,C	10,196,779	P,F,R,U,C	40,000,000	50,196,779
			Rail Crossing Reserve	SAMI			P,F,R,U,C	1,073,000	P,F,R,U,C	5,603,000	6,676,000
			Regional Operations Plan	SAMI			P,F,R,U,C	2,502,000	P,F,R,U,C	6,090,000	8,592,000
			Traffic Signals	SAMI			P,F,R,U,C	6,505,000	P,F,R,U,C	15,834,000	22,339,000
			Transportation Enhancements	TENH			C	7,226,000	C	17,588,000	24,814,000
			Economic Development	HCON			P,F,R,U,C	6,255,000	P,F,R,U,C	15,255,000	21,510,000
			Regional Line Item Totals		0-4 Years		5-12 Years	\$33,757,779	13-26 Years	\$819,561,000	\$853,318,779
Clarion County											
		70209	Clarion Hwy/Bridge Line	BRDG	C	2,861,731					2,861,731
		70209	Clarion Hwy/Bridge Line	BRDG			C	45,190,868			45,190,868
		75460	Clarion County 3R Line	HRST	C	2,515,000					2,515,000
		80121	D10 NW Enhancement Line	TENH	C	514,000					514,000
		80121	D10 NW Enhancement Line	TENH			C	1,293,000			1,293,000
		83111	2013 Clarion DFB Line	BRDG	F	72,100					72,100
		83111	2013 Clarion DFB Line	BRDG	U	5,400					5,400
		83111	2013 Clarion DFB Line	BRDG	R	10,700					10,700
		83111	2013 Clarion DFB Line	BRDG	C	164,000					164,000
		83112	2013 Clarion DFB#2 Line	BRDG	F	72,100					72,100
		83112	2013 Clarion DFB#2 Line	BRDG	U	5,400					5,400
		83112	2013 Clarion DFB#2 Line	BRDG	R	10,700					10,700
		83112	2013 Clarion DFB#2 Line	BRDG	C	164,000					164,000
		83113	2011 Clarion Br Preserv	BRDG	C	495,000					495,000
		83114	2012 Clarion Br Preserv	BRDG	F	14,900					14,900
		83114	2012 Clarion Br Preserv	BRDG	C	530,500					530,500
		83125	D10 NW Clarion Co RR Line	SAMI	C	166,000					166,000
		83125	D10 NW Clarion Co RR Line	SAMI			C	417,000			417,000
		88748	Clarion Br. PreCon Line	BRDG	P	1,002,680					1,002,680
		88753	2013 Clarion Br Preserv	BRDG	F	15,300					15,300
		88753	2013 Clarion Br Preserv	BRDG	C	546,400					546,400
		88754	2014 Clarion Br Preserv	BRDG	F	15,800					15,800
		88754	2014 Clarion Br Preserv	BRDG	C	555,000					555,000
		88755	2014 Clarion DFB Line	BRDG	F	74,300					74,300
		88755	2014 Clarion DFB Line	BRDG	U	5,500					5,500
		88755	2014 Clarion DFB Line	BRDG	R	11,000					11,000
		88755	2014 Clarion DFB Line	BRDG	C	168,900					168,900
		88756	2014 Clarion DFB #2 Line	BRDG	F	74,300					74,300
		88756	2014 Clarion DFB #2 Line	BRDG	U	5,500					5,500
		88756	2014 Clarion DFB #2 Line	BRDG	R	11,000					11,000
		88756	2014 Clarion DFB #2 Line	BRDG	C	168,900					168,900

S.R.	Sec.	Project	Project Title	Area	CURRENT TIP: FFY 2011-2014		MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed
					Phase	Cost	Phase	Cost	Phase	Cost	
		88757	2015 Clarion DFB Line	BRDG	F	76,500					76,500
		88757	2015 Clarion DFB Line	BRDG	U	5,700					5,700
		88757	2015 Clarion DFB Line	BRDG	R	11,300					11,300
		88757	2015 Clarion DFB Line	BRDG			C	173,900			173,900
		88758	2015 Clarion DFB #2 Line	BRDG	F	76,500					76,500
		88758	2015 Clarion DFB #2 Line	BRDG	U	5,700					5,700
		88758	2015 Clarion DFB #2 Line	BRDG	R	11,300					11,300
		88758	2015 Clarion DFB #2 Line	BRDG			C	173,900			173,900
		88759	2016 Clarion DFB Line	BRDG	F	78,800					78,800
		88759	2016 Clarion DFB Line	BRDG			U	5,800			5,800
		88759	2016 Clarion DFB Line	BRDG			R	11,600			11,600
		88759	2016 Clarion DFB Line	BRDG			C	179,200			179,200
		88760	2016 Clarion DFB #2 Line	BRDG	F	78,800					78,800
		88760	2016 Clarion DFB #2 Line	BRDG			U	5,800			5,800
		88760	2016 Clarion DFB #2 Line	BRDG			R	11,600			11,600
		88760	2016 Clarion DFB #2 Line	BRDG			C	179,200			179,200
58	353	86844	Anderson/Craggs Grp Brdgs	BRDG			U	58,000			58,000
58	353	86844	Anderson/Craggs Grp Brdgs	BRDG			C	2,705,800			2,705,800
58	354	25166	Anderson Run Bridge	BRDG	R	20,000					20,000
68	353	25149	PA 68 Craggs Run Bridge	BRDG	R	25,000					25,000
68	358	86840	PA 68 East Sligo Bridge	BRDG	F	60,000					60,000
68	358	86840	PA 68 East Sligo Bridge	BRDG	U	77,300					77,300
68	358	86840	PA 68 East Sligo Bridge	BRDG	R	103,000					103,000
68	358	86840	PA 68 East Sligo Bridge	BRDG			C	4,637,100			4,637,100
68	374	88927	PA 68 Clarion Curve	SAMI	P	216,500					216,500
68	374	88927	PA 68 Clarion Curve	SAMI	F	378,889					378,889
68	374	88927	PA 68 Clarion Curve	SAMI	U	33,800					33,800
68	374	88927	PA 68 Clarion Curve	SAMI	R	690,200					690,200
68	374	88927	PA 68 Clarion Curve	SAMI			C	1,810,002			1,810,002
208	352	25152	South Shippenville Bridge	BRDG	U	20,600					20,600
208	352	25152	South Shippenville Bridge	BRDG	R	56,700					56,700
208	352	25152	South Shippenville Bridge	BRDG	C	2,138,500					2,138,500
322	305	85991	Elmo to Billings PM	HRST	C	2,502,500					2,502,500
322	373	86386	Billings Station Phase 2	HRST	U	20,600					20,600
322	373	86386	Billings Station Phase 2	HRST	R	65,000					65,000
322	373	86386	Billings Station Phase 2	HRST	C	4,609,500					4,609,500
338	354	25146	Blairs Corner Bridge #1	BRDG	C	2,251,100					2,251,100
536	350	25215	Mayport Bridge	BRDG	C	4,017,000					4,017,000
1009	350	25216	Stoney Lonesome Rd Bridge	BRDG			C	2,208,000			2,208,000
2007	352	78070	Locker Road Bridge	BRDG	C	154,500					154,500
3012	350	83248	Huey Bridge	BRDG	U	5,200					5,200
3012	350	83248	Huey Bridge	BRDG	R	10,300					10,300
3012	350	83248	Huey Bridge	BRDG	C	159,200					159,200
4007	350	83253	Pilgrimham Bridge No. 3	BRDG	C	154,500					154,500
4015	350	83260	Mahles Run Bridge	BRDG	U	5,200					5,200
4015	350	83260	Mahles Run Bridge	BRDG	R	10,300					10,300
4015	350	83260	Mahles Run Bridge	BRDG	C	159,200					159,200
7211	BR	25023	T-442 Wildcat Run Bridge	BRDG	F	240,400					
7211	BR	25023	T-442 Wildcat Run Bridge	BRDG	U	16,900					

S.R.	Sec.	Project	Project Title	Area	CURRENT TIP: FFY 2011-2014		MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed	
					Phase	Cost	Phase	Cost	Phase	Cost		
7211	BR	25023	T-442 Wildcat Run Bridge	BRDG	R	16,900						
7211	BR	25023	T-442 Wildcat Run Bridge	BRDG			C	1,043,400				
7217	BR	25123	T-750 Leisure Run Bridge	BRDG	C	833,500					833,500	
Clarion County Totals						0-4 Years	\$29,653,000	5-12 Years	\$60,104,170	13-26 Years	\$0	\$89,757,170
Crawford County												
	L00	538	Drake Mill Rd Br. T-634	BRDG	C	450,000						450,000
	R11	87561	South Perry St RR Xing	SAMI	C	175,000						175,000
	T02	59029	Meadville Bike/Ped Grnway	TENH	C	334,500						334,500
	T09	77176	East Branch Trail Ph 1	TENH	C	37,000						37,000
0	776	306	Eddies Rd. Br./ T-776	BRDG	U	2,000						2,000
0	776	306	Eddies Rd. Br./ T-776	BRDG	U	8,000						8,000
6	18M	83005	US 6 & PA 408 Restoration	HRST	C	1,350,000						1,350,000
6	B09	57941	US 6 Bridge over Padan Ck	BRDG	F	260,000						260,000
6	B09	57941	US 6 Bridge over Padan Ck	BRDG	U	26,000						26,000
6	B09	57941	US 6 Bridge over Padan Ck	BRDG	R	26,000						26,000
6	B09	57941	US 6 Bridge over Padan Ck	BRDG	C	1,622,400						1,622,400
6	B14	82915	6/322/Conneaut Lk Outlet	BRDG	P	162,240						162,240
6	B14	82915	6/322/Conneaut Lk Outlet	BRDG	C	674,919						674,919
6	B17	57942	SR 6 - Smock Bridge	BRDG	P	100,000						100,000
6	B17	57942	SR 6 - Smock Bridge	BRDG	F	100,000						100,000
6	B17	57942	SR 6 - Smock Bridge	BRDG	U	100,000						100,000
6	B17	57942	SR 6 - Smock Bridge	BRDG	R	50,000						50,000
6	B17	57942	SR 6 - Smock Bridge	BRDG			C	6,000,000				6,000,000
18	07M	83007	PA 18 to Water St Restore	HRST	C	1,850,000						1,850,000
27	A02	75045	PA 27/North St. Connector	SAMI	R	400,000						400,000
27	A02	75045	PA 27/North St. Connector	SAMI	C	8,544,800						8,544,800
27	ADA	88451	Crawford ADA Group 2-09	HRST	C	250,000						250,000
27	B05	373	SR 27/L. Sugar Ck. Trib	BRDG	C	350,958						350,958
79	A14	85753	Crawford I-79 PM	IMAN	C	147,718						147,718
173	B02	579	PA 173 Cochranon Tr Brdg	BRDG	F	624,000						624,000
173	B02	579	PA 173 Cochranon Tr Brdg	BRDG	U	62,400						62,400
173	B02	579	PA 173 Cochranon Tr Brdg	BRDG	R	130,000						130,000
173	B02	579	PA 173 Cochranon Tr Brdg	BRDG	C	7,280,000						7,280,000
198	B03	57964	PA 198 / Wolf Run Bridge	BRDG	F	104,000						104,000
198	B03	57964	PA 198 / Wolf Run Bridge	BRDG	U	26,000						26,000
198	B03	57964	PA 198 / Wolf Run Bridge	BRDG	R	26,000						26,000
198	B03	57964	PA 198 / Wolf Run Bridge	BRDG	C	540,800						540,800
285	B02	484	PA 285 Br over Smock Run	BRDG	C	728,000						728,000
285	B03	500	PA 285 over Wymans Run	BRDG	C	886,180						886,180
285	B04	82916	PA 285 Bridge ov Adsit Rn	BRDG	P	104,000						104,000
285	B04	82916	PA 285 Bridge ov Adsit Rn	BRDG	F	108,160						108,160
285	B04	82916	PA 285 Bridge ov Adsit Rn	BRDG	C	449,946						449,946
699	B00	68674	PA 699 (PA 99) Br/Tory Rn	BRDG	U	20,800						20,800
699	B00	68674	PA 699 (PA 99) Br/Tory Rn	BRDG	C	911,140						911,140
886	B00	416	SR 886 over Ashery Run	BRDG	U	26,000						26,000
886	B00	416	SR 886 over Ashery Run	BRDG	R	52,000						52,000
886	B00	416	SR 886 over Ashery Run	BRDG	C	520,000						520,000
1001	B01	82917	1001/Park Ave Ext Wdck Ck	BRDG	P	104,000						104,000
1001	B01	82917	1001/Park Ave Ext Wdck Ck	BRDG	C	540,800						540,800

S.R.	Sec.	Project	Project Title	Area	CURRENT FFY 2011-2014		MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed
					Phase	Cost	Phase	Cost	Phase	Cost	
1002	B03	78760	SR 1002/Trib Pinney Run	BRDG	C	650,000					650,000
1013	B00	376	Shirley Run Bridge	BRDG	C	1,092,000					1,092,000
1013	B02	154	Thompson Creek Rd Bridge	BRDG	C	488,000					488,000
1016	B00	345	Miller Station/French Ck	BRDG	C	3,406,000					3,406,000
1033	B00	508	Mackay Run Bridge	BRDG	C	725,000					725,000
1037	B00	57973	SR 1037/Lil Federal Run	BRDG	C	350,958					350,958
1043	B00	422	Price Road Br SR 1043	BRDG	C	1,297,920					1,297,920
2003	B00	354	SR 2003-Mercer Pike Br.	BRDG	C	1,144,000					1,144,000
2018	B01	57977	Deckards Run Br #1	BRDG	P	200,000					200,000
2018	B01	57977	Deckards Run Br #1	BRDG	F	200,000					200,000
2018	B01	57977	Deckards Run Br #1	BRDG	R	50,000					50,000
2018	B01	57977	Deckards Run Br #1	BRDG	C	700,000					700,000
2028	B01	494	SR 2028 Br ov Pine Creek	BRDG	P	250,000					250,000
2028	B01	494	SR 2028 Br ov Pine Creek	BRDG	F	200,000					200,000
2028	B01	494	SR 2028 Br ov Pine Creek	BRDG	R	46,722					46,722
2028	B01	494	SR 2028 Br ov Pine Creek	BRDG	C	700,000					700,000
3005	B02	57982	Bennett Run Br	BRDG	C	1,250,000					1,250,000
3023	B00	405	Watson Run Rd Br SR 3023	BRDG	C	225,000					225,000
4003	B02	57986	Trib of Conneaut Ck Br	BRDG	F	52,000					52,000
4003	B02	57986	Trib of Conneaut Ck Br	BRDG	R	26,000					26,000
4003	B02	57986	Trib of Conneaut Ck Br	BRDG	C	984,256					984,256
4010	B01	74558	Cussewago Street Bridge	BRDG	C	948,480					948,480
4010	B03	74580	SR 4010 over Crazy Run	BRDG	C	260,000					260,000
4016	B00	57992	SR 4016/Bill Mack Run Br	BRDG	F	60,000					60,000
4016	B00	57992	SR 4016/Bill Mack Run Br	BRDG	C	781,000					781,000
7301	000	170	Mead Avenue Bridge	BRDG	U	143,420					143,420
7301	000	170	Mead Avenue Bridge	BRDG	U	161,306					161,306
7301	000	170	Mead Avenue Bridge	BRDG	R	956,134					956,134
7301	000	170	Mead Avenue Bridge	BRDG	R	1,068,621					1,068,621
7301	000	170	Mead Avenue Bridge	BRDG	C	5,894,750					5,894,750
7301	000	170	Mead Avenue Bridge	BRDG	C	6,588,250					6,588,250
7301	000	170	Mead Avenue Bridge	BRDG			C	940,000			940,000
Crawford County Totals					0-4 Years	\$61,165,578	5-12 Years	\$6,940,000	13-26 Years	\$0	\$68,105,578
Forest County											
62	B01	1343	Hunter Station Br - US 62	BRDG	F	1,100,000					1,100,000
62	B01	1343	Hunter Station Br - US 62	BRDG	U	60,000					60,000
62	B01	1343	Hunter Station Br - US 62	BRDG	R	1,100,000					1,100,000
62	B01	1343	Hunter Station Br - US 62	BRDG	C	1,300,000					1,300,000
62	B01	1343	Hunter Station Br - US 62	BRDG			C	24,000,000			24,000,000
62	B04	1377	US 62 over L Hickory Crk	BRDG	C	626,000					626,000
1003	B01	1342	Lynch Village Bridge	BRDG	U	30,000					30,000
1003	B02	1375	SR 1003/Blue Jay Creek	BRDG	F	112,486					112,486
1003	B02	1375	SR 1003/Blue Jay Creek	BRDG	R	52,000					52,000
1003	B02	1375	SR 1003/Blue Jay Creek	BRDG	C	1,018,820					1,018,820
2002	B00	1374	SR 2002 Over Tom's Run	BRDG	C	1,135,680					1,135,680
3004	B03	1417	Nebraska Bridge	BRDG	F	50,000					50,000
3004	B03	1417	Nebraska Bridge	BRDG	R	15,000					15,000
3004	B03	1417	Nebraska Bridge	BRDG	C	795,860					795,860
Forest County Totals					0-4 Years	\$7,395,846	5-12 Years	\$24,000,000	13-26 Years	\$0	\$31,395,846

S.R.	Sec.	Project	Project Title	Area	CURRENT TIP: FFY 2011-2014		MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed
					Phase	Cost	Phase	Cost	Phase	Cost	
Venango County											
		2262	Martin Hill Rd Br T-529	BRDG	R	5,000					5,000
		2262	Martin Hill Rd Br T-529	BRDG	C	625,000					625,000
		87605	NW Act 44 Funds 2013	BRDG	C	74,624					74,624
		87606	NW Act 44 Funds 2014	BRDG	C	3,168,000					3,168,000
		87607	RR Line Item - 2013	SAMI	C	200,000					200,000
		87608	RR Line Item - 2014	SAMI	C	208,000					208,000
		87610	Safety Line Item - 2014	SAMI	C	1,583,333					1,583,333
		87611	TE Line Item - 2013	TENH	C	629,000					629,000
		87612	TE Line Item - 2014	TENH	C	654,000					654,000
		87834	2011 TIP Line Item Reserv	BRDG			C	177,391,777			177,391,777
		87834	2011 TIP Line Item Reserv	BRDG	C	8,374,894					8,374,894
		88701	Local Br Reserve - 2011	BRDG	C	801,982					801,982
		88702	Local Br Reserve - 2012	BRDG	C	3,650,000					3,650,000
		88703	Local Br Reserve - 2013	BRDG	C	4,562,500					4,562,500
		88704	Local Br Reserve - 2014	BRDG	C	7,400,000					7,400,000
		88750	3R Line Item Res - 2012	HRST	C	594,282					594,282
		88751	3R Line Item Res - 2013	HRST	C	800,000					800,000
		88752	3R Line Item Res - 2014	HRST	C	1,000,000					1,000,000
		90428	NW Act 44 Funds 2015	BRDG			C	3,168,000			3,168,000
		90429	NW Act 44 Funds 2016	BRDG			C	3,168,000			3,168,000
		90431	NW Act 44 Funds 2017	BRDG			C	3,168,000			3,168,000
		90432	NW Act 44 Funds 2018	BRDG			C	3,168,000			3,168,000
		90435	RR Line Item - 2015	SAMI			C	216,000			216,000
		90436	RR Line Item - 2016	SAMI			C	225,000			225,000
		90437	RR Line Item - 2017	SAMI			C	234,000			234,000
		90438	RR Line Item - 2018	SAMI			C	243,000			243,000
		90439	TE Line Item - 2015	TENH			C	680,000			680,000
		90440	TE Line Item - 2016	TENH			C	707,000			707,000
		90441	TE Line Item - 2017	TENH			C	735,000			735,000
		90442	TE Line Item - 2018	TENH			C	765,000			765,000
		90443	Safety Line Item - 2015	SAMI			C	1,646,666			1,646,666
		90444	Safety Line Item - 2016	SAMI			C	1,712,222			1,712,222
		90445	Safety Line Item - 2017	SAMI			C	1,781,111			1,781,111
		90446	Safety Line Item - 2018	SAMI			C	1,852,222			1,852,222
		90448	Local Br Reserve - 2015	BRDG			C	3,500,000			3,500,000
		90449	Local Br Reserve - 2016	BRDG			C	3,500,000			3,500,000
		90450	Local Br Reserve - 2017	BRDG			C	3,500,000			3,500,000
		90451	Local Br Reserve - 2018	BRDG			C	3,500,000			3,500,000
		90452	2015 SD Line Item Reserve	BRDG			C	805,000			805,000
		90453	2016 SD Line Item Reserve	BRDG			C	2,275,000			2,275,000
		90454	2017 SD Line Item Reserve	BRDG			C	2,826,250			2,826,250
		90455	2018 SD Line Item Reserve	BRDG			C	11,398,750			11,398,750
		90457	3R Line Item Reserve 2015	HRST			C	10,000,000			10,000,000
		90458	3R Line Item Reserve 2016	HRST			C	10,000,000			10,000,000
		90459	3R Line Item Reserve 2017	HRST			C	10,000,000			10,000,000
		90460	3R Line Item Reserve 2018	HRST			C	10,000,000			10,000,000
	BR	2153	Waitz Rd Br (T-564)	BRDG	F	150,000					150,000
	BR	2153	Waitz Rd Br (T-564)	BRDG	U	15,000					15,000

S.R.	Sec.	Project	Project Title	Area	CURRENT FFY 2011-2014		TIP: MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed
					Phase	Cost	Phase	Cost	Phase	Cost	
	BR	2153	Waitz Rd Br (T-564)	BRDG	R	20,000					20,000
	RRX	81161	RR Line Item - 2012	SAMI	C	57,000					57,000
	TEP	81162	TE Line Item - 2011	HRST	C	19,000					19,000
0	T11	75031	Oil City-Rynd Farm Trail	TENH	C	1,201,770					1,201,770
8	09M	70752	SR 8: SR 62/1015-McCl Br.	HRST	C	1,500,000					1,500,000
8	B04	74567	PA 8 Br ov Cornplanter Rn	BRDG	C	624,000					624,000
8	B07	68681	McClintock Br ovr Oil Crk	BRDG	C	7,400,000					7,400,000
8	B10	81429	PA 8 Br ov Slippery Rk Ck	BRDG	C	1,200,000					1,200,000
8	B11	82944	PA 8 Br ov Slippery Rk Ck	BRDG	C	156,000					156,000
8	B12	82947	PA 8 Br over I-80, Barkvl	BRDG	P	162,240					162,240
8	B12	82947	PA 8 Br over I-80, Barkvl	BRDG	F	168,730					168,730
8	B12	82947	PA 8 Br over I-80, Barkvl	BRDG	R	56,243					56,243
8	B12	82947	PA 8 Br over I-80, Barkvl	BRDG	C	2,249,728					2,249,728
38	A00	2226	Emlenton Hill Imp.	SAMI	F	562,432					562,432
38	A00	2226	Emlenton Hill Imp.	SAMI	U	41,600					41,600
38	A00	2226	Emlenton Hill Imp.	SAMI	R	337,459					337,459
38	A00	2226	Emlenton Hill Imp.	SAMI	C	18,720,000					18,720,000
62	B08	87387	Washington Xing Bridge	BRDG	P	312,000					312,000
62	B08	87387	Washington Xing Bridge	BRDG	F	224,973					224,973
62	B08	87387	Washington Xing Bridge	BRDG	U	56,244					56,244
62	B08	87387	Washington Xing Bridge	BRDG	R	56,244					56,244
62	B08	87387	Washington Xing Bridge	BRDG	C	584,929					584,929
257	A03	67183	SR62/257 Intersection	SAMI	F	416,000					416,000
257	A03	67183	SR62/257 Intersection	SAMI	U	208,000					208,000
257	A03	67183	SR62/257 Intersection	SAMI	R	728,000					728,000
257	A03	67183	SR62/257 Intersection	SAMI	C	6,721,500					6,721,500
322	A01	1945	Halls Run Curve/US 322	SAMI	C	1,900,000					1,900,000
417	02M	89182	SR 417 - Rocky Grove Ave	HRST	C	2,000,000					2,000,000
4008	B00	58276	McCune Run Br	BRDG	P	208,000					208,000
4008	B00	58276	McCune Run Br	BRDG	F	216,320					216,320
4008	B00	58276	McCune Run Br	BRDG	U	26,000					26,000
4008	B00	58276	McCune Run Br	BRDG	R	26,000					26,000
4008	B00	58276	McCune Run Br	BRDG	C	956,135					956,135
7207	L00	78459	Rainbow Rd Br T-346	BRDG	P	35,000					35,000
7207	L00	78459	Rainbow Rd Br T-346	BRDG	F	110,000					110,000
7207	L00	78459	Rainbow Rd Br T-346	BRDG	U	5,000					5,000
7207	L00	78459	Rainbow Rd Br T-346	BRDG	R	20,000					20,000
7210	L00	78467	Gadsby Rd Br T-383	BRDG	F	125,000					125,000
7210	L00	78467	Gadsby Rd Br T-383	BRDG	R	15,000					15,000
			Venango County Totals		0-4 Years	\$83,922,162	5-12 Years	\$272,165,998	13-26 Years	\$0	\$356,088,160
Warren County											
	H01	72883	Warren Streetscape Improv	TENH	C	1,000,000					1,000,000
	R01	87330	Yankee Bush Rd RR Xing	SAMI	C	150,000					150,000
0	000	2433	Reynolds Rd Br T-621	BRDG	F	72,000					72,000
0	000	2433	Reynolds Rd Br T-621	BRDG	U	5,000					5,000
0	000	2433	Reynolds Rd Br T-621	BRDG	R	15,000					15,000
0	000	79268	T-444 Irvine Rn Rd Bridge	BRDG	P	100,000					100,000
27	B02	2586	PA 27 Pittsfield Truss Br	BRDG	C	400,000					400,000
27	B05	2540	PA 27 Bridge ov Hosmer Ck	BRDG	R	35,000					35,000

S.R.	Sec.	Project	Project Title	Area	CURRENT TIP: FFY 2011-2014		MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed
					Phase	Cost	Phase	Cost	Phase	Cost	
27	B05	2540	PA 27 Bridge ov Hosmer Ck	BRDG	C	884,000					884,000
59	SLD	88570	SR 59 Slide	HRST	C	2,812,160					2,812,160
62	A01	82162	US 62: Hatch Rn Rd-NY Lin	HRST	P	208,000					208,000
62	A01	82162	US 62: Hatch Rn Rd-NY Lin	HRST	F	104,000					104,000
62	A01	82162	US 62: Hatch Rn Rd-NY Lin	HRST	U	52,000					52,000
62	A01	82162	US 62: Hatch Rn Rd-NY Lin	HRST	R	104,000					104,000
62	A01	82162	US 62: Hatch Rn Rd-NY Lin	HRST	C	2,163,200					2,163,200
666	11M	87732	PA 666: David Zeisburger	HRST	C	2,300,000					2,300,000
666	B00	82118	PA 666/Tionesta Ck S. Brc	BRDG	P	108,160					108,160
666	B00	82118	PA 666/Tionesta Ck S. Brc	BRDG	F	112,486					112,486
666	B00	82118	PA 666/Tionesta Ck S. Brc	BRDG	R	56,243					56,243
666	B00	82118	PA 666/Tionesta Ck S. Brc	BRDG	C	935,886					935,886
1011	01M	87269	Conewango/4th Avenues	HRST	C	3,500,000					3,500,000
3011	B00	2478	McGuire St. Br. SR 3011	BRDG	R	35,000					35,000
3011	B00	2478	McGuire St. Br. SR 3011	BRDG	C	832,000					832,000
3016	B00	74608	SR 3016/Brknstrw Ck Trib	BRDG	C	270,400					270,400
			Warren County Totals		0-4 Years	\$16,254,535	5-12 Years	\$0	13-26 Years	\$0	\$16,254,535
			Regional Totals		0-4 Years	\$198,391,121	5-12 Years	\$396,967,947	13-26 Years	\$819,561,000	\$1,414,920,068

S.R.	Sec.	Project	Project Title	Area	CURRENT FFY 2011-2014		TIP:		MID-RANGE FFY 2015-2022		LONG RANGE FFY 2023-2036		Total Cost Programmed
					Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	
Non-Funded Projects - Candidates for Future LRTP and TIP Updates													
		Clarion Co	Bike route to Clarion County park	L RTP									
			Develop Cook Forest hiking trail	L RTP									
		Crawford County	Phase 2 of transload facility	L RTP									
			Meadville Safe Route to School	L RTP									
			Complete Titusville bike trail	L RTP									
		Forest County	PA 36 passing lane on Dam Hill	L RTP									
			PA 36/German Hill Intersection	L RTP									
			PA 66 Intersection in Marienville	L RTP									
		Venango County	Oil City HS Safe Route to School	L RTP									
			Venango County transit center	L RTP									
				L RTP									
		Warren County	Improve PA I-86 access from Warren	L RTP									
			Improve US 6 from Warren to Erie	L RTP									
			Improve US 219 access from Warren	L RTP									
			Improve US 6 and gateway signage	L RTP									
			Build bridge to connect US 62 & US 6	L RTP									
			PA 27 eliminate horseshoe curve	L RTP									
			Realign US 6/PA 27 intersection	L RTP									
			Trail west from Warren to Irvine	L RTP									
			Bike/hike trail in Youngsville	L RTP									

**Northwest Pennsylvania Transit TIP
2011 - 2036 LRTP Projects
Transit Projects**

			CURRENT TIP: FFY 2011-2014	MID-RANGE FFY 2015- 2022	LONG RANGE 2023-2036	Total Cost Programmed
Project	Project Title	Sponsor	Cost	Cost	Cost	
77442	Computer System	CRAW	25,000			25,000
84350	Vehicle Storage Facility	CRAW	3,000,000			3,000,000
89622	Shared Ride Flt Expansion	CRAW	350,000			350,000
89720	Meadville Fixed Rt Expans	CRAW	373,372			373,372
89721	Titusville Fixed Rt Expans	CRAW	150,000			150,000
89724	Purchase Fleet Vehicles	CRAW	55,000			55,000
89726	Shared Ride Bus Replace	CRAW	350,000			350,000
92638	Fleet Support Vehicles	CRAW	34,677			34,677
77443	2 Large Fixed-route Bus	CRAW	532,000			532,000
	Purch 2 Fixed Rt Buses	CRAW		700,000		700,000
	Purch 2 Fixed Rt Buses	CRAW			740,000	740,000
	Intelligent Veh Tech	CRAW			1,500,000	1,500,000
	Purchase 2 Paratransit Buses	CRAW		450,000	510,000	960,000
89897	Shared Ride Vans	VCTO	180,000			180,000
89898	Shared Ride Buses	VCTO	120,000			120,000
	Radio Equipment	VCTO			25,000	25,000
	Transit Buses 20+2	VCTO		1,000,000	3,000,000	4,000,000
	Intermodal Trans Facility	VCTO		1,900,000		1,900,000
	Computer System	VCTO			30,000	30,000
	Bus Shelters	VCTO		50,000		50,000
77445	Intermodal Trans Center	WARREN	386,004			386,004
89623	Shared Ride Bus Procure.	WARREN	520,000	2,060,000		2,580,000
77447	Bus Replacement	WARREN	1,500,000			1,500,000
	Fixed Route Bus Procure.	WARREN		2,125,000		2,125,000
	Two-Way Radio System Upg.	WARREN	44,000			44,000
79432	Vehicle Purchase	WARREN	39,900			39,900
Cost Totals			4,634,953	8,285,000	5,805,000	18,724,953

Appendix B: Project Prioritization

Northwest RPO LRTP Project Prioritization

Alt #	County	Alternative (Project/Problem)	Score	Safety	Connectivity to	Traffic	Percent	Oil & Gas	Economic	Land Use	Consistency with	Rail	Environmental	Right of Way or	Environmental	Preserves/Improves	Public Private	Local	Project	Condition
				26.0%	Other Modes	Volume	Trucks	Extraction	Development	Impacts	Comp Plans	Infrastructure	Justice	Utilities Issues	Impacts	Existing Infrastructure	Partnership (PPP)	Support	Readiness	26.0%
12	Clarion	Route 68: 1-80 to Main St.	0.834	1	1	0.65	0.179	1	1	1	0.5	0	1	0	0.5	1	0	0.25	0.5	1
10	Warren	Improvements to Route 62 as identified in the Route 62 Study	0.819	1	1	0.375	0.179	0	1	1	1	0	0	0.5	0.5	1	0	0.25	0	1
19	Clarion	Clarion Borough Comprehensive Traffic Study	0.795	1	1	0.335	0.75	0	1	1	0.5	0	0	0.5	0.5	1	0	0.25	0	1
59	Crawford	South of Borough Highway	0.772	1	1	0.375	0.583	0	0.75	1	0.5	0	0	0	0.5	1	0	0.25	0	1
60	Crawford	North of Borough Highway & Bridge	0.772	1	1	0.375	0.583	0	0.75	1	0.5	0	0	0	0.5	1	0	0.25	0	1
58	Crawford	County Jail Highway	0.756	1	1	0.125	0.321	0	0.75	0.75	0.5	0	0	0.5	1	1	0	0.25	0	1
67	Crawford	Port Meadville Airport Access Road Highway MPMS 71391	0.749	1	1	0.625	0.583	0	0.75	1	0.5	0	0	0.5	0.5	0	0	0.25	0	1
11	Clarion	SR 68/Shannon Tipple Road Intersection	0.747	1	0	0.21	0.25	1	0.75	1	0.5	0	0	0.5	1	1	0	0.25	0	1
57	Crawford	Center Street Bridge 20740688093006	0.743	1	1	0.013	0	0	0.75	0.75	0.5	0	0	0.5	1	1	0	0.25	0	1
68	Crawford	SR 408 & Main Street Hydetown Intersection	0.732	1	1	0.375	0.357	0	0	0.75	0.5	0	0	0.5	1	1	0	0.25	0	1
17	Clarion	Penn & Wood Street Intersection	0.728	1	1	0.205	0.5	0	0	0.5	0.5	0	0	0.5	1	1	1	0.25	0	1
55	Crawford	West Erie Street Extension	0.721	1	1	0.125	0.107	0	0	0.75	0.5	0	0	1	1	1	0	0.25	0	1
3	Warren	Rt 957 from Columbus Village to Freehold Twp	0.707	1	0	0.08	0.179	1	0	1	0.5	0	0	1	1	1	0	0.25	0	1
18	Clarion	Wood Street Wall Replacement	0.682	1	0.5	0.19	0.286	0	0	0.5	0.5	0	0	0.5	0.5	1	0	0.25	0	1
15	Clarion	Callensburg Bridge #1	0.673	1	0	0.01	0.321	0	0	0.5	0.5	0	1	0.5	0.5	1	0	0.25	0.5	1
13	Clarion	East Brady Hill Climbing Lane	0.669	1	0	0.09	0.179	1	0	0.5	0.5	0	0	0.5	0.5	1	0	0.25	0	1
14	Clarion	Reidsburg Bridge	0.669	1	0	0.265	0.071	1	0	0.5	0.5	0	0	0	0.5	1	0	0.25	0	1
40	Venango	Front Street (Route 62) corridor road diet	0.666	0.5	1	0.48	0.321	0	0	1	1	0	1	1	1	1	0	0.25	0	1
38	Venango	Central & 1st Signals	0.660	0.5	1	0.38	0.321	0	0	1	1	0	1	1	1	1	0	0.25	0	1
41	Venango	First Street Roundabout	0.651	0.5	1	0.48	0.321	0	0	1	1	0	1	0.5	0.5	1	0	0.25	0	1
7	Warren	Stewart Rd. Bridge #61-7203-0639-4011 (T-639)	0.644	1	0	0.005	0	0	0	0.5	0.5	0	0	0.5	0.5	1	0	0.25	0	1
47	Venango	Jersey Railroad Bridge wing walls	0.636	1	0.5	0.102	0	0	0.75	0.5	0.5	1	0	1	1	1	0	0.25	0.5	0.5
39	Venango	Second Street Streetscape	0.630	0.5	1	0	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
2	Warren	Route 6 / Railroad St.	0.623	0.5	1	0.425	0.179	0	0	1	0.5	0	0	1	1	1	0	0.25	0	1
66	Crawford	Titusville Airport Runway Project MPMS 80442	0.622	1	0	0.125	0	0	0.75	0.75	0.5	0	0	1	1	1	0	0.25	1	0.5
9	Warren	River Road Bridge	0.617	1	1	0	0	0	0	1	0.5	0	1	0.5	0.5	1	0	1	0.5	0.5
52	Forest	Otter Bridge 27 7204 0328 4002	0.610	0.5	0	0.005	0.179	1	1	1	0.5	0	0	0.5	1	1	0	0	0	1
53	Forest	Queen Bridge 27 7204 0328 4001	0.607	0.5	0	0.005	0	1	1	1	0.5	0	0	0.5	1	1	0	0	0	1
8	Warren	Way Road Bridge	0.571	1	0	0	0	0	0	1	0.5	0	0	0.5	0.5	1	0	1	0.5	0.5
21	Venango	Carry Lane Site Distance Improvements	0.567	1	0	0.25	0.214	0	0.75	0.5	0.5	0	1	1	1	1	0	0.25	0	0.5
22	Venango	Horsecreek (creek)	0.546	1	0	0.06	0.393	0	0	0.75	0.5	0	0	1	0.5	1	0	0.25	0	0.5
20	Venango	Transportation Study Gateway	0.539	0.5	0.5	0.31	0.667	1	0.5	1	1	0	0	0.5	1	1	0	0.25	0	0.5
37	Venango	Central Avenue Streetscape	0.524	0	1	0.38	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
16	Clarion	Keck Avenue/SR 28 Intersection Improvement	0.522	1	1	0.32	0.25	0	0.75	0.75	0.5	0	0	0.5	1	1	1	0.25	0	0
30	Venango	Colbert	0.509	0	1	0	0	0	0.75	1	0.5	0	1	1	1	1	0	0.25	0	1
31	Venango	Central Avenue	0.500	0	1	0	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
32	Venango	Lynch Blvd.	0.500	0	1	0	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
33	Venango	Seneca Street	0.500	0	1	0	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
34	Venango	W. Seventh Street	0.500	0	1	0	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
35	Venango	Elm Street	0.500	0	1	0	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
36	Venango	Duncomb Street	0.500	0	1	0	0	0	0	1	1	0	1	1	1	1	0	0.25	0	1
25	Venango	Elk Street 12th to 3rd	0.486	0	1	0	0	0	0	1	0.5	0	1	1	1	1	0	1	0	1
1	Warren	Route 6 / Main Ave	0.483	0.5	0	0.215	0.357	1	0.75	1	0.5	0	0	0.5	0.5	1	0	0.25	0	0.5
63	Crawford	SR 27 TOP RAIL	0.481	0	0	0.125	0	1	1	1	0.5	0	0	0	0.5	0	1	0.25	0.5	1
23	Venango	11th St Elm to Liberty	0.469	0	1	0	0	0	0	1	0.5	0	1	1	1	1	0	0.25	0	1
24	Venango	14th Street Liberty to Franklin Ave	0.469	0	1	0	0	0	0	1	0.5	0	1	1	1	1	0	0.25	0	1
26	Venango	Washington Street City line to Tyler	0.469	0	1	0	0	0	0	1	0.5	0	1	1	1	1	0	0.25	0	1
27	Venango	13th Street Chestnut to Liberty	0.469	0	1	0	0	0	0	1	0.5	0	1	1	1	1	0	0.25	0	1
28	Venango	Buffalo Street 15th to 8th	0.469	0	1	0	0	0	0	1	0.5	0	1	1	1	1	0	0.25	0	1
65	Crawford	Blooming Valley Highway Project mpms 75050	0.459	0	1	0.125	0.583	0	0	0.5	0.5	0	0	1	1	1	0	0.25	0	1
54	Crawford	Island Street Bridge 20720388174004	0.452	0	1	0.013	0	0	0	0.75	0.5	0	0	1	1	1	0	0.25	0	1
48	Venango	SR 8 Vertical Curves at Kaneville	0.430	0.5	0	0.16	0.214	0	0	0.5	1	0	0	0.5	0.5	1	0	0.25	0	0.5
49	Venango	SR 8 Sportsman Curve	0.430	0.5	0	0.16	0.214	0	0	0.5	1	0	0	0.5	0.5	1	0	0.25	0	0.5
50	Venango	SR 8 Sportsman Curve to Rouseville	0.430	0.5	0	0.16	0.214	0	0	0.5	1	0	0	0.5	0.5	1	0	0.25	0	0.5
61	Crawford	Linesville Creek Bridge 20720303464004	0.421	0	0.5	0.013	0	0	0	0.5	0.5	0	0	1	1	1	0	0.25	0	1
62	Crawford	Conneaut Creek Bridge 20720506054001	0.421	0	0.5	0.013	0	0	0	0.5	0.5	0	0	1	1	1	0	0.25	0	1
4	Warren	SR 4023 Bridge 61 4023 0010 0505	0.408	0.5	0	0.02	0.357	0	0	0.5	0.5	0	0	1	1	1	0	0.25	0	0.5
5	Warren	SR 1013 / SR 1010 Intersection	0.384	0.5	0	0.04	0.357	0	0	0.5	0.5	0	0	0	0.5	1	0	0.25	0	0.5
46	Venango	BMS 60740906854003 Sugar Creek Drive	0.307	0	1	0.025	0	0	0	0.75	0.5	0	0	0.5	0.5	1	0	0.25	0	0.5
64	Crawford	Queen City Trail Segment	0.299	0	0.5	0.125	0	0	0	0.75	0.5	0	1	1	1	0	1	0.25	0.5	0.5
29	Venango	BMS 60 7207 0439 4003 Dean Road	0.275	0	0	0.003	0	0	0	0.75	0.5	0	0	1	0.5	1	0	0.25	0	0.5
51	Venango	BMS 60 7220 0370 1500 Fisherman's Cove	0.275	0	0	0.003	0	0	0	0.75	0.5	0	0	1	0.5	1	0	0.25	0	0.5
56	Crawford	SR 89 to Corry Line Trail Segment	0.271	0	0.5	0.125	0	0	0	0.5	0.5	0	1	1	1	0	1	0.25	0	0.5
43	Venango	BMS60721406474006 Ace Road	0.266	0	0	0.01	0	0	0	0.75	0.5	0	0	0.5	0.5	1	0	0.25	0	0.5
44	Venango	BMS 60721406274005 Williams Road	0.266	0	0	0.005	0	0	0	0.75	0.5	0	0	0.5	0.5	1	0	0.25	0	0.5
45	Venango	BMS 60721603774005 Valley Church Road	0.266	0	0	0.003	0	0	0	0.75	0.5	0	0	0.5	0.5	1	0	0.25	0	0.5
6	Warren	Ludwick Rd. Bridge #61-7209-0508-4002 (T-508)	0.254	0	0	0.004	0	0	0	0.5	0.5	0	0	0.5	0.5	1	0	0.25	0	0.5
42	Venango	Oil Creek State Park Multi modal trail	0.180	0	1	0	0	0	0	0.75	1	0	1	1	1	0	0	0.25	0	0

Appendix C: Project Prioritization Chart

Northwest LRTP Project Prioritization

