Appendix H: North Central Core System Mapping
Core Transportation System Functional Class

**Functional Class** is a classification system of streets and highways that are grouped according to the character of service they are intended to provide:

1. Interstate
2. Other Freeways & Expressways
3. Other Principal Arterial
4. Minor Arterial
5. Urban Collector or Rural Major Collector
6. Rural Minor Collector
7. Local Roads
North Central Rural Planning Organization 2017 - 2045 Long Range Transportation Plan

Partnering for Regional Opportunities

Core Transportation System

Primary Economic Centers
Include the US Census defined micropolitan statistical areas of Bradford, DuBois and St. Marys. When combined with their respective adjacent second class townships, the three cities listed above are among the largest populated areas in the region, comprising 20 percent of the entire region’s total population.

Primary Economic/Community Development Centers
Various investment areas that include KOZ sites, the interchanges along I-80, and the region’s three largest boroughs: Brookville, Clearfield, and Punxsutawney. It also includes the region’s two commercial service airports - Bradford and DuBois Regional.

Primary Recreation Centers
Recognize the importance that tourism and outdoor recreation have to the North Central region, these nodes have been identified as DCNR’s Primary Investment Areas, consistent with the PA Wilds initiative.

Primary Transportation System
Consists of the highest-order roadway facility that provides a direct connection among regional economic centers.

Primary Recreation System
Connects regional economic and community centers to the Priority Recreational Nodes.

All source data current as of 2016: ESRI Basemap, PennDOT Transportation Infrastructure, U.S. Census Demographics, and North Central Core System Mapping.
PennDOT has used the posted and bonded road program to protect the secondary system. If PennDOT posts a road as unable to carry heavy loads, the industry is financially responsible for excess maintenance on the highways they use.
A structurally deficient (SD) bridge is safe, but in need of costly repairs or replacement to bring it to current standards. It is an indication of the bridge’s overall status in terms of structural soundness and ability to service the traveling public. SD status indicates that the bridge has deterioration to one or more of its major components. Number range is nine to zero. A rating of 4 or below indicates poor conditions that result in a structural deficient classification.
Average Annual Daily Traffic (AADT) is the total volume of vehicle traffic of a highway for a year divided by 365 days. In its simplest term, it serves as a measurement of how busy or congested a roadway is.

An AADT traffic volume is used throughout the project planning process to provide projected volumes of traffic. It is based on a 24 hour, two directional count at a given location. To measure AADT on individual road segments, traffic data is collected either by an automated traffic counter or by hiring an observer to record traffic. One of the most important uses of AADT is for determining funding for the maintenance and improvement of highways.