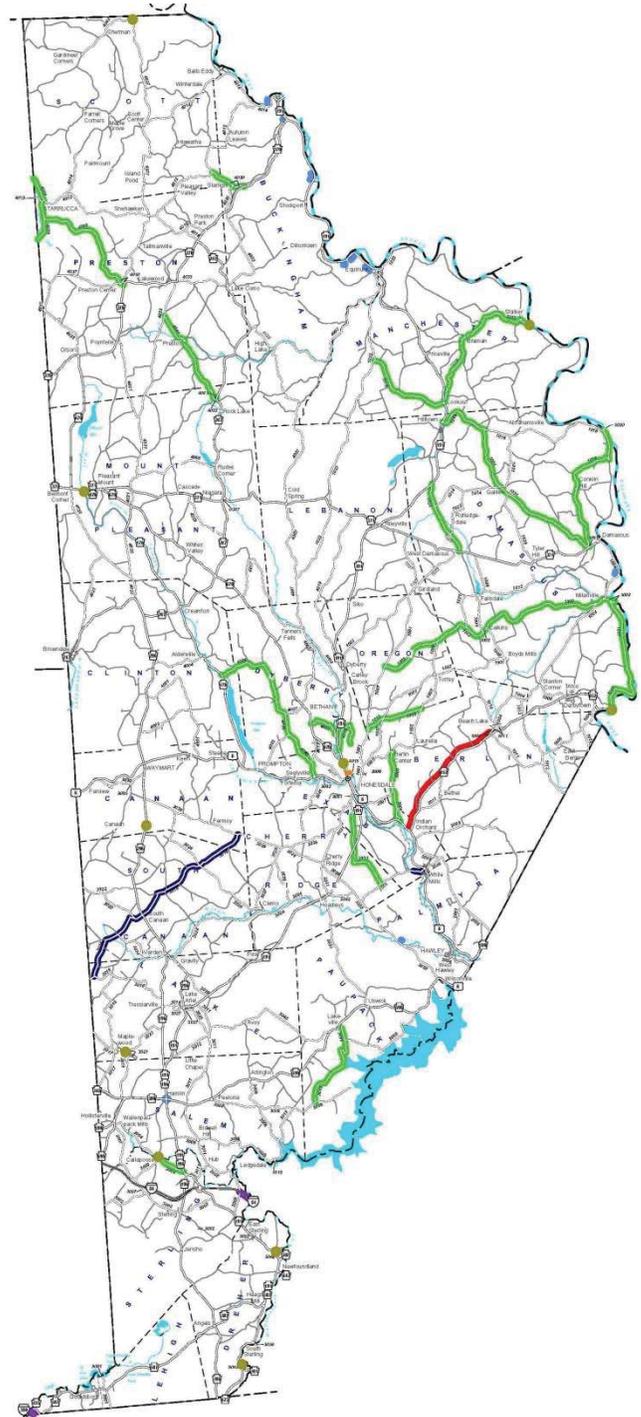


STATE TOPICS

Wayne County Transportation Planning

Wayne County is an independent county working directly with Penn DOT Central Office in Harrisburg and Penn DOT District 4-0 in Dunmore for County-wide transportation planning. Penn DOT's Roadway Projects that were scheduled for the 2017 Construction Season within the County included a total of 83 miles of State Route Surface Improvements, which included the following State highways:

- SR 1002 – Calkins Road (Base & Edge Repair) 10.63 miles
 - SR 1010 – Smith Hill Road (Pave) 2.29 miles
 - SR 1016 – Callicoon Road (Oil & Chip) 2.13 miles
 - SR 1016 – Conklin Hill Road (Oil & Chip) 5.67 miles
 - SR 1017 – River Road (Oil & Chip) 5.39 miles
 - SR 1018 – Adams Road (Oil & Chip) 9.48 miles
 - SR 1025 – Rutledgedale Rd. (Base & Edge Repair) 2.88 miles
 - SR 1031 – Gallilee Road (Pave) 4.29 miles
 - SR 2009 – Brook Road (Oil & Chip) 2.83 miles
 - SR 3004 – Pond Road (Oil & Chip) 1.14 miles
 - SR 3015 – Finn Swamp Road (Oil & Chip) 3.99 miles
 - SR 3018 – Cortez Road (Pave) 8.38 miles
 - SR 3033 – Spinner Road (Oil & Chip) 3.24 miles
 - SR 4005 – Beech Grove Rd. (Base & Edge Repair) 6.79 miles
 - SR 4006 – Miller Drive (Oil & Chip) 1.42 miles
 - SR 4015 – Weniger Hill Road (Oil & Chip) 1.80 miles
 - SR 4010 – King Hill Road (Oil & Chip) 1.88 miles
 - SR 4020 – Starlight Lake Road (Oil & Chip) 1.50 miles
 - SR 4039 – Starrucca Creek Road (Oil & Chip) 2.45 miles
 - SR 4041 – Rock Lake Road (Oil & Chip) 4.03 miles
- Other scheduled Roadway & Safety Projects included:
- SR 191/370/1004/3028/4014 (Slide Repairs)
 - SR 652 – Beach Lake Hwy. (Shoulder Paving & Edge Line Rumble Strips)

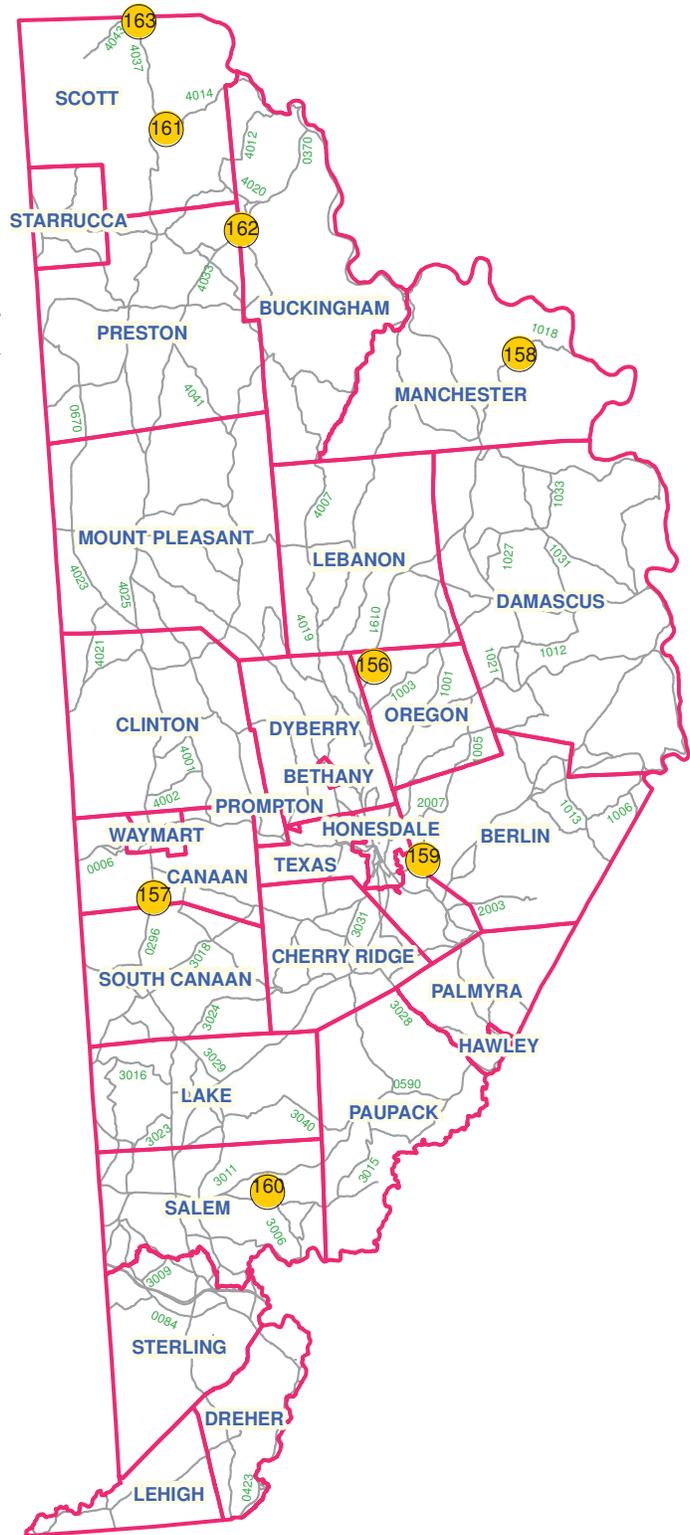


An additional 10 bridges were scheduled for rehabilitation or replacement throughout the County, which included two additional bridge replacements as part of the Statewide Public Private Partnership (P3) Rapid Bridge Replacement (RBR) program (shown right). The final bridge to be replaced in 2018 is number 156 located on SR 191 in Oregon Township. Other scheduled State bridge projects in 2017 included:

- SR 191 – Dreher Twp. over Manny Run
- SR 191 – Honesdale Boro over Dyberry Creek
- SR 296 – Canaan Twp. over Branch Middle Creek (P3) # 157 (shown right)
- SR 371 – Mt. Pleasant Twp. over Lackawaxen River
- SR 652 – Narrowsburg Bridge over Delaware River
- SR 1018 – Kellam Bridge over Delaware River
- SR 3004 – Sterling Twp over Wallenpaupack Creek
- SR 3019 – Lake Twp. over Jones Creek
- SR 3046 – Dreher Twp. over Spring Creek
- SR 4037 – Scott Twp. over Oquaga Creek (P3) # 163 (shown right)

A final local enhancement project completed in 2017 was the replacement of the County's Pedestrian Bridge located at the south end of Court Street within the Borough of Honesdale.

Another requirement as an independent county is working directly with Penn DOT District 4-0 in the development of the County's 12-year Transportation Improvement Plan (TIP), which is updated every two years. The 2017-2020 1st four years of the Wayne County TIP Program approved by the Pennsylvania Transportation Commission is as follows. Some projects may be completed and future schedules revised at the time of this annual report printing. For the most current listing of Penn DOT road and bridge TIP projects, please go to <http://www.penndot.gov/>.



| Highway Projects | | | | | |
|------------------|------------------|---------------------------------------|------------------------------|---|-------------------|
| Project # | Route | Location | Description | 1 st , 2 nd , or 3 rd Period | Cost |
| 101991 | 6 | Canaan to Texas Twp. | Safety Improvement | 1 | 2,260,000 |
| 47625 | 191 | 191/196 & T367-Salem | Intersection improvement | 1 | 4,292,000 |
| 96908 | 191 | Hancock Hwy.-Buckingham | Restoration - Slope repair | 1 | 6,928,000 |
| 96904 | 370 | Crosstown Hwy - Buckingham | Restoration - Slope repair | 1 | 47,200 |
| 57868 | 590 | Hamlin Corners-Salem | Intersection improvement | 1 | 1,500,000 |
| 107484 | 652 | Beach Lake Hwy.-Berlin | Safety Improvement II / ELRS | 1 | 122,196 |
| 96905 | 1004 | River Rd.-Damascus | Slide Restoration | 1 | 2,512,000 |
| 96881 | 4014 | Winterdale Rd.-Buckingham | Slide Restoration | 1 | 1,240,000 |
| 102071 | Group 4-18-ST 4 | Canaan to Hawley Boro./Sections | Resurface | 1 | 6,197,000 |
| 101979 | Group 4-15-ST 5 | Lebanon,Damascus,Preston,Dreher | Resurface | 1 | 4,733,000 |
| 102010 | Group 4-16-ST 11 | Texas,Canaan,Palmyra,Paupack, Salem | Resurface | 2 | 3,700,000 |
| 102054 | Group 4-17-ST 5 | Texas,South Canaan | Resurface | 2 | 6,000,000 |
| 102066 | Group 4-17-ST 9 | Lebanon, Mount Pleasant SR 371 | Resurface | 2 | 4,030,000 |
| 102085 | Group 4-18-ST 10 | Preston,Lehigh,Damascus,Berlin,Oregon | Resurface | 2 | 7,000,000 |
| Total Highway | | | | | 50,561,396 |
| Bridge Projects | | | | | |
| 101099 | 170 | Lackawaxen-Clinton | Restoration | 1 | 2,751,700 |
| 85787 | 191 | Manny Run-Dreher | Replacement | 1 | 593,672 |
| 89022 | 191 | Dyberry Creek-Honesdale | Restoration | 1 | 1,400,000 |
| 101391 | 191 | Branch of Wallenpaupack Cr.-Dreher | Restoration | 1 | 2,940,000 |
| 68883 | 247 | W Br Dyberry Creek-Mt. Pleasant | Replacement | 2 | 1,637,500 |
| 67578 | 296 | Van Auken Creek-Waymart | Replacement | 2 | 1,800,000 |
| 10042 | 371 | Delaware River-Damascus | Restoration | 1 | 2,750,000 |
| 68891 | 371 | W Br Lackawaxen-Mt Pleasant | Replacement | 1 | 2,268,700 |
| 56746 | 371 | East Br Dyberry Creek-Lebanon | Replacement | 2 | 1,787,500 |
| 68900 | 590 | Inlet to Finn Swamp-Paupack | Replacement | 2 | 1,100,000 |
| 101791 | 590 | Branch of Ariel Creek-Salem | Replacement | 2 | 2,390,000 |
| 83052 | 652 | Delaware River-Damascus | Restoration | 1 | 8,000,000 |
| 88469 | 670 | Cramer Creek-Mt. Pleasant | Replacement | 2 | 1,075,000 |
| 101390 | 1001 | Carley Brook-Honesdale | Restoration | 2 | 2,000,000 |
| 9983 | 1002 | Delaware River-Skinners Falls | Replacement | 1 | 12,420,000 |
| 85786 | 1002 | South Br Calkins Creek-Damascus | Restoration | 2 | 2,387,500 |
| 68906 | 1004 | Calkins Creek-Damascus | Replacement | 2 | 3,150,000 |
| 96963 | 1018 | Delaware River-Manchester | Restoration | 1 | 4,490,000 |
| 10046 | 1020 | Delaware River-Damascus | Restoration | 1 | 9,750,000 |
| 92892 | 1023 | S Br Equinunk Ck-Manchester-Pine Mill | Replacement | 1 | 1,992,211 |
| 68921 | 1023 | S Br Equinunk Ck-Manchester-Fork Mtn. | Replacement | 2 | 1,787,500 |
| 93944 | 1031 | Beaver Dam Creek-Damascus | Replacement | 1 | 675,000 |
| 9833 | 2008 | Carley Brook Brg. 2-Honesdale | Replacement | 1 | 2,200,000 |
| 9973 | 3002 | Stevens Creek-Sterling | Replacement | 2 | 1,850,000 |
| 96742 | 3002 | Butternut Creek-Sterling | Replacement | 2 | 1,602,500 |
| 89021 | 3004 | W Br Wallenpaupack Cr-Salem/Sterling | Restoration | 1 | 1,023,000 |
| 67585 | 3008 | Ariel Creek-Salem | Restoration | 2 | 3,012,500 |
| 67587 | 3018 | Trib to Middle Creek-S. Canaan | Replacement | 2 | 2,150,000 |
| 67589 | 3020 | Over Inlet to Lake Quinn-S. Canaan | Replacement | 2 | 1,025,000 |
| 67591 | 3026 | Trib to Middle Creek-S. Canaan | Replacement | 1 | 227,200 |
| 67592 | 3030 | Van Auken Creek-Waymart | Replacement | 2 | 825,000 |
| 67593 | 3034 | Middle Creek-Lake/South Canaan | Replacement | 2 | 1,887,500 |
| 9974 | 3046 | Spring Run-Dreher | Replacement | 1 | 564,150 |
| 10048 | 4014 | Balls Creek-Scott | Bridge Preservation | 2 | 375,000 |
| 9834 | 4017 | W Br Dyberry Creek-Dyberry | Replacement | 1 | 1,200,000 |
| 9976 | 4023 | Trib to W Br Lackawaxen-Mt. Pleasant | Replacement | 1 | 470,000 |
| 96740 | 4031 | Johnson Creek-Mt. Pleasant | Replacement | 2 | 1,490,000 |
| 9979 | 4043 | Sherman Creek-Scott | Replacement | 2 | 575,000 |
| 9849 | T-603 | Equinunk Creek-Buckingham | Replacement | 1 | 300,000 |
| Total Bridge | | | | | 89,923,133 |

Source: PA Dept. of Transportation

Pennsylvania Route 6 Proposed “All American Road”



Route 6 winds 427 miles through 11 counties across Pennsylvania’s northern tier. There are 110 local municipalities in those 11 counties. In Wayne County, Route 6 traverses four boroughs and three townships. Pennsylvania Route 6 is recognized as a driving destination by *National Geographic Traveler* and *Car and Driver* magazines. AAA includes a portion of Route 6 in their list of Scenic Byways. *Harley Davidson* labeled it as one of the best touring routes. There are also endless sites on the internet that identify Pennsylvania Route 6, in whole or part, as a scenic destination for travelers. Combined spending attributable to tourism along the Route 6 Corridor increased by just over 26% from 2005 to 2013, with a more modest 4.1% increase in tourism employment, accordingly to *The Economic Impact of Tourism in Pennsylvania*, January 2015.

With this kind of notoriety and economic impact it is no wonder that there are also other honors bestowed upon Route 6. In 2005 Route 6 was named a Heritage Corridor as part of Pennsylvania’s Heritage Area Program. The Pennsylvania Route 6 Alliance (located in Galeton, PA) is the entity that manages the Heritage Corridor Management Plan.

The Route 6 Alliance announced as its next phase, the proposal of Route 6 being designated as an “All American Road”. The first step in this process is for the 110 municipalities to sign resolutions agreeing to have Route 6 designated as a Pennsylvania Byway. Then a corridor management plan is developed followed by the Pennsylvania Department of Transportation submitting an application to the Federal Highway Administration for designation as an “All American Road”.

This federal designation is part of the National Scenic Byways System. While such a designation would certainly bring more recognition to Pennsylvania Route 6, a federal designation would be accomplished under the authority of the Federal Register which brings with it commitments from local communities. Such a designation would require the establishment of the “Corridor” which would include the *right-of-way and the adjacent area that is visible from the highway*. It would also require the development of a “Corridor Management Plan” that specifies the actions, procedures, controls, operational practices and administrative strategies to maintain the scenic byway.

Many elected officials have expressed concern over what would be expected of them as required by the Federal Register. The corridor management plan would not be written at the federal level, it would be written by a regional group of officials from the 110 municipalities that Route 6 traverses. Although these 110 municipalities have Route 6 as something in common, the municipalities along the 427 miles have some very diverse qualities. Depending upon what the majority of the 110 municipal officials establish in the management plan, it may not be palatable

to all who may have signed resolutions to join, thus weakening any previous commitment. The Federal Register defines the “Local Commitment” as the *assurance provided by communities that they will undertake actions, such as zoning and other protective measures to preserve the scenic byway as identified in the corridor management plan.* Additionally, for *All-American Roads, there must be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.*

In addition, it is also specifically stated in the Federal Register that a Corridor Management Plan must contain, *A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.*

Back in 2013, the Alliance mailed packets of information to the local municipalities along Route 6. These packets explained the positive elements of having Route 6 designated as a Byway. It also included a sample resolution for each municipality to consider, sign and return to the Alliance indicating their intent to support the cause and join with other municipalities. The response from the local municipalities at that time was less than what the Alliance had hoped for. To date, approximately half of the 110 municipalities across Route 6 have expressed support. Waymart was the only Wayne County municipality to support this designation. Palmyra Township and Prompton Borough both returned postcards indicating no interest in a State “Byway” designation. There were no responses from Hawley or Honesdale Borough as well as Canaan or Texas Townships. Another Pennsylvania Byway designation mailing request to all non-supporting municipalities was mailed out during the fall of 2016 with no additional support received from the Wayne County local governments located along the Route 6 corridor.

The general hesitation has centered on the fact that once a municipality supports the PA Byway designation, additional outdoor advertising is restricted on designated byways. Additionally, any new off-premise billboards would not be permitted within 660 feet of the right of way along Route 6. If a PA Byways designation were to be passed by the State legislature, the Penn DOT Engineering Districts would be in charge of enforcement of billboards and also approving and denying new signage permits instead of the local municipality located along that portion of Route 6. The Alliance now plans to pursue legislative support for this Byway designation through the State Representatives along the northern tier of Pennsylvania.



During 2017, the Route 6 Alliance began implementing portions of the Management Action Plan (MAP), which is required to be completed every ten years. The update of the MAP is to also include elements of a Corridor Management Plan (CMP). The Wayne County communities of Hawley, Honesdale, Waymart and White Mills have been identified as part of the Delaware & Hudson (D&H) Character Area, which strives to “*recognize and preserve the historic settings, sites and resources that contribute to the visual quality while retaining the buildings, landscapes and settings that tell the story of coal mining and transport.*”

As part of the Alliance infrastructure committee, our office is currently assisting with the coordination to replace any missing mile marker signs along Route 6 in Wayne County. Our office will continue taking part in conference calls to promote these tourism efforts.