

# **STATE ISSUES**

# 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 2016 Construction Season within the County included a total of 34 miles of State Route Surface Improvements, which included repaving of the following State highways through private subcontractors:

SR 0348 – 1.20 miles (Mt. Cobb Hwy. to County Line)

SR 0690 – 1.52 miles (Hollisterville Dr. to County Line)

SR 1007 – 7.42 miles (Fox Hill Rd. to Boyds Mills)

SR 2006 – 3.74 miles (Owego Tpke. to White Mills)

SR 3011 – 4.68 miles (Golf Park Dr. to Bidwell Hill)

SR 4012 – 5.49 miles (Shadigee Creek Rd. to County Line)

SR 4033 – 7.51 miles (Como Rd. to Lake Como)

SR 4035 – 2.53 miles (Oxbow Rd. to Orson)

Another 28 miles paved by Penn DOT's Department Force included:

SR 1016 – Callicoon Rd. (Damascus Twp.)

SR 3031 – Hoadley's Rd. (Cherry Ridge/Paupack Twps.)

SR 3036 – Schoolhouse Rd. (Cherry Ridge Twp.)

SR 3037 – Cadwalder Rd. (Cherry Ridge Twp.)

SR 4007 – Upper Woods Rd. (Lebanon Twp.)

SR 4016 – Shehawken Rd. (Preston Twp.)

SR 4018 – Rabbit Run Rd. (Preston Twp.)

SR 4024 – Equinunk Creek Rd. (Buckingham Twp.)

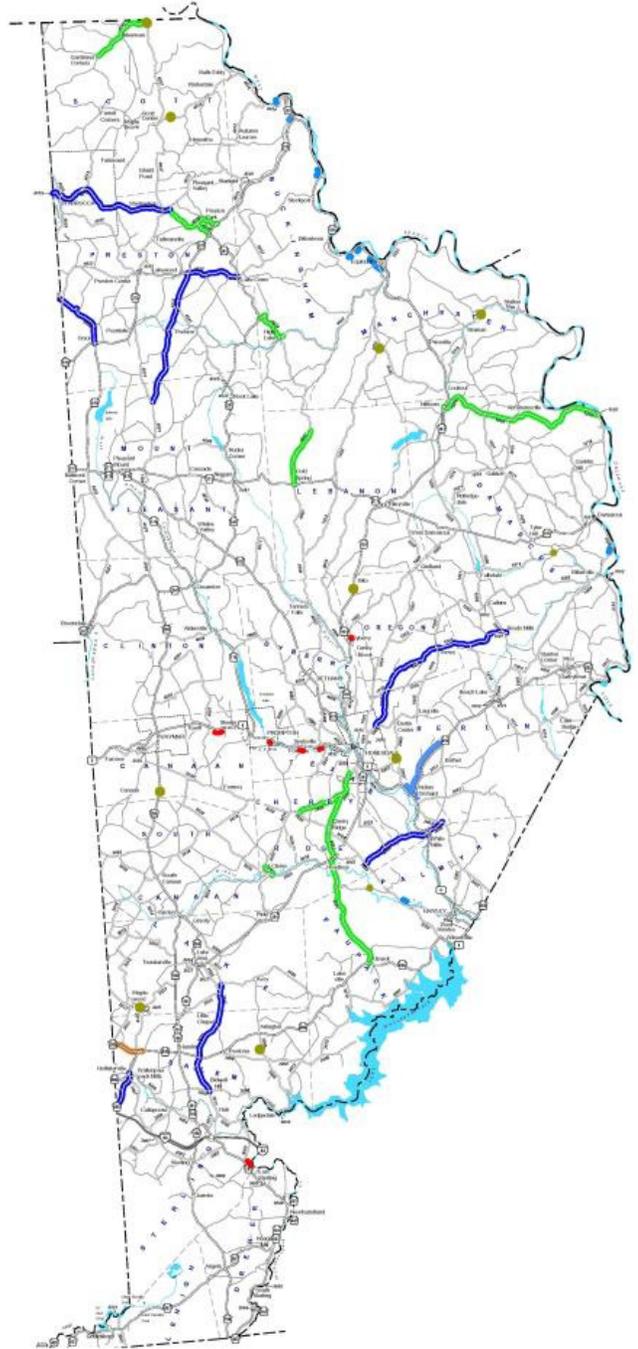
SR 4043 – Sherman Rd. (Scott Twp.)

Other scheduled Safety and Roadway Projects included:

SR 6 – Texas/Palmyra Hwy. Betterment Project (Texas Twp.)

SR 6 and 191 – High Friction Surface Treatment (HFST) and New Signage (Canaan, Dyberry, Sterling and Texas Twps.)

SR 191/370/1004/3028/4014 – Slide Repair (Buckingham, Damascus, Paupack Twps.)



As part of the Statewide Public Private Partnership (P3) Rapid Bridge Replacement (RBR) program, there are eight bridges throughout the County that are scheduled for replacement from 2015 through 2017. The two (2) that were completed in 2015 included:

#161 – SR 4014 Winterdale Road (Scott Twp.)  
Bridge over Balls Creek – COMPLETED

#162 – SR 4033 Starlight Road (Buckingham Twp.)  
Bridge over Shehawken Creek - COMPLETED

The next three (3) completed in 2016 included:

#158 – SR1018 Braman Road (Manchester Twp.)  
Bridge over Little Equinunk Creek – COMPLETED

#159 – SR 2007 Tryon Street (Berlin Twp.)  
Bridge over Holbert Creek – COMPLETED

#160 – SR 3006 Ledgedale Road (Salem Twp.)  
Bridge over Ariel Creek – COMPLETED

The final three (3) scheduled for 2017 include:

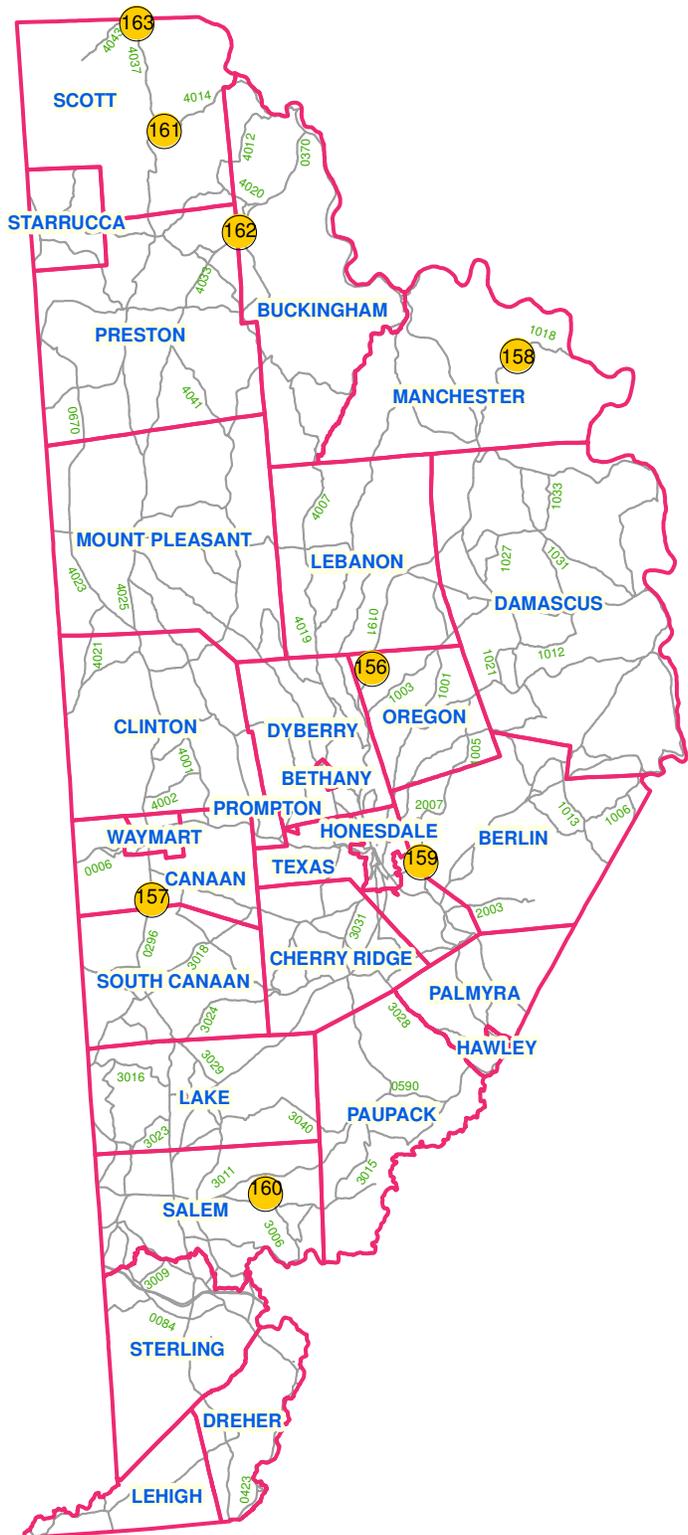
#156 – SR 0191 Hancock Hwy. (Oregon Twp.)  
Bridge over Big Brook Creek – Fall 2017

#157 – SR 296 Easton Tpk. (Canaan Twp.)  
Bridge over branch of Middle Creek – Spring 2017

#163 – SR 4037 Scott Center Road (Scott Twp.)  
Bridge over Oquaga Creek – Spring 2017

The Rapid Bridge Replacement (RBR) construction schedule is subject to change at any time due to unforeseen circumstances.

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 1<sup>st</sup> 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/>.



<b>Highway Projects</b>					
<b>Project #</b>	<b>Route</b>	<b>Location</b>	<b>Description</b>	<b>1<sup>st</sup>, 2<sup>nd</sup>, or 3<sup>rd</sup> Period</b>	<b>Cost</b>
101991	6	Canaan to Texas Twp.	Safety Improvements	1	2,185,000
102071	6	Canaan to Texas Twp.	Resurface	2 & 3	6,197,000
47625	191	191/196 & T367-Salem	Intersection improvement	1,2	4,932,000
96908	191	Hancock Hwy.-Buckingham	Restoration - Slope repair	1	1,700,000
57868	590	Hamlin Corners-Salem	Intersection improvement	1	1,500,000
106632	652	Beach Lake Hwy.-Berlin	Safety Improvements	1	712,000
96905	1004	River Rd.-Damascus	Slide Restoration	1	141,000
96881	4014	Winterdale Rd.-Buckingham	Slide Restoration	1	1,200,000
101979	Group 4-15-ST 5	Lebanon, Damascus, Preston, Dreher	Resurface	3	4,733,000
102010	Group 4-16-ST	Texas, Canaan, Palmyra, Paupack,	Resurface	2	5,500,000
102054	Group 4-17-ST 5	Texas, South Canaan	Resurface	3	6,000,000
102066	Group 4-17-ST 9	Lebanon, Mount Pleasant SR 371	Resurface	2	6,000,000
102085	Group 4-18-ST	Preston, Lehigh, Damascus, Berlin,	Resurface	3	7,000,000
<b>Total Highway</b>					<b>47,800,000</b>
<b>Bridge Projects</b>					
101099	170	Lackawaxen-Clinton	Restoration	2	2,800,000
85787	191	Manny Run-Dreher	Replacement	1	900,000
89022	191	Dyberry Creek-Honesdale	Restoration	1	1,400,000
101391	191	Branch of Wallenpaupack Cr.-Dreher	Restoration	2,3	2,940,000
68883	247	W Br Dyberry Creek-Mt. Pleasant	Replacement	3	1,637,500
67578	296	Van Auken Creek-Waymart	Replacement	2	2,100,000
10042	371	Delaware River-Damascus	Restoration	1	2,750,000
68891	371	W Br Lackawaxen-Mt Pleasant	Replacement	1	2,500,000
56746	371	E Br Dyberry Creek-Lebanon	Replacement	2	2,087,500
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	9,640,000
88469	670	Cramer Creek-Mt. Pleasant	Replacement	2	1,075,000
101390	1001	Carley Brook-Honesdale	Restoration	2,3	2,000,000
9983	1002	Delaware River-Skinners Falls	Replacement	1	12,420,000
85786	1002	S 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	4,452,400
10046	1020	Delaware River-Damascus	Restoration	1	9,750,000
92892	1023	S Br Equinunk Ck-Manchester-Pine Mill	Replacement	1	1,400,000
68921	1023	S Br Equinunk Ck-Manchester-Fork Mtn.	Replacement	2	2,190,000
93944	1031	Beaver Dam Creek-Damascus	Replacement	1	675,000
9833	2008	Carley Brook Bridge. 2-Honesdale	Replacement	1	1,800,000
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	1,000,000
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	Trib to Middle Creek-S. Canaan	Replacement	2	1,025,000
67591	3026	Trib to Middle Creek-S. Canaan	Replacement	2	200,000
67592	3030	Van Auken Creek-Waymart	Replacement	2	825,000
67593	3034	Middle Creek-Lake/South Canaan	Replacement	2,3	1,887,500
9974	3046	Spring Run-Dreher	Replacement	1	530,000
10048	4014	Balls Creek-Scott	Restoration	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
<b>Total Bridge</b>					<b>92,037,400</b>

# 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.

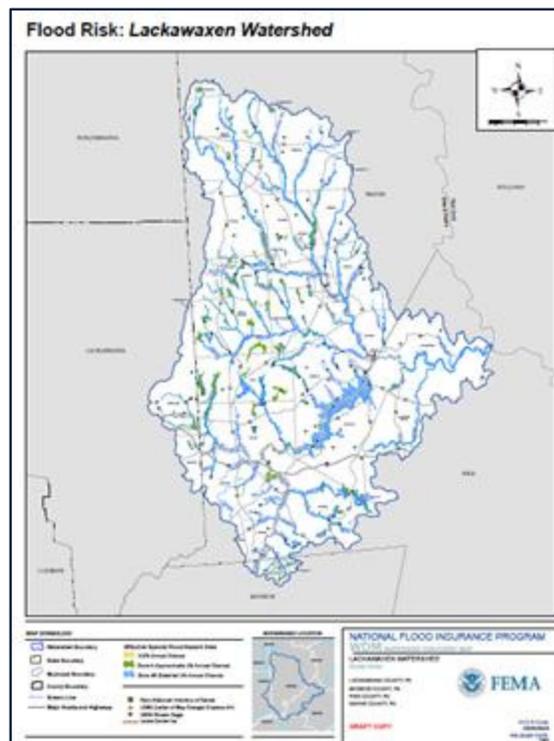


During 2016, the Route 6 Alliance completed the update of the Management Action Plan (MAP), which is required to be completed every ten years. The previous plan was completed in 2004. The update of the MAP is to also include elements of a Corridor Management Plan (CMP). The Wayne County communities of 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 will continue to take part in monthly phone conference meetings to support recreational and tourism sites along the Route 6 corridor.

## **FEMA Risk MAP Program in the Lackawaxen Watershed**

On September 13<sup>th</sup>, 2016, the Federal Emergency Management Agency (FEMA), along with the Pennsylvania Department of Community and Economic Development (DCED) and the Pennsylvania Emergency Management Agency (PEMA) held a Risk Mapping, Assessment, and Planning (Risk MAP) program at the Wayne County Park Street Complex for the Lackawaxen Watershed. The purpose of Risk MAP is to provide new or updated flood hazard information to help local communities identify and address gaps in flood hazard data, understand their current flood risk and make informed decisions about taking action to protect against future risk.



The Lackawaxen River Watershed, which also includes the Wallenpaupack Creek sub-watershed, is the largest drainage area located in Wayne County and releases into the Delaware River at Lackawaxen PA. The watershed also covers a small portion of eastern Lackawanna County, the west side of Pike County and a very small portion of northern Monroe County.

The first phase of the Risk MAP process is called Discovery. Through the Discovery process, FEMA's goal is to work with the communities in the watershed to collect data and information that will provide a holistic picture of where vulnerabilities exist, the current flood hazards within the watershed, and identify opportunities to facilitate mitigation planning to assist communities take further actions to reduce flood risk across the watershed.

Local and county officials from Wayne, Pike, Monroe and Lackawanna counties were invited to attend this initial Discovery meeting, including township and borough administrators, zoning officers, emergency management and planning professionals. Local environmental and civic organizations were also invited to participate.

As a result from the presentations and discussions that took place during this Discovery meeting, the Planning/GIS Department provided FEMA with County geographic information system (GIS) data to assist with providing accurate mapping within the Lackawaxen Watershed. This included road centerlines, parcel lines, 911 addressing points and building footprints data. Moving forward, FEMA will incorporate the information gathered from the meeting, data questionnaires completed and comments provided through the Discovery process before the next Flood Risk Review meeting takes place.