

TRANSPORTATION

Summary of Planning Issues

- The three ECWC Townships own a total of 174 miles of road which must be maintained within the limits of local resources.
- Traffic congestion in the ECWC Planning Area is not an issue.
- Increased residential development is placing more demand for the maintenance and improvement of Township roads.
- Maintenance and improvement of existing Township roads is the priority for the ECWC highway network.

The Transportation System

A sound transportation system includes adequate and well-maintained roads, available public transportation, safe and convenient pedestrian access, and bicycle routes. However, few communities are able to achieve this ideal level of service. This is particularly true in small, less populated communities with limited budgets. In other words, local municipalities must evaluate transportation needs, set priorities, and garner all available resources to make improvements. It is also important to remember that there is a direct correlation between land use and transportation needs. As residential and commercial land is developed, more and more people use the roads, and the roads become congested for longer periods of time. This is particularly true for rush hours. In response, roads are improved to address the traffic congestion, the adjoining land becomes easier and more lucrative to develop, and more traffic is generated.

Access - Mobility

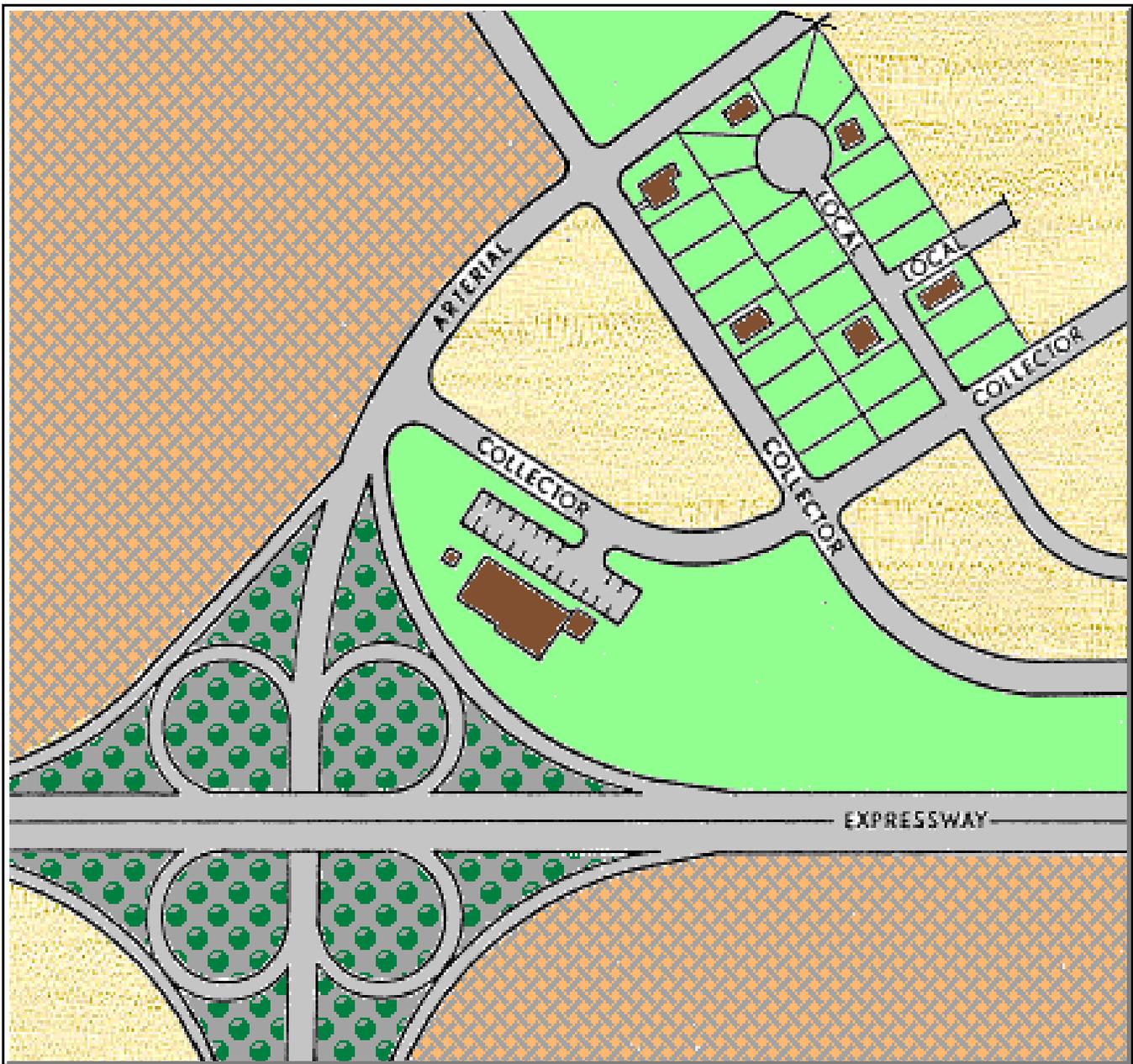
Each highway, road or street in a community plays a specific role for the movement of traffic and it is useful for planning purposes to classify roads according to the particular function each serves. In general terms, the functional classification of a road is based largely on two factors -- access and mobility -- and typically, as access declines mobility increases. For example, Interstate Route 84 clearly serves a different function than does a street in a residential subdivision. Although the I-84 and private street

example compares streets at the opposite ends of the road classification hierarchy, it clearly depicts the relationship between access and mobility. Traffic on Interstate 84, a limited access highway, travels over long distances at high rates of speed. On the other hand, traffic using a residential street with unlimited access from individual properties moves at minimum speeds to reach roads that connect the residential community with other areas in both municipalities and the region at large.

Highway Classification Factors

As previously noted, access, how traffic enters the traffic stream, and mobility, the physical capability of the road to carry traffic, are the key determinants of a road's functional classification. However, several other road and network characteristics also affect the functional classification of a road. Traffic volume in relationship to the physical design of the road, including lane and shoulder width, right-of-way alignment and surface treatment, is important to its classification. Generally, as a community develops, roads are improved to meet the increased traffic demands, with specific routes moving higher in the functional classification as they are improved.

A road's location and relationship to other roads in the intra-community and inter-regional highway network may also help define the road's classification. Those roads which provide direct and convenient connection to arterial routes and expressways typically develop into roads which carry increasing amounts of traffic. Conversely, interchanges for expressways are normally located to provide connection with those roads in a community which historically have developed into arterial highways and collector roads. Traffic flow problems and declines in level-of-service on routes connecting areas of the municipalities and routes providing access to the region are directly related to the capacity of collector and arterial roads. As traffic increases on the collectors and arterials, where access to abutting properties has historically not been limited to any significant degree, increasing traffic congestion can be expected. Also resulting from such access by adjoining residential and commercial properties and intersecting streets are the safety problems associated with increased congestion.

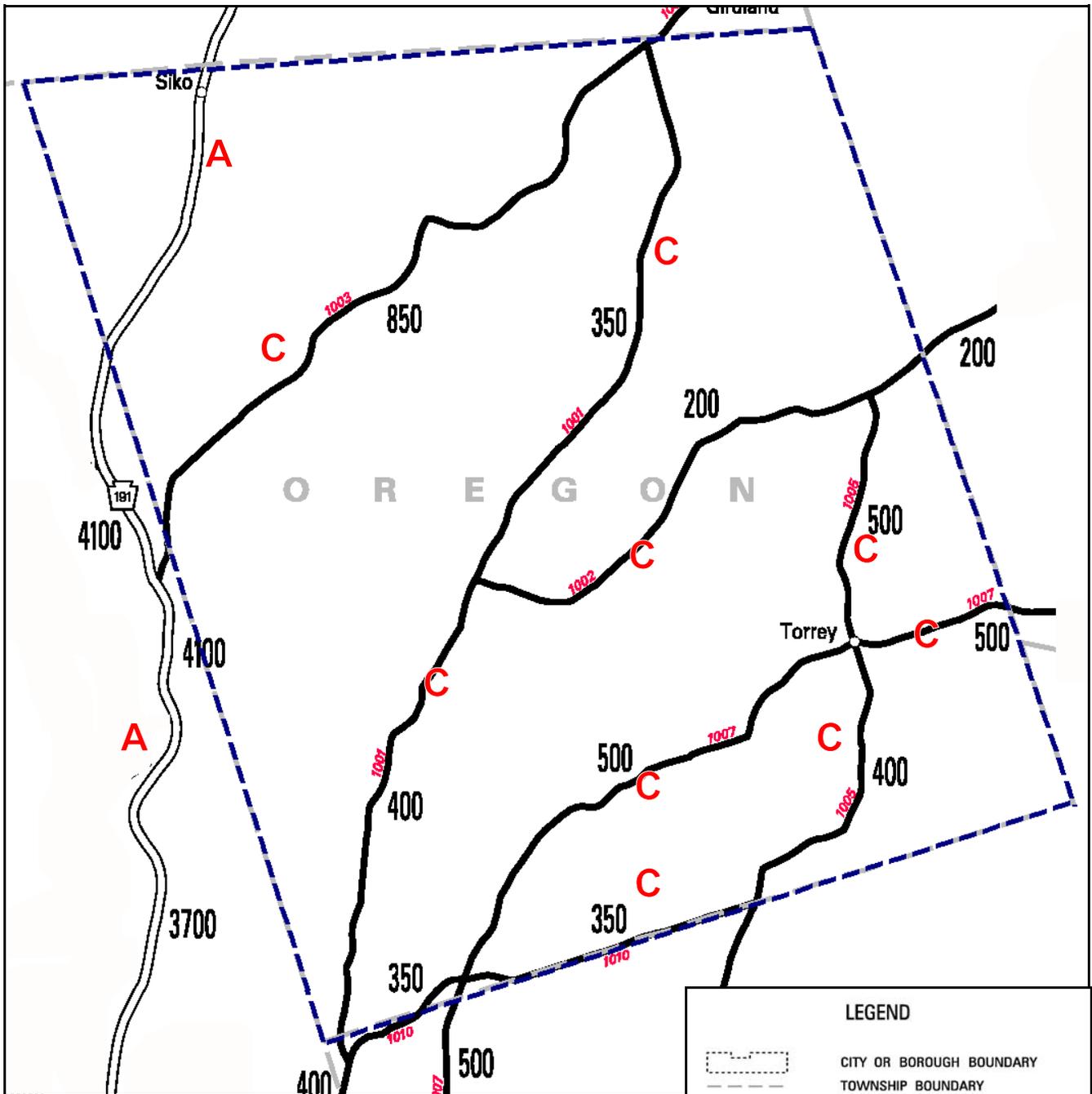


Highway Functional Classification

Highway Functional Classification

The nomenclature used for a *Highway Functional Classification* also differs from jurisdiction to jurisdiction throughout the Commonwealth and the United States. Road classification in metropolitan and suburban areas is often very complex, with the various categories of roads being divided into subcategories based on land use type served and the designation of specific traffic volumes.

The nomenclature for classification being used for the East Central Wayne County Planning Area is based on the type and density of the land uses served by the road and the volume of traffic on the road. The relatively small-scale commercial development interwoven with the residential development pattern within the rural setting warrants a more simplified highway classification system for the municipalities.

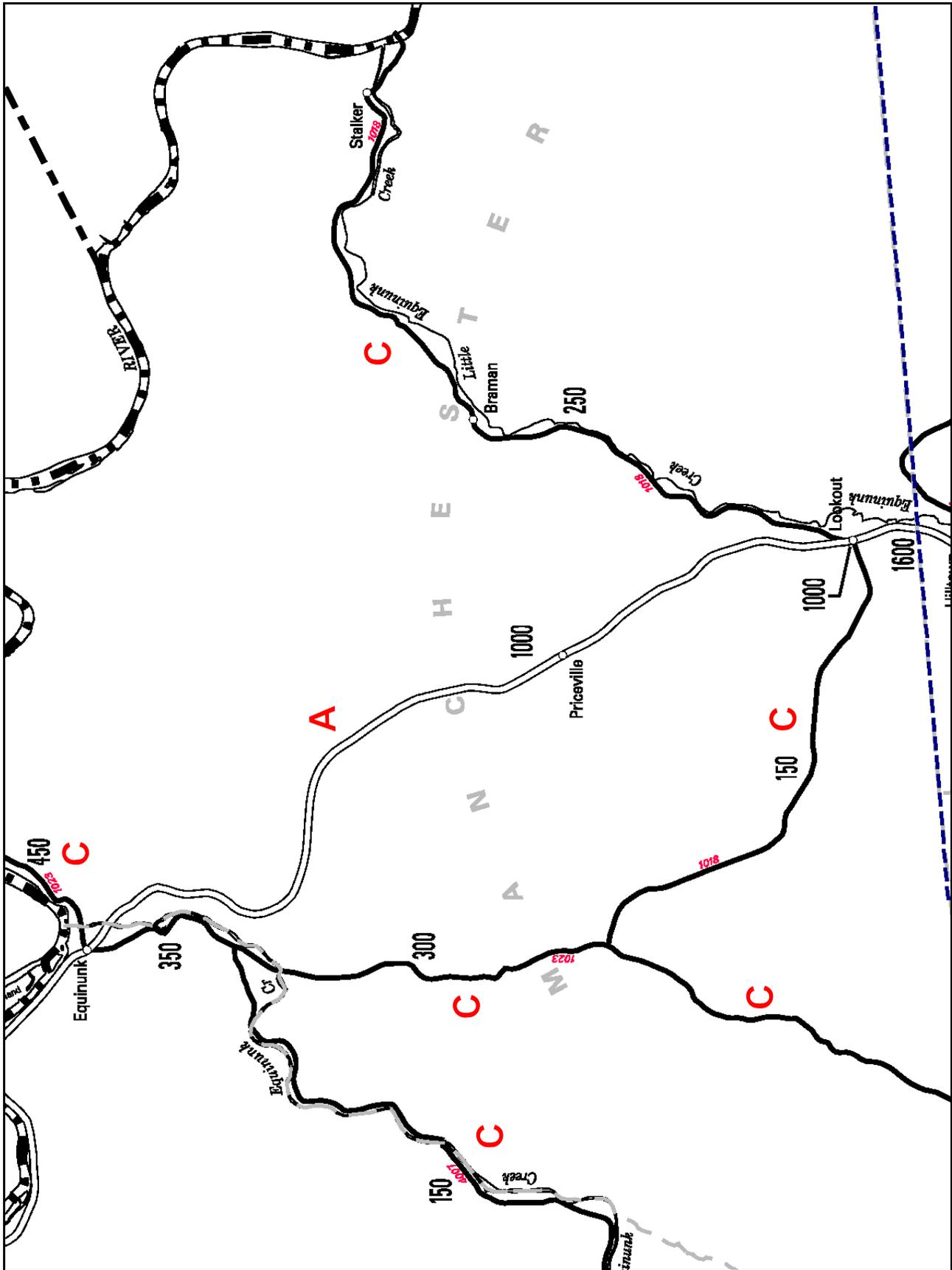


Oregon Township
 Highway Classification and Annual Average Daily Traffic Volume
 (A=arterial, C=collector)

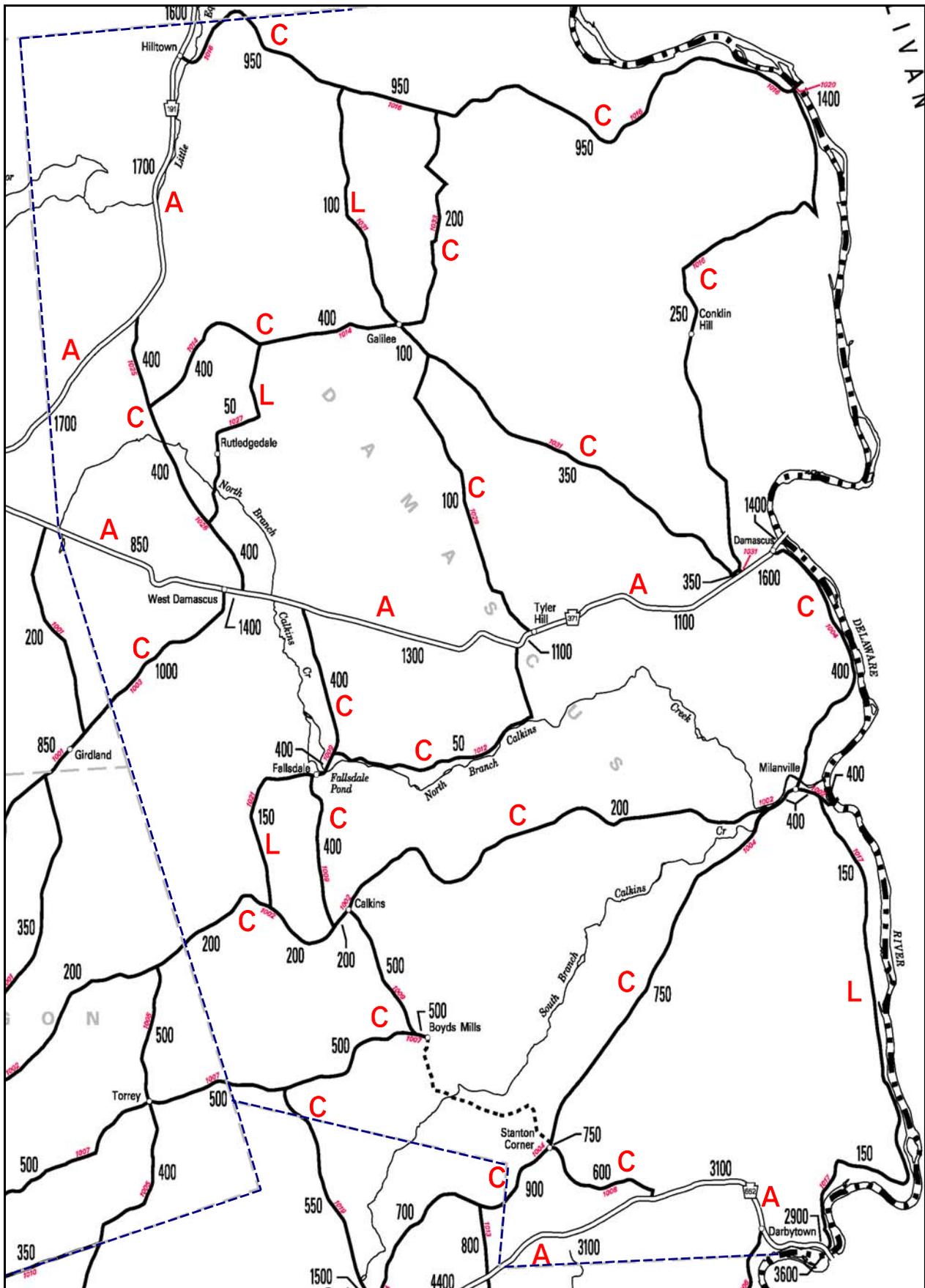
LEGEND

- CITY OR BOROUGH BOUNDARY
- TOWNSHIP BOUNDARY
- STATE CAPITAL
- COUNTY SEAT
- TOWN, VILLAGE, OR HAMLET
- INTERSTATE INTERCHANGE NUMBER
- REST AREA / WELCOME CENTER
- LIMITED ACCESS HIGHWAY
- U.S. AND PA. TRAFFIC ROUTES
- STATE ROUTE AND NUMBER
- STATE MAINTAINED BRIDGE
- OTHER ROADS
- TRAFFIC VOLUME NUMBER

VOLUMES SHOWN ARE 2003 ANNUAL AVERAGE DAILY TRAFFIC BASED ON THE MOST CURRENT COUNT INFORMATION AVAILABLE.



Manchester Township Highway Classification and Annual Average Daily Traffic Volume (A=arterial, C=collector)



Damascus Highway Classification and Annual Average Daily Traffic Volume (A=arterial, C=collector, L=local)

While simplified, this classification will meet the needs for identification of problem areas and needed improvements, and for long-range planning. The designation of the Highway Functional Classification for roads serving the Planning Area includes *expressway, arterial highway, collector road and local road*, and a description of each classification follows. The *Highway Functional Classification Figure* provides an illustration and the *Highway Classification and Annual Average Daily Traffic Figures* provide an overview of the arterial and collector road system in the three Townships. (Local roads are not shown.) In general, state routes in ECWC serve as arterial highways and collector roads and Township roads serve as local roads.

Expressway

- Provides interregional and interstate connections.
- Designed for unrestricted, high speed (55+ mph) mobility of traffic.
- Limited access only – no direct access from private property.
- Provides highest level of mobility.
- Intersects with selected arterial or collector routes by means of interchanges.
- Carries highest volumes of automobile and truck traffic with longer trip lengths.

The ECWC contains no expressways.

Arterial Highway

- Provides connection between commercial and population centers in the region.
- Provides connection between the municipalities and adjoining communities, counties and states.
- Carries larger volumes of traffic at relatively high speeds (45-55 mph).
- Serves a mix of local and through traffic.
- Carries low volumes of through truck traffic.
- Provides moderate to high levels of mobility.
- Access limited only by PennDOT highway occupancy permits and local zoning and subdivision ordinances.

Arterial highways in the planning area include:

- PA Traffic Route 191
- PA Traffic Route 371
- PA Traffic Route 652

Collector Road

- Collects traffic from local streets for connection of residential areas to commercial and activity centers and arterials.
- Serves moderate levels of traffic at reduced speeds (35-45 mph).
- Serves more locally oriented traffic and few through trips.
- Carries primarily only *local delivery* truck traffic.
- Access from smaller, more numerous properties.
- Access limited only by local municipal and PennDOT highway occupancy permits and local zoning and subdivision ordinances.
- Provides reduced levels of mobility.

Collector roads in the planning area include:

- Damascus Township
 SR 1002 SR 1016
 SR 1003 SR 1019
 SR 1004 SR 1020
 SR 1007 SR 1025
 SR 1008 SR 1029
 SR 1009 SR 1031
 SR 1012 SR 1033
 SR 1014
- Manchester Township
 SR 1018 SR 4007
 SR 1023
- Oregon Township
 SR 1001 SR 1005
 SR 1002 SR 1007
 SR 1003 SR 1010

Local Road

All other public roads in the three Townships not classified as arterial highways or collectors roads are considered local roads.

- Provides connection of residential properties and communities and less populated areas to collectors.
- Serves lowest levels of traffic at slowest speeds (less than 35 mph).
- Provides high level of access from smaller residential parcels or areas with little development
- Carries local trips only with minimal through trips.
- Carries minimal truck traffic for local deliveries.

PUBLIC ROAD MILEAGE ECWC PLANNING AREA				
	Dam	Man	Ore	Total
miles				
Local				
Paved	15.0	0.5	0.0	15.5
Unpaved	80.0	65.0	13.6	158.6
Total Local	95.0	65.5	13.6	174.1
State	83.9	25.0	22.9	131.8
Total	178.9	90.5	36.5	305.9

Roads in the Planning Area

The total length of public roads in the ECWC Planning Area is 305.9 miles, with 131.8 miles of state-owned routes, and 174.1 miles of municipal roads with 15.5 miles of the local total paved. All roads owned by the municipalities are part of the State Liquid Fuels Programs which provides state payments to the municipalities for road maintenance and reconstruction based on population and miles of roads meeting PennDOT specifications. However, the Liquid fuels Funds comprise only a small part of the three Townships’ road maintenance budgets and do not nearly cover the cost of long term maintenance and reconstruction.

Under the PennDOT Road Turnback Program, a local municipality can assume ownership of a state-owned road that essentially functions as a local road. After any necessary improvements are made to the road and all agreements have been signed, the municipality will assume ownership of the road and will begin receiving annual maintenance payments from the state based on the length of road. Only Damascus Township in ECWC has taken back any roads, the one mile long Delaware Avenue, and none of the three Townships anticipate accepting any additional roads from PennDOT.

In terms of new road construction, the municipalities are not likely to undertake any new road construction. Roads serving new residential developments will be constructed by developers in accord with the applicable municipal standards. These roads may be accepted for public dedication by a township, and provided such roads meet PennDOT standards, the municipality’s State Liquid Fuels Fund allocation would increase. However, local officials must carefully weigh the long term maintenance costs

against the local tax revenues generated by the development and the limited increase in state funding before accepting private roads for dedication. The annual payment from the state is based on the municipal population and the amount of road miles maintained. In addition, any road accepted for public dedication should truly serve a public purpose, not simply provide access to the new subdivision.

Given the small town and rural-residential nature of the municipalities, which are adequately served by a number of state routes, there is currently no further need (and no realistic funding source) for the construction of any new higher volume roads to carry traffic generated from within the municipalities or to upgrade municipality-owned roads to collector status. The arterial and collector roads bisecting the municipalities also serve to carry travelers to and from destinations outside ECWC, and are adequate for this purpose at this time. Nevertheless, as more traffic is generated by future development, the adequacy of the local roads in the Townships must be monitored for improvements necessary to maintain adequate levels of service.

Traffic Volume

It is obvious that traffic on the roads in the Planning Area has been increasing in association with the development in the area. In terms of congestion, traffic volume is not an issue in ECWC. However, any increase in traffic does affect the cost of road maintenance. Annual average daily traffic (AADT) volumes provide an overview of the traffic flow in the three Townships for planning purposes. An important point to remember is that AADT does not reflect daily and seasonal traffic volumes which can far exceed AADT. The proportionate increase in daily and seasonal counts can be significant.

PennDOT conducts traffic counts on state roads, and the counts provide the means to assess the overall traffic conditions. Traffic counts for 2005 for all state roads in the Planning Area Townships, reported as annual average daily traffic (AADT), are shown on the *Highway Classification and Annual Average Daily Traffic Figures*.

As would be expected, the State traffic Routes in the Planning Area, Route 191, Route 371 and Route 652, carry the greatest volume of traffic. Year 2005 Route 191 AADT in the Planning Area ranged from a high of 4,100 in Oregon Township, decreasing to 1,600 at

Lookout and to 1,000 in northern Manchester Township; obviously increasing as the Route approaches Honesdale where at the intersection of Route 6 AADT was 11,000. AADT on Route 371 in Damascus Township ranged from 1,000 to 1,600 depending on location, and Route 652 ranged from about 3,000 to 3,600 at the bridge to Narrowsburg.

Road Network Level-of-Service

The traffic carrying capacity of a community's road network, and the intersections associated with the network, to handle the existing and future traffic volumes generated by development is the key element for providing safe and efficient traffic flow. Those land uses which generate larger volumes of traffic should logically be located in the areas of a community served by roads with greater carrying capacity. For example, commercial establishments generate more traffic than a single family residence and should be located on routes which have sufficient capacity to serve the use.

The capacity of a highway or road typically decreases as the service area of the route declines. For example, the capacity of I-84 is obviously significantly greater than any arterial highway, which in turn have a greater capacity than collector roads, with the lowest capacity associated with local roads. The capacity of a rural, two lane highway is dependent on a number of design variables such as lane and shoulder widths and terrain. Local roads, because of the limited service and low traffic volumes, are not considered in terms of capacity.

The quality of traffic service is discussed in terms of level-of-service (LOS). There are six levels of service ranging from LOS A through LOS F, with LOS A representing free flowing traffic and LOS F representing a total breakdown in the traffic flow or *bumper to bumper* traffic. Although specific analyses have not been conducted in the case of the state routes, LOS in the ECWC Planning Area is at acceptable levels and no LOS problems are anticipated in the long term.

Municipal Roads -- Condition and Future Plans

Township roads in ECWC range in condition, with those which carry the most traffic higher in priority for maintenance and improvement. Given the rolling terrain of the area, many segments of the roads include sharp curves and steep grades. Routine maintenance of existing road surfaces is the most critical need

identified by Damascus Supervisors and Manchester Supervisors, and this was cited as important by Oregon Supervisors. All three Townships report that improving drainage is important, and paving and oil and chipping more roads and hazardous curve elimination are important in Damascus and Manchester. Manchester Township also has an important need for reducing steep grades. Wider shoulders are important in Manchester and Oregon, with Damascus reporting the need for overall widening of certain roads. The most critical improvements identified by the three Townships are shown in the *Township Road Improvement Needs Tables*.

Included in the appendix is a *Road Inventory and Evaluation Worksheet* which will enable the Townships to periodically evaluate the condition of all municipal roads and plan and budget for necessary improvements as identified. Overall, given that most are in good condition and carry relatively low traffic volumes at modest speeds, Township roads are largely adequate to meet current and expected volumes of traffic for the next ten to fifteen years, but continued maintenance is a priority. The Townships will focus on the maintenance and improvement of existing local municipal roads, and monitor the need and ability to correct specific width and alignment problems as traffic volumes dictate and available funds allow.

Bridges

Bridges in the ECWC Planning Area are owned by Damascus Township, Manchester Township, the County and the Commonwealth, while Oregon Township owns no bridges. Non-state owned bridges with spans of twenty feet or more must be inspected every two years in accord with PennDOT requirements. The inspections for local and county bridges are conducted by engineers retained by the Wayne County Board of Commissioners, and bridges with spans of less than twenty feet are inspected by the County. The Townships are also responsible for a number of other bridges with spans of less than twenty feet and for stream crossings which use culverts. While these bridges and stream crossings are not as large as those in the PennDOT inspection program they are no less important to the road network and maintenance and replacement, if required, can be very expensive.

DAMASCUS TOWNSHIP ROAD IMPROVEMENT NEEDS			
Road #	Road Name	Description	Est. Cost
Damascus Township - Near Term			
T-634	Hopkins Rd - #6 Bridge	new decking to improve weight limit	
T-634	Hopkins Rd	overall improvement	
T-515	Boyd's Mill Rd	overall improvement	
T-672	Upper River Rd - Bridge	minor repairs	\$1,500
Damascus Township - Long Term – TO BE DETERMINED AS PART OF ON-GOING PLANNING			

MANCHESTER TOWNSHIP ROAD IMPROVEMENT NEEDS			
Road #	Road Name	Description	Est. Cost
Manchester Township - Near Term			
T-668 T-623	Bush Rd Wilcox Rd	approx 1.5 miles, 2A aggregate surface, replace culverts	\$30,000
T-653 T-672	River Rd	2A aggregate surface, replace culverts	\$30,000
T-639	Teeple Rd - Bridge Salt River Brook	Reconstruct headwall washed out by 2006 flood	\$25,000
Manchester Township - Long Term			
- At a minimum, upgrade from dirt to 2A aggregate - Continue dust control			

OREGON TOWNSHIP ROAD IMPROVEMENT NEEDS			
Road #	Road Name	Description	Est. Cost
Oregon Township - Near Term			
T-566	Eighmy Rd	approx 1 mile, reconstruction	\$20,000 +
T-554	Early Hill Rd	.11 miles, pave	\$18,000
Oregon Township - Long Term – TO BE DETERMINED AS PART OF ON-GOING PLANNING			

Damascus Township owns eighteen bridges, a number of which have posted weight limits, and Manchester Township owns four bridges, two of which are weight limit posted. A number of repairs have been identified with the most critical included on the *Township Road Improvement Needs Tables*. Longer term needs should be included on a capital improvements budget to ensure adequate funding.

Condition of State Roads

The condition of the state roads in the Planning Area is generally good, with continued maintenance and a few dangerous intersections the primary concerns. The state roads in the planning area also include segments with sharp curves and steep grades. Again however, given the modest traffic volumes and limited funding available, the upgrading of these roads by the state is obviously not a priority and is unlikely to occur in the near term. Although the Townships have no direct control over state roads (the roads that carry the most traffic at higher speeds and present the most critical safety concerns) this *Plan* identifies a number of concerns which must be monitored:

- Correction of dangerous intersections
- Increasing volumes of traffic
- Horizontal and vertical alignment
- Speed limit enforcement
- Adequate maintenance
- Improved signs for hazards and traffic control

Should the condition of these routes deteriorate due to lack of maintenance, or if PennDOT does not make improvements in anticipation of traffic volume increases over the long term, the capacity and level-of-service could degenerate. Specific concerns are included in the *State Road Improvement Needs Table*.

Wayne County and PennDOT Long Range Planning

Under the jurisdiction of the State Transportation Commission, the Twelve-Year Transportation Program is the means for transportation planning in Pennsylvania and the Program is updated every two years. Any project involving state or federal highway funding must be included in the Program. Given limited funding, few projects are programmed beyond

the initial four years. The Wayne County Planning Department, in cooperation with the Northeastern Pennsylvania Rural Transportation Planning Organization and PennDOT, identify and prioritize long-range transportation improvements for Northeastern Pennsylvania including Wayne County incorporating the projects into PennDOT's 12-Year Program. PennDOT now focuses more on the four-year TIP concept (Transportation Improvements Plan) that lists projects in terms of funding, engineering and construction status. The municipalities should work with PennDOT and the Wayne County Planning Department to identify the most critical state route improvement needs in the municipalities and work to have the improvements programmed by PennDOT. See the following page for the *2007 - 2010 Wayne County Projects on the Transportation Improvement Program Table*.

Subdivision Roads

New road construction in the Planning Area is associated with residential development. The subdivision and land development ordinance sets standards for road layout, design, and construction. Roads may be owned and maintained by private communities, or if a road is constructed to the required standards of the road dedication ordinance it may be accepted by the municipality for general public use. Dedicated roads are then added to Pennsylvania Liquid Fuels Program reimbursement list and are owned and maintained by the municipality.

Specific actions for new subdivision roads include:

- Maintain an up-to-date road ordinance setting standards for construction of public roads and establishing procedures for dedication to the public.
- Maintain an up-to-date road occupancy ordinance setting standards for driveway access to Township roads and for stormwater and utility improvements within the road right-of-way.
- Review road construction standards to ensure adequacy for public safety and eliminate excessive requirements to minimize the consumption of resources for construction and long term maintenance.

STATE ROAD IMPROVEMENT NEEDS IDENTIFIED BY ECWC TOWNSHIPS		
Road #	Road Name	Description
Damascus Township		
SR 1016 SR 1031	Conklin Hill Rd Galilee Rd	trim vegetation at intersection to improve sight distance
SR 1016 SR 1020	Conklin Hill Rd River Road	stop sign on river road heading south
Manchester Township		
T-639 SR 191	Teepie Rd Hancock Highway	improve sight distance at intersection; install warning signs
T-676 SR 1018	Hawley Rd Braman Rd	improve sight distance problem created by knoll; install warning signs
SR 1023	Pine Mill Rd	culvert replacement, ditch work, paving, paint centerline
SR 1018	Braman Rd	complete ditch work, paving
Oregon Township		
T-558 SR 1007	Beardsley Rd Fox Hill Rd	tree removal at intersection
T-564 SR 191	Siko Rd Hancock Highway	realign intersection
T-477 SR 191	Gridline Rd Hancock Highway	remove knoll at intersection

Airports, Railroads and Public Transportation

Given the regional nature of airport and railroad development and support, this *Comprehensive Plan* calls for no specific Township action with regard to air and rail service. Direct local municipal provision of public transportation is not feasible and no action is anticipated other than participation in regional transportation planning efforts. Area residents rely on regional airports in Pennsylvania, New York and New Jersey for major commercial carrier service. Railroad freight service is available in Port Jervis, New York as well as passenger service to New York City. The Shortline Bus Company provides limited service in Wayne County.

Public transportation in rural communities is generally limited by low population density, the cost of providing the service, and uncertainty of public

acceptance and use. In short, the cost is too high in relation to the potential revenue from the users of the system, and without public subsidy, it is simply not feasible. In addition, even in areas where the public subsidy has been provided, use of public transport is low given long trips and limited schedules, and the historic reliance on automobiles in rural areas.

Other Road and Intersection Actions:

- Participate in the PennDOT Customer Advisory Board to communicate concerns to PennDOT.
- Work with local legislators, the County and PennDOT to schedule studies to identify improvements to correct identified road and intersection deficiencies .

2007-2010 WAYNE COUNTY PROJECTS ON THE TRANSPORTATION IMPROVEMENT PROGRAM										
HIGHWAY PROJECTS	PROJECT #	ROUTE #	TOWNSHIP/BOROUGH	TITLE/SPONSOR	IMPROVEMENT	2007	2008	2009	2010	Total
	70161		VARIOUS TWP/BORO	WAYNE RAIL LINE ITEM	RAIL HIGHWAY CROSSING	13,000	13,000	13,000	13,000	52,000
	73219		HAWLEY BOROUGH	DOWNTOWN ENHANCEMENT	DOWNTOWN ENHANCEMENT	100,000				100,000
	47362	247	CLINTON TOWNSHIP	"MAIN STREET, BROWDALE"	HIGHWAY RESTORATION			108,000		108,000
	57882	191	DREHER TOWNSHIP	SR 191 & 507 INTERSECTION	SAFETY IMPROVEMENT			587,000		587,000
	47625	191	SALEM TOWNSHIP	191/196 & T367	SAFETY IMPROVEMENT			400,000	400,000	800,000
	57688	590	SALEM TOWNSHIP	HAMLIN CORNERS (BETTERM.)	HIGHWAY RESTORATION		800,000			800,000
	62912	6	TEXAS TOWNSHIP	3RD LANE INDIAN ORCHARD	SAFETY IMPROVEMENT	1,208,556	1,208,556	132,444	413,000	1,341,000
				Highway Sub-Total		113,000	2,021,556	1,240,444	413,000	3,768,000
					IMPROVEMENT	2007	2008	2009	2010	Total
	9843	T-758	BUCKINGHAM TOWNSHIP	CO BR #6, KELLAMS*	BRIDGE REPLACEMENT	220,000	560,000		600,000	820,000
	9846	T-724	BUCKINGHAM TOWNSHIP	CUMMINGS BR	BRIDGE REPLACEMENT				65,000	65,000
	10022	4020	BUCKINGHAM TOWNSHIP	SHE-HAWKEN CREEK	BRIDGE REPLACEMENT	55,000		800,000		855,000
	9854	T-450	CANAAN TOWNSHIP	KEENS POND BRIDGE	BRIDGE REPLACEMENT	210,000				210,000
	9872	3024	C-HERRY RIDGE TOWNSHIP	MIDDLE CREEK BRDG #3	BRIDGE REPLACEMENT	287,000		150,000		437,000
	56745	3028	C-HERRY RIDGE TOWNSHIP	"BRG OVER 191"	BRIDGE REPLACEMENT	216,666				216,666
	67911	191	C-HERRY RIDGE TOWNSHIP	REPLACE PARAPETS (691)	BRIDGE REPLACEMENT	46,000				46,000
	68957	4002	CLINTON TOWNSHIP	KEENS POND	BRIDGE REPLACEMENT	85,000				85,000
	9886	1031	DAMASCUS TOWNSHIP	BEAVER DAM BRIDGE	BRIDGE REPLACEMENT				500,000	500,000
	9883	1031	DAMASCUS TOWNSHIP	BEAVER DAM CREEK BRG. 1	BRIDGE REPLACEMENT				200,000	200,000
	9884	1031	DAMASCUS TOWNSHIP	BEAVER DAM CREEK BRG. 2	BRIDGE RESTORATION			110,000		110,000
	9898	T-634	DAMASCUS TOWNSHIP	HOPKINS ROAD	BRIDGE REPLACEMENT	150,000		30,000		180,000
	9982	191	DYBERRY TOWNSHIP	BRIDGE OVER BIG BROOK	BRIDGE REPLACEMENT	1,200,000				1,200,000
	9834	4017	DYBERRY TOWNSHIP	BRIDGE OVER DYBERRY CREEK	BRIDGE REPLACEMENT	3,000,000	4,000,000			7,000,000
	9938	6	HONESDALE BOROUGH	CHURCH STREET BRIDGE	BRIDGE REPLACEMENT	180,000				180,000
	9833	2008	HONESDALE BOROUGH	CARLY BROOK BRG. 2	BRIDGE REPLACEMENT	35,000		116,000		151,000
	9845	E. Tryon St	HONESDALE BOROUGH	BR 21 AXE FACTORY	BRIDGE REPLACEMENT	214,444				214,444
	9882	3019	LAKE TOWNSHIP	"JONES CREEK BRG. LAKE"	BRIDGE REHABILITATION		600,000			600,000
	67912	507	LEHIGH TOWNSHIP	REPLACE PARAPETS	BRIDGE REHABILITATION				200,000	200,000
	9889	1018	MANCHESTER TOWNSHIP	LITTLE EQUINUNK BRIDGE	BRIDGE REPLACEMENT	40,000				40,000
	9975	4008	MOUNT PLEASANT TOWNSHIP	"MIDDLE CREEK BR	BRIDGE REPLACEMENT	267,000				267,000
	9874	2004	PALMYRA TOWNSHIP	WANGUM BRIDGE #29, T-367	BRIDGE REPLACEMENT	70,000	70,000			140,000
	64824	T-367	PAUJACK TOWNSHIP	"MOC-A-TEK BRG"	BRIDGE REPLACEMENT			323,000	900,000	1,167,000
	9941	3015	PAUJACK TOWNSHIP	LAKE COMO #1	BRIDGE REPLACEMENT	70,000				70,000
	68983	4033	PRESTON TOWNSHIP	LAKE COMO #2	BRIDGE REPLACEMENT	80,000	340,000			420,000
	68985	4033	PRESTON TOWNSHIP	FORKS BRIDGE ROAD	BRIDGE REPLACEMENT	380,000				380,000
	9879	3005	SALEM & STERLING TOWNSHIP	"LAKE GENERO"	BRIDGE REPLACEMENT	70,000		1,000,000		1,070,000
	10027	590	SALEM TOWNSHIP	"ARIEL CREEK BRG"	BRIDGE REPLACEMENT	70,000		500,000		570,000
	9885	3006	SALEM TOWNSHIP	"MIDDLE CK BR II"	BRIDGE RESTORATION		875,000			875,000
	10019	3024	SOUTH CANAAN TOWNSHIP	"MIDDLE CREEK BR."	BRIDGE REPLACEMENT	100,000				100,000
	9835	3034	SOUTH CANAAN TOWNSHIP	REPLACE PARAPETS	BRIDGE REHABILITATION	216,666				216,666
	67914	3041	TEXAS TOWNSHIP							
				Bridge Sub-Total		\$7,122,776	\$6,595,000	\$4,099,000	\$4,305,000	\$22,121,776
				Highway and Bridge Total		\$7,235,776	\$8,616,556	\$5,339,444	\$4,718,000	\$25,909,776

Source: 2006 Annual Report, Wayne County Planning Department

- Complete and periodically update a detailed Township road inventory and evaluation to identify needs and develop an improvements schedule within normal budgetary process, and to identify potential capital projects.
- Maintain an up-to-date inventory of road maintenance equipment as a means of planning for replacement and inclusion the capital improvements program.
- Require the issuance of a highway occupancy permit by the Township for any access or drainage work along Township roads.