

Planned sewage system improvements include:

- Aggressive efforts for infiltration/inflow removal to retain plant capacity - **All plants**
- Service extension in **Fox Township** to include the Million Dollar Highway, Homestead Lane, Greenbriar Road, Laurel Lane, and Linwood Avenue.
- **Johnsonburg Borough and Ridgway Borough** are preparing to develop a land application site for sewage sludge disposal.
- The **Wilcox/Jones Township** sewage system is planned to begin in early 1999.

## **E.5 Solid Waste and Recycling**

### **Recycling**

Municipalities with curbside recycling include Ridgway Borough and the City of St. Marys. Some municipalities, such as the City of St. Marys, participate in drop-off recycling for outlying areas not in the curbside recycling program.

Elk County contracts a local hauler to transport collected recyclables from municipalities with drop off recycling containers. Recyclables are collected at County sponsored drop off sites and include: newspaper, magazines, and plastics. Participating Municipalities include:

- City of St. Marys
- Johnsonburg Borough
- Fox Township
- Jay Township
- Jones Township
- Ridgway Township

### **Waste Oil Collection Sites**

Waste oil collection sites include the City of St. Marys, Johnsonburg Borough, and Ridgway Borough.

### **White Goods**

White good sites are illegal waste dumps containing larger appliances, i.e. refrigerators, freezers, stoves, which may contain hazardous substances such as freon.

Over seventy-three (73) illegal dumpsites of various sizes have been identified by Elk County. Three illegal dumpsites were successfully cleaned up during 1997. Money was allocated in the 1998 Administrative Funds budget to continue dumpsite cleanup. Sources for grant monies for furthering dumpsite clean up are being explored.

### **Tire Collection**

Over 12,000 tires have been collected since the tire collection program began in 1997. The current collection site is located at the Superior Greentree Landfill. Alternative uses for old tires are being explored by the County Solid Waste Recycling Coordinator.

### **Construction/Demolition Waste**

Consideration is being given currently to the feasibility and possibility of implementing a construction/demolition waste recycling program.

### Solid Waste Facilities

Elk County is served by three (3) municipal waste/landfills.

They are:

<u>Name and Location</u>	<u>Service Areas</u>	<u>Notes</u>
Superior Greentree Landfill Fox Township, Elk County	Elk County's primary disposal site for municipal, residual, construction demolition and sewage sludge	Recently permitted for a land expansion allowing the land fill to increase the disposal area to 230 acres.
McKean County Solid Waste Hutchins, McKean County	Disposal site for municipal waste generated within Highland Township, Elk County.	
County Environmental Landfill Leeper, Clarion County	Residual waste generated in Elk County.	

The County has a Municipal Waste Management Ordinance which requires the licensing of municipal waste haulers serving in Elk County, and establishes an administration fee based on tonnage of municipal waste disposed of at a landfill, and requires Elk County property owners to obtain a permit for the removal of demolition waste resulting from demolition of a structure 800 square feet or more in floor area. An update of the County Plan began in 1998.

Domestic septic wastes are presently disposed of at the Johnsonburg Borough Wastewater Treatment Plant and the Ridgway Borough Wastewater Treatment Plant. Additional septic waste disposal capacity is needed. Elk County will be using the Superior Greentree facilities as the major septic disposal site for Elk County in the near future.

The Elk County Solid Waste Authority, the Elk County Solid Waste Advisory Committee, and the Elk County Planning Commission, continues to plan for proper recycling and waste management activities in order to provide for adequate solid waste collection, transportation, processing, and disposal.

### Pollution Prevention

The Elk County Pollution Prevention Roundtable is part of a unique partnership between powdered metal manufacturers in the Elk County area, DEP's Northwest Regional Office of Pollution Prevention and Compliance Assistance, the Elk County Solid Waste Authority, North Central Pennsylvania Regional Planning and Development Commission, and the Northwest Pennsylvania Industrial Resource Center.

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The roundtable is a forum for industry-to-industry discussion of waste reduction and environmental improvement issues to promote environmentally cleaner and more efficient processes within the industry, resulting in improved environmental performance and increased economic competitiveness.

**F. TRANSPORTATION**

**F.1 Introduction**

Commuter patterns in the 1990 census indicate that nearly 56% of workers in the County travel less than 15 minutes to their place of employment. Only 2% travel more than one hour to work. Commuters into Elk County from adjoining counties travel primarily from Clearfield County. Commuters out of Elk County to places of employment outside of Elk County, travel primarily to McKean County. The U.S. Census estimated approximately 320 commuters into Elk County from Clearfield County in 1990 and approximately 512 commuters out of Elk County to employment opportunities in McKean County in 1990.

Pedestrian systems appear to be most heavily utilized by the work force, as one might expect, in the City of St. Marys and in the County's Boroughs.

**F.2 Accessibility**

There is a positive correlation between accessibility and economic development. In general transportation needs arise from the need to import/export economically important resources and to reach those areas which support the labor force. Growth and development of the Elk County region and the competitiveness of the existing development can be enhanced if transportation impediments, such as the diamond in St. Marys, do not diminish overall accessibility. Overall, current transportation access does not impact the area's ability to draw new major employment industries favorably.

**Distance to Major Markets**

Pittsburgh	119	Cleveland	205
New York	330	Detroit	335
Philadelphia	275	Chicago	530
Baltimore	355	Buffalo	120

**F.3 Major Highways, Local Roads, and Bridges**

US Route 219 (North/South) - Principal Arterial running north/south  
PA Route 120 (East/West) - Minor Arterial running east/west

Other State Routes include:

PA Route 66 (Highland Township, north to McKean County)  
PA Route 948 (Fox Township, north and west to Forest County)  
PA Route 949 (Ridgway Borough, south and west to Jefferson County)

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PA Route 555 (Clearfield County through Jay and Benezette Townships to Cameron County)

PA Route 255 (Jay Township, north to Johnsonburg)

PA Route 153 (Horton Township, south to Clearfield County)

PA Route 321 (Jones Township, north to McKean County)

**Current Transportation Projects (Road/Bridges)**

The PennDOT 12 Year Transportation Program lists eight (8) state, sixteen (16) local, fifteen (15) airport, fourteen (14) mass transit, and five (5) railroad projects to be completed between 1999 and 2010 in Elk County. The State projects are as follows: S.R. 0219, bridge replacement of Gallagher Run Bridge over Gallagher Run in Ridgway Borough; S.R. 1004, bridge replacement on SR 0948 in Kersey, Fox Township; S.R. 3002, bridge replacement of Irwin Run Bridge over Irwin Run, Spring Creek Township; S.R. 0219, Johnsonburg Bypass, vicinity of Johnsonburg; S.R. 0255, Intersection improvement at hospital, St. Marys; and S.R. 0555, Medix Run Intersection with Quehanna Road, S.R. 0555 and S.R. 2004.

Various local projects are scheduled within Elk County for this 12 year transportation plan including the replacement of McGill Street Bridge over Elk Creek and replacement of the Fourth Street bridge in the City of St. Marys and other bridge replacement/rehabilitation projects in Benezette, Spring Creek, Fox, Jones, Jay, and Ridgway Townships. Spring Creek Township has a total of four (4) bridge projects. Each of the remaining municipalities has one (1) bridge project scheduled. Projects planned for but that are not currently programmed on the PennDOT 12 Year Transportation Program, are: Osterhout Street Bypass on S.R. 0219 in Ridgway Borough; Wilcox Bypass on S.R. 0219 in Jones Township; T-631 Bridge Replacement (Old Kane Road Bridge over Clarion River) in Wilcox, Jones Township; and S.R. 0120-0255 Connector Road near St. Marys Regional Medical Center in St. Marys. Of these proposed projects, the Osterhout Street Bypass is priority 1 with Elk County and priority 3 with the region, and the Wilcox Bypass is priority 3 with Elk County and priority 7 in the region.

The 219 Osterhout Street Bypass will complete the final leg of the Bootjack Hill Bypass. Funding has been secured.

The County is currently working on the replacement of both the County owned bridges which are the Arroyo Run Bridge (T-314) and the Maxwell Run Bridge (T-308) in Spring Creek Township. Both projects are in the preliminary design stage.

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The following improvements are proposed for 1999 in Elk County

Table 41: Proposed Transportation Projects - 1999

S.R.	BEGIN SEG/OFF	END SEG/OFF	WORK DESCRIPTION	LOCATION
66	130/235 m	200/693 m	Resurface	Nansen to McKean Co. Line
255	180/614 m	230/49 m	Resurface	Moon Wink to Gillen
255	231/0 m	231/145 m	Resurface	Gillen Area
948	50/	60/	Correct over vertical	Kersey
948	200/51	200/	Mill & resurface	Ridgway
948	200/	210/45	Improve turning radius	Ridgway
948	210/45	230/0	Widen, curb, drainage & resurface	RR Track to Borough Line
1003	30/0 m	50/467 m	Resurface	Washington Road, St. Marys
1005	30/456 m	60/259 m	Binder & Overlay	Filmore Road, St. Marys
1008	100/0 m	104/518 m	Mech Patch - Binder & Overlay	West Creek Rd. (Bear Run Area)
2001	10/0 m	50/644 m	Resurface	Rattlesnake Road, Brockport
2011	10/0 m	110/828 m	Widen	Brandy Camp to Kersey Road
3003	100/0 m	150/631 m	Resurface	Upper Shawmut Road

Survey results indicated that the following state and local roads are concerns of Elk County's citizens in terms of need of upgrade or widening:

State Route 219	Old Kersey Road
State Route 255	Center Street, City of St. Marys
State Route 120	Old Kane Road
State Route 948	Dahoga Road
The Diamond, City of St. Marys	Brandy Camp Road
Montmorenci Road	Shelvey Summit Road
John Street, City of St. Marys	Theresia Road, City of St. Marys

## Local Issues

### Tourism vs. Preservation

Local roads of focus include those impacted by congestion resulting from controversial issues such as tourism. Local roads such as SR 555 and Winslow Hill experience periodic congestion associated with elk viewing. The issue surrounding the roads is whether to improve the roads with pull off areas to minimize congestion and increase tourism or whether to maintain the undeveloped pristine environment which currently exists. The Pennsylvania Game Commission has met with PennDOT to discuss congestion issues as well as needed improvement to the road, i.e. paving, pulloffs, shoulder repairs, and parking areas. Additionally, funding of improvements, road ownership, and maintenance are current issues. PennDOT has appropriated funding for the project but it appears that the road will remain a Township route. Funding is through the PennDOT Highway Turnback program. Plans are not yet finalized, but proposed improvements include paving of a 1.2 mile section, currently not improved, between SR Route 555 and the bottom of Winslow Hill. Other proposed improvements include road widening, shoulder repair, drainage improvements, surface improvement, and paving of the two (2) existing elk-view parking areas. The total project is estimated to be in the vicinity of \$500,000.

### History/Culture vs. Function

It is almost impossible to cross the City of St. Marys or to transport to the interstate system without experiencing the traffic congestion at the "diamond". Traffic volume exceeds the designed carrying capacity impeding commerce and causing congestion. The issues surrounding the diamond include maintenance/upgrade, reconfiguration, and bypassing the diamond.

A proposal is being submitted to PennDOT which would work towards elimination of some truck traffic in the diamond area and towards circulation improvement. The short term improvement would be to change West Mill Street to a one-way street with only west flowing traffic between S. Michael Street and its connection with routes 255/120. Long term, State Street would be extended to Chestnut Street creating an alternative route to Route 120 and eliminating traffic congestion related to the left hand turn across S. Michael to Brussels for 120 access. Additionally, a truck bypass is proposed to shift much of the truck traffic away from the diamond by using Sweeny and Fourth Street as connectors between Brussels Street (Rt 120 E) and the Industrial Park area. No structural changes to the diamond area are proposed.

### International Trade/Niagra-Buffalo connection

A subject of much controversy and study is the improvement to the 219 corridor (Continental One) and its potential impact on economy, world trade, and travel in Elk County. Currently only the Osterhout Street in Ridgway and Wilcox bypass on SR 219 are currently proposed for the corridor. To the South of Elk County, the existing 219 is circuitous with steep grades and has limited passing areas. Within the County, Route 219 follows Clarion River corridor from Ridgway to McKean County. A new climbing lane between Horton Township and Ridgway has been constructed. It is well documented that the existing corridor is an inefficient means of movement of goods and service in a north/south direction through Elk County.