

= Pennsylvania Route 171 =

Pennsylvania Route 171 (also designated by the Pennsylvania Department of Transportation as SR 0171) is a 40 @. @ 17 @-@ mile @-@ long (64 @. @ 65 km) north ? south state highway located in northeast Pennsylvania . The southern terminus of the route is at U.S. Route 6 Business in Carbondale . The northern terminus is officially at an intersection with U.S. Route 11 , 250 feet (76 m) to the west of I @-@ 81 .

PA 171 , at its southern end , was once part of the Providence and Carbondale Turnpike , which ran along US 6 Bus. from Dickson City to Carbondale and PA 171 from Carbondale to Forest City . The turnpike , chartered in 1851 , ran from Scranton until being abandoned in 1889 . In 1911 , after the Sproul Road Bill was signed , a large segment of PA 171 was designated as Legislative Route 10 . This was its designation for several years , and in 1928 , the mass amount of state highways in Pennsylvania were designated .

In the 1928 renumbering , the alignments of PA 171 were designated as Pennsylvania Route 70 , Pennsylvania Route 602 , and Pennsylvania Route 692 , which stretched the highway from U.S. Route 6 / U.S. Route 106 in Carbondale to the New York state line at Hallstead . In 1946 , PA 692 and PA 602 were later removed from the state system and replaced by an extended PA 70 . In 1961 , PA 70 was renumbered as PA 171 to prevent duplication with I @-@ 70 .

= = Route description = =

= = = Carbondale to Herrick Center = = =

Pennsylvania Traffic Route 171 begins at an intersection with U.S. Route 6 Business in the eastern part of Carbondale . The route progresses northward , along Belmont Street , passing several homes for several blocks . At an intersection with Spencer Street , the highway leaves downtown Carbondale and enters Fell Township , a nearby community . There , PA 171 changes names to Main Street , passing more residential homes and local businesses , until entering the community of Simpson . At Reservoir Street , PA 171 turns northward and leaves Simpson . After an intersection with Owego Street , PA 171 leaves Fell Township and becomes parallel to the Owego Turnpike through a residential community surrounded by forests .

After about a mile , PA 171 turns away from the residential and commercial buildings and winds through the local woodlands . This scenery continues for several miles , passing by a reservoir . After an intersection with Buffalo Road , the road turns to the northeast . After the turn , PA 171 enters the community of Richmondale . In Richmondale , the highway heads eastward , the development of the scenery around the highway once again . After leaving Richmondale , the highway enters Vandling , where the highway becomes highly developed . After an intersection with Clinton Street , Route 171 leaves Vandling and crosses into Susquehanna County , where the highway enters Forest City .

PA 171 continues into Forest City , where it curves along as Main Street , and enters downtown . In downtown Forest City , the highway is squeezed to two local lanes and PA 171 intersects with Pennsylvania Route 247 , which heads eastward . However , PA 247 westbound becomes concurrent with PA 171 through downtown Forest City , and the highway eventually splits off westbound , while PA 171 continues north through the northern ends of Forest City . The route bends around for a while in Forest City , where at an intersection with Cemetery Road , the route leaves the community .

North of Forest City , PA 171 heads north for several miles through deep forests . After a while , PA 171 crosses over the Lackawanna River , which straddles the Wayne County border . The route , at that point , changes names to Stillwater Road , paralleling Old Logging Road 296 until approaching Stillwater Lake , where the logging road merges back into the highway . PA 171 parallels the shores of Stillwater Lake and passes the Stillwater Dam , maintained by the U.S. Army Corps of Engineers . While PA 171 continues to follow the lake , it enters the community of Union Dale .

PA 171 enters Union Dale , leaving forests that it was following . The route intersects and parallels Mausoleum Road , which heads through a cemetery in southern Union Dale . After an intersection with Asley Drive , Stillwater Lake ends , and the community enters the center of Union Dale . The center consists of an intersection with Skyline Drive , and PA 171 leaves . The highway continues out of Union Dale , winding its way to the north . PA 171 continues running as Stillwater Road into the deep forests which break up soon after .

A short distance later , PA 171 becomes slightly developed , entering the small community of Herrick Center . There , the highway intersects with the eastern terminus of Pennsylvania Route 374 and the western terminus of Pennsylvania Route 371 , also known as the Great Bend Turnpike . The route leaves Herrick Center and heads northward through rural parts of Susquehanna County .

= = = Thompson to Oakland = = =

After leaving Herrick Center and PA 371 / 374 , PA 171 progresses through Susquehanna County , leaving Stillwater Road . The route continues through the rural parts of Susquehanna County . After a break in a patch of trees , PA 171 intersects with Township Road 592 , beginning a wind along the Wayne County border . The township road parallels for sometime , and the highways eventually enters the small community of Burnwood , where the highway becomes slightly developed . North of Burnwood , the route continues northward , entering the community of East Ararat , where Pennsylvania Route 370 's western terminus is located .

The route passes through East Ararat , leaving soon after . After that , PA 171 begins to progress through the rural areas once again , paralleling a short distance of PA 370 . After an intersection with Borden Hollow Road , the highway progresses through a deep area of forests . The route passes Dunn Pond , where it bends to the northwest , entering Ararat Township . Along this stretch , PA 171 passes to the north of the community of Ararat . The route continues for several miles , and after turning to the east , the highway enters the community of Thompson . Into the community of Thompson , PA 171 becomes known as Jackson Street and heads through a moderately developed region . The route , at an intersection with Main Street , leaves Jackson and continues northward . After the intersection with Erie Avenue , PA 171 leaves Thompson . A short distance later , the highway continues northward through deep forests and rural farms before continuing into Thompson Township . After that the road starts winding its way northward , it returns to the unpopulated area and intersects with local roads .

This pattern continues for several miles , with PA 171 passing a large pond and deep forests . At the intersection with Comforts Pond Road and Bethels Hill Road , the highway becomes slightly developed . This quickly reverts to the undeveloped rural farms , which follow PA 171 along its trip to the northwest . A short distance later , the highway becomes surrounded by forests once again , beginning to wind its way as the Belmont Turnpike . The forests quickly ends , and the surroundings become highly developed as the community enters Lanesboro . After entering Lanesboro , PA 171 becomes highly developed and continues as Belmont Turnpike until the intersection with Main Street , where the highway turns to the southwest . The route heads along Main Street , progressing along the developed parts of the Susquehanna River , and enters the community of Susquehanna Depot . In Susquehanna Depot , PA 171 runs along East Main Street through the eastern segment of the community . Near the dead @-@ end Jackson Street , the highway turns to the south , intersecting with Pennsylvania Route 92 . From there , the two highways are concurrent .

PA 92 and PA 171 head along Main Street , passing some local businesses and residences before crossing the Susquehanna River on the Susquehanna County Veterans Memorial Bridge . After crossing the bridge , PA 171 and PA 92 split onto State Street and River Street respectively . PA 171 continues westward , paralleling High Street , which merges in along the shores of the Susquehanna . Soon after the intersection with High Street , PA 171 progresses westward leaving Susquehanna Depot soon after .

= = = Hickory Grove to Great Bend = = =

After leaving Susquehanna Depot and Oakland Township , PA 171 heads on a westward progression along the Susquehanna River . To the south of the highway is the river , to the north of the highway is residential homes and deep forests behind those . After the intersection with Towner Road , PA 171 enters the small community of Hickory Grove , where the route and river makes a curve to the southwest , still paralleling each other . PA 171 quickly leaves Hickory Grove and enters another set of deep forests which separate the highway and the river .

The highway continues on its southwest progression , with the trees surrounding dissipating . After that , both the river and the highway pass to the north of Island Plain . There , the routes curve to the northwest once again , becoming more developed and now following a railroad line in the area . The route makes a curve to the west , progressing through a short development of residential homes . After that , the highway enters Great Bend and heads to the southwest . The designation crosses at Interchange 230 along Interstate 81 in downtown Great Bend , but continues to the intersection with U.S. Route 11 in Great Bend , where the route terminates .

= = History = =

= = = Pre @-@ designation turnpikes = = =

A short segment of PA 171 , from Carbondale to the community of Forest City , was part of the Providence and Carbondale Turnpike , which went from the city of Scranton , Pennsylvania , following much of U.S. Route 6 and U.S. Route 106 (current day U.S. Route 6 Business) through many of the communities in the area : Dickson City , Jermyn , and Carbondale , before turning onto current day PA 171 . There , the turnpike followed the alignment through Carbondale , Fell Township , Vandling and into Forest City , where it ended , 20 miles (32 km) from Scranton . This tolled turnpike provided the main highway through many of the communities , including the towns along PA 171 , until on December 7 , 1889 , when local citizens tore down the abandoned tollbooths in Blakely . Originally , the turnpike was chartered by the commonwealth of Pennsylvania in 1851 , and remained strong until 1889 , the year the tollbooths were torn down . After that the turnpike was abandoned , with control of the turnpike 's alignment turned over Lackawanna County for future maintenance .

In 1897 , the portion of PA 171 along Main Street in Susquehanna Depot was paved . The project to pave the main highway cost \$ 10 @,@ 000 (1897 USD) with funds split equally between the borough of Susquehanna Depot , the local businesses , and the nearby Erie Railroad .

= = = Designation = = =

The original route designation that follows current @-@ day PA 171 was a part of Legislative Route 10 , which ran from an intersection with Legislative Route 9 (currently an intersection with Pennsylvania Route 706) in New Milford Township to the New York state line , where it follows current day PA 92 's alignment . When the mass state highway numbering in Pennsylvania occurred in 1928 , the alignment of PA 171 was desginted as Pennsylvania Route 70 from U.S. Route 6 in Carbondale to Oakland at Pennsylvania Route 92 , from there to U.S. Route 11 in Great Bend , it was designated as Pennsylvania Route 692 , and from U.S. Route 11 to the New York state line at Hallstead , it was designated as Pennsylvania Route 602 .

The alignment of PA 70 was under construction in 1929 from the Thompson Township line to Lanesboro . It was completed the next year , when the Pennsylvania Department of Highways paved the highway from Herrick Center to Thompson and Stack Road to the Harmony Township line . These three routes remained intact (in terms of alignment) for eighteen years , until 1946 , when PA 692 and PA 602 were removed from the state highway system in favor of extending PA 70 to the north to Hallstead . The route , PA 70 , remained intact for another seventeen years , when in April 1961 , I @-@ 70 was already commissioned , and PA 70 was decommissioned . The PA 70 designation was renumbered to PA 171 to prevent duplication .

= = Major intersections = =