

Flood Recovery Task Force, Inc. Subcommittee on
Transportation, FY2 August; Cross Valley Expressway

Cross Valley Ex

3.25

Cross Valley Ex

PROGRESS REPORT
CROSS VALLEY EXPRESSWAY

LR 1052

August 9, 1972

On August 8, 1972 I conferred at length with Mr. Thomas J. Harrington, District Engineer, District 4, Penn DOT on subject facility. The following information was provided me at the conference.

Section I - Pa. 309 - Luzerne to Rutter Avenue, Kingston.

The preliminary objections filed several months ago in Luzerne County Court by several Kingston families have not been resolved. Until the Luzerne County Court acts the project is stalled.

Assuming the preliminary objections are resolved it is estimated design could be completed and the construction under way in six months.

The Environmental Impact Statement submitted on this section has not yet been approved as required under Section 4-F of the Federal Highway Act of 1968 as amended. Work cannot proceed until approval has been given.

Penn DOT has entered into a written agreement with the U.S. Corps of Engineers to use that portion of the LR 1052 right of way through Scandlon Field, Kingston for one year for the purpose of housing families displaced by the flood. Roadways, sewer facilities and electrical connections have been installed and the area is now occupied by mobile homes. Mr. Harrington is fearful it will not be possible to clear the area at the end of one years' time.

Plans are 98% complete.

Section II - Rutter Avenue, Kingston to River Street, Wilkes-Barre

The Environmental Impact Statement on Section II has been approved.

Design of the bridge and related approaches is approximately 83% complete.

Penn DOT has requested approval for the substitution of an embankment for a structure from Rutter Avenue to the West Bank of the Susquehanna River. The U.S. Corps of Engineers has not approved this request as yet.

Approval of line and grades at River Street is needed from the Federal Highway Administration. Mr. Harrington is of the opinion the delay here was due to excessive design work demands on Bellante and Claus, the design firm holding the contract.

Section III - River Street, Wilkes-Barre to Pa. 115 - Pa. 315

The draft of the Environmental Impact Statement has been sent to the Federal Highway Administration for approval. Opportunity must be given to State and Federal agencies to comment on this draft and forward their comments to Penn DOT via FHWA. A final statement will then be prepared and forwarded to some 54 State and Federal agencies for additional comment after which final approval must be given by the Federal Highway Administration.

Design on this section is 77% complete.

Financing

Construction funds for Section I are in the 1972-73 Capital budget.

Engineering and right of way funds are in the 1972-73 Capital budget for Sections II and III.

Recommendations:

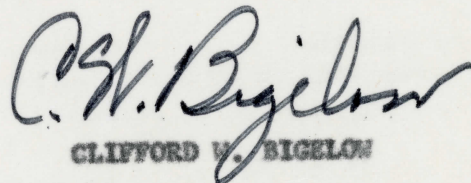
(a) If possible, pressure should be exerted to resolve the preliminary objections in the Luzerne County Court.

(b) Efforts should be directed to expediting the approval of the Environmental Impact statements on all sections. It may be that action to change legislation governing these requirements might be appropriate and necessary.

(c) Take action to assure clearance of right of way prior to the date of start of construction. (Mobile homes).

(d) Prevail on Penn DOT to utilize all design engineers necessary to expedite completion of plans. Assignment of all design work to one firm is not realistic.

(e) Since financing of all capital highway improvements is included in the budget which must be approved by the Legislature the Luzerne County legislative delegation should be called upon to make sure needed projects are included.


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