Cross Valley E,

1973 January; Cross Valley Expressway

Cross Valley E,

January 16, 1973

On January 11th Kassab made the following statements at the annual Chamber of Commerce dinner.

1. Re 1052, first bids will be taken January 1973 for section 2. Completion of section 2 by 1974, fourth quarter.

2. EIS approvals slowing down sections 1 and 3. He promised completion within 3 years of EIS approvals.

3. Section 1, 1052, still required 1973 budget inclusion.

4. 1973 budget also includes -

   a) Planning funds for downtown distributor.

   b) Rt. 309 - Blackman Street improvements.

   c) Planning and acquisition funds for North Street extension.

5. Pierce Street, Kingston, Third Avenue to River Street, construction widening contracts to be let by this summer.

FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING
WILKES-BARRE, PENNSYLVANIA 18701
717 - 829-1981

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Andrew Shaw, Jr.
Executive Director

January 16, 1973

From: E. Schechter
Stressteel Corporation
P. O. Box 190
Wilkes-Barre, Pa. 18703

Dr. James Costantino
U. S. Department of Transportation
325 Chestnut Street
Philadelphia, Pa. 19106

Re: North Cross Valley Expressway

Dear Jim:

I know, through your liaison with our committee, Tom Crews kept you informed of our work on this report. I am sending it to you along with a copy of Jake Kassab's letter of January 11th, in order to keep you informed of our progress. Copies went out to all local and State planning and development agencies this week.

Sincerely,

ES/k
encs.

E. Schechter, Chairman
Transportation Committee

1/16/73 This letter sent to the following:

Mr. Thomas Harrington
District Engineer
Pennsylvania Department of Transportation
P. O. Box 111
Scranton, Pa.

Mr. Harold C. Poulson
Deputy Chief Engineer, East
Pennsylvania Department of Transportation
Commonwealth and Forster Streets
Harrisburg, Pa. 17120

Mr. Leon Case
Wilkes-Barre Redevelopment Authority
First National Bank of Eastern Penna.
Wilkes-Barre, Pa. 18701

Mr. James Price
Luzerne County Redevelopment Authority
260 Pierce Street
Kingston, Pa. 18704

Mr. Samuel Guttman
Wilkes-Barre City Planning Commission
Wilkes-Barre City Hall
Wilkes-Barre, Pa. 18703

Mr. Edward Heiselberg, Executive Director
Luzerne County Planning Commission
Luzerne County Court House
Wilkes-Barre, Pa. 18702

Mr. Edgar Lashford
Executive Vice-President
Wilkes-Barre Chamber of Commerce
Chamber of Commerce Building
Wilkes-Barre, Pa. 18701

Mr. Bernard Gallagher
City Manager
Wilkes-Barre City Hall
Wilkes-Barre, Pa. 18703

Mr. Raymond Lowery
Borough Director
500 Wyoming Avenue
Kingston, Pa. 18704

Mr. Andrew Shaw
Executive Director
Flood Recovery Task Force, Inc.
Sterling Hotel
Wilkes-Barre, Pa. 18701

FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING
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Andrew Shaw, Jr.
Executive Director

January 16, 1973

From: E. Schechter
Stressteel Corporation
P. O. Box 190
Wilkes-Barre, Pa. 18703

Mr. Thomas Harrington
District Engineer
Pennsylvania Department of Transportation
P. O. Box 111
Scranton, Pa.

Dear Tom:

Enclosed you will find a report "The Emergency Status of the Cross Valley Expressway, (LR 1052), As A Result of Tropical Storm Agnes". I am also enclosing a copy of Secretary Kassab's letter of January 11th on the subject of this report.

Prepared by the Flood Recovery Task Force Transportation Committee and the Economic Development Council of Northeastern Pennsylvania, the report may be useful in the months ahead in helping to achieve speedy completion of the North Cross Valley Expressway.

This committee will continue working towards that objective and we would appreciate your advising us if you feel we can be of service in overcoming any obstacles which may develop.

Sincerely,

ES/k
encs.

E. Schechter, Chairman
Transportation Committee

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17120

OFFICE OF
SECRETARY OF TRANSPORTATION

RECEIVED
JAN 12 1973
STRESSTEEL

January 11, 1973

Mr. Edward Schechter
Stressteel Corporation
P. O. Box 190
Wilkes-Barre, Pennsylvania 18703

Dear Mr. Schechter:

This is in reply to your letters of December 4, 1972 and December 26, 1972 stating the support of the Flood Recovery Task Force of our efforts to expedite the construction of the Cross Valley Expressway. Also provided for our possible use was a copy of a report, "Emergency Status of the Cross Valley Expressway (L.R. 1052) As a Result of Tropical Storm Agnes."

A review of the report shows that the research and investigation by the staff of the Economic Development Council of Northeastern Pennsylvania was thorough and explored all the possibilities. It points out with the utmost clarity the need for this facility to insure the revitalization and future growth of the Wyoming Valley. It is an interesting and informative document.

In response to your question about distribution of additional copies, I do not feel that the Federal Highway Administration requires further support of our effort to approve an accelerated construction schedule since our request has been fully documented. You may, however, wish to send them a courtesy copy for their use. I also feel that the regional planning councils and local redevelopment agencies would find it to be a useful document. For our use, I believe the Central Office and District Office should have copies of the report.

You are already aware of the fact that we will accept bids for the approach embankment on the west side of the river on January 19, 1972. In addition, Bellante, Clauss, Miller and Nolan, Inc. are completing design of the river piers and we expect to be able to advertise for bids as soon as the plans are available. This will be an indication to the local people of our desire to complete the entire expressway as soon as possible.

I want you to know that I appreciate your continued interest in this project and assure you that you have provided an outside force to keep PennDOT on its toes.

Very truly yours,

Jacob G. Kassab
SECRETARY OF TRANSPORTATION

FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING

WILKES-BARRE, PENNSYLVANIA 18701

717 - 829-1981

EXECUTIVE COMMITTEE

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Joseph A. Quinn, Jr., Esq.
Edward Schechter

Andrew Shaw, Jr.
Executive Director

December 26, 1972

Reply to:
E. Schechter
Stressteel Corporation
P. O. Box 190
Wilkes-Barre, Pa. 18703

Mr. Jacob G. Kassab
Secretary of Transportation
Commonwealth of Pennsylvania
Department of Transportation
Harrisburg, Pa. 17120

Re: Cross Valley Expressway
Bridge, LR 1052

Dear Jake:

Please refer to your letter of November 22nd and my answer of December 4th. Since that time, working with the Economic Development Council of Northeastern Pennsylvania, we have prepared the enclosed report, "Emergency Status of the Cross Valley Expressway (LR 1052) As a Result of Tropical Storm Agnes".

This statement is an attempt to provide local support to the effort your Department will make to secure FHWA approval to double shift the work on both the substructure and superstructure of the bridge.

We have tried to make this report as objective as possible, while presenting forcefully the local position. Discussions with consultants working in this area have led me to believe that the data now being collected, (see Appendix A), will substantiate a significant portion of the statements we have made.

At this time I am only submitting this report to you. If you feel it is a useful document, there are additional copies available for distribution to the FHWA, the regional planning councils, local redevelopment agencies, etc. Our primary purpose, however, is to reinforce the position which you intend to take on our behalf and, therefore, we will only distribute the report to those people who you feel can be served by it. I would appreciate hearing from you or your planning people promptly to determine what distribution should be made.

Sincerely,

ES/k

E. Schechter

THE EMERGENCY STATUS OF THE CROSS-VALLEY EXPRESSWAY (L.R. 1052) AS A RESULT OF TROPICAL STORM AGNES

PRESENTED BY THE TRANSPORTATION COMMITTEE OF THE FLOOD RECOVERY TASK FORCE. INC.

HOTEL STERLING
WILKES-BARRE, PA.

December 22, 1972

The following statement, which substantiates the emergency need created by Tropical Storm Agnes in June 1972 for the Cross-Valley Expressway, was developed by the Economic Development Council of Northeastern Pennsylvania (EDCNP) at the request of the Transportation Committee of the Flood Recovery Task Force, Inc. (FRTF) in close cooperation with that Committee.

This paper represents an initial statement to which supportive data will be appended as they become available and as further documentation appears necessary.

For further information, please contact:

Edward Schechter, FRTF, Chairman - 717-825-7381
Gabrielle Ramsauer, EDCNP, Planner - 717-457-7456

CROSS VALLEY EXPRESSWAY (L. R. 1052, SECTIONS 1, 2, 3); JUSTIFICATION FOR A PROPOSAL TO COMPLETE L. R. 1052 AS A FLOOD RELATED EMERGENCY MEASURE

The need for the Cross-Valley Expressway (C-VE) before Tropical Storm Agnes in June 1972 has been thoroughly documented by the December 1970 report of the Lackawanna-Luzerne Transportation Study, the regional priority statement prepared by the Economic Development Council of Northeastern Pennsylvania in Jaunary 1972 as well as this Council's recommendations to the State Legislative Delegation of November 1971, and many resolutions of the Luzerne County Planning Commission, Luzerne County Commissioners, the Wilkes-Barre Chamber of Commerce, and other sources.

As a result of the disastrous flood and its aftermath, there are urgent new reasons why immediate construction of this vital link is necessary. This report summarizes these flood related reasons for prompt construction of the C-VE and discusses why the community needs this highway and bridge as a lifeline for its future security, economic health and social development.

I. EMERGENCY REQUIREMENTS

The effects of the June 1972 flood in Wyoming Valley were worse than they would have been had Wyoming Valley had a modern Cross-Valley bridge and highway system. With no cross-river communication during the flood all vital health, medical, food and associated emergency social services required helicopter lift, or circuitous road links, at great expense, with considerable delay and with added suffering. As a disaster reduction measure alone, the C-VE needs immediate implementation.

Although Agnes has been defined as a 175 year flood, the impact of urbanization and other modifications to the natural environment make the probability of similar occurences far greater than traditional assumptions would indicate.

Even if a low probability is assumed of a repeated disaster, consideration should be given to the magnitude of the risk. A new catastrophy, remotely possible though it may be, would be greater than the Valley could economically and socially afford. The knowledge gained through the recent flood about the dangers to which this Valley is prone has made the community acutely aware of the need for the C-VE.

There are common precedents for thinking in terms of potential disaster magnitudes rather than occurence probabilities. Civil defense, for example, is based on this precept and so are most insurance programs. The C-VE should be viewed in terms of its function as an emergency relief route. In the case of another similar disaster, the social cost of the non-existence of this strategic corridor could far outweigh the cost of its immediate implementation.

Hence, because of the strategic position of the C-VE, the high risks associated with its prolonged non-existence, and the Valley's inability to cope with a potential new disaster, it is in the interest of the public welfare and safety that the C-VE be constructed as an emergency measure.

II. RESTORATION OF THE ECONOMIC VIABILITY OF A MAJOR APPALACHIAN ECONOMIC ACTIVITY AREA

The flood has put the Greater Wilkes-Barre area, which was just beginning to recover from over 30 years of depression, into a most precarious economic situation. The devastation of homes, industries, and public facilities represents a tremendous setback. A massive effort in all aspects of area development is necessary to save Wyoming Valley from economic and fiscal collapse, to return it to its pre-flood economic status and to restore the economic growth trend which recently became evident.

The success or failure of this effort is closely linked to the construction time frame of the C-VE. Prompt construction will eliminate doubt and create confidence among the civic, business and industrial communities.

A. Urban Core Revitilization

The reconstruction and revitilization of the urban cores is severely inhibited by congestion and inaccessibility resulting from flood impacted traffic patterns. The successful post-flood mass transit program and the temporary reconstruction of the North Street bridge will only eliminate a part of the problem. Prompt construction of the C-VE will: (1) ease access to the central business district and thereby make it possible to attract new commerce and industry to the area and convince existing businesses to remain; and (2) enable municipal officials, redevelopment authorities and real estate interests to make decisions that will enhance the Valley's potential growth.

B. Industrial Relocation and Development

The area's prospects for post-flood industrial development are closely related to the potentials of the industrial park sites near the C-VE, the linkage with the Interstate system and the labor force mobility which the Expressway would provide. The appended map indicates the relationship to the C-VE of the Parsons Industrial Park, the Interstate Industrial Park, the Greater Wilkes-Barre Industrial Fund Site, and the Luzerne Products Site.

III. REDEVELOPMENT OF FLOOD IMPACTED AREAS

The proposed post-flood urban renewal areas cover almost all of the developed areas within the 1972 flood line (see map). The C-VE corridor, transversing the Kingston, Luzerne and Forty Fort urban renewal areas, is located central to all flood related urban renewal areas. The scope and direction of post-flood redevelopment is closely related to transportation facilities. The C-VE represents the major component of the system.

WEST WYOMING BORO
WYOMING BORO
LARKSVILLE BORO
ASHLEY BORO
HANOVER IND. PARK
BARRE WYOMING VALLEY-AIRPORT
RICHARDS ISLAND
MONOCANOCK ISLAND
Delaware Lackawanna & Western Railroad
Lehigh Valley Railroad
Central Railroad of New Jersey
The Cross-Valley Expressway
In Relation to Proposed Urban Renewal
Areas and Industrial Park Sites
Expressway Corridor
Interchanges
Industrial Sites
Urban Renewal Areas
1 So. Wilkes-Barre
2 Iron Triangle (Wilkes-Barre)
3 Wilkes-Barre Business District
4 Edwardsville
5 Kingston
6 Luzerne
7 Swoyersville
8 Forty-Fort
9 West Wyoming
10 Wyoming
11 Plains Township
SCALE OF FEET
1 2 3 4 5000

WILKES-BARRE T

PREPARED BY

The Cross-Valley Expressway
In Relation to Proposed Urban Renewal
Areas and Industrial Park Sites
Expressway Corridor
Interchanges
Industrial Sites
Urban Renewal Areas
1 So. Wilkes-Barre
2 Iron Triangle (Wilkes-Barre)
3 Wilkes-Barre Business District
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7 Swoyersville
8 Forty-Fort
9 West Wyoming
10 Wyoming
11 Plains Township
SCALE OF FEET
1000 0 1 2 3 4 5000
SWOYERSVILLE BORO
WEST WYOMING BORO
WYOMING BORO
FORTY FORT BORO
PLAINS TOWNSHIP
WILKES-BARRE
SUSQUEHANNA
CUTTER ISLAND
MONOCANOCK ISLAND
LUZERNE PRODUCTS SITE
PARSONS IND. PARK
INTERSTATE IND. PARK
FLICK ESTATES
WILKES BARRE WYOMING VALLEY AIRPORT
VETERANS HOSPITAL
Lehigh Valley Railroad
Central Railroad of New Jersey
Lackawanna & Wyoming Valley
MAIN ST
PUBLIC SQUARE
LAUREL RUN BLVD
115
81

The emergency recovery needs and opportunities in relationship to the C-VE may be expressed in the following terms.

A. Aggravated post-flood need for intercommunity linkage

The communities in the Greater Wilkes-Barre area face both a greater need and a greater opportunity than ever before to jointly plan and coordinate their development efforts. This opportunity will be enhanced if the physical barriers now separating them (although linking them with common problems) are promptly overcome. In this light, the C-VE represents an integral part of the Wyoming Valley's post-flood rehabilitation program.

B. Linkage of West Side Communities to the Regional Transporation System

There is presently no direct highway connection between the West Bank communities in the Greater Wilkes-Barre area and the regional expressway system other than over the local streets of Wilkes-Barre. The transportation-related problems of the current system were most evident during the post-flood cleanup operations. They will be even more manifest when urban renewal and redevelopment efforts get underway. The direct linkage of the West Side communities with the Interstate and Turnpike systems via the C-VE will expedite reconstruction efforts in the Wyoming Valley.

C. Location of the Expressway within proposed urban renewal projects

The C-VE corridor lies within some urban renewal sites. If promptly accomplished, this offers a unique opportunity for joint programming of clearance and redevelopment efforts to minimize the dual disruption of urban renewal and highway related dislocations. Close cooperation between the Highway Department and the Urban Renewal Agencies could expedite the construction of the C-VE.

IV. FLOOD AFFECTED POPULATION AND ACTIVITY LOCATION SHIFTS

Unanticipated economic changes and population shifts in several areas of Luzerne County have contributed to the urgency of Cross-Valley transportation needs. The flood affected changes and requirements add emergency status to this important East-West Corridor.

A. Dislocations of population and places of employment opportunities

Over 25,000 homes in the Wyoming Valley and a majority of all small businesses and industries were affected by the flood, resulting in significant changes in living, working, and social patterns.

Although data on temporary and permanent post-flood population and activity location shifts are not yet available*, preliminary indications lead to the conclusion that these dislocations contribute substantially to East-West cross-valley travel demands. Commutation volumes and distances have apparently increased, since a sizeable segment of the labor force, which previously walked to work or participated in car pools, is no longer able to do so.

*see Appendix A, data supports

B. Population Shifts to the Back Mountain area

The Back Mountain and Mountaintop areas are the fastest growing areas of Luzerne County. The Luzerne County Planning Commission estimates a 1970-1980 population growth of over 30 percent compared to a projected 11 percent 1970-1980 population increase for the County as a whole.*

Any increase in population growth in the Back Mountain area has a direct effect on cross-valley desire lines and the needs for the C-VE. The pre-flood growth in the Back Mountain area was already greater than the projections underlying the Lackawanna-Luzerne Transportation Study. The 1970 U. S. Census returns indicate that the Back Mountain area has reached the Transportation Study's revised projected 1975 population well before 1970.**

The flood has accelerated this population growth in the Back Mountain area. In some West Side communities pre-flood living patterns cannot be re-established, and flood plain designations and federal flood insurance requirements will force many additional families to relocate. The Back Mountain area, with good schools, a new sewer system, and ample available land, is the logical place to go, and booming real estate values indicate that this is what is happening. It can be safely assumed that the Cross-Valley travel demand created by these post-flood population shifts will, in the imminent future, reach a volume which under normal circumstances it would have long after the currently programmed completion date of the C-VE.

CONCLUSION

No one associated with pre-flood transportation planning in Luzerne County could deny the urgent need for early construction of the North Cross-Valley Expressway (L. R. 1052). Since the flood additional reasons for prompt construction have become evident. The Expressway is needed now:

1. As an emergency service and relief route in any future disaster.

2. As a vital link in the economic and social reconstruction of the area.

3. As an important factor in scheduled redevelopment projects.

4. As a passageway to accommodate major flood related population shifts.

For all these reasons it is necessary to consider the construction of the C-VE as an emergency project, which must proceed with the greatest speed towards early completion.

*Luzerne County Planning Commission, Population and HOusing Porjections by Greater Community Area, Wilkes-Barre, May 2, 1972.

**Alan M. Voorhees and Associates, Inc., Lackawanna-Luzerne Transportation Study, Volume III; Plan Development, December 1970.

APPENDIX

SUPPORTING DATA

Data to substantiate the emergency status of the Cross-Valley Expressway (C-VC), as discussed in this paper, are being developed in a series of studies and planning programs. These data will be added to the appendix as they become available. The following tabulation summarizes studies which have been identified at this time:

Sponsor/Consultant of Study	Study Identification and Data Expectations Relative to Post-Flood C-VE Needs	Anticipated Completion Time
EDCNP - Luzerne County Planning Commission/Wilbur Smith and Associates	Wyoming Valley Planning Program in the Wake of Tropical Storm Agnes. Study includes post-flood up-date, of all 1970 Census data, including population and housing, and of the May 1972 Luzerne County Planning Commission projections. The resulting estimates and forecasts will be allocated to transportation zones, municipalities and Census tracts. Employment estimates for 1972 (or 1973) are being developed by traffic zones, municipalities, flood areas and SIC categories. Based on these data, as well as land use inventories and short and long range land use plans, a transportation plan will be developed, using new and existing transportation needs criteria in relationship to expanding and shifting populations due to natural growth, in-migration, and post-flood relocations.	January 15, 1973
Luzerne County Planning Commission/ Environmental Design Associates, Harrisburg	Wyoming Valley Recreation, Open Space and Historic Preservation Planning Program This represents a short-range study of the Wyoming Valley flood-affected areas to enable the Redevelopment Authorities and local governments to plan open space, recreation, and historic preservation areas within the flood plains as part of their urban renewal projects. The results of this study will relate to the C-VE needs as dictated by new development policies and objectives.	End of December [illegible]

Sponsor/Consultant of Study	Study Identification and Data Expectations Relative to Post-Flood C-VE Needs	Anticipated Completion Time
Department of Housing and Urban Development, Eastern Pennsylvania Recovery Office and Management Control Office	Housing Applicant Survey. Based on questionnaire returns by nearly 10,000 families in HUD temporary housing, the results will reveal information on housing intent by type and location assuming a series of available choices, socio-economic characteristics, health and service needs, etc. Print-outs are currently being developed by the HUD Management Control group.	End of January 1973
United Service Agencies, EDCNP	Post-Flood Population Shift Study. Based on records about some 9,000 families in HUD temporary housing facilities, post-flood interim population movements and subsequent new facility and service needs will be determined. The information will result in an analysis of patterns of population movement and will supplement the 1970 U.S. Census data.	End of December 1972
Luzerne County Transportation Authority/Simpson and Curtin, Philadelphia	Mass Transit Origin and Destination Study. Although directed toward mass transit travel behavior, it should be possible to apply certain conclusion to the total transportation picture.	February 15, 1973
PennDOT/ Boles and Smythe	Post-Flood City, Street and Highway Traffic Counts. This will provide an update of the 1969 traffic study by Vorhees underlying the LLATS and PennDOT's traffic counts of 1971. It will further extend the 1964-1971 traffic trend study of the Wyoming Valley Planning Program to incorporate post-flood trends.	

PREPARED BY THE
ECONOMIC DEVELOPMENT COUNCIL
OF NORTHEASTERN PENNSYLVANIA
IN CONJUNCTION WITH THE FLOOD
RECOVERY TASK FORCE'S
TRANSPORTATION COMMITTEE

AVOCA, PA.
DECEMBER 1972

Serving Carbon, Lackawanna, Luzerne, Monroe, Pike, Schuylkill and Wayne Counties

Department of Transportation
Scranton, Pa. 18501
December 7, 1972

Received 12/14

Construction Schedule for
L.R. 1052 and North Street

To Mr. Harold C. Poulson, P.E.
Deputy Chief Highway Engineer - East

From Thomas J. Harrington, P.E., District Engineer, 4-0
Raymond R. Radomski, P.E., Liaison Engineer

At an August 18, 1972 meeting held in Wilkes-Barre, Secretary Kassab publicly announced a schedule for both the permanent North Street Bridge and the Cross Valley Expressway. In your November 22, 1972 letter you indicated that a conference will be held on December 12, 1972 concerning this schedule.

Attached herewith is one copy of the timetable which must be met if the Secretary's promises are to be kept. Kindly review these schedules so that any of the items which are out of line can be revised.

Should you have any questions concerning this matter, please do not hesitate to call.

RRR/bjw

attachments

cc: Mr. Robert R. Mueser, Deputy Chief Highway Engineer
Mr. Lester E. Jordan, Acting Director, Bureau of Design
Mr. B. F. Kotalik, Chief Bridge Engineer
Mr. Kenneth Walker, P.E., Utility Engineer
Mr. P. W. Amos, Assistant Chief Highway Engineer - East
Mr. T. J. Harrington
Mr. R. D. Hastings
Mr. R. R. Radomski

L.R. 1052, Section 2 G

Approach Embankment

1	Plan to Central Office	12-4-72 ok
2	Plan to Federal Highway Administration	12-8-72 ok
3	Federal Approval Approval	12-14-72 ok?
4	Advertise for Bids	12-15-72
5	Open Bids	1-12-72 ~~12-29-72~~
6	Award Contract	1-29-73
7	Notice to Proceed	1-30-73

L.R. 1052, Section 2

Substructure

1	Pier Design to Central Office	12-4-72 ok
2	Pier Design Reviewed	12-8-72 ok
3	Pier Design Revised	12-12-72
4	Preliminary Plan Review	12-15-72
5	Construction Plan to District Office	12-18-72
6	Final Construction Plan Review	12-20-72
7	Construction Plan to Central Office	12-29-72
8	Construction Plan to Federal Highway Administration	1-4-73
9	Construction Plan Approval	1-11-73
10	Advertise for Bids	1-12-73
11	Open Bids	1-26-73
12	Award Contract	2-26-73
13	Notice to Proceed	3-1-73

L.R.1052, Section 2

Superstructure Plan

1	P.U.C. Field View	12-8-72 OK
2	P.U.C. Hearing	1-5-73
3	P.U.C. Order	2-23-73
4	R/W Plan to Central Office	12-4-72 OK
5	R/W Plan Signed	12-15-72
6	R/W Acquisition Completed	6-15-73
7	Structure Drawings to Central Office	3-1-73
8	Structure Design Returned to Consultant	3-15-73
9	Design Returned to Central Office	3-25-73
10	Structure Drawings Signed	4-1-73
11	Preliminary Construction Plan Review	2-15-73
12	Construction Plan to District Office	3-15-73
13	Final Construction Plan Review	4-1-73
14	Construction Plan to Central Office	4-15-73
15	Construction Plan to F.H.W.A.	4-25-73
16	F.H.W.A. Approval of Construction Plan	5-1-73
17	Advertise for Bids	5-2-73
18	Letting	5-24-73
19	Award Contract	6-24-73
20	Notice to Proceed	7-1-73

L.R. 40116, North Street

Third Avenue to River Street

Substructure

1	Request Design Approval	1-30-73
2	Submit T. S. and L.	12-30-72
3	T. S. and L. Approval	2-30-73
4	Submit Substructure Design	4-15-73
5	Substructure Approval	5-17-73
6	Preliminary Plan Review	5-18-73
7	Construction Plan to District Office	5-22-73
8	Final Plan Review	6-1-73
9	Construction Plan to Central Office	6-15-73
10	Construction Plan to F.H.W.A.	6-21-73
11	P. S. and E. Approval	6-28-73
12	Advertise for Bids	6-30-73
13	Letting	7-20-73
14	Award Contract	8-20-73

L.R. 40116, North Street

Third Avenue to River Street

Superstructure and Approaches

1	Request Design Approval	1-30-73
2	Submit T. S. and L.	12-30-72
3	T. S. and L Approval	2-30-73
4	Begin Right-of-Way Plan	12-15-72
5	Preliminary Right-of-Way Plan Review	3-1-73
6	Right-of-Way Plan to District Office	3-15-73
7	Final Right-of-Way Plan Review	4-1-73
8	Right-of-Way Plan to Central Office	4-15-73
9	Right-of-Way Plan Signed	4-30-73
10	Complete Right-of-Way Acquisition	10-30-73
11	Initial Submission to P.U.C.	3-15-73
12	P.U.C. Field View	5-1-73
13	P.U.C. Hearing	6-15-73
14	P.U.C. Order	8-1-73
15	Complete Superstructure Design	9-1-73
16	Structure Drawings Approved	10-1-73
17	Preliminary Construction Plan Review	9-1-73
18	Construction Plan to District Office	10-1-73
19	Final Plan Review	11-1-73
20	Construction Plan to Central Office	12-1-73
21	Construction Plan to F.H.W.A.	12-7-73
22	P. S. and E. Approval	12-21-73
23	Advertise for Bids	12-22-73
24	Letting	1-10-74
25	Award Contract	2-10-74

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

December 4, 1972

Miss Gabrielle Ramsauer
Economic Development Council
P. O. Box 777
Avoca, Pa. 18641

Re: L. R. 1052

Dear Gabrielle:

I am enclosing a third draft of this position paper for your review and consideration.

The draft which you submitted on November 30th was an excellent job of presenting all of the important points which can be made on this subject. There is very little new or additional which I have been able to add to the points which you have created. What I have tried to do here, and I hope you don't mind my editorial efforts, is to rework and eliminate here and there certain phrases which I felt may not be necessary. I tried to tighten it up and give it a little more punch and I hope that it is in a form which basically is acceptable to you.

If you agree with the general form of this new draft, I would appreciate your going ahead and preparing it in the form which we discussed. Some introduction should be included indicating that this was prepared at the request of the Flood Recovery Task Force, Inc., etc. I have written Secretary Kassab telling him that this position paper is in the works and I would like to be able to get it in his hands within a week or ten days.

Many thanks for your efforts in helping us on this project.

Sincerely,

ES/k
enc.

E. Schechter, Chairman
Transportation Committee
Flood Recovery Task Force, Inc.

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

December 4, 1972

Mr. Jacob G. Kassab
Secretary of Transportation
Commonwealth of Pennsylvania
Department of Transportation
Harrisburg, Pa. 17120

Dear Jake:

Thank you for your informative and encouraging letter of November 22nd re L. R. 1052, Section 2, Cross-Valley Expressway. With this detailed schedule and your evident determination, it looks like we will have our much needed crossing in two years. That will be a wonderful achievement.

It seems to me that there are at least two major problems that can develop to defeat this schedule. First, significant delay in passage of the Capital Budget Act, and second, an unsympathetic response from the F.H.W.A., to your request to double shift construction of piers and superstructure. On the first point, we are making every effort to keep in close contact with all our local legislators and have been assured of their efforts towards speedy consideration of this Bill in both Houses after January 1st.

On the second point, we have tried to develop and maintain satisfactory liaison with regional DOT representatives active in this area. I believe they are aware of our needs and I am hopeful that they will give your request favorable consideration.

In order to reinforce our position concerning the urgent need for speedy completion of L.R.1052, the Transportation Committee of the Flood Recovery Task Force asked its member representative from the Economic Development Council of N. E. Pennsylvania to develop a position paper stating all the new, post-flood reasons why this structure is so urgently needed. This paper is now in its final draft, and I will send copies to you, with the hope that in expressing this local opinion we can be of help to you in your continued efforts on our behalf.

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

Please let me know if I can be of any help on this or any of our other vitally needed projects. We are most grateful to you for your continued firm support.

Sincerely,

ES/k
cc: Commissioner Wideman

E. Schechter

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17120

OFFICE OF
SECRETARY OF TRANSPORTATION

November 22, 1972

Mr. Edward Schechter
Flood Recovery Task Force, Inc.
Hotel Sterling
Wilkes-Barre, Pennsylvania 18701

Dear Ed:

Reference is made to your letter of November 17, 1972 and to our prior telephone conversation concerning the schedule for the completion of the Cross Valley Expressway Bridge, our L.R. 1052, Section 2.

Let me say at the outset that the schedule given to you, a copy of which you attached to your letter, is not the schedule that I have established for this project.

I can advise you that plans for placing the approach embankment on the west side of the Cross Valley Expressway Bridge are in our Dunmore office. I have advised Mr. Harrington that his Contract Management Unit must complete the preparation of the contract proposal for this project within two weeks. This means that the proposal will be in this office on December 5, 1972. I will press the Federal Highway Administration for early approval of these plans and the proposal so that we may advertise the project during the month of December and receive bids in January of 1973. This work involves the placement of one and one-half million cubic yards of earth and is an essential part of getting the Cross Valley Bridge completed to Rutter Avenue, which is the first exit on the west side of the bridge. It is also important, because of soil conditions in this area, that this embankment be allowed to stand for a period of time so that the soil will be consolidated.

As was indicated in the schedule given to you for the sub-structure of the bridge itself, there are three phases involved in getting this work to contract: (1) Design, (2) Public Utility Commission action, and (3) Right-of-way clearance. We have asked the Public Utility Commission for a field view on the project and due to my relationships with the Public Utility Commission, I do not anticipate any hold-up due to lack of a P.U.C. order. We have run into minor complications with right-of-way clearance for the east end of the structure. This being the case, I have directed that the portions of the structure involved in right-of-way problems on the east bank be deleted from the sub-structure construction project, and that we go to a letting as soon as possible with all of the river piers. We will then include the placing of the abutments and piers not included in the first contract into the second contract, which is essentially the super-structure for the bridge.

The consultant did submit to us the design of most of the pier work. There were some corrections to be made to these drawings, and they have been returned to the consultant. He has been directed to have these corrections made and the plans back into our hands no later than November 29, 1972. This will enable us to prepare the contract proposal and perform the necessary reviews during the month of December and advertise for the placement of these river piers early in January of 1973.

It would normally take two construction seasons to complete the river piers. I intend, however, to secure permission of the Federal Highway Administration to double shift the construction of these piers so that they will be completed by mid construction season of 1974.

Our consultant has been directed to furnish to us the construction drawings for the super-structure of this bridge by March 1, 1973. Allowing one month for review of the consultant's drawings and the preparation of the proposal for this work means that the super-structure project should be ready for bidding in April of 1973. It would normally take more than two construction seasons to complete the super-structure of the bridge since the placing of the concrete deck and the parapets is a very time consuming operation. Again, I will attempt to secure the Federal Highway Administration's approval to double shift this work so the super-structure is completed by the end of 1974.

All of my forces have been alerted to the above schedule and have been directed to inform me personally of any slippage in the schedule so that I may take the necessary steps to see that the project does move according to this schedule.

Sincerely yours,

Jacob G. Kassab
Secretary of Transportation

E. Schechter

FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING
WILKES-BARRE, PENNSYLVANIA 18701
717 - 829-1981

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Edward Schechter

Andrew Shaw, Jr
Executive Director

November 22, 1972

Howard J. Grossman, Executive Director
Economic Development Council of N.E. Pa.
Post Office Box 777
Avoca , Pennsylvania 18641

Dear Howard:

I have your recent letter concerning the North Valley Expressway. I thank you for writing to me and bringing the situation to my attention.

We had previously referred this whole problem following our Executive Committee meeting to Ed Schechter and his committee on transportation and roads. They have been on top of it and have been in touch with the relevant state and public officials. There appears to be some movement forward but the matter will require very close attention. Ed and his committee are doing this. I think at the moment nothing remains for any of us to do until we have a further status report from Ed.

Sincerely yours,

MAX ROSENN
Chairman

M R:cjr

RECEIVED
NOV 28 1972
STRESSTEEL

M E M O R A N D U M

IN RE: Cross-Valley Expressway LR-1052, Section 2

FROM: Thomas H. Kiley, Chairman of the Board

DATE: November 27, 1972

Today, I talked with Senator Martin Murray to inquire about the likely passage at this session of the General Assembly of the Capital Improvements Budget for Fiscal Year '72-'73. Senator Murray said that the Bill was in the House, where it must originate, and that it is in form acceptable to him. He said, however, disagreements have developed in the House with each representative trying to get a bridge, street or highway section in his district included in the budget. Senator Murray said that the word that comes to him is that there is very little chance of the Bill being passed at this session of the General Assembly, which means that it will be put over until the General Assembly reconvenes after the first of the year.

The Senator is eager to see the Capital Improvements Budget passed at this session, if at all possible, and said that if there was any way to get the House Bill on his desk Tuesday morning, he would arrange for the first reading on Tuesday with a final passage of the Bill on Thursday.

The Senator said that he had talked with Bernie O'Brien and thought it would be a good idea if some of us talked with O'Connell. Ed Schechter and I will undertake to do so.

RECEIVED

NOV 28 1972

STRESSTEEL

THK:emn

✓ Copy to Ed Schechter

MEMO

TO: Flood Recovery Task Force ~~Luzerne County~~ Transportation Committee

FROM: EDCNP

DATE: November 24, 1972

SUBJECT: Cross-Valley Expressway (L.R.1052, Sections 1, 2,3,); justification for a proposal to complete L.R. 1052 as a Flood related emergency measure

The urgent need for the Cross-Valley Expressway (L.R. 1052) which was imminent even before the disaster caused by Tropical Storm Agnes in June 1972 has been documented by the Lackawanna-Luzerne Transportation study completed in December, 1970, the regional priority statement prepared by EDCNP in January 1972, the Luzerne County Planning Commission, the Wilkes-Barre Chamber of Commerce, and many other sources.

Although L.R. 1052 does not represent an emergency situation as a pre-existent flood destroyed facility, the flood related emergency of L.R. 1052 may well be defined in terms of severely aggravating flood related problems and the strains of post-flood recovery efforts by its non-existence.

The traffic volumes on existing cross-valley travel alternatives have increased significantly after the June 1972 flood, inspite of the institution of the post-flood mass transit program, so that the demands on current East-West linkages in the highway network exceed current road capacities by a far greater extent than would have been the case under normal circumstances. Hence, L.R. 1052 is urgently needed to accommodate post-flood transportation demands and releave local streets from the inhibiting factors of overcongestions, and thus to facilitate the recovery efforts in the Wyoming Valley.

The follow points will specifically indicate the flood related needs which enforce the emergency nature of the Cross Valley Expressway and the opportunities inherent in its expeditious completion.

1. Restoration of Economic Viability of a major Appalachian Economic Activity Area. The flood has put the greater Wilkes-Barre area, which during the past decade began to recover from over 30 years of depression into a most precarious situation. The devastation of homes, industries and public facilities represents a tremendous economic setback, while chances for recovery for the losses and the pre-flood economic growth trend are closely tied to extensive efforts to provide the infra-structure and transport system which will make post-flood development feasible and which will make the area attractive also to new investors. The following are examples how the Cross Valley expressway would directly relate to post-flood area development efforts.

a. Enhancement of the reconstruction and revitalization of the urban cores of the economic activity area by increasing accessibility through strategically located interchanges, and at the same time reducing conflicting traffic pattern.

b. Enhancement of the industrial development and flood damaged industry relocation potentials in the industrial park sites, especially those near the expressway such as Parsons Industrial Park (which could capitalize also on the opportunities inherent in the proximity of rail facilities), the Interstate Industrial Park, ~~the~~ the greater Wilkes-Barre Industrial Fund Site, theLuzerne Products site, but indirectly

also those sites more remote to the expressway, such as the Hanover Industrial Park which would tie into the Cross Valley Expressway via I-81 and the planned Wilkes-Barre distributor. (See Attached Map).

2. Redevelopment of Flood Impacted Areas. Closely related to the restoration of the area's economic viability is the scope and direction which post-flood redevelopment will take. It will particularly depend on the comprehensiveness and cohesiveness of regional planning and development efforts in the greater Wilkes-Barre area and the transportation linkages which can make a comprehensive approach possible.

~~a~~ A. Aggravated post-flood need for intercommunity linkages. The Cross-valley expressway would provide a necessary link between the communities in the greater Wilkes-Barre Area severed by the Susquehanna River which, through the June disaster, face a greater need and opportunity for common planning and coordinated redevelopment efforts than ever before. This opportunity may be forever lost if the physical barrier now separating them (although linking them with common problems) is not overcome at this time as an integral part of the valley's post-flood rehabilitation program.

~~b~~ B. Linkage of West Side communities to regional transportation system. The direct linkage of the West Side Communities with the interstate and turnpike system, which the Cross-Valley expressway would provide, appears imminent for efficient reconstruction efforts.

~~c~~ C. Relationship of expressway to proposed urban renewal projects in the flood impacted area. The Cross Valley Expressway Corridor transverses two, possibly three large scale proposed urban renewal project areas (see attached map). Not only will the redevelopment of these and adjacent areas be related to this vital transportation linkage, but the corridor location within these sites presents a unique opportunity for joint programming of simultaneous clearance and relocation efforts, so that the disruptions by Urban renewal and highway related dislocations will be minimized.

3. Flood affected population and activity location shifts. Over 25,000 homes in the Wyoming Valley and a majority of small businesses and industries which, in aggregate, account for a large segment of the employment market, have been to various degrees affected by the flood, resulting in significant dislocations of housing and job locations.

a. Dislocation of Population and Employment Opportunities

Although data on temporary and [redacted] permanent post-flood population shifts are not yet available (the U.S. report on where people come from that are currently sheltered in the HUD mobile home parks will be available very soon), it is reasonable to assume that these dislocations contribute considerably to East-West Cross-Valley travel demands. One may further assume that [redacted] commutation volumes and distances will have increased, as that proportion previously able to walk to places of employment in the urban valley or participate in car pools, is no longer able to do so.

One may further assume increased cross-river commutation from the west to the east side because of temporary employment opportunity losses in the Kingston-Forty Fort area.

b) Population Shifts to Back Mountain Area. --

Back Mountain and Mountaintop are known as the fastest growing planning areas of Luzerne County with projected 1970-1980 population growths of over 30 percent (Luzerne County Planning Commission)

Population growth in the Back Mountain area has a direct relationship to the magnitude of Cross Valley desire lines and the travel demands which are to be served by the Cross Valley Expressway. The pre-flood growth in the Back Mountain area has already been quite in excess of the growth projections for the Back Mountain transportation districts underlying the Lackawanna-Luzerne Transportation Plan (Lackawanna-Luzerne Transportation Study, Vol. II; Data Analysis and Forecasting, June 1967). According to the 1970 U.S. Census returns, the Back Mountain area population has ~~exceeded~~ reached the Transportation Study's projected 1990 population some time before 1970.

Current observations indicate that the growth in this and surrounding districts will be further

accellerated significantly as a result of post-flood relocations which will further augment the urgency of the need for the Gross Valley Expressway.

In conclusion, although flood related data are not sufficiently available at this time, the preceding comments show which direction the arguments for an emergency treatment of the Gross Valley Expressway could take, ~~by~~ s while conventional HIP procedures and time frames would be totally unrealistic in view of the tremendous post-flood development tasks and the new transportation need related factors created by the flood.

WYOMING VALLEY MOTOR CLUB

Memorandum

303 MARKET STREET
KINGSTON, PA.
DIAL 824-2444

To Edward Schechter

From C. W. Bigelow

Date November 22, 1972

Subject LR 1052

David Sill, Director of Government and Public Relations, Pennsylvania AAA Federation has conducted an investigation of the possibility of placing subject project on an emergency basis. His report to me is not very encouraging and more or less confirms what we have already been told.

(a) Because of the fact that LR 1052 had not been built prior to June 23, 1972, it does not qualify for emergency status. This despite the fact that the early completion of LR 1052 would contribute substantially to the economic recovery and continued growth of the community.

(b) Under the law LR 1052 is still bound by environmental requirements. It has been suggested that Secretary of Transportation John Volpe might have the muscle to expedite compliance with environmental requirements thereby reducing the time to completion. A conference along these lines with Volpe might be beneficial.

(c) Penn DOT must fund 50% of the cost of LR 1052. The legislature has not yet passed the Capital Improvements Budget for 1972-73. We should prevail on our legislative delegation to pursue the passage of this legislation and assure the inclusion of LR 1052 for financing.

(d) One alternative offers a possibility. We might request an audience with the Pennsylvania Transportation Commission in an effort to have the project moved to a higher priority for financing. The idea would be to request funds presently allocated to a project or projects now tied up by legal entanglements shifted to LR 1052. To wait for passage of the Capital Improvements bill might delay LR 1052 another year.

I have been promised further information early in the week of November 27th. Hopefully it will come in time for our next breakfast.

C. W. Bigelow

CWB/mt

Clifford W. Bigelow

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

November 24, 1972

Mr. Clifford Bigelow
AAA Motor Club
303 Market Street
Kingston, Pa. 18704

Re: LR-1052

Dear Cliff:

Many thanks for your memo of November 22nd. It was very useful during our discussion this morning. We are still delaying final decision until more facts are developed as there seems to be a controversy between what we recalled Secretary Kassab said in August, and what he now claims he said.

I have no comment on your item a - it is unfortunate but I agree with that conclusion. On item b, Jim Costantino of Volpe's office has assured me that they are already expediting compliance requirements and recent evidence has indicated this to be true. Therefore, I don't believe that it is useful to see the Secretary now. On item c, we are working hard, from our point of view, to get the budget into the legislature. There are several conferences going on today which may be helpful. On item d, I would like to wait a week or more before approaching the Commission. If we decide to do anything in this fashion we have to be very careful about how we approach the Commission and I would like to talk to you in detail before that time.

Thank you for your helpful remarks.

Sincerely,

ES/k

E. Schechter

MEMBER PRESTRESSED CONCRETE INSTITUTE PCI

FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING
WILKES-BARRE, PENNSYLVANIA 18701
717 - 829-1981

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Edward Schechter

November 17, 1972

From:
E. Schechter
P. O. Box 190
Wilkes-Barre, Pa. 18703

Andrew Shaw, Jr.
Executive Director

Honorable Max Rosenn
Federal Office Building
Main and South Streets
Wilkes-Barre, Pa. 18703

Dear Max:

At the FRTF Transportation Committee meeting on November 16th, we spent our entire hour discussing the problems of expediting LR-1052, North Cross Valley Expressway. It was agreed to delay any decision re a major meeting until after additional investigation definin the extent of and reason for the reported delay. Specifically, Kiley will discuss the matter with Martin Murray; Bigler with Frank O'Connell; Corbett with Bernie O'Brien; Corbett will bring the matter to the attention of the city council; and I will discuss the matter with Secretary Kassab, Dave Schooley and John Hourigan.

I have talked to Kassab and he claims there is no reason in his mind why there should be any change in the originally announced date - 4th quarter 1974 - for the completion of section 2 of 1052. He was not aware of the detailed schedule which we have reviewed here. This is being sent to him and he has promised to communicate with me again shortly. (See attached correspondence).

In addition to these specific assignments, our committee has agreed that EDC will draft a paper justifying the consideration of 1052 as an emergency, flood related, project. Hopefully this will be submitted for discussion at our next committee meeting, Friday, November 24th. Bigelow will also determine from AAA, Harrisburg representative, the precise current position of the highway budget. There seems to be considerable difference between the governor's staff, who maintain the matter is being tied up by inaction in the House of Representatives, and certain members of the other party, who believe that it is the governor who is responsible for holding up action on transportation related projects.

I will report more as additional information becomes available on this complicated subject.

Sincerely,

E. Schechter

ES/k
cc: Andy Shaw

FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING
WILKES-BARRE, PENNSYLVANIA 18701
717 - 829-1981

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Edward Schechter

Andrew Shaw, Jr.
Executive Director

November 17, 1972

From:
E. Schechter
P. O. Box 190
Wilkes-Barre, Pa. 18703

Mr. Jacob G. Kassab
Secretary of Transportation
Department of Transportation
Commonwealth and Forster Streets
Harrisburg, Pa. 17120

Dear Jake:

Referring to our telephone conversation of yesterday afternoon on the subject of LR 1052, North Cross Valley Expressway, the attached schedule looks to us like what a realistic evaluation of 1052 would be today. The schedule is only for Section 2 and no similar detailed analysis of the various stages and phases has as yet been developed for Sections 1 or 3.

This extends by two years the completion date you estimated, when, on August 17th, you indicated that Section 2 foundations would be let by the end of 1972, the superstructure would be bid by May 1973, and the bridge would be completed during the 4th quarter of 1974.

We are very concerned about any delays to this vitally needed structure. It was obvious in the pre-flood days that traffic demands of the present as well as for the future required the early construction of this bridge. The flood has taught us that it is a vitally needed link to maintain the necessary basic services for our community in any emergency.

I would appreciate your reviewing the enclosed and discussing with me your evaluation of this data. We want to hold to that late 1974 completion date. If this new schedule is now realistic is there anything we can do to gain back those two lost years?

Sincerely,

E. Schechter

ES/k

LR 1052
Section 2

Schedule, 11/16/72

Approach Embankment Grading West Side

Submit final construction plan	12/1/72
Advertise and let	1/1/73
Award contract	3/1/73
Complete embankment	11/30/73

Substructure

Submit to PUC	11/15/72
PUC field review	12/15/72
PUC hearing	2/15/73
PUC order	4/15/73
Complete right-of-way acquisition	8/1/73
Submit final construction plans	8/1/73
Advertise and let	11/1/73
Award contract	12/30/73
Complete piers, East half of river	11/30/74
Complete piers, West half of river	11/30/75

Superstructure

Many tasks leading to:

Contract award by	1/1/75
Complete East half by	4th quarter '75
Complete balance by	4th quarter '76

L.R. 1052, Section 2

Approach Embankment Grading Section - West Side

Revised 11/16/72

1	E.I.S. to Harrisburg	Section 1 EIS no longer critical. Mr. Fenton returned from Baltimore with verbal authorization to construct approach embankment. 11/3/72	11-7-72
2	E.I.S. to F.H.W.A.		11-10-72
3	E.I.S. to Regional Office		11-20-72
4	E.I.S. Sign Off		12-1-72
5	Construction Plan to Central Office		12-1-72
6	Advertise and Let		2-1-73
7	Award Contract		3-28-73
8	Complete Embankment		12-30-73

Therefore, abutment on west side and piers 1, 2 and 3 cannot be started until spring of 1975.

Substructure

1	Initial P.U.C. Submission	11/15/72	~~11-13-72~~
2	P.U.C. Field View		12-15-72
3	P.U.C. Hearing		2-15-73
4	P.U.C. Order		4-15-73
5	Complete Right-of-Way Acquisition		8-1-73
6	Construction Plan to F.H.W.A.		8-1-73
7	Advertise and Let		11-1-73
8	Award Contract		1-1-74
9	Complete Work on East Half of River by End of 1974		
10	Complete Work on West Half of River by End of 1975		

Superstructure

We must be in a position to advertise and let the superstructure contract by December 31, 1974 and order contractor to proceed by March 1, 1975 so that the work can start on the east side of the river as soon as weather permits. Superstructure work will be complete in one contract season after all substructure work; therefore, structure should be open to traffic late in 1976.

FLOOD RECOVERY TASK FORCE, INC.

HOTEL STERLING
WILKES-BARRE, PENNSYLVANIA 18701
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Edward Schechter

Andrew Shaw, Jr.
Executive Director

November 16, 1972

From:
E. Schechter
Stressteel Corporation
P. O. Box 190
Wilkes-Barre, Pa. 18703

Miss Gabrielle Ramsauer
Economic Development Council
P. O. Box 777
Avoca, Pa. 18641

Dear Miss Ramsauer:

I am enclosing schedules on North Street Bridge and the North Cross Valley Expressway (LR 1052), which were resubmitted again today by Ray Radomski of PennDOT. I appreciate the offer made by you and Howard Grossman to see what could be done to justify 1052 as an emergency measure. I look forward to seeing your draft on this work. We may be able to contribute something to it as well and I believe this may be a quite useful work.

Please try to attend our meeting next Friday, same time, same place.

Sincerely,

ES/k
attach.

E. Schechter

Carol Hoss
675-4176

JOHN B. HIBBARD, President
ASA L. DAY, JR., Vice President
THOMAS P. SHELBURNE, Vice President
STUART F. PIPHER, Secretary
FRANK L. WILLIS, Treasurer and
Vice President of Fiscal Affairs

HOWARD J. GROSSMAN, Executive Director

ECONOMIC DEVELOPMENT COUNCIL OF NORTHEASTERN PENNSYLVANIA

edcNp

P.O. BOX 777 • AVOCA, PA. 18641 • TEL. 717/457-7456

Call Max Rosenn 287-0735

TO: Judge Rosenn, Andy Shaw, Ed Schechter, Ed Heiselberg, Sam Guttman, Tom Shelburne, Gabrielle Ramsauer

FROM: Howard J. Grossman

DATE: November 10, 1972

SUBJECT: Status Report on the Cross-Valley Expressway

I have attempted to obtain the latest possible information concerning the status of the cross-valley expressway, a subject which has been of considerable interest to many persons in the Wyoming Valley. The following information was given to me by the U.S. Department of Transportation representative serving on the Federal Regional Council in the Wilkes-Barre office.

The cross-valley expressway is divided into three sections. Section one (1) represents that portion on the west side of the Susquehanna River. Section two (2) represents the bridge portion section. Section three (3) represents that portion on the east side of the river. The Pennsylvania Department of Transportation had requested 100% funding for the cross-valley expressway, but this request was denied by the U.S. Department of Transportation and I believe this information became known on Friday, November 3.

The current hold up of sections one and three revolve around a requirement regarding the preparation of an environmental impact statement. The following represents a status report on each section.

Section One - The environmental impact statement was submitted by the Pennsylvania Department of Transportation to the Federal Highway Administration on September 12, 1972. The statement was returned to PennDOT for amplification and is currently in the Dunmore offices of PennDOT, with a target date of November 15 for re-submission to the Federal Highway Administration.

Section Two - There does not seem to be any current problems relating to Section two. The environmental impact statement has been cleared and final design engineering work is proceeding.

Section Three - The environmental impact statement has been returned to PennDOT by the Federal Highway Administration and target date for re-submittal to the latter is also November 15. The statement is being written in the Dunmore office of PennDOT.

The Federal Highway Administration will require something like three weeks to review the environmental impact statement. The final design engineering work has been held up pending resubmission of the environmental impact statements.

Contact persons are as follows:

Federal Highway Administration Office in Harrisburg
Bill Pepperman, PennDOT Office in Dunmore
Tom Harrington

There seems to be a question concerning the legislation needed at the state level in the form of a capital budget proposal which would officially appropriate funds for the cross-valley expressway. This aspect should be investigated.

Please let me know what actions you feel should be taken to expedite the cross-valley expressway project.

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.

8/16 Sent out

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.

C. W. Bigelow

CLIFFORD W. BIGELOW

NORTH STREET

Third Avenue to River Street

Revised 11/16/72

1	Negative Declaration to Harrisburg	11-1-72
2	Negative Declaration Submitted	Completed 11/2/72 ~~11-8-72~~
3	Negative Declaration to F.H.W.A.	Completed 11/6/72 ~~11-15-72~~
4	Negative Declaration to Regional Office (Not Necessary)	~~11-22-72~~
5	Negative Declaration Sign Off	11-17-72 ~~12-29-72~~
6	Typical Section Approval	1-8-73
7	Pre-Public Hearing Field View	2-15-73
8	Advertise for Public Hearing	2-26-73
9	Conduct Public Hearing	3-19-73
10	Request Design Approval	4-20-73
11	Design Approval	6-4-73
12	Submit T. S. and L.	7-9-73
13	T. S. and L. Approval	9-10-73
14	Foundation Approval	12-10-73
15	Construction Plan to District	1-15-74
16	Final Plan Review	2-15-74
17	Construction Plan to Harrisburg	3-15-74
18	Advertise and Let	6-15-74

NORTH STREET

River Street to Pennsylvania Avenue

11/16/72

1	Begin Negative Declaration	12-1-72
2	Initiate Agreement with Redevelopment Authority	12-15-72
3	Negative Declaration to Central Office	12-20-72
4	Negative Declaration Sign Off	3-1-73
5	Execute Agreement with Redevelopment Authority	4-15-73
6	Public Hearing	5-1-73
7	Request Design Approval	6-1-73
8	Design Approval	8-1-73
9	Step No. 9 Field View	10-1-73
10	Begin Right-of-Way Acquisition	10-15-73
11	Step No. 9 Approval	12-1-73
12	Preliminary Field Inspection	3-1-74
13	Final Design Review Conference	5-15-74
14	Preliminary Plan Review	6-1-74
15	Construction Plan to District Office	7-1-74
16	Final Plan Review	8-1-74
17	Construction Plan to Harrisburg	9-1-74
18	Complete Right-of-Way Acquisition	9-15-74
19	Advertise and Let	12-1-74

L.R. 1052, Section 2

Approach Embankment Grading Section - West Side

1	E.I.S. to Harrisburg	11-7-72
2	E.I.S. to F.H.W.A.	11-10-72
3	E.I.S. to Regional Office	11-20-72
4	E.I.S. Sign Off	12-1-72
5	Construction Plan to Central Office	12-1-72
6	Advertise and Let	2-1-73
7	Award Contract	3-28-73
8	Complete Embankment	12-30-73

Therefore, abutment on west side and piers 1, 2 and 3 cannot be started until spring of 1975.

Substructure

1	Initial P.U.C. Submission	11-13-72
2	P.U.C. Field View	12-15-72
3	P.U.C. Hearing	2-15-73
4	P.U.C. Order	4-15-73
5	Complete Right-of-Way Acquisition	8-1-73
6	Construction Plan to F.H.W.A.	8-1-73
7	Advertise and Let	11-1-73
8	Award Contract	1-1-74
9	Complete Work on East Half of River by End of 1974	
10	Complete Work on West Half of River by End of 1975	

Superstructure

We must be in a position to advertise and let the superstructure contract by December 31, 1974 and order contractor to proceed by March 1, 1975 so that the work can start on the east side of the river as soon as weather permits. Superstructure work will be complete in one contract season after all substructure work; therefore, structure should be open to traffic late in 1976.

8/17 11/15

Sec. 2.

Foundations ~~by~~ let by End 72

Let by 12/30/72 11/1/74

Superstructure plan - 3/73

review 4/73

Bid 5/73 12/74

Complete 4Q 74 4Q 76