

Flood Recovery Task Force, Inc. Subcommittee on
Transportation, 1972 August: North Strat Bridge

N.S. Bridge

3.28

N.S. Bridge

DESK MEMORANDUM

SUBJECT

<i>Ecl</i>		FROM	<i>Geo.</i>
DATE SENT		DATE NEEDED	

PLEASE CALL:	APPROVAL	SEE ME
RETURNED YOUR CALL	AS REQUESTED	COMMENT
INFORMATION	PREPARE REPLY/REPORT	NOTE AND FILE

RECEIVED BY

DATE

TIME

ROUTE	INITIAL	DATE	ROUTE	INITIAL	DATE

MESSAGE

*thought you would
like a copy of the
latest C.O. correspond-
ence.*

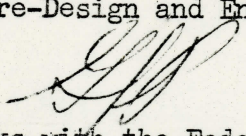
COMMONWEALTH OF PENNSYLVANIA
Department of Transportation
Scranton, Pa. 18501
August 15, 1972

C O P Y

SUBJECT: L.R. 40116, Section A20
Luzerne County
North Street Bridge

TO: Mr. David C. Sims, P.E.
Deputy Secretary for Highway Administration

FROM: Thomas J. Harrington, P.E., District Engineer, 4-0
George J. Parrs, Assistant District Engineer, Planning,
Pre-Design and Environmental Quality


In preliminary talks with the Federal Highway Administration, the District has received indications that we will be required to prepare an Environmental Impact Statement and 4(f) submission for the subject project. If this is true, our program to reconstruct the North Street Bridge will meet a disaster similar to the Wilkes-Barre flood of '72.

All officials on the Federal, State and local level have stated in one form or other that the usual red tape procedures are to be eliminated. Since the beginning of our negotiations with the consultant, the Federal Highway Administration has requested justification for every design feature of this facility. Questions such as the need for sidewalks on the upstream and downstream sides of the bridge, capacity analyses for all intersections, future planning and development of the area, the Corps of Engineer's proposal for flood plain work. Some of these questions cannot easily be answered, nor can they readily be documented. We have met with the Corps of Engineers and local officials in an effort to provide the answers. We anticipate that some will be answered shortly. Whether it will be to the Federal Highway Administration's satisfaction or not is questionable.

Of major concern to the District is the need to prepare an EIS-4(f) submission. Referring to PPM90-1, Paragraph 5-g, "An Environmental Statement shall not be required in connection with any highway section that is urgently needed because of a national emergency, a disaster, a catastrophic failure or similar great urgency. The H. A. may request and the F.H.W.A. may exempt such urgently needed highway sections from the Environmental Statement requirement after a consultation with the Office of the Secretary of Transportation and the Council on Environmental Quality." We also refer to PPM20-8, Paragraph 3c, "This PPM shall not apply to the construction of highway projects where the Federal Highway Administrator has made a formal determination that the construction of the project is urgently needed because of a national emergency, a national disaster or catastrophic failure." On June 23, 1972 President Nixon declared, "Major disaster in the State of Pennsylvania under the Provisions of Public Law 606, 91st Congress."

What more is needed than the President's statement that we are in a state of national disaster? How can we reduce the red tape with which we have already been confronted?

The District requests a full and complete waiver of Public Hearings, EIS-4(f) submission and other design approvals that may be forthcoming.

Your cooperation and assistance is appreciated.

GJP/bjw

N. St. Bridge,
EIS - 4 f.

Dave Simms -
Letter

Call from
G. Pava 8/15

Submitted by
C. Hon
8/10

Mr. Fenton's office
Harrisburg.

LUZERNE COUNTY PLANNING COMMISSION
LUZERNE COUNTY COURT HOUSE
WILKES-BARRE, PENNA.

Wauers? - Poulson

North Street Bridge and Road from Wyoming Avenue Easterly to I - 81

A. North Street Bridge

1. Whether sidewalks on one or two sides.

a) Recommendations of County and Wilkes-Barre City.

2. North Street right of way

a) Bridge to River St.

Recommendations of County and City.

(7)

b) River Street to Pennsylvania Ave.

Whether Redevelopment Authority can get r.o.w. from
30' to 52'.

3. Approvals, Engineering and Financing - Pierce and North
Streets

a) Being put on the six year improvement program of
Penn DOT.

1) Approval LLTS for Pierce Street

2) Approval of Penn DOT Commission

b) Being put on the Capital Budget - Act of State Legis-
lature after September 11.

c) Corridor location studies and engineering - Penn DOT.

d) County, Region, State and Federal approvals.

1) PNRS - State Planning Board, EDCNEP, and County Plan. Comm.

2) Design Approvals - Penn DOT and Federal Highway
Administration

3) Environmental Impact Statements - County, State
and Federal Governments.

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION



Scranton, Pa. 18501
August 10, 1972

IN REPLY REFER TO
Luzerne County
L.R. 40116, Section A20
North Street Bridge

Mr. Edward Schechter
Stressteel Corp.
221 Conyngham Ave.
Wilkes-Barre, Pa. 18701

Dear Sir:

Attached herewith are the Minutes of the meeting held
August 4, 1972 concerning the subject project.

Should you have any questions or disagree with the con-
tents of same, please notify this office at an early
date.

Very truly yours,

Thomas J. Harrington, P.E.
DISTRICT ENGINEER

A handwritten signature in blue ink, which appears to read "G. J. Parrs", is written over the typed name of George J. Parrs.

George J. Parrs, P.E.
ASSISTANT DISTRICT ENGINEER
PLANNING, PRE-DESIGN AND
ENVIRONMENTAL QUALITY

attachment

RECEIVED

AUG 11 1972

STRESSTEEL

LUZERNE COUNTY

L.R. 40116, SECTION A20

NORTH STREET BRIDGE

A meeting was held on Friday, August 4, 1972 to inform County and City Officials of the status of the bridge plans to date, and to request information necessary for developing the North Street plans.

The following were in attendance:

Mr. Edward Wideman, Luzerne County Commissioner
Mr. Frank Crossin, Luzerne County Commissioner
Mrs. Ethel Price, Luzerne County Commissioner
Mr. Edward Schechter, Luzerne County Transportation Committee
Mr. John Horrigan, Luzerne County Planning Commission
Mr. Edward Heiselberg, Luzerne County Planning Commission
Mr. Leon Case, Wilkes-Barre Redevelopment Authority
Mr. Carl Ungvarsky, Wilkes-Barre Redevelopment Authority
Mr. Robert Greer, Direction Associates
Mr. Bernard Gallagher, P.E., City Manager
Mr. Sam Guttman, City Planner
Mr. John L. Churnetsky, P.E., County Engineer
Mr. George J. Parrs, P.E., Department of Transportation
Mr. Michael J. Pasonick, P.E., Department of Transportation

Mr. Parrs reviewed the Department's program for replacement of the North Street structure and reconstruction of approaches. It was noted that since the former bridge had but one sidewalk on the downstream side, it would be necessary to justify a second sidewalk on the upstream side. Local officials would be required to show that ultimate development in the area required same. In response to an inquiry from Mr. Heiselberg, the necessity of a 6-lane structure was unlikely. Present traffic and anticipated traffic does not justify more than 4 lanes. Traffic analysis of this facility gives consideration to the completion of the Cross Valley Expressway and other pertinent highway arterials. Design will be based on 1990-1995 traffic volumes.

Mr. Schechter raised various questions pertinent to traffic movements at the River Street, North Street intersection. Mr. Michael Pasonick discussed the Capacity Analysis of the aforementioned intersection. Based on a preliminary investigation of 1995 Average Daily Traffic Volumes, a left hand turning lane of 360 feet to 470 feet is necessary for this movement. This results in the need for five (5) lanes on North Street between the east abutment and the River Street intersection. The configuration of this intersection and all other intersections would not be determined until a more detailed and intensive capacity analysis is completed.

The recommended cartway for North Street is 52 feet. The location of the Memorial Presbyterian Church presents rigid right-of-way control allowing only a 42 foot width from curb to curb. This width would necessitate substandard lane construction. The Federal Government questions the reconstruction of approaches that provide for substandard lane widths. Mr. Leon Case said his office would investigate the possibility of redesigning the front entrance of the church in order to provide 52 feet curb to curb plus a 7 foot sidewalk and tree lawn area on both sides of the roadway.

The Department has coordinated the reconstruction program with the U. S. Army Corps of Engineers. Consideration is being given to raising the center of the structure to an elevation which would provide additional water clearance. This would also necessitate the raising of the east and west abutments.

Commissioner Wideman inquired as to the possibility for a high level structure. He was informed that same has been given consideration, but, due to excessive costs, structural design problems and aesthetic detriment to the courthouse complex, same has not been pursued. Design of a high level structure would also add considerable time to the eventual opening of the facility to traffic.

The County Planning Commission and others would investigate the possibilities of the eventual abandonment of the Erie-Lackawanna siding. Present plans require the raising of these tracks 5 to 7 feet to remove the adverse vertical alignment at the bridge approach.

Department personnel reiterated the necessity for an early response to our inquiry of July 26, 1972 concerning ultimate planning and sidewalk construction. All agencies agreed they would respond by August 16 with supporting data indicating their recommendations for the design of this facility.

