

**ENVIRONMENTAL ASSESSMENT  
for the  
SR 7304, Section BRG  
North Washington Street over the Luzerne and  
Susquehanna Railroad**

**State Route 7304, Section BRG  
City of Wilkes-Barre  
Luzerne County, Pennsylvania**

**MPMS #103454**

Prepared by:  
US Department of Transportation  
Federal Highway Administration  
and  
Pennsylvania Department of Transportation  
Engineering District 4-0

Pursuant to 42 U.S.C. 4332(2)(c)

and, as applicable:  
Executive Order 11990, Protection of Wetlands; Executive Order 11988, Floodplain Management;  
Executive Order 12898 Environmental Justice; and 49 U.S.C. Section 303(c) – Section 4(f)

Approved by: \_\_\_\_\_ Date: \_\_\_\_\_  
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# General Information about This Document

## What's in this document:

The U.S. Department of Transportation Federal Highway Administration (FHWA) and the Pennsylvania Department of Transportation (PennDOT) have prepared this environmental assessment (EA) which examines the potential environmental impacts of the alternatives being considered for the proposed project located in the City of Wilkes-Barre. FHWA is the lead agency under the National Environmental Policy Act (NEPA). The document tells you why the project is being proposed, what alternatives we have considered for the project, how the existing environment could be affected by the project, and the proposed avoidance, minimization, and/or mitigation measures.

## What you should do:

- Please read this document.
- Additional copies of this document and the related technical studies are available for review at the Wilkes-Barre City Hall, addressed at 40 E. Market Street, Wilkes-Barre, PA 18701, and at the PennDOT Engineering District 4-0 Office, addressed at 55 Keystone Industrial Park, Dunmore, PA 18512. This document and related technical studies may be downloaded at the following website: <https://www.wilkes-barre/>.
- You may request that a public hearing be held by contacting the Benesch Project Manager Dominic Yannuzzi, P.E. at [dyannuzzi@benesch.com](mailto:dyannuzzi@benesch.com) or 570-294-5510.
- We would like to hear what you think. If you have any comments about this environmental assessment, please send your written comments via postal mail, email, or through the project website to Dominic Yannuzzi, P.E. at [dyannuzzi@benesch.com](mailto:dyannuzzi@benesch.com) by the deadline.
- Send comments via postal mail to:  
Benesch  
670 S. River Street, Suite 402  
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- Send comments via email to: [dyannuzzi@benesch.com](mailto:dyannuzzi@benesch.com).
- Be sure to send comments by the deadline: October 31, 2024.

## What happens next:

After comments are received from the public and reviewing agencies and consideration by FHWA and PennDOT, FHWA may give environmental approval to the proposed project, this would be in the form of a finding of no significant impact (FONSI); or request additional environmental studies in the form of an environmental impact statement (EIS). PennDOT will still need to obtain the permits required for the project. If the project is given environmental approval and funding is obtained, PennDOT could design and construct the project.

## Alternative Formats:

The project documents can be made available in alternative languages or formats if requested. If you need translation/interpretation services or have special needs or have special concerns that require individual attention, please contact: Tyler Ryan, City of Wilkes-Barre at [tryan@Wilkes-Barre.pa.us](mailto:tryan@Wilkes-Barre.pa.us) or 570-208-4152.

## **TABLE OF CONTENTS**

<b>1. Proposed Project</b>	1
a. Introduction/Description of the Proposed Action	1
b. Project Background and Setting	1
c. Purpose and Need	2
<b>2. Alternatives</b>	3
a. No Build Alternative	3
b. Alternatives Considered but Dismissed	3
c. Proposed Alternative	5
d. Funding Plan and Project Schedule	6
<b>3. Environmental Resources, Impacts and Mitigation</b>	6
a. Resource Topics Warranting Detailed Discussion	8
i. Threatened and Endangered Species	8
ii. Hazardous or Residual Waste	9
iii. Land Use	10
iv. Community Cohesion	10
v. Community Facilities and Services	11
vi. Community Economics	12
vii. Environmental Justice (EJ) and Title VI	13
viii. Right-of-Way and Displacements	16
ix. Cultural Resources	17
x. Visual/Aesthetics	18
xi. Section 4(f) Resources	18
<b>4. Section 4(f)</b>	18
<b>5. Secondary Impacts</b>	18
<b>6. Cumulative Effects</b>	19
<b>7. Public Involvement and Agency Coordination</b>	21
a. Public Involvement	21
b. Agency Coordination	22
<b>8. Environmental Commitments and Mitigation Summary</b>	22
<b>9. Permits, Approvals and Final Design Activities</b>	26

## **LIST OF FIGURES**

- Figure 1, Project Location Map (Appendix A)  
Figure 2, Environmental Features Map (Appendix B)

## **LIST OF TABLES**

Table 1: Project Milestones .....	2
Table 2: Project Funding and Fiscal Constraint.....	6
Table 3: Funding Entity.....	6
Table 4: Resources Considered.....	7
Table 5: North Washington Street Bridge – Potential Loss in Tax Revenue .....	12
Table 6: Tract Demographics.....	13
Table 7: CJEST Burden Statistics.....	14
Table 8: Environmental Commitments and Mitigation.....	23

## **APPENDICES**

Appendix A - Figure 1, Project Location Map, and Project Engineering Plans	
Appendix B - Figure 2, Environmental Features Map, LCTA Miners Mills-Hudson Route Map, and Project Milestones Graphic	
Appendix C - Streamlined Resource Summary	
Appendix D - PNDI Receipt and Pennsylvania Fish and Boat Commission Response Letter	
Appendix E - Special Provisions	
Appendix F - Environmental Justice	
Appendix G - Conceptual Stage Survey Report	
Appendix H - Completed Section 4(f) Forms	
Appendix I - List of Preparers	
Appendix J - References	
Appendix K - Technical Support Data Index	
Appendix L - Distribution List	



# 1. Proposed Project

## a. Introduction/Description of the Proposed Action

The Pennsylvania Department of Transportation (PennDOT), Engineering District 4-0, in coordination with the Federal Highway Administration (FHWA), is proposing the State Route (SR) 7304, Section BRG, North Washington Street over the Luzerne and Susquehanna Railroad project located within the City of Wilkes-Barre, Luzerne County to address the structural deficiencies of the bridge and to restore the public's access over the Luzerne and Susquehanna Railroad within the City of Wilkes-Barre.

The project proposes replacement of the existing structure that carries SR 7304 (North Washington Street) over the historic Luzerne and Susquehanna Railroad (Lehigh Valley Railroad) within the City of Wilkes-Barre.

## b. Project Background and Setting

The project is situated within an urban area, developed with residential homes and small commercial businesses. The bridge carries SR 7304 and pedestrian sidewalks over the Luzerne and Susquehanna Railroad. The Wilkes-Barre General Hospital is located approximately 0.30 miles west of the bridge. St. Mary's Byzantine Catholic Church is located approximately 0.10 miles west of the bridge. While the bridge has been closed to all traffic since 2012, North Washington Street is utilized by the Luzerne County Transportation Authority (LCTA) and the location of the bridge is included in the LCTA Route 1, Miners Mills-Hudson ([1 – Miners Mills, Hudson – LCTA \(lctabus.com\)](#)). LCTA Route 1 is detoured along East Chestnut Street and North Pennsylvania Avenue as a result of the bridge closure.

**Figure 1, Project Location Map, (Appendix A)** shows the project location and surrounding topographic features. Color-coded construction plans, TS&L, and Right-of-Way Plans are also included in **Appendix A (Project Engineering Plans)**.

This bridge project is an independent, single project. The project does not cross or involve any waterways and no wetlands are present within the project area.

The North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376) was determined to be eligible for listing in the National Register of Historic Places (NR) as a contributing resource to the NR-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182) in February of 2020 through consultation with the State Historic Preservation Office (SHPO).

Project scoping began in 2018, and the PennDOT, CE Expert System, Approved Scoping Field View Form can be found at:

<https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&UrlPackageId=27632>.

A Bridge Rehabilitation Analysis was completed in January of 2022. A Determination of Effects Report was completed in March of 2022. A Memorandum of Agreement (MOA) was executed for this project in May of 2023.

Required right-of-way takes and/or displacements would occur to five parcels adjacent to the structure.

Select project milestones are presented in the following table, **Table 1: Project Milestones**.

**Table 1: Project Milestones**

Activity	Date
Bridge Closed	2/1/2012
Project Start Date	11/27/2018
Environmental Scoping Approval	11/28/2018
Public Meetings	11/14/2018, 5/21/2019, and 10/19/2023
Section 106 MOA Executed	5/5/2023
FHWA Kick-Off Meeting	9/12/2023
Determination to Prepare an EA	2/16/2024
Final Design	6/17/2025
Right-of-Way Clearance	5/17/2026
Project Let Date	1/21/2027
Start Construction	5/3/2027

Due to the presence of the historic resources, and proposed right-of-way displacements needed to implement bridge replacement activities, it was determined that an Environmental Assessment (EA) would be needed.

Project features discussed above are presented in **Appendix B**, which includes **Figure 2, Environmental Features Map**, the **LCTA Miners Mills-Hudson Route Map**, and an **Identification of Historic Resources Plan** depicting the historic resources in the project area.

### c. Purpose and Need

The purpose of the project is to address the structural deficiencies of the bridge and to restore the public's access over the Luzerne and Susquehanna Railroad in the City of Wilkes-Barre.

To meet the project's purpose, the following needs must be addressed:

- Structural Deficiency - Structural deficiencies which need to be addressed include moderately and severely deteriorated structural members, a critical floorbeam/girder connection which has failed, several cracked joints in the existing stone masonry substructures, and a fracture critical designation of the superstructure. The failed floorbeam/girder connection caused a sag in the vertical alignment over the structure which also must be addressed.
- Increase Vertical and Horizontal Clearance for Railroad - The existing horizontal and vertical clearances do not meet the normal railroad minimum requirements. The vertical

and horizontal clearances must be increased in order to be acceptable to the railroad and Public Utility Commission (PUC). The existing clearances are 7.6' horizontal from centerline (CL) track & 16.7' vertical. As agreed by the Railroad, the requested minimum clearances are 15' - 7" horizontal from CL track and 18' - 4" vertical due to site constraints. The normal PUC required clearances are: 12' - 0" horizontal from CL track and 22' - 0" vertical.

- Address Railroad Drainage Problem - An existing low point has been identified along the railroad bed and water lies in this area creating a swampy area. This is due to the low under-clearance and inability of the railroad to maintain the railroad ballast under the bridge. It is the intention of this project to address this drainage problem.

## **2. Alternatives**

This section will discuss the alternatives investigated to address the project's Purpose and Need. The no-build alternative, the alternatives considered but dismissed, and the proposed alternative are discussed below.

Beginning in Section 3, this document will only compare the proposed alternative and no-build alternative.

### **a. No Build Alternative**

The no-build alternative would maintain the bridge as it exists today; however, the existing structure was classified as structurally deficient and is currently closed to all traffic. Future removal of the existing structure would be required to mitigate safety concerns and railroad disruptions related to potential collapse of the structure.

### **b. Alternatives Considered but Dismissed**

The Bridge Rehabilitation Analysis (Benesch, January 2022) conducted for this project included discussion of the following Alternatives. A copy of the complete Bridge Rehabilitation Analysis is available in the project's technical file. The alternatives were considered to improve the current conditions while minimizing alterations to the proportions, materials, or character defining features of the structure in accordance with the criteria established by the Secretary of the Interior.

In accordance with the project's Purpose and Need, the structural deficiency need largely relates to superstructure elements, including the moderately and severely deteriorated structural members, the failed critical floorbeam/girder connection, and the sag in the vertical alignment over the structure. In addition, the fracture critical designation of the structure is due to the superstructural design which relies on two primary girder members to carry loadings to the abutments. Failure of one girder would result in complete failure of the structure. The substructure is deficient due to cracked joints in the stone masonry and the need to be moved to provide adequate railroad horizontal clearance. It was deemed appropriate to analyze the superstructure and substructure elements independently in the alternatives analysis.

Superstructure Rehabilitation Alternative 1: Repair Existing Thru-Girders and Floorbeams - This alternative consists of replacing and/or repairing the existing steel members which show varying degrees of section loss. Steel repairs would involve member replacement or installation of cover plates to return the existing members to a condition equivalent to their original state. Cover plate repairs would reduce the vertical clearance for the railroad. This issue could be mitigated by raising the superstructure; however, it was concluded that the process would likely damage and result in an unacceptable increase in deadload on the existing substructure due to modifications required in order to accommodate a raised superstructure. This alternative would not meet the project's Purpose and Need. Pertaining to structural deficiency, structural members would be repaired and replaced as required; however, the fracture critical designation as described at the beginning of this section would not be addressed because the existing design would remain. Replacing the existing superstructure in-kind would not create the desired redundancy in the structure. Pertaining to railroad clearances, horizontal clearances would not meet current standards as the existing span length would be maintained under a rehabilitation. Vertical clearance would not be increased due to the unacceptable increase in deadload in the existing superstructure to raise the superstructure.

Superstructure Rehabilitation Alternative 2: Repair Existing Thru-Girders and Floorbeams and Replace Deck and Sidewalks with a Lightweight Concrete - This alternative consists of restoring the original steel area of the steel members and increasing their capacities with additional cover plates. The concrete deck and sidewalks would be replaced with lightweight concrete instead of normal weight concrete and the sidewalk widths would be reduced from eight feet to six feet.

Alternative 2 does not meet the project's Purpose and Need, posing the same issues as Alternative 1, with respect to the issues posed by cover plate repairs, failure to address the structure's fracture critical designation, and failure to address the existing railroad horizontal and vertical clearances. These needs must be addressed to meet the project's Purpose and Need. Existing stringers project significantly above the bridge deck and additional load carrying members to increase the redundancy would conflict with vehicle and pedestrian traffic. Alternative 2 would also have a significant impact on the historical characteristics of the bridge due to the excessive repair plates required. Although the North Washington Street Bridge is considered eligible for listing in the NR as a contributing resource to the NR-eligible Lehigh Valley Railroad, an increased load carrying capacity is required for the structure to continue to provide access to the community and railroad in a manner that satisfies the stated Purpose and Need.

Substructure - Rehabilitation of the substructure would be minor. The majority of the repairs would include repointing existing masonry joints which have failed which would satisfy the structural deficiency need as it relates to the substructure. However, the existing substructure is the limiting factor for horizontal clearance for the railroad, a need outlined in the project's Purpose and Need. Additionally, as outlined in the discussion relating to Superstructure Alternatives 1 and 2, the substructure cannot accommodate the increased deadload required to raise the superstructure to provide adequate vertical clearance for the railroad. If the substructure is not replaced, the project's Purpose and Need would not be addressed.

Railroad Crossing – As outlined in the above discussions, if the structure were rehabilitated, there would be no proposed modifications to the under passing railroad geometry. Due to the existing low underclearance, there is an inability by the railroad to maintain the railroad ballast under the bridge. Maintaining the existing railroad clearances would not address this need outlined in the project's Purpose and Need.

### c. Proposed Alternative

The existing structure, built in 1929, is closed to all traffic and full replacement is proposed due to its deteriorating condition and failed superstructure elements. The existing structure consists of a single-span steel thru-girder with floor beam and stringer deck system. The superstructure is supported by stone masonry abutments and wingwalls. The existing structure suffers from severe section loss and permanent drop/settlement in the floor beams. The existing vertical and horizontal rail clearances are 16'-8" vertical (measured to top of rail) and 7'-7" horizontal (measured from center of rails). The skew of the existing structure is approximately 70°00'00" Right.

The proposed replacement structure is a single-span, 48'-0" x 17'-0", prestressed, adjacent box beam bridge. The bridge will have a span length of 52'-0" from centerline of bearing to centerline of bearing. The proposed skew of the structure is 80°00'00" Right. The proposed curb-to-curb width is 30'-0" which matches the existing approach roadway. Two sidewalks are proposed, both having 6'-6" widths and 1'-0" vertical wall barriers supporting protective fence. The substructure is anticipated to be cast-in-place full height abutments on spread footings that bear on rock. The proposed work also includes approach roadway and sidewalk reconstruction, driveway and alley tie-ins, guide rail improvements, utility relocations, and other upgrades to site appurtenances. In coordination with the Luzerne and Susquehanna Railroad, drainage improvements to correct existing ponding issues adjacent to the structure are proposed.

The proposed temporary traffic control is to maintain the existing roadway closure.

The project's Purpose and Need would not be met by rehabilitating or preserving the existing structure in accordance with the Secretary of the Interior's Standards for Rehabilitation.

In order to meet the project's needs and avoid the underlying NR-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182), it would be necessary to construct a road and crossing avoiding the railroad; however, the railroad trends through the City of Wilkes-Barre limits and a crossing at another location to service the residences and commercial properties at this location is not feasible. Additionally, the bridge is beyond rehabilitation due to its severely deteriorated condition and subsequent closure.

The proposed alternative to best meet the project's Purpose and Need is a full structure replacement.

#### d. Funding Plan and Project Schedule

Full funding for the project was secured in 2019. The funding source is 80% federal with a 15% state and 5% city match. The anticipated project construction cost is \$4 million. There are no fiscal constraints for the project. There is a strong funding commitment for the project due to the nature of the project and its local and state level priority.

Additional funding details are presented in the following tables, **Table 2: Project Funding and Fiscal Constraint** and **Table 3: Funding Entity**.

**Table 2: Project Funding and Fiscal Constraint**

Project Funding and Fiscal Constraint					
MPMS	Final Design \$	Right-of-Way \$	Utilities \$	Construction \$	TIP/LRTP \$
103454	290,000	850,000	100,000	4,000,000	2,380,000*

\* - Funding will be adjusted/increased as required prior to Final Design.

**Table 3: Funding Entity**

Federal %	State %	Local %	Other %
80	15	5	0

The project is currently within the preliminary design and environmental assessment phases. Final design is expected to commence in Fall of 2024. Final right-of-way clearance is anticipated in Summer of 2026. It is estimated that a two-year construction duration will be required. Therefore, project closeout is anticipated in Fall of 2028. The project schedule is partially dependent on funding availability as discussed above and schedules can be subject to change.

### 3. Environmental Resources, Impacts and Mitigation

In accordance with [23 U.S.C. § 139](#), the environmental review process for this project has been documented as a streamlined EA. EAs are to be completed within one year ([40 CFR § 1501.10\(b\)\(1\)](#)), and a streamlined EA is a tool to help accomplish this. This document focuses on only those resources or features that apply to the project. This allows for study and discussion of resources present in the study area, rather than expend effort on resources that were either not present or not impacted. Although not all resources are discussed in the EA, they were considered during the planning process and are documented in the streamlined resource summary, shown in **Appendix C, Streamlined Resource Summary**.

The following table, **Table 4: Resources Considered** shows the resources considered during the environmental review for this project. The first column with a check indicates the resource is not present in the study area. The second column with a check indicates the resource is present in the study area. The third column indicates the resource is present, but not impacted. The fourth column with a check means the impact to or the proximity of the resource warrants more discussion in this document. All listed resources have been reviewed and are included in the

streamlined resource summary, shown in **Appendix C**. The streamlined resource summary includes information about the resources, the method used to evaluate them, and documentation completed.

**Table 4: Resources Considered**

Resource	Not Present	Present	No Impact	Detailed Discussion
<b>Natural Environment</b>				
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Streams, Rivers, and Other Surface Waters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic Rivers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floodplains	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coastal Zones	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Threatened and Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Vegetation and Wildlife	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmarks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife Sanctuaries	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wilderness, Natural, and Wild Areas	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Lands (Parks, Recreation Areas, State Game Lands, Section 6(f), etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Groundwater Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Unique Geological Features	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Agricultural Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hazardous or Residual Waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality and Climate Change	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Noise	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Energy	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Socioeconomic</b>				
Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Community Cohesion	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Community Facilities and Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Community Economics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental Justice and Title VI	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Right-of-Way and Displacements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Table 4: Resources Considered**

Resource	Not Present	Present	No Impact	Detailed Discussion
<b>Cultural</b>				
Above-Ground Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Archaeological Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Other</b>				
Visual/Aesthetics	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f) Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stafford Act Properties	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a. Resource Topics Warranting Detailed Discussion**

This Section will describe the existing socioeconomic, cultural, natural, and any other resources in the project study area that would be affected by the proposed alternative. The resources with a check in the fourth column on **Table 4: Resources Considered** are discussed below.

**i. Threatened and Endangered Species**

According to the Pennsylvania Natural Diversity Inventory (PNDI) receipt (PNDI-800401), dated December 1, 2023, the project will result in a “Potential Impact” under jurisdiction of the Pennsylvania Fish and Boat Commission for the Elktoe (*Alasmidonta marginata*) and the Triangle Floater (*Alasmidonta undulata*), Special Concern Species. Coordination was conducted and the Pennsylvania Fish and Boat Commission responded with a letter, dated December 11, 2023, stating that an element occurrence of a rare, candidate, threatened, or endangered species under jurisdiction of the Pennsylvania Fish and Boat Commission is known from the vicinity of the proposed project. However, the letter also confirmed that given the nature of the proposed project, the immediate location, or current status of the nearby element occurrence(s), no adverse impacts are expected to the species of special concern. This finding is reasonable given that, the project does not cross or involve any waterways and no wetlands are present within the project area. In summary, the presence of the Elktoe or Triangle Floater is not likely and impact to these Special Concern Species is not anticipated based on the current scope of work.

The PNDI receipt indicated an “Avoidance Measure” under jurisdiction of the U.S. Fish and Wildlife Service for the Northern Long-eared Bat, stating: “The proposed project is located in the vicinity of northern long-eared bat spring staging/fall swarming habitat. To ensure take is not reasonably certain to occur, do not conduct tree removal from May 15 to August 15. The U.S. Fish and Wildlife Service determined take is not reasonably certain to occur from tree removal if activities are



avoided during the pup season (i.e., the range of time when females are close to giving birth (i.e., two weeks prior to birth) and have non-volant (i.e., unable to fly) young). For more information, see the Interim Voluntary Guidance for the Northern Long-Eared Bat: Forest Habitat Modification, available here: <https://www.fws.gov/library/collections/interim-habitat-modification-guidance>.”

This Avoidance Measure will be implemented as part of this project and relevant notes will be added to the project plans.

The PNDI receipt also indicated a “Conservation Measure” under jurisdiction of the Pennsylvania Game Commission stating: “Potential impacts to state and federally listed species which are under jurisdiction of both the Pennsylvania Game Commission (PGC) and the U.S. Fish and Wildlife Service may occur as a result of this project. As a result, the PGC defers comments on potential impacts to federally listed species to the U.S. Fish and Wildlife Service. No further coordination with the Pennsylvania Game Commission is required at this time.”

A copy of the **PNDI Receipt** and the **Pennsylvania Fish and Boat Commission Response Letter** are presented in **Appendix D**.

Reseeding activities will be in accordance with Pennsylvania’s Seed Act 164 and PennDOT’s Specifications Publication 408, Section 800, latest edition. In accordance with Executive Order 13112, the Department will act in an effort to prevent the introduction, promotion, or spread of invasive species.

## ii. Hazardous or Residual Waste

An Asbestos Containing Materials (ACM) and Lead-Based Paint (LBP) Inspection Report, dated July 15, 2019, was completed for the project by Navarro & Wright Consulting, Engineers, Inc (N&W). One confirmed ACM, the black sealant material observed on the center joint/fitting of the exposed utility line attached to the bridge, was found and classified as Category I nonfriable ACM. The bridge should be included on the Annual Consolidated Notification, prepared by PennDOT’s Environmental Quality Assurance Division, Pollution Prevention Section.

The paint on the structure was sampled and found to contain lead, arsenic, and cadmium. A standard note should be included either on the contract plans or in a special provision to alert the contractor, “The existing bridge structural members contain lead paint and other toxic materials (such as cadmium, arsenic, and zinc, etc.) based on laboratory testing.” If painted members of the bridge are to be impacted by the replacement, then special precautions will be necessary to ensure worker health and safety, in accordance with the Occupational Safety and Health Administration (OSHA) regulatory standards published in 29 CFR 1926. The bridge should be included on the Annual Consolidated Notification, prepared by PennDOT’s Environmental Quality Assurance Division, Pollution Prevention Section. Contaminated components should be properly handled and profiled for disposal at a

permitted facility in accordance with PennDOT requirements. Special provisions for ACM and LBP should be included in the contract.

Additionally, an Environmental Investigation Letter Report – Railroad Tie Sampling, dated July 15, 2019, was completed by N&W. The railroad ties associated with the existing railroad tracks, as well as the existing retaining wall at the southeast quadrant of the bridge, which is constructed of railroad ties, were sampled and analyzed for pesticide/ polychlorinated biphenyls (PCBs), semivolatile organic compounds (SVOCs), and polynuclear aromatic hydrocarbons (PAHs). Analytical result revealed that pesticide/PCB concentrations did not exceed the laboratory reporting detection limit for any of the four samples collected; however, SVOC and PAH concentrations exceeded the laboratory reporting detection limits for each of the samples. Contaminated components should be properly handled and profiled for disposal at a permitted facility in accordance with PennDOT requirements.

The project proposes removing the existing retaining wall feature. **Special Provisions** prepared for this project are presented in **Appendix E**.

### iii. Land Use

This project is located in a highly developed urban area. No significant impact to land use, density, or growth rate is expected. The Luzerne and Susquehanna Railroad generally trends north/south, splitting the local community. The North Washington Street bridge provided the crossing over the railroad until it was closed to all traffic in 2012.

This project would not result in impacts to community recreation facilities or open space, as these do not currently exist within the project area. The project proposed demolition of two dwelling structures with required right-of-way takes on the properties they are built on (outlined within Section 3 viii. Right-of-Way and Displacements). The additional right-of-way is entirely for the City Street (North Washington Street) and would be used for public use. The bridge replacement would re-establish community relationships and lead to increased support of local business and economy by restoring a connection over the railroad.

### iv. Community Cohesion

The project is located in an area with valued community cohesion. Local residents, business owners, emergency responders, and the local government are in favor of this bridge replacement project and the expedited replacement of the currently closed structure, in order to restore community connections that were impacted by the bridge's closure in 2012. There is no known controversy related to this project.

Once completed, bridge replacement would restore a vital, direct access link. SR 7304 links the City of Wilkes-Barre's Parsons Section to the North End Section, where the project is situated. Bridge replacement would re-open the gap between the

residential and commercial properties in the area, reconnecting the people who live in the project area and re-enforcing the neighborhood's established community. This project would increase community interaction and social relationships, enhance connectivity, and would result in a positive change in traffic patterns by re-establishing a safe crossing over the Luzerne and Susquehanna Railroad.

The City of Wilkes-Barre has been aware of this project since its initiation, and through public involvement coordination efforts, locals and public officials have expressed the desire for an expedited bridge replacement. Public involvement meetings were held at the local, community Hollenback Fire Station and materials were presented in both English and Spanish to accommodate the needs for residents and business owners within the community.

Replacement of the currently closed bridge would also facilitate usage of the local public transportation network, in particular, LCTA Route 1, Miners Mills-Hudson.

Furthermore, the Lackawanna-Luzerne Counties Joint Comprehensive Plan & Long Range Transportation Plan, June 2021 ([2021-Comp-Plan-FINAL-digital \(luzernecounty.org\)](https://www.luzernecounty.org/2021-Comp-Plan-FINAL-digital)), documents the goal of enhancing multi-modal transportation options and connections within the region and a plan for and implementation of Bus Rapid Transit (BRT) in the region to better connect population, employment, and education centers. Priority routes for further design and analysis include, but are not limited to, Hazleton to Wilkes-Barre, Dallas to Wilkes-Barre to Nanticoke, and Wilkes-Barre to Mountain Top.

#### v. Community Facilities and Services

Community facilities and services within the project include emergency management services, public transit, and utilities. No parks, recreation centers, playgrounds, pedestrian and bike trails, hospital or other medical facilities, libraries, churches or places of worship, and schools were identified within the project area. The Wilkes-Barre General Hospital is located approximately 0.30 miles west of the bridge. St. Mary's Byzantine Catholic Church is located approximately 0.10 miles west of the bridge.

Currently, due to the bridge closure, response times are delayed and emergency response to the North End Section of the city must take a detour. According to the City Fire Chief/Emergency Management Coordinator (EMC) within a letter dated January 18, 2023, there have been some very significant delays responding from the Hollenback Fire Station located at 1020 North Washington Street to Fire and Emergency Medical Service calls. With the bridge closed, emergency services responding to the North End Section must take one of two detours resulting in a 3/10's of a mile (90 second) or a 6/10's of a mile (2 minute and 5 second) increase in response times under perfect conditions. Both detours are used depending on the time of day and amount of traffic. The delayed response remains a priority public safety concern for the Wilkes-Barre Fire Department and the delayed response is a safety

issue. Replacement and re-opening of the bridge would restore normal response times for the area.

Additionally, the LCTA Route 1, Miners Mills-Hudson, is mapped to include North Washington Street and crosses the underlying railroad at the location of the bridge; however, as previously stated, the bridge is currently closed to traffic. Bus stops include “N Main Street and Chestnut O” – Stop 1040 on the east side of the bridge and “N Pennsylvania and Johnson O” – Stop 1030 on the west side of the bridge.

#### vi. Community Economics

This project is situated within an urban, largely residentially developed area. Quadrants surrounding the bridge include residential homes, vacant lots, or vacant properties for sale. This project would not result in business or commercial displacements.

The proposed displacements amount to two residential property tax revenue sources as shown in **Table 5: North Washington Street Bridge – Potential Loss in Tax Revenue**. The project’s impact on tax revenue would be minimal relative to the entire tax base for the City of Wilkes-Barre, having a population of 44,328 as of the 2020 Census. If the project is not completed, property values in the neighborhood could potentially decline due to the blighted bridge, which would affect several properties in addition to the proposed displacements. If the project is completed, property values in the neighborhood may increase. This higher tax revenue may offset the loss upon reopening of the closed bridge and improvements to its appurtenances. This higher tax revenue would offset the loss in revenue due to the displacements.

**Table 5: North Washington Street Bridge – Potential Loss in Tax Revenue**

<u>73-H10NW2-020-016-000</u>			<u>73-H10NW2-020-013-000</u>		
County Assessed	\$	78,100	County Assessed	\$	104,300
Value			Value		
City Assessed			City Assessed		
Value	\$	2,975	Value	\$	3,114

<u>Taxes</u>			<u>Taxes</u>		
County (0.7%)	\$	546.70	County (0.7%)	\$	730.10
City (16.4%)	\$	487.90	City (16.4%)	\$	510.70
School (2.0%)	\$	1,562.00	School (2.0%)	\$	2,086.00
Total	\$	2,596.60	Total	\$	3,326.80
<b><u>Total Tax Revenue per Year, Both Displacements</u></b>					
<b>\$ 5,923.40</b>					

vii. Environmental Justice (EJ) and Title VI

The project is located in a residential urban area with a relatively high-density of single and multi-family dwellings. No culturally significant places of worship or ethnic grocery stores were identified within the immediate vicinity of the bridge.

The project area was evaluated utilizing the review of the Environmental Protection Agency, EJScreen: Environmental Justice Screening and Mapping Tool web application ([EJScreen \(epa.gov\)](https://www.epa.gov/ejscreen)). The Census block group 420792013001 of the project area was identified as having a population of 1,243 individuals, with a 44% people of color and 57% low-income population versus the Luzerne County value of 21% and 33%, respectively. EJ populations are present within the project area.

The Council on Environmental Quality, Climate and Economic Justice Screening Tool (CJEST) ([Explore the map - Climate & Economic Justice Screening Tool \(geoplatform.gov\)](https://www.geoplatform.gov/explore-the-map-climate-economic-justice-screening-tool)) was also reviewed. The bridge is located within tract number 42079201300, with a population of 1,961. Tract demographics data gathered from CJEST, is presented in the following table, **Table 6: Tract Demographics**.

**Table 6: Tract Demographics**

<b>Race</b>	<b>%</b>
White	62
Black or African American	9
American Indian and Alaska Native	0
Asian	3
Native Hawaiian or Pacific Islander	0
Other	16
Two or More Races	1
Hispanic or Latino	27
<b>Age</b>	<b>%</b>
Children Under 10	11
Ages 10-64	72
Elderly Over 65	15

The CJEST tool relies on publicly available, nationally consistent data on income, education, environment, climate, health and other burdens. Communities are identified as disadvantaged by the CJEST tool if they are located in census tracts that meet the thresholds for at least one (1) of the tools' categories of burden and are at or above the 65th percentile for low income. The bridge is located within a tract that is considered disadvantaged because it meets burdens thresholds and associated socioeconomic thresholds.

The tract is within the 80th percentile for low income, exceeding the 65th percentile socioeconomic threshold. Low income is defined by people in households where income is less than or equal to twice the federal poverty level, not including students

enrolled in higher education. The tract is within the 96th percentile for lead paint (share of homes that are likely to have lead paint), exceeding the 90th percentile burdens threshold. Additionally, the high school education (percent of people ages 25 years or older whose high school education is less than a high school diploma) burdens threshold is at 20%, which is above the 10% threshold.

However, the bridge is not located within a historic underinvestment area (census tracts with historically high barriers to accessing home loans). It is also not located in an area above the percentile threshold for housing costs. Furthermore, while not over the percentile threshold, the bridge is located within an area experiencing a high percentile (87<sup>th</sup>) of linguistic isolation; share of households where no one over age 14 speaks English very well. Additionally, while not over the percentile threshold, the bridge is located within an area experiencing a high percentile (79<sup>th</sup>) of poverty; share of people in households where income is at or below 100% of the Federal poverty level.

Burdens data gathered from CJEST, is presented in the following table, **Table 7: CJEST Burden Statistics**.

**Table 7: CJEST Burden Statistics**

<b>Climate Change</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Expected Building Loss Rare	47	90
Expected Population Loss Rate	25	90
Projected Flood Risk	88	90
Projected Wildfire Risk	33	90
<b>Energy</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Energy Cost	68	90
PM2.5 In The Air	28	90
<b>Health</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Asthma	85	90
Diabetes	71	90
Heart Disease	88	90
Low Life Expectancy	55	90
<b>Housing</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Historic Underinvestment	N/A-No	-
Housing Cost	77	90
Lack of Green Space	85	90
Lack of Indoor Plumbing	21	90
Lead Paint	95	90

**Table 7: CJEST Burden Statistics**

<b>Legacy Pollution</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Abandoned Mine Land	N/A-No	-
Proximity To Hazardous Waste Facilities	56	90
Proximity To Risk Management Plan Facilities	44	90
Proximity To Superfund Sites	66	90
<b>Transportation</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Diesel Particulate Matter Exposure	55	90
Transportation Barriers	44	90
Traffic Proximity And Volume	80	90
<b>Water and Wastewater</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Underground Storage Tank Releases	74	90
Wastewater Discharge	63	90
<b>Workforce Development</b>	<b>Percentile</b>	<b>Percentile Threshold</b>
Linguistic isolation	87	90
Low Median Income	54	90
Poverty	79	90
Unemployment	57	90
High School Education	20%	10%

Lack of neighborhood connectivity is the most prominent negative effect on the community as a result of the bridge closure. Both pedestrian and vehicular traffic is affected, and the impact is potentially exacerbated within the community's EJ populations. The project would have an overall positive impact to the community by restoring the connection between the different parts of the neighborhood that are currently severed. Project construction activities would result in displacements, including a four-unit and a single-unit dwelling adjacent to the structure. Displacements are outlined within the following Section. The no-build alternative would impact a larger subset of the area's EJ populations because the bridge would remain closed, severing the community and perpetuating the public transit, emergency medical services, and pedestrian detours. Public involvement has demonstrated that the project is not controversial. Instead, the community is significantly concerned about completing the project to resolve these issues.

**Figure 3, Environmental Justice Map, in Appendix F** shows the location of the bridge and mapped EJ Areas as well as additional information gathered from the above applications. The project will not have disproportionately high or adverse human health or environmental impacts to EJ communities.

#### viii. Right-of-Way and Displacements

The project is located in a residential urban area with a relatively high-density of single and multi-family dwellings. Due to the specific site constraints for this project, displacements cannot be avoided while addressing the project needs.

The existing right-of-way for North Washington Street is 50-feet wide. To accommodate a structure meeting current design criteria with two, 15-foot lanes and 6.5-foot sidewalks on each side of the road, a wider right-of-way is required. Required right-of-way takes and/or displacements would occur to five parcels adjacent to the structure, as follows:

- A four-unit apartment building northeast of the structure is proposed to be demolished due to its proximity to Wing C.
- A single-unit dwelling northwest of the structure is proposed to be demolished to accommodate improved sight-distance and intersection configuration for Chase Lane, which provides access to the rear of several properties along East Chestnut Street.
- A multi-unit apartment building southwest of the structure is proposed to remain unaffected by the project, but a small right-of-way take to accommodate maintenance of Wing A is proposed for the parcel.
- A multi-unit apartment building southeast of the structure is proposed to remain unaffected by the project, but a small right-of-way take to accommodate maintenance of Wing B is proposed for the parcel. A temporary construction easement would be required to adjust the driveway and parking lot grades on the property.
- The railroad, owned by the Redevelopment Authority of the County of Luzerne, would be improved upon by the project. A right-of-way take and temporary construction easement is proposed to accommodate maintenance to all grading established by the project, structure wings, and railroad bed/subsurface drainage improvements.

A Conceptual Stage Survey Report, dated September of 2023, was prepared by Arrow Land Solutions, LLC., which documented that it appears that ample replacement housing is available for rent or purchase in the project area and surrounding communities at the current time. A copy of the **Conceptual Stage Survey Report** is presented in **Appendix G**.

Displaced residents would be provided with relocation benefits and services. The residents would be guided through the relocation process by PennDOT and its consultants.



## ix. Cultural Resources

The North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376) was determined to be eligible for listing in the NR in February of 2020 through consultation with the State Historic Preservation Office (SHPO) as a contributing resource to the NR-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182).

The project will result in an adverse effect, specifically to the Lehigh Valley Railroad, as the North Washington Street Bridge, a contributing resource to the railroad, will be demolished in the proposed alternative. The railroad is the only NR-eligible resource affected by the project. Stipulations for resolving adverse effects are outlined below, in the MOA executed for this project in May of 2023, and are included in **Appendix H**.

- 1) PennDOT will create and install two interpretive panels discussing the history of the Central Railroad of New Jersey and the Lehigh Valley Railroad in Wilkes-Barre. One panel will discuss the history of the two railroad lines, and one panel will discuss the history of the train station building where the current Luzerne County Visitors Bureau Office of Tourism is located, and where the panels are to be installed. PennDOT will consult with the SHPO, the Luzerne County Visitors Bureau Office of Tourism (Tourism Office) director, and Mr. George Albert (property owner) regarding the design and placement of the panels. PennDOT will provide the SHPO and the Tourism Office with electronic copies of the panels in portable document format (PDF). PennDOT will also provide the Tourism Office with a spare copy of the panels at the time of installation.
- 2) Mr. George Albert (property owner) will allow PennDOT access to the property to install the panels. Mr. Albert, and his successors and assigns, will provide the Tourism Office thirty (30) days notice before removing the panels and will allow the Tourism Office access to the property to remove the panels during that time.
- 3) The Tourism Office will own the panels once their fabrication and installation is complete.
- 4) The bridge barriers at deck level will have architectural facing to mimic set stone.
- 5) A chain link fence will be installed on the bridge barriers and top slopes to prevent garbage from being deposited in the railroad right-of-way.
- 6) Temporary protective fence will identify project limits. Construction operations will be limited to approved project limits.

7) Temporary construction easements and new required right-of-way will be required to construct the project.

x. Visual/Aesthetics

Due to the contributing nature of the bridge to the historic railroad resource, particular care will be taken with regards to the bridge and its value and character added to the local neighborhood. As such, an architectural treatment is proposed on the bridge parapets. Additionally, fencing is proposed on the bridge parapets and top of slopes to inhibit littering and prevent garbage from being deposited in the railroad right-of-way.

xi. Section 4(f) Resources

The North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376) was found eligible for listing in the NR as a contributing resource to the NR-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). These are further detailed in the following Section 4. Section 4(f).

## 4. Section 4(f)

*A Nationwide/Programmatic Section 4(f) Evaluation for Project that Necessitate the Use of Historic Bridges* Form was completed for the contributing North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376).

*A Determination of Section 4(f) De Minimis Use Section 2002 No Adverse Use Historic Properties* Form was completed for the NR-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). There are no additional mitigation measures associated with this de minimis use.

Copies of the signed Section 4(f) Forms completed for the contributing Lehigh Valley Railroad (Resource No. 2019RE01376) and the NR-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182) are presented in **Appendix H**. Stipulations for resolving adverse effects are outlined in the MOA executed for this project in May of 2023, and are included in **Appendix H**.

## 5. Secondary Impacts

Secondary impacts, also sometimes referred to as indirect effects, are defined as those that are caused by a project, but unlike direct effects, occur later in time or are farther removed in distance. These effects are often called “but for” actions, because they would not or could not occur “but for” the implementation of the project ([40 CFR § 1508.1](#)).

Road network connectivity and land use and the historic railroad have been identified as resources for this project.

In accordance with PennDOT Publication 640, indirect, or secondary, impacts are defined as those “caused by a project, but unlike direct effects, occur later in time or are farther removed in distance.” It is noted that “indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems”.

A vast majority of the parcels surrounding the project are developed mainly as residential use. It may be concluded that if the project is not completed, there would be no impact to the neighborhood and local residents that differs from the previous decade in which the bridge has been closed to traffic. The neighborhood is served by alternate routes.

If the project is completed, a vital, direct access link would be restored. Again, as the vast majority of parcels in the vicinity are already developed and populated, no significant impact to land use, density, or growth rate is expected.

No significant impact to railroad operations and/or its use will occur whether the project is completed or not. However, if the project is completed, drainage improvements will be completed which will positively impact the railroad, leading to fewer future maintenance concerns and potential disruptions.

Given the above, the secondary impacts to the identified resources for the project are rather insignificant and positive in nature. Most of the impacts related to the project would be direct and immediately realized, including those related to mobility and public safety.

## **6. Cumulative Effects**

Cumulative effects include “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR § 1508.1).

For this project, potential for cumulative effects to most of the resources identified in Section 3. Environmental Resources, Impacts and Mitigation is low, and the effects on those resources are anticipated to be primarily (if not entirely) direct in nature. Potential for cumulative effects is limited to the community and the railroad. The time frame for this cumulative effects analysis was determined to be 2012 (closure of the bridge) to 2049 (design year for the bridge, 20 years post construction).

### **a. Community**

Cumulative effects for the community were evaluated at the neighborhood level. The only neighborhood within the project area is the North End neighborhood of Wilkes-Barre. The North End neighborhood, particularly the portion along the North Washington Street corridor, is a fully developed urban area that was established in the

early 1900's. In 2012, the North Washington Street bridge over the railroad was closed to all traffic, including pedestrians and remains closed presently.

Despite detours and loss of connectivity, residents and business patrons have continued to access the neighborhood through the available alternate routes. Many of the residential and commercial properties within the neighborhood remain occupied. No significant projects or development have occurred during this past decade within the community to contribute to cumulative effects of the bridge closure. The observed effect of the bridge closure itself on the community over this timeframe is as follows:

The bridge is closed to all traffic, and as such limits neighborhood connectivity between the North End neighborhood and the Parsons section of Wilkes-Barre. Currently, the shortest detour for all traffic using Main Street and Johnson Street is 0.3 miles. Truck traffic must use a longer detour of approximately 0.7 miles via North Pennsylvania Avenue. Given the length of the detour, pedestrian traffic is most affected by the closure; however, access to emergency services and Wilkes-Barre General Hospital for the North End neighborhood east of the bridge is also significantly affected. In summary, the effect of the no-build alternative is a public safety and connectivity issue.

There are no known significant future projects or development that are planned by the City of Wilkes-Barre or other developers in the neighborhood (other than the replacement of the North Washington Street bridge) that would contribute to future cumulative effects. However, a new skatepark was recently constructed in Hollenback Park approximately ¼ mile from the project and opened for public use on Sunday, August 6<sup>th</sup>, 2023. If this bridge project is completed, in addition to restored connectivity and increased public safety, residents would receive easier access to the new skatepark and associated recreational activities.

Overall, completion of the project would result in an observed change in travel patterns for residents, business patrons, and employees; however, because the North End neighborhood, particularly the portion along the North Washington Street corridor, is a fully developed urban area, it is not expected that the amount or pattern of growth of the North End neighborhood would change regardless of whether the project is completed. Cumulative effects of completing the project to the community are anticipated to be positive.

#### b. Railroad

Cumulative effects for the portion of the railroad within the North End neighborhood of Wilkes-Barre were evaluated and are expected to net positive. Since the bridge was closed, there have been no adjacent projects or development that have affected the railroad other than regular maintenance activities. Railroad usage has remained consistent since the bridge closure. Presently, the observed conditions over the past decade remain applicable.

Completion of the project would result in increased horizontal and vertical clearances for the railroad and ability of the railroad to maintain the ballast. This would promote continued and uninterrupted operation of the railroad.

Since the bridge is a contributing element to the historic railroad, the project would incur an impact to a historic resource. The railroad itself will remain eligible for the NR.

## **7. Public Involvement and Agency Coordination**

### **a. Public Involvement**

Several public meetings were held for this project and included:

- A Public Officials Meeting
  - City of Wilkes-Barre City Hall - May 8, 2019.
  - The purpose of the meeting was to discuss the project with public officials and obtain input.
- Public Meeting and Public Officials Meeting
  - Hollenback Fire Station, Wilkes-Barre - May 21, 2019.
  - The purpose of the meeting was to inform the public about the project and obtain public input.
  - Section 106 Consulting Party Application Forms were provided. To date, no Consulting Party Forms were returned.
  - The Section 106 process has been completed for this project and details can be found at: <https://path.penndot.gov/ProjectDetails.aspx?ProjectID=52028>
- Public meeting announcements and project details were posted to the City of Wilkes-Barre webpage: [North Washington Street Bridge Project Public Meeting | wilkesbarrepa \(wilkes-barre.city\)](http://www.wilkesbarrepa.gov/north-washington-street-bridge-project-public-meeting)
- A Public Meeting with Plans Display and Presentation
  - Hollenback Fire Station, Wilkes-Barre – October 19, 2023
  - The purpose was to inform the public of the project and obtain public input

The Fire Chief Jay Delaney submitted a letter, dated January 18, 2023, to the City of Wilkes-Barre Mayor George C. Brown, expressing his concerns over the continued closure of the North Washington Street Bridge. Mr. Delaney relayed that this remains a high priority public safety concern for the Wilkes-Barre Fire Department and delayed response is a life safety issue. Mr. Delaney asked if there was anything that could be done to facilitate and expedite the North Washington Bridge repair, which is in the best interest of the residents the Fire Department serves.

The president and CEO of InterMetro Industries Corporation, John Nackley, submitted a letter, dated July 27, 2023, to the City of Wilkes-Barre Mayor, George C. Brown and PennDOT, stating that his business corporate offices are located on North Washington Street and the purpose of his letter was to once again request action to rebuild the North Washington Street Bridge.

The Environmental Assessment will be advertised in the local newspaper as well as on the City of Wilkes-Barre's website (<https://www.wilkes-barre.city/>), and copies of the Environmental Assessment will be made available via hard copy in the mayor's office for public viewing as well as online through the City of Wilkes-Barre's website, the PennDOT Engineering District 4-0 office, and the FHWA PA Division office.

#### b. Agency Coordination

Coordination with the Pennsylvania Fish and Boat Commission was conducted on December 1, 2023, since the PNDI receipt (PNDI-800401) for this project resulted in "Potential Impact" and further review was required. The Pennsylvania Fish and Boat Commission responded within a letter, dated December 11, 2023, stating that an element occurrence of a rare, candidate, threatened, or endangered species under jurisdiction of the Pennsylvania Fish and Boat Commission is known from the vicinity of the proposed project. However, given the nature of the proposed project, the immediate location, or current status of the nearby element occurrence(s), no adverse impacts are expected to the species of special concern.

The PNDI also resulted in a "Conservation Measure" under jurisdiction of the Pennsylvania Game Commission and an "Avoidance Measure" under jurisdiction of the U.S. Fish and Wildlife Service which will be implemented.

Additionally, the project does not cross or involve any waterways and no wetlands are present within the project area; therefore, coordination with the Department of Environmental Protection for waterway permitting was not required.

## 8. Environmental Commitments and Mitigation Summary

This Section summarizes the mitigation commitments identified in Section 3. These mitigation commitments will be documented in PennDOT's Environmental Commitment and Mitigation Tracking System (ECMTS) to ensure that they are carried forward throughout the project design and construction.

The North Washington Street Bridge replacement project has been designed to avoid and minimize impacts. However, where impacts are unavoidable, mitigation commitments will be implemented to compensate for impacts. The following table, **Table 8: Environmental Commitments and Mitigation** summarizes the environmental resources, impacts, and commitment within the project area.

**Table 8: Environmental Commitments and Mitigation**

<b>Resource</b>	<b>Proposed Alternative Effect/Impact</b>	<b>Commitment</b>
Threatened and Endangered Species	N/A	The proposed project is located in the vicinity of northern long-eared bat spring staging/fall swarming habitat. To ensure take is not reasonably certain to occur, do not conduct tree removal from May 15 to August 15. The U.S. Fish and Wildlife Service determined take is not reasonably certain to occur from tree removal if activities are avoided during the pup season (i.e., the range of time when females are close to giving birth (i.e., two weeks prior to birth) and have non-volant (i.e., unable to fly) young). For more information, see the Interim Voluntary Guidance for the Northern Long-Eared Bat: Forest Habitat Modification, available here: <a href="https://www.fws.gov/library/collections/interim-habitat-modification-guidance">https://www.fws.gov/library/collections/interim-habitat-modification-guidance</a>
Right-of-Way and Displacements	N/A	Displaced residents would be provided relocation benefits and services.
Hazardous or Residual Waste	N/A	The paint on the structure was sampled and found to contain lead, arsenic, and cadmium. A standard note should be included either on the contract plans or in a special provision to alert the contractor, “The existing bridge structural members contain lead paint and other toxic materials (such as cadmium, arsenic, and zinc, etc.) based on laboratory testing.” If painted members of the bridge are to be impacted by the replacement, then special precautions will be necessary to ensure worker health and safety, in accordance with the OSHA regulatory standards published in 29 CFR 1926.

**Table 8: Environmental Commitments and Mitigation**

<b>Resource</b>	<b>Proposed Alternative Effect/Impact</b>	<b>Commitment</b>
Hazardous or Residual Waste	N/A	Additionally, the railroad ties associated with the existing railroad tracks, as well as the railroad ties used to construct a retaining wall in the southeast quadrant of the bridge, were sampled and analyzed for pesticide/PCBs, SVOCs, and PAH. Analytical result revealed that pesticide/PCB concentrations did not exceed the laboratory reporting detection limit for any of the four samples collected; however, SVOC and PAH concentrations exceeded the laboratory reporting detection limits for each of the samples. Contaminated components should be properly handled and profiled for disposal at a permitted facility in accordance with PennDOT requirements.
Hazardous or Residual Waste	N/A	The bridge should be included on the Annual Consolidated Notification, prepared by PennDOT's Environmental Quality Assurance Division, Pollution Prevention Section. Special provisions for ACM and LBP should be included in the contract.
Visual/Aesthetics	N/A	Due to the contributing nature of the bridge to the historic railroad resource, particular care will be taken with regards to the bridge and its value and character added to the local neighborhood. In the proposed alternative, an architectural treatment will be applied to the bridge parapets and/or wings and abutments. Additionally, fencing will be installed on the bridge parapets to inhibit littering and safety issues that have negatively impacted the local neighborhood.



**Table 8: Environmental Commitments and Mitigation**

<b>Resource</b>	<b>Proposed Alternative Effect/Impact</b>	<b>Commitment</b>
Cultural Resources/Section 4(f) Resources	N/A	<p>As outlined in the MOA prepared for this project, Stipulations for Resolving Adverse Effects include:</p> <p>1) PennDOT will create and install two interpretive panels discussing the history of the Central Railroad of New Jersey and the Lehigh Valley Railroad in Wilkes-Barre. One panel will discuss the history of the two railroad lines, and one panel will discuss the history of the train station building where the current Luzerne County Visitors Bureau Office of Tourism is located, and where the panels are to be installed. PennDOT will consult with the SHPO, the Luzerne County Visitors Bureau Office of Tourism (Tourism Office) director, and Mr. George Albert (property owner) regarding the design and placement of the panels. PennDOT will provide the SHPO and the Tourism Office with electronic copies of the panels in portable document format (PDF). PennDOT will also provide the Tourism Office with a spare copy of the panels at the time of installation.</p> <p>2) Mr. George Albert (property owner) will allow PennDOT access to the property to install the panels. Mr. Albert, and his successors and assigns, will provide the Tourism Office thirty (30) days notice before removing the panels and will allow the Tourism Office access to the property to remove the panels during that time.</p> <p>3) The Tourism Office will own the panels once their fabrication and installation is complete.</p> <p>4) The bridge barriers at deck level will have architectural facing to mimic set stone.</p> <p>5) A chain link fence will be installed on the bridge barriers and top slopes to prevent garbage from being deposited in the railroad right-of-way.</p> <p>6) Temporary protective fence will identify project limits. Construction operations will be limited to approved project limits.</p> <p>7) Temporary construction easements and new required right-of-way will be required to construct the project.</p>

## **9. Permits, Approvals and Final Design Activities**

All studies, permits, and approvals noted in the outline below have been completed or will be completed in final design prior to construction. Final design is anticipated to begin in 2025 and be completed in 2026. Construction is anticipated to begin in 2027 and be completed in 2028. These dates are subject to change.

### Approvals:

- Line, Grade and Typical Section - April 21, 2021
- PUC Application - October 29, 2021
- Purpose and Need - January 6, 2022
- MOA (Section 106) - May 4, 2023
- Conceptual Stage Survey Report - September 5, 2023
- Section 4(f) Forms - December 15, 2023

### Submitted:

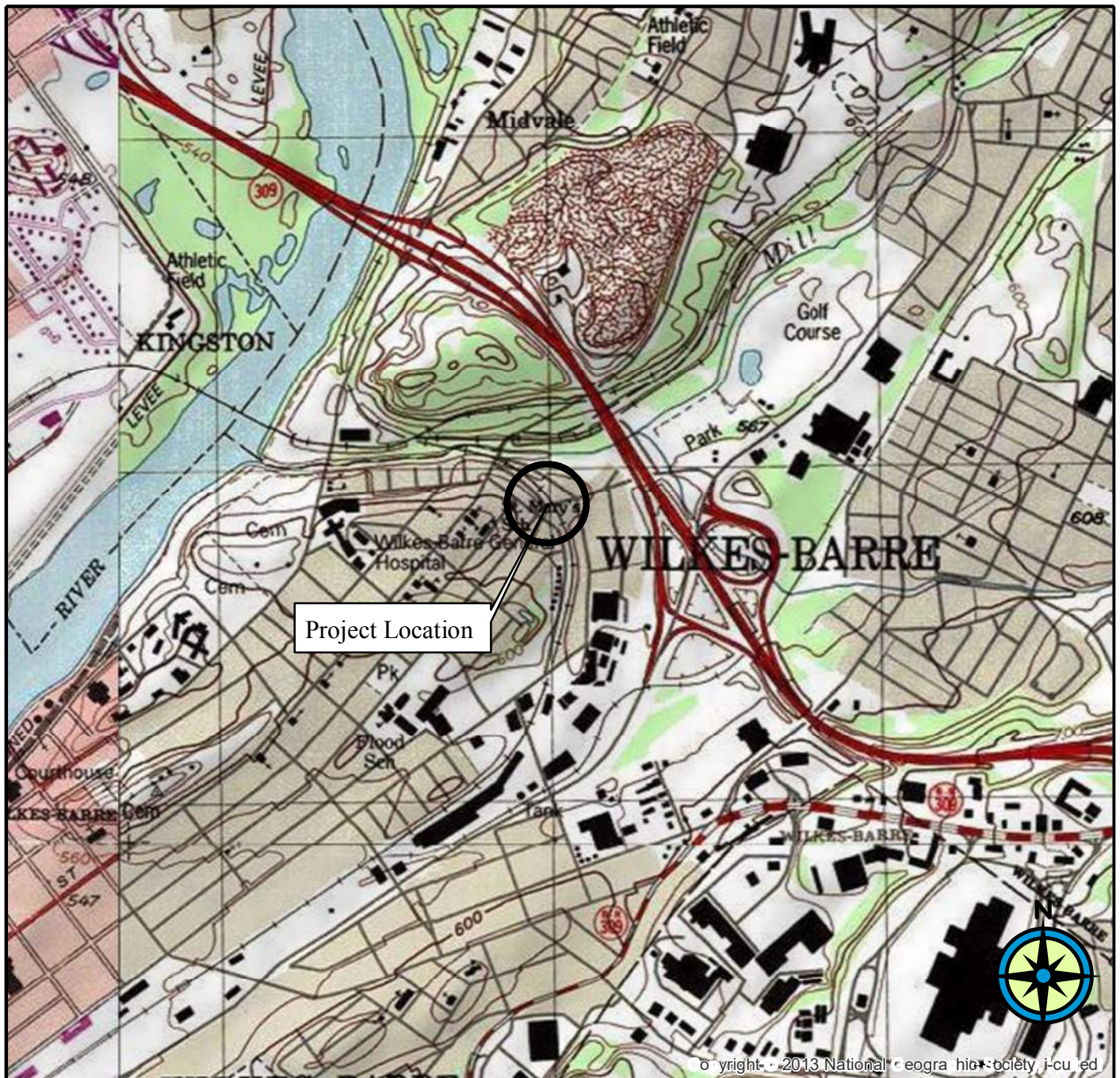
- Right-of-Way Plan

### Upcoming Activities:

- Safety Review Approval - Anticipated by February 2025
- Design Field View Approval - Anticipated by March 2025
- Final Design - Anticipated to begin in June 2025
- Right-of-Way Clearance - Anticipated by May 2026
- PS&E - Anticipated by November 2026

## **Appendix A**

### **Figure 1, Project Location Map, and Project Engineering Plans**



### Project Location Map

S.R. 7304, Section BRG  
North Washington Street over the Luzerne and Susquehanna Railroad  
City of Wilkes-Barre, Luzerne County, Pennsylvania.

**Figure:**  
**1**

**Source:** U.S.G.S. ArcGIS Basemap: USA Topo Map, 2018.

**Scale:**  
1:24,000



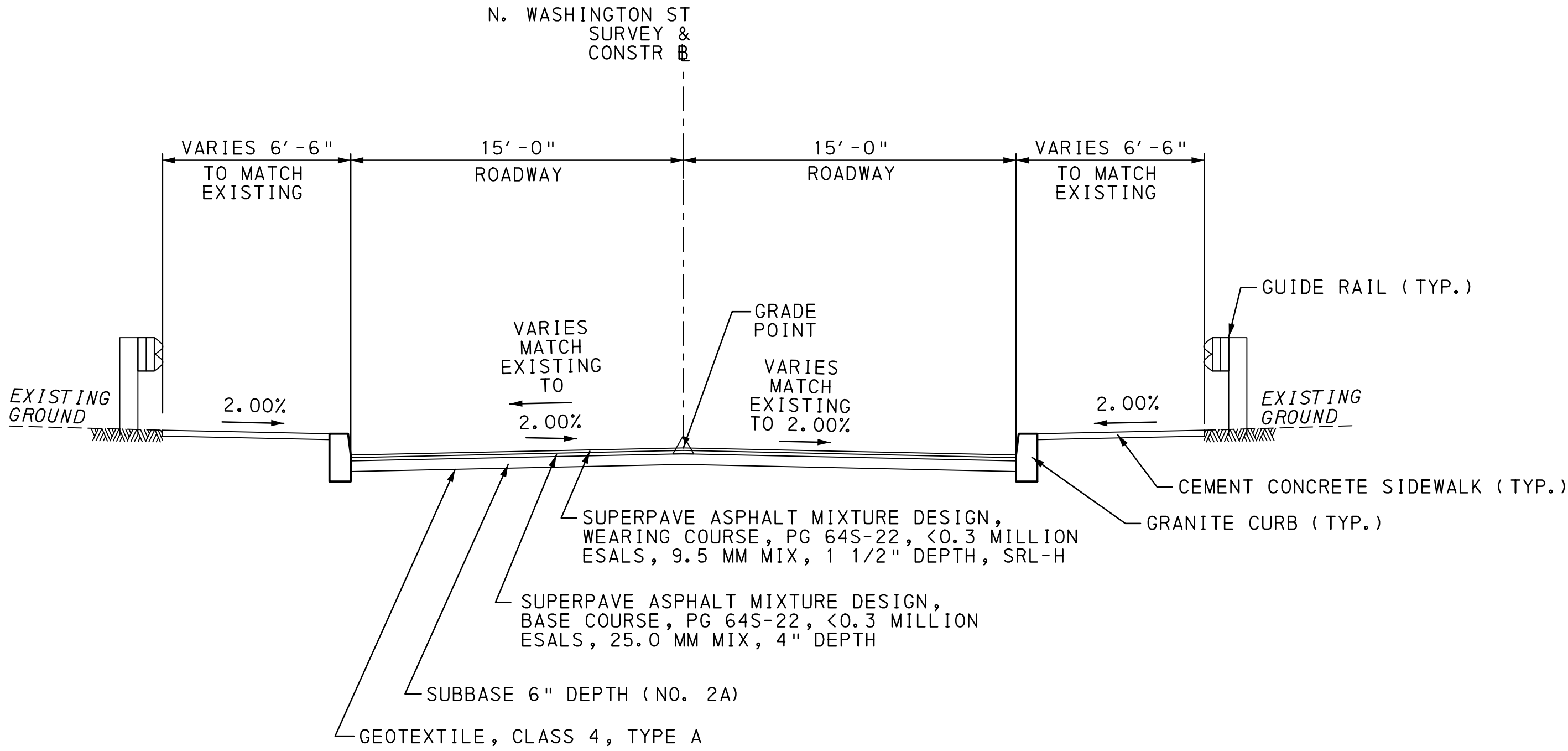
Navarro & Wright Consulting Engineers, Inc.  
151 Reno Avenue, New Cumberland, PA 17070  
(717) 441-2216 (Telephone) (717) 695-7449 (Fax)

**Date:**  
8/21/23



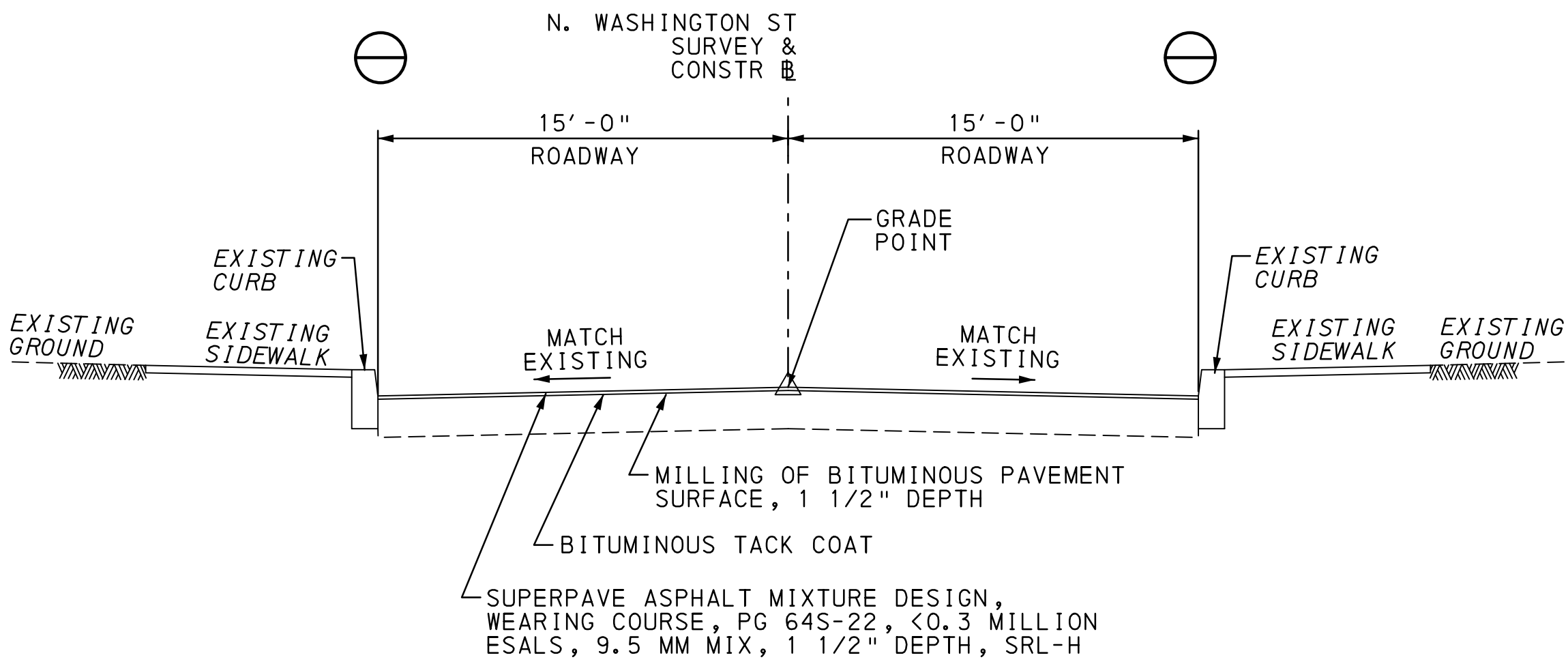


DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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CITY OF WILKES-BARRE				
REVISION NUMBER	REVISIONS		DATE	BY



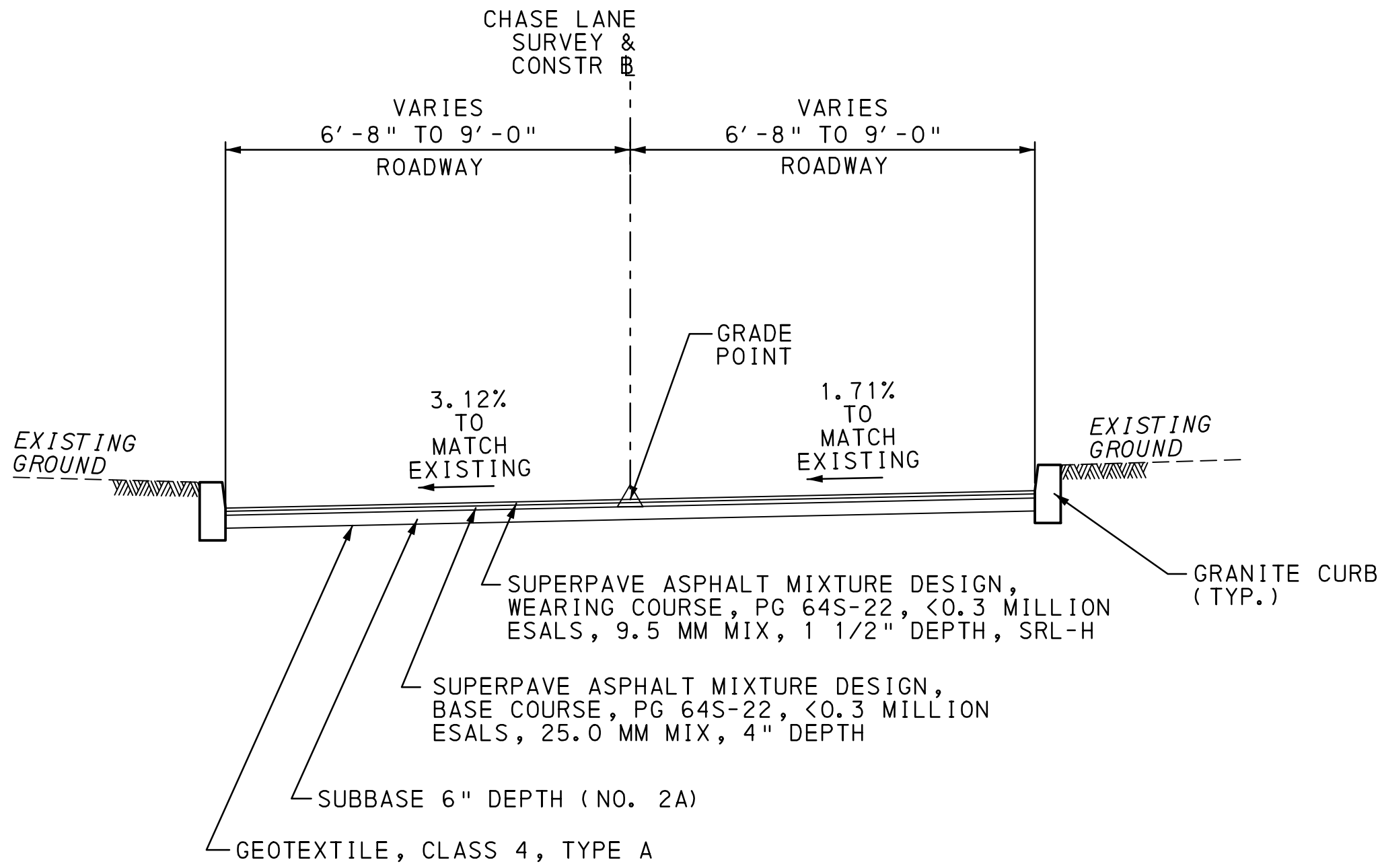
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TYPICAL SECTION**

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STA 15+49.76 TO STA 16+50.00



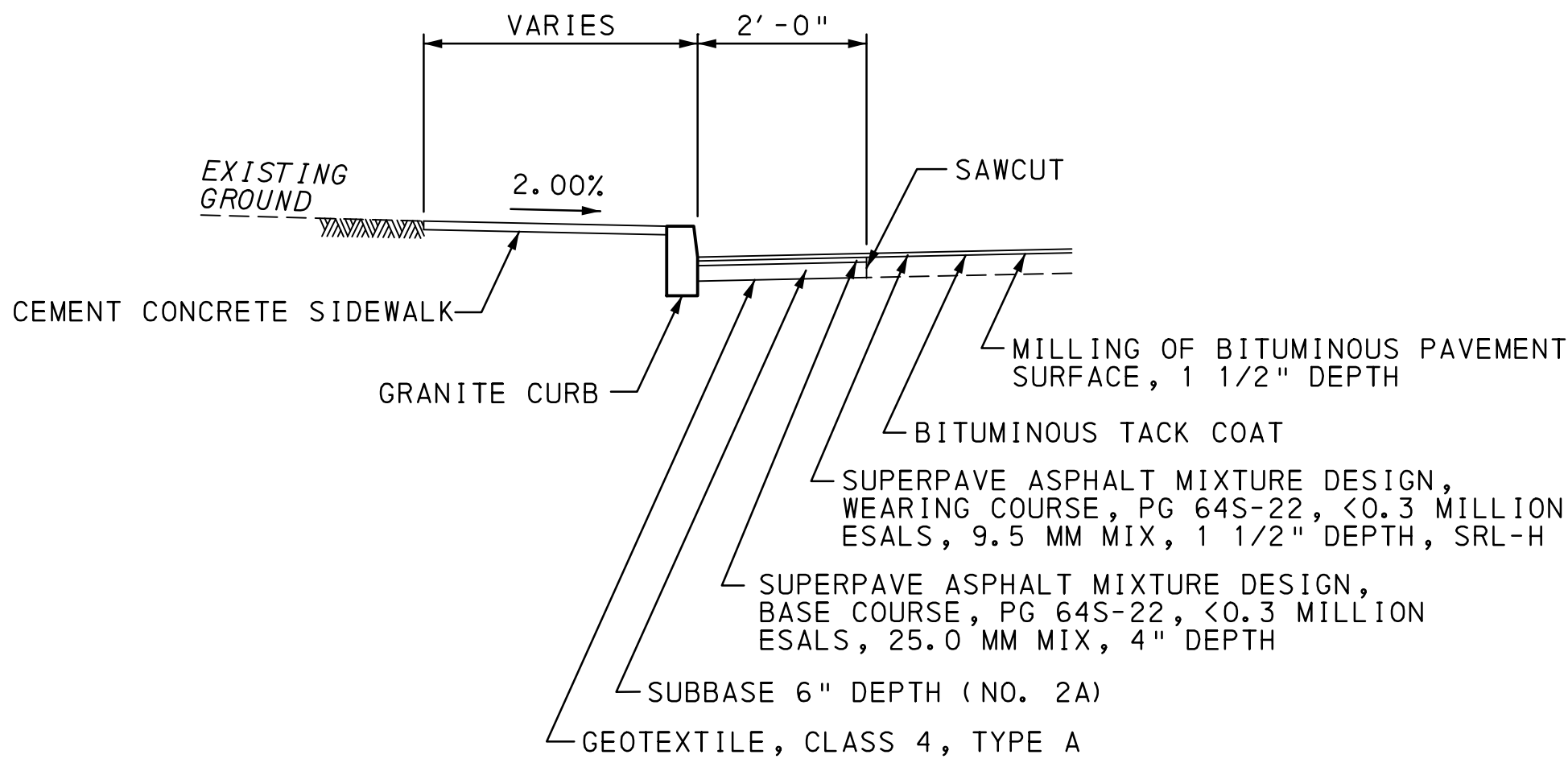
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TYPICAL SECTION**

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STA 16+50.00 TO STA 17+50.00



**CHASE LANE  
TYPICAL SECTION**

NOT TO SCALE  
STA 20+15.00 TO STA 21+20.77



**⊖ ALTERNATE CURB & SIDEWALK SECTION**

NOT TO SCALE  
STA 13+77.60 TO STA 14+00.00 LT & RT  
STA 16+55.00 TO STA 16+93.39 LT

PREPARED BY:  
Alfred Benesch & Company  
670 South River Street, Suite 402  
Wilkes-Barre, Pennsylvania 18705





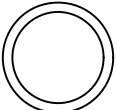
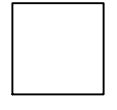
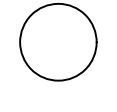
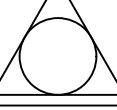

04\18\2022  
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SHEET INDEX

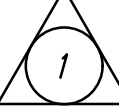



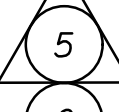


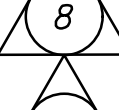
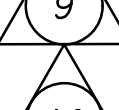
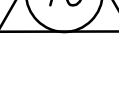
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INDEX MAP	2
LOCATION MAP, NOTES, COORDINATES	3
TYPICAL SECTIONS, BASELINE & REFERENCES	4
PLAN SHEETS	5-6
PROFILE SHEET	7
PROPERTY PLOT PLANS	8-12

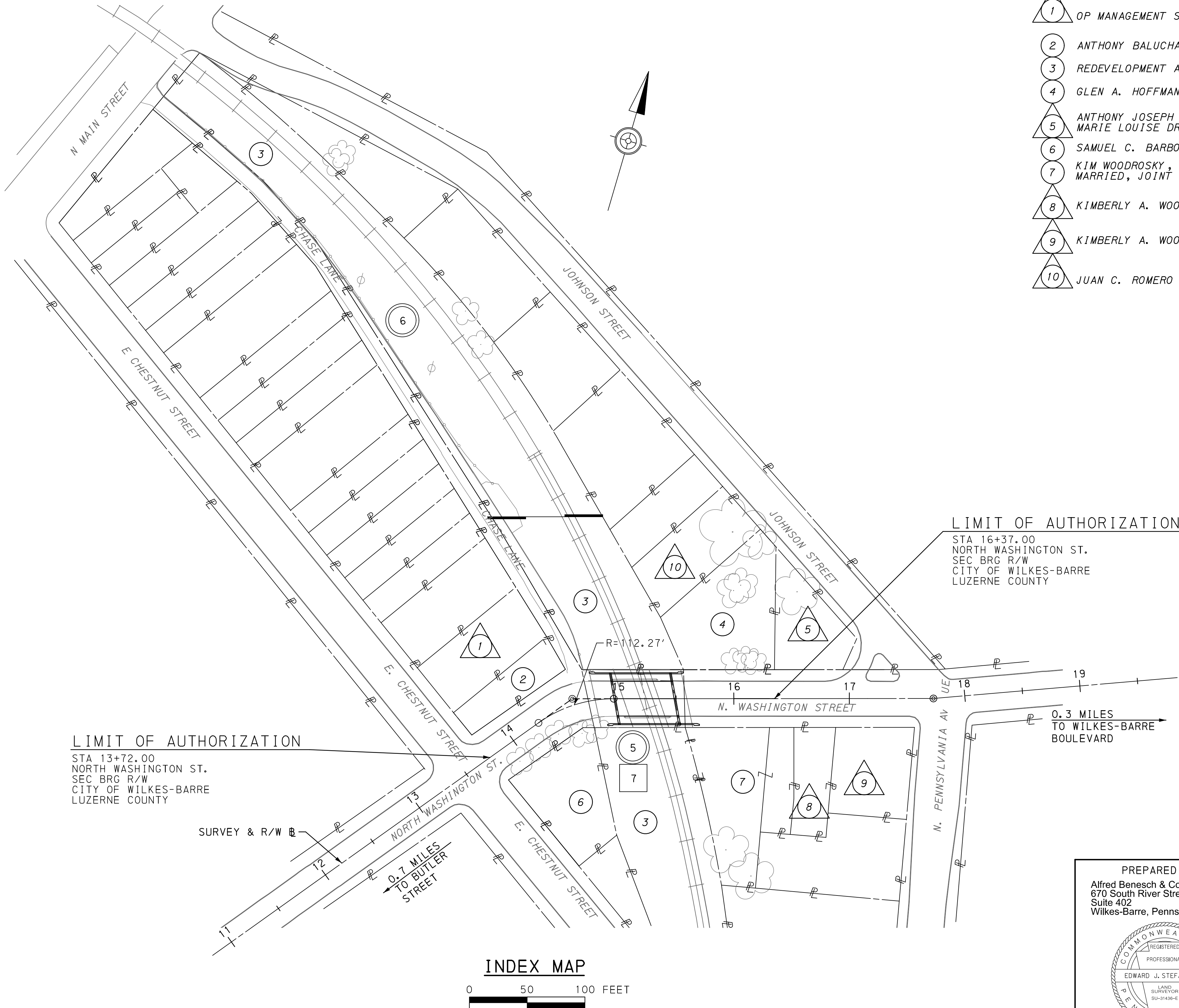
LEGEND

	PLAN
	PROFILE
	PARCEL IDENTIFICATION NUMBER
	PARCEL IDENTIFICATION NUMBER - NO TAKE
	SHEET LIMITS

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	2 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY

LIST OF PROPERTY OWNERS

-  1 OP MANAGEMENT SOLUTIONS LLC
-  2 ANTHONY BALUCHA & KAREN C. BALUCHA, HIS WIFE
-  3 REDEVELOPMENT AUTHORITY OF THE COUNTY OF LUZERNE
-  4 GLEN A. HOFFMAN, SINGLE
-  5 ANTHONY JOSEPH DREIER, ANN FRANCIS JACKLOSKI & MARIE LOUISE DREIER-LEWIS
-  6 SAMUEL C. BARBOSE, MARRIED
-  7 KIM WOODROSKY, SINGLE & SHON J. WOODROSKY, MARRIED, JOINT TENANTS
-  8 KIMBERLY A. WOODROSKY, SINGLE
-  9 KIMBERLY A. WOODROSKY, SINGLE
-  10 JUAN C. ROMERO CRUZ AND MARIA D. ROMERO



LIMIT OF AUTHORIZATION

STA 16+37.00  
NORTH WASHINGTON ST.  
SEC BRG R/W  
CITY OF WILKES-BARRE  
LUZERNE COUNTY

LIMIT OF AUTHORIZATION

STA 13+72.00  
NORTH WASHINGTON ST.  
SEC BRG R/W  
CITY OF WILKES-BARRE  
LUZERNE COUNTY

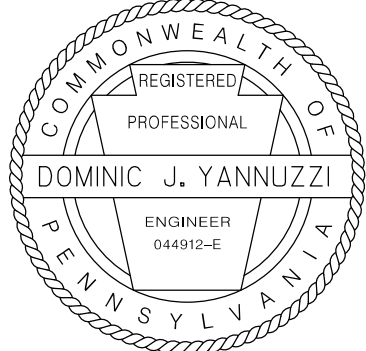
INDEX MAP



PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705





04\21\2022  
PLOTTED:

OPERATOR: Y:\Hazleton\31000S\31063.01\_WB\_N\_Washington\Eng\Does ROW\RW\_Utility.dgn (Default)  
FILE NAME:

LIST OF PUBLIC UTILITIES

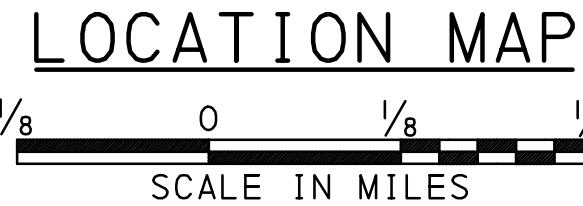
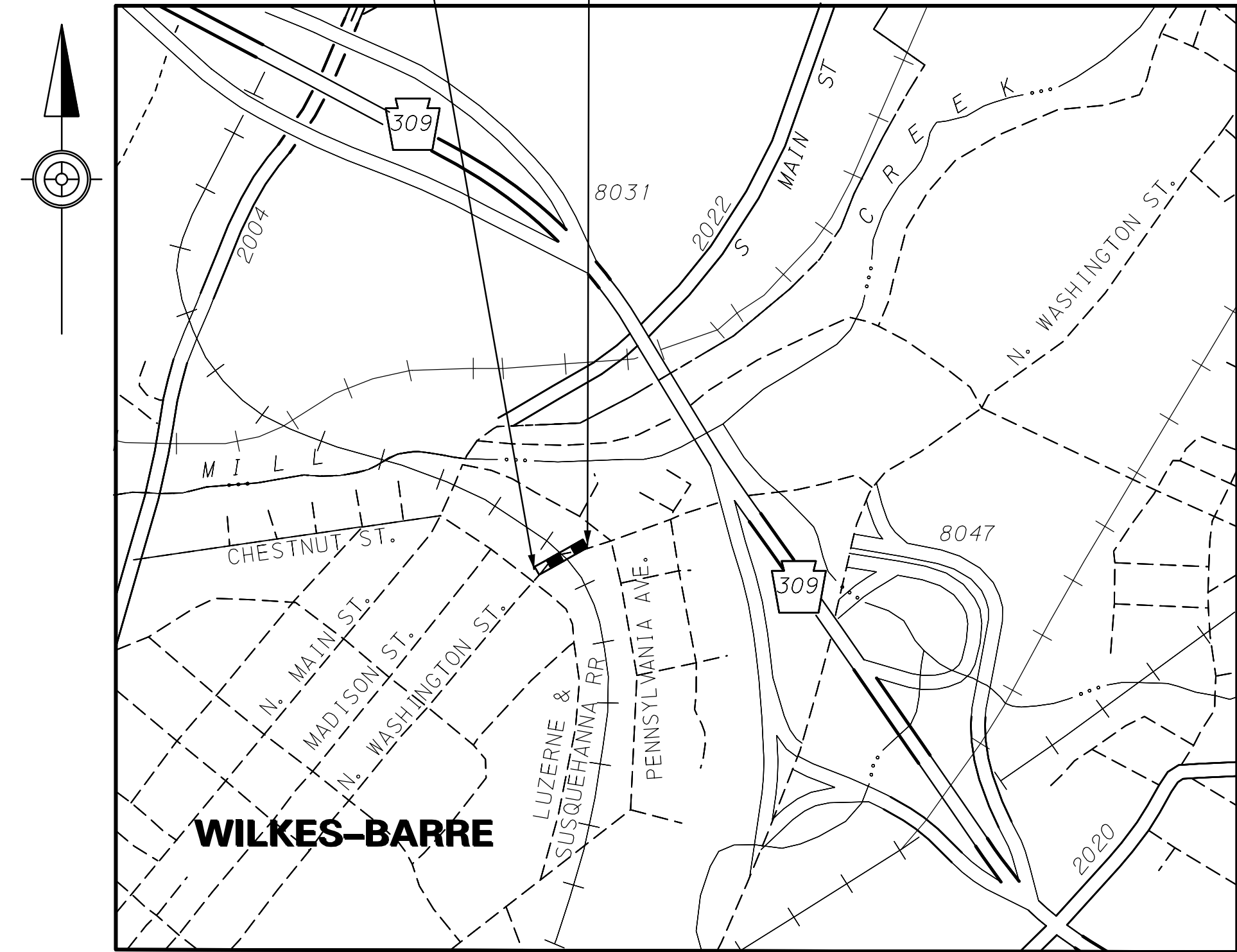
AMERIGAS PROPANE LP 1027 TEXAS PALMYRA HIGHWAY HONESDALE, PA 18431 ATTN: CANDY BORTZ CANDY.BORTZ@AMERIGAS.COM	— G —	SERVICE ELECTRIC COMPANY 15 JAY CAMPBELL COLLINS DR WILKES-BARRE, PA 15702 ATTN: MIKE LABUDA LABUDAM@SECTV.COM	— CTV —
AT&T ATLANTA 7555 E PLEASANT VALLEY ROAD SUITE 140 INDEPENDENCE, OH 44131 ATTN: MIKE DIEDERICH MD4145@ATT.COM	— T —	UGI UTILITY WILKES-BARRE 1 UGI CENTER WILKES-BARRE, PA 18711 ATTN: KIM SERIS KSERIS@UGI.COM	— G —
PENNSYLVANIA AMERICAN WATER WILKES-BARRE 2699 STAFFORD AVE SCRANTON, PA 18507 ATTN: MARK BALOH MARK.BALOH@AMWATER.COM	— W —	VERIZON PENNSYLVANIA LLC 1026 HAY ST PITTSBURGH, PA 15221 ATTN: DEBORAH BARUM DEBORAH.D.DELIA@VERIZON.COM	— T —
PLAINS SEWER AUTHORITY OF THE TOWNSHIP 195 S RIVER ST PLAINS, PA 18705 ATTN: GLORIA CHIUCCHI PLAINSTWPSEWER@HOTMAIL.COM	— S —	WILKES-BARRE CITY OF 40 E MARKET ST WILKES-BARRE, PA 18702 ATTN: ATTILIO FRATI BFRATI@WILKES-BARRE.PA.US	
PPL ELECTRIC UTILITIES CORPORATION 503 NEW MARKET ST WILKES-BARRE, PA 18702 ATTN: MARK SANTAYANA MCSANTAYANA@PPLWEB.COM	— E —		

Dial 8-1-1 or 1-800-242-1776 not less than 3 business days nor more than 10 business days prior to the start of excavation

Pennsylvania One Call System Serial Number  
20190451655

LIMIT OF AUTHORIZATION  
STA 13+72.00  
NORTH WASHINGTON ST.  
SEC BRG R/W  
CITY OF WILKES-BARRE  
LUZERNE COUNTY

LIMIT OF AUTHORIZATION  
STA 16+37.00  
NORTH WASHINGTON ST.  
SEC BRG R/W  
CITY OF WILKES-BARRE  
LUZERNE COUNTY



LEGEND

	PROJECT
	STATE HIGHWAY
	TOWNSHIP ROAD (CITY OR BOROUGH STREET)
	NO DETOUR

TABULATION OF OVERALL AND AUTHORIZATION LENGTH

STA 13+72.00 TO 16+37.00 = 265.00 FT = 0.050 MI

LIST OF EQUALITIES

NONE

SUMMARY OF PROJECT COORDINATES

BASED ON PENNSYLVANIA STATE PLANE COORDINATE SYSTEM, NORTH ZONE  
NAD83-2011 (EPOCH 2010) ESTABLISHED BY GPS-RTK-KEYNET-VRS  
COMBINED GRID FACTOR = 0.999937992

ROUTE	STATION	POINT	COORDINATES		BEARING
			NORTH	EAST	
NORTH WASHINGTON ST. SURVEY & R/W	10+00.00	POB	403364.2437	2487897.2662	
	14+26.58	PC	403695.3959	2488166.2031	N39°04' 40"E
	14+62.49	PI	403723.2686	2488188.8367	
	14+96.08	PT	403732.8352	2488223.4436	N74°32' 50"E
	17+72.79	PI	403806.5623	2488490.1484	
	20+25.59	POE	403894.2676	2488727.2467	N69°42' 00"E

NOTE: FOUR (4) PLACE COORDINATES ARE USED FOR COMPUTATIONAL PURPOSES ONLY AND DO NOT IMPLY A PRECISION BEYOND TWO (2) PLACES.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
4-0	LUZERNE	NWASH	BRG R/W	3 OF 12
CITY OF WILKES-BARRE				
REVISION NUMBER	REVISIONS			DATE BY

GENERAL NOTES

THE LEGAL RIGHT-OF-WAY ON NORTH WASHINGTON ST., FORMERLY SR 7304 FROM STATION 13+72.00 TO STATION 16+37.00 IS 50 FEET BASED ON PLANS OF THE CITY OF WILKES-BARRE ON FILE IN THE CITY ENGINEERS OFFICE.

THE LEGAL RIGHT-OF-WAY ON EAST CHESTNUT STREET IS 50 FEET BASED ON PLANS OF THE CITY OF WILKES-BARRE ON FILE IN THE CITY ENGINEERS OFFICE.

THE LEGAL RIGHT-OF-WAY ON CHASE LANE IS 13 FEET BASED ON PLANS OF THE CITY OF WILKES-BARRE ON FILE IN THE CITY ENGINEERS OFFICE.

NORTH WASHINGTON ST. FORMERLY KNOWN AS SR 7304 FOR DESIGN AND BIDDING PURPOSES.

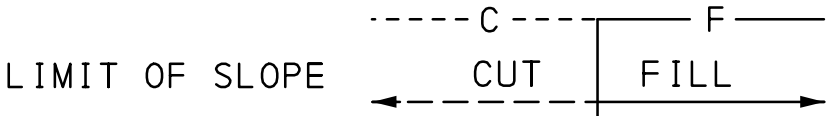
ALL PROPERTIES ARE PLOTTED FROM DEEDS OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, OR FROM FIELD SURVEY. PROPERTY LINES WERE SURVEYED ONLY WHEN DETERMINED NECESSARY BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT. PROPERTY LINES NOT ESTABLISHED BY FIELD SURVEY WERE PLOTTED BASED ON EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA.

ALL REQUIRED RIGHT-OF-WAY FOR THIS PROJECT SHALL BE ACQUIRED IN FEE SIMPLE UNLESS OTHERWISE NOTED. AREAS, IF ANY, NOT TO BE ACQUIRED IN FEE SIMPLE SHALL BE ACQUIRED IN THE LESSER ESTATE OR INTEREST NOTED ON THE PLAN SHEET.

HORIZONTAL CONTROL IS BASED ON THE PENNSYLVANIA STATE PLANE COORDINATE SYSTEM (NORTH ZONE) NAD 83-2011 (EPOCH 2010) ESTABLISHED BY GPS-RTK-KEYNET-VRS. COMBINED GRID FACTOR = 0.999937992

VERTICAL CONTROL IS BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

THE HALF CIRCLED NUMBER INDICATES A SCALED DIMENSION.



THERE ARE NO NAVIGABLE STREAMS IN THIS PROJECT AREA.

THE FILING OF THIS PLAN IS NOT A CONDEMNATION OF THE PROPERTIES DESIGNATED THEREIN AND DOES NOT IN ANY MANNER WHATSOEVER RESTRICT THE USE OR DISPOSAL THEREOF. AUTHORIZATION TO CONDEMN UNDER THIS PLAN EXTENDS FOR ONLY ONE YEAR FROM THE DATE OF THE MAYOR OF THE CITY OF WILKES-BARRE SIGNATURE INITIALLY AUTHORIZING ACQUISITION OR SUBSEQUENTLY REVISING THE PLAN OR REAUTHORIZING ACQUISITION THEREUNDER.

TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE CITY.

REQUIRED RIGHT-OF-WAY FOR LOCAL ROADS OR STREETS IS ACQUIRED FOR THE BENEFIT OF THE APPLICABLE MUNICIPALITY IN THE SAME ESTATE OR INTEREST AS DESIGNATED HEREIN FOR REQUIRED RIGHT-OF-WAY FOR CITY STREET PURPOSES, ALONG WITH A TEMPORARY CONSTRUCTION EASEMENT FOR THE BENEFIT AND USE OF THE MUNICIPALITY. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

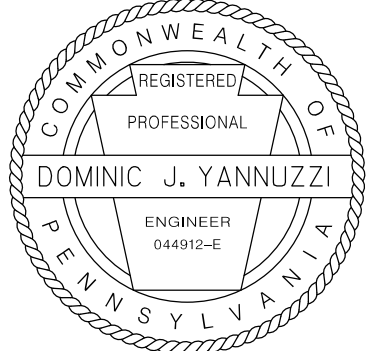
INDICATES MONUMENTED DIMENSIONS (PROPOSED)

BUILDINGS AND STRUCTURE MARKED [C] HAVE BEEN OR ARE TO BE REMOVED OR ALTERED BY THE CITY OR OTHER AUTHORITY RESPONSIBLE FOR THE PAYMENT OF PROPERTY DAMAGES.

PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



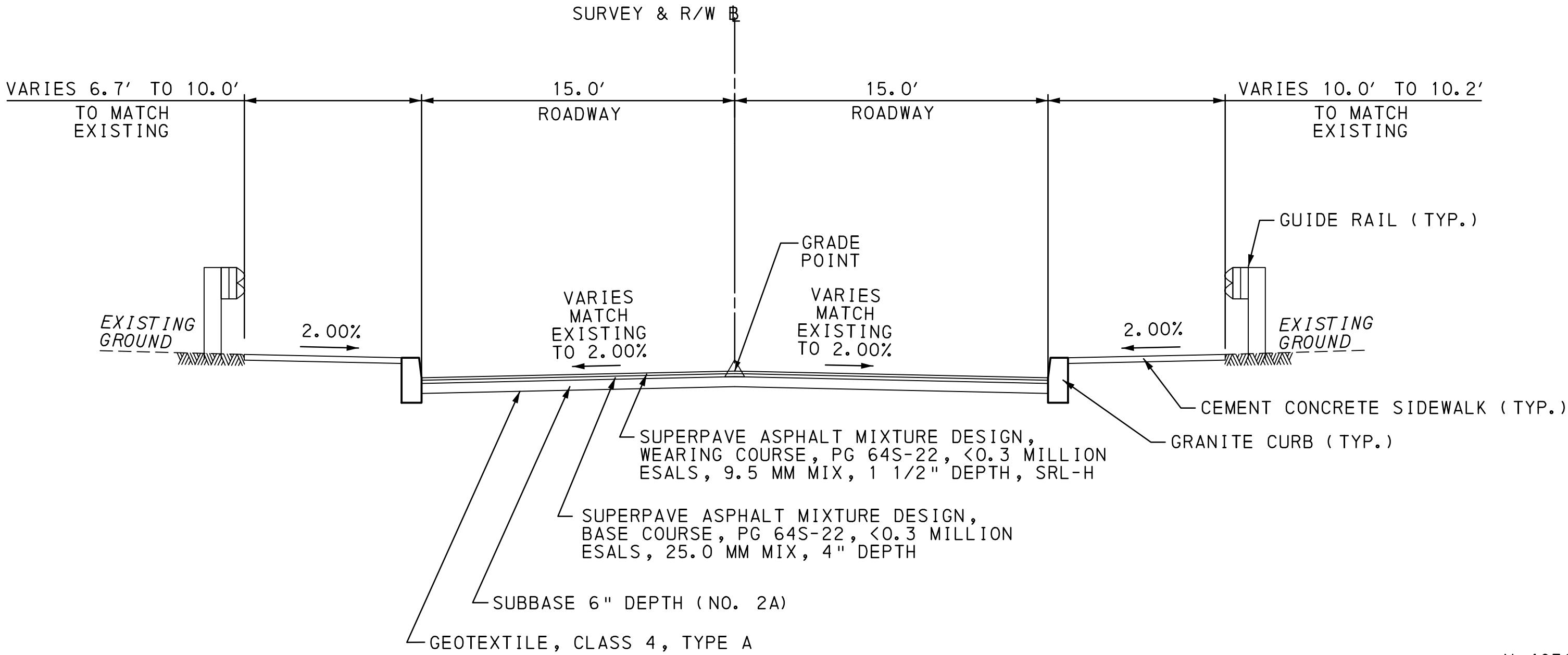
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Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



04\21\2022  
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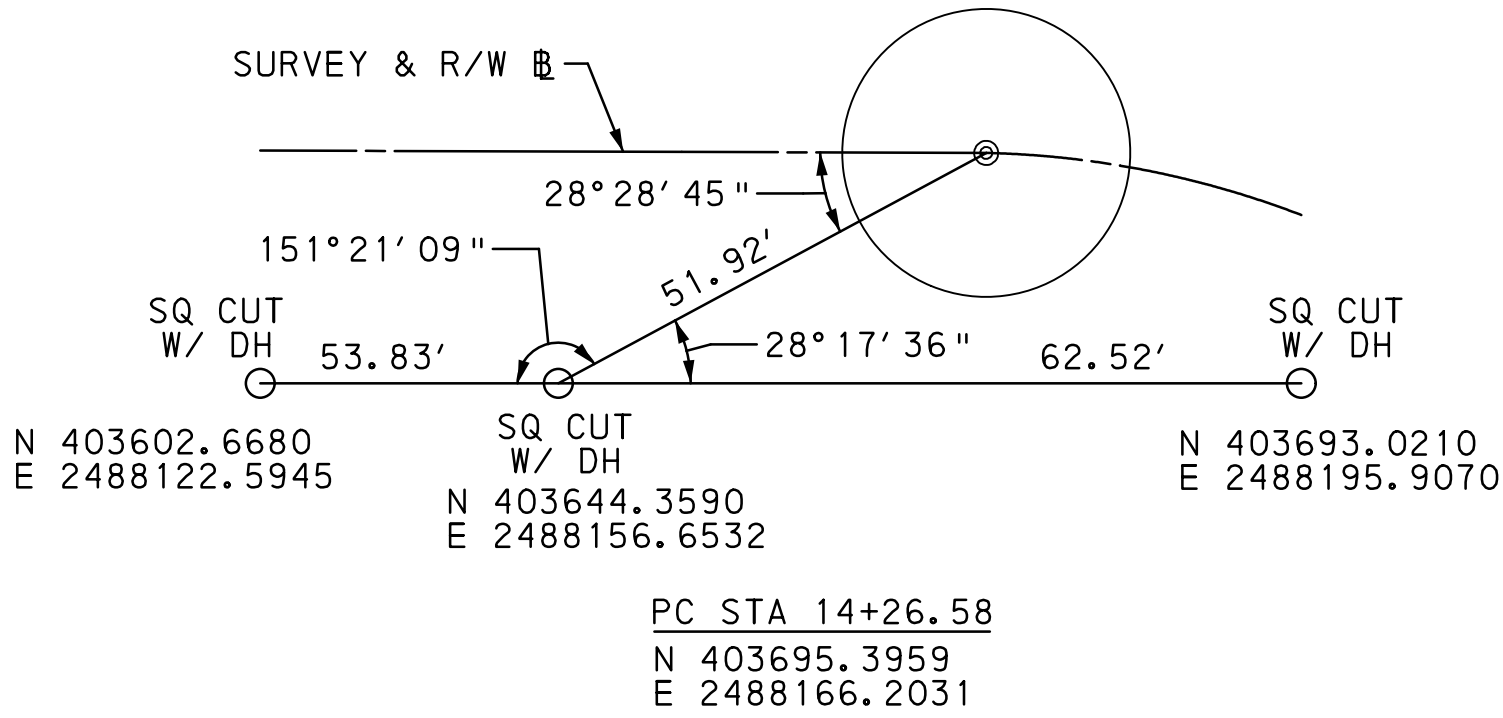
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DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	4 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY



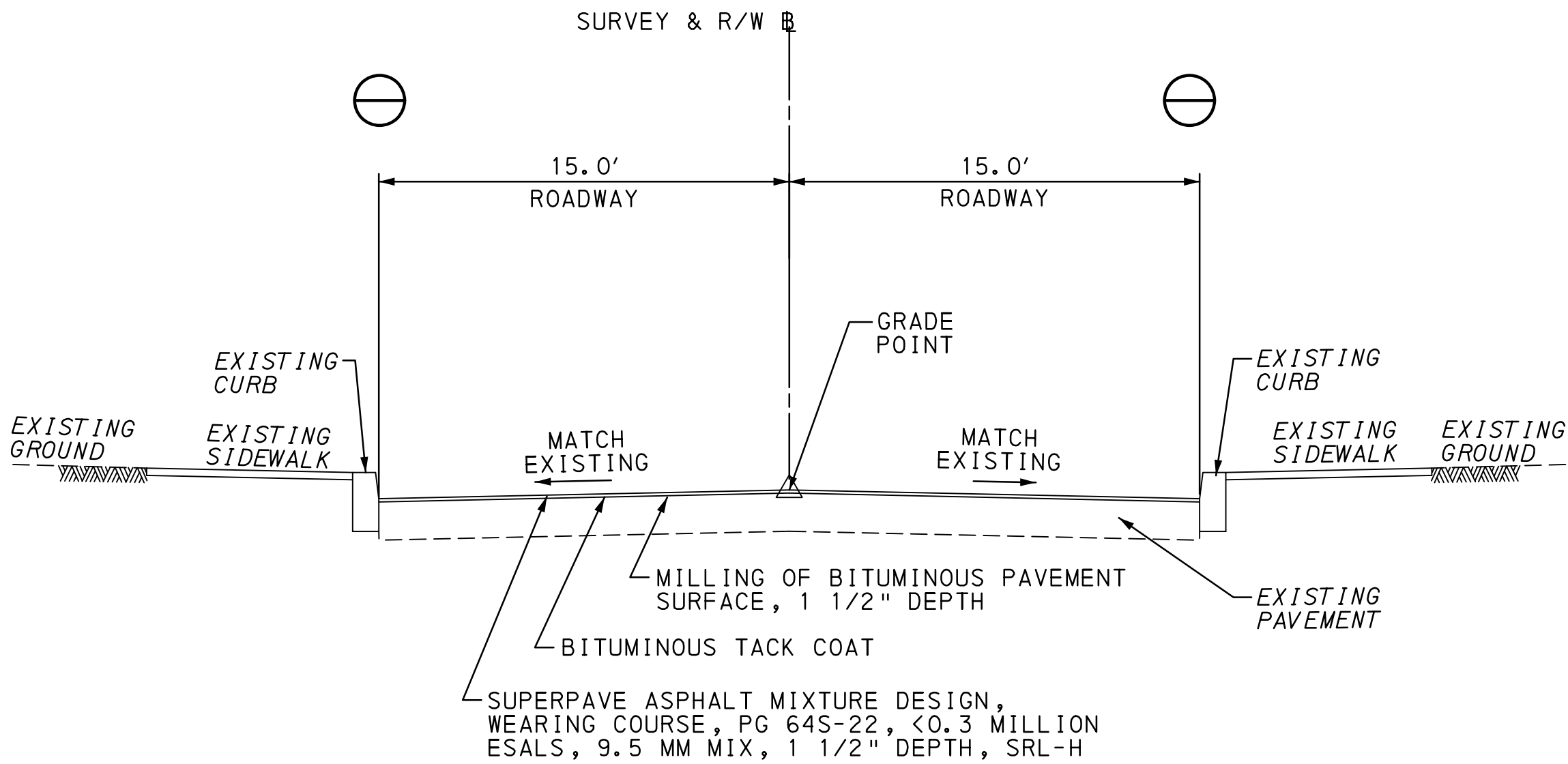
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STA 15+49.76 TO STA 16+50.00



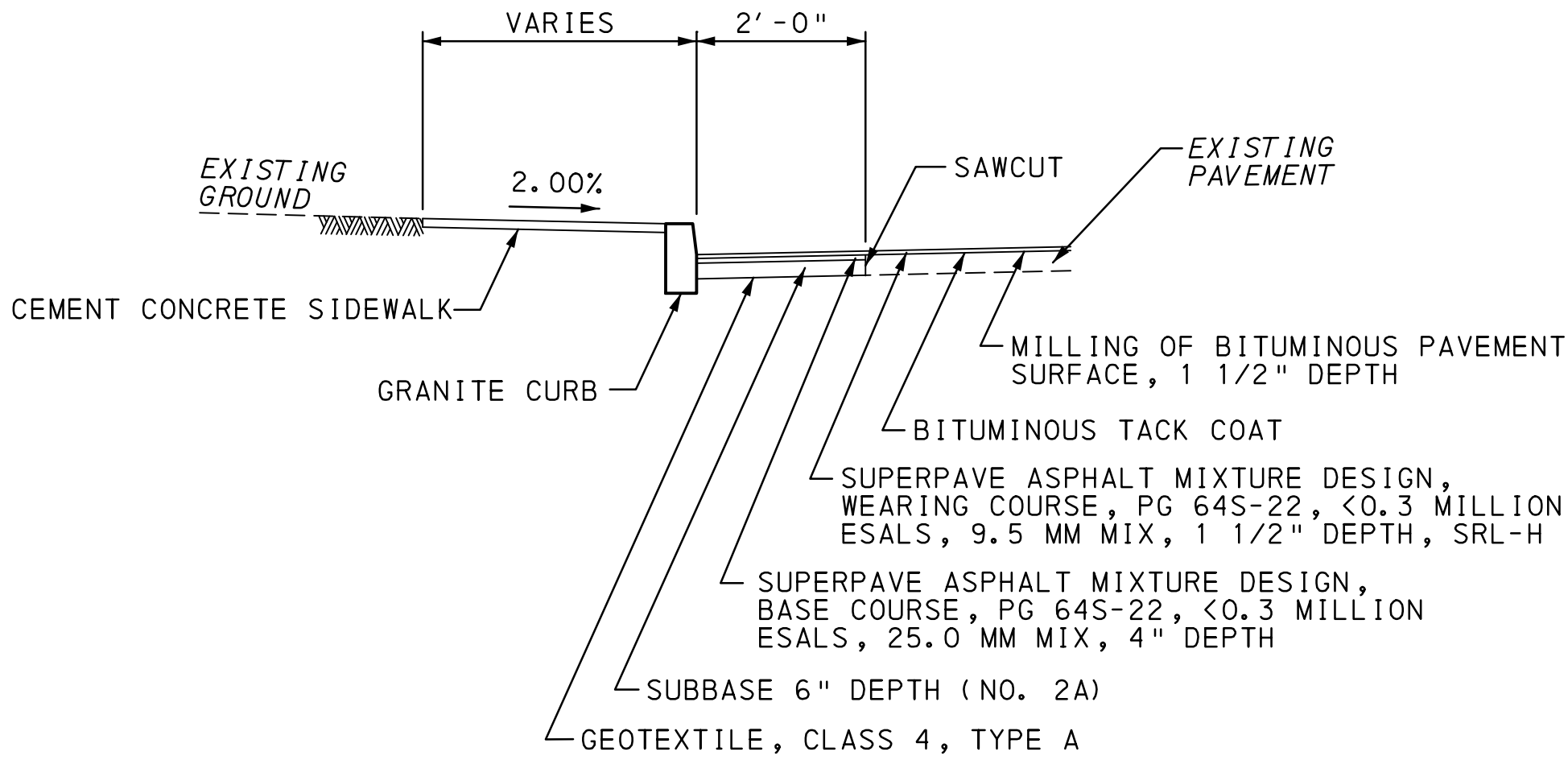
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NOT TO SCALE



**NORTH WASHINGTON STREET  
TYPICAL SECTION**

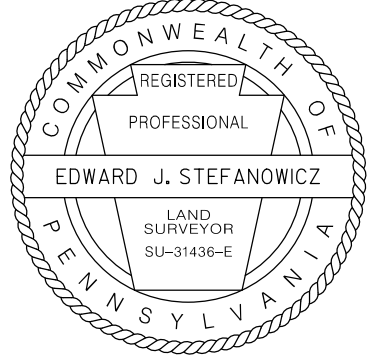
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STA 16+50.00 TO STA 17+50.00



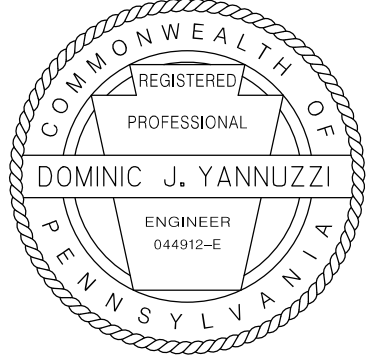
**⊖ ALTERNATE CURB & SIDEWALK SECTION**

NOT TO SCALE  
STA 13+77.60 TO STA 14+00.00 LT & RT  
STA 16+55.00 TO STA 16+93.39 LT

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Suite 402  
Wilkes-Barre, Pennsylvania 18705



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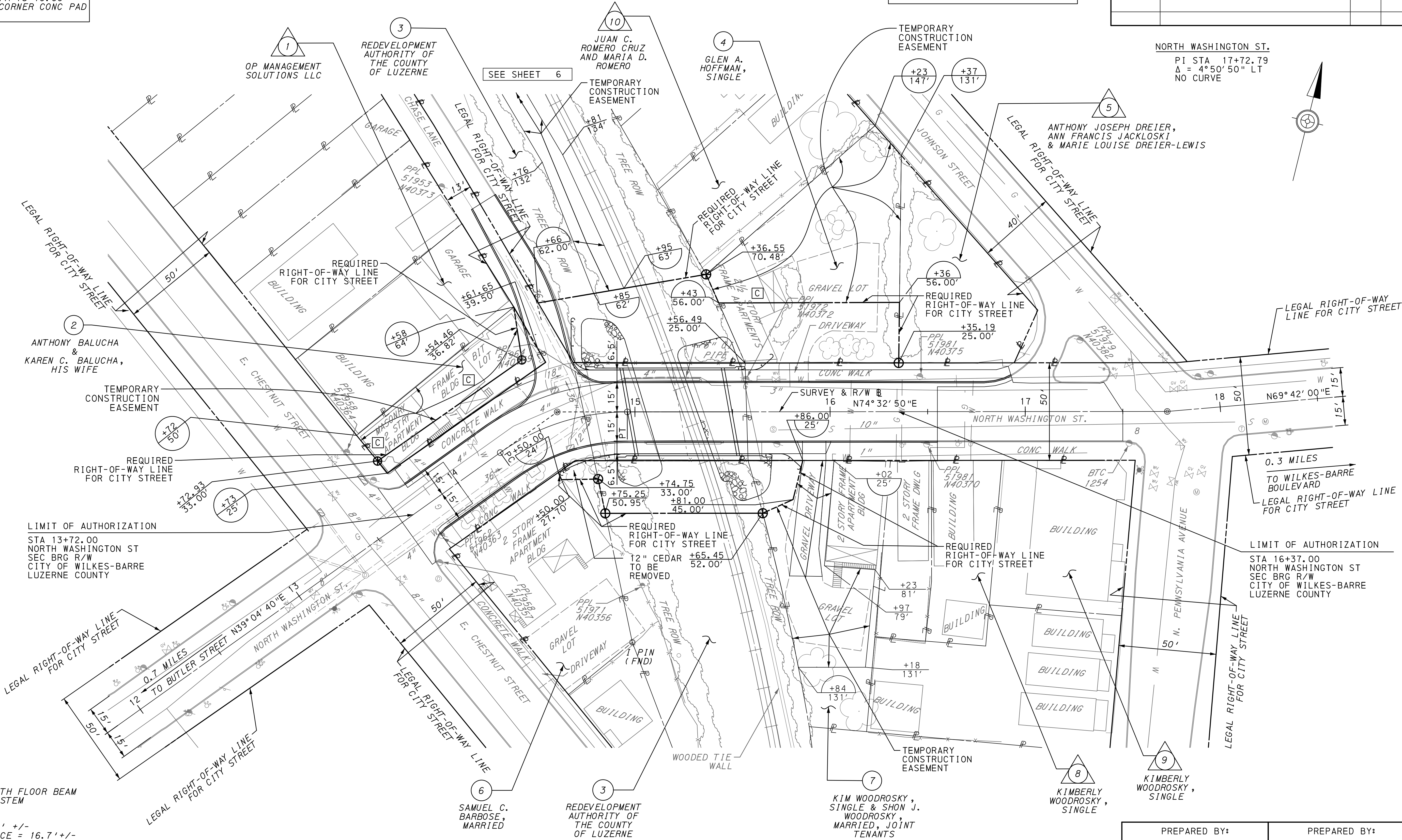
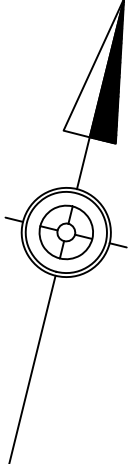


BM "A" ELEV 583.95'  
27.5' LT STA 13+19.00  
SQ CUT NE CORNER CONC PAD  
FOR SIGN

BM "B" ELEV 575.19'  
18' LT STA 16+45.5  
MAG NAIL PPL POLE #51981-N40375

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
4-0	LUZERNE	NWASH	BRG R/W	5 OF 12
CITY OF WILKES-BARRE				
REVISION NUMBER	REVISIONS			DATE BY

NORTH WASHINGTON ST.  
PI STA 17+72.79  
Δ = 4°50' 50" LT  
NO CURVE



EXISTING STRUCTURE

STA 15+20.00  
STEEL THRU GIRDER WITH FLOOR BEAM  
AND STRINGER DECK SYSTEM  
SKEW = 70°00'00"  
LENGTH = 38.0'  
ROADWAY WIDTH = 30.0' +/-  
MINIMUM UNDERCLEARANCE = 16.7' +/-

PROPOSED STRUCTURE

STA 15+22.50  
SINGLE SPAN P/S CONCRETE ADJACENT  
BOX BEAM BRIDGE  
SKEW = 70°00'00"  
SPAN = 45'-0" C/C BRG  
ROADWAY WIDTH = 30'-0"  
OUT-TO-OUT WIDTH = 45'-0"  
MINIMUM UNDERCLEARANCE = 17.5'  
STRUCTURE NO.

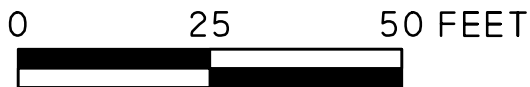
LEGEND

- (+00 00') - INDICATES SCALED DIMENSION
- ⊕ - RIGHT-OF-WAY MONUMENT (PROPOSED)

NORTH WASHINGTON ST

PI STA 14+62.49  
Δ = 35°28' 10" RT  
T = 35.90'  
L = 69.50'  
R = 112.27'  
E = 5.60'  
PC STA 14+26.58  
PT STA 14+96.08

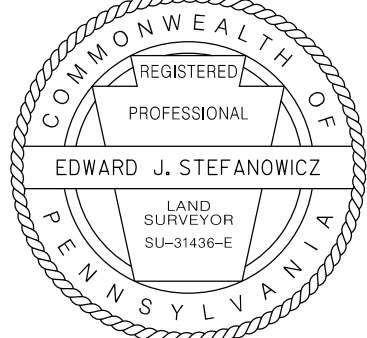
PLAN



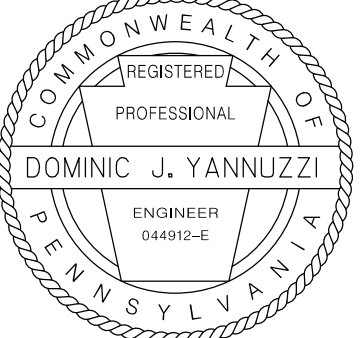
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3	SHEET NO. 9
4	SHEET NO. 10
6	SHEET NO. 11
7	SHEET NO. 12

FOR BASELINE REFERENCE CIRCLES, SEE SHEET NO. 4
FOR PROFILE, SEE SHEET NO. 7
SURVEY BOOK NO 30485

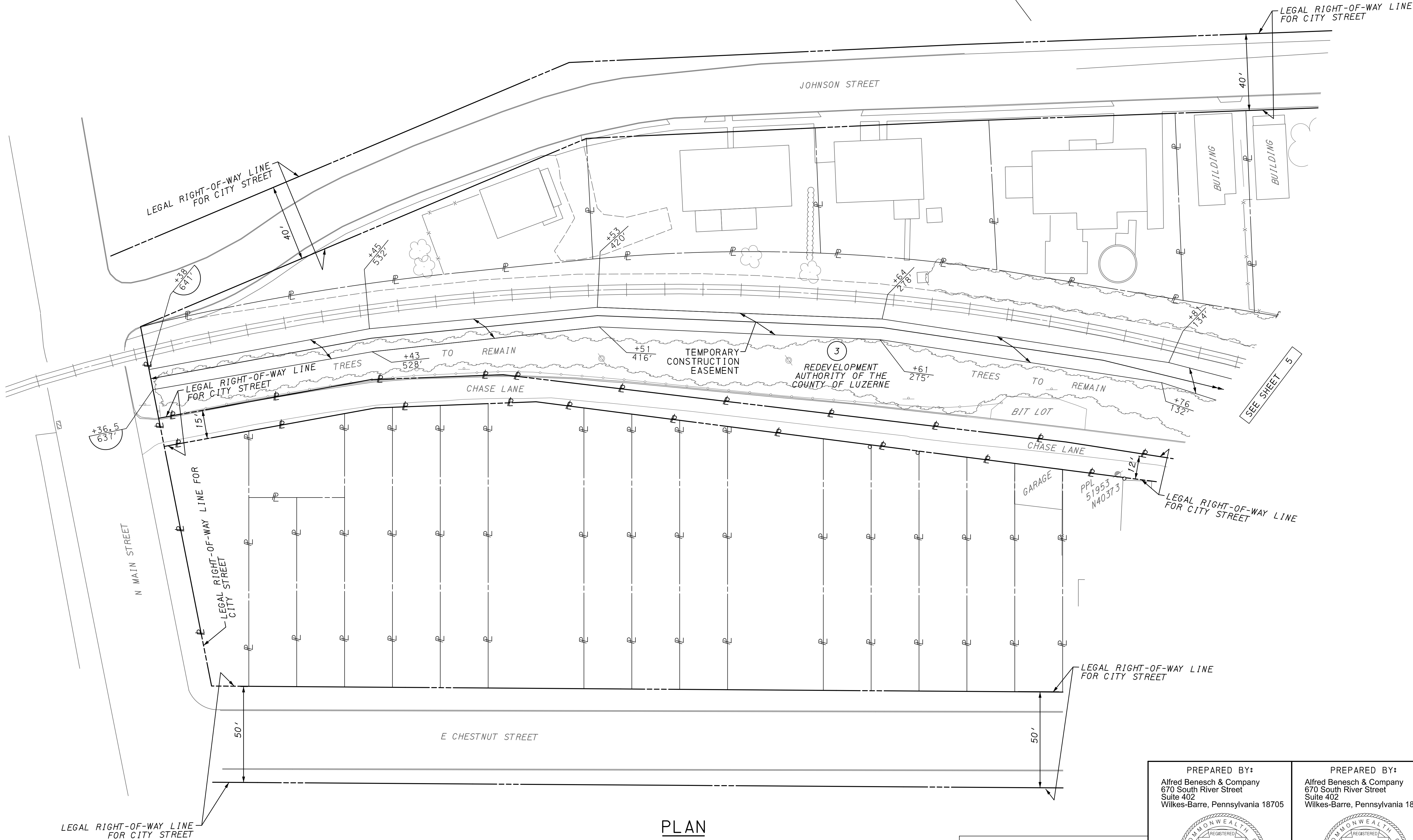
PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	6 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY



PARCEL NO.	PROPERTY PLOT
3	SHEET NO. 9

FOR BASELINE REFERENCE CIRCLES, SEE SHEET NO. 4
FOR PROFILE, SEE SHEET NO. 7
SURVEY BOOK NO 30485

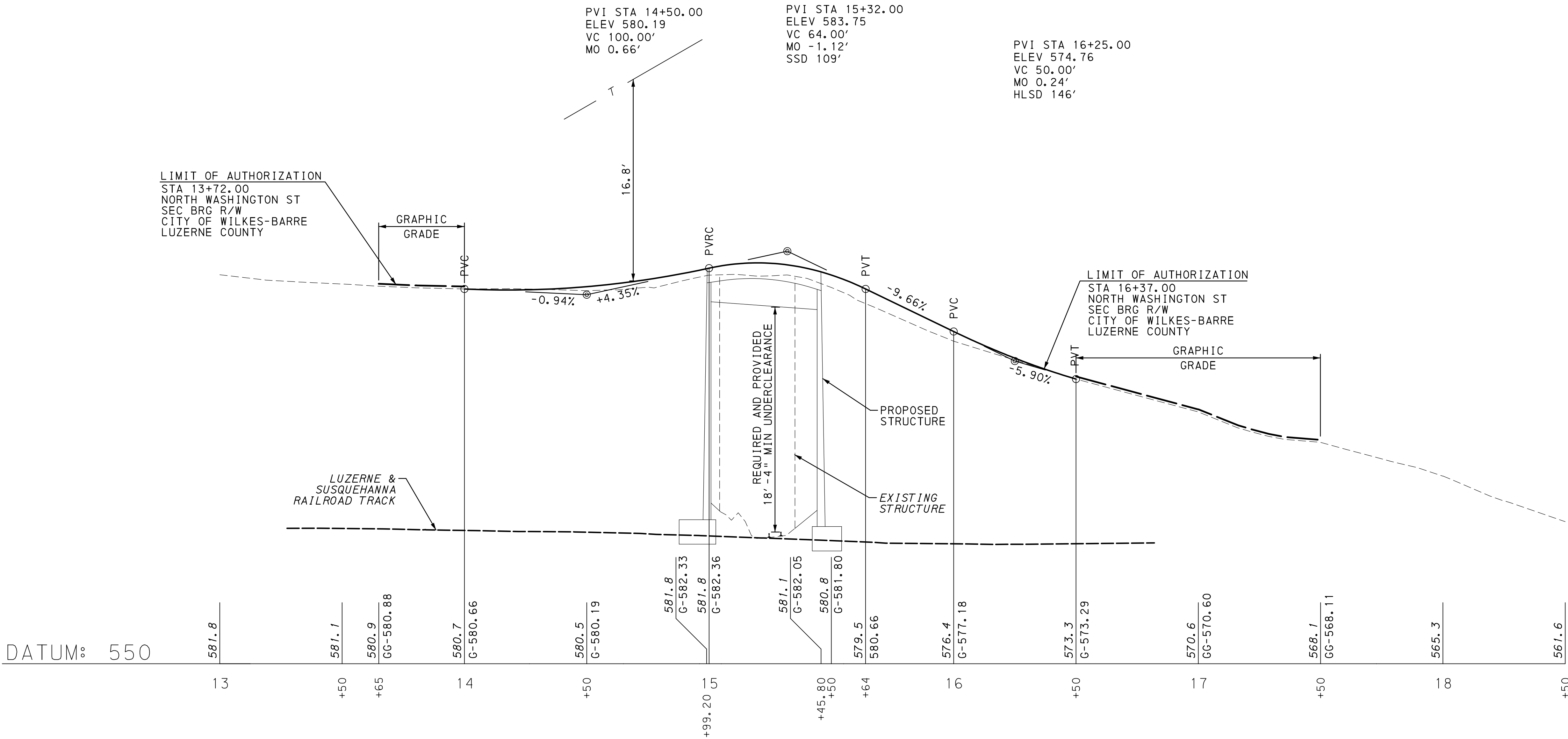
<p>PREPARED BY:</p> <p>Alfred Benesch &amp; Company 670 South River Street Suite 402 Wilkes-Barre, Pennsylvania 18705</p>	<p>PREPARED BY:</p> <p>Alfred Benesch &amp; Company 670 South River Street Suite 402 Wilkes-Barre, Pennsylvania 18705</p>

04\21\2022

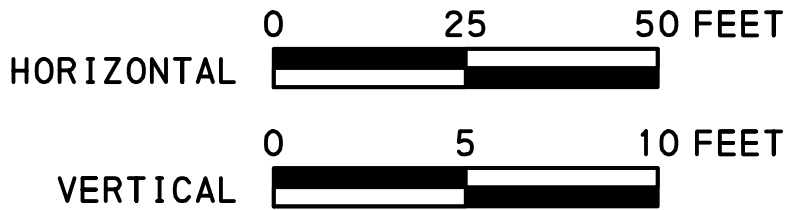
PLOTTED:

OPERATOR: Y:\Haz\erton\31000S\31063.01\_WB\_N\_Washington\Eng\Docs\ROW\RW\_Profiles.dgn (Default)

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	7 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY



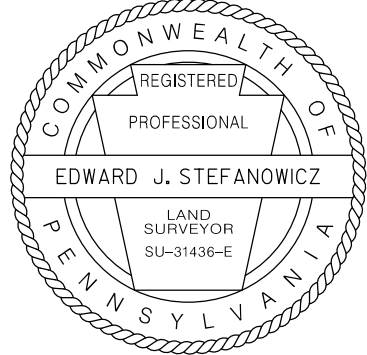
NORTH WASHINGTON ST. PROFILE



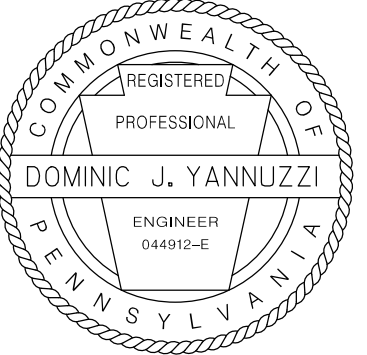
FOR PLAN SHEET, SEE SHEET NO. 5

SURVEY BOOK NO 30485

PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705

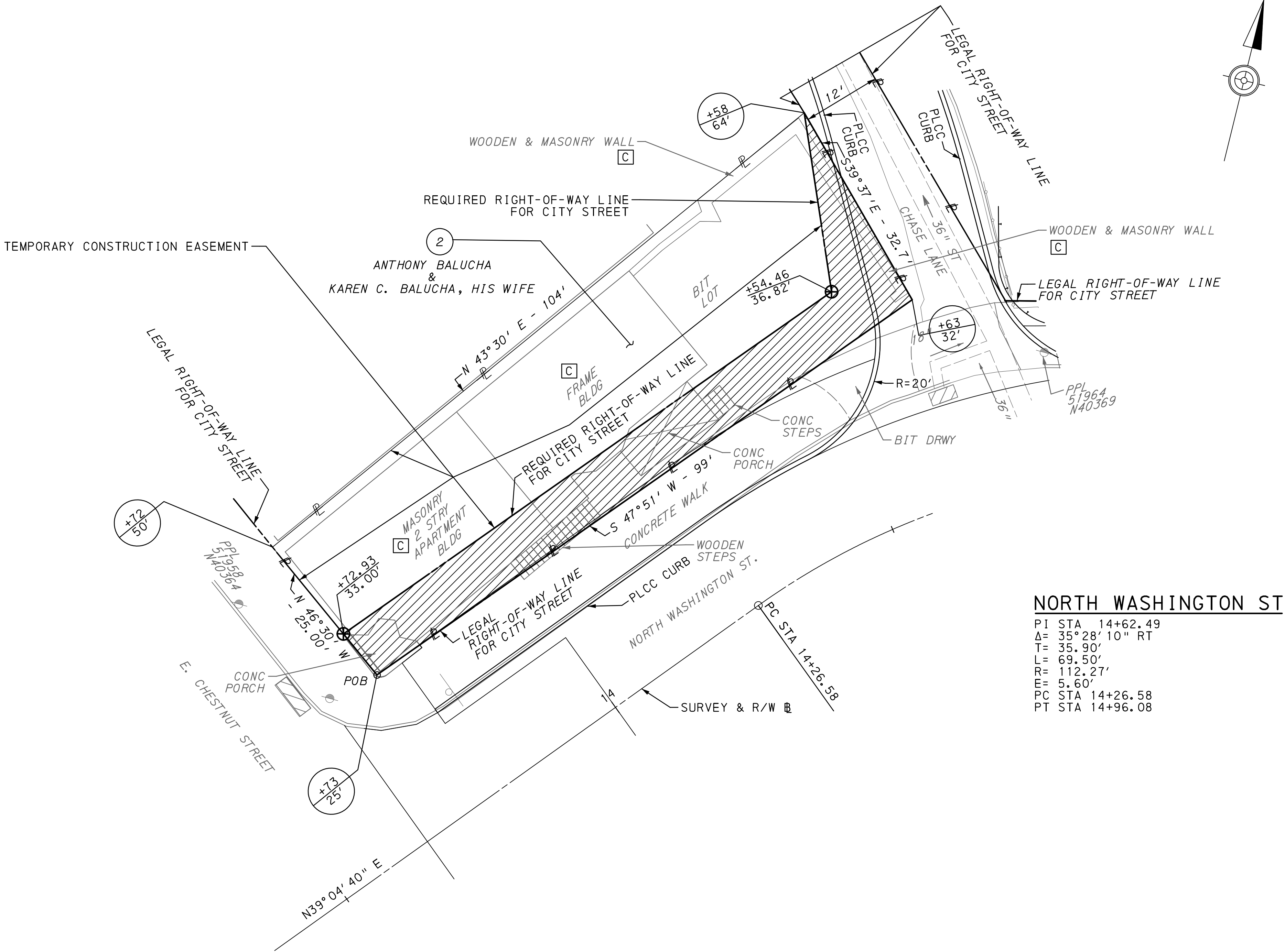


PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705





DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	8 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY

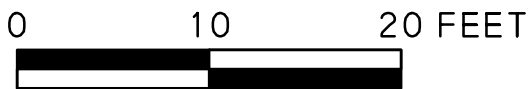


NORTH WASHINGTON ST

PI STA 14+62.49  
Δ= 35°28' 10" RT  
T= 35.90'  
L= 69.50'  
R= 112.27'  
E= 5.60'  
PC STA 14+26.58  
PT STA 14+96.08

PARCEL NO. 2  
PLOT PLAN

H10NW2-20-16



LEGEND

- INDICATES SCALED DIMENSION
- REQUIRED RIGHT-OF-WAY FOR CITY STREET
- RIGHT-OF-WAY MONUMENT (PROPOSED)

NOTES:

BUILDINGS AND STRUCTURES MARKED [C] HAVE BEEN OR ARE TO BE REMOVED OR ALTERED BY THE CITY OR OTHER AUTHORITY RESPONSIBLE FOR THE PAYMENT OF PROPERTY DAMAGES.

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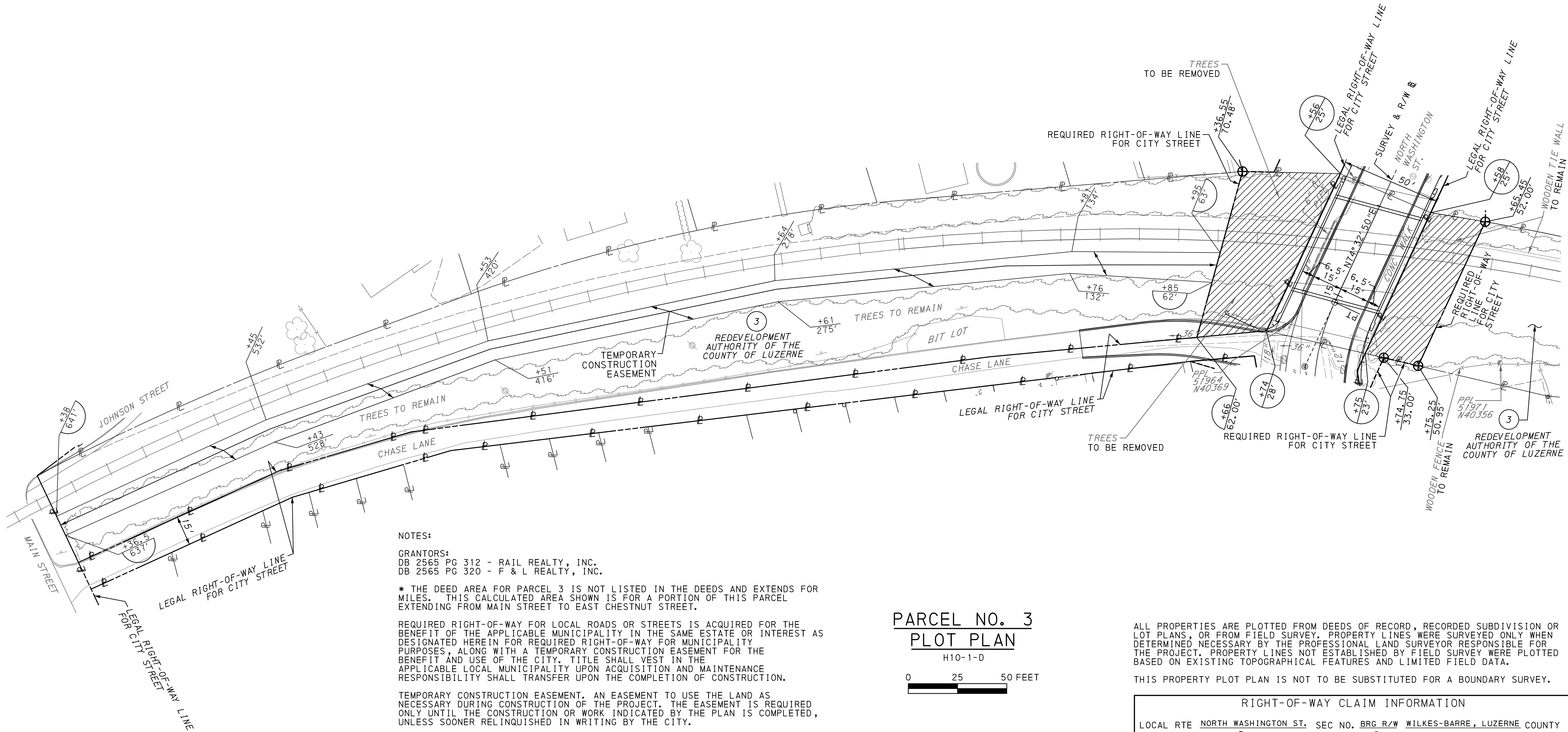
ALL PROPERTIES ARE PLOTTED FROM DEEDS OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, OR FROM FIELD SURVEY. PROPERTY LINES WERE SURVEYED ONLY WHEN DETERMINED NECESSARY BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT. PROPERTY LINES NOT ESTABLISHED BY FIELD SURVEY WERE PLOTTED BASED ON EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA.

THIS PROPERTY PLOT PLAN IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.

RIGHT-OF-WAY CLAIM INFORMATION

LOCAL RTE NORTH WASHINGTON ST. SEC NO. BRG R/W WILKES-BARRE, LUZERNE COUNTY			
PARCEL NO.	2	SHEET NO.	5 CLAIM NO.
PROPERTY OWNER(S) ANTHONY BALUCHA & KAREN C. BALUCHA, HIS WIFE			
GRANTOR(S) ANTHONY BALUCHA, ADMINISTRATOR OF ESTATE OF MARY CAROL BALUCHA, DECEASED			
RECORD BOOK	3018	AREAS	ACRE/SF
PAGE	72373	DEED	
DATE OF DEED	4/24/2018	CALCULATED	2912
DATE OF RECORD	4/25/2018	ADVERSES	NONE
CONSIDERATION	\$1.00	LEGAL R/W	NONE
TAX STAMPS	NONE	EFFECTIVE	2912
		TOTAL REQ'D R/W	920
		TOTAL RESIDUE	1992
		RESIDUE LT	1992
		RESIDUE RT	NONE
		REQUIRED AREA	ACRE/SF
		ROW FOR CITY ST	920
		CHANNEL	NONE
		SLOPE	NONE
		TEMP CONSTR EASE	1992
		VERIFICATION DATE 4/14/2022	
		DRAWN BY benesch	
		SCALE AS SHOWN	

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	9 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY



NOTES:

GRANTORS:  
DB 2565 PG 312 - RAIL REALTY, INC.  
DB 2565 PG 320 - F & L REALTY, INC.

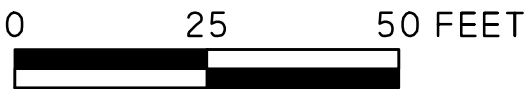
\* THE DEED AREA FOR PARCEL 3 IS NOT LISTED IN THE DEEDS AND EXTENDS FOR MILES. THIS CALCULATED AREA SHOWN IS FOR A PORTION OF THIS PARCEL EXTENDING FROM MAIN STREET TO EAST CHESTNUT STREET.

REQUIRED RIGHT-OF-WAY FOR LOCAL ROADS OR STREETS IS ACQUIRED FOR THE BENEFIT OF THE APPLICABLE MUNICIPALITY IN THE SAME ESTATE OR INTEREST AS DESIGNATED HEREIN FOR REQUIRED RIGHT-OF-WAY FOR MUNICIPALITY PURPOSES, ALONG WITH A TEMPORARY CONSTRUCTION EASEMENT FOR THE BENEFIT AND USE OF THE CITY. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE CITY.

PARCEL NO. 3  
PLOT PLAN

H10-1-D



ALL PROPERTIES ARE PLOTTED FROM DEEDS OF RECORD, RECORDED SUBDIVISION OR LOT PLANS, OR FROM FIELD SURVEY. PROPERTY LINES WERE SURVEYED ONLY WHEN DETERMINED NECESSARY BY THE PROFESSIONAL LAND SURVEYOR RESPONSIBLE FOR THE PROJECT. PROPERTY LINES NOT ESTABLISHED BY FIELD SURVEY WERE PLOTTED BASED ON EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA.

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LEGEND

- INDICATES SCALED DIMENSION
- REQUIRED RIGHT-OF-WAY FOR CITY STREET
- RIGHT-OF-WAY MONUMENT (PROPOSED)

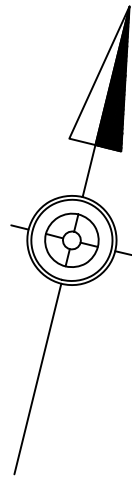
PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705

PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705

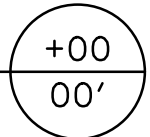
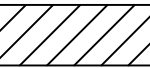

A PORTION OF DEED BOOK	2565
PAGE	312
DATE OF DEED	6-10-1996
DATE OF RECORD	6-11-1996
CONSIDERATION	\$416,750
TAX STAMPS	NONE

RIGHT-OF-WAY CLAIM INFORMATION					
LOCAL RTE NORTH WASHINGTON ST. SEC NO. BRG R/W WILKES-BARRE, LUZERNE COUNTY					
PARCEL NO. 3 SHEET NO. 5 CLAIM NO.					
PROPERTY OWNER(S) REDEVELOPMENT AUTHORITY OF THE COUNTY OF LUZERNE					
GRANTOR(S) SEE NOTE					
A PORTION OF DEED BOOK	2565	AREAS	ACRE/SF	REQUIRED AREA	ACRE/SF
PAGE	320	DEED	-	ROW FOR CITY ST	5,615
DATE OF DEED	6-10-1996	CALCULATED	72,173 *	CHANNEL	NONE
DATE OF RECORD	6-11-1996	ADVERSES	NONE	SLOPE	NONE
CONSIDERATION	\$687,500	LEGAL R/W	4187	TEMP CONSTR EASE	6,811
TAX STAMPS	NONE	EFFECTIVE	67,986		
		TOTAL REQ'D R/W	5,615		
		TOTAL RESIDUE	62,371		
		RESIDUE LT	42,881		
		RESIDUE RT	19,490		
				VERIFICATION DATE	4/14/2022
				DRAWN BY	benesch
				SCALE	AS SHOWN

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	10 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY



LEGEND

-  - INDICATES SCALED DIMENSION
-  - REQUIRED RIGHT-OF-WAY FOR CITY STREET
-  - RIGHT-OF-WAY MONUMENT (PROPOSED)

NOTES:

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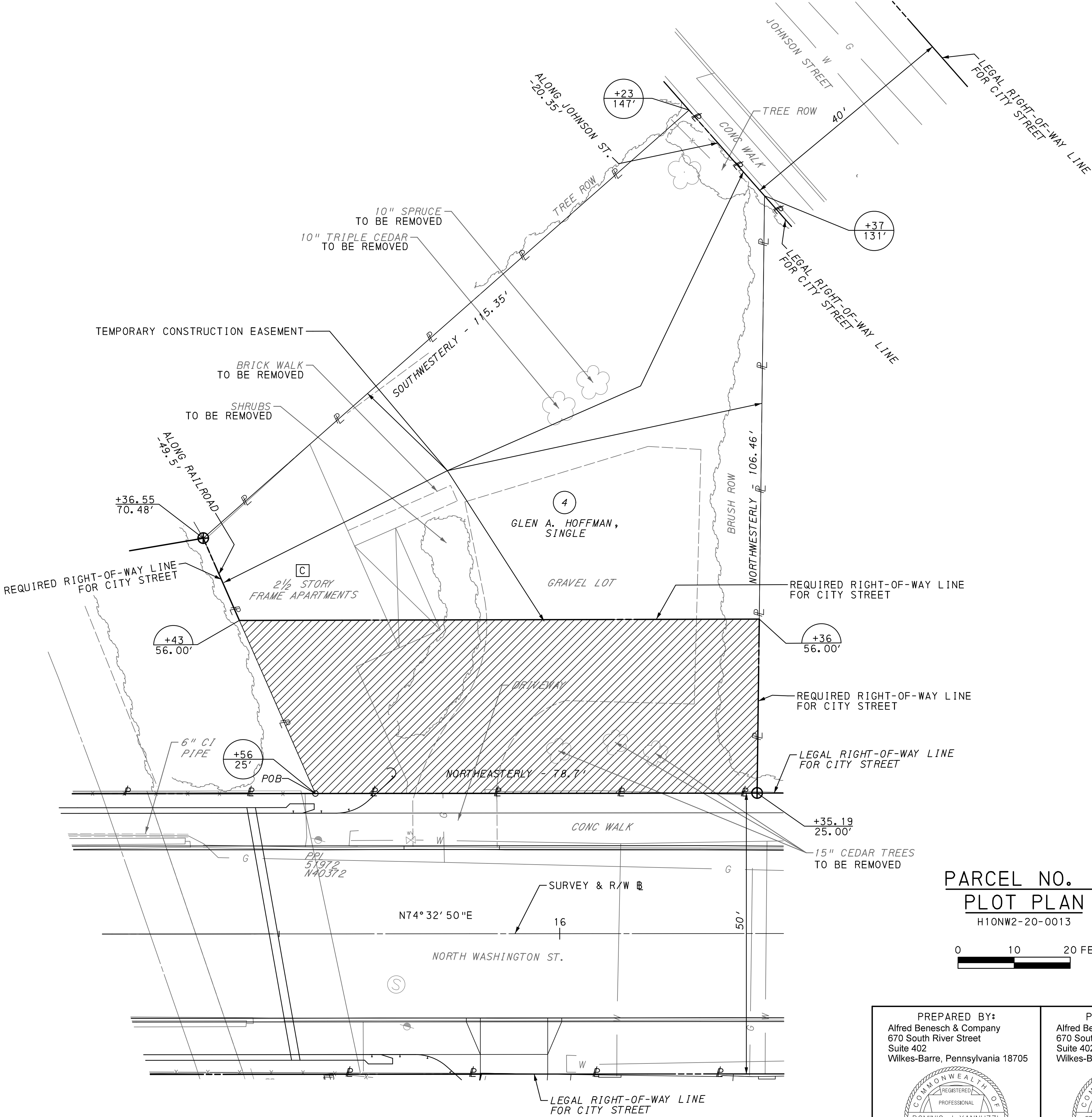
REQUIRED RIGHT-OF-WAY FOR LOCAL ROADS OR STREETS IS ACQUIRED FOR THE BENEFIT OF THE APPLICABLE MUNICIPALITY IN THE SAME ESTATE OR INTEREST AS DESIGNATED HEREIN FOR REQUIRED RIGHT-OF-WAY FOR MUNICIPALITY PURPOSES, ALONG WITH A TEMPORARY CONSTRUCTION EASEMENT FOR THE BENEFIT AND USE OF THE CITY. TITLE SHALL VEST IN THE APPLICABLE LOCAL MUNICIPALITY UPON ACQUISITION AND MAINTENANCE RESPONSIBILITY SHALL TRANSFER UPON THE COMPLETION OF CONSTRUCTION.

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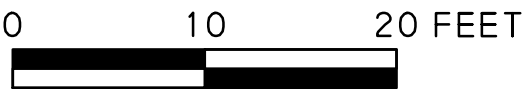
THIS PROPERTY PLOT PLAN IS NOT TO BE SUBSTITUTED FOR A BOUNDARY SURVEY.

RIGHT-OF-WAY CLAIM INFORMATION

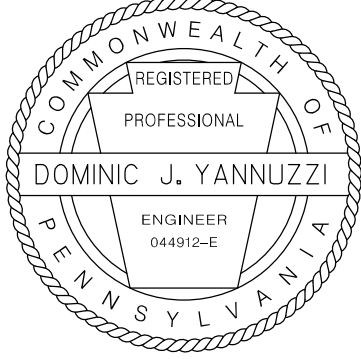
LOCAL RTE NORTH WASHINGTON ST. SEC NO. BRG R/W WILKES-BARRE, LUZERNE COUNTY					
PARCEL NO.	4	SHEET NO.	5 CLAIM NO.		
PROPERTY OWNER(S) GLEN A. HOFFMAN, SINGLE					
GRANTOR(S) DAVID J. ZABORNEY, a/k/a DAVID J. ZABORNY					
DEED BOOK		2313	AREAS	ACRE/SF	
PAGE		608	DEED	-	
DATE OF DEED		06-16-1989	CALCULATED	8,242	
DATE OF RECORD		06-21-1989	ADVERSES	NONE	
CONSIDERATION		\$20,000.00	LEGAL R/W	NONE	
TAX STAMPS		\$200.00	EFFECTIVE	8,242	
			TOTAL REQ'D R/W	2,657	
			TOTAL RESIDUE	5,585	
			RESIDUE LT	5,585	
			RESIDUE RT	NONE	
				REQUIRED AREA	ACRE/SF
				ROW FOR CITY ST.	2,657
				CHANNEL	NONE
				SLOPE	NONE
				TEMP CONSTR EASE	5,585
				VERIFICATION DATE	4/14/2022
				DRAWN BY	benesch
				SCALE	AS SHOWN



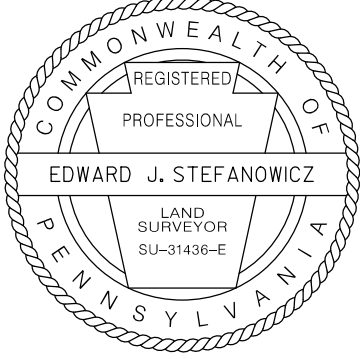
PARCEL NO. 4  
PLOT PLAN  
H10NW2-20-0013



PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705





DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	11 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY

NORTH WASHINGTON ST

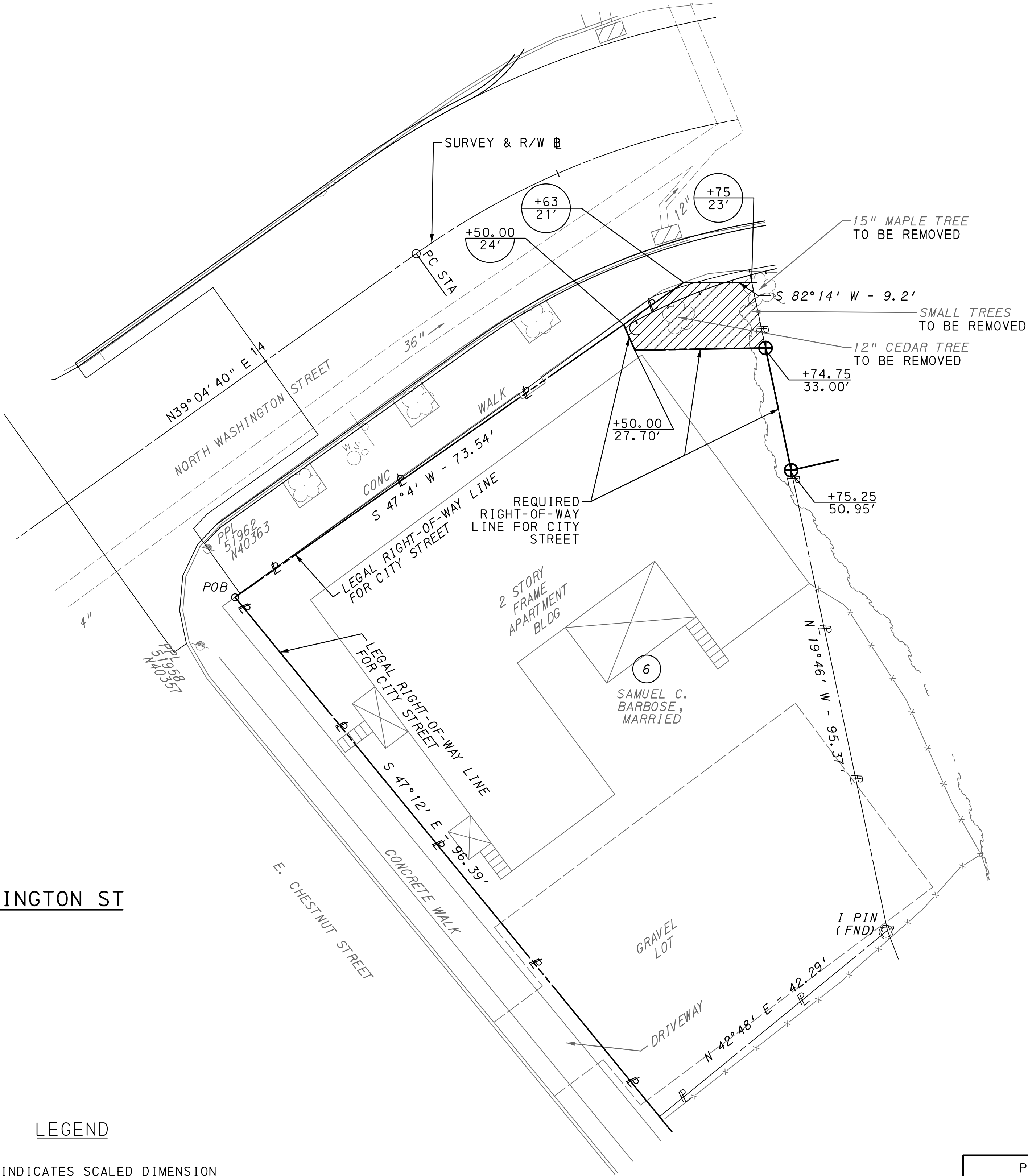
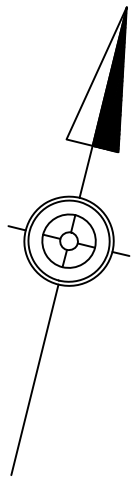
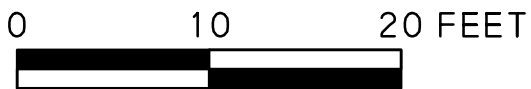
PI STA 14+62.49  
Δ= 35°28' 10" RT  
T= 35.90'  
L= 69.50'  
R= 112.27'  
E= 5.60'  
PC STA 14+26.58  
PT STA 14+96.08

LEGEND

- INDICATES SCALED DIMENSION
- REQUIRED RIGHT-OF-WAY FOR CITY STREET
- RIGHT-OF-WAY MONUMENT (PROPOSED)

PARCEL NO. 6  
PLOT PLAN

H10NW2-22-1A



NOTES:

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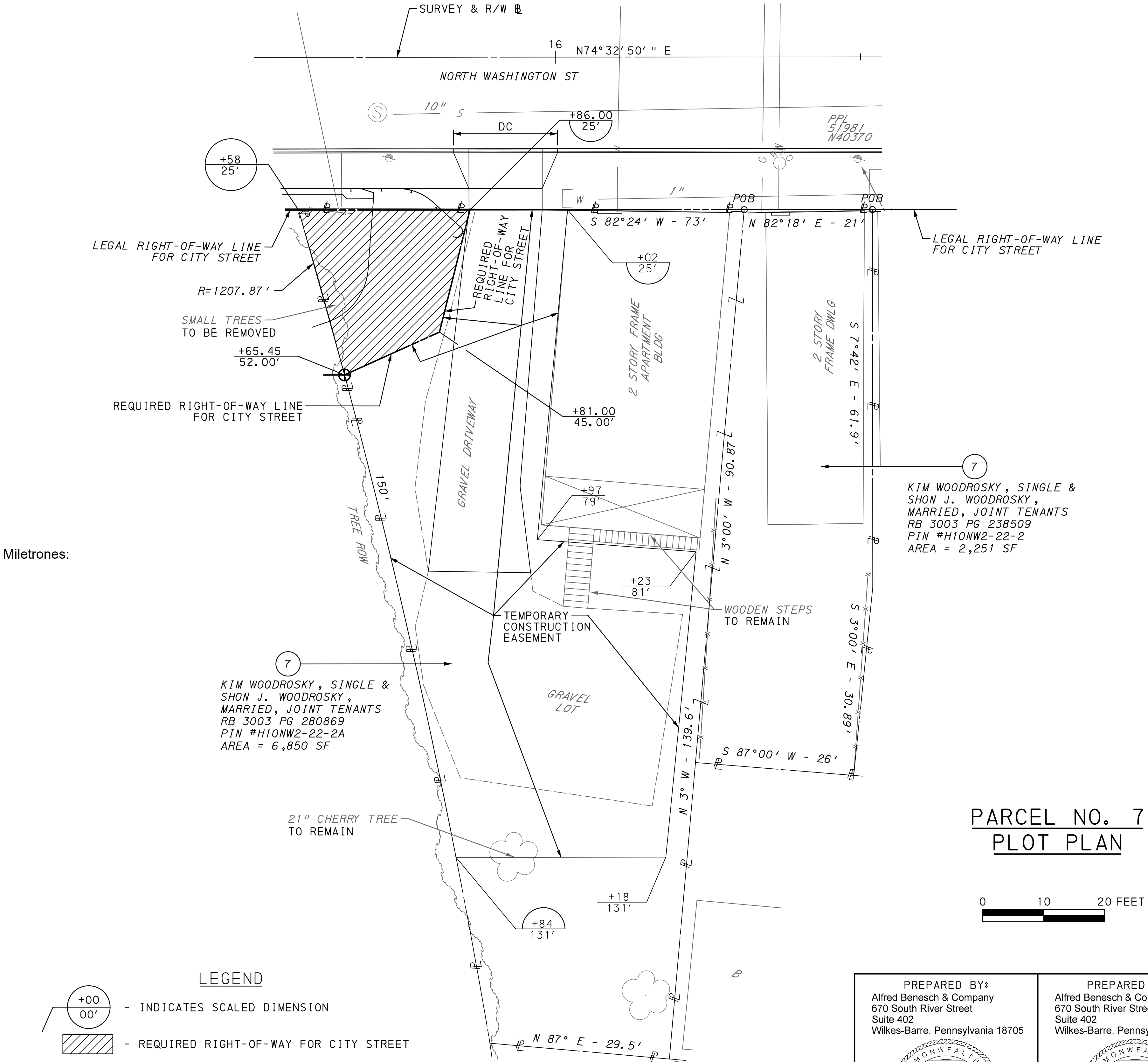
RIGHT-OF-WAY CLAIM INFORMATION

LOCAL RTE NORTH WASHINGTON ST. SEC NO. BRG R/W WILKES-BARRE, LUZERNE COUNTY  
PARCEL NO. 6 SHEET NO. 5 CLAIM NO. \_\_\_\_\_  
PROPERTY OWNER(S) SAMUEL C. BARBOSE, MARRIED  
GRANTOR(S) JAMES STRAUB AND YOSHIMI STRAUB, HIS WIFE

RECORD BOOK	3003	AREAS	ACRE/SF	REQUIRED AREA	ACRE/SF
DEED	329875	CALCULATED	6,156	ROW FOR CITY ST.	157
PAGE	01-01-2001	ADVERSES	NONE	CHANNEL	NONE
DATE OF DEED	10-30-2003	LEGAL R/W	NONE	SLOPE	NONE
DATE OF RECORD	CONSIDERATION \$125,000.00	EFFECTIVE	6,156	TEMP CONSTR EASE	NONE
TAX STAMPS	\$1,250.00	TOTAL REQ'D R/W	157		
		TOTAL RESIDUE	5,999		
		RESIDUE LT	NONE		
		RESIDUE RT	5,999		

VERIFICATION DATE 4/14/2022  
DRAWN BY benesch  
SCALE AS SHOWN

DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	12 OF 12	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY



Miletrones:

- LEGEND**
- INDICATES SCALED DIMENSION
  - REQUIRED RIGHT-OF-WAY FOR CITY STREET
  - RIGHT-OF-WAY MONUMENT (PROPOSED)

**NOTES:**

GRANTORS:  
RB 3003 PG 238509 - MARY ANN SAKALAS, SINGLE  
RB 3003 PG 280869 - JOSEPHINE SAVELLI


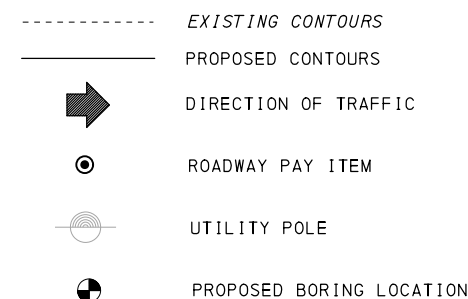
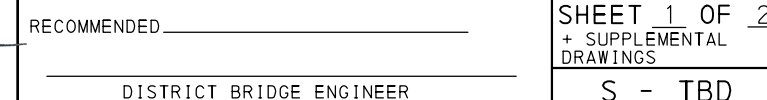
TEMPORARY CONSTRUCTION EASEMENT. AN EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER RELINQUISHED IN WRITING BY THE CITY.

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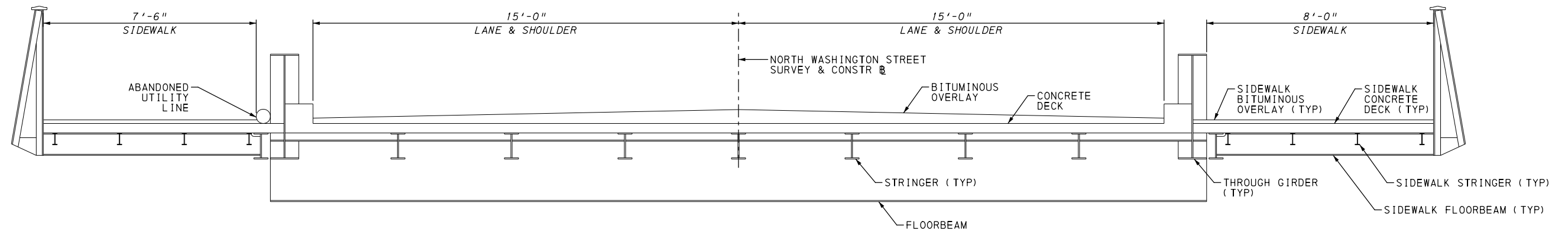
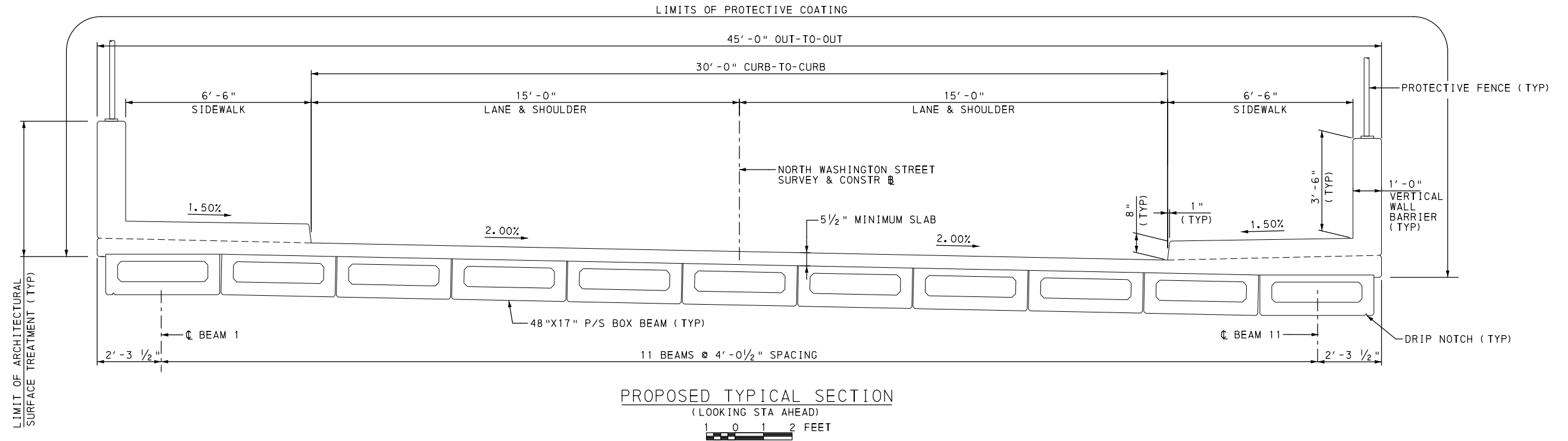
RIGHT-OF-WAY CLAIM INFORMATION			
LOCAL RTE <u>NORTH WASHINGTON ST.</u> SEC NO. <u>BRG R/W</u> <u>WILKES-BARRE, LUZERNE COUNTY</u>			
PARCEL NO. <u>7</u>	SHEET NO. <u>5</u>	CLAIM NO. _____	
PROPERTY OWNER(S) <u>KIM WOODROSKY, SINGLE &amp; SHON J. WOODROSKY, MARRIED, JOINT TENANTS</u>			
GRANTOR(S) <u>SEE NOTE</u>			
RECORD BOOK <u>3003</u>		AREAS	ACRE/SF
PAGE <u>280869</u>		DEED	-
DATE OF DEED <u>9/4/2003</u>		CALCULATED	9101
DATE OF RECORD <u>9/18/2003</u>		ADVERSES	NONE
CONSIDERATION <u>\$10,000.00</u>		LEGAL R/W	NONE
TAX STAMPS <u>\$100.00</u>		EFFECTIVE	9101
		TOTAL REQ'D R/W	515
		TOTAL RESIDUE	8586
		RESIDUE LT	NONE
		RESIDUE RT	8586
		REQUIRED AREA	ACRE/SF
		ROW FOR CITY ST.	515
		CHANNEL	NONE
		SLOPE	NONE
		TEMP CONSTR EASE	3510
		VERIFICATION DATE	4/14/2022
		DRAWN BY	benesch
		SCALE	AS SHOWN



DATE: 7/1/2021

NOTE: NO BACKWALLS REQUIRED FOR ABUT 1 OR ABUT 2

07\01\2021  
PLOTTED:  
07\01\2021  
OPERATOR: Y:\Hazard\ton\31063.01-WB-N.Washington\Eng\_Docs\Structure\TSL\02\_Typ\_Sect.dgn (Full Size) 8/9/2021 10:04 AM  
FILE NAME: Y:\Hazard\ton\31063.01-WB-N.Washington\Eng\_Docs\Structure\TSL\02\_Typ\_Sect.dgn (Full Size) 8/9/2021 10:04 AM



#### GENERAL NOTES

- DESIGN SPECIFICATIONS:
  - AASHTO LRFD DESIGN SPECIFICATIONS 8TH EDITION, 2017 AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, DEC 2019.
  - DESIGN IS IN ACCORDANCE WITH THE LRFD METHOD.
- DESIGN LIVE LOADS:
  - PHL-93, P-82, AND P2016-13
- DEAD LOADS:
  - INCLUDES A SURFACE AREA DENSITY OF 30 PSF FOR FUTURE WEARING SURFACE ON THE DECK SLAB.
  - INCLUDES A FENCE LOAD OF 45 PLF FOR EACH FENCE.
- TYPICAL SECTION DIMENSIONS DO NOT INCLUDED ARCHITECTURAL SURFACE TREATMENT.

Mark	Description	By	Chk'd	Recm'd	Date
REVISIONS					

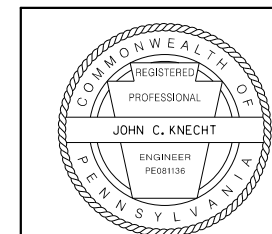
COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION

LUZERNE COUNTY  
CITY OF WILKES-BARRE  
SR 7304 SEC BRG STA 15+23.00  
OVER LUZERNE & SUSQUEHANNA RAILROAD  
SINGLE SPAN P/S CONCRETE ADJACENT  
BOX BEAM BRIDGE  
TYPICAL SECTION

RECOMMENDED \_\_\_\_\_

SHEET 2 OF 2

S - TBD

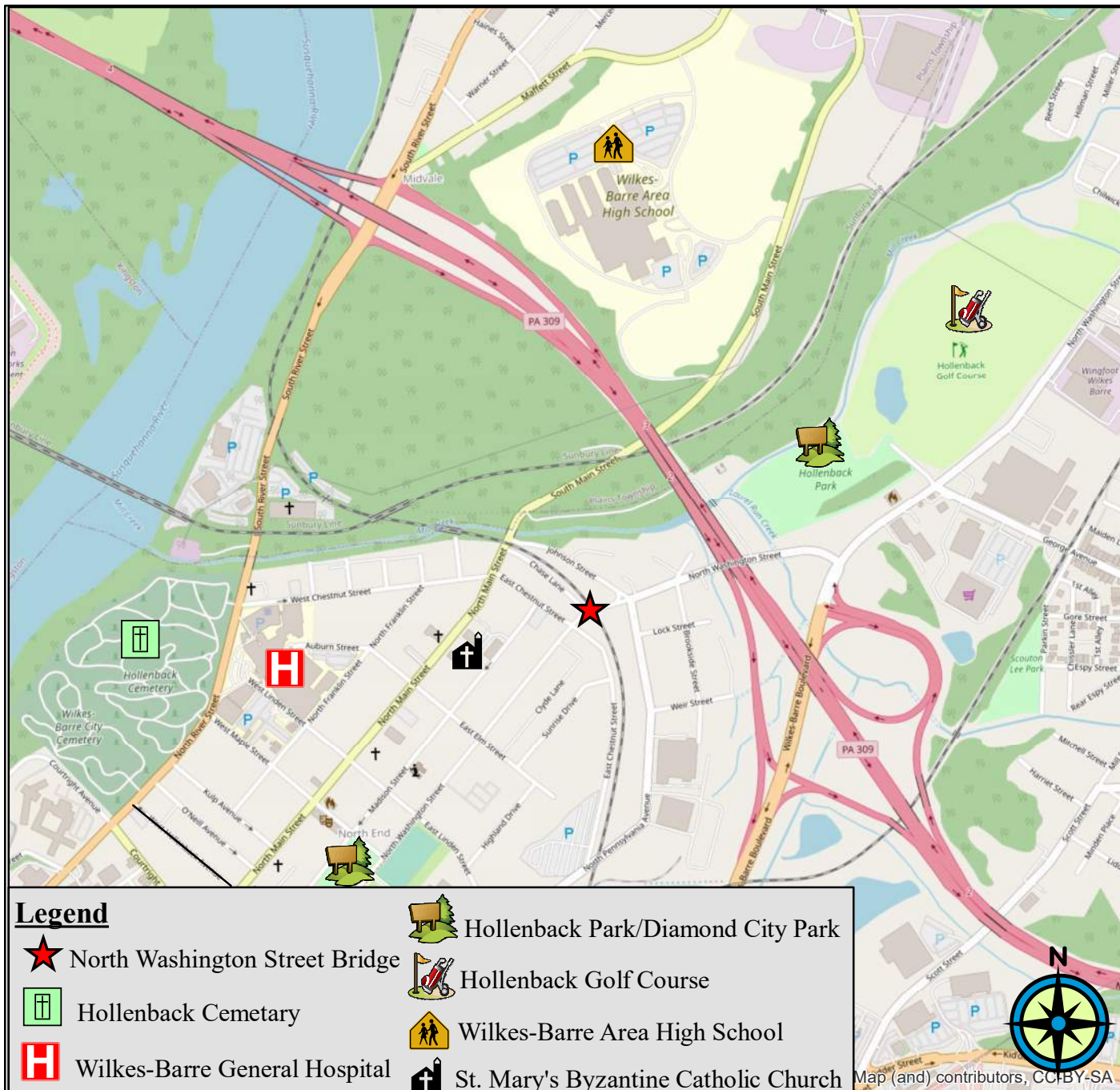


DATE: \_\_\_\_\_

## **Appendix B**

### **Figure 2, Environmental Features Map, LCTA Miners Mills- Hudson Route Map, and Identification of Historic Resources Plan**





## Environmental Features Map

S.R. 7304, Section BRG  
 North Washington Street over the Luzerne and Susquhanna Railroad  
 City of Wilkes-Barre, Luzerne County, Pennsylvania  
 MPMS: 103454

**Figure:**  
 2

**Source:** ESRI, Open Street Map.

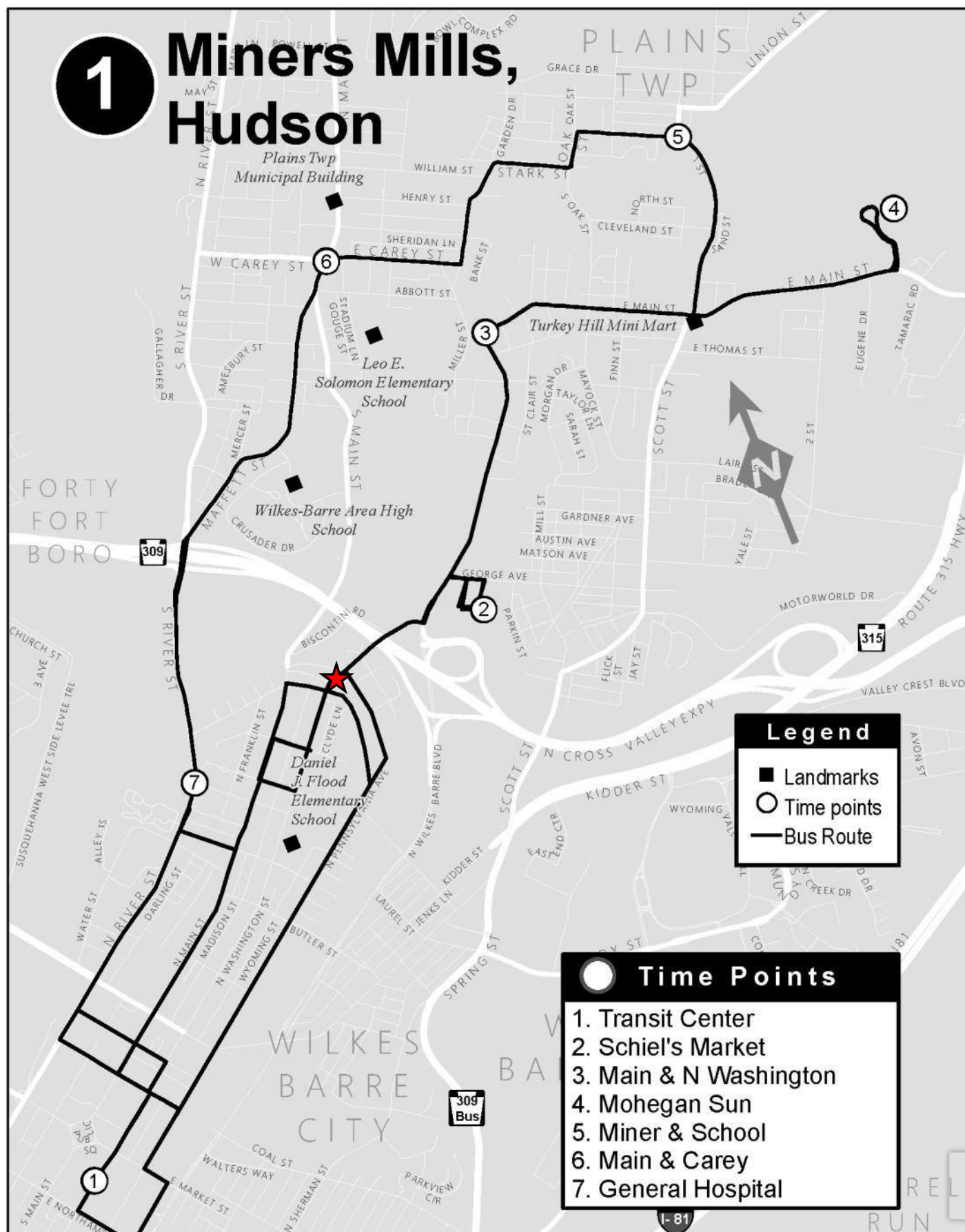
**Scale:**  
 1 inch = 1,000 feet



Navarro & Wright Consulting Engineers, Inc.  
 151 Reno Avenue, New Cumberland, PA 17070  
 (717) 441-2216 (Telephone) (717) 695-7449 (Fax)

**Date:**  
 11/16/23

# Miners Mills, Hudson



## North Washington Street Bridge



DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NORTH WASHINGTON ST.	BRG	1 OF 2	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY

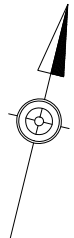
NORTH WASHINGTON ST.

PI STA 17+72.79  
NO CURVE

LEGEND

LEHIGH VALLEY RAILROAD

N WASHINGTON STREET BRIDGE

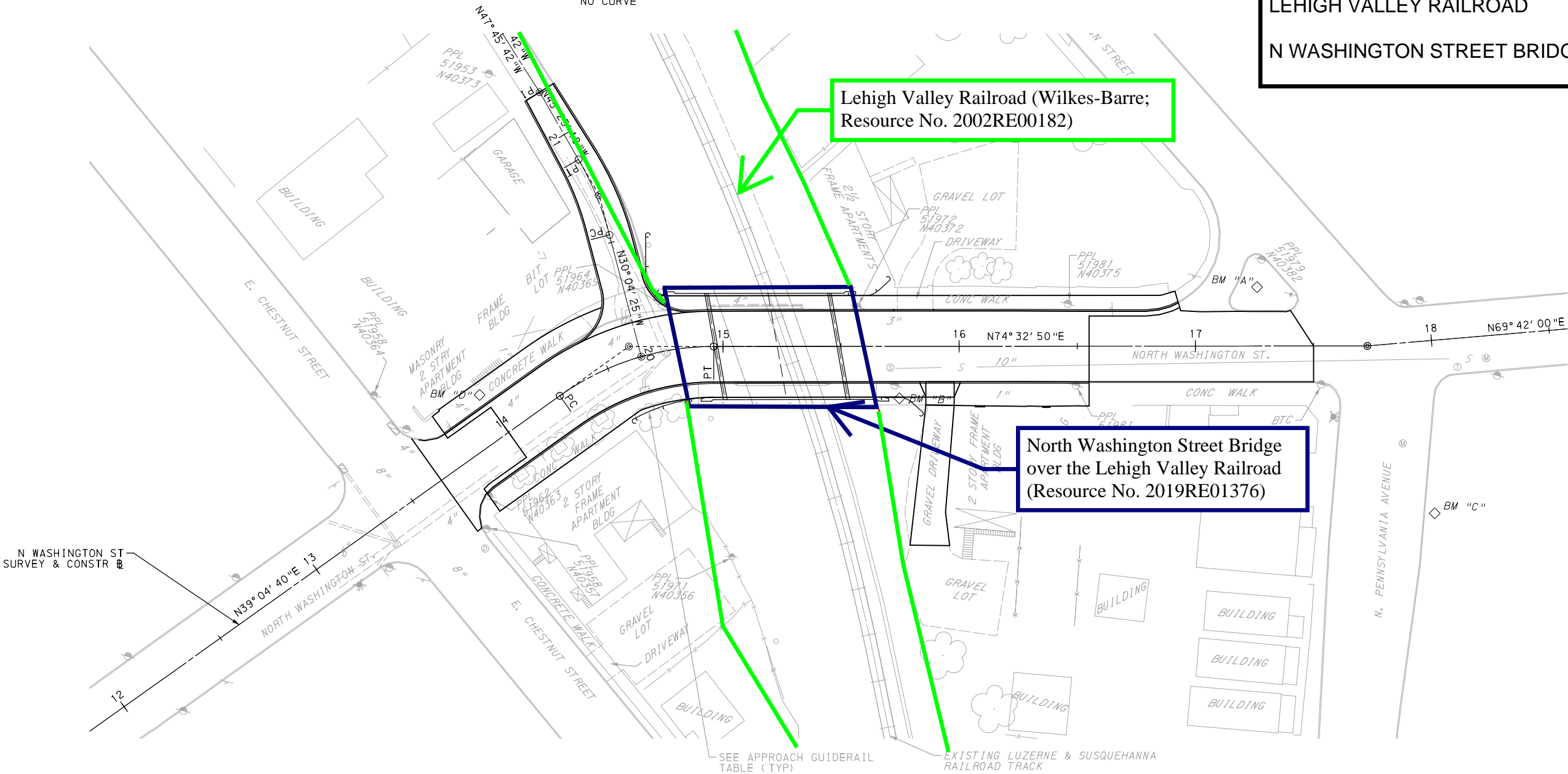


CHASE LANE

PI STA 20+70.68  
Δ= 15°21' 53" LT  
T= 17.40'  
L= 34.59'  
R= 129'  
E= 1.17'  
PC STA 20+53.28  
PT STA 20+87.87

CHASE LANE

PI STA 21+20.77  
NO CURVE



NORTH WASHINGTON ST (SR 7304)

NORTH WASHINGTON ST.

PI STA 14+62.49  
Δ= 35°28' 10" RT  
T= 35.90'  
L= 69.50'  
R= 112.27'  
E= 5.60'  
PC STA 14+26.58  
PT STA 14+96.08  
SUPERELEVATE 2.0%

Identification of Historic Resources Plan

PREPARED BY:  
Alfred Benesch & Company  
670 South River Street, Suite 402  
Wilkes-Barre, Pennsylvania 18705



## Appendix C

### Streamlined Resource Summary

Natural Environment	
<b>Wetlands</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field delineation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Streams, Rivers, and Other Surface Waters</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Field delineation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Wild and Scenic Rivers</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Floodplains</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Coastal Zones</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Threatened and Endangered Species</b>	
Evaluation:	Resource is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Pennsylvania Natural Diversity Inventory (PNDI)
Documentation:	PNDI Review Receipt (PNDI-800401), dated December 1, 2023

<b>Vegetation and Wildlife</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>National Natural Landmarks</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Wildlife Sanctuaries</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Wilderness, Natural, and Wild Areas</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Public Lands (Parks, Recreation Areas, State Game Lands, Section 6(f), etc.)</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation and Scoping Field View
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Groundwater Resources</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation and Scoping Field View
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )

<b>Unique Geological Features</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Agricultural Resources</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation and Scoping Field View
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Hazardous or Residual Waste</b>	
Evaluation:	Resource is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Field reconnaissance and sampling
Documentation:	ACM and LPB Inspection Report, available in the project's technical file
<b>Air Quality and Climate Change</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Noise</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )
<b>Energy</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation
Documentation:	Approved Scoping Field View Form ( <a href="https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632">https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&amp;UrlPackageId=27632</a> )

<b>Socioeconomic</b>	
<b>Land Use</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Desktop evaluation, PennDOT Pub 217
Documentation:	Streamlined EA
<b>Community Cohesion</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Desktop evaluation, PennDOT Pub 217
Documentation:	Streamlined EA
<b>Community Facilities and Services</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation.
Method of Evaluation:	Desktop evaluation, PennDOT Pub 217
Documentation:	Streamlined EA
<b>Community Economics</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Desktop evaluation, PennDOT Pub 217
Documentation:	Streamlined EA
<b>Environmental Justice and Title VI</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Desktop evaluation, PennDOT Pub 746
Documentation:	Streamlined EA
<b>Right-of-Way and Displacements</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Desktop evaluation, right-of-way plans, project coordination
Documentation:	Streamlined EA
<b>Cultural</b>	
<b>Above-Ground Resources</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Desktop evaluation and Scoping Field View
Documentation:	Section 106 Project PATH posting details: ( <a href="https://path.pennndot.gov/ProjectDetails.aspx?ProjectID=52028">https://path.pennndot.gov/ProjectDetails.aspx?ProjectID=52028</a> )
<b>Archaeological Resources</b>	
Evaluation:	Resource is not in the study area
Method of Evaluation:	Desktop evaluation and Scoping Field View
Documentation:	PennDOT Section 106 Effects Finding Form ( <a href="https://path.pennndot.gov/ProjectDetails.aspx?ProjectID=52028">https://path.pennndot.gov/ProjectDetails.aspx?ProjectID=52028</a> )

Other	
<b>Visual/Aesthetics</b>	
Evaluation:	Resources is discussed in Section 3. Environmental Resources, Impacts and Mitigation
Method of Evaluation:	Desktop evaluation
Documentation:	Streamlined EA
<b>Section 4(f) Resources</b>	
Evaluation:	Resource is discussed in Section 4, Section 4(f)
Method of Evaluation:	Desktop evaluation, field reconnaissance, project coordination and Section 106 consultation process (( <a href="https://path.penndot.gov/ProjectDetails.aspx?ProjectID=52028">https://path.penndot.gov/ProjectDetails.aspx?ProjectID=52028</a> ))
Documentation:	Programmatic Section 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges and Determination of Section 4(f) De Minimis Use Section 2002 No Adverse Use Historic Properties Forms

**Appendix D**

**PNDI Receipt and Pennsylvania Fish and Boat Commission  
Response Letter**

## 1. PROJECT INFORMATION

Project Name: **S.R. 7304, Section BRG North Washington Street over Luzerne and Susquehanna Railroad**

Date of Review: **12/1/2023 10:08:49 AM**

Project Category: **Transportation, Structures and Bridges, Bridge Replacement and/or Removal - on existing alignment (within 12 feet up/down stream)**

Project Area: **0.06 acres**

County(s): **Luzerne**

Township/Municipality(s): **WILKES-BARRE**

ZIP Code:

Quadrangle Name(s): **PITTSTON**

Watersheds HUC 8: **Upper Susquehanna-Lackawanna**

Watersheds HUC 12: **City of Wilkes-Barre-Mill Creek**

Decimal Degrees: **41.259250, -75.859450**

Degrees Minutes Seconds: **41° 15' 33.3003" N, 75° 51' 34.196" W**

## 2. SEARCH RESULTS

Agency	Results	Response
PA Game Commission	<b>Conservation Measure</b>	<b>No Further Review Required, See Agency Comments</b>
PA Department of Conservation and Natural Resources	No Known Impact	No Further Review Required
PA Fish and Boat Commission	<b>Potential Impact</b>	<b>FURTHER REVIEW IS REQUIRED, See Agency Response</b>
U.S. Fish and Wildlife Service	<b>Avoidance Measure</b>	<b>See Agency Response</b>

As summarized above, Pennsylvania Natural Diversity Inventory (PNDI) records indicate there may be potential impacts to threatened and endangered and/or special concern species and resources within the project area. If the response above indicates "No Further Review Required" no additional communication with the respective agency is required. If the response is "Further Review Required" or "See Agency Response," refer to the appropriate agency comments below. Please see the DEP Information Section of this receipt if a PA Department of Environmental Protection Permit is required.



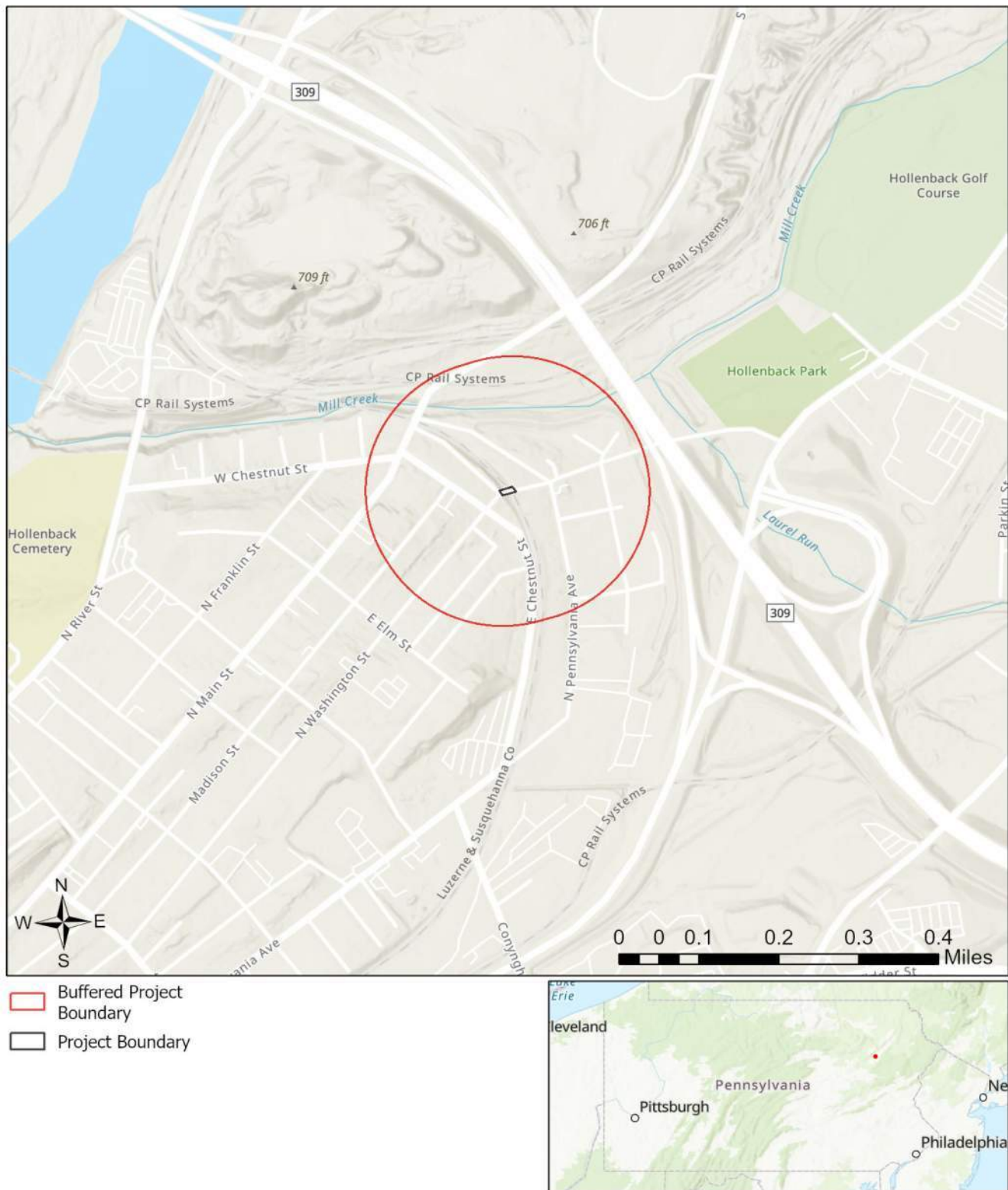
## Map Title



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community



## Map Title



## RESPONSE TO QUESTION(S) ASKED

**Q1:** Is tree removal, tree cutting or forest clearing necessary to implement all aspects of this project?

**Your answer is:** Yes

**Q2:** How many acres of woodland, forest, forested fencerows and trees will be cut, cleared, removed, disturbed or flooded (inundated) as a result of carrying out all aspects or phases of this project? [Round acreages UP to the nearest acre (e.g., 0.2 acres = 1 acre).]

**Your answer is:** 1 to 10 acres

### 3. AGENCY COMMENTS

Regardless of whether a DEP permit is necessary for this proposed project, any potential impacts to threatened and endangered species and/or special concern species and resources must be resolved with the appropriate jurisdictional agency. In some cases, a permit or authorization from the jurisdictional agency may be needed if adverse impacts to these species and habitats cannot be avoided.

These agency determinations and responses are **valid for two years** (from the date of the review), and are based on the project information that was provided, including the exact project location; the project type, description, and features; and any responses to questions that were generated during this search. If any of the following change: 1) project location, 2) project size or configuration, 3) project type, or 4) responses to the questions that were asked during the online review, the results of this review are not valid, and the review must be searched again via the PNDI Environmental Review Tool and resubmitted to the jurisdictional agencies. The PNDI tool is a primary screening tool, and a desktop review may reveal more or fewer impacts than what is listed on this PNDI receipt. The jurisdictional agencies **strongly advise against** conducting surveys for the species listed on the receipt prior to consultation with the agencies.

#### PA Game Commission

##### RESPONSE:

Conservation Measure: Potential impacts to state and federally listed species which are under the jurisdiction of both the Pennsylvania Game Commission (PGC) and the U.S. Fish and Wildlife Service may occur as a result of this project. As a result, the PGC defers comments on potential impacts to federally listed species to the U.S. Fish and Wildlife Service. No further coordination with the Pennsylvania Game Commission is required at this time.

**PGC Species:** (Note: The Pennsylvania Conservation Explorer tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)

Scientific Name	Common Name	Current Status
Sensitive Species**		Endangered

#### PA Department of Conservation and Natural Resources

##### RESPONSE:

No Impact is anticipated to threatened and endangered species and/or special concern species and resources.

#### PA Fish and Boat Commission

##### RESPONSE:

Further review of this project is necessary to resolve the potential impact(s). Please send project information to this agency for review (see WHAT TO SEND).

**PFBC Species:** (Note: The Pennsylvania Conservation Explorer tool is a primary screening tool, and a desktop review may reveal more or fewer species than what is listed below.)

Scientific Name	Common Name	Current Status
Alasmidonta marginata	Elktoe	Special Concern Species*

Scientific Name	Common Name	Current Status
Alasmidonta undulata	Triangle Floater	Special Concern Species*

## U.S. Fish and Wildlife Service

### RESPONSE:

Avoidance Measure: The proposed project is located in the vicinity of northern long-eared bat spring staging/fall swarming habitat. To ensure take is not reasonably certain to occur, do not conduct tree removal from May 15 to August 15. The U.S. Fish and Wildlife Service determined take is not reasonably certain to occur from tree removal if activities are avoided during the pup season (i.e., the range of time when females are close to giving birth (i.e., two weeks prior to birth) and have non-volant (i.e., unable to fly) young). For more information, see the Interim Voluntary Guidance for the Northern Long-Eared Bat: Forest Habitat Modification, available here: <https://www.fws.gov/library/collections/interim-habitat-modification-guidance>.

As the project proponent or applicant, I certify that I will implement the above Avoidance Measure:

James Pennig (Signature)

**SPECIAL NOTE: If you agree to implement the above Avoidance Measure and if applicable, any Information Requests, no further coordination with this agency regarding threatened and endangered species and/or special concern species and resources is required.** If you are not able to comply with the Avoidance Measures, you are required to coordinate with this agency - please send project information to this agency for review (see "What to Send" section).

\* Special Concern Species or Resource - Plant or animal species classified as rare, tentatively undetermined or candidate as well as other taxa of conservation concern, significant natural communities, special concern populations (plants or animals) and unique geologic features.

\*\* Sensitive Species - Species identified by the jurisdictional agency as collectible, having economic value, or being susceptible to decline as a result of visitation.

## WHAT TO SEND TO JURISDICTIONAL AGENCIES

**If project information was requested by one or more of the agencies above**, upload\* or email the following information to the agency(s) (see AGENCY CONTACT INFORMATION). Instructions for uploading project materials can be found [here](#). This option provides the applicant with the convenience of sending project materials to a single location accessible to all three state agencies (but not USFWS).

\*If information was requested by USFWS, applicants must email, or mail, project information to [IR1\\_ESPenn@fws.gov](mailto:IR1_ESPenn@fws.gov) to initiate a review. USFWS will not accept uploaded project materials.

### Check-list of Minimum Materials to be submitted:

\_\_\_\_ Project narrative with a description of the overall project, the work to be performed, current physical characteristics of the site and acreage to be impacted.

\_\_\_\_ A map with the project boundary and/or a basic site plan (particularly showing the relationship of the project to the physical features such as wetlands, streams, ponds, rock outcrops, etc.)

**In addition to the materials listed above, USFWS REQUIRES the following**

\_\_\_\_ **SIGNED** copy of a Final Project Environmental Review Receipt

### The inclusion of the following information may expedite the review process.

\_\_\_\_ Color photos keyed to the basic site plan (i.e. showing on the site plan where and in what direction each photo was taken and the date of the photos)

\_\_\_\_ Information about the presence and location of wetlands in the project area, and how this was determined (e.g., by a qualified wetlands biologist), if wetlands are present in the project area, provide project plans showing the location of all project features, as well as wetlands and streams.

## 4. DEP INFORMATION

The Pa Department of Environmental Protection (DEP) requires that a signed copy of this receipt, along with any required documentation from jurisdictional agencies concerning resolution of potential impacts, be submitted with applications for permits requiring PNDI review. Two review options are available to permit applicants for handling PNDI coordination in conjunction with DEP's permit review process involving either T&E Species or species of special concern. Under sequential review, the permit applicant performs a PNDI screening and completes all coordination with the appropriate jurisdictional agencies prior to submitting the permit application. The applicant will include with its application, both a PNDI receipt and/or a clearance letter from the jurisdictional agency if the PNDI Receipt shows a Potential Impact to a species or the applicant chooses to obtain letters directly from the jurisdictional agencies. Under concurrent review, DEP, where feasible, will allow technical review of the permit to occur concurrently with the T&E species consultation with the jurisdictional agency. The applicant must still supply a copy of the PNDI Receipt with its permit application. The PNDI Receipt should also be submitted to the appropriate agency according to directions on the PNDI Receipt. The applicant and the jurisdictional agency will work together to resolve the potential impact(s). See the DEP PNDI policy at <https://conservationexplorer.dcnr.pa.gov/content/resources>.





## 5. ADDITIONAL INFORMATION

The PNDI environmental review website is a preliminary screening tool. There are often delays in updating species status classifications. Because the proposed status represents the best available information regarding the conservation status of the species, state jurisdictional agency staff give the proposed statuses at least the same consideration as the current legal status. If surveys or further information reveal that a threatened and endangered and/or special concern species and resources exist in your project area, contact the appropriate jurisdictional agency/agencies immediately to identify and resolve any impacts.

For a list of species known to occur in the county where your project is located, please see the species lists by county found on the PA Natural Heritage Program (PNHP) home page ([www.naturalheritage.state.pa.us](http://www.naturalheritage.state.pa.us)). Also note that the PNDI Environmental Review Tool only contains information about species occurrences that have actually been reported to the PNHP.

## 6. AGENCY CONTACT INFORMATION

### PA Department of Conservation and Natural Resources

Bureau of Forestry, Ecological Services Section  
400 Market Street, PO Box 8552  
Harrisburg, PA 17105-8552  
Email: [RA-HeritageReview@pa.gov](mailto:RA-HeritageReview@pa.gov)

### PA Fish and Boat Commission

Division of Environmental Services  
595 E. Rolling Ridge Dr., Bellefonte, PA 16823  
Email: [RA-FBPACENOTIFY@pa.gov](mailto:RA-FBPACENOTIFY@pa.gov)

### U.S. Fish and Wildlife Service

Pennsylvania Field Office  
Endangered Species Section  
110 Radnor Rd; Suite 101  
State College, PA 16801  
Email: [IR1\\_ESPenn@fws.gov](mailto:IR1_ESPenn@fws.gov)  
NO Faxes Please

### PA Game Commission

Bureau of Wildlife Management  
Division of Environmental Review  
2001 Elmerton Avenue, Harrisburg, PA 17110-9797  
Email: [RA-PGC\\_PNDI@pa.gov](mailto:RA-PGC_PNDI@pa.gov)  
NO Faxes Please

## 7. PROJECT CONTACT INFORMATION

Name: Margaret Schuckman

Company/Business Name: Navarro & Wright Consulting Engineers, Inc.

Address: 151 Reno Avenue

City, State, Zip: New Cumberland, PA, 17070

Phone: (717) 441-2216

Fax: ( )

Email: mschuckman@navarrowright.com

## 8. CERTIFICATION

I certify that ALL of the project information contained in this receipt (including project location, project size/configuration, project type, answers to questions) is true, accurate and complete. In addition, if the project type, location, size or configuration changes, or if the answers to any questions that were asked during this online review change, I agree to re-do the online environmental review.



applicant/project proponent signature

12/1/23

date



December 11, 2023

**IN REPLY REFER TO**

SIR# 59004

Navarro & Wright Consulting Engineers, Inc.  
Margaret Schuckman  
151 Reno Avenue  
New Cumberland, Pennsylvania 17070

**RE: Species Impact Review (SIR) – Rare, Candidate, Threatened and Endangered Species  
PNDI Search No. 800401  
S.R. 7304, Section BRG North Washington Street over Luzerne and Susquehanna Railroad  
Wilkes-Barre City: LUZERNE County**

Dear Margaret Schuckman:

This responds to your inquiry about a Pennsylvania Natural Diversity Inventory (PNDI) Internet Database search “potential conflict” or a threatened and endangered species impact review. These projects are screened for potential conflicts with rare, candidate, threatened or endangered species under Pennsylvania Fish and Boat Commission jurisdiction (fish, reptiles, amphibians, aquatic invertebrates only) using the Pennsylvania Natural Diversity Inventory (PNDI) database and our own files. These species of special concern are listed under the Endangered Species Act of 1973, the Wild Resource Conservation Act, and the Pennsylvania Fish and Boat Code (Chapter 75), or the Wildlife Code.

An element occurrence of a rare, candidate, threatened, or endangered species under our jurisdiction is known from the vicinity of the proposed project. However, given the nature of the proposed project, the immediate location, or the current status of the nearby element occurrence(s), no adverse impacts are expected to the species of special concern.

This response represents the most up-to-date summary of the PNDI data and our files and is valid for two (2) years from the date of this letter. An absence of recorded species information does not necessarily imply species absence. Our data files and the PNDI system are continuously being updated with species occurrence information. Should project plans change or additional information on listed or proposed species become available, this determination may be reconsidered, and consultation shall be re-initiated.

**If you have any questions regarding this review, please contact Joshua Wisor at 814-359-5135 or [jowisor@pa.gov](mailto:jowisor@pa.gov) and refer to the SIR # 59004.** Thank you for your cooperation and attention to this important matter of species conservation and habitat protection.

Sincerely,

A handwritten signature in blue ink that reads "Joshua M. Wisor". The signature is written in a cursive, flowing style.

Joshua Wisor, Fisheries Biologist  
Watershed Analysis Section

HAS//JMW/dn

## **Appendix E**

### **Special Provisions**



## **ITEM 9000-0002 LEAD BASED PAINT (LBP) REMOVAL AND DISPOSAL FOR DEMOLITION**

**DESCRIPTION** – This work is the removal and disposal of lead based paint identified on the S.R. 7304, Section BRG bridge and outlined in the July 15, 2019 Asbestos Containing Materials & Lead-Based Paint Inspection Report prepared by Navarro & Wright Consulting Engineers Inc. The yellow and orange paints located on the metal bridge components were confirmed to contain concentrations greater than 5,000 mg/kg lead and are therefore classified as lead based paints. Other toxic metals such as arsenic, cadmium, and zinc were also identified.

**MATERIAL** – Provide all labor; materials; tools; equipment; and incidentals necessary to complete this work item.

**CONSTRUCTION** – Perform work as indicated and as follows:

Comply with the Occupational Safety and Health Administration regulation governing lead in construction found at 29 CFR 1926.62.

Do not allow for the generation of visible emissions during the demolition of the existing structures.

Dispose of demolition debris containing coated paint in a municipal waste landfill.

Repair or removal of paint associated with the structure should be conducted in accordance with PennDOT's Standard Special Provision Items 9073, 9075, and 9077. Alternatively, if the painted components are to be removed without the removal of the paint, then the existing coating should be stabilized by applying a paint, mastic, etc. to the areas of flaking/loose paint to bond them to the substrate prior to removal. Removal of painted components should be conducted in accordance with PennDOT's Standard Special Provision Item 1018-0001 (*Removal of Existing Bridge*) or 1018-0050 (*Removal of Portion of Existing Bridge*), as applicable. If ownership of the disassembled structural steel is to be transferred to the contractor for scrap metal recycling, the contractor must handle, process, and recycle the painted metal components in accordance with federal (including 40 CFR 261) and state (including Section 25 PA Code 260) law.

Additional guidance for worker health and safety is available from the National Institute for Occupational Safety and Health (NIOSH), the Steel Structures Painting Council (SSPC), and the American Conference of Governmental Industrial Hygienists (ACGIH).

**MEASUREMENT AND PAYMENT** – Lump Sum

All labor; materials; tools; equipment; LBP removal; containerization; transportation; waste analysis and sample collection; waste disposal fee; and incidentals needed to complete this work item are considered incidental.

Implementation of the Site Work Plan is incidental to this item. Implementation and enforcement of the Health and Safety Plan is incidental to this item.

## **ITEM 9000-0001 ASBESTOS CONTAINING MATERIAL (ACM) REMOVAL AND DISPOSAL**

**DESCRIPTION** – This work is for the removal, transportation, and disposal of the black sealant material that was identified on the S.R. 7304, Section BRG bridge as containing Category I non-friable ACM. The complete inspection is outlined in the July 15, 2019 Asbestos Containing Materials & Lead-Based Paint Inspection Report prepared by Navarro & Wright Consulting Engineers Inc. The black sealant material will be removed as part of the bridge replacement project and may be disposed of in a landfill that normally accepts construction demolition debris, unless the material is sanded, ground, cut, drilled, or abraded. Information should be input into the PennDOT Annual Consolidated Notification System for Pollution Prevention. In order to maintain the status of non-regulated asbestos containing material (RACM) the material may not be sanded, ground, cut, drilled, or abraded. If any of these actions occur to any of the material, then the material and corresponding debris will need to be managed as a hazardous waste and will be subject to all applicable National Emissions Standards for Hazardous Air Pollutants (NESHAP) regulations.

**MATERIAL** – Provide all labor; materials; tools; equipment; and incidentals necessary to complete this work item.

**CONSTRUCTION** – Perform work as indicated and as follows:

Category I nonfriable ACM, such as the black sealant material, which has not become a RACM during demolition, and all other materials (e.g. pipe) to which the ACM is adhered, may be disposed of in a landfill that is approved to accept such waste. The year before the anticipated project let date, the S.R. 7304, Section BRG bridge should be included on the Annual Consolidated Notification, prepared by PennDOT's Environmental Quality Assurance Division, Pollution Prevention Section. This annual notification is submitted the third week of December, and lists bridge demolition and renovation projects scheduled for letting in the upcoming calendar year. Alternatively, an Asbestos Abatement and Demolition/Renovation Notification Form (2700-FM-BAQ0021) must be postmarked or hand delivered to the PADEP and the EPA at least ten (10) working days prior to the start of bridge demolition, regardless of the presence of asbestos.

Category I nonfriable ACMs, such as the black sealant material, do not generally become friable during demolition by equipment or manual methods; therefore, these materials may remain in place during the demolition, provided that they are not in poor condition [40 CFR 61.145(c)(1)(i)] and are not subjected to sanding, grinding, cutting, drilling, abrading, or burning.

Category I nonfriable ACM, that has become RACM, must be disposed of in a residual waste landfill operated in accordance with 25 Pennsylvania Code, Section 288.302 [40 Code of Federal Regulations (CFR), Part 61.150 and 61.154 incorporated by reference] or other such regulation if transported to a landfill outside Pennsylvania. The material, subject to the above conditions, may also be disposed in an EPA approved facility (40 CFR, Part 61.155) that converts ACM into non-asbestos (an asbestos-free) material.

Category I nonfriable ACM, which has not become RACM during demolition activities, may be disposed of in a landfill that normally accepts construction demolition debris. However, if a Category I and II nonfriable ACM is sanded, ground, cut, drilled, abraded, or burned before it is buried at a landfill, it must be disposed of in a residual waste landfill operated in accordance with 25 Pennsylvania Code, Section 288.302 [40 Code of Federal Regulations (CFR), Part 61.150 and 61.154 incorporated by reference] or other such regulation if transported to a landfill outside Pennsylvania. The material, subject to the above conditions, may also be disposed in an EPA approved facility (40 CFR, Part 61.155) that converts ACM into non-asbestos (an asbestos-free) material

The removal of the RACM, in quantities greater than 260 linear feet or 160 square feet, must be accomplished by a Pennsylvania Department of L&I, Bureau of Occupational and Industrial Safety certified contractor

The black sealant material was only observed on the exposed portion of the utility pipe. It should be noted that there are portions of the pipe and structure that were not readily accessible to N&W during the inspection but could be exposed during construction activities. If a suspect ACM is encountered during the demolition process that was not readily accessible and/or sampled during the ACM inspection on April 14, 2019, the material should be sampled by a certified Asbestos Building Inspector. If the material is confirmed to be an ACM, by laboratory analysis, a certified Asbestos Abatement Contractor must perform the abatement activities in compliance with applicable regulations.

Provide to the Department copies of the waste manifest forms signed by a representative of the landfill for the non-regulated ACM, and any non-asbestos materials to which ACM is adhered to. Provide the manifest(s) to the Department within ten days after receipt of the waste at the landfill. Obtain any and all necessary abatement and/or demolition permits.

#### **MEASUREMENT AND PAYMENT – Lump Sum**

All labor; materials; tools; equipment; ACM removal; containerization; transportation; waste analysis and sample collection; waste disposal fee; and incidentals needed to complete this work item are considered incidental. The estimated quantity of the material is 2 square feet.

Implementation of the Site Work Plan is incidental to this item. Implementation and enforcement of the Health and Safety Plan is incidental to this item.

## **ITEM 9000-0003 RAILROAD TIE DISPOSAL FOR DEMOLITION**

**DESCRIPTION** – This work is the removal and disposal of railroad ties associated with the S.R. 7304, Section BRG bridge and outlined in the July 15, 2019 Environment Investigation Letter Report – Railroad Tie Sampling, prepared by Navarro & Wright Consulting Engineers Inc. Railroad ties were identified along the existing railroad corridor as well as within a retaining wall in the southeast quadrant of the structure and sampled at the request of PennDOT. Samples were analyzed for pesticides/polychlorinated biphenyls (PCBs), and semi volatile organic compound (SVOC) polycyclic aromatic hydrocarbons (PAH). Analytical results revealed that pesticide/PCB concentrations did not exceed the laboratory reporting detection limit for any of the four (4) samples collected; however, SVOC PAH concentrations exceeded the laboratory reporting detection limits for each of the samples.

**MATERIAL** – Provide all labor; materials; tools; equipment; and incidentals necessary to complete this work item.

**CONSTRUCTION** – Perform work as indicated and as follows:

Contaminated components should be properly handled and profiled for disposal at a permitted facility in accordance with PennDOT requirements.

Workers who may come into contact with railroad ties use appropriate engineering controls, safe work practices, and/or personal protective equipment (PPE) to reduce the potential for ingestion, inhalation, and eye/skin contact. These activities should be documented in a site-specific health and safety plan that should be developed for use on this project.

**MEASUREMENT AND PAYMENT** – Lump Sum

All labor; materials; tools; equipment; removal; containerization; transportation; waste analysis and sample collection; waste disposal fee; and incidentals needed to complete this work item are considered incidental.

Implementation of the Site Work Plan is incidental to this item. Implementation and enforcement of the Health and Safety Plan is incidental to this item.

## **Appendix F**

### **Environmental Justice**







# EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

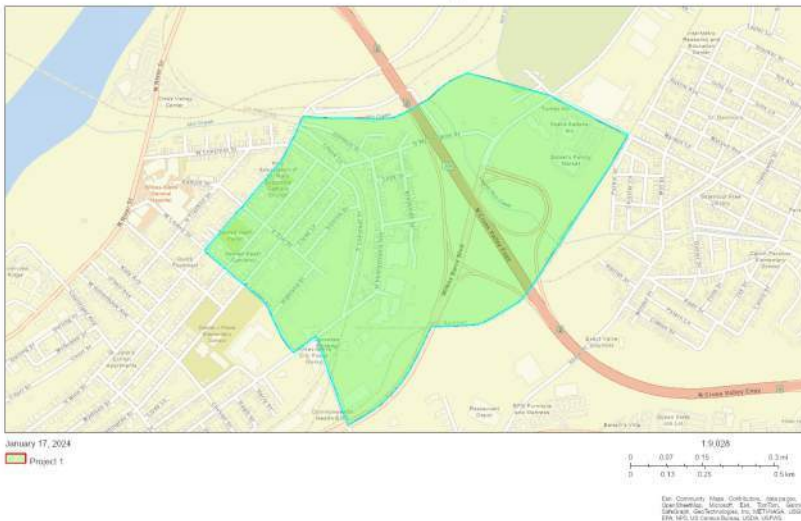
## Wilkes-Barre, PA

Blockgroup: 420792013001

Population: 1,243

Area in square miles: 0.34

A3 Landscape



### COMMUNITY INFORMATION



Low income:  
57 percent



People of color:  
44 percent



Less than high  
school education:  
16 percent



Limited English  
households:  
11 percent



Unemployment:  
3 percent



Persons with  
disabilities:  
15 percent



Male:  
40 percent



Female:  
60 percent

78 years

Average life  
expectancy

\$21,753

Per capita  
income



Number of  
households:  
527



Owner  
occupied:  
58 percent

### LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	70%
Spanish	26%
German or other West Germanic	1%
Other Indo-European	3%
Total Non-English	30%

### BREAKDOWN BY RACE



White: 56%



Black: 8%



American Indian: 0%



Asian: 0%



Hawaiian/Pacific  
Islander: 0%



Other race: 0%

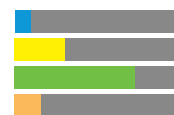


Two or more  
races: 6%



Hispanic: 30%

### BREAKDOWN BY AGE



From Ages 1 to 4

9%

From Ages 1 to 18

30%

From Ages 18 and up

70%

From Ages 65 and up

16%

### LIMITED ENGLISH SPEAKING BREAKDOWN



Speak Spanish

100%

Speak Other Indo-European Languages

0%

Speak Asian-Pacific Island Languages

0%

Speak Other Languages

0%

Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

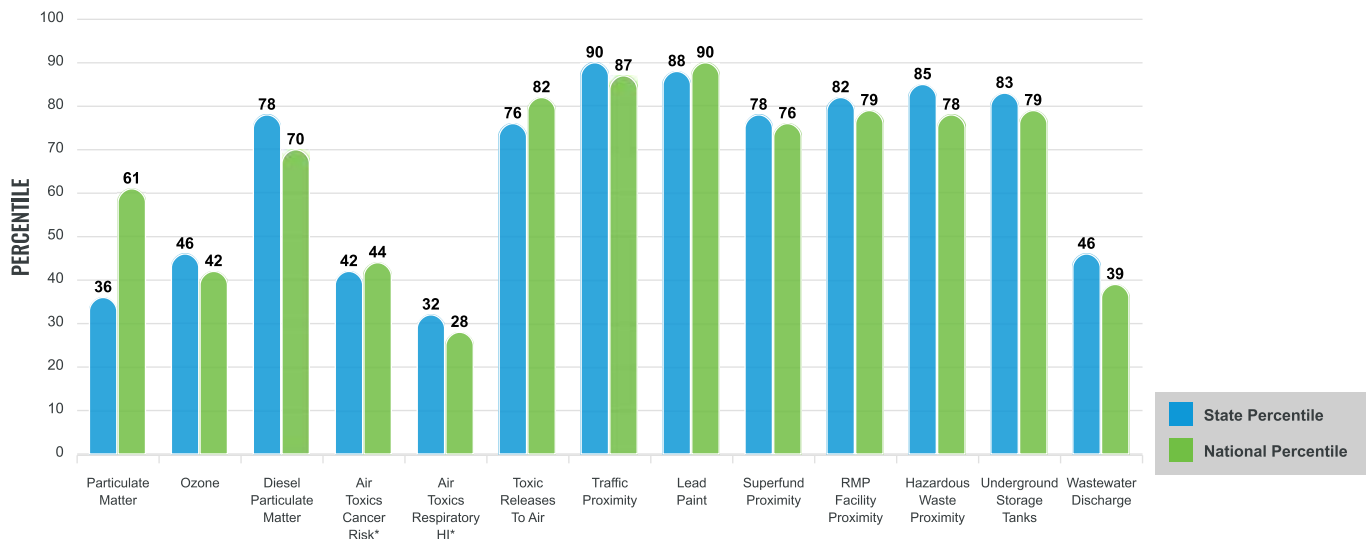
# Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

## EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

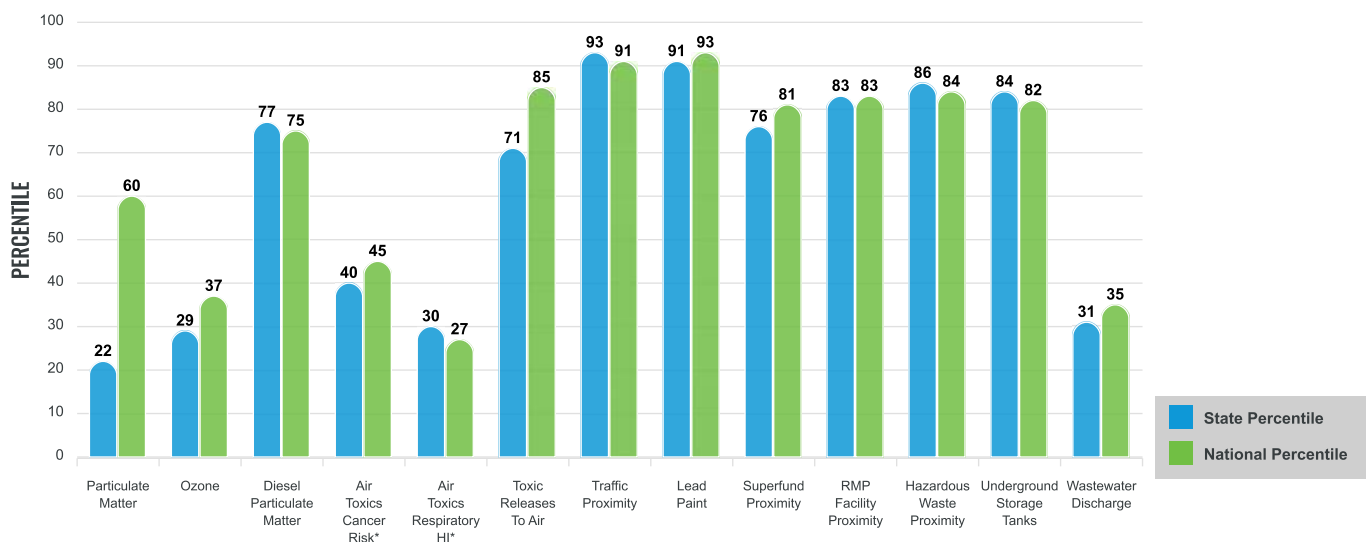
### EJ INDEXES FOR THE SELECTED LOCATION



## SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 420792013001



# EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
<b>POLLUTION AND SOURCES</b>					
Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	7.53	8.65	10	8.08	33
Ozone (ppb)	56.9	61.6	13	61.6	18
Diesel Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	0.211	0.233	45	0.261	48
Air Toxics Cancer Risk* (lifetime risk per million)	20	26	1	25	5
Air Toxics Respiratory HI*	0.2	0.28	1	0.31	4
Toxic Releases to Air	1,200	4,000	37	4,600	63
Traffic Proximity (daily traffic count/distance to road)	390	200	88	210	87
Lead Paint (% Pre-1960 Housing)	0.79	0.49	81	0.3	91
Superfund Proximity (site count/km distance)	0.072	0.18	42	0.13	55
RMP Facility Proximity (facility count/km distance)	0.27	0.45	58	0.43	65
Hazardous Waste Proximity (facility count/km distance)	1.3	1.4	66	1.9	65
Underground Storage Tanks (count/km <sup>2</sup> )	2.7	3.6	61	3.9	64
Wastewater Discharge (toxicity-weighted concentration/m distance)	9.6E-06	1.7	14	22	17
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index	51%	26%	85	35%	75
Supplemental Demographic Index	21%	13%	88	14%	82
People of Color	44%	24%	80	39%	62
Low Income	57%	28%	89	31%	86
Unemployment Rate	3%	6%	39	6%	40
Limited English Speaking Households	11%	2%	93	5%	86
Less Than High School Education	16%	9%	84	12%	74
Under Age 5	9%	5%	85	6%	81
Over Age 64	16%	19%	42	17%	51
Low Life Expectancy	20%	20%	57	20%	56

\*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

## Sites reporting to EPA within defined area:

Superfund .....	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	0
Water Dischargers .....	1
Air Pollution .....	1
Brownfields .....	0
Toxic Release Inventory .....	1

## Other community features within defined area:

Schools .....	0
Hospitals .....	0
Places of Worship .....	0

## Other environmental data:

Air Non-attainment .....	Yes
Impaired Waters .....	Yes

Selected location contains American Indian Reservation Lands* .....	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community .....	Yes
Selected location contains an EPA IRA disadvantaged community .....	Yes

# EJScreen Environmental and Socioeconomic Indicators Data

## HEALTH INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	20%	20%	57	20%	56
Heart Disease	8.9	6.7	93	6.1	92
Asthma	11	10.3	79	10	79
Cancer	7.2	6.8	54	6.1	74
Persons with Disabilities	14.5%	14.5%	53	13.4%	62

## CLIMATE INDICATORS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	30%	11%	92	12%	91
Wildfire Risk	0%	0%	0	14%	0

## CRITICAL SERVICE GAPS

INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	18%	14%	68	14%	70
Lack of Health Insurance	10%	6%	87	9%	68
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Footnotes

Report for Blockgroup: 420792013001

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

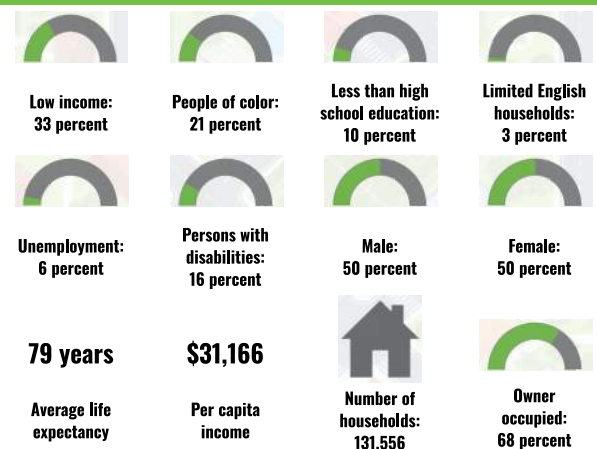
# Luzerne County, PA

**County:** Luzerne

**Population: 324,825**

**Area in square miles: 906.13**

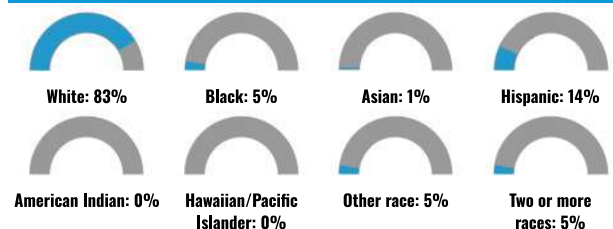
## COMMUNITY INFORMATION



## LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	86%
Spanish	11%
Russian, Polish, or Other Slavic	1%
Other Indo-European	1%
Total Non-English	14%

## BREAKDOWN BY RACE



## BREAKDOWN BY AGE



## LIMITED ENGLISH SPEAKING BREAKDOWN

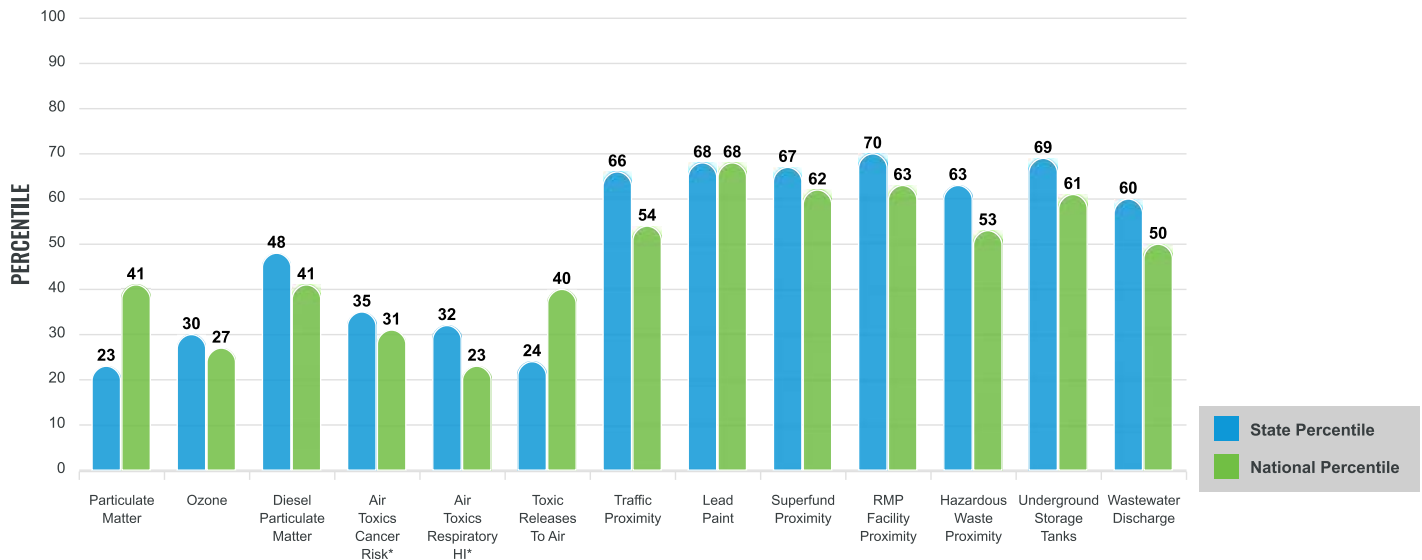
# Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

## EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

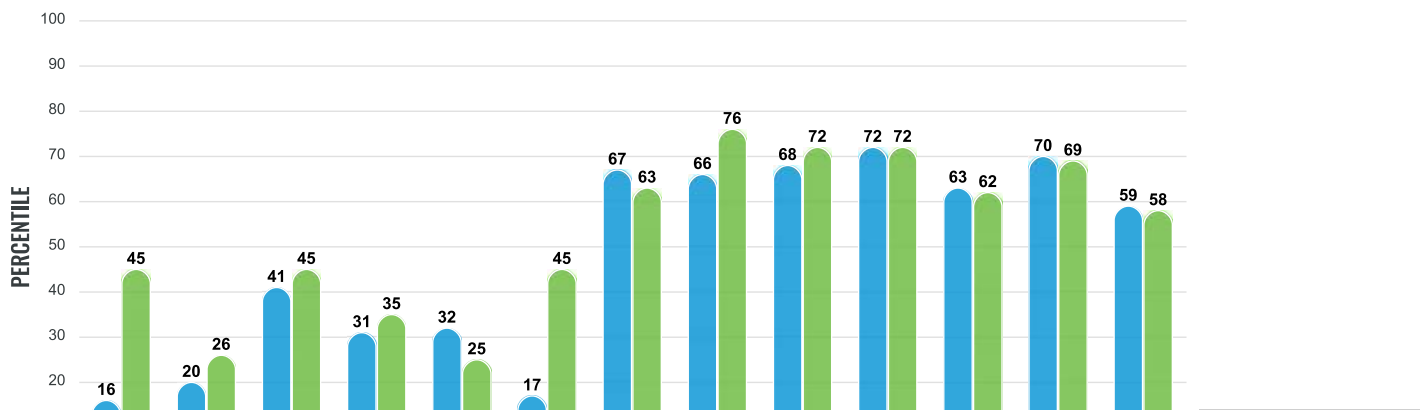
### EJ INDEXES FOR THE SELECTED LOCATION



## SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

### SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



# EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
<b>POLLUTION AND SOURCES</b>					
Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	7.54	8.65	11	8.08	33
Ozone (ppb)	57	61.6	13	61.6	18
Diesel Particulate Matter ( $\mu\text{g}/\text{m}^3$ )	0.143	0.233	23	0.261	29
Air Toxics Cancer Risk* (lifetime risk per million)	20	26	1	25	5
Air Toxics Respiratory HI*	0.2	0.28	1	0.31	4
Toxic Releases to Air	410	4,000	16	4,600	43
Traffic Proximity (daily traffic count/distance to road)	130	200	63	210	63
Lead Paint (% Pre-1960 Housing)	0.53	0.49	54	0.3	75
Superfund Proximity (site count/km distance)	0.12	0.18	58	0.13	71
RMP Facility Proximity (facility count/km distance)	0.46	0.45	70	0.43	75
Hazardous Waste Proximity (facility count/km distance)	0.71	1.4	53	1.9	55
Underground Storage Tanks (count/km <sup>2</sup> )	3.3	3.6	66	3.9	69
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.046	1.7	75	22	78
<b>SOCIOECONOMIC INDICATORS</b>					
Demographic Index	27%	26%	66	35%	46
Supplemental Demographic Index	15%	13%	68	14%	59
People of Color	21%	24%	64	39%	39
Low Income	33%	28%	65	31%	59
Unemployment Rate	6%	6%	65	6%	64
Limited English Speaking Households	3%	2%	81	5%	69
Less Than High School Education	10%	9%	66	12%	57
Under Age 5	5%	5%	57	6%	54
Over Age 64	20%	19%	59	17%	66
Low Life Expectancy	21%	20%	60	20%	60

\*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

## Sites reporting to EPA within defined area:

Superfund .....	2
Hazardous Waste, Treatment, Storage, and Disposal Facilities .....	18
Water Dischargers .....	492
• .....	
Air Pollution .....	257
• .....	
Brownfields .....	22
Toxic Release Inventory .....	87

## Other community features within defined area:

Schools .....	66
Hospitals .....	10
Places of Worship .....	30

## Other environmental data:

Air Non-attainment .....	Yes
Impaired Waters .....	Yes

# EJScreen Environmental and Socioeconomic Indicators Data

## HEALTH INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	21%	20%	60	20%	60
Heart Disease	7.8	6.7	74	6.1	80
Asthma	10.2	10.3	56	10	61
Cancer	7.4	6.8	61	6.1	78
Persons with Disabilities	15.7%	14.5%	62	13.4%	69

## CLIMATE INDICATORS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	13%	11%	73	12%	74
Wildfire Risk	0%	0%	0	14%	0

## CRITICAL SERVICE GAPS

INDICATOR	HEALTH VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	17%	14%	65	14%	67
Lack of Health Insurance	6%	6%	65	9%	43
Housing Burden	Yes	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	Yes	N/A	N/A	N/A	N/A

Footnotes

Report for County: Luzerne



# 1.0 list of disadvantaged communities



The 1.0 communities list contains information about census tracts across all U.S. states, the District of Columbia, U.S. territories, and lands of Federally Recognized Tribes that have been identified as disadvantaged by the 1.0 version of the Climate and Economic Justice Screening Tool.

The tool provides important information by identifying communities that experience high burdens. These communities are considered disadvantaged. This information will be used for the [Justice40 Initiative](#).

The current version of the tool is 1.0. The tool will be regularly updated based on research, feedback, and the availability of new datasets.

## How to use the list

The Climate and Economic Justice Screening Tool uses census tracts. Census tracts are small units of geography. Census tracts are generally between 1,200 to 8,000 people. Census tract boundaries for [statistical areas](#) are determined by the U.S. Census Bureau once every ten years. The tool utilizes the census tract boundaries from 2010. This was chosen because many of the data sources in the tool currently use the 2010 census boundaries.

The spreadsheets available for download from the tool list the unique codes for census tracts across the U.S. states and territories.

For reference, the current version of the draft communities list is v1.0. Updated versions will be made available when the next version of the Climate and Economic Justice Screening Tool is released.

Agencies should ensure that they either use the CEJST website directly or download the data on disadvantaged communities directly from the CEJST website. Agencies should not, for instance, use information obtained through an alternative ArcGIS server. This is an important step to ensure that they do not risk using a list of communities that is outdated or inaccurate.

If you have further questions or feedback regarding data and tool usability, please email: [Screeningtool-Support@omb.eop.gov](mailto:Screeningtool-Support@omb.eop.gov).

## Methodology (v1.0)

Under the current methodology, communities will be considered disadvantaged:

**If they are in census tracts that meet the thresholds for at least one of the tool's categories of burden, or  
If they are on land within the boundaries of Federally Recognized Tribes**

Census tracts that are surrounded by tracts that are identified as disadvantaged and meet an adjusted low income threshold are also considered disadvantaged.

# Things of note



❗ Not all the data used in CEJST are available or used for all U.S. territories.

**Puerto Rico:** The data used for Puerto Rico are from all relevant and available fields in the energy, housing, legacy pollution, transportation, and workforce development categories. The following data are used: low income, projected flood risk, energy cost, lack of indoor plumbing, lead paint, housing cost, proximity to hazardous waste facilities, proximity to Superfund or National Priorities List (NPL) sites, proximity to Risk Management Plan (RMP) facilities, diesel particulate matter exposure, traffic proximity and volume, underground storage tanks and releases, wastewater discharge, low median income, poverty, unemployment, and high school education. Linguistic isolation was removed for Puerto Rico based on feedback received during the beta period.

**American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands:** For these U.S. territories, the tool uses the following data: unemployment, poverty, low median income, and high school education. These burdens are in the workforce development category.

❗ **Tribal Nations**

To respect Tribal sovereignty and self-government and to fulfill Federal trust and treaty responsibilities to Tribal Nations, lands of Federally Recognized Tribes are designated as disadvantaged on the map. Alaska Native Villages are included as point locations that are smaller than a census tract. In many instances, census tracts and Tribal lands have different boundaries.

❗ **Thresholds, percentiles, percents, and Yes / No burdens**

The 1.0 version of the Climate and Economic Justice Screening Tool uses thresholds in most cases to identify whether a census tract is disadvantaged. Each threshold consists of an environmental, climate, or other burden and the associated socioeconomic burden.

Most of the datasets that are used for the thresholds are percentiles. Percentiles reflect the distribution of a variable from the 0th percentile, meaning the lowest score on a given scale, to the 100th percentile, meaning the highest score on a given scale. A burden that lists a census tract as "77th percentile" means that this census tract has a higher measurement on this burden than 77% of all other census tracts.

Each threshold has a cutoff value. The census tract must be above the 90th percentile in most cases.

For the high school education burden, the tool uses percents. This shows the share of the burden that the tract experiences. The abandoned mine land, Formerly Used Defense Sites, and historic underinvestment burdens show a simple yes or no.

# 1.0 communities methodology



Communities are **identified as disadvantaged** by the 1.0 version of the tool if they are located in census tracts that meet the thresholds for at least one of the tool's categories of burden below:

## Climate change

Are at or above the 90th percentile for expected agriculture loss rate OR expected building loss rate OR expected population loss rate OR projected future flood risk OR projected future wildfire risk

**AND** are at or above the 65th percentile for low income

## Energy

Are at or above the 90th percentile for energy cost OR PM 2.5 in the air

**AND** are at or above the 65th percentile for low income

## Health

Are at or above the 90th percentile for asthma OR diabetes OR heart disease OR low life expectancy

**AND** are at or above the 65th percentile for low income

## Housing

Experienced historic underinvestment OR at or above the 90th percentile for housing cost OR lack of green space OR lack of indoor plumbing OR lead paint

**AND** are at or above the 65th percentile for low income

## Legacy pollution

Have at least one abandoned mine land OR Formerly Used Defense Sites (FUDS) OR are at or above the 90th percentile for proximity to hazardous waste facilities OR proximity to Superfund (National Priorities List (NPL)) sites OR proximity to Risk Management Plan (RMP) facilities

**AND** are at or above the 65th percentile for low income

## Transportation

Are at or above the 90th percentile for diesel particulate matter exposure OR transportation barriers OR traffic proximity and volume

**AND** are at or above the 65th percentile for low income

## Water and wastewater

Are at or above the 90th percentile for underground storage tanks and releases OR wastewater discharge

**AND** are at or above the 65th percentile for low income

## Workforce development

Are at or above the 90th percentile for linguistic isolation OR low median income OR poverty OR unemployment

**AND** fewer than 10% of people ages 25 or older have a high school education (i.e. graduated with a high school diploma)

# Burdens data



The datasets used in the 1.0 version of the Climate and Economic Justice Screening Tool come from a variety of sources and were selected based on relevance and availability. The tool relies on publicly available, nationally consistent data on income, education, environment, climate, health, and other burdens.

Dataset	Description	Used for	Source	Available for
Low income	People in households where income is less than or equal to twice the federal poverty level, not including students enrolled in higher ed	All categories except for workforce development	Census Bureau's <a href="#">American Community Survey</a> from 2015-2019	All U.S. states, District of Columbia, and Puerto Rico
Expected agriculture loss rate	Economic loss to agricultural value resulting from natural hazards each year	Climate change category	Federal Emergency Management Agency's (FEMA) <a href="#">National Risk Index</a> from 2014-2021	All U.S. states and the District of Columbia
Expected building loss rate	Economic loss to building value resulting from natural hazards each year	Climate change category	Federal Emergency Management Agency's (FEMA) <a href="#">National Risk Index</a> from 2014-2021	All U.S. states and the District of Columbia
Expected population loss rate	Fatalities and injuries resulting from natural hazards each year	Climate change category	Federal Emergency Management Agency's (FEMA) <a href="#">National Risk Index</a> from 2014-2021	All U.S. states and the District of Columbia
<b>NEW</b> Projected flood risk	Projected risk to properties at projected from floods from tides, rain, riverine and storm surges within 30 years	Climate change category	First Street Foundation's <a href="#">Climate Risk Data Access</a> from 2022	All U.S. states, the District of Columbia, and Puerto Rico
<b>NEW</b> Projected wildfire risk	Projected risk to properties from wildfire from fire fuels, weather, humans, and fire movement within 30 years	Climate change category	First Street Foundation's <a href="#">Climate Risk Data Access</a> from 2022	All contiguous U.S. states and the District of Columbia
Energy cost	Average annual energy costs divided by household income	Energy category	Department of Energy (DOE)'s <a href="#">LEAD Tool</a> from 2018	All U.S. states, the District of Columbia, and Puerto Rico
PM2.5 in the air	Level of inhalable particles, 2.5 micrometers or smaller	Energy category	Environmental Protection Agency (EPA)'s Office of Air and Radiation's (OAR) <a href="#">fusion of model and monitor data</a> from 2017 as compiled by EPA's EJScreen, sourced from EPA National Air Toxics Assessment (NATA) and the U.S. Department of Transportation (DOT) traffic data	All U.S. states and the District of Columbia

# Burdens data



The datasets used in the 1.0 version of the Climate and Economic Justice Screening Tool come from a variety of sources and were selected based on relevance and availability. The tool relies on publicly available, nationally consistent data on income, education, environment, climate, health, and other burdens.

Dataset	Description	Used for	Source	Available for
Asthma	Share of people who have been told they have asthma	Health category	Centers for Disease Control and Prevention's (CDC) <a href="#">PLACES data</a> from 2016 - 2019	All U.S. states and the District of Columbia
Diabetes	Share of people ages 18 years and older who have diabetes other than diabetes during pregnancy	Health category	Centers for Disease Control and Prevention's (CDC) <a href="#">PLACES data</a> from 2016 - 2019	All U.S. states and the District of Columbia
Heart disease	Share of people ages 18 years and older who have been told they have heart disease	Health category	Centers for Disease Control and Prevention's (CDC) <a href="#">PLACES data</a> from 2016 - 2019	All U.S. states and the District of Columbia
Low life expectancy	Average number of years a person can expect to live	Health category	Center for Disease Control and Prevention's (CDC) <a href="#">U.S. Small-Area Life Expectancy Estimates Project</a> (USALEEP) from 2010 - 2015	All U.S. states and the District of Columbia
<b>NEW</b> Historic under-investment	Census tracts with historically high barriers to accessing home loans	Housing category	National Community Reinvestment Coalition (NCRC) <a href="#">dataset of formerly redlined areas using digitized maps</a> from the Home Owners Loan Corporation (HOLC) from 2010	Metro areas of U.S. that were graded by the Home Owners' Loan Corporation
Housing cost	Share of households making less than 80% of the area median family income and spending more than 30% of income on housing	Housing category	Department of Housing & Urban Development's (HUD) <a href="#">Comprehensive Housing Affordability Strategy dataset</a> from 2014 - 2018	All U.S. states, the District of Columbia, and Puerto Rico
<b>NEW</b> Lack of green space	Share of non-crop land covered with artificial materials like concrete or pavement	Housing category	Data from <a href="#">Multi-Resolution Land Characteristics</a> (MRLC) consortium; data analysis provided by <a href="#">The Trust for Public Lands</a> and <a href="#">American Forests</a> <a href="#">Percent Developed Imperviousness (CONUS)</a> from 2019	Contiguous lower 48 U.S. states and the District of Columbia

# Burdens data



The datasets used in the 1.0 version of the Climate and Economic Justice Screening Tool come from a variety of sources and were selected based on relevance and availability. The tool relies on publicly available, nationally consistent data on income, education, environment, climate, health, and other burdens.

Dataset	Description	Used for	Source	Available for
<b>NEW</b> Lack of indoor plumbing	Share of homes without indoor kitchens or plumbing	Housing category	Department of Housing and Urban Development (HUD)'s <a href="#">Comprehensive Housing Affordability Strategy (CHAS) data</a> from 2014-2018	All U.S. states, the District of Columbia and Puerto Rico
Lead paint	Share of homes that are likely to have lead paint	Housing category	Census Bureau's <a href="#">American Community Survey</a> from 2015 - 2019	All U.S. states, the District of Columbia, and Puerto Rico
<b>NEW</b> Abandoned mine land	Presence of one or more abandoned mine land within the tract	Legacy pollution category	Department of the Interior's (DOI) <a href="#">Abandoned Mine Land Inventory System</a> (e-AMLIS) from 2017	All U.S. states and the District of Columbia
<b>NEW</b> Formerly Used Defense Sites	Presence one or more Formerly Used Defense Site within the tract	Legacy pollution category	U.S. Army Corps of Engineers' <a href="#">Formerly Used Defense Sites (FUDS)</a> from 2019	All U.S. states and the District of Columbia
Proximity to hazardous waste facilities	Count of hazardous waste facilities within 5 kilometers	Legacy pollution category	Environmental Protection Agency's (EPA) <a href="#">Treatment, Storage, and Disposal Facilities (TSDF) data</a> from 2020 calculated from EPA's RCRA database as compiled by EPA's EJScreen	All U.S. states, the District of Columbia, and Puerto Rico
Proximity to Superfund sites	Count of proposed or listed Superfund (or National Priorities List (NPL)) sites within 5 kilometers	Legacy pollution category	Environmental Protection Agency's (EPA) <a href="#">CERCLIS database</a> from 2020 as compiled by EPA's EJScreen	All U.S. states, the District of Columbia, and Puerto Rico
Proximity to Risk Management Plan (RMP) facilities within 5 kilometers	Count of Risk Management Plan (RMP) facilities within 5 kilometers	Legacy pollution category	Environmental Protection Agency's (EPA) <a href="#">RMP database</a> from 2020 as compiled by EPA's EJScreen	All U.S. states, the District of Columbia, and Puerto Rico



# Burdens data



The datasets used in the 1.0 version of the Climate and Economic Justice Screening Tool come from a variety of sources and were selected based on relevance and availability. The tool relies on publicly available, nationally consistent data on income, education, environment, climate, health, and other burdens.

Dataset	Description	Used for	Source	Available for
Diesel particulate matter exposure	Amount of diesel exhaust in the air	Transportation category	Environmental Protection Agency's (EPA) <a href="#">National Air Toxics Assessment (NATA)</a> from 2014 as compiled by EPA's EJScreen	All U.S. states, the District of Columbia, and Puerto Rico
<b>NEW</b> Transportation barriers	Average relative cost and time spent on transportation	Transportation category	Department of Transportation's (DOT) <a href="#">transportation access disadvantage</a> from 2022	All U.S. states and the District of Columbia
Traffic proximity and volume	Count of vehicles at major roads within 500 meters	Transportation category	Department of Transportation's (DOT) <a href="#">traffic data</a> from 2017 as compiled by EPA's EJScreen	All U.S. states the District of Columbia, and Puerto Rico
<b>NEW</b> Underground storage tanks and releases	Formula of the density of leaking underground storage tanks and number of all active underground storage tanks within 1500 feet of the census tract boundaries	Water and wastewater category	Environmental Protection Agency's (EPA) <a href="#">UST Finder</a> from 2021 as compiled by EPA's EJScreen	All U.S. states, the District of Columbia, and Puerto Rico
Wastewater discharge	Modeled toxic concentrations at parts of streams within 500 meters	Water and wastewater category	Environmental Protection Agency's (EPA) <a href="#">Risk-Screening Environmental Indicators (RSEI) model</a> from 2020 as compiled by EPA's EJScreen	All U.S. states, the District of Columbia, and Puerto Rico
Linguistic isolation	Share of households where no one over age 14 speaks English very well	Workforce development category	Census Bureau's <a href="#">American Community Survey</a> from 2015 - 2019	All U.S. states and the District of Columbia
Low median income	Comparison of median income in the tract to median incomes in the area	Workforce development category	Census Bureau's <a href="#">American Community Survey</a> from 2015 - 2019  Census Bureau's <a href="#">American Community Survey</a> from 2010	All U.S. states, the District of Columbia, and Puerto Rico  American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands

# Burdens data



The datasets used in the 1.0 version of the Climate and Economic Justice Screening Tool come from a variety of sources and were selected based on relevance and availability. The tool relies on publicly available, nationally consistent data on income, education, environment, climate, health, and other burdens.

Dataset	Description	Used for	Source	Available for
Poverty	Share of people in households where the income is at or below 100% of the Federal poverty level	Workforce development category	Census Bureau's <a href="#">American Community Survey</a> from 2015 - 2019  Census Bureau's <a href="#">American Community Survey</a> from 2010	All U.S. states, the District of Columbia, and Puerto Rico  American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands
Unemployment	Number of unemployed people as a part of the labor force	Workforce development category	Census Bureau's <a href="#">American Community Survey</a> from 2015 - 2019  Census Bureau's <a href="#">American Community Survey</a> from 2010	All U.S. states, the District of Columbia, and Puerto Rico  American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands
High school education	Percent of people ages 25 years or older whose high school education is less than a high school diploma	Workforce development category	Census Bureau's <a href="#">American Community Survey</a> from 2015 - 2019  Census Bureau's <a href="#">American Community Survey</a> from 2010	All U.S. states, the District of Columbia, and Puerto Rico  American Samoa, Guam, the Northern Mariana Islands, and the U.S. Virgin Islands
<b>NEW</b> Tribal lands	The Land Area Representation (LAR) dataset depicts the exterior extent of a Federal Indian land area	Identifying lands of Federally Recognized Tribes	Bureau of Indian Affairs' <a href="#">Land Area Representation (LAR) dataset</a> from 2018	Federally Recognized Tribes, including Alaska Native villages

**Appendix G**  
**Conceptual Stage Survey Report**

**North Washington St. - BRG  
Luzerne County  
City of Wilkes-Barre**

# **CONCEPTUAL STAGE SURVEY REPORT**

Prepared for:

City of Wilkes-Barre



40 East Market Street  
Wilkes-Barre, PA 18711

&

Pennsylvania Department of Transportation  
Engineering District 4-0



55 Keystone Industrial Park  
Dunmore, PA 18512

Submitted by:



190 Welles St.  
Suite 203  
Forty Fort, PA 18704

**September 1, 2023**

## **Overview**

A Conceptual Stage Survey has been completed for the LPS North Washington St - BRG Transportation Improvement Project (See Appendix A) in the months of August and September 2023 to collect pertinent data to identify any possible relocation issues for the businesses (landlords) and residents displaced by the project. The Conceptual Stage Survey has been prepared in accordance with PennDOT Publication 378 Right-of-Way Manual, Chapter 4, Section 4.02.

This information has been obtained only by visual inspection of the properties and project area, and from readily available secondary or community sources. The property owners were not contacted, and the displacements in the report are not identified by owner. The information in this survey is preliminary.

***Please Note: Estimates given for structures are for planning purposes only in order to secure funding, and DO NOT constitute a valuation of real estate.***

## **Project Description**

The North Washington St-BRG LPS project is being pursued by the City of Wilkes-Barre, the Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA).

The LPS project is located along North Washington Street in the City of Wilkes-Barre, in Luzerne County. The project scope consists of the single span bridge replacement on North Washington Street which spans the Luzerne and Susquehanna Railway Track, and street improvements. The existing bridge was built in approximately 1929 and is a single span steel thru girder and floor beam stringer structure. The new structure will be a single span composite adjacent box beam bridge, supported by 2 reinforced concrete abutments with spread footings founded on rock. The proposed structure has a total span length of 52.0 feet from abutment centerline of bearing to abutment centerline of bearing. The bridge replacement will necessitate a full detour during construction. The final structure pavement width will be a maximum of approximately 45 feet. It is anticipated this work will be completed in two construction seasons to minimize the traffic control impacts within the community.

The resulting Right-of-Way impacts to construct this bridge and street improvements will impact five properties. Three of these properties will have minor impacts to the existing use, and access will be maintained throughout the construction period. Due to constructability issues, this project will require the acquisition of two properties, parcel 2 and parcel 4, to be considered relocations.

The current schedule has an anticipated proposed letting date of Spring 2025.



### **Overall Project Impact**

There will be no anticipated divisive or disruptive effect on the community, such as separation of commercial use property from community facilities or separation of neighborhoods, due to the project.

The project will not have any negative impact on the neighborhoods where relocations are to take place.

### **Residential Displacements**

This project is anticipated to displace up to potentially 7 residential owner/tenant occupants in 2 Multi-family residential dwellings. The potential residential replacement sites break down below and available properties for rent or purchase within the area are provided in Exhibits A & B.

<b>Type of Displacement</b>	<b>Type of Residential Site</b>	<b>Estimated Number of Residential Displacements</b>
Residential Owner Occupant	Multi-Family Dwelling	1
Residential Tenant Occupant	Multi-Family Dwelling	6
<b>ESTIMATED TOTALS</b>		<b>7</b>

<b>Price Range of Available Residential Properties (Exhibit A)</b>	<b>Estimated Number of Current Available Residential Replacement Properties</b>
\$65,000 - \$200,000	38
\$200,001 - \$250,000	4
\$250,001 - \$300,000	6
<b>ESTIMATED TOTALS</b>	<b>48</b>

<b>Monthly Rent Range of Available Residential Properties (Exhibit B)</b>	<b>Estimated Number of Current available Residential Properties for Rent</b>
<b>\$750- \$1,200</b>	<b>28</b>

Purchase costs for the residential displacement will be determined by a Board-Certified Appraiser.

Sources: Zillow.com, realtor.com, my.flexmls.com, trulia.com, Luzerne County GIS, Luzerne County Tax Assessment, Luzerne County Recorder of Deeds

## **Business Displacements**

The potential business (landlord) displacements on the project are estimated to fall within the following price range, which include the real estate and any improvements thereon:

<b>Price Range of Available Residential Properties</b>	<b>Estimated Number of Available Business Sites</b>	<b>Type (e.g. business)</b>	<b>Estimated Number of Employees</b>	<b>Estimated Number of Available Replacement Sites (Exhibit C)</b>
\$99,000 - \$750,000	1	Business Absentee Owner (landlord)	TBD	18

Purchase costs for the commercial displacement will be determined by a Board-Certified Appraiser.

Sources: Zillow.com, realtor.com, my.flexmls.com, trulia.com, Luzerne County GIS, Luzerne County Tax Assessment, Luzerne County Recorder of Deeds

## **Project Area Community Profile**

<b>Profile</b>	<b>City of Wilkes-Barre</b>
Population (V2022)	44,261
Estimated Median Household Income (2017-2021)	\$42,430
Estimated Median Household Value (2017-2021)	\$83,100

**Luzerne County Housing Units (V2022) – 151,347**

Source: Census.gov

## **Relocation Assistance**

Overall Authority and Policy of the Department's Relocation Assistance Program is best stated by the following excerpt from the *PennDOT Pub. 378 – Right-of-Way Manual, December 2018 Edition, Chapter 4.01 Section B through D*.

**B. Authority.** Authority for PennDOT's Relocation Assistance Program is provided by Chapter 9 of the Eminent Domain Code, 26 Pa.C.S. Sections 901-907 (Special Damages for Displacement); the Uniform Relocation Assistance and the Real Property Acquisition Policies Act of 1970, 42 U.S.C. Section 4601; and federal regulations entitled Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs, 49 C.F.R. Part 24.

**C. Policy Statement.** It is the policy of the Pennsylvania Department of Transportation that no residential occupant shall be displaced by any construction project unless, and until, comparable replacement housing has been provided for or is built. Replacement housing will be fair housing open and offered to all affected persons regardless of race, color, religion, sex, national origin, age, or handicap and will be within their financial means and reasonably accessible to their places of employment, public services, and other conveniences. No person, family, business, farm operation, or nonprofit organization will be required to move as a result of highway construction without at least 90 days written notice.

**D. Availability of the Relocation Assistance Program.** The Relocation Assistance Program is available to all qualified persons, families, businesses, from operations, and nonprofit organizations that are wholly or partially displaced by a Pennsylvania Department of Transportation highway project. Relocation advisory services are also available to any person occupying property immediately adjacent to property acquired for highway project, when such person is caused substantial economic injury because of the acquisition.

Full descriptions and details of all relocation benefits will be provided to all relocatees, in the form of the Department's *Bulletin 47 – A General Guide to the Relocation Assistance Program of the Pennsylvania Department of Transportation*.

## **Description of Residential Relocation Benefits and Advisory Services**

Depending upon the length of the occupancy, type (owner or tenant), the occupants who will be relocated may be eligible for some or all of the following benefits:

- Relocation Advisory Assistance
- Replacement Housing Supplement
- Reasonable Closing Costs
- Increased Mortgage Costs
- Rent Supplement
- Down Payment Supplement
- Moving Costs
- Reimbursement for Appraisal, Engineering, Attorney Fee

### **Description of Relocation Advisory Services**

- Completion of a pre-acquisition interview with every individual displaced to determine the unique needs of each claimant
- Providing all displaced individual with lists of available properties
- Coordination with local real estate offices and the local multi-list
- Provide easy access with relocation advisors
- Providing transportation, if necessary, to any displaced individuals for the purpose of searching for replacement commercial properties
- Providing business relocation benefits as applicable to any business claimant

### **Housing of Last Resort**

Although it appears that ample replacement housing is available in the project area and surrounding communities at the current time, circumstances may arise which will require the possibility of housing of last resort.

### **Description of Business Relocation Benefits and Advisory Services**

There is potentially 1 Business Absentee Owner (landlord) who will be displaced and may be eligible for some or all of the following benefits:

- Relocation Advisory Assistance
- Personal Property Loss
- Increased Mortgage Costs
- Business Search Cost
- Moving Costs
- Reimbursement for Appraisal, Engineering, Attorney Fee

### **Description of Relocation Advisory Services**

- Completion of a pre-acquisition interview with every individual displaced to determine the unique needs of each claimant
- Providing all displaced individual with lists of available properties
- Coordination with local real estate offices and the local multi-list
- Provide easy access with relocation advisors
- Providing transportation, if necessary, to any displaced individuals for the purpose of searching for replacement commercial properties
- Providing business relocation benefits as applicable to any business claimant

***The Acquisition and Relocation program will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended***

*Faith Y Lingenfelter*

*9/1/2023*

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Preparer: Faith Y. Lingenfelter Date  
Senior Right-of-Way Agent/Relocation Advisor  
ARROW Land Solutions, LLC

*Drew Salko*

*9/1/2023*

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Reviewer: Drew Salko Date  
Senior Project Manager  
ARROW Land Solutions, LLC

*Mark T. Barry*

*09/05/2023*

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Approved: Mark T. Barry (print name) Date  
Grants Coordinator (print title)  
City of Wilkes-Barre

*Ralph Del Rosso*

*9-5-23*

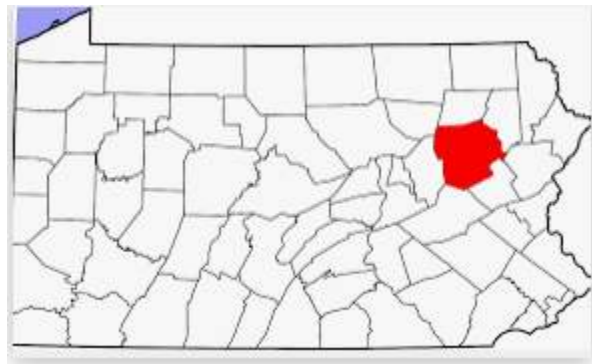
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Approved: Ralph Del Rosso Date  
Right-of-Way Administrator  
Engineering District 4-0



## Appendix A


### State Route North Washington ST Section BRG Project Location Map



## Luzerne County



## City of Wilkes-Barre


	<b>Price</b>	\$ 65,000	<b>List Number</b>	23-3151
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	6	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	I9NE3021023
	<b>Tot SF Fin AG</b>	1,050	<b>BD/RD Book</b>	3003
	<b>+/-</b>		<b>Page</b>	93613
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	26X103
	<b>Apx Tot SF</b>	1,050		

**Est Age** 76 - 100 Yrs  
**Year Built**  
**Gar Type** None **Stalls** 0

**Year Taxes** \$ 2,363.96

**Address:** 31 Essex Lane , Wilkes-Barre , PA 18702

**Directions:** turn left onto Loomis, turn right onto Jones st, turn left onto Essex Ln, house will be on the left.

	<b>Price</b>	\$ 67,900	<b>List Number</b>	23-3693
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	6	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laffin
	<b>Bedrooms</b>	3	<b>Municipality</b>	Plains Twp
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	50-G10NE4-034-017-000
	<b>Tot SF Fin AG</b>	1,344	<b>BD/RD Book</b>	3022
	<b>+/-</b>		<b>Page</b>	295358
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	0.11
	<b>Apx Tot SF</b>	1,344		


**Est Age** 100 Plus Yrs  
**Year Built**  
**Gar Type** None **Stalls** 0

**# Acres** 0.11

**Year Taxes** \$ 1,349.89

**Address:** 11 Sheridan Street , Plains , PA 18705

**Directions:** River St to W Carey St, stay straight on to E Carey, left on Delaware St, 1st left onto Sheridan. Home on the left.

	<b>Price</b>	\$ 82,000	<b>List Number</b>	23-4017
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	8	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laffin
	<b>Bedrooms</b>	3	<b>Municipality</b>	Plains Twp
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	50-G10NE1-011-011-000
	<b>Tot SF Fin AG</b>	1,464	<b>BD/RD Book</b>	03014
	<b>+/-</b>		<b>Page</b>	154670
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	40 x 150
	<b>Apx Tot SF</b>	1,464		

**Est Age** 76 - 100 Yrs  
**Year Built** 1923

**Gar Type** None **Stalls** 0


**Year Taxes** \$ 2,202.89


**Address:** 29 Hancock Street , Wilkes-Barre , PA 18705


<b>Directions:</b> S River St, right on W. Carey St, left on Rose Ave, left on Hancock St, home on the right.
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Information is deemed to be reliable, but is not guaranteed. © 2023 [MLS](#) and [FBS](#). Prepared by Luzerne County Association of REALTORS on Monday, August 28, 2023 4:09 PM. The information on this sheet has been made available by the MLS and may not be the listing of the provider.

The listing broker's offer of compensation is made only to participants of the MLS where the listing is filed.


	<b>Price</b> \$ 84,900 <b>Prop Type</b> Residential <b>Style</b> 2 Story <b>Rooms</b> 5 <b>Bedrooms</b> 2 <b>Tot Baths</b> 1.00 <b>Full Bath</b> 1 <b>Half Baths</b> 0 <b>3/4 Baths</b> 0 <b>Tot SF Fin AG</b> 1,016 <b>+/-</b> <b>Tot SF Fin BG</b> 0 <b>+/-</b> <b>ApX Tot SF</b> 1,016 <b>Est Age</b> 76 - 100 Yrs <b>Year Built</b> <b>Gar Type</b> None <b>Stalls</b> 0	<b>List Number</b> 23-2917 <b>GHAR MLS #</b> <b>Status</b> Active <b>MLS Area</b> Wilkes Barre <b>Municipality</b> Wilkes Barre City <b>County</b> Luzerne <b>Develop/Subdivision</b> None <b>School Dist</b> Wilkes-Barre <b>PIN#</b> 73H10NW40190350000 <b>BD/RD Book</b> 3018 <b>Page</b> 248754 <b>Zoning</b> Residential <b>Lot/Land Dimensions</b> 25x108 <b>Year Taxes</b> \$ 1,174.65
	<b>Address:</b> 203 Madison Street , Wilkes-Barre , PA 18702 <b>Directions:</b> From N Wilkes Barre Blvd, Left onto Butler St, Left onto Madison St & the property is on the Left.	


	<b>Price</b> \$ 88,900 <b>Prop Type</b> Residential <b>Style</b> 2 Story <b>Rooms</b> 7 <b>Bedrooms</b> 3 <b>Tot Baths</b> 1.00 <b>Full Bath</b> 1 <b>Half Baths</b> 0 <b>3/4 Baths</b> 0 <b>Tot SF Fin AG</b> 1,446 <b>+/-</b> <b>Tot SF Fin BG</b> 0 <b>+/-</b> <b>ApX Tot SF</b> 1,446 <b>Est Age</b> 100 Plus Yrs <b>Year Built</b> 1900 <b>Gar Type</b> None <b>Stalls</b> 0	<b>List Number</b> 23-3977 <b>GHAR MLS #</b> <b>Status</b> Active <b>MLS Area</b> Plains Twp-WB Twp-Bear Creek Laflin <b>Municipality</b> Plains Twp <b>County</b> Luzerne <b>Develop/Subdivision</b> None <b>School Dist</b> Wilkes-Barre <b>PIN#</b> PIN#50-G10NE3-001-018-000 <b>BD/RD Book</b> 1709 <b>Page</b> 99 <b>Zoning</b> Residential <b>Lot/Land Dimensions</b> 0.16 <b>Year Taxes</b> \$ 1,677.68
	<b>Address:</b> 38 New Street , Hudson , PA 18705 <b>Directions:</b> Minor Street to Cotton Street to left on New Street, 38 New Street on right.	


	<b>Price</b> \$ 89,900 <b>Prop Type</b> Residential <b>Style</b> 2 Story <b>Rooms</b> 7 <b>Bedrooms</b> 4 <b>Tot Baths</b> 2.00 <b>Full Bath</b> 2 <b>Half Baths</b> 0 <b>3/4 Baths</b> 0 <b>Tot SF Fin AG</b> 1,550 <b>+/-</b> <b>Tot SF Fin BG</b> 0 <b>+/-</b> <b>ApX Tot SF</b> 1,500 <b>Est Age</b> 100 Plus Yrs <b>Year Built</b> <b>Gar Type</b> None <b>Stalls</b> 0	<b>List Number</b> 23-2176 <b>GHAR MLS #</b> <b>Status</b> Active <b>MLS Area</b> Wilkes Barre <b>Municipality</b> Wilkes Barre City <b>County</b> Luzerne <b>Develop/Subdivision</b> None <b>School Dist</b> Wilkes-Barre <b>PIN#</b> I9NE2-001-004 <b>BD/RD Book</b> 3023 <b>Page</b> 25558 <b>Zoning</b> Residential <b>Lot/Land Dimensions</b> 23 x 125 <b>Year Taxes</b> \$ 1,719.18
	<b>Address:</b> 452 S Hancock Street , Wilkes-Barre , PA 18702 <b>Directions:</b> From WB Blvd to Northampton, Right on Park Ave, Left on Moyallen, Left on S Hancock, House on the right.	

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	<b>Price</b>	\$ 95,000	<b>List Number</b>	23-4005
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	6	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	73-I9NE1-035-020-000
	<b>Tot SF Fin AG</b>	1,181	<b>BD/RD Book</b>	03011
	<b>+/-</b>		<b>Page</b>	074019
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	110x51
	<b>Apx Tot SF</b>	1,181		
	<b>Est Age</b>	100 Plus Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	Detached	<b>Stalls</b>	1
			<b>Year Taxes</b>	\$ 1,489.61
<b>Address:</b> 90 Stanton Street , Wilkes-Barre , PA 18702				
<b>Directions:</b> Wilkes Barre Blvd to slight left onto Grove St follow Grove to the end. Right on Stanton St. Property will be on the left right before High St				

	<b>Price</b>	\$ 109,900	<b>List Number</b>	23-3877
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	5	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	2	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	0	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	1	<b>PIN#</b>	H10NW4-007-013
	<b>Tot SF Fin AG</b>	1,150	<b>BD/RD Book</b>	3023
	<b>+/-</b>		<b>Page</b>	30001
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	30 x 105
	<b>Apx Tot SF</b>	1,150		
	<b>Est Age</b>	100 Plus Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,388.93
<b>Address:</b> 393 N Pennsylvania Avenue , Wilkes-Barre , PA 18702				
<b>Directions:</b> Wilkes Barre Blvd to North St, Right on N Pennsylvania Ave. Hose on right				


	<b>Price</b>	\$ 110,000	<b>List Number</b>	23-3550
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	6	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	0	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	1	<b>PIN#</b>	73-H10SW4-004-061
	<b>Tot SF Fin AG</b>	1,472	<b>BD/RD Book</b>	3015
	<b>+/-</b>		<b>Page</b>	11271
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	35x95
	<b>Apx Tot SF</b>	1,472		
	<b>Est Age</b>	51 - 75 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b># Acres</b>	0.06
			<b>Year Taxes</b>	\$ 1,225
<b>Address:</b> 33 Hayes Lane , Wilkes-Barre , PA 18705				

**Directions:** Coal St. to Walters Way (turns into Hayes Ln.) house on left


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	<b>Price</b>	\$ 112,000	<b>List Number</b>	23-2733
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	4	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	73-H10SW3-003-004-000
	<b>Tot SF Fin AG</b>	1,456	<b>BD/RD Book</b>	0311
	<b>+/-</b>		<b>Page</b>	018052
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	-
	<b>Apx Tot SF</b>	1,456		
	<b>Est Age</b>	76 - 100 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,506
<b>Address:</b> 291 Coal Street , Wilkes-Barre , PA 18702				
<b>Directions:</b> Take Wilkes Barre Blvd turn left onto Coal Street home is on the right 291.				


	<b>Price</b>	\$ 115,000	<b>List Number</b>	23-3503
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	728052845
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	5	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	2	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	H10NW2029003-73
	<b>Tot SF Fin AG</b>	960	<b>BD/RD Book</b>	1637
	<b>+/-</b>		<b>Page</b>	1177
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	25x104
	<b>Apx Tot SF</b>	1,000		
	<b>Est Age</b>	76 - 100 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,130
<b>Address:</b> 475 Madison , Wilkes-Barre , PA 18705				
<b>Directions:</b> From N Main St make a right on Elm and then a right on Madison				


	<b>Price</b>	\$ 119,000	<b>List Number</b>	23-403
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	5	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laflin
	<b>Bedrooms</b>	2	<b>Municipality</b>	Wilkes Barre Twp
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	I9SE2003007-69
	<b>Tot SF Fin AG</b>	966	<b>BD/RD Book</b>	3021
	<b>+/-</b>		<b>Page</b>	56273
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	30X100
	<b>Apx Tot SF</b>	966		
	<b>Est Age</b>	76 - 100 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,488.32
<b>Address:</b> 1007 Charles Street , Wilkes Barre Township , PA 18702				
<b>Directions:</b> Blackman St to Charles St				

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	<b>Price</b>	\$ 119,000	<b>List Number</b>	23-434
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	6	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	I9NE4020023-73
	<b>Tot SF Fin AG</b>	1,238	<b>BD/RD Book</b>	3021
	<b>+/-</b>		<b>Page</b>	56479
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	23X112
	<b>Apx Tot SF</b>	1,238		
	<b>Est Age</b>	100 Plus Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,660.10
<b>Address:</b> 102 Holland Street , Wilkes-Barre , PA 18702				
<b>Directions:</b> S Main St to Left on Blackman St, Left on Brown St, Right on Holland St				


	<b>Price</b>	\$ 119,000	<b>List Number</b>	23-3907
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	9	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	4	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	Miners Mills
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	73-G10SE1-006-027-000
	<b>Tot SF Fin AG</b>	1,582	<b>BD/RD Book</b>	03013
	<b>+/-</b>		<b>Page</b>	257671
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	0.21 Acres
	<b>Apx Tot SF</b>	1,582		
	<b>Est Age</b>	76 - 100 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,857.09
<b>Address:</b> 27 W Beatty Street , Wilkes-Barre , PA 18705				
<b>Directions:</b> From N Washington st, turn right on W Beatty and destination will be on your right.				

	<b>Price</b>	\$ 119,900	<b>List Number</b>	23-1356
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	5	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	I9NE4032023
	<b>Tot SF Fin AG</b>	1,216	<b>BD/RD Book</b>	3017
	<b>+/-</b>		<b>Page</b>	115704
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	25 x 248
	<b>Apx Tot SF</b>	1,216		
	<b>Est Age</b>	76 - 100 Yrs		
	<b>Year Built</b>		<b>Acre Range</b>	Up to 1 Acre
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,118.40
<b>Address:</b> 14 Phoenix Street , Wilkes-Barre , PA 18702				

**Directions:** Blackman St to a right on Phoenix, home is on the right.

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	<b>Price</b>	\$ 120,000	<b>List Number</b>	23-3620
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	I9NW2028012
	<b>Tot SF Fin AG</b>	1,607	<b>BD/RD Book</b>	2324
	<b>+/-</b>		<b>Page</b>	209
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	28 x 81
	<b>Apx Tot SF</b>	1,607	<b># Acres</b>	0.05

**Est Age** 76 - 100 Yrs  
**Year Built**  
**Gar Type** None **Stalls** 0

**Year Taxes** \$ 1,933.22

**Address:** 117 Barney Street , Wilkes-Barre , PA 18702


**Directions:** North River St, turn right (N-W) onto Academy St(1.8Mi), left(W) onto Carey St(250ft), left(S-E) onto Wood St(0.5Mi), right(S-W) onto Barney St(250 ft). Home is on your right(0.2Mi).

	<b>Price</b>	\$ 125,000	<b>List Number</b>	23-3885
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	4	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	2	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	H9SE4022017
	<b>Tot SF Fin AG</b>	882	<b>BD/RD Book</b>	3019
	<b>+/-</b>		<b>Page</b>	423
	<b>Tot SF Fin BG</b>	192	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	43 x 63 and 30 x 45
	<b>Apx Tot SF</b>	1,074	<b>Year Taxes</b>	\$ 1,590.65

**Est Age** 76 - 100 Yrs  
**Year Built**  
**Gar Type** Built-in **Stalls** 9

**Address:** 28 Rear Carey Avenue , Wilkes-Barre , PA 18702

**Directions:** River Street to Carey Ave. - make left into parking lot in back. Park in front of garage.

	<b>Price</b>	\$ 129,000	<b>List Number</b>	23-2639
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	73-I9NE1-029-001
	<b>Tot SF Fin AG</b>	1,611	<b>BD/RD Book</b>	03018
	<b>+/-</b>		<b>Page</b>	022678
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	0.06 acres
	<b>Apx Tot SF</b>	1,611	<b># Acres</b>	0.06 Acre Range Up to 1 Acre

**Est Age** 100 Plus Yrs  
**Year Built** 1900  
**Gar Type** None **Stalls** 0

**Year Taxes** \$ 1,260.28

**Address:** 139 Stanton Street , Wilkes-Barre , PA 18702

**Directions:** From Blackman st turn onto Loomis St. Then turn left on Stanton St. House is on the left





<b>Price</b>	\$ 129,900	<b>List Number</b>	23-3696
<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
<b>Style</b>	2 Story	<b>Status</b>	Active
<b>Rooms</b>	5	<b>MLS Area</b>	Wilkes Barre
<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
<b>3/4 Baths</b>	0	<b>PIN#</b>	73-19NE3-0616-017-000
<b>Tot SF Fin AG</b>	1,280	<b>BD/RD Book</b>	03006
<b>+/-</b>		<b>Page</b>	190926
<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
<b>+/-</b>		<b>Lot/Land Dimensions</b>	25x140
<b>Apx Tot SF</b>	1,280		
<b>Est Age</b>	76 - 100 Yrs		
<b>Year Built</b>			
<b>Gar Type</b>	None	<b>Stalls</b>	0
		<b>Year Taxes</b>	\$ 1,936.51

**Address:** 33 Smith Street , Wilkes-Barre , PA 18702

**Directions:** Route 309 to Blackman St. to left onto Smith St.



<b>Price</b>	\$ 129,900	<b>List Number</b>	23-3924
<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
<b>Style</b>	2 Story	<b>Status</b>	Active
<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
<b>3/4 Baths</b>	0	<b>PIN#</b>	73-H10NW1-004-022-000
<b>Tot SF Fin AG</b>	1,500	<b>BD/RD Book</b>	03016
<b>+/-</b>		<b>Page</b>	166956
<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
<b>+/-</b>		<b>Lot/Land Dimensions</b>	26 x 116
<b>Apx Tot SF</b>	1,500		
<b>Est Age</b>	100 Plus Yrs		
<b>Year Built</b>			
<b>Gar Type</b>	None	<b>Stalls</b>	0
		<b>Year Taxes</b>	\$ 1,843.48

**Address:** 486 N Main Street , Wilkes-Barre , PA 18705

**Directions:** : Downtown WB to N.Main.400 block is on the hill by the Little Theatre. House on left.

<b>Price</b>	\$ 135,000	<b>List Number</b>	23-2969
<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
<b>Style</b>	2 Story	<b>Status</b>	Active
<b>Rooms</b>	5	<b>MLS Area</b>	Wilkes Barre
<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
<b>3/4 Baths</b>	0	<b>PIN#</b>	73-19NE1-028-020-000
<b>Tot SF Fin AG</b>	1,480	<b>BD/RD Book</b>	03003
<b>+/-</b>		<b>Page</b>	298304
<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
<b>+/-</b>		<b>Lot/Land Dimensions</b>	40x110
<b>Apx Tot SF</b>	1,480		
<b>Est Age</b>	51 - 75 Yrs		
<b>Year Built</b>			



**Address:** 126 Stanton Street , Wilkes-Barre , PA 18702

**Directions:** Go up Hazel St. & make R on Stanton. Go almost to end. Home on R.


**Gar Type** None **Stalls** 0


**Acre Range** Up to 1 Acre


**Year Taxes** \$ 2,005.63

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	<b>Price</b>	\$ 135,000	<b>List Number</b>	23-3204
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	6	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	I9NE4002003-73
	<b>Tot SF Fin AG</b>	1,152	<b>BD/RD Book</b>	2615
	<b>+/-</b>		<b>Page</b>	130
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	24 ft x 151 ft
	<b>Apx Tot SF</b>	1,152	<b># Acres</b>	0.08
	<b>Est Age</b>	76 - 100 Yrs	<b>Year Taxes</b>	\$ 1,545.13
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
<b>Address:</b> 83 Blackman Street , Wilkes-Barre , PA 18702				
<b>Directions:</b> S Main St. to Blackman St. follow up hill, home on right hand side .				

	<b>Price</b>	\$ 142,500	<b>List Number</b>	23-3829
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	4	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	North End
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	73-H10NW3 B001 L012
	<b>Tot SF Fin AG</b>	1,610	<b>BD/RD Book</b>	3016
	<b>+/-</b>		<b>Page</b>	180926
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	25 x 115
	<b>Apx Tot SF</b>	1,610	<b>Acre Range</b>	Up to 1 Acre
	<b>Est Age</b>	76 - 100 Yrs	<b>Year Taxes</b>	\$ 2,055.53
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
<b>Address:</b> 330 Madison Street , Wilkes-Barre , PA 18705				
<b>Directions:</b> North on N. Main St., W-B to top of hill, right at Little Theatre onto E. Maple St , rt on Madison St, home on right.				

	<b>Price</b>	\$ 144,900	<b>List Number</b>	23-2943
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	6	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	9NE2012010
	<b>Tot SF Fin AG</b>	1,408	<b>BD/RD Book</b>	2286
	<b>+/-</b>		<b>Page</b>	1005
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	25X99
	<b>Apx Tot SF</b>	1,408		
	<b>Est Age</b>	76 - 100 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 1,231.23
<b>Address:</b> 358 Park Avenue , Wilkes-Barre , PA 18702				

**Directions:** S River St. to left on South, right on Park home on the left.

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**Price** \$ 147,000  
**Prop Type** Residential  
**Style** 2 Story  
**Rooms** 6  
**Bedrooms** 3  
**Tot Baths** 2.00  
**Full Bath** 1  
**Half Baths** 0  
**3/4 Baths** 1  
**Tot SF Fin AG** 1,625  
**+/-**  
**Tot SF Fin BG** 0  
**+/-**  
**Apx Tot SF** 1,625  
**Est Age** 51 - 75 Yrs  
**Year Built**

**List Number** 23-3524  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre  
**PIN#** 73-H10NW2-008-026-000  
**BD/RD Book** 03022  
**Page** 108228  
**Zoning** Residential  
**Lot/Land Dimensions** 26 x 136

**Gar Type** None **Stalls** 0

**Year Taxes** \$ 1,685.02

**Address:** 12 Brookside Street , Wilkes-Barre , PA 18705

**Directions:** North Main Street Wilkes-Barre towards plains, Turn Right on Brookside. House is on left.



**Price** \$ 149,000  
**Prop Type** Residential  
**Style** 2 Story  
**Rooms** 8  
**Bedrooms** 3  
**Tot Baths** 1.00  
**Full Bath** 1  
**Half Baths** 0  
**3/4 Baths** 0  
**Tot SF Fin AG** 1,087  
**+/-**  
**Tot SF Fin BG** 205  
**+/-**  
**Apx Tot SF** 1,292  
**Est Age** 76 - 100 Yrs  
**Year Built**

**List Number** 23-2387  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre  
**PIN#** 73-I9NE2-042-033-000  
**BD/RD Book** 3022  
**Page** 148530  
**Zoning** Residential  
**Lot/Land Dimensions** 103 x 23

**Gar Type** None **Stalls** 0

**Year Taxes** \$ 1,382.07

**Address:** 236 Dana Street , Wilkes-Barre , PA 18702

**Directions:** From Wilkes barre blvd Take Casey Ave, New Frederick St and Stanton St to Hazle St in Wilkes-Barre Turn right onto Hazle St Turn right onto Dana St Destination will be on the left

**Price** \$ 150,000  
**Prop Type** Residential  
**Style** 2 Story  
**Rooms** 6  
**Bedrooms** 3  
**Tot Baths** 1.00  
**Full Bath** 1  
**Half Baths** 0  
**3/4 Baths** 0

**List Number** 23-3982  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Plains Twp-WB Twp-Bear Creek Laflin  
**Municipality** Plains Twp  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre




**Address:** 234 Maffett Street, Plains , PA 18705

**Directions:** N on River St, pass hospital, R onto Maffett. Home on L.

<b>Tot SF Fin AG</b>	1,366	<b>PIN#</b>	G10SW2015010
<b>+/-</b>		<b>BD/RD Book</b>	3016
<b>Tot SF Fin BG</b>	0	<b>Page</b>	107518
<b>+/-</b>		<b>Zoning</b>	Residential
<b>Apx Tot SF</b>	1,366	<b>Lot/Land Dimensions</b>	25 x 136
<b>Est Age</b>	76 - 100 Yrs	<b>Acre Range</b>	Up to 1 Acre
<b>Year Built</b>		<b>Year Taxes</b>	\$ 1,915.82
<b>Gar Type</b>	Detached	<b>Stalls</b>	2

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	<b>Price</b>	\$ 155,000	<b>List Number</b>	23-3646
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	1	<b>PIN#</b>	73-H10NW2-023-002
	<b>Tot SF Fin AG</b>	1,324	<b>BD/RD Book</b>	2542
	<b>+/-</b>		<b>Page</b>	1039
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	25x145
	<b>Apx Tot SF</b>	1,324		


**Est Age** 76 - 100 Yrs  
**Year Built** 1920

**Gar Type** None **Stalls** 0

**Year Taxes** \$ 1,632.73

**Address:** 687 N Washington Street , Wilkes-Barre , PA 18705

**Directions:** Take exit 170B towards PA-309 N, take exit 2 toward Wilkes-Barre/Center city, keep right at the fork, merge onto Wilkes-Barre BLvd, turn left onto N Washington st.

	<b>Price</b>	\$ 159,900	<b>List Number</b>	23-799
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	4	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	2	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	H10NW4013016
	<b>Tot SF Fin AG</b>	832	<b>BD/RD Book</b>	3016
	<b>+/-</b>		<b>Page</b>	204474
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	26 x 95
	<b>Apx Tot SF</b>	832		

**Est Age** 76 - 100 Yrs  
**Year Built**


**Gar Type** None **Stalls** 0

**Acre Range** Up to 1 Acre

**Year Taxes** \$ 1,101.82

**Address:** 289 N River Street , Wilkes-Barre , PA 18702

**Directions:** From S River, go past the court house, continue on N River: home on the right.

	<b>Price</b>	\$ 160,000	<b>List Number</b>	23-3899
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	I9NW2025008-73
	<b>Tot SF Fin AG</b>	1,442	<b>BD/RD Book</b>	3015
	<b>+/-</b>		<b>Page</b>	55929
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	50x110
	<b>Apx Tot SF</b>	1,442		

**Est Age** 76 - 100 Yrs  
**Year Built**

**Gar Type** Detached **Stalls** 2

**Year Taxes** \$ 2,092.37

**Address:** 224 Horton Street , Wilkes-Barre , PA 18702

**Directions:** Carey Ave. to a left on Horton, home is on the right.





**Price** \$ 167,500  
**Prop Type** Residential  
**Style** 2 Story  
**Rooms** 8  
**Bedrooms** 3  
**Tot Baths** 2.00  
**Full Bath** 2  
**Half Baths** 0  
**3/4 Baths** 0  
**Tot SF Fin AG** 1,728  
**+/-**  
**Tot SF Fin BG** 0  
**+/-**  
**Apx Tot SF** 1,728  
**Est Age** 76 - 100 Yrs  
**Year Built**  
**Gar Type** None **Stalls** 0

**List Number** 23-2923  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre  
**PIN#** I9NE403600-73  
**BD/RD Book** 3005  
**Page** 294519  
**Zoning** Residential  
**Lot/Land Dimensions** 40x122  
**Year Taxes** \$ 2,469.66

**Address:** 143 Mclean Street , Wilkes-Barre , PA 18702

**Directions:** Wilkes-Barre Boulevard to left on Hazle St. Proceed to McLean St. Turn right. Home is on the left



**Price** \$ 194,000  
**Prop Type** Residential  
**Style** 2 Story  
**Rooms** 8  
**Bedrooms** 3  
**Tot Baths** 2.00  
**Full Bath** 1  
**Half Baths** 0  
**3/4 Baths** 1  
**Tot SF Fin AG** 1,404  
**+/-**  
**Tot SF Fin BG** 0  
**+/-**  
**Apx Tot SF** 1,404  
**Est Age** 76 - 100 Yrs  
**Year Built** 1925

**List Number** 23-3180  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre  
**PIN#** 73-I9NE3 -026-009  
**BD/RD Book** 03023  
**Page** 047660  
**Zoning** Residential  
**Lot/Land Dimensions** 3900 Aprox

**Gar Type** None **Stalls** 0

**Year Taxes** \$ 1,522

**Address:** 129 Kent Lane , Wilkes-Barre , PA 18702

**Directions:** From S Sherman st turn left in Dana Street in then turn right in Kent lane in about 700 Feet destination on your right 129 Kent Lane



**Price** \$ 195,000  
**Prop Type** Residential  
**Style** 3 Story  
**Rooms** 7  
**Bedrooms** 6  
**Tot Baths** 2.00  
**Full Bath** 2  
**Half Baths** 0  
**3/4 Baths** 0  
**Tot SF Fin AG** 1,526  
**+/-**  
**Tot SF Fin BG** 0  
**+/-**  
**Apx Tot SF** 1,526  
**Est Age** 76 - 100 Yrs  
**Year Built**  
**Gar Type** None **Stalls** 0

**List Number** 23-3649  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre  
**PIN#** 73-I9NE2-022-032-000  
**BD/RD Book** 3005  
**Page** 289820  
**Zoning** Residential  
**Lot/Land Dimensions** 22 x 156

**Year Taxes** \$ 1,546.11


**Address:** 110 Lehigh Street , Wilkes-Barre , PA 18702





<b>Directions:</b> From E Northampton turn onto Park Ave, then turn right onto Lehigh St, home is on your right
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	<b>Price</b>	\$ 199,000	<b>List Number</b>	23-4062
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	Split Level	<b>Status</b>	Active
	<b>Rooms</b>	9	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	H9 SW2 004 014 000
	<b>Tot SF Fin AG</b>	1,800	<b>BD/RD Book</b>	1342
	<b>+/-</b>		<b>Page</b>	614
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	52 x 120
	<b>Apx Tot SF</b>	1,900		
	<b>Est Age</b>	51 - 75 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 3,695
<b>Address:</b> 95 Birch Street , Wilkes-Barre , PA 18702				
<b>Directions:</b> Riverside Dr. to Left onto Old River Rd., Right onto Birch, Property on the Right.				

	<b>Price</b>	\$ 199,900	<b>List Number</b>	23-3750
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	9	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laflin
	<b>Bedrooms</b>	4	<b>Municipality</b>	Bear Creek Twp
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	1	<b>PIN#</b>	04-111S2-005-005
	<b>Tot SF Fin AG</b>	1,540	<b>BD/RD Book</b>	0
	<b>+/-</b>		<b>Page</b>	0
	<b>Tot SF Fin BG</b>	650	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	132x105x170x107
	<b>Apx Tot SF</b>	2,140		
	<b>Est Age</b>	76 - 100 Yrs		
	<b>Year Built</b>		<b># Acres</b>	0.35
	<b>Gar Type</b>	Built-in	<b>Stalls</b>	1
			<b>Year Taxes</b>	\$ 1,593
<b>Address:</b> 1600 Bear Creek Boulevard , Bear Creek , PA 18702				
<b>Directions:</b> Route 309 to Route 115 - Bear Creek Blvd				


	<b>Price</b>	\$ 219,000	<b>List Number</b>	23-4021
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	8	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laflin
	<b>Bedrooms</b>	3	<b>Municipality</b>	Bear Creek Twp
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	H1200A04A
	<b>Tot SF Fin AG</b>	1,790	<b>BD/RD Book</b>	3003
	<b>+/-</b>		<b>Page</b>	359575
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	255x504x34x512.6
	<b>Apx Tot SF</b>	1,790		
	<b>Est Age</b>	76 - 100 Yrs	<b># Acres</b>	2.33 Acre Range 1+ - 3 Acres
	<b>Year Built</b>		<b>Year Taxes</b>	\$ 4,392.28
	<b>Gar Type</b>	Detached	<b>Stalls</b>	2
<b>Address:</b> 2333 Pittston Boulevard , Bear Creek , PA 18702				
<b>Directions:</b> Rt. 115 to left onto Swanson Road, at stop sign turn left onto Pittston Blvd., house on left.				

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	<b>Price</b>	\$ 225,000	<b>List Number</b>	23-3890
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	Bi-Level	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Lafin
	<b>Bedrooms</b>	3	<b>Municipality</b>	Bear Creek Twp
	<b>Tot Baths</b>	1.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	04-111S2 -001-012-000
	<b>Tot SF Fin AG</b>	1,092	<b>BD/RD Book</b>	01959
	<b>+/-</b>		<b>Page</b>	000554
	<b>Tot SF Fin BG</b>	1,092	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	0.46
	<b>Apx Tot SF</b>	2,185		
	<b>Est Age</b>	51 - 75 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 3,257
<b>Address:</b> 163 Old E End Boulevard , Bear Creek , PA 18702				
<b>Directions:</b> From PA-309, take PA-115 S exit onto Pittston Blvd in Bear Creek Twp. Stay straight at the stop sign down the gravel road to property address.				

	<b>Price</b>	\$ 229,900	<b>List Number</b>	23-2492
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	1 Story/Ranch	<b>Status</b>	Active
	<b>Rooms</b>	5	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	H10NE1007001-73
	<b>Tot SF Fin AG</b>	1,300	<b>BD/RD Book</b>	3018
	<b>+/-</b>		<b>Page</b>	28203
	<b>Tot SF Fin BG</b>	641	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	.259
	<b>Apx Tot SF</b>	1,941		
	<b>Est Age</b>	31 - 40 Yrs		
	<b>Year Built</b>			
	<b>Gar Type</b>	Attached	<b>Stalls</b>	1
			<b>Year Taxes</b>	\$ 2,637.58
<b>Address:</b> 29 Calvin Street , Wilkes-Barre , PA 18705				
<b>Directions:</b> Scott Street to right on Kado to left on Calvin, Home on Right. NO SIGN.				

	<b>Price</b>	\$ 245,000	<b>List Number</b>	23-3452
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	1 Story/Ranch	<b>Status</b>	Active
	<b>Rooms</b>	9	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Lafin
	<b>Bedrooms</b>	3	<b>Municipality</b>	Bear Creek Twp
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	2	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	04-J13S3-001-013; 04-J13S3-001-014
	<b>Tot SF Fin AG</b>	1,300	<b>BD/RD Book</b>	1747;1832
	<b>+/-</b>		<b>Page</b>	57;911
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	2 Acres
	<b>Apx Tot SF</b>	1,300	<b># Acres</b>	2.00 Acre Range 1+ - 3 Acres
	<b>Est Age</b>	51 - 75 Yrs		
	<b>Year Built</b>	1973		
	<b>Gar Type</b>	None	<b>Stalls</b>	0
			<b>Year Taxes</b>	\$ 4,933.67
<b>Address:</b> 1659 Meadow Run Road , Bear Creek , PA 18702				
<b>Directions:</b> GPS Friendly				


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	<b>Price</b>	\$ 259,000	<b>List Number</b>	23-3878
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	9	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	1	<b>PIN#</b>	19NE1020011-73
	<b>Tot SF Fin AG</b>	2,313	<b>BD/RD Book</b>	1931
	<b>+/-</b>		<b>Page</b>	11
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	50 x 195
	<b>Apx Tot SF</b>	2,313	<b># Acres</b>	0.20 Acre Range Up to 1 Acre
	<b>Est Age</b>	100 Plus Yrs	<b>Year Taxes</b>	\$ 3,110.26
	<b>Year Built</b>	1876		
	<b>Gar Type</b>	None	<b>Stalls</b>	0
<b>Address:</b> 76 Hanover Street , Wilkes-Barre , PA 18702				
<b>Directions:</b> Carey Ave to Hanover St. Home on R.				

	<b>Price</b>	\$ 264,900	<b>List Number</b>	23-2382
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	7	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	2	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	H10NW416B004-73
	<b>Tot SF Fin AG</b>	1,680	<b>BD/RD Book</b>	3012
	<b>+/-</b>		<b>Page</b>	155318
	<b>Tot SF Fin BG</b>	243	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	50x100
	<b>Apx Tot SF</b>	1,923	<b>Acre Range</b>	Up to 1 Acre
	<b>Est Age</b>	11 - 15 Yrs	<b>Year Taxes</b>	\$ 4,676
	<b>Year Built</b>	2012		
	<b>Gar Type</b>	Attached	<b>Stalls</b>	1
<b>Address:</b> 46 Courtright Avenue , Wilkes-Barre , PA 18702				
<b>Directions:</b> South River Street to Wilkes Barre, left on Courtright Avenue				

	<b>Price</b>	\$ 274,500	<b>List Number</b>	23-2065
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	8	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laflin
	<b>Bedrooms</b>	3	<b>Municipality</b>	Bear Creek Village Boro
	<b>Tot Baths</b>	3.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	3	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	04-111S1-003-003-000
	<b>Tot SF Fin AG</b>	2,350	<b>BD/RD Book</b>	3022
	<b>+/-</b>		<b>Page</b>	13940
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	69X642
	<b>Apx Tot SF</b>	2,350	<b># Acres</b>	1.01 Acre Range 1+ - 3 Acres
	<b>Est Age</b>	76 - 100 Yrs	<b>Year Taxes</b>	\$ 1,654.99
	<b>Year Built</b>			
	<b>Gar Type</b>	Detached	<b>Stalls</b>	1
<b>Address:</b> 316 Pittston Boulevard , Bear Creek , PA 18702				
<b>Directions:</b> South on route 115, left on Pittston Blvd. Property on right.				

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**Price** \$ 279,000  
**Prop Type** Residential  
**Style** 2 Story  
**Rooms** 9  
**Bedrooms** 4  
**Tot Baths** 4.00  
**Full Bath** 1  
**Half Baths** 2  
**3/4 Baths** 1  
**Tot SF Fin AG** 2,559  
**+/-**  
**Tot SF Fin BG** 0  
**+/-**  
**Apx Tot SF** 2,559  
**Est Age** 100 Plus Yrs  
**Year Built** 1876  
**Gar Type** Detached **Stalls** 1

**List Number** 23-3876  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre  
**PIN#** I9NE1020012  
**BD/RD Book** 2376  
**Page** 328  
**Zoning** Residential  
**Lot/Land Dimensions** 50 x 195  
**Year Taxes** \$ 2,925.59

**Address:** 72 Hanover Street , Wilkes-Barre , PA 18702

**Directions:** Carey Ave to Hanover St



**Price** \$ 295,000  
**Prop Type** Residential  
**Style** 2 Story  
**Rooms** 7  
**Bedrooms** 4  
**Tot Baths** 2.00  
**Full Bath** 2  
**Half Baths** 0  
**3/4 Baths** 0  
**Tot SF Fin AG** 1,840  
**+/-**  
**Tot SF Fin BG** 0  
**+/-**  
**Apx Tot SF** 2,120  
**Est Age** 76 - 100 Yrs  
**Year Built**

**List Number** 23-1296  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Plains Twp-WB Twp-Bear Creek Laflin  
**Municipality** Plains Twp  
**County** Luzerne  
**Develop/Subdivision** None  
**School Dist** Wilkes-Barre  
**PIN#** 50-H11S1-013-008-000  
**BD/RD Book** 03022  
**Page** 056661  
**Zoning** Residential  
**Lot/Land Dimensions** 0.15

**# Acres** 0.15 **Acres Range** Up to 1 Acre

**Gar Type** None **Stalls** 0

**Year Taxes** \$ 2,110

**Address:** 205 Iroquois Avenue , Wilkes-Barre , PA 18702

**Directions:** From 309 (Kidder St) turn onto Mundy St, left onto Bear Creek Blvd, left onto Avon St, right onto Iroquois Ave, house on right.



**Price** \$ 299,000  
**Prop Type** Residential  
**Style** 1 Story/Ranch  
**Rooms** 7  
**Bedrooms** 3  
**Tot Baths** 2.00  
**Full Bath** 1  
**Half Baths** 0  
**3/4 Baths** 1  
**Tot SF Fin AG** 1,745  
**+/-**  
**Tot SF Fin BG** 0  
**+/-**  
**Apx Tot SF** 1,745  
**Est Age** 31 - 40 Yrs  
**Year Built** 1989  
**Gar Type** Attached **Stalls** 2

**List Number** 23-3327  
**GHAR MLS #**  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Develop/Subdivision** Barney Farms  
**School Dist** Wilkes-Barre  
**PIN#** 73-H9SW2-018-001-000  
**BD/RD Book** 02326  
**Page** 000705  
**Zoning** Residential  
**Lot/Land Dimensions** Irregular/ 80X130

**Year Taxes** \$ 5,459.37

**Address:** 60 Nicole Drive , Wilkes-Barre , PA 18702


**Directions:** Heading west on Carey Ave, continue straight on Dagobert Street to Gordon Ave, turn right onto Gordon Ave, street name changes to Reliance Drive, turn left onto Nicole Drive, house on right.


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	<b>Price</b>	\$ 325,000	<b>List Number</b>	23-3822
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	2 Story	<b>Status</b>	Active
	<b>Rooms</b>	10	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	5	<b>Municipality</b>	Wilkes Barre City
	<b>Tot Baths</b>	4.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	2	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	2	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	73-H9SE100201B000
	<b>Tot SF Fin AG</b>	3,198	<b>BD/RD Book</b>	01420
	<b>+/-</b>		<b>Page</b>	000051
	<b>Tot SF Fin BG</b>	0	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	75x155.46x75x141.53
	<b>Apx Tot SF</b>	3,198		
	<b>Est Age</b>	51 - 75 Yrs		
	<b>Year Built</b>	1960		
	<b>Gar Type</b>	Attached Stalls 2	<b>Year Taxes</b>	\$ 8,613.17
<b>Address:</b> 200 Riverside Drive , Wilkes-Barre , PA 18702				
<b>Directions:</b> Wilkes-Barre City to Riverside Drive.				

	<b>Price</b>	\$ 349,900	<b>List Number</b>	23-581
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	1 Story/Ranch	<b>Status</b>	Active
	<b>Rooms</b>	8	<b>MLS Area</b>	Wilkes Barre
	<b>Bedrooms</b>	3	<b>Municipality</b>	Hazleton City
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	0	<b>School Dist</b>	Hazleton
	<b>3/4 Baths</b>	1	<b>PIN#</b>	26-S8S9-007-012-000
	<b>Tot SF Fin AG</b>	1,612	<b>BD/RD Book</b>	3016
	<b>+/-</b>		<b>Page</b>	163453
	<b>Tot SF Fin BG</b>	1,274	<b>Zoning</b>	Residential
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	64x200
	<b>Apx Tot SF</b>	2,886		
	<b>Est Age</b>	51 - 75 Yrs		
	<b>Year Built</b>	1958	<b># Acres</b>	0.29 Acre Range Up to 1 Acre
	<b>Gar Type</b>	Detached Stalls 2	<b>Year Taxes</b>	\$ 2,847
<b>Address:</b> 1033 N Locust Street , Hazle Twp , PA 18202				
<b>Directions:</b> From Church St. continue on W 22nd St., turn right onto N Locust St., house is on the right.				

	<b>Price</b>	\$ 375,000	<b>List Number</b>	23-2984
	<b>Prop Type</b>	Residential	<b>GHAR MLS #</b>	
	<b>Style</b>	1 Story/Ranch	<b>Status</b>	Active
	<b>Rooms</b>	9	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laflin
	<b>Bedrooms</b>	3	<b>Municipality</b>	Bear Creek Twp
	<b>Tot Baths</b>	2.00	<b>County</b>	Luzerne
	<b>Full Bath</b>	1	<b>Develop/Subdivision</b>	None
	<b>Half Baths</b>	1	<b>School Dist</b>	Wilkes-Barre
	<b>3/4 Baths</b>	0	<b>PIN#</b>	J11S2 B007 L002, 003, 03A, 004
	<b>Tot SF Fin AG</b>	1,760	<b>BD/RD Book</b>	See Private Remarks
	<b>+/-</b>		<b>Page</b>	See Private Remarks
	<b>Tot SF Fin BG</b>	430	<b>Zoning</b>	Other - See Remarks
	<b>+/-</b>		<b>Lot/Land Dimensions</b>	irregular
	<b>Apx Tot SF</b>	2,190	<b># Acres</b>	2.00 Acre Range 1+ - 3 Acres
	<b>Est Age</b>	51 - 75 Yrs	<b>Year Taxes</b>	\$ 7,225.44
	<b>Year Built</b>	1961		
	<b>Gar Type</b>	Attached Stalls 2		
<b>Address:</b> 40 Laurel Run Road , Wilkes-Barre , PA 18702				
<b>Directions:</b> Route 115 to Bear Creek. Right on Laurel Run Road. Property is on first house on right.				

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	Lease Price	\$ 750	List Number	23-3825
	Property Type	Residential Rental	Monthly Rental Amt	\$ 750
	Rental Style	Apartment	Status	Active
	Tot Beds	1	MLS Area	Wilkes Barre
	Tot Baths	0.00	Municipality	Wilkes Barre City
	Tot Rms	1	County	Luzerne
	Total Full Baths	0	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	400.00	# Acres ; Lot Size	
	Fin BG SF	0.00		
	Aprx Total SF	400.00		
	Gar Type: None	Stalls: 0	HOA Fee Amount ; HOA Fee Period	
	Address: 17 W Ross Street , Wilkes-Barre PA 18701			
	Directions: Heading west on S. Main Street, right right onto W Ross Street, building will be on your right.			
Listing Member Sara Stepanski Mobile : (570) 574-0133		Date Available08/15/2023		
Listing OfficeLUXE Homes Real Estate Office : (570) 818-5040		Appilances Includedstove, refrigerator, microwave		

	Lease Price	\$ 795	List Number	23-2707
	Property Type	Residential Rental	Monthly Rental Amt	\$ 875
			Status	Active
	Rental Style	Apartment	MLS Area	Wilkes Barre
	Tot Beds	1	Municipality	Wilkes Barre City
	Tot Baths	1.00	County	Luzerne
	Tot Rms	3	Subdivision	None
	Total Full Baths	1	School District	Wilkes-Barre
	Total 3/4 Baths	0	Lease Required	Yes
	Total Half Baths	0		
	AG SF	400.00		
	Fin BG SF	0.00		
	Aprx Total SF	400.00		
			# Acres ; Lot Size	
	Gar Type: None Stalls: 0		HOA Fee Amount ; HOA Fee Period	
Address: 476 N Washington Street , Wilkes-Barre PA 18702				
Directions: On N Wilkes-Barre Blvd turn on to Butler st, turn tight to N Washington st., Apt will be on your left.				
Listing Member Yesenia Martinez Mobile : (570) 846-1756		Date Available07/01/2023		
Listing OfficeClassic Properties Kingston Office : (570) 818-5040		Appilances IncludedRefrigerator & Stove		

	Lease Price	\$ 850	List Number	23-291
	Property Type	Residential Rental	Monthly Rental Amt	\$ 850
	Rental Style	Apartment	Status	Active
	Tot Beds	1	MLS Area	Wilkes Barre
	Tot Baths	0.00	Municipality	Wilkes Barre City
	Tot Rms	3	County	Luzerne
	Total Full Baths	0	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	600.00		
	Fin BG SF	0.00		
	Aprx Total SF	600.00		



Lease Price \$ 850  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 1  
 Tot Baths 1.00  
 Tot Rms 3  
 Total Full Baths 1  
 Total 3/4 Baths 0  
 Total Half Baths 0  
 AG SF 600.00  
 Fin BG SF 0.00  
 Aprx Total SF 600.00

List Number 23-294  
 Monthly Rental Amt \$ 850  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 221 Barney Street , Wilkes-Barre PA 18702

Directions: Horton to Barney - house on right.

Listing Member Kevin Kushinski Office : (570) 417-3058

Listing Office Century 21 Signature Properties Office : (570) 818-5040

Date Available 01/25/2023

Appilances Included Refrigerator, Stove



Lease Price \$ 1,000  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 1  
 Tot Baths 1.00  
 Tot Rms 3  
 Total Full Baths 1  
 Total 3/4 Baths 0  
 Total Half Baths 0  
 AG SF 362.00  
 Fin BG SF 0.00  
 Aprx Total SF 362.00

List Number 23-1383  
 Monthly Rental Amt \$ 1,000  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required No

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 68 S Franklin St , Wilkes-Barre PA 18701

Directions: S. River Street onto S. Main Street to Northampton Street onto S. Franklin Street. Parking Available at the Rear of the Building.

Listing Member Sara Puchalski Mobile : (570) 574-8124

Listing Office 4 Founders Realty, LLC Office : (570) 818-5040

Date Available 05/01/2023

Appilances Included

Lease Price \$ 1,100  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 1  
 Tot Baths 1.00  
 Tot Rms 3  
 Total Full Baths 1  
 Total 3/4 Baths 0

List Number 23-1367  
 Monthly Rental Amt \$ 1,100  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes



	Lease Price	\$ 1,100	List Number	23-3025
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,100
	Rental Style	Single Family Home	Status	Active
	Tot Beds	2	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	4	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	832.00		
	Fin BG SF	0.00		
	Aprx Total SF	832.00	# Acres ; Lot Size	26x95
	Gar Type: None Stalls: 0		HOA Fee Amount ; HOA Fee Period	

Address: 289 N River Street , Wilkes-Barre PA 18702


Directions: From S River St. go past Courthouse continue on N River, home on the right.

Listing Member Alfred Clemonts Mobile : (570) 371-9381

Listing OfficeCentury 21 Smith Hourigan Group - Kingston Office : (570) 818-5040

Date Available07/05/2023

Appilances Included

	Lease Price	\$ 1,100	List Number	23-3144
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,250
	Rental Style	Apartment	Status	Active
	Tot Beds	3	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	5	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	902.00		
	Fin BG SF	0.00		
	Aprx Total SF	902.00	# Acres 0.07; Lot Size	50 x 62
	Gar Type: None Stalls: 0		HOA Fee Amount ; HOA Fee Period	

Address: 98 Madison Street , Wilkes-Barre PA 18702

Directions: Head down N Main St towards King's College, take left on Beaumont St, Home is on the right at the corner of Madison.

Listing Member Edmund H Poggi IV Mobile : (570) 991-7944

Listing OfficeBerkshire Hathaway HomeServices Poggi, REALTORS Office : (570) 818-5040

Date Available07/12/2023

Appilances IncludedRefrigerator, Stove

	Lease Price	\$ 1,100	List Number	23-3972
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,100
	Rental Style	Apartment	Status	Active
	Tot Beds	1	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	3	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	1,132.00		
	Fin BG SF	0.00		
	Aprx Total SF	1,132.00	# Acres ; Lot Size	
	Gar Type: None Stalls: 0		HOA Fee Amount ; HOA Fee Period	

Address: 425 S Franklin Street , Wilkes-Barre PA 18702

Directions: Exit 2, Wilkes-Barre/Center City, keep L at the fork, onto WB Blvd., R onto Scott St, L onto N Penn. Ave, straight onto S Penn. Ave, straight to R onto Hazle St, onto Academy St, L onto S Franklin St

Listing Member Taly Kornfeld Mobile : (570) 574-5525

Listing OfficeLewith &amp; Freeman, Kingston Office : (570) 818-5040

Date Available08/23/2023

Appilances IncludedRefrigerator, Stove


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	Lease Price	\$ 1,100	List Number	23-2601
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,100
	Rental Style	Townhome	Status	Active
	Tot Beds	3	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	6	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	1,650.00	# Acres ; Lot Size	HOA Fee Amount ; HOA Fee Period
	Fin BG SF	0.00		
	Aprx Total SF	1,650.00		
	Gar Type: None Stalls: 0			

Address: 196 Conyngham Avenue , Wilkes-Barre PA 18702	
Directions: Located on Cunningham Ave in East End section of Wilkes-Barre (2 blocks off of Wilkes-Barre Blvd.) between Scott and Kidder Streets.	
Listing Member Edmund H Poggi IV Mobile : (570) 991-7944	Date Available06/13/2023
Listing OfficeBerkshire Hathaway HomeServices Poggi, REALTORS Office : (570) 818-5040	Appilances IncludedRefrigerator, Stove

	Lease Price	\$ 1,150	List Number	23-3973
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,150
	Rental Style	Apartment	Status	Active
	Tot Beds	1	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	4	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	1,364.00	# Acres ; Lot Size	HOA Fee Amount ; HOA Fee Period
	Fin BG SF	0.00		
	Aprx Total SF	1,364.00		
	Gar Type: None Stalls: 0			

Address: 425 S Franklin Street , Wilkes-Barre PA 18702			
Directions: Exit 2, Wilkes-Barre/Center City, keep L at the fork, onto WB Blvd., R onto Scott St, L onto N Penn. Ave, straight onto S Penn. Ave, straight to R onto Hazle St, onto Academy St, L onto S Franklin St			
Listing Member Taly Kornfeld Mobile : (570) 574-5525		Date Available08/23/2001	
Listing OfficeLewith & Freeman, Kingston Office : (570) 818-5040		Appilances IncludedRefrigerator, Stove	

	Lease Price	\$ 1,250	List Number	23-2395
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,400
	Rental Style	Single Family Home	Status	Active
	Tot Beds	2	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	4	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	930.00	# Acres ; Lot Size	HOA Fee Amount ; HOA Fee Period
	Fin BG SF	0.00		
	Aprx Total SF	930.00		
	Gar Type: None Stalls: 0			

Address: 683 Hazle Street , Wilkes-Barre PA 18702	
Directions: Take South Wilkes-Barre Blvd. Left onto Hazle Street. Property is on the right past Gilligan St.	
Listing Member Lee Ann Earl-Sedor Mobile : (570) 417-9242	Date Available06/03/2023
Listing OfficeCrich Realty, LLC Office : (570) 818-5040	Appilances Included



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Lease Price \$ 1,300  
 Property Type Residential Rental  
 Rental Style Single Family Home  
 Tot Beds 3  
 Tot Baths 1.00  
 Tot Rms 7  
 Total Full Baths 1  
 Total 3/4 Baths 0  
 Total Half Baths 0  
 AG SF 1,250.00  
 Fin BG SF 350.00  
 Aprx Total SF 1,600.00

List Number 23-3933  
 Monthly Rental Amt \$ 1,300  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 268 Poplar Street , Wilkes-Barre PA 18702

Directions: blackman street, right on brown st , right on poplar st, two blocks up on the left.

Listing Member Tivon Buckner Mobile : +1(917) 528-7851  
 Listing OfficeExp Realty Philadelphia Office : (570) 818-5040

Date Available08/12/2023  
 Appliances Included



Lease Price \$ 1,400  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 2  
 Tot Baths 1.00  
 Tot Rms 4  
 Total Full Baths 1  
 Total 3/4 Baths 0  
 Total Half Baths 0  
 AG SF 428.00  
 Fin BG SF 0.00  
 Aprx Total SF 428.00

List Number 23-1384  
 Monthly Rental Amt \$ 1,400  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 68 S Franklin St , Wilkes-Barre PA 18701

Directions: S. River Street onto S. Main Street to Northampton Street onto S. Franklin Street. Parking Available at the Rear of the Building.

Listing Member Sara Puchalski Mobile : (570) 574-8124  
 Listing Office4 Founders Realty, LLC Office : (570) 818-5040

Date Available05/01/2023  
 Appliances Included

Lease Price \$ 1,400  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 2  
 Tot Baths 1.00  
 Tot Rms 4

List Number 23-1366  
 Monthly Rental Amt \$ 1,400  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None



Lease Price \$ 1,400  
 Property Type Residential Rental  
 Rental Style Other  
 Tot Beds 3  
 Tot Baths 1.00  
 Tot Rms 7  
 Total Full Baths 0  
 Total 3/4 Baths 1  
 Total Half Baths 0  
 AG SF 978.00  
 Fin BG SF 0.00  
 Aprx Total SF 978.00

List Number 23-3720  
 Monthly Rental Amt \$ 1,400  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 48 Darling Street , Wilkes-Barre PA 18702

Directions: South River Street to North Street. Left on Darling Street. Property on left.

Listing Member Sara Puchalski Mobile : (570) 574-8124

Listing Office 4 Founders Realty, LLC Office : (570) 818-5040

Date Available 08/07/2023

Appilances Included Stove, refrigerator, oven



Lease Price \$ 1,450  
 Property Type Residential Rental  
 Rental Style Single Family Home  
 Tot Beds 4  
 Tot Baths 1.00  
 Tot Rms 8  
 Total Full Baths 1  
 Total 3/4 Baths 0  
 Total Half Baths 0  
 AG SF 1,436.00  
 Fin BG SF 0.00  
 Aprx Total SF 1,436.00

List Number 23-3007  
 Monthly Rental Amt \$ 1,450  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Edwardsville Boro  
 County Luzerne  
 Subdivision None  
 School District Wyoming Valley West  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: Detached Stalls: 1

HOA Fee Amount ; HOA Fee Period

Address: 94 Short Street , Edwardsville PA 18704

Directions: Take Main Street, to left on Church, left on Swallow, left on Short.

Listing Member Marjorie Quinones Rios Mobile : (570) 599-6247


Listing Office Exp Realty Philadelphia Office : (570) 818-5040

Date Available 07/01/2023

Appilances Included Refrigerator Stove

Lease Price \$ 1,450  
 Property Type Residential Rental  
 Rental Style Apartment

List Number 23-1368  
 Monthly Rental Amt \$ 1,450  
 Status Active

	Lease Price	\$ 1,450	List Number	23-1365
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,450
	Rental Style	Apartment	Status	Active
	Tot Beds	2	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	4	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	765.00		
	Fin BG SF	0.00		
	Aprx Total SF	765.00		
			# Acres ; Lot Size	
	Gar Type: None Stalls: 0		HOA Fee Amount ; HOA Fee Period	

Address: 68 S Franklin St , Wilkes-Barre PA 18702


Directions: S. River Street onto S. Main Street to Northampton Street onto S. Franklin Street. Parking Available at the Rear of the Building.

Listing Member Sara Puchalski Mobile : (570) 574-8124

Listing Office4 Founders Realty, LLC Office : (570) 818-5040

Date Available05/01/2023

Appliances Included

	Lease Price	\$ 1,500	List Number	23-2598
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1.50
	Rental Style	Apartment	Status	Active
	Tot Beds	2	MLS Area	Wilkes Barre
	Tot Baths	1.00	Municipality	Wilkes Barre City
	Tot Rms	3	County	Luzerne
	Total Full Baths	1	Subdivision	None
	Total 3/4 Baths	0	School District	Wilkes-Barre
	Total Half Baths	0	Lease Required	Yes
	AG SF	475.00		
	Fin BG SF	0.00		
	Aprx Total SF	475.00		
			# Acres ; Lot Size	
	Gar Type: None Stalls: 4		HOA Fee Amount ; HOA Fee Period	

Address: 25 W Ross Street , Wilkes-Barre PA 18701

Directions: Main street on to W. Ross house on the right hand side corner of Barnum Place River Street left onto W. Ross house on left hand side corner of Barnum Place

Listing Member Anna Conover Mobile : (570) 479-0645

Listing OfficeWychock Real Estate, LLC Office : (570) 818-5040

Date Available06/14/2023

Appliances IncludedStove/Oven, Refrigerator

	Lease Price	\$ 1,500	List Number	23-1101
	Property Type	Residential Rental	Monthly Rental Amt	\$ 1,500
	Rental Style	Single Family Home	Status	Active
	Tot Beds	3	MLS Area	Wilkes Barre
	Tot Baths	2.00	Municipality	Wilkes Barre City
			County	Luzerne



Address: 266 Poplar Street , Wilkes-Barre PA 18702

Directions: at S Main st turn to Arch, turn to Poplar, house is on the left side.

Listing Member Jessica Orea

Listing Office Kp Realty Philadelphia Office : (570) 818-5040

Tot Rms 5  
Total Full 1  
Baths  
Total 3/4 Baths 0  
Total Half 1  
Baths  
AG SF 1,280.00  
Fin BG SF 0.00  
Aprx Total SF 1,280.00

Subdivision None  
School District Wilkes-Barre  
Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Date Available 03/27/2023

Appliances Included Stove, refrigerator, and microwave.

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Lease Price \$ 1,500  
 Property Type Residential Rental  
 Rental Style Other  
 Tot Beds 2  
 Tot Baths 2.00  
 Tot Rms 5  
 Total Full Baths 2  
 Total 3/4 Baths 0  
 Total Half Baths 0  
 AG SF 1,400.00  
 Fin BG SF 0.00  
 Aprx Total SF 1,400.00

List Number 23-4048  
 Monthly Rental Amt \$ 1,500  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre Twp  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 230 Pulaski Street , Wilkes-Barre PA 18702

Directions: Route 309 to Northampton St Wilkes-Barre Twp - right on Shannon St - 2nd right Pulaski St - left on Cast St Unit is in the back of the building - Large Gray Building

Listing Member Pat Amditis Mobile : (570) 687-6177

Listing OfficeRealty World Rubbico Real Estate, Inc. Office : (570) 818-5040

Date Available09/01/2023

Appilances IncludedRefrigerator - Stove - Dishwasher - Microwave - Wacher - Dryer



Lease Price \$ 1,800  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 2  
 Tot Baths 2.00  
 Tot Rms 4  
 Total Full Baths 1  
 Total 3/4 Baths 1  
 Total Half Baths 0  
 AG SF 975.00  
 Fin BG SF 0.00  
 Aprx Total SF 975.00  
 Gar Type: Other - See Remarks Stalls: 1

List Number 23-3945  
 Monthly Rental Amt \$ 1,800  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

HOA Fee Amount ; HOA Fee Period

Address: 8 W Market Street , Wilkes-Barre PA 18701

Directions: Take Exit 3 toward Wilkes-Barre/Plains. turn L onto River Street, L onto W. Northampton St. L onto S. Franklin St.

Listing Member Taly Kornfeld Mobile : (570) 574-5525

Listing OfficeLewith &amp; Freeman, Kingston Office : (570) 818-5040

Date Available08/22/2023

Appilances IncludedRefrigerator, Stove, DW, Microwave, W/D



Lease Price \$ 1,950  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 2  
 Tot Baths 2.00  
 Tot Rms 5  
 Total Full Baths 1  
 Total 3/4 Baths 1  
 Total Half Baths 0  
 AG SF 1,500.00  
 Fin BG SF 0.00  
 Aprx Total SF 1,500.00  
 Gar Type: Other - See Remarks Stalls: 1

List Number 23-3944  
 Monthly Rental Amt \$ 1,950  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

HOA Fee Amount ; HOA Fee Period

Address: 8 W Market Street , Wilkes-Barre PA 18701

Directions: Take Exit 3 toward Wilkes-Barre/Plains. turn L onto River Street, L onto W. Northampton St. L onto S. Franklin St.



Listing Member Taly Kornfeld Mobile : (570) 574-5525  
Listing Office Lewith & Freeman, Kingston Office : (570) 818-5040

Date Available 08/22/2023  
Appilances Included Refrigerator, Stove, DW, Microwave, W/D



Lease Price \$ 2,000  
 Property Type Residential Rental  
 Rental Style Single Family Home  
 Tot Beds 5  
 Tot Baths 2.00  
 Tot Rms 8  
 Total Full Baths 2  
 Total 3/4 Baths 0  
 Total Half Baths 0  
 AG SF 2,120.00  
 Fin BG SF 0.00  
 Aprx Total SF 2,120.00

List Number 23-2041  
 Monthly Rental Amt \$ 2,000  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 478 N Washington Street , Wilkes-Barre PA 18705

Directions: 309 to Wilkes-barre blvd, right onto Butler St, right onto N Washington St. House is on the left.

Listing Member Jessica Orea Mobile : (272) 447-4280

Listing OfficeLUXE Homes Real Estate Office : (570) 818-5040

Date Available05/22/2023

Appilances IncludedStove, microwave, and fridge



Lease Price \$ 2,500  
 Property Type Residential Rental  
 Rental Style Other  
 Tot Beds 5  
 Tot Baths 2.00  
 Tot Rms 7  
 Total Full Baths 1  
 Total 3/4 Baths 1  
 Total Half Baths 0  
 AG SF 1,550.00  
 Fin BG SF 0.00  
 Aprx Total SF 1,550.00

List Number 22-6044  
 Monthly Rental Amt \$ 3,000  
 Status Active  
 MLS Area Wilkes Barre  
 Municipality Wilkes Barre City  
 County Luzerne  
 Subdivision None  
 School District Wilkes-Barre  
 Lease Required Yes

# Acres ; Lot Size

Gar Type: None Stalls: 0

HOA Fee Amount ; HOA Fee Period

Address: 196 N Washington Street , Wilkes-Barre PA 18701

Directions: Head east on Public Square toward E Market St Turn right onto N Main St Turn right onto E North St Turn right onto N Washington St Second house on the right next to Valley Seafood

Listing Member Anna Conover Mobile : (570) 479-0645

Listing OfficeWychock Real Estate, LLC Office : (570) 818-5040

Date Available05/01/2023

Appilances IncludedStove, Refrigerator, Washer and Dryer

Lease Price \$ 1,200  
 Property Type Residential Rental  
 Rental Style Apartment  
 Tot Beds 2  
 Tot Baths 1.00  
 Tot Rms 4

List Number 22-5465  
 Monthly Rental Amt \$ 1,500  
 Status Active  
 MLS Area Plains Twp-WB Twp-Bear Creek Laffin  
 Municipality Plains Twp  
 County Luzerne  
 Subdivision None



Lease Price	\$ 1,200	List Number	22-5468
Property Type	Residential Rental	Monthly Rental Amt	\$ 1,550
Rental Style	Apartment	Status	Active
Tot Beds	2	MLS Area	Plains Twp-WB Twp-Bear Creek Lafin
Tot Baths	1.00	Municipality	Plains Twp
Tot Rms	4	County	Luzerne
Total Full Baths	1	Subdivision	None
Total 3/4 Baths	0	School District	Wilkes-Barre
Total Half Baths	0	Lease Required	Yes
AG SF	1,100.00		
Fin BG SF	0.00		
Aprx Total SF	1,100.00	# Acres ; Lot Size	
Gar Type: None Stalls: 0		HOA Fee Amount ; HOA Fee Period	

Address: 139 Abbott Street , Plains PA 18705

Directions: S. River Street to Maffett Street take a right onto Abbott Street. Home is on the right.

Listing Member Patricia Leighton Mobile : (570) 262-4569

Listing OfficeC. A. Leighton Company Inc Office : (570) 818-5040

Date Available11/01/2022

Appilances IncludedRange and Refrigerator

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**List Price** \$ 99,000  
**Property Type** MultiFamily  
**Style** Duplex (Up & Down)  
**Total SF** 1,200  
**Year Built**  
**Est Age Range** 51 - 75 Yrs  
**Garage Type** None  
**Garage Stalls** 0  
**Parking**  
**Lot Size** 0.05  
**# Spaces off-Street**

**List Number** 23-3997  
**Status** Active  
**MLS Area** Misc Out of County  
**Municipality** Scranton City  
**County** Lackawanna  
**Subdivision** West Side  
**School District** Scranton  
**Est Total Tax** \$ 1,082.28  
**Tax Year**  
**PIN #** 15641010029  
**Page** 11090  
**DB/Record Book** 2006  
**Zoning** Multi-Family

**Address:** , , 18505

**Directions:** From Railroad Ave take left onto Emmett.

**LA** Jason Giomboni Mobile : (570) 793-1232

**LO** eXp Realty- Scranton/Wilkes-Barre Office : (888) 397-7352 ext. 1001



**List Price** \$ 132,000  
**Property Type** MultiFamily  
**Style** Duplex (Up & Down)  
**Total SF** 2,262  
**Year Built**  
**Est Age Range** 76 - 100 Yrs  
**Garage Type**  
**Garage Stalls**  
**Parking**  
**Lot Size** 40x101  
**# Spaces off-Street**

**List Number** 23-4063  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 3,910.38  
**Tax Year**  
**PIN #** 19NE1005018-73 & 19NE100518A-73  
**Page** 1081  
**DB/Record Book** 2675  
**Zoning** Residential

**Address:** , , 18701

**Directions:** South Main to Garfield, to L onto Sambourne. Property on the Left.

**LA** Charlie Kasko Mobile : (570) 690-9687

**LO** Classic Properties Kingston Office : (888) 397-7352 ext. 1001



**List Price** \$ 149,900  
**Property Type** MultiFamily  
**Style** Duplex (Up & Down)  
**Total SF** 3,000  
**Year Built**  
**Est Age Range** 100 Plus Yrs  
**Garage Type** Detached  
**Garage Stalls** 2  
**Parking** Off-Street  
**Lot Size** 40X190  
**# Spaces off-Street** 2

**List Number** 23-2941  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 2,676.88  
**Tax Year**  
**PIN #** 73-H10SW4-011-013-000  
**Page** 03022  
**DB/Record Book** 270313  
**Zoning** Residential


**Address:** , , 18702

**Directions:** From Coal Street turn into South Welles then left on to Rose Street then right on to South Sherman

LA Lia Parkison , ABRM Mobile : (570) 762-2547 LO LMM Realty, LLC Office : (888) 397-7352 ext. 1001	

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	<b>List Price</b>	\$ 164,000	<b>List Number</b>	23-3830
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Duplex (Up & Down)	<b>MLS Area</b>	Kingston Surrounds
	<b>Total SF</b>	1,728	<b>Municipality</b>	Edwardsville Boro
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	76 - 100 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>		<b>School District</b>	Wyoming Valley West
	<b>Garage Stalls</b>		<b>Est Total Tax</b>	\$ 2,091
	<b>Parking</b>	Off-Street	<b>Tax Year</b>	
	<b>Lot Size</b>	.04	<b>PIN #</b>	18-1-271-2
	<b># Spaces off-Street</b>	2	<b>Page</b>	235
			<b>DB/Record Book</b>	2405
			<b>Zoning</b>	Multi-Family

**Address:** , , 18704**Directions:** From Wyoming Avenue Kingston., turn onto Pringle St, left on Grove St.,then right on Roosevelt St. 197 is on the left.**LA** Thomas Meyer Mobile : (570) 793-5284**LO** Berkshire Hathaway Home Services Preferred Properties Office : (888) 397-7352 ext. 1001


	<b>List Price</b>	\$ 165,000	<b>List Number</b>	23-3205
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Duplex (Up & Down)	<b>MLS Area</b>	Wilkes Barre
	<b>Total SF</b>	1,580	<b>Municipality</b>	Wilkes Barre City
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	76 - 100 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	None	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	0	<b>Est Total Tax</b>	\$ 1,641.02
	<b>Parking</b>	On-Street	<b>Tax Year</b>	2023
	<b>Lot Size</b>	26 ft x 151 ft	<b>PIN #</b>	I9NE4002004-73
	<b># Spaces off-Street</b>		<b>Page</b>	142
			<b>DB/Record Book</b>	2615
			<b>Zoning</b>	Apartment Residential

**Address:** , , 18702**Directions:** S Main St to Blackman Street, Follow up hill, duplex located on right hand side.**LA** Edmund H Poggi IV Mobile : (570) 991-7944**LO** Berkshire Hathaway HomeServices Poggi, REALTORS Office : (888) 397-7352 ext. 1001

	<b>List Price</b>	\$ 165,000	<b>List Number</b>	23-214
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Double (Side x Side)	<b>MLS Area</b>	Wilkes Barre
	<b>Total SF</b>	1,902	<b>Municipality</b>	Wilkes Barre City
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	76 - 100 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	None	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	0	<b>Est Total Tax</b>	\$ 2,017.68
	<b>Parking</b>	Off-Street	<b>Tax Year</b>	
	<b>Lot Size</b>	40 x 112	<b>PIN #</b>	I9NE3024015-73
	<b># Spaces off-Street</b>	2	<b>Page</b>	982
			<b>DB/Record Book</b>	2222
			<b>Zoning</b>	Multi-Family

**Address:** , , 18702**Directions:** S Main St. to Hazle Street to left on Stanton St, follow to left onto Huber St., Home on left. Look for sign! Friday showings preferred by tenant's request.**LA** Edmund H Poggi IV Mobile : (570) 991-7944**LO** Berkshire Hathaway HomeServices Poggi, REALTORS Office : (888) 397-7352 ext. 1001



	<b>List Price</b>	\$ 169,500	<b>List Number</b>	23-3203
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Double (Side x Side)	<b>MLS Area</b>	Wilkes Barre
	<b>Total SF</b>	1,248	<b>Municipality</b>	Wilkes Barre City
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	76 - 100 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	None	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	0	<b>Est Total Tax</b>	\$ 1,505.58
	<b>Parking</b>	Off-Street	<b>Tax Year</b>	2023
	<b>Lot Size</b>	50 feet by 115 feet	<b>PIN #</b>	I9NE4002034
	<b># Spaces off-Street</b>	4	<b>Page</b>	264
			<b>DB/Record Book</b>	2492
			<b>Zoning</b>	Apartment Residential

**Address:** , , 18702**Directions:** Blackman Street to Brown Street, to right hand turn onto Bradford Street . Follow for a long block, property located on left hand side. No sign.**LA** Edmund H Poggi IV Mobile : (570) 991-7944**LO** Berkshire Hathaway HomeServices Poggi, REALTORS Office : (888) 397-7352 ext. 1001

	<b>List Price</b>	\$ 175,000	<b>List Number</b>	23-3424
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Double (Side x Side)	<b>MLS Area</b>	Wilkes Barre
	<b>Total SF</b>	2,550	<b>Municipality</b>	Wilkes Barre City
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	76 - 100 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	None	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	0	<b>Est Total Tax</b>	\$ 2,451.76
	<b>Parking</b>	Off-Street	<b>Tax Year</b>	
	<b>Lot Size</b>	40x107	<b>PIN #</b>	I9NE3024017-73
	<b># Spaces off-Street</b>	2	<b>Page</b>	79142
			<b>DB/Record Book</b>	3018
			<b>Zoning</b>	Multi-Family

**Address:** , , 18702**Directions:** Stanton St. to right on S Sherman then left on Moyallen, left onto Huber, building on the right.**LA** Alfred Clements Mobile : (570) 371-9381**LO** Century 21 Smith Hourigan Group - Kingston Office : (888) 397-7352 ext. 1001

	<b>List Price</b>	\$ 179,000	<b>List Number</b>	23-1360
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Double (Side x Side)	<b>MLS Area</b>	Wilkes Barre
	<b>Total SF</b>	3,100	<b>Municipality</b>	Wilkes Barre City
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	76 - 100 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	None	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	0	<b>Est Total Tax</b>	\$ 4,029.54
	<b>Parking</b>	Off-Street	<b>Tax Year</b>	
	<b>Lot Size</b>	40 x 132	<b>PIN #</b>	73-H9SW3 -008-01A-000 and 73-H9SW3 -008-001-000
	<b># Spaces off-Street</b>	2	<b>Page</b>	223669
			<b>DB/Record Book</b>	03021
			<b>Zoning</b>	Residential

**Address:** , , 18702**Directions:** Head down old river road and turn onto Marlborough ave and the hoe will be down on the left side.**LA** Carlo Telesco Office : (570) 574-9916**LO** Simplicity Realty Office : (888) 397-7352 ext. 1001

	<b>List Price</b>	\$ 179,900	<b>List Number</b>	23-2476
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Duplex (Up & Down)	<b>MLS Area</b>	Wilkes Barre
	<b>Total SF</b>	1,914	<b>Municipality</b>	Wilkes Barre City
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	76 - 100 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	Detached	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	0	<b>Est Total Tax</b>	\$ 0
	<b>Parking</b>	Off-Street	<b>Tax Year</b>	2022
	<b>Lot Size</b>	3920	<b>PIN #</b>	12-060160
	<b># Spaces off-Street</b>	2	<b>Page</b>	0
			<b>DB/Record Book</b>	0
			<b>Zoning</b>	Multi-Family

**Address:** , , 18702**Directions:** PA-309 Exit 3 towards Wilkes-Barre, signs for Kings College/Wilkes-Barre/General Hospital, L on Sullivan St., R on Sambourne St. House is on your R.**LA** Laura Orlando Office : (201) 341-9440**LO** Keller Williams Scranton/Wilkes-Barre Office : (888) 397-7352 ext. 1001

	<b>List Price</b>	\$ 197,500	<b>List Number</b>	23-3658
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Double (Side x Side)	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laflin
	<b>Total SF</b>	1,928	<b>Municipality</b>	Plains Twp
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	51 - 75 Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	None	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	0	<b>Est Total Tax</b>	\$ 2,125.82
	<b>Parking</b>	On-Street	<b>Tax Year</b>	
	<b>Lot Size</b>	40 x 215	<b>PIN #</b>	50-G10NE1 B014 L05A & L05B
	<b># Spaces off-Street</b>	0	<b>Page</b>	226913, 226984
			<b>DB/Record Book</b>	3020
			<b>Zoning</b>	Apartment Residential

**Address:** , , 18705**Directions:** N. River St Plains to Maffett St to N Main St., thru light on Carey St, up hill on N Main, then down to a left onto Powell St, property on left.**LA** Steve Shemo Office : (570) 793-9449**LO** Classic Properties Kingston Office : (888) 397-7352 ext. 1001

	<b>List Price</b>	\$ 215,000	<b>List Number</b>	23-3939
	<b>Property Type</b>	MultiFamily	<b>Status</b>	Active
	<b>Style</b>	Double (Side x Side)	<b>MLS Area</b>	Plains Twp-WB Twp-Bear Creek Laflin
	<b>Total SF</b>	2,827	<b>Municipality</b>	Plains Twp
	<b>Year Built</b>		<b>County</b>	Luzerne
	<b>Est Age Range</b>	100 Plus Yrs	<b>Subdivision</b>	None
	<b>Garage Type</b>	Detached	<b>School District</b>	Wilkes-Barre
	<b>Garage Stalls</b>	2	<b>Est Total Tax</b>	\$ 2,665.03
	<b>Parking</b>	Off-Street	<b>Tax Year</b>	2023
	<b>Lot Size</b>	.21	<b>PIN #</b>	50G10SE1001005
	<b># Spaces off-Street</b>	10	<b>Page</b>	112913
			<b>DB/Record Book</b>	3014



Zoning

Residential

<b>Address:</b> , , 18705	
<b>Directions:</b> River St Plains to Carey St, right on Maffett, left on S Main St, home on the Right.	
<b>LA</b> Christine Lacomis Mobile : (570) 606-8085	
<b>LO</b> Lewith & Freeman, Kingston Office : (888) 397-7352 ext. 1001	

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**List Price** \$ 220,000  
**Property Type** MultiFamily  
**Style** Other - See Remarks  
**Total SF** 3,400  
**Year Built** 1920  
**Est Age Range** 100 Plus Yrs  
**Garage Type**  
**Garage Stalls**  
**Parking** Off-Street  
**Lot Size** 1742  
**# Spaces off-Street** 2

**List Number** 23-1640  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 1,968.70  
**Tax Year**  
**PIN #** 73-H9SW3 -019-009  
**Page** 278082  
**DB/Record Book** 3020  
**Zoning** Residential

**Address:** , , 18702

**Directions:** From Blackman St continue straight after Main st in 1.4 mi destination on your right 273 Horton ST.

**LA** Raysa Adames Mobile : (347) 771-2710

**LO** Realty World Rubbico Real Estate, Inc. Office : (888) 397-7352 ext. 1001



**List Price** \$ 225,000  
**Property Type** MultiFamily  
**Style** Double (Side x Side)  
**Total SF** 2,158  
**Year Built** 1935  
**Est Age Range** 76 - 100 Yrs  
**Garage Type**  
**Garage Stalls**  
**Parking**  
**Lot Size** 40x94  
**# Spaces off-Street**

**List Number** 23-4030  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 1,668.78  
**Tax Year** 2023  
**PIN #** 73-H10SW4-008-010  
**Page** 318316  
**DB/Record Book** 3005  
**Zoning** Residential

**Address:** , , 18702

**Directions:** From Coal St, turn onto Sherman to stop. Left onto Amber Lane to Stop, right on Meade to left on Hillside and quick left onto New Market to left on Custer, property on right 87-89

**LA** Randy B. Hockman Other Phone : (570) 510-5794

**LO** RPA Real Estate Office : (888) 397-7352 ext. 1001

**List Price** \$ 415,000  
**Property Type** MultiFamily  
**Style** 3 or More Units  
**Total SF** 4,690  
**Year Built** 1900  
**Est Age Range** 100 Plus Yrs  
**Garage Type** None  
**Garage Stalls** 0  
**Parking** Off-Street  
**Lot Size** 100 X 45.5 80 x 34.25  
**# Spaces off-Street** 6

**List Number** 23-4019  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 2,418.90  
**Tax Year**  
**PIN #** 73-H9SE4-032-034-000  
**Page** 095877  
**DB/Record Book** 3017



Zoning	Apartment Residential

<b>Address:</b> , , 18702	
<b>Directions:</b> South main onto Wood st , turn right onto S Franklin st .house on left.	
<b>LA</b> Tanya Gilbert Office : (570) 709-1176	
<b>LO</b> Wychock Real Estate, LLC Office : (888) 397-7352 ext. 1001	

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**List Price** \$ 450,000  
**Property Type** MultiFamily  
**Style** 3 or More Units  
**Total SF** 5,225  
**Year Built**  
**Est Age Range** 76 - 100 Yrs  
**Garage Type**  
**Garage Stalls**  
**Parking**  
**Lot Size** 5225  
**# Spaces off-Street**

**List Number** 23-3074  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 3,140.62  
**Tax Year**  
**PIN #** 73-I9NW2-028-003-000  
**Page** 217832  
**DB/Record Book** 3022  
**Zoning** Multi-Family

**Address:** , , 18702

**Directions:** From Carey Ave turn left at Meyers high school onto Hanover st property on right.

**LA** Amber Donnelly Mobile : (570) 266-6264

**LO** eXp Realty Philadelphia Office : (888) 397-7352 ext. 1001



**List Price** \$ 499,000  
**Property Type** MultiFamily  
**Style** 3 or More Units  
**Total SF** 4,010  
**Year Built** 1950  
**Est Age Range** 51 - 75 Yrs  
**Garage Type**  
**Garage Stalls** 0  
**Parking**  
**Lot Size** 0.16  
**# Spaces off-Street**

**List Number** 23-575  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 4,282  
**Tax Year** 2022  
**PIN #** 73-H9SW3-009-016-000  
**Page** 144668  
**DB/Record Book** 3020  
**Zoning** Multi-Family

**Address:** , , 18702

**Directions:** Kenedy Boulevard to Plank Street to W Ross Street, left on Old River Road

**LA** Sunita Arora

**LO** ERA One Source Realty Office : (888) 397-7352 ext. 1001

**List Price** \$ 750,000  
**Property Type** MultiFamily  
**Style** Multiple Buildings  
**Total SF** 6,300  
**Year Built**  
**Est Age Range** 76 - 100 Yrs  
**Garage Type** None  
**Garage Stalls** 0  
**Parking** Off-Street  
**Lot Size** 50 x 226 & 100 x 115  
**# Spaces off-Street** 15

**List Number** 23-1307  
**Status** Active  
**MLS Area** Wilkes Barre  
**Municipality** Wilkes Barre City  
**County** Luzerne  
**Subdivision** None  
**School District** Wilkes-Barre  
**Est Total Tax** \$ 7,953.47  
**Tax Year**  
**PIN #** See private remarks  
**Page** See private remarks  
**DB/Record Book** See private remarks  
**Zoning** Multi-Family





<b>Address:</b> , , 18702	
<b>Directions:</b> 2 buildings are located on Blackman and 4 are located on Bradford St. For directions to park, follow Blackman, to right turn onto Brown St, to right turn onto Bradford St Lot on left side near end.	
<b>LA</b> Edmund Poggi III Direct : (570) 283-9100 ext. 125	
<b>LO</b> Berkshire Hathaway HomeServices Poggi, REALTORS Office : (888) 397-7352 ext. 1001	

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**Appendix H**  
**Completed Section 4(f) Forms**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

**SELECT ONE:**    ☐ EIS                      ☒ EA                      ☐ CE                      ☐ EER                      ☐ ED

**PROJECT DESCRIPTION:**

(Provide a concise but thorough description of the proposed action.)

The North Washington Street Bridge (S.R. 7304, Section BRG) project proposes replacement of the existing structure that carries S.R. 7304 (North Washington Street) over the historic Luzerne and Susquehanna Railroad (Lehigh Valley Railroad) within the City of Wilkes-Barre. The existing structure, built in 1929, is closed to all traffic and is scoped for full replacement due to its deteriorating condition and failed superstructure elements. The existing structure consists of a single-span steel thru-girder with floor beam and stringer deck system. The superstructure is supported by stone masonry abutments and wingwalls. The existing structure suffers from severe section loss and permanent drop/settlement in the floor beams. The existing vertical and horizontal rail clearances are 16'-8" vertical (measured to top of rail) and 7'-7" horizontal (measured from center of rails). The skew of the existing structure is approximately 70°00'00" Right.

The proposed replacement structure is a single-span, 48'-0" x 17'-0", prestressed, adjacent box beam bridge. The bridge will have a span length of 52'-0" from centerline of bearing to centerline of bearing. The proposed skew of the structure is 80°00'00" Right. The curb-to-curb width will be 30'-0" to match the existing approach roadway. Two (2) sidewalks are proposed, both having 6'-6" widths and 1'-0" vertical wall barriers supporting protective fence. The substructure is anticipated to be cast-in-place, full height abutments on spread footings that bear on rock. The proposed work also includes approach roadway and sidewalk reconstruction, driveway and alley tie-ins, guide rail improvements, utility relocations, and other upgrades to site appurtenances.

Drainage improvements will be coordinated with the historic Luzerne and Susquehanna Railroad (Lehigh Valley Railroad) to correct existing ponding issues adjacent to the structure. Extending northeastward there will be new stormwater piping installed to curb the flooding that currently occurs within the area of the historic Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). The existing low point within the railroad bed allows for the water to pond and create an area of standing water. This is due to the low-underclearance and inability of the railroad to maintain the railroad ballast due to the bridge. The drainage problem will be addressed as part of the project as per the PUC order. The new system will start at the

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

bridge and proceed east and ultimately discharge in the City of Wilkes-Barre storm water system. The new drainage system will not affect the operation of the existing railroad.

The Railroad and PUC agree that the clearance provided in the PUC order are the maximum site conditions allowed. The clearance has been accepted by the Railroad and PUC even though they do not meet the PUC minimums.

The proposed temporary traffic control is to maintain the existing roadway closure.

The North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376) was found eligible for listing in the National Register of Historic Places in February of 2020 through consultation with the State Historic Preservation Office (SHPO) as a contributing resource to the National Register-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182).

A Project Location Map is included in Attachment A and Section 4(f) Plan Sheets are included in Attachment B.

#### **PROJECT PURPOSE AND NEEDS:**

(Include the project's purpose and need(s), which are the same as those included in the project's NEPA documentation. Needs are problem statements, not solutions.)

The project purpose is to address the structural deficiencies of the bridge and to restore the public's access over the railroad in the City of Wilkes-Barre. To meet the project's purpose, the following needs must be addressed:

**Structural Deficiency** - Structural deficiencies which need to be addressed include moderately and severely deteriorated structural members, a critical floorbeam/girder connection which has failed, several cracked joints in the existing stone masonry substructures, and a fracture critical designation of the superstructure. The failed floorbeam/girder connection caused a sag in the vertical alignment over the structure.

**Increase Vertical and Horizontal Clearance for Railroad** – The existing horizontal and vertical clearances do not meet the railroad minimum requirements. The vertical and horizontal clearances must be increased to be acceptable to the railroad and PUC. The existing clearances

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

are 7'-7" horizontal from CL track & 16'-8" vertical. As agreed by the Railroad, the requested minimum clearances are 15' – 7" horizontal from CL track and 18' – 4" vertical due to site constraints. The normal PUC required clearances are: 12'-0" horizontal from CL track and 22'-0" vertical. The new clearance will be attained with a combination of shallower beam depth, raising the roadway profile and new locations of abutments.

**Railroad Drainage**– The existing low point within the railroad bed allows for the water to pond and create an area of standing water. This is due to the low-underclearance and inability of the railroad to maintain the railroad ballast due to the bridge. The drainage problem will be addressed as part of the project as per the PUC order. The new system will start at the bridge and proceed east and ultimately discharge in the City of Wilkes-Barre storm water system. The new drainage system will not affect the operation of the existing railroad.

#### **IDENTIFICATION OF SECTION 4(f) PROPERTY:**

(List the property (bridge name and bridge key) and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

The Section 4(f) property is the North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376). The bridge was found eligible for listing in the National Register of Historic Places in February of 2020 through consultation with the SHPO as a contributing resource to the National Register-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). The North Washington Street Bridge was constructed ca. 1888 to carry North Washington Street and the trolley tracks over the Lehigh Valley Railroad, which eliminated an at-grade crossing on the tracks. The bridge allowed for the passage of freight and passengers beneath the crossing; therefore, directly relating to its function and suggesting a joint effort for rail and/or roadway improvements. The subsequent 1929 superstructure replacement and 1935 widening alterations of the bridge occurred within the period of significance for the railroad, and the bridge retains sufficient integrity from these periods to be considered contributing.

Attachment B, Section 4(f) Plan Sheets and Photographs, provides additional information.

Attachment C includes copies of the SHPO Documentation.

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

Furthermore, all project details can be found within PennDOT PATH at:  
<https://path.penndot.gov/ProjectDetails.aspx?ProjectID=52028>

#### **APPLICABILITY DETERMINATION:**

1. The bridge will be replaced or rehabilitated. ☒ YES
2. The project requires the use of a historic bridge structure which is eligible for listing or listed on the *National Register of Historic Places* (including contributing elements to a historic district). ☒ YES
3. The bridge has not been determined to be a National Historic Landmark (NHL) (If the bridge is a NHL, this programmatic Section 4(f) evaluation does not apply). ☒ YES
4. A Memorandum of Agreement (MOA)/Programmatic Agreement (PA)/Letter of Agreement (LOA) has been executed pursuant to 36 CFR 800.6. ☒ YES
5. The project does not involve any uses that would require an individual Section 4(f) Evaluation. (It is acceptable if there are other Section 4(f) uses that are *de minimis* or covered by one of the other nationwide programmatic Section 4(f) evaluations or meet temporary occupancy criteria). ☒ YES
6. If there are other Section 4(f) properties used, list them here, briefly describe the use, and identify which form(s) will be completed to address the use.

The bridge is a contributing element to the National Register-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). The Determination of Effects Report (Navarro & Wright Consulting Engineers, Inc., March 2022) concluded that replacement of the North Washington Street Bridge over the Lehigh Valley Railroad will result in the physical destruction of part of the historic property. As a result, the proposed project will alter the railroad's characteristics that qualify it as eligible for listing in the National Register of Historic Places. A finding of Historic Properties Affected for the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182) was recommended. The PennDOT Section 106 Effects Finding Form, dated April 21, 2022, agreed, and on behalf of FHWA, finds the project to have an Adverse Effect on the Lehigh Valley Railroad (Wilkes-Barre) line. The SHPO concurred, on April 26, 2022, with the findings that the proposed project will result in an Adverse Effect to the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182), as the North Washington Street Bridge, a contributing resource to the Lehigh Valley Railroad,



<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

will be demolished. Stipulations for Resolving Adverse Effects have been outlined in an MOA and details are provided within the **MEASURES TO MINIMIZE HARM** Section below. A copy of the SHPO concurrence and the PennDOT Section 106 Effects Finding Form is presented in Attachment C.

A separate Determination of Section 4(f) DeMinimis Use Form has been completed for impacts (right-of-way and temporary construction easement) to the National Register-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182).

7. Are there Section 4(f) properties in the project area that will NOT be used by the undertaking? ☐ YES  
☒ NO

List the properties and attach a map showing their location(s) in relation to the proposed project.

N/A

#### **ALTERNATIVES CONSIDERED/FINDINGS:**

1. Verify that the **Do Nothing Alternative** has been examined, and document why it has been determined to ignore the basic transportation need and not be feasible and prudent (Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable):

- ☒ **Maintenance** – The Do Nothing Alternative does not correct the situation that causes the bridge to be considered structurally deficient or deteriorated. These deficiencies can lead to sudden collapse and potential injury or loss of life. Normal maintenance is not considered adequate to address the situation.

**Explain (Provide the facts that support this conclusion):**

The no-build alternative would maintain the bridge as it exists today; however, currently, the existing structure was classified as structurally deficient and is currently closed.

- ☒ **Safety** – The Do Nothing Alternative does not correct the situation that causes the bridge to be considered deficient. Because of these deficiencies, the bridge poses serious and unacceptable safety hazards to the traveling public or places intolerable restriction on transport and travel.

**Explain (Provide the facts that support this conclusion):**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

The failed floorbeam girder connection has caused the bridge deck and sidewalk to be unsafe for public use on top, as well as under the bridge for the Luzerne and Susquehanna Railroad property. The City was notified of the public access and unsafe conditions, and responded with a permanent chain link fence across both approaches to restrict access. There is no bridge railing protecting the through girder superstructure. There is no approach guiderail, with only curbs that have less than 6'' of reveal.

☐ **Other:**

**Explain (Provide the facts that support this conclusion):**

2. Investigations must be conducted to **construct a bridge on a new location/alignment or parallel to the old bridge** to determine if the alternative would be feasible and prudent. Document below why building on new location/alignment without using the old bridge is not feasible and prudent. **(Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable):**

- ☒ **Terrain** – A new bridge at another site will result in extraordinary bridge and approach engineering and construction difficulty, or cost, or extraordinary disruption to established traffic patterns.
- ☒ **Adverse Social, Economic, or Environmental Effects** – A new bridge away from the present site would result in social or environmental impact of extraordinary magnitude.
- ☒ **Engineering and Economy** – Cost and engineering difficulties reach extraordinary magnitude. Factors supporting this conclusion include significantly increased roadway and structure costs, serious foundation problems, or extreme difficulty in reaching the new site with construction equipment. Additional design and safety factors considered include minimum design standards or requirements of various permits such as involved with navigation, pollution, and the environment.
- ☒ **Preservation of Old Bridge** – It is not feasible and prudent to preserve the existing bridge at the existing location or a new location. This could occur when the bridge is beyond rehabilitation for a transportation or an (non-motorized) alternative use, or when no responsible party can be located to maintain and preserve the bridge through the Bridge Marketing Plan, or when a permitting

**Nationwide/Programmatic Section 4(f) Evaluation**  
**for Projects that Necessitate**  
**the Use of Historic Bridges**  
*Applicable for Section 2002 Resources*  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

authority requires removal<sup>1</sup> or demolition of the old bridge. (Note: Moving a historic bridge to a new location with rehabilitation may constitute a no use.)

**Explain (For each checkbox above, provide thorough and specific evidence/explanation that supports checking the box):**

In order to meet the project's need and geographically avoid the underlying National Register-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182), it would be necessary to construct a road and crossing avoiding the railroad; however, the railroad trends through the City of Wilkes-Barre limits and a crossing at another location to service the residences and commercial properties at this location is not feasible. Additionally, the bridge is beyond rehabilitation due to its severely deteriorated condition and subsequent closure.

3. Investigations must be conducted to determine if **rehabilitation of the existing** bridge, without affecting the historic integrity of the bridge, would be feasible and prudent. Document below why the rehabilitation alternative is not feasible and prudent. **(Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable):**

- ☒ **Structurally Deficient** – The bridge is so structurally deficient that it cannot be rehabilitated to meet minimum acceptable load requirements without affecting the historic integrity of the bridge.
- ☒ **Geometrically Deficient** – The bridge is seriously deficient geometrically and cannot be widened (horizontally and/or vertically) to meet the minimum required capacity of the highway system on which it is located without affecting the historic integrity of the bridge.
- ☒ **Approach(es) Geometrically Deficient** – The approach(es) is seriously deficient due to horizontal or vertical curves that do not meet the minimum design criteria.

**Explain (For each checkbox above, provide thorough and specific evidence/explanation that supports checking the box. Note that flexibility in the application of AASHTO standards should be exercised during the analysis of this alternative. It is important that project needs be specific for a location and this discussion should focus on whether the rehabilitation alternative is feasible and prudent for the project location and needs.):**

<sup>1</sup> Note that if a permitting authority requires removal of a historic bridge, it still may be usable at another location rehabilitated.

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

The Bridge Rehabilitation Analysis (Benesch 2022) conducted for this project included discussion of the following Alternatives:

Superstructure Rehabilitation Alternative 1: Repair Existing Thru-Girders and Floorbeams

This alternative consists of replacing and/or repairing the existing steel members which show varying degrees of section loss. Based on the results of the Alternative 1 analysis, bridge rehabilitation is not recommended since it would not result in a structure which could support the required design live loads or improve the railroad vertical and horizontal clearance as needed.

Superstructure Rehabilitation Alternative 2: Repair Existing Thru-Girders and Floorbeams and Replace Deck and Sidewalks with a Lightweight Concrete

This alternative consists of restoring the original steel area of the steel members and increasing their capacities with additional cover plates. The concrete deck and sidewalks would be replaced with lightweight concrete instead of normal weight concrete and the sidewalk widths would be reduced from eight feet to six feet. Alternative 2 is not recommended since it would further reduce the railroad's vertical clearance. Additionally, Alternative 2 would have a significant impact on the historical characteristics of the bridge due to the excessive repair plates required. All elements of the existing bridge are deteriorated and are near failure or have already failed. The existing structure, specifically the thru-girders beams, cannot be rehabilitated or replaced in-kind to satisfy the stated purpose and need. Although the North Washington Street Bridge is considered eligible for listing in the National Register of Historic Places as a contributing resource to the National Register eligible Lehigh Valley Railroad, an increased load carrying capacity is required for the structure to continue to provide access to the community and railroad in a manner that satisfies the stated purpose and need.

Substructure

Rehabilitation of the substructure would be minor. The majority of the repairs would include repointing existing masonry joints which have failed.

Railroad Crossing

If the structure were rehabilitated, there would be no proposed modifications to the under passing railroad geometry. However, drainage facilities would need to be installed in order to address the existing low point found at the structure. Unfortunately, the repair plates

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

required to rehabilitate the existing floorbeam would result in a reduction to the vertical clearance which is already substandard. Again, this would not be acceptable for meeting the project requirements.

Based on the information provided in Bridge Rehabilitation Analysis (Benesch 2022), it was concluded that it would not meet the project's Purpose and Needs to rehabilitate or preserve the existing structure in accordance with the Secretary of the Interior's Standards.

#### **MEASURES TO MINIMIZE HARM:**

1. Verify that the project includes all possible planning to minimize harm. **(Indicate all that apply. A minimum of one must be selected for this programmatic Section 4(f) evaluation to be applicable):**
  - ☐ For bridges that are to be **rehabilitated**, the historic integrity of the bridge will be preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety, and load requirements.
  - ☐ For bridges that are to be **rehabilitated** to the point that the historic integrity is affected or that are to be **replaced**, adequate records will be made of the bridge through Historic American Engineering Record (HAER) standards, or other suitable means developed through consultation.
  - ☐ For bridges that are to be **replaced**, the existing bridge will be made available for alternative use (ie PennDOT's Historic Bridge Marketing program), provided a responsible party agrees to maintain and preserve the bridge.
  - ☒ Other:

**Explain (For each checkbox above, provide thorough and specific evidence/explanation that supports checking the box):**

As outlined in the MOA prepared for this project, Stipulations for Resolving Adverse Effects include:

- 1) PennDOT will create and install two interpretive panels discussing the history of the Central Railroad of New Jersey and the Lehigh Valley Railroad in Wilkes-Barre. One panel will discuss the history of the two railroad lines, and one panel will discuss the history of the train station building where the current Luzerne

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

County Visitors Bureau Office of Tourism is located, and where the panels are to be installed. PennDOT will consult with the SHPO, the Luzerne County Visitors Bureau Office of Tourism (Tourism Office) director, and Mr. George Albert (property owner) regarding the design and placement of the panels. PennDOT will provide the SHPO and the Tourism Office with electronic copies of the panels in portable document format (PDF). PennDOT will also provide the Tourism Office with a spare copy of the panels at the time of installation.

- 2) Mr. George Albert (property owner) will allow PennDOT access to the property to install the panels. Mr. Albert, and his successors and assigns, will provide the Tourism Office thirty (30) days notice before removing the panels and will allow the Tourism Office access to the property to remove the panels during that time.
  - 3) The Tourism Office will own the panels once their fabrication and installation is complete.
  - 4) The bridge barriers at deck level will have architectural facing to mimic set stone.
  - 5) A chain link fence will be installed on the bridge barriers and top slopes to prevent garbage from being deposited in the railroad right-of-way.
  - 6) Temporary protective fence will identify project limits. Construction operations will be limited to approved project limits.
  - 7) Temporary construction easements and new required right-of-way will be required to construct the project.
2. Verify that the measures to minimize harm from the Section 106 MOA/PA/LOA have been incorporated into the project or are included as environmental commitments. ☒

The executed MOA/PA/LOA can be found in the following Attachment:  
A copy of the MOA can be found in Attachment C.



**Nationwide/Programmatic Section 4(f) Evaluation**  
**for Projects that Necessitate**  
**the Use of Historic Bridges**  
*Applicable for Section 2002 Resources*  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

**DETERMINATION OF APPLICABILITY:**

The applicability of this Programmatic Section 4(f) has been based on the contents of this form and other supporting documentation, as necessary, including field view(s) conducted on PennDOT Cultural Resource Professionals were in attendance at the scoping field view for this project, held on March 19, 2018.

Field view(s) documentation can be found in the CEES: MPMS Package #103454  
<https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&UrlPackageId=27632>  
 (link to package)

**SUMMARY AND APPROVAL:**

The subject project meets all of the applicability criteria set forth in this Programmatic Section 4(f) Evaluation issued on August 22, 1983. All alternatives set forth in the subject programmatic have been fully evaluated and the findings made are clearly applicable to this project. There are no feasible and prudent alternatives to the use of the historic bridge.

The project includes all possible planning to minimize harm. FHWA will assure that the measures to minimize harm are incorporated into the project through its oversight of the federal-aid highway program. PennDOT will include the measures to minimize harm as environmental commitments in the applicable NEPA document and Environmental Commitments and Mitigation Tracking System (ECMTS) for the project. PennDOT will also provide a copy of this evaluation to other parties upon request.

All supporting documentation is attached or referenced.

The project, and its use of the historic bridge, fall within and satisfy all of the criteria as set forth in the Department of Transportation, Federal Highway Administration – Nationwide/Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges, dated August 22, 1983.

Name and Organization of Preparer: Margaret Schuckman, Navarro & Wright Consulting Engineers, Inc. Date: 12/11/2023

Project Manager:  Date: 12-12-23

Environmental Manager:  Date: 12-12-2023

**Nationwide/Programmatic Section 4(f) Evaluation**  
**for Projects that Necessitate**  
**the Use of Historic Bridges**  
*Applicable for Section 2002 Resources*  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

PennDOT, BOPD:

*Ryan R Shiffler*Date: Digitally signed by ryshiffler  
Date: 2023.12.13 10:53:36 -05'00'

FHWA : BENJAMIN  
ARTHUR HARVEY

Digitally signed by  
BENJAMIN ARTHUR HARVEY  
Date: 2023.12.15 07:35:02  
-05'00'

Date:

Attachments Include:

Attachment A – Project Location Map

Attachment B – Section 4(f) Plan Sheets and Photographs

Attachment C – SHPO Documentation, PennDOT Section 106 Effects Finding Form, and MOA

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

**List Section 4(f) mitigation measures associated with this use that are part of this project:**

**Stipulations for Resolving Adverse Effects:**

- 1) PennDOT will create and install two interpretive panels discussing the history of the Central Railroad of New Jersey and the Lehigh Valley Railroad in Wilkes-Barre. One panel will discuss the history of the two railroad lines, and one panel will discuss the history of the train station building where the current Luzerne County Visitors Bureau Office of Tourism is located, and where the panels are to be installed. PennDOT will consult with the SHPO, the Luzerne County Visitors Bureau Office of Tourism (Tourism Office) director, and Mr. George Albert (property owner) regarding the design and placement of the panels. PennDOT will provide the SHPO and the Tourism Office with electronic copies of the panels in portable document format (PDF). PennDOT will also provide the Tourism Office with a spare copy of the panels at the time of installation.
- 2) Mr. George Albert (property owner) will allow PennDOT access to the property to install the panels. Mr. Albert, and his successors and assigns, will provide the Tourism Office thirty (30) days notice before removing the panels and will allow the Tourism Office access to the property to remove the panels during that time.
- 3) The Tourism Office will own the panels once their fabrication and installation is complete.
- 4) The bridge barriers at deck level will have architectural facing to mimic set stone.
- 5) A chain link fence will be installed on the bridge barriers and top slopes to prevent garbage from being deposited in the railroad right-of-way.

**Nationwide/Programmatic Section 4(f) Evaluation**  
**for Projects that Necessitate**  
**the Use of Historic Bridges**  
*Applicable for Section 2002 Resources*  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607-Z233	<b>MPMS:</b>	103454

- 6) Temporary protective fence will identify project limits. Construction operations will be limited to approved project limits.
- 7) Temporary construction easements and new required right-of-way will be required to construct the project.

**Typical attachments for this form include, but are not limited to:**

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photograph(s) of the Section 4(f) property
- Project plan sheet to show impacts
- Individual assessment and/or feasibility analysis prepared for Section 106 consultation
- SHPO (PHMC) correspondence regarding effects
- Executed MOA/PA/LOA
- Field view minutes



**Determination of Section 4(f) De Minimis Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susq uehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

**SELECT ONE:**   ☐ EIS                      ☒ EA                      ☐ CE                      ☐ EER                      ☐ ED

**PROJECT DESCRIPTION:**

(Provide a concise but thorough description of the proposed action.)

The North Washington Street Bridge (S.R. 7304, Section BRG) project proposes replacement of the existing structure that carries S.R. 7304 (North Washington Street) over the historic Luzerne and Susquehanna Railroad (Lehigh Valley Railroad) within the City of Wilkes-Barre. The existing structure, built in 1929, is closed to all traffic and is scoped for full replacement due to its deteriorating condition and failed superstructure elements. The existing structure consists of a single-span steel thru-girder with floor beam and stringer deck system. The superstructure is supported by stone masonry abutments and wingwalls. The existing structure suffers from severe section loss and permanent drop/settlement in the floor beams. The existing vertical and horizontal rail clearances are 16'-8" vertical (measured to top of rail) and 7'-7" horizontal (measured from center of rails). The skew of the existing structure is approximately 70°00'00" Right.

The proposed replacement structure is a single-span, 48'-0" x 17'-0", prestressed, adjacent box beam bridge. The bridge will have a span length of 52'-0" from centerline of bearing to centerline of bearing. The proposed skew of the structure is 80°00'00" Right. The curb-to-curb width will be 30'-0" to match the existing approach roadway. Two (2) sidewalks are proposed, both having 6'-6" widths and 1'-0" vertical wall barriers supporting protective fence. The substructure is anticipated to be cast-in-place, full height abutments on spread footings that bear on rock. The proposed work also includes approach roadway and sidewalk reconstruction, driveway and alley tie-ins, guide rail improvements, utility relocations, and other upgrades to site appurtenances.

Drainage improvements will be coordinated with the historic Luzerne and Susquehanna Railroad (Lehigh Valley Railroad) to correct existing ponding issues adjacent to the structure. Extending northeastward there will be new stormwater piping installed to curb the flooding that currently occurs within the area of the historic Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). The existing low point within the railroad bed allows for the water to pond and create an area of standing water. This is due to the low-underclearance and inability of the railroad to maintain the railroad ballast due to the bridge. The drainage problem will be addressed as part of the project as per the PUC order. The new system will start at the

**Determination of Section 4(f) De Minimis Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

bridge and proceed east and ultimately discharge in the City of Wilkes-Barre storm water system. The new drainage system will not affect the operation of the existing railroad.

The Railroad and PUC agree that the clearance provided in the PUC order are the maximum site conditions allowed. The clearance has been accepted by the Railroad and PUC even though they do not meet the PUC minimums.

The proposed temporary traffic control is to maintain the existing roadway closure.

The North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376) was found eligible for listing in the National Register of Historic Places in February of 2020 through consultation with the State Historic Preservation Office (SHPO) as a contributing resource to the National Register-eligible Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182).

A Project Location Map is included in Attachment A and an Identification of Section 4(f) Resources Plan is included in Attachment B.

**IDENTIFICATION OF SECTION 4(f)/SECTION 2002 PROPERTY:**

(List the property and provide a description of the property as per Chapter 6 of the *Section 4(f)/Section 2002 Handbook*. Attach a map, photo(s), etc. as appropriate.)

The Section 4(f) property is the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). The North Washington Street Bridge carries North Washington Street over the Lehigh Valley Railroad, which was determined to be eligible for listing in the National Register of Historic Places on January 28, 2002. The Railroad is eligible under Criterion A, for its significance in the areas of transportation and the coal industry. The railroad was a major carrier of coal, other freight, and passengers from the 1860s through the early twentieth century. The period of significance begins ca. 1867 and extends to 1956. The tracks are currently utilized by the Luzerne and Susquehanna Railroad, which is a shortline railroad moving freight and connecting other lines in Luzerne County.





pennsylvania

DEPARTMENT OF TRANSPORTATION

On Behalf of the Federal Highway  
Administration–Pennsylvania Division Office

**Determination of Section 4(f) De Minimis Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

The North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376) was determined to be a contributing element to the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182).

Please see Attachment B providing additional information on the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182) and Photographs.

**OFFICIAL WITH JURISDICTION OVER SECTION 4(f)/SECTION 2002 PROPERTY:**

1. Identify agency with jurisdiction:  
Pennsylvania Historical and Museum Commission (PHMC), State Historic Preservation Office (SHPO)
2. Name and title of contact person at agency:  
Emma Diehl, Chief, Division Manager, Environmental Review Supervisor

**APPLICABILITY DETERMINATION:**

1. Does the project result in a “no adverse effect” or a “no historic properties affected” determination on the historic property as defined by Section 106 of the National Historic Preservation Act and its regulations? **(If NO, *de minimis*/no adverse use does not apply.)** ☒ YES ☐ NO

Identify the effects determination for the resource: No Potential to Affect

Describe the use of land from the property (identify amount of the property to be used, including temporary and permanent acquisition). Include a description of any mitigation included when making the determination regarding effects to the resource:

Strip takes of required right-of-way (RROW) and temporary construction easement (TCE) areas will be needed within the area of the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182) to update drainage around the bridge abutments. RROW will total approximately 5,593 square feet (0.12 acres) and TCE areas will total approximately 6,811 square feet (0.15 acres).

**Determination of Section 4(f) De Minimis Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

According to the PennDOT Cultural Resources Submission, dated January 31, 2023, the drainage facilities will not alter the function of the historic railroad bed and tracks, and will allow for the feature to continue its use as a functioning railroad line and the PennDOT Cultural Resource Professional (CRP) determined that the RROW and drainage updates have no potential to affect the overall Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). The drainage additions will not alter the historic function of the railroad line, nor significantly change the overall appearance of the rail bed and tracks. The resource will remain a functioning railroad.

Please see Attachment C providing an Impacts to Section 4(f) Resources Plan highlighting impacts and the PennDOT Cultural Resources submission.

☐ YES

2. Has the SHPO concurred in writing with the effects determination?

☒ CONCURRENCE NOT REQUIRED AS PER  
SECTION 106 DELEGATION PA

☐ NO

If YES, identify date of concurrence: N/A

If NO Response, identify specified time with no response from PHMC: N/A

*(Note: Receipt of the SHPO's concurrence with the FHWA's finding, or a non-response after the specified time qualifies as the necessary correspondence from the official with jurisdiction over Section 106 properties. In a letter dated March 1, 2006, PHMC documented their written understanding that PennDOT will make a de minimis finding for historic resources where a Section 106 effects determination of no adverse effect or no historic properties affected is made. Therefore, individual notices of the intent to apply the de minimis finding for historic resources are no longer required in Pennsylvania if the SHPO is the official with jurisdiction, and the SHPO has agreed that when a no adverse effect or no historic properties affected determination is made, that the de minimis use is appropriate.)*

Written correspondence is included in the following Attachment:  
N/A

**Determination of Section 4(f) De Minimis Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

3. The views of the consulting parties participating in the Section 106 consultation have been considered. (Attach relevant correspondence and any necessary responses to consulting party comments) ☒ YES

To date, no relevant correspondence or responses were generated within Project PATH for this project.

<https://path.penndot.gov/ProjectDetails.aspx?ProjectID=52028>

4. The project does not involve any uses that would require an individual Section 4(f) evaluation. (It is acceptable if there are other Section 4(f) uses that are covered by one of the nationwide programmatic Section 4(f) evaluations or meet temporary occupancy criteria.) ☒ YES

If there are other Section 4(f) properties used, list them here, briefly describe the use, and identify which form(s) will be completed to address the use:

The North Washington Street Bridge over the Lehigh Valley Railroad (Resource No. 2019RE01376) was determined to be a contributing element to the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182) and a separate 4(f) Evaluation for Projects that Necessitate the Use of Historic Bridges has been completed for this resource.

**ALTERNATIVES ANALYSIS:**

In accordance with PA Act 120 Section 2002 requirements, briefly summarize the impacts to other Section 2002 areas of concern that would occur if the use of the historic site was avoided. Other Section 2002 areas of concern to be discussed could include the following:

(1) residential and neighborhood character and location, (2) conservation including air, erosion, sedimentation, wildlife and general ecology of area, (3) noise, and air and water pollution, (4) multiple use of space, (5) replacement housing, (6) displacement of families and business, (7) aesthetics, (8) public health and safety, (9) fast, safe and efficient transportation, (10) civil defenses, (11) economic activity, (12) employment, (13) fire protection, (14) public utilities, (15) religious institutions, (16) conduct and financing of government including the effect on the local tax base and social service costs, (17) property values, (18) education, including the disruption of school district operations, (19) engineering, right-of-way and construction costs of the project and related facilities, (20) maintenance and operating costs of the project and related facilities, and (21) operation and use of existing transportation routes and programs during construction and after completion.

**Determination of Section 4(f) De Minimis Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

The project involves the replacement of the deteriorating North Washington Street Bridge over the Lehigh Valley Railroad (Wilkes-Barre; Resource No. 2002RE00182). As part of project implementation, there will be new stormwater piping installed to curb the flooding that currently occurs within the area of the historic Lehigh Valley Railroad. Negative effects to public health and safety, safe transportation, and economic activity will exist as the bridge continues to deteriorate and remains closed. With a bridge replacement, the project will provide an increase in public health and safety by providing a new, safer structure, and will enhance the existing transportation facility to provide safe access across the railroad and along the S.R. 7304 roadway. Furthermore, the project will enable vehicular and pedestrian traffic at this crossing again, and will end the current, time-consuming detours. Additionally, upon completion, the project will reduce future construction costs as well as maintenance and operation costs. The Bridge Rehabilitation Analysis conducted for the project concluded that rehabilitation is not recommended since it cannot satisfy traffic needs or provide sufficient clearance for the railroad. A total avoidance measure is also not possible because the bridge is currently closed and needs to be replaced to allow for re-opening of the roadway, which connects two (2) residential areas.

**Include any additional information related to the historic property that is relevant to the determination of *de minimis*/no adverse use:**

Please see Attachments A through C.

**Determination of Section 4(f) *De Minimis* Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
May 2014 Version

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

**SUMMARY AND DETERMINATION:**

The project involves a *de minimis/no adverse use* on the Section 4(f)/Section 2002 property as evidenced by a no adverse effect or no historic properties affected finding from the SHPO and/or as a result of mitigation to or avoidance of impacts to the qualifying characteristics and/or the functions/values of the resource. Based on the scope of the undertaking; the fact that the undertaking does not adversely affect the function/qualities of the Section 4(f)/Section 2002 property on a permanent or temporary basis; and with agreement from the official with jurisdiction (SHPO), the proposed action constitutes a *de minimis/no adverse use*; and therefore, no analysis of avoidance alternatives is required.

Name and Organization of Preparer: Margaret Schuckman, Navarro  
& Wright Consulting Engineers, Inc.

Date: 12/11/2023

Project Manager:

Date: 12-12-23

Environmental Manager:

Date: 12-12-2023

PennDOT, BOPD:

*Ryan R Shiffler*Digitally signed by ryshiffler  
Date: 2023.12.13 11:02:17 -05'00'

FHWA: BENJAMIN  
ARTHUR HARVEY

Digitally signed by BENJAMIN  
ARTHUR HARVEY  
Date: 2023.12.15 07:25:46  
-05'00'

Date:

**Attachments Include:**

Attachment A – Project Location Map

Attachment B – Lehigh Valley Railroad (Wilkes Barre; Resource No. 2002RE00182),  
Identification of Section 4(f) Resources Plan, and PhotographsAttachment C – Impacts to Section 4(f) Resources Plan and PennDOT Cultural Resources  
Submission

**Determination of Section 4(f) *De Minimis* Use**  
**Section 2002 No Adverse Use**  
**Historic Properties**  
**May 2014 Version**

<b>County:</b>	Luzerne	<b>State Route:</b>	7304	<b>Section:</b>	BRG
<b>Project Name:</b>	N. Washington St. over Luzerne/Susquehanna Railroad	<b>FPN:</b>	X043-607- Z233	<b>MPMS:</b>	103454

**List Section 4(f) mitigation measures associated with this *de minimis* use that are part of this project:**

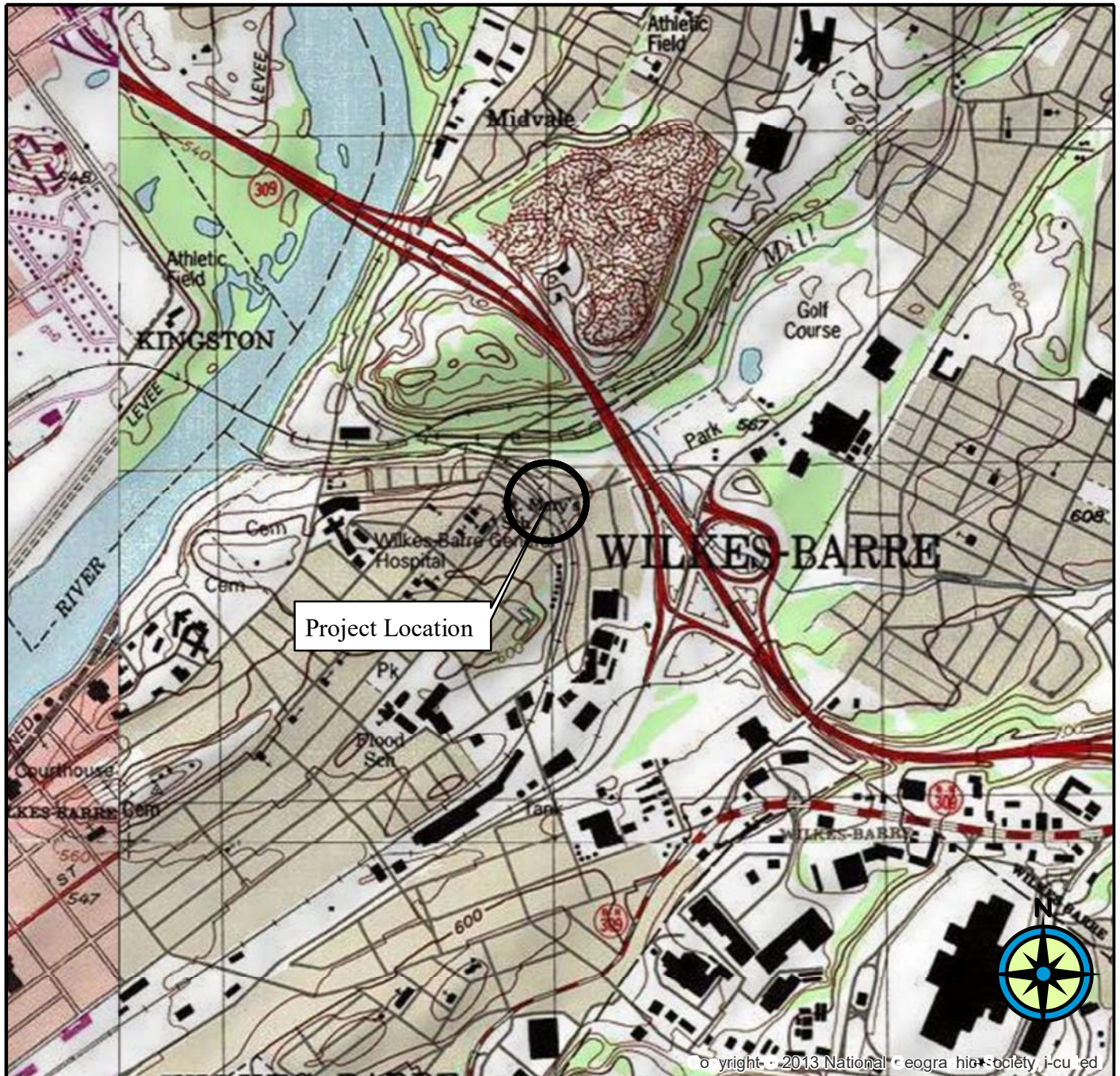
There are no associated mitigation measures associated with this de minimis use.

**Typical attachments for this form include, but are not limited to:**

- Project location map
- Map of affected Section 4(f) property and other Section 4(f) property(ies) in the project vicinity
- Photographs of the Section 4(f) property
- Project plan sheet to show impacts
- Correspondence with the official with jurisdiction
- Consulting party correspondence



**ATTACHMENT A**  
**Project Location Map**



### Project Location Map

S.R. 7304, Section BRG

North Washington Street over the Luzerne and Susquehanna Railroad  
City of Wilkes-Barre, Luzerne County, Pennsylvania.

**Figure:**  
**1**

**Source:** U.S.G.S. ArcGIS Basemap: USA Topo Map, 2018.

**Scale:**  
1:24,000



Navarro & Wright Consulting Engineers, Inc.  
151 Reno Avenue, New Cumberland, PA 17070  
(717) 441-2216 (Telephone) (717) 695-7449 (Fax)

**Date:**  
8/21/23

## **ATTACHMENT B**

**Lehigh Valley Railroad (Wilkes-Barre;  
Resource No. 2002RE00182),  
Identification of Section 4(f) Plan,  
and Photographs**



# Resource Search: "Lehigh Valley Railroad"

Key #	Municipality	County	Historic Name	National Register Status	Resource Category	Date Built
78945	Sayre Borough	Bradford	Lehigh Valley Railroad Station, Sayre	Eligible	Building	1881
83616	Weatherly Borough	Carbon	Lehigh Valley Railroad Station	Ineligible	Building	1889
86598	Bethlehem City	Northampton	Lehigh Valley Railroad Headquarters Building	Listed	Building	
97296	Mahoning Township	Carbon	Lehigh Valley Railroad	Ineligible	Building	N
103133	Towanda Borough	Bradford	State Line & Sullivan Branch Lehigh Valley Railroad	Ineligible	Structure	1920
104201	Tunkhannock Borough	Wyoming	Lehigh Valley Railroad Freight Depot	Eligible	Building	1911
104214	Duryea Borough	Luzerne	Lehigh Valley Railroad	Eligible	Structure	1916
104215	Duryea Borough	Luzerne	Lehigh Valley Railroad	Ineligible	Structure	1919
pulled 112381 112381 112381 ER 93-4041-042	Multi-Municips	Multi-County	Lehigh Valley Railroad Engine House		Building	1860
	Multi-Municips	Multi-County	Lehigh Valley Railroad, Jim Thorpe Section	Contributes to Resource		N
	Multi-Municips	Multi-County	Lehigh Valley Railroad: Allentown to Wilkes-Barre	Eligible	District	
116317	Allentown City	Lehigh	Lehigh Valley Railroad	Eligible	Structure	1885
116831	Ulster Township	Bradford	Lehigh Valley Railroad Right-Of-Way	Eligible	Structure	1869
Mat#15 request ★ ER 01-6136-079	119251 Wilkes-Barre City	Luzerne	Lehigh Valley Railroad: Wilkes-Barre Section	Eligible	Site	1867
	126161 White Haven Borough	Luzerne	Lehigh Valley Railroad Engine House	Eligible	Building	1889
128865	Strasburg Township	Lancaster	Lehigh Valley Railroad Parlor Car # 1552	Ineligible	Structure	1927
141558	Jim Thorpe Borough	Carbon	Lehigh Valley Railroad Engine House	Ineligible	Building	1860
143075	Jim Thorpe Borough	Carbon	Lehigh Valley Railroad, Jim Thorpe Section	Eligible		N

# Historic Resource Information

## Identification

**Key #:** 119251  
**Property Name:** Lehigh Valley Railroad (Wilkes-Barre)  
**Resource Type:** District  
**Approximate # of Resources:** 4  
**ER #:** 2001-6136-079

## Location

**Luzerne County:** Wilkes-Barre City  
**USGS Quadrangle:** Wilkes-Barre West  
**Tax Parcel:** H10-SW1-14-7/R-3, 20020114

## Status

**NR Status:** SHPO: Eligible  
**Contributes:** Contributes to Resource  
**Owner:** Private  
**Condition:** Unreported

## Historic Information

**Year Built:** 1867, 1910

## Physical Description

**Style:** No Style  
**Other:** Steel; Stone

## Historic Function

Function	Sub Function	Particular Use
Transportation	Rail-Related	

## Current Function

Function	Sub Function	Particular Use
Transportation	Rail-Related	

## Inventory Items

Report	Name
View	North Washington Street Bridge over Lehigh Valley Railroad

## Ancillary Features

No Data Present

## Associated Resources

## Historic Resource Information

Resource Name	Association
112381 Lehigh Valley Railroad (Allentown to Wilkes-Barre); Reading Railroad: Lehigh Line (Allentown Wilkes-Barre)	Historically Associated
156109 Lehigh Valley Railroad	Historically Associated
210985 North Washington Street Bridge over Lehigh Valley Railroad	Historic District

### Administrative Actions



**12/24/2019:** Date Record Updated  
**09/10/2018:** Date Record Updated  
**05/28/2002:** Date Record Updated  
**05/23/2002:** SHPO: Contributes  
**05/22/2002:** SHPO Staff Meeting  
**01/28/2002:** SHPO: Eligible  
**01/17/2002:** SHPO Staff Meeting  
**01/14/2002:** Date Record Added  
**01/11/2002:** HRSF/DOE Received

### National Register Information

No Data Present

### Attachments



Attachment	Name
Map	H119251_01A.pdf
Map	H119251_112090_ii_A.pdf
Map	H119251_112090_i_A.pdf
Photograph	H119251_03B.pdf
Form	H119251_02D.pdf
Form	H119251_112090_D.pdf
Report	Title
2001-6136-079-H	Historic Structures Survey/Determination of Eligibility Report for the Coal Street Extension Project. City of Wilkes Barre, Luzerne County, PA.

### Comments



Re-evaluation of National Register eligibility may be necessary due to the date of the initial evaluation. Please contact the SHPO for guidance.

### Outbuildings

No Data Present

### Observations

No Data Present



DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NORTH WASHINGTON ST.	BRG	1 OF 2	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY

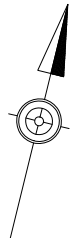
NORTH WASHINGTON ST.

PI STA 17+72.79  
NO CURVE

LEGEND

LEHIGH VALLEY RAILROAD

N WASHINGTON STREET BRIDGE

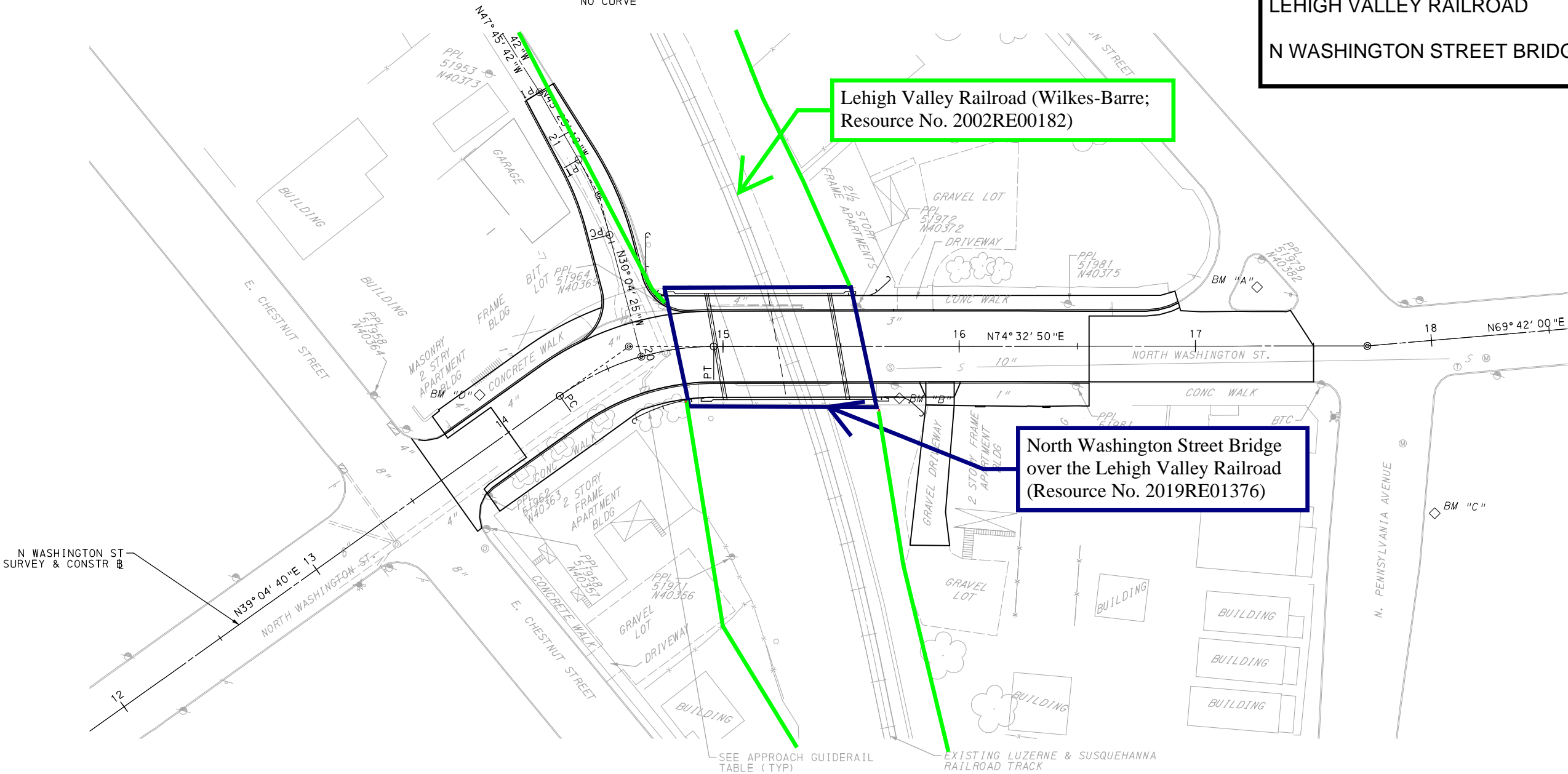


CHASE LANE

PI STA 20+70.68  
Δ= 15°21' 53" LT  
T= 17.40'  
L= 34.59'  
R= 129'  
E= 1.17'  
PC STA 20+53.28  
PT STA 20+87.87

CHASE LANE

PI STA 21+20.77  
NO CURVE



Lehigh Valley Railroad (Wilkes-Barre;  
Resource No. 2002RE00182)

North Washington Street Bridge  
over the Lehigh Valley Railroad  
(Resource No. 2019RE01376)

NORTH WASHINGTON ST (SR 7304)

NORTH WASHINGTON ST.

PI STA 14+62.49  
Δ= 35°28' 10" RT  
T= 35.90'  
L= 69.50'  
R= 112.27'  
E= 5.60'  
PC STA 14+26.58  
PT STA 14+96.08  
SUPERELEVATE 2.0%

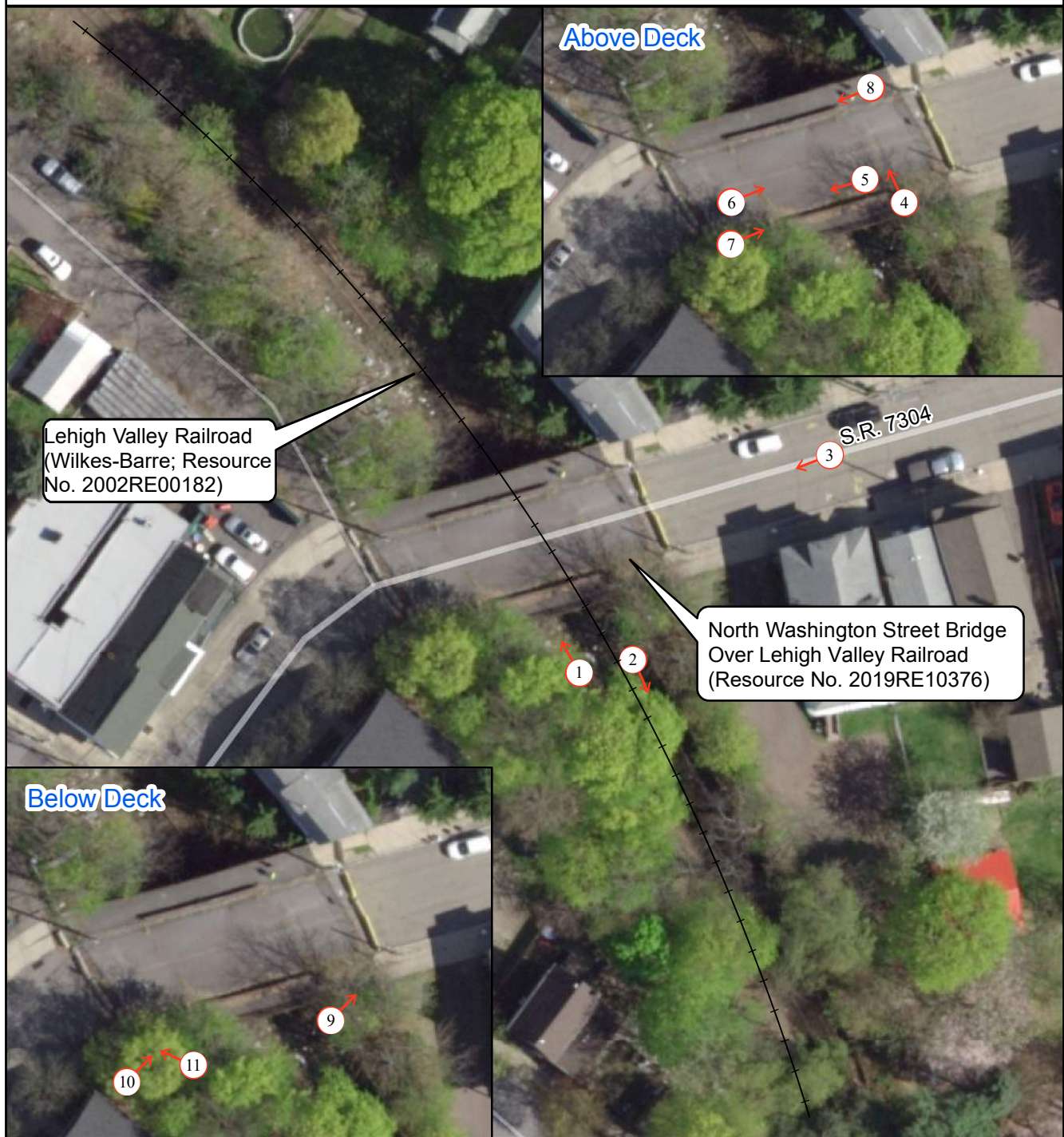
Identification of Section 4(f) Resources Plan

PREPARED BY:  
Alfred Benesch & Company  
670 South River Street, Suite 402  
Wilkes-Barre, Pennsylvania 18705

## Photo Locations

### SR 7304 Section BRG North Washington Street Over the Luzerne and Susquehanna Railroad

City of Wilkes Barre, Luzerne County, Pennsylvania



0 5 10 20  
Meters

#### Legend



Photo Location

Source: PEMA 2018 T41002480PAN. PASDA, Accessed September 2020.





**Photograph Number 1**



**Photograph Number 2**



**Photograph Number 3**



**Photograph Number 4**





**Photograph Number 5**



**Photograph Number 6**



**Photograph Number 7**



**Photograph Number 8**





**Photograph Number 9**



**Photograph Number 10**



**Photograph Number 11:**

**ATTACHMENT C**

**Impacts to Section 4(f) Resources Plan,  
and PennDOT Cultural Resources  
Submission**

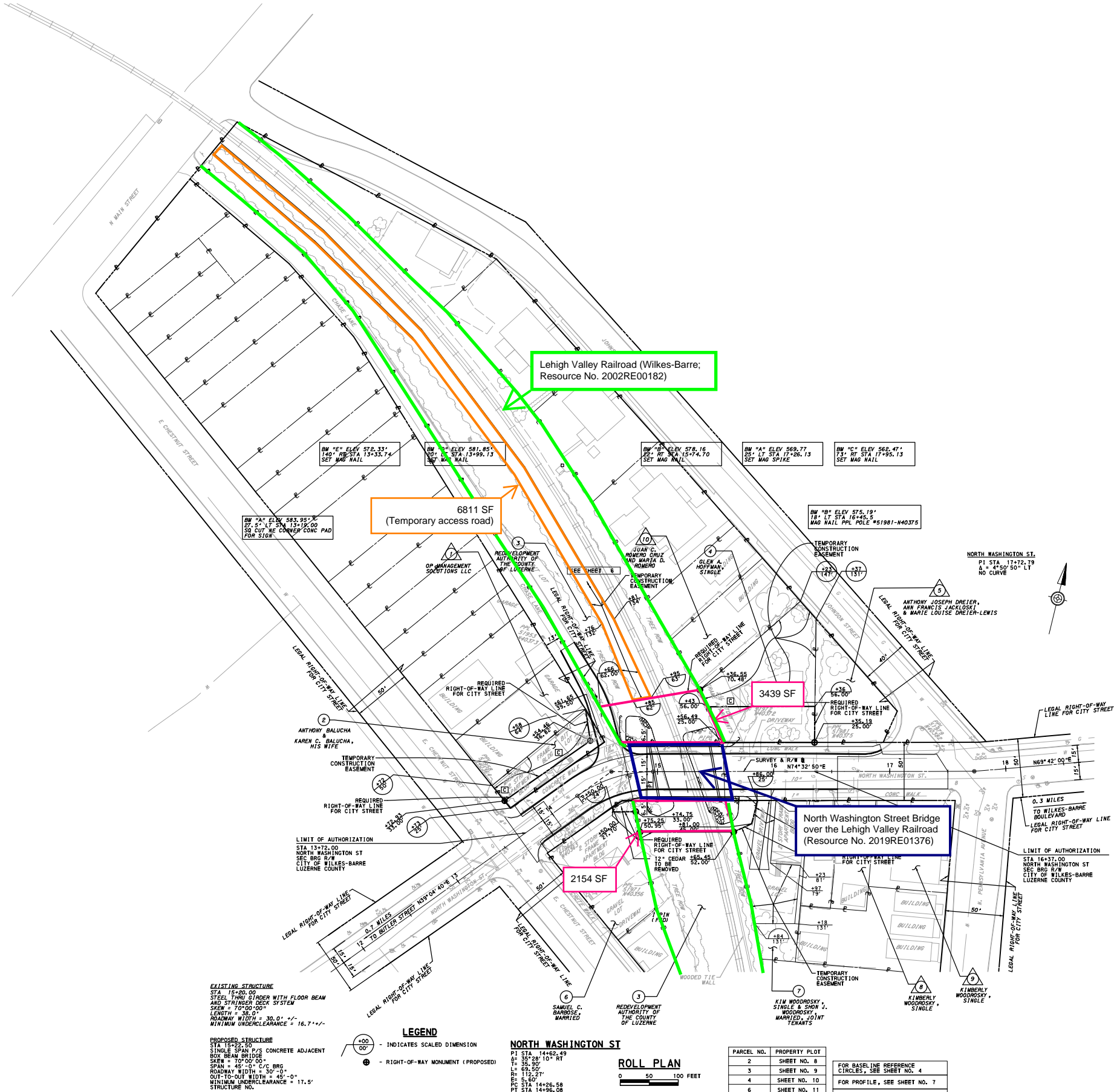
DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NWASH	BRG R/W	1 OF 1	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY

Impacts to Section 4(f) Resources

- Lehigh Valley Railroad:
- Impacts
    - Temporary Construction Easement
    - Required Right-of-Way for City Street
  - A temporary railroad crossing will not be required as part of this project.
  - The railroad is contained entirely within railroad right-of-way.

LEGEND

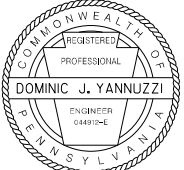
- LEHIGH VALLEY RAILROAD
- TEMPORARY CONSTRUCTION EASEMENT
- REQUIRED RIGHT-OF-WAY FOR CITY STREET
- N WASHINGTON STREET BRIDGE



PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



PREPARED BY:  
Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



## Cultural Resources Submission

DATE: January 31, 2023

SUBJECT:

District: 4-0  
County: Luzerne Municipality: Wilkes-Barre  
SR: 7304 Section: BRG  
Project Name: N. Washington St. over Luzerne and Susquehanna RR  
MPMS Number: 103454  
SHPO Review Number: 2019PR02418  
REQUESTING SHPO ACTION: No

**MEMO:**

The Pennsylvania Department of Transportation (PennDOT) Engineering District 4-0 is completing a bridge project in Wilkes-Barre, Luzerne County. This effect memo is being prepared to address the right of way (ROW) being required from the National Register of Historic Places (NRHP) eligible Lehigh Valley Railroad (Resource# 2010RE00722).

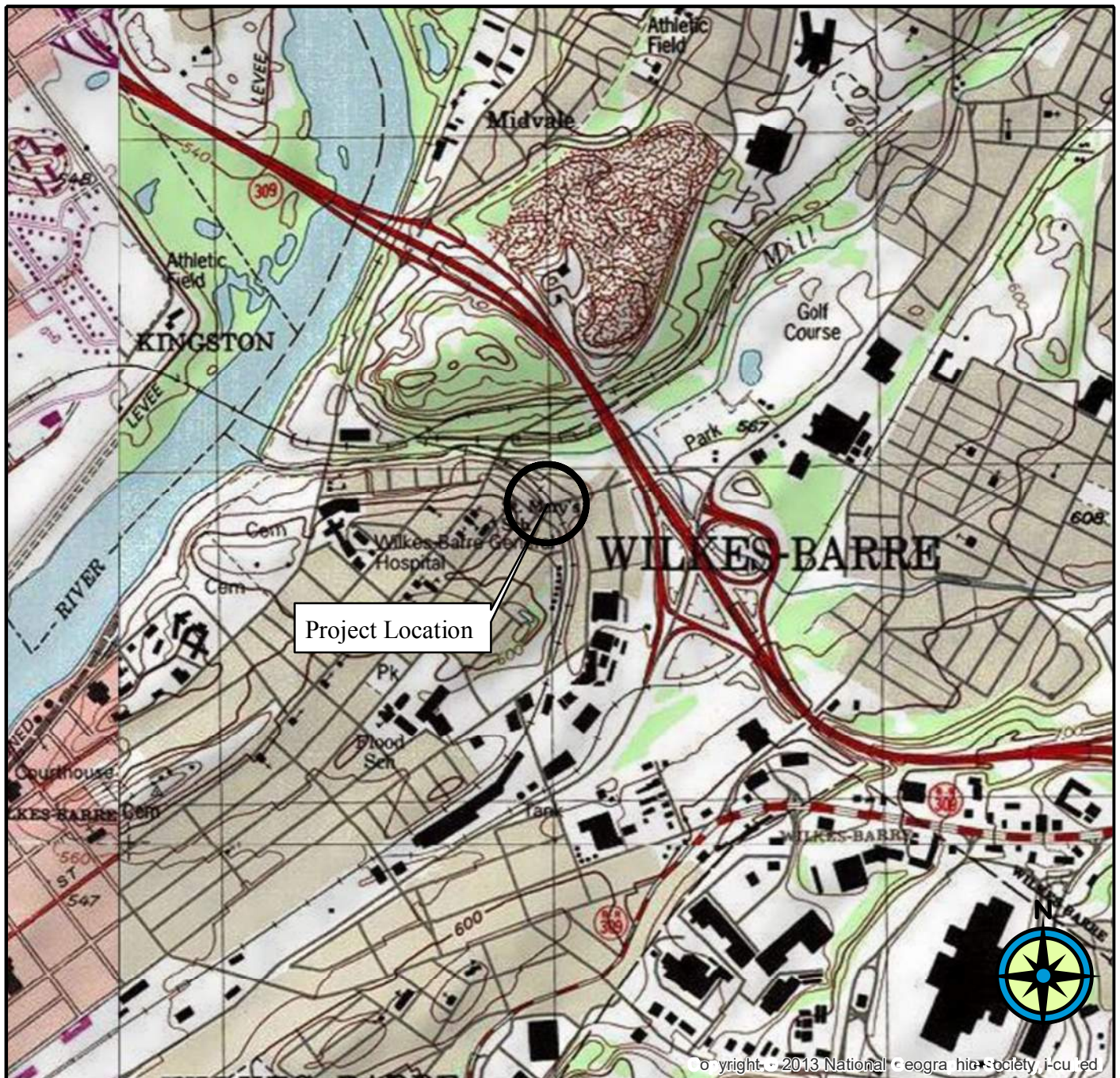
Strip takes of required right of way (RROW) to update drainage around the bridge abutments is being acquired as part of the PennDOT project. These drainage updates will help with current track flooding issues and were requested by the railroad. The drainage facilities will not alter the function of the historic railroad bed and tracks and will allow for the feature to continue its use as a functioning railway line. Once construction is completed, the railroad and City of Wilkes-Barre will take over maintenance of the new drainage apparatuses.

Upon review of the current project plans, the PennDOT CRP has determined that the RROW and drainage updates have no potential to affect the overall Lehigh Valley Railroad resource. The drainage additions will not alter the historic function of the railroad line, nor significantly change the overall appearance of the rail bed and tracks.

cc: Greg Augustine, EM  
PA SHPO  
District 4-0 file

**ATTACHMENT A**  
**Project Location Map**





### Project Location Map

S.R. 7304, Section BRG  
North Washington Street over the Luzerne and Susquehanna Railroad  
City of Wilkes-Barre, Luzerne County, Pennsylvania.

**Figure:**  
**1**

**Source:** U.S.G.S. ArcGIS Basemap: USA Topo Map, 2018.

**Scale:**  
1:24,000



Navarro & Wright Consulting Engineers, Inc.  
151 Reno Avenue, New Cumberland, PA 17070  
(717) 441-2216 (Telephone) (717) 695-7449 (Fax)

**Date:**  
8/21/23

**ATTACHMENT B**

**Section 4(f) Plan Sheets and  
Photographs**



DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
4-0	LUZERNE	NORTH WASHINGTON ST.	BRG	1 OF 2	
CITY OF WILKES-BARRE					
REVISION NUMBER	REVISIONS			DATE	BY

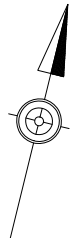
NORTH WASHINGTON ST.

PI STA 17+72.79  
NO CURVE

LEGEND

LEHIGH VALLEY RAILROAD

N WASHINGTON STREET BRIDGE

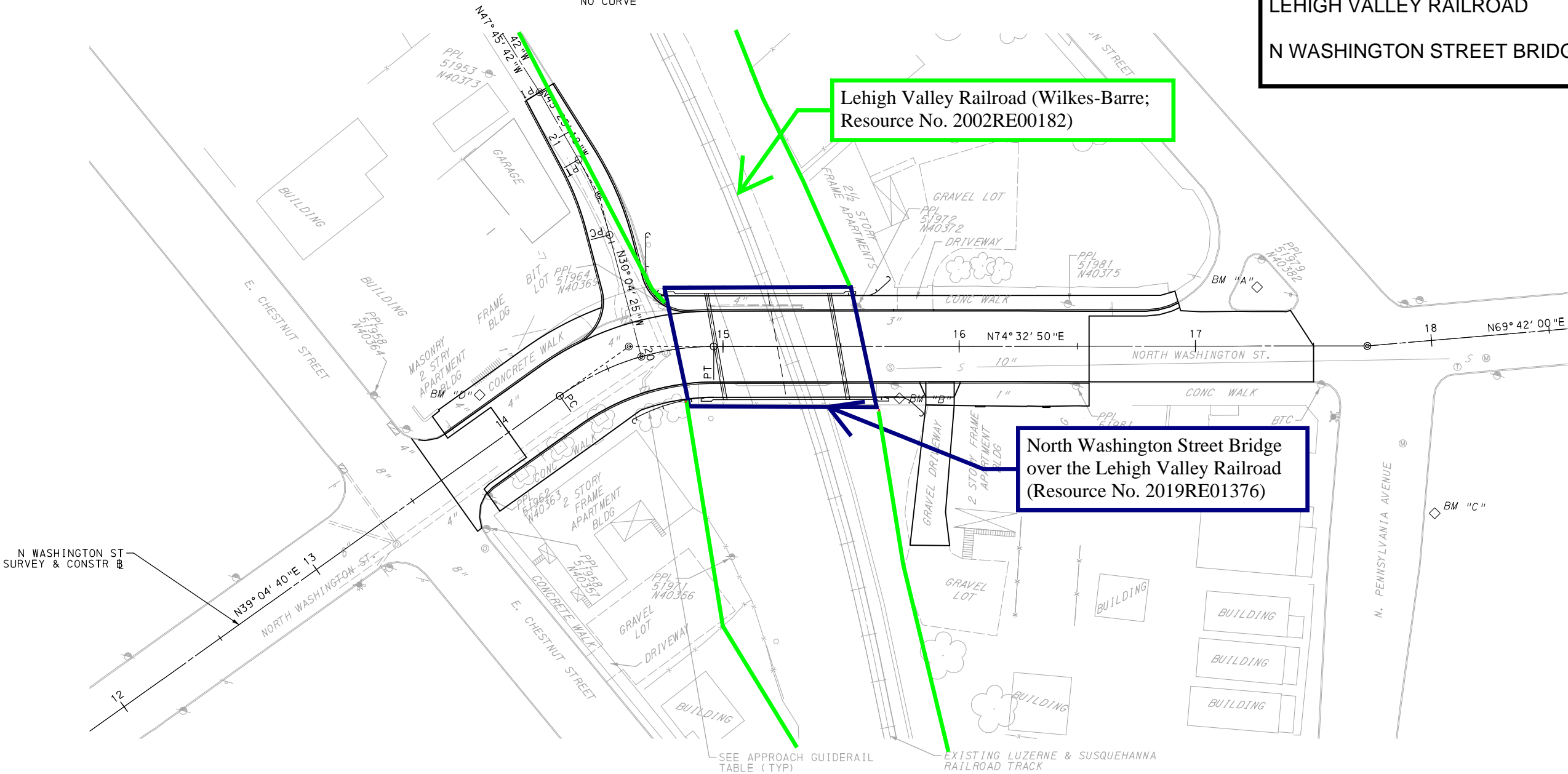


CHASE LANE

PI STA 20+70.68  
Δ= 15°21' 53" LT  
T= 17.40'  
L= 34.59'  
R= 129'  
E= 1.17'  
PC STA 20+53.28  
PT STA 20+87.87

CHASE LANE

PI STA 21+20.77  
NO CURVE



NORTH WASHINGTON ST (SR 7304)

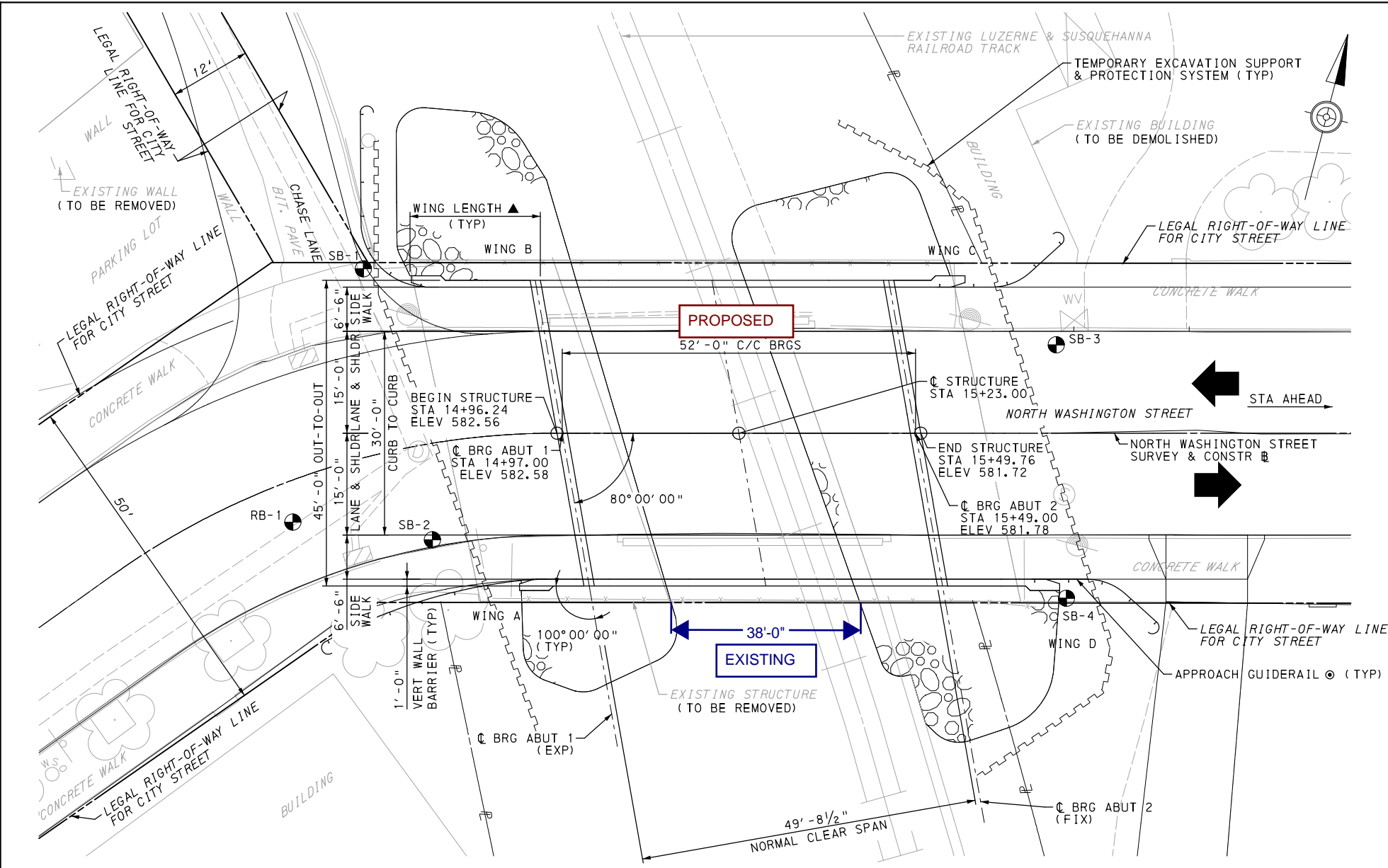
NORTH WASHINGTON ST.

PI STA 14+62.49  
Δ= 35°28' 10" RT  
T= 35.90'  
L= 69.50'  
R= 112.27'  
E= 5.60'  
PC STA 14+26.58  
PT STA 14+96.08  
SUPERELEVATE 2.0%

Identification of Section 4(f) Resources Plan

PREPARED BY:  
Alfred Benesch & Company  
670 South River Street, Suite 402  
Wilkes-Barre, Pennsylvania 18705

08\28\2023  
PLOTTED:  
OPERATOR: Y:\Hazard\ton\310005\31063.01-WB-N.Washington\Eng\_Docs\Work\Files\PPC\4F Plan Sheets\01\_Gen Plan\p39002.dwg (10-04) REVISED:  
FILE NAME: 31063.01 pcapitano 08\28\2023 16:34:56



**NORTH WASHINGTON STREET  
HORIZONTAL CURVE DATA**

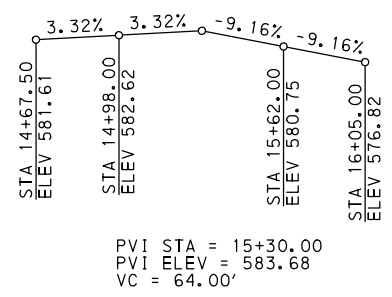
PI STA 14+62.49
Δ = 35°28'10" RT
T = 35.90'
L = 69.50'
R = 112.27'
E = 5.60'
PC STA 14+26.58
PT STA 14+96.08

**NORTH WASHINGTON STREET  
VERTICAL PROFILE DATA**

PT STA 14+96.08
PC STA 17+72.79
N74°32'50"E

**EXISTING STRUCTURE**  
STA 15+20.00  
STEEL THRU GIRDER WITH FLOOR BEAM  
AND STRINGER DECK SYSTEM  
SKEW = 70°00'00"  
LENGTH = 38.0'  
ROADWAY WIDTH = 30.0' +/-  
MINIMUM UNDERCLEARANCE = 16.7' +/-

**PROPOSED STRUCTURE**  
STA 15+23.00  
SINGLE SPAN P/S CONCRETE ADJACENT  
BOX BEAM BRIDGE  
SKEW = 80°00'00"  
SPAN = 52'-0" C/C BRG  
ROADWAY WIDTH = 30'-0"  
OUT-TO-OUT WIDTH = 45'-0"  
MINIMUM UNDERCLEARANCE = 18.6'



**WINGWALL LENGTH**

WING	LENGTH
WING A	11'-0"
WING B	19'-0"
WING C	12'-0"
WING D	18'-0"

**PROPOSED BORINGS**

BORING NO.	STATION	OFFSET
RB-1	14+54.30	5.8' R
SB-1	14+73.10	27.1' L
SB-2	14+75.20	14.0' R
SB-3	15+69.70	13.0' L
SB-4	15+71.20	24.3' R
RB-2	16+28.30	0.0'

**NOTES:**  
1. FOR TYPICAL SECTIONS, SEE SHEET 2.

**SUPPLEMENTAL DRAWINGS**

DESCRIPTION	DWG. NO.	APP DATE
THRIE-BEAM TO VERTICAL WALL BRIDGE BARRIER TRANSITION CONNECTION	BC-703M	08/4/17
ANCHOR SYSTEMS	BC-734M	01/31/19
WALL CONSTRUCTION & EXPANSION JOINT DETAILS	BC-735M	09/30/16
REINFORCEMENT BAR FABRICATION DETAILS	BC-736M	01/31/19
BRIDGE DRAINAGE	BC-751M	1/31/19
CONCRETE DECK SLAB DETAILS	BC-752M	09/30/16
BEARINGS	BC-755M	01/31/19
MISCELLANEOUS PRESTRESS DETAILS	BC-775M	09/30/16
TYPICAL WATERPROOFING AND EXPANSION DETAILS	BC-788M	01/31/19
CLASSIFICATION OF EARTHWORK FOR STRUCTURES	RC-11M	06/01/10
BACKFILL AT STRUCTURES	RC-12M	02/08/19
GUIDE RAIL TRANSITION AT END OF STRUCTURE	RC-50M	02/08/19

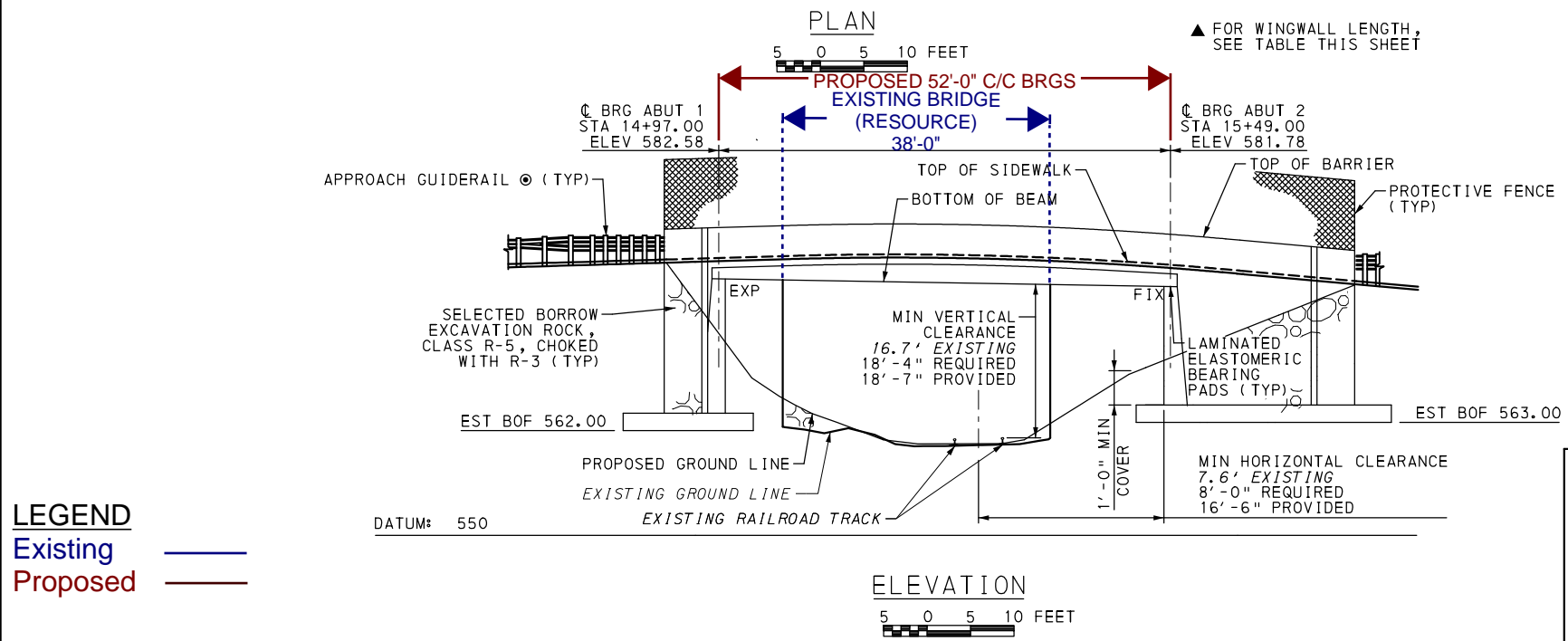
Mark	Description	By	Chk'd	Rec'd	Date
REVISIONS					

S.R. 7304 NO PREVIOUS L.R. DESIGNATION  
BMS STR ID: 40-7304-0000-0012 MPMS/ECMS PROJ: 103454 BRKEY: 46161

**COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF TRANSPORTATION**

**LUZERNE COUNTY  
CITY OF WILKES-BARRE**  
SR 7304 SEC BRG STA 15+23.00  
OVER LUZERNE & SUSQUEHANNA RAILROAD  
SINGLE SPAN COMPOSITE P/S CONCRETE ADJACENT  
BOX BEAM BRIDGE  
GENERAL PLAN & ELEVATION

RECOMMENDED _____	SHEET 2 OF 2 + SUPPLEMENTAL DRAWINGS
DISTRICT BRIDGE ENGINEER _____	
S - TBD	



- LEGEND**
- EXISTING CONTOURS
  - PROPOSED CONTOURS
  - ➡ DIRECTION OF TRAFFIC
  - ⊙ ROADWAY PAY ITEM
  - ⊙ UTILITY POLE
  - ⊙ PROPOSED BORING LOCATION
  - ⊙ SELECTED BORROW EXCAVATION ROCK, CLASS R-5, CHOKED WITH R-3

**LEGEND**  
Existing —  
Proposed —

PREPARED BY:

**benesch**  
Alfred Benesch & Company  
400 One Norwegian Plaza  
Pottsville, Pennsylvania 17901

DATE: \_\_\_\_\_

NOTE: NO BACKWALLS REQUIRED FOR ABUT 1 OR ABUT 2

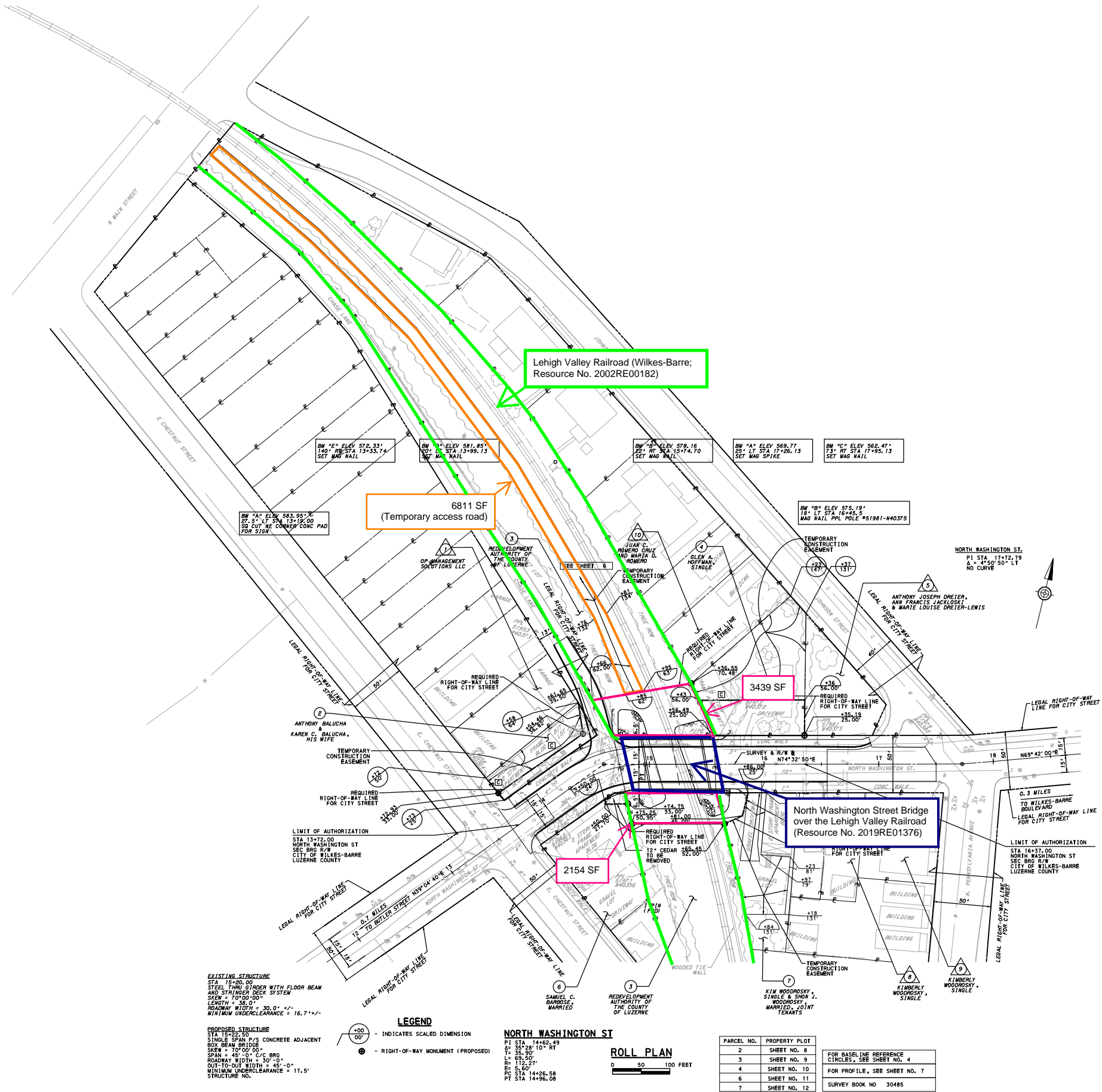
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
4-0	LUZERNE	NWASH	BRG R/W	1 OF 1
CITY OF WILKES-BARRE				
REVISION NUMBER	REVISIONS	DATE	BY	

### Impacts to Section 4(f) Resources

- Lehigh Valley Railroad:
- Impacts
    - Temporary Construction Easement
    - Required Right-of-Way for City Street
  - A temporary railroad crossing will not be required as part of this project.
  - The railroad is contained entirely within railroad right-of-way.

### LEGEND

- LEHIGH VALLEY RAILROAD
- TEMPORARY CONSTRUCTION EASEMENT
- REQUIRED RIGHT-OF-WAY FOR CITY STREET
- N WASHINGTON STREET BRIDGE



Lehigh Valley Railroad (Wilkes-Barre;  
Resource No. 2002RE00182)

6811 SF  
(Temporary access road)

3439 SF

2154 SF

North Washington Street Bridge  
over the Lehigh Valley Railroad  
(Resource No. 2019RE01376)

EXISTING STRUCTURE  
STA 15+20.00  
STEEL TRUSS BRIDGE WITH FLOOR BEAM  
AND STRINGER DECK SYSTEM  
SPAN = 10'-0" C/C BRG  
ROADWAY WIDTH = 30'-0"  
MINIMUM UNDERCLEARANCE = 16.7'-0"

PROPOSED STRUCTURE  
STA 15+22.50  
SINGLE SPAN P/S CONCRETE ADJACENT  
BOX BEAM BRIDGE  
SPAN = 45'-0" C/C BRG  
ROADWAY WIDTH = 30'-0"  
OUT-TO-OUT WIDTH = 45'-0"  
MINIMUM UNDERCLEARANCE = 17.5'  
STRUCTURE NO.

LEGEND

- INDICATES SCALED DIMENSION

- RIGHT-OF-WAY MONUMENT (PROPOSED)

NORTH WASHINGTON ST

ROLL PLAN

0 50 100 FEET

PARCEL NO.	PROPERTY PLOT
2	SHEET NO. 8
3	SHEET NO. 9
4	SHEET NO. 10
6	SHEET NO. 11
7	SHEET NO. 12

FOR BASELINE REFERENCE  
CIRCLES, SEE SHEET NO. 4

FOR PROFILE, SEE SHEET NO. 7

SURVEY BOOK NO 30485

PREPARED BY:

Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705

PREPARED BY:

Alfred Benesch & Company  
670 South River Street  
Suite 402  
Wilkes-Barre, Pennsylvania 18705



## Photo Locations

### SR 7304 Section BRG North Washington Street Over the Luzerne and Susquehanna Railroad

City of Wilkes Barre, Luzerne County, Pennsylvania



0 5 10 20  
Meters

#### Legend



Photo Location

Source: PEMA 2018 T41002480PAN. PASDA, Accessed September 2020.





**Photograph Number 1**



**Photograph Number 2**



**Photograph Number 3**



**Photograph Number 4**





**Photograph Number 5**



**Photograph Number 6**



**Photograph Number 7**



**Photograph Number 8**





**Photograph Number 9**



**Photograph Number 10**





**Photograph Number 11:**

**ATTACHMENT C**  
**SHPO Documentation, PennDOT**  
**Section 106 Effects Finding Form,**  
**and MOA**



# Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

February 18, 2020

Brian Thompson, Director  
Bureau of Project Delivery  
Attn: Heather Gerling, District 4-0  
PA Department of Transportation  
P.O. Box 2966  
Harrisburg, PA 17105

RE: ER 2019-8352-079-C; SR 7304, Section BRG (MPMS 103454); North Washington Street Bridge; Wilkes Barre, Luzerne; North Washington Street Bridge Eligibility Rebuttal Memo

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

## Above Ground Resources

Thank you for providing additional information; we disagree with the findings of the agency. In our opinion, based on the information received and available within our files, it is still our opinion that the **North Washington Street Bridge over the Lehigh Valley Railroad (Key No. 210985)** is **Eligible** for listing in the National Register of Historic Places as a **contributing resource** to the National Register-eligible **Lehigh Valley Railroad (Wilkes-Barre; Key No. 119251)**. With regards to *integrity*, the changes to the built-up thru-girder structure bridge occurred in 1929 and 1935, within the proposed period of significance for the eligible railroad (ca. 1867 to 1956). The changes that occurred were not to such a degree as to alter the function, relationship of the bridge to the railroad, or the overall appearance of the bridge during the line's period of significance. With regards to *construction by and relationship to the railroad*, a quick search within google books revealed two sources, both indicating the Lehigh Valley Railroad's (LVR) responsibility for the Washington Street bridge. An 1897 article in *The Railway and Engineering Review* noted that the bridge crossing the Lehigh Valley Railroad at North Washington Street be replaced and that Wilkes Barre & Suburban Street Railway Company pay \$1,000 towards defraying the expense of the new bridge (page 348). This evidences that the bridge was constructed at least in coordination with the railroad. In addition, a 1909 copy of *Engineering – Contracting* for the LVR lists the Washington Street bridge, among the others, as the LVR's responsibility (Volume 31, March 10, 1909; page 199). Therefore, based on a cursory search and the information provided previously, in our opinion, the bridge does have a connection to the railroad and retains sufficient integrity to be considered a contributing resource.

Our determination of eligibility is based upon the information provided and available in our files for review. If National Register listing for this property is sought in the future, additional documentation of the property's significance and integrity may be required to both verify this determination of eligibility and satisfy the requirements of the National Park Service (36 CFR Part 60). Thus, the outcome of the National Register listing process cannot be assured by this determination of eligibility.


ER 2019-8352-079-C

B. Thompson

Page 2 of 2

For questions concerning this review, please contact Emma Diehl at [emdiehl@pa.gov](mailto:emdiehl@pa.gov) or (717) 787-9121.

Sincerely,

A handwritten signature in black ink, appearing to read "Douglas C. McLearn", is written over a horizontal line. The signature is cursive and fluid.

Douglas C. McLearn, Chief  
Division of Environmental Review



## Cultural Resources Submission

DATE: January 29, 2020

SUBJECT:

District: 4-0  
County: Luzerne Municipality: Wilkes-Barre City  
SR:7304 Section: BRG  
Project Name: N. Washington St. over Luzerne and Susquehanna RR  
MPMS Number: 103454  
ER Number: 2019-8352-079

TO: Andrea MacDonald, Director  
Pennsylvania State Historic Preservation Office  
Pennsylvania Historical and Museum Commission

FROM: Heather Gerling  
PennDOT District 3-0  
Bureau of Project Delivery

Attached please find a copy of the eligibility rebuttal for the N. Washington St. over Luzerne and Susquehanna RR project. If you have any questions please contact Heather Gerling at 570-368-4414 or at [hgerling@pa.gov](mailto:hgerling@pa.gov).

4432/HNG/hng

cc: Camille Otto, FHWA  
Brian Shunk, BOPD  
Gregory Augustine, EM  
District 4-0 file



## Introduction

The North Washington Street Bridge was an unevaluated resource during the time of the PennDOT scoping for the N. Washington St. o/L&S Railroad project held on March 12<sup>th</sup>, 2018. Because the bridge spans the National Register of Historic Places (NRHP)-eligible Lehigh Valley Railroad (Wilkes-Barre) line, the resource was required to be evaluated as either a contributing or non-contributing element to the eligible rail line. PennDOT also took into consideration if the North Washington Street Bridge would be individually eligible for the NRHP as part of the survey study.

The Pennsylvania Department of Transportation Engineering District 4-0 made the determination that the North Washington Street Bridge spanning the Lehigh Valley Railroad (Wilkes-Barre) was not individually eligible for the National Register of Historic Places or a contributing resource to the NRHP eligible Lehigh Valley Railroad (Wilkes-Barre) on October 28, 2019.

The State Historic Preservation Office disagreed with this determination of eligibility on November 14, 2019 citing that the North Washington Street Bridge is eligible for the NRHP as a contributing resource to the Lehigh Valley Railroad (Wilkes-Barre). This eligible determination was stated as being due to the bridge being constructed during the railroads period of significance, the bridges function of allowing trains to pass under North Washington Street, and the bridges sufficient retention of integrity.

## NRHP Assessment of the North Washington Street Bridge

In *The Pennsylvania State Historic Preservation Office's Researcher's Guide for Documenting and evaluating Railroads*, the Pennsylvania State Historic Preservation Office (SHPO) defines contributing elements of a railroad corridor historic district as including "all major built elements of the line that were constructed within the railroad corridor's period of significance, and constructed, owned and used by the railroad." (PHMC 2015) The *Researcher's Guide* goes on to state that resources will be considered non-contributing if they fall outside the period of significance, lack integrity, or were not built by the railroad. Resources must also have a demonstrable relationship to the railroad in order to include them within the railroad corridor district boundary. (PHMC 2015)

### *Period of Significance*

The bridge was constructed ca. 1888. The SHPO determined the Lehigh Valley Railroad (Wilkes Barre, CRGIS Key No. 119251) period of significance extends from ca. 1867 to 1956. The bridge was constructed within this period of significance, as were the bridge's major alterations.

### *Integrity*

The research on the engineering of the bridge provided evidence that the structure has been heavily modified over time. The bridge super structure was replaced in 1929 to carry vehicles and new trolley tracks on the local road. The existing 1929 riveted built-up thru-girder structure was modified to add sidewalks on the outer sides of the bridge in 1935. This has resulted in the obscuring of the original 1929 thru-girder design with girders now serving as barrier between the sidewalk and the roadway. Years of asphalt repaving have also obscured the view of the lower half of the girder plates. These more recent obstructions blur the viewers' ability to identify the bridge as a thru-girder design. Due to these losses of integrity on the structure, PennDOT believes the bridge is also not individually eligible for NRHP.

### *Construction by and Relationship to the Railroad*

The research conducted for the N. Washington St. o/L&S Railroad project did not present any evidence that there is a direct link or demonstrable relationship between the bridge and the eligible Lehigh Valley Railroad corridor. Research on the bridge provided evidence that the late 19<sup>th</sup> century structure was significantly modified to accommodate the new trolley system, local vehicular traffic, and neighborhood pedestrians. This infers the bridge's primary early 20<sup>th</sup> century function was tied to users above the rail grade – the trolley, local car and truck traffic, and people. No evidence was located through research in local newspapers, county and city records, and LVRR records that shows the Lehigh Valley Railroad was involved in the financing, design, or construction of the North Washington Street Bridge.

Based on analysis of the criteria set forth for contributing resources in *The Pennsylvania State Historic Preservation Office's Researcher's Guide for Documenting and Evaluating Railroads*, PennDOT maintains the North Washington Street Bridge does not contribute to the National Register-eligible Lehigh Valley Railroad (Wilkes-Barre) due to lack of evidence tying construction and use of the bridge to the Lehigh Valley Railroad Company.

Pennsylvania State Historic Preservation Office (PA SHPO)

2015 *Researchers Guide for Documenting and Evaluating Railroads*. Available on-line at <https://www.paprojectpath.org/docs/default-source/penn-dot-crm---general-documents/phmc-bhpresearcher's-guide-to-historic-railroads-revised-october-2015.pdf?sfvrsn=4>. Accessed April 2019.

Ross, Alison J.

2019 Pennsylvania Historic Resource Survey Form for "The North Washington Street Bridge over Lehigh Valley Railroad"



# Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

November 14, 2019

Brian Thompson, Director  
Bureau of Project Delivery  
Attn: Heather Gerling, District 4-0  
PA Department of Transportation  
P.O. Box 2966  
Harrisburg, PA 17105

RE: ER 2019-8352-079-B; SR 7304, Section BRG (MPMS 103454); North Washington Street over Luzerne and Susquehanna Railroad; Luzerne County; North Washington Street Bridge (Key No 210985) HRSF

Dear Mr. Thompson,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation.

## Above Ground Resources

Based on the information received and available within our files, we disagree with the findings of the agency. It is our opinion that the **North Washington Street Bridge over the Lehigh Valley Railroad (Key No. 210985)** is **Eligible** for listing in the National Register of Historic Places as a **contributing resource to the National Register-eligible Lehigh Valley Railroad (Wilkes-Barre; Key No. 119251)**. The eligibility documentation and determination prepared for the railroad in 2002 noted that the years built were c. 1867 to c. 1910; however, the form goes on to state the importance of the line during both world wars, noting that the railroad started a decline in services in 1956, eventually stopping all passenger service by 1961. Based on the documentation in our files, a period of significance was never provided for the eligible railroad. In our opinion, the period of significance for the Lehigh Valley Railroad (Wilkes Barre) line should begin ca. 1867, with its initial construction, and extend to 1956, when documentation notes that the railroad started its decline in stock prices and abandonment of railroad sections. The North Washington Street Bridge was constructed ca. 1888 to carry North Washington Street and the trolley tracks over the Lehigh Valley Railroad, which eliminated an at-grade crossing on the tracks. While the preparer could not locate the bridge's builder information, the bridge allowed for the passage of LVRR freight and passengers beneath the crossing; therefore, directly relating to its function and suggesting at the very least a joint effort for rail and/or roadway improvements. The subsequent 1929 superstructure replacement and 1935 widening and alterations occurred within the period of significance for the LVRR, and the bridge retains sufficient integrity from these periods to be considered contributing.

For questions concerning this review and/or for future consultation, please contact Emma Diehl at [emdiehl@pa.gov](mailto:emdiehl@pa.gov) or (717) 787-9121.

Sincerely,

Douglas C. McLearn, Chief  
Division of Environmental Review



# Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 26, 2022

Heather Gerling  
PennDOT District 4-0  
715 Jordan Avenue  
Montoursville PA 17754-0218

ER Project # 2019PR02418.006: PennDOT/FHWA, MPMS 103454, SR 7304 Section BRG, North Washington Street Bridge, Wilkes-Barre, Luzerne County, Determination of Effects Report

Dear Ms. Gerling,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

## Proposed Project

The North Washington Street Bridge Replacement Project is proposed to replace an existing bridge that carries North Washington Street over the historic Luzerne & Susquehanna Railroad (now called Luzerne and Susquehanna Railroad) within the City of Wilkes-Barre. The existing structure is closed to all traffic and is scoped to be replaced due to its deteriorating condition and failed superstructure elements. The proposed work will also include approach roadway and sidewalk reconstruction, guiderail improvements, utility relocations among other construction activities.

## Area of Potential Effects

Based on the information received to date, we concur with the agency's Area of Potential Effects as presented in your submission for both archaeology and above ground resources.

## Archaeological Resources

PennDOT has determined the proposed undertaking should have no effect to archaeological resources and is not requesting concurrence on the finding.

Should the scope of the project be amended to include additional ground-disturbing activity and/or should you be made aware of historic property concerns, you will need to reinitiate consultation with our office using PA-SHARE. For questions concerning archaeological resources, please contact Justin McKeel at [jusmckeel@pa.gov](mailto:jusmckeel@pa.gov).

## Above Ground Resources

### *Identification of Historic Properties*

The **North Washington Street Bridge over the Lehigh Valley Railroad, Resource # 2019RE10376** is eligible for listing in the National Register of Historic Places as a contributing resource to the National Register-eligible **Lehigh Valley Railroad, Resource # 2002RE00182**, which was previously determined eligible for listing in the National Register of Historic Places under Criterion A in the areas of Transportation and Industry. The railroad was a major carrier of coal, other freight, and passengers from the 1860s through the early twentieth century. The period of significance begins ca. 1867 and extends to 1956. The North Washington Street bridge was constructed in 1888 and altered in 1929 and 1935, during the period of significance, to carry

North Washington Street and the trolley tracks over the Lehigh Valley Railroad, allowing for the passage of LVRR freight and passengers beneath the crossing, and is therefore considered a contributing resource.

### **Assessment of Effect**

The 2022 Historic Bridge Rehabilitation Analysis (HBRA) reviewed rehabilitation alternatives to the bridge. The options were considered to improve its current conditions while minimizing alterations to the proportions, materials, or character-defining features of the structure in accordance with the criteria established by the Secretary of the Interior.

Two alternatives were assessed: Alternative 1 would repair the existing thru-girders and floor beams; Alternative 2 would repair existing thru-girders and floor beams and replace the deck and sidewalks with lightweight concrete. Alternative 1 was not viable because it did not meet the required design live loads or improve the railroad vertical and horizontal clearances. Alternative 2 was not viable as it would significantly impact the historical character of the bridge.

Therefore, it was concluded the suggested alternatives would not meet the project's Purpose and Needs to rehabilitate or preserve the existing structure in accordance with the Secretary of the Interior's Standards. On February 16, 2022, the PHMC concurred that the HBRA adequately addressed rehabilitation alternatives and the existing structure cannot be rehabilitated or replaced in-kind to satisfy the purpose and need of the project.

Based on the information received and available within our files, we concur with the findings of the agency that the proposed project will result in an Adverse Effect to Historic Properties, specifically the ***Lehigh Valley Railroad, Resource # 2002RE00182***, as the North Washington Street Bridge, a contributing resource to the Lehigh Valley Railroad, will be demolished. It is necessary to consult with our office and other consulting parties on measures to avoid, minimize, and/or mitigate the adverse effect.

### **Continued Consultation**

Per the documentation provided, consulting party solicitations were sent March 6, 2020, via PennDOT's Project Path website. Forty invitations were sent. There were no requests to be a consulting party from the solicitations or from any other party, except for the PHMC. We look forward to continued consultation with regards to minimization and mitigation.

If you wish to consider reaching out to other potential consulting parties, the PA SHPO Central Region Community Coordinator suggested the non-profit Diamond City Partnership <http://wbdcop.org/>.

### **Above Ground Resources – Identification of Historic Properties**

Based on the information received and available in our files, the PA SHPO concurs that the Balucha Property, Resource # 2022RE00704 and the Hoffman Property, Resource # 2022RE00705 are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance. These resources have not been evaluated for archaeological potential. Our opinion is conditional based on the information available to date. Please Note: should new information be brought to our attention in any future reviews of the property, a re-evaluation of the significance, integrity, and/or overall National Register eligibility of this property may be necessary.

For questions concerning above ground resources and/or for future consultation, please contact Cheryl Nagle at [chnagle@pa.gov](mailto:chnagle@pa.gov).

Sincerely,



Emma Diehl

Environmental Review Division Manager



**PennDOT  
Section 106  
Effects Finding Form**

**SHPO concurrence required or requested:**

Archaeology:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Above Ground:	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

**MPMS#:** 103454**COUNTY:** Luzerne**MUNICIPALITY:** Wilkes-Barre City**STATE ROUTE:** 7304**SECTION:** BRG**NAME OF PROJECT:** N. Washington St. over Luzerne/Susquehanna Railroad**USGS QUAD NAME:** Pittston**FIELD VIEW DATE:** 3/12/2018**FUNDING SOURCE:** Federal Highway Funded**LEAD AGENCY:** FHWA**SHPO REVIEW NUMBER:** 2019PR02418**Project Description (*describe project activities or note attachment*):**

The Pennsylvania Department of Transportation (PennDOT) Engineering District 4-0 is proposing a bridge replacement of the structure that carries SR 7304 (Washington St.) over the Luzerne and Susquehanna Railroad. Minor roadway approach and railroad work will also be performed. Traffic will be maintained through a detour.

**Finding of Effects:**

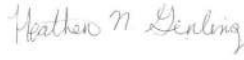
Archaeological Finding:	Project Effects Finding:
No Archaeological Properties Affected	Adverse Effect
Above Ground Finding:	
Adverse Effect	



Digitally signed by  
Kevin Mock  
Date: 2022.04.21  
08:50:43 -04'00'

District Archaeologist: \_\_\_\_\_

Date: Click or tap to enter a date.



Digitally signed by  
Heather N. Gerling  
Date: 2022.04.21  
11:06:41 -04'00'

District Architectural Historian: \_\_\_\_\_

Date: Click or tap to enter a date.

## Archaeological Resources Attachment – A

- ☐ This project does not have the potential to affect archaeological resources and meets all the following criteria from Appendix C of the Section 106 Delegation PA:
- The undertaking is limited to the activities specified under Level 1 and 2 of the Appendix C
  - The undertaking is classified as categorically excluded under NEPA
  - The undertaking is on an existing transportation facility
  - The undertaking is not within or adjacent to a National Historic Landmark or National Park, or property under the jurisdiction of the National Park Service
  - The undertaking has no known public controversy based on historic preservation issues
  - The undertaking requires no more than 3.6 m (12 ft) of new right-of-way on each side of the road, rail bed, existing trail or pedestrian facility

**Comment:** Click or tap here to enter text.

**[Do not complete the remainder of Attachment A]**

### Archaeological Area of Potential Effect:

The proposed archaeological area of potential effects (APE) is within the City of Wilkes-Barre on its eastern end and is within the Anthracite Valley Physiographic Province. The APE is in an urban with residential structures in all four quads. The Luzerne & Susquehanna Railroad Co. rail line (formerly the Lehigh Valley Railroad) bisects the APE into east and west halves. The proposed APE is 1.17 acres and includes required ROW to allow for the construction of a new bridge and a temporary access road along the rail line. The proposed ROW includes proposed two property acquisitions.

### Background Research Sources Checked:

- ☒ SHPO Cultural Resources GIS
- ☒ Historic Maps (*list*):  
1864 Schooley map; 1873 Pomeroy map; 1910 and 1942 Sanborn;  
1939 USDA aerial photograph
- ☒ USDA- SGS/NRCS County Soils Map(s):  
CF: Cut and fill land
- ☒ Stream Order (*if stream present*):  
2nd: Mill Creek (Susquehanna River: 5B)
- ☐ Other (*list*):

## Archaeological Resources Attachment – A

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Click or tap here to enter text.

### Known Archaeological Sites:

None

### Consultation with Federally Recognized Tribes & Nations, Consulting Parties and the Public:

This document will be archived on PennDOT's public consultation website (PATH) and will be available for review and comment for a period of 30 days from the date of its posting.

### Archaeological potential:

- Pre-Contact: Low based on existing site conditions
- Historic: Low based on existing site conditions

### National Register Eligibility Determination for Site(s) Identified in APE:

- ☐ Not Eligible: Click or tap here to enter text.
- ☐ Eligible: Click or tap here to enter text.
- ☐ Undetermined: Click or tap here to enter text.

### Archaeology Finding:

- ☒ No Archaeological Properties Affected
  - ☒ No Archaeological Properties Present
  - ☐ Archaeological Properties Present but Not Affected
- ☐ No Adverse Effect
  - ☐ Site protected with geotextile and fill during construction
  - ☐ Site protected with fencing or other barrier during construction
- ☐ Adverse Effect

### Effects Explanation:

PennDOT has determined the proposed undertaking should have no effect to archaeological resources. The project area had been completely transformed in the late 19th century with the development of the eastern side of the City of Wilkes-Barre. In all four quads existed stores or domestic structures. These buildings still stand but their ancillary buildings have been removed. In all quads, these buildings are surrounded by

## Archaeological Resources Attachment – A

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graded or re-shaped land used for parking lots or driveways. There does not appear to be the potential for historic archaeological resources to be affected by the project. There also does not appear to be any potential for pre-contact archaeological resources based on the extent of 19th and 20th century land modifications.

### Attachments:

- ☒ Project Plans
- ☐ SHPO Negative Survey Form
- ☐ SHPO Record of Disturbance Form
- ☐ Geomorphology Report
- ☐ Archaeology Sensitivity Report (Phase IA)
- ☐ Archaeology Identification (Phase I) Report
- ☐ Archaeology Identification and Evaluation (Phase I & II) Report
- ☐ Other (*List*):  
[Click or tap here to enter text.](#)



## Above Ground Resources – B

- ☐ This project does not have the potential to affect above-ground resources and meets all the following criteria from Appendix C of the Section 106 Delegation PA:

  - The undertaking is limited to the activities specified under Level 1 and 2 of the Appendix C
  - The undertaking is classified as categorically excluded under NEPA
  - The undertaking is on an existing transportation facility.
  - The undertaking is not within or adjacent to a National Historic Landmark or National Park, or property under the jurisdiction of the National Park Service
  - The undertaking has no known public controversy based on historic preservation issues

**Comment:** Click or tap here to enter text.

***[Do not complete the remainder of Attachment B]***

### Above Ground Area of Potential Effect:

The above ground APE consists of an approximately 1.17-acre polygon that accounts for both direct and indirect effects to cultural resources. This APE encompasses the entire bridge to be replaced, as well as areas of roadway approach and railroad work.

### Background Research Sources Checked:

- ☒ SHPO PA-SHARE
- ☐ Historic Maps:  
Click or tap here to enter text.
- ☐ State Archives
- ☒ Other (*list*):  
Google Earth

### Previously Recorded and Evaluated Resources:

Bridge, Resource# 2019RE10376, Eligible.  
Lehigh Valley Railroad (Wilkes-Barre), Resource# 2002RE00182, Eligible.  
Building, Resource# 1995RE52951, Unevaluated.

### National Register Eligibility Determination for Resources Identified in APE:

- ☐ Not Eligible: Click or tap here to enter text.
- ☐ Eligible: Click or tap here to enter text.

### Above Ground Finding:

- ☐ No Above Ground Properties Affected

## Above Ground Resources – B

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- ☐ No Above Ground Properties Present
- ☐ Above Ground Properties Present but Not Affected
- ☐ No Adverse Effect
- ☒ Adverse Effect

### Effects Explanation:

The ca. 1910 steel stringer bridge was determined a contributing resource to the Lehigh Valley Railroad (Wilkes-Barre) line in February of 2020 through consultation with the State Historic Preservation Office (SHPO).

A Historic Bridge Rehabilitation Analysis (HBRA) was completed to determine if the structure could be rehabilitated to meet the project Purpose and Need (P&N) and the Secretary of the Interior's Standards for Rehabilitation. The HBRA was posted to project PATH on January 25th, 2022 stating that the bridge could not be rehabilitated and also meet the afore mentioned criteria. The SHPO concurred with this finding on February 16th, 2022.

Due to the bridge not being suitable for rehabilitation, it was determined that a full bridge replacement is needed at the location. A full-depth effect report is being posted along with this finding in PATH. The summary of that effect report concludes that the project will have an adverse effect on the National Register of Historic Places (NRHP) eligible Lehigh Valley Railroad (Wilkes-Barre) line. The PennDOT CRP agrees with the conclusion, and on behalf of the FHWA, finds the project to have an adverse effect to cultural resources.

### Attachments:

- ☐ Historic Resource Survey Record(s)
- ☐ Identification and Evaluation Report
- ☐ Rehabilitation Analysis
- ☐ Determination of Effect Tables
- ☐ Determination of Effect Report
- ☐ Other (*list*)

[Click or tap here to enter text.](#)

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**Additional Comments:**

40 individual Section 106 Consulting Parties were solicited for through an Early Notification posting to PATH on September 27<sup>th</sup>, 2019. However, no interested Consulting Party responded to the invitation by the close of the 30-day response period. Due to this lack of interest, PennDOT moved on with the project, consulting only with the SHPO.



# Pennsylvania State Historic Preservation Office

PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

April 26, 2022

Heather Gerling  
PennDOT District 4-0  
715 Jordan Avenue  
Montoursville PA 17754-0218

ER Project # 2019PR02418.006: PennDOT/FHWA, MPMS 103454, SR 7304 Section BRG, North Washington Street Bridge, Wilkes-Barre, Luzerne County, Determination of Effects Report

Dear Ms. Gerling,

Thank you for submitting information concerning the above referenced project. The Pennsylvania State Historic Preservation Office (PA SHPO) reviews projects in accordance with state and federal laws. Section 106 of the National Historic Preservation Act of 1966, and the implementing regulations (36 CFR Part 800) of the Advisory Council on Historic Preservation, is the primary federal legislation. The Environmental Rights amendment, Article 1, Section 27 of the Pennsylvania Constitution, and the Pennsylvania History Code, 37 Pa. Cons. Stat. Section 500 et seq. (1988) is the primary state legislation. These laws include consideration of the project's potential effects on both historic and archaeological resources.

## Proposed Project

The North Washington Street Bridge Replacement Project is proposed to replace an existing bridge that carries North Washington Street over the historic Luzerne & Susquehanna Railroad (now called Luzerne and Susquehanna Railroad) within the City of Wilkes-Barre. The existing structure is closed to all traffic and is scoped to be replaced due to its deteriorating condition and failed superstructure elements. The proposed work will also include approach roadway and sidewalk reconstruction, guiderail improvements, utility relocations among other construction activities.

## Area of Potential Effects

Based on the information received to date, we concur with the agency's Area of Potential Effects as presented in your submission for both archaeology and above ground resources.

## Archaeological Resources

PennDOT has determined the proposed undertaking should have no effect to archaeological resources and is not requesting concurrence on the finding.

Should the scope of the project be amended to include additional ground-disturbing activity and/or should you be made aware of historic property concerns, you will need to reinitiate consultation with our office using PA-SHARE. For questions concerning archaeological resources, please contact Justin McKeel at [jusmckeel@pa.gov](mailto:jusmckeel@pa.gov).

## Above Ground Resources

### *Identification of Historic Properties*

The **North Washington Street Bridge over the Lehigh Valley Railroad, Resource # 2019RE10376** is eligible for listing in the National Register of Historic Places as a contributing resource to the National Register-eligible **Lehigh Valley Railroad, Resource # 2002RE00182**, which was previously determined eligible for listing in the National Register of Historic Places under Criterion A in the areas of Transportation and Industry. The railroad was a major carrier of coal, other freight, and passengers from the 1860s through the early twentieth century. The period of significance begins ca. 1867 and extends to 1956. The North Washington Street bridge was constructed in 1888 and altered in 1929 and 1935, during the period of significance, to carry

North Washington Street and the trolley tracks over the Lehigh Valley Railroad, allowing for the passage of LVRR freight and passengers beneath the crossing, and is therefore considered a contributing resource.

### **Assessment of Effect**

The 2022 Historic Bridge Rehabilitation Analysis (HBRA) reviewed rehabilitation alternatives to the bridge. The options were considered to improve its current conditions while minimizing alterations to the proportions, materials, or character-defining features of the structure in accordance with the criteria established by the Secretary of the Interior.

Two alternatives were assessed: Alternative 1 would repair the existing thru-girders and floor beams; Alternative 2 would repair existing thru-girders and floor beams and replace the deck and sidewalks with lightweight concrete. Alternative 1 was not viable because it did not meet the required design live loads or improve the railroad vertical and horizontal clearances. Alternative 2 was not viable as it would significantly impact the historical character of the bridge.

Therefore, it was concluded the suggested alternatives would not meet the project's Purpose and Needs to rehabilitate or preserve the existing structure in accordance with the Secretary of the Interior's Standards. On February 16, 2022, the PHMC concurred that the HBRA adequately addressed rehabilitation alternatives and the existing structure cannot be rehabilitated or replaced in-kind to satisfy the purpose and need of the project.

Based on the information received and available within our files, we concur with the findings of the agency that the proposed project will result in an Adverse Effect to Historic Properties, specifically the **Lehigh Valley Railroad, Resource # 2002RE00182**, as the North Washington Street Bridge, a contributing resource to the Lehigh Valley Railroad, will be demolished. It is necessary to consult with our office and other consulting parties on measures to avoid, minimize, and/or mitigate the adverse effect.

### **Continued Consultation**

Per the documentation provided, consulting party solicitations were sent March 6, 2020, via PennDOT's Project Path website. Forty invitations were sent. There were no requests to be a consulting party from the solicitations or from any other party, except for the PHMC. We look forward to continued consultation with regards to minimization and mitigation.

If you wish to consider reaching out to other potential consulting parties, the PA SHPO Central Region Community Coordinator suggested the non-profit Diamond City Partnership <http://wbdcop.org/>.

### **Above Ground Resources – Identification of Historic Properties**

Based on the information received and available in our files, the PA SHPO concurs that the Balucha Property, Resource # 2022RE00704 and the Hoffman Property, Resource # 2022RE00705 are not eligible for listing in the National Register of Historic Places due to a lack of integrity and/or significance. These resources have not been evaluated for archaeological potential. Our opinion is conditional based on the information available to date. Please Note: should new information be brought to our attention in any future reviews of the property, a re-evaluation of the significance, integrity, and/or overall National Register eligibility of this property may be necessary.

For questions concerning above ground resources and/or for future consultation, please contact Cheryl Nagle at [chnagle@pa.gov](mailto:chnagle@pa.gov).

Sincerely,



Emma Diehl

Environmental Review Division Manager



MEMORANDUM OF AGREEMENT  
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION  
AND  
THE PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION  
THROUGH ITS STATE HISTORIC PRESERVATION OFFICER,  
PURSUANT TO 36 CFR § 800.6(b)(2)  
REGARDING THE N. WASHINGTON ST. OVER LUZERNE AND SUSQUEHANNA  
RAILROAD PROJECT, STATE ROUTE 7304, SECTION BRG  
IN WILKES-BARRE, LUZERNE COUNTY, PENNSYLVANIA

WHEREAS, the Federal Highway Administration (“FHWA”), the Advisory Council on Historic Preservation (“ACHP”), the State Historic Preservation Officer (“SHPO”) and the Pennsylvania Department of Transportation (“PennDOT”) executed an Amended Programmatic Agreement (“Amended PA”) regarding implementation of the Federal Aid Highway Program in Pennsylvania;

WHEREAS, PennDOT proposes to replace the structure that carries SR 7304 (N. Washington St.) over the Luzerne and Susquehanna Railroad in Wilkes-Barre, Luzerne County in Wilkes-Barre, Luzerne County (hereafter referred to as “the Project”);

WHEREAS, PennDOT has established the Project area of potential effect (APE), as defined at 36 CFR § 800.16(d), to be an approximately 1.17-acre polygon that accounts for both direct and indirect effects to cultural resources. This APE encompasses the entire bridge to be replaced, as well as areas of roadway approach and railroad work;

WHEREAS, PennDOT, pursuant to 36 CFR § 800.4(c) and the Amended PA, has determined, in consultation with the Pennsylvania State Historic Preservation Officer (“SHPO”), acting on behalf of the Pennsylvania Historical and Museum Commission (“PHMC”), that the ca. 1910 steel stringer bridge is a contributing resource to the eligible Lehigh Valley Railroad (Wilkes-Barre) Line (PA Share Resource# 2002RE00182) for inclusion in the National Register of Historic Places (“National Register”);

WHEREAS, PennDOT, pursuant to 36 CFR § 800.5(d)(2) and the Amended PA, has determined that the Project will have an adverse effect on the eligible Lehigh Valley Railroad (Wilkes-Barre) Line (PA Share Resource# 2002RE00182) due to the ca. 1910 steel stringer bridge being replaced;

WHEREAS, PennDOT has consulted with the SHPO in accordance with Section 106 of the National Historic Preservation Act, 54 U.S.C. § 306108 (“NHPA”), and its implementing regulations (36 CFR § 800) to resolve the effects of the Project on historic properties;

WHEREAS, PennDOT, pursuant to 36 CFR § 800.3 and the Amended PA, potential consulting parties were identified and solicited with no interested parties stepping forward. PennDOT, on behalf of FHWA, will continue to involve the public and consulting parties as stipulated under the National Environmental Policy Act (NEPA) of 1969, as amended, the NHPA, and 36 CFR § 800, in a manner consistent with FHWA and Pennsylvania Department of Transportation (“PennDOT”) public involvement procedures;

WHEREAS, PennDOT has notified the Advisory Council on Historic Preservation (“ACHP”) of the adverse effect finding on April 22<sup>nd</sup>, 2022 and the ACHP has declined to participate in resolving the adverse effects of the Project;

WHEREAS, PennDOT participated in the consultation regarding this Project pursuant to the Amended PA and will sign this Memorandum of Agreement (“MOA”), thus becoming a party upon execution of this MOA;

WHEREAS, the Luzerne County Visitors Bureau Office of Tourism (“Tourism Office”) and Mr. George Albert (the property owner of the building that houses the Tourism Office) participated in the consultation regarding this Project pursuant to the Amended PA and will sign this MOA, thus becoming a party upon execution of this MOA;

NOW, THEREFORE, FHWA and the SHPO agree that upon FHWA’s decision to proceed with the Project, FHWA shall ensure that PennDOT implements the following stipulations in order to take into account the effects of the proposed action on historic properties.

**1. Recitals**

The recitals set forth above are incorporated by reference as a material part of the MOA.

**2. Stipulations for Resolving Adverse Effects**

- A. PennDOT will create and install two interpretive panels discussing the history of the Central Railroad of New Jersey and the Lehigh Valley Railroad in Wilkes-Barre. One panel will discuss the history of the two railroad lines, and one panel will discuss the history of the train station building where the current Luzerne County Visitors Bureau Office of Tourism is located, and where the panels are to be installed. PennDOT will consult with the SHPO, the Tourism Office director, and Mr. George Albert regarding the design and placement of the panels. PennDOT will provide the SHPO and the Tourism Office with electronic copies of the panels in portable document format (PDF). PennDOT will also provide the Tourism Office with a spare copy of the panels at the time of installation.
- B. Mr. George Albert (property owner) will allow PennDOT access to the property to install the panels. If Mr. Albert, and/or his successors and assigns, want the panels to be removed from the property they will provide the Tourism Office thirty (30) days

advance notice and will allow the Tourism Office access to the property to remove the panels during that time.

- C. The Tourism Office will own the panels once their fabrication and installation is complete.

### 3. **Administrative Stipulations**

#### A. **Personnel Qualifications**

PennDOT shall ensure that all archaeological work carried out pursuant to this MOA is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualifications Standards for Archaeologists, and that all historic preservation work is carried out by, or under the direct supervision of, a person or persons meeting, at a minimum, the Secretary of the Interior's Professional Qualification Standards for Architectural Historian Professionals (see [http://www.nps.gov/history/local-law/arch\\_stnds\\_9.htm](http://www.nps.gov/history/local-law/arch_stnds_9.htm)).

#### B. **Late Discoveries**

If any unanticipated discoveries of historic properties or archaeological sites are encountered during the implementation of this undertaking, PennDOT shall suspend work in the area of the discovery, and PennDOT shall immediately notify FHWA. In compliance with 36 CFR § 800.13, FHWA shall notify, within 24 hours, the ACHP, the SHPO, and, if applicable, federally recognized tribal organizations that attach religious and/or cultural significance to the affected property. The SHPO, FHWA, PennDOT, and Tribal representatives, as appropriate, may conduct a joint field view within 72 hours of the notification to FHWA. FHWA, in consultation with the appropriate parties, will determine an appropriate treatment of the discovery prior to the resumption of construction activities in the area of the discovery.

#### C. **Amendments**

Any party to this MOA may propose to FHWA that the MOA be amended, whereupon FHWA shall consult with the other parties to this MOA to consider such an amendment. Section 36 CFR § 800.6(c)(7) shall govern the execution of any such amendment. Any time periods set forth in this MOA may be extended by letter of agreement signed by the authorized representatives of FHWA, SHPO, and other invited signatories and approved as to form and legality by PennDOT's Office of Chief Counsel.

#### D. **Resolving Objections**

- a. Should any party to this MOA object in writing to FHWA regarding any action carried out or proposed with respect to the Project, or implementation of this

MOA, FHWA shall consult with the objecting party to resolve the objection. If after initiating such consultation FHWA determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP, including FHWA's proposed response to the objection. Within thirty (30) days after receipt of all pertinent documentation, the ACHP shall exercise one of the following options:

- 1) Advise FHWA that the ACHP concurs in FHWA's proposed response to the objection, whereupon FHWA shall respond to the objection accordingly;
  - 2) Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or
  - 3) Notify FHWA that the objection will be referred to comment pursuant to 36 CFR § 800.7 and proceed to refer the objection and comment. The resulting comment shall be taken into account by FHWA in accordance with 36 CFR § 800.7(c)(4) and § 110(1) of the NHPA.
- b. Should the ACHP not exercise one of the above options within thirty (30) days after receipt of all pertinent documentation, FHWA may assume the ACHP's concurrence in its proposed response to the objection.
- c. FHWA shall take into account any ACHP recommendation or comment provided in accordance with this stipulation with reference only to the subject of the objection; FHWA's responsibility to carry out all actions under this MOA that are not the subject of the objection shall remain unchanged.

E. Resolution of Objections by the Public

At any time during implementation of the measures stipulated in this MOA, should any objection pertaining to any such measure, or its manner of implementation, be raised by a member of the public, FHWA shall notify the parties of this MOA and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this MOA to resolve the objection.

F. Duration

This MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time FHWA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Administrative Stipulation C above.

G. Termination

- a. FHWA, the SHPO or PennDOT may terminate this MOA by providing notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would

avoid termination. Termination of this MOA will require compliance with 36 CFR § 800.

- b. If at any time during the course of the Project, PennDOT cancels the Project or withdraws its request for federal funding, PennDOT will so notify FHWA. FHWA will notify the other signatories to the MOA, and the ACHP, that it is terminating the Agreement. FHWA, in consultation with those parties, will consider the effects of any Project-related activities undertaken prior to Project cancellation or withdrawal of the funding request, and FHWA will assess its responsibilities and obligations pursuant to 36 CFR § 800 and determine steps to terminate the MOA.

#### H. Severability

The provisions of this MOA shall be severable. If any phrase, clause, sentence or provision of this MOA is declared to be contrary to the Constitution of Pennsylvania or of the United States or of the laws of the Commonwealth the applicability thereof to any government, agency, person or circumstance is held invalid, the validity of the remainder of this MOA and the applicability thereof to any government, agency, person or circumstance shall not be affected thereby.

#### I. Assignment

The responsibilities included in this MOA may not be assigned by any party to this MOA, either in whole or in part, without the written consent of the Signatories.

#### J. Notices

- a. The contact person for each of the signatories of the MOA shall be the following:
  - 1) For FHWA: Director of Program Development, 228 Walnut Street, 5<sup>th</sup> Floor, Harrisburg, PA 17101, Telephone Number: (717) 221-4545.
  - 2) For PennDOT: Director, Bureau of Design and Delivery, 400 North Street, 7<sup>th</sup> Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-3310.
  - 3) For SHPO: Deputy SHPO, 400 North Street, 2<sup>nd</sup> Floor, Harrisburg, PA 17120, Telephone Number: (717) 787-4215.
  - 4) For Luzerne County Tourism Office: Executive Director, 200 Old Train Station Road, Wilkes-Barre, PA 18702, Telephone Number: (570) 819-1877.
  - 5) For Mr. George Albert: Market Square Properties Development, LLC, 200 Old Train Station Road, Suite 2, Wilkes-Barre, PA 18702, Telephone Number: (570) 954-4048.



- b. Any signatory may change its designated contact person by providing written notice to the other signatories.

4. **Counterparts**

This MOA may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. This MOA may be signed electronically.

[Signature Page Follows]

Execution of this MOA by FHWA and the SHPO, and implementation of its terms, is evidence that FHWA has taken into account the effects of the undertaking on historic properties.

## SIGNATORIES:

### FEDERAL HIGHWAY ADMINISTRATION

By: JONATHAN P CRUM Digitally signed by JONATHAN P CRUM  
Date: 2023.04.17 10:49:32 -04'00' Date: \_\_\_\_\_

Name & Title: \_\_\_\_\_

### PENNSYLVANIA HISTORICAL AND MUSEUM COMMISSION

By: Andrea L. MacDonald Date: 2/3/2023

Name & Title: Andrea L. MacDonald, Deputy SHPO

### PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

By: Christine A. Spangler Digitally signed by Christine A. Spangler  
Date: 2023.02.03 09:57:39 -05'00' Date: \_\_\_\_\_

Name & Title: Christine A. Spangler – Director, Bureau of Design and Delivery

### *Approved as to Legality and Form*

By: Thomas Brofee Digitally signed by Neal  
Thomas Brofee  
Date: 2023.02.17 15:07:36  
-05'00' Date: \_\_\_\_\_  
for PennDOT Chief Counsel


By: For PHMC Counsel Date: 2/10/2023

By: Deputy General Counsel Digitally signed by epettis  
DN: dc=LCL, dc=PA, ou=CWOPA, ou=GC,  
ou=OGC, ou=USERS, cn=epettis  
Date: 2023.03.14 17:16:21 -04'00' Date: \_\_\_\_\_

By: Deputy Attorney General Digitally signed by David E. Stover,  
Assistant Chief Deputy Attorney  
General  
Date: 2023.04.04 11:24:40 -04'00' Date: \_\_\_\_\_

INVITED SIGNATORIES:

By:  Date: 5-4-23  
Name & Title: GEORGE ALBERT, OWNER

By:  Date: 5-4-23  
Name & Title: ALAXI STOUT, EXECUTIVE DIRECTOR,  
VISIT LUZERNE COUNTY.

# **Appendix I**

## **List of Preparers**

Margaret Schuckman

Professional Experience: 18 Years

Education: B.S. Geo-Environmental Studies  
Shippensburg University, 2005

Responsibility: Document Preparation

Christina Stouffer

Professional Experience: 5 Years

Education: B.S. Geo-Environmental Studies  
Shippensburg University, 2018

Responsibility: Document Review, QA/QC

Kyle Brubaker

Professional Experience: 16 Years

Education: B.S. Environmental Studies  
Kutztown University, 2007

Responsibility: Document Review, QA/QC

Kristen Janowski

Professional Experience: 18 Years

Education: B.A. Anthropology  
Central Connecticut State University, 1994  
M.A. Anthropology-Ethnohistory  
University of Missouri-Columbia, 1997  
Kutztown University, 2007

Responsibility: Document Review, QA/QC

Dominic Yannuzzi, P.E.

Professional Experience: 34 Years

Education: B.S. Civil Engineering  
Penn State University, 1989  
M.S. Structural Engineering  
Penn State University, 1990

Responsibility: Project Manager

Eric Traupman, E.I.T.

Professional Experience: 3 Years

Education: B.S. Civil Engineering

Penn State University, 2021

Responsibility: Design Engineer



# Appendix J

## References

Asbestos Containing Materials (ACM) and Lead-Based Paint (LBP) Inspection Report, Navarro & Wright Consulting, Engineers, Inc., July 15, 2019.

Bridge Rehabilitation Analysis, Benesch, January 2022.

City of Wilkes-Barre webpage: [North Washington Street Bridge Project Public Meeting | wilkesbarrepa \(wilkes-barre.city\)](http://www.wilkesbarrepa.com/north-washington-street-bridge-project-public-meeting)

Conceptual Stage Survey Report, Arrow Land Solutions, LLC., September 1, 2023.

Council on Environmental Quality, Climate and Economic Justice Screening Tool (CJEST) ([Explore the map - Climate & Economic Justice Screening Tool \(geoplatform.gov\)](https://geoplatform.gov/data-tools/climate-and-economic-justice-screening-tool))

Environmental Investigation Letter Report – Railroad Tie Sampling, Navarro & Wright Consulting, Engineers, Inc., July 15, 2019.

Environmental Protection Agency, EJScreen: Environmental Justice Screening and Mapping Tool web application ([EJScreen \(epa.gov\)](https://ejscreen.epa.gov/)).

Lackawanna-Luzerne Counties Joint Comprehensive Plan & Long Range Transportation Plan, June 2021. ([2021-Comp-Plan-FINAL-digital \(luzernecounty.org\)](https://luzernecounty.org/2021-Comp-Plan-FINAL-digital))

Luzerne County Transportation Authority (LCTA), Route 1, Miners Mills-Hudson ([1 – Miners Mills, Hudson – LCTA \(lctabus.com\)](https://lctabus.com/)).

PennEnviroScreen interactive webmap application ([PennEnviroScreen \(pa.gov\)](https://pennenviro.screen.pa.gov/))

PennDOT, CE Expert System, Approved Scoping Field View Form <https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&UrlPackageId=27632>.

PennDOT Publication 217, Community Impact Assessment Handbook, October 2005.

PennDOT Publication 640, Indirect & Cumulative Effects (ICE) Desk Reference, March 2008.

PennDOT Publication 746, Project Level Environmental Justice Guidance, March 2016.

PennDOT, Pennsylvania Transportation and Heritage posting details: (<https://path.penndot.gov/ProjectDetails.aspx?ProjectID=52028>)

# **Appendix K**

## **Technical Support Data Index**

Technical reports and memorandums have been prepared for the SR 7304, Section BRG, North Washington Street over the Luzerne and Susquehanna Railroad project and are included within the project file. Specific documentation for each Section of the Streamlined Environmental Assessment is referenced within the Sections and listed below.

### **1: Proposed Project**

- Approved Scoping Field View Form:  
<https://www.dotdom2.state.pa.us/ceea/ceeamain03.nsf?Open&UrlPackageId=27632>
- Bridge Rehabilitation Analysis (January 2022)
- Determination of Effects Report (March 2022)
- Memorandum of Agreement (May 2023)

### **2: Alternatives**

- Bridge Rehabilitation Analysis (January 2022)

### **3: Environmental Resources, Impacts and Mitigation**

- PNDI Receipt (December 2023)
- Pennsylvania Fish and Boat Commission Response Letter (December 2023)
- Asbestos Containing Materials ACM and Lead-Based Paint Inspection Report (July 2019)
- Environmental Investigation Letter Report – Railroad Tie Sampling (July 2019)
- Special Provisions for Asbestos, Lead-Based Paint, and Railroad Tie (September 2019)
- Conceptual Stage Survey Report (September 2023)

### **4. Section 4(f)**

- Nationwide/Programmatic Section 4(f) Evaluation for Project that Necessitate the Use of Historic Bridges Form (December 2023)
- Determination of Section 4(f) De Minimis Use Section 2002 No Adverse Use Historic Properties Form (December 2023)

### **4: Public Involvement and Agency Coordination**

- Section 106 Information: <https://path.penndot.gov/ProjectDetails.aspx?ProjectID=52028>
- Public Meeting Announcements: [North Washington Street Bridge Project Public Meeting | wilkesbarrepa \(wilkes-barre.city\)](#)

The listed documents can be found within the following link:

[https://navarrowright-my.sharepoint.com/:f:/p/mschuckman/Eiz8lnbd8ZVAu\\_-YRYahwzcBpvVn7sO89moNSFmFm7Z8KA?e=tQLBhU](https://navarrowright-my.sharepoint.com/:f:/p/mschuckman/Eiz8lnbd8ZVAu_-YRYahwzcBpvVn7sO89moNSFmFm7Z8KA?e=tQLBhU)

Additional individual links are provided above.

## **Appendix L**

### **Distribution List**

#### **Federal Agencies**

**Advisory Council on Historic Preservation**

*Eastern Office of Review*

Attn: Preservation Specialist

**U.S. Fish and Wildlife Service (USFWS)**

*Pennsylvania Field Office*

**U.S. Department of Housing & Urban Development**

*Pennsylvania State Office*

Attn: Environmental Officer

**U.S. Department of Transportation**

Federal Transit Administration

*Office of Planning and Program Development*

Attn: Transportation Program Specialist

**U.S. Environmental Protection Agency**

*Region III (3ES43)*

Attn: Chief, Environmental Assessment and Protection Division

#### **State Agencies**

**PA Department of Community and Economic Development**

*Policy Office*

Attn: Director

**PA Fish and Boat Commission**

*Environmental Services Division*

Attn: Chief, Environmental Services Division

**PA Game Commission**

*Environmental Planning and Habitat Protection*

Attn: Chief, Environmental Planning and Habitat Protection Division

**PA Historical and Museum Commission**

*Bureau for Historic Preservation Commonwealth*

Attn: Chief, Division of Archaeology and Protection

**Public Utility Commission (PUC)**

*Utility Office*

Attn: Administrator

**Local or Private**

**Luzerne County Redevelopment Authority**

Attn: Executive Director

**City of Wilkes-Barre**

Attn: Mayor's Office

**RJ Corman Railroad Luzerne and Susquehanna Line**

Attn: Administrative Manager