Allegheny Expressway Snagged

By JOE GRATTA

Because state lawmakers are still wrestling with the proposed 1973-74 capital budget, construction has been delayed on a key link in the Allegheny Valley Expressway. The 1.5-mile stretch is needed to complete the expressway from Harwick to Creighton, where an intersection will be built.

In the interim, three completed miles of the modern, four-lane road north of Harwick will remain closed to traffic until at least mid-1974.

Contract Ready

Department of Transportation (Pentihat) spokesman shows the estimated $11.4 million contract on the expressway portion to Creighton was ready to let in May.

Allowing the planned 3½ years for construction, the project should have been completed in December, 1973.

A Pentihat spokesman said, however, the department cannot proceed without the spending authorization of the capital.

The state's 1973-74 fiscal year began July 1.

2nd Port Jeopardized

The lack of budget action also jeopardizes a second contract to be let next spring.

This estimated $15 million project would relocate part of Bull Creek, construct a service road and build bridge arches in advance of the "main contract," scheduled for letting early in 1973, to speed up the overall completion of the expressway.

The main contract, estimated

status report - Map shows status of the 16-mile Allegheny Valley Expressway. Solid line indicates completed portions, two of which are officially open to "local traffic only."-

ed at $71.5 million for 3.8 miles in East Deer and Harmony townships and Tarentum Borough, is the third and final one covering the 16-mile, $80 million expressway within Allegheny County.

The road now dead-ends in the woods at both ends of the missing link.

Designed to alleviate traffic on Route 38 through communities on the northern bank of the Allegheny River, the expressway should be finished in the county by May, 1973.

According to Pentihat, Dis-