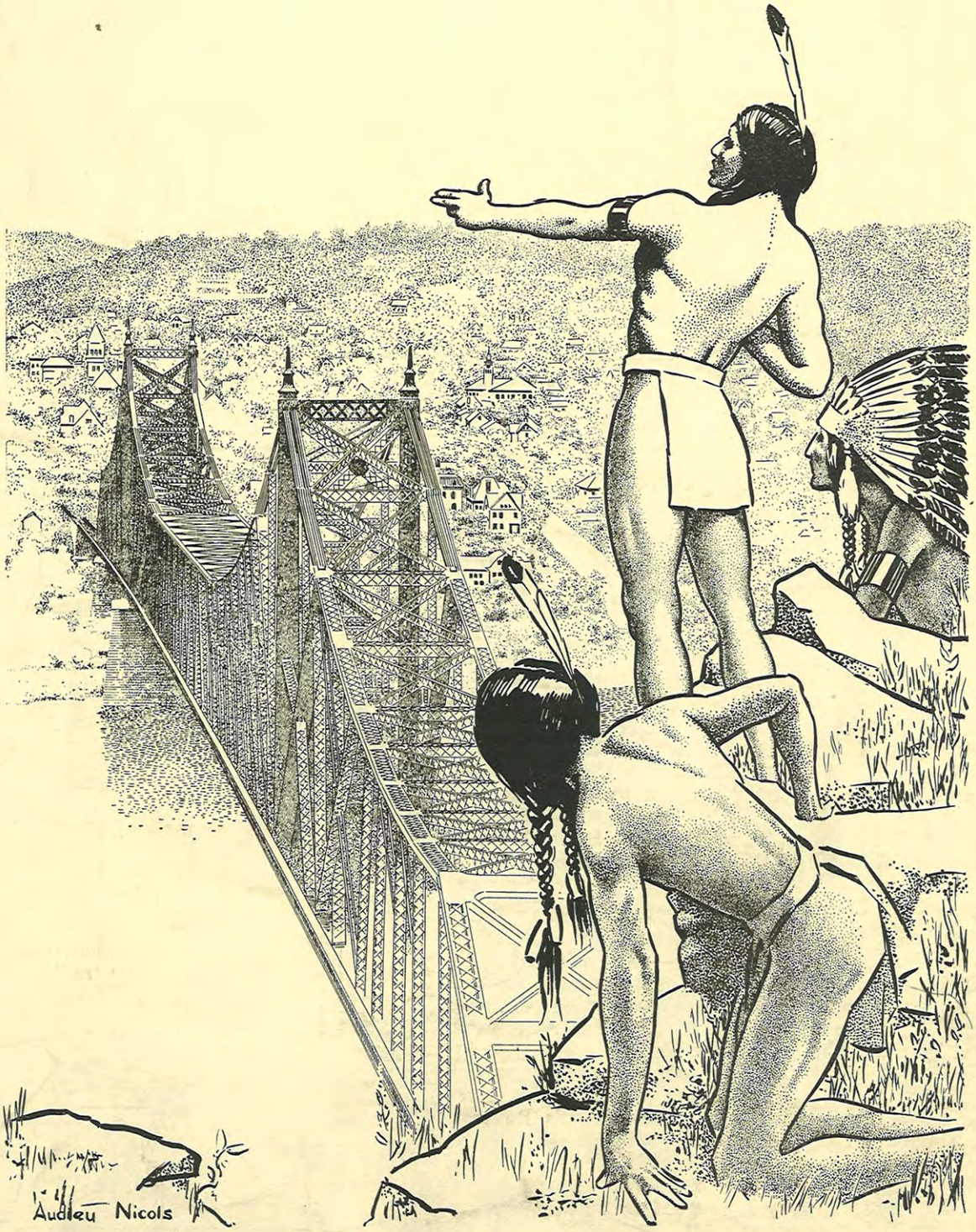
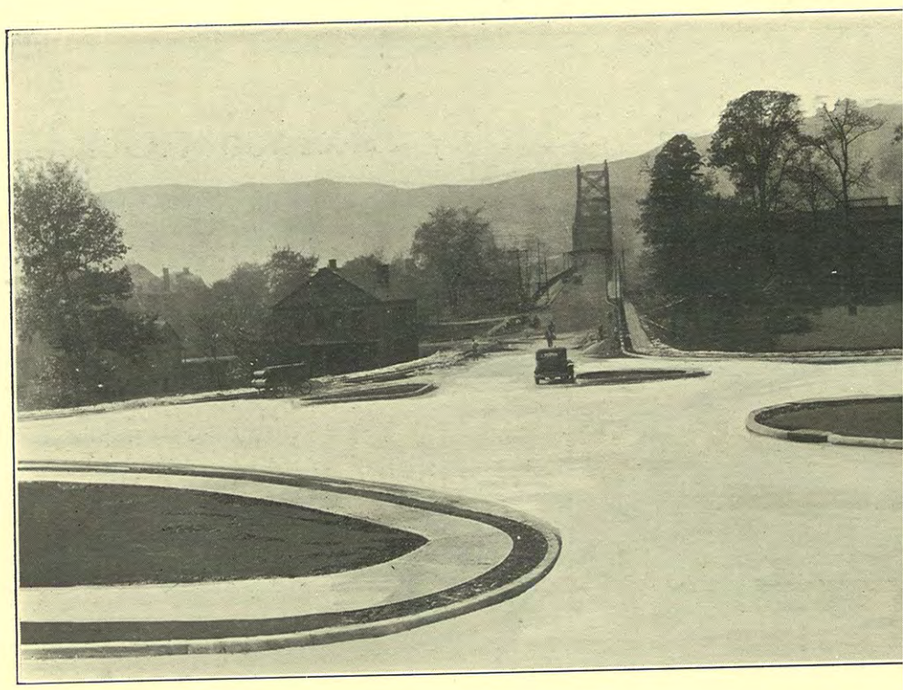
Opening of the New

Sewickley Bridge Approach

Saturday Afternoon, October 29, 1932



County Improvement Benefits Trave



A Notable Improvement

Sewickley Bridge, first agitated in 1894, was begun in 1909 and opened, with a most elaborate joint celebration by Sewickley and Coraopolis Boroughs, on September 19, 1911. At the same time Kramer Place, not previously a public street, was opened by the Allegheny County Commissioners as part of the bridge entrance, and it has served that purpose ever since, despite the disadvantages of the awkard right-angled turn from the bridge entrance proper, the equally inconvenient intersection with Chestnut Street, and until recent years, the dangerous Chestnut Street grade crossing over the Pennsylvania Railroad tracks. The narrowness of Chestnut Street has made traffic conditions difficult, and its intersection with Beaver Street has also been a point of traffic difficulty and danger. There has always been great confusion also on the part of strangers coming through Sewickley and seeking the Bridge.

No wonder we all rejoice today — Sewickleyans, their neighbors and all who have occasion to use the Bridge! The new street-alignment and modern paving not only beautifies this whole section of Sewickley, the first glimpse obtained by those who enter from the south, but gives an easy, direct and convenient entrance up wide and attractive Broad Street to the center of the town; it also gives another direct route from the new Pennsylvania Railroad station via River Avenue. And it opens the central part of Sewickley's section of the future Ohio River Boulevard, soon, we hope, to be extended in both directions and to become the broad and easy high-speed traffic thoroughfare through our Valley.

The Opening Ceremony

At the foot of Broad Street

CUTTING OF THE RIBBON

MISS JOAN MAGDALEN CHAPLIN
Granddaughter of James C. Chaplin

INTRODUCTORY

FRANK A. HEGNER
President Sewickley Valley Board of Trade

STORY OF THE IMPROVEMENT

JAMES C. CHAPLIN
President Sewickley Borough Council

Mr. Chaplin will introduce our Honor Guests on this occasion, including among others the Allegheny County Commissioners, Col. Charles C. McGovern, Hon. Cadwallader M. Barr and Hon. William D. Mansfield.

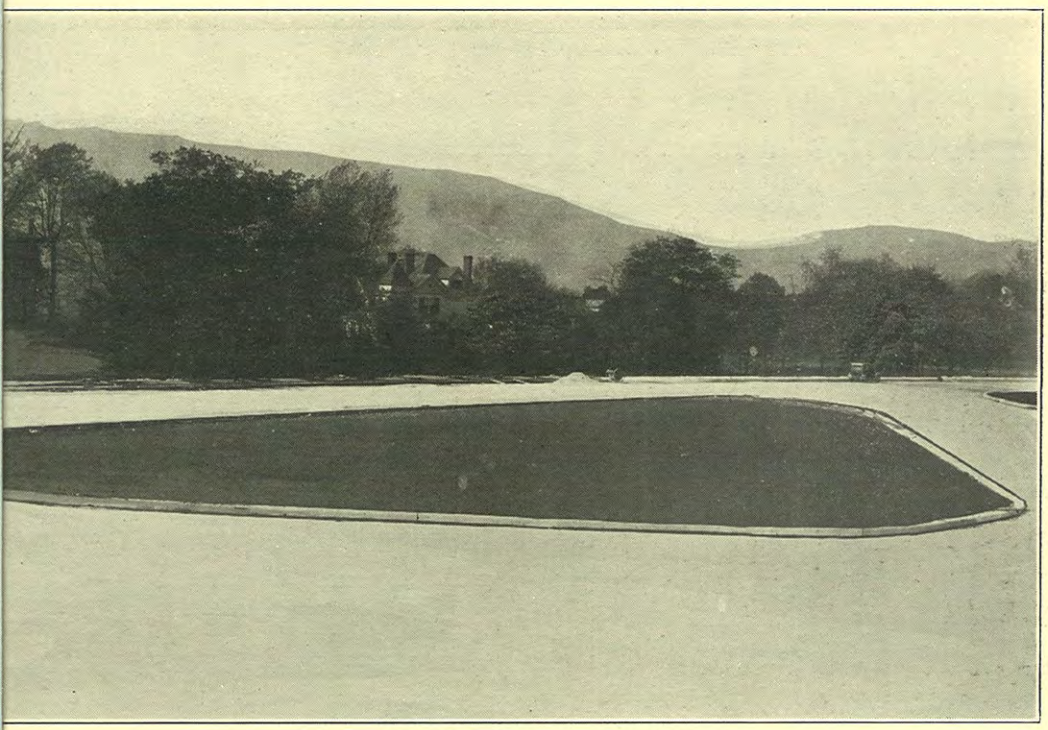
ON BEHALF OF THE COUNTY

CHARLES C. McGOVERN
Chairman
Commissioners of Allegheny County

ACCEPTANCE

OLIVER S. RICHARDSON
Burgess of Sewickley

ıg Public as well as Sewickley Valley



Committees for the Day

For Sewickley Borough Council

J. C. Chaplin
R. D. Ritchey
Thomas Taylor
W. W. Cunningham
F. E. Fickinger
John C. Hiteshew
Stanley Q. Fowler

Sewickley Valley Board of Trade

A. H. Diehl
Harry K. Campney
S. Y. Anderson, Jr.
Daniel E. Nevin
Charles D. Drynan
J. K. Webster
Frank A. Nash
Frank A. Hegner

Kiwanis Club of Sewickley

John C. Hiteshew
Dr. G. B. McComb
G. S. Stanton
Thomas W. Neely, Jr.

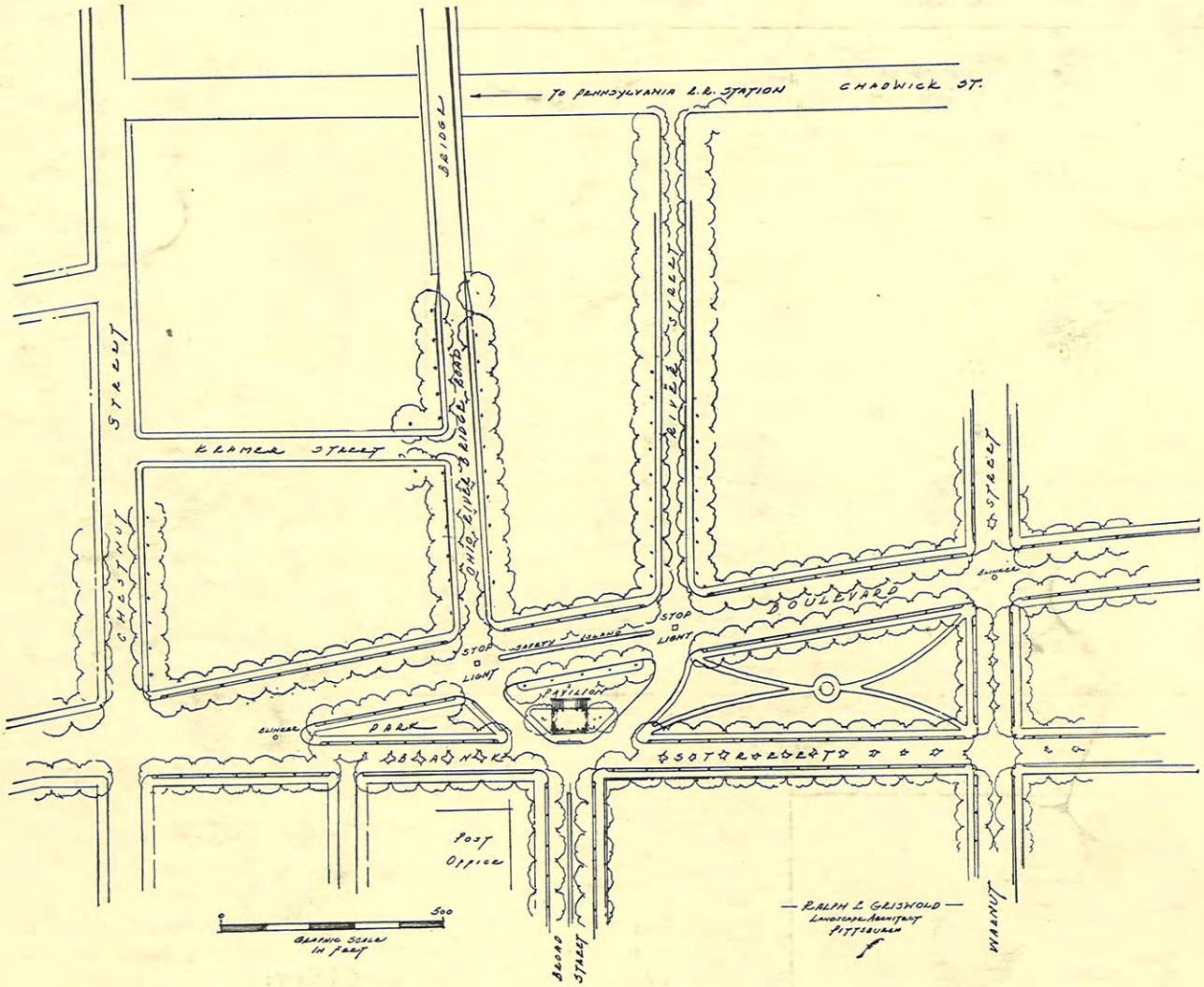
This Souvenir Program

has been made possible by the voluntary contributions of a number of public-spirited citizens and local business firms, whose names are listed below:

Sewickley Valley Trust Co.
Charles H. Little
S. Krepley
Campney Grocery
D. W. Challis & Sons, Inc.
Joe Volanti
Philip Lanzarotta
Sewickley Laundry
Frank Fitzsimmons
Borem's Hardware
W. J. Mullan Co.
Heuler's Bakery
Reeves' Drug Store
Abram Stanley
E. R. Cooper
F. L. Macaluso
J. M. Shriver
M. M. Baker
Walker Drug Co.
Geo. K. Stevenson
Campbell's, Men's Store
Sewickley Sanitary Milk Co.
Krieger Cleaning
P. H. Butler Company
Ezra P. Young
S. C. Young
J. C. Doughty
R. D. Ritchey
Kiwanis Club of Sewickley
W. G. Murray
Hegner Hardware Co.
A. C. Drynan & Sons
Handy's Electric Shop
P. P. Knapp Drug Co.
M. S. Cornman
A. H. Diehl
Elmhurst Inn
Frank A. Nash
E. B. Gray
Sewickley Herald
Bower Auto Co.
Fred McMillen
D. L. Swearingen
H. E. Beall & Co.
Sewickley News Co.
First National Bank
W. G. Davis
R. M. Boobyer
Valley Gasoline & Oil Supply Co.

The symbolic cover-picture was drawn in 1911 by the Sewickley artist, Audley Dean Nicols, on the occasion of the opening of Sewickley Bridge. The photograph above was taken October 24, 1932, by the Sewickley photographer, A. H. Diehl.

Sketch Map of the Improvement



This sketch, prepared in 1930 by Ralph E. Griswold, landscape architect, to indicate the location of the proposed Sewickley Valley War Memorial to be located in the triangular park at the foot of Broad Street, shows in a general way the street plan affected by the improvement now opened to traffic, although some of the details have since been slightly modified. The work of construction was done by Allegheny County, under a contract awarded by the County Commissioners June 21, 1932, to the firm of Donatelli & Donatelli, at their bid of $58,227. (Last year county estimates were that the improvement would cost $104,000). Any property damages, under the agreement with the county, are to be paid by Sewickley Borough, which also is paying for the pavement of Kramer Place, now to be a borough street.

Work was begun on the ground July 16, 1932. There were 22,000 cubic yards, or 26,400 tons —650 carloads—of granulated slag needed for the fill. For the surface paving, which totals 9,700 square yards, 349,200 brick were required, in addition to the asphaltic surface laid on Kramer Way. It required 10,900 square yards of 9-inch concrete base, including Kramer Way, and 3,160 lineal feet of sidewalks, about three-fifths of a mile. To drain the improved streets, 1,556 feet of 12 and 15 inch storm sewer was laid.

Not included in the county work was the new loop and station of the Pittsburgh Railways Company, nor the resurfacing of Bank Street, which is being done by the Borough of Sewickley. Nor the underground electric conduits beneath the four boulevard crossings, designed to accommodate the wires for the traffic signals which will probably be necessary later when the Ohio River Boulevard is completed as a through highway.

With so many intersecting streets at different grades converging within such a short distance, a great deal of difficult engineering work was required to plan the job satisfactorily. This planning was done by the engineering department of Allegheny County, with the cooperation of John C. Hiteshew, Sewickley Borough engineer.