

# READING & NORTHERN RAILROAD

*2011 Regional Railroad of the Year*

1 Railroad Blvd., P.O. Box 218, Port Clinton, PA 19549

Phone: 610-562-2100 Fax: 610-562-1920 www.READINGNORTHERN.com

December 18, 2013

Rosemary Chiavetta, Secretary  
Pennsylvania Public Utility Commission  
Commonwealth Keystone Building  
400 North Street, 2<sup>nd</sup> Floor  
Harrisburg, PA 17120

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DEC 18 2013

PA PUBLIC UTILITY COMMISSION  
SECRETARY'S BUREAU

RE: Docket No: C-2011-2274074

Pursuant to the PUC Order of December 6, 2013 please find attached the required engineering report for the Oak Street crossing.

Sincerely,



Erik Yoder  
Reading Blue Mountain and Northern Railroad  
Assistant VP Maintenance of Way

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*"The Road of Anthracite"*

SERVING OUR CUSTOMERS AND THE ENVIRONMENT



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December 12, 2013

Reading & Northern Railroad  
Attn: Erik Yoder – AVP Maintenance  
PO Box 218  
Port Clinton, PA 19549

DEC 18 2013

PA PUBLIC UTILITY COMMISSION  
SECRETARY'S BUREAU

RE: Crossing Upgrade – DOT # 361-425J (Oak Street, Pittston, PA)

Dear Mr. Yoder:

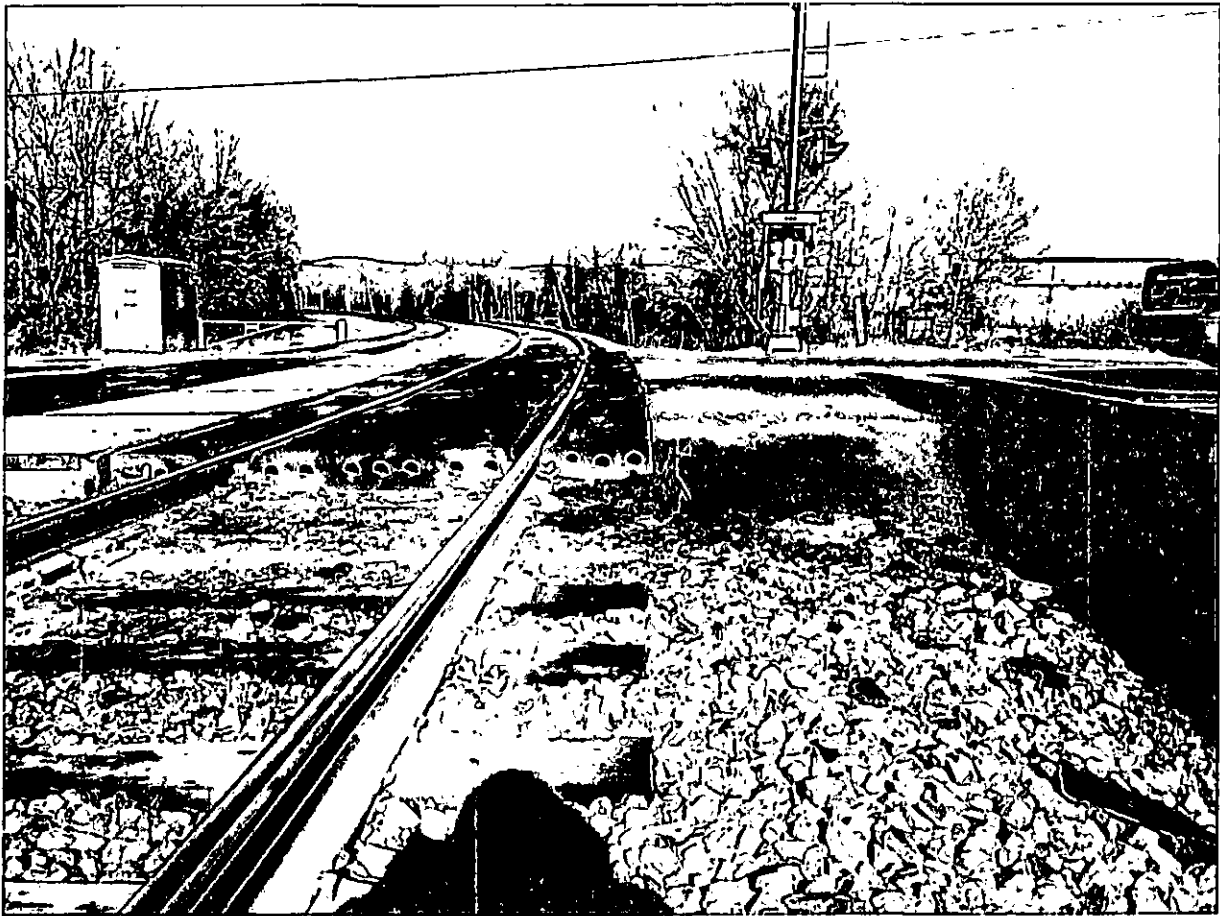
During discussions with railroad personnel, it was made known that there was potentially an issue with the roadway approaches to the crossing which may affect the life of the new crossing as well as the vehicular ride over it. During our field investigation, we identified a hump or heaving in the asphalt on the eastern (uphill) approach to the crossing.



(View of hump from north side)

THE RAILROAD ASSOCIATES CORP. | 4910 Simpson Ferry Road, Mechanicsburg, PA 17050  
Office: 1-717-920-8722 | Fax: 1-717-920-6605

[www.railroadtrac.com](http://www.railroadtrac.com)



(View of hump from south side)

There are two ways that this condition can be addressed to provide the best possible finished product.

1. As the Railroad replaces the crossing, the road owner will cut and mill the asphalt over the entire roadway width for a distance of approximately 10 feet from the edge of the crossing panels and repave the area providing a smooth transition to the crossing.

OR

2. The Railroad extend the cut line beyond the normal 2 feet required to install the panels to include the asphalt area for a distance of approximately 10 feet from the edge of the crossing panels and repave the area providing a smooth transition to the crossing.

While it is possible to replace the crossing without addressing the hump, upgrading the crossing without addressing this hump will adversely affect the overall quality and life of the crossing, as well as vehicular ride quality. It is our opinion that removing this hump restores the roadway profile to its original intent.

Should you have any further questions, please feel free to contact me.

Sincerely,  
The Railroad Associates Corporation (TRAC)

Shawn M. McCorkle  
VP Engineering & Design

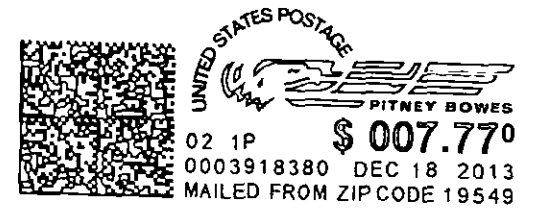
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PA PUBLIC UTILITY COMMISSION  
SECRETARY'S BUREAU



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**READING BLUE MOUNTAIN  
& NORTHERN RAILROAD COMPANY**

1 RAILROAD BLVD. P.O. BOX 218  
PORT CLINTON, PA 19549

[WWW.RBMNRR.COM](http://WWW.RBMNRR.COM) [WWW.READINGNORTHERN.COM](http://WWW.READINGNORTHERN.COM)

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**TO:** ROSEMARY CHIAVETTA, SECRETARY  
PA PUBLIC UTILITY COMMISSION  
COMMONWEALTH KEYSTONE BLDG.  
400 NORTH STREET, 2nd FLOOR  
HARRISBURG, PA 17120

**NO SCANNED IMAGES ARE  
AVAILABLE FOR OVERSIZED  
MAPS OR PLANS**

**MAPS AND PLANS  
MAY BE VIEWED IN THE  
COMMISSION'S  
FILE ROOM**