

PENNSYLVANIA PUBLIC UTILITY COMMISSION

STAFF'S STATEMENT #1

A-00111016
C-00913256
A-00111016
6/12/97
Harrisburg

w/h

Crossing #1
AAR No. 518 184M
L.R. 36009
Noble Road
Sadsbury Township
Below Grade
Mile Post 4.03

TESTIMONY OF DAVID A. OLIVER

1
2 Q: Please state your name and business address.

3 A: David A. Oliver
4 Fourth Floor, Barto Building
5 Harrisburg, PA 17120

6
7 Q: By whom are you employed and in what capacity?

8 A: Pennsylvania Public Utility Commission
9 Bureau of Transportation & Safety
10 Civil Engineer

11
12 Q: How long have you been employed by the Public Utility
13 Commission?

14 A: Approximately ¹³~~10 1/2~~ years.

15
16 Q: What are your duties as a staff engineer?
17

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1 **A: Schedule and conduct field investigations and conferences at**
2 **rail/highway crossings. Prepare recommendations for**
3 **Commission approval regarding rail/highway crossings.**
4 **Monitor proceedings assigned to me to ensure compliance with**
5 **commission orders. Testify at proceedings such a these on**
6 **behalf of the Bureau of Transportation and Safety.**

7
8 **Q: Prior to your employment with the Public Utility Commission,**
9 **by whom were you employed and in what capacity?**

10 **A: Consolidated Rail Corporation as supervisor of structures.**

11
12 **Q: How long were you employed by Consolidated Rail Corporation?**

13 **A: Approximately 9 1/2 years.**

14
15 **Q: What were your duties?**

16 **A: I was responsible for maintenance and construction of all**
17 **railroad buildings and bridges within the division I was**
18 **assigned to. I supervised crews which repaired railroad**
19 **bridges and other structures. For a period of time, I was**
20 **assigned to the Harrisburg Division and was responsible for**
21 **maintaining the structures and facilities located on what is**
22 **now designated as the Enola Branch.**

23
24 **Q: Are you licensed as a professional engineer in the**
25 **Commonwealth of Pennsylvania?**

26 **A: Yes, I am.**

1 Q: Are you authorized to testify on behalf of the Bureau of
2 Safety & Compliance in this proceeding?
3 A: Yes, I am.
4
5 Q: Are you familiar with the crossing having AAR No. 518 184M
6 located in Sadsbury Township where L.R. 36009 passes under
7 the Enola Branch which is designated as Crossing No. 1 in
8 the Commission's March 7, 1995 Order?
9 A: Yes, I am.
10
11 Q: When did you last visit the site of the Crossing No. 1?
12 A: March 30, 1995.
13
14 Q: Do you have photographs of Crossing No. 1?
15 A: Yes.
16
17 Q: Did you take the photographs yourself?
18 A: Yes.
19
20 Q: When did you take the photographs?
21 A: March 30, 1995.
22
23 Q: Are the photographs marked as PUC Staff Exhibits 1, 2 and 3
24 a fair and accurate depiction of Crossing No. 1?
25 A: Yes.
26

1 Q: Please describe what is depicted in PUC Staff Exhibits 1, 2
2 and 3.

3 A: Exhibit No. 1 is the northerly approach roadway looking
4 south. Note the close proximity of the structure to the
5 roadway on the right. This also shows the lack of sight
6 distance for vehicles going south. The creek is on the left
7 of the picture. Exhibit No. 2 is the southerly approach
8 roadway looking north. This shows the descending curve
9 which vehicles proceeding north must negotiate. Exhibit No.
10 3 is a general view of the bridge looking south.

11
12 Q: Please describe the type of structure at Crossing No. 1 and
13 describe its condition.

14 A: The structure at Crossing No. 1 is a stone arch bridge which
15 is in fair condition.

16
17 Q: Are there any conditions at this crossing which are unsafe
18 or substandard?

19 A: Yes.

20

1 Q: What are they?

2 A: According to current Department of Transportation design
3 criteria, the roadway at Crossing No. 1 has substandard
4 pavement width, shoulder width, and passing sight distance.
5 In addition, the proximity of the structure to the roadway
6 creates a roadside hazard which vehicles traveling south can
7 hit.

8

9 Q: What work do you believe should be performed at Crossing No.
10 1 in order to promote safety and prevent accidents.

11 A: Remove the structure and grade back the embankment to a 2:1
12 slope.

13

14 Q: On what basis do you recommend removal of the bridge.

15 A: Since rail service has been abandoned along the subject rail
16 line, there is no longer any need for this bridge to remain
17 at this site. Additionally, this crossing has substandard
18 pavement width, shoulder width and passing sight distance as
19 measured in accordance with PennDOT roadway urban design
20 criteria revised 6/91. The bridge remaining in place would
21 also prevent any proposed improvements to the roadway.

22

1 Q: Can Crossing No. 1 accommodate trail use if the bridge
2 carrying Conrail's Enola Branch over L.R. 36009 removed?

3 A: Yes. In addition to sloping the remaining earth embankment
4 at the easterly and westerly abutment, the operator of the
5 trail could also construct a bridge structure of their
6 choosing over the stream adjacent to the roadway. Sloping
7 of the remaining embankments could also provide emergency
8 services with a point of access.

9
10 Q: What work do you believe should be performed at Crossing No.
11 1 in order to promote safety and prevent accidents if the
12 structure is left in place?

13 A: Install protective fencing atop the bridge parapets and
14 install guide rail at the approaches to the westerly
15 abutment.

A-00111016

Crossing #2
AAR No. 518 185U
T-974
Orchard Buck Road
Sadsbury Township
Above Grade
Mile Post 4.70

1 Q: Are you familiar with the crossing having AAR No. 518 185U
2 located in Sadsbury Township where Township Road T-974
3 passes over the Enola Branch which is designated as Crossing
4 No. 2 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 2?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 2?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18

19

1 Q: Are the photographs marked as PUC Staff Exhibits 4 and 5 a
2 fair and accurate depiction of Crossing No. 2?

3 A: Yes.

4

5 Q: Please describe what is depicted in PUC Staff Exhibit 4 and
6 Exhibit 5.

7 A: Exhibit No. 4 is the southerly approach to the bridge
8 looking north. Note that the bridge is one lane only.
9 Exhibit No. 5 is the northerly approach to the bridge
10 looking south. The sign to the right of the bridge
11 indicates a ten ton weight limit.

12

13 Q: Please describe the type of structure at Crossing No. 2 and
14 describe its condition.

15 A: The structure at Crossing No. 2 is a single span steel
16 through truss supported by masonry abutments.

17

18 Q: Are there any conditions at this crossing which are unsafe
19 or substandard?

20 A: Yes.

21

1 Q: What are they?

2 A: According to current Department of Transportation design
3 criteria, the bridge has substandard pavement width, and
4 shoulder width. In addition, there is no speed limit posted
5 and vehicular traffic is limited to a maximum allowable load
6 of ten tons.

7
8 Q: Are you aware of any Commission orders which assign
9 maintenance responsibilities for this structure?

10 A: Yes. There is a Commission order entered April 30, 1981, at
11 Docket No. C-80021865 which directs Sadsbury Township to
12 maintain the entire bridge so that it can carry ten ton
13 loads.

14
15
16 Q: What work do you believe should be performed at Crossing No.
17 2 in order to promote safety and prevent accidents.

18 A: Remove the existing bridge and place the roadway on earth
19 embankment if the continuation of the roadway is deemed
20 necessary by Sadsbury Township.

21

1 Q: On what do you base your recommendation?
2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge to
4 remain in place. Additionally, this crossing has
5 substandard load carrying capacity, pavement width and
6 shoulder width as measured in accordance with PennDOT
7 Roadway Urban Design Criteria revised 6/91. The bridge
8 remaining in place would also prevent any proposed
9 improvements to the roadway.
10
11 Q: Can Crossing No. 2 accommodate trail use if the bridge
12 carrying T-974 over Conrail's Enola Branch is removed?
13 A: Yes. Sloping of the earth fill embankment would provide
14 continuous use to a potential trail and also provide an
15 access point for emergency services.
16
17 Q: What work do you believe should be performed at Crossing No.
18 2 in order to promote safety and prevent accidents if the
19 structure is left in place?
20 A: Add "Bridge" sign to existing weight limit sign, speed limit
21 signs, advance one land bridge sign and guide rail on each
22 approach to the bridge.
23

Crossing #3
AAR No. 518 187H
T-970
Brick Mill Road
Sadsbury Township
Below Grade
Mile Post 5.77

1 Q: Are you familiar with the crossing having AAR No. 518 187H
2 located in Sadsbury Township where Township Road T-970
3 passes under the Enola Branch which is designated as
4 Crossing No. 3 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 2?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 2?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18

19

1 Q: Are the photographs marked as PUC Staff Exhibits 6 and 7 a
2 fair and accurate depiction of Crossing No. 3?
3 A: Yes.
4
5 Q: Please describe what is depicted in PUC Staff Exhibits 6 and
6 7.
7 A: Exhibit No. 6 is the northerly approach roadway looking
8 south. Note the proximity of the abutment walls to the
9 roadway and the lack of vertical clearance between the
10 bottom of the girder and roadway surface. Exhibit No. 7 is
11 the southerly approach roadway looking north. Note that the
12 girder limits sight distance looking north due to the grade
13 of the roadway.
14
15 Q: Please describe the type of structure at Crossing No. 3 and
16 describe its condition.
17 A: The structure at Crossing No. 3 is a single span half-
18 through steel girder bridge supported by masonry abutments
19 in fair condition.
20
21 Q: Are there any conditions at this crossing which are unsafe
22 or substandard?
23 A: Yes.
24

1 Q: What are they?

2 A: According to current Department of Transportation design
3 criteria, the pavement width shoulder width and vertical
4 clearance are substandard. The underside of the girder has
5 scrape marks on the bottom of the flanges indicating
6 vehicles have struck the underside of the bridge.

7

8 Q: What work do you believe should be performed at Crossing No.
9 3 in order to promote safety and prevent accidents?

10 A: Remove the structure and grade back the embankment to a 2:1
11 slope.

12

13 Q: On what do you base your recommendation?

14 A: Since rail service has been abandoned along the subject rail
15 line, there is no longer any need for this bridge to remain
16 in place. Additionally, this crossing has substandard
17 pavement width, shoulder width and vertical clearance as
18 measured in accordance with PennDOT roadway Urban Design
19 Criteria revised 6/91. The bridge remaining in place would
20 also prevent any proposed improvements to the roadway and
21 limits the use of emergency equipment through the crossing.

22

1 Q: Can Crossing No. 3 accommodate trail use if the bridge
2 carrying Conrail's Enola Branch over T-970 is removed?

3 A: Yes. Sloping of the remaining earth embankment would
4 provide continuous use to a potential trail and also provide
5 an access point for emergency services.
6

7 Q: If the structure at Crossing No. 3 is left in place, what
8 work should be performed at the crossing in order to make it
9 safer?

10 A: Post vertical clearance signs, post speed limit signs,
11 object markers, construct guide rail at the approaches to
12 the bridge and place protective fencing on top of the
13 girders. Consideration should be given to raising the
14 girder superstructure to gain additional vertical clearance
15 if the structure is left in place.
16
17

A-00111016

Crossing #4
AAR No. 518 188P
L.R. 36079
White Oak Road
Sadsbury Township
Below Grade
Mile Post 6.35

1 Q: Are you familiar with the crossing having AAR No. 518 188P
2 located in Sadsbury Township where L.R. 36079 passes under
3 the Enola Branch which is designated as Crossing No. 4 in
4 the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 2?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 2?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18

19

1 Q: Are the photographs marked as PUC Staff Exhibits 8 and 9 a
2 fair and accurate depiction of Crossing No. 4?

3 A: Yes.

4

5 Q: Please describe what is depicted in PUC Staff Exhibits 8 and
6 9.

7 A: Exhibit No. 8 is the southerly approach roadway looking
8 north. Note the sign indicating the vertical clearance as
9 13 feet 9 inches. Also note the road in the right
10 foreground of the picture. Exhibit No. 9 is the northerly
11 approach roadway looking south. Note that the bridge
12 abutments and wingwalls limit sight distance in regard to
13 the road to the left and private driveway to the right.

14

15 Q: Please describe the type of structure at Crossing No. 4 and
16 describe its condition.

17 A: The structure at Crossing No. 4 is a single span half-
18 through steel girder bridge supported by masonry abutments
19 in fair condition.

20

21 Q: Are there any conditions at this crossing which are unsafe
22 or substandard?

23 A: Yes.

24

1 Q: What are they?

2 A: According to Department of Transportation design criteria,
3 the pavement width and vertical clearance are substandard.
4 The structure limits sight distance for vehicles traveling
5 south in regard to the intersecting road and private drive.
6

7 Q: What work do you believe should be performed at Crossing No.
8 4 in order to promote safety and prevent accidents?

9 A: Remove the structure and grade back the remaining embankment
10 to a 2:1 slope.
11

12 Q: On what do you base your recommendation?

13 A: Since rail service has been abandoned along the subject rail
14 line there no longer remains any need for this bridge.
15 Additionally, this crossing has substandard pavement width
16 and vertical clearance as measured in accordance with
17 PennDOT roadway Urban Design Criteria revised 6/91. The
18 bridge remaining in place would also prevent any proposed
19 improvements to the roadway and limits the use of emergency
20 equipment through the crossing.
21

22 Q: Can Crossing No. 4 accommodate trail use if the bridge
23 carrying Conrail's Enola Branch over L.R. 36079 is removed?

24 A: Yes. Sloping of the remaining earth embankment would
25 provide continuous use to a potential trail and also provide
26 an access point for emergency services.

1 Q: If the structure at Crossing No. 4 is left in place, what
2 work should be performed at the crossing in order to make it
3 safer?

4 A: Construct guide rail at the approaches to the bridge and
5 place protective fencing on top of the girders.
6 Consideration should be given to raising the girder
7 superstructure to gain additional vertical clearance if the
8 structure is left in place.

9
10

A-00111016

Crossing #5
AAR No. 518 189W
T-778
Quaker Church Road
Bart Township
Below Grade
Mile Post 7.20

1 Q: Are you familiar with the crossing having AAR No. 518 189W
2 located in Bart Township where Township Road T-778 passes
3 under the Enola Branch which is designated as Crossing No. 5
4 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 5?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 5?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18

19

1 Q: Are the photographs marked as PUC Staff Exhibits 10 and 11 a
2 fair and accurate depiction of Crossing No. 5?

3 A: Yes.

4
5 Q: Please describe what is depicted in PUC Staff Exhibits 10
6 and 11.

7 A: Exhibit No. 10 is the southerly approach roadway looking
8 north. Note the private driveway to the right and the
9 vertical clearance between the bottom of the girder and the
10 top of the roadway. Exhibit No. 11 is the northerly
11 approach roadway looking south. Note the hidden driveway to
12 the left and the proximity of the abutments and wing walls
13 to the roadway.

14
15 Q: Please describe the type of structure at Crossing No. 5 and
16 describe its condition.

17 A: The structure at Crossing No. 5 is a single span half-
18 through steel girder bridge in fair condition.

19
20 Q: Are there any conditions at this crossing which are unsafe
21 or substandard?

22 A: Yes.

1 Q: What are they?

2 A: According to Department of Transportation design criteria,
3 the crossing has substandard pavement width and vertical
4 clearance. In addition, there is no posted speed limit.
5

6 Q: What work do you believe should be performed at Crossing No.
7 5 in order to promote safety and prevent accidents?

8 A: Remove the structure and grade back the embankment to a 2:1
9 slope.
10

11 Q: On what do you base your recommendation?

12 A: Since rail service has been abandoned along the subject rail
13 line, there no longer remains any need for this bridge.
14 Additionally, this crossing has substandard pavement width
15 and vertical clearance as measured in accordance with
16 PennDOT roadway Urban Design Criteria revised 6/91. The
17 bridge remaining in place would also prevent any proposed
18 improvements to the roadway and limit the use of emergency
19 equipment through the crossing.
20

21 Q: Can Crossing No. 5 accommodate trail use if the bridge
22 carrying Conrail's Enola Branch over T-778 is removed?

23 A: Yes. Sloping of the remaining earth embankment would
24 provide continuous use to a potential trail and also provide
25 an access point for emergency services.
26

1 Q: If the structure at Crossing No. 5 is left in place, what
2 work should be performed at the crossing in order to make it
3 safer?

4 A: Post vertical clearance signs, post speed limit signs on the
5 roadway, construct guide rail at the approaches to the
6 bridge, post object markers and place protective fencing on
7 top of the girders. Consideration should be given to
8 raising the girder superstructure in order to obtain
9 additional vertical clearance.

10

11

A-00111016

Crossing #6
AAR No. 518 190R
T-766
Vintage Road
Bart Township
Below Grade
Mile Post 7.61

1 Q: Are you familiar with the crossing having AAR No. 518 190R
2 located in Bart Township where Township Road T-766 passes
3 under the Enola Branch which is designated as Crossing No. 6
4 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 6?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 6?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18

19

1 Q: Is the photograph marked as PUC Staff Exhibit 12 a fair and
2 accurate depiction of Crossing No. 6?
3 A: Yes.
4
5 Q: Please describe what is depicted in PUC Staff Exhibit 12.
6 A: Exhibit No. 12 shows the southerly approach roadway looking
7 north. Note the low vertical clearance.
8
9 Q: Please describe the type of structure at Crossing No. 6 and
10 describe its condition.
11 A: The structure at Crossing No. 6 is a stone arch in fair
12 condition.
13
14 Q: Are there any conditions at this crossing which are unsafe
15 or substandard?
16 A: Yes.
17
18 Q: What are they?
19 A: According to Department of Transportation design criteria,
20 the pavement width and vertical clearance are substandard.
21
22 Q: What work do you believe should be performed at Crossing No.
23 6 in order to promote safety and prevent accidents?
24 A: Remove the structure and grade back the embankment to a 2:1
25 slope.
26

1 Q: On what do you base your recommendation?
2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 Additionally, the crossing has substandard pavement width
5 and vertical clearance as measured in accordance with
6 PennDOT roadway Urban Design Criteria revised 6/91. The
7 bridge remaining in place would also prevent any proposed
8 improvements to the roadway and limit the use of emergency
9 equipment through the crossing.
10
11 Q: Can Crossing No. 6 accommodate trail use if the bridge
12 carrying Conrail's Enola Branch over T-766 is removed?
13 A: Yes. Sloping of the remaining earth embankment would
14 provide continuous use to a potential trail and also provide
15 an access point for emergency services.
16
17 Q: If the structure at Crossing No. 6 is left in place, what
18 work should be performed at the crossing in order to make it
19 safer?
20 A: Post vertical clearance signs, post speed signs, construct
21 guide rail at the approaches to the bridge, place object
22 markers and place protective fencing on top of the structure
23 where the hand railing currently is.
24

A-00111016

Crossing #7
AAR No. 518 191X
L.R. 36081
Georgetown Road
Bart Township
Above Grade
Mile Post 8.22

1 Q: Are you familiar with the crossing having AAR No. 518 191X
2 located in Bart Township where L.R. 36081 passes over the
3 Enola Branch which is designated as Crossing No. 7 in the
4 Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6
7 Q: When did you last visit the site of the Crossing No. 7?

8 A: **March 30, 1995.**

9
10 Q: Do you have photographs of Crossing No. 7?

11 A: **Yes.**

12
13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15
16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18

1 Q: Are the photographs marked as PUC Staff Exhibits 13 and 14 a
2 fair and accurate depiction of Crossing No. 7?
3 A: Yes.
4
5 Q: Please describe what is depicted in PUC Staff Exhibits 13
6 and 14.
7 A: Exhibit No. 13 is the southerly approach roadway looking
8 north. Exhibit No. 14 is the northerly approach roadway
9 looking south.
10
11 Q: Please describe the type of structure at Crossing No. 7 and
12 describe its condition.
13 A: The structure at Crossing No. 7 is a prestressed box beam
14 supported by masonry abutments.
15
16 Q: Are there any conditions at this crossing which are unsafe
17 or substandard?
18 A: No.
19
20 Q: Are you aware of any Commission orders which assign
21 maintenance responsibilities for this structure?
22 A: Yes. There is a Commission order entered June 21, 1990, at
23 Docket No. A-00105671 which directs the Department of
24 Transportation to maintain the bridge and directs Conrail to
25 reimburse the Department for fifty percent of its
26 maintenance costs.

1 Q: What recommendations would you have for the future
2 disposition of this crossing?

3 A: The bridge constructed in approximately 1985 generally is in
4 good condition and meets current roadway construction
5 criteria. The bridge should remain in place. Future
6 disposition should be determined at a time when it is no
7 longer economically practical to repair the structure.

8

A-00111016

Crossing #9
AAR No. 518 195A
T-740
Bushong Road
Eden Township
Below Grade
Mile Post 10.68

1 Q: Are you familiar with the crossing having AAR No. 518 195A
2 located in Eden Township where Township Road T-740 passes
3 under the Enola Branch which is designated as Crossing No. 9
4 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6

7 Q: When did you last visit the site of the Crossing No. 9?

8 A: March 30, 1995.

9

10 Q: Do you have photographs of Crossing No. 9?

11 A: Yes.

12

13 Q: Did you take the photographs yourself?

14 A: Yes.

15

16 Q: When did you take the photographs?

17 A: March 30, 1995.

18

19

1 Q: Are the photographs marked as PUC Staff Exhibits 15 and 16 a
2 fair and accurate depiction of Crossing No. 9?

3 A: Yes.

4

5 Q: Please describe what is depicted in PUC Staff Exhibits 15
6 and 16.

7 A: Exhibit No. 15 is the northerly approach roadway looking
8 south. Note the proximity of the abutments to the roadway
9 and the lack of vertical clearance between the bottom of the
10 girder and the top of the roadway. Also note that the
11 ballast on top of the bridge is above the top of the girder.
12 Exhibit No. 16 is the southerly approach roadway looking
13 north.

14

15 Q: Please describe the type of structure at Crossing No. 9 and
16 describe its condition.

17 A: The structure is a single span half-through steel girder
18 bridge in fair condition.

19

20 Q: Are there any conditions at this crossing which are unsafe
21 or substandard?

22 A: Yes.

23

1 Q: What are they?

2 A: According to Department of Transportation design criteria,
3 the pavement width, shoulder width and vertical clearance
4 are substandard. I observed that the bottom flanges on one
5 of the girders was bent back. This probably is a result of
6 a vehicle hitting the underside of the bridge.

7

8 Q: What work do you believe should be performed at Crossing No.
9 9 in order to promote safety and prevent accidents.

10 A: Remove the structure and grade back the embankment to a 2:1
11 slope.

12

13 Q: On what do you base your recommendation?

14 A: Since rail service has been abandoned along the subject rail
15 line, there no longer remains any need for this bridge.
16 Additionally, this crossing has substandard pavement width,
17 vertical clearance and shoulder width as measured in
18 accordance with PennDOT roadway Urban Design Criteria
19 revised 6/91. The bridge remaining in place would also
20 prevent any proposed improvements to the roadway and limits
21 the use of emergency equipment through the crossing.

1 Q: Can Crossing No. 9 accommodate trail use if the bridge
2 carrying Conrail's Enola Branch over T-740 is removed?

3 A: Yes. Sloping of the remaining earth embankment would
4 provide continuous use to a potential trail and also provide
5 an access point for emergency services.

6
7 Q: If the structure at Crossing No. 9 is left in place, what
8 work should be performed at the crossing in order to make it
9 safer?

10 A: Post vertical clearance signs, post speed limit signs,
11 construct guide rail at the approaches to the bridge, place
12 object markers and place protective fencing on top of the
13 girders. Consideration should also be given to raising the
14 girder superstructure in order to obtain additional vertical
15 clearance.

A-00111016

Crossing #10
AAR No. 518 196G
L.R. 36086
Pumping Station Road
Eden Township
Below Grade
Mile Post 11.68

1 Q: Are you familiar with the crossing having AAR No. 518 196G
2 located in Eden Township where L.R. 36086 passes under the
3 Enola Branch which is designated as Crossing No. 10 in the
4 Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 10?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 10?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18
19 Q: Are the photographs marked as PUC Staff Exhibits 17 and 18 a
20 fair and accurate depiction of Crossing No. 10?

21 A: Yes.

1 Q: Please describe what is depicted in PUC Staff Exhibits 17
2 and 18.

3 A: Exhibit No. 17 is the northerly approach roadway looking
4 south. Note that the proximity of the arch to the side of
5 the roadway. Exhibit No. 18 is the southerly approach
6 roadway looking north. Note the ballast on top of the
7 bridge is higher than the side wall.

8

9 Q: Please describe the type of structure at Crossing No. 10 and
10 describe its condition.

11 A: The structure is a stone arch in fair condition.

12

13 Q: Are there any conditions at this crossing which are unsafe
14 or substandard?

15 A: Yes.

16

17 Q: What are they?

18 A: According to Department of Transportation design criteria,
19 the shoulder width and vertical clearance are substandard.

20

21 Q: What work do you believe should be performed at Crossing No.
22 10 in order to promote safety and prevent accidents?

23 A: Remove the structure and grade back the embankment to a 2:1
24 slope.

25

1 Q: On what do you base your recommendation?

2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 Additionally, this crossing has substandard shoulder width
5 and vertical clearance as measured in accordance with
6 PennDOT roadway Urban Design Criteria revised 6/91. The
7 bridge remaining in place would also prevent any proposed
8 improvements to the roadway and limits the use of emergency
9 equipment through the crossing.

10

11 Q: Can Crossing No. 10 accommodate trail use if the bridge
12 carrying Conrail's Enola Branch over T-740 is removed?

13 A: Yes. Sloping of the remaining earth embankment would
14 provide continuous use to a potential trail and also provide
15 an access point for emergency services.

16

17 Q: If the structure at Crossing No. 10 is left in place, what
18 work should be performed at the crossing in order to make it
19 safer?

20 A: Post vertical clearance signs, construct guide rails at the
21 approaches to the bridge, place object markers and place
22 protective fencing on top of the structure.

23

24

A-00111016

Crossing #12
AAR No. 518 198V
L.R. 344
State Street
Quarryville Borough
Above Grade
Mile Post 13.32

1 Q: Are you familiar with the crossing having AAR No. 518 198V
2 located in Quarryville Borough where L.R. 344 passes over
3 the Enola Branch which is designated as Crossing No. 12 in
4 the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 12?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 12?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18
19 Q: Are the photographs marked as PUC Staff Exhibits 19 and 20 a
20 fair and accurate depiction of Crossing No. 12?

21 A: Yes.

1 Q: Please describe what is depicted in PUC Staff Exhibits 19
2 and 20.

3 A: Exhibit No. 19 is the northerly approach roadway looking
4 south and Exhibit No. 20 is the southerly approach roadway
5 looking north.

6
7 Q: Please describe the type of structure at Crossing No. 12 and
8 describe its condition.

9 A: The structure at Crossing No. 12 is a prestressed box beam
10 bridge supported by masonry abutments.

11
12 Q: Are there any conditions at this crossing which are unsafe
13 or substandard?

14 A: Generally no.

15
16 Q: Are you aware of any Commission orders which assign
17 maintenance responsibilities for this structure?

18 A: Yes. There is a Commission order entered February 23, 1987,
19 at Docket No. A-00104032 which directs the Department of
20 Transportation to maintain the bridge and directs Conrail to
21 reimburse the Department for fifty percent of its
22 maintenance costs.

23

1 Q: What recommendations would you have for the future
2 disposition of this crossing?

3 A: The bridge constructed in approximately 1982 generally is in
4 good condition and meets current roadway construction
5 criteria. The bridge should remain in place. Future
6 disposition should be determined at a time when it is no
7 longer economically practical to repair the structure.

8

9

A-00111016

Crossing #13
AAR No. 518 199C
T-726
Lime Street
Quarryville Borough
Below Grade
Mile Post 13.54

1 Q: Are you familiar with the crossing having AAR No. 518 199C
2 located in Quarryville Borough where T-726 passes under the
3 Enola Branch which is designated as Crossing No. 13 in the
4 Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6
7 Q: When did you last visit the site of the Crossing No. 13?

8 A: **March 30, 1995.**

9
10 Q: Do you have photographs of Crossing No. 13?

11 A: **Yes.**

12
13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15
16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18
19 Q: Are the photographs marked as PUC Staff Exhibits 21 and 22 a
20 fair and accurate depiction of Crossing No. 13?

21 A: **Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 21
2 and 22.

3 A: Exhibit No. 21 is the southerly approach roadway looking
4 north. Exhibit No. 22 is the northerly approach roadway
5 looking south.

6

7 Q: Please describe the type of structure at Crossing No. 13 and
8 describe its condition.

9 A: The structures is a single span steel deck girder in fair
10 condition.

11

12 Q: Are there any conditions at this crossing which are unsafe
13 or substandard?

14 A: Yes.

15

16 Q: What are they?

17 A: According to Department of Transportation design criteria,
18 the roadway has substandard pavement width and shoulder
19 width.

20

21 Q: What work do you believe should be performed at Crossing No.
22 13 in order to promote safety and prevent accidents?

23 A: Remove the structure and grade back the embankment to a 2:1
24 slope.

25

26

1 Q: On what do you base your recommendation?
2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 Additionally, this crossing has substandard pavement width
5 and shoulder width in accordance with PennDOT roadway Urban
6 Design Criteria revised 6/91. The bridge remaining in place
7 would also prevent any proposed improvement to the roadway.
8
9 Q: Can Crossing No. 13 accommodate trail use if the bridge
10 carrying Conrail's Enola Branch over T-726 is removed?
11 A: Yes. Sloping of the remaining earth embankment would
12 provide continuous use to a potential trail and also provide
13 an access point for emergency services.
14
15 Q: If the structure at Crossing No. 13 is left in place, what
16 work should be performed at the crossing in order to make it
17 safer?
18 A: Place protective fencing on top of the girders.
19

1 Q: Are you familiar with the crossing having AAR No. 518 199C
2 located in Quarryville Borough where L.R. 36023 passes under
3 the Enola Branch which is designated as Crossing No. 14 in
4 the Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6
7 Q: When did you last visit the site of the Crossing No. 14?

8 A: **March 30, 1995.**

9
10 Q: Do you have photographs of Crossing No. 14?

11 A: **Yes.**

12
13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15
16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18
19 Q: Are the photographs marked as PUC Staff Exhibits 23 and 24 a
20 fair and accurate depiction of Crossing No. 14?

21 A: **Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 23
2 and 24.

3 A: Exhibit No. 23 is the northerly approach roadway looking
4 south. Exhibit No. 24 is the southerly approach roadway
5 looking north.

6
7 Q: Please describe the type of structure at Crossing No. 14 and
8 describe its condition.

9 A: The structure at Crossing No. 14 is a stone ribbed arch in
10 fair condition.

11
12 Q: What work do you believe should be performed at Crossing No.
13 14 in order to promote safety and prevent accidents.

14 A: Remove the structure and grade back the embankment to a 2:1
15 slope.

16
17 Q: On what do you base your recommendation?

18 A: Since rail service has been abandoned along the subject rail
19 line, there is no longer any need for this bridge to remain
20 at this site. The bridge remaining in place would also
21 prevent any proposed improvements to the roadway.

22

23

1 Q: Can Crossing No. 14 accommodate trail use if the bridge
2 carrying Conrail's Enola Branch over L.R. 36023 is removed?

3 A: Yes. Sloping of the earth fill embankment would provide
4 continuous use to a potential trail and also provide an
5 access point for emergency services.

6
7 Q: If the structure at Crossing No. 14 is left in place, what
8 work should be performed at the crossing in order to make it
9 safer?

10 A: Post vertical clearance signs, object markers, construct
11 guide rail on each approach to the bridge and place
12 protective fencing on top of the parapet walls.

13

A-00111016

Crossing #15
AAR No. 518 201B
T-482
Oak Bottom Road
Providence Township
Below Grade
Mile Post 14.46

1 Q: Are you familiar with the crossing having AAR No. 518 201B
2 located in Providence Township where T-482 passes under the
3 Enola Branch which is designated as Crossing No. 15 in the
4 Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6
7 Q: When did you last visit the site of the Crossing No. 15?

8 A: **March 30, 1995.**

9
10 Q: Do you have photographs of Crossing No. 15?

11 A: **Yes.**

12
13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15
16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18
19 Q: Are the photographs marked as PUC Staff Exhibits 25 and 26 a
20 fair and accurate depiction of Crossing No. 15?

21 A: **Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 25
2 and 26.

3 A: Exhibit No. 25 is the northerly approach roadway looking
4 south. Note the vertical clearance between the bottom of
5 the bridge and top of the roadway and the proximity of the
6 sides of the structure to the roadway. Exhibit No. 26 is
7 the southerly approach roadway looking north. The structure
8 blocks sight distance in both directions.

9

10 Q: Please describe the type of structure at Crossing No. 15 and
11 describe its condition.

12 A: The structure is a stone arch in fair condition.

13

14 Q: Are there any conditions at this crossing which are unsafe
15 or substandard?

16 A: Yes.

17

18 Q: What are they?

19 A: According to Department of Transportation design criteria,
20 the roadway width, shoulder width, sight distance and
21 vertical clearance are substandard.

22

23 Q: What work do you believe should be performed at Crossing No.
24 15 in order to promote safety and prevent accidents?

25 A: Remove the structure and grade back the embankment to a 2:1
26 slope.

1 Q: On what do you base your recommendation?
2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 Accordingly, this crossing has substandard speed limit
5 posting, roadway width, shoulder width, sight distance and
6 vertical clearance as measured in accordance with PennDOT
7 roadway Urban Design Criteria revised 6/91. The bridge
8 remaining in place would also prevent any proposed
9 improvements to the roadway and limit the use of emergency
10 equipment through the crossing.

11
12 Q: Can Crossing No. 15 accommodate trail use if the bridge
13 carrying Conrail's Enola Branch over T-482 is removed?

14 A: Yes. Sloping of the remaining earth embankment would
15 provide continuous use to a potential trail and also provide
16 an access point for emergency services.

17
18 Q: If the structure at Crossing No. 15 is left in place, what
19 work should be performed at the crossing in order to make it
20 safer?

21 A: Post vertical clearance signs, construct guide rail at the
22 approaches to the bridge, place object markers and place
23 protective fencing on the top of the stone arch parapets.

24

1 Q: Are you familiar with the crossing having AAR No. 518 202H
2 located in Providence Township where Rt. 222 passes under
3 the Enola Branch which is designated as Crossing No. 16 in
4 the Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6
7 Q: When did you last visit the site of the Crossing No. 16?

8 A: **March 30, 1995.**

9
10 Q: Do you have photographs of Crossing No. 16?

11 A: **Yes.**

12
13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15
16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18
19 Q: Are the photographs marked as PUC Staff Exhibits 27 and 28 a
20 fair and accurate depiction of Crossing No. 16?

21 A: **Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 27
2 and 28.

3 A: Exhibit No. 27 is the northerly approach roadway looking
4 south. Note the vertical clearance signs and proximity of
5 the sides of the structure to the roadway. Exhibit No. 28
6 is the southerly approach roadway looking north. Note the
7 vertical clearance signs and restricted sight distance.
8

9 Q: Please describe the type of structure at Crossing No. 16 and
10 describe its condition.

11 A: The structure is a stone arch in fair condition.
12

13 Q: Are there any conditions at this crossing which are unsafe
14 or substandard?

15 A: Yes.
16

17 Q: What are they?

18 A: According to Department of Transportation design criteria,
19 this roadway has substandard pavement width, shoulder width,
20 sight distance and vertical clearance.
21

22 Q: What work do you believe should be performed at Crossing No.
23 16 in order to promote safety and prevent accidents?

24 A: Remove the structure and grade back the embankment to a 2:1
25 slope.
26

1 Q: On what do you base your recommendation?

2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 Additionally, this crossing has substandard pavement width,
5 shoulder width, sight distance and vertical clearance as
6 measured in accordance with PennDOT roadway Urban Design
7 Criteria revised 6/91. The bridge remaining in place would
8 also prevent any proposed improvements to the roadway and
9 limit the use of emergency equipment through the crossing.

10

11 Q: Can Crossing No. 16 accommodate trail use if the bridge
12 carrying Conrail's Enola Branch over Rt. 222 is removed?

13 A: Yes. Sloping of the remaining earth embankment would
14 provide continuous use to a potential trail and also provide
15 an access point for emergency services. Alternatively, a
16 pedestrian structure could be constructed to carry a
17 potential trail over the roadway.

18

19 Q: If the structure at Crossing No. 16 is left in place, what
20 work should be performed at the crossing in order to make it
21 safer?

22 A: Construct guide rail at the approaches to the bridge and
23 place protective fencing on top of the parapets.

24

A-00111016

Crossing #17
AAR No. 518 203P
L.R. 36172
Providence Township
Above Grade
Mile Post 15.00

1 Q: Are you familiar with the crossing having AAR No. 518 203P
2 located in Providence Township where L.R. 36172 passes over
3 the Enola Branch which is designated as Crossing No. 17 in
4 the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 17?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 17?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18
19 Q: Are the photographs marked as PUC Staff Exhibits 29 and 30 a
20 fair and accurate depiction of Crossing No. 17?

21 A: Yes.

1 Q: Please describe what is depicted in PUC Staff Exhibits 29
2 and 30.

3 A: Exhibit No. 29 is the northerly approach roadway looking
4 south. Note the sharp turn to the left. Exhibit No. 30 is
5 the southerly approach roadway looking north. Again there
6 is a curve at this end of the structure. In addition, the
7 roadway across the bridge is narrow so as to restrict it to
8 a one lane bridge.

9
10 Q: Please describe the type of structure at Crossing No. 17 and
11 describe its condition.

12 A: The structure at Crossing No. 17 is a single span steel
13 through truss on stone masonry abutments.

14
15 Q: Are there any conditions at this crossing which are unsafe
16 or substandard?

17 A: Yes.

18
19 Q: What are they?

20 A: According to current Department of Transportation design
21 criteria, roadway width, shoulder width, roadway alignment,
22 stopping distance and sight distance are substandard. The
23 structure is posted for a maximum vehicular load limit of 9
24 tons.

25

26

1 Q: Are you aware of any Commission orders which assign
2 maintenance responsibilities for this structure?
3 A: No.
4
5 Q: What work do you believe should be performed at Crossing No.
6 17 in order to promote safety and prevent accidents?
7 A: Remove the existing bridge and place the roadway on earth
8 embankment.
9
10 Q: On what do you base your recommendation?
11 A: Since rail service has been abandoned along the subject rail
12 line, there no longer remains any need for the bridge.
13 Additionally, this crossing has substandard load carrying
14 capacity, roadway width, shoulder width, roadway alignment,
15 stopping distance and sight distance as measured in
16 accordance with PennDOT Roadway Urban Design Criteria
17 revised 6/91. The bridge remaining in place would also
18 prevent any proposed improvements to the roadway.
19
20 Q: Can Crossing No. 17 accommodate trail use if the bridge
21 carrying LR 36172 over Conrail's Enola branch is removed?
22 A: Yes. Sloping of the earth fill embankment will provide
23 continuous use to a potential trail and also provide an
24 access point for emergency services.
25
26

1 Q: What work do you believe should be performed at Crossing No.
2 17 in order to promote safety and prevent accidents if the
3 structure is left in place?

4 A: Install guide rail on each approach to the bridge. A
5 detailed inspection and load rating analysis should also be
6 performed.

7

1 Q: Are you familiar with the crossing having AAR No. 518 204W
2 located in Providence Township where T-506 passes over the
3 Enola Branch which is designated as Crossing No. 18 in the
4 Commission's March 7, 1995 Order?

5 A: Yes, I am.

6

7 Q: When did you last visit the site of the Crossing No. 18?

8 A: March 30, 1995.

9

10 Q: Do you have photographs of Crossing No. 18?

11 A: Yes.

12

13 Q: Did you take the photographs yourself?

14 A: Yes.

15

16 Q: When did you take the photographs?

17 A: March 30, 1995.

18

19 Q: Is the photograph marked as PUC Staff Exhibit 31 a fair and
20 accurate depiction of Crossing No. 18?

21 A: Yes.

22

1 Q: Please describe what is depicted in PUC Staff Exhibit 31.
2 A: Exhibit No. 31 is the southerly approach roadway looking
3 north.
4
5 Q: Please describe the type of structure at Crossing No. 18 and
6 describe its condition.
7 A: The structure at Crossing No. 18 is a prestressed concrete
8 box beam bridge.
9
10 Q: Are there any conditions at this crossing which are unsafe
11 or substandard?
12 A: No.
13
14 Q: Are you aware of any Commission orders which assign
15 maintenance responsibilities for this structure?
16 A: Yes. There is a Commission Order entered September 8, 1988,
17 at Docket No. A-00104797 which directs the Department of
18 Transportation to maintain the bridge and directs Conrail to
19 reimburse the Department for fifty percent of its
20 maintenance costs.
21
22

1 Q: What recommendation would you have for the future
2 disposition of this crossing?

3 A: The bridge constructed in the 1980's is generally in good
4 condition and meets current roadway construction criteria.
5 The bridge should remain in place. Future disposition
6 should be determined at a time when it is no longer
7 economically practical to repair the structure.

8

9

1 Q: Are you familiar with the crossing having AAR No. 518 205D
2 located in Providence Township where T-505 passes over the
3 Enola Branch which is designated as Crossing No. 19 in the
4 Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 19?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 19?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18
19 Q: Is the photograph marked as PUC Staff Exhibit 32 a fair and
20 accurate depiction of Crossing No. 19?

21 A: Yes.

1 Q: Please describe what is depicted in PUC Staff Exhibit 32.

2 A: Exhibit No. 32 is the southerly approach roadway looking
3 north.

4
5 Q: Please describe the type of structure at Crossing No. 19 and
6 describe its condition.

7 A: The structure at Crossing No. 19 is a composite prestressed
8 concrete box beam bridge.

9
10 Q: Are there any conditions at this crossing which are unsafe
11 or substandard?

12 A: No.

13
14 Q: Are you aware of any Commission orders which assign
15 maintenance responsibilities for this structure?

16 A: Yes. There is a Commission Order entered September 8, 1988,
17 at Docket No. A-00104797 which directs the Department of
18 Transportation to maintain the bridge and directs Conrail to
19 reimburse the Department for fifty percent of its
20 maintenance costs.

21

22

1 Q: What recommendation would you have for the future
2 disposition of this crossing?

3 A: The bridge constructed in the 1980's generally is in good
4 condition and meets current roadway construction criteria.
5 The bridge should remain in place. Its future disposition
6 should be determined at a time when it is no longer
7 economically practical to repair the structure.

8

A-00111016

Crossing #21
AAR No. 518 207S
T-498
Hollow Road
Providence Township
Below Grade
Mile Post 18.08

1 Q: Are you familiar with the crossing having AAR No. 518 207S
2 located in Providence Township where T-498 passes under the
3 Enola Branch which is designated as Crossing No. 21 in the
4 Commission's March 7, 1995 Order?

5 **A: Yes, I am.**
6

7 Q: When did you last visit the site of the Crossing No. 21?

8 **A: March 30, 1995.**
9

10 Q: Do you have photographs of Crossing No. 21?

11 **A: Yes.**
12

13 Q: Did you take the photographs yourself?

14 **A: Yes.**
15

16 Q: When did you take the photographs?

17 **A: March 30, 1995.**
18

19 Q: Are the photographs marked as PUC Staff Exhibits 33 and 34 a
20 fair and accurate depiction of Crossing No. 21?

21 **A: Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 33
2 and 34.

3 A: Exhibit No. 33 is the northerly approach roadway looking
4 south. The curve in the roadway and the structure severely
5 limit sight distance. Exhibit No. 34 is the southerly
6 approach roadway looking north. Again, the curve of the
7 roadway and the structure severely limit sight distance.
8 Note the proximity of the sides of the arch to the edges of
9 the roadway.

10
11 Q: Please describe the type of structure at Crossing No. 21 and
12 describe its condition.

13 A: The structure at Crossing No. 21 is a stone arch in fair
14 condition.

15
16 Q: Are there any conditions at this crossing which are unsafe
17 or substandard?

18 A: Yes.

19
20 Q: What are they?

21 A: According to Department of Transportation design criteria,
22 the pavement width, shoulder width, roadway alignment,
23 stopping distance, sight distance, and vertical clearance
24 are substandard.

1 Q: What work do you believe should be performed at Crossing No.
2 21 in order to promote safety and prevent accidents?

3 A: Remove the structure and grade back the embankment to a 2:1
4 slope.

5
6 Q: On what do you base your recommendation?

7 A: Since rail service has been abandoned along the subject rail
8 line, there no longer remains any need for this bridge.
9 This crossing has substandard pavement width, shoulder
10 width, roadway alignment, stopping distance, sight distance
11 and vertical clearance as measured in accordance with
12 PennDOT roadway Urban Design Criteria revised 6/91. The
13 bridge remaining in place would also prevent any proposed
14 improvements to the roadway and limit the use of emergency
15 equipment through the crossing.

16
17 Q: Can Crossing No. 21 accommodate trail use if the bridge
18 carrying Conrail's Enola Branch over T-498 is removed?

19 A: Yes. Sloping of the remaining earth embankment would
20 provide continuous use to a potential trail and also provide
21 an access point for emergency services. Alternatively, a
22 pedestrian structure could be constructed to carry a
23 potential trail over the roadway.

24

25

1 Q: If the structure at Crossing No. 21 is left in place, what
2 work should be performed at the crossing in order to make it
3 safer?

4 A: Post vertical clearance signs, construct guide rail at the
5 approaches to the bridge, post advance "Narrow Bridge Signs"
6 and place protective fencing on the top of the stone arch
7 parapets.

8

1 Q: Are you familiar with the crossing having AAR No. 518 209F
2 located in Providence Township where L.R. 36007-Rt. 272
3 passes under the Enola Branch which is designated as
4 Crossing No. 23 in the Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6
7 Q: When did you last visit the site of the Crossing No. 23?

8 A: **March 30, 1995.**

9
10 Q: Do you have photographs of Crossing No. 23?

11 A: **Yes.**

12
13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15
16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18
19 Q: Are the photographs marked as PUC Staff Exhibits 35 and 36 a
20 fair and accurate depiction of Crossing No. 23?

21 A: **Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 35
2 and 36.

3 A: Exhibit No. 35 shows the north portal looking south.
4 Exhibit No. 36 shows the south portal looking north. Note
5 the wall to the right of the portal which holds back the
6 earth fill. The roadway accommodates two lanes of traffic
7 traveling north.

8

9 Q: Please describe the type of structure at Crossing No. 23 and
10 describe its condition.

11 A: The structure at Crossing No. 23 is a stone arch having
12 reinforced concrete extensions at each end in fair
13 condition.

14

15 Q: Are there any conditions at this crossing which are unsafe
16 or substandard?

17 A: Yes.

18

19 Q: What are they?

20 A: According to Department of Transportation design criteria,
21 shoulder width and sight distance is substandard.

22

23 Q: What work do you believe should be performed at Crossing No.
24 23 in order to promote safety and prevent accidents?

25 A: Remove the structure and grade back the embankment to a 2:1
26 slope.

1 Q: On what do you base your recommendation?

2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 This crossing has substandard shoulder width and sight
5 distance as measured in accordance with PennDOT roadway
6 Urban Design Criteria revised 6/91. The bridge remaining in
7 place would also prevent any proposed improvements to the
8 roadway.

9

10 Q: Can Crossing No. 23 accommodate trail use if the bridge
11 carrying Conrail's Enola Branch over L.R. 36007-Rt. 272 is
12 removed?

13 A: Yes. Sloping of the remaining earth embankment would
14 provide continuous use to a potential trail and also provide
15 an access point for emergency services. Alternatively, a
16 pedestrian structure could be constructed to carry a
17 potential trail over the roadway.

18

19 Q: If the structure at Crossing No. 23 is left in place, what
20 work should be performed at the crossing in order to make it
21 safer?

22 A: Construct guide rail on the southerly approach to the bridge
23 and object markers.

24

1 Q: Are you familiar with the crossing having AAR No. 518 210A
2 located in Providence Township where L.R. 36007-Rt. 272
3 passes under the Enola Branch which is designated as
4 Crossing No. 24 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 24?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 24?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18
19 Q: Are the photographs marked as PUC Staff Exhibits 37 and 38 a
20 fair and accurate depiction of Crossing No. 24?

21 A: Yes.

1 Q: Please describe what is depicted in PUC Staff Exhibits 37
2 and 38.

3 A: Exhibit No. 37 shows the southern portal looking north.
4 Exhibit No. 38 shows the northern portal looking south. The
5 roadway accommodates two lanes of traffic travelling south.
6

7 Q: Please describe the type of structure at Crossing No. 24 and
8 describe its condition.

9 A: The structure at Crossing No. 24 is a stone arch in good
10 condition.
11

12 Q: Are there any conditions at this crossing which are unsafe
13 or substandard?

14 A: Yes.
15

16 Q: What are they?

17 A: According to the Department of Transportation design
18 criteria, the sight distance is substandard.
19

20 Q: What work do you believe should be performed at Crossing No.
21 24 in order to promote safety and prevent accidents.

22 A: Remove the structure and grade back the embankment to a 2:1
23 slope.
24
25

1 Q: On what do you base your recommendation?

2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 This crossing has substandard sight distance as measured in
5 accordance with PennDOT roadway Urban Design Criteria
6 revised 6/91. The bridge remaining in place prevents any
7 proposed improvements to the roadway.

8

9 Q: Can Crossing No. 24 accommodate trail use if the bridge
10 carrying Conrail's Enola Branch over L.R. 36007-Rt. 272 is
11 removed?

12 A: Yes. Sloping of the remaining earth embankment would
13 provide continuous use to a potential trail and also provide
14 an access point for emergency services. Alternatively, a
15 pedestrian structure could be constructed to carry a
16 potential trail over the roadway.

17

18 Q: If the structure at Crossing No. 24 is left in place, what
19 work should be performed at the crossing in order to make it
20 safer?

21 A: Install object markers.

22

1 Q: Are you familiar with the crossing having AAR No. 518 212N
2 located in Providence Township where T-500, Sigman Road,
3 passes under the Enola Branch which is designated as
4 Crossing No. 26 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 26?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 26?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18
19 Q: Are the photographs marked as PUC Staff Exhibits 39 and 40 a
20 fair and accurate depiction of Crossing No. 26?

21 A: Yes.

1 Q: Please describe what is depicted in PUC Staff Exhibits 39
2 and 40.

3 A: Exhibit No. 39 is the southerly approach roadway looking
4 north. Note the curve in the roadway and proximity of the
5 abutment to the roadway to the right of the picture.
6 Exhibit No. 40 is the northerly approach roadway looking
7 south. Again, note the curve in the roadway.
8

9 Q: Please describe the type of structure at Crossing No. 26 and
10 describe its condition.

11 A: The structure at Crossing No. 26 is a single span steel
12 girder in fair condition.
13

14 Q: Are there any conditions at this crossing which are unsafe
15 or substandard?

16 A: Yes.
17

18 Q: What are they?

19 A: According to Department of Transportation design criteria,
20 roadway width, shoulder width, sight distance and vertical
21 clearance are substandard.
22

23 Q: What work do you believe should be performed at Crossing No.
24 26 in order to promote safety and prevent accidents.

25 A: Remove the structure and grade back the embankment to a 2:1
26 slope.

1 Q: On what do you base your recommendation?

2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 Additionally, the crossing has substandard pavement width,
5 shoulder width, sight distance and vertical clearance as
6 measured in accordance with PennDOT roadway Urban Design
7 Criteria revised 6/91. The bridge remaining in place would
8 also prevent any proposed improvement to the roadway and
9 limit the use of emergency equipment through the crossing.

10

11 Q: Can Crossing No. 26 accommodate trail use if the bridge
12 carrying Conrail's Enola Branch over T-500, Sigman Road, is
13 removed?

14 A: Yes. Sloping of the remaining earth embankment would
15 provide continuous use to a potential trail and also provide
16 an access point for emergency services.

17

18 Q: If the structure at Crossing No. 26 is left in place, what
19 work should be performed at the crossing in order to make it
20 safer?

21 A: Post vertical clearance signs and object markers, construct
22 guide rail at the approaches to the bridge and place
23 protective fencing on top of the girders. Consideration
24 should be given to raising the girder superstructure in
25 order to gain additional vertical clearance.

26

Crossing #27
AAR No. 518 213V
PA 324
Marticville Road
Martic Township
Below Grade
Mile Post 23.04

1 Q: Are you familiar with the crossing having AAR No. 518 213V
2 located in Martic Township where PA 324, Marticville Road,
3 passes under the Enola Branch which is designated as
4 Crossing No. 27 in the Commission's March 7, 1995 Order?

5 A: Yes, I am.

6
7 Q: When did you last visit the site of the Crossing No. 27?

8 A: March 30, 1995.

9
10 Q: Do you have photographs of Crossing No. 27?

11 A: Yes.

12
13 Q: Did you take the photographs yourself?

14 A: Yes.

15
16 Q: When did you take the photographs?

17 A: March 30, 1995.

18
19 Q: Are the photographs marked as PUC Staff Exhibits 41, 42 and
20 43 a fair and accurate depiction of Crossing No. 27?

21 A: Yes.

1 Q: Please describe what is depicted in PUC Staff Exhibits 41,
2 42 and 43.

3 A: Exhibit No. 41 is the northerly approach roadway looking
4 south. The roadway here makes a ninety degree turn to the
5 left to go under the structure. Exhibit No. 42 is the
6 northerly bridge face. Note the proximity of the sides of
7 the arch to the roadway and the vertical clearance sign.
8 Exhibit No. 43 is the southerly approach roadway looking
9 north. Note the proximity of the intersecting roadway to
10 the bridge structure and the vertical clearance sign.

11

12 Q: Please describe the type of structure at Crossing No. 27 and
13 describe its condition.

14 A: The structure at Crossing No. 27 is a stone arch with
15 concrete extension on the south end and is in fair
16 condition.

17

18 Q: Are there any conditions at this crossing which are unsafe
19 or substandard?

20 A: Yes.

21

22 Q: What are they?

23 A: According to Department of Transportation design criteria,
24 the roadway width, shoulder width, roadway alignment,
25 stopping and sight distance and vertical clearance are
26 substandard.

1 Q: What work do you believe should be performed at Crossing No.
2 27 in order to promote safety and prevent accidents.

3 A: Remove the structure and grade back the embankment to a 2:1
4 slope.

5
6 Q: On what do you base your recommendation?

7 A: Since rail service has been abandoned along the subject rail
8 line, there no longer remains any need for this bridge.
9 Additionally, the crossing has substandard roadway width,
10 shoulder width, roadway alignment, stopping and sight
11 distance and vertical clearance as measured in accordance
12 with PennDOT roadway Urban Design Criteria revised 6/91.
13 The bridge remaining in place would also prevent any
14 proposed improvements to the roadway and limit the use of
15 emergency equipment through the crossing.

16
17 Q: Can Crossing No. 27 accommodate trail use if the bridge
18 carrying Conrail's Enola Branch over PA 324, Marticville
19 Road, is removed?

20 A: Yes. Sloping of the remaining earth embankment would
21 provide continuous use to a potential trail and also provide
22 an access point for emergency services.

23

24

1 Q: If the structure at Crossing No. 27 is left in place, what
2 work should be performed at the crossing in order to make it
3 safer?

4 A: Place object markers on the north side of the bridge and
5 protective fencing on the top of the parapet wall. It would
6 be difficult to install guide rail on the approach roadway
7 due to geometry and intersecting roadways.

8

1 Q: Are you familiar with the crossing having AAR No. 518 214C
2 located in Conestoga Township where T-440, River Road,
3 passes under the Enola Branch which is designated as
4 Crossing No. 28 in the Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6

7 Q: When did you last visit the site of the Crossing No. 28?

8 A: **March 30, 1995.**

9

10 Q: Do you have photographs of Crossing No. 28?

11 A: **Yes.**

12

13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15

16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18

19 Q: Are the photographs marked as PUC Staff Exhibits 44, 45, 46
20 and 47 a fair and accurate depiction of Crossing No. 28?

21 A: **Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 44,
2 45, 46 and 47.

3 A: Exhibit No. 44 shows the eastern portion of the bridge which
4 passes over the private roadway in Martic Township looking
5 north. Exhibit No. 45 is the southerly approach roadway
6 looking north. Exhibit No. 46 is the northerly approach
7 roadway looking southeast. Exhibit No. 47 is the western
8 portion of the bridge and Exhibit No. 48 is the northerly
9 approach roadway looking south. The road makes a sharp
10 curve to the right, limiting sight distance.

11
12 Q: Please describe the type of structure at Crossing No. 28 and
13 describe its condition.

14 A: The structure at Crossing No. 28 consists of one simple span
15 steel deck truss and ten simple dual span steel deck girders
16 in fair to poor condition.

17
18 Q: Are there any conditions at this crossing which are unsafe
19 or substandard?

20 A: Yes.

21
22 Q: What are they?

23 A: According to Department of Transportation design criteria,
24 the roadway width shoulder width, roadway alignment,
25 stopping and sight distance are all substandard.

26

1 Q: What work do you believe should be performed at Crossing No.
2 28 in order to promote safety and prevent accidents?

3 A: Remove the structure.

4
5 Q: On what do you base your recommendation?

6 A: Since rail service has been abandoned along the subject rail
7 line, there no longer remains any need for this bridge.
8 Additionally, the crossing has substandard roadway width,
9 shoulder width, roadway alignment and stopping and sight
10 distance as measured in accordance with PennDOT roadway
11 Urban Design Criteria revised 6/91. The bridge remaining in
12 place would also prevent any proposed improvement to the
13 roadway.

14
15 Q: Can Crossing No. 28 accommodate trail use if the bridge
16 carrying Conrail's Enola Branch over T-440, River Road,
17 Marticville Road, is removed?

18 A: Yes. The trail could descend from the right-of-way at the
19 western end of the bridge, follow River Road south to Route
20 324, cross Pequea Creek on Route 324, then ascend to the
21 right-of-way at the eastern end of the bridge.

22

23

1 Q: If the structure at Crossing No. 28 is left in place, what
2 work should be performed at the crossing in order to make it
3 safer?

4 A: Place protective fencing on the portion of the bridge over
5 the roadway.
6

Crossing #31
AAR No. 518 217X
T-418 Greenhill Road
Conestoga Township
Below Grade
Mile Post 25.73

1 Q: Are you familiar with the crossing having AAR No. 518 217X
2 located in Conestoga Township where T-418, Greenhill Road,
3 passes under the Enola Branch which is designated as
4 Crossing No. 31 in the Commission's March 7, 1995 Order?

5 A: **Yes, I am.**

6
7 Q: When did you last visit the site of the Crossing No. 31?

8 A: **March 30, 1995.**

9
10 Q: Do you have photographs of Crossing No. 31?

11 A: **Yes.**

12
13 Q: Did you take the photographs yourself?

14 A: **Yes.**

15
16 Q: When did you take the photographs?

17 A: **March 30, 1995.**

18
19 Q: Are the photographs marked as PUC Staff Exhibits 48 and 49 a
20 fair and accurate depiction of Crossing No. 31?

21 A: **Yes.**

1 Q: Please describe what is depicted in PUC Staff Exhibits 49
2 and 50.

3 A: Exhibit No. 49 is the southerly approach roadway looking
4 north. Exhibit No. 50 is the northerly approach roadway
5 looking south.

6
7 Q: Please describe the type of structure at Crossing No. 31 and
8 describe its condition.

9 A: The structure at Crossing No. 31 is a stone arch in fair
10 condition.

11
12 Q: Are there any conditions at this crossing which are unsafe
13 or substandard?

14 A: Yes.

15
16 Q: What are they?

17 A: According to Department of Transportation design criteria,
18 roadway width, roadway alignment, stopping and sight
19 distance and vertical clearance are substandard.

20
21 Q: What work do you believe should be performed at Crossing No.
22 31 in order to promote safety and prevent accidents?

23 A: Remove the structure and grade back the embankment to a 2:1
24 slope.

25

26

1 Q: On what do you base your recommendation?

2 A: Since rail service has been abandoned along the subject rail
3 line, there no longer remains any need for this bridge.
4 Additionally, the crossing has substandard roadway width,
5 roadway alignment and stopping and sight distance as
6 measured in accordance with PennDOT roadway Urban Design
7 Criteria revised 6/91. The bridge remaining in place would
8 also prevent any proposed improvement to the roadway and
9 limit the use of emergency equipment through the crossing.

10

11 Q: Can Crossing No. 31 accommodate trail use if the bridge
12 carrying Conrail's Enola Branch over T-418, Greenhill Road,
13 is removed?

14 A: Yes. Sloping of the remaining earth embankment would
15 provide continuous use to a potential trail and also provide
16 an access point for emergency services. Alternatively, a
17 pedestrian structure could be constructed to carry a
18 potential trail over the roadway.

19

20 Q: If the structure at Crossing No. 31 is left in place, what
21 work should be performed at the crossing in order to make it
22 safer?

23 A: Post vertical clearance signs, object markers and construct
24 guide rail at the approaches to the bridge.

25

1 Q: Are you familiar with the crossing having AAR No. 518 192F
2 located in Bart Township where T-774, Lamparter Road, passes
3 over the Enola Branch?

4 A: Yes, I am.

5
6 Q: When did you last visit the site of the crossing?

7 A: March 30, 1995.

8
9 Q: Please describe the type of structure at the crossing and
10 describe its condition.

11 A: The structure consists of a single span steel through truss
12 and two approach spans which are steel through girders in
13 deteriorating condition.

14
15 Q: Are there any conditions at this crossing which are unsafe
16 or substandard?

17 A: Yes.

18
19 Q: What are they?

20 A: In addition to its geometric features, the bridge is
21 currently posted for 4 tons due to deterioration of its
22 structural components.

1 Q: What work do you believe should be performed at the crossing
2 in order to promote safety and prevent accidents

3 A: Remove the superstructure and substructure and construct the
4 roadway on each fill embankment.

5
6 Q: On what do you base your recommendation?

7 A: Since rail service has been abandoned along the subject rail
8 line, there no longer remains any need for this bridge to
9 remain at this site. The bridge remaining in place would
10 also prevent any proposed improvements to the roadway.

11

12 Q: Can the crossing accommodate trail use if the bridge carrying
13 Lamparter Road over Conrail's Enola Branch is removed?

14 A: Yes. Sloping of the earth fill embankment would provide
15 continuous use to a potential trail and also provide an
16 access point for emergency services.

17

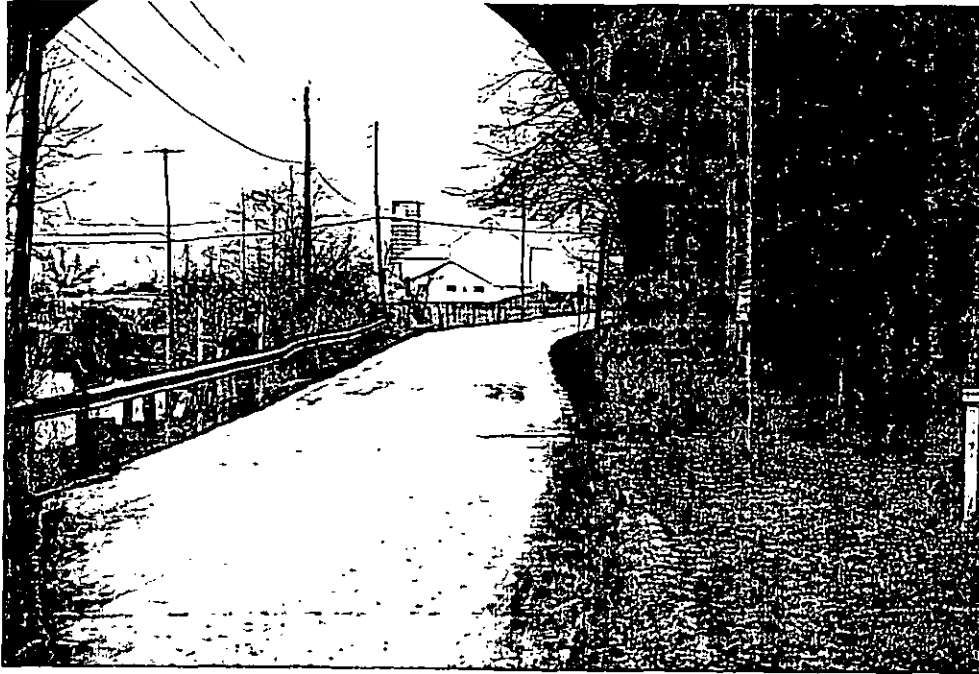


JUN 23 1997

C-00913256
A-00111016
6/12/97
Harrisburg

**A-00111016
CROSSING #1
AAR 518 184M
L.R. 36009, NOBLE ROAD
SADSBURY TOWNSHIP
BELOW GRADE
MILE POST 4.03**

njh



PUC STAFF EXHIBIT #1



PUC STAFF EXHIBIT #2

A-00111016
CROSSING #1
AAR 518 184M
L.R. 36009, NOBLE ROAD
SADSBURY TOWNSHIP
BELOW GRADE
MILE POST 4.03

C-00913256
A-00111016
6/12/97
Harrisburg

npH



PUC STAFF EXHIBIT #3

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C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #2
AAR 518 185U
T-974, ORCHARD BUCK ROAD
SADSBURY TOWNSHIP
ABOVE GRADE
MILE POST 4.70

Wf H



PUC STAFF EXHIBIT #4

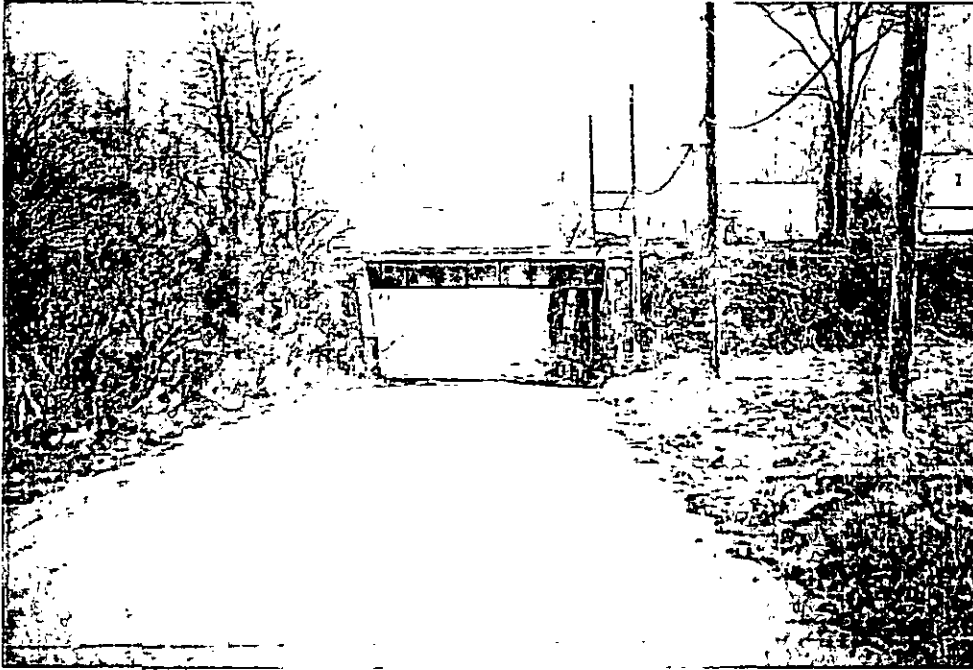


PUC STAFF EXHIBIT #5

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #3
AAR 518 187H
T-970, BUCK MILL ROAD
SADSBURY TOWNSHIP
BELOW GRADE
MILE POST 5.77

wfH



PUC STAFF EXHIBIT # 6



PUC STAFF EXHIBIT # 7

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #4
AAR 518 188P
L.R. 36079, WHITE OAK ROAD
SADSBURY TOWNSHIP
BELOW GRADE
MILE POST 6.35

wpl



PUC STAFF EXHIBIT #8



PUC STAFF EXHIBIT #9

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #5
AAR 518 189W
T-778, QUAKER CHURCH ROAD
BART TOWNSHIP
BELOW GRADE
MILE POST 7.20

wjH



PUC STAFF EXHIBIT #10



PUC STAFF EXHIBIT #11

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #6
AAR 518 190R
T-766, VINTAGE ROAD
BART TOWNSHIP
BELOW GRADE
MILE POST 7.61

wgt



PUC STAFF EXHIBIT #12

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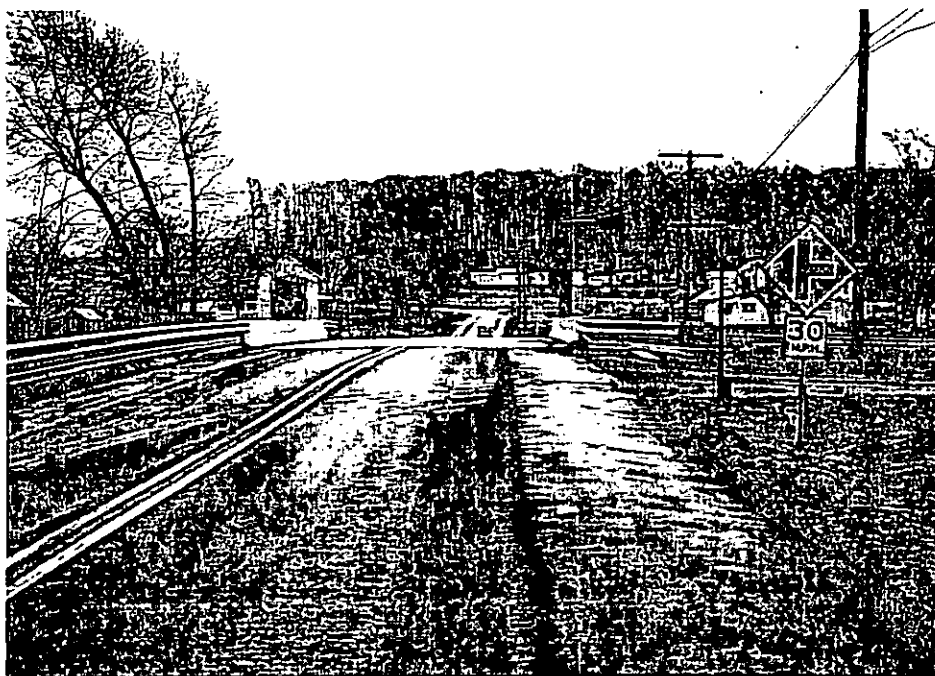
C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #7
AAR 518 191K
L.R. 36081, GEORGETOWN ROAD
BART TOWNSHIP
ABOVE GRADE
MILE POST 8.22

wjlt



PUC STAFF EXHIBIT # 13

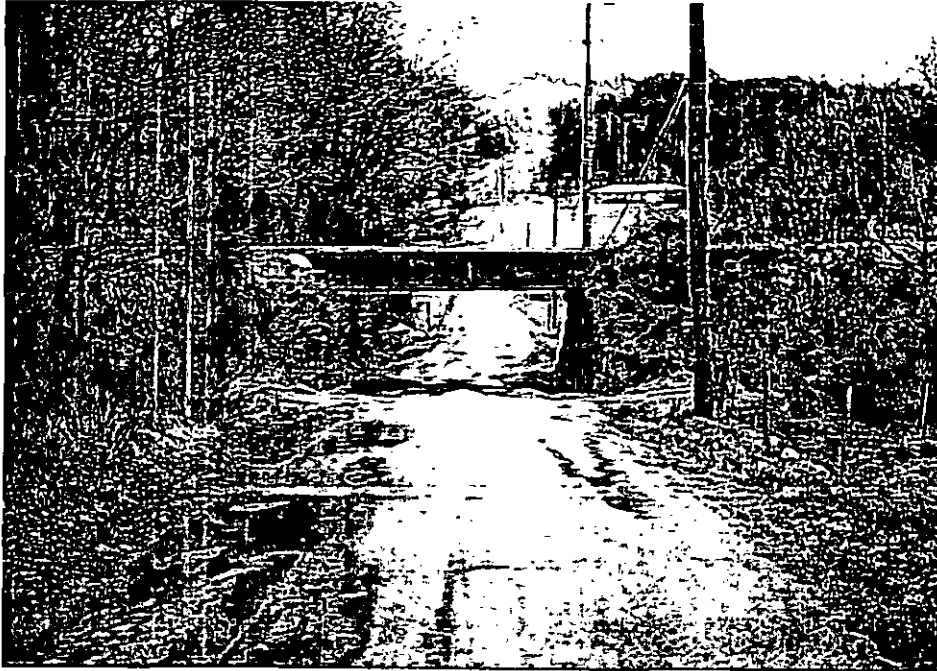


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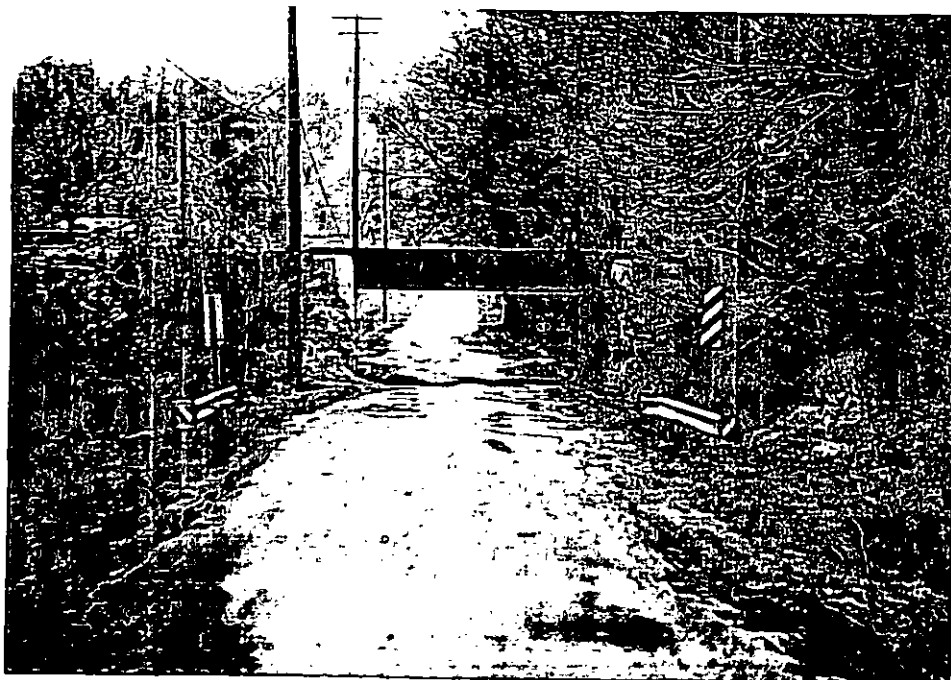
C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #9
AAR 518 195A
T-740, , BUSHONG ROAD
EDEN TOWNSHIP
BELOW GRADE
MILE POST 10.68

wjH



PUC STAFF EXHIBIT #15

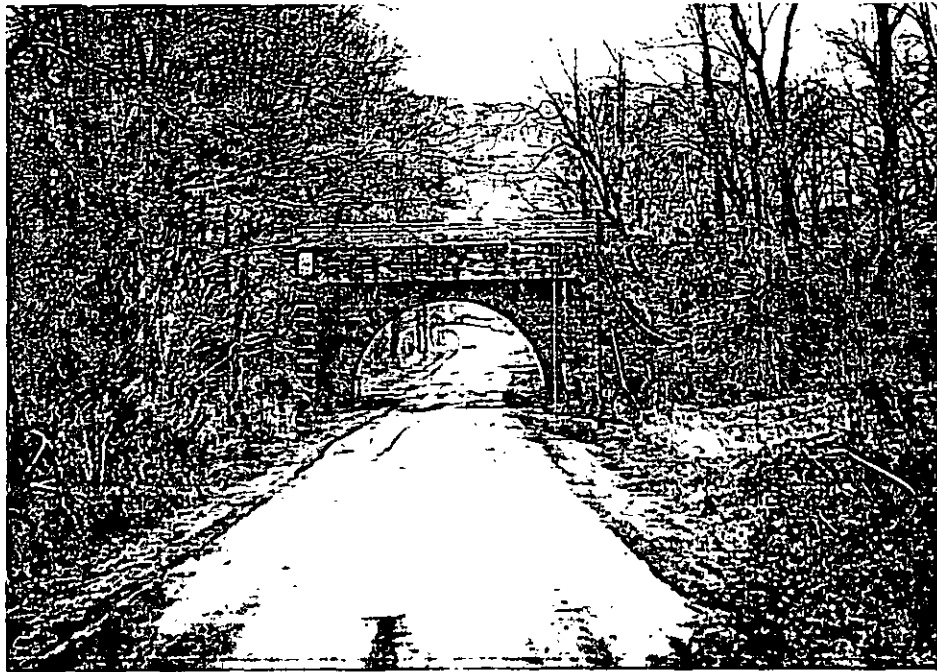


PUC STAFF EXHIBIT #16

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #10
AAR 518 196G
L.R. 36086, PUMPING STATION ROAD
EDEN TOWNSHIP
BELOW GRADE
MILE POST 11.68

WJH



PUC STAFF EXHIBIT #17



PUC STAFF EXHIBIT #18

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #12
AAR 518 198V
L.R. 344, STATE STREET
QUARRYVILLE BOROUGH
ABOVE GRADE
MILE POST 13.32

WPH

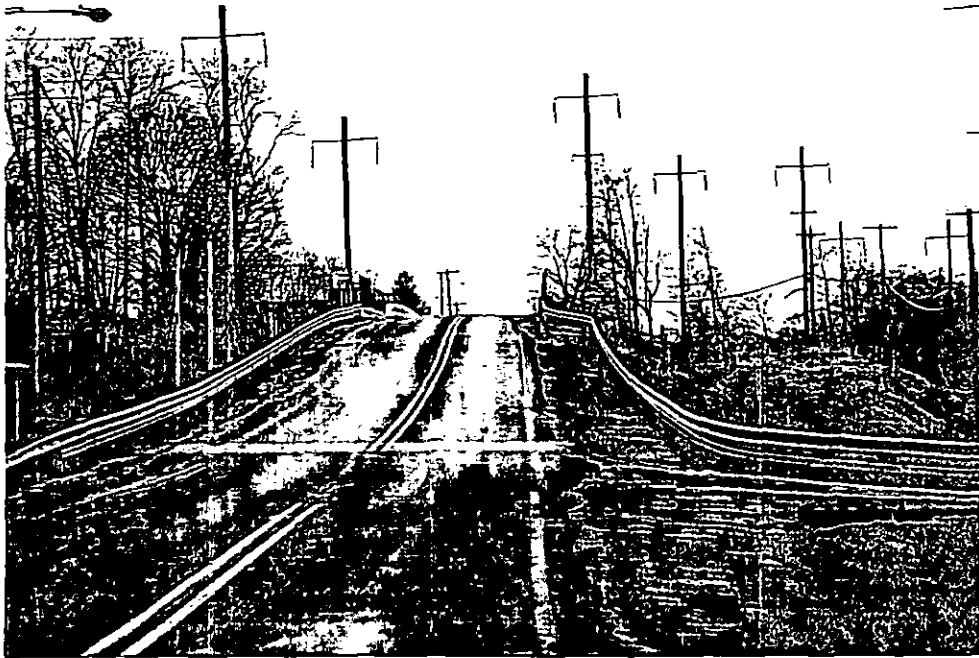


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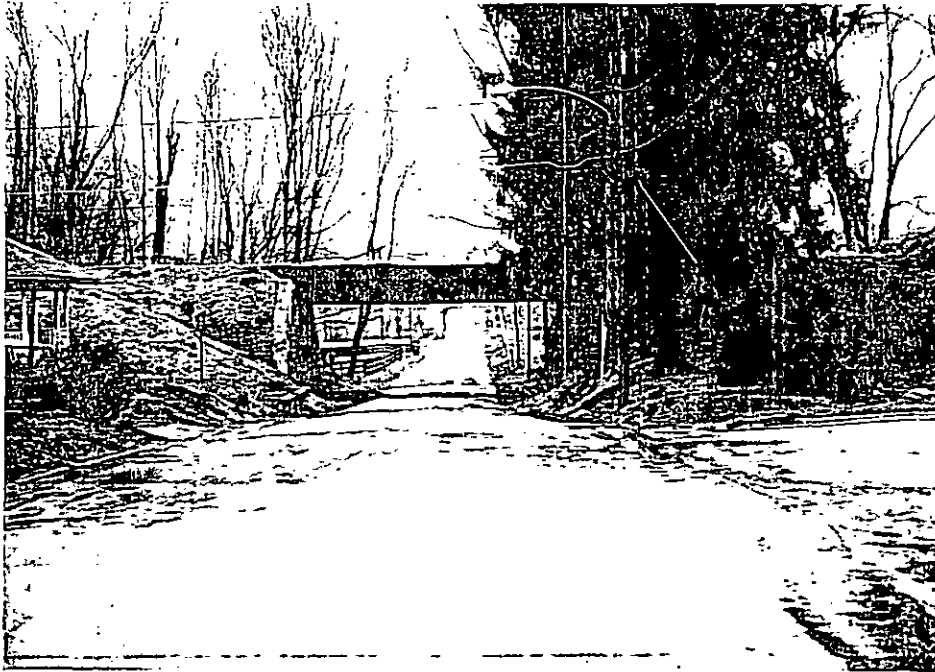


PHOTO SLIDE EXHIBIT #20

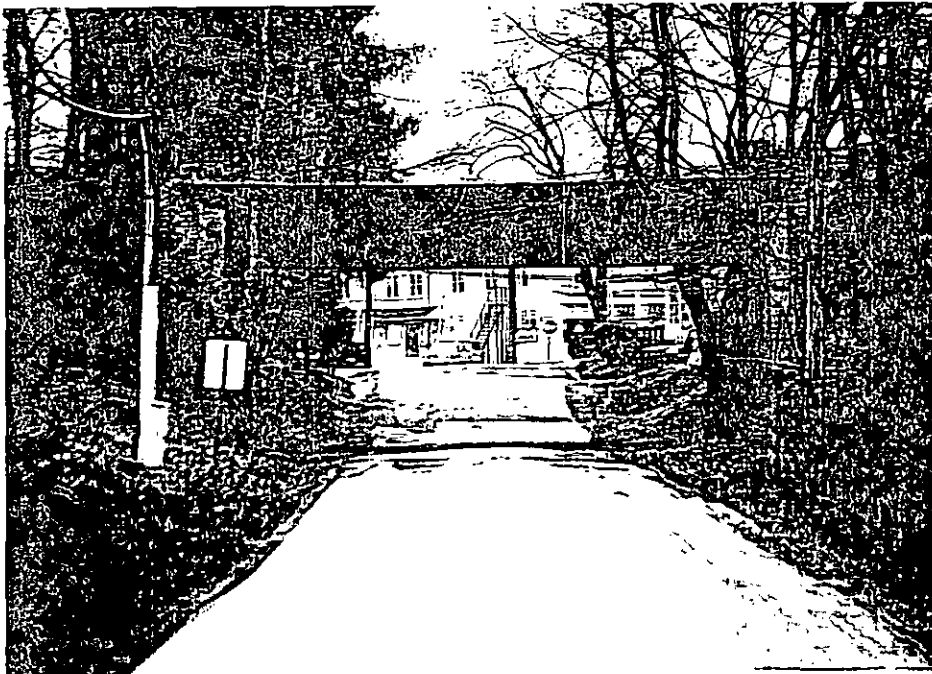
C-00913256
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6/12/97
Harrisburg

A-00111016
CROSSING #13
AAR 518 199C
T-726, LIME STREET
QUARRYVILLE BOROUGH
BELOW GRADE
MILE POST 13.54

wp H



PUC STAFF EXHIBIT #21



PUC STAFF EXHIBIT #22

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #14
AAR 518 200U
L.R. 36023, CHURCH STREET
QUARRYVILLE BOROUGH
BELOW GRADE
MILE POST 13.83

WJH



PUC STAFF EXHIBIT #23



PUC STAFF EXHIBIT #24

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #15
AAR 518 201B
T-482, OAK BOTTOM ROAD
PROVIDENCE TOWNSHIP
BELOW GRADE
MILE POST 14.46

wjH



PUC STAFF EXHIBIT #25



PUC STAFF EXHIBIT #26

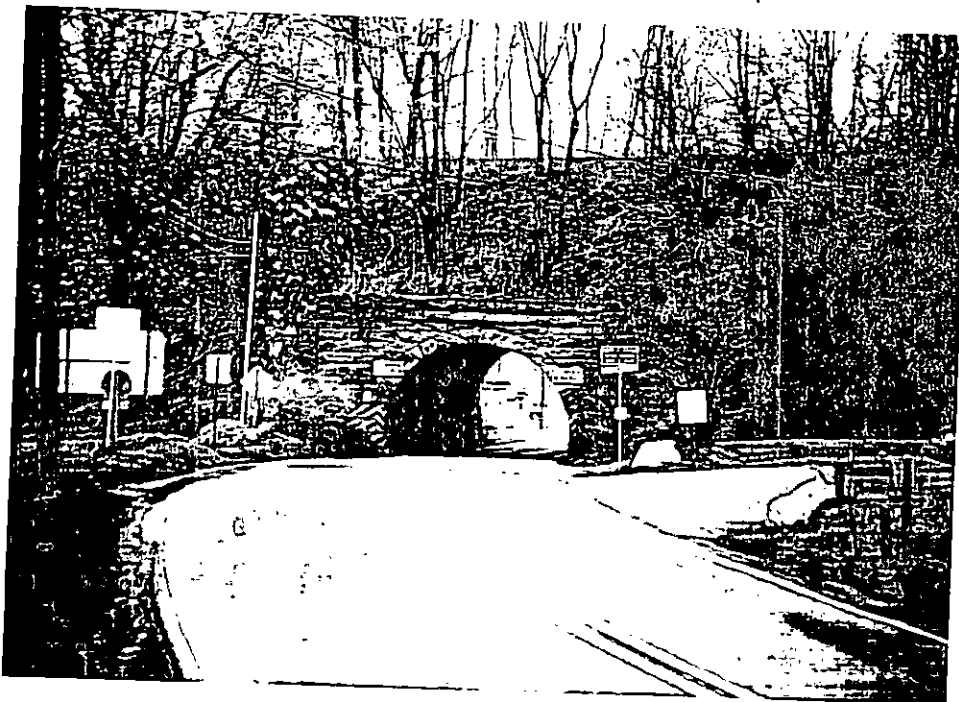
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A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #16
AAR 518 202H
T-222
PROVIDENCE TOWNSHIP
BELOW GRADE
MILE POST 14.62

WPH



PUC STAFF EXHIBIT #27



PUC STAFF EXHIBIT #28

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #17
AAR 518 203P
L.R. 36172
PROVIDENCE TOWNSHIP
ABOVE GRADE
MILE POST 15.00

wj h



PUC STAFF EXHIBIT #29



PUC STAFF EXHIBIT #30

C-00913256
A-00111016
6/12/97
Harrisburg

**A-00111016
CROSSING #18
AAR 518 204W
T-506, CINDER ROAD
PROVIDENCE TOWNSHIP
ABOVE GRADE
MILE POST 15.91**

wjH



PUC STAFF EXHIBIT #31

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**A-00111016
CROSSING #19
AAR 518 205D
T-505, RAWLINSVILLE ROAD
PROVIDENCE TOWNSHIP
ABOVE GRADE
MILE POST 16.75**

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A-00111016
6/12/97
Harrisburg

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PUC STAFF EXHIBIT #32

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C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #21
AAR 518 207S
T-498, HOLLOW ROAD
PROVIDENCE TOWNSHIP
BELOW GRADE
MILE POST 18.08

WPK



PUC STAFF EXHIBIT #33



PUC STAFF EXHIBIT #34

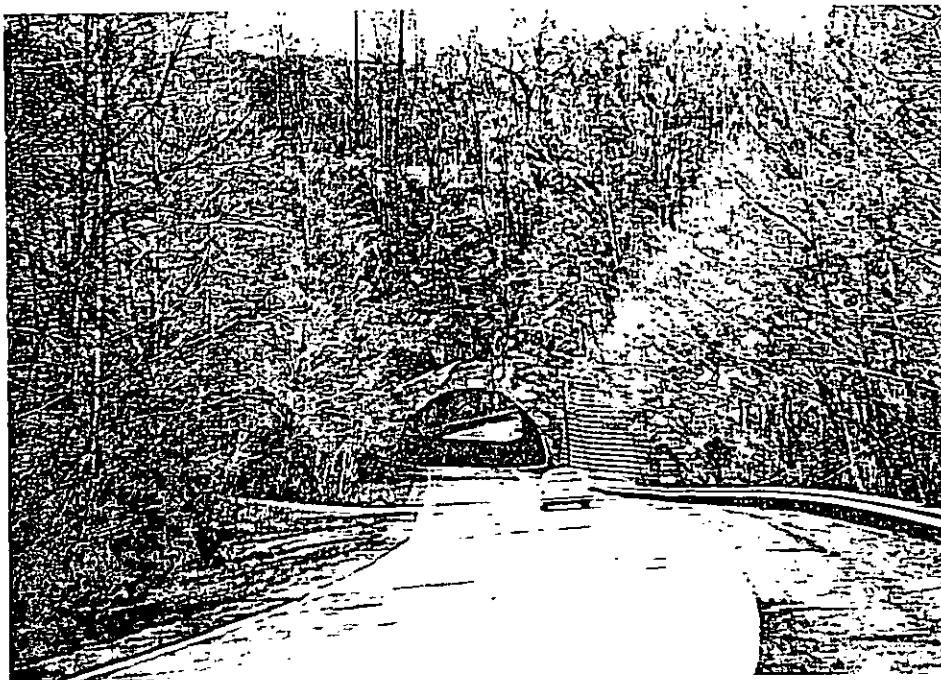
C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #23
AAR 518 209F
L.R. 36007 - RT. 222
PROVIDENCE TOWNSHIP
BELOW GRADE
MILE POST 19.48

WgH



PUC STAFF EXHIBIT #35



PUC STAFF EXHIBIT #36

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #24
AAR 518 210A
L.R. 36025 - RT. 272
PROVIDENCE TOWNSHIP
BELOW GRADE
MILE POST 19.61

wj/H



PUC STAFF EXHIBIT #37

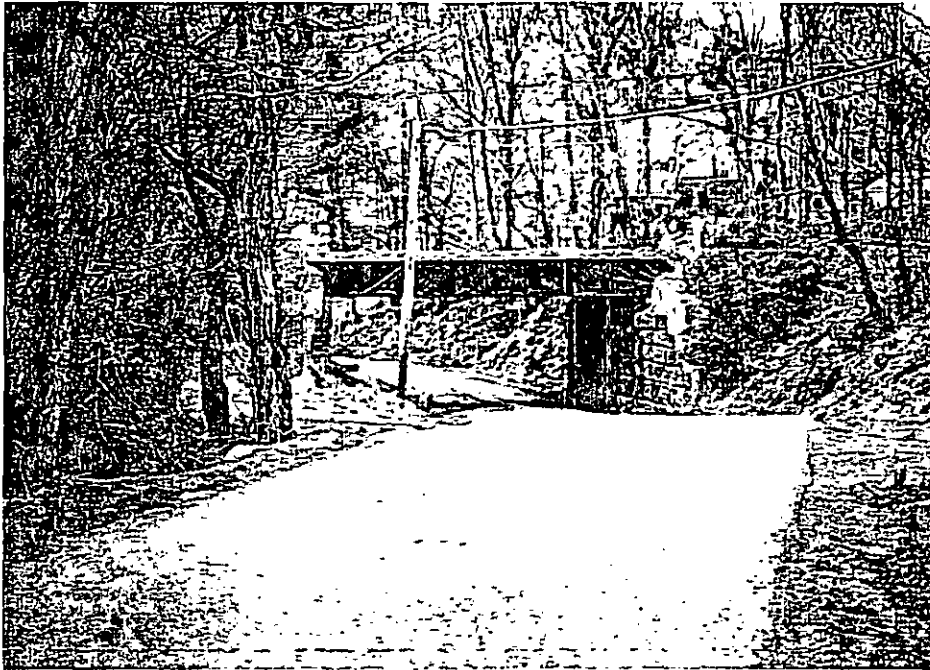


PUC STAFF EXHIBIT #38

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #26
AAR 518 212N
T-500, SIGMAN ROAD
PROVIDENCE TOWNSHIP
BELOW GRADE
MILE POST 21.02

WjH



PUC STAFF EXHIBIT #39



PUC STAFF EXHIBIT #40

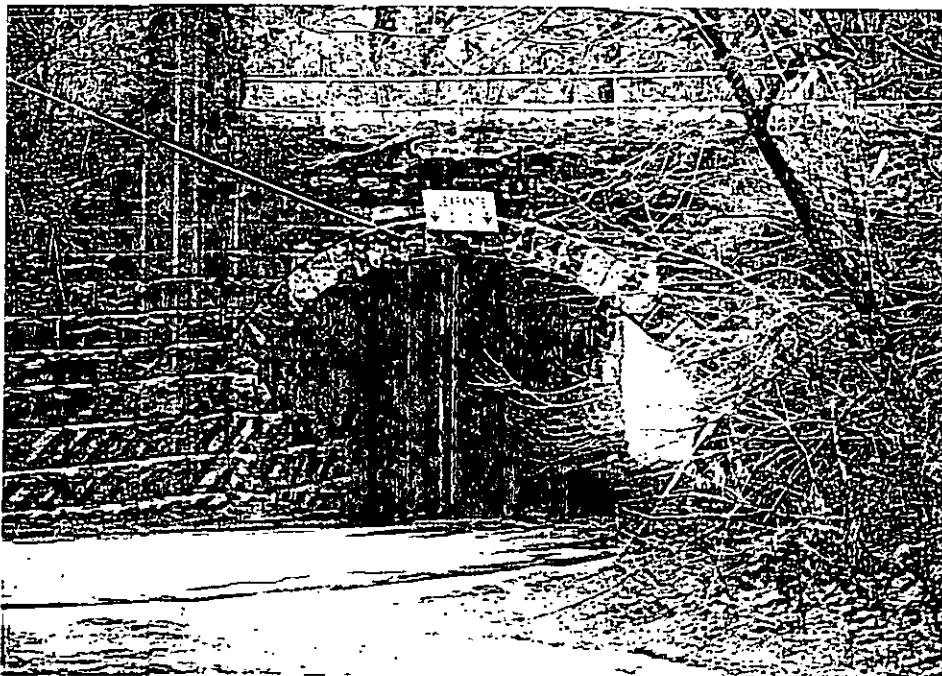
C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #27
AAR 518 213V
PA 324, MARTICVILLE ROAD
MARTIC TOWNSHIP
BELOW GRADE
MILE POST 23.04

wj/h



PUC STAFF EXHIBIT #41



PUC STAFF EXHIBIT #42

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #27
AAR 518 213V
PA 324, MARTICVILLE ROAD
MARTIC TOWNSHIP
BELOW GRADE
MILE POST 23.04

Hjm



PUC STAFF EXHIBIT # 43

PROVIDED
97 JUN 18 AM 10:20
FRANKLIN COUNTY ENGINEERING OFFICE

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #28
AAR 518 214C
T-440, RIVER ROAD
CONESTOGA TOWNSHIP
BELOW GRADE
MILE POST 23.76

WJH



PUC STAFF EXHIBIT #44



PUC STAFF EXHIBIT #45

C-00913256
A-00111016
6/12/97
Harrisburg

**A-00111016
CROSSING #28
AAR 518 214C
T-440, RIVER ROAD
CONESTOGA TOWNSHIP
BELOW GRADE
MILE POST 23.76**

wjH



PUC STAFF EXHIBIT #46



PUC STAFF EXHIBIT #47

C-00913256
A-00111016
6/12/97
Harrisburg

A-00111016
CROSSING #28
AAR 518 214C
T-440, RIVER ROAD
CONESTOGA TOWNSHIP
BELOW GRADE
MILE POST 23.76

WPH



PUC STAFF EXHIBIT #48

RECEIVED
97 JUN 18 AM 10:20
PUBLIC
PROTHONOTARY'S OFFICE

A-00111016
CROSSING #31
AAR 518 217K
T-418, GREENHILL ROAD
CONESTOGA TOWNSHIP
BELOW GRADE
MILE POST 25.73

C-00913256
A-00111016
6/12/97
Harrisburg

wjt



PUC STAFF EXHIBIT #49



PUC STAFF EXHIBIT #50



**RAILS
- TO -
TRAILS
CONSERVANCY**
Pennsylvania
Chapter

February 28, 1997

TB
R&A

*I suggest we
assign Dave Hart to
this. also, talk
to Kevin C. about
this*

John M. Quain, Chair
Public Utility Commission
PO Box 3265
Harrisburg, Pennsylvania 17105-3265

Dear Chairman Quain:

Thank you very much for your time last week. We did follow up with Herb Nurck on the Alternative Dispute Resolution track and I think in some cases it will help. I also think that this should at least be mentioned in the joint DCNR/PennDOT manual that's being put together.

Also, we discussed the idea of allowing an authority to assume responsibility for these structures. I hope that will become a reality, since they are seen as a form of municipal government. Going a bit further with the idea of nonprofits receiving ownership of the bridges, will it take a change in the PUC Code or could this be done internally through a policy? Again, not every rail-trail organization would be appropriate, but I think there are some that are quite sophisticated. If we came up with some meaningful criteria, we could at least give them a goal to shoot for.

As I said, I will follow up with DCNR, PennDOT, and the legislature about possible funding ideas for some type of crossing trust fund. Are there any funding programs within the PUC that could apply in this regard?

As I mentioned, on the second day of the Governor's Conference on Greenways & Trails, which is occurring April 27, 28 and 29, there will be a session on the bridge and tunnel dilemma. Rather than hearing it secondhand, I think it would be helpful for PUC to send someone to listen in on the dialogue, if not to take part. The session speakers already are State Engineer Hoffman from PennDOT, Deputy Secretary Sprengle from DCNR, and Mr. Wilson, an attorney in private practice. If PUC could send someone who is willing and able to discuss alternatives, it would be very helpful and quiet those who feel that the Commission does not see this issue as important.

Thank you again for your time. I will keep Mr. Beene informed as things progress.

Sincerely,

Tom Sexton
Tom Sexton
Director

TS/pdh
cc: Thomas J. Beene, Administrative Officer

C-00913256
A-00111016
6/12/97
Harrisburg

WjH

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Pennsylvania Chapter Office:
105 Locust Street
Harrisburg, PA 17101
717-238-1717
FAX: 717-238-7566

National Office:
1400 Sixteenth Street, NW
Suite 300
Washington, DC 20036
202-797-5400
FAX: 202-797-5411

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