



COMMONWEALTH OF PENNSYLVANIA  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
P. O. BOX 3265, HARRISBURG, Pa. 17120

February 14, 1980

IN REPLY PLEASE  
REFER TO OUR FILE

C-79081404

To Whom It May Concern

Great Bend Township  
v.  
Consolidated Rail Corporation, et al.

To Whom It May Concern:

Enclosed is a copy of a proposed Initial Decision prepared by  
Administrative Law Judge Thomas J. Jones.

An original and fourteen (14) copies of exceptions to the decision,  
if any, must be filed in the Secretary's Office and a copy to each party  
of record within 15 days of the date of this letter.

Replies to the exceptions, if any, must be filed within 20 days  
of the date of this letter.

Exceptions should be clearly labeled as "EXCEPTIONS OF (name of party)  
- (protestant, complainant, staff, etc.)". Do NOT label exceptions as a  
"Brief" or "Brief on Exceptions".

All timely filed exceptions and replies thereto will be attached to  
the decision for consideration at Public Meeting. Late filed exceptions and  
late filed replies will not be attached.

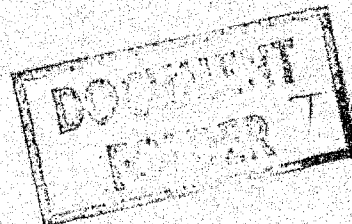
Very truly yours,

for William P. Thierfelder  
Secretary

ts

Enclosures  
Certified Mail  
Receipt Requested

See Attached List.



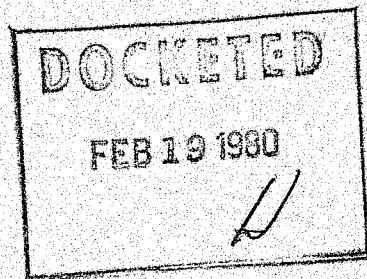
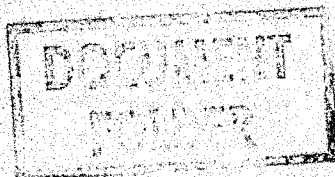
BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Great Bend Township : C-79081404  
v. :  
Consolidated Rail Corporation, et al. :

INITIAL DECISION  
(Subject to Commission Approval)

Dated: January 29, 1980

Thomas J. Jones  
Administrative Law Judge



## HISTORY OF PROCEEDINGS

The Great Bend Township filed a complaint with this Commission against Consolidated Rail Corporation, Pennsylvania Department of Transportation, County of Susquehanna, Pennsylvania Electric Company and Commonwealth Telephone Company, which was docketed at C-79081404 on September 6, 1979, alleging that respondents have failed to maintain in a good and proper condition a bridge over railroad tracks (H 176.25); further, that in particular one of the wing walls has a shearing and horizontal crack and that there is also a spalling of the wall. Answers to Complaint were filed by Pennsylvania Department of Transportation on September 14, 1979 and by Consolidated Rail Corporation on September 20, 1979. A hearing was held on November 1, 1979 at Legion Hall, Montrose, Pennsylvania, with the Respondent parties represented by counsel, except Commonwealth Telephone Company who did not appear. Prior publication of the Notice of Hearing was placed by Complainant on October 18, 1979 and October 25, 1979 in the Montrose Independent, which is the only newspaper of general circulation throughout the county of Susquehanna.

The record in these proceedings consists of 56 pages of transcribed testimony and two exhibits, both exhibits being offered by Respondents.

### SUMMARY OF TESTIMONY

Howard Lewis, Chairman of the Great Bend Township supervisors, testified as follows in these proceedings. Mr. Lewis stated that the general location of the existing railroad highway crossing, above grade, which is involved in this proceeding, is approximately

two miles south of the Hallstead-Great Bend Township border on Township Route 821, also known as Old U. S. 11. He testified that, in his estimation, this roadway was taken over by the Township in the late 1930's when the state built a new U. S. Route 11 parallel to it and that it was turned over to the Township for maintenance. The witness further testified that the road surface is macadam, with four-foot gravel shoulders, and is approximately 26 to 30 feet wide, with a right-hand corner approaching from the north to the south and a left-hand corner over the bridge. He testified that it is a one-span steel bridge with concrete abutments and that the full surface of the roadway is between 26 to 30 feet. He testified that he was informed by the County Commissioners that the bridge was constructed in 1915, in order to eliminate an at-grade crossing. He further testified that there is a horizontal crack in the east side of the south wing wall about half way up the wall. The top of the wall has pulled away from the embankment approximately 12 to 18 inches. In his estimation, the crack in the wing wall has been caused by deterioration due to the age of the bridge. As to repair work on the bridge, the witness stated that the Township resurfaced the pavement on top of the bridge approximately two years ago; and he testified that the Township has neither performed any in-depth inspection of the bridge nor have they prepared any engineering studies, but that the Township did have its engineer look at the location. The witness testified that the bridge is not posted for any weight restriction, but that it is normal weight. As to the approximate daily volume of vehicular and pedestrian traffic using

this road, the witness, in his estimation, stated that approximately 90 percent of local traffic use this road, with an estimate of one hundred cars a day passing over it. He stated that the road is in a rural area and that local pedestrians do use this road. The witness further stated that the only feasible alternate route would be U. S. 11, which runs parallel to said Route 821, but that in doing so would cause an inconvenience, as it is quite a distance away. He stated that, although there have been accidents at this crossing within the past five years, to his knowledge none of these accidents have been caused by the deterioration of the bridge in question. The witness further testified that there is no safety hazard on the surface of the bridge. He stated that, with reference to maintenance and improvement of this bridge by the Township, an amount of between \$250 and \$300 was spent by the Great Bend Township for blacktopping the surface of the bridge, but that he could not give an estimate as to what the Township spent to plow and cinder this bridge during winter conditions. The witness then stated that the Township would be willing to assume the responsibility of maintaining the blacktop of the surface of the bridge, but that this would be the extent of what they could afford to do. Upon questioning, he acknowledged that the bridge, in his opinion, is necessary for service, accommodation, convenience and safety of the traveling public.

Upon cross examination, the witness did state that, in his estimation, the wing wall supports the wall that supports the bridge plus the fill that was put in back of the road to meet the bridge. The witness admitted that none of the other three wing walls on this bridge show the same signs of cracking or deteriorating. He

further stated that the crack in the wing wall was brought to his attention this year by Mr. Jefferis of ConRail, but that the former Lackawanna Railroad was informed about it quite a few years ago. He then testified that, during winter conditions when the Township does remove the snow from the surface of the bridge, they do not use salt or deicing chemicals, but rather use cinders and sand.

The witness was asked the following question and answered accordingly:

- Q. "Mr. Lewis, in the complaint which was filed by your Township you state that, due to the present condition of the bridge, this creates an unsafe condition and endangers the safety and the welfare of the people who must traverse this structure. Would you expand upon that statement, giving us additional detail as to just how this does create a hazard or there is a safety problem to the public?"
- A. "To bring everybody that hasn't been at the bridge up-to-date of what we are talking about, the bridge was put in at an elevation over the railroad tracks. And in order to bring the road up to the elevation, a lot of fill was used to come up to the grade surface. If the wing wall falls, the Township feels that a section of our road that is on this fill would go, too. If this happened to be a truck, a bus or a schoolbus or car that was there when that happened, it would be down over the bank and then they would in turn, more than likely, sue the Township because they had an accident on our road."

The witness testified that the Township did clean the debris from the deck, which he testified was mostly sand, cinders, dirt and dust, and that the condition of the steel and girders, in his estimation, was not corroded or deteriorated. Thus, he felt the condition of the steel and girders does not present a safety hazard at this time.

Paul G. Jefferis, Jr., a senior civil engineer employed by

Consolidated Rail Corporation, testified on behalf of ConRail in this proceeding. He testified that Consolidated Rail Corporation is the present owner and operator of the line of railroad involved in this proceeding. The previous owner, he testified, was the Erie-Lackawanna Railroad Company. The witness stated that there are two tracks located beneath the subject structure and that at the present time approximately two freight trains per week operate over this line of railroad at a maximum speed of 25 miles per hour, with no changes contemplated in the foreseeable future as far as ConRail is concerned. Upon further questioning, the witness did acknowledge that this is a line of railroad which is being negotiated for purchase by the Delaware and Hudson from ConRail, and that if this purchase takes place, there could be a change.

At this time, three plans consisting of the original design plans for the subject structure which was constructed in accordance with Public Service Docket No. 321 in 1916 were identified and admitted as ConRail Exhibit No. 1.

In describing the subject structure, Mr. Jefferis stated the structure is a single span through plate girder bridge with concrete encased I Beams, deck with macadam paving. He further stated the structure crosses the railroad diagonally on an angle of approximately 45 degrees. The span, he testified, has a length of 87.6 inches from center to center of the bearing, the girders being on 27-foot centers and that there is a clear roadway width of 24 feet on the bridge. The witness testified the purpose of the bridge is to carry the highway traffic above the grade of the railroad, that it was built pursuant

to a Public Service Commission order and that it eliminated two at-grade crossings. He then testified that, in his opinion, the deterioration of the southwest wing wall is apparently caused by a failure of concrete, but that it would be necessary to perform a detailed inspection of the wing wall itself and plans prepared before ConRail could submit an estimate for this work. Mr. Jefferis testified the general nature of work would involve removing the section of the wing wall above the fracture and to place dowels in the base and then place a reinforced concrete segment generally in design of the original plans. He further testified that, to the best of his knowledge, the original wing wall was not reinforced concrete. The witness then testified that ConRail would be unwilling to perform an in-depth inspection of the bridge or prepare any engineering studies or estimates. The witness testified that ConRail has no present obligation for the maintenance of the crossing or the approaches thereto and has not performed any maintenance to the crossing or the approaches since the inception of ConRail on April 1, 1976. He testified ConRail would be unwilling to bear the cost of any portion of such work that would be involved. He did state that he felt the bridge was necessary for local residents who use the highway. The witness stated that the wing wall's purpose is to retain the fill which supports the highway. He stated the wall was built in 1916, at the time the entire bridge was constructed, though he does not know who actually constructed the bridge or who paid for the construction. The witness was then asked the following question and answered accordingly:

Q. "How did ConRail get control of these tracks that run underneath this bridge?"

A. "Well, April 1, 1976, ConRail was established of segments of five bankrupt railroads. This was one of the railroads which was in bankruptcy. And the government established this organization, and ConRail was then created strictly as a freight mover."

Upon questioning, the witness further acknowledged that the only reason for this bridge being where it is would be to allow the traffic to get across the railroad, also that the bridge permits the railroad line to pass beneath the structure. He again stated that there is no outstanding order requiring ConRail to perform any maintenance on this structure.

He then testified that, in checking all the records which ConRail received from Erie-Lackawanna Railroad concerning the maintenance of this structure, there is correspondence of the Erie-Lackawanna Railroad which states that they did recognize that there was a crack in the bridge, but that they had never finalized any decision to fix this bridge. These records, he testified, also show that no maintenance was performed on this structure by Delaware-Lackawanna Railroad. The witness stated that it was just supposition on his part in stating previously that the wing wall was deteriorating due to the failure of the concrete. He did note, however, that if the wing wall failed, the fill material behind the wing wall would definitely spall out and that there could be possible damage to the driven portion of the road itself.

Kenneth A. Brace, Civil Engineer employed in the Scranton office of Pennsylvania Department of Transportation, testified in these proceedings on behalf of PennDot. A map was identified and admitted as PennDot Exhibit No. A, whereupon the witness did state

that, in referring to this map, the highway involved in this proceeding is not on the state highway system, but rather is a portion of the old legislative route 10, which is traffic route 11, and by abandonment proceedings in 1935, this portion of the old legislative route 10 was turned over to the Township of Great Bend. The witness then described the bridge in question as follows:

"This is a steel plate girder one-span with 85 feet on the skewed angle of the curved roadway with the 24 feet. The bridge was built on or about 1915, its purpose being to eliminate an at-grade crossing, known as Florence Crossing. The vertical clearance is approximately 23 feet."

The witness testified he obtained this information from the Commission's order dated April 9, 1915, issued to Application Docket No. 321. At this time, the aforementioned order, which also contains further information concerning the purpose of that construction and the assignment of maintenance and responsibility, was incorporated into the record by reference to the Commission's Docket.

The witness stated that PennDot has not made an in-depth inspection of the bridge or any engineering studies, estimates or construction plans for any improvement of the subject crossing because, he testified, the crossing is not on the state highway system and, therefore, PennDot cannot agree to prepare any such data. He stated that the bridge was not posted for any weight restriction.

At this point in the proceeding, the witness did state that the Commission's Order No. 321, dated April 9, 1915, does not place responsibility for maintenance of the bridge itself on any party, but does mention the responsibility of the roadway up to the bridge on each side. He also stated that he could find nothing in the

records to indicate that PennDot performed any maintenance on the structure prior to 1935, when this road was turned back to the Township.

Upon cross-examination, the witness did state that, being this road is not on the state highway system, PennDot does not have any traffic figures or traffic counts on this structure. He also testified that the present road leading to and from the subject structure is not a state highway, but that at the time of application of 1915 or 1916, the road in question was on the state highway system. He testified that, by plan of 1935 and signed by Governor Earle, a portion of the then legislative route 10 or traffic route 11 was abandoned and given to the township of Great Bend and that since that date no maintenance has been performed by the department, or its predecessor, the Department of Highways. At this point in the proceeding, the Administrative Law Judge questioned whether there was any official record to show whether the Township accepted the road after the abandonment in 1935. It was concluded that, according to the relevant statutes, the Township does not have the option of rejecting the highway in question, and that they would have to bring proceedings to vacate it if they wanted to formally get rid of it.

Jack Masters, Chairman of the Susquehanna County Commissioners, testified in these proceedings. He testified that, previous to his becoming County Commissioner approximately four years ago, he had been employed for forty years in the road construction, ready-mix concrete business. With reference to the wing wall in question, the

witness testified that he did examine the wall and stated that it had definitely deteriorated. He further stated that, in his opinion, this condition could be repaired by knocking off the dowel and either another piece put on top or that it could be cribbed up in back to hold the roadway. He did state that he did not make any formal studies to determine the cost of this repair work. The witness testified that the County of Susquehanna does not, at the present time, assume any maintenance of this grade crossing or highway and that, to the best of his knowledge, the County of Susquehanna has not performed any maintenance on the crossing or the approaches thereto during the preceding five years. He stated that, from County records, there is nothing to indicate any obligation of the County of Susquehanna to maintain said crossing, and stated that they are in no way willing at this time to assume any such obligation.

Upon cross-examination, the witness testified that, in his estimation, after such a considerable time has passed, there can be no specific reason as to the cause of the concrete's deterioration. The witness then testified that, if the wing wall were to collapse, a portion of the roadway would surely be undermined, thus creating a safety problem to both the railroad and the highway if they are being used at that time.

The witness concluded his testimony by stating that when he did inspect the bridge, there was nothing else that he could see that would necessitate immediate remedial action to this bridge.

J. Edward Smith, a representative of Pennsylvania Electric Company, testified in this proceeding. He was asked whether the electric company has any facilities on, under or above the structure

in question and he answered as follows:

"We have no facilities attached to the bridge whatsoever. We use an aerial crossing there of our wires for our 20 KV line. We have a pole located on the east side of the railroad, and the south side of the highway. And we have a pole located on the west side of the railroad on the north side of the highway."

The witness testified that the electric company is required by law to change their facilities as necessary when their poles are located within highway right-of-way which, in this case, they both are. He stated this would be done at the expense of the electric company.

On cross-examination, the witness did acknowledge that, if the only work to be done on the bridge would be the repair of the one wing wall, this would not affect their facilities in any way and would not require relocation of the poles. The witness went on to state that, if Commonwealth Telephone facilities are located in the area in question, they would be on the electric company's poles.

William W. Huff, engineer with the Pennsylvania Public Utility Commission, Bureau of Rail Transportation, testified in these proceedings.

Having been recognized as having expertise in the engineering field, the witness testified as to his opinion of what course of action should be followed with regard to the allegedly hazardous wing wall. He stated that the condition of the wing wall had been that way for years and that he felt when the spring rains do come, the embankment would become so saturated with water that there would definitely be a problem at that time. His opinion would be to repair

the wing wall and when asked gave a ballpark estimate for repairs as between \$5 and \$10 thousand dollars, although he stated that the figure could be much less. The witness then stated that, in his opinion, the repair work should be put up for contract, which contract should include putting some concrete cores out of the lower part of the wing wall to be sure that it is in good condition. He testified that he does not think an engineering study would be necessary. As to his opinion as to who should be responsible for the repair work, Mr. Huff stated that it could be any of the parties involved in these proceedings, PennDot included, as the road in question was a state highway at one time when the bridge was built. The witness also stated that he definitely believes that there should be Commission order delegating maintenance and responsibility on this structure.

#### DISCUSSION

This Commission has exclusive jurisdiction over the construction, alteration, suspension or abolition of rail-highway crossings, and no alteration of a crossing can be made without an order from this Commission. Public Utility Code, 66 Pa. C.S. §2702. Therefore, this complaint is properly before the Commission. This Commission also has exclusive power to allocate among the parties the costs of performing any work which it orders. Public Utility Code, 66 Pa. C. S. §2704(a).

The complaint alleges that there is a crack and a spalling of the concrete in the southwest wing wall of the highway bridge located at the subject crossing. The crack has no present effect on

the roadway surface of the bridge or approaches and poses no immediate threat to public safety. There is, however, a potential danger, since the wing wall acts as a retaining wall which holds in place the embankment upon which the highway approach to the bridge was built. If the wing wall were to fail because of the crack, the embankment could erode; and the roadway surface would sink or collapse. This would constitute a definite threat to public safety.

At first glance, it may appear that the likelihood of the wing wall failing, as described above, is remote, since the crack has been there since at least 1974. However, there are other factors which indicate that the possibility of the wing wall failing is greater than it initially appears. The part of the wing wall above the crack has pushed out approximately 12 to 18 inches away from the embankment which it retains. The hydrostatic pressure of wet ground behind the top part of the wall can cause it to push out even further, until it eventually falls away from the embankment. The parties generally agree that the upper portion of the wall could give away at any time. This situation poses a sufficient threat to the safety of the traveling public to warrant our sustaining the complaint and ordering that the crack wing wall be reconstructed. In addition to the repair of the crack, we will order the repair of the spalling condition occurring on the same wing wall to insure the maximum life span of the wall.

The bridge was constructed by the Delaware, Lackawanna and Western Railroad as required by Order of the Public Service Commission at A. 321, 1 Pa. PSC 361 (1914). That order made no specific provisions to the future maintenance of the structure. It does show,

however, that the bridge eliminated the need for two dangerous at-grade crossings, which were abolished in accordance with the Order.

In 1976, Conrail became the owner and operator of the rail line beneath the bridge. While it claims to have no maintenance responsibility for the bridge, ConRail cannot deny that it benefits greatly by the existence of the present above-grade crossing, rather than the two at-grade crossings it replaced. Therefore, we will order that ConRail bear 50% of the cost of repairing the wing wall, and we assign to it the responsibility for maintaining the substructure and superstructure of the bridge, except for the roadway wearing surface. Because of the Township of Great Bend owning the road which passes over the bridge and its citizens benefit greatly by the above-grade crossing in terms of safety and convenience, we will order that the Township bear the remaining 50% of the cost of repairing the wing wall, as well as the future maintenance of the roadway wearing surface on the bridge and the highway approaches to it.

#### FINDINGS OF FACT

1. The bridge was constructed around 1915.
2. There is a horizontal crack in the southwest wing of the subject bridge and about halfway up the wall, and the part of the wall above the crack has pushed out 12 to 18 inches at the top from its original position.
3. The crack in the wing wall has existed at least since 1974.
4. The wing wall holds in place the earth embankment which supports the highway approach to the bridge.

5. Failure of the top portion of the wing wall would cause the embankment to wash out from under the highway approach and allow the roadway to sink.

6. The nature of work required to restore the wing wall to a safe condition is to remove the section of the wing wall above the fracture and to place dowels in the base and then construct a reinforced concrete segment generally in design of the original plan.

#### CONCLUSIONS OF LAW

1. This Commission has jurisdiction over the subject matter of this proceeding.

2. Complainant has presented sufficient evidence to sustain its burden of proof.

3. The Commission has the authority to order repairs to be performed to insure that the bridge at this crossing is adequate to safely accommodate the traveling public.

4. Repair of the wing wall is necessary and proper to the accommodation, convenience and safety of the traveling public.

5. The Commission has authority to allocate the costs of the repairs which it orders.

THEREFORE,

IT IS ORDERED,

1. That the Complaint at Docket Number C-79081404 is sustained.

2. That Consolidated Rail Corporation, at its initial cost and expense, within six (6) months of the date of service of this order, prepare and submit to all parties of record and to this

Commission for review and approval, detailed plans for the reconstruction of the southwest wing wall so as to eliminate the horizontal crack and the spalling condition of the concrete in the wing wall of the bridge carrying Township Route 821 above the grade of the tracks of Consolidated Rail Corporation in the Township of Great Bend, Susquehanna County. Said plan shall provide for removal of any unsound concrete in the lower portion of the wing wall. The determination of soundness of the concrete will be through acceptable engineering practices.

3. That Consolidated Rail Corporation, at its initial cost and expense, do all work and furnish all materials to reconstruct the wing wall in accordance with the approved plan.

4. That Consolidated Rail Corporation, at its initial cost and expense, furnish and maintain flagmen and watchmen necessary to protect its operations during the time the improvements are being constructed.

5. That Consolidated Rail Corporation, at its initial cost and expense, furnish engineering and construction inspection services, as necessary, to observe the progress of work during the time that the improvements are being constructed.

6. That any relocation of, changes in or removal of any existing structures, equipment or facilities of any public utility other than Consolidated Rail Corporation, located within the limits of any highway under this Commission's jurisdiction which may be required as incidental to the execution of the repair, be made by said public utility and in such a manner as will not interfere with the performance of the repair.

7. That any relocation of, changes in or removal of any adjacent structure, equipment or facilities of any public utility other than Consolidated Rail Corporation located beyond the limits of any highway under this Commission's jurisdiction which may be required as incidental to the execution of the repairs, be made by said public utility in such a manner as will not interfere with the performance of the repairs.

8. That Consolidated Rail Corporation, at least ten (10) days prior to the start of work, notify the Township of Great Bend of the actual date the work will be started on the repairs.

9. That Township of Great Bend, at its sole cost and expense, furnish all materials and do all work necessary to establish, mark and maintain any detour or traffic control which may be required to properly accommodate highway traffic during the time the repairs are being performed.

10. That the repairs be completed in a manner satisfactory to this Commission on or before December 31, 1981, and that on or before that date, Consolidated Rail Corporation report to this Commission the actual date of completion of work, and at the earliest practical time subsequent to said date of completion, submit to this Commission a detailed statement of the actual costs incurred in furnishing material and performing work in accordance with this order.

11. That Consolidated Rail Corporation, beginning one month following the date of service of this order and at two month intervals thereafter, submit to this Commission on a form of the type attached to this order a report of the progress of work it performed in accordance with this order.

12. That the Township of Great Bend, when and as certified by this Commission, pay to Consolidated Rail Corporation a sum or sums of money equal to 50% of the actual cost of material furnished, work performed and services rendered by Consolidated Rail Corporation in accordance with numbered Paragraphs 2, 3, 4 and 5 of this order; the salvage value of material recovered or temporarily used to be deducted from the actual cost of that portion of work performed and material furnished at the expense of the Township of Great Bend.


13. That Consolidated Rail Corporation bear 50% of the actual cost of work performed, materials furnished and services rendered in accordance with Paragraphs 2, 3, 4 and 5 of this order.

14. That upon completion of the improvement, Consolidated Rail Corporation, at its sole cost and expense, do all work and furnish all material necessary thereafter to maintain its railroad facilities at the crossing including the bridge substructure and superstructure, exclusive of the bituminous roadway wearing surface.

15. That upon completion of the improvement, Township of Great Bend, at its sole cost and expense, do all work and furnish all material necessary thereafter to maintain the highway approaches to the bridge, and the bituminous roadway wearing surface on the bridge.

16. That this order, insofar as it imposes cost of improvements on Consolidated Rail Corporation and Township of Great Bend, is without prejudice to the parties' right to recover from others the costs so incurred in accordance with any lawful agreement between said parties.

v

  
*Thomas J. Jones*  
\_\_\_\_\_  
Administrative Law Judge

*January 29, 1980*  
\_\_\_\_\_  
Date

TO: SECRETARY OF THE COMMISSION

CC: RAY A. PETERITAS, DIRECTOR  
BUREAU OF RAIL TRANSPORTATION  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
BOX 3265  
HARRISBURG, PENNSYLVANIA 17120

PROGRESS REPORT OF WORK REQUIRED BY P.U.C. ORDER DATED \_\_\_\_\_, 197\_\_

DOCKET NO. \_\_\_\_\_

I. CAPTION:

II. REPORTING AGENCY OR RESPONDENT:

III. PERIOD COMMENCING: \_\_\_\_\_ ENDING: \_\_\_\_\_

IV. LOCATION:

V. HIGHWAY ROUTE NO.:

VI. RAILROAD:

VII. DATE OF MOST RECENT REPORT TO P.U.C.: \_\_\_\_\_, 197\_\_

VIII. IDENTIFY EACH ORDERING PARAGRAPH TO WHICH WORK APPLIED

A. WORK ORDERED:

B. DATE WORK STARTED:

C. DESCRIBE WORK COMPLETED:

D. DATE WORK DESCRIBED IN 'C' ABOVE COMPLETED: \_\_\_\_\_, 197\_\_

IX. WORK COMPLETED AT END OF LAST REPORT: \_\_\_\_\_ % APPROXIMATE COST \$ \_\_\_\_\_

WORK COMPLETED THIS PERIOD: \_\_\_\_\_ % APPROXIMATE COST \$ \_\_\_\_\_

WORK COMPLETED TO DATE: \_\_\_\_\_ % APPROXIMATE COST \$ \_\_\_\_\_

ANTICIPATED DATE OF COMPLETION: \_\_\_\_\_ 197\_\_ APPROXIMATE COST \$ \_\_\_\_\_

\_\_\_\_\_  
Name of Respondent or Reporting Agency

Date of This Report:

BY:

\_\_\_\_\_  
(print name)

\_\_\_\_\_, 197\_\_

FOR:

\_\_\_\_\_  
Authorized Officer