COMMONWEALTH OF PENNSYLVANIA
PUBLIC UTILITY COMMISSION

IN RE: BOROUGH OF FOLCROFT vs. PENN CENTRAL TRANSPORTATION COMPANY, DEPARTMENT OF TRANSPORTATION OF THE COMMONWEALTH OF PENNSYLVANIA, COUNTY OF DELAWARE, SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY, CONSOLIDATED RAIL CORPORATION AND NATIONAL RAILROAD PASSENGER CORPORATION Alleging that hazardous and inadequate conditions exist at the crossing of Folcroft Avenue and Primos Avenue above the grade of the tracks of Penn Central Transportation Company in the Borough of Folcroft, Delaware County, and requesting that a responding railroad company undertake immediate repairs to the structures to determine and post limits and take necessary action to replace the inadequate bridges with modern structures. Further Hearing	DOCKET NUMBER C-00020235

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First Floor
Folcroft Borough Building
1555 Elmwood Avenue
Folcroft, Pennsylvania

Thursday, April 4, 1985

The above-entitled matter met, pursuant to notice, at 10:00 a.m.

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BEFORE: HERBERT SMOLEN
Administrative Law Judge

BLUM-MOORE REPORTING SERVICES, INC.
25 EAST STATE STREET
DOYLESTOWN, PENNSYLVANIA 18901

APPEARANCES:

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(For PUC Trial Staff)

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JUDGE HERBERT SMOLEN: Good morning, gentlemen. This is the matter of the Borough of Folcroft versus Penn Central Transportation Company, Department of Transportation of the Commonwealth of Pennsylvania, County of Delaware, Southeastern Pennsylvania Transportation Authority, Consolidated Rail Corporation and National Railroad Passenger Corporation, Docket Number C-00020235. This is a further hearing in this matter. My name is Herbert Smolen. I am an Administrative Law Judge assigned by the Commission to preside over this hearing. This is a Hearing Examiner case and therefore I will not be rendering an initial decision in the matter and that will come directly from the Commission in Harrisburg.

For my purposes can one of the attorneys bring me up-to-date on really what the status of this matter is? Perhaps I will ask counsel for the Borough of Folcroft to do that.

MR. AUERBACH: I am counsel for the Borough of Folcroft. I am not sure I am the one with the most information.

JUDGE SMOLEN: All right, let me ask Mr. Zahn.

MR. ZAHN: I would rather have Mr. Gallagher go ahead.

JUDGE SMOLEN: Mr. Gallagher, it is up to you.

MR. GALLAGHER: This hearing basically is being held so we can review the plans that are being submitted by PennDOT with regards to this project. I know that there have been some problems in the past that hopefully have been straightened out. At least I know two of the problems that I hope have been straightened out.

JUDGE SMOLEN: How many previous hearings have been held, more than one?

MR. GALLAGHER: Yes, at least four or five hearings.

JUDGE SMOLEN: Are we involved with this morning the issues of approval of the plans, final approval of the plans as well as allocation of costs; what are the issues?

MR. ZAHN: Yes, final plans, allocation.

MR. GALLAGHER: Final plans and approval and allocation of costs. And future maintenance, I am sorry.

JUDGE SMOLEN: Thank you. Ordinarily I don't have any particular order.

MR. GALLAGHER: Your Honor, if we may we can just follow the questions and procedures that were submitted.

JUDGE SMOLEN: That's what I wanted to do, but for the record may I request that each counsel enter his appearance orally. Start with Mr. Gallagher.

MR. GALLAGHER: My name is John Gallagher. I represent the PUC Trial Staff.

MR. COHEN: Harold Cohen. I represent Amtrak.

MR. AUERBACH: David Auerbach, representing the Borough of Folcroft.

MR. CORNELL: Mark Cornell, representing Philadelphia Electric Company.

MR. POSNER: William Posner, representing Bell Telephone Company of Pennsylvania.

MR. ZAHN: Herbert G. Zann, representing the Department of Transportation.

MR. KROPILAK: Mark Kropilak, representing Philadelphia Suburban Water Company.

MR. HUSS: Edward Huss, representing SEPTA.

MR. DUNN: Denis Dunn, representing Borough of Glenolden.

JUDGE SMOLEN: Thank you, gentlemen. Suppose we call on Mr. Zahn to proceed first.

MR. ZAHN: All right, Your Honor. First I ask that the Questions and Procedures dated January 1985 be incorporated into the record and we will answer those questions by our witness.

JUDGE SMOLEN: All right, Mr. Zahn, for the purposes of this witness I am going to direct the stenographer to copy into the record this full list of 39 questions.

Was there not a supplemental list of questions submitted concerning the Wilkes-Barre case and the criteria set forth in that case?

MR. ZAHN: Not as part of this.

JUDGE SMOLEN: All right.

Then again I would direct the stenographer to copy into the record these 39 questions because some of the written testimony just has the answers and we need the questions to refer to the answer to make sense out of them.

(Whereupon, the following list of questions was submitted for the record:

QUESTIONS AND PROCEDURE

1. Pennsylvania Department of Transportation submit into evidence copies of its plans for the proposed crossing improvement.

2. Department state whether it will be necessary for the Commission to appropriate any property for the purpose of the proposed crossing improvement. If so, submit copies of plans showing any such property and accurate descriptions, by metes and

bounds, of each parcel of property to be appropriated by the Commission; said descriptions to be designated as property necessary for highway right-of-way or for purposes of the improvement other than highway right-of-way and to contain the name and post-office address of each record owner and reference to the record of title thereof.

3. Department submit a detailed estimate of the cost of constructing the proposed improvement, including an estimate of the cost which would be incurred by the vacation and relocation, removal or demolition of any non-utility structures, including occupied dwellings, located on property to be appropriated by the Commission; said estimate to be prepared in such a manner as to show separately the quantity, unit prices and costs of each portion of the work.

4. Department submit an estimate of damages for any property to be appropriated for any purposes of the improvement, exclusive of the estimated costs which would be incurred by the vacation and relocation, removal or demolition of any non-utility structures, including occupied dwellings, located on property to be appropriated by the Commission, and an estimate of any damages that may accrue from the

construction of any portion of the improvement, exclusive of damages for property appropriated for the purposes of the improvement.

5. Department state which portions of the proposed improvement project it proposes to construct and which portions it suggests should be constructed by other parties.

6. Department state which portions of the proposed improvement project it agrees to assume the cost thereof.

7. Department state which portions of the proposed improvement project it agrees to assume the responsibility for maintenance and the cost thereof.

8. Department state what portion of the property damages resulting from the construction of the crossing improvement it will agree to assume and whether it will reimburse any involved public utility companies for any costs incurred in the alteration or relocation of their respective facilities.

9. Department state whether it will be necessary to establish detours for highway traffic during the time the crossing improvement is being constructed and whether it will establish and maintain such detours, if required.

10. Department state what time it anticipates will be required to complete the construction of the proposed improvement.

11. Department state whether any portion of the crossing improvement project will be financed in whole or in part with funds appropriated for use on such projects by the Federal government or from the Bridge Bill.

12. Philadelphia Electric Company (hereinafter PECO) state whether it objects to proposed improvement project and whether it has any constructive criticism to offer.

13. PECO submit detailed plans and cost estimates for all required work to its facilities to permit the construction of the subject improvement and submit testimony explaining the plans and estimate, indicating which portions of the work are within public right-of-way and which portions are outside of public right-of-way and state whether work will be performed prior to, concurrent with, or after bridge and approach roadway construction. If work will be performed prior to bridge and roadway construction, what time will be required to complete the work?

14. PECO state whether it will agree to perform

the required alteration or relocation work for its facilities and state what portion of the cost involved it will agree to bear at its sole cost and expense.

15. PECO state whether it will agree to assume the responsibility for maintenance of its facilities after alteration or relocation work has been completed.

16. Philadelphia Suburban Water Company (hereinafter PSWC) state whether it objects to the proposed improvement project and whether it has any constructive criticism to offer.

17. PSWC submit detailed plans and cost estimate for all required work to its facilities to permit the construction of a subject improvement and submit testimony explaining the plans and estimate, indicating which portions of the work are within public right-of-way and which portions are outside of public right-of-way and state whether work will be performed prior to, concurrent with, or after bridge and approach roadway construction. If work will be performed prior to bridge and roadway construction, what time will be required to complete the work?

18. PSWC state whether it will agree to perform

the required alteration or relocation work for its facilities and state what portion of the cost involved it will agree to bear at its sole cost and expense.

19. PSWC state whether it will agree to assume the responsibility for maintenance of its facilities after alteration or relocation work has been completed.

20. The Bell Telephone Company of Pennsylvania (hereinafter Bell), state whether it objects to the proposed improvement project and whether it has any constructive criticism to offer.

21. Bell submit detailed plans and cost estimates for all required work to its facilities to permit the construction of the subject improvement and submit testimony explaining the plans and estimate, indicating which portions of the work will be within public right-of-way and which portions are outside of the public right-of-way and state whether work will be performed prior to, concurrent with, or after bridge and approach roadway construction. If work will be performed prior to bridge and roadway construction, what time will be required to complete the work?

22. Bell state whether it will agree to perform

required alteration or relocation work for its facilities and state what portion of the costs involved it will agree to bear at its sole cost and expense.

23. Bell state whether it will agree to assume the responsibility for maintenance of its facilities after alteration or relocation work has been completed.

24. National Railroad Passenger Corporation (hereinafter Amtrak), state whether it objects to the proposed improvement project and whether it has any constructive criticism to offer.

25. Amtrak submit a cost estimate for all required work to its facilities to permit the construction of the subject improvement, submit testimony explaining the required work and cost estimate and state what time will be required to complete the work necessary to permit the construction of the proposed bridge to proceed.

26. Amtrak state what portion of the work required to alter its facilities it will agree to perform and state what portion of the costs involved it will agree to bear at its sole cost and expense

27. Amtrak state what portion of the costs of the improvement, other than its own facilities, it will

agree to bear at its sole cost and expense.

28. Amtrak state whether it will be necessary to maintain railroad flagmen, watchmen and inspectors during the construction of the proposed bridge.

29. Amtrak state whether it will agree to assume the responsibility for maintenance of its facilities at the crossing after the improvement has been completed.

30. Amtrak state what portion of the improvement, other than its own facilities, it will agree to maintain after the project has been completed.

31. Consolidated Rail Corporation state whether it objects to the proposed improvement project and whether it has any constructive criticism to offer.

32. Southeastern Pennsylvania Transportation Authority state whether it objects to the proposed improvement project and whether it has any constructive criticism to offer.

33. Boroughs of Folcroft and Glenolden each state whether it objects to the proposed improvement project and whether it has any constructive criticism to offer.

34. Boroughs each state whether any facilities belonging to it will be affected by the construction of the proposed improvement and, if so, submit

testimony explaining the work that is required and give a cost estimate for such work, indicating which portions of the work are within public right-of-way and which portions are outside of public right-of-way.

35. Boroughs each state whether it will agree to perform the required work to its facilities and what portion of the cost involved it will agree to bear at its sole cost and expense. If work will be performed prior to bridge and roadway construction, what time will be required to complete the work?

36. Boroughs each state what portion of the cost of the improvement, other than its own facilities, it will agree to bear at its sole cost and expense.

37. Boroughs each state whether it will agree to assume the responsibility for maintenance of its facilities at the crossing after the improvement has been completed.

38. Boroughs each state what portion of the improvement, other than its own facilities, it will agree to maintain after the project has been completed.

39. Query whether any of the parties desires to submit any additional relevant testimony.

MR. ZAHN: I call Mr. Kohli.

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RAJ KOHLI, having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: Please state your full name and address for the record?

THE WITNESS: Raj Kohli. My business address is Room 509, Transportation and Safety Building, Harrisburg, Pennsylvania 17120.

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DIRECT EXAMINATION

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BY MR. ZAHN:

Q. Mr. Kohli, I show you ten typewritten pages of questions and answers and ask whether you personally prepared the answers to those questions?

A. Yes, I did.

Q. And if you were called on today to orally testify would your answers be the same as contained in your prepared testimony?

A. Yes, they would be.

MR. ZAHN: Your Honor, I have distributed copies of the testimony to all parties of record and to Your Honor and to the court stenographer and I move that they be incorporated into the record as if

orally read.

JUDGE SMOLEN: Are there any corrections or additions that you desire to make in this prepared testimony, Mr. Kohli?

THE WITNESS: No, sir.

JUDGE SMOLEN: Have all counsel received copies of PennDot's prepared testimony? Have all counsel had an opportunity to review this prepared testimony for the purposes of cross-examination of the witness or do we need a brief recess to enable counsel to read it and perhaps a recess long enough to be able to read all of the prepared testimony so that we don't have to break before each witness?

MR. AUERBACH: I would suggest we do that. I have just given a copy to the borough engineer to review it and maybe if we have five or ten minutes to review it to determine whether we need any cross-examination of the witness.

JUDGE SMOLEN: Well, the thrust of my suggestion went to all of the prepared testimony so we have one break to cover all, so that all counsel have an opportunity to read all of the testimony that has been prepared and then we don't have to stop intermittently as each witness gets on the stand. So let us take at least a ten minute break

and we will try to resume within ten minutes. If any attorney needs longer than that then we will grant that.

MR. POSNER: Who else has prepared testimony?

JUDGE SMOLEN: I have prepared testimony from Philadelphia Suburban Water, Philadelphia Electric.

MR. GALLAGHER: And Bell.

JUDGE SMOLEN: That's it, just those three.

(Whereupon, the prepared testimony was transcribed as if orally given as follows:)

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BY MR. ZAHN:

Q. State your name and business adress.

A. My name is Raj Kohli and my business address is Room 509, Transportation and Safety Building, Harrisburg, Pennsylvania 17120.

Q. By whom are you employed and in what capacity?

A. I am employed by the Department of Transportation of the Commonwealth of Pennsylvania (Department) as a Civil Engineer, in the Bureau of Design, Grade Crossing Section and I am a Professional Engineer licensed in Pennsylvania.

Q. Are you familiar with the rail-highway crossing involved in this proceeding?

A. Yes.

Q. Are you authorized to testify on behalf of the Department in this proceeding?

A. Yes.

MR. ZAHN: Your Honor, I have a plan consisiting of 8 sheets of right-of-way plans that I ask be marked PennDOT Exhibit A.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. A and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. A consists of eight (8) sheets of the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County. The first sheet is the title sheet signed by the Governor on January 2, 1985. Sheet No. 2 is the Index Map, typical roadway cross section of Legislative Route 420 and a list of public utilities whose facilities may be affected by the proposed construction. Sheet No. 4 shows various construction details. Sheets Nos. 5 to 8 inclusive show the plan and profile of Legislative Route 420, together with the legal and required right-of-way lines.

MR. ZAHN: Your Honor, I have a plan consisting of 15 sheets of construction drawings and ask it be marked PennDOT Exhibit B.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. B and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. B consists of sheets numbers 1 to 15 inclusive of the Department's construction drawings for the construction of Legislative Route 420, Section 02A. Sheet number one is the title sheet. Sheet number two is the index map. Sheet number three shows, among other things, a location map, typical roadway cross sections of Legislative Route 420 and a list of public utilities whose facilities may be affected by the proposed construction. Sheet number four shows miscellaneous construction details. Sheets numbers five and six are "summary sheets" of various roadway items. Sheets numbers 7 to 11 inclusive show tabulation of roadway, structure items and miscellaneous quantities. Sheets numbers 12 to 15 inclusive show the general lines and grades and include the construction details of work to be

performed.

MR. ZAHN: Your Honor, I have a plan consisting of two sheets of bridge drawings and ask it be marked PennDOT Exhibit C.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. C and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. C consists of sheets numbers 1 and 16 of 19 of the Department's bridge plan for the construction of a new bridge to carry Legislative Route 420 over four tracks of National Railroad Passenger Corporation (hereinafter called Amtrak) and is identified as S-15400.

The proposed bridge will be a three span structure of mixed type adjacent and spread box beam construction with a reinforced concrete deck slab having a total overall length of 123 feet. The superstructure will be supported by reinforced concrete abutments at each end and by reinforced concrete piers at the two intermediate locations. The proposed bridge will provide two 14-foot lanes between the reinforced concrete safety parapets with a five foot 6-inch sidewalk on each side.

The exterior parapets will have solid aluminum protective barriers over the railroad tracks (center span) with protective fence along the end spans. The bridge provides for a minimum horizontal clearance of 18 foot from the center line of the southerly track to the face of the southerly pier and a minimum horizontal clearance of 12 foot 6 inches from the center line of the northerly track to the face of the northerly pier. The new bridge will provide a minimum vertical clearance of 20.39 feet between the top of the rail and the underside of the bridge. The existing bridge provides a minimum vertical clearance of 18.83 feet. If applicable, the Department requests an exemption from the Commission's minimum overhead clearance requirements.

Sheet number one shows that provision will be made for the installation of Philadelphia Suburban Water Company's new 16-inch waterline on the bridge. Provision will also be made for the installation of two ducts on the bridge for future use of the Bell Telephone Company of Pennsylvania.

Sheet number 16 shows details of a temporary pedestrian bridge with necessary stairways which will be constructed prior to the removal of the

existing bridge so as to maintain uninterrupted pedestrian traffic. The temporary bridge will be located about 53 feet east of the center line of the new bridge and will provide a minimum vertical clearance of 21.23 feet between the top of the rail and the underside of the temporary pedestrian bridge. The temporary pedestrian bridge will be completely dismantled us after the opening of the new bridge to pedestrian traffic.

MR. ZAHN: Your Honor, I have a plan consisting of two sheets for a retaining wall that I ask be marked PennDOT's Exhibit D.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. D and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. D consists of sheets numbers one and two of five of the Department's drawings for the construction of a conventional reinforced concrete retaining wall on the west side of Legislative Route 420 opposite Station 81 plus 75 and Station 74 plus 75 and is identified as S-15401 (retaining wall number one).

MR. ZAHN: Your Honor, I have a plan

consisting of two sheets for another retaining wall that I ask be marked as PennDOT's Exhibit E.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. E and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. E consists of sheets numbers one and two of four of the Department's drawings for the construction of a conventional reinforced concrete retaining wall on the east side of Legislative Route 420 opposite Station 84 plus 00 to Station 84 plus 95 and is identified as S-15402 (retaining wall number two).

MR. ZAHN: Your Honor, I have a plan consisting of two sheets for another retaining wall that I ask be marked as PennDOT's Exhibit F.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. F and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. F consists of sheets numbers one and two of four of the Department's drawings for the construction of a conventional

reinforced concrete retaining wall on the east side of Legislative Route 420 opposite Station 86 plus 00 to Station 84 plus 50 and is identified as S-15403 (retaining wall number three).

MR. ZAHN: Your Honor, I have a plan consisting of two sheets for another retaining wall that I ask be marked as PennDOT's Exhibit G.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit G and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. G consists of sheets numbers one and two of four of the Department's drawings for the construction of a conventional reinforced concrete retaining wall on the west side of Legislative Route 420 opposite Station 87 plus 50 to Station 88 plus 50 and is identified as S-15404 (retaining wall number 4).

MR. ZAHN: Your Honor, I have a plan consisting of three sheets for stairways that I ask be marked as PennDOT Exhibit H.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as

PennDOT Exhibit No. H and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. H consists of sheets numbers one, two and three of four of the Department's drawings identified as S-15072. These drawings show details of Stairway A to be constructed on the east side of Legislative Route 420 opposite Station 84 plus 58 and of Stairway B to be constructed on the east side of Legislative Route 420 opposite Station 84 plus 40.

MR. ZAHN: Your Honor, I have a plan consisting of two sheets for lighting of the stairways and ask it be marked PennDOT Exhibit I.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. I and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. I consists of two sheets of the lighting plan for Stairway A and Stairway B.

MR. ZAHN: Your Honor, I have a plan consisting of two sheets for traffic signals and ask it be marked as PennDOT Exhibit J.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit No. J and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. J consists of two sheets of the Department's detailed plans for the replacement of existing traffic signals at the intersection of Elmwood Avenue and Legislative Route 420.

MR. ZAHN: Your Honor, I have a plan consisting of one sheet for modification of Amtrak's electrification facilities and ask it be marked as PennDOT Exhibit K.

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BY MR. ZAHN:

Q. I show you a plan marked for identification as PennDOT Exhibit K and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. K consists of Sheet 1 of 20 of the Department's plan for the proposed modifications to Amtrak's electrification facilities. This sheet shows a "location map" of Amtrak's electrification facilities that may be affected by the proposed construction. This sheet also shows a tabulation of "Division of Work and Material Supply" amongst the Department's contractor, Amtrak and

Philadelphia Electric Company. The detailed electrification plans are being reviewed by Amtrak. Upon completion of the review by Amtrak, these plans will be submitted to the Commission for approval prior to start of construction.

Q. Describe in detail the general nature and extent of the rail-highway crossing project as shown on the plans marked for identification as PennDOT's Exhibit Nos. B to K inclusive?

A. Primos Avenue crossing, reconstructed as proposed, will require the construction of a new bridge to carry it over the tracks of Amtrak as shown as PennDOT Exhibit No. C. It will also be necessary to construct the four retaining walls as shown in PennDOT's Exhibits Nos. D to G inclusive. The stairways leading from the existing bridge to the railroad platform will be replaced with new stairways as shown on PennDOT Exhibit No. H. The stairways will be lighted as shown on PennDOT Exhibit No. I. The existing traffic signals at the intersection of Primos Avenue and Elmwood Avenue will be replaced with new traffic signals as shown on PennDOT Exhibit No. J. Amtrak's electrification of course facilities will be modified as shown on PennDOT Exhibit No. K.

The north and south approaches to the crossing will be paved between concrete curbs for a roadway width of 28 feet which will provide two traffic lanes each 14 feet in width. A sidewalk, five foot in width, will be constructed in back of each curb. The highway will approach the crossing from the south on an ascending grade of 6.87 percent, cross the bridge on a crest curve and descend from the crossing on a grade of 5.41 percent. This will result in the blocking of the intersection of Primos Avenue and Woodland Avenue. Oak Lane to the west, and Folcroft Avenue, to the east, will provide continued access for residences along Woodland Avenue. The plans also provide for an easterly extension of railroad platform for 55 additional feet.

MR. ZAHN: Your Honor, I have nine typewritten sheets of property descriptions and ask it be marked as PennDOT's Exhibit L.

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BY MR. ZAHN:

Q. I show you several typewritten sheets of paper marked for identification as PennDOT Exhibit No. L and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. L consists of nine typewritten sheets of paper describing Amtrak's property that will require appropriation by the Commission for highway right-of-way. Amtrak's property will be appropriated is shown on the plan marked for identification as PennDOT Exhibit No. A.

MR. ZAHN: Your Honor, I have four typewritten sheets of property descriptions and ask it be marked as PennDOT's Exhibit M.

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BY MR. ZAHN:

Q. I show you several typewritten sheets of paper marked for identification as PennDOT Exhibit No. M and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. M consists of four typewritten sheets of paper describing Amtrak's property that will require appropriation by the Commission as temporary easement for construction. This temporary appropriation will terminate upon completion of the improvement and its opening to public use. This property is also shown on the plan marked for identification as PennDOT Exhibit No. A.

MR. ZAHN: Your Honor, I have a cost estimate consisting of one sheet that I ask be marked

PennDOT's Exhibit N.

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BY MR. ZAHN:

Q. I show you one typewritten sheet of paper marked for identification as PennDOT Exhibit No. N and ask you to state what it is and explain the exhibit?

A. PennDOT Exhibit No. N consists of one typewritten sheet of paper dated March 19, 1985 and shows the estimated cost of constructing the improvement in accordance with PennDOT Exhibit Nos. B to K inclusive at $1,919,550. No non-utility structures are affected on the property to be appropriated by the Commission.

Q. What is the estimated cost of property damages for property to be appropriated by the Commission?

A. The only property that will require appropriation by the Commission is that of Amtrak. The Department requests the Commission to order Amtrak to release damages for this property.

Q. Which portions of the proposed improvement project does the Department propose to construct and what portion does the Department suggest should be constructed by other parties?

A. The Department will agree to furnish all

material and do all work necessary to remove the existing bridge, to construct the new bridge and the highway approaches to the new bridge as shown on PennDOT Exhibit No. B to J inclusive. In addition, in connection with modification to Amtrak's electrification facilities, the Department will agree to furnish material and perform work shown on PennDOT Exhibit No. K as work to be performed by the Department's contractor. Amtrak and Philadelphia Electric Company should be required to furnish material and perform all work shown on Exhibit No. K as work to be performed by Amtrak and Philadelphia Electric Company forces. Amtrak should also be required to make any temporary or permanent alterations to its communication and signal lines, and other railroad facilities and to furnish such engineering and construction inspection services as may be required to insure the safety of its facilities which may be affected by the design and construction of the project and, in addition, furnish electrical Class "A" employees and maintain watchmen and flagmen during the time alterations are being made to its facilities. All non-carrier public utility company's should be required to furnish all material and do all work necessary to

make any alterations and/or relocations to their facilities that may be necessary to permit the construction of the project.

Q. What portions of the proposed improvement project, the Department agrees to assume the cost thereof?

A. The Department, at its sole cost and expense, will agree to furnish all material and do all work necessary to remove the existing bridge, to construct the new bridge and the highway approaches to the new bridge as shown on PennDOT's Exhibit Nos. B to K inclusive, which is estimated to cost $1,919,550 as shown on PennDOT Exhibit No. N.

The Department will agree to reimburse Amtrak all costs incurred by it in furnishing electrical Class "A" employees and providing watchman, flagman, construction inspection and project coordination services. It is required that the Commission's certification not be required for the cost of these services. The Department will also agree to reimburse Amtrak, upon certification by the Commission, the actual cost incurred by it in providing engineering services; in performing work relating to modification of its electrification facilities and making any temporary or permanent

alterations to its communication and signal lines, and other facilities.

The Department will also agree to reimburse Philadelphia Electric Company for the cost incurred by it with relocating its 230 KV transmission wires in conjunction with modifications to Amtrak's electrification facilities which are on private right-of-way. (PennDOT Exhibit No. K).

Philadelphia Suburban Water Company should be required to reimburse the Department the actual cost that will be paid by the Department to its contractor on behalf of the water company for furnishing the material and for installing the water company's new 16-inch waterline on the bridge. The Bell Telephone Company of Pennsylvania should be required to reimburse the Department the actual cost that will be paid by the Department to its contractor on behalf of the telephone company for furnishing the material and for installing two ducts on the bridge for the future use of the telephone company.

Q. Which portions of the proposed improvement project will the Department agree to maintain and pay for?

A. The Department will agree to assume the

responsibility for the maintenance of the substructure and superstructure of the new bridge provided Amtrak, because of its electrification facilities at the crossing, is ordered to provide watchman and flagman services to protect its facilities, at its sole cost and expense, whenever it becomes necessary to inspect and maintain the bridge. In addition, the Department will agree to maintain the highway approaches to the crossing between curbs and the retaining walls installed as part of the improvement.

Amtrak should be required to maintain its tracks, the bridge grounding system, catenary, transmission, communication and signal systems. In addition, Amtrak should be required to maintain the stairways leading from the highway to the railroad platform. Amtrak and/or SEPTA should be required to energize and maintain the lighting system installed on the stairways.

The Boroughs of Folcroft and Glenolden should be required to maintain curbs and sidewalk on the approaches to the crossing located within each borough. The Borough of Folcroft, which is presently responsible for maintaining the existing traffic signals at the intersection of Primos Avenue

and Elmwood Avenue, should be required to maintain the new traffic signals at the same location. The Boroughs of Folcroft and Glenolden should also be required to energize and maintain street lighting system within their respective boroughs.

Q. What portion of the property damages resulting from the construction of the crossing improvement does the Department agree to assume?

A. The Department will agree to pay all property damages resulting from the construction of the crossing improvement project, except the appropriation of Amtrak's property. We consider the appropriation of such property as operating right-of-way for which there are no damages.

Q. Will the Department reimburse any involved public utility companies for any costs incurred in the alteration or relocation of their respectivo facilities?

A. The Department will agree to reimburse any involved public utility company for only those costs incurred in the alteration or relocation of their respective facilities which are presently located in the private right-of-way. In the opinion of the Department, any involved public utility company should be required to alter and/or relocate its

facilities located in the public right-of-way at its sole cost and expense because of the benefit it has received by occupying public right-of-way free of charge in the past and will continue to receive that benefit by occupying public right-of-way free of charge in the future.

Q. Will it be necessary to establish detours for highway traffic during the time the crossing improvement is being constructed and whether the Department will establish and maintain such detour, if required?

A. It will be necessary to establish detours for highway traffic during the time the crossing improvement is being constructed. The Department will establish, maintain and pay for all necessary detours.

Q. What time does the Department anticipate will be required to complete the construction of the proposed improvement?

A. The Department requests that it be allowed 24 months to complete the construction of the project from the date of the service of the Commission's order.

Q. State whether any portion of the crossing improvement project will be financed in whole or in

part with funds appropriated for use on such projects by the Federal government or from the Bridge Bill?

A. The Department intends to request the Federal Highway Administration to authorize the use of one hundred percent Federal funds for construction and 75 percent Federal funds for acquisition of right-of-way. The matching 25 percent funds for acquisition of the right-of-way will be from funds under the Bridge Bill.

Q. Do you desire to submit any additional relevant testimony?

A. The detailed drawings for the construction of the new bridge, retaining walls and stairways are being reviewed for approval. Upon completion of the review and their approval by the Department, the Department will submit those drawings to the Commission for its approval and to the parties of record for their examination prior to the start of actual construction.

JUDGE SMOLEN: So let's go into recess for a ten minute break.

(Recess taken).

JUDGE SMOLEN: Gentlemen, let's go back on the record. Mr. Zahn, you were proceeding with your

witness, Mr. Kohli.

MR. ZAHN: Yes, and I have one further question to ask Mr. Kohli.

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BY MR. ZAHN:

Q. Would you tell for the record the request of jurisdictional limits that the Department is asking in this matter and if you look at our Exhibit No. B I think that everyone will be able to see what those limits are?

A. We are asking the Commission to take jurisdiction over the entire construction. The limits are from Station 79 plus 50 to Station 91 plus 50.

Q. That's on Primos Avenue?

A. Primos Avenue, yes.

Q. What about the jurisdictional limits on Woodland Avenue and on Elmwood Avenue?

A. On Woodland Avenue will be from Station 9 plus 52 and 11 plus 25 and on Elmwood Avenue from Station 5 plus 80 to 10 plus 57.

Q. And there is one other street involved, is there not?

A. No.

Q. No other street?

A. No.

MR. ZAHN: The witness is available for cross-examination.

JUDGE SMOLEN: Before we proceed for cross-examination, how many exhibits is this witness sponsoring through his testimony? I would like to mark them so that the record shows.

MR. ZAHN: It is all in the testimony, Your Honor.

JUDGE SMOLEN: I will direct the stenographer to reproduce in the record Mr. Kohli's testimony, the questions and answers, as though orally given.

Do you have previous exhibits in this case?

MR. ZAHN: There may be but we are numbering these alphabetically, A through N as in Nancy.

JUDGE SMOLEN: Okay, the exhibits which have been distributed to all parties and copies of which the stenographer has will be marked for identification as indicated on each separate Exhibit A through N. The witness has been made available for cross-examination. Let's start with Mr. Gallagher.

(Documents were marked PennDOT Exhibits A through N for identification.)

MR. GALLAGHER: Your Honor, I will defer to

Amtrak's counsel.

MR. COHEN: No questions at this time, sir.

JUDGE SMOLEN: Mr. Auerbach?

MR. AUERBACH: Yes, I have some questions with regard to question number 23.

JUDGE SMOLEN: So that the record is coherent, you are talking about question 23 in his testimony or question 23 promulgated by the Commission?

MR. ZAHN: Both.

MR. AUERBACH: The testimony is the same, as I understand it, but in his testimony question number 23 starts, the answer starts on page eight and goes over to page nine of his testimony.

JUDGE SMOLEN: Which portions of the proposed improvement project will the Department, meaning PennDOT, agree and maintain and pay for?

MR. AUERBACH: That's correct.

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CROSS EXAMINATION

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BY MR. AUERBACH:

Q. I am particularly concerned on page nine where he says: "The Boroughs of Folcroft and Glenolden should be required to maintain curbs and sidewalk on the approaches to the crossing located within each

borough." Are you aware that the Borough of Folcroft has an ordinance which requires abutting property owners to maintain curbs and sidewalks?

A. There probably is such an ordinance. I am not not aware of it, no.

Q. Is it your intent that the borough's ordinance be put into effect in this type of situation so that the borough can make the determination as to who is going to maintain or are you saying that irrespective of that ordinance the borough is required to maintain?

A. No, it is without prejudice to the right of the borough to request any property owners to maintain them.

JUDGE SMOLEN: The witness says it is without prejudice.

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BY MR. AUERBACH:

Q. Without prejudice you said?

A. Yes.

Q. Under our Ordinance No. 360 and during our testimony I will have that marked with your permission and made part of the record. As indicated abutting property owners are required to maintain curbs and sidewalks. It is our

understanding and I want to find out that it is your understanding that Amtrak is the abutting property owner for the curbs and sidewalks in the Borough of Folcroft?

A. Yes.

Q. The answer is yes?

A. I don't understand exactly what the limits of Amtrak's right-of-way are.

Q. Was it your intent that the borough itself actually pick up this cost?

A. Normally the Commission has no jurisdiction over the private property owners and the Commission already requires the borough to maintain it. How the borough accomplishes that is up to the borough.

Q. So that you then have not looked into the question as to whether or not there is a private property owner involved in this location?

A. No, because the Commission has no jurisdiction over private citizens.

JUDGE SMOLEN: Mr. Auerbach, under your local ordinance are you saying that the primary responsibility for maintenance of the curbs and sidewalks is that of the adjacent property owner?

MR. AUERBACH: That's correct.

JUDGE SMOLEN: And the secondary

responsibility is that of the borough?

MR. AUERBACH: No, the borough has placed the total responsibility on the abutting property owner with regard to curbs and sidewalks in the ordinance. That's the state of the ordinance now in the borough. It is my understanding this is a common type of ordinance. I don't obviously speak for Glenolden as to their situation, but I understand from Mr. Damon there may be a more difficult problem in Glenolden than in Folcroft. My concern is with Folcroft. I want to be sure that no one is suggesting that we don't have the right to place the responsibility on the abutting property owner.

JUDGE SMOLEN: Well, that really goes to a legal matter whether you have the right to do that. I think perhaps this witness can't answer legal questions. We can get the position of PennDOT.

MR. AUERBACH: That's what I am asking.

MR. ZAUN: And he answered that without prejudice to your rights.

MR. AUERBACH: I understand he has answered that and I wanted to be clear with regard to that issue.

MR. AUERBACH: Profile sheet five of eight.

MR. ZAHN: What exhibit is that?

JUDGE SMOLEN: On the first page it would have an exhibit.

MR. AUERBACH: A.

MR. ZAHN: Exhibit A.

MR. ZAHN: What page is that?

MR. AUERBACH: Page five of eight, sir.

May I approach the witness?

JUDGE SMOLEN: Absolutely.

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BY MR. AUERBACH:

Q. I would like you to give me some help with this if you would. We have a concern obviously with regard to maintenance in this area and where on this plan would the sidewalk be located and the curb that we are referring to that has to be maintained?

MR. ZAHN: The witness is referring to page three of Exhibit A.

THE WITNESS: The new roadway will be about 28 feet between concrete curbs and then the sidewalk is five feet wide behind the curb.

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BY MR. AUERBACH:

Q. What is on the other side of that sidewalk; is that still in the right-of-way?

A. Yes, everything is within the right-of-way,

yes.

Q. Now who will maintain between the sidewalk and the end of the right-of-way?

A. All we are asking the Commission to direct the borough is to maintain just the sidewalk and the curb.

Q. But that's within the right-of-way though; is that correct?

A. Yes, sir.

Q. And the remainder of the right-of-way will be maintained by whom?

A. By the Department.

Q. What will be on the other side of the sidewalk between the end of the sidewalk and the end of the right-of-way; will that be grass or what? While you are looking at that is there a retaining wall also on the other side?

A. Yes. The Department will be responsible to maintain the retaining wall.

Q. What else will be there; will there be grass there?

A. There will be grass.

Q. And the Department is going to make sure that grass is mowed, taken care of?

A. Some of it will be ground vetch.

Q. Well, some of it will be grass; is that right?

A. Yes.

Q. Now, what arrangments have the Department made to take care of the grass?

MR. ZAHN: I object to that, Your Honor. The witness said that the Department will maintain the area beyond the sidewalk. We will maintain it.

MR. AUERBACH: The reason for the question I think is an obvious one, but let me state it on the record if I may. This from the Department's standpoint is a very small area. From the borough's standpoint we are concerned about an eyesore developing there. We are going to make sure if they say they are going to maintain it --

JUDGE SMOLEN: I believe it is a proper question. I will overrule the objection. If the witness knows?

THE WITNESS: As I said before, we will maintain it.

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BY MR. AUERBACH:

Q. Do you have crews that go around and maintain some small plots of grass like this throughout the state?

A. I suppose so, yes, as far as I know.

MR. ZAHN: I was just advised by our local people that it would be within the mowing contract that we let each year with Delaware County.

Your Honor, it appears that counsel is concerned with the matter with Amtrak and I don't know whether or not that is something that should hold up this hearing, whether it is something they can't discuss at some other time.

MR. AUERBACH: My response to that is it concerns Amtrak but it also concerns the Department. The Department is taking the position that the borough should be responsible for the maintenance of the curbs and sidewalks.

MR. ZAHN: Right.

MR. AUERBACH: Now based upon these drawings it appears to us that we would be able to pass that responsibility on to Amtrak. If we are unable to do so then we have serious objection to the borough being required to maintain it.

JUDGE SMOLEN: You can testify to that.

MR. AUERBACH: But we were handed this testimony ten minutes ago; we haven't had a chance to review it. We haven't a problem if Amtrak says you are right with regard to your interpretation. We go on. If not, we will have some other questions

for the witness.

MR. ZAHN: In answer to that I would like the record to indicate this is a complaint of Folcroft; that the Department is only a respondent along with everyone else and they graciously agreed to maintain certain portions of the right-of-way and I don't understand why Folcroft is making any complaint about this at this time.

MR. AUERBACH: With all due respect, sir, I feel that is a good closing argument how gracious the Department is, but you are in a better position financially to do this than the Borough of Folcroft.

JUDGE SMOLEN: Let us not get into argument.

MR. AUERBACH: Just give me a minute.

JUDGE SMOLEN: If you have a position that you don't want to be responsible or you want PennDOT to be responsible or you want Amtrak to be responsible or someone else to be responsible, that's your position. You can state it on the record both through yourself and through your witness and in briefs if briefs are to be filed later on; you can do that. But you are attempting, it seems to me now, to try to resolve the problem which is fine, the Commission would approve of that and encourage such type of settlements, but how does that affect this

particular witness? Ask your questions.

MR. AUERBACH: I understand, but the only purpose is if you give me one minute if Amtrak says yes to the question I have asked then we will go on; if not I will take a few minutes.

JUDGE SMOLEN: I think you have to cover all your bases and let us proceed.

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BY MR. AUERBACH:

Q. Sir, have you been involved with the construction of other bridges such as this?

MR. ZAHN: Objection.

JUDGE SMOLEN: Overruled.

MR. KOHLI: Not with the construction.

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BY MR. AUERBACH:

Q. So you would not know then whether it is normal for the municipality to maintain these curbs and sidewalks?

MR. ZAHN: Objection.

JUDGE SMOLEN: Sustained.

MR. AUERBACH: I have no further questions of the witness.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: No questions.

JUDGE SMOLEN: Mr. Posner?

MR. POSNER: Yes, Your Honor, I have a few questions.

JUDGE SMOLEN: Mr. Posner.

MR. POSNER: Thank you.

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CROSS EXAMINATION

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BY MR. POSNER:

Q. Mr. Kohli, Primos Avenue is also known as state highway Route 420, is it not?

A. Yes, it is.

Q. Do you know when Primos Avenue was adopted by the state, if that's the correct word, as a legislative route or state highway?

A. I am not sure, but I think it was around 1927.

Q. 1927 approximately?

A. Approximately.

Q. And has the state had maintenance responsibilities with respect to it then since that time?

A. Yes, except for the bridge involved in this proceeding.

Q. Except for the bridge involved. Now prior to your becoming involved in this are you familiar with

a Mr. Sellers who is the employee of the Pennsylvania Department of Transportation?

A. Yes, I am.

Q. And he testified at an earlier hearing in this matter after the filing of the complaint by the Borough of Folcroft in April of 1974, did he not?

A. Yes, he did.

Q. And at that time the state indicated that the bridge was the responsibility of the Penn Central Transportation Company, did it not?

A. Yes, sir.

Q. And that is still your position?

A. It is -- now it is Amtrak's.

Q. Has PennDOT performed any traffic studies with respect to Primos Avenue between Elmwood and Woodland Avenue within the last two years, or in the alternative let me take it a little further: Is it the Department's position that the traffic studies which were testified to by Mr. Sellers, if you are aware of them, back in April of 1974, are still valid?

A. I am not sure, but these plans are based upon the traffic studies, traffic counts that were provided to the Department by the Delaware Valley Regional Planning Commission.

Q. Let me see if we can hone in on that a little bit by my being a little more specific, Mr. Kohli. The Commission's order of June 23, 1974 --

MR. ZAHN: May I ask for an offer of proof on this?

MR. POSNER: Sure, Herb. Under the City of Wilkes-Barre case one of the areas that the Commission is to inquire into or which serves as part of the criteria for cost allocation is who caused the condition requiring the replacement of the bridge, who will benefit from it, et cetera, and that's the offer of proof that I am going to, Your Honor.

MR. ZAHN: Well, it is a state highway. There is no question of the traffic.

JUDGE SMOLEN: I think the question is proper.

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BY MR. POSNER:

Q. All right, the Commission's order of June, 1974 indicates that Mr. -- and I will show it to you, if you want, sir -- Mr. Sellers testified based upon a traffic study that the daily volume of traffic on state highway Route 420 is 7,800 motor vehicles and it was anticipated that the daily traffic using the crossing above grade will consist of 12,400 motor

vehicles by the year 1994. And all I am really asking you is whether or not you are able to testify today as to whether that is still, those figures are still accurate as far as the Department is concerned.

A. The new figures are shown on PennDOT Exhibit No. 8, traffic figures.

Q. And what are they? Thank you, that's what I was getting to and I didn't see them, I apologize.

A. The present day traffic is estimated to be 11,200 cars a day.

JUDGE SMOLEN: Where does that show?

MR. ZAHN: Lower left-hand corner of Exhibit A.

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BY MR. POSNER:

Q. All right, that would be the 1985 average daily traffic then is 11,200, sir, and it is estimated to go to 12,000 by the year 2005; is that how I would read that?

A. Yes, sir.

Q. So would it be fair to assume from that that one reason for the reconstruction of this bridge is to accommodate an increase in traffic flow back from 1975 and looking toward the future?

A. The traffic back in the ones you are reporting to, to which Mr. Sellers testified, those traffic

counts were based on the best data available at that time.

Q. I am not challenging that. What I am asking you, sir, is here you are about to build a new bridge and all I am looking for is the reasons for it. And is it fair to say and may the Commission consider here one of the reasons for the construction of this new bridge is to handle added traffic flow?

A. The reason is the condition of the bridge which is posted two and a half tons. All we are trying to do is replace that bridge as directed to by the Commission.

Q. All right. Now I will accept that answer. Let me go to another question with you then. Are you replacing the bridge with the exact same widths and lengths and elevations as currently exist or are you making changes to it?

A. We are making some slight changes to bring it into accordance with the present day design criteria.

Q. Again referring to the Commission order of June 25, '74 the indication there is that the bridge is currently 24 feet in width; is that correct?

A. Probably is.

Q. And what will the new width be after

construction?

A. It will be 28 feet.

Q. Twenty-eight feet, so you are adding four feet then in width to the bridge?

A. That's right.

Q. What about the elevation on each side of the bridge, is that changing?

A. We are raising the profile of the highway to provide more clearance over the railroad tracks.

Q. Pardon me, I am not an engineer so let's see if we can define that in more layman's terms. Does that mean a more gradual approach as one goes north on Primos Avenue to the bridge itself, a more gradual elevation or a steeper elevation?

A. It is about the same, but it will be a little higher.

Q. The clearance over the tracks will be higher?

A. That's right.

Q. I take it then, sir, from your testimony the primary reason from the Department's perspective for the replacement the bridge is the deterioration of the bridge?

A. That's right.

Q. And is it fair to assume that deterioration was a result of years of usage by motor vehicles,

cars, trucks, et cetera, over the bridge?

A. Since the last 30, 40 years nobody maintained the bridge. It was the responsibility initially of the Penn Central, Pennsylvania Rail Company then Penn Central Transportation Company, then for awhile Conrail and then Amtrak and none of these parties ever maintained this bridge.

Q. So your answer to my question is the neglect was the cause of the work that has to be done now?

A. That is right.

Q. There were no Bell Telephone Company facilities on that bridge, were there, sir?

A. No.

Q. Bell Telephone Company facilities run parallel to Primos Avenue but are not connected in any way to the bridge?

A. That is correct.

Q. Is it a correct statement that all of the Bell Telephone Company facilities shown on Bell Exhibit 1 which were provided before by the company are within the jurisdiction which you have suggested?

A. Yes.

MR. POSNER: I have no other questions.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: No questions.

JUDGE SMOLEN: Mr. Kropilak?

MR. KROPILAK: No questions.

JUDGE SMOLEN: Mr. Dunn?

MR. DUNN: I have a couple.

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CROSS EXAMINATION

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BY MR. DUNN:

Q. Mr. Kohli, I represent the Borough of Glenolden. On the bridge as is constructed now is there any sidewalk on the Glenolden side of the bridge?

A. I don't believe so, no.

Q. The plans call for a sidewalk to be constructed on the Glenolden side of the bridge now, correct?

A. Yes.

Q. Do you recall or do you know whether the borough when these plans were initially drawn objected to the presence of a sidewalk on their side?

A. I don't know.

Q. On the Glenolden side will there be a retaining wall constructed which will effectively keep the sidewalk up above the ground level on either side of the bridge?

A. Yes.

MR. DUNN: Okay, that's all I have.

JUDGE SMOLEN: Let me ask this question of Mr. Kohli. Your previous testimony with respect to sidewalks and curbs, did that deal only with approaches?

THE WITNESS: Yes, sir, only on the highway approaches to the bridge.

JUDGE SMOLEN: Who is to maintain the sidewalk or sidewalks on the bridge itself and the curbs?

THE WITNESS: The Department; we will maintain the entire bridge including the sidewalks on the bridge.

JUDGE SMOLEN: Mr. Huss?

MR. HUSS: No questions.

JUDGE SMOLEN: Mr. Gallagher, you passed before?

MR. GALLAGHER: I have no questions.

JUDGE SMOLEN: Mr. Cohen?

MR. COHEN: No questions.

JUDGE SMOLEN: Any redirect?

MR. ZAHN: No. I move for the admission of PennDOT Exhibits A through N.

JUDGE SMOLEN: Hearing no objection they will be so admitted.

(PennDOT Exhibits A through N were received in evidence.)

JUDGE SMOLEN: Do you want to proceed, Mr. Posner?

MR. POSNER: Yes, sir. Let me make a statement for the record first, if I may, Judge Smolen. I am in a rather funny position here. During the ten minute break that we took and in searching back through this file which goes, as you have already become aware, some distance, I came across the file memorandum written by an attorney by the name of R. B. Kunkel who represented Bell originally in this case. There is a statement in that memo by Mr. Kunkel to the effect that he had stated on the record at the hearing of April 24, 1974 that the necessary work to be done by the telephone company would not be terribly expensive and the telephone company was willing to do whatever had to be done at its own expense in this matter.

This is the reason why I asked if anyone here had a transcript of the April 25, 1984 hearing. Obviously if in fact that commitment was made in 1974 by a representative of the company we would, of course, abide by that commitment and would do the work at our expense. Subject to getting a hold of

that transcript and verifying that the company took that position, however, I would like to put a witness on to testify as to the location of our facilities, the work that will be done to relocate them, the estimated cost and if you will indulge me I will take a position with respect to it which will be somewhat different from what might have been taken back in 1974.

JUDGE SMOLEN: Let me understand. You are saying that if that position had been taken in 1974 you will comply with that position or are you changing positions?

MR. POSNER: What I am saying, Your Honor, if we took that position there and I don't know why that position would have been taken, but if we did, I think we would feel duty bound to abide by that and if we indicated we would relocate at our own expense we will do so.

JUDGE SMOLEN: In a sense your position as to relocation cost as to Philadelphia Electric utility facilities--

MR. POSNER: Bell Telephone.

JUDGE SMOLEN: Excuse me, Bell Telephone facility relocation cost is basically conditional today?

MR. POSNER: That's right. Our position today will be that Bell given the testimony of Mr. Kohli will be seeking from the Commission in this matter an order allocating the costs and expenses to other parties, whoever is determined to be responsible for those expenses. However, subject to the condition that if the commitment that I have indicated as reflected in my file was made in 1974, that we would withdraw that position and agree to bear our own costs.

JUDGE SMOLEN: Then let's proceed with those ground rules.

MR. ZAHN: Can we have a statement at sometime from Bell that you agree that it is in the record?

MR. POSNER: Well, sure, we are obviously going to have to get a copy of the transcript from 1974.

MR. ZAHN: And you will send all the parties a copy of what your decision is?

MR. POSNER: I wonder if I might make a request to the respect we have a lot of parties involved here and I doubt very much if any of the other parties other than PennDOT and perhaps Commission Trial Staff is interested in Bell's position as to cost. Is anyone else interested in

knowing what we do there?

JUDGE SMOLEN: No response. I might say this, also, the other parties interested in this particular issue might also be perhaps even duty bound to check the transcript for themselves because there may be some argument as to whether or not what Mr. Kunkel had said in 1974 was tantamount to the position you have just read into the record or whether it was not.

MR. ZAHN: That's only if he says it is not. If he says it was their position then they agree with it.

JUDGE SMOLEN: Okay.

MR. GALLAGHER: You have a letter in your file, Bill, but if the letter is in the Commission's file it is of record.

MR. POSNER: No, this is purely a file memorandum.

MR. GALLAGHER: Oh, it is just in your file; it was never sent.

JUDGE SMOLEN: But he said he stated it on the record.

MR. POSNER: The memo indicates he stated it on the record. Again I don't know why that position would have been taken. There is no way I can find

out. And what I am simply saying is that the company feels from a perspective of fair play more than anything else if we have made that commitment at some point in the past we will live by it.

JUDGE SMOLEN: Let's proceed under those ground rules. You will check into it. You will notify the interested parties which will include PennDOT and staff and you will notify everyone as to whether or not your position remains the same as of this date you mentioned in '74 or whether it will be as you stated today.

MR. POSNER: With that, Mr. Thomas.

- - - - -

JOHN THOMAS, having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: State your full name and business address for the record?

THE WITNESS: John Thomas, care of the Bell Telephone Company, Suite 401, Building Number 8, Valley Forge Executive Mall, Wayne, Pennsylvania.

MR. POSNER: Your Honor, if I may before I question Mr. Thomas there was one other minor matter. In Mr. Kohli's testimony he indicated that the Department wanted to be reimbursed by Bell for the

costs to the Department of including two ducts on the new bridge for future use by Bell. So that we don't waste a lot of time with cross-examination on that, that is acceptable to Bell and Bell will reimburse the Department per normal procedures for the ducts that will be installed.

JUDGE SMOLEN: Thank you.

- - - - -

DIRECT EXAMINATION

- - - - -

BY MR. POSNER:

Q. Mr. Thomas, you are not currently employed by Bell as an employee, are you?

A. No, sir, I am not.

Q. Did you just recently retire?

A. Yes, sir.

Q. When was that?

A. March the 31st.

Q. And are you now employed by Bell as a consultant on matters relating to the relocation of Bell facilities at rail-highway crossings?

A. Yes, I am.

Q. What was your position with Bell just prior to your retirement?

A. Assistant Manager, Outside Facilities

Engineering.

Q. And was it your normal job at that time as is it still your job as a consultant in that area to have familiarity with Bell's outside plant facilities and the work requirement to relocate them when necessary?

A. Yes.

Q. Have you prepared two exhibits for use in connection with this proceeding, Bell Exhibit No. 1 which is a drawing and Bell Exhibit No. 2 which is an estimate of costs?

A. Yes, sir.

MR. POSNER: Your Honor, I would ask that the court reporter perhaps amend those exhibits by putting the date of today's hearing after the numbers in the event that there are prior exhibits so that Bell Exhibits will be Bell Exhibit 1, April 4, 1985 and Bell Exhibit 2 will be Bell Exhibit 2, April 4, 1985.

JUDGE SMOLEN: Your request is granted.

(Documents were marked Exhibits Bell-1 4/4/85 and Bell-2 4/4/85 for identification.)

- - - - -

BY MR. POSNER:

Q. Mr. Thomas, does Bell Exhibit 1 depict

although in this particular scale the general nature of the facilities that Bell owns and maintains in the vicinity of this crossing?

A. Yes, sir.

Q. You have several green circles on this exhibit; what do those green circles represent?

A. They indicate the location of new telephone poles.

Q. And the circles just above that which are not colored in and have a slash through it, what do they represent?

A. They represent the existing poles.

Q. And is this a pole line that would run generally on the easterly side of Primos Avenue?

A. Yes.

Q. What is attached to those poles, sir?

A. There are telephone cables on the south side of the tracks in the area of Elmwood Avenue. We have one 50 pair cable which runs up to the approach to the bridge; that's on the south side.

Q. And that cable, is it used to provide telephone service to subscribers?

A. Yes, sir.

Q. Will those poles and cables have to be relocated as a result of the work that will have to

be done in accordance with PennDOT's plan submitted in this matter?

A. Yes, sir.

Q. What will be done with the old poles, sir?

A. They will be scrapped.

Q. New poles will be installed?

A. That's right, yes.

Q. Will they be installed in approximately the same location they are in now but in some distance away from the existing roadway?

A. Yes, they will be placed behind the new curb, new proposed curb.

Q. Are they currently in public right-of-way?

A. Yes, sir, they are.

Q. And will they be in public right-of-way following the relocation?

A. Yes, they will.

Q. Will the existing cable continue to be used?

A. Yes, it will.

Q. No new cable will be installed?

A. None whatsoever.

Q. Is this a simple matter therefore of relocating the poles and then moving the cables from the old poles to the new poles?

A. That's correct.

Q. Is there any other work that would be involved for the Bell Telephone Company with regard to that?

A. Some guying to do with that but that is done in conjunction with placing the pole.

Q. As a result of this relocation will Bell benefit in any way in terms of being able to provide service to its customers at any lower cost or being able to provide any improved service?

A. No.

Q. Will there be any expansion in Bell's facilities accompanying this relocation?

A. No, sir.

Q. Now would you please explain for the record what Bell Exhibit 2 is?

A. Exhibit 2 is a preliminary estimate for the utility relocations working down by various categories of cost. We have preliminary engineering and the actual construction costs, permanent construction costs, removal costs and construction engineering and inspection as the job is being done, accounting costs and a credit for the expired service life for the pole removed.

Q. Now in preparing these cost does Bell have a standard cost accounting methodology approved by the Federal Communications system?

A. Yes.

Q. Is that known as the uniform system of cost accounting?

A. Yes.

Q. Was that engineering cost prepared in conjunction with the uniform system of cost accounting?

A. Yes, sir.

Q. Are the estimated costs the same costs that will be projected in the event the telephone company were doing this work solely for its own purposes?

A. Yes, sir.

Q. The poles involved, do you know the age of those poles, sir?

A. Yes, sir, they are various ages on those poles.

Q. Can you give them to us for the record?

A. We have starting at the oldest a single pole placed in 1935, single pole placed in 1947, single pole placed in 1963, one in '71 and two poles in 1974.

Q. And in computing your estimate of costs have you given a credit to PennDOT or to whoever is responsible for these costs, I should say, to reflect the age of those poles and the depreciation on the poles?

A. Yes, sir, that's given as an expired service life credit.

Q. And again was that computed in accordance with the uniform systems of cost accounting methodology?

A. Yes, sir.

Q. Would Bell do this relocating work at this location for any reason other than the proposed modifications to the crossing and its approaches?

A. No, sir.

Q. Do you agree with Mr. Kohli, sir, that all of Bell's work that you have illustrated on Bell Exhibit No. 1 is within the limits of jurisdiction that have been suggested by Mr. Kohli?

A. Yes, sir.

MR. POSNER: That's all the questions I have, sir.

JUDGE SMOLEN: Mr. Zahn?

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CROSS EXAMINATION

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BY MR. ZAHN:

Q. Mr. Thomas, have you examined the Department's Exhibits A and B regarding the location of your facilities?

A. Yes, sir, very briefly.

Q. And does your Exhibit 1 match up with the poles as shown on the Department's Exhibits A and B?

A. Yes, sir. My exhibit is not to scale but it has been taken from the original highway drawings and the locations are basically where they would normally be.

Q. And they would be at the Station numbers as shown on PennDOT's exhibits?

A. Yes, sir.

Q. Now, does Bell Telephone Company have any reserve for relocating facilities in public right-of-way that it uses on relocation of their facilities that are in public right-of-way by permit?

A. A reserve?

Q. Well, do they set up any accounting for relocating costs?

A. They have a method that they use by a credit which they give.

Q. Do you know whether or not they have any other credits that they have set up in their rate structure that would show possible costs for relocating facilities in public right-of-way?

A. Not to my knowledge.

MR. ZAHN: Thank you, sir.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: I have no questions.

JUDGE SMOLEN: Mr. Kropilak?

MR. KROPILAK: No questions.

JUDGE SMOLEN: Mr. Dunn?

MR. DUNN: No questions.

JUDGE SMOLEN: Mr. Huss?

MR. HUSS: No questions.

JUDGE SMOLEN: Mr. Auerbach?

MR. AUERBACH: No questions.

JUDGE SMOLEN: Mr. Cohen?

MR. COHEN: No questions.

JUDGE SMOLEN: Mr. Gallagher?

- - - - -

CROSS EXAMINATION

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BY MR. GALLAGHER:

Q. Mr. Thomas, what is the useful life for the type of poles that we are talking about at this location?

A. The useful life, it is very difficult to say. We can tell you the lives of poles by generations, but to say there is a standard life for them, we can generate numbers for that, but to actually say this is an average life, if you will, or something of that sort of a pole, as I say we can generate it

through the data that we have. We generate a number, I believe, for the depreciation that we take off.

MR. GALLAGHER: I have no further questions.

JUDGE SMOLEN: Are you saying that the company has no figures on the life, the estimated life, projected life of a pole?

THE WITNESS: Yes, sir, we do have that.

JUDGE SMOLEN: I think that's what Mr. Gallagher was asking.

THE WITNESS: I misunderstood your question.

MR. GALLAGHER: I misunderstood your answer.

THE WITNESS: We keep records on poles by generation; it is called a continuing property record.

JUDGE SMOLEN: What do you mean by generation; will you define that?

THE WITNESS: That's X number of poles replaced in 1936, '37, and so forth with the associated dollars.

JUDGE SMOLEN: If Bell installed a telephone pole in 1974 what would be the estimated life of that pole?

THE WITNESS: Offhand I could not tell you that, sir, but we could get that information.

JUDGE SMOLEN: The service life would not have

expired, the estimated service life?

THE WITNESS: No, no, sir.

JUDGE SMOLEN: How about in 1971, the estimated life would not yet have been reached?

THE WITNESS: No, sir, it is a continuing type of thing.

JUDGE SMOLEN: What do you mean by a continuing thing?

THE WITNESS: Well, it is similar to the life of a person. The longer you live in effect the longer you live. The person who is 80 years of age stands a much better chance of reaching 90 than a person who is 35, as an example.

JUDGE SMOLEN: Was it your testimony that the six poles that have to be relocated, those that are in place now, would be discarded and not used again?

THE WITNESS: Yes, sir, that is generally the procedure.

JUDGE SMOLEN: Even the ones that were installed in 1974?

THE WITNESS: Yes, sir.

JUDGE SMOLEN: What is done with those?

THE WITNESS: They are taken back to the pole yard and cut up to my knowledge.

JUDGE SMOLEN: Anybody else? Any redirect?

MR. POSNER: One question.

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REDIRECT EXAMINATION

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BY MR. POSNER:

Q. Mr. Thomas, on the assumption for the moment that Bell were required to bear its entire relocation expense in this case, are those costs booked on the company's books and records and are they used for rate-making purposes?

A. Oh, yes.

MR. POSNER: No other questions.

JUDGE SMOLEN: Anything further of this witness? If not the witness is excused. Thank you very much for coming in to testify.

MR. POSNER: I move the admission of Bell Exhibits one and two, Your Honor.

JUDGE SMOLEN: Hearing no objection they will be admitted into evidence in the record of this case.

(Exhibits Bell-1 and Bell-2 were received in evidence.)

JUDGE SMOLEN: Mr. Cornell, are you ready to proceed?

MR. CORNELL: Yes, sir, Your Honor.

- - - - -

EDWARD J. SILVER: having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: State your full name and address for the record?

THE WITNESS: Edward J. Silver, 2301 Market Street, Philadelphia, PA.

JUDGE SMOLEN: Mr. Cornell.

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DIRECT EXAMINATION

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BY MR. CORNELL:

Q. Mr. Silver, by whom are you employed?

A. Philadelphia Electric.

Q. And in what capacity?

A. Senior Engineer, Gas Distribution and Utilization Department.

Q. Are you authorized to testify on behalf of Philadelphia Electric Company in this proceeding?

A. I am.

Q. Have you examined the various exhibits of PennDOT that have been submitted in this proceeding and are you familiar with the projected improvement?

A. Yes.

Q. Mr. Silver, I have before me a series of

questions and answers consisting of three sheets, nine questions and answers, the answers representing the numbers as they appear on the official questions and answers submitted by the Commission. If I were to ask you these questions would your answers be substantially the same?

A. Yes.

(Whereupon, the prepared testimony was transcribed as if orally given as follows:)

- - - - -

BY MR. CORNELL:

Q. What is your name and address?

A. Edward J. Silver, 2301 Market Street, Philadelphia, Pennsylvania.

Q. By whom are you employed?

A. Philadelphia Electric Company.

Q. In what capacity?

A. Senior Engineer, Gas Distribution and Utilization Department.

Q. Are you authorized to testify on behalf of the Philadelphia Electric Company?

A. I am.

Q. Are you familiar with the proposed crossing improvement, particularly as it affects the Philadelphia Electric Company?

A. I am.

Q. From the list of "Questions and Procedures" set forth by the Commission, will you answer question number 12?

A. PECO has no objection to the proposed improvement project, provided that its facilities can be adjusted and maintained in a safe and satisfactory manner. PECO does not have any constructive criticism to offer.

Q. Will you answer question 13?

A. As shown on PECO Exhibit No. 1, sheets one and two, PECO maintains on the left two separate 4 KV electric distribution circuits supported by wood poles. The two circuits are separated by the bridge, over which there are no electric distribution facilities. The work required to permit the construction of the subject improvement will be the relocation of eight poles, the removal of one pole and the transfer of street lights to relocated B.T. Poles 788 and 786, approximate Stations 81 plus 95 and 84 plus 20 on the right.

It is estimated that the cost of this work will be $12,143.36. The cost estimate is in accordance with PennDOT's "Design Manual, Part 5, Utility Relocation" which includes credits and is

shown as PECO Exhibit No. 2.

Philadelphia Electric Company also has two 130 KV transmission aerial lines on private right-of-way parallel, north and south of the railroad tracks, as shown on PECO Exhibit No. 1, Sheet 2. No changes to these aerial lines are necessary to accommodate the bridge replacement. However, the use of certain construction equipment may require precautionary measures such as the presence of a safety inspector, de-energizing the conductors or a temporary removal of conductors. It is respectfully requested that PECO be reimbursed for all expenses associated with the presence of a safety inspector, de-energizing conductors, temporary removal of conductors or any other precautionary measures deemed necessary in accordance with OSHA regulations to protect bodily injury and/or property damage and to maintain service to its customers.

Due to the proposed storm sewer construction 120 feet of four inch plastic gas main will be replaced/relocated with four inch plastic on the north side of Elmwood Avenue as shown as shown on PECO Exhibit No. 1, Sheet 1 of 2. Likewise, due to new storm sewer, 120 feet of 6 inch cast iron gas main will be replaced/relocated with 6-inch plastic

on the south side of Woodland Avenue as shown on PECO Exhibit No. 1, Sheet 2 of 2. Since this main is a one way feed east, a temporary four inch bypass will be necessary during the replacement. While replacing this 6-inch cast iron main, we will also retire the four inch cast iron main going north on Primos Avenue to Station 90 plus 80 since it serves no customers. The cost for this work is $27,891 as shown on PECO Exhibit No. 3.

All of the above work will be done concurrent with the proposed construction.

All of PECO's facilities except the electric transmissions facilities on railroad property are in public right-of-way.

Q. Will you answer question 14?

A. PECO will agree to perform the required alteration and relocation work for its facilities. PECO does not agree to bear any portion of the actual cost and expense.

It is respectfully requested that the Commission order that Philadelphia Electric Company be reimbursed for the actual cost less credits of removing and replacing its facilities, inasmuch as the customers of Philadelphia Electric Company will not benefit from any of the proposed relocations of

the company facilities.

Q. Will you answer question 15?

A. PECO will agree to assume the responsibility for maintenance of its facilities after alteration or relocation work has been completed.

- - - - -

BY MR. CORNELL:

Q. Mr. Silver, are there any other facilities of Philadelphia Electric Company on Amtrak's right-of-way which require modification because of this construction?

A. Due to PennDOT's testimony I was not aware that the transmission facilities had to be relocated. Since they have agreed to reimburse us actual costs certainly we do not object.

Q. Do you have any idea of what those additional costs may be?

A. I do not.

Q. Will it be possible to submit those costs as a late filed exhibit?

A. I am not sure, but we may have to have a meeting with PennDOT so everyone understands what has to be done before this could be filed.

Q. All right, do you have any idea how long that might take?

A. No, sir. I believe this is a little bit up to PennDOT; if they set up the meeting we could be there.

MR. CORNELL: Your Honor, I propose that a late filed exhibit on these additional costs be submitted, however inasmuch as it is a matter of private agreement between Philadelphia Electric Company and PennDOT it may not be necessary to make it part of the record.

MR. ZAHN: If Your Honor please, to save time we want this project to go, we will agree that it is within the railroad right-of-way and we are paying for it.

MR. CORNELL: So they can handle it outside of the record of the Commission.

JUDGE SMOLEN: Mr. Gallagher, do you have any thoughts on that?

MR. GALLAGHER: I have no objection to that, as long as PennDOT is willing to agree to pick up their relocation costs.

JUDGE SMOLEN: Let's be specific on the record what are we talking about. Let's get it specifically on the record what PennDOT is agreeing to bear of Philadelphia Electric Company's costs.

MR. CORNELL: Those facilities which are

located in the Amtrak right-of-way, transmission facilities.

JUDGE SMOLEN: All transmission; is that correct, Mr. Zahn?

MR. ZAHN: That's correct.

MR. GALLAGHER: Even those facilities running perpendicular to Primos Avenue?

MR. ZAHN: No.

THE WITNESS. No. I believe that we have private right-of-way on the transmission facilities.

MR. ZAHN: It is on PennDOT's Exhibit K.

JUDGE SMOLEN: I am going to ask the witness to refer to PennDOT's Exhibit K of this morning and identify the facilities about which we are speaking now.

THE WITNESS: The facilities that we will reach an agreement with PennDOT with are shown on PennDOT Exhibit K. They are 130 KV transmission facilities.

JUDGE SMOLEN: Is that all we are talking about?

MR. ZAHN: Yes, sir.

THE WITNESS: Yes.

JUDGE SMOLEN: And as to those facilities, this is addressed to counsel for PennDOT, as to

those facilities PennDOT represents of record that PennDOT agrees to bear those costs?

MR. ZAHN: Yes, sir, in Mr. Kohli's direct testimony on page eight in answer to question 22 he so testified.

JUDGE SMOLEN: Are there other Philadelphia Electric Company facilities involved other than the ones we have just discussed?

THE WITNESS: Yes, sir. That is where we have the testimony for.

JUDGE SMOLEN: That is shown on your exhibits one and two today?

THE WITNESS: Shown on Exhibit 1, sheet one and sheet two of two made up from PennDOT plans.

JUDGE SMOLEN: And as to those facilities what are the estimated costs?

THE WITNESS: The estimated costs are shown for the electric facilities on public right-of-way as PE Exhibit No. 2 and the gas facilities on public right-of-way as shown on PE Exhibit No. 3.

JUDGE SMOLEN: And as to those costs what is Philadelphia Electric Company's position as to who should bear those costs?

THE WITNESS: We respectfully requested to be reimbursed for this cost because we feel like our

customers are not getting any benefit from it.

JUDGE SMOLEN: On Philadelphia Electric Exhibit No. 2 those relate to electric facilities?

THE WITNESS: Yes, sir.

JUDGE SMOLEN: And the total net estimated cost is $12,143.36?

THE WITNESS: Yes, sir.

JUDGE SMOLEN: And with respect to Philadelphia Electric Company Exhibit No. 3 they relate to what type of costs?

THE WITNESS: Relocating the gas mains due to construction, storm sewer construction on the project, for a total cost of $27,891.

JUDGE SMOLEN: Thank you.

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CROSS EXAMINATION

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BY MR. GALLAGHER:

Q. Mr. Silver, on Exhibit 1, your Exhibit 1, sheet 2 of 2, I asked you before whether or not your facilities ran perpendicular to Primos Avenue.

A. Okay.

Q. Is that correct?

A. Yes.

Q. You answered no?

A. Well, I am sorry.

Q. They do run perpendicular?

A. Yes, they are running parallel north and south of the railroad; that is the facility on private property.

MR. GALLAGHER: Thank you.

JUDGE SMOLEN: Mr. Cohen, any questions?

MR. COHEN: No questions, sir.

JUDGE SMOLEN: Mr. Auerbach?

MR. AUERBACH: None.

JUDGE SMOLEN: Mr. Huss?

MR. HUSS: No questions.

JUDGE SMOLEN: Mr. Dunn?

MR. DUNN: No questions.

JUDGE SMOLEN: Mr. Kropilak?

MR. KROPILAK: No questions.

JUDGE SMOLEN: Mr. Zahn?

MR. ZAHN: Yes, sir.

JUDGE SMOLEN: Any questions?

MR. ZAHN: Yes, sir.

- - - - -

CROSS EXAMINATION

- - - - -

BY MR. ZAHN:

Q. Mr. Silver, on your question number seven

answer, do those poles provide for street lighting to the Borough of Folcroft?

A. As mentioned in the testimony, we have two street lights that are on Bell Telephone poles. That is on page three -- no, I am sorry, page two, at the top, street lights to be relocated.

Q. Now, does PE have any agreement with the borough as to payment for energizing those facilities? Do they make a monthly payment to PE Company?

A. Yes.

Q. And if those facilities were moved would PE Company request the borough to reimburse it for moving those facilities?

A. No, sir.

Q. That's included in your tariff, is it not, the cost?

A. (Indicating).

Q. In the energizer?

A. I don't know.

Q. But you would request the borough to reimburse you?

A. No.

Q. Are you asking that the borough or the Department reimburse you for relocating those now?

A. I have included all work that PE had to do on the project, yes, sir.

Q. But you wouldn't ask the borough but you are asking the Department to pay those costs; is that correct, is that what you are saying?

A. Yes.

Q. Are all your facilities in public right-of-ways?

A. Other than the transmission?

Q. Other than the railroad?

A. Yes, sir.

Q. The ones you are testifying to now.

A. Yes.

Q. They are all in public right-of-way and they are thereby permanent, are they not?

A. Yes.

Q. Now, do you know whether or not the electric company sets up any reserve for relocating facilities from public right-of-way in their rate structure?

A. I don't know, sir.

Q. Can you provide us with the cost of relocating those street lights as a late filed exhibit?

A. Yes.

Q. All right

JUDGE SMOLEN: I am not certain Mr. Cornell heard the question.

(Whereupon the Court Reporter read back as follows:

"QUESTION: Can you provide us with the cost of relocating those street lights as a late filed exhibit?")

JUDGE SMOLEN: The witness responded he was able to do so.

MR. CORNELL: Yes, we can do that.

- - - - -

BY MR. ZAHN:

Q. Can that be done within a relatively short time?

A. Yes.

MR. CORNELL: What is relatively short?

MR. ZAHN: Within ten days?

MR. CORNELL: I doubt that.

THE WITNESS: With the holiday, no, sir.

MR. ZAHN: Two weeks?

JUDGE SMOLEN: Let the witness state how much time he will require.

THE WITNESS: Four weeks.

- - - - -

BY MR. ZAHN:

Q. A month?

A. Yes.

JUDGE SMOLEN: You will supply that to PennDOT as well as to the Commission.

MR. CORNELL: And counsel of record.

JUDGE SMOLEN: And all counsel of record.

MR. ZAHN: Well, I don't know whether the other counsel want it. Thank you, Mr. Silver.

JUDGE SMOLEN: Mr. Posner?

MR. POSNER: No questions.

JUDGE SMOLEN: The witness is excused. Thank you very much for testifying. By motion of Mr. Cornell we will move that the--

MR. CORNELL: Philadelphia Electric Company Exhibits 1, 2, 3 and 4 be admitted.

JUDGE SMOLEN: Hearing no objection, they will be admitted and we will direct the stenographer to mark today's date after each exhibit number so as they will not be confused with any prior exhibits which may have been introduced in this case.

(PECO Exhibits 1 through 4 were received in evidence).

JUDGE SMOLEN: Now, Mr. Cornell, you mentioned Exhibit 4, is that what you reserved for the late filed exhibit? I notice there is exhibits one, two

and three.

MR. CORNELL: I stand corrected there are Exhibits 1, 2 and 3, Exhibit 1 being two sheets.

JUDGE SMOLEN: The late filed exhibit?

MR. CORNELL: Will be Exhibit 4.

JUDGE SMOLEN: We will reserve that number as PECO Exhibit 4.

JUDGE SMOLEN: Mr. Kropilak, do you want to go next?

MR. KROPILAK: Yes, I will call John Heibeck.

- - - - -

JOHN G. HEIBECK, having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: Please state your full name and business address for the record?

THE WITNESS: My name is John Heibeck, H-e-i-b-e-c-k, 762 Lancaster Avenue, Bryn Mawr.

JUDGE SMOLEN: Mr. Kropilak.

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DIRECT EXAMINATION

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BY MR. KROPILAK:

Q. Mr. Heibeck, by whom are you employed?

A. Philadelphia Suburban Water Company.

Q. And what is your position with the water company?

A. Highway liason.

Q. Have you prepared written testimony in response to questions propounded by the Commission for this hearing?

A. Yes, I have.

Q. Do you have before you a document of some ten pages which contains your testimony in this proceeding?

A. Yes, I do.

Q. If I were to ask you today the same questions that are set forth in your prepared testimony would your answers be substantially the same as contained therein?

A. Yes, they would.

Q. And would they be true and correct to the best of your knowledge, information and belief?

A. Yes, sir

MR. KROPILAK: Your donor, I ask Mr. Heibeck's testimony be marked as Philadelphia Surburban Water Company's Statement No. 1.

JUDGE SMOLEN: We will mark it Philadelphia Suburban Water Company Statement Number 1, but I want to direct the court reporter to reproduce in

the record this testimony as though it were orally given and that applies as well for all of the prepared testimony which has been presented this morning.

(Document was marked Philadelphia Suburban Water Company Statement No. 1 for identification.)

(Whereupon, the prepared testimony was transcribed as if orally given as follows:)

- - - - -

BY MR. AUERBACH:

Q. Please state your name, employer and business address?

A. John G. Heibeck, Philadelphia Suburban Water Company, 762 Lancaster Avenue, Bryn Mawr, Pennsylvania 19010.

Q. What is your position with the water company?

A. I am the Highway Liason.

Q. How long have you held that position?

A. Fifteen years.

Q. Please summarize your job responsibilities?

A. I represent the company in all state, local and municipal projects where the company's facilities are involved, including complaint and investigation proceedings before the Pennsylvania Public Utility Commission. I am responsible for

evaluating the impact of highway, bridge, sewer and other projects on the company's facilities and for eliminating conflicts whenever possible. I am also responsible for preparing plans, estimates and agreements for all work to be done as a result of and in conjunction with those projects.

Q. Are you authorized to testify on behalf of the company in this proceeding?

A. Yes, I am.

Q. Are you familiar with the right-of-way plan and preliminary bridge plan for Primos Avenue bridge prepared by the Pennsylvania Department of Transportation?

A. Yes, I am.

Q. Are you also familiar with the questions and procedure sheet furnished by the Commission for this hearing?

A. Yes, I am.

Q. As an initial matter, please describe the general nature and location of your existing facilities within the area of the proposed construction project?

A. I refer you to the copy of our pipe plate, attached hereto and identified as Exhibit W-1, for an illustration of the type, size and location of

our major facilities within the vicinity of the bridge construction project.

To the south of the bridge we have a 6-inch cement pipe that runs in an east/west direction in Elmwood Avenue. This pipe is intersected by a pipe that runs north along Primos Avenue from the limit of work at Station 80 plus 00 to Elmwood Avenue. The northern 97 foot segment of this pipe (from Station 80 plus 50 to the intersection) is 6-inch cement pipe. Farther south (from Station 80 plus 50 to the limit of work at Station 80 plus 00) the pipe is 6-inch cast iron.

We also own a 12 inch cast iron main which lies in Elmwood Avenue to the east of the Primos Avenue intersection, and which extends south in Primos Avenue for approximately 20 feet where it connects to our existing 6-inch cement main (at Station 81 plus 18). In the vicinity of this connection (at Station 81 plus 25), we maintain a fire hydrant located behind the curb which is marked number 24-9. Finally, the water service lines to parcel numbers two and three along Primos Avenue and parcel number four along Elmwood Avenue are within the limits of construction.

To the north of the bridge there is a 6-inch

cast iron main running east/west in Woodland Avenue and another 6-inch cast iron main running in Primos Avenue north from Woodland. The water services to parcel numbers 8, 9, 10, 11, 12 and 15 along Primos Avenue, as well as the services to parcel numbers 13 and 14 along Woodland Avenue, are within the limits of construction.

Please note that the water company does not currently have any facilities on the bridge or the immediate approaches thereto.

Q. Mr. Heibeck, what is your response to question 16 asking whether the water company has any objection to or criticism of the proposed improvement project?

A. We have no objection to or criticism of the bridge plans as submitted. However, as I will explain below, we are requesting permission to install a 16-inch water main on the Primos Avenue bridge and the approaches thereto.

Q. With respect to question 17, have you prepared detailed plans and cost estimates of the work required to be performed on your facilities due to the conflicts with the bridge improvement project?

A. Yes, I have prepared two plans, marked Exhibits W-2 and W-3, which show the work required

on the south and north sides of the bridge, respectively.

Exhibit W-2 is a plan and profile of the intersection of Primos Avenue and Elmwood Avenue, south of the bridge. The plan shows our existing and proposed water mains in relation to the proposed line and grade of the reconstruction. The reconstruction work will destroy the integrity of our 6-inch main running east and west in Elmwood Avenue to the limits of work, and our 6-inch main in Primos Avenue between the intersection and Station 80 plus 50. Replacement of these mains with 275 feet of 6-inch ductile iron pipe would cost $24,314.56, for which we seek reimbursement.

As a result of the curb alignment, we will be required to relocate our fire hydrant number 24-9 at an estimated cost of $2,500. Our three water services to parcel numbers two, three and four will not have to be adjusted.

Our required work to the north of the bridge is shown on Exhibit W-3. The bridge project calls for the placement of up to four and one half feet of fill on our mains in Primos and Woodland Avenues. Additionally, our 6-inch main in Woodland Avenue will be in conflict with the storm sewer constructed

across Woodland Avenue at Station 9 plus 58. The storm sewer will also present a possible conflict with our main in Primos Avenue at Station 90 plus 20. Due to these conflicts, we are required to replace the 6-inch main in Primos Avenue from the intersection to the limit of work at Station 91 plus 00, and the 6-inch main in Woodland Avenue from Station 9 plus 60 to 10 plus 30. Replacement of these mains with 288 feet of 6-inch ductile iron pipe would cost $18,733.12.

Additionally, six of the seven services to the north of the bridge will have to be adjusted at an estimated cost of $5,356.56 due to the improvement project.

Q. Mr. Heibeck, in further response to question 17, please indicate which portions of the required work are within public right-of-way and whether your work will be performed prior to, concurrent with or subsequent to the bridge and roadway approach construction?

A. All of our existing facilities are in public right-of-way. Our relocation work must be done concurrently with the project construction, after the road has been brought to subgrade.

Q. Mr. Heibeck, in response to question 18, is

the water company willing to perform the work on its facilities?

A. Yes. The water company agrees to perform all of the relocation work on its facilities associated with this project.

Q. In further response to question 18, what portion of the cost is the water company willing to bear at its sole cost and expense? For what costs does the water company seek reimbursement?

A. The water company seeks reimbursement of the cost of relocating its existing facilities or replacing them with comparably-sized new facilities. This cost totals $50,904.24 and is summarized below:

South of the bridge (Exhibit W-2), replacement of 6-inch main in Elmwood Avenue and section of main in Primos Avenue with 6-inch ductile iron pipe, $24,314.56. Relocation of fire hydrant, $2,500.

North of the bridge (Exhibit W-3), replacement of 6-inch main in Woodland and Primos Avenues, $18,733.12. Replacement of six services, $5,356.56.

Total: $50,904.24.

We are seeking reimbursement for this work because it must be performed due to the road construction which is for the benefit of the

motoring public, and not for the ratepayers of the water company. Our existing facilities are more than adequate to serve the needs of our customers now and into the foreseeable future.

In contrast, the company is willing to bear the cost of installing new facilities where none existed before. Thus, we are willing to pay for installation of the 16-inch main on the bridge and roadway approaches between Elmwood and Woodland Avenue at an estimated cost of $109,875.46.

We are also willing to pay the incremental cost of installing new pipe that is larger than the existing pipe that must be replaced due to conflict with the bridge project. For example, we only seek reimbursement for the cost of installing 6-inch pipe in Elmwood and Woodland Avenues because that would maintain the status quo. In fact, we propose to install 8-inch pipe because it is now the minimum size of distribution pipe installed as company policy. We are willing to pay the difference between installing 8-inch pipe rather than 6-inch pipe because we consider the increased capacity to be a present betterment. Similarly, we seek reimbursement for installation of 6-inch pipe in Primos Avenue (north of the bridge to the limit of

work and south of the bridge to Station 80 plus 50) while we agree to pay the extra cost of installing 16-inch pipe. These total betterment costs are $9,494.15.

Finally we are willing to pay the entire cost of installing the 16-inch main in Primos Avenue south of Station 80 plus 50 because the existing 6-inch pipe is not in conflict with the project and does not have to be replaced independently of our 16-inch main installation. That 50 foot section of 16-inch main is estimated to cost $2,646. Therefore, the total estimated cost of all work associated with this project for which the water company is willing to pay is $122,015.61.

Q. Mr. Heibeck, can you provide the details of your request to install a 16-inch water main on the bridge and in the roadway approaches?

A. I can provide you with a detailed statement of our proposal, although I was unable to prepare detailed plans of the main installation in the period since we received notification of this hearing. As we have done in the past, we are working with the Department of Transportation to make the minor design changes necessary to accommodate our facilities. The 16-inch main will

be installed on the bridge by the Department's contractor under an agreement with the Department. The remaining 16-inch main will be installed by water company personnel.

In general, we would like to install the 16-inch main on the bridge and in the approaches in order to increase our system supply capabilities and improve our fire protection service on both sides of the bridge. As I have suggested above, the 16-inch main would run along Primos Avenue for the entire longitudinal limit of work from Station 80 plus 00 to 91 plus 00. This installation would require approximately 956 feet of 16-inch ductile iron pipe for the bridge approaches. In addition, we will need approximately 154 feet of 16-inch extra heavy steel pipe and approximately 140 feet of 20-inch casing for the bridge span.

We believe this is a reasonable proposal and request the Commission, as part of this proceeding, to grant us permission to install a 16-inch main on the bridge and in the roadway approaches.

Q. Finally, Mr. Heibeck, what is your response to question 19 asking whether the water company agrees to assume the responsibility for maintenance of all facilities after the work has been completed?

A. The Water Company will assume full responsibility for the maintenance of its facilities upon completion of the bridge construction work.

JUDGE SMOLEN: How many exhibits do you have?

MR. KROPILAK: Three exhibits, one of which is attached to the testimony.

JUDGE SMOLEN: All right, let's proceed then.

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BY MR. KROPILAK:

Q. Mr. Heibeck, have you also prepared three exhibits?

A. Yes, I have.

Q. Would you briefly describe the contents of each exhibit?

A. Yes. Exhibit 1, W-1, is a copy of our pipe plates showing the nature and location of our existing facilities dated February 26, 1985. That exhibit is basically the same as Exhibit 1 that had been presented and marked and dated February 20, 1975 at that hearing.

Exhibit 1 that we are presenting today will be the exhibit that will be of record for this hearing.

JUDGE SMOLEN: Did you say there were two other exhibits?

MR. KROPILAK: Yes.

JUDGE SMOLEN: Do you have additional copies of those exhibits for me?

MR. KROPILAK: Yes, we do. Could I give them to you after he is done or would you like them now?

JUDGE SMOLEN: I would like them now to follow his testimony if he is going to be referring to them.

Do you have any further direct questions of the witness?

MR. KROPILAK: Mr. Heibeck is in the process of just briefly summarizing the exhibits, W-2 and W-3.

JUDGE SMOLEN: All right.

THE WITNESS: Exhibit W-2 shows the existing and proposed facilities south of the bridge, that being from Elmwood to the limits of work and Exhibit W-3 is the existing proposed facilities north of the bridge being from Woodland Avenue to the limits of work.

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BY MR. KROPILAK:

Q. Mr. Heibeck, were these exhibits prepared by you or under your direction?

A. Yes, they were.

Q. And is the information contained in these exhibits true and correct to the best of your

knowledge, information and belief?

A. Yes, they are

MR. KROPILAK: Your Honor, I would ask the exhibits be marked as identified by Mr. Heibeck, Exhibit W-1, W-2 and W-3.

JUDGE SMOLEN: So marked for identification,

(Documents were marked Exhibits W-1, W-2 and W-3 for identification.)

MR. KROPILAK: Mr. Heibeck is available for cross-examination.

JUDGE SMOLEN: Mr. Zahn?

MR. ZAHN: No questions.

JUDGE SMOLEN: Mr. Posner?

MR. POSNER: No questions, sir.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: No questions.

JUDGE SMOLEN: Mr. Dunn is not here.

Mr. Huss?

MR. HUSS: No questions.

JUDGE SMOLEN: Mr. Auerbach?

MR. AUERBACH: I have no questions.

JUDGE SMOLEN: Mr. Cohen?

MR. COHEN: No questions.

JUDGE SMOLEN: Mr. Gallagher?

MR. GALLAGHER: No questions.

JUDGE SMOLEN: I wonder about Mr. Dunn.

MR. GALLAGHER: He has waived any questions, Your Honor.

JUDGE SMOLEN: There being no cross-examination, I don't expect there will be any redirect.

MR. KROPILAK: Your Honor, I would move the statement and the three exhibits be entered into the record.

MR. ZAHN: No objection.

JUDGE SMOLEN: Hearing no objection they are admitted.

(PSWC Statement No. 1 and Exhibits W-1, W-2 and W-3 were received in evidence).

MR. KROPILAK: Your Honor, one other point if I may, in the 1975 hearing there was prior testimony by John McKay of Philadelphia Surburban and that was based on preliminary plans at this time and this testimony is intended to supersede any past testimony.

JUDGE SMOLEN: So noted on the record. Nothing further on the record, the witness is excused. Thank you very much for appearing.

JUDGE SMOLEN: How about SEPTA, Mr. Huss?

MR. HUSS: Fine.

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BRIAN G. WOODBURN, having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: State your full name and address for the record?

THE WITNESS: Brian G. Woodburn, W-o-o-d-b-u-r-n, 200 West Wyoming Avenue, Philadelphia 19140.

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DIRECT EXAMINATION

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BY MR. HUSS:

Q. Mr. Woodburn, by whom are you employed and in what capacity?

A. Southeastern Pennsylvania Transportation Authority as project engineer.

Q. And how long have you been in that position?

A. Six years.

Q. Are you authorized to testify on behalf of SEPTA in this proceeding?

A. Yes, I am.

Q. What is SEPTA's involvement at this crossing?

A. Our involvement is we operate 23 scheduled round trips with electrified silverliner cars via

track agreements with Amtrak. The Folcroft Train Station is within the construction area of the proposed bridge replacement. Our trains are the only ones that stop at this Station. The daily passenger count in 1984 was 465 people.

Q. In comformance with Commission question 32 does SEPTA have any objection to or criticism of the proposed improvement?

A. SEPTA has reviewed the latest project plans. We are satisfied with the inbound platform replacement as shown. However, the outbound platform has a drainage pipe which is not shown on the typical section. It should be extended to the new end of the platform. As to the temporary pedestrian bridge we suggest that lighting be provided from bent to bent since the walkway will be enclosed on both sides by the protection barrier. SEPTA will address a letter to the state's design consultant with these comments.

Q. For the record does SEPTA agree to bear any costs in the proceeding?

A. No.

MR. HUSS: The witness is available for cross-examination.

JUDGE SMOLEN: Let's start with Mr. Zahn.

MR. ZAHN: Can I pass a moment?

JUDGE SMOLEN: All right, let's go to Mr. Posner.

MR. POSNER: No questions.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: No questions.

JUDGE SMOLEN: Mr. Dunn?

MR. DUNN: No questions.

JUDGE SMOLEN: Mr. Kropilak?

MR. KROPILAK: No questions.

JUDGE SMOLEN: Mr. Auerbach?

MR. AUERBACH: No questions.

JUDGE SMOLEN: Mr. Cohen?

MR. COHEN: No questions.

JUDGE SMOLEN: Mr. Gallagher?

MR. GALLAGHER: No questions.

MR. SHAW: Excuse me, I am a resident and my backyard goes into Folcroft Train Station.

JUDGE SMOLEN: Excuse me, sir, did you want to ask this witness a question or do you want to make a statement?

MR. SHAW: No, I want to ask him a question.

JUDGE SMOLEN: State your name and address for the record please?

MR. SHAW: Robert Shaw. I live at 1561

Woodland Avenue.

JUDGE SMOLEN: Mr. Shaw, please keep your voice up so we can all hear and ask whatever questions you have of this witness.

MR. SHAW: The railroad requires an access route.

JUDGE SMOLEN: Is that correct, I will ask to make a question out of it.

THE WITNESS: SEPTA is not the owner of the trackage involved. We just operate there. I think that could be properly addressed by Amtrak.

MR. SHAW: All I wanted to ask was who is responsible for maintenance and upkeep of that access road which they require?

JUDGE SMOLEN: Let me ask this question: Is there an access road?

THE WITNESS: I would have to refer to the plans. You are speaking of the area right behind the Folcroft Train Station; is that correct?

MR. SHAW: No, right along Primos Avenue.

THE WITNESS: Along Primos Avenue, are you on the north side of the bridge?

MR. SHAW: That's right.

THE WITNESS: Okay, I believe the property owner there is Amtrak. SEPTA is not the property

owner so I would defer to Amtrak for that answer.

JUDGE SMOLEN: Amtrak has a witness. Does Amtrak intend to present a witness?

MR. COHEN: Yes.

JUDGE SMOLEN: So you will have an opportunity to ask it of them.

Do you have any other questions, Mr. Shaw, of this witness?

MR. SHAW: Yes, since the railroad facilities affect me quite a bit, I mean the parking, people walking past the property, as the borough has no responsibility for sidewalks, curbing, the state doesn't want to pay for the trees in the front because that is not my property, but I am required to maintain the sidewalks; who is responsible?

JUDGE SMOLEN: For sidewalks?

MR. SHAW: Sidewalk, curbing; it is the railroad patrons that use that facility.

JUDGE SMOLEN: Are you talking on the access road or regular curbs and sidewalk?

MR. SHAW: Right in front of my house and beside my house.

JUDGE SMOLEN: I believe that came up earlier in the hearing when Mr. Auerbach was examining a PennDOT witness; isn't that correct, Mr. Auerbach?

MR. AUERBACH: Yes.

JUDGE SMOLEN: Mr. Shaw is asking a question with regard to maintenance of sidewalks and curbs. And to the best of my recollection he stated that there was a borough ordinance placing that responsibility upon the adjacent owners of property.

Does that answer your question? It may not answer it satisfactorily, but that's an answer to your question as stated by Mr. Auerbach. I am not making any ruling on it but I am just repeating what I believe Mr. Auerbach to have said.

MR. AUERSACH: That's correct.

JUDGE SMOLEN: Anything further?

MR. SHAW: Well, the only thing--

JUDGE SMOLEN: You can make a statement. Let's get these witnesses over and we will put you under oath and you can make whatever statement you want to address to the Commission. You are a member of the public. You have a right to be heard, okay? We will reserve your statement to be made at the conclusion of these witnesses with their exhibits and you can put on the record anything that you want to say.

MR. SHAW: Okay.

MR. ZAHN: Within reason.

JUDGE SMOLEN: Concerning the situation as you see it. And if you have any questions of any of these witnesses raise your hand and we will call on you.

I think we are waiting for Mr. Zahn.

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CROSS EXAMINATION

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BY MR. ZAHN:

Q. Sir, would SEPTA have any objection on lighting that temporary walkway with a string of lights?

A. We would want something that wouldn't be easily vandalized just for the protection of not only our patrons but the general public. Whatever detail would put a reasonably vandal-proof type of lighting up would be our recommendation.

JUDGE SMOLEN: You said temporary walkway?

MR. ZAHN: Yes.

JUDGE SMOLEN: We are talking about a temporary walkway?

MR. ZAHN: Yes.

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BY MR. ZAHN:

Q. You wouldn't object to two standard utility

poles with a light like they have in the K-Mart parking areas for lighting that?

A. No.

JUDGE SMOLEN: I am not sure the people in Harrisburg are going to know what kind of lighting there is in a K-Mart parking lot. I am serious. Can you describe it, what we are talking about?

MR. ZAHN: High intensity lights on a pole, sodium vapor lights.

THE WITNESS: We have no objection to any type of high type light.

MR. ZAHN: Thank you, sir.

JUDGE SMOLEN: Any further questions of this witness by anyone present in the hearing room this morning? Hearing none the witness is excused. Thank you for testifying. You have no exhibits?

THE WITNESS: No, sir.

JUDGE SMOLEN: Let's call on Amtrak, Mr. Cohen.

MR. COHEN: Yes, sir. We will call Mr. Cooper.

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RICHARD H. COOPER, having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: Please state your full name and business address for the record?

THE WITNESS: My name is Richard H. Cooper and my address is Room 330, 30th Street Station, Philadelphia, Pennsylvania 19104.

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DIRECT EXAMINATION

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BY MR. COHEN:

Q. Mr. Cooper, you are employed by Amtrak in what capacity?

A. I am the Engineer of Public Projects in the engineering design section.

Q. And you are authorized to testify on behalf of Amtrak this afternoon?

A. Yes, I am.

Q. As you know the Public Utility Commission circulated certain questions to which we were directed to respond. Did you prepare answers to those questions on behalf of Amtrak?

A. Yes, I did.

MR. COHEN: For perhaps a little efficiency, Your Honor, I will just refer to the question number since all those questions, I believe, are already on the record.

JUDGE SMOLEN: Yes, sir.

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BY MR. COHEN:

Q. What is the answer to question 24?

A. The answer is Amtrak does not object to the proposed improvement. Amtrak recently received complete sets of design drawings which we are now reviewing. Our comments will be given to the design consultants for their consideration with PennDOT and the borough. We would like to note though, that we see a problem with the drainage on the west side of the railroad. The plans show an improved drainage system collecting storm water at the intersection of Primos and Woodland Avenues. The system connects to an existing system which, contrary to what is inferred by what is shown on the plan, discharges onto railroad property north of the southbound passenger platform at the Station. Amtrak is concerned about this drainage and will work with the consultant, PennDOT, and the borough to arrive at a solution satisfactory to the railroad.

Q. Question 25?

A. Amtrak has not completed a cost estimate since we only recently received complete sets of plans. We will submit an estimate as a late filed exhibit and include an explanation of the required work. Amtrak will cooperate with PennDOT and their

contractor to perform the required work in a timely manner. Consideration to scheduling railroad forces must be given to work required to maintain our operation and other construction projects that may be going on at the same time.

JUDGE SMOLEN: Do we have any time frame for this submission of that cost estimate?

THE WITNESS: If you give us one month.

JUDGE SMOLEN: All right, we will take the same 30 days.

Have you submitted exhibits in the prior hearings, do you know?

MR. COHEN: I have no idea, Your Honor.

JUDGE SMOLEN: Let us then reserve for identification, call this Amtrak Exhibit A and put the date after the exhibit number so that it won't be confused with any other exhibits which have previously been submitted and then you will supply copies to the Commission and of course to the other counsel.

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BY MR. COHEN:

Q. Question 26?

A. Amtrak will perform the work necessary to relocate and adjust our electrification facilities

and to bond and ground the temporary pedestrian bridge, protection shields, and new bridge to our rail return system. Amtrak will not do any work to erect any structures required to temporarily or permanently support our catenary. Amtrak will review the "Division Work" between the contractor and railroad for all the work required on this project. We do not agree to bear any of the costs of all work it must perform to allow for the construction of the new bridge.

Q. Does Amtrak agree to bear any of the costs of the improvement?

A. No.

Q. Will it be necessary to maintain railroad flagmen, watchmen and inspectors during the construction of the proposed bridge?

A. Yes, it will be necessary to maintain flagmen, watchmen and inspectors during the various phases of the project. The railroad will determine when it is necessary for these services.

Q. Will Amtrak agree to assume the responsibility for maintenance of its facilities at the crossing after the improvement has been completed?

A. Yes.

Q. What portion of the improvement, other than

its own facilities, will Amtrak agree to maintain after the project has been completed?

A. We do not agree to maintenance nor to pay for any of the cost to maintain any facilities other than its own.

Q. Do you have anymore testimony to offer at this time?

A. No, except that we will continue to work cooperatively with PennDOT and their consultant to facilitate this project.

MR. COHEN: I have no further questions.

JUDGE SMOLEN: With respect to the flagmen, watchmen and inspectors, what is Amtrak's position with respect to who is to bear those costs?

THE WITNESS: We expect to be reimbursed for those costs.

JUDGE SMOLEN: Now there was a question raised before in the audience by Mr. Shaw. Is there some kind of an access road there?

THE WITNESS: The right-of-way plan shows a road going between what is Mr. Shaw's property and Primos Avenue.

JUDGE SMOLEN: Is that a road that is open to the public or is that for Station purposes, for railroad purposes?

THE WITNESS: It is shown on the right-of-way plan as belonging to Amtrak. To my knowledge it is used by Amtrak maintenance vehicles and it is used by passengers riding SEPTA. We have no, Amtrak has no passengers at this Station.

JUDGE SMOLEN: But it is used by Amtrak employees?

THE WITNESS: Yes.

JUDGE SMOLEN: And who will maintain that access road?

THE WITNESS: I would feel that since it is our property that we would maintain it.

JUDGE SMOLEN: Is that your position? You said that you would feel. Is that your position; is that your representation of record, your agreement that Amtrak will maintain the access road?

THE WITNESS: I don't see how I can not agree to that.

JUDGE SMOLEN: Well, that is not answering the question.

MR. ZAHN: Yes?

THE WITNESS: Yes.

JUDGE SMOLEN: Does Amtrak agree to maintain that access road?

THE WITNESS: Yes.

MR. COHEN: That's normal maintenance, I take it, Your Honor.

JUDGE SMOLEN: Mr. Shaw, do you have any questions of this witness? I will call on you first.

MR. SHAW: Yes, I have lived there for 20 years and they have never put a bushel full of gravel there.

JUDGE SMOLEN: We are talking about questions. Do you have any questions? You will have an opportunity to make whatever statement you want to later on but questions now, if you have any questions.

MR. SHAW: They will maintain the road?

JUDGE SMOLEN: That's what he stated. Do you have any questions of him, of the witness, do you want to ask the witness any questions?

MR. SHAW: Yes, who do I call if they don't maintain it?

JUDGE SMOLEN: Good question.

THE WITNESS: I will give you a name and number after the hearing, if I might.

JUDGE SMOLEN: What office?

THE WITNESS: It would be the Philadelphia division.

JUDGE SMOLEN: Philadelphia division of what,

what is the full title so we all know?

THE WITNESS: It would be the Division Engineer's office of the Philadelphia Division of the National Railroad Passenger Corporation. His office is located in 30th Street Station.

JUDGE SMOLEN: And you will supply Mr. Shaw with a name and telephone number of a person at that office that he can contact or anyone else if they have any problem with the access road; is that correct?

THE WITNESS: That's correct.

JUDGE SMOLEN: We are only talking about a name and telephone number now.

THE WITNESS: Fine.

JUDGE SMOLEN: Any further questions, Mr. Zahn, cross-examination? You don't have any further direct, do you?

MR. COHEN: No, sir.

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CROSS EXAMINATION

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BY MR. ZAHN:

Q. Mr. Cooper, the plans note and I am sure you are aware that new stairways are being constructed at the Station?

A. Yes.

Q. Will Amtrak agree to maintain those?

A. Yes.

Q. On that stairway there is also lighting. Will Amtrak agree to maintain and energize, pay for that lighting?

A. To pay for the lighting, maintain and pay for it?

Q. To energize it and maintain the lights?

JUDGE SMOLEN: You mean the fixtures?

MR. ZAHN: The fixture and bulb.

JUDGE SMOLEN: The entire facilities?

MR. ZAHN: We are asking whether Amtrak will maintain the lighting system on the stairways, new stairways?

THE WITNESS: I feel Amtrak will agree to maintain that as part of the stair system.

MR. ZAHN: So your answer is yes?

THE WITNESS: Yes.

JUDGE SMOLEN: Yes, they do agree to maintain?

THE WITNESS: We will agree to maintain them since they were part of the stair system, yes.

JUDGE SMOLEN: I don't want to be pickeyune. When you say we will agree, that implies future. Do you agree on this system to maintain the lighting on

these stairways?

THE WITNESS: Yes.

JUDGE SMOLEN: Next question.

MR. ZAHN: No further questions.

JUDGE SMOLEN: Mr. Posner?

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CROSS EXAMINATION

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BY MR. POSNER:

Q. Mr. Cooper, Amtrak is the successor in interest to Penn Central Transportation Company, is it not?

MR. COHEN: Objection to that question. It is a fairly complex legal decision required for that answer.

MR. POSNER: Let me make it more factual in nature.

JUDGE SMOLEN: I will sustain the objection.

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BY MR. POSNER:

Q. Does Amtrak currently own the four tracks that pass beneath the structure?

A. Yes.

Q. And does Amtrak own the right-of-way that those tracks sit upon?

A. Yes, we do.

Q. Since when have you had that ownership, do you know?

A. Since April 1 of 1976.

Q. Do you know who the prior owner was?

A. The immediate prior owner was Conrail.

Q. And do you know for how long Conrail owned the tracks on the right-of-way?

A. It was instantaneous. It came from Penn Central Corporation through Conrail to Amtrak.

Q. Are you aware of whether or not Penn Central Transportation Company had assumed any responsibility for maintenance of the Primos Avenue bridge; if you don't know you can just state for the record you don't know?

A. I have no knowledge of that.

Q. You heard Mr. Kohli respond to a question I posed to him earlier that it was, I believe, his expressed opinion that the railroad, whoever that was, had had maintenance responsibility for that bridge in the past; do you recall him saying that earlier this morning?

A. Yes.

Q. Would I assume from your answer to my last question that you personally are not in possession

of any information to either agree with or rebut that opinion or assumption of Mr. Kohli's?

A. That's correct.

Q. Since it has had ownership of the tracks and the right-of-way has Amtrak performed any maintenance operations of any kind whatsoever on the subject bridge?

A. Yes, we have.

Q. What maintenance operations have you performed?

A. We have performed certain repairs to the back walls of the bridge. Amtrak is currently under PUC order to maintain that bridge which is the reason that we have done the work.

Q. And that was the order in that proceeding in 1975, I believe, the order issue in 1975?

A. No, it would have to be April 1, 1976.

Q. I am sorry, you are correct. The tracks at this location are part of the railroad's main line generally referred to as the northeast corridor line, are they not?

A. Correct.

Q. And high speed intercity traffic from Boston to Washington use that line, do they not?

A. Yes.

Q. And if I was to suggest to you that some

earlier testimony in a prior hearing indicated that trains along this area of track run at a speed of 90 miles an hour on the outside tracks and a hundred miles an hour in the inside tracks is that approximately still the speed that the trains utilize, if you know?

A. I would have to check our speed limits on there. I did not do that prior to coming here.

Q. Understandable. Am I correct in my assumption concerning railroading, sir, that the speed limits that can be utilized by your trains vary depending on the nature of the crossings, and by that I mean where there are above grade crossings the trains are permitted to travel at higher rates of speed than where you have at grade crossings?

A. I don't think that is a function of that, no.

Q. You don't?

A. No.

Q. Would we assume from your answer then, that if this were an at grade crossing as opposed to above grade crossing that would have no effect on Amtrak's operations?

A. That's correct.

MR. POSNER: I have no other questions.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: No questions.

JUDGE SMOLEN: Mr. Kropilak?

MR. KROPILAK: No questions.

JUDGE SMOLEN: Mr. Dunn?

MR. DUNN: I would like to pass at this time.

JUDGE SMOLEN: Mr. Huss?

MR. HUSS: No questions.

JUDGE SMOLEN: Mr. Auerbach?

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CROSS EXAMINATION

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BY MR. AUERBACH:

Q. Yes, are you familiar with a storm sewer on the right-of-way?

A. Yes.

Q. And does Amtrak maintain that?

A. Are you referring now to the storm sewer near Rice Avenue?

Q. On your property, the one on your property?

A. The one coming from Rice Avenue?

Q. The one that drains into the intersection of Woodlane and Primos?

A. Yes.

Q. That's on your property?

A. It then drains to our property.

Q. Do you maintain that at the present time?
A. Do we maintain the storm sewer?
Q. Yes.
A. No, we don't.
Q. Do you know who maintains it?
A. No, I don't know who maintains it.
Q. Do you know who owns it?
A. No, I don't know who owns it.
Q. Included in the maintenance of the bridge and steps does that include shoveling of snow?
A. The maintenance of the steps, I would presume that would include taking care of snow removal.
Q. So therefore since that is Amtrak's responsibility that would be Amtrak's responsibility to clear the snow; is that correct?
A. From the stairs.
Q. I see. How about from the bridge itself?
A. Amtrak has current maintenance responsibility for the bridge. It depends what the future maintenance responsibility would be as to who will be responsible to remove snow.
Q. You would agree, would you not, based upon the present order of the PUC that Amtrak does have responsibility to remove the snow from the bridge?
A. Under the existing order, yes.

Q. And therefore whoever is going to maintain the new bridge would also have that new responsibility, would you agree with that?

A. That's up to the Commission.

Q. I see. Okay.

JUDGE SMOLEN: What is Amtrak's position with respect to snow removal on the bridge?

THE WITNESS: Our position would be that the party responsible to maintain the bridge would be responsible to remove snow.

JUDGE SMOLEN: Should be responsible?

THE WITNESS: Should be responsible.

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BY MR. AUERBACH:

Q. Would you agree Amtrak owns a piece of ground adjacent to the right-of-way on the Folcroft side?

A. Could you be more specific?

Q. Yes, on the Folcroft side of the bridge does Amtrak own that ground?

A. The Folcroft side?

Q. That's this side (Indicating)?

A. Is that this side or the far side?

MR. AUERBACH: The right side.

JUDGE SMOLEN: The record is not oriented with right and left so if you want to use directions or

refer to some exhibit already admitted it will make sense.

MR. POSNER: On the Folcroft side of the bridge between Elmwood Avenue and Woodland Avenue.

JUDGE SMOLEN: From what are you reading, Mr. Auerbach?

MR. AUERBACH: I am looking for Exhibit A.

JUDGE SMOLEN: PennDOT Exhibit A and what sheet is it?

MR. AUERBACH: Seven of eight.

THE WITNESS: All right.

MR. ZAHN: That would be the north side.

JUDGE SMOLEN: Let's have the record clear on it so whoever reads it knows what we are talking about. Let's ask the witness to describe the area.

THE WITNESS: Could borough describe the area?

JUDGE SMOLEN: All right, I will ask Mr. Auerbach, you are referring to PennDOT Exhibit A, sheet seven. Let's get as close a description about what you are talking about on the record.

MR. AUERBACH: You will see on that sheet it says Folcroft Borough on the right-hand side. It says Folcroft Borough on one side and Glenolden Borough on the other side. I am talking about the side that is in Folcroft Borough.

JUDGE SMOLEN: You mean the side of the bridge?

MR. AUERBACH: The side of the roadway.

JUDGE SMOLEN: Maybe you want to show it to the witness.

MR. AUERBACH: I am talking from Woodland to the tracks.

JUDGE SMOLEN: We are talking about the right-hand lower quadrant of this particular sheet; is that correct.

MR. AUERBACH: Yes.

THE WITNESS: Woodland to the tracks.

MR. AUERBACH: And also from the tracks to Elmwood.

JUDGE SMOLEN: We are talking about the lower left-hand quadrant of this exhibit. Now what is the question?

- - - - -

BY MR. AUERBACH:

Q. The question is whether Amtrak owns the ground that is adjacent to the right-of-way?

A. It appears that way from the plan, yes.

MR. ZAHN: That's Exhibit A that he is referring to?

MR. AUERBACH: That's correct.

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BY MR. AUERBACH:

Q. That would apply all the way from Elmwood Avenue to the bridge and from the bridge to Woodland Avenue, would it not?

A. Yes.

MR. AUERBACH: That's all the questions I have.

JUDGE SMOLEN: Mr. Gallagher, do you have any questions of the witness?

MR. GALLAGHER: No questions.

JUDGE SMOLEN: How about Mr. Dunn who passed before?

MR. DUNN: I don't have any questions.

JUDGE SMOLEN: Any redirect?

MR. COHEN: No, sir.

JUDGE SMOLEN: No further questions of the witness. I am sorry, I didn't see your hand, Mr. Shaw.

MR. SHAW: One other question. Right now there is a dirt road. If it is to be used by these trucks and passengers picking up passengers by cars will there be any improvements from a dirt road?

JUDGE SMOLEN: Let the witness answer.

THE WITNESS: My understanding is that is a service road that is used by our maintenance vehicles and will be maintained for that level of

service. There is a passenger station that people, that the SEPTA passengers, SEPTA patrons can use to pick up and drop off their people. There are sidewalks on the bridge. I don't feel that Amtrak would be maintaining that service road for use by anybody other than our own people.

JUDGE SMOLEN: I am not sure that answers his question. The question was is that service road going to be improved or will it remain a dirt road, is that your question?

MR. SHAW: That's right.

THE WITNESS: Basically what I am saying is it will remain a dirt road. We have no intention of improving that road,

MR. SHAW: If that road is left open for people to use as a dirt road --

JUDGE SMOLEN: Well, you will get a chance to testify, but right now you should ask him questions and then you can put anything you want on the record.

THE WITNESS: Excuse me, I am advised by PennDOT that they are going to be putting what they term select material on that road so it will be improved above what it presently is now.

JUDGE SMOLEN: What is select material?

MR. ZAHN: Number two stone.

MR. SHAW: But it will be open to the public?

THE WITNESS: When you say open to the public--

MR. SHAW: Anybody can use it?

THE WITNESS: Yes, but it is understood it is still private property. It is not going to be barricaded to my knowledge.

MR. SHAW: My question pertains to people turning around, using my lawn to turn around, people that are going to the station. I have no protection at all. I can put up railroad ties, it matters not. If that road is open I think there should be some kind of protection.

JUDGE SMOLEN: I think you should testify to that effect if you so desire. But do you want to ask this witness any other questions? Mr. Shaw, some of your concerns will be addressed by another PennDOT witness who will be called to explain some of these things.

Are there any other questions of Mr. Cooper? Hearing none the witness is excused. Are there any exhibits that you introduced?

MR. COHEN: No. We will have a late filed exhibit.

JUDGE SMOLEN: I have another question which was raised in the testimony that is appropriation

damages. What is Amtrak's position with respect to appropriation damages?

THE WITNESS: For right-of-way?

JUDGE SMOLEN: Yes. That's one of the questions that was raised in the series of questions promulgated. It was responded to by PennDOT in its prepared testimony. I am not sure whether your prepared testimony covers the issue.

THE WITNESS: No, it doesn't.

JUDGE SMOLEN: Well, what is your position or what is Amtrak's position?

THE WITNESS: Amtrak's position is that we will abide by the Commission's decision.

JUDGE SMOLEN: Of course you will abide by the Commission's decision, but do you have a position as to whether you are going to waive those damages or whether you won't waive the damages?

THE WITNESS: My position would be that we wouldn't waive those damages.

JUDGE SMOLEN: Would not?

THE WITNESS: Would not waive those damages.

JUDGE SMOLEN: All right, any other questions? Hearing none the witness is now excused. Thank you very much for coming in to testify.

Mr. Dunn, do you have a witness this morning?

MR. DUNN: I do. I have Mr. Damon who is going to be testifying for the Borough of Folcroft and Borough of Glenolden.

JUDGE SMOLEN: So it is a joint witness then, so we will call on Mr. Auerbach. Let me hold your witness, Mr. Auerbach. It might make sense in order for the record if a PennDOT witness goes on now to explain the concerns raised by Mr. Shaw.

MR. ZAHN: In order to answer Mr. Shaw's question I call Mr. Ken Nadler.

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KENNETH R. NADLER, having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: State your full name and address for the record? Keep your voice up.

THE WITNESS: My name is Kenneth R. Nadler. My business address is 704 Lisburn Road, Camp Hill, PA.

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DIRECT EXAMINATION

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BY MR. ZAHN:

Q. You are the consultant for the Department, are you not, on these plans that were presented today?

A. Yes, I am employed by Macomber Associates,

Incorporated and they are the consultants, design consultants, for this project.

Q. And they have the same address as yours; is that correct?

A. Yes.

Q. Now would you answer Mr. Shaw's question regarding turnaround and vehicles near his property?

A. Okay. The access road within the Amtrak property will be improved by placing select material surfacing which consists of a gravel type or crushed stone material. It will be a ten foot wide area and there will be a 25 foot by 33 foot turnaround at the end of that drive and that happens to fall within the unimproved area reserved for Rice Avenue. Woodland Avenue in front of Mr. Shaw's property will be terminated as a cul-de-sac which will provide for adequate turnaround for public access.

JUDGE SMOLEN: Did you hear, Mr. Shaw, and did you understand what the witness said or do you have any questions of this witness?

MR. SHAW: That Rice Avenue, are you going to have a turnaround back there too?

THE WITNESS: That turnaround would be primarily for Amtrak personnel and maintenance equipment.

MR. SHAW: That Rice Avenue, you are acquiring Rice Avenue or --

THE WITNESS: No.

MR. SHAW: You will stay on that side, you won't go over my boundary lines?

THE WITNESS: No, it will not.

MR. SHAW: To make that turnaround it will be on railroad property, the whole thing?

THE WITNESS: It is on Borough of Folcroft right-of-way.

MR. SHAW: Borough of Folcroft right-of-way, that's right in back of my property.

THE WITNESS: Yes. Right now I believe that is kind of a torn up grass area.

MR. SHAW: Actually that's a paper street, Rice Street.

THE WITNESS: Exactly.

MR. SHAW: You are using that for a turnaround?

THE WITNESS: A portion of that, yes.

MR. ZAHN: I am going to give Mr. Shaw a copy of that plan so he can have it for himself.

JUDGE SMOLEN: Thank you, Mr. Zahn.

Mr. Shaw, do you have anything further that you want to inquire of this witness?

MR. SHAW: I don't know how they acquire the

rights to that Rice Avenue.

JUDGE SMOLEN: Is that a question? Did you acquire rights to Rice Avenue?

THE WITNESS: We did not.

JUDGE SMOLEN: Was it necessary to acquire rights in order to do what you have to do or what you have stated you are going to do?

THE WITNESS: From my experience work in public right-of-way does not require acquisition.

MR. ZAHN: It is a public right-of-way; it is existing public right-of-way.

MR. SHAW: It is mainly for your use?

JUDGE SMOLEN: That's a question.

THE WITNESS: For my use personally, no.

MR. SHAW: For the railroad's?

THE WITNESS: For the public's use, that's correct.

MR. SHAW: The public's use or the railroad's use?

JUDGE SMOLEN: Remember this is a witness from PennDOT.

THE WITNESS: To the best of my knowledge if it is public right-of-way then it will be for public use which would mean Amtrak and the general public.

MR. SHAW: There is already a public that uses

that; it is a paper street. It is no longer open.

JUDGE SMOLEN: Mr. Shaw, again that is not a question; that is a comment and you will have an opportunity to state on the record whatever you want to state, but right now do you have any further questions of this PennDOT witness?

MR. SHAW: No.

JUDGE SMOLEN: Does anyone have any questions of this witness, further questions? Thank you very much, Mr. Nadler.

JUDGE SMOLEN: Now we will have Mr. Auerbach's witness.

MR. ZAHN: I would like the record to show we are providing Mr. Shaw with a copy of our plan that would explain his questions.

JUDGE SMOLEN: Thank you.

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H. GILROY DAMON, having been duly sworn, was examined and testified as follows:

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JUDGE SMOLEN: State your name and address for the record?

THE WITNESS: H. Gilroy Damon, Chester Pike and High Street, Sharon Hill, Pennsylvania.

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DIRECT EXAMINATION

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BY MR. AUERBACH:

Q. You are the engineer of the Borough of Folcroft?

A. That's correct.

Q. In that capacity are you authorized to give testimony today on behalf of the Borough of Folcroft?

A. Yes.

MR. AUERBACH: There have been certain questions proposed for answer by the Borough of Folcroft starting with question 33. With your permission, sir, I will just refer to the question since everyone has a copy of the same and ask Mr. Damon to give his answer to that specific question.

JUDGE SMOLEN: He is going to be testifying on behalf of Folcroft and Glenolden?

MR. AUERBACH: Through my questions it will be for Folcroft and then there may be questions of the solicitor of Glenolden.

JUDGE SMOLEN: All right, then right now we are limited to Folcroft.

MR. AUERBACH: That's correct.

- - - - -

BY MR. AUERBACH:

Q. Mr. Damon, do you have the questions in front of you?

A. I do.

Q. With regard to question 33 what is the answer that you give on behalf of the Borough of Folcroft.

A. There is no objection to the proposed improvement project.

Q. Now, with regard to question number 34 would you give some background and then give the answer on behalf of the Borough of Folcroft?

A. This is the adjustment of existing sanitary sewer manholes in the bed of Primos Avenue at the intersection of Woodland Avenue. On sheet 15 of 15 --

Q. Of what exhibit?

A. PennDOT's exhibit, Exhibit A, and I have Exhibit B in front of me, Exhibit B.

JUDGE SMOLEN: Are we referring now to PennDOT's Exhibit B?

MR. AUERBACH: Is that correct, Mr. Damon?

THE WITNESS: That's correct, sheet 15 of 15.

- - - - -

BY MR. AUERBACH:

Q. And tell us about the problem with the sanitary sewer, if you would?

A. Well, the existing manholes are going to be replaced and removed. It is required by the construction and the Borough of Folcroft and the Borough of Glenolden had previously requested this and it appears that they are being incorporated in the work.

JUDGE SMOLEN: Those facilities now belong to whom?

THE WITNESS: They belong to the two municipalities.

- - - - -

BY MR. AUERBACH:

Q. Who would they belong to after the work is done on them?

A. One will be removed so the remaining manhole will be used by both municipalities.

JUDGE SMOLEN: That wasn't the question. Not use, who will they belong to?

THE WITNESS: They will belong to both municipalities.

- - - - -

BY MR. AUERBACH:

Q. Who will be doing the work with regard to the manhole?

A. It appears on PennDOT's drawing that they will

be doing the work.

Q. And according to their drawings and their proposal they will be paying for the work; is that correct? Is that your understanding?

A. It is the intention of the boroughs that this would be done at no cost.

Q. To the boroughs?

A. To the boroughs. It is an unusual situation where the manholes have to be raised in the vicinity of five feet in elevation.

Q. Do you have any idea what kind of costs will be involved with regard to that?

A. No.

Q. From the proposal set forth today by PennDOT are they picking up that cost in this construction?

A. It appears that they are, yes.

Q. Of course it is the position that the borough should have no obligation with regard to this, financial obligation; is that correct?

A. That's correct.

MR. ZAHN: For the record, Your Honor, the Department has agreed to pay for those costs.

MR. AUERBACH: Thank you.

JUDGE SMOLEN: Thank you, Mr. Zahn.

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BY MR. AUERBACH:

Q. Now going to question 35, what is the borough's position or answer with regard to that?

A. The Borough of Folcroft has another manhole that requires a grade adjustment at the intersection of Primos Avenue and Elmwood Avenue and the Borough of Folcroft is willing to pay the cost for that grade adjustment.

Q. Question 36?

A. The borough will bear no cost for the proposed construction improvement.

Q. Question number 37?

A. The borough will assume maintenance of its sanitary sewer facilities after the improvement has been completed.

JUDGE SMOLEN: How about that one that is going to be jointly owned?

THE WITNESS: I am speaking for both municipalities when I say that.

- - - - -

BY MR. AUERBACH:

Q. You said that will be a subject to be determined between the two municipalities?

A. Yes.

Q. Number 38?

A. The borough will assume no maintenance of the improvement after the project has been completed.

Q. Mr. Damon, do you have any concern with regard to lighting on the temporary structure?

A. Well, I had assumed that there would be lighting on that structure because it will be enclosed as required by the adjacent construction taking place.

Q. You have heard the prior testimony and you are just indicating to the PUC that something should be done as part of their order that that be done and, of course, I assume not at the cost of the borough; is that correct?

A. That's correct.

JUDGE SMOLEN: Let me interrupt you. You said you assumed there would be lighting. Let me ask the question now. Do the plans indicate that there in fact will be lighting?

THE WITNESS: No.

JUDGE SMOLEN: Well, they do not?

THE WITNESS: Well, I am looking at a flat plan and it wouldn't show the lighting. I don't have the plan of the temporary structure.

MR. ZAHN: They don't show on the plan.

- - - - -

BY MR. AUERBACH:

Q. You have a concern that there should be that lighting?

A. Oh yes, definitely for the welfare and safety of the persons or pedestrians that would be using the bridge.

MR. AUERBACH: Mr. Zahn is shaking his head. I don't know whether they are going to take care of that or not.

MR. ZAHN: I will make a statement we suggested with the SEPTA witness that we put these high intensity sodium lamps to light this temporary structure. It was agreed that was sufficient by SEPTA; is it agreeable with the borough?

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BY MR. AUERBACH:

Q. Would you answer that question?

A. Yes, we would only be interested in whatever you would provide for the safety and welfare of the public that would be using the bridge.

Q. You heard the testimony of the witness from SEPTA with regard to those types of lamps. Would that be adequate in your opinion?

A. I am not an electrical engineer. I don't know whether I would really be qualified to say.

Q. Is there any problem with regard to the storm sewer that's on the ground owned by Amtrak?

A. Presently?

JUDGE SMOLEN: Give us a yes or no answer and then explain. Is there a problem with it?

- - - - -

BY MR. AUERBACH:

Q. Is there a problem, yes, or do you have any concerns with regard to it?

A. I do have concern, yes.

Q. What are those concerns?

A. The intersection of Woodland Avenue and Primos Avenue inlets replaced to drain Primos Avenue in 1927 on the original drawings of PennDOT, those inlets drained over into what was then the Pennsylvania Railroad property and through their property. Since then we find there is a 24-inch storm sewer pipe that goes into Amtrak property close to their right-of-way and then parallels the right-of-way. The borough would be concerned about who would maintain that storm sewer or if there is a right-of-way or easement for the maintenance of that storm sewer. We are going to have new storm facilities, storm sewer facilities, at this intersection which are going to drain onto private

property and whether the borough would have any right to go in and maintain this storm sewer, not having an easement or we don't know who owns the storm sewer.

Q. Has this issue been addressed to your knowledge by PennDOT or by anyone up to this point?

A. To my knowledge they have investigated it and the same with Amtrak. They have been in our office trying to find out what information we have on it and we really don't have any.

Q. Do you, therefore, has anything been done to your knowledge to answer the question that you have raised?

A. I don't know what Amtrak or the Department of Transportation have decided in this matter.

JUDGE SMOLEN: Mr. Auerbach, I am really not sure, and this may be my problem, that the issue which you are now addressing is really crystalized on the record. So let me just ask a few questions so I get an understanding, then the record will have it.

Specifically what facilities are we talking about?

THE WITNESS: There is a storm sewer pipe that runs through Amtrak's property and drains existing

inlets at the intersection of Woodland Avenue and Primos Avenue.

JUDGE SMOLEN: And at the end, not at the source, but at the other end where does it drain to or into what does it drain?

THE WITNESS: It drains in a pipe across Amtrak property to the right-of-way and then it parallels the tracks and --

JUDGE SMOLEN: Where does it end?

THE WITNESS: I don't know where it ends and I don't believe Amtrak knows where it ends unless they have uncovered it recently.

JUDGE SMOLEN: And what is the problem at the source, at the start?

THE WITNESS: Well, if there was a blockage in the pipe or someone had to go in to open the pipe up.

JUDGE SMOLEN: Has there been a blockage?

THE WITNESS: Yes.

JUDGE SMOLEN: How recently?

THE WITNESS: To my knowledge it was a blockage or a leak from the pipe in the last two months, three months.

JUDGE SMOLEN: Where does it leak?

THE WITNESS: Into the right-of-way of Amtrak.

JUDGE SMOLEN: And as a result of that leakage

into the right-of-way of Amtrak what is the result, what happens that concerns the borough? Is it sewer or is it storm water?

THE WITNESS: It is storm water and the borough just wants to be assured that the pipe -- who is going to maintain the pipe.

JUDGE SMOLEN: So the issue is who is going to maintain that particular storm pipe?

THE WITNESS: That's draining the state highway. The borough has no inlets of their own on the highway.

JUDGE SMOLEN: Does the borough have a position as to who should be responsible for maintenance?

THE WITNESS: Well, the fact the borough has no storm sewers of their own connected to it, the state highway put the storm sewers in and the storm sewer is draining through the railroad property, we assume that the railroad or someone else put this storm sewer in.

JUDGE SMOLEN: But your position as to who should maintain it, I take it the Borough of Folcroft will not assume the maintenance of it?

THE WITNESS: That's true.

JUDGE SMOLEN: I don't know, I am asking you.

THE WITNESS: The Borough of Folcroft does not feel that they should maintain it. They don't maintain it.

JUDGE SMOLEN: And you believe, I take it, that parties other than the Borough of Folcroft should maintain it?

THE WITNESS: That's right.

JUDGE SMOLEN: Mr. Auerbach, I am sorry for interrupting.

MR. AUERBACH: Thank you for clarifying the situation.

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BY MR. AUERBACH:

Q. Mr. Damon, you raised a question with me with regard to access of the tracks on the south side with regard to handicapped persons, is that correct?

A. I believe we brought this up before in the report. On the southbound --

Q. First of all, it is correct there is a problem; is that correct that you are concerned about the problem; is that right?

A. It was brought out in testimony.

Q. There is a problem in your mind; is that correct?

A. There is a problem now, yes.

Q. And what is the problem?

A. It appears there will be a problem in the future. It is access to the southbound platform of Amtrak in the event of emergency or a handicapped person that would be leaving the train, how can they get back onto the borough roads again.

Q. Be a little more specific if you would?

A. Access would be by steps.

JUDGE SMOLEN: Let me interrupt. How is it, how do you view that such a movement will be accomplished by someone who is not handicapped after the construction is in place?

THE WITNESS: After the construction this will remain basically the same as it is now.

JUDGE SMOLEN: How is that movement made?

THE WITNESS: Down the steps or cutting across the railroad property to the platform.

JUDGE SMOLEN: Does that require a cut across tracks?

THE WITNESS: No, it is a service road in there; you can drive in there, back in there.

JUDGE SMOLEN: Now you say you have a concern that in an emergency situation is it that a handicapped person would not be able to do that?

THE WITNESS: In an emergency situation if you

had to bring an ambulance in here right now it is bad; it is all full of ruts and what have you. If it was paved, if they had a paved road you would go back and turn around, but now they are going to pave it with gravel and as long as it is maintained that way I don't think the borough would have an objection. But it is not maintained now.

JUDGE SMOLEN: But you have heard the testimony of PennDOT's witness as to what their plans are for that road?

THE WITNESS: Yes, and the road is in there now similar, but it is not maintained.

JUDGE SMOLEN: Well, are you aware that the Commission has procedures by which maintenance obligations can be enforced?

THE WITNESS: Yes.

JUDGE SMOLEN: I am sorry for interrupting again your direct examination.

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BY MR. AUERBACH:

Q. Mr. Damon, I understand your concern has been that it has not been maintained in the past; is that correct?

A. That's correct.

Q. If it is maintained as they have set forth

that they would, would that solve the problem you are concerned about? It would solve the problem for ingress and egress for emergency vehicles?

A. Yes.

Q. How about with regard to handicapped persons, would that solve that problem as well?

A. If it is maintained, yes.

Q. Generally has it been a problem from the borough's perspective with regard to maintenance generally of this bridge in the past?

A. Yes.

Q. Is that why you have the concerns now?

A. Yes.

Q. Has the borough made various requests, various attempts to make sure they maintain this in accordance with the prior PUC order?

A. Yes.

JUDGE SMOLEN: The question has been asked and answered.

THE WITNESS: The present steps, lighting and the previous drag or dry road we talked about hadn't been maintained and it is a continual problem for the borough getting this maintenance. Now there is a new facility that is being constructed here. It is a wonderful improvement for the borough and it is

going to help everyone, but the only success of this will be if it is maintained, in the area of the steps, the drives and what have you are maintained.

MR. AUERBACH: I guess we should have this marked as Borough Exhibit 1 or A.

JUDGE SMOLEN: We will mark for identification as Borough of Folcroft Exhibit No. 1, a printout -- well, it is a reprint of a Borough of Folcroft, Delaware County, Pennsylvania, Ordinance Number 360, a one sheet document. We need three copies for the stenographer and for all other counsel.

MR. AUERBACH: I will supply copies to other counsel.

MR. ZAHN: We don't need them.

JUDGE SMOLEN: That's Folcroft No. 1.

(Document was marked Folcroft Exhibit 1 identification.)

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BY MR. AUERBACH:

Q. Mr. Damon, that exhibit just marked, that is the current ordinance of the Borough of Folcroft with regard to maintenance of sidewalks and curbs; is that correct?

A. That's correct.

MR. AUERBACH: That's all the questions I have.

JUDGE SMOLEN: Cross-examination. Mr. Zahn.

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CROSS EXAMINATION

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BY MR. ZAHN:

Q. Mr. Damon, you understand, do you not, that that drainage pipe that you were talking about --

A. Yes.

Q. Presently there is a pipe there now?

A. Yes.

Q. And this drawing which I am referring to as PennDOT's Exhibit B, page 14 of 15, that is a replacement or an extension of the existing pipe; is that right?

A. Yes.

Q. So that it is being replaced?

A. Yes. But what we are questioning is the outlet along the railroad right-of-way which appears to be outside of the railroad right-of-way. See you have a little piece of ground here that is marked Borough of Folcroft, Rice Avenue, that does not appear on the borough plan.

JUDGE SMOLEN: Are you saying that the outlet of this storm drain is going to drain outside the right-of-way and onto what, I will ask you that,

where is it going to drain, onto what?

THE WITNESS: I don't know.

JUDGE SMOLEN: Well, from the plan you are looking at, the one that was described by Mr. Zahn, where does it indicate?

THE WITNESS: It doesn't show. All the borough is asking for is some clarification of who would maintain the pipe, would it be Amtrak or the Department of Transportation.

JUDGE SMOLEN: All right, you are still under cross-examination by Mr. Zahn.

MR. ZAHN: He is asking me a question. I am not under cross-examination.

JUDGE SMOLEN: No, I said you are going to cross-examine the witness. Please continue.

MR. ZAHN: Nothing further, thank you.

JUDGE SMOLEN: Mr. Posner?

MR. POSNER: Yes, sir.

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CROSS EXAMINATION

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BY MR. POSNER:

Q. Mr. Damon, perhaps you have more continuity in this proceeding than anyone else in the room. If I am not mistaken you testified back in 1974 in this

matter on April 24 of that year, do you recall?

A. Um-hum.

Q. You did?

A. It was raining.

Q. I am sorry, I didn't hear that?

MR. ZAHN: It was raining.

- - - - -

BY MR. POSNER:

Q. You have been the engineer then for the Folcroft Borough since that time, correct?

A. Yes.

Q. And in fact this entire proceeding is a result of a complaint filed by the Borough of Folcroft seeking a Commission order with respect to this crossing, am I correct?

A. That's correct.

Q. And was that complaint filed based upon your professional opinion as an engineer with respect to the adequacy, safety and viability of that bridge?

A. It was based on the safety, health and welfare of the traveling public.

Q. And that would be the traveling public including the traveling public who are also residents of the Borough of Folcroft; is that correct?

A. Naturally.

Q. Do you have any opinion or belief with respect to the use of that bridge as to what percentage of the traffic over the bridge is Borough of Folcroft residents as opposed to transients going from let us assume Philadelphia through?

A. I have no knowledge of that whatsoever and in my opinion that would be irrelevant.

JUDGE SMOLEN: You have counsel for that, Mr. Damon. If he wants to make an objection, he will make an objection.

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BY MR. POSNER:

Q. Your answer is on a factual matter you don't know what percentage of the cars crossing that bridge are local residents or local traffic versus long distance traffic?

A. No.

Q. Is it still your opinion today that the reason from the borough's prospective that the Commission should approve these plans and order the reconstruction of this crossing is the crossing as it now exists is unsafe?

A. Yes.

Q. That was the opinion you expressed in 1974,

was it not?

A. Yes.

Q. In fact if I read the Commission's order correctly was it your view then and is it your view now that because of a poor approach sight distance to the crossing and the width of the crossing passage of vehicles was limited to one car at a time; do you recall saying that back in 1974?

MR. AUERBACH: If it is there, he said it. There is no way he can remember every single word he said.

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BY MR. POSNER:

Q. Is that your view today?

A. It can't be my view today because they have done certain maintenance on the bridge so two cars can pass it, but at that particular time the things were different.

Q. The bridge has not been widened, has it?

A. It has been maintained a little more.

Q. Your testimony is because of that maintenance it is easier for two cars to pass over the bridge at the same time?

A. Two cars can pass, but it is not easy.

Q. You heard testimony earlier that as result of

the plans submitted by PennDOT this bridge will increase in width from 24 feet to 28 feet. What effect in your opinion, if you have one, will that increase in width have on the ease of vehicular traffic crossing the bridge?

A. It will be a wonderful improvement.

Q. And will that benefit the residents of the Borough of Folcroft?

A. Yes.

Q. Now, sir, I don't know if you can help us with this or not but I will try. It appears from the Commission's earlier order that you had testified that it was your belief that the maintenance obligation in the past for that bridge had rested on the Penn Central Transportation Company; do you recall giving that opinion?

A. Yes.

Q. What was the basis for that opinion?

A. I don't believe that was an opinion. I wouldn't have any right to say -- the maintenance, I believe you will see, did not fall on the Borough of Folcroft or the Borough of Glenolden. It would be the Department of Transportation or the railroad.

Q. You indicated a moment ago that you agreed with me that you had given that opinion before.

What I am asking you is what is your basis for that statement or opinion?

MR. AUERBACH: I want to object. This witness is being -- first of all, I think that is more informatory, but certainly beyond the scope. Secondly, he is asking him what he testified to ten years before without being shown any documentation.

JUDGE SMOLEN: Well, let me say it is not beyond the scope. There are other legal issues of which you may not be familiar with nor may the witness be familiar with, however the second portion is that his recollection of what he said ten years ago, if he remembers he remembers. If he doesn't remember, he can say that he doesn't remember. So I will let the question go. I will permit the question.

THE WITNESS: I don't recall who I said the maintenance would fall on, would be their responsibility.

- - - - -

BY MR. POSNER:

Q. Do you have an opinion today as to who was responsible in the past for maintenance of that bridge?

A. The owner of the bridge.

Q. Do you know who that was?

A. To be truthful with you, I don't know who owns the bridge.

Q. Not owns, owned, I am going past tense, sir, and if you don't know --

A. To my knowledge Pennsylvania Railroad or there was a Philadelphia, Baltimore and Ohio Railroad.

Q. The boundary line between Folcroft and Glenolden Boroughs is the center line of Primos Avenue, is it not?

A. That is true.

MR. POSNER: All right, I think I have no further questions, Your Honor.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: No questions.

JUDGE SMOLEN: Mr. Kropilak?

MR. KROPILAK: No questions.

JUDGE SMOLEN: Mr. Huss?

MR. HUSS: No questions.

JUDGE SMOLEN: Mr. Gallagher?

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CROSS EXAMINATION

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BY MR. GALLAGHER:

Q. Mr. Damon, borough residents do use this

bridge; is that correct?

A. I don't know. I assume that they do, certainly.

MR. GALLAGHER: No further questions.

JUDGE SMOLEN: Mr. Cohen?

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CROSS EXAMINATION

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BY MR. COHEN:

Q. Mr. Damon, I am not sure I understand your earlier testimony about where the storm sewer outlets and where the water continues in that path. Was it your testimony that the storm sewer outlet was outside Amtrak's property? Well, let me start with that, was that your statement?

A. It appears to be from the drawings I am looking at, yes.

Q. And was it also your statement that the water continued to some further destination outside Amtrak's right-of-way?

A. Truthfully I cannot answer that.

JUDGE SMOLEN: Do you mean now or after the project is completed?

MR. COHEN: At this time.

JUDGE SMOLEN: Right now before the project is

started.

THE WITNESS: The outlet for the storm sewer at the present time and after the project is completed will be the same spot and I do not know whether that is on Amtrak's property or the adjacent property and I don't know who owns the adjacent property of the railroad.

MR. COHEN: I would just like to refresh his Honor's memory that Mr. Cooper's testimony stated specifically that the sewer outlet, storm sewer outlet discharged on railroad property north of the southbound passenger platform.

Thank you, no further questions.

JUDGE SMOLEN: Any redirect?

MR. AUERBACH: I have none.

JUDGE SMOLEN: If there are no further questions, there being no further questions of the witness, the witness is excused. He is excused as a witness for the Borough of Folcroft, but he will remain on the witness stand as a witness for the Borough of Glenolden and I assume that Mr. Auerbach moves into the record his Folcroft Exhibit No. 1?

MR. AUERBACH: Yes, thank you.

JUDGE SMOLEN: And hearing no objection it is admitted into evidence.

(Folcroft Exhibit No. 1 was received in evidence.)

JUDGE SMOLEN: Now we will call on Mr. Dunn and his witness.

MR. DUNN: Thank you.

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DIRECT EXAMINATION

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BY MR. DUNN:

Q. Mr. Damon, you are still under oath. Are you also the borough engineer to the Borough of Glenolden?

A. Yes.

Q. Does the Borough of Glenolden have any objection to the proposed improvement project or any constructive criticism to offer?

A. No.

Q. How about as to question number 34?

JUDGE SMOLEN: That's not going to read right on the record. The answer was no?

THE WITNESS: No, no objection to the proposed improvement project, no.

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BY MR. DUNN:

Q. How about constructive criticism?

JUDGE SMOLEN: You have no constructive critism, is that it, other than what you have given?

THE WITNESS: Glenolden Borough has no constructive criticism. They are very pleased that the drainage at this intersection of Elmwood Avenue and Primos Avenue is being carried away to a borough storm sewer system.

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BY MR. DUNN:

Q. Mr. Damon, referring to question number 34, what is your answer as to the Borough of Glenolden as to question 34?

A. The Department of Transportation is reconstructing the borough's sewers facilities there.

Q. Did the borough agree to assume any cost in connection with that?

A. Because of the nature of the reconstruction the borough will not assume -- it is the desire of the borough not to assume any costs.

Q. Question number 35, what is your response for Glenolden?

A. The Borough of Glenolden doesn't have any other facilities that have to be adjusted at all.

Q. Okay, question number 36?

A. The borough will bear no costs for the proposed construction of the improvement.

Q. Question number 37?

A. The borough will assume maintenance of the sanitary sewer and the storm sewer in Elmwood Avenue only after the improvement has been completed.

Q. And question number 38?

A. The borough will assume no maintenance to the improvement after the project has been completed.

Q. Now, with regard to question 38, I want to ask you about the sidewalk as proposed to be built on the Glenolden side of this bridge. Presently there is no sidewalk on the Glenolden side, is there?

A. There is no sidewalk on the Glenolden side.

Q. Do you have any concern or does the borough have any problems with the PennDOT proposal that the Borough of Glenolden maintain a sidewalk on its side of the bridge?

A. Glenolden has a similar ordinance --

Q. Similar to Folcroft?

A. To Folcroft, requiring abutting property owners to maintain sidewalks and curbs and on the south bridge approach, that would be from Elmwood Avenue going north, we don't know who owns the ground there because there is a roadway that goes

back alongside of Primos Avenue at a lower elevation. So I really can't --

Q. For that portion of the sidewalk the borough wouldn't know who to put the responsibility on?

A. It appears that way at this time.

Q. How about on the other side?

A. On the other side there is a property owner whose property extends from Woodland Avenue south to the railroad right-of-way and I assume from the borough ordinance it would be that property owner's responsibility to maintain that long stretch of sidewalk and curb.

Q. There is no sidewalk there now for that property owner to maintain, is there?

A. There is not.

Q. And the sidewalk that is proposed is going to be elevated above the level of his property, is it not?

A. It is, yes.

Q. One question I forgot to ask you, you are authorized to give testimony today for the Borough of Glenolden, right?

A. Yes.

Q. At any point in time during the development of the proposal for this bridge on the behalf of the

Borough of Glenolden did you object to the sidewalk being placed on the Glenolden side?

A. Initially I felt that they shouldn't have a sidewalk on that side; there was never a sidewalk there.

Q. Did you voice that objection to PennDOT?

A. I did, yes.

Q. In what proceeding or how, if you recall?

A. Different initial meetings that we had on the project.

MR. DUNN: That's all I have.

JUDGE SMOLEN: Do you have at present an objection to the sidewalk being on the Glenolden side, presently today do you object to it?

THE WITNESS: I don't feel it is needed and one reason --

JUDGE SMOLEN: You don't feel the sidewalk is needed at all?

THE WITNESS: Not on the one side. Woodland Avenue on the Glenolden side is being terminated, stopped dead at a much lower grade than the highway. They have provided steps from the sidewalk area of Woodland Avenue to walk up to the highway grade. North of Woodland Avenue there has never been a sidewalk. This area contains the rear properties

that abut on East Oak Lane and they are all garages, driveways and that sort of thing. But it was my understanding it was Federal regulations and what have you on the bridge design a sidewalk was mandated, so --

JUDGE SMOLEN: Do you have any knowledge as to whether the bridge is used by pedestrian traffic?

THE WITNESS: The bridge is used by pedestrian traffic, yes.

JUDGE SMOLEN: Where do they walk down?

THE WITNESS: They walk on the east side where there is a sidewalk on the approaches.

JUDGE SMOLEN: So then it is the position of the Borough of Glenolden that the sidewalk should be moved to the east side?

THE WITNESS: That's where it is presently.

JUDGE SMOLEN: I know where it is presently but I am talking about now after the construction?

MR. DUNN: It is going to be there after the construction.

JUDGE SMOLEN: On the east side?

MR. DUNN: There is going to be a sidewalk on both sides.

JUDGE SMOLEN: I am not sure the record is clear as to what your position is for Glenolden. Do

you want the sidewalk on both sides, don't you want it on the Glenolden side? You are testifying as a Borough of Glenolden witness now. Make it clear on the record.

THE WITNESS: The sidewalk is to be on both sides.

JUDGE SMOLEN: Anything further of this witness? Mr. Zahn, cross-examination.

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CROSS EXAMINATION

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BY MR. ZAHN:

Q. Mr. Damon, are you aware that there is not any Federal regulation that that sidewalk you are talking about be there? If that is so would you agree that the sidewalk be removed from the plans and just a gravel walkway be placed there or grass?

A. We brought this up initially when we were reviewing these plans and the borough had questions. They didn't have a sidewalk here, if there was a need for a sidewalk there --

Q. There was a need for it?

A. If there was a need for it.

Q. I am asking you now if there is no need for it in your opinion would the borough agree that that

sidewalk be removed from the plans and an earthen and grass area be placed there instead?

JUDGE SMOLEN: I think in the interest of fairness, Mr. Zahn, the witness may or may not be qualified or may or may not have the authority to answer on behalf of Glenolden in that respect.

MR. ZAHN: He was asked whether he had authority to testify and he testified that --

JUDGE SMOLEN: Do you have authority to testify to answer that question?

THE WITNESS: At one time I had reviewed it with the borough and that was their feelings, but in all truthfulness to you the borough council has changed with, you know, over the first of the year and I would like to go back and discuss it with borough council for their feelings, present borough council, and we can answer that. Their regular meeting is the second Thursday of the month so it could be answered right at that time without any problem at all.

MR. ZAHN: Is that satisfactory to Your Honor?

JUDGE SMOLEN: Well, the plans are as submitted by PennDOT. If there is to be any change in the plans it would have to be a resubmission and copies to other parties.

MR. ZAHN: Well, it would only be a question of removing that area from the plan.

JUDGE SMOLEN: I am not sure what the position of Folcroft would be in there. Certainly it ought to be notified. But you have to do whatever you have to do in your case. If you want to discuss it with the Borough of Glenolden and you have some change in your plans then you have to follow the procedure on the change of procedure filing and amend the plan.

MR. ZAHN: Your Honor, we are perfectly willing to take that sidewalk out of there if Glenolden doesn't want it.

JUDGE SMOLEN: The witness says he can't answer at this time this particular issue.

MR. ZAHN: Then he should notify the Department and the Commission within, what is it, ten days?

JUDGE SMOLEN: How much time will you need to inquire and notify?

THE WITNESS: It would be the second Thursday of this month.

JUDGE SMOLEN: How much time would you need?

MR. ZAHN: That is the 11th of April.

THE WITNESS: I can notify you the following

day; that would be the 12th.

MR. ZAHN: And the Commission and the other borough.

THE WITNESS: Now I am going to take the proper procedure and refer this to the attorney because I am not going to by myself --

JUDGE SMOLEN: Mr. Dunn, you are directed to make inquiry of your client to ascertain their position on the removal of the sidewalk from Glenolden's side and to notify PennDOT and all other counsel and the Commission itself. And that notification should come in let's say April 15.

Now, Mr. Zahn, do you have any further questions?

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BY MR. ZAHN:

Q. The sanitary sewer facilities of Glenolden, they are in public right-of-way, are they not?

A. Yes.

Q. How long have they been there?

A. The Glenolden sanitary manhole, I traced that back to prior to 1910.

Q. And has Glenolden ever paid any fee or license fee for being permitted to stay in public right-of-way since that time?

A. Glenolden sewer was there prior to Primos Avenue being LR 420.

Q. Since it has become a state highway have they paid any costs?

A. Who would they pay a cost to? I don't understand that.

Q. To the Department of Transportation.

A. For what?

Q. For having their facilities in the public right-of-way.

A. They gave us the right-of-way.

JUDGE SMOLEN: Let's not have a discussion. Just answer the question. Do you know the answer, has the Borough of Glenolden paid any amount to anyone including PennDOT for remaining in place?

THE WITNESS: No.

JUDGE SMOLEN: Next question.

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BY MR. ZAHN:

Q. Are you aware that under the state highway funds that Glenolden would request the Department to bear any portion of the cost, that they would make such a request to the Department to share in those costs?

A. Yes.

Q. Has Glenolden made any such offer?

A. Well, they didn't make an offer because you are removing their manhole; it is not going to be there. So it becomes a little --

Q. They made no offer, is that it?

A. They are going to have no manhole when you are finished.

Q. So they made no offer as to pay any of the costs; is that correct?

A. Yes.

Q. And it is your position that Glenolden should not pay those costs; is that correct?

A. You are taking their manhole out.

Q. I am just asking you whether or not that is your position?

A. I don't know what they would pay for.

JUDGE SMOLEN: Just give him an answer then you can explain your answer. Is that the position, he asked the question?

THE WITNESS: Yes.

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BY MR. ZARN:

Q. That they pay no costs?

A. Yes.

Q. The two manholes, I understand one is a

complete removal and the other is a removal and replacement. What about the one?

A. Well, that is not Glenolden's manhole; you are removing Glenolden's manhole.

Q. The other one that is being replaced is in Folcroft?

A. That manhole belongs to Folcroft.

Q. What is Folcroft's position on that manhole?

A. Folcroft is under the understanding because of the grade difference, it is over five feet, that it wouldn't be feasible for them to raise the manhole. It wouldn't be safe and you wouldn't want the old manhole under your new highway.

Q. It is being replaced, right?

A. So you are taking that out and putting a new manhole in its place.

Q. And what is its position regarding replacement?

JUDGE SMOLEN: We are talking about Folcroft; he is a Glenolden witness now, but he is still on so you answer the question for the record.

THE WITNESS: I really don't know the cost of your replacement.

JUDGE SMOLEN: He is not asking that. He is asking whether Folcroft agrees to bear any of the costs, whatever they may be, for that work?

MR. AUERBACH: If I may, he has answered that question on direct examination and said we were not so it hasn't changed, I hope, in the last 10 or 15 minutes.

THE WITNESS: No.

JUDGE SMOLEN: Mr. Zahn, do you have more cross-examination please?

MR. ZAHN: Thank you, Mr. Damon.

JUDGE SMOLEN: Mr. Cornell?

MR. CORNELL: I have no questions. Mr. Posner has no questions.

JUDGE SMOLEN: How about Mr. Kropilak?

MR. KROPILAK: No questions.

JUDGE SMOLEN: Mr. Huss?

MR. KROPILAK: He stepped out, Your Honor, but he has no questions.

JUDGE SMOLEN: Mr. Cohen?

MR. COHEN: No questions, sir.

JUDGE SMOLEN: Mr. Gallagher stepped out.

MR. COHEN: He has no questions.

JUDGE SMOLEN: The witness is excused. No further questions of the witness, the witness is excused. Thank you very much.

Excuse me, the gentleman in the rear of the hearing room had a question. State your name.

MR. GRESKOFF: My name is Peter Greskoff, Sr.

JUDGE SMOLEN: And your address?

MR. GRESKOFF: 311 Woodland Avenue.

JUDGE SMOLEN: Where?

MR. GRESKOFF: Glenolden. I represent the owner of the property at 337 North Woodland Avenue who happens to be my son.

JUDGE SMOLEN: Do you have a question of this witness?

MR. GRESKOFF: Yes. I don't quite understand by what authority the Borough of Glenolden can determine whether the sidewalk be put in or not when my son as the homeowner will have to maintain that sidewalk.

JUDGE SMOLEN: What is your question?

MR. GRESKOFF: Without consulting anyone else?

THE WITNESS: In other words your son's home is on the corner of Primos Avenue and Woodland Avenue?

MR. GRESKOFF: That's correct.

THE WITNESS: Now the Department of Transportation's drawings indicate that a sidewalk will be built along Primos Avenue alongside of his property.

JUDGE SMOLEN: That was not a determination by

the Borough of Glenolden. That's a PennDOT determination.

MR. GRESKOFF: He is supposed to maintain that sidewalk?

THE WITNESS: In accordance with the borough ordinance.

MR. GRESKOFF: You are talking about almost two hundred feet of sidewalk.

THE WITNESS: That's what I brought out in my testimony, that it would be a burden to this property owner.

MR. GALLAGHER: They are getting into a legal issue.

MR. GRESKOFF: That's the question, that's all.

JUDGE SMOLEN: He answered that. Now if you want to put a statement on the record under oath as to your position with respect to that sidewalk, please do so.

MR. GRESKOFF: No, we will pursue it. We have legal representation.

JUDGE SMOLEN: All right, but the issue has now been noted for the record. It is recognized now.

MR. GRESKOFF: Thank you.

JUDGE SMOLEN: Are there any further questions of this witness? Hearing none now the witness is

excused. Thank you very much.

Mr. Gallagher, you have no witnesses?

MR. GALLAGHER: Right.

JUDGE SMOLEN: Is there any other party of record who has any witnesses or any further matters that it desires to bring to the attention of the Commission?

MR. POSNER: Your Honor, however you want to do it procedurally here, I would like -- there were a few items not covered by the witness and I would like to make a brief statement on behalf of Bell in lieu of a brief because of the extent of our involvement is minimal.

JUDGE SMOLEN: Let me put Mr. Shaw on first. Mr. Shaw, why don't you have a seat right here.

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ROBERT SHAW, having been duly sworn, was examined and testified as follows:

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DIRECT TESTIMONY

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JUDGE SMOLEN: Keep your voice up now. State your full name again for the record?

THE WITNESS: Robert Shaw.

JUDGE SMOLEN: And your address?

THE WITNESS: 1561 Woodland Avenue.

JUDGE SMOLEN: And where is that, in Folcroft?

THE WITNESS: Folcroft.

JUDGE SMOLEN: Now where is your home in relationship to the proposed construction?

THE WITNESS: My property runs lateral to the bridge, the new bridge.

JUDGE SMOLEN: Your property, you say it runs lateral; that's a very broad statement. Give us some direction. Where is it?

THE WITNESS: Woodland and Primos.

JUDGE SMOLEN: On what side of the bridge is it?

THE WITNESS: That would be on the northeast side.

JUDGE SMOLEN: And you have some concerns about this whole project?

THE WITNESS: Just the access road that is next to my house.

JUDGE SMOLEN: Tell us what your concerns are; tell the Commission what your concerns are?

THE WITNESS: This access road has been a headache since I have been there for 20 years and nobody has maintained it. People use it as a nuisance to me.

JUDGE SMOLEN: When you say people use it as a nuisance, people use it for what purpose?

THE WITNESS: For parking at night, for dumping trash. When they park to pick up people from the train they empty their cars out. This all has to be picked up to keep -- like the storm sewer in the back.

JUDGE SMOLEN: Let's take one thing at a time. You are talking about the access road. Is that access road on your property?

THE WITNESS: No, it is adjacent.

JUDGE SMOLEN: It is adjacent to your property and what kind of problems, for the record what kind of problems do you have with the access road?

THE WITNESS: Mostly nuisance problems, people turning around on my property. It gets snowy in the wintertime. They go back there; they get stuck and come up on my lawn, 10 or 15 feet on the lawn sometimes.

JUDGE SMOLEN: Have you fenced your own property?

MR. SHAW: No.

JUDGE SMOLEN: What other concerns do you have?

MR. SHAW: The storm sewer in the back.

JUDGE SMOLEN: Tell us about the storm sewer

in the back?

THE WITNESS: There is a storm sewer in the back of the property. I think it is on Amtrak property. It is always clogged because cars pull up there and they force the mud into it.

JUDGE SMOLEN: Is that an inlet or outlet?

THE WITNESS: It is an inlet.

JUDGE SMOLEN: As a result of it being clogged what happened?

THE WITNESS: It floods back there, I would say, 50 feet sometimes on my property.

JUDGE SMOLEN: The flooding actually backs up on your property?

THE WITNESS: I have to go out with a shovel and clean it out.

JUDGE SMOLEN: Have you made any attempts to communicate with the owner of the access road?

THE WITNESS: We have for 20 years.

JUDGE SMOLEN: Have you been supplied with a name and telephone number of the party?

THE WITNESS: Nobody seems to --

JUDGE SMOLEN: I mean now, today?

THE WITNESS: Today I am supposed to get it.

JUDGE SMOLEN: Have you received it yet?

THE WITNESS: Not yet.

JUDGE SMOLEN: But you are supposed to get it today?

THE WITNESS: Right.

JUDGE SMOLEN: What other concerns do you have?

THE WITNESS: I would like to see it be of limited access where emergency vehicles could use it, railroad vehicles could use it, anybody else, the property owners could use it, but just people coming in to pick up people off the train wouldn't be able to use it.

JUDGE SMOLEN: Do you have any definite plan that you have in mind to limit it?

THE WITNESS: I would say put up a chain just so these people will have to get out of the car and pick up the chain and hook it up again. It would be open for emergency vehicles or open for trucks, but it will be a limited access. It would keep people from just running back there.

JUDGE SMOLEN: So you are suggesting there would be a chain on the ingress side?

THE WITNESS: Right.

JUDGE SMOLEN: All right. Do you have any other thing, any other matter that you want to bring to the attention of the Commission?

THE WITNESS: No, that is it, and the

maintenance of it, as long as it is maintained.

JUDGE SMOLEN: And you have heard the testimony today as to what is going to happen with it.

Do any of the attorneys, any counsel present desire to ask Mr. Shaw any questions?

MR. ZAHN: One question.

- - - - -

CROSS EXAMINATION

- - - - -

BY MR. ZAHN:

Q. Mr. Shaw, have you made any complaint to Folcroft?

A. Yes, I have.

Q. What have they done?

A. Nothing. Nobody owns it.

JUDGE SMOLEN: Nobody what?

THE WITNESS: Nobody owns it.

JUDGE SMOLEN: Have you complained to Amtrak?

THE WITNESS: The last couple of years we haven't bothered. When we had smaller children we always complained but nobody did anything.

JUDGE SMOLEN: To whom were the complaints made? You complained to the Borough of Folcroft. Did you make complaints to Amtrak several years ago?

THE WITNESS: I don't know whether it was Amtrak or Penn Central.

JUDGE SMOLEN: But to the railroad?

THE WITNESS: Yes.

JUDGE SMOLEN: And the condition has not been alleviated?

THE WITNESS: Never.

JUDGE SMOLEN: Any other attorneys have any questions of Mr. Shaw? Hearing none I will excuse Mr. Shaw as a witness. Thank you very much for appearing and presenting your position.

Is there any other business in terms of witnesses to be presented? I know Mr. Posner asked to make a summary statement, but before we go into that, do the parties desire to file briefs or other memoranda on the points of fact and law which have been raised here today?

MR. ZAHN: Submit it on the record.

JUDGE SMOLEN: Mr. Gallagher?

MR. GALLAGHER: There may be some questions of law with regard to that ordinance that was bought out by the borough.

JUDGE SMOLEN: If one party desires to file a brief --

MR. POSNER: That issue may be limited of

issue to only a few parties. Certainly Bell has no issue.

MR. GALLAGHER: I am not sure the borough is aware of it, but I am not going to file a brief.

MR. AUERBACH: Not sure of what?

MR. GALLAGHER: Whether your ordinance is valid or not.

MR. AUERBACH: Are you raising an issue?

MR. GALLAGHER: I am not raising an issue at all. I am not raising it.

JUDGE SMOLEN: Even though you are not raising it, it has been raised and you cannot now ignore it has been raised.

MR. AUERBACH: Certainly if there is an issue to my knowledge the ordinance has been in effect for -- I don't have a copy of it now.

JUDGE SMOLEN: 1956.

MR. AUERBACH: It has never been challanged to my knowledge; it has never been challenged and if there is an issue with regard to it --

MR. GALLAGHER: I will submit a brief.

MR. AUERBACH: It seems to me rather than make a statement if he feels there is something wrong with the ordinance I would like to know about it.

MR. GALLAGHER: Your Honor, the basic position,

my position is that the Public Utility Code with regard to rail-highway crossings supersedes any ordinance involving anything within that area. That's a long standing law, precedent, and that's my basic position.

MR. ZAHN: And we have made the statement on the record that when we ask that the borough be responsible for curbs and sidewalks that that be without prejudice to their right to recover from others.

MR. GALLAGHER: That's right.

MR. ZAHN: So I think there are a couple of things moot.

MR. GALLAGHER: But the Commission could order the borough to maintain those sidewalks solely, not going to the individual property owners and the borough would have a definite problem with that. All I am saying is it is within the Commission's power to order the borough solely to maintain those curbs and sidewalks.

MR. ZAHN: But we make the request that it be made without prejudice to their right to recover money.

JUDGE SMOLEN: That's just a request.

MR. POSNER: He is talking about Commission

authority versus municipal authority.

(Discussion held off the record.)

JUDGE SMOLEN: I think I will direct that a memorandum of law be filed on the legal issues which are raised. Mr. Zahn put his statement on the record. Mr. Gallagher stated his position. Mr. Auerbach's was stated off the record, but I would like it on the record so it is clear. Mr. Cohen may also have a position.

MR. AUERBACH: The position of the Borough of Folcroft is that PUC, if indeed they do have the authority, should not impose the obligation on the Borough of Folcroft with regard to maintenance of the sidewalks and curbs. The Borough of Folcroft has an ordinance which applies to every other property owner in the borough and we don't feel that there should be an exception in this situation to in effect let Amtrak off the hook with regard to the obligation it would have under the borough's ordinance. The reason for the borough ordinance, I am sure, and it certainly applies in this case, is the inability from a financial standpoint of the borough to undertake the maintenance of sidewalks and curbs throughout the borough and I would point out further that to my knowledge this is a very

common type of ordinance which requires the adjacent property owners to pick up the cost and to maintain sidewalks and curbs.

So we would urge of the PUC that if they do impose the cost on the borough it be done as PennDOT originally suggested without prejudice so we can pass that through our ordinance along to the adjacent property owner. From Folcroft's standpoint the adjacent property is not an individual but it is Amtrak and they certainly have the ability to handle the cost and the requirements of the maintenance.

I asked the position of the representative of the PUC as to what position he was going to take in order to determine what we should further do. Until the testimony was closed I heard no objection to the position taken by PennDOT. After the testimony was closed I hear that PUC may take an opposite position. It would be possible that I would want to present some testimony on the issue of the ability of the borough from the financial standpoint to handle this particular problem. I have also indicated I am not anxious nor is the borough anxious to delay this process and I would like the right to confer with my client, i.e. borough council, and by the 15th of the month of April come back with either an answer

saying we do not require any further testimony or that we do. If we do not require further testimony, obviously I would like to submit a memorandum or brief, whatever you would call it, to make it part of the record. We will have to decide if we want a hearing to determined whether we are entitled to such.

JUDGE SMOLEN: Mr. Cohen, do you have any statement to make?

MR. COHEN: Yes. I will keep it brief and for obvious reasons I agree with everything Mr. Gallagher has said up to this point, but I think it bears stating that while the Borough of Folcroft does have taxing authority and have an independent authority to raise funds, Amtrak does not and it is pretty much contingent to make up subsidies from independent grants. It runs at a deficit and to cavalierly attempt to impose costs on Amtrak I think is not healthy for the corporation which is dependent on a strong financial funding each year to get funds from congress, aside from the fact this improvement is going to benefit the borough. And I think if I understand correctly what we are talking about of any consequence is repairing the sidewalk that's going to be newly installed at such time as

it deteriorates from age.

JUDGE SMOLEN: That is really not the only liability that is involved and you know, you are an attorney, you know that maintenance is only one aspect of sidewalk liability. There are lawsuits, et cetera, personal injury cases which all flow from the maintenance responsibility.

MR. COHEN: Notwithstanding an enforceable ordinance that the borough still would be involved in every lawsuit and still be liable for any portion of damages.

JUDGE SMOLEN: We don't have to conjecture about that, but it is really more than the maintenance obligation. It entails more. It is like a comet.

MR. COHEN: The borough is right here by definition.

JUDGE SMOLEN: Mr. Zahn, do you have a position?

MR. ZAHN: Yes. Our position is that this job has to be let by December of 1985. And we would request an order from the Commission approving the construction and allocating costs so that this thing can go ahead in sufficient time that we can let this job by December of 1985. Now all of these matters

that counsel have been raising it seems to me just will prolong the time in which the Commission can issue an order and I don't want that to happen.

JUDGE SMOLEN: I don't think anyone wants to delay the project. But there are concerns voiced by Borough of Folcroft, concerns raised by Amtrak, concerns raised by Mr. Gallagher and, of course, your concerns. Everyone has a concern on this. Have you made a request, Mr. Auerbach, for an additional hearing or have you not?

MR. AUERBACH: I have not made the request for the additional hearing. What I indicated to you because I found out this morning, first of all, what everyone's position was, so I have not had an opportunity to discuss it with my client obviously, the borough council. We have a meeting the second Monday in the month which I guess is this coming Monday wherein, you know, we have an opportunity to discuss it with members of borough council. If we could just take judicial notice of the fact of the financial condition, which we cannot, and I cannot ask everyone to agree, then I would end the discussion. It may well be we will not want to do anything further because we are not interested in delaying, but we are now faced with a problem that

we were not aware of until five minutes ago.

(Discussion held off the record.)

JUDGE SMOLEN: In an off the record discussion the parties have indicated that they desire to file memoranda of law on an issue relating to the Commission's authority to impose the maintenance obligation on the Borough of Folcroft with respect to certain sidewalks and curbs, that's the legal question, and the parties are also going to set forth in those memoranda their respective positions. These memoranda will be due April 30, 1985 and within that time counsel for the Borough of Folcroft will have an opportunity to discuss it with his client as to whether or not they need or request a further hearing. The record in the case will be considered closed as of April 30, 1985. That is the due date for filing of these memoranda. And of course we will expect to receive the late filed exhibits which have been testified to today.

Mr. Zahn?

MR. ZAHN: One other thing.

JUDGE SMOLEN: Go ahead.

MR. ZAHN: Another question that I want to raise at this time, not question, problem, is that sidewalk that Glenolden was complaining about being

built that isn't there now. We would like, and I think Mr. Damon said that he could notify us by Friday, we would like to state that if we are not notified by Glenolden on or before April the 15th that we will remove the sidewalk area from our plans and not build it.

JUDGE SMOLEN: You are looking for notification from Mr. Auerbach?

MR. ZAHN: From Mr. Dunn.

JUDGE SMOLEN: Mr. Dunn, do you understand that?

MR. DUNN: I understand that, fine.

JUDGE SMOLEN: Is that satisfactory with you?

MR. DUNN: Yes, it is.

MR. ZAHN: So if we receive no notice at all from Glenolden or their attorney we will remove them.

JUDGE SMOLEN: Remove that sidewalk.

MR. ZAHN: That portion of the sidewalk. If they want it in, it will stay in.

JUDGE SMOLEN: Mr. Gallagher, do you have any comment?

MR. GALLAGHER: No.

JUDGE SMOLEN: Do you take a position?

MR. GALLAGHER: No comments.

JUDGE SMOLEN: Okay.

MR. ZAHN: It has to be done that way so our plans can be changed.

JUDGE SMOLEN: So be it, so it is on the record.

Anything further to go before the Commission at this time? Mr. Posner wants to have a nice summary. Now he is going to close it out for us.

MR. POSNER: Thank you. First of all, Your Honor, some of the questions in the Questions and Procedure which were not specifically addressed by the witness and intentionally so, I will just simply state the company's position. I don't believe there is anything controversial with Bell. First of all, Bell has no objection to the proposed improvement project nor does it have any constructive criticism to offer. Bell's work will be done concurrently with the construction of the bridge and Bell will perform its relocation work through its own personnel. And Bell will maintain, will assume, the responsibility for the maintenance of its facilities after the alteration or relocation work has been completed. I believe with that statement coupled with the witness' testimony we have responded to all the Questions and Procedure.

As Bell Exhibit 2 indicates, Your Honor, our

involvement here is somewhat limited. We have projected an estimated total cost of $5,675 for the relocation of Bell's facilities.

PennDOT's testimony through Mr. Kohli indicates that PennDOT's position, as it usually is, is that none of that cost should be allocated against PennDOT for the sole reason Bell's facilities were located in the public right-of-way. I believe that recent decisions have indicated that the Commission is looking to a case known as the City of Wilkes-Barre case and has fit the facts of any rail-highway proceeding into the criteria set forth in that case. The criteria is the availability of Federal funds for the project, the party who has caused the condition resulting in the necessity for the alteration at the crossing, the beneficiaries of the altered crossing and what has been loosely referred to as other factors or equitable considerations.

Bell's position in this case is that the record before the Commission, I believe, shows basically that the reason for this project, the reason for this alteration is because of the deteriorated condition of the bridge. There happens to be some uncertainty as to whose responsibility

that might have been. I think the Commission can take notice through the testimony, however, that the bridge surface appeared to be deteriorated and I would suggest that the Commission conclude that that was at least in large part contributed to by the passage over the years of the vehicular traffic and perhaps a lack of maintenance. So the cause of the condition would appear to me to be vehicular traffic traveling over a state highway.

Number two, in terms of the beneficiary of the project it again appears to us and we suggest that beneficiary is primarily the traveling public over a state highway and to some extent the residents of the Borough of Folcroft and I presume the Borough of Glenolden who utilize this bridge.

Our testimony is very simply we have facilities there that we are relocating. They will not be of any benefit, the relocation will not benefit the company's ratepayers or the company in any way. Of prime significance here is the existence of Federal funds. PennDOT's testimony is indicative of the fact they apparently anticipate getting one hundred percent Federal funding for this project. There is a Catch-22, however. Federal funding can only be utilized for the reimbursement

of utility relocation costs if that reimbursement is required under state law. In this case state law is the Pennsylvania Public Utility Commission. If the Commission does not allocate those costs the Federal funds are not available. If the Commission allocates the costs then PennDOT can obtain those costs from the Federal government for utility relocation purposes.

There are approximately 31 states, Your Honor, that currently have statutes on the book requiring that where Federal funds --

MR. ZAHN: I object to that, Your Honor.

MR. POSNER: It is my argument, Mr. Zahn.

MR. ZAHN: We are not interested in 31 other states; Pennsylvania law is what you say it was.

MR. POSNER: Your Honor, we are talking public interest.

JUDGE SMOLEN: I think the argument is proper. You can go look to other authorities and other jurisdiction for precedents.

MR. POSNER: The statement really is this, Your Honor, and then I close, I finish, and that is that the statement has been made by this Commission in the past that when utilities relocate their facilities that cost is borne in one of two ways.

It is borne by the taxpayer through state highway funds or Federal funds or borne through the ratepayer in the form of higher utility rates as those costs are passed through. To the extent Federal funds can be utilized, the beneficiaries are all of the taxpayers and ratepayers of the State of Pennsylvania because we are utilizing funds that are coming from the entire United States. To the extent this state as a matter of public policy refuses to take advantage of those Federal funds, then the residents and citizens of this state are paying into those Federal funds and getting no benefit out of those funds. That is really the public policy argument that we think this Commission should look at. Thank you.

MR. ZAHN: I would like to make a couple of replies to that.

JUDGE SMOLEN: I am sure you will.

MR. ZAHN: One is Tex Walker at prior hearings on behalf of Penn Central Transportation Company stated for the record, and it is in the order, that this bridge was the responsibility of Penn Central. It was not the responsibility of the Department of Highways.

Secondly, a recent case in which the City of

Philadelphia was involved in the Wilkes-Barre case, referring to the Wilkes-Barre case, said that the Commission can take any one of those factors into consideration in allocating costs and it didn't necessarily have to be the user of the highway.

Third, that although Federal funds will be requested by the Department, if those funds are received that will reduce the amount of Federal funding which the Department can receive for all other jobs within the state and some other jobs may be at a disadvantage because of requests of the utility company to be reimbursed.

Fourth, the utility company has been in public right-of-way and they are thereby permanent. They have had the use of those facilities for the length of time those facilities have been placed in the public right-of-way at no cost to themselves.

Fifth, the witness couldn't answer and I don't know whether the attorney can answer whether or not the telephone company sets up in its rate a reserve for costs for relocation of facilities in public right-of-way. We feel that they do. That it is included in their rates and it is not affecting their ratepayers to the extent Mr. Posner said they are. Period.

JUDGE SMOLEN: Anyone else desire to present a summary? Hearing none, I will adjourn this hearing at this time subject to the previous directions and agreements on the record.

(Hearing adjourned).

C E R T I F I C A T I O N

I HEREBY CERTIFY that the proceedings and evidence are contained fully and accurately in the stenographic notes taken by me upon the foregoing matter on April 4, 1985, and that this is a correct transcript of same.

Linda Flynn

LINDA FLYNN
Registered Professional Reporter

(The foregoing certification of this transcript does not apply to any reproduction of the same by any means unless under the direct control and/or supervision of the certifying reporter.)

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. W37-G249-018

DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
TEU 6-0	DELAWARE		FOLCROFT	LR. 420	02A R/W	8
			GLENOLDEN			

STATE PROJECT NUMBER

SYS	L.R. or W.O.	SPUR	PHA	SECTION	DIST.	CO.
2	14206	G	6	02A	06	3

DRAWINGS
AUTHORIZING
ACQUISITION OF RIGHT-OF-WAY
FOR

LEG. ROUTE 420 SECTION 02A R/W

IN DELAWARE COUNTY

From Sta. 80+39.00 To Sta 90+32.00 Length 993.00 Ft. 0.188 Mi.

THE PUBLIC UTILITY COMMISSION WILL APPROPRIATE RAILROAD PROPERTY IN COMPLAINT DOCKET NO. C-00020235C BETWEEN STATION 79+50.00 AND STATION 91+50.00 PURSUANT TO THE PROVISIONS OF SECTION 2702 (b) OF THE ACT OF JULY 1, 1978, P.L. 598, NO. 116 (66 PS. 2702). THIS PLAN PREPARED PURSUANT TO SECTION 2003 (e) OF THE ADMINISTRATIVE CODE (ACT OF APRIL 9, 1929, P.L. 177, AS AMENDED BY ACT 1979-100), AND SECTION 402 (b)(3) OF THE EMINENT DOMAIN CODE OF 1964, AS AMENDED.

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

DOCKETED
MAY 2 - 1985

DOCUMENT FOLDER

Penn DOT EXHIBIT NO. A
P. U. C. NO. C-00020235
DATE OF HEARING 4-4-85

SCALE
HORIZONTAL 0' 25' 50'
VERTICAL 0' 5' 10'

DESIGN DESIGNATION

CLASS OF HIGHWAY – Urban Collector
DESIGN SPEED – 30 MPH
PAVEMENT SECTION – 28'
MEDIAN WIDTH
MAX. – N/A
MIN. – N/A
SHOULDER WIDTH – N/A

A.D.T. – 11,200 (1985)
A.D.T. – 12,000 (2005)
D.H.V. – 1064
D – 50%
T – 9%

Certified to be true and correct
Clerk in and for Del. Co., Pa., in
Highway Vol. Book
vs. 14 Page 232
WITNESS my hand and seal of Office this
22nd day of Feb. A.D. 1985
James J. Ward
Recorder of Deeds

MACOMBER ASSOCIATES, INC.
704 Lisburn Rd. P.O. Box 54
Camp Hill, Pa. 17011

COMMONWEALTH OF PENNSYLVANIA PROFESSIONAL MELVIN SITTENBERGER ENGINEER

Melvin Sittenberger 6/2/84

RECOMMENDED Oct. 29 1984
Robert L. Rawland, P.E.
DISTRICT ENGINEER
RECOMMENDED Dec 7 1984
DEPUTY SECRETARY
APPROVED Dec 7 1984
SECRETARY OF TRANSPORTATION
APPROVED Jan 7 1985
GOVERNOR

Recorded in the office for the recording of deeds, etc., in
Delaware County, Pennsylvania,
in Highway Vol. Book 14 Page 232
Witness my hand and seal of office
JAMES J. WARD
RECORDER OF DEEDS
DEL. CO., PA.
Recorder

COMMONWEALTH OF PENNSYLVANIA
COUNTY OF DAUPHIN: SS
Before me, a notary public, personally came Thomas M. Lee, Secretary of Transportation, who acknowledged the within plan, comprising (8) separate sheets, to be an official plan of the Pennsylvania Department of Transportation and desired that the same be recorded as such.
Witness my hand and notarial seal Jan. 2, 1985
Enid M. Gantt
Notary Public
My commission expires April 15, 1987

RECORD OF EXISTING ROAD TYPES

LIMIT OF WORK
Adjacent to S.L.D. Sta. 79+50
S.L.D. Sta. 79+50 to S.L.D. Sta. 80+44
S.L.D. Sta. 80+44 to S.L.D. Sta. 81+54

S.L.D. Sta. 81+54 to S.L.D. Sta. 89+81

S.L.D. Sta. 89+81 to S.L.D. Sta. 91+50

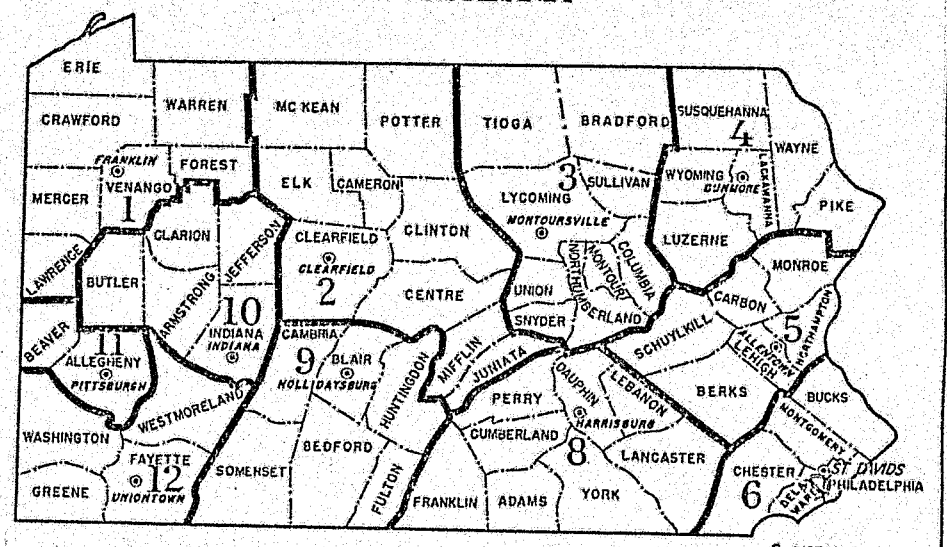
LIMIT OF WORK
Adjacent to S.L.D. Sta. 91+50

30' of ID-2 on Reinf. Conc. Pav't.
30' of ID-2 on Reinf. Conc. Pav't.
30' of ID-2 on Widen (Lt. & Rt.) 5' of HE-1 on N.S.B. & 20' of Surf. Tr. Mac.
24' of ID-2 on Widen (Lt. & Rt.) 2' of HE-1 on N.S.B. & 20' of Surf. Tr. Mac.
24' of ID-2 on Widen (Lt. & Rt.) 3' of HE-1 on N.S.B. & 18' of Reinf. Conc. Pav't.

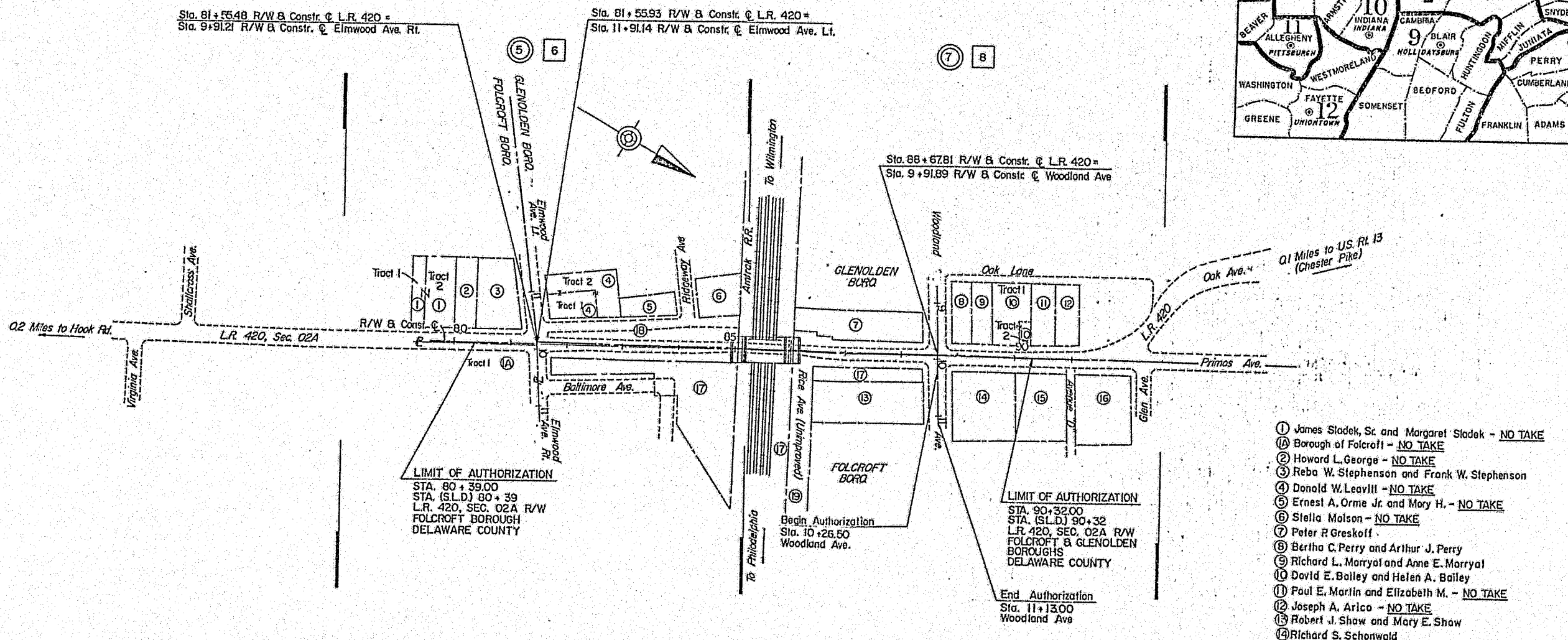
24' of ID-2 on Widen (Lt. & Rt.) 3' of HE-1 on N.S.B. & 18' of Reinf. Conc. Pav't.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	- 02A R/W	2 OF 8
FOLCROFT & GLENOLDEN BOROUGHS				

PENNSYLVANIA



6 DISTRICT
⊙ DISTRICT OFFICE
⊘ PROJECT LOCATION



LEGEND

(5) PLAN

6 PROFILE

(1) PARCEL IDENTIFICATION NUMBER

SCALE
0' 100' 200' 300'

(1) James Sladek, Sr. and Margaret Sladek – NO TAKE
(1A) Borough of Folcroft – NO TAKE
(2) Howard L. George – NO TAKE
(3) Reba W. Stephenson and Frank W. Stephenson
(4) Donald W. Leavitt – NO TAKE
(5) Ernest A. Orme Jr. and Mary H. – NO TAKE
(6) Stella Molson – NO TAKE
(7) Peter P. Greskoff
(8) Bertha C. Perry and Arthur J. Perry
(9) Richard L. Marryat and Anne E. Marryat
(10) David E. Bailey and Helen A. Bailey
(11) Paul E. Martin and Elizabeth M. – NO TAKE
(12) Joseph A. Arico – NO TAKE
(13) Robert J. Shaw and Mary E. Shaw
(14) Richard S. Schonwald
(15) Richard A. Varrasse – NO TAKE
(16) Joseph J. Oaster and Geraldine M. Oaster – NO TAKE
(17) National Rail Passenger Corporation
(18) Glenolden Borough
(19) Borough of Folcroft

INDEX MAP

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R.420	02A R/W	3 OF 8
FOLCROFT & GLENOLDEN BOROUGHS				

REVISION NUMBER	REVISIONS	DATE	BY

TABULATION OF OVERALL LENGTH

R/W & Constr. ℄

Sta. 80+39.00 to Sta. 90+32.00 = 993.00 Ft. = 0.188 Mi.

LIST OF EQUALITIES

None

LIST OF PUBLIC UTILITIES

lephone Company
. Cherry Street, 3rd. Floor
lphia, PA 19401
lary Fosler
277-7313

h of Folcroft
altimore Avenue
l, PA 19033
eon Bozzelli, Boro. Secretary
922-1305

n Borough
l Boone Avenue
en, PA 19036
83-3221

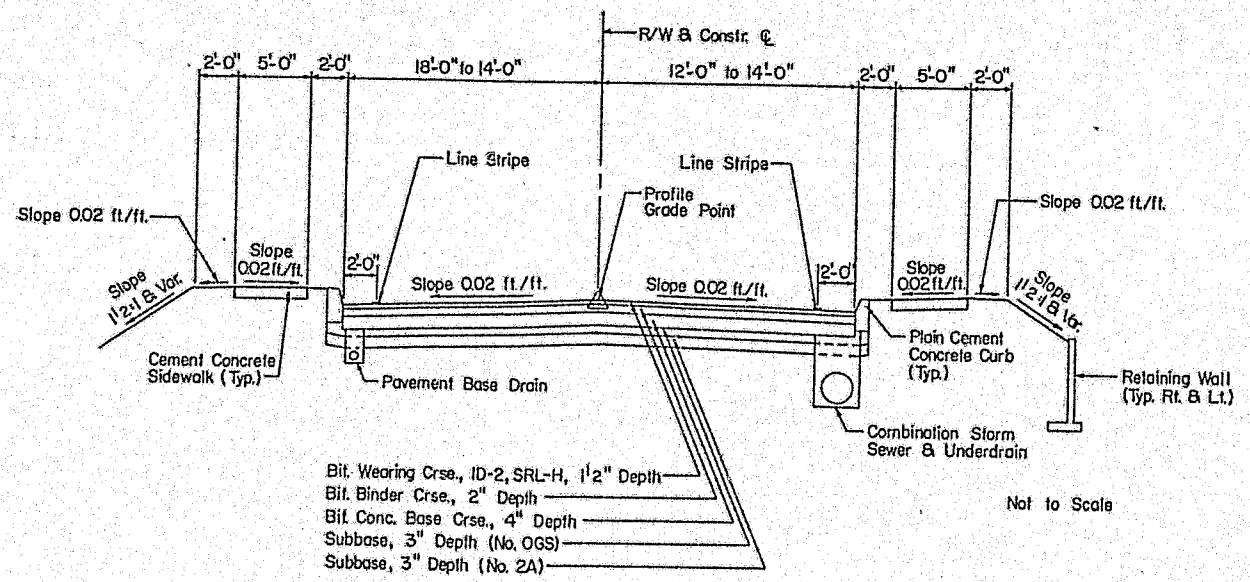
Railroad Passenger Corporation
Kennedy Boulevard
phia, PA 19103
R.D. Johnson, Deputy Chief Engineer
95-7550

Philadelphia Electric Company
2301 Market Street
Philadelphia, PA 19101
Attn: Mr. D.S. Frieman
(215) 841-5393

Philadelphia Suburban Water Company
762 Lancaster Avenue
Bryn Mawr, PA 19010
Attn: Mr. R. Luska
(215) LA5-1400

SEPTA
200 West Wyoming Avenue
Philadelphia, PA 19140
Attn. Mr. Brian Woodburn
(215) 456-4238

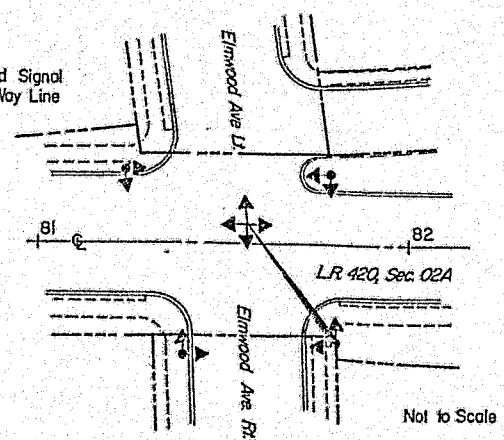
Times Mirror Cable TV
601 Oak Avenue
Glenolden, PA 19036
(215) 532-1652



Not to Scale

LR 420
TYPICAL SECTION

LEGEND
- Mast Arm
- Pedestal Mounted Signal
- Legal Right-of-Way Line

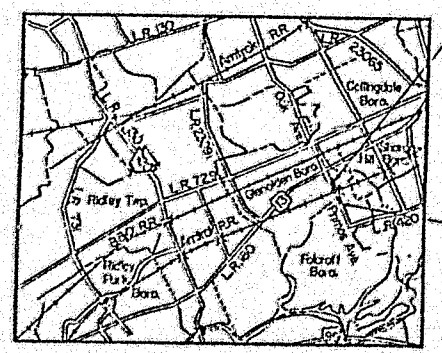


Not to Scale

TRAFFIC SIGNAL LOCATIONS
L.R. 420 & Elmwood Ave.

LIMIT OF AUTHORIZATION
STA. 90+32.00
STA.(S.L.D) 90+32
L.R.420, SEC. 02A R/W
FOLCROFT & GLENOLDEN BOROUGHS
DELAWARE COUNTY

LOCATION MAP



LIMIT OF AUTHORIZATION
STA. 80+39.00
STA.(S.L.D) 80+39
L.R.420, SEC. 02A R/W
FOLCROFT BOROUGH
DELAWARE COUNTY

SCALE IN MILES
0 1 2

LEGEND
- State Highway & Township Road
- Project

SUMMARY OF PROJECT COORDINATES
BASED ON ASSUMED COORDINATE SYSTEM

Rte.	Station	Point	Coordinates North	Coordinates East	Bearing
L.R. 420, SEC. 02A	80+00.00	Begin Sta.	5000.00	5000.00	
	81+55.48	Elmwood Ave Rt.	5151.08	4963.28	N13°39'35"W
	81+55.93	Elmwood Ave. Lt.	5151.52	4963.18	N13°39'35"W
	85+28.10	R.R. Survey ℄	5513.16	4875.29	N13°39'35"W
	85+50.31	Structure ℄	5534.74	4870.04	N13°39'35"W
	88+67.81	Woodland Ave.	5843.26	4795.06	N13°39'35"W
	91+00.00	End Sta.	6068.89	4740.23	

GENERAL NOTES

THE LEGAL RIGHT-OF-WAY ON L.R.420 FROM HOOK ROAD (S.L.D. STA.64+83) TO CHESTER PIKE (S.L.D. STA.102+89) IS 50 FEET AND VARIABLE TO 75 FEET, BASED ON PLAN OF L.R. 420, SPECIAL AID NO. 4943, SIGNED BY THE GOVERNOR ON SEPTEMBER 29, 1927.

INDICATES SCALED DIMENSIONS

Cut | Fill

CURB CUT RAMP

ALL REQUIRED RIGHT-OF-WAY FOR THIS PROJECT WILL BE ACQUIRED IN FEE SIMPLE UNLESS OTHERWISE NOTED. AREAS, IF ANY, DESIGNATED AS REQUIRED FOR OTHER THAN RIGHT-OF-WAY WILL BE ACQUIRED IN SUCH LESSER ESTATE AS DESIGNATED.

THIS IS A FEDERAL-AID PROJECT AND AS SUCH IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE FEDERAL HIGHWAY ADMINISTRATION.

TEMPORARY AREAS REQUIRED UNTIL THE CONSTRUCTION OR WORK INDICATED BY THE PLAN IS COMPLETED, UNLESS SOONER REVERTED IN WRITING BY THE DEPARTMENT.

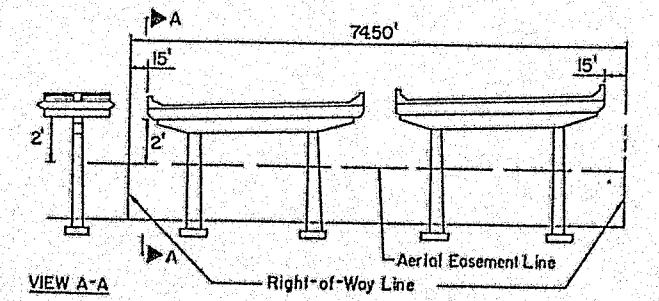
VERTICAL CONTROL IS BASED ON AN ASSUMED DATUM.

HORIZONTAL CONTROL IS BASED ON MAGNETIC NORTH.

WHERE AN AERIAL EASEMENT IS TO BE ACQUIRED, IT SHALL INCLUDE A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF PIERS AND OTHER APPURTENANCES, PLUS A TEMPORARY AREA FOR CONSTRUCTION AND FOR STORAGE OF MATERIALS DURING CONSTRUCTION. THE FOLLOWING LIMITATIONS SHALL BE IMPOSED ON THE PROPERTY BENEATH THE AREA AFFECTED BY THE AERIAL EASEMENT.

1. NO USE SHALL BE MADE OF THE PROPERTY WHICH SHALL ENDANGER THE STRUCTURE OR THE HEALTH, SAFETY OR WELFARE OF THE TRAVELING PUBLIC.
2. NO FLAMMABLE, EXPLOSIVE, DANGEROUS OR HAZARDOUS MATERIAL SHALL BE USED, PLACED OR STORED ON THE PROPERTY.
3. NO BUILDING OR OTHER FACILITY SHALL BE CONSTRUCTED ON THE PROPERTY WITHOUT PRIOR AUTHORITY OF THE DEPARTMENT OF TRANSPORTATION. IF AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.
4. NO INTERFERENCE SHALL BE MADE WITH THE RIGHT OF THE DEPARTMENT OF TRANSPORTATION TO ENTER UPON THE PROPERTY FOR THE PURPOSES OF INSPECTION, MAINTENANCE, REPAIR, PAINTING, RECONSTRUCTION OR ALTERATION OF THE STRUCTURE OR APPURTENANCES. MOVEABLE ITEMS MAY HAVE TO BE REMOVED BY THE OWNER DURING SOME OR ALL OF THE ABOVE OPERATIONS.
5. ANY SUBSTANTIAL CHANGE IN PROPERTY USE TO BE MADE SUBSEQUENT TO THE ACQUISITION OF THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.
6. THE NOTES ON THESE DRAWINGS SHALL NOT BE CONSTRUED AS LIMITING OR INTERFERING IN ANY WAY WITH THE PRESENT AND FUTURE OPERATION, USE, MAINTENANCE, REPAIR, RENEWAL, CHANGE, ADDITION, BETTERMENT OR ALTERATION OF THE RAILROAD AND ITS SUPPORTING FACILITIES.

GENERAL NOTES, CONT



VIEW A-A

LIMITED AERIAL EASEMENT

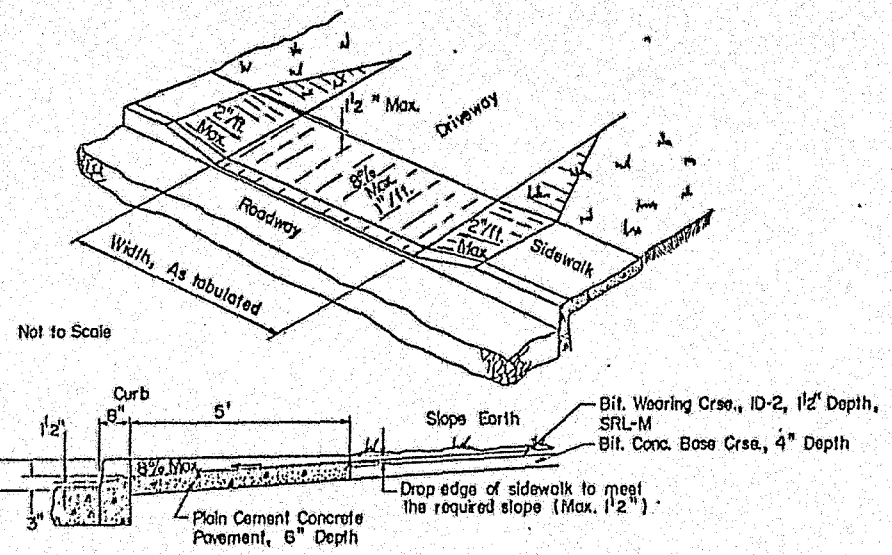
From Sta. 85+07.00 to Sta. 86+08.50

USE OF AIRSPACE BENEATH THE ESTABLISHED GRADELINE OF THE HIGHWAY SHALL PROVIDE SUFFICIENT VERTICAL AND HORIZONTAL CLEARANCES FOR THE CONSTRUCTION, OPERATION, MAINTENANCE, VENTILATION, AND SAFETY OF THE HIGHWAY FACILITY. THE ESTATE ACQUIRED ABOVE THE AERIAL EASEMENT LINE MAY BE ENCROACHED ON BY MOVING VEHICLES SUCH AS TRUCKS OR RAILROAD ROLLING STOCK.

TRACED BY TCM 2/20

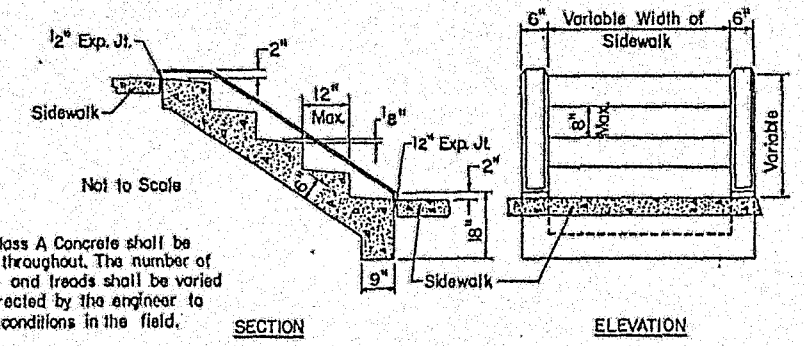
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	LR. 420	A02 R/W	4 OF 8
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY



SECTION

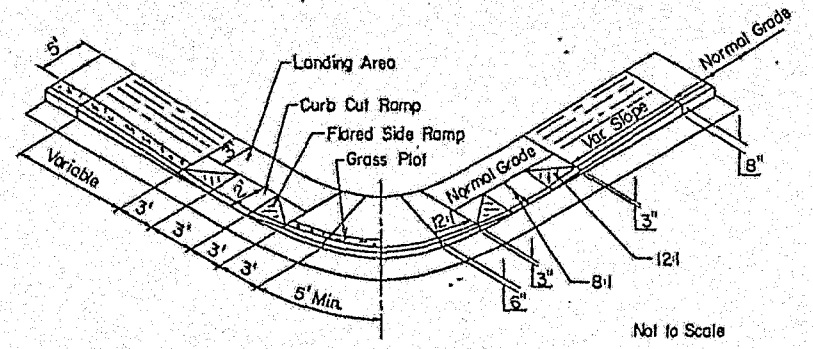
DRIVEWAY ADJUSTMENT DETAIL



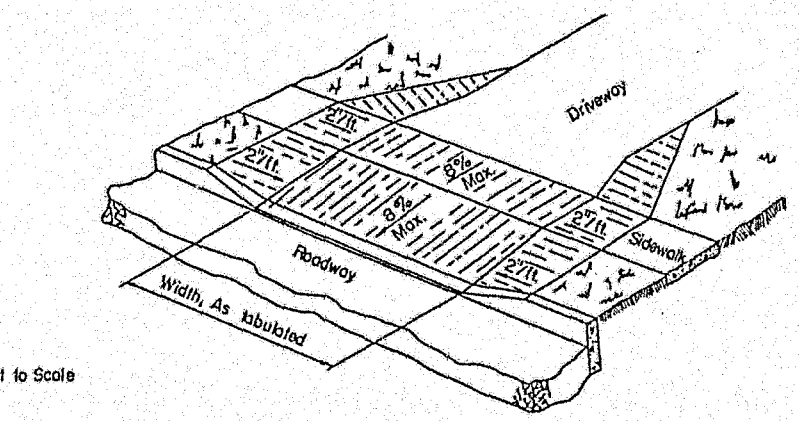
NOTE: Class A Concrete shall be used throughout. The number of risers and treads shall be varied as directed by the engineer to meet conditions in the field.

SECTION ELEVATION

CEMENT CONCRETE STEP DETAIL

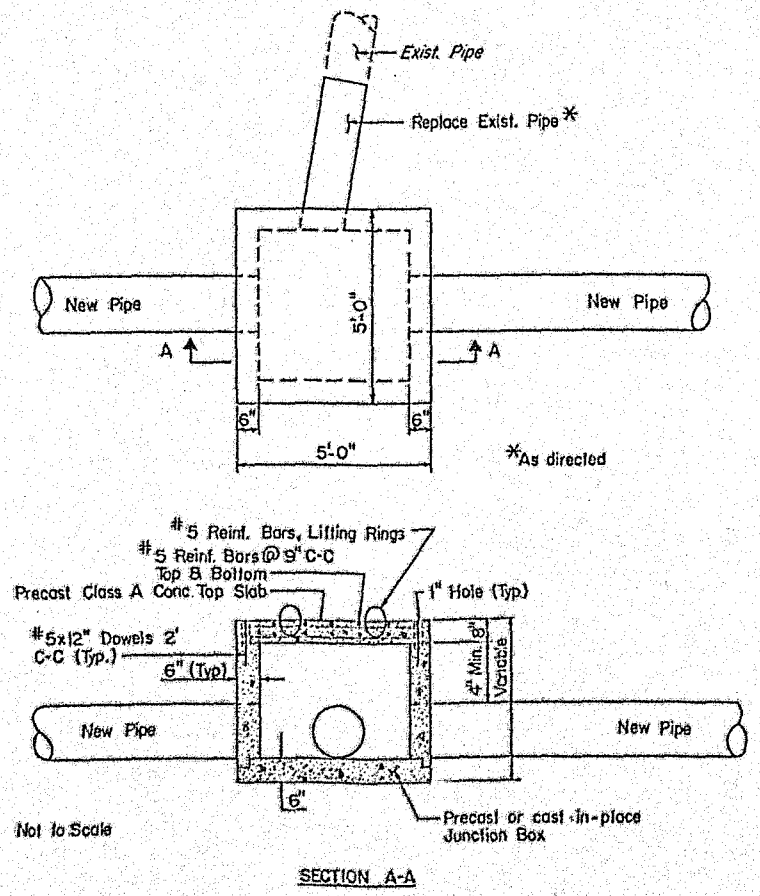


TYPICAL HANDICAP RAMP DETAIL



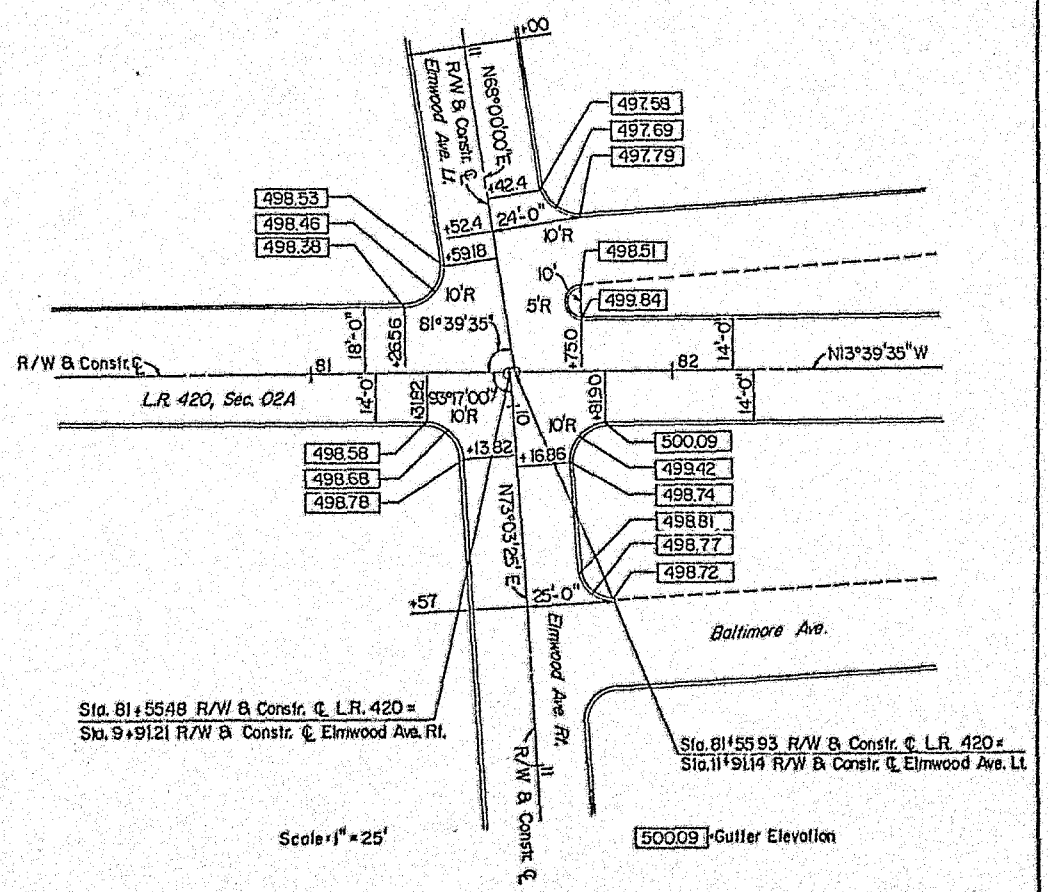
SECTION

DRIVEWAY ADJUSTMENT DETAIL



SECTION A-A

JUNCTION BOX



INTERSECTION DETAIL

Intersection of L.R.420 & Elmwood Ave.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A R/W	5 OF 8
FOLCROFT & GLENOLDEN BOROUGHS				

REVISION NUMBER	REVISIONS	DATE	BY

Corner Fence Post

R/W B Constr. ℄

. 78 +00.00

alks and drive adjustments will be
items of construction. Fences will
as an item of property damage.

PROPERTY PLAT
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
LEG. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
PARCEL NO. 3 SHEET NO. 5 CLAIM NO.
PROPERTY OWNER(S) Reba W. Stephenson and Frank W. Stephenson
GRANTORS(S) Reba W. Stephenson and Frank W. Stephenson

		AREAS	ACS/SQ.FT.	REQUIRED AREA	ACS/SQ.FT.
DEED BOOK	2274	DEED	—	RIGHT OF WAY (▨)	406.25
PAGE	170-172	CALCULATED	9027.9	CHANNEL	
DATE OF DEED	6-20-67	ADVERSES	—	SLOPE	
DATE OF RECORD	6-21-67	LEGAL R/W	—		
CONSIDERATION	1.00	EFFECTIVE	9027.91		
I.R.S. STAMPS	—	TOTAL REQ'D.	406.25		
	—	TOTAL RESIDUE	8621.66	VERIFICATION DATE	8-1-84
	—	RESIDUE LT.	—	DRAWN BY	PAS
	—	RESIDUE RT.	—	SCALE	1"=25'

This plat is plotted from the deed of record in the county courthouse and reflects the accuracy and/or inaccuracy of the deed.

BM #1 Elev. 500.00
39' ± Rt., Sta. 79+59.5
Chiseled yellow square on top of stone wall with concrete cap

PROPERTY PLAT
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
LEG. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
PARCEL NO. 31 SHEET NO. 5 CLAIM NO.
PROPERTY OWNER(S) Glenolden Borough
GRANTORS(S)

		AREAS	ACS/SQ.FT.	REQUIRED AREA	ACS/SQ.FT.
DEED BOOK		DEED		RIGHT OF WAY (▨)	1937.50
PAGE		CALCULATED		CHANNEL	
DATE OF DEED		ADVERSES		SLOPE	
DATE OF RECORD		LEGAL R/W			
CONSIDERATION		EFFECTIVE			
I.R.S. STAMPS		TOTAL REQ'D.	1937.50		
		TOTAL RESIDUE		VERIFICATION DATE	8-1-84
		RESIDUE LT.		DRAWN BY	PAS
		RESIDUE RT.		SCALE	1"=25'

This plat is plotted from the deed of record in the county courthouse and reflects the accuracy and/or inaccuracy of the deed.

Nail with painted yellow ring
15" Locust
Nail with painted yellow ring
P.E. Co. #712
R/W B Constr. ℄
Nail with painted yellow ring
B.T.Co # 786
P.O.T. Sta. 84+15.94

To Wilmington

Picket Fence
Conc. Apron
1-Story Brick Garage
Mac. Drive
1½-Story Brick Dwelling
Conc. Walk
Hedge
25'
50'
Howard L. George
② NO TAKE
Garage
Tract 1
①
Conc. Walk
Tract 2
James Sladek, Sr. and Margaret Sladek
① NO TAKE
2½-Story Stucco Dwelling
PE Co. #52
Sign M-2-M-4
Mac. Drive
2½-Story Wood Frame Dwelling
N 59°40'E 127'
2½-Story Wood Frame Dwelling
PE Co. #51
Sign
Reba W. Stephenson and Frank W. Stephenson Sign
③
12" Maple
Sign
Conc. Walk
Sign
16" Maple
24" Chestnut
Chain Link Fence N24°20'W 80.67'
4" Conc. Wall
Required Right-of-Way Line
24" Maple
Sign W.L.
Mac. Drive
Gross
Primos Ave.
Conc. Walk
Legal Right-of-Way Line
L.R. 420, Sec. 02A
78
79
80
81
R/W B Constr. ℄
6" Cem.
W.V.
Inlet
Sign
Sign
Sign

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R.420	02A R/W	6 OF 8
	FOLCROFT & GLENOLDEN BOROUGHS			

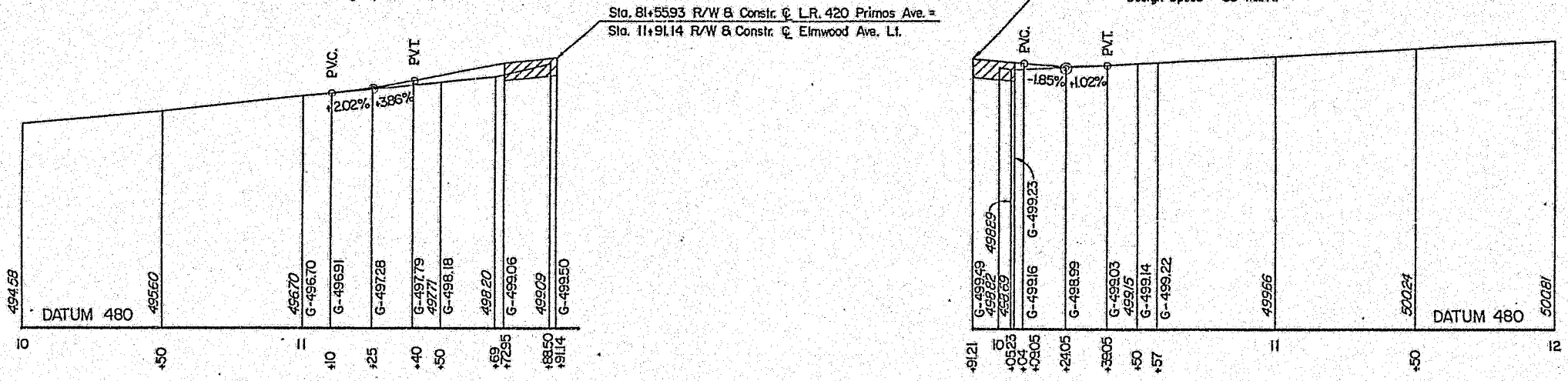
REVISION NUMBER	REVISIONS	DATE	BY

P.V.I. Sta. 11+25.00
Elev. 497.21
V.C. 30'
M.O. +0.07'
H.S.D. > 200'
Design Speed >30 M.P.H.

Sta. 81+5548 R/W & Constr. ℄ L.R. 420 Primos Ave. =
Sta. 9+91.21 R/W & Constr. ℄ Elmwood Ave. Rt.

Sta. 81+5593 R/W & Constr. ℄ L.R. 420 Primos Ave. =
Sta. 11+91.14 R/W & Constr. ℄ Elmwood Ave. Lt.

P.V.I. Sta. 10+24.05
Elev. 498.88
V.C. 30'
M.O. +0.11'
H.S.D. >200'
Design Speed >30 M.P.H.



ELMWOOD AVE. LT.
For Plan See Sheet 5.

ELMWOOD AVE. RT.
For Plan See Sheet 5.

P.V.I. Sta. 85+75.00
Elev. 525.50
V.C. 250'
M.O. -3.84'
S.S.D.=169'
Design Speed =27 M.P.H.

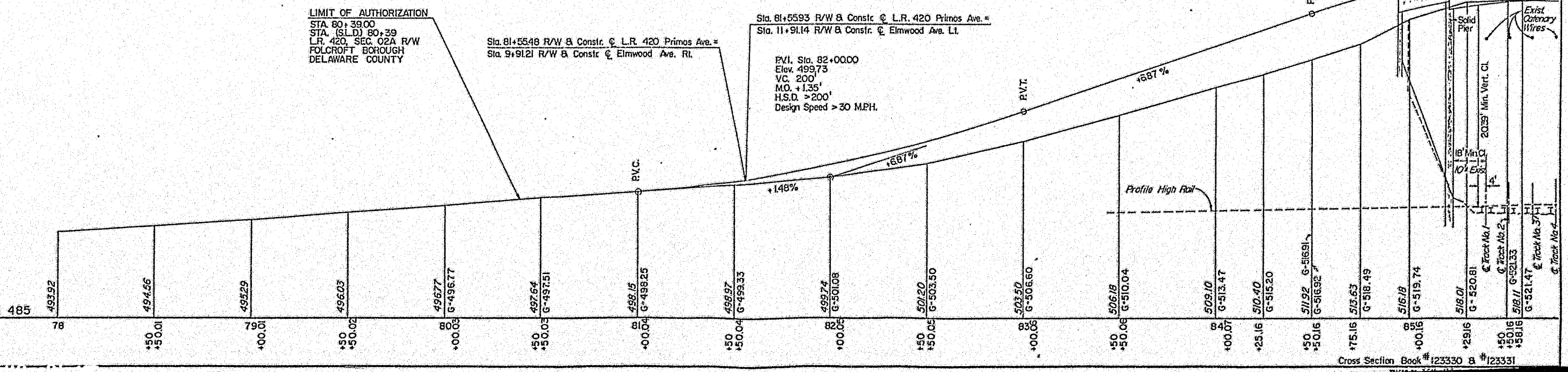
L.R. 420 (PRIMOS AVE.)
For Plan See Sheet 5.

LIMIT OF AUTHORIZATION
STA. 80+39.00
STA. (S.L.D.) 80+39
L.R. 420, SEC. 02A R/W
FOLCROFT BOROUGH
DELAWARE COUNTY

Sta. 81+5548 R/W & Constr. ℄ L.R. 420 Primos Ave. =
Sta. 9+91.21 R/W & Constr. ℄ Elmwood Ave. Rt.

Sta. 81+5593 R/W & Constr. ℄ L.R. 420 Primos Ave. =
Sta. 11+91.14 R/W & Constr. ℄ Elmwood Ave. Lt.

P.V.I. Sta. 82+00.00
Elev. 499.73
V.C. 200'
M.O. +1.35'
H.S.D. >200'
Design Speed >30 M.P.H.



Cross Section Book #123330 & #123331

PROPERTY PLAT *
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
CEL NO. 7 SHEET NO. 7 CLAIM NO.
PERTY OWNER(S) Peter P. Greskoff
NTORS(S) Thomas D. Williams and Edith R. Williams

BOOK	5
OF DEED	1-29-82
OF RECORD	2-5-82
SIDERATION	3430000
L. STAMPS	

AREAS	AGS/SQ.FT.
DEED	110575
CALCULATED	116625
ADVERSES	
LEGAL R/W	7750
EFFECTIVE	108825
TOTAL REQ'D.	269375
TOTAL RESIDUE	8188.75
RESIDUE LT.	
RESIDUE RT.	

REQUIRED AREA	AGS/SQ.FT.
RIGHT OF WAY	269375
CHANNEL	
SLOPE	
VERIFICATION DATE	8-1-84
DRAWN BY	PAS
SCALE	1"=25'

PK. Nail
PE. Co. #449, M-4
PK. Nail in concrete top step
PK. Nail 24" Mulberry
R/W & Constr. ℄
31.67
37.57
21.45
POT. Sta. 86+53.27

PROPERTY PLAT *
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
LEG. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
PARCEL NO. 8 SHEET NO. 7 CLAIM NO.
PROPERTY OWNER(S) Bertha C. Perry and Arthur J. Perry
GRANTORS(S) Emma Carlielli

DEED BOOK	2794
PAGE	74-79
DATE OF DEED	7-30-48
DATE OF RECORD	8-6-48
CONSIDERATION	37,500.00
I.R.S. STAMPS	

AREAS	AGS/SQ.FT.
DEED	
CALCULATED	39455
ADVERSES	
LEGAL R/W	
EFFECTIVE	39455
TOTAL REQ'D.	21000
TOTAL RESIDUE	37355
RESIDUE LT.	
RESIDUE RT.	

REQUIRED AREA	AGS/SQ.FT.
RIGHT OF WAY	
CHANNEL	
SLOPE	
VERIFICATION DATE	8-1-84
DRAWN BY	PAS
SCALE	1"=25'

PROPERTY PLAT *
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
LEG. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
PARCEL NO. 9 SHEET NO. 7 CLAIM NO.
PROPERTY OWNER(S) Richard L. Marryat and Anne E. Marryat
GRANTORS(S) Francis J. O'Connell and Anna E. O'Connell

DEED BOOK	2102
PAGE	69-70
DATE OF DEED	6-14-71
DATE OF RECORD	6-16-71
CONSIDERATION	18,500.00
I.R.S. STAMPS	

AREAS	AGS/SQ.FT.
DEED	
CALCULATED	39001.4
ADVERSES	
LEGAL R/W	
EFFECTIVE	39001.4
TOTAL REQ'D.	17500
TOTAL RESIDUE	37751.4
RESIDUE LT.	
RESIDUE RT.	

REQUIRED AREA	AGS/SQ.FT.
RIGHT OF WAY	
CHANNEL	
SLOPE	
VERIFICATION DATE	8-1-84
DRAWN BY	PAS
SCALE	1"=25'

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A R/W	7 OF 8

FOLCROFT & GLENOLDEN BOROUGHS

REVISION NUMBER	REVISIONS	DATE	BY

BM #2 Elev. 51.031
255' ± Rt. Sta. 92+45
Yellow bolt with "x" on fire hydrant

Nail with yellow ring
PE.Co. #1788
24.50
16.50'
45.33
R/W & Constr. ℄
PK Nail
PE.Co. #304
PK. Nail Pole # 9
POT. Sta. 92+50.24

NOTES

Steps, sidewalks and drive adjustments will be included as items of construction. Fences will be included as an item of property damage.

For Parcel 19 Property Plat see Sheet 8.

*This plat is plotted from the deed of record in the county courthouse and reflects the accuracy and/or inaccuracy of the deed.

The Aerial Easement acquired between Stations 85+07.00 & 86+08.50 includes a Surface Easement unlimited in vertical dimension for the accomodation of piers & other appurtenances plus a Temporary Area for Construction & for storage of materials during construction.

PROPERTY PLAT *
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
LEG. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
PARCEL NO. 15 SHEET NO. 7 CLAIM NO.
PROPERTY OWNER(S) Robert J. Shaw and Mary E. Shaw
GRANTORS(S) Marshall R. Kelly and Margaret N. Kelly

DEED BOOK	2099
PAGE	200-203
DATE OF DEED	2-13-62
DATE OF RECORD	2-15-62
CONSIDERATION	15000.00
I.R.S. STAMPS	

AREAS	AGS/SQ.FT.
DEED	
CALCULATED	14879.60
ADVERSES	
LEGAL R/W	
EFFECTIVE	14879.60
TOTAL REQ'D.	1387.50
TOTAL RESIDUE	13492.10
RESIDUE LT.	
RESIDUE RT.	

REQUIRED AREA	AGS/SQ.FT.
RIGHT OF WAY	1387.50
CHANNEL	
SLOPE	
VERIFICATION DATE	8-1-84
DRAWN BY	PAS
SCALE	1"=25'

PROPERTY PLAT *
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
LEG. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
PARCEL NO. 14 SHEET NO. 7 CLAIM NO.
PROPERTY OWNER(S) Richard S. Schonwald
GRANTORS(S) Richard S. Schonwald and Natalia D. Schonwald

DEED BOOK	2502
PAGE	100-103
DATE OF DEED	5-15-75
DATE OF RECORD	
CONSIDERATION	100
I.R.S. STAMPS	

AREAS	AGS/SQ.FT.
DEED	
CALCULATED	137.9805
ADVERSES	
LEGAL R/W	
EFFECTIVE	137.9805
TOTAL REQ'D.	2.3825
TOTAL RESIDUE	1.1416.80
RESIDUE LT.	
RESIDUE RT.	

REQUIRED AREA	AGS/SQ.FT.
RIGHT OF WAY	1631.25
CHANNEL	
SLOPE	
VERIFICATION DATE	8-1-84
DRAWN BY	PAS
SCALE	1"=25'

PROPERTY PLAT *
COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION
LEG. RTE. L.R. 420 SEC. NO. 02A Delaware COUNTY
PARCEL NO. 10 SHEET NO. 7 CLAIM NO.
PROPERTY OWNER(S) David E. Bailey and Helen A. Bailey
GRANTORS(S) Sarah Sheaf

DEED BOOK	236
PAGE	297-300
DATE OF DEED	1-22-70
DATE OF RECORD	1-26-70
CONSIDERATION	21,400.00
I.R.S. STAMPS	

AREAS	AGS/SQ.FT.
DEED	
CALCULATED	780073
ADVERSES	
LEGAL R/W	
EFFECTIVE	780073
TOTAL REQ'D.	14000
TOTAL RESIDUE	766073
RESIDUE LT.	
RESIDUE RT.	

REQUIRED AREA	AGS/SQ.FT.
RIGHT OF WAY	
CHANNEL	
SLOPE	
VERIFICATION DATE	8-1-84
DRAWN BY	PAS
SCALE	1"=25'

For Profile See Sheet 8.

Alignment & Topography Book #123330 & #123331

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R.420	02A R/W	8 OF 8
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

PROPERTY PLAT

ONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

420 SEC. NO. 02A Delaware COUNTY

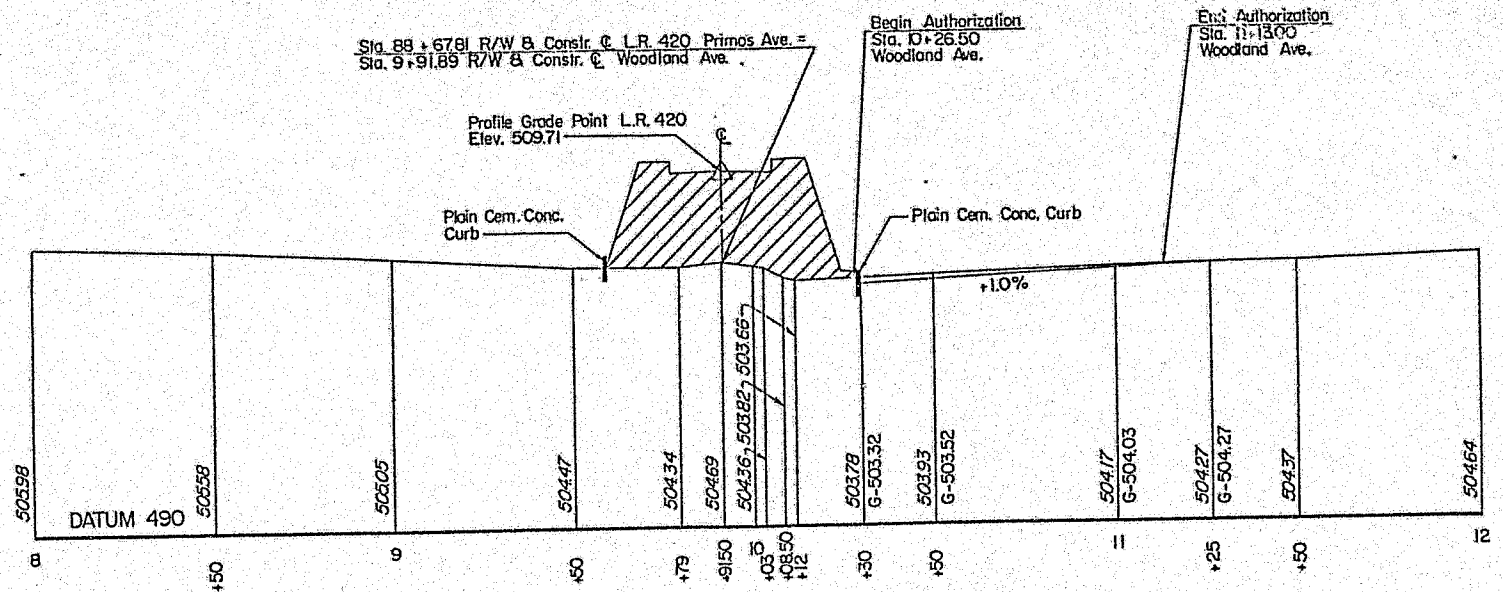
19 SHEET NO. 7 CLAIM NO.

WNER(S) Borough of Folcroft

)

AREAS	ACS/SQ.FT.	REQUIRED AREA	ACS/SQ.FT.
DEED		RIGHT OF WAY	356.25
CALCULATED		CHANNEL	
ADVERSES		SLOPE	
LEGAL R/W			
EFFECTIVE			
TOTAL REQ'D.	356.25		
TOTAL RESIDUE		VERIFICATION DATE	8-1-84
RESIDUE LT.		DRAWN BY	
RESIDUE RT.		SCALE	

otted from the deed of record in the county courthouse and reflects the for inaccuracy of the deed.



WOODLAND AVE.

For Plan See Sheet 7.

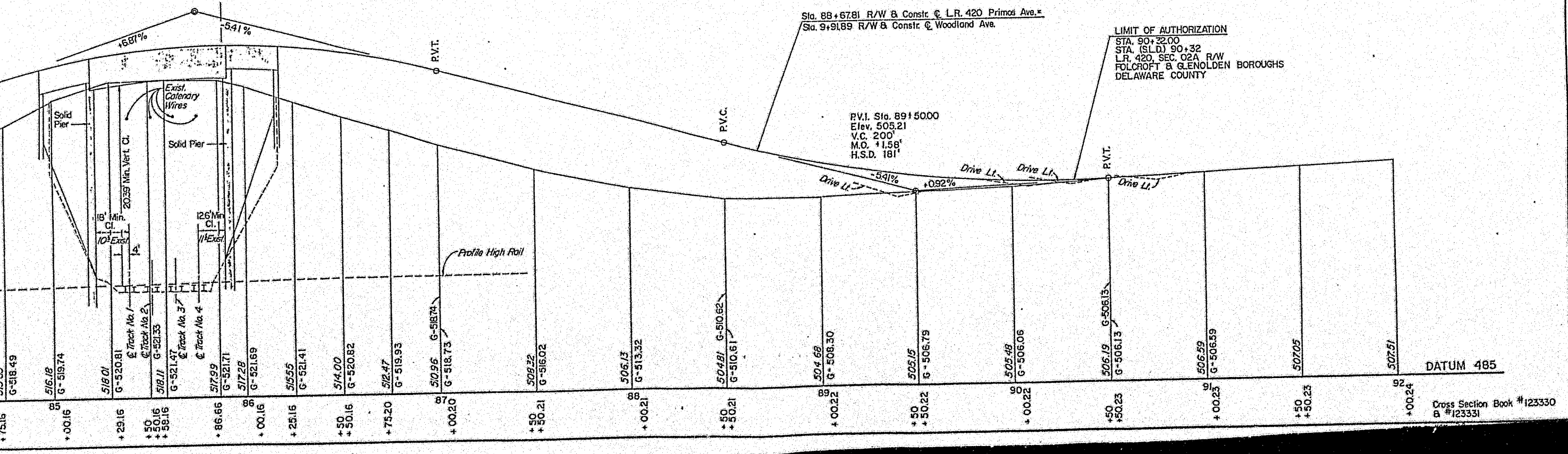
L.R. 420

For Plan See Sheet 7.

Amtrak Low Wire
Sta. 85+88
Elev. 539.0 ±

PVI Sta. 85+75.00
Elev. 525.50
VC. 250'
M.O. -3.84'
S.S.D. = 169'
Design Speed=27 M.P.H.

The Aerial Easement acquired between Stations 85+07.00 to 86+08.50 includes a Surface Easement unlimited in vertical dimension for the accomodation of piers & other appurtenances plus a Temporary Area for Construction & for storage of materials during construction.



Cross Section Book #123330
& #123331

formerly D-4735A

COMMONWEALTH OF PENNSYLVANIA

DEPARTMENT OF TRANSPORTATION

DRAWINGS
FOR
CONSTRUCTION
OF

LEG. ROUTE 420 SECTION 02A

IN DELAWARE COUNTY

From Sta. 79+50.00 To Sta. 91+50.00 Length 1200.00 Ft. 0227 Mi.

P.U.C. Complaint Docket Number C-00020235C

Federal Project No. W37-6249-018

	DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECTION	TOTAL SHEETS
TEU	6-0	DELAWARE		FOLCROFT GLENOLDEN	L.R. 420	02A	15

STATE PROJECT NUMBER											
SYS	L.R. or W.O.				SPUR	PHA	SECTION			DIST.	CO.
2		4	2	0	G	7	0	2	A	0	6	3

Also Included :

Cross Sections (Upon Request)	13 Sheets
Soil Profile	2 Sheets
Traffic Signal Plans	1 Sheet
Pavement Marking Plan	2 Sheets
Lighting Plans	
Structure Plans	
Bridge S-15400	19 Sheets
Wall S-15401	5 Sheets
Wall S-15402	4 Sheets
Wall S-15403	4 Sheets
Wall S-15404	4 Sheets
Stairs S-16072	4 Sheets
Electrification Plans	20 Sheets

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

SCALE

ONTAL 0' 25' 50'

CAL 0' 5' 10'

DESIGN DESIGNATION

		TRAFFIC DATA	
Y CLASSIFICATION	-Urban Collector	CURRENT A.D.T.	- 11,200 (1985)
SPEED	-30 MPH.	DESIGN YEAR A.D.T.	- 12,000 (2005)
NT WIDTH	-28'-0"	D.H.V.	- 1064
DER WIDTH	- N/A	D	- 50%
WIDTH, MAXIMUM	-N/A	T	- 9%
MINIMUM	-N/A		

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985

Penn DOT EXHIBIT NO. B
P. U. C. NO. C-00020235
DATE OF HEARING 4-4-85

Macomber Associates, Inc.
704 Lisburn Rd. PO Box 54
Camp Hill, Pa. 17011

COMMONWEALTH OF PENNSYLVANIA PROFESSIONAL ENGINEER MELVIN WITTENBENDER REG. NO. 16866-E

Melvin Wittenbender 3/4/85

RECOMMENDED _____ 19___
DISTRICT ENGINEER

RECOMMENDED _____ 19___
DEPUTY SECRETARY

APPROVED _____ 19___
SECRETARY OF TRANSPORTATION

APPROVED _____ 19___

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A	2 OF 15
FOLCROFT & GLENOLDEN BOROUGHS				

RECORD OF EXISTING ROAD TYPES

LIMIT OF WORK
Adjacent to S.L.D. Sta. 79+50
S.L.D. Sta. 79+50 to S.L.D. Sta. 80+44
S.L.D. Sta. 80+44 to S.L.D. Sta. 81+54

S.L.D. Sta. 81+54 to S.L.D. Sta. 89+81

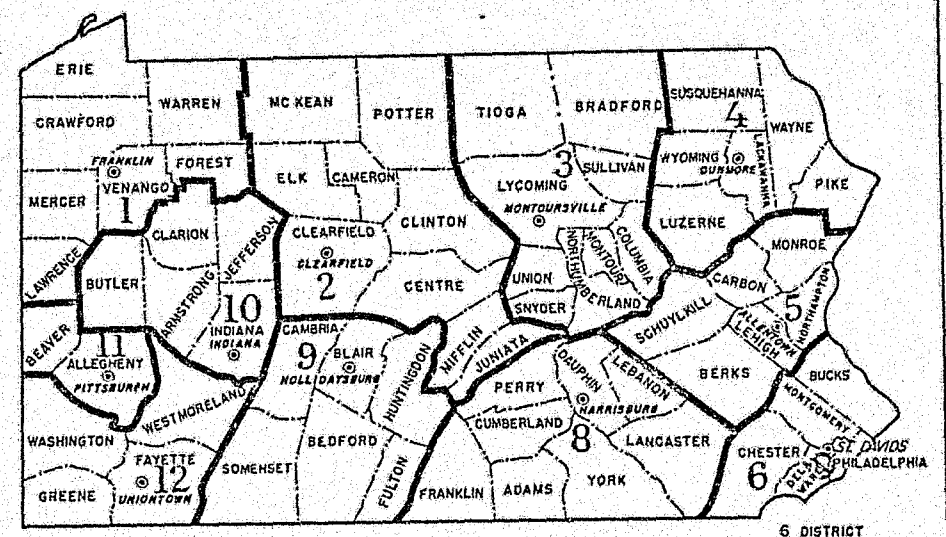
S.L.D. Sta. 89+81 to S.L.D. Sta. 91+50

LIMIT OF WORK
Adjacent to S.L.D. Sta. 91+50

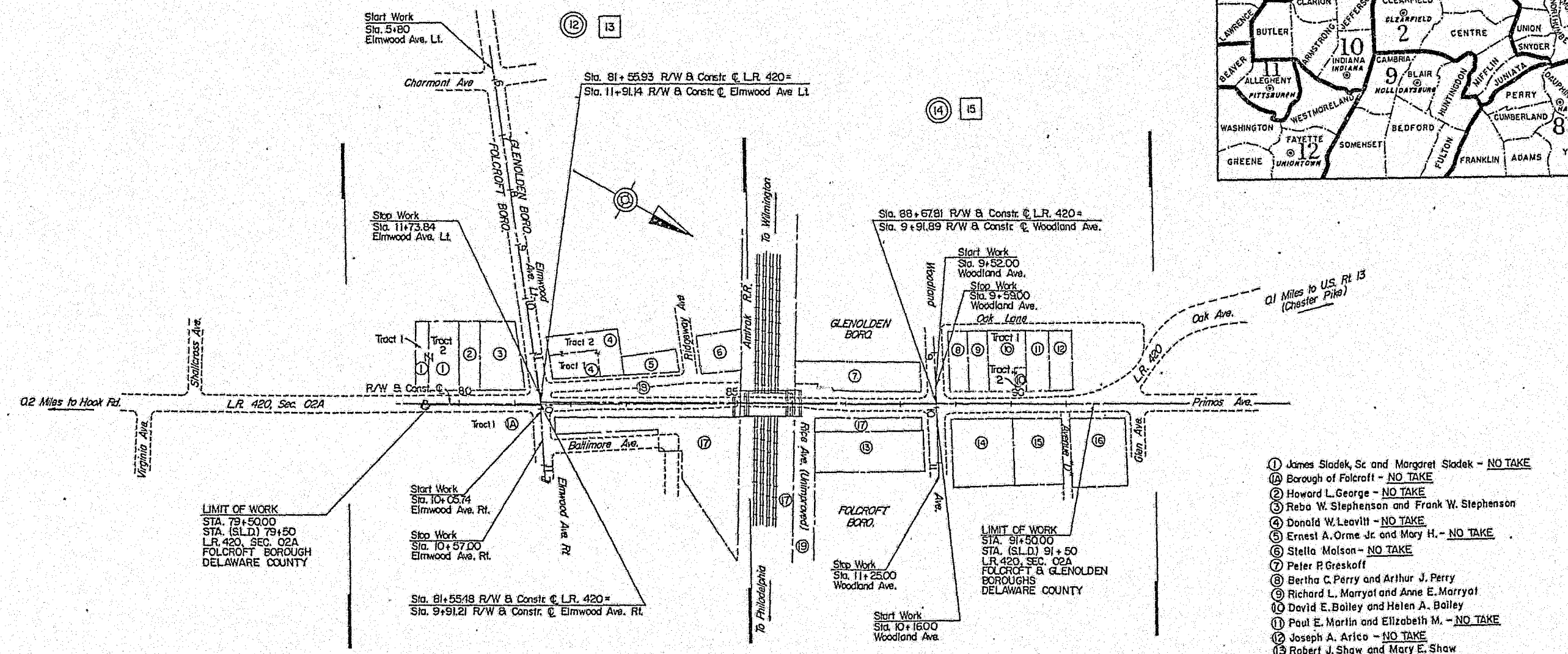
30' of ID-2 on Reinf. Conc. Pav't.
30' of ID-2 on Reinf. Conc. Pav't.
30' of ID-2 on Widen (Lt. & Rt.) 5'
of HE-1 on N.S.B. & 20' of Surf. Tr. Mac.
24' of ID-2 on Widen (Lt. & Rt.) 2'
of HE-1 on N.S.B. & 20' of Surf. Tr. Mac.
24' of ID-2 on Widen (Lt. & Rt.) 3' of HE-1 on
N.S.B. & 18' of Reinf. Conc. Pav't.

24' of ID-2 on Widen (Lt. & Rt.) 3' of HE-1 on
N.S.B. & 18' of Reinf. Conc. Pav't.

PENNSYLVANIA



6 DISTRICT
⊙ DISTRICT OFFICE
⊘ PROJECT LOCATION



LEGEND

(12) PLAN

13 PROFILE

(1) PARCEL IDENTIFICATION NUMBER

SCALE
0' 100' 200' 300'

INDEX MAP

(1) James Sladek, Sr. and Margaret Sladek – NO TAKE
(1A) Borough of Folcroft – NO TAKE
(2) Howard L. George – NO TAKE
(3) Reba W. Stephenson and Frank W. Stephenson
(4) Donald W. Leavitt – NO TAKE
(5) Ernest A. Orme Jr. and Mary H. – NO TAKE
(6) Stella Molson – NO TAKE
(7) Peter P. Greskoff
(8) Bertha C. Perry and Arthur J. Perry
(9) Richard L. Marryat and Anne E. Marryat
(10) David E. Bailey and Helen A. Bailey
(11) Paul E. Martin and Elizabeth M. – NO TAKE
(12) Joseph A. Arico – NO TAKE
(13) Robert J. Shaw and Mary E. Shaw
(14) Richard S. Schonwald
(15) Richard A. Verrasse – NO TAKE
(16) Joseph J. Oaster and Geraldine M. Oaster – NO TAKE
(17) National Rail Passenger Corporation
(18) Glenolden Borough
(19) Borough of Folcroft

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A	3 OF 15
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

TABULATION OF OVERALL & CONSTRUCTION LENGTHS

R/W & Constr. ℄

Sta. 79+50.00 to Sta. 91+50.00 = 1200.00 Ft. = 0.227 Mi.

LIST OF EQUALITIES

None

LIST OF PUBLIC UTILITIES

...lephone Company
...Cherry Street, 3rd. Floor
...lphia, PA 19401
...lary Foster
...277-7313

...h of Folcroft
...altimore Avenue
..., PA 19033
...eon Bozzelli, Boro. Secretary
...522-1305

...en Borough
...t Boone Avenue
...en, PA 19036
...83-3221

...l Railroad Passenger Corporation
...F. Kennedy Boulevard
...lphia, PA 19103
...r R.D. Johnson, Deputy Chief Engineer
...95-7550

Philadelphia Electric Company
2301 Market Street
Philadelphia, PA 19101
Attn: Mr. D.S. Frieman
(215) 841-5393

Philadelphia Suburban Water Company
762 Lancaster Avenue
Bryn Mawr, PA 19010
Attn: Mr. R. Luska
(215) LA5-1400

SEPTA
200 West Wyoming Avenue
Philadelphia, PA 19140
Attn. Mr. Brian Woodburn
(215) 456-4238

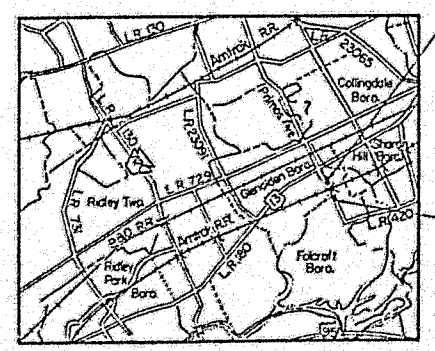
Times Mirror Cable TV
601 Oak Avenue
Glenolden, PA 19036
(215) 532-1652

SUMMARY OF PROJECT COORDINATES

BASED ON ASSUMED COORDINATE SYSTEM

...te.	Station	Point	Coordinates		Bearing
			North	East	
L.R. 420, Sec. 02A	80+00.03	Begin Sta.	5000.00	5000.00	
	81+55.48	Elmwood Ave Rt.	5151.05	4963.29	N 13°39'35" W
	81+55.93	Elmwood Ave. Lt.	5151.49	4963.18	N 13°39'35" W
	85+28.10	R.R. Survey ℄	5513.13	4875.29	N 13°39'35" W
	85+50.31	Structure ℄	5534.72	4870.05	N 13°39'35" W
	88+67.81	Woodland Ave.	5843.24	4795.07	N 13°39'35" W
	91+00.22	End Sta.	6069.08	4740.18	

LOCATION MAP



SCALE IN MILES

0 1 2

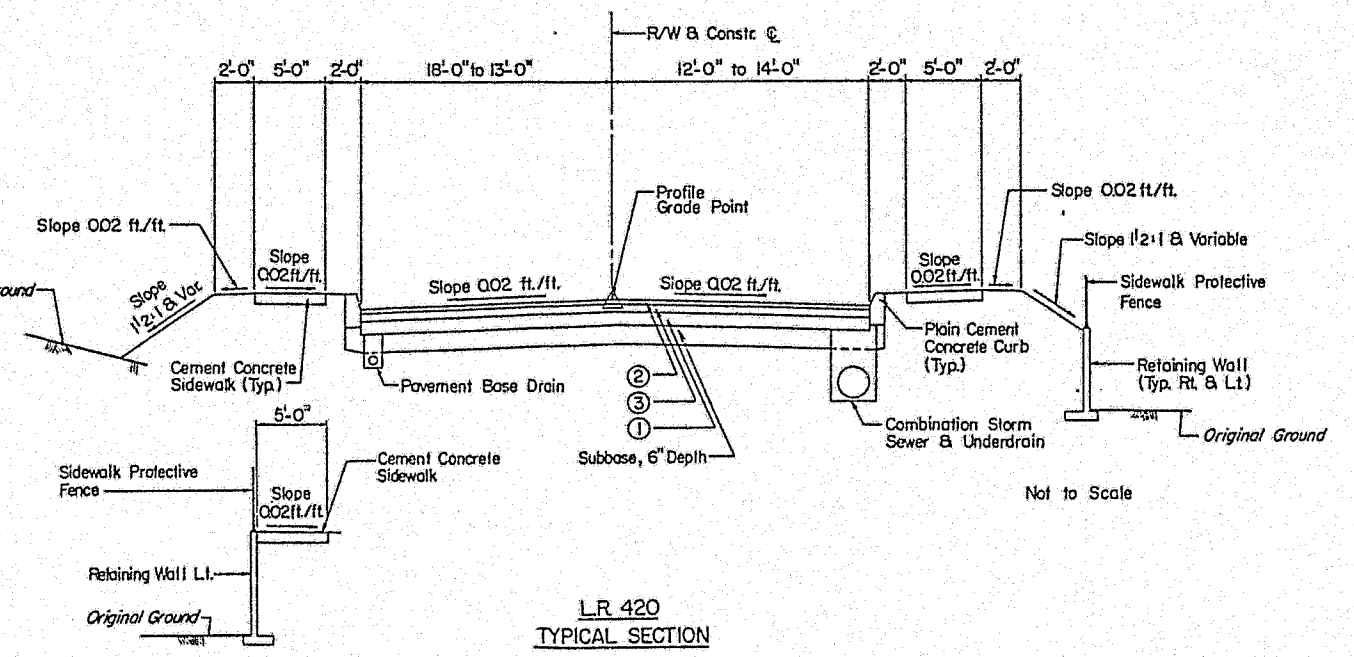
LEGEND

State Highway & Township Road

Project

LIMIT OF WORK
STA. 91+50.00
STA.(S.L.D) 91+50
L.R. 420, SEC. 02A
FOLCROFT & GLENOLDEN BOROUGHS
DELAWARE COUNTY

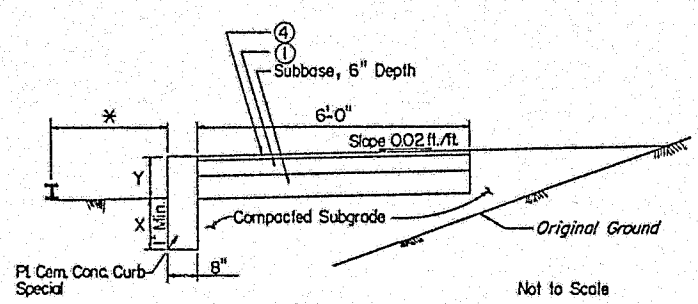
LIMIT OF WORK
STA. 79+50.00
STA.(S.L.D.) 79+50
L.R. 420, SEC. 02A
FOLCROFT BOROUGH
DELAWARE COUNTY



Not to Scale

L.R. 420
TYPICAL SECTION

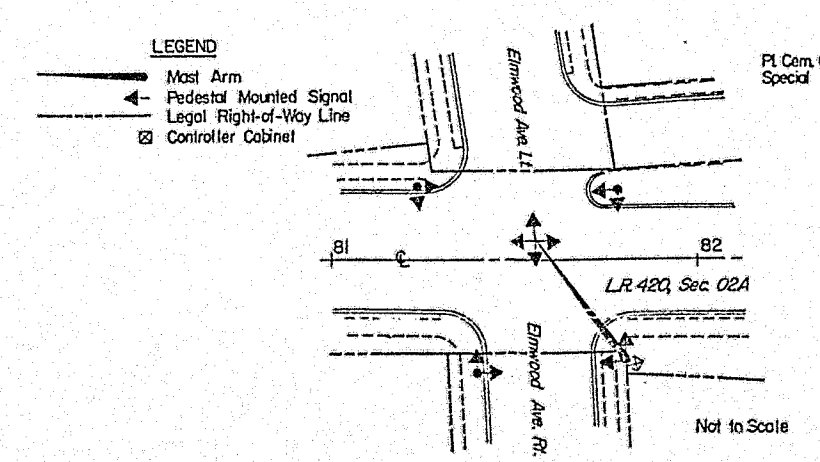
Sta. 80+00.00 to Sta. 84+93.06
Sta. 86+17.56 to Sta. 91+00.00



Not to Scale

Y- Match Existing Platform (Y=X)
*- Match Existing Platform

TYPICAL RR PLATFORM EXTENSION DETAIL



Not to Scale

TRAFFIC SIGNAL LOCATIONS

L.R. 420 & Elmwood Ave.

PAVING LEGEND

Design No.	Description
1	Bit. Conc. Base Crse., 4" Depth
2	Bit. Wearing Crse., ID-2, 1 1/2" Depth, SRL-H
3	Bit. Binder Crse., ID-2, 2" Depth
4	Bit. Wearing Crse., ID-2, 1" Depth, SRL-L

EARTHWORK SUMMARY ENTIRE PROJECT

THE FOLLOWING INFORMATION ON THE ESTIMATED AMOUNTS OF EARTHWORK HAS BEEN USED BY THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION IN ITS PRELIMINARY ESTIMATE FOR THIS PROJECT AND SHALL NOT BE TAKEN OR USED AS A WAIVER OF ANY PROVISIONS OF SPECIFICATIONS AND CONTRACTS.

QUANTITIES SHOWN ARE APPROXIMATE *INCLUDES ALL BORROW ITEMS.

CUBIC YARDS OF EXCAVATION						CUBIC YARDS OF COMPLETED EMBANKMENT*	CUBIC YARDS OF SEL. BORROW EXC. STRUCTURE BACKFILL	CUBIC YARDS OF COMMON BORROW EXCAVATION
CLASS 1	CLASS 1A	CLASS 1B	CLASS 2	CLASS 3	CLASS 4			
1146	738	—	—	1165	1028	10,202	1366	7308

GENERAL NOTES

THE LEGAL RIGHT-OF-WAY ON L.R. 420 FROM HOOK ROAD (S.L.D. STATION 64+83) TO CHESTER PIKE (S.L.D. STATION 102+89) IS 50 FEET AND VARIABLE, BASED ON PLAN OF L.R. 420, SPECIAL AID NO. 4943, SIGNED BY THE GOVERNOR ON SEPTEMBER 29, 1927; AND ON PLAN OF L.R. 420, SECTION 02A R/W, SIGNED BY THE GOVERNOR ON JAN. 2, 1985, RECORDED ON IN THE DELAWARE COUNTY RECORDERS OFFICE IN PLAN BOOK ,PAGE .

☒ THE DEPARTMENT RESERVES THE RIGHT TO ELIMINATE ANY OR ALL OF THIS WORK. DO NOT PERFORM WORK EXCEPT THAT WHICH IS WITHIN THE HIGHWAY RIGHT-OF-WAY UNTIL SO ORDERED IN WRITING BY THE ENGINEER.

CONSTRUCT PROJECT IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408, DATED 1983.

DO NOT INTERFERE WITH THE OPERATION OF ANY FIRE HYDRANT, FIRE CALL BOX OR POLICE CALL BOX.

THIS IS A FEDERAL-AID PROJECT AND AS SUCH IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE FEDERAL HIGHWAY ADMINISTRATION.

TEMPORARY AREAS REQUIRED UNTIL THE CONSTRUCTION OR WORK INDICATED IS COMPLETED, UNLESS SOONER REVERTED IN WRITING BY THE DEPARTMENT.

VERTICAL CONTROL IS BASED ON AN ASSUMED DATUM.

HORIZONTAL CONTROL IS BASED ON MAGNETIC NORTH.

SYMBOLS

CURB CUT RAMP

SEED ALL SLOPES STEEPER THAN 2:1 TO FORMULA C SEED MIXTURE, EXCEPT AS INDICATED ON THE TYPICAL SECTIONS.

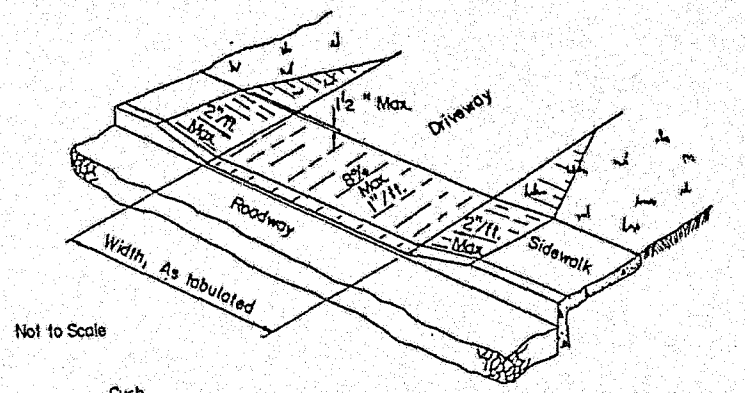
SEED ALL SLOPES 2:1 OR FLATTER TO FORMULA B SEED MIXTURE.

DETAILS, OTHER THAN THOSE INDICATED, ARE ON THE FOLLOWING STANDARD DRAWINGS:

STD. DWG.	DATE	STD. DWG.	DATE
RC-10	5-2-83	BC-301A	3-2-81
RC-11	5-2-83	BC-311A	3-2-81
RC-12	5-2-83	BC-318	6-1-72
RC-13	5-2-83	BC-320	4-1-81
RC-30	5-2-83	BC-321A	6-20-80
RC-31	5-2-83	BC-332B	6-21-82
RC-34	6-16-84	BC-334A	3-2-81
RC-39	6-16-84	BC-335A	11-4-81
RC-43	5-2-83	BC-336A	11-4-81
RC-64	6-16-84	BC-352	4-1-71
RC-70	5-2-83	BC-363	10-20-70
RC-80	5-2-83	RC-20	5-2-83
RC-81	6-16-84	RC-27	5-2-83
RC-82	6-16-84	RC-67	10-12-84
RC-84	9-26-84		
TC-7801	4-22-83		
TC-7802	4-22-83		
TC-7803	4-22-83		
TC-7804	4-22-83		
TC-7805	4-22-83		
RC-83	9-26-84		

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A	4 OF 15
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY



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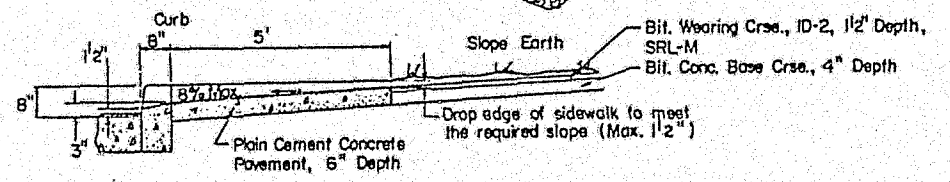
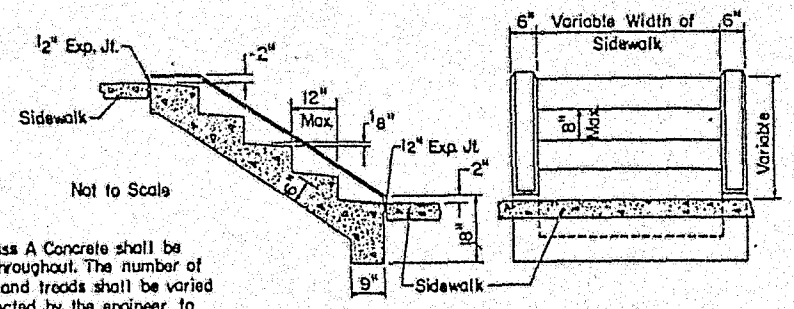


SECTION

DRIVEWAY ADJUSTMENT DETAIL

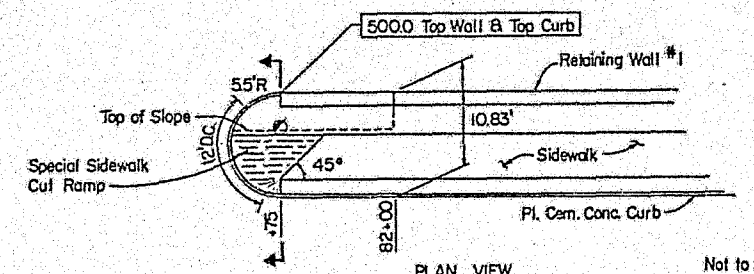


Not to Scale

NOTE: Class A Concrete shall be used throughout. The number of risers and treads shall be varied as directed by the engineer to meet conditions in the field.

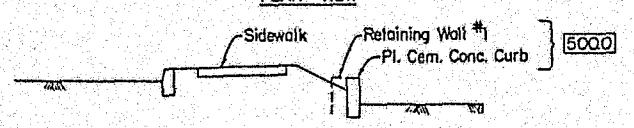
SECTION ELEVATION

CEMENT CONCRETE STEP DETAIL



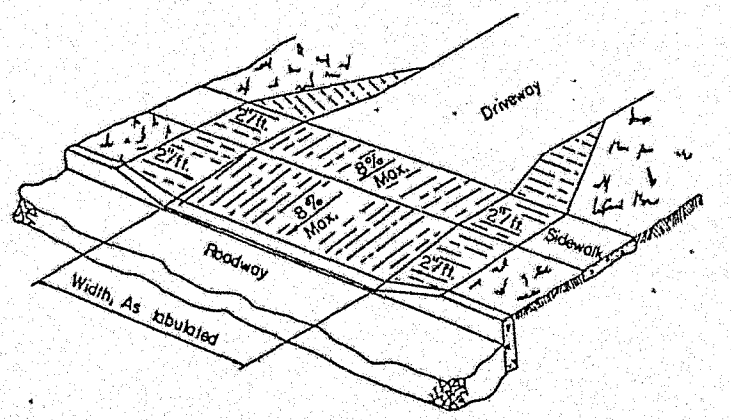
PLAN VIEW

Not to Scale



ELEVATION A-A

ISLAND DETAIL



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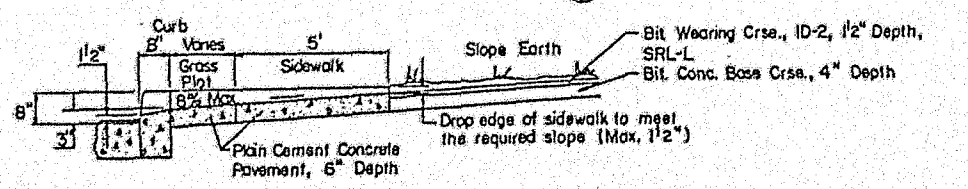
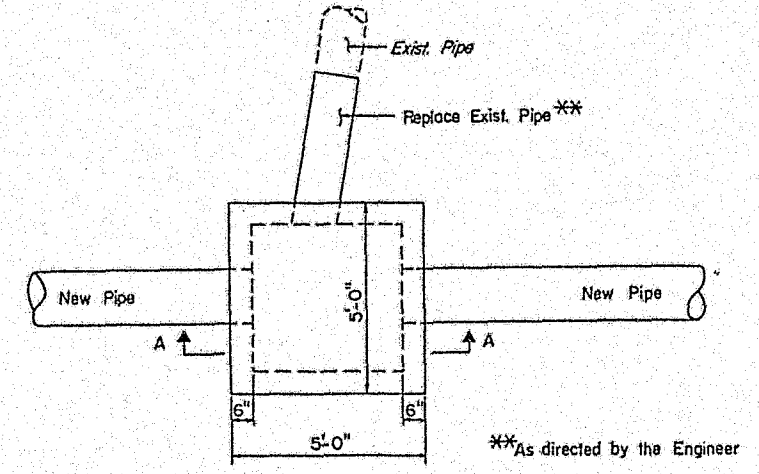
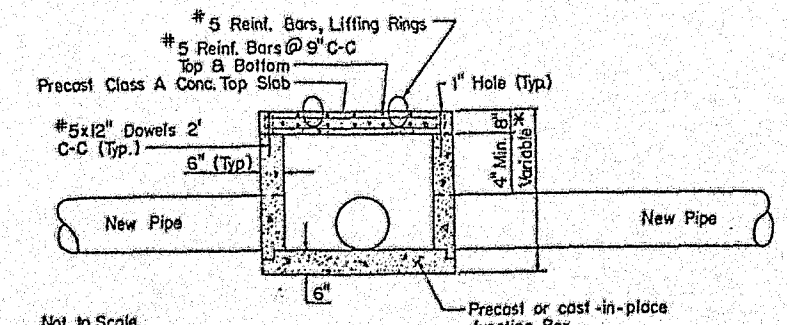


SECTION

DRIVEWAY ADJUSTMENT DETAIL



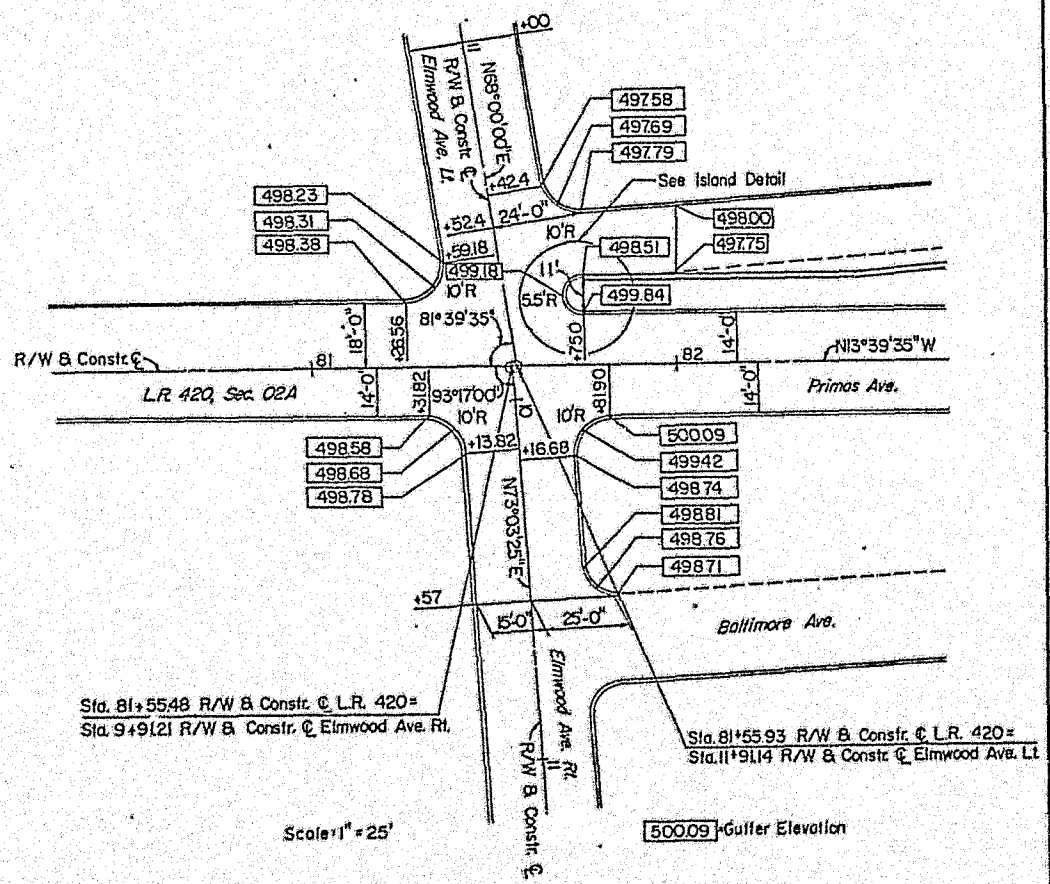
**As directed by the Engineer



Not to Scale

SECTION A-A *See X Sections

JUNCTION BOX



INTERSECTION DETAIL

Intersection of L.R.420 & Elmwood Ave.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A	5 OF 15
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

SUMMARY SHEET

SHEET 1 OF 2

visions

NO.	QTY.	UNIT	DESCRIPTION	DESIGN NO.	TAB ON SHEET
	———	L.S.	Clearing and Grubbing		No Tab.
	1146	C.Y.	Class I Excavation		7,8,9,10
	738	C.Y.	Class IA Excavation		7,8
	42	C.Y.	Class 3 Excavation		11
	1028	C.Y.	Class 4 Excavation		9,10
	7308	C.Y.	Common Borrow Excavation		7,8
	1881	L.F.	Geotextile, Class I		9,10
	4403	S.Y.	Bituminous Concrete Base Course, 4" Depth	①	7,8
	4403	S.Y.	Recycled Bituminous Concrete Base Course (5 to 10% RAP), 4" Depth		
	4403	S.Y.	Recycled Bituminous Concrete Base Course (11% or more RAP), 4" Depth		
	4767	S.Y.	Subbase, 6" Depth		7,8,9,10
	4327	S.Y.	Bituminous Wearing Course, ID-2, 1½" Depth, SRL-H	②	7,8
	4327	S.Y.	Recycled Bituminous Wearing Course, ID-2 (5 to 10% RAP), 1½" Depth, SRL-H		
	76	S.Y.	Bituminous Wearing Course, ID-2, 1" Depth, SRL-L	④	7,8
	76	S.Y.	Recycled Bituminous Wearing Course, ID-2 (5 to 10% RAP), 1" Depth, SRL-L		
	4236	S.Y.	Bituminous Binder Course, ID-2, 2" Depth	③	7,8
	4236	S.Y.	Recycled Bituminous Binder Course, ID-2 (5 to 10% RAP), 2" Depth		
	4236	S.Y.	Recycled Bituminous Binder Course, ID-2 (11% or more RAP), 2" Depth		

ITEM NO.	QTY.	UNIT	DESCRIPTION	DESIGN NO.	TAB ON SHEET
0501-0024	91	S.Y.	Plain Cement Concrete Pavement, 6" Depth		7,8
0501-0030	291	S.Y.	Plain Cement Concrete Pavement, 9" Depth		9,10
EITHER 0501-0010	732	L.F.	18" Plain Cement Concrete Pipe, Class II	⑤	9,10
OR 0601-0022	732	L.F.	18" Reinforced Cement Concrete Pipe, Class II		
OR 0601-0859	732	L.F.	18" Corrugated Galvanized Steel Pipe, Type I (2 2⅔" x ½" Corrugations), 16 Gage		
0601-0022	571	L.F.	18" Reinforced Cement Concrete Pipe, Class III		9,10
0601-0642	12	L.F.	8" Vitrified Clay Pipe		9,10
0601-5400	496	C.Y.	Coarse Aggregate for Pipe Trench Backfill		9,10
0602-0001	62	L.F.	17"x13" Corrugated Galvanized Steel Pipe Arch Culvert, Type II, (2⅔"x½" Corrugations), 16 Gage		9,10
EITHER 0604-0052	506	L.F.	18" Reinforced Cement Concrete Pipe, Class II (Open Joint)	⑥	9,10
OR 0604-0672	506	L.F.	18" Plain Cement Concrete Pipe, Class III, (Open Joints)		
OR 0604-0802	506	L.F.	18" Perforated Corrugated Galvanized Steel Pipe, Type I, (2⅔"x ½" Corrugations), 16 Gage		
OR 0604-1102	506	L.F.	18" Perforated Corrugated Aluminum Alloy Pipe, Type I, (2⅔"x ½" Corrugations), 16 Gage		
0605-1300	1	Each	Type A Manhole		9,10
0605-2060	3	Each	Type M Inlet		9,10
0605-2180	1	Each	Type S Inlet		9,10
0607-0200	1	V.F.	Rebuilt Manhole		9,10
0608-0001	———	L.S.	Mobilization		No Tab.
*0609-0004	———	L.S.	Inspector's Field Office and Inspection Facilities, Type C		No Tab.
0610-7000	1380	L.F.	Pavement Base Drain		9,10
0615-0020	28	L.F.	Subsurface Drain Outlets		9,10
0630-0001	2310	L.F.	Plain Cement Concrete Curb		7,8

ITEM NO.	QTY.	UNIT	DESCRIPTION	DESIGN NO.	TAB ON SHEET
0676-0001	1155	S.Y.	Cement Concrete Sidewalk		7,8
0677-0001	56	C.Y.	Selected Material Surfacing		7,8
*0686-0004	———	L.S.	Engineering Stakeouts, Modified		No Tab.
0694-0010	21	S.Y.	Curb Cut Ramps, Type I Single		7,8
0703-0025	82	C.Y.	No. 57 Coarse Aggregate		9,10
0802-0001	31	C.Y.	Topsoil Furnished and Placed		7,8
0804-0011	4	LB.	Seeding and Soil Supplements - Formula B		7,8
0804-0012	26	LB.	Seeding and Soil Supplements - Formula C		7,8
0805-0023	2	Ton	Mulching - Wood Cellulose		7,8
0809-0001	268	S.Y.	Sodding		7,8
0845-0001	———	———	Unforeseen Project Water Pollution Control (Soil Erosion)		No Tab.
0865-0001	1150	L.F.	Silt Barrier Fence, 18" Height		7,8
*0901-0001	———	L.S.	Maintenance and Protection of Traffic During Construction		No Tab.
*0901-0051	———	———	Railroad Construction Inspection and Project Coordination Services		No Tab.
*0901-0052	———	———	Railroad Construction Inspection and Project Coordination Services		No Tab.
*0901-0053	———	———	Railroad Construction Inspection and Project Coordination Services		No Tab.
0910-0001	2	Each	Junction Boxes J.B.-1		See Lighting Plans
0910-4106	1280	L.F.	AWG 8 Direct Burial Copper Cable, 1 Conductor		See Lighting Plans
0910-5055	95	L.F.	2" Direct Burial Conduit		See Lighting Plans
0910-5171	15	L.F.	1" Exposed Conduit		See Traf Sig. Plans
0910-6000	95	L.F.	Trench		See Lighting Plans
0910-7000	———	L.S.	Complete Power Supply System		See Lighting Plans
0910-7100	———	L.S.	Testing of Entire Power Supply System and Connections		See Lighting Plans
0910-7200	———	L.S.	Testing of Entire Lighting System and Connections		See Lighting Plans

TRACED BY

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	LR420	02A	6 OF 15
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

SUMMARY SHEET

SHEET 2 OF 2

visions
Alternate Design

NO.	QTY.	UNIT	DESCRIPTION	DESIGN NO.	TAB. ON SHEET
	1	Each	Traffic Signal Support, 42' Mast Arm		See Traffic Sig. Plans
	3	Each	Traffic Signal Support, 10' Pedestal		See Traffic Sig. Plans
	1	Each	Controller Assembly, Solid State, Pretimed, Type II Mounting		See Traffic Sig. Plans
	180	L.F.	2 Inch Conduit		See Traffic Sig. Plans
	180	L.F.	Trench and Backfill, Type I		See Traffic Sig. Plans
	740	L.F.	Signal Cable, 14 AWG, 5 Conductor		See Traffic Sig. Plans
	1	Each	Junction Box, JB-27		See Traffic Sig. Plans
	1	Each	Electrical Service, Type B		See Traffic Sig. Plans
	8	Each	Vehicular Signal Head, Three 8" Sections		See Traffic Sig. Plans
	4	Each	Vehicular Signal Head, Three 12" Sections		See Traffic Sig. Plans
	3	MLF	4" Yellow Traffic Zone Paint, Type I, (Application Only)		See Pav't Mark. Plans
	——	L.S.	6" White Traffic Zone Paint, Type I, (Application Only)		See Pav't Mark. Plans
	——	L.S.	24" White Traffic Zone Paint, TypeI, (Application Only)		See Pav't Mark. Plans
	58	C.Y.	Class A Cement Concrete		7, 8, 11
	5258	LB.	Reinforcement Bars		11
	358	L.F.	Steel Beam Bearing Piles, HP 10x42		11
	——	L.S.	Removal of Existing Bridge		11

ITEM NO.	QTY.	UNIT	DESCRIPTION	DESIGN NO.	TAB. ON SHEET
* EITHER 2000-0001	——	L.S.	Bridge Structure as Designed, S-15400	⑦	11
AND 1005-1101	1577	L.F.	Steel Beam Bearing Piles, HP 10x42		
AND 2005-1101	52	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
AND 2005-1102	556	L.F	Predrilled Steel Beam Bearing Piles, HP 10x42		
* OR 2000-0002	——	L.S.	Prestressed Concrete Bridge Structure		
AND 1005-1101	**	L.F	Steel Beam Bearing Piles, HP 10x42		
AND 2005-1101	**	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
AND 2005-1102	**	L.F	Predrilled Steel Beam Bearing Piles, HP 10x42		
* OR 2000-0003	——	L.S.	Steel Bridge Structure		
AND 1005-1101	**	L.F	Steel Beam Bearing Piles, HP 10x42		
AND 2005-1101	**	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
AND 2005-1102	**	L.F	Predrilled Steel Beam Bearing Piles, HP 10x42		
* 2000-0004	——	L.S.	Installation of Philadelphia Suburban Water Company Facilities		11
* 2000-0005	——	L.S.	Installation of Bell Telephone Company of Pennsylvania Facilities		11
* 2000-0006	——	L.S.	Temporary Pedestrian Bridge		11
* 2001-0001	——	L.S.	Electrification Modifications		No Tab.
* EITHER 2002-0001	——	L.S.	Retaining Wall Structure as Designed, S-15401	⑧	11
AND 1005-1101	977	L.F.	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	35	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
* OR 2002-0002	——	L.S.	DOUBLEWAL		
AND 1005-1101	**	L.F	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	**	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
* 2000-0007	344	L.F	Aluminum Safety Treads		11
* EITHER 2003-0001	——	L.S.	Retaining Wall Structure as Designed, S-15402	⑨	11
AND 1005-1101	608	L.F.	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	17	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
OR 2003-0002	——	L.S.	DOUBLEWAL		
AND 1005-1101	**	L.F.	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	**	Each	Redrive Steel Beam Bearing Piles, HP 10x42		

ITEM NO.	QTY.	UNIT	DESCRIPTION	DESIGN NO.	TAB. ON SHEET
* EITHER 2004-0001	——	L.S.	Retaining Wall Structure as Designed, S-15403	⑩	11
AND 1005-1101	694	L.F.	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	18	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
* OR 2004-0002	——	L.S.	DOUBLEWAL		
AND 1005-1101	**	L.F.	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	**	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
* EITHER 2005-0001	——	L.S.	Retaining Wall Structure as Designed, S-15404	⑪	11
AND 1005-1101	652	L.F.	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	20	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
* OR 2005-0002	——	L.S.	DOUBLEWAL		
AND 1005-1101	**	L.F.	Steel Beam Bearing Piles, HP 10x42		
* AND 2005-1101	**	Each	Redrive Steel Beam Bearing Piles, HP 10x42		
* 2005-1011	16	Each	Redrive Steel Beam Bearing Piles, HP 10x42		11
* 2012-0001	294	L.F	Pedestrian Railing for Stairs		7,8,11
* 2605-0001	3	Each	Junction Box		9, 10
* 2605-2001	17	Each	Type C Inlets Using Modified Top Units		9,10
* 2630-0001	143	L.F.	Plain Cement Concrete Curb, Special		7,8
* 2694-0010	4	S.Y.	Curb Cut Ramp, Special		7,8
* 2910-0156	6	Each	Pole Foundation, Special		See Lighting Plans
* 2910-1954	4	Each	Aluminum Lighting Pole, Post Top Mount (15-Foot Mounting Height) Type A		See Lighting Plans
* 2910-1963	2	Each	Aluminum Lighting Pole, Post Top Mount (25-Foot Mounting Height) Type A		See Lighting Plans
* 2910-2831	6	Each	175-Watt Mercury Luminaire, Post Top Mount		See Lighting Plans

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

TABULATION OF ROADWAY & MISCELLANEOUS ITEMS

SHEET 1 OF 2

Provisions

STATIONS	Embankment (For Information Only)		Class I Excavation	Class IA Excavation	Common Borrow Excavation		Base Course, Design No.1	Subbase, 6" Depth	Wearing Course, Design No.2	Wearing Course, Design No.4	Binder Course, Design No. 3		Plain Cement Concrete Pavement, 6" Depth		Plain Cement Concrete Curb	Cement Concrete Sidewalk	Selected Material Surfacing	Cut Curb Ramps, Type I Single	Topsoil Furnished and Placed	Seeding and Soil Supplements - Formula B	Seeding and Soil Supplements - Formula C	Mulching - Wood Cellulose	Sodding	Silt Barrier Fence, 18" Height	Class A Cement Concrete		* Pedestrian Railining for Stairs	* Plain Cement Concrete Curb, Special	* Curb Cut Ramp, Special	Detail Sheet Number	REMARKS
ITEM NUMBER			0203 0001	0003	0205 0001		0305 0003 1003 1023	0350 0001	0420 0303 1303	0420 0331 1331	0421 0202 1202 1212		0501 0024		0630 0001	0676 0001	0677 0001	0694 0010	0802 0001	0804 0011	0804 0012	0805 0023	0809 0001	0865 0001	1001 0010		2012 0001	2630 0001	2694 0010		
UNIT			C.Y.	C.Y.	C.Y.		S.Y.	S.Y.	S.Y.	S.Y.	S.Y.		S.Y.		L.F.	S.Y.	C.Y.	S.Y.	C.Y.	LB	LB	Ton	S.Y.	L.F.	C.Y.		L.F.	L.F.	S.Y.		
80+00.03 to 84+93.81	3076		382				1585	1647	1585		1585																				
80+00.03 to 81+31.82 Rt.			13												132	60			2				20								
80+00.03 to 81+26.56 Lt.			10												127	49			2				19								
80+62 Lt.																									0.25					4	Steps
81+30 Rt.																									0.25					4	Steps
81+75.00 to 84+84.43 Lt.															295	174			5				44								
81+81.90 to 84+84.43 Rt.															288	171			5				43								
86+16.81 to 91+00.23	5691		158	738			1492	1550	1492		1492																				
86+28.44 to 91+00.23 Lt.			1												357	222			7				56								
86+28.44 to 90+71.00 Rt			1												428	228			7				67								
88+68 Rt.																									2.00		27			4	Steps
88+87 Lt.																									2.00		25			4	Steps
89+52			1				14		14				10																	4	Drive Lt.
90+20													21																	4	Drive Rt.
90+21			6				18		18				18																	4	Drive Lt.
90+42			4				12		12				13																	4	Drive Lt.
90+88.50			2				11		11																					4	Drive Lt.
SUBTOTALS	8767	578		738			3132	3197	3132	0	3077		62		1627	904	0	0	28	0	0	0	249	0	4.50		52	0	0	—	

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TABULATION OF ROADWAY & MISCELLANEOUS ITEMS

SHEET 2 OF 2

sions

STATIONS	Embankment (For Information Only)		Class I Excavation	Class IA Excavation	Common Borrow Excavation		Base Course, Design No.1	Subbase, 6" Depth	Wearing Course, Design No.2	Wearing Course, Design No.4	Binder Course, Design No.3		Plain Cement Concrete Pavement, 6" Depth		Plain Cement Concrete Curb	Cement Concrete Sidewalk	Selected Material Surfacing	Cut Curb Ramps, Type I Single	Topsoil Furnished and Placed	Seeding and Soil Supplements - Formula B	Seeding and Soil Supplements - Formula C	Mulching - Wood Cellulose	Sodding	Silt Barrier Fence, 18" Height	Class A Cement Concrete		* Pedestrian Railing for Stairs	* Plain Cement Concrete Curb, Special	* Curb Cut Ramp, Special	Detail Sheet Number	REMARKS
ITEM NUMBER			0203 0001	0003	0205 0001		0305 0003 1003 1023	0350 0001	0420 0303 1303	0420 0331 1331	0421 0202 1202 1212		0501 0024		0650 0001	0676 0001	0677 0001	0694 0010	0802 0001	0804 0011	0804 0012	0805 0023	0809 0001	0865 0001	1001 0010		2012 0001	2630 0001	2964 0010		
UNIT			CY	CY	CY		SY	SY	SY	SY	SY		SY		L.F	SY	CY	SY	CY	LB	LB	Ton	SY	L.F	CY		L.F	L.F	SY		
11+00.00 to 11+73.84			85				333	344	333		333																				Includes: 11' Radius at L.R. 420 5.5' Radius at alley to Ridgeway Ave.
11+00.00 to 11+70.00 Lt.			3												70	28			1				6						4		Includes: 10' Radius at L.R. 420
11+00.00 to 11+59.18 Rt.			4												74	26		7	1				9								
10+05.74 to 10+57.00	1		64				186	194	186		186																				Includes: 10' Radius at L.R. 420
10+09.00 to 10+57.00 Lt.															56	22		7	1				4								Includes: 10' Radius at L.R. 420 10' Radius at Baltimore Ave.
10+09.00 to 10+57.00 Rt.			6												53	34		7													
9+52 to 9+59			12				23	29	23		23				37	12															No Outlet
10+16 to 11+25			333				617	636	617		617				250	103															Cul-de-sac
10+38			2										10				56														Drive Rt.
10+83			3				8		8				9																		Drive Lt.
10+92			6				28		28				10																		.55' Platform Extension
North & South	24						76	76		76					143					1		01						143		3	55' Platform Demolition
North & South	44		40																	3		04									
Entire Project					7308																26	10		1150							As directed by the engineer.
SUB TOTALS	69		558	0	7308		1271	1279	1195	76	1159		29		683	225	56	21	3	4	26	1.5	19	1150	0		0	143	4	—	
TOTALS	8836		1136	738	7308		4403	4476	4327	76	4236		91		2310	1129	56	21	31	4	26	15 Coll 2	268	1150	450 Coll 5		52	143	4	—	

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A	9 OF 15
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REVISION NUMBER	REVISIONS	DATE	BY

TABULATION OF DRAINAGE ITEMS

SHEET 1 OF 2

Provisions

STATIONS	Class of Bedding	Embankment (For Information Only)	Class 1 Excavation	Class 4 Excavation	Geotextile, Class 1			Subbase 6" Depth	Plain Cement Concrete Pavement, 9" Depth	Pipe Design No. 5		18" Reinforced Cement Concrete Pipe, Class II	8" Vitrified Clay Pipe		Coarse Aggregate For Pipe Trench Backfill	17"x13" Corrugated Galvanized Steel Pipe Arch Culvert Type II, (2 2⅔"x½" Cor), 16 Gage		Pipe Design No. 6	Type A Manhole		Type M Inlet	Type S Inlet	Rebuilt Manhole	Pavement Base Drain	Subsurface Drain Outlets	No. 57 Coarse Aggregate	* Junction Box	* Type C Inlets Using Modified Top Units		Detail Sheet Number	REMARKS
ITEM NUMBER			0203 0001	0204 0150	0212 0001			0350 0001	0501 0030	0501 0010 0022 0859		0501 0022	0501 0842		0601 5400	0502 0001		0504 0052 0672 0802 1102	0505 1300		0505 2060	0605 2180	0607 0200	0610 7000	0615 0020	0703 0025	2505 0001	2605 2001			
UNIT		CY	CY	CY	LF			SY	SY	LF		LF	LF		CY	LF		LF	Each		Each	Each	VF	LF	LF	CY	Each	Each			
81+55, 4' Lt																							0.39								
81+74 to 82+00 Rt.	C	2		7	22													23								4	1			4	Combination U & Storm Drain
82+00 to 83+50 Rt.	C	10		48	146													147								24					Combination U & Storm Drain
82+00 Rt. & Lt.	C			10								24			8													2			Cross Pipe
82+0150 to 84+9300 Lt.					285																			285							Connect to Inlets
83+50 to 84+78 Rt.	C	8		41	124													125								20					Combination U & Storm Drain
83+50 Rt. & Lt.	C			10								24			8													2			Cross Pipe
84+78 Rt. & Lt.	C			10								24			8													2			Cross Pipe
84+79 to 84+93 Rt.					14																			14							Connect to Inlet
86+11.50 to 88+25 Rt.	C	110		133						210																					
86+11.50, 51' Rt.	C	2		2						4												1									Connect to Existing Storm Drainage System
86+17.60 to 91+00.00 Lt.					470																			470							Connect to Inlet
86+17.60 to 86+33 Rt.					14																			14							Connect to Inlet
86+33 to 87+90 Rt.	C	10		51	153													154								25					Combination U & Storm Drain
86+33 Rt. & Lt.	C			10								24			8													2			Cross Pipe
87+90 to 88+50 Rt.	C	4		18	56													57								9					Combination U & Storm Drain
87+90 Rt. & Lt.	C			10								24			8													2			Cross Pipe
88+25 Rt. to 88+50 Rt.	C			25								42			21												2			4	
88+37, 35' Rt.			3																												Remove Existing Manhole
88+50 to 89+00 Rt.	C			42								47			37																
88+51.50 to 89+00 Rt.					47																			47							Connect to Inlet
88+64.5				11									12		14				1												Replace Existing Sewer Manhole
88+68 4.5 Lt.			4																												Remove Existing Sewer Manhole
89+00 to 90+21 Rt.	C			83								118			71																
89+00 Rt. & Lt.	C			10								24			8													2			Cross Pipe
SUBTOTALS		146	7	521	1331			0	0	214		351	12		191	0		506	1		0	1	1	830	0	82	3	12			

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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REVISION NUMBER	REVISIONS	DATE	BY

TABULATION OF DRAINAGE ITEMS

SHEET 2 OF 2

Provisions

	STATIONS	Class of Bedding	Embankment (For Information Only)	Class 1 Excavation	Class 4 Excavation	Geotextile, Class 1			Subbase 6" Depth	Plain Cement Concrete Pavement, 9" Depth	Pipe Design No. 5		18" Reinforced Cement Concrete Pipe, Class II	8" Vitrified Clay Pipe		Coarse Aggregate For Pipe Trench Backfill	17"X13" Corrugated Galvanized Steel Pipe Arch Culvert, Type II, (2-3"x12" Cor), 16 Gage		Pipe Design No. 6	Type A Manhole		Type M Inlet	Type S Inlet	Rebuilt Manhole	Pavement Base Drain	Subsurface Drain Outlet	No. 57 Coarse Aggregate	* Junction Box	* Type C Inlets Using Modified Top Units		Dabill Sheet Number	REMARKS
	ITEM NUMBER			0203 0001	0204 0150	0212 0001			0350 0001	0501 0030	0601 0010 0022 0859		0601 0022	0601 0642		0601 5400	0602 0001		0604 0052 0672 0802 1102	0605 1300		0605 2060	0605 2180	0607 0200	0610 7000	0615 0020	0703 0025	2605 0001	2605 2001			
	UNIT		CY	C.Y.	C.Y.	L.F			S.Y.	S.Y.	L.F		L.F	L.F		C.Y.	L.F		L.F	Each		Each	Each	V.F.	L.F	L.F	C.Y.	Each	Each			
	90+21 Rt. & Lt.	C			10								24			8						2										Cross Pipe
	90+22.40 to 91+00.00 Rt.					78																			78							Connect to Inlet
ve. Rt.	10+28.39	C			13								21			11																Connect to Junction Box, Sta. 81+74 Rt. L.R. 420
	10+05.70 to 10+57.00 Rt.					49																			49							Connect to Inlet
	10+28.39 Rt. & Lt.	C			11								26			8														2		Cross Pipe
	10+29.80 to 10+57.00 Lt.					33																			33							Connect to Inlet
ve. Lt.	5+80 to 11+00 Lt.	C			369				291	291	518					193						1										Outlet to Existing Storm System, Patch Existing Conc. Pav't. In Accordance with Penn DOT Pub. #408 & Pub. #72
	11+00 Lt. to 81+74 Rt L.R. 420				48								103			37																
	11+00.00 to 11+73.80 Lt.					72																			72							Connect to Inlet
	11+00.00 to 11+73.80 Rt.					68																			68	28						Connect to Inlet, Sta. 11+00 Elmwood Ave. Lt.
Ave.	9+56 Rt. to 9+58 Lt.	C			5											4	22														2		Cross Pipe
	9+56 Rt.	C			41								46			36																Connect to Junction Box, Sta. 88+50 Rt L.R. 420
	10+30	C			10											8	40														1		Outlet to Junction Box, Sta. 88+25, 49.5' Rt.
	10+30 to 11+25					250																			250							Cul-de-sac
	SUBTOTALS		0	0	507	550			291	291	518		220	0		305	62		0	0		3	0	0	550	28	0	0	5			
	TOTALS		146	7	1028	1881			291	291	732		571	12		496	62		506	1		3	1	1	1380	28	82	3	17			

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

TABULATION OF STRUCTURE ITEMS

FOR INFORMATION ONLY - INCLUDED IN ITEM NO. 2000-0001 BRIDGE STRUCTURE AS DESIGNED, S-15400 (LUMP SUM)

Provisions

STATIONS	Class 3 Excavation	Corrosion Resistant Gabions, Type B	No. 57 Coarse Aggregate	Class AAA Cement Concrete	Class AA Cement Concrete	Class A Cement Concrete	Selected Borrow Excavation Structure Backfill	Reinforcement Bars	Reinforcement Bars Epoxy Coated	* Steel Beam Test Piles, HP 10 x 42	* Protective Barrier	Parapet Protective Fence, Steel	Protective Coating for Reinforced Concrete Surfaces	Armored Preformed Neoprene Compression Dam, 1" Movement	* Predrill Steel Beam Test Piles, HP 10x42	P/S Concrete Bridge Beams, 48x17	P/S Concrete Bridge Beams, 48x33	* Neoprene Strip Seal Dam, 1" Movement	* Temporary Sheeting & Shoring to Support Amtrak Tracks	* Temporary Protection Shield	2" Conduit in Structure	* Isolation of C&S Line	Steel Beam Bearing Piles, HP 10x42	* Removal of Existing Bridge	* Installation of Philadelphia Suburban Water Co. Facilities	* Installation of Bell Telephone Co. of PA Facilities	* Temporary Pedestrian Bridge	* Redrive Steel Beam Bearing Piles, HP 10x42	* Predrill Steel Beam Bearing Piles, HP 10x42		REMARKS
ITEM NUMBER																							1005	1018	2000				2005	2005	
UNIT	CY	CY	CY	CY	CY	CY	CY	LB	LB	LF	LF	LF	SY	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LS	0001 LS	0004 LS	0005 LS	0006 LS	1101 Each	1102 LF	
85+55	225	76	4	126	64	311	158	24,972	27,449	360	163	140	855	64	129	270	774	28	60	128	149	28	1577	—	—	—	—	52	556		S-15400
TOTALS	225	76	4	126	64	311	158	24,972	27,449	360	163	140	855	64	129	270	774	28	60	128	149	28	1577	—	—	—	—	52	556		

TABULATION OF RETAINING WALL ITEMS

FOR INFORMATION ONLY

Provisions

STATIONS	Class 3 Excavation		No. 57 Coarse Aggregate		Class A Cement Concrete	Selected Borrow Excavation, Structure Backfill		Reinforcement Bars	* Steel Beam Test Piles, HP 10 x 42	Sidewalk Protective Fence Steel		2" Conduit in Structure	2" Direct Burial Conduit	Trench							Steel Beam Bearing Piles, HP 10x42			* Redrive Steel Beam Bearing Piles, HP 10x42					REMARKS
ITEM NUMBER																					1005			2005					
UNIT	CY		CY		CY	CY		LB	LF	LF		LF	LF	LF							LF			Each					
81+75 to 84+75 Lt.	472		10		307	433		15,880	196	306											977			35					Included in Item No. 2002-0001 Retaining Wall Structure as Designed, S-15401 (Lump Sum)
84+00 to 84+95 Rt.	145		3		98	174		5170	108	100		5	32	21							608			17					Included in Item No. 2003-0001 Retaining Wall Structure as Designed, S-15402 (Lump Sum)
86+00 to 87+50 Rt.	168		5		137	228		7030	156	155		5	49	42							694			18					Included in Item No. 2004-0001 Retaining Wall Structure as Designed, S-15403 (Lump Sum)
87+50 to 88+50 Lt.	113		3		125	373		7930	99	105											652			20					Included in Item No. 2005-0001 Retaining Wall Structure as Designed, S-15404 (Lump Sum)
TOTALS	898		21		667	1208		36,010	559	666		10	81	63							2931			90					

TABULATION OF STAIRWAY ITEMS

al Provisions

STATIONS	Class 1 Excavation	Class 3 Excavation		Cement Concrete Sidewalk	Class A Cement Concrete		Reinforcement Bars				Steel Beam Bearing Piles, HP 10x42	* Redrive Steel Beam Bearing Piles, HP 10x42		Aluminum Safety Treads	* Pedestrian Railing for Stairs																REMARKS
ITEM NUMBER	0203	0204		0676	1001		1002				1005	2005		2000	2012																
UNIT	CY	CY		SY	CY		LB				LF	Each		LF	LF																
84+68 Rt. & 86+40 Rt.	3	42		26	53		5258				358	16		344	242																S-16072
TOTALS	3	42		26	53		5258				358	16		344	242																

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DISTRICT	COUNTY	ROUTE	SECTION	SHEET
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REVISION NUMBER	REVISIONS	DATE	BY

Corner Fence Post
R/W & Constr. ℄
P.O.T. Sta. 78+00.00

B.M. #1 Elev. 500.00
39' ± Rt. Sta. 79+59.5
Chiseled yellow square on top of stone wall with concrete cap

Start Work
Sta. 5+80.00
Elmwood Ave. Lt.

Legal Right-of-Way Line
Chormont Avenue
40'
50'
Elmwood Ave. Lt.
M.H.
Grass
Legal Right-of-Way Line
GLENOLDEN BORO.
FOLCROFT BORO.
R/W & Constr. ℄
DEL. Co. #440
Mac. Drive
12" Cedar
2-Story Frame
Hedge
Howard L. George
②
Garage
Reba W. Stephenson and Frank W. Stephenson
③
Sign
12" Maple
Start Pavement
Sta. 11+00
Stop Work
Sta. 11+73.84
Elmwood Ave. Lt.
Light Pole
Inlet
Tract 2
④
Donald W. Leavitt
Tract 1
Vent
Vent
Sign
+77
25'
2-Story Brick & Frame Apt. Bldg.
N 68°30'00" E
481.77'
Garage
Garage
Sign
Ernest A. Orme, Jr. and Mary H.
6" Cedar
2-Story Frame
⑤
Legal Right-of-Way Line
40'
Ridgeway Avenue
2-Story Stucco Dwelling
Stella Molson
⑥
Garage
Drive
Underground Elec. Box
Elec. Bldg.
O.C.A.S. MH
Nail with painted yellow ring
5" Locust
Nail with painted yellow ring
P.E. Co. #712
R/W & Constr. ℄
Nail with painted yellow ring
B.T. Co. # 786
P.O.T. Sta. 84+15.94
S 77°38'44" W
To Wilmington
O Catenary Pole
Tract 1
①
Tract 2
Conc. Walk
James Sladek, Sr. and Margaret Sladek
Howard L. George
1-Story Brick Garage
Conc. Apron
1½-Story Brick Dwelling
Mac. Drive
Picket Fence
Hedge
Conc. Walk
2½-Story Stucco Dwelling
PE Co. #52
Sign M-2-M-4
Mac. Drive
Sign W.I.
2½-Story Wood Frame Dwelling
Sta. 80+39 Lt.
Begin Sidewalk
2½-Story Wood Frame Dwelling
4" Conc. Wall
Conc. Walk
24" Maple
PE Co. #51 (TO REMAIN)
Sign
15" Maple
24" Chestnut
Legal Right-of-Way
Chain Link Fence
Mac. Drive
Conc. Walk
6" Maple
12" Maple
PE Co. #53
Conc. Walk
Right-of-Way Line
Grass
Primos Ave.
L.R. 420, Sec. 02A
s to Hook Rd.
78
79
80
81
82
83
84
85
6" Cem.
W
T
Conc. Walk
Chain Link Fence
Legal Right-of-Way Line
Grass
Sign
Sign
GLENOLDEN BORO.
FOLCROFT BORO.
N 13°39'35" W
Limit of Aerial Easement
Sta. 85+07.00
Grass
T. Sta.
3" Cherry
BT. Co. #787 (TO BE RELOCATED)
Guy
Sign
New Steps
Clump Yews
2 Dogwood
Sign
Legal Right-of-Way Line
Parking Meters
2" Fir
2" Fir
Sign
Sign
Locust
Signs
Mac. Parking Lot
Light Pole
3" Spruce
Retaining Wall No. 2
Parking Meters
BT. Co. #788, M-4 (TO BE RELOCATED)
Baltimore Ave.
40'
6" Cem.
W
PE Co. #442 FB
MH
Mac. Parking Lot
BT. Co. #785, M-4 (TO BE RELOCATED)
Light Poles
Sta. 80+24 Rt.
Begin Sidewalk
BT. Co. #789 (TO BE RELOCATED)
30" Maple
Monument
Sign
Conc. Walk
Flag Pole
Sign
W.V.
M.H.
BT. Co. #790 (TO REMAIN)
24" Maple
2-Story Brick Office Bldg.
24" Maple
LIMIT OF WORK
STA. 79+50.00
STA. (S.L.D.) 79+50
L.R. 420, SEC. 02A
FOLCROFT BOROUGH
DELAWARE COUNTY
Sta. 81+55.48 R/W & Constr. ℄ L.R. 420 =
Sta. 9+91.21 R/W & Constr. ℄ Elmwood Ave. Rt.
Sta. 81+55.93 R/W & Constr. ℄ L.R. 420 =
Sta. 11+91.14 R/W & Constr. ℄ Elmwood Ave. Lt.
BT. Co. #18
W.V.
30" Maple
Conc. Walk
Stop Work
Sta. 10+57.00
Elmwood Ave. Rt.
Start Work
Sta. 10+05.74
Elmwood Ave. Rt.
Brick Bldg.
Legal Right-of-Way Line
Legal Right-of-Way Line
Drop Inlet
1-Story Brick R.R. Station
1½ Story Frame Dwelling
Borough of Folcroft
Tract 1
Ⓐ
National Railroad Possenger Corporation
⑰
PE Co. #421, FB
Elmwood Ave. Rt.
N 73°03'25" E
Legal Right-of-Way Line
50'
Conc. Walk
Chain Link Fence
Legal Right-of-Way Line
Retaining Wall No. 1
⑱
PE Co. #444 (TO BE REM'D.)
PE Co. #712, 613 (TO BE RELOCATED)
Glenolden Boro.
Guy Wire
12" Sycamore
12" Locust
12" Spruce
PE Co. #M-4
PE Co. #396
16' Stone Drive
Ut. Pole
Sta. 65+28.10 R/W & Constr. ℄ L.R. 420
Sta. 9+8.08 R.R. Survey ℄
Retaining Wall
DEL. Co. #442, 68 (TO BE RELOCATED)
Legal Right-of-Way Line
Conc. Walk
PE Co. #550 (TO REMAIN)
Sign
Sign
Limit of Aerial Easement
Sta. 85+07.00
Sign
Sign
Sign

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R.420	02A	13 OF 15
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

Start Work
Sta. 5+80.00
Elmwood Ave Lt.

P.V.I. Sta. 11+25.00
Elev. 497.21
V.C. 30'
M.O. +0.07
H.S.D. >200'
Design Speed >30 M.P.H.

Stop Work
Sta. 11+73.84
Elmwood Ave. Lt.

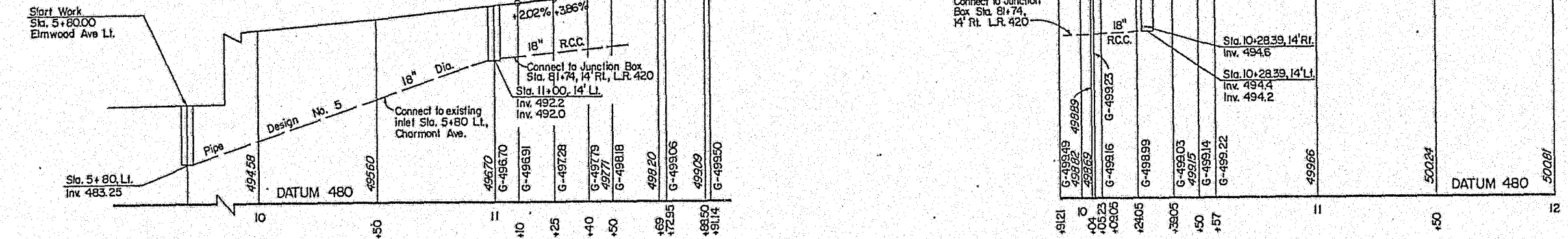
Sta. 81+5593 R/W & Constr. ℄ L.R. 420 Primos Ave. =
Sta. 11+91.14 R/W & Constr. ℄ Elmwood Ave. Lt.

Sta. 81+5548 R/W & Constr. ℄ L.R. 420 Primos Ave. =
Sta. 9+91.21 R/W & Constr. ℄ Elmwood Ave. Rt.

Start Work
Sta. 10+05.74
Elmwood Ave. Rt.

P.V.I. Sta. 10+24.05
Elev. 498.88
V.C. 30'
M.O. +0.11'
H.S.D. >200'
Design Speed >30 M.P.H.

Stop Work
Sta. 10+57.00
Elmwood Ave. Rt.

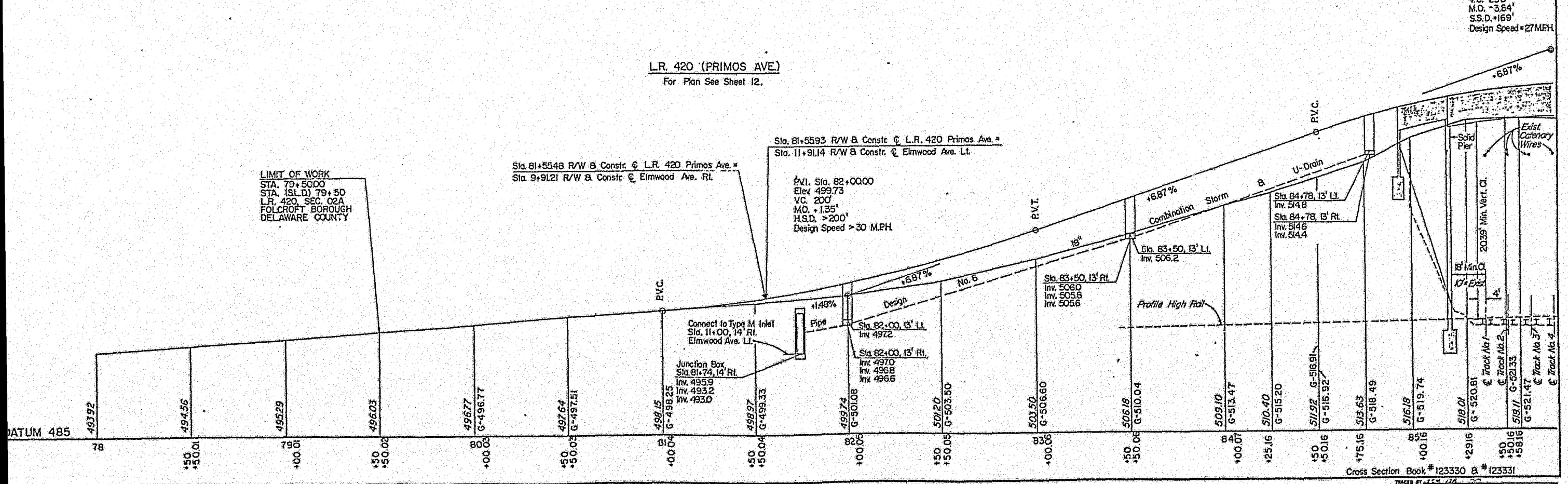


ELMWOOD AVE. LT.
For Plan See Sheet 12.

ELMWOOD AVE. RT.
For Plan See Sheet 12.

P.V.I. Sta. 85+75.00
Elev. 525.50
V.C. 250'
M.O. -3.84'
S.S.D.=169'
Design Speed=27 M.P.H.

L.R. 420 (PRIMOS AVE.)
For Plan See Sheet 12.



DATUM 485

Cross Section Book # 123330 & # 123331

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	02A	14 OF 15
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY

PK Nail
PE Co #449, M-4
3.87'
3.75'
2.45'
PK Nail in Concrete top step
PK Nail
24" Mulberry
R/W & Constr. ℄

POT. Sta. 86+53.27

B.M. #2 Elev 510.31
255'± Rt Sta. 92+45
Yellow bolt with "x" on fire hydrant

Nail with yellow ring
PE Co. #1788
24.50'
45.33°
16.50'
PK Nail
PE Co. #304
PK Nail
Pole #9

POT. Sta. 92+50.24

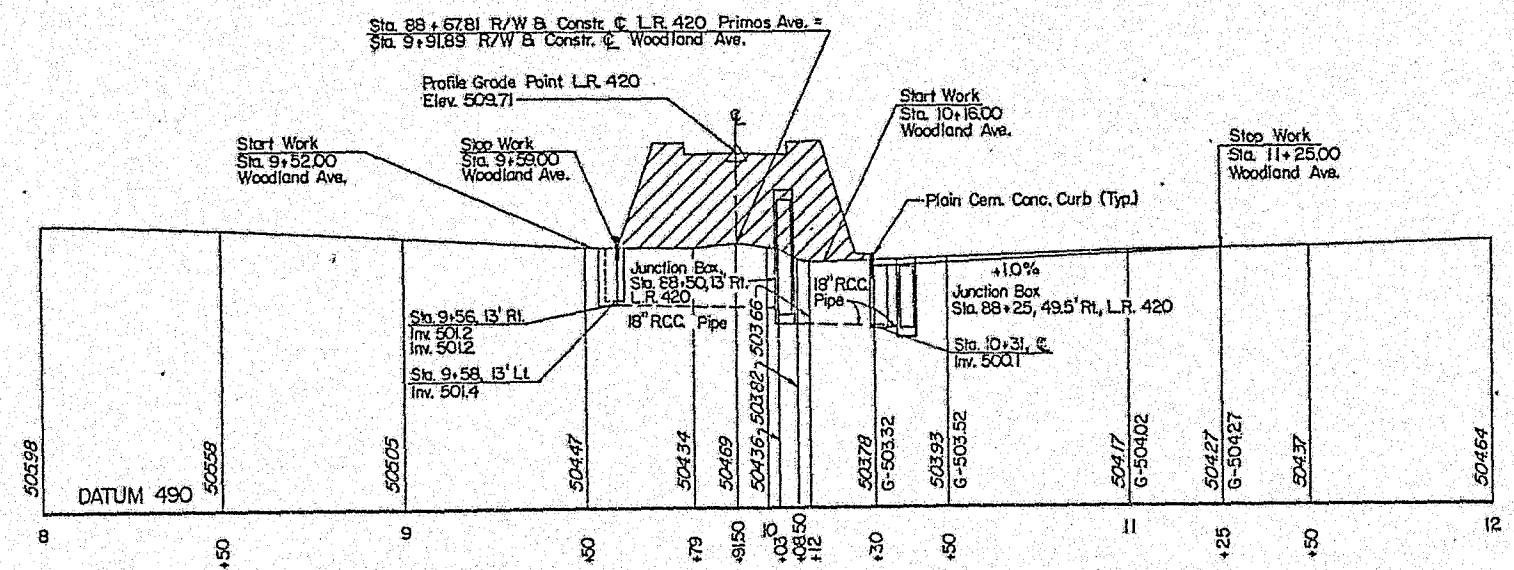
Start Work
Sta. 9+52.00
Woodland Ave.

Stop Work
Sta. 9+59.00
Woodland Ave.

To Wilmington
100'
R.R. Right-of-Way Line
Catenary Pole
S 77°28'30" W
Underground Elec. Box
Garage
Stone Drive
Sta. 85+28.10 R/W & Constr. ℄ L.R. 420
Sta. 9+81.08 R.R. Survey ℄
PE Co #449, M-4 (TO BE RELOCATED)
PE Co #444 (TO BE REM'D)
Legal Right-of-Way Line
Tract 2
DEL. Co #535
2 Car Stucco Garage
Frame Shed
Frame Shed
David J. Owens and Estelle M. Owens
Tract 1
3 Story Stucco Dwelling
12" Spruce
3 Stem Magnolia
Vent
10" Maple
Peter P. Greskoff ⑦
3 Story Frame Dwelling
36" Maple
Retaining Wall No. 4
Hedge
Vents
Sign
Conc. Walk
Sign
18" Maple
Sign
Sign
Sign
Cranapple
Fence
Light Brush
Primos Ave.
R/W & Constr. ℄
Limit of Aerial Easement
Sta. 86+08.50
N 13° 39' 35" W
DEL. Co #451, M-4 (TO BE RELOCATED)
MH (REM'D)
MH (REPL)
88° 47' 05"
(TO BE ABAN'D)
L.R. 420, Sec. 02A
GLENOLDEN BORO
FOLCROFT BORO
6" Cem
W.M.
Mailbox
Primos Ave.
88° 51' 55"
Light Poles
Sign
New Steps
Retaining Wall No. 3
Ailanthus
National Railroad Passenger Corporation ⑥
BT. Co #185 (TO BE RELOCATED)
Gravel Service Road
Sign
MH
Temp. Area for Constr.
Temp. Ped. Bridge To be Removed
Drop Inlet
New Sidewalk
Hedge Row
Temp. Area for Constr.
Shed
Legal Right of Way Line
Sta. 88+67.81 R/W & Constr. ℄ L.R. 420
Sta. 9+91.89 R/W & Constr. ℄ Woodland Ave.
PE Co #242 (TO BE RELOCATED)
Robert J. Shaw and Mary E. Shaw ⑬
Borough of Folcroft ⑲
Rice Ave. (Unimproved)
Legal Right-of-Way Line
Platform
Platform
Catenary Pole
Catenary Pole
RR Survey ℄
100'
R.R. Right-of-Way Line
C.B.S.
55'-0"
Track No. 1
Platform Extension
Track No. 2
Track No. 3
Platform Extension
Track No. 4
55'-0"
To Philadelphia
Temp. Area for Constr.
Light Poles
1-Story Brick R.R. Station
Passenger
Station
Start Work
Sta. 10+16.00
Woodland Ave.
Stop Work
Sta. 11+25.00
Woodland Ave.
Legal Right-of-Way Line
Legal Right-of-Way Line
Woodland Ave.
R/W & Constr. ℄
N 13° 39' 30" E
50'
Conc. Walk
Grass
East Oak Lane
Grass
Conc. Walk
Woodland Ave.
R/W & Constr. ℄
Richard Marryat and Anne E. Marryat ⑨
1 Story Stucco Dwelling
W.V.
Sign
Bertha C. Perry and Arthur J. Perry ⑧
16" Maple
Cinder Block Garage
Vents
Sign
Sign
Stucco Garage
9' Mac. Drive
DEL. Co #452 (TO BE RELOCATED)
Sign
Sign
Cranapple
Fence
David E. Bailey and Helen A. Bailey ⑩
1 Story Brick
Tract 1
DEL. Co #453 (TO BE RELOCATED)
30" Maple
Legal Right-of-Way Line
Tract 2
Cinder Block Garage
20' Mac. Drive
Paul E. Martin and Elizabeth M. ⑪
1 Story Brick
Cinder Block Garage
13' Mac. Drive
180' Lt. End Sidewalk
1 Story Brick
Stucco Garage
Mac. Drive
Joseph A. Arico ⑫
1 Story Brick
Conc. Walk
Cinder Block Garage
Earth Drive
PE Co #711 (TO REMAIN)
1 Story Stucco
36" Maple
Cinder Block Garage
Sign
Legal Right-of-Way Line
0.1 Miles to U.S. Rt. 13 (Chester Pike)
Oak Ave.
PE Co #1788
Legal Right-of-Way Line
Primos Ave.
Mac. Drive
Mac. Drive
Mac. Drive
Fence
44' DC.
20' DC.
27' DC.
25' DC.
17'
Grass
Legal Right-of-Way Line
33'
18" Maple
2" Cedar
Sign
Conc. Gas Pumps
End Curb & Sidewalk
Mac.
Avenue "D"
Conc. Walks
BT. Co #193, M-1 M-4
W.V.
8" Maple
Vent
10" Maple
Chain Link Fence
Valves
Legal Right-of-Way Line
Legal Right-of-Way Line
PE Co #304
Legal Right-of-Way Line
E.H.
4" C.I.
Glen Ave.
14" Maple
Conc. Walk
Sign
Sign
Mac. Drive
2½ Story Frame Dwelling
BT. Co #94 (TO BE RELOCATED)
12" Maple
Legal Right-of-Way Line
8" Dogwood
Richard S. Schonwald ⑭
8" Dogwood
10" Spruce
1 Story Cinderblock Gas Station
2 Story Frame Garage
Richard A. Varrasse ⑮
3 Story Frame
Joseph J. Oaster and Geraldine M. Oaster ⑯
2 Story Frame Dwelling
35' Conc. Walk
Legal Right-of-Way Line
18" Maple
Mac. Drive
Vent
10" Maple
Grass
Grass
Gravel
Drive
Maples
24" Maple
14"
Hedge Row
Sign
Sign
Sign

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R.420	02A	15 OF 15
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY



WOODLAND AVE.

For Plan See Sheet 14.

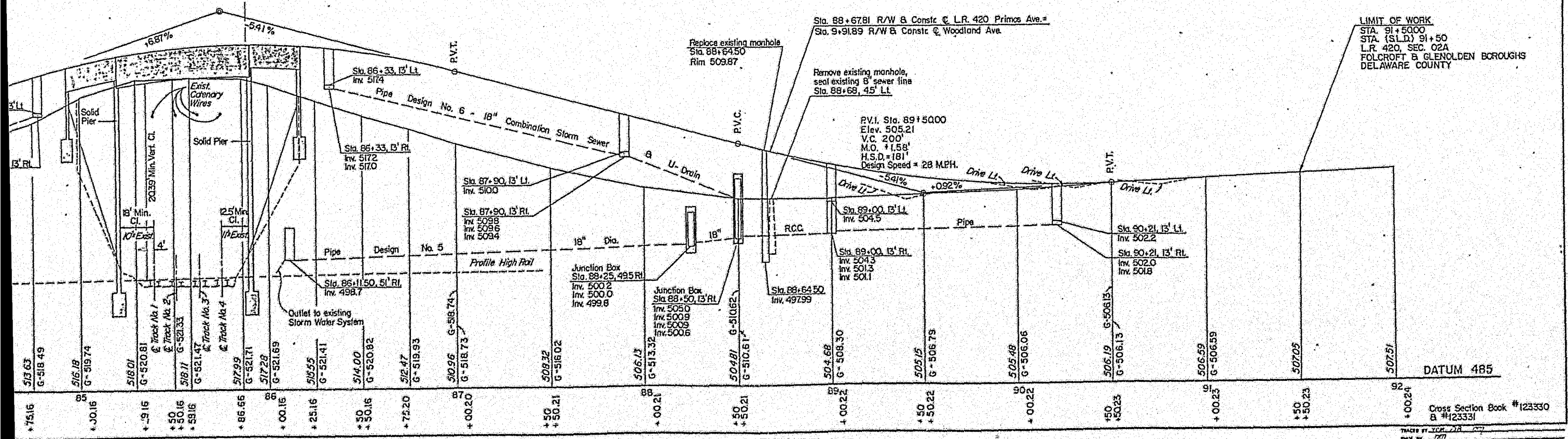
Amtrak Low Wire
Sta. 85+58
Elev. 539.0 ±

P.V.I. Sta. 85+75.00
Elev. 525.50
V.C. 250'
M.O. -3.84'
S.S.D. = 169'
Design Speed=27 M.P.H.

The Aerial Easement acquired between Stations 85+07.00 & 86+08.50 includes a Surface Easement unlimited in vertical dimension for the accomodation of piers & other appurtenances plus a Temporary Area for Construction & for storage of materials during construction.

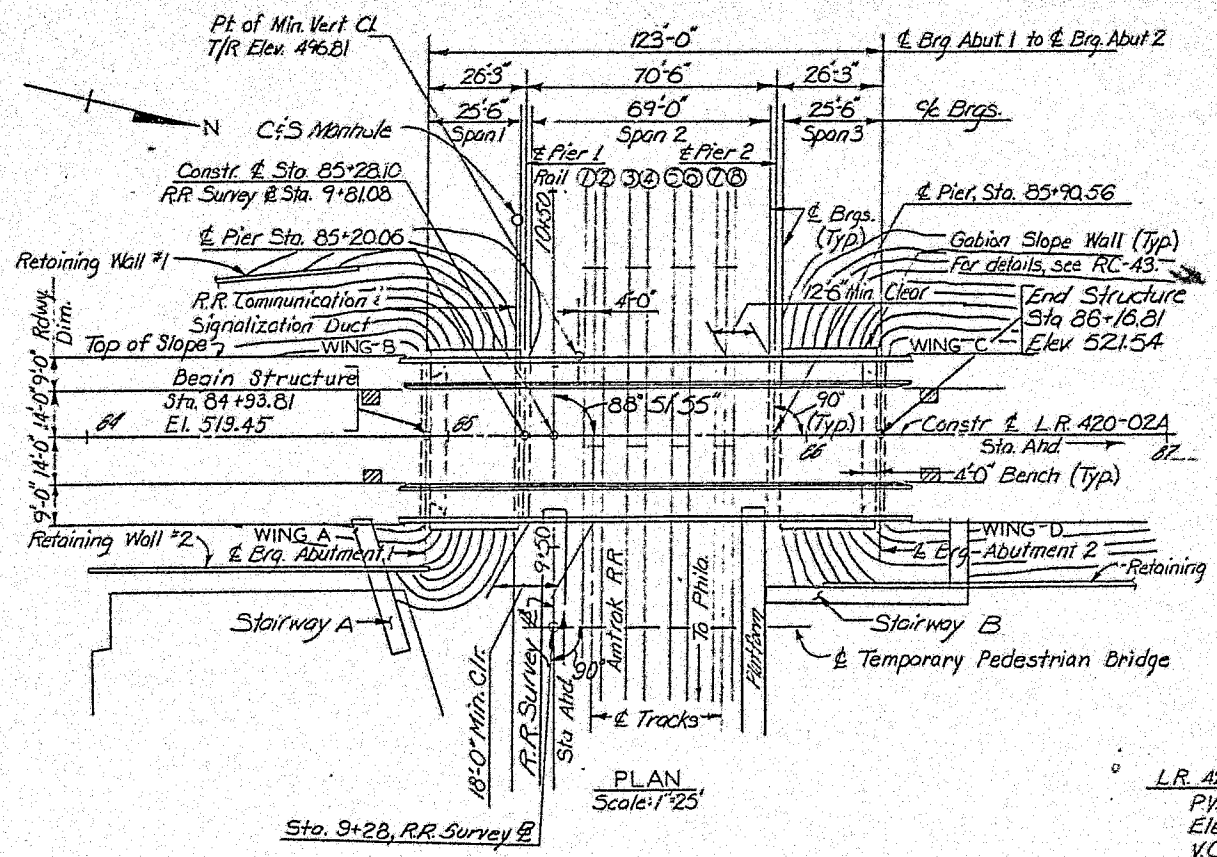
L.R. 420

For Plan See Sheet 14.



Cross Section Book #123330 & #123331

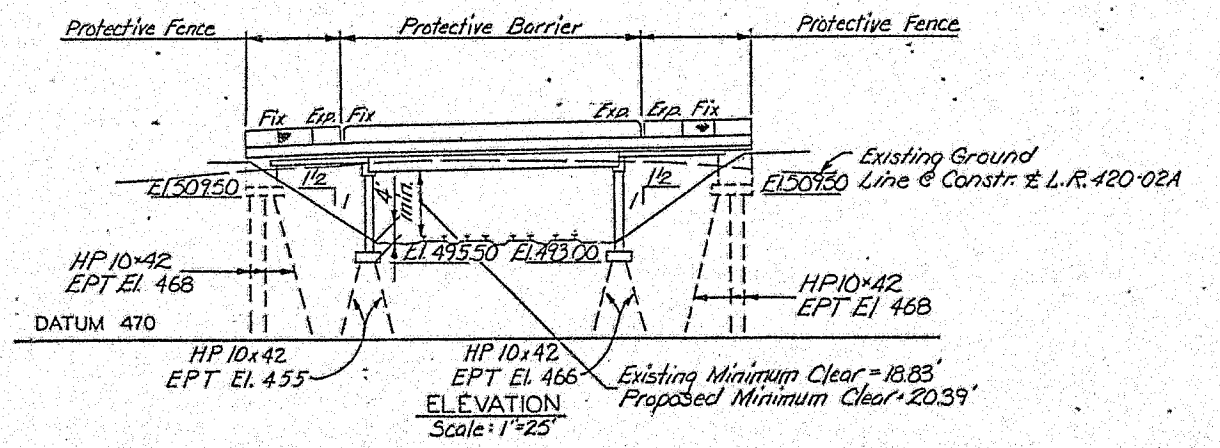
TRACED BY TOM DB
PRINT BY DM



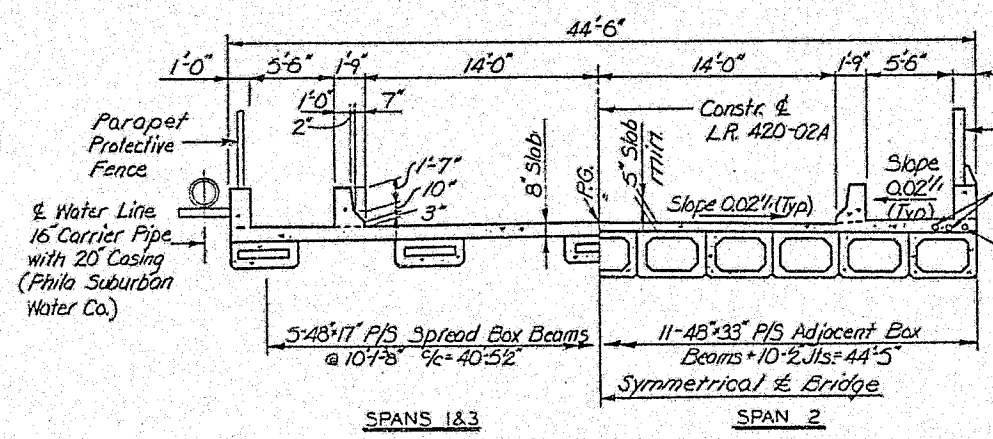
PLAN
Scale: 1"=25'

L.R. 420-02A PROFILE
P.V.I. Sta. 85+75
Elev. 525.50
V.C. = 250'
M.O. = -3.84'

+6.87% -5.41%



ELEVATION
Scale: 1"=25'



TYPICAL SECTION
Scale: 3/16"=1'-0"

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985

Penn DOT EXHIBIT NO. C
P. U. C. NO. C-00026235
DATE OF HEARING 4-4-85

INDEX OF DRAWINGS

SHT. NO.	TITLE
1	General Plan
2	Stake Out Plan
3	Abutment 1
4	Abutment 2
5	Piers 1 and 2
6	Pier Details
7	Framing Plan & Details
8	Slab Plan
9	Superstructure Details
10	Expansion Joint Details
11	Miscellaneous Details
12	Reinforcement Bar Schedule
13	Temp. Protective Shield Details
14	Utility Plan
15	Utility Details
16	Temp. Pedes. Br. - Gen. Plan
17	Temp. Pedes. Br. - Stwy. Det.
18	Temp. Pedes. Br. - Pier Bent Det.
19	Test Borings

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

PREPARED BY
MACOMBER ASSOC., INC.
CAMP HILL, PENNA.

EDWARD R. LEWIS

Nov. 7, 1984

DESCRIPTION	DWG NO	APP DT.
SUPPLEMENTAL DRAWINGS		
Electrical Details	BC-321A	6-20-80
Bridge Hand Railing	BC-320	4-1-81
Protective Fence	BC-301A	3-2-81
Aluminum Protective Barrier	BC-311A	3-2-81
Permanent Metal Deck Forms	BC-332B	6-21-82
Constr. & Expansion Joint Details	BC-335A	11-4-81
Reinf. Bar Fabrication Details	BC-336A	11-4-81
Threaded Insert Anchor Assembly	BC-334A	3-2-81
Concrete Deck Slab Details	BC-352	4-1-71
Armored Pref. Neo. Compr. Dam	BC-363	10-20-70
Random Stone Slope Wall	BC-381	7-8-81
Class. of Earthwork for Str.	RC-11	5-2-83
Backfill of Structures	RC-12	5-2-83
Guide Rail Connection to Parapet with Sidewalk	BC-318	6-1-72

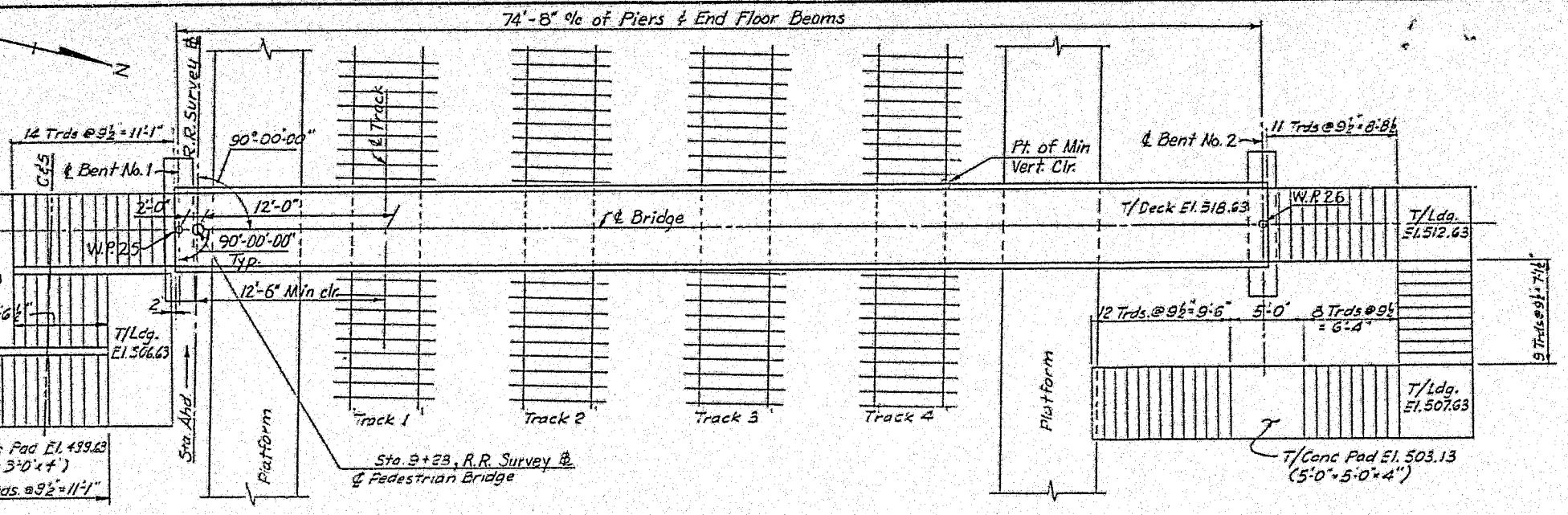
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE.) STA. 85+55
OVER AMTRAK RAILROAD
3 SPAN MIXED TYPE ADJACENT & SPREAD COMPOSITE P/S BOX BEAM BRIDGE
GENERAL PLAN

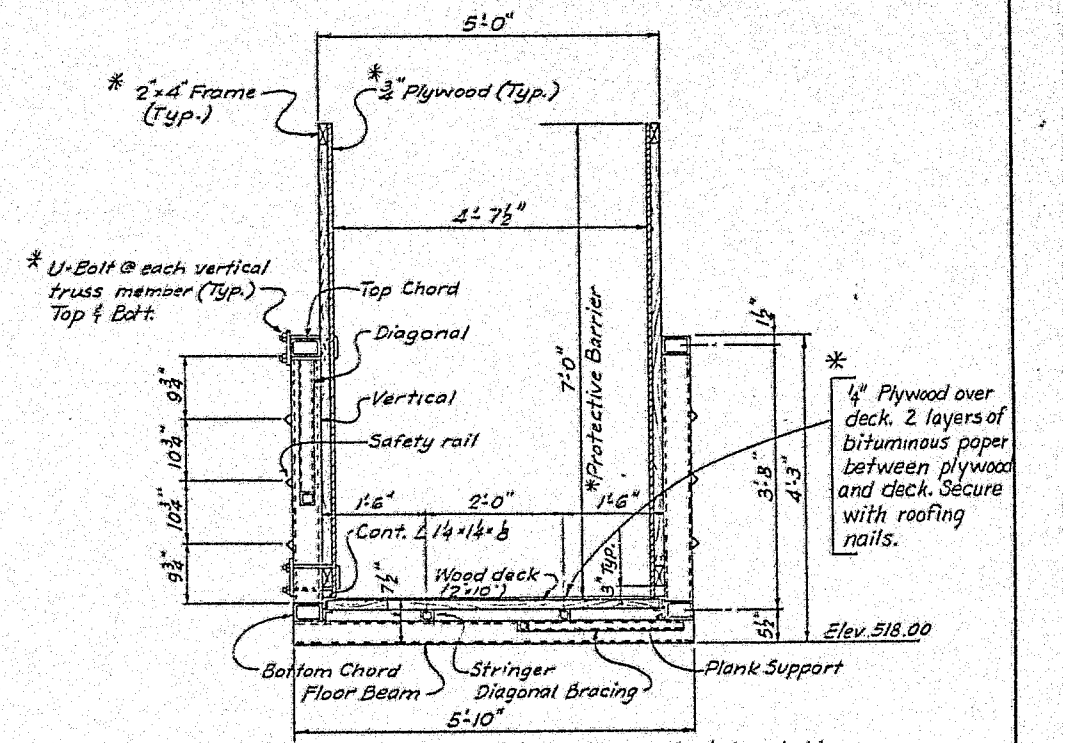
RECOMMENDED _____
BRIDGE ENGINEER

SHEET 1 OF 19

S-15400

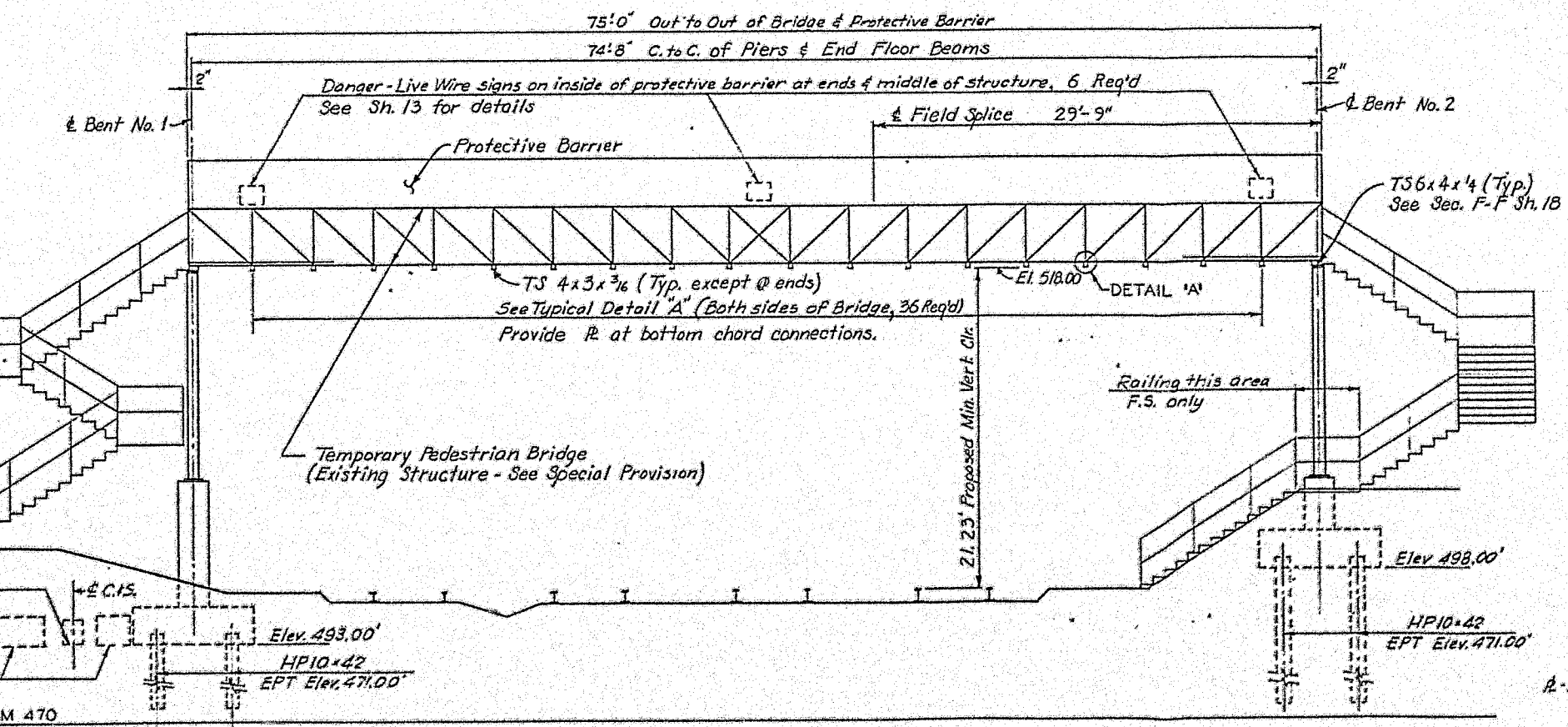


PLAN
Scale 1" = 5'-0"

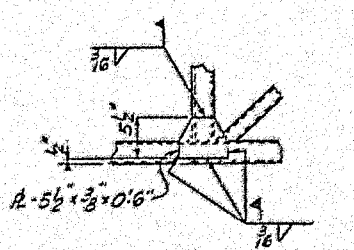


* Material to be added to existing pedestrian bridge.

TYPICAL BRIDGE SECTION
Scale ¾" = 1'-0"



ELEVATION
Scale 1" = 5'-0"



DETAIL "A" (TYPICAL)
Scale 1" = 1'-0"

NOTES

- Structural steel shall conform to ASTM A36 designation except where noted otherwise.
- All fasteners to be ⅞" ℄ H.S. bolts except as noted.
- For General Notes see Sheet of
- Elevation of C.I.S. Duct Line to be verified in field by contractor.

Mark	Description	By	Chk'd.	App'd.	Date
	REVISIONS				

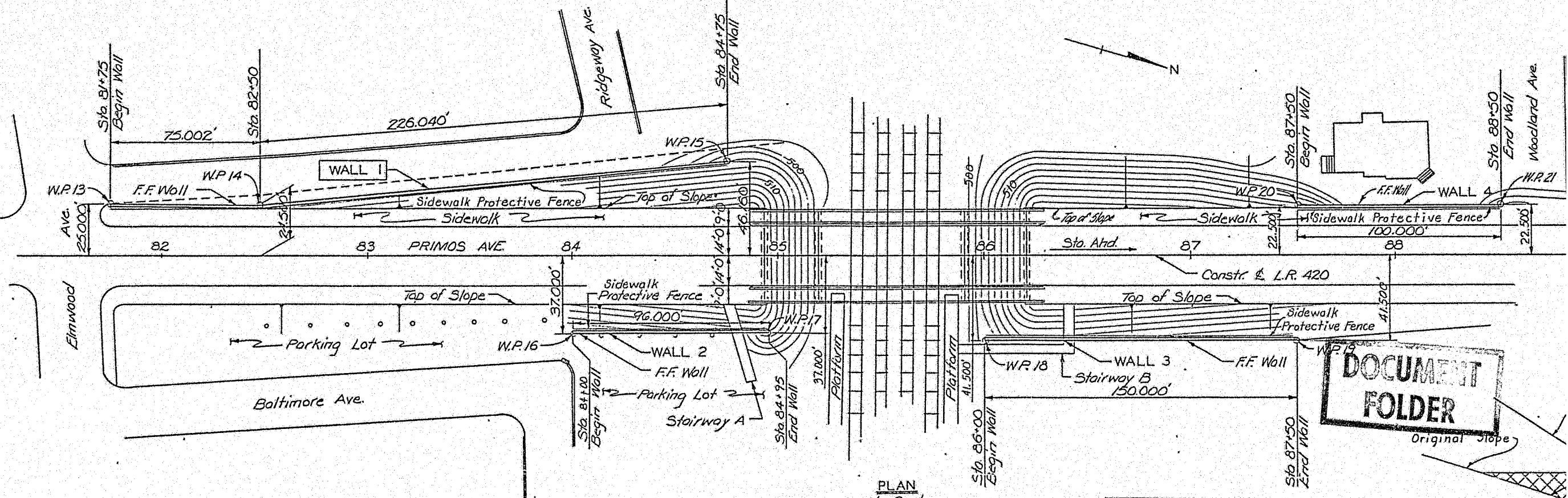
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R 420-02A (PRIMOS AVE.) STA. 85+55
OVER AMTRAK RAILROAD
TEMPORARY PEDESTRIAN BRIDGE
R.R. BASE LINE STATION 9+28
TEMP. PEDESTRIAN BRIDGE - GENERAL PLAN

RECOMMENDED _____

SHEET 16 OF 19

S-15400



PLAN
No Scale

DOCUMENT FOLDER

Limits of Structure Backfill.
For Additional Detail See Roadway Cross Sections.

Penn DOT EXHIBIT NO. D
P. U. C. NO. C-00020235
DATE OF HEARING 4-4-85

DOCKETED
MAY 2 - 1985

L.R. 420 SEC. 02A
PRIMOS AVE.
VERTICAL CURVE DATA

P.V.I. Sta. 82+00
Elev. 499.73
V.C. = 200'
M.O. = +1.35'

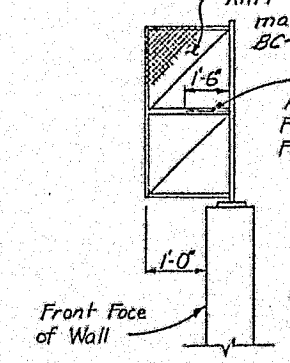
P.V.I. Sta. 85+75.00
Elev. 525.50
V.C. = 250'
M.O. = -3.84'

P.V.I. Sta. 89+50.00
Elev. 505.21
V.C. = 200'
M.O. = +1.58

+1.48% +6.87% +6.87% -5.41% -5.41% +0.92%

RETAINING WALL DESIGN NO. 1			
TABULATION OF STRUCTURE QUANTITIES*(STRUCTURE AS DESIGNED)			
ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
Items included in Retaining Wall Structure, S-15401 Lump Sum Item Quantities shown only for information	Class 3 Excavation	C.Y.	472
	Selected Borrow Excavation-Structure Backfill	C.Y.	433
	No. 57 Coarse Aggregate	C.Y.	10
	Class A Cement Concrete	C.Y.	307
	Reinforcement Bars	Lbs.	15880
	Sidewalk Protective Fence, Steel	L.F.	306
	Steel Beam Test Piles, HP10×42	L.F.	7@28
1005-1101	Steel Beam Bearing Piles, HP10×42	L.F.	977
2005-1101	Redrive Steel Beam Bearing Piles, HP10×42	Ea.	35
Either 2002-0001	Retaining Wall Structure, As Designed, S-15401	L.S.	
or 2002-0002	Doublewal	L.S.	

*Quantities shown are approximate.



DETAIL A
No Scale

GENERAL NOTES

- W.P. denotes work point.
- F.F. denotes front face.
- Provide materials and workmanship in accordance with Pub. 408/83.
- Design Specifications: Design Division of 1977 AASHTO "Standard Specifications for Highway Bridges (including 1978-1982 Interim Specifications) and as supplemented by the Design Manual, Part 4, Structures, revised 7/82 including 11/83 revisions.
- Chamfer exposed concrete edges 1"×1", except as noted.
- See Special Provisions for Alternate Precast Wall System
- Stairway A: Stairway B shown under separate S-Number
- Refer to Roadway Drawings and Cross Sections for ground elevations at front face of wall.
- Provide 2" concrete cover on reinforcement bars, except where noted otherwise.
- Use Class A Cement Concrete in retaining wall stems & footings.
- Reinforcement Bars: Grade 60, deformed billet, rail or axle steel.
- For det. of Sidewalk Protective Fence and its anchorage, see BC-301A.

Railing Anchor Systems	BC-337A	3-2-81
Backfill at Structures	RC12	5-2-83
Classification of Earthwork for Structures	RC11	5-2-83
Reinforcement Bar Fabrication Details	BC-336A	11-4-81
Construction & Expansion Joint Details	BC-335A	11-4-81
Protective Fence	BC301A	3-2-81

DESCRIPTION	DWG NO	APPR DT

PREPARED BY
MACOMBER ASSOCIATES INC

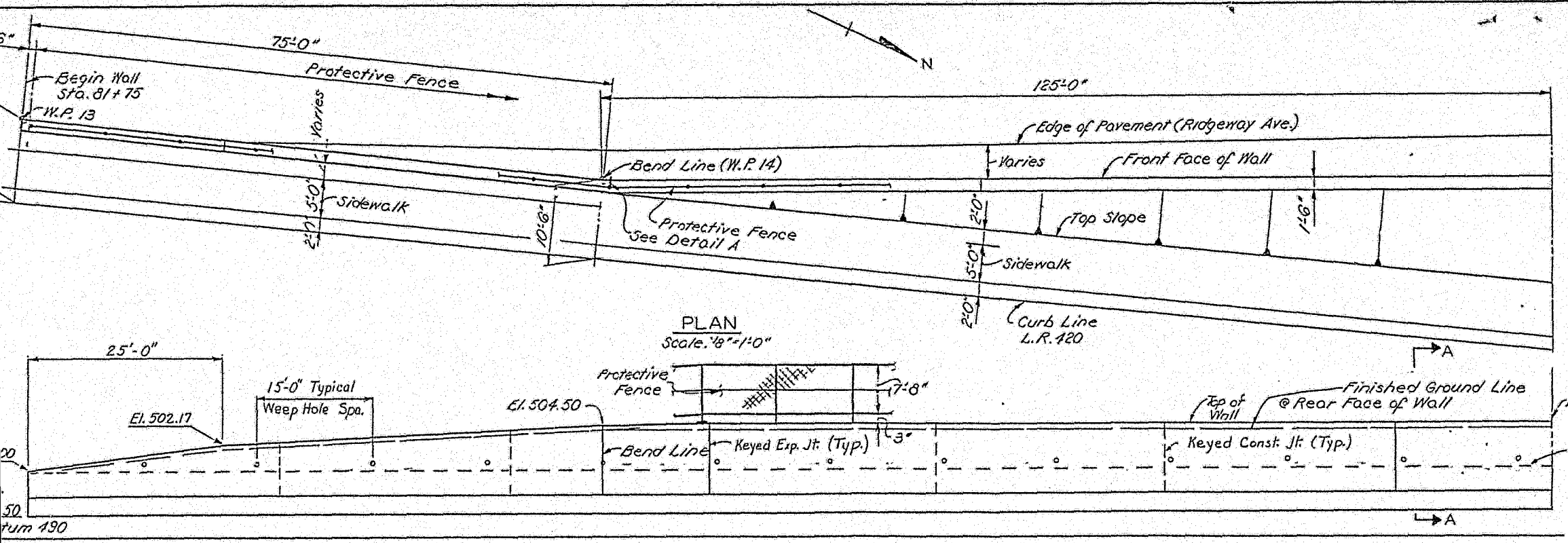
Mark	Description
	REVISION

TYPICA
Limits o
No

Commonwealth of
DEPARTMENT OF TRA
BUREAU OF HIGHW
DELAWARE
L.R. 420 SE
L.R. 420-02A (P
STA. 81+75 TO ST
RETAINING
GENERAL

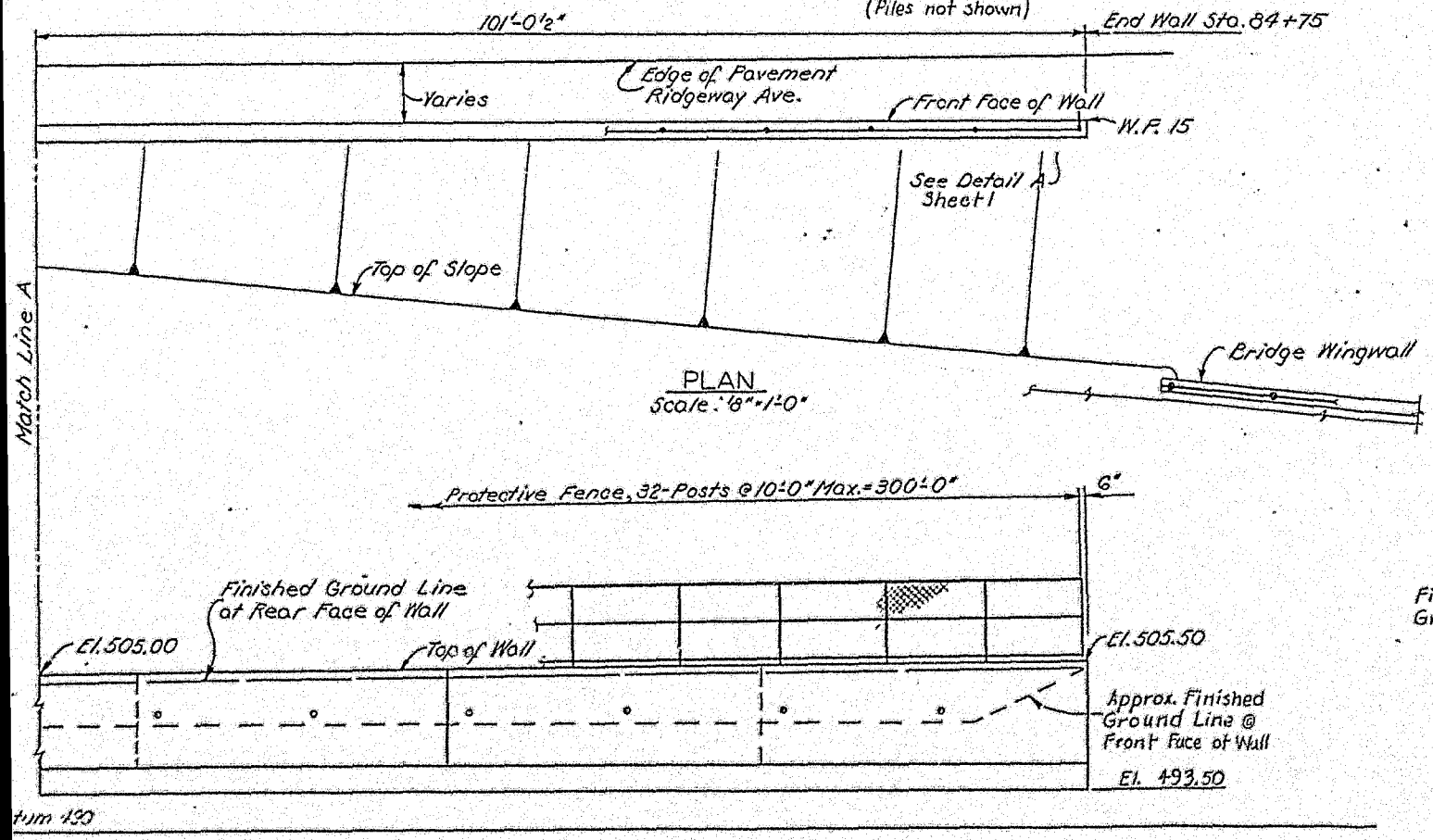
RECOMMENDED

CHKD
CHKD



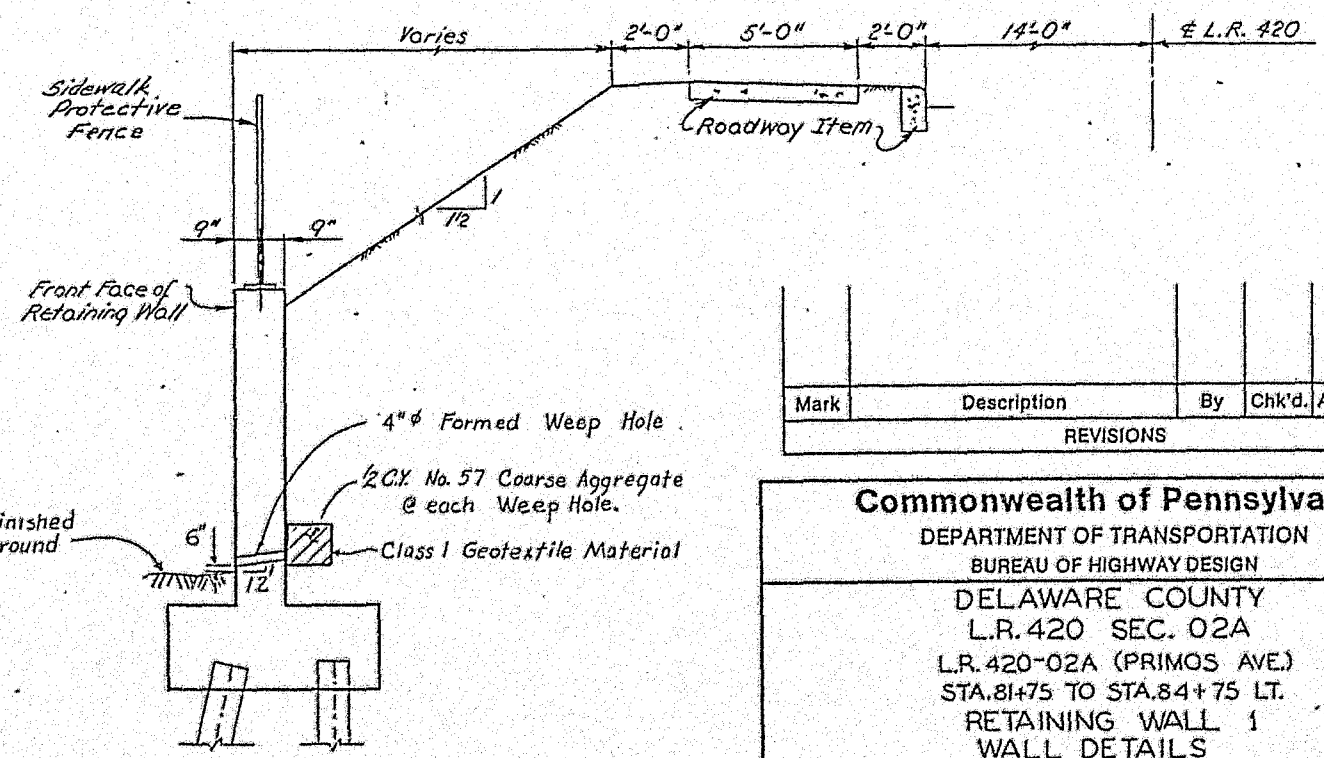
PLAN
Scale: 1/8"=1'-0"

ELEVATION
Scale: 1/8"=1'-0"
(Looking at Rear Face)
(Piles not shown)



PLAN
Scale: 1/8"=1'-0"

ELEVATION
Scale: 1/8"=1'-0"
(Looking at Rear Face)
(Piles not shown)



SECTION A-A
N.T.S.

NOTES:
* For reinforcing details, see sh. 3 of 4

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

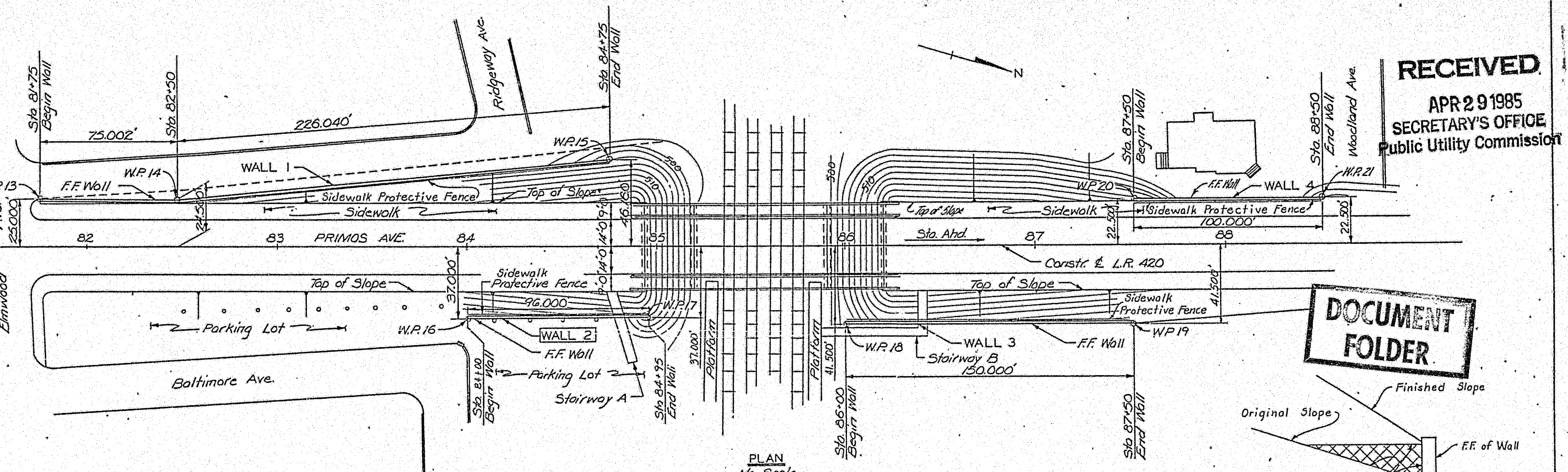
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE.)
STA. 81+75 TO STA. 84+75 LT.
RETAINING WALL 1
WALL DETAILS

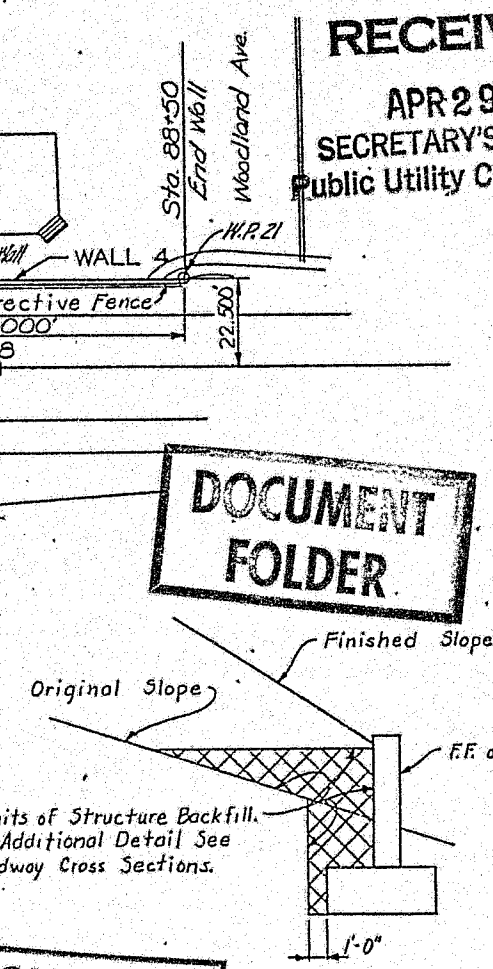
RECOMMENDED _____

SHEET 2 OF 5

S- 15401



PLAN
No Scale



TYPICAL SECTION
Limits of Structure Backfill
No Scale

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

DOCUMENT FOLDER

Penn DOT EXHIBIT NO. E
P. U. C. NO. C-00020235
DATE OF HEARING 4-4-85

DOCKETED
MAY 2 - 1985

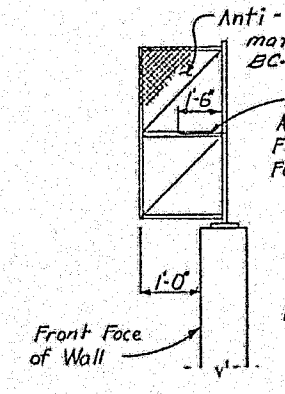
L.R. 420 SEC. 02A
PRIMOS AVE.
VERTICAL CURVE DATA

P.V.I. Sta. 82+00
Elev. 499.73
V.C. = 200'
M.O. = +1.35'

P.V.I. Sta. 85+75.00
Elev. 525.50
V.C. = 250'
M.O. = -3.84'

P.V.I. Sta. 89+50.00
Elev. 505.21
V.C. = 200'
M.O. = +1.58

+1.48% +6.87% +6.87% -5.41% -5.41% +0.92%



DETAIL A
No Scale

GENERAL NOTES

- W.P. denotes work point.
- F.F. denotes front face.
- Provide materials and workmanship in accordance with Pub. 408/83.
- Design Specifications: Design Division of 1977 AASHTO "Standard Specifications for Highway Bridges (including 1978-1982 Interim Specifications) and as supplemented by the Design Manual, Part 4, Structures, revised 7/82 including 11/83 revisions
- Chamfer exposed concrete edges 1"±1", except as noted.
- See Special Provisions for Alternate Precast Wall System
- Stairway A's Stairway B shown under separate S-Number
- Refer to Roadway Drawings and Cross Sections for ground elevations at front face of wall.
- Provide 2" concrete cover on reinforcement bars, except where noted otherwise.
- Use Class A Cement Concrete in retaining wall stems & footings.
- Reinforcement Bars: Grade 60, deformed billet, rail or axle steel.
- For det. of Sidewalk Protective Fence and its anchorages, see BC-301A.

RETAINING WALL DESIGN NO. 2

ULATION OF STRUCTURE QUANTITIES* (STRUCTURE AS DESIGNED)

EM NO.	ITEM DESCRIPTION	UNIT	TOTAL
Lump Sum Item Quantities shown only for information	Class 3 Excavation	C.Y.	145
	Selected Borrow Excavation-Structure Backfill	C.Y.	174
	No. 57 Coarse Aggregate	C.Y.	3
	Class A Cement Concrete	C.Y.	98
	Reinforcement Bars	Lbs.	5170
	Sidewalk Protective Fence	L.F.	100
-1101	Steel Beam Test Piles, HP10×42	L.F.	3 @ 36'
	2" Conduit in Structure	L.F.	5
	2" Direct Burial Conduit	L.F.	32
	Trench	L.F.	21
-1101	Steel Beam Bearing Piles, HP10×42	L.F.	608
-1101	Redrive Steel Beam Bearing Piles, HP10×42	Ea.	17
r 2003-0001	Retaining Wall Structure, As Designed, 3-15402	L.S.	
2003-0002	Doublewal	L.S.	

* Quantities shown are approximate.

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

PREPARED BY
MACOMBER ASSOCIATES, INC.
CAMP HILL, PENNA.

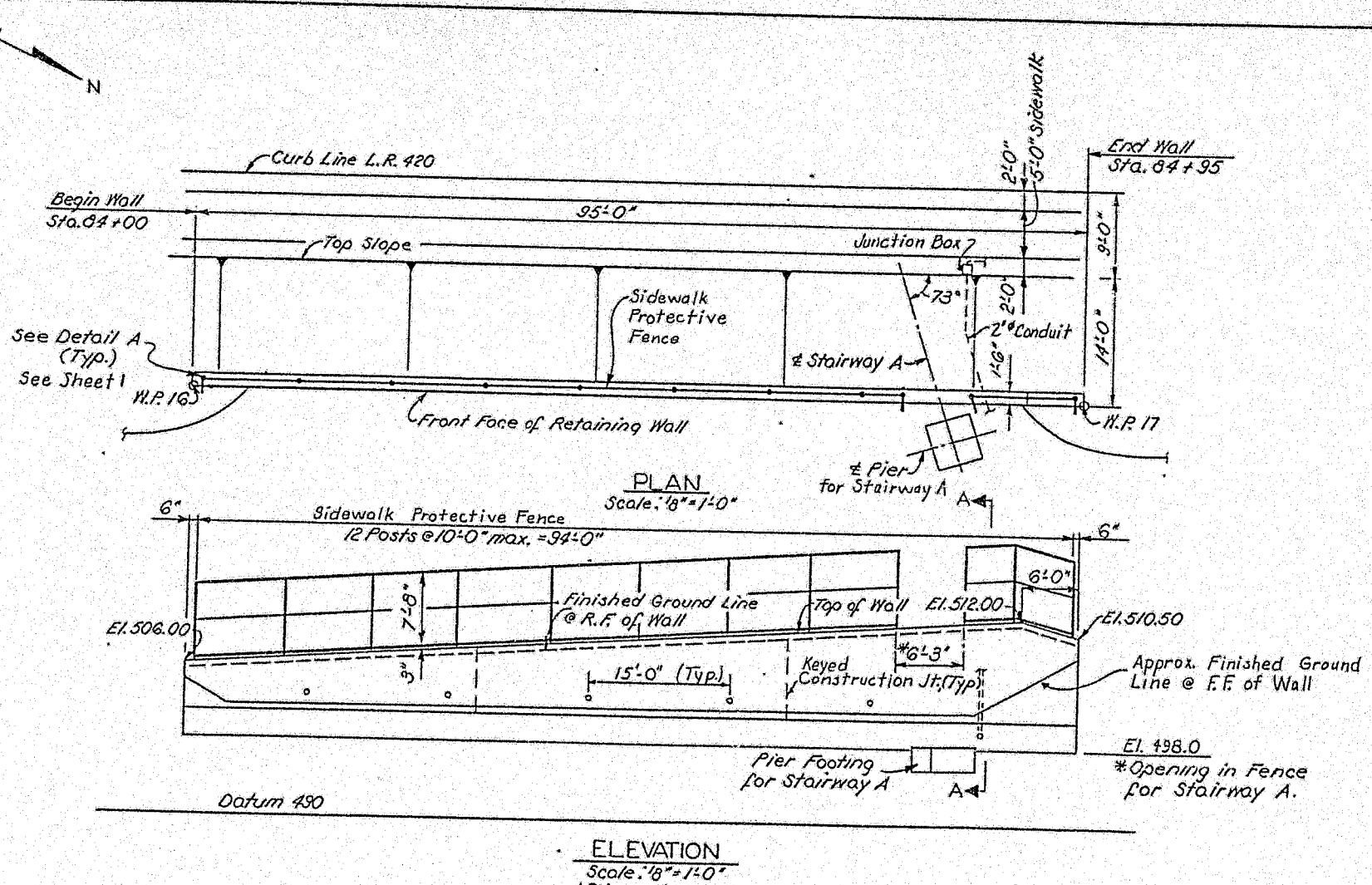
DESCRIPTION	DWG NO.	APPR'DT.
SUPPLEMENTAL DRAWINGS		
Railing Anchor Systems	BC-337A	3-2-81
Backfill at Structures	RC12	5-2-83
Classification of Earthwork for Structures	RC11	5-2-83
Reinforcement Bar Fabrication Details	BC-336A	11-4-81
Construction & Expansion Joint Details	BC-335A	11-4-81
Protective Fence	BC-301A	3-2-81

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE)
STA. 84+00 TO STA. 84+95 RT.
RETAINING WALL 2
GENERAL PLAN

RECOMMENDED _____
BRIDGE ENGINEER

SHEET 1 OF 4
S-15402



Notes
For Stairway A see separate drawings

Mark	Description	By	Chk'd.	App'd.	Date
	REVISIONS				

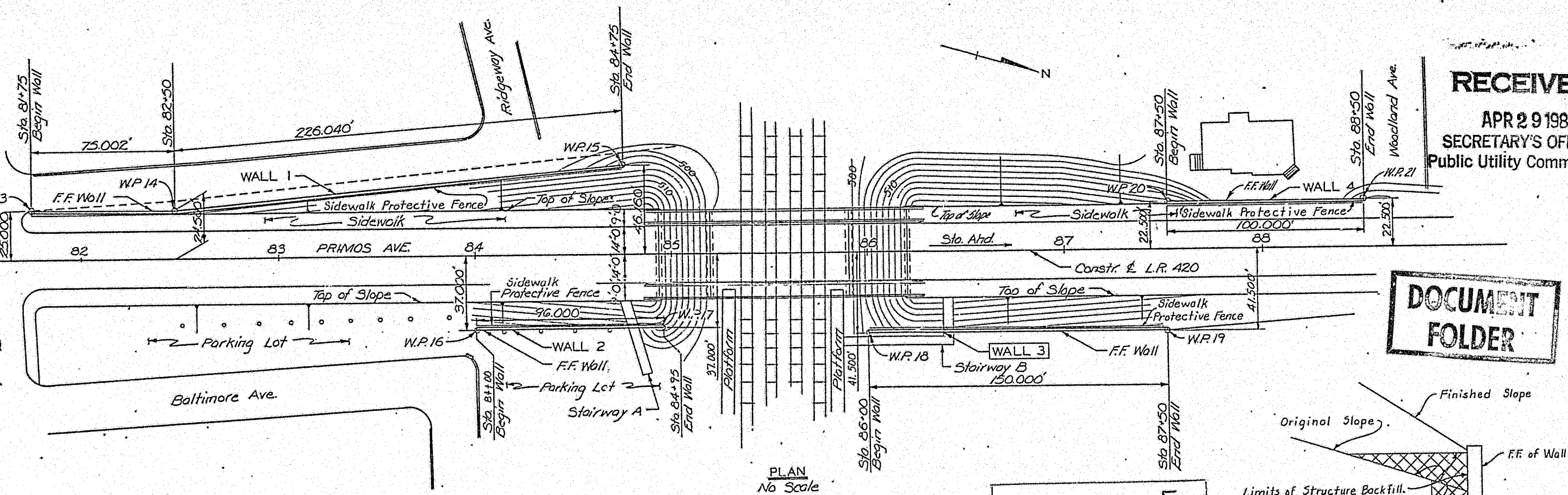
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A PRIMOS AVE.
STA. 84+00 TO STA. 84+95 RT.
RETAINING WALL 2
WALL DETAILS

RECOMMENDED _____

SHEET 2 OF 4

S- 15402



PLAN
No Scale

R. 420 SEC. 02A
RIMOS AVE.
ERTICAL CURVE DATA

P.V.I. Sta. 82+00
lev. 199.73
C = 200'
O. = +1.35'
+1.48% +6.87%

P.V.I. Sta. 85+75.00
Elev. 525.50
V.C. = 250'
M.O. = -3.84'
+6.87% -5.41%

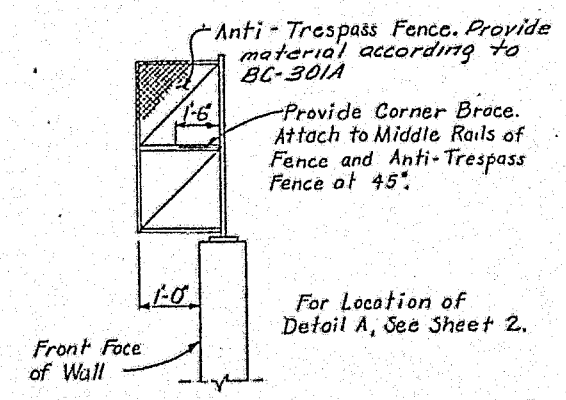
P.V.I. Sta. 89+50.00
Elev. 505.21
V.C. = 200'
M.O. = +1.58
-5.41% +0.92%

RETAINING WALL DESIGN NO. 3

ULATION OF STRUCTURE QUANTITIES* (STRUCTURE AS DESIGNED)

M NO.	ITEM DESCRIPTION	UNIT	TOTAL
Lump Sum Item Quantities shown only for information	Class 3 Excavation	C.Y.	168
	Selected Borrow Excavation-Structure Backfill	C.Y.	228
	No. 57 Coarse Aggregate	C.Y.	5
	Class A Cement Concrete	C.Y.	137
	Reinforcement Bars	Lbs.	7030
	Sidewalk Protective Fence, Steel	L.F.	155
	Steel Beam Test Piles, HP10×42	L.F.	4@39'
	2" Conduit in Structure	L.F.	5
	2" Direct Burial Conduit	L.F.	49
	Trench	L.F.	42
-1101	Steel Beam Bearing Piles, HP10×42	L.F.	694
-1101	Redrive Steel Beam Bearing Piles, HP10×42	Ea.	18
-2004-0001	Retaining Wall Structure, As Designed, S-15403	L.S.	
004-0002	Doublewal	L.S.	

*Quantities shown are approximate.



DETAIL A
No Scale

GENERAL NOTES

- W.P. denotes work point.
- F.F. denotes front face.
- Provide materials and workmanship in accordance with Pub. 408/83.
- Design Specifications: Design Division of 1977 AASHTO "Standard Specifications for Highway Bridges (including 1978-1982 Interim Specifications) and as supplemented by the Design Manual, Part 4, Structures, revised 7/82 including 11/83 revisions.
- Chamfer exposed concrete edges 1"×1", except as noted.
- See Special Provisions for Alternate Precast Wall System
- Stairway A & Stairway B shown under separate S-Number
- Refer to Roadway Drawings and Cross Sections for ground elevations at front face of wall.
- Provide 2" concrete cover on reinforcement bars, except where noted otherwise.
- Use Class A Cement Concrete in retaining wall stems & footings.
- Reinforcement Bars: Grade 60, deformed, billet, rail or axle steel.
- For det. of Sidewalk Protective Fence and its anchorages, see BC-301A

DESCRIPTION	DWG NO	APPR. DT
SUPPLEMENTAL DRAWINGS		
Railing Anchor Systems	BC-337A	3-2-81
Backfill at Structures	RC12	5-2-83
Classification of Earthwork for Structures	RC11	5-2-83
Reinforcement Bar Fabrication Details	BC-336A	11-4-81
Construction & Expansion Joint Details	BC-335A	11-4-81
Protective Fence	BC-301A	3-2-81

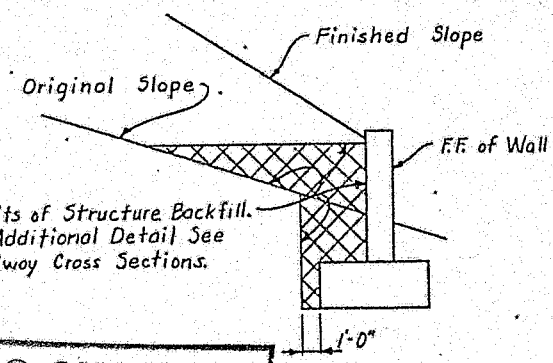
PREPARED BY
MACOMBER ASSOCIATES, INC.
CAMP HILL, PENNA.

Penn DOT EXHIBIT NO. F
P. U. C. NO. C-00021235
DATE OF HEARING 4-4-85

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission.

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985



TYPICAL SECTION
Limits of Structure Backfill
No Scale

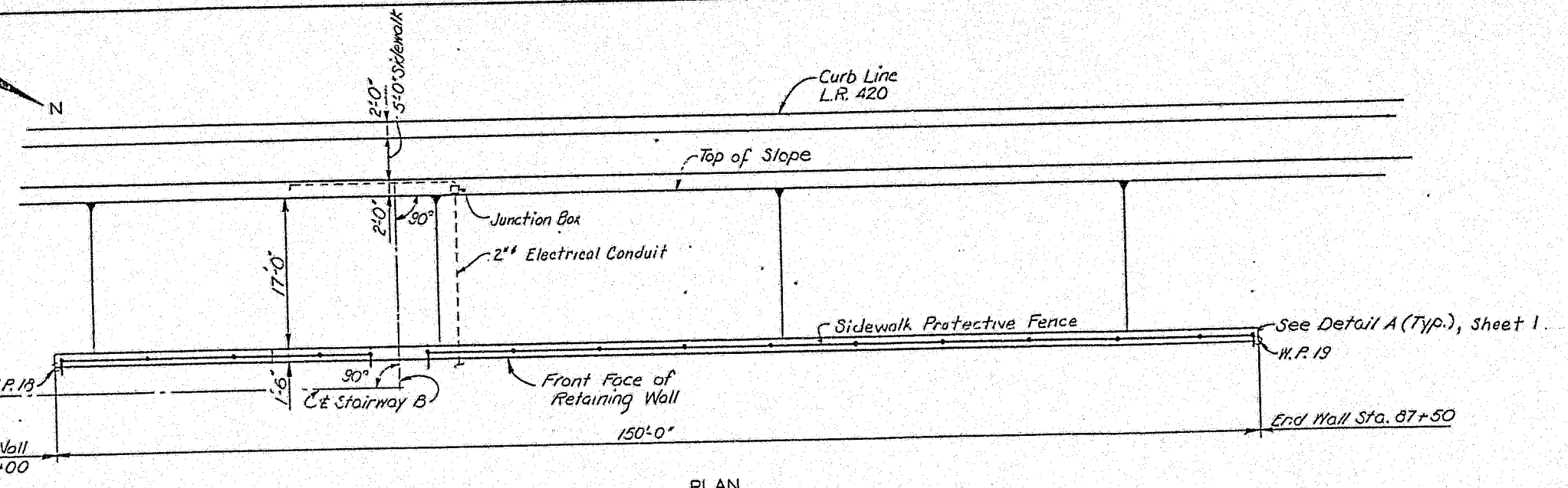
Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

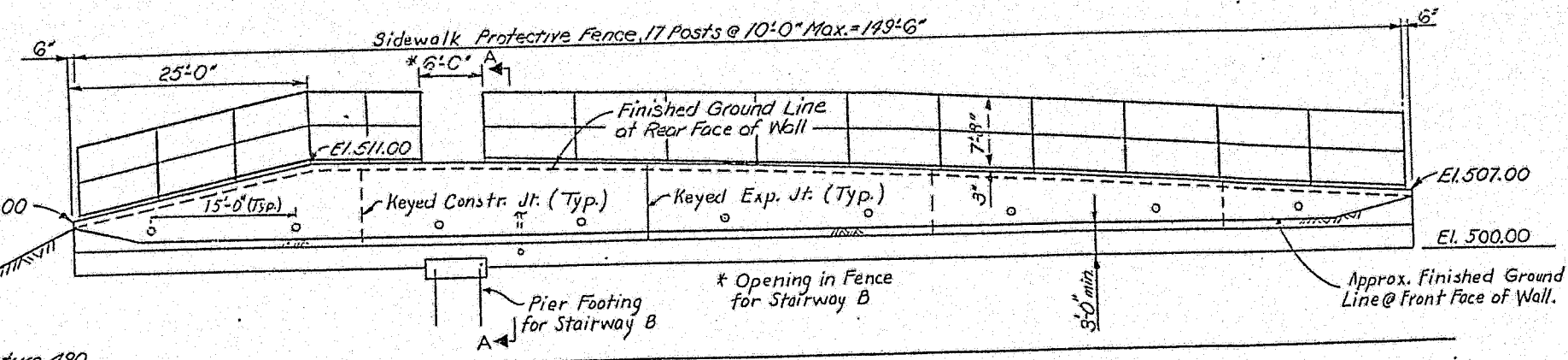
DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE)
STA. 86+00 TO STA. 87+50 RT.
RETAINING WALL 3
GENERAL PLAN

RECOMMENDED _____
BRIDGE ENGINEER

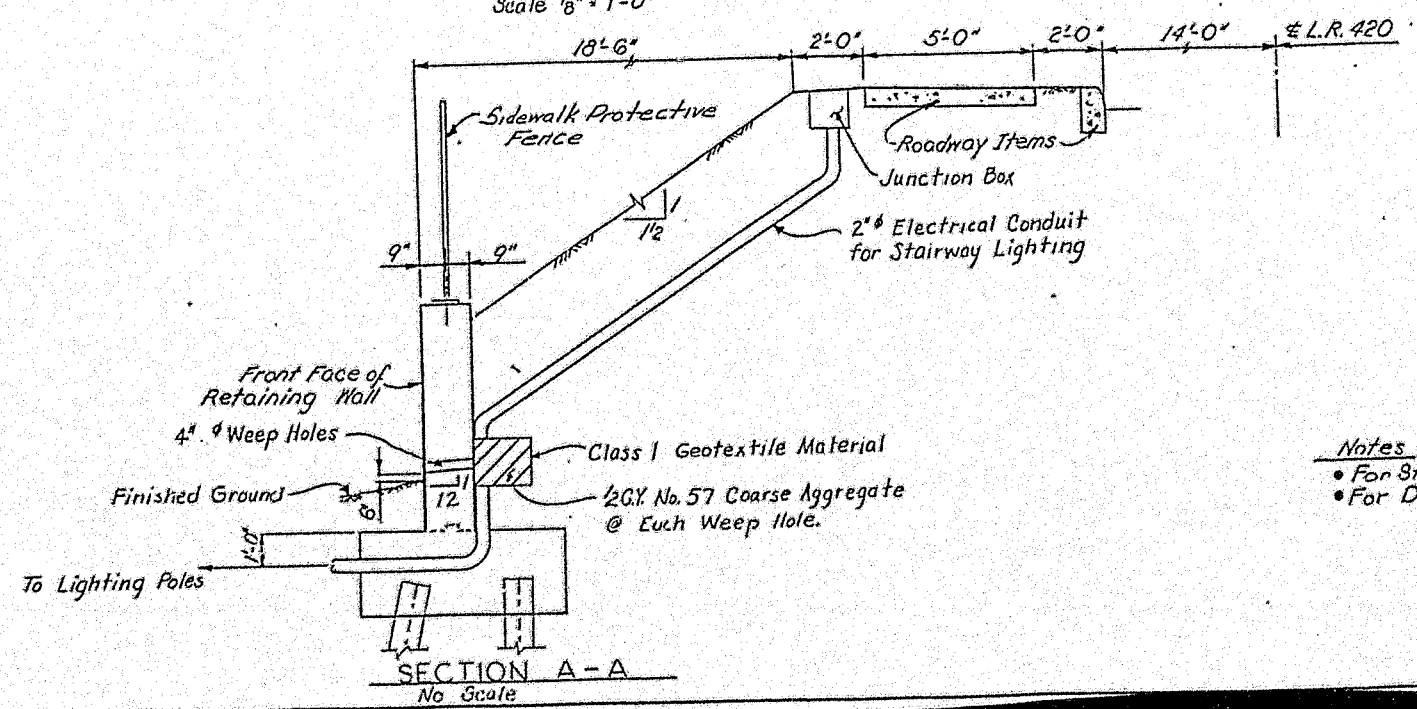
SHEET 1 OF 4
S-15403



PLAN
Scale: 1/8" = 1'-0"



ELEVATION
Scale 1/8" = 1'-0"



SECTION A-A
No Scale

Notes
- For Stairway B see separate drawings
- For Detail A, See Sheet 1

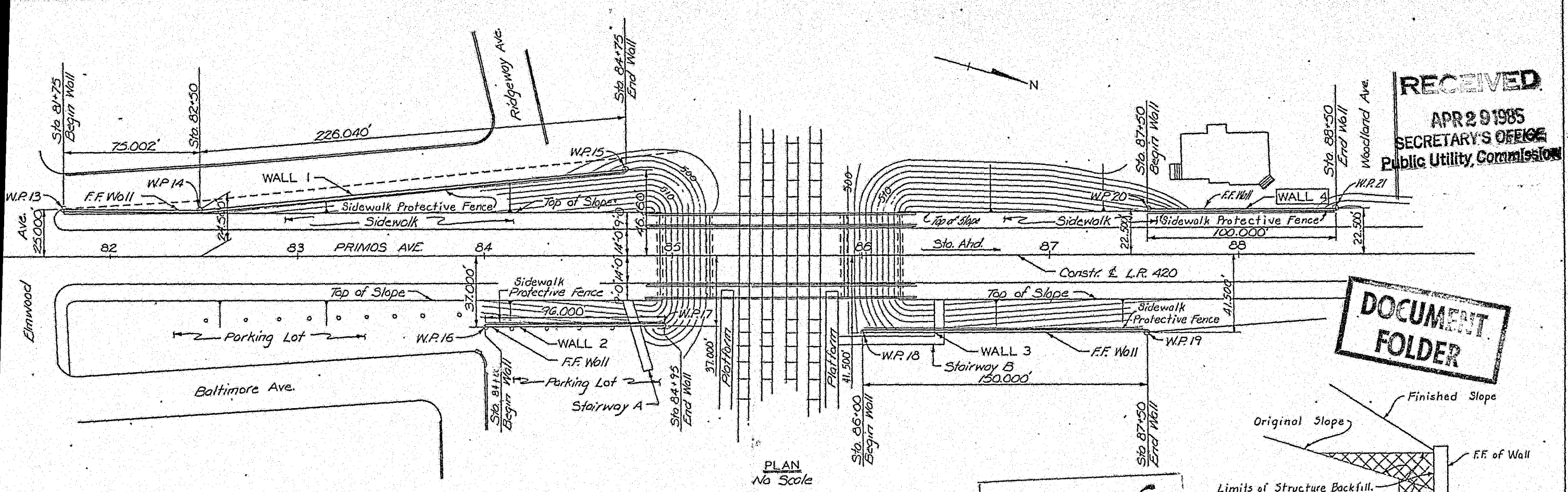
Mark	Description	By	Chk'd.	App'd.	Date
	REVISIONS				

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN
DELAWARE COUNTY
L.R. 420. SEC. 02A
L.R. 420-02A (PRIMOS AVE.)
STA 86+00 TO 87+50 RIGHT
RETAINING WALL 3
WALL DETAILS

RECOMMENDED _____

SHEET 2 OF 4

S-15403



L.R. 420 SEC. 02A
PRIMOS AVE.
VERTICAL CURVE DATA

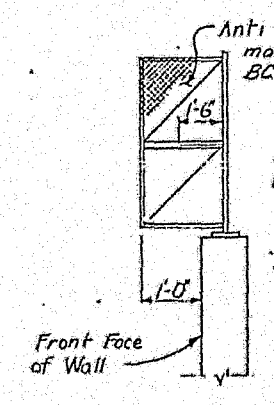
P.V.I. Sta. 82+00	P.V.I. Sta. 85+75.00	P.V.I. Sta. 89+50.00
Elev. 499.73	Elev. 525.50	Elev. 505.21
V.C. = 200'	V.C. = 250'	V.C. = 200'
M.O. = +1.35'	M.O. = -3.84'	M.O. = +1.58'
+1.48% +6.87%	+6.87% -5.41%	-5.41% +0.92%

RETAINING WALL DESIGN NO. 4

TABULATION OF STRUCTURE QUANTITIES* (STRUCTURE AS DESIGNED)

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
Items included in Retaining Wall Structure, S-15404. Lump Sum Item. Quantities shown only for information	Class 3 Excavation	C.Y.	113
	Selected Borrow Excavation-Structure Backfill	C.Y.	373
	No. 57 Coarse Aggregate	C.Y.	3
	Class A Cement Concrete	C.Y.	125
	Reinforcement Bars	Lbs.	7930
	Sidewalk Protective Fence, Steel	L.F.	105
	Steel Beam Test Piles, HP10×42	L.F.	3033
1005-1101	Steel Beam Bearing Piles, HP10×42	L.F.	652
2005-1101	Redrive Steel Beam Bearing Piles, HP10×42	Ea.	20
Either 2005-0001	Retaining Wall Structure, As Designed, S-15404	L.S.	
or 2005-0002	Doublewal	L.S.	

*Quantities shown are approximate.



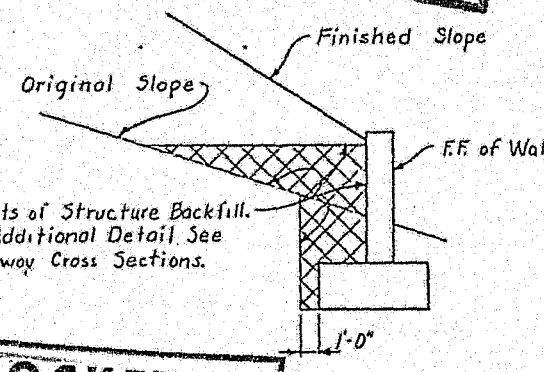
DETAIL A
No Scale

GENERAL NOTES

- W.P. denotes work point.
- F.F. denotes front face.
- Provide materials and workmanship in accordance with Pub. 408/83.
- Design Specifications: Design Division of 1977 AASHTO "Standard Specifications for Highway Bridges (including 1978-1982 Interim Specifications) and as supplemented by the Design Manual, Part 4, Structures, revised 7/82 including 11/83 revisions
- Chamfer exposed concrete edges 1", except as noted.
- See Special Provisions for Alternate Precast Wall System
- Stairway A & Stairway B shown under separate S-Number
- Refer to Roadway Drawings and Cross Sections for ground elevations of front face of wall.
- Provide 2" concrete cover on reinforcement bars, except where noted otherwise.
- Use Class A Cement Concrete in retaining wall stems & footings.
- Reinforcement Bars: Grade 60, deformed, billet, rail or axle steel.
- For det. of Sidewalk Protective Fence and its anchorages, see BC-301A

DESCRIPTION	DWG NO.	APPR. DT.
SUPPLEMENTAL DRAWINGS		
Railing Anchor Systems	BC-337A	3-2-81
Backfill at Structures	RC12	5-2-83
Classification of Earthwork for Structures	RC11	5-2-83
Reinforcement Bar Fabrication Details	BC-336A	11-4-81
Construction & Expansion Joint Details	BC-335A	11-4-81
Protective Fence	BC-301A	3-2-81

PREPARED BY
MACOMBER ASSOCIATES, INC.
CAMP HILL, PENNA.



TYPICAL SECTION
Limits of Structure Backfill
No Scale

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

DOCUMENT FOLDER

Penn DOT EXHIBIT NO. 9
P. U. C. NO. C-00826235
DATE OF HEARING 4-4-85

DOCKETED
MAY 2 - 1985

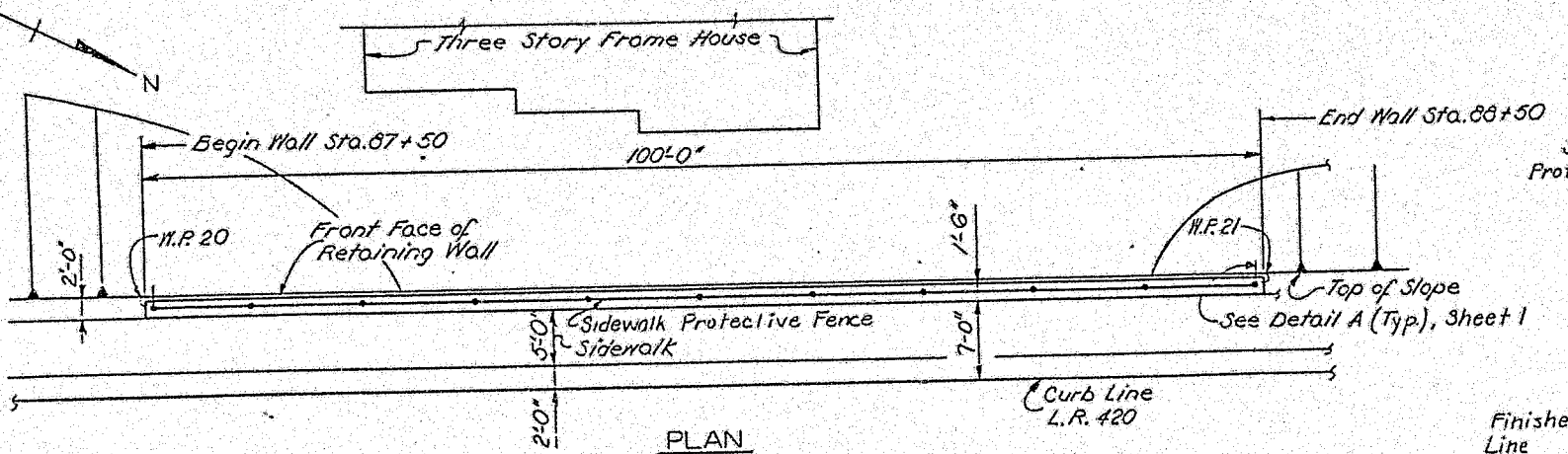
Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

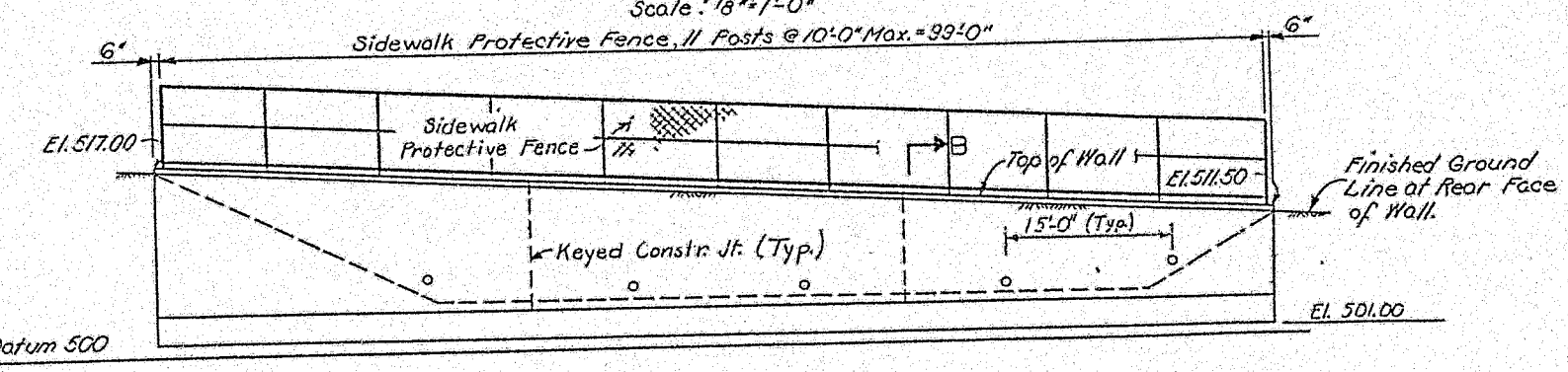
DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE)
STA. 87+50 TO STA. 88+50 LEFT
RETAINING WALL 4
GENERAL PLAN

RECOMMENDED _____
BRIDGE ENGINEER

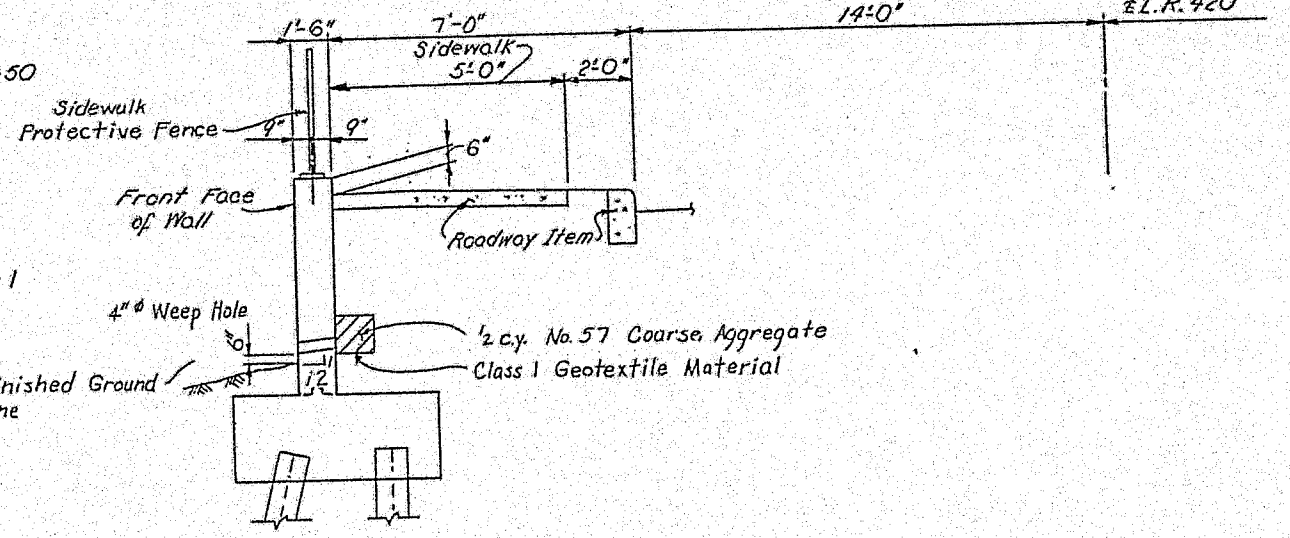
SHEET 1 OF 4
S-15404



PLAN
Scale: 1/8"=1'-0"



ELEVATION
Scale: 1/8"=1'-0"
(Looking at Rear Face)
(Piles not shown)



SECTION B-B
No Scale

Mark	Description	By	Chk'd.	App'd.	Date
	REVISIONS				

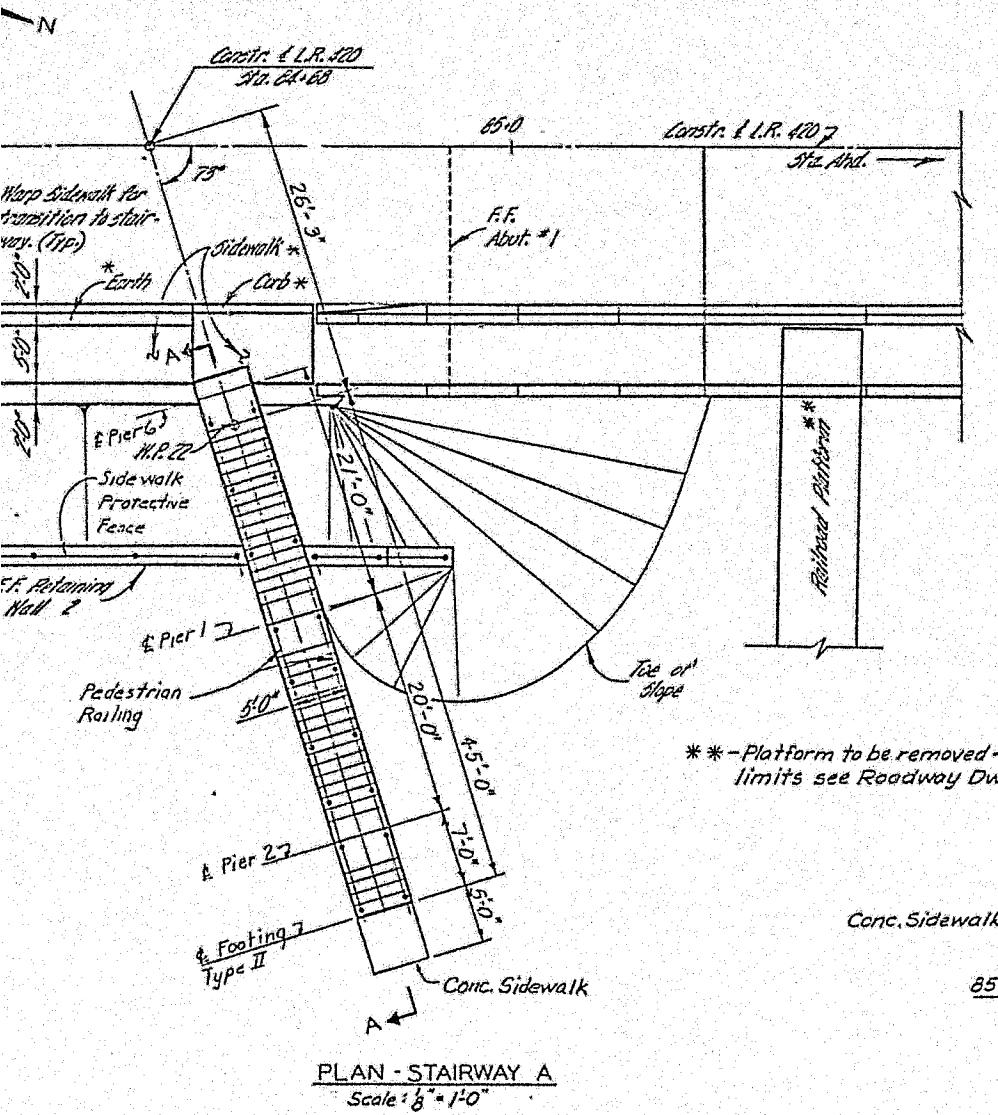
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE.)
STA. 87+50 TO STA. 88+50 LT.
RETAINING WALL 4
WALL DETAILS

RECOMMENDED _____

SHEET 2 OF 4

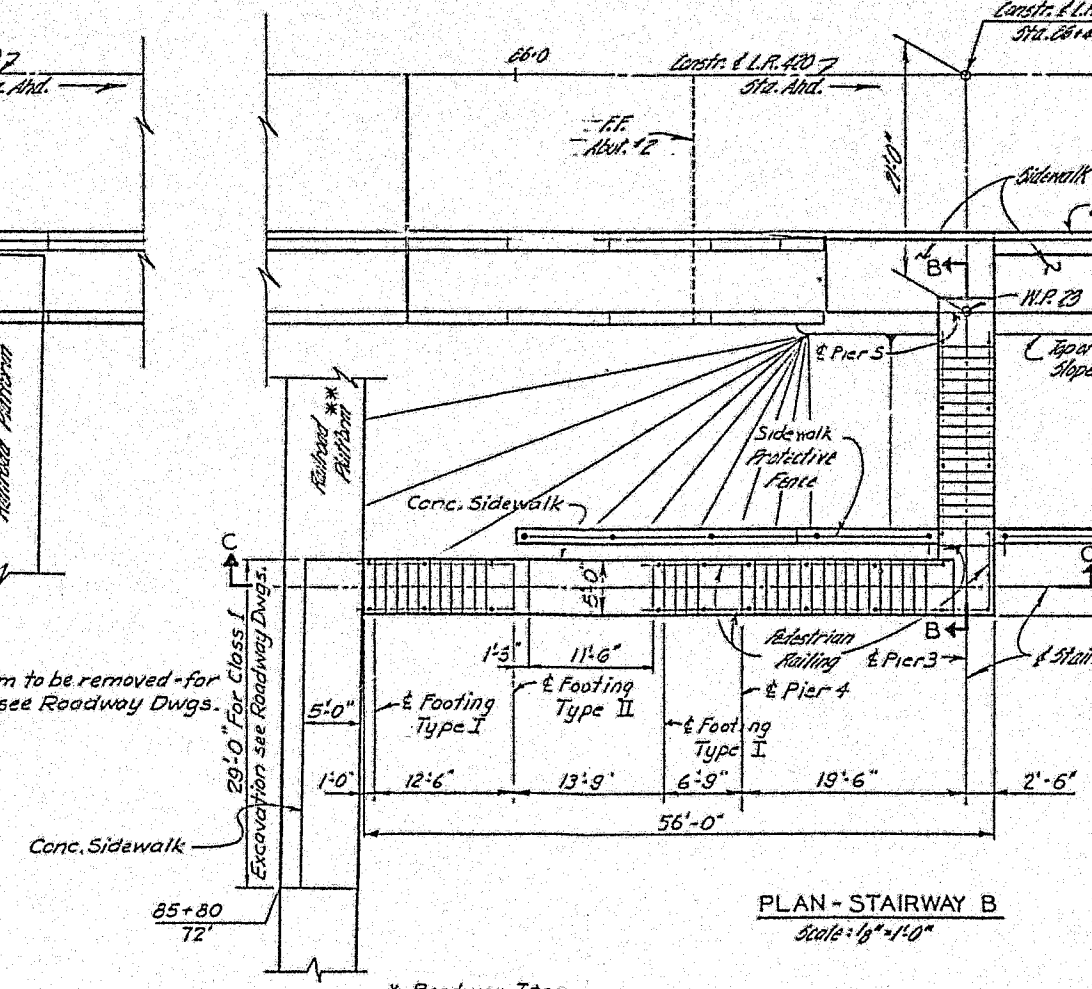
S-15404



PLAN - STAIRWAY A

Scale: 1/8" = 1'-0"

**-Platform to be removed-for limits see Roadway Dwgs.



PLAN - STAIRWAY B

Scale: 1/8" = 1'-0"

* Roadway Item

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985

Penn DOT EXHIBIT NO. H
P. U. C. NO. C-00026235
DATE OF HEARING 4-4-85

GENERAL NOTES

- Provide materials and workmanship in accordance with Pub. 408/83.
- Design Specifications – Design Division of 1977 AASHTO, "Standard Specifications for Highway Bridges" (including 1978 - 1982 Interim Specifications), and as supplemented by the Design Manual, Part 4, Structures, revised 7/82, including 11/83 revisions.
- Chamfer exposed concrete edges 1"x1", except as noted.
- Provide 2" concrete cover on reinforcement bars, except where noted otherwise.
- Use Class A Cement Concrete in footings, pier stems & caps, stairways, and sidewalk slabs.
- Reinforcement Bars: Grade 60, deformed, billet, rail or axle steel.
- For Retaining Wall 2 & Retaining Wall 3, refer to drawings 3-15042 & 3-15043.
- For Sec. A-A, see sheet 2.
- For Sec. B-B & Sec. C-C, see sheet 3.
- Additional Design Specifications – ACI Standard 318-77, "Building Code Requirements for Reinforced Concrete."

TABULATION OF APPROXIMATE QUANTITIES

ITEM DESCRIPTION	UNIT	STWY. A	STWY. B	TOTAL
Class 1 Excavation	C.Y.	1	2	3
Class 3 Excavation	C.Y.	17	25	42
Cement Concrete Sidewalk	S.Y.	3	23	26
Class A Cement Concrete	C.Y.	22	31	53
Reinforcement Bars	LBS	2,507	2,751	5,258
Aluminum Safety Treads	L.F.	148	196	344
Pedestrian Railing for Stairs	L.F.	102	140	242
Steel Beam Bearing Piles, HP 10 x 42	L.F.	163	195	358
Redrive Steel Beam Bearing Piles, HP 10 x 42	Ea.	8	8	16

PREPARED BY
MACOMBER ASSOCIATES, INC.
CAMP HILL, PENNA.

DESCRIPTION	DWG NO	APPR DT
Classification of Earthwork for Structures	RC-11	5-2-83
Reinforcement Bar Fabrication Details	BC-336A	11-4-81
Construction & Expansion Joint Details	BC-335A	11-4-81

SUPPLEMENTAL DRAWINGS

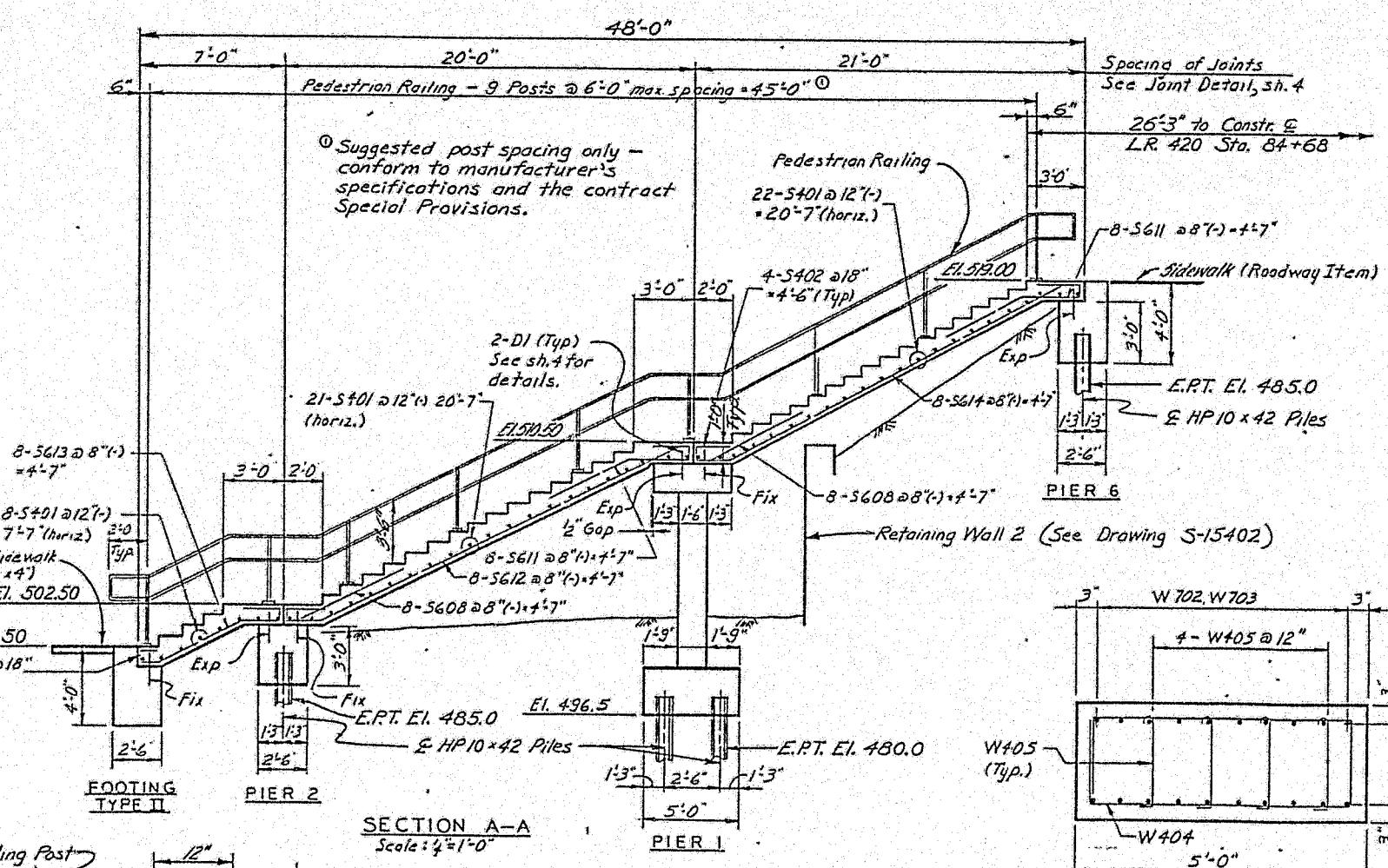
Mark	Description	By	Chk'd.	App'd.	Date
	REVISIONS				

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE.)
STA. 84+68 & STA. 86+40 RIGHT
STAIRWAY A & STAIRWAY B
GENERAL PLAN

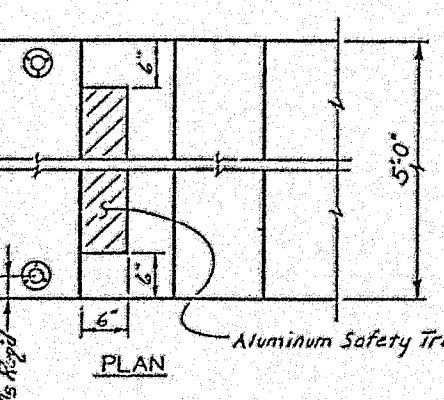
RECOMMENDED _____
BRIDGE ENGINEER

SHEET 1 OF 4
S-16072



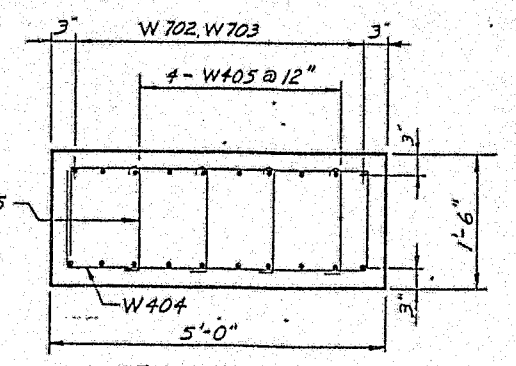
SECTION A–A
Scale: ¼"=1'-0"

ELEVATION



PLAN

STEP DETAILS
Scale: 1"=1'-0"



SECTION D–D
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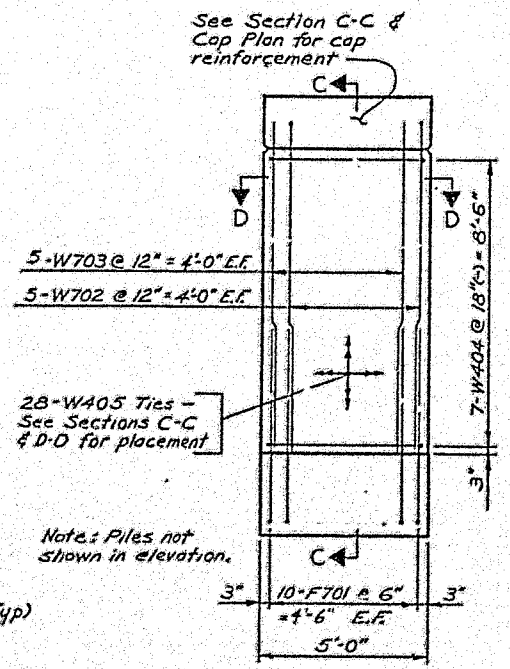
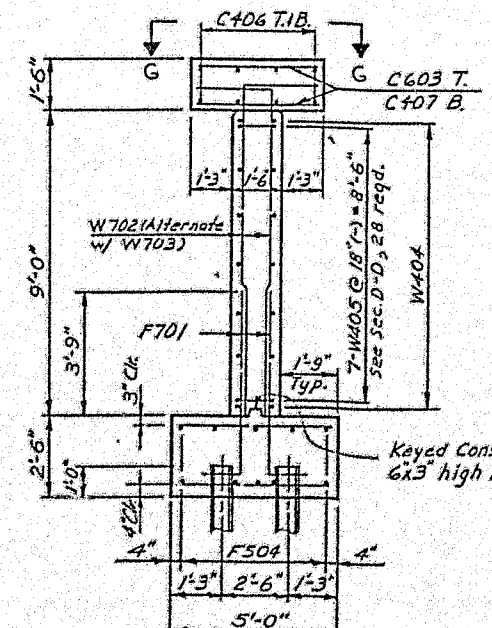


PIER 1 ELEVATION
Scale: ⅜"=1'-0"



SECTION C–C
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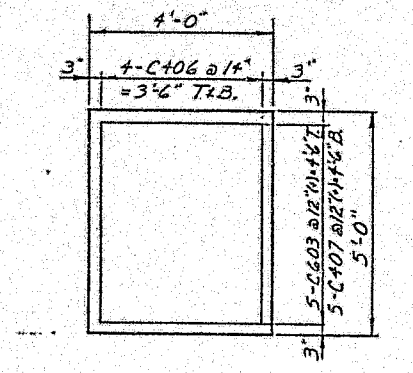
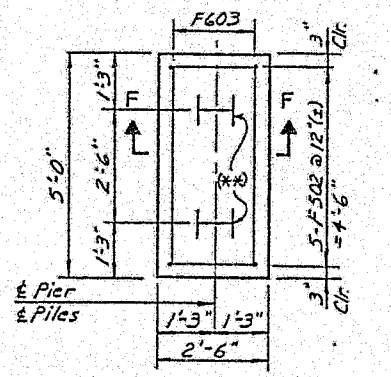
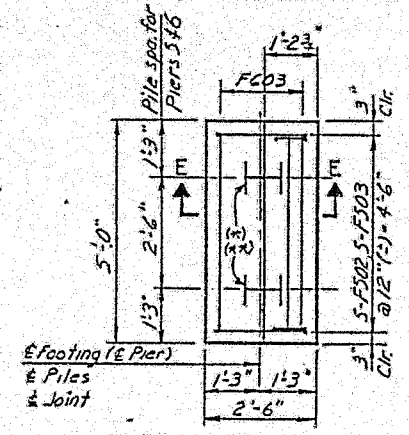


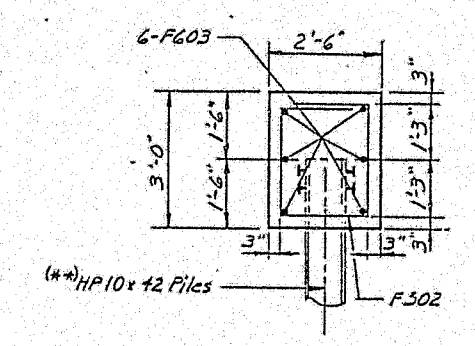
CAP PLAN – VIEW G–G
Scale: ½"=1'-0"



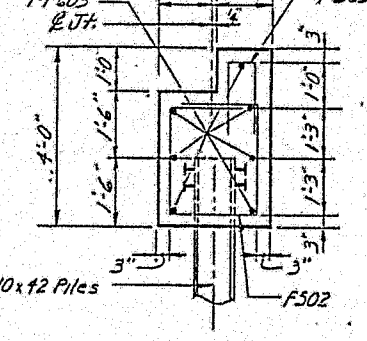
PLAN – PIER 2 & PIER 4
Scale: ½"=1'-0"



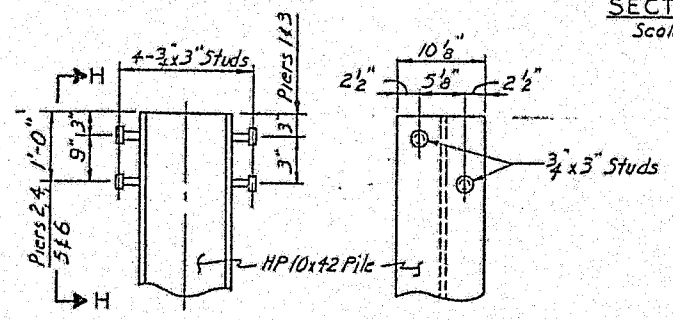
FOOTING PLAN – TYPE II
(2 – REQUIRED)
PLAN – PIER 5 & PIER 6
Scale: ½"=1'-0"



SECTION F–F
Scale: ½"=1'-0"

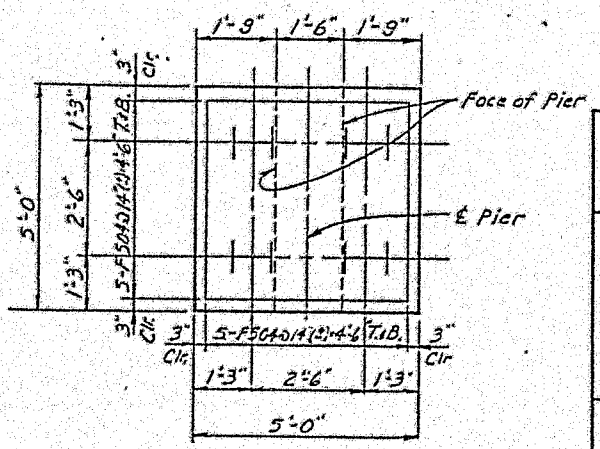


SECTION E–E
Scale: ½"=1'-0"



DETAIL "A"
PIERS 2,3,4,5 & 6
N.T.S.

VIEW H–H
Scale: 1"=1'-0"



FOOTING PLAN – PIER 1
Scale: ½"=1'-0"

(*) HP 10x42 Piles are required for Piers 5 & 6 only.
(**) See Detail "A"

NOTES

- Maximum design pile load:
  - Pier 1 = 7.0 Tons/pile
  - Pier 2 = 6.0 Tons/pile
  - Pier 6 = 5.2 Tons/pile
- Maximum allowable pile load:
  - Pier 1 = 13.2 Tons/pile
  - Pier 2 = 6.8 Tons/pile
  - Pier 6 = 8.2 Tons/pile

Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

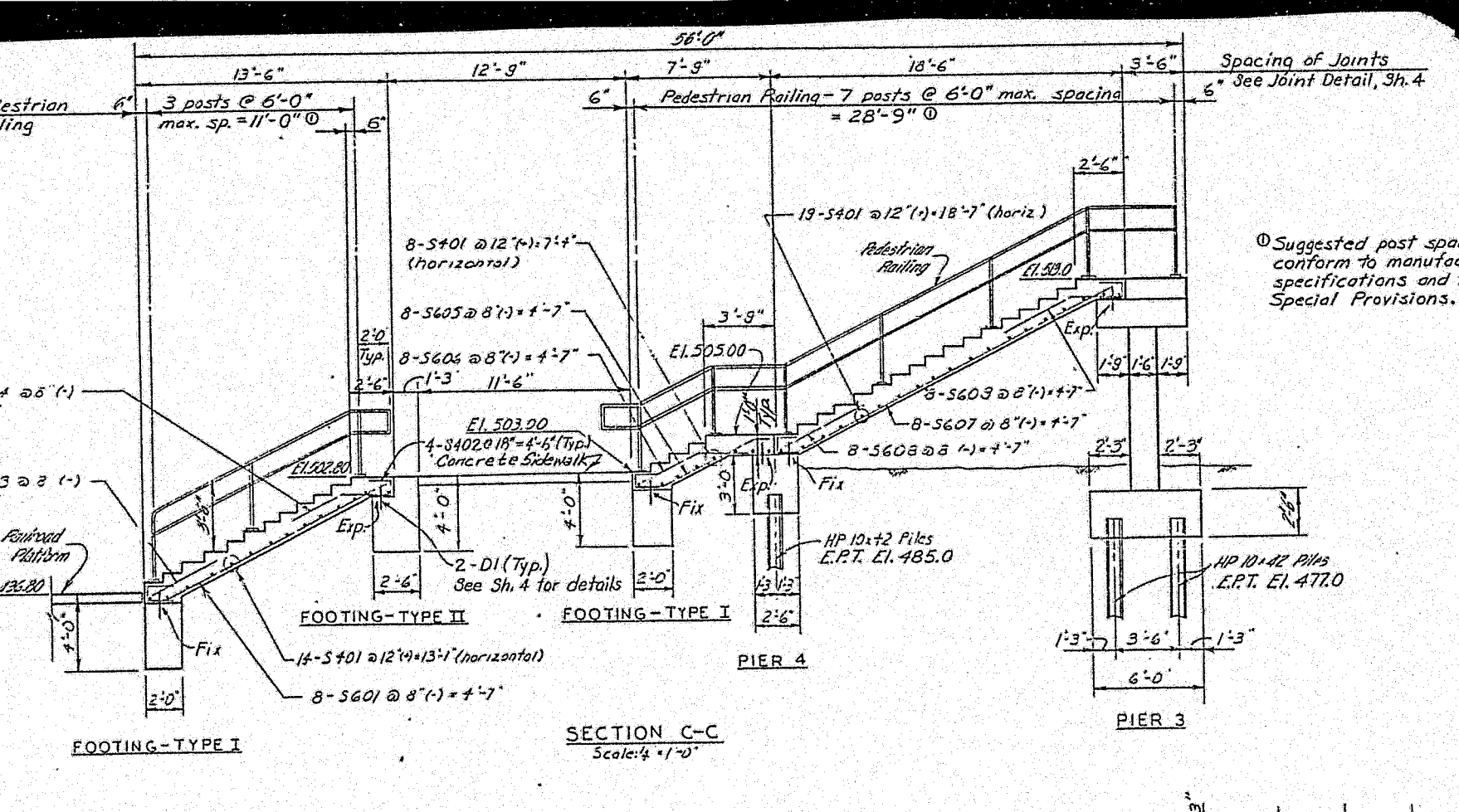
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE.)
STA. 84+68 & STA. 86+40 RIGHT
STAIRWAY A & STAIRWAY B
DETAILS OF STAIRWAY A

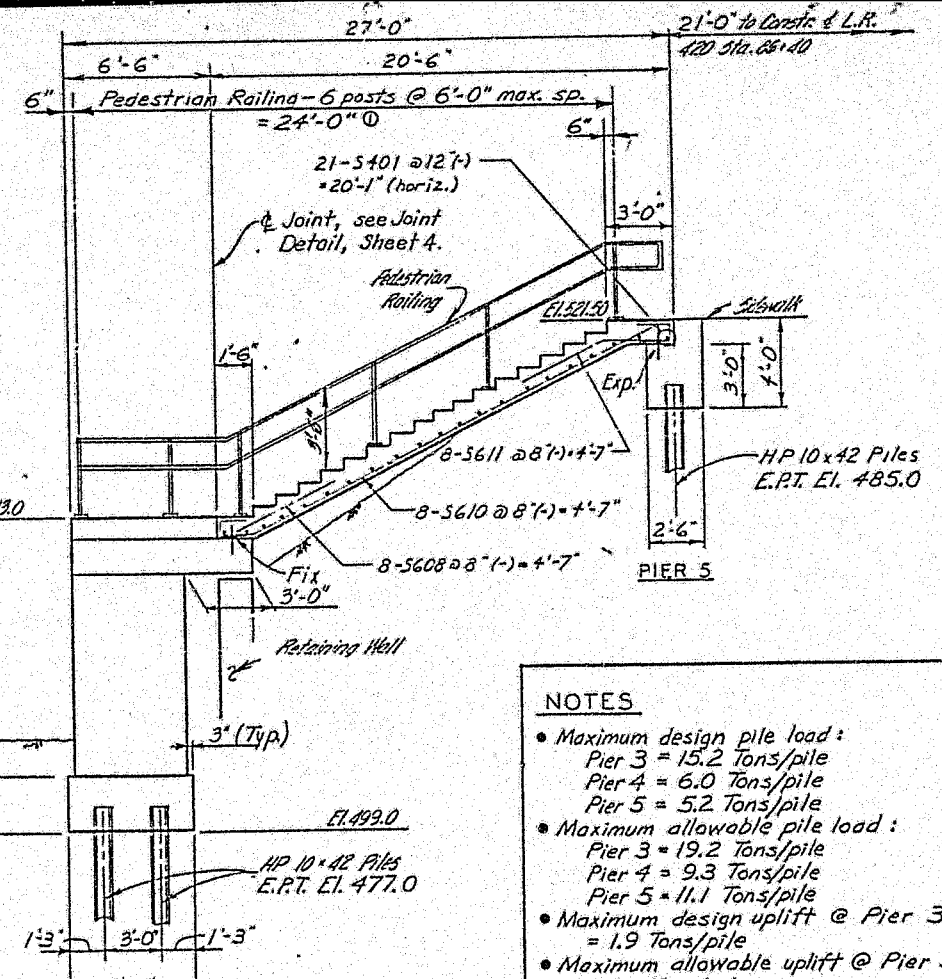
RECOMMENDED _____

SHEET 2 OF 4

S-16072

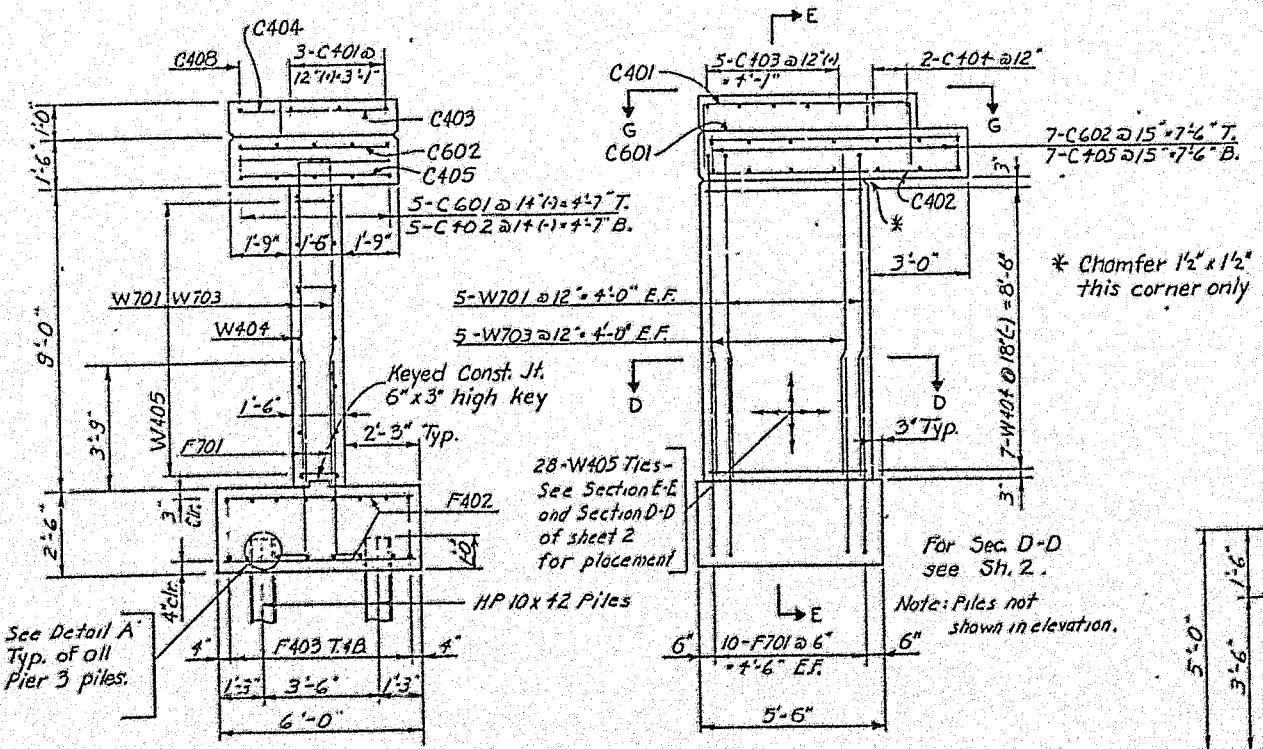


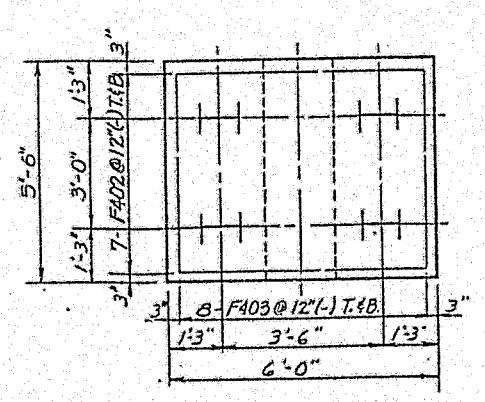
① Suggested post spacing only - conform to manufacturer's specifications and the contract Special Provisions.

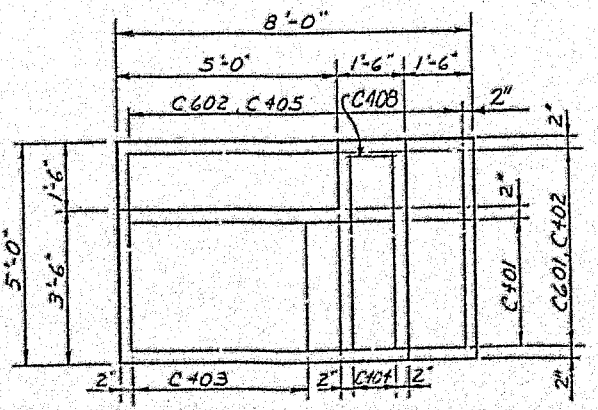


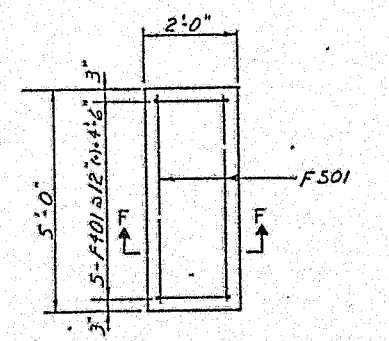
NOTES

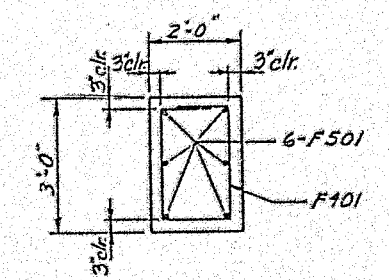
- Maximum design pile load:
  Pier 3 = 15.2 Tons/pile
  Pier 4 = 6.0 Tons/pile
  Pier 5 = 5.2 Tons/pile
- Maximum allowable pile load:
  Pier 3 = 19.2 Tons/pile
  Pier 4 = 9.3 Tons/pile
  Pier 5 = 11.1 Tons/pile
- Maximum design uplift @ Pier 3 = 1.9 Tons/pile
- Maximum allowable uplift @ Pier 3 = 4.1 Tons/pile











SECTION B-B
Scale: 1/4" = 1'-0"

Mark	Description	By	Chk'd	App'd.	Date
REVISIONS					

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

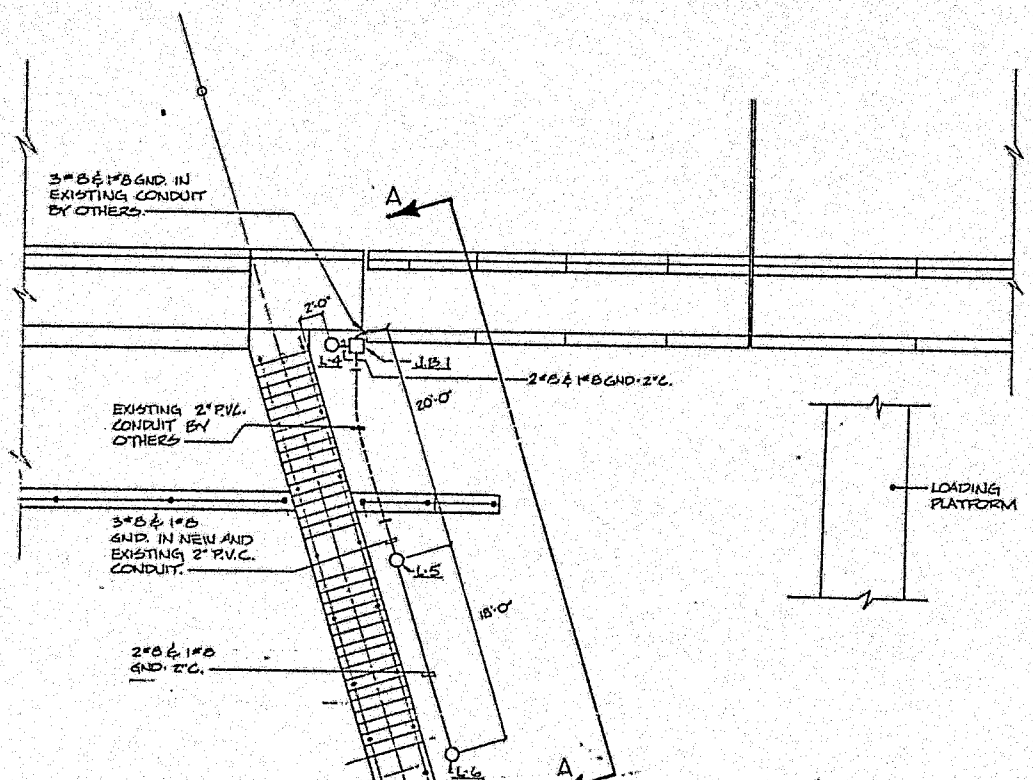
DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE.)
STA. 84+68 & STA. 86+40 RIGHT
STAIRWAY A & STAIRWAY B
DETAILS OF STAIRWAY B

RECOMMENDED _____

SHEET 3 OF 4

S-16072

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	DELAWARE	LR420	02A	1 OF 2
GLENHOLDEN & FOLCOFT BOROUGHS				

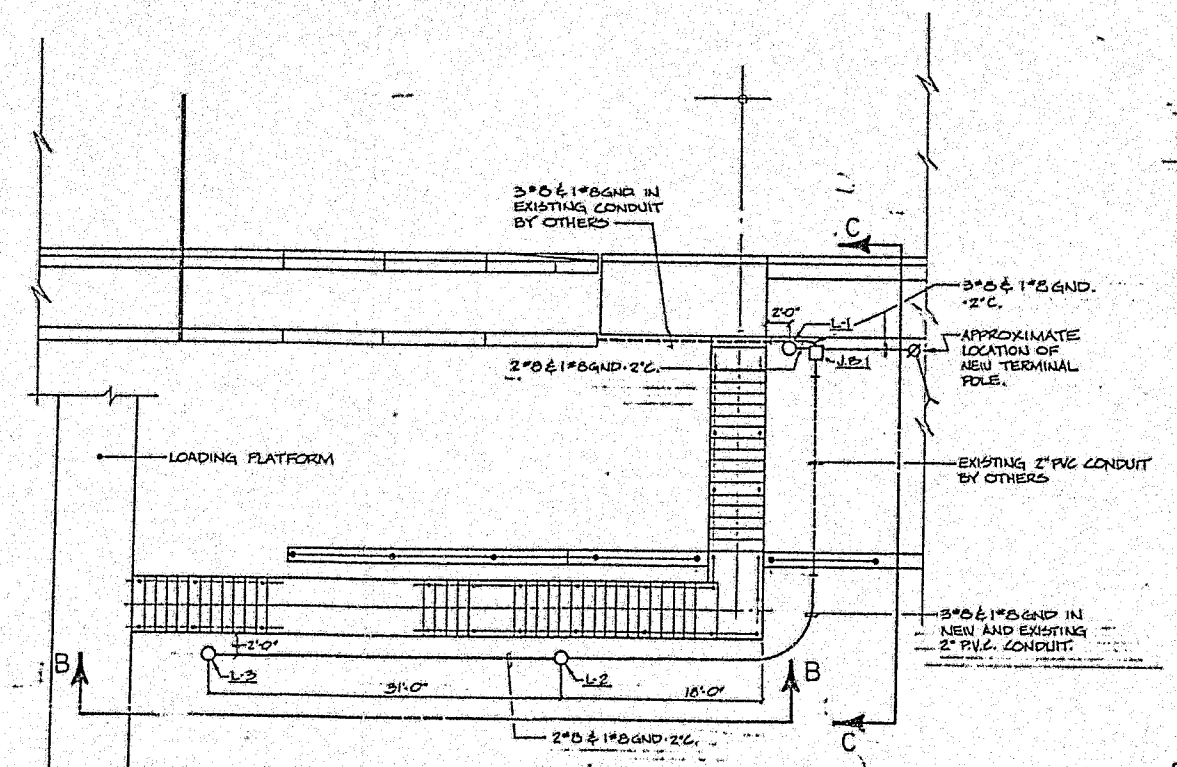


PLAN - STAIRWAY A

SCALE: 1/8" = 1'-0"

NOTE:

CONTRACTOR SHALL CONNECT NEW 2" P.V.C. CONDUIT TO INDICATED EXISTING CONDUIT AND SHALL EXTEND SAME INTO J.B. AND/OR POLE BASE AS INDICATED AND REQUIRED.

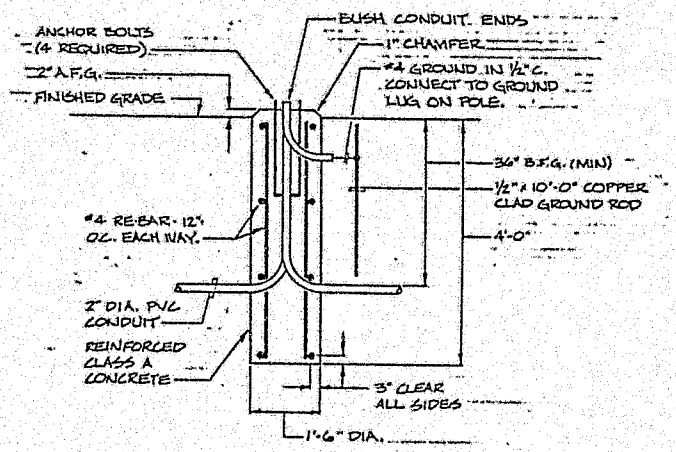


PLAN - STAIRWAY B

SCALE: 1/8" = 1'-0"

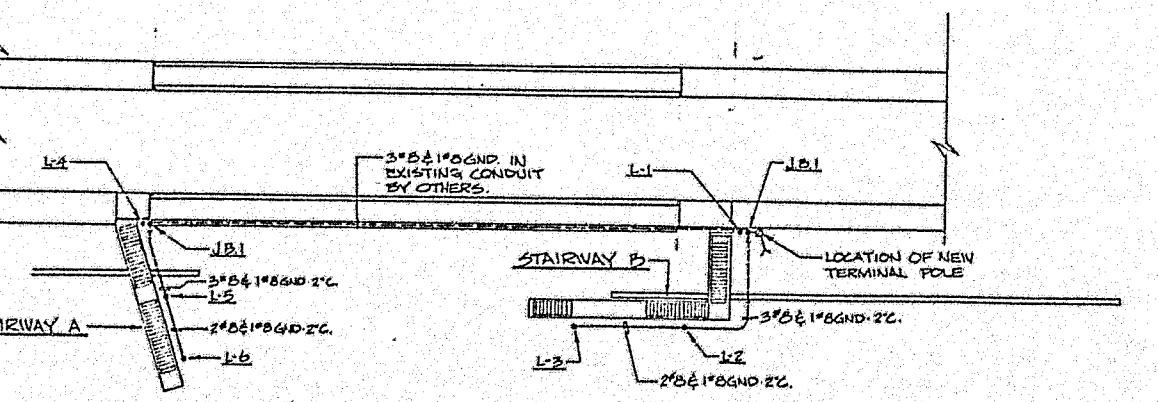
NOTE

CONTRACTOR SHALL CONNECT NEW 2" P.V.C. CONDUIT TO INDICATED EXISTING CONDUIT AND SHALL EXTEND SAME INTO J.B. AND/OR POLE BASE AS INDICATED AND REQUIRED.



TYPICAL POLE BASE DETAIL FOR FIXTURES

NO SCALE:



PARTIAL SITE PLAN

SCALE: 1" = 25'-0"

(SEE LARGE SCALE PLANS THIS SHEET)

REFERENCE DRAWING

RC-81	SHEET 1 OF 1	JUNCTION BOXES - LIGHT DUTY	6-16-84
RC-83	SHEET 1 OF 2	CONVENTIONAL LIGHTING POLE DETAIL	9-26-84
RC-84	SHEET 1 OF 1	LIGHTING & ELECTRICAL DETAILS	5-2-83

DOCKETED

MAY 2 - 1985

RECEIVED

APR 29 1985

SECRETARY'S OFFICE

Public Utility Commission

DOCUMENT FOLDER

Penn DOT EXHIBIT NO. I

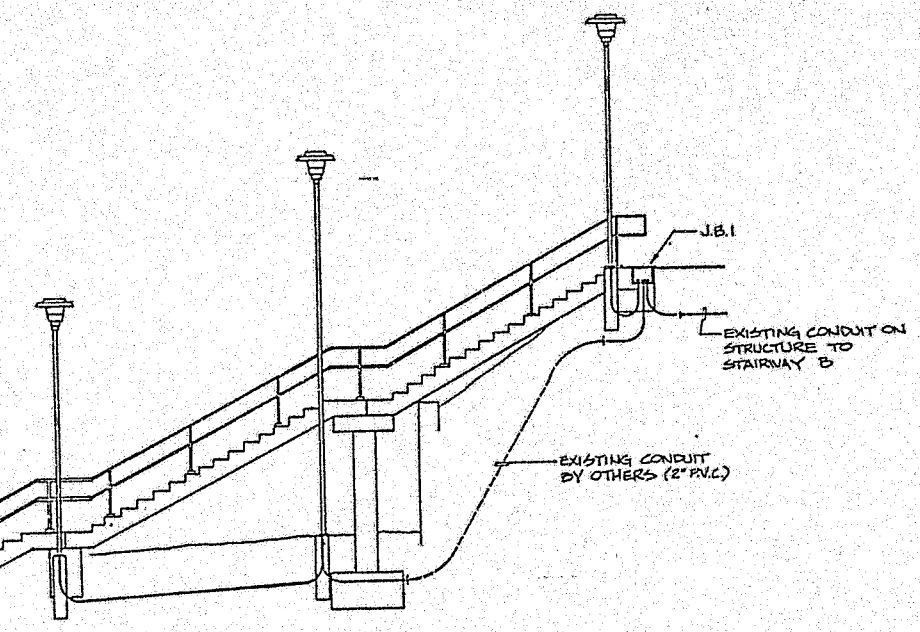
P. U. C. NO. C-00826235

DATE OF HEARING 4-4-85

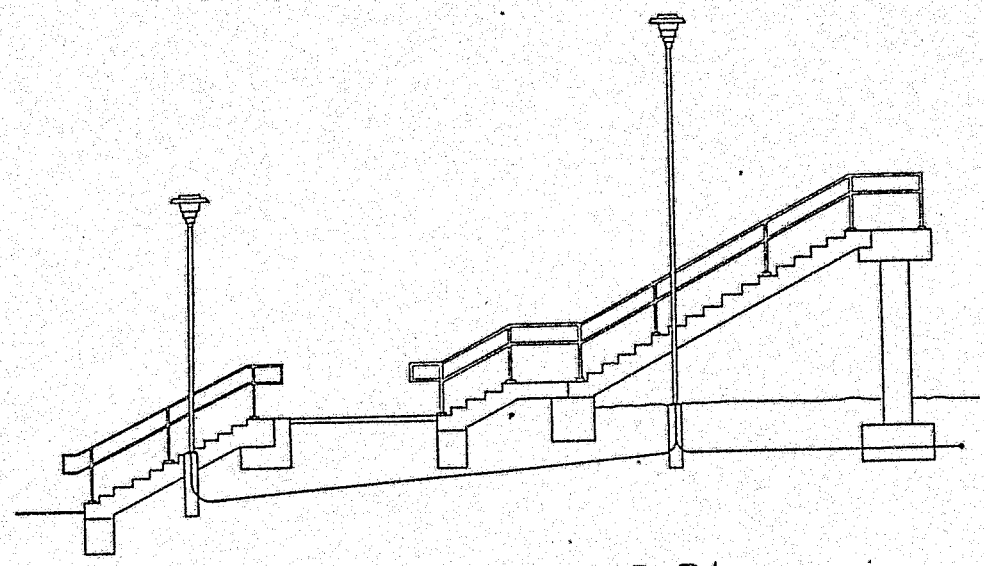
TABULATION OF QUANTITIES

POLE NUMBER	JUNCTION BOXES J.B.1	POLE FOUNDATION, SPECIAL	ALUMINUM LIGHTING POLE, POST TOP MOUNT (15' MOUNTING HEIGHT) TYPE A	ALUMINUM LIGHTING POLE, POST TOP MOUNT (25' MOUNTING HEIGHT) TYPE A	175 WATT MERCURY LUMINAIRE POST TOP MOUNT	#6 & #6 DIRECT BURIAL COPPER CABLE 1 CONDUCTOR	2" DIRECT BURIAL CONDUIT	TRENCH	COMPLETE POWER SUPPLY SYSTEM	TESTING OF ENTIRE POWER SUPPLY SYSTEM	TESTING OF ENTIRE LIGHTING SYSTEM
ITEM NUMBER	910-0001	2910-0156	2910-1954	2910-1963	2910-2831	910-4106	910-5053	910-6000	910-7000	910-7100	910-7200
UNIT	EACH	EACH	EACH	EACH	EACH	L.F.	L.F.	L.F.	L.S.	L.S.	L.S.
L-1		1	1		1						
L-2		1		1	1						
L-3		1	1		1						
L-4		1	1		1						
L-5		1		1	1						
L-6		1	1		1						
TOTAL	2	6	4	2	6	1280'	95'	95'	L.S.	L.S.	L.S.

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
	DELAWARE	LR420	02A	2 OF 2
GLENHOLDEN & FOLCOFT BOROUGHS				



ELEVATION 'A-A'
NO SCALE:



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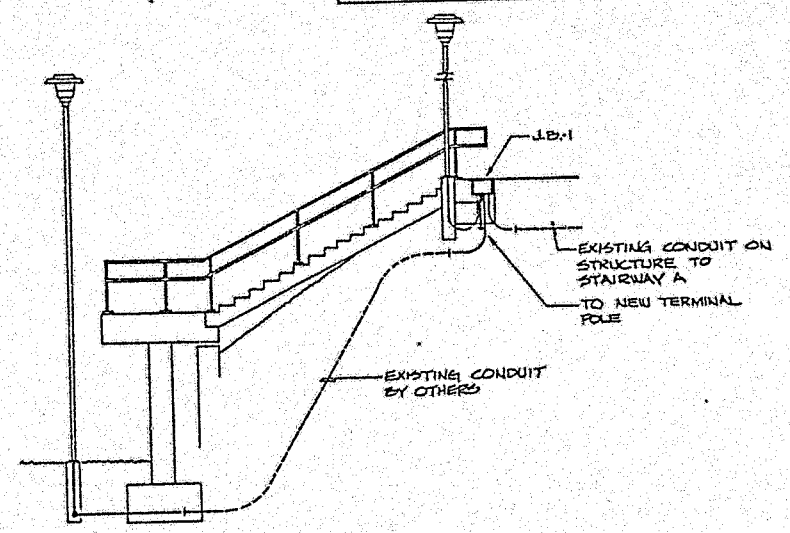

ELEVATION 'C-C'
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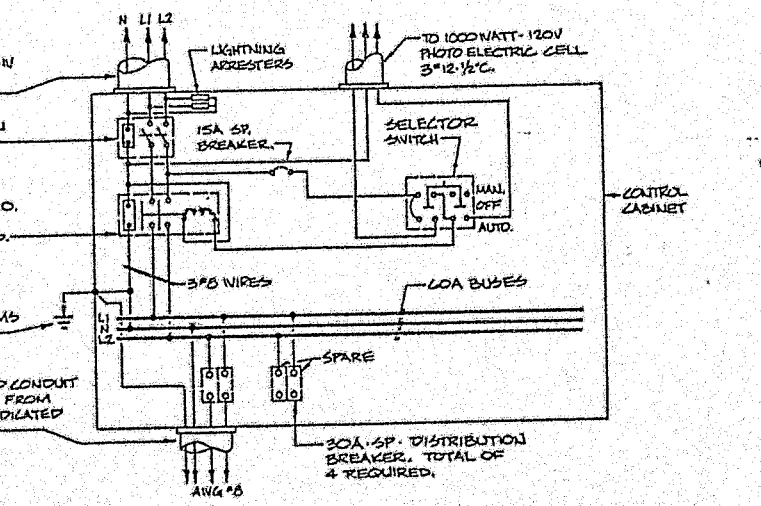

CONTROL CABINET FOR TERMINAL POLE
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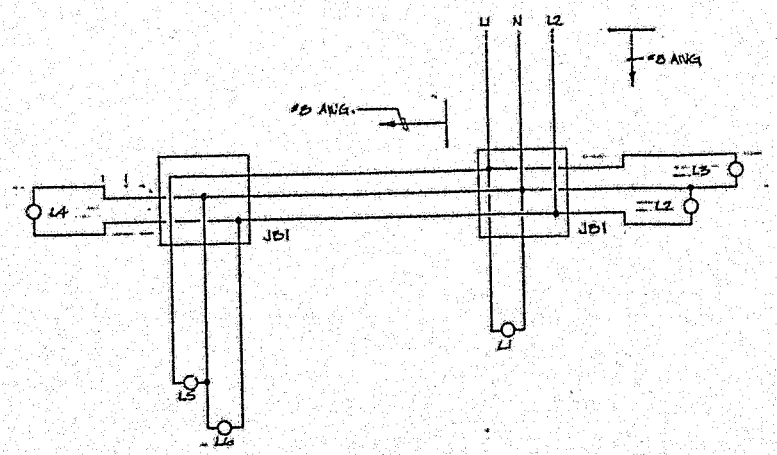


ONE-LINE DIAGRAM
NO SCALE:

NOTE:
#8 AWG GROUND WIRE TO BE EXTENDED ENTIRE CIRCUIT AS NOTED ON PLANS.

GENERAL NOTES

1. CONSTRUCTION DETAILS NOT SHOWN ON THE DRAWINGS SHALL CONFORM TO THE PENNA. DEPT. OF TRANSPORTATION STANDARD DRAWING.

   RC-81 DATED 6-16-84
   RC-83 DATED 9-26-84
   RC-84 DATED 5-2-83

2. THE STANDARD SPECIFICATIONS FOR THIS PROJECT ARE PENNA. DEPT. OF TRANS. SPECIFICATIONS PUBL. 408, DATED 1983, ALL OF ITS SUPPLEMENTS AND PROJECT SPECIAL PROVISIONS. THE PROJECT DRAWINGS AND SPECIAL PROVISIONS SHALL GOVERN WHEN IN CONFLICT WITH STD. DWG. AND/OR STD. SPECIFICATIONS.

3. EXTREME CARE SHALL BE EXERCISED DURING CONSTRUCTION BECAUSE OF EXISTING UNDERGROUND FACILITIES. ANY DAMAGES TO EXISTING FACILITIES, EITHER ABOVE OR UNDERGROUND, SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR WITHOUT EXPENSE TO THE COMMONWEALTH AND DONE IN A MANNER COMPLETELY SATISFACTORY TO THE ENGINEER.

4. FEDERAL-AID PROJECTS ARE SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE FEDERAL HIGHWAY ADMINISTRATION.

5. ELECTRIC SERVICE SHALL BE METERED SERVICE.

6. SPECIAL PROVISIONS MAY BE APPLICABLE TO THIS PROJECT.

7. TRENCHING SHALL BE ON THE GENERAL LINE SHOWN ON THE PLANS. THE TRENCH LINE TO BE TAKEN SHALL BE APPROVED BY THE PROJECT ENGINEER. IN NO CASE SHALL THE TRENCH LINE RESULT IN EXTENDING THE CIRCUIT RUN BY MORE THAN FIVE (5) PERCENTILE.

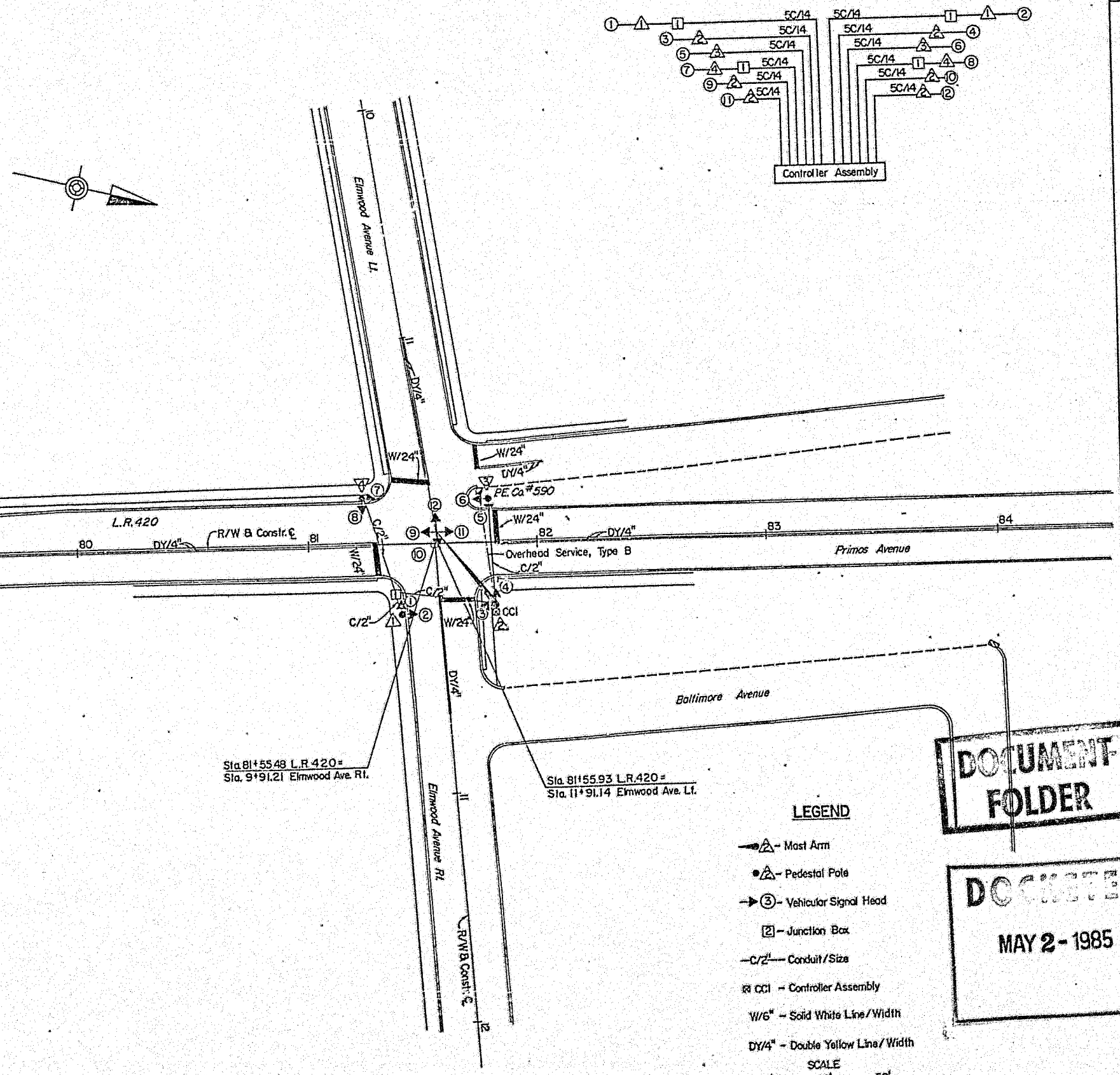
8. PART OF ITEMS 910-7100 & 910-7200 REQUIRES CIRCUIT PERFORMANCE AND ILLUMINATION TESTS WHICH ARE TO BE RECORDED ON PENNDOT FORMS CS-4225 A, CS-4225 B, CS-4225 C, CS-4225 D AND CS-4225 F (AS APPLICABLE) ARE DESCRIBED IN PUBL. 408, SECTION 910. TESTS SHALL BE WITNESSED BY PENNDOT REPRESENTATIVE.

LEGEND
O 175 WATT LUMINAIRE (MERCURY)

LIGHTING PLAN

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	LR. 420	A02	1 OF 2
	FOLCROFT & GLENOLDEN BOROUGHS			

REVISION NUMBER	REVISIONS	DATE	BY



TRAFFIC SIGNAL NOTES

DO NOT MODIFY INSTALLATION WITHOUT PRIOR WRITTEN APPROVAL.

ALL SIGNS AND PAVEMENT MARKINGS INDICATED ARE PART OF THE PERMIT. INSTALL AND MAINTAIN IN ACCORDANCE WITH PUBLICATION 68.

POST MOUNTED SIGNALS: INSTALL WITH A MINIMUM SIGNAL HEAD CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER; AND, 8 FEET ABOVE SIDEWALK OR PAVEMENT GRADE.

OVERHEAD SIGNALS: INSTALL WITH A MINIMUM SUPPORT POLE CLEARANCE OF 2 FEET BEHIND FACE OF CURB OR EDGE OF SHOULDER. PROVIDE A MINIMUM SIGNAL HEAD CLEARANCE OF 16 FEET ABOVE ROADWAY; RIGIDLY MOUNT, TOP AND BOTTOM; AND, EQUIP WITH BACKPLATES. PROVIDE A MINIMUM HORIZONTAL DISTANCE OF 8 FEET BETWEEN SIGNALS AS MEASURED AT RIGHT ANGLES TO THE APPROACH.

DETERMINE, WITH A PENNDOT REPRESENTATIVE, THE EXACT LOCATION OF DETECTORS PRIOR TO INSTALLATION.

CONSULT WITH LOCAL OFFICIALS AND UTILITIES TO RESOLVE CONFLICTS PRIOR TO CONSTRUCTION.

COMPLY WITH PROVISIONS OF ACT 287, FOR PREVENTION OF DAMAGE TO UNDERGROUND UTILITIES, DATED APRIL 10, 1975.

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

Penn DOT EXHIBIT NO. J
P. U. C. NO. C-00820235
DATE OF HEARING 4-4-85

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985

LEGEND

- Mast Arm
- Pedestal Pole
- (3) – Vehicular Signal Head
- [2] – Junction Box
- C/2" – Conduit/Size
- ⊠ CCI – Controller Assembly
- W/6" – Solid White Line/Width
- DY/4" – Double Yellow Line/Width

SCALE 0' 25' 50'

DISTRICT 6 TRAFFIC SIGNALS

COUNTY: DELAWARE
MUNICIPALITY: FOLCROFT & GLENOLDEN BOROS.
INTERSECTION: ELMWOOD AVE. & L.R. 420

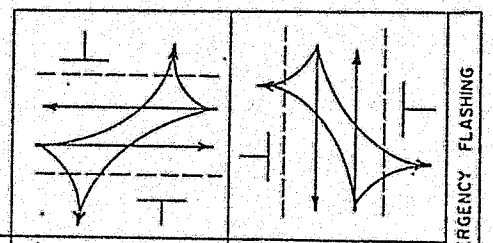
APPROVED _____ DATE _____
MUNICIPAL ENGINEER

APPROVED _____ DATE _____
DISTRICT TRAFFIC ENGINEER

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
6-0	DELAWARE	L.R. 420	A02	2 OF 2
FOLCROFT AND GLENOLDEN BOROUGHS				

REVISION NUMBER	REVISIONS	DATE	BY

M NO. 0952-2012 EA. CONTROLLER ASSEMBLY, SOLID STATE, PRETIMED, TYPE II MOUNTING



PHASE	1			2			EMERGENCY FLASHING
INTERVAL	1	2		3	4		
3,6,7	G	Y		R	R		Y
9,11	G	Y		R	R		Y
4,5,8	R	R		G	Y		R
10,12	R	R		G	Y		R

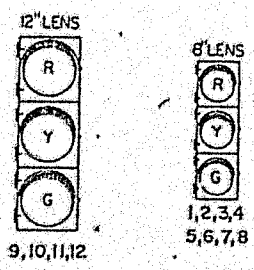
1							
ME	30.0	3.0		24.0	3.0		60
T (%)	50	5		40	5		100
TING	50	55		95	00		

2	
ME	
T (%)	
TING	

3	
ME	
T (%)	
TING	

CONTROLLER CABINET				
TYPE	LOCATION	MIN. SIZE D	H	W
II	Pole No. 2	15"	30"	18"

SIGNAL HEADS



ITEM 0955-1203 4 EA. VEHICULAR SIGNAL HEAD, THREE 12" SECTIONS

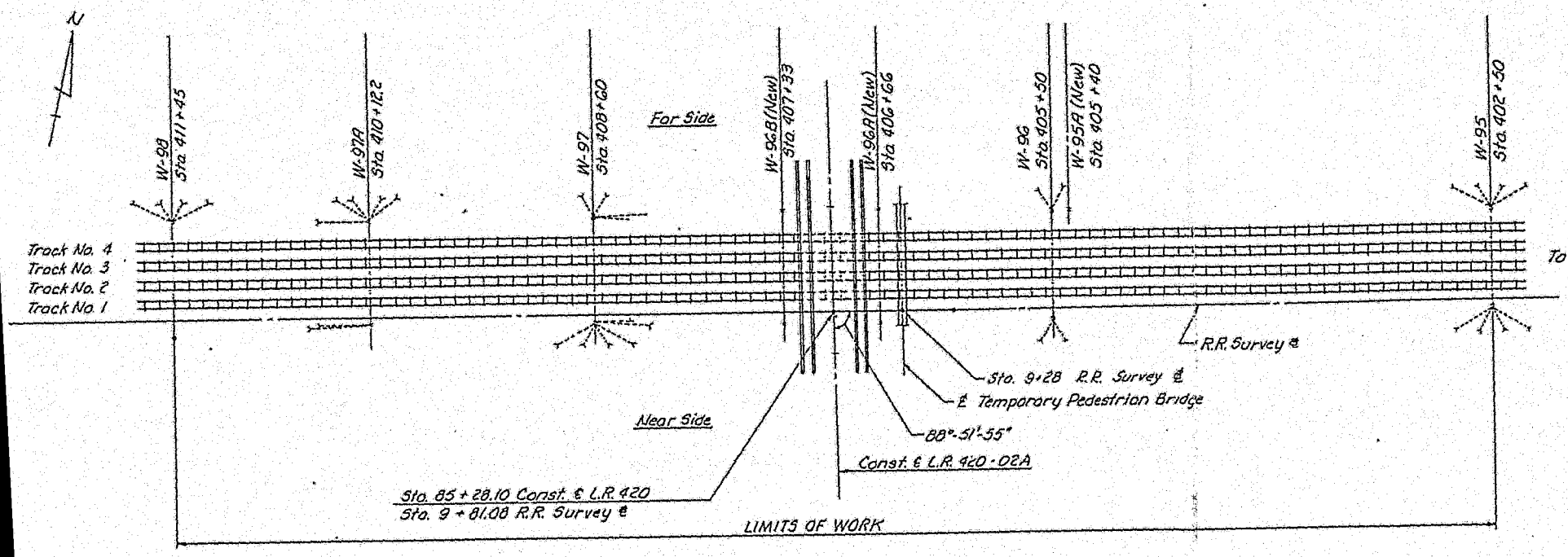
ITEM 0955-0803 8 EA. VEHICULAR SIGNAL HEAD, THREE 8" SECTIONS

SIGNALS SHALL BE RIGIDLY MOUNTED AND EQUIPPED WITH NON-LOUVERED BACKPLATES

POLE	STREET	LOCATION	OFFSET	TYPE	ARM L	ARM W	ITEM 0951 4010 or or	ITEM 0951 0142 or or	or or	or or
1	L.R. 420	81+40 Rt	31'	Pedestal			1			
2		81+80 Rt.	27'	MastArm	42'	150		1		
3		81+78 Lt.	19'	Pedestal			1			
4		81+23 Lt.	20'	Pedestal			1			
				TOTALS			3	1		

MASTARMS TO BE DESIGNED BY MANUFACTURER TO ADEQUATELY SUPPORT LOADS AS SHOWN ON THE PLAN.

ELECTRICAL DISTRIBUTION SYSTEM				SIGNAL CABLE 0954 0202 5c/#12	SIGNAL CABLE 0954 0402 2c/#8		CONDUIT & TRENCH 0910 5171 1" CONDUIT	0954 0012 2" CONDUIT		0954 0051 TRENCH TYPE 1		0954 0302 JB-27
RUN NO.	STREET	RUN LOCATION FROM	TO	L.F.	EA.		L.F.	L.F.		L.F.		EA.
1		P.S.	Controller		1		15					
2		C.C.	SH. 9	60								
3		C.C.	SH. 10	60								
4		C.C.	SH. 11	60								
5		C.C.	SH. 12	60								
6		C.C.	SH. 3	10								
7		C.C.	SH. 4	10								
8	Elmwood Ave.	C.C.	SH. 1	70				50		50		1
9	Elmwood Ave.	C.C.	SH. 2	70								
10	L.R.420	C.C.	SH. 5	65				45		45		
11	L.R.420	C.C.	SH. 6	65								
12	L.R.420	C.C.	SH. 7	105				85		85		
13	L.R.420	C.C.	SH. 8	105								



LOCATION PLAN
Scale: 1"=50'

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Public Utility Commission

DOCUMENT FOLDER

DIVISION OF WORK AND MATERIAL SUPPLY

O.H. Bridge 7.75 L.R. 420-02A (Primos Ave.), Delaware Co.
Electrification Modification

Legend: A - AMTRAK Forces
C - Contractor
P - Philadelphia Electric Co.

Description	Material	Fabrication	Erection	Labor
tall new Structures W-95A, W-96A & 6B	C	C	C	C
ove attachments from existing bridge	—	—	—	A
ofile catenary for tracks 1,2,3 & 4 een Structures W-96, W-96A, W-96B & W-97	C	A	A	A
ate signal cross arm W-97 and Transmission l & Ground Wires (For Side)	C	C	C	C
cate Philadelphia Electric Co. v Transmission Wires (For Side)	P	P	P	P
ve top portion of Pole W-96R	C	—	—	C
l and ground temporary pedestrian e and temporary protective shields	C	A	A	A
l and ground permanent protective er and protective fence	C	A	A	A
and ground water line on new bridge	C	A	A	A
structures W-96A & W-96B	C	A	A	A

GENERAL NOTES

1. This project shall be constructed in accordance with the standard specifications and all the special provisions.
2. The Contractor shall advise AMTRAK of the time schedule for each operation and obtain their approval so that it may be properly supervised by AMTRAK personnel.

STRUCTURAL GENERAL NOTES

CONCRETE

1. All concrete shall be Class A with a minimum ultimate 28 day compressive strength of 3500 psi.
2. All reinforcement steel shall be deformed steel bars and shall conform to the requirements of A.S.T.M. designation A615 Grade 60.
3. All steel embedded in concrete shall be unpainted.

STEEL

1. Structural steel shall conform to the requirements of A.S.T.M. A36.
2. All bolted connections shall be made with A.S.T.M. A325 bolts unless noted.
3. Welding and weld material shall be in accordance with current requirements of ANSI/AWS D1.1-83.
4. Galvanizing shall conform to the requirements of A.S.T.M. A123 and A153.
5. For painting of structures see Special Provisions.
6. Steel pipe shall conform to A.S.T.M. 570 Grade D.

EXCAVATION

1. Exploratory trenches are to be hand dug to determine the presence of any underground installation. Before proceeding, these trenches are to be backfilled and immediately compacted. This work must be done in the presence of an AMTRAK Inspector.
2. Absolute use of track is required while augering for foundations adjacent to a running track.
3. The excavation should be covered and ramped each night and barricades and warning lights provided as directed by AMTRAK.
4. Final backfilling and platform restoration shall be as required by specifications.

DOCKETED
MAY 2 - 1985

PREPARED BY
GANNETT FLEMING TRANSPORTATION ENGINEERS, INC.

REG. PROF. ENGINEER

FEBRUARY 21 1985

Penn DOT EXHIBIT NO. K
P. U. C. NO. C-00020235
DATE OF HEARING 4-4-85

Mark	Description	By	Chk'd.	App'd.	Date

REVISIONS

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY DESIGN

DELAWARE COUNTY
L.R. 420 SEC. 02A
L.R. 420-02A (PRIMOS AVE.) STA. 85+55
OVER AMTRAK RAILROAD
MODIFICATIONS TO R.R. ELECTRIFICATION FACILITIES
LOCATION PLAN

RECOMMENDED _____

SHEET 1 OF 20

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

National Railroad Passenger Corporation,
Property Owner
400 North Capitol Street, N. W.
Washington, D. C. 20001

ALL THOSE CERTAIN tracts of land, situated in the Boroughs of Folcroft and Glenolden, Delaware County, bounded and described as follows, to wit:

TRACT NO. 1

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly legal right of way line of Legislative Route 420 and the northerly legal right of way line of Elmwood Avenue distant twenty-five (25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 81+81 thereof; thence in a northwesterly direction along the said legal right of way line of Legislative Route 420 to a point on the southerly right of way line of National Railroad Passenger Corporation distant twenty-three (23) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07.5 thereof; thence in a northeasterly direction along the said right of way line of National Railroad Passenger Corporation to a point on the easterly required right of way line for Legislative Route 420 distant forty-eight (48) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07 thereof; thence in a southerly direction along the said required right of way line for Legislative Route 420 to a point distant forty-one (41) feet northeasterly and measured

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985

Penn DOT EXHIBIT NO. L
P. U. C. NO. C-00020235
DATE OF HEARING 4-4-85

at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+75 thereof; thence in a southeasterly direction along the said required right of way line for Legislative Route 420 to a point distant forty-one (41) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+00 thereof; thence in a southeasterly direction along the said required right of way line for Legislative Route 420 to a point on the northerly legal right of way line of Elmwood Avenue distant thirty-one (31) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 81+82 thereof; thence in a southwesterly direction along the said legal right of way line of Elmwood Avenue to a point and place of beginning and containing four-thousand nine-hundred and eighty-eight (4,988) square feet of land more or less.

TRACT NO. 2

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly legal right of way line of Legislative Route 420 and the northerly legal right of way line of Rice Avenue (unimproved) distant thirty-five (35) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+47 thereof; thence in a northwesterly direction along the said legal right of way line of Legislative Route 420 to a point distant thirty-four (34) feet northeasterly and measured at right angles from the right-of-way and construction centerline of

Legislative Route 420 at or about Station 86+77 thereof; thence in a southwesterly direction along the said legal right of way line of Legislative Route 420 to a point distant twenty-four (24) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+77 thereof; thence in a northwesterly direction along the said Legislative Route 420 to a point on the southerly legal right of way line legal right of way line of/ Woodland Avenue distant twenty-four and of five-tenths (24.5) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 88+43 thereof; thence in a northeasterly direction along the said legal right of way of Woodland Avenue to a point on the easterly required right of way line for Legislative Route 420 distant thirty-five and five-tenths (35.5) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 88+43 thereof; thence in a southeasterly direction along the said required right of way line for Legislative Route 420 to a point distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 87+50 thereof; thence in a southeasterly direction along the required right of way line for Legislative Route 420 to a point on the northerly legal right of way line of Rice Avenue (unimproved) distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+47 thereof; thence in a southwesterly direction along the said legal right of way line of Rice Avenue (unimproved) to a point and place

of beginning and containing two thousand five hundred and six (2,506) square feet of land more or less.

The above two (2) tracts of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as required right of way for Legislative Route 420 and designated and delineated as parts of Parcel No. 17 on Sheets Nos. 5 and 7 of the said drawings, as recorded in the office for the recording of deeds, etc, in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232 , are portions of real estate which became legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation, dated October 11, 1978 and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

TRACT NO. 3

Beginning at a point on the westerly side of Legislative Route 420, said point being at the intersection of the westerly legal right of way line of Legislative Route 420 and the southerly right of way line of National Railroad Passenger Corporation distant twenty-seven (27) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+08 thereof; thence in a southwesterly direction along the said legal right of way line of National Railroad Passenger Corporation to a point on the westerly required right of way line for Legislative Route 420 distant fifty-seven (57) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+08.5 thereof; thence in a northeasterly direction along

the said required right of way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+20 thereof; thence in a northwesterly direction along the said required right of way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+93 thereof; thence in a northwesterly direction along the said required right of way line for Legislative Route 420 to a point on the northerly right of way line of National Railroad Passenger Corporation distant fifty-seven (57) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+08.5 thereof; thence in a northeasterly direction along the said right of way line of National Railroad Passenger Corporation to a point on the westerly legal right of way line of Legislative Route 420 distant twenty-seven (27) feet southwesterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+08 thereof; thence in a southeasterly direction along the said legal right of way line of Legislative Route 420 to a point and place of beginning and containing one thousand three hundred and four (1,304) square feet of land more or less.

TRACT NO. 4

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly legal right of way line of Legislative Route 420 and the southerly right of way line of National Railroad Passenger Corporation distant twenty-three (23) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07.5 thereof; thence in a northwesterly direction along the said legal right of way of Legislative Route 420 to a point on the northerly right of way line of National Railroad Passenger Corporation distant twenty-three (23) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+07 thereof; thence in a northeasterly direction along the said right of way line of National Railroad Passenger Corporation to a point on the easterly required right of way line for Legislative Route 420 distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+07 thereof; thence in a southerly direction along the said required right of way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+88 thereof; thence in a southeasterly direction along the said required right of way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of

Legislative Route 420 at or about Station 85+20 thereof; thence in a southeasterly direction along the said required right of way line for Legislative Route 420 to a point on the southerly right of way line of National Railroad Passenger Corporation distant forty-eight (48) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07 thereof; thence in a southwesterly direction along the said right of way line of National Railroad Passenger Corporation to a point and place of beginning and containing one thousand five hundred fourteen and seventy-five hundredths (1,514.75) square feet of land more or less.

The above two (2) tracts of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as areas required for aerial easement and designated and delineated as parts of Parcel No. 17 on Sheet No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc., in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232, are portions of real estate which became legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation, dated October 11, 1978, and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

TRACT NO. 5

Beginning at a point on the southerly side of Woodland Avenue, said point being at the intersection of the southerly legal right of way line of Woodland Avenue and the easterly required right

of way line for Legislative Route 420 distant twenty-five (25) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+26.5 thereof; thence in a northeasterly direction along the said legal right of way line of Woodland Avenue to a point on the easterly right of way line of National Railroad Passenger Corporation distant twenty-five (25) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+46 thereof; thence in a southeasterly direction along the said right of way line of National Railroad Passenger Corporation to a point on the southerly required right of way line for Woodland Avenue distant forty-four (44) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+46 thereof; thence in a general northwesterly direction along the said required right of way for Woodland Avenue on an arc of radius fifty (50) feet to a point and place of beginning and containing one hundred eighty-seven and twenty-five hundredths (187.25) square feet of land more or less.

The above tract of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as required right of way for Woodland Avenue and designated and delineated as part of Parcel No. 17 on Sheet No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc., in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232, are portions of real estate which became

legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation, dated October 11, 1978, and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

Penn DOT EXHIBIT NO. M
P. U. C. NO. C-00626235
DATE OF HEARING 4-4-85

DOCKETED
MAY 2 - 1985

National Railroad Passenger Corporation,
Property Owner
400 North Capitol Street, N. W.
Washington, D. C. 20001

DOCUMENT FOLDER

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APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

ALL THOSE CERTAIN tracts of land, situated in the Borough of Folcroft, Delaware County, bounded and described as follows, to wit:

TRACT NO. 1

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly required right of way line for Legislative Route 420 and the southeasterly boundary of temporary area for construction distant forty-one (41) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+75 thereof; thence in a northerly direction along the said required right of way line for Legislative Route 420 to a point on the southerly right of way line of National Railroad Passenger Corporation distant forty-eight (48) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+07 thereof; thence in a northwesterly direction along the said required right of way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+20 thereof; thence in a northwesterly direction along the said required right of way line for Legislative Route 420 to a point distant thirty-seven and twenty-five hundredths (37.25) feet northeasterly and measured at angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+88 thereof; thence in a northerly direction along the said required right of way line for

Legislative Route 420 to a point on the northerly right of way line of National Railroad Passenger Corporation distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+07 thereof; thence in a northeasterly direction along the said right of way line of National Railroad Passenger Corporation to a point on the easterly boundary of temporary area for construction distant three-hundred and sixty-seven (367) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+98 thereof; thence in a southeasterly direction along the said boundary to a point distant three-hundred and sixty-seven (367) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+71.5 thereof; thence in a southwesterly direction to a point distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+80 thereof; thence in a southeasterly direction to a point distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+35 thereof; thence in a northeasterly direction to a point on the easterly boundary of temporary area for construction distant three-hundred and sixty-seven (367) geet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+25.5 thereof; thence in a southeasterly direction along the said boundary to a point on the southerly right of way line of National Railroad Passenger Corporation distant three-hundred and sixty-seven (367) feet northeasterly and measured

at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+01 thereof; thence in a southwesterly direction along the said right of way line of National Railroad Passenger Corporation to a point distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 85+06.5 thereof; thence in a southeasterly direction to a point on the southeasterly boundary of temporary area for construction distant seventy-two (72) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 84+86 thereof; thence in a southwesterly direction along the said boundary to a point and place of beginning and containing eighteen thousand eight hundred and seventy-five (18,875) square feet of land more or less.

TRACT NO. 2

Beginning at a point on the easterly side of Legislative Route 420, said point being at the intersection of the easterly required right of way line for Legislative Route 420 and the northerly legal right of way line of Rice Avenue (unimproved) distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+47 thereof; thence in a northwesterly direction along the said required right of way line for Legislative Route 420 to a point distant forty-three (43) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 87+50 thereof; thence in a northwesterly direction along the said required right of way line for Legislative Route 420 to a point on the southerly required right of way line for Woodland Avenue distant thirty-five and five-tenths (35.5)

feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 88+43 thereof; thence in a general southeasterly direction along the said required right of way line for Woodland Avenue on an arc of radius fifty (50) feet to a point on the easterly boundary of temporary easement for construction distant forty-four (44) feet southeasterly and measured at right angles from the right-of-way and construction centerline of Woodland Avenue at or about Station 10+46 thereof; thence in a southeasterly direction along the said boundary to a point on the northerly legal right of way line of Rice Avenue (unimporved) distant fifty-eight (58) feet northeasterly and measured at right angles from the right-of-way and construction centerline of Legislative Route 420 at or about Station 86+46.5 thereof; thence in a southwesterly direction along the said legal right of way line of Rice Avenue (unimproved) to a point and place of beginning and containing two thousand nine hundred fifty-six and twenty-five hundredths (2,956.25) square feet of land more or less.

The above two (2) tracts of land shown on the Department of Transportation's Drawings Authorizing Acquisition of Right-of-Way for Legislative Route 420, Section 02A R/W, in Delaware County, as temporary easement for construction and designated and delineated as parts of Parcel No. 17 on Sheet No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc., in Delaware County, Pennsylvania, in Highway Volume Book 14, Page 232,

are portions of real estate which became legally vested in National Railroad Passenger Corporation by deed of Consolidated Rail Corporation dated October 11, 1978, and recorded October 20, 1978, in Deed Book P-2670, Pages 951 to 987 inclusive, in the Delaware County Courthouse.

Form 490 Rev 12-68

Sheet 1 of 1

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF HIGHWAYS

Estimated Cost of Railroad Crossing Improvements

Docket No. C.00020235 Route 420-02A County Delaware Date March 19, 1985

Location Boroughs of Folcroft and Glenolden Railroad National Railroad Passenger Corporation

Item		
Grading and Drainage	$	198,710
Approach pavement, curb and sidewalk		154,530
Roadside development		3,100
Platform extension		2,150
Removal of existing bridge		100,000
Temporary pedestrian bridge		54,500
Mobilization and Inspector's field office		73,000
Engineering Stakeout		4,500
Bridge (S-15400)		504,280
Retaining Wall No. 1 (S-15401)		198,890
Retaining Wall No. 2 (S-15402)		81,640
Retaining Wall No. 3 (S-15403)		104,210
Retaining Wall No. 4 (S-15404)		97,510
Stairway A and Stairway B (S-16072)		37,510
Traffic signals and pavement markings		22,710
Lighting		15,810
Maintenance and protection of traffic		4,000
Modification to AMTRAK's electrification facilities		225,000
Railroad construction inspection and project coordination services		27,500
Miscellaneous		10,000
	$	1,919,550

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APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

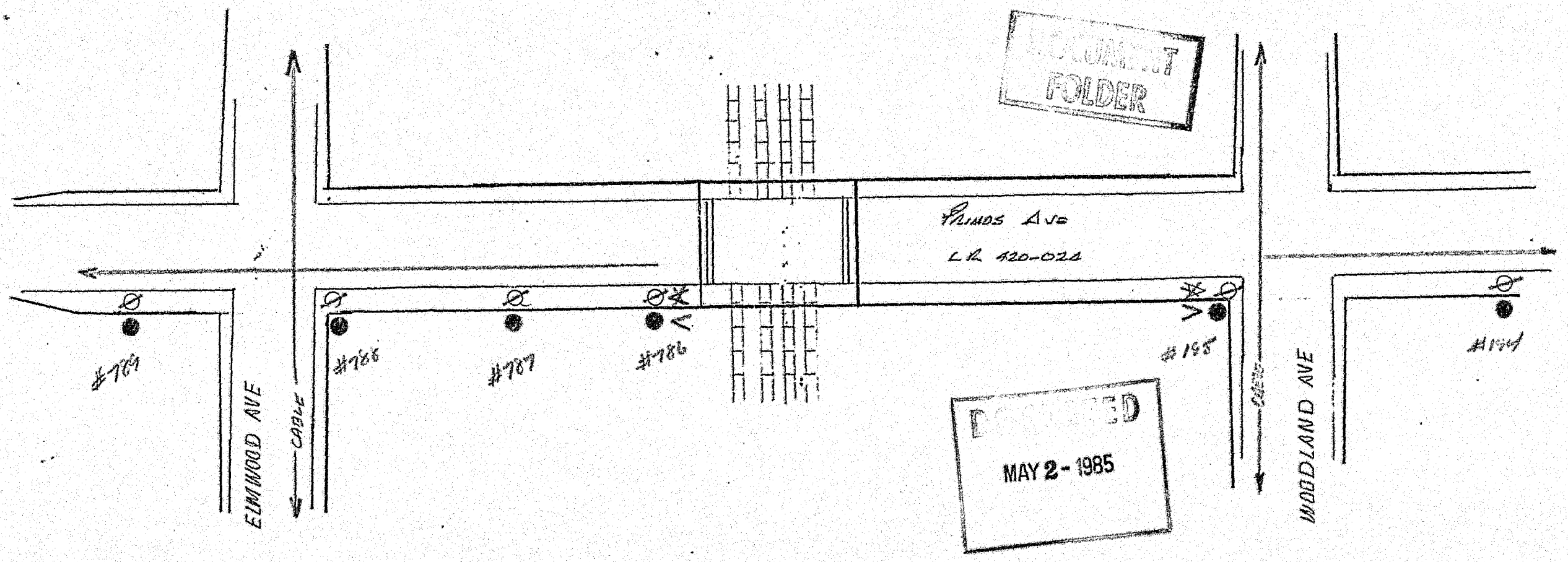
DOCUMENT FOLDER

Penn DOT EXHIBIT NO. N
P. U. C. NO. C-00020235
DATE OF HEARING 4-4-85

DOCKETED
MAY 2 - 1985

THE BELL TELEPHONE COMPANY
EXHIBIT # 1 4/4/85

P.U.C. DOCKET #D1002.0235



FOLDER
MAY 2 - 1985

LEGEND

- TELEPHONE COMPANY POLE TO BE REMOVED
- TELEPHONE COMPANY CABLE TO BE REMOVED
- TELEPHONE COMPANY GUY TO BE REMOVED
- TELEPHONE COMPANY POLE TO BE PLACED
- TELEPHONE COMPANY CABLE TO BE PLACED
- TELEPHONE COMPANY GUY TO BE PLACED

C-4 B:A (4-73)
CC-6830-4300-0460

PRELIMINARY ESTIMATE FOR UTILITY RELOCATION

C-20235

County Delaware

Route LR420 Section 02A

Bell Exhibit #2 4/4/85

Fed. Project No.

Utility Bell Telephone Company Signature Lorant E. Thomas

Address P.O. Box 121, Chadds Ford, Pa. 19317 Date March 6,1985

A. PRELIMINARY ENGINEERING
(Consultant; See 9.03, Utility Manual)

1. Labor		
(a) Salaries and Wages	1,560.00	
(b) Additives (If Consultant:_____Percentage Used)	Incl	
2. Supplies, Transportation, Administration, Indirect Overhead and Supervision	Incl	
3. TOTAL		1,560.00

B. RIGHT OF WAY ACQUISITION

1. Property Costs		
2. Labor, Transportation, Administration, Indirect Overhead and Supervision		
3. TOTAL		-

DOCUMENT FOLDER

C. TEMPORARY CONSTRUCTION

1. Labor		
(a) Salaries and Wages		
(b) Contract (See 9.18, Utility Manual)	-	-
2. Material (See 5.12.4B, Utility Manual)		
(a) New Material		
(b) Salvage, less Depreciation	-	-
3. Equipment		
(a) Company Owned		
(b) Rented (See 9.18, Utility Manual)	-	-
4. TOTAL		-

DOCUMENTED MAY 2 - 1985

RECEIVED APR 29 1985 SECRETARY'S OFFICE Public Utility Commission

D. PERMANENT CONSTRUCTION

1. Labor			
(a) Salaries and Wages, Administration and Supervision	2,408.00		
(b) Contract (See 9.18, Utility Manual)		2,408.00	
2. Material (See 5.12.4B, Utility Manual)		1,281.00	
3. Equipment			
(a) Company Owned	Incl		
(b) Rented (See 9.18, Utility Manual)	-	-	
4. TOTAL			3,689.00

Page 1 TOTAL 5,249.00

Accumulative TOTAL from Page 1 — 5,249.00

E. REMOVAL COSTS

1. Labor, Salaries and Wages	297.00	
2. Transportation, Administration, Indirect Overhead and Supervision	Incl	
3. TOTAL		297.00

F. CONSTRUCTION ENGINEERING AND INSPECTION

1. Labor, Salaries and Wages	200.00	
2. Transportation, Administration, Indirect Overhead and Supervision	Incl	
3. TOTAL		200.00

G. CONNECTING COSTS (Connecting Proposed to Present Facilities)

1. Labor, Salaries and Wages	-	
2. Administration, Indirect Overhead and Supervision	-	
3. TOTAL		-

H. ACCOUNTING (Including Preparation of Estimate and Billing)

1. Labor, Salaries and Wages	200.00	
2. Administration, Indirect Overhead and Supervision	Incl	
3. TOTAL		200.00

I. TOTAL ESTIMATED CONSTRUCTION COST 5,946.00

J. LESS CREDITS (See 5.12.10, Utility Manual)

1. Betterment	-	
2. Salvage	-	
3. Expired Service Life	271.00	
4. TOTAL CREDITS		271.00

K. TOTAL NET ESTIMATED COST 5,675.00

L. UTILITY SHARE OF ITEM K _____ % ..... $ _____

M. STATE SHARE OF ITEM K _____ % ..... $ _____

N. SACRIFICED LIFE (VALUE OF FACILITIES REMOVED FROM PRIVATE RIGHT OF WAY AND NOT FUNCTIONALLY REPLACED. Totally Reimbursable. Attach Detailed Estimate ..... $ _____

TOTAL ESTIMATED AMOUNT OF REIMBURSEMENT (Add Items M & N) ..... $ _____

Use supplemental sheets for scope of work and explanation for any unusual charge.

MATERIAL LIST

Pole's 40'5 6 each @ $198.23	$1189.00
Screw Anchor Type 7 2 each @ $38.60	$77.00
Strand 10M 40' @ .1359¢/Ft.	$5.00
Misc. Pole HDWE. "B" Bolts,Nuts,Washers,Etc.	$10.00
Total	$1281.00

FOLCROFT BOROUGH SEC. 02A
DELAWARE COUNTY

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

Borough of Folcroft
Tract I
(A)

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985

X RELOCATE 8 POLES

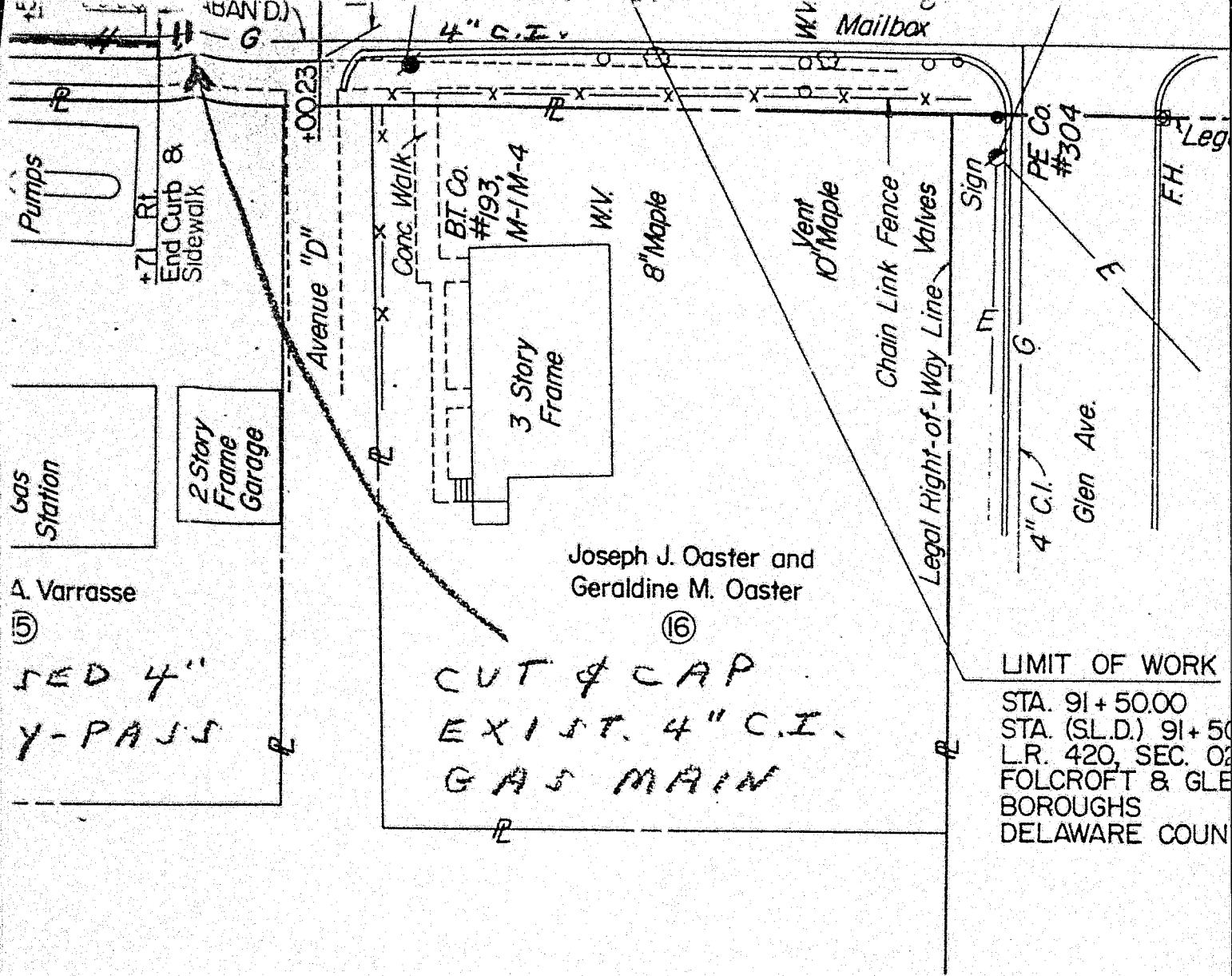
REMOVE 1 POLE

TRANSFER PE FACILITIES ON 2 BT POLE B786 & B788

C-20235

[redacted]

OVERSIZE DOCUMENT(S)



SHEET 2 OF 2

Alignment & Topography Book #123330 & #123331

TRACED BY BJP, JCM, DA

FINAL BY Pap BJP

P.E. Exhibit #2 4/4/85

4181A (4-73)

PRELIMINARY ESTIMATE
FOR C-20235
UTILITY RELOCATION

County DELAWARE

Route LR 420 SEC. 02A

Fed. Project No. _____

Utility PHILADELPHIA ELECTRIC CO. Signature E. Siguenlla

Address YALE & BEECH ST. MORTON PA Date 2-14-85

A. PRELIMINARY ENGINEERING
(Consultant; See 9.03, Utility Manual)

1. Labor
   (a) Salaries and Wages
   (b) Additives (If Consultant: _____ Percentage Used)
2. Supplies, Transportation, Administration, Indirect Overhead and Supervision
3. TOTAL

DOCUMENT FOLDER

B. RIGHT OF WAY ACQUISITION

1. Property Costs
2. Labor, Transportation, Administration, Indirect Overhead and Supervision
3. TOTAL

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MAY 2 - 1985

C. TEMPORARY CONSTRUCTION

1. Labor
   (a) Salaries and Wages
   (b) Contract (See 9.18, Utility Manual)
2. Material (See 5.12.4B, Utility Manual)
   (a) New Material
   (b) Salvage, less Depreciation
3. Equipment
   (a) Company Owned
   (b) Rented (See 9.18, Utility Manual)
4. TOTAL

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SECRETARY'S OFFICE
Public Utility Commission

D. PERMANENT CONSTRUCTION

1. Labor		
(a) Salaries and Wages, Administration and Supervision	6850	
(b) Contract (See 9.18, Utility Manual)		6850
2. Material (See 5.12.4B, Utility Manual)		2042
3. Equipment		
(a) Company Owned	713	
(b) Rented (See 9.18, Utility Manual)		713
4. TOTAL		9605

Page 1 TOTAL 9605

Accumulative TOTAL from Page 1 $9605.00

E. REMOVAL COSTS

1. Labor, Salaries and Wages $2953.00
2. Transportation, Administration, Indirect Overhead and Supervision 279.00
3. TOTAL $3232.00

F. CONSTRUCTION ENGINEERING AND INSPECTION

1. Labor, Salaries and Wages _____
2. Transportation, Administration, Indirect Overhead and Supervision _____
3. TOTAL ..... _____

G. CONNECTING COSTS (Connecting Proposed to Present Facilities)

1. Labor, Salaries and Wages _____
2. Administration, Indirect Overhead and Supervision _____
3. TOTAL ..... _____

H. ACCOUNTING (Including Preparation of Estimate and Billing)

1. Labor, Salaries and Wages _____
2. Administration, Indirect Overhead and Supervision _____
3. TOTAL ..... _____

I. TOTAL ESTIMATED CONSTRUCTION COST $12837.00

J. LESS CREDITS (See 5.12.10, Utility Manual)

1. Betterment ..... _____
2. Salvage ..... _____
3. Expired Service Life $693.64
4. TOTAL CREDITS $693.64

K. TOTAL NET ESTIMATED COST $12143.36

L. UTILITY SHARE OF ITEM K _____ % ..... $_____

M. STATE SHARE OF ITEM K _____ % ..... $_____

N. SACRIFICED LIFE (VALUE OF FACILITIES REMOVED FROM PRIVATE RIGHT OF WAY AND NOT FUNCTIONALLY REPLACED. Totally Reimbursable. Attach Detailed Estimate ..... $_____

TOTAL ESTIMATED AMOUNT OF REIMBURSEMENT (Add Items M & N) ..... $_____

Use supplemental sheets for scope of work and explanation for any unusual charge.

CONTRACTS

The items of work, so indicated in this Preliminary Estimate, are to be accomplished by contract because the utility may not be adequately staffed or equipped to perform this work with its own forces at the time of the relocation. The following contractural method will be used for the items indicated.

1. Continuing Contracts
   The following Preliminary Estimate Items will be performed by the listed qualified contractors who normally perform such work for the Utility at reasonable costs under existing written continuing contracts.

   A. Item _____ Contractor _____
   B. Item _____ Contractor _____
   C. Item _____ Contractor _____
   D. Item _____ Contractor _____
   E. Item _____ Contractor _____

   The Commonwealth approved the method used to enter into continuing contracts on _____

2. Invitation to Bid:
   The following qualified contractors will be invited to bid on Items _____ of the Preliminary Estimate.

   A. _____
   B. _____
   C. _____

3. Open Advertisement for Bids:
   Bids will be solicited by open advertisement in publications for Items _____ of the Preliminary Estimate.

4. Contractor Hired without Competitive Bidding:
   Item _____ of the Preliminary Estimate, the total cost of which will not exceed $2,000.00, is of a minor nature and, for the reasons outlined in the attached justification, it would be impractical to solicit bids; the utility requests approval to hire _____ to accomplish this item of relocation.

———UTILITY COMPANIES OR CORPORATIONS———

The continuing contractors and contractors from whom bids are invited are, in the opinion of the utility company, professionally qualified and financially capable of promptly and efficiently effecting their portion of this relocation.

Prior to the award of any contract for which bids were openly advertised, the Department shall be furnished a list of bidders and the total amounts bid, along with assurance that the contract shall be awarded to the lowest bidder, which in the judgment of the utility company, is professionally qualified, properly equipped and financially able to promptly effect completion of the proposed work.

———MUNICIPALITY OR MUNICIPAL AUTHORITY OWNED UTILITIES———

Prior to solicitation of bids, the municipality or municipal authority shall furnish the Department with a copy of its bid proposal and receive approval thereof. Subsequent to its receipt of bids, the Municipality or Authority shall submit to the Department a list of bidders and the total amounts bid by each. This submission shall designate the apparent successful contractor, along with assurance that he is the lowest bidder which is professionally qualified, properly equipped and financially able to promptly effect completion of the proposed work. Such contracts shall not be awarded until receipt of the Department's concurrance in such award.

———ALL UTILITIES———

Preliminary Estimates requesting approval to hire a contractor without competitive bidding (Item 4 above) shall, in addition to the wirtten justification therefor, be supplemented by certification that the contractor to be hired is professionally qualified, properly equipped and financially able to promptly effect completion of the proposed work.

MAJOR MATERIAL SUMMARY

6	40' POLES	1211.16
1	45' POLE	231.27
1	55' POLE	439.15
1	ANCHOR	45.50
5	CROSSARMS	65.95
60'	1/0 ACSR WIRE	9.98
204'	5/16 GUY	37.92
		2042.00

EXPIRED SERVICE LIFE

ORIGINAL COST OF FACILITIES X EXISTING AGE / TOTAL LIFE EXP. = EXPIRED SERVICE LIFE CREDIT

	YR. INST.	ORIG. COST			EXP. SERV. LIFE
2 POLES	1945	147.57	X	.72 =	106.25
1 POLE	1953	93.05	X	.62 =	57.69
3 POLES	1927	208.59	X	.58 =	120.98
1 POLE	1947	93.15	X	.71 =	66.14
1 POLE	1960	260.03	X	.52 =	135.21
1 POLE	1970	609.98	X	.34 =	207.39
					693.64

SCOPE OF WORK

RELOCATE 8 POLES

REMOVE 1 POLE

RELOCATE EXISTING AERIAL FACILITIES ON 2 BT POLES

D 41811 (4/83)

P.E. Exhibit #3 4/4/85

PRELIMINARY ESTIMATE
FOR C-20235
UTILITY RELOCATION

County DELAWARE

Route LR 420 SEC. 02A

Fed. Project No. _____

Utility PHILA. ELECT. CO. Signature T R Simcox

Address YALE AVE. & BEECH ST., MORTON Date 3-29-85

A. PRELIMINARY ENGINEERING
(Consultant; See 9.03, Utility Manual)

1. Labor
   (a) Salaries and Wages
   (b) Additives (If Consultant: _____ Percentage Used)
2. Supplies, Transportation, Administration, Indirect Overhead and Supervision
3. TOTAL

DOCUMENT FOLDER

DOCKETED
MAY 2 - 1985

B. RIGHT OF WAY ACQUISITION

1. Property Costs
2. Labor, Transportation, Administration, Indirect Overhead and Supervision
3. TOTAL

C. TEMPORARY CONSTRUCTION

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Public Utility Commission

1. Labor
   (a) Salaries and Wages
   (b) Contract (See 9.18, Utility Manual)
2. Material (See 5.12.4B, Utility Manual)
   (a) New Material
   (b) Salvage, less Depreciation
3. Equipment
   (a) Company Owned
   (b) Rented (See 9.18, Utility Manual)
4. TOTAL

D. PERMANENT CONSTRUCTION

1. Labor
   (a) Salaries and Wages, Administration and Supervision
   (b) Contract (See 9.18, Utility Manual) 12680
2. Material (See 5.12.4B, Utility Manual) 1721
3. Equipment
   (a) Company Owned
   (b) Rented (See 9.18, Utility Manual) 1920
4. TOTAL 16321

Page 1 TOTAL 16321

D-4181A (4-73)

Accumulative TOTAL from Page 1 16321

E. REMOVAL COSTS

1. Labor, Salaries and Wages	669	
2. Transportation, Administration, Indirect Overhead and Supervision	490	
3. TOTAL		1159

F. CONSTRUCTION ENGINEERING AND INSPECTION

1. Labor, Salaries and Wages		
2. Transportation, Administration, Indirect Overhead and Supervision		
3. TOTAL		

G. CONNECTING COSTS (Connecting Proposed to Present Facilities)

1. Labor, Salaries and Wages	3762	
2. Administration, Indirect Overhead and Supervision	6649	
3. TOTAL		10411

H. ACCOUNTING (Including Preparation of Estimate and Billing)

1. Labor, Salaries and Wages		
2. Administration, Indirect Overhead and Supervision		
3. TOTAL		

I. TOTAL ESTIMATED CONSTRUCTION COST	27891
J. LESS CREDITS (See 5.12.10, Utility Manual)	
1. Betterment	
2. Salvage	
3. Expired Service Life	
4. TOTAL CREDITS	
K. TOTAL NET ESTIMATED COST	27891
L. UTILITY SHARE OF ITEM K _____%	$
M. STATE SHARE OF ITEM K _____%	$
N. SACRIFICED LIFE (VALUE OF FACILITIES REMOVED FROM PRIVATE RIGHT OF WAY AND NOT FUNCTIONALLY REPLACED. Totally Reimbursable. Attach Detailed Estimate	$
TOTAL ESTIMATED AMOUNT OF REIMBURSEMENT (Add Items M & N)	$

Use supplemental sheets for scope of work and explanation for any unusual charge.

SCOPE OF WORK

1. REPLACE 120' OF 4" PLASTIC PIPE (1975) WITH 120' OF 4" PLASTIC PIPE

2. REPLACE 120' OF 6" C.I. PIPE (1962) WITH 120' OF 6" PLASTIC PIPE

3. INSTALL 150' OF 4" PLASTIC PIPE AS TEMPORARY BYPASS.

4. RETIRE IN PLACE 245' OF 4" C.I. PIPE (1962)

MAJOR MATERIAL

120' - 6" PLASTIC PIPE	$440.00
120' - 4" PLASTIC PIPE	$417.00
MISC. MATERIAL	$864.00
	$1721.00

ORIGINAL

PHILADELPHIA ELECTRIC COMPANY

2301 MARKET STREET
P.O. BOX 8699
PHILADELPHIA, PA. 19101
(215) 841-4000

RECEIVED
MAY 28 1985
SECRETARY'S OFFICE
Public Utility Commission

EDWARD G. BAUER, JR.
VICE PRESIDENT AND GENERAL COUNSEL
EUGENE J. BRADLEY
ASSOCIATE GENERAL COUNSEL
DONALD BLANKEN
RUDOLPH A. CHILLEMI
E. C. KIRK HALL
T. H. MAHER CORNELL
PAUL AUERBACH
ASSISTANT GENERAL COUNSEL
EDWARD J. CULLEN, JR.
THOMAS H. MILLER, JR.
IRENE A. McKENNA
ASSISTANT COUNSEL

May 23, 1985

Mr. Jerry Rich, Secretary
Pennsylvania Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17120

RE: C. 20235
OH 7.75, Primos Avenue
Folcroft, PA

Dear Mr. Rich:

Find enclosed a late filed Exhibit No. 4 of Philadelphia Electric Company, which we are filing in accordance with the improvement thereby constructed, in the matter referred to above.

I hereby certify that a copy of this Exhibit was sent to all parties of record by first class U. S. mail, postage pre-paid.

Very truly yours,

T. H. Maher Cornell

THMC/kms
Enclosure
cc: Parties of Record

DOCUMENT FOLDER

PARTIES OF RECORD

ED
MAY 28 1985
SECRETARY'S OFFICE
Public Utility Commission

Carl Helmetag, Jr., General Counsel
Trustees of Penn Central Transportation Company
3100 Industrial Valley Bank Building
1700 Market Street
Philadelphia, PA 19103

Edward H. Huss, Staff Counsel
Southeastern Pennsylvania Transportation Authority
130 S. Ninth Street, Fifth Floor
Philadelphia, PA 19107

David E. Auerbach, Solicitor
Borough of Folcroft
Legal Arts Building
Media, PA 19063

Joseph A. Damico, Jr., Solicitor
Borough of Glenolden
Chamber of Commerce Building
Baltimore Pike
Media, PA 19063

Francis P. Connors, Solicitor
County of Delaware
107 W. Third Street
Media, PA 19063

Daniel F. Donovan, Esquire
Consolidated Rail Corporation
1138 Six Penn Center
Philadelphia, PA 19103

Herbert Zahn, Esquire
Office of the Chief Counsel
PennDOT
Transportation & Safety Building
Harrisburg, PA 17120

E. S. Sacks, Esquire
Bell of Pennsylvania
One Parkway, 17th Floor
Philadelphia, PA 19102

Mark J. Kropilak, Esquire
Philadelphia Suburban Water Company
Morgan, Lewis and Bockius
One Logan Square
Philadelphia, PA 19109

J. N. Michel, P.E., Senior Director
Engineering Design
National Railroad Passenger Corporation
30th & Market Streets
Philadelphia, PA 19104

PHILADELPHIA ELECTRIC COMPANY

YALE AVE. AND BEECH STREET

MORTON, PA. 19070

RECEIVED
MAY 28 1985
SECRETARY'S OFFICE
Public Utility Commission

April 17, 1985

P.E. Exhibit #4

PUC-C-00020235

Gentlemen:

The cost to transfer street light bracket and #4 triplex wire on two (2) relocated Bell Telephone Company poles, number B286 and number B288 located on Primos Avenue, north of Elmwood Avenue, Folcroft Borough is $276.00.

Yours truly,

E. J. Figurelle

E. J. Figurelle
Construction Detailer

EJF:n

DOCUMENT FOLDER

DOCKETED
MAY 30 1985

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

BOROUGH OF FOLCROFT	:	
	:	
v.	:	
	:	
PENN CENTRAL TRANSPORTATION COMPANY, DEPARTMENT OF TRANSPORTATION OF THE COMMONWEALTH OF PENNSYLVANIA, COUNTY OF DELAWARE, SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY, CONSOLIDATED RAIL CORPORATION AND NATIONAL RAILROAD PASSENGER CORPORATION	:	C-00020235
	:	
(PRIMOS AVENUE BRIDGE)	:	

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

TESTIMONY OF

JOHN G. HEIBECK

DOCKETED
MAY 2 - 1985

SUBMITTED ON BEHALF OF

PHILADELPHIA SUBURBAN WATER COMPANY

DOCUMENT FOLDER

April 4, 1985

4/4/85
C-20235
Philadelphia Suburban Water Company
Statement No. 1

BOROUGH OF FOLCROFT (PRIMOS AVENUE BRIDGE) C-00020235

TESTIMONY OF
JOHN G. HEIBECK

1. Q. Please state your name, employer and business address.

A. John G. Heibeck, Philadelphia Suburban Water Company, 762 Lancaster Avenue, Bryn Mawr, Pennsylvania 19010.

2. Q. What is your position with the Water Company?

A. I am the Highway Liaison.

3. Q. How long have you held that position?

A. Fifteen years.

4. Q. Please summarize your job responsibilities.

A. I represent the Company in all state, local and municipal projects where the Company's facilities are involved, including complaint and investigation proceedings before the Pennsylvania Public Utility Commission. I am responsible for evaluating the impact of highway, bridge, sewer and other projects on the Company's facilities and for eliminating conflicts whenever possible. I am also responsible for preparing plans, estimates and agreements for all work to be done as a result of and in conjunction with those projects.

5. Q. Are you authorized to testify on behalf of the Company in this proceeding?

A. Yes, I am.

6. Q. Are you familiar with the right-of-way plan and preliminary bridge plan for Primos Avenue Bridge prepared by the Pennsylvania Department of Transportation?

A. Yes, I am.

7. Q. Are you also familiar with the Questions and Procedure sheet furnished by the Commission for this hearing?

A. Yes, I am.

8. Q. As an initial matter, please describe the general nature and location of your existing facilities within the area of the proposed construction project.

A. I refer you to the copy of our pipe plate, attached hereto and identified as Exhibit W-1, for an illustration of the type, size and location of our major facilities within the vicinity of the bridge construction project.

To the south of the bridge we have a 6-inch cement pipe that runs in an east/west direction in Elmwood Avenue. This pipe is intersected by a pipe that runs north along Primos Avenue from the limit of work at Station 80 + 00 to Elmwood Avenue. The northern 97-foot segment of this pipe (from Station 80 + 50 to the intersection) is 6-inch cement pipe.

Farther south (from Station 80 + 50 to the limit of work at Station 80 + 00) the pipe is 6-inch cast iron.

We also own a 12-inch cast iron main which lies in Elmwood Avenue to the east of the Primos Avenue intersection, and which extends south in Primos Avenue for approximately 20 feet where it connects to our existing 6-inch cement main (at Station 81 + 18). In the vicinity of this connection (at Station 81 + 25), we maintain a fire hydrant located behind the curb which is marked No. 24-9. Finally, the water service lines to Parcel Nos. 2 and 3 along Primos Avenue and Parcel No. 4 along Elmwood Avenue are within the limits of construction.

To the north of the bridge there is a 6-inch cast iron main running east/west in Woodland Avenue and another 6-inch cast iron main running in Primos Avenue north from Woodland. The water services to Parcel Nos. 8, 9, 10, 11, 12 and 15 along Primos Avenue, as well as the services to Parcel Nos. 13 and 14 along Woodland Avenue, are within the limits of construction.

Please note that the Water Company does not currently have any facilities on the bridge or the immediate approaches thereto.

9. Q. Mr. Heibeck, what is your response to Question 16 asking whether the Water Company has any objection to or criticism of the proposed improvement project?

A. We have no objection to or criticism of the bridge plans as submitted. However, as I will explain below, we are requesting permission to install a 16-inch water main on the Primos Avenue Bridge and the approaches thereto.

10. Q. With respect to Question 17, have you prepared detailed plans and cost estimates of the work required to be performed on your facilities due to conflicts with the bridge improvement project?

A. Yes, I have prepared two plans, marked Exhibits W-2 and W-3, which show the work required on the south and north sides of the bridge, respectively.

Exhibit W-2 is a plan and profile of the intersection of Primos Avenue and Elmwood Avenue, south of the bridge. The plan shows our existing and proposed water mains in relation to the proposed line and grade of the reconstruction. The reconstruction work will destroy the integrity of our 6-inch main running east and west in Elmwood Avenue to the limits of work, and our 6-inch main in Primos Avenue between the intersection and Station 80 + 50. Replacement of these mains with 275 feet of 6-inch ductile iron pipe would cost $24,314.56, for which

we seek reimbursement.

As a result of the curb alignment, we will be required to relocate our fire hydrant No. 24-9 at an estimated cost of $2,500.00. Our three water services to Parcel Nos. 2, 3 and 4 will not have to be adjusted.

Our required work to the north of the bridge is shown on Exhibit W-3. The bridge project calls for the placement of up to 4 and 1/2 feet of fill on our mains in Primos and Woodland Avenues. Additionally, our 6-inch main in Woodland Avenue will be in conflict with the storm sewer constructed across Woodland Avenue at Station 9 + 58. The storm sewer will also present a possible conflict with our main in Primos Avenue at Station 90 + 20. Due to these conflicts, we are required to replace the 6-inch main in Primos Avenue from the intersection to the limit of work at Station 91 + 00, and the 6-inch main in Woodland Avenue from station 9 + 60 to 10 + 30. Replacement of these mains with 288 feet of 6-inch ductile iron pipe would cost $18,733.12.

Additionally, six of the seven services to the north of the bridge will have to be adjusted at an estimated cost of $5,356.56 due to the improvement project.

11. Q. Mr. Heibeck, in further response to Question 17, please indicate which portions of the required work are within public right-of-way and whether your work will be performed prior to, concurrent with or subsequent to the bridge and roadway approach construction.

A. All of our existing facilities are in public right-of-way. Our relocation work must be done concurrently with the project construction, after the road has been brought to subgrade.

12. Q. Mr. Heibeck, in response to Question 18, is the Water Company willing to perform the work on its facilities?

A. Yes. The Water Company agrees to perform all of the relocation work on its facilities associated with this project.

13. Q. In further response to Question 18, what portion of the cost is the Water Company willing to bear at its sole cost and expense? For what costs does the Water Company seek reimbursement?

A. The Water Company seeks reimbursement of the cost of relocating its existing facilities or replacing them with comparably-sized new facilities. This cost totals $50,904.24, and is summarized below:

South of the Bridge (Ex. W-2)	
Replacement of 6-inch main in Elmwood Avenue and section of main in Primos Avenue with 6-inch ductile iron pipe	$24,314.56
Relocation of fire hydrant	$ 2,500.00
North of the Bridge (Ex. W-3)	
Replacement of 6-inch main in Woodland and Primos Avenues	$18,733.12
Replacement of six services	$ 5,356.56
TOTAL	$50,904.24

We are seeking reimbursement for this work because it must be performed due to the road construction which is for the benefit of the motoring public, and not for the ratepayers of the Water Company. Our existing facilities are more than adequate to serve the needs of our customers now and into the foreseeable future.

In contrast, the Company is willing to bear the cost of installing new facilities where none existed before. Thus, we are willing to pay for installation of the 16-inch main on the bridge and roadway approaches between Elmwood Avenue and Woodland Avenue at an estimated cost of $109,875.46.

We are also willing to pay the incremental cost of installing new pipe that is larger than the existing

pipe that must be replaced due to conflict with the bridge project. For example, we only seek reimbursement for the cost of installing 6-inch pipe in Elmwood and Woodland Avenues because that would maintain the status quo. In fact, we propose to install 8-inch pipe because it is now the minimum size of distribution pipe installed as Company policy. We are willing to pay the difference between installing 8-inch pipe rather than 6-inch pipe because we consider the increased capacity to be a present betterment. Similarly, we seek reimbursement for installation of 6-inch pipe in Primos Avenue (north of the bridge to the limit of work and south of the bridge to Station 80 + 50) while we agree to pay the extra cost of installing 16-inch pipe. These total betterment costs are $9,494.15. Finally, we are willing to pay the entire cost of installing the 16-inch main in Primos Avenue south of Station 80 + 50 because the existing 6-inch pipe is not in conflict with the project and does not have to be replaced independently of our 16-inch main installation. That 50 foot section of 16-inch main is estimated to cost $2,646.00. Therefore, the total estimated cost of all work associated with this project for which the Water Company is willing to pay is $122,015.61.

14. Q. Mr. Heibeck, can you provide the details of your request to install a 16-inch water main on the bridge and in the roadway approaches?

A. I can provide you with a detailed statement of our proposal, although I was unable to prepare detailed plans of the main installation in the period since we received notification of this hearing. As we have done in the past, we are working with the Department of Transportation to make the minor design changes necessary to accommodate our facilities. The 16-inch main will be installed on the bridge by the Department's contractor under an agreement with the Department. The remaining 16-inch main will be installed by Water Company personnel.

In general, we would like to install the 16-inch main on the bridge and in the approaches in order to increase our system supply capability and improve our fire protection service on both sides of the bridge. As I have suggested above, the 16-inch main would run along Primos Avenue for the entire longitudinal limit of work from Station 80 + 00 to 91 + 00. This installation would require approximately 956 feet of 16-inch ductile iron pipe for the bridge approaches. In addition, we will need approximately 154 feet of 16-inch extra heavy steel pipe and approximately 140 feet of 20" casing for the bridge span.

We believe this is a reasonable proposal and request the Commission, as part of this proceeding, to grant us permission to install a 16-inch main on the bridge and in the roadway approaches.

15. Q. Finally, Mr. Heibeck, what is your response to Question 19 asking whether the Water Company agrees to assume the responsibility for maintenance of all facilities after the work has been completed?

A. The Water Company will assume full responsibility for the maintenance of its facilities upon completion of the bridge construction work.

16. Q. Does that conclude your testimony?

A. Yes, it does.

PHILADELPHIA SUBURBAN WATER CO.

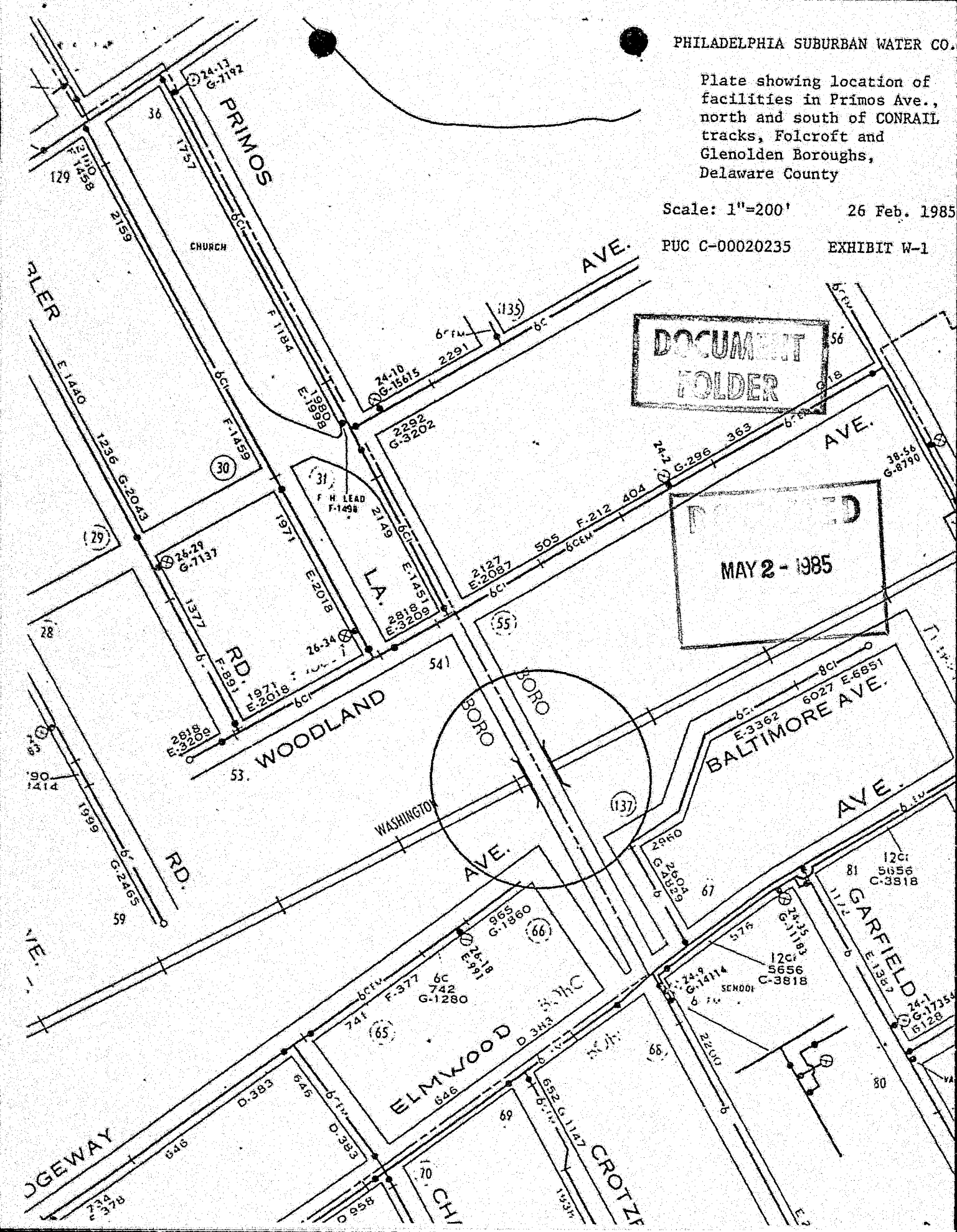
Plate showing location of facilities in Primos Ave., north and south of CONRAIL tracks, Folcroft and Glenolden Boroughs, Delaware County

Scale: 1"=200' 26 Feb. 1985

PUC C-00020235 EXHIBIT W-1

DOCUMENT FOLDER

MAY 2 - 1985



OVERSIZE DOCUMENT(S)

P.U.C. C-00020235 4/4/85
P.S.W. EXHIBIT W-2

RECEIVED
APR 29 1985
SECRETARY'S OFFICE
Public Utility Commission

D[illegible]TED
MAY 2 - 1985

MATERIAL RECORD					
FEET		PIPE (TYPE & CLASS)	QUAN.	SIZE	ARTICLE
					TEES
					TEES
					SLEEVES
QUAN.	SIZE	ARTICLE			SLEEVES
		VALVES			PLUGS
		VALVES			CROSSES
		VALVES			REDUCERS
		VALVE BOXES			OFFSET
		HYDRANTS			BENDS
		BLOW OFF			BENDS
		CORPORATION			ELL, SERVICE
					CURB STOP
					CONCRETE
EXCAVATION IN CUBIC YARDS					
EARTH:		ROCK:			
PAVING:					
STARTED:					
FINISHED:		CHECKED WITH STORES BY:			
WATER ON:		POSTED TO PLATE BY:			
REMARKS:					

OVERSIZE DOCUMENT(S)

P.U.C. C-00020235
P.S.W. EXHIBIT W-3 4/4/85

MATERIAL RECORD					
FEET		PIPE (TYPE & CLASS)	QUAN.	SIZE	ARTICLE
					TEES
					TEES
					SLEEVES
QUAN.	SIZE	ARTICLE			SLEEVES
		VALVES			PLUGS
		VALVES			CROSSES
		VALVES			REDUCERS
		VALVE BOXES			OFFSET
		HYDRANTS			BENDS
		BLOW OFF			BENDS
		CORPORATION			ELL, SERVICE
					CURB STOP
					CONCRETE
EXCAVATION IN CUBIC YARDS					
EARTH:		ROCK:			
PAVING:					

DOCKETED
MAY 2 - 1985

DELAWARE COUNTY, PENNSYLVANIA

ORDINANCE No. 360

AN ORDINANCE OF THE BOROUGH OF FOLCROFT, DELAWARE COUNTY, PENNSYLVANIA, DIRECTING AND REQUIRING THE GRADING, PAVING, REPAVING AND REPAIRING OF SIDEWALKS ON STREETS OF THE BOROUGH OF FOLCROFT AND THE CONSTRUCTION AND REPAIRING OF CURBS AND GUTTERS AT THE EDGE OF SIDEWALKS BY THE OWNER OR OWNERS OF THE LOT OR LOTS OF GROUND FRONTING THEREON, AND KEEPING THE SAME IN REPAIR, AND FIXING THE PENALTY FOR NEGLECT OR REFUSAL SO TO DO; PRESCRIBING THE SIZE, KIND AND QUALITY OF MATERIALS TO BE USED AND FIXING THE PENALTY FOR THE SAME; PROVIDING FOR THE COLLECTION OF SAID PENALTIES AND THE COST OF SAID GRADING PAVING, REPAVING AND REPAIRING OF SIDEWALKS AND THE CONSTRUCTION AND REPAIRING OF CURBS AND GUTTERS AT THE EDGE OF SIDEWALKS, AND PROVIDING FOR THE REPEAL OF INCONSISTENT ORDINANCES.

Be it ENACTED and ORDAINED by the Borough Council of the Borough of Folcroft, that:

Section 1. That from and after the passage of this Ordinance every person owning ground fronting or abutting upon any street in said Borough, which is or shall be brought to the established grade, shall grade and pave the ground, and construct curbs and gutters at the edge of sidewalks, in accordance with the provisions of this Ordinance, and with the established lines and grades to be furnished by the Borough Engineer, within thirty days after receiving the notice provided for in Section 4 of this Ordinance, or after service of such notice as hereinafter provided.

Section 2. That it shall be the duty of all owners of ground fronting or abutting on any street in the Borough of Folcroft to keep their sidewalks in good repair and passable condition, and when notified so to do they shall make all necessary repairs within thirty days after receipt of a notice as is required by Section 4 of this Ordinance or after the service of such a notice as hereinafter provided. That when sidewalks are in a dangerous condition, they shall be temporarily repaired and rendered safe within twenty-four hours after the receipt of a notice to that effect or after the service of such a notice served as hereinafter provided, which notice shall be signed by the Secretary of the Borough Council of the Borough of Folcroft, and upon failure of the owner or owners to comply with the notice, the Highway Committee shall have the necessary temporary repairs made and the proper Borough authorities shall collect the cost of the work and the materials, together with a penalty of ten per cent (10%) of such cost, from the owner or owners of such ground as such claims are by law recoverable.

Section 3. That when any street is or shall be brought to the established grade, and it is found that the sidewalks, curbs and gutters already constructed do not conform to the established grade or width, or with the requirements of this ordinance, it shall be the duty of the owner or owners of the ground fronting or abutting on such sidewalks, to repave or correct such sidewalks, curbs and gutters in accordance with the proper lines and grades and with the provisions of this ordinance, within thirty days after the receipt of a notice to that effect, or after the service of such notice served as hereinafter provided.

Section 4. That all notices directing and requiring the grading, paving, repaving, correcting or repairing of sidewalks or the constructing, correcting or repairing of curbs and gutters at the edge of sidewalks, shall be printed or written, and shall specify the width to be paved and the location of such proposed sidewalk, and shall be served upon the owner of ground and premises to which such notice refers, if said owner be a resident of said Borough, and if said owner is not a resident of the Borough of Folcroft, then said notice shall be served on the agent or tenant of said owner, or upon the occupant of said ground and premises. If said owner have no agent or tenant or there be no occupant of said ground and premises, then by printed or written notice tacked upon the premises.

Section 5. SIDEWALKS

All sidewalks shall be constructed of concrete, four (4) feet in width and one (1) four (4) inch course in depth, except where a common drive crosses the sidewalk, in which area it shall be five (5) inches in depth. The concrete shall be constructed on a prepared subgrade in one course.

Grades. The forms shall be set to a grade having a rise of one-quarter (1/4) of an inch to the foot, above and at right angles to the top of the curb.

Forms. Outside forms shall be of wood or metal of the depth of the concrete, straight, free from warp and of sufficient strength when staked to resist the pressure of the concrete without springing. If of wood, they shall be of two (2) inches approved section, or if of metal they shall be of approved section and shall have a flat surface on top of no less than one and three-quarters (1-3/4) inches. The forms shall be jointed neatly and tightly and staked securely to line and grade and shall be cleaned thoroughly and greased or scraped before any concrete is placed against them.

Joint Filler. The filler to be used in the transverse joints in the pavement shall consist of an approved prepared tar or asphalt filler having a thickness of one-half (½) inch and a depth of not less than one (1) inch more than the depth of the pavement.

Excavation. Excavation shall be made in the proper dimensions and elevations, making necessary allowance for forms and other operations required to complete the concrete work.

All soft and spongy material shall be removed and replaced with suitable firm material, which shall be compacted to conform in contour and firmness to the surrounding subgrade material.

Materials. Cement shall be normal strength, Air Entraining Portland Cement, A.S.T.M. designation, C150 latest revision.

1. Coarse Aggregate:

   Coarse Aggregate shall consist of washed graded, gravel, or crushed stone, having clean, hard, strong, durable and uncoated particles.

   Coarse Aggregate shall range in size from fine to coarse in accordance with Pennsylvania State Department of Highways Specification No. 2.

2. Fine Aggregate:

   All sand shall be washed and screened material and shall consist of approved inert graded particles, having clean, hard, strong, durable uncoated grains. Deleterious materials shall not exceed quantities specified by A.S.T.M. Standard designation C 33.

   Fine aggregate for concrete work shall be properly graded from fine to course in accordance with the following requirements:

Passing	3/8"	mesh	100%
"	No. 4	mesh	95% to 100%
"	No. 8	mesh	80% to 90%
"	No. 10	mesh	77% to 88%
"	No. 16	mesh	65% to 80%
"	No. 20	mesh	55% to 70%
"	No. 50	mesh	10% to 22%
"	No. 100	mesh	0 to 07%

Expansion Joints: Expansion joints shall be placed approximately twenty-four (24) feet apart and shall be formed during the placing of the concrete by securely staking an iron bulkhead on lines specified for slab joints.

The prepared joint filler shall be placed against the bulkhead before the concrete is deposited against it.

No Expansion joints shall be placed within two (2) feet of either side of any service pipe lateral.

Slab Joints: The slab or scored divided blocks shall have an area of sixteen (16) square feet. The block division shall extend one-half inch (½") deep in the thickness of the slab. They shall be made in a straight line at right angles to the edges of the slab on tangent and on radial lines where the pavement is laid on a curve.

Measuring: All materials shall be accurately measured by volume. The cement shall be measured as packed by the manufacturer. A sack containing not less than ninety-four (94) pounds being considered one (1) cubic foot. Fine and coarse aggregate shall be measured loose.

The Contractor shall furnish and use an approved water measuring and discharging device, also boxes of such dimensions as will give, when filled and struck, the exact volume of aggregate required for the concrete specified.

Mixing: All concrete shall be mixed in a batch mixer of approved type. The volume of the mixed material used per batch shall not exceed the manufacturer's rated capacity of the drum in cubic feet of mixed material. Only enough concrete shall be mixed that will be placed within forty-five minutes.

The ingredients of the concrete shall be mixed to the specified consistency. No materials shall be permitted to enter the drums until all the preceding batch has been discharged. The time of mixing shall be from the time all materials, including the water, are in the mixer and before any part of the batch is discharged. The time of mixing shall be not less than one and one-quarter (1-1/4) minutes. No concrete shall be mixed while the air temperature is at or below thirty-five (35) degrees Fahrenheit.

Proportioning and Mixing: Water Cement ratios and approximate proportions of aggregate for medium consistency Normal Portland Cement Concrete.

Compressive strength at 28 days

Design lb. per sq. in.	Minimum Laboratory Test lb. per sq. in.	
2,500	2,750	
Water Cement Ratio		Approximate Bags Cement Per cu. yd. Concrete
Ratio by Volume	Gallons per Bag of Cement	
0.93	7.00	5.1

Approximate proportions of cement to surface dry aggregates by volume (Sum of fine and coarse aggregates measured separately) 1:6.

The approximate proportions in the above table are for concrete of medium consistency (5" slump), and the quantities of cement should be changed for different consistencies adding approximately 1/8 bag for each 1" slump greater than 5".

All concrete covered by this specification shall develop at 28 days, a compressive strength as above specified.

Retempering: Retempering of concrete which has partially hardened, that is remixing with additional water, shall not be permitted.

Placing and Finishing: Concrete shall be placed immediately after mixing. It shall be tamped and struck off with a templet and shall be floated with a wooden float until the surface has a true contour. Care shall be taken to not bring to the surface an excess of water and fine sand by overfinishing.

All joints shall be edged to a radius of one-eighth (1/8) of an inch. The surface edges of each slab shall be rounded to a radius of about one-quarter (1/4) of an inch.

Protection: The finished pavement shall be protected from the hot sun, rain, high winds, frost and trespassers for at least twenty-four (24) hours after the concrete is placed, and as much longer thereafter as may be required.

CURBS

The specifications for curbing shall conform to the specifications for sidewalk except as herein provided.

All curbing shall be eighteen (18) inches in depth, six (6) inches in width at the top, and eight (8) inches in width at the bottom.

All curbing shall have a batter of one (1) inch from the top of the curbing to the surface of the gutter.

Forming joints: The curbing shall be constructed in uniform lengths, or sections of ten (10) feet, except where shorter sections are necessary for closures, but no section shall be less than four (4) feet.

These sections shall be separated by sheet steel templets set perpendicular to the face and top of the curbing. These templets shall be one-eighth (1/8) of an inch in thickness, of the width of the curbing, and not less than two (2) inches longer than the depth of the curbing. The templets shall be set carefully during the placing of concrete and allowed to remain in place wherever possible until the concrete has set sufficiently to hold its shape, but shall be removed while the forms are still in place.

Expansion Joints: Expansion joints shall be placed approximately fifty (50) feet apart. They shall be one-half (½) inch in width and composed of a suitable material that will not become soft and run in hot weather or become brittle in cold weather.

Finishing: The curbing shall be spaded sufficiently to obtain a smooth, even finish. The edge of the face shall be rounded to a radius of not more than three-quarter (3/4) of an inch while the concrete is still soft. The forms shall be removed within twenty-four (24) hours after the concrete has been placed. Minor defects shall be filled with mortar, composed of one (1) part of Portland Cement and two (2) parts of fine aggregate, which shall be applied with a wooden float. Plastering shall not be permitted. The top and face of the curbing from the top to eight (8) inches below the top shall be finished while the concrete is still green by frequently wetting a soft brick or a wood block and rubbing the surface until it is smooth. After the concrete has been rubbed smooth, it shall be rubbed again until a uniform color is produced, using in place of water a thin grout composed of one (1) part of Portland Cement and one (1) part of approved sand.

GRANITE CURBS

All curbs shall consist of approved first quality granite having a width at the top of four (4) inches and the bottom shall be not less than two (2) inches wider than the top. The top surface shall be pointed straight. The face shall be dressed and the ends cut square to a depth of not less than six (6) inches below the top. The top and dressed face shall be free from depressions, projections or other irregularities and defects. The curb shall be sixteen (16) inches in depth, and have a minimum length of four (4) feet.

Excavation shall be made to the required depth and the subgrade or base upon which the curb is to be set shall be compacted to a firm even surface.

The curb shall be set on edge and the top shall conform to the lines and grades given. The bottom of the curb shall be supported at all joints by concrete chairs.

The joints in granite curb shall not exceed one quarter (1/4) of an inch for a depth of 6".

All joints shall be pointed and made watertight from the base to the top of the curbing with a still mortar composed of one part cement and two parts sand.

STONE CURBS

All curbs shall consist of approved first quality blue stone having a width at the top of three (3) inches and the bottom shall be not less than two (2) inches wider than the top.

The top surface shall be pointed straight. The face shall be dressed and the ends cut square to a depth of not less than six (6) inches below the top.

The top and dressed face shall be free from depressions, projections, or other irregularities and defects.

The curbs shall be sixteen (16) inches in depth.

Excavation shall be made to the required depth and the subgrade or base upon which the curb is to be set shall be compacted to a firm even surface.

The curb shall be set on edge and the top shall conform to the lines and grades given.

The bottom of the curb shall be supported at all joints by concrete chairs.

The joints in blue stone curb shall not exceed one-quarter of an inch (1/4") for a depth of 6".

All joints shall be pointed and made watertight from the base to the top of the curbing with a still mortar composed of one part cement and two parts sand.

Section 6. The width of all sidewalks in said Borough shall be four feet. The paved portion of the sidewalk to be placed in the centre of the same, and those parts not occupied by the paving shall be brought to the proper Borough grade and consist of a grass plot, the grass for the entire width, to be maintained at a height not to exceed four inches.

Section 7. No sidewalk shall be constructed or reconstructed or any grading, paving or repaving done to the same and no gutters or curbs shall be constructed or corrected until the owner or owners of the ground, or the person having charge of the work, shall first have obtained a permit for the same from the Secretary of the Borough Council. The permit shall have written or printed thereon, or attached thereto, a copy of this ordinance, and shall be placed, by the party applying for the same, in the hands of the Borough Engineer, who shall furnish the said person with the established lines and grades, for which services he shall receive his proper charge from the party applying for the same. The services of the Borough Engineer will not be required where the grade has been definitely established by the existing curb. When the work set forth in the said permit has been fully completed, a certificate that the work has been properly done, and the plans, regulations, requirements and ordinances of the said Borough complied with, shall be procured from the Borough Engineer by the party applying for the above mentioned permit, and indorsed on the permit, and returned to the said Secretary of the Borough Council, provided, that if, in the judgment of the Borough Engineer, such construction or reconstruction, grading paving, repairing or repaving of any sidewalk shall be inexpedient, or dangerous because of the existing grade of the street or the contiguous sidewalk, such permit shall not issue, or if issued shall be cancelled by the Borough Engineer, and the cost thereof returned to the applicant. The cost of each permit shall be one dollar ($1.00) which shall be paid into the Borough treasury for the use of said Borough. No permit shall be valid after sixty days from date of issue.

Section 8. If any person or persons shall neglect or refuse to grade, pave, repave or repair any sidewalk or to construct, correct or repair any curb or to keep the same in repair pursuant to notice given as above mentioned, for the space of thirty days after the receipt of a notice as required by this ordinance, or service of the same as hereinbefore provided, the said Borough Council shall forthwith cause such grading, paving, repaving and repairing of sidewalks and such constructing, correcting and repairing of curbs and gutters to be done by contract, and the proper Borough authorities shall collect the cost of the same, together with a penalty of ten per cent (10%) of such cost, from the owner or owners of such ground, as such claims are by law recoverable.

Section 9. Whenever any sidewalk, curb or gutters shall be out of repair, like proceedings shall be in all respects, and like recovery of the cost of such repairs shall be had from the owner or owners of such ground abutting thereon, as in hereinbefore provided for, in the case of grading, paving, repaving, repairing, curbing and guttering.

Section 10. That is shall not be lawful for the owner or owners of any property to place, allow or maintain any encroachment upon the sidewalk fronting or abutting on such property, such as a porch, extension, steps, railings, fences, hedges or excavations for a basement, cellar windows or cellar doors, unless provided with protecting grating; or to place or allow any awning, sign or branches of trees at less than a clear height of nine feet above any sidewalk. Provided, that in case of young trees, the branches thereof under nine feet shall be permitted to extend over the sidewalk a distance of not more than three feet from either the building line or the curb line.

Section 11. Any person, firm or corporation who or which shall violate any of the provisions of this ordinance shall be guilty of an offense and upon conviction thereof by summary conviction shall be liable for a fine or penalty not to exceed five dollars ($5.00) for any single violation. Each separate day that any person, firm or corporation shall continue in such violation of this Ordinance shall constitute a separate vioation of this Ordinance.

Section 12. All Ordinances or portions of Ordinances inconsistent herewith be and the same are hereby repealed.

ENACTED and ORDAINED this 11th day of November A.D. 1957.

BOROUGH OF FOLCROFT
WILLIAM COOK, JR.
President of Borough Council

Attest: JAMISON HURST
Borough Secretary

Approved this 11th day of November, 1957.

HUGH McVICKER
Burgess

11-21-57