

Nauman Smith

A T T O R N E Y S A T L A W

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June 26, 2020

VIA ELECTRONIC FILING

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
PO Box 3265
Harrisburg, PA 17105-3265

**In Re: Application of CSX Transportation, Inc. for Approval of the Abolition of the Crossings
 where Strickler Street (DOT No. 145 461 L) and Griscom Street (DOT No. 145 455 H) cross
 at grade the tracks of CSX Transportation, Inc. located in Dawson Borough, Fayette
 County, Pennsylvania**

Dear Secretary Chiavetta:

Attached please find the Application of CSX Transportation, Inc., to Abolish Crossings and Certificate of Service, evidencing service of the same, in the above-captioned matter.

Please contact me if you have any questions.

Sincerely yours,



Benjamin C. Dunlap, Jr.

BCDjr/io
attachment
cc w/ attachment: all parties of record

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

In re: Application of CSX Transportation, Inc. for Approval of the Abolition of the Crossings where Strickler Street (DOT No. 145 461 L) and Griscom Street (DOT No. 145 455 H) cross at grade the tracks of CSX Transportation, Inc. located in Dawson Borough, Fayette County, Pennsylvania	: : : : : : : : : :	DOCKET NO. _____ ELECTRONICALLY FILED
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APPLICATION TO ABOLISH CROSSINGS

CSX Transportation, Inc. (“CSXT”), by and through its attorneys, Nauman, Smith, Shissler & Hall, LLP, hereby files this Application, pursuant to the provisions of 66 Pa.C.S. § 2702 and 52 Pa. Code § 5.13, for the abolition of two public rail-highway crossings where its tracks cross Strickler Street (DOT No. 145 461 L) and Griscom Street (DOT No. 145 455 H) in Dawson Borough (“Borough”), Fayette County, based upon the following:

1. The name and address of the Applicant is CSX Transportation, Inc., Derek S. Mihaly, P.E., Project Engineer II, 4 Neshaminy Interplex, Suite 205, Trevoese, Pennsylvania 19053.
2. The name and address of the Applicant’s attorney is Benjamin C. Dunlap, Jr., Esquire, Nauman Smith, Shissler & Hall, LLP, 200 North Third Street, 18th Floor, P.O. Box 840, Harrisburg, PA 17108-0840.
3. The Applicant is a Virginia corporation authorized to transact business in the Commonwealth of Pennsylvania. The Applicant is a freight railroad engaged in the business of transportation of property and makes this Application pursuant to 66 Pa.C.S. § 2702.

4. The subject at-grade crossings are located where Strickler Street and Griscom Street cross over CSXT's tracks in the Borough. A map showing the location of the subject crossings is provided as Figure 1 in the Traffic Impact Study ("Traffic Study") attached hereto as Exhibit "A".
5. All parties potentially interested in this matter are identified in Exhibit "B" attached hereto.
6. There are three other at-grade crossings in close vicinity to the Strickler Street and Griscom Street crossings at Stauffer Street, Laughlin Street and Galley Street.
7. The Traffic Study was conducted by Grove Miller Engineering and completed in March 2020 for CSXT to analyze the potential impact of the abolition of the Strickler Street and Griscom Street crossings in the Borough. See Exhibit "A". The traffic counts on which the Traffic Study is based were conducted in January 2020 as detailed in the report Appendix.
8. Strickler Street is a local roadway connecting River Road and Railroad Street with no posted speed limit and no pavement markings. It has an average weekday daily traffic volume of approximately 34 vehicles per day. Traffic Study p. 4.
9. Griscom Street is a local roadway connecting River Road and Railroad Street with no posted speed limit and no pavement markings. It has an average weekday daily traffic volume of approximately 61 vehicles per day. Traffic Study p. 4.
10. The surrounding street network grid can accommodate for the very minor amount of traffic volume that would be diverted from the abolition of the Strickler Street and Griscom Street crossings. Roadways and intersections in the Borough will continue to operate at Desirable Levels of Service. Traffic Study pp. 6-7.

11. As part of the Traffic Study, travel time runs were conducted to assess the potential impact on travel times in the study area for traffic that currently uses the Strickler Street and Griscom Street crossings that would have to divert to other routes in the Borough. This evaluated worst-case scenarios where traffic would be adjacent to the at-grade crossing and then have to reroute to arrive at the other side of the tracks rather than simply crossing the tracks. Traffic Study pp. 6-9.
12. For vehicles traveling to and from south of the Strickler Street crossing to the east and north, the travel route distance would increase approximately 800 feet and travel time would increase approximately 25 to 30 seconds with abolition of the crossing. Distances and travel times for vehicles traveling to and from south of the Strickler Street crossing to the west and south would not be impacted. Traffic Study p. 7.
13. For vehicles traveling to and from south of the Griscom Street crossing to destinations to and from north of the crossing, the travel route would increase approximately 1,500 feet and travel time would increase approximately 60 to 70 seconds with abolition of the crossing. Distances and travel times for vehicles traveling to and from the south of the Griscom Street crossing to the west and south would not be impacted. Traffic Study pp. 7-8.
14. It is important to note that most traffic would not be traveling from one side of the former crossings to the other. Instead, those vehicles would be able to use shorter routes to get to the destination and would not be impacted to the extent presented in the Travel Time Study. Traffic Study p. 8.

15. Emergency service response times were also evaluated as part of the Time Travel Study. Incident response times will not be impacted by the abolition of the Strickler Street and Griscom Street crossings because there are no emergency service providers in the area adjacent to the proposed closures. Traffic Study p. 9.
15. In light of the Traffic Study findings, the subject crossings are not necessary for either the public safety or convenience. Traffic Study p. 1-2.
16. CSXT agrees to bear all costs to remove the crossings and construct any barricades the PUC deems necessary on the former crossing approaches.
17. CSXT requests that future maintenance responsibilities for any barricades and signage that the PUC deems necessary on the former crossing approaches be assigned to Dawson Borough.

WHEREFORE, CSXT respectfully requests that this Honorable Commission grant its Application to abolish the crossings of its tracks with Strickler Street and Griscom Street in Dawson Borough, Fayette County, Pennsylvania.

Respectfully Submitted,

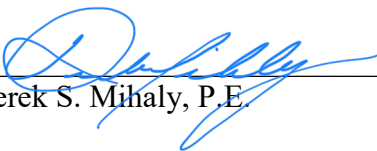
NAUMAN, SMITH, SHISSLER & HALL, LLP

By *Benjamin C. Dunlap, Jr.*
Benjamin C. Dunlap, Jr.
Supreme Court I.D. #66283
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bdunlapjr@nssh.com
Attorney for CSX Transportation, Inc.

Dated: June 26, 2020

VERIFICATION

I, Derek S. Mihaly, P.E., verify that I am Project Manager II with CSX Transportation, Inc., and that as such I am authorized to make this Verification and that the statements made in the foregoing “*Application to Abolish Crossings*” are true and correct to the best of my knowledge, information and belief. I understand that false statements herein are made subject to the penalties of 18 Pa. C.S.A. § 4904 relating to unsworn falsification to authorities.



Derek S. Mihaly, P.E.

Dated: June 25, 2020

Exhibit "A"

TRAFFIC IMPACT STUDY

for

CSX TRANSPORTATION

*Strickler Street & Griscom Street
Crossings*

in

Dawson Borough, Fayette County

March 2020

by

*GROVE MILLER ENGINEERING, INC.
Traffic Engineering Consultants
Harrisburg, Pennsylvania*

www.grovemiller.com

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EXECUTIVE SUMMARY

CSX Transportation desires to abolish two (2) public rail-highway crossings of its tracks in Dawson Borough, Fayette County, Pennsylvania. The rail-highway crossings on Strickler Street and Griscom Street are proposed to be abolished. The proposed closures would result in the permanent removal of the at-grade roadway pavement crossing Strickler Street and Griscom Street. An automatic traffic recorder (ATR) count indicates the average daily traffic (ADT) volume on Strickler Street in the area of the at-grade rail-highway crossing is approximately 34 vehicles per day. An ATR count indicates the ADT volume on Griscom Street in the area of the at-grade rail-highway crossing is approximately 61 vehicles per day. The following traffic impact study will assess the impact of the removal of the subject at-grade rail-highway crossings on the adjacent highway network, i.e. the study area shown in Figure 1.

Traffic counts were conducted in the vicinity of the existing at-grade rail-highway crossings at the following roadways in the Borough of Dawson:

- Stauffer Street
- Strickler Street
- Laughlin Street (SR 0819)
- Galley Street
- Griscom Street

The ADT volumes on Stauffer Street, Strickler Street, Galley Street, and Griscom Street are less than 100 vehicle per day. The ADT volume on Laughlin Street is 1,800 vehicles per day. With traffic volumes on Strickler Street and Griscom Street at these extremely low levels, the surrounding roadway network traffic will be able to easily accommodate the traffic that will be redistributed with the proposed removal of the at-grade rail-highway crossings. The roadway and intersections in the Borough will operate at desirable Levels of Service (LOS). Traffic diverted from the Strickler Street and Griscom Street at-grade rail-highway crossings will not have an impact on the future study area intersection operations.

Travel time evaluations were conducted to assess the potential impacts on travel times in the study area for traffic currently using the Strickler Street and Griscom Street at-grade rail-highway crossings that would have to divert to other routes in the Borough. The travel time and distance evaluations assumed a worst-case scenario where traffic would be adjacent to the at-grade crossing and then have to reroute to arrive at the other side of the tracks rather than simply crossing the tracks. Most traffic would not be traveling from adjacent to one side of the at-grade crossing to the other, so those vehicles would be able to use shorter routes to get to their destination. Therefore, their travel times would not be impacted to the extent presented in the travel time evaluation results.

The travel time study results indicate that, in the worst-case scenario, a small number of vehicles diverted as a result of the proposed removal of the Strickler Street at-grade rail-highway crossing would experience a moderate increase in travel time of approximately 25 to 30 seconds. The travel time study results also indicate that, in the worst-case scenario, a small number of vehicles diverted as a result of the proposed removal of the Griscom Street at-grade rail-highway crossing would experience a moderate increase in travel time of approximately 60 to 70 seconds. It is anticipated that the local traffic that uses this segment of the roadway network will find the best routes for their particular transportation needs. These future route adjustments will further minimize any impact experienced by drivers.

INTRODUCTION

CSX Transportation desires to abolish two (2) public rail-highway crossings of its tracks in Dawson Borough, Fayette County, Pennsylvania. The rail-highway crossings on Strickler Street and Griscom Street are proposed to be abolished. Grove Miller Engineering, Inc. has been retained by CSX Transportation to conduct a traffic impact study to assess the impact of the removal of the Strickler Street and Griscom Street at-grade rail-highway crossings on the adjacent highway network. A location map is provided as Figure 1.

The traffic study addresses the following issues:

- Determine existing traffic conditions on the study area roadways.
- Estimate the impact of the diversion of traffic volumes from the removal of the Strickler Street and Griscom Street at-grade rail-highway crossings to the surrounding highway network.
- Perform travel time evaluations to assess the potential impacts on travel times in the study area for traffic that currently uses the Strickler Street and Griscom Street at-grade rail-highway crossings that would have to divert to other routes in the Borough.
- Provide recommendations to effectively accommodate projected traffic demands on the adjacent highway network with the elimination of the subject at-grade rail-highway crossing.

The methodology and analyses results are documented in this traffic impact study report.

EXISTING CONDITIONS

The existing Strickler Street and Griscom Street at-grade rail-highway crossings are located in Dawson Borough, Fayette County. Land uses in the area of the crossings are residential and commercial in nature.

Existing conditions of adjacent roadways are described below.

Strickler Street. Strickler Street is a 22-foot wide local roadway providing a north/south roadway connection between River Road and Railroad Street. Strickler Street accommodates two-way traffic between River Road and Railroad Street. There is an at-grade rail-highway crossing on Strickler Street just south of Railroad Street. The average weekday daily traffic volume on Strickler Street in the area of the at-grade crossing is approximately 34 vehicles per day. There is no posted speed limit on Strickler Street and there are no pavement markings.

Griscom Street. Griscom Street is a 24-foot wide local roadway providing a north/south roadway connection between River Road and Railroad Street. Griscom Street accommodates two-way traffic between River Road and Railroad Street. There is an at-grade rail-highway crossing on Griscom Street just south of Railroad Street. The average weekday daily traffic volume on Griscom Street in the area of the at-grade crossing is approximately 61 vehicles per day. There is no posted speed limit on Griscom Street and there are no pavement markings.

Stauffer Street. Stauffer Street is a 24-foot wide local roadway providing a north/south roadway connection between River Road and Railroad Street. Stauffer Street accommodates two-way traffic between River Road and Railroad Street. There is an at-grade rail-highway crossing on Stauffer Street just south of Railroad Street. The average weekday daily traffic volume on Stauffer Street in the area of the at-grade crossing is approximately 33 vehicles per day. There is no posted speed limit on Stauffer Street and there are no pavement markings.

Laughlin Street. Laughlin Street is a two (2) lane state roadway (SR 0819) running in a north/south direction from the Youghiogheny River to Railroad Street. Laughlin Street has 11-foot travel lanes and 2-foot shoulders. Laughlin Street accommodates two-way traffic between River Road and Railroad Street. There is an at-grade rail-highway crossing on Laughlin Street just south of Railroad Street. The average weekday daily traffic volume on Laughlin Street in the area of the at-grade crossing

is approximately 1,800 vehicles per day. The posted speed limit is 25 MPH and pavement markings consist of a double yellow centerline and white edge lines. There are railroad crossing pavement markings on the northbound approach to the at-grade rail-highway crossing.

Galley Street. Galley Street is a 24-foot wide local roadway providing a north/south roadway connection between River Road and Railroad Street. Galley Street accommodates two-way traffic between River Road and Railroad Street. There is an at-grade rail-highway crossing on Galley Street just south of Railroad Street. The average weekday daily traffic volume on Galley Street in the area of the at-grade crossing is approximately 68 vehicles per day. There is no posted speed limit on Galley Street and there are no pavement markings.

PROPOSED CONDITIONS

CSX Transportation desires to abolish two (2) public rail-highway crossings of its tracks in Dawson Borough, Fayette County, Pennsylvania. The rail-highway crossings on Strickler Street and Griscom Street are proposed to be abolished. The surrounding street network grid would accommodate the diverted traffic volumes from Strickler Street and Griscom Street.

DATA COLLECTION

Automatic traffic recorder (ATR) counts were conducted on in the area of the at-grade rail-highway crossings to determine the average weekday traffic volume. The ATR counts were conducted on the following roadways:

- Stauffer Street
- Strickler Street
- Laughlin Street (SR 0819)
- Galley Street
- Griscom Street

A summary of the existing 2020 ADT count data is provided in Figure 2. Copies of the traffic count data summary sheets are provided in the Appendix.

TRIP DIVERSION

Traffic volumes currently using Strickler Street and Griscom Street at-grade crossings to travel between River Road and Railroad Street will be diverted to adjacent streets with the proposed removal of the at-grade rail-highway crossings.

It is anticipated that the majority of the traffic currently using the Strickler Street at-grade rail-highway crossing to travel north and east of Dawson will be diverted to Laughlin Street to cross the railroad and continue to travel to the north and east. It is anticipated that the majority of the traffic currently using the Strickler Street at-grade rail-highway crossing traveling from the north and east of Dawson to Strickler Street will be diverted to Laughlin Street to cross the railroad, then use River Road to access Strickler Street.

It is anticipated that the majority of the traffic currently using the Griscom Street at-grade rail-highway crossing to travel north and east of Dawson will be diverted to Galley Street to cross the railroad and continue to travel to the north and east. It is anticipated that the majority of the traffic currently using the Griscom Street at-grade rail-highway crossing traveling from the north and east of Dawson to Griscom Street will be diverted to Griscom Street to cross the railroad, then use River Road to access Griscom Street.

TRAVEL TIME STUDY

Traffic volumes currently using the Strickler Street and Griscom Street at-grade rail-highway crossings will be permanently diverted to adjacent streets with the proposed at-grade crossing closures. Travel time evaluations were conducted to assess the potential impacts on travel times in the study area for traffic currently using the Strickler Street and Griscom Street at-grade rail-highway crossings that would have to divert to other routes in the Borough. The travel time and distance evaluations assumed a worst-case scenario where traffic would be adjacent to the at-grade crossing and then have to reroute to arrive at the other side of the tracks rather than simply crossing the tracks. Most traffic would not

be traveling from adjacent to one side of the at-grade crossing to the other, so those vehicles would be able to use shorter routes to get to their destination. Therefore, their travel times would not be impacted to the extent presented in the travel time evaluation results. It is anticipated that the local traffic that uses this segment of the roadway network will find the best routes for their particular transportation needs. These future route adjustments will further minimize any impact experienced by drivers. Please refer to the study area map provided in Figure 1 to follow the travel routes outlined below.

Strickler Street At-Grade Crossing

For vehicles traveling to and from south of the Strickler Street at-grade crossing to the east and north, the end points chosen for the route were Strickler Street just south of the at-grade crossing and the intersection of Laughlin Street and Railroad Street. The travel route would be via Strickler Street southbound, then River Road eastbound, and then Laughlin Street northbound to Railroad Street. The increase in travel distance over using Strickler Street northbound to Railroad Street eastbound is approximately 800 feet. The increase in travel time with the removal of the Strickler Street at-grade crossing is approximately 25 to 30 seconds.

For vehicles traveling to and from south of the Strickler Street at-grade crossing to the west and south, they will continue to use Strickler Street southbound to access River Road and Laughlin Street. Travel times and distances for these vehicles will not be impacted by the closing of the at-grade crossing.

Griscom Street At-Grade Crossing

For vehicles traveling to and from south of the Griscom Street at-grade crossing to destinations on the north side of the at-grade crossing, the end points chosen for the route were Griscom Street just south of the at-grade crossing and the intersection of Griscom Street and Railroad Street. The travel route would be via Griscom Street southbound, then River Road westbound, then Galley Street northbound, and then Railroad Street eastbound to Griscom Street. The increase in travel distance over using Griscom Street northbound to Railroad Street is approximately 1,500 feet. The increase in travel time with the removal of the Griscom Street at-grade crossing is approximately 60 to 70 seconds.

For vehicles traveling to and from south of the Griscom Street at-grade crossing to the west and south, they will continue to use Griscom Street southbound to access River Road and Laughlin Street. Travel times and distances for these vehicles will not be impacted by the closing of the at-grade crossing.

CONCLUSIONS

Traffic Volumes

- The average weekday daily traffic volume on Strickler Street in the area of the at-grade crossing is approximately 34 vehicles per day.
- The average weekday daily traffic volume on Griscom Street in the area of the at-grade crossing is approximately 61 vehicles per day.
- This is a very minor amount of traffic that can be absorbed by the surrounding local street network.

Travel Time Study

- The travel time and distance evaluations assumed a worst-case scenario where traffic would be adjacent to the at-grade crossing and then have to reroute to arrive at the other side of the tracks rather than simply crossing the tracks. Most traffic would not be traveling from adjacent to one side of the at-grade crossing to the other, so those vehicles would be able to use shorter routes to get to their destination. Therefore, their travel times would not be impacted to the extent presented in the travel time evaluation results.
- The travel time evaluation results indicate that, in the worst-case scenario, the very small number of vehicles diverted as a result of the proposed removal of the Strickler Street at-grade crossing will experience an increase in travel distance of

approximately 800 feet. The increase in travel time with the removal of the Strickler Street at-grade crossing is approximately 25 to 30 seconds.

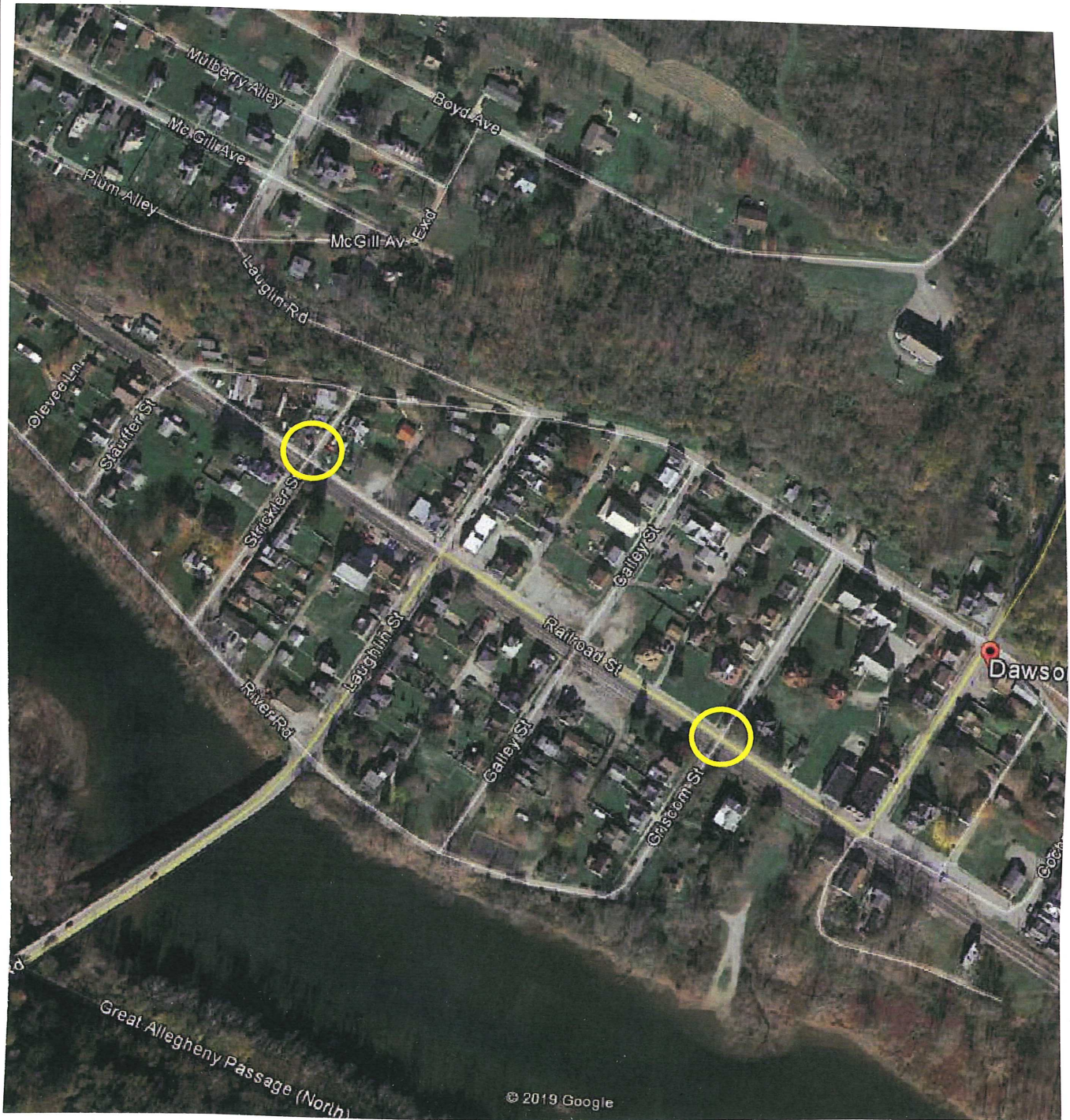
■ The travel time evaluation results indicate that, in the worst-case scenario, the very small number of vehicles diverted as a result of the proposed removal of the Griscom Street at-grade crossing will experience an increase in travel distance of approximately 1,500 feet. The increase in travel time with the removal of the Griscom Street at-grade crossing is approximately 60 to 70 seconds.

■ Given that there are no emergency service providers in the area adjacent to either of the proposed at-grade rail-highway crossing closures, incident response times will not be impacted.

■ The existing street grid network has sufficient connections to provide drivers and emergency service providers with multiple alternate route choices.



FIGURES

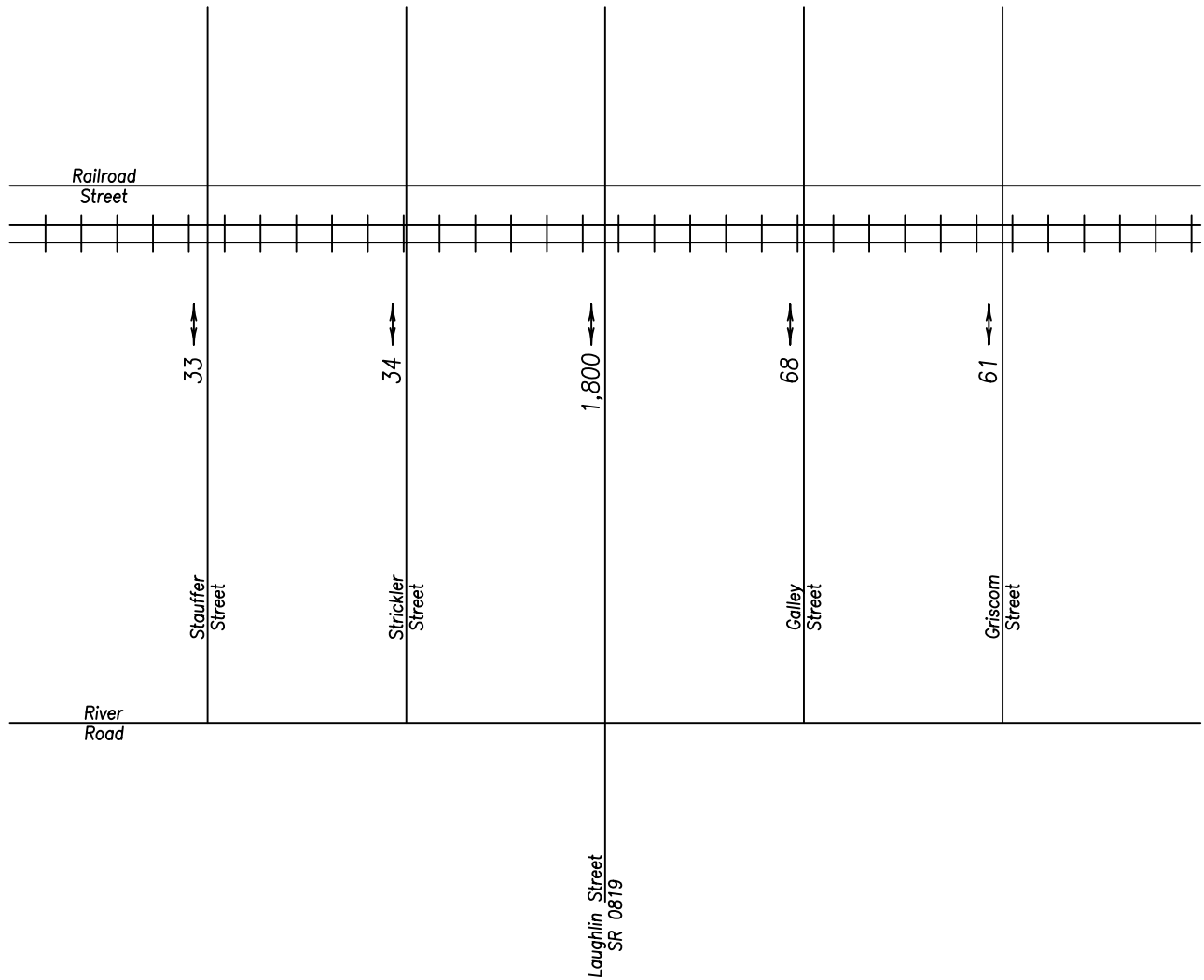


Traffic Impact Study
STRICKLER STREET &
GRISCOM STREET
CROSSINGS
Dawson Borough, Fayette County

FIGURE 1
LOCATION MAP



NOT TO SCALE



Traffic Impact Study
STRICKLER STREET &
GRISCOM STREET
CROSSINGS
Dawson Borough, Fayette County

FIGURE 2
2020 DAILY TRAFFIC VOLUMES



APPENDIX

AUTOMATIC TRAFFIC RECORDER COUNT DATA

Tri-State Traffic Data, Inc.

Street: Stauffer St
 Location: South of Railroad
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: Stauffer St
 Station ID: 000000000000

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	13-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	0	1	0	0	0	1	0	1	0	1
01:00	*	*	*	*	*	*	0	0	0	0	0	0	1	2	0	0
02:00	*	*	*	*	*	*	0	1	0	0	0	0	0	2	0	1
03:00	*	*	*	*	*	*	0	0	0	1	0	0	0	1	0	0
04:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	0	1	0	1	0	0	0	0	0	0
06:00	*	*	*	*	*	*	0	0	1	0	0	0	0	0	0	0
07:00	*	*	*	*	*	*	2	0	0	1	1	0	0	1	1	0
08:00	*	*	*	*	*	*	1	4	0	1	0	0	1	0	0	1
09:00	*	*	*	*	*	*	1	2	0	3	0	0	1	1	0	2
10:00	*	*	*	*	*	*	2	1	2	4	2	3	0	0	2	2
11:00	*	*	*	*	*	*	1	0	0	1	0	0	4	1	1	0
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09:00	*	*	*	*	0	2	2	1	0	1	2	1	1	3	1	2
10:00	*	*	*	*	0	1	0	1	0	0	0	0	1	1	0	1
11:00	*	*	*	*	0	0	1	1	1	1	0	0	1	1	1	1
Lane	0	0	0	0	7	12	14	19	17	32	11	12	17	29	13	23
Day	0	0	0	0	19	12	33	19	49	32	23	12	46	29	36	23
AM Peak	-	-	-	-	-	-	07:00	08:00	10:00	10:00	10:00	10:00	11:00	01:00	10:00	09:00
Vol.	-	-	-	-	-	-	2	4	2	4	2	3	4	2	2	2
PM Peak	-	-	-	-	20:00	15:00	21:00	15:00	14:00	18:00	21:00	14:00	16:00	16:00	14:00	14:00
Vol.	-	-	-	-	4	2	2	2	3	3	2	2	2	5	1	2

Tri-State Traffic Data, Inc.

Street: Stricker St
 Location: South of Railroad St
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: Strickler St
 Station ID: 000000000000

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	13-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	1	0	0	0	0	0	0	1	0	0
01:00	*	*	*	*	*	*	0	0	0	0	0	1	0	0	0	0
02:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
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05:00	*	*	*	*	*	*	0	0	0	2	0	0	0	0	0	0
06:00	*	*	*	*	*	*	0	1	0	1	0	0	0	1	0	1
07:00	*	*	*	*	*	*	0	2	0	0	1	1	0	1	0	1
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03:00	*	*	*	*	4	2	0	2	2	4	1	0	1	0	2	2
04:00	*	*	*	*	0	0	1	2	1	3	0	0	2	1	1	1
05:00	*	*	*	*	3	4	2	0	1	0	2	0	0	0	2	1
06:00	*	*	*	*	1	0	1	0	0	1	6	1	0	0	2	0
07:00	*	*	*	*	1	0	0	0	1	1	1	0	0	0	1	0
08:00	*	*	*	*	0	0	0	0	2	2	0	0	0	0	0	0
09:00	*	*	*	*	1	0	1	1	2	0	0	1	0	1	1	1
10:00	*	*	*	*	0	0	0	1	0	1	0	0	0	0	0	0
11:00	*	*	*	*	0	0	0	1	0	2	1	1	0	0	0	1
Lane	0	0	0	0	10	7	11	23	20	33	21	19	10	15	17	21
Day	0		0		17		34		53		40		25		38	
AM Peak	-	-	-	-	-	-	09:00	09:00	10:00	08:00	09:00	09:00	08:00	11:00	09:00	08:00
Vol.	-	-	-	-	-	-	2	5	3	7	3	4	1	4	2	3
PM Peak	-	-	-	-	15:00	17:00	14:00	13:00	14:00	14:00	18:00	12:00	13:00	12:00	14:00	12:00
Vol.	-	-	-	-	4	4	2	3	4	5	6	3	3	1	2	2

Tri-State Traffic Data, Inc.

Street: Route 819
 Location: South of Railroad St
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: 000000Rt 819
 Station ID: 000000000000

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	20-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average		
	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.	
12:00 AM	*	*	*	*	*	*	*	*	*	*	4	5	8	6	6	6	
01:00	*	*	*	*	*	*	*	*	*	*	3	6	4	8	4	7	
02:00	*	*	*	*	*	*	*	*	*	*	4	7	4	3	4	5	
03:00	*	*	*	*	*	*	*	*	*	*	6	5	2	2	4	4	
04:00	*	*	*	*	*	*	*	*	*	*	7	4	5	5	6	4	
05:00	*	*	*	*	*	*	*	*	*	*	9	11	5	4	7	8	
06:00	*	*	*	*	*	*	*	*	*	*	15	17	4	2	10	10	
07:00	*	*	*	*	*	*	*	*	*	*	22	22	9	5	16	14	
08:00	*	*	*	*	*	*	*	*	*	*	36	31	32	21	34	26	
09:00	*	*	*	*	*	*	*	*	*	*	45	42	38	34	42	38	
10:00	*	*	*	*	*	*	*	*	*	53	46	50	58	56	59	53	54
11:00	*	*	*	*	*	*	*	*	*	44	42	67	63	53	51	55	52
12:00 PM	*	*	*	*	*	*	*	*	*	79	67	68	58	67	60	71	62
01:00	*	*	*	*	*	*	*	*	*	63	53	59	65	51	40	58	53
02:00	*	*	*	*	*	*	*	*	*	65	61	66	52	55	44	62	52
03:00	*	*	*	*	*	*	*	*	*	99	99	52	59	49	56	67	71
04:00	*	*	*	*	*	*	*	*	*	80	79	61	65	47	30	63	58
05:00	*	*	*	*	*	*	*	*	*	91	88	51	48	44	53	62	63
06:00	*	*	*	*	*	*	*	*	*	44	33	41	48	34	40	40	40
07:00	*	*	*	*	*	*	*	*	*	28	42	30	32	34	36	31	37
08:00	*	*	*	*	*	*	*	*	*	35	26	33	38	26	33	31	32
09:00	*	*	*	*	*	*	*	*	*	23	33	16	25	14	10	18	23
10:00	*	*	*	*	*	*	*	*	*	24	7	22	10	10	4	19	7
11:00	*	*	*	*	*	*	*	*	*	9	10	16	10	7	5	11	8
Lane	0	0	0	0	0	0	0	0	0	737	686	783	781	658	611	774	734
Day	0	0	0	0	0	0	0	0	0	1423	686	1564	781	1269	611	1508	734
AM Peak	-	-	-	-	-	-	-	-	-	10:00	10:00	11:00	11:00	10:00	10:00	11:00	10:00
Vol.	-	-	-	-	-	-	-	-	-	53	46	67	63	56	59	55	54
PM Peak	-	-	-	-	-	-	-	-	-	15:00	15:00	12:00	13:00	12:00	12:00	12:00	15:00
Vol.	-	-	-	-	-	-	-	-	-	99	99	68	65	67	60	71	71

Tri-State Traffic Data, Inc.

Street: Route 819
 Location: South of Railroad St
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: 000000Rt 819
 Station ID: 000000000000

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	27-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.	NB	SB.
12:00 AM	1	2	4	2	2	2	3	3	6	4	*	*	*	*	3	3
01:00	2	3	1	3	3	4	2	6	5	6	*	*	*	*	3	4
02:00	1	3	5	3	4	4	4	4	3	5	*	*	*	*	3	4
03:00	9	4	8	5	10	4	9	4	11	4	*	*	*	*	9	4
04:00	13	12	13	17	12	18	16	17	15	16	*	*	*	*	14	16
05:00	28	21	27	20	29	29	25	17	20	20	*	*	*	*	26	21
06:00	35	38	35	38	42	39	39	36	42	39	*	*	*	*	39	38
07:00	45	37	47	51	47	45	56	46	51	51	*	*	*	*	49	46
08:00	50	43	39	35	48	40	47	51	49	50	*	*	*	*	47	44
09:00	51	47	45	46	57	61	56	42	65	59	*	*	*	*	55	51
10:00	56	45	47	38	58	50	37	46	62	48	*	*	*	*	52	45
11:00	41	38	40	53	52	46	45	35	58	69	*	*	*	*	47	48
12:00 PM	57	55	57	41	38	42	55	52	0	0	*	*	*	*	41	38
01:00	61	61	63	56	51	50	47	64	*	*	*	*	*	*	56	58
02:00	62	59	65	85	63	69	58	62	*	*	*	*	*	*	62	69
03:00	80	85	94	143	75	72	65	75	*	*	*	*	*	*	78	94
04:00	62	65	82	110	76	78	90	72	*	*	*	*	*	*	78	81
05:00	57	67	77	100	71	70	67	71	*	*	*	*	*	*	68	77
06:00	41	41	36	50	40	51	54	59	*	*	*	*	*	*	43	50
07:00	30	29	34	35	30	27	33	27	*	*	*	*	*	*	32	30
08:00	19	23	28	35	49	42	38	26	*	*	*	*	*	*	34	32
09:00	13	23	38	22	19	21	20	24	*	*	*	*	*	*	22	22
10:00	14	9	10	17	14	12	19	7	*	*	*	*	*	*	14	11
11:00	6	6	5	8	5	5	7	8	*	*	*	*	*	*	6	7
Lane	834	816	900	1013	895	881	892	854	387	371	0	0	0	0	881	893
Day	1650		1913		1776		1746		758		0		0		1774	
AM Peak	10:00	09:00	07:00	11:00	10:00	09:00	07:00	08:00	09:00	11:00	-	-	-	-	09:00	09:00
Vol.	56	47	47	53	58	61	56	51	65	69	-	-	-	-	55	51
PM Peak	15:00	15:00	15:00	15:00	16:00	16:00	16:00	15:00	-	-	-	-	-	-	15:00	15:00
Vol.	80	85	94	143	76	78	90	75	-	-	-	-	-	-	78	94

Comb. Total	1650	1913	1776	1746	2181	1564	1269	3282
ADT	ADT 1,686	AADT 1,686						

Tri-State Traffic Data, Inc.

Street: Galley St
 Location: South of Railroad
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: 000Galley St
 Station ID: 000000000000

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	13-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	2	1	1	1	0	0	0	0	1	0
01:00	*	*	*	*	*	*	0	0	0	0	0	0	1	0	0	0
02:00	*	*	*	*	*	*	0	1	1	0	1	0	0	0	0	0
03:00	*	*	*	*	*	*	1	0	0	0	2	0	1	0	1	0
04:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
05:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
06:00	*	*	*	*	*	*	1	4	1	1	1	0	1	0	1	1
07:00	*	*	*	*	*	*	1	1	1	2	0	1	0	0	0	1
08:00	*	*	*	*	*	*	0	2	1	2	1	2	0	0	0	2
09:00	*	*	*	*	*	*	7	1	1	4	0	0	0	1	2	2
10:00	*	*	*	*	*	*	2	2	3	1	2	0	0	2	2	1
11:00	*	*	*	*	*	*	1	3	5	5	1	2	1	0	2	2
12:00 PM	*	*	*	*	*	*	2	5	1	0	4	0	2	1	2	2
01:00	*	*	*	*	6	4	4	2	1	1	1	1	5	2	3	2
02:00	*	*	*	*	4	5	4	1	1	3	4	1	0	3	3	3
03:00	*	*	*	*	4	1	3	5	2	2	1	2	0	4	2	3
04:00	*	*	*	*	5	0	3	0	4	0	3	2	2	2	3	1
05:00	*	*	*	*	2	3	3	0	2	2	4	1	1	1	2	1
06:00	*	*	*	*	0	1	0	0	2	1	14	8	0	0	3	2
07:00	*	*	*	*	1	1	2	2	2	2	4	2	0	0	2	1
08:00	*	*	*	*	0	1	1	0	2	0	1	1	1	0	1	0
09:00	*	*	*	*	0	1	1	0	3	1	1	0	0	0	1	0
10:00	*	*	*	*	2	0	0	0	1	1	1	0	2	0	1	0
11:00	*	*	*	*	1	1	0	0	1	0	1	1	0	1	1	1
Lane	0	0	0	0	25	18	38	30	36	29	47	24	17	17	33	25
Day	0	0	0	0	43	18	68	30	65	29	71	24	34	17	58	25
AM Peak	-	-	-	-	-	-	09:00	06:00	11:00	11:00	03:00	08:00	01:00	10:00	09:00	08:00
Vol.	-	-	-	-	-	-	7	4	5	5	2	2	1	2	2	2
PM Peak	-	-	-	-	13:00	14:00	13:00	12:00	16:00	14:00	18:00	18:00	13:00	15:00	13:00	14:00
Vol.	-	-	-	-	6	5	4	5	4	3	14	8	5	4	3	3

Tri-State Traffic Data, Inc.

Street: Griscom St
 Location: South of Railroad
 Weather: Clear
 Counter: TSTD

www.TSTData.com
610-466-1469

Site Code: 00Griscom St
 Station ID: 000000000000

Longitude: 0' 0.0000 Undefined
 Latitude: 0' 0.0000 Undefined

Start Time	13-Jan-20		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	*	*	1	0	0	0	1	0	1	0	1	0
01:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
02:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
03:00	*	*	*	*	*	*	0	0	0	0	0	0	0	0	0	0
04:00	*	*	*	*	*	*	0	0	0	0	1	0	0	0	0	0
05:00	*	*	*	*	*	*	0	0	0	1	0	1	0	0	0	0
06:00	*	*	*	*	*	*	1	0	0	0	0	0	1	0	0	0
07:00	*	*	*	*	*	*	0	1	1	3	0	0	0	0	0	1
08:00	*	*	*	*	*	*	1	6	2	1	0	1	0	1	1	2
09:00	*	*	*	*	*	*	0	2	1	1	1	0	2	1	1	1
10:00	*	*	*	*	*	*	4	3	1	1	4	1	0	0	2	1
11:00	*	*	*	*	*	*	1	0	1	0	2	4	0	0	1	1
12:00 PM	*	*	*	*	*	*	6	3	3	2	2	3	1	2	3	2
01:00	*	*	*	*	2	2	3	0	1	1	2	1	0	1	2	1
02:00	*	*	*	*	0	1	4	1	1	2	2	0	2	0	2	1
03:00	*	*	*	*	0	0	3	3	7	1	0	1	1	0	2	1
04:00	*	*	*	*	2	3	2	0	2	3	0	1	0	1	1	2
05:00	*	*	*	*	2	6	1	1	1	2	1	1	2	0	1	2
06:00	*	*	*	*	0	1	2	1	0	1	11	17	0	0	3	4
07:00	*	*	*	*	2	0	3	2	3	0	2	3	1	0	2	1
08:00	*	*	*	*	2	1	1	1	0	1	1	1	1	1	1	1
09:00	*	*	*	*	0	1	1	0	1	0	2	2	0	0	1	1
10:00	*	*	*	*	1	2	1	2	0	0	1	1	0	0	1	1
11:00	*	*	*	*	0	1	0	0	0	0	0	2	0	0	0	1
Lane	0	0	0	0	11	18	35	26	25	20	33	40	12	7	25	24
Day	0	0	0	0	29	18	61	26	45	20	73	40	19	7	49	24
AM Peak	-	-	-	-	-	-	10:00	08:00	08:00	07:00	10:00	11:00	09:00	08:00	10:00	08:00
Vol.	-	-	-	-	-	-	4	6	2	3	4	4	2	1	2	2
PM Peak	-	-	-	-	13:00	17:00	12:00	12:00	15:00	16:00	18:00	18:00	14:00	12:00	12:00	18:00
Vol.	-	-	-	-	2	6	6	3	7	3	11	17	2	2	3	4

STUDY AREA PHOTOGRAPHS



Crossing signs at Stauffer Street on the north side of crossing.



Crossing signs at Stauffer Street on the south side of crossing.



Stauffer Street looking south at River Road.



Crossing signs at Strickler Street on the north side of crossing.



Crossing signs at Strickler Street on the south side of crossing.



Strickler Street looking south at River Road.



Crossing signs at Laughlin Street (SR 0819) on the north side of crossing.



Crossing signs at Laughlin Street (SR 0819) on the south side of crossing.



Laughlin Street (SR 0819) crossing pavement markings on south side of crossing.



Galley Street crossing looking from the north side of crossing.



Crossing signs at Galley Street on the south side of crossing.



Galley Street looking south at River Road.



Griscom Street crossing looking from the north side of crossing.



Crossing signs at Griscom Street on the south side of crossing.



Griscom Street looking south at River Road.

Exhibit "B"

List of All Concerned Persons, Parties and Entities

KAYLA L. ROST, ESQUIRE
PA Public Utility Commission
Bureau of Investigation & Enforcement
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Harrisburg, PA 17120
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GINA M. D'ALFONSO, ESQUIRE
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VERIZON PENNSYLVANIA LLC
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COLUMBIA GAS OF PA INC
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YOUGH SANITARY AUTHORITY
L. Wayne Cable
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Dawson, PA 15428
Email: yough@verizon.net

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

In re: Application of CSX Transportation, Inc. for Approval of the Abolition of the Crossings where Strickler Street (DOT No. 145 461 L) and Griscom Street (DOT No. 145 455 H) cross at grade the tracks of CSX Transportation, Inc. located in Dawson Borough, Fayette County, Pennsylvania	: : : : : : :	DOCKET NO. _____ ELECTRONICALLY FILED
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CERTIFICATE OF SERVICE

I hereby certify that I served one (1) copy of the foregoing *Application of CSX Transportation, Inc. to Abolish Crossings* in the above action, this day via electronic mail, as indicated below:

KAYLA L. ROST, ESQUIRE
PA Public Utility Commission
Bureau of Investigation & Enforcement
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GINA M. D'ALFONSO, ESQUIRE
Office of Chief Counsel
PennDOT
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ENGINEERING DISTRICT 12-0
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YOUGH SANITARY AUTHORITY

L. Wayne Cable
PO Box 9
Dawson, PA 15428
Email: yough@verizon.net

/s/ Ijeoma N. Okereke
Ijeoma N. Okereke, Secretary
to Benjamin C. Dunlap, Jr., Esquire

Date: June 26, 2020