

Oliver

Board of Commissioners



County of Beaver

COURTHOUSE, THIRD STREET

Beaver, Pennsylvania 15009-2196

GERALD J. LA VALLE, Chairman
JAMES ALBERT
ROGER L. JAVENS
COUNTY COMMISSIONERS

BUREAU OF
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CHIEF CLERK

JAN 23 1990 12-728-5700

RAIL SAFETY
DIVISION

January 16, 1990

Mr. D.A. Oliver, P.E.
Pa. Public Utility Commission
Rail Safety Division
Bureau of Safety and Compliance
P.O. Box 3265
Harrisburg, Pa. 17120

DOCUMENT
FOUNDER

INDEXED
JAN 31 1990

Subject: County of Beaver
O.H. Bridge No. 34.88
Homewood Borough of Big Beaver Boundary
PUC Re: C-00018925

Dear Mr. Oliver:

Reference is to your letter of July 6, 1989, wherein you advised various responsible representatives of the "Final Inspection" to be conducted on Thursday, July 20, 1989.

Several Punch List Items were recorded at their final inspection and attended to by the Contractor.

This office received a copy of the Pennsylvania Department of Transportation Inspection Report as prepared for PennDot by Mackin Engineering Company, submitted May 19, 1989.

Paragraph III, Item C, is of particular concern to Homewood Borough, Big Beaver Borough and Beaver County, in that the newly completed project is not in compliance with the PennDot standards for guiderail transitioning at the bridge approaches.

To alleviate the recommended repair items, it would require a substantial cost to these Boroughs and County, in the immediate future.

It is the opinion of the Boroughs and County that there is no justification for this repair to be borne by the three (3) agencies at this point in time, in that the guiderail transition was not in compliance under the contract Scope of Work.

O.H. Bridge No. 34.88
Homewood Borough of Big Beaver Borough Boundary
PUC Re: C-00018925

It is our request that the Owner proceed with measures to correct this repair as soon as possible.

Also, at the time of the final inspection, it was noted that the top corner of the southwest abutment, supporting the parapet wall, had been damaged and repaired with a concrete adhesive or bonding agent. This repair appears to be failing and the damaged corner requires repair again.

The Turnpike Commission was responsible for the North Section of the bridge section, including the curb sidewalk and guiderail installation. On the North end of the deck approach, West side, the new curb matches the existing curb at a near right angle. This condition has resulted in numerous reported tire damages.

A suitable radius; curb return, would eliminate this safety condition.

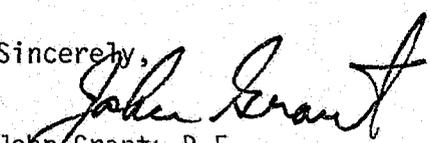
To date there had not been a satisfactory correction of the bridge deck storm water running directly on the pier caps.

A possible solution to eliminate this condition could be the installation of permanent metal flashing.

Attached for your reference, is the cover sheet and the page containing Recommendations III, Paragraph C, as prepared by Mackin Engineering Company for PennDot.

Should you have any questions in regard to the above items, please contact this office, (412-847-1205).

Sincerely,


John Grant, P.E.
Chief County Engineer

JG/mjm
Attachments (2)

cc: Mr. Marty P. Shiring, P.E., w/a
Mr. William Hummel, P.E., w/a

JG/File, w/a

Arrange Meeting to Address
I repeat in Items:
Homewood % Bill Hummel
Big Beaver % Monty Shurling

STRUCTURE B.M.S. NUMBER:

04 HMWD ZZL4 1702

BRIDGE NAME:

O.H. Bridge No. 34.88
(Norwood Drive Bridge)

LOCATION:

Norwood Drive Over:
Pennsylvania Turnpike, Conrail
Railroad, Second Avenue, Clarks
Run
Homewood Borough at Big Beaver
Borough Boundary

Beaver County

~~INSPECTION DATE: January 26, 1989~~

INSPECTION BY:

Mackin Engineering Company
Merl Steimer
Greg Carter

PREPARED FOR:

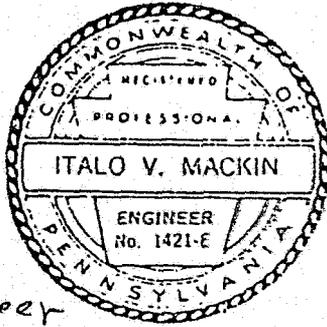
~~Homewood Borough, Big Beaver Borough
and Conrail Railroad~~
via
Pennsylvania Department of
Transportation

PREPARED BY:

Mackin Engineering Company
Written by: M. E. Steimer
Reviewed by: T. E. Riester

DATE SUBMITTED:

May 19, 1989



Telecom: 9/6/89
Thomas E. Riester, P.E.
Chief Structural Engineer
921-5250

Italo V. Mackin
Italo V. Mackin

8/8/89

- 1) Mackin Meeting
- 2) Meeting with P.L. Ifers in the interest & Concern of B.B./HW/Bea Co.
- 3) Notify PUC of inspection Results

III.

RECOMMENDATIONS

A. Immediate Repairs

None required

B. ~~_____~~

~~_____~~ the area between the concrete parapet barrier sections at the deck strip seals with an approved joint filling material in accordance with the specifications contained in PennDOT Publication 408.

~~_____~~ the tension cracks at the underside of the cap at Pier 6 by the epoxy injection method.

~~_____~~ the entire surface of the concrete pier cap with an approved epoxy-resin system in accordance with the specifications contained in PennDOT Publication 408.

~~_____~~ all cracks in the asphalt surface of the south approach roadway.

C. ~~_____~~ Recommended Improvements

~~_____~~ Install Type-2 strong post guiderail with proper transitioning at the bridge and proper end treatments at the approaches, to both the west and east sides of the south approach roadway in accordance with the current applicable PennDOT standards.

D. Load Posting

No load posting is required.

E. Signs Needed

No additional signs are required.

F. Remaining Life

50 Years

G. Special Investigation Needs

~~_____~~ Determine the cause of the tension cracking at the underside of the pier cap at Pier 6.

3' Approx. dia
 2' 6" m. Top of Parapet



AMH

April 3, 1991

Pennsylvania Turnpike Commission
P.O. Box 8531
Harrisburg, PA 17105



In re: C-00018925 - Borough of Homewood and Borough of Big Beaver
v.
Penn Central Transportation Company, Department
of Highways of the Commonwealth of Pennsylvania,
Pennsylvania Turnpike Commission, County of Beaver
and Consolidated Rail Corporation.

Gentlemen:

This is to advise that a final inspection will be held at the site of the crossing involved in the above entitled proceeding on April 18, 1991 at 2:00 p.m. to determine the acceptability of the completed project and the closing of the case or the setting of the case for hearing before an administrative law judge to argue the issues that could not be resolved.

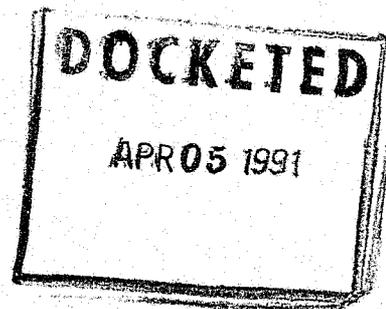
Kindly arrange to have a representative present.

Very truly yours,

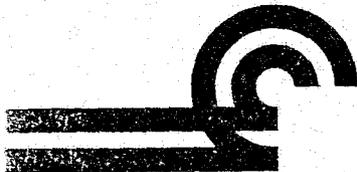
D.A. Oliver, P.E.
Rail Safety Division
Bureau of Safety and Compliance

DAO:kmb

See Attached List



CONRAIL



C-18925

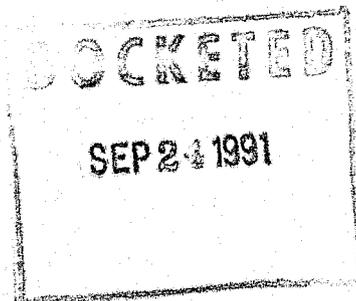
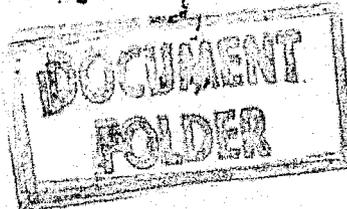
BUREAU OF
S & C

SEP 19 1991

RAIL SAFETY
DIVISION

AMH

September 18, 1991



Ms. Mary L. David
Assistant Solicitor
County of Beaver
Law Department
Court House
Third Street
Beaver, Pennsylvania 15009-2196

SUBJECT: Homewood, PA - Reconstruction of OH Bridge No.
34.88 carrying State Street over the Fort Wayne
Line, Pittsburgh Division.
(File: Br. 34.88 - PHK)

Dear Ms. David:

Please refer to your June 21, 1991 letter to our J. F.
Lesjack regarding future maintenance of the subject bridge.

The following is Conrail's response to the seven items
listed in Kenneth T. Rai's report to the County.

Item 1. The viaduct is not in any immediate danger because
of the missing anchor bolt. Our calculations indicate that
the bolt is not necessary for structural stability.
Conrail's design plans indicated two anchor bolts for the
masonry plate for redundancy and as a routine detail for
this type of plate. We believe the possibility of any
long-term damage due to unpredictable reactions is remote.

At this time it is difficult to install the anchor bolt.
The steel span has been set over the plate and it is not
possible to install the bolt without cutting the floorbeam
and drilling through the plate and concrete. Enclosed is a
repair plan prepared by Conrail to install the bolt.

Currently, we are retaining a contractor to install the bolt
and will advise you and other interested parties when the
work is complete. If the repair results in additional
project cost, we will allocate the costs as directed in the
March 5, 1980 PUC Order; Conrail 50%, PennDOT 40%, Beaver
County 10%.

Ms. Mary L. David
September 18, 1991
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Item 2: Guiderails were not installed on the south approach because they were not required under the PUC order for the project. The viaduct was reconstructed in accordance with plans and specifications which were reviewed and approved by both Boroughs, PennDOT, PA Turnpike and Beaver County on numerous occasions throughout the long history of this proceeding. In particular, the plans were formally reviewed at the PUC hearing of September 23, 1980. We assume the County had no comments since they sent an observer who was not authorized to testify. The Boroughs and the Turnpike Commission had several comments which were incorporated on the plans and became part of the final PUC order. At this hearing, Homewood Borough's Mr. Desanzo testified that the Borough would be responsible for the approach.

The PennDOT recommendations cited in Mr. Rai's report, RC-50 and RC-52, are simply guidelines, not standards which must be met at all locations in the state. There is no statute requiring the installation of the guiderails.

We have no opinion regarding the need for the guiderails and the road authority, Homewood Borough, should install them if they believe it is desirable. This issue has nothing to do with accepting maintenance responsibility for the construction completed in 1988 by Conrail.

Item 3: The cited problem at the southwest abutment corner was investigated at the 1989 inspection and was determined to be cosmetic. No further action is required.

Item 4: The bridge was constructed in accordance with the approved plans and specifications. All parties had numerous opportunities to review and comment. The problem cited by Mr. Rai is not a deficiency in the construction. In 1990 we installed channels to direct water away from the pier caps as requested. We investigated installing joint filler but this was rejected since it would create more maintenance problems than it would solve.

Item 5: The alleged tension cracks were investigated in 1989 and were found to be normal shrinkage cracks (the consultant read the pictures taken of the cracks upside down). PennDOT inspected the cracks and acknowledged they are not a problem in their September 8, 1989 letter. No further action is required.

Ms. Mary L. David
September 18, 1991
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Item 6: The cracking cited by Mr. Rai is considered to be normal maintenance. The bridge was constructed over three years ago, and in our opinion, items such as this are the responsibility of the parties responsible for maintenance.

Item 7: The road authority, Homewood Borough, should remove any old posting signs on the approach roads.

It is Conrail's position that the viaduct was constructed in accordance with the approved plans and specifications, with the exception of the anchor bolt. While we believe the cost to install the anchor bolt outweighs the possible benefits, if any, we will install the bolt to complete the project in accordance with the approved plans. The missing bolt is not of immediate concern and should not change the responsibility for maintenance of the structure completed over three years ago. If the two Boroughs and the County do not accept their responsibilities under the 1982 PUC order, we will request a hearing with the PUC.

Very truly yours,


J. D. Cossel
Chief Engineer
Design and Construction
Room 1200
(215) 596-3634

cc: Mr. David C. Hart, P.E.
Rail Safety Division
Bureau of Safety and Compliance
Pennsylvania Public Utility Commission
P.O. Box 3265
Harrisburg, PA 17120

After several field conferences and discussions with the involved parties, it is our opinion that the Boroughs will never voluntarily accept maintenance responsibility as directed in the March 5, 1980 order. These issues should not affect their responsibilities. Since you were unable to convince the Boroughs of their responsibilities at the April 18, 1991 conference, please schedule a hearing to resolve.

Ms. Mary L. David
September 18, 1991
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bc: M. W. Weidner

Pittsburgh, PA