

Before  
THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

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In re: C. 18925 - Borough of Homewood and Borough of Big Beaver vs. Penn Central Transportation Company, Department of Highways of the Commonwealth of Pennsylvania, Pennsylvania Turnpike Commission, County of Beaver and Consolidated Rail Corporation - Alleging dangerous conditions existing at crossing where State Highway Route No. 77 (Legislative Route No. 04057) crosses, above grade, the tracks and right-of-way of Penn Central Transportation Company and the right-of-way of the Pennsylvania Turnpike in the Boroughs of Homewood and Big Beaver, Beaver County, Pennsylvania.

Further hearing.

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Stenographic report of hearing held in  
Buhl Bldg., 204 - 5th Ave., Pittsburgh,  
Allegheny County, Pennsylvania,

Tuesday,  
September 23, 1980,  
at 11:45 o'clock a.m.

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BEFORE: JOSEPH P. MATUSCHAK, ADMINISTRATIVE LAW JUDGE

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APPEARANCES:

JOEL E. MAZOR, ESQ.  
1138 - 6 Penn Center  
Philadelphia, Pa. 19104  
For - Consolidated Rail Corp.

BENJAMIN WECHSLER, ESQ.  
1209 State Office Bldg.  
Pittsburgh, Pa. 15222  
For - PennDOT.

JOHN H. HERBRUCK, ESQ.  
240 Commerce St.  
Beaver, Pa. 15009  
For - Borough of Big Beaver  
and Borough of Homewood.

LOUIS R. MARTIN, ESQ.  
P. O. Box 8531  
Harrisburg, Pa. 17105  
For - Pennsylvania Turnpike  
Commission

ALSO PRESENT:

JOHN L. STORCH  
408 T & S Bldg.  
Harrisburg, Pa. 17120  
For - Pa. P.U.C. Bureau of  
Rail Transportation.

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1 THE ADMINISTRATIVE LAW JUDGE: This  
2 is the time and place set for the hearing, in re: Borough  
3 of Homewood and Borough of Big Beaver vs. Penn Central Trans-  
4 portation Company, Department of Highways of the Commonwealth  
5 of Pennsylvania, Pennsylvania Turnpike Commission, County of  
6 Beaver and Consolidated Rail Corporation.

7 Are the parties ready to proceed?

8 MR. MAZOR: Your Honor, the Questions  
9 and Procedure promulgated by the Commission call for ConRail  
10 to go first and we are prepared to do this. May I assume  
11 for the record this is still an Examiner case since it com-  
12 menced in 1970?

13 THE ADMINISTRATIVE LAW JUDGE: Yes.

14 MR. MAZOR: Thank you, sir. I would  
15 call Mr. Walker and ask he be sworn.

16  
17 STAFFORD C. WALKER, called as a wit-  
18 ness on behalf of ConRail, being first duly sworn, was  
19 examined and testified as follows:

20  
21 DIRECT EXAMINATION

22 BY MR. MAZOR:

23 Q Mr. Walker, would you please for the record  
24 again state your name and business address?

25 A My name is Stafford C. Walker; my address is

1 12th Floor, 15 North 32nd Street, Philadelphia 19104.

2 Q By whom are you employed, sir, and in what  
3 capacity?

4 A I am employed by Consolidated Rail Corporation  
5 as Principal Engineer, Public Improvement Department.

6 Q And are you authorized to testify on behalf of  
7 that corporation in this proceeding?

8 A I am.

9 Q Are you familiar with the crossing which is  
10 the subject matter of this complaint?

11 A Yes, sir.

12 MR. MAZOR: ConRail is asked to submit  
13 for the record copies of detailed construction plans prepared  
14 by it in accordance with the Commission's Order in this pro-  
15 ceeding entered September 10, 1978, and I would like to have  
16 a 14-sheet plan, if Your Honor please, marked for identifi-  
17 cation as ConRail Exhibit No. 1. Three copies have been  
18 given to the reporter and copies to each party of record.

19 (ConRail Exhibit No. 1, being copy of a 14-  
20 sheet plan, was produced and marked for identi-  
fication)

21 Q I ask if that is the plan called for by that  
22 question?

23 A Yes, sir, the 14 sheets to which you refer are  
24 ConRail's Plan 19862-R, and attached to the 14 sheets are  
25 17 sheets of the original construction for the benefit of

1 anyone who might be interested in how the existing structure  
2 is constructed. These plans would be useful to anyone --  
3 a contractor for instance -- wishing to demolish the bridge.

4 MR. MAZOR: I have a single sheet,  
5 if Your Honor please, headed "Estimate of Cost" which we  
6 would like to have marked for identification as Conrail  
7 Exhibit No. 2.

8 (ConRail Exhibit No. 2, being an estimate of  
9 cost, was produced and marked for identification)

10 Q We are asked, Mr. Walker, to submit into the  
11 record a detailed itemized estimate of the cost of construct-  
12 ing an improvement in accordance with that plan, and a list  
13 of all properties, if any, necessary to be appropriated by  
14 the Commission for the improvement.

15 First of all, are there any properties that  
16 need to be appropriated?

17 A No, sir.

18 Q All work contemplated by Exhibit No. 1 is  
19 within existing legal right-of-way, is that correct?

20 A Yes, sir.

21 Q Would you just briefly tell us what Exhibit  
22 No. 2 marked for identification represents?

23 A Exhibit No. 2 is an estimate of cost of Scheme  
24 1A, to which we were directed by the Commission. The total  
25 project cost is \$2,300,000 according to that estimate, which

1 was dated 8/24/79. The estimate is now one year old and we  
2 use the Engineering News Record Construction Cost Index for  
3 the past year which would call for this total cost to be  
4 increased by 6.7 percent, to account for inflation during  
5 the last year. It is recognized that individual items with-  
6 in the estimate might vary more than 6.7 percent, some less  
7 than 6.7 percent, but the Engineering News Record Cost  
8 Index indicates that construction costs in total over the  
9 past year have increased by 6.7 percent.

10 Q In reference to the cost estimate, does that  
11 represent all costs involved in construction of a bridge  
12 in accordance with the plan?

13 A Yes, sir.

14 Q Including railroad force account work, prepar-  
15 ation of the plans themselves and all similar costs?

16 A Yes, sir.

17 Q Would you please give a full explanation of  
18 the plan and cost estimate, stating the extent and type of  
19 construction proposed, the limits of work, roadway dimen-  
20 sions, etc.?

21 A The plans themselves are fairly self-explana-  
22 tory. I might go through the sheets one at a time to indi-  
23 cate what they show.

24 Sheet No. 1 of 14 is the Location Plan and  
25 Title Sheet, and on it are found the general notes of con-

1 construction, as well as a location of the site.

2 Sheet No. 2 is a plan in elevation, giving the  
3 stationing of the piers and that sort of information. It  
4 does indicate that the proposed clearance above the top of  
5 rail is 22' 6", which meets the Commission's requirements.  
6 It also shows on the spans over the railroad a protective  
7 chain link fence which ConRail asks for in this type of  
8 construction. The plans indicate that the existing footings  
9 are to be salvaged, are to be reused. The piers are to be  
10 built on what amounts to about every other footing so that  
11 the spans of the new bridge are longer than the existing  
12 bridge.

13 Sheet 3 is a site plan showing the geometrics  
14 of the bridge site, curve data and that sort of thing.

15 Sheet No. 4, roadway data showing, again the  
16 curve data and geometrics.

17 Sheet 5 shows the detail of piers 1, 2, 3 and  
18 7, reinforced concrete piers on existing footing.

19 Sheet 6 shows the same details for piers 4 and  
20 5.

21 Sheet No. 7 shows the same detail for pier  
22 No. 6.

23 Sheet No. 8 shows the abutment detail.

24 Q Are those existing abutments or new ones?

25 A This would be the new abutment. Also, shown

1 on Sheet 8 is a cross section of the proposed concrete box  
2 beams that would be used in all spans except the spans over  
3 the railroad, which brings us to Sheet 9, which is a detail  
4 of the spans over the railroad -- a thru girder steel span.

5 Sheet No. 10 shows the details of the steel  
6 span over the tracks.

7 Sheet No. 11 shows bearing details.

8 Sheet No. 12 shows details of the box beams  
9 which I referred to earlier.

10 Sheet No. 13 indicates miscellaneous details --  
11 light poles and other miscellaneous work.

12 Sheet No. 14 is additional miscellaneous details --  
13 handrailing, expansion joints and that sort of thing.

14 Then following those 14 sheets are the 17  
15 sheets of the existing construction to which I earlier re-  
16 ferred.

17 Q You stated before that there are no properties  
18 to be affected, is that correct, so that there would be no  
19 estimated cost for property damages?

20 A There are residences located adjacent to the  
21 right-of-way of the existing bridge and homes are built right  
22 up to the right-of-way line, and one home even extends under  
23 the bridge, which I believe is probably a trespass situation,  
24 and at the time of construction and demolition, especially  
25 of the old bridge, if this bridge is to be reconstructed,

1 that home will have to be protected. It would be ConRail's  
2 suggestion that the owners of that home be required to remove  
3 the property from the right-of-way.

4 THE ADMINISTRATIVE LAW JUDGE: How  
5 much of the dwelling is on the right-of-way?

6 THE WITNESS: It is an appendage to  
7 the existing dwelling and I have been informed that it is  
8 the bathroom of the home that has been built on to the side  
9 of the existing house. The house was built right up to the  
10 right-of-way line, so the bathroom now extends under the  
11 bridge and certainly would be endangered during demolition  
12 and construction. Normally in these things, that home would  
13 have been paid for if the property were damaged at the time  
14 of the original bridge construction, and so I feel fairly  
15 certain that the existing protrusion into the right-of-way  
16 is a trespass.

17 THE ADMINISTRATIVE LAW JUDGE: Off  
18 the record.

19 . . . OFF RECORD DISCUSSION . . .

20 BY MR. MAZOR:

21 Q Mr. Walker, to your knowledge, are there any  
22 non-carrier utility facilities that will have to be relocated  
23 or which are affected?

24 A Not to my knowledge.

25 MR. MAZOR: We are asked in Question

1 3 recommendation for detour routes for pedestrian and vehicu-  
2 lar traffic during construction, and to that end, if Your  
3 Honor please, I would like to have a single sheet of a  
4 portion of a map of Beaver County marked as ConRail Exhibit  
5 3.

6 (ConRail Exhibit No. 3, being a single sheet  
7 of a portion of a map of Beaver County, was  
8 produced and marked for identification)

9 Q And ask you if you have any recommendations  
10 in that regard?

11 A This Exhibit 3 is a fragment of the Beaver  
12 County map. It did not reproduce too clearly. ConRail is  
13 of the opinion that most, if not all, persons using the  
14 detour in the area are local residents who know their way  
15 around much better than I could direct them from my end of  
16 the state.

17 Q The bridge is currently posted for a weight  
18 limit, is it not?

19 A Yes, sir.

20 Q And to the best of your knowledge, is there a  
21 detour established for vehicles in excess of that weight?

22 THE ADMINISTRATIVE LAW JUDGE: What  
23 is the weight limit?

24 THE WITNESS: The posted limit of  
25 the bridge is 3 ton, so it would be suggested by ConRail  
that during the demolition of the existing bridge and the

1 construction of the new bridge, if that is the way this case  
2 turns out, that the detour route established during the con-  
3 struction period would be the same detour route as established  
4 for vehicles heavier than 3 ton.

5 BY MR. MAZOR:

6 Q What disposition is to be made of the existing  
7 structure comprising the present crossing in the event that  
8 construction is ordered in accordance with the plan submitted?

9 A The existing structure would be demolished  
10 and the materials of demolition would become a part of the  
11 contract to be disposed of by the contractor.

12 Q And any value credited?

13 A Any value of any salvage would be credited  
14 towards the project in the contractor's bid price.

15 Q What is the estimated time required to begin  
16 construction and complete all work in accordance with the  
17 plan in the event that it is adopted and approved by the  
18 Commission?

19 A ConRail expects that as a result of testimony  
20 of other parties here today that these plans may have to be  
21 modified slightly. If that be or be not the case, ConRail  
22 estimates that plans could be finalized and construction  
23 documents drawn up, ready to go to contract, within four  
24 months following the issue of the Commission's Order.

25 Q How about construction after that?

1           A     It is estimated by ConRail that construction  
2 of this bridge as outlined in the plans would take 15 months.

3           Q     So that would be, roughly, a total of 19  
4 months from the date of the Order for letting and completion?

5           A     Yes, sir.

6                     THE ADMINISTRATIVE LAW JUDGE: . How  
7 long would it take, in your estimation, to complete the  
8 plans?

9                     THE WITNESS: To complete the plans?

10                    THE ADMINISTRATIVE LAW JUDGE: Would  
11 it depend on the Commission's requirements?

12                    THE WITNESS: I cannot see the  
13 Commission requiring drastic revision of the plans, so they  
14 could be modified within the four-month period which is  
15 required for the preparation of bidding documents and that  
16 sort of thing.

17                    THE ADMINISTRATIVE LAW JUDGE: Very  
18 well.

19 BY MR. MAZOR:

20           Q     Mr. Walker, what portion of the work, if any,  
21 of constructing the improvement in accordance with this plan  
22 will ConRail agree to perform?

23           A     None.

24           Q     What portion, if any, of the cost of con-  
25 struction and future maintenance will ConRail agree to bear?

1 A None.

2 Q What is the present status of the ownership  
3 of the subject rail line with respect to ownership, right-  
4 of-way, etc.?

5 A All of the tracks and railroad right-of-way  
6 shown on the plans is that of Consolidated Rail Corporation.

7 Q Do you know of any plans for a change in  
8 projected future use other than what it is being used for  
9 right now?

10 A No, sir.

11 Q Will it be necessary for the Commission to  
12 appropriate any of the ConRail operating right-of-way for  
13 this improvement?

14 A No, sir, the proposed new bridge would fall  
15 within the existing right-of-way of the existing bridge.

16 Q So the question of releasing damages for such  
17 taking is moot, is that correct?

18 A That is correct.

19 MR. MAZOR: The witness is now avail-  
20 able for cross-examination.

21 THE ADMINISTRATIVE LAW JUDGE: PennDOT?

22 MR. WECHSLER: No questions.

23 THE ADMINISTRATIVE LAW JUDGE: Turn-  
24 pike?

25 MR. MARTIN: No questions.

1 THE ADMINISTRATIVE LAW JUDGE: Beaver  
2 County? (No response) Whom do you represent?

3 MR. HERBRUCK: I represent Homewood  
4 Borough and Big Beaver Borough and we have no questions.

5 THE ADMINISTRATIVE LAW JUDGE: Is  
6 there any cross-examination of this witness by any one?  
7 (No response)

8 MR. MAZOR: Move the admission, if  
9 Your Honor please, of ConRail Exhibit Nos. 1, 2 and 3.

10 THE ADMINISTRATIVE LAW JUDGE: Any  
11 objections to the admission of ConRail Exhibit Nos. 1, 2 and  
12 3? (No response) There being no objections, ConRail Exhibit  
13 Nos. 1, 2 and 3 are admitted in evidence.

14 Does the Borough of Homewood and  
15 Borough of Big Beaver have any testimony to offer or any  
16 statement to make in regard to this matter?

17 MR. HERBRUCK: Yes, Your Honor. I'm  
18 appearing in place of Attorney David Gropp, who is solicitor  
19 for both the Borough of Big Beaver and Borough of Homewood.  
20 Mr. Gropp has asked me to indicate to the Commission that  
21 neither borough has any objection, criticism or difficulty  
22 with the plans as submitted for the bridge by ConRail. The  
23 Borough of Homewood would like to offer some additional  
24 testimony at the appropriate time as to the structure which  
25 has been omitted from the plans regarding the station ramp.

1 Further, that the Borough of Big  
2 Beaver, inasmuch as none of the affected structure is in the  
3 Borough of Big Beaver, would decline to accept any responsi-  
4 bility for any of the costs, and the Borough of Homewood,  
5 because none of its facilities or approaches are to be  
6 affected by the construction, would likewise decline to bear  
7 any of the costs, and further with regard to the alternate  
8 route during construction, I have been asked to indicate  
9 to the Commission that both boroughs would suggest Traffic  
10 Route 18 or Legislative Route 77 be designated as the alter-  
11 nate detour while construction is under way.

12 THE ADMINISTRATIVE LAW JUDGE: What  
13 is your reference to the matter that's not included in the  
14 plans -- do you have any testimony to offer in that regard?

15 MR. HERBRUCK: Not with the plans  
16 as such, but there is a ramp that comes off this bridge at  
17 the present moment which provides access to an area below  
18 the bridge, which Mr. DeSanzo would like to offer testimony  
19 concerning that.

20 THE ADMINISTRATIVE LAW JUDGE: Very  
21 well. Would you like him to testify now?

22 MR. HERBRUCK: Yes.

23  
24 ALFRED E. DeSANZO, called as a wit-  
25 ness on behalf of the Borough of Homewood, being first duly

1 sworn, was examined and testified as follows:

2

3

DIRECT EXAMINATION

4

BY MR. HERBRUCK:

5

Q Would you state your full name for the record?

6

A Alfred E. DeSanzo -- D-e-S-a-n-z-o -- Box 417,  
7 Racine, Pa. 15010.

8

Q What is your capacity with the Borough of  
9 Homewood?

10

A President of council.

11

Q Are you authorized to testify on behalf of the  
12 Borough of Homewood in this proceeding?

13

A Yes.

14

Q Would you describe for the Commission the  
15 structure which has been omitted from the plans and the  
16 reason you feel it's necessary to be included?

17

A In reviewing the proposed plans for the new  
18 structure, there's a portion of the structure that was  
19 omitted about 75' long. It's a road that connects the area  
20 on the west side of the tracks and there's a church and three  
21 other structures located in that area.

22

THE ADMINISTRATIVE LAW JUDGE: Can  
23 you refer to any of these sheets?

24

THE WITNESS: The original plan,  
25 Sheet No. 1, shows the portion that has been eliminated. In

1 the left-hand corner of the Location Plan, if you'll notice  
2 coming off the easterly side of the present viaduct, there's  
3 a short portion that is marked "ultimate construction to the  
4 relocated State Highway." Without the connecting portion of  
5 the viaduct to the fill portion of the ramp it denies immedi-  
6 ate fire protection to those structures on the opposite side  
7 of the tracks. You have to drive about 2, 2-1/2 miles to get  
8 on the other side of the tracks, and also there's school  
9 children that use that ramp to get to the school buses.

10 BY MR. HERBRUCK:

11 Q What would be the recommendation of the Borough  
12 of Homewood as to the construction of the ramp?

13 A The Borough of Homewood would like to have  
14 that portion included in the new viaduct construction.

15 Q Would the Borough of Homewood be willing to  
16 pay for any of the costs of the construction of the portion  
17 that would come from the bridge down to the land fill portion  
18 of the ramp?

19 A No. The Borough of Homewood would maintain  
20 the fill portion.

21 THE ADMINISTRATIVE LAW JUDGE: There's  
22 no public right-of-way there now through the course of that  
23 ramp, is there?

24 THE WITNESS: Yes, that would be  
25 First Avenue.

1 THE ADMINISTRATIVE LAW JUDGE: I mean  
2 as it goes around, is that all a public right-of-way?

3 THE WITNESS: The part that's marked  
4 "ultimate construction to the relocated State Highway" does  
5 not exist -- that was never put in.

6 THE ADMINISTRATIVE LAW JUDGE: That's  
7 what I mean. There's no right-of-way there --

8 THE WITNESS: That part is not there.

9 THE ADMINISTRATIVE LAW JUDGE: The  
10 original part up to "ultimate", that is there now?

11 THE WITNESS: Yes, and also the  
12 proposed temporary approach is there.

13 THE ADMINISTRATIVE LAW JUDGE: To  
14 complete that ramp the way you request it, would require the  
15 appropriation of land?

16 THE WITNESS: No.

17 THE ADMINISTRATIVE LAW JUDGE: Who  
18 owns that land?

19 THE WITNESS: It would be in with  
20 the present viaduct. There's already a road there.

21 BY MR. HERBRUCK:

22 Q Is there a ramp existing at the present time?

23 A Yes, there's an existing ramp.

24 Q Is it possible to use it at least for foot  
25 traffic?

1           A     It's usable for foot traffic but not for  
2 vehicular traffic.

3                   THE ADMINISTRATIVE LAW JUDGE: I'm  
4 a little confused now. I thought you indicated that from  
5 the portion on the map where it says "ultimate", from that  
6 portion on that that is not in existence at the present time.  
7 Did I misunderstand you?

8                   THE WITNESS: That was a road that  
9 was to be put in, I think, whenever Legislative Route 77 was  
10 relocated but it was never done, so the original approach  
11 to the bridge is what exists today. This was drawn in after  
12 the bridge was built, probably back in the '50s.

13                   THE ADMINISTRATIVE LAW JUDGE: The  
14 part from the word "ultimate" to the end of that ramp, that  
15 part is not in existence at the present time; the part that  
16 is in existence is the part up to the word "ultimate" there?

17                   THE WITNESS: Yes, Your Honor.

18                   THE ADMINISTRATIVE LAW JUDGE: And  
19 then also the portion marked "proposed temporary approach",  
20 that is in existence?

21                   THE WITNESS: Yes, Your Honor.

22                   THE ADMINISTRATIVE LAW JUDGE: What  
23 you want is the portion of the ramp that goes up to the  
24 word "ultimate", that part you want in?

25                   THE WITNESS: Yes, sir.

1 THE ADMINISTRATIVE LAW JUDGE: And  
2 all that, as well as the portion marked "proposed temporary  
3 approach", is presently an existing public right-of-way?

4 THE WITNESS: Yes, sir.

5 THE ADMINISTRATIVE LAW JUDGE: So  
6 that no land would have to be appropriated?

7 THE WITNESS: No, Your Honor.

8 THE ADMINISTRATIVE LAW JUDGE: Very  
9 well. Anything further?

10 MR. HERBRUCK: I have no further  
11 questions. Cross-examine.

12  
13 CROSS-EXAMINATION

14 BY MR. MAZOR:

15 Q Mr. DeSanzo, the ramp you refer to was origin-  
16 ally built as a vehicular ramp to go down off the bridge  
17 into the station, is that correct?

18 A Also to give access to residents living on  
19 that section of town.

20 Q Subsequently, by Commission Order, it was  
21 closed to vehicular traffic, was it not?

22 A That I couldn't answer.

23 Q How long has it been closed to vehicular  
24 traffic, do you know?

25 A That I couldn't answer.

1 Q But right now it's used strictly for pedestrian  
2 traffic, is that correct?

3 A That's correct.

4 Q And has been for quite some time?

5 A Yes.

6 Q Mostly by residents of either Homewood, Big  
7 Beaver or both?

8 A Yes.

9 Q But you want this ramp back, which is used  
10 only by local pedestrians, but you're not willing to pay any  
11 of the costs associated with restoring it into the project,  
12 is that correct?

13 A That's right.

14 MR. MAZOR: Thank you, sir, that's  
15 all I have.

16 THE ADMINISTRATIVE LAW JUDGE: Does  
17 PennDOT have any questions?

18 BY MR. WECHSLER:

19 Q For the moment with respect to this ramp,  
20 this is used by local pedestrian traffic?

21 A Yes, sir.

22 Q And you'd like it also for fire protection, is  
23 that correct?

24 A Yes, sir.

25 Q Again, local fire protection?

1           A     Local fire protection and also for areas of  
2 Big Beaver that exist down on State Route 18.

3           Q     Since new Traffic Route 18 -- Legislative  
4 Route 77 -- opened, this road has become primarily a local  
5 road into Big Beaver, is that correct, connecting Big Beaver  
6 and Homewood?

7           A     Really connecting Homewood. Homewood is split  
8 without this connecting link. Residents have to go to Big  
9 Beaver to get to the eastern portion of Homewood.

10          Q     So it's primarily used by local residents?

11          A     Yes, and also residents of Big Beaver and other  
12 areas going to church.

13          Q     And the Borough of Homewood, I presume shares  
14 in the liquid fuel tax as distributed by the Commonwealth?

15          A     Yes, sir.

16                   MR. WECHSLER: I have no further  
17 questions.

18                   THE ADMINISTRATIVE LAW JUDGE: What  
19 is the nature of the terrain over this ramp that you are  
20 requesting -- is it a roadway, is it a pathway or what is it?

21                   THE WITNESS: The present nature?

22                   THE ADMINISTRATIVE LAW JUDGE: Yes.

23                   THE WITNESS: The fill portion exists  
24 as it was when it was put in. It is surfaced with brick, and  
25 also the connecting viaduct portion back some years ago, and

1 this was before I was on council, the Pennsylvania Railroad,  
2 I imagine, had put up a barricade limiting it to pedestrian  
3 traffic only.

4 THE ADMINISTRATIVE LAW JUDGE: Do  
5 you know the width of that ramp?

6 THE WITNESS: 24 feet, Your Honor.

7 MR. MAZOR: For the record, Your  
8 Honor, at Complaint Docket 15932, by Order of July 26, 1954,  
9 this ramp was closed by the Commission to vehicular traffic,  
10 so it's been for 26 years so closed.

11 THE ADMINISTRATIVE LAW JUDGE: You  
12 were speaking about the buses making use of the ramp if it  
13 were constructed. What route does the bus take now?

14 THE WITNESS: The buses are detoured  
15 around the bridge. They use Route 18, which is Legislative  
16 Route 77.

17 THE ADMINISTRATIVE LAW JUDGE: The  
18 construction of this bridge doesn't affect your present  
19 school bus routes?

20 THE WITNESS: No, Your Honor.

21 THE ADMINISTRATIVE LAW JUDGE: You  
22 want something additional?

23 THE WITNESS: This is for fire pro-  
24 tection and also to give access to the church and the homes  
25 that are in that area.

1 THE ADMINISTRATIVE LAW JUDGE: You  
2 don't have that now?

3 THE WITNESS: No, there's a 2-1/2  
4 mile detour to get there.

5 MR. MAZOR: Mr. DeSanzo, if I may  
6 Your Honor, the ramp now descends from the side of the bridge  
7 from which there is no sidewalk, is that correct?

8 THE WITNESS: Yes.

9 MR. MAZOR: Would it be satisfactory  
10 to the Borough, do you know, if instead of the ramp, some  
11 type of spiral staircase for pedestrians were put in so that  
12 they could get down off the bridge rather than using the  
13 ramp?

14 THE WITNESS: No, it would not be  
15 acceptable.

16 MR. MAZOR: All right.

17 THE ADMINISTRATIVE LAW JUDGE: Any  
18 other cross-examination of this witness? (No response) Do  
19 you have anything further?

20 MR. HERBRUCK: No.

21 THE ADMINISTRATIVE LAW JUDGE: I  
22 believe you indicated that neither borough agrees to perform  
23 any of the construction or bear any of the costs, is that the  
24 position of the boroughs?

25 THE WITNESS: That's correct, Your

1 Honor.

2 THE ADMINISTRATIVE LAW JUDGE: Is  
3 Penn Central Transportation Company represented?

4 MR. MAZOR: They are not, Your Honor.  
5 They did send a written reply to the Commission to Questions  
6 7, 8, 9 and 10. We received a copy -- I don't know whether  
7 the other parties did -- but I have a copy of a reply dated  
8 July 15, 1980, submitted by Carl Helmetag, Jr. on behalf of  
9 the Penn Central Corporation. I assume the original is in  
10 your records there.

11 THE ADMINISTRATIVE LAW JUDGE: PennDOT?

12  
13 HOWARD A. SELLERS, called as a wit-  
14 ness on behalf of PennDOT, being first duly sworn, was  
15 examined and testified as follows:

16  
17 DIRECT EXAMINATION

18 BY MR. WECHSLER:

19 Q Would you state your full name and address,  
20 please?

21 A Howard A. Sellers -- S-e-l-l-e-r-s -- Room  
22 1120, Transportation & Safety Building, Harrisburg, Pennsyl-  
23 vania.

24 Q By whom are you employed?

25 A Pennsylvania Department of Transportation.

1 Q In what capacity?

2 A As a grade crossing engineer.

3 Q Are you familiar with the viaduct which is in  
4 question here today?

5 A Yes, sir, I am.

6 Q Are you authorized by the Department of Trans-  
7 portation to testify on its behalf, Mr. Sellers?

8 A I am.

9 Q Has the Department reviewed plans prepared by  
10 ConRail, and if so, does the Department have any constructive  
11 criticism thereof?

12 A The Department's district engineer at Pitts-  
13 burgh reviewed the plans and has no constructive criticism  
14 of them.

15 Q What, if any, portion of the work of construct-  
16 ing the improvement, if it's so ordered, will the Department  
17 agree to perform and what portion of the cost and of future  
18 maintenance will the Department agree to bear at this location?

19 A The Department agrees to bear no construction  
20 costs, no future maintenance, and it's the Department's  
21 position that it should be released of all future responsi-  
22 bilities since it is not a state owned highway.

23 Q Is this road now used by primarily non-local  
24 traffic on behalf of the state?

25 A It is used for local traffic. It's considered

1 an off route, not state owned.

2 Q And it's used by local traffic only?

3 A That's correct.

4 MR. WECHSLER: I have no further  
5 questions.

6 THE ADMINISTRATIVE LAW JUDGE: Any  
7 cross-examination?

8  
9 CROSS-EXAMINATION

10 BY MR. MAZOR:

11 Q Mr. Sellers, I believe you testified at the  
12 previous hearing held on this matter on April 26, 1973, is  
13 that correct?

14 A I believe so, yes, sir.

15 Q And at that time did you not on behalf of the  
16 Department volunteer to bear the cost of certain work in  
17 connection with replacement of a portion of the riding sur-  
18 face in the total amount of \$32,200?

19 A The Department has borne numerous costs in  
20 helping to supply materials and it has in some cases provided  
21 some materials itself. It has also borne costs in preparing  
22 structure studies, etc., and its position now is that it  
23 should be relieved of all future responsibilities.

24 Q That wasn't quite what I asked.

25 THE ADMINISTRATIVE LAW JUDGE: The

1 question was whether you so testified.

2 A At that time I did.

3 Q May I assume from your testimony now that the  
4 Department has changed its position in that respect?

5 A That's correct.

6 MR. MAZOR: Thank you, sir, that's  
7 all I have.

8 THE ADMINISTRATIVE LAW JUDGE: Any  
9 cross-examination by the boroughs?

10 MR. HERBRUCK: Your Honor, I have  
11 no cross-examination but Mr. Gropp has asked me to state if  
12 the question of resurfacing the bridge came up, that the  
13 Borough of Homewood would not object to releasing PennDOT  
14 from future maintenance obligations, but would request that  
15 they be required to resurface the new structure after it's  
16 built but future maintenance would be assumed by the Borough.

17 THE ADMINISTRATIVE LAW JUDGE: The  
18 plans require the surface to be completed --

19 MR. MAZOR: There's a 4" bituminous  
20 paving cost listed in the cost estimate of \$112,000.

21 THE ADMINISTRATIVE LAW JUDGE: Which  
22 borough are you speaking for now?

23 MR. HERBRUCK: Homewood Borough.

24 THE ADMINISTRATIVE LAW JUDGE: Home-  
25 wood Borough would agree to assume the maintenance of the

1 surface portion --

2 MR. HERBRUCK: Provided the original  
3 surface is provided --

4 THE ADMINISTRATIVE LAW JUDGE: Pro-  
5 vided the original surface is provided by other parties.  
6 What about the approaches to the bridge, does the Borough  
7 have any position on that?

8 MR. HERBRUCK: Personally, I'm not  
9 familiar with the approaches. Perhaps Mr. DeSanzo can  
10 testify as to what the present situation is.

11 MR. DESANZO: If the approaches are  
12 back in their original condition, the Borough would assume  
13 that responsibility.

14 THE ADMINISTRATIVE LAW JUDGE: Very  
15 well. Any other cross-examination of PennDOT's witness?  
16 (No response) Do you have anything further?

17 MR. WECHSLER: Nothing further.

18 THE ADMINISTRATIVE LAW JUDGE: What  
19 is PennDOT's position as to who should bear the cost of this  
20 construction?

21 THE WITNESS: The Department has no  
22 opinion as to who should bear the cost since it is an off  
23 route or a non-state route, and it would be at the discretion  
24 of the Commission, but we do not agree to bear any of the  
25 costs or future maintenance.

1 THE ADMINISTRATIVE LAW JUDGE: Is  
2 the County of Beaver represented?

3 RESPONSE: Yes, Your Honor.

4 THE ADMINISTRATIVE LAW JUDGE: Before  
5 we get to that, do all parties agree that the Questions and  
6 Procedure promulgated by the Commission staff be made a  
7 part of the record in this proceeding? Any objections to  
8 that?

9 RESPONSE: No objection.

10 THE ADMINISTRATIVE LAW JUDGE: Very  
11 well, the Questions and Procedure promulgated by the Com-  
12 mission staff will be incorporated as a part of this proceed-  
13 ing. Off the record.

14 . . . OFF RECORD DISCUSSION . . .

15  
16 AMBROSE ROCCA, a witness on behalf  
17 of the Beaver County Planning Commission, being first duly  
18 sworn, was examined and testified as follows:

19  
20 BY THE ADMINISTRATIVE LAW JUDGE:

21 Q Will you give us your name, sir?

22 A My name is Ambrose Rocca and I work for the  
23 Beaver County Planning Commission, Third Street, Beaver, Pa.

24 Q Are you authorized by the County of Beaver to  
25 testify in this proceeding?

1 A No, I'm not -- I'm here as an observer.

2 Q Are you able to testify on behalf of the County  
3 of Beaver in regard to this proceeding?

4 A No, sir, my instructions were to come here as  
5 an observer and report back anything that pertains to Beaver  
6 County.

7 Q Is there anyone else here representing or  
8 appearing for the County of Beaver?

9 A No, sir.

10 THE ADMINISTRATIVE LAW JUDGE: Off  
11 the record.

12 . . . OFF RECORD DISCUSSION . . .

13 THE ADMINISTRATIVE LAW JUDGE: Thank  
14 you. Pennsylvania Turnpike Commission?

15  
16 NEAL WOOD, called as a witness on  
17 behalf of the Pennsylvania Turnpike Commission, being first  
18 duly sworn, was examined and testified as follows:

19

20 DIRECT EXAMINATION

21 BY MR. MARTIN:

22 Q Would you state your name and address,  
23 please?

24 A My name is Neal Wood; my home address is  
25 2000 Milltown Road, Camp Hill, Pennsylvania.

1 Q By whom are you employed and what is your  
2 position?

3 A I'm employed by the Pennsylvania Turnpike  
4 Commission; my position is bridge engineer.

5 Q Are you authorized to testify in this matter  
6 by the Pennsylvania Turnpike Commission?

7 A Yes, I am.

8 Q Are you familiar with the structure in question?

9 A Yes, I am.

10 Q Have you had a chance to review the plans  
11 offered in evidence?

12 A Yes.

13 Q Do you have any constructive criticism?

14 A Yes.

15 Q Would you please state what it is?

16 A I have reviewed the plans and object to the  
17 proposed bituminous wearing surface overlay of our portion  
18 of the bridge. While the bituminous overlay of the proposed  
19 precast prestressed adjacent box beams on the reconstructed  
20 portion of the bridge may not be detrimental to the beams,  
21 experience has shown that a bituminous overlay of a con-  
22 ventional reinforced concrete deck (without coated rebars)  
23 is detrimental and will significantly reduce the service life  
24 of the deck. We would prefer that our portion of the deck  
25 be repaired if necessary, and protected with a latex modified

1 concrete overlay. Other comments on the plans are as follows:

2 1. Scuppers details are awkward and will be prone  
3 to clogging. Recommend the following modifications:

4 a) Relocate scuppers at Pier #6 into cast-in  
5 place deck where free drop onto splash pads can be  
6 utilized;

7 b) Eliminate scuppers near Pier #4 since this  
8 is very near the highest point on the bridge;

9 c) Relocate scuppers near Pier #2 for free  
10 drop into Clarks Run;

11 d) Eliminate scuppers near the south abutment  
12 in favor of off-bridge inlets.

13 2. Use PennDOT Standard BD-101 detail for east  
14 parapet (eliminate railing) and sidewalk curb and parapet  
15 detail.

16 3. Use membrane water proofing (PennDOT approved)  
17 under bituminous overlay of Turnpike spans and steel girder  
18 spans.

19 4. Rearrange box beams to eliminate the out cropping  
20 at the parapets (6-48/42 beams plus 2-36/42 beams would  
21 result in an acceptable 10 1/4" parapet overhang).

22 5. Provide gradual transition from proposed 24'  
23 roadway to existing 23' roadway width on the Turnpike portion  
24 of the bridge.

25 6. Consider full width uniform deck cross slope

1 (3/16" per ft.) which will provide some superelevation for  
2 the curves and minimize the splash problem for pedestrians  
3 and eliminate the impractical sidewalk scuppers.

4 Q Mr. Wood, what proportion, if any, of the work  
5 constructed in accordance with the plans as presented is  
6 the Turnpike Commission willing to pay for?

7 A The Turnpike will only be responsible for  
8 repairs to the structural deck, if necessary, over that  
9 portion of the bridge that was constructed by the Turnpike  
10 Commission in 1950.

11 Q What portion of maintenance of the bridge, if  
12 constructed, would the Turnpike Commission be willing to --

13 A Our traditional agreement with PennDOT had  
14 been that any bridge that has a separate wearing course be-  
15 comes the other agency's responsibility. Only those decks  
16 that have a monolithic wearing surface do we assume responsi-  
17 bility for.

18 MR. MARTIN: Thank you, no further  
19 questions.

20 THE ADMINISTRATIVE LAW JUDGE: Cross-  
21 examination?

22  
23 CROSS-EXAMINATION

24 BY MR. MAZOR:

25 Q These plans were sent out to all parties in

1 April of 1980.

2 Did the Turnpike Commission receive them at  
3 that time, do you know?

4 A Some time in that period, yes.

5 Q And am I correct that this is the first time  
6 you have made known these objections you have just recited  
7 for the record?

8 A They're objections or constructive criticism.

9 Q Yes, we weren't notified previous to today  
10 about these, is that correct?

11 A Not to my knowledge.

12 Q Do you have details of any kind with respect  
13 to these criticisms that could be furnished to ConRail for  
14 incorporation into the plan?

15 A Most of these are straight forward and I'm  
16 referring to PennDOT's Standard BD-101, which is certainly  
17 available to you, which would indicate the parapet configuration.  
18 It should be built with PennDOT's standard, and as far as  
19 the other comments, in relation to my comments on scuppers,  
20 that's just verbal instruction. They're probably going to  
21 clog right up, particularly those on the sidewalk. I would  
22 like to see you put that superelevation in so all your drain-  
23 age would go to the east side of the bridge. I would like to  
24 see as many of those scuppers eliminated as possible.

25 MR. MAZOR: Thank you, sir.

1 THE ADMINISTRATIVE LAW JUDGE: PennDOT?

2 BY MR. WECHSLER:

3 Q The agreement you mentioned between the Turn-  
4 pike Commission and PennDOT, I presume that applies to state  
5 highways where there's a structure?

6 A That's right.

7 MR. WECHSLER: This is not a state  
8 highway. No further questions.

9 THE ADMINISTRATIVE LAW JUDGE: Boroughs  
10 of Homewood and Big Beaver?

11 MR. HERBRUCK: No questions.

12 THE ADMINISTRATIVE LAW JUDGE: Any-  
13 thing further with this witness? (No response) You're  
14 excused. Are there any representatives of any public utility  
15 companies whose facilities may be affected by the construction  
16 of this facility?

17 MR. MAZOR: There had been somebody  
18 here from Bell Telephone, if Your Honor please, earlier on,  
19 but he indicated to us that he had no facilities on the  
20 structure and didn't think that anything would affect him.

21 THE ADMINISTRATIVE LAW JUDGE: Does  
22 any party represented here desire to present any additional  
23 testimony or exhibits relative to this proceeding? I under-  
24 stand ConRail may have some additional exhibits, is that  
25 your understanding?

1 MR. WALKER: We would expect as a  
2 result of the testimony about the ramp, or the railing, or  
3 the stairway or whatever might come out of that testimony,  
4 the Commission might order plans to be revised, but in  
5 accord with the Turnpike's comments concerning scuppers and  
6 things like that, the plans might be modified to that extent.

7 THE ADMINISTRATIVE LAW JUDGE: But  
8 as far as ConRail is concerned, the plans are completed?

9 MR. WALKER: Yes, sir.

10 MR. MAZOR: At this point, yes, sir.

11 THE ADMINISTRATIVE LAW JUDGE: There's  
12 no additional plans to be submitted by ConRail unless they're  
13 required by the Commission?

14 MR. WALKER: That is correct.

15 MR. MAZOR: That is correct, Your  
16 Honor.

17 THE ADMINISTRATIVE LAW JUDGE: Does  
18 PennDOT have any additional testimony or exhibits or any  
19 other matter to offer?

20 MR. WECHSLER: Nothing.

21 THE ADMINISTRATIVE LAW JUDGE: Any  
22 other parties desire to offer any additional testimony or  
23 submit any additional exhibits at this time?

24 MR. HERBRUCK: No, Your Honor.

25 THE ADMINISTRATIVE LAW JUDGE: What

1 about this ramp? Would the Commission have sufficient in-  
2 formation in regard to the ramp proposed by the Boroughs?  
3 Mr. Mazor, when the ramp was closed to vehicular traffic,  
4 was there a description of the width --

5 MR. MAZOR: The ramp had fallen into  
6 a state of disrepair which generated the complaint, under  
7 which Order of the Commission it was closed, and that was  
8 the ultimate determination of that particular case. It's  
9 been closed to vehicular traffic since that date in 1954,  
10 but is open narrowly to pedestrians, with I understand hand  
11 rails, and has been used only by pedestrians since that time.  
12 There was never any other proceedings involving the ramp  
13 since 1954 until now.

14 THE ADMINISTRATIVE LAW JUDGE: Is  
15 there anything further?

16 MR. MAZOR: I would like to make a  
17 closing statement in this case for the record, if Your Honor  
18 please, and certainly any other counsel is free to do so,  
19 since I feel it is incumbent to make a statement on behalf  
20 of my client's interest and to protect the record should it  
21 ultimately be decided that an appeal was necessary.

22 THE ADMINISTRATIVE LAW JUDGE: Go  
23 ahead.

24 MR. MAZOR: As the record indicates,  
25 this proceeding was commenced in 1970 at or about the time

1 Penn Central Railroad went into bankruptcy. The matter now,  
2 therefore, is ten years old, a time within which the Com-  
3 mission normally disposes of matters of this type.

4 At the time ConRail came into  
5 existence, the case had been before the Commission for al-  
6 most six years and it had already been decided by the Com-  
7 mission that the involved structure had to be substantially  
8 replaced.

9 It is clear, therefore, that at the  
10 time of the transfer of the line of railroad from Penn Central  
11 to ConRail the value of the bridge, if it had any value, was  
12 nil because of its then condition.

13 Up until the time that Penn Central  
14 was ordered to prepare preliminary plans for replacement of  
15 most of the structure, it had co-operated with and complied  
16 with all previous Commission Orders, including the expenditure  
17 of some \$13,000 to make temporary repairs to the structure.

18 Penn Central Corporation still exists  
19 and still is a party to this proceeding. That corporation,  
20 while it has denied jurisdiction of the Commission, still  
21 filed a written answer to the questions that were posed to  
22 it.

23 Based on the previous findings of  
24 the Commission that the present condition of the structure  
25 is due, in part, to lack of maintenance by the then operating

1 railroad, and further based on the fact that at the time  
2 ConRail entered the picture, the damage had already been  
3 done, we can see no reason why this Commission cannot assess  
4 the cost of preparation of plans and reconstruction of the  
5 bridge upon Penn Central Corporation. Since that company is  
6 now out of bankruptcy, it can no longer enjoy the protection  
7 of the Bankruptcy Act which it had formerly used to refuse  
8 to comply with the Commission's Order.

9 Additionally, there are now no legal  
10 means by which ConRail can recover any cost assessed against  
11 it from Penn Central since the agency agreement under which  
12 such cost might once have been recoverable is no longer in  
13 force. While it might be argued that ConRail will enjoy the  
14 benefits, if any, of a new structure, that should not be the  
15 controlling factor in this case. The Commission should con-  
16 sider the reasons for the present condition of the structure,  
17 the overriding desire and needs of the involved local communi-  
18 ties in having the structure replaced and the fact that at  
19 the time ConRail became operator of the line of railroad  
20 involved, the bridge was already beyond hope of repair.

21 THE ADMINISTRATIVE LAW JUDGE: Does  
22 PennDOT have any statement to make?

23 MR. WECHSLER: Only, Your Honor, that  
24 the Department has been working on this structure under an  
25 old P.U.C. Order, and the structure, admittedly, now is purely

1 used for local traffic. Liquid fuel taxes have been paid to  
2 the Borough for this bridge for quite some period of time and  
3 we feel that the old Order should be changed and the Depart-  
4 ment should be released from any responsibility for either  
5 construction or maintenance of this bridge in the future.  
6 It's no longer in the State Highway system at all.

7 THE ADMINISTRATIVE LAW JUDGE: As I  
8 understand from the testimony of your witness, the previous  
9 offer of PennDOT to assume some of the costs, that position  
10 of PennDOT has been changed.

11 MR. WECHSLER: Correct. I think  
12 that's based pretty much on the old Order that the P.U.C. had  
13 ordered us to do this. The Department feels that Order  
14 should be changed at this time.

15 THE ADMINISTRATIVE LAW JUDGE: Boroughs  
16 of Homewood and Big Beaver?

17 MR. HERBRUCK: I don't believe the  
18 Boroughs of Homewood and Big Beaver would have any additional  
19 comments, Your Honor. Their position has been stated for the  
20 record.

21 THE ADMINISTRATIVE LAW JUDGE: Pennsyl-  
22 vania Turnpike Commission?

23 MR. MARTIN: Nothing further.

24 THE ADMINISTRATIVE LAW JUDGE: Are  
25 there any other testimony or any other comments to be made

1 in this proceeding?

2 MR. WECHSLER: I've been asked to  
3 add the Department would agree that Penn Central Railroad  
4 should also be assessed costs in this matter. They have been  
5 enriched by the fact that they have not maintained the  
6 structure over the years and should now have to pay that.

7 THE ADMINISTRATIVE LAW JUDGE: You  
8 join in ConRail's position in that respect?

9 MR. WECHSLER: Correct.

10 THE ADMINISTRATIVE LAW JUDGE: Are  
11 there any briefs to be submitted in this matter?

12 MR. MAZOR: We're willing to submit  
13 it on the present record, Your Honor.

14 THE ADMINISTRATIVE LAW JUDGE: Do  
15 all parties agree to submit the matter to the Commission on  
16 the record?

17 RESPONSE: Yes.

18 THE ADMINISTRATIVE LAW JUDGE: Very  
19 well, the testimony is closed and the matter will be sub-  
20 mitted to the Commission on the record.

21 (Hearing adjourned at 1:00 o'clock p.m.)

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CERTIFICATE

I hereby certify that the proceedings and evidence are contained fully and accurately in the notes taken by me during the hearing on the above cause before the Public Utility Commission of the Commonwealth of Pennsylvania, and that this copy is a correct transcript of the same.

  
\_\_\_\_\_  
Official Reporter

Reported by:  
Arlene B. Kiger,  
Official Reporter  
7823 Mt. Carmel Rd.  
Verona, Pa. 15147  
(412) 241-1577

C. 18925

Conrail Exhibit No. 1 consisting of a 14-sheet plan  
is filed in the map file.

LOCATION BEAN

SCALE: 1" = 200'

14. ORIGINAL TRACINGS OR REPRODUCTIONS OR SIMILAR MATERIAL OF ALL PLANS PREPARED FOR THE WORK, COPIES OF WHICH SHALL BE FURNISHED TO THE CONTRACTOR. ORIGINALS SHALL BE KEPT IN THE OFFICE OF THE ENGINEER WITH THE NATIONAL MICROFILM RECORDS.
15. BENCH MARK: N.E. WALL OF BUILDING. ELEVATION: 949.75
16. EXISTING STRUCTURE TO BE REMOVED WHERE NEW PIERS REST ON EXISTING FOUNDATION. EXISTING STRUCTURE TO BE REMOVED TO 20' BELOW EXISTING GRADE.
17. PRESTRESSED CONCRETE BEAMS SHALL BE MANUFACTURED AS PER ACHS SPECIFICATIONS. DECK SHALL INCLUDE DECK WALKWAY. FINISH SHALL BE 85 POUNDS PER SQUARE YARD.

PA. PUBLIC UTILITY COMMISSION	
DOCKET NO. <u>C-18925</u>	FOLDER NO. _____
<u>Central</u>	EXHIBIT NO. <u>1</u>
HEARING AT <u>Lebanon</u>	DATE <u>9/23/80</u>
REPORTER <u>Archie B. Pyle</u>	



WITH AWS QUALIFIED IN ACCORDANCE WITH REGULATORY WELDING CODE OR OTHER ENGINEER WITH THE APPROVAL OF THE WELDS CONNECTING FLANGE PLATE TO WEB PLATE SHALL BE MADE BY AUTOMATIC SUBMERGED ARC WELDING. MILL SCALE TO BE REMOVED FROM FLANGE PLATE WEB TO FLANGE WELD. ALL SPICES IN WEBS TO BE RADIOGRAPHED. FLANGE WELD TO BE SUBJECTED TO ULTRASONIC OR OTHER NON-DESTRUCTIVE TESTING IN ACCORDANCE WITH AWS STRUCTURAL WELDING CODE. TRANSVERSE WELDS WILL NOT BE PERMITTED ON THE TENSILE PLATES. ALL GRINDING TO BE DONE IN THE DIRECTION OF APPLIED STRESS. CUTTING BY GRINDING IS PROHIBITED. GATE MUST BE PERPENDICULAR TO WEB WITH MAXIMUM TOLERANCE  $\pm 0.03$  INCH. WITH FLAME CUT EDGES SHALL BE FREE OF SPICES AND SHALL HAVE ALL EDGES GROUND. FLANGE SPICE WELDS ARE PROHIBITED. MARKS INDICATE ROUGHNESS REQUIREMENTS AS A B-46.1, SURFACE TEXTURE FINISH - U.S.A.S.A. 125. STRUCTURE TO HAVE A SURFACE PROTECTIVE RESIN AS SPECIFIED PER PENNDOT FORM 408. SURFACE TO BE PAINTED IN ACCORDANCE WITH PENNDOT SECTION 1060.

YOUNGSTOWN DIVISION  
 MAIN LINE  
 O. H. BRIDGE No. 3  
 HOMEWOOD, PA.  
 PROPOSED RECONSTRUCTION

DRAWING TITLE:  
 LOCATION PLAN  
 AND  
 TITLE SHEET

des:	dr: L.J.S
ck: A	tr:
DATE:	APRIL 7 - 1980
PLAN NUMBER:	19862-R
DRAWING NUMBER:	1 OF 14

ESTIMATE OF COST

SCHEME 1A - REMOVE EXISTING BRIDGE AND CONSTRUCT NEW BRIDGE WITH HALF THRU STEEL GIRDER SPANS OVER TRACKS AND 55'-0" LONG PRESTRESSED CONCRETE BOX APPROACH SPANS.

DEMOLITION & CLEARING SITE	L.S.	=	200,000
FOUNDATION EXCAVATION	1500 C.Y @ \$10.00	=	15,000
CLASS B CONCRETE	200 C.Y. @ \$100.00	=	20,000
CLASS A CONCRETE	480 C.Y. @ \$125.00	=	60,000
CLASS AA CONCRETE	300 C.Y. @ \$140.00	=	42,000
REINFORCING STEEL	100,000 LBS @ \$0.80	=	128,000
FORMWORK	2,000 S.F. @ \$6.00	=	132,000
STRUCTURAL STEEL -	300,000 LBS. @ \$1.20	=	360,000
PRESTRESSED CONC. BOX BEAMS	14,000 S.F. @ \$44.00	=	616,000
BITUMINOUS PAVING (4")	16,000 S.F. @ \$7.00	=	112,000
RAILING	840 L.F. @ \$30.00	=	25,200
PROTECTION SCREEN	300 L.F. @ \$25.00	=	7,500
DRAINAGE INLETS & DOWNSPOUTS	10 EA. @ \$1200.00	=	12,000
LIGHT STANDARDS & WIRING	10 EA. @ \$2000.00	=	20,000
TEMP. SUPPORT FOR TURNPIKE SPAN	L.S.	=	5,000
EXPANSION JOINTS	8 EA. @ \$3300.00	=	26,400
			<u>\$ 1,781,100</u>

DOCUMENT FOLDER

DC  
OCT 7 1980

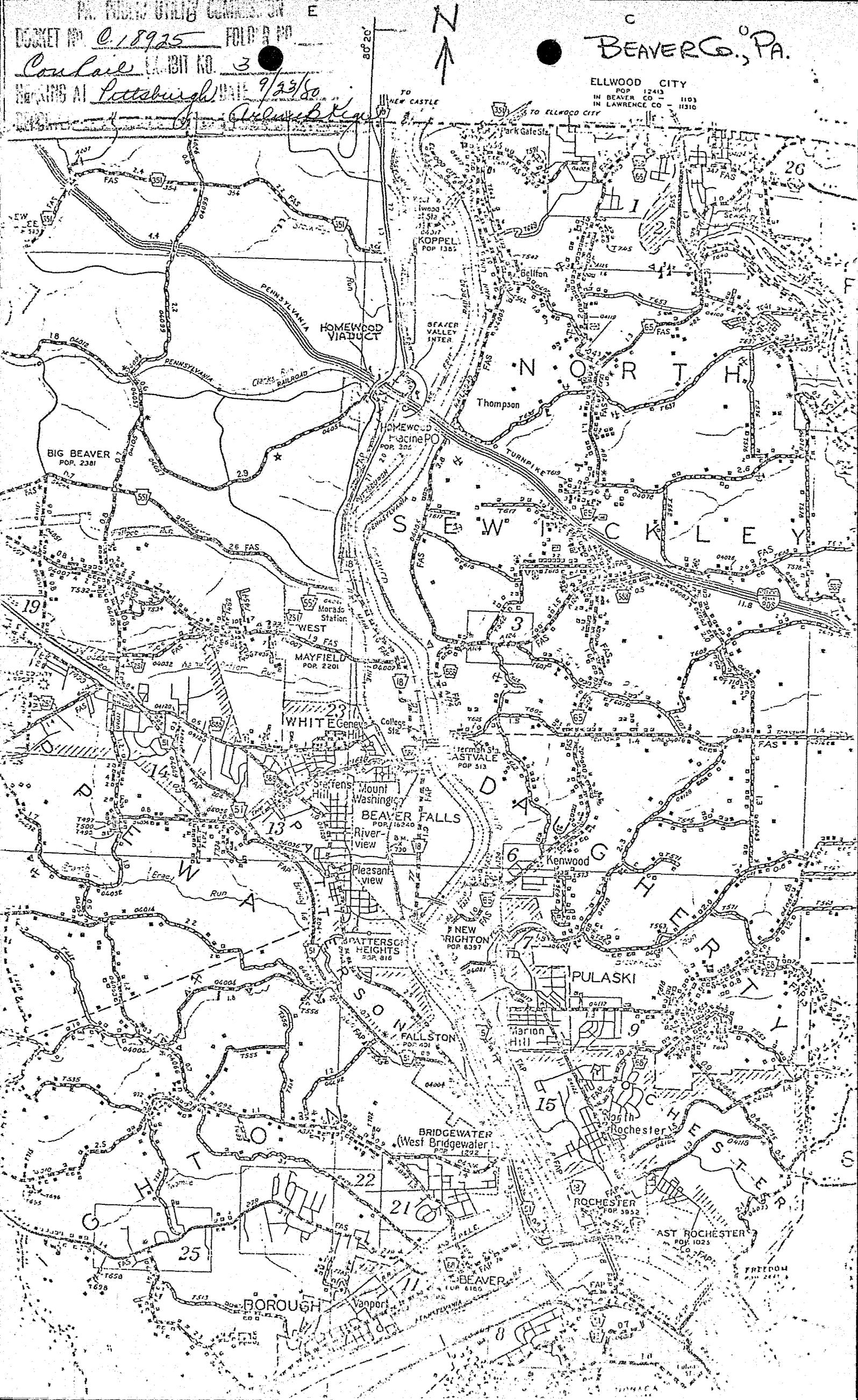
TOTAL PROJECT COST

SCHEME 1A	1,781,100
MAINTAINING DETOUR	150,000
FIELD OFFICE	10,000
RAILROAD SIGNAL WORK	40,000
RAILROAD FLAGGING & PROTECTION	32,000
	<u>2,013,100</u>

PA. PUBLIC UTILITY COMMISSION  
 DOCKET NO. C-18925 FOLDER NO. \_\_\_\_\_  
 Exhibit NO. 2  
 HEARING AT Pittsburgh DATE 9/23/80  
 REPORT BY Archie B. Hayes

ENGINEERING	106,900
	<u>2,120,000</u>
CONTINGENCIES	180,000
	<u>\$ 2,300,000</u>

# BEAVERG., PA.



ELLWOOD CITY  
POP 12413  
IN BEAVER CO. 1103  
IN LAWRENCE CO. 11310

TO NEW CASTLE

TO ELLWOOD CITY

HOMWOOD VIADUCT

KOPPEL  
POP 1382

BIG BEAVER  
POP. 2381

HOMWOOD  
Macine PO  
POP. 302

WEST  
Morado Station  
POP. 19

MAYFIELD  
POP. 2201

WHITE  
Geneva  
College St  
POP. 23

BEAVER FALLS  
River-view  
POP. 15240

PATTERSON  
HEIGHTS  
POP. 816

FALLSTON  
POP. 401

BRIDGEWATER  
(West Bridgewater)  
POP. 1292

PULASKI  
Marion Hill  
POP. 15

ROCHESTER  
POP. 3952

EAST ROCHESTER  
POP. 1025

BOROUGH

BEAVER  
POP. 8180

FREEDOM  
POP. 2821