

City of Wilkes-Barre
40 East Market St.
Wilkes-Barre, PA 18711
570-208-4177

March 1, 2021

Electronically Filed

Rosemary Chiavetta, Secretary
Pennsylvania Utility Commission
400 North Street
Harrisburg, PA 17105-3265

Subject: Application of the City of Wilkes-Barre for approval to alter the public above grade crossing by the installation of a replacement bridge structure where North Washington Street crosses the track of the Luzerne County Redevelopment Authority (LCRA) approval of an exemption from the Commission's Clearance Requirements (52 Pa. C.S. §§ 33.121- 33.126), DOT No.: 361573D in the City of Wilkes-Barre, Luzerne County and the allocation of costs incident thereto.

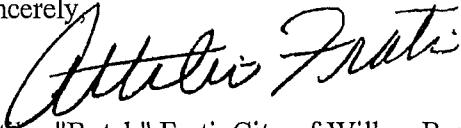
Dear Secretary Chiavetta:

Enclosed for filing, please find the Application of the City of Wilkes-Barre.

A copy of this application and Exhibits has been served upon the parties in the Certificate of Service to the Application.

Should you have any questions regarding this matter, please contact me

Sincerely,



Attilio "Butch" Frati, City of Wilkes-Barre
Deputy Administrator and Director of Operations
Email: bfrati@wilkes-barre.pa.us

CC. Sarah Fenton, Grade Crossing Engineer, PennDOT, District 4-0
Summer Koziel, E.I.T., Senior Civil Engineer Supervisor, PennDOT, District 4-0
Mark Chappell, Acting Chief, Right-of-Way and Utilities Section, 7th Floor, CKB
Gina M. D'Alfonso, Senior Counsel in Charge, Office of Chief Counsel, 9th Floor, CKB
Ronald Hull, P.E. Rail Safety Engineering Section PUC, 3rd Floor, CKB
Andrew Reilly, Executive Director, LCRA
Dominic Yannuzzi, P.E., Project Manager, Alfred Benesch and Company

**BEFORE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of the City of Wilkes-Barre for approval to alter the public above grade crossing by the installation of a replacement bridge structure where North Washington Street crosses the track of the Luzerne County Redevelopment Authority (LCRA) and approval of an exemption from the Commission's Clearance Requirements (52 Pa. C.S. §§ 33.121- 33.126), DOT No.: 361573D in the City of Wilkes-Barre, Luzerne County and the allocation of costs incident thereto.

Application
Docket No. _____

Electronically Filed

To Pennsylvania Public Utility Commission:

1. The name and address of applicant are The City of Wilkes-Barre, Attilio " Butch" Frati, Director of Operations and Deputy Administrator, 40 East Market Street, Wilkes-Barre, PA 18711.
2. The name and address of applicant's attorney are Timothy Henry, City Attorney, 2nd Floor, City Hall, 40 East Market Street, Wilkes-Barre, PA 18711
3. The applicant is an agency of Commonwealth of Pennsylvania, organized and existing under the Administrative Code of 1929, 71P.S. § 511, et. seq. and generally 36 P.S. § 670 – 401 et. seq.
4. It is desirable to demolish and replace the existing bridge structure which carries North Washington Street over the tracks of the Luzerne & Susquehanna Railway. This project would require limited regrading of the earth in the immediate area surrounding the existing and proposed structures.
5. The names and addresses of the persons, parties and entities concerned in, or affected by the proposed construction, to the best of the applicant's knowledge, are shown in the certificate of service. In addition to those served, the applicant requests that the following also receive service of all documents in this matter:

Mark Chappell, Chief
Utilities and Right of Way Section
Pennsylvania Department of Transportation
P.O. Box 3362
Harrisburg, PA 17105-3362

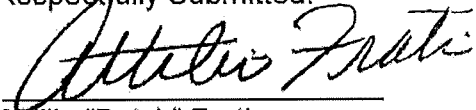
Gina M. D'Alfonso,
Office of Chief Counsel
Pennsylvania Department of Transportation
P.O. Box 8212
Harrisburg, PA 17105-8212

6. North Washington Street is currently closed to all traffic. Based on traffic counts in the immediate area of this project, the ADT is anticipated to be 1513 with 2% trucks.

7. The estimated total cost for the project is \$2,500,000. The funding for the project will be 80% Federal Funds, 15% State Funds and 5% City Funds.
8. This project is necessary and proper for the safety and convenience of the public.
9. A conference of all parties of interest should be held to discuss the proposed alteration.

Wherefore, Applicant respectfully requests that the Public Utility Commission approve this application:

Respectfully Submitted:



Attilio "Butch" Frati
Director of Operations and
Deputy Administrator
City of Wilkes-Barre
40 East Market Street, Wilkes-
Barre, PA 18711
570-208-4177
Email: bfrati@wilkes-barre.pa.us

Dated: MARCH 2, 2021

Application of the City of Wilkes-Barre
for approval to alter the public above
grade crossing by the installation of a
replacement bridge structure where
North Washington Street crosses the
track of the Luzerne County Redevelopment
Authority (LCRA) and approval of an
exemption from the Commission's
Clearance Requirements
(52 Pa. C.S. §§ 33.121- 33.126),
DOT No.: 361573D in the City of Wilkes-Barre,
Luzerne County and the allocation of costs incident thereto.

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VERIFICATION

I, Attilio "Butch" Frati, Deputy Administrator/Director of Operations, hereby state that the facts above set forth are true and correct to the best of my knowledge, information and belief and that I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa. C.S. § 4904 (relating to unsworn falsification to authorities).

Date: 3-2-21



Attilio "Butch" Frati
Deputy Administrator and
Director of Operations
City of Wilkes-Barre
Email: bfrati@wilkes-barre.pa.us

Application of the City of Wilkes-Barre for approval to alter the public above grade crossing by the installation of a replacement bridge structure where North Washington Street crosses the track of the Luzerne County Redevelopment Authority (LCRA) and approval of an exemption from the Commission's Clearance Requirements (52 Pa. C.S. §§ 33.121- 33.126), DOT No.: 361573D in the City of Wilkes-Barre, Luzerne County and the allocation of costs incident thereto.

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CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing document upon the participants listed below, in accordance with the requirements of 52 Pa. Code § 1.54, by first class mail, postage prepaid:

Mr. Jim Raffa
Luzerne & Susquehanna Railway (Railroad)
25 Delphine Street
Owego, NY 13827
Email: jraffa@ptd.net

Mr. Andrew Reilly, Executive Director
Luzerne County Redevelopment Authority
16 Luzerne Avenue – Suite #210
West Pittston, PA 18643
Email: andy.reilly@luzernecounty.org

Mr. Tim McGinley, Council Chair
Luzerne County Commissioners
200 N River Street
Wilkes-Barre, PA 18711
Email: tim.mcginley@luzernecounty.org

Atty. David Pedri, Esquire, County Manager
Luzerne County
200 N River Street
Wilkes-Barre, PA 18711
Email: david.pedri@luzernecounty.org

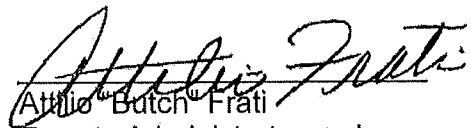
Ms. Kim Seris
UGI Utilities
1 UGI Center
Wilkes-Barre, PA 18711
Email: kseris@ugi.com

Ms. Sarah Fenton, Grade Crossing Engineer
PennDOT, District 4-0
55 Keystone Industrial Park
Dunmore, PA 18512
Email: sfenton@pa.gov

Mr. Richard Cooper, Assistant Grade Crossing Engineer
PennDOT, District 4-0
55 Keystone Industrial Park
Dunmore, PA 18512
Email: ricooper@pa.gov

Mr. Dominic Yannuzzi Project Manager
Alfred Benesch & Company
670 South River Road, Suite 402
Wilkes-Barre, PA 18705
Email: dyannuzzi@benesch.com

Dated this 3 Day of MARCH


Attilio "Butch" Frati
Deputy Administrator and
Director of Operations
City of Wilkes-Barre
Email: bfrati@wilkes-barre.pa.us

Minutes of Meetings

Project: North Washington Street Bridge Replacement
City of Wilkes-Barre
Railroad Coordination Meeting
Benesch Project No. 31063.01

Meeting Date/Time: October 11, 2019; 10:30 AM

Locations: LCRA Office, 16 Luzerne Avenue, Suite #210, West Pittston, PA 18643

Attendees: (See Attached Sign-in Sheet)

The purpose of the meeting was to update the railroad about the project and obtain input. The following items were noted at the meeting:

EXISTING BRIDGE SUMMARY

Railroad: Luzerne & Susquehanna Railroad
Year Built: 1929
Bridge Type: Steel Thru-Girder with Floorbeam and Stringer Deck System
Length: 38'-0" Curb-to-Curb: 30'-0"
Sidewalks: 2 Sidewalks present each side

TOPICS DISCUSSED

- **Timeline**
 - Bridge posted for single vehicle restriction of fifteen (15) tons
 - 2013 – Bridge closed to traffic after inspection identified a failing floor beam
 - 2019 – Preliminary engineering for bridge replacement began
 - 2021 – Design and permitting to be completed
 - 2021/2022 – Construction to be completed

- **Anticipated Bridge Details**
 - The proposed bridge type is anticipated to be an adjacent box beam structure supported on full height concrete abutments bearing on rock.
 - Curb-to-Curb: 30'-0"
 - Sidewalks: 2 @ 6'-6"
 - Barriers: 2 @ 1'-0" wide with fencing on bridge
 - Out-to-Out: 45'-0"



- Roadway vertical alignment slightly increased to the maximum allowable under PennDOT guidelines
- Fencing to extend about 20' wider than the bridge along RR top of slope at four corners.

• **Utilities**

- Coordination ongoing
- Existing gas line on structure has been retired and is not anticipated to be replaced on the new structure

• **Clearances**

- Existing Minimum Underclearance = 16'-9" +/- (from top of existing rail to bottom of low chord)
- Existing Minimum Horizontal Clearance = 7'-6" & 21'-1" (from centerline of tracks to front face of abutments)
- Proposed Minimum Underclearance = TBD can match existing with improvements potentially up to 17'-6" (from top of existing rail to bottom of low chord)
The RR requested a minimum vertical clearance of 18'-4" to meet the plate E requirement of 18' clearance. Currently the RR operates under plate C: 15'-6" clearance. Plate C restricts the types of loads the RR can carry.
- Proposed Minimum Horizontal Clearance = TBD can match existing with improvements potentially up to 8'-6" (from centerline of tracks to front face of abutments).
The RR indicated the min. horizontal clearance is 8'-0" for CL of track. The temporary horizontal clearance during construction can be no less than existing of 7'-7" but minimum per PUC must be maintained.

• **Drainage**

- Roadway drainage will remain the same with improvements.
- RR drainage has low spot under bridge that ponds water.
- Survey was completed along RR and at nearest crossings to determine potential drainage improvement measures on the RR.
- The project does not have funding to correct the RR existing low spot where water ponds. The RR will be requesting funding in the project for the drainage improvements since the bridge is restricting adding ballast to the rail bed to help with drainage.
- Based on the survey completed it appears a storm water system can be installed along the RR in a northerly direction to remove ponding. A conceptual review estimates 725 LF of 18" pipe (with approx. 40' casing crossing) and 5 inlets will have an approximate approx. as listed below: Flagging by RR personnel would be additional.

Mobilization	1 @ \$ 15000 EA	=	\$ 15,000.00
18" Pipe (rock excav.)	725' @ \$135LF	=	\$ 97,875.00
Inlet w/ grate	5 @ \$ 5000	=	<u>\$ 25,000.00</u>
		say	\$ 140,000.00



- **Realignment**
 - Does RR have any plans to add RR lines under structure?
RR answer: No plans at this time.
 - Does RR have any plan to realign the existing line in the area of the structure?
RR answer: No plans at this time.

- **Coordination during construction**
 - Coordination will be continued throughout the design process
 - The RR is open to allowing a TCE for contractor access during bridge construction along the RR however, more specific details are needed along with an agreement.

- **Any Concerns**
 - Does the Railroad have any areas of concern at the moment?
RR indicated that dumping off and around the bridge is a major issue. They suggest at least 10' high fencing with top slanted inward on the bridge including 25' away from the structure on the four corners. Barber wire fencing may not be allowed in the City limits.

All attendees are requested to review the above minutes for corrections and/or comments. If no comments or corrections are received within ten (10) business days, these minutes will become the basis for all official action.

Respectfully submitted,

Dominic J. Yannuzzi, P.E.
Project Manager

Attachments

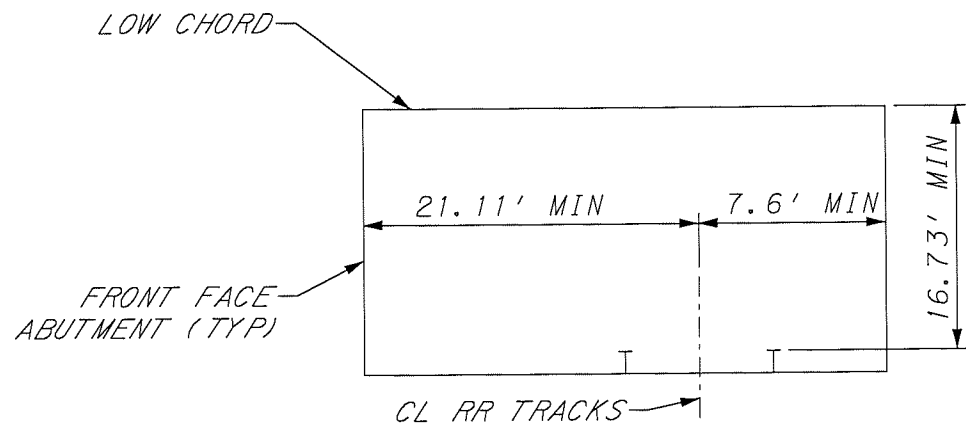
cc: All Attendees
Butch Frati, City of Wilkes- Barre
Jennifer Borino, P.E. PennDOT 4-0

MINUTES HAS BEEN REVIEWED AND AGREED UPON BY THE LCRA AND RAILROAD

1/28/20

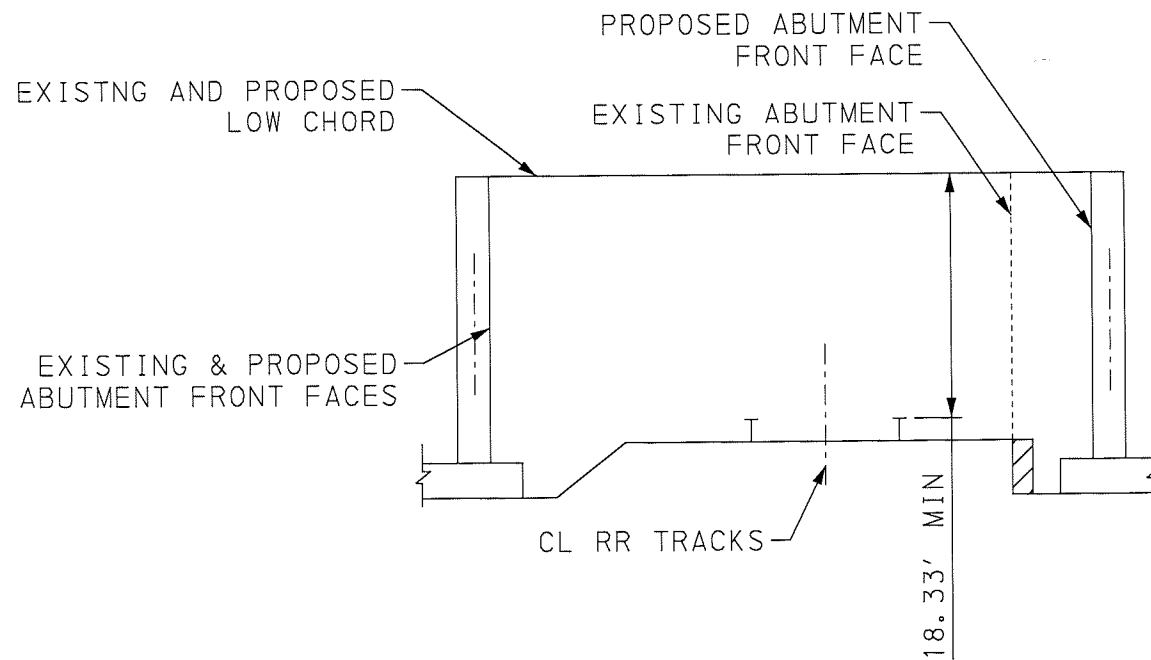
SIGNED BY : Andrew Reilly; Executive Director LCRA

DATE:



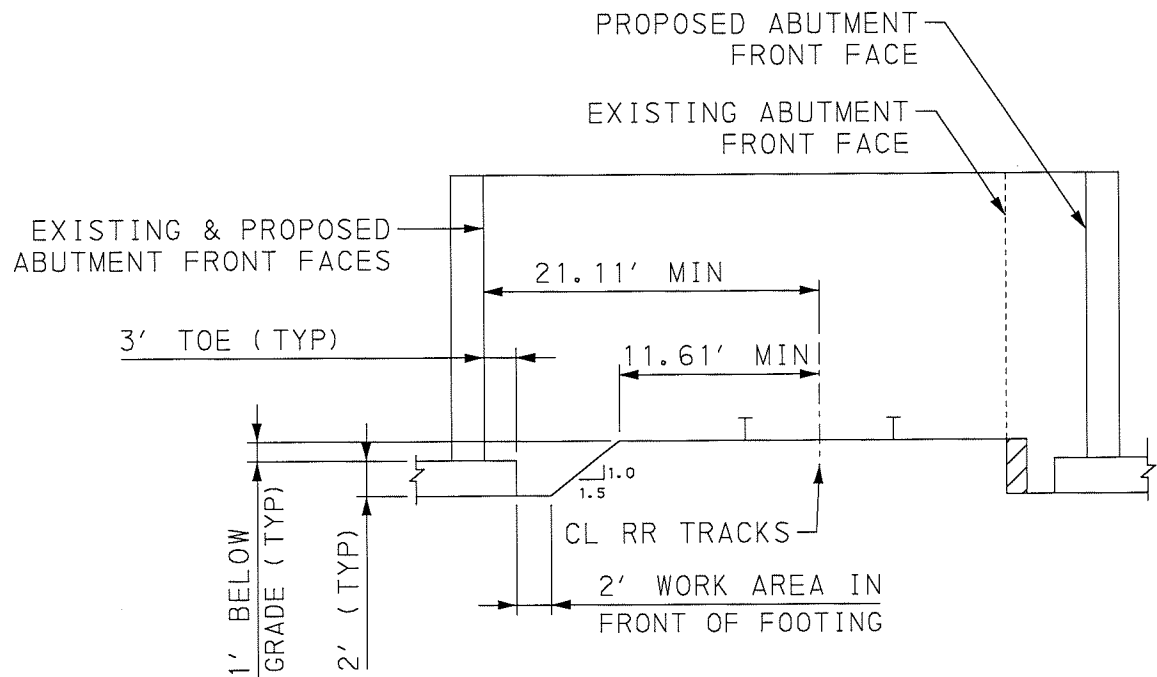
EXISTING CLEARANCES

(LOOKING NORTH)



PROPOSED UNDERCLEARANCE

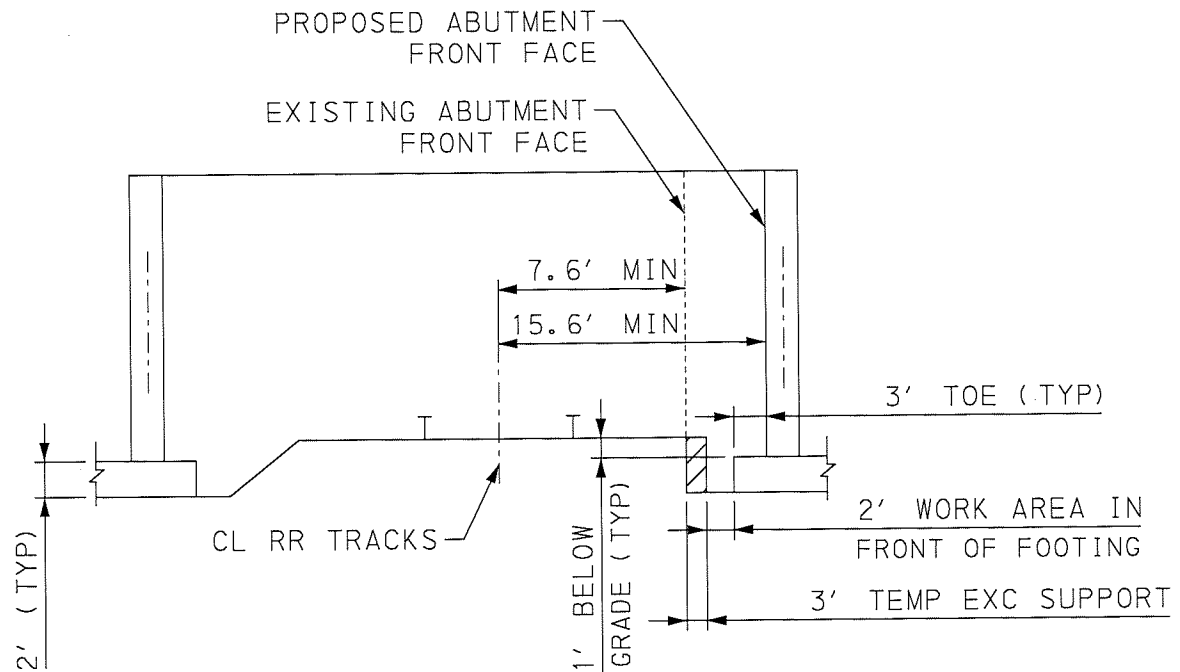
(LOOKING NORTH)



PROPOSED LATERAL CLEARANCE
(WESTERN ABUTMENT)

(LOOKING NORTH)

EXISTING LATER CLEARANCE = 21.11' MIN
 PROPOSED LATERAL CLEARANCE FINAL CONDITION = 21.11' MIN
 PROPOSED LATERAL CLEARANCE DURING CONSTRUCTION = 11.61' MIN

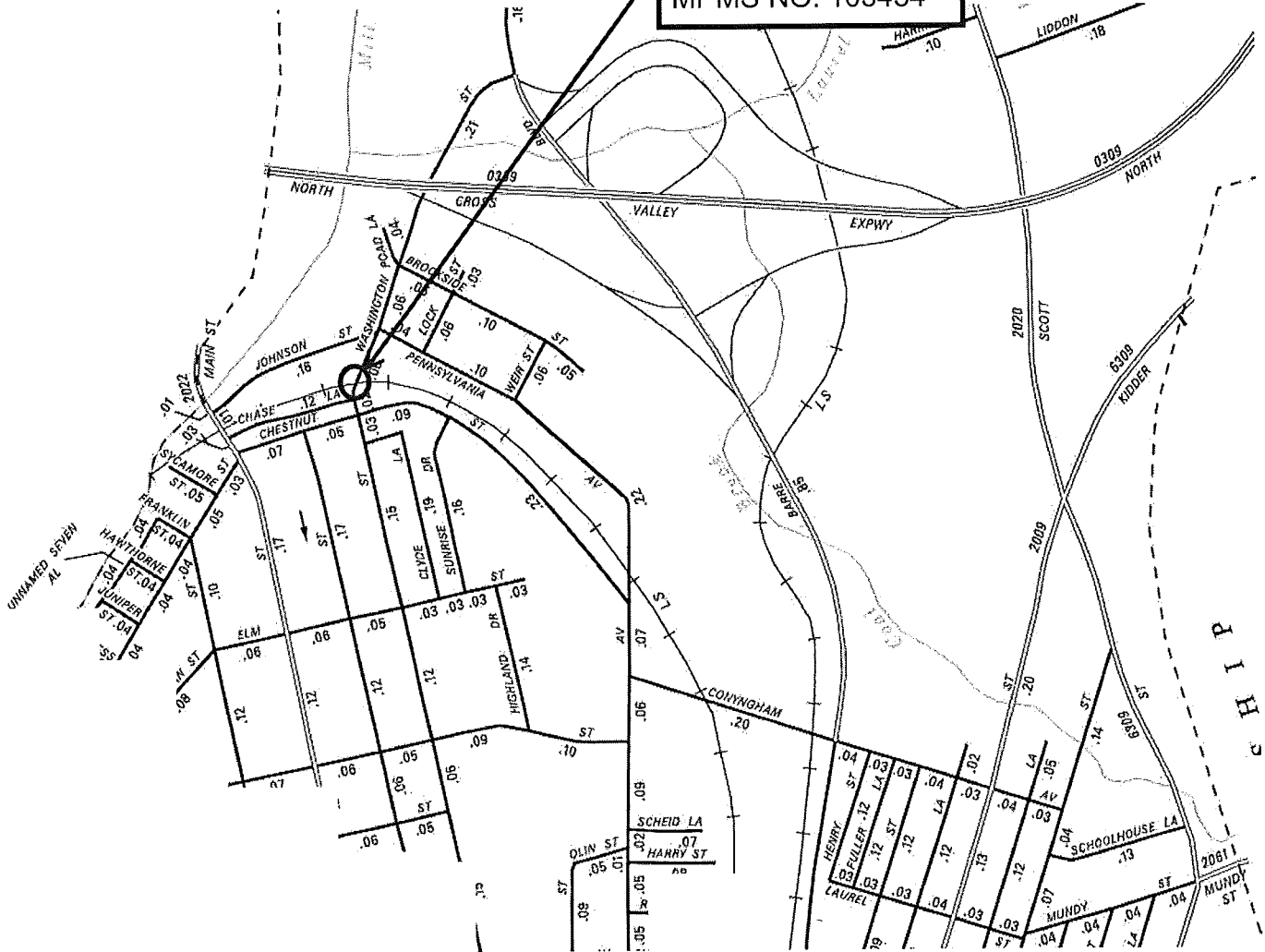


PROPOSED LATERAL CLEARANCE
(EASTERN ABUTMENT)

(LOOKING NORTH)

EXISTING LATER CLEARANCE = 7.6' MIN
 PROPOSED LATERAL CLEARANCE FINAL CONDITION = 15.6' MIN
 PROPOSED LATERAL CLEARANCE DURING CONSTRUCTION = 7.6' MIN

PROJEC LOCATION
MPMS NO. 103454



Source: PennDOT Type 5 Map

City of Wilkes-Barre
N. Washington Street Bridge
 N Washington St over Luzerne & Susq. Railroad
 City of Wilkes-Barre
 Luzerne County, Pennsylvania



Dwn. JCK	Chk.
Scale NTS	Date 10/26/2018

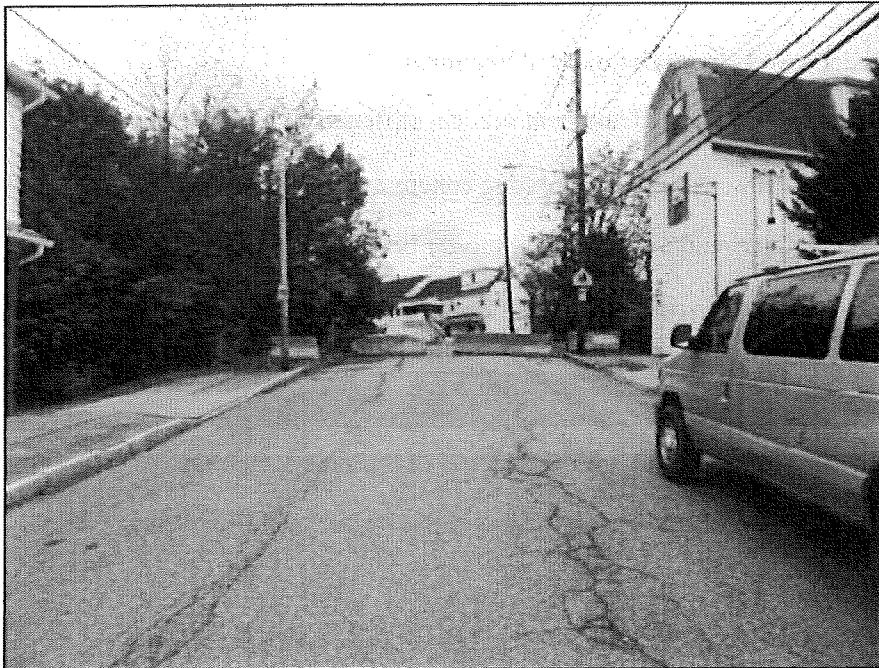
Location Map

Fig. No.
1

BMS NUMBER: 40 7304 0000 0012



The approach roadway, looking from the near side.
Note the missing "Bridge Closed" sign.

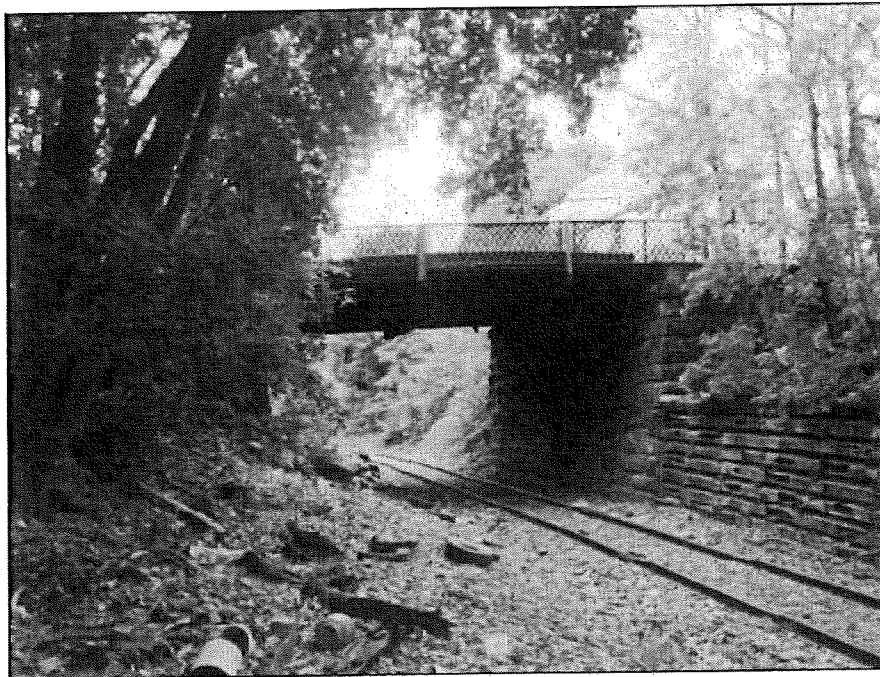


The approach roadway, looking from the far side.
Note the missing "Bridge Closed" sign.

BMS NUMBER: 40 7304 0000 0012

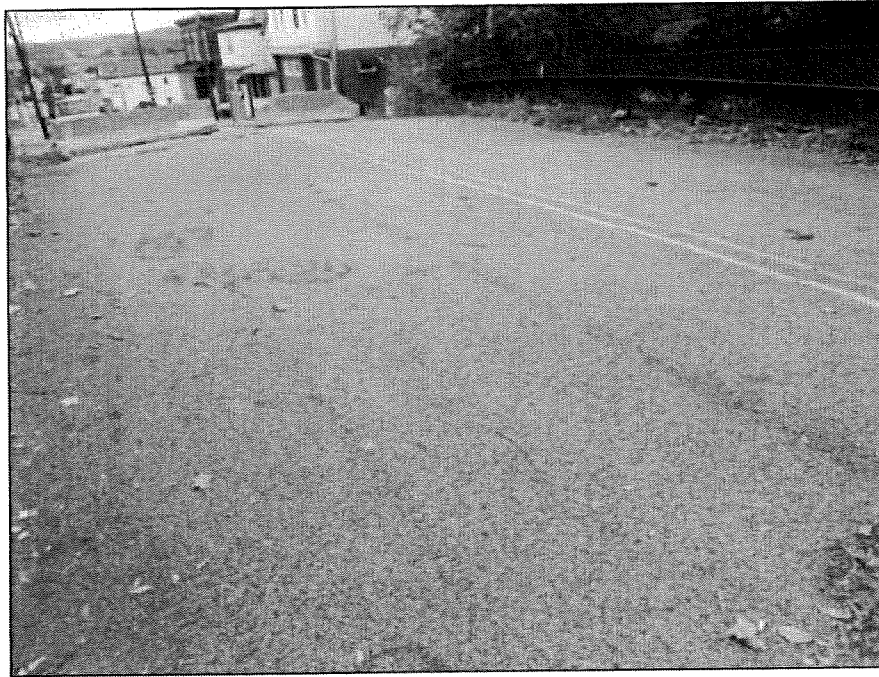


Elevation view, looking from the left.

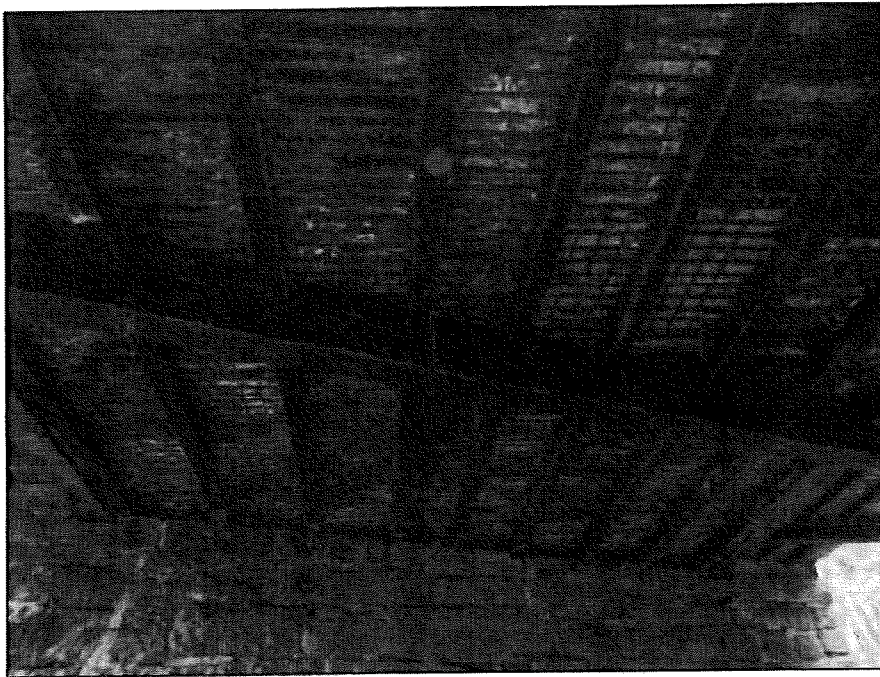


Elevation view, looking from the right.

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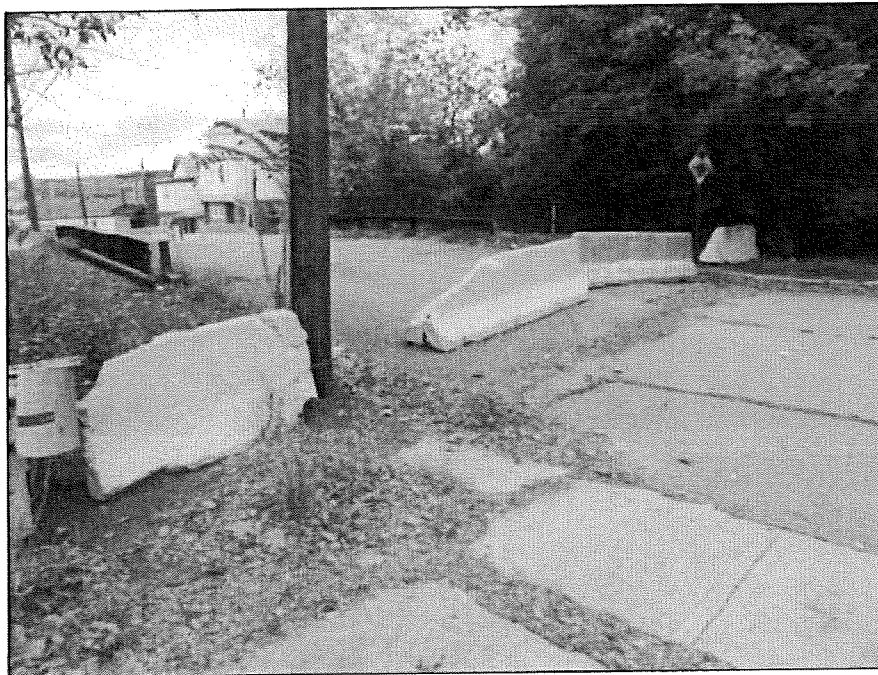
View of the top deck surface, looking from the near left.



View underneath, looking toward the far abutment.



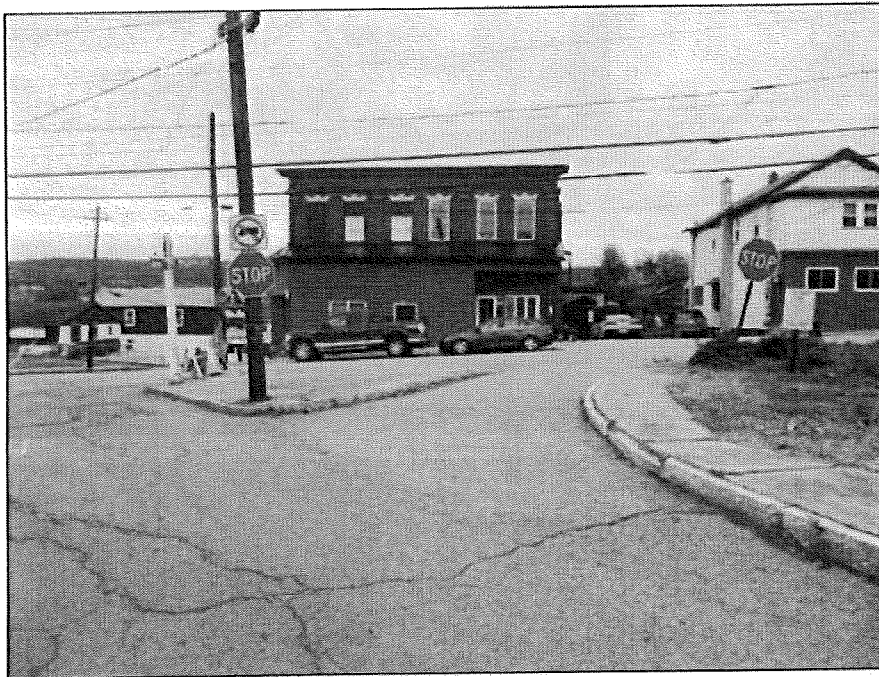
View of the near advance intersection.
Note the missing advance "Bridge Closed" signs.



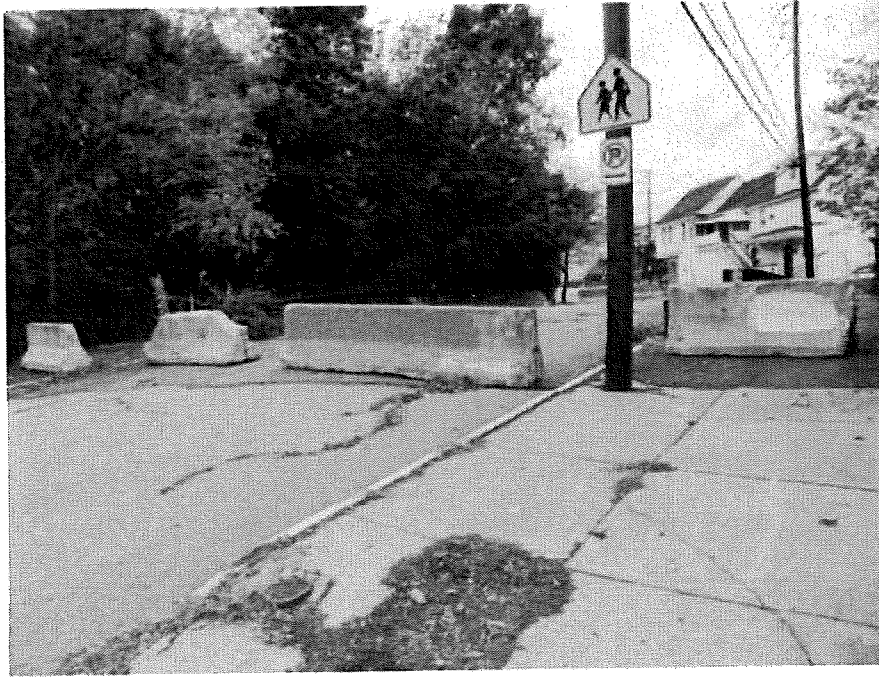
View of the near approach concrete barriers.
Note the barrier spacing allowing pedestrians and motorcycles access to bridge.



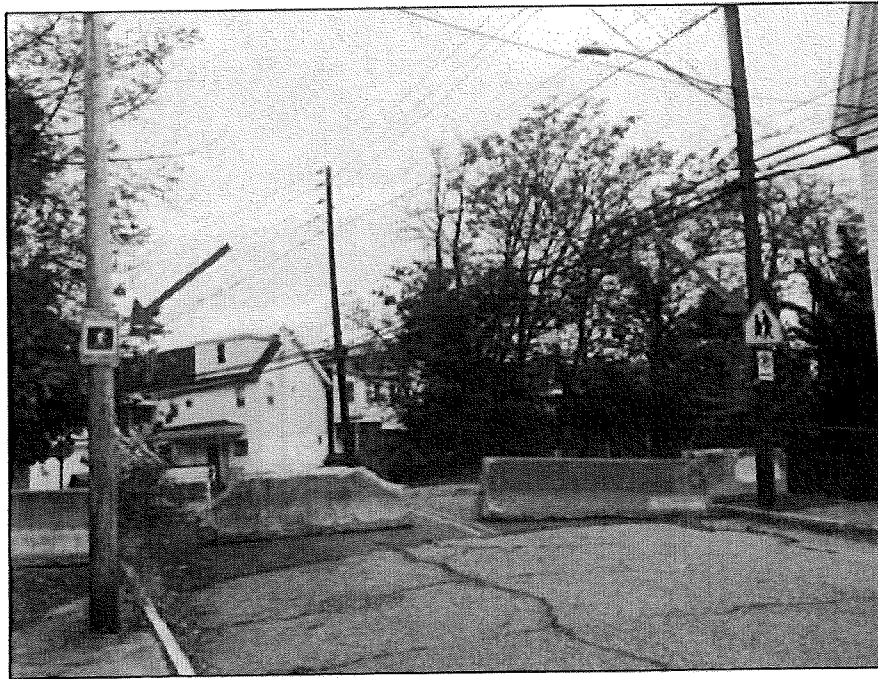
View of the far advance intersection.
Note the missing advance "Bridge Closed" signs.



View of the far left advance intersection.
Note the missing advance "Bridge Closed" signs.



View of the far approach concrete barriers.
Note the barrier spacing allowing pedestrians and motorcycles access to bridge.



"Pedestrian Walkway" and "School Crossing" signs on the far side of the bridge.



Visible 5" deck settlement along the right curb at midspan.

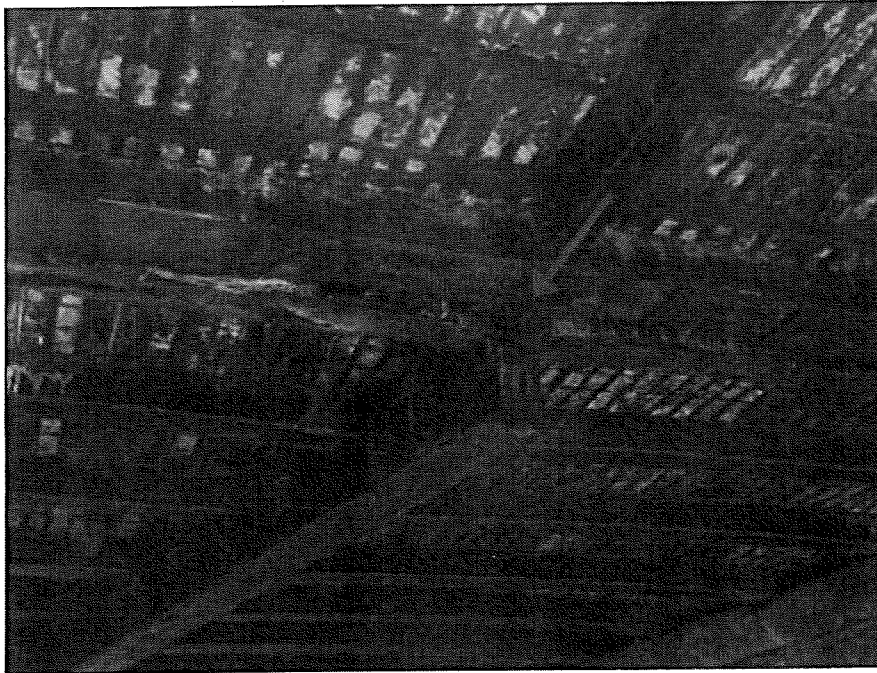


Visible settlement along the right curb at the far end.

BMS NUMBER: 40 7304 0000 0012



View of the top side right floorbeam and girder 2 failed connection.
(visible deck settlement at midspan)

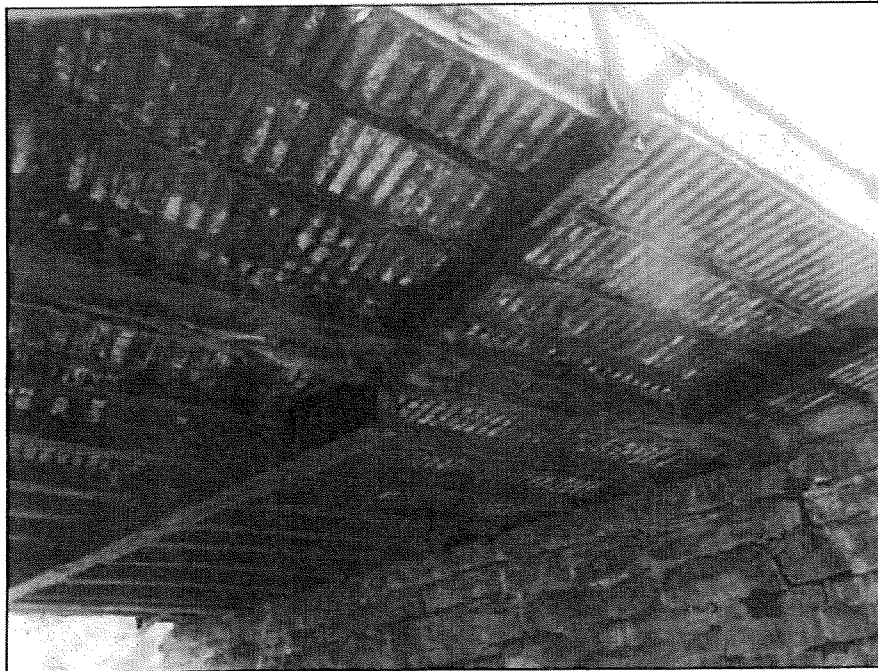


View of the underside right floorbeam and girder 2 failed connection.
(visible floorbeam and stringer settlement at midspan)

BMS NUMBER: 40 7304 0000 0012



View of the left floorbeam and girder connection.



View of the right floorbeam and girder connection.

BMS NUMBER: 40 7304 0000 0012



View of the underside of the right sidewalk.