

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

C. 19707

Department of Transportation of the Commonwealth of
Pennsylvania

vs.

Reading Company, Borough of Conshohocken, Borough of
West Conshohocken and County of Montgomery, etc.

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Norristown, Pennsylvania

Wednesday, December 20, 1972

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I N D E X

COMPLAINANT'S EVIDENCE

<u>WITNESSES</u>	<u>D.</u>	<u>C.</u>	<u>RD.</u>	<u>RC.</u>
Milton Davis	3 70	11	41	

E X H I B I T S

<u>PennDot Exhibit No.:</u>		<u>FOR ID.</u>	<u>IN EV.</u>
1 - A document entitled, "Montgomery County Preliminary Estimate."		6	41
2 - A nine-sheet plan by the Department of Transportation.		7	41

TESTIMONY ON BEHALF OF READING COMPANY, DEBTOR

<u>WITNESSES</u>	<u>D.</u>	<u>C.</u>	<u>RD.</u>	<u>RC.</u>
Mariano Schifalacqua	42	56		

E X H I B I T S

<u>Reading Exhibits No.:</u>		<u>FOR ID.</u>	<u>IN EV.</u>
1-A through 1-E -- Photographs of the Matsonford Bridge.		50	64

E X H I B I T S (CONTINUED)

Reading Exhibits No.:	<u>For Id.</u>	<u>In Ev.</u>
2 - A document entitled, "Traffic Count at Bridge No. 13/48, Morristown Branch, Thursday, December 14, 1972."	51	

TESTIMONY ON BEHALF OF THE BOROUGH OF CONSHOHOCKEN

<u>WITNESSES</u>	<u>D.</u>	<u>C.</u>	<u>RC.</u>	<u>RD.</u>
Joseph Burns	65	69		

BEFORE THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

C. 19707 - Department of Transportation of the Commonwealth of Pennsylvania v. Reading Company, Borough of Conshohocken, Borough of West Conshohocken and County of Montgomery - Alleging, inter alia, that the Matsonford Bridge is presently in a state of disrepair and requires rehabilitation in accordance with a plan prepared by complainant, and that parties responsible for said maintenance and repairs will not agree to bear their share of the estimated costs of the proposed repairs in accordance with assignments made by Pennsylvania Public Utility Commission in its order issued December 13, 1937, at C. 11279.

BEFORE: RUDOLPH PALLASTRONE, ESQ.,
Examiner

APPEARANCES: LIONEL B. GUMNIT, ESQ.,
(Transportation & Safety Building,
Harrisburg, Pennsylvania)
for PennDot
Complainant

JOEL E. MAZOR, ESQ.,
(Reading Terminal,
Philadelphia, Pennsylvania)

for Reading Co., Debtor

WALTER PHIPPS JR., ESQ.,
(312 Fayette Street,
Conshohocken, Pennsylvania)

for Borough of Conshohocken

EDWARD F. KANE, ESQ.,
(522 Swede Street,
Norristown, Pennsylvania)

for Borough of West
Conshohocken

INITIAL HEARING, held in the Courthouse, Norristown,
Pennsylvania, on Wednesday, December 20, 1972, beginning
at 10:00 o'clock a.m.

THE EXAMINER: Gentlemen, we will
call this hearing to order on Complaint 19707,
Department of Transportation of the Commonwealth of
Pennsylvania v. Reading Company, Borough of
Conshohocken, Borough of West Conshohocken and County
of Montgomery, alleging, inter alia, that the
Matsonford Bridge is presently in a state of disrepair
and requires rehabilitation in accordance with a
plan prepared by complainant, and that parties
responsible for said maintenance and repairs will not
agree to bear their share of the estimated costs of
the proposed repairs in accordance with assignments

made by Pennsylvania Public Utility Commission in its order issued December 13, 1937, at C. 11279.

Would you present your first witness, please.

MR. GUMNIT: Milton Davis.

COMPLAINANT'S EVIDENCE

MILTON DAVIS, having been first duly sworn, was examined and testified as follows:

DIRECT EXAMINATION

BY THE EXAMINER:

Q Give your full name and address for the record, please.

A Milton H. Davis, Room 20, Transportation & Safety Building, Harrisburg, Pennsylvania.

BY MR. GUMNIT:

Q Mr. Davis, by whom are you employed?

A Pennsylvania Department of Transportation.

Q In what capacity are you so employed?

A Assistant Grade Crossing Engineer.

Q Are you a licensed professional engineer?

A Yes, I am.

Q Are you authorized to testify on behalf of the PennDot at this hearing?

A Yes, sir, I am.

Q Describe the highway involved in this proceeding.

A The highway involved in this proceeding is Legislative Route 46140, beginning at its connection with Legislative Route 23042 and County Line Road at the Montgomery County - Delaware County dividing line and extends a distance of 2.73 miles to its terminus and connection with Legislative Route 46103, Legislative Route 46107 and Elm Street in Conshohocken, all in Montgomery County. Legislative Route 46140 is not traversed by a Traffic Route number.

Q What is the current average daily volume of vehicular traffic using Legislative Route 46140 at the bridge involved in this proceeding?

A The average daily volume of vehicular traffic currently using Legislative Route 46140 at the bridge involved in this proceeding amount to 30,260 motor vehicles.

Q Describe briefly the bridge involved in this proceeding.

A The bridge involved in this proceeding was constructed in 1920 and is composed of ten concrete arch spans on massive concrete piers and abutments. Each end span is 80 feet long and carries Legislative Route 46140 over tracks of Reading Company.

The eight center spans are each 116 Feet long and carries Legislative Route 46140 over, among other things, the Schuylkill River. Specifically, part of span 3 and all of spans 4, 5 and 6, numbering from the West Conshohocken side of the bridge, are over the Schuylkill River.

There are two concrete ramps normal to the bridge. The south or west ramp is adjacent to Pier No. 2 and has been referred to in past Public Utility Commission proceedings as the ramp leading to Merion Worsted Company and is on the Borough of West Conshohocken side of the river.

The north or east ramp is known as the Mill Street Ramp and is adjacent to Span No. 3. This ramp is on the Borough of Conshohocken side of the river.

There is an additional ramp involved known as the Forrest Street Ramp, that is normal to the Mill Street Ramp and carries Forrest Street over the former canal of Schuylkill Navigation Company.

The west half of the bridge is in the Borough of West Conshohocken and the east half of the bridge in the Borough of Conshohocken.

Q I show you a set of plans marked for identification as PennDot Exhibit No. 1 and ask you to state what it is and explain the exhibit.

A PennDot Exhibit No. 1 consists of nine sheets No. 1 through 9 of the Department of Transportation's Bridge Drawings designated S-10482 for repair of the ten span R. C. Arch Bridge carrying Legislative Route 46140 over tracks of Reading Company and the Schuylkill River.

Sheet No. 1 is the general plan.

Sheet No. 2 shows typical sections, estimated quantities and general notes.

Sheet No. 3 shows a plan view of the structure.

Sheet No. 4 shows the south

elevation view of the structure.

Sheet No. 5 shows the north elevation view of the structure.

Sheet No. 6 shows the plan and elevation view of the East or Mill Street Ramp and Forrest Street Ramp.

Sheet No. 7 shows the plan and elevation view of the West Ramp.

Sheet No. 8 shows section, typical spalling and miscellaneous details.

Sheet No. 9 shows miscellaneous details.

Q I show you a sheet of paper marked for identification as PennDot Exhibit No. 2 and as you to state what it is and explain the exhibit.

A PennDot Exhibit No. 2 is one sheet of paper dated 1972 showing the estimated cost of repair to the Fayette Street Bridge, also known as the Matsonford Bridge.

The estimate totals \$546,278.50, exclusive of engineering and contingencies. The estimated cost of Engineering and Contingencies amounts to \$109,255.70.

The estimate is divided into items required for repair to the State's, Reading Company's, Borough of Conshohocken's and Borough of West Conshohocken's portion of the bridge.

The State's or PennDot's portion is estimated to amount to \$367,130.50 plus \$73,426.10 engineering and contingencies for a total of \$440,556.60.

Reading Company's portion is estimated to amount to \$138,380.50 plus \$27,676.10 engineering and contingencies or a total of \$166,056.50.

Borough of Conshohocken's portion is estimated to amount to \$35,709.50 plus \$7,141.90 engineering and contingencies or a total of \$42,851.40.

Borough of West Conshohocken's portion is estimated to amount to \$5,058.00 plus \$1,011.60 engineering and contingencies or a total of \$6,069.60.

Q Name the parties that should be ordered to furnish material, perform work and bear costs in connection with the proposed repair.

A The Department of Transportation is willing to repair the bridge in accordance with the plan exhibited as PennDot Exhibit No. 1 and estimated to cost \$655,534.20 at its initial cost and expense.

Reading Company should furnish any watchmen, flagmen or construction inspectors, at its sole cost and expense.

If the Boroughs of West Conshohocken and Conshohocken desire to furnish any construction inspectors, they should do so at their sole cost and expense.

Reading Company, Borough of Conshohocken and Borough of West Conshohocken should be ordered to reimburse PennDot for the actual cost of repairing their respective portions of the structure estimated to cost \$166,056.60, \$42,851.40 and \$6,069.60 Respectively.

The Department is willing to delete repair to the west ramp, east ramp, Forrest Street ramp, east stairway and removal of the west stairway, if so determined by the Public Utility Commission.

The Department included repair

of these items as a practical matter and because the plan exhibited as PennDot Exhibit No. 1 covers the complete structure as ordered constructed by the Public Service Commission in its order of July 14, 1919, at A. 2581 and A. 2582 and as ordered maintained by the Public Utility Commission in its order dated December 13, 1937, in Complaint Docket No. 11279.

Nothing in this instant complaint docketed 19707 has any reference to change of maintenance responsibilities and it is averred that responsibility for maintenance should not be altered.

Q What date does PennDot request the Public Utility Commission to set for completion of this repair?

A PennDot proposes to complete the repair prior to December 31, 1973, and it is requested that the Commission set the date for completion accordingly.

Q Do you have any further testimony to offer at this time?

A I have no further testimony to offer at this time, except that this complaint was filed with the Public Utility Commission primarily because Reading

Company, Borough of Conshohocken and Borough of West Conshohocken would not agree to assume their rightful share of the repair expense relating to their portions of the structure under or adjacent to Legislative Route 46140 as assigned by the Commission in its order of December 13, 1937.

Any non-carrier utility facility alteration should be done at the utility company's sole cost and expense.

MR. GUMNIT: Witness available for cross examination.

THE EXAMINER: Mr. Mazor?

CROSS EXAMINATION

BY MR. MAZOR:

Q Mr. Davis, with reference to your traffic count, may I assume that no physical count was taken so you do not have a breakdown of that traffic as between motor vehicles and trucks?

A No, sir, I do not.

Q Right. This came out of your computer data?

A Our road log, right.

Q From your personal observation, however, you

will concede that a large number of trucks of all sizes do use this structure?

A Yes, sir, I do.

Q Right, and that there is no weight posted or limits so that the heavies and longest allowable trucks are permitted to use this structure?

A There is no weight limits posted on the bridge.

Q Has the Department made any predictions with reference to how much of this traffic will be taken off the bridge when and if the Blue Route right up the river is completed?

A No, sir, we have not.

Q It is a possibility, however, that at least some of the traffic, and particularly thru-truck traffic will be using that route rather than the Conshohocken Bridge?

A That is correct, sir.

Q Now, were you present at the Field Conference that was held September 12, 1972 with reference to this project?

A Yes, I was.

Q And you know, of course, that Mr. Paul Peterson

is Bridge Engineer of District 6-0 of PennDot?

A Yes, sir, I do.

Q Did you hear Mr. Peterson state at that Field Conference that the structure was not in danger of imminent collapse, but further delay could possibly lead to a situation where the arch structure would require replacement instead of only repairs?

A Yes, sir, I did.

Q Could you state the imminence of the danger in terms of years? Could you state that?

A No, sir, I could not.

Q And is it also a possibility that the imminence of that danger might possibly be postponed by transfer of some of the heavy traffic to the Blue Route?

A No, sir, it will not.

Q You don't think so? All right.

Now, with reference to the portion of the bridge which Reading Company--and the ramps that Reading Company is presently maintaining under existing orders, when you testified that the Department is willing to delete repair to the west ramp, east ramp, Forrest Street ramp, the east stairway and the removal of the west stairway, those

are all items that are presently Reading Company's maintenance responsibility, is that correct?

A No, sir, there is also some that is a responsibility of the Borough of Conshohocken.

Q All right. Now, were the figures for the rehabilitation of the ramps and the stairway and the stairway removal included in the estimate you gave in response to question number five?

A Yes, sir, they were.

Q Can you give us roughly--and you can take a minute if you want--how much deletion of those items would reduce Reading Company's share, as you propose it?

A I will have to take the moment.

Q Please do.

If it's too much of a problem, may I ask you this way. In your exhibit number 2, are those items readily identifiable so that anyone looking at Exhibit Number 2 and reading your answer to question number 6, which includes the items that could be deleted, could make those calculations by themselves?

A No, sir.

Q Well, I was trying to make it easy. You don't have to give me exact dollars and cents. A rough estimate to the nearest thousand would be fine.

A Well, the Forrest Street ramp repair to it is estimated to cost \$6,221.

Q Right.

A The west ramp is estimated for repair to be \$24,716.

Q Right.

A Now, the stairway--the east stairway--well, the west stairway is estimated to cost \$2,000 for its removal. This is not including engineering contingency.

Q I understand that. How about the east stairway? I believe that is a Reading Company responsibility as well.

A Right. The east stairway is \$4,300, less engineering contingency.

Q So those items total roughly somewhere in the neighborhood of \$37,000 that Reading Company's figure would be reduced if no repairs were made to those ramps and stairways, if I totaled up as you went along. It was \$57,237?

A That's about right.

Q Okay. Now, on your estimate--your item 305-0200, is this in the nature of a repair, would you say-- the \$300 for the twenty tons of bituminous Concrete base course?

A Sir, it is in the nature of repair.

Q What will be the purpose of it when it is repaired?

A It will be a ramp on a ramp at the turn on the west ramp to permit tractor-trailers, or heavy trucks--a flooring or support for their wheels as they make it.

Q It will facilitate in making turns on that ramp easier?

A That's correct. It will also eliminate destruction to the wall that comes down the ramp.

Q Right.

A At that corner.

Q Would you agree that it has nothing to do, basically, with the structural spaces?

A That's correct, it does not.

Q Now, your item 420-0802, \$4,842, items for concrete surface course, is it not true that this is

mostly paving over existing granite blocks on the ramps?

A On the ramps, yes, sir. It's also primarily for sealing the ramps from water seeping through.

Q The existing granite blocks, are they in good, bad or poor condition? I mean, vehicles can safely use them at present?

A Yes, sir, they can but water does penetrate and will continue to work at the destruction.

Q All right. Now, your item 704-0001 which is removing the parapet and replacing it with new concrete, is it not true that this also is something that will help trucks make a turn on the west ramp more easily?

A What item is that?

Q Item 704-0001, \$6,265, Class AA Cement Concrete for Parapet Repair. Maybe it's 27. It's hard to read your exhibit at spots.

I am sorry, it is 2704.

A There is no removal of construction of parapet for the removal of the stairway there. Portions of it, sir, are for the ramp, but some of it is not.

Q And then your item, I guess it would be 2704-0012, which are curb and sidewalk repairs, is

that correct?

A Yes, sir.

Q Now, do you have an opinion as to what caused the deterioration of the curk and sidewalks necessitating these repairs?

A No, sir, I don't.

Q Is it possible that salting of the bridge, at least attributed to this deterioration?

A Not to the best of my knowledge.

Q And your item 1017-0004, which is a substantial item of \$71,400, repairs to span one and span ten and east stairway, what necessitated the making of repairs? Would you venture an opinion?

A Yes, sir. The spalling of the concrete underneath and on the side of the structure.

Q Is it possible that salting and drainage conditions lead to this condition?

A No, sir.

Q What would you say it was, just time?

A Yes, sir.

Q Mr. Davis, what, in general, would you say lead to the present condition which, in your opinion, requires the expenditure of this money to make repairs?

Do you have an opinion as to what contributed to this deterioration?

A The lack of preventage maintenance.

Q And would you also say the heavy use of the bridge plus that?

A No, sir, I would not.

Q The vehicular use of the bridge had nothing to do with its deterioration?

A Not sufficiently, sir.

Q Mr. Davis, in giving your estimate of the time it would take to complete the repairs, did the Department take into consideration that with reference to the span over Reading's electrified track that that would be able to be done at night after the de-energization of the electricity?

A Yes, sir, it did.

Q We just wanted to make sure that was taken into consideration.

A For that period it would have to be de-energized, I am sure it could be done--the work that has to be done--because it would not effect the total work sufficiently.

Q Okay.

MR. MAZOR: That's all I have for now.

THE EXAMINER: Mr. Phipps?

BY MR. PHIPPS:

Q Mr. Davis, all of the Borough of Conshohocken expenses related to the east ramp?

A No, sir.

Q What other expenses does the Borough of Conshohocken have besides the east ramp?

A The approaches--the east approach and the prime east ramp.

Q When you say "east approach", what do you mean by that?

A The Fayette Street approach.

Q Where does it begin and end? Where does the approach begin and where does it end?

When you say "approach", I am not familiar with that term. What does it mean?

A For the purposes of repair, the point of terminus of the repair is on PennDot Exhibit Number One.

The Borough is not liable to the roadway ^{surface} service, but it's responsible for the sidewalks.

Q Now, on this Exhibit Two, where is the cost of the sidewalks shown on there, Mr. Davis?

A Well, they are specifically mentioned.

Q Are they specifically mentioned?

A Yes, sir, they are.

THE EXAMINER: Where are they mentioned, Mr. Davis, so Mr. Phipps can check his exhibit.

THE WITNESS: Item 676-1, cement concrete sidewalk.

BY MR. PHIPPS:

Q That's not for the Borough.

A I am sorry--the special concrete.

THE EXAMINER: Give him the item number.

THE WITNESS: 704-0012.

BY MR. PHIPPS:

Q That's the concrete for the sidewalks?

A Yes, sir.

Q And it's 190 cubic yards of it--that's the quantity?

A That's right--no--it's cubic feet.

Q Now, why is it special concrete for a sidewalk,

Mr. Davis?

A . It's special other than concrete used for the roadway.

Q I mean, different pressure, more expensive?

A Different construction technique.

Q Take this item 1017-0004, Pressure Mortar Build-up, \$17,500, right?

A Yes.

Q Is that some kind of treatment to the spans?

A That is, yes, sir.

Q And is all of this necessary in order to maintain the safety of this ramp?

A It is necessary to maintain its life.

Q Now, is this ramp itself in any imminent danger of collapse, or to the east ramp?

A If it's not repaired, it will be in imminent danger of collapse.

Q What period of time?

A I can't answer that.

Q I mean, are you familiar with the study that PennDot had made by Urban Engineers in 1970?

A Yes, sir, I am.

Q Did that study indicate that this ramp was in

any imminent danger of collapse?

A No, sir, it didn't. It did say in the report that repairs are necessary to eliminate the danger.

Q To preserve the reinforcement of the road but not in order to preserve the safety of the bridge or insure the safety of the bridge?

A For the same reason, sir.

Q Ultimately you say it must be done and if not, the bridge will become unsafe, but certainly the adjective "imminent" is not appropriate in this situation.

A Yes, sir, it is with the east approach because it is closely approaching--imminently approaching that condition.

Q Well, have you made any subsequent studies to this study made by Urban Engineers in 1970? Has PennDot made any subsequent studies?

A Yes. Our District Bridge Unit has studied that-- the east ramp, sir, and have advised us of that.

Q Most of the east ramp is on a solid foundation, isn't it? More than a third is on a solid base, is it not?

A No, it isn't, sir.

Q It's not? Isn't it solid from there down to there? (Indicating)

A Yes, sir, it is.

Q So that's at least a third of the ramp.

A Of the length, yes, sir, but not of the total ramp.

Q You say under here "minor spalling", not serious or major but you say there is an imminent danger.

A Minor spalling in a lot of instances has exposed the re-enforcing steel.

Q But it is minor and not serious or major. That's the adjective used on your print.

A No, sir. Exposure of the steel re-enforcing is major spalling.

Q Well, on your print it says minor spalling, does it not?

I assume this was made by your department under each one of the spans..

A Well, yes, but there is a spalling that's not marked minor. There are also spillings that expose the re-enforcing steel.

Q You mean this drawing--this print you submitted

does not show the major defect indicated on this ramp?

A Yes, sir, it does.

Q Well, it indicates them as minor spallings, does it not?

A It only points to a certain spot of the ramp. The 75 square feet of two inch to six inches depth is something like that which is definitely major spalling.

Q But nonetheless, it refers to minor spallings, does it not?

THE EXAMINER: I think Mr. Davis has indicated all that. Although he has minor spallings, he indicated they are major spallings in some areas and didn't designate them.

BY MR. PHIPPS:

Q They aren't shown?

A They are shown on there but not called major.

THE EXAMINER: They are not designated.

BY MR. PHIPPS:

Q They are designated as major?

A Yes, they are, and not designated as major but are major spallings.

THE EXAMINER: We have covered that. Go ahead.

BY MR. PHIPPS:

Q Now, Mr. Davis, you testified there are 30,260 vehicles per day that cross this bridge?

A That's correct.

Q Do you have any figures showing how many vehicles per day use this ramp?

A No, sir, I do not.

Q The east ramp or the north?

A That is something the Borough of West Conshohocken should give us.

Q But you don't have any figures?

A We don't, sir, no.

Q You have no knowledge whether it's heavy use or light use?

A Whether it's heavy or light, I can't say.

Q Okay. Do you know what the traffic flow on the bridge was in 1937 when the Public Utility Company allocated the expense--the maintenance expense between it--the boroughs and state and so forth--do you know what the traffic flow on the bridge was at that time?

A It is in the record, sir. I don't recall it.

Q But the Schuylkill Expressway, wasn't this in existence then in 1937?

A No, sir, it wasn't.

Q And this bridge does get a great deal of traffic going to and from the Schuylkill Expressway and to the Turnpike?

A Yes, sir.

Q Did you do an origin and destination study of the vehicles going across there?

A No, sir.

Q Did your department do it?

A No, sir.

Q Never has done one?

A No, sir, we haven't.

Q There is no reason why PennDot can't go ahead and maintain the bridge ^{surface} service without having the repair work done on the ramps, is there?

A There is no reason.

Q You say PennDot is willing to do its work and let the east ramp go unrepaired?

A That is correct, sir. I so stated that in my direct testimony.

Q Right. Now, you say that the present condition of the bridge was caused by lack of preventive maintenance?

A That's correct.

Q You mean the main part--maintenance by PennDot?

A That is correct, sir.

Q And that's what brought it to the state of disrepair?

A The main portion of the bridge, yes, sir.

Q You wouldn't consider this to be ordinary maintenance, would you, Mr. Davis?

A No, I wouldn't, sir.

Q That's the nature of rehabilitation or reconstruction, right?

A It's major repair.

MR. PHIPPS: I have no further questions.

THE EXAMINER: Mr. Kane?

BY MR. KANE:

Q Do you agree with me that the responsibility of the Borough of West Conshohocken--its sole cost and expense to maintain this is to maintain the concrete curbs and sidewalks on the two approaches

connecting the highway on the bridge with High Street and Ford Street?

A That is correct, sir.

Q Can you show me from Exhibit One just where the responsibility of West Conshohocken is delineated?

Perhaps you should refer to sheet number one.

Well, if I may ask you then, would you refer to sheet number one first.

Now, would you indicate to me, sir, what you consider to be the responsibility of West Conshohocken on the general plan of the bridge?

A Yes, sir. West of span number one.

Q So it's your contention that the area west of span number one is not part of the bridge?

A That is correct, sir.

Q And that is a distance of how many feet, sir?

A Approximately 120 feet.

Q So that you are saying that the Borough of West Conshohocken should contribute to the repair and reconstruction of the sidewalk and curbing on the area west of span number one?

A That is correct, sir.

Q What is the overall length of the bridge, sir?

A Approximately three thousand feet, I think-- a little in excess of three thousand feet--wait now. Hold on. Strike that. I want to make certain of the distance.

In the order of 1937, December 13, 1937, the second paragraph indicates that the bridge which consists of ten concrete arch spans has a total length of approximately 13,042 feet.

Q All right. So that the Public Utility Commission back in 1937 defined the bridge as having an overall length of 13,042 feet, is that correct?

A That's correct.

Q That does not include the approaches, does it?

A No, sir.

Q All right. Now, if you will look at sheet number one, there are six spans that are 116 feet each, is that correct?

A Right.

Q And if my mathematics are correct, that comes to 928 feet.

A Right.

Q . There are two spans that are 80 feet each, is that correct?

A Right.

Q Which is 160 feet?

A Right.

Q There are 7 piers that are nine feet each, is that correct?

A Yes, sir.

Q And that comes to 63 feet?

A Yes, sir.

Q And there are two piers, one of which is approximately 15 feet and another pier approximately 21 feet?

A Yes, sir.

Q Which, according to my computations, comes to 36 feet.

A All right.

Q And if my computations are correct, that is a total of 11,087 feet.

A That's correct.

Q Now, can you tell me where in the bridge the other--whatever the difference is between 11,087 and 13,042 would be?

THE EXAMINER: About 155 feet you are saying, Mr. Kane?

MR. KANE: Yes, sir, if that's the figure.

THE WITNESS: The bridge, sir, is the total distance of 11,088 feet. I don't care what the Public Utility Commission said then. The bridge is 11,088 feet with is the total of eight at 116 and two at 80.

Q Mr. Davis, why are you saying that the abutment west of span number one is not part of the bridge? This area right here immediately left of your plan on sheet number one. (Indicating)

A The abutments, sir, are part of the bridge and it would be in addition to the -- I was wrong.

Q So is the abutment part of the bridge?

A Yes, right.

Q Are you charging West Conshohocken with the responsibility of repairing the sidewalks and curbs on the abutment?

A West of the center line of the abutment, yes, sir.

Q West of the center line of the abutment?

I don't understand that.

A Well, the center line of the abutment is about the center of the bearing of that span of the arch-- not of bearings--these are arches but when I speak of the center of the abutment, it is physically the center of the abutment.

Q Perhaps you could show me what you mean. Am I correctly pointing to the abutment here in this area?

A No, sir. Right here is the abutment.

Q So what you are saying is this distance of the 129 feet, west of the abutment is not considered part of the bridge?

A No, sir, it is not. It's an approach to the bridge.

Q Well, then I take it you can't explain why the Public Utility Commission said back in 1937, why the bridge is 13,000?

A No, sir, I can't.

Q Is it possible that they included this distance west of the abutment shown on your plan as part of the bridge back in 1937?

A Anything is possible, sir.

Q Well, do you have the record of the testimony from 1937?

A No, sir, I don't.

Q I am talking about the record of the testimony. Can you give me any reason why this area is not included as part of the bridge?

A Because the bridges are the spans. The spans -- ten spans make up the bridge. The approaches to those spans are not part of the bridge. It is just an approach to a bridge.

Q Well, obviously, without this approach, traffic would not be able to get onto the bridge, is that right, if this approach did not exist, traffic could not get on the bridge?

A That is correct.

Q If this approach were removed, would the bridge maybe stand by itself?

A Yes, sir, it would.

Q Now, there is an item of Class AA cement concrete at \$200 a unit price in Exhibit Number Two, is that correct?

A That's correct, sir.

Q And can you tell me what specifically that is

to be used for?

A Sidewalk repair, sir.

Q I notice when Mr. Phipps was cross examining you, I think you were talking about sidewalk repair but the unit price was \$40 per cubic foot.

Can you tell me why the distinction?

A Well, the special concrete is for curbs, primarily, and the Class AA concrete is for sidewalk repair, and it is the difference in the construction procedure.

Q If I wanted to put a curb in front of my home, would I use Class AA cement concrete?

A You would use special concrete if it's used in the same manner that this plan proposes.

Q Well, what I am trying to determine, and I don't claim to be an expert in this field, what is the average unit price per cubic foot of concrete used in boroughs and towns and neighborhoods, and what have you?

A Sir, it varies considerably, especially on the amount. It has a lot to do with the amount of concrete as to what the price is.

Q I can appreciate that, but isn't a lower grade concrete used normally? Isn't this a special concrete because of the fact of the bridge traffic?

A That's correct, it is. It is high strength concrete.

MR. GUMNIT: May I call your attention to the fact that there is a distinction in the units because one is cubic feet and one is cubic yards. That makes a vast difference in the price.

BY MR. KANE:

Q I am sorry. Well, I don't think it makes any difference in the point that I am trying to make, does it?

A I don't know, sir.

Q Well, what I am referring to is that this Class AA concrete is something that has to be used because of the nature of this project, because of the heavy traffic on the bridge, am I correct?

A No, sir. No, it isn't specifically because of the heavy traffic.

Q What is the reason for it?

A Well, to reduce the time the traffic is

delayed. It's not because of heavy traffic. It's just for the delay of traffic period.

Q Well, can I ask you, sir, how traffic would be delayed with the construction of curbing and sidewalks?

A The construction of curbing and sidewalks will require a portion of the cartway being used for a work area, to keep traffic away from the workers and away from the forms, and what have you, and that would be part of the use of the area and it will delay or hold up traffic.

There is no point in the main structure repair that will completely stop traffic.

Q Am I correct that your estimate does not include any repair or reconstruction of curbing and sidewalks of that 122 foot approach, or what you refer to as the approach?

A Would you read that back?

(The following question was read back by the reporter as follows:

"QUESTION: Am I correct that your estimate does not include any repair or reconstruction of curbing and sidewalks of that 122

foot approach, or what you refer to as the approach?"

A The 16 feet lineal feet of concrete curb and the ten square yards of cement concrete sidewalk, item number 630-0001 and 676-0001 is west of the bridge.

Q Well, I realize it's west of the bridge, but is it west of the abutment?

A It is west of the center line of the abutment, yes, sir.

Q Does it go beyond this extreme point on sheet number one--this point here? (Indicating)

A Yes, sir, some of it does, but it goes more definitely beyond this point here. (Indicating)
This is the point to the west side of span number one.

Q Now, what is this drawing here that I am pointing to at the farthest portion of the bridge or the approach?

A This part west of a span number one on this drawing that you are pointing to is the south retaining wall and parapet.

Q And specifically this item right here. (Indicating) What is that called?

A You mean the westerly most drawing?

Q Yes. It appears to be a pier--a small pier.
Is that what it is?

A No, sir. It is part of the--it is part of the
area used for retaining wall and pier.

Q Is it a supporting structure of any kind?

A No, sir, only lateral. There is no vertical
load to it.

Q Now, you don't show the approach on the
Conshohocken side of the bridge, do you?

A Only to this extent, on the upper right hand
corner of sheet number one, sir, the area of the 30
foot distance is the Conshohocken approach or east
approach to the bridge.

Q Well, looking at the span that is shown on
sheet number one in the center of the page, is the
Conshohocken approach depicted there?

A No, sir, it isn't.

Q Can you tell me why the Conshohocken approach
is not depicted but yet what you claim is the West
Conshohocken approach is?

A Well, the only repair to the approach on the
West Conshohocken side is that west of span number
one. There is no repair specifically for the

Conshohocken side other than some paving of the roadway which is the responsibility of the state.

Q One final question so we understand each other.

What you are saying is that what is shown on sheet number one, west of span number one, you consider not to be part of the bridge?

A That is correct, sir.

Q And you say that the bridge when you take that section away is a distance of 1088 feet?

A That's correct. The additional nine foot, what have you, the span length, doesn't include that-- I am sorry--the nine foot.

Q My question is this.

A Whatever you came to be the total of the nine foot.

Q That's your contention of the length of the bridge?

A That's correct. I said it was 1088. I was mistaken. I didn't include the nine foot distance.

Q And you don't know why the PUC said it was 1342?

A No, sir, I don't.

MR. KANE: That's all I have.

THE EXAMINER: Any redirect?

REDIRECT EXAMINATION

BY MR. GUMNIT:

Q Is there anything you wish to add to your testimony at this moment?

A No, sir.

(Witness excused.)

THE EXAMINER: Any additional witnesses?

Does the Department rest?

MR. GUMNIT: Yes, sir. We have no other testimony.

THE EXAMINER; Mr. Mazor?

MR. GUMNIT: Mr. Examiner, I move the admission of my exhibits, please.

THE EXAMINER: Any objections to the exhibits?

(No response)

THE EXAMINER: Make the exhibits part of the record.

TESTIMONY ON BEHALF OF READING COMPANY, DEBTOR

MARIANO SCHIFALACQUA, having been first duly sworn, was examined and testified as follows:

DIRECT EXAMINATION

BY THE EXAMINER:

Q Give your full name and address for the record, please?

A My name is Mariano Schifalacqua.

BY MR. MAZOR:

Q Your address, Mr. Schifalacqua?

A Room 513, Reading Terminal, Philadelphia, Pennsylvania.

Q And by whom are you employed?

A By the Reading Company.

Q In what capacity?

A Engineer of Structures.

Q Are you familiar with the complaint insofar as it concerns Reading Company?

A Yes.

Q Are you authorized to appear and testify in this proceeding on behalf of Reading Company?

A Yes.

Q Under the outstanding order of the Public Utility Commission dated December 13, 1937, for what portion of the bridge maintenance is Reading Company responsible?

A The Reading Company is responsible for the two end spans of the bridge extending over the tracks, inclusive of the supporting abutments, and of the sidewalks and curbs on the superstructure but exclusive of the supporting piers and of the roadway surfacing on the concrete floor slab on the superstructure and, in addition, maintain the three stairways leading from the bridge to its station facilities, the Forrest Street ramp, including the bridge carrying said ramp over the canal, and the vehicular ramp leading from the main bridge to its station and the mill of the Merion Worsted Company in West Conshohockens Borough.

Q Now, the ramp over the canal--the canal is no longer in existence? It has been filled in, is that correct?

A That's correct.

Q Have you examined the plans and estimate

prepared by PennDot?

A Yes.

Q With regards to the portions which are Reading Company's responsibility, is all this work as proposed on the plan necessary?

A No. As explained by Mr. Peterson, Bridge Engineer of District 6-0, PennDot, at P.U.C. Field Conference of September 12, 1972, the structure was not in danger of imminent collapse.

However, further delay, he stated, could possibly lead to a situation where the arch structure would require replacement instead of only repairs.

Based on a study by a consultant, PennDot prepared a preliminary set of repairs drawings and cost estimate. The total cost amounted to approximately \$550,000, broken down according to the responsibility assigned to the various parties in the PUC Order of December 13, 1937.

Reading Company's share according to the estimate was set at 110,540.50, divided as follows:

1) Item 305-0200, which is 20 tons Bituminous Concrete Base Course (Build up)--\$300.

This item is an extra in that it is not a repair but an addition to better serve vehicular traffic making a turn on the west ramp.

Item 420--

Q If the number is not distinguishable, I believe your description will identify it sufficiently.

A Well, I have here 420-02D--that doesn't--

MR. DAVIS: It's 420-0202.

A That's 1614 square yards of Bituminous Concrete Surface Course ID-2A, two inch depth which amounts to \$4,842.

This item consists mostly-- that's 1562 square yards--of paving over the existing granite blocks on the ramps which are in good condition.

Item 501-0007--

Q That has been eliminated by Mr. Davis in his direct testimony.

A The next will be item 501-0215 which is 23 square yards of reinforced Cement Concrete Pavement of various depts. That's \$1,380.

This item removes ten feet of granite blocks of the west ramp and replaces it with concrete. This is considered an improvement.

The next item will be 704-0001, which is 179 cubic feet, Class AA Cement Concrete for Parapet Repairs, amounting to \$6,265.

This item consists of removing existing parapet on the west ramp and replacing with new concrete. This item has been damaged by trucks making a turn on the west ramp. It also includes building new parapet where west stairway is removed.

The next item is 704-006, 42 cubic yards of Class AA Cement Concrete, Special, amounting to \$8,400.

This item consists of an overlay of special concrete. Again, this is required because of deteriorated portions of the sidewalk caused by salting.

The next item is 704-0112, which is 160 cubic feet of Special Concrete. This amounts to \$6,400.

This item consists of repairs to curbs which were caused by salting.

Item 1017-0004--this is 510 bags Pressure Mortar Build-Up--\$71,400.

This item consists of repairs to Span 1, Span 10, Forrest Street Ramp and East Stairway which was caused by salting of road and poor drainage due to stopped up drains on the bridge.

The next item is 1018-0400, a Lump Sum for removal of the existing structure, \$2,000.

This item consists of removing West Stairway. I believe this item and a portion of Item 704-0001 could be greatly reduced by simply barricading the stairs.

Q In other words, if the stairway was barricaded, you wouldn't need to build a new parapet where it was scheduled for removal?

A And it wouldn't cost so much to remove it.

Q Go ahead.

A The next item would be 1019-0051. This is 303 square yards of Epoxy Protective Coating. This is \$1,363.50.

This item consists of applying epoxy coating on sidewalk area before Item 704-006

is done.

Again, I repeat, the cause of salting to be the contributing factor.

The next item is 1019-0053, 42 gallons of Epoxy Bonding Material for Crack Repairs-- \$1,470.

This item consists of repairing cracks on arches of Spans 1 and 10, and west ramp.

I do not see the necessity for this repair since the stability of the structure is not immediately impaired.

The next four items, I grouped them all together.

One is Item 1090-0203, which is 2 cubic feet of Epoxy Resin Mortar, \$4,400.

Item 2000-0001, 18 L.F. Repair Joints, \$45.

Item 2000-0002, Rais 7 scuppers, \$1,050.

Item 2000-0003, Clean 7 scuppers, \$1,225.

These items are not actually required to be repaired to maintain the structural

integrity of the structure.

In fact, they are items which must be repaired because of blocking up the scuppers and salting the road by parties other than Reading Company.

Q In your opinion, Mr. Schifalacqua, what has been the chief cause of whatever deterioration has occurred?

A The salting of the road by whatever maintenance forces are responsible. The blocking up of the scuppers on the bridge by these same forces. The volume and class of traffic being carried by the bridge.

Q Now, Mr. Schifalacqua, at your direction, were photographs taken at the crossing showing traffic on the bridge?

A Yes.

MR. MAZOR: I would like to have these marked for identification, please, as Reading Exhibits One-A through One-E, and I will ask Mr. Schifalacqua to identify them in turn, indicating the day and time they were taken and the direction and so forth, and what they depict.

(A series of photographs were marked as Reading Exhibits 1-A through 1-E for identification.)

A The first photograph is Exhibit 1-A, which was taken at 8:09 a.m. on December 5, 1972, and it shows a view of the Fayette Street Bridge going west.

The cameraman was standing between the stairway and the ramp.

Q All right.

THE EXAMINER: Do you want to show it to counsel?

MR. MAZOR; Counsel has been provided with copies.

A Exhibit 1-B was taken at 8:11 a.m. on December 5, 1972, and it shows a view looking west just about at the same location between the ramp and the stairway.

Q All right.

A Exhibit 1-C was taken at 11:40 a.m. on December 5, 1972, and it shows a view of the bridge looking east from about the pier approaching Span 10.

The next one would be Exhibit 1-D which was taken at 11:35 a.m. on December 5, 1972, and it shows a view of the bridge looking west

standing on the east approach.

The last one is Exhibit 1-E, which was taken at 4:20 p.m. on December 5, 1972, and it is looking west from the east end of the bridge.

Q Now, Mr. Schifalacqua, may I assume that you, yourself, have been on that bridge and used it on various occasions?

A I have.

Q And would you say that these pictures depict the normal amount of traffic using the bridge at those particular times of the day?

A Yes.

Q In addition to the pictures, sir, did you personally make a count of traffic using the ramp to the Conshohocken station of the Reading Company?

A Yes.

MR. MAZOR: Now, I would like to have an exhibit marked for identification, if you please, Mr. Examiner, as Reading Exhibit number 2, which has been distributed to counsel.

(A document entitled, "Traffic Count, at Bridge No. 13/48, Norristown Branch", was marked Reading Company Exhibit No. 2 for identification.

BY MR. MAZOR;

Q I ask you, you personally made this count, is that correct?

A It was made under my direction.

Q Right, and on what date was this?

A On December 14, 1972.

Q That was last Thursday, right?

A Yes.

Q And it was taken during what we would consider the peak hours train-wise, is that correct?

A Peak-wise--traffic-wise, yes, sir.

Q All right, fine. So the count was taken between seven and nine in the morning and three to five in the afternoon?

A Three to 5:30.

Q All right. Now, according to your exhibit, will you tell us what that count showed as to the traffic using the ramp between those hours?

A Between the hours of 7:00 to 8:00, there were five cars that used the ramp that went to the station, and there were 108 passenger cars, 15 trucks and two pedestrians that went to other places other than the station.

Between eight and nine, there were four cars that used the ramp to go to the station.

MR. GUMNIT: I would like to interpose an objection at this moment. I don't see the relevancy. Whether it was one vehicle or a thousand vehicles is unimportant at the moment. We are here on a complaint to get the work done and to have the cost allocated in accordance with an order of 1937.

THE EXAMINER: Is it the purpose of this Exhibit and this testimony, Mr. Mazor, to rebut the vehicular traffic that Mr. Davis testified to?

MR. MAZOR: It is not to rebut it. The purpose is an aid to the Commission in allocating the cost of whatever repairs the Commission decides to be done at this time and also in furtherance of the testimony which will be given after this about future maintenance, which I think, since the Commission has continuing jurisdiction over, is a proper subject.

THE EXAMINER: Based on usage?

MR. MAZOR: I believe it was a factor which the Commission should take into consideration.

MR. GUMNIT: Mr. Examiner, I believe that at this point it is pretty out of order to ask the Commission to change its allocation. It should be filed separately.

We are here on the complaint and not on the allocating.

THE EXAMINER: I think the objection is well founded. I will sustain it.

MR. GUMNIT: I assume we stop with this exhibit and it's not admitted?

THE EXAMINER: Yes.

MR. MAZOR: I assume the next question I was about to ask the witness of what Reading Company's position is in respect to any future--

MR. GUMNIT: I object to the question. It has no bearing.

THE EXAMINER: Are you going to ask it or withdraw it?

MR. GUMNIT: I object.

THE EXAMINER: I sustain the objection.

MR. MAZOR: Exception is noted?

THE EXAMINER: Yes, sir.

BY MR. MAZOR:

Q What is Reading Company's position with reference to paying the cost of any repairs the Commission finds necessary and those portions for which it now has responsibility of maintaining.

MR. GUMNIT: I object to the question.

MR. MAZOR: I think we can take a position on this hearing.

THE EXAMINER: I think he can. I will overrule the objection.

MR. GUMNIT: Will you note my exception?

THE EXAMINER: You have an automatic exception.

THE WITNESS: With respect to the two spans over our tracks and the ramps, we feel Reading Company should bear no expense, since it in no way contributed to the deterioration.

In any event, because Reading Company is in reorganization, any allocation of costs against it would have to be approved by Reading Company's Trustees and the bankruptcy court.

MR. MAZOR: Cross examination.

CROSS EXAMINATION

BY MR. GUMNIT:

Q In your testimony you have indicated that you do not believe that the repairs are immediately required or needed and that there is no imminent danger to the structure.

In your professional opinion, when do you think these repairs should be made and at what point do you think the structure is in jeopardy?

A I know it's not in jeopardy as of today or tomorrow or in the next year. It might be in 20 years--40 years or 100 years from today.

Q You don't think there is any between now and 20 years from today?

A I said in 20 years--it may not be.

Q So if no repairs were performed on this bridge in the next 20 years, it will be safe for anybody that uses that bridge?

A As far as I am concerned, it is, yes.

THE EXAMINER: There is a second half of that question, I believe.

When do you think the repairs should be made?

MR. GUMNIT: You do remember correctly, but I think it follows that no repairs should be made for at least 20 years.

THE EXAMINER: I don't think it necessarily follows.

BY MR. GUMNIT:

Q When do you think repairs should be made to this bridge?

A Well, I am not--well, I would say in about 20 years.

In other words, I feel safe the bridge can hold up the way it is now for another period of 20 years--it could be 60 years.

See, this bridge has been in this condition for the past--at least 10 years or more--

15 years I would say.

Q If your professional estimate as to the need of these repairs are incorrect and the bridge suffers serious damage, will you commit the Reading Company for the repairs of the damage?

MR. MAZOR: Objection.

THE EXAMINER: Sustained.

Let's have none of that.

MR. GUMNIT: No further questions.

THE EXAMINER: Mr. Phipps?

BY MR. PHIPPS:

Q You testified that the present rehabilitated condition of the bridge was caused by the excess salthing and the increase volume of traffic, is that right?

A Yes.

Q All of these repairs would be caused by that?

A Plus the fact that the scuppers were stopped up-- were blocked--which also caused the deterioration of the concrete where the span goes into your piers.

Q And the scuppers were not cleaned out by the State?

A In fact, before this last paving repair job that PennDot had made, the scuppers were completely paved over by patch work--patch paving.

Q On this traffic study that you did--

MR. MAZOR: I believe that has been ruled out.

MR. PHIPPS: Are you objecting to my asking?

MR. MAZOR: No.

THE EXAMINER: Mr. Gumnit is going to object.

MR. PHIPPS: I would submit that the Public Utility Commission has continuing jurisdiction over the allocation of the cost.

The letter that came out of the office stated that all matters pertinent here would be heard today, and I think it is a matter that is an issue here, and I think the testimony in that regard is relevant.

THE EXAMINER: Mr. Phipps, now you will ask your question and Mr. Gumnit will object.

BY MR. PHIPPS:

Q On your survey, during certain peak traffic hours a large amount of traffic was diverted down this ramp, is that correct?

MR. GUMNIT: I object to the question.

THE EXAMINER: For two reasons. You didn't say it was diverted as part of his answer which was stricken, and I sustained your objection since I don't think it's a relevant portion.

MR. MAZOR: Is it that no testimony will be heard on the apportionment of cost?

THE EXAMINER: No. No testimony will be heard on vehicular traffic studies because that's not part and partial.

I permitted Mr. Mazor to ask the last question because I think it is involved, but as far as the study of vehicular traffic and what it does to this bridge or not, is not part of this proceeding, Mr. Phipps, and that's the ruling I am making now.

It applies to all counsel that is going to ask questions along that line.

MR. PHIPPS: That's all I have.

MR. KANE: I have one question.

BY MR. KANE:

Q With respect to the curbing and sidewalks on this bridge and on what we consider the approaches to the bridge to be, what is the cause because of their condition?

A I would say salting definitely.

MR. KANE: That's all I have.

THE EXAMINER: Any other witnesses, Mr. Mazor?

MR. GUMNIT: May I ask one other question?

BY MR. GUMNIT:

Q You have indicated in your testimony under direct examination--under cross examination that you believe the sole cause, if I heard you correctly, for deterioration was the salting.

MR. MAZOR: Objection. That's not the testimony.

THE EXAMINER: That's not the testimony.

MR. GUMNIT: I said this is what

I heard.

THE EXAMINER: You were wrong.

The record will reflect what his testimony is.

BY MR. GUMNIT:

Q Would you please tell me what you said, sir?

A The salting of the road by whatever maintenance forces are responsible, the blocking up of the scuppers on the bridge by the same forces, the volume and class of traffic being carried by the bridge.

Q Mr. Schifalacqua, how often have you examined this bridge in the last ten years to determine if and when scuppers were bought?

A I would say within the past ten years--oh, at least a half dozen or a dozen times.

Q We will give you the benefit of the doubt that you have examined them a dozen times. That's better than an average of once a year, and when you examined these scuppers, was it in the rain or snow or dry weather?

A Well, I am trying to remember. I think on one or two occasions, it was in the rain. How many times, I couldn't remember that, but I know it was

examined also during the rain.

Q When you examined it in the rain, did you see the scuppers blocked and not carrying the water off?

A Some of the water was running right by the scuppers.

Q Was it because the scuppers were blocked or because of the force of the water?

A I would say both contributing factors, yes, sir.

Q When you noted that the scuppers were blocked, did you do anything about it? Did you call it to the attention of anyone?

A No, because it was blocked mostly by the paving of the roadway.

Q Did you ever see any accumulation of water because the scuppers were blocked?

A Along the curbs, yes, at stops that might have been puddles of water, yes.

Q Was it because of the scuppers being blocked or for some other reason?

A Well, for both reasons.

Q What is the other reason?

A Maybe it might have been a low spot here or there that might have caused some puddling.

Q Do you know which scuppers were involved?

A Ones at both ends of the bridge, span 1 and 10.

MR. GUMNIT: Fine. No further questions.

By the way, that's on your part of the bridge, isn't it?

THE WITNESS: Yes.

MR. GUMNIT: So that if the scuppers were blocked on your part of the bridge--

THE EXAMINER: You made your point, Mr. Gumnit.

MR. GUMNIT: Thank you.

THE EXAMINER: Any redirect?

MR. MAZOR: None at all.

THE EXAMINER: Mr. Phipps, do you have a witness?

MR. MAZOR; I move for admission of the exhibits.

THE EXAMINER: They will be made part of the record.

THE EXAMINER: Mr. Phipps?

TESTIMONY ON BEHALF OF THE BOROUGH OF CONSHOHOCKEN

JOSEPH BURNS, having been first
duly sworn, was examined and testified as follows:

DIRECT EXAMINATION

BY MR. PHIPPS:

Q Please state your name?

A Joseph Burns.

Q And Mr. Burns, where do you live?

A 97 East 11th Avenue, Conshohocken.

Q Do you hold any official position in the
borough?

A I am president of the Borough Council.

Q How long have you held that office?

A I am starting my term of 17 years as
councilman.

Q Now, Mr. Burns, are you familiar with this
east ramp off the Matsonford Bridge?

A Very much.

Q And during your years as councilman, have
there been any problems involving traffic on that

bridge, particularly the area of the east ramp?

A Yes, very many problems with the egress and ingress trying to get in this ramp during the period of heavy traffic which is from seven a.m. to six p.m.

I dare say that the count made by the PennDot officials of 32 thousand vehicles, I would say 90 percent of it is in that period of seven a.m. to six p.m., and it's quite a problem down there, and we also know that it doesn't take long for truckers and others to use our highways today to try to find shorter cuts.

MR. GUMNIT: I would like to--

THE EXAMINER: Direct the witness to answer the question specifically.

BY MR. PHIPPS:

Q Have you attended meetings with PennDot concerning the condition of this bridge?

A Yes.

Q Have you heard any people of PennDot express an opinion that this bridge was imminently unsafe or dangerous?

A No.

Q Have they indicated to you as an official that the east ramp was unsafe or dangerous?

A Never until this incident.

Q And this came about when the Council asked Pennsylvania Department to repair it?

A After many plans.

Q And they ask you to do this to the east ramp?

A Right.

Q Prior to that time, had the Department of Transportation ever criticized the condition of the east ramp?

A Never, not to my recollection, sir.

Q Where does this east ramp lead to, Mr. Burns?

A It leads to nowhere as far as I am concerned. It leads down to the river.

Of course, at one time you had a crossing before the bridge was put there. You had a crossing down there for Forrest Street.

The bridge was built and it changed the topography down there and this ramp was put down there as a feeder, I suppose, to the Reading Railroad, who in those days, had much, much more

traffic than what it has today.

As far as serving the Borough of Conshohocken, there was nothing down there in that area other than Reading Freight Station and the canal and river.

You had a strip of land approximately 60 feet going from the foot of the ramp to the Plymouth Dam. There was nothing there other than these freight stations and the passenger station on the other side of the canal.

Q Is this ramp then important to the Borough of Conshohocken?

A No, not in the least.

Q Does its importance justify the expenditure of 30 or 40 thousand dollars?

MR. GUMNIT: I object to the question.

THE EXAMINER: I will let him answer but it's not going to make any difference.

THE WITNESS: In my opinion, certainly not.

MR. PHIPPS: Cross examination.

MR. GUMNIT: No questions.

MR. KANE: Just one, sir.

CROSS EXAMINATION

BY MR. KANE:

Q Since the recent repaving or resurfacing of the bridge by the Department of Transportation, have the number of complaints diminished appreciably?

A Yes, yes, greatly.

MR. KANE: Thank you.

MR. GUMNIT: I would like to ask one question.

BY MR. GUMNIT:

Q That east ramp as it comes off the river, for lack of a better description, services that valley just above the bank of the river.

That's all property within your borough, isn't it?

A Yes, the foot of the river, west.

Q That is industrial and commercial structures?

A There is a junk yard there.

Q That produces a certain amount of revenue for the borough, doesn't it?

A Yes.

Q Do you dare say a considerable amount of revenue?

A No, not a considerable amount.

MR. GUMNIT: That's all.

THE EXAMINER: Thank you, Mr. Burns.

(Witness excused.)

THE EXAMINER: Are there any other public witnesses in the room that would like to say something?

MR. KANE: Before we have a public witness, I would like to call Mr. Davis to the stand for one or two additional questions as my witness.

I should have asked the questions as cross examination but I will ask them as direct.

MILTON DAVIS, having been previously sworn, was examined and testified as follows:

DIRECT EXAMINATION

THE EXAMINER: You have been previously sworn.

BY MR. KANE:

Q Mr. Davis, in the Order of 1937, the Commission refers to two approaches in the Borough of West Conshohocken connecting the highway to the bridge.

Now, I heard you testify as to what you considered the approach. Where is the other approach?

A Would you read that back?

(The previous question was read back by the Reporter as follows:

"QUESTION: Mr. Davis, in the Order of 1937, the Commission refers to two approaches in the Borough of West Conshohocken connecting the highway to the bridge.

Now, I heard you testify as to what you considered the approach. Where is the other approach?")

A I would suppose that the Commission was referring to the two streets leading to the bridge, in other words, Ford Street and Front Street.

Q What are you referring to now?

THE EXAMINER: What is that you are looking at?

THE WITNESS: It's a plan that was in my folder and the plan is dated March 1, 1919, and it is prior to the construction of the bridge.

MR. KANE: I would like to have this marked as West Conshohocken Number One.

THE EXAMINER: That's an original.

MR. GUMNIT: That may be our only copy.

THE EXAMINER: You need three copies but you can refer to it.

MR. MAZOR: It is probably in the record somewhere before.

THE WITNESS: It was designed by B.F. Davis, Consulting.

BY MR. KANE:

Q Now, on this document that we are referring to now, they show at the top of the document elevation, main bridge, is that correct?

A That's correct, sir.

Q And the elevation, main bridge depicted on this

document includes that area that you have called, in cross examination by me earlier, the approach, is that correct?

A Yes, sir. I still call it the approach.

Q What is it referred to in this document?

A It is referred to in this document as the main bridge.

MR. KANE: That's all I have.

BY MR. GUMNIT:

Q Mr. Davis, are approaches generally shown on the elevations of bridges and toll part of the bridge?

A No, it isn't, sir.

MR. KANE: Off the record.

(Discussion off the record.)

MR. KANE: That's all I have.

THE EXAMINER: Any questions?

BY MR. PHIPPS:

Q Mr. Davis, do you know when the cartway of this bridge was increased to 36 feet?

A No, sir, I don't.

Q Would it have been in 1963 or '64? Were you with the Department then?

A Yes, I was, but I do not know when it was.

MR. PHIPPS: That's all I have.

THE EXAMINER: Mr. Mazor?

MR. MAZOR: Nothing further.

MR. GUMNIT: I have nothing

further.

Mr. Davis, is there anything
you wish to add to the testimony?

MR. KANE: I am going to object.

MR. MAZOR: That was previously

asked.

THE EXAMINER: Well, are you putting
Mr. Davis on as rebuttal testimony?

MR. GUMNIT: May we have a three
minute recess.

THE EXAMINER: No.

MR. TILLMAN: I would like to ask
some witnesses some questions.

THE EXAMINER: Unfortunately, we
can't do that.

MR. TILLMAN: Can I identify
myself as being present?

THE EXAMINER: You may.

MR. TILLMAN: State Senator Richard A. Tillman, representing the 17th Senatorial District in which all of this construction lies.

THE EXAMINER: I think that any questions you want to ask of any witness, you have counsel for the Department of Transportation. He can ask any and all questions for you.

Do you want to take a recess now?

MR. TILLMAN: No.

BY MR. PHIPPS:

Q Mr. Davis, did you consider either end of the bridge to be hazardous at the present time?

A Not presently.

Q Imminently hazardous or in the near future?

A No, sir, I don't consider it in the immediate future.

Q Would it be possible to have the two portions which are allocated to the Borough of Conshohocken and West Conshohocken funded under the new Hazardous Road Act?

A I don't know, sir.

Q Would we have enough time to make an application without endangering the public safety?

A In the first place, sir, funds, or acquiring funds, or what have you, should have nothing to do with delaying repair. That should be something incidental and it can be taken care of after the repair is made.

Q The money for those removals come out of the motor license funds, are you aware of that?

A No, sir, I am not.

Q You are not familiar with that statute?

A No, sir, I am not.

Q Is the total expenditure by the Highway Department in the Capital Budget for next year?

A No, sir, it is not.

Q When do you intend to insert it in the Capital Budget?

A We have included in the Capital Budget presently the amount, or near the amount that is included in the Department of Highways or Department of Transportation of the repair. We have that in the 1970-71 Capital Budget.

Q Is that the figure that you mentioned of \$394,000, approximately, and the engineering fee? Is that all that is in the Capital Budget?

THE EXAMINER: Of '70-71?

MR. PHIPPS: Yes.

THE WITNESS: I think he is using the wrong figures. The 394,000 in addition to that for engineering contingencies is included, sir. It is not the total cost of the repair.

MR. PHIPPS: Thank you, Mr. Davis.

BY MR. GUMNIT:

Q Mr. Davis, do you believe the sidewalks are in a hazardous condition, either under the bridge or over the entire span?

A Yes, sir, I do. They are in a state of disrepair.

Q Do they create a hazardous condition to the pedestrians?

A Yes, sir, they do.

Q Mr. Davis, with regard to the Reading Company's witness, he stated in his opinion that--and I am paraphrasing it, and if I am wrong, correct me, that the major cause of the deterioration of disrepair of the bridge was the salting problem and scupper problem.

MR. MAZOR: I will object. He

didn't use the term "major". He listed four causes, salting, drainage and class of traffic and volume of traffic.

BY MR. GUMNIT:

Q Do you have any comment with regard to the salting part of his testimony?

A Yes, sir. There are a considerable portion of the structure that salt never could have reached that has to be repaired.

Secondly, the Department--it is suggested that the use of salt for snow removal caused deterioration of the structure. There is nothing in the Department's past records of this bridge indicating that the railroad company suggested use of any particular de-icing agent that would permit safe driving conditions other than salt.

For that matter, the railroad has offered no conclusion of proof that salt actually causes deterioration.

The Department did not start using salt until 1956. If Salting did anything at all, the only thing is it accelerated deterioration of an already deteriorated structure.

Q Do you have any comment about the problem of the scuppers?

A The scuppers on the six spans for which the Department is responsible for maintaining have never been blocked.

The scuppers at the Reading Company's portion, especially Span 10, the scuppers are channeled. The water is channeled in from the scuppers to the ground surface and it is in the channel which is on the Reading Company's portion of the structure. That is where any blocking would occur.

MR. GUMNIT: No further questions.

BY MR. MAZOR:

Q Mr. Davis, in reference to the unsafe condition of the curbs and sidewalks, how many pedestrians use the bridge?

A I do not know.

Q You never took a count?

A No, sir, I haven't.

MR. MAZOR: Thank you.

THE EXAMINER: Mr. Phipps?

BY MR. PHIPPS:

Q Would it be possible for PennDot to investigate the possibility of funding for these repairs by both boroughs?

A I would rather see Senator Tillman request in writing to the Secretary of Transportation for that particular end of it, yes, sir.

Q You say that the salting didn't cause the deterioration but it might have accelerated it after it began, do I understand you correctly?

A That's correct, sir, it might have. There is no conclusive proof.

Q It could have been a contributing factor?

A Yes, sir.

Q You can't deny that.

A It could have been a contributing factor to the accelerated deterioration, not the start of the deterioration.

Q Could the increase and weight of vehicles which presently use the bridge as opposed to the weight of trucks that were in existence when it would have been--

MR. GUMNIT: I will object.

THE EXAMINER: It's relevant.

THE WITNESS: Negative, sir.

The structure is capable of carrying any load that crosses it.

BY MR. PHIPPS:

Q Would not the heavier trucks cause more stress?

A Whatever stress it is caused by, the structure is more than adequate to sustain that load.

Q But it does not increase the need of maintenance and repair?

A No, sir, it does not.

MR. PHIPPS: I have no further questions.

BY MR. KANE:

Q You were asked by your counsel whether you considered the sidewalks at either end of the bridge to be hazardous and you said yes.

What do you mean by the end of the bridge?

A I am talking about sidewalks throughout the entire structure where they are in need of repair or are hazardous.

MR. KANE: That's all.

THE EXAMINER: Any other

questions?

(Witness excused.)

THE EXAMINER: Are you going

to file briefs?

MR. KANE: I would like to.

MR. PHIPPS: Yes.

THE EXAMINER: Are you going

to request oral argument?

MR. KANE: I don't think so.

MR. GUMNIT: No.

MR. PHIPPS: I don't think so.

THE EXAMINER: I will close

the record on this hearing.

(The hearing was concluded at

11:50 o'clock a.m.)

I HEREBY CERTIFY that the proceedings and evidence herein are contained fully and accurately in the notes taken by me at the

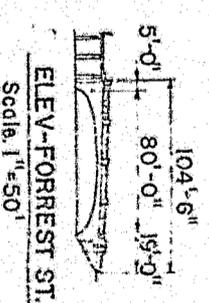
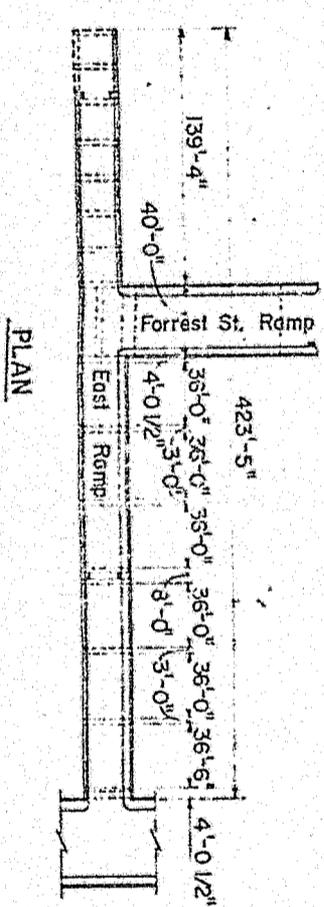
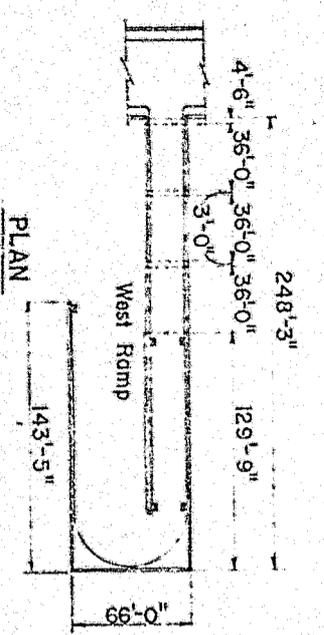
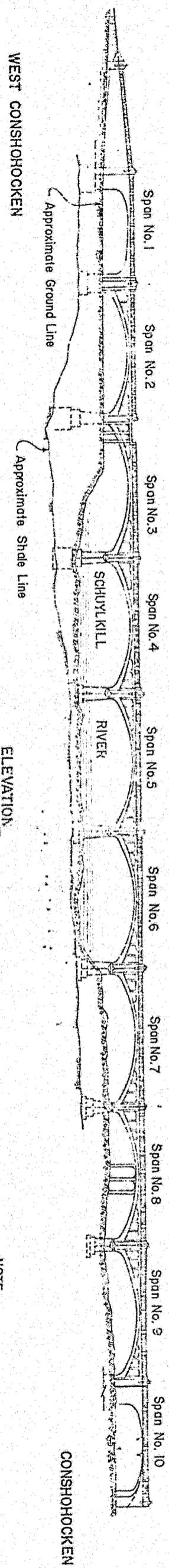
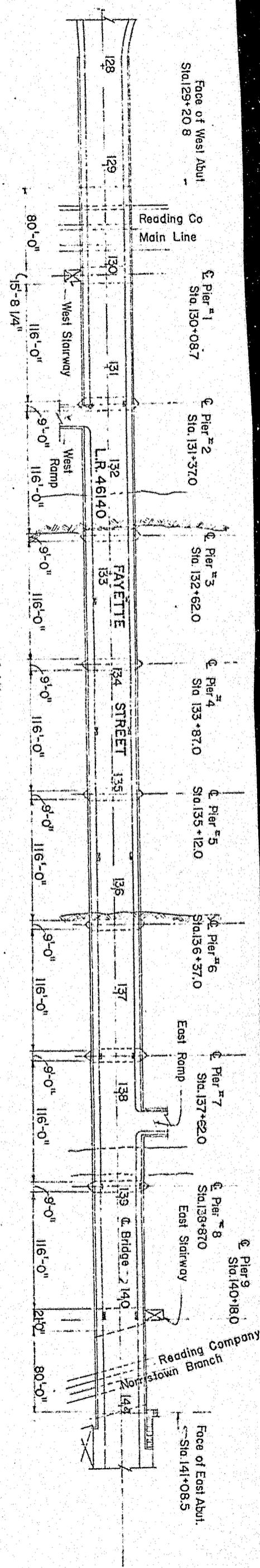
hearing in the above cause before the Public Utility Commission of the Commonwealth of Pennsylvania, and that this copy is a true and correct transcript of the same.

Judy Alfonse
Court Reporter

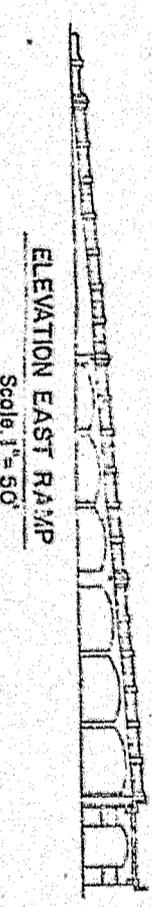
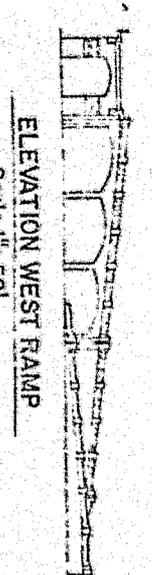
Reported by:

Judy Alfonse

DESIGNED BY J.J.M.
 DRAWN BY T.W.J.
 CHECKED BY J.J.M.



NOTE:
 For Sections & General Notes
 see sh. #2



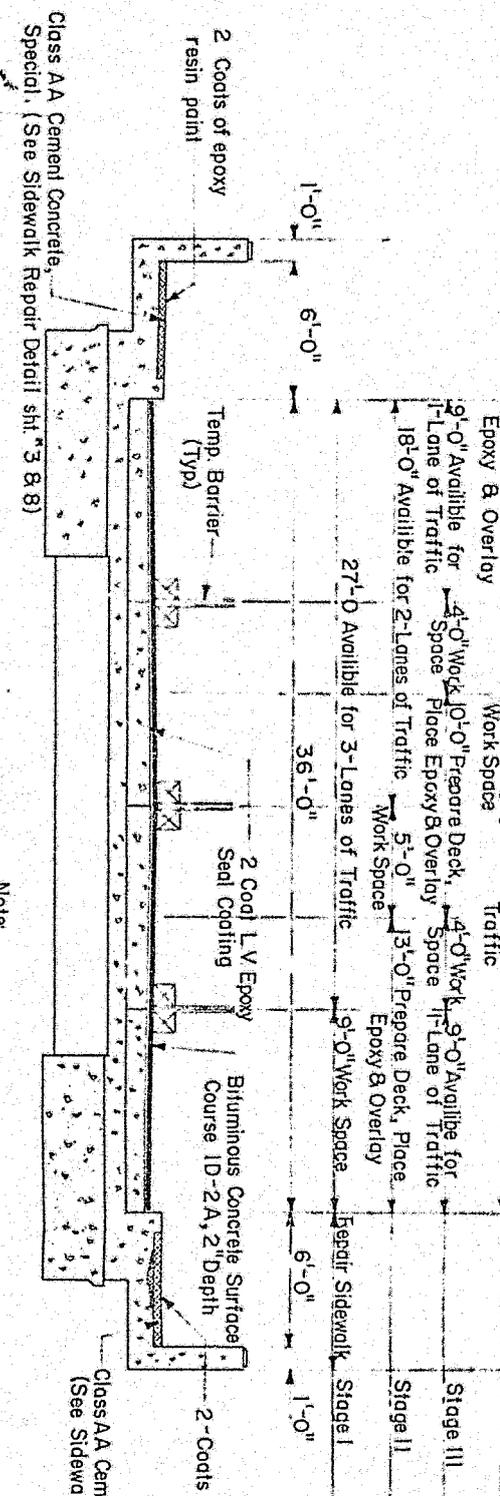
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 P. U. C. No. C19207

Date of Hearing 12/20/22

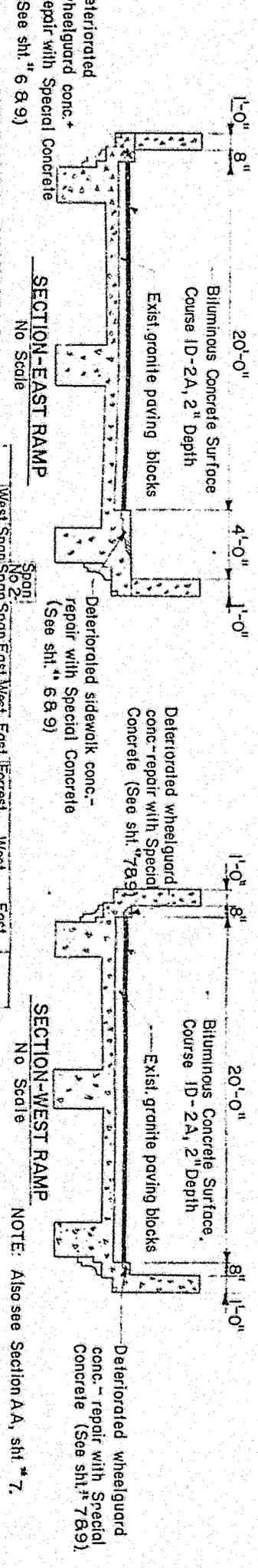
Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF BRIDGE ENGINEERING
 MONTGOMERY COUNTY
 L.R. 46140 SEC. A06
 FAYETTE STREET BRIDGE OVER
 READING R.R. & SCHUYLKILL RIVER
 REPAIR OF 10 SPAN R.C. ARCH BRIDGE
 GENERAL PLAN
 SHEET 1 OF 9

SECRETARY'S OFFICE
 PUBLIC UTILITY
 COMMISSION
 1973 JAN -3 PM 2:18

APPROVED
 BRIDGE ENGINEER



Note:
For roadway & curb patching see sht. 3 & 9.



ESTIMATED QUANTITIES

Description	Section - East Ramp		Section - West Ramp		Total
	Unit	Quantity	Unit	Quantity	
Bit. Conc. Base Cse (Build-Up)	S.Y.	481	S.Y.	419	899
Bit. Conc. Surf. Cse 1D-2A, 2" Depth	S.Y.	59	S.Y.	464	523
Reinf. Cem. Conc. Pavement, 10" Depth	S.Y.	-	S.Y.	23	23
Plain Cement Concrete Curb	L.F.	16	L.F.	16	32
Cement Concrete Sidewalk	S.Y.	10	S.Y.	10	20
Class AA Cem. Conc. for Parapet Repair	C.Y.	18	C.Y.	21	39
Class AA Cement Concrete, Special	C.F.	5	C.F.	10	15
Special Concrete	Bags	200	Bags	150	350
Pressure Mortar Build-Up	L.S.	-	L.S.	-	-
Removal of Exist. Structure, Sid 130+08.7 R1.	L.S.	169	L.S.	146	315
Epoxy Protective Coating	S.Y.	169	S.Y.	146	315
Epoxy Seal and Bond Coating	S.Y.	425	S.Y.	438	863
Epoxy Bonding Material for Crack Repair	Gal.	20	Gal.	20	40
Down Spouting	L.F.	-	L.F.	-	-
Epoxy Resin Mortar	C.F.	5	C.F.	5	10
Repair Joints	L.F.	3	L.F.	3	6
Reuse Scrapers	Each	12	Each	2	14
Cleaning Scrapers	Each	-	Each	2	2

NOTE: Also see Section AA, sht. 7.

- Materials and workmanship shall be in accordance with
- Specification Forms 408/70 and 409/67.
- Structural steel shall conform to ASTM-A 36 Designation
- Design Specification: Design Division of 70 AASHTO "Standard Specification for Highway Bridges" and as supplemented by the Design Manual, Part 4 Structures.
- Bridge rating: HS 20-44
- 2" concrete cover shall be provided on reinforcement bar except where noted otherwise.
- Exposed concrete edges shall be chamfered 1" x 1"
- Class AA Cement Concrete shall be used in parapets, sidewalks, roadway.
- See Special Provisions for special requirements of each structure in the field.
- The contractor shall verify all dimensions of the existing structure in the field.
- Areas of deteriorated and spalling concrete in decided drawing are intended only to show the scope of the work required and are not intended to be an accurate estimate quantities.
- All deteriorated or spalled areas of concrete on the roadway and curbs (except as indicated otherwise) on the main bridge and sidewalk and wheelguards of the ramps greater than 1/2" in depth be repaired according to the "Special Concrete" Sidewalk and curbs (where indicated) of the main bridge shall be repaired according to the "Class AA Cem. Conc. Spec. Item."
- Areas of deteriorated and spalling on the underside of superstructure substructure, retaining walls and parapets shall be repaired as follows: those greater than 3/4" to receive "Pre Mortar Build-Up", those less than 3/4" to receive "Epoxy Resin Mortar."

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN
MONTGOMERY COUNTY
LR 46140 SECA06
FAYETTE STREET BRIDGE OVER
READING R.R. & SCHUYLKILL RIVER
REPAIR OF 10 SPAN R.C. ARCH BRIDGE
TYPICAL SECTIONS & GENERAL NOTES

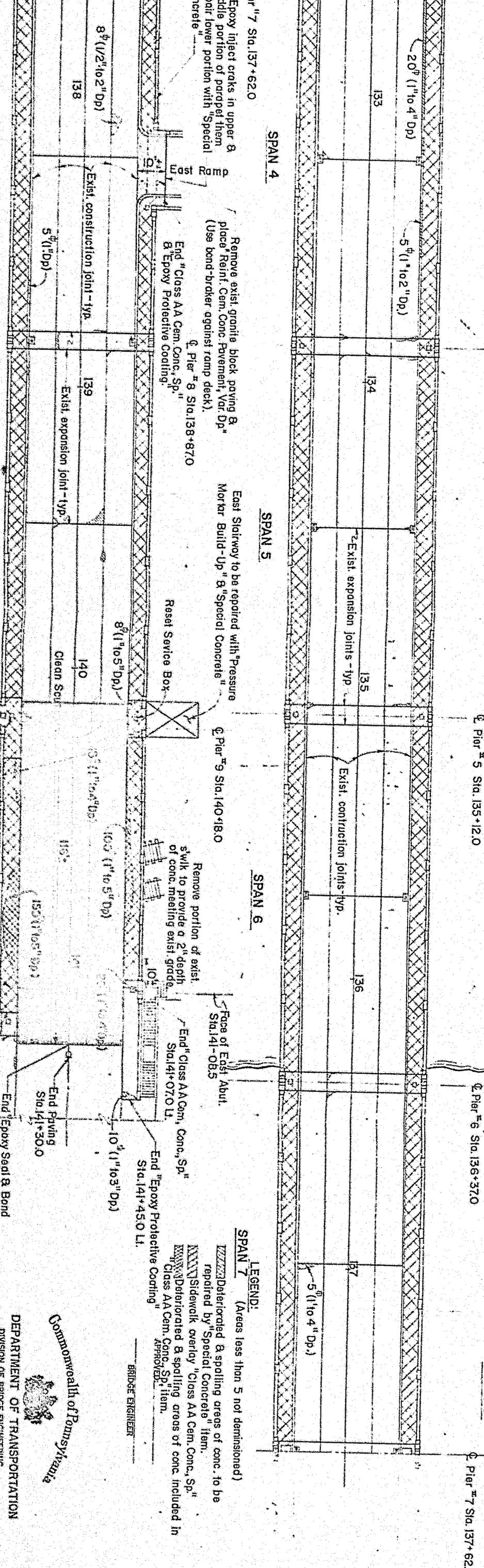
APPROVED _____ SHEET 2 OF 2
BRIDGE ENGINEER

S-10481

Replace exist. curb & sidewalk
 Begin "Class AA Cem. Conc., Sp." & "Epoxy Protective Coating"
 Begin "Epoxy Seal & Bond Coating" & "Repair Joints" Sta. 129+04.0
 Face of West Abut. Sta. 129+208
 Pier #1 Sta. 130+08.7
 Pier #2 Sta. 131+37.0
 Pier #3 Sta. 132+62.0

R. 46140 (Fayette St)
 Sta. And

Begin "Class AA Cem. Conc., Sp." & "Epoxy Protective Coating"
 Sta. 127+91.7 Rt.
 Pier #3 (Sta. 132+62.0)
 Pier #4 (Sta. 133+87.0)
 Pier #5 (Sta. 135+12.0)
 Pier #6 (Sta. 136+37.0)
 Pier #7 (Sta. 137+62.0)



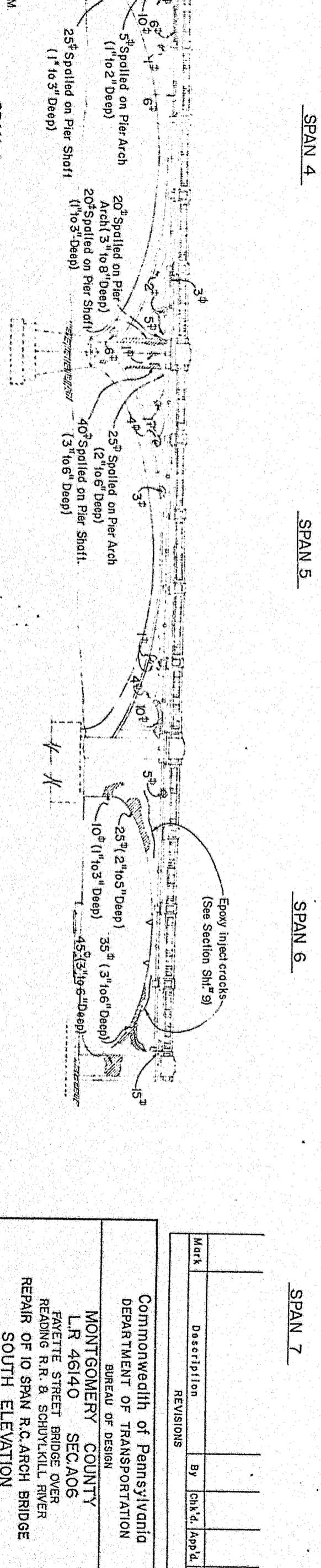
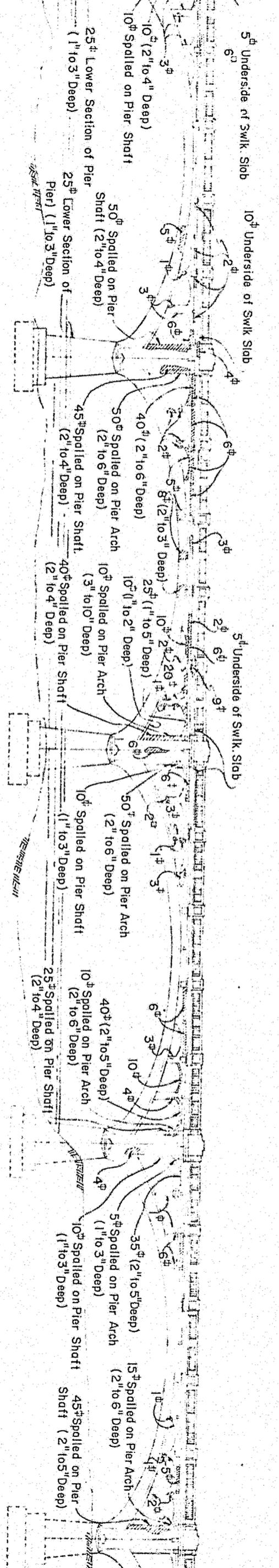
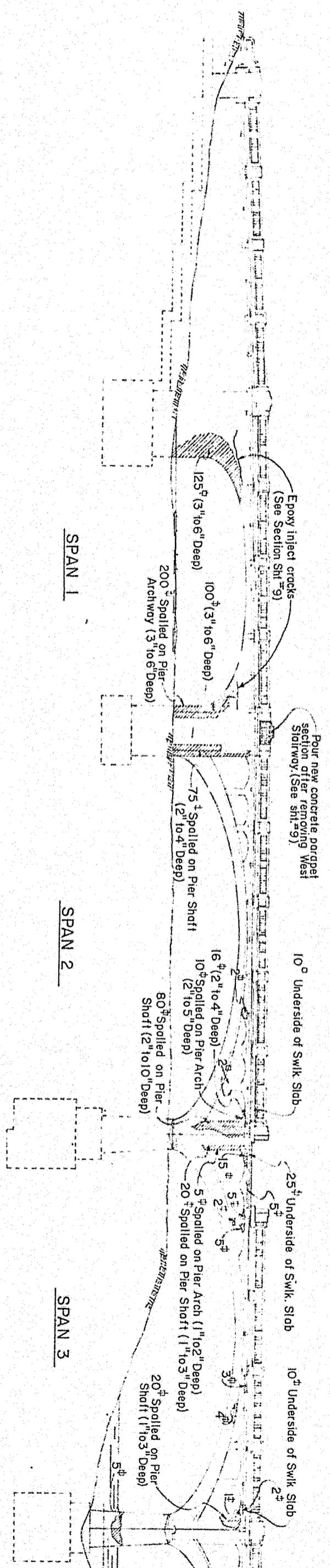
Remove exist. granite block paving & place Reinf. Cem. Conc. Pavement, Var. Dp. (Use bond-breaker against ramp deck).
 Eng. "Class AA Cem. Conc., Sp." & "Epoxy Protective Coating".
 Pier #8 Sta. 138+87.0
 East Stairway to be repaired with "Pressure Mortar Build-Up" & "Special Concrete".
 Pier #9 Sta. 140+18.0
 Remove portion of exist. s/wlk. to provide a 2" depth of conc. meeting exist. grade.
 Face of East Abut. Sta. 141+08.5
 End "Class AA Cem. Conc., Sp." Sta. 141+07.0 Lt.
 End "Epoxy Protective Coating" Sta. 141+45.0 Lt.
 End "Epoxy Seal & Bond Coating" & "Repair Joints" Sta. 141+26.0
 End Paving Sta. 141+30.0
 End "Epoxy Protective Coating" Sta. 141+24.0 Rt.
 End "Class AA Cem. Conc., Sp." Sta. 141+16.0 Rt.

LEGEND:
 (Areas less than 5 not dimensioned)
 Deteriorated & spalling areas of conc. to be repaired by "Special Concrete" item.
 Deteriorated & spalling areas of conc. included in "Class AA Cem. Conc., Sp." item.

BRIDGE ENGINEER

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF BRIDGE ENGINEERING
 MONTGOMERY COUNTY
 LR. 46140 SEC. A06
 FAYETTE STREET BRIDGE OVER
 READING R.R. & SCHUYLKILL RIVER
 REPAIR OF 10 SPAN R.C. ARCH BRIDGE
 PLAN

SHEET 3 OF 9
 S-10482



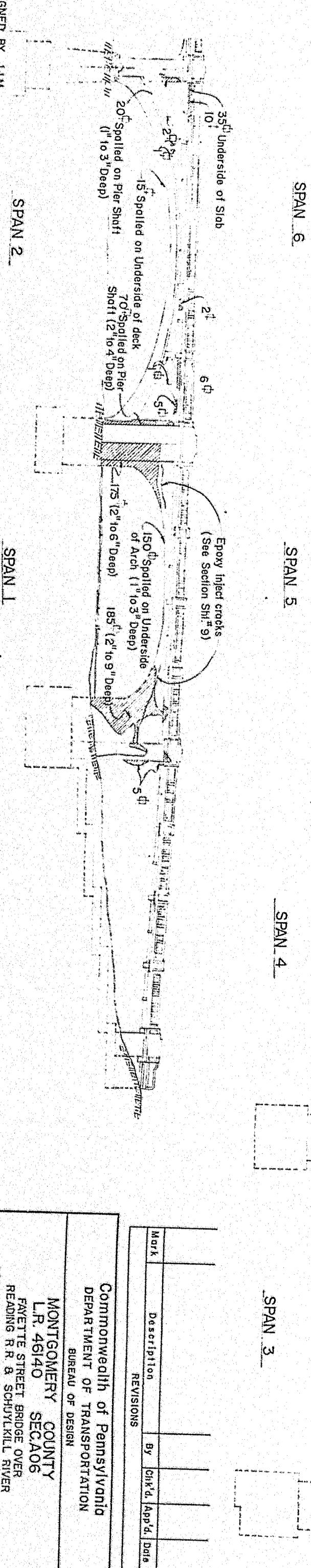
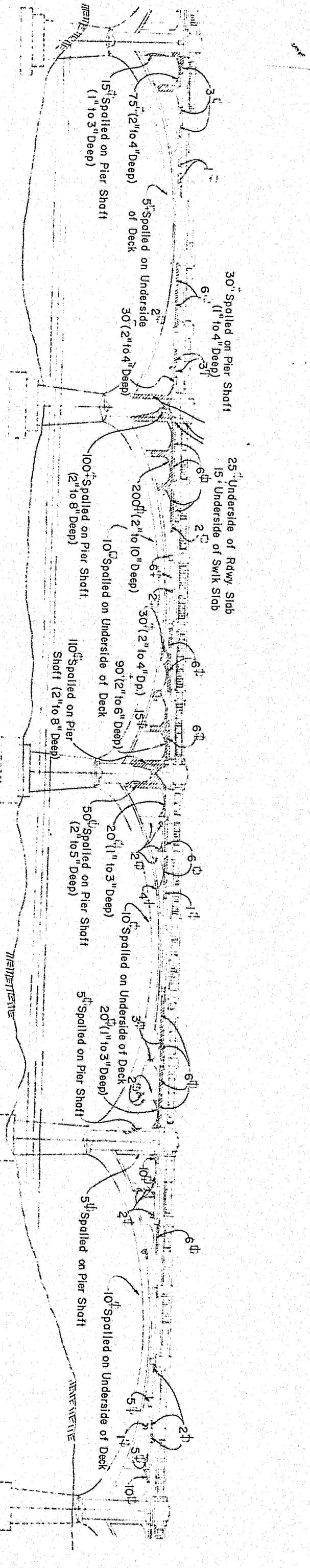
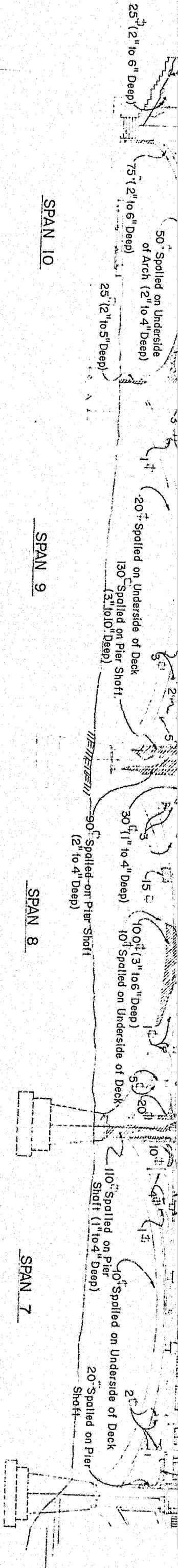
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	REVISIONS				

Commonwealth of Pennsylvania
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF DESIGN

MONTGOMERY COUNTY
 L.R. 46140 SEC. A06
 FAYETTE STREET BRIDGE OVER
 READING R.R. & SCHUYLKILL RIVER
 REPAIR OF 10 SPAN R.C. ARCH BRIDGE
 SOUTH ELEVATION

APPROVED _____ SHEET 4 OF 9
 BRIDGE ENGINEER

S-10482



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	REVISIONS				

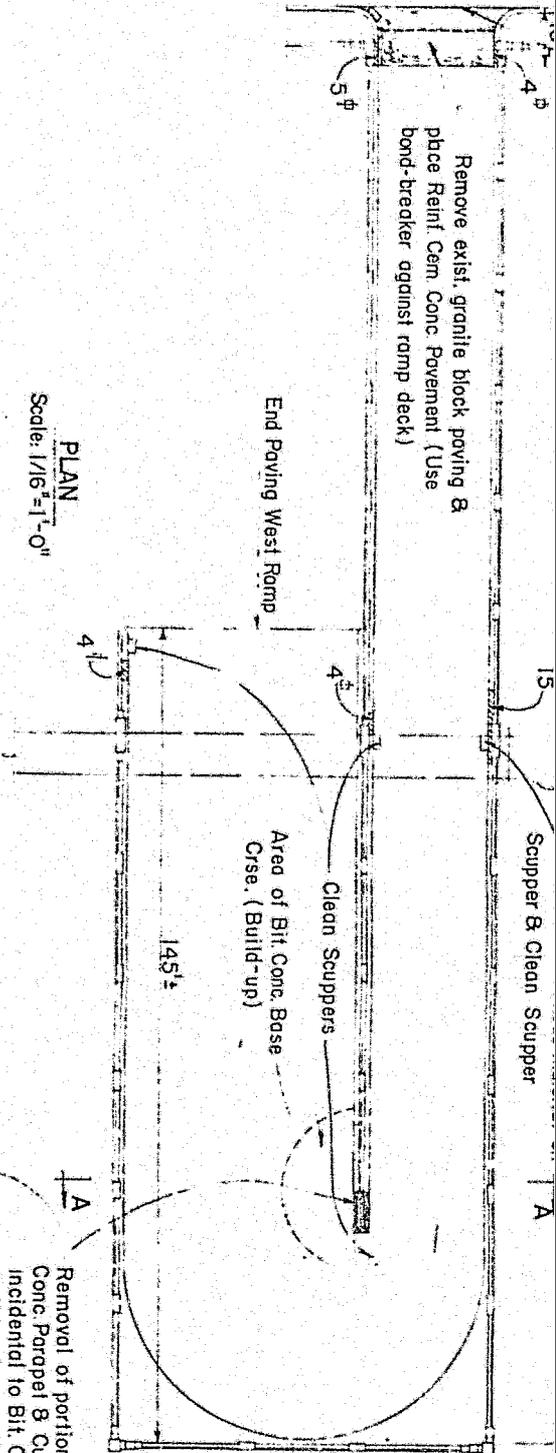
Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

MONTGOMERY COUNTY
L.R. 46140 SEC.A06
FAVETTE STREET BRIDGE OVER
READING R.R. & SCHUYLKILL RIVER
REPAIR OF 10 SPAN R.C. ARCH BRIDGE
NORTH ELEVATION

APPROVED _____ SHEET 5 OF 9
BRIDGE ENGINEER

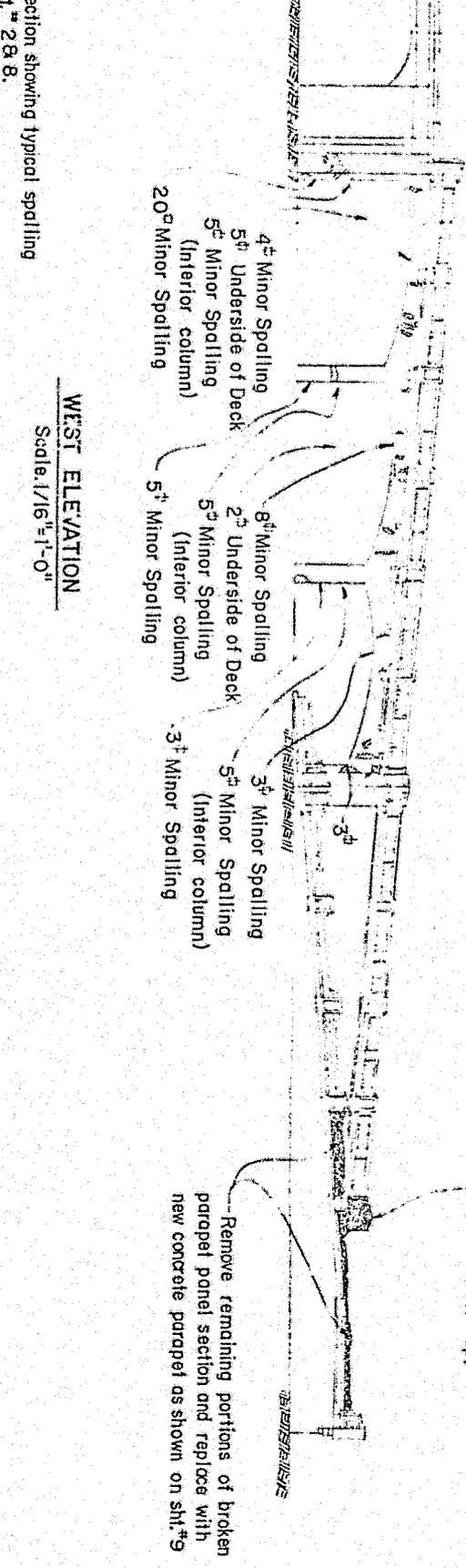
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DESIGNED BY JJM
DRAWN BY T.W.J.
CHECKED BY JJM.



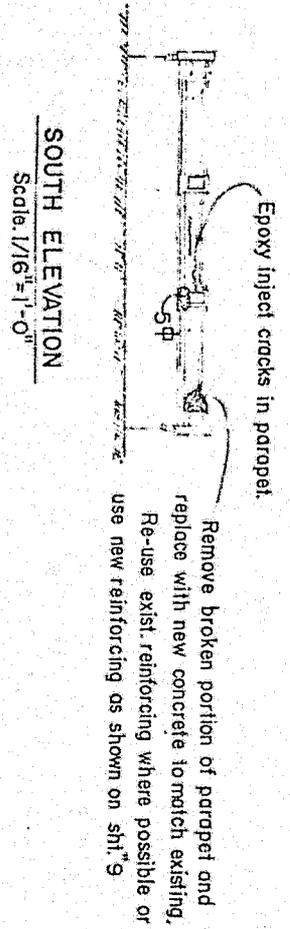
PLAN
Scale: 1/16" = 1'-0"

1A
Removal of portion of exist. Conc. Parapet & Curb (Payment incidental to Bit. Conc. Base Crse. Build-Up)



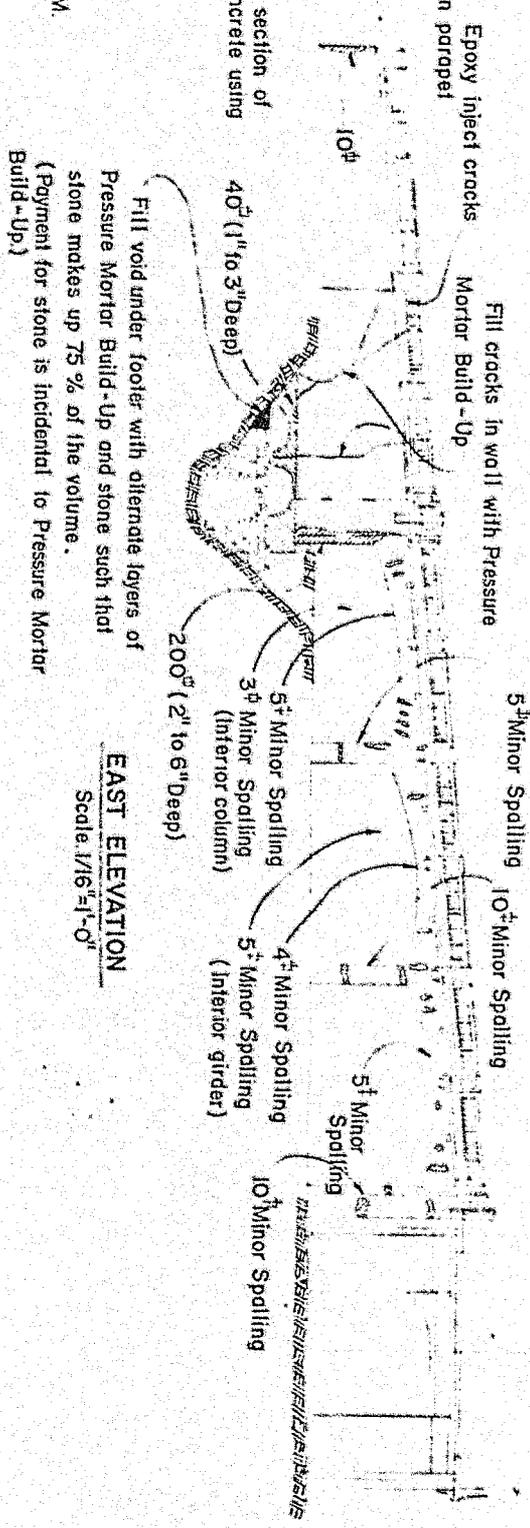
WEST ELEVATION
Scale: 1/16" = 1'-0"

Section showing typical spalling
1" 2 8/8.



SOUTH ELEVATION
Scale: 1/16" = 1'-0"

SECTION AA
Scale: 1/16" = 1'-0"



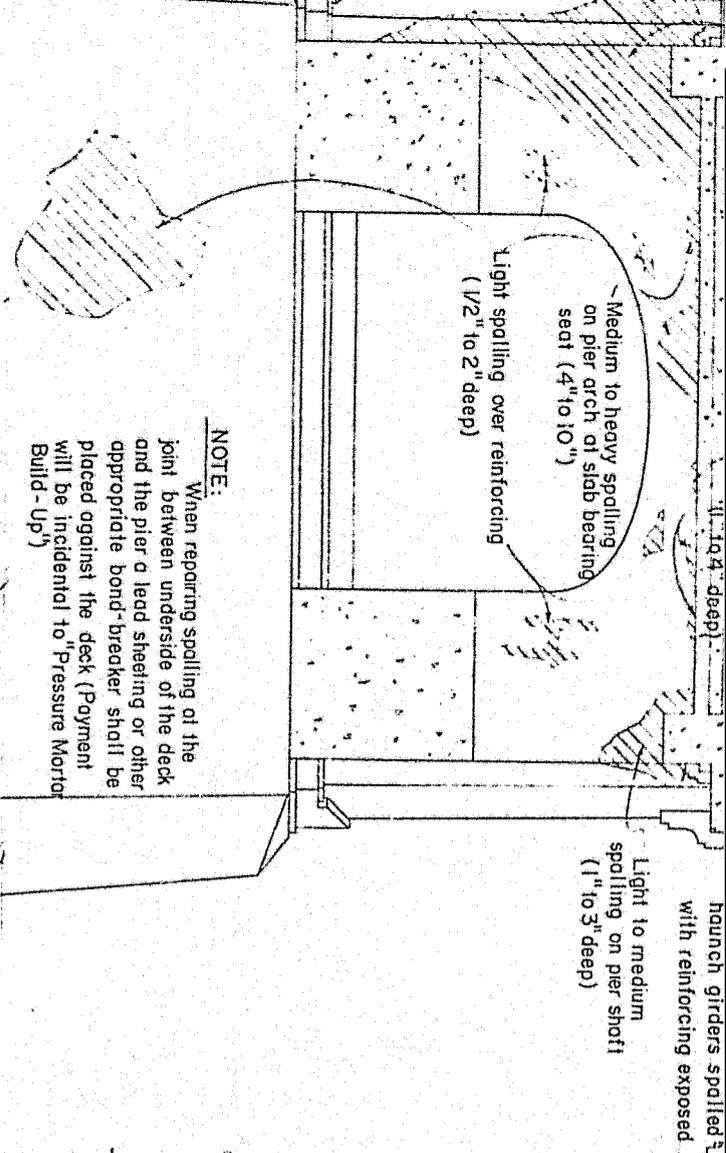
EAST ELEVATION
Scale: 1/16" = 1'-0"

REVISIONS			
Mark	Description	By	CHK'd, App'd, Date

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

MONTGOMERY COUNTY
L.R. 46140 SEC.A06
FAYETTE STREET BRIDGE OVER
READING R.R. & SCHUYLKILL RIVER
REPAIR OF 10 SPAN R.C. ARCH BRIDGE
WEST RAMP

APPROVED _____ SHEET 7 OF 9

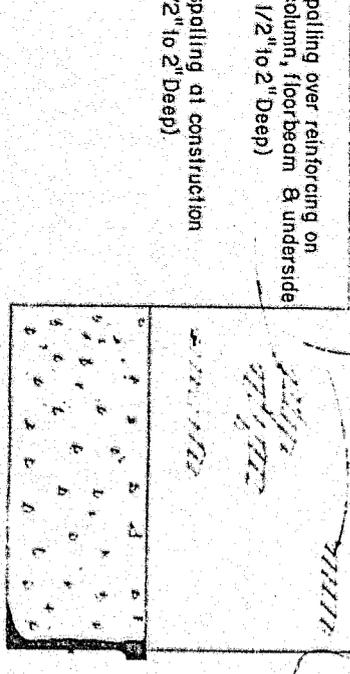


NOTE:
When repairing spalling at the joint between underside of the deck and the pier a lead sheeving or other appropriate bond-breaker shall be placed against the deck (Payment will be incidental to "Pressure Mortar Build-Up")

PIER ELEVATION - TYPICAL SPALLING

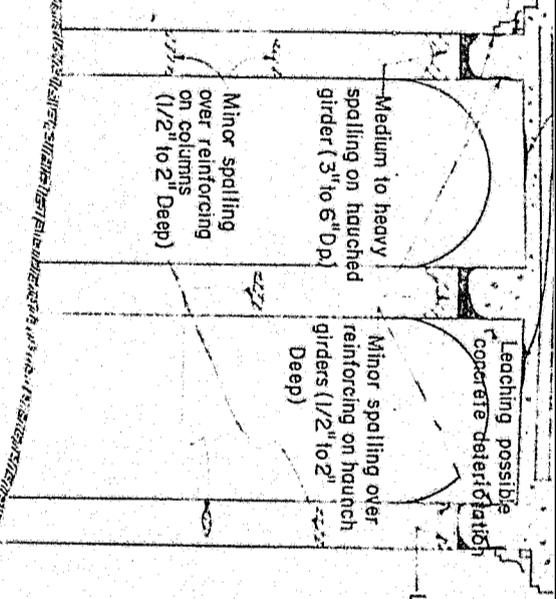
No Scale

Light to heavy spalling on underside of sidewalk slab adjacent to piers (In heavily spalled areas possible complete loss of portions of slab)



SECTION OF 116' SPANS - TYPICAL SPALLING

No Scale

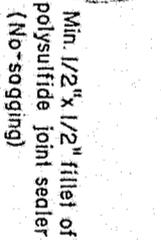
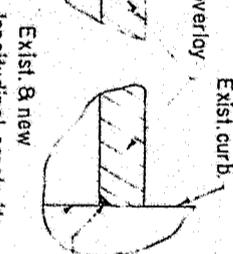
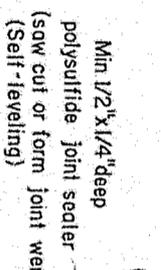


SECTION OF EAST RAMP - TYPICAL SPALLING

No Scale

NOTE: West Ramp Similar.

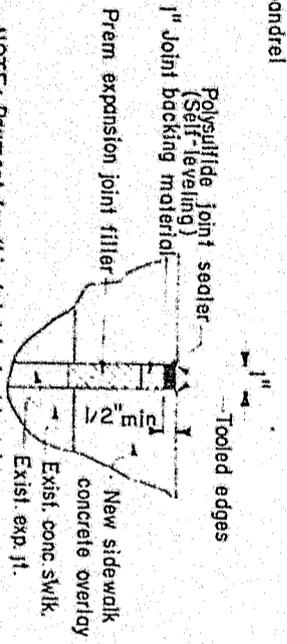
New 2" bituminous overlay



NOTE: Payment for this joint in new pavement section is incidental to Reinf. Cem. Conc. Pavement, 10" Depth.

CONSTRUCTION JOINT - ROADWAY

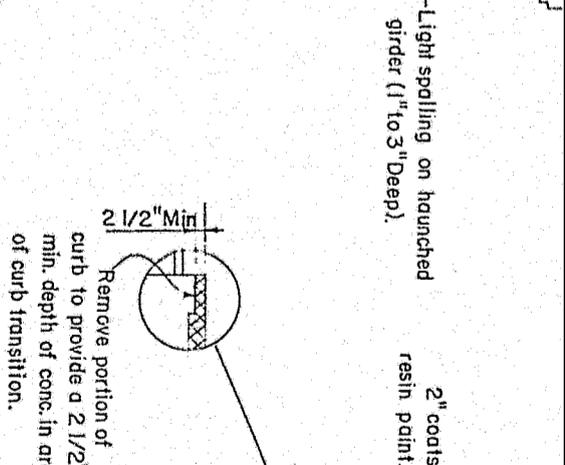
Scale: 3" = 1'-0"



NOTE: Payment for this joint is incidental to Class AA Cem. Conc. Special

SIDEWALK JOINT

Scale: 3" = 1'-0"



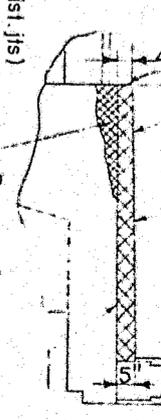
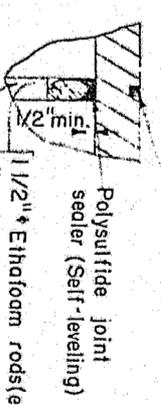
SIDEWALK SECTION - 116' SPANS

Scale: 1/2" = 1'-0"

Class AA Cement Concrete, Special with #6 gauge at 6" c-c reinforcement fabric (2" clearance on top).
Stripe exist conc. with epoxy bonding compound (Checked pattern - 50% coverage) immediately prior to placing conc. 5-3"

Remove exist. concrete & bituminous overlay & deteriorated concrete in original sidewalk.

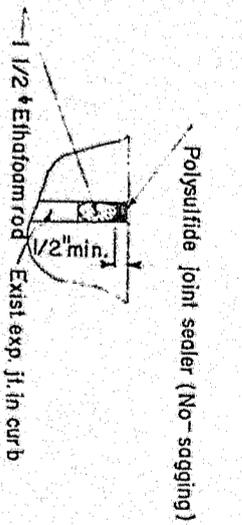
Saw cut min. 3/8" x 1/2" deep joint in bituminous overlay & fill with approved joint sealer.



NOTE: Payment for this joint in new pavement section is incidental to Reinf. Cem. Conc. Pavement, 10" Depth.

EXPANSION JOINT - ROADWAY

Scale: 3" = 1'-0"



CURB JOINT

Scale: 3" = 1'-0"

Class AA Cement Concrete, Special with #6 gauge at 6" c-c reinforcement fabric (2" clearance on top). Stripe exist conc. with epoxy bonding compound (Checked pattern - 50% coverage) immediately prior to placing conc.

Exist. top of swlk. (Remove portion of exist swlk to provide 2" min. depth of conc. at end of span 10 & East Ramp.

SIDEWALK SECTION - 80' SPANS

Scale: 1/2" = 1'-0"

Mark	Description	BY	CHK'd	App'd.	Date
REVISIONS					

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

MONTGOMERY COUNTY
L.R. 46140 SEC.A06

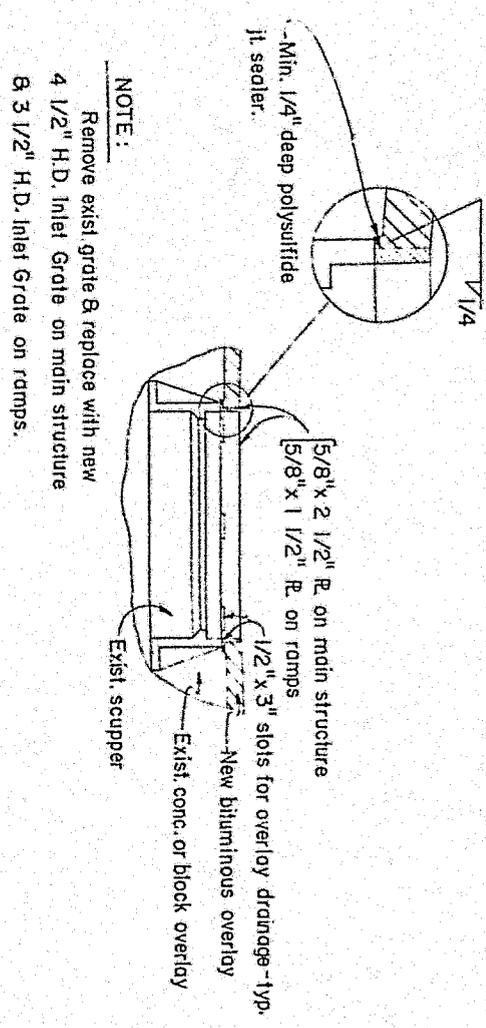
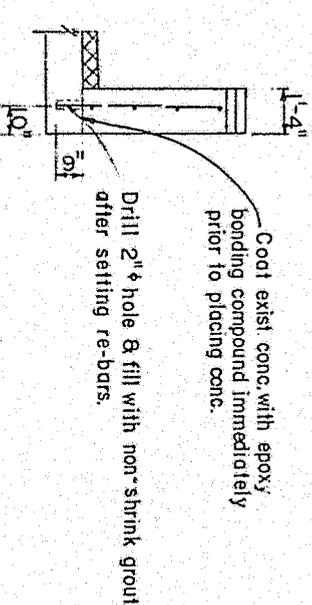
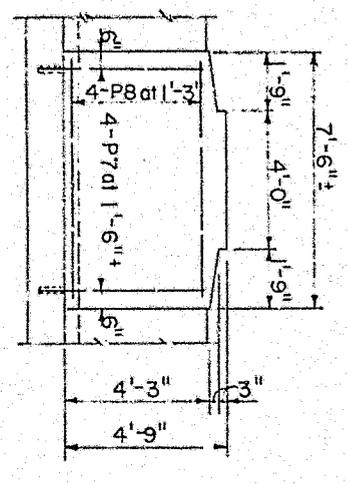
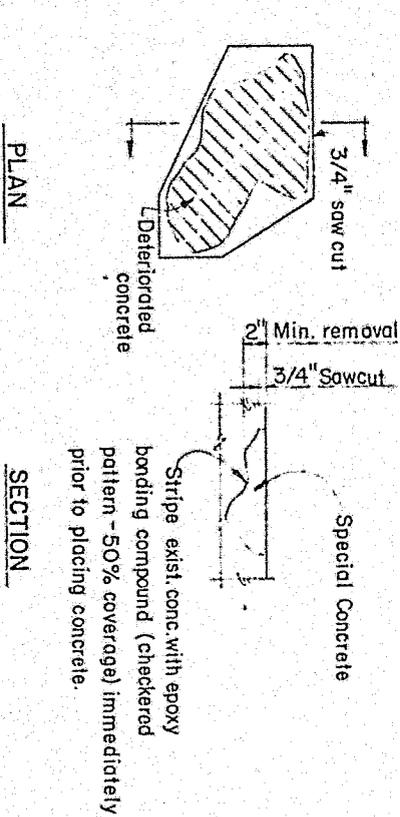
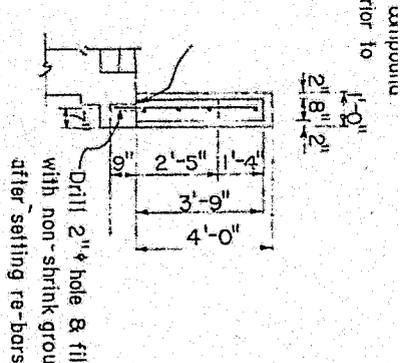
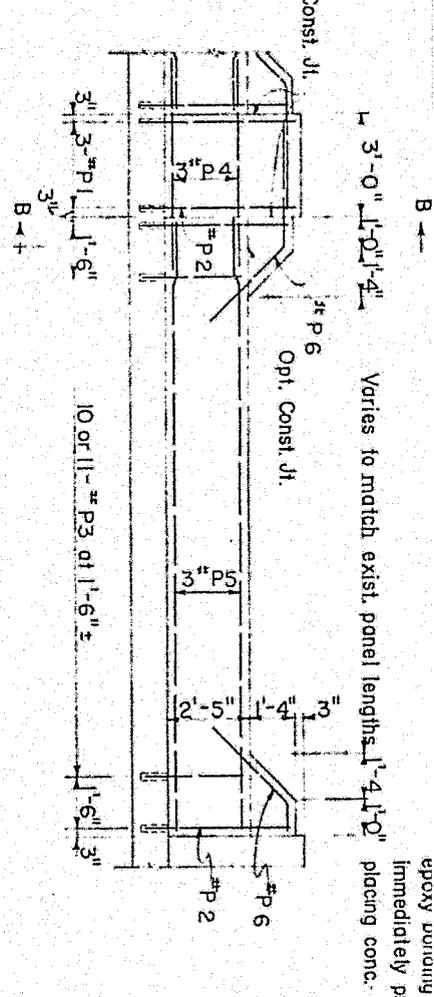
FAYETTE STREET BRIDGE OVER
READING R.R. & SCHUYLKILL RIVER
REPAIR OF 10 SPAN R.C. ARCH BRIDGE
SECT.-TYP. SPALLING & MISC. DETAILS

APPROVED _____

SHEET 8 OF 9

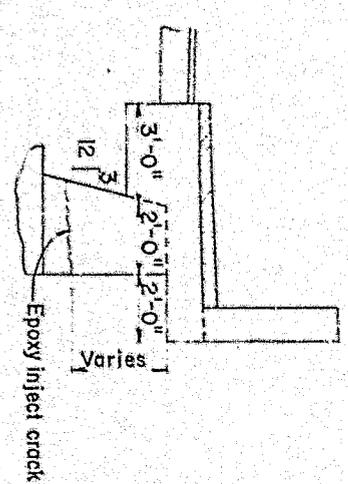
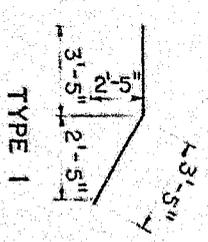
BRIDGE ENGINEER

S-10482



SCHEDULE OF REINFORCEMENT

MARK	SIZE	NO. REQD.	LENGTH	TYPE
P1	5	6	4'-7"	Sir.
P2	5	6	4'-4"	Sir.
P3	5	31	3'-0"	Sir.
P4	5	6	6'-4"	Sir.
P5	5	9	18'-9"	Sir.
P6	5	6	6'-10"	1
P7	5	4	4'-10"	Sir.
P8	5	4	7'-2"	Sir.



Mark	Description	By	Chk'd.	App'd.	Date
REVISIONS					

Commonwealth of Pennsylvania
DEPARTMENT OF TRANSPORTATION
BUREAU OF DESIGN

MONTGOMERY COUNTY
L.R. 46140 SECAO6
FAYETTE STREET BRIDGE OVER
READING R.R. & SCHUYLKILL RIVER
REPAIR OF 10 SPAN R.C. ARCH BRIDGE
MISCELLANEOUS DETAILS

APPROVED _____
BRIDGE ENGINEER

SHEET 9 OF 9
S-10482

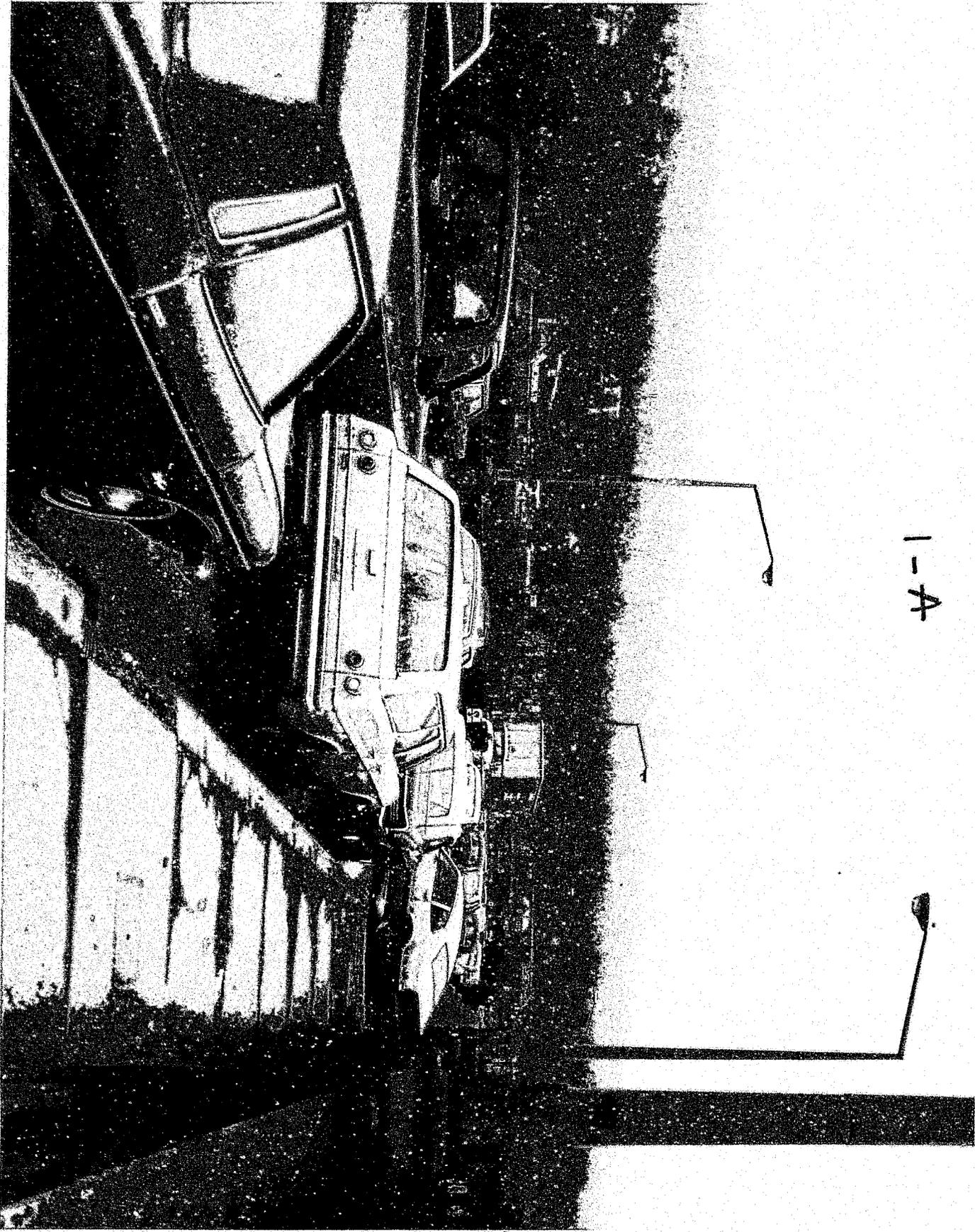
BY: J.M.
BY: T.W.J.
BY: J.M.

St. Bridge, Montgomery Co

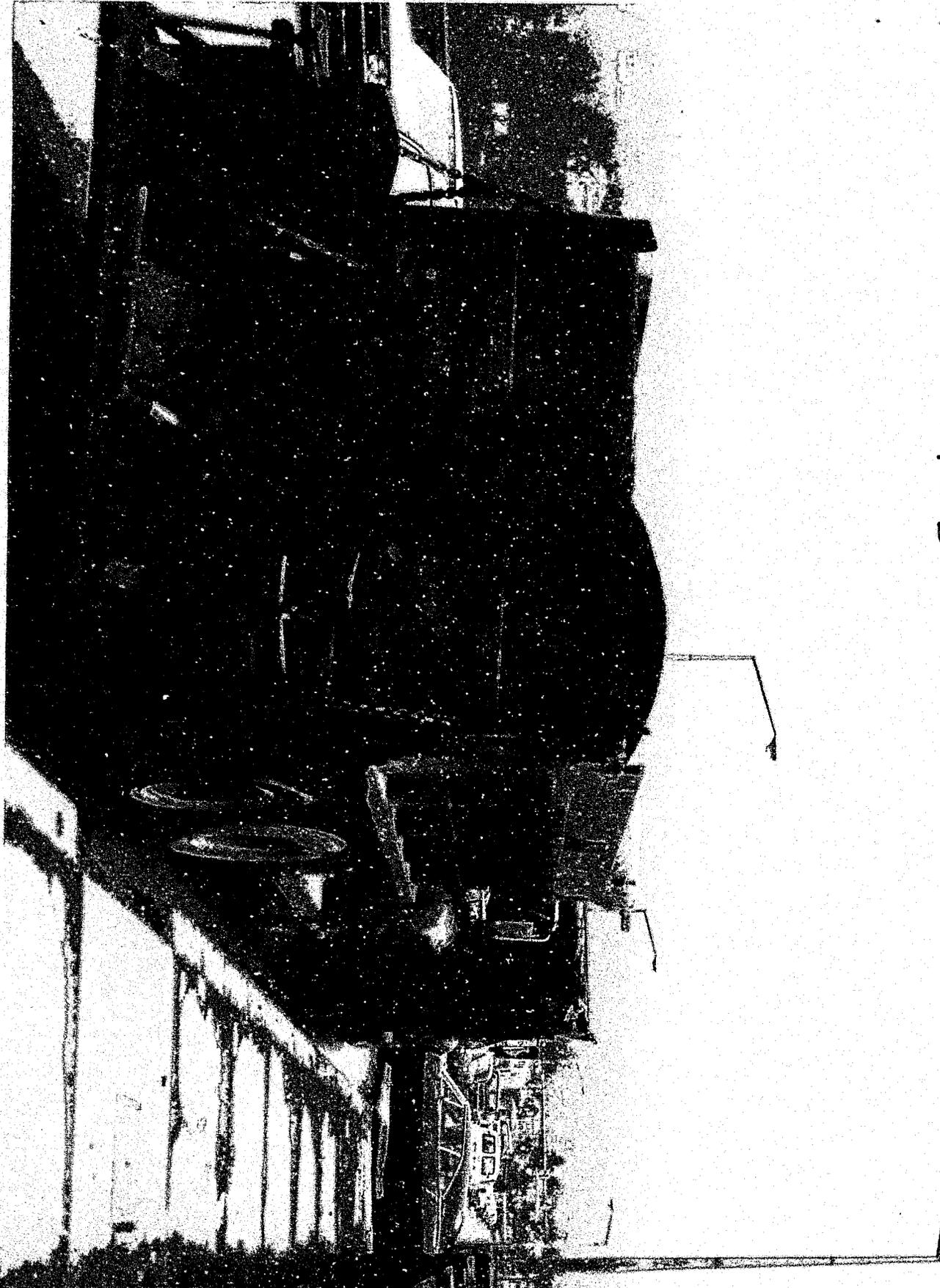
Pen DOT EXHIBIT NO. 2
 P. U. C. NO. C 19707
 DATE OF HEARING 12/20/72

Item	Unit	Item	Unit Price	Quant.	Total	Reading R.A.	Total
0200	Truss	Estimate for Bridge Base (Base (Build-Up))	\$15.00	20	\$300.00		
0202	S.Y.	Est. Base Surface Base I.D. 24, 2nd Dept.	\$3.85	1614	4,312.90		
0207	S.Y.	Est. Base Conc. Pavement 16" Dept.	5.25	464	2,446.00		
0215	S.Y.	Est. Base Conc. Pavement, Variable Dept.	6.00	23	1,380.00		
0001	L.S.	Construction	-	1.5	25,000.00		
0001	L.S.	Inspector's Field Office & Inspection Facilities	-	1.5	7,500.00		
0001	L.F.	Minor Concrete Curbs	15.00				
0001	S.V.	Concrete Concrete Sidewalk	25.00				
0001	C.F.	Class III Gravel Concrete for Bridge Repair	35.00				
0006	A.Y.	Class AA Concrete Concrete, Special	200.00	150	30,000.00	42	8,400.00
0012	A.F.	Special Concrete	40.00	125	5,000.00	160	6,400.00
0001	L.S.	Performance Protection of Traffic During Const.	-	1.5	125,000.00	179	6,265.00
0001	Spec	Traffic Monitor Build-Up	140.00	650	91,000.00	510	71,400.00
0001	L.S.	Removal of Existing Structure, Sta. 130+08.71 Rt.	-	1.5	6,673.50	1.5	2,000.00
0051	S.Y.		4.50	1483	6,673.50	303	1,365.00
0052	S.Y.		7.00	5001	35,007.00		
0053	Conc.		35.00	1	35.00	42	1,470.00
0350	L.F.		10.00				
0203	C.F.		200.00	20	4,000.00	22	4,400.00
0203	L.F.		2.50	6568	16,420.00	18	45.00
0203	L.F.		150.00	12	1,800.00	7	1,050.00
0203	L.F.		175.00			7	1,225.00
		OVERSIZE DOCUMENTS					
		Clearing Sweeps			394,930.50		138,380.00
					546,270.50		

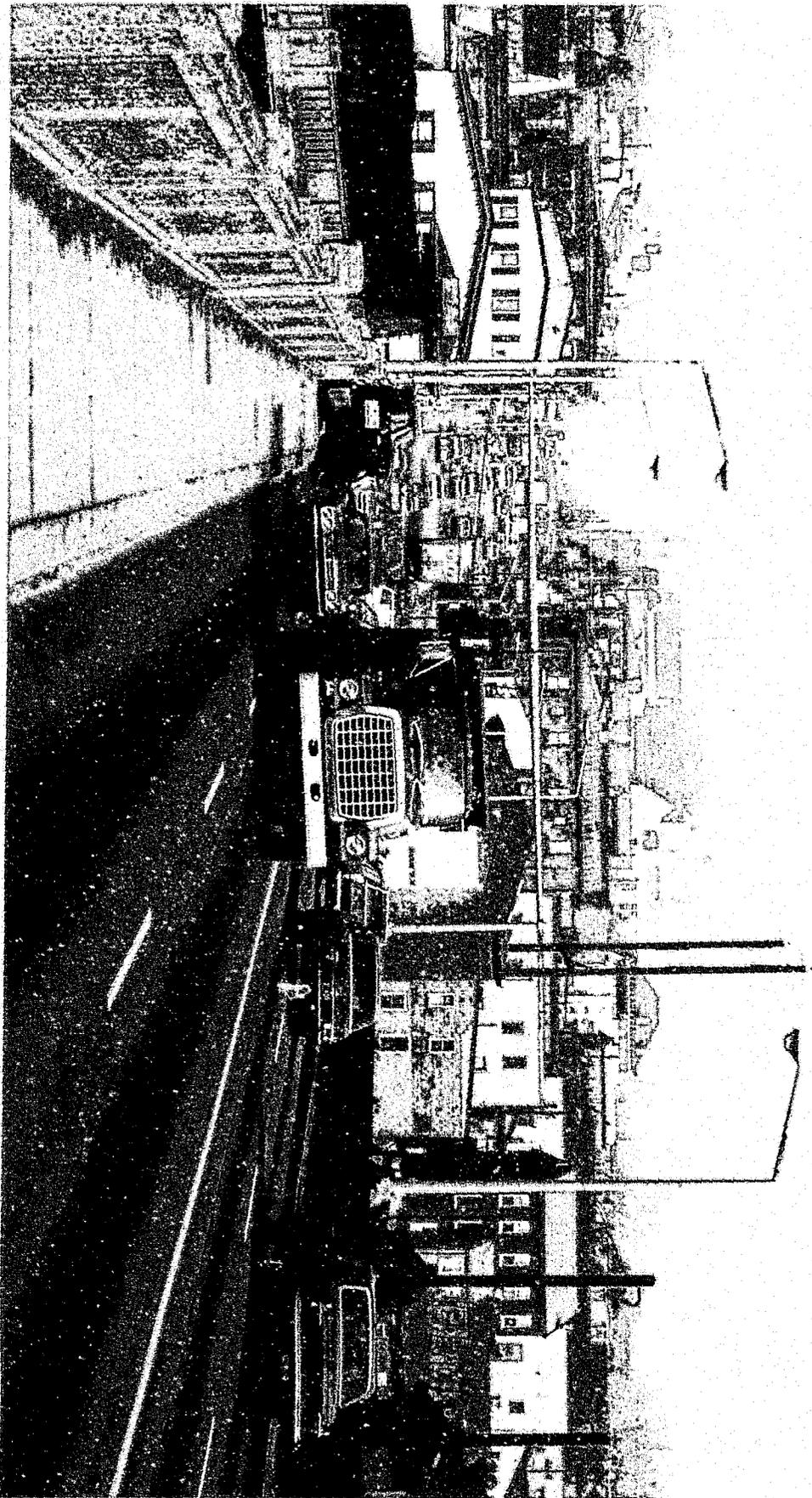
394,930.50
 546,270.50
 138,380.00



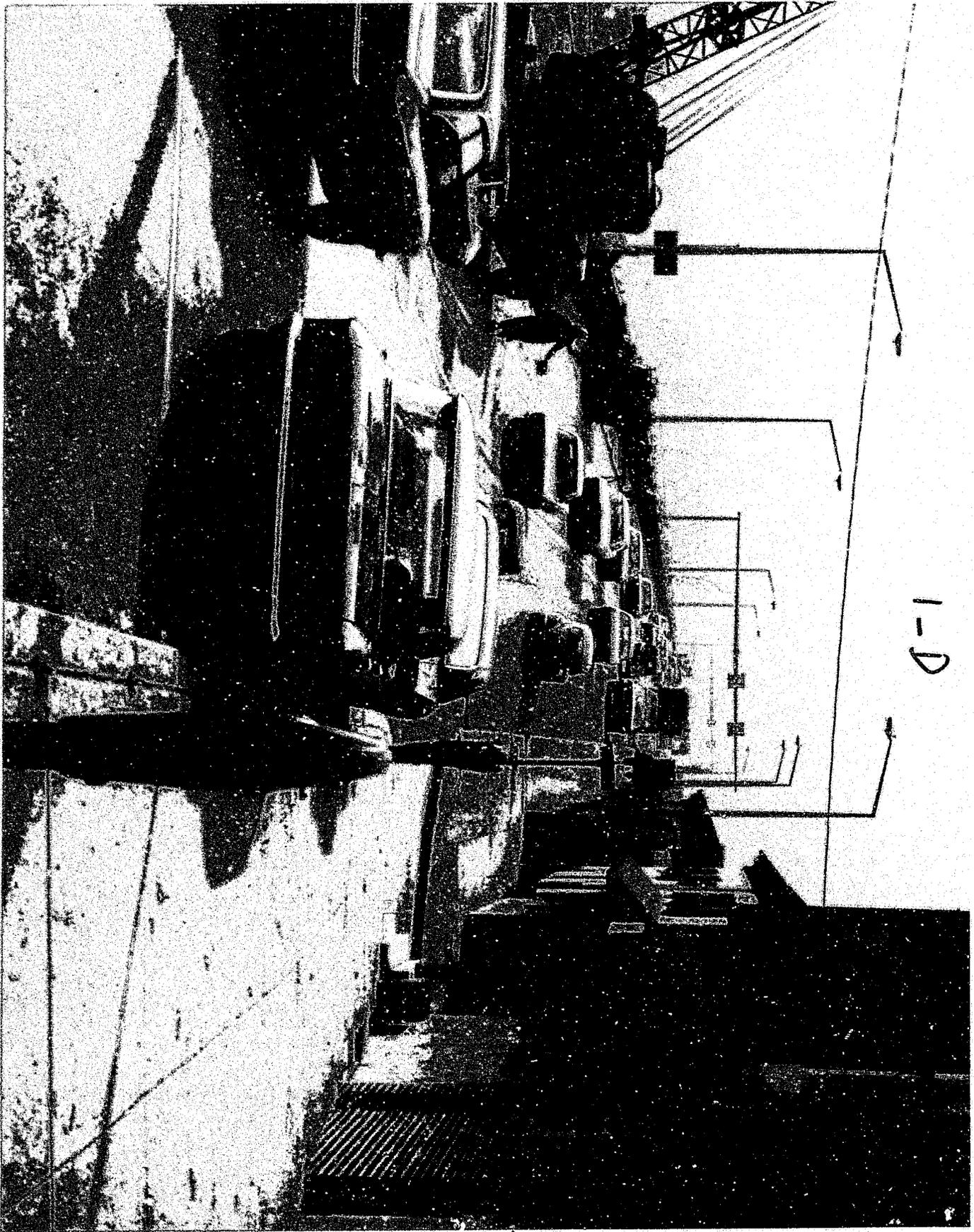
1-A



1 - B



1-C



1-D



1-E

AT BRIDGE No 13/48, NORRISTOWN BRANCH

DATE: THURSDAY DEC. 14, 1972

TIME	AUTOMOBILES								INBOUND PEDESTRIAN STAIRS
	STATION				OTHER THAN STATION				
	PASS.	TRUCKS	BUSSES	Pedes- trians	PASS.	TRUCKS	BUSSES	Pedes- trians	
5:30 to 6:00 AM	Cars at Station at 7:00 A.M. - 9								
6 to 7:									
7 to 8	5				108	15		2	
8 to 9	4				68	15		2	
9 to 10									
10 to 11									
11 to 12 PM									
12 to 1									
1 to 2									
2 to 3	Cars at Station at 3:00 P.M. - 16								
3 to 4	4		1	9	54	17			3
4 to 5	10			5	80	5			4
5 to 5:30	2				21				
6 to 7	Cars at Station at 5:30 P.M. - 9								
7 to 8									
8 to 9									
9 to 10									
10 to 11									
11 to 12									

RECEIVED
 1973 JAN -3 PM 2:19
 SECRETARY
 PUBLIC WORKS
 DISTRICT