

COMMONWEALTH OF PENNSYLVANIA  
PUBLIC UTILITY COMMISSION

**ORIGINAL**

DEPARTMENT OF TRANSPORTATION  
OF THE COMMONWEALTH OF  
PENNSYLVANIA

vs.

CONSOLIDATED RAIL CORPORATION,  
SOUTHEASTERN PENNSYLVANIA  
TRANSPORTATION AUTHORITY,  
UPPER MERION AND PLYMOUTH  
RAILROAD COMPANY, BOROUGH OF  
CONSHOHOCKEN AND WEST  
CONSHOHOCKEN, PLYMOUTH TOWNSHIP,  
MONTGOMERY COUNTY, THE BELL  
TELEPHONE COMPANY OF PA.,  
PHILADELPHIA SUBURBAN WATER  
COMPANY, AND PHILADELPHIA  
ELECTRIC COMPANY, in re:  
Repairs/rehabilitation of the  
Matsonford Bridge carrying  
State Highway 46140 over and  
above tracks of Reading Company  
and Schuylkill River between  
the Borough of Conshohocken  
and West Conshohocken,  
Montgomery County.

Further Hearing

DOCKET NUMBER

C-00019707

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Pages 105 through 188

Hearing held in Plymouth  
Township Municipal Building,  
700 Belvoir Road, Norristown,  
Pennsylvania, on Tuesday,  
July 24, 1984, commencing  
at 10:00 a.m.



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- - - - -  
 Before  
 JOSEPH J. KLOVEKORN  
 Administrative Law Judge  
 - - - - -

APPEARANCES:

6	HERBERT G. ZAHN, ESQ.	For PennDOT
7	EDWARD S. SACKS, ESQ.	For Bell of Pennsylvania
8	JOEL E. MAZOR, ESQ.	For Consolidated Rail Co.
9	and BECKY BUCARI, ESQ.	
10	JACK E. JERRETT, ESQ.	For Philadelphia Suburban
11	and MARK J. KROPILAK, ESQ.	Water Company
12	EDWARD H. HUSS, ESQ.	For SEPTA
13	JOHN GALLAGHER, ESQ.	For PUC Trial Staff
14	EDWARD F. KANE, ESQ.	For Borough of West Conshohocken
15	RUDOLPH A. CHILLEMI, ESQ.	For PECO
16	ARTHUR LEFKOE, ESQ.	For Plymouth Township

I N D E X

	<u>WITNESS</u>	<u>DIRECT</u>	<u>CROSS</u>	<u>REDIRECT</u>
1				
2	<u>WITNESS</u>			
3	Milton H. Davis			
4	By Mr. Zahn	112		132
5	By Mr. Sacks		123	
6	By Mr. Jerrett		126	
7	By Mr. Chillemi		126	
8	By Mr. Huss		130	
9	By Mr. Gallagher		186	
10	Edward J. Silver			
11	By Mr. Chillemi	135, 167		
12	By Mr. Zahn		137	
13	Charles F. Oyler			
14	By Mr. Lefkoe	142		
15	John G. Heibeck			
16	By Mr. Jerrett	145		
17	By Mr. Zahn		151	
18	By Mr. Mazor		153	
19	John N. Thomas			
20	By Mr. Sacks	154		
21	By Mr. Zahn		157	
22	By Mr. Gallagher		160	
23	Rodger W. Heebner			
24	By Mr. Mazor	161		
25	By Mr. Zahn		165	

<u>1</u>	<u>WITNESS</u>	<u>DIRECT</u>	<u>CROSS</u>	<u>REDIRECT</u>
2	Harry Lupia			
3	By Mr. Huss	168		
4	By Mr. Zahn		174	
5	Joseph Hallman			
6	By Mr. Zahn		177, 180	
7	By Mr. Gallagher		179	
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18				
19				
20				
21				
22				
23				
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25				

E X H I B I T S

<u>NUMBER</u>		<u>FOR IDENTIFICATION</u>
3	PennDOT Exhibit A - 31 sheets of plans titled "Drawings authorizing acquisition of right of way"	113
5	PennDOT Exhibit B - eight sheets of plans	114
6	PennDOT Exhibit C - single-page document titled "Estimate cost of railroad crossing improvements"	114
8	PennDOT Exhibit D-1 - traffic count	123
9	PennDOT Exhibit D-2 - traffic count	123
10	P.E. Exhibit 1 - plan of gas mains	136
11	P.E. Exhibit 1A - "Preliminary estimate for utility relocation" dated 7/20/84	136
13	P.E. Exhibit 1B - "Preliminary estimate for utility relocation" dated 7/20/84	137
15	P.E. Exhibit 1C - "Preliminary estimate for utility relocation" dated 7/20/84	137
18	Philadelphia Suburban Water Company	
19	Exhibit W-1 - various plans and profiles	149
19	Exhibit W-2 - various plans and profiles	149
20	Exhibit W-3 - various plans and profiles	149
20	Exhibit W-4 - various plans and profiles	149
21	Exhibit W-5 - various plans and profiles	149
21	Exhibit W-6 - various plans and profiles	149
21	Exhibit W-7 - various plans and profiles	149
22		
23		
24		
25		

<u>NUMBER</u>	<u>FOR IDENTIFICATION</u>
1	
2 ✓	Bell Telephone Company Statement
3	Number 1 - direct testimony of
3	John N. Thomas 156
4 ✓	Bell Telephone Company Exhibit 1 -
5	hand-drawn map 156
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
17	
18	
19	
20	
21	
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1 JUDGE KLOVEKORN: Let's begin. I call to order this  
2 hearing in Case C-19707, Department of Transportation of the  
3 Commonwealth of Pennsylvania versus Consolidated Rail  
4 Corporation, et al.

5 My name is Joseph Klovekorn, I am an administrative law  
6 judge for the Commission assigned to this hearing.

7 MR. ZAHN: Herbert G. Zahn, assistant counsel,  
8 Pennsylvania Department of Transportation.

9 MR. JERRETT: Jack E. Jerrett, Philadelphia Suburban  
10 Water Company.

11 MR. GALLAGHER: John Gallagher, counsel, PUC Trial  
12 Staff.

13 MR. MAZOR: Joel E. Mazor, appearing for Consolidated  
14 Rail Corporation.

15 MR. HUSS: Edward Huss, appearing for SEPTA.

16 MR. SACKS: Edward Sacks, appearing for Bell Telephone  
17 Company.

18 MR. CHILLEMI: Rudolph A. Chillemi, appearing for  
19 Philadelphia Electric Company.

20 MR. KANE: Edward F. Kane, appearing for West  
21 Conchohocken.

22 MR. LEFKOE: Arthur Lefkoe, Plymouth Township.

23 JUDGE KLOVEKORN: Does any counsel have any statement  
24 they wish to make at this time?

25 (No audible response.)

1 JUDGE KLOVEKORN: Okay, no opening statements. Let's  
2 proceed with the questions and procedures set forth in the  
3 Commission's letter of May 21st, Mr. Zahn.

4 MR. ZAHN: Before I call my witness, I would like to  
5 move that the questions and procedure dated April, 1984 be  
6 made a part of the record. No member of the public is here,  
7 we can just refer to the questions rather than repeat them  
8 each time.

9 JUDGE KLOVEKORN: A good suggestion.

10 Without objection, the questions and procedure dated  
11 April, 1984 will be entered into the record.

12 MR. ZAHN: I will call Mr. Davis. May he sit where  
13 he is?

14 JUDGE KLOVEKORN: Yes, yes.

15 - - - - -  
16 MILTON H. DAVIS, having been duly sworn,  
17 was examined and testified as follows:

18 - - - - -  
19 DIRECT EXAMINATION  
20 - - - - -

21 BY MR. ZAHN:

22 Q State your full name.

23 A Milton H. Davis.

24 Q Your official office address?

25 A Room 509, Transportation and Safety Building,

1 Harrisburg, Pennsylvania.

2 Q And by whom are you employed?

3 A Pennsylvania Department of Transportation.

4 Q In what capacity?

5 A Assistant grade crossing engineer.

6 Q And are you familiar with the crossing in today's  
7 hearing?

8 A Yes, I am.

9 Q And are you authorized to testify on behalf of the  
10 department?

11 A Yes, I am.

12 MR. ZAHN: I direct your attention to the first question  
13 of submitted copies of plans, and if Your Honor please, I have  
14 distributed three copies to the stenographer, one copy to each  
15 party except Plymouth, Upper Merion and Plymouth Railroad,  
16 and I ask that a plan marked as PennDOT's Exhibit A, con-  
17 sisting of 31 sheets be marked as PennDOT Exhibit A and it  
18 is entitled as "Drawings authorizing acquisition of right of  
19 way."

20 (PennDOT Exhibit A, being 31 sheets of plans titled  
21 "Drawings authorizing acquisition of right of way" was  
22 produced and marked for identification.)

23 MR. ZAHN: Another set of plans consisting of eight  
24 sheets, which in the lower right-hand corner is titled  
25 "General plan 1, number S15331A, B, and 15332A, B and

1 15333 and 15334 and ask that that be marked as PennDOT's  
2 Exhibit B.

3 (PennDOT Exhibit B, being eight sheets of plans,  
4 was produced and marked for identification.)

5 MR. ZAHN: I have a single sheet of typewritten material  
6 titled "Estimate cost of railroad crossing improvements," and  
7 ask that that be marked PennDOT's Exhibit No. C.

8 (Whereupon, PennDOT Exhibit C, being single-page docu-  
9 ment titled "Estimate cost of railroad crossing improvements,"  
10 was produced and marked for identification.)

11 MR. ZAHN: Copies of this have been distributed to all  
12 parties except Plymouth Railroad.

13 JUDGE KLOVEKORN: The documents will be so identified.

14 BY MR. ZAHN:

15 Q Now, Mr. Davis, will you answer question one on sub-  
16 mitting copies of the plans for the proposed replacement  
17 structure?

18 A PennDOT Exhibit A is a plan identified as the drawings  
19 for acquisition of right of way, authorizing acquisition of  
20 right of way for legislative route 46140, section A00. The  
21 first sheet is the title sheet that has been recommended by  
22 our district engineer, Mr. Robert L. Rowland.

23 Prior to issuance of the PUC order, the department will  
24 furnish to the Commission a sheet of this -- sheet number one  
25 signed by the governor and recorded. That sheet of Exhibit A

1 will be submitted in the near future to the Public Utility  
2 Commission.

3 The second sheet shows the existing and proposed highways  
4 involved in this proceeding, the relative location of the  
5 tracks involved in this proceeding.

6 Sheet number three shows on the left-hand side of the  
7 sheet the location map of the area surrounding the crossings  
8 involved in this proceeding. And the right-hand side of the  
9 sheet shows general notes involved.

10 Sheet number four also includes general notes and  
11 tabulations.

12 Sheet number five, six, seven of 45, show typical  
13 sections of the proposed roadways involved at each of the  
14 crossings.

15 Sheet number eight shows a tabulation of property  
16 owners involved.

17 Sheet number nine, 10, 11 through sheet number 31 of  
18 45 show general plan and profile of the proposed improvement.

19 The sheets between 32 and 45 are sheets of a plan of  
20 the right of way plan showing property plots for property to  
21 be condemned by the Department of Transportation or taken  
22 amicably.

23 The property from the railroad companies will be sub-  
24 mitted as an exhibit for the Commission to describe in its  
25 order as property to be appropriated for the purpose of the

1 proposed improvement.

2 Q That will be a description by metes and bounds of that  
3 property, is that correct?

4 A Yes. Unfortunately, we do not have, at this point in  
5 time, the property descriptions in an exhibit here today. We  
6 will ask the judge to permit a late-filed exhibit.

7 Q Let's make it A-1.

8 THE WITNESS: Actually there is a mistake. The cost  
9 estimate should have been identified as D and everybody can  
10 change it to D.

11 But I would just ask that the property description,  
12 Your Honor, be marked as Exhibit C.

13 PennDOT Exhibit B consists of number one, the two-sheet  
14 general plan of the 13 span steel I-beam and multi-girder  
15 Matsonford Bridge.

16 Number two is the general plan sheets of the alternate  
17 13 span composite prestressed concrete I-beam and box beam  
18 Matsonford Bridge.

19 The second sheet is structure drawing S15331A.

20 Number two, the two general plan sheets of the alternate  
21 13 prestressed Matsonford Bridge is structure plan drawing  
22 S15331B.

23 Number three, the third set of plans is a preliminary  
24 plan sheet in the general bridge plan sheet of the proposed  
25 structure carrying access road number one over the tracks of

1 Conrail. Access road number one is an extension of Bullock  
2 Avenue in West Conshohocken Borough.

3 The structure drawing relating to that is S15332A. And  
4 the other sheet is 15332 -- the drawing in Exhibit B identi-  
5 fied as S15332B should be removed from this exhibit because  
6 it is superfluous.

7 The fourth plan is a general plan sheet of the metal  
8 plate pipe arch to carry legislative route 46140, section A00  
9 over the Philadelphia Electric Company right of way. That is  
10 drawing S15333.

11 The fifth plan is a general plan of the metal plate  
12 pipe arch to carry Oak Street over the Philadelphia Electric  
13 Company right of way. It is identified as S15334.

14 Q Mr. Davis, question four, will you answer that as to  
15 what property it would be necessary for the Commission to  
16 appropriate?

17 A Yes. It will be necessary for the Commission to  
18 appropriate railroad property for the purpose of the proposed  
19 improvement. However, the metes and bounds description of the  
20 said property is not complete. Accordingly, we ask Your  
21 Honor to permit a late-filed Exhibit C. The property  
22 descriptions will be submitted to the Commission on or before  
23 the 3rd of August.

24 Q And to all parties of record?

25 A Yes, sir.

1 Q The third question, submit a detailed cost estimate of  
2 constructing the improvement.

3 A PennDOT Exhibit B, the sheet of paper that is a cost  
4 estimate and remarked Exhibit D, is a cost estimate for the  
5 construction of the proposed improvement.

6 The estimate is broken down into an estimate of cost of  
7 each of the eight different segments.

8 The estimate total is \$10,726,602. The estimate is  
9 dated November 26, 1983.

10 There are no non-utility structures affected by this  
11 project on property to be appropriated by the Public Utility  
12 Commission. With regard to the construction cost estimate,  
13 since this project has not yet been let for construction, it  
14 would be inappropriate for the department to show separately  
15 the quantity, unit prices and cost for each portion of the  
16 work.

17 Q The question number four, the department is to submit  
18 an estimate of damages for any property to be appropriated.

19 A The department estimates that it will cost approxi-  
20 mately \$500,000, a half million dollars to appropriate addi-  
21 tional right of way for the entire project and for easements  
22 acquired for that purpose.

23 Q Question five, state what portion of the proposed  
24 improvement the department proposes to construct and what  
25 should be constructed by other parties.

1 A The department will construct the new Matsonford Bridge,  
2 the new access roads, and the temporary roadways that will be  
3 used as detour routes.

4 Any alterations or improvement of railroad facilities  
5 should be performed by the affected railroad company.

6 However, in the vicinity of Harry Street in Conshohocken  
7 Borough, the department will include the relocation of a  
8 catenary tower and removal of siding tracks as an item of  
9 construction.

10 Also at Harry Street, SEPTA should upgrade the crossing  
11 surface and renew and improve the crossing protection.

12 All non-carrier utility facility alterations or relo-  
13 cations incidental to the construction of the instant rail-  
14 highway crossing improvement should be performed by the  
15 respective utility companies.

16 Q Question six, what portion of the costs does the  
17 department agree to assume and what portion should be assumed  
18 by others?

19 A The department will agree to bear the cost of  
20 constructing the new Matsonford Bridge, the new access roads,  
21 the temporary detour entrance and exit ramps to and from  
22 legislative 1010, and Consolidated Rail Corporation and  
23 SEPTA force account work.

24 Conshohocken Borough should bear 10 per cent of the  
25 costs incurred by SEPTA for improving the protection and

1 highway crossing surface at the Harry Street crossing.

2           The department will not agree to bear any costs incurred  
3 by any private non-carrier utility company for relocating its  
4 facilities which are presently located in public right of way.

5           The department will agree to pay the cost of railroad  
6 property appropriated for the purpose of the involved project.

7           Consolidated Rail Corporation and SEPTA should volunteer  
8 to bear any force account costs they occur to alter their  
9 facilities, excepting the Harry Street crossing work performed  
10 by SEPTA for the improved crossing protection and crossing  
11 service.

12           Q Question seven, what portion of the improvement does  
13 the department agree to be responsible for maintenance and  
14 what portions should be assigned to others?

15           A The department will agree to assume the maintenance  
16 responsibilities for the new Matsonford Bridge, except for  
17 those portions of the substructure and the underside of the  
18 superstructure over an adjacent railroad operating right of  
19 way. The respective railroad companies should be made  
20 responsible for maintaining those portions of the Matsonford  
21 Bridge, access road number one and the bridge over the tracks  
22 of Consolidated Rail Corporation should be maintained by  
23 parties other than PennDOT. The local streets altered or  
24 improved by the involved project should be maintained by the  
25 respective local municipalities, except for the Harry Street-

1 SEPTA crossing surface which should be maintained by SEPTA.

2 Consolidated Rail Corporation, SEPTA and any non-carrier  
3 utility company should maintain their respective facilities.

4 The pipe arches under Oak Street and legislative route  
5 46140, Fayette Street, and over Philadelphia Electric Company  
6 right of way, were built primarily for a Montgomery County  
7 bikeway.

8 Therefore, Montgomery County should maintain the two  
9 aforementioned pipe arches.

10 Maintenance of lighting facilities and the cost  
11 incurred should follow the format of the Public Utility  
12 Commission order dated December 13, 1937 in complaint docket  
13 11729, all traffic signals, sidewalks and curbs should be  
14 maintained by the affected local municipality.

15 Q Question eight, what portion of the property damages  
16 does the department agree to assume and will it reimburse any  
17 involved public utility for costs incurred in the alteration  
18 or relocation of their facilities?

19 A The department will agree to assume the cost of all  
20 property damages including those of the private, non-carrier  
21 utility companies presently located in private right of way.  
22 Private non-carrier utility companies located in public right  
23 of way should relocate their facilities at their sole cost  
24 and expense and in such a manner that will not interfere with  
25 the construction project to alleviate the involved complaint.

1 Q Nine, are any detours necessary?

2 A The recommended detours are as shown on the location map  
3 on sheet number three of 45 of PennDOT Exhibit A. The depart-  
4 ment will agree to establish and maintain the detours on state  
5 highways where available. Where it will be required to  
6 establish a detour on local streets, the department will only  
7 agree to maintain the pavement.

8 Q Number 10, what time is anticipated to complete the  
9 project?

10 A We anticipate that the recommended project will be  
11 available for construction in April of 1985. It is also  
12 anticipated that it will take two years to construct the  
13 involved project and that all work will be completed by the  
14 end of 1987.

15 Q Number 11, are any federal funds involved in this  
16 project?

17 A It is anticipated that funds used to construct the  
18 recommended project will be authorized by the federal govern-  
19 ment.

20 Q Mr. Davis, question number 41 here, regards any addi-  
21 tional relevant information or testimony.

22 Do you have any to give?

23 A Yes, sir. I have two exhibits showing traffic counts  
24 as projected by the Delaware Valley Regional Planning  
25 Commission in July and February of 1982.

1 MR. ZAHN: If Your Honor please, I ask that these be  
2 marked as PennDOT's Exhibit D-1 and 2.

3 JUDGE KLOVEKORN: Without objection, they will be so  
4 identified.

5 (Whereupon, PennDOT Exhibit D-1, being traffic count,  
6 was produced and marked for identification.)

7 (Whereupon, PennDOT Exhibit D-2, being traffic count,  
8 was produced and marked for identification.)

9 THE WITNESS: Exhibit D-1 represents traffic volumes for  
10 1985 and the year 2005, a 20-year projection. The 1985  
11 figure is on top of the line at each of the points and the  
12 2005 figure is on the bottom below the line. The D-1 exhibit  
13 represents the traffic counts with the bridge open. The  
14 Exhibit D-2 represents the traffic counts at several different  
15 locations with the bridge, Matsonford Bridge closed. It is a  
16 1984 average daily traffic volume.

17 MR. ZAHN: The witness is available for cross  
18 examination.

19 JUDGE KLOVEKORN: Mr. Mazor, do you have any questions?

20 MR. MAZOR: Thank you, Your Honor. I have no questions  
21 of this witness.

22 JUDGE KLOVEKORN: Thank you.

23 Mr. Sacks?

24 - - - - -

25 CROSS EXAMINATION

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BY MR. SACKS:

Q Mr. Davis, what percentage of federal funding do you anticipate for this project?

A This project is a -- to answer that question first and then elaborate -- we expect this to be 80 per cent federal and 20 per cent local.

However, to qualify that, this project is under the federal critical bridge system. However, 100 per cent of the total initial costs of approximately \$11,000,000 will be paid for by public funds. Federal funding is not found money. Federal funds are public funds.

Q I think you have answered my question.

A Let me qualify my answer.

MR. SACKS: His answer is going far beyond the scope of the question, and if you want to --

MR. CHILLEMI: I want to join in that objection, Your Honor. If he wants to make a speech I think he should do it in his own time.

BY MR. SACKS:

Q Does the department have agreements to bear or reimburse the cost to any utility whose relocation is involved in this project?

A Not to the best of my knowledge.

Q So that you don't have any agreement to bear any cost of

1 Philadelphia Suburban Water Company?

2 A Not to the best of my knowledge. I do not believe that  
3 those agreements have been executed at this time.

4 Q Are you contemplating agreements then?

5 A Yes, sir.

6 Q With what entities?

7 A With all utilities that are located in private right of  
8 way that have to be relocated as incidental to this project.

9 Q And do you have any agreements or contemplated agreements  
10 between the department and any utility for the relocation of  
11 facilities located in public right of way?

12 A Not to the best of my knowledge.

13 Q So that you don't have any with Conrail then or SEPTA  
14 or any contemplated agreements?

15 A We have some contemplated agreements with SEPTA for the  
16 work at Harry Street.

17 Q And those are the only agreements that are either in  
18 existence or contemplated, to the best of your knowledge?

19 A That's correct. We expect that the Public Utility  
20 Commission order will address all matters relating to rail-  
21 highway crossings, railroad companies and the department.

22 Q I am not quite sure I understand the import of your last  
23 answer.

24 Are you saying that there is going to be some kind of  
25 agreements between you and any railroad involved in the

1 project for the reimbursement of costs?

2 A No.

3 MR. SACKS: Thank you. That's all I have.

4 BY MR. JERRETT:

5 Q You mentioned that PennDOT is planning to take certain  
6 properties either by eminent domain or negotiating rights  
7 of way. Is some of this property going to be taken for  
8 purposes of constructing access road number one, which is  
9 indicated on sheets 15 and 18 of PennDOT A?

10 A Railroad property, we will ask the Commission to  
11 appropriate railroad property.

12 Q Will this access road be available for public utility  
13 occupancy?

14 A The Department of Transportation does have some  
15 restrictions to the manner in which utility companies occupy  
16 public right of way, but only to that degree.

17 Q But as a general matter it will be available subject to  
18 those restrictions?

19 A And subject to the Public Utility Commission's order.

20 MR. JERRETT: Thank you.

21 BY MR. CHILLEMI:

22 Q Mr. Davis, the 20 per cent local funding that you are  
23 talking about --

24 MR. ZAHN: That's not local funding.

25 MR. CHILLEMI: He used the term local. Didn't you use

1 the term local?

2 THE WITNESS: Yes.

3 BY MR. CHILLEMI:

4 Q Would you mind telling me who the locals are?

5 A Local versus federal, local being PennDOT.

6 Q So then you mean 80 per cent federal and 20 per cent  
7 state, would that be a more accurate description?

8 A Yes. Whatever.

9 Q This bridge you are talking about, this Matsonford  
10 Bridge, is it going to be demolished and rebuilt?

11 A Yes, sir.

12 Q What is its present condition? Would you describe it  
13 in bad condition?

14 A Yes, sir.

15 Q Is this the result of -- how did it get in this condi-  
16 tion?

17 A The bridge has deteriorated through the elements of  
18 nature, through time. The structure is old and needs to be  
19 replaced.

20 Q Just nature caused the deterioration of the bridge.  
21 How about the use of the traveling public, would that cause  
22 it?

23 A No, sir, that would not accelerate the deterioration.

24 Q It is not a causation, is that what you are saying?

25 A Yes, sir.

1 Q Vehicular traffic did not add to the burdens of the  
2 deterioration of this bridge?

3 A It did not.

4 Q How about the maintenance to keep it ice and snow free?

5 A How about the maintenance? Let me have a question from  
6 that.

7 Q Is that a contributing factor when you put salt and  
8 other chemicals to de-ice a bridge?

9 A Not particularly.

10 Q Well, can you say yes or no?

11 A I say it is yes or no.

12 Q What part of it is yes?

13 A Well, it's known that salt does accelerate the deteriora-  
14 tion of concrete structures. However, if the structure is  
15 adequately drained and maintained, salt cannot penetrate those  
16 portions of the structure that are accessible to -- that are  
17 accessible to being deteriorated by salt.

18 Q Have you conducted an inspection of that bridge to  
19 determine that what you say is so or is this just a general  
20 statement?

21 A The Department of Transportation has conducted an in-  
22 vestigation of this structure. Originally when we first filed  
23 the complaint we felt that the structure was deteriorating  
24 rapidly, that several parties needed to combine efforts for  
25 adequate maintenance of the structure, and since our then

1 bridge district engineer, Paul Peterson, was unable to get  
2 cooperation from those parties ordered to maintain the  
3 structure in the December 13, 1937 Public Utility Commission  
4 order at docket 11729, we filed a complaint. The Department  
5 of Transportation filed a complaint with the Public Utility  
6 Commission asking the Commission to direct all parties to  
7 cooperate in maintaining adequate maintenance of this  
8 structure.

9 Q And who are those parties that you are referring to?

10 A There are several parties. The order speaks for itself,  
11 sir.

12 Q Do you mind telling me?

13 A I don't have the order.

14 Q I don't understand what kind of answer that is.

15 A I don't have a copy with me. There were parties such  
16 as the railroad companies, the local municipalities and the  
17 Department of Transportation -- Department of Highways in  
18 those days. Then our bridge unit continued with investiga-  
19 tions of the structure and found that the structure had  
20 deteriorated to the extent that it would be more feasible to  
21 replace the structure because of its deteriorated condition.

22 Q Has it become currently unsafe for vehicular traffic?

23 A It is not currently unsafe for vehicular traffic. It  
24 currently does not carry any weight postings.

25 Q You mean there is no limit on the amount of weight that

1 can travel across that bridge right now?

2 A That is correct, there is no weight limit on the  
3 structure.

4 Q Could I get a copy of that 1937 order that you are  
5 talking about?

6 MR. ZAHN: We will be glad to look it up and provide it  
7 for you, Mr. Chillemi. P.E. doesn't have enough money to get  
8 it themselves, so we will get it for you. Maybe it will keep  
9 our rates down.

10 MR. CHILLEMI: Thank you for your courtesy, Mr. Zahn.  
11 That's all I have.

12 JUDGE KLOVEKORN: Mr. Huss?

13 MR. HUSS: Thank you, sir.

14 BY MR. HUSS:

15 Q Mr. Davis, prior to presenting testimony for the  
16 department is it customary for you to talk to the district  
17 office as to what agreements the local office may have entered  
18 with either the utilities or the railroad companies?

19 A It is customary.

20 Q Did you do so in this case?

21 A I have asked the district office to furnish me with  
22 data necessary to present testimony at today's hearing and  
23 exhibits.

24 Q Did you specifically, in this instance, did you speci-  
25 fically speak to the district engineer, Robert Rowland?

1 A No, I have never done that.

2 MR. HUSS: That's all I have.

3 MR. KANE: Am I correct that PennDOT has agreed to pay  
4 for the relocation of the traffic signals in West  
5 Conshohocken?

6 THE WITNESS: I do not know.

7 MR. KANE: That's all I have.

8 JUDGE KLOVEKORN: Mr. Lefkoe?

9 MR. LEFKOE: No questions.

10 JUDGE KLOVEKORN: Mr. Hallman?

11 MR. HALLMAN: No questions.

12 JUDGE KLOVEKORN: Mr. Gallagher?

13 BY MR. GALLAGHER:

14 Q Mr. Davis, with regard to the funding for this project,  
15 are you aware that the bridge bill provides for \$7.7 million  
16 for the replacement of this structure?

17 A Yes, sir, I am.

18 Q And it is your testimony that only 20 per cent of the  
19 project will be used with state funds, is that right?

20 A I do not know the particulars of how funding will be  
21 taken from the bridge bill. It is currently a subject of  
22 discussion between the Pennsylvania Public Utility Commission  
23 and the Department of Transportation, and I am not, at this  
24 point, familiar with those and knowledgeable of the decisions  
25 made in that particular instance.

1 Q Could you state, Mr. Davis, that it is your opinion  
2 that the entire money allocated in the bridge bill will not  
3 be used for this project?

4 A I don't know.

5 Q I believe you failed to mention in your testimony who  
6 will assume the cost of protection for, in one instance, the  
7 access road? In other words, the protection, signing and  
8 barricades and such, who will bear those costs, Mr. Davis?

9 A The signing and barricades of the access road? I don't  
10 understand.

11 Q The temporary entrance ramp that goes over the Upper  
12 Merion and Plymouth Railroad.

13 A The Department of Transportation.

14 MR. GALLAGHER: Thank you, Mr. Davis. I have no  
15 further questions.

16 JUDGE KLOVEKORN: Do any other parties have any ques-  
17 tions of Mr. Davis?

18 (No audible response.)

19 JUDGE KLOVEKORN: Any redirect?

20 MR. ZAHN: Yes.

21 - - - - -

22 REDIRECT EXAMINATION

23 - - - - -

24 BY MR. ZAHN:

25 Q Mr. Davis, you were asked about the federal funding by

1 Mr. Sacks and you were unable to complete your answer. Would  
2 you tell us what effect the availability of federal funds has  
3 upon the Department of Transportation?

4 MR. CHILLEMI: I want to object to that, Your Honor.  
5 That exceeds the scope of the cross examination. I don't  
6 think it is responsive to anything. It still is nothing more  
7 than a speech.

8 MR. ZAHN: It is an answer to question number 11 and  
9 question number 41.

10 JUDGE KLOVEKORN: I will overrule the objection.

11 THE WITNESS: Federal funding is not found money.  
12 Federal funds are public funds.

13 100 per cent of the total initial cost of approximately  
14 \$11,000,000 will be paid for by the public, not by private  
15 money from private non-carrier utility companies or the rail-  
16 road companies.

17 Let me describe found money.

18 MR. SACKS: May I ask what Mr. Davis is reading from?

19 MR. ZAHN: His notes.

20 MR. CHILLEMI: I would like to repeat my objection, Your  
21 Honor, this is way off the scope of cross examination.

22 JUDGE KLOVEKORN: The objection is noted and overruled.  
23 You may proceed, Mr. Davis.

24 THE WITNESS: All taxpayers are not the individual  
25 utility company ratepayers, but all ratepayers are taxpayers.

1 Because of a conflict in section 412 of the state highway law  
2 and section 411 of the public utility law, the PUC can  
3 allocate costs against the taxpayers where a rail-highway  
4 crossing is involved in a highway construction project.

5 There is a line item in private non-carrier utility  
6 companies' rate base for public improvements, so in essence  
7 the ratepayers have already paid for relocation of utility  
8 facilities from public right of way.

9 MR. SACKS: He is not qualified to present this kind of  
10 testimony, Your Honor.

11 JUDGE KLOVEKORN: It will be received for what it is  
12 worth.

13 THE WITNESS: When the Commission allocates costs to  
14 the department, the ratepayer has to pay again because he is  
15 a taxpayer. That is found money to a private non-carrier  
16 utility company.

17 MR. CHILLEMI: I would like to object again, because it  
18 is guesswork.

19 JUDGE KLOVEKORN: Again, your objection is overruled.  
20 Will you proceed now?

21 MR. ZAHN: Your Honor, please, I would move for the  
22 admission of PennDOT's Exhibit A through D and ask that C  
23 be reserved for the late-filed exhibit.

24 JUDGE KLOVEKORN: Without objection?

25 MR. CHILLEMI: I would also like to have a copy of the

1 traffic count. I didn't get that.

2 MR. ZAHN: We will be glad to get that for you.

3 MR. CHILLEMI: Does everyone have a copy of Philadelphia  
4 Electric Company testimony?

5 (Whereupon, a discussion was had off the record.)

6

7 EDWARD J. SILVER, having been duly sworn,  
8 was examined and testified as follows:

9

10 DIRECT EXAMINATION

11

12 BY MR. CHILLEMI:

13 Q Please state your name and address.

14 A Edward J. Silver, 2301 Market Street, Philadelphia.

15 Q By whom are you employed?

16 A Philadelphia Electric Company.

17 Q And in what capacity?

18 A Senior engineer, gas distribution and utilization  
19 department.

20 Q Are you authorized to testify on behalf of Philadelphia  
21 Electric Company in this proceeding?

22 A I am.

23 Q I show you three typewritten sheets which contain ques-  
24 tions and answers thereto, and ask you if you have prepared  
25 the answers to the questions contained in this typewritten

1 sheet.

2 A I have.

3 Q And if you were to testify at length in this proceeding,  
4 would the answers to those questions be the same as contained  
5 in the typewritten sheets?

6 A Yes.

7 MR. CHILLEMI: Under the circumstances, Your Honor, I  
8 would like to move that this testimony be moved into the  
9 record as if orally testified to, together with P.E. Exhibits  
10 1, 1A, 1B and 1C, which has been attached to said testimony.

11 JUDGE KLOVEKORN: If no objection, Mr. Silver's testimony  
12 will be known as PECO's Statement Number 1 and the accompanying  
13 exhibits will be so identified and received into evidence.

14 MR. ZAHN: May we have a minute to review this?

15 JUDGE KLOVEKORN: Take a brief recess.

16 MR. ZAHN: It wasn't provided in the usual seven days.

17 (Whereupon, a short recess was taken.)

18 (Whereupon, P.E. Statement Number 1, being direct  
19 testimony of Edward J. Silver, was produced and marked for  
20 identification.)

21 (P.E. Exhibit 1, being plan of gas mains, was produced  
22 and marked for identification.)

23 (Whereupon, P.E. Exhibit 1A, being "Preliminary  
24 estimate for utility relocation," dated 7/20/84 was produced  
25 and marked for identification.)

1 (Whereupon, P.E. Exhibit 1B, being "Preliminary estimate  
2 for utility relocation" dated 7/20/84 was produced and marked  
3 for identification.)

4 (Whereupon, P.E. Exhibit 1C, being "Preliminary estimate  
5 for utility relocation," dated 7/20/84 was produced and marked  
6 for identification.)

7 JUDGE KLOVEKORN: Okay, let's go back on the record.

8 We will proceed, Mr. Zahn.

9 - - - - -

10 CROSS EXAMINATION

11 - - - - -

12 BY MR. ZAHN:

13 Q Mr. Silver, you state that all your facilities are in  
14 public right of way, is that correct?

15 A Yes.

16 Q Are they there by permit?

17 A I am not sure of what is on the bridge near the rail-  
18 roads. It could be with railroad agreement. Otherwise, they  
19 are there by permit.

20 Q And when were those facilities placed?

21 A You are talking --

22 Q In the public right of way.

23 A You are talking about facilities on the bridge?

24 Q Everywhere that you have to relocate.

25 A The mains on the bridge that is the reason that we are

1 relocating, were installed in 1931 and '32.

2 Q And what is the average life of those facilities?

3 A The facility installed in '31, according to the  
4 depreciation tables we are using in our company, I assume they  
5 all went through, I don't know how they are developed or what,  
6 but I think it's all the accounting system, federal and local,  
7 so I can only quote what is on the table, in '31 the life  
8 expectancy is 22 more years.

9 Q And the other?

10 A 1932, 22 more years.

11 Q And what about your electrical facilities?

12 A There are only two poles involved, as stated there, and  
13 they are in public.

14 Q And they carry 13,000 volt aerial, right?

15 A Yes.

16 Q And what are the projected life of those facilities?

17 A I don't know the date installed, so I don't know the  
18 answer to that.

19 Q Now, when you relocate these facilities what will be the  
20 life of the new facilities?

21 A According to this table, 55 years. This is on the  
22 gas main.

23 Q What about the electrical facilities?

24 A I don't know, because in two poles, I don't know the  
25 date that they were installed.

1 Wait a minute, I might be able to give you the answer  
2 if it is new. Let's see if I have the tables here.

3 35 years on the electrical facilities once it is  
4 installed, and the conductors and devices.

5 Q And the projected life of the new facilities?

6 A 35 years. I am saying the new.

7 Q So that the old facilities --

8 A Excuse me. I could be mistaken. I am not that familiar  
9 on this, because I see another that says conductors and  
10 devices, it says 50 years.

11 Q Somewhere around those two years that you mentioned.

12 The new facilities, therefore, will extend the life of  
13 your -- the new facilities will give you additional life for  
14 the new facilities as against the old, right? The old were  
15 there 44 years and now they are going to be there for  
16 another -- good for another 40-some years?

17 A Well, if you look at this table what you are asking me  
18 questions on, if you had a steel main that was 83 years old  
19 there is still 15 years life expectancy in it.

20 Q Well, there is no doubt that you are going to get an  
21 additional life expectancy with your new facilities against  
22 your old?

23 A I am sorry, you are getting into an accounting area.  
24 All I can quote is from this accounting area and the way the  
25 books are set up, it doesn't seem to be, as an engineer, I

1 would assume the new facilities would last longer than the old  
2 facilities, but for accounting purposes it doesn't seem to  
3 work that way.

4 Q Now, did you give any credit for salvage value of the  
5 facilities?

6 A There is no salvage in the gas area.

7 Q No salvage?

8 A No. There could be some on the two poles that we have  
9 replaced, but I did not make a detailed estimate on the two  
10 poles. That's why I have no breakdown. I just said this is  
11 an estimate, because final design has not been completed for  
12 the utilities on this project.

13 MR. ZAHN: I have no further questions. Thank you, Mr.  
14 Silver.

15 JUDGE KLOVEKORN: Thank you.

16 Mr. Mazor?

17 MR. MAZOR: No questions, Your Honor.

18 JUDGE KLOVEKORN: Mr. Sacks?

19 MR. SACKS: No questions.

20 JUDGE KLOVEKORN: Mr. Jerrett?

21 MR. JERRETT: No questions.

22 JUDGE KLOVEKORN: Mr. Huss?

23 MR. HUSS: No questions.

24 JUDGE KLOVEKORN: Mr. Kane?

25 MR. KANE: No questions.

1 JUDGE KLOVEKORN: Mr. Lefkoe?

2 MR. LEFKOE: No questions.

3 JUDGE KLOVEKORN: Mr. Hallman?

4 MR. HALLMAN: No questions.

5 JUDGE KLOVEKORN: Mr. Gallagher?

6 MR. GALLAGHER: No questions, Your Honor.

7 JUDGE KLOVEKORN: Any redirect?

8 MR. CHILLEMI: I think we ought to clarify one thing,  
9 that this is -- is this an accounting device that you are  
10 reading from, Mr. Silver?

11 THE WITNESS: Yes.

12 MR. CHILLEMI: At the end of say 55 years, does that  
13 mean that that facility will then be discarded by Philadelphia  
14 Electric Company?

15 THE WITNESS: Not if it is in good condition and we  
16 have maintained it, no.

17 MR. CHILLEMI: Thank you.

18 JUDGE KLOVEKORN: Anything further?

19 (No audible response.)

20 JUDGE KLOVEKORN: The witness is excused. Thank you  
21 very much, Mr. Silver.

22 If no party has any objection, we will go out of order  
23 briefly and present Plymouth Township, Mr. Lefkoe.

24 MR. LEFKOE: Thank you, sir.

25 My witness will be Mr. Oyler.

1  
2 CHARLES F. OYLER, having been duly sworn,  
3 was examined and testified as follows:

4  
5 DIRECT EXAMINATION  
6

7 BY MR. LEFKOE:

8 Q Will you give your full name, please?

9 A Charles F. Oyler.

10 Q And by whom are you employed, sir?

11 A By Plymouth Township.

12 Q In what capacity?

13 A Township engineer and public works director.

14 Q And how long have you been so employed by Plymouth  
15 Township?

16 A For a period of 10 years.

17 Q Mr. Oyler, are you prepared to and are you authorized  
18 to testify on behalf of Plymouth Township in this matter?

19 A Yes, I am.

20 Q With respect to question number 33, does Plymouth  
21 Township have any objection to the proposed improvement  
22 project?

23 A No, we do not.

24 Q Do you have any constructive criticisms to offer?

25 A Yes. For the record I would like to bring out a

PENGAD CO., BAYONNE, N.J. 07002 - FORM 740

1 condition that exists on New Elm Street, LR46107.

2 Q Is this part of the roadway area designated as a detour  
3 route?

4 A Yes, it is.

5 Q And what is the problem in that area?

6 A The surface condition of the highway as well as the  
7 drainage along this section of New Elm Street is in poor  
8 condition. This fact has been brought to both the department  
9 and the Honorable Joseph M. Bladdic in a letter that I wrote  
10 to him requesting that the highway surface and the drainage  
11 problem be corrected prior to the establishment of this route  
12 as a detour route, which I think the department expects to  
13 increase the traffic volume 3,000 vehicles a day over the  
14 present traffic volume.

15 My letter was responded to by District Engineer Mr.  
16 Rowland, stating briefly that these requested improvements  
17 will be made before the opening of the access ramp. And I  
18 think, at this point, I am just trying to reaffirm that the  
19 township is concerned that these improvements be done prior  
20 to the opening of the detour.

21 Q Has there been any indication given to you, at this  
22 point in time, that this work is to be done?

23 A From what I have seen of the exhibits submitted by the  
24 department today there is no record that this work will be  
25 done, and to my knowledge I have no information as to if and

1 when this work is to be done.

2 Q With respect to question number 34, are there any  
3 facilities belonging to the township that will be affected by  
4 the construction of the proposed improvement?

5 A Yes. We have two sanitary sewer manholes that will have  
6 to be raised, raised as a result of construction.

7 Q Where are those holes?

8 A At Colwell Lane at Sixth Avenue.

9 Q And is the township prepared to undertake this work?

10 A Yes, we are, and at our cost.

11 Q With respect to question number 35, is the township  
12 prepared to bear the cost of doing this work?

13 A As so stated, yes, we will.

14 Q In response to question number 36, does Plymouth  
15 Township agree to bear any portion of the costs of the improve-  
16 ments other than the raising of these two manhole covers?

17 A No, we do not.

18 Q In response to question number 38, does Plymouth  
19 Township agree to maintain any portion of the improvements  
20 after the project has been completed?

21 A No, we do not.

22 MR. LEFKOE: That's all I have.

23 JUDGE KLOVEKORN: Any party have any questions of Mr.  
24 Oyler?

25 MR. ZAHN: We have no questions.

1 JUDGE KLOVEKORN: If there are no questions, Mr. Oylar,  
2 you are excused. Thank you very much, sir.

3 MR. LEFKOE: Thank you, sir.

4 JUDGE KLOVEKORN: Thank you, Mr. Lefkoe.

5 Mr. Jerrett, would you like to call your witness?

6 MR. JERRETT: We would like to call Mr. John Heibeck.

7 - - - - -

8 JOHN G. HEIBECK, having been duly sworn,  
9 was examined and testified as follows:

10 - - - - -

11 DIRECT EXAMINATION

12 - - - - -

13 BY MR. JERRETT:

14 Q Please state your full name, employer and business  
15 address for the record.

16 A John G. Heibeck, my employer is Philadelphia Suburban  
17 Water Company at 762 Lancaster Avenue, Bryn Mawr, Pennsylvania.

18 Q In what capacity are you employed by Philadelphia  
19 Suburban Water Company?

20 A Highway liaison.

21 Q Mr. Heibeck, have you prepared written direct testimony  
22 for this hearing in response to questions 16 through 19?

23 A Yes, I have.

24 Q Do you have before you a document of some seven pages  
25 which contains your testimony in this proceeding?

1 A Yes, I do.

2 Q Mr. Heibeck, do you have any additions or changes or  
3 corrections to make to your prepared testimony?

4 A No, I don't.

5 Q If I were to ask you the same questions that are set  
6 forth in your prepared testimony would your answers be sub-  
7 stantially the same as those contained therein?

8 A Yes, they would.

9 Q And would they be true and correct to your best  
10 knowledge, information and belief?

11 A Yes.

12 MR. JERRETT: I would ask that this be marked as  
13 Philadelphia Suburban Water Company Statement Number 1. I  
14 have distributed copies to all parties and I have also pro-  
15 vided copies to the court reporter and Your Honor.

16 JUDGE KLOVEKORN: Thank you.

17 (Whereupon, Philadelphia Suburban Water Company Statement  
18 Number 1, being direct testimony of John G. Heibeck, was  
19 produced and marked for identification.)

20 BY MR. JERRETT:

21 Q Mr. Heibeck, would you briefly summarize the contents  
22 of your testimony?

23 A Yes. We would like to install a 16-inch main, steel  
24 main on the reconstructed bridge and a 16-inch ductile iron  
25 main in the approaches and the access road and in a private

1 right of way connecting to our existing facilities at the  
2 intersection of Fayette and Elm Street in Conshohocken and in  
3 a private right of way at the intersection of Balligomingo  
4 Road and Front Street in Conshohocken.

5 We have already agreed or have made a tentative agree-  
6 ment with the Department of Transportation at a utility meeting  
7 to install a main in the cul-de-sac of the proposed access  
8 road to alleviate a situation of existing private service  
9 that would end up in the proposed access road, which is  
10 against the Department of Transportation's policy.

11 We also have various other relocations that are in  
12 conflict with the proposed adjustment of streets in Harry,  
13 Marble and Oak Street.

14 Q Mr. Heibeck, could you please give the cost of these  
15 proposed relocations you have described and whether or not  
16 the water company is willing to pay for those costs?

17 A The main extension, 16-inch main extension would total  
18 \$441,322.30, of which we would pay the total cost. The 16-  
19 inch main extension of access road one is \$8,750. All of the  
20 other relocation costs that are due to the reconstruction of  
21 the road would be \$38,464.71. The \$38,464.71 cost, we do not  
22 feel that we should pay.

23 Q Just to clarify, the \$8,750 cost for the 6-inch main  
24 in the West Conshohocken cul-de-sac, what is the company's  
25 position with regards to those costs?

1 A At a utility meeting we made the state aware of the  
2 services, the existing services to industry in the area of the  
3 cul-de-sac and that as a result of the access road construction  
4 those services would be in the cartway of that highway, and  
5 were they to be maintained for any reason, if it were to be  
6 a borough road, they would be obligated to have to deal with  
7 various property owners, which is contrary to the department's  
8 policy.

9 They prefer to have any utilities within the cartway  
10 under the direction of any given utility company.

11 We, therefore, propose to alleviate that situation with  
12 a main extension being installed for some 180 feet or some-  
13 thing of that nature in the access road cul-de-sac, the  
14 services reconnected to the main and the service lines run  
15 to the curb stops behind the curb which would then place all  
16 of the water facilities within the cartway at the responsi-  
17 bility of the Philadelphia Suburban Water Company.

18 PennDOT, at that time, initially had agreed that that  
19 was a solution that they would be willing to pay for.

20 Q Mr. Heibeck, have you also prepared seven exhibits to  
21 accompany your testimony which you have identified as W-1  
22 through W-7?

23 A Yes, sir.

24 Q Were these exhibits prepared by you or under your  
25 direction?

1 A Yes, they were.

2 Q And is the information contained in these exhibits true  
3 and correct to the best of your knowledge, information and  
4 belief?

5 A Yes.

6 MR. JERRETT: Your Honor, copies of the water company's  
7 exhibits have been provided to parties and the court reporter.

8 JUDGE KLOVEKORN: Without objection, they will be so  
9 identified.

10 (Whereupon, Philadelphia Suburban Water Company Exhibits  
11 W-1 through W-7, being various plans and profiles, was pro-  
12 duced and marked for identification.)

13 BY MR. JERRETT:

14 Q Would you please briefly describe the contents of these  
15 exhibits?

16 A Exhibit W-1 is a partial plate showing our existing  
17 facilities in the various roads of the area of the construction.  
18 You will note that Marble Road is incorrectly marked on our  
19 plate as Maple Street.

20 We would ask that everyone make that change.

21 W-2 is an exhibit of six sheets showing the proposed  
22 6-inch main installation in private right of way and on the  
23 reconstructed bridge and in Fayette Street.

24 Exhibit W-3 is a proposed 6-inch main relocation and  
25 fire hydrant relocation as the result of a cut in Harry Street.

1 Exhibit 4 is a proposed 6-inch main relocation paralleling  
2 the railroad as it crosses under Fayette Street to eliminate  
3 a conflict of the proposed tier number 12, and that relocation  
4 would be placed in the area of the existing abutment that is  
5 to be taken down.

6 Exhibit 5 is a proposed 6-inch main relocation on Oak  
7 Street as a result of the arch and fill that is to take place  
8 in the new P.E. Company property.

9 Exhibit 6 is the plan showing the relocation of a fire  
10 hydrant in Marble Street as a result of the abandoning of  
11 Marble Street as it connects to Fayette Street and the  
12 installation of a cul-de-sac.

13 Exhibit Number 7 shows the relocation of a fire hydrant  
14 in access road number one due to the access road construction  
15 which replaces the existing hydrant.

16 MR. JERRETT: Your Honor, at this time I ask that Mr.  
17 Heibeck's testimony be entered into the record as if orally  
18 presented at this hearing.

19 I also ask that the seven exhibits accompanying Mr.  
20 Heibeck's testimony and marked for identification as  
21 Philadelphia Suburban Water Company's Exhibits W-1 through  
22 W-7 simply be entered into the record.

23 JUDGE KLOVEKORN: Without objection, they will be  
24 received into evidence.

25 MR. JERRETT: Mr. Heibeck is available for cross

1 examination.

2 JUDGE KLOVEKORN: Mr. Zahn?

3 - - - - -

4 CROSS EXAMINATION

5 - - - - -

6 BY MR. ZAHN:

7 Q Mr. Heibeck, in any of your calculations of costs have  
8 you given consideration to salvage value for any of the  
9 facilities?

10 A We have given consideration, and there will be none.

11 Q No salvage value?

12 A No, sir.

13 Q And on those facilities that have to be relocated in  
14 public right of way, other than those that the department has  
15 agreed to, when were those facilities installed?

16 A The latest installation was 1981, which is the main  
17 relocation underneath the Fayette Street bridge in the road  
18 parallel to the railroad. The extended main that will have to  
19 be relocated had been relocated in 1981 as a result of the  
20 30-inch storm turret that was installed in Elm Street. The  
21 other mains were installed in the years 1957, 1933, 1930 and  
22 1927.

23 Q And what are the expected life of these facilities?

24 A 80 to 90 years.

25 Q And the new facilities that you are going to place in,

1 what is the expected life of those?

2 A I am not positive what our accounting department called  
3 for. I would assume for it to be similar.

4 Q And the facilities that are in public right of way,  
5 they are there by permit, are they not?

6 MR. GALLAGHER: Your Honor, I know this is not my witness,  
7 but I would have to object to Mr. Zahn's question. It has  
8 been decided by the Department of Highways case in 1958 and  
9 also the recent case decided by the Pennsylvania Supreme Court  
10 that permits are irrelevant in areas involving the Pennsylvania  
11 Public Utility Commission's jurisdiction. No public utility  
12 need a permit from the department to place a facility at a  
13 rail-highway crossing. Only the Commission can permit the  
14 alteration of a crossing in that respect.

15 So, the permit question as raised by Mr. Zahn is ir-  
16 relevant in this proceeding.

17 MR. ZAHN: Well, now, Your Honor, that is true for the  
18 area of the PUC jurisdiction and at the time the facilities  
19 were placed. We don't know whether or not what the extent of  
20 the jurisdiction of the Commission was at the time the  
21 facilities were placed. Secondly, while it may be something  
22 that the Commission may disregard, on the other hand they  
23 may take it into consideration that those facilities, if they  
24 are not there trespassing, they were put there by agreement  
25 with either the Pennsylvania Department of Transportation or

1 the local municipality. That's all I want to bring out.

2 JUDGE KLOVEKORN: I will overrule the objections.

3 THE WITNESS: Would you ask that question again, please?

4 BY MR. ZAHN:

5 Q Your facilities were placed in public right of way by  
6 permit, were they not?

7 A Most of them, I believe, were, although I am not sure  
8 of the main that is parallel with the railroad.

9 MR. ZAHN: Thank you, sir.

10 JUDGE KLOVEKORN: Mr. Mazor?

11 BY MR. MAZOR:

12 Q When you say paralleling the railroad, is it the old  
13 Reading commuter line or the West Conshohocken one?

14 A It's just parallel with Washington Street.

15 MR. MAZOR: Thank you.

16 JUDGE KLOVEKORN: Mr. Sacks?

17 MR. SACKS: No questions.

18 JUDGE KLOVEKORN: Mr. Chillemi?

19 MR. CHILLEMI: No questions, Your Honor.

20 JUDGE KLOVEKORN: Mr. Huss?

21 MR. HUSS: No questions.

22 JUDGE KLOVEKORN: Mr. Kane?

23 MR. KANE: No questions.

24 JUDGE KLOVEKORN: Mr. Hallman?

25 MR. HALLMAN: No questions.

1 JUDGE KLOVEKORN: Mr. Gallagher?

2 MR. GALLAGHER: No questions.

3 JUDGE KLOVEKORN: Any redirect of Mr. Heibeck?

4 MR. JERRETT: Mr. Heibeck, with respect to the 16-inch  
5 main that the water company proposes to install over the bridge  
6 and the access road, is the company requesting permission that  
7 authorizes that?

8 THE WITNESS: Yes, we are.

9 JUDGE KLOVEKORN: With no further questions of Mr.  
10 Heibeck, the witness is excused.

11 Mr. Sacks?

12 MR. SACKS: Have all parties received a copy of Mr.  
13 Thomas' testimony?

14 (Whereupon, a discussion was had off the record.)

15 - - - - -  
16 JOHN N. THOMAS, having been duly sworn,  
17 was examined and testified as follows:

18 - - - - -  
19 BY MR. SACKS:

20 Q Would you please state your name for the record?

21 A John N. Thomas.

22 Q Do you have in front of you a four-page document bearing  
23 the title "Testimony of John N. Thomas on behalf of the Bell  
24 Telephone Company of Pennsylvania --"?

25 A Yes, I do.

1 Q Was that testimony prepared under your direction and  
2 supervision?

3 A Yes, sir, it was.

4 Q Do you have any corrections to make to that testimony?

5 A On page 3, item 14A relating to the Bell Telephone  
6 Exhibit No. 1, Bell plans to extend its underground facilities  
7 at the color green, and that should be blue, the blue lines.  
8 And the area designated one and two, I think you will find  
9 you don't have that on that Exhibit 1.

10 Q Could you explain orally where one and two ought to be  
11 located?

12 A Item 1 is on Canal Street and Washington Street between  
13 Harry and the bridge.

14 Q And where is item 2?

15 A Item 2 would be in West Conshohocken at the cul-de-sac  
16 of the access road underneath the bridge.

17 Q Is it the blue line that extends down perpendicular to  
18 the bridge and just ends at a point --

19 A That is part of it. The other part runs from the shore  
20 line of the river up to the intersection just east of Front  
21 Street and Ford Street.

22 Q Thank you. Other than those additions to your testimony,  
23 if the questions asked in the prepared testimony were asked  
24 today, would your testimony be the same?

25 A Yes, sir, it would.

1 MR. SACKS: I move that Mr. Thomas' testimony be admitted  
2 into the record as Bell Statement Number 1 as well as Bell  
3 Telephone Exhibit Number 1, subject to cross examination.

4 JUDGE KLOVEKORN: Without objection, the documents will  
5 be so identified and will be received into evidence.

6 (Whereupon, Bell Telephone Company Statement Number 1,  
7 being direct testimony of John N. Thomas, was produced and  
8 marked for identification.)

9 (Whereupon, Bell Telephone Company Exhibit 1, being  
10 hand-drawn map, was produced and marked for identification.)

11 JUDGE KLOVEKORN: Mr. Mazor?

12 MR. MAZOR: No questions.

13 JUDGE KLOVEKORN: Mr. Jerrett?

14 MR. JERRETT: No questions.

15 JUDGE KLOVEKORN: Mr. Chillemi?

16 MR. CHILLEMI: No questions.

17 JUDGE KLOVEKORN: Mr. Huss?

18 MR. HUSS: No questions.

19 JUDGE KLOVEKORN: Mr. Kane?

20 MR. KANE: No questions.

21 JUDGE KLOVEKORN: Mr. Hallman?

22 MR. HALLMAN: No questions.

23 JUDGE KLOVEKORN: Mr. Zahn?

24 MR. ZAHN: Thank you.

25

## CROSS EXAMINATION

- - - - -

1  
2  
3 BY MR. ZAHN:

4 Q Mr. Thomas, are all of your facilities in public right  
5 of way?

6 A Almost without exception, yes, sir.

7 Q What portion are not?

8 A There is a very small portion not shown on here which  
9 is up --

10 Q Is that within the Commission's jurisdiction?

11 A It may possibly be, yes, sir. It's up on the  
12 construction, temporary entrance ramp to I-476, which is up  
13 off of Elm Street where it comes through the steel mill  
14 property up there.

15 Q Those facilities that have to be relocated, how long  
16 have they been placed there?

17 A I can give you the date of the earliest cable that was  
18 placed there across the bridge, and that was in 1953. There  
19 are five cables crossing the bridge, the earlier being placed  
20 in '53, the most current one in 1980.

21 Q And what are the life expectancy of those facilities?

22 A I do not have that information, sir. I don't really  
23 know that.

24 Q Do you have any idea of what they are?

25 A Normally, an educated guess would be somewhere in the

1 neighborhood of 60 years.

2 Q And the new facilities that you are required to --  
3 are you placing new facilities to replace the ones that have  
4 to be relocated?

5 A Yes, sir.

6 Q Or are you just moving them?

7 A No. We have to place new facilities because the bridge  
8 is going to be torn down completely and we must make pro-  
9 vision for temporary service across the river during that  
10 period of construction.

11 Q And those facilities can't be temporarily removed and  
12 replaced on a different structure?

13 A No, sir. That is a primary trunk route between  
14 Conshohocken and our Bryn Mawr office, for one thing, and it  
15 also serves all our customers in West Conshohocken and beyond.

16 Q What I am trying to get at is whether or not it would  
17 be less expensive to relocate those facilities temporarily  
18 without putting in new facilities?

19 A No, sir. Let me put it this way. It is less expensive  
20 to temporarily relocate them, which we are doing than to  
21 build new plant at some other place.

22 Q You are temporarily relocating them then?

23 A Yes, sir.

24 Q What would be the life expectancy of the new facilities  
25 that you are installing, the same as the old, 60 years,

1 approximately?

2 A Yes, sir.

3 Q And the original facilities, some of them were in 21,  
4 did you say?

5 A 1953 was the date of the earliest cable placed on that  
6 bridge that is still in service.

7 Q Have you given any consideration to salvage value to any  
8 of these facilities?

9 A There is only junk salvage value to the cable them-  
10 selves. We do not reuse cables that have been removed, as  
11 a rule.

12 Q Could they be reused?

13 A It is not our policy to reuse cables that have been used  
14 once. You tear them up pretty badly in both replacing them  
15 and removing them.

16 Q Are any of these costs that you are requesting to be  
17 reimbursed beyond the jurisdiction that has been set by the  
18 Commission?

19 A If the jurisdiction has been established on PennDOT's  
20 Exhibit A, sheet number one, yes, sir, they will go beyond.

21 Q And what are the costs of those facilities that are  
22 beyond the jurisdiction shown on Exhibit A of PennDOT?

23 A They have not yet been able to break those out. We  
24 have only gotten the figures for total cost.

25 Q Would your company be able to supply the Commission and

1 the department those costs?

2 A Yes, sir.

3 Q Would you do so?

4 A Yes, sir.

5 MR. ZAHN: Thank you, sir.

6 JUDGE KLOVEKORN: Mr. Gallagher?

7 BY MR. GALLAGHER:

8 Q Sir, when you were talking about installing new  
9 facilities, will you replace the facilities in kind?

10 In other words, you talked about 3400 pairs of copper  
11 conductors. Will those facilities be replaced in kind or will  
12 there be a new form of line?

13 A They will be replaced in kind, at least in this regard.  
14 Presently we have five cables working in the bridge. They  
15 must come out. We are taking a common point of intersection  
16 for all of them and we are going to splice two new 2100 cables  
17 and following this temporary route that you see across the  
18 river.

19 Now, when the bridge has been completed we will put new  
20 conduit in the bridge and come back to this point and then  
21 take the two new 2100's and splice them in and remove the  
22 temporary facilities. So in fact we will be ending up with  
23 a permanent facility that will be similar to the temporary  
24 facility.

25 MR. GALLAGHER: Thank you. I have no further questions.

1 JUDGE KLOVEKORN: Any redirect?

2 MR. SACKS: Can you give us an idea of when the other  
3 cables in the bridge were placed?

4 THE WITNESS: Yes, sir. The dates that we have are  
5 1953, 1958, 1962, 1968 and 1980.

6 MR. SACKS: Thank you.

7 And although Mr. Zahn asked for an estimate of costs  
8 outside the area of the Commission's jurisdiction, Bell  
9 requests the opportunity to file a late-file exhibit that  
10 would break down the costs that we are seeking to have  
11 allocated in this proceeding and it would also include the  
12 costs outside the jurisdiction.

13 JUDGE KLOVEKORN: Without objection, all right.

14 Thank you, Mr. Thomas.

15 Mr. Mazor?

16

17 RODGER W. HEEBNER, having been duly sworn,  
18 was examined and testified as follows:

19

20 DIRECT EXAMINATION

21

22 BY MR. MAZOR:

23

24 Q State your full name and business address for the  
25 record.

26

27 A Rodger W. Heebner. I am senior civil engineer with

1 Consolidated Rail Corporation. My address is Room 1200,  
2 15 North 32nd Street, Philadelphia, 19104.

3 Q Are you authorized to testify on behalf of Conrail in  
4 this proceeding?

5 A Yes, I am.

6 Q Before we direct your attention to the questions and  
7 procedures, just for the record, since this proceeding has  
8 been pending since 1972, at the time the proceedings started  
9 am I correct in stating that there were three separate lines  
10 of railroad involved, one in West Conshohocken and one in the  
11 middle and one on the west side of the river?

12 A Right.

13 Q And the one in the West Conshohocken was a Reading  
14 Company facility?

15 A That's correct.

16 Q And in addition there was a Penn Central facility, is  
17 that correct?

18 A That's correct.

19 Q What branch was that?

20 A It had numerous names during the time, the latest  
21 being the Phoenixville secondary.

22 Q And that one is now Conrail?

23 A That's correct.

24 Q And is used by Conrail as a freight only line?

25 A Yes.

1 Q And the former commuter line of the Reading, the  
2 Norristown branch, to the best of your knowledge, is now owned  
3 by SEPTA?

4 A Yes, sir.

5 Q What about the old Phoenixville branch, what happened to  
6 that?

7 A That has been the subject of a separate matter to the  
8 Commission. We have sold the right of way to the Philadelphia  
9 Electric Company and have abandoned the crossings on that  
10 branch.

11 Q Have the Commission issued an order abolishing the  
12 crossing in this proceeding?

13 A Yes, they have.

14 Q Now, does Conrail have any objection to the proposed  
15 improvement project or any constructive criticism to offer?

16 A No. We have reviewed the plans as they pertain to  
17 involvement with Conrail on the West Conshohocken side of the  
18 bridge and we have no objection to the plans in that regard.

19 Q Does Conrail have any work required to its facilities  
20 to permit the construction of the subject improvement on its  
21 branch?

22 A It is not anticipated that we will have any work affect-  
23 ing our communications-signal lines or our track work. Our  
24 only work will be involving construction engineering and in-  
25 spection and flagging.

1 Q What portion of the costs of the improvement, other than  
2 your own facilities which you have just stated there are no  
3 costs involved, will Conrail agree to bear?

4 A We agree to bear no costs. These costs mentioned pre-  
5 viously should be included in the project costs.

6 Q So it will be necessary, as you stated, to maintain rail-  
7 road flagmen, watchmen and inspectors?

8 A Absolutely.

9 Q And is it possible to estimate the cost of that work?

10 A It is difficult without knowing the amount of involve-  
11 ment. We can give a daily rate, but other than that we cannot  
12 determine the total costs.

13 Q And you understand from Mr. Davis' testimony that that  
14 force account work will be reimbursed as part of the project  
15 itself, is that correct?

16 A Yes.

17 Q Will Conrail agree to assume responsibility for main-  
18 tenance of its own facilities after the crossing is completed?

19 A We will agree to maintain them.

20 Q What portion of the improvement, other than those  
21 facilities, will Conrail agree to maintain?

22 A None.

23 MR. MAZOR: The witness is available for cross  
24 examination.

25 JUDGE KLOVEKORN: Mr. Zahn?

1  
2 CROSS EXAMINATION  
3  
4

BY MR. ZAHN:

5 Q Mr. Heebner, you presently are operating freight trains  
6 on the line beneath the existing structure?

7 A Yes, on the West Conshohocken side, yes.

8 Q And how many movements are there?

9 A Approximately six to seven daily in each direction.

10 Q Are there any yard movements or anything in that area?

11 A There may be some switching moves, but the majority of  
12 the traffic is through traffic.

13 Q You mentioned something of the cost of flagmen and  
14 inspectors. Could you give us an idea of what the daily rate  
15 is?

16 A Approximately \$250 per day.

17 Q What is that, per man?

18 A Per man.

19 Q Per man or crew?

20 A Per man. That figure includes additives and overhead  
21 costs.

22 Q Lunches and travel time?

23 A (No audible response.)

24 Q Did you say in answer to a question that the department  
25 agreed to pay your force account work?

1 A Yes.

2 Q Did they actually agree to do that?

3 A By written agreement, no. It was verbal conversation.

4 MR. MAZOR: Mr. Davis' testimony said it this morning.  
5 He said railroad force account work of SEPTA and Conrail would  
6 be reimbursed. He said it.

7 MR. ZAHN: Well, in any event I think that Mr. Davis  
8 said that the railroad, would they volunteer to agree to bear  
9 those costs.

10 MR. MAZOR: The cost of relocation of their facilities  
11 which Conrail has none of. He made distinction between flag-  
12 men and asked if they volunteered to pay relocation of their  
13 own facilities.

14 MR. ZAHN: In any event, you don't agree to pay for  
15 them?

16 THE WITNESS: That's correct, we don't.

17 MR. ZAHN: Thank you, Mr. Heebner.

18 JUDGE KLOVEKORN: Mr. Sacks?

19 MR. SACKS: No questions.

20 JUDGE KLOVEKORN: Mr. Jerrett?

21 MR. JERRETT: No questions.

22 JUDGE KLOVEKORN: Mr. Chillemi?

23 MR. CHILLEMI: I am sorry, no questions.

24 JUDGE KLOVEKORN: Mr. Huss?

25 MR. HUSS: No questions.

1 JUDGE KLOVEKORN: Mr. Kane?

2 MR. KANE: No questions.

3 JUDGE KLOVEKORN: Mr. Hallman?

4 MR. HALLMAN: No questions.

5 JUDGE KLOVEKORN: Mr. Gallagher?

6 MR. GALLAGHER: No questions.

7 JUDGE KLOVEKORN: Nothing further, Mr. Heebner, you are  
8 excused.

9 MR. MAZOR: Thank you, sir. We rest.

10 JUDGE KLOVEKORN: Mr. Chillemi?

11 MR. CHILLEMI: Your Honor, I would like permission to  
12 put my witness back on the stand. We have discovered a  
13 discrepancy that we would like to correct.

14 MR. ZAHN: No objection.

15 -----  
16 EDWARD J. SILVER, having been previously duly sworn,  
17 was examined and testified as follows:

18 -----  
19 MR. CHILLEMI: Let the record show that I am recalling  
20 Mr. Silver back to the stand concerning the testimony that  
21 was previously given.

22 -----  
23 FURTHER DIRECT EXAMINATION

24 -----

25 BY MR. CHILLEMI:

1 Q Mr. Silver, I asked you to review question 6A and sub-  
2 section 1 and the answer thereto and ask you if you would now  
3 like to clarify the answer that you previously submitted in  
4 this proceeding?

5 A I made a mistake by assuming that access road number one  
6 was the legal road. According to PennDOT Exhibit A, sheet 15  
7 of 45, these plans show that required right of way line for a  
8 borough street. This must be a private existing road or lane,  
9 and it is going to be acquired for the borough. Therefore,  
10 what I stated that we had to install the main across Bullock  
11 bridge and backfeed in the access road number one would be  
12 reimbursed as being on private property, which we will make an  
13 agreement with PennDOT for reimbursement on that and not ask  
14 the Commission to put it in their order.

15 MR. ZAHN: No questions.

16 JUDGE KLOVEKORN: Nothing further? Any questions of  
17 Mr. Silver?

18 (No audible response.)

19 JUDGE KLOVEKORN: The witness is excused. Thank you  
20 very much, sir.

21  
22 HARRY LUPIA, having been duly sworn,  
23 was examined and testified as follows:

24  
25 DIRECT EXAMINATION

1

2 BY MR. HUSS:

3 Q Will you state your full name and address for the  
4 record.

5 A Yes. My name is Harry Lupia, senior civil engineer,  
6 SEPTA. My address is 200 West Wyoming Avenue, Philadelphia.

7 Q And you are familiar with this project?

8 A Yes, I am.

9 Q Referring to the questions and procedures for the  
10 Commission, question 24, would you state whether SEPTA objects  
11 to the proposed improvement project and whether it has any  
12 constructive criticisms?

13 A SEPTA does not object to the proposed improvement  
14 project. However, we would like to comment on the plans.

15 SEPTA presently operates commuter service under this  
16 bridge seven days a week, the Norristown high speed commuter  
17 service. We presently operate 21 round trips daily, 16 round  
18 trips on Saturday between the hours of 6:00 a.m. to midnight.  
19 The Sunday schedule is seven round trips from 8:00 a.m. to  
20 7:00 p.m. All trips stop at Conshohocken station, which is  
21 directly adjacent to the bridge and has an active parking lot  
22 and platform.

23 The station, additionally, is also leased to third-  
24 party tenants. Therefore, we request that construction and  
25 demolition of our right of way be restricted to non-operating

1 hours and that construction and demolition not interfere with  
2 station operations and our tenant operations.

3 Another criticism we have is we are concerned with site  
4 drainage of the area near our track and station. For years  
5 flooding during heavy rains have caused us to shut down the  
6 branch until it has subsided.

7 However, our concern is that the permanent access road  
8 may restrict storm water runoff further. We are requesting  
9 that topo plans of the area be developed to assure that the  
10 access road not restrict the storm water runoff.

11 Q SEPTA submit a cost estimate for all required work to  
12 its facilities to permit the construction of the subject  
13 improvement, submit testimony explaining the required work and  
14 cost estimate and state what time will be required to complete  
15 the work necessary to permit the construction of the proposed  
16 bridge to proceed.

17 A In order to permit construction of the bridge, SEPTA's  
18 catenary, wires, transmission lines and Harry Street grade  
19 crossing require work. Catenary support location and  
20 transmission relocation are incorporated in PennDOT's design  
21 and construction contract at PennDOT's cost.

22 Item two, the crossing will be part of rail-highway 203  
23 contract. PennDOT will contract out this work at their cost  
24 and anticipates commencing design in October of 1984 and  
25 authorize construction in June of 1985. I would like to note

1 that this is separate money allocated for grade crossing  
2 improvements.

3 The warning devices will be temporarily relocated by  
4 PennDOT's contractor upon start of the highway crossing work.

5 Construction of new warning devices will be part of the  
6 rail-highway 203 contract which PennDOT funds. Design is  
7 scheduled to commence January, 1985, and construction  
8 authorized November, 1986.

9 Q SEPTA state what portion of the work required to alter  
10 its facilities it will agree to perform and state what portion  
11 of the costs involved it will agree to bear at its sole cost  
12 and expense?

13 A SEPTA agrees to provide design criteria and review and  
14 approval necessary. All design and construction work will be  
15 accomplished by PennDOT. SEPTA does not agree to bear any  
16 costs for this project.

17 Q Number 27, SEPTA state what portion of the costs of the  
18 improvement, other than its own facilities, it will agree to  
19 bear at its sole cost and expense?

20 A SEPTA will bear no cost for any portion of the work  
21 at our sole cost and expense.

22 Q Question 28, SEPTA state whether it will be necessary  
23 to maintain railroad flagmen, watchmen and inspectors during  
24 the construction of the proposed bridge?

25 A It will be necessary for SEPTA to maintain railroad

1 flagmen and electric traction men, as part of railroad  
2 protective services, as well as inspectors and engineers for  
3 coordinating the construction of this project.

4 Q Number 29, SEPTA state whether it will agree to assume  
5 the responsibility for maintenance of its facilities at the  
6 crossing after the improvement has been completed?

7 A SEPTA agrees to maintain the catenary system and grade  
8 crossing after completion of the project.

9 Q Question 30, SEPTA state what portion of the improvement,  
10 other than its own facilities, it will agree to maintain after  
11 the project has been completed?

12 A SEPTA will not agree to maintain any portion of the  
13 improvement project other than the catenary system and the  
14 grade crossing.

15 Q Now, you have heard the testimony of Mr. Davis that is contra-  
16 dictory to your testimony. Do you have some agreement with  
17 PennDOT and Mr. Rowland that would indicate --

18 A Mr. Rowland, on June 27, 1984, wrote a letter to our  
19 chief engineer, a letter of understanding as to what would  
20 take place.

21 Q Would you read that into the record?

22 A (Reading) Reference is made to your letter of May 15,  
23 1984 concerning the Harry Street grade crossing in the  
24 Borough of Conshohocken. We agree that modification of the  
25 catenary support and transmission lines, warning devices and

1 crossing surface will be required by our contract.

2 To coordinate work I propose the following:

3 1. Catenary support relocation and transmission reloca-  
4 tion department will incorporate design and construction into  
5 our highway contract subject to your review and approval.

6 2. Crossing surface-construct a rubber surface crossing  
7 as part of the rail-highway 203 contract. Design is antici-  
8 pated to commence October, 1984 and construction authorized  
9 June, 1985.

10 3. Warning devices-temporary relocation of existing  
11 facilities upon start of highway project. Construct new  
12 warning devices as part of the rail-highway 203 contract.  
13 Design is anticipated to commence January, 1985 and construc-  
14 tion authorized November, 1986.

15 An agreement for the crossing surface and warning  
16 device portion of the project will be prepared and submitted  
17 to you for signature. At the PUC hearing the department will  
18 state the above.

19 At the PUC hearing will also state that the design and  
20 construction of the catenary supports and transmission lines  
21 have been included in our contract at the department's  
22 expense.

23 If you have any question, please contact James Ottinger,  
24 district utility relocation supervisor at 964-6647.

25 MR. HUSS: We would like to have permission to submit

1 this as a late-filed exhibit?

2 JUDGE KLOVEKORN: Fine.

3 MR. HUSS: Anything else you would like to add?

4 THE WITNESS: No.

5 MR. HUSS: The witness' is available.

6

- - - - -

7

CROSS EXAMINATION

8

- - - - -

9 BY MR. ZAHN:

10 Q Does that letter state whether or not the department  
11 will pay all costs for all of the things mentioned in there?

12 A Yes. The 203 contract stipulates or we have been  
13 stipulating in the past that PennDOT fully fund 203 contracts.

14 Q What, with your company?

15 A Yeah.

16 Q That's not the usual thing for 203 funds, is it?  
17 It's 80 per cent state or 90-10?

18 A SEPTA doesn't participate in the funds.

19 Q That's what you mean?

20 A That's what I mean.

21 Q You mentioned a number of trains passing beneath this  
22 structure. Does that take into consideration this recent  
23 reduction in trains because of your lack of engineers?

24 A No, it doesn't.

25 Q Sir, I understand that as part of this project some

1 stairways will be built for SEPTA. On sheet 13 of 45, you  
2 see where those stairways leading from your walks in both  
3 directions are?

4 Mr. Davis will show you.

5 Mr. Davis pointed out on that sheet 13 where those stair-  
6 ways or walkways are. The question is, Mr. Davis testified  
7 that the department would pay for the construction of them.  
8 Will SEPTA agree to maintain them? They are for the passenger  
9 service to your facilities.

10 MR. HUSS: If you are in a position to indicate that at  
11 this time.

12 THE WITNESS: I would prefer to study the situation  
13 further.

14 MR. ZAHN: Will you notify the Commission and ourselves  
15 as to what your position is?

16 THE WITNESS: Yes.

17 MR. ZAHN: I have no further questions.

18 JUDGE KLOVEKORN: Anyone else?

19 (No audible response.)

20 JUDGE KLOVEKORN: If not, the witness is excused. Thank  
21 you very much, sir.

22 Mr. Hallman?

23 MR. HALLMAN: Your Honor, I am the witness for the  
24 Upper Merion and Plymouth Railroad Company.

25 My name is Joseph Hallman, I am vice president and

1 controller --

2 MR. ZAHN: You are not an attorney?

3 MR. HALLMAN: I am not an attorney of the Upper Merion  
4 and Plymouth Railroad. I have been employed there for 19  
5 years. I would like to answer the questions.

6 State whether it objects to the proposed improvement  
7 project and whether it has any constructive criticisms to  
8 offer.

9 The answer is no.

10 Submit a cost estimate for all required work to its  
11 facilities to permit the construction of the improvement.  
12 Submit testimony explaining the required work and estimate  
13 and state what time will be required to complete the work  
14 necessary to permit the construction of the proposed bridge  
15 to proceed.

16 The answer is none. The answer to question 26 is also  
17 none.

18 The answer to number 27 is also none.

19 28, the answer is no, but we do have some concern,  
20 since this will be a temporary entrance ramp while the bridge  
21 is in construction, we do have concern about crossing pro-  
22 tection of some type.

23 MR. ZAHN: Anything further?

24 MR. HALLMAN: Well, I guess I have a question. Is the  
25 intention to install signals or anything like that while --

1 MR. ZAHN: We will be glad to answer that in a minute,  
2 as long as you answer your questions first.

3 MR. HALLMAN: All right. Number 29 is yes.  
4 Number 30 is none.

5 (Whereupon, a discussion was had off the record.)

6 - - - - -  
7 JOSEPH HALLMAN, having been duly sworn,  
8 was examined and testified as follows:

9 - - - - -  
10 CROSS EXAMINATION

11 - - - - -  
12 BY MR. ZAHN:

13 Q Sir, first of all, the only effect on your railroad is  
14 this temporary road that is going to be built during  
15 construction?

16 A That's correct.

17 Q And you heard Mr. Davis testify that the department  
18 will pay for any necessary protection at that crossing.

19 Can you tell us how many trains travel on that line and  
20 when?

21 A Two trains a day.

22 Q One in each direction?

23 A Yes.

24 Q And what is the consist of those trains, how many cars?

25 A Five to 10. Five to 10 cars. That would be five days

1 a week during daylight only and there would be no Saturdays  
2 or Sundays.

3 Q Are there any passengers on those trains?

4 A No, sir.

5 Q All freight?

6 A Yes.

7 Q You presently maintain the track and ties, do you not,  
8 that are there?

9 A Yes, we do.

10 Q And after this project is constructed and this temporary  
11 road removed, your company will continue to maintain the  
12 tracks and ties and facilities at that area, will it not?

13 A Yes.

14 Q Sir, depending on what the Commission determines as to  
15 the type of protection, will your company agree to maintain  
16 that protection during the time that it's operative and while  
17 this temporary roadway is in use?

18 A No, I don't think I can agree to maintain it.

19 Q Do you have any personnel that maintains your automatic  
20 or passive devices at other crossings?

21 A We have none.

22 Q You have no protective devices?

23 A No automatic protective devices.

24 Q Do you have crossbucks?

25 A Yes.

1 Q Do you maintain those?

2 A Yes.

3 Q If crossbucks are placed here, will your company maintain  
4 those?

5 A Yes.

6 MR. ZAHN: Thank you, sir.

7 JUDGE KLOVEKORN: Any other party have any questions of  
8 Mr. Hallman?

9 MR. GALLAGHER: Yes.

10 BY MR. GALLAGHER:

11 Q Sir, have you reviewed the plans of PennDOT with regard  
12 to this crossing?

13 A With PennDOT?

14 Q Have you reviewed the plans today submitted by PennDOT  
15 with regard to this crossing?

16 A Yes.

17 Q Do you notice on the plans they call for a fence to go  
18 across your operating right of way?

19 A To go across it?

20 Q That's what I am asking you, sir. If you have reviewed  
21 the plans? The fence extends across your property on --

22 MR. ZAHN: What page are you looking at, sir?

23 MR. GALLAGHER: Page 30.

24 THE WITNESS: I did not get a copy of this today.

25 BY MR. GALLAGHER:

1 Q Now, my obvious question is, would you have any  
2 objection to that fence?

3 A Up until now I didn't see this, up until now.

4 Are you telling me they are putting a fence across the  
5 tracks?

6 MR. ZAHN: With a gate on it.

7 THE WITNESS: Yeah, I think we would object to that.

8 BY MR. GALLAGHER:

9 Q Would you have any objections to stopping your train,  
10 opening the gate and flagging the crossing, and then once upon  
11 arriving on the opposite side of the crossing, opening the  
12 other gate and letting yourself through?

13 A Yes, I would not object to stopping and flagging the  
14 crossing, but I am sure we would object to opening and closing  
15 the gate.

16 MR. GALLAGHER: I have no further questions.

17 BY MR. ZAHN:

18 Q Isn't it true, sir, that there is an existing situation  
19 down about a hundred yards away at Elm Street where you open  
20 and close a gate?

21 A No, that is not true.

22 Q What do you have there?

23 A We have a gate but we do not open and close the gate.

24 Q Who does?

25 A Lukens Steel personnel, their guards open it in the

1 morning and close it at night.

2 MR. ZAHN: Thank you, sir.

3 JUDGE KLOVEKORN: Nothing further. The witness is  
4 excused.

5 Thank you very much, sir.

6 Is there anybody here to present testimony for the  
7 Borough of Conshohocken?

8 (No audible response.)

9 MR. KANE: My witness, the borough engineer, could not  
10 attend today, but if I may I would like to make a brief state-  
11 ment in answer to these questions.

12 The Borough of West Conshohocken does not object to the  
13 proposed project. None of the borough's facilities are in-  
14 volved in the project and it is our understanding that PennDOT  
15 has agreed to all costs relative to adjusting the traffic  
16 signals on the West Conshohocken side of the bridge.

17 West Conshohocken does not agree, nor is it in a fi-  
18 nancial position to bear any responsibility for the cost of  
19 the improvement.

20 West Conshohocken will not maintain the traffic signals  
21 except to the extent of its obligation to do so with  
22 Montgomery County.

23 The borough will assume the responsibility for the main-  
24 tenance of access road number one, with the understanding that  
25 the borough is not responsible for the maintenance of the new

1 bridge over the Conrail tracks.

2 That's all I have to say.

3 - - - - -

4 JOSEPH A. NAVE, having been duly sworn,  
5 was examined and testified as follows:

6 - - - - -

7 THE WITNESS: My name is Joseph A. Nave. I would like  
8 to ask Mr. Davis a few questions about the elimination of the  
9 existing ramp that is going to be eliminated, if I may?

10 MR. GALLAGHER: Your Honor, maybe we could do that off  
11 the record.

12 JUDGE KLOVEKORN: All right. Off the record.

13 (Whereupon, a short discussion was held off the record.)

14 JUDGE KLOVEKORN: All right, we are back on the record.

15 MR. ZAHN: Your Honor, may the record indicate that  
16 there has been an off-the-record discussion with Mr. Nave and  
17 the personnel of the Pennsylvania Department of Transportation.  
18 I believe that now Mr. Nave has a statement that he would like  
19 to put on the record.

20 MR. NAVE: Yes, sir. Your Honor, with respect to  
21 Exhibit A, sheet 21 of 45 showing the elimination of the  
22 existing off-ramp off the Conshohocken Bridge, Conshohocken  
23 side, I am requesting that a grade crossing be put in at a  
24 continuation of Oak Street across the SEPTA lines there to  
25 maintain our two present ingress and egress routes to that

1 heavy industrial area development there.

2 MR. ZAHN: Mr. Nave, then, as I understand it, you would  
3 have access to your facilities with the improvement over the  
4 Harry Street crossing and access road from that into your  
5 property?

6 THE WITNESS: Still only one access.

7 MR. ZAHN: You still have that. And the one that is  
8 being eliminated is the ramp off the bridge?

9 THE WITNESS: Yes, sir.

10 MR. ZAHN: And in place of the ramp off the bridge you  
11 are proposing that a new crossing go across on this plan which  
12 appears to be two sets of rail tracks at grade, you are asking  
13 that the Commission order that that road be built with that  
14 access at grade across the railroad?

15 THE WITNESS: Yes, sir. Yes, sir.

16 JUDGE KLOVEKORN: Thank you very much, sir. We will take  
17 it under advisement.

18 MR. HUSS: I would say, certainly, that SEPTA would  
19 object to any grade crossings over its facilities. I think  
20 that would be a matter of separate proceeding and we might  
21 consider some kind of private crossing.

22 JUDGE KLOVEKORN: Thank you.

23 Is anybody here from the Borough of Conshohocken?

24 MR. PAGLIARO: I am the chief of police.

25

1 ADAM PAGLIARO, having been duly sworn,  
2 was examined and testified as follows:

3 - - - - -

4 THE WITNESS: I would like to say that the Borough of  
5 Conshohocken has no objections to the demolition or construction  
6 or to any improvement which may be made, but I would like to  
7 stipulate that they cannot afford any of the costs which may  
8 be incurred in this project.

9 May I say that I have been sent here more or less as a  
10 bystander.

11 MR. ZAHN: Chief, you heard the department's witness.  
12 testify that they are not looking to the Borough of  
13 Conshohocken for any reimbursement of costs?

14 (Whereupon, a discussion was held off the record.)

15 MR. ZAHN: Chief, I don't know whether or not my state-  
16 ment was correct when I said that we are not looking to  
17 Conshohocken for any costs. There is this Harry Street  
18 crossing where protection devices are going to be placed.  
19 Normally under the federal regulations, under 203 funds,  
20 90 per cent is provided by the federal government by way of  
21 the state and 10 per cent is the local contribution. It may  
22 be that you would be requested to, and Mr. Davis stated in  
23 his testimony that Conshohocken may be the local share to that  
24 protection. And I don't know whether you are prepared to make  
25 any statement in that regard.

1 THE WITNESS: The only statement that I can make is  
2 that I do not have authority to spend any of the borough  
3 money. I would suggest that you take that up with one of the  
4 borough officials.

5 MR. ZAHN: Thank you.

6 JUDGE KLOVEKORN: Do you have any more questions of the  
7 chief?

8 MR. GALLAGHER: Chief, is it true that borough residents  
9 use this facility, the Matsonford Bridge, as it is called?

10 THE WITNESS: Very few. You are talking about pedestrian  
11 or vehicular?

12 MR. GALLAGHER: Vehicular?

13 THE WITNESS: Yes.

14 MR. GALLAGHER: I have no further questions.

15 JUDGE KLOVEKORN: Mr. Huss?

16 MR. HUSS: Not of this witness. I do have something  
17 further to add.

18 JUDGE KLOVEKORN: If nothing further of this witness,  
19 you are excused, sir.

20 MR. HUSS: With regard to the request for a private  
21 crossing, Mr. Lupia has something to add.

22 MR. LUPIA: One of the things we discussed with the  
23 department at the last field conference was eliminating one of  
24 the three tracks that Harry Street goes over and moving in  
25 some of the signal apparatus that would increase the turning

1 radius for trucks and vehicles moving in and out of Harry  
2 Street. Right now it is very restricted. Trucks and other  
3 vehicles going through have in the past hit those devices.

4 Now, by eliminating that ramp it will increase truck  
5 traffic and other vehicular traffic in the area, and that's  
6 why we are proposing to shorten the grade crossing so greater  
7 access through Harry Street can be made.

8 MR. HUSS: Thank you.

9 MR. GALLAGHER: Your Honor, if we may, hopefully without  
10 objection from Mr. Zahn, I would like to ask a few more ques-  
11 tions of Mr. Davis.

12 MR. ZAHN: Go right ahead, Mr. Gallagher.

13 - - - - -  
14 MILTON H. DAVIS, having been previously duly sworn,  
15 was examined and testified as follows:

16 - - - - -  
17 FURTHER CROSS EXAMINATION  
18 - - - - -

19 BY MR. GALLAGHER:

20 Q Mr. Davis, you were present when the representative from  
21 the Upper Merion and Plymouth Railroad Company submitted his  
22 testimony, were you not?

23 A Yes, I was, sir.

24 Q Is it true that you have met with the railroad with  
25 regards to the protection of this crossing?

1 A Yes, sir.

2 Q What kind of protection -- I believe you stated in your  
3 previous testimony that you would provide protection at this  
4 crossing, is that correct?

5 A Yes, sir.

6 Q What protection will you provide at this crossing?

7 A We will provide whatever the Commission deems appropriate  
8 for the traffic, the rail traffic and the highway traffic at  
9 that location.

10 MR. GALLAGHER: I have no further questions.

11 I would request that PennDOT submit their complete  
12 final plan to the Commission. At that time all the parties  
13 will meet at the site to go over those final detail plans,  
14 because the plans as they are now are not sufficient enough.  
15 There must be further detailed plans submitted, and I would  
16 request PennDOT to do that.

17 Mr. Zahn, do you have a problem with that?

18 MR. ZAHN: I have no objection.

19 MR. GALLAGHER: That's all, Your Honor.

20 JUDGE KLOVEKORN: Thank you.

21 Do you have anything further today?

22 MR. GALLAGHER: No.

23 JUDGE KLOVEKORN: Nothing further, this hearing will  
24 stand adjourned.

25 (Whereupon, at 12:10 p.m. the hearing was concluded.)

C E R T I F I C A T I O N

1  
2 I HEREBY CERTIFY that the proceedings and evidence are  
3 contained fully and accurately in the stenographic notes taken  
4 by me upon the foregoing matter on Tuesday, July 24, 1984, and  
5 that this is a correct transcript of same.

6  
7 Earl L. Baitell  
8

9 (The foregoing certification of this transcript does not  
10 apply to any reproduction of the same by any means unless  
11 under the direct control and/or supervision of the certifying  
12 reporter.)  
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25



# DEPARTMENT OF TRANSPORTATION

## DRAWINGS

AUTHORIZING ACQUISITION OF RIGHT-OF-WAY

FOR

LEG. ROUTE 46140 SECTION A00R/W

IN MONTGOMERY COUNTY

From Sta. 125+82.00 To Sta. 143+35.00 Length 1653.00 F.L. 0.313 MI.

ALSO

ACCESS ROAD NO. 1	From Sta.	To Sta.	From Sta.	To Sta.
ACCESS ROAD NO. 1	295+68.00	305+16.00	25+05.00	25+05.00
OAK STREET RELOCATION,	502+36.00	604+39.00	305+16.00	305+16.00
TEMPORARY ENTRANCE RAMP,	71+42.00	81+30.00	604+39.00	604+39.00
TEMPORARY EXIT RAMP,	89+00.00	90+85.00	81+30.00	81+30.00
BROOK RD./COLWELL LA. INTERSECTION,	135+25.00	137+09.00	90+85.00	90+85.00
COLWELL LA/ELM ST. INTERSECTION,	100+48.00	101+48.00	137+09.00	137+09.00

THIS PLAN PREPARED PURSUANT TO SECTION 2003 (e) OF THE ADMINISTRATIVE CODE (ACT OF APRIL 9, 1929 P.L. 177, AS AMENDED BY ACT 1979-100), AND SECTION 402 (b) (3) OF THE EMINENT DOMAIN CODE OF 1964, AS AMENDED.

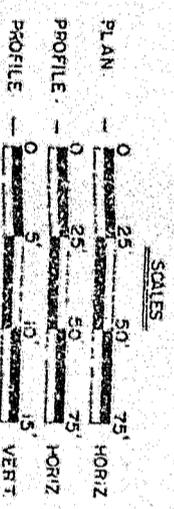
THE PUBLIC UTILITY COMMISSION WILL APPROPRIATE IN APPLICATION DOCKET NO. 19707 BETWEEN STATION 128+74.50 AND STATION 140+81.00 L.R. 46140 SEC A00 AND STATION 8+35.50 AND STATION 24+77.00 ACCESS ROAD NO 1 STATION 299+72.00 AND STATION 303+65.00 ACCESS ROAD NO 2 STATION 77+52.00 AND STATION 78+12.50 TEMPORARY ENTRANCE RAMP PURSUANT TO THE PROVISIONS OF SECTION 2702 (b) OF THE ACT OF JULY 1, 1978, P.L. 598 NO. 116 (66 P.S. 2702)

### DESIGN DESIGNATION

- CLASS OF HIGHWAY - URBAN ARTERIAL
- DESIGN SPEED - 35 M.P.H.
- PAVEMENT SECTION - 52' MIN. (BRIDGE)
- LANE WIDTH AND TYPE - 67' MAX. (CURB TO CURB)
- FINISH - NONE

### TRAFFIC DATA

(1985) 25,900  
 (1980) 29,600  
 1130  
 55%  
 6%



AS OTHERWISE INDICATED ON THE DRAWINGS

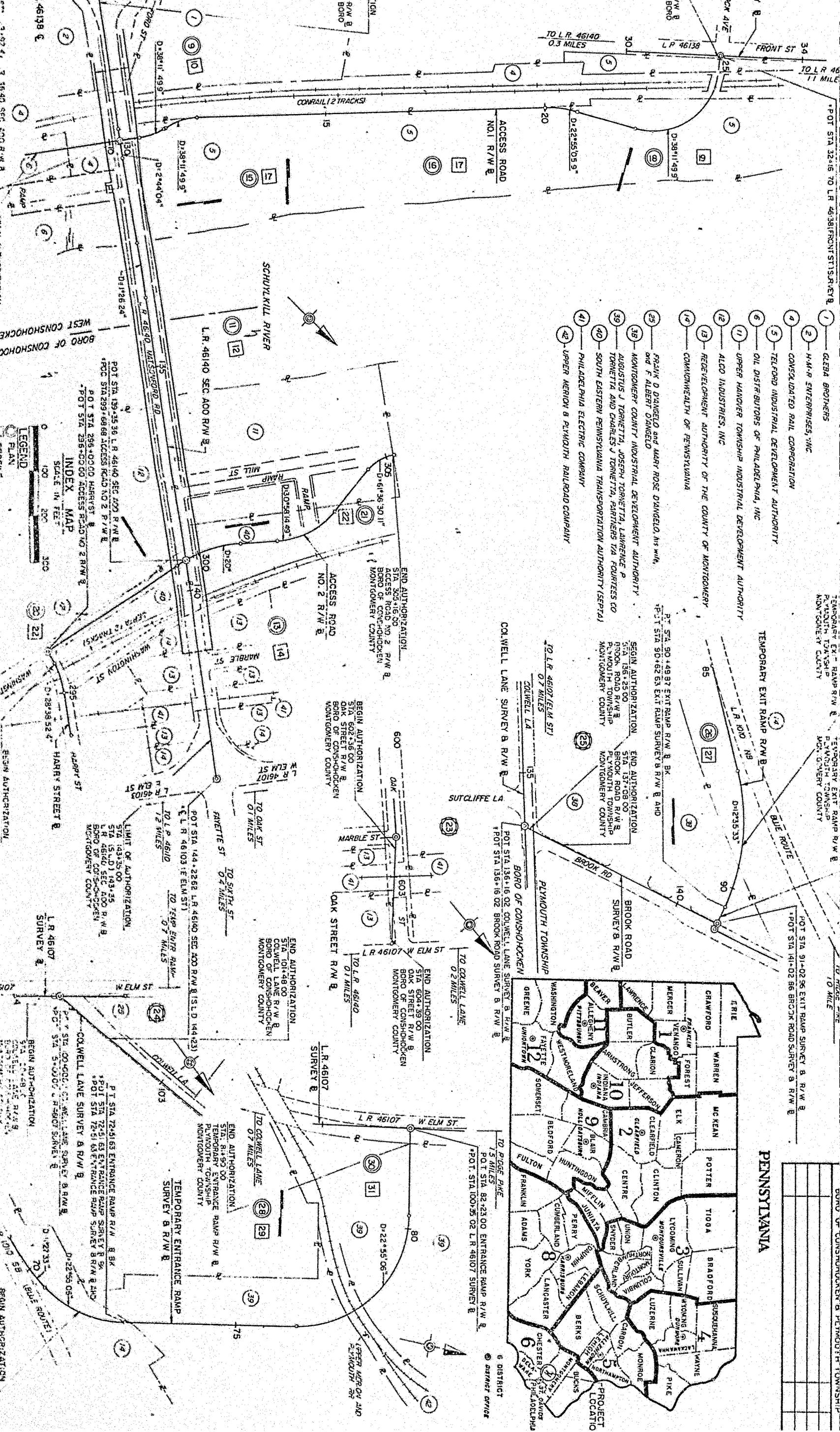
ESTABLISHED AS A LIMITED ACCESS HIGHWAY BY THE FOLLOWING PLAN  
 LEG ROUTE 1010 SECTION D-2 R/W STATION TO STATION 153+55 183+82 GOVERNOR RAYMOND P SHAFFER DATE FEB 5, 1971

PA. DEPT. OF TRANSPORTATION  
 EXHIBIT NO. A  
 P.U.C. NO. C 19707  
 DATE OF HEARING 7/24/84  
Earl L. Bartell  
*Wormstover*

**RECEIVED**  
 AUG 14 1984  
 SECRETARY'S OFFICE  
 Public Utility Commission

**DOCUMENT FOLDER**  
**DOCUMENT FILED**  
 AUG 13 1984

<p>APPROVED BY: <u>[Signature]</u></p> <p>BUCHHART-HORN                  CONSULTING ENGINEERS &amp; PLANNERS</p>	<p>DATE: <u>1984</u></p> <p>PROJECT: <u>[Blank]</u></p>	<p>APPROVED BY: <u>[Signature]</u></p> <p>DATE: <u>1984</u></p>	<p>PROJECT: <u>[Blank]</u></p> <p>DATE: <u>1984</u></p>
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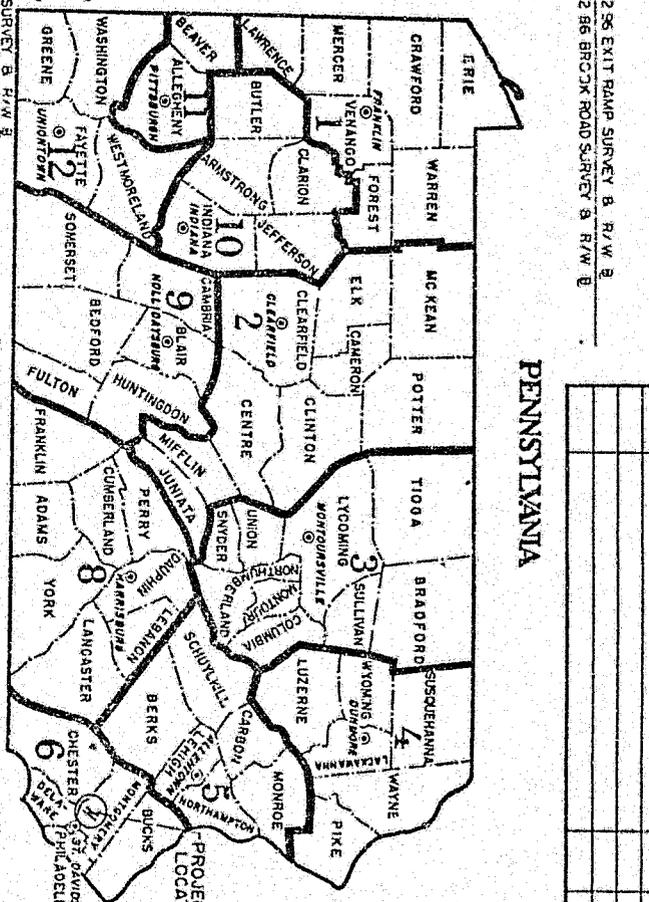
\*POT STA 32+16 TO LR 4638(FRONT ST) SURVEY & R/W &

TEMPORARY EXIT RAMP R/W & B K  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

POT STA 91+02.96 EXIT RAMP SURVEY & R/W &  
 POT STA 141+02.86 BROOK ROAD SURVEY & R/W &

TO PIGEON PIKE  
 1.5 MILES  
 POT STA 82+23.00 ENTRANCE RAMP R/W &  
 POT STA 100+35.02 L R 46107 SURVEY &

- 1 - GLEBA BROTHERS
- 2 - HARR ENTERPRISES, INC
- 3 - CONSOLIDATED RAIL CORPORATION
- 4 - TELFORD INDUSTRIAL DEVELOPMENT AUTHORITY
- 5 - OIL DISTRIBUTORS OF PHILADELPHIA, INC
- 6 - UPPER HANOVER TOWNSHIP INDUSTRIAL DEVELOPMENT AUTHORITY
- 7 - ALCO INDUSTRIES, INC
- 8 - RECEDEVELOPMENT AUTHORITY OF THE COUNTY OF MONTGOMERY
- 9 - COMMONWEALTH OF PENNSYLVANIA
- 10 - FRANK D DANIELLO and MARY ROSE DANIELLO, his wife, and F ALBERT DANIELLO
- 11 - MONTGOMERY COUNTY INDUSTRIAL DEVELOPMENT AUTHORITY
- 12 - AUGUSTUS J TORNETTA, JOSEPH TORNETTA, LAWRENCE P TORNETTA AND CHARLES J TORNETTA, PARTNERS VIA FOURTEES CO
- 13 - SOUTH EASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)
- 14 - PHILADELPHIA ELECTRIC COMPANY
- 15 - UPPER MERION & PLYMOUTH RAILROAD COMPANY



LEGEND  
 PLAN  
 INDEX MAP  
 SCALE IN FEET  
 0 100 200 300

POT STA 139+35.36 L R 46140 SEC ADD R/W &  
 POT STA 299+68.68 ACCESS ROAD NO 2 R/W &  
 POT STA 296+00.00 HARRIS ST  
 POT STA 295+00.00 ACCESS ROAD NO 2 R/W &

POT STA 144+22.62 L R 46140 SEC ADD R/W & (S L D 144+23)  
 L R 46103 (E ELM ST)  
 TO L R 46102  
 TO TEMP ENTR RAMP  
 TO L R 46100  
 TO 1/2 MILES

POT STA 72+51.63 ENTRANCE RAMP R/W & B K  
 POT STA 72+51.63 ENTRANCE RAMP SURVEY & R/W &  
 POT STA 72+51.63 ENTRANCE RAMP SURVEY & R/W & AND

POT STA 82+23.00 ENTRANCE RAMP R/W &  
 POT STA 100+35.02 L R 46107 SURVEY &

BEGIN AUTHORIZATION

BEGIN AUTHORIZATION  
 STA. 89+00.00  
 TEMPORARY EXIT RAMP R/W B  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

END AUTHORIZATION  
 STA. 90+45.00  
 TEMPORARY EXIT RAMP R/W B  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

BEGIN AUTHORIZATION  
 STA. 101+48.00  
 COLWELL LANE R/W B  
 BORO OF CONSHOHOCKEN  
 MONTGOMERY COUNTY

BEGIN AUTHORIZATION  
 STA. 135+25.00  
 BROOK ROAD R/W B  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

BEGIN AUTHORIZATION  
 STA. 137+08.00  
 BROOK ROAD R/W B  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

BEGIN AUTHORIZATION  
 STA. 142+02.86  
 PLAN STA. 2+00  
 AND PLAN STA. 4+43  
 15 100 FEET  
 ESTABLISHED BY PLAN  
 FOR L.R. 1010 SECTION D-2/R/W,  
 DATED FEB. 5, 1971  
 AND APPROVED BY GOVERNOR  
 RAYMOND P. SHARER

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR L.R. 46138 BETWEEN S.L.D. STA. 178+27 AND S.L.D. STA. 30+52 IS 50 FEET, BETWEEN BUILDING LINES, AS CONFIRMED BY AUGUST 14, 1890 WEST CONSHOHOCKEN BOROUGH ORDINANCE NUMBER 1.

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR L.R. 46140 BETWEEN S.L.D. STA. 128+27 AND S.L.D. STA. 134+49 IS 50 FEET MINIMUM BETWEEN BUILDING LINES AS RECORDED IN H.S.C. BOOK NO. 177 PAGE 284, DECEMBER 25, 1875, BOROUGH OF WEST CONSHOHOCKEN, AND VARIABLE BETWEEN S.L.D. STA. 128+85 AND S.L.D. STA. 128+85, RIGHT, IN ACCORDANCE WITH THE PLAN FOR L.R. 46140 SECTION 10-5 AS RECORDED IN HIGHWAY PLAN BOOK 21, PAGE 90, DATED SEPTEMBER 25, 1968, IN THE MONTGOMERY COUNTY COURT HOUSE.

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR L.R. 46140 BETWEEN S.L.D. STA. 134+49 AND S.L.D. STA. 144+50 IS 50 FEET MINIMUM AS ESTABLISHED BY ORDINANCE OF ACT OF ASSEMBLY ON MAY 15, 1850 FOR THE BOROUGH OF CONSHOHOCKEN, AND WITH VARIABLE LEGAL RIGHT-OF-WAY WIDTH AS ESTABLISHED BY THE PROPERTY DISPOSAL PLAN DATED AUGUST 1968, FOR THE CENTRAL BUSINESS DISTRICT NO. 1 URBAN REDEVELOPMENT AREA BY THE REDEVELOPMENT AUTHORITY OF MONTGOMERY COUNTY, AND THE DRAWINGS FOR L.R. 46140 SECTION 2, APPROVED JANUARY 8, 1981 BY GOVERNOR THORNBURG.

BY ACT OF ASSEMBLY OF MAY 15, 1850, ESTABLISHED THE OFFICIAL MAP FOR THE BOROUGH OF CONSHOHOCKEN, THE FOLLOWING BUILDING LINES WERE ORDAINED:  
 OAK STREET: FROM PLAN STA. 631+00 TO PLAN STA. 604+37, 15 50 FEET WIDTH,  
 HARRY STREET: FROM PLAN STA. 294+00 TO PLAN STA. 295+87, 15 50 FEET WIDTH,  
 COLWELL LANE: FROM PLAN STA. 100+00 TO PLAN STA. 137+66, 15 33 FEET WIDTH,  
 SIXTH AVENUE: FROM COLWELL LANE TO FAYETTE STREET, 15 80 FEET WIDTH.

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR L.R. 46140 BETWEEN S.L.D. STA. 128+27 AND S.L.D. STATION 128+27 IS VARIABLE AS ESTABLISHED BY REVISED PLAN APPROVED AUGUST 5, 1931, BY GOVERNOR FINE, AS RECORDED IN HIGHWAY PLAN BOOK 5, IN THE MONTGOMERY COUNTY COURTHOUSE.

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR L.R. 46107 BETWEEN S.L.D. STA. 5+30 AND S.L.D. STA. 33+03 IS 50 FEET AS ESTABLISHED BY ROAD DOCKET NO. 12, PAGE 444, CONFIRMED MARCH SESSIONS, 1878 AND RECORDED IN THE MONTGOMERY COUNTY COURT HOUSE.

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR L.R. 46107 BETWEEN S.L.D. STA. 5+30 AND S.L.D. STA. 60+00 IS 80 FEET AS ESTABLISHED BY THE CONSTRUCTION DRAWINGS FOR L.R. 46107 SECTION 3, DATED 1964, AND APPROVED BY GOVERNOR WILLIAM W. SCRANTON.

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR BROOK ROAD BETWEEN PLAN STA. 136+50 AND PLAN STA. 139+82 IS 33 FEET, BASED ON THE ACT OF MAY 1, PL. 103, SECTION 1005, AS AMENDED. BROOK ROAD HAS BEEN MAINTAINED BY PLYMOUTH TOWNSHIP FOR MORE THAN 21 YEARS AND THERE IS NO PUBLIC RECORD OF ANY OTHER WIDTH.

THE PRESENT LEGAL RIGHT-OF-WAY WIDTH FOR BROOK ROAD BETWEEN PLAN STA. 139+82 TO PLAN STA. 142+02.86 BK. = PLAN STA. 2+00 AH, AND PLAN STA. 4+43 IS 100 FEET, ESTABLISHED BY PLAN FOR L.R. 1010 SECTION D-2/R/W, DATED FEB. 5, 1971 AND APPROVED BY GOVERNOR RAYMOND P. SHARER.

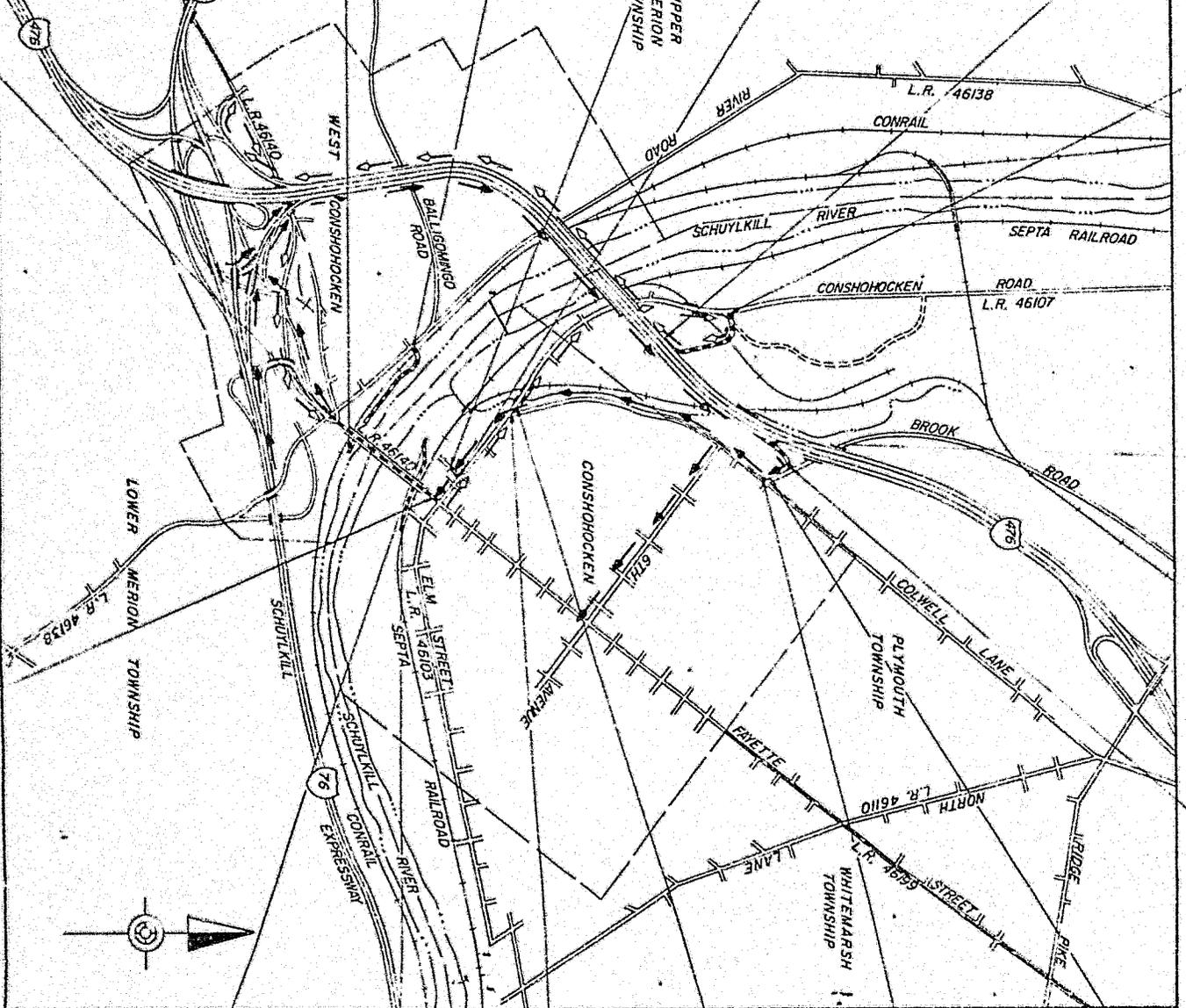
THE LIMITED ACCESS LEGAL RIGHT-OF-WAY WIDTH FOR L.R. 1010 BETWEEN S.L.D. STA. 153+55 AND S.L.D. STA. 183+82 IS VARIABLE, 300 FEET MINIMUM, AS ESTABLISHED BY L.R. 1010 SECTION D-2 R/W DATED FEB. 5, 1971 AND APPROVED BY GOVERNOR RAYMOND P. SHARER.

THE LEGAL RIGHT-OF-WAY WIDTH FOR THE EXISTING RAMP RIGHT OF S.L.D. STA. 131+15 IS 33 FEET MIN. BASED ON THE ACT OF MAY 1, 1933, PL. 103, SECTION 1105, AS AMENDED. THIS RAMP HAS SERVED AS A PUBLIC ROAD FOR MORE THAN 21 YEARS. THERE IS NO PUBLIC RECORD OF ANY OTHER WIDTH.

THE LEGAL RIGHT-OF-WAY WIDTH FOR THE EXISTING RAMP LEFT OF S.L.D. STA. 137+85 IS 33 FEET, BASED ON THE ACT OF MAY 1, 1933, PL. 103, SECTION 1105, AS AMENDED. THIS RAMP HAS SERVED AS A PUBLIC ROAD FOR MORE THAN 21 YEARS. THERE IS NO PUBLIC RECORD OF ANY OTHER WIDTH.

THE LEGAL RIGHT-OF-WAY WIDTH FOR THE FOREST STREET RAMP IS 50 FEET, BASED ON ACT OF ASSEMBLY OF MAY 15, 1850, BY THE BOROUGH OF CONSHOHOCKEN, ESTABLISHING THE BUILDING LINES FOR FOREST STREET.

(FOR ADDITIONAL GENERAL NOTES, SEE SHEET 4 OF 45)



LOCATION MAP  
 SCALE IN FEET  
 0 1000 2000 3000

LEGEND  
 PROJECT SITES  
 CORPORATE BOUNDARIES  
 DETOUR ROUTES

LIMIT OF AUTHORIZATION  
 STA. 143+35.00  
 STA. 151.00  
 L.R. 46140 SEC. 200 R/W B  
 MONTGOMERY COUNTY

END AUTHORIZATION  
 STA. 305+16.00  
 ACCESS ROAD NO. 2 R/W B  
 BORO OF CONSHOHOCKEN  
 MONTGOMERY COUNTY

BEGIN AUTHORIZATION  
 STA. 295+58.00  
 ACCESS ROAD NO. 2 R/W B  
 BORO OF CONSHOHOCKEN  
 MONTGOMERY COUNTY

BEGIN AUTHORIZATION  
 STA. 100+48.00  
 COLWELL LANE R/W B  
 BORO OF CONSHOHOCKEN  
 MONTGOMERY COUNTY

END AUTHORIZATION  
 STA. 101+48.00  
 COLWELL LANE R/W B  
 BORO OF CONSHOHOCKEN  
 MONTGOMERY COUNTY

BEGIN AUTHORIZATION  
 STA. 135+25.00  
 BROOK ROAD R/W B  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

END AUTHORIZATION  
 STA. 137+08.00  
 BROOK ROAD R/W B  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

GENERAL NOTES

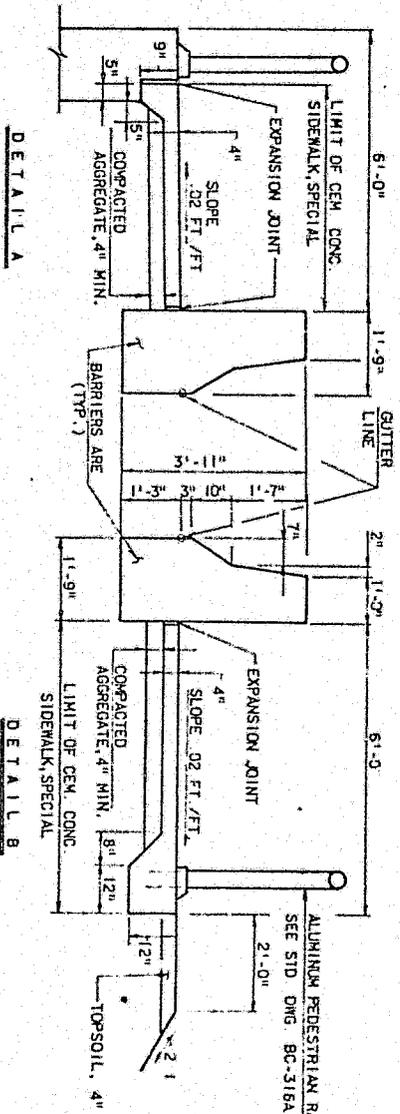
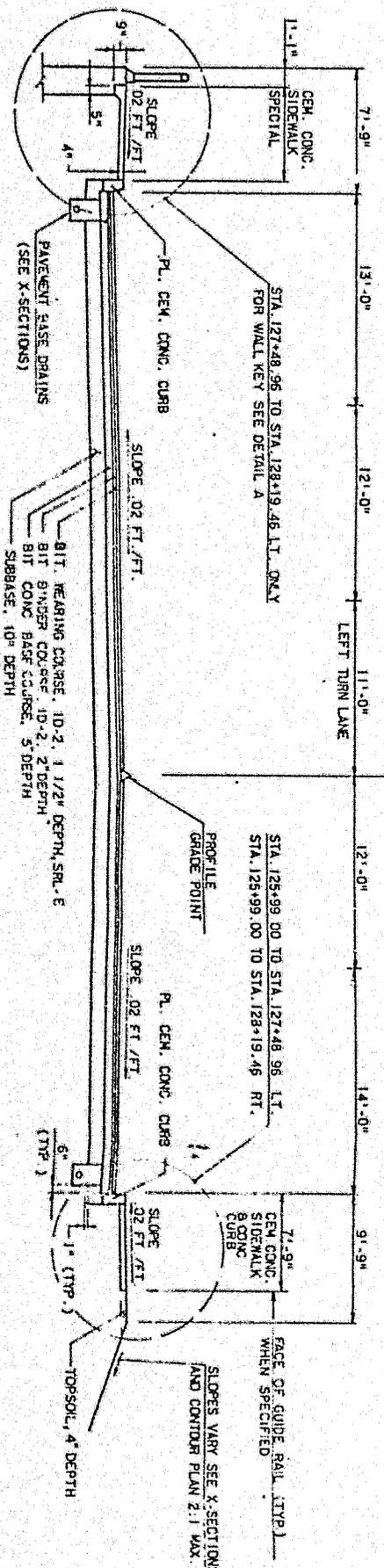
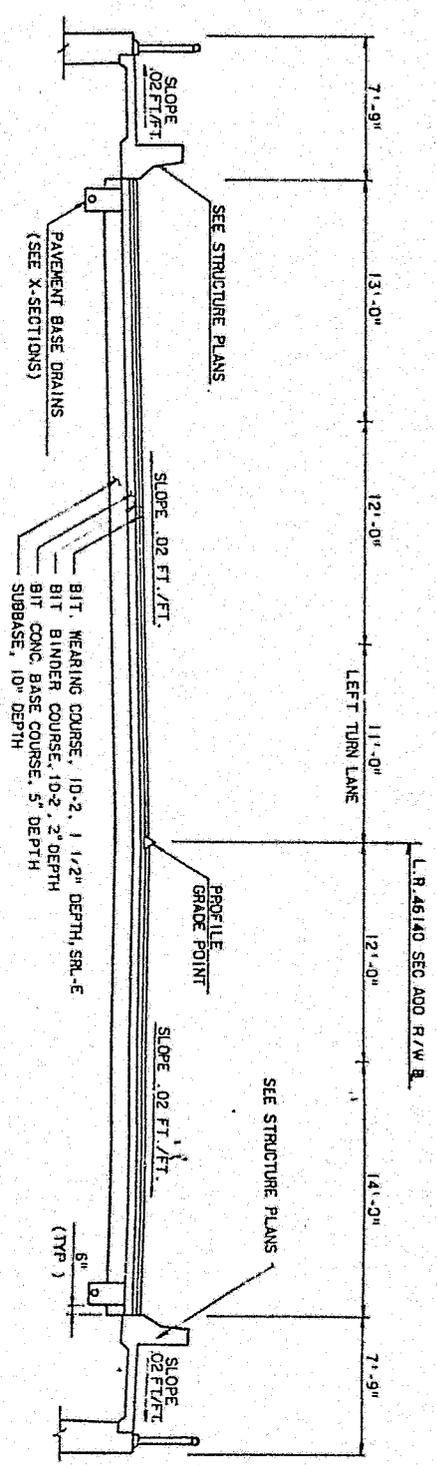
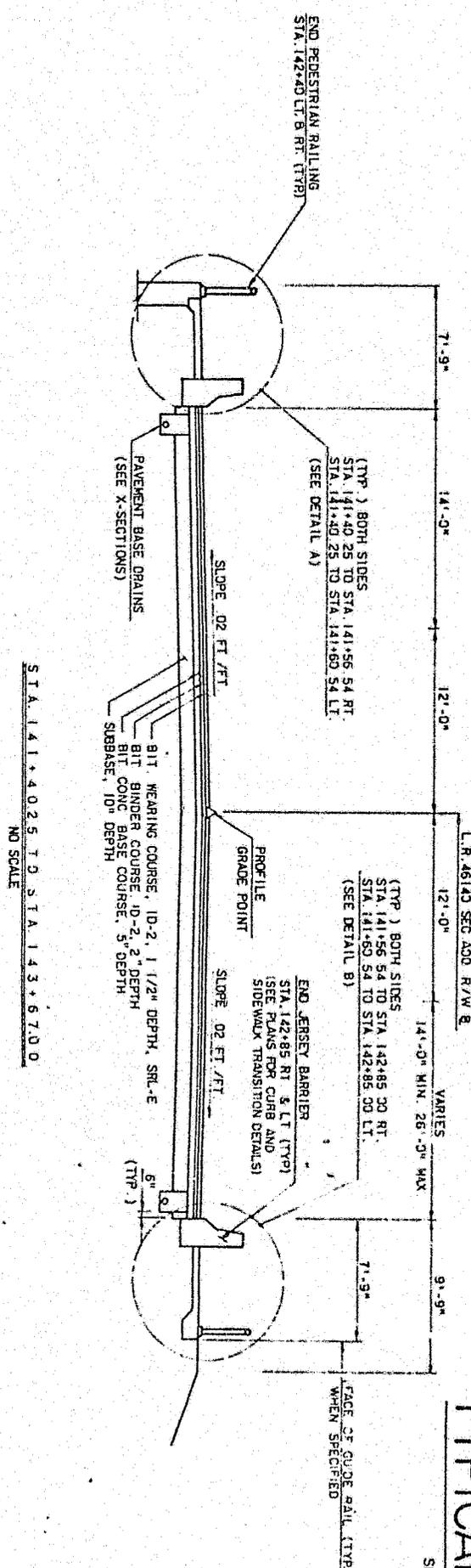
DISTRICT	COUNTY	ROUTE	SECTION	SHEET
G-0	MONTGOMERY	46140	3	OF 45

BORO OF CONSHOHOCKEN & PLYMOUTH TOWNSHIP

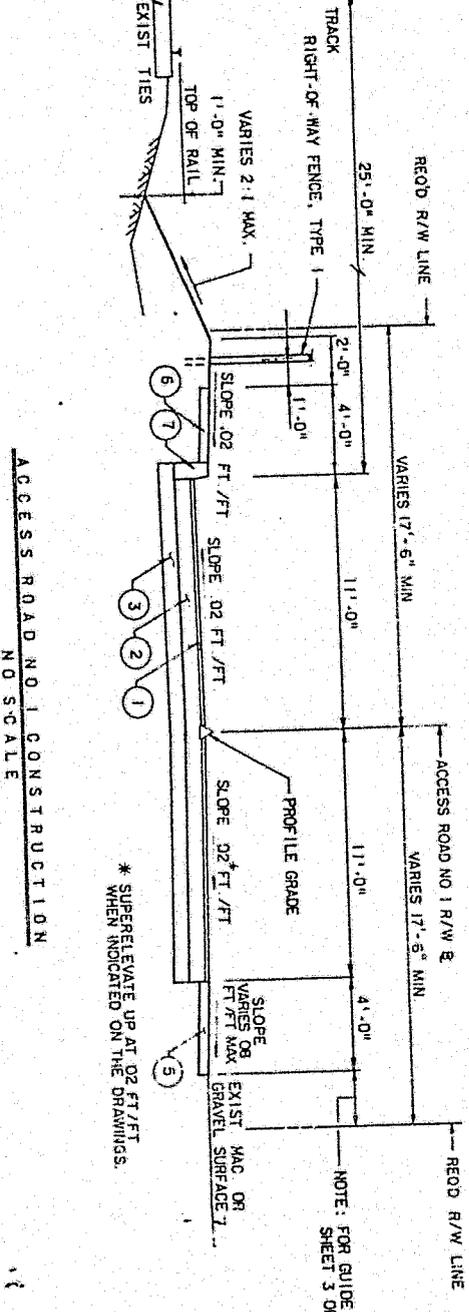


# TYPICAL SECTIONS

SHEET 1 OF 3



DISTRICT	COUNTY	PROJECT	DATE	SCALE
6-0	MONTECALMERY	46140	11-23-00	AS SHOWN
WEST CONSHOHOCKEN BOROUGH SCRO OF CONS-0100				

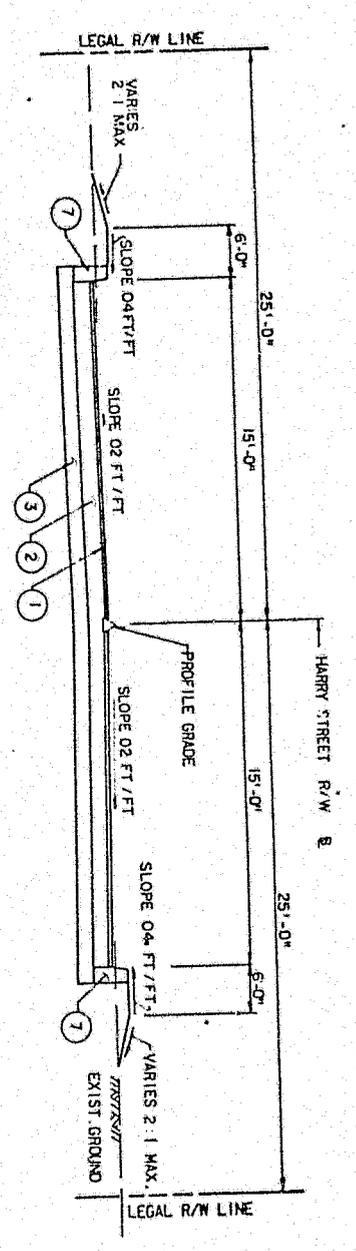


ACCESS ROAD NO. 1 CONSTRUCTION  
NO SCALE

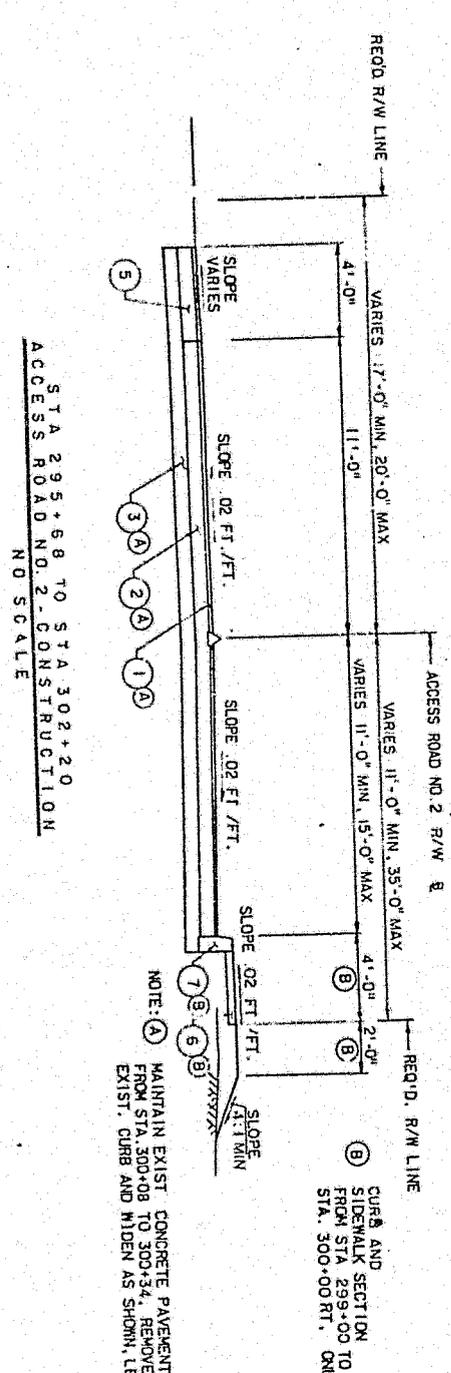
NOTE: FOR GUIDE RAIL TREATMENT SEE SHEET 3 OF 3

\* SUPERELEVATE UP AT 0.2 FT/FT WHEN INDICATED ON THE DRAWINGS.

- LEGEND
- 1 BITUMINOUS WEARING COURSE, 10-2, 1 1/2" DEPTH SCL-H
  - 2 BITUMINOUS CONCRETE BASE COURSE, 4 1/2" DEPTH
  - 3 SUBBASE, 6" DEPTH
  - 5 PAVED SHOULDERS, TYP 3
  - 6 CEMENT CONCRETE SIDEWALK
  - 7 PLAIN CEMENT CONCRETE CURB



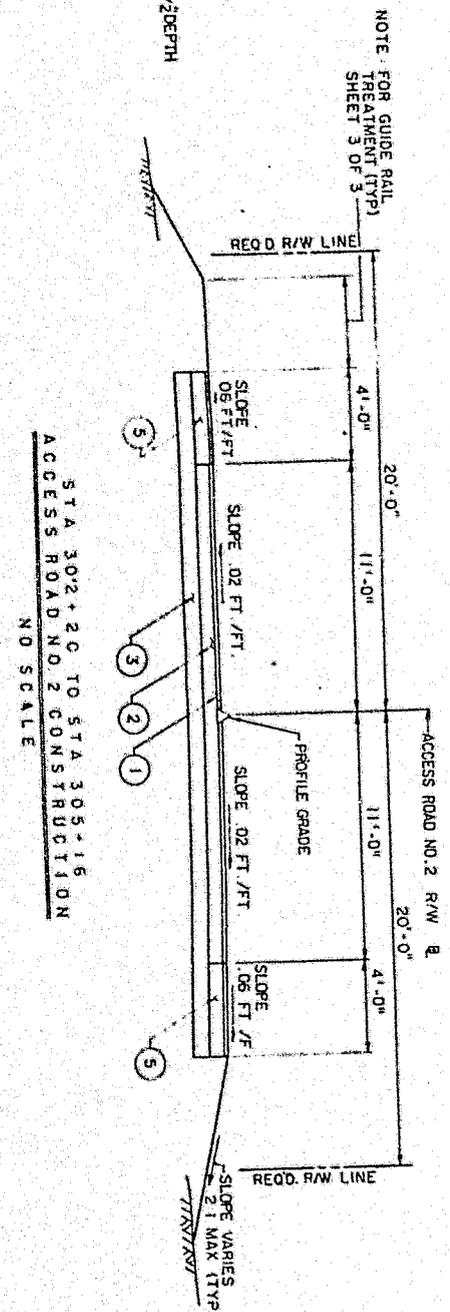
HARRY STREET - RECONSTRUCTION  
NO SCALE



STA 295+68 TO STA 302+20  
ACCESS ROAD NO. 2 CONSTRUCTION  
NO SCALE

NOTE: (A) MAINTAIN EXIST. CONCRETE PAVEMENT FROM STA. 300+08 TO 300+34, REMOVE EXIST. CURB AND WIDEN AS SHOWN, LEFT

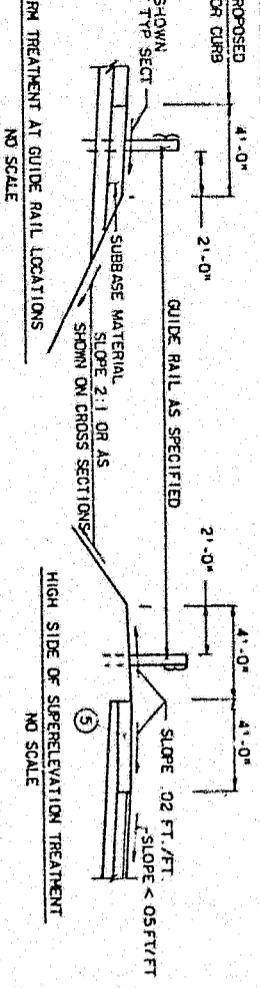
(B) CURB AND SIDEWALK SECTION TO STA. 300+00 RT. ONLY



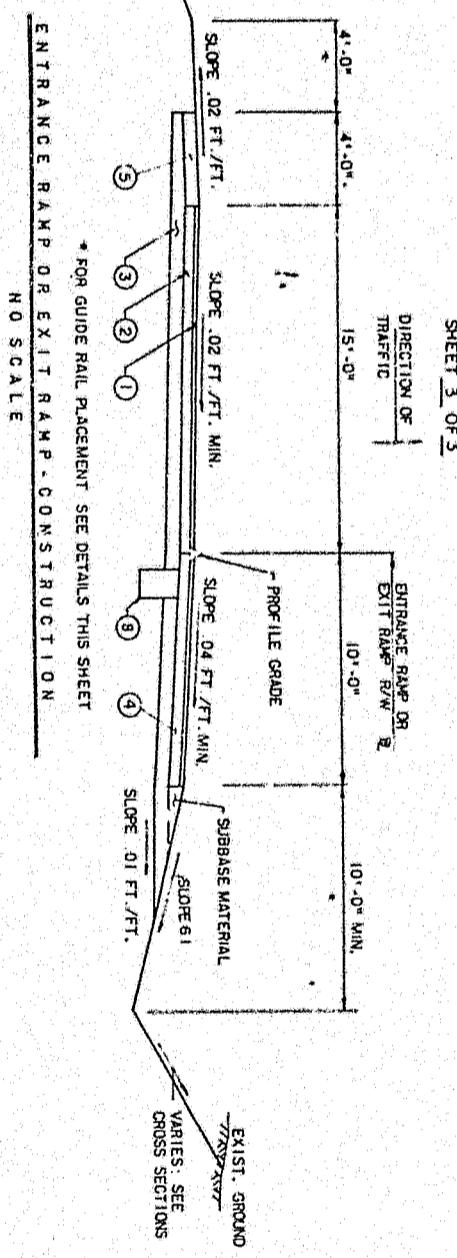
STA 302+20 TO STA 305+16  
ACCESS ROAD NO. 2 CONSTRUCTION  
NO SCALE

NOTE: FOR GUIDE RAIL TREATMENT (TYP) SEE SHEET 3 OF 3

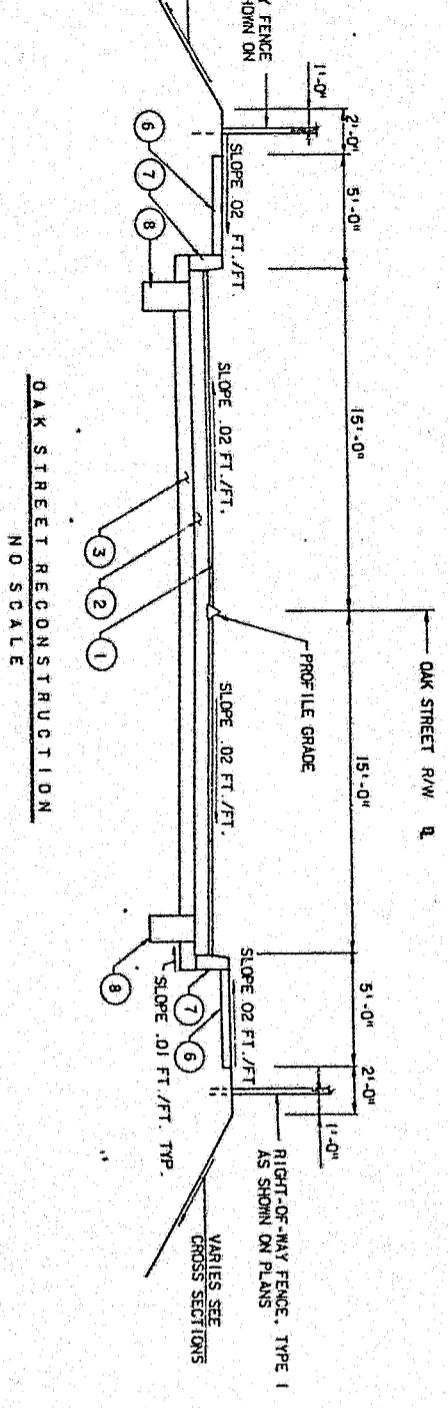
- ① BITUMINOUS REINFORCING COURSE, 10-2
- ② BITUMINOUS CONCRETE BASE COURSE, 4" DEPTH
- ③ SUBBASE, 8" DEPTH
- ④ PAVED SHOULDERS, TYPE 1 MODIFIED
- ⑤ PAVED SHOULDERS, TYPE 3
- ⑥ CEMENT CONCRETE SIDEWALK
- ⑦ PLAIN CEMENT CONCRETE CURB
- ⑧ PAVEMENT BASE DRAIN



TYPICAL GUIDE RAIL PLACEMENT DETAILS



ENTRANCE RAMP OR EXIT RAMP - CONSTRUCTION



OAK STREET RECONSTRUCTION

PROPERTY OWNER(S)	PLOT PLAN SHEET NUMBER(S)	GRANTOR(S) AND REMARKS	RECORDING										REQUIRED AREA						RESIDUE ACS / S F	VERIFICATION DATE	PARCEL NUMBER		
			DEED BOOK	PAGE NUMBER	DATE OF DEED	DATE OF RECORD	CONSIDERATION	TAX STAMPS	DEED AREA	AREA CALCULATED ACS / S F	ADVERSE(S) AND/OR EXCEPTIONS ACS / S F	LEGAL RIGHT OF WAY ACS / S F	EFFECTIVE ACS / S F	AERIAL EASEMENT INCLUDED IN RIGHT OF WAY	RIGHT OF WAY INCLUDES AERIAL EASEMENT	SLOPE	TEMPORARY AREA FOR CONSTRUCTION	UNDERGROUND DRAIN PIPE AREA				AREA OF DITCH	
S, INC	32	MORRIS A DAVIS AND WILLIAM DAVIS, AND LOIS DAVIS	3500	933	7-10-70	7-13-70	\$200,000	\$2,000	2,138 ACS.	2,370 ACS.	NONE	0,439 ACS.	1,931 ACS.	0,010 ACS.	0,010 ACS.	—	—	—	1,921 ACS.	4-5-84	1		
CORPORATION	32	McMULLIN ENTERPRISES, INC.	4178	202	1-5-77	2-7-77	\$100	NONE	NONE.	3,414 ACS.	0,785 ACS.	0,206 ACS.	2,423 ACS.	—	—	0,035 ACS.	—	—	2,423 ACS.	4-5-84	2		
	33	WILLIAM DAVIS, SAMUEL BERRY AND BETHEL MOORE	—	—	—	—	—	—	—	—	—	—	—	7,311 S F	33,025 S F	2,150 S F	11,420 S F	11,364 S F	—	—	—	4-5-84	4
L DEVELOPMENT AUTHORITY	34	SYNDENT CORPORATION	4554	460	7-31-80	8-26-80	\$100	NONE	10,786 ACS.	10,786 ACS.	NONE	0,112 ACS.	10,674 ACS.	0,039 ACS.	1,000 ACS.	0,587 ACS.	0,302 ACS.	0,209 ACS.	9,674 ACS.	4-5-84	5		
OF PHILADELPHIA, INC.	35	JOHN McSHAIN, INC.	3566	665	7-9-69	8-11-69	\$58,000	\$580	2,421 ACS.	2,421 ACS.	NONE	NONE	2,421 ACS.	0,042 ACS.	0,155 ACS.	—	—	—	2,267 ACS.	4-5-84	6		
SHIP INDUSTRIAL DEVELOPMENT AUTHORITY	36	NORMAN P. ROBINSON AND SUSANNE S. ROBINSON, H/W	4271	108	12-21-77	1-3-78	\$415,000	NONE	NONE	3,241 ACS.	NONE	0,398 ACS.	2,843 ACS.	0,067 ACS.	0,234 ACS.	—	—	0,166 ACS.	2,609 ACS.	4-5-84	11		
INC.	37	ALCO STANDARD CORPORATION	4729	2076	2-16-84	2-5-84	\$900,000	\$18,000	17,171 ACS.	16,843 ACS.	NONE	0,349 ACS.	16,494 ACS.	0,100 ACS.	0,200 ACS.	—	—	—	16,924 ACS.	4-5-84	12		
ORITY OF THE COUNTY OF MONTGOMERY	38	SEE GRANTOR(S) TABULATION ON SHEET 38 OF 45	SEE RECORDING INFORMATION TABULATION ON SHEET 38 OF 45										48,602 S F	NONE	2,888 S F	45,714 S F	6,267 S F	3,983 S F	—	—	39,447 S F	4-5-84	13
and MARY ROSE D'ANGELO, his wife	39	ANDREW RUBANDO AND ESTHER R RUBANDO	1954	480	10-11-48	10-14-48	\$17,000	—	NONE	—	NONE	NONE	37,807 S F	—	2,073 S F	—	—	—	35,734 S F	4-5-84	25b		
BELO	39	MARIO DIPOLLO AND CARRIE DIPOLLO, HIS WIFE	2966	169	7-28-59	7-29-59	NONE	\$90.00	NONE	—	NONE	NONE	37,807 S F	—	2,073 S F	—	—	—	35,734 S F	4-5-84	25b		
	39	ESTATE OF HOWARD R. AUCH	3037	349	2-15-60	2-19-60	\$18,000	\$180.00	NONE	—	NONE	NONE	37,807 S F	—	2,073 S F	—	—	—	35,734 S F	4-5-84	25c		
INDUSTRIAL DEVELOPMENT AUTHORITY	40	YOUNG WINDOWS, INC.	4172	433	1-11-77	1-12-77	\$100	NONE	6,543 ACS.	6,543 ACS.	NONE	0,562 ACS.	5,981 ACS.	0,032 ACS.	—	0,300 ACS.	—	—	5,949 ACS.	4-5-84	38		
TA, JOSEPH TORNETTA, LAWRENCE P	41	MONTGOMERY COUNTY INDUSTRIAL DEVELOPMENT AUTHORITY	31694	1090	10-19-82	NONE	NONE	NONE	168,586 ACS.	172,000 ACS.	NONE	3,945 ACS.	168,055 ACS.	—	—	2,739 ACS.	—	—	168,055 ACS.	4-5-84	39		
LES J TORNETTA, PARTNERS T/A	42																						
SYLVANIA TRANSPORTATION AUTHORITY (SEPTA)	43	ROBERT W. BLANCHETTE, RICHARD C BOND AND JOHN H McARTHUR, TRUSTEES	4357	162	NONE	11-1-78	NONE	NONE	NONE	NONE	NONE	NONE	NONE	30,675 S F	11,440 S F	3,332 S F	3,970 S F	—	—	—	4-5-84	40	
COMPANY	44	ROBERT W BLANCHETTE, RICHARD C BOND AND JOHN H McARTHUR TRUSTEES OF PENN CENTRAL TRANSPORTATION COMPANY	41720	1594	9-29-83	10-17-83	(631,500)	NONE	NONE	53,310 S F	NONE	—	—	2,240 S F	9,851 S F	1,295 S F	—	—	—	—	4-5-84	41	
YMOUTH RAILROAD COMPANY	45	ALAN WOOD IRON AND STEEL COMPANY	504	108	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4-5-84	42	

AREA AND DISTRICTS FROM THE DEED AND A PROPERTY SURVEY PLAN DATED MAY 1978  
 TO BE USED FOR THE RIGHT OF WAY FOR THE UPPER SECTION OF ALYOUTH RAILROAD CO  
 COUNTY THIS AREA FALLS WITHIN THAT THE DESCRIBED

LIMIT OF AUTHORIZATION  
 STA 126+82.00  
 STA (SLD) 126+84  
 L.R. 46140 SEC AOO R/W  
 WEST CONSHOCKEN BORO  
 MONTGOMERY COUNTY

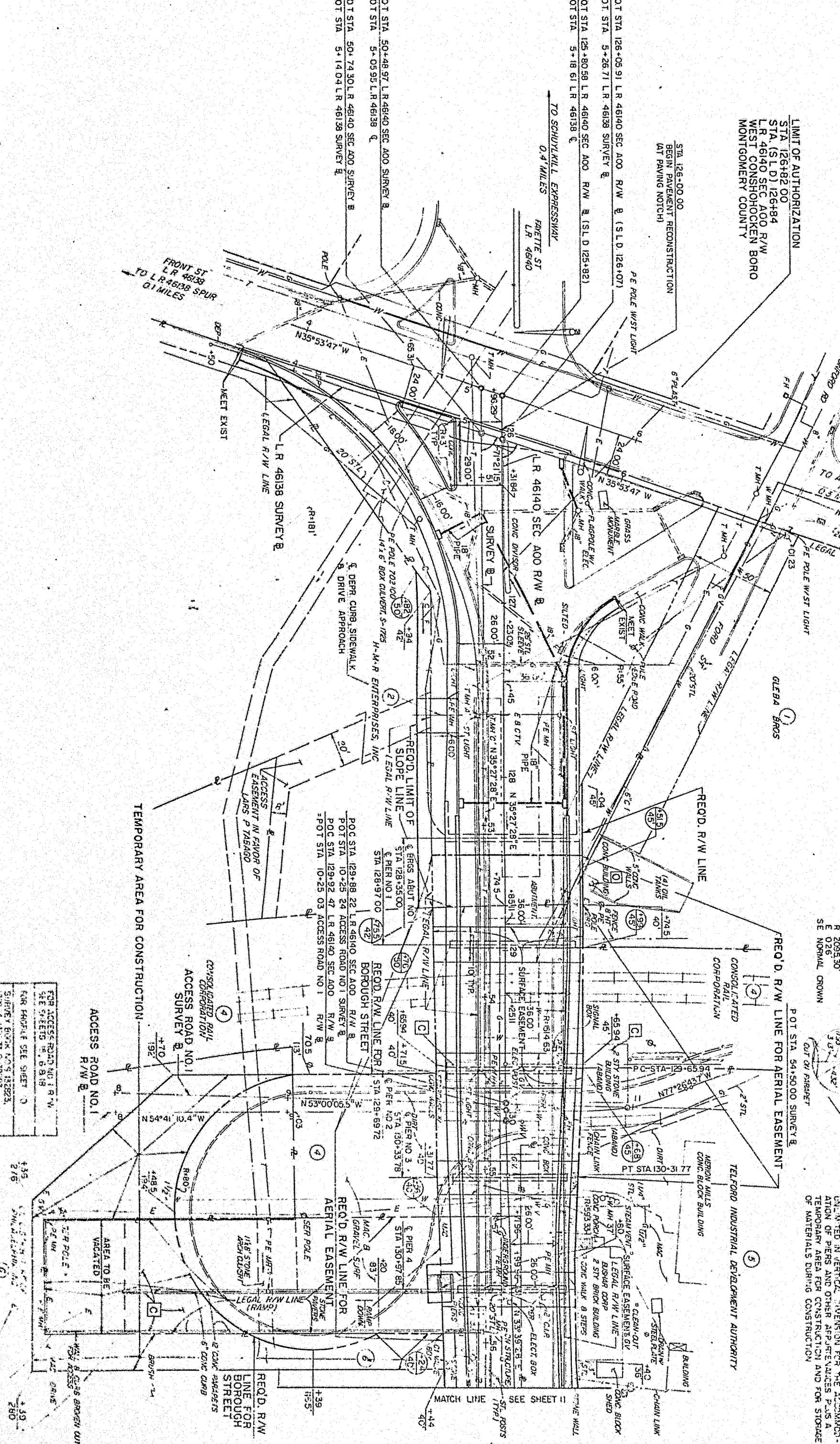
STA 126+00.00  
 BEGIN PAVEMENT RECONSTRUCTION  
 (AT PAVING NOTCH)

TO SCHUYLKILL EXPRESSWAY  
 0.4 MILES  
 FAVETTE ST  
 L.R. 46140

POT STA 126+05.91 L.R. 46140 SEC AOO R/W @ (SLD 126+07)  
 POT STA 5+26.71 L.R. 46138 SURVEY @  
 POT STA 5+18.61 L.R. 46138 @

POT STA 50+48.97 L.R. 46140 SEC AOO SURVEY @  
 POT STA 5+05.95 L.R. 46138 @  
 POT STA 50+74.30 L.R. 46140 SEC AOO SURVEY @  
 POT STA 5+14.04 L.R. 46138 SURVEY @

FRONT ST  
 L.R. 46138  
 TO L.R. 46138 SPUR  
 0.1 MILES



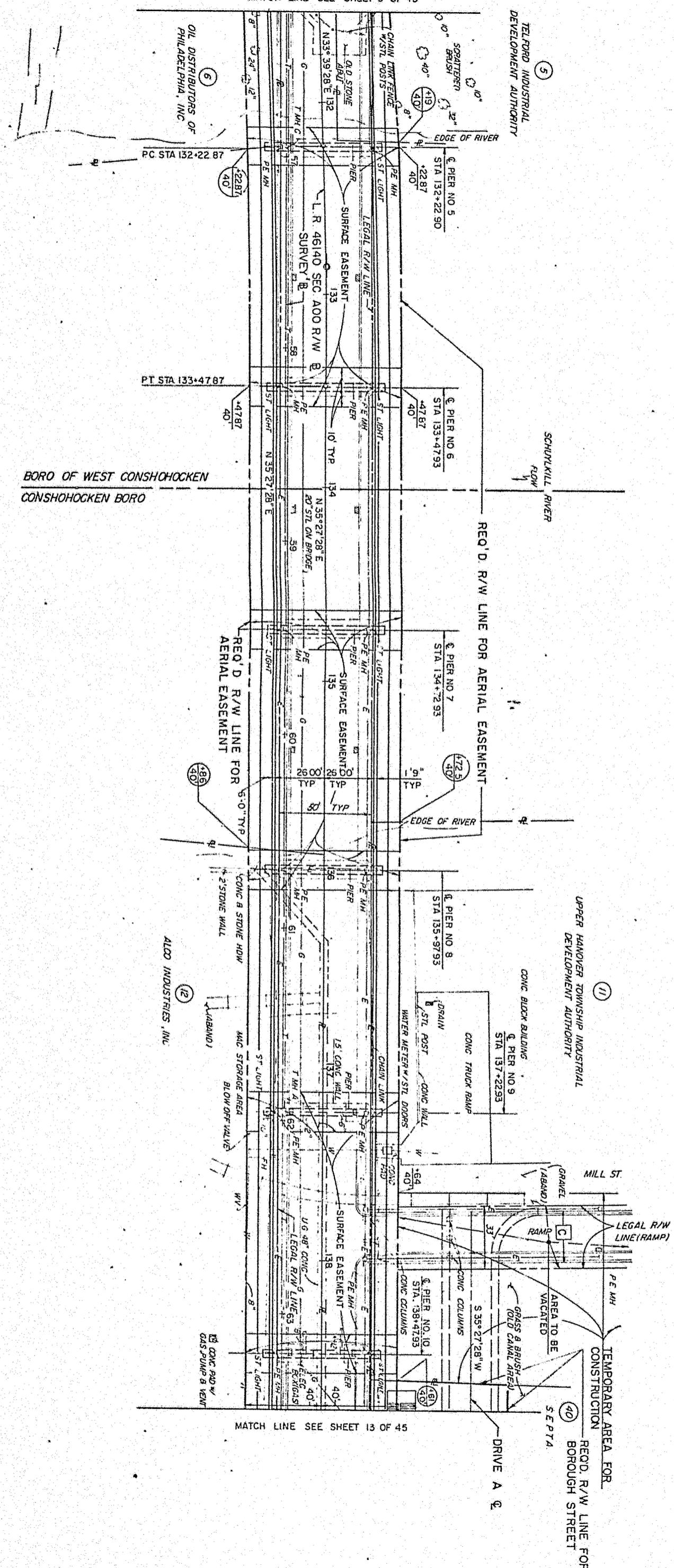
L 629.83  
 R 2095.30  
 E 0.26  
 SE NORMAL GROWN

UNLINED AND UNREINFORCED CONCRETE SHALL BE USED FOR ALL CONSTRUCTION UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL MAINTAIN ADEQUATE DRAINAGE AND EROSION CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PROCESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ALL AREAS TO ORIGINAL OR BETTER CONDITION UPON COMPLETION OF THE PROJECT.

FOR ACCESS ROAD NO. 1 R/W  
 SEE SHEET NO. 2  
 FAR FRONT SEE SHEET 3  
 SURVEY BOOK NOS. 132223  
 132224 132225 132226

435  
 216  
 435  
 280





TEL FORD INDUSTRIAL DEVELOPMENT AUTHORITY

OIL DISTRIBUTORS OF PHILADELPHIA, INC.

SCHUYLKILL RIVER

BORO OF WEST CONSHOHOCKEN  
CONSHOHOCKEN BORO

UPPER HANOVER TOWNSHIP INDUSTRIAL DEVELOPMENT AUTHORITY

ALCO INDUSTRIES, INC.

MILL ST.  
LEGAL R/W LINE (RAMP)

TEMPORARY AREA FOR CONSTRUCTION  
REQ'D R/W LINE FOR BOROUGH STREET

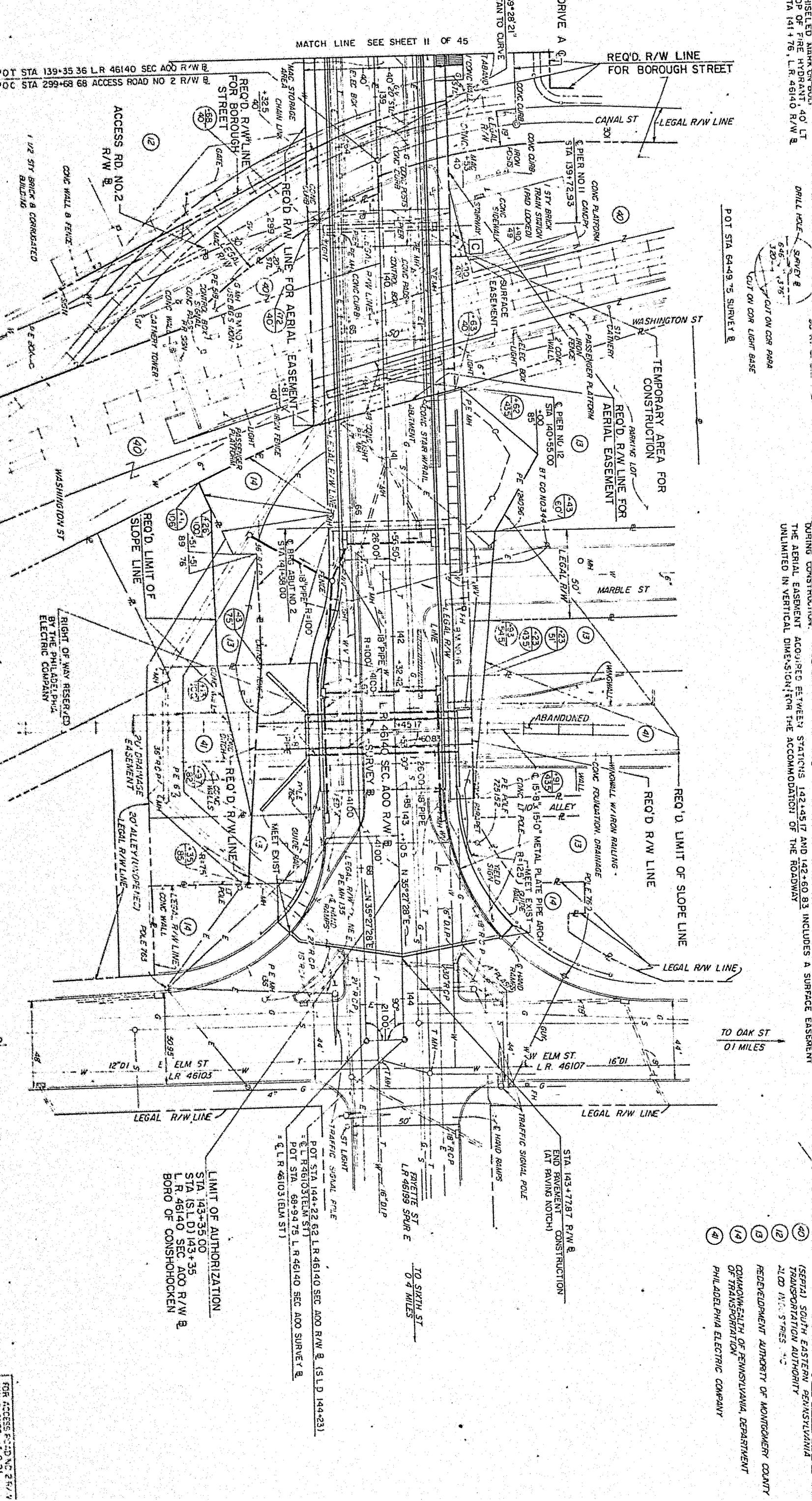
124.99'  
R 3978.61'  
E 0.49'  
SE NORMAL CROWN

THE AERIAL EASEMENT ACQUIRED BETWEEN STATIONS 136+45.00 AND 140+10.00 INCLUDES A SURFACE EASEMENT OF 10 FEET VERTICAL DIMENSION FOR THE ACCOMMODATION OF PERS AND OTHER APPURTENANCES PLUS A TEMPORARY AREA FOR CONSTRUCTION AND FOR STORAGE OF MATERIALS DURING CONSTRUCTION

FOR SHEET A CONT'D  
SEE SHEETS 21  
FOR PROFILE SEE SHEET 12  
SURVY BOOK NOS 132083 8  
132073



POT STA 139+35.36 L.R. 46140 SEC AOO R/W R  
POT STA 299+68.68 ACCESS ROAD NO 2 R/W R



UNLTD. IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF THE ROADWAY

DRILL HOLE SURVEY # 646-1 320-1 CUT ON COR LIGHT BASE

POT STA 64+49.75 SURVEY #

UNLTD. IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF THE ROADWAY

DURING CONSTRUCTION, THE AERIAL EASEMENT ACQUIRED BETWEEN STATIONS 142+45.17 AND 142+60.83 INCLUDES A SURFACE EASEMENT

- 12
  - 13
  - 14
  - 14
- FEDERATION AUTHORITY OF MONTGOMERY COUNTY  
COMMONWEALTH OF PENNSYLVANIA, DEPARTMENT  
OF TRANSPORTATION  
PHILADELPHIA ELECTRIC COMPANY

LIMIT OF AUTHORIZATION  
STA 143+35.00  
STA (S.L.D.) 143+35  
L.R. 46140 SEC AOO R/W R  
BORO OF CONSHOHOCKEN

POT STA 144+22.62 L.R. 46140 SEC AOO R/W R (S.L.D. 144+23)  
= (L.R. 46103) (ELM ST)  
POT STA 68+94.75 L.R. 46140 SEC AOO SURVEY #  
= (L.R. 46103) (ELM ST)

ELM ST L.R. 46105  
12'0" S  
30'95"

STA 143+72.87 R/W R  
END PAVING NOTCH  
(AT PAVING NOTCH)

BIYETTE ST L.R. 46199 SPUR E  
TO SIXTH ST  
0.4 MILES

TO OAK ST  
0.1 MILES

RIGHT OF WAY RESERVED  
BY THE PHILADELPHIA  
ELECTRIC COMPANY

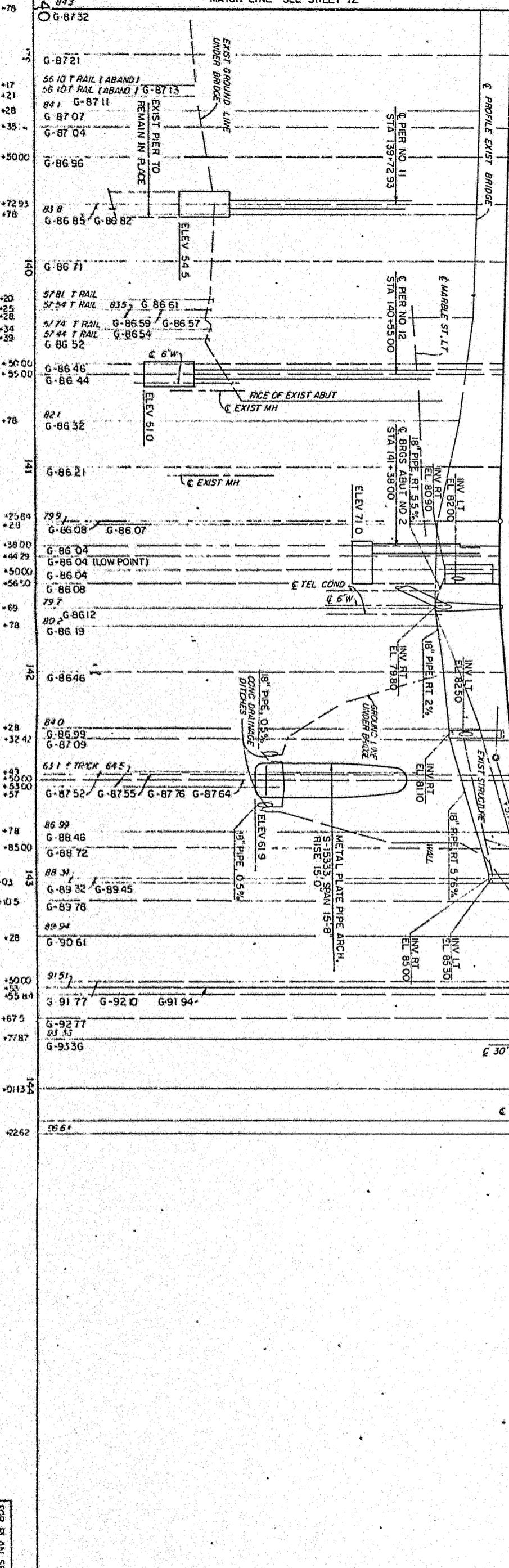
REQ'D. LIMIT OF  
SLOPE LINE

TEMPORARY AREA FOR  
CONSTRUCTION  
REQ'D. R/W LINE FOR  
AERIAL EASEMENT

REQ'D. R/W LINE  
FOR BOROUGH STREET

ACCESS RD. NO. 2  
R/W R

REQ'D. R/W LINE  
FOR BOROUGH  
STREET



P.O.T. STA. 139+35.36 L.R. 46140 SEC. A00 R/W B  
 \*P.O.C. STA. 299+68.68 ACCESS ROAD NO. 2 R/W B

PVI STA 142+4084  
 ELEV 85.51  
 V.C. 230.00'  
 MO +179'  
 H.L. SD. 202.23'

**LIMIT OF AUTHORIZATION**  
 STA 143+35.00  
 STA 151.01 143+35  
 L.R. 46140 SEC. A00 R/W B  
 BORO OF CONSHOHOCKEN  
 MONTGOMERY COUNTY

STA 143+77.87 R/W B  
 END PAVEMENT  
 (AT PAVING NOTCH)  
 L R 46107 W. ELM ST. LT

FAVETTE ST. AHEAD  
 POT STA 144+2262 L.R. 46140 SEC. A00 R/W B (S.L.D. 144+231)  
 L R 46103 TELM ST

BEGIN AUTHORIZATION  
STA. 8+33.00  
ACCESS ROAD NO. 1 R/W B  
WEST CONSHOCKEN BORO  
MONTGOMERY COUNTY

POT STA 10+00 00 ACCESS ROAD NO 1 SURVEY B  
POT STA 354+60 00 SOUTH B  
POT STA 10+00 00 ACCESS ROAD NO 1 R/W B  
POT STA 354+65 00 SOUTH B

CONSOLIDATED RAIL CORPORATION

50' LEGAL R/W L.R. 46140 (OVERHEAD)

SOUTH B SURVEY

L.R. 46140 SEC. A00 R/W B

GLEBA BROS

TEMPORARY AREA FOR CONSTRUCTION

CONSOLIDATED RAIL CORPORATION

REQ'D R/W LINE FOR BOROUGH STREET

TELFOORD INDUSTRIAL DEVELOPMENT AUTHORITY

POT STA 10+25 24 ACCESS ROAD NO 1 SURVEY B  
POC STA 129+88 22 L.R. 46140 SEC A00 R/W B  
POT STA 10+25 03 ACCESS ROAD NO 1 R/W B  
POC STA 129+92 47 L.R. 46140 SEC A00 R/W B

REQ'D R/W LINE FOR AERIAL EASEMENT  
L.R. 46140 SEE SHEET 9 OF 45

POT STA 10+97 25 ACCESS ROAD NO 1 R/W B  
POT STA 10+97 03 ACCESS ROAD NO 1 SURVEY B

ACCESS ROAD NO 1 SURVEY B  
TEMPORARY AREA FOR CONSTRUCTION

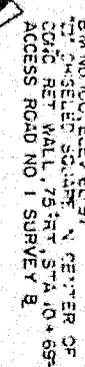
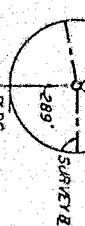
REQ'D R/W LINE FOR BOROUGH STREET

MATCH LINE SEE SHEET 16

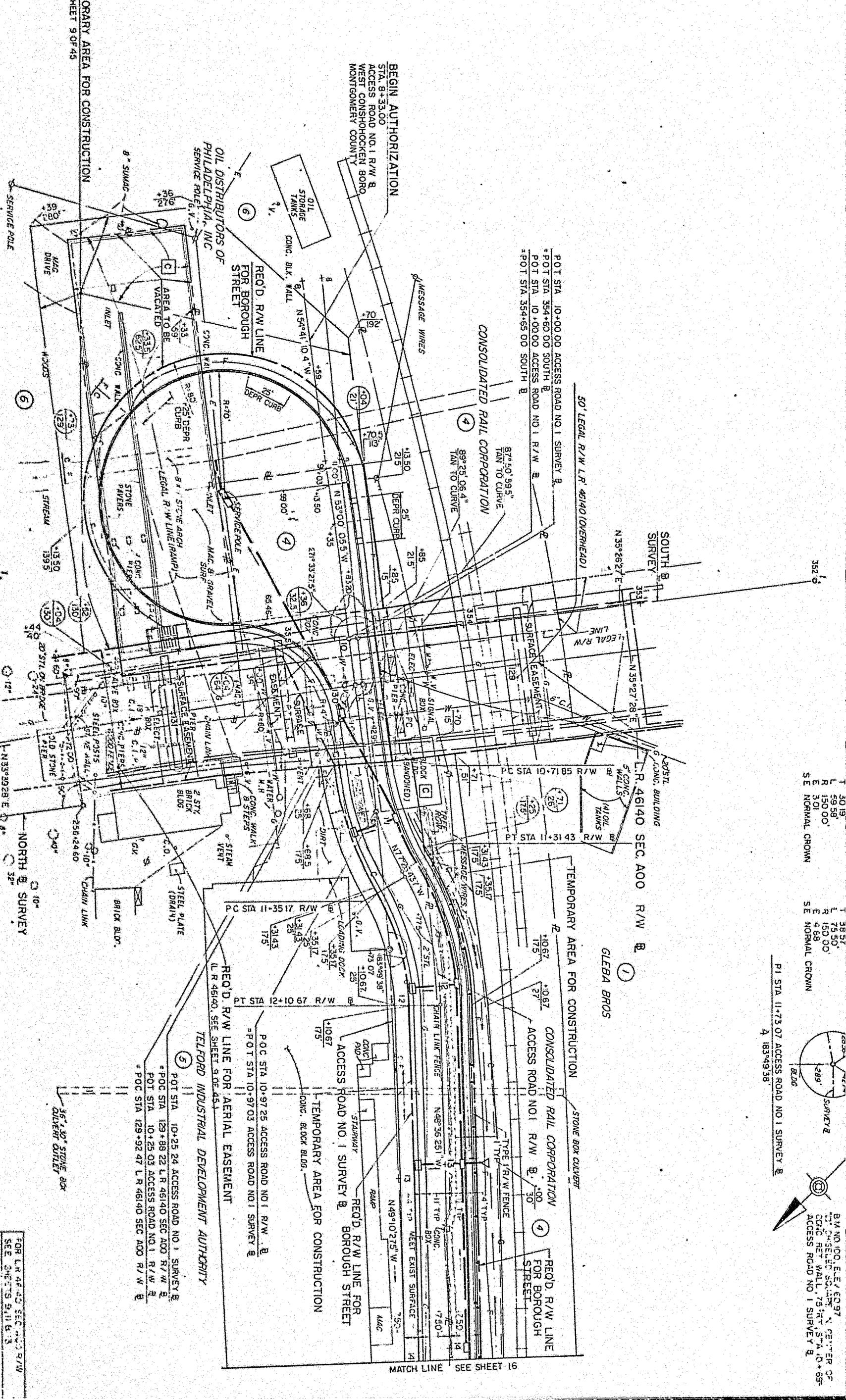
T 30.19  
L 59.58  
R 150.00  
E 3.01  
SE NORMAL CROWN

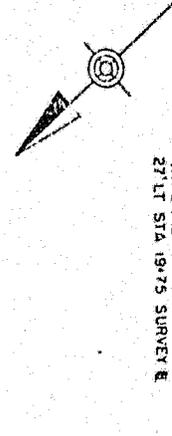
T 38.57  
L 75.50  
R 150.00  
E 4.66  
SE NORMAL CROWN

P1 STA 11+73.07 ACCESS ROAD NO 1 SURVEY B  
4 183+93.38

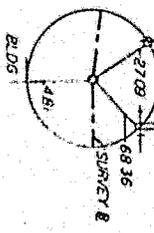


FOR L.R. 46140 SEC. A00 R/W  
SEE SHEETS 9, 11 & 13



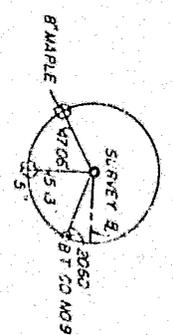


RR SNAKE IN EAST OF POWER POLE  
27' LT STA 19+75 SURVEY 8



Δ 17°24'53.5" RT  
D 22'55'03.9"  
T 38'29'  
L 75'99'  
R 25000'  
E 2'91"  
SE NORMAL CROWN

P1 STA 19+78.03 ACCESS ROAD NO. 1 SURVEY 8  
A 179°25'04.5"



POT STA 30+00.00 L.R. 46138  
SURVEY 8

GLEBA BROS. (1)

CONSOLIDATED RAIL CORPORATION (4)

TELFORD INDUSTRIAL DEVELOPMENT AUTHORITY (5)

REQ'D R/W LINE FOR BOROUGH STREET

REQ'D R/W LINE FOR BOROUGH STREET

ACCESS ROAD NO. 1 R/W R

TEMPORARY AREA FOR CONSTRUCTION

CONSOLIDATED RAIL CORPORATION

TELFORD INDUSTRIAL DEVELOPMENT AUTHORITY

TELFORD INDUSTRIAL DEVELOPMENT AUTHORITY (5)

ACCESS ROAD NO. 1 SURVEY 8

TEMPORARY AREA FOR CONSTRUCTION

AREA REQ'D FOR UNDERGROUND DRAIN PIPE

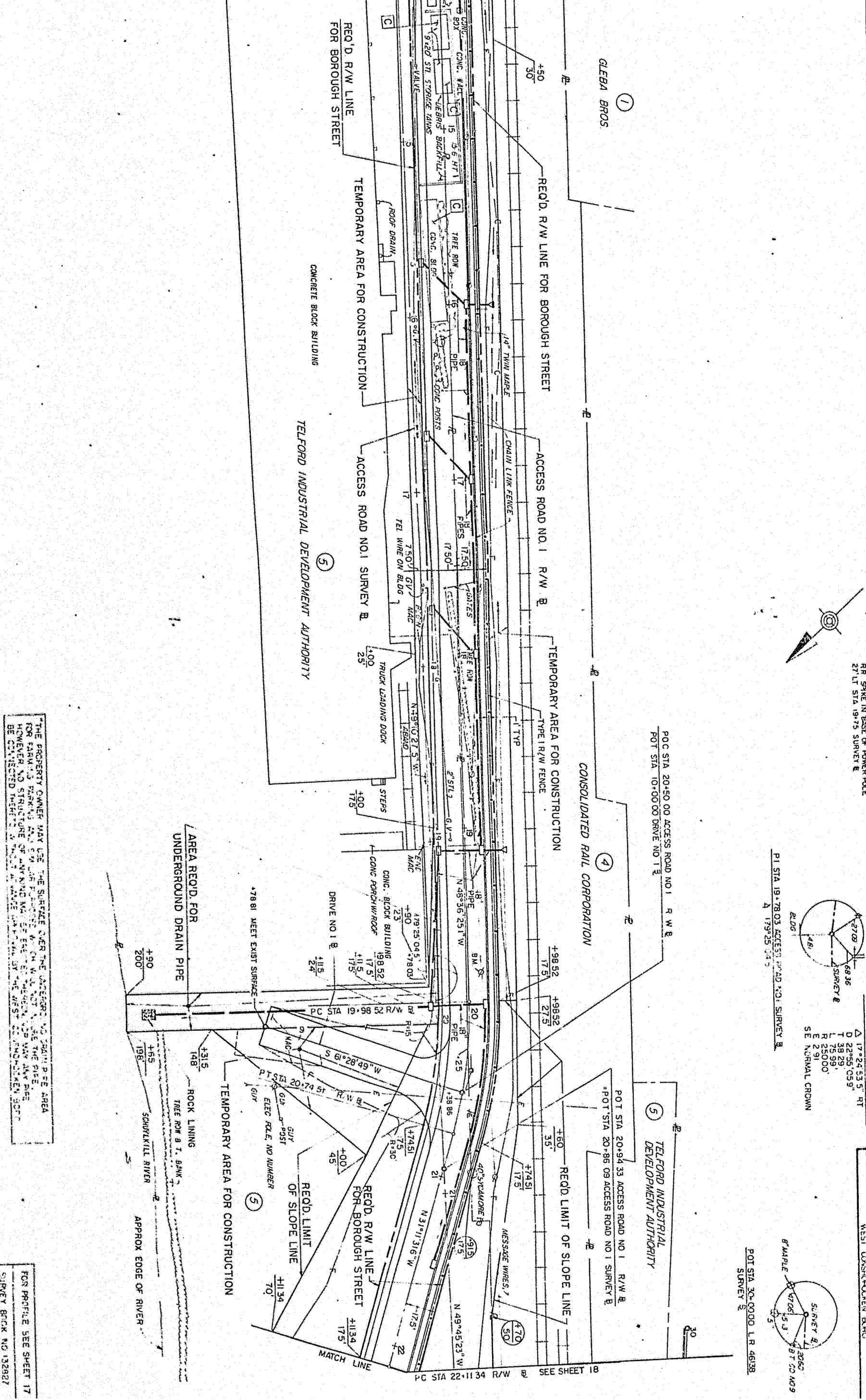
TEMPORARY AREA FOR CONSTRUCTION

REQ'D R/W LINE FOR BOROUGH STREET

PC STA 22+11.34 R/W SEE SHEET 18

THE PROPERTY OWNER MAY USE THE SURFACE OVER THE UNDERGROUND DRAIN PIPE AREA FOR PARKING, DRIVING AND STORAGE OF VEHICLES AND EQUIPMENT, BUT NOT FOR ANY OTHER PURPOSES. HOWEVER, NO STRUCTURE OR ANYTHING MADE PERMANENTLY SHALL BE CONSTRUCTED OR PLACED THEREON, AND THE SURFACE SHALL BE RESTORED TO ORIGINAL CONDITION BY THE PROPERTY OWNER.

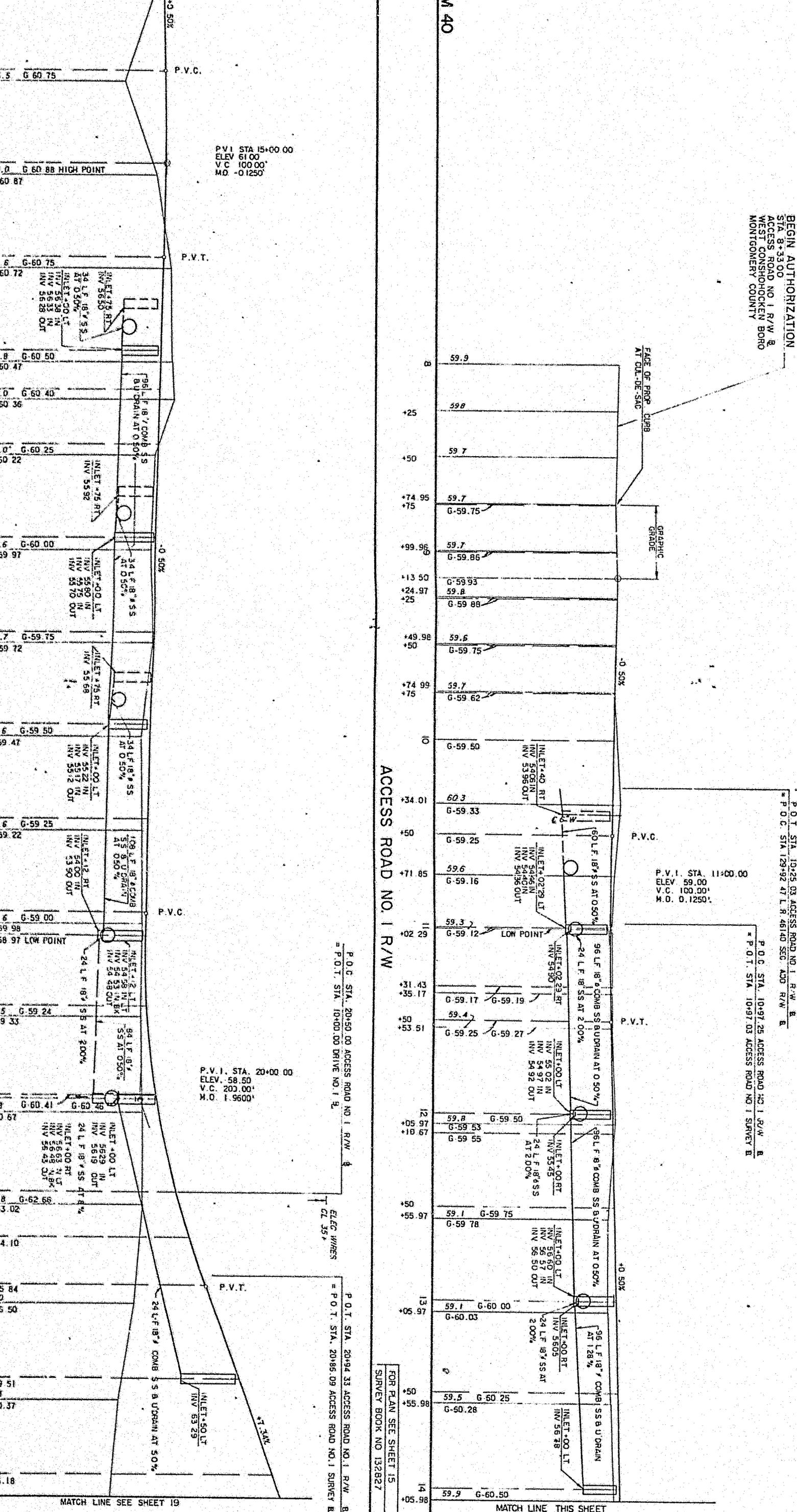
FOR PROFILE SEE SHEET 17  
SURVEY BOOK NO. 132827



BEGIN AUTHORIZATION  
 STA. 8+33.00  
 ACCESS ROAD NO. 1 R/W B  
 WEST CONSHOCKEN BORO  
 MONTGOMERY COUNTY

P.O.T. STA. 19+25.03 ACCESS ROAD NO. 1 R/W B  
 P.O.C. STA. 129+92.47 L.R. 46140 SEC. ADD. R/W B

P.O.C. STA. 10+97.23 ACCESS ROAD NO. 1 R/W B  
 P.O.T. STA. 10+97.03 ACCESS ROAD NO. 1 SURVEY B



40

40

ACCESS ROAD NO. 1 R/W

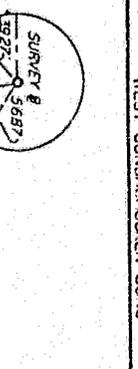
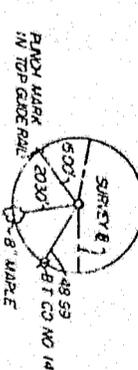
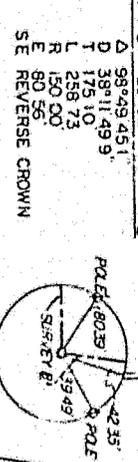
P.O.C. STA. 20+50.00 ACCESS ROAD NO. 1 R/W B  
 P.O.T. STA. 10+00.00 DRIVE NO. 1 R/W B

P.O.T. STA. 20+94.33 ACCESS ROAD NO. 1 R/W B  
 P.O.T. STA. 20+96.09 ACCESS ROAD NO. 1 SURVEY B

FOR PLAN SEE SHEET 15  
 SURVEY BOOK NO. 132827

MATCH LINE SEE SHEET 19

MATCH LINE THIS SHEET



WEST CONSUMMATION BORO

END AUTHORIZATION  
 STA 25+13.50  
 ACCESS ROAD NO. 1 R/W  
 WEST CONSUMMATION BORO  
 MONTGOMERY COUNTY

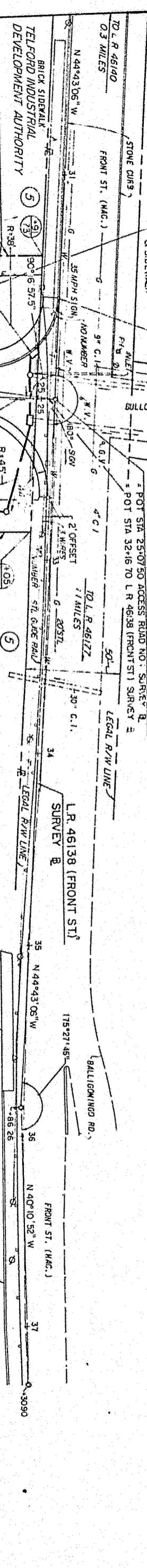
REQ'D. R/W LINE FOR  
 AERIAL EASEMENT

PI STA 23+69.36 ACCESS ROAD NO. 1 SURVEY B  
 Δ 94°45'19.5"

POT STA 25+09.78 ACCESS ROAD NO. 1 SURVEY B  
 POT STA 25+07.50 ACCESS ROAD NO. 1 SURVEY B  
 POT STA 32+16.70 L.R. 46138 (FRONT ST) SURVEY B

PI STA 35+66.26 L.R. 46138  
 SURVEY B  
 Δ 175°27'46"

POT STA 37+30.90 L.R. 46138  
 SURVEY B

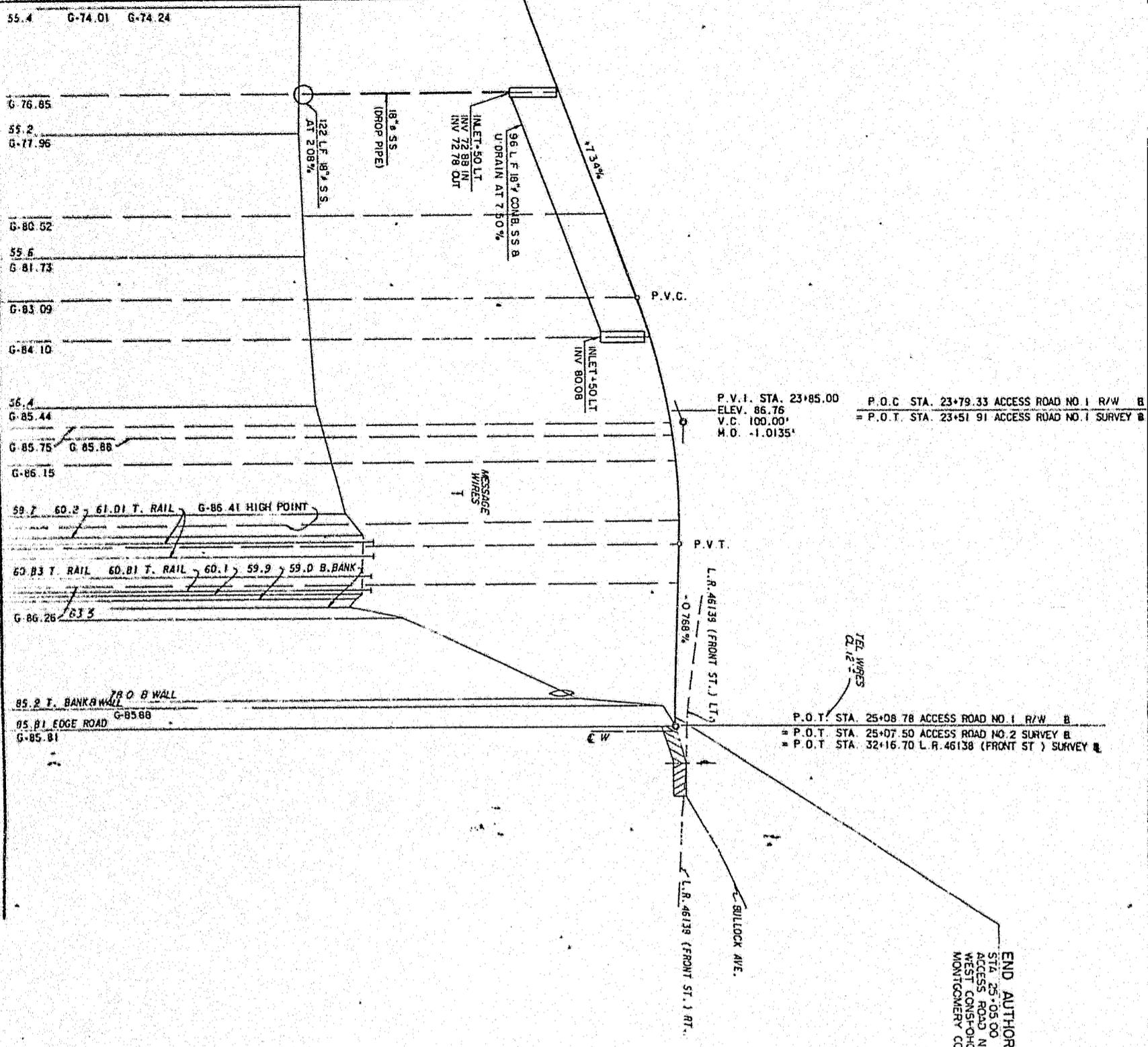


THE AERIAL EASEMENT ACQUIRED BETWEEN STATIONS 23+83.00 AND 24+72.00 INCLUDES A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION FOR THE ACCOMMODATION OF PIERS AND OTHER APPURTENANCES PLUS A TEMPORARY AREA FOR CONSTRUCTION AND FOR STORAGE OF MATERIALS DURING CONSTRUCTION.

THE PROPERTY OWNER MAY USE THE SPACE OVER THE UNDERGROUND DRAIN PIPE AREA FOR FARMING, PARKING AND SIMILAR PURPOSES WHICH WILL NOT AFFECT THE PIPE POWER HO STRUCTURE OR ANY OTHER UTILITY WHICH MAY BE LOCATED THEREIN. NO MAY ANY PIPE BE CONNECTED THERETO WITHOUT ADVANCE APPROVAL BY THE WEST CONSUMMATION BORO.

FOR PROFILE SEE SHEET 19

SURVEY BOOK NO. 132827

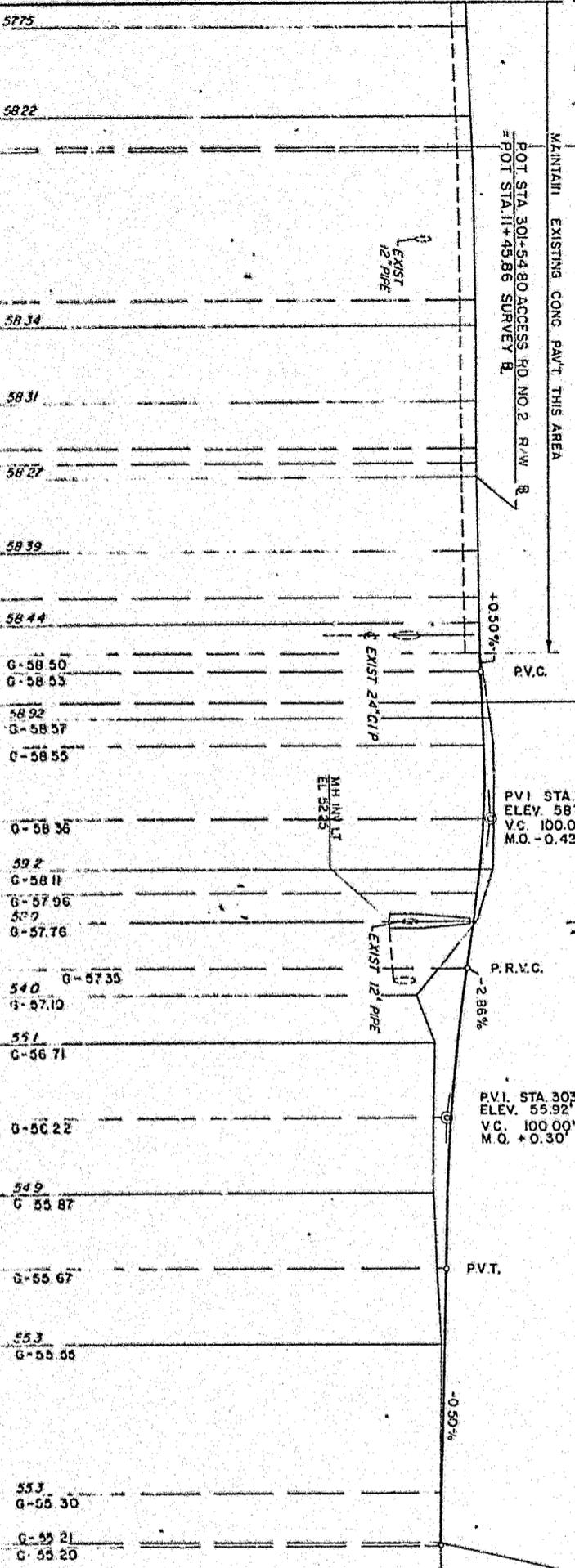


END AUTHORIZATION  
 STA. 25+05.00  
 ACCESS ROAD NO. 1 R/W B  
 WEST CONS-CHOCKEN ROAD  
 MONTGOMERY COUNTY



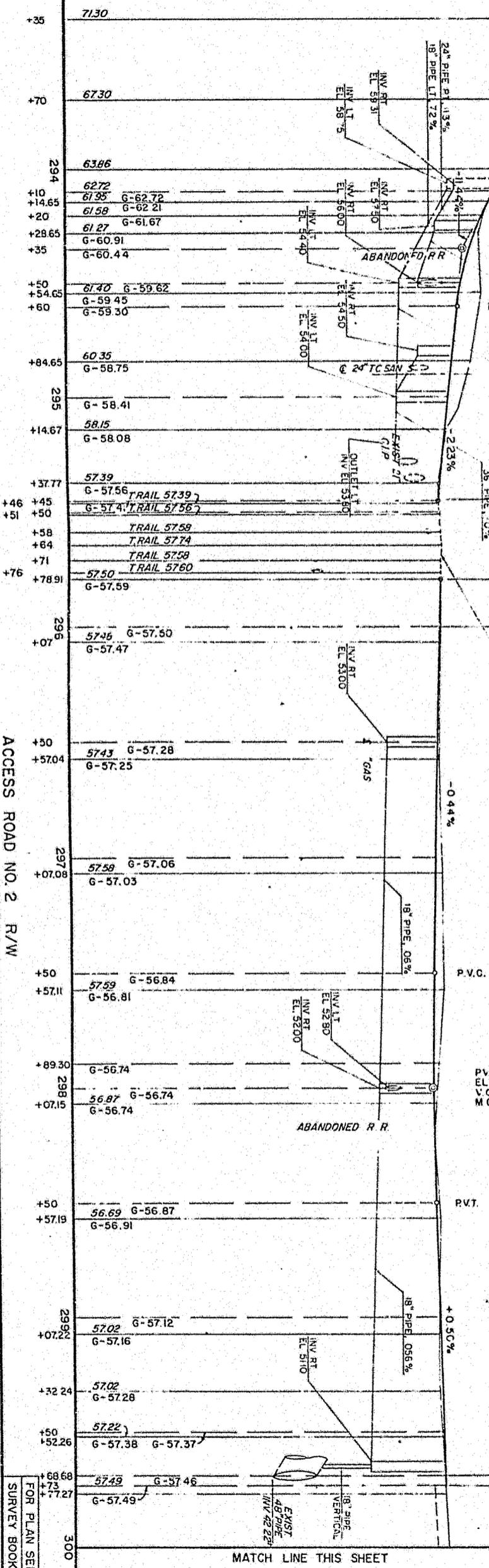


MATCH LINE THIS SHEET



END AUTHORIZATION  
STA 305+16.00  
ACCESS ROAD NO 2 R/W B  
BOARD OF CONSERVATION  
MONTGOMERY COUNTY

25



MATCH LINE THIS SHEET



COLWELL LANE R/W

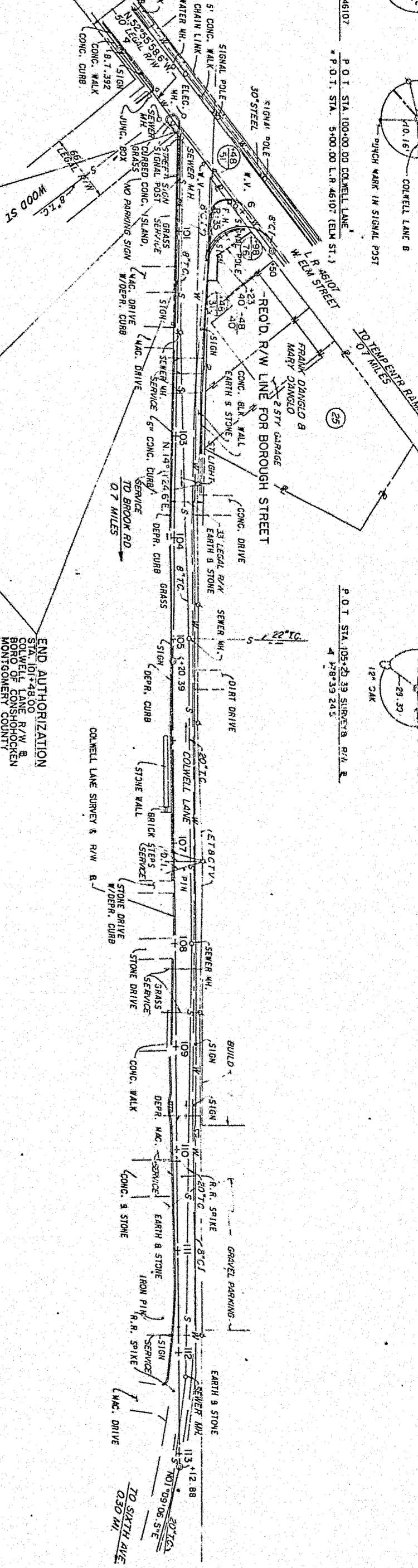
100	82.29
05	83.59
101	79.82
05	77.39
102	75.58
05	74.28
103	73.32
05	72.42
104	71.59
05	71.07
105	70.49
05	70.57
106	70.21
05	69.33
107	68.88
05	68.11
108	67.94
05	67.33
109	67.95
05	67.98
110	67.91
05	68.32
111	69.22
05	69.19
112	69.20
05	69.38
113	68.82
05	68.29
114	

EXIST. COLWELL LANE

BEGIN AUTHORIZATION  
STA. 100+48.00  
COLWELL LANE R/W B  
BOARD OF CONSHOHOCKEN  
MONTGOMERY

END AUTHORIZATION  
STA. 101+48.00  
COLWELL LANE R/W B  
BOARD OF CONSHOHOCKEN  
MONTGOMERY COUNTY

SURVEY BOOK NOS 132825 8132826



P.O.T. STA. 105+23.39 SURVEY B R/W B  
4 278'39" 24.5

P.O.T. STA. 100+00.00 COLWELL LANE  
P.O.T. STA. 5+00.00 L.R. 46107 (ELM ST.)

SIXTH ST. B  
COLWELL LANE B  
R.R. SPIKE  
TO FAYETTE ST  
0.45 MI.  
SIXTH AVENUE SURVEY B  
SUTCLIFFE LANE  
COLWELL LANE SURVEY & R/W B  
BROOK ROAD SURVEY & R/W B  
REED R/W LINE FOR TOWNSHIP STREET  
BROOK ROAD  
SIXTH AVENUE B  
EXIST. SIXTH AVE  
EXIST. COLWELL LANE  
EXIST. BROOK ROAD

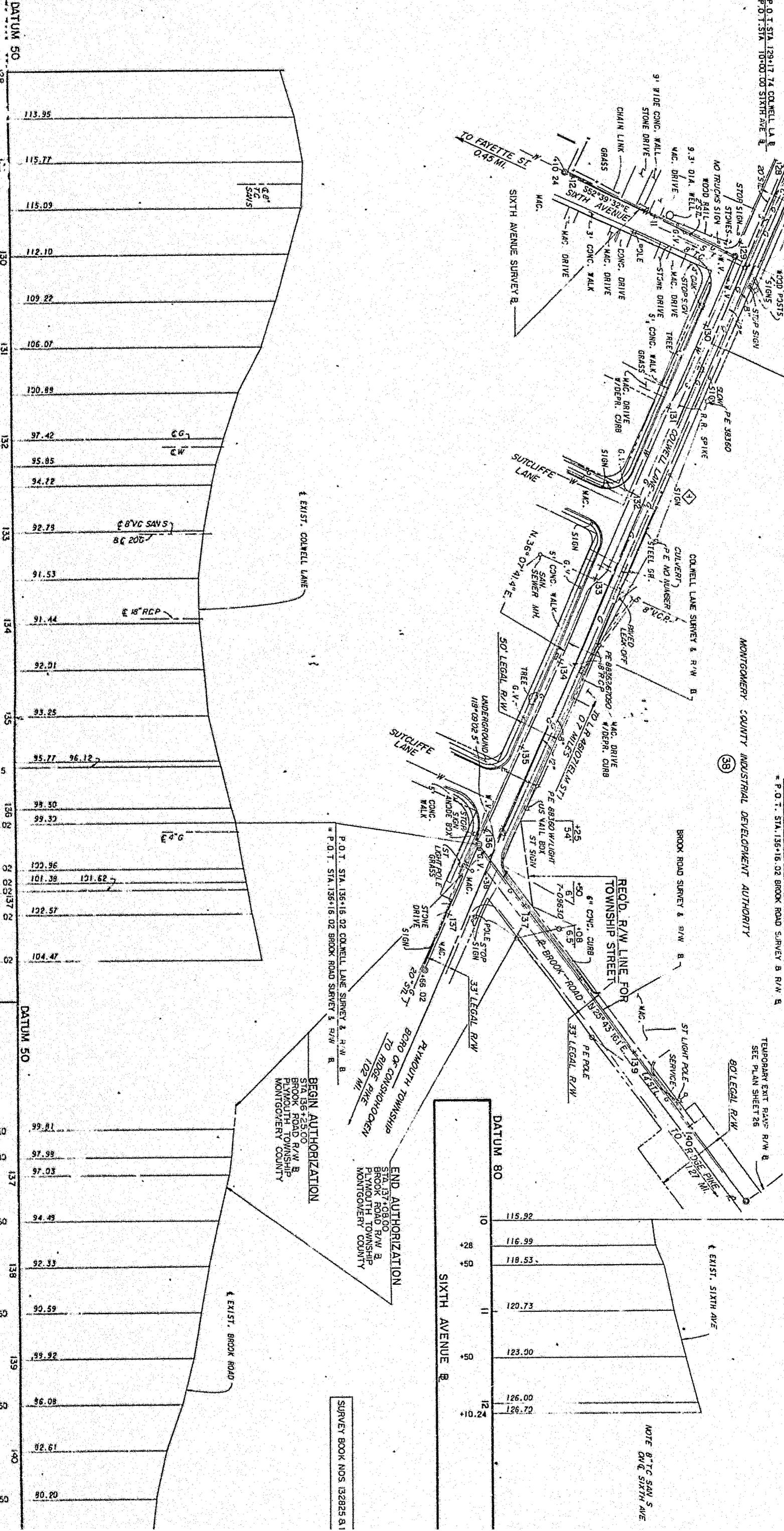
P.O.T. STA. 129+17.74 COLWELL LANE SURVEY & R/W B  
P.O.T. STA. 10+00.00 SIXTH AVE B

P.O.T. STA. 136+16.02 COLWELL LANE SURVEY & R/W B  
P.O.T. STA. 136+16.02 BROOK ROAD SURVEY & R/W B

TEMPORARY EXIT R/W R/W B  
SEE PLAN SHEET 26

DRILL HOLE IN TOP CURB

MONTGOMERY COUNTY INDUSTRIAL DEVELOPMENT AUTHORITY  
39



P.O.T. STA. 136+16.02 COLWELL LANE SURVEY & R/W B  
P.O.T. STA. 136+16.02 BROOK ROAD SURVEY & R/W B

BEGIN AUTHORIZATION  
STA. 136+35.00  
BROOK ROAD R/W B  
PLYMOUTH TOWNSHIP  
MONTGOMERY COUNTY

END AUTHORIZATION  
STA. 137+08.00  
BROOK ROAD R/W B  
PLYMOUTH TOWNSHIP  
MONTGOMERY COUNTY

SURVEY BOOK NOS. 132825 & 1

NOTE 8" TC SAN S  
ON 6" SIXTH AVE

Station	Value
128	113.95
129	115.77
130	115.09
131	112.10
132	109.22
133	106.07
134	100.88
135	97.42
136	95.85
137	94.72
138	92.73
139	91.53
140	91.44
141	92.01
142	93.25
143	95.77
144	96.12
145	99.50
146	99.32
147	102.96
148	101.38
149	101.62
150	102.57
151	104.47

Station	Value
137	99.81
138	97.98
139	97.03
140	94.49
141	92.33
142	90.59
143	89.92
144	86.08
145	82.61
146	80.20



TEMPORARY EXIT RAMP R/W

FOR P.L.A. SEE SHEET 26

P.O.T. STA. 84+99.96 EXIT RAMP R/W B  
= P.O.T. STA. 85+00.00 EXIT RAMP SURVEY & 5.90' RT.

P.O.C. STA 87+78 89 EXIT RAMP R/W B  
= P.O.T. STA 87+78 72 EXIT RAMP SURVEY B

P.V.I. STA. 88+75.00  
EL. 87.75  
V.C. 150'  
H.O. -0.8738'

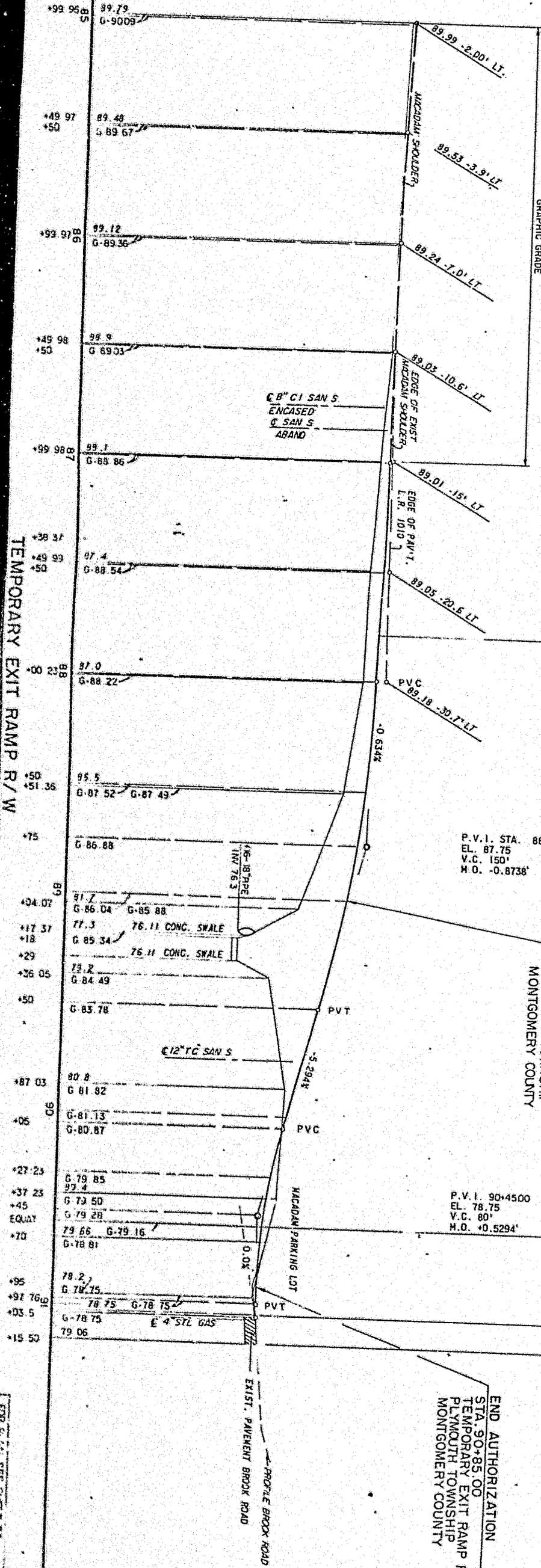
BEGIN AUTHORIZATION  
STA. 89+00.00  
TEMPORARY EXIT RAMP R/W B  
PLYMOUTH TOWNSHIP  
MONTGOMERY COUNTY

P.V.I. 90+4500  
EL. 78.75  
V.C. 80'  
H.O. +0.5294'

P.T. STA. 90+49.87 EXIT RAMP R/W B BK.  
= P.O.T. STA. 90+62.63 EXIT RAMP SURVEY & R/W B AHD.

P.O.T. STA. 91+02.96 EXIT RAMP SURVEY & R/W B  
= P.O.T. STA. 141+02.86 BROOK ROAD SURVEY & R/W B BK.  
P.O.T. STA. 91+15.50 EXIT RAMP SURVEY & R/W B  
= P.O.T. STA. 2+00.00 BROOK ROAD SURVEY & R/W B AHD.

END AUTHORIZATION  
STA. 90+85.00  
TEMPORARY EXIT RAMP R/W B  
PLYMOUTH TOWNSHIP  
MONTGOMERY COUNTY



6\"/>

1/2\"/>

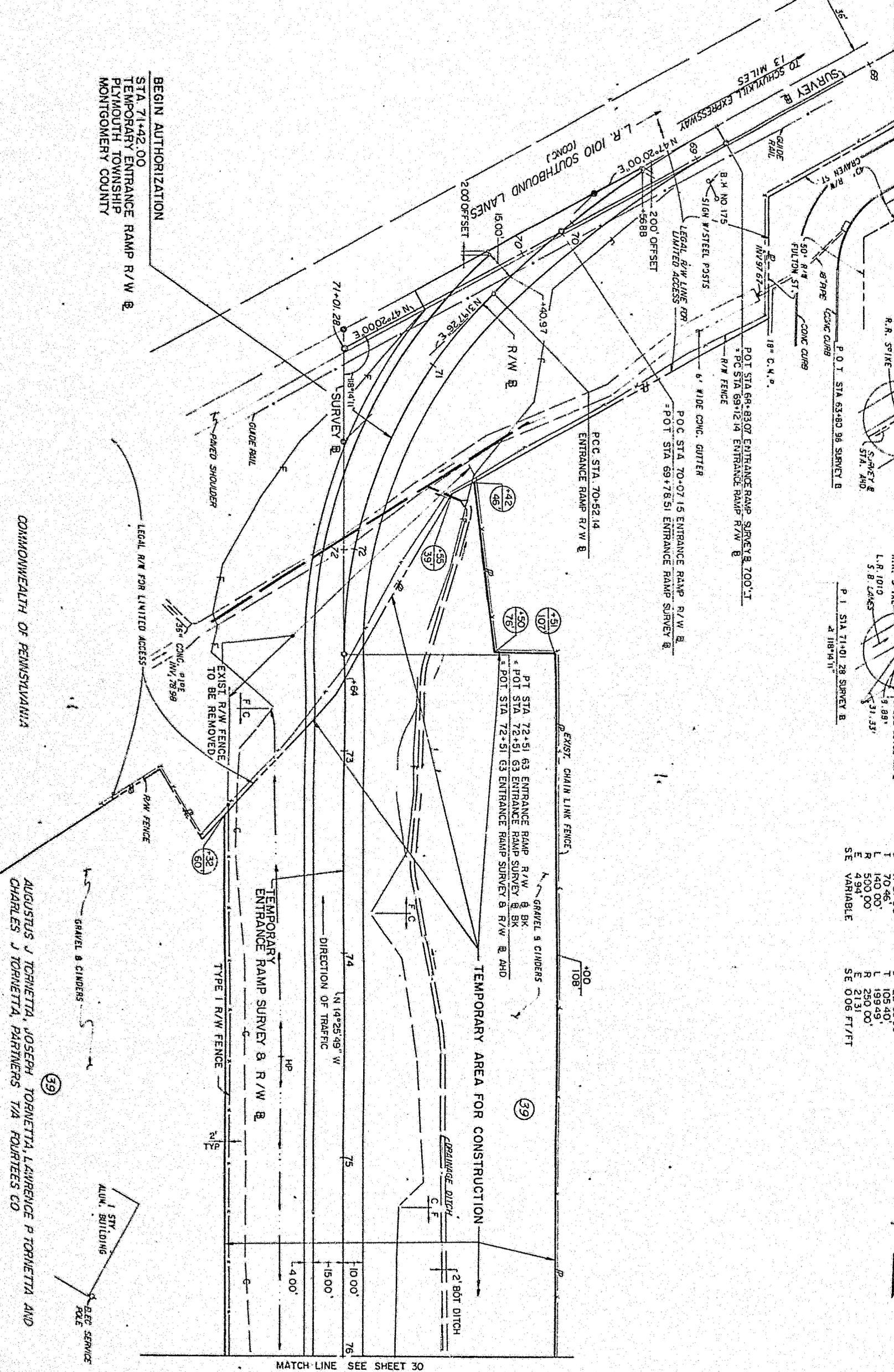
12\"/>

MACADAM PARKING LOT

EXIST. PAVEMENT BROOK ROAD  
PROFILE BROOK ROAD

4\"/>

BEGIN AUTHORIZATION  
 STA 71+42.00  
 TEMPORARY ENTRANCE RAMP R/W @  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY



MATCH LINE SEE SHEET 30

COMMONWEALTH OF PENNSYLVANIA

AUGUSTUS J TORNETTA, JOSEPH TORNETTA, LAWRENCE P TORNETTA AND  
 CHARLES J TORNETTA, PARTNERS T/A FOURTEES CO

SE	TH	DI	ST	DI	TH	SE
70+46'	140.00'	105.40'	199.49'	230.00'	213.1'	0.06 FT/FT
5 B	500.00'	4.94'	213.1'	0.06 FT/FT		
L	500.00'					
R	500.00'					
F	500.00'					
E	500.00'					
SE	VARIABLE					

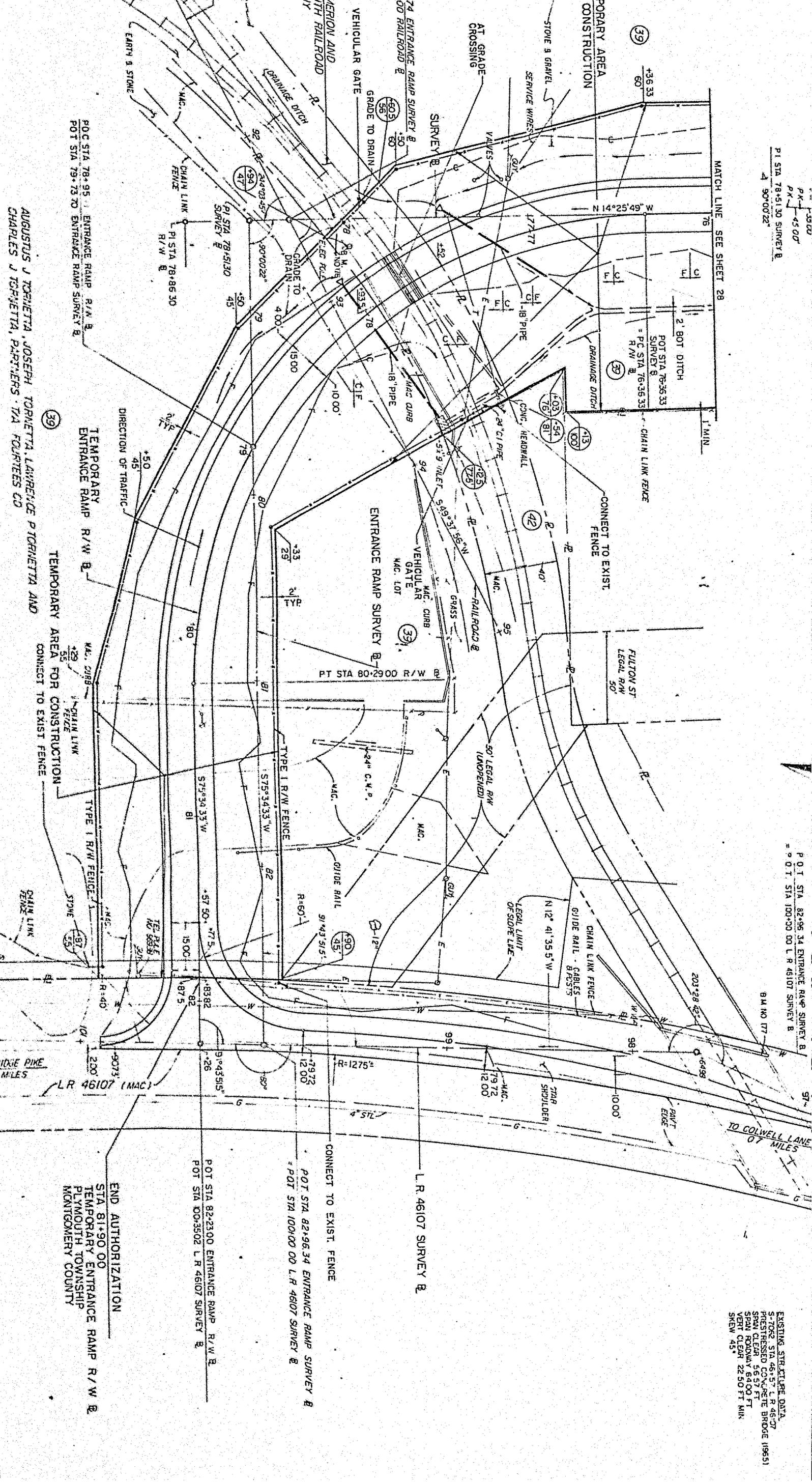
FOR PROFILE SEE SHEET 29  
 S. R. B. NO. 102828



P.K. 45.00  
 P.K. 45.00'  
 P1 STA 78+51.30 SURVEY B  
 90°00'22"

P.O.T. STA 82+96.34 ENTRANCE RAMP SURVEY B  
 P.O.T. STA 100+00.00 L.R. 46107 SURVEY B  
 B.M. NO. 177

EXISTING STRUCTURE DATA  
 STAKE STA 48+57 L.R. 46107  
 RECESSED CONCRETE BRIDGE (1965)  
 SPAN LENGTH 56.57 FT  
 SPAN ROADWAY 64.00 FT  
 VERT. CLEAR. 22.50 FT MIN.  
 SKEW 45°



AUGUSTUS J. TORNETTA, JOSEPH TORNETTA, LAWRENCE P. TORNETTA AND  
 CHARLES J. TORNETTA, PARTNERS, TIA FOURTEENS CO

END AUTHORIZATION  
 STA 81+90.00  
 TEMPORARY ENTRANCE RAMP R/W B  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

TEMPORARY AREA FOR CONSTRUCTION  
 CONNECT TO EXIST FENCE  
 TEMPORARY ENTRANCE RAMP R/W B  
 TEMPORARY AREA FOR CONSTRUCTION  
 CONNECT TO EXIST FENCE

ENTRANCE RAMP R/W B  
 POT STA 78+95.10 ENTRANCE RAMP SURVEY B  
 POT STA 79+73.70 ENTRANCE RAMP SURVEY B

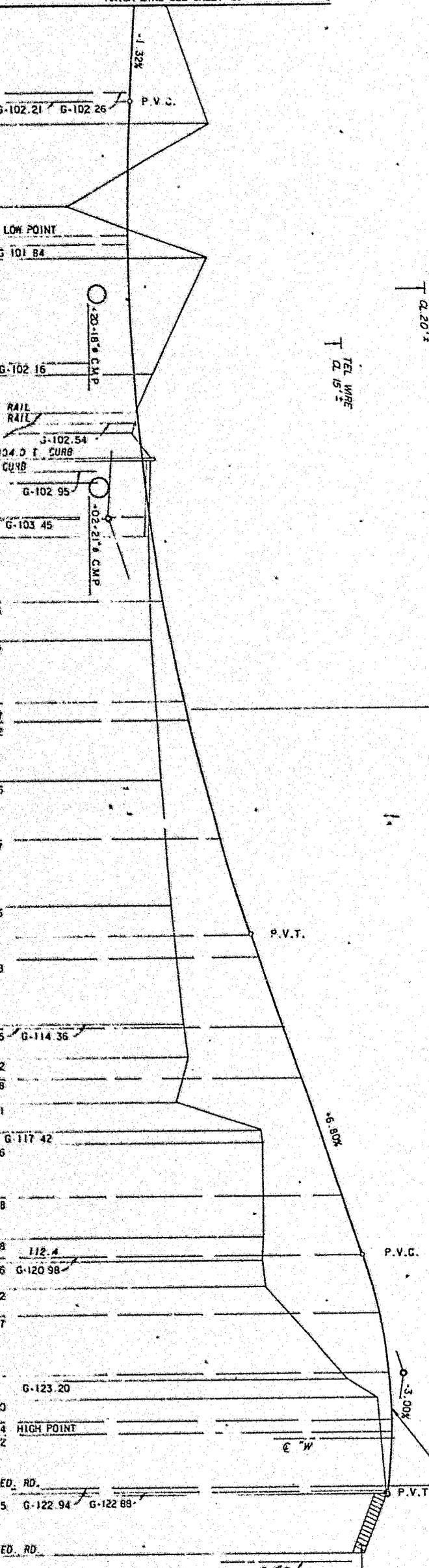
POT STA 82+23.00 ENTRANCE RAMP R/W B  
 POT STA 100+35.02 L.R. 46107 SURVEY B

POT STA 82+96.34 ENTRANCE RAMP SURVEY B  
 POT STA 100+00.00 L.R. 46107 SURVEY B

CONNECT TO EXIST FENCE

L.R. 46107 SURVEY B

MATCH LINE SEE SHEET 29



P.V.I. STA. 78+15.00  
 ELEV. 99.90  
 V.C. 350.00'  
 M.O. +3.5525'

P.O.T. STA. 78+95.11 ENTRANCE RAMP R/W  
 P.O.T. STA. 79+73.70 ENTRANCE RAMP SURVEY

P.V.T.

P.V.C.

P.V.I. STA. 81+75.00  
 ELEV. 124.38  
 V.C. 100.00'  
 M.O. -1.225'

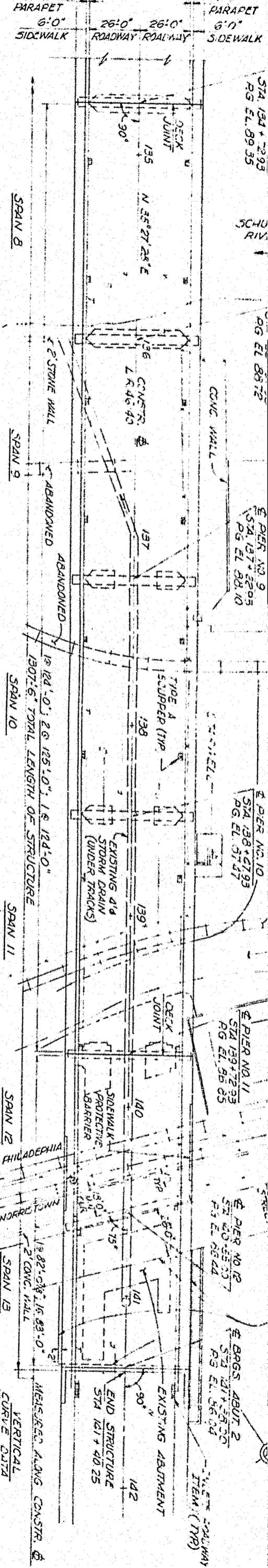
P.O.T. STA. 82+23.00 ENTRANCE RAMP R/W  
 P.O.T. STA. 100+35.02 L.R. 46107 SURVEY

P.V.T.

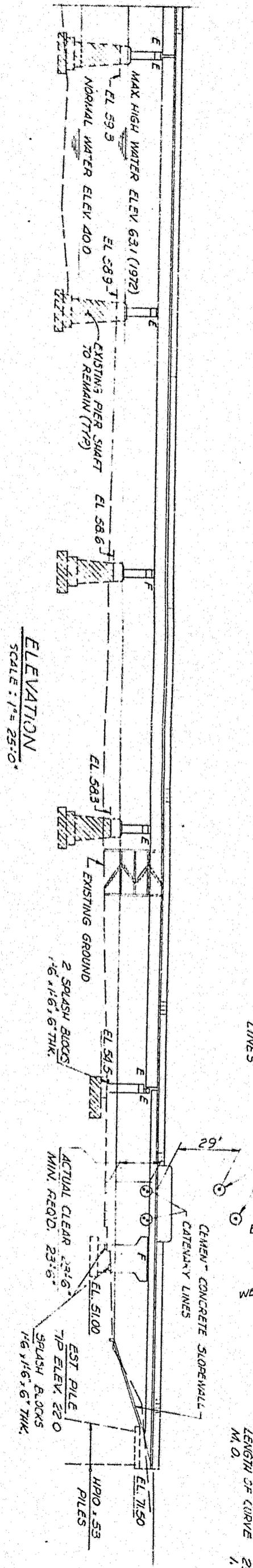
END AUTHORIZATION  
 STA. 81+90.00  
 TEMPORARY ENTRANCE RAMP R/W  
 PLYMOUTH TOWNSHIP  
 MONTGOMERY COUNTY

PLYMOUTH TOWNSHIP





NOTES: FOR RAILING AND LIGHTING  
POLE SPACING, SEE DECK PLAN SHEETS



PRELIMINARY

**Commonwealth of Pennsylvania**

DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN

MONTGOMERY COUNTY  
L.R. 46140 SEC. AOD  
L.R. 46140-AOD STA. 134 + 00  
OVER SCHUYLKILL RIVER, CONRAIL & SEPTA  
GENERAL PLAN 2

Mark	Description	BY	CHK'd	App'd	Date
REVISIONS					

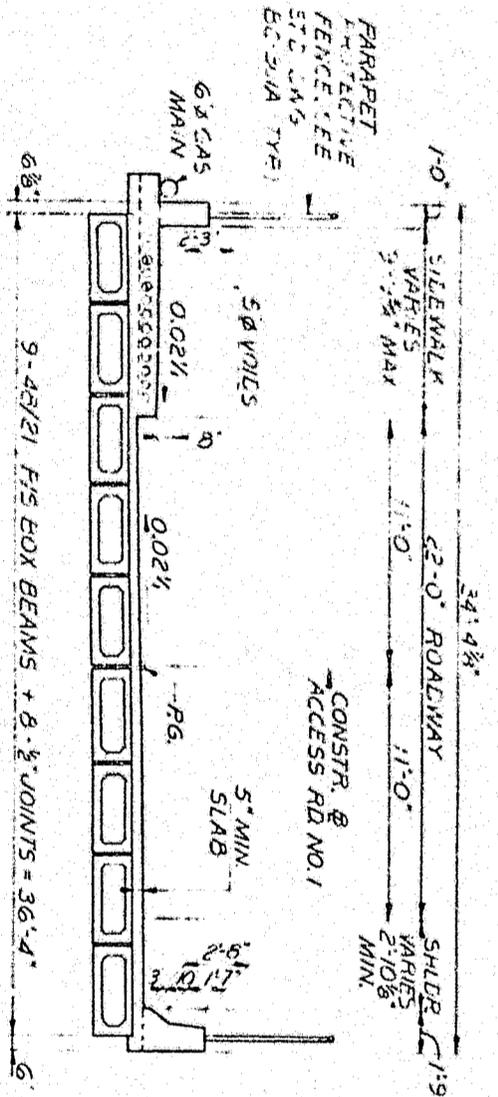




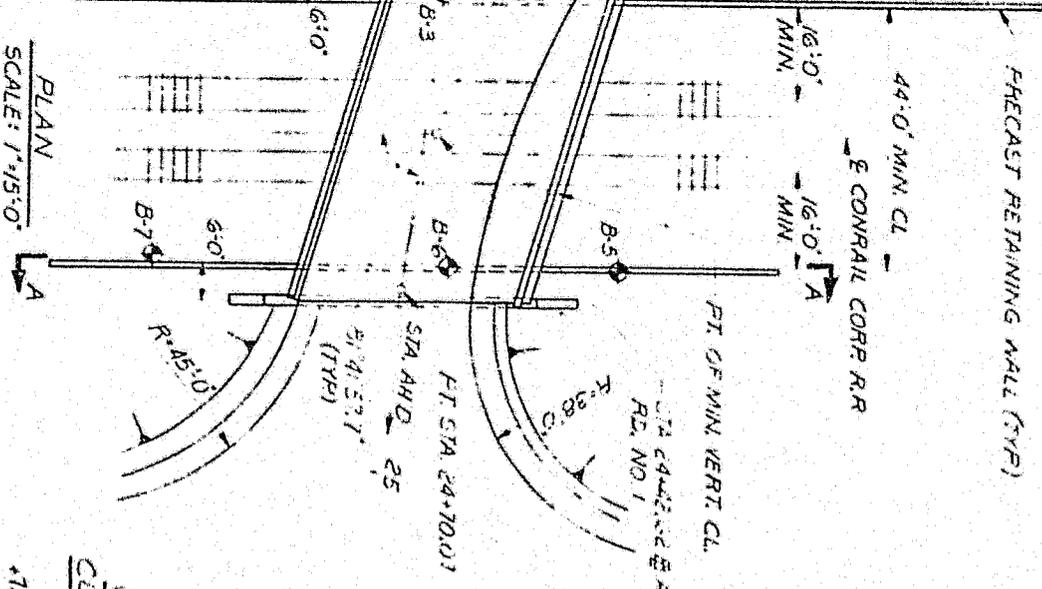


GENERAL NOTES

- MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH PA. DEPT. OF TRANSPORTATION PUBLIC WORKS AND THE CONTRACT SPECIAL PROVISIONS.
- DESIGN SPECIFICATIONS
- DESIGN DIVISION OF 1977 ASHTO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" (INCLUDING INTERIMS 1-4 (1982) AND AS SUPPLEMENTED BY THE PENNDOT DESIGN MANUAL, PART 4, STRUCTURE (INCLUDING SEPT. 1976 REVISION))
- LIVE LOAD
- HS 25 OR 125K OF ASSHTO MILITARY LOADING AND CHECKED FOR STANDARDIZED 20K\* PERMIT VEHICLE DEAD LOAD
- INCLUDES 30 LBS PER SQ. FT. FOR FUTURE WEARING SURFACE ON THE DECK SLAB CONCRETE.
- 2" CONCRETE COVER SHALL BE PROVIDED ON REINFORCEMENT BARS EXCEPT WHERE NOTED OTHERWISE.
- CLASS AAA CEMENT CONCRETE SHALL BE USED IN DECK SLAB, PARAPETS, AND SIDEWALKS.
- CLASS A CEMENT CONCRETE SHALL BE USED IN ABUTMENT, MINGWALLS AND FOOTINGS.
- EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 1" x 1" EXCEPT AS NOTED.
- ALL REINFORCEMENT STEEL SHALL MEET THE REQUIREMENTS OF ASHTO DESIGNATION W-31, GRADE 60 KINIKUM LAP AND EMBEDMENT LENGTH SHALL BE 30 DIAMETERS UNLESS OTHERWISE NOTED.
- BEARING AREAS SHALL BE PREPARED AS SPECIFIED IN SECTION 1001.3 (K)(18) OR PUBLICATION 408 REBAR ADMIXTURE CONFORMING TO SECTION 704.1 (1)3 OF PUBLICATION 408 SHALL BE USED IN CONCRETE DECK SLAB, IF THE AIR TEMPERATURE AT TIME OF PLACEMENT IS 60° F OR HIGHER.
- SUPERSTRUCTURE REINFORCING BARS SHALL BE EPOXY COATED.
- FOR NOTES PERTAINING TO PRESTRESSED CONCRETE BRIDGE BEAMS, SEE SHEET DESIGN FOR PRECAST RETAINING WALL TO BE SUPPLIED BY THE CONTRACTOR. IF PILES ARE REQUIRED THE SUPPORT OF THIS WALL, THE PILES SHALL BE DRIVEN ACCORDING TO THE CRITERIA GIVEN FOR STRUCTURE S-15332A.

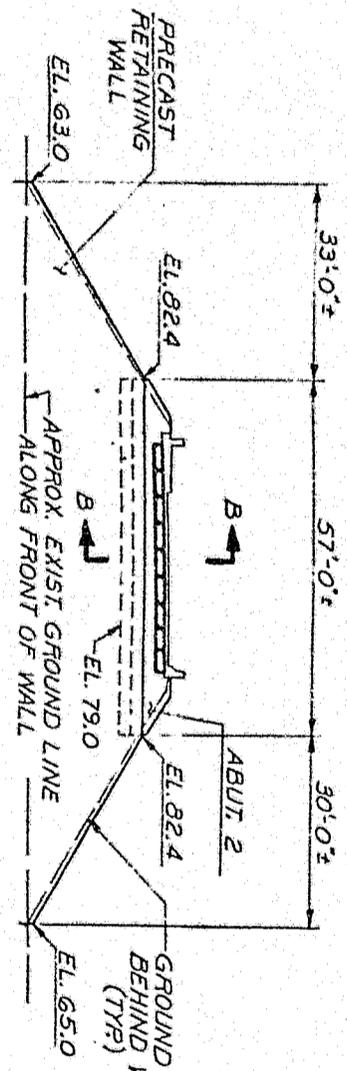


TYPICAL SECTION  
SCALE: 1/4" = 1'-0"



VERTICAL CURVE DATA  
+1.34% Δ -0.768%  
PVI STA. 23+65.00  
PVI EL. 86.76  
VC = 100'  
M.O. = 1.0135'

VERTICAL CURVE DATA

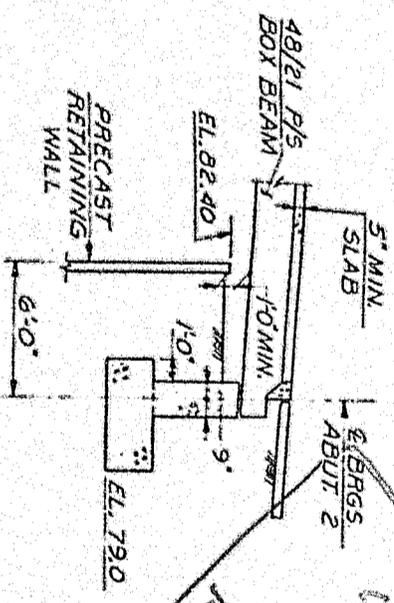


VIEW A-A  
(VIEW @ ABUT. 1 SIMILAR)  
NO SCALE

HORIZONTAL CURVE DATA

HI STA. 23+86.44  
Δ = 93°49'45.1"  
C = 34°11'49.9"  
T = 175.10'  
L = 258.13'  
R = 150.00'  
E = 80.56'

SECTION B-B



SECTION B-B  
SCALE: 1/4" = 1'-0"

DESCRIPTION	SUMMARY OF QUANTITIES			
	UNIT	ABUT. 1	ABUT. 2	SUPERSTR. TOT.
CLASS AAA CEMENT CONCRETE	C.Y.	32	33	67
CLASS A CEMENT CONCRETE	C.Y.	0	0	0
REINFORCEMENT BARS	LBS.	2,300	2,400	4,700
P/S CONCRETE BRIDGE BEAMS (48/21 BOX BEAMS)	L.F.	0	0	8400
1" NEOPRENE BEARING PADS	S.F.	0	0	538
PARAPET PROTECTIVE FENCE FOR REIN. CONC. DECK	L.F.	0	0	24
PRECAST RETAINING WALL	S.F.	2600	1800	4400
CLASS 3 EXCAVATION	C.Y.	0	0	0
SELECTED BORON EXCAVATION, STRUCTURE BACK-FILL	C.Y.	36	37	73
INSTALLATION OF PHILA. ELEC. CO. (GAS DIV.) FACILITY	L.S.	0	0	0

QUANTITIES ARE APPROXIMATE AND FOR INFORMATION ONLY. QUANTITIES NOTED IN (\*) ARE INCLUDED IN ITEM NO. 2000-0350

Mark	Description	By	Chk'd	App'd	Date
	REVISIONS				

Commonwealth of Pennsylvania

DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN

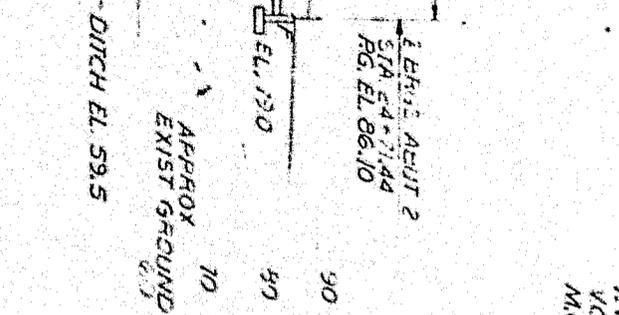
MONTGOMERY COUNTY  
L.R. 46140 SEC. A00  
ACCESS ROAD NO. 1 STA 24+42.62

SIMPLE SPAN COMPOSITE P/S CONC. ADJ. BOX BEAM BF OVER CONRAIL  
GENERAL PLAN 1

RECOMMENDED  
SHEET OF  
DRAWINGS  
S-15332A

THIS SHEET IS SHEET P-117 OF DRAWING S-15332A  
PRELIMINARY

58° 8 1/2' (ALONG & BEAMS)  
OBJECTIVE FENCE  
ELEVATION  
DITCH EL. 59.5

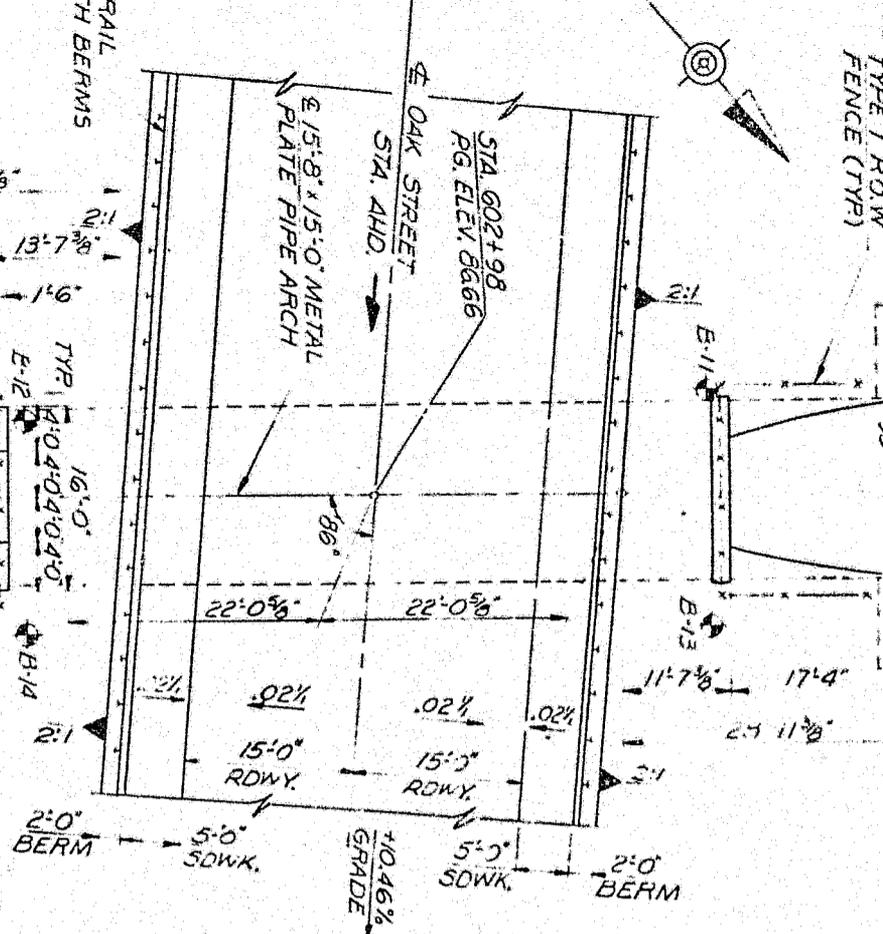


EL. 83.0  
EL. 82.4  
EL. 79.0  
EL. 65.0  
EL. 59.5

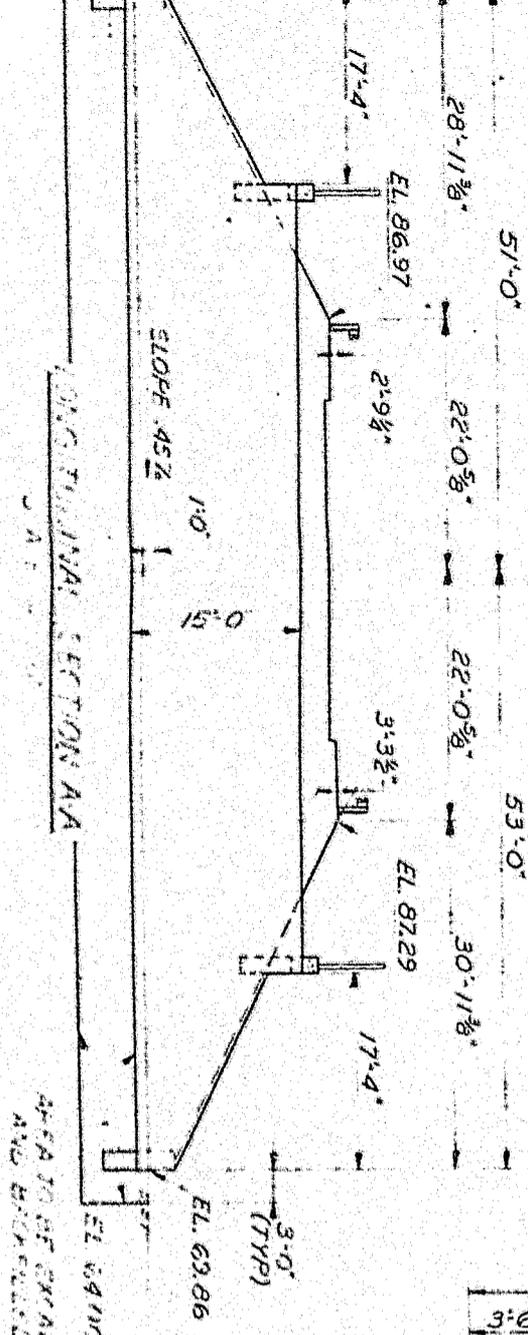
SCALE: 1/4" = 15'-0"



TYPE 1 ROW FENCE (TYP)

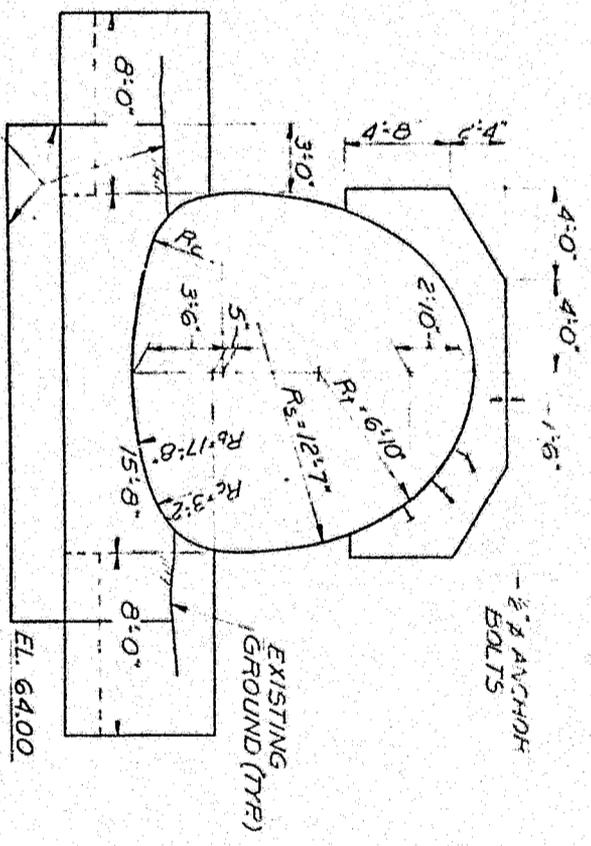


PLAN  
SCALE: 1/8" = 1'-0"

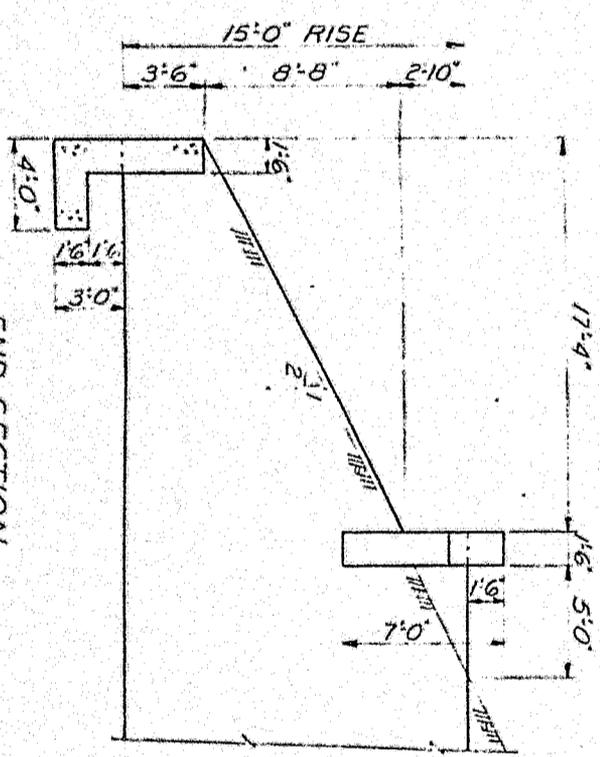


LONGITUDINAL SECTION AA

AREA TO BE EXCAVATED AND BACKFILLED  
TYP. END ELEVATION  
SCALE: 1/4" = 1'-0"



END SECTION  
SCALE: 1/4" = 1'-0"



PRELIMINARY

- MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH SPECIFICATION FORMS 408/83.
- DESIGN SPECIFICATIONS: DESIGN DIVISION OF PENN. DEPT. OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES (INCLUDING INTERIMS MARU 1982) AND AS SUPPLEMENTED BY PENNDOT DESIGN MANUAL, PART 4, STRUCTURES (INCLUDING JULY 1982 REVISIONS)
- LIVE LOADS: HS 25 FAMILIFIED MILITARY (MIL. INCR. 25%)
- CONCRETE COVER SHALL BE PROVIDED ON REINFORCEMENT BARS EXCEPT WHERE NOTED OTHERWISE.
- CLASS A CEMENT CONCRETE SHALL BE USED IN ALL FOOTINGS, WINGWALLS AND HEADWALLS.
- THE FOOTINGS MAY BE ORDERED BY THE ENGINEER TO BE AT ANY ELEVATION OR OF ANY DIMENSIONS NECESSARY TO PROVIDE A PROPER FOUNDATION.
- EXPOSED CONCRETE EDGES SHALL BE CHAMFERED 1/4" EXCEPT AS NOTED.
- ALL REINFORCEMENT BARS SHALL BE GRADE 60.

SUMMARY OF QUANTITIES		
ITEM	UNIT	QUANTITY
CLASS A CEMENT CONCRETE	C.Y.	
REINFORCEMENT BARS	LBS.	
CLASS 3 EXCAVATION	C.Y.	
TYPE 1 ROW FENCE	L.F.	
15'-8", 15'-0" METAL PLATE ARCH PIPE, 1/2 GAGE	L.F.	
SELECTED BORROW EXCAVATION STRUCTURE BACKFILL	L.S.	

Mark	Description	By	Ch	App'd	Date
	REVISIONS				

Commonwealth of Pennsylvania  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAY DESIGN

MONTGOMERY COUNTY  
L.R. 46140 SEC. A00  
OAK STREET OVER P.E. CO. R/W  
GENERAL PLAN

RECOMMENDED

SHEET \_\_\_\_\_ OF \_\_\_\_\_  
S-15534

COMMONWEALTH OF PENNSYLVANIA  
DEPARTMENT OF HIGHWAYS

Estimated Cost of Railroad Crossing Improvements

Docket No. C. 19707 Route 46140 Sec. A00 County Montgomery Date 10-26-83

Location Conshohocken and West Railroad Consolidated Rail Corporation  
Conshohocken Southeastern Pennsylvania Transportation

RECEIVED

Item

AUG 14 1984

SECRETARY'S OFFICE  
Public Utility Commission

Main Line	\$	7,574,320
Matsonford, Ramp W, DeHaven Intersection		16,490
Access Road No. 1 - W. Conshohocken Borough		1,034,900
Access Road No. 2 - Conshohocken Borough		146,900
Oak Street - Conshohocken Borough		165,300
Colwell - Sixth Ave. - Brook Rd. Conshohocken Borough		329,900
Temporary "Entrance" Ramp		408,000
Temporary "Exit" Ramp		75,646
		<hr/>
	SUB - TOTAL	\$ 9,751,456
	Engineering & Contingencies 10%	975,146
		<hr/>
	TOTAL	\$ 10,726,602

PA. DEPT. OF TRANSPORTATION

EXHIBIT NO. C

P.U.C. NO. C 19707

DATE OF HEARING 7/24/84

EARL L. BARTELL

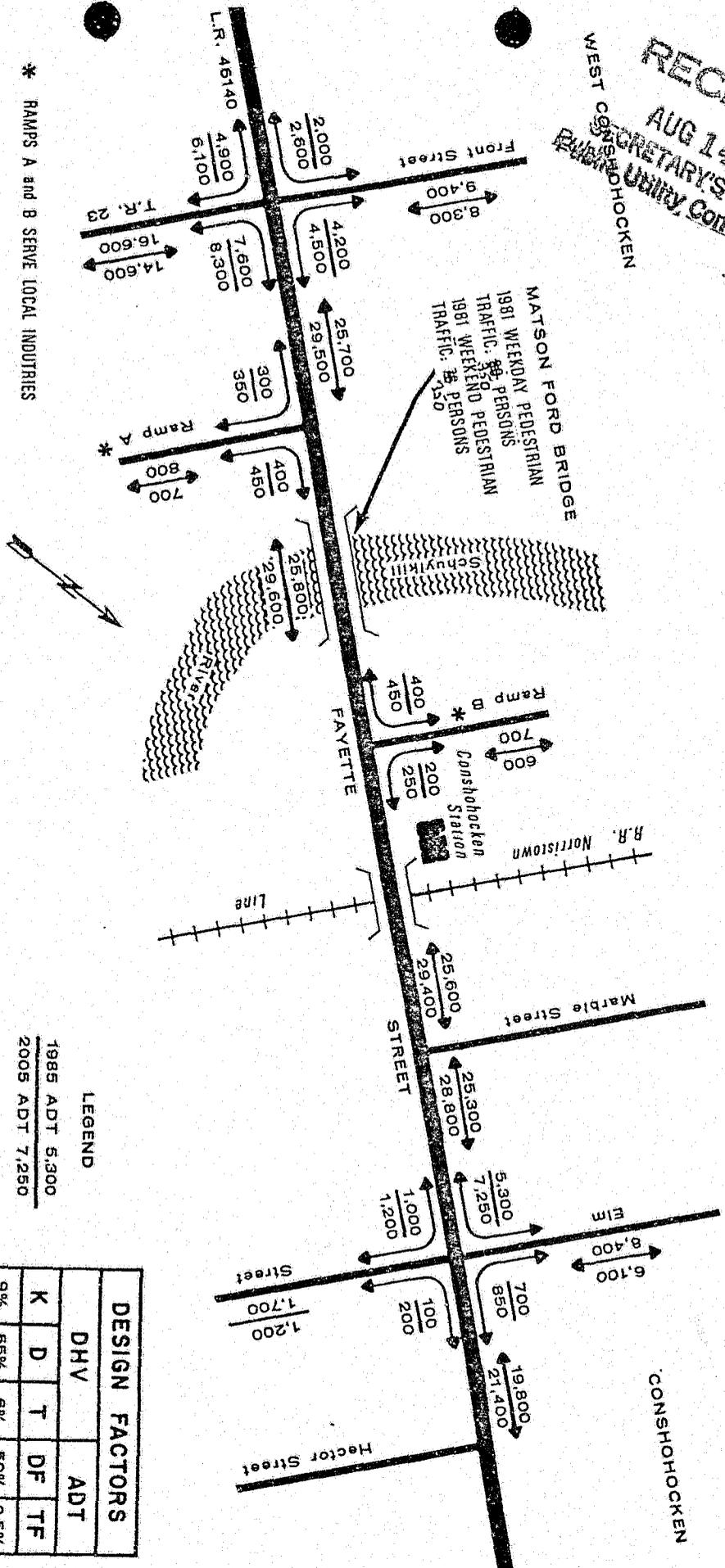
*Norris town*

DOCKETED  
AUG 16 1984

DOCUMENT  
FILED

RECEIVED  
 AUG 14 1984  
 SECRETARY'S OFFICE  
 Public Utility Commission  
 WEST CONSHOHOCKEN

L.R. 46140 SECT. A00 - MATSON FORD BRIDGE  
 W. CONSHOHOCKEN - CONSHOHOCKEN BOROUGH  
 MONTGOMERY COUNTY  
 1985-2005 Average Daily Traffic  
 DELAWARE VALLEY REGIONAL PLANNING COMMISSION FEBRUARY 1982



\* RAMP A and B SERVE LOCAL INDUSTRIES



LEGEND  
 1985 ADT 5,300  
 2005 ADT 7,250

DESIGN FACTORS	
DHV	ADT
K	DF
D	55%
T	6%
DF	50%
TF	9.5%
	9%

PA. DEPT. OF TRANSPORTATION  
 EXHIBIT NO. D-1  
 P.U.C. NO. C 19707  
 DATE OF HEARING 7/24/84  
 EARL L. BARTELL  
 Harrisburg

DOCKETED

**DOCKETED**  
AUG 16 1984

**RECEIVED**

AUG 14 1984  
SECRETARY'S OFFICE  
Delaware Valley Regional Planning Commission  
851 E. MARKET ST.  
PHILADELPHIA, PA. 19106  
1820 EAST-BRIDGE CLOSED  
PAVING 1-478 INTERCHANGES AT ELM ST.  
AND BROOK RD.

MATSON FORD BRIDGE RECONSTRUCTION PROJECT  
W. CONSHOHOCKEN - CONSHOHOCKEN BOROUGHS  
MONTGOMERY COUNTY  
1984 Average Daily Traffic  
DELAWARE VALLEY REGIONAL PLANNING COMMISSION JULY 1982

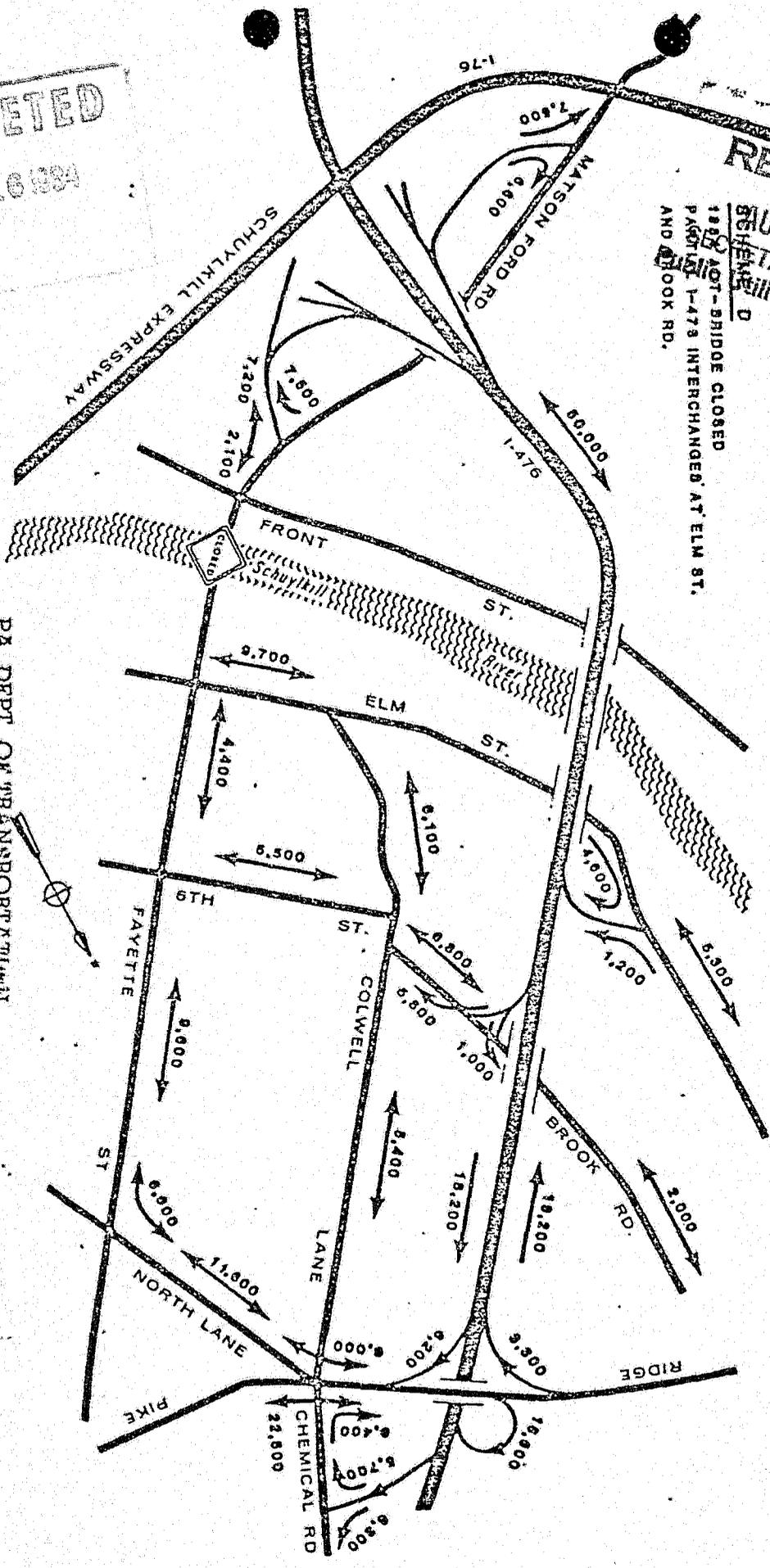


FIGURE 6

PA. DEPT. OF TRANSPORTATION  
EXHIBIT NO. D-2  
P.U.C. NO. C 19707  
DATE OF HEARING 7/20/82  
EARL L. BARTELL  
*Norris*

**RECEIVED**  
AUG 16 1984

RECEIVED

SECRET  
Public Utility Commission

# OVERSIZE DOCUMENT(S)

PHILADELPHIA ELECTRIC COMPANY

P.E. EXHIBIT No. 1

EXISTING GAS MAIN

PROPOSED GAS MAIN

C-17707

P.E.

EX. NO. 1

7/24/84

E. L. BARTELL

Norristown

DOCUMENT  
FOLDER

DOCKETED

JUL 26 1984

JULY 20 1984

C-19707

D-4181A (4-73)  
CC-0830-4300-0460



P. E. EXHIBIT No. A

PRELIMINARY ESTIMATE  
FOR  
UTILITY RELOCATION

County MONTGOMERY

Route 46120 SEC. AOC

Fed. Project No. \_\_\_\_\_

Utility PHILADELPHIA ELECTRIC COMPANY Signature \_\_\_\_\_

Address 2301 MARKET ST., PHILADELPHIA, PA. 19101 Date 7-20-84

A. PRELIMINARY ENGINEERING  
(Consultant; See 9.03, Utility Manual)

- 1. Labor
  - (a) Salaries and Wages \_\_\_\_\_
  - (b) Additives (If Consultant: \_\_\_\_\_ Percentage Used) \_\_\_\_\_

2. Supplies, Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_

3. TOTAL ..... \_\_\_\_\_

B. RIGHT OF WAY ACQUISITION

1. Property Costs \_\_\_\_\_

2. Labor, Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_

3. TOTAL ..... C-19707 \_\_\_\_\_

C. TEMPORARY CONSTRUCTION

- 1. Labor
  - (a) Salaries and Wages \_\_\_\_\_
  - (b) Contract (See 9.18, Utility Manual) \_\_\_\_\_

P.E. EX. NO. 1-A  
7/24/84 E. L. BARTELL  
Norristown

2. Material (See 5.12.4B, Utility Manual)

- (a) New Material \_\_\_\_\_
- (b) Salvage, less Depreciation \_\_\_\_\_

3. Equipment

- (a) Company Owned \_\_\_\_\_
- (b) Rented (See 9.18, Utility Manual) \_\_\_\_\_

4. TOTAL ..... \_\_\_\_\_

D. PERMANENT CONSTRUCTION

- 1. Labor
  - (a) Salaries and Wages, Administration and Supervision 101,970
  - (b) Contract (See 9.18, Utility Manual) \_\_\_\_\_

2. Material (See 5.12.4B, Utility Manual) -+ PAVING 62,660

- 3. Equipment
  - (a) Company Owned \_\_\_\_\_
  - (b) Rented (See 9.18, Utility Manual) 16,050

4. TOTAL ..... 180,680

DOCKETED

180,680

E. REMOVAL COSTS

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL ..... \_\_\_\_\_

F. CONSTRUCTION ENGINEERING AND INSPECTION

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL ..... \_\_\_\_\_

G. CONNECTING COSTS (Connecting Proposed to Present Facilities)

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL ..... \_\_\_\_\_

H. ACCOUNTING (Including Preparation of Estimate and Billing)

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL ..... \_\_\_\_\_

I. TOTAL ESTIMATED CONSTRUCTION COST ..... 180,680

J. LESS CREDITS (See 5.12.10, Utility Manual)

- 1. Betterment ..... \_\_\_\_\_
- 2. Salvage ..... \_\_\_\_\_
- 3. Expired Service Life ..... \_\_\_\_\_
- 4. TOTAL CREDITS ..... \_\_\_\_\_

K. TOTAL NET ESTIMATED COST ..... \_\_\_\_\_

L. UTILITY SHARE OF ITEM K \_\_\_\_\_% ..... \$ \_\_\_\_\_

M. STATE SHARE OF ITEM K \_\_\_\_\_% ..... \$ \_\_\_\_\_

N. SACRIFICED LIFE (VALUE OF FACILITIES REMOVED FROM PRIVATE RIGHT OF WAY AND NOT FUNCTIONALLY REPLACED. Totally Reimbursable. Attach Detailed Estimate. .... \$ \_\_\_\_\_

TOTAL ESTIMATED AMOUNT OF REIMBURSEMENT (Add Items M & N) ..... \$ \_\_\_\_\_

Use supplemental sheets for scope of work and explanation for any unusual charge.

PHILADELPHIA ELECTRIC CO.

EXHIBIT No. 1A

MAJOR MATERIAL

3500 FT. OF 8 INCH STEEL STD. PIPE

1-8 INCH STEEL WLD. VALVE

2-8 INCH ELBOW INSULATING JOINTS

1-8 INCH STEEL WLD. 90° BEND

1-8 INCH STEEL TAPPING TEE

1-8" X 12' STEEL WLD. REDUCER

COST \$ 45,100

\$ 11,500

\$ 62,600 TOTAL

POOR ORIGINAL

**OVERSIZE  
DOCUMENT(S)**



# P.E. EXHIBIT No. 1B

## PRELIMINARY ESTIMATE FOR UTILITY RELOCATION

County MONTGOMERY

Route 46140 SEC. 400

Fed. Project No. \_\_\_\_\_

Utility PHILADELPHIA ELECTRIC COMPANY Signature \_\_\_\_\_

Address 2301 MARKET ST., PHILADELPHIA, PA., 19101 Date 7-20-84

### A. PRELIMINARY ENGINEERING (Consultant; See 9.03, Utility Manual)

- 1. Labor
  - (a) Salaries and Wages \_\_\_\_\_
  - (b) Additives (If Consultant: \_\_\_\_\_ Percentage Used) \_\_\_\_\_
- 2. Supplies, Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL ..... \_\_\_\_\_

POOR ORIGINAL

### B. RIGHT OF WAY ACQUISITION

- 1. Property Costs \_\_\_\_\_
- 2. Labor, Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL ..... C-19707 \_\_\_\_\_

### C. TEMPORARY CONSTRUCTION

- 1. Labor
  - (a) Salaries and Wages \_\_\_\_\_
  - (b) Contract (See 9.18, Utility Manual) \_\_\_\_\_
- 2. Material (See 5.12.4B, Utility Manual)
  - (a) New Material \_\_\_\_\_
  - (b) Salvage, less Depreciation \_\_\_\_\_
- 3. Equipment
  - (a) Company Owned \_\_\_\_\_
  - (b) Rented (See 9.18, Utility Manual) \_\_\_\_\_
- 4. TOTAL ..... \_\_\_\_\_

P.E. EX. NO. 1-B  
7 24 84 E. L. BARTELL  
Norristown

### D. PERMANENT CONSTRUCTION

- 1. Labor
  - (a) Salaries and Wages, Administration and Supervision 13,760 \_\_\_\_\_
  - (b) Contract (See 9.18, Utility Manual) \_\_\_\_\_
- 2. Material (See 5.12.4B, Utility Manual) 2900 \_\_\_\_\_
- 3. Equipment
  - (a) Company Owned \_\_\_\_\_
  - (b) Rented (See 9.18, Utility Manual) 450 \_\_\_\_\_
- 4. TOTAL ..... 17,110 \_\_\_\_\_

**E. REMOVAL COSTS**

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL .....

**F. CONSTRUCTION ENGINEERING AND INSPECTION**

POOR ORIGINAL

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL .....

**G. CONNECTING COSTS (Connecting Proposed to Present Facilities)**

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL .....

**H. ACCOUNTING (Including Preparation of Estimate and Billing)**

- 1. Labor, Salaries and Wages \_\_\_\_\_
- 2. Administration, Indirect Overhead and Supervision \_\_\_\_\_
- 3. TOTAL .....

**I. TOTAL ESTIMATED CONSTRUCTION COST** .....

17,110

**J. LESS CREDITS (See 5.12.10, Utility Manual)**

- 1. Betterment .....
- 2. Salvage .....
- 3. Expired Service Life .....
- 4. TOTAL CREDITS .....

**K. TOTAL NET ESTIMATED COST** .....

**L. UTILITY SHARE OF ITEM K** \_\_\_\_\_ % .....

\$ \_\_\_\_\_

**M. STATE SHARE OF ITEM K** \_\_\_\_\_ % .....

\$ \_\_\_\_\_

**N. SACRIFICED LIFE (VALUE OF FACILITIES REMOVED FROM PRIVATE RIGHT OF WAY AND NOT FUNCTIONALLY REPLACED, Totally Reimbursable, Attach Detailed Estimate) .....**

\$ \_\_\_\_\_

**TOTAL ESTIMATED AMOUNT OF REIMBURSEMENT (Add Items M & N) .....**

\$ \_\_\_\_\_

Use supplemental sheets for scope of work and explanation for any unusual charge.

PHILADELPHIA ELECTRIC CO

EXHIBIT No. 13

POOR ORIGINAL

MAJOR MATERIAL

440 FT. OF 2 INCH STEEL STD. PIPE

110 FT. OF 1 INCH STEEL STD. PIPE

~~1- 1 INCH STEEL TAPPING TEE~~

1- 1" LINE STOPPER (CONTROL FITTING)

1- 1 INCH X 2 INCH STEEL WLD. ELBOW

MISCELLANEOUS MATERIAL

\$1300

COST \$1100

\$2900 TOTAL

**OVERSIZE  
DOCUMENT(S)**

D-4181A (4-73)  
CC-0830-4300-0460



# P.E. EXHIBIT No. 1c

## PRELIMINARY ESTIMATE FOR UTILITY RELOCATION

County MONTGOMERY

Route 46140 SEC. AOC

Fed. Project No. \_\_\_\_\_

Utility PHILADELPHIA ELECTRIC COMPANY Signature \_\_\_\_\_  
Address 2301 MARKET ST., PHILADELPHIA, PA. 19101 Date 7-20-84

### A. PRELIMINARY ENGINEERING (Consultant; See 9.03, Utility Manual)

- 1. Labor
  - (a) Salaries and Wages \_\_\_\_\_
  - (b) Additives (If Consultant: \_\_\_\_\_ Percentage Used) \_\_\_\_\_

**POOR ORIGINAL**

- 2. Supplies, Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_

3. TOTAL .....

### B. RIGHT OF WAY ACQUISITION

- 1. Property Costs \_\_\_\_\_
- 2. Labor, Transportation, Administration, Indirect Overhead and Supervision \_\_\_\_\_

3. TOTAL .....

C-1970.7

### C. TEMPORARY CONSTRUCTION

- 1. Labor
  - (a) Salaries and Wages \_\_\_\_\_
  - (b) Contract (See 9.18, Utility Manual) \_\_\_\_\_

P.E. EX. NO. 1-C

7. 24. 84 E. L. BARTELL

Norristown

- 2. Material (See 5.12.4B, Utility Manual)
  - (a) New Material \_\_\_\_\_
  - (b) Salvage, less Depreciation \_\_\_\_\_

- 3. Equipment
  - (a) Company Owned \_\_\_\_\_
  - (b) Rented (See 9.18, Utility Manual) \_\_\_\_\_

4. TOTAL .....

### D. PERMANENT CONSTRUCTION

- 1. Labor
  - (a) Salaries and Wages, Administration and Supervision 8940
  - (b) Contract (See 9.18, Utility Manual) 18400

27,340

BRIDGE INSTALLATION BY CONTR.

- 2. Material (See 5.12.4B, Utility Manual) \_\_\_\_\_

43,380

- 3. Equipment
  - (a) Company Owned \_\_\_\_\_
  - (b) Rented (See 9.18, Utility Manual) \_\_\_\_\_

1410

4. TOTAL .....

72,130

**E. REMOVAL COSTS**

1. Labor, Salaries and Wages

2. Transportation, Administration, Indirect Overhead and Supervision

3. TOTAL

**F. CONSTRUCTION ENGINEERING AND INSPECTION**

1. Labor, Salaries and Wages

2. Transportation, Administration, Indirect Overhead and Supervision

3. TOTAL

POOR ORIGINAL

**G. CONNECTING COSTS (Connecting Proposed to Present Facilities)**

1. Labor, Salaries and Wages

2. Administration, Indirect Overhead and Supervision

3. TOTAL

**H. ACCOUNTING (Including Preparation of Estimate and Billing)**

1. Labor, Salaries and Wages

2. Administration, Indirect Overhead and Supervision

3. TOTAL

72,130

**I. TOTAL ESTIMATED CONSTRUCTION COST**

**J. LESS CREDITS (See 5.12.10, Utility Manual)**

1. Betterment

2. Salvage

3. Expired Service Life

4. TOTAL CREDITS

**K. TOTAL NET ESTIMATED COST**

L. UTILITY SHARE OF ITEM K \_\_\_\_\_ %

M. STATE SHARE OF ITEM K \_\_\_\_\_ %

N. SACRIFICED LIFE (VALUE OF FACILITIES REMOVED FROM PRIVATE RIGHT OF WAY AND NOT FUNCTIONALLY REPLACED, Totally Reimbursable. Attach Detailed Estimate)

TOTAL ESTIMATED AMOUNT OF REIMBURSEMENT (Add Items M & N)

Use supplemental sheets for scope of work and explanation for any unusual charge.

PHILADELPHIA ELECTRIC CO

EXHIBIT No. 10

MAJOR MATERIAL

POOR ORIGINAL

1300 FT. OF 8 INCH STEEL STD. PIPE

1-8 INCH EXPANSION JOINT

2-8 INCH BELOW INSULATING JOINTS

2-8 INCH STEEL TAPPING TEE

2-8 INCH STEEL WELD 90° BEND

POOR ORIGINAL

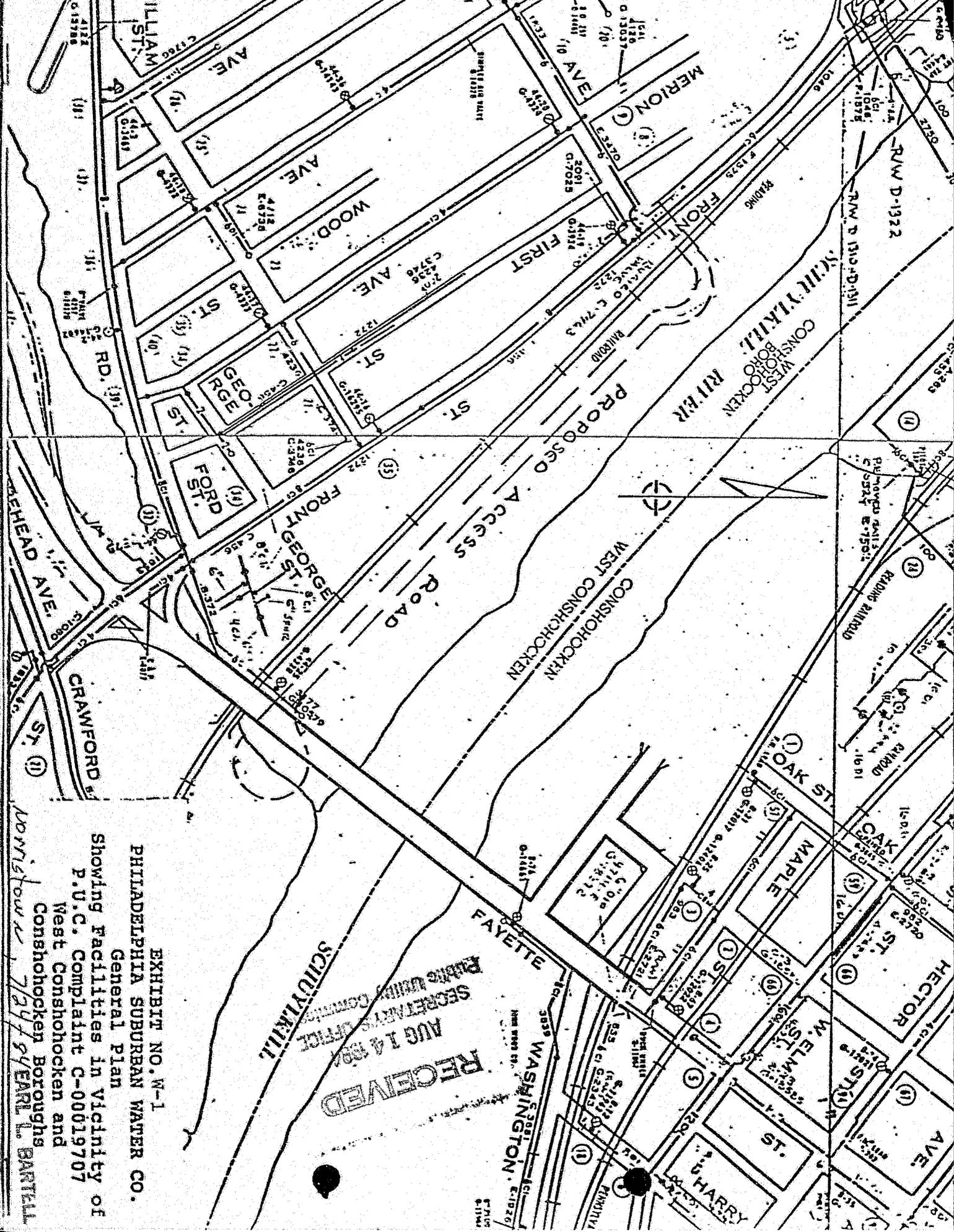
1-8 INCH STEEL WELD VALVE

COST \$ 30,500

MISCELLANEOUS MATERIAL COST \$ 12,880

\$ 43,380 TOTAL

**OVERSIZE  
DOCUMENT(S)**



RECEIVED  
 AUG 14 1934  
 SECRETARY'S OFFICE  
 PUBLIC WORKS COMMISSION

EXHIBIT NO. W-1  
 PHILADELPHIA SUBURBAN WATER CO.  
 General Plan  
 Showing Facilities in Vicinity of  
 P.U.C. Complaint C-00019707  
 Conshohocken Boroughs  
 Morris L. Bartell



103.45' TO 8" LINE VALVE

HARRY STREET

BEG. OF WORK RECLAIM EXIST. 8" x 6" REDUCER 6" x 18" OFFSET & 6" DUAL SLEEVE

STREET

8" x 6" F.H. TEE M.S. CAPED TO R.M. R-17 3" x 2" x 1/2" P.F. 579

CONSTR. & 8" x 6" TEE W/ 3" PLUG

2-8" x 4" F.H. TEE

WASHINGTON ST

DOCUMENT FOLDER

P.U.C. C-00019707 P.S.W. EXHIBIT NO. W-2 EARL L BARTEI 7/24/84 100057000

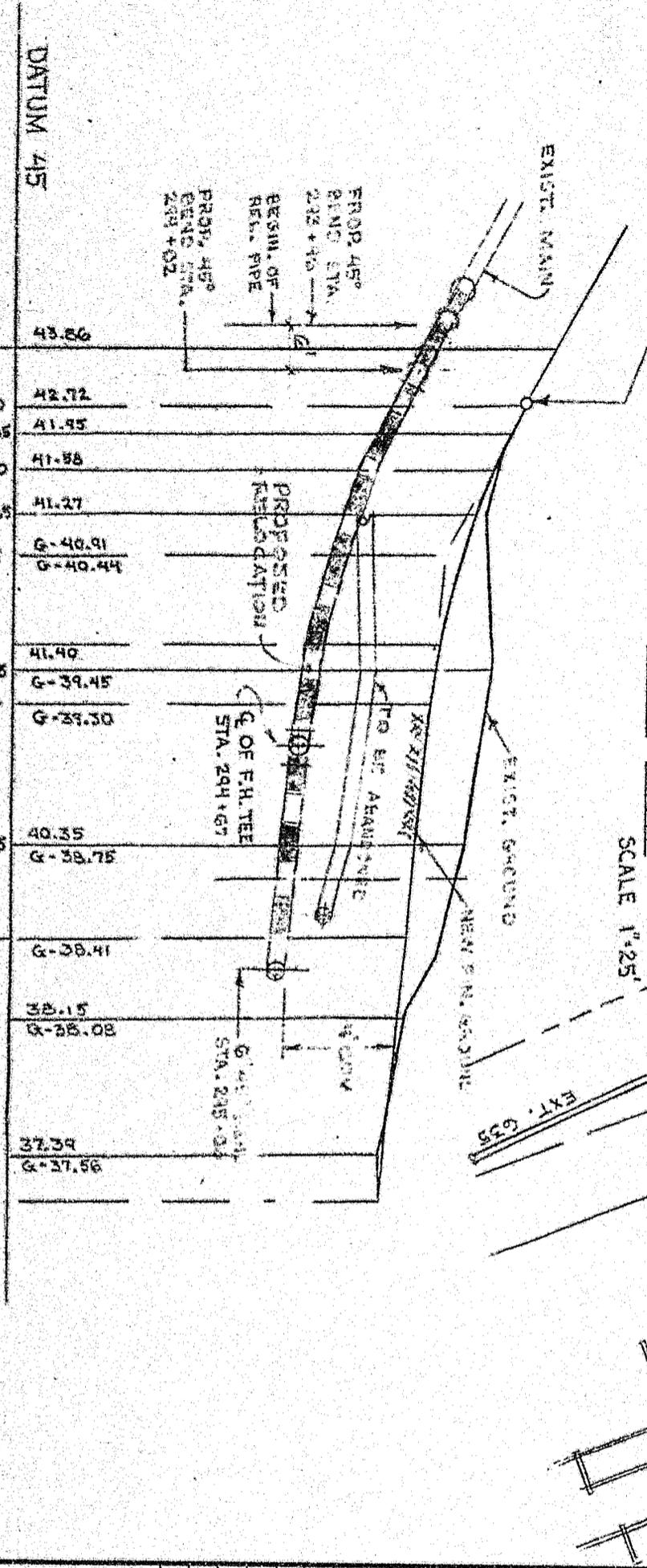
MATERIAL RECORD

FEET	PIPE (TYPE & GLASS)	QUAN.	SIZE	ARTICLE
				TEES
				TEES
				SLEEVES
				SLEEVES
				PLUGS
				CROSSES
				REDUCERS
				OFFSET
				BENDS
				BENDS
				BLOW OFF
				CORPORATION
				ELL. SERVICE
				CURB STOP
				CONCRETE.

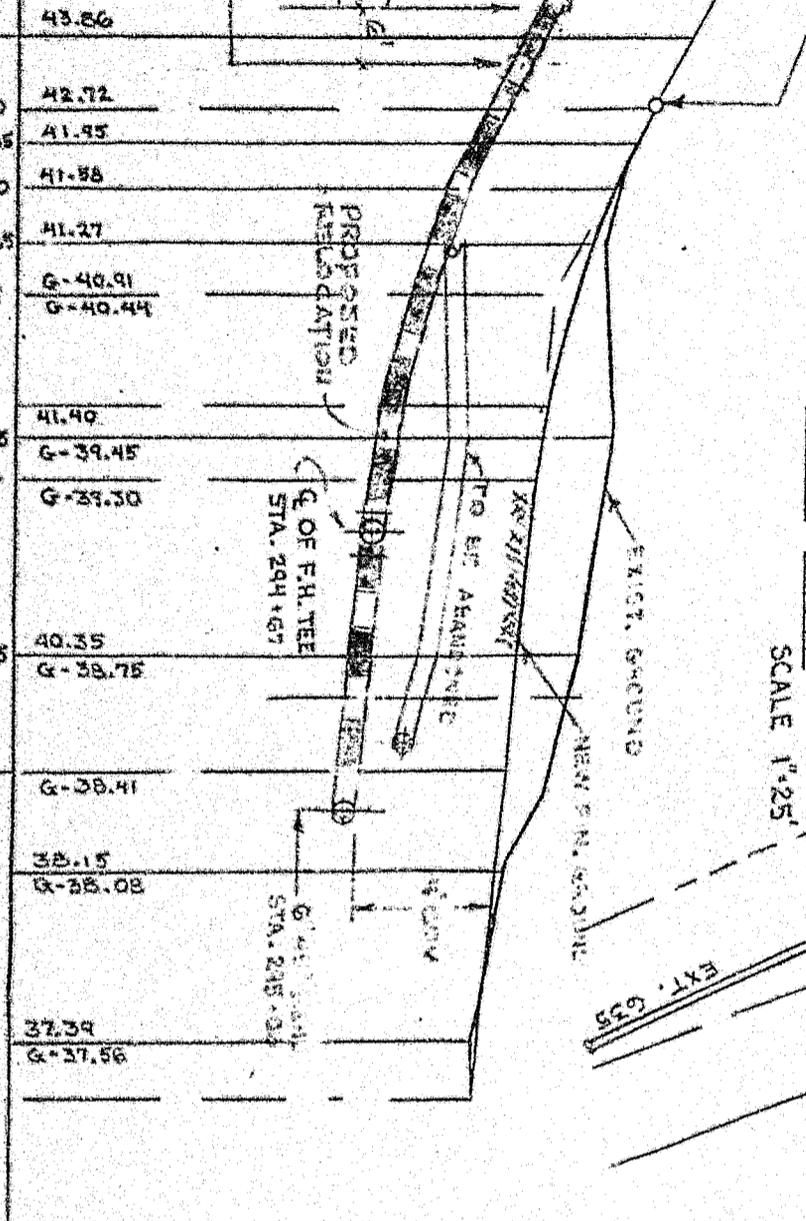
PLAN VIEW

SCALE 1"=25'

BEGIN WORK - STA. 294 + 10.00



DATUM 45



PROFILE SCALE

H-1"=25' V-1"=5'

PHILADELPHIA SUBURBAN WATER COMPANY

SCALE AS NOTED F.H. NO. EXT. NO.

FOR P.S.W. Co.

LOCATION CONSHOHOCKEN BORO MONTGOMERY CO.

PLATE NO. J-18 INTS. NO. QUAD NO.

APPROVED

F-7583



# OVERSIZE DOCUMENT(S)

**DOCKETED**  
AUG 16 1984

**DOCUMENT  
FOLDER**

RECONSTRUCT OAK STREET RT. 40  
P.U.C. C-000 19707  
P.S.W. EXHIBIT NO. W-5 EARL L.  
MORRISTOWN 7-24-84

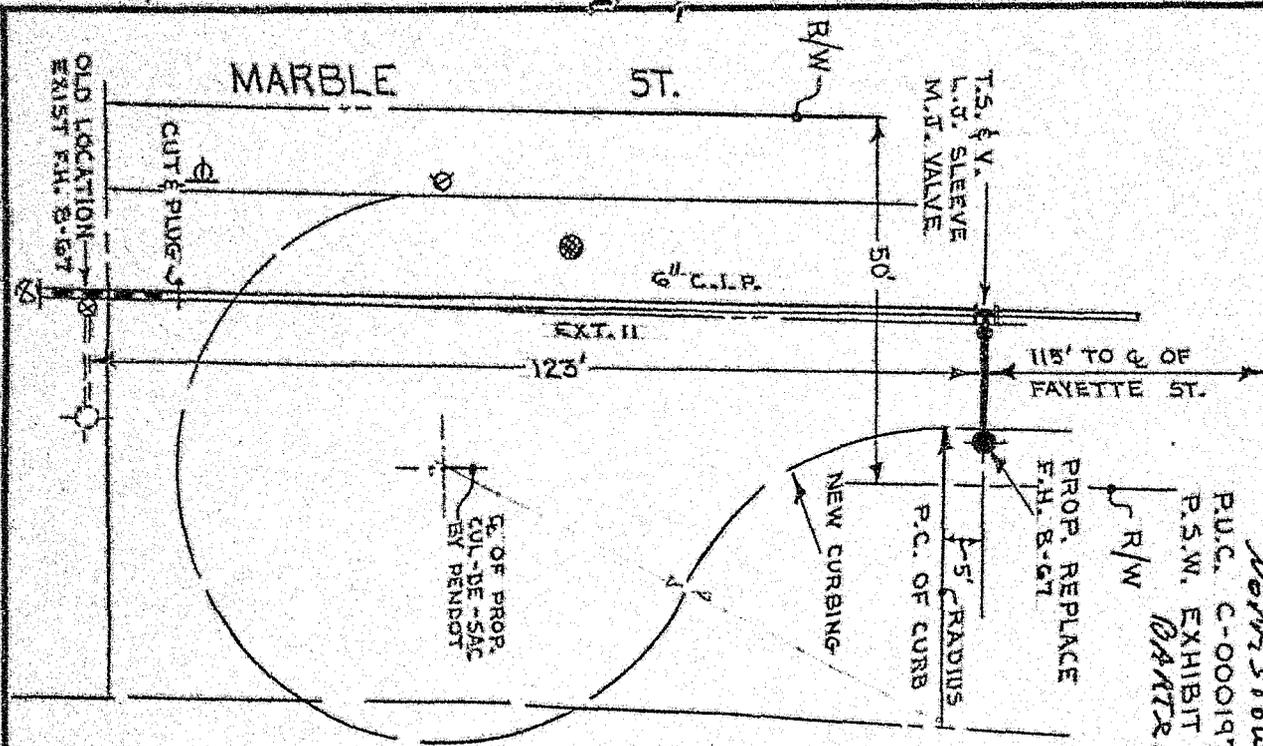
MATERIAL RECORD			
FEET	PIPE (TYPE & CLASS)		QUAN. SIZE
QUAN.	SIZE	ARTICLE	
		VALVES	
		VALVES	
		VALVES	
		VALVE BOXES	
		HYDRANTS	
		BLOW OFF	
		CORPORATION	
EXCAVATION IN CUBIC YARDS			
EARTH:		ROCK:	
PAVING:			
STARTED:			
FINISHED:		CHECKED WITH STORES	
WATER ON:		POSTED TO PLATE BY:	
REMARKS:			
PHILADELPHIA SUBURBAN WATER			
SCALE		F. H. No.	
FOR P.S.W. Co.			
LOCATION		MONTG	
CONSHOHOCKEN BORO			
PLATE No. J-17		INTS. No.	
		QUAD. No.	

APPROVED  
DATE

7-24-84  
Jervis Brown  
P.U.C. C-00019707  
P.S.W. EXHIBIT NO. W-6  
PART II

DOCKETED  
AUG 16 1984

DOCUMENT  
FOLDER



MATERIAL RECORD

FEET	PIPE (TYPE & CLASS)	QUAN.	SIZE	ARTICLE
				TEES
				SLEEVES
				BENDS
				REDUCERS
				OFFSET
				BLOW OFF CORPORATION
				VALVE
				VALVE BOX
EXCAVATION IN CUBIC YARDS				
EARTH: ROCK:				
PAVING:				
STARTED:				
FINISHED:				
WATER ON: POSTED TO PLATE BY:				
REMARKS:				

PHILADELPHIA SUBURBAN WATER COMPANY

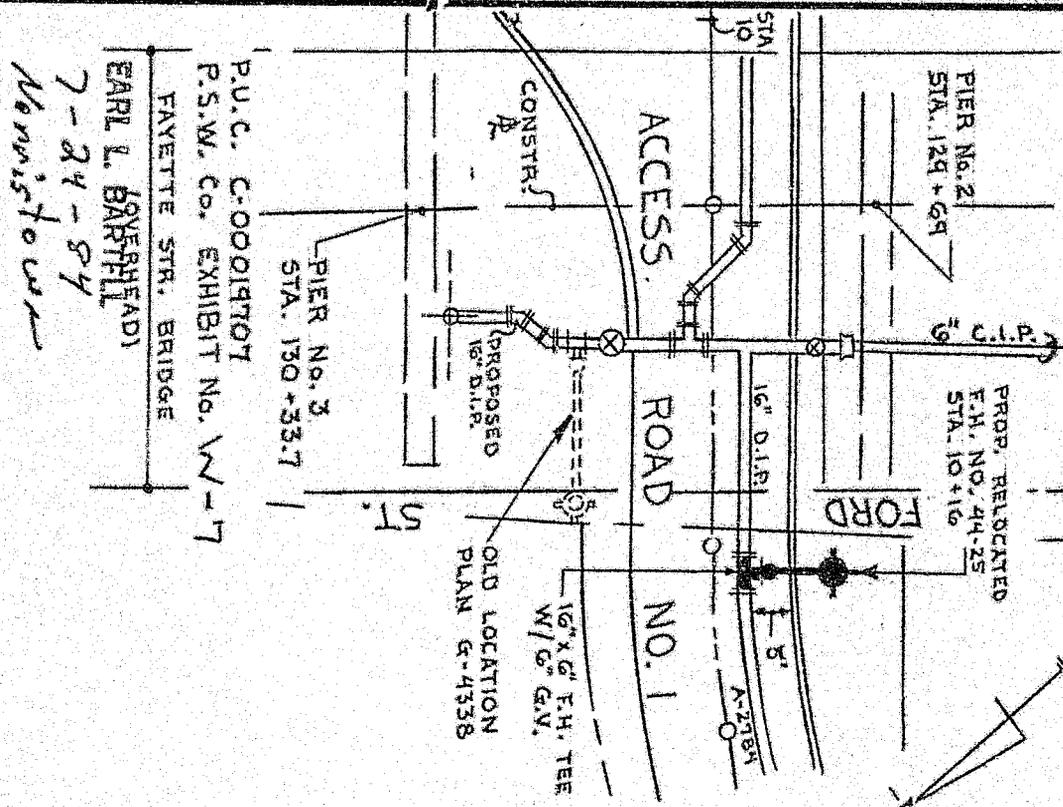
SCALE 1" = 25'  
FOR P.S.W. Co.  
F. H. NO. REL. 8-67 EXT. NO.

LOCATION CONSHOHOCKEN BORO MONTGOMERY CO.

PLATE NO. D-1B INTS. NO. QUAD. NO. ACC. NO. 38628

APPROVED G 18844

APPROVED.....  
DATE.....



P.U.C. C-00019707  
P.S.W. Co. EXHIBIT No. W-17  
FAYETTE STR. BRIDGE  
EARL L. BARRETT  
7-24-84  
Nonis to w

**DOCKETED**  
AUG 16 1984

**MATERIAL RECORD**

FEET	PIPE (TYPE & CLASS)	QUAN.	SIZE	ARTICLE
				TEES
				SLEEVES
				BENDS
				REDUCERS
				OFFSET
				BLOW OFF
				CORPORATION
				VALVE
				VALVE BOX
				EXCAVATION IN CUBIC YARDS
				EARTH: ROCK:
				PAVING:
				STARTED:
				FINISHED:
				WATER ON:
				REMARKS:

CHECKED WITH STORES BY:  
POSTED TO PLATE BY:  
**PHILADELPHIA SUBURBAN WATER COMPANY**

SCALE: 1" = 25'  
FOR: P.S.W. Co.  
LOCATION: WEST CONSHOHOCKEN BORO MONTGOMERY CO.  
PLATE No. J-18 INTS. No. QUAD. No.  
Approved: **G 18843**

C-19707  
Bell Telephone Statement  
NO. 1  
7/24/84 E. L. BARTELL  
Norristown

TESTIMONY OF JOHN N. THOMAS ON BEHALF OF  
THE BELL TELEPHONE COMPANY OF PENNSYLVANIA  
PA PUC COMPLAINT DOCKET NO. C-00019707  
HEARING OF TUESDAY, JULY 24, 1984

RECEIVED

AUG 14 1984

SECRETARY'S OFFICE  
Public Utility Co.

DOCKETED

AUG 16 1984

DOCUMENT  
FOLDER

1. State your name and business address for the record?
  - A. John N. Thomas, Suite 401, Building No. 8, Valley Forge Executive Mall, Wayne, PA 19380.
  
2. By whom are you employed?
  - A. The Bell Telephone Company of Pennsylvania ("Bell"), and have been so employed for 34 years.
  
3. What is your present position with Bell?
  - A. I am an Assistant Manager-Outside Facilities Engineering, Main Line District.
  
4. Are you familiar with the improvement project involved in this proceeding?
  - A. Yes.
  
5. Does Bell have any objections to the proposed improvement project?
  - A. Bell has no objection to the proposed improvement project.
  
6. What facilities does Bell maintain in the vicinity of the rail-highway crossing?
  - A. As explained previously by PennDOT, the rail-highway crossing in this proceeding involves the bridge over the Schuylkill River and ConRail tracks on each side of the river. This bridge, identified as the Fayette Street or Matsonford bridge, carries State Highway Route L.R. 46140. Bell presently maintains five major working cables in nine conduits in the bridge and its approaches thereto. These cables contain 3,400 pairs of copper conductors. In addition to being the only direct trunk link to the Bryn Mawr central office, these cables serve business and residential customers in the West Conshohocken area. Some of the businesses are served by cables directly from the bridge itself. All of the existing facilities must be removed and later replaced to accommodate the project.

7. How will Bell's facilities be affected by the proposed alteration?
- A. Because the proposed project calls for demolition of the existing structure, Bell's conduit and cables must be relocated on a temporary basis until the new structure is built. Bell is proposing that new conduit be placed on Canal Street in Conshohocken in advance of the access road construction as a route to the temporary aerial river crossing. Two 2,100 pair cables will be spanned across the river, paralleling the bridge to West Conshohocken maintaining the existing service. On the west side of the river, the cables will go into new conduit to be built in advance of that access road construction. The conduit will pass under the existing ConRail tracks to a new distribution manhole at Ford Street in West Conshohocken. Because of the widening of the proposed bridge, all cables from the distribution manhole to each adjacent manhole must be replaced. Bell Exhibit 1 shows in diagrammatic fashion the facilities that must be removed and replaced as a result of the crossing.
8. What is the estimated cost of relocating Bell's facilities?
- A. The estimated cost of relocating Bell's facilities is \$502,000. A large part of this cost, approximately \$215,000, is for building and removing temporary facilities.
9. Which portions of the work will be within public and private right-of-way?
- A. The existing facilities are almost exclusively in public right-of-way. The temporary facilities will be, for the most part, in private right-of-way. Bell has been given access to this private right-of-way only until the bridge is reconstructed. The permanent job will be back in public right-of-way.
10. Can any of this work be done in advance of the access roads' construction?
- A. Yes. Bell's understanding of the job is that it will be phased. Phase I is the construction of the access roads. Phase II will be the demolition, and then the building of the new bridge. Most of Bell's work must be done in advance of Phase I in order for PennDOT's contractor to work without delay. However, the placement of permanent cables within conduit in the bridge naturally will have to occur after the bridge is built.

11. How much time will be required for Bell to move its facilities?
  - A. The best estimate at this time is approximately 30 weeks before demolition of the old bridge can occur. After the new bridge is in place, an additional 12 weeks will be required to do the permanent cable placement and remove the temporary service.
  
12. Who should perform the work of relocating Bell's facilities?
  - A. Bell.
  
13. Does Bell agree to bear any of the cost of relocating its facilities as required by the instant proceeding?
  - A. No. Bell would not make any changes to its facilities if it were not forced to do so as a result of the instant proceeding. Furthermore, the required relocation will not enable Bell to provide any additional service or to provide services any less expensively, and the relocation of Bell's facilities, necessary to accommodate the rail-highway crossing improvement, will not benefit Bell or its ratepayers. Bell will not acquire any new customers or receive any additional revenue due to this project. For these reasons, Bell, and, ultimately, Bell's ratepayers, should not be required to bear the cost of relocating Bell's facilities.
  
14. Will Bell be performing any betterment to its facilities?
  - A. Bell plans to extend its underground facilities at the green lines designated 1 and 2 on Bell Exhibit 1. Bell is treating this as betterment, and will not seek reimbursement of the costs of providing those specified facilities.
  
15. Who should maintain Bell's facilities in the future?
  - A. Bell.
  
16. What jurisdiction is Bell requesting that the Commission assert over the proposed project?
  - A. Bell requests Commission jurisdiction on Fayette Street, L.R. 46140, from Station 125+85 to Station 144+15; on Elm Street to First Avenue, Station 0+00 to Station 15+10; on Elm Street, L.R. 46199-Spur E, Station 0+00 to Station 3+00; on Harry Street, Station 8+00 to Station 10+00; on Canal Street, Station 299+00 to Station 303+00; on the West Conshohocken access road, Station 8+00 to Station 11+00; and on Front Street, L.R. 46138, Station 17+50 to Station 18+20.

17. Why is Bell seeking these jurisdictional limits?

- A. In addition to the jurisdictional area sought by PennDOT, Bell is seeking jurisdictional limits that are approximately 50 feet beyond the limits of work on the west Conshohocken side of the bridge and that are approximately 1,100 feet beyond the limits of work on the east side of the bridge. In both these cases, Bell's requested jurisdictional limits are on the linear approaches to the bridge. The reason for the request of additional jurisdiction is that on both sides of the bridge, the nearest points at which Bell can connect its proposed replacement facilities with existing facilities lie beyond the limits of work. On the east side, three separate conduit systems run parallel on Fayette Street in Conshohocken from First Avenue to the bridge. The only common points of intersection are at First Avenue and in the bridge proper. Since the bridge is being removed, only the First Avenue point will remain, and that is where the temporary cables must begin. The route of the temporary service will be through existing conduit outside of the construction area, on Fayette, Elm, Harry and Canal Streets, to the river crossing. On the west Conshohocken side of the bridge, the nearest point of connection for the replacement underground cables will be slightly outside the limits work and is located at the intersection of Front and Ford Streets.

Pennsylvania Public Utility Commission Hearing

Held on Tuesday, July 24, 1984

Complaint #19707

**RECEIVED**

1. Q. What is your name and address?  
A. Edward J. Silver, 2301 Market Street Philadelphia, Pa.
2. Q. By whom are you employed?  
A. Philadelphia Electric Company.
3. Q. In what capacity?  
A. Senior Engineer, Gas Distribution & Utilization Dept.
4. Q. Are you authorized to testify on behalf of Philadelphia Electric Company in this proceeding?  
A. I am.
5. Q. From the list of "Questions and Procedures" set forth by the Commission, will you answer Question #12?  
12. Philadelphia Electric Company (hereinafter PECO) state whether it objects to the proposed improvement project and whether it has any constructive criticism to offer.  
A. Philadelphia Electric Company has no objection and no construction criticism to the proposed improvement project, provided Philadelphia Electric Company's facilities can be adjusted and maintained in a safe and satisfactory manner.
6. Q. Answer Question #13.  
13. PECO submit detailed plans and cost estimates for all required work to its facilities to permit the construction of the subject improvement and submit testimony explaining the plans and estimate, indicating which portions of the work are within public right-of-way and which portions are outside of public right-of-way and state whether work will be performed prior to, concurrent with, or after bridge and approach roadway construction. If work will be performed prior to bridge and roadway construction, what time will be required to complete the work?

**AUG 14 1984**  
**SECRETARY'S OFFICE**  
**Public Utility Commission**

**DOCKETED**  
**AUG 13 1984**

*C-19707*  
*P.E. Silver* NO. 1  
**7 24 84** E. L. BARTELL  
*Norristown*

**DOCUMENT**  
**FOI DED**

6. A. Prior to the demolition of the Matsonford Bridge, Philadelphia Electric Company will have to perform the following work as shown on P.E. Exhibit #1 to maintain gas service to existing customers:

1. The Pennsylvania Department of Transportation will have to build the bridge over Conrail at Bulloch Street and construct Access Rd. #1. P.E. Co. will then attach to the bridge and install 110 ft. of 4" and 440 ft. of 2" main to feed the exist customers at an estimated cost of \$17,110.00 as shown on P.E. Exhibit 1b. It is estimated this will take approximately 10 working days to install.
2. Since the 20 inch high pressure main on the existing Matsonford Bridge is the only feed to two Regulator Stations and industrial customers in Conshohocken, a new feed has to be provided prior to the demolition of the existing structure. An existing P.E. Co. right of way will be used to provide this feed. As shown on P.E. Exhibit #1, 3500 feet of 8 inch high pressure gas main will be installed at an estimated cost of \$180,680.00 as shown on P.E. Exhibit-1a. It is estimated this will take approximately 35 working days to install.

After the two sections of main are installed, the existing bridge, which supports the 20 inch high pressure main and an inactive 12 inch main can be demolished. An 8 inch high pressure main (approx. 1300 ft.) will be installed in the new structure at an estimated cost of \$72,130.00 as shown on P.E. Exhibit #1c.

In addition, 2 poles supporting 13,000 volt aerial facilities will have to be relocated concurrent with the highway project at an estimated cost of \$4,000. The poles are; Pole #189 located at West Elm and Oak Street and Pole #44171 located on Access Road #2.

The total cost of the P.E. Co's required work to its facilities to permit the construction of the subject improvement is \$273,920.

All of the above existing facilities, gas and electric are in public right of way.

7. Q. Answer Question #14.

14. PECO state whether it will agree to perform the required alteration or relocation work for its facilities and state what portion of the cost involved it will agree to bear as its sole cost and expense.

A. PECO will agree to perform the required alteration or relocation work for its facilities but not at PECO's expense. It is respectfully requested that the Commission order costs be borne by others, inasmuch as Philadelphia Electric Company's rate payers will not benefit from the improvement.

8. Q. Answer Question #15.

15. PECO state whether it will agree to assume the responsibility for maintenance of its facilities after alteration or relocation work has been completed.

A. Yes, PECO will agree to assume the responsibility for maintenance of its facilities after alteration or relocation has been completed.

BEFORE THE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION

DEPARTMENT OF TRANSPORTATION  
OF THE COMMONWEALTH OF  
PENNSYLVANIA

v.

CONSOLIDATED RAIL CORPORATION,  
SOUTHEASTERN PENNSYLVANIA TRANS-  
PORTATION AUTHORITY, UPPER  
MERION AND PLYMOUTH RAILROAD  
COMPANY, BOROUGH OF CONSHO-  
HOCKEN AND WEST CONSHOHOCKEN,  
PLYMOUTH TOWNSHIP, MONTGOMERY  
COUNTY, THE BELL TELEPHONE  
COMPANY OF PENNSYLVANIA,  
PHILADELPHIA SUBURBAN WATER  
COMPANY, AND PHILADELPHIA  
ELECTRIC COMPANY

RECEIVED

AUG 14 1984  
SECRETARY'S OFFICE  
Public Utility Commission

In Re: C-00019707

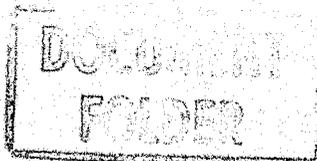
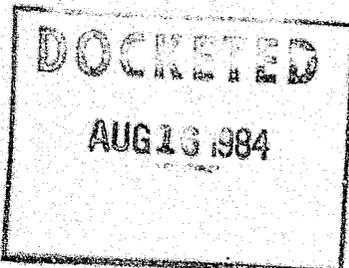
DIRECT TESTIMONY OF

JOHN G. HEIBECK

ON BEHALF OF

PHILADELPHIA SUBURBAN WATER COMPANY

July 24, 1984



C-19707  
Phila. Sub. Water Co. Statement  
NO. 1  
7/24/84 E. L. BARTELL  
Norristown

DEPARTMENT OF TRANSPORTATION OF THE  
COMMONWEALTH OF PENNSYLVANIA

v.

CONSOLIDATED RAIL CORPORATION, SOUTH-  
EASTERN PENNSYLVANIA TRANSPORTATION  
AUTHORITY, UPPER MERION AND PLYMOUTH  
RAILROAD COMPANY, BOROUGHES OF  
CONSHOHOCKEN AND WEST CONSHOHOCKEN,  
PLYMOUTH TOWNSHIP, MONTGOMERY COUNTY,  
THE BELL TELEPHONE COMPANY OF  
PENNSYLVANIA, PHILADELPHIA SUBURBAN  
WATER COMPANY, AND PHILADELPHIA  
ELECTRIC COMPANY.

In Re: C-00019707

DIRECT TESTIMONY OF JOHN G. HEIBECK  
ON BEHALF OF  
PHILADELPHIA SUBURBAN WATER COMPANY

1. Q. Please state your name and business address.  
A. John G. Heibeck, 762 Lancaster Avenue, Bryn Mawr, Pennsylvania.
2. Q. By whom are you employed?  
A. Philadelphia Suburban Water Company.
3. Q. What is your position with the Company?  
A. I am the Company's Highway Liaison.
4. Q. How long have you held that position?  
A. Thirteen years.
5. Q. Please give a brief description of your job responsibilities.  
A. My basic function is to represent the Company at all state, local and municipal projects where the Company's facilities may be involved. I am responsible for

evaluating the impact of all highway, bridge, sewer and other projects on the Company's facilities, eliminating conflicts whenever possible, preparing plans, cost estimates and agreements for all work to be done as a result of and in conjunction with those projects, including those projects involved in PUC complaints and investigations.

6. Q. Are you authorized to testify on behalf of the Company in this proceeding?  
A. Yes, I am.
7. Q. Are you familiar with the preliminary construction plans submitted by the Pennsylvania Department of Transportation ("Department") which are the subject matter of this hearing?  
A. Yes.
8. Q. Are you familiar with the Questions and Procedure sheet furnished by the Commission for this hearing?  
A. Yes, I am.
9. Q. Please respond to Question 16, asking whether the Water Company has any objection to or constructive criticism of the proposed improvement project.  
A. We have no objection to or criticism of the project as designed. We do, however, offer one constructive comment. At a hearing held on April 15, 1975, the Company indicated its desire to install a 16-inch main on the subject bridge should it be eventually reconstructed. We are willing to pay for the installation of the main. We have been working with the Department's design engineer to accommodate our needs. As part of this proceeding, we therefore request that the Commission grant us permission to install a 16-inch main on the bridge.
10. Q. Mr. Heibeck, what is the nature and location of the Water Company's facilities in the vicinity of the

improvement project?

- A. I have attached to this testimony a copy of our distribution pipe plate, marked Exhibit W-1, showing the type, size and location of our facilities in the area of the bridge project. Later in my testimony, I will make specific reference to the facilities affected by the construction project.
11. Q. With respect to Question 17, have you prepared detailed plans and cost estimates of the work required by and associated with the project?
- A. Yes I have. The detailed plans are marked as Exhibit W-2 through W-7. I will make reference to those plans and indicate the cost estimates at the appropriate place in my testimony.
12. Q. Would you describe the plans and estimates, indicating the right-of-way status of the facilities and the time sequence of the construction of your work in relation to the bridge project?
- A. In general, the bridge reconstruction requires the Water Company to perform relocation work on several of its facilities. The project also provides the Company an opportunity to install a large pipeline on the bridge which will enhance our water delivery system and improve fire protection service. I wish to address this latter point first.

We have prepared Exhibit W-2 marked for internal Company purposes as Plan #A -2784, sheets 1 through 6, which illustrates the installation of a 16-inch main on the bridge and access road. This main will connect our existing 16-inch main in Fayette Street in Conshohocken at Sta. 143 + 11 to our existing 16-inch main located in private right-of-way opposite the intersection of Front Street and Balligomingo Road in West Conshohocken. The main installed on the bridge itself will be 16-inch extra-heavy welded steel and the main to be installed in the access road, etc., will be 16-inch ductile iron pipe.

Please note that the 16-inch main will not occupy the entire length of the bridge. Rather, as shown on

Exhibit W-2, it will exit the bridge at Pier No. 3 (Sta. 130 + 33) and follow the course of the proposed access road to a point where the road bends to cross the railroad tracks. The 16-inch main will then proceed through a private right-of-way, parallel to the railroad tracks, to our existing 16-inch steel main.

The 16-inch main must be installed in two stages. The portion of the main to be installed in the proposed access road in West Conshohocken will be constructed concurrently with the road construction, prior to the beginning of work on the bridge. Otherwise, we would have to excavate the new road in order to install our pipe. We propose to extend the main beyond the limits of the new road where it can be conveniently connected to the main that will be subsequently installed on the bridge.

13. Q. What is the estimated cost of this new 16-inch main, what portion of this cost is your Company willing to incur and do you agree to perform the associated work?
- A. The estimated cost of installing the 16-inch main is \$441,342.30. We have already agreed with the Department of Transportation to pay for the cost of installing the 16-inch main. The installation of the 16-inch main on the bridge will be performed, in part, pursuant to an agreement with the Department calling for its contractor to install certain items. The remaining work on the installation will be performed either by the Water Company or by the state contractor after a separate agreement is reached.
14. Q. Mr. Heibeck, aside from your request to install a 16-inch pipeline on the bridge in conjunction with the improvement project, what work on the Company's facilities is required as a result of the bridge project? Will you perform the work and what is the right-of-way status of the facility?
- A. The bridge project presents several conflicts with our facilities. First, we will have to install a new 6-inch main and service connections in the

proposed cul-de-sac on the West Conshohocken side of the bridge as shown on Exhibit W-2. This installation is necessary because the proposed access road will traverse four existing service lines which connect businesses on both sides of the bridge to an existing water main that extends northeasterly under the bridge from Ford and Front Street. These service lines will be in conflict with the Department of Transportation's policy that only utility-owned facilities may occupy the cartway of a public highway. To accommodate the Department; we will extend a new 6-inch main into the cul-de-sac and reconnect the services to curb boxes located behind the curb. Thus, all the water facilities in the cartway of the access road will be the responsibility of the Water Company. The new 6-inch main extension and associated service connections are estimated to cost \$8,750. The Department has agreed to defray the cost of this work.

Second, in the same area, fire hydrant No. 44-25 shown on Exhibit W-7 will have to be relocated and reconnected to the new 16-inch main to accommodate the proposed access road, at an estimated cost of \$2,597.83. Ex. W-7 is also marked as Plan No. G-18843.

Third, our 6-inch cast iron main and fire hydrant No. 8-12 in Harry Street will have to be relayed to a greater depth due to a 3-foot cut in the road, as shown on PSW Co. Plan No. E-7583, marked for identification as Exhibit W-3. The main relocation is expected to cost \$11,080.87; the fire hydrant relocation \$2,241.98.

Fourth, please note that the main in Harry Street turns to the west near its intersection with the Reading Railroad and runs parallel to the tracks. At a point under the Fayette Street Bridge, Sta. 140 + 55, the 6-inch cast iron pipe will be in conflict with proposed pier No. 12, as shown on Exhibit W-4, PSW Co. Plan No. C-5090. The main will have to be relocated into the area of the existing abutment after the abutment has been removed. The estimated cost of this relocation work is \$7,269.07.

Fifth, the installation of a tunnel in the abandoned railroad right-of-way at Oak Street

will place 17 feet of fill on our existing 6-inch cast iron main, rendering it inaccessible for maintenance. See Exhibit W-5, PSW Co. Plan No. A-2785. Thus, the main must be relayed to a normal depth of 4 feet at an estimated cost of \$10,325.24.

Sixth, the elimination of the intersection of Marble Street and Fayette Street will force us to cut and plug our 6-inch main in Marble Street. (Exhibit W-6, PSW Co. Plan No. G-18844). Additionally, fire hydrant No. 8-67 will have to be relocated in the area of the proposed cul-de-sac. The combined cost of these two projects is estimated at \$4,949.72.

All of our existing facilities that are affected by the bridge and road reconstruction work are in public right-of-way.

All of our relocation work can be performed in one-step operations concurrently with the various stages of the bridge reconstruction. Our own personnel can perform the necessary work.

15. Q. Mr. Heibeck, in answer to Question 18, what portion if any, of the cost involved in relocating your facilities is the Company willing to bear at its sole cost and expense?

A. As mentioned above, we are willing to pay for installation of the new 16-inch pipeline on the bridge at a cost of \$441,342.30 and the Department of Transportation is willing to pay the cost of our main and service connections in the proposed cul-de-sac in West Conshohocken at a cost of \$8,750.

We request reimbursement for the relocation of the 6-inch main extending from Harry Street under the bridge. Only three years ago, we were forced to adjust this same main to accommodate the 36-inch storm sewer that was installed as a part of the Elm Street reconstruction by the Department of Transportation. The estimated cost of again relocating this main is \$7,269.07.

We also request reimbursement for relocating all of our other facilities in public right-of-way. Our facilities have provided, and would continue to provide, adequate service to our customers into the future. We would not need to relocate or replace our facilities were it not for the Department's plans calling for a 17-foot fill, a 3-foot cut, the construction of an access road and the elimination of the Marble Street connection to Fayette Street. The Water Company should not have to pay for the resultant work to its facilities because it is the highway user, not the utility ratepayer, that benefits from the project. The total cost of work in public right-of-way for which we are seeking reimbursement, including the relocation of the 6-inch main extending from Harry Street, is \$38,464.71.

16. Q. Will you respond to Question 19 as to whether the Company will assume responsibility for maintenance of its facilities after all of its work is completed?
- A. The Company will assume full responsibility for all future maintenance of its facilities when it has completed all its work as a result of this hearing.
17. Q. Does this conclude your testimony?
- A. Yes, it does.

*fil*

BELL TELEPHONE COMPANY

Bell P.U.C. Docket #C-00019707  
Exhibit #3, 7-24-84  
Morristown  
EARL L. BARTELL

Estimated costs of placing temporary facilities during bridge reconstruction:

Build 3 manholes and approximately 2700 trench feet of conduit ranging in size from 2 duct structure to 9 duct structure = 128,797  
Labor \$84,778, Material \$16,383, engineering & Inspection \$27,636.

Place (2) 70' poles and 425' of supporting strands with associated guying, anchors and hardware, contract price \$40,350. 40,350

Place and splice approximately 18,050lf of cable ranging in size from 50 pairs to 2100 pairs, removal of 1051lf of 200 pair cable = Labor \$101,163, Material \$84,077, Salvage \$241.00. 189,999

Removal of existing facilities on bridge and approaches: 351,146

Conduit removal: Labor \$1,826, junk salvage, engineering and inspection \$1,138. 9060  
Cable removal: Labor \$6,096, Salvage \$9,314\*. 9314 - 254

Build new manhole and 1640 trench feet of 9 duct structure on bridge:

Labor \$22,000, material \$47,776, contract \$2,500, engineering and inspection \$7,866; Place and splice approximately 36651f of 2100 pair cable = Labor \$48,436, material \$40,172. 8 167,750

Removal of temporary facilities from construction area:

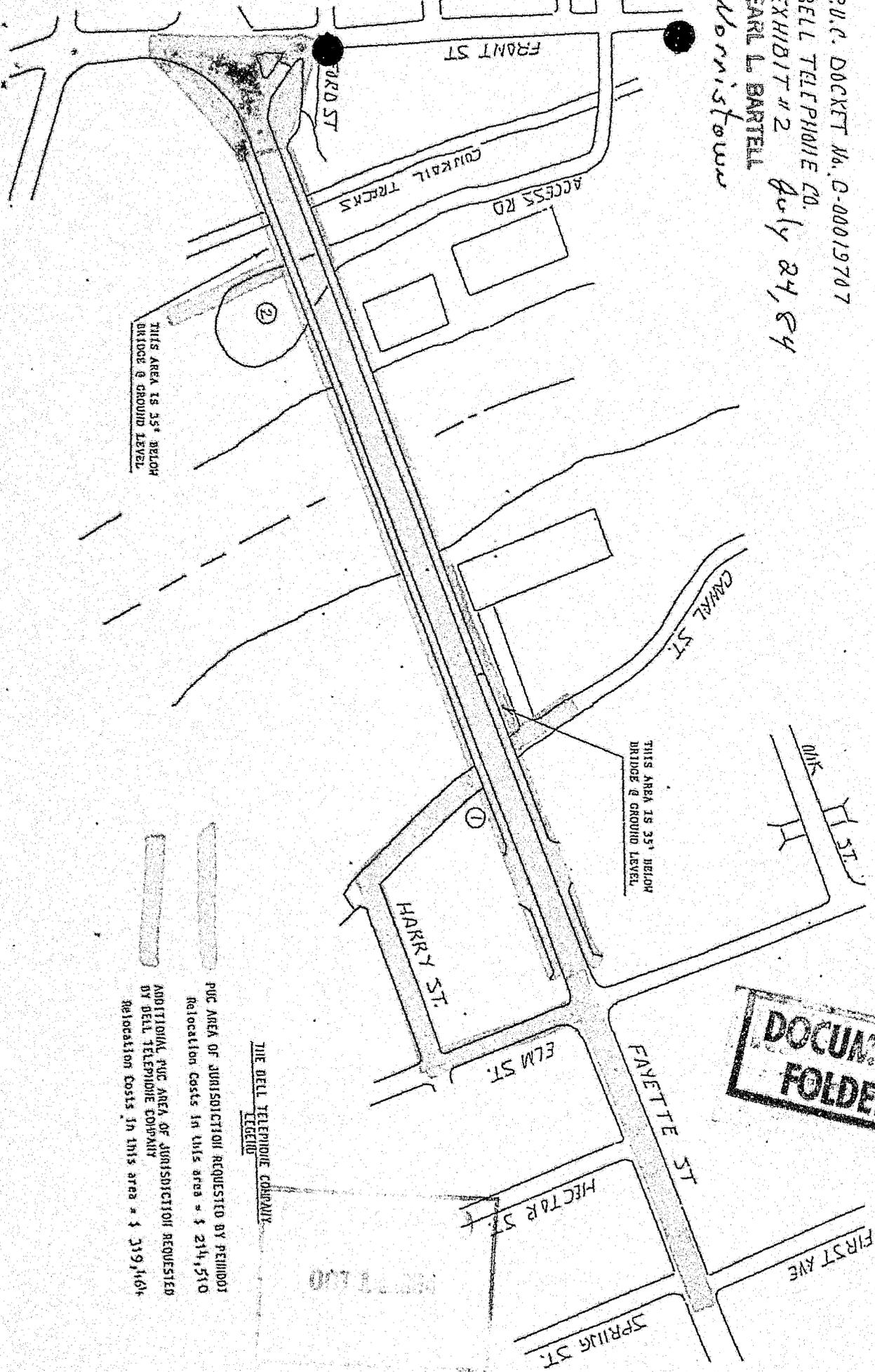
Conduit removal: Labor \$1,106, junk salvage, engineering and inspection \$650.00. 4781  
Cable removal: Labor \$3,025, salvage \$5,536. 5536 - 755

\* Where removal is possible.

OCT 1 1984

RECORDS  
FOLDER

P.U.C. DOCKET No. C-00019707  
 BELL TELEPHONE CO.  
 EXHIBIT #2 July 24, 84  
 EARL L. BARTELL  
 Morrisstown



THIS AREA IS 35' BELOW  
 BRIDGE & GROUND LEVEL

THIS AREA IS 35' BELOW  
 BRIDGE & GROUND LEVEL

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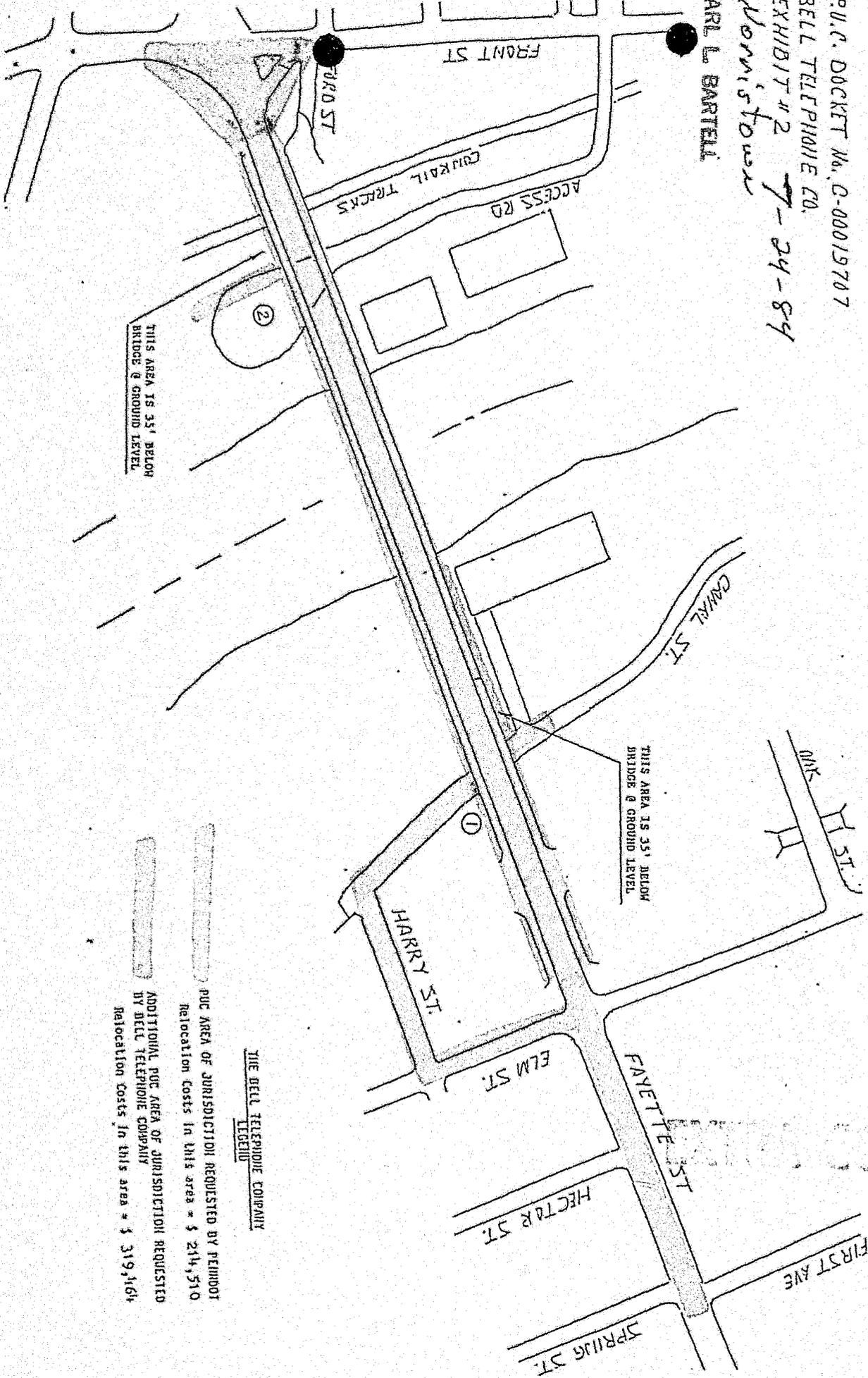
THE BELL TELEPHONE COMPANY  
 LEGEND

PUC AREA OF JURISDICTION REQUESTED BY PETITION  
 Relocation Costs in this area = \$ 214,510

ADDITIONAL PUC AREA OF JURISDICTION REQUESTED  
 BY BELL TELEPHONE COMPANY  
 Relocation Costs in this area = \$ 319,164

P.U.C. DOCKET No. G-00019707  
BELL TELEPHONE CO.  
EXHIBIT #2 7-24-84  
Morristown

EARL L. BARTELL



THIS AREA IS 35' BELOW  
BRIDGE & GROUND LEVEL

THIS AREA IS 35' BELOW  
BRIDGE & GROUND LEVEL

THE BELL TELEPHONE COMPANY  
LEGEND

PUC AREA OF JURISDICTION REQUESTED BY PERMITS  
Relocation Costs in this area \* \$ 214,510

ADDITIONAL PUC AREA OF JURISDICTION REQUESTED  
BY BELL TELEPHONE COMPANY  
Relocation Costs in this area \* \$ 319,164

BELL TELEPHONE COMPANY

P.U.C. Docket #C-00019707

Bell - Exhibit #3 7-74-84

NORRISTOWN

EARL L. BARTELL

Estimated costs of placing temporary facilities during bridge reconstruction:

Build 3 manholes and approximately 2700 trench feet of conduit ranging in size from 2 duct structure to 9 duct structure = Labor \$84,778, Material \$16,383, engineering & Inspection \$27,636.

Place (2) 70' poles and 425' of supporting strands with associated guying, anchors and hardware, contract price \$40,350.

Place and splice approximately 18,050lf of cable ranging in size from 50 pairs to 2100 pairs, removal of 1051f of 200 pair cable = Labor \$101,163, Material \$84,077, Salvage \$241.00.

Removal of existing facilities on bridge and approaches:

Conduit removal: Labor \$1,826, junk salvage, engineering and inspection \$1,138.

Cable removal: Labor \$6,096, Salvage \$9,314\*.

Build new manhole and 1640 trench feet of 9 duct structure on bridge:

Labor \$22,000, material \$47,776, contract \$2,500, engineering and inspection \$7,866; Place and splice approximately 36651f of 2100 pair cable = Labor \$48,436, material \$40,172.

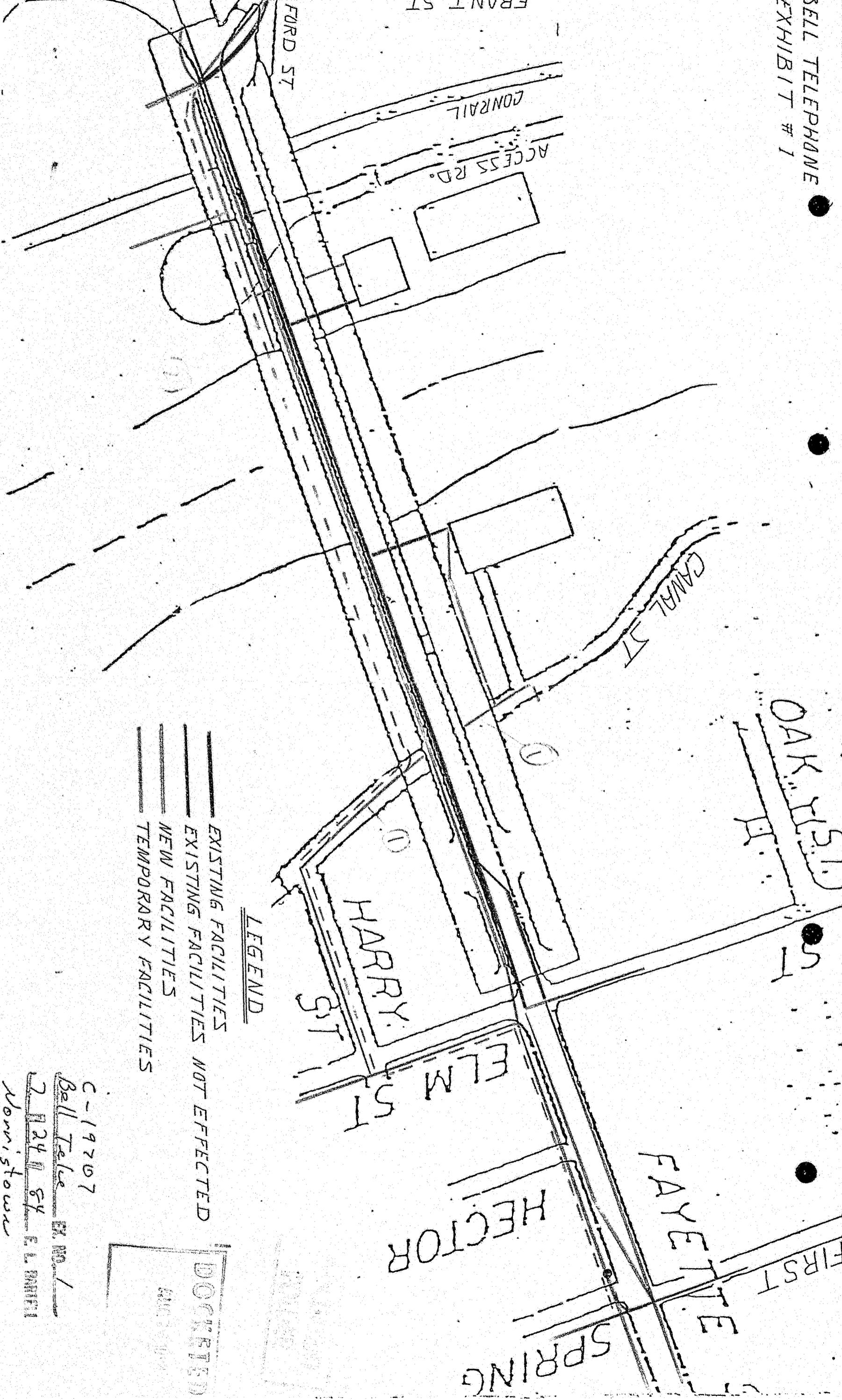
Removal of temporary facilities from construction area:

Conduit removal: Labor \$1,106, junk salvage, engineering and inspection \$650.00.

Cable removal: Labor \$3,025, salvage \$5,536.

\* Where removal is possible.

EXHIBIT 3



- LEGEND
- EXISTING FACILITIES
  - - - EXISTING FACILITIES NOT EFFECTED
  - ... TEMPORARY FACILITIES

**CORRECTED**

C-19707  
 Bell Tele EX. NO. 1  
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 Morristown