Knox Township v. Buffalo & Pittsburgh Railroad Inc. Initial Call-In Telephonic		Docket No.: C-2019-3009358

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Judge's Chambers
Piatt Place
301 5th Avenue
Pittsburgh, PA

Tuesday, January 25, 2022
Commencing at 10:00 a.m.

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Docket No. C-2019-3009358

Hearing Date: January 25, 2022

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Docket No. C-2019-3009358

Hearing Date: January 25, 2022

Respondent's Exhibit
Statement
1

Q: Please state your name.

A: Chad Boutet.

Q: What is your current position with the Buffalo & Pittsburgh Railroad?

A: I am currently the Director, Engineering Grants for the Northern Region Railroads of Genesee & Wyoming Inc, including the BPRR. Previously, I was the Assistant Vice President of Engineering for the Northern Region Railroads of Genesee & Wyoming Inc, including the BPRR.

Q: Are you familiar with the railroad bridge structures at issue in this case?

A: Yes.

Q: Can you briefly describe them and state what their current status is?

A: The structure at mile 26.50 is an above grade crossing at Harriger Hollow Road consisting of two concrete abutments that supported a steel superstructure. The structure at milepost 28.02 is an above grade crossing consisting of a 16 foot wide concrete arch bridge at Ramsaytown Road. The structure at milepost 29.50 is also an above grade crossing consisting of a 16 foot wide concrete arch bridge at East Bellport Road. These are no longer active crossings because the railroad line is abandoned, and the track has been salvaged.

Q: When were they constructed?

A: According to the plans that we have on file, the Harriger Hollow Road structure was constructed in 1906, the Ramsaytown Road structure was constructed in 1910, and the East Bellport Road structure was constructed in 1910.

Q: Are those plans the documents marked as Exhibits 1, 2, and 3?

A: Yes.

Q: Are the structures currently owned by the Buffalo & Pittsburgh Railroad?

A: Yes.

Q: Does Buffalo & Pittsburgh currently inspect and maintain these structures?

A: Yes.

Q: Describe Buffalo & Pittsburgh's Bridge Management Program.

A: The Genesee and Wyoming Inc. ("GWI") System Wide Bridge Management Program governs the inspection and management of railroad owned structures of all subsidiary companies, including Buffalo and Pittsburgh Railroad Inc. The purpose of the Bridge Management Program is to ensure the structural integrity of bridges

and culverts through the consistent application of sound inspection and infrastructure management practices.

Q: Is this program set forth in a document maintained by Buffalo & Pittsburgh Railroad?

A: Yes.

Q: Does this program comply with federal bridge standards?

A: The requirements spelled out within the document set guidelines for compliance with the U.S. Department of Transportation, Federal Railroad Administration (FRA), 49 FRA Part 237 - Bridge Safety Standards. The specific objectives of the program are:

- **Set roles and responsibilities for persons involved in structure safety decision making.**
- **Provide and validate the inventory of structures.**
- **Determine the accurate capacity of the structures.**
- **Inspect all structures and identify conditions that affect the safe passage of trains.**
- **Restrict movement over substandard conditions.**
- **Design all work of construction, repair, and modification under the responsible charge of a competent Railroad/Railway Bridge Engineer.**
- **Execute all work of construction, repair, and modification under the supervision of a competent Railroad/Railway Bridge Supervisor.**

Q: What is the electronic structures information system maintained for bridge management?

A: A key component of the Bridge Management Program is the electronic structures information system, known as ATOM. This platform provides asset management for company owned bridges, including managing bridge inventory, records, inspections, and repair prioritization.

Q: What are the protocols and procedures used by Buffalo & Pittsburgh Railroad for inspection of company owned bridges?

A: Genesee and Wyoming Inc. Bridge Standard 001: Structures Inspection provides the protocols and procedures for inspection of company owned bridges. The

standard adopts industry best practices from the American Railway Engineering and Maintenance of Way (AREMA) Manual of Railway Engineering. The standard defines the qualification of bridge inspectors, types and frequency of inspection, standard nomenclature, condition ratings, and repair prioritization. The program requires annual inspections of all railroad owned bridges in accordance with Federal regulations.

Q: Does the Bridge Management Program apply to bridges that are located on lines that are no longer in service?

A: The Bridge Management Program does not speak to inspections of bridges on out of service lines. However, we have added these bridges to our inventory and they are on the annual inspection program. This means that they will be inspected annually and, because they no longer carry rail traffic, will be inspected for structural integrity and public safety.

Q: When was the last time the bridges at issue in this case were inspected by Buffalo and Pittsburgh?

A: On July 29, 2021, by Shawn Baer, Director of Structures.

Q: Were his inspections documented?

A: Yes, he prepared Special Inspection Reports for each one.

Q: Are the Reports he prepared the documents that are marked as Exhibits 4, 5, and 6?

A: Yes.

Q: Describe what was found during these inspections and what recommendations were made, if any.

A: With regard to the structure at Ramsaytown Road, it was found that the concrete overhead arch appears to be sound. There was some minor spalling along the sidewalls, shallow spalling along the spandrel wall, and shallow spalling along the wingwall. It was recommended that any loose concrete be scaled back.

With regard to the structure at East Bellport Road, there was one spot of deep spalling found on the concrete arch that was about 1' in diameter and 8" deep, there was minor spalling found throughout the sidewalls, minor surface cracking on the wingwall, minor surface cracks on the spandrel walls and strike damage on the west side. It was recommended that any loose concrete be scaled back.

With regard to the structure at Harriger Hollow Road, there was spalling at the top corner of the bridge seat and the concrete cap of the north wing wall was separated. There was also spalling on the south backwall, bridge seat, and

wingwall. It was recommended that loose concrete be scaled back and that the broken section of the concrete cap be removed.

Q: Can you explain what "Bridge Strike Susceptible" means?

A: Yes, it means the bridge has a restricted roadway vertical clearance where it could be struck by a standard height 13'-6" truck.

Q: Were the structures inspected after Knox Township filed its Complaint?

A: Yes, they were inspected by Brendan Amy of TEC Associates on May 17, 2019.

Q: Did Mr. Amy provide a report regarding his inspection?

A: Yes, he provided a narrative letter and individual bridge inspection reports.

Q: Are those documents marked collectively as Exhibit 7?

A: Yes.

Q: Were any recommendations made by TEC?

A: Yes, it was recommended that all loose and deteriorating concrete on roadway facing surfaces on the concrete arches of the structures at Ramsaytown Road and East Bellport Road be chipped down to sound condition.

Q: Has any maintenance or repairs been performed on any of the structures since Knox Township filed its Complaint?

A: Yes, after receiving the Secretarial Letter in this case, our contractor Thornbury, Inc., performed chipping and scaling work to remove loose concrete, which was completed in the fall of 2019. Thornbury also installed signs that were provided by Knox Township indicating the vertical and horizontal clearances.

Q: What was the cost of that work?

A: The cost for the concrete work was $4,000. The cost to hang the signs was $1,255.49.

Q: Did that work address the conditions identified in the TEC reports and the Secretarial Letter with regard to loose concrete?

A: Yes.

Q: Will Buffalo & Pittsburgh continue to inspect and maintain these structures?

A: Yes. The bridges have been placed on our annual inspection schedule.

Q: Are you aware of any complaints that Buffalo & Pittsburgh has received about any of these structures?

A: I am not aware of any, other than the Complaint made by Knox Township.

Q: Are you aware of any accidents that have occurred at any of the structures?

A: I am not aware of any.

Q: Are you aware of any falling debris or vegetation at any of the structures?

A: No.

Q: Have you obtained any estimates for the cost of removing these structures?

A: In March of 2020, Buffalo and Pittsburgh Railroad obtained budgetary quotes from its contractor Thornbury for removal of the structures. The Harriger Hollow Road bridge was estimated at $18,000 for the above grade portions of one abutment, $35,000 for the above grade portion of both abutments, and an additional $30,000 if below grade removal is required. The Ramsaytown Road and East Bellport Road bridges were estimated at $40,000 each for the above grade portion, or $75,000 each for the above and below grade portions. These estimates assumed maintenance of traffic and utility relocation to be completed by others. It is expected that due to cost escalation these estimates likely escalated 10-20% since March 2020.

Q: Does this conclude your testimony?

A: Yes.

Respondent's Exhibit
Statement
2

Q: Have you had an opportunity to review the testimony of William Sinick?

A: Yes, I have.

Q: Why was the superstructure at Harriger Hollow Road removed?

A: The superstructure was removed in order to address and mitigate the vertical clearance restriction that was identified in Knox Township's Complaint and the Secretarial Letter of September 10, 2019.

Q: Did BPRR receive any written notification that it had violated the Public Utility Code or any Order issued by the Public Utility Commission by removing the superstructure?

A: No, not until a Complaint was filed by the Bureau of Investigation and Enforcement on June 28, 2021.

Q: Did the Secretarial Letter of September 10, 2019, address the superstructure at all?

A: No, the Secretarial Letter did not direct BPRR to take any action or refrain from taking any action with regard to the superstructure.

Q: Where is the superstructure located now?

A: The superstructure currently sits on BPRR's right of way, which is private property.

Q: Can you explain why the bridges at Harriger Hollow Road, East Bellport Road, and Ramsaytown Road were left in place after the railroad line was abandoned through the Surface Transportation Board?

A: They were left in place in the event that railroad traffic returned to the area. The bridges keep the corridor intact, but removing them would sever the corridor and prevent future use. Also, BPRR has sold portions of other abandoned lines to trail use interests. Keeping the bridges in place keeps the corridor intact and preserves the value and utility of the property.

Q: Do you agree with Mr. Sinick that the railroad did not file for the disposition and abolition of the crossings so that it could avoid the cost of removal, inspection, and maintenance?

A: No, again the crossings were left intact in the event that railroad traffic returned to this line, and to preserve the utility and value of the property. I would also add that the cost to have these bridges inspected annually in accordance with our program is not significant, nor is the cost to maintain them, so any cost avoided would have been trivial.

Q: Does this conclude your rebuttal testimony?

A: Yes.

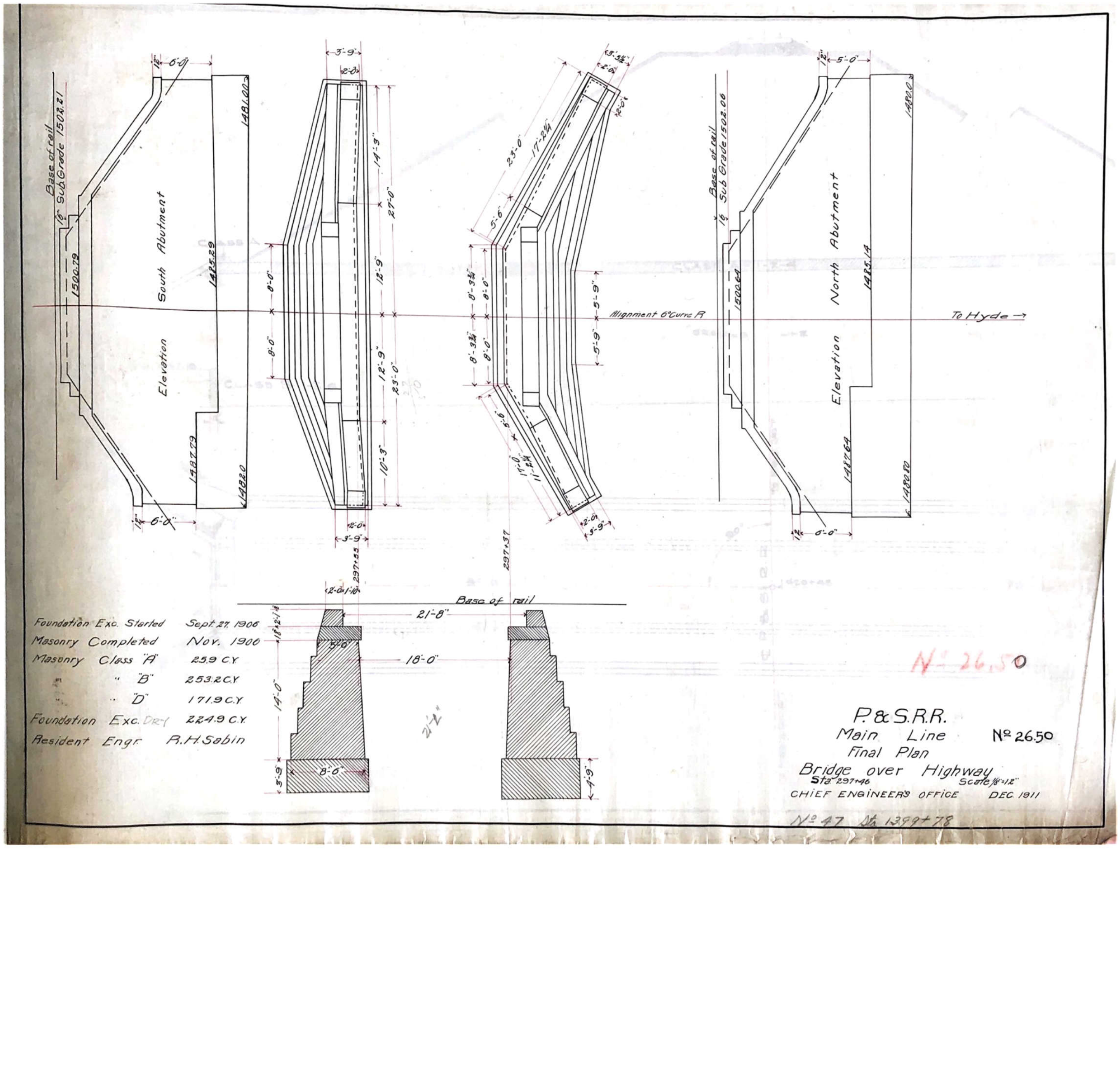

Base of rail
Sub Grade 1502.21
South Abutment
Elevation
Base of rail
Sub Grade 1502.06
North Abutment
Elevation
Alignment 6° Curve R
To Hyde →
Base of rail
Foundation Exc. Started Sept. 27, 1906
Masonry Completed Nov. 1906
Masonry Class "A" 25.9 C.Y.
" "B" 253.2 C.Y.
" "D" 171.9 C.Y.
Foundation Exc. 224.9 C.Y.
Resident Engr R. H. Sabin
P. & S.R.R.
Main Line
Final Plan
Bridge over Highway
№ 26.50
CHIEF ENGINEER'S OFFICE DEC. 1911

EXHIBIT 1

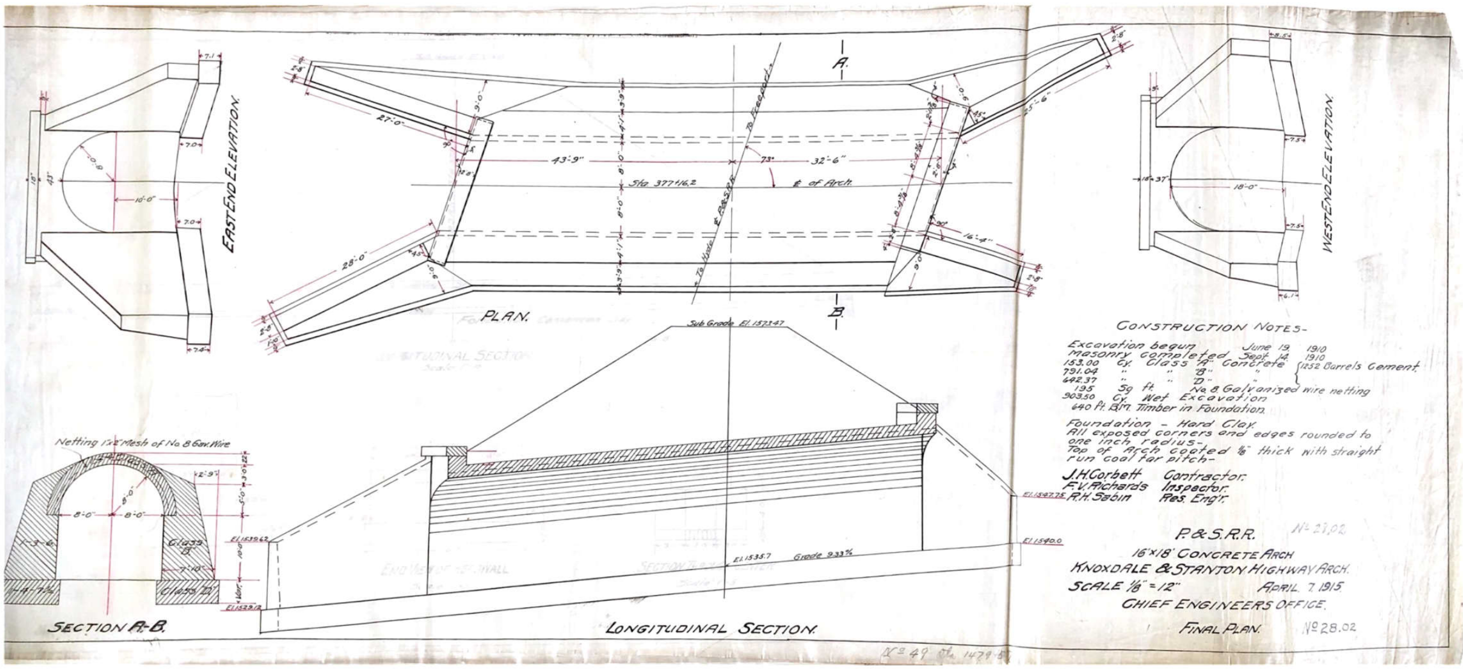


EXHIBIT 2

BPRR 0092

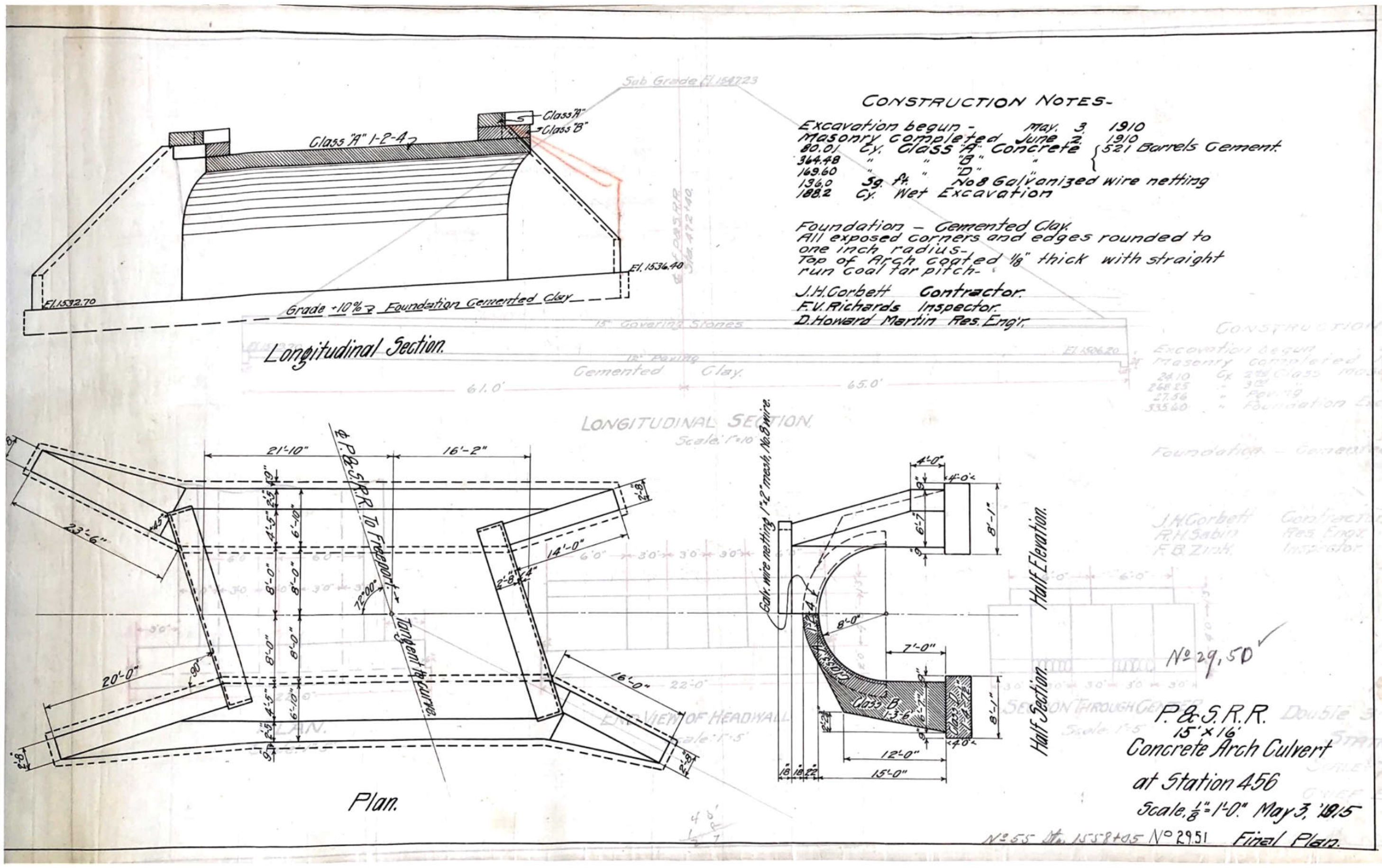

CONSTRUCTION NOTES-
Excavation begun - May. 3 1910
Masonry completed June 2 1910
80.01 Cy. Class "A" Concrete
344.48 " " "B" "
169.60 " " "D"
521 Barrels Cement.
1360 Sq. ft. " No.8 Galvanized wire netting
188.2 Cy. Wet Excavation
Foundation - Cemented Clay.
All exposed corners and edges rounded to one inch radius-
Top of Arch coated 1/8" thick with straight run coal tar pitch-
J.H.Corbett Contractor.
F.V.Richards Inspector.
D.Howard Martin Res. Eng'r.
Class "A" 1-2-4
Class "A"
Class "B"
Sub Grade El. 1547.23
El. 1536.40
El. 1532.70
Grade +10% Foundation Cemented Clay
Longitudinal Section.
Covering Stones
Paving
Cemented Clay.
El. 1536.20
61.0'
65.0'
LONGITUDINAL SECTION
Scale 1"=10'
21'-10"
16'-2"
℄ P.&S.R.R. To Freeport
Tangent to Curve.
72°00'
23'-6"
14'-0"
20'-0"
16'-0"
8'-0"
6'-10"
Plan.
Galv. wire netting 1½" mesh, No.8 wire.
4'-0"
8'-1"
6'-1"
8'-0"
7'-0"
Class "B"
12'-0"
15'-0"
Half Elevation.
Half Section.
No 29,50
P.&S.R.R.
15' × 16'
Concrete Arch Culvert
at Station 456
Scale, 1/8" = 1'-0". May 3, 1915
No. 2951
Final Plan.
CONSTRUCTION
Excavation begun
Masonry completed
J.H.Corbett Contractor.
R.H.Sabin Res. Engr.
F.B.Zink. Inspector
END VIEW OF HEADWALL
SECTION THROUGH CENTER
PLAN.

EXHIBIT 3

BPRR-SMUT-0026.50-MAIN

Overview	
Region:	Northern
Railroad:	BPRR
Sub-Division:	Shawmut
Asset Name:	BPRR-SMUT-0026.50-MAIN
Latitude:	41.09454660200462
Longitude:	-79.06219002870637

Details	
Milepost:	26.5
Suffix:	MAIN
Br. Prefix:	
Br. Number:	26.5
Br. Suffix:	
Asset Type:	Bridge
Status:	OOS
FRA Bridge:	Yes
Inspection Responsibility:	Bridge

Inventory Information	
Total Length:	21.167 ft
Total Spans:	1
Total Spans By Type:	1-RBS
Max Height:	
Bridge Strike Susceptible:	Yes
No. Tracks:	
Vertical Clearance:	
Side Clearance:	
Track Alignment:	
Degree of Curvature:	
Superelevation:	
Flow Direction:	N/A
Flow Depth:	
Speed:	
Year Built:	
Utilities:	false
Utilities Description:	

Location	
City:	Brookville
State:	PA
County:	Jefferson
Access:	
Crossing:	Harriger Hollow Road (T420)

Inspection	
Completed Date:	07/29/2021 15:05:05 GMT
Completed By:	Shawn Baer
Closed Date:	08/04/2021 13:31:36 GMT
Closed By:	Shawn Baer
Lead Inspector:	Shawn Baer
Other Personnel:	

EXHIBIT 4

BPRR 0005

BPRR-SMUT-0026.50-MAIN

Condition Rating	Comment	Repair Recommendation	Priority Rating	Assessment Flag

BPRR-SMUT-0026.50-MAIN

Assessment

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Deck 1 OD					Deck removed		
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**
Alignment					Delete		
Approaches					Out-of-service, edges protected by chain link fence.		
Bridge Ties					Delete		
Deck Anchors					Delete		
Gage					Delete		
Rail Anchors					Delete		
Surface					Delete		
Tie Spacer					Delete		

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Foundation 1 CABUT							
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**
Backwall	B						

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Breast Wall							
Bridge Seat	C				Spalling at top corner	Scale loose concrete and cast back to original lines.	P3
Footing	B						
Wingwall	C				Concrete cap separated at N wing wall	Remove broke off section.	P3

Foundation 1

Foundation 1

Foundation 1 / Wingwall

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Foundation 2 CABUT							
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Backwall	C				Spalling up to 4" deep at 6' height.	Scale loose concrete and cast back to original lines.	P3
Breast Wall							
Bridge Seat	C				Up to 8" spalled off at top corner.	Scale loose concrete and cast back to original lines.	P3
Footing	B						
Wingwall	C				Spalling under concrete cap on S end of wingwall.	Scale loose concrete and cast back to original lines.	P3

Foundation 2 / Backwall

Foundation 2 / Backwall

Foundation 2 / Backwall

Foundation 2 / Bridge Seat

Foundation 2 / Bridge Seat

Foundation 2 / Wingwall

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Span 1 RBS					Span removed		
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**
Beam 1					Delete		
Beam 2					Delete		
Beam 3					Delete		
Beam 4					Delete		
Diaphragms					Delete		
High End Bearing					Delete		
Laterals					Delete		
Low End Bearing					Delete		

BPRR-SMUT-0028.02-MAIN

Overview

Region:	Northern
Railroad:	BPRR
Sub-Division:	Shawmut
Asset Name:	BPRR-SMUT-0028.02-MAIN
Latitude:	41.086126540205754
Longitude:	-79.04133683496383

Details

Milepost:	28.02
Suffix:	MAIN
Br. Prefix:	
Br. Number:	28.02
Br. Suffix:	
Asset Type:	Bridge
Status:	OOS
FRA Bridge:	Yes
Inspection Responsibility:	Bridge

Inventory Information

Total Length:	16 ft
Total Spans:	1
Total Spans By Type:	1-ARCH
Max Height:	
Bridge Strike Susceptible:	Yes
No. Tracks:	1
Vertical Clearance:	
Side Clearance:	
Track Alignment:	
Degree of Curvature:	
Superelevation:	
Flow Direction:	N/A
Flow Depth:	
Speed:	
Year Built:	
Utilities:	true
Utilities Description:	Wirer running along ceiling.

Location

City:	Brookville
State:	PA
County:	Jefferson
Access:	
Crossing:	Ramseytown Road (841)

Inspection

Completed Date:	07/29/2021 15:59:24 GMT
Completed By:	Shawn Baer
Closed Date:	08/04/2021 13:32:46 GMT
Closed By:	Shawn Baer
Lead Inspector:	Shawn Baer
Other Personnel:	

BPRR-SMUT-0028.02-MAIN

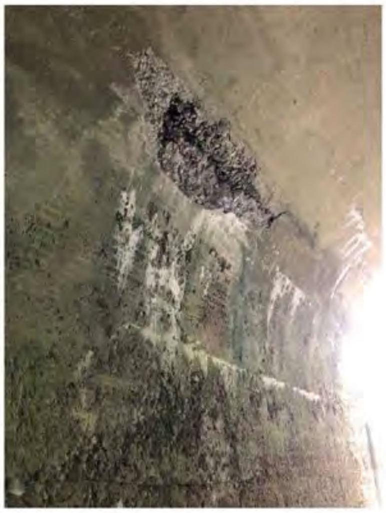
Condition Rating	Comment	Repair Recommendation	Priority Rating	Assessment Flag

Assessment

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Deck 1 BD					Out of service, did not inspect		
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**
Alignment							
Approaches							
Ballast							
Ballast Pan							
Ballast Retainer							
Deck Anchors							
Surface							
Track Ties							

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Span 1 ARCH							
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**
Arch	B				Concrete overhead appears sound		
Embankment	B						
Floor	B						
Footing	B						
Parapet	B						
Sidewalls	C				Minor spalling along walls most of the length of the sides. Loose concrete appears to have been removed. One section of deep spalling on the west end of the south wall. Loose concrete appears to have been removed here as well.	Scale loose concrete and cast back to original lines.	P3
Spandrel Wall	C				Shallow spalling. Loose concrete has been removed	Scale loose concrete and cast back to original lines.	P4
Wingwall	C				Shallow spalling. Loose concrete has been removed	Scale loose concrete and cast back to original lines.	P4

Span 1 / Sidewalls



Span 1 / Sidewalls

Span 1 / Sidewalls

Span 1 / Sidewalls

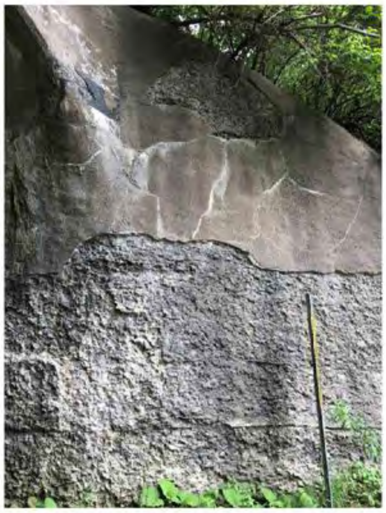
Span 1 / Spandrel Wall

Span 1 / Spandrel Wall

Span 1 / Wingwall

Span 1 / Wingwall

Span 1 / Wingwall



BPRR-SMUT-0029.50-MAIN

Overview	
Region:	Northern
Railroad:	BPRR
Sub-Division:	Shawmut
Asset Name:	BPRR-SMUT-0029.50-MAIN
Latitude:	41.07435177632883
Longitude:	-79.0265606213171

Details	
Milepost:	29.5
Suffix:	MAIN
Br. Prefix:	
Br. Number:	29.5
Br. Suffix:	
Asset Type:	Bridge
Status:	OOS
FRA Bridge:	Yes
Inspection Responsibility:	Bridge

Inventory Information	
Total Length:	16 ft
Total Spans:	1
Total Spans By Type:	1-ARCH
Max Height:	
Bridge Strike Susceptible:	Yes
No. Tracks:	1
Vertical Clearance:	
Side Clearance:	
Track Alignment:	
Degree of Curvature:	
Superelevation:	
Flow Direction:	N/A
Flow Depth:	
Speed:	
Year Built:	
Utilities:	false
Utilities Description:	

Location	
City:	Brookville
State:	PA
County:	Jefferson
Access:	
Crossing:	E Belleport Rd (T405)

Inspection	
Completed Date:	07/29/2021 17:51:00 GMT
Completed By:	Shawn Baer
Closed Date:	08/04/2021 13:35:04 GMT
Closed By:	Shawn Baer
Lead Inspector:	Shawn Baer
Other Personnel:	

EXHIBIT 6

BPRR 0001

BPRR-SMUT-0029.50-MAIN

Condition Rating	Comment	Repair Recommendation	Priority Rating	Assessment Flag

Assessment

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Deck 1 BD					Out of service, did not inspect		
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**
Alignment							
Approaches							
Ballast							
Ballast Pan							
Ballast Retainer							
Deck Anchors							
Surface							
Track Ties							

Structure	Condition Rating	Bored At	Shell	Void	Comment	Repair Recommendation	Priority
Span 1 ARCH							
Element	**Condition Rating**	**Bored At**	**Shell**	**Void**	**Comment**	**Repair Recommendation**	**Priority**
Arch	C				One spot of deep spalling concrete about 8" deep and 1' in diameter at approximately 10' high on the south foundation. Can see wire cage of concrete at this location.	Scale loose concrete and cast back to original lines.	P3
Embankment	B						
Floor	B						
Footing	B						
Parapet	B						
Sidewalls	C				Minor spalling throughout. 10'W x 6'H section of spalling on N foundation. Loose concrete appears to have been removed from walls. Minor surface cracks throughout	Scale loose concrete and cast back to original lines.	P3
Spandrel Wall	C				Minor surface cracks on both sides. Strike damage on West side.	Scale loose concrete and cast back to original lines.	P3
Wingwall	C				Minor surface cracking	Scale loose concrete and cast back to original lines.	P4

Span 1 / Arch	Span 1 / Sidewalls
	

Span 1 / Sidewalls	Span 1 / Sidewalls
	

Span 1 / Spandrel Wall	Span 1 / Spandrel Wall
	

Span 1 / Spandrel Wall	
	

TEC ASSOCIATES CONSULTING ENGINEERS
46 SAWYER STREET, SOUTH PORTLAND, MAINE 04106

23 May 2019

Chad Boutet
Director Engineering
Northeast Region
Genesee & Wyoming Inc.

RE: Pittsburg & Shawmut PUC Complaint

Dear Mr. Boutet:

On May 17, 2019, I inspected three bridges on the abandoned Pittsburg & Shawmut: MP 26.50, MP 28.02, and MP 29.50. It is TEC Associates understanding that these bridges are included in a Public Utilities Complaint from Knox Township in Clarion County, Pennsylvania. Local contractor John Thornbury, of Thornbury, Inc. was also on site.

MP 26.50 is a 21'-2" long steel I-Beam bridge crossing Harringer Hollow Road (T420). The steel is in good condition and could potentially be relocated and reused if necessary. In the short term, the north approach to the bridge has a relatively flat and level area to place the steel structure. The concrete structure of the bridge is in sound condition apart from the end caps on the wingwalls and one 20 s.f. area of spall on the face of the south abutment.

MP 28.02 is a 16'-0" wide, 16'-5" high at the center, 78'-0" long concrete arch carrying Ramseytown Road, (T841) under the Pittsburg & Shawmut. The structure appears to have been partially gunited (shotcreted) in the past, with most of this gunited concrete failed or now failing. Original concrete remains in the top of the arch and is in mostly good condition with a few areas of cracking and leaching and minor deterioration and spalling. One area at the west end of the arch in danger of sloughing off a 6 s.f. piece of concrete into the roadway within a year and is rated a C1. All four wingwalls and both headwalls have been gunited, with most having fallen off or loose, and should be chipped down to a sound surface.

MP 29.50 is a 16'-0" wide, 14'-5" high at the center, 38'-4" long concrete arch carrying East Bellport Road (T405) under the Pittsburg & Shawmut. This bridge is in similar condition to MP 28.02, with original concrete in the barrel of the arch and shotcrete from just above the springline down. The original concrete in the barrel is slightly more deteriorated than at MP28.02. All four wingwalls have been gunited with minor cracking and leaching, with investigation revealing areas of loosening gunite in places, especially on the west wingwalls.

It is recommended that all loose and deteriorating concrete on roadway facing surfaces of the two concrete arches, MP 28.02 and MP 29.50, be chipped down to sound existing concrete. This includes headwalls, wingwalls, and interiors of the arches; however, portions of both arches, namely above the spring-lines, are in fair condition and do not require scaling.

Our recommendation for MP 26.50 would be to have the steel span lifted by crane from the abutments and placed on the right-of-way to the north of the bridge. Initial estimates for the work on these bridges, provided by Thornbury, Inc. are as follows:

MP 26.50	1 day	Crane and Crew	$5,000
MP 28.02	2-3 days	Three Person Crew with Hydraulic Hammers	$12,000
MP 29.50	1-2 days	Three Person Crew with Hydraulic Hammers	$8,000

Thornbury, Inc. has provided good work in the past and would be ready to mobilize quickly should you desire to move forward with this project. Thank you for asking us to perform this inspection, and please don't hesitate to contact me with any questions.

Thank you,
TEC Associates

Brendan Amy

Brendan Amy

Enclosures

Exhibit A: Bridge Inspection Reports
Exhibit B: Span 26.50 Sketch
Exhibit C: Thornbury Quote
CC: Wayne W. Duffett, TEC Associates
Abby Thornbury, Thornbury, Inc.

Exhibit A

Bridge Inspection Reports

TEC ASSOCIATES CONSULTING ENGINEERS
46 Sawyer Street
South Portland, Maine 04106

STEEL BRIDGE ANNUAL INSPECTION REPORT

IDENTIFICATION				CLASSIFICATION
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***26.50*** **SPAN** ***1***	A - GOOD
SUB DIV	*Main Line*			B - PREVENTIVE MAINTENANCE
TOWN	*Brookville*	**CROSSING**	***Harringer Hollow Road (T420)***	C - 1-2-3-4-5 PRIORITY REPAIRS
COUNTY	*Jefferson*	TYPE	*I-Beams (2 per rail)*	D - RESTRICTIONS / CRITICAL REVIEW
STATE	*Pennsylvania*	LENGTH	*21'-2"* NO. TRACKS	ADDITIONAL REVIEW REQUIRED
GPS	*N 41° 05' 40" W 79° 03' 44"*	HEIGHT	CURVE\DEG	RBE BPM
OWNER	*G&W - NE Region*	YEAR BUILT	*1906* TANGENT	INITIALS INITIALS

	ITEMS INSPECTED	LN	CLASS	REMARKS
GENERAL	Highway Clearance	1		*Not posted, actual 12'-6".*
	Channel Scouring/Silting/Etc.	2		
	Slopes & Rip Rap	3	*A*	*Heavy vegetation, ok. Dirt road both SW & NW slopes up to old track roadbed, ok.*
	General Cleanliness	4	*B*	*Remove ties to slow deterioration of steel.*
	Utilities Type:	5		*None.*
	Paint Type Date	6		*Poor.*
	Walkways LS: RS Railing	7		*None.*
TRACK	Approach Surface & Alignment	8		*Fencing around both abutments/backwalls. North approach suitable to place steel span.*
	Rail Anchors Br. Appr.	9		
	Bridge Surface & Alignment	10		
	Ballast	11		
	Ties Date Installed	12	*B*	*Remove.*
	Tie Spacer Timber Strap	13		
	Guard Rail Wt:	14		
	Deck Anchors Hooks Clips	15		
	Rail CWR: JT Wt	16		*No track.*
FOUNDATION				
	Abutments Stone Conc *(x)*	18	*C5*	*Minor spalling in places with cracking and leaching. South abutment one area 8' long*
				2' high is loose, could fall.
	Bridge Seats Stone Conc *(x)*	19	*C5*	*Spalling heavy on corner outside of span both sides, ok.*
	Backwalls Stone Conc *(x)*	20	*A*	*Minor spalling.*
	Wingwalls Stone Conc *(x)*	21	*C5*	*SW & NE end wingwall caps undermined, could fall, ok now.*
GIRDERS				
	Bearings/Sole Plates/Anchor Bolts	29	*A*	*Newer bearing plates/sole plates welded to the bottom of the bottom flanges at both ends.*
	Upper Flanges	30	*A*	*Minor pitting.*
	Lower Flanges	31	*A*	
	Webs	35	*A*	*All (4) beams have (4) patch plates over bearings, one each side at both ends.*
	Top Lateral System	37	*A*	
	Cross/Sway Frames or Diaphragms	39	*A*	

Remarks

DATE INSPECTED *5/17/2019* INSPECTOR *Brendan Amy*

DATE RECORDED *5/21/2019* SIGNATURE Brendan Amy

BPRR 0096

Picture #1
Looking East

Picture #2
Looking West

Picture #3
Looking South

Picture #4
Looking North

Picture #5
Looking North at North Bearing

Picture #6
Looking South at North Approach

TEC ASSOCIATES CONSULTING ENGINEERS
46 Sawyer Street
South Portland, Maine 04106

CONCRETE / MASONRY ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION					CLASSIFICATION
RAILROAD	*Pittsburg & Shawmut*	BRIDGE NO.	*28.02*	SPAN *1*	A - GOOD
SUB DIV	*Main Line*				B - PREVENTIVE MAINTENANCE
TOWN	*Brookville*	CROSSING	*Ramseytown Road (T841)*		C - 1-2-3-4-5 PRIORITY REPAIRS
COUNTY	*Jefferson*	TYPE	*Concrete Arch*		D - RESTRICTIONS / CRITICAL REVIEW
STATE	*Pennsylvania*	LENGTH	*16'*	NO. TRACKS	ADDITIONAL REVIEW REQUIRED
GPS	*N 41° 05' 10" W 79° 02' 29"*	HEIGHT		CURVE\DEG	RBE BPM
OWNER	*G&W - NE Region*	YEAR BUILT		TANGENT	INITIALS INITIALS

	ITEMS INSPECTED	LN	CLASS	REMARKS
GENERAL	Highway Clearance	1		*Posted 14'-1". 16'-5" at center of east portal.*
	Drainage Opening	2	*C5*	*Culvert south side through arch, no visible outlet.*
	Slopes & Rip Rap	3	*A*	*Heavy vegetation, steep, ok.*
	General Cleanliness	4		
	Utilities Type	5	*A*	*Telephone through arch at top. Electric buried under roadway.*
	Walkways LS RS Railing	7		
TRACK	Approach Surface & Alignment	8		*No track.*
	Rail Anchors Br. Appr.	9		
	Bridge Surface & Alignment	10		
	Ballast	11		
	Ties Date Installed	12		
	Guard Rail Wt	13		
	Rail CWR JT Wt	14		
FOUNDATION				
	Abutments Stone Conc *(x)*	16	*C5*	*Spalling in places, see arch notes.*
	Headwall Stone Conc *(x)*	18	*C3*	*West headwall spalled all over, heavy in places, gunite remaining is mostly loose.*
			C5	*East headwall ok, area of gunite loose south half, timber at top rotting heavy.*
	Wingwalls Stone Conc *(x)*	19	*C5*	*NE 10' x 10' area spalled 2" deep. NE ok.*
			C3	*NW spalled 2" deep all over with (2) areas of remaining gunite ready to fall off.*
			C5	*SW spalled 2" deep all over.*
SPAN	Span Type - *Arch*	20	*C5*	*Partially gunited, most spalled off inside arch from springlines down.*
	Depth of Fill - *20'*		*C1*	*One area 25' into arch from west end 36" x 24" spalled 6" deep with similar sized piece of*
	Length ∥ to Trk. - *16'-1"*			*gunite ready to fall.*
	Length ⊥ to Trk. - *78'-0"*		*C5*	*One crack 10' in from west end parallel with track runs from top of arch to 1/4 point north*
				side, open 1/8".
			C5	*One cold joint at east end separating and spalling full radius of arch and into both springlines,*
				spalling 3" deep both north and south at springline down. One cold joint 10' to east with minor
				leaching and spalling into arch with 36" x 36" area 3" deep below north springline.
	Ballast Curb	21		
	Drains	22		*None.*

Remarks

DATE INSPECTED *5/17/2019* INSPECTOR *Brendan Amy*

DATE RECORDED *5/21/2019* SIGNATURE Brendan Amy

BPRR 0100

Picture #1
Looking East

Picture #2
Looking West

Picture #3
Looking West at South Abutment

Picture #4
Looking West at North Abutment

Picture #5
Looking South at West End of Barrel

Picture #6
Looking West At Barrel

TEC ASSOCIATES CONSULTING ENGINEERS
46 Sawyer Street
South Portland, Maine 04106

CONCRETE / MASONRY ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION					CLASSIFICATION
RAILROAD	Pittsburg & Shawmut	**BRIDGE NO.**	29.50	**SPAN** 1	A - GOOD
SUB DIV	Main Line				B - PREVENTIVE MAINTENANCE
TOWN	Brookville	**CROSSING**	E Bellport Road (T405)		C - 1-2-3-4-5 PRIORITY REPAIRS
COUNTY	Jefferson	TYPE	Concrete Arch		D - RESTRICTIONS / CRITICAL REVIEW
STATE	Pennsylvania	LENGTH	16'-0"	NO. TRACKS	ADDITIONAL REVIEW REQUIRED
GPS	N 41° 04' 27" W 79° 01' 36"	HEIGHT		CURVE\DEG	RBE BPM
OWNER	G&W - NE Region	YEAR BUILT	1910	TANGENT	INITIALS INITIALS

	ITEMS INSPECTED	LN	CLASS	REMARKS
GENERAL	Highway Clearance	1		Not posted, 14'-5" at center.
	Drainage Opening	2	A	Culvert south south, buried through arch, ok.
	Slopes & Rip Rap	3	A	Heavy vegetation, ok.
	General Cleanliness	4	A	
	Utilities Type	5		None noted.
	Walkways LS RS Railing	7		None.
TRACK	Approach Surface & Alignment	8		No track.
	Rail Anchors Br. Appr.	9		
	Bridge Surface & Alignment	10		
	Ballast	11		
	Ties Date Installed	12		
	Guard Rail Wt	13		
	Rail CWR JT Wt	14		
FOUNDATION				
	Abutments Stone Conc (x)	16	C5	South abutment into arch at springline has 15" x 18" area of spalling 2" at middle.
	Headwall Stone Conc (x)	18	A	
	Wingwalls Stone Conc (x)	19	A	Minor cracking/leaching/spall.
SPAN	Span Type - Arch	20	C5	Partially gunited.
	Depth of Fill - 5'		C5	Minor cracking and leaching throughout.
	Length ‖ to Trk. - 38'-4"		C5	One crack runs perpendicular to track at top of arch mid span, spalling 4" x 2' long, 2" deep.
	Length ⊥ to Trk. - 16'-0"		C5	One small area to south of perpendicular crack spalling with wire mesh visible.
			C5	West end of arch south side spalling at quarter point of arch, extends up to crack near top
				of arch, crack extends 4' into arch.
	Ballast Curb	21		
	Drains	22		None.

Remarks

DATE INSPECTED	5/17/2019	INSPECTOR	Brendan Amy
DATE RECORDED	5/21/2019	SIGNATURE	Brendan Amy

Picture #1
Looking East

Picture #2
Looking West

Picture #3
Looking West - East Portal

Picture #4
Looking East - North Abutment

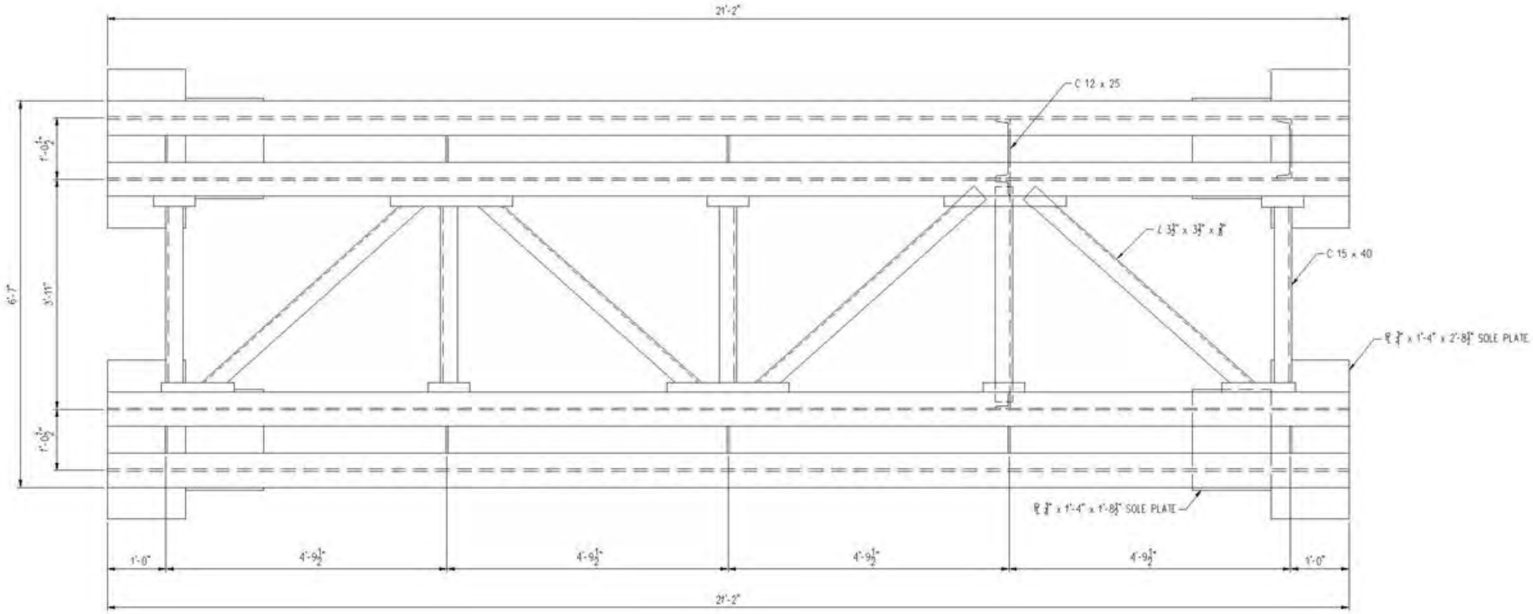
Picture #5
Looking at South at South Abutment

Picture #6
Looking Up at Barrel - Midspan

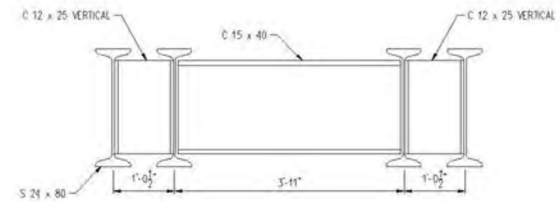
Exhibit B

Bridge 26.50 Sketch

BRIDGE 26.50



PLAN VIEW



END VIEW

NOTES

1. ALL DIMENSIONS AND STEEL SHAPES SHOWN ARE BASED ON FIELD MEASUREMENTS AND ARE FOR REFERENCE PURPOSES ONLY.

PITTSBURG & SHAWMUT RR
PUNXSUTAWNEY, PENNSYLVANIA

BRIDGE 26.50 KNOXDALE, PA
STEEL DETAILS

TEC ASSOCIATES CONSULTING ENGINEERS
46 SAWYER STREET SOUTH PORTLAND, MAINE 04106

SCALE	1" = 1'-0"	DATE	MAY 25 2019
JOB NUMBER 1913-10	DRAWN BY BEA	DESIGNED BY BEA	DRAWING NO. 1 OF 1

Exhibit C

Quote from Thornbury, Inc.

THORNBURY INC

700 Calico Road
West Sunbury, PA 16061
thornburyinc@zoominternet.net

PH: 724-637-3321
FX: 724-637-3751

May 28, 2019

Brendan Amy
TEC Associates
46 Sawyer Street
South Portland, ME 04106

Quote for Structure Removal and Scaling Brookville, PA

Mr. Amy,

Our price to remove the superstructure on the P&S line at 26.50 is lump sum $5,000. We anticipate this work will take one day.

Our price to scale loose concrete from the arches on the P&S Line at 28.02 and 29.5 is $4,000/day. We anticipate the duration of this work being between 3 and 5 days.

Thank you for the opportunity to quote this work.

Abby Thornbury

Abby Thornbury
Thornbury, Inc.

Respondent's Exhibit
Statement
3

Q: Please state your name and profession.

A: Wayne W. Duffett. I am a licensed professional engineer and President of TEC Associates, consulting bridge engineer to Buffalo & Pittsburgh Railroad.

Q: What is your educational background?

A: I graduated from the University of Maine in 1988 with a Bachelor's of Science in Civil Engineering, with a concentration in Transportation and Structures.

Q: Are you a licensed professional engineer?

A: Yes, I am a licensed professional engineer in Maine, New Hampshire, Massachusetts, Connecticut, New York, Pennsylvania, Ohio, Virginia, Delaware, Maryland and the Province of New Brunswick.

Q: Please briefly describe your experience.

A: I have over 30 years of engineering experience. Since 1994, I have served as the President of TEC Associates, a civil engineering firm specializing in railroad and marine engineering. My work has included and continues to include bridge inspection and maintenance programs for regional and shortline railroads. I have personally performed thousands of bridge inspections during my career. Prior to that, I worked as an associate engineer for Reid H. Potter Associates, performing surveying, inspection and design work. I also worked as an engineering technician for that firm as a summer intern.

Q: Can you identify what is marked as Exhibit 8?

A: Exhibit 8 is a copy of my Resume.

Q: Describe the services you provide to Buffalo & Pittsburgh Railroad.

A: My office provides bridge inspection and engineering services to Buffalo & Pittsburgh Railroad.

Q: Are you familiar with the bridges involved in this case?

A: Yes, I personally inspected these bridges from the time Pittsburg & Shawmut Railroad was acquired by Buffalo & Pittsburgh Railroad until the line was removed from service.

Q: Did you inspect these three bridges for this case?

A: Yes, on October 4, 2021, I inspected the subject bridges.

Q: Did you reach any opinions as a result of your inspections?

A: Yes, in my opinion there are no structural issues, and all three bridges are structurally safe.

Q: Do you hold your opinions within a reasonable degree of engineering certainty?

A: Yes.

Q: What is the basis for your opinions?

A: My opinions are based on my education and experience, as well as my inspections of each bridge on October 4, 2021, the physical condition of each bridge as observed as well as my review of the construction plans for each bridge.

Q: Please describe the general condition of the bridges you found during your inspections?

A: There was some light cracking and spalling. There were no through cracks and no settlement was observed. I did notice some loose concrete on the north abutment and northwest wingwall at bridge 28.02, which is at Ramsaytown Road.

Q: Describe the specific conditions that you identified with respect to the bridge at mile 26.50, Harriger Hollow Road, if any?

A: I observed the following conditions with regard to Bridge 26.50:

- **There is 17'-4" of space between the abutment faces;**
- **There is fencing around the backwalls of both abutments, protecting the opening;**
- **The north abutment has minor spalling in places with cracking and leaching;**
- **The south abutment has minor spalling in places with cracking and leaching. There is one heaving spall along the mid-height cold joint at the top of the lower pour, approximately 8' long by 2" deep;**
- **The coping has heavy spalling outside of the former bearing areas;**
- **The backwalls have minor spalling;**
- **The northeast wingwall has heavy spalling in the end 2' under the coping;**
- **The northwest wingwall is spalled in some places in the coping; and**

- **The southwest wingwall has heavy spalling in the end 2’ under the coping and a section of coping 2’ long has broken free. It is still in place but could be removed.**

Note that the rating of “A” means serviceable, like new conditions with no defects or very minor defects. The rating of “C5” indicates a low priority repair that may not be required for many years.

Q: Describe the specific conditions that you identified with respect to the bridge at mile 28.02, Ramsaytown Road, if any?

A: I observed the following with regard to Bridge 28.02:

- **The posted vertical clearance is 14’-1” although it is 16’-5” at the center, with a roadway width of 15’-10”;**
- **The wingwalls make an angle with the roadway and do not present a perpendicular obstruction;**
- **The north abutment is chipped over 50% of the face and a few areas are ready to be chipped again;**
- **The south abutment is chipped over 70% of the face, and the area around the vertical cold joint is spalled somewhat deeper but is ok;**
- **The west headwall is chipped 1” deep over 80% of its face;**
- **The east headwall is gunited, with some gunite missing and some tight;**
- **The northeast wingwall has a 10’ high x 12’ wide area chipped at the bottom and a 2’ high x 4’ wide area chipped at the top;**
- **The northwest wingwall is chipped over 80% of its face, and one area, approximately 50 square feet in size, is ready to be chipped again;**
- **The southwest wingwall is chipped over 70% of its face;**
- **Most of the arch barrel is in good condition. There is some light cracking and light leaching;**
- **There is one area 25’ into the arch from the west end that has been chipped approximately 1.5’ high x. 6’ long;**
- **There is one crack 10’ in from the west end that runs from the top of the arch to the quarter point on the north side that is open 1/8”;**

- **One cold joint at the east end is separating and spalling the full radius of the arch and into both springlines. The spalling is 3" deep both north and south at the springline and down; and**

- **One cold joint 10' to the east has minor leaching and spalling into the arch with a 36" x 36" area 3" deep below the north springline.**

Note that the rating of "A" means serviceable, like new conditions with no defects or very minor defects. The rating of "C5" indicates a low priority repair that may not be required for many years. The two areas that are ready to be chipped were assigned a priority rating of "C3", which is still a lower priority repair that should be monitored and planned accordingly. The bridge is suitable for normal service during these repairs.

Q: Describe the specific conditions that you identified with respect to the bridge at mile 29.50, East Bellport Road, if any?

A: I observed the following with regard to Bridge 29.50:

- **The posted vertical clearance is 12'-8" although it is 15'-9" at the top on the west portal and 14'-7" at the east portal. The roadway width is 15'-10";**

- **The wingwalls make an angle with the roadway and do not present a perpendicular obstruction;**

- **The north abutment has a 1' x 2' chipped area at the bottom where it meets the northeast wingwall. Elsewhere there is light cracking and spalling in places. There is some gunite added in places;**

- **The south abutment is mostly gunite. One area 6' high x 12' long is chipped. Elsewhere there are light cracks in the gunite;**

- **There is minor cracking in the headwall;**

- **There is minor cracking, leaching, and spalling in the northeast and southeast wingwalls;**

- **The northwest wingwall is mostly gunite, and there is minor spalling along the joint where the gunite meets the concrete;**

- **The southwest wingwall is mostly gunite, and there is minor spalling in the bottom 3' of the wall with minor cracking in the gunite;**

- **The arch is partially gunited with minor cracking and leaching throughout;**

- **There is one crack that runs perpendicular to the track at the top of the arch, about mid-span, with spalling that is 4" x 2' long and 2" deep;**

- **There are two small spalled areas to the south of the perpendicular crack with the wire mesh visible;**

- **A small area approximately 15" x 15" of spalling is at the quarter point of the arch extending 4; into the arch near the crack at the top of the arch; and**

- **The east end is scored at the portal at the 1:00 – 2:00 position.**

Note that the rating of "A" means serviceable, like new conditions with no defects or very minor defects. The rating of "C5" indicates a low priority repair that may not be required for many years.

Q: Can you describe the construction of the two concrete arch bridges?

A: Yes, they are typical of the era during which they were constructed. There is no reinforcing in the concrete but there is a galvanized wire mesh in the arches themselves. The lack of reinforcement is made up for by the massive scale of the concrete. For example, the abutments are 7'10" thick at bridge 28.02 and 6'-7" thick at bridge 29.50.

Q: Would you make any recommendations regarding any of the bridges?

A: Yes, I would recommend that each bridge continue to receive annual inspections in accordance with the Railroad's Bridge Management Plan and that maintenance in the form of concrete removal be scheduled as required.

Q: Did you prepare written reports of your inspections?

A: Yes.

Q: Are your reports the documents marked as Exhibit 9, with regard to the bridge at mile 26.50 Harriger Hollow Road, Exhibit 10, with regard to the bridge at mile 28.02 Ramsaytown Road, and Exhibit 11, with regard to the bridge at mile 29.50 East Bellport Road?

A: Yes.

Q: Do these reports contain your observations made during your inspections of October 4, 2021?

A: Yes.

Q: Did you also prepare a narrative report summarizing your findings and opinions?

A: Yes.

Q: Is your narrative report the document marked as Exhibit 12?

A: Yes.

Q: Does this conclude your testimony?

A: Yes.

Respondent's Exhibit
Statement
4

Q: Have you had an opportunity to review the testimony of William Sinick?

A: Yes, I have.

Q: Do you agree with his opinion that BPRR's abandonment of its railroad line resulted in public safety issues?

A: No, the clearances and dimensions of the bridges at Harriger Hollow Road, East Bellport Road, and Ramsaytown Road are the same now as they were in 2005. Abandoning the line did not create any public safety issues.

Q: Do you agree with his opinion that the removal of the steel rail, ties, and ballast altered the crossings?

A: Removing the rail, ties, and ballast did not cause any changes to the clearances and dimensions of the bridges or the roadway that passes under or approaches the bridges.

Q: Do you agree with his opinion that delaminated concrete inside the arch barrel of the bridge at Ramsaytown Road is indicative of the structural breakdown in the chemical composition of the concrete?

A: No, the spalling and loose concrete is superficial. It is not indicative of a structural breakdown of the bridge.

Q: Do you agree with his opinion that the earthen areas above the arch and spandrel walls of the bridges at East Bellport Road and Ramsaytown Road present safety issues due to falling vegetation, rock, debris, or people?

A: This issue was not raised in Knox Township's Complaint nor was it addressed in the Secretarial Letter dated September 10, 2019. I did not see any evidence of vegetation, rock, or debris falling into the roadways when I inspected these bridges on October 4, 2021. However, to the extent that there is loose debris in these areas it can be easily removed. I am unaware of reports of any people falling from these bridges.

Q: Does this conclude your rebuttal testimony?

A: Yes.

WAYNE W. DUFFETT, P.E.

EDUCATION

1985-1988	B.S. in Civil Engineering; University of Maine (Concentration in Transportation and Structures)

REGISTRATIONS/CERTIFICATIONS

Professional Engineer:

State of Maine	No. 7673
Commonwealth of Pennsylvania	No. PE-050708-E
Commonwealth of Virginia	No. 0402 045309
Commonwealth of Massachusetts	No. 55610
State of Connecticut	No. 20719
State of New York	No. 077159
Province of New Brunswick	No. L4882

EXPERIENCE

1994 - Present	**PRESIDENT** - TEC Associates, South Portland, Maine. Major projects include marine engineering and maintenance of wharves and terminals for the City of Portland and others, environmental permitting, and bridge inspection and maintenance programs for the Buffalo & Pittsburgh and other regional and shortline railroads.
1993 - 1994	**CONSULTANT** - TEC Associates, South Portland, Maine. Structural engineering and design for the International Ferry Terminal and repairs to the Portland Fish Pier, Portland, Maine.
1992	**VISITING ENGINEER** - Russian Ministry of Automobile Roads, Archangel, Russia.
1988 - 1994	**ASSOCIATE ENGINEER** – Reid H. Potter Associates, Freeport, Maine. Duties included surveying, inspection, and design.
1985 - 1988	**ENGINEERING TECHNICIAN** – Reid H. Potter Associates, Freeport, Maine. Summer intern.
1980 - 1985	**POSTAL CLERK/DRAFTSMAN** - L.L. Bean, Inc., Freeport, Maine.
1979	**TRAINMAN** - Maine Central Railroad Co., South Portland, Maine.
1978	**SIGNALMAN'S HELPER** - Maine Central Railroad Co., Bartlett, NH.
1972 – 1980	**TRACKMAN/FIREMAN/ENGINEER** - Conway Scenic Railroad, North Conway, New Hampshire.

WAYNE W. DUFFETT, P.E.

In 1994 Mr. Duffett became a partner and owner of TEC Associates. His primary responsibilities have been railroad and marine related projects. He serves as waterfront engineer for the City of Portland where he is responsible for projects both large and small. These projects have included: structural design of the concrete pier at the International Ferry Terminal, an all pre-cast concrete addition to the Portland Fish Pier, 100-ton capacity bollard platforms for the Maine State Pier, and numerous day-to-day maintenance and repair projects. Mr. Duffett has been involved with other marine related projects for such clients as the City of Bath, Bay Ferries LTD, Gulf Oil LP, Global Companies LLC, Fore River Dock and Dredge Company, and the Casco Bay Island Transit District.

Mr. Duffett has been in the railroad engineering field since 1988. Prior to that he worked summers and vacations as an engineering intern in railroad engineering, and prior to that he worked summers at Conway Scenic Railroad in both operations and engineering. His primary responsibility since graduation from the University of Maine in 1988 has been the inspection and design of railroad bridges, track, drainage structures, and support facilities.

Mr. Duffett has extensive experience with railroad bridges. In his career he has performed thousands of bridge inspections for over thirty clients. This experience with inspection, seeing the same structures year after year, provides an understanding of how bridges react to live loads and environmental conditions. It provides an understanding of design details that work well and those that don’t. It provides an understanding of how to prioritize bridge repair or replacement. This knowledge, gained over more than thirty years in the field, is the basis for practical and low cost solutions.

In addition to bridge inspection and repair, Mr. Duffett often provides project supervision for railroads desiring to perform bridge repairs with their own personnel. For many smaller jobs this enables the railroad to complete needed repairs at a large financial savings.

In 2010 the Federal Railroad Administration issued their final rule for 49 CFR Part 237 Bridge Safety Standards. Among other things the rule requires annual inspections by qualified personnel, bridge load ratings based on depreciated capacity, and the design and supervision of repairs by qualified personnel. Mr. Duffett helped thirty railroads and affected private owners of bridges with compliance with this rule and does so on a continuing basis.

The Bridge Safety Standards also require control and oversight of the movement of excess weight and excess dimension loads. Twelve of Mr. Duffett’s clients have had their rights-of-way measured with a laser and that data, along with a check of bridge capacity, is used to determine if a load can be handled. Upon making that determination, Mr. Duffett writes and issues clearance message instructions for the railroad to handle the load.

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

STEEL BRIDGE ANNUAL INSPECTION REPORT

IDENTIFICATION						CLASSIFICATION
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***26.50***	**SPAN**	***1***	A - GOOD
SUB DIV	*Shawmut*					B - PREVENTIVE MAINTENANCE
TOWN	*Brookville*	**CROSSING**	***Harringer Hollow Road (T420)***			C - 1-2-3-4-5 PRIORITY REPAIRS
COUNTY	*Jefferson*	TYPE	*I-Beams, Open Deck*			D - RESTRICTIONS / CRITICAL REVIEW
STATE	*Pennsylvania*	LENGTH	*21'-2"*	NO. TRACKS		ADDITIONAL REVIEW REQUIRED
GPS	*N 41° 05' 40" W 79° 03' 44"*	HEIGHT		CURVE\DEG		RBE BPM
OWNER	*G&W - NE Region*	YEAR BUILT	*1906*	TANGENT		INITIALS INITIALS

	ITEMS INSPECTED	LN	CLASS	REMARKS
GENERAL	Highway Clearance	1	*A*	*Span has been removed. At road level 17'-4" between abutment faces.*
	Slopes & Rip Rap	3	*A*	*Heavy vegetation, ok. Dirt road both SW & NW slopes up to old track roadbed, ok.*
	General Cleanliness	4	*A*	
	Utilities Type:	5		*None.*
	Paint Type Date	6		
	Walkways LS: RS Railing	7		
TRACK	Approach Surface & Alignment	8	*A*	*Fencing around both abutments/backwalls protects opening.*
	Rail Anchors Br. Appr.	9		*Track has been removed.*
	Bridge Surface & Alignment	10		
	Ballast	11		
	Ties Date Installed	12		
	Tie Spacer Timber Strap	13		
	Guard Rail Wt:	14		
	Deck Anchors Hooks Clips	15		
	Rail CWR: JT Wt	16		
FOUNDATION				
	Abutments Stone Conc *(x)*	18	*C5*	*North abutment has minor spalling in places with cracking and leaching.*
			C5	*South abutment has minor spalling in places with cracking and leaching. One heavy*
				spall along mid-height cold joint at the top of the lower pour, approx 8' long by 2" deep,
				ok now.
	Bridge Seats Stone Conc *(x)*	19	*C5*	*Coping spalling heavy at all four corners outside the former bearing areas, ok now.*
	Backwalls Stone Conc *(x)*	20	*A*	*Minor spalling.*
	Wingwalls Stone Conc *(x)*	21	*C5*	*NE wingwall spalled heavy in the end 2' under the coping, ok now.*
			C5	*NW wingwall spalled some in places in the coping, ok now.*
			A	*SE wingwall good.*
			C5	*SW wingwall spalled heavy in the end 2' under the coping, section of coping 2' long above*
				has broken free. Still in place, could be removed, ok now.
GIRDERS				
	Bearings/Sole Plates/Anchor Bolts	29	*A*	*Newer bearing plates/sole plates welded to the bottom of the bottom flanges at both ends.*
	Upper Flanges	30	*A*	*Minor pitting.*
	Lower Flanges	31	*A*	
	Webs	35	*A*	*All four beams have web patch plates over bearings, one each side at both ends.*
	Top Lateral System	37	*A*	
	Cross/Sway Frames or Diaphragms	39	*A*	

Remarks *Steel span has been removed, is sitting on the roadbed.*

DATE INSPECTED *10/4/2021* INSPECTOR *Wayne W. Duffett, P.E.*

DATE RECORDED *11/12/2021* SIGNATURE Wayne W. Duffett

EXHIBIT 9

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***26.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Harringer Hollow Road (T420)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*I-Beams, Open Deck*			LOOKING (TOP)	*East*
STATE	*Pennsylvania*	LENGTH	*21'-2"*	NO. TRACKS			
GPS	*N 41° 05' 40" W 79° 03' 44"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*East*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT							
IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***26.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Harringer Hollow Road (T420)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*I-Beams, Open Deck*			LOOKING (TOP)	*West*
STATE	*Pennsylvania*	LENGTH	*21'-2"*	NO. TRACKS			
GPS	*N 41 ° 05' 40" W 79 ° 03' 44"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*West*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT							
IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***26.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Harringer Hollow Road (T420)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*I-Beams, Open Deck*			LOOKING (TOP)	*Northwest*
STATE	*Pennsylvania*	LENGTH	*21'-2"*	NO. TRACKS			
GPS	*N 41° 05' 40" W 79° 03' 44"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*Southwest*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

North abutment.

South abutment.

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT							
IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***26.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Harringer Hollow Road (T420)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*I-Beams, Open Deck*			LOOKING (TOP)	*West*
STATE	*Pennsylvania*	LENGTH	*21'-2"*	NO. TRACKS			
GPS	*N 41 ° 05' 40" W 79 ° 03' 44"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*East*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

Northeast wingwall.

Southwest wingwall.

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

CONCRETE / MASONRY ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION				CLASSIFICATION
RAILROAD: *Pittsburg & Shawmut*	**BRIDGE NO.** *28.02*	**SPAN** *1*		A - GOOD
SUB DIV: *Shawmut*				B - PREVENTIVE MAINTENANCE
TOWN: *Brookville*	**CROSSING** *Ramseytown Road (T841)*			C - 1-2-3-4-5 PRIORITY REPAIRS
COUNTY: *Jefferson*	TYPE *Concrete Arch*			D - RESTRICTIONS / CRITICAL REVIEW
STATE: *Pennsylvania*	LENGTH *16'*	NO. TRACKS		ADDITIONAL REVIEW REQUIRED
GPS: *N 41° 05' 10" W 79° 02' 29"*	HEIGHT	CURVE\DEG		RBE / BPM
OWNER: *G&W - NE Region*	YEAR BUILT	TANGENT		INITIALS / INITIALS

	ITEMS INSPECTED	LN	CLASS	REMARKS
GENERAL	Highway Clearance	1		*Posted 14'-1". 16'-5" at center of east portal. Roadway width 15'-10".*
	Drainage Opening	2	*C5*	*Culvert south side through arch, no visible outlet.*
	Slopes & Rip Rap	3	*A*	*Heavy vegetation, steep, ok.*
	General Cleanliness	4		
	Utilities Type	5	*A*	*Telephone through arch at top. Electric buried under roadway.*
	Walkways LS RS Railing	7		
TRACK	Approach Surface & Alignment	8		*No track.*
	Rail Anchors Br. Appr.	9		
	Bridge Surface & Alignment	10		
	Ballast	11		
	Ties Date Installed	12		
	Guard Rail Wt	13		
	Rail CWR JT Wt	14		
FOUNDATION				
	Abutments Stone Conc *(x)*	16	*C3*	*North abutment chipped over 50% of face, a few areas ready to be chipped again.*
			C5	*South abutment chipped over 70% of face, area around vertical cold joint spalled deeper*
				but ok.
	Headwall Stone Conc *(x)*	18	*C5*	*West headwall chipped 1" deep over 80% of face, ok now.*
			C5	*East headwall gunited, some missing, tight, ok now.*
	Wingwalls Stone Conc *(x)*	19	*C5*	*NE wingwall 10'H x 12'W area chipped at bottom, 2'H x 4'W area chipped at top, ok now.*
			A	*SE wingwall is good.*
			C3	*NW wingwall chipped over 80% of face, one area 50sf ready to be chipped again.*
			C5	*SW wingwall chipped 2"-3" deep over 70% of face, ok now.*
SPAN	Span Type - *Arch*	20	*C5*	*Most of the barrel is good, light cracking, light leaching.*
	Depth of Fill - *20'*		*C5*	*One area 25' into arch from west end has been chipped approx 1.5'H x 6'L, ok now.*
	Length ∥ to Trk. - *16'-1"*		*C5*	*One crack 10' in from west end parallel with track runs from top of arch to quarter point*
	Length ⊥ to Trk. - *78'-0"*			*north side, open 1/8", ok.*
			C5	*One cold joint at east end separating and spalling full radius of arch and into both springlines,*
				spalling 3" deep both north and south at springline down. One cold joint 10' to east with minor
				leaching and spalling into arch with 36" x 36" area 3" deep below north springline.
				Chipped, ok now.
	Ballast Curb	21	*C5*	*Timber at top of east headwall rotted heavy, ok now.*
	Drains	22		*None.*

Remarks *Loose concrete and gunite was chipped and removed in 2019 by Thornbury, Inc.*

DATE INSPECTED *10/4/2021* INSPECTOR *Wayne W. Duffett, P.E.*

DATE RECORDED *11/12/2021* SIGNATURE Wayne W. Duffett

EXHIBIT 10

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***28.02***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Rameytown Road (T841)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrerte Arch*			LOOKING (TOP)	*East*
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41° 05' 10" W 79° 02' 29"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*East*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***28.02***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Rameytown Road (T841)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrerte Arch*			LOOKING (TOP)	*West*
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41 ° 05' 10" W 79 ° 02' 29"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*West*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT							
IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***28.02***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Rameytown Road (T841)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrerte Arch*			LOOKING (TOP)	
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41 ° 05' 10" W 79 ° 02' 29"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

Northeast wingwall has been chipped.

East headwall has been chipped.

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***28.02***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Rameytown Road (T841)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrerte Arch*			LOOKING (TOP)	
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41 ° 05' 10" W 79 ° 02' 29"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

Northwest wingwall has been chipped. About 50 sf ready to chip again.

West headwall has been chipped.

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT							
IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***28.02***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Rameytown Road (T841)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrerte Arch*			LOOKING (TOP)	
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41 ° 05' 10" W 79 ° 02' 29"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

North abutment has been chipped. A few small areas ready to chip again.

South abutment has been chipped.

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***28.02***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***Rameytown Road (T841)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrerte Arch*			LOOKING (TOP)	*West*
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41 ° 05' 10" W 79 ° 02' 29"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

Arch barrel overall condition.

One section in the barrel has been chipped.

TEC ASSOCIATES CONSULTING ENGINEERS
46 Sawyer Street
South Portland, Maine 04106

CONCRETE / MASONRY ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						CLASSIFICATION	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***29.50***	**SPAN**	***1***	A - GOOD	
SUB DIV	*Main Line*					B - PREVENTIVE MAINTENANCE	
TOWN	*Brookville*	**CROSSING**	***E Bellport Road (T405)***			C - 1-2-3-4-5 PRIORITY REPAIRS	
COUNTY	*Jefferson*	TYPE	*Concrete Arch*			D - RESTRICTIONS / CRITICAL REVIEW	
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS		ADDITIONAL REVIEW REQUIRED	
GPS	*N 41° 04' 27" W 79° 01' 36"*	HEIGHT		CURVE\DEG		RBE	BPM
OWNER	*G&W - NE Region*	YEAR BUILT	*1910*	TANGENT		INITIALS	INITIALS

	ITEMS INSPECTED	LN	CLASS	REMARKS
GENERAL	Highway Clearance	1	*A*	*Posted 12'-8". Actual to top at west portal 15'-9", at east 14'-7". Roadway width 15'-10".*
	Drainage Opening	2	*A*	*Culvert south side, buried through arch, ok.*
	Slopes & Rip Rap	3	*A*	*Heavy vegetation, ok.*
	General Cleanliness	4	*A*	
	Utilities Type	5		*None noted.*
	Walkways LS RS Railing	7		*None.*
TRACK	Approach Surface & Alignment	8		*No track.*
	Rail Anchors Br. Appr.	9		
	Bridge Surface & Alignment	10		
	Ballast	11		
	Ties Date Installed	12		
	Guard Rail Wt	13		
	Rail CWR JT Wt	14		
FOUNDATION				
	Abutments Stone Conc *(x)*	16	*C5*	*North abutment has a 1'x 2' chipped area at the bottom where meets NE wingwall.*
				Elsewhere light cracking and spalling in places. Some gunite added in places.
			C5	*South abutment mostly gunite. One area 6'H x 12'L chipped, ok. Elsewhere light cracks*
				in the gunite, ok.
	Headwall Stone Conc *(x)*	18	*A*	*Minor cracking.*
	Wingwalls Stone Conc *(x)*	19	*A*	*NE and SE minor cracking/leaching/spall.*
			C5	*NW mostly gunite, minor spalling along joint where gunite meets concrete.*
			C5	*SW mostly gunite, minor spalling in the bottom 3' of wall, minor cracking in the gunite.*
SPAN	Span Type - *Arch*	20	*C5*	*Partially gunited.*
	Depth of Fill - *5'*		*C5*	*Minor cracking and leaching throughout.*
	Length ‖ to Trk. - *38'-4"*		*C5*	*One crack runs perpendicular to track at top of arch mid span, spalling 4" x 2' long, 2" deep.*
	Length ⊥ to Trk. - *16'-0"*		*C5*	*Two small spalled areas to south of perpendicular crack spalling with wire mesh visible.*
				One small area approx 15" x 15" spalling with wire mesh visible 10 feet from west end.
			C5	*West end of arch south side spalling at quarter point of arch, extends up to crack near top*
				of arch, crack extends 4' into arch.
			C5	*East end scored at the east portal in the 1:00 to 2:00 position, ok.*
	Ballast Curb	21		
	Drains	22		*None.*

Remarks

DATE INSPECTED *10/4/2021* INSPECTOR *Wayne W. Duffett, P.E.*

DATE RECORDED *11/12/2021* SIGNATURE Wayne W. Duffett

EXHIBIT 11

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***29.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***East Bellport Road (T405)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrete Arch*			LOOKING (TOP)	*East*
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41 ° 04' 27" W 79 ° 01' 36"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*East*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***29.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***East Bellport Road (T405)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrete Arch*			LOOKING (TOP)	*West*
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41° 04' 27" W 79° 01' 36"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*West*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***29.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***East Bellport Road (T405)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrete Arch*			LOOKING (TOP)	*West*
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41 ° 04' 27" W 79 ° 01' 36"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*North*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

Chipped area at east end of north abutment.

Spalled area in arch at 2:30 position 10 feet from west portal.

TEC ASSOCIATES CONSULTING ENGINEERS
40 Mechanic Street
South Portland, Maine 04106

ANNUAL BRIDGE INSPECTION REPORT

IDENTIFICATION						PICTURE	
RAILROAD	*Pittsburg & Shawmut*	**BRIDGE NO.**	***29.50***	**SPAN**	***1***	TAKEN BY	*Wayne Duffett*
SUB DIV	*Shawmut*						
TOWN	*Brookville*	**CROSSING**	***East Bellport Road (T405)***			DATE	*10/4/2021*
COUNTY	*Jefferson*	TYPE	*Concrete Arch*			LOOKING (TOP)	*North*
STATE	*Pennsylvania*	LENGTH	*16'-0"*	NO. TRACKS			
GPS	*N 41° 04' 27" W 79° 01' 36"*	HEIGHT		CURVE\DEG		LOOKING (BTM)	*Southwest*
OWNER	*GWI Northern Region*	YEAR BUILT	*1906*	TANGENT			

PICTURE PAGE

Northwest wingwall, typical of all four.

Chipped area at south abutment.

TEC ASSOCIATES CONSULTING ENGINEERS
40 MECHANIC STREET, SOUTH PORTLAND, MAINE 04106

12 November 2012

Aaron M. Ponzo, Esquire
Dickie McCamey
PPG Place, 2, #400
Pittsburgh, PA 15222

Re: Buffalo & Pittsburgh Railroad
Shawmut Subdivision Bridges 26.50, 28.02, 29.50 Inspection

Dear Attorney Ponzo:

This office provides bridge inspection and engineering services to Buffalo & Pittsburgh Railroad. I personally inspected the above referenced bridges from the time Pittsburg & Shawmut Railroad was acquired by Buffalo & Pittsburgh Railroad until the line was removed from service. That was prior to electronic record keeping and I no longer have any of the inspection reports.

At your request I inspected the subject bridges on 4 October 2021 and you accompanied me during the inspection. Bridge 26.50 is an open deck I-beam span of length 21'-2" on concrete abutments. The steel beams have been removed and stored at the site to provide unlimited roadway clearance. Bridges 28.02 and 29.50 are concrete arches with original clear span of 16'-0" that has been reduced to approximately 15'-10" from the application of repair mortar. There is no track at the bridges.

As is typical of concrete railroad structures of that era, there is no reinforcing in the concrete but the arches do have a galvanized wire mesh in the arch itself. In making up for the lack of reinforcing the concrete was typically massive in scale. For example the abutments for the concrete arches are 7'-10" thick at the base at bridge 28.02 and 6'-7" thick at bridge 29.50.

In examining all three bridges I note concrete typical of that era in that it exhibits some light cracking and spalling. There were no structural issues. Cracking was light and limited to the surface. There were no through cracks observed and no settlement observed. All three bridges are structurally safe and remain capable of supporting the live load they were designed for.

In 2019 the loose concrete was removed at arches 28.02 and 29.50. This is a common remedy for spalling concrete and the loss is minimal given the massive thickness of these elements. During my inspection I noted some loose concrete at bridge 28.02 on the north abutment and northwest wingwall. These bridges are inspected annually by the railroad and I anticipate the occasional need for chipping of loose concrete. This is a normal maintenance practice.

T: (207) 767-6068

Attached are reports for each of the three bridges. My recommendation is that each bridge continue to receive annual inspections in accordance with the Railroad's Bridge Management Plan and that maintenance in the form of concrete removal be scheduled as required. Although the wingwalls at each bridge make an angle with the roadway and do not present a perpendicular obstruction, consideration should be given to adding standard steel guard rail. Such an installation was made by PennDOT at a Buffalo & Pittsburgh bridge in Indiana, PA some years ago and I recall working with PennDOT on a design satisfactory to the Railroad and PennDOT.

Very truly yours,

Wayne W. Duffett, P.E.

Enclosures

cc: Shawn Baer, BPRR

Respondent's Exhibit
Statement
5

Q: Please state your name and profession.

A: Charles A. Wooster. I am a Professional Engineer and a Professional Traffic Operations Engineer. I am currently the President of David E. Wooster and Associates, Inc.

Q: What is your educational background?

A: I graduated from the Pennsylvania State University in 1983 with a Bachelor's of Science in Civil Engineering.

Q: Are you a registered engineer?

A: Yes, I am a registered engineer in Pennsylvania, Ohio, and West Virginia.

Q: Please briefly describe your experience.

A: I have 37 years of experience. As it relates to traffic engineering, my experience includes data collection, traffic impact studies, roadway sufficiency analyses, traffic signal design, traffic signal system analysis and design, traffic signal construction inspections, construction bidding documents, highway design plans, traffic control plans, signing plans and pavement marking plans, parking design, circulation design and analysis, parking layout, and accident analysis.

Q: Can you identify what is marked as Exhibit 12?

A: Exhibit 12 is a copy of my Curriculum Vitae.

Q: Describe your traffic engineering consulting work.

A: My traffic engineering consulting work involves both municipal projects and private development projects. In the municipal setting, my services include the design of municipal roadways, intersection and traffic control improvements, review of traffic studies and improvement designs performed for development within communities. The services we provide to the development community include conducting comprehensive traffic impact analyses, the development and design of cost-effective mitigation strategies to address traffic impacts, and the governmental permitting of required improvements through various state and local agencies. As part of this work, we have designed intersection and roadway improvements to address capacity and safety deficiencies for countless access driveways and roadways in Ohio, Pennsylvania and West Virginia.

Q: Are you familiar with roadway design standards used in Pennsylvania?

A: I am very familiar with the standards applicable to roadway design in Pennsylvania.

Q: Were you asked to perform a traffic engineering investigation in this case?

A: Yes, I performed a traffic engineering investigation of three existing overpass structures owned by the Buffalo & Pittsburgh Railroad, relative to a Complaint filed by Knox Township with the Pennsylvania Public Utility Commission. The structures are located on Ramsaytown Road, East Bellport Road, and Harriger Hollow Road, all within Knox Township, Jefferson County Pennsylvania.

Q: What opinions did you arrive at as a result of your investigation?

A: First, with no evidence of any crash pattern, with very low traffic volumes and with no projects contemplated by Knox Township for any geometric or roadway improvements, each roadway can safely and efficiently accommodate their anticipated traffic demand. There is a total lack of any evidence of a site-specific crash pattern at any of the three Railroad structures on Ramsaytown Road, East Bellport Road and Harriger Hollow Road that would compel the implementation of any change to those structures.

Second, there are no standards within the Commonwealth of Pennsylvania that require existing roadway and roadside conditions to be modified or redesigned to meet current design standards, when there are no site-specific crash patterns identified.

Finally, the applicable standards and criteria do not require the removal of the three subject Railroad structures based on current and historical traffic conditions within their environs.

Q: Do you hold your opinions within a reasonable degree of engineering certainty?

A: Yes.

Q: What is the basis for your opinions?

A: My opinions are based on my education and experience as well as the information gathered through my traffic engineering investigation and the applicable roadway design standards.

Q: Please describe your investigation.

A: I visited each of the structures to perform field measurements, collect data, and to identify the existing conditions of each roadway within the environs of each structure. As part of the investigation, we performed the following:

- **Identification of typical roadway pavement makeup and condition within the environs of the Railroad Structure;**

- **Identification of existing regulatory traffic signing within the environs of the Railroad structure including any posted speed limits;**
- **Collection of vehicular volume and classification data using Miovision Video Cameras installed at each structure. These data were collected during typical midweek day traffic conditions between Tuesday April 6th and Thursday April 8th of 2021. Confirmation was made that the local school district was in operation during the conduct of the study;**
- **Identification of typical pavement widths;**
- **Measurement of available sight distances to motorists approaching each structure;**
- **Identification of typical geometry of the entire roadway, including identification of significant horizontal and vertical geometry;**
- **Conduct of a video analysis of each roadway in its entirety, driven from both directions, end to end; and**
- **Photographic analysis of each structure to document existing conditions relative to traffic operations,**

Q: Describe the physical conditions that you observed.

A: Ramsaytown Road is a paved asphalt roadway in fair to poor condition. There are no pavement markings such as centerlines or edge lines on Ramsaytown Road. The pavement widths on Ramsaytown Road vary between approximately 14' to approximately 20'. The existing Railroad structure is approximately 16' from wall to wall, with an operational width of approximately 12'. There is a buildup of aggregate material on the edges of the travel lane.

East Bellport Road is an unpaved gravel and dirt roadway in fair condition. There are no pavement markings such as centerlines or edge lines on East Bellport Road. The travel portion of the roadway widths on East Bellport Road vary between approximately 14' to approximately 16'. The existing Railroad structure is approximately 16' from wall to wall, with an operational width of approximately 12'. There is a buildup of aggregate material on the edges of the travel lane.

Harriger Hollow Road is an unpaved gravel and dirt roadway in fair condition. There are no pavement markings such as centerlines or edge lines on Harriger Hollow Road. The travel portion of the roadway widths on Harriger Hollow Road vary between approximately 14' to approximately 18'. The existing Railroad structure is approximately 17' from wall to wall, with an operational width of approximately 13'. There is a buildup of aggregate material on the eastern edge

of the travel portion and a drainage swale on the western edge of the travel portion.

Q: Describe the signage you observed.

A: At Ramsaytown Road, there are signs mounted on either end of the structure identifying the vertical clearance of the structure at 14'-1". There are OM-3L and OM-3R, Left Clearance Markers and Right Clearance Markers, respectively, delineating the left and right edges of the structure on each approach. On each approach to the structure, there are W-5-2A Narrow Underpass Signs in advance of the structure.

At East Bellport Road, there are signs mounted on either end of the structure identifying the vertical clearance of the structure at 12'-8". There are OM-3L and OM-3R, Left Clearance Markers and Right Clearance Markers, respectively, delineating the left and right edges of the structure on each approach. On each approach to the structure, there are W-5-2A Narrow Underpass Signs in advance of the structure.

At Harriger Hollow Road, there are OM-3L and OM-3R, Left Clearance Markers and Right Clearance Markers, respectively, delineating the left and right edges of the structure on each approach. On each approach to the structure, there are W-5-2A Narrow Underpass Signs in advance of the structure.

Q: Did any of the roadways have posted speed limits?

A: The posted speed limit of Ramsaytown Road is 45 miles per hour within the environs of the Railroad structure.

There is no posted speed limit on East Bellport Road. However, a safe operating speed on East Bellport Road is approximately 30 miles per hour in the tangent sections of the roadway.

There is no posted speed limit on Harriger Hollow Road. However, a safe operating speed on Harriger Hollow Road is approximately 30 miles per hour in the tangent sections of the roadway.

Q: Describe the sight distance approaching each structure.

At Ramsaytown Road, there is in excess of 500' of available stopping sight distance on each approach to and through the structure for motorists to see oncoming traffic.

At East Bellport Road, there is in excess of 300' of available stopping sight distance on each approach to and through the structure for motorists to see oncoming traffic.

Harriger Hollow Road, in general, has several severe horizontal curves with very limited sight distance. There are sections of Harriger Hollow Road where existing trees are immediately adjacent to the travel portion of the roadway. The sight distance is limited on each approach to the Railroad structure, caused by the horizontal curvature of Harriger Hollow Road within the environs of that structure and caused by the structure itself. Sight distance available ahead to a motorist as they drive through the structure itself reduces down to as little as 110' feet.

Q: Please describe the vehicular volume and classification data that you collected.

A: The average daily traffic volume on Ramsaytown Road is approximately 312 vehicles per day. Of those vehicles, there were 4 busses and 12 trucks identified, representing 1.3% busses and 4% trucks.

The average daily traffic volume on East Bellport Road is approximately 30 vehicles per day. Of those vehicles, there were 0 busses and 2 trucks identified, representing 0% busses and 6.7% trucks.

The average daily traffic volume on Harriger Hollow Road is approximately 15 vehicles per day. Of those vehicles, there were 0 busses and 0 trucks identified, representing 0% busses and 0% trucks.

Q: Did you obtain crash data or accident history relative to the structures?

A: Yes, we obtained copies of crash data summaries for the 10 most recent calendar years from the Pennsylvania Department of Transportation (PennDOT) Crash Information Tool (PCIT) for Ramsaytown Road within Knox Township, on East Bellport Road from Markton Road (S.R. 3011) to the west and Game Land Road to the east, and on Harriger Hollow Road from Ramsaytown Road to the south to Hunters Grove Road to the north.

Q: What did the PennDOT crash data reveal?

A: In the last 10 years, there have been a total of four accidents on Ramsaytown Road, between the municipal boundary to the west and its intersection with Main Street to the east. Each of the accidents involved a single car crash. None of the four accidents involved any reported injuries. Only one of these accidents occurred at the Railroad structure. That accident occurred in snowy conditions during daylight hours. The operator was driving too fast for conditions.

There were no reported accidents on East Bellport Road in the last 10 years.

There was one reported accident on Harriger Hollow Road in the last 10 years. This involved a single car accident at the Railroad structure. There were no injuries. The accident occurred in 2016 at night. The unpaved road was snow

covered. The contributing factors were listed as too fast for conditions, failed to maintain a proper speed, and driving on the wrong side of the road.

Q: Does Knox Township have any applicable roadway standards?

A: According to our research Knox Township has neither a Zoning Ordinance, nor a Subdivision and Land Development Ordinance. Therefore, it has no roadway standards.

Q: What roadway design standards did you review or rely upon?

A: I reviewed the PennDOT Publication 13M, Design Manual Part 2 Highway Design and the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Geometric Design of Low-Volume Roads, 2019 edition.

Q: Are you familiar with these publications?

A: Yes, we use these publications frequently in our traffic engineering consulting work for both municipal and development projects.

Q: In what context is the PennDOT Design Manual used?

A: This publication is to be utilized for the design of current roadway projects.

Q: Does the PennDOT Design Manual require any modifications to the roadways and railroad structures involved in this case?

A: No, the Manual states that its inclusion of specified design criteria does not imply that existing roadways are either substandard or must be reconstructed to meet the design criteria. The subject Railroad structures are all located on existing roadways. There are no roadway projects planned on these roads by Knox Township. Therefore, the criteria within PennDOT's Design Manual do not apply.

Q: In what context is the AASHTO Guidelines for Geometric Design of Low Volume Roads used?

A: This publication is generally used in the design of low-volume roads, such as the ones involved in this case.

Q: Does the AASHTO Guidelines for Geometric Design of Low Volume Roads require any modifications to the roadways and railroad structures involved in this case?

A: No. Similar to the PennDOT Manual, the AASHTO Guidelines provide that the presentation of new design values does not imply that existing streets and highways are unsafe, nor does it mandate the initiation of improvement projects.

Also similar to the PennDOT Manual, the AASHTO Guidelines is a publication that is used for new construction and projects on existing roadways.

Q: Do either of the publications that you reviewed indicate under what circumstances modifications should be made to structures like the ones involved in this case?

A: Yes, the AASHTO Guidelines states that specific site investigations and crash history analysis often indicate that the existing design features are performing in a satisfactory manner. It also provides that the application of criteria on any existing roadway is recommended only where there is a documentable site-specific crash pattern that can potentially be corrected by a roadway or roadside improvement.

Q: What did your site specific investigation reveal in this case?

A: Our investigation looked for indicators of crash risk at each structure, such as skid marks, roadside damage, evidence of minor accidents such as vehicular glass from broken headlights or lenses, car parts, rub marks against the existing structures, and paint marks on the existing structures. We found no evidence of site-specific crash patterns at any of the three structures.

In addition, the PennDOT traffic accident data did not reveal any crash patterns.

Q: Under those circumstances, do the applicable standards require that the railroad structures be removed?

A: No.

Q: Would you make any recommendations regarding any of the roadways?

A: Yes, we identified several low-cost improvements that could be made to the Township owned and maintained roadways over their entire length, that can enhance safety to the motoring public. These include, but are not limited to:

- **Posting of regulatory speed limits;**
- **Posting of adequate curve warning signage with advisory speed limits;**
- **Positive direction of stormwater runoff;**
- **Repair of existing vertical pavement deflections and pavement failures; and**
- **Consideration of centerline pavement markings on Ramsaytown Road.**

Q: Did you prepare written reports of your investigation?

A: Yes.

Q: Is your report the document marked as Exhibit 13?

A: Yes.

Q: Are the photographs you took marked collectively as Exhibit 14?

A: Yes.

Q: Are the videos that you recorded of each roadway contained on the USB flash drive that is marked as Exhibit 15?

A: Yes.

Q: Does this conclude your testimony?

A: Yes.

Respondent's Exhibit
Statement
6

Q: Have you had an opportunity to review the testimony of William Sinick?

A: Yes, I have.

Q: Are you familiar with the clear zone concept that Mr. Sinick discusses in his testimony?

A: Yes, the clear zone concept is discussed in Chapter 12 of PennDOT's Publication 13M, Design Manual Part 2 Highway Design. As I stated previously, the criteria within this publication do not apply here.

Q: Do you agree with Mr. Sinick's definition of the roadway clearzone?

A: He accurately states part of the concept as it is set forth in Publication 13M. However, he omits that the width of the clear zone is influenced by the traffic volume, the design speed, and embankment slope. He did not discuss any of these factors in his testimony.

Q: How is the clear zone concept applied?

A: It is applied to roadway projects involving new construction, reconstruction, resurfacing, restoration, rehabilitation and pavement preservation projects.

Q: Is there anything in Publication 13M, particularly with regard to the clear zone concept, that requires the removal of the bridges at issue in this case?

A: No, these are existing facilities and PennDOT's Publication 13M does not require existing facilities to be removed in order to comply with the clear zone dimensions in Table 12.1 of Publication 13M. To apply the criteria in that fashion would be inconsistent with the intent of the Publication, which is a guideline and, as it states, should be supplemented with sound engineering judgment. Additionally, the Publication generally gives the designer discretion based on the site-specific conditions, design speeds, rural versus urban locations, and practicality. Publication 13M recognizes that it may not be practical to obtain recommended clearance distances on existing facilities, and it goes on to state that the clear zone dimensions are suggested approximate values and not precise distances to be held as absolute. Therefore, this Publication does not dictate or require the removal of these bridges or abutments.

Q: Does this conclude your rebuttal testimony?

A: Yes.

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TRAFFIC ▲ PERMITS ▲ SIGNALS

Charles A. Wooster, P.E., PTOE

President

Education
B.S., Civil Engineering, Pennsylvania State University, Pennsylvania, 1983

Registrations
Professional Engineer:
Pennsylvania PE-039326E
Ohio PE-60231
West Virginia PE-016362

Professional Traffic Operations Engineer 1521

Years of Experience
Total Years: 37

Areas of Specialization
Traffic related experience: Professional experience includes data collection, traffic impact studies, roadway sufficiency analyses, traffic signal design, traffic signal system analysis and design, traffic signal construction inspections, construction bidding documents, highway design plans, traffic control plans, signing plans and pavement marking plans, parking design, circulation design and analysis, parking layout, accident analysis, expert testimony

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Municipal Traffic Engineering Consulting – As Municipal Traffic Engineer for a number of communities, past and present, the duties include the design of municipal roadways, intersection and traffic control improvements, coordination of permitting requirements with the Pennsylvania Department of Transportation, development of comprehensive transportation studies consistent with Act 209 of 1990, Article V-A of the Pennsylvania Municipalities Planning Code, development of innovative mitigation strategies to address specific needs of communities, review of traffic studies and improvement designs performed for development within communities, cost estimating and budgeting for capital improvement programs, assistance in the updating of municipal ordinances relative to traffic operations and engineering, interaction and coordination with business owners and municipal residents, expert witness testimony relative to Conditional Use Hearings, Zoning Hearing Board meetings, and other legal proceedings, and coordination with State and Federal Agencies relative to municipal transportation needs including funding, prioritization, and implementation.

Traffic Engineering Consulting for the Development Community – Wooster provides a wide array of traffic engineering services to the development community. Much of these services focus on the traffic aspects of the land development process. These services include, but are not limited to, the conduct of comprehensive traffic impact analyses, the development and design of cost-effective mitigation strategies to address traffic impacts, the governmental permitting of required improvements through various state and local agencies, and public presentations of prepared reports and design strategies to stakeholders as part of the governmental land development approval process. As part of this work, Wooster has designed and/or modified over a thousand traffic signals within the Commonwealth of Pennsylvania alone. Wooster has designed intersection and roadway improvements to address capacity and safety deficiencies for countless access driveways and roadways in Ohio, Pennsylvania and West Virginia to serve the needs of our clients.

Principal Role – As a Wooster Principal, Mr. Wooster's primary role is to guide, advise, mentor, and train the excellent staff at Wooster, in keeping with our company culture of fierce integrity toward our straightforward and unwavering commitment to providing the best engineering services to all of our clients. Mr. Wooster is responsible for client development, business management, business/client relations, operations and leadership of the management staff.

Expert Witness – The vast experience in Traffic Engineering Operations and Design allows Mr. Wooster to provide expert witness services. These services include professional opinions on traffic accident causation relative to signage, design, traffic control, sight distance, roadway conditions, and construction zones. Professional opinions are also provided on cases related to eminent domain impacts, development impacts and Zoning/Land Use issues relative to traffic and parking.

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David E. Wooster and Associates, Inc.
Straightforward & Unwavering

May 18, 2021

Mr. Aaron M. Ponzo, Esq.
Dickie, McCamey & Chilcote
Two PPG Place
Suite 400
Pittsburgh, PA 15222

Reference: Pennsylvania Public Utility Commission vs Buffalo & Pittsburgh Railroad

Dear Mr. Ponzo:

As requested, David E. Wooster and Associates, Inc. (Wooster) has conducted a traffic engineering investigation of three existing overpass structures owned by the Buffalo & Pittsburgh Railroad (Railroad) located within Knox Township, Jefferson County, PA. This investigation was performed relative to a Complaint filed by Knox Township to the Pennsylvania Public Utility Commission (PUC) requesting that the three structures be removed. The purpose of this correspondence is to summarize our findings and conclusions.

1. Background

The Railroad owns three structures within Knox Township that once carried railroad tracks through the Township. The tracks have been removed; however, the structures remain. The structures are located on Ramsaytown Road, East Bellport Road and Harriger Hollow Road. The Township alleges that, among others, the structures are too narrow and do not have sufficient vertical clearance. They further allege that these structures are creating a traffic and safety problem and that they are not wide enough to meet State requirements.

2. Information Provided

2.1. Copy of the Complaint before the PUC
2.2. Pictures of each structure from each approach, dated May 17, 2019, attached

Wooster understands that additional information may be provided and we reserve the right to supplement this report upon receipt of any additional information.

3. Physical Conditions of each roadway surrounding the Railroad structures

Each of the roadways on which the structures exist are currently owned and maintained by Knox Township. Wooster visited each site to perform field measurements, collect data and to identify the existing conditions of each roadway within the environs of each of the structures. As part of the site investigations, Wooster performed the following:

- Identification of typical roadway pavement makeup and condition within the environs of the Railroad Structure
- Identification of existing regulatory traffic signing within the environs of the Railroad Structure including any posted speed limits.
- Collection of vehicular volume and classification data using Miovision Video Cameras installed at each structure. These data were collected during typical midweek day traffic conditions between Tuesday April 6th and Thursday April 8th of 2021. Confirmation was made that the local school district was in operation during the conduct of the study.
- Identification of typical pavement widths
- Measurement of available sight distances to motorists approaching each structure
- Identification of typical geometry of the entire roadway, including identification of significant horizontal and vertical geometry.
- Conduct of a video analysis of each roadway in its entirety, driven from both directions, end to end.
- Photographic analysis of each structure to document existing conditions relative to traffic operations.

Each roadway is described in detail below:

Ramsaytown Road

Ramsaytown Road is a paved (asphalt) roadway in fair to poor condition.

The average daily traffic volume on Ramsaytown Road is approximately 312 vehicles per day. Of those vehicles, there were 4 busses and 12 trucks identified, representing 1.3% busses and 4% trucks.

There are no pavement markings (centerlines or edge lines) on Ramsaytown Road.

Pavement widths on Ramsaytown Road vary between approximately 14' to approximately 20'. The existing Railroad structure is approximately 16' from wall to wall, with an operational width of approximately 12'. There is a buildup of aggregate material on the edges of the travel lane. There are signs mounted on either end of the structure identifying the vertical clearance of the structure at 14'-1". There are OM-3L and OM-3R, Left Clearance Markers and Right Clearance Markers, respectively, delineating the left and right edges of the structure on each approach. On each approach to the structure, there are W-5-2A Narrow Underpass Signs in advance of the structure.

The posted speed limit of Ramsaytown Road is 45 miles per hour within the environs of the Railroad structure.

There is in excess of 500' of available stopping sight distance on each approach to and through the structure for motorists to see oncoming traffic. Stopping sight distance is measured from a driver's eye height of 3.5' to an object height of 2'.

East Bellport Road

East Bellport Road is an unpaved (gravel/dirt) roadway in fair condition.

The average daily traffic volume on East Bellport Road is approximately 30 vehicles per day. Of those vehicles, there were 0 busses and 2 trucks identified, representing 0% busses and 6.7% trucks.

There are no pavement markings (centerlines or edge lines) on East Bellport Road.

The travel portion of the roadway widths on East Bellport Road vary between approximately 14' to approximately 16'. The existing Railroad structure is approximately 16' from wall to wall, with an operational width of approximately 12'. There is a buildup of aggregate material on the edges of the travel lane. There are signs mounted on either end of the structure identifying the vertical clearance of the structure at 12'-8". There are OM-3L and OM-3R, Left Clearance Markers and Right Clearance Markers, respectively, delineating the left and right edges of the structure on each approach. On each approach to the structure, there are W-5-2A Narrow Underpass Signs in advance of the structure.

There is no posted speed limit on East Bellport Road. Safe operating speeds on East Bellport Road is approximately 30 miles per hour in the tangent sections of the roadway.

There is in excess of 300' of available stopping sight distance on each approach to and through the structure for motorists to see oncoming traffic. Stopping sight distance is measured from a driver's eye height of 3.5' to an object height of 2'.

Harriger Hollow Road

Harriger Hollow Road is an unpaved (gravel/dirt) roadway in fair condition.

The average daily traffic volume on Harriger Hollow Road is approximately 15 vehicles per day. Of those vehicles, there were 0 busses and 0 trucks identified, representing 0% busses and 0% trucks.

There are no pavement markings (centerlines or edge lines) on Harriger Hollow Road.

The travel portion of the roadway widths on Harriger Hollow Road vary between approximately 14' to approximately 18'. The existing Railroad structure is approximately 17' from wall to wall, with an operational width of approximately 13'. There is a buildup of aggregate material on the eastern edge of the travel portion and a drainage swale on the western edge of the travel portion. There are OM-3L and OM-3R, Left Clearance Markers and Right Clearance Markers, respectively, delineating the left and right edges of the structure on each approach. On each approach to the structure, there are W-5-2A Narrow Underpass Signs in advance of the structure.

There is no posted speed limit on Harriger Hollow Road. Safe operating speeds on Harriger Hollow Road is approximately 30 miles per hour in the tangent sections of the roadway. There are several severe horizontal curves on Harriger Hollow Road with very limited sight distance. There are sections of Harriger Hollow Road where existing trees are immediately adjacent to the travel portion of the roadway.

Sight distance is limited on each approach to the Railroad structure, caused by the horizontal curvature of Harriger Hollow Road within the environs of that structure and caused by the structure itself. Sight distance available ahead to a motorist as they drive through the structure itself reduces down to as little as 110' feet.

4. Traffic Accident History

Copies of crash data summaries for the ten (10) most recent calendar years were obtained from the Pennsylvania Department of Transportation (PennDOT) Crash Information Tool (PCIT) for Ramsaytown Road within Knox Township, on East Bellport Road from Markton Road (S.R. 3011) to the west and Game Land Road to the east, and on Harriger Hollow Road from Ramsaytown Road to the south to Hunters Grove Road to the north. As the crash data is property of PennDOT, a summary of the identified crashes and the corresponding crash reports are included in a separately-bound appendix (Crash Data Appendix, or "CDA") to this report.

In summary, in the last ten (10) years, there have been a total of four (4) accidents on Ramsaytown Road, between the municipal boundary to the west and its intersection with Main Street to the east. Each of the accidents involved a single car crash. One accident occurred at the Railroad structure. That accident occurred in snowy conditions during daylight hours. Contributing factors were listed as too fast for conditions. None of the four accidents reported any injuries.

There were no reported accidents on East Bellport Road in the last ten (10) years.

There was one reported accident on Harriger Hollow Road in ten (10) years. This involved an accident at the Railroad structure. It occurred in 2016 at night. The unpaved road was snow covered. It involved a single vehicle. Contributing factors were listed as too fast for conditions, failed to maintain a proper speed, and driving on the wrong side of the road. The accident did not involve any injuries.

5. Applicable Regulations and Standards

Knox Township is alleging that the three Railroad owned structures located along Township owned and maintained roadways are "creating a traffic and safety problem". The Township also alleges the structures are "too narrow for two-lane traffic and are not wide enough to meet state requirements".

In an effort to investigate the claims made by Knox Township, Wooster researched and reviewed the applicable standards relative to traffic operations and safety relative to the existing structures owned by Buffalo & Pittsburgh Railroad.

Wooster has identified that Knox Township has no zoning. Thus, Knox Township has neither a Zoning Ordinance, nor a Subdivision and Land Development Ordinance. They have no roadway standards.

The Pennsylvania Department of Transportation (PennDOT) publishes highway design criteria. Their *Design Manual Part 2, Highway Design* contains design criteria to be used for roadway projects. The Design Manual (PennDOT Publication 13M) in Section 1.0, Introduction states, "The purpose of this Manual is to provide its users with the current, uniform procedures and guidelines for the application and design of safe, convenient and attractive highways that are compatible with their service characteristics and that optimally satisfy the needs of the highway users while maintaining the integrity of the environment". This publication is to be utilized for the design of current roadway projects. This same Section 1 goes on to state, "The inclusion of specified design criteria in this Manual does not imply that existing roadways, which were designed and constructed using different criteria, are either substandard or must be reconstructed to meet the criteria contained herein. Many existing facilities which met the design criteria at the time of their construction are adequate to safely and efficiently accommodate current traffic demands.". . The subject Railroad structures are all located on existing roadways owned and maintained by Knox Township. There are no roadway projects planned on Ramsaytown Road, East Bellport Road or Harriger Hollow Road identified by Knox Township. Therefore, per Publication 13M, the criteria within PennDOT's Design Manual do not apply.

The same PennDOT Publication 13M, also references additional publications "which may complement the concepts contained herein...". These include A Policy on Geometric Design of Highways and Streets, published by the American Association of State Highway and Transportation Officials (AASHTO) in 2018.

Wooster identified the existing traffic volumes within the environs of the three subject Railroad structures. The purpose of the traffic volume identification was to verify the application of the correct reference material. AASHTO published their *Guidelines for Geometric Design of Low-Volume Roads*, 2019. The purpose of this publication is identified within the Foreword of the Publication, which states, "The geometric design of low-volume roads presents a unique challenge because the low traffic volumes and reduced frequency of crashes make designs normally applied on higher volume roads less cost effective." The Foreword goes on to state, "The fact that new design values are presented herein does not imply that existing streets and highways are unsafe, nor does it mandate the initiation of improvement projects. *A Policy on Geometric Design of Highways and Streets* states that specific site investigations and crash history analysis often indicate that the existing design features are performing in a satisfactory manner. The cost of full reconstruction of these facilities, particularly where major realignment is not needed, will often not be justified. This is especially true for low-volume roads, which experience substantially fewer crashes than roads with design volumes greater than 2,000 vehicles per day." Again, this is a document that is used for new construction and projects on existing roads. It is important to note, once again, that this consultant has found no evidence that any roadway projects are being considered on Ramsaytown Road, East Bellport Road and/or Harriger Hollow Road by Knox Township or any other political subdivision or agency.

6. Comparison of Applicable Regulations and Standards to Existing Conditions

Ramsaytown Road has a current ADT of approximately 312 vehicles per day. This roadway, according to *Guidelines for Geometric Design of Low-Volume Roads* is classified as a rural major access road.

East Bellport Road has a current ADT of approximately 30 vehicles per day. This roadway, according to *Guidelines for Geometric Design of Low-Volume Roads* is a rural minor access road.

Harriger Hollow Road has a current ADT of 15 vehicles per day. This roadway, according to *Guidelines for Geometric Design of Low-Volume Roads* is a rural agricultural access road.

Although the design criteria within *Guidelines for Geometric Design of Low-Volume Roads* are specifically for new construction and improvement projects on existing roadways, the application of criteria on any existing roadway is recommended only where there is a documentable site-specific crash pattern that can potentially be corrected by a roadway or roadside improvement. As such, Wooster performed an assessment looking for indicators of crash risk at each Railroad structure. In addition to a review of the PennDOT traffic accident data, which did not reveal any crash patterns, Wooster also looked for skid marks, roadside damage, evidence of minor accidents (vehicular glass from broken headlights or lenses), car parts, rub marks against the existing structures, and paint marks on the existing structures.

At the time of our field investigations, conducted on April 6th and April 8th, 2021, we found no evidence of a site-specific crash pattern at any of the three structures owned by the Railroad. These conditions are documented in numerous photographs taken at each site. Copies of all photographs are attached for reference.

7. Conclusions and Opinions

In addition to the opinions and findings set forth in the body of this report, within the reasonable limits of engineering certainty, my professional engineering opinions are:

- With no evidence of any crash pattern, with very low traffic volumes and with no projects contemplated by Knox Township for any geometric or roadway improvements, each roadway can safely and efficiently accommodate their anticipated traffic demand. There is a total lack of any evidence of a site-specific crash pattern at any of the three Railroad structures on Ramsaytown Road, East Bellport Road and Harriger Hollow Road that would compel the implementation of any change to those structures.
- There are no standards within the Commonwealth of Pennsylvania that require existing roadway and roadside conditions to be modified or redesigned to meet current design standards, when there are no site-specific crash patterns identified.

- The applicable standards and criteria do not require the removal of the three subject Railroad structures based on current and historical traffic conditions within their environs.
- During the course of our investigation, we identified the possibility of implementing low-cost improvements to the subject Township owned and maintained roadways over their entire length, that can enhance safety to the motoring public. These include, but are not limited to:
    - Posting of regulatory speed limits
    - Posting of adequate curve warning signage with advisory speed limits
    - Positive direction of stormwater runoff
    - Repair of existing vertical pavement deflections and pavement failures
    - Consideration of centerline pavement markings on Ramsaytown Road

We trust this report is submitted in proper form. If you have any questions or require anything additional, please advise me.

Yours truly,

Charles A. Wooster, P.E., PTOE
President

CAW/cw

Enclosures: Photos

Client Code 3954

Harriger Hollow Road looking north toward Railroad Structure

Harriger Hollow Road at Railroad Structure looking north

Harriger Hollow Road northbound

Harriger Hollow Road southbound south of Railroad Structure

Harriger Hollow Road south of Railroad Structure

Harriger Hollow Road northbound

Harriger Hollow Road Railroad Structure looking south

Harriger Hollow Road southbound

Harriger Hollow Road northbound north of Railroad Structure

Harriger Hollow Road southbound

Harriger Hollow Road northbound

Harriger Hollow Road southbound

Harriger Hollow Road northbound

Harriger Hollow Road northbound

Harriger Hollow Road north of Railroad Structure looking south

Harriger Hollow Road looking north at Railroad Structure

Harriger Hollow Road northbound

Harriger Hollow Road northbound

Harriger Hollow Road southbound

Harriger Hollow Road northbound

Harriger Hollow Road northbound

Harriger Hollow Road southbound

Harriger Hollow Road northbound north of Railroad Structure

Harriger Hollow Road southbound

Harriger Hollow Road southbound

Harriger Hollow Road southbound

Harriger Hollow Road northbound

Harriger Hollow Road northbound

Harriger Hollow Road northbound

Ramsaytown Road eastbound west of Railroad Structure

Ramsaytown Road looking west at Railroad Structure

Ramsaytown Road westbound within Railroad Structure

Ramsaytown Road westbound approaching Railroad Structure

Ramsaytown Road westbound approaching Railroad Structure


Ramsaytown Road westbound – Available sight distance

Ramsaytown Road eastbound approaching Railroad Structure

Ramsaytown Road eastbound

Ramsaytown Road eastbound

Ramsaytown Road eastbound

Ramsaytown Road eastbound

Ramsaytown Road eastbound


Ramsaytown Road eastbound

Ramsaytown Road westbound

Ramsaytown Road westbound west of Railroad Structure

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound


East Bellport Road eastbound

East Bellport Road eastbound


East Bellport Road eastbound east of Railroad Structure

East Bellport Road westbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound east of Railroad Structure

East Bellport Road westbound

East Bellport Road westbound


East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road eastbound east of Railroad Structure

East Bellport Road Railroad Structure

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound


East Bellport Road eastbound

East Bellport Road westbound

East Bellport Road westbound

CRASH DATA
APPENDIX

For

Pennsylvania Public Utility Commission vs
Buffalo & Pittsburgh Railroad

Knox Township, Jefferson County, Pennsylvania

June 14, 2021

CRASH DATA
APPENDIX

for

PENNSYLVANIA PUBLIC UTILITY COMMISSION
VS
BUFFALO & PITTSBURGH RAILROAD

Knox Township, Jefferson County, PA

June 14, 2021

Prepared for: **Dickie, McCamey & Chilcote**
Two PPG Place
Suite 400
Pittsburgh, PA 15222

Prepared by: **David E. Wooster and Associates, Inc.**
Two East Crafton Avenue
Pittsburgh, PA 15205

Supervising Engineer: Charles A. Wooster, P.E., PTOE

Crash Data Appendix
Pennsylvania Public Utility Commission vs Buffalo & Pittsburgh Railroad
Knox Township, Jefferson County, Pennsylvania

1.0 PROJECT DESCRIPTION

David E. Wooster and Associates, Inc. (Wooster) has conducted a traffic engineering investigation of three existing overpass structures owned by the Buffalo & Pittsburgh Railroad (Railroad) located within Knox Township, Jefferson County, PA. This investigation was performed relative to a Complaint filed by Knox Township to the Pennsylvania Public Utility Commission (PUC) requesting that the three structures be removed.

2.0 OBTAINING CRASH DATA

Copies of crash data summaries for the ten (10) most recent calendar years were obtained from the Pennsylvania Department of Transportation (PennDOT) Pennsylvania Crash Information Tool (PCIT) for the following locations:

- Ramsaytown Road (From Western Municipal Border to Main Street)
- East Bellport Road (Between Markton Road and Game Land Road)
- Harriger Hollow Road (Between Ramsaytown Road and Hunters Grove Road)

3.0 CRASH DATA SUMMARY

As the crash data is property of PennDOT, a summary of the identified crashes and the corresponding crash reports have been provided in this separately-bound appendix.

3.1 Ramsaytown Road (From Western Municipal Border to Main Street)

Along Ramsaytown Road, four (4) reportable crashes occurred between January 1, 2011 and December 31, 2020. Of the crashes, two (2) occurred in 2016, one (1) occurred in 2018, and one (1) occurred in 2020. Of the crashes, one (1) was a non-collision, one (1) involved a motorist striking a building under slippery (ice/snow) roadway conditions, one (1) involved a motorist striking an embankment, and one (1) involved a motorist striking the parapet end under slippery (ice/snow) roadway conditions. None of the crashes involved a fatality.

3.2 East Bellport Road (Between Markton Road and Game Land Road)

Along East Bellport Road, zero (0) reportable crashes occurred between January 1, 2011 and December 31, 2020. As such, no crash reports were generated for this location.

3.3 Harriger Hollow Road (Between Ramsaytown Road and Hunters Grove Road)

Along Harriger Hollow Road, one (1) reportable crash occurred between January 1, 2011 and December 31, 2020. The crash occurred in 2016 and involved a motorist traveling too fast for conditions and striking the train trestle pier/abutment under snowy roadway conditions during the early morning hours. The crash did not involve a fatality.

4.0 SUMMARY / CONCLUSIONS

Based on a review of the crash data, there does not appear to be any identifiable crash patterns that would be mitigated with any traffic control or geometric improvements.

Copies of the crash data obtained from PennDOT have been included in the Enclosures section of this appendix.

PENNDOT CRASH DATA

NO CRASH RECORDS AVAILABLE

PCIT Query number 0320210518397 has returned zero crash records and no crash information can be displayed. A Crash Resume Report can not be generated as requested. Please check query location parameters, indicators and date ranges for the query as necessary.

Pennsylvania Crash Information Tool

#3954 - E Bellport Road (Between W Bellport Road & Game Land Road)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518397

User ID: b-zstehle

Title: #3954 - E Bellport Road (Bet

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Route - 7303.597 Feet - Buffer (50 Feet),Route - 7303.597 Feet

Filter Characteristics:

This report counts the number of crashes.

Date Range: 01/01/2011 to 12/31/2020 *

CRASH SEVERITY LEVEL BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
PROPERTY DMG ONLY	1	1
TOTAL	1	1

CRASH DESCRIPTION TYPES BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
HIT FIXED OBJECT	1	1
TOTAL	1	1

PERSON INJURY SUMMARY BY YEAR

	2016 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0
SUSPECTED SERIOUS INJURIES	0	0
SUSPECTED MINOR INJURIES	0	0
POSSIBLE INJURIES	0	0
UNKNOWN SEVERITY	0	0
UNKNOWN IF INJURED	0	0

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Complete records of reportable crashes are available in PCIT for the following years: 2001 - 2020

* Crash information for 2021 is incomplete at the time of this printing. As such, data for 2021 is not included in this report.

Print Date: 05/18/2021

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518391

User ID: b-zstehle

Title: #3954 - Harriger Hollow Roa

Date Range : 01/01/2011 to 12/31/2020

Selected Shapes : Route - 14529.283 Feet - Buffer (50 Feet),Route - 14529.283 Feet

Filter Characteristics:

This report counts the number of crashes.

#3954 - Harriger Hollow Road (Between Ramsaytown Road & Hunters Grove Road)

Sorted by County, Route, Segment, Offset

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / *0320210518390*

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2016019252	33	02/15/2016	MON	04:30	DARK	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: NONE
MIDB HARRIGER HOLLOW RD

HIT FIXED OBJ

VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT BRIDGE PIER OR ABUTMEN
DVR ACTIONS: TOO FAST FOR CONDITIONS FAILED MAINTAIN PROPER SPEED DRIVING WRONG SIDE OF ROAD

#3954 - Harriger Hollow Road (Between Ramsaytown Road & Hunters Grove Road)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518390

User ID: b-zstehle

Title: #3954 - Harriger Hollow Road

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Route - 14529.283 Feet - Buffer (50 Feet),Route - 14529.283 Feet

Filter Characteristics:

This report counts the number of crashes.

Pennsylvania Crash Information Tool

#3954 - Harriger Hollow Road (Between Ramsaytown Road & Hunters Grove Road)

Date Range: 01/01/2011 to 12/31/2020

USER_ID / QUERY ID:
b-zstehle / 0320210518392

MONTH OF YEAR

	FEB	TOTAL
CRASHES	1	1
PCT	100%	100%

DAY OF WEEK

	MON	TOTAL
CRASHES	1	1
PCT	100%	100%

HOUR OF DAY

	04	TOTAL
CRASHES	1	1
PCT	100%	100%

YEAR

	CRASHES	PCT
2016	1	100%
TOTAL	1	100%

COLLISION TYPE

	CRASHES	PCT
HIT FIX OBJ	1	100%
TOTAL	1	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
PDO	1	100%
TOTAL	1	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
SUSPECTED SERIOUS	0
SUSPECTED MINOR	0
POSSIBLE INJURY	0
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
AFFECTED PHYSICAL COND	1	25%
FAILR MAINT PROP SPEED	1	25%
TOO FAST FOR CONDITION	1	25%
WRONG SIDE OF ROADWAY	1	25%
TOTAL	4	100%

VEHICLE TYPE

	VEHICLES	PCT
SMALL TRUCK	1	100%
TOTAL	1	100%

ROAD CONDITION

	CRASHES	PCT
SND/GRVL	1	100%
TOTAL	1	100%

ILLUMINATION

	CRASHES	PCT
DARK	1	100%
TOTAL	1	100%

WEATHER

	CRASHES	PCT
SNOW	1	100%
TOTAL	1	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	1	100%
TOTAL	1	100%

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: *0320210518392*

User ID: b-zstehle

Title: #3954 - Harriger Hollow Roa

Date Range: 01/01/2011 to 12/31/2020

Filter Characteristics:

Selected Shapes : Route - 14529.283 Feet - Buffer (50 Feet),Route - 14529.283 Feet

This report counts the number of crashes.

Date Range: 01/01/2011 to 12/31/2020 *

CRASH SEVERITY LEVEL BY YEAR

	2016 CRASHES	2018 CRASHES	2020 CRASHES	ALL YEARS CRASHES
PROPERTY DMG ONLY	2	1	1	4
TOTAL	2	1	1	4

CRASH DESCRIPTION TYPES BY YEAR

	2016 CRASHES	2018 CRASHES	2020 CRASHES	ALL YEARS CRASHES
HIT FIXED OBJECT	2	0	1	3
NON COLLISION	0	1	0	1
TOTAL	2	1	1	4

PERSON INJURY SUMMARY BY YEAR

	2016 PERSONS	2018 PERSONS	2020 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	0	0	0
SUSPECTED MINOR INJURIES	0	0	0	0
POSSIBLE INJURIES	0	0	0	0
UNKNOWN SEVERITY	0	0	0	0
UNKNOWN IF INJURED	0	0	0	0

*** <u>PLEASE NOTE:</u> Years which do not appear in the report contain zero crashes for this request.**

* Complete records of reportable crashes are available in PCIT for the following years: 2001 - 2020

* Crash information for 2021 is incomplete at the time of this printing. As such, data for 2021 is not included in this report.

Print Date: 05/18/2021

Print Date: 05/18/2021

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518412

User ID: b-zstehle

Title: #3954 - Ramsaytown Road ('

Date Range : 01/01/2011 to 12/31/2020

Selected Shapes : Route - 18201.651 Feet - Buffer (50 Feet),Route - 18201.651 Feet

Filter Characteristics:

This report counts the number of crashes.

#3954 - Ramsaytown Road (Western Municipal Border to Main Street)

Sorted by County, Route, Segment, Offset

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / 0320210518400

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2018126569	33	11/15/2018	THR	19:21	DARK	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: NONE — NON-COLLISION
4WAY 3011/0320/1602 3020/0050/0000 1ST NORTH ST

VEH: 1 SMALL TRUCK TRAVELING WEST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: FIRE IN VEHICLE
DVR ACTIONS: NO CONTRIBUTING ACTION

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2	2020110458	33	12/16/2020	WED	19:25	DARK	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) — HIT FIXED OBJ
Y-INT 3039/0010/0000 RAMSAYTOWN RD

VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE NEGOTIATING CURVE - LEFT
VEH EVENTS: HIT OTHER FIXED OBJECT HIT BUILDING HIT OTHER FIXED OBJECT
DVR ACTIONS: TOO FAST FOR CONDITIONS OTHER IMPROPER DRIV ACTIONS

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
3	2016114083	33	10/31/2016	MON	11:18	DAYLIGHT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: NONE — HIT FIXED OBJ
MIDB RAMSAYTOWN RD

VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT EMBANKMENT
DVR ACTIONS: TOO FAST FOR CONDITIONS

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
4	2016131514	33	12/11/2016	SUN	08:42	DAYLIGHT	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) — HIT FIXED OBJ
MIDB RAMSAYTOWN HW

VEH: 1 SUV TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT PARAPET END
DVR ACTIONS: TOO FAST FOR CONDITIONS FAILED MAINTAIN PROPER SPEED OTHER IMPROPER DRIV ACTIONS

#3954 - Ramsaytown Road (Western Municipal Border to Main Street)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518400

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Route - 18201.651 Feet - Buffer (50 Feet),Route - 18201.651 Feet

Filter Characteristics:

This report counts the number of crashes.

#3954 - Ramsaytown Road (Western Municipal Border to Main Street)

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / 0320210518420

MONTH OF YEAR

	OCT	NOV	DEC	TOTAL
CRASHES	1	1	2	4
PCT	25%	25%	50%	100%

DAY OF WEEK

	SUN	MON	WED	THR	TOTAL
CRASHES	1	1	1	1	4
PCT	25%	25%	25%	25%	100%

HOUR OF DAY

	08	11	19	TOTAL
CRASHES	1	1	2	4
PCT	25%	25%	50%	100%

YEAR

	CRASHES	PCT
2016	2	50%
2018	1	25%
2020	1	25%
TOTAL	4	100%

COLLISION TYPE

	CRASHES	PCT
HIT FIX OBJ	3	75%
NON COLL	1	25%
TOTAL	4	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
PDO	4	100%
TOTAL	4	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
SUSPECTED SERIOUS	0
SUSPECTED MINOR	0
POSSIBLE INJURY	0
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
TOO FAST FOR CONDITION	3	43%
OTHER IMPROPER DRIVING	2	29%
FAILR MAINT PROP SPEED	1	14%
NO CONTRIBUTING ACTION	1	14%
TOTAL	7	100%

VEHICLE TYPE

	VEHICLES	PCT
SMALL TRUCK	2	50%
AUTOMOBILE	1	25%
SUV	1	25%
TOTAL	4	100%

ROAD CONDITION

	CRASHES	PCT
SND/GRVL	3	75%
DRY	1	25%
TOTAL	4	100%

ILLUMINATION

	CRASHES	PCT
DARK	2	50%
DAYLIGHT	2	50%
TOTAL	4	100%

WEATHER

	CRASHES	PCT
SNOW	3	75%
CLEAR	1	25%
TOTAL	4	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	2	50%
SLIPPERY ICE/SNOW	2	50%
TOTAL	4	100%

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: *0320210518420*

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Filter Characteristics:

Selected Shapes : Route - 18201.651 Feet - Buffer (50 Feet),Route - 18201.651 Feet

This report counts the number of crashes.

Date Range: 01/01/2011 to 12/31/2020*

CRASH SEVERITY LEVEL BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
PROPERTY DMG ONLY	1	1
TOTAL	1	1

CRASH DESCRIPTION TYPES BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
HIT FIXED OBJECT	1	1
TOTAL	1	1

PERSON INJURY SUMMARY BY YEAR

	2016 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0
SUSPECTED SERIOUS INJURIES	0	0
SUSPECTED MINOR INJURIES	0	0
POSSIBLE INJURIES	0	0
UNKNOWN SEVERITY	0	0
UNKNOWN IF INJURED	0	0

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Complete records of reportable crashes are available in PCIT for the following years: 2001 - 2020

* Crash information for 2021 is incomplete at the time of this printing. As such, data for 2021 is not included in this report.

Print Date: 05/18/2021

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518444

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range : 01/01/2011 to 12/31/2020

Selected Shapes : Point 41.086040,-79.041359
- Buffer (100 Feet),Point 41.086040,-79.041359

Filter Characteristics:

This report counts the number of crashes.

#3954 - Ramsaytown Road (At Railroad Trestle)

Sorted by County, Route, Segment, Offset

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / *0320210518441*

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	**2016131514**	33	12/11/2016	SUN	08:42	DAYLIGHT	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) HIT FIXED OBJ
MIDB RAMSAYTOWN HW

VEH: 1 SUV TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT PARAPET END
DVR ACTIONS: TOO FAST FOR CONDITIONS FAILED MAINTAIN PROPER SPEED OTHER IMPROPER DRIV ACTIONS

#3954 - Ramsaytown Road (At Railroad Trestle)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518441

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Point 41.086040,-79.041359
- Buffer (100 Feet).Point 41.086040,-79.041359

Filter Characteristics:

This report counts the number of crashes.

#3954 - Ramsaytown Road (At Railroad Trestle)

Date Range: 01/01/2011 to 12/31/2020

USER_ID / QUERY ID:
b-zstehle / 0320210518446

MONTH OF YEAR

	DEC	TOTAL
CRASHES	1	1
PCT	100%	100%

DAY OF WEEK

	SUN	TOTAL
CRASHES	1	1
PCT	100%	100%

HOUR OF DAY

	08	TOTAL
CRASHES	1	1
PCT	100%	100%

YEAR

	CRASHES	PCT
2016	1	100%
TOTAL	1	100%

COLLISION TYPE

	CRASHES	PCT
HIT FIX OBJ	1	100%
TOTAL	1	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
PDO	1	100%
TOTAL	1	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
SUSPECTED SERIOUS	0
SUSPECTED MINOR	0
POSSIBLE INJURY	0
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
FAILR MAINT PROP SPEED	1	33%
OTHER IMPROPER DRIVING	1	33%
TOO FAST FOR CONDITION	1	33%
TOTAL	3	100%

VEHICLE TYPE

	VEHICLES	PCT
SUV	1	100%
TOTAL	1	100%

ROAD CONDITION

	CRASHES	PCT
SND/GRVL	1	100%
TOTAL	1	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	1	100%
TOTAL	1	100%

WEATHER

	CRASHES	PCT
SNOW	1	100%
TOTAL	1	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
SLIPPERY ICE/SNOW	1	100%
TOTAL	1	100%

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: *0320210518446*

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Filter Characteristics:

Selected Shapes : Point 41.086040,-79.041359
- Buffer (100 Feet),Point 41.086040,-79.041359

This report counts the number of crashes.

CRASH DATA
APPENDIX

For

Pennsylvania Public Utility Commission vs
Buffalo & Pittsburgh Railroad

Knox Township, Jefferson County, Pennsylvania

June 14, 2021

CRASH DATA
APPENDIX

for

PENNSYLVANIA PUBLIC UTILITY COMMISSION
VS
BUFFALO & PITTSBURGH RAILROAD

Knox Township, Jefferson County, PA

June 14, 2021

Prepared for: **Dickie, McCamey & Chilcote**
Two PPG Place
Suite 400
Pittsburgh, PA 15222

Prepared by: **David E. Wooster and Associates, Inc.**
Two East Crafton Avenue
Pittsburgh, PA 15205

Supervising Engineer: Charles A. Wooster, P.E., PTOE

Crash Data Appendix
Pennsylvania Public Utility Commission vs Buffalo & Pittsburgh Railroad
Knox Township, Jefferson County, Pennsylvania

1.0 PROJECT DESCRIPTION

David E. Wooster and Associates, Inc. (Wooster) has conducted a traffic engineering investigation of three existing overpass structures owned by the Buffalo & Pittsburgh Railroad (Railroad) located within Knox Township, Jefferson County, PA. This investigation was performed relative to a Complaint filed by Knox Township to the Pennsylvania Public Utility Commission (PUC) requesting that the three structures be removed.

2.0 OBTAINING CRASH DATA

Copies of crash data summaries for the ten (10) most recent calendar years were obtained from the Pennsylvania Department of Transportation (PennDOT) Pennsylvania Crash Information Tool (PCIT) for the following locations:

- Ramsaytown Road (From Western Municipal Border to Main Street)
- East Bellport Road (Between Markton Road and Game Land Road)
- Harriger Hollow Road (Between Ramsaytown Road and Hunters Grove Road)

3.0 CRASH DATA SUMMARY

As the crash data is property of PennDOT, a summary of the identified crashes and the corresponding crash reports have been provided in this separately-bound appendix.

3.1 Ramsaytown Road (From Western Municipal Border to Main Street)

Along Ramsaytown Road, four (4) reportable crashes occurred between January 1, 2011 and December 31, 2020. Of the crashes, two (2) occurred in 2016, one (1) occurred in 2018, and one (1) occurred in 2020. Of the crashes, one (1) was a non-collision, one (1) involved a motorist striking a building under slippery (ice/snow) roadway conditions, one (1) involved a motorist striking an embankment, and one (1) involved a motorist striking the parapet end under slippery (ice/snow) roadway conditions. None of the crashes involved a fatality.

3.2 East Bellport Road (Between Markton Road and Game Land Road)

Along East Bellport Road, zero (0) reportable crashes occurred between January 1, 2011 and December 31, 2020. As such, no crash reports were generated for this location.

3.3 Harriger Hollow Road (Between Ramsaytown Road and Hunters Grove Road)

Along Harriger Hollow Road, one (1) reportable crash occurred between January 1, 2011 and December 31, 2020. The crash occurred in 2016 and involved a motorist traveling too fast for conditions and striking the train trestle pier/abutment under snowy roadway conditions during the early morning hours. The crash did not involve a fatality.

4.0 SUMMARY / CONCLUSIONS

Based on a review of the crash data, there does not appear to be any identifiable crash patterns that would be mitigated with any traffic control or geometric improvements.

Copies of the crash data obtained from PennDOT have been included in the Enclosures section of this appendix.

PENNDOT CRASH DATA

NO CRASH RECORDS AVAILABLE

PCIT Query number 0320210518397 has returned zero crash records and no crash information can be displayed. A Crash Resume Report can not be generated as requested. Please check query location parameters, indicators and date ranges for the query as necessary.

Pennsylvania Crash Information Tool

#3954 - E Bellport Road (Between W Bellport Road & Game Land Road)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518397

User ID: b-zstehle

Title: #3954 - E Bellport Road (Bet

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Route - 7303.597 Feet - Buffer (50 Feet),Route - 7303.597 Feet

Filter Characteristics:

This report counts the number of crashes.

Date Range: 01/01/2011 to 12/31/2020 *

CRASH SEVERITY LEVEL BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
PROPERTY DMG ONLY	1	1
TOTAL	1	1

CRASH DESCRIPTION TYPES BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
HIT FIXED OBJECT	1	1
TOTAL	1	1

PERSON INJURY SUMMARY BY YEAR

	2016 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0
SUSPECTED SERIOUS INJURIES	0	0
SUSPECTED MINOR INJURIES	0	0
POSSIBLE INJURIES	0	0
UNKNOWN SEVERITY	0	0
UNKNOWN IF INJURED	0	0

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Complete records of reportable crashes are available in PCIT for the following years: 2001 - 2020

* Crash information for 2021 is incomplete at the time of this printing. As such, data for 2021 is not included in this report.

Print Date: 05/18/2021

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

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REPORT PARAMETERS:

Query ID: 0320210518391

User ID: b-zstehle

Title: #3954 - Harriger Hollow Roa

Date Range : 01/01/2011 to 12/31/2020

Selected Shapes : Route - 14529.283 Feet - Buffer (50 Feet),Route - 14529.283 Feet

Filter Characteristics:

This report counts the number of crashes.

#3954 - Harriger Hollow Road (Between Ramsaytown Road & Hunters Grove Road)

Sorted by County, Route, Segment, Offset

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / 0320210518390

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2016019252	33	02/15/2016	MON	04:30	DARK	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: NONE
MIDB HARRIGER HOLLOW RD
HIT FIXED OBJ

VEH: 1 SMALL TRUCK TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT BRIDGE PIER OR ABUTMEN
DVR ACTIONS: TOO FAST FOR CONDITIONS FAILED MAINTAIN PROPER SPEED DRIVING WRONG SIDE OF ROAD

#3954 - Harriger Hollow Road (Between Ramsaytown Road & Hunters Grove Road)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518390

User ID: b-zstehle

Title: #3954 - Harriger Hollow Roa

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Route - 14529.283 Feet - Buffer (50 Feet),Route - 14529.283 Feet

Filter Characteristics:

This report counts the number of crashes.

#3954 - Harriger Hollow Road (Between Ramsaytown Road & Hunters Grove Road)

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / 0320210518392

MONTH OF YEAR

	FEB	TOTAL
CRASHES	1	1
PCT	100%	100%

DAY OF WEEK

	MON	TOTAL
CRASHES	1	1
PCT	100%	100%

HOUR OF DAY

	04	TOTAL
CRASHES	1	1
PCT	100%	100%

YEAR

	CRASHES	PCT
2016	1	100%
TOTAL	1	100%

COLLISION TYPE

	CRASHES	PCT
HIT FIX OBJ	1	100%
TOTAL	1	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
PDO	1	100%
TOTAL	1	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
SUSPECTED SERIOUS	0
SUSPECTED MINOR	0
POSSIBLE INJURY	0
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
AFFECTED PHYSICAL COND	1	25%
FAILR MAINT PROP SPEED	1	25%
TOO FAST FOR CONDITION	1	25%
WRONG SIDE OF ROADWAY	1	25%
TOTAL	4	100%

VEHICLE TYPE

	VEHICLES	PCT
SMALL TRUCK	1	100%
TOTAL	1	100%

ROAD CONDITION

	CRASHES	PCT
SND/GRVL	1	100%
TOTAL	1	100%

ILLUMINATION

	CRASHES	PCT
DARK	1	100%
TOTAL	1	100%

WEATHER

	CRASHES	PCT
SNOW	1	100%
TOTAL	1	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	1	100%
TOTAL	1	100%

Print Date: 05/18/2021

PCIT - CRASH SUMMARY REPORT (09-06)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: *0320210518392*

User ID: b-zstehle

Title: #3954 - Harriger Hollow Roa

Date Range: 01/01/2011 to 12/31/2020

Filter Characteristics:

Selected Shapes : Route - 14529.283 Feet - Buffer (50 Feet),Route - 14529.283 Feet

This report counts the number of crashes.

Date Range: 01/01/2011 to 12/31/2020*

CRASH SEVERITY LEVEL BY YEAR

	2016 CRASHES	2018 CRASHES	2020 CRASHES	ALL YEARS CRASHES
PROPERTY DMG ONLY	2	1	1	4
TOTAL	2	1	1	4

CRASH DESCRIPTION TYPES BY YEAR

	2016 CRASHES	2018 CRASHES	2020 CRASHES	ALL YEARS CRASHES
HIT FIXED OBJECT	2	0	1	3
NON COLLISION	0	1	0	1
TOTAL	2	1	1	4

PERSON INJURY SUMMARY BY YEAR

	2016 PERSONS	2018 PERSONS	2020 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0	0	0
SUSPECTED SERIOUS INJURIES	0	0	0	0
SUSPECTED MINOR INJURIES	0	0	0	0
POSSIBLE INJURIES	0	0	0	0
UNKNOWN SEVERITY	0	0	0	0
UNKNOWN IF INJURED	0	0	0	0

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Complete records of reportable crashes are available in PCIT for the following years: 2001 - 2020

* Crash information for 2021 is incomplete at the time of this printing. As such, data for 2021 is not included in this report.

Print Date: 05/18/2021

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518412

User ID: b-zstehle

Title: #3954 - Ramsaytown Road ('

Date Range : 01/01/2011 to 12/31/2020

Selected Shapes : Route - 18201.651 Feet - Buffer (50 Feet),Route - 18201.651 Feet

Filter Characteristics:

This report counts the number of crashes.

#3954 - Ramsaytown Road (Western Municipal Border to Main Street)

Sorted by County, Route, Segment, Offset

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / 0320210518400

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2018126569	33	11/15/2018	THR	19:21	DARK	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: NONE — NON-COLLISION
4WAY 3011/0320/1602 3020/0050/0000 1ST NORTH ST
VEH: 1 SMALL TRUCK TRAVELING WEST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: FIRE IN VEHICLE
DVR ACTIONS: NO CONTRIBUTING ACTION

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
2	2020110458	33	12/16/2020	WED	19:25	DARK	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) — HIT FIXED OBJ
Y-INT 3039/0010/0000 RAMSAYTOWN RD
VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE NEGOTIATING CURVE - LEFT
VEH EVENTS: HIT OTHER FIXED OBJECT HIT BUILDING HIT OTHER FIXED OBJECT
DVR ACTIONS: TOO FAST FOR CONDITIONS OTHER IMPROPER DRIV ACTIONS

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
3	2016114083	33	10/31/2016	MON	11:18	DAYLIGHT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: NONE — HIT FIXED OBJ
MIDB RAMSAYTOWN RD
VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT EMBANKMENT
DVR ACTIONS: TOO FAST FOR CONDITIONS

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
4	2016131514	33	12/11/2016	SUN	08:42	DAYLIGHT	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) — HIT FIXED OBJ
MIDB RAMSAYTOWN HW
VEH: 1 SUV TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT PARAPET END
DVR ACTIONS: TOO FAST FOR CONDITIONS FAILED MAINTAIN PROPER SPEED OTHER IMPROPER DRIV ACTIONS

#3954 - Ramsaytown Road (Western Municipal Border to Main Street)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518400

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Route - 18201.651 Feet - Buffer (50 Feet),Route - 18201.651 Feet

Filter Characteristics:

This report counts the number of crashes.

#3954 - Ramsaytown Road (Western Municipal Border to Main Street)

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / 0320210518420

MONTH OF YEAR

	OCT	NOV	DEC	TOTAL
CRASHES	1	1	2	4
PCT	25%	25%	50%	100%

DAY OF WEEK

	SUN	MON	WED	THR	TOTAL
CRASHES	1	1	1	1	4
PCT	25%	25%	25%	25%	100%

HOUR OF DAY

	08	11	19	TOTAL
CRASHES	1	1	2	4
PCT	25%	25%	50%	100%

YEAR

	CRASHES	PCT
2016	2	50%
2018	1	25%
2020	1	25%
TOTAL	4	100%

COLLISION TYPE

	CRASHES	PCT
HIT FIX OBJ	3	75%
NON COLL	1	25%
TOTAL	4	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
PDO	4	100%
TOTAL	4	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
SUSPECTED SERIOUS	0
SUSPECTED MINOR	0
POSSIBLE INJURY	0
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
TOO FAST FOR CONDITION	3	43%
OTHER IMPROPER DRIVING	2	29%
FAILR MAINT PROP SPEED	1	14%
NO CONTRIBUTING ACTION	1	14%
TOTAL	7	100%

VEHICLE TYPE

	VEHICLES	PCT
SMALL TRUCK	2	50%
AUTOMOBILE	1	25%
SUV	1	25%
TOTAL	4	100%

ROAD CONDITION

	CRASHES	PCT
SND/GRVL	3	75%
DRY	1	25%
TOTAL	4	100%

ILLUMINATION

	CRASHES	PCT
DARK	2	50%
DAYLIGHT	2	50%
TOTAL	4	100%

WEATHER

	CRASHES	PCT
SNOW	3	75%
CLEAR	1	25%
TOTAL	4	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	2	50%
SLIPPERY ICE/SNOW	2	50%
TOTAL	4	100%

NOTES:

1 Injury Severity Disclaimer

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REPORT PARAMETERS:

Query ID: *0320210518420*

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Filter Characteristics:

Selected Shapes : Route - 18201.651 Feet - Buffer (50 Feet),Route - 18201.651 Feet

This report counts the number of crashes.

Date Range: 01/01/2011 to 12/31/2020 *

CRASH SEVERITY LEVEL BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
PROPERTY DMG ONLY	1	1
TOTAL	1	1

CRASH DESCRIPTION TYPES BY YEAR

	2016 CRASHES	ALL YEARS CRASHES
HIT FIXED OBJECT	1	1
TOTAL	1	1

PERSON INJURY SUMMARY BY YEAR

	2016 PERSONS	ALL YEARS PERSONS
FATALITIES	0	0
SUSPECTED SERIOUS INJURIES	0	0
SUSPECTED MINOR INJURIES	0	0
POSSIBLE INJURIES	0	0
UNKNOWN SEVERITY	0	0
UNKNOWN IF INJURED	0	0

*** PLEASE NOTE: Years which do not appear in the report contain zero crashes for this request.**

* Complete records of reportable crashes are available in PCIT for the following years: 2001 - 2020

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Print Date: 05/18/2021

PCIT - PUBLIC REQUEST / PRESS INQUIRY REPORT (01-07)

NOTES:

1 Injury Severity Disclaimer

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REPORT PARAMETERS:

Query ID: 0320210518444

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range : 01/01/2011 to 12/31/2020

Selected Shapes : Point 41.086040,-79.041359
- Buffer (100 Feet),Point 41.086040,-79.041359

Filter Characteristics:

This report counts the number of crashes.

#3954 - Ramsaytown Road (At Railroad Trestle)

Sorted by County, Route, Segment, Offset

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / *0320210518441*

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2016131514	33	12/11/2016	SUN	08:42	DAYLIGHT	SNOW	SNOW	0	0	0	1	PROP DMG ONLY

ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW) HIT FIXED OBJ
MIDB RAMSAYTOWN HW

VEH: 1 SUV TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT PARAPET END
DVR ACTIONS: TOO FAST FOR CONDITIONS FAILED MAINTAIN PROPER SPEED OTHER IMPROPER DRIV ACTIONS

#3954 - Ramsaytown Road (At Railroad Trestle)

Sorted by County, Route, Segment, Offset

NOTES:

1 Injury Severity Disclaimer
Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: 0320210518441

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Selected Shapes: Point 41.086040,-79.041359
- Buffer (100 Feet),Point 41.086040,-79.041359

Filter Characteristics:

This report counts the number of crashes.

Pennsylvania Crash Information Tool

#3954 - Ramsaytown Road (At Railroad Trestle)

Date Range: 01/01/2011 to 12/31/2020

USER ID / QUERY ID:
b-zstehle / 0320210518446

MONTH OF YEAR

	DEC	TOTAL
CRASHES	1	1
PCT	100%	100%

DAY OF WEEK

	SUN	TOTAL
CRASHES	1	1
PCT	100%	100%

HOUR OF DAY

	08	TOTAL
CRASHES	1	1
PCT	100%	100%

YEAR

	CRASHES	PCT
2016	1	100%
TOTAL	1	100%

COLLISION TYPE

	CRASHES	PCT
HIT FIX OBJ	1	100%
TOTAL	1	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
PDO	1	100%
TOTAL	1	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
SUSPECTED SERIOUS	0
SUSPECTED MINOR	0
POSSIBLE INJURY	0
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
FAILR MAINT PROP SPEED	1	33%
OTHER IMPROPER DRIVING	1	33%
TOO FAST FOR CONDITION	1	33%
TOTAL	3	100%

VEHICLE TYPE

	VEHICLES	PCT
SUV	1	100%
TOTAL	1	100%

ROAD CONDITION

	CRASHES	PCT
SND/GRVL	1	100%
TOTAL	1	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	1	100%
TOTAL	1	100%

WEATHER

	CRASHES	PCT
SNOW	1	100%
TOTAL	1	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
SLIPPERY ICE/SNOW	1	100%
TOTAL	1	100%

PCIT - CRASH SUMMARY REPORT (09-06)

NOTES:

1 Injury Severity Disclaimer

Please note that beginning January 1, 2016, PennDOT adopted the Federal standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.

REPORT PARAMETERS:

Query ID: *0320210518446*

User ID: b-zstehle

Title: #3954 - Ramsaytown Road (

Date Range: 01/01/2011 to 12/31/2020

Filter Characteristics:

Selected Shapes : Point 41.086040,-79.041359
- Buffer (100 Feet),Point 41.086040,-79.041359

This report counts the number of crashes.

EXHIBIT 15

Harriger Hollow Road looking north toward Railroad Structure

Harriger Hollow Road at Railroad Structure looking north

Harriger Hollow Road northbound


Harriger Hollow Road southbound south of Railroad Structure

Harriger Hollow Road south of Railroad Structure

Harriger Hollow Road northbound

Harriger Hollow Road Railroad Structure looking south

Harriger Hollow Road southbound

Harriger Hollow Road northbound north of Railroad Structure

Harriger Hollow Road southbound


Harriger Hollow Road northbound

Harriger Hollow Road southbound

Harriger Hollow Road northbound

Harriger Hollow Road northbound

Harriger Hollow Road north of Railroad Structure looking south

Harriger Hollow Road looking north at Railroad Structure

Harriger Hollow Road northbound


Harriger Hollow Road northbound

Harriger Hollow Road southbound

Harriger Hollow Road northbound


Harriger Hollow Road northbound

Harriger Hollow Road southbound

Harriger Hollow Road northbound north of Railroad Structure

Harriger Hollow Road southbound

Harriger Hollow Road southbound

Harriger Hollow Road southbound


Harriger Hollow Road northbound

Harriger Hollow Road northbound

Harriger Hollow Road northbound

Ramsaytown Road eastbound west of Railroad Structure

Ramsaytown Road looking west at Railroad Structure

Ramsaytown Road westbound within Railroad Structure

Ramsaytown Road westbound approaching Railroad Structure

Ramsaytown Road westbound approaching Railroad Structure

Ramsaytown Road westbound – Available sight distance

Ramsaytown Road eastbound approaching Railroad Structure

Ramsaytown Road eastbound

Ramsaytown Road eastbound

Ramsaytown Road eastbound

Ramsaytown Road eastbound

Ramsaytown Road eastbound


Ramsaytown Road eastbound

Ramsaytown Road westbound

Ramsaytown Road westbound west of Railroad Structure

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road eastbound

East Bellport Road eastbound


East Bellport Road eastbound east of Railroad Structure

East Bellport Road westbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound


East Bellport Road eastbound east of Railroad Structure

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road westbound

East Bellport Road eastbound east of Railroad Structure


East Bellport Road Railroad Structure

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road eastbound

East Bellport Road westbound

East Bellport Road westbound

Complainant Exhibit Statement

1

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Knox Township	:	
	:	
Complainant,	:	
	:	
v.	:	Docket No. C-2019-3009358
	:	
Buffalo & Pittsburgh Railroad, Inc.	:	
	:	
Respondent.	:	

DIRECT TESTIMONY OF KNOX TOWNSHIP

Testimony of: James M. Berry, Jr.
Knox Township Supervisor
Hearing Date: January 25, 2022

Q: Please state your name for the record.

A: James M. Berry, Jr.

Q. Are you currently employed?

A: Yes.

Q: By whom are you employed?

A: I own a working farm and drive a school bus. I am also a township supervisor.

Q: How long have you been a Knox Township Supervisor?

A: 20 years.

Q: As a Knox Township Supervisor, did you receive complaints regarding certain railroad overpasses within the township.

A: Yes.

Q: Can you identify those overpasses in Knox Township?

A: The public crossings at Ramsaytown Road, East Bellport Road, and Harriger Hollow Road.

Q: As a result of the complaints you received as a Township Supervisor, was any action taken with regard to those overpasses?

A: Yes, a complaint was filed with the Pennsylvania Utility Commission outlining the three overpasses and the complaints regarding each.

Q: Specifically, what were the nature of the complaints regarding the subject overpasses.

A: There are three overpasses on a railroad right-of-way that create a traffic and

safety problem. There are no railroad tracks and have not been used by the
20 railroad for twenty (20) years. The overpasses are deteriorated and large pieces
21 of concrete from the ceilings are falling on the roadway. They are also too narrow
22 for two (2) lane traffic and are not wide enough to meet State requirements. Large
23 fire apparatus are concerned with clearances. One of the overpasses is a school
bus route and large pieces of concrete are falling on the roadway. The narrow
width and height are creating an economic impact on our community.

24 **Q: In response to the complaint, what action was taken by Buffalo & Pittsburgh Railroad, Inc. and/or the Pennsylvania Public Utility Commission (PUC), if any?**

25 A: Knox Township was contacted by the PUC and a field conference was scheduled and held on June 14, 2019 at the sites.

26. **Q: Who was present at the field conference?**

27 A: Myself, Ted Fox, Harvey Wolfe (former supervisors),William M. Sinick, P.E., Rail Safety Division, Pennsylvania Public Utility Commission (PUC), representative from the Pennsylvania Department of Transportation (PennDot), and representatives and attorneys for Buffalo & Pittsburgh Railroad, Inc., and a representative from the Borough of Brookville were all in attendance.

28 **Q: Following the field conference, held on June 14, 2019, was any further action or recommendation made by the Pennsylvania Public Utility Commission (PUC)?**

29 A: On September 10, 2019, PUC issued a letter outlining the results of the field study and made recommendations to alleviate the problems with the three

study and made recommendations to alleviate the problems with the three overpasses.

30 Q: Did Knox Township comply with the recommendations contained in the Pennsylvania Public Utility Commission (PUC)letter of September 10, 2019?

31 A: Yes.

32. **Q: Did Buffalo & Pittsburgh Railroad, Inc., follow through with the recommendations provided by the Pennsylvania Public Utility Commission (PUC)?**

31 A: No.

31 **Q: Do the overpasses still exist and do they still provide safety hazards to the motoring public.**

32 A: Yes.

33 **Q: Does this conclude your direct testimony.**

34 A: Yes.

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Knox Township Complainant, v. Buffalo & Pittsburgh Railroad, Inc. Respondent.	: : : : : : : : :	Docket No. C-2019-3009358

VERIFICATION

I, James M. Berry, Jr., hereby state that the facts above set forth are true and correct to the best of my knowledge, information, and belief and that I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa. C.S. § 4904 relating to unsworn falsification to authorities.

Date: November 24, 2021

James M. Berry Jr.
James M. Berry, Jr.
Knox Township Supervisor

CERTIFICATE OF SERVICE

I, Jeffrey M. Gordon, Esquire, do hereby certify that on the 1st day of December, 2021, I served true and correct copies of the foregoing Certificate of Service of Knox Township's Pre-Served Direct Testimony upon all parties listed below, in accordance with the requirements of 52 Pa. Code § 1.54 (relating to service by a party).

Service by Electronic Mail:

Honorable Mary D. Long
Administrative Law Judge
Pennsylvania Public Utility Commission
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Respectfully submitted,

GORDON & DENNISON

By:/s/Jeffrey M. Gordon,
PA I.D.# 55835
Attorney for Knox Township

PennDOT's Exhibit
Statement
1

DEPARTMENT OF TRANSPORTATION'S TESTIMONY
DOCKET NO. C-2019-3009358
HEARING STATEMENT NO. 1
DIRECT TESTIMONY OF CHARLES P. KEILMAN IV, P.E.
HEARING DATE: January 25, 2022

Q. Please state your name and business address.

A. My name is Charles Peter Keilman, IV. My business address is Pennsylvania Department of Transportation, Engineering District 10-0, 2550 Oakland Avenue, Indiana, PA 15701.

Q. By whom are you employed and in what capacity?

A. I am employed by the Pennsylvania Department of Transportation as a Senior Civil Engineer Supervisor; I am the Grade Crossing Engineer for District 10-0.

Q. What counties does District 10-0 encompass?

A. District 10-0 encompasses Armstrong, Butler, Clarion, Indiana, and Jefferson Counties.

Q. How long have you been employed by the Department and in what other capacities have you been employed?

A. I have been employed by the Department for more than 3.5 years in a full-time capacity. I worked for one year as a Civil Engineer Trainee and 1.5 years as a Civil Engineer – Transportation. I worked as an Engineering, Scientific, and Technical Intern (ESTI) for the Department in the summers of 2014 and 2015.

Q. Please generally describe your duties as District 10-0 Grade Crossing Engineer.

A. I manage over 300 highway/railway crossings in our district. This includes monitoring the safety and physical conditions, coordinating repairs, estimating project costs for railroad projects, selecting projects for safety improvements, determining scope of work for projects that involve railroad coordination, coordinating with the Public Utility

Commission, and assist with any other tasks that involve railroad companies or railroads in general.

Q. What is your educational background?

A. I have a B.S. in Civil Engineering Technology from the University of Pittsburgh at Johnstown.

Q. Are you a registered professional engineer in Pennsylvania?

A. Yes.

Q. Are you authorized to testify in this proceeding on behalf of the Department?

A. Yes.

Q. Are you familiar with the crossings which are the subject of today's proceeding on Harriger Hollow Road (DOT 863 296 J), East Bellport Road (DOT 863 302 K) and Ramsaytown Road (DOT 863 298 X)?

A. Yes.

Q. Have you ever visited the subject crossings?

A. I have not visited the crossings.

Q. Do you have any personal knowledge of the defects and hazards currently at the subject crossings?

A. I only know what is alleged in the Complaint; I have not seen them first-hand.

Q. Are any of the subject crossings at state highways under the control of the Department?

A. No. They are all local roads maintained by the Complainant, Knox Township.

Q. Are any of the subject crossings close to state highways under the control of the Department?

A. No.

Q. Does the Department have a material interest in the maintenance of the subject crossings?

A. No, aside from general concerns for public safety based upon the allegations in the Complaint.

Q. Does the Department have a position or interest in the resolution of this matter?

A. No.

Q. Does the Department have any engineering studies or surveys, traffic studies or inspection reports for any of the subject crossings?

A. The Department does not have any engineering studies or surveys, traffic studies, or inspection reports for any of the subject crossings.

Q. Does the Department have any past orders or actions of the PUC or its predecessor, which may have dealt with the construction, alteration, reconstruction, or maintenance of the subject crossings?

A. The Department does not have any past orders or actions of the PUC or its predecessor.

Q. Does this conclude your testimony?

A. Yes.

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Knox Township, Complainant v. Buffalo & Pittsburgh Railroad, Inc. Brookville Borough, Jefferson County, Pennsylvania Department of Transportation Respondents	: : : : : : : : : : : :	Docket No.: C-2019-3009358

<u>VERIFICATION</u>

I, Charles Keilman IV, District 10-0 Grade Crossing Engineer, Commonwealth of Pennsylvania, Department of Transportation, in the foregoing document marked as Hearing Statement No. 1, make the following statement subject to the penalties of 18 Pa.C.S. § 4904, relating to unsworn falsifications to authority, and do state that as District 10-0 Grade Crossing Engineer for the Commonwealth of Pennsylvania, Department of Transportation, I am authorized to make this statement on behalf of the Commonwealth of Pennsylvania, Department of Transportation, and that the facts set forth in the foregoing document are true and correct to the best of my information, knowledge, and belief.

DATED: <u>11/09/21</u>

Charles P Keilman IV

Charles Keilman IV
Grade Crossing Engineer
Engineering District 10-0

I&E's Exhibit
Statement
1

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Knox Township,	:	
Complainant	:	
	:	
v.	:	Docket No. C-2019-3009358
	:	
Buffalo & Pittsburgh Railroad Inc.,	:	
Respondent	:	

DIRECT TESTIMONY OF THE
BUREAU OF INVESTIGATION AND ENFORCEMENT

Testimony of: William M. Sinick, P.E., C.B.S.I.
Rail Safety Division
Bureau of Technical Utility Services
Pennsylvania Public Utility Commission

Q: Please state your name for the record.

A: William Michael Sinick.

Q: Are you currently employed?

A: Yes.

Q: By whom are you employed and in what capacity?

A: I work for the Pennsylvania Public Utility Commission's ("Commission") Bureau of Technical Utility Services ("TUS"). I am a Senior Civil Engineer Manager in the Rail Safety Section.

Q: How long have you been employed with the Commonwealth and what are your credentials?

A: I have worked for the Commonwealth for approximately 23 years and with the Commission since June of 2015. Previously, I was employed for more than 3 years at the Pennsylvania Department of Environmental Protection as a Hydraulic Engineer approving bridge waterway permits for the Pennsylvania Department of Transportation, and I worked for roughly 13 years at the Pennsylvania Department of Transportation as a Bridge and Transportation Engineer. I have been a licensed professional engineer in the Commonwealth of Pennsylvania since June of 2005 and a certified bridge safety inspector since March of 2011. I have a Bachelor's Degree in Civil Engineering Technology from the University of Pittsburgh at Johnstown, PA.

Q: What are your current job responsibilities as a Senior Civil Engineer Manager for the Bureau of Technical Utility Services Rail Safety Section?

A: I supervise the Rail Safety Section involving intrastate railroad safety and compliance. I act as an engineering representative and liaison between the Pennsylvania Public Utility Commission and the Pennsylvania Department of Transportation, railroad companies, local municipal governments, and non-carrier public utility companies (electric, telephone, gas, water, pipelines, etc.) on complex matters relating to the Commission's authority over the location, design, construction, rehabilitation, abolition and, most importantly, public safety of highway/rail crossings with a specific expertise in bridge structures.

Q: Are you familiar with the three public crossings that are the subject of this case?

A: Yes. The public crossings subject to this case are the crossings at Ramsaytown Road (DOT 863 298 X), East Bellport Road (DOT 863 302 K), and Harriger Hollow Road (DOT 863 296 J).

Q: Please summarize the Commission's authority with respect to public highway/rail crossings.

A: Pursuant to Section 33.31:

> "Each carrier shall comply with 66 Pa.C.S. § 2702 (relating to construction, relocation, suspension and abolition of crossings) and obtain Commission approval of the construction, alteration or relocation of every public highway and railroad crossing at grade, above grade or below grade, unless the Commission has given its prior unconditional consent to an abandonment of

> service or facilities of the line of railroad upon which such crossing or crossings are located."

52 Pa. Code § 33.31.

A carrier is defined under this section as any railroad, railway company or corporation subject to Commission jurisdiction, which operates in the Commonwealth. 52 Pa. Code § 33.1.

Pursuant to Section 2702:

> No public utility, engaged in the transportation of passengers or property, shall, without prior order of the commission, construct its facilities across the facilities of any other such public utility or across any highway at grade or above or below grade, or at the same or different levels; and no highway, without like order, shall be so constructed across the facilities of any such public utility, and, without like order, no such crossing heretofore or hereafter constructed shall be altered, relocated, suspended or abolished.

66 Pa. C.S. § 2702.

Q: How do these regulations and statutes cited above pertain to the Knox Township complaint filed against Buffalo & Pittsburgh Railroad, Inc., under this proceeding?

A: Buffalo & Pittsburgh Railroad, Inc., ("Buffalo & Pittsburgh Railroad"), through its subsidiary, discontinued service and abandoned a large portion of their railroad line in 2005 and 2006 - an approximate 40-mile-long section of railroad line and railroad bridge structures - through the Federal Surface Transportation Board ("STB"). However, Buffalo & Pittsburgh Railroad did not file an application with the Commission for abolition and final disposition of the public crossings involved in the abandonment. As it pertains to this complaint proceeding, the 3 subject public crossings were part of the discontinuance of service and abandonment sought through the STB, which resulted in the public safety issues identified by Knox Township in their complaint, by me at the field conference meetings and on-site inspections, and within the Commission's Interim Secretarial Letter issued September 10, 2019.

~~**Q: In addition to failing to obtain Commission approval for the abolition of these crossings, did Buffalo & Pittsburgh Railroad also make alterations to some or all of the subject crossings without Commission approval?**~~

~~A: Yes. Buffalo & Pittsburgh Railroad has altered all 3 public crossings involved in this proceeding at least once, and in some cases twice, without Commission approval. The most recent unlawful alteration occurred on January 8, 2020 when Buffalo & Pittsburgh Railroad removed the superstructure on the Harriger Hollow Road crossing contrary to the Commission's Interim Secretarial Letter issued September 10, 2019. I would note that a civil penalty is being sought for the unlawful removal of the superstructure at Harriger Hollow Road in another complaint proceeding currently pending before the Commission, *Pennsylvania Public Utility Commission, Bureau of Investigation and Enforcement v. Buffalo & Pittsburgh Railroad, Inc.*, Docket No. C-2021-3026819.~~

Q: What would provide the safest traversable roadway within the 3 public crossings along Ramsaytown Road, East Bellport Road, and Harriger Hollow Road?

A: In my professional opinion, the complete removal of the concrete obstructions and railroad bridge structures involved in this proceeding and re-establishment of the roadway, shoulders, and clear zone is necessary to promote public safety at the crossings.

Q: What was the nature of the complaint filed by Knox Township involved in this proceeding?

A: Knox Township's complaint alleges that the 3 railroad structures were creating traffic and safety problems. Specifically, Knox Township complains that the 3 crossings were deteriorating and that large pieces of concrete were falling on the roadway, that the crossings were too narrow for two-lane traffic, the crossings were vertically restrictive, and that the restrictive clearances at the crossings were creating an economic impact on the Township.

Q: As the rail safety engineer assigned to the case, what did you do when you were assigned the case?

A: Once I was assigned this matter, I arranged a field conference and investigation meeting at the location of the public crossings.

Q: When was the field conference held and who was in attendance?

A: The field conference was held on June 14, 2019, and, in addition to myself, representatives from Knox Township, the Pennsylvania Department of

Transportation, Buffalo & Pittsburgh Railroad, Buffalo & Pittsburgh Railroad's attorney, Jefferson County, and Brookville Borough were in attendance.

Q: During this initial field conference held in June 2019, what was your initial opinion of the safety and status of the 3 public crossings as a Rail Safety Engineer working on behalf of the Commission?

A: My initial opinion was that the existing condition was unacceptable and that there were immediate public safety issues that required remediation.

Q: What were the immediate public safety issues that you identified?

A: First, the concrete arch structures at Ramsaytown Road and East Bellport Road showed evidence of decay and the potential for debris to fall onto the road. Specifically, the structure at Ramsaytown Road had loose and delaminated concrete on the interior of the arch barrel ceilings, sidewalls, and end walls which were exposed to vehicle and pedestrian traffic, and which could fall from the structure onto the roadway. In addition, there were concrete cobbles, concrete pieces, and concrete aggregate evident along the roadway that had fallen from the structures.

Second, all 3 structures lacked the appropriate signage at the structure denoting the clearance restrictions and clearance notifications in advance of the structures to warn motorists of the horizontal and vertical restrictions at the railroad structures as prescribed in the *Manual on Uniform Traffic Control Devices*. This signage is necessary because on Ramsaytown Road the posted speed limit is 45 mph and the road transitions from a 2-lane roadway to a one-lane roadway within the railroad structure.

Third, all three structures required roadway clearance markers (OM-3R & OM-3L) posted at the edge of the concrete obstruction (abutments and arch end walls) as prescribed by *PennDOT Publication 13 M Design Manual Part 2 Highway Design, PennDOT Publication 238 Bridge Safety and Inspection Manual*, and the *Manual on Uniform Traffic Control Devices* to warn motorists of the concrete obstructions in and along the roadway.

Q: Can you please describe what is a concrete obstruction as it relates to the subject crossings?

A: The concrete obstructions, such as the abutments and concrete arch structures, of the 3 crossings are described as rigid fixed objects. A rigid fixed object is an immovable object along the roadside for which if a vehicle impacts the rigid fixed object, it will transfer 100 percent of the vehicle impact to the driver and the rigid fixed object will not move upon impact. These rigid fixed objects are dangerous and potentially life-threatening if an accident were to occur, and every effort should be made to lessen the number of roadside obstructions along our public roadways. *See PennDOT Publication 13 M Design Manual Part 2 Highway Design, Chapter 12.*

Q: Did the parties agree to the immediate safety measures recommended by you?

A: Knox Township agreed to furnish and install the appropriate signage as outlined above, at its sole cost and expense. Although representatives for Buffalo & Pittsburgh Railroad recognized the issues with the loose and delaminated concrete on their structures, they did not agree to mitigate the issues at that time. Buffalo & Pittsburgh Railroad subsequently agreed to remove the loose delaminated concrete from the concrete arch structures at Ramsaytown Road and East Bellport Road and affix the vertical clearance signs on all 3 structures if Knox Township purchased and supplied the signs to them.

Q: What else was discussed at the June 14, 2019 initial field conference?

A: Knox Township and Buffalo & Pittsburgh Railroad agreed to, within 90 days, work towards a long-term solution which included the Commission's Rail Safety Section's recommendation of outright removal and abolition of the crossings.

Q: Did Knox Township and Buffalo & Pittsburgh Railroad comply with the Interim Secretarial Letter issued September 10, 2019?

A: The Rail Safety Section conducted an interim field inspection on February 21, 2020 and found that the bridge superstructure was removed from its abutments at the public crossing along Harriger Hollow Road. ~~The removal of the superstructure at Harriger Hollow Road was contrary to the Commission's Secretarial Letter issued September 10, 2019 directing Buffalo & Pittsburgh Railroad to affix the vertical clearance signs to the bridge.~~ Other than the removal of the superstructure at Harriger Hollow Road, the directives relating to the signage outlined in the September 10, 2019 Secretarial Letter were completed.

However, the removal of loose concrete, by my most recent inspection, is still an ongoing problem.

~~**Q: Was the public crossing altered without Commission approval?**~~

~~A: Yes. All 3 structures were altered without Commission approval prior to Knox Township filing a complaint, but in this particular instance, the alteration of removing the superstructure at Harriger Hollow Road occurred on January 8, 2020 after the Commission's involvement and contrary to the Secretarial Letter dated September 10, 2019. Moreover, the alteration was completed contrary to what Buffalo & Pittsburgh Railroad agreed upon in their own correspondence with the Commission. *See* I&E Exhibit A.~~

Q: What is a bridge superstructure?

A: A typical bridge, when it is not a concrete or masonry arch, has two main elements. It has substructures, which in this case are the concrete abutments, and the superstructure, which is typically made of girders, beams, bridge railing/barriers, and a deck. The superstructure is what you would travel over, and it supports all vehicle or train loading and transfers that loading to the bridge substructures.

Q: How were the 3 public crossing altered before the Commission's involvement in this proceeding?

A: The steel railroad rails (the track), the railroad ties, and the railroad ballast were all removed without a Commission application. In addition, steel fencing was affixed to the concrete abutments at the Harriger Hollow Road public crossing.

Q: When was the last time you visited the 3 public crossings involved in this proceeding?

A: October 21, 2021.

Q: During your most recent visit, did you take photographs of the crossings?

A: Yes, I took multiple pictures of all 3 crossings during my October 21, 2021 visit. They are attached to my testimony and are labeled as I&E Exhibit B, I&E Exhibit C, and I&E Exhibit D. I&E Exhibit B contains pictures of the East Bellport Road crossing, I&E Exhibit C contains pictures of the Harriger Hollow Road crossing, and I&E Exhibit D contains pictures of the Ramsaytown Road crossing.

Q: Please describe the railroad bridge structures at the 3 public crossings and their current condition.

A: The railroad bridge structure along **Ramsaytown Road (T-841)** is a concrete arch structure. *See generally* I&E Exhibit D, Pictures 5, 9, and 16. This type of bridge structure is known as a concrete closed spandrel arch. Its bridge elements consist of an arch barrel, spandrel walls, abutments, and wings. The arch barrel is the portion of the bridge that you would drive through. The arch barrel length in the direction of the roadway is approximately 100 feet. The spandrel walls are located above the arch barrel oriented in the direction of the railroad grade and are directly above the roadway. They retain the earthen material above the arch barrel to the top of the railroad grade. The railroad tracks, ties, and ballast normally would be located on top of the earthen material but have been removed.

The abutments are the portion of the bridge located on each side of the roadway that the arch barrel ties into and then extends down to the footing below the ground. The wings flare out from the abutments and retain the earthen embankment that makes up the entire railroad grade prior to the bridge. The condition of the concrete of the arch barrel and spandrel walls show heavy deterioration, delamination, cracking, and spalls. *See* I&E Exhibit D, Pictures 2, 3, 5, 8, 12, and 14. This delaminated concrete is most certainly falling on the roadway. Concrete from the structure was visibly noticed along the roadway within and outside of the arch barrel and spandrel walls. *See* I&E Exhibit D, Pictures 1, 7, and 11. Concrete inside the barrel along the roadway was clearly delaminated and ready to fall off. The delaminated condition was easily determined by sounding the concrete. In layman's terms, to sound the concrete you tap on the concrete and if you hear a hollow sound the concrete in that area is in a delaminated condition. The concrete in the arch barrel is largely in a delaminated condition along the roadway. This condition of the concrete is indicative of the structural breakdown in the chemical composition of the concrete itself due to its age, lack of maintenance, and its exposure to water and salt spray.

The approaching roadway to the structure is a two-laned paved roadway with an average width of approximately 16 feet with 3-to-5-foot gravel shoulders on each side of the roadway. This shoulder area is part of the roadway clear zone. The traversable roadway width within the barrel of the arch is limited, approximately 12 feet. *See* I&E Exhibit D, Picture 9. The minimum vertical clearance is 14 feet, 1 inch measured from the top of roadway to the minimum distance of the arch barrel above the traversable roadway. The total structure height above the roadway to the top of the spandrel wall above the vertical clearance sign is approximately 20 feet. The earthen material above the top of the spandrel wall is heavily vegetated and presents a public safety issue of its own. Debris, logs, trees, rocks, and people could fall off the edges of the spandrel walls onto the roadway as there is no preventive measures in place to restrict this from happening. *See* I&E Exhibit D, Picture 5, 9, 17, 18, and 19.

The railroad bridge structure along **East Bellport Road (T-405)** is a concrete arch structure similar in design to the Ramsaytown Road bridge structure. It is in better condition than the Ramsaytown Road structure, but it also has cracks, delamination, and spalls throughout the concrete structure. *See* I&E Exhibit B, Pictures 1-7, and 10. The earthen material above the arch barrel and within the spandrel walls are heavily wooded and vegetated which presents its own public safety issues, as previously stated. *See* I&E Exhibit B, Pictures 8, 16-18. The approaching roadway to the East Bellport structure is a two-laned gravel roadway with an average width of approximately 15 feet with 3-to-5-foot shoulders on each side of the roadway. This shoulder area is part of the roadway clear zone. The traversable roadway width within the barrel of the arch is approximately 13 feet. *See* I&E Exhibit B, Picture 11. The minimum vertical clearance is 12 feet-8 inches measured from the top of roadway to the minimum distance of the arch barrel above the traversable roadway. The total structure height above the roadway to the top of the spandrel wall above the vertical clearance sign is approximately 20 feet.

The railroad bridge structure along **Harriger Hollow Road (T-420)** is a steel girder simple span bridge structure. The clear span between edge of concrete abutment to edge of concrete abutment is 17 feet. As stated earlier, the steel superstructure has been removed and placed adjacent to one of the abutments. *See* I&E Exhibit C, Picture 5. The concrete condition of the abutments is fair, there are cracks and spalls on both abutments. *See* I&E Exhibit C, Pictures 1, 11, 12, 13, and 15. The abutments appear to be stable and not in danger of rotating, settling, or overturning. However, the concrete abutments are in the roadway clear zone and restrict sight distance and are a detriment to public safety. There was noticeable scarring on the abutments due to vehicle contact. The steel superstructure is within the Commission's jurisdiction and is a hazard on the railroad grade for ATV's, snowmobiles, children, etc.

The approaching roadway to the Harriger Hollow Road structure is a two-laned gravel roadway with an average width of approximately 15 feet with 3-to-5-foot shoulders on each side of the roadway. This shoulder area along the roadway is part of the roadway clear zone. The traversable roadway width between the abandoned abutments is approximately 14 feet. The height of the abutments above the roadway is approximately 14-15 feet. The length of the abutments/wingwalls in the direction of the roadway is approximately 51 feet. There is steel fencing affixed to both abutments, as I stated previously this fencing was added without a Commission application. *See* I&E Exhibit C, Pictures 1, 5, and 10.

Q: Are you aware of any prior proceeding or Commission action involving the 3 public crossings?

A: To the best of my knowledge, no.

Q: If Buffalo & Pittsburgh Railroad would have filed an application for the abolition of these 3 public crossings involved in this case, what would have been the procedure followed by the Commission's Rail Safety Section?

A: Rail Safety would have held an on-site field conference and investigation meeting with all parties involved and would have recommended public safety measures. In in this case, Rail Safety would have recommended the outright removal of the structures in their entirety and re-establishment of the roadway to be consistent with the existing roadway approaches, shoulders, and embankments. We would have recommended the vacation of all railroad property within the public crossings back to the highway authority, in this case Knox Township. We would have abolished the public crossings, after which the Commission would no longer have authority or exclusive jurisdiction and the public crossings would become public right-of-way of Knox Township. If amicably agreed upon by all parties, the agreement would have been formalized through a Commission issued Secretarial Letter or Order.

Q: If the abolition and terms recommended by Rail Safety were not agreed upon by the parties, how would the Rail Safety Section proceed?

A: If the outright removal of the abandoned railroad structures and other terms related to the abolishment of the public crossings were not agreed upon, Rail Safety would request representation from the Commission's Bureau of Investigation & Enforcement and would recommend a hearing through the Commission's Office of Administrative Law Judge. In short, the matter would be referred for litigation.

Q: Why does the Rail Safety Section recommend outright removal of the subject crossings?

A: For the Commission to authorize the abolishment of the public crossings, we would have to ensure that all public safety issues were addressed. Under this proceeding, the Rail Safety Section could not consciously leave concrete obstructions on 3 different public roadways built in or around 1910 left in the roadway and in the roadway clear zone for motor vehicles to potentially strike and/or for a pedestrian or motor vehicle to be struck by falling concrete or debris.

Q: What is the roadway clear zone?

A: The roadway clear zone is defined by the Pennsylvania Department of Transportation's *Design Manual Part 2 Highway Design Publication 13M-March 2015 Edition, September 2018 Change No. 3*, pg. 12-1, as the total roadside border area starting at the edge of the traveled way, available for safe use by errant vehicles. This area may consist of a shoulder, a recoverable slope, a non-recoverable slope, and/or a clear run-out area.

Q: Why does Rail Safety follow the Pennsylvania Department of Transportation's specifications, policies, and procedures when it comes to public safety along public roadways in Pennsylvania?

A: Pursuant to Title 75 of the Pennsylvania Consolidated Statutes- Vehicle Code, Title 67 of the Pennsylvania Consolidated Statutes- Transportation, Title 71 of the Pennsylvania Statutes, and Chapter 23 of the Code of Federal Regulations ("CFR")- Highways, the Pennsylvania Department of Transportation ("Department"), is the authority for Pennsylvania public highways and public safety along public highways. Though the Commission supersedes the Department and has exclusive jurisdiction within a public crossing, to recommend less than mandated or prescribed by the Department's specifications, policies, and procedures would be problematic and could negatively impact public safety.

Q: Please summarize the Commission's Rail Safety Section's position on the complaint filed by Knox Township.

A: I agree with Knox Township that the 3 subject public crossings have created and continue to create ongoing traffic and public safety issues. There has been falling concrete onto the roadway, and the sight distances and roadway clearances are restrictive on all three crossings. In short, I believe the 3 subject public crossings should be abolished by the Commission, and the structures removed in their entirety and the roadway reestablished in the condition of the roadway approaches to these crossings.

Q: In your opinion, who has benefitted from the 3 subject public crossings that remain in place?

A: Buffalo & Pittsburgh Railroad, Inc., has benefitted from the public crossings remaining in place, to the detriment of Knox Township and its citizens, the citizens of Pennsylvania, and to the detriment of public safety. Buffalo & Pittsburgh Railroad benefitted because, by not filing for the disposition and abolition of these crossings when they were abandoned through the STB, they have avoided responsibility for maintenance and inspection costs in the short term and removal costs in the long term. Buffalo & Pittsburgh Railroad has benefitted from the salvage value of its steel track, railroad ties, ballast, and use of their land.

The abandoned structures remaining in place have been to the detriment of public safety because it continues to restrict two lane public roadways to one lane and it has exposed the 90-degree blunt end of concrete obstructions unprotected to vehicle traffic. The lack of maintenance of the 3 crossings has led to concrete, stone, and debris falling onto the roadway. The structures restrict vehicle sight distance, and though they were built in 1910 when horse and buggies were the primary means of travel, they still exist and are still within the roadway and roadway clear zone 110 years later. Knox Township has had its public and private property bisected by the railroad grade to its detriment. Knox Township and the Commission, through formal and informal proceedings, must answer to the taxpayers of Pennsylvania as to why these concrete structures still remain in place when the railroad itself has abandoned its facilities and its ability to operate as a public utility in this area. Knox Township is restricted in maintaining their roadways properly through the public crossings because of the concrete obstructions. Some farm, trucking, and fire prevention equipment are restricted from use of the roadway in these areas because of the vertical clearance restrictions caused by these structures.

Q: In your opinion, who should be responsible for the removal of the 3 subject crossings?

A: In my opinion, since Buffalo & Pittsburgh Railroad benefited the most from the existence of the public crossings and is responsible for the crossings' deteriorated conditions, Buffalo & Pittsburgh Railroad should bear the sole cost and expense of removing the public crossings.

Q: Have all your answers and opinions been based upon your personal knowledge or engineering expertise?

A: Yes.

Q: Does this conclude your direct testimony?

A: Yes. However, I reserve the right to supplement my testimony as additional issues and facts arise during the course of the proceeding.

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Knox Township, Complainant	:	
v.	:	Docket No. C-2019-3009358
Buffalo & Pittsburgh Railroad Inc., Respondent	:	

VERIFICATION

I, William Sinick, P.E. hereby state that the facts above set forth are true and correct to the best of my knowledge, information, and belief and that I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa.C.S. § 4904 relating to unsworn falsification to authorities.

Date: November 19, 2021

William Sinick, P.E.
Pennsylvania Public Utility Commission
Bureau of Technical Utility Services –
Rail Safety Section
Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17120

I&E's Exhibit
Statement
2

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Knox Township,	:	
Complainant	:	
	:	
v.	:	Docket No. C-2019-3009358
	:	
Buffalo & Pittsburgh Railroad Inc.,	:	
Respondent	:	

REBUTTAL TESTIMONY OF THE
BUREAU OF INVESTIGATION AND ENFORCEMENT

Testimony of: William M. Sinick, P.E., C.B.S.I.
Rail Safety Section
Bureau of Technical Utility Services
Pennsylvania Public Utility Commission

Date: December 17, 2021

Q: Please state your name for the record.

A: William Michael Sinick

Q: Are you the same William Michael Sinick who previously provided direct testimony in this matter?

A: Yes.

Q: Have any of your credentials or experience changed since the submission of your direct testimony?

A: No.

Q: Did you have an opportunity to review the written direct testimony submitted by Buffalo & Pittsburgh Railroad?

A: Yes, I reviewed Mr. Wayne Duffett's testimony, Mr. Charles Wooster's testimony, Mr. Chad Boutet's testimony, and all sixteen (16) exhibits submitted by Buffalo & Pittsburgh Railroad.

Q: Did you review the Crash Data Appendix submitted with Exhibit 14 of Mr. Wooster's Report?

A: Yes.

Q: Please summarize the crash data history involved with the three (3) subject abandoned railroad structures within the Commission's jurisdiction.

A: There has been two (2) reportable crashes involving vehicles striking the subject abandoned concrete substructures in the last ten (10) years, one at Ramseytown Road and the other at Harriger Hollow Road. Given this empirical data of two (2) reportable crashes in the last ten (10) years, you can reasonably conclude that, in the last one-hundred and ten (110) years that the railroad structures have been in existence, there has been more than these two (2) reportable crashes involving these railroad structures and can reasonably predict there will be more reportable crashes involving these concrete railroad structures in the future.

Q: What is a reportable crash?

A: According to PennDOT's Publication 153 (Police Officers Crash Manual), under definitions and terminology, it states a crash is reportable: (1) if an injury or death occurs; (2) if damage to the vehicle is to the extent that the vehicle cannot be driven under its own power; or (3) if it involves a school bus.

Q: What is a non-reportable crash under this publication?

A: A non-reportable crash is when there is no injury or death, no towing of the vehicle involved, and it does not require a Police Crash Report being submitted.

Q: Do you believe there have been non-reportable crashes at the abandoned railroad structures?

A: In my opinion, non-reportable crashes have occurred at the railroad structure. Statistically, there is a higher chance or probability of someone being involved in a non-reportable accident versus a serious accident in which you are hospitalized or killed. An example of a common non-reportable accident would be a "fender-bender" or the situation where a vehicle scrapes or strikes any part of the railroad structure. Accordingly, I do believe there have been non-reportable crashes and strikes at the locations of the abandoned railroad structures. *See* I&E Exhibit B, Picture 1 and I&E Exhibit C, Picture 15.

Q: Mr. Wooster goes on to state in his Summary Report in a letter to Attorney Ponzo that the Design Manual Part 2, Highway Design (PennDOT Publication 13M) is a manual to be used for design or improvements to roadways that have planned projects, and since there are no current roadway projects or improvements planned on Ramsaytown Road, East Bellport Road and Harriger Hollow Road, the criteria in the manual does not apply. What is your response to Mr. Wooster's remarks in the Summary Report?

A: My response to Mr. Wooster's prepared report is that a Commission application should have been filed when the subject public crossings were abandoned and service was discontinued on this line by the railroad through the STB. The main purpose of the Commission's involvement after an abandonment and discontinuance of railroad service through the STB is to assess the public safety of the highway/rail crossings and to make improvements to the roadways and/or railroad facilities to improve the safety of the highway/rail crossing for pedestrians and the motoring public. Secondly, the Commission's involvement is necessary to abolish the public crossing and dissolve the Commission's jurisdiction at that location since the public utility is no longer in service at that location. In short, the final disposition of the crossings, including abolishment, needs to be addressed to ensure the current and future safety of the crossings in light of the railroad's decision to abandon and/or discontinue service at the crossing.

In this case, the safest practical option for public safety and the motoring public is the outright removal of the concrete fixed objects within the roadway clear zone.

Design Manual Part 2, Highway Design (PennDOT Publication 13M) is very clear on this and is an important tool on reestablishing the roadway geometry, the roadway clear zone, and addressing public safety within the Commission's jurisdiction at these public crossings. While there may not be a pending roadway improvement or project proposed by Knox Township or any other party at this time, the pending litigation before the Commission is to address the public safety issues posed by the presence of the railroad structures, and thus can be viewed as a roadway or crossing improvement project if the Commission orders the outright removal of the railroad crossing structures or other remedial measure to address public safety. This proceeding is essentially a proposed and/or requested roadway improvement project.

Q: Did you review the bridge inspection reports and commentary submitted as exhibits filed on behalf of Buffalo & Pittsburgh Railroad?

A: Yes.

Q: What were your conclusions on the bridge inspection testimony and reports?

A: I note that Buffalo & Pittsburgh Railroad conducted two (2) annual inspections since the railroad structures were abandoned in 2005/2006, and both annual inspections were conducted after Knox Township's complaint was filed with the Commission. Buffalo & Pittsburgh Railroad does not have any documentation of annual inspection reports prior to 2019 on the public record involving these structures. It is problematic that Buffalo & Pittsburgh failed to complete annual inspections on these structures for a period of almost thirteen (13) years and have no documented evidence of bridge safety inspections prior to that.

Q: As a current certified state and federal bridge safety inspector in Pennsylvania, what is one of the most important tools a bridge safety inspector should have prior to conducting a bridge inspection?

A: One of the most important tools that a bridge inspector can have prior to an inspection is the past bridge inspection reports and history for that structure. If you don't maintain a file and inventory of records documenting past inspection reports and history for that structure, that alone is putting public safety at risk and is negligent of the bridge owner. How can a bridge inspector charged to inspect a bridge fully complete the inspection and evaluate the bridge without knowing what was discovered or noted in the prior report? For example, if I were to inspect a bridge structure and observed a crack in the abutment, I would need to know if (1) the crack existed in the prior year's inspection report and (2) if the crack was present, the notes on the crack to determine if the crack grew in size or depth.

Q: What did Mr. Duffet state in his direct testimony about past inspection reports?

A: Mr. Duffet stated that he no longer had any past annual bridge inspection reports for these railroad structures.

Q: What other information did you ascertain from the annual inspection reports that were submitted by Buffalo & Pittsburgh Railroad?

A: I noticed that loose delaminated concrete was identified in Buffalo & Pittsburgh

Railroad's inspection reports and recommendations, in addition to the testimony of its witnesses.

Q: Is there still loose delaminated concrete on these structures?

A: Yes. Buffalo & Pittsburgh Railroad, under a Commission issued Secretarial Letter dated September 10, 2019, was ordered to remove all loose delaminated concrete. Notably, loose delaminated concrete still remains on the structures and will continue to fall on the public roadway.

Q: Mr. Duffet and Mr. Boutet indicated in their direct testimony that the structures were structurally safe and sound. What is your engineering opinion regarding the subject railroad bridges being structurally sound or safe?

A: Bridges can be structurally sound but very unsafe, the terms are mutually exclusive. To be structurally sound means that a bridge is at no risk of collapsing under its own weight or from forces acting on the structures, such as wind, water, earth loads or the loads that they were intended to carry. Just because the structures may be structurally sound does not at all mean they are safe. When you have loose concrete and debris falling on the roadway or which has the potential to fall on the roadway, this indicates that the structures are unsafe and are an ongoing immediate threat to public safety.

Q: Do you have any general comments in response to the direct testimony prepared by Buffalo & Pittsburgh Railroad?

A: Yes. According to the inspection reports and testimony provided, the East Bellport and Ramseytown Road structures were gunited or shotcreted in the past, which is an alteration and requires a Commission application.

Q: Did Buffalo & Pittsburgh Railroad or its predecessor file an application to gunite or shotcrete these structures?

A: No, I am not aware of any application being filed requesting approval to alter the subject crossings.

Q: Have all your answers and opinions been based upon your personal knowledge or engineering expertise?

A: Yes.

Q: Does this conclude your rebuttal testimony?

A: Yes. However, I reserve the right to supplement my testimony as additional issues and facts arise during the course of the proceeding.

BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION

Knox Township, Complainant	:	
v.	:	Docket No. C-2019-3009358
Buffalo & Pittsburgh Railroad Inc., Respondent	:	

VERIFICATION

I, William Michael Sinick, P.E. hereby state that the facts above set forth are true and correct to the best of my knowledge, information, and belief, and that I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa.C.S. § 4904 relating to unsworn falsification to authorities.

Date: December 17, 2021

William Michael Sinick, P.E., C.B.S.I.
Pennsylvania Public Utility
Commission Bureau of Technical
Utility Services – Rail Safety Section
Commonwealth Keystone Building
400 North Street
Harrisburg, PA 17120

I&E
EXHIBIT A

Dickie McCamey

Aaron M. Ponzo
Attorney at Law
Admitted in PA, WV

412-392-5506
Fax: 888-811-7144
aponzo@dmclaw.com

July 26, 2019

Via U.S. Mail and Email (wilsinick@pa.gov)
William M. Sinick, P.E.
Transportation Division – Rail Section
Bureau of Technical Utility Services
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
400 North Street
Harrisburg, PA 17120

RE: Knox Township v. Buffalo & Pittsburgh Railroad, Inc., et al.
Complaint Docket No. C-2019-3009358
Our File No.: 0002393.0396125

Dear Mr. Sinick:

As you know, this office represents Buffalo & Pittsburgh Railroad, Inc. ("B&P) in connection with the above referenced matter that has been filed with the Public Utility Commission (PUC) by Knox Township ("the Township"). On behalf of the PUC, you have requested that B&P agree to undertake certain remedial action relative to three bridges that are the subject of this matter. This correspondence will outline my understanding of the PUC's concerns, the action it has requested B&P to undertake, and B&P's proposed course of action.

The Township's Complaint

The Complaint filed by the Township alleges in general that there are three bridges creating a traffic and safety problem because they are deteriorating and/or have insufficient height and width clearances. The Complaint also alleges that pieces of concrete are falling into the roadway from two of the bridges. The bridges identified in the Complaint are located where Harriger Hollow Road (T-420), East Bellport Road (T-405), and Ramsaytown Road (T-841) cross B&P's right of way below grade.

B&P filed its Answer in the above referenced proceeding, generally denying the Township's allegations.

PUC Formal Field Conference and Requested Action

A PUC formal field conference was held on June 14, 2019, with representatives of all interested parties in attendance. The allegations, issues and concerns raised by the Township were discussed at the conference and the conditions of the bridges at issue were observed. During the conference, the PUC advised it deemed that certain conditions of the bridges present potential public safety hazards. B&P understands these issues to consist of the following:

- Signage is needed on all three bridges, as well as at appropriate advance distances on the approaching roadways, displaying the height and width dimensions to alert motor vehicle traffic; and

- Loose and deteriorating concrete needs to be removed from the walls and ceilings of the interior arches of the bridges at East Bellport Road (T-405) and Ramsaytown Road (T-481).

The PUC has asked the Township and B&P to address these conditions by agreement, with each party assuming responsibility for certain work. It is the PUC's intent to issue a Secretarial Letter memorializing the agreement of the parties and setting forth the action each party will undertake.

If any of the foregoing is inconsistent with your understanding, or states anything contrary to the PUC's position regarding the immediate concerns, please advise me of the same.

B&P's Proposed Remediation in Response to the PUC's Request

While B&P generally denies the Township's allegations, as stated above, it also is willing and ready to participate in this process in good faith, with the hope that addressing the immediate concerns raised by the PUC will promote the potential for resolution of this matter. The above notwithstanding, in making the following proposal B&P does not admit liability or fault, nor is it waiving any defenses that may be available to it in the above referenced proceeding. B&P proposes to undertake the following to address the immediate concerns raised by the PUC:

Harriger Hollow Road (T-420)

B&P proposes to install and permanently affix signage indicating the height of the steel overpass and the width of the distance between the concrete abutments. These items would be performed at B&P's cost.

However, it is B&P's positon that the signage must be obtained by the Township at its cost, and that the Township must measure the width, duly verifying and documenting the same. All signage placed on approaching roadways would be the Township's responsibility. Additionally, the Township must provide manpower and signage for any necessary road closures, detours, and traffic control while the work is being performed.

<u>East Bellport Road (T-405) and Ramsaytown Road (T-841)</u>

B&P proposes to perform chipping and scaling work on the walls and ceilings of the concrete arches of these bridges, to remove all loose and deteriorating concrete. B&P additionally proposes to install and permanently affix signage indicating the height and width of the bridges. These items would be performed at B&P's cost.

However, it is B&P's positon that the signage must be obtained by the Township at its cost, and that the Township must measure the height and width, duly verifying and documenting the same. All signage placed on approaching roadways would be the Township's responsibility. Additionally, the Township must provide manpower and signage for any necessary road closures, detours, and traffic control while the work is being performed.

I trust that the foregoing proposal will address the PUC's immediate concerns relative to the three bridges identified in the Township's Complaint. I would ask that you kindly take this proposal under consideration and communicate the same to the Township's representatives. Please contact me at your convenience if you would like to discuss any of the foregoing, or if there are additional concerns not addressed by this correspondence.

Thank you for your time and attention to this matter.

Very truly yours,

Aaron M. Ponzo

AMP:eie

8938559.2

I&E
EXHIBIT B

I&E Exhibit B – East Bellport Road
Picture 1 – Concrete Cracking & Spall

I&E Exhibit B – East Bellport Road
Picture 2 – Concrete Cracking & Spall (2)

I&E Exhibit B – East Bellport Road
Picture 3 – Concrete Cracking

I&E Exhibit B – East Bellport Road
Picture 4 – Concrete Cracking (2)

I&E Exhibit B – East Bellport Road
Picture 5 – Concrete Spall Closeup

I&E Exhibit B – East Bellport Road Picture 6 – Concrete Spall

I&E Exhibit B – East Bellport Road
Picture 7 – Eastbound Left Wingwall

I&E Exhibit B – East Bellport Road
Picture 8 – Eastbound Approach

I&E Exhibit B – East Bellport Road
Picture 9 – Eastbound Right Wingwall

I&E Exhibit B – East Bellport Road
Picture 10 – Large Concrete Spall and Delamination

I&E Exhibit B – East Bellport Road
Picture 11 – Structure Looking Eastbound

I&E Exhibit B – East Bellport Road
Picture 12 – Structure Looking Westbound

I&E Exhibit B – East Bellport Road
Picture 13 – Westbound Approach

I&E Exhibit B – East Bellport Road
Picture 14 – Westbound Left Wingwall

I&E Exhibit B – East Bellport Road
Picture 15 – Westbound Right Wingwall

I&E Exhibit B – East Bellport Road
Picture 16 – Structure Top of Grade Looking Down to Roadway

I&E Exhibit B – East Bellport Road
Picture 17 – Structure Top of Grade

I&E Exhibit B – East Bellport Road
Picture 18 – Structure Trees of Top of Grade

I&E Exhibit B – East Bellport Road
Picture 19 – Vertical Clearance Sign

I&E
EXHIBIT C

I&E Exhibit C – Harriger Hollow Road
Picture 1 – Abutment with Fencing

I&E Exhibit C – Harriger Hollow Road
Picture 2 – Northbound Approach

I&E Exhibit C – Harriger Hollow Road
Picture 3 – Railroad Grade Signing East

I&E Exhibit C – Harriger Hollow Road
Picture 4 – Railroad Grade Signing West

I&E Exhibit C – Harriger Hollow Road
Picture 5 – Removed Bridge - Superstructure

Picture 6 – Removed Bridge – Superstructure (2)

I&E Exhibit C – Harriger Hollow Road
Picture 7 – Approach Warning Sign

Picture 8 – Roadway Alignment Southbound

I&E Exhibit C – Harriger Hollow Road
Picture 9 – Roadway Thru Abutments

I&E Exhibit C – Harriger Hollow Road
Picture 10 – Southbound Approach

I&E Exhibit C – Harriger Hollow Road
Picture 11 – Structure Abutment Conditional Typical

I&E Exhibit C – Harriger Hollow Road
Picture 12 – Structure Abutment Roadway Clearance

I&E Exhibit C – Harriger Hollow Road
Picture 13 – Structure Abutments with Fencing

I&E Exhibit C – Harriger Hollow Road
Picture 14 – Structure Example Blunt End of Concrete Exposed to Traffic

Picture 15 – Structure Vehicle Impact Scarring

I&E
EXHIBIT D

I&E Exhibit D – Ramsaytown Road
Picture 1 – Structure Concrete Condition

I&E Exhibit D – Ramsaytown Road
Picture 2 – Structure Concrete Spall

I&E Exhibit D – Ramsaytown Road
Picture 3 – Structure Concrete Spall (2)

I&E Exhibit D – Ramsaytown Road
Picture 4 – Advanced Warning Sign

I&E Exhibit D – Ramsaytown Road
Picture 5 – Structure Deteriorated Condition

I&E Exhibit D – Ramsaytown Road
Picture 7 – Structure Eastbound Right Wing

I&E Exhibit D – Ramsaytown Road
Picture 8 – Structure Looking Westbound Thru Arch Barrel

I&E Exhibit D – Ramsaytown Road
Picture 9 – Structure Looking Westbound

I&E Exhibit D – Ramsaytown Road
Picture 10 – Westbound Approach

Picture 11 – Structure Concrete Along Roadway

Picture 12 – Structure Concrete Delamination Closeup

Picture 13 – Structure Condition - Concrete Pieces Along Roadway

Picture 14 – Structure Condition - Concrete Spall & Delamination Closeup

Picture 15 – Structure Looking Eastbound Closeup

I&E Exhibit D – Ramsaytown Road
Picture 16 – Structure Looking Eastbound

I&E Exhibit D – Ramsaytown Road
Picture 17 – Structure Looking Westbound Closeup

I&E Exhibit D – Ramsaytown Road
Picture 18 – Trees Debris on Top of Structure

Picture 19 – Trees Debris on Top of Structure (2)

I&E
Exhibit E

BROOKS SERVICES, LLC
423 JOHN M. ROAD
FALLS CREEK, PA 15840
814-771-9100
814-375-7161 (FAX)
kdbrooks@brockwaytv.com

10/12/2020

QUOTE FOR KNOX TOWNSHIP
TUNNEL REMOVAL

Remove tunnel on East Bell Port.
All material will stay on site.
Estimate 2 weeks.

TOTAL ESTIMATE - $28,000.00

FERGUSON
CONSTRUCTION & EXCAVATING COMPANY

6491 Knox Dale Road
Brookville, PA 15825

814-849-9998 • 724-217-5592

Proposal

Page No. of Pages

PROPOSAL SUBMITTED TO		PHONE	DATE
Knox Township Road dept			
STREET		JOB NAME	
P.O. Box 44			
CITY, STATE AND ZIP CODE		JOB LOCATION	
Knox Dale Pa 15847			
ARCHITECT	DATE OF PLANS		JOB PHONE

We hereby propose to furnish materials and labor necessary for the completion of:

Removal of tunnel on East Bellaport Rd

Remove Concrete Place it along Rail Bed

Slope Side as Required

To haul fill away with the assistance of to township

Township to Seed & mulch

If electric or other utility work is needed
to be done by others

WE PROPOSE hereby to furnish material and labor - complete in accordance with above specifications, for the sum of:

Fourty One Thousand Dollars & 00/100 dollars ($ 41,000.00)

Payment to be made as follows:

All material is guaranteed to be as specified. All work to be completed in a substantial workmanlike manner according to specifications submitted, per standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Proposal subject to increase if cost of material increases.

Authorized Signature [illegible signature]

Note: This proposal may be withdrawn by us if not accepted within ______ days.

ACCEPTANCE OF PROPOSAL. The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature ______

Date of Acceptance: ______

Signature ______

BROOKS SERVICES, LLC
423 JOHN M. ROAD
FALLS CREEK, PA 15840
814-771-9100
814-375-7161 (FAX)
kdbrooks@brockwaytv.com

10/12/2020

QUOTE FOR KNOX TOWNSHIP
TUNNEL REMOVAL

Remove tunnel on East Bell Port.
All material will stay on site.
Estimate 2 weeks.

TOTAL ESTIMATE - $28,000.00

BROOKS SERVICES, LLC
423 JOHN M. ROAD
FALLS CREEK, PA 15840
814-771-9100 (Dwayne)
814-375-7161 (Fax)

2/27/2020

QUOTE FOR KNOX TOWNSHIP
TUNNEL REMOVEL

REMOVAL OF THE BIGGEST TUNNEL: RAMSEYTOWN Road
Estimate time - 3-4 weeks.
TOTAL QUOTE: $60,000.00 if the dirt material is hauled off site.
$50,000.00 if the dirt material can stay on site.

REMOVAL OF THE SMALLEST TUNNEL: HARRINGER Hollow Rd.
Estimate time - 1 week
TOTAL QUOTE: $20,000.00 (all dirt material stays on site)

FERGUSON
CONSTRUCTION & EXCAVATING COMPANY

6491 Knox Dale Road
Brookville, PA 15825

814-849-9998 • 724-217-5592

Proposal

Page No. of Pages

PROPOSAL SUBMITTED TO Knox Township Road dept	PHONE	DATE
STREET P.O. Box 44	JOB NAME	
CITY, STATE AND ZIP CODE Knox Dale Pa 15847	JOB LOCATION	
ARCHITECT / DATE OF PLANS		JOB PHONE

We hereby propose to furnish materials and labor necessary for the completion of:

Removal of tunnel on East Bellapont Rd
Remove Concrete Place it along Rail Bed
Slope Side as Required
To haul fill away with the Assistance of to township
Township to Seed + mulch
If electric or other utility work is needed
to be done by others

WE PROPOSE hereby to furnish material and labor - complete in accordance with above specifications, for the sum of:
Fourty One Thousand Dollars + $^{00}/_{00}$ dollars ($ 41,000^{00})

Payment to be made as follows:

All material is guaranteed to be as specified. All work to be completed in a substantial workmanlike manner according to specifications submitted, per standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Proposal subject to increase if cost of material increases.

Authorized Signature [signature]

Note: This proposal may be withdrawn by us if not accepted within ______ days.

ACCEPTANCE OF PROPOSAL. The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature ______

Date of Acceptance: ______

Signature ______

FERGUSON
CONSTRUCTION & EXCAVATING COMPANY

6491 Knox Dale Road
Brookville, PA 15825

814-849-9998 • 724-217-5592

Proposal

Page No. of Pages

PROPOSAL SUBMITTED TO: Knox Township Road District	PHONE	DATE: 3-12-2020
STREET: P.O Box 41	JOB NAME	
CITY, STATE AND ZIP CODE: Kox Dale PA 15847	JOB LOCATION	
ARCHITECT / DATE OF PLANS		JOB PHONE

We hereby propose to furnish materials and labor necessary for the completion of:

Removal of Train Tunnel's

Ramseytown Road Remove Dirt Above Tunnel & haul Away
Demo Concrete Place it along Railroad Bed
Remove sides to slope As needed And haul Away
Haul fill to township Building
Re Routing of Gas Line to be done by others
Re Routing of Electric to be done by others
Township to Assist in hauling of dirt
Township to Seed and mulch
Asphalt Road to be Repaired by others $67,000

Herrige Hollow Work on Existing Concrete $22,000

WE PROPOSE hereby to furnish material and labor - complete in accordance with above specifications, for the sum of:

dollars ($ 89,000)

Payment to be made as follows:

All material is guaranteed to be as specified. All work to be completed in a substantial workmanlike manner according to specifications submitted, per standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above the estimate. All agreements contingent upon strikes, accidents or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation Insurance.

Proposal subject to increase if cost of material increases.

Authorized Signature [signature]

Note: This proposal may be withdrawn by us if not accepted within ______ days.

ACCEPTANCE OF PROPOSAL. The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Signature ______

Date of Acceptance: ______

Signature ______

Horizon Homes & Construction Services LLC

885 Yellow Brick Road

Reynoldsville Pa 15851

Jeremy 814-591-9572 Audie 814-541-1274

3-5-2020

To: Knox Township

Horizon Homes & Construction Services LLC has provided two proposals.

The cost to remove the Ramsey Town Road underpass for the amount of $87,187.50.

The cost of the removal of the Ramsey Town Road Underpass and the Harriger Hollow abutment is $97,187.50.

Thank You

Horizon Homes & Construction Services LLC