



COMMONWEALTH OF PENNSYLVANIA
PENNSYLVANIA PUBLIC UTILITY COMMISSION
COMMONWEALTH KEYSTONE BUILDING
400 NORTH STREET
HARRISBURG, PENNSYLVANIA 17120

IN REPLY PLEASE
REFER TO OUR FILE

May 25, 2022

A-2021-3024204

Via Eservice and Email Only
TO PARTIES OF RECORD

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to alter the public crossing (DOT No. 545 164 X) by removing the existing overhead bridge and constructing a new bridge on a new alignment where State Route 1060 (Bridge Street) crosses over the tracks of Norfolk Southern Railway Company and over the Kiskiminetas River in Bell Township, Westmoreland County and in Kiskiminetas Township, Armstrong County; and the allocation of costs incident thereto.

To Whom It May Concern:

By application filed with the Commission on February 18, 2021, Pennsylvania Department of Transportation (Department) seeks Commission approval to alter the public crossing (DOT No. 545 164 X) by removing the existing overhead bridge and constructing a new bridge on a new alignment where State Route (SR) 1060 (Bridge Street) crosses over the tracks of Norfolk Southern Railway Company (NS) and over the Kiskiminetas River in Bell Township, Westmoreland County and in Kiskiminetas Township, Armstrong County; and the allocation of costs incident thereto.

The existing bridge is aligned north to south and carries the two-lane bidirectional roadway SR 1060 (Bridge Street) over the tracks of NS and over the Kiskiminetas River. On the southern side of the bridge, there is a three (3) way intersection of SR 1060 (Bridge) and SR 1069 (Walnut Street), which are both aligned east to west. On the northern side of the bridge, there is a three (3) way intersection of SR 1060 (Bridge Street) and T-345 (High Street), which are both are aligned east to west.

The subject bridge is known as the Bridge Street bridge. The bridge is owned, maintained, and inspected by the Department. The existing bridge is an approximately 660-foot long, three-span, pin and eyebar, Parker through-truss structure with a 10-ton load posting built in 1906. Each individual span is 220'-0" from centerline of bearing to centerline of bearing. The center-to-center spacing of truss lines is 22'-0". The curb-to-curb width is 18'-9" which includes two 9'-4 1/2" lanes with one lane in each direction. The abutments and piers are constructed of stone masonry. The existing bearings are steel built-up members connected to the truss by steel pins. The ADT was reported to be 630 vehicles with 5.3% trucks.

In the application, the Department avers that the project will consist of removing the existing overhead bridge and constructing a new bridge on a new alignment where SR 1060 (Bridge Street) will cross over the tracks of NS and over the Kiskiminetas River. The application includes a submission of fourteen (14) sheets of the construction drawings from the October 2020 design filed view and three (3) sheets of the preliminary type, size, location (TS&L) plans to encompass the scope of work and intent for the project are included as exhibit-A in the application. The rehabilitated bridge will provide horizontal and vertical clearances that exceed the Commission minimum clearances in 52 Pa Code Chapter 33.

Upon receipt of the application, an on-site meeting and a telephone conference call were arranged by a Commission staff engineer. The on-site field conference was held on March 23, 2021, and the conference call was held on March 24, 2021. Participating at the on-site meeting or in the call were representatives of the Commission, NS, the Department, Comcast, West Penn Power, Verizon (GTE Fiber), Kiskiminetas Township and Westmoreland County. Although notified by electronic mail on March 23, 2021, there were no representatives from Windstream Communications, Bell Township or Armstrong County at the field meeting or on the conference call.

At the field conference, the Department described the proposed project. The Department will construct a new substructure and a new three-span continuous composite weathering steel plate girder bridge to be built approximately 71.5' west of the existing bridge. The cross section of the new bridge consists of five (5) 86" web depth plate girders spaced at 7'-8" composed of unpainted ASTM A709 Grade 50W structural steel. The overhangs are nominally 2'-2" from centerline of fascia beam to the outside edge of deck. At the south end of the bridge (at Abutment No. 1), the deck widens to accommodate the needed turning radius. The deck overhang for Girder No. 1 at the centerline of bearing is 4'-4 9/16". A similar situation occurs at the north end of the bridge (at Abutment No. 2). The deck overhang for Girder No. 5 at the centerline of bearing is 4'-8 1/8". The total bridge length is 650'-0" from centerline of bearing at Abutment No.1 to centerline of bearing at Abutment No. 2. Bridge Spans No. 1 and No. 3 are both 200'-0" from centerline of bearing of abutment to centerline of bearing of the adjacent pier. Bridge Span No. 2 is 250'-0" from centerline of Pier No. 1 to centerline of Pier No. 2. The proposed bearings are high load multi-rotational bearings.

The proposed bridge typical section consists of two 11'-0" lanes, two 5'-0" shoulders, and two 1'-6" PA bridge barriers. The curb-to-curb bridge width is 32'-0" and the out-to-out bridge width is 35'-0". The proposed bridge skew is 90°-00'-00" from centerline of beams to centerline of substructure unit bearings. A six-foot (6') high protective chain link fence will be installed on top of the bridge barriers on both sides of the bridge from Station 102 + 93 to 104 + 25.

Abutment No. 1 is a reinforced concrete cantilever abutment founded on steel H-pile. The wingwalls for Abutment No. 1 are supported by spread footings founded on rock. The piers are reinforced concrete hammerhead piers founded on steel H-piles. Abutment No. 2 is a

reinforced concrete cantilever abutment founded on steel H-piles. The wingwalls for Abutment No. 2 are founded on steel H-piles.

No scuppers are required hydraulically; however, scuppers will be placed as shown on the drawings. An additional scupper will be provided near the face of Abutment No. 2 on the left side looking ahead station due to the cross-slope transitions. Inlets will be provided just off the bridge approach slabs. Rock scour protection will be required around each pier. Rock protection will be required for any drainage ditch at each abutment. Concrete approach slabs will be constructed on each approach to the bridge.

The rebuilt structure is being designed to meet all required legal loads. There will be no need to post the bridge after construction. There will be no sidewalks on the new structure since there are no sidewalks on the current structure and no approach sidewalks.

New drainage being installed on SR 1069 (Walnut Street) requires installation of a drainage pipe under the tracks of NS by jack and bore methods. The pipe begins at approximate construction station 14+50 and extends north, under the tracks of NS, and outlets to a channel that drains to the river. The required drainage easement will be included in the Department's submission of right-of-way plans with property descriptions to the Commission.

There is one existing track of NS and space for installation of a future track. The existing minimum vertical clearance over the railroad is 20'-9". The vertical clearance will be increased to 24'-7" minimum vertical clearance, which will meet the Commission's minimum vertical clearance requirements of 22.0 feet. The existing horizontal clearance to the centerline of track is approximately 56'-0". The proposed horizontal clearance to centerline of track will be approximately 52'-10" which will be in excess of the Commission's horizontal clearance requirements of 12'-0".

No existing Commission Order or Secretarial Letter was located memorializing the existing required clearance exemption for the minimum vertical (overhead) clearance with respect to the Norfolk Southern tracks and the existing bridge structure.

The Department agreed to furnish all material and perform all work necessary to construct the project. The Department, at its sole cost and expense, will establish and maintain detours and traffic controls for highway traffic. The Department is planning on keeping traffic on the existing bridge while the new bridge is constructed beside it. After the new bridge is constructed and opened to traffic, the Department will remove the entire substructure and superstructure of the existing bridge. The existing abutments and piers will be removed to two (2) feet below the existing grade. The Department agreed to reimburse NS for any alterations to their facilities and for providing engineering services, watchmen, flagmen, and inspectors.

Several non-carrier utilities have existing facilities within the project limits which are affected by the proposed construction. All non-carrier utilities will be directed to make the necessary temporary and permanent alterations and relocations of their facilities at their initial cost and expense.

Preliminary plans for the bridge replacement project, consisting of seventeen (17) sheets, were submitted with the application on February 18, 2021, entitled “COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION DRAWINGS FOR CONSTRUCTION STATE ROUTE 1060 SECTION A20 IN WESTMORELAND COUNTY AND STATE ROUTE 2047 SECTION A20 IN ARMSTRONG COUNTY ALSO STATE ROUTE 1069”. Final bridge structural plans will be submitted to all parties of record for review and to the Commission for approval.

It may become necessary for the Commission to appropriate railroad property to accommodate construction of the project. If railroad property needs appropriated, the Department will submit right-of-way plans with property descriptions to the Commission to be appropriated at a later date by a Commission Order. Construction of the project is anticipated to extend over multiple construction seasons.

The Commission has tentatively established jurisdiction over those portions of the project between Highway Station 101+37 and Highway Station 108+52 for a width of 25 feet on each side of the survey and construction baseline along proposed SR 1060 (Main Street, Bridge Street), plus one hundred-fifty feet (150’) along the centerline of all associated approach roadways and ramps to the subject bridge, over the highway-right-of-way of the existing bridge, over those portions of the project between Highway Station 10+00 and Highway Station 15+00 within the highway right-of-way of SR 1069 (Walnut Street) and the area within the confines of the railroad right-of-way and the drainage easement.

The project will be funded with 80 percent federal and 20 percent state funds. The estimated cost of construction of the project is \$11,100,000.

The applicant has certified that a copy of the application has been served on each party in interest, and none have advised that it objects to the issuance of a Secretarial Letter, prior to hearing, approving the application.

The Commission has exclusive jurisdiction in crossing alterations and is the final arbiter of any fees associated with a crossing application. Any conditions, including fees associated with a crossing application must be approved by the Commission.

Upon full consideration of the matter involved, we determine that it is not necessary to schedule a hearing in this proceeding at this time and that issuance of a Secretarial Letter without hearing is proper since the Department has agreed to construct the project, at its sole cost and expense, and none of the parties has expressed any objections to the proposal.

Inasmuch as the parties agree with the proposed improvement project and inasmuch as the Department requests a Secretarial Letter as soon as possible to permit initiation of construction of the improvement, the Commission is of the opinion that an order can be issued approving the application. Upon completion of the project, it may be necessary to schedule a hearing before an administrative law judge to determine the final allocation of costs, if any, incurred by the non-carrier utilities.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that construction of the crossing is necessary and proper for the service, accommodation, convenience, or safety of the public.

The application of Pennsylvania Department of Transportation is approved as herein directed:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. The public crossing (DOT No. 545 164 X) where State Route 1060 crosses over the tracks of Norfolk Southern Railway Company in Bell Township, Westmoreland County and Kiskiminetas Township, Armstrong County be altered by replacing the existing bridge substructure and superstructure, in accordance with Pennsylvania Department of Transportation's application and preliminary plans entitled "COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION DRAWINGS FOR CONSTRUCTION STATE ROUTE 1060 SECTION A20 IN WESTMORELAND COUNTY AND STATE ROUTE 2047 SECTION A20 IN ARMSTRONG COUNTY ALSO STATE ROUTE 1069," consisting of seventeen (17) sheets, filed with this Commission on February 18, 2021.
3. Pennsylvania Department of Transportation, at its sole cost and expense, and prior to the start of construction, submit to all parties of record for review, and to the Commission for approval final roadway construction plans, bridge structural plans, traffic control plans, right-of-way plans and the appropriate property descriptions, if any, that is needed for the proposed crossing alteration project, including highway approaches and the bridge structure.
4. Pennsylvania Department of Transportation, at its sole cost and expense, and prior to the start of construction, prepare and submit to this Commission a request for any permanent and or temporary exemption of the Commission's minimum horizontal (side) and or vertical clearances in accordance with 52 Pa Code Chapter 33.
5. That an exemption from the Commission's vertical (overhead) clearance as set forth in Title 52 Pa Code §33.121 be granted in this instance for a minimum vertical (overhead) clearance, with respect to the tracks of Norfolk Southern Railway Company of 20.7 feet, from the top of rail to the bottom of the existing structure until the existing bridge structure is removed.
6. That any operating railroad, over the subject line, issues appropriate notice warning its employees of the restrictive clearance herein, all in accordance with its standard operating practice.
7. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to remove the existing substructure and superstructure, removing the existing abutments and piers to two (2) feet below the existing grade, generally in accordance with the approved plans and this Secretarial Letter.

8. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work required to construct the proposed crossing project including the new substructure, superstructure, and highway approaches generally in accordance with the approved plans and this Secretarial Letter.

9. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to establish and maintain the detours and traffic controls that are required to properly and safely accommodate highway traffic during the time the project is being constructed.

10. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary to establish and maintain any shielding/protection, as required, to safely protect the areas below the bridge structures during construction of the project.

11. Norfolk Southern Railway Company, at the sole cost and expense of the Pennsylvania Department of Transportation, furnish all material and perform all work relating to its facilities which may be required as incidental to the performance of the proposed work; furnish construction engineering and inspection service if required as a result of the proposed work; and furnish and maintain flagmen and watchmen, as required, to protect its operations during the time the work is being performed across, above and adjacent to its tracks.

12. Any relocation of, changes in, or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority located within the limits of this Commission's jurisdiction, which may be required as incidental to the execution of the crossing project, be made by said public utility company or municipal authority at its initial cost and expense, and in such manner as will not interfere with the construction of the project.

13. Any relocation of, changes in and/or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority located beyond the limits of the highway, within the Commission's jurisdiction, which may be required as incidental to the execution of the crossing project, be made by said public utility company or municipal authority, and in such a manner as will not interfere with the construction of the project.

14. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to complete the remainder of the crossing project, including any attendant storm drainage facilities and any other ancillary features of the project, all generally in accordance with the approved plans and this Secretarial Letter.

15. All parties involved herein cooperate fully with each other so that during the time the work is being performed, vehicular, pedestrian, and rail traffic will not be endangered or unnecessarily inconvenienced, and so that the requirements of each of the parties will be provided for and accommodated insofar as possible.

16. The alteration of the crossing be completed on or before or before October 31, 2027, and that on or before said date, Pennsylvania Department of Transportation report in writing the date of actual completion of the work to this Commission and certify to the parties of record and this Commission that the work has been satisfactorily completed in accordance with the approved plans and this Secretarial Letter.

17. Pennsylvania Department of Transportation, at least thirty (30) days prior to the start of work, notify all parties in interest and local emergency management services of the actual date on which work will begin.

18. Pennsylvania Department of Transportation pay all compensation for damages, if any, due to owners of property taken, injured, or destroyed by reason of the construction of the crossing in accordance with this Secretarial Letter.

19. All costs which are to be reimbursed by the Department of Transportation consistent with this Order, shall be reimbursed pursuant to the provisions of 23 CFR Parts 140 and 646. The aforesaid Federal reimbursement shall not supersede, delay or, in any manner, postpone the effect of any paragraph contained in this or any related Secretarial Letter or Order.

20. Upon completion of the alteration of the subject crossing, Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the subject bridge structure at the public crossing, including the substructures, superstructure, concrete deck, roadway pavement, protective fencing, protective barriers, structure mounted guiderail and transition guiderail if any, bridge inspection, structure drainage facilities and the remainder of the project including the highway approaches, snow, ice and debris removal on the bridge roadway and approach roadways and any other ancillary features of the improvement constructed herein, and provide Norfolk Southern Railway Company, Bell Township and the Kiskiminetas Township at least ten (10) business days advance notice when performing any work as directed by this paragraph that may affect their facilities, all in accordance with the provisions of this Secretarial letter.

21. Upon completion of the construction of the proposed project, Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the subject crossing including its track, wire lines, and any other railroad facilities located within the limits of the project, and provide Pennsylvania Department of Transportation at least ten (10) business days advance notice when performing any work as directed by this paragraph that may affect their facilities, all in accordance with the provisions of this Secretarial Letter.

22. Upon completion of the construction of the proposed project, each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its respective facilities, existing or altered, located within the limits of the improvement.

23. Upon completion of the work herein directed, and upon a written request by any party hereto, this proceeding be scheduled for a hearing at a time and a place assigned by this Commission, upon due notice to all parties, to receive evidence relative to the allocation of initial costs incurred, if any, by the non-carrier public utility companies and municipal authorities, and any other matters relevant to this proceeding.

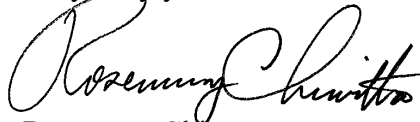
The Parties are reminded that failure to comply with this or any Order or Secretarial Letter in this proceeding may result in an enforcement action seeking civil penalties and/or other sanctions pursuant to 66 Pa. C.S. § 3301.

The Commission has waived certain regulatory service provisions as directed by the Commission's Order at M-2021-3028321. Currently, while the Commission's physical facilities are open for business, some of the operational restraints occasioned by the pandemic remain. It is evident that the pandemic and its changing nature require certain procedural flexibility for the public, the regulated community, and the Commission. Toward this end, the Commission will continue to permit electronic service by the Commission on all parties, regardless of whether a particular party has agreed to electronic service. An exception to this general waiver is where the Public Utility Code requires service by specified means, e.g., Section 702. Additionally, service on Commission staff in proceedings pending before it, whether staff is a party or otherwise, shall be exclusively electronic unless the parties agree otherwise. Filings must be submitted by e-filing with the Secretary of the Commission by opening an e-filing account through the Commission's website and accepting eservice at <https://www.puc.pa.gov/filing-resources/efiling/>. If your filing contains confidential material, you are required to file by overnight delivery to ensure the timely filing of your submission.

If you are dissatisfied with the resolution of this matter, you may, as set forth in 52 Pa. Code §§ 1.31 and 5.44, file a Petition for Reconsideration from Staff Action (Petition) with the Commission within twenty (20) days of the date of this letter. The Petition shall be submitted by e-filing said petition within twenty (20) days, or if no timely request is made, the action will be deemed to be a final action of the Commission.

The Petition MUST include: (1) a written statement (divided into numbered paragraphs) outlining the reasons for the request; (2) the case docket number (it is provided for you at the top right hand corner of this letter); (3) the party on whose behalf the petition is made; (4) a Certificate of Service on the other parties of record; and (5) a Verification with original signature in accordance with 52 Pa. Code § 1.36.

Very truly yours,



Rosemary Chiavetta
Secretary