

February 8, 2023

Rosemary Chiavetta, Secretary  
Pennsylvania Public Utility Commission  
Commonwealth Keystone Building  
400 North Street  
Harrisburg, PA 17120

Re: Application of Aqua Pennsylvania, Inc. for Approval of the alteration of the crossing (U.S.DOT – AAR 593 139 U) where East Moreland Road (SR 0063) crosses at grade tracks operated by SEPTA at milepost 0003.80 located in Abington Township in Montgomery County, Pennsylvania.

Docket No. A-

Dear Secretary Chiavetta,

Enclosed for filing are the original and four copies of Aqua Pennsylvania, Inc.'s above referenced Application.

Please return one file-stamped copy of the document to me in the enclosed postage pre-paid envelope.

Sincerely,



Scott R. Steffy, Engineer III

cc: Jeffrey M. Moore, P.E.  
file

**BEFORE**  
**PENNSYLVANIA PUBLIC UTILITY COMMISSION**

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In Re: Application of Aqua Pennsylvania, Inc. for Approval of the alteration of the crossing (U.S.DOT – AAR 593 139 U) where East Moreland Road (SR 0063) crosses at grade tracks operated by SEPTA at milepost 0003.80 located in Abington in Montgomery County, Pennsylvania.

Application Docket No.:

To the Pennsylvania Public Utility Commission:

1. The name and address of applicant is Aqua Pennsylvania, Inc., 762 West Lancaster Avenue, Bryn Mawr, Pennsylvania 19010.
2. The name and address of the applicant’s attorney is Frances P. Orth, Esquire, 762 West Lancaster Avenue, Bryn Mawr, Pennsylvania 19010.
3. Aqua Pennsylvania, Inc. is the local public water supplier.
4. By this application, approval is sought to install a 8-inch DIP pipe in a 16-inch steel casing in the road at the crossing of East Moreland Road located at milepost 0003.80. The crossing number is AAR 593 139 U operated by SEPTA in Abington and Upper Moreland Township in Montgomery County, Pennsylvania.
5. To the best of the applicant’s knowledge, the name and addresses of the persons, parties and entities potentially concerned in or affected by the proposed construction are:

PECO 2301 Market Street P.O. Box 8699 Philadelphia, PA 19101 Attn: Engineering Department	Verizon Pennsylvania, LLC 1050 Virginia Drive Floor 4 Fort Washington, PA 19034-3102 Attn: Kelly Blount
SEPTA Facilities Engineering Department 1234 Market Street Philadelphia, PA 19107 Attn: Gary Lawrence	PAPUC Railroad Crossing Applications Penn DOT Right of Way and Utilities Division Penn Dot Bureau of Design P.O. Box 3362 Attn: Mark Chappell PE Chief
PennDOT District 6-0 7000 Geerdes Boulevard King of Prussia, PA 19406-1525 Attn: Mr. Tom French	Gina M. D’Alfonso Assistant Counsel in Charge Department of Transportation Office of the Chief Counsel 9 <sup>th</sup> Floor P.O. Box 8212 Harrisburg, PA 17105-8212
Windstream 1450 Center Point Road Hiawatha, IA 52233 Attn: Engineering Department	UMHJSA 2875 Terwood Road Willow Grove, PA 19090 Attn: Eric C. Lindhult, P.E.

Abington Township 1176 Old York Road Abington, PA 19001 Attn: Tim Clark	Upper Moreland Township 401 Gibson Avenue Warminster, PA 18974 Attn: Tom Scott, Borough Manager
Comcast 190 Shoemaker Road Pottstown, PA 19464 Attn: Mike Kimberly	Zayo Bandwidth Formerly PPL Telecom LLC 170 Robins R Downingtown, PA 19335 Attn: John Howells

6. The cost of this portion of the project is estimated to be \$125,000. The project will be entirely funded and maintained by Aqua Pennsylvania, Inc.
7. The alteration is necessary or proper because it will improve water distribution operations and maintenance.

Wherefore, applicant requests the Commission approve this highway railroad crossing application.

RESPECTFULLY SUBMITTED:

**Aqua Pennsylvania, Inc.**

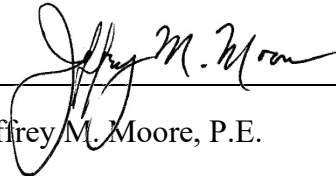
Date: 2/9/2023

By:   
Scott R. Steffy, Engineer III

# VERIFICATION

I, Jeffrey M. Moore, P.E., Partner and Director of Operations at Total Engineering and Consulting Services, LLC., hereby state that the facts above set forth are true and correct (or 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: 2/8/2023

  
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Jeffrey M. Moore, P.E.

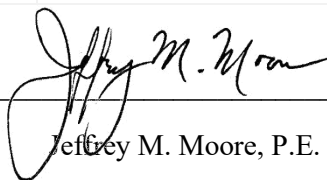
# CERTIFICATE OF SERVICE

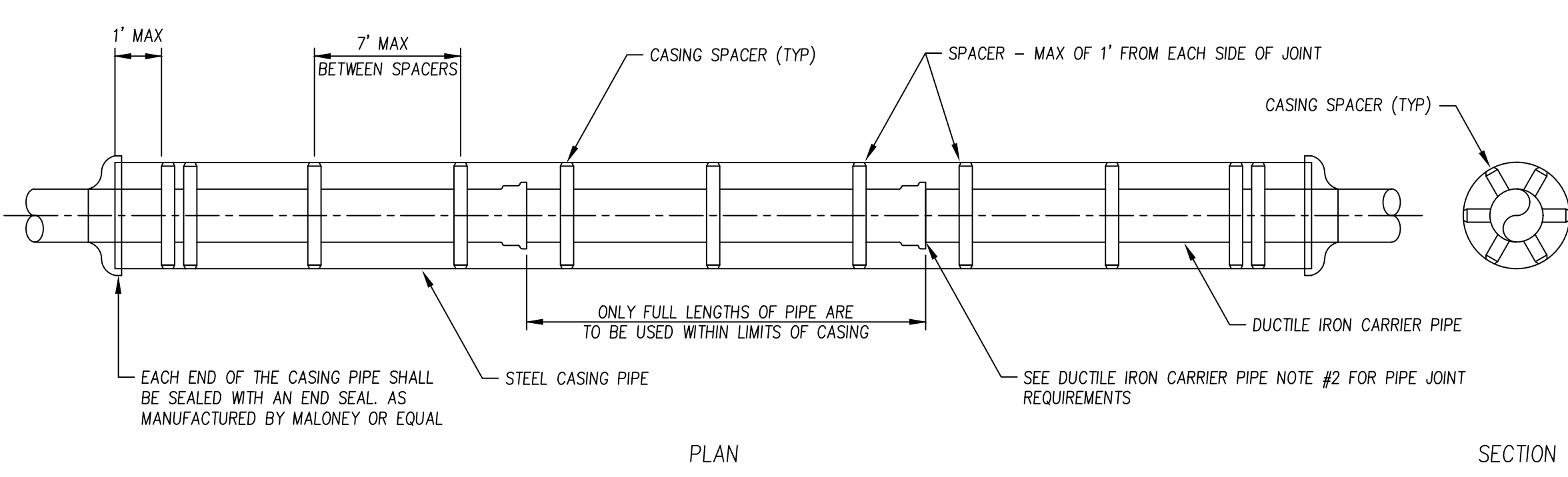
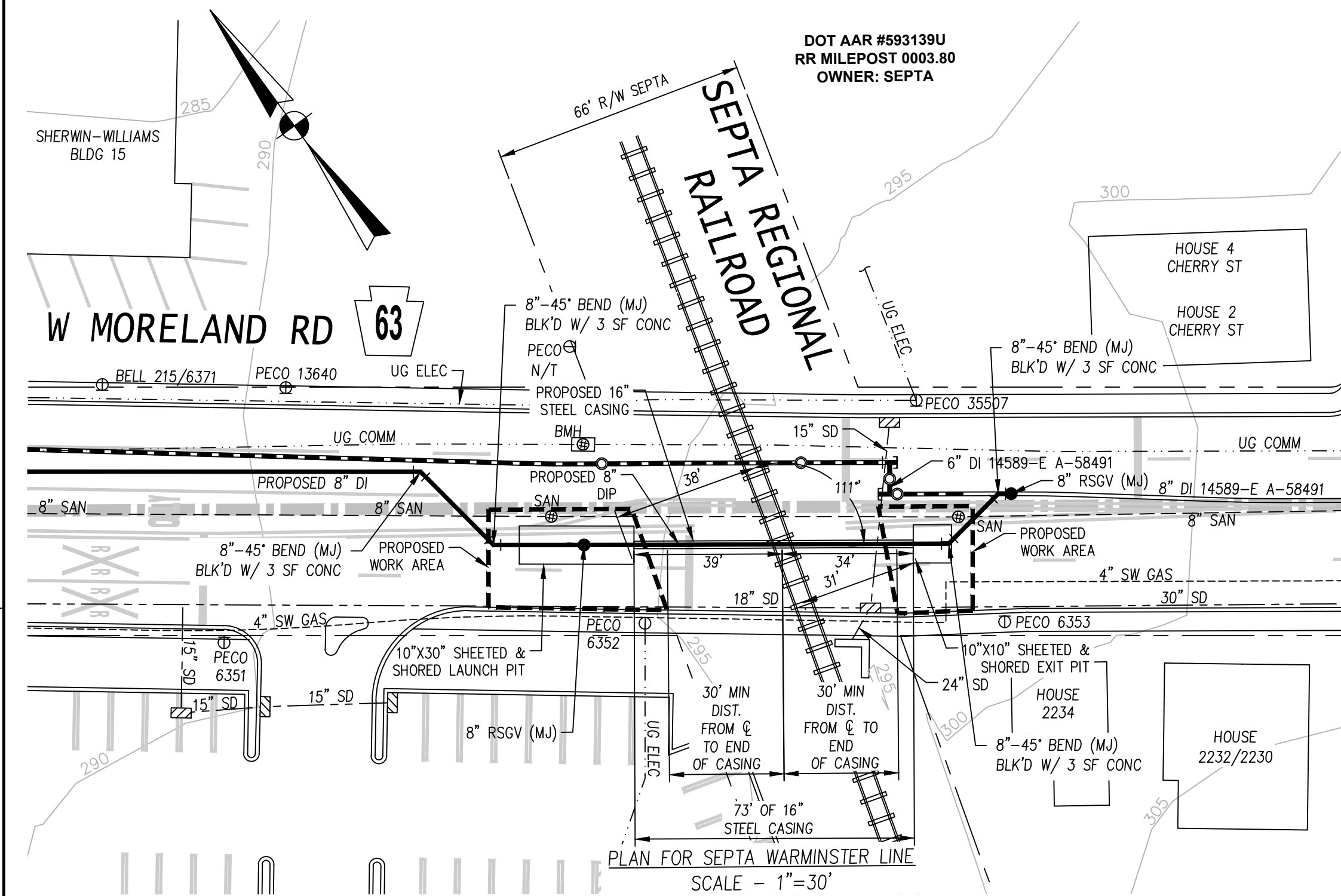
I, Jeffrey M. Moore, P.E., Partner and Director of Operations at Total Engineering and Consulting Services, LLC., hereby certify that I have this day served a true copy upon the participants, listed below, in accordance with the requirements of 52 PA Code Section 1.54 regarding the Application of Aqua Pennsylvania, Inc. for an upgrading to an existing water main installation at the crossing where East Moreland Road (SR 0063) crosses at grade tracks operated by SEPTA located at mile post 0003.80 at crossing AAR 593 139 U in Abington Township in Montgomery County, Pennsylvania.

## By U.S. 1<sup>st</sup> Class Mail

PECO 2301 Market Street P.O. Box 8699 Philadelphia, PA 19101 Attn: Engineering Department	Verizon Pennsylvania, LLC 1050 Virginia Drive Floor 4 Fort Washington, PA 19034-3102 Attn: Kelly Blount
SEPTA Facilities Engineering Department 1234 Market Street Philadelphia, PA 19107 Attn: Gary Lawrence	PAPUC Railroad Crossing Applications Penn DOT Right of Way and Utilities Division Penn Dot Bureau of Design P.O. Box 3362 Attn: Mark Chappell PE Chief
PennDOT District 6-0 7000 Geerdes Boulevard King of Prussia, PA 19406-1525 Attn: Mr. Tom French	Gina M. D'Alfonso Assistant Counsel in Charge Department of Transportation Office of the Chief Counsel 9 <sup>th</sup> Floor P.O. Box 8212 Harrisburg, PA 17105-8212
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Comcast 190 Shoemaker Road Pottstown, PA. 19464 Attn: Mike Kimberly	Zayo Bandwidth Formerly PPL Telecom LLC 170 Robins Road Downingtown, PA 19335 Attn: John Howells

Dated: 2/8/2023

  
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Jeffrey M. Moore, P.E.



- STEEL CASING PIPE NOTES:
- ALL CASING PIPE SHALL BE ASTM A53 GRADE B, 0.50" WALL THICKNESS, STANDARD WEIGHT, MANUFACTURED IN ACCORDANCE WITH AWWA C200.
  - CASING PIPE SHALL BE REQUIRED FOR WATER MAINS CROSSING OVER AND UNDER HIGHWAYS, RAILROADS, OR ANY OTHER LOCATION WHERE A LEAKING PIPE CAN CREATE A HAZARDOUS CONDITION. IN GENERAL, CASING PIPE IS NOT REQUIRED FOR MAINS CROSSING BODIES OF WATER.
  - ALL EXPOSED CASING PIPE SHALL BE SHOP BLASTED AND COATED EXTERNALLY IN ACCORDANCE WITH THE STATE DOT PAINT SPECIFICATION FOR STRUCTURAL STEEL.
  - ALL STEEL PIPE BELOW GRADE SHALL BE WRAPPED WITH PROTECTO-WRAP 310, COLD APPLIED PIPE TAPE (WRAPPING TO EXTEND TO A MINIMUM OF 18" BEYOND FINISHED GRADE.) IF APPLICABLE, REFER TO THE CATHODIC PROTECTION PLAN FOR ADDITIONAL CORROSION PROTECTION MEASURES.
  - ALL STEEL PIPE SHALL BE ORDERED WITHOUT COATING 6" FROM EACH END TO ALLOW FOR BEVELING AND WELDING IN THE FIELD.
  - ALL WELDERS SHALL BE CERTIFIED IN ACCORDANCE WITH THE API 1104 CODE OR AN APPROVED EQUAL. CONTRACTOR SHALL PROVIDE OWNER WITH EVIDENCE OF CURRENT WELDER QUALIFICATION PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
  - ALL PRODUCTION WELDS SHALL BE PERFORMED, TESTED AND INSPECTED IN CONFORMANCE WITH THE CURRENT EDITION OF AWWA C206.
  - ANY WELDER WHO MAKES A PRODUCTION WELD THAT FAILS TO COMPLY WITH THE REQUIREMENTS OF AWWA C206 MAY BE IMMEDIATELY DISQUALIFIED FROM CURRENT AND/OR FUTURE WORK AT THE DISCRETION OF THE OWNER.

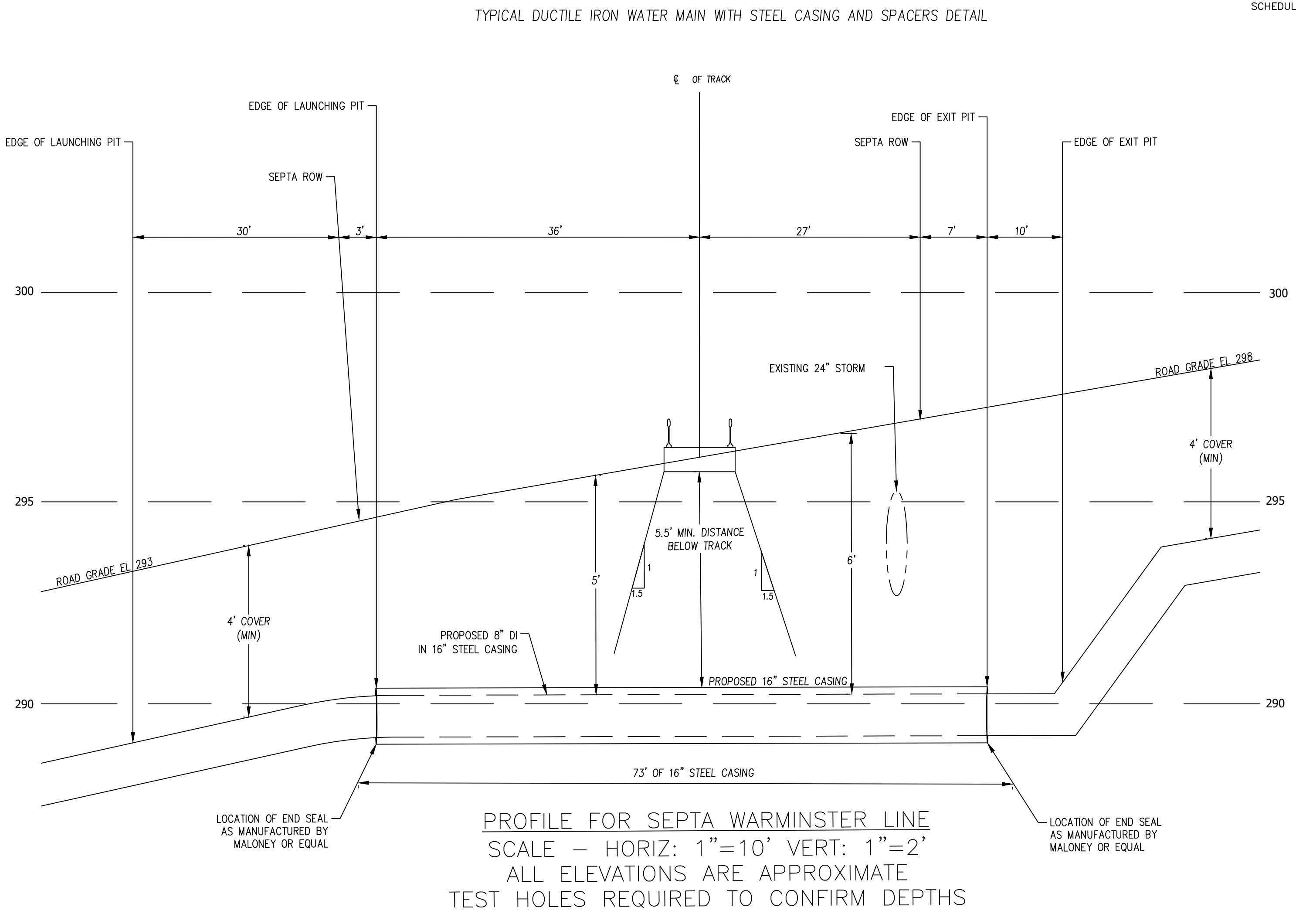
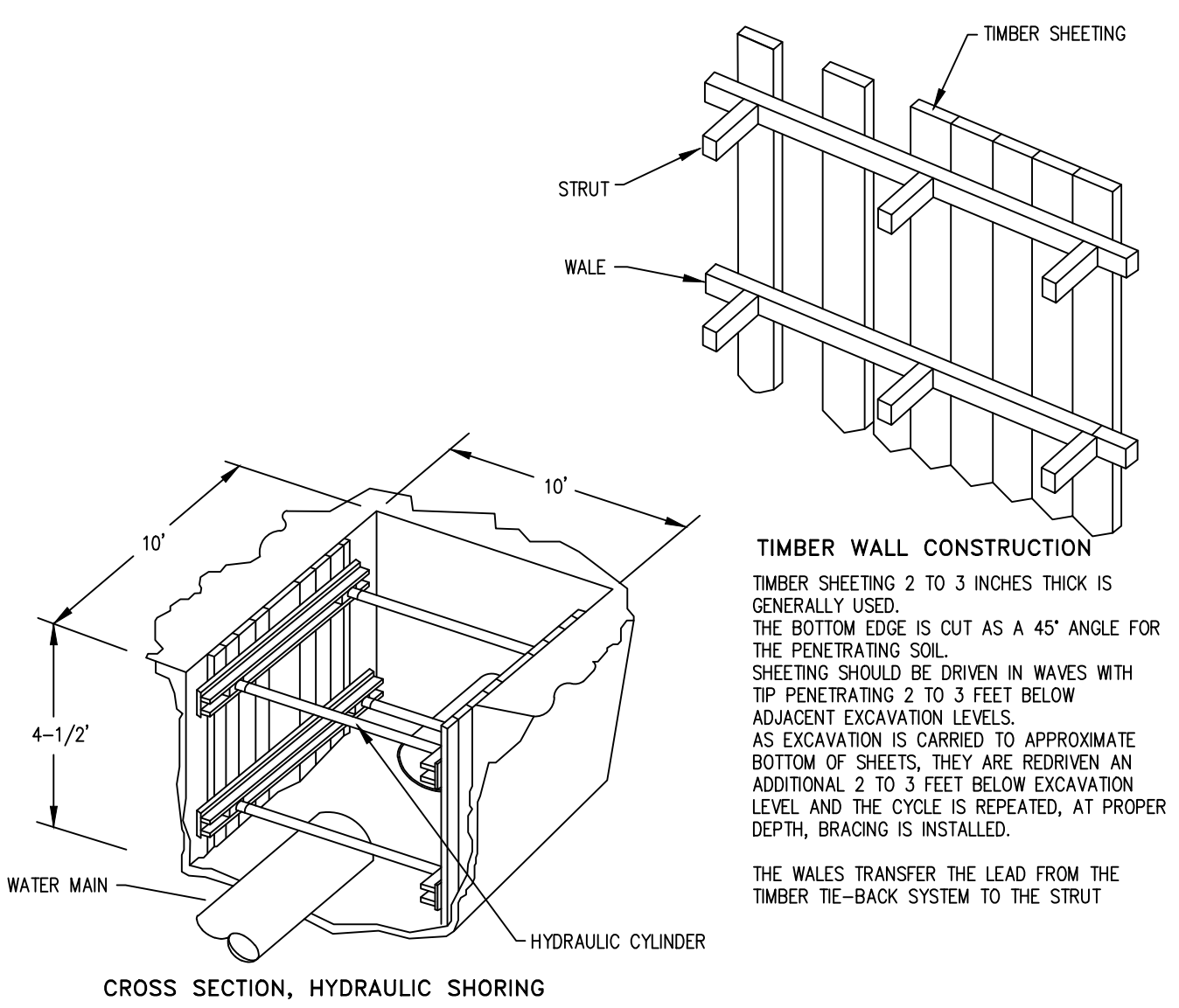
- DUCTILE IRON CARRIER PIPE NOTES:
- ALL DUCTILE IRON PIPE SHALL BE CLASS 52 (MIN.), CEMENT LINED, INTERNALLY AND EXTERNALLY COATED AS PER AWWA C150 (LATEST SPECS).
  - WHEN USING TYTON (OR PUSH-ON) JOINT PIPE, THE USE OF FIELD-LOK (RESTRAINT TYPE) GASKETS ARE REQUIRED AT EACH JOINT WITHIN THE CASING PIPE AND (2) PIPE JOINTS PAST THE CASING END SEAL ON EACH END. PIPE IS TO BE PUSHED THROUGH CASING, NOT PULLED. CONSULT PROJECT CONSTRUCTION PLANS IF OTHER TYPE OF RESTRAINT PIPE IS BEING INSTALLED AND FOLLOW THOSE SPECIFICATIONS ACCORDINGLY.

NOMINAL PIPE DIAMETER	MINIMUM NOMINAL CASING I.D.
8"	16"
10"	18"
12"	20"
16"	24"
20"	36"

- SEPTA CONSTRUCTION REQUIREMENTS
- OSHA RULE AND REGULATIONS MUST BE ADHERED TO FOR SAFETY IN EXCAVATIONS, THE DESIGN AND THE SHORING OF THE BORING PITS. ADDITIONALLY, PITS SHALL BE FENCED WITH ADEQUATE LIGHTING FOR PUBLIC SAFETY.
  - THE TRACK AND RIGHT-OF-WAY MUST BE PROTECTED FROM ANY EROSION CAUSED BY THE PROJECT FIELD WORK.
  - SHORING DESIGN IS THE RESPONSIBILITY OF THE CONTRACTOR. SHORING DETAILS AND CALCULATIONS TO BE APPROVED BY THE REPRESENTATIVE AND SUBMITTED TO SEPTA FOR REVIEW PRIOR TO CONSTRUCTION.
  - PROVIDE EVIDENCE THAT SEPTA'S INSURANCE REQUIREMENTS, AS DETERMINED BY SEPTA'S RISK MANAGEMENT OFFICE, HAVE BEEN MET.
  - ALL PERSONNEL INVOLVED IN THE FIELD WORK PORTION OF THE PROJECT, AND WHO'S DUTIES MIGHT INVOLVE ENTERING THE SEPTA RIGHT-OF-WAY, WILL BE REQUIRED TO ATTEND A FOUR HOUR SEMINAR IN ORDER TO OBTAIN SAFETY CERTIFICATION, AS MANDATED BY SEPTA AND THE FEDERAL RAILROAD ADMINISTRATION. THE ROADWAY WORKER SAFETY SEMINAR IS HELD BI-WEEKLY AT SEPTA'S MAIN OFFICE, 1234 MARKET STREET IN PHILADELPHIA. CONTACT SEPTA A MINIMUM OF 3 WEEKS IN ADVANCE OF WORK COMMENCING TO SCHEDULE ATTENDANCE FOR PROJECT PERSONNEL.
  - PROVIDE NOTIFICATION PRIOR TO THE START OF CONSTRUCTION, INCLUDING UPDATED PROJECT SCHEDULES.
  - STAINLESS STEEL CASING SPACERS SPECIFIED SHALL HAVE TWO PIECE STAINLESS BAND WITH POLYETHYLENE RUNNER HEIGHT OF ONE AND A HALF INCHES. RECOMMENDED PLACEMENT OF SPACERS ARE 3 PER 18-20 FT. LENGTH OF PIPE. SPACERS SHALL BE ADVANCED PRODUCT SYSTEMS, (337) 322-6116 OR APPROVED EQUAL.
  - A RIGHT OF ENTRY PERMIT MUST BE SECURED PRIOR TO START OF CONSTRUCTION.
  - A SIGN IDENTIFYING THE BURIED UTILITY AND EMERGENCY SHUTOFF VALVES WILL BE INSTALLED AT THE PIPE LOCATION. THE SIGN SHALL INCLUDE THE FACILITY OWNER NAME (AQUA) AND CONTACT NUMBER.
  - AQUA WILL PROVIDE A REGISTERED SURVEYOR WHO SHALL ESTABLISH THE TOP-OF-RAIL ELEVATIONS, FOR EACH RAIL, PRIOR TO THE START OF WORK. SUBSEQUENT ELEVATION MEASUREMENTS SHALL BE TAKEN DURING AND AT THE COMPLETION OF WORK, IN ORDER TO MONITOR TRACK CONDITIONS ABOVE THE BORE.
  - RAIL MONITORING SHALL BE REQUIRED. RAIL MONITORING DESIGN AND PLAN SHALL BE COMPLETED BY THE CONTRACTOR OR REGISTERED SURVEYOR AND SUBMITTED TO SEPTA FOR APPROVAL PRIOR TO CONSTRUCTION. AT A MINIMUM, RAIL MONITORING REQUIREMENTS ARE AS FOLLOWS:
    - ESTABLISH REMOTE MONITORING POINTS (RMPs) FOR COLLECTION OF DATA.
    - PRECONSTRUCTION MONITORING ACTIVITIES TO BEGIN AT LEAST 10 DAYS PRIOR TO START OF CONSTRUCTION
    - CONTRACTOR USING TOTAL STATION INSTRUMENT HAVING A MINIMUM ANGULAR ACCURACY OF 1-SECOND AND AN ELECTRONIC DISTANCE MEASUREMENT ACCURACY OF 1.0MM + 2PPM. TOTAL STATION TO LOCATE RMPs ON TRACK TO BE MONITORED
    - CONTRACTOR SHALL SPACE THE PRISMS AT 15'-6" INTERVALS
    - RMPs SHALL BE EITHER COMMERCIALY AVAILABLE CALIBRATED REFLECTIVE TARGETS OR SMALL PRISMS. ALL TARGETS SHALL BE MOUNTED AT A UNIFORM ELEVATION BELOW THE TOP OF RAIL.
    - REFLECTIVE TARGETS SHALL BE LESS THAN 3-INCHES SQUARE AND MOUNTED TO THE WEB OF THE RAIL BY ADHESIVE. ALLOWABLE MINIMUM ANGLE FROM INSTRUMENT TO TARGET FACE IS 30 DEGREES.
    - PRISMS MOUNTED ON RAIL BRACKETS SHALL REMAIN AT LEAST 1-INCH BELOW TOP OF RAIL HEAD AND MUST NOT INTERFERE WITH TRACK COMPONENTS.
    - CONTRACTOR SHALL INCLUDE PRISMS ON THE TRACK(S) THE WORK PASSES BENEATH.
    - IF THE PRISMS ENCOUNTER SPECIAL TRACK WORK LOCATIONS (CROSSINGS, TURNOUTS, MITER RAILS), CONTRACTOR SHALL NOTIFY SEPTA TO DETERMINE AN ALTERNATE ARRANGEMENT.
    - THE TOTAL COUNT ALONG THE TRACK SHALL EXTEND THROUGH THE ZONE OF INFLUENCE AND EXTEND AN ADDITIONAL FIVE (5) STATIONS, IN EITHER DIRECTION, OUTSIDE OF THE ZONE OF INFLUENCE.
    - 10.1. ZONE OF INFLUENCE USING THE DIAMETER OR WIDTH OF THE UNDERGROUND WORK, EXTENDING TO THE SURFACE OF THE GROUND AT THE SOIL ANGLE OF REPOSE. SOIL ANGLE OF REPOSE SHOULD BE TAKEN FROM THE DEPTH OF THE UNDERGROUND WORK TO GROUND LEVEL.
  - TO MINIMIZE THE POTENTIAL OF THE BORE HOLE COLLAPSING, ALL DRILLING AND BACK REAMING OPERATIONS MUST UTILIZE TRAIL RODS.
  - CASING PIPE BORING AND DRILLING OPERATIONS SHALL COMMENCE CONTINUOUSLY WITHOUT STOPPAGE.
  - ALL SPOLS GENERATED FROM THE BORING AND DRILLING OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF-SITE. NO ON-SITE STORAGE OF SPOIL MATERIALS WILL BE PERMITTED WITHIN SEPTA R/W.

TOOL BOX MEETINGS:  
THE CONTRACTOR'S SUPERINTENDENT OR SAFETY OFFICER SHALL HOLD DAILY "TOOL BOX" JOB BRIEFINGS WITH ALL CONTRACTOR PERSONNEL. SUBJECTS, TIME, AND LOCATION CAN BE SET AT THE CONTRACTOR'S CONVENIENCE. SEPTA REQUIRES 3 BUSINESS DAYS PRIOR NOTICE, OR A SCHEDULE OF SUCH TOOL BOX MEETINGS. THIS NOTICE SHALL INCLUDE LOCATION AND AGENDA.

- WORK AREAS WILL BE CLEARED, PRECAUTIONS TO PROTECT EXISTING DRAINAGE AND EROSION CONDITIONS WILL BE TAKEN. APPROPRIATE SIGNS TO DIVERT TRAFFIC WILL BE PLACED IN ACCORDANCE WITH SEPTA, ABINGTON TOWNSHIP, AND UPPER MORELAND TOWNSHIP SPECIFICATIONS; NO EQUIPMENT SHALL BE OPERATED ON OR NEAR THE TRACK IN ANY WAY THAT COULD ERODE THE TRACK SHOULDER OR TRACK STRUCTURE. EQUIPMENT IS THEN STAGED ON SITE AND NECESSARY TRAFFIC CONTROLS AND DESIGNATED WORK AREAS PUT IN PLACE.
- CONSTRUCT ONE (1) 10'X30' LAUNCH PIT AND ONE (1) 10'X10' EXIT PIT. THE LAUNCH PITS WILL BE OUTSIDE OF THE SEPTA RIGHT-OF-WAY. ALL PITS WILL HAVE SHEETED AND SHORED WALLS PER DETAIL (SEE THIS SHEET).
- INSTALL BORING MACHINE RAILS AND LEVEL WITH FLOOR OF LAUNCH PIT. PLACE THE BORING MACHINE ON THE RAILS.
- PLACE CASING PIPE ON RAILS AND ATTACH BORING HEAD AND AUGERS TO THE BORING MACHINE.
- THE TRACKS OF THE RAILROAD WILL BE SURVEYED BEFORE BORING BEGINS.
- AS THE HOLE IS BORED, SOIL IS REMOVED FROM LAUNCH PIT AND A COMPLETE SECTION OF CASING PIPE IS INSERTED. THE NEXT SECTION OF CASING IS WELDED TO THE EXISTING CASING AND AUGERS ARE ADDED TO THE BORING MACHINE. THIS PROCEDURE IS REPEATED UNTIL THE CASING EXTENDS ACROSS THE RAILROAD RIGHT-OF-WAY INTO THE EXIT PIT.
- DURING THE BORING PROCEDURE THE TRACKS WILL BE SURVEYED TO CHECK FOR ANY CHANGE IN ELEVATION.
- AFTER THE CASING IS INSERTED THE CASING SPACERS ARE ATTACHED TO THE CARRIER PIPE PER DETAIL (SEE THIS SHEET).
- THE CARRIER PIPE AND SPACERS ARE INSERTED IN THE CASING PIPE UNTIL IT REACHES THE OTHER SIDE OF THE RAILROAD RIGHT-OF-WAY AND/OR THE EXIT PIT.
- THE CASING PIPE IS SEALED PER DETAIL, THIS SHEET. THE EXIT PIT AND TRENCH ARE BACKFILLED AND RESTORED TO MATCH EXISTING CONDITIONS.
- THE BORING MACHINE AND RAILS ARE REMOVED AND THE LAUNCH/EXIT PITS ARE BACKFILLED AND RESTORED TO EXISTING CONDITIONS. BACKFILL AND RESTORATION TO BE IN ACCORDANCE WITH ABINGTON TOWNSHIP AND UPPER MORELAND TOWNSHIP SPECIFICATIONS AND REQUIREMENTS. SIGNS IDENTIFYING THE BURIED UTILITY SHALL BE PLACED AT THE PIPE LOCATION OUTSIDE RAILROAD RIGHT-OF-WAY.
- THE TRACK OF THE RAILROAD IS THEN SURVEYED FOR ANY ELEVATION CHANGES. WHEN DISTURBED AREAS ARE RESTORED TO ORIGINAL CONDITION, TRAFFIC CONTROL AND EQUIPMENT IS REMOVED.



PIPE CROSSING DATA	CARRIER PIPE	CASING PIPE
CONTENTS TO BE HANDLED	WATER	NONE
OPERATING PRESSURE (PSI)	97	N/A
NOMINAL PIPE SIZE (")	8"	16"
O.S. DIAMETER (")	9.05"	16.00"
I.S. DIAMETER (")	8.39"	15.00"
WALL THICKNESS (")	0.33"	0.50"
WEIGHT PER FOOT (LBS)	29	83
MATERIAL	DUCTILE	STEEL
PROCESS OF MANUFACTURE	CENTRIFUGALLY CAST	WELDED ROUND PIPE
SPECIFICATION	AWWA C150/C151	ASTM A53 & AWWA C200
GRADE OR CLASS	THICKNESS CLASS 52	A53 GRADE B
WORKING PRESSURE (PSI)	150	N/A
TYPE OF JOINT	MECHANICAL	WELDED
TYPE OF COATING	BITUMASTIC	BITUMASTIC
DETAILS OF CATHODIC PROTECTION	COATING	WRAP OR COATING
DETAILS OF SEAL OR PROTECTION AT ENDS OF COATING	N/A	FLEXIBLE OIL/WATER RESISTANT RUBBER END SEALS
METHOD OF INSTALLATION	PUSHING	BORING
SPECIFIC MIN. YIELD STRENGTH	42,000 PSI	35,000 PSI

ISSUED FOR CONSTRUCTION			
DESIGN COMPLETION			
NO	DATE	REVISION	INTL.
AQUA PENNSYLVANIA, INCORPORATED 762 LANCASTER AVENUE, BRYN MAWR, PA., 19010			
PROJECT PLAN FOR: <b>EAST MORELAND ROAD SR 0063 PROJECT</b> SEPTA RAILROAD CROSSING - JACK AND BORE ABINGTON & UPPER MORELAND TOWNSHIP, MONTGOMERY COUNTY			
DRAWN BY: AJ	CHK'D BY: JMM/LAPS	EXT No: 19708-E	
DATE: 7/15/2022	SCALE: N.T.S.	PLATE: 5-11	
PROJECT No: 474.16	ACTIVITY No: 00	<b>A - 66980</b>	
APPROVED		SHEET 3	OF 9

