



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

IN REPLY PLEASE
REFER TO OUR FILE

June 2, 2023

A-2022-3036477

TO ALL PARTIES OF RECORD

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to replace one span of the superstructure of the existing railroad bridge where State Route 1001 (River Road) crosses under the track of R.J. Corman Railroad Company/Pennsylvania Lines, Inc., DOT Number 148 713 V in Lawrence Township, Clearfield County, the allocation of costs incident thereto, and an exemption from the Commission's minimum side clearances required by 52 Pa. Code, Section 33.122.

To Whom It May Concern:

This matter is before us by reason of an application filed with the Commission on October 31, 2022, by the Pennsylvania Department of Transportation (Department) seeking Commission approval to alter the crossing (DOT 148 713 V) where State Route (SR) 1001 (River Road) crosses, below grade, the track of R.J. Corman Railroad Company/Pennsylvania Lines, Inc. (R.J. Corman) located in Lawrence Township, Clearfield County.

The existing bridge carries one track of R.J. Corman's Cresson Branch at approximately mile point 65.60. According to the most recent U.S. Department of Transportation crossing inventory form, this section of rail line serves one train per day at speeds of up to 10 miles per hour. SR 1001 (River Road) crosses below grade the existing bridge and is a two-way, asphalt paved roadway, with narrow asphalt paved shoulders on both sides. The average daily traffic for this route is reported as 5,767 vehicles per day with 5 percent truck traffic. The bridge is located approximately 860-feet south of the intersection of SR 1001 (River Road) and T-990 (High Level Road; local roadway).

The existing bridge was constructed in 1909. The existing superstructure consists of three (3) spans of riveted built-up steel members in the configuration of a Baltimore through-truss. The center-to-center length of span 1 over SR 1001 (River Road) is 111-feet 11 1/2-inches. The center-to-center width of the truss varies from 17-feet 2 3/4-inches to 17-feet 4-inches. The center-to-center of the truss bottom chord to the truss top chord is approximately 27-feet 11-inches. The rails and wooden crossties are affixed to the stringers. The superstructure is supported by abutments with flared wingwalls, and solid pier walls constructed of stone masonry with reinforced concrete caps. The bridge is currently posted for a vertical clearance restriction of 12-feet 4-inches on each roadway approach to the bridge with advance signing in place.

A field investigation and conference was arranged by a Commission staff engineer and held on January 5, 2023 at the site of the subject crossing. Representatives of the Department, HNTB (Department consultant), R.J. Corman, Lawrence Township, Clearfield Municipal Authority, Envision, Verizon and PA Grain attended the field conference. Although notified by letter dated December 6, 2022 sent by electronic mail, there were no representatives of Clearfield County, Borough of Clearfield, Pennsylvania Electric Company, Breezeline / Atlantic Broadband, UGI Utilities, Inc., Terradex Inc. or KCI Technologies Inc. in attendance.

Due to its low clearance, the existing bridge has a history of over-height vehicle strikes and visible damage to the superstructure. The Department proposes to replace a single span of the existing bridge over SR 1001 (River Road) with a span that will increase the vertical clearance from the top of the roadway to the underside of the bridge to a minimum of 14-feet 7-inches. The proposed span consists of steel plate through-girders with a 114-inch web height and steel W16x77 floorbeams, a 1/2-inch thick steel deck plate and direct fixation of the rails to the steel deck plate (no wooden crossties). The center-to-center bearing is proposed to be 112-feet 1 5/8-inches. The center-to-center of the through girders will be 18-feet. The bridge is on a tangent horizontal alignment. The existing masonry substructure units will be re-used. The existing concrete caps will be demolished to accommodate new pre-cast reinforced concrete caps that will be doweled into the existing stone masonry substructure units. The skew angles for the substructure are parallel to the roadway baseline. High load multi-rotational disc bearings are proposed.

The project will be constructed using a combination of temporary lane closures and full roadway closure with detour route with an estimated maximum cumulative roadway closure of fifteen (15) days and a maximum track outage of four (4) days. The existing bridge will be lifted off its supports in one piece. The proposed bridge will be built on-site in a staging area north of the existing bridge and lifted into place. The removal of the existing bridge and installation of the proposed bridge will utilize a self-propelled modular transporter (SPMT) to help accelerate the construction process.

Upon review of the preliminary plans provided to a Commission staff engineer, it appears that an exemption from the Commission's lateral (side) clearance required by 52 Pa. Code, Section 33.122 is necessary. The existing minimum lateral (side) clearance with respect to the centerline of track to the nearest obstruction (inside face of truss member) is 7-feet 5 1/8-inches. The proposed minimum lateral (side) clearance with respect to the centerline of track to the nearest obstruction (interior knee braces for through-girders) is 6-feet 3 7/8-inches.

Following a careful review of Commission records, it has been determined that the crossing (DOT 148 713 V) appears to have never been memorialized by Secretarial Letter or Commission Order and/or was not located within the Commission's records. This Secretarial Letter will also serve to formally establish the grade separated crossing as a public crossing and memorialize the current maintenance responsibilities, until the point in time when the bridge has been demolished as part of the construction of the new bridge.

The Department was advised that if it becomes necessary for the Commission to appropriate any property, they may submit detailed right-of-way plans and property descriptions (metes and bounds) for any property for the Commission to appropriate.

The Department agrees to prepare and submit complete detailed detour, signage and pavement marking and structure plans for the proposed project at the subject crossing to each party in interest for review and to this Commission for approval, at their sole cost and expense.

R.J. Corman agrees to contribute up to \$500,000.00 toward the cost of the proposed project. R.J. Corman has also agreed to furnish and maintain watchmen, flagmen and/or inspectors that may be deemed necessary to protect and safeguard its railroad operations or facilities, at its sole cost and expense. R.J. Corman agrees to maintain its facilities, existing or altered, at their sole cost and expense.

The Department agrees to furnish all materials and perform all work to construct the project at utilizing State funds with an estimated project cost of \$5,300,000.00, less the contribution from R.J. Corman of up to \$500,000.00. The Department agrees to maintain their highway facilities, existing or altered, at their sole cost and expense.

Significant relocation of non-carrier public utilities is expected. Aerial utilities are located on a pole line to the west of the roadway and are above and below the existing bridge. These utilities are required to relocate to accommodate the removal of the existing bridge and installation of the proposed bridge. There is further potential for underground utilities to be relocated or protected during the construction process. The SPMT bearing the full load of the existing and proposed structures will impart heavy loading to the roadway surface above the underground utilities. Non-carrier public utilities will relocate their facilities at their initial cost and expense, if required.

The Commission hereby establishes its jurisdictional limits at the subject crossing as the area within the confines of the railroad right-of-way and the highway right-of-way, to further include the limits of the proposed new span and approach slab, its supporting abutment and associated wingwalls and pier.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission and no party in attendance at the field conference objected to the proposed improvements as discussed, we find that a Secretarial Letter can be issued approving the application without a formal hearing.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the alteration 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 crossing (DOT 148 713 V) where State Route 1001 (River Road) crosses, below grade, the track of R.J. Corman Railroad Company/Pennsylvania Lines, Inc. located in Lawrence Township, Clearfield County, be and is hereby established as a public crossing.

2. The caption of the subject proceeding is hereby revised as shown herein.

3. The public crossing where State Route 1001 (River Road) crosses, below grade, the track of R.J. Corman Railroad Company/Pennsylvania Lines, Inc. (DOT 148 713 V) located in the Lawrence Township, Clearfield County be altered as herein directed.

4. Exemption from the Commission's minimum side clearance requirements of 52 Pa. Code §33.122, be and is hereby granted, in this particular instance, for a side clearance of 6-feet 3 7/8-inches with respect to the centerline of track to the nearest obstruction (interior knee braces for through-girders) at the public crossing (DOT 148 713 V).

5. Pennsylvania Department of Transportation, at its sole cost and expense, and prior to the start of construction, prepare and submit complete detailed detour, signage and pavement marking and structure plans for the subject crossing to all parties for review and to the Commission for approval.

6. R.J. Corman Railroad Company/Pennsylvania Lines, Inc., at its sole cost and expense, furnish any watchmen, flagmen, inspectors and/or engineering services that may be deemed necessary to protect the railroad's operations or facilities during the time the facilities are being installed.

7. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to establish and maintain any detours or traffic control that may be necessary to properly and safely accommodate vehicular, pedestrian and railroad traffic during the time the crossing is being altered.

8. Pennsylvania Department of Transportation, furnish all material and do all work necessary to remove the existing railroad bridge span over State Route 1001 (River Road) and construct the new span to provide a minimum of 14-feet 6-inches of clearance over the aforesaid roadway and any ancillary features thereof; all constructed in accordance with the approved plans and this Secretarial Letter. R.J. Corman Railroad Company/Pennsylvania Lines, Inc. will provide up to \$500,000.00 toward the replacement of the bridge; any costs exceeding \$500,000.00 shall be borne by the Pennsylvania Department of Transportation.

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

10. Any relocation of, changes in and/or removal of any adjacent structures, equipment or facilities of any non-carrier public utility or municipal authority, which may be required as incidental to the alteration of the crossing be made by said public utility or municipal authority at its initial cost, and in such a manner as will not interfere with the alteration of the crossing; and such relocated or altered facilities thereafter be maintained by said public utility at its sole cost and expense.

11. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary to complete the remainder of the project, and any other ancillary features of the project, generally in accordance with the approved plans and this Secretarial Letter.

12. Pennsylvania Department of Transportation provide at least thirty (30) days advance notice of the start of work of the crossing alteration project to each party involved in this proceeding.

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

14. All work necessary to alter the crossing be completed in a manner satisfactory to this Commission on or before December 31, 2025, and that on or before said date, Pennsylvania Department of Transportation report in writing to this Commission the date of actual completion of the work.

15. All costs which are to be reimbursed by the Department of Transportation consistent with this letter shall be reimbursed pursuant to the provisions of 23 C.F.R. 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.

16. This Secretarial Letter is without prejudice to the right of any party to recover all or part of any costs incurred by said party in compliance with the provisions of this Secretarial Letter, in accordance with any lawful agreement between it and any other party.

17. The terms of any agreement established in accordance with this Secretarial Letter shall not preclude the Pennsylvania Public Utility Commission from taking any action necessary to protect the public interest, including but not limited to the reassignment or enforcement of any costs or responsibilities assigned or transferred as a result of this Secretarial Letter.

18. R.J. Corman Railroad Company/Pennsylvania Lines, Inc., at its sole cost and expense, furnish all material and perform all work necessary to maintain its railroad bridge (including the substructure, wingwalls, bearings, superstructure, approach slab, deck drains and tracks) and any other railroad facility at the subject crossing, existing or altered, in a safe and satisfactory condition and provide Pennsylvania Department of Transportation at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

19. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to maintain its highway facilities at the crossing, existing or altered, in a safe and satisfactory condition and provide R.J. Corman Railroad Company/Pennsylvania Lines, Inc. at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

20. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary for the removal of snow, ice and debris from the roadway pavement at the public crossing and the approaches thereto.

21. Each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary to maintain its respective facilities, existing or altered, located within the limits of the alteration.

22. Upon completion of the work herein directed, and upon written request from any party of record, this proceeding be scheduled for a hearing at a time and place to be determined by the Commission, for the purpose of taking testimony upon the final allocation of any remaining costs incurred by the non-carrier utility companies and 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.

All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax or by e-mail. Parties are encouraged to file formal documents by eFiling with the Secretary of the Commission by opening an eFiling account through the Commission's website (the account is free of charge) 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. There are certain filings that cannot be eFiled, such as filings containing confidential or proprietary material. These must be submitted to the Secretary by overnight delivery, priority or certified mail to allow tracking of your filing.

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 eFiled with the Secretary of the Commission or sent to: Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120, and must be filed 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,

A handwritten signature in cursive script, appearing to read "Rosemary Chiavetta".

Rosemary Chiavetta
Secretary