

August 29, 2023

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
P.O. Box 3265
400 North Street, 2nd Floor
Harrisburg, PA 17105-3265

Re: Investigation upon the Commission's motion into matters pertaining to the Proper safety of the traveling public and disposition of the crossing where State Route SR0268, crosses over a railroad tunnel formally used by Bessemer & Lake Erie Railroad in Fairview Township, Butler County and where State Route SR0268 formerly crossed, below grade, the track of Bessemer and Lake Erie Railroad in Bradys Bend Township, Armstrong County, Docket No. I-2019-3012769
BW File No.: 10684-272312

Dear Secretary Chiavetta:

In accordance with the Secretarial Letter I-2019-3012769 dated June 1, 2023, enclosed for your approval please find detailed construction plans for the work proposed to permanently dewater, seal, and fill the entire subject tunnel structure at SR0268, from portal to portal.

Bessemer & Lake Erie Railroad Company hereby avers that the aforementioned plans are being sent to the following parties of record for examination simultaneously with this submission to the Public Utility Commission in accordance with the requirements of 52 Pa. Code § 1.54 as indicated by the Certificate of Service..

If you have any questions or need additional information, please do not hesitate to contact me.

Very truly yours,



John M. Steidle

JMS/cap
Enclosure

cc: All Interested Parties of Record (per attached service list)
Administrative Law Judge Mary D. Long

CONSTRUCTION PLANS

**Bessemer and Lake Erie Railroad
Western Allegheny Branch – Tunnel 42.09
Fairview Township, Butler County, PA
Permanent Fill Proposal**

Goal: Provide and Install suitable material(s) to reasonably and permanently fill existing tunnel remnants at the subject site. The following provides a plan summary of Swank Construction Company's (SCC) approach to complete tunnel closure/filling of the previously used Railroad tunnel under SR268.

Means and Methods: SCC envisions several potentially viable approaches to the work.

- 1) Top Access-Preferred Option
 - A) From the existing ground surface above the tunnel, drill 12" to 24" diameter access holes as near as practical to the tunnel mid-line at approximately 30' spacing. All work performed outside SR268 roadway limits (travel lanes and shoulders).
 - B) From the existing ground surface, place, via free-fall, AASHTO #1 size aggregate in the tunnel. This is expected to accomplish most of the filling.
 - C) Fill the expected margin between the top of the #1 aggregate and the top of the tunnel by placing a flowable fill material, sand/cement mix, through the drilled access holes. An intermediate step may include choking the #1 aggregate with a pea-gravel or similar sized stone. Batch flowable material via a mobile mixer truck thereby eliminating the need for a batch plant.
- 2) End Access Alternate Option
 - A) Transmit material from the ends via remote controlled equipment and/or conveyor.
- 3) Tunnel Portals
 - A) Once tunnel is sufficiently filled, collapse/remove tunnel portal ends and dress the remaining areas to resemble adjacent slopes. Collapse liner at tunnel ends using heavy equipment (i.e., excavator) to pull liner to existing ground (similar to collapsed area). Collapsed liner to conform to existing ground profile.

Sequence:

- A) Pre-Phase

Prepare and gain approval for Erosion and Sedimentation (County) Permit and PADOT Traffic Control Plan. PADOT traffic control plan limited to warning signs related to construction equipment entering/exiting roadway.
 - B) "Optional" Pre-Phase (in addition to above)

Gain early access via permission from property owners to perform early action drilling (limited to minimal quantity). This allows "proof of concept" for the preferred option as well as an allowance for any modifications for the balance the work.
- 1) Create temporary access roads from SR268 to both portals as well as along the top of the tunnel by grading and stabilizing roads. Establish a laydown yard in a previously stoned lot in the vicinity of the project.
 - 2) Install pumps to dewater ponding areas at approach to each portal. Hoses to be routed to low lying area away from work areas. Hose discharges routed to straw bale sediment traps.

- 3) Begin drilling near the previously collapsed tunnel section and work outward. As drilled holes are completed, place aggregate through the holes and monitor by viewing from the ends. Aggregate to displace areas of ponding water absent dewatering.
- 4) As sections are identified as being substantially filled, top sections off with a sand/cement mix (i.e., flowable fill) via the access holes.
- 5) Collapse and dress tunnel portals.
- 6) Remove access roads, regrade, seed and mulch disturbed areas. PADOT to remove traffic control devices.

CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing **Submission of Proposed Construction Plans** dated August 29, 2023, upon the parties listed below, in accordance with the requirements of 52 Pa. Code § 1.54 (related to service by a party).

Service by Electronic Mail Only:

Honorable Mary D. Long
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Respectfully submitted,

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