



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

IN REPLY PLEASE
REFER TO OUR FILE

December 15, 2023

A-2023-3042023

TO ALL PARTIES OF RECORD

Application of the Gettysburg & Northern Railroad for approval to alter the public crossing (DOT 593 415 U) where T-501 (Goldenville Road) crosses, at grade, one (1) track of Gettysburg & Northern Railroad, located in Butler Township, Adams County.

To Whom It May Concern:

This matter is before us by reason of an application received by the Commission on August 1, 2023, by the Gettysburg & Northern Railroad seeking Commission approval to alter the crossing where T-501 (Goldenville Road) crosses, at grade, one (1) track of Gettysburg & Northern Railroad (DOT 593 415 U) located in Butler Township, Adams County.

In its application, Gettysburg & Northern Railroad states it is desirable to alter the crossing by rehabilitating it with new Grade Crossing (Crossbuck) (R15-1) signs, two (2) new 2-way flasher assemblies, new mounting arms, new backgrounds, and new LED flashers with hoods. No utility work is planned for this crossing location. In the application, Gettysburg & Northern Railroad states that the alterations are necessary to promote safer traffic flow along with enhancing railroad operations and safety.

According to the Federal Railroad Administration's grade crossing database the public crossing is located at mile post 26.62 on Gettysburg & Northern Railroad's line with 2 daytime train movements per day at a maximum timetable speed of 10 miles per hour. T-501 (Goldenville Road) was reported as having an average daily traffic volume of 206 vehicles with 2% truck traffic and has a posted speed limit of 45 miles per hour.

A field investigation and conference was arranged by a Commission staff engineer and held on September 20, 2023 at the site of the subject crossing. Representatives of the Federal Railroad Administration, Pennsylvania Department of Transportation, Gettysburg & Northern Railroad, CSR Engineering (Gettysburg & Northern Railroad), CDL Electric (Gettysburg & Northern Railroad) and Butler Township attended the field conference.

At the field conference, it was noted that T-501 (Goldenville Road) is a two (2) lane, two-way, asphalt paved roadway that crosses one (1) track of Gettysburg & Northern Railroad (DOT 593 415 U), with an asphalt crossing surface in good condition. The warning devices at the crossing consist of cantilever-mounted automatically operated flashing-light signals in the eastbound approach and post-mounted automatically operated flashing-light signals in the westbound approach. Both approaches are equipped with Grade Crossing (Crossbuck) (R15-1), Emergency Notification (I-13), and a non-standard "STOP ON RED SIGNAL" signs. Additionally, both approach roadways have Grade Crossing Advance Warning (W10-1) signs. There are no stop lines or grade crossing pavement markings present on either approach roadway.

Gettysburg & Northern Railroad described the details of the project and provided a preliminary plan attached to the subject application. At the field conference, it was determined that some of the proposed alterations have been previously completed by the railroad and the scope of the alterations for this docket will consist of 1) installation of new Emergency Notification (I-13) signs, if required, 2) installation of stop lines and grade crossing pavement markings on both highway approaches, 3) replace the existing mechanical bell with a new electronic bell and 4) removal of the non-standard "STOP ON RED SIGNAL" signs attached to each railroad warning device post assembly.

The Commission will affirm and memorialize the crossing alterations previously completed by Gettysburg & Northern Railroad.

Gettysburg & Northern Railroad agrees to perform the necessary alterations, provide for maintenance and protection of highway and pedestrian traffic during the time the work is being performed and agrees to the future maintenance of all railroad facilities at the subject crossing including the active railroad warning devices and the crossing surface.

Butler Township agrees to maintain the highway approaches to the subject crossing as well as the Grade Crossing Advance Warning (W10-1) signs, stop lines and grade crossing pavement markings on each approach roadway.

No party in attendance at the field conference objected to the alterations as proposed by Gettysburg & Northern Railroad.

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.

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 matters involved and inasmuch as no objection has been filed with the Commission, 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; THEREFORE:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. Butler Township be made a party hereto.
3. The public crossing (DOT 593 415 U) where T-501 (Goldenville Road) crosses, at grade, one (1) track of Gettysburg & Northern Railroad located in Butler Township, Adams County, be affirmed for the completion of work associated with upgraded LED roundels and be altered as herein directed.
4. Gettysburg & Northern Railroad, at its sole cost and expense, furnish all material and perform all work necessary to alter the subject crossing by 1) installing new Emergency Notification (I-13) signs, if required, 2) installing stop lines and grade crossing pavement markings on both highway approaches to the subject crossing, 3) replacing the existing mechanical bell with a new electronic bell and 4) removing the non-standard "STOP ON RED SIGNAL" signs attached to each railroad warning device post, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.
5. Gettysburg & Northern Railroad, at its sole cost and expense, furnish all material and perform all work necessary to establish and maintain any detours or traffic controls that may be required to properly and safely accommodate highway and pedestrian traffic during the time the crossing is being altered.
6. 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, which may be required as incidental to the alteration of the crossing be made by said public utility company or municipal authority at its initial cost and expense, 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 or municipal authority at its sole cost and expense.
7. Gettysburg & Northern Railroad, at its sole cost and expense, furnish all material and perform all work relating to its facilities which may be required as incidental to the performance of the proposed work and 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.
8. The alteration of the crossing be completed on or before December 31, 2024, and that on or before said date Gettysburg & Northern Railroad, 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 this Secretarial Letter.
9. Gettysburg & Northern Railroad, at its sole cost and expense, pay all compensation for damages, if any, due to owners of property taken, injured or destroyed by reason of their respective work at the crossing accordance with this Secretarial Letter.
10. 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 so that the requirements of each of the parties will be provided for and accommodated insofar as possible.

11. Gettysburg & Northern Railroad, cooperate with the non-carrier utilities involved, so that during the alteration of the involved crossing, the facilities of the non-carrier utilities will not be endangered or unnecessarily interrupted.

12. Gettysburg & Northern Railroad, at least seven (7) days prior to the start of work, notify all parties in interest of the actual date on which work will begin.

13. Upon completion of the alteration of the crossing, Gettysburg & Northern Railroad, at its sole cost and expense, furnish all material and perform all work necessary to maintain its railroad facilities at the subject crossing, including the warning devices and all appurtenant equipment, and maintain at all times in a smooth and satisfactory condition the crossing surface located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter; and provide Butler Township at least ten (10) business days advance notice when performing any work as directed by this paragraph.

14. Upon completion of the alteration of the crossing, Butler Township, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its highway approach roadways to the subject crossing to points twenty-four (24) inches beyond each outside rail and in addition, maintain the grade crossing advance warning signs, stop lines and pavement markings, if required, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter; and provide Gettysburg & Northern Railroad at least ten (10) business days advance notice when performing any work as directed by this paragraph.

15. 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.

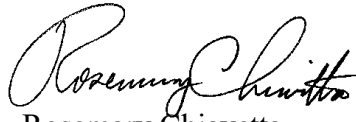
All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax 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