

Douglas W. Chew  
Vice-Chairman

Sean Kertes  
Chairman

Ted Kopas  
Secretary

OFFICE OF THE COUNTY SOLICITOR  
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GREENSBURG, PA 15601



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November 12, 2024

Ms. Rosemary Chiavetta  
Secretary  
Commonwealth of Pennsylvania  
Pennsylvania Public Utility Commission  
P.O. Box 3265  
Harrisburg, PA 17105-3265

**Re: *Fourth Street Bridge Replacement Project  
West Broadway Avenue, Section FSB  
North Irwin Borough, Westmoreland County***

***Application of Westmoreland County for approval to replace  
an above grade public crossing by the installation of a single-span  
steel girder bridge where West Broadway Avenue/Fourth Street crosses  
Norfolk Southern Railroad (NSRC) BR0028787 – PT-331.87;  
U.S. Department of Transportation Federal Highway  
Administration (FHWA) will fund the bridge replacement, but  
Westmoreland County will own and maintain the bridge located in  
the Borough of North Irwin, Westmoreland County, Pennsylvania.***

Dear Ms. Chiavetta:

Enclosed is an original application to the Public Utility Commission, including Exhibits A through E, a verification form attesting to the veracity of the information contained in the application, and a certificate of service indicating that copies of the application were mailed to each of the organizations listed. It was requested that objections raised by any party of interest be forwarded to the PUC, in writing, within twenty (20) days from the date that each party received its copy of the application.

Westmoreland County is also prepared to attend a field conference and to provide additional information as requested. If you have any questions, please call Vaughn W. Neill, P.E., Westmoreland County Engineer at 724-830-3966, or by email at [vneill@westmorelandcountypa.gov](mailto:vneill@westmorelandcountypa.gov).

Sincerely,

A handwritten signature in blue ink, which appears to read "Timothy C. Andrews". The signature is written in a cursive, flowing style.

Timothy C. Andrews, Esq.  
Westmoreland County Assistant Solicitor

ATTACHMENTS:

Exhibit A – Location Map

Exhibit B – Proposed Bridge Type, Size, and Location Plan

Exhibit D – Proposed Roadway Plan and Typical Section

Exhibit E – Railroad Crossing Data Forms D-4279 and D-4279A

Exhibit F – Right of Way Plans (excerpt)

cc: V. Neill – Westmoreland Co. – w/encl.  
C. Covert - PennDOT - w/encl.  
B. Burkus – PennDOT - w/encl.  
R. Epley – PennDOT – w/encl.  
T. Ryczek – PennDOT - w/encl.  
W. Siess - SAI – w/encl.

**APPLICATION FOR APPROVAL OF THE CONSTRUCTION, ALTERATION,  
RELOCATION, ABOLITION, OR SUSPENSION OF ANY CROSSING AT GRADE OR  
ABOVE OR BELOW GRADE  
(Public Utility Law, Section 2702 of Title 66)**

**BEFORE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of Westmoreland County for approval to replace an above grade crossing by the installation of a single-span steel girder bridge where West Broadway Avenue/Fourth Street crosses Norfolk Southern Railroad (NSRC) BR0028787 – PT-331.87; U.S. Department of Transportation Federal Highway Administration (FHWA) will fund the bridge replacement, but Westmoreland County will own and maintain the bridge located in the Borough of North Irwin, Westmoreland County, Pennsylvania.

Application  
Docket No. \_\_\_\_\_

To Pennsylvania Public Utility Commission:

1. The name and address of applicant is Westmoreland County, 2 N. Main St., Suite 101, Greensburg, Pennsylvania, 15601.
2. The name and address of applicant's attorney is Timothy C. Andrews, Esquire, Assistant Solicitor, Westmoreland County, 2 N. Main St., Suite 103, Greensburg, Pennsylvania 15601.
3. It is desirable to install a replacement bridge, which carries West Broadway Avenue/Fourth Street over Norfolk Southern Railroad (NSRC) BR0028787 – PT-331.87. The project site is located approximately 1000 feet west of the intersection of State Route 993 and Main Street through Irwin, PA. See **Exhibit A** – Location Map. The existing bridge was constructed circa 1900 by the Pennsylvania Railroad Company as part of a land deal with North Irwin Borough. The Borough vacated a portion of Fourth Street to permit the Railroad to relocate its tracks to their current location. In exchange, the Pennsylvania Railroad Company agreed to build and maintain a bridge over their relocated railroad tracks.

The existing bridge consisted of a three-span steel continuous girder-floorbeam-stringer system with stone masonry abutments and two 2-column steel bent piers. The superstructure consisted of two continuous riveted built-up steel girders with steel floorbeams and timber stringers with a timber deck. The structure length was 145'-0" with a clear roadway width of 22'-6" curb to curb. The structure had two traffic lanes and a sidewalk. On July 12, 2014, the structure was closed due to advanced deterioration to one of the steel pier bents. NSRC performed repairs to this steel bent to prevent the bridge from failing, which would have resulted in the bridge collapsing onto the railroad tracks. In May of 2023 NSRC, at its own cost, removed the existing bridge structure and requested that the associated cost for the structure removal be considered as NSRC contribution to the project. The new bridge will be funded by U.S. Department of Transportation Federal Highway Administration (FHWA), but it will be owned and maintained by Westmoreland County.

Westmoreland County hereby requests that approval be granted for the construction of the West Broadway Avenue/Fourth Street over Norfolk Southern Railroad (NSRC) BR0028787 – PT-331.87 bridge. The new West Broadway Avenue/Fourth Street Bridge will be a single-span steel girder bridge, 124'-0" long. The proposed out-to-out width is 34'-0" providing two 11'-0" traffic lanes, 4'-0" left shoulder and a 6'-0" right shoulder. The proposed minimum vertical clearance from top of rail is 31'-9". The proposed minimum horizontal clearance is 39'-7". The following attachments are provided: **Exhibit B** – Proposed West Broadway Avenue/Fourth Street Bridge Type, Size, and Location Plans; **Exhibit C** – Proposed West Broadway Avenue/Fourth Street Roadway Plan and Typical Section; and **Exhibit D** – Railroad Crossing Data Forms D-4279 and D-4279A.

Westmoreland County hereby requests that the PUC appropriate the property necessary for the new railroad crossing over the property of Norfolk Southern Railway Company, being required right-of-way for West Broadway Avenue/Fourth Street, aerial easement, and temporary construction easements. Attached as part of **Exhibit E** is the right-of-way plot plan for Parcel No. 3 prepared by SAI Consulting Engineers that describes and depicts the required property and conveyances.

During construction, it is expected that right of entry and temporary grade crossings of the NSRC tracks will be required to allow for material deliveries and construction activities. Grade crossings will be sought by the contractor selected for the project. The exact location of the grade crossings will be determined by the contractor. Flagging and railroad protective services for these crossings will be required and are to be coordinated with NSRC in accordance with Norfolk Southern – Special Provisions for Protection of Railway Interests.

4. Westmoreland County has initiated contact with Norfolk Southern Railway Company who is affected by the proposed crossing. The names and addresses of the persons, parties and entities concerned in, or affected by the proposed construction, to the best of the Applicant's knowledge, are shown in the Certificate of Service.
5. The proposed roadway horizontal alignment matches the existing alignment of West Broadway Avenue/Fourth Street. The bridge has been previously removed and the roadway is closed to all vehicular and pedestrian traffic. Construction will be performed under a detour that will follow State Route 993 to local roads Main Street (LR 4025) and Forster Avenue. The present average daily traffic (ADT) on West Broadway Avenue/Fourth Street is 500 ADT. The ADT in design year 2044 is projected to remain the same.
6. The funding for this project will be 80% Federal and 20% Local funds. The estimated construction cost for the S. West Broadway Avenue/Fourth Street Bridge is approximately \$4.5 million.
7. The proposed bridge construction is necessary for improved accessibility, growth, and development of the region. The project will ultimately improve traffic flow and safety for increased mobility.
8. A conference of all parties of interest should be held to discuss the proposed improvements.

Wherefore, applicant respectfully requests the Public Utility Commission to approve this application:

Date:

11-12-24

  
\_\_\_\_\_

Timothy C. Andrews, Esq.  
Westmoreland County Assistant Solicitor

**BEFORE**

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Application \_\_\_\_\_  
Docket No. \_\_\_\_\_

**VERIFICATION**

I, Vaughn W. Neill, P.E., Westmoreland County Engineer, hereby state that the facts above set forth are true 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).

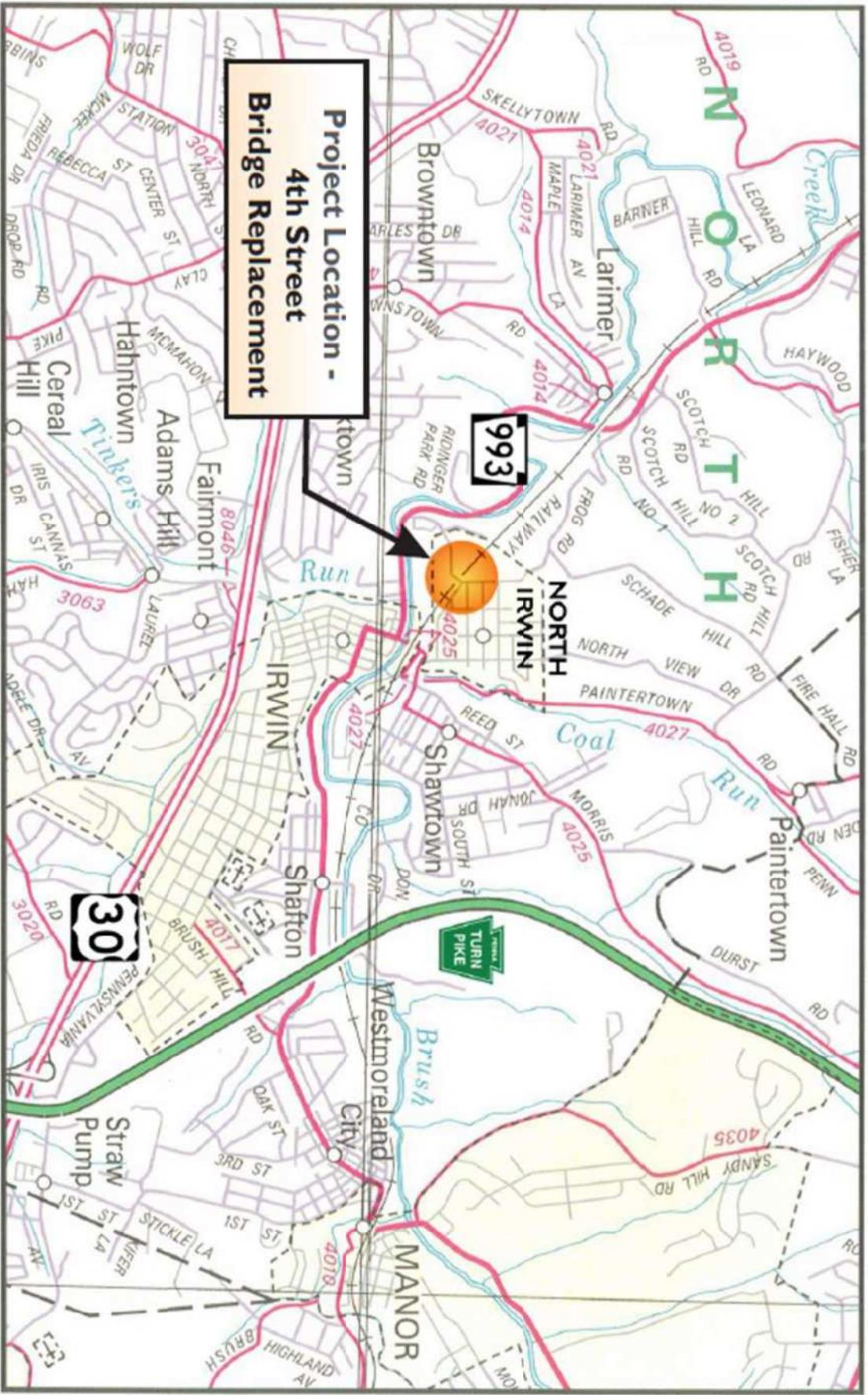
Date: 11/12/2024



Vaughn W. Neill, P.E.  
Westmoreland County Engineer

**Exhibit A**  
**Location Map**

*West Broadway Avenue / Fourth Street Bridge Replacement Project*



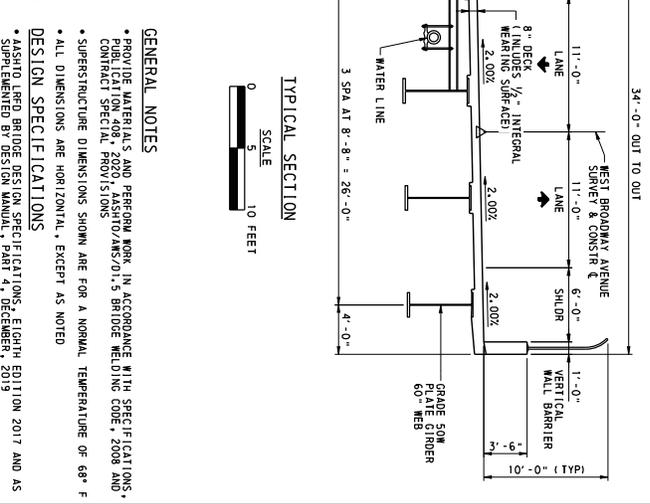
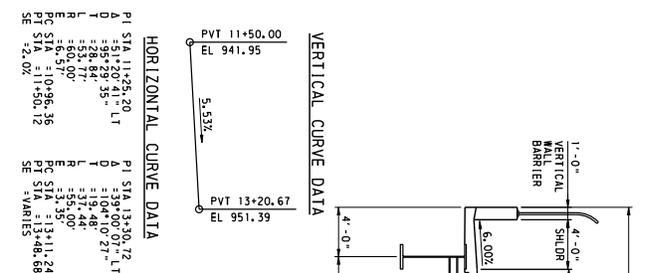
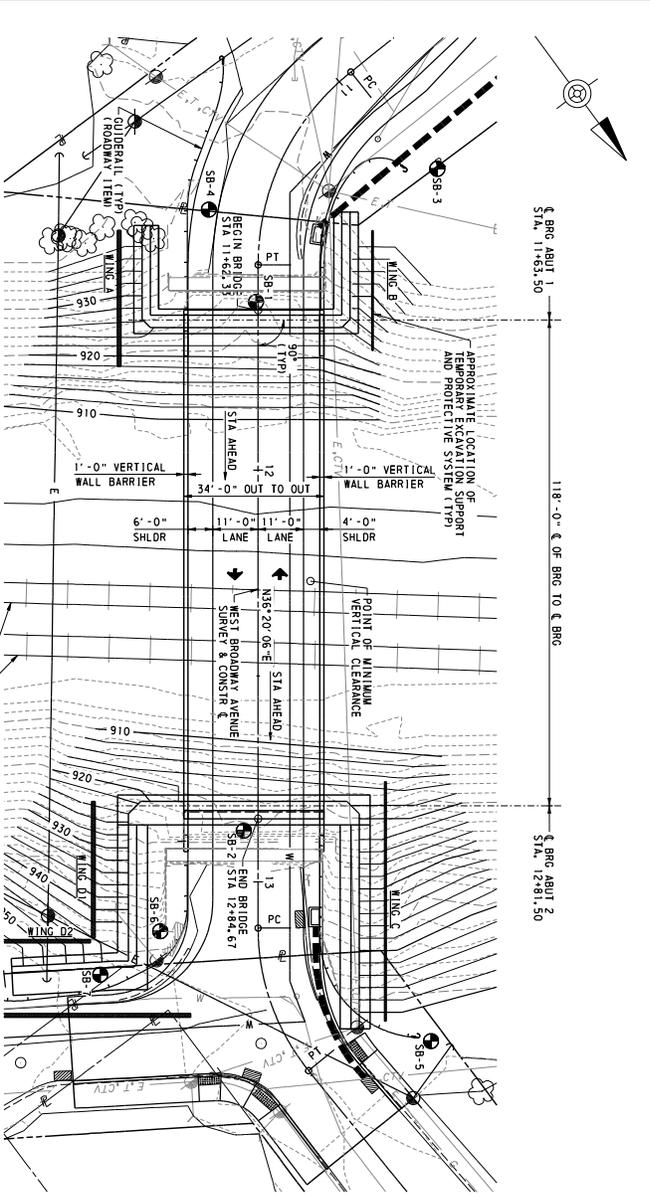
# PROJECT LOCATION MAP

Fourth Street Bridge Replacement

North Irwin Borough, Westmoreland County, PA

**Exhibit B**  
**Proposed Bridge Type, Size & Location**

*West Broadway Avenue / Fourth Street Bridge Replacement Project*



**VERTICAL CURVE DATA**

PVI 11+50.00	PVI 13+20.67
EL 941.95	EL 951.39
5.53%	5.53%

**HORIZONTAL CURVE DATA**

PI STA 11+29.20	PI STA 13+30.72
Δ = 51°22'41" LT	Δ = 39°00'07" LT
T = 28.68	T = 19.48
L = 83.77	L = 31.44
E = 1.00	E = 0.35
PC STA = 10+46.36	PC STA = 13+11.24
PT STA = 11+50.12	PT STA = 13+48.68
SE = 72.04'	SE = 14.19'

**GENERAL NOTES**

- PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408, 2020, ASSISTANTS/01.5 BRIDGE BUILDING CODE, 2008 AND CONTRACT SPECIAL PROVISIONS
- SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68° F
- ALL DIMENSIONS ARE HORIZONTAL, EXCEPT AS NOTED

**AS-DRILLED BORING LOCATIONS**

BORING NO.	STATION	OFFSET
SB-1	11+49.1	0.5' RT
SB-2	12+87.6	3.5' LT
SB-3	10+94.7	31.5' LT
SB-4	11+93.1	13.2' RT
SB-5	13+61.8	27.8' RT
SB-6	13+11.8	23.8' RT
SB-7	13+17.9	39.0' RT

**DESIGN LIVE LOAD**

- INCLUDES A SURFACE AREA DENSITY OF 0.030 KSF FOR FUTURE WEARING SURFACE ON BRIDGE DECK
- INCLUDES A SURFACE AREA DENSITY OF 0.015 KSF FOR PERMANENT METAL WEIGHTS WHICH TAKES INTO ACCOUNT THE WEIGHT OF THE FORM BARS THE WEIGHT OF CONCRETE IN THE VALLEYS OF THE FORM

**DESIGN DEAD LOAD**

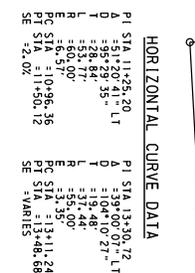
- PH-93 OR P82 (204 KIP PERMIT LOAD), AND P2016-13

**DESIGN SPECIFICATIONS**

- AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, EIGHTH EDITION 2017 AND AS SUPPLEMENTED BY DESIGN MANUAL, PART 4, DECEMBER, 2019
- LIVE LOAD DISTRIBUTION TO BEAMS IS BASED UPON DESIGN MANUAL, PART 4 LRFD METHOD
- DESIGN IS IN ACCORDANCE WITH LRFD METHOD

**LEGEND**

- W EXISTING WATER LINE
- G EXISTING GAS LINE
- S EXISTING SEWER LINE
- E.T.C.T.V. EXISTING ELECTRICAL, TELEPHONE, CABLE TV
- W PROPOSED WATER LINE
- E EXISTING ELECTRICAL
- W PROPOSED ELECTRICAL
- W EXISTING MAJOR CONTOUR
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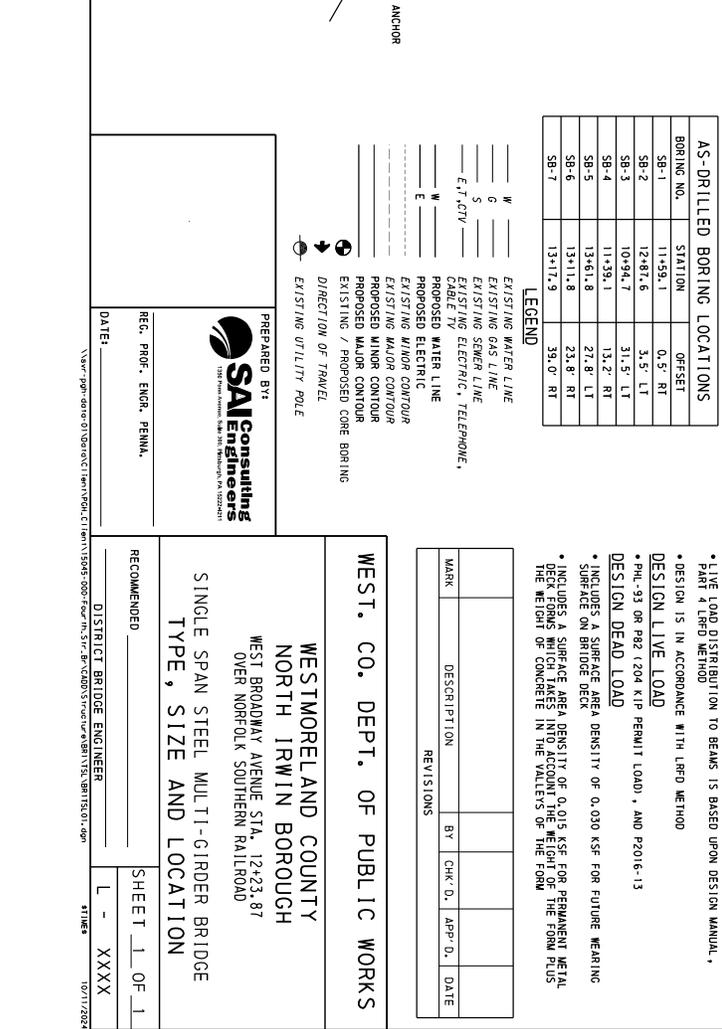
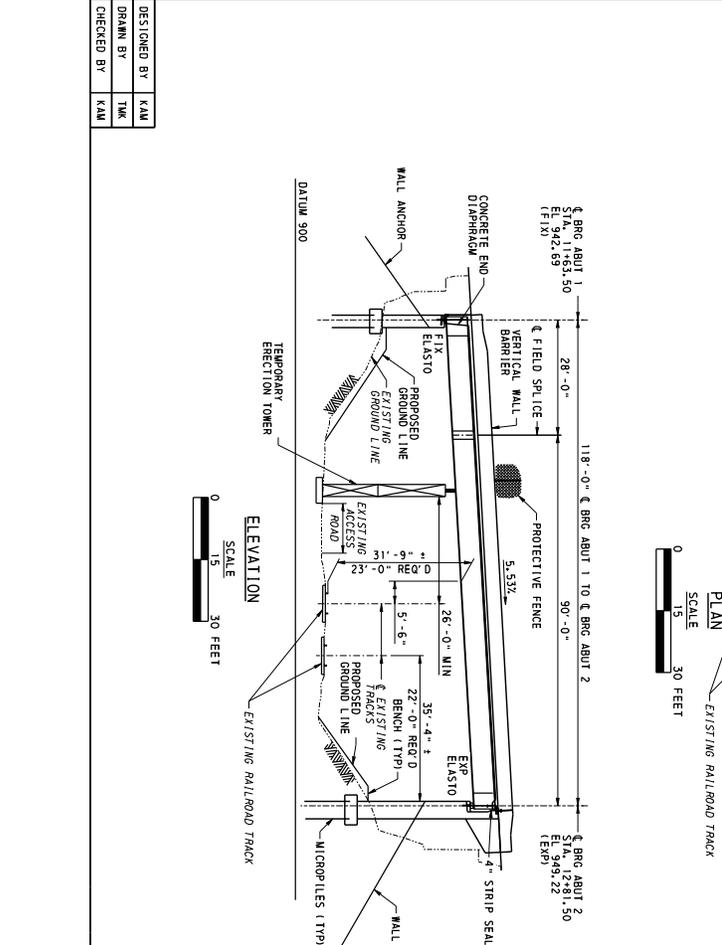
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- W PROPOSED MINOR CONTOUR
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- W EXISTING UTILITY POLE

DESIGNED BY	KAM
DRAWN BY	TAK
CHECKED BY	KAM

PREPARED BY:	<b>SAL Consulting &amp; Engineers</b>
REG. PROF. ENGR. PENNA.	
DATE:	

**WEST. CO. DEPT. OF PUBLIC WORKS**

**WESTMORELAND COUNTY**

**NORTH IRWIN BOROUGH**

WEST BROADWAY AVENUE STA. 12+23.87  
OVER NORFOLK SOUTHERN RAILROAD

**SINGLE SPAN STEEL MULTI-GIRDER BRIDGE**

**TYPE, SIZE AND LOCATION**

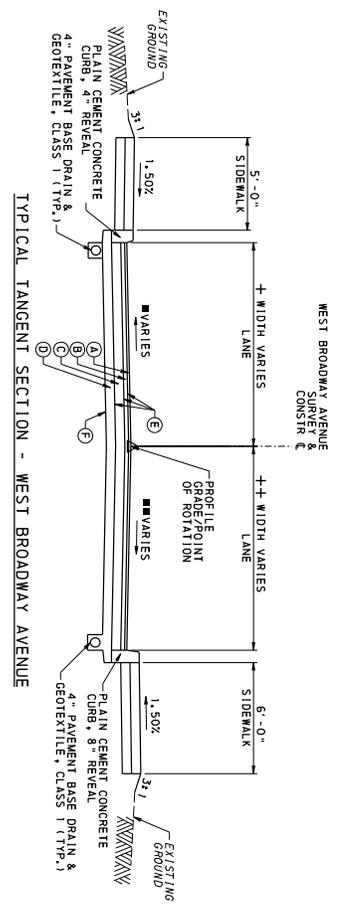
RECOMMENDED	DISTRICT BRIDGE ENGINEER	SHEET	1	OF	1
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**Exhibit C**  
**Proposed Roadway Plan and Typical Section**

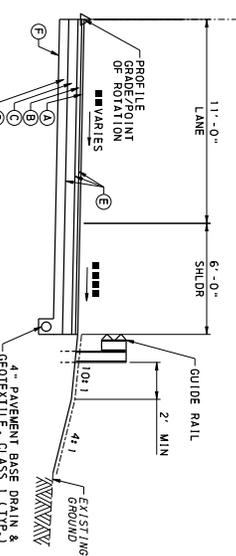
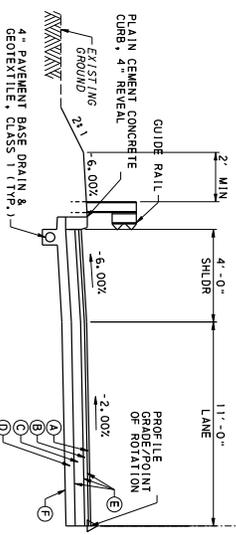
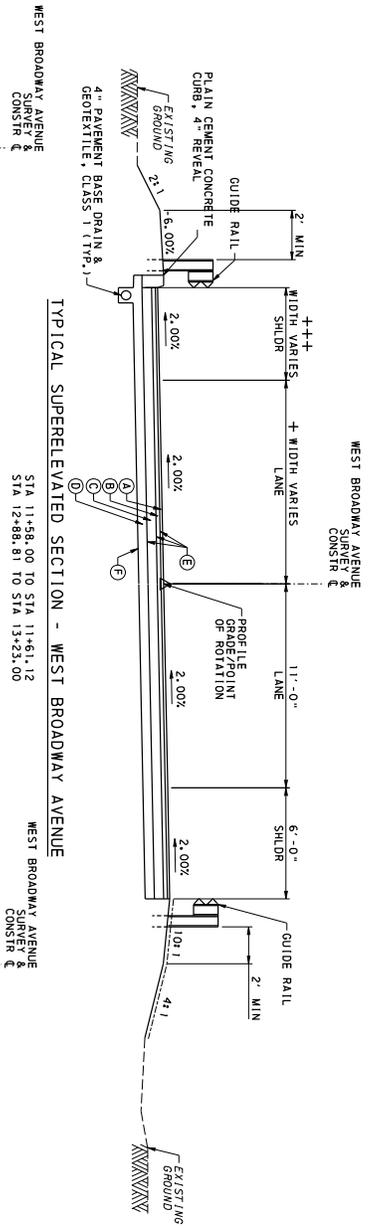
*West Broadway Avenue / Fourth Street Bridge Replacement Project*

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTON/LAND	FOURTH ST		OF
		NORTH TOWN BOROUGH		
		REVISIONS	DATE	BY

- +++ STA 10+50.00 TO STA 10+55.00 - 7'-11" (MATCH EXISTING WIDTH) TO 11'-0"
- STA 10+85.00 TO STA 13+11.91 - 11'-0" TO 10'-9"
- STA 13+11.91 TO STA 13+23.00 - 10'-0" TO 10'-9"
- STA 13+23.00 TO STA 13+25.00 - 10'-9" TO 10'-6"
- STA 13+25.00 TO STA 13+55.49 - 12'-9" TO 10'-6"
- STA 13+55.49 TO STA 13+70.00 - 10'-6" TO 11'-0" (MATCH EXISTING WIDTH)
- ++ STA 10+50.00 TO STA 10+55.00 - 11'-5" (MATCH EXISTING WIDTH) TO 11'-0"
- STA 10+55.00 TO STA 13+04.49 - 11'-0" TO 10'-6"
- STA 13+04.49 TO STA 13+20.00 - 10'-6" TO 11'-1" (MATCH EXISTING WIDTH)
- STA 13+20.00 TO STA 13+25.00 - 10'-6" TO 11'-1" (MATCH EXISTING WIDTH)
- +++ STA 10+50.00 TO STA 10+55.00 - 2'-0" (MATCH EXISTING WIDTH) TO 4'-0"
- STA 10+55.00 TO STA 13+11.91 - 4'-0" TO 2'-0"
- STA 13+11.91 TO STA 13+33.56 - 4'-0" TO 2'-0"
- STA 13+33.56 TO STA 13+70.00 - 0'-0" TO -
- STA 10+50.00 TO STA 10+90.00 - -4.44% (EXISTING CROSS SLOPE) TO -2.00%
- STA 10+90.00 TO STA 13+23.00 - -2.00% TO -4.95% (EXISTING CROSS SLOPE)
- STA 13+23.00 TO STA 13+70.00 - -2.00% TO -2.00%
- STA 10+50.00 TO STA 10+86.00 - +0.03% (EXISTING CROSS SLOPE) TO -2.00%
- STA 10+86.00 TO STA 11+58.00 - -2.00% TO +2.00%
- STA 11+58.00 TO STA 13+23.00 - +2.00% TO +2.00%
- STA 13+23.00 TO STA 13+70.00 - +2.00% TO -2.97% (EXISTING CROSS SLOPE)
- STA 10+50.00 TO STA 10+50.00 - -2.94% (EXISTING CROSS SLOPE) TO -6.00%
- STA 10+50.00 TO STA 12+95.00 - -6.00% TO -2.13%
- STA 12+95.00 TO STA 13+23.00 - -6.00% TO -2.13%
- MATCH RT LANE SLOPE



- LEGEND
- SEEDING AND SOIL SUPPLEMENTS
- SEE EXS PLAN & TABS FOR TYPES
- (A) SUPERPAVE ASPHALT MIXTURE DESIGN, MILLION EALS, 9.5 MM MIX, < 0.3" 1 1/2" DEPTH, SRL-M
- (B) SUPERPAVE ASPHALT MIXTURE DESIGN, MILLION EALS, 9.5 MM MIX, 2 1/2" DEPTH
- (C) SUPERPAVE ASPHALT MIXTURE DESIGN, MILLION EALS, 25.0 MM MIX, 4" DEPTH
- (D) SUBBASE 6" DEPTH (NO. 2A)
- (E) ASPHALT TACK COAT (NITCENT)
- (F) APPL. BETWEEN EACH LAYER AND LIFT GEOTEKSTILE, CLASS 4, TYPE A

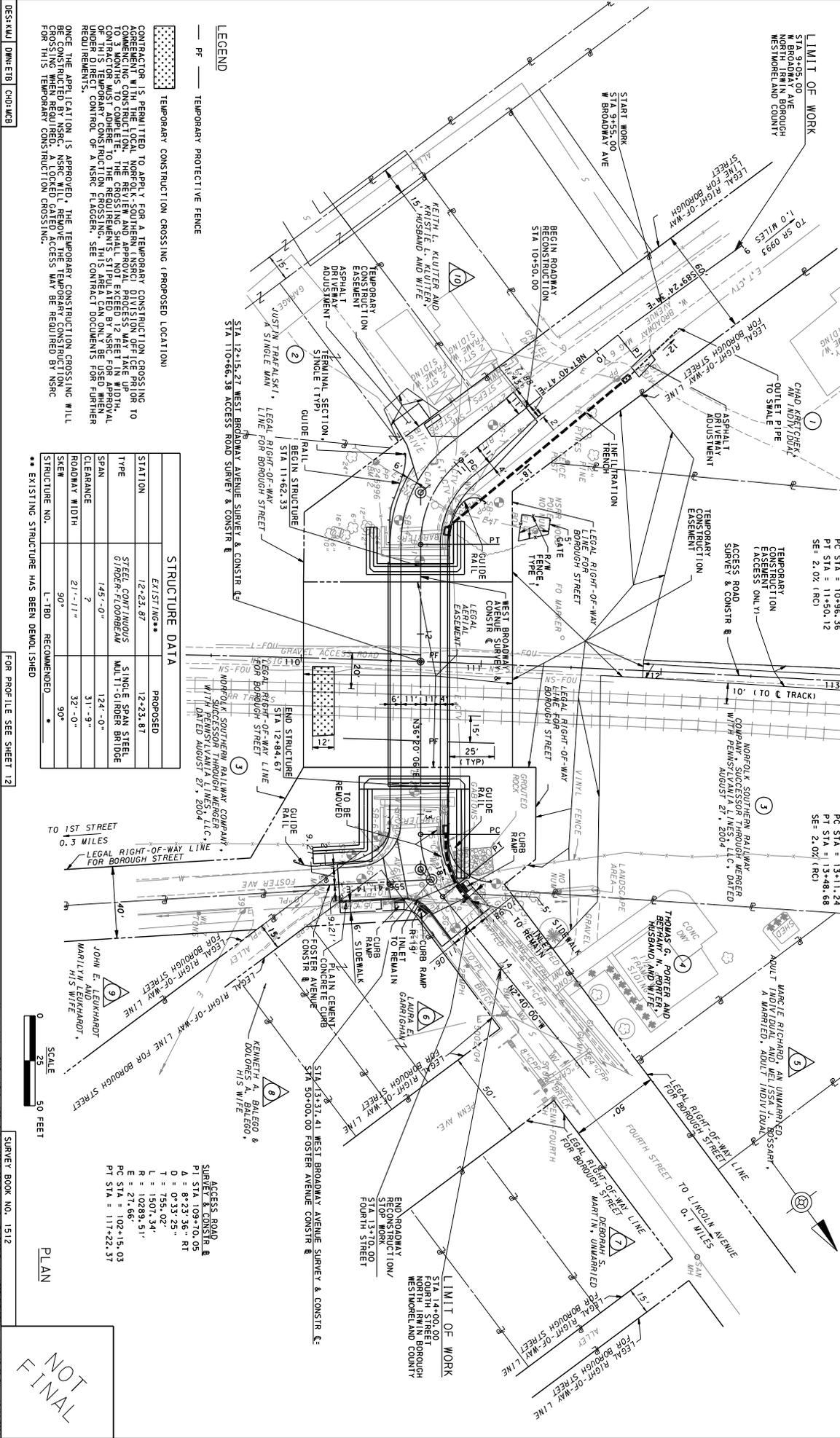


DESIGNER: DMW-ETB (RDW)GWS

11/27/2014 10:27:28 AM

NOT FINAL

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTMORELAND	FOURTH ST	NORTH IRWIN BOROUGH	6 OF 6
REVISION NUMBER	DATE	BY		



**STRUCTURE DATA**

EXISTING**	PROPOSED
STATION	12+23.87
TYPE	STEEL CONTINUOUS GIRDER-FLOORBEAM
SPAN	145'-0"
CLEARANCE	31'-9"
ROADWAY WIDTH	27'-11"
SKIN	90"
STRUCTURE NO.	L-7BD RECOMMENDED

**LEGEND**

- PF — TEMPORARY PROTECTIVE FENCE
- TEMPORARY CONSTRUCTION CROSSING (PROPOSED LOCATION)

**CONTRACTOR IS PERMITTED TO APPLY FOR A TEMPORARY CONSTRUCTION CROSSING AGREEMENT WITH THE LOCAL NORTH YORK SOUTHERN RAILROAD DIVISION OFFICE PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CROSSING SHALL NOT EXCEED 12 FEET IN WIDTH, AND SHALL BE ADHERED TO THE REQUIREMENTS STIPULATED BY NSRC FOR APPROVAL. CONTRACTOR MUST ADHERE TO THE REQUIREMENTS STIPULATED BY NSRC FOR APPROVAL. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND DOCUMENTS FOR CONSTRUCTION OF A TEMPORARY CONSTRUCTION CROSSING. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND DOCUMENTS FOR CONSTRUCTION OF A TEMPORARY CONSTRUCTION CROSSING. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND DOCUMENTS FOR CONSTRUCTION OF A TEMPORARY CONSTRUCTION CROSSING.**

ONCE THE APPLICATION IS APPROVED, THE TEMPORARY CONSTRUCTION CROSSING WILL BE CONSTRUCTED BY NSRC. NSRC WILL REMOVE THE TEMPORARY CONSTRUCTION CROSSING FOR THIS TEMPORARY CONSTRUCTION CROSSING.



FOR PROFILE SEE SHEET 12

NOT FINAL

DESIGNER: DMW/ETB/GRW/MCB

DATE: 10/12/2004



**Exhibit D**

**Railroad Crossing Data Forms D-4279 and D-4279A**

*West Broadway Avenue / Fourth Street Bridge Replacement Project*

D-4279 (12-14)      **RAILROAD CROSSING DATA FOR DESIGN**      Date: 3/26/2024

**LOCATION:**

County Westmoreland City, Borough, Township North Irwin

Route Fourth St. Section N/A Highway Station N/A

Name of Railroad Norfolk Southern Corp. Branch \_\_\_\_\_

DOT No. 507913W Railroad Mile Post PT-331.87

Width RR R/W TBD m; ( \_\_\_\_\_ ft)

Does a fiber optics cable occupy RR R/W?     Yes             No             Unknown

Name of Fiber Optic Company Lumen

Minimum horizontal clear (to obstruction):    \_\_\_\_\_ m; (28 ft) (To toe of slope) \_\_\_\_\_ m; (26 ft)

Minimum vertical clear \_\_\_\_\_ m; (23.5 ft)

Number of daily switching movements at crossing \_\_\_\_\_

**RAIL TRAFFIC:**

Number passenger trains daily    2            Max speed \_\_\_\_\_ km/hr ( 79 mph)

Number freight trains daily    50            Max speed \_\_\_\_\_ km/hr ( 60 mph)

Number main line tracks    2            Electrified \_\_\_\_\_

Number branch line tracks    \_\_\_\_\_            Electrified \_\_\_\_\_

Number spur or siding tracks    \_\_\_\_\_            Electrified \_\_\_\_\_

Can any existing tracks be removed? No.

Additional track space requested Bridge to be designed to protect for 3 tracks.

Have plans been prepared for additional tracks? No.

When will tracks be constructed? \_\_\_\_\_

Is off track equipment being used? Yes

Are any toxic chemicals, fuels or wastes being hauled on any of the rail lines?     Yes     No

REMARKS:

Norfolk Southern Railway Company

Railroad Company

by D.S. Starling/JAM

Name

Sr. Engineer, Public Improvements

Title

D-4279A (12-14)

RAILROAD CROSSING  
DATA FOR CONTRACTOR

Date: 3/26/2024

**PART A - Project Information & Description to be completed by the District**

*(Instructions: The District is to complete Part A then submit the D-4279A form to the Railroad for completion of Part B of this form. Submission of the D-4279A form to the Railroad should occur during the Final Design phase of the project. Information provided on this form could be used in the preparation of the written agreement between the State and the Railroad Company, if required, that addresses the 12 items as per 23 CFR 646.216 (d) (2))*

**PROJECT INFORMATION:** Project Title: Fourth Street Bridge Replacement

County Westmoreland Municipality North Irwin Borough

Route/Section Fourth Street Road Name West Broadway Avenue

DOT No. \_\_\_\_\_ RR Mile Post PT-331.87 Type of Crossing Overhead

MPMS No. 31554 ECMS No. 31554 PUC Doc. No. \_\_\_\_\_

Project Funding 80 (%) Federal 15 (%) State 5 (%) Local

**PROJECT DESCRIPTION:** *(This description shall clearly indicate the following: (1) Proposed construction activities; (2) By whom the construction activities will be performed (Contractor or Department forces); (3) If use of railroad property will be required of the Department’s contractor, and (4) If construction activities will be contained within existing or proposed temporary construction easements, required right-of-way, or aerial easements.)*

The proposed project is the replacement of the previously existing 3-span steel structure and wooden deck with a single span 4 girder steel structure and concrete deck. The project will consist of construction of new concrete abutments on each end of the bridge around the existing stone abutments. Removal of the stone abutments will be minimal. Once the abutments are constructed, the new 4 girder steel structure with concrete deck will be placed. The project will be bid by the Westmoreland County Department of Public Works utilizing PennDOT’s ECMS process. The project has PennDOT District 12 oversight as both federal and state funding is being used for construction. Various temporary construction easements (TCEs) will be required from NSRC for construction and will be obtained through the required acquisition processes for a PennDOT oversight project. Once completed, an aerial easement will be required for the new structure.

**PART B - Information to be completed by Railroad.**

*(Instructions: The Railroad is to complete Part B of this form and return to the District with any supporting documents for inclusion in the Department’s bid contract.)*

**General Information**

Railroad Owner: Norfolk Southern Railway Company

Railroad Operator: Norfolk Southern Railway Company

- (a) When and under what conditions will the contractor be allowed to work over the tracks or within the track area? \_\_\_\_\_  
Under the protection of protective services hired by the contractor. See attached direct hire special provisions.
- (a) Describe the work which will be performed by railroad forces at the job site.  
Construction monitoring services
- (b) How many railroad employees will be assigned to work at the job sites? 1 (or as Req'd)
- (a) Will your company permit blasting as a means of demolition of the existing bridge?  Yes  No  
If so, under what constraints? \_\_\_\_\_

(b) Will your company require a shield be erected over your tracks to protect your property from falling debris during demolition of the bridge?  Yes  No

(c) If a shield is required, what vertical clearance from the top of the rail to underside of shield will you require and what design load do you want specified for the shield? \_\_\_\_\_

See NS Public Projects Manual located on NS website

4. What identifying name and/or number would you prefer to be utilized in reference to this project?  
North Irwin, PA - BR0028787 - PT-331.87 - 4th Street OHB (MPMS 31554) - Task 628

5. Is it necessary to move C&S line prior to construction?  Yes  No

How many working days required for C&S line relocations? To be determined by field review

**Train Movements/Speeds**

6. Will temporary track outages be permitted during construction?  Yes  No

If so, under what conditions? \_\_\_\_\_

7. Will your company agree to restrict train speeds through the project area during construction?  Yes  No

8. Total Number of current Daily Train Movements and Speed of Trains at crossing.

Number of Passenger Trains 2 Number of Freight Trains 50

Number Switching Trains \_\_\_\_\_ Total Daylight Through Trains (6AM to 6PM) \_\_\_\_\_

Typical Speed Range (mph) 10-60 Maximum Time Table (mph) 79

**Watchmen/Flagmen Requirements**

9. Will your company require watchmen/flagmen?  Yes  No

If "Yes" please complete the following.

Protective services are required at all times unless indicated otherwise. Protective services to be hired by the contractor. See attached direct hire special provisions.

(a) Is watchmen/flagmen required at all times or just when track is active?

(b) How much advance notice is required to be provided to your company for scheduling of watchmen/flagmen? N/A weeks/days/hrs

(c) What are your company's current costs for protective services? \$ N/A /day \_\_\_\_\_ /hour

(d) In cases where the Department's project only involves state and/or local funding, will you accept payment for protective services directly from the Department's contractor provided the required services are less than 5 working days?  Yes  No

**Railroad Insurance Requirements**

10. Is this an operating or non-operating Railroad?  Operating  Non-Operating

If a non-operating railroad, do you waive the Railroad Insurance coverage requirements?  Yes  No

If waived, do you need to be additionally insured on the project general liability insurance?  Yes  No

11. Does this involve the Right-of-Way of a National Railroad  Yes  No

12. List the types of Railroad Insurance coverage and coverage limits required to be obtained by the Contractor:

<u>Coverage Type</u>	<u>Cover Limits</u>
a. Railroad’s Protective Public Liability Insurance	
b. Contractor’s Public Liability and Property Damage Insurance	Refer to NS Special Provisions
c. Contractor’s Protective Public Liability and Property Damage	for Protection of Railway Interest
d. _____	_____
e. _____	_____

13. If a temporary grade crossing is required, what procedures are necessary to obtain same? *(Explain or attach copy of Railroad procedures.)* Means and methods that do not require the use of a crossing must be used. If this is not possible, submit information to Public Improvements Engineering for handling. The crossing request may or may not be approved by Norfolk Southern.

14. Describe any special license or permit fees required of the contractor. Application and License fees will be required for a private construction crossing. Costs will be determined by Norfolk Southern considering crossing size, quantity, duration, etc.

15. Is a Right of Entry Permit/Agreement required to be obtained by the contractor?  Yes  No

*(Completion of this information does not replace or satisfy the requirements outlined in 23 CFR 646.216(e)(2)(iii) pertaining to Railroad property interest.)* If “Yes” please complete the following.

(a) Right of Entry Permit Requirements: *(Explain when an Entry Permit is required by the Department’s contractor and conditions/restrictions of the permit or attach copy of Railroad procedures.)*

A Right of Entry Agreement is required whenever the contractor requires access to Norfolk Southern property.

(b) Process for obtaining a Right of Entry Permit: *(Explain the process involved for a Department’s contractor to obtain an Entry Permit from the Railroad or attach copy of Railroad procedures.)*

The agreement will be provided to the contractor at the preconstruction meeting. The contractor will need to fill out, sign and mail the agreement to Public Improvements Engineer D. Shawn Starling of Norfolk Southern. In addition to mailing the agreement, a copy of the agreement shall be emailed to both Shawn Starling (douglas.starling@nscorp.com) and Jayne Marks (AECOM) (jayne.marks@aecom.com)

(c) Timeframes associates with a Right of Entry Permit: *(Explain Entry Permit processing time lines or attach copy of Railroads procedures.)*

Provide a minimum of 30 days for Right of Entry Agreement processing.

(d) Costs of a Right of Entry Permit: *(Explain to required fee(s) to accompany Entry Permit.)*  
**No cost is associated with the Right of Entry Agreement.**

**Railroad Contact Information**

16. Railroad representative for contact by the Department's contractor for insurance requirements.

Name: NSRISK3@nscorp.com  
Title: NS Risk Management Department  
Address: \_\_\_\_\_  
Telephone Number: \_\_\_\_\_

17. Railroad representative for contact by the Department's contractor for Railroad Protective Services.

Name: J.A. Spadone  
Title: Division Engineer  
Address: 218 North Enola Road, Enola, PA 17025  
Telephone Number: 717-856-8188

**Railroad Specifications/Design Standards**

18. Does the Railroad have Standard Special provisions that are to be included with the Department's construction bid contract?  Yes  No

If "Yes" please indicate where an electronic version can be obtained or attach a copy to this completed form when returned to the District. Attached.

**Exhibit E**  
**Right-of-Way Plans (excerpt)**

*West Broadway Avenue / Fourth Street Bridge Replacement Project*

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTMORELAND	NORTH JERMAIN BOROUGH	R/W	1 OF 6
REVISIONS				
NUMBER	DATE	BY		

• WEST BROADWAY AVENUE/FOURTH STREET

### REQUIRED AERIAL EASEMENT NOTES

WHERE AN AERIAL EASEMENT IS ACQUIRED, IT SHALL INCLUDE AN EASEMENT IN THE NATURE OF A SURFACE EASEMENT TO BE CONVEYED TO THE COUNTY TO BE USED FOR THE ACCOMMODATION OF THE STRUCTURE. A SURFACE EASEMENT UNLIMITED IN VERTICAL DIMENSION ABOVE THE STRUCTURE OR FACILITY AND WHEN SUCH AUTHORITY IS GRANTED, THE PLANS FOR THE BUILDING OR FACILITY AND CONSTRUCTION METHODS SHALL BE SUBJECT TO THE APPROVAL OF THE COUNTY.

NO INTERFERENCE SHALL BE MADE WITH THE RIGHT OF THE COUNTY TO ENTER UPON PRIVATE PROPERTY FOR THE PURPOSES OF INSPECTION, MAINTENANCE OR REPAIR THEREON. ANY SUCH ENTRY SHALL BE MADE AT THE OPTION OF THE COUNTY AND SHALL BE LIMITED TO THE ABOVE OPERATIONS.

NO SUBSTANTIAL CHANGE IN PROPERTY USE TO BE MADE SUBSEQUENT TO THE ACQUISITION OF THE EASEMENT SHALL BE SUBJECT TO THE APPROVAL OF THE COUNTY.

THE NOTES ON THESE DRAWINGS SHALL NOT BE CONSTRUED AS LIMITING OR INTERFERING IN ANY WAY WITH THE PRESENT AND FUTURE OPERATION, USE, MAINTENANCE OR REPAIR OF THE FACILITY OR THE ADDITION OF FACILITIES.

**WEST BROADWAY AVENUE SURVEY & R/W**  
 P1 STA 11+25.20  
 A = 51+20-41-1 LT  
 O = 95+29-35-"  
 T = 28.84'  
 L = 53.77'  
 R = 60.00'  
 E = 6.57'  
 PC STA = 10+96.36  
 PT STA = 11+50.12  
 SE = 2.02 (RC)

**ELEV 939.07**  
 STA 11+20  
 WEST BROADWAY AVENUE  
 STATE MAIL IN UP # 295986

**ACCESS ROAD SURVEY & R/W**  
 P1 STA 109+10.05  
 A = 8+23-36-"  
 D = 0+33-28-"  
 L = 150.00'  
 R = 10289.51'  
 E = 27.66'  
 PC STA = 102+15.03  
 PT STA = 117+22.37

**ELEV 954.04**  
 STA 14+21  
 FOURTH STREET  
 STATE MAIL IN UP # 5002/04

### TABULATION OF COORDINATES

BASED ON PA STATE PLANE COORDINATE SYSTEM

TRACT	POINT	NORTH	EAST
1	P0B	371793.1221	1420944.5819
2	P0B	371833.7681	1420974.3850
3	P0B	371938.5671	1421077.7582
4	P0B	371933.7681	1420974.3850
5	P0B	371916.7413	1421035.4132
6	P0B	371929.9060	1420918.2492
7	P0B	371844.5221	1420860.3450
8	P0B	371919.6024	1420947.7366
9	P0B	371911.8533	1420941.4380

### LEGEND

- TEMPORARY CONSTRUCTION EASEMENT (TRACT 4)
- TEMPORARY CONSTRUCTION EASEMENT (ACCESS ONLY) (TRACT 5)
- REQUIRED AERIAL EASEMENT (TRACT 3)
- REQUIRED RIGHT-OF-WAY (TRACTS 1 & 2)

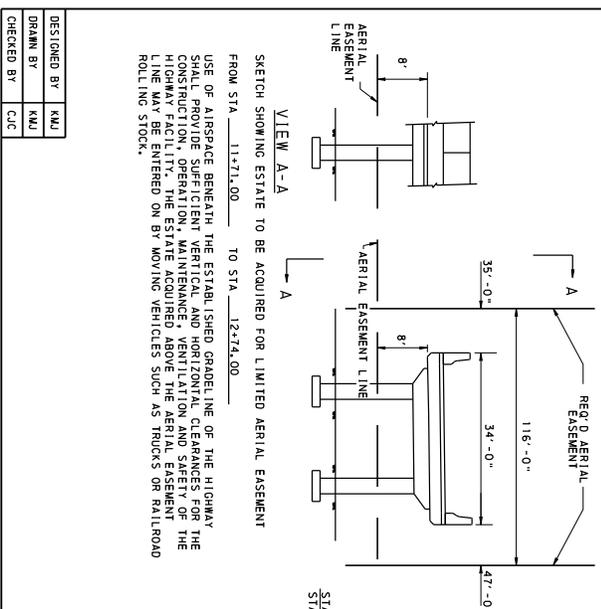
INDICATES SLOPE LIMITS

---C--- F

--- F ---

TEMPORARY CONSTRUCTION EASEMENT. ANY EASEMENT TO USE THE LAND AS NECESSARY DURING CONSTRUCTION OF THE PROJECT. THE CONSTRUCTION OR WORK UNDERTAKEN BY THE PLAN IS COMPLETED, UNLESS SOONER RETURNED TO THE ORIGINAL CONDITION AS REQUIRED BY THE PROJECT.

PRIVATE PROPERTY LINES PLOTTED FROM THE LOT PLANS EXISTING TOPOGRAPHICAL FEATURES AND LIMITED FIELD DATA. PRIVATE PROPERTY LINES WERE NOT SURVEYED BY THE PROJECT ENGINEER AND ARE NOT RESPONSIBLE FOR THE PROJECT.



BUILDINGS AND STRUCTURES MARKED HAVE BEEN OR ARE TO BE DEMOLISHED AND THE PAYMENT OF PROPERTY DAMAGES RESPONSIBLE FOR THE PAYMENT OF PROPERTY DAMAGES.

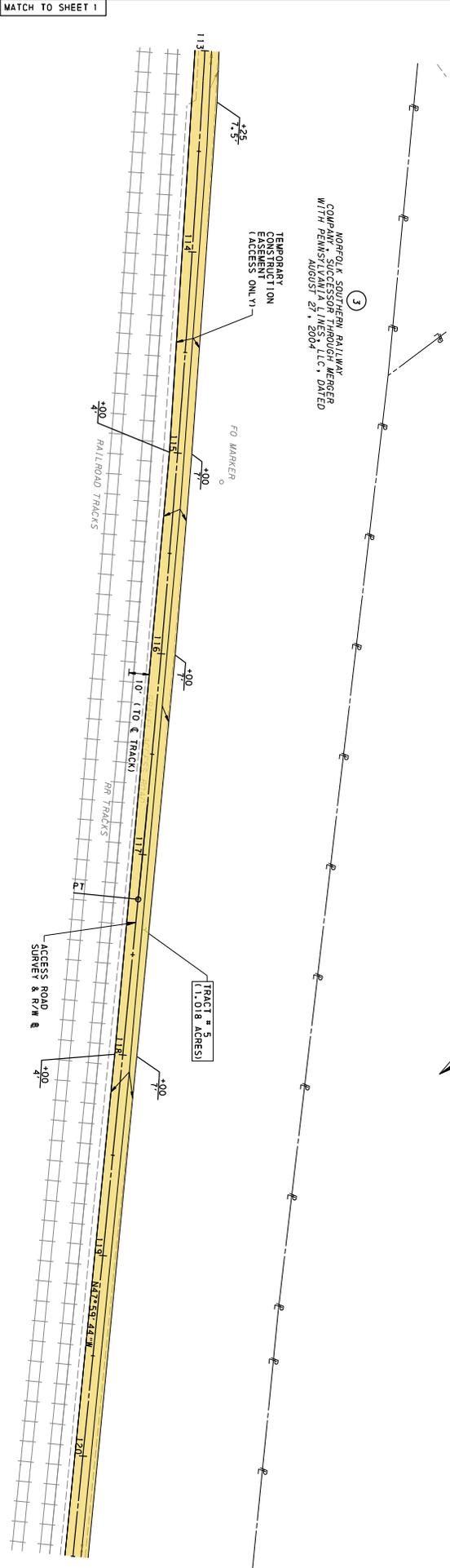
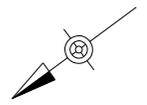


DESIGNED BY: KAU  
 DRAWN BY: KAU  
 CHECKED BY: CJC

SURVEY BOOK NO. 1512

DISTRICT	COUNTY	ROUTE	SECTION	SHEET
12-0	WESTMORELAND	#	R/W	2 OF 6
SECTION NUMBER	NORTH IRWIN BOROUGH		DATE	BY
REVISIONS				

• WEST BROADWAY AVENUE/FOURTH STREET



MATCH TO SHEET 1

MATCH TO SHEET 3

ACCESS ROAD SURVEY & R/W  
 P1 STA 109+70.05  
 A = 8°23'36" RT  
 D = 0°33'25"  
 T = 755.02'  
 L = 1507.34'  
 R = 10289.51'  
 E = 27.66'  
 PC STA = 102+15.03  
 PT STA = 117+22.37

LEGEND  
 TEMPORARY CONSTRUCTION EASEMENT (ACCESS ONLY)

TEMPORARY CONSTRUCTION EASEMENT: AN EASEMENT IS REQUIRED ONLY UNTIL THE CONSTRUCTION OF THE PROJECT IS COMPLETED AND THE EASEMENT IS RELINQUISHED IN WRITING BY THE COUNTY.

DESIGNED BY	KMJ
DRAWN BY	KMJ
CHECKED BY	CJC



SURVEY BOOK NO. 1512









**REPLACEMENT OF FOURTH STREET BRIDGE**

Parcel No. 3

Owner and Grantor: Norfolk Southern Railway Company, successor through merger with Pennsylvania Lines, LLC, dated August 27, 2004

ALL THOSE CERTAIN tracts of land situated in the Borough of North Irwin, Westmoreland County, bounded and described as follows, to wit:

**TRACT NO. 1**  
(Required Right-of-Way)

Beginning at a point Thirty-One (31) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 10+85; thence North Thirty-Six degrees Fifteen minutes One seconds East (N 36°15'01.00" E) a distance of Fifty and Forty Hundredths (50.40) feet to a point Fifty-One (51) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+71; 00 thence South Fifty-Three degrees Thirty-Nine minutes Fifty-Three and Sixty-Nine Hundredths seconds East (S 53°39'53.69" E) a distance of One Hundred Sixteen (116.00) feet to a point Sixty-Five (65) feet right of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+71; Thirty-Six degrees Fifty-One minutes Forty-Three and Sixteen Hundredths seconds West (S 36°51'43.16" W) a distance of Thirty-Eight and Eighty-Seven Hundredths (38.87) feet to a point Sixty-Six (66) feet right of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+42; thence North Forty-Eight degrees Seventeen minutes Thirteen and Twenty-One Hundredths seconds West (N 48°17'13.21" W) a distance of Eighty-Nine and Thirty-Five Hundredths (89.35) feet to a point Twenty-Three and Four Hundredths (23.04) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+34.33; thence South Eighty-Nine degrees Thirty-One minutes Forty-Six and Seventy-Nine Hundredths seconds West (S 89°31'46.79" W) a distance of Thirty-Three and Twenty-Three Hundredths (33.23) feet to a point Thirty-One (31) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 10+85 and the POINT OF BEGINNING.

Containing 0.0957 acres, more or less.

**TRACT NO. 2**  
(Required Right-of-Way)

Beginning at a point Thirty-One (31) feet left of the survey and right-of-way centerline of Fourth Street at or about Station 13+65; thence South Zero degrees Twenty-Eight minutes Thirteen and Twenty-One Hundredths seconds East (S 0°28'13.21" E) a distance of Twenty-Seven and Ninety-Seven Hundredths (27.97) feet to a point Twenty-Nine and Twenty-Four Hundredths (29.24) feet left of the survey and right-of-way centerline of Fourth Street at or about Station 13+22.92; thence South Fifty-Seven degrees Thirteen minutes Twenty-Three and Twenty-One Hundredths seconds East (S 57°13'23.21" E) a distance of One Hundred Twenty-Four and Forty-Eight Hundredths (124.48) feet to a point Ninety-Five (95.00) feet right of the survey and

right-of-way centerline of Fourth Street at or about Station 13+16; thence Sixty-Six degrees Thirty-Six minutes Forty-Two and Seventy-Six Hundredths seconds West (S 66°36'42.76" W) a distance of Fifty-Eight and Thirty-Six Hundredths (58.36) feet to a point Sixty-Five (65) feet right of the survey and right-of-way centerline of Fourth Street at or about Station 12+74; thence North Fifty-Three degrees Thirty-Nine minutes Fifty-Three and Sixty-Nine Hundredths seconds West (N 53°39'53.69" W) a distance of One Hundred Twenty-Nine (129.00) feet to a point Sixty-Four (64) feet left of the survey and right-of-way centerline of Fourth Street at or about Station 12+74; thence North Thirty-Six degrees Thirty-Nine minutes Ten and Forty Hundredths seconds East (N 36°39'10.40" E) a distance of Fifty-One and Eighteen Hundredths (51.18) feet to a point Fifty-Three (53) left of the survey and right-of-way centerline of Fourth Street at or about Station 13+65; thence North Thirty-Six degrees Thirty-Nine minutes Ten and Forty Hundredths seconds East (N 36°39'10.40" E) a distance of Fifty-One and Eighteen Hundredths (51.18) feet to a point Fifty-Three (53) feet left of the survey and right-of-way centerline of Fourth Street at or about Station 13+65; thence North Eighty-Seven degrees Nineteen minutes Fifty-Nine and Seventy-Eight Hundredths seconds East (N 87°19'59.78" E) a distance of Twenty-Two and Five Hundredths (22.05) feet to a point Thirty-One (31) feet left of the survey and right-of-way centerline of Fourth Street at or about Station 13+65 and the POINT OF BEGINNING.

Containing 0.1595 acres, more or less.

The above two (2) tracts of land shown on the Westmoreland County Drawings Authorizing Condemnation of Right-of-Way for W. Broadway Ave. / Fourth St., Section R/W, as required right-of-way for West Broadway Avenue / Fourth Street, and designated and delineated as parts of Parcel No. 3 on Sheets No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc. in Westmoreland County, Pennsylvania, in Highway Plan Book \*book\* Page \*page\*, on \*date\*, are portions of real estate which became legally vested in Norfolk Southern Railway Company, successor through merger with Pennsylvania Lines, LLC, dated August 27, 2004 by deed of Pennsylvania Lines, LLC, A Pennsylvania Corporation, dated August 16, 2000, and recorded October 18, 2000, in Deed Book 3796, Page 285, in the Westmoreland County Courthouse.

## REPLACEMENT OF FOURTH STREET BRIDGE

Parcel No. 3

Owner and Grantor: Norfolk Southern Railway Company, successor through merger with Pennsylvania Lines, LLC, dated August 27, 2004

ALL THAT CERTAIN tract of land situated in the Borough of North Irwin, Westmoreland County, bounded and described as follows, to wit:

### TRACT NO. 3

(Required Aerial Easement)

Beginning at a point Fifty-One (51) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+71; thence North Thirty-Six degrees Twenty minutes Six and Thirty-One Hundredths seconds East (N 36°20'06.31" E) a distance of One Hundred Three (103.00) feet to a point Fifty-One (51) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 12+74; thence South Fifty-Three degrees Thirty-Nine minutes Fifty-Three and Sixty-Nine Hundredths seconds East (S 53°39'53.69" E) a distance of One Hundred Sixteen (116.00) feet to a point Sixty-Five (65) feet right of the survey and right-of-way centerline of West Broadway Avenue at or about Station 12+74; thence South Thirty-Six degrees Twenty minutes Six and Thirty-One Hundredths seconds West (S 36°20'06.31" W) a distance of One Hundred Three (103.00) feet to a point Sixty-Five (65) feet right of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+74; thence North Fifty-Three degrees Thirty-Nine minutes Fifty-Three and Sixty-Nine Hundredths seconds West (N 53°39'53.69" W) a distance of One Hundred Sixteen (116.00) feet to a point Fifty-One (51) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+71 and the POINT OF BEGINNING.

Containing 0.2743 acres, more or less.

The above tract of land shown on the Westmoreland County Drawings Authorizing Condemnation of Right-of-Way for W. Broadway Ave. / Fourth St., Section R/W, as required aerial easement for West Broadway Avenue / Fourth Street, and designated and delineated as parts of Parcel No. 3 on Sheet No. 7 of the said drawings, as recorded in the office for the recording of deeds, etc. in Westmoreland County, Pennsylvania, in Highway Plan Book \*book\* Page \*page\*, on \*date\*, are portions of real estate which became legally vested in Norfolk Southern Railway Company, successor through merger with Pennsylvania Lines, LLC, dated August 27, 2004 by deed of Pennsylvania Lines, LLC, A Pennsylvania Corporation, dated August 16, 2000, and recorded October 18, 2000, in Deed Book 3796, Page 285, in the Westmoreland County Courthouse.

**REPLACEMENT OF FOURTH STREET BRIDGE**

Parcel No. 3

Owner and Grantor: Norfolk Southern Railway Company, successor through merger with Pennsylvania Lines, LLC, dated August 27, 2004

ALL THOSE CERTAIN tracts of land situated in the Borough of North Irwin, Westmoreland County, bounded and described as follows, to wit:

**TRACT NO. 4**

(Temporary Construction Easement)

Beginning at a point Thirty-Two and Twelve Hundredths (32.12) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 10+58.68; thence North Forty-Eight degrees Seventeen minutes Thirteen and Twenty-One Hundredths seconds West (N 48°17'13.21" W) a distance of Seventy-Seven and Fifty-Seven Hundredths (77.57) feet to a point Eighty-Six and Four Hundredths (86.04) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 10+02.91; thence North Fifty degrees Eighteen minutes Nineteen and Eighty-Six Hundredths seconds East (N 50°18'19.86" E) a distance of One Hundred Five and Thirty-Nine Hundredths (105.39) feet to a point Six (6) feet left of the access road survey and right-of-way baseline at or about Station 111+90; thence North Thirty-Nine degrees Two minutes Twenty-Three and Sixty-One Hundredths seconds East (N 39°02'23.61" E) a distance of Ten (10.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 111+90; thence South Fifty degrees Twenty minutes Seventeen and Eighteen Hundredths seconds East (S 50°20'17.18" E) a distance of Twenty-Three and Thirty-Six Hundredths (23.36) feet to a point One Hundred (100) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 12+23; thence North Thirty-Seven degrees Eight minutes Fifty-Four and Thirteen Hundredths seconds East (N 37°08'54.13" E) a distance of One Hundred Twenty-Two and Ninety-Nine Hundredths (122.99) feet to a point Sixty-Six and Seventy-Six Hundredths (66.76) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 14+02.89; thence South Forty-Nine degrees Forty-Six minutes Thirteen and Twenty-One Hundredths seconds East (S 49°46'13.21" E) a distance of Forty-Nine and Twelve Hundredths (49.12) feet to a point Thirty and Seventy-Seven Hundredths (30.77) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 13+69.46; thence South Zero degrees Twenty-Eight minutes Thirteen and Twenty-One Hundredths seconds East (S 0°28'13.21" E) a distance of Four and Forty-Six Hundredths (4.46) feet to a point Thirty-One (31) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 13+65; thence South Eighty-Seven degrees Nineteen minutes Fifty-Nine and Seventy-Eight Hundredths seconds West (S 87°19'59.78" W) a distance of Twenty-Two and Five Hundredths (22.05) feet to a point Fifty-Three (53) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 13+65; thence South Thirty-Six degrees Thirty-Nine minutes Ten and Forty Hundredths seconds West (S 36°39'10.40" W) a distance of Fifty-One and Eighteen Hundredths (51.18) feet to a point Sixty-Four (64) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 12+74; thence South Fifty-Three degrees Thirty-Nine minutes Fifty-Three and Sixty-Nine Hundredths seconds East (S 53°39'53.69" E) a distance of

Thirteen (13.00) feet to a point Fifty-One (51) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 12+74; thence South Thirty-Six degrees Twenty minutes Six and Thirty-One Hundredths seconds West (S 36°20'06.31" W) a distance of One Hundred Three (103.00) feet to a point Fifty-One (51) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 11+71; thence South Thirty-Six degrees Fifteen minutes One seconds West (S 36°15'01.00" W) a distance of Fifty and Forty Hundredths (50.40) feet to a point Thirty-One (31) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 10+85; thence South Eighty-Nine degrees Thirty-One minutes Forty-Six and Seventy-Nine Hundredths seconds West (S 89°31'46.79" W) a distance of Twenty-Six and Thirty-Three Hundredths (26.33) feet to a point Thirty-Two and Twelve Hundredths (32.12) feet left of the survey and right-of-way centerline of West Broadway Avenue at or about Station 10+58.68 and the POINT OF BEGINNING.

Containing 0.3397 acres, more or less.

TRACT NO. 5

(Temporary Construction Easement – Access Only)

Beginning at a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 111+90; thence South Thirty-Nine degrees Two minutes Twenty-Three and Sixty-One Hundredths seconds West (S 39°02'23.61" W) a distance of Ten (10.00) feet to a point Six (6) feet left of the access road survey and right-of-way baseline at or about Station 111+90; thence North Fifty-One degrees Thirteen minutes Thirteen and Forty-One Hundredths seconds West (N 51°13'13.41" W) a distance of One Hundred Thirty-Five and One Tenth (135.10) feet to a point Seven and Five Tenths (7.5) feet left of the access road survey and right-of-way baseline at or about Station 113+25; thence North Forty-Nine degrees Thirty-Three minutes Twenty-Seven and Twenty-Five Hundredths seconds West (N 49°33'27.25" W) a distance of One Hundred Seventy-Five and Twelve Hundredths (175.12) feet to a point Seven (7) feet left of the access road survey and right-of-way baseline at or about Station 115+00; thence North Forty-Eight degrees Fifty-Seven minutes Nineteen and Seventy-Seven Hundredths seconds West (N 48°57'19.77" W) a distance of One Hundred and Seven Hundredths (100.07) feet to a point Seven (7) feet left of the access road survey and right-of-way baseline at or about Station 116+00; thence North Forty-Eight degrees Twelve minutes Fifteen and Seven Hundredths seconds West (N 48°12'15.07" W) a distance of Two Hundred and Eight Hundredths (200.08) feet to a point Seven (7) feet left of the access road survey and right-of-way baseline at or about Station 118+00; thence North Forty-Eight degrees Seven minutes Twenty-Two and Eighty Hundredths seconds West (N 48°07'22.80" W) a distance of Four Hundred Fifty (450.00) feet to a point Eight (8) feet left of the access road survey and right-of-way baseline at or about Station 122+50; thence North Fifty degrees Seventeen minutes Ten and Sixty-Three Hundredths seconds West (N 50°17'10.63" W) a distance of One Hundred and Eight Hundredths (100.08) feet to a point Twelve (12) feet left of the access road survey and right-of-way baseline at or about Station 123+50; thence North Forty-Six degrees Forty-Four minutes Seven and Thirty-Four Hundredths seconds West (N 46°44'07.34" W) a distance of Two Hundred Fifty and Six

Hundredths (250.06) feet to a point Six and Five Tenths (6.5) feet left of the access road survey and right-of-way baseline at or about Station 126+00; thence North Forty-Seven degrees Fifty-Four minutes Zero and Sixty-Six Hundredths seconds West (N 47°54'00.66" W) a distance of Three Hundred (300.00) feet to a point Six (6) feet left of the access road survey and right-of-way baseline at or about Station 129+00; thence North Forty-Seven degrees Fifty-One minutes Eight and Seventy-Seven Hundredths seconds West (N 47°51'08.77" W) a distance of Two Hundred (200.00) feet to a point Five and Five Tenths (5.5) feet left of the access road survey and right-of-way baseline at or about Station 131+00; thence North Forty-Eight degrees Thirty-Four minutes Seven and One Hundredth seconds West (N 48°34'07.01" W) a distance of Fifty (50.00) feet to a point Six (6) feet left of the access road survey and right-of-way baseline at or about Station 131+50; thence North Forty-Eight degrees Thirty-Four minutes Seven and One Hundredth seconds West (N 48°34'07.01" W) a distance of Fifty (50.00) feet to a point Six and Five Tenths (6.5) feet left of the access road survey and right-of-way baseline at or about Station 132+00; thence North Forty-Seven degrees Forty-Eight minutes Sixteen and Eighty-Nine Hundredths seconds West (N 47°48'16.89" W) a distance of One Hundred Fifty (150.00) feet to a point Six (6) feet left of the access road survey and right-of-way baseline at or about Station 133+50; thence North Forty-Seven degrees Twenty-Five minutes Twenty-One and Eighty-Five Hundredths seconds West (N 47°25'21.85" W) a distance of One Hundred (100.00) feet to a point Five (5) feet left of the access road survey and right-of-way baseline at or about Station 134+50; thence North Forty-Eight degrees Forty-Seven minutes Fifty-One and Ninety-Five Hundredths seconds West (N 48°47'51.95" W) a distance of Two Hundred Fifty and Two Hundredths (250.02) feet to a point Eight and Five Tenths (8.5) feet left of the access road survey and right-of-way baseline at or about Station 137+00; thence North Forty-Seven degrees Forty-Two minutes Thirty-Three and Twelve Hundredths seconds West (N 47°42'33.12" W) a distance of Three Hundred (300.00) feet to a point Seven (7) feet left of the access road survey and right-of-way baseline at or about Station 140+00; thence North Forty-Seven degrees Forty-Nine minutes Fifty-Five and Eleven Hundredths seconds West (N 47°49'55.11" W) a distance of Three Hundred Fifty (350.00) feet to a point Six (6) feet left of the access road survey and right-of-way baseline at or about Station 143+50; thence North Forty-Eight degrees Twelve minutes Twenty-Eight and Thirty-Seven Hundredths seconds West (N 48°12'28.37" W) a distance of Two Hundred Seventy (270.00) feet to a point Seven (7) feet left of the access road survey and right-of-way baseline at or about Station 146+20; thence South Forty-Two degrees Zero minutes Fifteen and Fifty-Seven Hundredths seconds West (S 42°00'15.57" W) a distance of Fifty-Three (53.00) feet to a point Sixty (60) feet left of the access road survey and right-of-way baseline at or about Station 146+20; thence North Forty-Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds West (N 47°59'44.43" W) a distance of One Hundred Eighty (180.00) feet to a point Sixty (60) feet left of the access road survey and right-of-way baseline at or about Station 148+00; thence North Fifty-Four degrees Forty-One minutes Twenty-Two and Sixty-One Hundredths seconds West (N 54°41'22.61" W) a distance of Sixty and Forty-One Hundredths (60.41) feet to a point Sixty-Seven (67) feet left of the access road survey and right-of-way baseline at or about Station 148+60; thence North Eleven degrees Three minutes Seven seconds East (N 11°03'07" E) a distance of Twenty-Five and Twenty-Eight Hundredths (25.28) feet to a point Forty-Five (45) feet left of the access road survey and right-of-way baseline at or about Station 148+73; thence South Forty-Seven degrees Forty-Eight minutes Nineteen and Twenty-Three Hundredths seconds East (S 47°48'19.23" E) a distance of One Hundred Ninety-One (191.00) feet to a point Forty-Six (46) feet left of the access road survey and right-of-way baseline at or about Station 146+82; thence South Seventy-Eight degrees Twenty-Seven

minutes Forty and Forty Hundredths seconds East (S 78°27'40.40" E) a distance of Nineteen and Seventy-Two Hundredths (19.72) feet to a point Thirty-Six (36) feet left of the access road survey and right-of-way baseline at or about Station 146+65; thence North Forty-Two degrees Zero minutes Fifteen and Fifty-Seven Hundredths seconds East (N 42°00'15.57" E) a distance of Forty (40.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 146+65; thence South Forty-Seven degrees Fifty-Nine minutes Forty-Four and Nine Hundredths seconds East (S 47°59'44.09" E) a distance of Forty-Five (45.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 146+20; thence South Forty-Seven degrees Fifty-One minutes Fifty-Five and Sixty-Eight Hundredths seconds East (S 47°51'55.68" E) a distance of Two Hundred Twenty (220.00) feet to a point Three and Five Tenths (3.5) feet right of the access road survey and right-of-way baseline at or about Station 144+00; thence South Forty-Eight degrees Nine minutes Thirty-Three and Seventy-Six Hundredths seconds East (S 48°09'33.76" E) a distance of One Hundred Seventy-Five (175.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 142+25; thence South Forty-Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds East (S 47°59'44.43" E) a distance of Two Hundred Twenty-Five (225.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 140+00; thence South Forty-Eight degrees One minute Twenty-Seven and Fifty-Seven Hundredths seconds East (S 48°01'27.57" E) a distance of Five Hundred (500.00) feet to a point Four and Twenty-Five Hundredths (4.25) feet right of the access road survey and right-of-way baseline at or about Station 135+00; thence South Forty-Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds East (S 47°59'44.43" E) a distance of Fifty (50.00) feet to a point Four and Twenty-Five Hundredths (4.25) feet right of the access road survey and right-of-way baseline at or about Station 134+50; thence South Forty-Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds East (S 47°59'44.43" E) a distance of One Hundred Fifty (150.00) feet to a point Four and Twenty-Five Hundredths (4.25) feet right of the access road survey and right-of-way baseline at or about Station 133+00; thence South Forty-Seven degrees Fifty-One minutes Eight and Seventy-Seven Hundredths seconds East (S 47°51'08.77" E) a distance of One Hundred (100.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 132+00; thence South Forty-Eight degrees Eight minutes Twenty and One Tenth seconds East (S 48°08'20.10" E) a distance of One Hundred (100.00) feet to a point Four and Twenty-Five Hundredths (4.25) feet right of the access road survey and right-of-way baseline at or about Station 131+00; thence South Forty-Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds East (S 47°59'44.43" E) a distance of One Hundred (100.00) feet to a point Four and Twenty-Five Hundredths (4.25) feet right of the access road survey and right-of-way baseline at or about Station 130+00; thence South Forty-Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds East (S 47°59'44.43" E) a distance of One Hundred (100.00) feet to a point Four and Twenty-Five Hundredths (4.25) feet right of the access road survey and right-of-way baseline at or about Station 129+00; thence South Forty-Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds East (S 47°59'44.43" E) a distance of One Hundred (100.00) feet to a point Four and Twenty-Five Hundredths (4.25) feet right of the access road survey and right-of-way baseline at or about Station 128+00; thence South Forty-Seven degrees Fifty-One minutes Eight and Seventy-Seven Hundredths seconds East (S 47°51'08.77" E) a distance of One Hundred (100.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 127+00; thence South Forty-

Seven degrees Fifty-Nine minutes Forty-Four and Forty-Three Hundredths seconds East (S 47°59'44.43" E) a distance of Nine Hundred (900.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 118+00; thence South Forty-Eight degrees Twenty-Seven minutes Sixteen and Thirty-Four Hundredths seconds East (S 48°27'16.34" E) a distance of Two Hundred Ninety-Nine and Ninety-One Hundredths (299.91) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 115+00; thence South Fifty degrees Four minutes Nine seconds East (S 50°04'09" E) a distance of Two Hundred Ninety-Nine and Eighty-Seven Hundredths (299.87) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 112+00; thence South Fifty degrees Fifty-Five minutes Fifty-Six and Fourteen Hundredths seconds East (S 50°55'56.14" E) a distance of Ten (10.00) feet to a point Four (4) feet right of the access road survey and right-of-way baseline at or about Station 111+90 and the POINT OF BEGINNING.

Containing 1.0183 acres, more or less.

The above three (3) tracts of land shown on the Westmoreland County Drawings Authorizing Condemnation of Right-of-Way for W. Broadway Ave. / Fourth St., Section R/W, as temporary construction easement for West Broadway Avenue / Fourth Street, and designated and delineated as parts of Parcel No. 3 on Sheets No. 8 through 12 of the said drawings, as recorded in the office for the recording of deeds, etc. in Westmoreland County, Pennsylvania, in Highway Plan Book \*book\* Page \*page\*, on \*date\*, are portions of real estate which became legally vested in Norfolk Southern Railway Company, successor through merger with Pennsylvania Lines, LLC, dated August 27, 2004 by deed of Pennsylvania Lines, LLC, A Pennsylvania Corporation, dated August 16, 2000, and recorded October 18, 2000, in Deed Book 3796, Page 285, in the Westmoreland County Courthouse.

**BEFORE  
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of Westmoreland County for approval to replace an above grade crossing by the installation of a single-span steel girder bridge where West Broadway Avenue/Fourth Street crosses Norfolk Southern Railroad (NSRC) BR0028787 – PT-331.87; U.S. Department of Transportation Federal Highway Administration (FHWA) will fund the bridge replacement, but Westmoreland County will own and maintain the bridge located in the Borough of North Irwin, Westmoreland County, Pennsylvania.

Application  
Docket No. \_\_\_\_\_

**CERTIFICATION OF SERVICE**

I, Timothy C. Andrews, Esquire, Assistant Solicitor, Westmoreland County, hereby certify that on the date listed below a true and correct copy of the within application was served upon the following parties by first class mail, postage prepaid at Greensburg, Pennsylvania.

Cristin Covert, P.E.  
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Shawn Starling, P.E.  
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[Douglas.Starling@nscorp.com](mailto:Douglas.Starling@nscorp.com)

Dated this 12<sup>th</sup> day of November 2024



---

Timothy C. Andrews, Esq.  
Westmoreland County Assistant Solicitor

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[niboro1@comcast.net](mailto:niboro1@comcast.net) ([niboro1@comcast.net](mailto:niboro1@comcast.net))

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[nibmunicipal@gmail.com](mailto:nibmunicipal@gmail.com) ([nibmunicipal@gmail.com](mailto:nibmunicipal@gmail.com))

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[daguerra@mawc.org](mailto:daguerra@mawc.org) ([daguerra@mawc.org](mailto:daguerra@mawc.org))

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[brian\\_woller@cable.comcast.com](mailto:brian_woller@cable.comcast.com) ([brian\\_woller@cable.comcast.com](mailto:brian_woller@cable.comcast.com))

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[arin.p.biondi@verizon.com](mailto:arin.p.biondi@verizon.com) ([arin.p.biondi@verizon.com](mailto:arin.p.biondi@verizon.com))

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Right-click or tap...

Jeffery Guido has retired from Verizon.  
Sent to Arin Biondi at Verizon (see above)

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[jeffery.d.guido](mailto:jeffery.d.guido@verizon.com) wasn't found at [verizon.com](https://www.verizon.com).

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[richard.l.williams@lumen.com](mailto:richard.l.williams@lumen.com) ([richard.l.williams@lumen.com](mailto:richard.l.williams@lumen.com))

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[Gary Baird \(gbaird@lsse.com\)](mailto:gbaird@lsse.com)

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[Baird, Gary \(Gary.Baird@peoples-gas.com\)](mailto:Gary.Baird@peoples-gas.com)

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[Marks, Jayne \(jayne.marks@aecom.com\)](mailto:jayne.marks@aecom.com)

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[Starling, Shawn \(Douglas.Starling@nscorp.com\)](mailto:Douglas.Starling@nscorp.com)

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