



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

IN REPLY PLEASE
REFER TO OUR FILE

A-2024-3051279

March 21, 2025

TO ALL PARTIES OF RECORD

Application of the City of Philadelphia for approval to alter the public crossing (DOT 541 559 F) by widening the roadway and crossing surfaces, installing updated pedestrian facilities, installing a highway traffic signal with railroad preemption, and removing an industrial track where Packer Avenue crosses, at grade, three (3) tracks of Consolidated Rail Corporation, of which the westernmost track is operated on by CSX Transportation Inc., and Norfolk Southern Railway Company, and two (2) tracks of the Philadelphia Belt Line Company, and to alter the public crossing (DOT 976 324 Y) by adding warning facilities where Columbus Boulevard crosses, at grade, one (1) industrial track of Consolidated Rail Corporation in the City of Philadelphia, Philadelphia County.

To Whom It May Concern:

This matter is before us by reason of an application filed September 19, 2024, by the City of Philadelphia (City) for approval to alter the public crossing (DOT 541 559 F) by widening the roadway, extending four (4) crossing surfaces, adding a pedestrian sidewalk, installing one highway traffic signal with railroad preemption that extends through two (2) intersections, installing a water main, and removing an industrial track where Packer Avenue crosses, at grade, three (3) tracks of Consolidated Rail Corporation (Conrail), of which the westernmost track is operated on by CSX Transportation Inc., (CSX), and Norfolk Southern Railway Company (NSRC), and two (2) tracks of the Philadelphia Belt Line Company (PBL), and to alter the public crossing (DOT 976 324 Y) by adding warning facilities where Columbus Boulevard (Columbus Boulevard) crosses, at grade, one (1) industrial track of Conrail in the City of Philadelphia, Philadelphia County.

Upon receipt of the application, a field investigation and conference was arranged by a Commission staff engineer and held on October 23, 2024. Attending the field conference were representatives from the Pennsylvania Department of Transportation (Department), Kimley-Horn, Holt Logistics, Greenwich Terminals, Philadelphia Port Authority (PhilaPort), PBL, Conrail, CSX, NSRC, and the City of Philadelphia. Although invited to the field conference and notified of the time and place, no representatives participated in the meeting from Glovis Southport, Philadelphia Industrial Development Corporation, Ineos Chemical, Challenger Realty Group, ECO Energy or Dependable Distribution Services, Inc. All parties of the diagnostic team discussed the proposed safety improvements at the subject crossings.

At the field conference it was noted that Packer Avenue is a two-way asphalt paved roadway maintained by the City with an asphalt pedestrian sidewalk along the southern side, generally oriented east to west delineated by white painted pavement markings. At the public crossing (DOT 541 559 F) Packer Avenue crosses, at grade, five (5) tracks all generally oriented north to south consisting of one (1) main track (westernmost), three (3) disconnected tracks, and one (1) industrial track (easternmost). The main track is operated on by CSX, NSRC, and Conrail and is maintained by Conrail. The three (3) disconnected tracks are intended for future rail service with the westernmost disconnected track maintained by Conrail and the two (2) easternmost disconnected tracks are maintained by the PBL. The industrial track (easternmost) is a spur track with a concrete panel crossing surface in good condition maintained by Conrail at the sole cost and expense of Holt Logistics. The industrial track crosses Packer and Delaware Avenues and provides rail service to the Holt Logistics property to the east of Delaware Avenue.

Packer Avenue from east to west crosses over the industrial spur track, makes a four-way intersection with Delaware Avenue then crosses the remaining four (4) tracks between Delaware Avenue and Columbus Boulevard and is intersected then by a three-way intersection with Columbus Boulevard on the western side of the public crossing. At the western intersection, Columbus Boulevard is a curbed bi-directional highway with a sidewalk on the western side and opposing traffic lanes separated by a concrete median. The lane configuration of Columbus Boulevard consists of two (2) north-bound through lanes, two (2) south-bound through lanes, bike lanes in each direction, and one (1) left turn south-bound lane onto Packer Avenue. At the eastern intersection, Delaware Avenue is a curbed bi-directional highway with a sidewalk on the eastern side. The lane configuration of Delaware Avenue consists of two (2) north-bound through lanes, one (1) south-bound shared through-right turn lane and one (1) dedicated south-bound left turn lane onto Packer Avenue. On March 17, 2025, a representative of Kimberly-Horn (Design Consultant for the Department) provided preliminary plans for the subject alteration project via email to a Commission staff engineer. According to the preliminary plans the average daily traffic for Delaware Avenue was reported as 2,500 vehicles projected to reach 4,400 in 2042, with 50% trucks. The average daily traffic for Columbus Boulevard was reported as 6,100 vehicles, projected to reach 10,900 in 2042, with 25% trucks.

The existing warning facilities at the crossing consist of a Crossbuck (R15-1) with a 4-Tracks (R15-2) sign and an Emergency Notification (I-13) sign on the westbound approach of Packer Avenue but none on the eastbound approach. At the intersection of Packer Avenue with Columbus Boulevard is an existing highway traffic signal without railroad preemption that flashes all red in all directions creating a stop controlled intersection. The intersection of Packer Avenue with Delaware Avenue does not have a functioning traffic signal. There are “no pedestrian crossing” signs, and no crosswalks and no operating pedestrian controls at the intersections of Packer Avenue with Columbus Boulevard and Delaware Avenue. There are Grade Crossing Advance Warning (W10-1, W10-2) signs and faded pavement markings but no stop lines on north-bound Delaware Avenue. There are pavement markings, and a Crossbuck (R15-1) but no stop lines or advanced grade crossing warning signs on the south-bound approach to the crossing of Delaware Avenue. There are pavement markings on both the north-bound and south-bound lanes of Columbus Boulevard approaching the intersection with Packer Avenue but no advanced grade crossing warning signs.

The second subject captioned public crossing (DOT 976 324 Y), is located due north of the Packer Avenue crossing on Columbus Boulevard. Columbus Boulevard is a curbed bi-directional highway with a sidewalk on the western side and opposing traffic lanes separated by a concrete median. The lane configuration of Columbus Boulevard consists of two (2) north-bound through lanes, two (2) south-bound through lanes, and bike lanes in each direction. This industrial track is a spur track that crosses Columbus Boulevard to provide rail service to the Holt Logistics property to the west of Columbus Boulevard. The industrial track is maintained by Conrail, at the expense of Holt Logistics, and has an asphalt and rail seal crossing surface in good condition. This crossing has no existing railroad warning facilities, including crossbucks, emergency notification signs, advanced railroad warning signs and stop lines.

At the field conference, representatives for the City and the Department explained the project. The alteration of the subject crossings are necessary and proper because the existing width of Packer Avenue is insufficient and must be increased significantly. The overall project will widen Packer Avenue and make other improvements to improve traffic flow and safety for vehicles traveling to and from Columbus Boulevard and Delaware Avenue. The project is being done and funded by the Department to benefit PhilaPort and the City.

Traffic lanes at the intersections of Columbus Boulevard, Delaware Avenue and Packer Avenue will be reconfigured to better facilitate the anticipated future influx of vehicular traffic. Packer Avenue will be widened and reconfigured to consist of dedicated right and left turning lanes, and an asphalt pedestrian sidewalk along the southernmost side, all separated by varying width painted gore areas to allow for the turning movements of truck traffic.

All parties of the diagnostic team discussed the proposed safety improvements at the subject crossing. The diagnostic team’s decisions were amicable and agreed to by all parties. The parties expressed concern regarding frequent damage to railroad signals, if utilized, due to the high volume of turning truck traffic at the subject crossing. Due to the proposed width of Packer Avenue, any railroad signals would need to be exceptionally long and require very large cantilevers. The parties agreed to utilize the close proximity of the highway traffic signal at the intersections of Packer Avenue with Columbus Boulevard and Delaware Avenue to control the movement of vehicles over the Packer Avenue crossing. Additional traffic signal features will be used including railroad preemption, No Right Turn Blank-Out (R3-1a) sign for the northbound

shared through-right turn lane on Columbus Boulevard and a static No Turn On Red (R10-11) sign for the southbound right turn lane on Delaware Avenue. Crossbucks (R15-1) and ENS signs will be installed along both approaches to the four (4) tracks crossing Packer Avenue.

As part of the project, the existing industrial track on the eastern most side of the Packer Avenue crossing will be removed in its entirety and the roadways of both Packer and Delaware Avenues will be restored with in-kind asphalt paving. At any time in the future, any party may file an application with the Commission and request to reestablish the industrial track across Packer and Delaware Avenues.

The existing industrial track that crosses Columbus Boulevard will be upgraded with Crossbucks (R15-1), Yield (R1-2) signs, Emergency Notification (I-13) signs, stop lines, and Grade Crossing Advance Warning (W10-1) signs.

The Department, at its sole cost and expense, will 1) submit roadway construction and traffic signal plans with railroad preemption to all parties for review and to the Commission for approval, 2) widen Packer Avenue, 3) add line paint to establish three (3) vehicular lanes on Packer Avenue consisting of an east-bound lane, a west-bound left-turn only lane and a west-bound right-turn only lane as per the approved plans, 4) add painted gore areas between lanes and on shoulders as per the approved plans, 5) add a pedestrian crosswalk and facilities on the southernmost side of Packer Avenue, 6) install a highway traffic signal with railroad preemption at the intersections of Packer Avenue with Columbus Boulevard and with Delaware Avenue including an activated No Right Turn Blank-Out (R3-1a) sign on northbound Columbus Boulevard and static No Turn On Red (R10-11) signs at the other approach as per the approved traffic signal plans, 7) connect the interconnect cable from the junction box to the highway traffic signals, 8) paint stop lines and pavement markings on Packer Avenue, Columbus Boulevard and Delaware Avenue as per the approved roadway plans, 9) add Grade Crossing Advance Warning (W10-1, W10-2, W10-3) signs to the roadways of Packer Avenue, Columbus Boulevard and Delaware Avenue as per the approved roadway plans, 10) remove the existing “no pedestrian crossing” signs from both intersections of Packer Avenue with Columbus Boulevard and Delaware Avenue, 11) remove the tracks, ties, ballast and concrete panel crossing surface of the industrial track that crosses Packer and Delaware Avenues and restore with in-kind asphalt paving for the full width of the roadway and shoulders.

Conrail, at the sole cost and expense of the Department, will 1) install Crossbucks (R15-1) and Emergency Notification (I-13) signs on the highway approaches to both of the subject crossings, 2) install 4-Tracks (R15-2) signs on both highway approaches to the crossing on Packer Avenue, 3) extend the rail seal and asphalt crossing surfaces for the full width of the widened Packer Avenue, 4) provide railroad circuitry and a junction box and connect the railroad preemption interconnect for the highway traffic signals.

Utility work is also included in the project. Philadelphia Water Department (PWD), at its sole cost and expense, will install a water main by jacking and boring a 16-inch ductile iron water main under the tracks of Conrail and the PBL. The casing pipe will have a minimum vertical cover from the tracks to the top of the casing pipe of approximately four (4) feet.

Conrail agrees to furnish any watchmen, flagmen, inspectors and/or engineering services, and/or other services necessary to accommodate the improvement that may be deemed necessary to protect the railroad's operations or facilities during the time the facilities are being installed, at the Department's sole cost and expense.

Conrail, at its sole cost and expense, will maintain the Crossbucks (R15-1), Emergency Notification (I-13) signs, railroad circuitry and the 4-Tracks (R15-2) signs where necessary at the subject crossings. Conrail, at its sole cost and expense, will maintain at all times in a smooth and satisfactory condition the asphalt and rail seal crossing surfaces located between the rails, between both sets of tracks and half the distance to the westernmost rail of the PBL, and for a distance of twenty-four (24) inches beyond the outermost rails for the two (2) westernmost tracks crossing Packer Avenue, and for the industrial track crossing Columbus Boulevard.

Holt Logistics has agreed to reimburse Conrail for the total cost of providing maintenance for the crossing surface for the industrial track across Columbus Boulevard.

The PBL, at its sole cost and expense, will maintain at all times in a smooth and satisfactory condition the asphalt and rail seal crossing surfaces located between the rails, between both sets of tracks and half the distance to the easternmost rail of Conrail and for a distance of twenty-four (24) inches beyond the outermost rails and the area between both tracks for the two (2) easternmost tracks crossing Packer Avenue.

The City has agreed to maintain the highway approaches of Packer Avenue to the four (4) parallel tracks and to maintain the highway approaches of Columbus Boulevard to the industrial track to points twenty-four (24) inches beyond the outermost rails, and to maintain the Grade Crossing Advance Warning signs (W10-1, W10-2, W10-3) signs, stop lines, railroad pavement markings, the highway traffic signal, traffic signal signs, traffic signal pavement markings, highway pavement markings and railroad pre-emption timing at the intersections of Packer Avenue with Columbus Boulevard and Delaware Avenue, all in accordance with this Secretarial Letter.

The Commission hereby establishes its jurisdiction limits at the subject crossings as the areas within the confines of the railroad right-of-way and the highway right-of-way and along the highway right-of-way along Packer Avenue from project station 301+00 through 303+73, along the highway right-of-way of Delaware Avenue from project station 117+00 through 120+00, and along the highway right-of-way of Columbus Boulevard from project station 214+25 through 219+50.

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.

The project will be funded 100% by the Department with the only exception being the water main installation which will be funded by Philadelphia Water Department. The estimated cost for the highway project is \$5,000,000.

It does not appear that any facilities of any non-carrier public utility will be affected by the alteration of the crossings. It will not be necessary for the Commission to

appropriate railroad property to accommodate the improvement. All parties agreed that no right-of-way acquisition or compensation is required for this project.

The proposed alteration was discussed in detail at the field conferences and conference calls with all attending parties of record and none have advised that they object to the issuance of a Secretarial Letter, prior to hearing, approving the alteration of the crossing.

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 subject crossings is necessary and proper for the service, accommodation, convenience or safety of the public; THEREFORE:

The application of the City of Philadelphia is approved as herein directed:

1. The caption of the subject proceeding is hereby revised as shown.
2. The public crossing (DOT 541 559 F) where Packer Avenue crosses, at grade, three (3) tracks of Consolidated Rail Corporation, of which the westernmost track is operated on by CSX Transportation Inc., and Norfolk Southern Railway Company, and two (2) tracks of the Philadelphia Belt Line Company, and the public crossing (DOT 976 324 Y) where Columbus Boulevard crosses, at grade, one (1) industrial track of Consolidated Rail Corporation in the City of Philadelphia, Philadelphia County, be altered as herein directed.
3. The Pennsylvania Department of Transportation, at its sole cost and expense, shall submit detailed construction plans including a traffic signal plan with railroad preemption for the intersections of Packer Avenue with Columbus Boulevard and Delaware Avenue, to all parties of record for review and to the Commission for approval.
4. The Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to alter the subject crossings by 1) widening Packer Avenue, 2) establish new traffic lanes and turning movements across Packer Avenue per the approved plans, 3) adding new pedestrian facilities and a crosswalk on Packer Avenue, 4) installing a highway traffic signal with railroad preemption at the intersections of Packer Avenue with Columbus Boulevard and Delaware Avenue including an activated No Right Turn Blank-Out (R3-1a) sign on northbound Columbus Boulevard and a static No Turn On Red (R10-11) sign on southbound Delaware Avenue as per the approved traffic signal plans, 5) connecting the interconnect cable from the junction box to the highway traffic signal, 6) adding Grade Crossing Advance Warning (W10-1, W10-2, W10-3) signs, stop lines and pavement markings to the roadways of Packer Avenue, Columbus Boulevard and Delaware Avenue as per the approved roadway plans, 7) removing the tracks, ties, ballast and concrete panel crossing surface of the industrial track that crosses Packer and Delaware Avenues and restoring with in-kind asphalt paving for the full width of the roadway and shoulders, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices, the approved plans and this Secretarial Letter.

5. Consolidated Rail Corporation, at the sole cost and expense of the Pennsylvania Department of Transportation, furnish all material and do all work necessary to alter the subject crossings by: 1) installing crossbucks (R15-1) and Emergency Notification (I-13) signs on the highway approaches to both of the subject crossings, 2) installing 4-Tracks (R15-2) signs on both highway approaches to the crossing on Packer Avenue, 3) extending the rail seal and asphalt crossing surface for the full width of the widening of Packer Avenue, 4) providing the railroad circuitry and junction box to connect the railroad preemption interconnect for the highway traffic signal, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices, the approved plans and this Secretarial Letter.

6. The 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 controls at the subject crossings that may be required to properly and safely accommodate highway and pedestrian traffic during the time the crossings are being altered.

7. Philadelphia Water Department, at its sole cost and expense, will install a 16-inch ductile iron water main under the Packer Avenue crossing, all in accordance with the approved plans, and this Secretarial Letter.

8. Consolidated Rail Corporation, at the sole cost and expense of the Pennsylvania Department of Transportation, furnish and maintain any flagmen, watchmen, inspectors and/or engineering services, which may be necessary to protect and safeguard its railroad operations or facilities during the time the project is being constructed.

9. The Pennsylvania Department of Transportation, at its sole cost and expense, pay all compensation for damages due to the owners of any property taken, injured or destroyed by reason of any work they perform during the alteration of the subject crossings in accordance with this Secretarial Letter.

10. The Philadelphia Water Department, at its sole cost and expense, pay all compensation for damages due to the owners of any property taken, injured or destroyed by reason of any work they perform during the alteration of the subject crossings in accordance with this Secretarial Letter.

11. Consolidated Rail Corporation, at its sole cost and expense, pay all compensation for damages due to the owners of any property taken, injured or destroyed by reason of any work they perform during the alteration of the subject crossings in accordance with this Secretarial Letter.

12. 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 located within the limits of the Commission's jurisdiction, which may be required as incidental to the execution of the proposed project, be made by said public utility, at its initial cost and expense and in such manner as will not interfere with construction of the project.

13. 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 located in private right-of-way within the limits of the Commission's jurisdiction, which may be required as incidental to the execution of the crossing project, be made by said public utility or municipal authority and in such manner as will not interfere with the project.

14. The Pennsylvania Department of Transportation, notify all parties of record and local emergency management services at least fourteen (14) days prior to performing any work in accordance with this Secretarial Letter.

15. 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.

16. All work necessary to complete the alteration of the subject crossings be done in a manner satisfactory to this Commission on or before December 31, 2028, and that on or before said date, the City of Philadelphia report the date of actual completion of the work.

17. This Secretarial Letter is without prejudice to the right of any party to recover part or all 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.

18. The terms of any existing agreement or 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.

19. Upon completion of the alteration of the subject crossings, Consolidated Rail Corporation, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the subject crossings including the Crossbucks (R15-1), Emergency Notification (I-13) signs, railroad circuitry and the 4-Tracks (R15-2) signs, and maintain at all times in a smooth and satisfactory condition the asphalt and rail seal crossing surfaces located between the rails, between both sets of tracks and half the distance to the westernmost rail of the Philadelphia Belt Line Company, and for a distance of twenty-four (24) inches beyond the outermost rails for the two (2) westernmost tracks on the Packer Avenue crossing (DOT 541 559 F), and for the industrial track crossing (DOT 976 324 Y) on Columbus Boulevard and provide at least ten (10) business days of advance notice to the City of Philadelphia and to the Philadelphia Beltline Company, when performing any work that may affect their facilities, as directed by this paragraph.

20. Upon completion of the alteration of the subject crossings, Holt Logistics, having agreed to do so at its sole cost and expense, reimburse Consolidated Rail Corporation for any costs incurred in the furnishment of materials and performance of work necessary to maintain the railroad facilities for the industrial track across Columbus Boulevard at the subject crossing (DOT 976 324 Y) in accordance with this Secretarial Letter and pursuant to any legal agreements between the parties.

21. Upon completion of the alteration of the subject crossings, the Philadelphia Belt Line Company, at its sole cost and expense, maintain at all times in a smooth and satisfactory condition the asphalt and rail seal crossing surfaces located between the rails, between both sets of its tracks, half the distance to the easternmost rail of Consolidated Rail Corporation and for a distance of twenty-four (24) inches beyond the outermost rails for the two (2) easternmost tracks crossing Packer Avenue, and provide at least ten (10) business days of advance notice to the City of Philadelphia and to the Consolidated Rail Corporation, when performing any work that may affect their facilities, as directed by this paragraph.

22. Upon completion of the alteration of the subject crossings, the City of Philadelphia, at its sole cost and expense, furnish all material and do all work necessary to maintain the highway approaches of Delaware Avenue, Packer Avenue and Columbus Boulevard up to the asphalt and rail seal crossing surfaces to points twenty-four (24) inches beyond the outermost rails, to maintain the railroad and highway pavement markings, grade crossing advance warning (W10-1, W10-2, W10-3) signs and stop lines on the approach roadways of Columbus Boulevard, Packer Avenue and Delaware Avenue, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices, the approved plans and this Secretarial Letter; and provide at least ten (10) business days of advance notice to Consolidated Rail Corporation and to the Philadelphia Belt Line Company, when performing any work that may affect their facilities, as directed by this paragraph.

23. Upon completion of the alteration of the subject crossings, the City of Philadelphia, at its sole cost and expense, furnish all material and do all work necessary to maintain the traffic signal, traffic signal signs and pavement markings, pedestrian crosswalks and signal controls, sidewalks and all ancillary traffic signal features provided at the Packer Avenue crossing (DOT 541 559 F), and perform all work necessary to remove snow, ice, and debris from the sidewalks, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices, approved plans and this Secretarial Letter; and provide at least ten (10) business days of advance notice to Consolidated Rail Corporation and to the Philadelphia Belt Line Company, when performing any work that may affect their facilities, as directed by this paragraph.

24. Upon completion of the alteration of the subject crossings, the City of Philadelphia, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain and to annually inspect the highway traffic signals, blank-out warning signs, traffic signal control box, and cable from the junction box for the railroad preemption interconnect to the traffic signal control box, at the traffic signal at the intersections of Packer Avenue with Columbus Boulevard and with Delaware Avenue to ensure that the timing and preemption operation of the signal system is functioning as designed. The City of Philadelphia shall contact Consolidated Rail Corporation and arrange for railroad personnel to activate the railroad crossing warning system to accommodate the required inspection. The City of Philadelphia shall report any operational problems that cannot be corrected during the annual inspection to both the Pennsylvania Department of Transportation and the Pennsylvania Public Utility Commission.

25. Upon completion of the alteration of the subject crossing (DOT 976 324 Y) of the industrial track on Columbus Boulevard, Consolidated Rail Corporation, at its sole cost and expense, provide that each and every movement of each locomotive, car or train across the track at the subject crossing be properly attached to and propelled or retarded by a locomotive, and that a member of the train crew equipped with a red flag during the daylight hours and a lighted fusee during the hours of darkness, precede on the ground each and every movement of each locomotive, car or train across the highway at the subject crossing to properly warn the traveling public of the approach of such locomotive, car or train all in accordance with this Secretarial Letter.

26. Upon completion of the construction of the proposed project, each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its respective facilities, existing or altered, located within the limits of the improvement.

27. 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 costs incurred by the public 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.

Sincerely,

A handwritten signature in black ink, appearing to read "Rosemary Chiavetta". The signature is written in a cursive, flowing style with a large initial "R".

Rosemary Chiavetta
Secretary