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June 2, 2025

VIA ELECTRONIC-FILING

Rosemary Chiavetta, Secretary
Pennsylvania Public Utility Commission
400 North Street
Harrisburg, PA 17120

RE: In re: Expedited Application of Pittsburgh & Ohio Central Railroad Company for approval of the alteration of the crossing (DOT 510 369 N) where State Route 802 Greentree Road crosses at grade the tracks of Pittsburgh & Ohio Central Railroad, located in Scott Township, Allegheny County, Pennsylvania
Our File No. 2392.469427

Dear Secretary Chiavetta:

Enclosed for filing please find the Application of Pittsburgh & Ohio Central Railroad Company. in reference to the above.

I hereby certify that a copy of this Application has been sent to all persons, parties and entities potentially concerned in, or affected by the proposal set forth in the Application as indicated on the Certificate of Service.

Thank you for your attention to this matter.

Very truly yours,

/s/ Aaron M. Ponzo

Aaron M. Ponzo

AMP/eie
Enclosure

Cc: As per Certificate of Service

33597888.1

BEFORE THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Expedited Application of Pittsburgh & Ohio Central Railroad Company for approval of the alteration of the crossing (DOT 510 369 N) where State Route 802 Greentree Road crosses at grade the tracks of Pittsburgh & Ohio Central Railroad, located in Scott Township, Allegheny County, Pennsylvania

Application Docket No. _____

Electronically Filed

To Pennsylvania Public Utility Commission:

1. The name, address, telephone number, and email address of applicant are Pittsburgh & Ohio Central Railroad Company, 47849 Papermill Road, Coshocton, Ohio 43812 c/o Jared Rishel, 814-249-3040 / jrishel@gwrr.com.

2. The name, address, telephone number, and email address of applicant's attorneys to whom correspondence should be directed are Aaron M. Ponzo, Esquire, Scott D. Clements, Esquire, and J. Lawson Johnston, Esquire, of Dickie, McCamey & Chilcote, P.C., Four Gateway Center, 444 Liberty Avenue, Suite 1000 Pittsburgh, PA 15222, 412-392-5506, aponzo@dmclaw.com; sclements@dmclaw.com; ljohnston@dmclaw.com.

3. Pittsburgh & Ohio Central Railroad Company ("POHC") is a common carrier by rail that provides freight rail services in Pennsylvania. It is the current owner and operator of a railroad line which intersects an at grade public crossing (DOT 510 369 N) in Scott Township, Allegheny County, Pennsylvania, where Greentree Road crosses POHC's right of way at or near milepost 1.74.

4. POHC is filing this Expedited Application for approval to alter the subject crossing because the crossing is deteriorated and is in need of immediate repair. The crossing had previously been patched by POHC to provide temporary repairs, but is now in need of a new crossing surface to remedy the safety concerns at the crossing. POHC is

prepared to proceed with a grade crossing surface alteration as early as June 17, 2025. The project will involve replacing the current crossing surface consisting of rubber crossing pads with an asphalt surface with Railseal. Plans for the proposed alteration are attached hereto as Exhibit "A". It is anticipated that the work will take 36 hours to complete, during which time State Route 802/Greentree Road will be closed to vehicle traffic.

5. The names of the public utilities, municipalities, corporations, or property owners that POHC believes to be concerned in or affected by the alteration of the crossing are Scott Township, Allegheny County, and the Commonwealth of Pennsylvania, Department of Transportation.

6. The average annual number of persons and vehicles using the highway at the crossing is 16,350. The average number of train movements at the crossing is six per week.

7. The estimated cost for the proposed work is \$98,280.00. The source of funding will come from POHC and PennDOT as part of a Track Improvement Project (RTAP 202209021799). The work affecting the track and crossing will be performed by Railworks Corporation and inspected by POHC.

8. The application is necessary and proper because the existing crossing is deteriorated and needs to be repaired and resurfaced to provide a safe surface for the motoring public and rail traffic. POHC previously made repairs to the crossing on a temporary basis, but those temporary measures have now deteriorated and a more permanent repair is needed.

WHEREFORE, applicant prays your Honorable Commission approve the Application.

[Signature on following page]

Dated: June 2, 2025

Respectfully Submitted,

DICKIE, McCAMEY & CHILCOTE, P.C.

By: /s/Aaron M. Ponzo

J. Lawson Johnston, Esquire
PA I.D. #19792

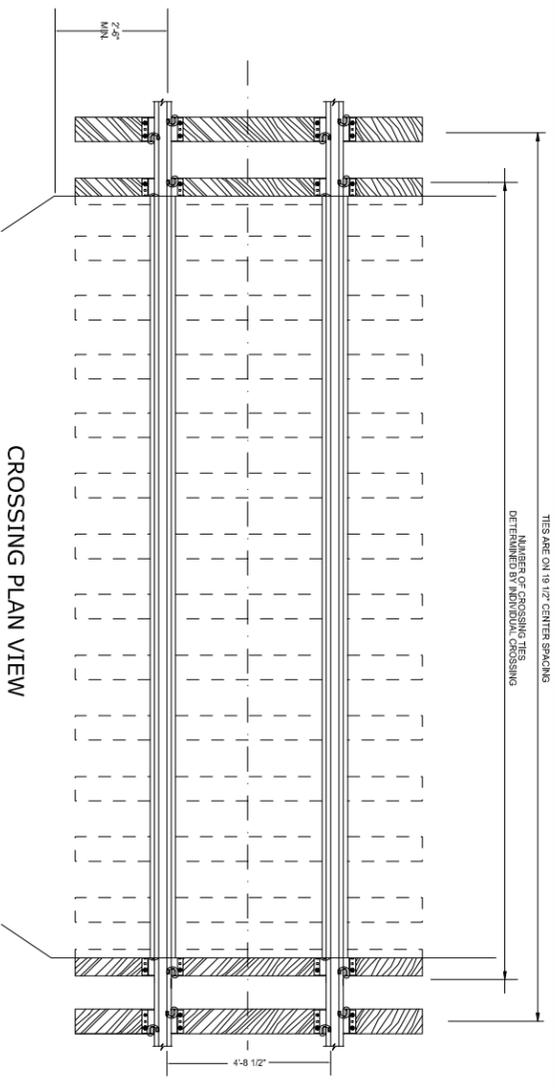
Scott D. Clements, Esquire
PA I.D. #78529

Aaron M. Ponzo, Esquire
PA I.D. 203584

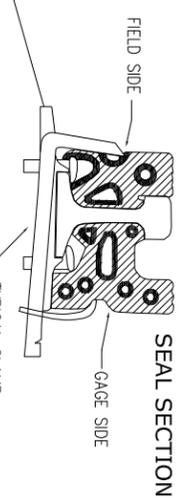
Attorneys for Applicant,
Pittsburgh & Ohio Central Railroad
Company

FILE
ES6005.3
REVISIONS
10-17-2013 GWRS/LSR

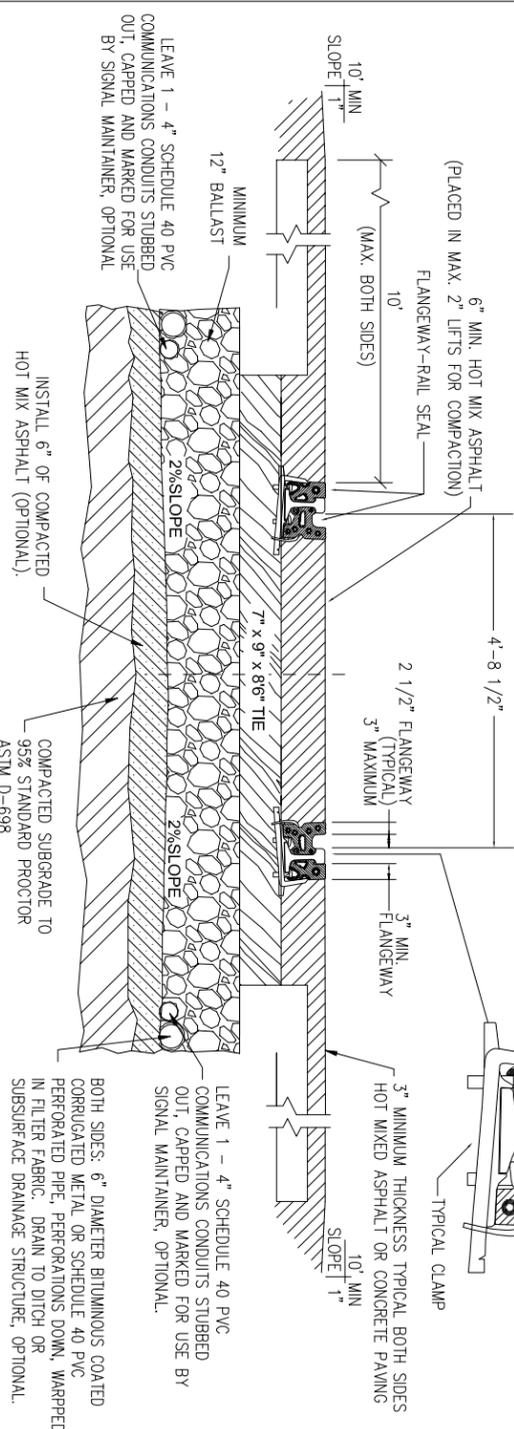
EXHIBIT "A"



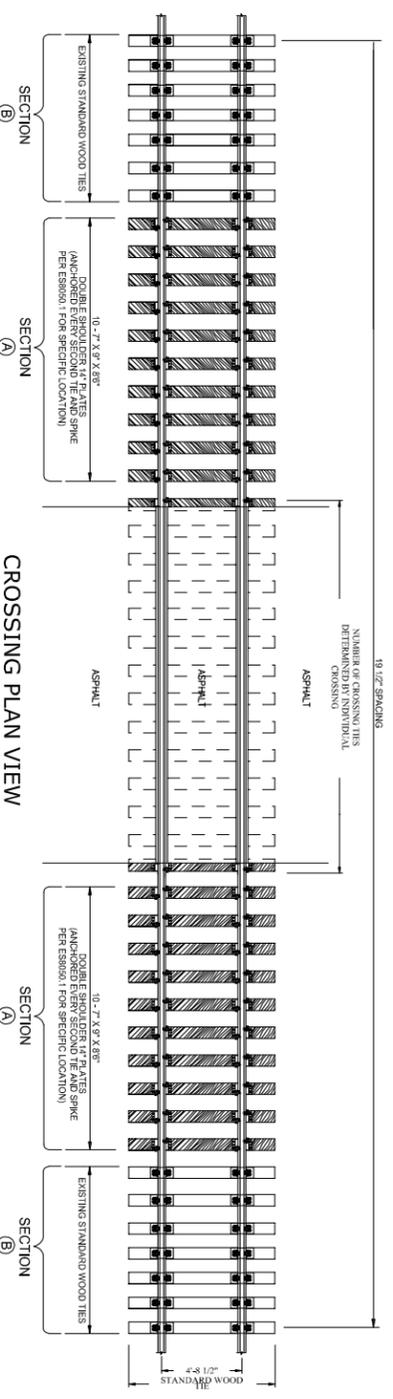
CROSSING PLAN VIEW



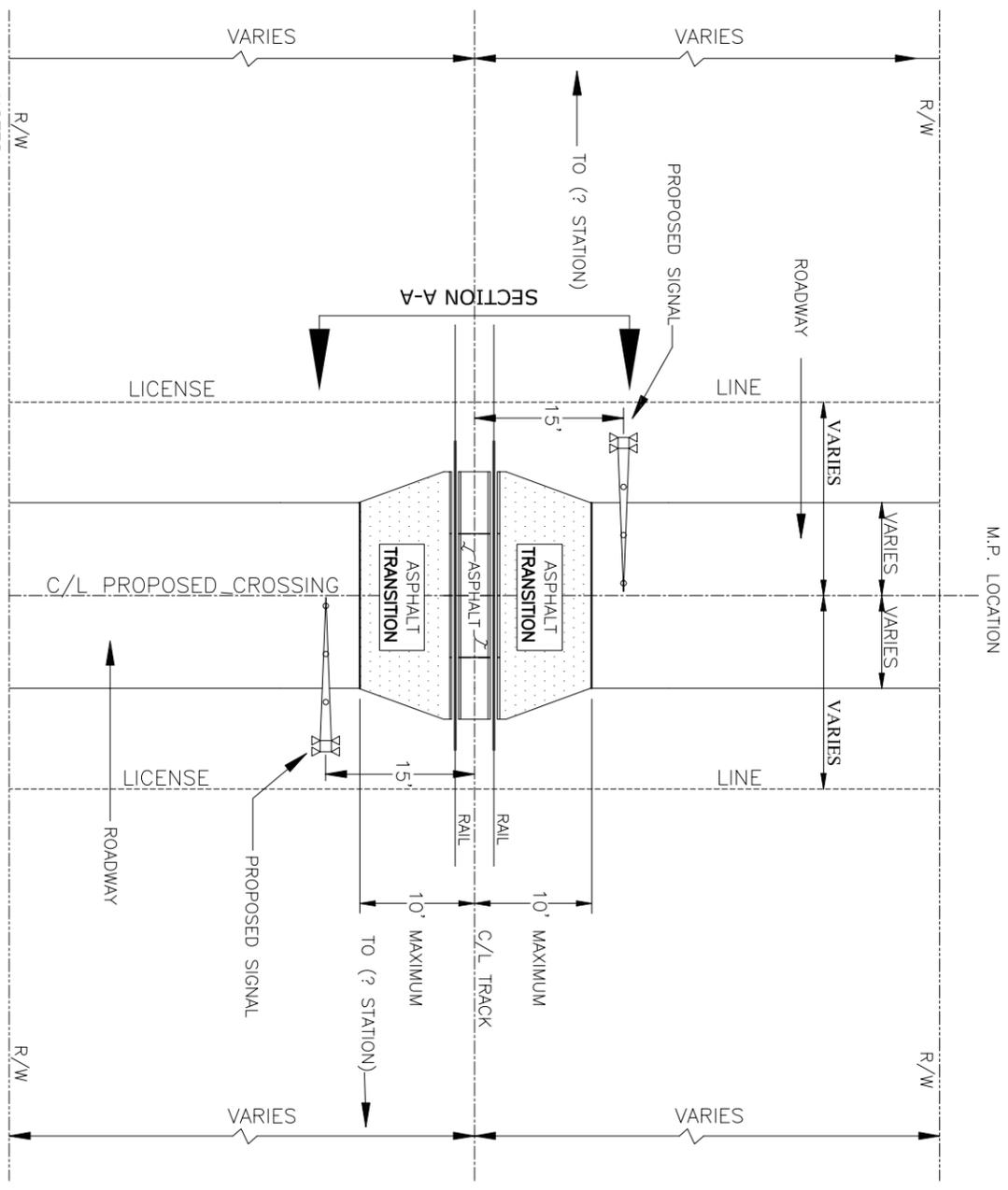
SEAL SECTION



SECTION A-A



CROSSING PLAN VIEW



M.P. LOCATION

NOTES

- CROSSING SITE IS TO BE INSPECTED PRIOR TO START OF INSTALLATION TO DETERMINE THAT PROPER DRAINAGE AND SURFACE SUPPORT IS PROVIDED. TRACK GRADE IS UNIFORM.
 - FOR COMPLETE REMOVAL OF CROSSING & NEW CONSTRUCTION: TRACK STRUCTURE INCLUDING BALL, OTM, BALLAST AND ROADBED MUST BE IN EXCELLENT CONDITION. ALL TIES MUST BE 8" FT. LONG, SPACED AT 19 1/2" CENTERS AND EXTEND 10 TIES BEYOND END OF CROSSING. NEW 7"x9"x8" TIES TO BE INSTALLED IF NECESSARY. IF CONDITIONS WARRANT, SITE TO BE OVER-EXCAVATED AND CROSSING DRAINAGE SYSTEM INSTALLED USING COMPACTED, WELL-GRADED GRANULAR FILL, SUBBALLAST AND PERFORATED DRAINAGE PIPE (IF REQUIRED). INSTALL PER DETAILS OF THIS DRAWING. ADDITIONAL SITE DRAINAGE INCLUDING PROPER DRAINAGE AT EACH OUPRANT OF CROSSING SHALL BE COMPLETED TO ENSURE CROSSING DRAINAGE. SUBBALLAST SECTION TO BE A MINIMUM OF 4" WHEN COMPLETE REMOVAL OF EXISTING CROSSING FOR NEW CONSTRUCTION. SUBBALLAST SECTION TO BE IN ACCORDANCE WITH CONSTRUCTION DESIGN STANDARDS OR AS REQUIRED BY STATE OR LOCAL AGENCIES.
 - IN ALL INSTALLATIONS THE RAIL JOINTS SHOULD FALL OUTSIDE THE CROSSING AREA A MINIMUM OF 25 FEET FROM THE END OF THE CROSSING.
 - USE OF CLAMPS ARE REQUIRED IN EACH THE GRIB WITHIN THE LIMITS OF THE CROSSING. CLAMPS MUST BE ATTACHED PRIOR TO PLACEMENT OF ASPHALTIC CONCRETE (SEE SECTION DETAILS).
 - HOT MIX ASPHALTIC CONCRETE MUST COMPLY WITH STATE D.O.T. SPECIFICATIONS AND BE PLACED IN 2 INCHES MAXIMUM LIFTS. CARE MUST BE TAKEN DURING COMPACTON OF ASPHALT TO PREVENT DAMAGE TO HOLD DOWN CLAMPS OR RUBBER. ASPHALT SHOULD BE ROLLED PARALLEL TO THE RAIL UNTIL THE FINAL LIFT AND COMPACTON. FINAL LIFT OF ASPHALT IS TO BE LEVEL WITH THE TOP OF RAIL FOR 30 INCHES FROM THE FIELD SIDE OF THE RAIL.
 - SLOPE EDGE OF PAVING TO RETURN TO ORIGINAL EDGE OF PAVING ALIGNMENT. LENGTH OF TRANSITION WILL DEPEND ON LOCAL CONDITIONS.
 - AT THE TIE-IN POINT WITH THE EXISTING PAVEMENT, THE OLD PAVEMENT MUST BE CUT DOWN A MINIMUM 2" TO ELIMINATE A FEATHER EDGE ON THE NEW PAVEMENT.
 - USE STATE D.O.T. SPECIFICATION FOR THE ASPHALT SPRAY TACK COAT.
 - ENVIRONMENTAL RULES OF THE GOVERNMENT BODY HAVING AUTHORITY WILL BE FOLLOWED WHEN DISPOSING OF THE PAVEMENT REMOVED FROM THE CROSSING.
 - MATERIAL USED ON GAGE SIDE RAIL SEAL SHALL HAVE AN ELECTRICAL RESISTANCE IF A MINIMUM OF 10 MEGOHMS AT 500 VOLTS DC.
 - RAIL SEAL CROSSING AND ASPHALT TO BE INSTALLED IN ACCORDANCE WITH RAIL SEAL MANUFACTURERS SPECIFICATIONS.
 - ALL DEVIATIONS FROM THIS PLAN MUST BE APPROVED BY THE REGIONAL V.P. - ENGINEERING OR THE A/P-ENGINEERING DESIGN.
- ORDERING NOTE:**
 1. RUBBER RAIL SEAL CROSSING SECTIONS ARE TO BE ORDERED BY "TRACK FEET" IN 16'-0" INCREMENTS.
 EACH 16'-0" INCREMENT WILL INCLUDE (2) GAGE & (2) FIELD SIDE RAIL SEAL SECTIONS. (20) CLAMPS & ANY REQUIRED HARDWARE TO CONNECT THE SECTIONS TOGETHER.
- GENERAL NOTES**
 1. NO WORK WILL BE PERMITTED ON RAILROAD RIGHT-OF-WAY WITHOUT A FLAGMAN.



Issue Date: 06-05-2012
 Revised Date: 10/17/2013
 Authorized: *James & Francis*
 AVP - ENGINEERING DESIGN

The material and equipment shown herein must meet or exceed all quality requirements. Any deviation from these standards must be submitted in writing and approved by the AVP - Engineering Design or Regional V.P. - Engineering prior to use.

TIES & ROAD CROSSINGS

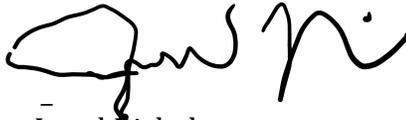
TYPICAL X-ING PLAN & SECTION VIEWS PUBLIC OR PRIVATE CROSSING (RUBBER FLANGEWAY-RAIL SEAL)

ES6005.3
 SH. 1 OF 1

VERIFICATION

I, Jared Rishel, on behalf of Pittsburgh & Ohio Central Railroad Company, hereby state that the facts set forth above are true and correct 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: 6-2-25


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Jared Rishel

BEFORE THE PENNSYLVANIA PUBLIC UTILITY COMMISSION

In re: Expedited Application of Pittsburgh & Ohio Central Railroad Company for approval of the alteration of the crossing (DOT 510 369 N) where State Route 802 Greentree Road crosses at grade the tracks of Pittsburgh & Ohio Central Railroad, located in Scott Township, Allegheny County, Pennsylvania

Application Docket No. _____

Electronically Filed

CERTIFICATE OF SERVICE

I, Aaron M. Ponzio, hereby certify that true and correct copies of the foregoing Expedited Application have been served this 2nd day of June, 2025, upon the parties listed below, in accordance with the requirements of 52 Pa. Code § 1.54, by first-class U.S. mail, postage prepaid and Electronic Mail, as follows:

PennDOT District Engineering 11
Michael Grace
45 Thoms Run Road
Bridgeville, PA 15017
micgrace@pa.gov

Scott Township
301 Lindsay Road
Scott Township, PA 15106

Allegheny County
Roselyn Guy-McCorkle
Fort Pitt commons
445 Fort Pitt Boulevard
Suite 300
Pittsburgh, PA 15219
rosalyn.guymccorkle@alleghenycounty.us

Commonwealth of Pennsylvania, Department
of Transportation
Karen Cummings
Commonwealth Keystone Building
400 North Street, 9th Floor
Harrisburg, PA 17105
kcummings@pa.gov

Commonwealth of Pennsylvania, Department
of Transportation
Sarah Fenton
P.O. Box 3362
400 North Street
Harrisburg, PA 17105
sfenton@pa.gov

Respectfully Submitted,

DICKIE, McCAMEY & CHILCOTE, P.C.

By: /s/Aaron M. Ponzio

Aaron M. Ponzio, Esquire
PA I.D. 203584

*Attorneys for Applicant,
Pittsburgh & Ohio Central Railroad Co.*