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June 4, 2025

VIA ELECTRONIC FILING

Matthew L. Homsher, Secretary
Pennsylvania Public Utility Commission
400 North Street
Harrisburg, PA 17120

***Re: Application of the City of Pittsburgh for approval to alter the public crossing (DOT 507 484 V) by the rehabilitation of the existing bridge where South Negley Avenue crosses, above grade, two (2) tracks of Norfolk Southern Railway Company and M.L.K. Jr. East Busway of the Port Authority of Allegheny County, located in the City of Pittsburgh, Allegheny County, the allocation of costs incident thereto and exemption from the Commission's minimum overhead clearance requirements pursuant to Title 52 Pennsylvania Code, Section 33.121
PUC Docket No. A-2025-3054586***

Dear Secretary Homsher:

Enclosed please find correspondence from Norfolk Southern Corporation concurring with the request of the City of Pittsburgh for a clearance exemption for filing in the above-referenced matter. Copies have been served upon all interested parties of record. Thank you.

Sincerely yours,

Benjamin C. Dunlap, Jr.

BCD:klg
Enclosure
cc: All Parties of Record



Norfolk Southern Corporation
650 W Peachtree St NW
Atlanta, GA 30308
Telephone (404) 205-2615

R. V. Brown, PE
Chief Engineer Bridges & Structures
ruth.brown@nscorp.com

**Re: Concurrence with Clearance Exemption Request in Matter No. PT-349.40
PUC Docket # A-2025-3054586 (Rehabilitation)**

Date: May 27, 2025
File: BR0028848

Matthew L. Homsher, Secretary
Pennsylvania Public Utility Commission
400 North Street
Harrisburg, PA 17120

Dear Secretary Homsher:

Pursuant to 52 Pa. Code § 33.127(b), I am writing to concur with the request of the City of Pittsburgh for a clearance exemption in the above-referenced proceeding. The City of Pittsburgh requests an exemption from the Commission's 22-foot overhead clearance requirement set forth in 52 Pa. Code § 33.121(a).

The City of Pittsburgh requests an exemption for an overhead clearance of 21'-6" for the following reasons: The historic bridge is situated in a dense urban neighborhood with private driveways flanking each approach, heavy pedestrian traffic, a signalized intersection, and already restrictive stopping sight distance which limits the ability to raise the profile or substantially reduce the superstructure depth. Norfolk Southern has no objection to the City of Pittsburgh's exemption request due to the following: The proposed overhead clearance is the maximum achievable given the geometric constraints on the roadway above and the railroad below. The permissible vertical clearance shall include live load deflection.

Should you have any questions in regard to this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruth Brown', written in a cursive style.

Ruth Brown, PE

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/s/ Karen L. Gagne

Karen L. Gagne, Administrative Assistant
to Benjamin C. Dunlap, Jr., Esquire

Date: June 4, 2025