



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

IN REPLY PLEASE
REFER TO OUR FILE

June 13, 2025

A-2025-3055549

TO ALL PARTIES OF RECORD

Application of Pittsburgh & Ohio Central Railroad Company for expedited approval to alter the public crossing (DOT 510 639 N) by the installation of a replacement crossing surface where State Route 3052 (Greentree Road) crosses, at grade, one (1) track of Pittsburgh & Ohio Central Railroad Company located in Scott Township, Allegheny County.

To Whom It May Concern:

This matter is before us by reason of an application received by the Commission on June 2, 2025, by the Pittsburgh & Ohio Central Railroad Company (POHC) seeking expedited Commission approval to alter the public crossing where State Route 3052 (Greentree Road) crosses, at grade, one (1) track of POHC (DOT 510 639 N) located in Scott Township, Allegheny County.

In its application, POHC states it is desirable to alter the crossing by replacing the existing rubber panel high-type crossing surface with a new asphalt crossing surface with rubber rail seal because the crossing is deteriorated and is in need of immediate repair. The existing crossing has 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.

According to the Federal Railroad Administration's grade crossing database the public crossing is located at Milepost 1.74 on POHC's Arden Industrial Track. A total of six (6) train movements per week at a maximum timetable speed of 10 miles per hour is noted. State Route 3052 (Greentree Road) was reported as having an average daily traffic volume of 16,350 vehicles and has a posted speed limit of 35 miles per hour.

A field investigation and conference was arranged by a Commission staff engineer and held on June 12, 2025, at the site of the subject crossing. Representatives of the Pennsylvania Department of Transportation (Department) and POHC attended the field conference.

At the field conference it was noted the State Route 3052 (Greentree Road) crosses at grade one (1) track of Pittsburgh & Ohio Central Railroad Company and is located immediately east of the signalized T-intersection with State Route 3025 (Old Washington Pike). The tracks are generally oriented north-south with a slight skew to the roadway. The crossing surface consists of a rubber panel high-type crossing surface in poor condition, exhibiting numerous areas of asphalt patching and panel depression. On the western side of the crossing, the approach pavement consists of concrete in the travel lanes and asphalt in the shoulders and on the eastern side of the crossing, the approach pavement consists of asphalt in the travel lanes and shoulders.

The existing warning facilities at the crossing consist of cantilever mounted automatically operated flashing-light warning signals, separate post-mounted gate arms, Crossbucks and Emergency Notification signs on both approaches. The railroad active warning devices are interconnected with the signalized intersection at the crossing to provide railroad preemption. All roadway approaches have grade crossing advance warning (W10-1 or W10-4) signs. Stop lines were in place in accordance with the signalized T-intersection. The main approach roadways along State Route 3052 (Greentree Road) have grade crossing pavement markings.

POHC proposes to replace the existing rubber panel high-type crossing surface with a new asphalt crossing surface with rubber rail seal due to the deteriorated condition of the existing rubber panel high-type crossing surface. POHC will remove the entire existing rubber panel crossing surface, remove or replace any rails, ties or ballast incidental to the alteration of the crossing surface, and install a new asphalt and rubber rail seal crossing surface through the full width of the roadway and shoulders and provide an asphalt transition to the existing eastern approach roadway. POHC proposes to perform the work within a 72-hour closure window starting on June 17, 2025.

The project will be funded by POHC with POHC funds and a Department administered Rail Transportation Assistance Program grant with an estimated project cost of \$98,280.00.

It will not be necessary for the Commission to appropriate any property to accommodate the improvement. Relocation of non-carrier public utilities is not expected. Non-carrier public utilities will relocate their facilities at their initial cost and expense, if required.

POHC agrees to perform the alteration described above, provide for maintenance and protection of highway and pedestrian traffic during the time the work is being performed and agrees to the future maintenance of all railroad facilities at the subject crossing, including the active railroad warning devices and the new asphalt crossing surface with rubber rail seal.

The Department agrees to maintain its highway facilities and approach roadways in a smooth and satisfactory condition, including the grade crossing advance warning signs and grade crossing pavement markings, at their sole cost and expense.

Scott Township is directed to maintain the highway traffic signals, preemption interconnect, preemption junction box and any other ancillary features thereof at the intersection.

No party in attendance at the field conference objected to the alteration as proposed by POHC.

The Commission hereby establishes its jurisdictional limits at the subject crossing as the area within the confines of the railroad right-of-way and the highway right-of-way.

The Commission has exclusive jurisdiction in crossing alterations and is the final arbiter of any fees associated with a crossing application. Any conditions, including fees associated with a crossing application, must be approved by the Commission.

POHC has requested expedited processing of its application to meet its proposed construction schedule. Due to the expedited processing of the application, not all parties to this proceeding have had adequate time to review the application, however, we determine that POHC's request for expedited approval is warranted and will be granted provided that the remainder of the parties to this proceeding do not state any objections to this Secretarial Letter within the period of time prescribed herein.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission, we find that a Secretarial Letter can be issued approving the application without a formal hearing.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the alteration of the crossing is necessary and proper for the service, accommodation, convenience, or safety of the public; THEREFORE:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. The public crossing (DOT 510 639 N) where State Route 3052 (Greentree Road) crosses, at grade, one (1) track of Pittsburgh & Ohio Central Railroad Company located in Scott Township, Allegheny County, be altered as herein directed.
3. Pittsburgh & Ohio Central Railroad Company, at its sole cost and expense, furnish all material and perform all work necessary to alter the subject crossing by removing the existing rubber panel crossing surface, removing or replacing any rails, ties or ballast incidental to the removal of the crossing surface, and installing a new asphalt and rubber rail seal crossing surface through the full width of the roadway and shoulders in accordance with its standards reference manual and provide a smooth and satisfactory transition to the approach roadway in accordance with the Pennsylvania Department of Transportation criteria and/or specifications and this Secretarial Letter.

4. Pittsburgh & Ohio Central Railroad Company, at its sole cost and expense, furnish all material and perform all work necessary to establish and maintain any detours or traffic controls that may be required to properly and safely accommodate highway and pedestrian traffic during the time the crossing is being altered.

5. Any relocation of, changes in and/or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority, which may be required as incidental to the alteration of the crossing be made by said public utility company or municipal authority at its initial cost and expense, and in such a manner as will not interfere with the alteration of the crossing; and such relocated or altered facilities thereafter be maintained by said public utility or municipal authority at its sole cost and expense.

6. Pittsburgh & Ohio Central Railroad Company, at its sole cost and expense, furnish all material and perform all work relating to its facilities that may be required as incidental to the performance of the proposed work and furnish any watchmen, flagmen, inspectors and/or engineering services that may be deemed necessary to protect the railroad's operations or facilities during the time the facilities are being installed.

7. The alteration of the crossing be completed on or before September 30, 2025, and that on or before said date Pittsburgh & Ohio Central Railroad Company, report in writing the date of actual completion of the work to this Commission and certify to the parties of record and this Commission that the work has been satisfactorily completed in accordance with this Secretarial Letter.

8. Pittsburgh & Ohio Central Railroad Company, at its sole cost and expense, pay all compensation for damages, if any, due to owners of property taken, injured or destroyed by reason of the alteration of the crossing in accordance with this Secretarial Letter.

9. 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.

10. Pittsburgh & Ohio Central Railroad Company, cooperate with the non-carrier utilities involved, so that during the alteration of the involved crossing, the facilities of the non-carrier utilities will not be endangered or unnecessarily interrupted.

11. Pittsburgh & Ohio Central Railroad Company, as soon as practicable, notify all parties in interest of the actual date on which work will begin.

12. Upon completion of the alteration of the crossing, Pittsburgh & Ohio Central Railroad Company, at its sole cost and expense, furnish all material and perform all work necessary to maintain its railroad facilities at the subject crossing, including the active warning devices and all appurtenant equipment, and maintain at all times in a smooth and satisfactory condition the crossing surface located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails adjacent to any asphalt pavement and up to any adjacent concrete pavement, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter; and provide Pennsylvania Department of Transportation and Scott Township at least ten (10) business days' advance notice when performing any work as directed under this paragraph.

13. Upon completion of the alteration of the crossing, Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its highway approach roadways to the subject crossing to points twenty-four (24) inches beyond each outside rail for any asphalt pavement and up to the asphalt crossing surface for any concrete pavement and in addition, maintain the grade crossing advance warning signs and grade crossing pavement markings, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter; and provide Pittsburgh & Ohio Central Railroad Company and Scott Township at least ten (10) business days' advance notice when performing any work as directed by this paragraph.

14. Scott Township, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway traffic signals, preemption interconnect, preemption junction box, pavement markings associated with the highway traffic signal and any other ancillary features thereof at the intersection where State Route 3052 (Greentree Road) intersects with State Route 3025 (Old Washington Pike).

15. Scott Township, at its sole cost and expense, shall annually inspect the highway traffic signals, traffic signal control box, and cable from the junction box to the traffic signal control box, at the crossing to ensure that the timing and preemption operation of the signal systems are functioning as designed. Scott Township shall contact Pittsburgh & Ohio Central Railroad Company and arrange for railroad personnel to activate the railroad crossing warning system to accommodate the required inspection. Scott Township shall report any operational problems that cannot be corrected during the annual inspection to the Pennsylvania Department of Transportation, Pittsburgh & Ohio Central Railroad Company and the Pennsylvania Public Utility Commission.

16. Upon completion of the work herein directed, and upon written request from any party of record, this proceeding be scheduled for a hearing at a time and place to be determined by the Commission, for the purpose of taking testimony upon the final allocation of any remaining costs incurred by the non-carrier utility companies and other matters relevant to this proceeding.

The Parties are reminded that failure to comply with this or any Order or Secretarial Letter in this proceeding may result in an enforcement action seeking civil penalties and/or other sanctions pursuant to 66 Pa. C.S. § 3301.

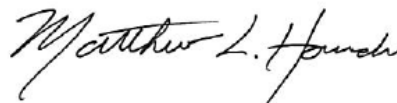
All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax or by e-mail. Parties are encouraged to file formal documents by eFiling with the Secretary of the Commission by opening an eFiling account through the Commission's website (the account is free of charge) and accepting eservice at <https://www.puc.pa.gov/filing-resources/efiling/>.

If your filing contains confidential material, you are required to file by overnight delivery to ensure the timely filing of your submission. There are certain filings that cannot be eFiled, such as filings containing confidential or proprietary material. These must be submitted to the Secretary by overnight delivery, priority, or certified mail to allow tracking of your filing.

If you are dissatisfied with the resolution of this matter, you may, as set forth in 52 Pa. Code §§ 1.31 and 5.44, file a Petition for Reconsideration from Staff Action (Petition) with the Commission within twenty (20) days of the date of this letter. The Petition shall be eFiled with the Secretary of the Commission or sent to: Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120, and must be filed within twenty (20) days, or if no timely request is made, the action will be deemed to be a final action of the Commission.

The Petition MUST include: (1) a written statement (divided into numbered paragraphs) outlining the reasons for the request; (2) the case docket number (it is provided for you at the top right-hand corner of this letter); (3) the party on whose behalf the petition is made; (4) a Certificate of Service on the other parties of record; and (5) a Verification with original signature in accordance with 52 Pa. Code § 1.36.

Sincerely,

A handwritten signature in black ink that reads "Matthew L. Homsher". The signature is written in a cursive style with a large initial "M".

Matthew L. Homsher
Secretary