

**PENNSYLVANIA
PUBLIC UTILITY COMMISSION
Harrisburg, PA 17105-3265**

Public Meeting held August 28, 2025

Commissioners Present:

Stephen M. DeFrank, Chairman
Kimberly Barrow, Vice Chair
Kathryn L. Zerfuss
John F. Coleman, Jr.
Ralph V. Yanora

Docket No.
A-2024-3051983

Application of the Pennsylvania Department of Transportation for approval to alter the public crossing (DOT# 592 188 M) by the removal and replacement of the existing bridge where Seventeenth Street crosses, above grade, the tracks of Norfolk Southern Railway Company in the City of Harrisburg, Dauphin County, and the allocation of costs incident thereto.

ORDER

BY THE COMMISSION:

On November 5, 2024, the Pennsylvania Department of Transportation (Department) filed an application with the Commission for approval to alter the public crossing (DOT# 592 188 M) by replacement of the existing highway bridge where Seventeenth Street crosses, above grade, the tracks of Norfolk Southern Railway Company in the City of Harrisburg, Dauphin County. On February 26, 2025, a field investigation and conference was held at the site of the subject crossings. At the field conference, the Department averred it may be necessary for the Commission to appropriate certain portions of railroad property to accommodate the proposed bridge replacement.

By Secretarial Letter dated March 7, 2025, the Commission directed the alteration of the public crossing (DOT# 592 188 M) by replacement of the existing highway bridge, allocation of costs and assignment of future maintenance responsibilities. Paragraph Number 4 of the Commission's Secretarial Letter directed the Department to submit for approval the right-of-way plans for the highway-railroad crossing alteration project involved in this proceeding.

The final right-of-way plans were received March 31, 2025, and consist of a total of twenty-four (24) sheets of right-of-way plans, including one (1) sheet of color-coded plans, for a total of twenty-five (25) plan sheets. The Department is requesting the Commission approve the right-of-way plans that include appropriation of eight (8) tracts of property from Norfolk Southern Railway Company.

The Department avers that each party to the proceeding was served a copy of the final right-of-way plans for review. None of the parties have advised the Commission that it objects to approval of the final right-of-way plans.

The metes and bounds descriptions required for the property appropriation associated with the said right-of-way plans were submitted to the Commission on March 31, 2025, and are defined herein by this Order.

We hereby approve the right-of-way plans and appropriate the property described in detail in the ordering paragraphs.

The parties are reminded that any failure to comply with any Secretarial Letter or Order in this proceeding may result in an enforcement action seeking civil penalties and/or other sanctions pursuant to 66 Pa. C.S. §3301.¹

¹ It should be noted that the Commission issued an Opinion and Order on April 24, 2025, granting Norfolk Southern Railway Company's Petition for Reconsideration from Staff Action in part and referred this matter to the Office of Administrative Law Judge (OALJ) for further proceedings as necessary. Specifically, the issues referred to the OALJ was the portion of the March 7, 2025 Secretarial Letter relating to the assignment of responsibility in providing flagging and watchmen, as required to protect the railroad tracks during the time the work is being performed across, above, and adjacent to the tracks. This referral is still pending before the OALJ.

The record having been certified to this Commission, we issue this Order pursuant to Sections 335(a) and 2702 of the Public Utility Code, (66 Pa. C.S. §335(a), §2702);

THEREFORE,

IT IS ORDERED:

1. That the right-of-way plans submitted by the Pennsylvania Department of Transportation on March 31, 2025, consisting of a total of twenty-four (24) sheets, including one (1) color-coded sheet, for a total of twenty-five (25) plan sheets identified as “COMMONWEALTH OF PENNSYLVANIA DEPARTMENT OF TRANSPORTATION DRAWINGS REESTABLISHING LIMITED ACCESS HIGHWAY AND AUTHORIZING ACQUISITION OF RIGHT-OF-WAY FOR STATE ROUTE 0083 SECTION B79 R/W AND STATE ROUTE 3010 SECTION 015 R/W IN DAUPHIN COUNTY” are hereby approved and made part hereof.

2. That in accordance with the provisions of Section 2702 of the Public Utility Code, 66 Pa. C.S. §2702, the following described properties be and are hereby taken and appropriated for the purpose of the improvement in accordance with the right-of-way plans approved in Paragraph No. 1 of this Order, and that Paragraph No. 2 of this Order shall be recorded in the Recorder of Deeds of Dauphin County, and shall be indexed under the name or names of the record owners of said property, grantor(s), and the Commonwealth of Pennsylvania Department of Transportation, grantee, at the sole cost and expense of the Commonwealth of Pennsylvania Department of Transportation, applicant herein; the above said plans having been recorded by Dauphin County on December 13, 2024 by Instrument Number 20240027400 to which recording reference is made in and of the description of those tracts of land more particularly described in detail below:

PENNSYLVANIA LINES, LLC, PROPERTY OWNER
C/O NORFOLK SOUTHERN RAILWAY COMPANY
650 W. PEACHTREE STREET NW
ATLANTA, GEORGIA 30308

ALL THOSE CERTAIN TRACTS of land located in City of Harrisburg, Dauphin County, Commonwealth of Pennsylvania, being bound and described as follows:

Tract No. 3

(Required Slope Easement for City Street 1)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Temporary Construction Easement No. 1, said point being 112'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+85, (Coordinates Northing 337,622.0431, Easting 2,216,857.8971);

Thence along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 23°12'09" W 17.02' to a point, said point being 113' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+02, (Coordinates Northing 337,637.6842, Easting 2,216,851.1926);

Thence continuing along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 05°20'56" W 68.41' to a point, said point being 95' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+68, (Coordinates Northing 337,705.7968, Easting 2,216,844.8152);

Thence continuing along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 54°51'41" E 27.89' to a point, a corner common to the Required Aerial Easement for City Street No. 1 and Temporary Construction Easement No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+75, (Coordinates Northing 337,721.8507, Easting 2,216,867.6249);

Thence along the westerly line for Required Aerial Easement for City Street No. 1, S 02°41'55" E 87.82' to a point on the westerly legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 95'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+91, (Coordinates Northing 337,634.1287, Easting 2,216,871.7595);

Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 48°55'02" W 18.39' to a point, the Point of Beginning.

Containing 0.0430 Acres (1,872 Square Feet).

Tract No. 4

(Required Slope Easement for City Street 2)

Beginning at a point, (Point of Beginning), a corner common to the Required Aerial Easement for City Street No. 1 and Temporary Construction Easement No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+63, (Coordinates Northing 337,804.2215, Easting 2,216,836.6569);

Thence along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 80°42'22" W 35.69' to a point, a corner common to Temporary Construction Easement No. 1, said point being 103' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+70, (Coordinates Northing 337,798.4570, Easting 2,216,801.4322);

Thence continuing along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 63°50'12" W 90.51' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 165'± left and opposite of City Street 17th Street survey and right-of-way centerline station 13+36, (Coordinates Northing 337,838.3667, Easting 2,216,720.1942);

Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 70.96' to a point, said point being 96'± left and opposite of City Street 17th Street survey and right-of-way centerline station 13+18, (Coordinates Northing 337,845.2793, Easting 2,216,790.8177);

Thence continuing along lands of now or formerly Norfolk Southern Railway Company, S 01°59'37" E 29.06' to a point, said point being 106'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+90, (Coordinates Northing 337,816.2396, Easting 2,216,791.8285);

Thence continuing along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 14.22' to a point, a corner common to the Required Aerial Easement for City Street No. 1, said point being 92'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+86, (Coordinates Northing 337,817.6246, Easting 2,216,805.9779);

Thence along the westerly line of Required Aerial Easement for City Street No. 1, S 66°24'02" E 33.48' to a point, the Point of Beginning.

Containing 0.0463 Acres (2,017 Square Feet).

Tract No. 5

(Required Slope Easement for City Street 3)

Beginning at a point, (Point of Beginning), on the northern legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Required Aerial Easement for City Street No. 2, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,704.6208, Easting 2,217,032.1697);

Thence along the easterly line of Required Aerial Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 55°00'53" W 61.86' to a point, a corner common to the Required Aerial Easement for City Street No. 2 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+52, (Coordinates Northing 337,740.0876, Easting 2,216,981.4904);

Thence along the southerly line for Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 80°06'33" E 37.66' to a point, said point being 82' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+45, (Coordinates Northing 337,746.5559, Easting 2,217,018.5872);

Thence continuing along the westerly line for Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 73°11'56" E 64.20' to a point, said point being 133' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+06, (Coordinates Northing 337,727.9979, Easting 2,217,080.0494);

Thence continuing along the westerly line for Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 10.87' to a point along the lands of now or formerly Norfolk Southern Railway Company and legal right-of-way line for limited access Interstate 83 (State Route 83), said point being 133'± right and opposite of City Street 17th Street survey and right-of-way centerline station 10+95, (Coordinates Northing 337,717.8276, Easting 2,217,083.8730);

Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), N 87°44'24" W 15.70' to a point, said point being 119'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,718.4467, Easting 2,217,068.1858);

Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 68°59'57" W 38.58' to a point, the Point of Beginning.

Containing 0.0494 Acres (2,153 Square Feet).

Tract No. 6

(Required Slope Easement for City Street 4)

Beginning at a point, (Point of Beginning), on a corner common to the Required Aerial Easement for City Street No. 2 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+30, (Coordinates Northing 337,813.0981, Easting 2,216,954.0416);

Thence continuing along the easterly line of Required Aerial Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 53°07'59" E 36.46' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 12+40, (Coordinates Northing 337,834.9718, Easting 2,216,983.2097);

Thence along the lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 10.35' to a point, a corner common to the Temporary Construction Easement No. 2, said point being 90' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+38, (Coordinates Northing 337,835.9804, Easting 2,216,993.5139);

Thence along the westerly line of Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 31°37'51" E 20.91' to a point, said point being 94' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+17, (Coordinates Northing 337,818.1733, Easting 2,217,004.4821);

Thence along the northerly line of Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 84°15'16" W 50.70' to a point, the Point of Beginning.

Containing 0.0132 Acres (575 Square Feet).

The above four (4) tracts of land shown on the Pennsylvania Department of Transportation Drawings Authorizing Acquisition of Right-of-Way Way for State Route 0083, Section B79 R/W, and State Route 3010, Section 015 R/W in Dauphin County, being designated and delineated as required slope easement for city street and being a portion of land part of Parcel No. 162 on Sheet No. 74 of the said drawings, as recorded in the office for recording of deeds, in Dauphin County, Pennsylvania, by Instrument Number 20240027400, on December 13, 2024, are portions of real estate now owned by Norfolk Southern Railway Company, LLC, by deed in Dauphin County, recorded October 22, 1999, in Deed Book 3536, Page 10, in the Dauphin County Courthouse.

Norfolk Southern Railway Company is the successor to Pennsylvania Lines, LLC by Statement of Merger filed with the Pennsylvania Department of State – Corporation Bureau on October 29, 2004. Entity No. 287.

3. That in accordance with the provisions of Section 2702 of the Public Utility Code, 66 Pa. C.S. §2702, the following described properties be and are hereby taken and appropriated for the purpose of the improvement in accordance with the right-of-way plans approved in Paragraph No. 1 of this Order, and that Paragraph No. 3 of this Order shall be recorded in the Recorder of Deeds of Dauphin County, and shall be indexed under the name or names of the record owners of said property, grantor(s), and the Commonwealth of Pennsylvania Department of Transportation, grantee, at the sole cost and expense of the Commonwealth of Pennsylvania Department of Transportation, applicant herein; the above said plans having been recorded by Dauphin County on December 13, 2024 by Instrument Number 20240027400 to which recording reference is made in and of the description of those tracts of land more particularly described in detail below:

PENNSYLVANIA LINES, LLC, PROPERTY OWNER
C/O NORFOLK SOUTHERN RAILWAY COMPANY
650 W. PEACHTREE STREET NW
ATLANTA, GEORGIA 30308

ALL THOSE CERTAIN TRACTS of land located in City of Harrisburg, Dauphin County, Commonwealth of Pennsylvania, being bound and described as follows:

Tract No. 1

(Required Aerial Easement for City Street 1)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Required Slope Easement for City Street No. 1, said point being 95'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+91, (Coordinates Northing 337,634.1287, Easting 2,216,871.7595);

Thence along the easterly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 02°41'55" W 87.82' to a point, a corner common to the Temporary Construction Easement No. 1 and the Required Slope Easement for City Street No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way

centerline station 11+75, (Coordinates Northing 337,721.8507, Easting 2,216,867.6249);

Thence along the easterly line for Temporary Construction Easement No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 88.00' to a point, a corner common to the Required Slope Easement for City Street No. 2 and Temporary Construction Easement No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+63, (Coordinates Northing 337,804.2215, Easting 2,216,836.6569);

Thence along the easterly line for Required Slope Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 66°24'02" W 33.48' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 92'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+86, (Coordinates Northing 337,817.6246, Easting 2,216,805.9779);

Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 63.35' to a point on the westerly legal right-of-way line for City Street 17th Street, said point being 31'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+70, (Coordinates Northing 337,823.7953, Easting 2,216,869.0228);

Thence along the westerly legal right-of-way line for City Street 17th Street, S 20°30'01" E 12.68' to a point, said point being 31'± left and opposite of City Street 17th Street survey and right-of-way centerline station 12+57, (Coordinates Northing 337,811.9146, Easting 2,216,873.4649);

Thence continuing along the westerly legal right-of-way line for City Street 17th Street, S 20°37'23" E 86.26' to a point, along the lands of now or formerly Norfolk Southern Railway Company, and legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 31'± left and opposite of City Street 17th Street survey and right-of-way centerline station 11+71, (Coordinates Northing 337,731.1845, Easting 2,216,903.8466);

Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 82°26'46" W 28.74' to a point, said point being 59'± left and opposite of City Street 17th Street survey and right-of-way centerline station 11+77, (Coordinates Northing 337,727.4058, Easting 2,216,875.3515);

Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 03°23'32" E 85.87' to a point, said point being 84'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+95, (Coordinates Northing 337,641.6900, Easting 2,216,880.4324);

Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 48°55'02" W 11.51' to a point, the Point of Beginning.

Containing 0.1072 Acres (4,669 Square Feet).

Tract No. 2

(Required Aerial Easement for City Street 2)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and a corner common to the Required Slope Easement for City Street No. 3, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,704.6208, Easting 2,217,032.1697);

Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 68°59'57" W 9.53' to a point, said point being 70'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+01, (Coordinates Northing 337,701.2041, Easting 2,217,023.2693);

Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), by a curve to the right with a radius of 60.46' and arc length of 68.34' (Chord N 55°14'37" W 64.76') to a point, said point being 34'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+54, (Coordinates Northing 337,738.1247, Easting 2,216,970.0613);

Thence continuing along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), S 79°58'49" W 4.49' to a point, along the easterly legal right-of-way line of city street 17th Street, said point being 29'± right and opposite of City Street 17th Street survey and right-of-way centerline station 11+55, (Coordinates Northing 337,737.3430, Easting 2,216,965.6371);

Thence along the easterly legal right-of-way line of city street 17th Street, N 20°37'23" W 98.84' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 29'± right and opposite of City Street 17th Street survey and right-of-way

centerline station 12+54, (Coordinates Northing 337,829.8445, Easting 2,216,930.8254);

Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 52.64' to a point, a corner common to the Required Slope Easement for City Street No. 4, said point being 80'± right and opposite of City Street 17th Street survey and right-of-way centerline station 12+40, (Coordinates Northing 337,834.9718, Easting 2,216,983.2097);

Thence along the Required Slope Easement for City Street No. 4 and crossing lands of now or formerly Norfolk Southern Railway Company, S 53°07'59" W 36.46' to a point, a corner common to the Required Slope Easement for City Street No. 4 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 12+30, (Coordinates Northing 337,813.0981, Easting 2,216,954.0416);

Thence along the Temporary Construction Easement No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 78.00' to a point, a corner common to the Required Slope Easement for City Street No. 3 and Temporary Construction Easement No. 2, said point being 45' right and opposite of City Street 17th Street survey and right-of-way centerline station 11+52, (Coordinates Northing 337,740.0876, Easting 2,216,981.4904);

Thence along the easterly Required Slope Easement No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, S 55°00'53" E 61.86' to a point, the Point of Beginning.

Containing 0.0647 Acres (2,817 Square Feet).

The above two (2) tracts of land shown on the Pennsylvania Department of Transportation Drawings Authorizing Acquisition of Right-of-Way Way for State Route 0083, Section B79 R/W, and State Route 3010, Section 015 R/W in Dauphin County, being designated and delineated as required aerial easement for city street and being a portion of land part of Parcel No. 162 on Sheet No. 74 of the said drawings, as recorded in the office for recording of deeds, in Dauphin County, Pennsylvania, by Instrument Number 20240027400, on December 13, 2024, are portions of real estate now owned by Norfolk Southern Railway Company, LLC, by deed in Dauphin County, recorded October 22, 1999, in Deed Book 3536, Page 10, in the Dauphin County Courthouse.

Norfolk Southern Railway Company is the successor to Pennsylvania Lines, LLC by Statement of Merger filed with the Pennsylvania Department of State – Corporation Bureau on October 29, 2004. Entity No. 287.

4. That in accordance with the provisions of Section 2702 of the Public Utility Code, 66 Pa. C.S. §2702, the following described properties be and are hereby taken and appropriated temporarily, for the use during the construction period only, in accordance with the right-of-way plans approved in Paragraph No. 1 of this Order, and that Paragraph No. 4 of this Order shall be recorded in the Recorder of Deeds of Dauphin County, and shall be indexed under the name or names of the record owners of said property, grantor(s), and the Commonwealth of Pennsylvania Department of Transportation, grantee, at the sole cost and expense of the Commonwealth of Pennsylvania Department of Transportation, applicant herein; the above said plans having been recorded by Dauphin County on December 13, 2024 by Instrument Number 20240027400 to which recording reference is made in and of the description of those tracts of land more particularly described in detail below:

PENNSYLVANIA LINES, LLC, PROPERTY OWNER
C/O NORFOLK SOUTHERN RAILWAY COMPANY
650 W. PEACHTREE STREET NW
ATLANTA, GEORGIA 30308

ALL THOSE CERTAIN TRACTS of land located in City of Harrisburg, Dauphin County, Commonwealth of Pennsylvania, being bound and described as follows:

Tract No. 7
(Temporary Construction Easement 1)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 122' left and opposite of City Street 17th Street survey and right-of-way centerline station 10+81, (Coordinates Northing 337,614.9225, Easting 2,216,849.7297);

Thence along lands of now or formerly Norfolk Southern Railway Company, S 84°24'35" W 80.36' to a point, said point being 200' left of and opposite of City Street 17th Street survey and right-of-way centerline station 11+02, (Coordinates Northing 337,607.0940, Easting 2,216,769.7483);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 01°58'17" E 91.98' to a point, said point being 165' left of and opposite of City Street 17th Street survey and right-

of-way centerline station 11+87, (Coordinates Northing 337,699.0183, Easting 2,216,772.9122);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 77°02'08" E 82.73' to a point, said point being 83' left of and opposite of City Street 17th Street survey and right-of-way centerline station 11+76, (Coordinates Northing 337,717.5789, Easting 2,216,853.5345);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 20°49'08" W 82.04' to a point, said point being 83' left of and opposite of City Street 17th Street survey and right-of-way centerline station 12+58, (Coordinates Northing 337,794.2647, Easting 2,216,824.3753);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 83°50'14" W 131.14' to a point, said point being 210' left of and opposite of City Street 17th Street survey and right-of-way centerline station 12+91, (Coordinates Northing 337,780.1861, Easting 2,216,693.9892);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 57.31' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 210' left of and opposite of City Street 17th Street survey and right-of-way centerline station 13+48, (Coordinates Northing 337,833.8279, Easting 2,216,673.8222);

Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 46.59' to a point, a corner common to the Required Slope Easement for City Street No. 2, said point being 165'± left of and opposite of City Street 17th Street survey and right-of-way centerline station 13+36, (Coordinates Northing 337,838.3667, Easting 2,216,720.1942);

Thence along the westerly line for Required Slope Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, S 63°50'12" E 90.51' to a point, said point being 103' left and opposite of City Street 17th Street survey and right-of-way centerline station 12+70, (Coordinates Northing 337,798.4570, Easting 2,216,801.4322);

Thence continuing along the westerly line for Required Slope Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 80°42'22" E 35.69' to a point, a corner common to the Required Aerial Easement for City Street No. 1 and the Required Slope Easement for City Street No. 2, said point being 68' left and opposite of City Street

17th Street survey and right-of-way centerline station 12+63, (Coordinates Northing 337,804.2215, Easting 2,216,836.6569);

Thence along the westerly line for Required Aerial Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 88.00' to a point, a corner common to the Required Aerial Easement for City Street No. 1 and the Required Slope Easement for City Street No. 1, said point being 68' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+75, (Coordinates Northing 337,721.8507, Easting 2,216,867.6249);

Thence along the westerly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 54°51'41" W 27.89' to a point, said point being 95' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+68, (Coordinates Northing 337,705.7968, Easting 2,216,844.8152);

Thence continuing along the westerly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 05°20'56" E 68.41' to a point, said point being 113' left and opposite of City Street 17th Street survey and right-of-way centerline station 11+02, (Coordinates Northing 337,637.6842, Easting 2,216,851.1926);

Thence continuing along the westerly line for Required Slope Easement for City Street No. 1 and crossing lands of now or formerly Norfolk Southern Railway Company, S 23°12'09" E 17.02' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 112'± left and opposite of City Street 17th Street survey and right-of-way centerline station 10+85, (Coordinates Northing 337,622.0431, Easting 2,216,857.8971);

Thence along lands of now or formerly Norfolk Southern Railway Company, S 48°55'02" W 10.84' to a point, the Point of Beginning.

Containing 0.3129 Acres (13,629 Square Feet).

Tract No.8

(Temporary Construction Easement 2)

Beginning at a point, (Point of Beginning), on the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83), said point being 155' right and opposite of City Street 17th Street survey and right-of-way centerline station 10+86,

(Coordinates Northing 337,716.8860, Easting 2,217,107.7300);

Thence along the northerly legal right-of-way line for limited access for Interstate 83 (State Route 83) and the lands of now or formerly Norfolk Southern Railway Company, N 87°44'24" W 23.88' to a point, a corner common to the Required Slope Easement for City Street No. 3, said point being 133' right of and opposite of City Street 17th Street survey and right-of-way centerline station 10+95, (Coordinates Northing 337,717.8276, Easting 2,217,083.8730);

Thence along the easterly line of Required Slope Easement for City Street No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 10.87' to a point, said point being 133' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+06, (Coordinates Northing 337,727.9979, Easting 2,217,080.0494);

Thence continuing along the easterly line of Required Slope Easement for City Street No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, N 73°11'56" W 64.20' to a point, said point being 82' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+45, (Coordinates Northing 337,746.5559, Easting 2,217,018.5872);

Thence continuing along the northerly line of Required Slope Easement for City Street No. 3 and crossing lands of now or formerly Norfolk Southern Railway Company, S 80°06'33" W 37.66' to a point, a corner common to the Required Slope Easement for City Street No. 3 and the Required Aerial Easement for City Street No. 2, said point being 45' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+52, (Coordinates Northing 337,740.0876, Easting 2,216,981.4904);

Thence along the easterly line of Required Aerial Easement for City Street No. 2 and crossing lands of now or formerly Norfolk Southern Railway Company, N 20°36'15" W 78.00' to a point, a corner common to the Required Aerial Easement for City Street No. 2 and the Required Slope Easement for City Street No. 4, said point being 45' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+30, (Coordinates Northing 337,813.0981, Easting 2,216,954.0416);

Thence along the southerly line of Required Slope Easement for City Street No. 4 and crossing lands of now or formerly Norfolk Southern Railway Company, N 84°15'16" E 50.70' to a point, said point being 94' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+17, (Coordinates Northing 337,818.1733, Easting 2,217,004.4821);

Thence along the easterly line of Required Slope Easement for City Street No. 4 and crossing lands of now or formerly Norfolk Southern Railway Company, N 31°37'51" W 20.91' to a point along the lands of now or formerly Norfolk Southern Railway Company, said point being 90' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+38, (Coordinates Northing 337,835.9804, Easting 2,216,993.5139);

Thence along lands of now or formerly Norfolk Southern Railway Company, N 84°24'35" E 46.59' to a point, said point being 135' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+25, (Coordinates Northing 337,840.5189, Easting 2,217,039.8826);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 25.46' to a point, said point being 135' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+00, (Coordinates Northing 337,816.6889, Easting 2,217,048.8417);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 82°10'03" W 76.90' to a point, said point being 60' right of and opposite of City Street 17th Street survey and right-of-way centerline station 12+17, (Coordinates Northing 337,806.2090, Easting 2,216,972.6574);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'12" E 57.00' to a point, said point being 60' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+60, (Coordinates Northing 337,752.8544, Easting 2,216,992.7156);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, N 89°37'15" E 101.24' to a point, said point being 155' right of and opposite of City Street 17th Street survey and right-of-way centerline station 11+25, (Coordinates Northing 337,753.5245, Easting 2,217,093.9555);

Thence crossing lands of now or formerly Norfolk Southern Railway Company, S 20°36'15" E 39.14' to a point, the Point of Beginning.

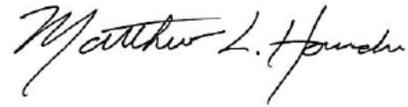
Containing 0.1027 Acres (4,474 Square Feet).

The above two (2) tracts of land shown on the Pennsylvania Department of Transportation Drawings Authorizing Acquisition of Right-of-Way Way for State Route 0083, Section B79 R/W, and State Route 3010, Section 015 R/W in Dauphin County, being designated and delineated as required temporary construction easement for city street and being a portion of land part of Parcel No. 162 on Sheet No. 74 of the said drawings, as recorded in the office for recording of deeds, in Dauphin County, Pennsylvania, by Instrument Number 20240027400, on December 13, 2024, are portions of real estate now owned by Norfolk Southern Railway Company, LLC, by deed in Dauphin County, recorded October 22, 1999, in Deed Book 3536, Page 10, in the Dauphin County Courthouse.

Norfolk Southern Railway Company is the successor to Pennsylvania Lines, LLC by Statement of Merger filed with the Pennsylvania Department of State – Corporation Bureau on October 29, 2004. Entity No. 287.

5. That in all respects not inconsistent herewith, our Secretarial Letter dated March 7, 2025, shall remain in full force and effect.

BY THE COMMISSION,

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

Matt L. Homsher
Secretary

(SEAL)

ORDER ADOPTED: August 28, 2025

ORDER ENTERED: August 28, 2025