



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

IN REPLY PLEASE  
REFER TO OUR FILE

November 19, 2025

A-2025-3057536

**TO ALL PARTIES OF RECORD**

Application of the Pennsylvania Department of Transportation for approval to alter the public crossing (DOT 148 835 A) by the preservation rehabilitation of the existing bridge structures where SR 0422 crosses, above grade, the track of Buffalo & Pittsburgh Railroad Inc., in White Township, Indiana County and the allocation of costs incident thereto.

To Whom It May Concern:

This matter is before us by reason of an application filed with the Commission on September 18, 2025, by the Pennsylvania Department of Transportation (Department) seeking Commission approval to alter the public crossing (DOT 148 835 A) by the replacement of the existing bridge superstructure where SR 0422 crosses, above grade, the track of Buffalo & Pittsburgh Railroad Inc., in White Township, Indiana County.

Upon receipt of the application, a field investigation and conference was arranged by a Commission staff engineer and held on October 16, 2025, at the site of the subject crossing.

Representatives of Buffalo & Pittsburg Railroad Inc., Pennsylvania Department of Transportation (Department), SAI on behalf of the Department, and White Township were all in attendance. Although notified by letter dated September 30, 2025, there were no representatives in attendance from Verizon Pennsylvania LLC, Pennsylvania Electric Company, Peoples National Gas Company LLC, Diversified Energy, DQE Communications, Suburban Propane, Pennsylvania American Water Company, Indiana County or Comcast Cable Communications Management LLC 1.

At the field investigation and conference, the Department and their representatives described the proposed bridge rehabilitation project.

The existing westbound structure is described as a thirteen span P/S concrete I-beam bridge (NBI Structure Number/Bridge Key 19161), originally constructed in 1977 and has an overall condition rating of Fair. The existing bridge is mainly configured to carry two 12-foot lanes of one-way traffic, going west and is widened near abutment 2 for an on ramp. The bridge has concrete barrier on each outside edge of the superstructure.

The existing total structure length is approximately 999.0 feet. The out-to-out width varies from 43.3 to 59.1 feet with a curb-to-curb width that varies from 39.8 to 55.6 feet. The bridge is configured generally in an east west direction. The bridge superstructure is supported by 12 multi-column reinforced concrete piers and 2 reinforced concrete u-wing type abutments.

The existing eastbound structure is described as a thirteen span P/S concrete I-beam bridge (NBI Structure Number/Bridge Key 19158), originally constructed in 1977 and has an overall condition rating of Fair. The existing bridge is mainly configured to carry two 12-foot lanes of one-way traffic, going east and is widened near abutment 2 for an off ramp. The bridge has concrete barriers on each outside edge of the superstructure.

The existing total structure length of the eastbound structure is approximately 986.0 feet. The out-to-out width varies from 43.3 to 67.0 feet with a curb-to-curb width that varies from 39.8 to 63.5 feet. The bridge is configured generally in an east west direction. The bridge superstructure is supported by 12 multi-column reinforced concrete piers and 2 reinforced concrete u-wing type abutments.

The existing minimum vertical (overhead) clearance with respect to the top of rails to the underside of the structure is 22.53 feet (westbound bridge) and 22.59 feet (eastbound bridge). The existing minimum horizontal (side) clearance is approximately 26 feet (westbound bridge) and 36 feet (eastbound bridge) and will be maintained from the centerline of track to the face of existing pier 5.

The average daily traffic at the bridge location was estimated by the applicant at 10,877 vehicles, with 28% trucks. The bridges are currently not posted for load and their overall condition is rated as fair as per the Pennsylvania Department of Transportation website for bridges on state roads. The posted speed limit in the vicinity of the bridge is 65 mph.

The Department proposes rehabbing the existing bridge structures by replacing deck, bridge barriers, joints and bearings. The existing bridge elements will be replaced along with some repair and modifications to the existing substructures. The proposed superstructure total span length will be approximately 995.7 feet (westbound bridge) and 985.0 feet (eastbound bridge) from abutment centerline of bearing to abutment centerline of bearing spanning State Route 3035 within span 2, the single track of Buffalo & Pittsburgh Railroad Inc. located within span 5, Hoodlebug Trail within span 10, Stoney Run within span 11 and State Route 4422 within span 12.

The proposed superstructure replacement will maintain the minimum vertical (overhead) clearance to 22.53 feet (westbound bridge) and 22.59 feet (eastbound bridge) above the top of rails to bottom of structure.

The structures will have a reinforced concrete deck with a minimum depth of 0.67 feet, a curb-to-curb width varying from approximately 41.3 feet to 57.1 feet (westbound bridge), 41.3 feet to 65.0 feet (eastbound bridge) and an out-to-out width of 43.3 feet to 59.1 feet (westbound bridge), 43.3 feet to 67.0 feet (eastbound bridge). Each bridge will feature two 12-foot one directional travel lanes, 11.0-foot wide outside shoulders, 6.3-foot wide inside shoulders, variable width lanes for on and off ramps and one 1-foot wide by 3.5-foot-high

vertical wall reinforced concrete protective barriers located on both sides of each structure. Type 1 scuppers will be connected into existing downspouts located on the piers.

The concrete deck, protective barriers, superstructure deadload, vehicle live load will be supported by the existing I-Beams varying in size, number and center to center spacing depending on the span and as per the final proposed plans that will be submitted.

The horizontal and vertical alignment of the proposed superstructure will remain as is and will be adjusted as needed to tie-in to the existing approach roadways.

The Department stated that it may be necessary for the Commission to appropriate railroad property for a temporary construction easement to accommodate the improvement. If it becomes necessary for the Commission to appropriate certain portions of railroad property, the Department is advised to submit to the Commission for consideration final right-of-way plans with property types and metes and bounds descriptions.

Traffic will be maintained and protected throughout the construction of the project with construction; phasing and demolition techniques, maintaining one lane of traffic each direction throughout.

Temporary underdeck shielding will be used where warranted to protect rail and vehicle traffic below. The Department and their representatives have indicated that all shielding above the tracks will be utilized within the existing beams and will not impact existing vertical clearances.

A temporary protective canopy will be used over the Hoodlebug Trail to protect pedestrians throughout the construction of the project.

If a temporary at-grade railroad crossing is necessary during construction for contractor use, the Department, at their sole cost and expense, will work with Buffalo & Pittsburgh Railroad Inc. to ensure flagging and/or temporary warning signals and crossing surfaces are in place and utilized for access across the railroad facilities.

Buffalo & Pittsburgh Railroad Inc., at the Department's sole cost and expense, agrees to furnish and maintain watchmen, flagmen and/or inspectors to protect and safeguard its railroad operations or facilities during project construction operations over the railroad right-of way and facilities.

The Department, at its sole cost and expense, agrees to furnish all material and do all work necessary to establish and maintain any detours or traffic controls that may be required to accommodate highway traffic properly and safely during the time the project is being constructed.

The Department, at their sole cost and expense, agrees to maintain the entire bridge superstructure and substructures including the bridge deck, bearings, bridge barriers, bridge/roadway drainage facilities, guiderail, bridge inspection, bridge approach or moment slabs, roadway approaches, and to perform snow, ice and debris removal from the bridge deck, and approach roadways.

The Department, at their sole cost and expense, agrees to prepare and submit complete detailed final signed and sealed structure plans, approach roadway construction plans, traffic control plans and to provide such plans to each party in interest for review and to this Commission for approval prior to the construction of the project.

The non-carrier public utilities, if any, will be directed to alter or relocate their facilities as necessary to construct the project, at their initial cost and expense.

The Commission has tentatively established jurisdiction over those portions of the project along the SR 0422 survey and construction baseline between Highway Station 651+50.00 and Highway Station 664+00.00 and all areas necessary for the construction, rehabilitation of the bridge within the public right-of-way and along the railroad right-of-way.

The bridge rehabilitation project will be funded with federal funds and state funds. The estimated total cost for the construction project is \$18,406,514.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission and no party in attendance at the field and investigation conference objected to the proposed improvements as discussed, 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.

The application of the Pennsylvania Department of Transportation is approved as herein directed:

1. The caption of the subject proceeding is hereby revised as shown herein.
2. The public crossing (DOT 148 835 A) where SR 0422 crosses, above grade, the track of Buffalo & Pittsburgh Railroad Inc in White Township, Indiana County be altered as herein directed.
3. Pennsylvania Department of Transportation, at its sole cost and expense, and prior to the start of construction, prepare and submit to this Commission for approval and to all parties of record for examination, complete detailed signed final construction and bridge structural plans, that include approach roadway construction plans, traffic control plans and if necessary, right-of-way plans and the metes and bounds descriptions for any railroad property for the Commission to appropriate.
4. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work required to alter the public crossing (DOT 148 835 A) by constructing the bridge rehabilitation project and any ancillary features thereof constructed or rehabilitated in accordance with the approved plans and this Secretarial Letter.

5. Buffalo & Pittsburgh Railroad Inc., at the sole cost and expense of the Pennsylvania Department of Transportation, furnish all material and perform all work relating to its facilities which 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.

6. That any operating railroad, over the subject line, issues appropriate notice during construction and conduct its operations in the vicinity of the proposed crossing construction project, in a safe manner and under control during the time the project is being constructed

7. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work required to install and maintain temporary underdeck shielding between the beams where warranted, to protect rail and vehicle traffic below.

8. 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 control that may be necessary to properly and safely accommodate vehicular and pedestrian traffic during the time the crossing is being altered.

9. Pennsylvania Department of Transportation, pay all compensation for damages, if any, due to the owners of property taken, injured or destroyed by reason of the alteration of the crossing in accordance with this Secretarial Letter.

10. Any relocation of, or 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 this Commission's jurisdiction, which may be required as incidental to the execution of the crossing project, be made by said public utility company or municipal authority at its initial cost and expense, and in such manner as will not interfere with the construction of the project.

11. Any relocation or changes in and/or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority located beyond the limits of the highway, within the Commission's jurisdiction, which may be required as incidental to the execution of the crossing project, be made by said public utility company or municipal authority, and in such a manner as will not interfere with the construction of the project.

12. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary to complete the remainder of the project, and any other ancillary features of the project, generally in accordance with the approved plans and this Secretarial Letter.

13. Pennsylvania Department of Transportation, at least thirty (30) days prior to the start of work, notify local emergency management services and all parties of interest the actual date on which work will begin.

14. 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 said requirements of each of the parties will be provided for and accommodated insofar as possible.

15. All work necessary to alter the crossing be completed in a manner satisfactory to this Commission on or before June 30, 2029, and that on or before said date, the Pennsylvania Department of Transportation report in writing to this Commission the date of actual completion of the work.

16. All costs which are to be reimbursed by the Department of Transportation consistent with this Secretarial Letter, shall be reimbursed pursuant to the provisions of 23 C.F.R. Parts 140 and 646. The aforesaid Federal reimbursement shall not supersede, delay or, in any manner, postpone the effect of any paragraph contained in this or any related Secretarial Letter or Order.

17. This Secretarial Letter is without prejudice to the right of any party to recover all or part 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. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the newly rehabilitated bridge structures (NBI Structure Number/Bridge Key 19161) and (NBI Structure Number/Bridge Key 19158), including the substructures, superstructure, bearings, deck, concrete protective barriers, guiderail, curbs, roadway surface, approach roadways, drainage facilities, abutments, piers, bridge inspection and any other ancillary features constructed as part of the alteration at the public crossing (DOT 148 835 A), and provide Buffalo & Pittsburgh Railroad Inc., White Township and Indiana County at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

19. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary for the removal of snow, ice and debris from the cartway of the bridge deck and approach roadways thereto.

20. Buffalo & Pittsburgh Railroad Inc., at its sole cost and expense, agrees to furnish all material and perform all work necessary to maintain its track, wire lines, and any other railroad facilities, existing or altered, located within the limits of the subject captioned public crossing (DOT 148 835 A), and to provide the Pennsylvania Department of Transportation, White Township and Indiana County at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

21. Upon completion of the alteration of the subject crossing, 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 alteration.

22. Upon completion of the work herein directed, and upon a written request by any party hereto, this proceeding be scheduled for a hearing at a time and a place assigned by this Commission, upon due notice to all parties, to receive evidence relative to the allocation of initial costs incurred, if any, by the public utility companies and municipal authorities, and any 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, stylized initial "M".

Matthew L. Homsher  
Secretary