

November 20, 2025

Rosemary Chiavetta, Secretary
Commonwealth of Pennsylvania
Pennsylvania Public Utility Commission
PO Box 3265
Harrisburg, PA 17105-3265

C-2020-3016906

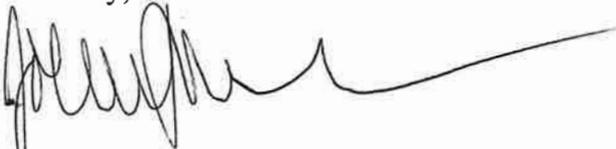
RE RE: Bureau of Investigation & Enforcement v.
Reading Blue Mountain and Northern Railroad,
Docket No. C-2020-3016906
I&E Compliance Demand

Crossing Surface Construction Plan

Dear Secretary Chiavetta,

A copy of the PennDOT approved crossing surface construction plans for the public crossing (DOT 361 425J) has been served upon the parties in the Certificate of Service.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jolene F. Busher', with a long horizontal flourish extending to the right.

Jolene F. Busher

CC: Grant Rosul, I&E Prosecutor *via email only*
Michael L. Swindler, I&E Deputy Chief Prosecutor *via email only*
William M. Sinick, P.E., Rail Safety Division *via email only*
John Pfeiffer, PennDOT Dist 4 -0 *via email only*

VERIFICATION

I, Jolene F. Busher, hereby state that the facts above set forth are true and correct (or 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: 11/20/25

(Signature) 

Certificate of Service

I hereby certify that I have this day served a true and correct copy of the foregoing Request for Extension upon parties of record in this proceeding in accordance with the requirements of 52 PA Code 1.54 (relating to service by a participant), in the manner and upon persons listed below.

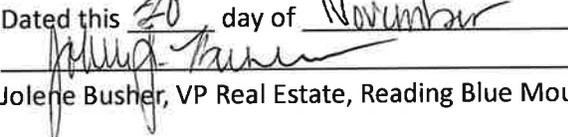
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Grant Rosul, Prosecutor
Pennsylvania Public Utility Commission
grosul@pa.gov

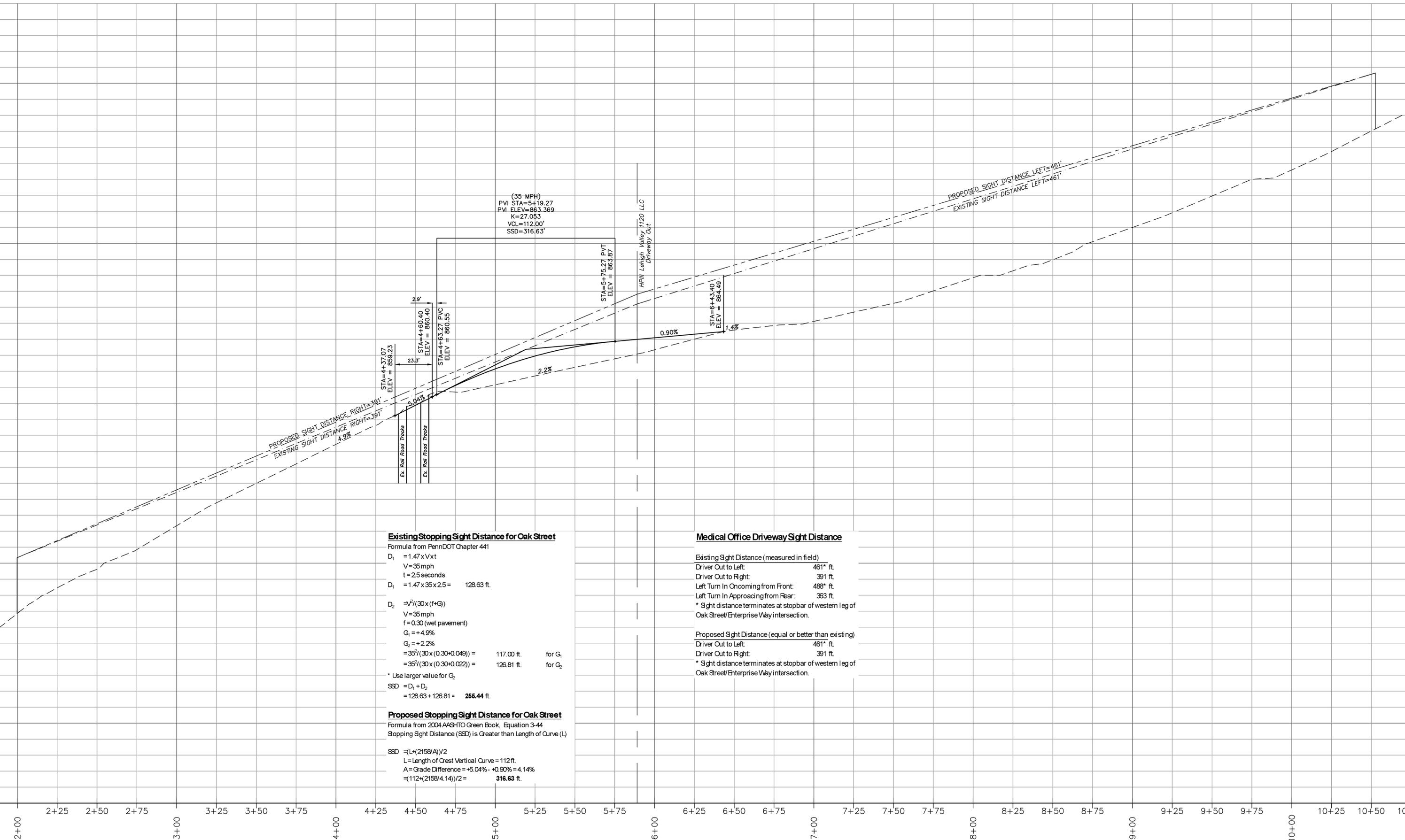
Michael L. Swindler, I&E Deputy Chief Prosecutor
mwindler@pa.gov

William M. Sinick, P.E., Rail Safety Division
wilsinick@pa.gov

John Pfeiffer, PennDOT District 4-0
jopfeiffer@pa.gov

Dated this 20 day of November, 2025.


Jolene Busher, VP Real Estate, Reading Blue Mountain & Northern Railroad



(35 MPH)
 PVI STA=5+19.27
 PVI ELEV=863.369
 K=27.053
 VCL=112.00'
 SSD=316.63'

Existing Stopping Sight Distance for Oak Street

Formula from PennDOT Chapter 441
 $D_1 = 1.47 \times V \times t$
 $V = 35 \text{ mph}$
 $t = 2.5 \text{ seconds}$
 $D_1 = 1.47 \times 35 \times 2.5 = 128.63 \text{ ft.}$
 $D_2 = \frac{V^2}{30 \times (f + G)}$
 $V = 35 \text{ mph}$
 $f = 0.30 \text{ (wet pavement)}$
 $G_1 = +4.9\%$
 $G_2 = +2.2\%$
 $= \frac{35^2}{30 \times (0.30 + 0.049)} = 117.00 \text{ ft. for } G_1$
 $= \frac{35^2}{30 \times (0.30 + 0.022)} = 126.81 \text{ ft. for } G_2$
 * Use larger value for G_2
 $SSD = D_1 + D_2$
 $= 128.63 + 126.81 = 255.44 \text{ ft.}$

Proposed Stopping Sight Distance for Oak Street

Formula from 2004 AASHTO Green Book, Equation 3-44
 Stopping Sight Distance (SSD) is Greater than Length of Curve (L)
 $SSD = \frac{L \times (2158/A)}{2}$
 $L = \text{Length of Crest Vertical Curve} = 112 \text{ ft.}$
 $A = \text{Grade Difference} = +5.04\% - +0.90\% = 4.14\%$
 $= \frac{112 \times (2158/4.14)}{2} = 316.63 \text{ ft.}$

Medical Office Driveway Sight Distance

Existing Sight Distance (measured in field)
 Driver Out to Left: 461* ft.
 Driver Out to Right: 391 ft.
 Left Turn In Oncoming from Front: 488* ft.
 Left Turn In Approaching from Rear: 363 ft.
 * Sight distance terminates at stopbar of western leg of Oak Street/Enterprise Way intersection.
 Proposed Sight Distance (equal or better than existing)
 Driver Out to Left: 461* ft.
 Driver Out to Right: 391 ft.
 * Sight distance terminates at stopbar of western leg of Oak Street/Enterprise Way intersection.

Horizontal Scale : 1" = 25' - Vertical Scale : 1" = 2.5'
Profile - OAK STREET CENTER LINE