

PENNSYLVANIA PUBLIC UTILITY COMMISSION

Application Docket No. 95245

In re: Application of READING COMPANY and PENN CENTRAL COMPANY - For approval of (1) the abolition of the crossings where Township Road No. 699 crosses the track of Reading Company, at grade, and above the grade of the tracks of Penn Central Company and (2) the construction of the crossings, in lieu thereof, where the same highway, constructed as proposed, will cross above the grade of the tracks of the same companies at Park City Shopping Center, partly in Manheim Township and partly in the City of Lancaster, Lancaster County.

ORDER

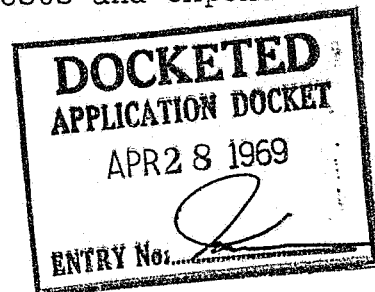
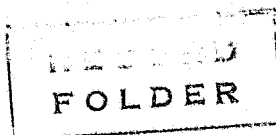
BY THE COMMISSION, APRIL 21, 1969:

In Lancaster County, Manheim Township Road No. 699 forms the south and east boundary between the township and the city of Lancaster. At a point in Manheim Township, approximately 900 feet northwest of State Highway Route 138 (Manheim Pike), Township Road No. 699 crosses, at grade, a single track of the Lancaster Branch of Reading Company and continues to cross, above grade, two main line tracks of the Philadelphia-Harrisburg section of Penn Central Company.

Reading Company and Penn Central Company jointly proposed that the existing crossings, at grade and above grade, be abolished and that new crossings be substituted therefor approximately 530 feet north of the existing above grade crossing.

The proposal is to relocate and reconstruct Township Road No. 699 in such manner as to cross all tracks, above grade, on a single separation structure.

By this application, Reading Company and Penn Central Company seek Commission approval of the abolition of the existing crossings, at grade and above grade, the construction of the relocated crossings, above grade, in lieu thereof, and the allocation of costs and expenses incident thereto.



A meeting was held December 27, 1968 at the site. All interested utilities and municipal corporations were represented. In addition, representatives of Park City Associates, owners of the adjacent property, attended. At the meeting, Park City Associates offered to reimburse the various parties the cost to each for construction of the improvement. All parties agreed to its construction.

Plans submitted as exhibits to the application show various features of the proposed improvement.

Exhibit "A", identified as Plan L.A. 588-2 dated July 7, 1967, is a plan view, including the present and proposed locations of Township Road No. 699 and the subject crossings. It is signed, approved by city of Lancaster, Lancaster County, and the respective planning boards of each. Department of Highways, by signature, has indicated preliminary approval of connections to state highways. Notes on the plan signify the intent of the owner to dedicate necessary right of way for the improvement, other signatures indicate it has been filed with the Recorder of Deeds, Lancaster County.

Exhibit "B", identified as Plan L.A. 588-10 sheet No. 1, shows major utility locations other than railroad, and shows more detailed railroad alignment than does Exhibit "A".

Exhibit "C", identified as Plan L.A. 588-5, shows a plan, profile, and cross section of the proposed relocation of Township Road No. 699 in the immediate vicinity of the crossing.

Exhibit "D", identified as DWG PS-1, is a preliminary plan of the proposed bridge structure showing its principal dimensions and clearances.

In the application, Reading Company and Penn Central Company have agreed to release operating right-of-way damages for the improvement.

Field observation and the plans show the existing roadway to be narrow, badly skewed and on a curve at the at grade crossing of Reading Company tracks, continuing on a steep grade with a near right angle turn to the left over a humped bridge across the Penn Central tracks, then

descending on a steep grade through a sharp turn to the right and continuing tangent for approximately 1,700 feet. The general configuration of the crossings is extremely poor and particularly dangerous in adverse weather.

The cross section of Township Road No. 699, relocated as proposed, is shown as two directional roadways each 24 feet wide between six-inch high curbs separated by a white concrete traffic separator four feet wide. Shoulders are eight feet wide with steel beam type guard rails one and one-half feet from the outer edges. The graded width is thus 68 feet. The proposed bridge cross section is 64 feet 6 inches out-to-out having bridge railings that continue the lines of the highway guard rails and a similar continuation of the traffic separator.

The proposed relocation for the crossings is at a point 530 feet north of the existing structure above Penn Central tracks. Preliminary design for the bridge shows a five-span multiple steel stringer bridge 289 feet in length, the second and fourth spans being over Reading Company and Penn Central Company tracks. The interior spans are each 66 feet in length and clearances are in excess of those required by our Railroad Regulations. From the east at State Highway Route 138, the approach is tangent for 700 feet on a rising grade increasing from one percent to five percent at the crossing. The bridge has a slight crest vertical curve. The west approach continues the tangent from the bridge descending at 4.7 percent grade, approximately 400 feet to a "tee" intersection. Township Road No. 699, relocated, will continue to the right. To the left will be a private road.

Rail traffic on Reading Company track is reported as freight only; on Penn Central tracks, passenger and freight. Number or speed of movements has not yet been established nor has the volume of vehicular traffic.

The application herein made is commendable both in its purpose and in the fact that the land owner, with cooperation from the municipalities, planning boards, carriers, and other utilities involved, has proposed to construct this greatly improved crossing at his own expense as part of the land development.

Upon full consideration of the known facts, we find and determine that the public will benefit by early approval of the application and preliminary order so that later phases of its planning and construction can be pursued during the interim; THEREFORE,

IT IS ORDERED:

1. That the application be and is hereby approved.
2. That the crossings where Manheim Township Road No. 699 crosses a single track of the Lancaster Branch of Reading Company, at grade, and crosses two main line tracks of the Philadelphia to Harrisburg section of Penn Central Company, above grade, be abolished and that new crossings, above grade, be constructed in lieu of the abolished crossings where the same road, relocated as proposed, will cross above the same tracks of said companies, at Park City Shopping Center, partly in Manheim Township and partly in city of Lancaster, Lancaster County.
3. That the general plan L.A. 588-2 dated July 7, 1967, attached to this application as Exhibit "A", is hereby approved except insofar as it relates to the deletion of work, division of work or the allocation of costs and expenses incident to the construction and maintenance of the project.
4. That Penn Central Company, at its initial cost and expense, furnish all material and do all work necessary to construct the crossing generally in accordance with the approved plan and with dimensions and clearances as shown on undated plans L.A. 588-5 and DWG PS-1, attached to the application, and identified as Exhibits "C" and "D".
5. That Penn Central Company, at its initial cost and expense, within six months from the date of service of this order, furnish all material and do all work necessary to have prepared and furnished to this Commission and to all parties of interest, detailed construction drawings for construction of the crossing and approaches thereto.
6. That before any work of construction of the crossing is commenced, this matter be set down for hearing at a time and place to be determined by this Commission to take testimony on the adoption of a

plan, division of work, allocation of costs incident to construction and maintenance of the project and other matters pertinent to the issue.

7. That this order is without prejudice to the right of Penn Central Company to collect from the adjacent land owner (Park City Associates) its costs and expenses incident to design and/or construction as ordered hereinabove in accordance with any valid agreement or understanding between them.

8. That this order remain in effect only until such time as our further order has been issued in this proceeding after hearing has been had and in any event, shall not remain in effect after December 31, 1969, without our specific reaffirmation thereof.

PENNSYLVANIA PUBLIC UTILITY COMMISSION

*George Bloom*  
Chairman

ATTEST:

*John R. Reed*  
Secretary