



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

IN REPLY PLEASE
REFER TO OUR FILE

December 16, 2025

A-2025-3056768

TO ALL PARTIES OF RECORD

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to alter the public crossing (DOT 249 610 A) by the reconstruction of sidewalks where Chestnut Street crosses, below grade, the tracks of Pennsylvania Northeast Regional Railroad Authority, operated thereon by Delaware-Lackawanna Railroad Co., Inc. located in Mayfield Borough, Lackawanna County, and the allocation of costs incident thereto.

To Whom It May Concern:

This matter is before us by reason of an application received by the Commission on August 7, 2025, by the Department of Transportation of the Commonwealth of Pennsylvania (Department) seeking Commission approval to alter the public crossing (DOT 249 610 A) by the reconstruction of sidewalks where Chestnut Street (borough roadway) crosses, below grade, the tracks of Pennsylvania Northeast Regional Railroad Authority (PNRRA), operated thereon by Delaware-Lackawanna Railroad Co., Inc. (DL) located in Mayfield Borough (Borough), Lackawanna County.

Upon receipt of the application, a field investigation and conference was arranged by a Commission staff engineer and held on October 8, 2025, at the site of the subject crossing. Representatives of Adams Cable TV, KBA Engineering (Design consultant for the Borough), the Borough, PNRRA, the Department, Lackawanna River Basin Sewer Authority, and Verizon Pennsylvania LLC were in attendance. Although notified by letter sent via electronic mail dated September 24, 2025, there were no representatives from Comcast Cable Communications Management LLC, DL, Lackawanna County, Pennsylvania American Water, PPL Electric Utilities Corp. or UGI Utilities, Inc. in attendance.

At the field conference it was noted that Chestnut Street is generally oriented northwest to southeast with the below grade crossing (DOT 249 610 A) of the tracks of PNRRA located approximately 130-feet southeast of the intersection with Lackawanna Avenue (county roadway), and 240-feet northwest of the intersection with Hill Street (borough roadway). Chestnut Street at the crossing is a curbed, unmarked two (2) lane, bi-directional asphalt paved roadway with sidewalks that crosses below grade a railroad owned and maintained bridge. The existing sidewalks on both sides of Chestnut Street are not continuous and do not connect to Lackawanna Avenue or Hill Street. Nonstandard and faded signage related to the low vehicular underclearance of the bridge is located on both fascia beams above the traffic lanes. Hazard clearance markers were missing on the left and right pier bent columns and advanced vertical underclearance signs were missing from each roadway approach to the crossing. The Average Daily Traffic volume for Chestnut Street was not provided with the application.

The railroad bridge spanning above Chestnut Street is a 3 span riveted girder-floorbeam-stringer bridge with no deck or ballast and rail ties directly affixed to the tops of the stringers. Cantilever support brackets attached to the fascia girders support wooden plank walkways with handrails on both outer edges of the bridge. It was noted that many of the wooden plank and handrail members were missing and/or partially disconnected and hanging. The bridge superstructure is supported by 2 (two) riveted steel pier bents with 3 (three) lattice columns each, and 2 (two) masonry abutments with flared masonry wing walls. The year 1932 is cast into the concrete backwall on the northeast corner of the bridge which is assumed to be the year of construction. Chain link fencing is installed across the top of the abutments on both southern corners of the bridge, and across both abutments on the northern side where a former adjacent sister structure previously rested. Coal catcher roof systems have been constructed in spans 1 and 3 below the active track and above the sidewalks on either side of Chestnut Street where they cross below grade the railroad structure.

According to the Federal Railroad Administration's grade crossing database the crossing is located at mile post 16.36 on DL's Carbondale mainline. It was reported at the field conference that the line experiences 2 (two) train movements per day at a maximum timetable speed of 10 miles per hour (mph) for freight and 15 mph for passenger trains.

The Borough proposes to reconstruct the sidewalk on the southern side of Chestnut Street only extending from an existing pedestrian curb ramp on the corner of Lackawanna Avenue to a proposed new double curb ramp on the corner of Hill Street, at its sole cost and expense. The Borough also agrees to install hazard clearance (OM3-R and OM3-L) markers on the pier bent columns of the railroad bridge, and to measure the low clearance of the bridge and install on the approaches to and at the subject crossing corresponding Low Clearance (W12-2 and W12-2A) signs, at its sole cost and expense.

The Borough agrees to prepare and submit detailed construction plans prior to the start of construction to all parties of record for review and to the Commission for approval, at its sole cost and expense.

The Borough agrees to 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 its highway facilities in advance of and at the subject public crossing including the roadway surface, sidewalks, and any signage associated with the subject crossing, at its sole cost and expense.

PNRRA indicated at the field conference that the removal of the wooden plank walkway and handrails had already been scheduled, at its sole cost and expense. The work was completed by contractor forces on October 14, 2025, with pictures provided by the Borough to a Commission staff engineer via email dated December 5, 2025.

DL agrees to the future maintenance of all railroad facilities at the subject crossing including the entire bridge structure, abutments, wingwalls, embankments, drainage facilities, fencing and coal catchers installed above the sidewalks, at its sole cost and expense.

DL agrees to provide railroad flagging as required to protect its operations during the time work is being performed, at the Borough's sole cost and expense.

It does not appear that any facilities of any non-carrier public utility will be affected by the alteration of the subject crossing. If deemed necessary, non-carrier public utilities will be directed to relocate their facilities, at their initial cost and expense. It will not be necessary for the Commission to appropriate railroad property to accommodate the improvement.

The proposed sidewalk reconstruction project is part of a larger Safe Routes to School (SRTS) project which is 100% federally funded by a Transportation Alternative Set Aside (TASA) grant administered through the Department with an estimated project cost of \$10,000.

Following a careful review of Commission records it has been determined that the subject public crossing, including the existing railroad bridge structure, appear to have never been memorialized by Secretarial Letter or Commission Order and/or were not located within the Commission's records. This Secretarial Letter will serve to establish and memorialize future maintenance responsibilities of the involved parties of record at the subject public crossing.

The proposed alteration was discussed in detail at the field conference with all attending parties of record and none have advised that they object to the issuance of a Secretarial Letter, prior to hearing, approving the alteration of the crossing.

The Commission hereby establishes its jurisdictional limits at the subject public crossing as the area within the confines of the railroad and highway right-of-way extending in length along Chestnut Street to the sidewalk corners at Lackawanna Avenue to the northwest and Hill Street to the southeast.

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.

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 subject public 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 249 610 A) where Chestnut Street crosses, below grade, the tracks of Pennsylvania Northeast Regional Railroad Authority, operated thereon by Delaware-Lackawanna Railroad Co., Inc. in Mayfield Borough, Lackawanna County be altered as herein directed.
3. Mayfield Borough, at its sole cost and expense, and prior to the start of construction, prepare and submit complete detailed construction plans for the subject crossing to all parties for review and to the Commission for approval.
4. Mayfield Borough, at its sole cost and expense, furnish all material and perform all work necessary to alter the subject crossing by: 1) reconstructing the southern sidewalk on Chestnut Street under the railroad bridge of Pennsylvania Northeast Regional Railroad Authority, 2) measure the low clearance of the railroad bridge and install on the approaches to and at the subject crossing corresponding Low Clearance (W12-2 and W12-2A) signs in addition to any other required signs necessary to indicate the low clearance of the bridge, and 3) install hazard clearance (OM3-R and OM3-L) markers on the pier bent columns of the railroad bridge; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.
5. Mayfield Borough coordinate in advance with Delaware-Lackawanna Railroad Co., Inc. the installation of any signs necessary to be installed on the railroad bridge in accordance with this Secretarial Letter.
6. Mayfield Borough, 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 vehicular and pedestrian traffic during the time the crossing is being altered.
7. Delaware-Lackawanna Railroad Co., Inc., at Mayfield Borough's sole cost and expense, furnish all material and perform all work necessary to 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 altered.
8. 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.
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. All parties involved herein cooperate fully 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. Mayfield Borough, at least ten (10) days prior to the start of work, notify local emergency management services and all parties of record of the actual date on which work will begin.

12. The alteration of the crossing be completed on or before December 31, 2026, and that on or before said date Mayfield Borough 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.

13. Mayfield Borough, at its sole cost and expense, 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.

14. This Secretarial Letter is without prejudice to the right of any party to recover part or all 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.

15. The terms of any agreement established in accordance with this Secretarial Letter shall not preclude the Pennsylvania Public Utility Commission from taking any action necessary to protect the public interest, including but not limited to the reassignment or enforcement of any costs or responsibilities assigned or transferred as a result of this Secretarial Letter.

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. Part 140, 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. Upon completion of the alteration of the crossing, Delaware-Lackawanna Railroad Co., Inc., at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the subject public crossing (DOT 249 610 A) including the entire bridge structure, abutments, wingwalls, embankments, drainage facilities, fencing, coal catchers installed above the sidewalks, and any other appurtenant railroad facility in accordance with this Secretarial Letter, and provide Mayfield Borough at least ten (10) business days' advance notice when performing any work as directed by this paragraph that may affect their facilities.

18. Upon completion of the alteration of the crossing, Mayfield Borough, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its highway facilities at the subject public crossing (DOT 249 610 A) including the sidewalks, low clearance signs, hazard clearance markers, and any other appurtenant highway facility in accordance with this Secretarial Letter, and provide Delaware-Lackawanna Railroad Co., Inc. at least ten (10) business days' advance notice when performing any work as directed by this paragraph that may affect their facilities.

19. Upon completion of the alteration of the 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 improvement.

20. 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 costs incurred by the non-carrier utility companies and municipal authorities 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,



Matthew L. Homsher
Secretary