



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

December 22, 2025

IN REPLY PLEASE
REFER TO OUR FILE

A-2025-3056302

TO ALL PARTIES OF RECORD

Application of the Department of Transportation of the Commonwealth of Pennsylvania to alter sixteen (16) public crossings by upgrading the existing warning devices where public roadways cross, at grade, the track(s) of Norfolk Southern Railway Company in North East Township, North East Borough, Harborcreek Township, and the City of Erie, in Erie County, all in accordance with the Federal Grade Crossing Program 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 July 16, 2025, by the Pennsylvania Department of Transportation (Department) seeking approval to alter sixteen (16) public crossings by upgrading the existing warning devices where various public roadways cross, at grade, the track(s) of Norfolk Southern Railway Company (NS) in North East Township, North East Borough, Harborcreek Township, and the City of Erie, in Erie County, all in accordance with the Federal Grade Crossing Program and the allocation of costs incident thereto.

Upon receipt of the application, a field investigation and conference was arranged by a Commission staff engineer and held at the site of the subject crossings on September 16, 2025. Representatives of NS, the Department, National Fuel Gas Distribution Corporation, and Pennsylvania Electric Company were in attendance. North East Township Water and Sewer Authority, Harborcreek Township Sewer Authority, City of Erie, Erie Sewer Authority, AT&T, Charter Communications, Northwestern Rural Electric Co-op Assoc, Erie Water Works, Verizon North LLC, Zito Media Communications, LLC, Crown Castle International Inc., and Erie County were notified of the time and place but did not attend. North East Township, North East Borough and Harborcreek Township were inadvertently excluded from the field conference invitation, but were called by telephone and invited on the day of the meeting.

This project involves sixteen (16) public crossings of roadways across track(s) of NS. At fourteen (14) of the crossings, the track(s) of NS and are closely parallel to the tracks of CSX Transportation Inc. (CSXT) with the tracks of CSXT generally located on the northern side and the tracks of NS on the southern side.

On the table below, the sixteen (16) public crossings of NS are all numbered to correspond to a different roadway. The letter A represents crossings of NS (5A, 6A, 7A, 8A, 9A, 11A, 12A and 13A), and the letter B represents crossings of CSXT (5B, 6B, 7B, 8B, 9B, 11B, 12B, & 13B). At thirteen (13) of the sixteen (16) numbered crossings, the warning signals of NS and CSXT are interconnected so that all the warning facilities operate anytime there is a train on any of the tracks. Only at crossing number 13, Downing Avenue, are the warning signals at the parallel crossings (13A & 13B) not interconnected because the distance between the tracks is sufficient to queue any vehicles that are in between the two crossings.

At four (4) of the sixteen (16) crossings, crossing numbers 4, 14, 15 and 16 on the following table, CSXT and NS share one set of warning facilities and one DOT crossing number. Maintenance of the warning facilities are shared by the two railroads, with NS maintaining the facilities on the southern side and CSXT maintaining the facilities on the northern side. The warning facilities at each of the four (4) crossings are interconnected and operate for any approaching train on any of the tracks.

At nine (9) of the sixteen (16) public crossings, crossing numbers 3, 5A, 6A, 7A, 8A, 9A, 10, 11A, and 12A, the track(s) of NS run parallel to tracks of CSXT and each set of NS and CSXT tracks have their own pair of flashing-light warning signals. Each railroad maintains the signals for their own set of tracks. The warning facilities at each of the nine (9) crossings are interconnected and operate for any approaching train on any of the tracks.

Project Crossing Number	Street Name	DOT Number.	Signals Inter-connected	Railroad & # of tracks	Municipality
1	Gulf Road (S.R. 1017)	471 859 A	No	1 NS	North East Township
2	Bort Road (T-780)	471 861 B	No	1 NS	North East Township
3	Remington Road (T-760)	524 033 L	Yes	2 CSXT & 1 NS	North East Township
4	South Washington Street	524 028 P	Yes	2 CSXT & 1 NS	Borough Of North East
5A	Smedley Street	471 869 F	Yes	2 NS	Borough Of North East
5B	Smedley Street	524 027 H	Yes	2 CSXT	Borough Of North East
6A	Cemetery Road (T-710)	471 872 N	Yes	2 NS	North East Township
6B	Cemetery Road (T-710)	524 025 U	Yes	2 CSXT	North East Township
7A	Williams Road (S.R.1013)	471 874 C	Yes	1 NS	North East Township
7B	Williams Road (S.R.1013)	524 024 M	Yes	2 CSXT	North East Township
8A	S. Brickyard Road (T-686)	471 875 J	Yes	1 NS	North East Township
8B	S. Brickyard Road (T-686)	524 023 F	Yes	2 CSXT	North East Township
9A	Moreheadville Road (S.R. 1006)	471 876 R	Yes	1 NS	Harborcreek Township
9B	Moreheadville Road (S.R. 1006)	524 022 Y	Yes	2 CSXT	Harborcreek Township
10	King Road (T-670)	524 021 S	Yes	2 CSXT & 1 NS	Harborcreek Township
11A	Davidson Road (T-648)	471 878 E	Yes	1 NS	Harborcreek Township
11B	Davidson Road (T-648)	524 020 K	Yes	2 CSXT	Harborcreek Township
12A	Walbridge Road (T-590)	471 881 M	Yes	1 NS	Harborcreek Township
12B	Walbridge Road (T-590)	524 017 C	Yes	2 CSXT	Harborcreek Township
13A	Downing Avenue	471 886 W	No	2 NS	City Of Erie
13B	Downing Avenue	524 013 A	No	5 CSXT	City Of Erie
14	Cascade Street	524 002 M	Yes	3 CSXT & 3 NS	City Of Erie
15	Raspberry Street	524 001 F	Yes	3 CSXT & 1 NS	City Of Erie
16	Green Garden Road	523 998 S	Yes	3 CSXT & 1 NS	City Of Erie

At crossing number 1, Gulf Road (State Route 1017) is a two-lane asphalt roadway that crosses, at-grade, a track of NS with a rubber flangeway and asphalt crossing surface. The warning facilities on the north and southbound approaches to the subject crossing consist of a post-mounted flashing light warning signals with gates and a bell. There are stop lines, grade crossing pavement markings and Grade Crossing Advance Warning signs (W10-1) on the approaches to the crossing.

At crossing number 2, Bort Road is a two-lane asphalt roadway that crosses, at grade, one (1) track of NS with a rubber flangeway and asphalt crossing surface. The warning facilities at the subject crossing consist of two (2) post-mounted flashing light warning signals on each side of the road along the northbound approach and a cantilever flashing-light warning signal on the southbound approach. There are stop lines and grade crossing pavement markings on both approaches to the crossing. There is a Grade Crossing Advance Warning sign (W10-1) on the southern approach roadway but one is missing on the northern approach roadway.

At crossing number 3, Remington Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS, with a rubber flangeway and asphalt crossing surface, and two (2) tracks of CSXT with timber and asphalt crossing surfaces. The warning facilities at both the CSXT and NS crossings consist of post-mounted flashing light warning signals located on the north and southbound approaches each of the crossings. Gates and 3-Tracks signs (R15-2P) are present on the southbound approach to the tracks of CSXT and on the northbound approach to the track of NS. The northbound approach to the track of CSXT has a 2-Track sign (R15-2P) and the southbound approach to track of NS has a 1-Track sign (R15-2P). The warning facilities are interconnected and operate for trains on all three (3) tracks. There are stop lines on each roadway approach to both crossings. There is a Grade Crossing Advance Warning sign (W10-1) on the southbound approach roadway but one is missing from the northbound approach roadway. There are pavement markings on both approach roadways.

At crossing number 4, South Washington Street is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS, with a rubber flangeway and asphalt crossing surface and two (2) tracks of CSXT with timber and asphalt crossing surfaces. The warning facilities at the shared crossing consist of one (1) post-mounted flashing light warning signal with a gate on the southbound approach to the tracks of CSXT and one (1) cantilevered flashing-light warning signal with a gate on the northbound approach to the track of NS. Each crossing approach has a 3-Tracks sign (R15-2P). These warning facilities are interconnected and operate for trains on all three (3) tracks. There are Grade Crossing Advance Warning signs (W10-1), stop lines and pavement markings on both approach roadways to the crossing.

At crossing numbers 5A and 5B, Smedley Street is a two-lane asphalt roadway that crosses, at-grade, two (2) tracks of NS (5A), with a rubber flangeway and asphalt crossing surface and the other NS track with a timber and asphalt crossing surface. Smedley Street crosses two (2) tracks of CSXT (5B), with timber and asphalt crossing surfaces. The warning facilities at both of the crossings consist of post-mounted flashing light warning signals with gates and 2-Tracks signs (R15-2P). The warning facilities at the two crossings are interconnected and operate for trains on all four (4) tracks. There are no stop lines on the southbound roadway approach to crossing 5A and on the northbound roadway approach to crossing 5B. There are Grade Crossing Advance Warning signs (W10-1) and pavement markings on both approach roadways.

At crossing numbers 6A and 6B, Cemetery Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS (6A) with a rubber flangeway and asphalt crossing surface and two (2) tracks of CSXT (6B), with timber and asphalt crossing surfaces. The warning facilities at each crossing consist of post-mounted flashing light warning signals with gates and bells located on the southern and northern approaches to each crossing. There are 2-Tracks signs (R15-2P) located on the north and southbound approaches to crossing number 6B. The warning facilities at the two crossings are interconnected and operate for trains on all three (3) tracks. There are stop lines located on the southern and northern approaches to crossing numbers 6A and 6B. There are Grade Crossing Advance Warning signs (W10-1) and pavement markings on both approach roadways.

.. At crossing numbers 7A and 7B, Williams Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS (7A) with a rubber flangeway and asphalt crossing surface and two (2) tracks of CSXT (7B), with timber and asphalt crossing surfaces. The warning facilities at the crossing consist of post-mounted flashing light warning signals with gates and bells located on each approach to each crossing. There are 2-Tracks signs (R15-2P) located on the north and southbound approaches to the tracks of 7B. The warning facilities are interconnected and operate for trains on all three (3) tracks. There are stop lines located on each approach to each crossing. There are Grade Crossing Advance Warning signs (W10-1) and pavement markings on both approach roadways.

At crossing numbers 8A and 8B, South Brickyard Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS (8A) with a rubber flangeway and asphalt crossing surface and two (2) tracks of CSXT (8B), with timber and asphalt crossing surfaces. The warning facilities at the crossing consist of a cantilevered flashing light warning signal with a gate located on the southern approach to crossing number 8B and post-mounted flashing light warning signals with gates and a bell located on the southern and northern approaches to crossing 8A and on the northern approach to crossing number 8B. There are 2-Tracks signs (R15-2P) located on the north and southbound approaches to crossing number 8B. The warning facilities are interconnected and operate for trains on all three (3) tracks. There are stop lines located on each approach to each crossing. There are Grade Crossing Advance Warning signs (W10-1) and pavement markings on both approach roadways.

At crossing number 9A and 9B, Moreheadville Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS (9A) with a rubber flangeway and asphalt crossing surface and two (2) tracks of CSXT (9B), with timber and asphalt crossing surfaces. At crossing number 9A, the asphalt where the approach roadway meets up against the rails is breaking apart. The warning facilities at the crossing consist of post-mounted flashing light warning signals with gates and bells located on the southern and northern approaches to each crossing. These warning facilities are interconnected and operate for trains on all three (3) tracks. There are 2-Tracks signs (R15-2P) located on the north and southbound approaches to crossing number 9B. There are stop lines located on the southern and northern approaches to each crossing. There are Grade Crossing Advance Warning signs (W10-1) and pavement markings on both approach roadways. National Fuel has an existing 3-inch diameter gas line sleeved in a casing pipe on the west side of the roadway that is oriented in a north-south alignment.

At crossing number 10, King Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS, with a rubber flangeway and asphalt crossing surface and two (2) tracks of CSXT, with timber and asphalt crossing surfaces. The warning facilities at the crossing consist of post-mounted flashing light warning signals, located on each approach to each crossing. Gates and 3-Tracks signs (R15-2P) are present on the southbound approach to the tracks of CSXT and on the northbound approach to the track of NS. The northbound approach to the track of CSXT has a 2-Track sign (R15-2P) and the southbound approach to track of NS has a 1-Track sign (R15-2P). The warning facilities are interconnected and operate for trains on all three (3) tracks. There are stop lines located on the southern and northern approach to each crossing. There are Grade Crossing Advance Warning signs (W10-1) on both approach roadways.

At crossing numbers 11A and 11B, Davidson Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS (11A) with a rubber flangeway and asphalt crossing surface and two (2) tracks of CSXT (11B), with timber and asphalt crossing surfaces. At crossing number 11A, the warning facilities consist of one (1) cantilevered flashing light warning signal with a gate located on the northern approach and post-mounted flashing light warning signals with gates and a bell located on the southern approach and on both approaches to crossing number 11B. There are 2-Tracks signs (R15-2P) located on the north and southbound approaches to crossing number 11B. The warning facilities are interconnected and operate for trains on all three (3) tracks. There are stop lines located on the southern and northern approach to each crossing. There are Grade Crossing Advance Warning signs (W10-1) on both approach roadways.

At crossing number 12A and 12B, Wallbridge Road is a two-lane asphalt roadway that crosses, at-grade, one (1) track of NS (12A) and two (2) tracks of CSXT (12B), all with rubber flangeway and asphalt crossing surfaces. The warning facilities at the crossing consist of post-mounted flashing light warning signals with gates located on each approach to each crossing. There are 2-Tracks signs (R15-2P) located on the north and southbound approaches to crossing 12B. These warning facilities are interconnected and operate for trains on all three (3) tracks. There are stop lines on each roadway approach to each crossing. There is a Grade Crossing Advance Warning sign (W10-1) and a Do Not Stop On Track sign (R8-8) on the northbound approach to crossing 12A and on the southbound approach to crossing 12B.

At crossing numbers 13A and 13B, Downing Avenue is a two-lane asphalt roadway that crosses, at-grade, two (2) tracks of NS (13A), one (1) with a rubber flangeway and asphalt crossing surface and one (1) with a concrete panel crossing surface and five (5) tracks of CSXT (13B) with three (3) having rubber flangeway and asphalt crossing surfaces and two (2) having timber and asphalt crossing surfaces. The crossings 13A and 13B are further apart and operate independently and are not interconnected. The warning facilities at crossing number 13A consist of post-mounted flashing light warning signals with gates, bell and 2-Tracks signs (R15-2P) located on each approach to the crossing. The warning facilities at crossing number 13B consist of post-mounted flashing light warning signals with gates, bell and 5-Tracks signs (R15-2P) located on each approach to the crossing. There are no stop lines, Grade Crossing Advance Warning signs (W10-1) or pavement markings on the approach roadways. Along the western side of Downing Avenue, is a line of new higher utility poles beside older and shorter utility poles. Only the electric wires have been transferred from the older poles to the new poles. The Commission has no records of approving an application from Pennsylvania Electric Company

for the installation of higher utility poles or for the relocation of the electric wires. Approximately forty-feet (40') east of the subject crossing is a 12" National Fuel gas line.

At crossing number 14, Cascade Street is a two-lane asphalt roadway that crosses three (3) tracks of NS and three (3) tracks of CSXT. At the NS crossing, the two (2) southern most tracks have high type rubber panel crossing surfaces and the third has a rubber flangeway with asphalt crossing surface. The three (3) northernmost tracks of CSXT have timber and asphalt crossing surfaces. The two southernmost tracks of NS are inactive industrial siding tracks. The warning facilities at the crossing consist of two (2) post-mounted flashing light warning signals with gates and bells located on the southern and northern approaches to the crossing. There are 6-Tracks signs (R15-2P) located on the north and southbound approaches to the tracks. These warning facilities are interconnected and operate for trains on all six (6) tracks. There are no stop lines, Grade Crossing Advance Warning signs (W10-1) or pavement markings and on the southern and northern approaches to the crossing. The aerial wire with the lowest vertical clearance that was strung diagonally over the tracks belongs to Zito Media Communications, LLC.

At crossing number 15, Raspberry Street is a two-lane asphalt roadway that crosses one (1) track of NS and three (3) tracks of CSXT, each having rubber flangeway and asphalt crossing surfaces. The warning facilities at the crossing consist of two (2) post-mounted flashing light warning signals with gates and bells located on the southern and northern approaches to the crossing. There are 4-Tracks signs (R15-2P) located on the north and southbound approaches to the tracks. These warning facilities are interconnected and operate for trains on all four (4) tracks. There are no stop lines, Grade Crossing Advance Warning signs (W10-1) or pavement markings and on either crossing.

At crossing number 16, Green Garden Road is a two-lane asphalt roadway that crosses one (1) track of NS having a concrete panel crossing surfaces and three (3) tracks of CSXT, two (2) with timber and asphalt crossing surfaces and one (1) with a rubber flangeway and asphalt crossing surface. The warning facilities at the crossing consist of two (2) post-mounted flashing light warning signals with gates and bells located on the southern and northern approaches to the crossing. There are 4-Tracks signs (R15-2P) located on the north and southbound approaches to the tracks. These warning facilities are interconnected and operate for trains on all four (4) tracks. There are no stop lines, Grade Crossing Advance Warning signs (W10-1) or pavement markings and on the approach to the crossing.

At the field conference, the Department described the proposed work. The project will be done at the Department's sole cost and expense. The overall project will upgrade the warning devices maintained by NS at each of the sixteen (16) crossings. NS will evaluate the existing warning facilities for any equipment that is suitable to be reused such as gate mechanisms and warning devices. NS will then install new post-mounted and cantilevered flashing-light railroad warning devices, gates, bells, signal cabinets and associated circuitry, and specific equipment that was identified as being suitable to be reused.

At crossing number 1, Gulf Road, NS will replace and install the post-mounted flashing light warning signals with gates and a bell, cabinet and circuitry.

At crossing number 2, Bort Road, NS will replace and install the post-mounted flashing light warning signals on the southbound approach and will replace and install, on the northern approach, the cantilever flashing-light warning signal, bell, cabinet and circuitry. The diagnostic team decided that due to the sudden change in grade of the southern approach of Bort Road, no gates will be installed. North East Township is directed to install a Grade Crossing Advance Warning sign (W10-1) on the northern approach roadway.

At crossing number 3, Remington Road, NS will replace and install the post-mounted flashing light warning signals, gate, cabinet, circuitry and bell on both approaches to the NS crossing. The new warning facilities will be interconnected with the signals for the tracks of CSXT at this crossing. North East Township is directed to install a Grade Crossing Advance Warning sign (W10-1) on the northern approach roadway.

At crossing number 4, South Washington Street, NS will replace the cantilevered flashing-light warning signal, gate, cabinet, circuitry and bell on the northern approach to the NS crossing. The new warning facilities will be interconnected with the signals for the tracks of CSXT at this crossing. The warning signal on the northbound approach cannot be shifted back further from the edge of the roadway due to the proximity of overhead wires. In order for the warning signal to remain in its current location, it is required to be protected by curbing along the roadway. NS will protect the new warning signal on the northbound approach to the crossing by installing concrete curbing along the driveway and along Washington Street.

At crossing number 5A, Smedley Street, NS will replace the post-mounted flashing light warning signals, gates, cabinet, circuitry and bell on both approaches to the NS crossing. In order for NS to install the new warning signals and gates, several utilities may be required to raise or relocate existing wires. NS will coordinate with the utilities to have the wires raised or relocated. The new warning facilities will be interconnected with the signals for the tracks of CSXT at crossing number 5B. North East Borough is directed to install stop lines on the southbound roadway approach to crossing 5A and on the northbound roadway approach to crossing 5B.

At crossing number 6A, Cemetery Road, NS will replace the post-mounted flashing light warning signals, gates, bell, cabinet and circuitry located on both approaches to the NS crossing. The new warning facilities will be interconnected with the signals for the tracks of CSXT at crossing number 6B.

At crossing number 7A, Williams Road, NS will replace and install post-mounted flashing light warning signals, bell, cabinet, and circuitry on both approaches to the NS crossing. The gate mechanisms may be reused. These warning facilities will be interconnected with the signals for the tracks of CSXT at crossing number 7B.

At crossing number 8A, South Brickyard Road, NS will replace and install post-mounted flashing light warning signals, gates, bell, cabinet and circuitry on both approaches to the NS crossing. These warning facilities will be interconnected with the signals for the tracks of CSXT at crossing number 8B.

At crossing number 9A, Moreheadville Road, NS will replace the post-mounted flashing light warning signals, gates, bell, cabinet and circuitry and repair the asphalt of both

approach roadways to the NS crossing. These warning facilities will be interconnected with the signals for the tracks of CSXT at crossing number 9B.

At crossing number 10, King Road, NS will replace the post-mounted flashing light warning signals, gates, bell, cabinet and circuitry on both approaches to the NS crossing. As with the existing configuration, only the warning device on the northern approach to the NS crossing will receive a gate. These warning facilities will be interconnected with the signals for the tracks of CSXT at this crossing.

At crossing number 11A, Davidson Road, NS will replace the cabinet, circuitry, and the cantilevered flashing light warning signal with a gate located on the northern approach and the post-mounted flashing light warning signal with gate, bell located on the southern approach to the NS crossing. The new cantilever will be placed to increase the horizontal clearance from the tracks. These warning facilities will be interconnected with the signals for the tracks of CSXT at crossing number 11B.

At crossing number 12A, Wallbridge Road, NS will replace the cabinet, circuitry and the post-mounted flashing light warning signals with gates located on both approaches to the NS crossing. These warning facilities will be interconnected with the signals for the tracks of CSXT at crossing number 12B.

At crossing number 13A, Downing Avenue, NS will replace the cabinet, circuitry and the post-mounted flashing light warning signals with gates and bell, located on each approach to the NS crossing. These warning signals will not be interconnected with the signals at crossing number 13B. The City of Erie is directed to install stop lines and Grade Crossing Advance Warning signs (W10-1) on both approach roadways to the subject crossing. The utility lines attached to the older and lower utility poles shall be transferred by their respective utility, at their initial cost and expense, to the newer and higher utility poles.

At crossing number 14, Cascade Street, NS will replace the cabinet, circuitry, the post-mounted flashing light warning signal, gate, and bell, located on the northern approach to the subject crossing. In addition, NS will remove the two (2) southernmost tracks at this crossing, which are inactive industrial siding tracks, and restore the roadway with asphalt paving. The removal of the two (2) industrial siding tracks will require a new location for the warning signal on the southern side of crossing number 14. The warning signals will be interconnected with the signals for the tracks of CSXT at this crossing. The City of Erie is directed to install stop lines and Grade Crossing Advance Warning signs (W10-1) on both approach roadways to the subject crossing. Zito Media Communications LLC, at its initial cost and expense, is directed to raise their aerial wire and file with the Commission a plan and profile listing the minimum vertical clearance from the railroad tracks to the wire.

At crossing number 15, Raspberry Street, NS will replace and install the cabinet, circuitry and a post-mounted flashing light warning signal, gate and bell, located on the northern approach to the crossing. The warning signals will be interconnected with the signals for the tracks of CSXT at this crossing. The City of Erie is directed to install stop lines and Grade Crossing Advance Warning signs (W10-1) on both approach roadways to the subject crossing.

At crossing number 16, Green Garden Road, NS will replace the cabinet, circuitry and a post-mounted flashing light warning signal, gate and bell, located on the northern approach to the crossing. The warning signals will be interconnected with the signals for the tracks of CSXT at this crossing. The City of Erie is directed to install stop lines and Grade Crossing Advance Warning signs (W10-1) on both approach roadways to the subject crossing.

NS, at the sole cost and expense of the Department, and prior to the start of construction, shall submit a situation and circuitry plan to the Department and all respective municipalities for the crossing alterations; and submit situation plans for all sixteen (16) crossings to all the other parties of record for review and to the Commission for approval. All work shall be in accordance with the approved plans and this Secretarial Letter.

The funding for this project will be split and paid 80% by the Department and 20% by NS. The Department will be providing its funding through the Federal Highway Grade Crossing Safety Program. The estimated cost of this project is \$3,834,320.88.

The Department agreed to maintenance of the stop lines, the Grade Crossing Advance Warning (W10-1) signs, and the pavement markings, at crossing numbers 1, 7A/7B and 9A/9B, in accordance with the Manual on Uniform Traffic Control Devices.

North East Borough is directed to maintain the Grade Crossing Advance Warning (W10-1) signs, stop lines and pavement markings at crossing numbers 4 and 5A/5B, in accordance with the Manual on Uniform Traffic Control Devices.

North East Township is directed to maintain the Grade Crossing Advance Warning (W10-1) signs, stop lines and pavement markings installed at crossing numbers 2, 3, 6A/6B and 8A/8B, in accordance with the Manual on Uniform Traffic Control Devices.

Harborcreek Township is directed to maintain the Grade Crossing Advance Warning (W10-1) signs, stop lines and pavement markings installed at crossing numbers 10, 11A/11B, 12A/12B and the Do Not Stop On Track signs (R8-8) at crossing numbers 12A/12B, in accordance with the Manual on Uniform Traffic Control Devices.

The City of Erie is directed to maintain the Grade Crossing Advance Warning (W10-1) signs and stop lines installed at crossing numbers 13A/13B, 14, 15, and 16 in accordance with the Manual on Uniform Traffic Control Devices.

NS agreed to maintain its facilities at the subject crossings including varying crossing surfaces and the new automatically operated flashing-light signals, gates, bells, cabinets, circuitry and all appurtenant equipment installed in accordance with this Secretarial Letter.

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 crossing is necessary and proper for the service, accommodation, convenience or safety of the public.

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

1. The caption of the subject proceeding is hereby revised as shown.
2. The application filed by the Pennsylvania Department of Transportation for approval to alter sixteen (16) public crossings by upgrading the existing warning devices where public roadways cross, at grade, track(s) of Norfolk Southern Railway Company (NS) in North East Township, North East Borough, Harborcreek Township, and the City of Erie, in Erie County, be approved as herein directed.
3. Norfolk Southern Railway Company, at the sole cost and expense of the Pennsylvania Department of Transportation, and prior to the start of construction, shall submit a situation and circuitry plan for all crossings to the Pennsylvania Department of Transportation and to each respective municipality, and will submit situation plans for all sixteen (16) crossings to all the other parties of record for review and to the Commission for approval; in accordance with this Secretarial Letter.
4. Norfolk Southern Railway Company, at the sole cost and expense of Pennsylvania Department of Transportation, furnish all material and do all work necessary to alter crossing numbers 1, 2, 3, 4, 5A, 6A, 7A, 8A, 9A, 10, 11A, 12A, 13A, 14, 15 and 16, by installing new post-mounted automatically operated flashing-light warning signals, cantilevered flashing-light warning signals, gates, bells, cabinets and circuitry, at each of the subject crossings, installing concrete curbing at crossing number 4 around the base of the new cantilever along the driveway and Washington Street, removing the two (2) southernmost industrial tracks at crossing number 14 and restoring the roadway with asphalt paving, all in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.
5. Norfolk Southern Railway Company, at the sole cost and expense of Pennsylvania Department of Transportation, furnish all material and do all work necessary to interconnect the warning signals for their track(s) at crossing numbers 3, 4, 5A, 6A, 7A, 8A, 9A, 10, 11A, 12A, 14, 15 and 16, with the warning signals for the tracks of CSX Transportation, Inc., at crossing numbers 3, 4, 5B, 6B, 7B, 8B, 9B, 10, 11B, 12B, 14, 15 and 16, all in accordance the approved plans, and this Secretarial Letter.
6. North East Township, at its sole cost and expense, furnish all material and perform all work necessary to install Grade Crossing Advance Warning signs (W10-1) on the approach roadways for crossing numbers 2 and 3; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.
7. North East Borough, at its sole cost and expense, furnish all material and perform all work necessary to install stop lines on the southbound roadway approach to crossing 5A and on the northbound roadway approach to crossing 5B; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

8. The City of Erie, at its sole cost and expense, furnish all material and perform all work necessary to install Grade Crossing Advance Warning signs (W10-1) and stop lines on both roadway approaches to crossing numbers 13A, 13B, 14, 15 and 16; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

9. Norfolk Southern Railway Company, at the sole cost and expense of the Pennsylvania Department of Transportation, furnish all material and perform all work necessary to establish and maintain any detours or traffic controls at the subject crossings that may be required to properly and safely accommodate highway and pedestrian traffic during the time the crossings are being altered.

10. Norfolk Southern Railway Company, at the sole cost and expense of the Pennsylvania Department of Transportation, furnish and maintain any flagmen, watchmen, inspectors and/or engineering services, which may be necessary to protect and safeguard its railroad operations or facilities during the time the project is being constructed.

11. Norfolk Southern Railway Company, pay all compensation for damages due to the owners of any property taken, injured or destroyed by reason of work completed by Norfolk Southern Railway Company at the subject crossings in accordance with this Secretarial Letter.

12. 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 subject crossings, including the utility relocation work identified as being required, be made by said public utility or municipal authority at its initial cost and expense and in such manner as will not interfere with the alteration of the crossings; and such relocated or altered facilities thereafter be maintained by said public utility or municipal authority at its sole cost and expense.

13. All non-carrier public utility companies, at their initial cost and expense, raise or relocate their wires at crossing number 5A, and relocate their wires at crossing number 13A/B from the older utility poles to the new utility poles, and file with the Commission a plan and profile listing the minimum vertical clearance from the railroad tracks to their wires, in accordance with this Secretarial Letter.

14. Zito Media Communications, LLC, at its initial sole cost and expense, adjust as necessary their aerial wire at crossing number 14, and file with the Commission a plan and profile listing the minimum vertical clearance from the railroad tracks to the wire, in accordance with this Secretarial Letter.

15. Norfolk Southern Railway Company, notify all parties of record at least fourteen (14) days prior to performing any work in accordance with this Secretarial Letter.

16. 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.

17. All work necessary to complete the alteration of the subject crossings be done in a manner satisfactory to this Commission on or before November 30, 2027, and that on or before said date, Norfolk Southern Railway Company, report the date of actual completion of the work.

18. 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. §§ 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.

19. Upon completion of the alteration of the crossings, Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at crossing numbers 1, 2, 3, 6A, 7A and 8A, including the post mounted automatically operated flashing-light warning signals, cantilevered flashing-light warning signals, gates, bells and all appurtenant equipment and circuitry, and maintain at all times in a smooth and satisfactory condition the railroad crossing surfaces located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails and the area in between the tracks; and provide North East Township ten (10) business days advance notice when performing any work as directed by this paragraph.

20. Upon completion of the alteration of the crossings, Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at crossing numbers 4, and 5A, including the post mounted automatically operated flashing-light warning signals, cantilevered flashing-light warning signals, gates, bells and all appurtenant equipment and circuitry, and maintain at all times in a smooth and satisfactory condition the railroad crossing surfaces located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails and the area in between the tracks; and provide North East Borough ten (10) business days advance notice when performing any work as directed by this paragraph.

21. Upon completion of the alteration of the crossings, Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at crossing numbers 9A, 10, 11A and 12A, including the post mounted automatically operated flashing-light warning signals, cantilevered flashing-light warning signals, gates, bells and all appurtenant equipment and circuitry, and maintain at all times in a smooth and satisfactory condition the railroad crossing surfaces located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails and the area in between the tracks; and provide Harborcreek Township ten (10) business days advance notice when performing any work as directed by this paragraph.

22. Upon completion of the alteration of the crossings, Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities numbers at crossing numbers 13A, 14, 15 and 16, including the post mounted automatically operated flashing-light warning signals, cantilevered flashing-light warning signals, gates, bells and all appurtenant equipment and circuitry, and maintain at all times in a smooth and satisfactory condition the railroad crossing surfaces located between the rails and for a distance of twenty-four (24) inches beyond the outermost rails and the area in between the tracks; and provide the City of Erie ten (10) business days advance notice when performing any work as directed by this paragraph.

23. Upon completion of the alteration of the crossings, Norfolk Southern Railway Company provide the Pennsylvania Department of Transportation ten (10) business days advance notice when performing any work at crossing numbers 1, 7A, and 9A, as directed in ordering paragraph numbers 21 and 23.

24. North East Township, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway approach roadways of the subject crossings to points twenty-four (24) inches beyond each outside rail and in addition, maintain the stop lines, Grade Crossing Advance Warning signs (W10-1), and pavement markings, as necessary, on both roadway approaches to crossing numbers 2, 3, 6A, 6B, 8A, and 8B, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

25. North East Borough, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway approach roadways of the subject crossings to points twenty-four (24) inches beyond each outside rail and in addition, maintain the stop lines, Grade Crossing Advance Warning signs (W10-1), and pavement markings, as necessary, on both roadway approaches to crossing numbers 4, 5A and 5B; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

26. Harborcreek Township, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway approach roadways of the subject crossings to points twenty-four (24) inches beyond each outside rail and in addition, maintain the stop lines, Grade Crossing Advance Warning signs (W10-1), and pavement markings, as necessary, on both roadway approaches to crossing numbers 10, 11A, 11B, 12A and 12B; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

27. The City of Erie, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway approach roadways of the subject crossings to points twenty-four (24) inches beyond each outside rail and/or up to points of the high type rubber and concrete panel crossing surfaces and in addition, maintain the stop lines, Grade Crossing Advance Warning signs (W10-1), and pavement markings, as necessary, on the roadway approaches to crossing numbers 13A, 13B, 14, 15 and 16; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

28. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain the highway approach roadways of the subject crossings to points twenty-four (24) inches beyond each outside rail and in addition, maintain the stop lines, Grade Crossing Advance Warning signs (W10-1), and pavement markings, as necessary, on the roadway approaches to crossing numbers 1, 7A, 7B, 9A and 9B; all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

29. Upon completion of the work at the subject crossings, CSX Transportation, Inc., at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at the crossings, and all appurtenant equipment, and to maintain at all times in a smooth and satisfactory condition the crossing surfaces, all in accordance with the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

30. 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.

31. 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.

32. 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 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.

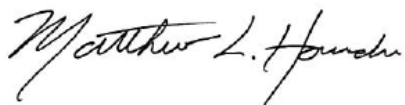
All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax 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 cursive script that reads "Matthew L. Homsher".

Matthew L. Homsher
Secretary