



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

IN REPLY PLEASE
REFER TO OUR FILE

January 27, 2026

A-2025-3058703

TO ALL PARTIES OF RECORD

Application of the Pennsylvania Department of Transportation for approval to alter the public crossing (DOT 528 374 T) by the installation of new curbs, sidewalks, and detectable warning surfaces in connection with the replacement of an adjacent highway bridge where State Route 0322 (Main Street) crosses, at grade, one (1) track of Buffalo & Pittsburgh Railroad, Incorporated located in Reynoldsville Borough, Jefferson 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 November 19, 2025, by the Pennsylvania Department of Transportation (Department) seeking Commission approval to alter the public crossing (DOT 528 374 T) by the installation of new curbs, sidewalks, and detectable warning surfaces in connection with the replacement of an adjacent highway bridge where State Route 0322 (Main Street) crosses, at grade, one (1) track of Buffalo & Pittsburgh Railroad, Incorporated (Buffalo & Pittsburgh) located in Reynoldsville Borough, Jefferson County.

A field investigation and conference was arranged by a Commission staff engineer and held on January 8, 2026, at the site of the subject crossing. Representatives of the Department, JMT (engineering design consultant for the Department), Reynoldsville Borough, Reynoldsville Borough Water and Sewer Authority and Penelec (FirstEnergy Corp.) attended the field conference. Although notified by letter dated December 17, 2025, sent by electronic mail, there were no representatives of Buffalo & Pittsburgh, Jefferson County, Verizon Pennsylvania LLC, National Fuel Gas, FirstLight Fiber, Inc., Lumen Technologies, Inc., Crown Castle or Zayo Group LLC, in attendance.

At the field conference it was noted that State Route 0322 (Main Street) is a bi-directional asphalt paved roadway with uncurbed discontinuous pedestrian sidewalks of various materials, generally oriented east and west, that crosses, at grade, one (1) track of Buffalo & Pittsburgh. The posted speed limit along this section of roadway is 35 miles per hour. The crossing is located approximately 140 feet east of the T-intersection with First Avenue (Borough roadway). The railroad crossing surface consists of a concrete high-type crossing surface through the full width of the roadway and shoulders.

The existing warning facilities at the crossing consists of cantilever mounted automatically operated flashing-light warning signals on the eastbound approach (southwest quadrant) and post-mounted flashing-light warning signals with a bell on the westbound approach (northeast quadrant). Crossbuck (R15-1) and Emergency Notification System (I13-1) signs are present at the crossing. Grade Crossing Advance Warning (W10-1) signs and grade crossing pavement markings are present on both roadway approaches to the crossing. The following observations were noted: 1) the grade crossing pavement markings were in nonstandard locations, 2) an additional Grade Crossing Advance Warning (W10-1) sign was present in the eastbound direction and 3) stop lines were not present at the crossing.

According to the Federal Railroad Administration's crossing inventory data, the crossing is located at milepost 55.94 on the Buffalo & Pittsburgh Main Line. A total of two (2) train movements per day at a maximum timetable speed of 15 miles per hour is noted. In its application, the Department reported the roadway as having an average daily traffic volume of 5,272 vehicles with 6 percent truck traffic.

At the field conference, the Department described the details of the project. The proposed alteration is in connection with the replacement of the bridge carrying State Route 0322 (Main Street) over Sandy Lick Creek, approximately 390 feet east of the crossing. The Department proposes new curbs, sidewalks, and detectable warning surfaces on the approaches to the crossing. Additionally, the Department plans full-depth asphalt paving reconstruction from the new bridge up to the railroad high-type crossing surface and mill and asphalt overlay reconstruction on the western side of the crossing. Upon completion of the pavement reconstruction, grade crossing pavement markings and stop lines will be installed at standard locations in accordance with Part 8 of the Manual on Uniform Traffic Control Devices.

The Department proposes to construct the new bridge in phases, allowing a single lane of traffic to be temporarily maintained along State Route 0322 (Main Street). Bi-directional traffic movements will be controlled within the single lane by utilizing a temporary highway traffic signal system. The temporary signal system will be interconnected with the railroad active warning devices to provide railroad preemption. Upon completion of the replacement of the existing bridge, the temporary highway signal system will be removed.

The Department agrees to prepare and submit complete detailed, temporary traffic signal plans with railroad preemption, roadway construction plans and signing and pavement marking plans for the subject crossing to each party in interest for review and to this Commission for approval, at their sole cost and expense.

The Department stated that it may be necessary for the Commission to appropriate property for construction of the project. The Department was advised that they may submit detailed right-of-way plans and property descriptions (metes and bounds) for any property for the Commission to appropriate, if necessary.

The Department agrees to furnish all materials and perform all work necessary to construct the project, at its sole cost and expense, all in accordance with the approved plans and this Secretarial Letter. The Department agrees to maintain its highway facilities at the subject crossing and to provide for the removal of snow, ice and debris from the highway pavement.

Buffalo & Pittsburgh, at the sole cost and expense of the Department, is directed to furnish and maintain 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 crossing is being altered. Buffalo & Pittsburgh is directed to maintain its railroad facilities at the subject crossing, at its sole cost and expense.

Reynoldsville Borough is directed to maintain the raised pedestrian sidewalks and curbs at the subject public crossing and to provide for the removal of snow, ice and debris from the sidewalks, at its sole cost and expense.

No significant relocation of non-carrier public utilities is expected for the work being performed at the crossing. Non-carrier public utilities will relocate their facilities at their initial cost and expense, if required. Non-carrier public utilities are directed to maintain their facilities, existing or altered, at their sole cost and expense.

It is anticipated that the funding for the project will be Federal and/or State Funds with an estimated total project cost of \$5,624,000.00.

The Commission hereby establishes its jurisdictional limits at the subject crossing as the area within the confines of the railroad right-of-way and the highway right-of-way.

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 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 528 374 T) where State Route 0322 (Main Street) crosses, at grade, one (1) track of Buffalo & Pittsburgh Railroad, Incorporated located in Reynoldsville Borough, Jefferson 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 complete detailed right-of-way plans and property descriptions (metes and bounds) for any property for the Commission to appropriate to all parties for review and to the Commission for approval, if necessary.
4. Pennsylvania Department of Transportation, at its sole cost and expense, and prior to the start of construction, prepare and submit complete detailed temporary traffic signal plans with railroad preemption, roadway construction plans and signing and pavement marking plans for the subject crossing to all parties for review and to the Commission for approval.

5. Buffalo & Pittsburgh Railroad, Incorporated, at the sole cost and expense of the Pennsylvania Department of Transportation, furnish all material and perform all work relating to its facilities that 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. 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, pedestrian and railroad traffic during the time the crossing is being altered.

7. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to: 1) install a temporary highway traffic signal system with railroad preemption, 2) install new curbs, sidewalks, and detectable warning surfaces on the approaches to the railroad crossing, 3) perform full-depth asphalt paving reconstruction on the eastern approach to the crossing and mill and asphalt overlay reconstruction on the western approach to the crossing and 4) restore the grade crossing pavement markings and stop lines; all constructed in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

8. 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.

9. Any relocation of, changes in and/or removal of any adjacent structures, equipment or facilities of any non-carrier public utility or municipal authority, which may be required as incidental to the alteration of the crossing be made by said public utility or municipal authority at its initial cost, 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 at its sole cost and expense.

10. 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.

11. Pennsylvania Department of Transportation provide at least fifteen (15) days advance notice of the start of work to alter the crossing to each party involved in this proceeding.

12. 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.

13. Upon completion of the replacement of the highway bridge adjacent to the subject public crossing, Pennsylvania Department of Transportation, at its sole cost and expense, remove any temporary highway traffic signals with railroad preemption, any associated signage and any other appurtenant equipment or controls that facilitated the temporary traffic pattern; all in accordance with the approved plans and this Secretarial Letter.

14. 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, Pennsylvania Department of Transportation report in writing to this Commission the date of actual completion of the work.

15. All costs which are to be reimbursed by the Department of Transportation consistent with this 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.

16. 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.

17. 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.

18. Upon completion of the alteration of the crossing, Buffalo & Pittsburgh Railroad, Incorporated, at its sole cost and expense, furnish all material and perform all work necessary to maintain its railroad facilities at the subject crossing, including the active warning devices (cantilever mounted automatically operated flashing-light warning signals on the eastbound approach and post-mounted flashing-light warning signals with a bell on the westbound approach) and all appurtenant equipment; and maintain at all times in a smooth and satisfactory condition the concrete high-type crossing surface all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide the Pennsylvania Department of Transportation and Reynoldsville Borough at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

19. Upon completion of the alteration of the subject crossing, Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary thereafter to maintain its highway approach roadways up to the high-type crossing surface and in addition, maintain the grade crossing advance warning signs, stop lines and pavement markings, all in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide Buffalo & Pittsburgh Railroad, Incorporated and Reynoldsville Borough at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

20. Upon completion of the alteration of the subject crossing, 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 highway pavement at the public crossing and the approaches thereto.

21. Upon completion of the alteration of the subject crossing, Reynoldsville Borough, at its sole cost and expense, furnish all material and perform all work necessary to maintain the raised pedestrian sidewalks and curbs at the public crossing and the approaches thereto, and provide Buffalo & Pittsburgh Railroad, Incorporated and Pennsylvania Department of Transportation at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

22. Upon completion of the alteration of the subject crossing, Reynoldsville Borough, at its sole cost and expense, furnish all material and perform all work necessary for the removal of snow, ice and debris from the raised pedestrian sidewalks at the public crossing and the approaches thereto.

23. 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.

24. 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 remaining 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