



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

IN REPLY PLEASE
REFER TO OUR FILE

February 2, 2026

A-2025-3058527

TO ALL PARTIES OF RECORD

The disposition of two (2) public highway-rail crossings (DOT 507 673 S) and (DOT 961 202 A; DOT 544 513 C) where College Avenue (State Route 4001) and Arch Avenue (State Route 0119) respectively, cross, below grade the two (2) tracks of Norfolk Southern Railway Company, also operated thereon by the National Railroad Passenger Corporation (Amtrak), located in the City of Greensburg, Westmoreland County.

To Whom It May Concern:

At a location in the City of Greensburg (City), Westmoreland County, there are two (2) concrete railroad bridge structures where College Avenue (State Route 4001) and Arch Avenue (State Route 0119) at the public highway rail crossings (DOT 507 673 S) and (DOT 961 202 A; DOT 544 513 C) respectively, cross, below grade the two (2) tracks of Norfolk Southern Railway Company (NSRC), also operated thereon by National Railroad Passenger Corporation (Amtrak).

On June 30, 2025, the Commission's Rail Safety Section received an informal complaint by electronic mail from the City regarding the condition of the two (2) concrete arch railroad bridge structures at the site of the subject public crossings. The informal complaint mentioned the visible need for repair but did not note any immediate safety concerns.

College Avenue (State Route 4001) is a bi-directional asphalt paved roadway with raised curbed concrete sidewalks on both sides generally oriented north and south, that crosses below-grade tracks of NSRC. Arch Avenue (State Route 0119) is a bi-directional asphalt paved roadway with two (2) north-bound lanes and one (1) south bound lane with raised curbed concrete sidewalks on both sides, generally oriented north and south, that crosses below-grade tracks of NSRC. The Arch Street crossing has two (2) U.S. DOT Grade Crossing Identification Numbers assigned. The posted speed limit for the roadways is noted as 25 miles per hour. According to the most recent U.S. Department of Transportation crossing inventory form, the average daily traffic volume for College Avenue (State Route 4001) is 7,121 vehicles per day with 4 percent trucks and Arch Avenue (State Route 0119) is 10,729 vehicles per day with 7 percent trucks. This section of rail line serves thirty-six (36) trains per day at speeds of up to 79 miles per hour with typical speeds of 60 mph

The two concrete arch structures on College and Arch Avenues are estimated to have been constructed in 1910, to provide access between both sides of the City. The interior of both arches were observed to have water seepage and spalling of the concrete. The College Avenue arch structure has an overhead lighting system attached metal hangers on the inside barrel of the arch ceiling. No inspection reports were provided by NSRC.

A Commission staff engineer visited the site on August 27, 2025, with representatives from the City and NSRC. The City was concerned with potential for spalling concrete from the arch structures. The City inquired about their desire to make future improvements under both the arch structures consisting of removing any existing metal hangers and overhead lighting system, and adding new lighting along the walls to illuminate the sidewalks, adding flexible delineators along the edge of the roadway for the full length of the sidewalks within the structures, painting the underside of the arch barrels and adding murals on the wing-walls at the entrances to the arch structures.

In the opinion of NSRC, there was no immediate safety concern due to spalling concrete from the underside of either of the arch structures. NSRC said as part of their annual bridge inspection, that they perform sounding and remove all loose concrete. In addition, NSRC stated that the spalling observed in a wingwall on the northwest side along the College Avenue arch structure will be reviewed as part of the annual bridge inspection.

Adding lighting to the structure or flexible delineators to the roadway are alterations of the crossing and would require an application be made to the Commission. Painting of the entire underside of the arch structures or adding a mural could be negotiated directly with NSRC or be proposed by the City as part of an application. NSRC stated that that they are no longer supportive of murals being attached or added to their structures.

Following a careful review of Commission records, it has been determined that the maintenance at the two subject public crossings (DOT 507 673 S and 544 513 C) appears to have never been memorialized by Secretarial Letter or Commission Order and/or was not located within the Commission's records. This Secretarial Letter will serve to formally memorialize the current maintenance responsibilities.

NSRC agreed to maintain the railroad concrete arch bridge structures in full, including the wingwalls, arch barrels, spandrel walls, substructures, tracks and any other railroad facilities located at the two (2) subject public crossings.

The Department agreed to maintain its highway facilities at the two (2) arch structures and the approaches thereto, with the exception of the curbs, sidewalks, lighting and drainage facilities. The Department avers that the City is responsible to maintain the curbs, sidewalks, lighting and drainage facilities at the subject public crossings.

The City of Greensburg is directed to maintain the curbs, sidewalks, lighting and drainage facilities at the subject public crossing.

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

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code; THEREFORE:

1. Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary to maintain the concrete arch structures (including the substructures, wingwalls, arch barrels, spandrel walls and tracks) and any other railroad facilities at the subject public crossings, in a safe and satisfactory condition and provide National Railroad Passenger Corporation, the City of Greensburg 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.

2. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to maintain the roadway surfaces and highway facilities at the subject public crossings in a safe and satisfactory condition, all in accordance with the Manual on Uniform Traffic Control Devices and this Secretarial Letter, and provide Norfolk Southern Railway Company, National Railroad Passenger Corporation, the City of Greensburg at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

3. 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 roadway pavement at the subject public crossings and the approaches thereto.

4. The City of Greensburg, at its sole cost and expense, furnish all material and do all work necessary to maintain the curbs, sidewalks, lighting and drainage facilities at the subject public crossings and the approaches thereto in a safe and satisfactory condition all in accordance with this Secretarial Letter, and provide Norfolk Southern Railway Company, National Railroad Passenger Corporation, 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.

5. City of Greensburg, at its sole cost and expense, furnish all material and perform all work necessary for the removal of snow, ice and debris from the pedestrian sidewalks at the subject public crossings and the approaches thereto.

6. Each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary to maintain its respective facilities, located within the limits of the public crossing.

7. 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.

8. 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.

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 black ink that reads "Matthew L. Homsher". The signature is written in a cursive style with a large, stylized initial "M".

Matthew L. Homsher
Secretary