



**COMMONWEALTH OF PENNSYLVANIA**  
PENNSYLVANIA PUBLIC UTILITY COMMISSION  
COMMONWEALTH KEYSTONE BUILDING  
400 NORTH STREET  
HARRISBURG, PENNSYLVANIA 17120  
March 19, 2026

A-2025-3055109

**TO ALL PARTIES OF RECORD**

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to alter the crossing where State Route 0011 (Fort Jenkins Bridge) crosses, above grade, track owned by the Luzerne County Redevelopment Authority and operated thereon by RJ Corman Railroad Group (DOT 984 554 V) by the replacement of the existing bridge in the City of Pittston and Borough of West Pittston, Luzerne County and the allocation of costs incident thereto.

To Whom It May Concern:

By application received by the Commission on May 12, 2025, the Department of Transportation of the Commonwealth of Pennsylvania (Department) is seeking approval to replace and realign the existing bridge where State Route 0011 (Fort Jenkins Bridge) crosses, above grade, track of Luzerne County Redevelopment Authority and operated thereon by RJ Corman Railroad Group (DOT 984 554 V), in the City of Pittston and Borough of West Pittston Luzerne County.

A field investigation and conference was arranged by a Commission staff engineer and held at the site of the crossing on July 9, 2025. Representatives of PPL Electric Utilities, the City of Pittston, the Luzerne County Redevelopment Authority, and the Department were in attendance. Although notified by letter dated June 16, 2025, there were no representatives from Pennsylvania American Water, Comcast Cable Communications Management, LLC, Frontier Communications, City of Pittston Sewer, Verizon, Wyoming Valley Sanitary Authority, or UGI Utilities, Inc in attendance.

At the field conference it was noted that the subject bridge carries a two-lane bidirectional paved roadway over the Susquehanna River and a single track owned by Luzerne County Redevelopment Authority and operated thereon by RJ Corman Railroad Group located on the southeastern end of the bridge. The northwestern side of the structure is located in the Borough of West Pittston, and the southeastern side is located in the City of Pittston. The Riverfront trail crosses below the structure, however it does not cross the track in this location.

An online Department database lists the existing structure as being constructed in 1924 with an overall bridge length of approximately 1,075 feet long and having an overall condition rating of poor. The structure has eleven spans consisting of seven reinforced concrete open spandrel arch spans, one concrete encased steel girder/floor beam span, two reinforced concrete T beam spans and a reinforced concrete slab span. The substructure of the existing bridge consists of nine reinforced concrete piers and two reinforced concrete abutments.

Preliminary plans submitted with the application show the structure has a typical curb to curb width of 33 feet 9 inches with an out to out of 44 feet 6 inches for spans 1 through 7 which carries two 16 foot 10.5-inch-wide travel lanes, and a 5 foot 8-inch-wide sidewalk. The existing sidewalk is protected from traffic by a 2-foot-wide reinforced concrete barrier. Metal pedestrian railing is located on the outside edge of the sidewalk. Existing spans 8 through 11 have a similar type cross-section that vary slightly from the widths and configuration described above to accommodate intersections and turning movements at both ends of the bridge. The average daily traffic (ADT) is listed in the application as 13,900 with 6% trucks.

The existing structure has a vertical clearance of 24 feet 9 inches from the underside of the bridge to the top of the track at the crossing. The minimum side (horizontal) clearance is listed as 37 feet 6 inches from the centerline of the tracks to the existing bridge abutment 2.

The Department plans to replace the entire superstructure and substructure of the existing bridge and construct a five (5) span composite steel plate girder bridge. The proposed substructures will consist of 4 reinforced concrete piers and 2 reinforced concrete abutments, all founded on piles and or drilled shafts and caissons. Preliminary plans show the total length of the proposed structure to be 1005 feet consisting of two 205-foot spans (spans 1 and 4), two 250-foot spans (spans 2 and 3), and one 95-foot (span 5). The structure will have a typical curb to curb width of 44 feet and an out to out of 62 feet 6 inches for spans 1 through 3, and larger variable widths for spans 4 and 5 to accommodate the turning radius at the intersection at the end of the bridge on the southeastern side. Horizontal alignment of the proposed structure will be shifted north of the existing bridge.

The proposed structure will carry three 12-foot-wide minimum width travel lanes, two 4-foot shoulders, two 1-foot 6-inch concrete barriers which will protect two 6-foot wide sidewalks from vehicle traffic, one sidewalk located on each outside edge of the structure. The outside travel lanes on each end of the bridge will vary in width. The center lane will transition into a thru lane approaching each end of the bridge. Span 5 over the railroad tracks will have protective fencing mounted on top of the 1-foot 6-inch wide pedestrian barrier located on each outside edge of the sidewalks. The outside barrier will also have ornamental lighting standards mounted on top of the barrier on each side and across the length of the bridge. Pedestrian alcoves will be located over each pier on each side of the bridge to provide an overlook area for pedestrians.

The proposed minimum vertical (overhead) clearance will be increased to 26 feet 5 inches from the top of the railroad tracks to the low chord of the structure. The proposed minimum horizontal clearance will 14-feet 6 inches from the centerline of track to proposed fencing along the existing Riverfront trail.

Additionally, the existing Riverfront trail will be improved as part of the structure replacement including the addition of ADA facilities. The trail will be closed while the structure is being replaced.

The proposed replacement will require a full detour of all traffic. Traffic will be redirected to Water Street bridge just south of the proposed bridge project.

The bridge replacement project is estimated to cost approximately \$70,000,000 and will be funded by state and federal funding.

The City of Pittston has agreed to maintain the sidewalks on the structure for the removal of snow, ice and debris. In addition, the City of Pittston has agreed to maintain the bridge lighting including the electrical costs to energize the bridge lighting on the structure. The City of Pittston has also agreed to maintenance of the trail improvements. Otherwise, the Department of Transportation of the Commonwealth of Pennsylvania has agreed to maintain the entire super and substructure of the bridge including bridge inspection.

The Commission has tentatively established jurisdiction of the entire structure extending from station 316+00 to 328+00 as shown on preliminary plans submitted with the application.

In conjunction with the subject bridge replacement project, it may be necessary for the Commission to appropriate certain portions of railroad property to accommodate construction of the project. If required, the Department is advised to submit to the Commission for consideration final right-of-way plans with property types, metes and bounds descriptions and the grantor corporate name and address to be recorded under.

There are multiple utilities attached to the existing structure including a utility duct bank. Alterations required to public utilities in the public right-of-way will be made by the utility at its initial cost and expense. The proposed utility duct bank on the new structure is located between girders 6 and 7 near the underside of the deck.

If a temporary at-grade railroad crossing is necessary during construction for contractor use, the Department, at their sole cost and expense, will work with the Luzerne County Redevelopment Authority and the RJ Corman Railroad Group to ensure flagging and/or temporary warning signals and crossing surfaces are in place and utilized for access across the railroad facilities.

Temporary underdeck shielding should be used, if necessary, to protect rail traffic below.

The applicant has certified that a copy of the application has been served on each party in interest, and none has advised that it objects to the issuance of a Secretarial Letter approving the application. The Borough of West Pittston and R.J. Corman Railroad Group was omitted as a party of record in the initial application; however they will be added as a party of record in this Secretarial Letter.

Upon full consideration of the matters involved, it was determined that it is not necessary to schedule a hearing in this proceeding at this time and that issuance of a Secretarial Letter without hearing is proper since the Department has agreed to construct the project at its sole cost and expense, and none of the parties has expressed any objections to the proposal.

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 alteration of the subject crossing as proposed by the Department of Transportation of the Commonwealth of Pennsylvania is approved as herein directed:

1. The subject caption be revised as shown herein.
2. The Borough of West Pittston be added as party of record hereto.
3. The R.J. Corman Railroad Group be added as a party of record hereto.
4. The public crossing (DOT 984 554 V) where State Route 0011 (Fort Jenkins Bridge), crosses above grade, the track of the Luzerne County Redevelopment Authority operated thereon by RJ Corman Railroad Group in the City of Pittston and Borough of West Pittston, Luzerne County, be altered as herein directed.
5. Department of Transportation of the Commonwealth of Pennsylvania, at its sole cost and expense, and prior to the start of construction, prepare and submit to this Commission for approval and to all parties of record for examination, complete detailed signed and sealed final construction and bridge structural plans and if necessary, right-of-way plans with metes and bounds descriptions and grantor corporate name and address to be recorded under, for any railroad property for the Commission to appropriate.
6. Department of Transportation of the Commonwealth of Pennsylvania, at its sole cost and expense, demolish the existing structure where State Route 0011 (Fort Jenkins Bridge) crosses, above grade, track of Luzerne County Redevelopment Authority operated thereon by RJ Corman Railroad Group and construct a new structure generally in accordance with the approved plans and this Secretarial Letter.
7. Department of Transportation of the Commonwealth of Pennsylvania, 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 project is being constructed.
8. Department of Transportation of the Commonwealth of Pennsylvania, at its sole cost and expense, furnish all material and do all work required, if necessary, to install and maintain temporary underdeck shielding between the beams where warranted, to protect rail and vehicle traffic below.
9. The City of Pittston, at the sole cost and expense of the Department of Transportation of the Commonwealth of Pennsylvania, install ADA upgrades and any associated upgrades to the existing Riverfront Trail where State Route 0011 (Fort Jenkins Bridge) crosses over.

10. Luzerne County Redevelopment Authority and RJ Corman Railroad Group, at the sole cost and expense of the Department of Transportation of the Commonwealth of Pennsylvania, furnish all material and perform all work relating to its facilities which 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.

11. Luzerne County Redevelopment Authority and RJ Corman Railroad Group, at its sole cost and expense, work together to establish a United States Department of Transportation DOT highway/rail crossing number to be inventoried and reported in the state and federal highway/rail grade crossing databases.

12. Any relocation of, changes in or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority located within the limits of the public right-of-way, and within the limits of this Commission's jurisdiction, which may be required as incidental to the execution of the crossing project, be made by said public utility company or municipal authority at its initial cost and expense, and in such manner as will not interfere with the construction of the project.

13. 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. 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.

14. 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.

15. Department of Transportation of the Commonwealth of Pennsylvania, at least thirty (30) days prior to the start of work, notify local emergency management services and all parties in interest of the actual date on which work will begin.

16. Luzerne County Redevelopment Authority and RJ Corman Railroad Group cooperate with the Department of Transportation of the Commonwealth of Pennsylvania and conduct their operations in the vicinity of the crossing, in a safe manner and under control during the time project is being constructed.

17. Department of Transportation of the Commonwealth of Pennsylvania cooperate with Luzerne County Redevelopment Authority and RJ Corman Railroad Group so that during construction of the project, the operations and facilities of the railroad company will not be endangered or unnecessarily impeded.

18. All work necessary to alter the public crossing be completed in a manner satisfactory to this Commission on or before December 31, 2030, and that on or before said date, Department of Transportation of the Commonwealth of Pennsylvania report to this Commission the date of actual completion of the work.

19. Department of Transportation of the Commonwealth of Pennsylvania, at its sole cost and expense, pay all compensation for damages due to owners of property taken, injured, or destroyed by reason of the construction of the crossing in accordance with this Secretarial Letter.

20. Upon completion of construction of the proposed project, 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.

21. Upon completion of construction of the proposed project Luzerne County Redevelopment Authority and RJ Corman Railroad Group, at its sole cost and expense, furnish all material and perform all work necessary to maintain its tracks and any other railroad facilities, existing or altered, located within the limits of the project, and provide Department of Transportation of the Commonwealth of Pennsylvania, City of Pittston and Borough of West Pittston 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 construction of the proposed project, Department of Transportation of the Commonwealth of Pennsylvania, at its sole cost and expense, furnish all material and perform all work necessary to maintain and inspect the entire bridge including the concrete deck, superstructure, substructure, wing walls, piers, bearings, approach slabs, approach guiderail, protective barriers, protective fencing, structural integrity of the sidewalks and curbing, approach roadway, roadway surface, and drainage facilities of the subject bridge, and any other ancillary features of the improvement constructed in accordance with the provisions of this Secretarial Letter, and provide the Luzerne County Redevelopment Authority, RJ Corman Railroad Group, City of Pittston and Borough of West Pittston at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph.

23. Upon completion of the construction of the proposed project, City of Pittston, at its sole cost and expense, furnish all material and perform all work for the removal of snow, ice and debris from the sidewalks on both sides of the proposed structure, as constructed in accordance with the provisions of this Secretarial Letter.

24. Upon completion of the alteration of the subject crossing, City of Pittston maintain the bridge lighting, including the electrical costs to energize the bridge lighting, constructed as part of the alteration and provide Department of Transportation of the Commonwealth of Pennsylvania, at least ten (10) business days advance notice when performing any work that may affect their facilities, as directed by this paragraph..

25. Upon completion of the alteration of the subject crossing, City of Pittston, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the Riverfront trail and all improvements constructed as part of the alteration.

26. Upon completion of the work herein directed, and upon a written request by any party hereto, this proceeding be scheduled for a hearing at a time and a place assigned by this Commission, upon due notice to all parties, to receive evidence relative to the allocation of initial costs incurred, if any, by any of the parties, and any 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 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