



March 24, 2026

Matthew L. Homsher, Secretary
Pennsylvania Public Utility Commission
400 North Street
Harrisburg, PA 17120

Re: Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to replace the public above grade crossing by replacing the existing railroad bridge where State Route 3006, crosses below the track(s) of Bessemer & Lake Erie Railroad Company, DOT # 051 915 V, in the Township of West Springfield, Erie County, and the allocation of costs incident thereto.

Dear Secretary Homsher:

Enclosed for filing, please find the Application of the Department of Transportation.

A copy of this Application and Exhibits has been served upon the parties in the Certificate of Service to the Application by email.

Sincerely,

Mohammad A. Arghoshi
Grade Crossing Engineer
Engineering District 1-0
Department of Transportation

Attachments

cc: Parties of Record
Mark Chappell, P.E., Chief, Right-of-Way, Utilities & Grade Crossing Division
Robert Kopacz, Office of Chief Counsel
William Sinick, P.E., Supervisor, Rail Safety Engineering Section, PUC

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval to replace the public above grade crossing by replacing the existing railroad bridge where State Route 3006, crosses below the track(s) of Bessemer & Lake Erie Railroad Company, DOT # 051 915 V, in the Township of West Springfield, Erie County, and the allocation of costs incident thereto.

Application
Docket No. _____

Electronically Filed

APPLICATION OF THE COMMONWEALTH OF PENNSYLVANIA, DEPARTMENT OF
TRANSPORTATION

Applicant, Commonwealth of Pennsylvania, Department of Transportation, files this Application pursuant to the provisions of 66 Pa.C.S § 2702 and 52 Pa. Code § 5.13 for the replacement of the public above grade crossing where State Route 3006 crosses below the track(s) of Bessemer & Lake Erie Railroad Company at DOT # 051 915 V, in the Township of West Springfield, Erie County as described below:

1. The name and address of Applicant are Commonwealth of Pennsylvania, Department of Transportation, Thomas J. McClelland, P.E., Assistant District Executive, Engineering District 1-0, 255 Elm Street, Oil City, PA 16301.

2. The name and address of attorney for the Applicant are Elizabeth K. Rall, Assistant Counsel, Commonwealth of Pennsylvania, Department of Transportation, Office of Chief Counsel, PO Box 8212, Harrisburg, PA 17105-8212.

3. The Applicant is an agency of Commonwealth of Pennsylvania, organized and existing under the Administrative Code of 1929, 71 P.S. § 511, et seq. and generally 36 P.S. § 670 - 401 et seq.

4. The names and addresses of the persons, parties and entities concerned in, or affected by the proposed construction, to the best of the Applicant's knowledge, are shown in the certificate of service. In addition to those served, the Applicant requests that the following also receive service of all documents in this matter:

Mark Chappell P.E., Chief
Right of Way, Utilities & Grade Crossing
Division
Pennsylvania Department of Transportation
PO Box 3362
Harrisburg, PA 17105-3362
marchappel@pa.gov

Robert Kopacz
Counsel for Applicant
Office of Chief Counsel
Pennsylvania Department of Transportation
PO Box 8212
Harrisburg, PA 17105-8212
rkopacz@pa.gov

5. The Applicant is seeking approval to replace the existing railroad bridge where State Route 3006, crosses below the track(s) of Bessemer & Lake Erie Railroad Company. A Location Map is attached hereto and marked as Exhibit A. The TS&L Plans are attached hereto and marked as Exhibit B.

6. The Applicant is not aware of prior Public Utility Commission proceedings for this crossing.

7. The average daily traffic for State Route 3006 at this crossing is 2322 vehicles with 5% trucks.

8. The estimated cost of the project described above is \$6,600,000. It is anticipated that the funding for the project will be federal and/or state funds.

9. This project is necessary and proper for the safety and convenience of the public.

10. A conference of all parties of interest should be held to discuss the proposed project.

Wherefore, Applicant respectfully requests that the Public Utility Commission approve this Application.

Respectfully Submitted:

Thomas J. McClelland, P.E.
Assistant District Executive-Design
Engineering District 1-0
Department of Transportation
255 Elm Street
Oil City, PA 16301
Phone: (814) 678-7081
Fax: (814) 678-7030
THMCLELLA@pa.gov

Dated: _____

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

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CERTIFICATE OF SERVICE

I hereby certify that I have this day served a true copy of the foregoing document upon the participants listed below by electronic email, in accordance with Emergency Order at M-2020-3019262.

Diane R Lewis
Canadian National Railway
700 Pershing Rd.
Pontiac, MI 48340
diane.lewis@cn.ca

Ellen Schauerman
Erie County Council Member
140 West Sixth St.
Erie, PA 16501
eschauerman@eriecountypa.gov

Jeffrey Eaton
Springfield Township
13300 Ridge Rd
W Springfield, PA 16443
814-746-6409
sprtwp@aol.com

Locate desk personnel
Windstream
1450 Center Point Rd
Hiawatha, IA 52233
locate.desk@windstream.com

Erie Dispatch
National Fuel Supply
6363 Main St
Buffalo, NY 14221-5887
benderw@natfuel.com

Kyle Rhoades
RH EnergyTrans LLC
558 W 6th Street, #200
Erie, PA 16507
Krhoades@rhenergytrans.com

Keith Gardner
Pennsylvania Electric Company
311 Industrial Park Rd
Johnstown, PA 15904
kgardner@firstenergycorp.com

Dated this _____ Day of _____

Mohammad A. Arghoshi
Grade Crossing Engineer
Engineering District 1-0
Department of Transportation

**BEFORE THE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

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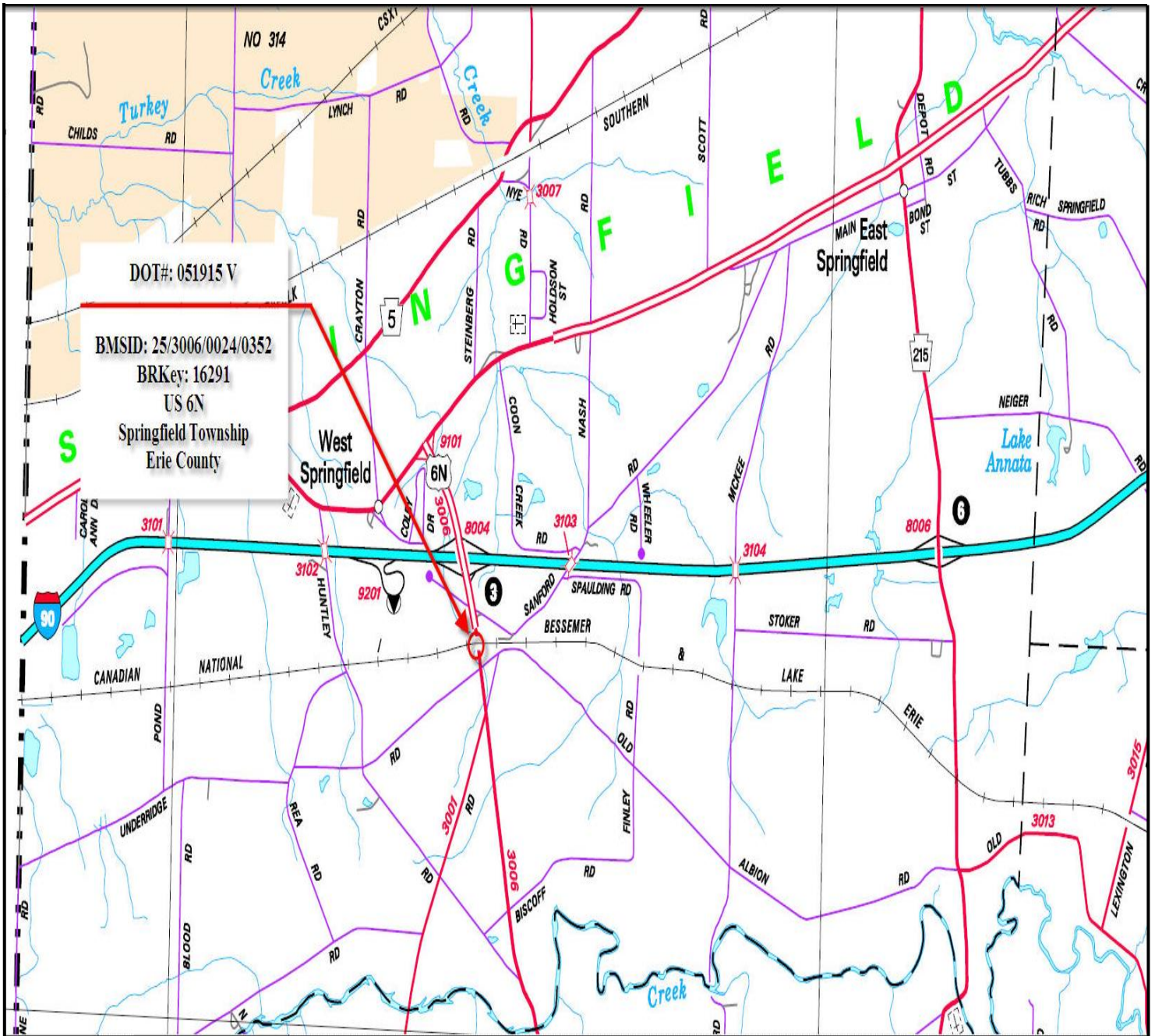
VERIFICATION

I, Mohammad Arghoshi, Grade Crossing Engineer, hereby state that the facts above set forth are true and correct to the best of my knowledge, information, and belief and that I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa.C.S. §4904 (relating to unsworn falsification to authorities).

Date: _____

Mohammad A. Arghoshi
Grade Crossing Engineer
Engineering District 1-0
Department of Transportation

State Route: 3006, Section B11
Railroad Name: Bessemer & Lake Erie Railroad Company
DOT # 051 915V
Location: Springfield Township Erie County



PLOTTED: 3/8/2022 7:31:12 AM
 FILE NAME: \\saturday\cadd\penn\DOT\1014672.00 PennDOT-E04514-SR3006-B11 US 6N Underpass\4.0 Dwg\4. 3 Br Idge\01_3006_STR_TS&L_02_GENERAL_NOTES.dgn

DESIGN SPECIFICATIONS

DESIGN OF THIS STRUCTURE IS BASED ON 2019 AREMA MANUAL FOR RAILWAY ENGINEERING SPECIFICATIONS, AS SUPPLEMENTED BY CANADIAN NATIONAL RAILWAY (CN) GUIDELINES FOR DESIGN OF RAILWAY STRUCTURES, JANUARY 2006. DESIGN IS BASED ON COOPER E-90 LIVE LOADING AND ALTERNATE LIVE LOAD. LIVE LOAD PLUS IMPACT DEFLECTION DOES NOT EXCEED 1/750 OF SPAN LENGTH.

LIVE LOAD DISTRIBUTION TO BEAMS IS BASED ON AREMA 15.1.3.4.2.4.

DESIGN IS IN ACCORDANCE WITH ALLOWABLE STRESS DESIGN (ASD) METHOD.

THE TEMPORARY SHOOFLY BRIDGE IS DESIGNED FOR COOPER E-80 LIVE LOADING.

GENERAL

PROVIDE MATERIALS AND PERFORM WORK IN ACCORDANCE WITH SPECIFICATIONS, PUBLICATION 408/2020, AASHTO/AWS D1.5M/D1.5 2015 BRIDGE WELDING CODE, AND CONTRACT SPECIAL PROVISIONS.

TRACK SHALL BE INSTALLED AT FRA CLASS EQUAL TO EXISTING.

PROVIDE STRUCTURAL STEEL CONFORMING TO AASHTO M270/M270M (ASTM A709/A709M) DESIGNATION, EXCEPT WHEN NOTED OTHERWISE.

HS BOLTS SHALL BE ASTM F3125 GRADE A325 BOLTS WITH A MINIMUM TENSILE STRENGTH OF 120 KSI, UNLESS NOTED OTHERWISE.

PROVIDE 2 IN. CONCRETE COVER ON REINFORCEMENT BARS, EXCEPT AS NOTED.

USE CLASS AA CEMENT CONCRETE IN ABUTMENT BACKWALLS.

USE CLASS A CEMENT CONCRETE IN ABUTMENTS BELOW BRIDGE SEAT, WINGWALLS, AND FOOTINGS.

A HIGHER CLASS CONCRETE MAY BE SUBSTITUTED FOR A LOWER CLASS CONCRETE AT NO ADDITIONAL COST TO THE DEPARTMENT, IF APPROVED BY THE DISTRICT BRIDGE ENGINEER.

PROVIDE GRADE 60 REINFORCING STEEL BARS THAT MEET THE REQUIREMENTS OF ASTM A 615/A 615M, A 996/A 996M OR A 706/A 706M. DO NOT WELD GRADE 60 REINFORCING STEEL BARS UNLESS SPECIFIED. GRADE 40 REINFORCING STEEL BARS MAY BE SUBSTITUTED WITH A PROPORTIONAL INCREASE IN CROSS-SECTIONAL AREA, IF APPROVED BY THE CHIEF BRIDGE ENGINEER. DO NOT USE RAIL STEEL A 996/A 996M REINFORCEMENT BARS IN BRIDGE PIERS, ABUTMENTS, SHEAR BLOCKS, BEAMS, FOOTINGS, PILES, BARRIERS OR WHERE BENDING OR WELDING OF THE REINFORCEMENT BARS IS INDICATED.

USE EPOXY-COATED REINFORCEMENT BARS IN THE ABUTMENT BACKWALLS. EPOXY-COAT J-BAR REINFORCEMENT IN SUBSTRUCTURE UNITS AND EPOXY-COAT OTHER SUBSTRUCTURE REINFORCEMENT BARS AS INDICATED.

GALVANIZED REINFORCING STEEL BARS MAY BE SUBSTITUTED FOR EPOXY-COATED REINFORCING STEEL BARS AT NO ADDITIONAL COST TO THE DEPARTMENT.

RAKE-FINISH ALL HORIZONTAL CONSTRUCTION JOINTS, EXCEPT AS INDICATED.

SITE CLASS IS NOT CLASS E.

VERIFY ALL DIMENSIONS AND GEOMETRY OF THE EXISTING STRUCTURE IN THE FIELD AS NECESSARY FOR PROPER FIT OF THE PROPOSED CONSTRUCTION.

PLACE BACKWALL CONCRETE AFTER BEAMS ARE SET IN POSITION.

CHAMFER EXPOSED CONCRETE EDGES 3/4 IN. BY 3/4 IN., EXCEPT AS NOTED.

ALL DIMENSIONS SHOWN ARE HORIZONTAL, EXCEPT AS NOTED.

SUPERSTRUCTURE DIMENSIONS SHOWN ARE FOR A NORMAL TEMPERATURE OF 68° F.

SPREAD FOOTINGS MAY BE ORDERED BY THE ENGINEER TO BE AT ANY ELEVATION OR OF ANY DIMENSIONS NECESSARY TO PROVIDE A PROPER FOUNDATION.

PROVIDE MINIMUM EMBEDMENT AND SPLICE LENGTHS IN ACCORDANCE WITH STANDARD DRAWING BC-736M, UNLESS OTHERWISE INDICATED.

PREPARE BEARING AREAS AS SPECIFIED IN PUBLICATION 408, SECTION 1001.3(K)9.

STEEL I-BEAMS

DO NOT USE FORM SUPPORT SYSTEMS THAT WILL CAUSE UNACCEPTABLE OVERSTRESS OR DEFORMATION TO PERMANENT BRIDGE MEMBERS.

ALL FASTENERS ARE 7/8 IN. DIAMETER HS BOLTS, EXCEPT AS NOTED.

WELDING OF REINFORCEMENT BARS DURING FABRICATION OR CONSTRUCTION IS NOT PERMITTED UNLESS SPECIFIED.

SET ANCHOR BOLTS TO TEMPLATE OR IN PREFORMED HOLES. DO NOT DRILL UNLESS SPECIFICALLY INDICATED ON PLANS. FILL THE PREFORMED HOLES WITH NON-SHRINK GROUT. FILL THE CLEARANCE BETWEEN ANCHOR BOLTS AND HOLES IN MASONRY PLATES WITH APPROVED NON-HARDENING CAULKING COMPOUND CONFORMING TO PUBLICATION 408, SECTION 705.8.

PAINT STRUCTURAL STEEL IN ACCORDANCE WITH PUBLICATION 408, SECTION 1060.

FABRICATE ALL MEMBERS OR MEMBER COMPONENTS DESIGNATED AS FRACTURE CRITICAL MEMBERS (FCM) TO CONFORM TO THE REQUIREMENTS OF DESIGN MANUAL, PART 4, SECTION 6, ARTICLE D6.6.2, AND AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 6.6.2, AND PUBLICATION 408, SECTIONS 1105.02(A)5 AND 1105.03(M)9. MEET THE BASE METAL CHARPY V-NOTCH (CVN) REQUIREMENTS FOR ZONE 2.

METALLIZE STRUCTURAL STEEL IN ACCORDANCE WITH THE SPECIAL PROVISION - SHOP METALLIZING AND PAINTING OF NEW STRUCTURAL STEEL. THE FLANGE, BEARING STIFFENER PLATES AND SPLICE PLATES INDICATED ARE OVERSIZED IN WIDTH TO ACCOMMODATE THE REDUCTION DUE TO EDGE GRINDING.

STABILITY OF PARTIAL GIRDERS AND COMPLETE GIRDERS IS TO BE MAINTAINED BY THE CONTRACTOR DURING ERECTION, UNTIL ALL GIRDERS AND DIAPHRAGMS ARE IN-PLACE AND ALL BOLTS ARE PROPERLY INSTALLED. ERECTION LOADS INCLUDING SELF WEIGHT OF THE STEEL MEMBERS, WIND LOADING AND CONSTRUCTION LIVE LOAD EFFECTS ARE TO BE EVALUATED BY THE CONTRACTOR FOR STABILITY, STRESSES AND DEFLECTIONS ON THE STEEL MEMBERS DURING ANY STAGE OF ERECTION.

FABRICATE ALL MEMBERS OR MEMBER COMPONENTS DESIGNATED AS STRUCTURALLY REDUNDANT MEMBER (SRM) TO THE REQUIREMENTS OF A FRACTURE-CRITICAL MEMBERS (FCM).

BLAST CLEAN THE FAYING SURFACES OF SPLICES AND CONNECTIONS OF ALL STRUCTURAL ELEMENTS IN ACCORDANCE WITH PUBLICATION 408 SECTION 1060.3(b)3. REBLAST UNPAINTED ELEMENTS THAT REMAIN UNASSEMBLED FOR A PERIOD OF 12 MONTHS OR MORE FOLLOWING THE INITIAL CLEANING.

UTILITY NOTES

COORDINATE, LOCATE, AND CONDUCT ALL WORK RELATED TO PUBLIC AND PRIVATE UTILITIES IN ACCORDANCE WITH PUBLICATION 408, SECTIONS 105.06 AND 107.12

VERIFY AND LOCATE ALL UTILITIES PRIOR TO STARTING WORK, AND CONDUCT OPERATIONS IN A MANNER WHICH ENSURES THE UTILITIES WILL NOT BE DISTURBED OR ENDANGERED AND ASSUME FULL RESPONSIBILITY FOR ANY DAMAGE TO UTILITIES DURING CONSTRUCTION. THE DEPARTMENT DOES NOT ASSUME RESPONSIBILITY FOR REIMBURSEMENT, PARTICIPATION IN DESIGN AND/OR REVISIONS OR LIABILITY FOR ACCURACY OF TYPE, SIZE AND LOCATION OF ANY UTILITY.

FOUNDATION NOTES

STRUCTURE BACKFILL SHALL BE CONSTRUCTED IN ACCORDANCE WITH RC-12M.

BLASTING IS NOT PERMITTED FOR STRUCTURE FOUNDATION EXCAVATIONS.

THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF ALL EXCAVATED SLOPES AND THE DESIGN OF TEMPORARY EXCAVATION SUPPORT AND PROTECTION SYSTEM THAT MAY BE USED. PERFORM ALL EXCAVATIONS IN ACCORDANCE WITH OSHA REQUIREMENTS. DIVERT ALL SURFACE RUNOFF AWAY FROM EXCAVATIONS. PROVIDE SUFFICIENT DEWATERING SUCH THAT EXCAVATIONS ARE DRY ENOUGH TO BE INSPECTED BY THE DEPARTMENT REPRESENTATIVE.

| Mark | Description | By | Chk' d. | App' d. | Date |
|-----------|-------------|----|---------|---------|------|
| REVISIONS | | | | | |

S.R. 3006 PREVIOUSLY KNOWN AS L.R. 0085
 BMS STR ID: 25-3006-0024-0352 MPMS/ECMS PROJ: 110343 BRKEY: TBD

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

ERIE COUNTY
SR 3006 SEC B11
SEG 0024 OFFSET 0352
SR 3006 STA 537+51.06
BLE RAILROAD OVER SR 3006
ONE SPAN COMPOSITE STEEL MULTI-I-BEAM BRIDGE

GENERAL NOTES

| | |
|--------------------------|----------------------------|
| RECOMMENDED _____ | SHEET <u>2</u> OF <u>2</u> |
| S-PENDING | |

| | | |
|---|---------|-----------|
| WALL CONSTRUCTION AND EXPANSION JOINT DETAILS | BC-735M | 09/30/16 |
| REINFORCEMENT BAR FABRICATION DETAILS | BC-736M | 01/31/19 |
| BRIDGE DRAINAGE | BC-751M | 01/31/19 |
| BEARINGS | BC-755M | 01/31/19 |
| TYPICAL WATERPROOFING AND EXPANSION DETAILS | BC-788M | 01/31/19 |
| CLASSIFICATION OF EARTHWORK FOR STRUCTURES | RC-11M | 06/01/10 |
| BACKFILL AT STRUCTURES | RC-12M | 02/08/19 |
| DESCRIPTION | DWG. | REC. DATE |
| SUPPLEMENTAL DRAWINGS | | |

DES: MAS DWG: MAS CKD: BSK