

COMMONWEALTH OF PENNSYLVANIA
PUBLIC UTILITY COMMISSION

Investigation upon the Commission's own Motion:
Into matters pertaining to the proper service,
accommodation, convenience and safety of the
traveling public using the rail-highway
crossing carrying 59th Street over and above
the grade of the tracks of the National Rail-
road Passenger Corporation in the City of
Philadelphia, to determine the condition,
disposition and responsibility for maintenance:
of the existing crossing structure.

Docket No.
I-830373

Further hearing.

Pages 142 through 193

Hearing Room No. 1
State Office Building
Broad and Spring Garden Streets
Philadelphia, Pennsylvania

Thursday, July 1, 1993

DOCKETED
AUG 3 1993

Met, pursuant to notice, at 10:00 a.m

BEFORE:

KY VAN NGUYEN, Administrative Law Judge

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C O N T E N T S

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E X H I B I T S

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P R O C E E D I N G S

1
2 ADMINISTRATIVE LAW JUDGE KY VAN NGUYEN: We will
3 open the record. This is the hearing on the
4 investigation of the Commission in Docket No. F-836373.

5 My name is Ky Van Nguyen. I am an Administrative
6 Law Judge assigned by the Commission to hear this
7 investigation.

8 I would ask the parties to identify themselves for
9 the record.

10 Mr. Chillemi, can you identify yourself for the
11 record, please?

12 MR. CHILLEMI: Rudolph A. Chillemi. I represent
13 Philadelphia Electric Company.

14 MR. CLARK: Gerald T. Clark, City of Philadelphia.

15 JUDGE NGUYEN: Mr. Liner.

16 MR. LINER: Stuart Liner, Department of
17 Transportation.

18 JUDGE NGUYEN: Mr. Mechem.

19 MR. MECHEM: Charles Mechem, representing Conrail,
20 which I understand has been added to this proceeding.

21 JUDGE NGUYEN: Mr. Walsh.

22 MR. WALSH: Vincent Walsh, representing SEPTA.

23 JUDGE NGUYEN: Mr. DeBroff.

24 MR. DERROFF: Scott DeBroff, representing the PUC
25 Law Bureau.

1 JUDGE NGUYEN: Mr. DeBroff, you may present your
2 case.

3 MR. DeBROFF: Your Honor, if you would not mind we
4 would prefer that the Law Bureau go last in terms of
5 presenting our witness.

6 JUDGE NGUYEN: Who wants to go first?

7 MR. CLARK: Your Honor, in the questions and
8 procedure the first set were addressed to the City of
9 Philadelphia and I am perfectly willing to start.

10 JUDGE NGUYEN: All right.

11 MR. CLARK: Just by way of preliminary, if I may, I
12 have circulated the City's testimony and one exhibit,
13 which is marked as City Exhibit C-23.

14 I have given two copies of the statement and
15 Exhibit C-23 and an additional exhibit which I
16 distributed today, C-24, and I would like, if I may, have
17 them marked as City Statement 1 and City Exhibits C-23
18 and C-24 for the purposes of the record right now.

19 JUDGE NGUYEN: They will be so marked.

20 (Whereupon, the documents were marked as City of
21 Philadelphia Statement No. 1 and Exhibits Nos. 23
22 and 24 for identification.)

23 MR. CLARK: Just by way of preliminary, this is the
24 third hearing on this particular case since 1983. The
25 City's witness today is Lane Fike, who has already

1 testified in the very first hearing ten years ago. And I
2 don't know whether he has to be sworn in again or not.

3 JUDGE NGUYEN: Were you there ten years ago?

4 MR. CLARK: Excuse me?

5 JUDGE NGUYEN: Were you at the hearing ten years
6 ago?

7 MR. CLARK: Not me, but the witness was.
8 Whereupon,

9 LANE B. FIKE

10 having been duly sworn, testified as follows:

11 MR. CLARK: May I proceed?

12 JUDGE NGUYEN: Please.

13 DIRECT EXAMINATION

14 BY MR. CLARK:

15 Q. Would you please state your name and business
16 address for the record?

17 A. My name is Lane Fike. I am with the City of
18 Philadelphia Streets Department in the bridge section.
19 We are located at 1600 Arch Street on the tenth floor.

20 Q. How long have you been employed in such a
21 capacity with the streets department of the City of
22 Philadelphia?

23 A. I have been with the bridge section for 22
24 years.

25 Q. Did you testify on this docket in one of the

1 earlier proceedings?

2 A. Yes, I did.

3 Q. Are you familiar with the subject matter which
4 brings us here today?

5 A. Yes, I am.

6 Q. And are you authorized to testify on behalf of
7 the City of Philadelphia?

8 A. Yes.

9 Q. Are you a registered professional engineer in
10 the Commonwealth of Pennsylvania?

11 A. Yes, I am.

12 Q. Now, if I may, I hand you this document which
13 has just been marked as City Statement 1, and attached to
14 it -- which is four pages and to which is attached a
15 single page document marked C-23, and ask did you prepare
16 these documents?

17 A. Yes, I did.

18 Q. And what are the first three pages of this
19 document?

20 A. The first three pages are responses to the
21 questions from the PUC. They are numbered one through
22 eight. And then an additional question, number 25, which
23 gave additional information.

24 And the fourth page is a copy of City Exhibit C-23,
25 which shows the breakdown of costs of work performed by

1 the city prior to the date of the preparation of this
2 testimony.

3 Q. And now if I were to hand you this document
4 marked C-24, did you prepare that document?

5 A. Yes, I did.

6 Q. And what is that document?

7 A. That is additional costs incurred by the city
8 for work done repairing the dams on the 59th Street
9 bridge after the preparation of the prepared testimony.

10 Q. With respect to City Statement No. 1, if I were
11 to ask you the questions that are posed there would your
12 answers and testimony be the same as on the statement?

13 A. Yes, they would.

14 Q. Would there be any additions or corrections?

15 A. No, other than as I said, adding this exhibit
16 which was mentioned in the answer to question number one.

17 Q. To complete the City's testimony, what is the
18 total figure of costs that the city has incurred in
19 fulfilling the obligations under the PUC's orders since
20 March of 1993?

21 A. The total cost would be \$4,843.94.

22 MR. CLARK: With that, I would ask that City
23 Statement No. 1 be admitted into the record and that the
24 witness is available for cross-examination.

25

1 (Whereupon, the document marked as City of
2 Philadelphia Statement No. 1 for identification
3 was recieved in evidence.)

4 JUDGE NGUYEN: Mr. Liner.

5 MR. LINER: No questions.

6 JUDGE NGUYEN: Mr. Mechem.

7 MR. MECHEM: No questions.

8 JUDGE NGUYEN: Mr. Walsh.

9 MR. WALSH: Yes, I have a brief question for
10 Mr. Fike.

11 CROSS-EXAMINATION

12 BY MR. WALSH:

13 Q. There is a statement in your answer number
14 three that the highway borne by this bridge links
15 Lancaster Avenue and City Line Avenue, that these two
16 highways, Lancaster Avenue and City Line Avenue, are
17 heavily traveled state highways. Is it the sense of your
18 testimony that the traffic on this bridge bears a heavy
19 portion of state highway oriented traffic to and from
20 Lancaster Avenue at City Line Avenue?

21 A. It does not necessarily say the bridge carries
22 heavy traffic over the state highways. It says it is a
23 link between two heavily traveled state highways and that
24 some of that traffic on 59th Street could be assumed to
25 be headed either for Lancaster Avenue or City Line

1 Avenue.

2 MR. WALSH: Thank you.

3 JUDGE NGUYEN: Mr. DeBroff.

4 CROSS-EXAMINATION

5 BY MR. DeBROFF:

6 Q. In terms of the expansion joint work and your
7 familiarity with that work that was done, do you have any
8 further opinions as to any additional work in relation to
9 that expansion work that might need to be done that you
10 have noticed over the course of your inspections of the
11 structure?

12 A. As was stated, this last repair that the city
13 performed was done on the northern-most pier and in
14 effect what we have done is removed the old expansion dam
15 down to the top of the stinger, placed a plate on top of
16 the stinger, attached it to the stinger and then filled
17 that with bituminous concrete. The objective here was to
18 prevent the plate from being knocked off the surface of
19 the deck where it was placed before.

20 However, this is still a temporary measure in that
21 the dam, the makeshift dam that the city has now put on
22 here, is still susceptible to water, the concrete can
23 crack, water will still get in there. The ideal solution
24 is to have a whole new dam built or to have the deck
25 replaced in that area.

1 Q. And do you have an opinion as to what the best
2 method would be to more permanently resolve the problem?

3 A. It would be to replace all the dams on the
4 structure.

5 MR. DeBROFF: Nothing further. Thank you.

6 JUDGE NGUYEN: Mr. Chillemi.

7 MR. CHILLEMI: I have no questions, Your Honor.

8 JUDGE NGUYEN: The exhibits of the City of
9 Philadelphia are admitted.

10 (Whereupon, the documents marked as City of
11 Philadelphia Exhibits Nos. 23 and 24 for
12 identification were received in evidence.)

13 MR. CLARK: May I ask a question on redirect?

14 JUDGE NGUYEN: Yes.

15 REDIRECT EXAMINATION

16 BY MR. CLARK:

17 Q. Before any work is done with the expansion
18 dams, the three that were not replaced in 1984-85, what
19 should be done at this site?

20 A. The city believes that a full in-depth
21 inspection and rating of the structure should be made to
22 evaluate the condition of the deck and the superstructure
23 and the substructure and determine the appropriate
24 action.

25 MR. CLARK: Thank you.

1 I have nothing further.

2 JUDGE NGUYEN: Any recross?

3 (No audible response.)

4 JUDGE NGUYEN: Thank you.

5 (Witness excused.)

6 MR. CLARK: The city has nothing further, Your
7 Honor.

8 JUDGE NGUYEN: Mr. Liner.

9 MR. LINER: Thank you. Good morning again.

10 We have submitted copies of our statement and
11 exhibit to all the parties and two copies to the
12 reporter. And I have a copy here for you at this time.

13 JUDGE NGUYEN: Thank you.

14 MR. LINER: Mr. LaSpada.

15 I would ask to have it marked as Department
16 Statement No. 1 and Department Exhibit No. 1.

17 JUDGE NGUYEN: It will be so marked.

18 (Whereupon, the documents were marked as
19 PennDOT Statement No. 1 and Exhibit No. 1
20 for identification.)

21 Whereupon,

22 ANTHONY LaSPADA

23 having been duly sworn, testified as follows:

24 THE WITNESS: My name is Anthony LaSpada.

25

1 DIRECT EXAMINATION

2 BY MR. LINER:

3 Q. In what capacity are you employed with PennDOT?

4 A. District grade crossing coordinator.

5 Q. In the course of your duties and
6 responsibilities have you familiarized yourself with the
7 matters that are the subject of this proceeding?

8 A. Yes, I have.

9 Q. Are you authorized to testify on behalf of the
10 department at this proceeding?

11 A. Yes, I am.

12 Q. In the questions and procedures the department
13 was asked to respond to questions 13, 14, 15 and 16. Did
14 you prepare the answers to those questions?

15 A. Yes, I did.

16 Q. Were those answers to those questions done to
17 the best of your information, knowledge and belief and
18 are they true and accurate?

19 A. Yes, they are.

20 Q. If you were to testify today on those answers
21 would there be any changes?

22 A. There is one change.

23 Q. Would you set it forth?

24 A. Question 15, the answer, in the second
25 sentence, in place of the railroad, that should be

1 Amtrak.

2 Q. That is on page two?

3 A. Page two, the bottom of the page, the answer to
4 question 15. In the beginning of the second sentence
5 instead of railroad it should be Amtrak.

6 Q. Any other changes?

7 A. No.

8 MR. LINER: I would move for the admission of his
9 statement, Department Statement No. 1, and Exhibit No. 1,
10 and place Mr. LaSpada for cross-examination.

11 (Whereupon, the documents marked as Department
12 Statement No. 1 and Exhibit No. 1 were received in
13 evidence.)

14 JUDGE NGUYEN: Mr. Clark.

15 MR. CLARK: Thank you.

16 CROSS-EXAMINATION

17 BY MR. CLARK:

18 Q. Mr. LaSpada, in preparing your testimony and
19 coming here today, did you review the entire file on 59th
20 Street?

21 A. Yes, I did.

22 Q. And do you agree that in the mid-'80s, '84 and
23 '85, Commission orders had been entered directing that an
24 in-depth inspection and rating analysis be done of this
25 bridge by Amtrak?

1 A. Yes.

2 Q. Do you agree or does PennDOT agree that before
3 any major work be done on this bridge that the in-depth
4 inspection and rating analysis be completed?

5 A. Yes.

6 Q. So that the work that you have recommended or
7 the work that your consultant recommended pursuant to
8 PennDOT's inspection in February of '93 should be delayed
9 until the rating analysis is done so that repairs aren't
10 made and then torn out if a new deck is needed?

11 A. Yes.

12 Q. Is PennDOT willing to do the in-depth rating
13 analysis?

14 A. Only if we are ordered to.

15 Q. PennDOT is capable of doing it?

16 A. Yes.

17 Q. You have the capacity?

18 A. Yes.

19 MR. CLARK: Thank you.

20 I have nothing further of this witness.

21 JUDGE NGUYEN: Mr. Nechem.

22 MR. MECHEM: No questions.

23 JUDGE NGUYEN: Mr. Walsh.

24 MR. WALSH: No questions, Your Honor.

25 JUDGE NGUYEN: Mr. DeBroff.

CROSS-EXAMINATION

1
2 BY MR. DeBROFF:

3 Q. This may be repetitive, but to the best of your
4 knowledge has PennDOT been doing inspections of this
5 structure since 1988?

6 A. To my knowledge I do not know if they have done
7 any. In 1993 they did an inspection.

8 Q. And in the report on page five of the BMS
9 printout there is a reference to 5/15/88 where there was
10 an inspection which appears to be such an in-depth
11 inspection done by PennDOT -- by Greiner Engineering on
12 behalf of PennDOT.

13 A. Page five of what report?

14 Q. In the BMS printout, page five. And in that
15 the load ratings are also indicated at the bottom of the
16 page. Can you tell me if that appears to be correct?

17 (Witness perusing document.)

18 A. That appears to be correct.

19 Q. So since '88 to this point, noticing here that
20 PennDOT has through an engineering firm performed an
21 in-depth inspection, then that has been your
22 responsibility since that time, since you have performed
23 one this year, is that right?

24 A. That's correct.

25 Q. And in your opinion are there any repairs that

1 need to be done immediately, aside from what has already
2 been brought out?

3 A. Just what is described in the inspection
4 report.

5 MR. DeBROFF: That's all. Thank you.

6 JUDGE NGUYEN: Mr. Chillemi.

7 MR. CHILLEMI: I have no questions, Your Honor.

8 JUDGE NGUYEN: I have a question for the witness.

9 How do you suggest the responsibility be assigned
10 to the parties?

11 THE WITNESS: Repeat that again?

12 JUDGE NGUYEN: Do you have any suggestion about
13 assigning responsibility to the parties?

14 THE WITNESS: I have no suggestion.

15 JUDGE NGUYEN: Do you have any opinion?

16 THE WITNESS: You mean the responsibility for
17 maintenance of the structure?

18 JUDGE NGUYEN: Yes.

19 THE WITNESS: Well, the approaches and the surface
20 should be the responsibility of the city.

21 Amtrak's responsibility should be what is involved
22 under the bridge, they should maintain that, which would
23 be the substructure.

24 The concrete sidewalk and the spalling areas of the
25 concrete sidewalk and curb should be the responsibility

1 of the city to maintain.

2 The expansion joint failure should be the city to
3 maintain the surface the bridge.

4 That is my suggestion.

5 JUDGE NGUYEN: Is there any highway in the area.

6 THE WITNESS: A highway?

7 JUDGE NGUYEN: Yes.

8 THE WITNESS: It's not a state highway, no. It is
9 a local street. 59th Street is a local street.

10 JUDGE NGUYEN: Mr. Liner, do you have any redirect?

11 MR. LINER: No redirect.

12 MR. CLARK: May I ask the witness a question based
13 on your question, Your Honor?

14 JUDGE NGUYEN: Please

15 CROSS-EXAMINATION

16 BY MR. CLARK:

17 Q. Mr. LaSpada, you did say that you did review
18 the entire record in this matter?

19 A. Uh-huh.

20 Q. You are aware that there are currently two
21 outstanding PUC orders on this matter?

22 A. Right.

23 Q. From '84 and 1985?

24 A. Uh-huh.

25 Q. And that in each of those two orders the

1 substructure and superstructure was assigned, at least on
2 an interim basis, to Amtrak? Are you aware of that?

3 A. No, I am not.

4 Q. When you testified in answer to the ALJ's
5 question, was that your personal opinion or was that
6 PennDOT's opinion?

7 A. That is the department's opinion.

8 Q. What is the basis of your opinion for switching
9 or having the maintenance responsibility for the deck --
10 and I assume that means the superstructure -- shifted
11 from Amtrak to the city?

12 A. Well, my answer is predicated that it is a city
13 street. And it is our feeling that they should be
14 responsible for the approaches and the repairs to the
15 deck of the bridge.

16 Q. What is the basis for that?

17 A. The basis?

18 Q. Yes, for that statement.

19 A. The basis?

20 Q. For the deck.

21 A. Because it is your street. You own it. You
22 are supposed to maintain it.

23 Q. Despite the fact, as I said, the structure has
24 already been at least on an interim basis, the
25 substructure and superstructure, assigned to somebody

1 else?

2 A. Yes. Right.

3 Q. You do agree, do you not, that the deck of a
4 bridge is part of the superstructure?

5 A. It is.

6 MR. CLARK: Nothing further.

7 JUDGE NGUYEN: Thank you.

8 (Witness excused.)

9 JUDGE NGUYEN: Mr. Mechem.

10 MR. MECHEM: Your Honor, are we going to pass over
11 the questions at this point directed to Amtrak?

12 JUDGE NGUYEN: Yes.

13 MR. MECHEM: Because it would be our view if a
14 request were made for the admission of the testimony
15 received by mail from Amtrak we would be opposed to that
16 since they don't appear to be here today.

17 Now, on behalf of Conrail I call Mr. Autenrieth to
18 the stand.

19 Whereupon,

20 KARL R. AUTENRIETH

21 having been duly sworn, testified as follows:

22 DIRECT EXAMINATION

23 BY MR. MECHEM:

24 Q. Would you give your name and office address to
25 the reporter, please?

1 A. My name is Karl R. Autenrieth. My business
2 address is Consolidated Rail Corporation, 2201 Market
3 Street, Philadelphia 19101.

4 Q. What position do you hold with Conrail?

5 A. I am employed by Conrail as a senior civil
6 engineer in the office of design and construction, chief
7 engineer.

8 Q. Were you designated by Conrail to appear today
9 to testify for Conrail and also to acquaint yourself to
10 the extent necessary with the background of this
11 proceeding?

12 A. Yes.

13 Q. Conrail is called upon to answer four
14 questions, numbers 15 through 18. I think the most
15 logical sequence would be to start with number 17 and as
16 a result I ask you to state how Conrail benefits from the
17 existence of the existing bridge structure?

18 A. Conrail does not benefit at all from the
19 existence of the bridge structure.

20 Q. Does Conrail currently operate trains under the
21 bridge?

22 A. No, we do not.

23 Q. Has it done so within the recent past?

24 A. No.

25 Q. Are you aware of any plans to commence

1 operations in the immediate future?

2 A. No.

3 Q. From all of this I conclude that the rail
4 operations are those conducted by Amtrak.

5 A. Yes.

6 Q. Does Conrail have any ownership interest in
7 those tracks that are currently used?

8 A. No.

9 Q. What items of cost incurred by anyone who is a
10 party to this proceeding is Conrail willing to assume
11 voluntarily?

12 A. None whatsoever.

13 Q. The Commission asks us if we have any
14 suggestions as to how costs should be allocated in this
15 proceeding. Do you have any such suggestions?

16 A. No.

17 Q. We are asked to state what portions of the
18 crossing Conrail agrees to maintain in the future and/or
19 to assume the costs thereof. Can you respond to that for
20 Conrail?

21 A. Conrail does not agree to perform any portion
22 of the maintenance work, nor do we agree to assume any of
23 the costs of the maintenance work.

24 Q. Do you have any suggestions for the record as
25 to which party or parties should be required to maintain

1 any or all of the structure and, if you do, would you
2 state your reasons? And if you don't, obviously you
3 don't have reasons.

4 A. I see no reason to go against the existing PUC
5 order which places the maintenance responsibility for the
6 sub and superstructure against Amtrak.

7 MR. MECHEM: I think that we have now covered the
8 four questions that were addressed to Conrail. Mr.
9 Autenrieth is offered for cross-examination.

10 JUDGE NGUYEN: Mr. Clark.

11 MR. CLARK: Thank you.

12 CROSS EXAMINATION

13 BY MR. CLARK:

14 Q. Mr. Autenrieth, you testified that Conrail
15 currently does not operate at this rail-highway crossing,
16 is that correct?

17 A. Correct.

18 Q. Conrail in the past did operate here, is that
19 correct?

20 A. To the best of my knowledge, several years ago,
21 yes.

22 Q. And prior to coming today, did you have an
23 opportunity to review the previous statement of testimony
24 of the Conrail witnesses in the last two proceedings?

25 A. I reviewed our engineering file.

1 Q. Did that include the testimony?

2 A. I did not see a transcript, no.

3 Q. Do you know when Conrail ceased operations at
4 this location?

5 A. Based on our conversation with our trainmaster
6 two days ago his response to my inquiry on the very same
7 question was several years. He could not be any more
8 specific.

9 Q. Do you know or did your records show that
10 Conrail at any time owned at least tracks, track
11 facilities, at this crossing?

12 A. I don't have that information available, no.

13 Q. And the next question would be do you know or
14 were you able to ascertain whether Conrail owned any
15 right-of-way at this location?

16 A. I also don't have that information.

17 Q. Other than asking your Trainmaster about the
18 train operations, were you able to ascertain whether
19 Conrail did an abandonment of service or an abolition of
20 service on this rail line to the ICC?

21 A. No, I did not.

22 Q. When Conrail did operate what line or branch
23 what was the name or the line code that did -- if you
24 know -- that did operate at this location?

25 A. I believe the line that extended through the

1 area at sometime in the past was called the Jersey
2 Running Track.

3 Q. And I take it that if Conrail did own either
4 track or right-of-way you don't know when they disposed
5 of it, sold it?

6 A. To the best of my information the former Jersey
7 Running Track occupied lands owned by Amtrak.

8 Q. But the track itself was owned by Conrail? Or
9 was this Amtrak railroad track facilities which you had
10 trackage rights for?

11 A. I don't have that information to confirm that.

12 MR. CLARK: I have nothing further. Thank you.

13 JUDGE NGUYEN: Mr. Liner.

14 MR. LINER: No questions.

15 JUDGE NGUYEN: Mr. Walsh.

16 MR. WALSH: No questions, Your Honor.

17 JUDGE NGUYEN: Mr. DeBroff.

18 MR. DeBROFF: No questions, Your Honor.

19 JUDGE NGUYEN: Mr. Chillemi.

20 MR. CHILLEMI: No questions, Your Honor.

21 JUDGE NGUYEN: I have one question for you.

22 Who used the crossing before? Who used the
23 crossing?

24 THE WITNESS: Was Conrail using the crossing
25 before?

1 JUDGE NGUYEN: Yes.

2 THE WITNESS: Yes. I believe we previously had
3 trackage rights over Amtrak's main line track where
4 Conrail paid on a per car-mile basis.

5 JUDGE NGUYEN: And you testified that you did not
6 know when you ceased operations on the crossing?

7 THE WITNESS: My answer to that was the information
8 given to me by our Trainmaster was several years ago.

9 JUDGE NGUYEN: And you did not know exactly the
10 exact date?

11 THE WITNESS: Correct.

12 JUDGE NGUYEN: Who uses the crossing now?

13 THE WITNESS: To the best of my knowledge, solely
14 Amtrak.

15 JUDGE NGUYEN: Thank you.

16 (Witness excused.)

17 MR. DeBROFF: Your Honor, if I may, I was wondering
18 about Mr. Mechem's request, whether you ruled on the
19 Amtrak testimony being excluded. I wasn't sure what you
20 had responded to that as a result of their not showing up
21 today.

22 MR. MECHEM: Just to amplify, it was my position
23 that if anybody here today was disposed to offer into the
24 record the written statement that all of us have received
25 from Amtrak I would object to that in the absence of

1 anybody here from Amtrak who could sustain
2 cross-examination.

3 MR. CLARK: I would have objected too if anyone
4 tried to offer it. I would have joined Mr. Mechem in
5 objecting. I didn't raise it because I didn't hear
6 anyone offer it yet.

7 JUDGE NGUYEN: I sustain the objection.
8 Mr. Walsh.

9 MR. WALSH: Your Honor, my witness, my intended
10 witness, Mr. McElwee, has not appeared today. We have
11 submitted the testimony by letter of June 24, 1993. I am
12 very familiar the questions and the answers that appear
13 in the SEPTA material. I would first move that if there
14 is no cross-examination that these questions and
15 answers --

16 JUDGE NGUYEN: Where is the witness?

17 MR. WALSH: Pardon me?

18 JUDGE NGUYEN: Where is the witness?

19 MR. WALSH: The witness apparently is at a PUC
20 field conference at the Belmont and Girard Avenue bridge
21 where SEPTA has trolley tracks in the bridge over the
22 Amtrak right-of-way. There may have been some confusion
23 on his part. It may be partially my responsibility. I
24 notice that in the copy of the transmittal letter to Your
25 Honor my own witness, Mr. McElwee, was omitted and it

1 might have been his method of reminding him of the
2 hearing.

3 I am familiar with the material and would offer
4 myself as an alternate witness if there is any
5 cross-examination that anyone believes is necessary.

6 JUDGE NGUYEN: Mr. Clark, do you have any
7 objection?

8 MR. CLARK: Your Honor, SEPTA has testified a
9 number of times, testified both times before. I have
10 read their testimony and to me it is nothing -- there is
11 nothing different in there than that which is already on
12 the record in the '83 and '84 hearings.

13 I don't want to sound inconsistent, because I just
14 said Amtrak is not here and I would not agree to their
15 testimony coming in.

16 I understand Mr. Walsh's predicament. His witness
17 is not here. I don't believe I would have cross-examined
18 his witness under any circumstances.

19 I might just, if I may, suggest to be consistent as
20 long as their testimony isn't going to change, and by
21 that I mean SEPTA does operate their commuter rail trains
22 at this location, it has been testified before it is all
23 on Amtrak right-of-way. They also have a bus route on
24 top. As long as that is the same, I would not have had
25 any questions and I am perfectly willing to let the

1 record stand as it is without the need for any additional
2 testimony from SEPTA.

3 I do not believe that there was anything new in
4 their testimony and I understand fully well that they are
5 not agreeing to bear any costs and I accept that as their
6 position, as it has been since 1983.

7 JUDGE NGUYEN: Mr. Mechem.

8 MR. MECHEM: We would have no objection to either
9 of the approaches suggested by the city. We have seen
10 the statement prepared for SEPTA and it gives me no
11 reason --

12 JUDGE NGUYEN: Mr. Liner.

13 MR. LINER: I have no objection, either, except
14 that we have not received a copy of that testimony.

15 MR. WALSH: If we could pause for a moment.

16 (Document handed to Mr. Liner.)

17 MR. WALSH: Your Honor, while Mr. Liner is
18 reviewing the SEPTA testimony I would make one point,
19 that the Conrail witness had stated to the best of his
20 knowledge he thought that Amtrak was the only rail
21 operator underneath. It is clear that SEPTA operates on
22 the Amtrak trackage by way of a trackage rights agreement
23 and intends to continue to do so.

24 MR. MECHEM: We do not take exception to what you
25 just said.

1 MR. WALSH: Thank you.

2 JUDGE NGUYEN: Mr. DeBroff.

3 MR. DeBROFF: No, Your Honor, the Law Bureau does
4 not object to the inclusion of the testimony but would
5 just want to ask two clarifying questions if possible to
6 that testimony of Mr. Walsh.

7 MR. WALSH: I would be very happy to.

8 MR. DeBROFF: Can I go ahead and do that now?

9 JUDGE NGUYEN: Yes.

10 MR. DeBROFF: First of all, do you know how many
11 trains you have through there a day approximately?

12 MR. WALSH: I don't know the exact number, but it
13 has not changed over the course of the last several
14 years, except for minor scheduling changes. On the
15 weekends, for example, there has been due to subsidy
16 reductions there have been some cutbacks on the weekends,
17 especially Sunday.

18 MR. DeBROFF: And the other question was in
19 reference to your answer in question 19 about the
20 benefits. I would just like to ask more specifically
21 because your answer is, I guess, general, would you agree
22 that SEPTA does in fact benefit from the 59th Street
23 structure.

24 MR. WALSH: To the same extent as any other rail
25 carrier.

1 MR. DeBROFF: Thank you.

2 That's all.

3 MR. WALSH: For convenience sake, Mr. Clark points
4 out to me that at page 31 of the prior testimony in this
5 proceeding there is testimony as to the details of SEPTA
6 operations, including what was known as Bus Route G
7 across the 59th Street bridge and other such detail.

8 MR. DeBROFF: Thank you.

9 JUDGE NGUYEN: Can you read that into the record?

10 MR. WALSH: Your Honor, I would suggest that this,
11 of course, already is in a sense in the record. It
12 begins at page 30.

13 JUDGE NGUYEN: I don't have that.

14 MR. WALSH: The SEPTA witness was a Mr. Brian
15 Woodburn at the time. And we are talking about a hearing
16 of the Commission of August 18, 1983. It does not go
17 long and I would be very happy to read it into the
18 record.

19 JUDGE NGUYEN: Please.

20 MR. WALSH: Direct Examination by SEPTA Counsel,
21 Mr. Huse:

22 "Would you give your full name and address?"

23 "Answer: Brian G. Woodburn.

24 "Question: By whom are you employed and in what
25 capacity?"

1 "Answer: It's 200 West Wyoming Avenue,
2 Philadelphia, 19140. I am employed by Southeastern
3 Pennsylvania Transportation Authority, also known as
4 SEPTA, as a assistant project engineer.

5 "Question: Are you authorized to testify in this
6 matter?

7 "Answer: Yes, I am.

8 "Question: What is SEPTA's involvement at this
9 crossing

10 "Answer: SEPTA operates a Route G bus across 49th
11 Street at this location. Underneath we operate 44
12 scheduled round trips by our Paoli-Bryn Mawr commuter
13 rail service" -- I would add now known as Route R-5.
14 Resuming Mr. Woodburn's statement, "These trips are
15 operated with electrified superonic" -- I'm reading from
16 the transcript -- "cars on Amtrak trackage.

17 "Question: Does SEPTA have any opinion as to the
18 condition of the structure" --

19 JUDGE NGUYEN: Thank you..

20 MR. WALSH: All right. Essentially, it is the same
21 today, Your Honor. The Route G, I am familiar with
22 whether it is still called Route G, but there is still a
23 bus route on the surface of the bridge operated by SEPTA.

24 JUDGE NGUYEN: And SEPTA also operates the train on
25 the tracks?

1 MR. WALSH: SEPTA operates a commuter rail line
2 known as R-5 out to Paoli from center city on the Amtrak
3 tracks underneath that bridge. That information remains
4 the same.

5 JUDGE NGUYEN: And you operate 44 trips a day?

6 MR. WALSH: It is something in the vicinity of 44,
7 44 trains.

8 JUDGE NGUYEN: Can you be more --

9 MR. WALSH: Probably in one direction.

10 JUDGE NGUYEN: Can it be more than that?

11 MR. WALSH: I beg your pardon?

12 JUDGE NGUYEN: Can it be more than 44 trips a day?

13 MR. WALSH: It might be 50 a day. I am not sure.
14 What I would be very happy to do is to supply a schedule
15 of the R-5 operations.

16 (Train schedule handed to Mr. Walsh.)

17 MR. MECHEM: There are many, Your Honor. I can
18 back that up.

19 MR. WALSH: I would be very happy to supply a fresh
20 copy.

21 JUDGE NGUYEN: Okay. Thank you.

22 MR. WALSH: Would that be agreeable as a late-filed
23 exhibit?

24 JUDGE NGUYEN: No. I don't think so.

25 MR. WALSH: It's not necessary?

1 JUDGE NGUYEN: Not necessary.

2 MR. WALSH: All right.

3 JUDGE NGUYEN: Mr. DeBroff.

4 MR. DeBROFF: Your Honor, I would just allow
5 Mr. Chillemi to proceed if he has anything at this time
6 first.

7 MR. CHILLEMI: Your Honor, Philadelphia Electric
8 Company has primary and secondary distribution wires that
9 are attached to the underside of the bridge. At this
10 time we can't say how they will be affected unless and
11 until there are plans submitted to us -- a decision and
12 plans submitted to us showing the extent of the repairs
13 and/or removal and reconstruction of the bridge that
14 might be necessary.

15 But I do have an engineer here with me and if
16 anyone wants to ask him questions, I would be perfectly
17 happy to put him on the stand.

18 Furthermore, I would assume there would be a
19 follow-up hearing for cost allocation purposes after
20 plans and work are completed.

21 So that is the position of the company today.

22 JUDGE NGUYEN: Does anyone want to ask questions?

23 Mr. Liner.

24 MR. LINER: No questions.

25 JUDGE NGUYEN: Mr. Clark.

1 MR. CLARK: No questions.

2 JUDGE NGUYEN: Mr. Mechem.

3 MR. MECHEM: No questions.

4 JUDGE NGUYEN: Mr. Walsh.

5 MR. WALSH: No questions, Your Honor.

6 JUDGE NGUYEN: Mr. DeBroff.

7 MR. DeBROFF: Yes, Your Honor. Just one quick
8 question for Mr. Chillemi.

9 Do you have any prior costs that you have incurred
10 as a result of any of the prior work to this point?

11 MR. CHILLEMI: No.

12 MR. DeBROFF: Thank you.

13 JUDGE NGUYEN: Thank you.

14 Now it is your turn, Mr. DeBroff.

15 MR. DeBROFF: Thank you very much, Your Honor.

16 I would like to present David Wilhelm for the PUC
17 Law Bureau.

18 Whereupon,

19 DAVID T. WILHELM

20 having been duly sworn, testified as follows:

21 DIRECT EXAMINATION

22 BY MR. DeBROFF:

23 Q. Could you please state your name and address
24 and spell your last name for the record?

25 A. My name is David T. Wilhelm, W-I-L-H-E-L-M. I

1 am with the Pennsylvania Public Utility Commission, rail
2 safety division, P. O. Box 3265, Harrisburg, Pennsylvania
3 17105.

4 Q. And what position do you hold with the PUC?

5 A. My position title is civil engineer consultant.

6 Q. And how long have you held this position?

7 A. I have been with the Commission a little over
8 four years.

9 Q. And are you a registered professional engineer
10 in the Commonwealth of Pennsylvania?

11 A. Yes, I am.

12 Q. And could you describe the nature of your
13 duties?

14 A. Yes. I act as an engineering representative of
15 the Commission concerning all matters relating to
16 rail-highway crossings throughout the state.

17 Q. And do part of your job duties include
18 monitoring crossings such as the 59th Street bridge?

19 A. They do.

20 Q. Are you authorized to testify on behalf of the
21 PUC?

22 A. Yes, I am.

23 Q. Are you familiar with the crossing we have been
24 discussing today?

25 A. Yes, I am. I held a field conference at that

1 crossing on March 23, 1993.

2 Q. Can you tell me what your observations
3 regarding the crossing were at that time?

4 A. Well, at that time, the reason we held the
5 informal field conference was because we received a
6 communication from the City of Philadelphia that there
7 were several deck expansion joints that were severely
8 deteriorated and causing a problem to the traffic on the
9 deck. That was the reason for holding that.

10 Q. And to the best of your knowledge has Amtrak
11 complied with ordering paragraph five of the order of
12 October 31, 1985?

13 A. Could you tell me what that paragraph --

14 Q. That refers, I believe, to their responsibility
15 to perform a -- I would have to refer back to that.

16 A. I think it is the paragraph that refers to
17 their responsibility to provide an in-depth inspection
18 and rating analysis.

19 Q. Yes.

20 A. To the best of my knowledge they have not done
21 that. And I assume that they don't intend to do it.

22 Q. And to the best of your knowledge has PennDOT
23 been performing these inspections on the structure since
24 1988?

25 A. It is my understanding based on the recent

1 submittal that PennDOT has made of an inspection report
2 that PennDOT has inspected the bridge in fact three times
3 beginning in 1988 with an inspection that at that time
4 appears to have been an in-depth inspection and rating
5 analysis.

6 Q. And what would be your recommendations for this
7 crossing, including any work that would need to be done
8 more immediately?

9 A. Okay. The expansion dams, according to a
10 communication received from the city following our field
11 conference and following an emergency order which we
12 issued after that field conference, the city has made
13 temporary repairs to the expansion dams. And I think
14 also in that order the city was directed to maintain
15 those repairs until such time as a further order was
16 issued.

17 Regarding the directive that Amtrak inspect the
18 bridge, I think that is a moot point now because it
19 appears to have been done by another party, that being
20 PennDOT. I see no reason to go forward with that
21 directive.

22 From this point forward my recommendation, in the
23 best interests of the structure I recommend that a party
24 experienced with highway bridge maintenance be assigned
25 the physical maintenance responsibility for the entire

1 subject structure and roadway and sidewalk approaches.
2 In this case I think that party is the City of
3 Philadelphia.

4 If it is prudent for the Commission to allocate a
5 sharing of the maintenance costs, I suggest that that be
6 accomplished by directing other parties to reimburse the
7 city a percentage of any maintenance costs incurred by
8 the city.

9 Furthermore, I recommend that the City of
10 Philadelphia be directed to inspect the entire structure
11 at regular intervals not exceeding two years in
12 accordance with current NBIS inspection standards without
13 prejudice to the city's right to recover part or all of
14 the inspection costs from other parties in accordance
15 with any lawful agreement between the parties.

16 Q. And is there anything else that you would like
17 to add to that statement?

18 A. No.

19 MR. DeBROFF: Thank you.

20 He is open for cross.

21 JUDGE NGUYEN: Mr. Clark.

22 MR. CLARK: Thank you.

23 CROSS-EXAMINATION

24 BY MR. CLARK:

25 Q. The three inspections that you make reference

1 to, do you have any indication that these were shared
2 with any of the other people or parties to this action?

3 A. I have no information to that effect.

4 Q. Now, you said that your recommendation is to
5 have the Commission issue a new order directing the City
6 of Philadelphia as the experienced highway maintenance
7 entity, is that correct?

8 A. Exactly.

9 Q. Isn't it just as feasible to have Amtrak hire a
10 consultant to do the same thing for them?

11 A. Yes, I would think it is just as feasible for
12 Amtrak to do that.

13 Q. So that it is nothing -- to your knowledge does
14 the city have any special expertise that cannot be hired
15 by a private consultant or engineering firm?

16 A. I think not.

17 Q. So that the Commission could just as well
18 continue to order Amtrak, either itself or through a
19 contract with a consultant, to do that which it has been
20 under an order to do since 1983 or '84?

21 A. Well, it is my understanding that due to a
22 legal decision Amtrak has been absolved of responsibility
23 for maintaining highway bridges, and that is why my
24 recommendation was to direct that that responsibility be
25 handled by the City of Philadelphia.

1 It has been my experience -- in any event, it has
2 been my experience that where railroads have been
3 assigned maintenance responsibility for highway bridges
4 the structure suffers from that assignment of
5 responsibility because the railroad just -- I am speaking
6 in general of railroads -- do not assign that a high
7 priority of work and generally the structure does not get
8 maintained adequately.

9 Q. But that is merely -- is that not merely a
10 fulfilling their obligation as opposed to their
11 capability?

12 A. I beg your pardon. Yes, exactly. That's
13 right.

14 Q. If they did what they were obligated to do,
15 that would not occur?

16 A. I agree.

17 Q. And the first part of your statement that it is
18 your understanding based on a court decision is what
19 drives your or what influences you now to testify that
20 the city should have this maintenance responsibility?

21 MR. DeBROFF: I would object to that, Your Honor.
22 I would say that Mr. Wilhelm is testifying not as an
23 attorney but as a professional engineer basing his
24 decision on what is just and prudent for safety concerns.
25 And the fact that there are outstanding Amtrak's

1 decisions pertaining to their being absolved of certain
2 responsibilities does not factor into his decision.

3 MR. MECHEM: Let me object to what you are saying
4 because I think your witness said that the legal
5 situation was the reason for his answer.

6 MR. DeBROFF: No. I believe Mr. Clark was
7 addressing what party should best handle the maintenance.
8 Do I understand that to be correct?

9 MR. CLARK: Mr. Mechem understood my question.
10 That was my question. The switch is based on a part or
11 all of Mr. Wilhelm's understanding of a legal decision.
12 That is what he testified to.

13 BY MR. CLARK:

14 Q. Is that not correct?

15 A. I testified that that is a part of my decision,
16 that's right. And the other part of my decision that I
17 testified to is that when railroads are signed
18 maintenance responsibility they quite often do not
19 fulfill that responsibility adequately.

20 MR. CLARK: I don't know whether you still have an
21 objection.

22 MR. DeBROFF: No. I will withdraw it. I am just
23 clarifying, not that that does not factor in but that his
24 decision is based on other tenets as well.

25 BY MR. CLARK:

1 Q. Directing your attention to the first factor
2 once again, if that court decision -- or if a contrary
3 court decision came out, would that change your opinion?

4 A. No. It would absolutely not. Because, again,
5 my opinion based on the experience that I have had is
6 that in the best interest of the structure and in the
7 best interests of the people of the Commonwealth, a party
8 experienced in bridge maintenance and a party who on a
9 routine basis maintains bridges is the best party to
10 assign the physical maintenance responsibility.

11 As far as the cost of that responsibility, that is
12 another question. I am addressing the physical
13 maintenance responsibility.

14 Q. So that even if the city was ordered to
15 maintain this, the costs could be borne by a third party
16 or another party, Amtrak or anyone else?

17 A. I think I said that in my statement. I said if
18 it is prudent to allocate a sharing of the maintenance
19 costs I suggest that be accomplished by directing other
20 parties to reimburse the city a percentage of any
21 maintenance costs incurred.

22 Q. Based on the inspection reports that you have
23 seen -- and I believe you said there have been three of
24 them?

25 A. Well, according to the inspection report that I

1 have there is a printout in that report from PennDOT's
2 bridge maintenance system. It is a computer system
3 whereby they track all of the bridges in the state. In
4 that computer printout there are three different
5 inspections listed, and that is what I based my answer
6 on, the information presented in that report.

7 There was an inspection on 5/15/88, which was an
8 inspection type 1, which I believe is an in-depth
9 inspection and rating analysis.

10 Q. Excuse me. Is that shown in here? That key
11 number one is in-depth?

12 A. That is not shown in here.

13 Q. That is your experience?

14 A. That is my opinion. That is only my opinion at
15 this point. I think that to be the case.

16 There was a second inspection performed on
17 10/30/90. That was a type 2 inspection, which I think is
18 an inspection which is a follow-up inspection but more of
19 a cursory inspection looking for things that have changed
20 since the original inspection.

21 On 2/10/93 there was a type 2 inspection performed,
22 which, again, is an inspection which is performed at
23 approximately a two year interval. This was a little
24 longer than that. It is supposed to be at a two year
25 interval in accordance with federal standards, again

1 looking for changes from the original inspection which
2 would have changed the recommendations or the rating
3 levels.

4 Q. Are you looking at the same document that
5 PennDOT submitted as Exhibit 1?

6 A. I am looking at a document that PennDOT
7 submitted to the Commission not as Exhibit 1, or whatever
8 it is.

9 Q. My question to you, Mr. Wilhelm, is is Exhibit
10 1 the same thing, though?

11 (Witness perusing document.)

12 A. It is.

13 Q. In that document is there any -- was there a
14 in-depth rating -- was there a rating analysis done?

15 A. In that particular document there was no rating
16 analysis done. The rating analysis was referred to, the
17 original in-depth inspection report prepared in 1988.

18 Q. And you have not seen that either?

19 A. No, I have not.

20 Q. Have you had an opportunity to review this
21 proceeding going back to its initiation back in 1983?

22 A. I have read the file.

23 Q. And does that include the previous testimony?

24 A. It does not include the testimony. I did not
25 read the testimony.

1 Q. From your standpoint as an engineer, should
2 there be a rating analysis done for this structure?

3 A. Well, I think if there in fact was a rating
4 analysis done, if the information that is in this report
5 is correct, then I see no need to do that again. This
6 is, as far as I understand it, PennDOT's standard
7 procedure. They do not do an in-depth rating and
8 inspection -- an in-depth inspection and rating analysis
9 every two years. This is done only periodically.

10 So my opinion on that if in fact the information
11 that is shown is correct would be, no, I see no need to
12 redo that. That is an expensive proposition.

13 Q. You are aware that the earlier orders from the
14 PUC did request that a rating analysis be done and that
15 that rating analysis be circulated to all the parties to
16 the proceeding?

17 A. Yes, I am. And that was done by order adopted
18 in 1985. That was prior to the 1988 inspection by
19 PennDOT.

20 Q. And it also shows up in a 1984 order?

21 A. Okay.

22 Q. And that was never done by Amtrak?

23 A. To the best of my knowledge it was not done.

24 Q. Would it be beneficial to the other parties
25 here to at least see what you suspect PennDOT has done

1 through its consultant, the rating analysis?

2 A. Definitely. I think it would.

3 Q. So the fact that one may have been done and not
4 circulated does not help, is not a benefit to any of the
5 parties in this proceeding to ascertain what should be
6 done with this structure? Do you agree with that?

7 A. Well, actually, I think the information
8 presented in the current report which was transmitted to
9 all of the parties does have recommendations in it. In
10 fact, there are numerous recommendations, immediate
11 recommendations, short-term and long-term
12 recommendations.

13 Q. Excuse me. This is on --

14 A. Page six.

15 Q. Okay. On page six, the first item is repair
16 the steel plate dams and the estimated cost is \$825?

17 A. I would not agree with that cost but it's not
18 my figure.

19 Q. You are aware that when the two were replaced
20 in '85 it was \$100,000?

21 A. It was over \$100,000. However, I am also aware
22 that the repair that you just made was \$1,400. The
23 initial repair that you made on three dams was \$1,400.

24 Q. Do you as an engineer believe when they talk
25 about repair it is something other than putting a steel

1 plate over the broken or missing piece of the expansion
2 dam?

3 A. In this report I think when they say immediate
4 they probably were referring -- I can't speak to what
5 they were referring to, but my guess is they were
6 referring to an immediate temporary repair which was
7 made. The long-term repairs, of course, are to replace
8 the complete deck.

9 Q. Is there someplace in this -- I apologize. The
10 City of Philadelphia did not receive this until 10
11 o'clock this morning.

12 A. I understand.

13 Q. We did not have it.

14 A. I understand.

15 Q. Is there anyplace in the document under
16 long-term that there is an explanation of why it says the
17 deck should be replaced?

18 A. I don't know. I am not sure. It may be in
19 some of the comments.

20 (Witness perusing document.)

21 A. I am not sure. It may be...

22 (Witness perusing document.)

23 A. In that report there are the field notes which
24 I think you are looking at right now which I would
25 presume was the basis for everything that is in the

1 report, the information that was gathered in the field.
2 In those notes there are various items referring to the
3 deck expansion dams, et cetera.

4 Q. Is there anything in the report that recommends
5 that the weight limitation -- that this bridge be posted
6 with a weight limitation?

7 A. No. In fact there is a recommendation that it
8 not be posted.

9 MR. CLARK: May I have a moment?

10 (Pause.)

11 A. May I just say one thing? On page five there
12 is a posting review. I will read it. It says, "This
13 bridge is currently not posted. This is consistent with
14 the coding on BMS screen AE and with the conditions noted
15 during the field inspection. The bridge should remain
16 not posted."

17 BY MR. CLARK:

18 Q. In reviewing this, did you find a sufficiency
19 rating in this document?

20 A. To tell you the truth, I am not that familiar
21 with the sufficiency rating. I don't know what the
22 sufficiency rating means.

23 Q. So the Commission's recommendation at this time
24 is to do what with respect to this bridge?

25 A. Our recommendation at this time would be to

1 assign maintenance responsibility for the structure and
2 to also direct that the structure continue to be
3 inspected every two years. That would be our
4 recommendation at this point.

5 Q. So you --

6 A. My opinion is that if a responsible party is
7 assigned maintenance responsibility and fulfills that
8 responsibility then they will determine what problems
9 occur and will take care of those problems as they occur.
10 That is what maintenance responsibility means.

11 Q. But you have no recommendation as to specific
12 maintenance that should be done immediately or should be
13 done now?

14 A. No. To tell you the truth, I have not seen
15 anything at least -- if in fact you have made emergency
16 repairs, temporary repairs to the expansion dams, at the
17 time I saw this structure it was a cursory inspection
18 only and I was only on the deck. I wasn't under the
19 bridge. But as far as the deck was concerned I didn't
20 see anything to me that appeared immediately critical
21 other than the expansion dams. There were some open
22 holes in the expansion dams. If they had been covered,
23 based just on a very cursory inspection I saw nothing
24 that I felt was critical to the safety of the traveling
25 public at the time, which I assume to be at this time.

1 Q. And you have not seen the bridge since --

2 A. I have not seen the bridge since March 23.

3 MR. CLARK: Thank you.

4 I don't have anything further.

5 JUDGE NGUYEN: Mr. Liner.

6 MR. LINER: I have no questions.

7 JUDGE NGUYEN: Mr. Mechem.

8 MR. MECHEM: No questions.

9 JUDGE NGUYEN: Mr. Walsh.

10 MR. WALSH: No.

11 JUDGE NGUYEN: Mr. Chillemi.

12 MR. CHILLEMI: No questions, Your Honor.

13 JUDGE NGUYEN: I have a question for you.

14 THE WITNESS: Yes, sir.

15 JUDGE NGUYEN: What do you do in a rating analysis?

16 THE WITNESS: I beg your pardon, sir?

17 JUDGE NGUYEN: What do you do in a rating analysis?

18 THE WITNESS: What is a rating analysis? It's a
19 determination of the load carrying capacity of the
20 structure. In other words, based on the size of the
21 members and the condition of the members, the load
22 carrying capacity of the structure is determined based on
23 several different allowable stress levels. There are two
24 different allowable stress levels that were used to
25 determine load ratings.

1 Did that answer your question?

2 JUDGE NGUYEN: Can you tell me what are they?

3 THE WITNESS: They are the inventory stress level
4 and the operating stress level.

5 The inventory stress level, I think, is defined as
6 an allowable stress level that the bridge can sustain on
7 a daily basis with no damage to the structure.

8 The operating rating stress level is a stress
9 level, a maximum stress level, that the bridge can
10 sustain without damage and preferably on an infrequent
11 basis.

12 JUDGE NGUYEN: Thank you.

13 You are excused.

14 (Witness excused.)

15 JUDGE NGUYEN: SEPTA Exhibit No. 1 and PennDOT
16 Exhibit No. 1 are admitted.

17 (Whereupon, the document was marked as SEPTA Exhibit
18 No. 1 for identification, and was received in
19 evidence.)

20 JUDGE NGUYEN: Do we have anything else?

21 (No audible response.)

22 JUDGE NGUYEN: We are adjourned. Thank you.

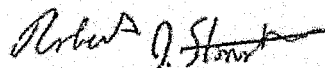
23 (Whereupon, at 11:10 a.m., the hearing was
24 concluded.)

25

C E R T I F I C A T E

I hereby certify, as the stenographic reporter,
that the foregoing proceedings were taken
stenographically by me and thereafter reduced to
typewriting by me or under my direction; and that this
transcript is a true and accurate record to the best of
my ability.

COMMONWEALTH REPORTING COMPANY, INC.



By: _____

Robert J. Stonaker

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City Street No. 1

7/1/93

Photo, RM

RS

PUC I-00830373

THURSDAY JULY 1, 1993

59th STREET OVER AMTRAK

CITY OF PHILADELPHIA TESTIMONY
PUBLIC UTILITY COMMISSION HEARING
TESTIMONY OF LANE B. FIKE, P.E.

RECEIVED

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SECRETARY'S OFFICE
PUBLIC UTILITY COMMISSION

1. Q. City submit into record a detailed itemized summary of all costs and expenses incurred initially by it, and which were not previously allocated by Commission order, in furnishing material and performing work in accordance with prior orders of this Commission pertaining to the subject crossing, including the Emergency Order issued March 26, 1993, and submit testimony explaining in full its summary of costs.

1. A. There are five (5) dams on the 59th Street Bridge. The dam on the north abutment and on the first pier north of the south abutment were replaced in 1984, pursuant to a Commission Order. The dams on the remaining two piers have been plated by the City. The dam on the south abutment is damaged but does not require action at this time. A single plate has been welded to one portion of this dam.

The City of Philadelphia has performed repairs on this bridge as directed in the Emergency Order issued March 26, 1993. Those repairs included the plating of the two pier dams as described above. Because these repairs were of a temporary nature, the City has returned twice to reposition the plates placed on the deteriorated expansion dams. The costs associated with these repairs are shown in City Exhibit C-23.

The method used by the City for these repairs was to weld plates to the expansion dams. Because the bridge remains open to traffic and because of the deteriorated condition of the dams these plates have broken loose from the dams several times and required rewelding. The dam on the pier just south of the north abutment has been plated but the plate has repeatedly been dislodged. The City has elected to weld the plates directly to the upper flanges of the superstructure and cover the area with asphalt, at this location. This work should provide a more durable repair but should still be considered temporary. This work will be performed on one dam and should be complete by July 1, 1993. The estimated cost for this work is \$5000. (A detailed breakdown of the costs will be submitted at the hearing.)

2. Q. City state whether any Federal funds were expended in performing any of the work.

AUG 12 1993

DOCUMENT
FOLDER

2. A. No federal funds were expended for these repairs or for any work performed by the City as a result of any PUC Orders. Federal funds are not available for routine maintenance of bridges or for temporary repairs.

3. Q. City state how the City's transportation system benefits as a result of the existence of the subject above-grade crossing.

3. A. This structure provides a safe crossing of the AMTRAK railroad right-of-way for motor vehicles, bus passengers and pedestrians on the bridge and for the passengers of the trains as well as other railroad traffic below the bridge. As previously testified, this structure links two heavily traveled State Highways, Lancaster Avenue and City Line Avenue and is used as an access route to and from the City.

4. Q. City state whether it has performed an inspection of the crossing structure; if so, submit into evidence copies of the inspection report.

4. A. This structure is the responsibility of AMTRAK and the City has not performed any in-depth inspection of the structure. The City has performed a cursory inspection of the wearing surface. Periodic inspection of the repairs to the dams are made by the City to assure that the plates have not been moved from the expansion dams.

5. Q. City state whether it recommends any load restrictions on the structure and whether any repairs should be made at this time or in the near future.

5. A. Until AMTRAK performs the in-depth inspection and rating analysis as ordered by the PUC in the 1984 and 1985 Orders, the City is unable to recommend a safe load limit for this structure or recommend necessary repairs.

6. Q. City state whether it will agree to assume the responsibility for detailed inspection and load rating analysis of the subject structure as directed to be performed by National Railroad Passenger Corporation by Commission Order adopted October 31, 1985, if said work has not already been accomplished by others.

6. A. The City will not assume responsibility of an inspection of this structure. We are unaware of any inspection being performed by any other party. The City has the capability to perform an inspection and rating of the structure but unless all costs associated with the inspection and rating are borne by other parties, the City is unwilling to perform the work.

7. Q. City state which items of costs incurred initially by it and by others it agrees to bear and which party or parties it suggests should bear the remaining items of costs, stating the basis for such suggested assignment of costs.

7. A. The City believes that AMTRAK is responsible for the maintenance of this structure and should bear all costs associated with the maintenance, temporary repairs and inspection of this structure. The City requests that all our costs incurred since March 26, 1993 be reimbursed by AMTRAK based on existing PUC Orders.

8. Q. City state what portions of the subject above-grade crossing it agrees to maintain in the future, and/or assume the costs thereof, and which party or parties it suggests should be required to maintain the remaining portions, being specific in its suggested assignment of responsibilities, and state the basis for such suggested assignment of responsibilities.

8. A. The City does not agree to bear any of the costs associated with the maintenance, rehabilitation or reconstruction of this structure. Based on Ordinances and Agreements (Exhibits presented in earlier PUC Proceedings) and on past PUC Orders, the City believes that the entire superstructure and substructure is the responsibility of AMTRAK. The City is willing to maintain the roadway approach areas beyond the abutments.

Since 1905 the City has fulfilled all requirements of local ordinances, the City-Railroad Agreement and PUC Orders. The City believes that the railroad, currently AMTRAK, should be required to fulfill their obligations.

25. Q. Query whether any party of interest, or any other party, desires to submit any additional relevant testimony.

25. A. The City would propose that the following action be taken by the PUC on this matter:

1. Require that AMTRAK perform the required inspection and rating or have another party perform the task with all costs to be assumed by AMTRAK.
2. Once the in-depth inspection and rating is performed and given to all interested parties, the PUC should solicit comments and recommendations. If another hearing is required, one should be scheduled.
3. If the results of the inspection and rating indicate that a posting of the structure is required, order the City to post the structure.
4. If the results of the inspection and rating indicate that rehabilitation or reconstruction is required, order AMTRAK to perform the work.,

COST BREAKDOWN FOR REPAIRS TO 59TH STREET PLATING WORK

MATERIALS

Steel Plating - 3/4" Thick
Total Area of 24 sq.ft. @ \$15.00/sq.ft. =\$ 320.00

MANPOWER

Inspection Supervisor	2 hr. @ 17.07/hr.	=\$ 34.14
Bridge Maintenance Engineer	2 hr. @ 25.25/hr.	=\$ 50.50
Maintenance Superintendent	2 hr. @ 19.35/hr.	=\$ 38.70
Ironworker Group Leader	16 hr. @ 15.40/hr.	=\$ 246.40
Ironworker	16 hr. @ 14.12/hr.	=\$ 225.92
	Subtotal	595.66
	Overhead & Fringes	416.96
	Total	\$1012.62

EQUIPMENT

Pick-up Truck	16 hr. @ 7.50/hr.	=\$ 120.00
Light Truck (Bronco)	4 hr. @ 7.50/hr.	=\$ 30.00
		\$ 150.00

TOTAL COST \$1482.62

PUC I-00830373
59th STREET OVER AMTRAK
CITY OF PHILADELPHIA EXHIBIT C-23

7/1/93 Pldo, AN PLS

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**COST BREAKDOWN FOR ADDITIONAL 59TH STREET PLATING WORK
WORK COMPLETED JUNE 10, 1993**

MATERIALS

Steel Plating - 3/4" Thick
Total Area of 25sq.ft. @ \$15.00/sq.ft.
ID-2 Bituminous Concrete
4 tons @ \$17.10/ton

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PHILADELPHIA TRANSIT CORPORATION
= \$ 375.00
= \$ 68.40
\$ 443.40

MANPOWER

Maintenance Superintendent	4 hr. @ 19.35/hr	= \$ 77.40
Ironworker Group Leader	16 hr. @ 15.40/hr	= \$ 246.40
Ironworker	16 hr. @ 14.12/hr	= \$ 225.92
Mason Foreman	16 hr. @ 14.66/hr.	= \$ 234.56
Cement Finisher	16 hr. @ 12.60/hr.	= \$ 201.60
Semi-Skilled Laborer (2)	32 hr. @ 11.20/hr.	= \$ 358.40
Equip Operator I	16 hr @ 12.45/hr.	= \$ 199.20

Subtotal	1543.49
Overhead & Fringes	<u>1080.44</u>
Total	\$ 2623.92

EQUIPMENT

Crew Cab Stake Body Truck	16 hr. @ 9.00/hr	= \$ 144.00
Pick-up Truck	16 hr. @ 7.50/hr.	= \$ 120.00
Light Truck (Bronco)	4 hr. @ 7.50/hr.	= \$ <u>30.00</u>
		\$ 294.00

TOTAL COST \$3,361.32

PUC I-00830373
59th STREET OVER AMTRAK
CITY OF PHILADELPHIA EXHIBIT C-24

7/1/93 Phila., PA RJS

**DOCUMENT
FOLDER**

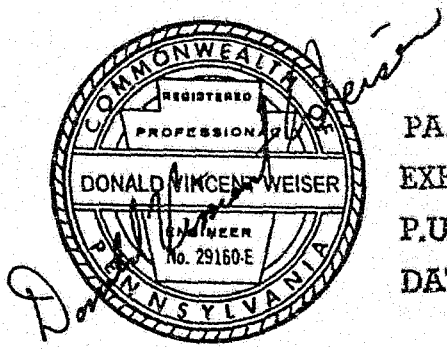
RECEIVED

AUG 12 1993

COMMONWEALTH OF PENNSYLVANIA
PHILADELPHIA COUNTY
REINSPECTION REPORT
BRIDGE CARRYING 59TH STREET
OVER AMTRAK
CITY OF PHILADELPHIA
BRIDGE NO. 67 7301 0050 0477

OWNER: UNKNOWN
INSPECTION DATE: FEBRUARY 10, 1993
REPORT DATE: FEBRUARY 24, 1993

DOCUMENT
FOLDER



PA. DEPT. OF TRANSPORTATION
EXHIBIT NO. 1
P.U.C. NO. I-830373
DATE OF HEARING 7-1-93

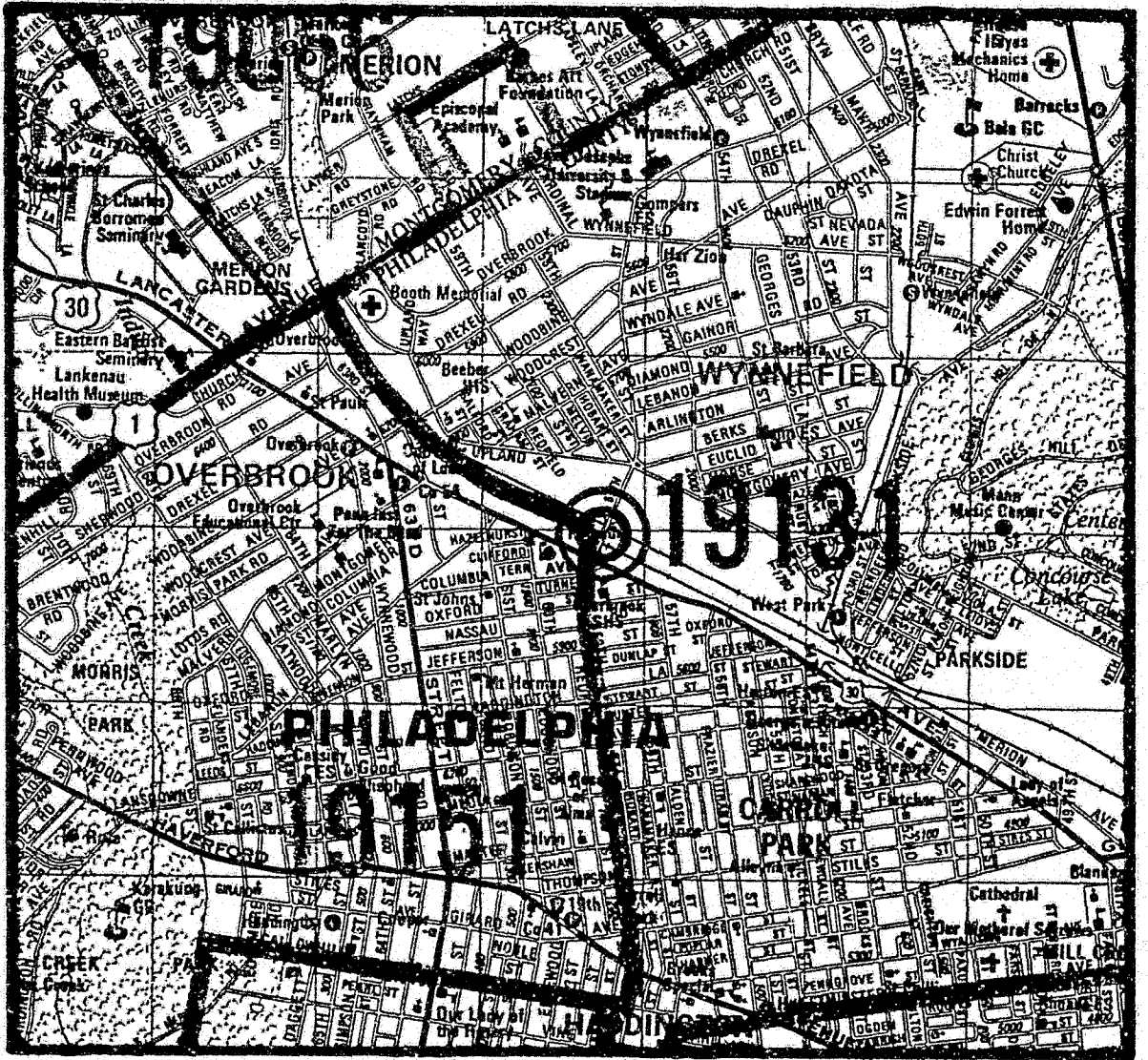
Photo, PA AS

PREPARED BY:
ERDMAN, ANTHONY, ASSOCIATES, INC.
CONSULTING ENGINEERS AND PLANNERS
CAMP HILL, PENNSYLVANIA 17011

*Anthony Associates
03-29-93
[Signature]*

TABLE OF CONTENTS

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BRIDGE DESCRIPTION	2
CONDITION RATING SUMMARY	3-4
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POSTING REVIEW	5
UNDERWATER INSPECTION COMMENT	5
RECOMMENDATIONS AND COST ESTIMATE	6
APPENDIX	
Field Inspection Notes (D-488F)	
FCM Data Sheet	
Photographs	
BMS Coding Forms D-491	



LOCATION MAP

No Scale

BRIDGE DESCRIPTION

The following information is available for this structure:

Feature Carried	59th Street
Feature Intersected	Amtrak
Structure Length	310 Feet
Number of Spans	Four
Year Built	1926
Superstructure Type	Thru Girder/Floorbeam, Riveted
Deck Construction	Reinforced Concrete Arch
Wearing Surface	Asphalt
Deck Width	70.0 Ft
Sidewalks	Concrete, 9.0' Left & Right
Bridge Railing	Thru Girder
Min. Underclearance	21'-06"
Abutment Types	Concrete
Pier Types	Concrete Columns
Wing Walls	Concrete
Bearings	Steel Rollers
Skew Angle	90°
Approach Roadway	Asphalt
Shoulders	None
Guide Rail	None
Posting	None

CONDITION RATING SUMMARY

Condition ratings are used to describe the existing, in-place bridge as compared to the as-built condition. Instructions for applying the numerical ratings from 0 (failed condition) to 9 (excellent condition) are outlined in the PennDOT BMS Coding Manual.

The condition rating for this inspection and the previous two-year inspection cycle are listed with the corresponding component to indicate if any improvements or deterioration have occurred.

<u>Component (BMS Item No.)</u>	<u>Previous Rating</u>	<u>New Rating</u>	<u>Remarks</u>
Approach Roadway (E15)	6	6	Asphalt has minor longitudinal cracks throughout. There are minor random cracks at dams.
Deck Wearing Surface (E16)	5	5	Asphalt has isolated areas of cracking throughout. There is minor deterioration along dams. Steel plates are missing at all dams except pier 1.
Deck (E17)	4	4	Reinforced concrete has minor random cracks with efflorescence throughout. There is 40 to 60% contamination.
Superstructure (E18)	4	4	There is pack rusting of the steel rollers. Riveted steel thru-girder has light rusting above deck. There is minor section loss of web and stiffeners at sidewalk level. There is pack rusting developing at top flange cover plates. Below deck is concrete encased except for fascia. 30% of concrete has spalled off, with minor section loss of exposed bottom flange

<u>Component</u> <u>(BMS Item No.)</u>	<u>Previous</u> <u>Rating</u>	<u>New</u> <u>Rating</u>	<u>Remarks</u>
Superstructure (Cont'd)			cover plate and riveted heads. Remainder of concrete encasement is delaminated and has heavy efflorescence. Floorbeams are similar to girders with worst cases under dams.
Paint (E19)	41	31	There is light rusting throughout with deep pitting and minor section loss.
Substructure (E20)	5	5	Concrete stems have minor vertical cracks with moderate efflorescence. There is a large spall at the northeast abutment. South abutment is similar but not as advanced. Concrete wingwalls have light to moderate scaling with minor cracking and light efflorescence. The southeast pedestal is showing moderate deterioration, map cracking, and scaling with moderate efflorescence. Pier columns have severe scaling at top with some delamination and minor section loss of bearing area.
Channel (E21)	N	N	
Culverts (E22)	N	N	

In addition to the deficiencies in the remarks column listed to justify the numerical condition ratings, the following deficiencies exist at the site and should be monitored or are recommended for repairs and/or upgrading:

1. Concrete sidewalk has areas of spalling, severe scaling, and deterioration throughout.
2. The concrete curb has areas of heavy spalling and deterioration.

LOAD RATING SUMMARY

No load rating calculations are required during this inspection cycle.

POSTING REVIEW

This bridge is currently not posted. This is consistent with the coding on BMS screen AE and with the conditions noted during the field inspection. The bridge should remain not posted.

UNDERWATER INSPECTION COMMENT

Underwater inspection is not required at this site.

APPENDIX



BRIDGE MANAGEMENT SYSTEM BRIDGE INSPECTION REPORT

BMS Updated By _____ Date _____

INSPECTION REPORT FOR: ENTIRE BRIDGE <input checked="" type="checkbox"/> MAIN SPAN(S) ONLY <input type="checkbox"/> APPROACH SPAN(S) ONLY <input type="checkbox"/>	STRUCTURE IDENTIFICATION NUMBER A011 121 213011 121511 017171 59 TH STREET over AMTRAK	STRUCTURE TYPE THRU-GIRDER / FLOOR BEAM 4-SPANS
INSPECTION BY J. STINE W. FALIX	INSPECTION DATE 2-10-93	WEATHER CONDITIONS SUNNY 35°

E15 APPROACH ROADWAY - Cond. Rating 6, Details on Pages _____
 Pavement Asphalt Minor longit cracks. Minor random cracks @ Dams typ.
 Shoulders NONE

E14 Appr. Slab Yes No Cond.: N

C19 Relief Joint Yes No

Guides NONE

Drainage Taken @ intersections North & South. Debris is accumulat
on INVERTS.

Embank Slope @ grade adjacent to Appr. Rdwy. Curbs - Sidewalks

BRIDGE SIGNING NONE

Leg. & Visibility _____

D13 **D15** Posted Load Lmts.: _____ Tons (Wt. Lmt.); _____ Tons (Comb.);

Adv. Signs Yes No

B22 **B23** **B31** Vert. Cl. Signs: Overhead _____ Ft. _____ In.;

Under _____ Ft. _____ In.;

Adv. Signs Yes No

D14 Br. Lmt. One Truck: Yes No

E17 Deck - Cond. Rating 4, Details on Pages _____

E16 Wrg. Surface 5 Asphalt minor deter present along dams. isolated areas of random cracks thruout.

Deck R/C Bottom of deck has random cracks thruout with moderate
REF/CR thruout. There is 40 to 60% contamination

Expansion Joints 5 Plate dams steel plates @ South Abutm, Pier 2, 3,
and NORTH Abutm, are partially missing poor condition.

Median Barrier NONE

Curb-Parapets Conc Cur. Areas of spalls. deterioration 3 Repet thru girder

Railings thru girder

Sidewalks Conc with areas of spalls, deter, thruout severe scaling

Drains/Scuppers NONE

E18 SUPERSTRUCTURE - Cond. Rating 4, Details on Pages _____

Drainage System (Below Deck) NONE

Bearings Pier 1, 3, North Abutm. - Rollers next in poor condit. Pack rust has
expanded the roller cage. 5 Abut, 1 pier 2. Pin Bag showing severe rusting.

Stringers _____

GIRDERS - light rusting of member above deck. Minor sect loss of web
and stiffeners above deck sidewalk. Pack rust developing between cover pl.

Girders Riveted members, interior below deck & bottom flange enc in concr.
~30% of concr enc has fallen away revealing sect loss of bottom flange, cover pl.
trivets. Remainder of concr enc deter with heavy efflore.

Floorbeams concr enc on top of girders, worst condit exist below dams

Floorbeams are similar to girders

Trusses _____

- Portals _____
- Bracing _____

E19 Paint Condition 3/1 There is deep pitting and minor section loss present. light rusting through out. G09 Year Painted

--	--	--	--

(If Instructed) Dry Film Thickness _____ Mils, Adhesion Class _____; G14 Color _____

Fire Damage NONE

Collision Damage NONE

Inspection Walk NONE TRAIN LINES

Utility Attachments Hi TENSION WIRES ATTACHED TO BOT FLANGES SPANS 1 & 4

E20 SUBSTRUCTURE - Cond. Rating 5, Details on Pages _____

Abutments--Wings R/C IN FAIR CONDITION. LIGHT MODER. SCALING. SOME MINOR CRACKING WITH LIGHT EFFLOR.

--Backwalls R/C IN FAIR CONDIT. SEGMENTED VERT. CRACKING WITH LIGHT EFFLOR. MINOR SPALLS TYPICAL.

--Stems R/C IN FAIR TO POOR CONDIT. NORTH ABUTM IS THE WORST - MINOR VERT CRACKS WITH MODER EFFLOR, LARGE SEVERELY SCALED AREA WITH DELAMINATION AND HEAVY EFFLOR. SOME HEAVY SCALING IN THE BEARING AREA. SOUTH ABUTMENT

--Embank-Slope-Wall NONE // IS SIMILAR BUT NOT AS ADVANCED.

--Footing NOT EXPOSED

--Piles NOT EVIDENT

--Scour/Undermine N/A

--Settlement NONE

Piers or Bents --Caps _____

--Columns/Stems R/C IN FAIR TO POOR CONDIT. SEVERE SCALING. MOSTLY @ THE PIER CAP. SOME DEFOM. WITH MINOR SECT. LOSS OF THE BEARING AREA.

--Footings NOT VISIBLE

--Piles NOT EVIDENT

--Scour/Undermine N/A

--Settlement NONE

Bridge Seats N. Abut - See stems S. Abut - SE. pier showing moderate scall. mod. vert. crack, scaling with moderate efflor. S.W. pier in Fair Cond

Collision Damage NONE

E21 CHANNEL/PROTECTION Cond. Rating W , Details on Pages _____
Channel Alignment _____

Scour _____

Embank Erosion _____

Chan./Emb. Protection _____

Debris _____

Vegetation _____

Highwater Mark _____

E22 CULVERTS - Cond. Rating W , Details on Pages _____

Barrel _____

Settlement _____

Headwall _____

Wings _____

Debris _____

E23 EST. REMAINING LIFE Comments _____
APPRAISAL RATING Deficiencies

E24 Structural Condition 4 ADT = 1000 (ESTM), HS = 21 tons, TABLE 1 = '5' BUT
SUPERSTRUCTURE CONTROLS @ '4'

E25 Deck Geometry 4 ADT = 1000, BRIDGE RDWAY W = 52.0', TABLE 2C = '4'

E26 Underclear - Vert. & Lateral 4 MIN. VERT. CLR = 21'-06", TABLE 3A = '5'

E27 Waterway Adequacy W \rightarrow MIN LAT. CLR = 10.0', TABLE 3B = '4'

E28 Appr. Rdwy Alignment 7 SLIGHT OVER VERT. CURVE.

E28-A TRAFFIC SAFETY FEATURES

Bridge Railing 4 Transitions 8 Appr. Guiderail 8 Appr. Guiderail Transit 8

Comments thru girder, none needed & none provided

E29 Bridge Post 6 $39 \div 36 = 1.08 \therefore 6'$

E29-A **W06** Scour Critical Rating W Based on: Observed Scour Scour Evaluation

E01 Next Insp. Freq. **E03** Equip. Next Insp. _____

E04 Spec. Insp. Type **E05** By Date _____

Recalculate IR/OR: Yes No Calculation Attached: Yes No

Remarks _____

FCM DATA SHEET

Prep. by: JMF Date 2-23-93
Rev. by: _____ Date _____
Date Revised _____ By _____

BMS ID NO.: 67 7301 0050 0477
STRUCT. TYPE: THRU-GIRDER / FLOORBEAM
Deck Type: Concrete , Steel Grid , Other

Main Spans 11, Gr. No. 1, CRF 41813; APPR. Spans , Gr. No. _____, CRF

FCM-Components-Details

Locations

1. THRU-GIRDERS

TENSION AREAS

2.

3.

4.

5.

6.

7.

8.

Remarks (Pertinent to FCM-Components-Details)

1. Steel Riveted Thru-Girders - concrete encased at bottom flange and inside. Minor section loss of bottom coverplates, web and stiffeners at sidewalk level. There is light rusting through out.

Other Information as applicable:

Yr. Built 1926; Yr. Reconstructed —; Type Reconstruction _____

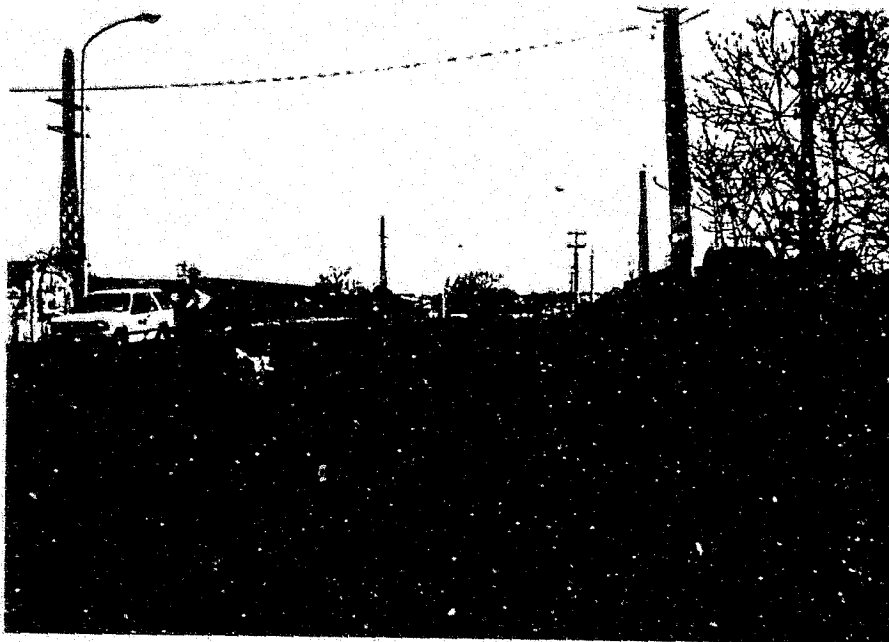
*ADTT <50 ADTT Year _____ Cum. Tk. Traf. (BMS Item C14) _____

Est. Cum. Tk. Fat. Life (BMS Item C02) _____ Est. Rem. Fat. Life _____ Yrs.

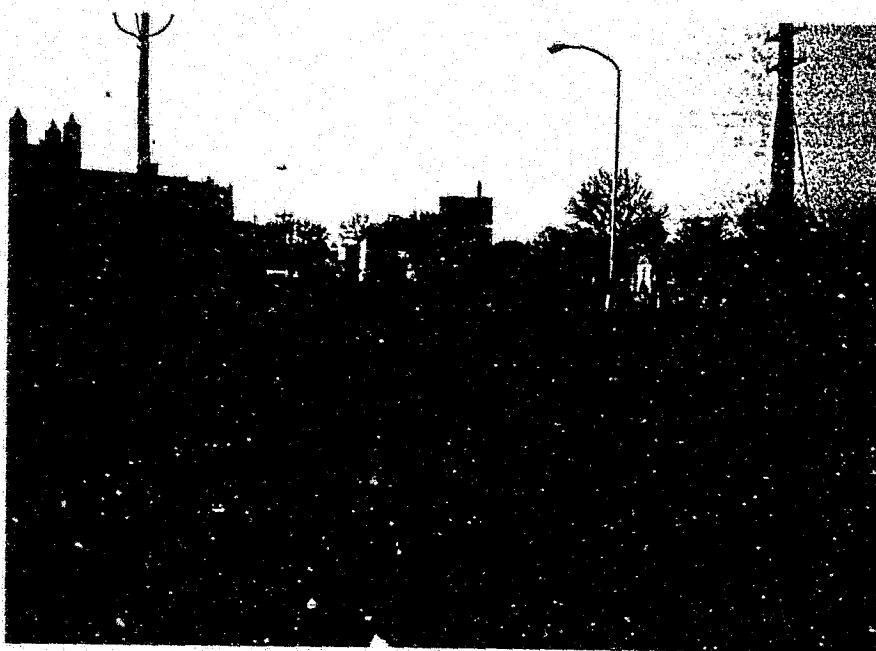
Recom. Insp. Freq. (BMS Item E01): _____ Remarks _____

ADT = 1000 estm.

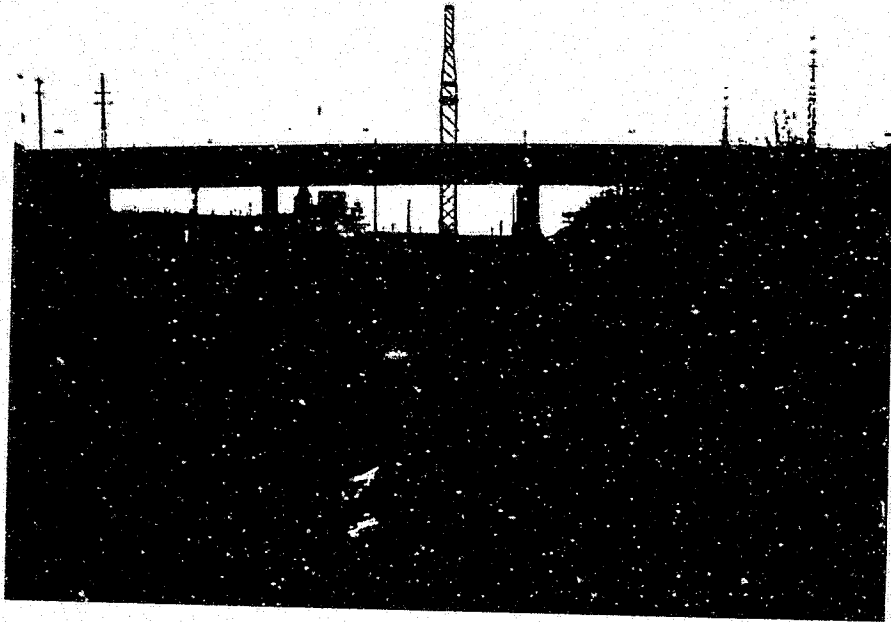
*(If data not available, use the best estimate, and indicate so)



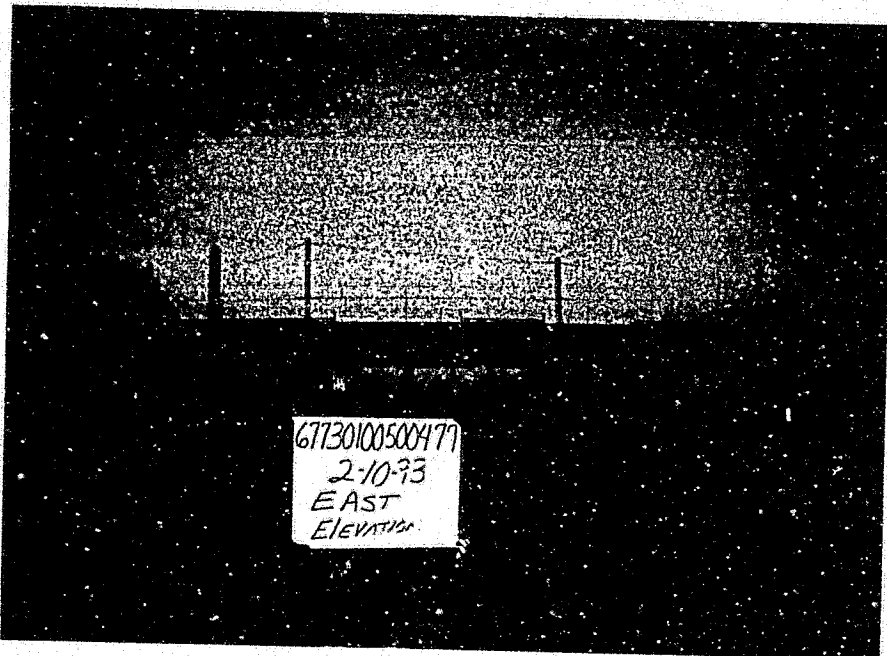
South Approach



North Approach



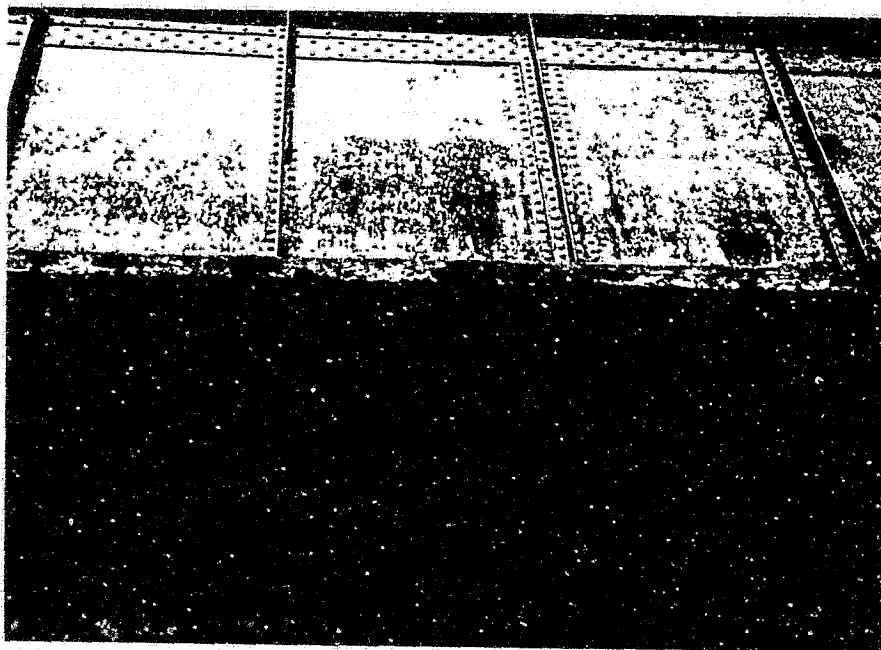
West Elevation



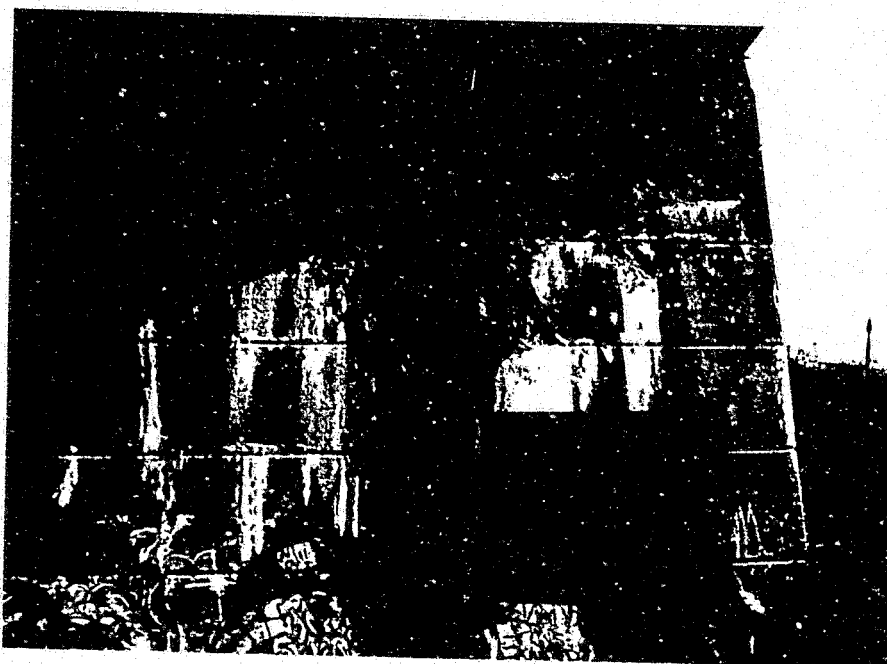
East Elevation



Damaged Dam At Pier 2
Note: Steel Plate Is Missing



East Girder Of Span 3
Note: Concrete Encasement Is Delaminating



Northeast Abutment
Note: Large Spalling Of Abutment



Pier 3, Right Column
Note: Minor Delamination Of Concrete

01/07/93 COMMONWEALTH OF PENNSYLVANIA PAGE NO: 1
 PROGRAM ID: P4575130 DEPARTMENT OF TRANSPORTATION REPORT ID: BMS15140
 SCREEN: "AA" BRIDGE MANAGEMENT SYSTEM

BMS GENERAL DATA * = MIN. INFORMATION REQUIRED BY FINA

CD SR ID 67 7301 0050 0477 *
 NEW SR ID *
 CD SR SEG OFF SD CD LD BORDER ST ZDK BORDER ERDE SE *

ACCY *
 SURF LOCATION 27E07 40 300 75 135 301 *
 301 54TH STREET *
 LATITUDE LONGITUDE CTY/BOR *
 DEG MIN DEG MIN CODE *
 FIPS CODE *
 BNDY CODE *
 PSU-PUJ NUMBER *
 N

DESIGN DRAWING ADD SHOP DRAWINGS *
 NUMBER NUMBER DRAW NUMBER NUMBER NUMBER *
 0 *
 YEAR LAST RECON FED DESN *
 1926 000 000 0000 *
 RULT TYPE YEAR FND EXCN *

OWNER/PRINCIPAL LEG ACT MAINTENANCE *
 CUSTODIAN AND CODE NUMBER RESPONSIBILITY *
 UNKNOWN B0 *
 MAINTENANCE CODE *
 1 2 3 4 5 *
 801 301 3

APPR BRDG BRDG *
 APPR CRIT FAV RDWY RDWY DECK *
 TYPE TEMP CRIT FAV RDWY RDWY DECK *
 SERV STRC FAC 052 052 052.0 0 070.0 1 09.0 1 09.0 01 0 1 *
 52 *
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 APPR CRIT FAV RDWY RDWY DECK *
 TYPE TEMP CRIT FAV RDWY RDWY DECK *
 SERV STRC FAC 052 052 052.0 0 070.0 1 09.0 1 09.0 01 0 1 *
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 TYPE TEMP CRIT FAV RDWY RDWY DECK *
 SERV STRC FAC 052 052 052.0 0 070.0 1 09.0 1 09.0 01 0 1 *
 52 *

01/07/93 COMMONWEALTH OF PENNSYLVANIA PAGE NO: 3
 PROGRAM ID: P4575130 DEPARTMENT OF TRANSPORTATION REPORT ID: RMS15100
 SCREEN: "AC" BRIDGE MANAGEMENT SYSTEM

SR JD: 67750100500477 BMS STRUCTURE DATA * = MIN. INFORMATION REQUIRED BY FHWA

HIST SIGN 4 COV BRDG N EST CUM TK FAT LIFE: 000000 NO DK JNT 5

* STRUCTURE TYPE * * * * *
 D S MAIN APPROACH CULVT STRUCT NI M SP G STEEL TYPES CUM TK DATE BK
 L L FHWA DEPT FHWA DEPT LENGTH LT LENG M 1 2 3 4 TRAF EST TP
 9 303 17114 00000 000310 Y 0090

* SPANS, NUMBER AND LENGTH (MAIN & APPROACH) FR CR CR RAT WS WS *
 TYPE TIL NO LENG NO LENG NO LENG NO LENG GR NO FACTOR TYP THCK
 MAIN 04 01 0090 01 0090 01 0040 00 0000 1 4803 600 25
 APPR 00 00 0000 00 0000 00 0000 00 0000 00 0000

REL JT FRM RFR 1 2 3 4 1 2 3 4 SPL SUPER F'CI F' C 1 2 3 4 1 2 3
 EXP JT TYPES BEARING TYPE FLD LT PROB STRANDS TENSTON

VAC V LOC V TYPE CNT FLD ABT FND PIER TYPE PIER FD SP L PR
 DRAP PROC 1 2 1 2 3 4 UTIL L L SPL N F 1 2 3 4 1 2 3 4 CAP TIE SUR

01/07/93
 PROGRAM ID: P4575130
 SCREEN: "AD"
 COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BRIDGE MANAGEMENT SYSTEM

SR ID: 67730100500477
 BMS UTIL, HYDRO & POSTING DATA
 * = MIN. INFORMATION REQUIRED BY FINWA

PAGE NO: 4

REPORT ID: BMS15170

UTILITY OCCUPANCIES
 NAME OF COMPANY AND ADDRESS
 LICENSE NUMBER DATE ISSUED WGT KIPS

none

* " *

STREAM NAME DRAIN AREA VERT CLEAR MAGNIT FRQ ELEV VEL HYDROLOGY AND NAVIGATION DESIGN FLOOD MAX W.S. ELEV YEAR FISH Y/N CL. VERT

*
 HORZ NAV SCR CLR FRT DPTH C/P SPC WT COMB 1ST DT LAST DT DT CLOSE FLD SPEC IMP
 A LMT LT LT POSTED POSTED ALL TRAF REASON COND COND ACT
 A

POSTING DATA

N

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 PROGRAM ID: P4575130 DEPARTMENT OF TRANSPORTATION REPORT ID: BMS15200
 SCREEN: "AF" BRIDGE MANAGEMENT SYSTEM

SR ID 67750160500477 * = MIN. INFORMATION REQUIRED BY FHWA

BMS PROPOSED IMPROVEMENTS

YR	IMPR	TYPE	WORK	TYPE	SERV	IMPROV	LGTH	STRUCT	BRDG	RDWY	WDTH	DESIGN	LANES
1991			322			STRUC +	RDWY	IMPR	LGTH	WDTH		LOAD	

* FUTURE	* YEAR	* ADJ	* RDWY	* IMPR
ADT	ADT	YEAR	TYPE	TYPE

ESTIMATED COSTS FOR PROPOSED IMPROVEMENTS IN THOUSANDS

SPAN TYPE	TYPE	WORK	DECK	OVRD	SUPSTR	OVRD	SUBSTR	OVRD	SPAN TOTAL
MAIN	322		00705		00624		00597		001926
APPROACH									
* PREL ENG	OVRD	CONST	ENG	OVRD	APPR	RDWY	OVRD	DEMO	OVRD
00422		00281			00828			00058	00281
* TOTAL TYPE WORK COST:	003796	REV	IND:	TOTAL REPLACE COST:	006151	OVRD:			

01/07/73
 PROGRAM ID: P4575130
 SCREEN "AG"
 COMMONWEALTH OF PENNSYLVANIA
 DEPARTMENT OF TRANSPORTATION
 BRIDGE MANAGEMENT SYSTEM
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 REPORT ID: BMS15210

BMS REPAIR & PAINTING

SR ID: 67730106500477

REPAIR DATA

REF YEAR	DRAWING NUMBER	TYPE WORK	REPAIR COST	FCM	REPAIR DESCRIPTION
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PAINTING DATA

REF YEAR	STEEL SURFACE	EST AREA	NUMBER COATS	GALLONS PAINT	FIN COL NUMBER	CLEAN	TYPE	EXT THICK	PAINT COST
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 PROGRAM ID: P4575130 DEPARTMENT OF TRANSPORTATION REPORT ID: RNSIS220
 SCREEN "AH" BRIDGE MANAGEMENT SYSTEM

BMS PROPOSED MAINTENANCE ACTIVITIES

SR ID 67750100500477

FWBR FEATURE INTERSECTED. AMIRAK

INSPECTION DATE 103099 MAINT DEF PTS 055.0 CO RANK 0168 MAJ IMPROV PROJ STATUS 1

ACTIVITY ID	ACTIVITY DESC	LOC	UNIT	EST QTY	EST COST	QV RD	PRC FR	D/C	FINO	MTF FL	CD YR
E744802	REF/REFL BIT W.S.	NF	S.Y.	00004	0000025100	3	-	-	-	-	-
E744802	REPAIR ABUTMENT	NF	C.Y.	00008	0009600	4	-	-	-	-	-
E744301	PAINT SUPERSTRAINING	NF	E.B.	00001	0007000	4	-	-	-	-	-
E744102	RFR, STL, EXP, DAM	NF	L.F.	00005	0000000000	1	-	-	-	-	-
E744802	RFR, FTER	NF	C.Y.	00005	0006000	4	-	-	-	-	-
E744303	RPRCONCSIDEMALK	NF	S.Y.	00008	0000750	3	-	-	-	-	-
E744303	RPRCONCREB/FARAPET	NF	S.Y.	00050	0045000000	9000	3	-	-	-	-

R DPAUMT PATCH/PAVE PAUEMENT NF S.Y. 10 400 3

01/07/93
PROGRAM ID: PA575130
SCREEN: 'A.J'
COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
BRIDGE MANAGEMENT SYSTEM

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REPORT ID: BMS15240

BMS FRACTURE CRITICAL DATA

SR ID: 877301005000477

INSP DATE: MAIN GROUP: 1 ✓ CRF: 4883 TOTAL CRF: 00
INSP FREQ: APPR GROUP: CRF TOTAL CRF: 00

SPAN FRACT CRITICAL FRACI CRITICAL
NO MEMBER DETAIL

CONDITION