



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

IN REPLY PLEASE
REFER TO OUR FILE

May 28, 2026

A-2025-3058688

TO ALL PARTIES OF RECORD

Application of the Department of Transportation of the Commonwealth of Pennsylvania for approval of the installation of new active railroad warning devices and crossing surfaces at the public crossing (DOT 528 174 J) where State Route 0053 (W. Maple Street) in Philipsburg Borough, Centre County and the public crossing (DOT 528 164 D) where State Route 2034 (Reed Street) in Wallaceton Borough, Clearfield County each cross, at grade, the tracks of R. J. Corman Railroad Group LLC, all in accordance with the Federal Grade Crossing Safety Program and the allocation of costs incident thereto.

To Whom It May Concern:

This matter is before us by reason of an application received by the Commission on November 18, 2025, by the Pennsylvania Department of Transportation seeking Commission approval for the installation of new active railroad warning devices and crossing surfaces at the public crossing (DOT 528 174 J) where State Route 0053 (W. Maple Street) in Philipsburg Borough, Centre County and the public crossing (DOT 528 164 D) where State Route 2034 (Reed Street) in Wallaceton Borough, Clearfield County each cross, at grade, the tracks of R. J. Corman Railroad Group LLC (R. J. Corman).

Upon receipt of the application, a field investigation and conference was arranged by a Commission staff engineer and held on January 7, 2026, at the site of the subject crossings. Representatives of Centre County, R. J. Corman, the Pennsylvania Department of Transportation (Department), Comcast, and Pennsylvania American Water Co. were in attendance. Although notified by letter sent via electronic mail dated December 18, 2025, there were no representatives from Chester Hill Borough, Clearfield County, Comcast, Decature Township, FirstEnergy, Philipsburg Borough, UGI, United Electric, Verizon, or Wallaceton Borough in attendance.

By email received by a Commission staff engineer on December 22, 2025, a representative of United Electric Cooperative, Inc. stated they have no facilities located at either crossing and requested it to be removed as a party of record to this proceeding.

At the field conference, it was noted that Crossing No. 1 (DOT 528 174 J) is located on the east side of Moshannon Creek on State Route 0053 (W. Maple Street) and positioned between Water Street to the northwest and to the southeast in Philipsburg Borough, Centre County. W. Maple Street is a curbed, two (2) lane, bi-directional asphalt paved roadway with sidewalks that crosses, at grade, a single track of R. J. Corman (DOT 528 174 J). The existing railroad crossing consists of an asphalt crossing surface and is equipped with existing railroad warning devices comprised of cantilever and individual mast-mounted automatically operated flashing-light warning signals, gates, bell, crossbuck (R15-1) signs, and emergency notification system (I-13) signs. The east roadway approach to the crossing had both a grade crossing advanced warning (W10-1) and (W10-3) signs, a grade crossing advanced warning (W10-1) sign was missing from the west approach roadway. Stop lines and advanced grade crossing pavement markings were severely faded at the time of the meeting.

Crossing No. 2 (DOT 528 164 D) is located on State Route 2034 (Reed Street) approximately 240-feet west of Clearfield Street and 250-feet east of Bigler Street in Wallaceton Borough, Clearfield County. Reed Street is a two (2) lane, bi-directional asphalt paved roadway that crosses, at grade, a single track of R. J. Corman (DOT 528 164 D). The existing railroad crossing consists of an asphalt crossing surface and is equipped with existing railroad warning devices comprised of individual mast-mounted automatically operated flashing-light warning signals, gates, bell, crossbuck (R15-1) signs, and emergency notification system (I-13) signs. Each roadway approach to the crossing had grade crossing advanced warning (W10-1) signs, but stop lines were severely faded at the time of the meeting. It was noted that erosion caused by a collapsed drainage pipe on the east side of the crossing was impacting the existing signal foundation.

In its application the Department stated that the Average Daily Traffic volume for W. Maple Street was 7,193 vehicles with 5% truck traffic, and Reed Street was 342 vehicles with 2% truck traffic. Both roadways have a posted speed limit of 35 miles per hour (mph).

According to the Federal Railroad Administration's (FRA) grade crossing database both Crossing No. 1 and Crossing No. 2 are located on R. J. Corman's Wallaceton line at mile posts WL 17.89 and WL 11.97 respectively. The line experiences 1 daytime train movement at a maximum timetable speed of 10 mph at Crossing No. 1 and 20 mph at Crossing No. 2. There was no recent accident history at either crossing located within the FRA's grade crossing database.

R. J. Corman, at its sole cost and expense, agrees to: 1) replace the existing asphalt crossing surfaces at Crossing No. 1 and Crossing No. 2 with high-type rubber panel crossing surfaces, 2) replace the active railroad warning devices at Crossing No. 1 and Crossing No. 2 including the automatically operated flashing light warning signals, gate arms, bells, associated circuitry, signal houses, and cabling from the signal houses to the new active railroad warning devices, 3) replace the existing cantilever and individual mast arm signal supports at Crossing No. 1, 4) replace the existing individual signal support mast arm on the west side of the crossing and install a new cantilever signal support on the east side of Crossing No. 2, and 5) replace the collapsed drainage pipe on the east side of Crossing No. 2.

At the field conference, the attending parties of record discussed the preferred traffic control measures to be utilized during the alteration of the subject crossings. The parties agreed to a complete roadway closure and traffic detour for the duration of work at each crossing.

R. J. Corman agrees to provide for maintenance and protection of highway and pedestrian traffic during the time the work is being performed and agrees to the future maintenance of all railroad facilities at the subject crossings including the active railroad warning devices and the crossing surfaces, at its sole cost and expense.

R. J. Corman agrees to prepare and submit situation plans to all parties of record for review and to the Commission for approval, and to submit detailed circuitry plans to the Pennsylvania Department of Transportation for review and to the Commission for approval, at its sole cost and expense.

The Department agrees to: 1) install the missing grade crossing advanced warning (W10-1) sign on the west approach to Crossing No. 1, and 2) install new advanced grade crossing warning pavement markings and stop lines at Crossing No. 1 and stop lines only at Crossing No. 2, at its sole cost and expense.

The Pennsylvania Department of Transportation agrees to maintain its highway facilities in advance of and at the subject public crossings including the roadway surfaces, advanced grade crossing warning signs, pavement markings, and stop lines, at its sole cost and expense.

Non-carrier public utilities or municipal authorities will be directed to relocate their facilities, at their initial cost and expense, if necessary. It will not be necessary for the Commission to appropriate railroad property to accommodate the improvement.

The project will be funded through the Federal Highway Grade Crossing Safety Program, disbursed through the Department with an estimated project cost of \$789,000.

The proposed alteration of the subject crossings was discussed in detail at the field conference with all attending parties of record and none have advised that they object to the issuance of a Secretarial Letter, prior to hearing, approving the alteration of the crossing.

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

The Commission has exclusive jurisdiction in crossing alterations and is the final arbiter of any fees associated with a crossing application. Any conditions, including fees associated with a crossing application, must be approved by the Commission.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission, we find that a Secretarial Letter can be issued approving the application without a formal hearing.

The Commission issues this Secretarial Letter in accordance with Section 2702 of the Public Utility Code and finds that the alteration of the subject public crossings is necessary and proper for the service, accommodation, convenience, or safety of the public; THEREFORE:

1. The caption of the subject proceeding is hereby revised as shown herein.

2. United Electric Cooperative, Inc. be and is hereby removed as a party hereto.

3. The public crossing at State Route 0053 (W. Maple Street) in Philipsburg Borough, Centre County, (DOT 528 174 J), hereinafter referred to as Crossing No. 1, and the public crossing at State Route 2034 (Reed Street) in Wallaceton Borough, Clearfield County, (DOT 528 164 D), hereinafter referred to as Crossing No. 2, where each roadway crosses, at grade, the tracks of R. J. Corman Railroad Group LLC, be altered as herein directed.

4. R. J. Corman Railroad Group LLC, at its sole cost and expense and prior to the start of construction, submit situation plans for the subject crossing alterations to all parties of record for review and to the Commission for approval.

5. R. J. Corman Railroad Group LLC, at its sole cost and expense and prior to the start of construction, submit detailed circuitry plans for the subject crossing alterations to the Pennsylvania Department of Transportation for review and to the Commission for approval.

6. R. J. Corman Railroad Group LLC, at its sole cost and expense, furnish all material and perform all work necessary to: 1) replace the existing asphalt crossing surfaces at Crossing No. 1 and Crossing No. 2 with high-type rubber panel crossing surfaces, 2) replace the active railroad warning devices at Crossing No. 1 and Crossing No. 2 including the automatically operated flashing light warning signals, gate arms, bells, associated circuitry, signal houses, and cabling from the signal houses to the new active railroad warning devices, 3) replace the existing cantilever and individual mast arm signal supports at Crossing No. 1, 4) replace the existing individual signal support mast arm on the west side of the crossing and install a new cantilever signal support on the east side of Crossing No. 2, and 5) replace the collapsed drainage pipe on the east side of Crossing No. 2; all in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

7. R. J. Corman Railroad Group LLC, at its sole cost and expense, furnish all material and perform all work necessary to establish and maintain any detours or traffic controls that may be required to properly and safely accommodate vehicular and pedestrian traffic during the time the crossings are being altered.

8. R. J. Corman Railroad Group LLC, at its sole cost and expense, furnish all material and perform all work necessary to furnish any watchmen, flagmen, inspectors, and/or engineering services that may be deemed necessary to protect the railroad's operations or facilities during the time the facilities are being altered.

9. The Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary to: 1) install the missing grade crossing advanced warning (W10-1) sign on the west approach to Crossing No. 1, and 2) install new advanced grade crossing warning pavement markings and stop lines at Crossing No. 1 and stop lines only at Crossing No. 2, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter.

10. Any relocation of, changes in and/or removal of any adjacent structures, equipment or other facilities of any non-carrier public utility company or municipal authority, which may be required as incidental to the alteration of the crossings be made by said public utility company or municipal authority at its initial cost and expense, and in such a manner as will not interfere with the alteration of the crossings; and such relocated or altered facilities thereafter be maintained by said public utility or municipal authority at its sole cost and expense.

11. All parties involved herein cooperate fully with each other so that during the time the work is being performed, vehicular, pedestrian and railroad traffic will not be endangered or unnecessarily inconvenienced, and so that the requirements of each of the parties will be provided for and accommodated insofar as possible.

12. R. J. Corman Railroad Group LLC, cooperate with the non-carrier utilities involved, so that during the alteration of the subject crossings, the facilities of the non-carrier utilities will not be endangered or unnecessarily interrupted.

13. The Pennsylvania Department of Transportation, at least ten (10) days prior to the start of work, notify local emergency management services and all parties of record of the actual date on which work will begin.

14. The alteration of the crossings be completed on or before December 31, 2027, and that on or before said date the Pennsylvania Department of Transportation, report in writing the date of actual completion of the work to this Commission and certify to the parties of record and this Commission that the work has been satisfactorily completed in accordance with this Secretarial Letter.

15. R. J. Corman Railroad Group LLC, at its sole cost and expense, pay all compensation for damages, if any, due to the owners of property taken, injured, or destroyed by reason of the alteration of the crossings in accordance with this Secretarial Letter.

16. This Secretarial Letter is without prejudice to the right of any party to recover part or all of any costs incurred by said party in compliance with the provisions of this Secretarial Letter, in accordance with any lawful agreement between it and any other party.

17. The terms of any agreement established in accordance with this Secretarial Letter shall not preclude the Pennsylvania Public Utility Commission from taking any action necessary to protect the public interest, including but not limited to the reassignment or enforcement of any costs or responsibilities assigned or transferred as a result of this Secretarial Letter.

18. All costs which are to be reimbursed by the Department of Transportation consistent with this Secretarial Letter, shall be reimbursed pursuant to the provisions of 23 C.F.R. Part 140, 646. The aforesaid Federal reimbursement shall not supersede, delay or, in any manner, postpone the effect of any paragraph contained in this or any related Secretarial Letter or Order.

19. Upon completion of the alteration of the crossings, R. J. Corman Railroad Group LLC, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its railroad facilities at Crossing No. 1 and Crossing No. 2, including the warning devices and all appurtenant equipment, in accordance with the approved plans, Part 8 of the Manual on Uniform Traffic Control Devices, and this Secretarial Letter. Additionally, R. J. Corman Railroad Group LLC is directed to maintain the high-type rubber panel crossing surfaces for the full width of the roadways, shoulders, and sidewalks (Crossing No. 1 only), at all times, in a safe, smooth and satisfactory condition. R. J. Corman Railroad Group LLC is to provide the Pennsylvania Department of Transportation, Philipsburg Borough, and Wallaceton Borough at least ten (10) business days' advance notice when performing any work under this paragraph that may affect its facilities.

20. Upon completion of the alteration of the crossings, the Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain the highway approach roadways of Crossing No. 1 and Crossing No. 2 up to the high-type rubber panel crossing surfaces. Additionally, the Pennsylvania Department of Transportation is directed to maintain the grade crossing advance warning signs, pavement markings (Crossing No. 1 only), and stop lines, in accordance with Part 8 of the Manual on Uniform Traffic Control Devices and this Secretarial Letter. The Pennsylvania Department of Transportation is to provide R. J. Corman Railroad Group LLC, Philipsburg Borough, and Wallaceton Borough at least ten (10) business days' advance notice when performing any work under this paragraph that may affect its facilities.

21. Upon completion of the alteration of Crossing No. 1, Philipsburg Borough, at its sole cost and expense, furnish all material and perform all work necessary to maintain the sidewalks at the subject crossing in a safe and satisfactory condition, including snow, ice, and debris removal; all in accordance with this Secretarial Letter.

22. Upon completion of the alteration of the crossing, each non-carrier public utility company and municipal authority, at its sole cost and expense, furnish all material and perform all work necessary thereafter to maintain its respective facilities, existing or altered, located within the limits of the improvement.

23. Upon completion of the work herein directed, and upon written request from any party of record, this proceeding be scheduled for a hearing at a time and place to be determined by the Commission, for the purpose of taking testimony upon the final allocation of any costs incurred by the non-carrier utility companies and municipal authorities and other matters relevant to this proceeding.

The Parties are reminded that failure to comply with this or any Order or Secretarial Letter in this proceeding may result in an enforcement action seeking civil penalties and/or other sanctions pursuant to 66 Pa. C.S. § 3301.


All formal documents must be filed with the Secretary of the Commission. Documents must be eFiled, mailed or hand delivered. All filings should be addressed to the Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120. The Commission will not accept documents delivered by fax or by e-mail. Parties are encouraged to file formal documents by eFiling with the Secretary of the Commission by opening an eFiling account through the Commission's website (the account is free of charge) and accepting eservice at <https://www.puc.pa.gov/filing-resources/efiling/>.

If your filing contains confidential material, you are required to file by overnight delivery to ensure the timely filing of your submission. There are certain filings that cannot be eFiled, such as filings containing confidential or proprietary material. These must be submitted to the Secretary by overnight delivery, priority, or certified mail to allow tracking of your filing.

If you are dissatisfied with the resolution of this matter, you may, as set forth in 52 Pa. Code §§ 1.31 and 5.44, file a Petition for Reconsideration from Staff Action (Petition) with the Commission within twenty (20) days of the date of this letter. The Petition shall be eFiled with the Secretary of the Commission or sent to: Secretary, PA Public Utility Commission, 400 North Street, Harrisburg, PA 17120, and must be filed within twenty (20) days, or if no timely request is made, the action will be deemed to be a final action of the Commission.

The Petition MUST include: (1) a written statement (divided into numbered paragraphs) outlining the reasons for the request; (2) the case docket number (it is provided for you at the top right-hand corner of this letter); (3) the party on whose behalf the petition is made; (4) a Certificate of Service on the other parties of record; and (5) a Verification with original signature in accordance with 52 Pa. Code § 1.36.

Sincerely,

A handwritten signature in cursive script that reads "Matthew L. Homsher".

Matthew L. Homsher
Secretary