



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

IN REPLY PLEASE  
REFER TO OUR FILE

June 2, 2026

A-2024-3048586

**TO ALL PARTIES OF RECORD**

Application of the Pennsylvania Department of Transportation for approval to alter the public crossings (DOT Nos. 929 977 Y, 592 766 P , 929 978 F, 361 655 K, 929 976 S, 929 980 G) by the addition of a northbound bridge to accommodate a turning lane for southbound traffic on State Route 0378, modification and/or rehabilitation of existing structures that cross, above grade, the tracks of Norfolk Southern Railway Company, various local roadways and various bodies of water, located in the City of Bethlehem, Counties of Northampton and Lehigh, and the allocation of costs incident thereto.

To Whom It May Concern:

This matter is before us by reason of an application filed with the Commission on April 18, 2024, by the Pennsylvania Department of Transportation (Department) seeking Commission approval to alter the public crossings where State Route (S.R.) 0378 and where various connecting structures cross, above grade, the tracks of Norfolk Southern Railway Company (Norfolk Southern) located in the City of Bethlehem (City) and Counties of Northampton and Lehigh.

A field investigation and conference was arranged by a Commission staff engineer and held on May 30, 2024, near the site of the subject crossings. Representatives of the Department, Gannett Fleming (project manager representing the Department), HNTB (project designer for the Department), AECOM (engineering consultant representing Norfolk Southern) and Service Electric Cable Television, attended the field conference. Although notified by letter dated May 9, 2024, sent by electronic mail, there were no representatives of Northampton County, City of Bethlehem, PPL Electric Utilities Corp., Lumen, Zayo Group Holdings, Inc., Verizon, Astound Broadband, XO Communications or UGI Utilities, Inc. in attendance. The Department did not include Lehigh County as a party of record. Lehigh County will be made a party hereto. At the field conference, the Department provided a copy of the Preliminary Plans to a Commission staff engineer.

At the southern end of the existing bridge (NBI Structure Number/Bridge Key 23182; also known as the Hill-to-Hill Bridge), several interconnecting roadways are located at the signalized intersection of Brighton Street (one way westbound City street), the Second Street Ramp (City street), and S.R. 0378 providing access to/from the existing Hill-to-Hill bridge main spans which carries S.R. 0378. The Hill-to-Hill bridge, originally constructed in 1924, carries two (2) lanes of traffic and raised concrete pedestrian sidewalks in both the northbound and southbound directions of travel. The entire structure is comprised of thirteen (13) total spans of varying length for a total structure length of approximately 1,607 feet and is supported on a reinforced concrete abutment in the south (abutment 1) and solid wall piers. Pier 14 is a shared pier with the connecting ramp bridges, described hereafter. The bridge superstructure consists of thirteen (13) total spans. Spans 1 and 8 consist of riveted steel through-trusses (also known as Hudson through-trusses), span 2 consists of haunched reinforced concrete T-beams, spans 3 through 7 and 9 through 13 consist of reinforced concrete closed spandrel arches. A pedestrian stairway/walkway tower is present on the eastern side of the bridge connected to pier 13 that provides a connection from the pedestrian sidewalk on the bridge to the sidewalk along the roadways below.

The Main Street Ramp bridge (NBI Structure Number/Bridge Key 23518; also known as Bridge Street), originally constructed in 1920, is accessible only to pedestrians and northbound vehicular traffic traveling on the Hill-to-Hill bridge. The bridge carries a single lane of traffic in the eastbound direction that transitions to two (2) turning lanes, with its terminus at the signalized intersection with Main Street (City street). Raised concrete pedestrian sidewalks are located on the north and south side of the bridge; however, the northern portion is closed to pedestrians. The entire structure is comprised of a connecting reinforced concrete “hub” span (a filleted portion of a bridge) consisting of T-beams that connects to the adjacent bridge, five (5) spans (spans 14 through 18) of reinforced concrete closed spandrel arches of varying length and an additional length of elevated roadway portion for a total structure length of approximately 659 feet. The substructure beneath the “hub” portion is supported by round and square reinforced concrete single shaft piers at various points and solid wall piers elsewhere. Pier 14 is a shared pier with the connecting Hill-to-Hill structure to the west and pier 19 is connected to an elevated roadway portion to the east.

The Spring Street Ramp bridge (NBI Structure Number/Bridge Key 67426), originally constructed in 1921, is accessible only to pedestrians and local vehicular traffic originating from Second Avenue (City street), below the bridge. The bridge appears to be used for vehicular parking and pedestrian traffic. The bridge/roadway is signed as having “No Outlet” and is dead-ended to vehicular traffic but allows pedestrian access to the southbound portion of the Hill-to-Hill bridge. Raised concrete pedestrian sidewalks are located on the south side of the bridge. The entire structure is comprised of a connecting reinforced concrete “hub” span (a filleted portion of a bridge) consisting of T-beams that connects to the adjacent bridge, five (5) spans (spans 19 through 23) of reinforced concrete closed spandrel arches of varying length and an additional length of elevated roadway portion for a total structure length of approximately 308 feet. The substructure at the “hub” portion is supported by round and square reinforced concrete single shaft piers at various points and solid wall piers elsewhere. Pier 14 is a shared pier with the connecting Hill-to-Hill structure to the east and pier 24 is connected to an elevated roadway portion to the west.

The Spur Span bridge (NBI Structure Number/Bridge Key 23184), originally constructed in 1967, is north of the previously described bridges and makes the final connection to ground highway section. This section of roadway is a divided limited-access highway with no pedestrian sidewalk and carries two (2) lanes of traffic in both the northbound and southbound directions of travel to/from the Hill-to-Hill bridge. The structure is comprised of a single span of multiple rolled steel I-beams with a total structure length of approximately 60 feet and is supported by a reinforced concrete stub abutment with u-wings to the north (far abutment 2) and a multi column pier to the south (pier 14N). Pier 14N makes the connection with Pier 14 of the shared pier of the connecting Hill-to-Hill structure.

According to publicly available records provided by the Department, the Hill-to-Hill, Main and Spring Street Ramp bridges are in overall fair condition and the Spur Span bridge is in good condition. In its application, the Department reported that the average daily traffic for this corridor is 17,497 vehicles in the southbound direction and 18,432 vehicles in the northbound direction with 4% trucks.

The public crossings and rail lines involved in this proceeding are more particularly described in the following table:

No.	DOT No.	Existing Location	Track Name	Track Count	Railroad Milepost	Total Trains/Day	Maximum Timetable Speed
1	929 977 Y	Hill-to-Hill, Span 1	Reading Line	2	EN 88.75	14	30 mph
2 <sup>a</sup>	929 977 Y	Hill-to-Hill, Span 2	Lehigh Line	1	N/A	N/A	N/A
3 <sup>b</sup>	592 766 P	Hill-to-Hill, Span 1	Bethlehem Secondary	N/A	56.67	N/A	N/A
4 <sup>c</sup>	929 978 F* 361 655 K	Hill-to-Hill, Span 8	Freemansburg Industrial Track	1	LB 84.54	N/A	N/A
5	929 976 S*	Hill-to-Hill, Span 9	Cement Secondary	1	SE 0.374	10	10 mph
6	929 980 G*	Main St. Ramp, Span 15	Cement Secondary	1	SE 0.455	10	N/A

Note: Table data derived from most recently available U.S. DOT Crossing Inventory Form.

<sup>a</sup> Lehigh Line shown on Preliminary Plans – no separate DOT number from Crossing 1.

<sup>b</sup> Numerous crossings on the Bethlehem Secondary east of the Hill-to-Hill bridge were abolished; this crossing is noted as “Closed” on the Crossing Inventory Form and the track has been removed.

<sup>c</sup> Duplicate DOT numbers per Crossing Inventory Form containing conflicting information.

\* DOT number not located in Commission internal records.

The Department proposes constructing an additional bridge to the southeast to connect into and widen the existing Hill-to-Hill bridge allowing for the accommodation of a turning lane for southbound traffic along S.R. 0378. The proposed highway bridge will consist of a total of seven (7) new spans. Spans 1 through 4 will be independent of the existing bridge, comprised of five (5) 33/93.5 pre-stressed pre-cast concrete PA bulb-tee beams in spans 1 through 3 and five (5) 33/69 pre-stressed pre-cast concrete PA bulb-tee beams in span 4. Span 5 will start the transition taper into the existing bridge with the taper completed in Span 7. The taper spans will be comprised of five (5) 33/69 pre-stressed pre-cast concrete PA bulb-tee beams and will reduce to one (1) 33/69 pre-stressed pre-cast concrete PA bulb-tee beam as the taper is completed. A varying 7.5 inch to 9-inch-thick composite reinforced concrete deck with a 1" polyester polymer concrete (PPC) overlay is proposed. The center-to-center bearing at abutment 1 to pier 7 is proposed to be 755 feet in length; this does not include the length of the final transition area. The out-to-out width of the proposed bridge deck will vary between 46 feet 6 inches (spans 1 through 4) and up to 111 feet 9 1/8" within the transition taper, including the width of the existing structure. The proposed bridge cross section consists of 4-foot-wide shoulders, two (2) 12-foot-wide travel lanes in the northbound direction and a single 10-foot-wide pedestrian sidewalk on the eastern side of the bridge (shoulder and lane widths vary beginning in span 5). A 1 foot 6-inch-wide PA bridge barrier is proposed on the western outside deck edge and separating vehicular traffic from the pedestrian sidewalk on the eastern side. The eastern outside deck edge will be protected with pedestrian railing and pedestrian railing with mounted railroad protective fencing for those portions above railroad property. The substructure is anticipated to consist of a reinforced concrete abutment on a deep foundation and new or widened vertical wall piers.

Light standards are attached to all of the existing bridges and are proposed for the new bridge. Light standard means a street light, light pole, lamp post, street lamp, lamp standard, or other raised source of light located inside the right-of-way of a public road or highway.

In addition to the alteration work associated with the construction of the new northbound bridge and widening of the existing Hill-to-Hill structure, the Department also proposes to perform the following additional alteration work:

- Hill-to-Hill bridge: 1) remove the existing roadway in spans 5 through 7 and replace them with concrete panels, 2) install truss collision protection plates and 3) mill the deck and install a PPC overlay.
- Main Street Ramp (Bridge Street) bridge: 1) mill the concrete roadways and install a PPC overlay in span 14
- Spur Span bridge: 1) mill the deck and install a PPC overlay

The Department will also perform maintenance-type activities on the associated bridges including: 1) concrete repairs to various elements with spalling, delamination and cracking, 2) abutment embankment stabilization repairs, 3) steel truss repairs and spot painting, 4) cleaning and waterproofing trench drains, 5) cleaning/replacing downspouts/weepholes, 6) replacing structure mounted light poles, 7) replacing strip seals, 8) repairing or replacing selected areas of sidewalk and pedestrian railing, 9) channel bank regrading, 10) scour hole mitigation and 11) asphalt milling and overlaying.

The proposed minimum vertical (overhead) clearance with respect to the top of the Reading Line track to the underside of the new bridge is 24 feet 3 inches. The proposed minimum lateral (side) clearance with respect to the centerline of the Reading Line track to the northern face of proposed Pier 1E is approximately 43 feet 7 inches. Exemptions from the Commission's minimum overhead and side clearance requirements pursuant to 52 Pa. Code §33.121 and §33.122 are not required for the proposed bridge. Any reduction in clearances during temporary construction conditions that requires an exemption from 52 Pa. Code §33.121 and/or §33.122 must be approved by the Commission prior to the start of construction, if necessary. Certain clearances exist on the Preliminary Plans for the existing structures that appear to require exemptions or may have already received exemptions from the Commission's minimum overhead and side clearance requirements. These clearances will be reviewed for the necessity of exemption by the Commission upon final plan submission.

At the time of the field conference the Department was undecided if it will be necessary for the Commission to appropriate any property for construction of the project. The Department was advised that if it becomes necessary for the Commission to appropriate any property, they may submit detailed right-of-way plans and property descriptions (metes and bounds) for any property for the Commission to appropriate. On February 18, 2026, the Department filed final right-of-way plans with the Commission. The right-of-way plans will not be approved herein but will be part of a future Order by the Commission.

The Department agrees to furnish all materials and perform all work to construct the additional bridge, widen the existing Hill-to-Hill bridge and rehabilitate the existing associated bridges, at their sole cost and expense. The Department agrees to maintain the entire new portions of the bridge structure, at their sole cost and expense, excluding the following: 1) the snow, ice and debris removal from the roadway of the bridge, 2) the snow, ice and debris removal from the pedestrian sidewalks, 3) the bridge lighting and energization costs, 4) any surface drainage and 5) any railings attached to the concrete parapets on the bridge or aluminum fencing connected to the structure. Maintenance of the railroad protective fencing will be performed at the Department's initial cost and expense.

Additional maintenance and cost sharing will be directed to certain parties consistent with the assignments in our Order docketed at C-00823022 entered on March 16, 1995.

The Department agrees to prepare and submit complete detailed highway construction plans and structure plans for the bridge project to each party in interest for review and to this Commission for approval, at their sole cost and expense.

Norfolk Southern is directed to furnish all material and perform all work relating to its facilities which may be required as incidental to the construction of the project and to furnish and maintain watchmen, flagmen and/or inspectors that may be deemed necessary to protect and safeguard its railroad operations or facilities, at the Department's sole cost and expense. Norfolk Southern agrees to maintain their railroad facilities, existing or altered, at their sole cost and expense.

The project will be funded by 80 percent Federal and 20 percent State funds with an estimated project cost of \$35,000,000.00.

Relocation of non-carrier public utilities is expected. Non-carrier public utilities will relocate their facilities at their initial cost and expense, if required.

The Commission hereby tentatively establishes its jurisdictional limits at the subject crossings as the area within the confines of the railroad rights-of-way and the highway rights-of-way, the entire footprint of the existing and proposed bridge structures, bridge appurtenances, bridge embankments and an additional 100-feet from each end of the bridges along the approach roadways.

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.

A plan sheet provided in the Preliminary Plans depicted that Norfolk Southern desires a future line expansion at crossing No. 1 within span 1 of the existing bridge and span 2 of the new bridge. The Commission hereby notifies Norfolk Southern that the expansion of track lines is not incorporated as part of this Secretarial Letter and that any track expansions will need to be addressed as a separate and future application filed with this Commission.

In light of ongoing litigation in other docketed proceedings involving railroad protection services (also known as railroad flagging), as well as ongoing negotiations regarding bridge maintenance between the Department and Norfolk Southern for the existing Hill-to-Hill bridge, this application was held in abeyance following the May 30, 2024, Commission field investigation and conference. While the railroad flagging litigation has been resolved, no agreement was reached between the Department and Norfolk Southern regarding any changes to the current bridge maintenance. Therefore, to allow more time for the parties to discuss this matter, our Order docketed at C-00823022 entered on March 16, 1995 assigning maintenance to the various parties, and their successors, at the various public crossings involved will remain in full force and effect until such time that an amicable agreement can be reached or upon written request from any party of record that this proceeding be scheduled for a hearing to determine final maintenance.

Lehigh County has not had adequate time to review the Department's application. However, we determine that the Department's request for approval is needed and will be granted provided that the remaining parties to this proceeding do not state any objections to this Secretarial Letter within the period of time prescribed herein.

Upon full consideration of the matters involved and inasmuch as no objection has been filed with the Commission and no party in attendance at the field conference objected to the proposed improvements as discussed, 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 crossing is necessary and proper for the service, accommodation, convenience or safety of the public.

The application of Pennsylvania Department of Transportation is approved as herein directed:

1. Lehigh County be made a party hereto.
2. The caption of the subject proceeding is hereby revised as shown herein.
3. The public crossings (DOT Nos. 929 977 Y, 592 766 P , 929 978 F, 361 655 K, 929 976 S, 929 980 G) where State Route 0378 and the Main Street Ramp/Bridge Street, cross, above grade, the tracks of Norfolk Southern Railway Company, located in the City of Bethlehem, Counties of Northampton and Lehigh be altered as herein directed.
4. Pennsylvania Department of Transportation, at its sole cost and expense, and prior to the start of construction, prepare and submit complete detailed highway construction plans and structure plans for the subject crossings to all parties for review and to the Commission for approval.
5. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to construct the proposed bridge, widen the existing Hill-to-Hill bridge and rehabilitate the subject bridge structures; all constructed in accordance with the approved plans and this Secretarial Letter.
6. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and do all work necessary to establish and maintain any detours or traffic control that may be necessary to properly and safely accommodate vehicular, pedestrian and railroad traffic during the time the crossings are being altered.

7. Norfolk Southern Railway Company, at the Pennsylvania Department of Transportation's sole cost and expense, furnish all material and perform all work relating to its facilities which may be required as incidental to the performance of the proposed work and furnish construction engineering and inspection service as required as a result of the proposed work, and furnish and maintain flagmen and watchmen as required to protect its operations during the time work is being performed across, below or adjacent to its tracks.

8. Pennsylvania Department of Transportation pay all compensation for damages, if any, due to the owners of property taken, injured or destroyed by reason of the alteration of the crossing in accordance with this Secretarial Letter.

9. Any relocation of, changes in and/or removal of any adjacent structures, equipment or facilities of any non-carrier public utility or municipal authority, which may be required as incidental to the alteration of the crossings be made by said public utility or municipal authority at its initial cost, and in such a manner as will not interfere with the alteration of the crossing.

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 located beyond the limits of the highway, within the Commission's jurisdiction, which may be required as incidental to the execution of the crossing project, be made by said public utility company or municipal authority, and in such a manner as will not interfere with the construction of the project.

11. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary to complete the remainder of the project and any other ancillary features of the project, generally in accordance with the approved plans and this Secretarial Letter.

12. Pennsylvania Department of Transportation provide at least thirty (30) days advance notice of the start of work to alter the crossings to each party involved in this proceeding.

13. 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 said requirements of each of the parties will be provided for and accommodated insofar as possible.

14. All work necessary to alter the crossings be completed in a manner satisfactory to this Commission on or before December 31, 2031, and that on or before said date, Pennsylvania Department of Transportation report in writing to this Commission the date of actual completion of the work.

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

16. 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.

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

18. Upon completion of the alteration of the subject crossings, 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 alteration.

19. Upon completion of the construction of the alteration, Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary thereafter to inspect and maintain the newly constructed northbound State Route 0378 bridge (NBI Structure Number/Bridge Key to be determined) including the substructure, wingwalls, superstructure, deck, bearings, joints, concrete parapets, exclusive of: 1) the snow, ice and debris removal from the roadway of the bridge, 2) the snow, ice and debris removal from the pedestrian sidewalks, 3) any bridge lighting or energization cost, 4) any surface drainage system, 5) any railings attached to the concrete parapets on the bridge or aluminum fencing connected to the structure (excluding the railroad protective fencing), all in accordance with the approved plans and the provisions of this Secretarial Letter and provide Norfolk Southern Railway Company and the City of Bethlehem at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

20. Upon completion of the construction of the alteration, Pennsylvania Department of Transportation, at its initial cost and expense, furnish all material and perform all work necessary thereafter to maintain the railroad protective fencing on the newly constructed northbound State Route 0378 bridge (NBI Structure Number/Bridge Key to be determined), all in accordance with the approved plans and the provisions of this Secretarial Letter and provide Norfolk Southern Railway Company and the City of Bethlehem at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

21. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary to inspect and maintain the State Route 0378 Spur Span bridge (NBI Structure Number/Bridge Key 23184), including the substructure, wingwalls, superstructure, deck, bearings, joints, parapets, and for the removal of snow, ice and debris from the roadway of the bridge, all in accordance with the provisions of this Secretarial Letter and provide Norfolk Southern Railway Company and the City of Bethlehem at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

22. The City of Bethlehem, at its sole cost and expense, furnish all material and perform all work necessary to inspect and maintain the Main Street Ramp (Bridge Street) bridge (NBI Structure Number/Bridge Key 23518) and the Spring Street Ramp bridge (NBI Structure Number/Bridge Key 67426), including the substructure, wingwalls, superstructure, deck, bearings, joints, parapets and approach roadways (including the elevated roadway portions), all in accordance with the provisions of this Secretarial Letter, and provide Norfolk Southern Railway Company and the Pennsylvania Department of Transportation at least (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

23. Maintenance for the surface drainage systems, stairway, sidewalks, parapet railings, and aluminum fencing (excluding any railroad protective fencing) and for the removal of snow, ice and debris from the bridge roadways and sidewalks remain consistent with the Commission's previous Order docketed at C-00823022 entered on March 16, 1995, ordering the City of Bethlehem to maintain said facilities, and for certain cost sharing with the County of Lehigh and the County of Northampton, for the existing bridges and approach roadways. Said maintenance responsibilities and cost sharing/cost reimbursements shall remain consistent and extend to newly constructed northbound State Route 0378 bridge (NBI Structure Number/Bridge Key to be determined).

24. Maintenance for the lighting standards, lighting infrastructure and the electrical costs to energize said lighting remain consistent with the Commission's previous Order docketed at C-00823022 entered on March 16, 1995, ordering the City of Bethlehem and PPL Electric Utilities (formerly Pennsylvania Power & Light) to maintain certain facilities, and for certain cost sharing with the County of Lehigh and the County of Northampton, for the existing bridges and approach roadways. Said maintenance responsibilities and cost sharing/cost reimbursements shall remain consistent and extend to the newly constructed northbound State Route 0378 bridge (NBI Structure Number/Bridge Key to be determined).

25. Maintenance for existing Hill-to-Hill bridge (NBI Structure Number/Bridge Key 23182), excluding those portions described in Numbered Paragraph 23 and 24, remain consistent with the Commission's previous Order docketed at C-00823022 entered on March 16, 1995, ordering the Pennsylvania Department of Transportation and Consolidated Rail Corporation (successor, Norfolk Southern Railways Company) to maintain certain portions of the bridge, and for certain cost sharing/cost reimbursements.

26. Pennsylvania Department of Transportation, at its sole cost and expense, furnish all material and perform all work necessary to inspect the Hill-to-Hill bridge (NBI Structure Number/Bridge Key 23182).

27. Norfolk Southern Railway Company, at its sole cost and expense, furnish all material and perform all work necessary to maintain its railroad facilities at the subject crossings, all in accordance with this Secretarial Letter, and provide the Pennsylvania Department of Transportation and the City of Bethlehem at least ten (10) business days' advance notice when performing any work that may affect their facilities, as directed by this paragraph.

28. In all respects not inconsistent herewith, our Order docketed at C-00823022 entered on March 16, 1995 assigning maintenance to the parties, and their successors, at the public crossings involved herein, remains in full force and effect.

29. 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 remaining costs incurred by the non-carrier utility companies, changes in any future maintenance 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 black ink that reads "Matthew L. Homsher". The signature is written in a cursive style with a large, stylized initial "M".

Matthew L. Homsher  
Secretary