GENERAL NOTES:

1. ALL PIPES LAID ON RAILROAD PROPERTY, ADJACENT TO OPERATING TRACKS MUST BE CAPABLE OF WITHSTANDING RAILROAD LIVE LOADING.

2. NO WORK SHALL BE DONE WITHOUT ENGINEERING APPROVAL BY THE RAILROAD AND A RAILROAD INSPECTOR PRESENT.

3. INSTALLATION IS TO BE A CONTINUOUS OPERATION AND PERFORMED TO A RAILROAD APPROVED SCHEDULE.

4. STRICT ADHERENCE TO RAILROAD & NCRS ALL SPECIFICATIONS IS REQUIRED.

5. BEFORE ENTERING UPON RAILROAD PREMISES OR PROPERTY USED AND CONTROLLED BY THE RAILROAD THE OWNER AND CONTRACTOR SHALL FULLY INFORM THEMSELVES OF ALL REQUIREMENTS OF THE RAILROAD AS PERTAINS TO SPECIFIC PROJECT AND SHALL CONDUCT ALL WORK ACCORDINGLY. ANY QUESTIONS RELATING TO THE REQUIREMENTS OF THE RAILROAD SHOULDER SHALL BE DIRECTED TO THE REPRESENTATIVE OF THE CHIEF ENGINEER-DESIGN AND CONSTRUCTION AT THE OPERATING RAILROAD.

6. THE OWNER AND CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE REPRESENTATIVE OF THE CHIEF ENGINEER-DESIGN AND CONSTRUCTION OF THE RAILROAD AT THE HEADQUARTERS OF THE OPERATING RAILROAD AT LEAST (7) DAYS IN ADVANCE OF STARTING WORK OR LOCATING EQUIPMENT AT THE SITE. IN ADDITION THE CONTRACTOR SHALL GIVE NOTICE WEDNESDAY, PRIOR TO THE WEEK PROPOSED TO DO WORK WHICH MIGHT CAUSE ANY HAZARD.

7. THE OWNER OR ITS CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS WITH THE RAILROAD BEFORE ENTERING UPON RAILROAD PREMISES, OR PROPERTY USED AND CONTROLLED BY THE RAILROAD.

8. THE OWNER OR ITS CONTRACTOR SHALL AT ALL TIMES BE AWARE THAT THE RAILROAD MAY AT ANY TIME WITHHOLD ENTRY DUE TO LACK OF FLAGGING AND/OR INSPECTION PERSONNEL.

9. THE OWNER OR ITS CONTRACTOR SHALL HAVE IN THEIR POSSESSION ON THE JOB SITE THE CONTRACT PLANS AND SPECIFICATIONS WHICH BEAR THE APPROVAL OF THE RAILROAD'S ENGINEER OF DESIGN. THE OWNER OR ITS CONTRACTOR SHALL CONDUCT ALL WORK ACCORDING TO THESE PLANS AND SPECIFICATIONS.

10. ALL WORK SHALL BE PERFORMED AND COMPLETED IN A MANNER FULLY SATISFACTORY TO THE RAILROAD'S CHIEF ENGINEERING OFFICER OR AUTHORIZED REPRESENTATIVES. RAILROAD INSPECTION OF THE WORK SHALL BE PERMITTED AT ALL TIMES AND THE OWNER OR ITS CONTRACTOR SHALL COOPERATE FULLY WITH THE RAILROAD REPRESENTATIVE.

11. THE OWNER OR ITS CONTRACTOR'S WORK SHALL BE PERFORMED IN SUCH A MANNER THAT THE TRACKS, TRAFFIC AND APPURTENANCES OF THE RAILROAD WILL BE MAINTAINED. SHALL ASCERTAIN AND COMPLY WITH THE REQUIREMENTS OF THE RAILROAD PREMISES, AND EXCEPT AS PERMITTED, SHALL KEEP THE TRACKS CLEAR OF OBSTRUCTION.

12. OPEN EXCAVATIONS SHALL BE SUITABLY PLANKED OVER WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROGRESS.

13. AN OPERATING TRACK SHALL BE CONSIDERED FOULED AND SUBJECT TO HAZARD WHEN ANY OBJECT OR OPERATION IS OR CAN BE BROUGHT NEARER THAN 15 FEET TO THE CENTER OF THE RAIL. SPECIAL SITE CONDITIONS MAY INCREASE THIS DIMENSION AT THE DISCRETION OF THE CHIEF ENGINEER OR AUTHORIZED REPRESENTATIVE.

14. A SIGNAL LINE OF COMMUNICATION LINE SHALL BE CONSIDERED FOULED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 4 FEET TO ANY WIRE OR CABLE.

15. AN ELECTRICAL SUPPLY LINE SHALL BE CONSIDERED FOULED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 10 FEET TO ANY WIRE OF THE LINE.

16. CRANES, TRUCKS, POWER SHOVELS, OR ANY OTHER EQUIPMENT SHALL BE CONSIDERED AS FOULING A TRACK, SIGNAL LINE, COMMUNICATION LINE, OR ELECTRIC SUPPLY LINE WHEN WORKING A POINTON THAT INCLINE OF EQUIPMENT WITH OR WITHOUT LOAD COULD FOUL THE TRACK, SIGNAL LINE, COMMUNICATION LINE OR ELECTRIC SUPPLY LINE.

17. AS EXCAVATION APPROACHES PIPES, CONDUITS, OR OTHER UNDERGROUND STRUCTURES ON, OR ADJACENT TO RAILROAD PROPERTY, DIGGING BY MACHINERY SHALL BE DISCONTINUED AND THE EXCAVATION SHALL CONTINUE BY MEANS OF HAND TOOLS.

18. ALL EXISTING PIPES, POLE WIRES, FENCES, PROPERTY LINE MARKERS, AND OTHER STRUCTURES, WHICH THE CHIEF ENGINEERING OFFICER DECIDES MUST BE PRESERVED IN PLACE WITHOUT BEING TEMPORARILY OR PERMANENTLY REJOCATED SHALL BE CAREFULLY PROTECTED FOR DAMAGE BY THE OWNER OR ITS CONTRACTOR.

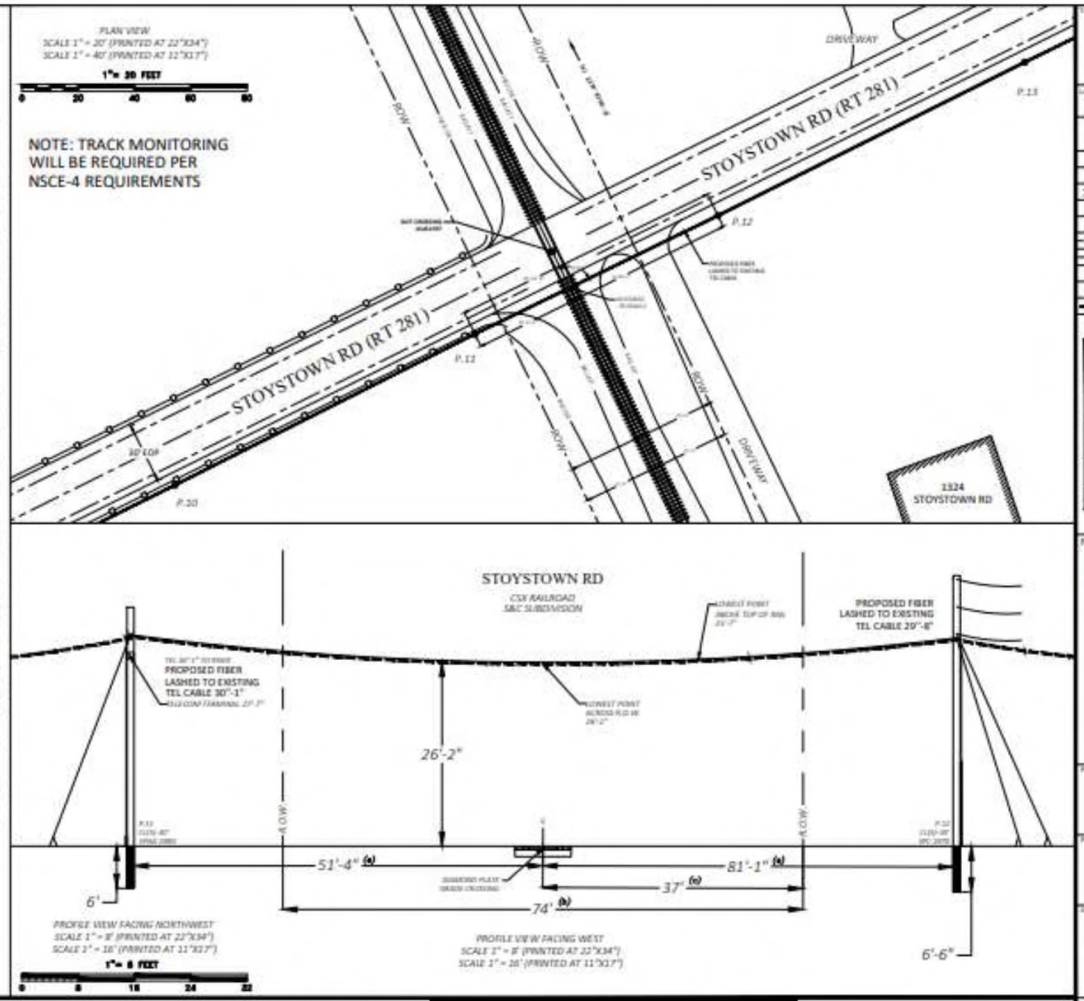
19. BACKFILL MATERIAL: MATERIAL SHALL CONSIST OF STONES, ROCK FRAGMENTS AND FINE, HARD DURABLE PARTICLES RESULTING FROM THE NATURAL DISINTEGRATION OF ROCK. THE MATERIAL SHALL BE FREE FROM INJURIOUS AMOUNTS OF ORGANIC MATTER. THE WORK SHALL BE NOT MORE THAN 60 PERCENT. THE MATERIAL SHALL CONSIST OF A MIXTURE OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 95 TO 100 PERCENT PASSING THE 6 INCH SIEVE AND 25 TO 70 PERCENT PASSING THE NO. 4 SIEVE. NOT MORE THAN 15 PERCENT OF THE MATERIAL PASSING THE NO. 4 SIEVE SHALL PASS THE NO. 200 SIEVE.

20. BACKFILLING: ALL BACKFILL MATERIAL ADJACENT TO A PIPE SHALL BE APPROVED SOIL. BACKFILL MATERIAL SHALL BE FREE FROM HARD LUMPS AND CLODS LARGER THAN 3 INCH DIAMETER, AND FREE FROM LARGE ROCKS OR STUMPS. UNIFORMLY FINE MATERIAL SHALL BE PLACED NEXT TO ANY PIPE LOADS TO SAINT OR MAIAR. ALL BACKFILL MATERIAL SHALL BE COMPACTED AT NEAR OPTIMUM MOISTURE CONTENT, IN LAYERS NOT EXCEEDING 6 INCHES IN COMPACTED THICKNESS BY PNEUMATIC TAMPERS, VIBRATOR COMPACTORS OR OTHER APPROVED MEANS TO THE BASE OF THE RAILROAD SUB GRADE. CARE SHALL BE EXERCISED TO THOROUGHLY COMPACT THE BACKFILL UNDER THE HAUNCHES OF THE PIPE TO INSURE THAT THE BACKFILL SOIL IS IN INTIMATE CONTACT WITH THE SIDES OF THE PIPE. FILL AT THE SIDES OF THE PIPE MAY BE COMPACTED BY ROLLING OR OPERATING HEAVY EQUIPMENT PARALLEL WITH THE CULVERT, PROVIDED CARE IS TAKEN TO AVOID DISPLACEMENT OR INJURY TO THE PIPE. MATERIAL IN THE VICINITY OF THE PIPE SHALL BE COMPACTED TO NOT LESS THAN 95 PERCENT OF MAXIMUM T 99 A METHOD C. THE CONTRACTOR WILL BE REQUIRED TO SUPPLY, TO THE JOB SITE, BALLAST STONE AS PRESCRIBED HEREIN TO BE INSTALLED BY THE RAILROAD.

21. THE OWNER OR ITS CONTRACTOR SHALL PROVIDE TESTING, THROUGH THE USE OF A TESTING LAB OR PROFESSIONAL ENGINEER REGISTERED IN THE STATE IN WHICH THE WORK IS PERFORMED, TO INSURE THAT THE IN PLACE DENSITY OF THE BACKFILL MEETS OR EXCEEDS REQUIREMENTS. WRITTEN CERTIFICATION OF THE TESTS SHALL BE GIVEN TO THE RAILROAD IMMEDIATELY UPON COMPLETION OF THE TEST.

22. CONTRACTOR IS EXPECTED TO ASSURE THEMSELVES AND THEIR WORKERS THAT THEY ARE ADHERING TO OSHA, NATIONAL ELECTRIC CODE (NEC CURRENT EDITION), AND THE NATIONAL ELECTRIC AND SAFETY CODE (NESC CURRENT EDITION) WHEN WORKING IN THE VICINITY OF ENERGIZED POWER LINES.

24. CONTRACTOR IS EXPECTED TO CONFORM WITH ANY LOCAL OR STATE REGULATIONS OF ANY LOCAL CODE ENFORCING AUTHORITY THAT MIGHT BE IN EFFECT AT THE WORK SITE.



AERIAL IMAGE FACING NORTH

CERTIFIED CORRECT PLANS

Professional Engineer

Approved by Bureau of Technical Utility Services

PA PUBLIC UTILITY COMMISSION

ATTEST

Secretary

A-2025-3056512

SOMERSET TOWNSHIP
SOMERSET COUNTY

LATITUDE/LONGITUDE: 40.034632, -79.034412

LEGEND

×	ELECTRIC POLE		R/R CROSSING SIGNAL
	JOINT UTILITY POLE		STEEL/CONCRETE POST
	POLE ANCHOR GUIDE		SIGN POLE
	LAMP POST		STONE BOUND
	TRAFFIC/PED LIGHT		TRANSFORMER
R.O.W.	RIGHT OF WAY		FENCE
P/L	PROPERTY LINE		GUARD RAIL
	ELECTRIC VAULT		CULVERT
	RAILROAD BOX		
	PROPOSED CROSSING PATHWAY		

LETTER	DESCRIPTION
(a)	DISTANCE FROM CROSSING TO NEAREST ACTUAL M.S.EPOST.
(b)	WIDTH OF RAILROAD R/W.
(c)	DISTANCE FROM CENTER LINE OF TRACK TO R/W.
(d)	TOTAL LENGTH OF CABLE ON RAILROAD R/W.
(e)	DISTANCE FROM CENTERLINE OF NEAREST TRACK TO FACE OF POLE AT 90° ANGLE.
(f)	ANGLE OF CROSSING.

NOTES:

THIS PLAN ISSUED FOR PERMITTING ONLY

PREPARED FOR: verizon

PREPARED BY: PIKE TELECOM

ROW 1A6HP9K
CSX RAILROAD
STOYSTOWN R
SOMERSET, PA

REVISIONS

REV	DESCRIPTION	DATE

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