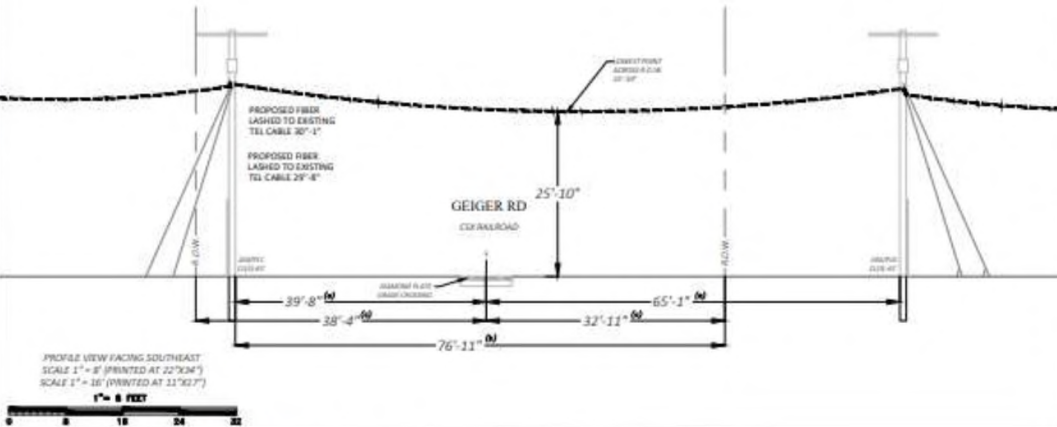
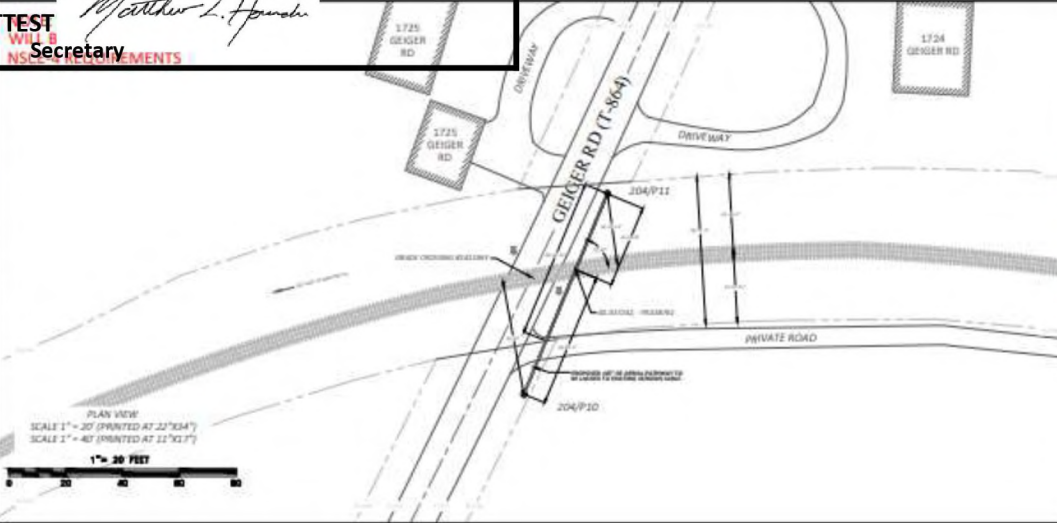


A-2025-3056518

CERTIFIED CORRECT PLANS
Will M. D. P.E.
 Professional Engineer
 Approved by Bureau of Technical Utility Services
PA PUBLIC UTILITY COMMISSION

ATTEST
Matthew L. Hunsler
 Secretary

- GENERAL NOTES:**
- ALL WORK SHALL BE PERFORMED ON PROPERTIES ADJACENT TO OPERATING TRACKS WHICH ARE CAPABLE OF WITHSTANDING EXISTING LOADS.
 - NO WORK SHALL BE DONE WITHOUT ENGINEERING APPROVAL BY THE ENGINEER AND A RAILROAD SUPERVISOR PRESENT.
 - INSTALLATION IS TO BE A CONTINUOUS OPERATION AND PERFORMED TO A RAILROAD APPROVED SCHEDULE.
 - STREET ADHERENCE TO RAILROAD RULING SPECIFICATIONS IS REQUIRED.
 - 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 SPECIAL PRESENT AND SHALL CONSULT ALL WORK ACCORDINGLY. ANY QUESTIONS RELATING TO THE REQUIREMENTS OF THE RAILROAD INCLUDING SHALL BE DIRECTED TO THE REPRESENTATIVE OF THE CHIEF ENGINEER DESIGN AND CONSTRUCTION AT THE OPERATING RAILROAD.
 - 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 WEEKS IN ADVANCE TO THE RAILROAD CONCERNING TO THE WORK WHICH MIGHT CAUSE ANY DELAY.
 - 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.
 - THE OWNER OR ITS CONTRACTOR SHALL AT ALL TIMES BE AWARE THAT THE RAILROAD MAY AT ANY TIME WITHHELD ENTRY DUE TO LACK OF PLANNING AND/OR INSUFFICIENT PERSONNEL.
 - 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.
 - 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'S REPRESENTATIVE.
 - 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 UNIMPAIRED. SHALL ASCERTAIN AND COMPLY WITH THE REQUIREMENTS OF THE RAILROAD'S PRESENT AND, EXCEPT AS PERMITTED, SHALL KEEP THE TRACKS CLEAR OF OBSTRUCTION.
 - OPEN EXCAVATIONS SHALL BE SAFELY FENCED OFF WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROGRESS.
 - AN OPERATING TRACK SHALL BE CONSIDERED FENCED AND SUBJECT TO HAZARD WHEN ANY OBJECT OR OPERATION IS IN THE VICINITY OF THE TRACK WHICH COULD BE SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 10 FEET TO THE CENTER OF THE TRACK. SPECIFIC SITE CONDITIONS MAY REQUIRE THIS DIMENSION AS THE DISCRETION OF THE CHIEF ENGINEER OR AUTHORIZED REPRESENTATIVE.
 - A SIGNAL LAMP OR COMMUNICATION LAMP SHALL BE CONSIDERED FENCED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 4 FEET TO ANY WIRE OR CABLE.
 - AN ELECTRICAL SUPPLY LINE SHALL BE CONSIDERED FENCED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 10 FEET TO ANY WIRE OF THE LINE.
 - CHANNEL TRUCKS, POWER SHOVELS, OR ANY OTHER EQUIPMENT SHALL BE CONSIDERED AS FENCING A TRACK, SIGNAL LINE, COMMUNICATION LINE, OR ELECTRICAL SUPPLY LINE WHEN WORKING IN A POSITION THAT FALLS IN CONTACT WITH OR WITHIN LOAD CLEARANCE OF THE TRACK, SIGNAL LINE, COMMUNICATION LINE OR ELECTRICAL SUPPLY LINE.
 - AS EXCAVATION APPROACHES PIPES, CONDUITS, OR OTHER UNDERGROUND STRUCTURES OR, OR ADJACENT TO RAILROAD PROPERTY, DIGGING OR WORKING SHALL BE DISCONTINUED AND THE EXCAVATION SHALL CONTINUE ON A LEVEL OF HARD TROCK.
 - ALL EXISTING PIPES, POLE LINES, FENCES, PROPERTY LINE MARKINGS, AND OTHER STRUCTURES, WHICH THE CHIEF ENGINEERING OFFICER DEEMES MUST BE PRESERVED IN PLACE WITHOUT BEING TEMPORARILY OR PERMANENTLY RELOCATED SHALL BE CAREFULLY PROTECTED FOR DAMAGE BY THE OWNER OR ITS CONTRACTOR.
 - BACKFILL MATERIAL ADJACENT TO A PIPE SHALL BE COMPACTED TO 95% OF STANDARD PROCTOR DENSITY. BACKFILL MATERIAL SHALL BE FREE FROM HARD LUMPS AND CLUMPS LARGER THAN 2 INCH DIAMETER, AND FREE FROM LARGE ROCKS OR CLUMPS. UNIFORMITY AND MATERIAL SHALL BE PLACED NEXT TO ANY PIPE LINES TO DIRT OR GRAVEL. ALL BACKFILL MATERIAL SHALL BE COMPACTED AT NEAR OPTIMUM MOISTURE CONTENT, IN LAYERS NOT EXCEEDING 6 INCHES IN COMPACTED THICKNESS BY PNEUMATIC TAMPING. VIBRATORY COMPACTORS OR OTHER APPROVED MEANS TO THE BACK OF THE RAILROAD SUB DRESS. CARE SHALL BE TAKEN TO THOROUGHLY COMPACT THE BACKFILL UNDER THE HANGERS OF THE PIPE TO INSURE THAT THE BACKFILL IS IN INTIMATE CONTACT WITH THE SIDES OF THE PIPE. THE SIDES OF THE PIPE MUST BE COMPACTED BY ROLLING OR OPERATING HEAVY EQUIPMENT PARALLEL WITH THE CENTER PROVIDED CARE IS TAKEN TO AVOID DISPLACEMENT OR BULGING OF THE PIPE. MATERIAL IN THE VICINITY OF THE PIPE SHALL BE COMPACTED TO NOT LESS THAN 90% PRESENT OF STANDARD PROCTOR METHOD C. THE CONTRACTOR SHALL BE REQUIRED TO SUPPLY TO THE JOB SITE, ANALYZE TESTS AS PRESCRIBED HEREIN TO BE REVIEWED BY THE RAILROAD.
 - 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.
 - CONTRACTOR IS EXPECTED TO ASSURE THEMSELVES AND THEIR WORKERS THAT THEY ARE ADHERING TO OSHA, NATIONAL ELECTRICAL CODE (NEC), CURRENT EDITION, AND THE NATIONAL ELECTRICAL AND SAFETY CODE (NESC) CURRENT EDITION) WHEN WORKING IN THE VICINITY OF ENERGIZED POWER LINES.
 - CONTRACTOR IS EXPECTED TO CONFORM WITH ANY LOCAL OR STATE REGULATIONS OF ANY LOCAL CODE ENFORCING AGENCY THAT BEGINS TO EFFECT AT THE WORK SITE.



SOMERSET TOWNSHIP, PA SOMERSET COUNTY			
40.037242, -79.038761			
LEGEND			
	ELECTRIC POLE		A/R CROSSING SIGNAL
	A/R UTILITY POLE		STEEL STRUCTURE POST
	POLE AND/OR GLASS		SIGN POLE
	LAMP POST		STONE ISLAND
	TRAFFIC/SIGNAL LIGHT		TRANSFORMER
	RIGHT OF WAY		GUARD RAIL
	PROPERTY LINE		ELEVATION
	ELECTRIC WALL		RAILROAD BOX
	PROPOSED CROSSING PATHWAY		

LETTER	DESCRIPTION
(a)	DISTANCE FROM CROSSING TO NEAREST ACTUAL MAPOST.
(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 RAILROAD TRACK TO FACE OF POLE AT 90° ANGLE.
(f)	ANGLE OF CROSSING.

NOTES:
 THIS PLAN ISSUED FOR PERMITTING ONLY

verizon

PROPOSED BY:
 PDC PROJECT DEVELOPMENT CONSULTANTS, INC.
 181 Haverhill St., Suite 100
 Pottsville, PA 17884
 Phone: 717-866-5533
 Fax: 717-866-5533

PROJECT:
 IAGMHOS CSX RAILROAD
 GEIGER RD
 SOMERSET, PA

REVISIONS		
REV	DESCRIPTION	DATE

DATE: 08/13/2025	TIME: 10:00 AM	1
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