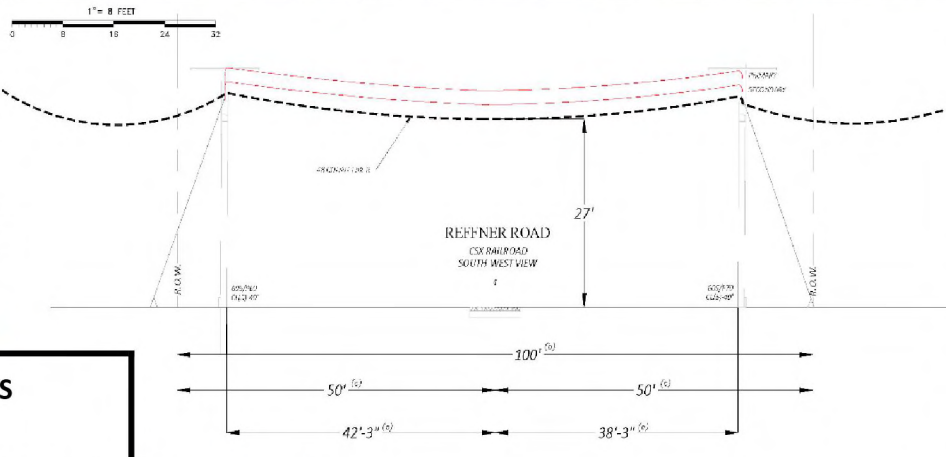


**GENERAL NOTES:**

1. ALL PIPES Laid ON RAILROAD PROPERTY, ADJACENT TO OPERATING TRACKS MUST BE CAPABLE OF WITHSTANDING RAILROAD LOADS.
2. NO WORK SHALL BE CONDUCTED 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 BACKFILL SPECIFICATIONS IS REQUIRED.
5. BEFORE ENTERING UPON RAILROAD PREMISES OR PROPERTY USED AND CONTROLLED BY THE RAILROAD THE OWNER AND CONTRACTOR SHALL SHALL INQUIRE THROUGH THE SUPERVISOR OF THE RAILROAD AS TO ANY RESTRICTIONS TO SPECIFIC PROJECTS AND SHALL CONDUCT ALL WORK ACCORDINGLY. ANY OBSTRUCTIONS RELATING TO THE REQUIREMENTS OF THE RAILROAD SHOULD BE DIRECTED TO THE SUPERVISOR OF THE RAILROAD AND CONSTRUCTION AT THE OPERATING RAILROAD.
6. THE OWNER AND CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE SUPERVISOR OF THE CHIEF ENGINEER DESIGN AND CONSTRUCTION OF THE RAILROAD AT THE HEADQUARTERS OF THE OPERATING RAILROAD AT LEAST 70 DAYS IN ADVANCE OF STARTING WORK OR LOCATING EQUIPMENT AT THE SITE. IN ADDITION THE CONTRACTOR SHALL GIVE NOTICE WEEKS IN ADVANCE, PRIOR TO THE USER PROPOSOR TO DO WORK WHICH MUST BE AT LEAST 48 HOURS.
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 SHOW THE GENERAL OF THE RAILROAD'S ENGINEER OF DESIGN. THE OWNER OR ITS CONTRACTOR SHALL COMPLY WITH 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 REPRESENTATIVE. 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 APPLICABLE SPECIES OF THE RAILROAD WILL BE UNHARMED AND COMPLY WITH THE REQUIREMENTS OF THE RAILROAD PREMISES AND ACCRYS AS PERMITTED. SHALL KEEP THE TRACKS CLEAR OF OBSTRUCTION.
12. AFTER EXCAVATIONS SHALL BE SUITABLY FLAGGED OVER WHEN CONSTRUCTION OPERATIONS ARE IN PROGRESS.
13. AN OPERATING TRACK SHALL BE CONSIDERED POOLED AND SUBJECT TO HAZARD WHEN ANY OBJECT OR OPERATION IS OR CAN BE BROUGHT NEARER THAN 4 FEET TO THE CENTER OF THE TRACK. SUCH OBJECTS OR OPERATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE CHIEF ENGINEER OR AUTHORIZED REPRESENTATIVE.
14. A SIGNAL LINE OF COMMUNICATION LINE SHALL BE CONSIDERED POOLED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 4 FEET TO ANY WIRE OF THE LINE.
15. AN ELECTRIC SUPPLY LINE SHALL BE CONSIDERED POOLED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 4 FEET TO ANY WIRE OF THE LINE.
16. GRASSES, TRAILS, POWER SHOVELS, OR ANY OTHER EQUIPMENT SHALL BE CONSIDERED AS FOULING A TRACK, SIGNAL LINE, COMMUNICATION OR LINE OR ELECTRIC SUPPLY LINE WHEN WORKING A POSTION THAT INCLUDES OF EQUIPMENT WITH OR WITHOUT AT LEAST 4 FEET FROM THE TRACK, SIGNAL LINE, COMMUNICATION LINE OR ELECTRIC SUPPLY LINE.
17. AS EXCAVATION APPROACHES PIPES, CONDUITS, OR OTHER UNDERGROUND STRUCTURES 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 LINES, FENCES, PROPERTY LINE MARKERS, AND OTHER STRUCTURES, WHICH THE CHIEF ENGINEERING OFFICER DECIDES MUST BE PRESERVED IN PLACE WITHOUT BEING TEMPORARILY OR PERMANENTLY REDUCED SHALL BE CAREFULLY PROTECTED FOR DAMAGE BY THE OWNER OR ITS CONTRACTOR.
19. BACKFILL MATERIAL: MATERIAL SHALL CONSIST OF STONES, BRICK FRAGMENTS AND FINE, HARD DURABLE PARTICLES RESULTING FROM THE NATURAL DECOMPOSITION OF ROCK. THE MATERIAL SHALL BE FREE FROM HAZAROUS AMOUNTS OF ORGANIC MATTER. THE MATERIAL SHALL BE NOT MORE THAN 80 PERCENT, BY WEIGHT, SHALL CONSIST OF A MIXTURE OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 20 TO 40 PERCENT PASSING THE 3/8" SIEVE AND 25 TO 30 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 HAZAROUS AND CORROSIVE. THERE SHALL BE NO OBSTACLES AND THERE SHALL BE NO LARGER ROCKS OR STUMPS. UNDERGROUND MATERIAL SHALL BE PLACED NEXT TO ANY PIPE UNLESS TO BEND OR BRACE. ALL BACKFILL MATERIALS SHALL BE COMPACTED AT NEAR OPTIMAL MOISTURE CONTENT IN LAYERS NOT EXCEEDING 6 INCHES. ALL COMPACTED LAYERS BY FREQUENTLY TAMPING, 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 HORIZONTALS OF THE PIPE TO INSURE THAT THE BACKFILL SOIL IS IN INTIMATE CONTACT WITH THE SIDES OF THE PIPE. ALL AT THE SIDES OF THE PIPE MAY BE CONTACTED BY INSTALLING OR OPERATING HEAVY EQUIPMENT PARALLEL WITH THE CULVERT, PROVIDED CARE IS TAKEN TO AVOID DISPLACEMENT OR INJURY TO THE PIPE. ADDITIONAL IN THE VICINITY OF THE PIPE SHALL BE COMPACTED TO NOT LESS THAN 90 PERCENT OF AASHTO METHOD "C". THE CONTRACTOR WILL BE REQUIRED TO SUPPLY, TO THE JOB SITE, BALLAST STONES 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 COVERED 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 ELECTRICAL CODE, IEEE CURRENT SECTION, AND THE NATIONAL ELECTRICAL AND SAFETY CODE, MOST CURRENT EDITION, WHEN WORKING IN THE VICINITY OF ENERGIZED POWER LINES.
23. CONTRACTOR IS EXPECTED TO CONFORM WITH ANY LOCAL OR STATE REGULATIONS OF ANY LOCAL CODE ENFORCING AGENCY THAT MIGHT BE IN EFFECT AT THE WORK SITE.

**NOTE: TRACK MONITORING WILL BE REQUIRED PER NSCE-4 REQUIREMENTS**



AERIAL IMAGE FACING NORTH



A-2026-3059865

**CERTIFIED CORRECT PLANS**

*Christopher B. Rupp*  
Professional Engineer

Approved by **Bureau of Technical Utility Services**

**PA PUBLIC UTILITY COMMISSION**

ATTEST *Matthew L. Hunsicker*  
Secretary

STONYCREEK TOWNSHIP, PA  
SOMERSET COUNTY

40.052802°, -78.963561°

**LEGEND**

⊗	ELECTRIC POLE	⊗	R/W CROSSING SIGNAL
⊕	JOINT UTILITY POLE	⊕	STEEL/CONCRETE POST
—	POLE ANCHOR GUIDE	⊗	SIGN POLE
⊕	LAMP POST	⊕	STONE BOUND
⊕	TRAFFIC LIGHT	⊕	TRANSFORMER
—	RIGHT OF WAY	—	FENCE
—	PROPERTY LINE	—	RAILROAD
⊕	ELECTRIC VAULT	—	GUARD RAIL
⊕	RAILROAD BOX	—	CULVERT
—	PROPOSED CROSSING PATHWAY		

LETTER	DESCRIPTION
(a)	DISTANCE FROM CROSSING TO NEAREST ACTUAL MILEPOST.
(b)	WIDTH OF RAILROAD R/W.
(c)	DISTANCE FROM CENTERLINE 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

PROPOSED BY:

**verizon**

PROPOSED BY:

**PIKE TELECOM**

500 Birkley Dr  
Suite 100  
Pittsburgh, PA 15201  
www.piketelcom.com  
1-412-688-3513

1A7JU5A  
CSX RAILROAD  
REFRNER RD  
SOMERSET COUNTY, PA

**REVISIONS**

REV	DESCRIPTION	DATE

DATE: 05/24/2025

SCALE: 1" = 40' - 1"

**1**