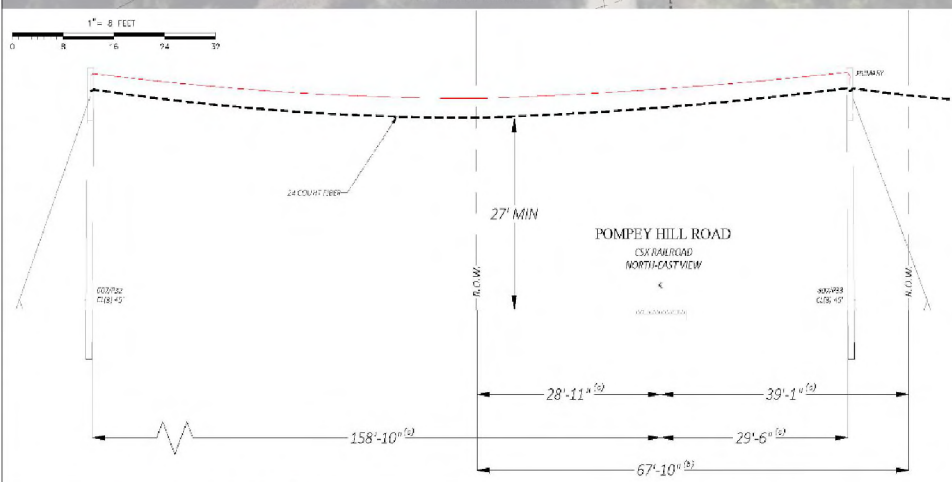


- GENERAL NOTES:**
1. ALL PIPES Laid ON RAILROAD PROPERTY, ADJACENT TO OPERATING TRACKS MUST BE CAPABLE OF WITHSTANDING RAILROAD LIVE LOADS.
 2. NO WORK SHALL BE DONE WITHOUT ENGINEERING APPROVAL BY THE RAILROAD AND A RAILROAD INSPECTOR PRESENT.
 3. INSTALLATION IS TO BE A CONTINUOUS OPERATION AND PERFORMED TO A RAILROAD APPROVED SCHEDULE.
 4. STRICT ADHERENCE TO RAILROAD BACKFILL SPECIFICATIONS IS MANDATED.
 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 CONTACT ALL AGENCIES CONCERNED. ANY QUESTIONS RELATIVE TO THE REQUIREMENTS OF THE RAILROAD ENGINEER SHALL BE DIRECTED TO THE REPRESENTATIVE OF THE CHIEF ENGINEER AND CONSTRUCTION AT THE OPERATING RAILROAD.
 6. THE OWNER AND CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE REPRESENTATIVE OF THE CHIEF ENGINEER AND CONSTRUCTION OF THE RAILROAD AT THE HEADQUARTERS OF THE OPERATING RAILROAD AT LEAST 27 DAYS IN ADVANCE OF STARTING WORK OR INSTALLING EQUIPMENT AT THE SITE. IN ACCORDANCE WITH THE CONTRACTOR SHALL GIVE NOTICE 14 DAYS 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 RECORD. 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 ENGINEER OF RECORD 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 APPOINTANCES OF THE RAILROAD WILL BE SAFEGUARDED. SHALL ASSESSMENT AND CONFORM WITH THE REQUIREMENTS OF THE RAILROAD'S ENGINEER AND ACCEPT AS PERMITTED. SHALL KEEP THE TRACKS CLEAR OF CONSTRUCTION.
 12. OPEN EXCAVATIONS SHALL BE SUITABLY PLANKED OVER WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROGRESS.
 13. AN OPERATING TRACK SHALL BE CONSIDERED HAZARDOUS AND SUBJECT TO HAZARD WHEN ANY OBJECT OR OPERATION IS OR CAN BE LOCATED NEARER THAN 15 FEET TO THE CENTER OF THE TRACK. OPERATING TRACKS OR OPERATIONS SHALL BE SUSPENDED AT THE DISCRETION OF THE CHIEF ENGINEER OR AUTHORIZED REPRESENTATIVE.
 14. A SIGNAL LINE OF COMMUNICATION LINE SHALL BE CONSIDERED HAZARDOUS 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 HAZARDOUS 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 COLLIDING A TRACK, SIGNAL LINE, COMMUNICATION LINE, OR ELECTRICAL SUPPLY LINE WHEN WORKING A POSITION THAT FAILURE OF EQUIPMENT WITH OR WITHOUT LOAD COULD POLE THE TRACK, SIGNAL LINE, COMMUNICATION LINE OR ELECTRICAL SUPPLY LINE.
 17. AS EXCAVATION APPROACHES PIPES, CONDUITS, OR OTHER UNDERGROUND STRUCTURES ON, OR ADJACENT TO RAILROAD PROPERTY, EXCAVATION 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 RELOCATED SHALL BE CAREFULLY PROTECTED FROM DAMAGE BY THE OWNER OR ITS CONTRACTOR.
 19. BACKFILL MATERIAL SHALL CONSIST OF STONES, ROCK FRAGMENTS AND FINE, HARD DURABLE PARTICLES RESULTING FROM THE NATURAL DECOMPOSITION OF ROCK. THE MATERIAL SHALL BE FREE FROM ORGANICS AND UNITS OF ORGANIC MATTER. THE WEAR SHALL BE NOT MORE THAN 10 PERCENT. THE MATERIAL SHALL CONSIST OF A MIXTURE OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 5 TO 100 PERCENT PASSING THE NO. 40 SIEVE AND 20 TO 70 PERCENT PASSING THE NO. 4 SIEVE. NOT MORE THAN 10 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. UNUSUALLY FINE MATERIAL SHALL BE PLACED NEXT TO ANY PIPE LINE TO SORT OR BREAK ALL BLOCKS. MATERIAL SHALL BE COMPACTED AT NEAR OPTIMUM MOISTURE CONTENT, IN LAYERS NOT EXCEEDING 8 INCHES IN COMPACTED THICKNESS BY PNEUMATIC TAMPERS, VIBRATOR COMPACTORS OR OTHER APPROVED MEANS TO THE BASE OF THE RAILROAD SUB GRADE. CARE SHALL BE TAKEN TO THOROUGHLY COMPACT THE BACKFILL UNDER THE BRANCHES OF THE PIPE TO INSURE THAT THE BACKFILL SOIL IS IN INTIMATE CONTACT WITH THE SURFACE OF THE PIPE. ALL AT THE SURFACE OF THE PIPE SHALL BE COMPACTED BY ROLLING OR OPERATING HEAVY EQUIPMENT PARALLEL WITH THE CONDUIT, 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 AASHTO 99, METHOD C. THE CONTRACTOR WILL BE REQUIRED TO SUPPLY TO THE JOB SITE, BACKFILL 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 BY THE STATE IN WHICH THE WORK IS PERFORMED, TO INSURE THAT THE IN PLACE DENSITY OF THE BACKFILL MEETS OR EXCEEDS REQUIREMENTS. WRITTEN CONFIGURATION OF THE TESTS SHALL BE GIVEN TO THE RAILROAD IMMEDIATE UPON COMPLETION OF THE TESTS.
 22. 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 (NEC CURRENT EDITION) WHEN WORKING IN THE VICINITY OF ENERGIZED POWER LINES.
 23. CONTRACTOR IS EXPECTED TO COMPLY 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 SNCE-4 REQUIREMENTS



CERTIFIED CORRECT PLANS

Charles P. Pollock
Professional Engineer
Approved by Bureau of Technical Utility Services

PA PUBLIC UTILITY COMMISSION

Matthew L. Hansen
ATTEST Secretary

A-2026-3059866

TOWNSHIP: **QUEMAHONING TOWNSHIP, PA**
COUNTY: **SOMERSET COUNTY**

ADDRESS: **40.071859°, -78.939838°**

LEGEND

⊗	ELECTRIC POLE	⊗	R/R CROSSING SIGNAL
⊕	JOINT UTILITY POLE	⊕	STEEL/CONCRETE POST
⊙	POLE ANCHOR GLIDE	⊙	SIGN POLE
⊠	LAMP POST	⊠	STAKE BOUND
⊡	TRAFFIC LIGHT	⊡	TRANSFORMER
R.O.W.	RIGHT OF WAY	⚠	RAILROAD
P/L	PROPERTY LINE	⚠	GUARD RAIL
⚡	ELECTRIC VAULT	⚡	CULVERT
⚡	RAILROAD BOX	---	PROPOSED CROSSING PATHWAY

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

NOTES:
THIS PLAN ISSUED FOR PERMITTING ONLY

PREPARED BY:
verizon

PREPARED BY:
PIKE TELECOM
3411 Route 107
Suite 100
Pittsburgh, PA 15220
www.piketelcom.com
1-877-446-5174

NO: **1A7JU5A**
CSX RAILROAD
POMPEY HILL RD
SOMERSET COUNTY, PA

REVISIONS

REV	DESCRIPTION	DATE

DRAWN BY: **UM**
ENGINEER: **PIKE TELECOM**
SCALE: **AS NOTED**
DATE: **05/08/2026** SHEET: **1 OF 1**

1