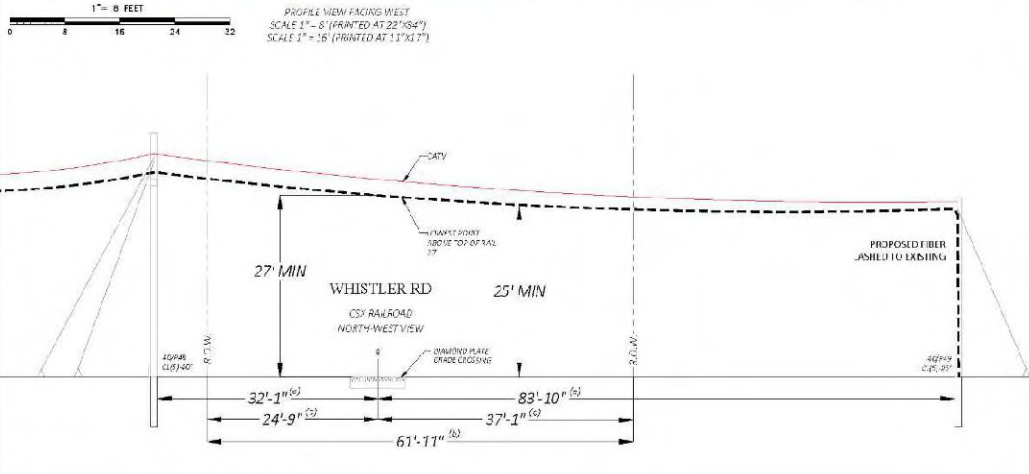


A-2026-3060701

- GENERAL NOTES:**
1. ALL WORK ON RAILROAD PROPERTY, ADJACENT TO OPERATING TRACKS MUST BE CAPABLE OF WITHSTANDING RAILROAD LIVE LOADS.
 2. NO WORK SHALL BE DONE WITHOUT ENGINEER'S APPROVAL BY THE RAILROAD AND A RAILROAD INSPECTOR PRESENT.
 3. INFORMATION IS TO BE A CONTINUOUS OPERATION AND PERFORMED TO A RAILROAD APPROVED SCHEDULE.
 4. STRICT ADHERENCE TO RAILROAD SIGNAL SPECIFICATIONS IS REQUIRED.
 5. BEFORE ENTERING UPON RAILROAD PREMISES OR PROPERTY USED AND CONTROLLED BY THE RAILROAD THE OWNER AND CONTRACTOR SHALL FULLY INFORM THE REPRESENTATIVE OF THE RAILROAD AS PERTAINS TO THE PROJECT AND SHALL CONDUCT ALL WORK ACCORDINGLY. ANY QUESTIONS RELATING TO THE REQUIREMENTS OF THE RAILROAD SHOULD BE DIRECTED TO THE REPRESENTATIVE OF THE RAILROAD ENGINEER AND CONSULTATION AT THE OPERATING RAILROAD.
 6. THE OWNER AND CONTRACTOR SHALL NOT WRITE NOTICE TO THE REPRESENTATIVE OF THE RAILROAD ENGINEER AND CONTRACTOR OF THE RAILROAD AT THE OPERATING RAILROAD AT LEAST 30 DAYS IN ADVANCE OF STARTING WORK OR LOCATING EQUIPMENT AT THE SITE. IN SECTION THE CONTRACTOR SHALL GIVE NOTICE WEEKDAYS, PRIOR TO THE WEEK PROPOSED TO DO WORK WHICH MIGHT OCCUR ON HAZARDOUS.
 7. THE OWNER OR ITS CONTRACTORS 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 TO LOCATIONS OF HAULING AND/OR INSPECTOR PERSONNEL.
 9. THE OWNER OR ITS CONTRACTOR SHALL HAVE IN THEIR POSSESSION ON THE JOB SITE THE CONTRACT PLANS AND SPECIFICATIONS WHICH REQUIRE THE APPROVAL OF THE RAILROAD SUPERVISOR. 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 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 CONTRACTORS WORK SHALL BE PERFORMED IN SUCH A MANNER THAT THE TRACKS, TRAFFIC AND APPROXIMATIONS OF THE RAILROAD WILL BE MAINTAINED. SHALL BE KEPT OPEN AND CLEAR WITH THE REQUIREMENTS OF THE RAILROAD PREMISES, AND EXCEPT AS PERMITTED, SHALL KEEP THE TRACKS CLEAR OF OBSTRUCTION.
 12. OPEN EXCAVATIONS SHALL BE SUITABLY PLANNED OVER WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROGRESS.
 13. AN OPERATING TRACK SHALL BE CONSIDERED SUBJECT TO HAZARD WHEN ANY OBJECT OR OPERATION IS OR CAN BE LOCATED NEARER THAN 15 FEET TO THE CENTER OF THE RAIL. SPECIFIC 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 "COLLED 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 "COLLED AND SUBJECT" TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 15 FEET TO ANY WIRE OF THE LINE.
 16. CRANES, TRUCKS, POWER SHOVELS, OR ANY OTHER EQUIPMENT SHALL BE CONSIDERED AS FORMING A TRACK, SIGNAL LINE, COMMUNICATION LINE OR TELEPHONE LINE. THE POSITION THAT RAILROAD EQUIPMENT WITH OR WITHOUT LOAD COULD FOLLOW THE TRACK, SIGNAL LINE, COMMUNICATION LINE OR ELECTRICAL SUPPLY LINE.
 17. AS EXCAVATION APPROACHES PIPES, CONDUITS, OR OTHER UNDERGROUND STRUCTURES OR ADJACENT TO RAILROAD PROPERTY, DIGGING BY HAND MUST 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 DEEMES MUST BE PRESERVED IN PLACE WITHOUT TEMPORARY OR PERMANENTLY RELOCATED SHALL BE SUITABLY PROTECTED OR DAMAGED BY THE OWNER OR ITS CONTRACTOR.
 19. BACKFILL MATERIAL SHALL CONSIST OF STONES, ROCK FRAGMENTS AND FINE SAND PARTICLES RESULTING FROM THE NATURAL DISINTEGRATION OF ROCK. THE MATERIAL SHALL BE FREE FROM HAZARDOUS AMOUNTS OF ORGANIC MATTER. THE WORK SHALL BE NOT MORE THAN 50 PERCENT. THE MATERIAL SHALL CONSIST OF 60 PERCENT OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 45 TO 100 PERCENT PASSING THE 3 INCH SIEVE AND 25 TO 75 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 OF ALL BACKFILL MATERIAL ADJACENT TO A PIPE SHALL BE APPROVED. BACKFILL MATERIAL SHALL BE FREE FROM ROCK LUMPS AND COBLES. THE WORK SHALL BE NOT MORE THAN 50 PERCENT. THE MATERIAL SHALL BE COMPACTED AT NEAR OPTIMUM MOISTURE CONTENT IN LAYERS NOT EXCEEDING 12 INCHES BY MECHANICAL TAMPING, VIBRATOR COMPACTORS OR OTHER APPROVED MEANS TO THE BASE OF THE RAILROAD SUB GRADE. CARE SHALL BE EXERCISED TO THOROUGHLY CONTACT THE BACKFILL UNDER THE JOINTS OF THE PIPE TO INSURE THAT THE BACKFILL SOIL IS IN INTIMATE CONTACT WITH THE SOLE OF THE PIPE. ALL THE SIDES OF THE PIPE MAY BE COMPACTED BY SOILING OR OPERATING HEAVY EQUIPMENT PARALLEL WITH THE CURVES. PROVIDED CARE IS TAKEN TO AVOID DISPLACEMENT OR INJURY TO THE PIPE. MATERIAL WITHIN THE VICINITY OF THE PIPE SHALL BE COMPACTED TO NOT LESS THAN 95 PERCENT OF ASSOCIATED SPECIFICATIONS. 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 ORDER TO THE RAILROAD IMMEDIATELY UPON COMPLETION OF THE TEST.
 22. CONTRACTOR IS EXPECTED TO ASSURE THEMSELVES AND THEIR SUBS THAT THEY ARE ADHERING TO ALL NATIONAL ELECTRICAL CODE, NFPA, CURRENT FEDERAL AND STATE NATIONAL ELECTRICAL SAFETY CODE (NFPA 70E) CLARIFICATION WHEN WORKING WITH THE VICINITY OF OPERATING POWER LINES.
 23. CONTRACTOR IS EXPECTED TO FAMILIAR WITH ANY LOCAL OR STATE REGULATIONS OF ANY LOCAL CODE ENFORCING AUTHORITY THAT MAY BE APPLICABLE AT THE WORK SITE.



AERIAL IMAGE FACING NORTH



QUENIAMONING TOWNSHIP, PA
SOMERSET COUNTY

DATE: 40.1050E3°, -78.930412

LEGEND

⊗	ELECTRIC POLE	⊗	R/R CROSSING SIGNAL
⊙	JOINT UTILITY POLE	⊗	STEEL/CONCRETE POST
—	POLE AND/OR GUIDE	⊗	SHR. POST
⊗	JAMB POST	⊗	STONE BOUND
⊗	TRAFFIC SIGNAL	⊗	TURN-OVER
—	FIELD WAY	⊗	PROPERTY LINE
—	PA	⊗	ELECTRIC WIRE
—	RAILROAD BOX	⊗	GUARD RAIL
—	PROPOSED CROSSING PATH WAY	⊗	OLEBERT

LETTER	DESCRIPTION
(a)	DISTANCE FROM CROSSING TO NEAREST ACTUAL MILEPOST.
(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 BY:

PIKE TELECOM

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1-412-888-9223

FOR: 1A7.T5H
CSX RAILROAD
WHISTLER RD
SOMERSET COUNTY, PA

REVISIONS

REV	DESCRIPTION	DATE

ENGINEER: MIA
DESIGNED: PIKE TELECOM
SCALE: AS SHOWN
ISSUED: 04/20/2025
ISSUE DATE: 04/20/2025 SHEET: 1 OF 1

1

CERTIFIED CORRECT PLANS

Will N. D. P.E.
Professional Engineer

Approved by Bureau of Technical Utility Services

PA PUBLIC UTILITY COMMISSION

ATTEST *Matthew L. Hines*
Secretary