

PROJECT REFERENCE NO.	SHEET NO.
P-5705A	1A
RW SHEET NO.	
RAILROAD DESIGN ENGINEER	

DATE: NOVEMBER 4, 2022

**DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED**

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GENERAL NOTES: 2018 SPECIFICATIONS
EFFECTIVE: 01-16-2018
REVISED:

CLEARING:

CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD III.

UNDERDRAINS:

UNDERDRAINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. NO. 815.03 AT LOCATIONS DIRECTED BY THE ENGINEER.

TEMPORARY SHORING:

SHORING REQUIRED FOR THE MAINTENANCE OF TRAFFIC NOT SHOWN ON THE PLANS WILL BE PAID FOR AT THE CONTRACT PRICE FOR "TEMPORARY SHORING".

UTILITIES:

UTILITY OWNERS ON THIS PROJECT ARE Duke Energy, PNG, CenturyLink, AT&T

City of Charlotte

ANY RELOCATION OF EXISTING UTILITIES WILL BE ACCOMPLISHED BY OTHERS, EXCEPT AS SHOWN ON THE PLANS.

RIGHT-OF-WAY MARKERS:

ALL RIGHT-OF-WAY MARKERS ON THIS PROJECT SHALL BE PLACED BY CONTRACT.

EFF. 01-16-2018
REV.

2018 ROADWAY ENGLISH STANDARD DRAWINGS

The following Roadway Standards as appear in "Roadway Standard Drawings" Highway Design Branch - N. C. Department of Transportation - Raleigh, N. C., Dated January, 2018 are applicable to this project and by reference hereby are considered a part of these plans:

STD.NO.	TITLE
DIVISION 2 - EARTHWORK	
200.03	Method of Clearing - Method III
235.01	Embankment Monitoring
DIVISION 3 - PIPE CULVERTS	
300.01	Method of Pipe Installation
DIVISION 8 - INCIDENTALS	
806.01	Concrete Right-of-Way Marker
806.02	Granite Right-of-Way Marker
815.03	Pipe Underdrain and Blind Drain
838.01	Concrete Endwall for Single and Double Pipe Culverts - 15" thru 48" Pipe 90 Skew
838.80	Precast Endwalls - 12" thru 72" Pipe 90 Skew
876.01	Rip Rap in Channels
876.02	Guide for Rip Rap at Pipe Outlets

GENERAL NOTES FOR RAILROAD GRADING:

THIS CONTRACT INCLUDES ALL WORK REQUIRED TO CONSTRUCT THE RAILROAD ROADBED UP TO AND INCLUDING THE SUBBALLAST LAYER. CONSTRUCTION OF TRACK, INCLUDING BALLAST AND SIGNALS, WILL BE DONE BY NORFOLK SOUTHERN RAILWAY AND IS DEPICTED FOR REFERENCE ONLY.

THE PROPOSED GRADE LINES SHOWN DENOTE THE FINAL ELEVATION OF THE PROPOSED TOP OF LOW RAIL AT THE CENTERLINE OF TRACK AS SHOWN ON THE TYPICAL SECTIONS. WHERE NO PROPOSED GRADE LINES ARE SHOWN, THE PROFILES SHOWN DEPICT THE EXISTING TOP OF LOW RAIL.

RAILROAD SAFETY:

THE CONTRACTOR THAT WILL ENTER NORFOLK SOUTHERN RIGHT-OF-WAY SHALL OBTAIN A RIGHT-OF-ENTRY AGREEMENT FROM NORFOLK SOUTHERN RAILWAY IN ADVANCE.

INFORMATION AVAILABLE:
<http://www.nscorp.com/content/nscorp/en/real-estate/norfolk-southern-services/access-norfolk-southern-property.html>

ALL CONTRACTOR AND SUBCONTRACTOR EMPLOYEES THAT WILL ENTER NORFOLK SOUTHERN RIGHT-OF-WAY, PERFORM WORK WITHIN 25' OF AN ACTIVE TRACK, OR OTHERWISE HAVE THE POTENTIAL TO FOUL AN ACTIVE TRACK SHALL OBTAIN THE FOLLOWING SAFETY CREDENTIALS IN ADVANCE.

1. NORFOLK SOUTHERN ROADWAY WORKER PROTECTION TRAINING (NS RWP)- INFORMATION AVAILABLE:
www.rrtrainers.com

2. E-RAILSAFE CERTIFICATION - INFORMATION AVAILABLE:
http://www.e-railsafe.com/index_narrow.html

ONLY AFTER RECEIPT OF A FULLY EXECUTED RIGHT-OF-ENTRY AGREEMENT FROM NORFOLK SOUTHERN RAILWAY CAN CONTRACTOR OR SUBCONTRACTOR EMPLOYEES ENTER NORFOLK SOUTHERN RAILWAY RIGHT-OF-WAY. EVERY EMPLOYEE SHALL DISPLAY BOTH NS RWP AND E-RAILSAFE BADGES AT ALL TIMES.

ALL CONSTRUCTION ACTIVITIES ON NORFOLK SOUTHERN RIGHT-OF-WAY, WITHIN 25' OF AN ACTIVE TRACK, OR OTHERWISE HAVE THE POTENTIAL TO FOUL AN ACTIVE TRACK SHALL BE COORDINATED WITH THE NORFOLK SOUTHERN FLAGMAN. SUCH ACTIVITIES ARE SUBJECT TO STOPPAGE TO ENSURE SAFETY OF PASSING TRAINS.