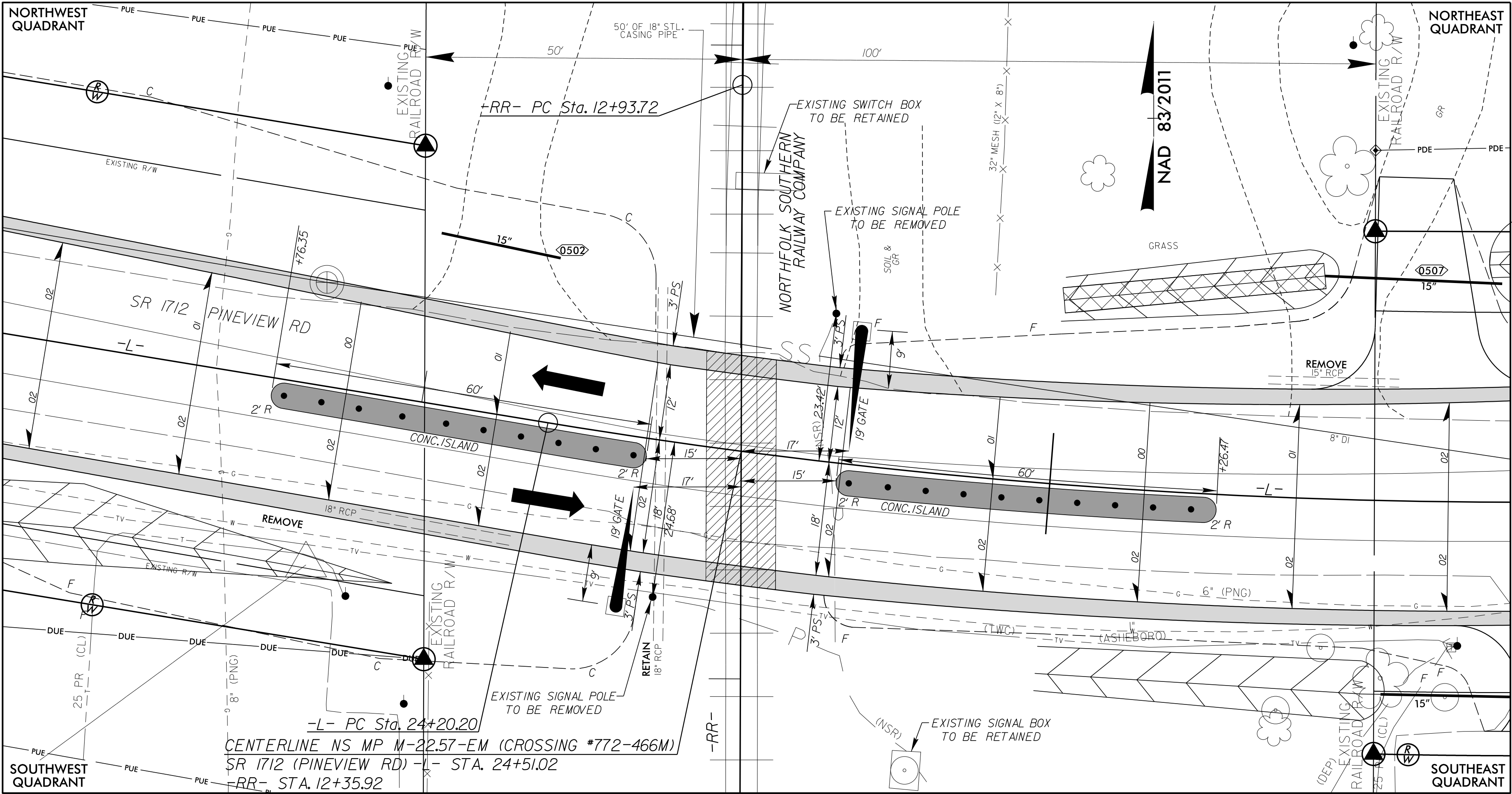




INSET A (Not to scale)

CROSSING DETAIL

ASHEBORO, NC - #772-466M
MILE POST NS M-22.57-EM
PINE VIEW RD AT-GRADE CROSSING

RAILROAD CROSSING #772-466M, NS MP 22.57-EM

CROSSING SURFACE TO BE CONSTRUCTED BY THE RAILROAD. NORFOLK SOUTHERN (NS) FORCES WILL INSTALL THE PROPOSED CROSSING TO 2'-0" BEYOND THE OUTSIDE EDGE OF EACH RAIL AT SPONSOR'S EXPENSE.

 WORK TO BE DONE BY OTHERS

THE CONTRACTOR WILL BE RESPONSIBLE TO INSTALL THE REMAINING PORTION OF THE CROSSING. NS REQUIRES THAT THE CROSSING GRADE BE 0% FROM EDGE OF RAIL TO 13'-0" BEYOND EDGE OF RAIL ON BOTH SIDES AND 2% MAX GRADE FOR AN ADDITIONAL 5' BEYOND THE 13'-0" DIMENSION.

CONTRACTOR WILL NOT BE PERMITTED TO STORE ANY EQUIPMENT ON NS PROPERTY WITHOUT PERMISSION FROM NS RAILROAD ENGINEER IN ACCORDANCE WITH SECTION E.5.K.1 OF THE NS PUBLIC PROJECTS MANUAL.

CONTRACTOR SHALL COORDINATE WITH NS TO MARK AND/OR PROTECT ANY RAILROAD FACILITIES IN THE FIELD PRIOR TO AND DURING CONSTRUCTION. IF ANY PORTION OF THE EXISTING RAILROAD STRUCTURE IS DAMAGED BY THE CONTRACTOR'S OPERATIONS DURING CONSTRUCTION, THE CONTRACTOR SHALL CEASE WORK, NOTIFY NS, AND PREFORM REPAIRS TO THE SATISFACTION OF NS AT THE CONTRACTOR'S SOLE EXPENSE.

ALL PARTIES REQUIRING ACCESS TO THE NS RIGHT OF WAY FOR THESE EFFORTS MUST COMPLETE A 'RIGHT OF ENTRY' APPLICATION AND SUBMIT A DETAILED SCOPE OF WORK AND REFERENCE PLANS/EXHIBITS CLEARLY CONVEYING THE LIMITS OCCUPIED OR DISTURBED BY THE INVESTIGATIVE ACTIVITIES.

ALL WORK INSIDE RAILROAD RIGHT-OF-WAY SHALL HAVE A RAILROAD REPRESENTATIVE PRESENT UNLESS OTHERWISE DIRECTED BY NS.

EXISTING RAILROAD SIGNALS SHALL BE REMOVED BY RAILROAD FORCES. NEW SIGNALS SHALL BE INSTALLED AND CROSSING CONSTRUCTION SHALL BE PERFORMED BY RAILROAD FORCES. SIGNING, MARKING AND STRIPING OF THE CROSSING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

ALL WORK TO BE PERFORMED ON, OVER, UNDER OR ADJACENT TO THE RAILROAD RIGHT OF WAY SHALL COMPLY WITH THE NORFOLK SOUTHERN RAILWAY COMPANY ("RAILROAD", "NSR" OR "NS") PUBLIC PROJECTS MANUAL (APPENDIX E SPECIAL PROVISION FOR THE PROTECTION OF RAILWAY INTERESTS, AND APPRENDIX H1, OVERHEAD GRADE SEPARATION DESIGN CRITERIA). WHEN IN CONFLICT WITH OTHER PROJECT SPECIFICATIONS, THE MOST STRINGENT ONE SHALL APPLY.

RAILROAD CONTACT:
MR. GEORGE (BRIAN) TAYLOR
NORFOLK SOUTHERN RAILWAY COMPANY, ENGINEERING-DESIGN & CONSTRUCTION
650 WEST PEACHTREE STREET NW - BOX 45, ATLANTA GA 30308
TELEPHONE: (470) 463-7564
EMAIL: GEORGE.TAYLOR3@NSCORP.COM

"ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

ALL UTILITY INSTALLATIONS OR RELOCATIONS THAT ARE REQUIRED IN CONJUNCTION WITH THIS PROJECT CAN BE INSTALLED OR RELOCATED AS PART OF THE PROJECT PROVIDED THE CONSTRUCTION IS PERFORMED BY THE PROJECT CONTRACTOR OR PROJECT CONTRACTOR'S SUB-CONTRACTOR. HOWEVER, THE UTILITY MUST SUBMIT AN APPLICATION FOR THE INSTALLATION OR RELOCATION TO NS PIPE AND WIRE FOR APPROPRIATE HANDLING FOR LICENSE AGREEMENT AND APPLICABLE FEES. FOR UTILITY APPLICATIONS GO TO: WWW.NORFOLKSOUTHERN.COM/ENRAIL-DEVELOPMENT-PROPERTY/NC-PROPERTY/PROJECTS-ON-NS-PROPERTY. NOTE: LICENSE AGREEMENT MUST BE EXECUTED PRIOR TO UTILITY BEING INSTALLED OR RELOCATED.

THE CONTRACTOR SHALL NOT COMMENCE ANY WORK ON RAILROAD RIGHT-OF-WAY UNTIL HE HAS COMPLIED WITH THE CONDITIONS PRESENTED IN NS PUBLIC PROJECTS MANUAL. THE CONTRACTOR SHALL SO ARRANGE AND CONDUCT HIS WORK THAT THERE WILL BE NO INTERFERENCE WITH RAILROAD'S OPERATIONS. WHENEVER WORK IS LIABLE TO AFFECT THE OPERATIONS OR SAFETY OF TRAINS, THE METHODS OF DOING SUCH WORK SHALL FIRST BE SUBMITTED TO THE RAILROAD ENGINEER FOR APPROVAL. BUT SUCH APPROVAL SHALL NOT RELIEVE THE CONTRACTOR FROM ANY LIABILITY. RIGHT-OF-WAY AND/OR SECURITY FENCING SHALL BE PROVIDED AS DIRECTED BY THE NS PUBLIC PROJECTS ENGINEER.

 MONOLITHIC ISLAND
 PAVED SHOULDER

MONOLITHIC CONCRETE ISLAND [KEYED IN] (SEE DETAIL SHEETS 2C-3 AND 5)
USE TUBULAR MARKERS W/6' SPACING (STD. DRAWING 1266.01)

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