

IX. CROSSINGS

9.01 GRADE CROSSINGS

Where called for on the plans and/or by the Engineer, grade crossings shall be installed. Each grade crossing shall have either rubber flange way inserts or creosoted hardwood guard timbers on both sides of the rail. Grade crossings owned and maintained by the Company will be asphalt paving with rubber flange way or otherwise approved crossing material.

The rubber flange way inserts must be installed in accordance with Standard Crossing Plan 7-05B.

The treated timbers for a timber crossing shall be 8 or 10 inches wide and of sufficient length to provide safe crossing for the roadway width by the appropriate depth in accordance with the Standard Crossing Plans 7-05 or 7-05A in the attachments. Drive screw spikes of appropriate length for the timbers being used shall be used to install guard timber as per the Company's Standard Crossing Plans attached.

Asphalt paving shall be used between the rails and for a minimum distance of 10 feet on both sides of the centerline of the track. This asphalt paving shall be hot mix and shall meet the requirements of the governmental agency having jurisdiction.

If the governmental agency having jurisdiction requires that automatic warning devices be installed at the crossing, before industry purchases and installs said devices, it will be necessary that the plans for installation for such control apparatus and equipment be submitted to the Company's Signal and Electrical Department for review and approval. Engineering plans for installation of the grade crossing warning devices must also be reviewed and approved by the governmental agency prior to installation. This level of involvement may vary depending on the type of Company owned track involved, i.e. main line vs. lead track serving an industrial park.

The Industry should submit complete plans to the Division Superintendent for approval and handling for preparation of agreements to permit construction for grade crossings or roads parallel to existing Company tracks or proposed Company tracks on railroad property.

Private grade crossings or roads parallel to Industry tracks must meet Company standards and will be covered under an operating agreement.

9.02 PIPELINE

All pipeline either under railway tracks, or on railway right-of-way running parallel with railway tracks, must comply with current American Railway Engineering and Maintenance-of-Way Association (AREMA) specifications for conveying flammable and non-flammable substances, Chapter 1, Part 5, Article 5.1 through Article 5.2.7. All pipeline crossings and parallel right-of-way encroachments must be approved by the Company's Chief Engineer before installation may be permitted.

For pipeline crossings concerning tracks owned and maintained by the Company, the Industry must submit complete plans for the proposed crossings to the Company for approval and handling for preparation of an agreement to cover such crossing or encroachment. Pipeline crossings shall not be attached to or located closer than fifty (50) feet to a bridge, culvert, or other major railroad structure. Reinforced concrete pipe will not be allowed except as a carrier pipe when the pipeline is operated under gravity flow and a casing pipe is provided. The jack and bore method of installation is preferred for pipelines crossing under Company tracks.

For pipeline crossings concerning tracks owned and maintained by the Industry, but to be operated over by the Company, the Industry must submit complete plans for the proposed crossing for approval.

Specifications (NSCE – 8) and application for the pipeline occupancy can be found at the following URL: <http://www.nspipeandwire.com/>

If the industry is working with the Norfolk Southern Design and Construction Department in conjunction with proposed track project then the application should be printed out, completed and submitted directly to Design and Construction personnel assigned to the project for further internal handling.

No work shall be performed where crossing existing Company tracks until the Company's Division Superintendent has been notified of the proposed work schedule and a representative of the Company is available to be at the work site during the time the work is performed.

9.03 WIRE LINE

All overhead and underground cable and/or wire lines crossing the Company's tracks or encroaching on the Company's right-of-way must have approved plans prior to the commencement of the work.

Specifications (NSCE – 4) and application for the occupancy can be found at the following URL: <http://www.nspipeandwire.com/>

If the industry is working with the Norfolk Southern Design and Construction Department in conjunction with a proposed track project then the application should be printed out, completed and submitted directly to Design and Construction personnel assigned to the project for further internal handling.

All overhead and underground cable and/or wire lines crossing tracks owned and maintained by the Industry but operated over by the Company must have approved plans prior to commencement of work.

No work shall be performed where crossing existing Company tracks until the Company has been notified of the proposed work schedule and a representative of the Company is available to be at the project site during the time the work is performed.

See attachment SP-1621 for clearance requirements for cable and wire crossings over railroads.