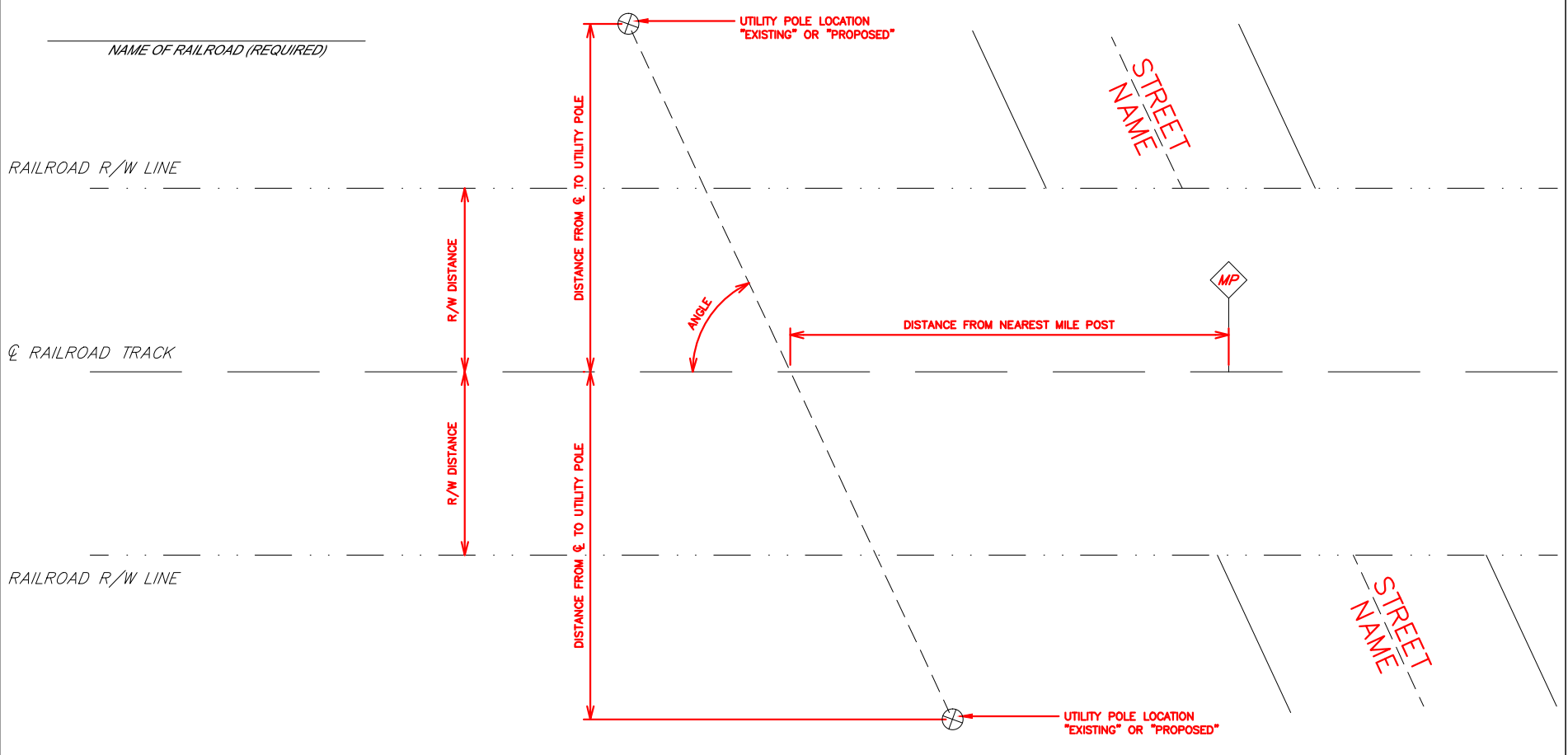




GENESSEE & WYOMING
 ENGINEERING SERVICES
 STANDARDS REFERENCE MANUAL

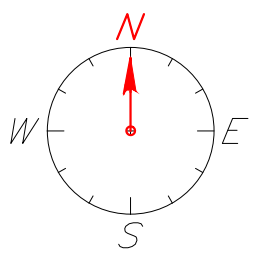
Issue Date: 10-14-2008
 Revised Date: 01-07-2013
 Authorized: *James J. Ferrante*
 A/P - DESIGN

The material and equipment shown herein must meet or exceed all quality requirements. Any deviation from these standards must be submitted in writing and approved by the A/P of Engineering Services prior to use.



GENERAL NOTES:

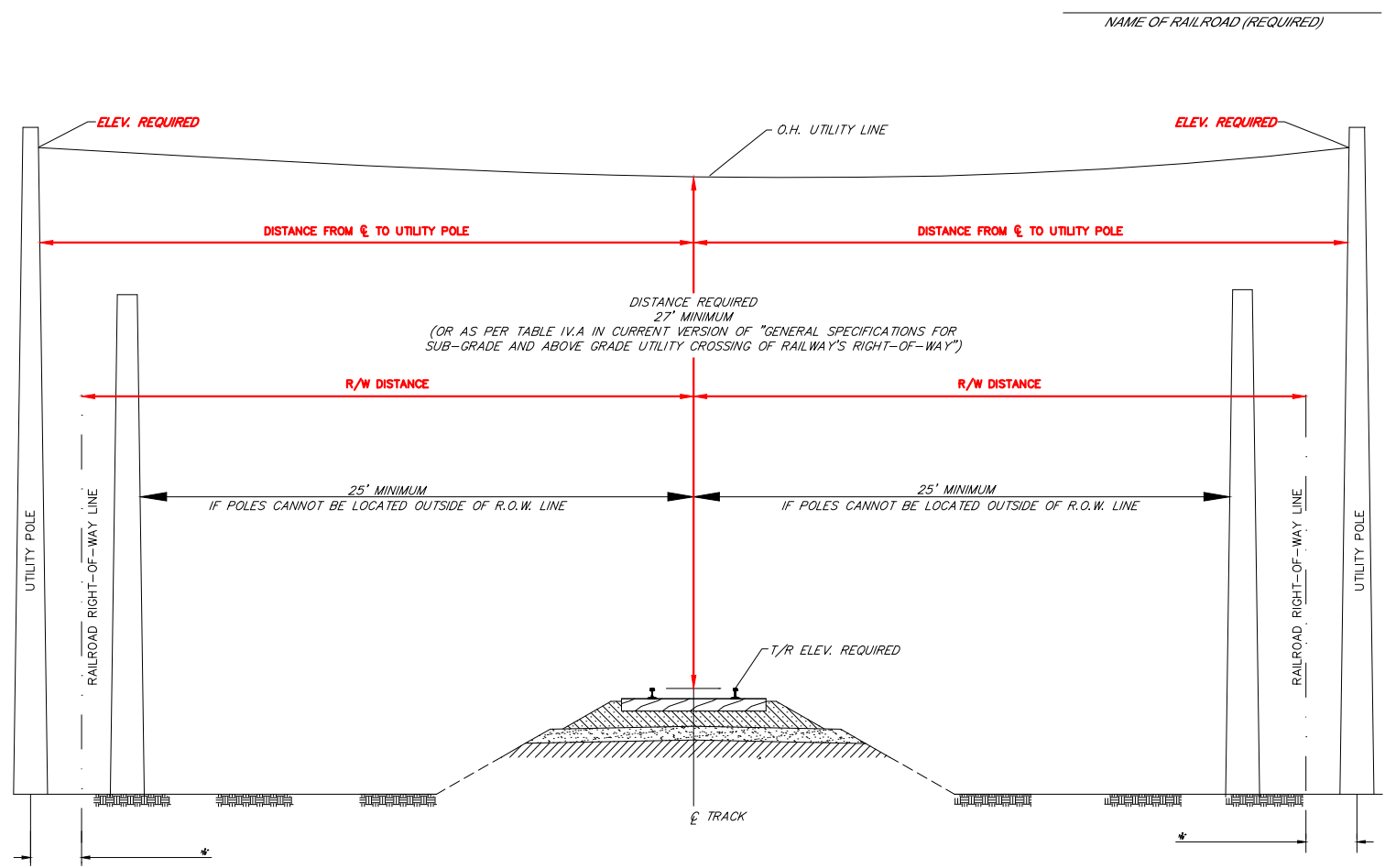
1. DISTANCE FROM NEAREST MILE POST OR ROAD CROSSING
2. POLE LOCATION AS DIMENSIONED FROM THE CENTER OF MAIN TRACK
3. ANGLE OF CROSSING
4. RAILROAD RIGHT-OF-WAY BOUNDARIES INCLUDING DISTANCES FROM CENTERLINE OF MAIN TRACK



MISCELLANEOUS

SERIES 8000

INFORMATION REQUIRED FOR UTILITY CROSSING APPLICATIONS (OVERHEAD)

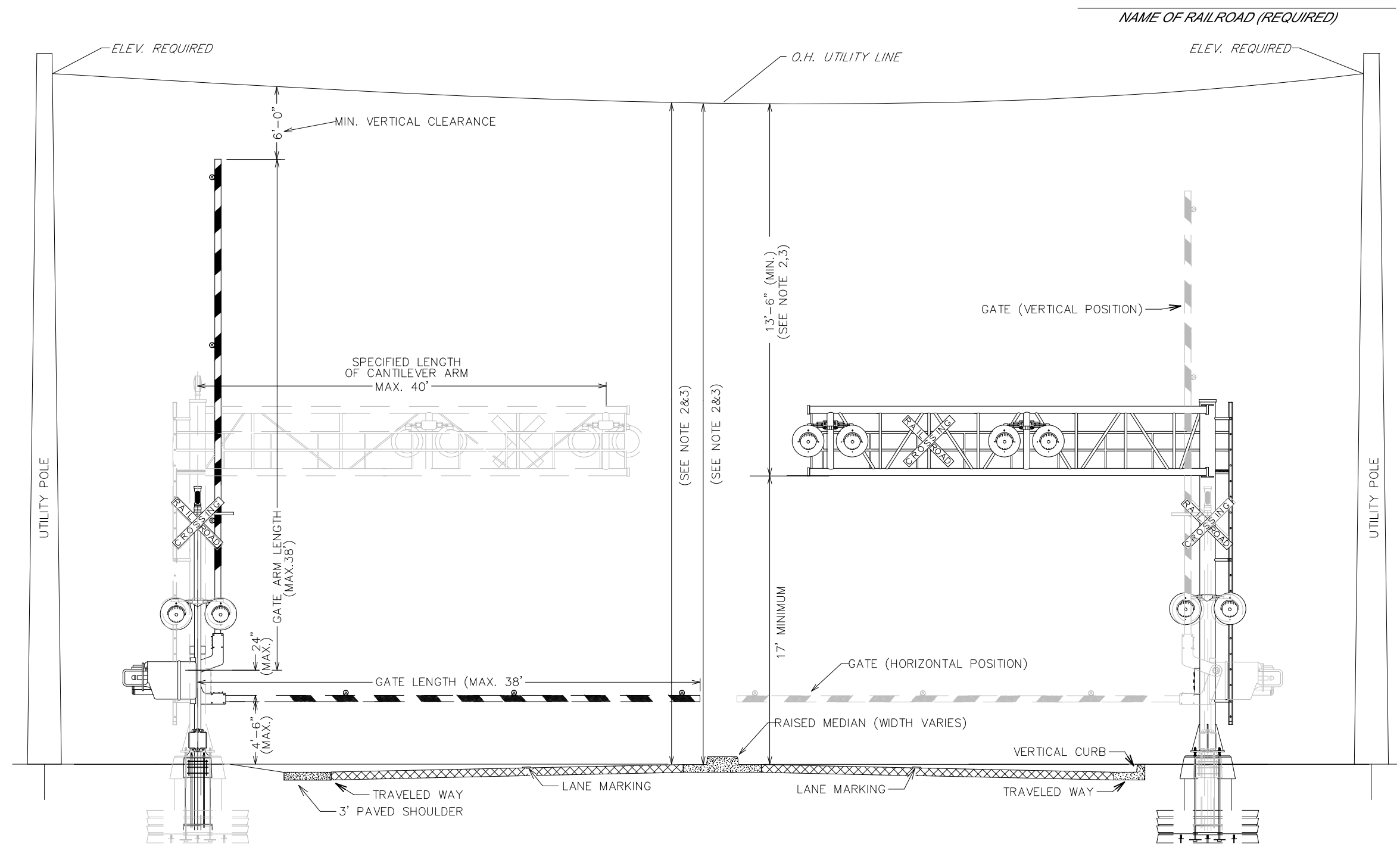


- NOTE: 1. POLES NOT ALLOWED WITHIN RIGHT-OF-WAY (25' MIN. FROM C/L IF NOT POSSIBLE TO LOCATE OUTSIDE OF R.O.W.)
 2. MINIMUM VERTICAL DISTANCE TO LOW WIRE MAY NEED TO BE INCREASED DEPENDING ON LENGTH OF SIGNAL ARMS REQUIRED TO PROTECT WIDE ROADWAYS. (SEE ES8090.2, SH.2)
 3. NO WORK WILL BE PERMITTED ON RAILROAD RIGHT-OF-WAY WITHOUT A FLAGMAN.
 4. SEE ES8090.2 SH. 2 FOR CLEARANCE REQUIREMENTS AT RAIL-HIGHWAY GRADE CROSSINGS.
 5. SEE ALSO "GENERAL SPECIFICATIONS FOR SUB-GRADE AND ABOVE GRADE UTILITY CROSSINGS OF RAILROAD'S RIGHT-OF-WAY" FOR ADDITIONAL DETAILS AND REQUIREMENTS.

ES8090.2

SH. 1 OF 2

FILE	
ES8090.4	
REVISIONS	
01-07-2013	BJA/RA



- NOTE:
1. POLES NOT ALLOWED WITHIN RIGHT-OF-WAY
 2. MINIMUM VERTICAL DISTANCE TO LOW WIRE MAY NEED TO BE INCREASED DEPENDING ON LENGTH OF SIGNAL ARMS REQUIRED TO PROTECT WIDE ROADWAYS.
 3. AT ROADWAY GRADE CROSSINGS, PROVIDE SAFE CLEARANCES BETWEEN WARNING DEVICE AND ELECTRICAL TRANSMISSION, DISTRIBUTION CABLES (INCLUDING MESSENGER AND NEUTRAL WIRES), AND ALL COMMUNICATION LINES, ALL OVERHEAD UTILITY CROSSINGS SHALL PROVIDE A MINIMUM 27' VERTICAL CLEARANCE FROM TOP OF RAIL (T/R) OF HIGHEST TRACK, OR ADDITIONAL CLEARANCES NECESSARY TO OBTAIN OPERATIONAL CLEARANCES FROM CROSSING WARNING DEVICE ASSEMBLIES AS FOLLOWS:
 - A. 27' MINIMUM OR 6'0" VERTICAL CLEARANCE FROM GATE TIP IN VERTICAL POSITION OR STRUCTURE MAST (WHICHEVER IS GREATER). SEE RAILAMERICA UTILITY SPECIFICATIONS SECTION IV. "ABOVE GRADE WIRELINES" FOR ADDITIONAL OVERHEAD CLEARANCE FOR POWER LINES.
 - B. 27' MINIMUM OR 13'6" VERTICAL CLEARANCE FROM CANTILEVER ARM OR STUCTURE MAST (WHICHEVER IS GREATER).

4. NO WORK WILL BE PERMITTED ON RAILROAD RIGHT-OF-WAY WITHOUT A FLAGMAN.
5. SEE ES8090.2 SH. 1 FOR CLEARANCE REQUIREMENTS AT TRACK.
6. SEE ALSO "GENERAL SPECIFICATIONS FOR SUB-GRADE AND ABOVE GRADE UTILITY CROSSINGS OF RAILROAD'S RIGHT-OF-WAY" FOR ADDITIONAL DETAILS AND REQUIREMENTS.