

APPLICATION INSTRUCTIONS FOR WIRELINES AND PIPELINES

Subject: Application Instructions and Specifications for Wireline and Pipeline Encroachments upon the rights-of-way of the Railroad.

IMGRail Consulting, Inc. ("IMG") has been contracted to administer and manage the utility encroachment application and documentation process for the Railroad. They control the application and documentation process in connection with any proposed or existing occupation or encroachment of Railroad's property by a utility.

To expedite the processing of your application, please provide via email :

- (1) A copy of the application form. The entire form should be completed, signed, and dated. **NOTE: *Separate application forms are required to be prepared and submitted for longitudinal occupations that include crossings.***
(Reproduce application forms as necessary)
- (2) A copy of the drawing. The drawing should conform to the directions for preparing application drawings.
- (3) Mail a \$6,750.00 non-refundable application review fee, payable to IMGRail Consulting, Inc., for each application submitted to the address below.

Send the application forms, drawings and the application review fee to:

IMGStaff@imgonline.net

IMGRail Consulting, Inc.

1629 Race Track Road, Suite 206

St. Johns, Florida 32259

Phone (800) 818-0184

Fax (904) 448-1215

When the completed application forms and drawings are received, if they are acceptable to Railroad, in approximately thirty (30) days IMG will prepare and send to you a permit/agreement on terms approved by Railroad. At that time, additional fees may be due and will be payable to IMG or directly to the Railroad. Incomplete applications or drawings will be returned to the applicant and not be processed until the correct information is received.

If a survey of the right-of-way is required for preparation of the application, please contact, Mr. Jarrett Mankin, IMG's Real Estate – Director, at 1-800-818-0184 for permission to access Railroad's property.

NO VERBAL AUTHORIZATIONS ARE EXTENDED TO WORK ON RAILROAD'S RIGHTS-OF-WAY. EXECUTED AGREEMENTS AND DESIGNATED PERSONNEL NOTIFICATIONS ARE REQUIRED PRIOR TO ENTRY UPON OR ANY WORK BEING PERFORMED ON RAILROAD'S RIGHTS-OF-WAY.

*If you have any questions, please call **IMG** at **800-818-0184**. Your cooperation is greatly appreciated.*

FLAGGING REQUIREMENTS

Railroad will make the sole determination as to whether flagging protection is required. If a flagman is required for your project, it will be provided by Railroad at your sole cost and expense. Daily costs will be determined by Railroad's Operations Manager once the agreement/ permit is finalized. This protection cannot be provided by any personnel other than an authorized Railroad employee unless otherwise agreed to in writing.

RAILROAD PROTECTIVE LIABILITY INSURANCE

Whenever construction or demolition operations are performed within fifty (50') feet of railroad tracks, Railroad requires that Railroad Protective Liability (RPL) Insurance be purchased in addition to the required General Liability Policy to protect the railroad. Working within fifty feet (50') of railroad tracks is considered to be a special risk, requiring special coverage. Commercial general liability insurance policies normally contain an exclusion for claims arising from such locations. No work of any character shall be started on the property of Railroad without a Railroad Protective Liability Insurance Policy having been received in the name of and approved by Railroad as to the limits, form, and substance. Limits are TWO MILLION AND 00/100 U.S. DOLLARS (\$2,000,000.00) for bodily injury and property damage per occurrence, and an aggregate of SIX MILLION AND 00/100 U.S. DOLLARS (\$6,000,000.00). The policy will remain in force during the project and must be provided prior to Railroad executing the covering agreement. If you are a member of AEGIS (Associated Electric & Gas Insurance Services Limited), the current coverage provided by it may be submitted for Railroad's review and consideration as an acceptable alternative.

INSTRUCTIONS FOR PREPARING WIRE AND PIPELINE DRAWINGS AND PRINTS

For uniformity in the preparation of drawings and prints to accompany applications, and in order to facilitate prompt processing, the following instructions will apply to all wire and pipeline drawings and prints. Failure to include all pertinent information, either on the application, drawing or print, may result in the delay of processing or return of the application.

- I. The size of drawings or prints should either be 8-1/2" X 11" or 8-1/2' x 14". An 11" X 17" may be allowed only under special circumstances. Larger drawings will be returned. The drawings and prints must be to scale and include the following:
 1. North arrow
 2. Plan view with stationing and legends, when necessary for clarity
 3. Cross-section - perpendicular to track, not necessarily the profile of pipe or wireline
 4. Centerline of track
 5. Property and/or right-of-way lines
 6. Length of casing pipe and distance the ends extend from center of nearest track (measured perpendicular to track)
 7. Angle of intersection of pipeline or wireline with track
 8. Depth of pipe and height of wire
 9. Distance to the nearest railroad milepost
 10. Location of shutoff valves, vents, poles, polelines, manholes, signal equipment, bridges, and any other facilities relevant to the crossing
 11. Legal name of applicant and location of crossing by city, county, and state
 12. Drawing number and date

- II. The distance to or from the milepost is a field measurement. Railroad mileposts are located along the track, similar to highway mileposts. The number is written vertically on a white sign or concrete post.
- III. The DOT-AAR number for a public road crossing is a 12" X 6" blue sign with white letters, or a metal embossed sign, and is usually attached to a pole or other structure at the crossing.
EXAMPLE: 198 347X
- IV. Encroachments located along spur tracks without mileposts should be referenced by (1) distance from milepost to point of switch where spur track begins, and (2) distance along spur to proposed crossing. EXAMPLE: 2,349 feet north of Milepost 697 to point of switch, then 760 feet east along spur track to point of crossing. NOTE: The point of switch is the point where the spur track actually begins. The two rails of the spur track narrow to points against the main track rails. Extreme care should always be taken since mainline switch points are movable and are operated by remote control. They may clamp shut at any time, and can create a serious personal injury.

IMPORTANT: *Satellite imagery should be used in place of physically being on Railroad property due to the risk of injury. If you need help identifying any of the requested railroad attributes above, please contact Jarrett Mankin. If you need access to railroad property for surveying, it will be permitted under a right-of-entry agreement.*

SPECIFICATIONS FOR AERIAL WIRELINE CROSSINGS AND PARALLELISMS

GENERAL REQUIREMENTS

1. These specifications shall apply to overhead power, coaxial, fiber optic and messenger support wireline crossings and parallelisms of the Railroad's rights-of-way, tracks and property.
2. The poles or towers supporting a crossing span shall preferably be outside Railroad's rights-of-way.
3. Crossing and longitudinal spans and adjoining spans shall be approximately the same length. When impracticable, the difference should not exceed 50 percent of the length of any such span.
4. The poles or towers supporting crossing and longitudinal spans and the adjoining spans on each side shall preferably be in a straight line.
5. Supporting poles and towers shall be located as far as practicable from flammable structures. The space around the poles and towers shall be kept free from underbrush, grass and other flammable material.
6. In general, lines shall be arranged in the order of their operating voltages with conductors of the greatest voltage occupying the highest position. Where lines of lower voltage are permitted to cross over circuits of higher voltage their mechanical strength shall conform to that required for the higher voltage lines.
7. Cradles, baskets and overhead bridges are generally objectionable and shall not be used except under unusual conditions where it is economical to build such construction of sufficiently substantial nature and when approved by Railroad. Dropouts shall not be used.
8. Where necessary for unobstructed view of signals, signs, etc., Railroad may require greater clearances than those specified in Sections 9, 10, and 11.
9. The side clearances of poles and towers from the nearest track rail shall not be less than 24 feet except at sidings where the clearance may be not less than 12 feet. At sidings where the loading and/or unloading of railcars or trucks is performed, sufficient space shall be left for a driveway.

10. Where the wires or cables of the span are supported on crossing supports by pin-type insulators or by suspension-type insulators in a suspended position, or in a strain position, the vertical clearance between the wires or cables of the crossing span and the top of the rail at 60 degrees F and no wind, shall not be less than the following:
- (a) Where the distance from the nearer wireline support to the point where the line crosses over the farthest rail is 75 feet or less, the minimum clearance above the top of rail shall be:
 - For communication lines , 27 feet.
 - For lines carrying 0-750 volts, 30 feet.
 - For lines carrying 750-50,000 volts, 31 feet.
 - Lines, over 50,000 volts, 33 feet.
 - (b) Where the distance from the nearer wireline support to the point where the line crosses over the farthest rail is more than 75 feet, the clearance above shall be increased by 1/20th foot for each 10 feet of the excess over 75 feet. In no case shall the distance from the nearest crossing support to the point where the line crosses over the farthest rail be considered in excess of one-half the total length of the wireline span.
 - (c) For the protection of the wireline span and railroad operations, it is preferable that the wireline be located 45 feet or more from any railroad bridge or trestle. Where necessary to locate the crossing less than 45 feet from such bridge or trestle, the vertical clearance of the wire shall be not less than 50 feet above top of rail.
11. The clearances between any two wires crossing each other and carried on different supports shall be not less than the following:
- (a) Where the upper conductor or wire has fixed supports, the sum of the distances from the point of intersection of the two crossing wires to the nearer supporting structure of each span does not exceed 100 feet:
- The distances given in the table below apply at 60 F and no wind

Nature of wires crossed over	Communication wires	Open supply wires 0 to 750 volts & permanently grounded continuous metal sheath supply cables of all voltages		Open supply wires and service drops		Guys, messengers span wires, lightning protection wires
		Line Wires	Service drops	750 to 8,700	8,700 to 50,000	
Communication, including cables and messengers	2	4	2	4	6	2
Supply cables having permanently grounded continuous metal sheath all voltages	4	2	2	2	4	2
Open supply wires: 0 to 750 volt	4	2	2	2	4	2
750 to 8,700 volts	4	2	4	2	4	4
8,700 to 50,000 volts	6	4	6	4	4	4
Guys, messengers, span wires, lightning protection wires, service drops 0 to 750 volts	2	2	2	4	4	2

NOTE: For voltages exceeding 50,000, the clearances given above shall be increased at the rate of 0.4 inch for each 1,000 volts of the excess.

- (b) Where the upper conductor or wire has fixed supports, and the sum of the distances from the point of intersection of the two crossing wires to the nearer supporting structure of each span exceeds 100 feet:

The clearances given in Table 1 above shall be increased by 1/10th foot, for each 10 feet in excess of 100 feet.

- (c) Conductors supported by suspension-type insulators at crossings over communication wires shall be increased by such amount that the values specified in Table 1 will be maintained in case of a broken conductor in either adjacent span, provided such conductor is supported as follows:
 - (1) At one support by suspension-type insulators in a suspended position, and at the other support by insulators not free to swing (including semi-strain-type insulators).
 - (2) At one support by a strain conductor, and at the other support by a semi-strain-type insulator.
- 12. Splices shall not be made in the wireline span and preferably not in the adjacent spans which are depended upon for withstanding the longitudinal tension of the wireline conductors. Taps shall not be made in the span. If a splice or tap is made in any conductor in the span next to a crossover span, it shall, where practicable, be placed at a point nearer to the crossover support than is the nearest conductor crossed over.
- 13. Wooden poles supporting the span shall be side-guyed in both directions, if practicable, and be head guyed away from the nearest tracks. Braces may not be used.
- 14. The poles or structures supporting the span shall be plainly marked with the name, initials or trademark and the pole numbers, if used, of the Applicant. When required by Railroad, the Applicant shall place warning signs that have been approved by Railroad on support structures.
- 15. The construction shall be subject at all times to the inspection and approval of Railroad.
- 16. All parts of the supporting structures and poles of the span shall be examined annually by the Applicant. All defects shall be promptly addressed and necessary repairs and/or replacements made immediately upon detection.
- 17. The required drawings showing the construction contemplated shall be submitted to Railroad by the Applicant with its application. No work shall be started before the approval of the drawings by Railroad and the execution of formal agreement with Railroad.
- 18. For the purpose of these specifications, the loading territories (Heavy, Medium, and Light) as specified in the National Electrical Safety Code, Rule 250, shall apply.
- 19. The details of construction and maintenance of the crossing, unless otherwise specified herein, shall be in accordance with the current specification of the National Electrical Safety Code, except when modified construction or installation is specifically permitted by Railroad.

SPECIFICATIONS FOR SUB-GRADE WIRELINE CROSSINGS

GENERAL REQUIREMENTS

1. General Location of Underground Crossings
 - a. The cable or duct system of proposed underground crossings shall be laid as straight as possible between the points where the underground line enters and exits Railroad property.
 - b. Manholes, pull boxes, terminals and all other ancillary devices used in underground crossings should be located off Railroad right of way and property when possible.
2. Specifications for Construction of Underground Crossings
 - a. When a steel casing is utilized* the tops of casing, ducts and cable system structures of underground cable crossings shall be located at a depth of not less than 66 inches below base of rail and not less than 48 inches below bottoms of ditches or 66 inches below base of rail for both crossings and longitudinal encroachments, with the lowest depth governing.
 - b. Underground crossings of power wirelines with maximum voltage of 750 volts may be installed by pushing a galvanized steel pipe under the tracks at a depth specified above to serve as a conduit, provided such pipe extends at least 25 feet beyond the outside rail on each end of the crossing and the cable is buried at least 66 inches below the base of rail and 48 inches below bottom of ditches at all other points on Railroad property. Measurements to the ends of the conduits shall be to the outside rail and made at right angles to the track. Additional lengths will be required for crossings in fill sections and those at angles of less than ninety degrees and for multi-track crossings. Generally, on fills, two feet beyond the toe of the slopes or three feet beyond the ditch should be sufficient. All ducts and / or casings beneath the tracks must be capable of withstanding Cooper E-80 loading to conform to Railroad specifications and AREMA guidelines. Any conduits or casings larger than four inches will be governed entirely by those specifications which normally cover pipelines. Jacking and boring installation is preferred, and no water or slurry is to be used in the installation of casing.
 - c. Underground crossings of communication cables of low voltage shall conform to Section 2(b) above, except that casing may, at the discretion of the Railroad's engineers or authorized personnel, be restricted to ten feet beyond the outside rail measured at right angles to the track. As in Section 2(b) above, additional lengths will be required for crossings in fill sections. Generally, the above will apply in paved street sections.
 - d. Underground crossings of power wirelines operating above 750 volts will be installed at depths specified above and in addition, between the points where the underground crossing enters and exits Railroad property, the cable is to be enclosed in galvanized steel pipe or approved concrete casing for mechanical protection of the cable. No cable of this potential maximum voltage which is unprotected will be allowed.
 - e. Owners of the cables shall designate the location of such cables by placing and maintaining signs or markers clearly visible on each side of the track, preferably at or near the Railroad's right of way or property line to aid in the prevention of damage to the cable as a result of using Railroad property.
 - f. In addition to the requirements of these specifications, the underground crossing is to conform to the requirements of the National Electrical Safety Code, as published by the National Standards Institute, Inc, the latest revised edition of same being controlling. The crossing is also to conform to the requirements of any local or state laws or regulations of any local code enforcing authority that may be in effect at the time of the installation.

* HDPE casing is permitted provided a minimum depth of 15 feet to base of rail is maintained.

SPECIFICATIONS FOR SUB-GRADE PIPELINE CROSSINGS AND PARALLELISMS

GENERAL REQUIREMENTS

These specifications shall apply to sub-grade pipelines carrying liquids and gaseous commodities and are in addition to the sub-grade wireline crossing specifications listed above for pipes, conduits or other type encasements of power, cable, fiber optic or other type wirelines that cross or parallel the Railroad right-of-way, tracks or property.

1. Casing Pipe for Liquid or Gaseous Commodities
 - a. For carrier pipes less than 6 inches in diameter, the inside diameter of the casing pipe shall be no less than 2 inches greater than the largest outside diameter of the carrier pipe.
 - b. For carrier pipes greater than 6 inches diameter, the inside diameter of the casing pipe shall be no less than 4 inches greater than the largest outside dimension of the carrier pipe.
2. Plastic, polyethylene or PVC carrier pipes are approved only when all three of the following requirements are met:
 - a. Non-flammable substances or wirelines only
 - b. Working pressure less than 100 psi.
 - c. Must be encased in a larger steel pipe the entire occupancy of Railroad's right-of-way for both crossings and longitudinal occupancies except for wirelines.
3. Shut-off Valves – Emergency shut off valves, for liquid and gaseous pipelines crossing Railroad's right-of-way must be located no farther than 2,000 feet from centerline of the nearest track crossed.
4. Crossings located under railroad bridges:
 - a. Not approved except when a crossing is located under the pavement of a public road that is under a bridge. Drawings must show depth of pipe and location of bridge abutments.
 - b. Pipelines carrying hazardous commodities must not be located closer than 45 feet to any bridge, building or other occupied structure.
5. Attachments to bridges:
 - a. Not allowed except as may be approved based on bridge location, size and commodity carried.
 - b. Applications that involve attachments to public bridges crossing Railroad's property must include evidence of approval by governing agency.
6. Multiple crossings within the same encasement pipe:
 - a. Like commodities may be located in the same encasement pipe.
 - b. Flammable and non-flammable substances may not be located in the same encasement pipe.
 - c. Drinking water and non-potable water and/or sewer pipes may not be located in the same encasement pipe.
 - d. Wirelines may not be located with liquids or gases in the same encasement pipe.
7. Drainage ditches must not be disturbed except as provided for in separate permit agreement.

SPECIFICATIONS FOR OVERHEAD STRUCTURE CROSSINGS AND PARALLELISMS

GENERAL REQUIREMENTS

1. Overhead Structures: Pipe Bridges and Overhead Conveyor Systems:
 - a. Requires pipeline application form
 - b. Requires one complete set of structural plans that have been signed and sealed by a professional engineer of that state
 - c. Requires a document drawing, no larger than 11" X 17" with the professional engineer's signature and stamp
 - d. Minimum height of 24 feet above top of rail
2. Reinforced Concrete Pipe:
 - a. Must be at least Class V for crossings
 - b. Must be at least Class IV for parallelisms
3. Longitudinal Occupations:
 - a. Pipeline must be located a minimum of 25 feet horizontally from the centerline of the nearest tracks.
 - b. Pipeline must have adequate supporting structures detailed in drawings and prints identifying height and horizontal clearances, structure type and spacing.

APPLICATION FOR PIPELINE ACCESS

Name of Applicant _____

Corporate Name _____ FEIN# _____

Physical Address _____

PO Box _____ State _____

Contact Name _____ Title _____

Phone Cell Email

[illegible]

If revision/attachments to an existing agreement: Agreement # _____ Date _____

If supplement to a master (general) agreement: Agreement # _____ Date _____

Please attach copies of licenses.

Will line exclusively serve lessee? ☐ Yes ☐ No Lessee Name _____

The work will be performed by: ☐ Contractor ☐ Company employees

ACCESS LOCATION & DESCRIPTION

Railroad Name _____

Nearest City _____ County: _____ State _____

Will line be located near public road Right-of-Way? ☐ Yes ☐ No

If yes, Road Name DOT/AAR Crossing #

Please indicate name, road number and width of Right-of-Way on drawing.

If a parallel application please complete the following:

Nearest Railroad Mile Post (Start) _____

Latitude	Post #	Distance From	Direction
Beginning		Ending	

Longitude Beginning Ending

Nearest Railroad Milepost *(ending)* Total length of Run

Valuation Stations (if known) _____ Valuation Map # (if known) _____

If crossing please complete the following: *(a separate application and fee is required for each crossing installation)*

Nearest Railroad Mile Post: _____

Latitude _____ Longitude _____

Valuation Station # (if known) _____ Valuation Map # (if known) _____

Angle of Crossing _____ Proposed Install Date _____

Temporary track support or riprapping required? ☐ Yes ☐ No ☐

Wires, poles, obstructions to be relocated? ☐ Yes ☐ No } Describe and detail on drawing.

Product to be Conveyed

Crossing will be for: ☐ Transmission ☐ Distribution ☐ Service

Flammable? ☐ Yes ☐ No Temperature

INSTALLATION & MATERIAL SPECIFICATIONS

CARRIER PIPE

CASING PIPE

Material	_____	_____
Material Specifications & Grade	_____	_____
Minimum Yield Strength of Material PSI	_____	_____
Inside Diameter	_____	_____
Wall Thickness	_____	_____
Outside Diameter	_____	_____
Type of Seam	_____	_____
Kind of Joints	_____	_____
Vents:	How Many _____	Size _____ Height Above Ground _____
Seals:	☐ Both Ends ☐ One End	
Bury:	☐ Base of Rail to top of casing _____ Feet _____ Inches	
	☐ Below Railroad ditch Ditch _____ Feet _____ Inches	
	☐ Not beneath tracks _____ Feet _____ Inches	
Cathodic Protection	☐ Yes ☐ No	What Kind _____
Protective Coating	☐ Yes ☐ No	What Kind _____
Method of Installation	_____	
Max Working Pressure	_____ PSI	Field Test Pressure _____ PSI Test Type _____ PSI
Location of shut-off valves	_____	
Total Length in Railroad Right-of-Way	_____ Number of Manholes _____	

Application and plans must be approved and written authority received from the Railroad Company before construction is begun. Original and one copy of both application and drawing, along with a nonrefundable **Application, Engineering Review and Right of Entry Fee** in the amount of \$5,500 for parallel, plus \$5,500 for each crossing instance to be submitted to:

IMGRail

1629 Race Track Road, Suite 206
St. Johns, Florida 32259
Phone (800) 818-0184
Fax (904) 448-1215

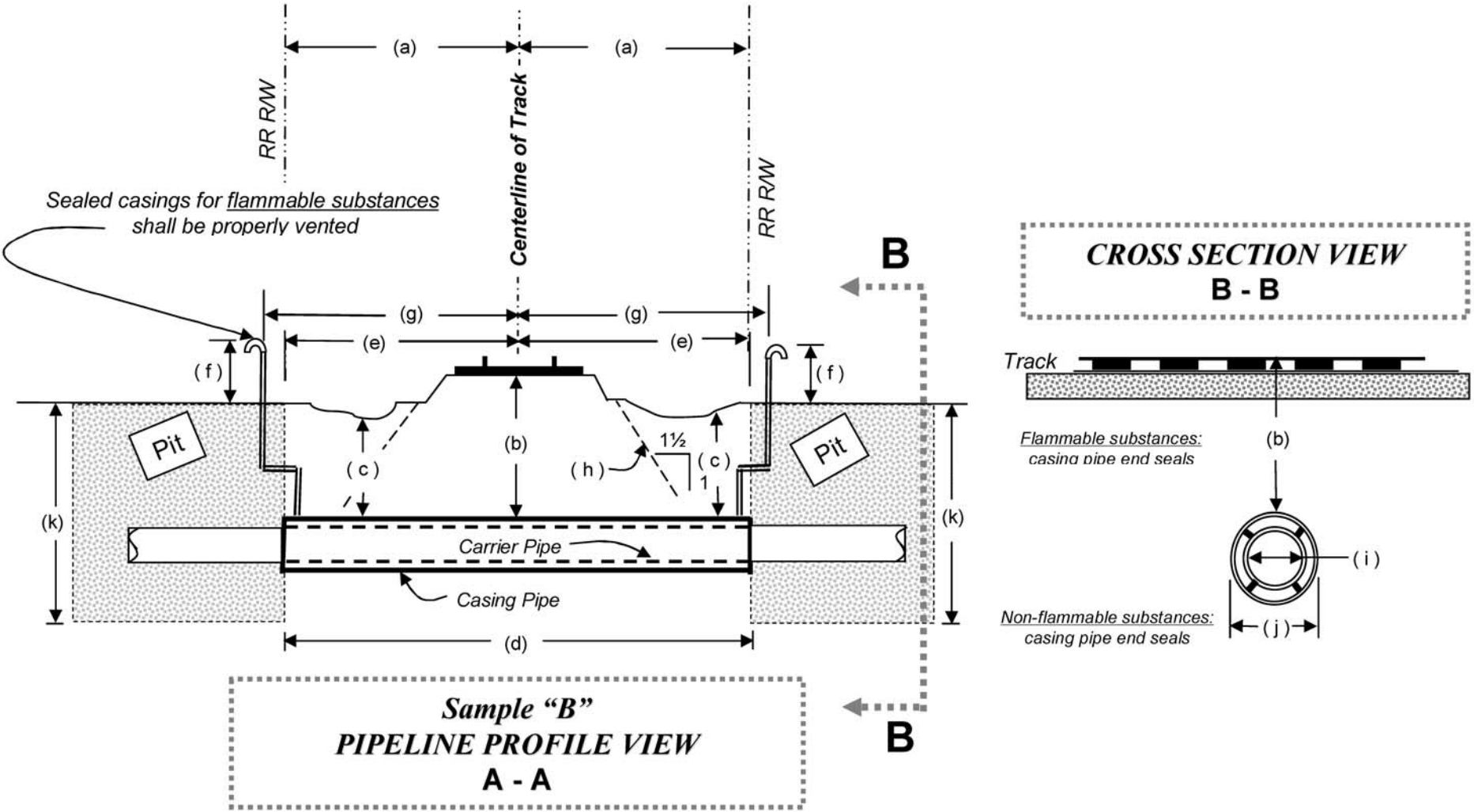
There will also be a \$1,250 Contract Preparation Fee associated with the License Agreement. Questions concerning this application should be submitted by email to ImgStaff@imgonline.net. All correspondence submitted by email receive priority response. Phone requests processed by calling (904) 448-6344.

Name _____ Date _____
Phone _____
Email Address _____

A general liability insurance certificate listing the railroad as additional insured and an independent policy of Railroad Protective Liability (RPL) in the railroad's name is required. All pipeline/wireline occupancy must adhere to A.R.E.M.A guidelines and specifications for materials and installation. Proposal and construction must be in accordance with railroad specifications, The National Electrical Safety Code (current edition), and any/all governing laws or regulations. Please note: Specifications furnished in the Application Package are offered for guideline only, the railroad reserves the right to approve/decline any application.

"SAMPLE PIPELINE PROFILE VIEW ONLY"

This sample drawing is to illustrate the basic information required. Your drawing must be "site specific," and no larger than 11"X17"
ALL INFORMATION ON THIS SAMPLE DRAWING, INCLUDING THE BELOW TABLE, ARE REQUIRED ON YOUR DRAWING TO BE SUBMITTED TO CSX.



NOTES:

REFER TO ENGINEERING SPECIFICATIONS IN THE APPLICATION PACKAGE FOR ADDITIONAL INFORMATION AND GUIDANCE.

FOR JACK AND BORE INSTALLATIONS THE FOLLOWING NOTE IS REQUIRED ON THE DRAWING: "THE FRONT OF THE CASING PIPE SHALL BE PROVIDED WITH MECHANICAL ARRANGEMENTS OR DEVICES THAT WILL POSITIVELY PREVENT THE AUGER FROM LEADING THE PIPE SO THAT NO UNSUPPORTED EXCAVATION IS AHEAD OF THE PIPE." PIPELINE SPECS. 4.1.2 c)

LOCATE CSX'S SIGNAL FACILITIES AND/OR WARNING DEVICES AT PROPOSED FACILITY CROSSING LOCATION, I.E. CANTILEVERS, FLASHERS, GATES AND SHOW CLEARANCES.

CASING PIPE ENDS MUST BE SEALED TO PREVENT ENTRANCE OF FOREIGN MATERIALS. PIPELINE SPECS. 3.6

YOUR DRAWING MUST SHOW ALL SETS OF TRACKS PRESENT AT THE PROPOSED UTILITY CROSSING LOCATION.

LEGEND		PIPELINE CONTENT DETAILS				YOUR TITLE BLOCK
Letter	Description					
(a)	Distance from centerline of track to ROW	Commodity Description:			Location: _____ Latitude: N____:____:____._____ Longitude: W____:____:____._____ Drawing No.: _____ Sheet: ____ of ____ Drawing Date: ____/____/____ Revised: ____/____/____ Drawing Scale: V _____ Inches = _____ Feet Drawing Scale: H _____ Inches = _____ Feet	
(b)	Distance from base-of-rail to top-of-casing	Maximum Operating Pressure:				
(c)	Distance from base-of-ditch to top-of-casing	Is Commodity Flammable: ☐ Yes ☐ No				
(d)	Total length of pipe on CSX R/W	CARRIER/CASING PIPE DETAILS				
(e)	Distance from centerline of nearest track to face of pits at a 90 degree angle to the track(s)		Carrier Pipe	Casing Pipe		
(f)	Distance from top-of-vent pipe to ground surface (4' minimum required)	Pipe Material:				
(g)	Distance from centerline of track to vent pipe at a 90 degree angle to the track(s)	Material Specifications & Grade:				
(h)	Theoretical Embankment Line: Starts 12' from centerline of track and extends away from track at a slope of 1.5' over and 1' down	Specified Minimum Yield Strength:				
(i)	Carrier pipe diameter	Nominal Size Outside Diameter (Inches):				
(j)	Casing pipe diameter	Wall Thickness (Inches):				
(k)	Depth of Launching/Receiving Pit	Type of Seam:				
		Type of Joints:				
		Tunnel Liner Plates Required: ☐ Yes ☐ No				
		Cathodic Protection: ☐ Yes ☐ No	Type: _____			
		Protective Coating: ☐ Yes ☐ No	Type: _____			
		Temp. Track Support or Rip-Rap Req.: ☐ Yes ☐ No	Must Describe & Show on Dwg.			



APPLICATION FOR RIGHT OF ENTRY

The work will be performed by: ☐ Contractor ☐ Company

Name of Applicant _____

Corporate Name _____ FEIN# _____

Physical Address _____

PO Box _____ Street

Contact Name _____ City _____ State _____ Email _____ Zip _____

Phone _____ Cell _____

Type of Business ☐ Individual ☐ Corporation _____
☐ Developer ☐ Partnership _____ State in which incorporated.
☐ Municipality _____ Type and State of partnership

LOCATION

Railroad Name _____

Nearest City _____ County _____ State _____

Nearest Railroad Mile Post: _____

Latitude _____ Post # _____ Distance From _____ Direction _____

Valuation Station # (if known) _____ Valuation Map # (if known) _____

EXISTING AGREEMENTS

Is Crossing Within a Public Road Right-Of-Way? ☐ Yes ☐ No

If Yes, Name of Road _____

Is there an Existing Lease or License Agreement at this Location? ☐ Yes ☐ No

List Lease or License # _____

Is the Existing Agreement in the same name as the Applicant on this Application? ☐ Yes ☐ No

If Not, please provide the following information on the party you represent:

Name _____

Address _____

Phone Number _____

DETAILS OF PROJECT

Projected start date: _____

Does occupancy require a private rail crossing? ☐ Yes ☐ No

Existing improvements or structures present? ☐ Yes ☐ No

If so, please define:

Describe in detail the manner and method of installation on Railroad property:

INSTRUCTIONS FOR FILING

If request for occupancy pertains to an existing license agreement or accompanies a new license request, submit this application, General Liability Certificate of Insurance, plans and drawings of the proposed project via email to ***imgstaff@imgonline.net***

IMGRail

1629 Race Track Road, Suite 206
St. Johns, Florida 32259
Phone (800) 818-0184
Fax (904) 448-1215

Questions concerning this application should be submitted by email to propertyservices@ramsinc.com. All correspondence submitted by email receives priority response. Other requests can be made by calling (800) 818-0184.

Name _____ Date: _____

Phone _____

Email Address _____

A general liability insurance certificate listing the railroad as additional insured and an independent policy of Railroad Protective Liability (RPL) in the railroad's name is required. All pipeline/wireline occupancy must adhere to A.R.E.M.A guidelines and specifications for materials and installation. Proposal and construction must be in accordance with railroad specifications, The National Electrical Safety Code (current edition), and any/all governing laws or regulations. Please note: Specifications furnished in the Application Package are offered for guideline only, the railroad reserves the right to approve/decline any application.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
04/17/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Marsh USA Inc.D 1717 Arch StreetD Philadelphia, PA 19103-2797	CONTACT NAME: PHONE (A/C, No, Ext): E-MAIL ADDRESS:	FAX (A/C, No):
INSURED ABC Railroad P.O. Box 704D Jacksonville, MS 38965	INSURER(S) AFFORDING COVERAGE INSURER A: Continental Casualty INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	NAIC #
CN101734549-NCM-RPL-2020		

COVERAGES **CERTIFICATE NUMBER:** CLE-006564479-03 **REVISION NUMBER:** 3

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
X	COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE \$ 3,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence) \$
							MED EXP (Any one person) \$
							PERSONAL & ADV INJURY \$
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE \$ 6,000,000
	POLICY PRO-JECT LOC						PRODUCTS - COMP/OP AGG \$
							\$
X	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,00
	ANY AUTO						BODILY INJURY (Per person) \$
	OWNED AUTOS ONLY	SCHEDULE D AUTOS					BODILY INJURY (Per accident) \$
	HIRED AUTOS ONLY	NON-OWNED AUTOS ONLY					PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB						EACH OCCURRENCE \$
	EXCESS LIAB						AGGREGATE \$
	DED RETENTION \$						\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						PER STATUTE OTH-ER
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y/N					E.L. EACH ACCIDENT \$
	If yes, describe under DESCRIPTION OF OPERATIONS below	N	N/A				E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$
A	Railroad Protective Liability			6086777369	04/16/2020	10/30/2020	PER OCCURRENCE 3,000,000
							AGGREGATE 6,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Job located in Jacksonville, MS for XYZ Solutions, LLC

CERTIFICATE HOLDER

ABC Railroad (Full Legal Name and Address of Railroad)
P.O. Box 704D Jacksonville, MS 38965

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE
of Marsh USA Inc.

Manashi Mukherjee

Manashi Mukherjee

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