

Final Kansas Office of Broadband Development Workshop Notes

Common Permitting Practices – Damon Gomez:

Standard processing for railroad permits:

- You need a license any time you are on railroad property, maintaining existing lines, and adding to existing facilities.
- You can get the license from the railroad website. Most are electronic, but some are paper. You need your design plans (including profiles of infrastructure). If attaching to existing poles – include existing agreement and permission from pole owner.
- Processing: Application fee then review steps. Engineering review, exhibit A preparation, signal review in certain circumstances, Roadmaster or local review. Then a draft agreement is sent to the owner. Railroad executes. Standard processing time of 4-6 weeks. You will likely need a revision fee if changing things after the engineering review.
- Construction scheduling: When you know when you'll be on railroad property, contact railroad to get flagging, observation may be required, utility and/or signal locates, contractors on site need orientation and sufficient PPE, proper insurance, installation location and specs in the permit must be followed. Even if you are exceeding the UAP, it's different than the permit, and you cannot work.
- See presentation for Typical Specs Requirements
- Common hurdles and tips: Go underground -12'+. Railroads prefer underground wire at public crossings. Public right of way needs proof provided to ease the review. Making revisions will cause delays. **Application must agree with plans (THIS IS THE BIGGEST ISSUE)**. Pole attachments applications should have existing agreements for the wireline. Need permission from the current owner. Right of way Width discrepancies. Wrong railroad (a few applications have been sent to the wrong company).