



U S Department
of Transportation

Federal Highway
Administration

Region 7
Iowa Kansas
Missouri Nebraska

444 S.E. Quincy Room 240
Topeka, Kansas 66661

June 21, 1984

Status of Utility and Railroad Agreements
and Adjustments at PS&E

Mr. W. H. Wright
State Transportation Engineer
Kansas Department of Transportation
Topeka, Kansas 66612

DFSM	
JUN 22 1984	
Des. Engr.	Bridge
Cons. Serv.	Coord. Serv.
Road	Landscape
Operations	Bul. Bd.
Envir. Ser.	File

Dear Mr. Wright:

Our staffs have been discussing the timely adjustments of utilities on Federal-aid construction projects, and particularly the effect utilities have on both starting construction and advancing projects to completion in an expeditious manner. Delays due to problems with railroad agreements have also been experienced. Because construction delays associated with utility and railroad adjustments tend to increase project costs, and often cause travel delays, additional hazards and inconvenience to the traveling public, it is incumbent upon us to do a better job of coordinating the utility relocation process and in making adjustments to railroad facilities.

To address this issue and yet provide adequate lead time to minimize disrupting letting schedules, effective October 1, 1984, our PS&E approval will be made:

1. Where we agree that it is necessary to relocate the utility or to do work requiring a railroad agreement concurrently with construction, we will need an executed agreement between the utility company or railroad and KDOT/LPA as part of the PS&E package (or reference made to it as previously approved, if such is the case) before we will authorize the project for receipt of bids.
2. In those instances where concurrent utility or railroad adjustments are not necessary with project construction, we will expect that the adjustments will be completed to the extent practical prior to PS&E submittal.

If you have any questions, please contact this office.

Sincerely yours,

For Robert W. Morrissey
Division Administrator