

Railroad ROW Permit Information in Colorado  
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- (1) Your engineer is going to see no help from BNSF Maintenance of Way in Denver. All right of entry is now handled by Bartlett & West (Paperwork) and RailPros (Flagging). Track and maintenance forces at BNSF have been told to not get involved (terribly short-handed as it is)
- (2) For BNSF, your engineer starts here:
  - a. [HTTPS://BNSF.RAILPERMITTING.com](https://BNSF.RAILPERMITTING.com) (better have your act together or you go nowhere fast....Milepost, Subdivision, limits, 214 OTS safety training etc.) ... Railroad classifies this as “temporary occupancy” ....Potholing is probably sending your guy here: [https://bnsf.railpermitting.com/Instructions/BNSF\\_Instructions\\_TempOccupancy.html](https://bnsf.railpermitting.com/Instructions/BNSF_Instructions_TempOccupancy.html) ( Don’t know enough to narrow down the process) This is B&W you are dealing with.
  - b. Bring potholing contractor or equipment on the property and it gets considerably more difficult as the risk increases dramatically . (Something more than scratched paint should an incident occur plus you are digging-up railroad R/W?/ leaving more than just footprints)
  - c. General information helpline at 1-785-228-3261 (but you will be pointed right to the website)
  - d. Expect 3-5 weeks in order to set foot on railroad property (considerably more if you can’t get your act together)
- (3) The only way around this process is if your client has an existing license agreement for that storm drain or utility line. You need a copy of that contract/license/permit in-hand and then go to the railroad (Roadmaster/Division Engineer) to secure access under terms of the contract. Having the contract number will do as well (BN, AT,CS,CBQ prefix in these parts) ... You already heard how stupidly bad CDOT, Cities, towns, counties are about keeping track of that stuff (Especially El Paso County & Colorado Springs) ... Asking for a new copy of the contract from the railroad will cost you \$120 and must come in letter form the letterhead of who the contract is with. (Why you ought to keep track of those rascals and what town/county clerks ought to keep as official record, but stupidly/arrogantly don’t)...If you cannot find the roadmaster, then you go through the Lease/Contract manager at Jones Lang LaSalle in Texas (BNSF’s permitting/ contracts and licensing agent.
- (4) FYI- Where UP has leased and ceded control of their lines by lease in Colorado.(attached)

And the Union Pacific fax form is still valid for those parts south of Denver where UP still has “islands” that it still controls like what’s left of the Rock Island in Colorado Springs and Pueblo-Walsenburg. [https://www.up.com/cs/groups/public/@uprr/@realestate/documents/up\\_pdf\\_nativedocs/pdf\\_up\\_reus\\_rrpermit.pdf](https://www.up.com/cs/groups/public/@uprr/@realestate/documents/up_pdf_nativedocs/pdf_up_reus_rrpermit.pdf)

The process changes (and gets expensive) when you involve potholing contractors et al with heavy equipment that drives up the risk. [https://www.up.com/real\\_estate/tempuse/index.htm](https://www.up.com/real_estate/tempuse/index.htm)

And finally, UNCC (811) and other locators are not normally allowed on railroad property, they normally stop at the R/W line. With Union Pacific, you go through CBUDS <https://www.up.com/aboutup/community/telecom/groups/index.htm>