



**Verizon Pennsylvania LLC
Right of Way Department**

Kathleen Meeks
40 S. Mercer St.
New Castle, PA 16101

Cell: 724-636-9515
Phone: 724-652-6375
Kathleen.Meeks@verizon.com

January 15, 2026

Ms. Rosemary Chiavetta, Secretary
PA Public Utility Commission
P. O. Box 3265
Harrisburg, PA 17105-3265

RE:DOT #145208R

Stonycreek Township, Somerset County

Dear Ms. Chiavetta:

Enclosed is an application to the PUC for Verizon North LLC to place an aerial fiber optic cable and innerduct crossing in the Township of Stonycreek, County of Somerset and must cross the CSX Railroad, in the public right of way of Coleman Station Rd, Crossing #145208R.

All parties have been notified.

Sincerely

Kathleen Meeks

Kathleen Meeks
Engineer III-Specialist

**BEFORE
PENNSYLVANIA PUBLIC UTILITY COMMISSION**

In re: Application of Verizon North LLC for approval to place an aerial fiber optic cable and innerduct located in the Township of Stonycreek, Somerset County. To complete this work, we must cross CSX Railroad in the public right of way of Coleman Station Road, Crossing #145208R.

Application
Docket No.

To Pennsylvania Public Utility Commission:

1. The name and address of applicant are
Verizon Pennsylvania LLC
Attn: Kathleen Meeks
40 S. Mercer St.
New Castle, PA 16101

-
2. The name and address of applicant's attorney are

Susan D. Paiva
Assistant General Counsel
900 Race Street
6th Floor
Philadelphia, PA 19107

3. Verizon North LLC requests permission to place an aerial fiber optic cable and innerduct in the Township of Stonycreek, Somerset County. **Projected Start Date for this project is February 29, 2026.**
4. The proposed construction will involve a placement of an aerial fiber optic cable and innerduct attached to existing Verizon poles (Exhibit A)
5. The municipalities and property owners concerned in, or affected by, the crossing alterations are in Exhibit "B".
6. The motoring public and railroad traffic will not be impacted. Verizon North LLC will use normal construction procedures. Normal procedures will be followed including the use of flagmen to maintain normal flow of traffic.
7. The estimated cost of this construction project is \$10,000.00. Completion Date is March 29, 2026.
8. The construction is necessary or proper for the following reasons: **Subsidized Broadband.**

Wherefore, applicant prays your Honorable Commission to approve the application:

Kathleen Meeks

1.36. Verification.

(a) Applications, petitions, formal complaints, motions and answers thereto containing an averment of fact not appearing of record in the action or containing a denial of fact shall be personally verified by a party thereto or by an authorized officer of the party if a corporation or association. Verification means a signed written statement of fact supported by oath or affirmation or made subject to the penalties of 18 Pa. C.S. §4904 (relating to unsworn falsification to authorities). If verification is required, notarization is not necessary.

(b) The Verification form should comply substantially with the following:

VERIFICATION

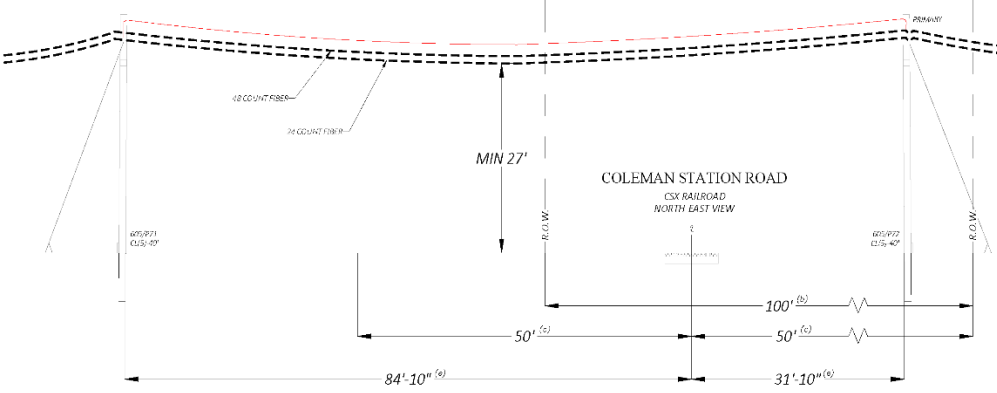
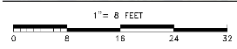
I, Kathleen Meeks, hereby state that the facts above set forth are true and correct (or are true and correct to the best of my knowledge, information and belief) and that I expect to be able to prove the same at a hearing held in this matter. I understand that the statements herein are made subject to the penalties of 18 Pa. C.S. § 4904 (relating to unsworn falsification to authorities).

Date: 1/15/2026 *Kathleen Meeks*
(Signature)

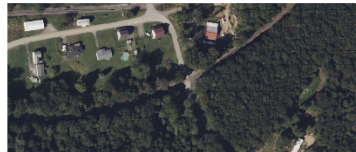
GENERAL NOTES:

1. ALL PIPES LAID ON RAILROAD PROPERTY, ADJACENT TO OPERATING TRACKS MUST BE CAPABLE OF WITHSTANDING RAILROAD LIVE LOADING.
2. NO WORK SHALL BE DONE WITHOUT ENGINEERING APPROVAL BY THE RAILROAD AND A RAILROAD INSPECTOR PRESENT.
3. INSTALLATION IS TO BE A CONTINUOUS OPERATION AND PERFORMED TO A RAILROAD APPROVED SCHEDULE.
4. STRICT ADHERENCE TO RAILROAD BACKFILL SPECIFICATIONS IS REQUIRED.
5. BEFORE ENTERING UPON RAILROAD PREMISES OR PROPERTY USED AND CONTROLLED BY THE RAILROAD THE OWNER AND CONTRACTOR SHALL FULLY INFORM THEMSELVES OF ALL REQUIREMENTS OF THE RAILROAD AS PERTAINS TO SPECIFIC PROJECT AND SHALL CONDUCT ALL WORK ACCORDINGLY. ANY QUESTIONS RELATING TO THE REQUIREMENTS OF THE RAILROAD SHOULDER SHALL BE DIRECTED TO THE REPRESENTATIVE OF THE CHIEF ENGINEER-DESIGN AND CONSTRUCTION AT THE OPERATING RAILROAD.
6. THE OWNER AND CONTRACTOR SHALL GIVE WRITTEN NOTICE TO THE REPRESENTATIVE OF THE CHIEF ENGINEER-DESIGN AND CONSTRUCTION OF THE RAILROAD AT THE HEADQUARTERS OF THE OPERATING RAILROAD AT LEAST 7 (7) DAYS IN ADVANCE OF STARTING WORK OR LOCATING EQUIPMENT AT THE SITE. IN ADDITION THE CONTRACTOR SHALL GIVE NOTICE IMMEDIATELY PRIOR TO THE WEEK PROPOSED TO DO WORK WHICH MIGHT CAUSE ANY HAZARD.
7. THE OWNER OR ITS CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS WITH THE RAILROAD BEFORE ENTERING UPON RAILROAD PREMISES, OR PROPERTY USED AND CONTROLLED BY THE RAILROAD.
8. THE OWNER OR ITS CONTRACTOR SHALL, AT ALL TIMES BE AWARE THAT THE RAILROAD MAY AT ANY TIME WITHHOLD ENTRY DUE TO LACK OF FLAGGING AND/OR INSPECTION PERSONNEL.
9. THE OWNER OR ITS CONTRACTOR SHALL HAVE IN THEIR POSSESSION ON THE JOB SITE THE CONTRACT PLANS AND SPECIFICATIONS WHICH BEAR THE APPROVAL OF THE RAILROAD'S ENGINEER OF DESIGN. THE OWNER OR ITS CONTRACTOR SHALL CONDUCT ALL WORK ACCORDING TO THESE PLANS AND SPECIFICATIONS.
10. ALL WORK SHALL BE PERFORMED AND COMPLETED IN A MANNER FULLY SATISFACTORY TO THE RAILROAD'S CHIEF ENGINEERING OFFICER OR AUTHORIZED REPRESENTATIVE. RAILROAD INSPECTION OF THE WORK SHALL BE PERMITTED AT ALL TIMES AND THE OWNER OR ITS CONTRACTOR SHALL COOPERATE FULLY WITH THE RAILROAD REPRESENTATIVE.
11. THE OWNER OR ITS CONTRACTOR'S WORK SHALL BE PERFORMED IN SUCH A MANNER THAT THE TRACKS, TRAFFIC AND APPEARANCES OF THE RAILROAD WILL BE SAFEGUARDED. SHALL ADEQUATELY AND COMPLY WITH THE REQUIREMENTS OF THE RAILROAD PREMISES, AND EXCEPT AS PERMITTED, SHALL KEEP THE TRACKS CLEAR OF OBSTRUCTION.
12. OPEN EXCAVATIONS SHALL BE SUITABLY PLANKED OVER WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROGRESS.
13. AN OPERATING TRACK SHALL BE CONSIDERED POOLED AND SUBJECT TO HAZARD WHEN ANY OBJECT OR OPERATION IS OR CAN BE BROUGHT NEARER THAN 15 FEET TO THE CENTER OF THE RAIL. SPECIFIC SITE CONDITIONS MAY INCREASE THIS DIMENSION AT THE DISCRETION OF THE CHIEF ENGINEER OR AUTHORIZED REPRESENTATIVE.
14. A SIGNAL LINE OR COMMUNICATION LINE SHALL BE CONSIDERED POOLED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 4 FEET TO ANY WIRE OR CABLE.
15. AN ELECTRICAL SUPPLY LINE SHALL BE CONSIDERED POOLED AND SUBJECT TO HAZARD WHEN ANY OBJECT IS BROUGHT NEARER THAN 10 FEET TO ANY WIRE OF THE LINE.
16. CRANES, TRUCKS, POWER SHOVELS, OR ANY OTHER EQUIPMENT SHALL BE CONSIDERED AS POULING A TRACK, SIGNAL LINE, COMMUNICATION LINE, OR ELECTRICAL SUPPLY LINE WHEN WORKING IN A POSITION THAT FAILURE OF EQUIPMENT WITH OR WITHOUT LOAD COULD POOL THE TRACK, SIGNAL LINE, COMMUNICATION LINE OR ELECTRICAL SUPPLY LINE.
17. AS EXCAVATION APPROACHES PIPES, CONDUITS, OR OTHER UNDERGROUND STRUCTURES ON, OR ADJACENT TO RAILROAD PROPERTY, DIGGING BY MACHINERY SHALL BE DISCONTINUED AND THE EXCAVATION SHALL CONTINUE BY MEANS OF HAND TOOLS.
18. ALL EXISTING PIPES, POLE WIRES, FENCES, PROPERTY LINE MARKERS, AND OTHER STRUCTURES, WHICH THE CHIEF ENGINEERING OFFICER DECIDES MUST BE PRESERVED IN PLACE WITHOUT BEING TEMPORARILY OR PERMANENTLY RELOCATED SHALL BE CAREFULLY PROTECTED FOR DAMAGE BY THE OWNER OR ITS CONTRACTOR.
19. BACKFILL MATERIAL: MATERIAL SHALL CONSIST OF STONES, ROCK FRAGMENTS AND FINE, HARD DURABLE PARTICLES RESULTING FROM THE NATURAL DISINTEGRATION OF ROCK. THE MATERIAL SHALL BE FREE FROM INJURIOUS AMOUNTS OF ORGANIC MATTER. THE WEAR SHALL BE NOT MORE THAN 40 PERCENT. THE MATERIAL SHALL CONSIST OF A MIXTURE OF STONES OR ROCK FRAGMENTS AND PARTICLES WITH 95 TO 100 PERCENT PASSING THE 3 INCH SIEVE AND 25 TO 70 PERCENT PASSING THE NO. 4 SIEVE, NOT MORE THAN 15 PERCENT OF THE MATERIAL PASSING THE NO. 4 SIEVE SHALL PASS THE NO. 200 SIEVE.
20. BACKFILLING: ALL BACKFILL MATERIAL ADJACENT TO A PIPE SHALL BE APPROVED SOIL. BACKFILL MATERIAL SHALL BE FREE FROM HARD LUMPS AND CLUMPS LARGER THAN 3 INCH DIAMETER, AND FREE FROM LARGE ROCKS OR STUMPS. UNIFORM FINE MATERIAL SHALL BE PLACED NEXT TO ANY PIPE UNABLE TO DENT OR BREAK. ALL BACKFILL MATERIAL SHALL BE COMPACTED AT NEAR OPTIMAL MOISTURE CONTENT, IN LAYERS NOT EXCEEDING 6 INCHES IN COMPACTED THICKNESS BY PNEUMATIC TAMPER, VIBRATOR COMPACTORS OR OTHER APPROVED MEANS TO THE BASE OF THE RAILROAD SUB GRADE. CARE SHALL BE EXERCISED TO THOROUGHLY COMPACT THE BACKFILL UNDER THE RAILROADS OF THE PIPE TO INSURE THAT THE BACKFILL SOIL IS IN INTIMATE CONTACT WITH THE SIDES OF THE PIPE. FILL AT THE SIDES OF THE PIPE MAY BE COMPACTED BY ROLLING OR OPERATING HEAVY EQUIPMENT PARALLEL WITH THE CULVERT. PROVIDED CARE IS TAKEN TO AVOID DISPLACEMENT OR INJURY TO THE PIPE. MATERIAL IN THE VICINITY OF THE PIPE SHALL BE COMPACTED TO NOT LESS THAN 95 PERCENT OF AASHTO T 99, METHOD C. THE CONTRACTOR WILL BE REQUIRED TO SUPPLY, TO THE JOB SITE, BALLAST STONE AS PRESCRIBED HEREIN TO BE INSTALLED BY THE RAILROAD.
21. THE OWNER OR ITS CONTRACTOR SHALL PROVIDE TESTING THROUGH THE USE OF A TESTING LAB OR PROFESSIONAL ENGINEER REGISTERED IN THE STATE IN WHICH THE WORK IS PERFORMED, TO INSURE THAT THE IN PLACE DENSITY OF THE BACKFILL MEETS OR EXCEEDS REQUIREMENTS. WRITTEN CERTIFICATION OF THE TESTS SHALL BE GIVEN TO THE RAILROAD IMMEDIATELY UPON COMPLETION OF THE TEST.
22. CONTRACTOR IS EXPECTED TO ASSURE THEMSELVES AND THEIR WORKERS THAT THEY ARE ADHERING TO OSHA, NATIONAL ELECTRIC CODE (NEC, CURRENT EDITION), AND THE NATIONAL ELECTRIC AND SAFETY CODE (NEIS, CURRENT EDITION) WHEN WORKING IN THE VICINITY OF ENERGIZED POWER LINES.
23. CONTRACTOR IS EXPECTED TO CONFORM WITH ANY LOCAL OR STATE REGULATIONS OF ANY LOCAL CODE ENFORCING AUTHORITY THAT MIGHT BE IN EFFECT AT THE WORK SITE.

NOTE: TRACK MONITORING WILL BE REQUIRED PER NSCE-4 REQUIREMENTS



AERIAL IMAGE FACING NORTH



TOWN/COUNTY:
**STONYCREEK TOWNSHIP, PA
 SOMERSET COUNTY**

DATE:
40.052012", -78.963211"

LEGEND

| | | | |
|--|---------------------|--|---------------------------|
| | ELECTRIC POLE | | R/R CROSSING SIGNAL |
| | JOINT UTILITY GUIDE | | SIGN POLE |
| | POLE ANCHOR GUIDE | | STEEL/CONCRETE POST |
| | LAMP POST | | STONE BOUND |
| | TRAFFIC/PED LIGHT | | TRANSFORMER |
| | RIGHT OF WAY | | FENCE |
| | PROPERTY LINE | | GUARD RAIL |
| | ELECTRIC VAULT | | CULVERT |
| | RAILROAD BOX | | PROPOSED CROSSING PATHWAY |

| LETTER | DESCRIPTION |
|--------|---|
| (a) | DISTANCE FROM CROSSING TO NEAREST ACTUAL MILEPOST. |
| (b) | WIDTH OF RAILROAD R/W. |
| (c) | DISTANCE FROM CENTER LINE OF TRACK TO R/W. |
| (d) | TOTAL LENGTH OF CABLE ON RAILROAD R/W. |
| (e) | DISTANCE FROM CENTERLINE OF NEAREST TRACK TO FACE OF POLE AT 90° ANGLE. |
| (f) | ANGLE OF CROSSING. |

NOTES:
THIS PLAN ISSUED FOR PERMITTING ONLY

PREPARED FOR:

PREPARED BY:

 501 Hollibaugh Dr
 Suite 100
 Philadelphia, PA 19129
 www.pikeattelecom.com
 T: 481-468-3734

JOB:
**1A7JU5A
 COLEMAN STATION RD
 SOMERSET COUNTY, PA**

REVISIONS

| REV | DESCRIPTION | DATE |
|-----|-------------|------|
| | | |
| | | |
| | | |
| | | |

DRAWN BY: NIM
 ENGINEER: PMS TELECOM
 SCALE: AS NOTED
 DRAWING NO.: 10-000000
 ISSUE DATE: 12/28/2013 SHEET: 1 OF 1