



January 23, 2017

MEETING MINUTES – DRAFT

CITY OF BOULDER/BOULDER COUNTY/BNSF RAILWAY

Field Diagnostic Review Meeting
@ BNSF Crossings

Date of Meeting: Tuesday, January 17, 2017, 8:00 AM – 1:00 PM

In attendance: SEE ATTACHED SIGN-IN SHEET

Meeting Notes:

1. The group gathered at the 83rd Street crossing (northernmost crossing)
2. Self introductions were made
3. BNSF personnel provided a safety briefing at each crossing in advance of discussion
4. BNSF did not have a signal representative in attendance for confirmation of circuitry at each crossing, but will follow up with that information

North 83rd Street-BNSF Crossing DOT# 244836U (Road Authority-Boulder County):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF; along with version/type if CWT. The crossing is current treated with approach railroad gates with cross bucks, flashers and a bell.
2. FHU identified this crossing has more than 60 feet of storage between the southbound railroad approach gate and the travel lane of parallel Highway 119, however the accel/decal lanes to/from Hwy 119 merge with 83rd Street at a point closer than 60 feet to the gates.
3. BNSF identified that the surfacing at this crossing is programmed to be replaced in 2017
4. PUC Staff identified that the existing southbound W10-1 sign is too close to the crossing, and should be relocated a minimum of 100 feet in advance of the crossing, which would place it between the two directions of travel of the divided Highway 119. Appropriate W-series signing should be placed along northbound Hwy 119 in advance of 83rd Street.
5. Boulder County asked if any additional signing is needed for the parallel trail. PUC Staff indicated that because the trail does not cross the crossing, no additional signing is needed.
6. FHU identified that this is one of several crossings where the accel/decal lanes from Hwy 119 are within 60 feet of the railroad approach gate. However Hwy 119 is a divided highway, with natural median on the order of 160 feet wide. Therefore, the potential for wrong-direction travel to circumvent a railroad gate in the down position is not possible.
7. FRA identified that this issue could be sent via letter to the Associate Administrator for interpretation given the unique geometric condition and impossibility of wrong-direction traffic to use the lanes to circumvent a railroad gate in the down position.
8. FHU will draft a letter requesting interpretation and forward to the City of Boulder and Boulder County for review and formal transmittal to the FRA Administrator

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	Relocation of W10-1 advance warning sign for southbound 83 rd Street and addition of appropriate W-series signing along northbound Hwy 119 in advance of the 83 rd Street intersection
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 horn by the northbound approach gate; 2 horns by the southbound approach gate – 1 facing west and 1 facing southwest along Highway 119 • 4-Quadrant Gates • Approach Gates with Raised Medians (pending interpretation from FRA Administrator)

Main Street (2nd Avenue)-BNSF Crossing DOT# 244834F (Road Authority-Boulder County):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF; along with version/type if CWT. The crossing is current treated with approach railroad gates with cross bucks, flashers and a bell
2. FHU identified this crossing has sufficient distance from the parallel Highway 119 for an SSM of Raised Medians or Channelizing Devices with Approach Gates. Public accesses within 60 feet on the east side of the crossing would need to be relocated or closed.
3. FHU noted that this crossing is within ¼ mile of the Niwot Road crossing, and therefore must be treated for quiet zone concurrent with Niwot Road.
4. Boulder County identified that the north side of the crossing is an area of shared right-of-way between the railroad and the Colorado Department of Transportation (CDOT), which would require coordination for any improvements northwest of the crossing.

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 on each approach • 4-Quadrant Gates • Approach Gates with Raised Medians (requires close proximity public accesses to be closed or relocated • Approach Gates with Channelizing Devices (requires close proximity public accesses to be closed or relocated

Niwot Road-BNSF Crossing DOT# 244833Y (Road Authority-Boulder County):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF; along with version/type if CWT. The crossing is current treated with approach railroad gates with cross bucks, flashers and bells, and raised medians with post-mounted flashers.
2. FHU noted that the center median west of the crossing is ~75 feet from the approach gate arm to the west end of the median. The center median east of the crossing is 20 feet from the approach gate arm, and would require extension for an SSM of Approach Gates with Raised Medians.
3. FHU noted that this crossing is within ¼ mile of the Main Street (2nd Avenue) crossing, and therefore must be treated for quiet zone concurrent with Main Street (2nd Avenue).
4. BNSF identified that the railroad's preference is for railroad gates to be perpendicular to the roadway, rather than parallel to the track, as currently shown in the 4-quadrant gate option for this crossing (with regard to the west exit gates)

5. The group discussed the attached sidewalk along the north side of Niwot Road being inside the railroad gate, and issues related to trapping sidewalk users if exit gates are placed for a 4-quadrant gate treatment. Consideration should be given to detaching the sidewalk if a 4-quadrant gate option is pursued.
6. FHU identified that this is one of several crossings where the turn lane from westbound Niwot Road to northbound Hwy 119 begins within 60 feet of the railroad approach gate. However Hwy 119 is a divided highway, with natural median on the order of 320 feet wide at this location. Therefore, the potential for wrong-direction travel to circumvent a railroad gate in the down position is not possible.
7. FRA identified that this issue could be sent via letter to the Associate Administrator for interpretation given the unique geometric condition and impossibility of wrong-direction traffic to use the turn lane to circumvent a railroad gate in the down position.
8. FHU will draft a letter requesting interpretation and forward to the City of Boulder and Boulder County for review and formal transmittal to the FRA Administrator
9. FRA suggested this crossing might be pursued as a Modified Supplementary Safety Measures (SSM), which is defined as an SSM that does not fully comply with the provisions set forth by FRA for standard SSMs, if the turn lane proximity disallows an SSM of Raised Medians with Approach Gates. This would be an application process with the FRA.

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 on each approach • 4-Quadrant Gates • Approach Gates with Raised Medians (requires extension of east median and acceptable interpretation from FRA Administrator regarding the proximity of the WB to NB turn lane merge point to the approach railroad gate arm)
ASM Quiet Zone Option:	<ul style="list-style-type: none"> • Modified SSM – Approach Gates with Raised Medians, noting that the west egress turn lane is not 60 feet from the gate arm (pending FRA Administrator interpretation)

Monarch Road-BNSF Crossing DOT# 244832S (Road Authority-Boulder County):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF; along with version/type if CWT. The crossing is current treated with approach railroad gates with cross bucks, flashers and a bell.
2. FHU identified this crossing has more than 60 feet of storage between the eastbound railroad approach gate and the travel lane of parallel Highway 119.
3. FHU identified that this is one of several crossings where the turn lane from westbound Monarch Road to northbound Hwy 119 begins within 60 feet of the railroad approach gate. However Hwy 119 is a divided highway, with natural median on the order of 150 feet wide at this location. Therefore, the potential for wrong-direction travel to circumvent a railroad gate in the down position is not possible.
4. FRA identified that this issue could be sent via letter to the Associate Administrator for interpretation given the unique geometric condition and impossibility of wrong-direction traffic to use the turn lane to circumvent a railroad gate in the down position.
5. FHU will draft a letter requesting interpretation and forward to the City of Boulder and Boulder County for review and formal transmittal to the FRA Administrator.

6. FRA suggested this crossing might be pursued as a Modified Supplementary Safety Measures (SSM), which is defined as an SSM that does not fully comply with the provisions set forth by FRA for standard SSMs, if the turn lane proximity disallows an SSM of Raised Medians with Approach Gates. This would be an application process with the FRA.
7. PUC Staff identified that the existing eastbound W10-1 sign is too close to the crossing, and should be relocated a minimum of 100 feet in advance of the crossing, which would place it between the two directions of travel of the divided Highway 119. Appropriate W-series signing should be placed along northbound Hwy 119 in advance of Monarch Road.
8. BNSF noted that the railroad does not like the channelizing devices as they have a tendency to break off, or be stolen, and if not replaced/maintained, will cause a locomotive engineer to sound the train horn.
9. Boulder County identified that traffic along Monarch Road is local. There is an IBM facility in the development review stage for west of Hwy 119 that may modify traffic volumes/patterns.

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	Relocation of W10-1 advance warning sign for southbound 83 rd Street and addition of appropriate W-series signing along northbound Hwy 119 in advance of the 83 rd Street intersection
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 on each approach • 4-Quadrant Gates (requires stub medians, or short channelizing devices in gap between gate ends, due to skew) • Approach Gates with Raised Medians (pending interpretation from FRA Administrator regarding the proximity of the WB to NB turn lane merge point to the approach railroad gate arm) • Approach Gates with Channelizing Devices (pending interpretation from FRA Administrator regarding the proximity of the WB to NB turn lane merge point to the approach railroad gate arm)
ASM Quiet Zone Option:	<ul style="list-style-type: none"> • Modified SSM – Approach Gates with Raised Medians or Channelizing Devices, noting that the west egress turn lane is not 60 feet from the gate arm (pending FRA Administrator interpretation)

NOTE: BNSF asked about the State Highway 52 crossing of BNSF tracks between Monarch and North 63rd Street. The County and City identified that this is a state highway under the jurisdiction of CDOT. Therefore, it is not being evaluated or pursued as part of the County's or City's quiet zone projects. SH 52 is more than ¼ mile from the next adjacent crossing in each direction, and therefore is not required to be treated in conjunction with any other crossings.

North 63rd Street-BNSF Crossing DOT# 244827V (Road Authority-City of Boulder):

1. FRA Inventory Report indicates DC circuitry. (NOTE: Previous diagnostic minutes dated July 25,2013 indicate BNSF personnel confirmed the crossing has Constant Warning Time (CWT) circuitry). The crossing is currently treated with approach railroad gates with cross bucks, flashers and bells. There is an additional approach railroad gate with flashers, cross bucks and bell on the northbound Hwy 119 to southbound 63rd Street turn lane. There are raised, curbed medians on each approach.

2. FHU noted that the center median north of the crossing is 60 feet from the gate arm to the north end of the median. However, this is one of several crossings where the turn lane from northbound 63rd Street to northeast bound Hwy 119 begins within 60 feet of the railroad approach gate. This is also a location where Hwy 119 is a divided highway, with natural median on the order of 275 feet wide at this location. Therefore, the potential for wrong-direction travel to circumvent a railroad gate in the down position is not possible.
3. FRA identified that this issue could be sent via letter to the Associate Administrator for interpretation given the unique geometric condition and impossibility of wrong-direction traffic to use the turn lane to circumvent a railroad gate in the down position.
4. FHU will draft a letter requesting interpretation and forward to the City of Boulder and Boulder County for review and formal transmittal to the FRA Administrator.
5. FRA suggested this crossing might be pursued as a Modified Supplementary Safety Measures (SSM), which is defined as an SSM that does not fully comply with the provisions set forth by FRA for standard SSMs, if the turn lane proximity disallows an SSM of Raised Medians with Approach Gates. This would be an application process with the FRA.
6. BNSF asked if the traffic signal at North 63rd and Hwy 119 was interconnected. PUC Staff confirmed the signal is interconnected with simultaneous preemption.
7. BNSF and PUC Staff expressed concern regarding the potential for trapping sidewalk users if a 4-quadrant gate treatment is pursued. The sidewalks may need to be detached and additional railroad crossing surface added, if a 4-quadrant gate option is pursued.

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 on each approach, and 1 on turn lane approach (NB Hwy 119 to SB 63rd) • 4-Quadrant Gates • Approach Gates with Raised Medians (requires interpretation from FRA Administrator regarding the proximity of the NB to NEB turn lane merge point to the approach railroad gate arm)
ASM Quiet Zone Option:	<ul style="list-style-type: none"> • Modified SSM – Approach Gates with Raised Medians, noting that the northbound egress turn lane is not 60 feet from the gate arm (pending FRA Administrator interpretation)

55th Street-BNSF Crossing DOT# 244824A (Road Authority-Boulder County):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF; along with version/type if CWT. The crossing is current treated with approach railroad gates with cross bucks, flashers and a bell.
2. FHU noted that there is more than 60 feet of storage between the BNSF track crossing and the parallel Hwy 119, along 55th Street.
3. BNSF noted that the railroad does not like the channelizing devices (shown as an option with approach gates for this crossing) as they tend to break off, or be stolen, and if not replaced/maintained, will cause a locomotive engineer to sound the train horn.
4. The County indicated that traffic along this roadway is about 200 to 250 vehicles per day.
5. BNSF identified that the railroad's preference is for railroad gates to be perpendicular to the roadway, rather than parallel to the track, as currently shown in the 4-quadrant gate option for this crossing.

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 on each approach • 4-Quadrant Gates (if perpendicular, would need stub medians or channelizing devices to close the gap) • Approach Gates with Raised Medians (may require roadway widening to accommodate a standard median) • Approach Gates with Channelizing Devices

Jay Road-BNSF Crossing DOT# 244823T (Road Authority-Boulder County):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF; along with version/type if CWT. The crossing is current treated with approach railroad gates with cross bucks, flashers and bells. There are raised, curbed medians on each approach.
2. FHU identified this crossing has about 60 feet of storage between the eastbound railroad approach gate and the travel lane of parallel Highway 119.
3. FHU identified that this is one of several crossings where the turn lane from westbound Jay Road to northbound Hwy 119 begins within 60 feet of the railroad approach gate. However Hwy 119 is a divided highway, with natural median on the order of 280 feet wide at this location. Therefore, the potential for wrong-direction travel to circumvent a railroad gate in the down position is not possible.
4. FRA identified that this issue could be sent via letter to the Associate Administrator for interpretation given the unique geometric condition and impossibility of wrong-direction traffic to use the turn lane to circumvent a railroad gate in the down position.
5. FHU will draft a letter requesting interpretation and forward to the City of Boulder and Boulder County for review and formal transmittal to the FRA Administrator.
6. County indicated that the intersection of Jay Road with Highway 119 is a CDOT intersection and is interconnected with simultaneous preemption.
7. BNSF identified that the railroad’s preference is for railroad gates to be perpendicular to the roadway, rather than parallel to the track, as currently shown in the 4-quadrant gate option for this crossing.
8. FRA identified that the crossings needing interpretation can be presented to the FRA Administrator in one letter, with supporting diagrams/crossing layouts with dimensions to describe the condition at each crossing, if the City and County would like.

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 on each approach • 4-Quadrant Gates • Approach Gates with Raised Medians (requires extension of east median and interpretation from FRA Administrator regarding the proximity of the WB to NB turn lane merge point to the approach railroad gate arm)

Independence Road-BNSF Crossing DOT# 244822L (Road Authority-Boulder County):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF; along with version/type if CWT. The crossing is current treated with approach railroad gates with cross bucks, flashers and a bell.

2. FHU noted that there is about 60 feet of storage between the BNSF track crossing and the parallel Hwy 119, along Independence Road.
3. BNSF suggested this may be a good crossing for Wayside Horns given the surrounding land use being mostly non-residential.
4. The County indicated that this roadway does not have a lot of large truck traffic, but more box truck size traffic.
5. FHU indicated that the striping reconfiguration to allow for a Raised Median or Channelizing Device option would require that the vehicles stay within the new striping. Because this area is within the right-of-way of Hwy 119, it would involve coordination with CDOT. The County indicated they are communicating with CDOT regarding the potential for striping changes.

Railroad Action Items	BNSF confirmation of circuitry, and version (if CWT)
Roadway Action Items	County communication with CDOT regarding potential for restriping the turn edge line
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Wayside Horns – 1 on each approach • 4-Quadrant Gates (requires stub medians or channelizing devices to close gap due to skew) • Approach Gates with Raised Medians (requires restriping of edge lines or curb and gutter placement between tracks and Hwy 119 to clearly define 60 feet from approach gate) • Approach Gates with Channelizing Devices (requires restriping of edge lines between tracks and Hwy 119 to clearly define 60 feet from approach gate)

47th Street-BNSF Crossing DOT# 244821E (Road Authority-City of Boulder):

1. FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF). The crossing is currently treated with approach railroad gates with cross bucks, flashers and bells, and has post mounted flashers with cross bucks in raised, curbed medians on each approach.
2. The group discussed historical issues of trespassing in this area, and the current construction of the Wonderland Creek bridge project which will provide a trail underpass of the BNSF tracks, and should help alleviate the trespassing issue. FRA and PUC staff also encouraged the City to incorporate public education into the outreach plan, to identify the dangers and illegality of trespassing on railroad property.

Railroad Action Items	BNSF confirmation of circuitry
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Approach Gates with Raised Medians (requires extension of south median to a minimum of 60 feet from the approach gate arm)

Valmont Road-BNSF Crossing DOT# 244818W (Road Authority-City of Boulder):

1. FHU indicated that this crossing is currently in the final design stage for improvements that have been coordinated among the City, BNSF Railway and PUC. The resulting improvements will include Constant Warning Time (CWT) circuitry, raised medians in excess of 60 feet from the approach railroad gate, and new approach railroad gates with

- flashers, crossbucks and bells. As a result of this project, this crossing will be quiet zone compliant.
2. The City's Project Manager, Alex May, distributed a plan sheet from the current project showing the crossing improvements to be constructed, and identifying the resulting configuration as quiet zone compliant. Construction is anticipated Spring of 2018.
 3. FRA indicated that where possible, it is advantageous to include 8" curb on the medians, which allows for some roadway overlay, without reducing the curb height below the required 6" vertical.
 4. BNSF asked if the crossing warning devices will be sufficient for sidewalk users. PUC indicated this issue was discussed at the diagnostic associated with the Valmont Road crossing improvement project, and it was determined that active warning to be installed as part of the roadway improvement will be sufficient for sidewalk users as well. No additional equipment is needed.
 5. FHU noted that upon completion of construction and following circulation of the required notices and installation of required advance warning signs, this crossing will be quiet zone compliant.

Railroad Action Items	None, pending crossing improvement project construction
Roadway Action Items	None, pending crossing improvement project construction
SSM Quiet Zone Options:	<ul style="list-style-type: none"> • Approach Gates with Raised Medians (upon completion of roadway crossing improvement project construction)

Pearl Parkway-BNSF Crossing DOT# 244815B (Road Authority-City of Boulder):

1. FHU indicated that this crossing was recently improved to include raised medians and new railroad equipment, and asked the City's Project Manager to provide the project details to the group.
2. The City's Project Manager, Alex May, identified that the crossing was improved in 2014-15 with longer crossing material to accommodate detached walks, Constant Warning Time (CWT) circuitry, new approach railroad gates, and raised curbed medians on each approach in excess of 100 feet from the approach railroad gate arm. The crossing improvement design included conduit and pull boxes in locations to accommodate exit gates for a 4-quadrant gate installation, if needed, for quiet zone establishment. The west side of the crossing has one-way driveways into/out of the adjacent developments that are within 60 feet of the west side approach railroad gates. The operation of these driveways should not allow for wrong direction travel to circumvent a railroad gate in the down position, and can be evaluated via request for interpretation by the FRA Administrator.
3. FHU will draft a letter requesting interpretation and forward to the City of Boulder and Boulder County for review and formal transmittal to the FRA Administrator.
4. FRA suggested this crossing might be pursued as a Modified Supplementary Safety Measures (SSM), which is defined as an SSM that does not fully comply with the provisions set forth by FRA for standard SSMs, if the driveway proximity disallows an SSM of Raised Medians with Approach Gates. This would be an application process with the FRA.
5. BNSF asked if the crossing warning devices will be sufficient for sidewalk users. PUC indicated this issue was discussed at the diagnostic associated with the Pearl Parkway crossing improvement project, and it was determined that active warning to be installed as part of the roadway improvement will be sufficient for sidewalk users as well. No additional equipment is needed.

- The group discussed the extra pavement along the south side of Pearl Parkway which allows for utility and railroad access. No concerns were expressed regarding this access area.

Railroad Action Items	None
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> 4-Quadrant Gates Approach Gates with Raised Medians (requires interpretation from FRA Administrator regarding the proximity of the west side driveways to the approach railroad gate arm)

55th Street-BNSF Crossing DOT# 244813M (Road Authority-City of Boulder):

- FRA Inventory Report indicates DC circuitry (to be confirmed by BNSF). The crossing is currently treated with approach railroad gates with cross bucks, flashers and a bell, and has post mounted flashers with cross bucks in raised, curbed medians on each approach.
- The existing railroad circuitry, if confirmed to be DC, would require upgrade to Constant Warning Time (CWT) circuitry
- BNSF identified a private crossing (DOT# 094486N) that exists between Pearl Parkway and 55th Street, and asked if that crossing is to be included in the quiet zone. See "Private Crossing" discussion following the 63rd Street evaluation for further information.

Railroad Action Items	Requires upgrade to Constant Warning Time (CWT) circuitry
Roadway Action Items	None
SSM Quiet Zone Options:	<ul style="list-style-type: none"> Approach Gates with Raised Medians – once upgraded railroad circuitry has been installed, this crossing will be Quiet Zone compliant (Note: this may require modification/upgrades to other railroad equipment for proper communication/operation with circuitry)

63rd Street-BNSF Crossing DOT# 244811Y (Road Authority-City of Boulder):

- FRA Inventory Report indicates Constant Warning Time circuitry (to be confirmed by BNSF). This crossing has a mainline track crossing on the south, and an industry spur crossing on the north, both of which are controlled by the same railroad signal bungalow. Will need BNSF confirmation of circuitry at each crossing.
- Each crossing is currently treated with approach railroad gates with cross bucks, flashers and a bell, and each has post mounted flashers with cross bucks in raised, curbed medians on each approach.
- FRA noted the sidewalks were discontinued through the railroad right of way and track area, but are completed north and south of the 2-track crossing. BNSF suggested checking the roadway right-of-way width to determine if sidewalk connections can be made within the public roadway easement width.
- FHU stated that if each crossing has CWT, the existing medians could be extended to a minimum of 60 feet to achieve an SSM of Approach Gates with Raised Medians at each crossing. There is a utility access road for Xcel between the mainline and industry spur, to the east. Therefore, the extension of the raised median north of the mainline would need to

- be tapered to allow exiting traffic from the Xcel industry to turn south. This maneuver would need to be confirmed using turning templates, during design.
- The group discussed separating these crossings so each has its own DOT number. BNSF will determine if the industry track crossing is BNSF track (or if it belongs to the industry), and proceed accordingly regarding separate assignment of the DOT number.

Railroad Action Items	BNSF confirmation of circuitry at each crossing BNSF determination of ownership of the industry track (for assignment of a separate DOT number)
Roadway Action Items	City to determine public roadway easement width for potential sidewalk connection between the mainline and industry tracks Evaluate turn templates from Xcel industry access road for southbound turns relative to a median extension north of the mainline track (in design)
SSM Quiet Zone Options:	<ul style="list-style-type: none"> Wayside Horns – 1 on each approach 4-Quadrant Gates Approach Gates with Raised Medians

NOTE: The private crossing below was not visited by the entire diagnostic team, and was not reviewed for Quiet Zone establishment. If it is decided to include this private crossing in the Quiet Zone, the City will initiate a separate diagnostic review meeting at that time.

Private Access-BNSF Crossing DOT# 094486N (Road Authority-Private)

- Members of the diagnostic team from the City, FRA and FHU visited this private crossing following the formal diagnostic meeting with all parties that concluded after review of the 63rd Street crossings (south end)
- This crossing is a 2-track crossing with one mainline and one siding track. The crossing has bollards with chain blocking the access on the north side.
- The City will review property records to determine if the properties on each side of the crossing are owned by the same company, in which case the private crossing may be under permit to a single company.
- The group observed that the BNSF right-of-way has limited access in this area, and wondered if this access is used by BNSF forces for maintenance. Use of this crossing by BNSF will be requested to further understand if it also serves a railroad maintenance access function.

DISCUSSION THAT OCCURRED AMONG THE DIAGNOSTIC TEAM REGARDING THIS PRIVATE CROSSING PRIOR TO ADJOURNMENT OF THE SCHEDULED DIAGNOSTIC:

- FRA indicated to the group (prior to leaving the 55th Street field review) that the private crossing could be included in the quiet zone, but would need to be treated in accordance with the recommendations of a diagnostic team. Members of the diagnostic team were not available to return to the private crossing following review of the scheduled crossings due to other schedule commitments.
- FHU indicated that Colorado State Statute does not require locomotive horn sounding at private crossings. Therefore, the group needs to know if it is in BNSF's Operating Policy to sound the locomotive horn at private crossings, and if BNSF is sounding the locomotive horn at this crossing currently. If it is not within BNSF's Operating Rules to sound the locomotive horn at private crossings, and BNSF is not currently sounding the horn at this crossing, the City may

opt to leave this crossing out of any quiet zone evaluation or designation pursuit. The group needs BNSF to confirm their Operating Rule/Policy regarding sounding locomotive horns at private crossings in the State of Colorado.

ACTION ITEMS:

Task Responsibilities Summary Table

Responsible Party →	City of Boulder	Boulder County	BNSF Railway	FHU
Crossing ↓				
North 83 rd St			Confirm circuitry (and type if CWT)	Draft Request for Interpretation Letter to FRA
Main St (2 nd Ave)			Confirm circuitry (and type if CWT)	
Niwot Road				Draft Request for Interpretation Letter to FRA
Monarch Road			Confirm circuitry (and type if CWT)	Draft Request for Interpretation Letter to FRA
North 63 rd St			Confirm circuitry (and type if CWT)	Draft Request for Interpretation Letter to FRA
North 55 th St			Confirm circuitry (and type if CWT)	
Jay Road			Confirm circuitry (and type if CWT)	Draft Request for Interpretation Letter to FRA
Independence Road		Discuss possible restriping with CDOT	Confirm circuitry (and type if CWT)	
47 th Street			Confirm circuitry (and type if CWT)	
Valmont Road				
Pearl Parkway				Draft Request for Interpretation Letter to FRA
55 th Street (south end)			Confirm circuitry (and type if CWT)	
63 rd Street (south end)	Determine roadway easement width for possible sidewalk connection		Confirm circuitry for both crossings (and type if CWT); determine ownership of industry track (BNSF or industry)	
Private Crossing (not formally included in Diagnostic Review)	Determine land owners on each side of crossing		Provide Operating Policy to group regarding horn sounding at private crossings	

ATTENDANCE SIGN-IN SHEET

City of Boulder/Boulder County/BNSF Railway
Review of Thirteen (13) Crossings

BNSF Crossing Diagnostic Field Review
Tuesday, January 17, 2017
8:00 AM – 12:00 PM

Name/Title	Organization	Phone	E-Mail	Initial if present
Kathleen Bracke GO Boulder Manager	City of Boulder	303-441-4155	BrackeK@bouldercolorado.gov	<i>KL</i>
Gerrit Slatter Principal Trans Engineer	City of Boulder	303-441-3266	SlatterG@bouldercolorado.gov	<i>GS</i>
Alex May Trans Project Manager	City of Boulder	303-441-3269	MayA@bouldercolorado.gov	<i>Amy</i>
Cherese Montgomery Engineering Project Manager	City of Boulder	303-441-4442	montgomeryc@bouldercolorado.gov	<i>CM</i>
Marc Ambrosi Long Range Trans Planner	Boulder County	720-564-2751	mambrosi@bouldercounty.org	<i>MA</i>
Pamela Fischhaber Section Chief - Rail/Transit Safety	Colorado Public Utilities Commission	303-894-2529	pamela.fischhaber@state.co.us	<i>P.F.</i>
Howard Gillespie Regional Mgr-Grade Crossing Safety	Federal Railroad Administration	816-329-3840	howard.gillespie@dot.gov	<i>H.G.</i>
Steve Jankowski Regional Mgt-Grade Crossing & Trespassing	Federal Railroad Administration	720-526-4296	steven.jankowski@dot.gov	<i>S.J.</i>
Amber Stoffels Manager Public Projects	BNSF Railway	303-480-6584	amber.stoffels@bnsf.com	<i>AS</i>
Kate Kalinosky Public Projects	BNSF Railway		kate.kalinosky@bnsf.com	<i>KK</i>
Stephanie Anzia Assoc Sr Engr-RR Coord	Felsburg Holt & Ullevig	303-721-1440	stephanie.anzia@fhueng.com	<i>SA</i>

ATTENDANCE SIGN-IN SHEET

City of Boulder/Boulder County/BNSF Railway
 Review of Thirteen (13) Crossings

BNSF Crossing Diagnostic Field Review
 Tuesday, January 17, 2017
 8:00 AM – 12:00 PM

Name/Title	Organization	Phone	E-Mail
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