
From: Frey, Frank (FRA) <Frank.Frey@dot.gov>
Sent: Tuesday, November 07, 2017 11:35 AM
To: Regalado, Laura
Cc: Ganey, Jim; Allbritton, Scott; Fitzgerald, Rickey; Alexy, Karl (FRA); Ries, Ron (FRA)
Subject: RE: FDOT Meeting Regarding Gate Orientation
Attachments: Phase 2 Crossings.xlsx; AAF Gate orientation.pptx; Safety Advisory 2009-03 - Humped crossings.pdf; Hump Profile Crossings.pdf

Good morning Laura – so glad to hear from you. I believe the last time we talked was about 3 years ago relative to some grade crossings to close?

Currently I have calls/emails into Scott and Rickey. I presumed all along that they are inundated with so many other tasks and responsibilities, however I am appreciative to hear back from you in the interim.

As Scott can attest to, there has been a longstanding open item relating to railroad gate orientation and gate placement for this current AAF/Brightline project. Last week, we (FRA) had a very productive project status meeting here in D.C. with senior leadership from AAF/Brightline. We discussed in particular skewed crossings. From AAF's latest design plans submitted to Rickey and I, FRA has identified 27 crossing locations (*see attached spreadsheet*) that either contain skewed design concerns, or gates that go beyond your 15-foot dimensional requirement. In the attached Powepoint document, we have provided five locations as examples of design concerns noted.

We all concluded that FDOT needs to formally make a determination whether they will they allow the AAF/Brightline project the flexibility to orient gates as such from the strict compliance of gates perpendicular to the travelled roadway. Whether the official FDOT process stems from a simple "blanket statement" for this project specifically, or review each individual crossing location - this request is not unique since FDOT has allowed modifications for gates to be parallel at several crossing locations throughout the State.

In general, project officials have done a fairly decent job with their grade crossing design plans. Since FDOT has sole regulatory authority to grant the gate layout modifications, whereas FRA can only recommend such action - resolving this once and for all satisfies both parties. It's two-fold; AAF would receive assurance that conducting the necessary changes has regulatory approval to do so, and FRA's recommendations would be fulfilled that ensures such locations receive the optimum safety designs possible.

My fellow colleague Karl Alexy (cc'd herein) and I welcome a conference call from you all when Scott returns later on this week. In addition, it would be great to catch up on other matters such as the SunRail Phase 2 segment. I have also included materials on Humped Crossings.

Respectfully,

Frank A. Frey, Gen. Engineer-HSR
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From: Regalado, Laura [mailto:Laura.Regalado@dot.state.fl.us]
Sent: Tuesday, November 07, 2017 9:55 AM
To: Frey, Frank (FRA) <Frank.Frey@dot.gov>
Cc: Ganey, Jim <Jim.Ganey@dot.state.fl.us>; Allbritton, Scott <Scott.Allbritton@dot.state.fl.us>; Fitzgerald, Rickey <Rickey.Fitzgerald@dot.state.fl.us>
Subject: Message for Scott

Frank,

I am following up on your message to Scott Allbritton asking that he call you.

He is currently out of the office and will return later this week. He will call you then.

Thank you,

Laura Regalado
Rail Contract & Signal Program Engineer
Rail Crossing Opening/Closure

Florida Department of Transportation
Office of Freight, Logistics, and Passenger Operations
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From: J. Fred Wise <jfwise@HNTB.com>
Sent: Friday, January 19, 2018 10:22 AM
To: Allbritton, Scott; rickey.fitzgerald@dot.state.fl.us
Subject: Brightline Safety Issues

Scott/Rickey,

I've discussed the issues identified below and recent Brightline safety incidents with Adrian Share, Executive Vice President, All Aboard Florida. Adrian would like to meet with the two of you early next week if possible. Please let me know what works for you and I'll follow-up with Adrian. Thanks,

Fred

J. Fred Wise
Rail Director – Florida District

Tel (850) 536-8516 Cell Phone (850) 712-7048 Email jfwise@hntb.com

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From: Frey, Frank (FRA) [<mailto:Frank.Frey@dot.gov>]
Sent: Friday, January 12, 2018 12:25 PM
To: 'Adrian.Share@AllAboardFlorida.com' <Adrian.Share@AllAboardFlorida.com>
Cc: Javeri, Seema (FRA) <seema.javeri@dot.gov>; Pettrone, Jessica (OST) <jessica.pettrone@dot.gov>; Alexy, Karl (FRA) <john.alex@dot.gov>; O'Rourke, Gerard <Gerard.ORourke@dot.state.fl.us>; Regalado, Laura <Laura.Regalado@dot.state.fl.us>; Fitzgerald, Rickey <Rickey.Fitzgerald@dot.state.fl.us>; Ganey, Jim <Jim.Ganey@dot.state.fl.us>; Allbritton, Scott <Scott.Allbritton@dot.state.fl.us>; Sheppard, Derwood <Derwood.Sheppard@dot.state.fl.us>; Borrows, Maurice <Maurice.Borrows@dot.state.fl.us>; John Holak <jholak@urbanengineers.com>
Subject: RE: FDOT Safety Oversight of Grade Crossings for Brightline Passenger Rail Service - 110 MPH Rail Corridor Segment

Good afternoon Adrian –

Relating to our conversation from the December 7, 2017 meeting at your office - as part of the Railroad Rehabilitation & Improvement Financing (RRIF) Loan application process, the FRA/OST respectfully requests to receive copies of documentation acknowledging that Florida Dept. of Transportation (FDOT) has reviewed and concurred that all of the grade crossing design plans for Phase 2 (*West Palm Beach to Cocoa*) comply with the most recent FDOT design standards. Mr. Scott Allbritton (*from the Central Office*) on behalf of FDOT is handling all matters pertaining to grade crossing design plans. Mr. Allbritton's contact information is as follows:

Scott Allbritton, Administrator
Rail Operations and Programs

Florida Department of Transportation
Office of Freight and Multimodal Operations
605 Suwannee Street, MS-25
Tallahassee, Florida 32399-0450

Phone: (850) 414-4553
Fax: (850) 414-4508
E-Mail: Scott.Allbritton@dot.state.fl.us

Please provide the respective correspondences to myself (*via email preferred*) along with a copy to Seema at seema.javeri@dot.gov.

Secondly, FDOT officials have been in possession of the latest Phase 2 crossing plans for several months. Understanding there are a small handful of crossing locations still under revision; once completed, please forward those to Mr. Allbritton as well for review.

Lastly, FRA has provided to FDOT (*email with attachments dated Nov. 7, 2017*) the same documents AAF has received regarding FRA's safety concerns pertaining to "Hump Crossing" locations and railroad gate designs that significantly exceed the 15-foot threshold from centerline of track. FRA's most recent conference call with Mr. Allbritton took place on November 16, 2017 in which such safety concerns were discussed in detail. It is our expectation that FDOT officials will take serious consideration to FRA's recommended safety measures; in particular to mitigating or eliminating hump profile surfaces, addressing railroad gate orientation at skewed-angled approaches, and evaluate for adequate traffic/railroad preemption phasing & queuing.

As always, please reach out to me should you have any questions.

Respectfully,

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