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MEMORANDUM

Date: April 9, 2021

To: Adam Nafstad
City Administrator/Engineer

From: Jeff Weyandt, P.E.
Project Manager
Jared Voge. P.E.
Principal Engineer

Subject: Railroad Quiet Zone Study
BMI Proj. No.: C13.122390

SCOPE

At the request of the City of Albertville, the feasibility of installing an FRA compliant railroad quiet zone was evaluated in August of 2020. Bolton & Menk staff prepared and presented the feasibility study for installing a quiet zone from 61st Street NE to Barthel Industrial Drive NE. In December of 2020, Wright County executed an agreement with a developer of a cement terminal to construct railroad crossing improvements at the Labeaux Avenue NE/CSAH 19 and 61st Street NE/CSAH 37 crossings. The improvements consist of the construction of gates, lights, and constant warning time (CWT) detectors. As a result, the City of Albertville requested that the feasibility study be amended to include the Labeux Avenue NE/CSAH 19 crossing. The Study Overview Map can be seen in ***Figure 1***, which shows the locations of each of the railroad crossings. Four of the five crossings in the study are owned by BNSF. The fifth is a private crossing for Federated Co-ops, Incorporated.

FINAL TRAIN HORN REQUIREMENTS

The FRA Final Rule sets minimum requirements for a new quiet zone to be established. At minimum, each public crossing in a proposed quiet zone must be equipped with gates, flashing lights, and CWT detectors. Additionally, the quiet zone is required to be a minimum of 0.5 mile in length.

To meet the 0.5-mile long quiet zone requirement, we have proposed a quiet zone from Labeaux Avenue NE/CSAH 19 to Barthel Industrial Drive NE. Currently, the Labeaux Avenue NE and 61st Street NE crossings do not have flashing lights, and none of the crossings have gates or constant warning time detectors. Prior to establishing a quiet zone, these upgrades will need to be installed.

In addition to the minimum quiet zone requirements listed above, the risk levels of the quiet zone must also meet certain requirements as outlined in the Final Rule. The Quiet Zone Calculator, a tool developed by the Federal Railroad Administration (FRA), was used in determining the risk level of the proposed quiet zone. The Quiet Zone Calculator allows the user to select a series of crossings, test proposed safety improvement plans that are in accordance with the Final Rule and generate summary reports for FRA review.

Risk levels at highway-rail crossings are dependent on a few variables including train speed, train volume, vehicle volumes, crossing geometry and crash history. The total risk level, or Quiet Zone Risk

Index (QZRI), is determined by calculating the risk at each crossing within the zone and then averaging that risk for the entire zone, while taking into account the loss of the train horn. It must be shown that the lack of a train horn does not present a significant risk, or that the significant risk has been compensated for by other safety enhancements.

The FRA determines the viability of quiet zone implementation by comparing three risk index values:

- **QZRI –** The Quiet Zone Risk Index is the average of the risk indices for each crossing in a proposed quiet zone assuming horns are not routinely sounded.
- **RIWH –** The Risk Index With Horns is the average risk index for each crossing in a proposed quiet zone assuming no additional safety improvements and the routine sounding of horns.
- **NSRT –** The Nationwide Significant Risk Threshold is the average risk level for all highway-rail crossings in the United States that are equipped with flashing lights and gates and at which locomotive horns are routinely sounded. The NSRT is recalculated annually to reflect existing risk trends. The current value of the NSRT is 15,488.

Safety enhancements that can reduce the QZRI for a proposed quiet zone include either Supplemental Safety Measures (SSMs) or Alternative Safety Measures (ASMs). A quiet zone may be established when SSMs and/or ASMs have been installed to sufficiently bring the QZRI below either the RIWH or NSRT.

- **Supplemental Safety Measures (SSMs)** are FRA pre-approved safety improvements that can be implemented at crossings to reduce the risk levels to a desired amount so that trains no longer need to sound their horns. Typical Supplemental Safety Measures include permanent closure of a crossing, four-quadrant gates, one-way streets with gates, 100-ft non-traversable medians (60-ft medians are acceptable SSMs if a longer median would interfere with a public roadway or commercial driveway), and channelizing devices.
- **Alternative Safety Measures (ASMs)** are safety improvements which are not pre-approved for implementation by their Final Rule but can be submitted for approval to the FRA. The FRA will then evaluate the submitted Alternative Safety Measures to determine if they are an acceptable substitute for the train horn and what the risk reduction factor, or effectiveness rate, would be if the Alternative Safety Measures were put into operation. This application process typically takes 3 to 6 months. Installations of Alternative Safety Measures will result in lower effectiveness rates (higher risk levels) compared to the Supplemental Safety Measures effectiveness rates. Typical Alternative Safety Measures include reduced length non-traversable medians (i.e., less than the required length for Supplemental Safety Measure medians), three-quadrant gates, programmed/photo enforcement, public awareness education, and other geometric improvements.

If the QZRI is reduced below the NSRT alone, the quiet zone may be implemented, but the FRA will conduct an annual risk review to ensure that the quiet zone improvements still comply with the Train Horn Rule and that the QZRI is still below the NSRT. If the annual review finds that the quiet zone no longer qualifies, the public authority will be given three years to install additional improvements to bring the quiet zone back into compliance.

If the QZRI is reduced below the RIWH using SSMs at every crossing, the quiet zone may be implemented and the city must provide an update to the FRA every five years stating that the safety measures implemented to achieve the quiet zone are still in place as proposed. If the QZRI is reduced below the RIWH without the use of SSMs at every crossing, this update to the FRA must be provided every three years.

For the crossings in the proposed quiet zone, the QZRI is brought below the RIWH and NSRT with the use of SSMs at Labeaux Avenue NE and Barthel Industrial Drive and does not include SSMs at the other crossings. Therefore, the city will have to provide an update to the FRA every 3 years.

The proposed quiet zone improvements we have provided meet the quiet zone establishment requirements for all crossings within this corridor. These improvements reduce the QZRI below the NSRT and RIWH, and include upgrading each crossing to the minimum quiet zone requirements (Two Quadrant Gates, flashing lights, and CWT). ***Figures 2 - 5*** show the improvements that we have prepared for each crossing, and a preliminary cost estimate is provided in Table 1 below:

Table 1: Quiet Zone Improvements Preliminary Cost Estimate

Crossing Name	Proposed Improvements	County Cost	City Cost	Total
Labeaux Ave NE/ CSAH 19	Gate Arms, Lights, CWT, crossing surface	$500,000		**$553,500**
	100' Non-traversable median north of crossing	$38,500		
	Pedestrian maze north and south of crossing	$15,000		
61st St NE/CSAH 37	Gate Arms, Lights, CWT, crossing surface	$500,000		**$515,000**
	Pedestrian maze north and south of crossing	$15,000		
*Main Ave NE	Gate Arms, Lights, CWT, crossing surface		$500,000	**$530,000**
	Pedestrian maze north and south of crossings		$30,000	
*Barthel Industrial Drive NE	Gate Arms, Lights, CWT, crossing surface		$500,000	**$577,000**
	100' Non-traversable median north of crossing		$38,500	
	100' Non-traversable median south of crossing		$38,500	
Contingency (10%)		$107,000	$111,000	**$218,000**
Engineering, Administrative, & Legal Fees (20%)		$235,500	$244,000	**$479,500**
Total		**$1,411,000**	**$1,462,000**	**$2,873,000**

** If existing infrastructure, electrical, etc. is adequate per current railroad requirements, cost may be less. This will be determined during a diagnostic review.*

Railroad component cost estimates were not supplied by the railroad company. Because these railroad improvements can vary in cost, it is recommended that formal cost estimates be obtained once the final options are determined. Burlington Northern Santa Fe Railroad will require $5,000 for a detailed cost estimate. Of the total estimated project cost of $2,873,000, the City of Albertville's estimated cost is $1,462,000.

CONSIDERATIONS

Private Crossing

The private crossing for the Federated Co-ops, Incorporated may require a diagnostic review, if the public is allowed access to the crossing or if the crossing provides access to an active industrial or commercial site. If a diagnostic review is required, the crossing may need to be treated in accordance with the recommendations of the diagnostic team.

Pedestrian Mazes

Pedestrian crossings within the quiet zone will need to be evaluated by a diagnostic team and treated in accordance with the recommendations of that team. Pedestrian barriers are additional safety factors, which can be installed in the direction of travel in an offset pattern at the crossing creating a maze. This forces pedestrians to turn and look both ways along the tracks at the crossing. Pedestrian mazes are included in the improvements at the Labeaux Avenue NE, 61st Street NE, and Main Avenue NE crossings.

Parking Lot Access to Main Avenue NE
The Albertville Body Shop's southern commercial driveway access is located within twenty feet of the railroad tracks for the Main Avenue NE crossing. The proximity of the driveway to the tracks may present a safety hazard and may need to be closed pending a diagnostic review.

IMPLEMENATION ACTIVITIES

The first step in the quiet zone implementation process is to prepare the Quiet Zone Notice of Intent (NOI) to the FRA, BNSF, MnDOT, Wright County, and any other applicable stakeholders. The Notice of Intent must outline the city's plan for implementing crossing and roadway improvements within the quiet zone.

After submitting the Notice of Intent, all recipients will have 60 days to provide comments. Once the Notice of Intent is finalized, no other changes to the quiet zone can be made.

The city must also install advance warning signs and pavement markings in compliance with the Manual on Uniform Traffic Control Devices (MUTCD). This includes the installation of "No Train Horn" signs to notify the public that train horns will no longer sound.

After the construction is complete, the city must file a Notice of Establishment (NOE) to the FRA and other applicable stakeholders. A quiet zone is considered established 21 days after the submittal of the Notice of Establishment. The city will be required to provide an update to the FRA every three years confirming that the improvements proposed in the NOE still meet eligibility requirements.

Wayside Horns Alternative

As a less expensive alternative to the creation of a quiet zone, the city may want to consider the installation of wayside horns. The use of wayside horns at crossings as a way to mitigate noise levels is being used in locations throughout the United States. Wayside horns operate on the same principal as the train horns as far as when they must be sounded and how long they will sound. The FRA has defined the wayside horn as a one-for-one substitute for train horns. They also have a minimum decibel level of 92 decibels that is required, this is only a slight decrease from that of a train horn. The main difference with the wayside horn compared to the train horn is the amount of area affected by the noise. The sound from train horns must travel ahead of the train and away from the crossing and still be loud enough to warn drivers in vehicles that may have their windows up and radios on that are approaching the crossing. This then engulfs the surrounding area with sound as the train horn moves along the tracks and approaches the crossing. The wayside horn is directed up the streets directly at the road crossings and thereby does not radiate out as far away from the crossing. A schematic is shown in ***Exhibit A*** and comes from a brochure from Quiet Zone Technologies.

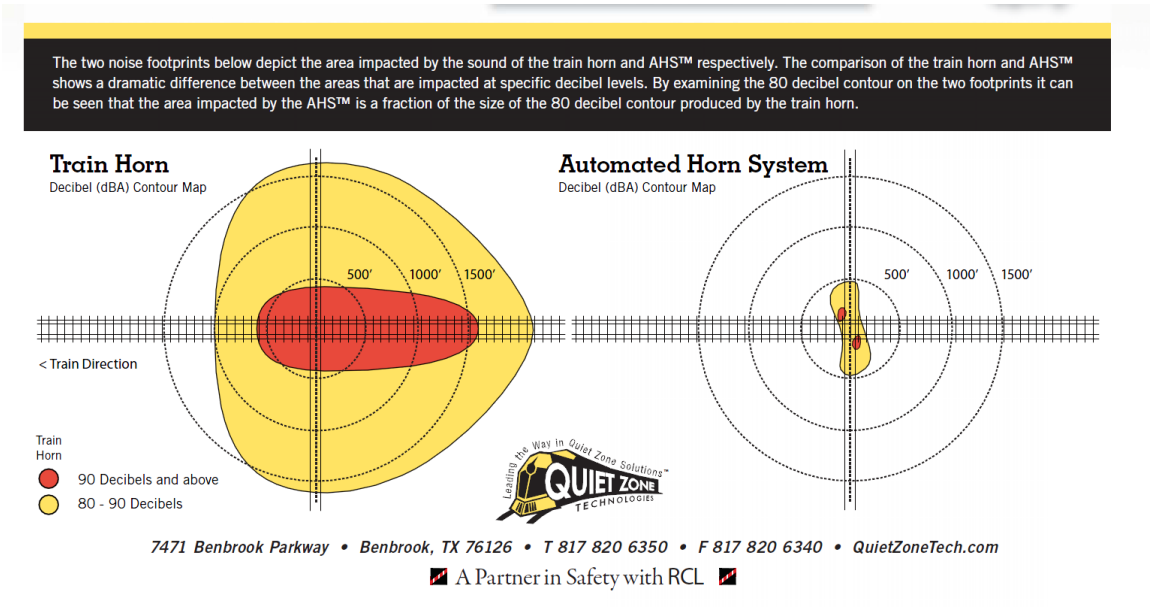

Exhibit A – Noise Level Schematic

The system itself consists of the wayside horn, post, confirmation device and circuitry integration equipment. The system is integrated with the railroad's signal equipment so that when the train triggers the signals at the crossing, it also signals for the wayside horn to begin its sequence. Along with that, the system will trigger the confirmation device. This device signals to the locomotive operator that the wayside horn is functioning and that they do not have to sound the train horn. If the operator does not see the confirmation device activated, then he will sound the train horns as required. Just as with a quiet zone, the installation of the wayside horn system does not mean that train horns will not be sounded as previously discussed. There are typically two horns installed at each crossing, one facing each direction of the oncoming vehicle traffic. Similarly, there are two confirmation devices installed for each crossing for each direction a train may be traveling.

If the city decides to proceed with the wayside horn system, there are several things that must be accomplished. The city must purchase the equipment and pay for the installation from a third-party supplier and installer. The equipment associated with the wayside horn system are fairly standard the costs are typically $35,000 – $45,000. However, the conditions at each crossing can vary significantly, which may increase the costs from $15,000 to $45,000. Estimated project costs for installing wayside horns at three crossings would be above the thresholds for competitive quotes and require the city to perform the Public Construction Bidding process and advertise for bids and hold public hearings on the improvements. As part of the process the city is required to have an engineer prepare the plans, specifications and bidding documents, this could be an additional cost of 8 – 15% of the construction costs depending on the level of service required.

The city must also enter into an agreement with the BNSF to pay the railroad for their costs associated with integrating the wayside horn equipment with their switch and signal equipment and for their continued maintenance costs for verifying that the system is operational. These costs for integration can also vary significantly, from $15,000 – $30,000 depending on the equipment already in place and any additional equipment needed for integration. The work required to integrate the wayside horn system into the railroad system must be completed by railroad crews. Additionally, there is an annual maintenance cost from BNSF for their work in maintaining the integration of the system, this can be $1,000 - $2,500 per crossing.

The city will also have staff costs associated with the wayside horn system. The city is the owner and maintainer of the wayside horn equipment and must complete monthly inspections and more in-depth inspections every 6 months. Quiet Zone Technologies provide training to city staff on the maintenance of the equipment. The monthly and bi-annual inspections usually amount to about 10 man-hours per year. This should not be a significant cost or time commitment unless the city does not have staff that can complete the work and has to hire outside crews. Also, any damaged or failed equipment that would result from accidents, storms, vandalism, etc. would be the city's expense to repair or replace. These costs should be included in the city's annual budget. The supplier of the equipment can provide costs for individual components and a replacement schedule.

The following table summarizes the approximate costs associated with the wayside horn system:

Initial Expenses		
Item	**Description**	**Amount**
1	Wayside Horn Equipment	$45,000
2	Installation	$45,000
3	Railroad Integration	$30,000
4	Engineering	$18,000
	TOTAL	$138,000
Annual Expenses		
A	Railroad Maintenance	$2,500
B	City Maintenance (10 hours)	$1,000

If the City of Albertville pursues the use of wayside horns at the Labeaux Avenue NE, 61st Street NE, Main Avenue NE, and Barthel Industrial Drive NE crossings the anticipated cost for this work is estimated to be $552,000 for engineering, equipment, installation and integration with annual maintenance costs of approximately $14,000 per year.

Conclusion

The improvements identified at the railroad crossings within this feasibility study reduce the Quiet Zone Risk Index below the National Significant Risk Threshold and the Risk Index with Horns. If the City of Albertville intends to proceed with the establishment of a Quiet Zone, we recommend the following:

1. Conduct an on-site Diagnostic Team meeting with representatives of FRA, BNSF, Wright County, and the City of Albertville.
2. Incorporate Diagnostic Team recommendations into the Quiet Zone Improvements.
3. File Quiet Zone Notice of Intent.
4. Prepare construction documents for the improvements.
5. Construct improvements.
6. File Notice of Establishment.
7. Conduct Quiet Zone reviews every 3 years following establishment.

If you have any questions, please call.

JAV/sjj

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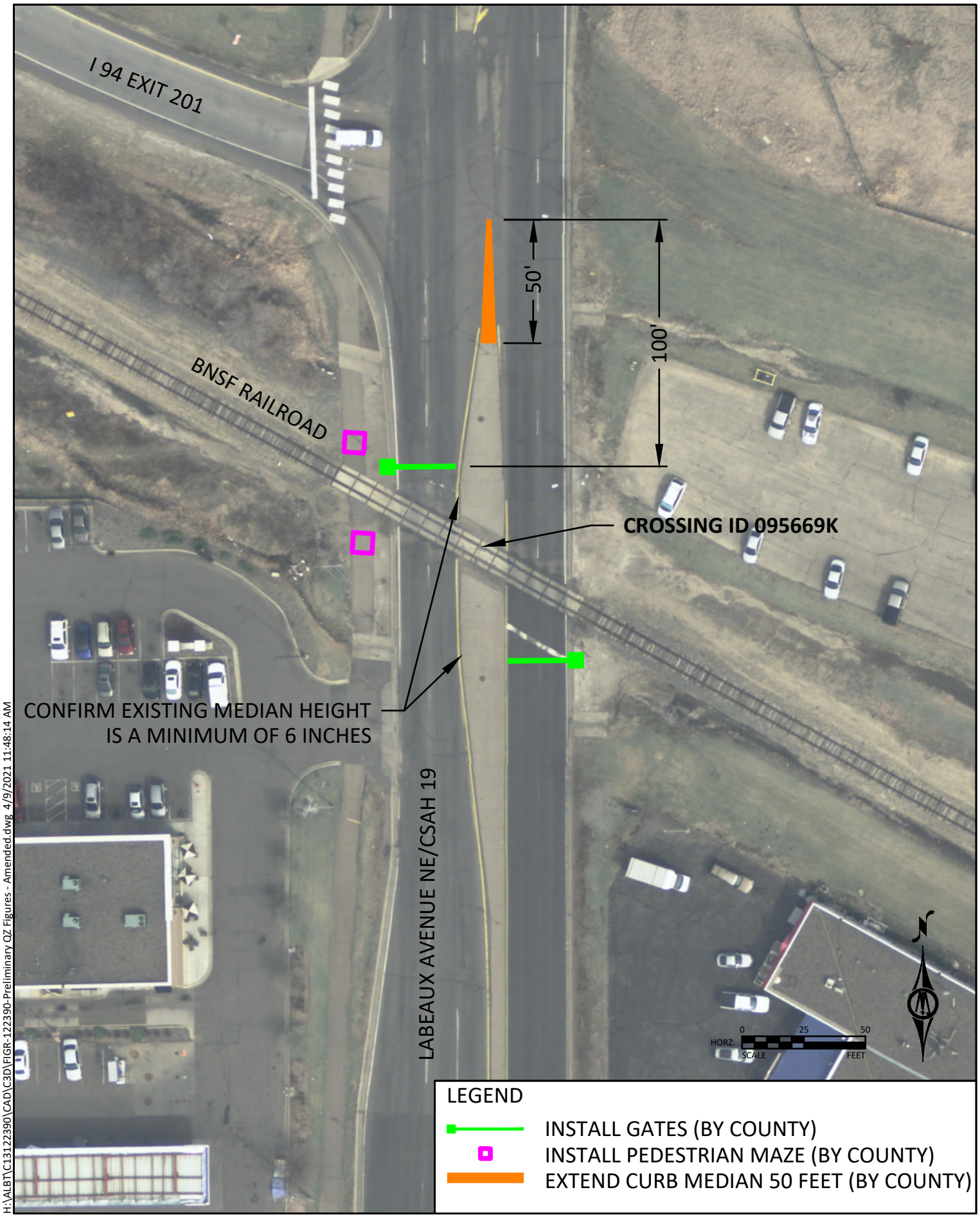

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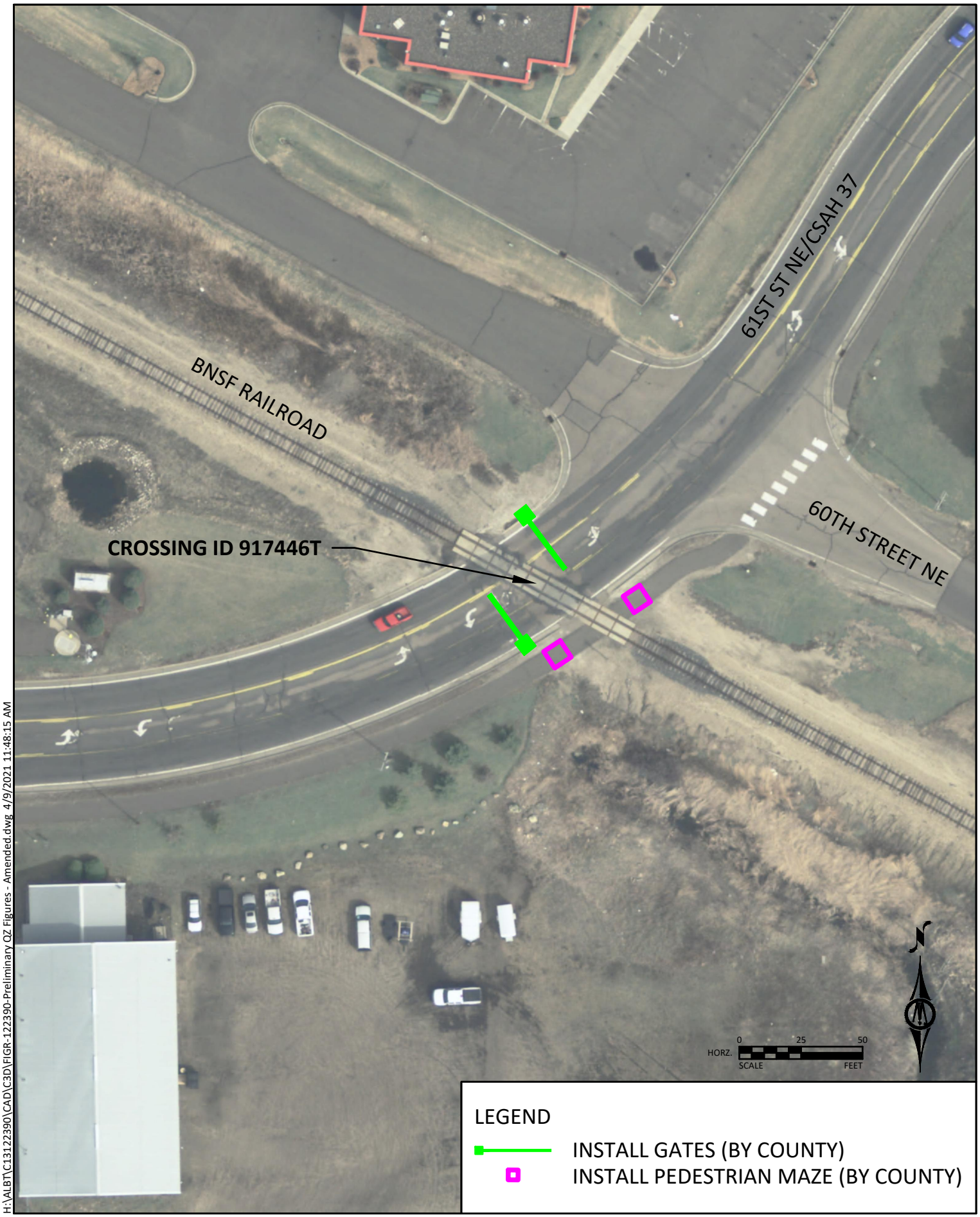

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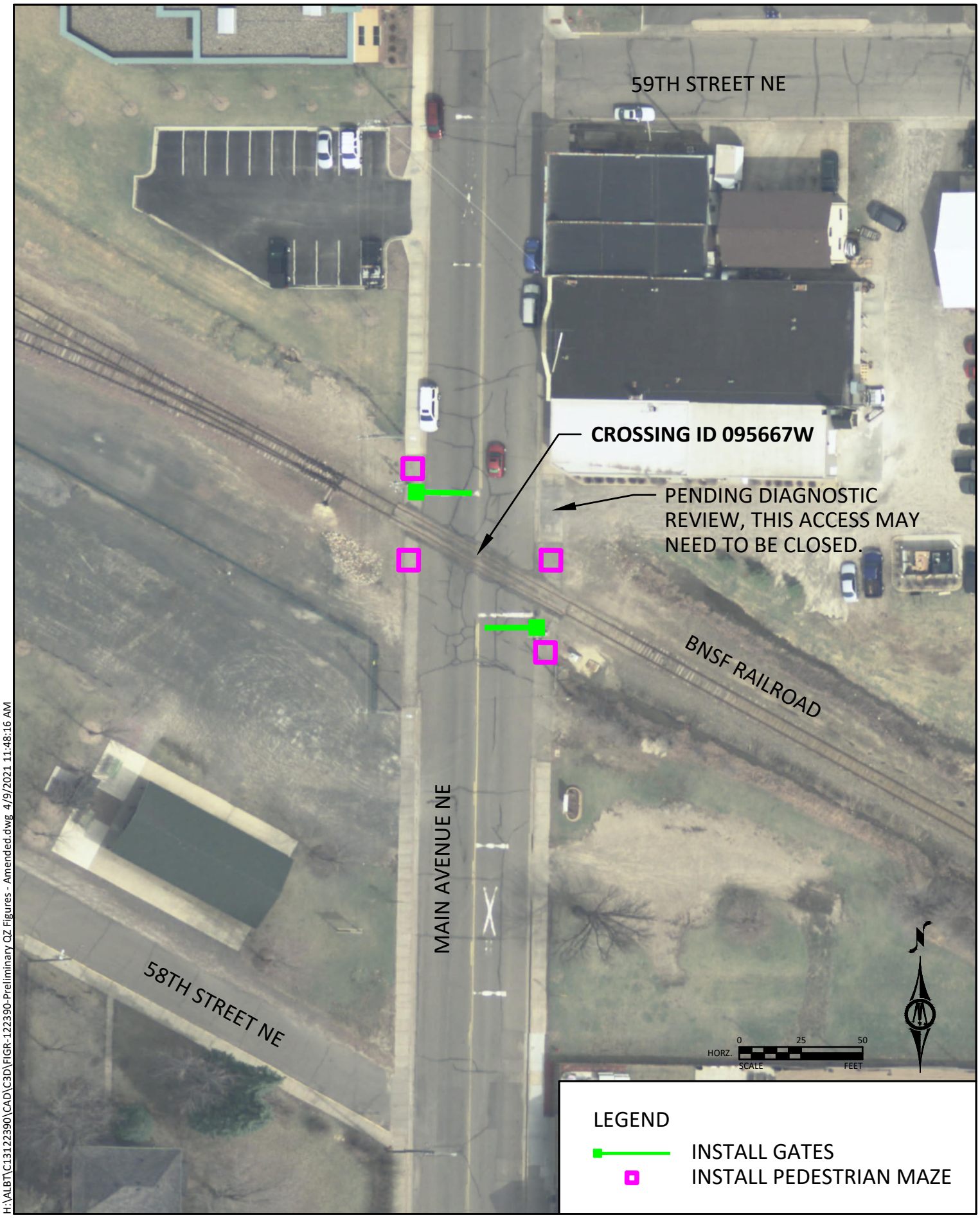

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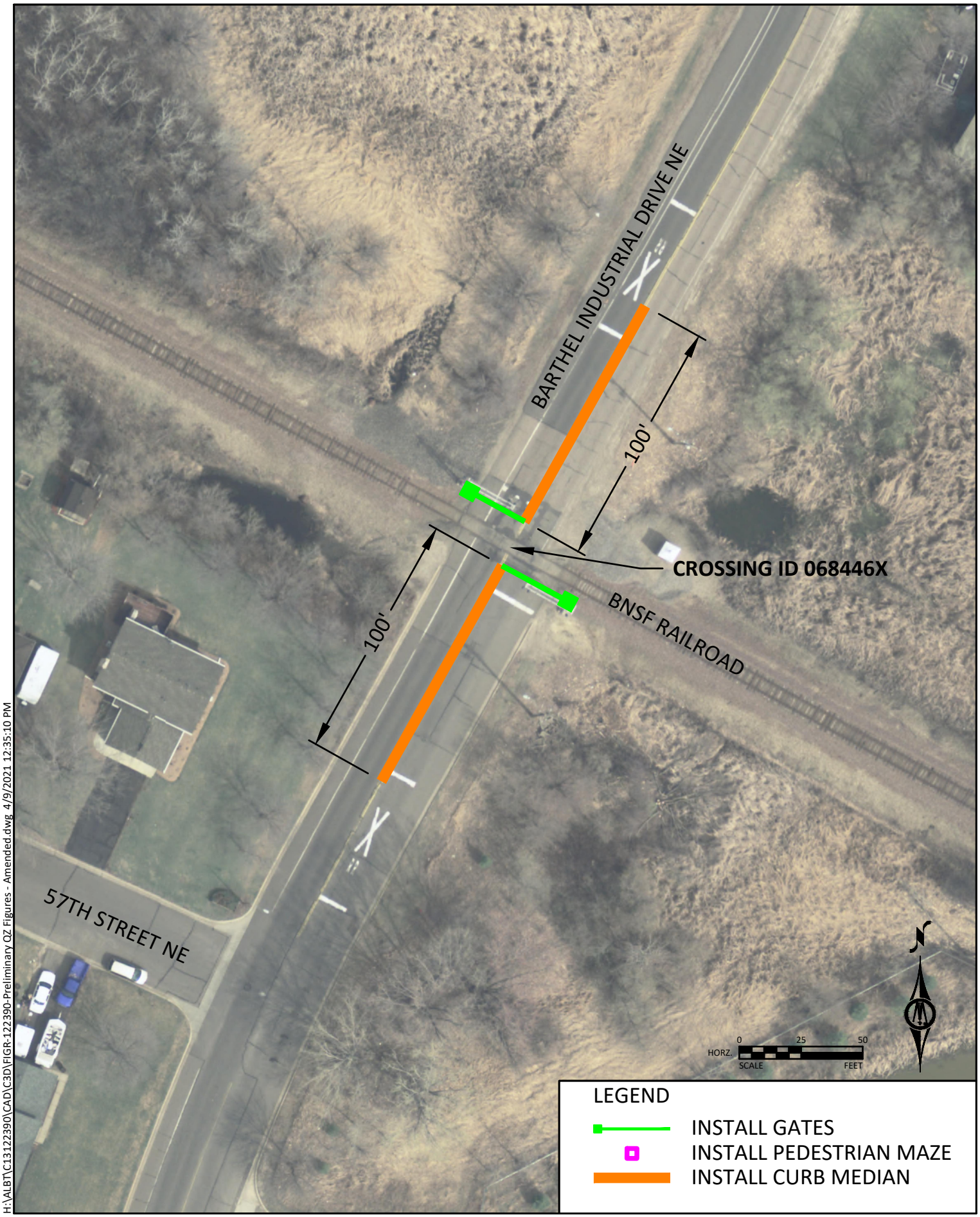

Print This Page

Home | **Help** | **Contact** | **logoff** spencer.johnson@bolton-menk.com

Cancel Change Scenario: ALBERTVILL_64332 **Continue**

Create New Zone

Manage Existing Zones

Log Off

Crossing	Street	Traffic	Warning Device	Pre-SSM	SSM	Risk	
068446X	**BARTHEL IND DR**	**2200**	**Gates**	0	13	22.68	MODIFY
095667W	**MAIN AVE NE**	**4400**	**Gates**	0	0	71.40	MODIFY
095669K	**NOT YET REPORTED BY STATE**	**2850**	**Gates**	0	13	14.59	MODIFY
917446T	**61ST ST NE**	**11000**	**Gates**	0	0	58.34	MODIFY

Step by Step Instructions:

Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the MODIFY Button

Step 2: Select proposed warning device or SSM. Then click the UPDATE button.To generate a spreadsheet of the values on this page, click on ASM button—This spreadsheet can then be used for ASM calculations.

Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn.

Step 4: To save the scenario and continue, click the SELECT button

* Only Public At Grade Crossings are listed.

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** * Note:The use of ASMs requires an application to and approval from the FRA.

Summary	
Proposed Quiet Zone:	ALBERTVILLE_ MN QUIET ZONE TEST
Type:	New 24-hour QZ
Scenario:	ALBERTVILL_64332
Estimated Total Cost:	$30,000.00
Nationwide Significant Risk Threshold:	15488 .00
Risk Index with Horns:	47.38
Quiet Zone Risk Index:	**41.75**

Select

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
09 / 03 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	095669K

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	MINNESOTA	WRIGHT

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near ALBERTVILLE	NOT YET REPORTED BY STATE *(Street/Road Name)* | * *(Block Number)*	CSAH 19

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None TWIN CITIES	☐ None MONTICELLO	☐ None LNDALE J-MONTIC	*(prefix)* | 0027.335 | *(nnnn.nnn)* *(suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
202	ALBERTVILLE	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☒ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	*(WGS84 std: nn.nnnnnnn)* 45.2398333	*(WGS84 std: -nnn.nnnnnnn)* -93.663167	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* * (I.27 I.28 I.29)Value Provided by Railroad, Not Ye	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-832-5452	817-352-1549	651-366-3667

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day
0	0	0	0	☒ How many trains per week? 1

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed *(mph)* 10 3.B. Typical Speed Range Over Crossing *(mph)* From 1 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 1 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
09/03/2020		095669K

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
2	0	2	☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☐ Yes ☒ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	____ MPH ☐ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1995 AADT 002850	10 %	☐ Yes ☒ No Average Number per Day ____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*: 09 / 04 / 2020

B. Reporting Agency: ☒ Railroad ☐ Transit ☐ State ☐ Other

C. Reason for Update *(Select only one)*: ☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction

D. DOT Crossing Inventory Number: 917446T

Part I: Location and Classification Information

1. Primary Operating Railroad: BNSF Railway Company [BNSF]

2. State: MINNESOTA

3. County: WRIGHT

4. City / Municipality: ☒ In ☐ Near ALBERTVILLE

5. Street/Road Name & Block Number: 61ST ST NE | *(Street/Road Name)* | *(Block Number)*

6. Highway Type & No.: CSAH 37

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

9. Railroad Division or Region: ☐ None TWIN CITIES

10. Railroad Subdivision or District: ☐ None MONTICELLO

11. Branch or Line Name: ☐ None LNDAL J-MONTIC

12. RR Milepost: | 0027.132 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *: 202

14. Nearest RR Timetable Station *: ALBERTVILLE

15. Parent RR *(if applicable)*: ☒ N/A

16. Crossing Owner *(if applicable)*: ☐ N/A BNSF

17. Crossing Type: ☒ Public ☐ Private

18. Crossing Purpose: ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.

19. Crossing Position: ☒ At Grade ☐ RR Under ☐ RR Over

20. Public Access *(if Private Crossing)*: ☐ Yes ☐ No

21. Type of Train: ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other

22. Average Passenger Train Count Per Day: ☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use: ☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?: ☐ Yes ☒ No If Yes, Provide Crossing Number

25. Quiet Zone *(FRA provided)*: ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID: ☒ N/A

27. Latitude in decimal degrees *(WGS84 std: nn.nnnnnnn)*: 45.2387460

28. Longitude in decimal degrees *(WGS84 std: -nnn.nnnnnnn)*: -93.659779

29. Lat/Long Source: ☒ Actual ☐ Estimated

30.A. Railroad Use *

31.A. State Use *

30.B. Railroad Use *

31.B. State Use *

30.C. Railroad Use *

31.C. State Use *

30.D. Railroad Use *

31.D. State Use *

32.A. Narrative *(Railroad Use)* *: (I.27 I.28 I.29)Value Provided by Railroad, Not Ye

32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*: 800-832-5452

34. Railroad Contact *(Telephone No.)*: 817-352-1549

35. State Contact *(Telephone No.)*: 651-366-3667

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☒ How many trains per week? 1
0	0	0	0	

2. Year of Train Count Data *(YYYY)*: 2019

3. Speed of Train at Crossing
3.A. Maximum Timetable Speed *(mph)*: 10
3.B. Typical Speed Range Over Crossing *(mph)* From 1 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 1 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled? ☐ Yes ☒ No

7.A. Event Recorder ☐ Yes ☐ No

7.B. Remote Health Monitoring ☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
09/04/2020		917446T

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
1	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No
Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic Number of Lanes 2 ☐ Divided Traffic	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2004 AADT 011000	05 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
09 / 02 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	095668D

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	MINNESOTA	WRIGHT

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near ALBERTVILLE	PRIVATE *(Street/Road Name)* | * *(Block Number)*	CITY

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None TWIN CITIES	☐ None MONTICELLO	☐ None LNDALE J-MONTIC	*(prefix)* | 0026.970 | *(nnnn.nnn)* | *(suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
202	ALBERTVILLE	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☐ Public ☒ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☒ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	*(WGS84 std: nn.nnnnnnn)* 45.2376500	*(WGS84 std: -nnn.nnnnnnn)* -93.657017	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* * COULD BE A PRIV IND ROAD	32.B. Narrative *(State Use)* * COULD BE A PRIV IND ROAD

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-832-5452	817-352-1549	651-366-3667

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day
0	0	0	0	☒ How many trains per week? 4

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed *(mph)* 10 3.B. Typical Speed Range Over Crossing *(mph)* From 1 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 2 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☒ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
09/02/2020		095668D

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
2	0		☐ W10-1 ____ ☐ W10-3 ____ ☐ W10-11 ____ ☐ W10-2 ____ ☐ W10-4 ____ ☐ W10-12 ____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type ____ Count ____ Specify Type ____ Count ____ Specify Type ____ Count ____	☒ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian ____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
____/____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* ____/____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type ____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * ____ Stop Line Distance * ____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ____/____ Width * ____ Length * ____

☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing ☒ (0) Rural ☐ (1) Urban	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	10 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2011 AADT 000100	10 %	☐ Yes ☒ No Average Number per Day ____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ____ Organization ____ Phone ____ Date ____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
09 / 02 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	095667W

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	MINNESOTA	WRIGHT

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near ALBERTVILLE	MAIN AVE NE *(Street/Road Name)* | * *(Block Number)*	CSAH 35

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None TWIN CITIES	☐ None MONTICELLO	☐ None LNDALE J-MONTIC	*(prefix)* | 0026.804 | *(nnnn.nnn)* | *(suffix)*

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
202	ALBERTVILLE	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	*(WGS84 std: nn.nnnnnnn)* 45.2370000	*(WGS84 std: -nnn.nnnnnnn)* -93.654333	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use * F0586
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative *(Railroad Use)* * (I.27 I.28 I.29)Value Provided by Railroad, Not Ye	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-832-5452	817-352-1549	651-366-3667

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☒ How many trains per week? 4
0	0	0	0	

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed *(mph)* 10 3.B. Typical Speed Range Over Crossing *(mph)* From 1 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 1 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
09/02/2020		095667W

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☒ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2011 AADT 004400	10 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 02 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	068446X

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	MINNESOTA	WRIGHT

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near ALBERTVILLE	BARTHEL IND DR | (Street/Road Name) | * (Block Number)	TRD 902

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None TWIN CITIES	☐ None MONTICELLO	☐ None LNDALE J-MONTIC	(prefix) | 0026.450 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
202	ALBERTVILLE	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 45.2326667	(WGS84 std: -nnn.nnnnnnn) -93.646667	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use * F1271
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) * (I.27 I.28 I.29)Value Provided by Railroad, Not Ye	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	651-366-3667

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day
0	0	0	0	☒ How many trains per week? 4

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 25 3.B. Typical Speed Range Over Crossing (mph) From 1 to 25

4. Type and Count of Tracks
Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
09/02/2020		068446X

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No
Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☐ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
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6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
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5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2011 AADT 002200	05 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____