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#### **MEMORANDUM**

Date:April 9, 2021To:Adam Nafstad<br/>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 61<sup>st</sup> 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 61<sup>st</sup> 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 Labeaux 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 61<sup>st</sup> 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

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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 Prelimina	ry Cost Estimat	te	
Crossing Name	Proposed Improvements	County Cost	City Cost	Total
	Gate Arms, Lights, CWT, crossing surface	\$500,000		
Labeaux Ave NE/ CSAH 19	100' Non-traversable median north of crossing	\$38,500		\$553 <i>,</i> 500
00111120	Pedestrian maze north and south of crossing	\$15,000		
61ct St NE/CSAU 27	Gate Arms, Lights, CWT, crossing surface	\$500 <i>,</i> 000		ŚE1E 000
OISUSUNE/CSAN S7	Pedestrian maze north and south of crossing	\$15,000		Ş515,000
*Main Avo NE	Gate Arms, Lights, CWT, crossing surface		\$500,000	Ś520 000
IVIAIII AVE NE	Pedestrian maze north and south of crossings		\$30,000	3550,000
	Gate Arms, Lights, CWT, crossing surface		\$500,000	
*Barthel Industrial Drive NF	100' Non-traversable median north of crossing		\$38,500	\$577,000
Diverte	100' Non-traversable median south of crossing		\$38,500	
Contingency (10%)		\$107,000	\$111,000	\$218,000
Engineering, Admini	strative, & 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, 61<sup>st</sup> 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.





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.

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										
В	City Maintenance (10 hours)	\$1,000										

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

If the City of Albertville pursues the use of wayside horns at the Labeaux Avenue NE, 61<sup>st</sup> 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

City of Albertville

Figure 1: Location April 2021



City of Albertville







Figure 3: 61st Street NE/CSAH 37 April 2021

BOLTON & MENK

City of Albertville



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MAIN AVENUE NE

Figure 4: Main Avenue NE



City of Albertville

**59TH STREET NE** 

(III)

- CROSSING ID 095667W

PENDING DIAGNOSTIC REVIEW, THIS ACCESS MAY NEED TO BE CLOSED.

BNSFRAILROAD



INSTALL GATES INSTALL PEDESTRIAN MAZE

58TH STREET NE



City of Albertville



Home   He	p   Contact	logoff	spencer.johnson@bolton-menk.com
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		Cancel	Change Scer	nario:	ALBERTVILL_64332	▼	Contin	ue	
	Crossing	Street	r	Traffic	Warning Device	Pre-SSM	SSM	Risk	
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	095669K	NOT YET REPORTED	D BY 2	2850	Gates	0	13	14.59	MODIFY
Log Off	917446T	61ST ST NE	t	11000	Gates	0	0	58.34	MODIFY

#### Step by Step Instructions:

#### \* 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.

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

**Step 2:** Select proposed warning device or SSM. Then click the <u>UPDATE</u> button. To generate a spreadsheet of the values on this page, click on <u>ASM</u> 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

Summary	
Proposed Quiet Zone:	ALBERTVILLE_ MN QUIET ZONE TEST
Туре:	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
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#### **DEPARTMENT OF TRANSPORTATION**

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A.A. Does nearby Hwy       4.B. Hwy Traffic Signal       4.C. Hwy Traffic Signal Preemption       5. Highway Traffic Pre-Signals       6. Highway Monitoring Devices         Intersection have       Interconnection       Interconnected       9 Yes       No       10 Yes         Traffic Signals?       Not Interconnected       5 Simultaneous       5 Storage Distance *       9 Yes - Vehicle Presence Detection         Yes       No       For Traffic Signals       9 Advance       5 Storage Distance *       9 None															
				Pá	art IV:	Physi	cal Cha	racteristic	s						
1. Traffic Lanes Cros	ssing Railroad 2	<ul> <li>One-way</li> <li>Two-way</li> <li>Divided</li> </ul>	Traffic y Traffic Traffic	2 F	2. Is Roa Paved? □ Y	idway/P	athway	3. Does T	rack Ri	un Dow	n a Street? No	4. Is ( lights neare	Crossing III within app st rail)	umin <i>prox.</i> . Yes	ated? (Street 50 feet from □ No
5. Crossing Surface          1 Timber         8 Unconsolidate	<i>(on Main Track,</i> 2 Asphalt □ ed □ 9 Com	. <i>multiple typ</i> 3 Asphalt a posite 🗌	<i>bes allowe</i> and Timber 10 Other (	d) Install r ⊠ 4 C (specify) _	ation Da oncrete	ate * <i>(M</i> 5	<i>M/YYYY)</i> _ Concrete	/ and Rubber	□ 6	Wie Rubbe	dth * er □ 7 Me	tal	_ Length	*	
6. Intersecting Roa	dway within 500	) feet?					7. Smalle	st Crossing A	ngle			8. Is	Commerci	al Po	wer Available? *
🗶 Yes 🗌 No	If Yes, Approxin	nate Distance	e (feet) <u>75</u>	5			□ 0° – 2	9° □ 30°	– 59°	X	60° - 90°		🗆 Ye	S	No No
				Par	t V: Pu	ublic H	lighway	Informat	ion						
1. Highway System	tate Highway Sy	stem	2. Funct	tional Class tional Class	ification (0) Rura	of Road al □ ( I	d at Crossir 1) Urban I (5) Major	g Collector	3. Sy	ls Cross stem? Yes	sing on State H	Highway	4. 	High <sup>,</sup> Post	way Speed Limit MPH ed
(02) Other (03) Feder	Nat Hwy System	n (NHS)		Other Freev	vays and	Express	sways	Collector	5.	Linear	Referencing S	ystem (I	RS Route	ID) *	
(08) Non-F	ederal Aid		□ (4) N	Ainor Arter	ial		(0) Iviirioi	concetor	6.	LRS Mi	lepost *				
7. Annual Average Year <u>1995</u> AA	Daily Traffic (AA DT 002850	ADT) 8. 10	Estimated	Percent Ti	rucks %	9.Reg	gularly Use	d by School B Average Nເ	uses? Imber	per Day		_ [	0. Emerge ∃Yes	ency S	Services Route
Submi	ssion Inform	mation -	This info	rmation	is used	l for ac	lministra	tive purpo	ses a	nd is n	ot availabl	e on ti	he public	: we	bsite.
Submitted by				Organiza	ition						Phone			Date	
Public reporting bu sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	rden for this info and maintaining nduct or sponsor valid OMB cont collection, inclu 590.	ormation col the data new r, and a pers rol number. Iding for red	lection is e eded and c on is not re The valid ucing this	estimated t completing equired to, OMB cont burden to:	to averag ; and rev , nor sha rol numb Informa	ge 30 mi viewing t III a pers ber for in ation Co	inutes per t the collecti on be subj nformation Illection Of	response, inc on of informa ect to a pena collection is ficer, Federal	luding ation. Ity for 2130- Railro	the tim Accordi failure 0017. S ad Adm	e for reviewin ng to the Pap to comply wit end comment inistration, 12	g instru erwork h, a coll ts regar 200 Nev	ctions, sea Reduction ection of in ding this b Jersey Av	archir Act c nform urder re. SE	ng existing data If 1995, a federal nation unless it n estimate or any , MS-25

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	nitial rep ghway-ra ade cros Submiss n Inform Note: Fo	porting of ail grade c ssings), cor sion Inforn nation sect r private cr	the fol rossing mplete nation s tion. Fo	lowing typ s, comple the Head section. Fo or changes s only, Par	bes of new te the Head er, Parts I a or grade-sep to existing t I Item 20 a	or pr der, f ind II parate g data and P	eviously u Parts I and , and the S ed highway a, complete art III Item	nrepo I II, a Subm /-rail e the 2.K. a	orted cro nd the S ission Inf or pathw Header, are requi	ossing Submi forma /ay cr / Part ired u	gs: For public hig ission Informatio ation section. Fo rossings (includin t I Items 1-3, an unless otherwise	hway-rail grad on section. For r Private pathv g pedestrian sta d the Submissi noted.	e crossings, o public pathv vay grade cro ation crossin on Informati An asteris	comp vay g ossing gs), co on se sk * de	lete the entire inventory rade crossings (including gs, complete the Header, omplete the Header, Part ection, in addition to the enotes an optional field.
A. Revision Date		B. Report	ing Age	ency	C. Re	ason	for Updat	<b>e</b> (Se	lect only	one)					D. DOT Crossing
( <i>MM/DD/YYYY</i> ) 09 / 04 / 2020		🗷 Railroa	d	🗆 Tran	sit 🛛 🖬 Ch	nange	in □N Cro	lew		□ Clo	osed	No Train Traffic	Quiet	lata	Inventory Number
<u> </u>		🗆 State		🗆 Othe	er 🗆 Re	e-Ope	en □ E Cha	Date	Doly (	Ch	ange in Primary ating RR	Admin.	zone opt	ale	917446T
					Part I: Lo	ocat	ion and	Cla	ssifica	tior	n Informatio	n			
1. Primary Operating BNSF Railway Cor	<b>Railroa</b> npany [	d BNSF]					2. State MINNE	SOT	A			3. County WRIGHT			
4. City / Municipality	1			5. Stree		ne &	Block Nun	nber				6. Highway T	ype & No.		
□ Near ALBER	VILLE			(Street	C/Road Nam	e)			_I  * (Bloc	ck Nu	umber)	CSAH 37			
7. Do Other Railroad If Yes, Specify RR	s Operat	te a Separa	ate Tra	ck at Cros	sing? 🗆 Ye	s 🗴	No	8. C	<b>Do Other</b> f Yes, Spe	• <b>Railı</b> ecify I	roads Operate O RR	ver Your Track	at Crossing?	ΠY	es 🗷 No
9. Railroad Division o	or Region	n	1	0. Railroad	d Subdivisio	n or	District	1	11. Bra	anch	or Line Name	/	12. RR Mile	e <b>post</b> 0027.	.132
□ NoneTWIN (	CITIES			None	MONTIC	ELLO	)		□ Non	ne .	LNDAL J-MOI	NTIC	(prefix)	(nnnn	.nnn)   (suffix)
13. Line Segment		14. Stat	Neares	st RR Time *	table	1	5. Parent	RR (ij	f applical	ble)		16. Crossi	ng Owner (if	applie	cable)
202		AL	BERT	VILLE		D	N/A					□ N/A	BNSF		
17. Crossing Type	18. Cro	ossing Purp	oose	19. Cross	sing Position	n	20. Public	c Acc	ess	21	. Type of Train	<b>— -</b> ·		2	2. Average Passenger
🕱 Public	I ⊟ High	nway nway. Ped.		RR Un	ide ider		(If Private	e Cros	ssing)		Freight Intercity Passene	rer 🗌 Share	t d Use Transit		Tain Count Per Day
□ Private	□ Stat	ion, Ped.			er						Commuter		t/Other		Number Per Day $0$
23. Type of Land Use	_	_			_					_	_	_		_	
Open Space	Farm		Reside	ential Into Numb	Comm	ercial		Indus	trial	PA ne	Institutional	L Recreati	onal L	_ RR `	Yard
24. IS there an Adjace	ent cros	sing with a	a Separ	ate numb	Jer :		25. Q	ulet	zone (Fi	ка рі	rovidedj				
□ Yes I No If	Yes, Prov	vide Crossi	ng Nun	nber			🖪 No		] 24 Hr	🗆 Pa	artial 🗌 Chicag	go Excused	Date Esta	blishe	ed
26. HSR Corridor ID		27.	Latitud	le in decin	nal degrees			28.	Longitud	de in	decimal degrees		29	). Lat/	Long Source
	🕱 N/A	(WC	GS84 st	d: nn.nnr	nnnn) 45.	2387	460	(W	GS84 std.	: -nr	nn.nnnnnn) <sup>-93.</sup>	659779	X	Actu	al 🗌 Estimated
30.A. Railroad Use	*	•						•	31.A. S	State	Use *		·		
30.B. Railroad Use	*								31.B. S	State	Use *				
30.C. Railroad Use	*								31.C. 9	State	Use *				
30.D. Railroad Use	*								31.D. 9	State	e Use *				
32.A. Narrative (Rai	Iroad Us	<sup>se)*</sup> (1.27	í I.28 I.	29)Value	Provided b	by Ra	ailroad, No	ot Ye	32.B. I	Narra	ative (State Use)	*			
33. Emergency Notifi	ication I	elephone	<b>No.</b> (pc	osted)	34. Rail	road	Contact ()	elepi	hone No.,	)		35. State Col	ntact (Telepi	ione I	NO.)
800-832-5452			_		817-35	52-15	549					651-366-36	67		
						Par	t II: Rai	Iroa	d Info	rma	ation				
1. Estimated Number	of Daily	Train Mov	/ement	S											
1.A. Total Day Thru T	rains	1.	B. Tota	al Night Th	iru Trains	1.C	. Total Swit	tching	g Trains	1	1.D. Total Transit	Trains	1.E. Check	it Les	s Than
0		0	1 101 10			0					0		How many	r train	is per week? <u>1</u>
2. Year of Train Coun	t Data (Y	(YYY)			3. Speed of	Train	at Crossing	g	4						·
2019					3.A. Maximu 3 B. Typical (	um Ti Snaai	metable Sp d Bange Ov	beed Ver Cr	(mph) <u>1</u> rossing (n	$\frac{1}{nnh}$	From 1	to 10			
4. Type and Count of	Tracks				S.D. Typical	shee	a nange Ul		ossing (II	(ווקה					
Main 0	Siding 0		Yard	I <u>1</u>	Trans	it _0		Indu	ustry_0						
5. Train Detection (M	lain Trac	k only)	tion D	tootion					thor -						
6. Is Track Signaled?	iing rim	e ⊔ IVI0		ciection		7.A.	Event Rec	order	niner ∟ ·				7.B. Rem	iote H	lealth Monitoring
□ Yes 🗵 No			<b>-</b> /-	la e : :			Yes 🗆	No					□ Ye	s 🗆	No

<b>A. Revision Date</b> ( <i>N</i> 09/04/2020	/M/DD/YYY	Y)				Р	AGE 2			<b>D</b> . 91	Crossing Inve	ntory Nu	<b>mber</b> (7 a	:har.)		
			Part III	: Highway	or Pat	hway	Traffic (	Control De	evice	Info	rmation					
1. Are there	2. Types o	of Passive T	raffic Con	trol Devices as	sociated	with the	Crossing									
Signs or Signals?	2.A. Cross	buck	2.B. ST(	DP Signs (R1-1)	2.C.	YIELD Sig	gns <i>(R1-2)</i>	2.D. Advar	nce Wa	arning S	Signs (Check al	l that app	ly; includ	е сои	nt) [	None 🕈
🖬 Yes 🛛 No	Assemblie 1	es (count)	(count) 0		(cou	nt)		□ W10-1			□ W10-3	¦	_ □v	V10-1	.1	
2.E. Low Ground Cl	earance Sigr	n 2.F. F	avement	Markings			2.G. Cha	nnelization			2.H. EXEMP	T Sign	2.I. EN	S Sigr	n (I-13)	
(W10-5)				0			Devices/	Medians			(R15-3)	Ū	Display	ved	. ,	
□ Yes <i>(count</i>	)		op Lines 1 Xing Sym	Dyi bols XINC	namic En	velope	🗆 All Ap	proaches		dian ne	□ Yes □ No		Yes			
2.J. Other MUTCD S	Signs		Yes 🗷 N				2.K. Priv	ate Crossing	2.L	. LED Er	nhanced Signs	(List type	s)			
Specify Type		Co	unt				Signs (if	private)								
Specify Type		_ C0 _ Co	unt				□ Yes	□ No								
Specify Type		_ Co	unt													
3. Types of Train A	ctivated Wa	arning Devic	es at the	Grade Crossing	g (specify	/ count o	f each dev	ice for all tha	t appl	y)				1		
3.A. Gate Arms	3.B. Gate	Configuratio	on	3.C. Can	tilevered	(or Bridg	<i>ged)</i> Flashi	ng Light	3.D	. Mast	Mounted Flas	hing Light	S	3.E	. Total C	Count of
(count)	🗆 2 Quad	l 🗆 Full	(Barrier)	Over Tra	ffic Lane	0	🗆 Ir	candescent		Incande	escent		)	i ia	STILLE LIE	
Roadway <u>0</u>	🗆 3 Quad	l Resist	ance							Back Lig	ghts Included	🗆 Sid	e Lights	0		
Pedestrian	🗆 4 Quad	l 🗌 Me	dian Gate	s Not Ove	r Traffic L	_ane _0	🗆 LI	ED				Includ	ed			
3.F. Installation Dat	e of Current	t		3.G. Wayside	Horn					3.H. I	Highway Traffi	c Signals	Controllir	g	3.I. Bel	ls
Active Warning Dev	vices: (MM/	YYYY)	a viro d	□ Yes In	stalled or	n <i>(MM/</i> }	YYY)	/		Cross	sing				(count)	)
/			quirea	🗆 No		, ,	,		-		SLAINO				0	
3.J. Non-Train Activ □ Flagging/Flagma	e Warning n □Manua	lly Operated	d Signals	Watchman	Flood	lighting	🗆 None		3.K Cou	. Other <sub>unt</sub> 0	Flashing Light	s or Warr pecify typ	ning Devid Ne	ces		
4.A. Does nearby H	wv 4.B. I	Hwy Traffic	Signal	4.C. Hwy Traf	fic Signa	l Preemo	otion	5. Highway T	raffic I	Pre-Sigi	nals	6. Highv	vav Moni	torin	g Device	s
Intersection have	, Inter	connection	. 0	- , -				□ Yes □	No	0		(Check d	all that ap	oply)	<b>,</b>	
Traffic Signals?	X N	ot Intercon	nected	Circulture				Chave an Dist	*			□ Yes -	Photo/V	ideo	Recordin	ng
🗆 Yes 🔳 No		or Warning	Signs	□ Simultane	ous			Storage Dista	tance *	*			e venicie	Prese	ence Det	ection
				P	art IV	: Physi	ical Cha	racteristic	s							
1. Traffic Lanes Cro	ssing Railroa	ad 🗆 One	-way Traf	fic	2. Is Roa	adway/P	athway	3. Does T	rack Ri	un Dow	n a Street?	4. Is Cr	ossing Illu	imina	ted? (S	treet
Number of Lanes	2	□ Two	o-way Tra ided Traff	ffic	Paved?	Yes	No	ſ	Yes	X	No	lights w nearest	vithin app rail) 🗆 \	rox. 5 /es	50 feet fi 🕱 No	rom
5. Crossing Surface	(on Main T	rack, multip	le types a	llowed) Insta	llation D	ate * (M	M/YYYY)	/		Wi	dth *		Length <sup>1</sup>	*		
□ 1 Timber □ □ 8 Unconsolidate	2 Asphalt ed 🗌 9 (	□ 3 Aspl Composite	halt and T	imber 🔳 4 ther (specify)	Concrete	e 🗆 5	Concrete	and Rubber	□ 6	Rubbe	er 🗌 7 Me	tal				
6. Intersecting Roa	dway within	1 500 feet?					7. Smalle	est Crossing A	ngle			8. Is C	ommercia	al Pov	ver Avai	lable? *
🗆 Yes 🗖 No	If Yes Annr	oximate Dis	tance <i>(fee</i>	ot)			□ 0° – 2	9° 🗆 30°	– 59°	X	60° - 90°		X Ye		□ No	
			itunee free	Pa	rt V: P	ublic F	lighway	Informat	ion		00 50		<u>La</u> 10.	,		
1. Highway System			2.	Functional Clas	sification	n of Road	d at Crossi	ng	3.	Is Cros	sing on State I	lighwav	4.	Highv	vay Spee	ed Limit
0 1/1/10					] (0) Rui	ral 🔳 (	1) Urban	0	Sy	stem?	0	0 7	_30	)	N	ИРН
□ (01) Inters	tate Highwa	y System		(1) Interstate		d Evoros	] (5) Majo	r Collector		Yes	No No			Poste	ed 🗆 S	tatutory
□ (02) Other □ (03) Feder	al AID, Not N	NHS		(3) Other Prin	cipal Arte	erial	sways ] (6) Mino	r Collector	5.	Linear	Referencing S	ystem (Lk	S Route I	D) *		
🕱 (08) Non-F	ederal Aid		X	(4) Minor Arte	erial		] (7) Local		6.	LRS Mi	ilepost *					
7. Annual Average Year 2004 AA	Daily Traffic	: <i>(AADT)</i> 0	8. Estin 05	nated Percent	Frucks _ %	9. Reg	gularly Use	d by School B Average Nu	uses? mber	per Day	/	10 _	.Emerge Yes [	ncy S ∃ No	ervices l	Route
Submi	ission Inf	formatio	<b>n</b> - This	informatior	is used	d for ac	dministra	itive purpo	ses a	nd is r	not availabl	e on the	e public	web	osite.	
Submitted by				Organiz	ation						Phone		[	Date		
Public reporting bu	rden for this	s informatio	n collectio	on is estimated	to avera	ige 30 m	inutes per	response, inc	luding	the tim	ne for reviewin	g instruct	tions, sea	rchin	g existin	g data
sources, gathering	and maintai	ning the dat	ta needed	and completin	g and re	viewing	the collection	on of informa	tion.	Accord	ing to the Pap	erwork Re	eduction	Act o	f 1995, a	a federal
agency may not cor displays a currently	valid OMB	control num	berson is	valid OMB con	s, nor sha trol num	an a pers iber for i	on be subj nformation	ect to a pena collection is	11y tor 2130-0	1anure 0017. 9	Send comment	n, a collec ts regardi	ng this bu	irden	estimat	iess it te or anv
other aspect of this	collection,	including fo	r reducing	this burden to	: Inform	nation Co	llection Of	ficer, Federal	Railro	ad Adn	ninistration, 12	200 New .	lersey Av	e. SE,	MS-25	,
Washington, DC 20	590.		- 1	- \					/-	- 15 -						

FORM FRA F 6180.71 (Rev. 08/03/2016)

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	nitial rep ghway-ra rade cros Submiss n Inform Note: For	porting of the ail grade cross asings), comple sion Information ation section. r private crossi	following tr ings, compl ete the Hea on section. I For changengs only, Pa	ypes of new o ete the Head der, Parts I ar For grade-sepa es to existing art I Item 20 ar	or prev er, Pa nd II, a arated data, nd Par	viously un rts I and and the S highway complete t III Item	nrepo II, a Gubm -rail o e the 2.K. a	orted cro nd the S ission Inf or pathw Header, are requi	ssings: For public h ubmission Informat formation section. F ay crossings (includ Part I Items 1-3, a red unless otherwis	ighway-rail grad ion section. For for Private pathy ing pedestrian st nd the Submissi e noted.	e crossings, cor public pathway way grade cross ation crossings), ion Information An asterisk *	nplete the entire inventory grade crossings (including ings, complete the Header, complete the Header, Part section, in addition to the denotes an optional field.
A. Revision Date (MM/DD/YYYY)		<b>B. Reporting</b>	Agency □ Tra	C. Rea	ason fo ange i	or Update	<b>e</b> (Sel Iew	lect only o	one) T Closed	🗌 No Train	🗆 Quiet	D. DOT Crossing Inventory Number
09 / 02 / 2020		□ State	□ Otł	Data	-Open	Cros	sing ate	[	Change in Primary	Traffic	Zone Update	095668D
				Part I: Lo	catio	on and	nge ( Cla	ssificat	perating RR tion Informati	Correction on		
1. Primary Operating BNSF Railway Cor	, Railroa npany []	d BNSF1				2. State MINNE	SOT	A		3. County WRIGHT		
4. City / Municipality	1	1	5. Stre	et/Road Nam	ie & B	lock Num	ber			6. Highway T	ype & No.	
In □ Near ALBER	IVILLE		<u>PRI</u> (Stree	VATE et/Road Name	?)			  * (Bloc	ck Number)	CITY		
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate T	rack at Cro	ssing? 🗆 Yes	s 🗷 N	10	<b>8. C</b> If	<b>Do Other</b> Yes, Spe	Railroads Operate	Over Your Track	at Crossing?	Yes 🖬 No
9. Railroad Division o	or Regior	<u>ו</u>	10. Railroa	ad Subdivisior	n or Di	strict		11. Bra	nch or Line Name		<b>12. RR Milepo</b>   002	26.970
□ None TWIN C	CITIES		□ None	MONTICE	LLO			□ Non	e LNDALE J-N	MONTIC	(prefix)   (nn	nn.nnn)   (suffix)
13. Line Segment		14. Nea Station	rest RR Tim *	etable	15.	. Parent I	RR (ij	applicat	ole)	16. Crossi	ng Owner (if ap)	olicable)
202		ALBER	RTVILLE		X	N/A				🗆 N/A	BNSF	
17. Crossing Type	18. Cro	ossing Purpose	19. Cro	ssing Position		2 <b>0. Public</b> 'if Private	Cros	ess sina)	21. Type of Train	□ Trans	it	22. Average Passenger Train Count Per Day
🗆 Public	□ Path	nway, Ped.		nder	[	□ Yes	0,00	sing/	□ Intercity Passer	nger 🗌 Share	d Use Transit	Less Than One Per Day
Private	🗆 Stat	ion, Ped.	🗆 RR O	ver	[	🗶 No			Commuter	🗆 Touris	st/Other	□ Number Per Day_0
23. Type of Land Use	E Earm		idantial		rcial		nduc	trial		🗌 Recreati	onal 🗆 R	'R Vard
24. Is there an Adjac	ent Cros	sing with a Se	parate Num	ber?	reiur	25. Q	uiet	Zone (Fl	RA provided)			
	Voc Droi	vide Creasing N	lumbor					24.11-		aga Evaurad	Data Establi	shad
26. HSR Corridor ID	res, Prov	27. Lati	tude in deci	mal degrees			28.	Longitud	le in decimal degree	ago excused	29. L	at/Long Source
				. 45 2	2765	00			9	3 657017	_	
30.A. Railroad Use	_LXIN/A *	(WGS84	std: nn.nr	nnnnn) 40.2	.0700	00	(W	GS84 std: <b>31.A.</b>	· -nnn.nnnnnn) ··· State Use   *	0.007017	LX Ac	tual 🗌 Estimated
30.B. Railroad Use	*							31.B. 9	itate Use *			
30.C. Railroad Use	*							31.C. S	itate Use *			
	4								····· ·· ··			
30.D. Railroad Use	*							31.D. S	state Use *			
32.A. Narrative (Rai	Iroad Us	e) * COULD	BE A PRIV	IND ROAD				32.B. N	Narrative (State Use	<sup>)*</sup> COULD BE	A PRIV IND R	OAD
33. Emergency Notifi	ication T	elephone No.	(posted)	34. Railr	oad Co	ontact (7	elepl	hone No.,	)	35. State Co	ntact (Telephon	e No.)
800-832-5452				817-352	2-154	9				651-366-36	67	
					Part	II: Rail	roa	d Infoi	rmation			
1. Estimated Number	of Daily	Train Moveme	ents	1 <b>T</b>	4.6.7			<b>T</b> '		·		<b></b>
(6 AM to 6 PM) 0	rains	1.B. 1 <i>(6 PM</i> 0	to 6 AM)	nru i rains	1.C. 1 0	otal Swit	CUIUE	g Trains	0	it frains	One Moveme How many tra	ent Per Day 🔳 ains per week? 4
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		3. Speed of T	rain at	Crossing	S		^		· · · ·	
2019				3.A. Maximu 3.B. Typical S	m Tim peed I	etable Sp Range Ov	eed ( er Cr	(mph) <u>1</u> ossing (n	0 nph) From 1	<sub>to</sub> 10		
4. Type and Count of	Tracks								r /			
Main	Siding 0	Y	ard 2	Transit	t_0		Indu	ustry_0				
5. Train Detection (M	lain Traci	k only)	Detection					ther 🖙	None			
6. Is Track Signaled?	1118 11116				7.A. E	vent Reco	order				7.B. Remote	e Health Monitoring
🗆 Yes  🖬 No						Yes 🗆	No				□ Yes	□ No

A. Revision Date (A	MM/DD/YYYY)					Р	AGE 2			<b>D.</b> 09	Crossing Inve	ntory N	umber (7	char.,	)
			Part II	I: Highway	or Pat	:hway	Traffic C	Control D	evice	Info	rmation				
1. Are there	2. Types of Pa	assive Ti	raffic Con	trol Devices as	sociated	with the	Crossing								
Signs or Signals?	2.A. Crossbuc	k	2.B. ST(	OP Signs (R1-1)	2.C.	YIELD Sig	gns <i>(R1-2)</i>	2.D. Adva	nce Wa	arning S	igns (Check al	l that ap	ply; inclua	le cou	<i>int)</i> 🛯 None
🖿 Yes 🗌 No	Assemblies (c 2	ount)	(count) 0		(cou	nt)		□ W10-1 □ W10-2			□ W10-3 □ W10-4	3 4		N10-: N10-:	11 12
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	avement	Markings			2.G. Char Devices/	nnelization Medians			2.H. EXEMP ( <i>R15-3</i> )	T Sign	2.I. EN Displa	IS Sig ved	n <i>(I-13)</i>
Yes (count	)		op Lines	Dyi bols 🕅 No	namic En	ivelope	□ All Ap	proaches	□ Me	dian ne	□ Yes		Yes	,	
2.J. Other MUTCD S	Signs		Yes 🗆 N		ine inc		2.K. Priva	ate Crossing	2.L	. LED Er	nhanced Signs	(List typ	es)		
Specify Type		Co	unt				Signs (if µ	orivate)							
Specify Type		Co	unt				🛾 Yes 🛛	□ No							
Specify Type		Co	unt												
3. Types of Train A	ctivated Warnin	ng Devic	es at the	Grade Crossing	g (specify	count o	f each dev	ice for all tha	t appl	y)	Mounted Flag	hing Ligh	+-	21	Total Count of
3.A. Gate Arms (count)	3.B. Gate Con	nguratio	on	Structure	es <i>(count</i>	(or Briag t)	<i>jeu)</i> Flashir	ig Light	3.D	unt of n	nasts) 0	ning Lign	ts	5.t Fla	ashing Light Pairs
-	🗆 2 Quad	🗆 Full	(Barrier)	Over Tra	ffic Lane	0	🗆 In	candescent		Incande	escent		D		
Roadway 0	□ 3 Quad	Resista	ance dian Cata	c Not Ove	Traffic I	0		.0		Back Lig	shts Included	□ Sio	de Lights	0	
			dian Gate	s Not Over	r i ramic i	Lane <u> </u>	LI	:D				Inclu	aea		
3.F. Installation Dat	e of Current			3.G. Wayside	Horn					3.H. H	Highway Traffi	c Signals	Controlli	ng	3.I. Bells
Active warning Dev		r) Not Red	quired	□ Yes In	stalled o	n <i>(MM/Y</i>	YYY)	_/		□ Ye	s 🗷 No				(count)
3 L Non-Train Activ	e Warning			⊔ No					ЗК	Other	Flashing Light	s or War	ning Devi	res	
□ Flagging/Flagma	n 🗆 Manually C	perated	d Signals	🗆 Watchman	🗆 Flood	llighting	□ None		Со	unt_0_	S	pecify ty	pe		
4.A. Does nearby H	wy 4.B. Hwy	Traffic	Signal	4.C. Hwy Traf	fic Signa	l Preemp	otion	5. Highway 1	Traffic	Pre-Sig	nals	6. High	way Mon	itorin	g Devices
Traffic Signals?	Not li	nection	nected						NO				- Photo/V	opiy) /ideo	Recording
	🗆 For T	raffic Sig	gnals	Simultane	ous			Storage Dist	ance *			□ Yes	– Vehicle	Pres	ence Detection
🗆 Yes 🔳 No	🗌 For W	/arning	Signs	□ Advance	_	_		Stop Line Dis	stance	*		Nor	ne		
		_		P	art IV	: Physi	ical Cha	racteristic	CS			1			
1. Traffic Lanes Cro	ssing Railroad 2	One Two	-way Traf o-way Tra idod Traff	fic ffic ic	2. Is Ro Paved?	adway/P	athway	3. Does T	rack R	un Dow	n a Street?	4. Is C lights w	rossing Illi within app t rail)	umin p <i>rox.</i> . Voc	ated? (Street 50 feet from
5. Crossing Surface	 (on Main Track	, multip	le types a	llowed) Insta	llation D	ate * (M	M/YYYY)	/		Wi	dth *	neures	Length	*	
■ 1 Timber □ □ 8 Unconsolidate	2 Asphalt ed 9 Com	3 Aspl posite	halt and T	imber   □ 4 )ther <i>(specify)</i>	Concrete	e 🗆 5	Concrete	and Rubber	□ 6	6 Rubbe	er 🗌 7 Me	tal -			
6. Intersecting Roa	dway within 50	0 feet?					7. Smalle	st Crossing A	ngle			8. Is (	Commerci	al Po	wer Available? *
🛾 Yes 🗆 No	If Yes, Approxir	nate Dis	tance (fee	et) <u>75</u>		_	□ 0° – 29	9° □ 30°	– 59°	X	60° - 90°		🖬 Ye	S	□ No
				Pa	rt V: P	ublic F	lighway	Informat	ion						
1. Highway System			2.	Functional Clas	sificatio (0) Ru	n of Road	d at Crossin 1) Urban	g	3. Sv	Is Cros	sing on State I	Highway	4.	High 0	way Speed Limit MPH
🗌 (01) Inters	tate Highway Sy	vstem		(1) Interstate	. ,	Ľ	(5) Major	Collector		Yes	🖬 No		X	Post	ed 🛛 Statutory
☐ (02) Other	Nat Hwy Syster	n (NHS)		(2) Other Free (3) Other Prin	ways an cinal Art	d Expres	sways ] (6) Minor	Collector	5.	Linear	Referencing S	ystem (L	RS Route	ID) *	
🔟 (08) Non-F	ederal Aid			(4) Minor Arte	erial		(7) Local	concetor	6.	LRS Mi	lepost *				
7. Annual Average Year 2011 AA	Daily Traffic <i>(A.</i> DT _000100	4 <i>DT)</i>	8. Estir _10	nated Percent	Frucks _ %	9. Reg	gularly Use	d by School Β Average Νι	luses? Imber	per Day	/	_ 10	). Emerge Yes	ency S	Services Route
Submi	ission Infor	matio	<b>n</b> - This	information	is use	d for ac	dministra	tive purpo	ses a	nd is r	not availabl	e on th	e public	: we	bsite.
Submitted by				Organiz	ation						Phone			Date	
Public reporting bu	rden for this inf	ormatio	n collection	on is estimated	to avera	nge 30 m	inutes per i	response, inc	luding	the tim	e for reviewir	ng instruc	ctions, sea	archir	ng existing data
agency may not cor displays a currently	and maintaining iduct or sponso valid OMB cont	r, and a trol num	person is ber. The	not required to valid OMB con	g and re o, nor sh trol num	all a pers	ine collection ion be subjord nformation	ect to a pena collection is	ation. Ity for 2130-	failure 0017. S	ing to the Pap to comply wit Send commen	erwork F h, a colle ts regard	eduction ection of ir ing this b	Act o nform urder	nation unless it estimate or any
other aspect of this Washington, DC 20	collection, inclu 590.	uding fo	r reducin	g this burden to	: Inform	nation Co	ollection Of	ficer, Federal	Railro	ad Adm	ninistration, 12	200 New	Jersey Av	e. SE	, MS-25

FORM FRA F 6180.71 (Rev. 08/03/2016)

#### **DEPARTMENT OF TRANSPORTATION**

Instructions for the in Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submission updated data fields. N	nitial repo ghway-rai ade cross Submissi n Informa Note: For	orting of the I grade cross sings), comple ion Information ation section. private crossi	following t ings, comp ete the Hea on section. For chang ngs only, P	types of new lete the Head ader, Parts I a For grade-sep les to existing art I Item 20 a	or pro der, P ind II, parate data ind Pa	eviously u Parts I and and the S ed highway I, complet art III Item	nrepo I II, a Subm y-rail e the 2.K. a	orted cro nd the S ission Inf or pathw Header, are requi	ossings ubmis format vay cro , Part red un	: For public hig sion Informatic cion section. Fo ssings (includin I Items 1-3, an iless otherwise	shway-rail grad on section. For r Private pathv g pedestrian st d the Submissi noted.	e crossings public path vay grade c ation crossi on Informa An aster	, comp nway g crossing ings), co ition se risk * d	lete the entire inventory rade crossings (including gs, complete the Header, omplete the Header, Part ection, in addition to the enotes an optional field.
A. Revision Date	I	B. Reporting	Agency	C. Re	ason	for Updat	<b>e</b> (Se	lect only	one)		_	_		D. DOT Crossing
( <i>MM/DD/YYYY</i> ) 09 / 02 / 2020	[	🛾 Railroad	🗆 Tra	ansit 🛛 🖬 Ch	ange	in 🗆 N	Vew ssing	[	Clos	ed	No Train     Traffic	Quie Zone Lli	t ndate	Inventory Number
	[	□ State	□ Ot	her 🗆 Re	-Ope	n 🗆 [ Cha	Date	[ Dnlv (	] Char Operat	nge in Primary ing RR	Admin.	20112 0	puate	095667W
				Part I: Lo	ocati	ion and	Cla	ssifica	tion	Informatio	n			
1. Primary Operating BNSF Railway Cor	<b>Railroad</b> npany [B	NSF]				2. State MINNE	SOT	A			3. County WRIGHT			
4. City / Municipality			5. Str	eet/Road Nar	ne & I	Block Nun	nber				6. Highway T	ype & No.		
l≝In ⊡Near ALBERT	VILLE		(Stre	et/Road Nam	 е)			_    * (Blou	ck Nun	nher)	CSAH 35			
7. Do Other Railroads	s Operate	e a Separate T	rack at Cro	ossing? 🗆 Ye	s 🕱	No	8. C	<b>Do Other</b> f Yes, Spe	Railro ecify Rf	ads Operate O	ver Your Track	at Crossing	;? 🗆 Y	res 🗷 No
9. Railroad Division o	or Region		, 10. Railro	ad Subdivisio	n or [	District		11. Bra	inch oi	r Line Name	,	, 12. RR M	ilepost 0026	.804
□ None TWIN C	ITIES		□ None	MONTIC	ELLC	)		🗆 Non	e	LNDALE J-M	(prefix)	(nnnn	n.nnn)   (suffix)	
13. Line Segment		14. Nea Station	rest RR Tin *	netable	1	5. Parent	RR (ij	f applical	ble)		16. Crossi	ng Owner (	if appli	cable)
202		ALBEF	RTVILLE			N/A					□ N/A	BNSF		
17. Crossing Type	18. Cros	sing Purpose	19. Cro	ssing Position	۱	20. Publi	c Acc	ess	21.	Type of Train			2	2. Average Passenger
🕱 Public	□ Path	way way Ped		irade Inder		(if Private	e Cros	sing)	I LXI Fi I I I I I I	reight htercity Passeng	er 🗌 Share	it d Lise Trans	T∣ sit Γ	Train Count Per Day
□ Private	□ Statio	on, Ped.		Dver						ommuter		t/Other		$\Box$ Number Per Day 0
23. Type of Land Use			•											
Open Space	Farm	Res Res	idential	Comm	ercial		Indus	trial		Institutional	🗆 Recreati	onal	RR	Yard
24. Is there an Adjace	ent Cross	ing with a Sep	barate Nun	nberr		25. 0	luiet	zone (Fi	ка рго	viaea)				
🗆 Yes 🗷 No 🛛 If '	Yes, Provi	ide Crossing N	lumber			🖪 No		24 Hr	🗆 Par	tial 🗌 Chica	go Excused	Date Es	tablish	ed
26. HSR Corridor ID		27. Latit	ude in dec	imal degrees			28.	Longitud	de in d	ecimal degrees	5	:	29. Lat	/Long Source
	🕱 N/A	(WGS84	std: nn.n	nnnnn) 45.	2370	000	(W	GS84 std	: -nnn		.654333		🕱 Actu	ial 🛛 Estimated
30.A. Railroad Use	*							31.A. 9	State L	Jse * F0586				
30.B. Railroad Use	*							31.B. S	State L	Jse *				
30.C. Railroad Use	*							31.C. 9	State L	Jse *				
30.D. Railroad Use	*							31.D. 9	State l	Jse *				
32.A. Narrative (Rai	lroad Use	<sup>)*</sup> (1.27 1.28	3 I.29)Valu	ue Provided b	by Ra	ailroad, N	ot Y€	32.B. I	Narrat	i <b>ve</b> (State Use)	*			
33. Emergency Notifi	cation Te	lephone No.	(posted)	34. Rail	road (	Contact (7	Telepi	hone No.	)		35. State Co	ntact (Tele	phone	No.)
800-832-5452				817-35	2-15	49					651-366-36	67		
					Par	t II: Rai	Iroa	d Info	rmat	ion				
1. Estimated Number	of Daily 1	Frain Moveme	ents											
1.A. Total Day Thru T	rains	1.B. T	otal Night	Thru Trains	1.C.	Total Swit	tching	g Trains	1.	D. Total Transit	Trains	1.E. Cheo	ck if Les	ss Than
(6 AM to 6 PM) 0		(6 PM) 0	to 6 AM)		0				0			How ma	/ement ny trair	i Per Day 🖻
2. Year of Train Count	t Data (YY	(YY)		3. Speed of	Train a	at Crossing	g					nowina	ity train	
2010				3.A. Maximu	ım Tir	netable Sp	peed	(mph) <u>1</u>	0	1	. 10			
4 Type and Count of	Tracks			3.B. Typical :	Speed	Range Ov	ver Cr	ossing (n	nph)	From _	to			
Main 0	Siding 0	Y	ard 1	Trans	<sub>it</sub> 0		Indi	<sub>ustrv</sub> 0						
5. Train Detection (M	ain Track	only)												
Constant Warr	ning Time	□ Motion	Detection	LIAFO 🗆	PTC	L DC		ther □	None	2		70 00	moto	lealth Monitoring
Yes X No					, .д. С	Yes	No					7.B. Ke	′es □	] No

A. Revision Date (A	ЛМ/DD/YYYY)				PAGE 2 D. Crossing Inventory Number (7 char.) 095667W													
Part III: Highway or Pathway Traffic Control Device Information																		
1. Are there Sime or Simple2																		
Signs or Signals?	2.A. Crossbu	ck	2.B. ST	OP Signs (R1-1)	2.C.	YIELD Sig	gns <i>(R1-2)</i>	2.D. Adva	nce Wa	ce Warning Signs (Check all th 🛛 W10-3 W10-4			ply; inclua	le cou	<i>int)</i> 🛯 None			
🖿 Yes 🗌 No	Assemblies ( 0	count)	(count) 0		(cou	int)		□ W10-1					🗆 W10-11 \[ W10-12					
2.E. Low Ground Cl (W10-5)	earance Sign	Pavement	Markings		2.G. Char Devices/I	nnelization Medians		2.H. EXEMPT 5 ( <i>R15-3</i> )			Sign 2.1. ENS Sign (1-13) Displayed							
☐ Yes <i>(count</i>	op Lines Xing Syn	⊡Dyi bols T¥iNo	namic En	velope	□ All Ap	proaches pproach	□ Me	dian ne	□ Yes □ No		I Yes □ No							
2.J. Other MUTCD S	Yes 🕱 N	10			2.K. Priva	te Crossing	2.L	. LED Er	nhanced Signs									
Specify Type	unt				Signs (if p	private)												
Specify Type		Co	unt				□ Yes [											
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)																		
3.A. Gate Arms 3.B. Gate Configuration 3.C. Cantilevered (or Bridged) Flashing Light 3.D. Mast Mounted Flashing Lights 3.E. To												Total Count of						
(count)	5.D. Gute co	ingulutio	511	Structure	es (count	t)	or bridged) hashing light			unt of r	masts)_2		Lights		shing Light Pairs			
	🗆 2 Quad	🗆 Full	(Barrier)	Over Tra	er Traffic Lane 0		🗆 In		Incande	escent		D						
Roadway 0	□ 3 Quad	Resist	ance							Back Lig	ghts Included	🗆 Sid	de Lights	4				
Pedestrian	∐ 4 Quad	∐ Me	dian Gate	s Not Ove	r Traffic I	Lane <u> </u>	LI LE	D				Inclu	ded					
3.F. Installation Date of Current       3.G. Wayside Horn       3.H. Highway Traffic Signals Controlling       3.I. Br												3.1. Bells						
Active Warning Dev /	vices: (MM/YY)	Y) Not Rei	auired	□ Yes In	stalled o	n <i>(MM/Y</i>	YYY)	_/		Cross	s 🖬 No				(count)			
												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 H	wy 4.B. Hw	y Traffic	Signal	4.C. Hwy Traf	4.C. Hwy Traffic Signal Preemption 5. Highway T					Pre-Sig	nals	6. High	ghway Monitoring Devices					
Intersection have	nactod	□ Yes □					No			(Check	:k all that apply)							
Traffic Signals:	gnals	□ Simultaneous Storage Dist									- Vehicle Presence Detection							
🗆 Yes 🛛 No	🗌 For V	Signs	Advance Stop Line Dis						tance *  None									
Part IV: Physical Characteristics																		
1. Traffic Lanes Cro	ssing Railroad	One	-way Traf	fic	2. Is Ro	adway/P	athway	3. Does T	rack R	un Dow	n a Street?	4. Is C	rossing Ill	umin	ated? (Street			
Number of Lanes	2		ided Traff	ic		Yes	🗆 No		🗆 Yes	X	neares	est rail) 🖬 Yes 🗌 No						
5. Crossing Surface	(on Main Trac	k, multip	le types a	llowed) Insta	llation D	ate * (M	M/YYYY) _	/		Wi	dth *		Length	*				
□ 1 Timber III 2 Asphalt □ 3 Asphalt and Timber □ 4 Concrete □ 5 Concrete and Rubber □ 6 Rubber □ 7 Metal □ 8 Unconsolidated □ 9 Composite □ 10 Other ( <i>specify</i> )																		
6. Intersecting Roadway within 500 feet?7. Smallest Crossing Angle8. Is Commercial Po									wer Available? *									
🗆 Yes  🖬 No	If Yes, Approxi	mate Dis	stance <i>(fe</i>	et)			□ 0° – 29	9° □ 30°	– 59°	X	60° - 90°		🖬 Ye	S	□ No			
				Pa	rt V: P	ublic H	lighway	Informat	ion									
1. Highway System			2.	Functional Clas	sificatio (0) Ru	n of Road ral 🛛 (	d at Crossin 1) Urban	g	3. Sy	Is Cros stem?	sing on State I	Highway	4. 3	High <sup>.</sup> 0	ghway Speed Limit MPH			
🗌 (01) Inters	tate Highway S	ystem		□ (1) Interstate □ (5) Major Col					collector 🗌 Yes 🗷 No					🗷 Posted 🛛 Statutory				
☐ (02) Other	Nat Hwy Syste	m (NHS)		(2) Other Free (2) Other Prin	ways an	d Expres	sways Ł (6) Minor	Collector	5.	Linear	Referencing S	ystem (L	RS Route	oute ID) *				
🔟 (03) Feder	ederal Aid	,		(4) Minor Arte	erial		(7) Local	conector	6.	LRS Mi	ilepost *							
7. Annual Average Year 2011 AA	Annual Average Daily Traffic (AADT)8. Estimated Percent Trucks9. Rear 2011AADT00440010Ye							gularly Used by School Buses?			es? 1 ber per Day [			I. Emergency Services Route Yes □ No				
Submi	ission Info	matio	o <b>n</b> - This	informatior	is use	d for ac	lministra	tive purpo	ses a	nd is r	not availabi	e on th	e public	: we	bsite.			
Submitted by Organization Phone											Date							
Public reporting bu	rden for this in	formatio	n collecti	on is estimated	to avera	age 30 m	inutes per r	esponse, inc	luding	the tim	ne for reviewir	ng instruc	ctions, sea	archir	ng existing data			
sources, gathering	and maintainin	g the dat	ta needed	and completin	g and re	viewing	the collection	on of inform	ation.	Accord	ing to the Pap	erwork F	eduction	Act c	of 1995, a federal			
displays a currently	valid OMB cor	n, and a itrol num	person is ober. The	valid OMB con	, nor sh trol num	an a pers	on be subjention	collection is	11y tor 2130-	0017. S	Send comply wit	n, a colle ts regard	ing this b	urder	nestimate or any			
other aspect of this	collection, inc	uding fo	r reducin	g this burden to	: Inform	nation Co	llection Of	ficer, Federal	Railro	ad Adm	ninistration, 12	200 New	Jersey Av	e. SE	, MS-25			
Washington, DC 20	590.																	

FORM FRA F 6180.71 (Rev. 08/03/2016)

#### **DEPARTMENT OF TRANSPORTATION**

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		B. Reporting	Agen	icy	C. Reas	on for l	Updat	<b>e</b> (Sele	ect only	one)				D. DOT Crossing				
(MM/DD/YYYY) III Railroad □ Transit					Char	Lata Crossing							Quiet Zono Lindato		Inventory Number			
□ State			□ Other	□ Re-Open □ D Cha			ate Date	Dnlv C	Change in F	Primary	Admin.	zone opu	ale	068446X				
	L			Ра	rt I: Loc	ation	and	Clas	ssifica	tion Infor	matio	n						
1. Primary Operating Railroad BNSF Railway Company [BNSF]						<b>2.</b> 9	<b>State</b> INNE	SOT	A			3. County WRIGHT						
4. City / Municipality 5. Street/Road Na BARTHEL IND						& Bloc	k Num	nber	1			6. Highway Type & No.						
□ NearALBER1	IVILLE		_	(Street/Ro	oad Name)				* (Bloc	k Number)		TRD 902						
7. Do Other Railroads Operate a Separate Track at Crossing?       Yes       Yes       No         If Yes, Specify RR       If Yes, Specify RR       If Yes, Specify RR																		
9. Railroad Division o	or Regio	<u></u> n	10.	Railroad Su	bdivision o	sion or District			11. Bra	nch or Line N	lame	,	, 12. RR Mile	450 ı				
□ None TWIN 0	CITIES			None <u>N</u>	IONTICEL	LO			🗆 Non	e <u>LNDA</u>	LE J-MO	ONTIC	(prefix)   (	'nnnn.	nnn)   (suffix)			
13. Line Segment		14. Ne	arest	RR Timetab	le	15. Parent RR			if applicable)			16. Crossin	ng Owner (if	<b>Owner</b> (if applicable)				
202		ALBE	n RTVI	ILLE		M N/A						□ N/A	BNSF	BNSF				
17. Crossing Type	18. Cro	rossing Purpose 19. Crossing Position				20.	Public	: Acce	ess	21. Type of	f Train			22	2. Average Passenger			
Dublia	🗷 High	ghway I II At Grade (if					Private	Cross	sing) 🗷 Freight			🗌 Transi	t 1 1 1	Tr	irain Count Per Day			
Public Private	□ Pathway, Ped. □ RR Under											er 🗆 Shared	t/Other	Other				
23. Type of Land Use															/			
Open Space	□ Farm	n 🗷 Re	siden	tial 🗌	Commer	cial		ndust	trial	Institut	ional	Recreation	onal [	RR Y	ard			
24. Is there an Adjac	ent Cros	sing with a S	eparat	te Number?			25. Q	ulet 2	one (F	(A proviaea)								
🗆 Yes 🗷 No 🛛 If	Yes, Pro	vide Crossing	Numb	oer			🖪 No		24 Hr	🗆 Partial 🛛	🗆 Chicag	go Excused	Date Esta	blishe	d			
26. HSR Corridor ID		27. Lat	itude	in decimal	degrees			28.	Longitud	le in decimal	degrees		29	). Lat/I	Long Source			
	X N/A	(WGSE	A std.	nn nnnnn	<sub>nn)</sub> 45.23	26667		(WG	5584 std	-nnn nnnn	<sub>2001</sub> -93.	646667	X	Actua	I Fstimated			
30.A. Railroad Use	*	(11000	, ocur		,			(110	31.A. 9	itate Use *	F1271		· · ·					
30.B. Railroad Use	*								31.B. S	tate Use *								
30.C. Railroad Use	*								31.C. State Use *									
30.D. Railroad Use	*								31.D. 9	tate Use *								
32.A. Narrative (Rai	ilroad Us	<sup>se)</sup> * (1.27 1.2	28 1.29	9)Value Pr	ovided by	Railroa	ad, No	ot Y€	32.B. M	larrative (Sta	ate Use)	*						
33. Emergency Notif	ication T	elephone No	. (post	ted)	34. Railroa	ad Cont	act (7	<sup>-</sup> eleph	one No.,			35. State Cor	<b>35. State Contact</b> (Telephone No.)					
800-832-5452					817-352-	7-352-1549						651-366-36						
					P	art II:	Rail	road	d Infoi	mation								
1. Estimated Number	of Daily	Train Moven	nents															
1.A. Total Day Thru T	Trains	1.B.	Total I	Night Thru	Trains 1	C. Tota	al Swit	ching	g Trains 1.D. Total Transit			Trains	1.E. Check	if Less	Than			
0	(6 AM to 6 PM)     (6 PM to 6 AM)     One Movement Per Day       0     0     0     0										sper week? 4							
2. Year of Train Coun	t Data (Y	(YYY)		3. S	peed of Tra	ain at Cr	rossing	3	_	_								
2019				3.A.	Maximum	Timeta	ible Sp	eed (	'mph) <u>2</u>	b nhl From 1	1	to 25						
4. Type and Count of	Tracks			3.B.	i ypical Sp	eeu Kar	ige UV		ussing (n	<i>ipiij</i> From_	·							
Main 1	SidingO		Vard (	0	Transit	0		Indu	istry 0									
5. Train Detection (M	lain Trac	k only)	. uru _					muu	y									
Constant Warr	ning Tim	e 🗌 Motio	n Dete	ection 🗆	AFO 🗆 PT	C 🗆	DC	🗆 Ot	her 🗆	None								
6. Is Track Signaled?					7.	A. Ever	nt Reco	order					7.B. Rem	7.B. Remote Health Monitoring				
		1	/-					110			. 10 0 10			, L				

A. Revision Date (A	ЛМ/DD/YYYY)				PAGE 2 D. Crossing Inventory Number (7 char.)													
Part III: Highway or Pathway Traffic Control Device Information																		
1. Are there 2. Types of Passive Traffic Control Devices associated with the Crossing																		
Signs or Signals?	2.A. Crossbu	ck	2.B. ST	OP Signs (R1-1)	2.C.	YIELD Sig	gns <i>(R1-2)</i>	2.D. Advar	nce Wa	arning S	igns (Check al	l that app	ly; include	e cou	int) 🛛 🖬 None			
🖬 Yes 🗆 No	Assemblies (a	count)	(count) 0		(cou	nt)		□ W10-1 □ W10-2	□ W1			)-3 [ )-4 [		□ W10-11 □ W10-12				
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. F	avement	Markings	•		2.G. Cha Devices/	nnelization Medians		2.H. EXEMPT ( <i>R</i> 15-3)			Sign 2.I. ENS Sign (I-13) Displayed					
Yes (count	Dyr	namic En	ivelope		proaches	□ Me	☐ Median ☐ Yes			I Yes □ No								
2.J. Other MUTCD S	Signs		Yes XIN		ne		2.K. Priv	ate Crossing	2.L	2.L. LED Enhanced Signs (List types)								
		-		Signs (if private)														
Specify Type Specify Type		Co	unt															
Specify Type         Count																		
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)																		
3.A. Gate Arms	3.B. Gate Cor	nfiguratio	on	3.C. Cant	ilevered	(or Bridg	<i>ged)</i> Flashi	ng Light	3.D	. Mast	Mounted Flas	hing Light	ights 3		. Total Count of			
(count)	□ 2 Ouad	🗆 Full	(Barrier)	er) Over Traffic Lane			2 □ Incandescent			□ Incandescent			— □ IED		lashing Light Pairs			
Roadway 0	□ 3 Quad	Resist	ance							Back Lights Included			□ Side Lights		8			
Pedestrian	🗆 4 Quad	🗆 Me	dian Gate	s Not Over	Traffic I	Lane 0	D L	ED				Includ	ed	0				
3.F. Installation Date of Current     3.G. Wayside Horn     3.H. Highway Traffic Signals Controlling     3.I. Bells													3.I. Bells					
Active Warning Dev	vices: (MM/YYY	Y)		🗆 Yes Ing	stalled o	n <i>(MM/</i> Y	YYY)	1		Cross	ing			(count)				
Image: Installed off (WW) (TTT)     Image: Installed off (WW) (TTTT)     Image: Installed off (WW) (TTTT)     Im											1							
3.J. Non-Train Active Warning       3.K. Other Flashing Lights or Warning D         □ Flagging/Flagman       □Manually Operated Signals       □ Watchman       □ Floodlighting       □ None       Count       0       Specify type											iing Devic e	ng Devices						
4.A. Does nearby H	fic Signa	l Preemp	tion	5. Highway T	raffic I	Pre-Sig	nals	6. Highv	. Highway Monitoring Devices									
Intersection have	Intercor	inection			□ Yes □							(Check a	eck all that apply)					
Traffic Signals?	E For T	nected mals	Simultaneous					ance *				Yes – Vehicle Presence Detection						
🗆 Yes 🔳 No	□ Advance Stop Line Dist						tance * 🗌 None											
Part IV: Physical Characteristics																		
1. Traffic Lanes Cro	ssing Railroad	One	-way Traf	fic	2. Is Ro	adway/P	athway	3. Does T	rack Rı	un Dow	n a Street?	4. Is Cro	ossing Illu	mina	ated? (Street			
Number of Lanes	2		o-way Tra ided Traff	ffic ic	Paved?	Yes	□ No		No	nearest rail) 🗷 Yes 🗌 No								
5. Crossing Surface	(on Main Trac	k, multip	ole types a	llowed) Insta	llation D	ate * (M	M/YYYY) _	/		Wi	dth *		Length *	•				
□ 1 Timber II 2 Asphalt □ 3 Asphalt and Timber □ 4 Concrete □ 5 Concrete and Rubber □ 6 Rubber □ 7 Metal □ 8 Unconsolidated □ 9 Composite □ 10 Other ( <i>specify</i> )																		
6. Intersecting Roa	dway within 50			7. Smalle	est Crossing A	ngle			8. Is Co	ommercia	l Pov	wer Available? *						
🗆 Yes  🖬 No	_	$\Box 0^{\circ} - 29^{\circ}$ $\Box 30^{\circ} - 59^{\circ}$ $\blacksquare 60^{\circ} - 90^{\circ}$						🖬 Yes 🗌 No										
				Par	t V: P	ublic H	lighway	Informat	ion									
1. Highway System			2.	Functional Clas	sificatio	n of Road	d at Crossi	ng	3.	Is Cros	sing on State H	Highway	4. Highway Speed Limit					
🗌 (01) Inters	tate Highway S	vstem		(1) Interstate	1) Interstate (0) Rurai (1) Orban					Yes	🖬 No		Posted Statutory					
🗌 (02) Other	Nat Hwy Syste	<i>,</i> m (NHS)		(2) Other Free	2) Other Freeways and Expressways					5. Linear Referencing System (LRS Route ID) *								
(03) Feder (08) Non-F	al AID, Not NHS	ò		(3) Other Prin	cipal Art	erial 🗌	] (6) Mino { (7) Local	r Collector	6.	LRS Mi	lepost *							
7. Annual Average	nated Percent 1	Minor Arterial (7) Local d Percent Trucks 9. Regularly Used by School Bi						•	10.	10. Emergency Services Route								
Year 2011 AADT 002200 05 % 94 Yes S No Avera									ye Number per Day ↓ Yes □ No									
305111		matio	11 - 11113	Injointation	13 4321	u joi ut	iiiiiiistit	πινε ραιρο	363 U	110 13 1		e on the	public	WEI	5112.			
Submitted by				Organiz	ation						Phone		г	)ate				
Public reporting hu	rden for this in	formatio	on collection	on is estimated	to avera	ige 30 mi	inutes per	response. inc	luding	the tim	e for reviewin	g instruct	ions. sea	rchin	g existing data			
sources, gathering agency may not cor	and maintainin nduct or sponse	g the dat or, and a	ta needed person is	and completin not required to	g and re o, nor sh	viewing 1 all a pers	the collect on be subj	ion of information of information of information of information of the second sec	ation. Ity for	Accord failure	ng to the Pape to comply with	erwork Re h, a collec	duction /	Act o form	f 1995, a federal ation unless it			
displays a currently other aspect of this	valid OMB con collection, incl	trol num uding fo	nber. The	valid OMB con g this burden to	trol num : Inform	ber for in Nation Co	ntormation Ilection Of	n collection is fficer, Federal	2130-0 Railro	u017. S ad Adm	end comment inistration, 12	ts regardii 200 New J	ng this bu ersey Ave	rder e. SE,	estimate or any MS-25			
		/-		- )					/0		-							

FORM FRA F 6180.71 (Rev. 08/03/2016)