

# **RE: Great Northern Commerce Agency - Corrected Deadline**

From Stephanie Bury <Stephanie.Bury@itd.idaho.gov>

Date Mon 6/23/2025 3:21 PM

To maryann.monaldi@bnsf.com <maryann.monaldi@bnsf.com>; Mandy Brown <mbrown@sandpointidaho.gov>

Cc City Planning <cityplanning@sandpointidaho.gov>

1 attachment (5 MB)

Final GNR Field Diagnostic Notes 20656 WOODLAND DR., BNSF RRX 058725R, SANDPOINT BONNER CO.pdf;

Some people who received this message don't often get email from stephanie.bury@itd.idaho.gov. <u>Learn why this is important</u>

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Hello Mary Ann,

The most recent Diagnostic Meeting and coordination I have had regarding this crossing was with Erik Bush, Sandpoint, and Kevin Smith, JUB. See page 4 of attached Diagnostic notes.

The ITD KN 20656 WOODLAND DR., BNSF RRX 058725R is in the ITD Rail Program as: "Install type 1 signal including constant warning protection, planking, and cabinet." Depending on what the city is looking to do in that area now that the Great Northern Road projects may have gone a different direction, ITD is happy to coordinate this project if possible.

Thank you,

Stephanie Bury

Transportation Technician
D1 Rail-Highway Crossing Coordinator
ITD District 1 Traffic

Monday - Friday 7 a.m. to 4 p.m.

Work: 208.772.1259 Cell: 986.999.8864

From: Monaldi, Mary Ann < Mary Ann. Monaldi@BNSF.com>

Sent: Monday, June 16, 2025 10:00 AM

To: Mandy Brown <mbrown@sandpointidaho.gov>

Cc: City Planning <cityplanning@sandpointidaho.gov>; Stephanie Bury <Stephanie.Bury@itd.idaho.gov>

Subject: RE: Great Northern Commerce Agency - Corrected Deadline

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BNSF requesting another diagnostic at Woodland Drive with the changes in phasing the city project and creating a new development.

From: Mandy Brown < mbrown@sandpointidaho.gov >

Sent: Monday, June 16, 2025 9:44 AM

**Cc:** City Planning < <a href="mailto:cityplanning@sandpointidaho.gov">cityplanning@sandpointidaho.gov</a>>

Subject: Great Northern Commerce Agency - Corrected Deadline

# **EXTERNAL EMAIL**

Dear Agencies,

We appreciate your review of the attached file in accordance with your agency's expertise. Please provide any recommended conditions of approval along with the applicable code sections by July 10th, 2025. Additional details can be found in the attached documents.

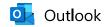
Thank you for your time and consideration.

Best regards,



Mandy Brown
City of Sandpoint – Administrative Assistant 208.263.3370

mbrown@sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864



# **RE: Great Northern Commerce Agency - Corrected Deadline**

From DEQ Comments <degcomments@deg.idaho.gov>

Date Wed 6/18/2025 3:11 PM

To Mandy Brown <mbrown@sandpointidaho.gov>

[Caution] This email originated from outside the City of Sandpoint organization. <u>Do not</u> click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the <u>IT Department</u>

## Good Afternoon,

Thank you for providing the opportunity to comment. DEQ has no environmental impact comments for the project listed above at this stage of development.

Thank you,

Idaho Department of Environmental Quality 2110 Ironwood Parkway, Coeur d'Alene, Idaho 83814 Office Line: 208.769.1422 www.deg.idaho.gov

Our mission: To protect human health and the quality of Idaho's air, land, and water.

From: Mandy Brown <mbrown@sandpointidaho.gov>

Sent: Monday, June 16, 2025 8:44 AM

Cc: City Planning <cityplanning@sandpointidaho.gov>

Subject: Great Northern Commerce Agency - Corrected Deadline

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#### Dear Agencies,

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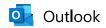
Thank you for your time and consideration.

Best regards,



Mandy Brown City of Sandpoint – Administrative Assistant 208.263.3370

mbrown@sandpointidaho.gov 1123 Lake St. Sandpoint, ID 83864



# **RE: Great Northern Commerce Agency - Corrected Deadline**

From Robert Beachler < Robert.Beachler@itd.idaho.gov>

Date Tue 6/17/2025 6:39 AM

To Mandy Brown <mbrown@sandpointidaho.gov>

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No comments from the Idaho Transportation Department.

Respectfully,

Robert Beachler
District 1 Planning Program Manager
Idaho Transportation Department
600 W. Prairie Ave
Coeur d'Alene, ID 83815
robert.beachler@itd.idaho.gov
(208) 772-1216
Office Hours M-TH 6-4:30

From: Mandy Brown <mbrown@sandpointidaho.gov>

Sent: Monday, June 16, 2025 8:44 AM

Cc: City Planning <cityplanning@sandpointidaho.gov>

Subject: Great Northern Commerce Agency - Corrected Deadline

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Thank you for your time and consideration.

Best regards,



Mandy Brown
City of Sandpoint – Administrative Assistant 208.263.3370
mbrown@sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864



# **RE: Great Northern Commerce Agency - Corrected Deadline**

From D1Permits < D1Permits@itd.idaho.gov>

Date Mon 6/16/2025 8:53 AM

To Mandy Brown <mbrown@sandpointidaho.gov>

Cc City Planning <cityplanning@sandpointidaho.gov>

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ITD has no comment at this time.

# Have a nice day!



Kimberly Hobson Project Coordinator Innovation Steward

District 1

Work: 208.772.8079

Email: kimberly.hobson@itd.idaho.gov

Website: <u>itd.idaho.gov</u>

Work schedule: M-W-Th-F 6AM- 4:30 PM

From: Mandy Brown <mbrown@sandpointidaho.gov>

Sent: Monday, June 16, 2025 8:44 AM

Cc: City Planning <cityplanning@sandpointidaho.gov>

Subject: Great Northern Commerce Agency - Corrected Deadline

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Dear Agencies,

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Thank you for your time and consideration.

Best regards,



Mandy Brown
City of Sandpoint – Administrative Assistant 208.263.3370

mbrown@sandpointidaho.gov 1123 Lake St. Sandpoint, ID 83864



#### Re: Agency Notice - Great Northern Subdivision

From Sam Ross <sam.ross@nli.coop>

Date Mon 6/23/2025 11:35 AM

Mandy Brown < mbrown@sandpointidaho.gov>

Kristin Burge <kristin.burge@nli.coop>; Matthew Channell <matthew.channell@nli.coop>; Dan Scholz <Dan.Scholz@nli.coop> Cc

[Caution] This email originated from outside the City of Sandpoint organization. Do not click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the <u>IT Department</u>

Mandy,

NLI is aware of the proposed subdivision and is prepared to extend three phases and/or single electrical services to the proposed lots.

NLI has three phase lines along the eastern property boundaries and along Woodland Drive.

We will also be extending the line underground along the south side of Woodland for the new Amazon facility.



The property owners will need to apply for a <u>developer's application</u> on our website at www.nli.coop.

We appreciate the opportunity to review and comment on the project--sincerely,

#### **Samuel Ross**

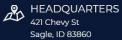
**Engineering Assistant I** Northern Lights, INC. Email: Sam.ross@nli.coop Office: 208.255.7183

Cell: 208.946.7787

**NWPPA Certified Staking Technician** 



#### **ADDRESSES**





#### PHONE NUMBERS



**TOLL-FREE** 

(800) 326-9594





(866) 665-4837

CALL BEFORE YOU DIG



From: Mandy Brown <mbrown@sandpointidaho.gov>

Sent: Friday, June 13, 2025 2:03 PM

**Cc:** City Planning <cityplanning@sandpointidaho.gov> **Subject:** Agency Notice - Great Northern Subdivision

Dear Agencies,

We appreciate your review of the attached file in accordance with your agency's expertise. Please provide any recommended conditions of approval along with the applicable code sections by next Thursday May 29th, 2025. Additional details can be found in the attached documents.

Thank you for your time and consideration.

Best regards,



Mandy Brown
City of Sandpoint – Administrative Assistant
208.263.3370
mbrown@sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864

[CAUTION: This email originated from outside of Northern Lights Inc. Do not click links or open attachments unless you recognize the sender and know the content is safe]

## Krista Lester

From: Bill Dean

**Sent:** Thursday, April 17, 2025 10:02 AM

To: Krista Lester

**Subject:** FW: E-Add Response Rejected (LCE 24-059)

Hi, can you put this email into BSA as pdf for GN Commerce subdivision, por favor?



City of Sandpoint Planning Bill Dean | City Planner Office | (208)265-1480

From: Drew Dittman < Dittman@lakecityengineering.com >

**Sent:** Thursday, April 17, 2025 9:23 AM **To:** Bill Dean <br/>bdean@sandpointidaho.gov>

**Subject:** FW: E-Add Response Rejected (LCE 24-059)

[Caution] This email originated from outside the City of Sandpoint organization. **Do not** click on links or open attachments unless you recognize the sender and know it's safe. When in doubt contact the <u>IT Department</u>

Correspondence from the FAA regarding Great Northern Commerce Park.

#### - Dittman

From: noreply@faa.gov <noreply@faa.gov>
Sent: Monday, April 14, 2025 5:43 AM

To: LCE Admin <a href="mailto:admin@lakecityengineering.com">admin@lakecityengineering.com</a>>

Subject: E-Add Response Rejected

Your filing is assigned Aeronautical Study Number (ASN): 2025-ANM-1976-OE

The FAA rejected your response to the request for additional information regarding your filing because: Your uploaded Memo states that there are no proposed buildings at this time. Please confirm that you would like to Terminate your study.

A revised response is required from you or the case will be terminated. If you require additional assistance, please contact Diana V. Pinos via (817) 222-4104 or <a href="mailto:diana.v.pinos@faa.gov">diana.v.pinos@faa.gov</a>. Please refer to the assigned ASN on all future inquiries regarding this filing.

To ensure e-mail notifications are delivered to your inbox please add <u>noreply@faa.gov</u> to your address book. Notifications sent from this address are system generated FAA e-mails and replies to this address will NOT be read or forwarded for review. Each system generated e-mail will contain specific FAA contact information in the text of the message.

# HELPING EACH OTHER CREATE BETTER COMMUNITIES









J-U-B FAMILY OF COMPANIES

# FINAL FIELD DIGANOSTIC NOTES

DATE: 4/10/2024

TIME: 10:00am - 2:00pm PST

PROJECT: Great Northern Road Project – City of Sandpoint Idaho

MEETING Field Diagnostic Meeting – Meet at intersection of Baldy Mountain Road and Great

LOCATION: Northern Road

# I. Introductions/Attendees

NAME	COMPANY/AGENCY	PHONE NUMBER	EMAIL
Erik Bush	City of Sandpoint	208.269.5571	ebush@sandpointidaho.gov
Braiden Markham	J-U-B Engineers	509.951.2957	bmarkham@jub.com
Kevin Smith	J-U-B Engineers	208.783.7482	ksmith@jub.com
Brian Klatt	J-U-B Engineers	208.762.8787	bklatt@jub.com
Mary Ann Monaldi	BNSF	303.906.6523	maryannmonaldi@bnsf.com
Shawn Hall	BNSF	913.951.7381	Shawn.hall@bnsf.com
Eric Nixon	BNSF	509.342.8415	Eric.nixon@bnsf.com
Dan Mavrikac	BNSF	406.559.0544	Daniel.mavrikac@bnsf.com
Del Black	BNSF	509.263.8583	Delvin.black@bnsf.com
Shell Brooks	BNSF	209.703.0963	Ralph.brooks@bnsf.com
Clint Brown	BNSF	208.610.8593	Clint.brown@bnsf.com
Alan Raebel	BNSF	208.610.1738	Alan.raebel@bnsf.com
Jeff Patty	BNSF	928.880.0198	Jefferson.patty1@bnsf.com
Michael Pruneau	BNSF	682.410.7180	Michael.pruneau@bnsf.com
Travis Bailey	Olsson	801.550.8037	tbailey@olsson.com
Stephanie Bury	ITD	208.772.1259	Stephanie.bury@itd.idaho.gov
Blaine Schwendiman	ITD	208.334.8522	Blaine.schwendiman@itd.idaho.gov
Nathan Herbst	ITD	208.772.1218	Nathan.herbst@itd.idaho.gov

# II. Review Pre-Diagnostic Packet Information

Dis	scussion/Notes	Ac	tion Item
1.	Travis Bailey held a safety briefing identifying track, train, and roadway safety elements to be followed at the site visit. No incidents were reported during the site visit.	1. 2.	None None
2.	Kevin Smith introduced the project and provided a pre-diagnostic packet to each attendee. The pre-diagnostic packet is attached to these notes for reference.		







# III. Field Review Each Crossing a. 065934R – Baldy Mountain Road Spur

065934R – Baldy Mountain Road Discussion/Notes	Action Item
1. Kevin Smith introduced the intersection and project purpose. The reconstructed Great Northern Road (GNR) will reconnect to Baldy Mountain Road at the same intersecting point as the current intersection. The intersection is in close proximity to a UPRR spur line that receives low train usage. The project proposes to reconstruct the pavement up to the existing crossing with no planned improvements to the crossing. Pedestrian improvements are planned to be constructed on the east side of GNR with no pedestrian improvements planned over the rail crossing at Baldy Mountain Road.	• None
<ol> <li>Travis Bailey discussed the following modifications that would be required by the railroad:         <ol> <li>Immediate Needs:</li> <li>Add W10-1 sign west of the crossing for eastbound traffic</li> <li>Add W10-4 sign north of the crossing for southbound traffic</li> <li>Collect traffic counts at each crossing and provide to BNSF</li> </ol> </li> <li>Design Needs:         <ol> <li>Move the R15-1, R15-02P, and R1-2 at station 9+10 Lt to the correct offset from track refer to MUTCD for sign location spacing from tracks.</li> <li>Revise the callouts on the plans from W10-2 to W10-1 signs.</li> </ol> </li> </ol>	<ul> <li>Erik Bush to address         "Immediate Needs" with         City crews.</li> <li>Brian Klatt to add "Design         Needs" to project plans.</li> </ul>
3. Blaine Schwendiman noted that the State requires a more stringent standard than BNSF related to the distance from edge of traveled way to edge of concrete track panel. ITD requires 5' where BNSF requires 1'. It is unknown if this ITD standard will apply to crossings where panels are not planned to be replaced or in instances where ITD programmed funding is not planned to be used. Below is a diagram from BNSF Standard Drawing 2259.	Kevin Smith to coordinate requirements with ITD, but hold the 1' minimum as required by BNSF in all instances.







058819S and 058728L - Gooby Road b.

D. U366195 and U36726L — G00by R0ad	A -4: 14
058819S and 058728L – Gooby Road Discussion/Notes	Action Item
1. Kevin Smith introduced the intersection configuration and purpose. 058819S is the mainline with approximately 24 trains/day, 058728L is a side-track leading to the BNSF train yard with approximately 1 train per week (data from FRA crossing inventory). Great Northern Road (GNR) will construct a T-intersection with stop control in the northbound direction and free flow traffic movements in the eastbound/westbound directions. The intersection is being modified to increase safety at this crossing by squaring up the currently skewed crossings with the road. The location of the roadway crossing will need to be extended and shifted easterly, requiring new gating, track panels, and the relocation of an existing bungalow. GNR will be realigned to the east and will reconnect to GNR approximately 1100' north of the crossing. The City desires to incorporate elements of quite zone design where significant modifications are being made to crossings, however the City does not desire to implement a quiet zone at this time.	• None
<ul> <li>2. Travis Bailey and the BNSF team discussed the following modifications that would be required by the railroad: <ul> <li>a. Immediate Needs:</li> <li>i. Move the advanced warning sign (W10-1) west of 058728L to the pavement markings per MUTCD.</li> <li>ii. Send project geotechnical report to BNSF to aid in signal foundation design.</li> <li>iii. Collect traffic counts at each crossing and provide to BNSF.</li> <li>b. Design Needs:</li> <li>iii. Provide curb and gutter where gates are being replaced which reduces the cantilever distance needed by the gate. Railroad access will be provided via rolled curb at existing maintenance roads.</li> <li>iv. Continue edge of pavement striping through railroad crossings.</li> <li>v. Remove proposed R8-10 signs</li> <li>vi. Check clearances to underground and overhead lines with new gate placements. Relocate utilities or move gates as appropriate.</li> <li>vii. Add 2' of asphalt where pedestrian path abuts and crosses the tracks.</li> <li>viii. BNSF to provide current signal foundation detail to J-U-B to aid in clearance checks for utilities.</li> <li>c. Discussions: <ul> <li>i. A discussion determined that underdrains would not be required at any crossings.</li> <li>ii. BNSF noted that they will be redoing the paneling on this crossing soon but it will not include extending it for this project.</li> </ul> </li> </ul></li></ul>	<ul> <li>Erik Bush to address         "Immediate Needs" with         City crews.</li> <li>Brian Klatt to add "Design         Needs" to project plans.</li> <li>Kevin Smith to send the         draft project geotechnical         report to BNSF.</li> <li>BNSF to send signal         foundation detail to J-U-B.</li> </ul>







# 058727E - Mountain View Road

058	3727E – Mountain View Road Discussion/Notes	Action Item
1.	Kevin Smith introduced the intersection configuration and purpose. The City is currently seeking grant funding that would require the closure of the Mountain View at-grade crossing. If successful on the grant, the City will need to hold a public outreach campaign and receive City council concurrence that a closure is desired. The field diagnostic team evaluated the crossing from 2 scenarios: a full closure scenario, and a scenario where the crossing remains open and the crossing is brought up to current standards with new gates.	Erik Bush to update the BNSF team after grant season to see if closure is desired and approved by City Council.
2.	Scenario 1 – Full At-grade Crossing Closure  a. <u>Design Needs:</u> The team determined that if a closure of Mountain View is deemed feasible, the roadway should be closed at Goodman Drive. The roadway between Goodman Drive and the railroad tracks will be demolished.	Brian Klatt to add "Design Needs" to project plans.
3.	Scenario 2 – Crossing Remains Open  Travis Bailey and the BNSF team discussed the following modifications that would be required by the railroad:  a. Immediate Needs:  i. None  b. Design Needs:  i. The future gate along great northern Road (NE quadrant) should be placed at the location of the existing warning sign. Truck turning should be checked with this gate location.  ii. Add a W10-3 warning sign south of the crossing for northbound traffic.  iii. If signalized, the future bungalow location would be best in the NW quadrant. Rerouting of stormwater will be needed with this bungalow location.  iv. The crossing will require sidelights, gates, new panneling, and standard signing/striping on all approaches.	Brian Klatt to add "Design Needs" to project plans.
4.	BNSF noted that in order to signalize this crossing, trenching, conduit, and interconnect wiring will need to be placed back to the Boyer crossing. New track paneling, gates, and the wiring needed would cost roughly \$1M.	







#### d. 058725R - Woodland Drive Mainline

058	8725R – Woodland Drive Mainline	Ac	tion Item
1.	Kevin Smith introduced the intersection configuration and purpose. With the	•	None
1.	potential closure of the Mountain View crossing, the City desires to upgrade		None
	Woodland Drive and connect pedestrian facilities from the west side of the track		
	to the east, while also accounting for full width shoulders. This crossing would		
	require new track paneling, gates, and a pedestrian crossing.		
2.	Travis Bailey and the BNSF team discussed the following modifications that	•	Erik Bush to address
۷.	would be required by the railroad:		"Immediate Needs" with
	a. Immediate Needs:		City crews.
	i. Add advanced warning sign (W10-1) and rail crossing striping on the		Brian Klatt to add "Design
	east-west approaches of the crossing per MUTCD.		Needs" to project plans.
	ii. Add W10-3L sign for vehicles traveling northbound on GNR.		BNSF to evaluate raising
	iii. Collect traffic counts at each crossing and provide to BNSF.		the easterly track 6"-8" to
	b. Design Needs:		decrease the grade
	i. Pavement markings are not required on crossings under 40mph, but		difference between the
	are recommended.		tracks.
	ii. Continue access to side maintenance roads, either with dedicated		tracks.
	driveways or rolled curb.		
	iii. Consider adding a 60' median, 2' wide instead of installing a quad-gate		
	system. With the curbed median, only the 2 approach gates would be		
	needed. Design team to evaluate options related to truck turning from		
	GNR onto westbound Woodland. Either option is deemed feasible.		
	iv. Remove R8-10 signs from the plans		
	v. Confirm the sidewalk crossing does not have a skew greater than 60		
	degrees. Revise sidewalk alignment if necessary.		
	vi. Move tactile warning surfaces closer to the track crossing.		
	vii. The proposed bungalow location will be on the southeast quadrant		
	located 25' from track centerline and 30' from the roadway edge of		
	traveled way.		
	viii. No off-quadrant flashing for pedestrians is needed due to the clear		
	sight triangles.		
	c. <u>Discussions:</u>		
	i. The track and gate improvements are estimated at \$1M due to the work		
	in getting interconnected conduit up to the Boyer Road crossing.		
	ii. There is a significant grade difference (~1.0 ft) between the two sets of		
	tracks and significant vehicle scraping can be observed on the pavement.		
	BNSF will look into raising the easterly track 6-8 inches to flatten out the		
	grade difference between the two tracks.		

# **End of Field Diagnostic Minutes**

## Attachments:

- 1. Field Diagnostic Sign in Sheet
- 2. Pre-Diagnostic Meeting Packet



# SIGN IN SHEET

DATE: 4/10/2024

TIME: 10:00am - 2:00pm PST

PROJECT: Great Northern Road Project – City of Sandpoint Idaho

MEETING LOCATION: Field Diagnostic Meeting - Meet at intersection of Baldy Mountain Road and Great Northern Road

Signature	10 Brs. un	@ jub on Warmy	Al. Com	I'm chit	Wbust.	Daniel. Mawing Ce Pryc D 3 Dolvin. Blacker	Rolph. Brocks & 1815 Cum Cond , 1810 & Shock for all hall	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Phone Number Email	(913) 957-7881 Syame, HAND BUSF. econ	509-951-2957 Britishtham @ jub. com	203-7628787 bkluttaj. d. com	303-000- manann chaft	509-342-8414 Eric. niton @bust.	406-559-0544 Daniel. Mawingce Ply of 500-263-8583 Delvin Black	509-763-0963 Relph. B. 303-510 8543 chal. 3.	PO1-CCA-000 AT 1
Company/Agency	-Bust	TuB	JWB	ANST	BNSF	BNSF INSF	BASF BASF BASF	DI CCAM
Name	Show Hall	Braiden Markham	Brian 12/4H	Man And	Eric Niken	Dan Mavrinac BNS F	Shell Brooks Clart Brown Alan Ruebel	TOWN PAINT PAINTS A CHECAN



# SIGN IN SHEET

Signature	ion M	23KF, cm Mer		td. Leghanic Bur	wand Blaine Suce Suna	208.772,1218 nathan. herbstaitd.idahogov Nathenty	208 WORSTI EBUSHCSONDRINFIDATE, EN LIM			
Email	Ksmith @ jub.com	Selfwon, Retty Labbergon	MICHAR. PRUNEAU	308-772-1259 Stephanie , bury @ itd.	28 334 8572 How Shwendlwand Raine	nathan. herbsto	EBUSHCSONDRIN			
Phone Number	208-783-	928 220	0812-016-889	208-772-1259	28-834-8572	208,777,1218	208 reassTI			
Company/Agency	3-0-6	BNSF	Brsp	170	QIA )	110	SANDRINT			
Name	Kain Smith	5,00 22H	MICHAR PRUMBOU	Stephanie Bury ITD	Blaine Shwendimon ITD	Nather Hertst	ERIK BUSH			

# HELPING EACH OTHER CREATE BETTER COMMUNITIES







J-U-B FAMILY OF COMPANIES

# **AGENDA**

DATE: 4/10/2024 TIME: 10:00am – 2:00pm PST

PROJECT: Great Northern Road Project – City of Sandpoint Idaho

MEETING Field Diagnostic Meeting – Meet at intersection of Baldy Mountain Road and Great

LOCATION: Northern Road

ATTENDEES:

- I. Introductions
- II. Review Pre-Diagnostic Packet Information
- III. Field Review Each Crossing





a. 065934R – Baldy Mountain Road Spur

b. 058728L – Gooby Road Spur

c. 058819S - Gooby Road Mainline



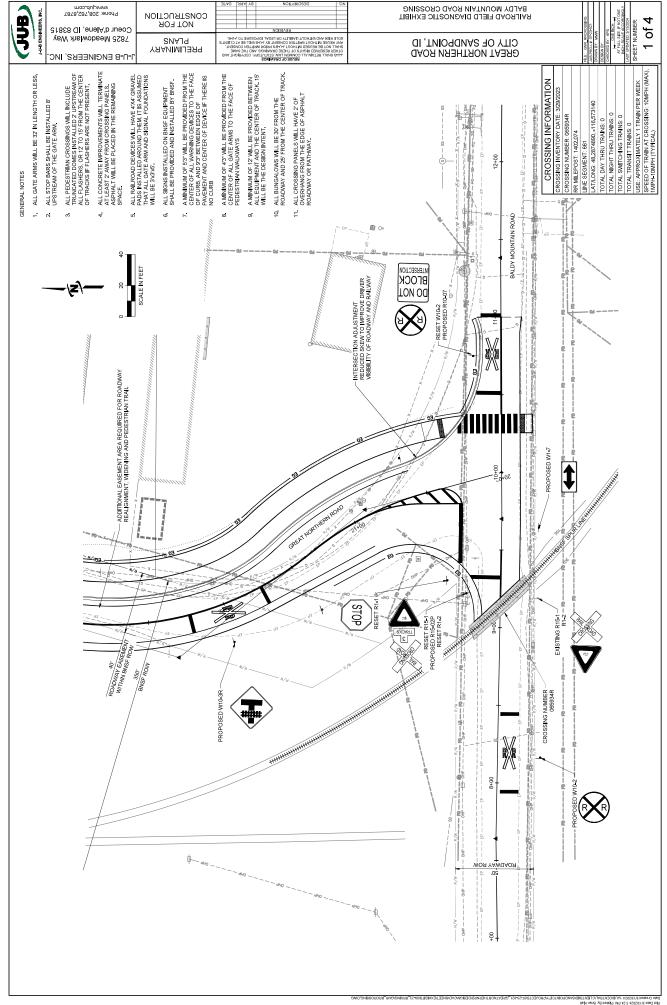


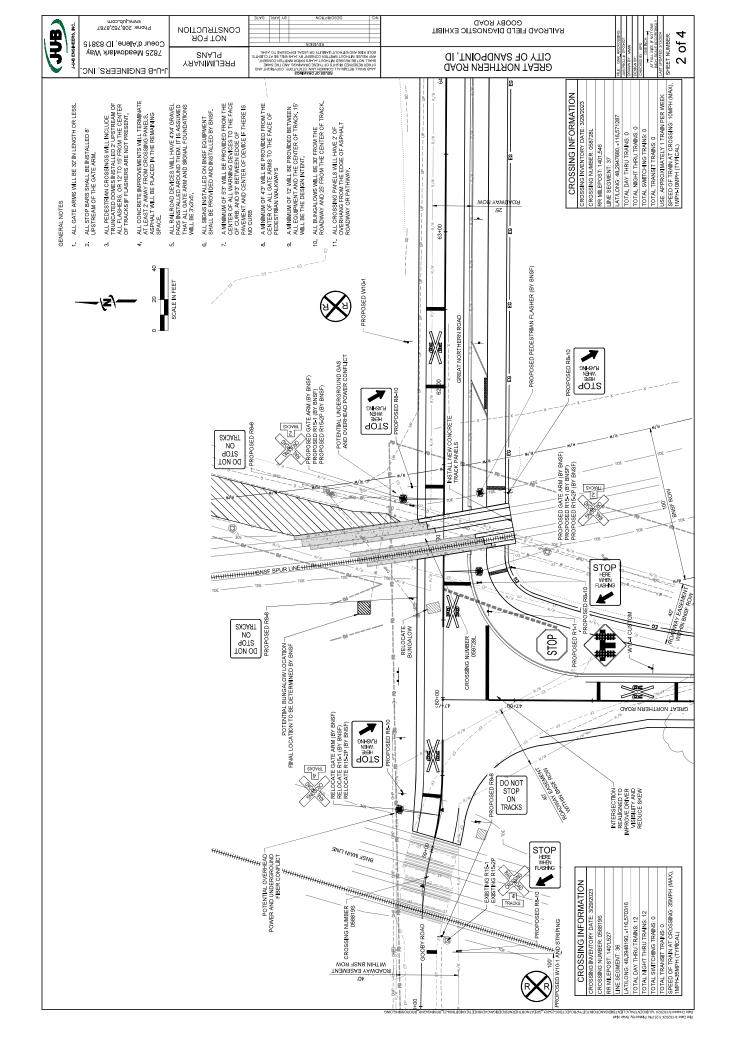
d. 058727E - Mountain View Road Mainline

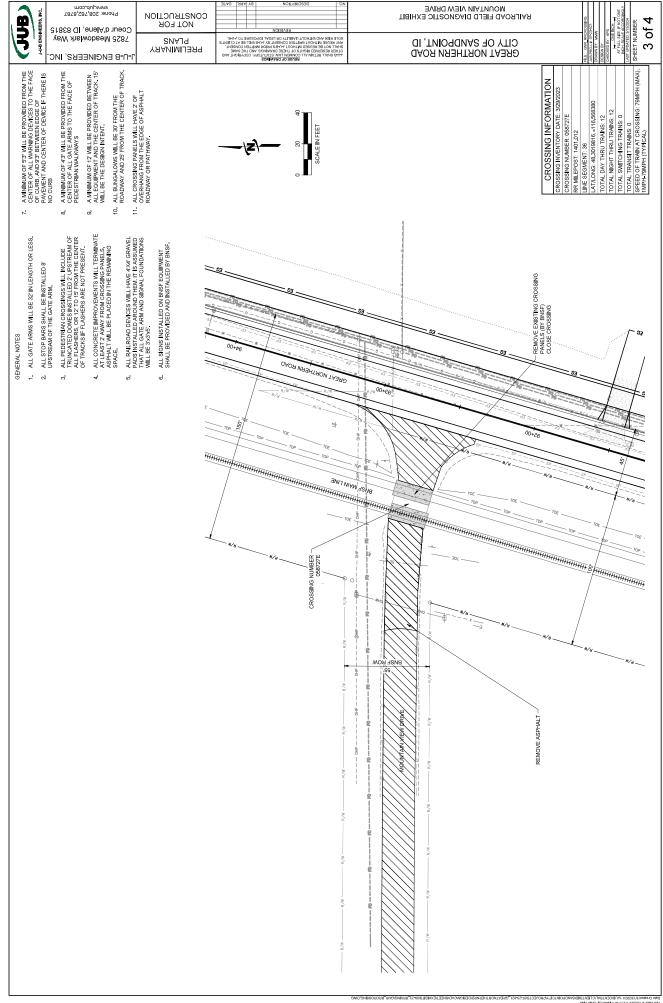
e. 058725R - Woodland Drive Mainline

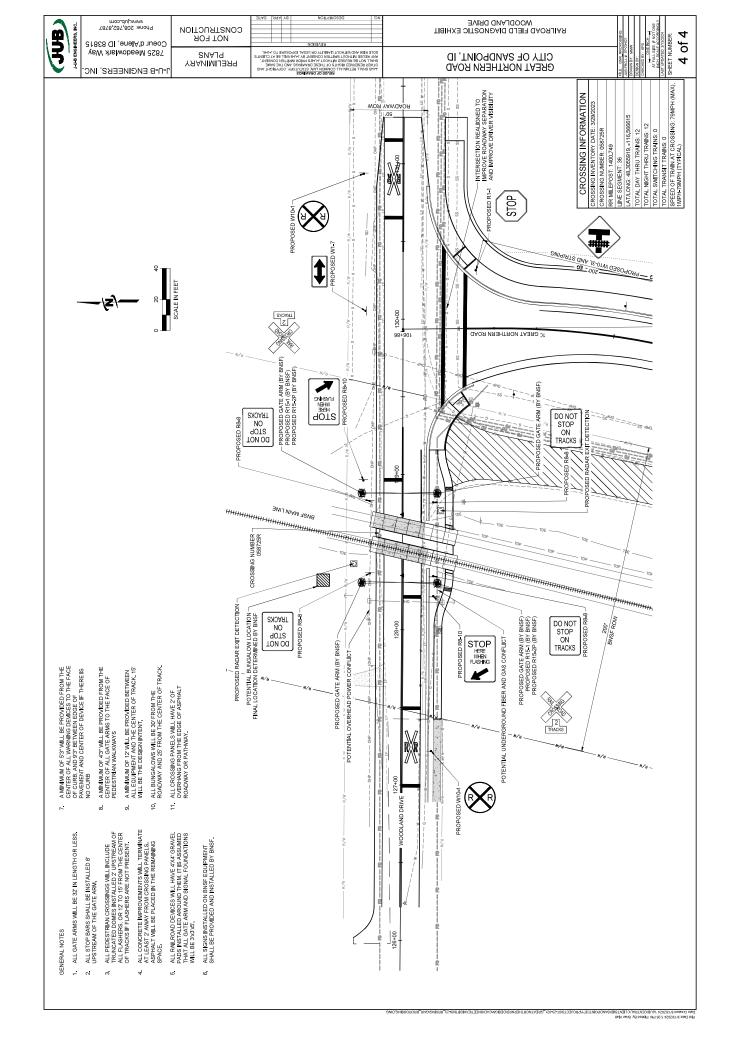
IV. Right of Way Review

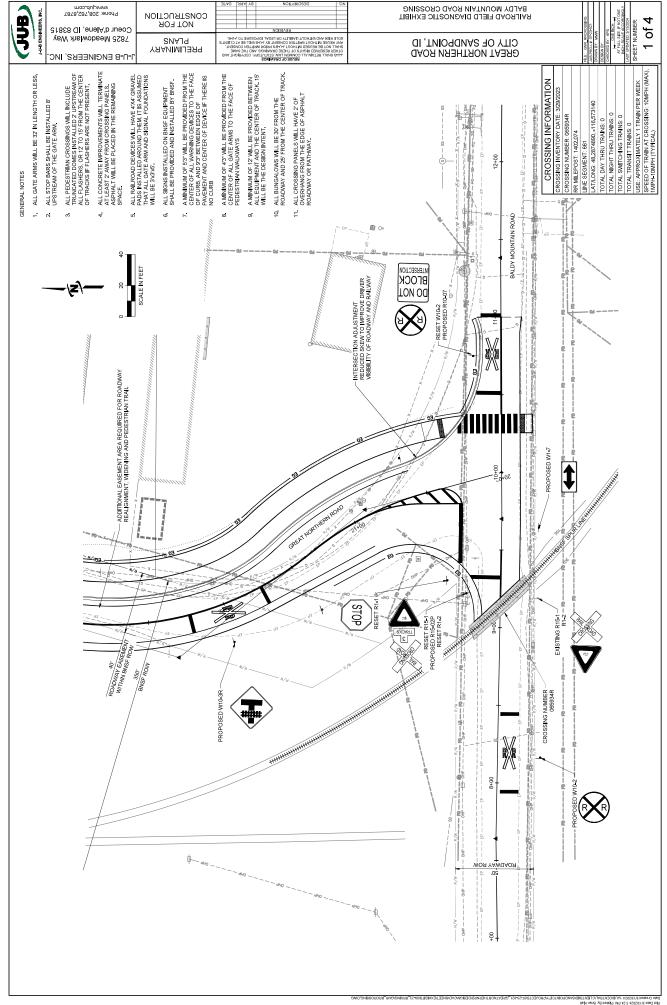
V. Closing Thoughts









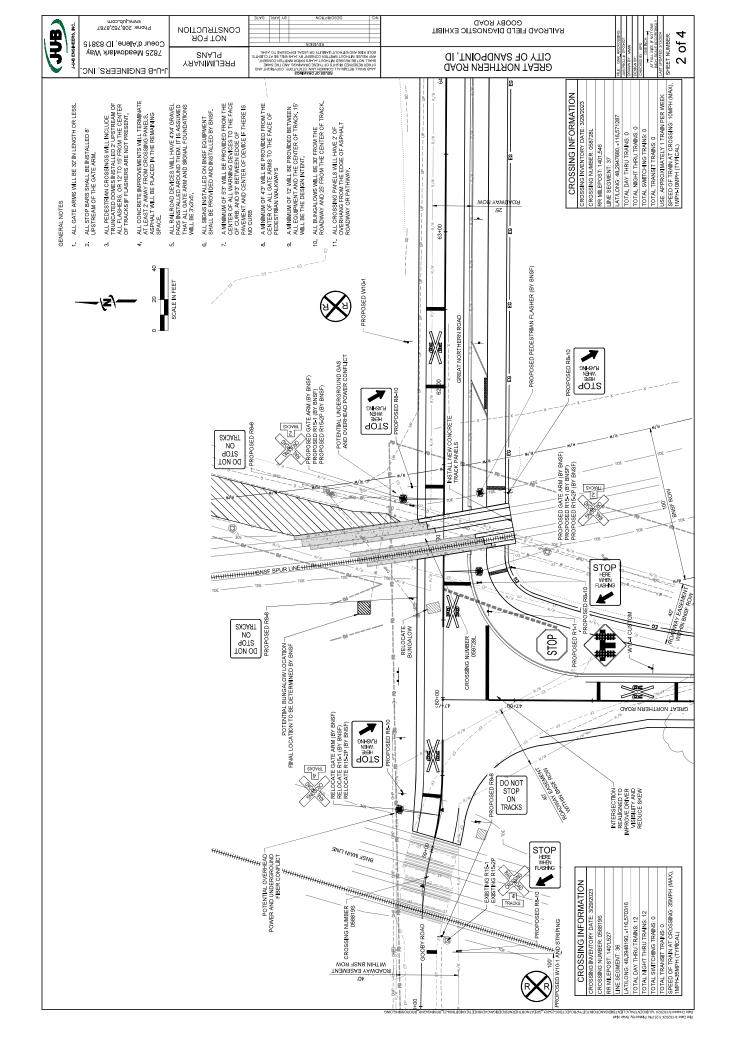


### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Form. For private his pedestrian station gr Parts I and II, and the	ghway-rai ade cross Submissi n Informa	I grade crossir sings), complet on Information ation section.	ngs, comp e the Hea n section. For chang	realete the Healeder, Parts I For grade-se es to existin	ader, P and II, eparate ng data	Parts I and and the Sed highway, complet	II, ar Submi 7-rail o	nd the Suission Information pathware Header,	ubmission Informatio ormation section. Fo ay crossings (includin Part I Items 1-3, an	n section. For r Private pathw g pedestrian sta d the Submissi	public pathy yay grade creation crossin on Informati	way grade ossings, c gs), comp ion section	the entire inventory e crossings (including omplete the Header, olete the Header, Part on, in addition to the tes an optional field.		
A. Revision Date		B. Reporting A	gency	1		for Updat	<b>e</b> (Sel	ect only o	one)			D	. DOT Crossing		
( <i>MM/DD/YYYY</i> ) 03 / 29 / 2023	[	☐ Railroad	☐ Tra		Change		lew		Closed	☐ No Train	☐ Quiet	I .	ventory Number		
00 / 20 / 2020		<b>▼</b> State	□ Ot	ner Dat	a Re-Ope	n 🗆 🛭	ssing Date Inge C		Change in Primary	Traffic	Zone Upo		65934R		
				Part I: L	ocati				ion Informatio						
1. Primary Operating BNSF Railway Cor						2. State IDAHO				3. County BONNER					
4. City / Municipality	'			e <mark>et/Road N</mark> a .DY MOUN			nber			6. Highway Ty	/pe & No.				
□ In Man Near SANDP	TNIC			et/Road Nar		NOAD		.l .l * (Bloc	k Number)	CR					
7. Do Other Railroad If Yes, Specify RR	s Operate	e a Separate Tr		-		No		• •	Railroads Operate O	ver Your Track	at Crossing?	☐ Yes	™ No		
9. Railroad Division o	or Region		10. Railro	ad Subdivisi	ion or E	District		11. Bra	nch or Line Name		12. RR Mil	<b>epost</b> 1402.074	1		
□ None MONT	BOYER				□ None			11: -7 / 1	(nnnn.nnı	/ 1133 /					
13. Line Segment		14. Near	est RR Tin *	netable	1	5. Parent	RR (if	applicab	ile)	16. Crossii	ng Owner (if	applicabl	e)		
661			OINT MF	RL	_   🛚	N/A				□ N/A	BNSF				
17. Crossing Type	_	ssing Purpose	1	ssing Position	on	20. Publi			21. Type of Train			_ I	verage Passenger		
<b>⊠</b> Public	■ High	way way, Ped.	M At G □ RR U			(if Private ☐ Yes	cros.	sing)		☐ Transi	t d Use Transit		ss Than One Per Day		
☐ Private	☐ Statio	• •				□ No			☐ Commuter	Touris		1	umber Per Day 0		
23. Type of Land Use		_	•												
<ul><li>✓ Open Space</li><li>24. Is there an Adjac</li></ul>	☐ Farm	Resid		Comr	nercial		Indus		☐ Institutional  RA provided)	☐ Recreation	onal [	☐ RR Yard	j		
24. IS there an Aujac	ent Cross	ing with a sep	arate Nun	iberr		25. U	uiet 2	zone (FF	A provided)						
	Yes, Provi	de Crossing Nu	ımber			■ No □ 24 Hr □ Partial □ Chicago Excused Date Established									
26. HSR Corridor ID		27. Latitu	ide in dec	imal degree	!S		28.	Longitud	e in decimal degrees	<b>;</b>	29. Lat/Long Source				
	■ N/A	(WGS84 s	std: nn.n	nnnnn) 48	3.2874	890	(W	GS84 std:	-nnn.nnnnnnn) -116	☐ Estimated					
30.A. Railroad Use	*	, ,		,					tate Use *		•	■ Actual    □ Estimated			
30.B. Railroad Use									tate Use *						
30.C. Railroad Use									tate Use *						
30.D. Railroad Use									tate Use *						
32.A. Narrative (Rai		′ (1.271.28		e Provided					larrative (State Use)						
<b>33. Emergency Notifi</b> 800-832-5452	ication Te	elephone No. (į	oosted)		ilroad ( 352-15	Contact (1 49	Teleph	none No.)		<b>35. State Cor</b> 208-334-85		hone No.)			
							luaa	ط اسلام،	mation						
1. Estimated Number	of Daily 1	Frain Moveme	nts		rai	t II. Nai	II Ua	u IIIIOI	IIIatiOII						
1.A. Total Day Thru T (6 AM to 6 PM) 0	•	1.B. To		Thru Trains	1.C. 0	Total Swit	tching	Trains	1.D. Total Transit	Trains	1.E. Check	ement Per	Day 🗷		
2. Year of Train Coun	t Data /YY			3. Speed of		at Crossin	g		<u> </u>		How many	y trains pe	er week? _1		
3.A. Maximum Timetable Speed (mph) 10															
2019	Tro el			3.B. Typica	l Speed	Range O	er Cr	ossing (n	nph) From 1	to_10					
4. Type and Count of Main 0	Siding 0	Va	rd 1	Tran	nsit 0		Indi	ıstry 0							
5. Train Detection (M					.510 _5		mut	y <u>-</u>							
☐ Constant Warr	ning Time	☐ Motion [	Detection	□AFO□		□ DC			None		1				
6. Is Track Signaled? ☐ Yes ☑ No						Event Rec Yes						note Healt s 🔲 No	th Monitoring		

<b>A. Revision Date</b> (N 03/29/2023	ЛМ/DD/YYYY)				PAGE 2  D. Crossing Inventory Number (7 char.) 065934R												
			Part II	I: Hig	ghway o	r Path	nway	Traffic (	Control I	Dev							
1. Are there	2. Types of Pa	ssive Tr	affic Con	trol D	evices asso	ciated v	with the	Crossing									
Signs or Signals?	2.A. Crossbuck Assemblies (co		2.B. ST (count)	_	ns (R1-1)	2.C. Y (coun	_	ns (R1-2)	■ W10-	1_2			3	□w	10-11		
2.E. Low Ground Cl	=	2 F D	avement	Marki	ings			2 G Cha	☐ W10- nnelization			☐ W10-4 2.H. EXEMP		□ W 2.I. ENS	10-12 Sign /		
(W10-5)	curunce sign	2.1.1	aveniene	. IVIUI KI	J				Medians			(R15-3)	1 Jigii	Display	•	1 13)	
☐ Yes (count ☐ No	)	1	op Lines Xing Syn	abols	□Dyna □ None		elope	☐ All Ap ☐ One A	proaches		Median None	☐ Yes ☑ No		▼ Yes	☐ Yes ☐ No		
2.J. Other MUTCD S	Signs		Yes 🗷 l			=			ate Crossing			-	(List types				
								Signs (if		٠	2.L. LED Enhanced Signs (List types)						
Specify Type Specify Type			unt unt					☐ Yes	□No								
Specify Type		Co	unt		_			L les	LI NO								
3. Types of Train A	ctivated Warnin	g Devic	es at the							_							
3.A. Gate Arms	3.B. Gate Con	figuratio	n		3.C. Cantile Structures		_	<i>ied)</i> Flashii	ng Light	- 1		Mounted Flas nasts)				Total Count of ning Light Pairs	
(count)	☐ 2 Quad	☐ Full	(Barrier)	- 1	Over Traffi			□Ir	candescen		☐ Incande		 □ LED		гіазі	ilig Ligitt Palls	
Roadway		Resista						_			$\square$ Back Lig	hts Included		٠ ا			
Pedestrian	☐ 4 Quad	⊔ Me	dian Gate	es	Not Over T	raffic La	ane <u>U</u>	⊔ ⊔	D				Include	ed			
3.F. Installation Dat				3.G.	Wayside H	orn						lighway Traffi	c Signals C	ontrollin	_	3.I. Bells	
Active Warning Dev	, ,	′) Not Red	nuired	🗆 Y	es Insta	alled on	(MM/Y	YYY)			Cross	ing s ⊠No			. 1	count)	
	<del></del>	NOT NEC	<sub>funcu</sub>	□ N	No										0		
3.J. Non-Train Activ ☐ Flagging/Flagma	-	perated	l Signals	□ Wa	atchman 🗆	l Floodli <sub>i</sub>	ighting	□ None			3.K. Other Flashing Lights or Warning Dev Count 0 Specify type						
4.A. Does nearby H			Signal	4.C.	Hwy Traffic	Signal I	Preemp	tion	5. Highway ☐ Yes ☐		ffic Pre-Sigr	ay Monit	_	Devices			
Intersection have Traffic Signals?	Intercon		nected							_ INC	)		(Check a ☐ Yes -			ecording	
	☐ For Tr	_		1						istanc					resen	ce Detection	
☐ Yes <b>K</b> No	☐ For W	arning !	Signs	L A	Advance												
4. Tariffa Lanca Can	an' an Bailean d		T	rr· -		Part IV: Physical Characteristics  2. Is Roadway/Pathway  3. Does Track Run Down a Street?						1 4 10 6 10			12 (6)		
Traffic Lanes Cros     Number of Lanes		<b>X</b> Two	-way Trai o-way Tra ded Traff	ıffic		Paved?					Yes 🔣	lights wi	ossing Illuminated? (Street ithin approx. 50 feet from rail)   Yes   No				
					d) Installation Date * (MM/YYYY)/												
■ 1 Timber □ □ 8 Unconsolidate						oncrete	□ 5 	Concrete	and Rubbe	r [	□ 6 Rubbe	er 🗆 7 Me	tal -				
6. Intersecting Roa	dway within 500	) feet?						7. Smalle	est Crossing	g Angl	le		8. Is Co	mmercia	l Powe	er Available? *	
■ Yes □ No	If Yes, Approxin	nate Dis	tance <i>(fe</i>	et) 75	5			□ 0° – 2	9° □ 3	0° – 5	59° □	60° - 90°		<b>⋈</b> Yes	Г	□No	
		1010 210	turioc ije	<u> </u>		V: Pu	ıblic H		Informa			30				1110	
1. Highway System			2.	Funct	ional Classi							sing on State I	Highway	4. F	lighwa	y Speed Limit	
						(0) Rura		1) Urban	J		System?	_	σ ,			MPH	
_ ` ′	tate Highway Sy Nat Hwy Syster				nterstate Other Freew	ave and			r Collector	ļ		No No	// DC			☐ Statutory	
	al AID, Not NHS	11 (14113)	I .	٠,	ther Princip	,	•	,	r Collector			Referencing S	ystem (LKS	Koute IL	<i>)</i> ) "		
☐ (08) Non-F					/linor Arteri			(7) Local			6. LRS Mi	lepost *					
7. Annual Average Year <u>2023</u> AA	Daily Traffic <i>(A)</i> DT 1600	8. Estir	mated	Percent Tru	ucks %	9. Reg □ Yes		d by Schoo Average I		es? ber per Day		_   10. _ □ Y	_	ncy Ser ] No	rvices Route		
Submi	ission Infori	<b>n</b> - This	info	rmation i	s used	for ac	lministro	itive purp	ose.	s and is n	ot availabl	le on the	public	webs	ite.		
61 11																	
Submitted by	Submitted by Phone Date Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data																
sources, gathering a																	
agency may not cor	nduct or sponso	r, and a	person is	not re	equired to,	nor shal	ll a pers	on be subj	ect to a pe	nalty	for failure	to comply wit	h, a collect	ion of inf	format	tion unless it	
displays a currently other aspect of this													_	_		•	
Washington, DC 20		iuiig 10	- reduciff	5 uns l	ouruen lu:		ation CO	nection Of	ncer, reuel	iai Nd	oau Aull	mnsu auvii, 12	LOO NEW JE	. sey Ave	. JL, IV	13-23	

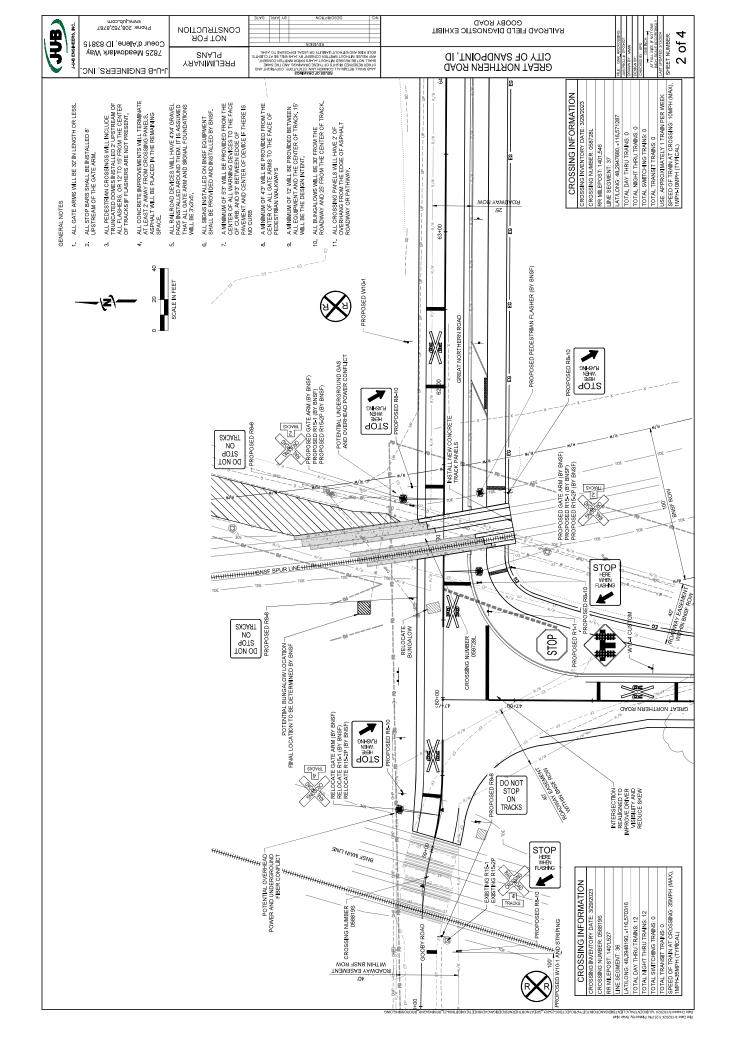


## **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

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	ghway-ra rade cros Submiss on Inform	ail grade crossssings), compsion Informat	ssings, com lete the He tion section n. For chan	plete the eader, P . For gra ges to e	ne Header, arts I and ade-separa existing da	, Parts II, and ated hig ata, co	I and the Sighway	II, and Submis y-rail or e the I	d the Sussion Information of the Sussian Information of the Sussian of the Sussia	ubmission Information section. By crossings (include Part I Items 1-3,	ition For ding and	section. For private pathw pedestrian stathe Submission	public pat ray grade ition cross on Inform	thway g crossing sings), co ation se	rade cros gs, compl omplete t ection, in	ssings (including lete the Header, the Header, Part	
A. Revision Date		B. Reporting			C. Reaso		•	•	•	•		□ No Tools	Γο:		1	Γ Crossing	
(MM/DD/YYYY) 03 / 29 / 2023		☐ Railroad	L II	ransit	☐ Chang Data	ge in	☐ N Cros	vew ssing	L	] Closed		☐ No Train Traffic	<ul><li>☐ Quiet</li><li>Zone Update</li></ul>		invent	ory Number	
		■ State	□о	ther	☐ Re-Op	pen	☐ D			Change in Prima	ſу	Admin.			058728	3L	
				Par	t I: Loca	ation		nge Or	-	perating RR :ion Informat	ion	Correction					
1. Primary Operating						2. State 3.					3. County						
BNSF Railway Cor 4. City / Municipality		<u> БИЗГ]</u>	5. St	reet/Ro	ad Name							BONNER 6. Highway Ty	pe & No.				
□ In				OOBY F						( A)(		CR .	•				
7. Do Other Railroad	nd Name) □ Yes	M No		8. Do	• •	k Number) Railroads Operate	Ove		at Crossin	ø? □Y	es Kan						
If Yes, Specify RR	о ороли	ло и обрагио						l .	Yes, Spe					<b>6.</b> — .			
9. Railroad Division o	n	r Distr	11. Bra	nch or Line Name			12. RR N										
□ None MONTA	ANA		□ None	KC	OTENAI	RIVE	.R		□ None	BOYER-DO	OVE	R JCT	(prefix)	1401   <i>(nnnr</i>		   (suffix)	
13. Line Segment		14. Ne	arest RR Ti		e	15. Pa	arent F		applicab			16. Crossin	., , ,			(Sujjin)	
* 37		Station SANE	n * DPOINT			<b>⋈</b> N//	′^					□ N/A	BNSF				
17. Crossing Type	18. Crc	ossing Purpos		ossing I	Position	<del></del>	. Public	c Acces	ss	21. Type of Trair	<u></u>	□ N/A	2.10.	2	22. Avera	ge Passenger	
	🗷 High	•	1	Grade		1 ' -	Private	· Cross	ing)	■ Freight		□ Transit			nt Per Day		
☑ Public ☐ Private	I	hway, Ped. tion, Ped.	□ RR □ RR	Under			Yes			☐ Intercity Passe☐ Commuter	enge					an One Per Day er Per Day 0	
23. Type of Land Use		ion, Peu.		Ovei			NO			Commuter		L TOUTIS	Jonei		_ Nullibe	i Pei Day_o	
■ Open Space	☐ Farm		esidential		Commerci	ial		Industr		☐ Institutional		☐ Recreation	nal	□RR	Yard		
24. Is there an Adjac	ent Cros	sing with a Se	eparate Nu	mber?			25. Q	uiet Zo	one (FR	A provided)							
☐ Yes ■ No If	Yes, Pro	vide Crossing	Number			_	<b>⊠</b> No	<b>□</b> :	24 Hr	☐ Partial ☐ Chi	cago	o Excused	Date E	stablish			
26. HSR Corridor ID		27. Lat	titude in de	cimal d	egrees		28. Longitude in decimal degrees 29. Lat/Long Source									urce	
	■ N/A	(WGSE	34 std: nn.ı	nnnnnı	n) 48.294	47680 (WGS84 std: -nnn.nnnnnnn) -116.571287   ☑ Actual							ıal 🗆	Estimated			
30.A. Railroad Use	*								31.A. S	tate Use *			'				
30.B. Railroad Use	*								31.B. S	tate Use *							
30.C. Railroad Use	*								31.C. S	tate Use *							
30.D. Railroad Use	*								31.D. S	tate Use *							
32.A. Narrative (Rai	lroad Us	;e) * ( I.27 I.2	28 I.29)Val	lue Pro	vided by I	Railro	ad, No	ot Y€	32.B. N	larrative (State Us	e) *						
33. Emergency Notifi	ication T	elephone No	(posted)	3	84. Railroa	d Cont	tact (T	elepho	one No.)			35. State Con	tact (Tele	ephone	No.)		
800-832-5452				1	817-352-1	1549						208-334-852	22				
					Pa	art II:	: Rail	road	Infor	mation							
1. Estimated Number																	
1.A. Total Day Thru T (6 AM to 6 PM)	rains	I	Total Night	Thru Tr	ains 1.	.C. Tota	al Swit	ching <sup>-</sup>	Trains	1.D. Total Tran	sit T	rains	1.E. Che		ss Than t Per Day	K	
0		0	M to 6 AM)		0	)				0					is per we	. —	
2. Year of Train Coun	t Data (Y	YYY)			eed of Trai				4.	`				,			
2019	3.A. Maximum Timetable Speed (mph) 10 2019 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10																
	1. Type and Count of Tracks																
Main 0	Siding 0		Yard 4		Transit C	)		Indus	stry 0								
5. Train Detection (M									,								
☐ Constant Warr		e 🗷 Motio	n Detection	ı 🗆 AF	=O			Oth	her $\square$	None			T = 0 = 0			<del></del>	
6. Is Track Signaled?					7.4		nt Reco							emote F	Health Mo	nitoring	

<b>A. Revision Date</b> (N 03/29/2023	MM/DD/YYYY)				PAGE 2  D. Crossing Inventory Number (7 char.) 058728L											
		F	Part III: F	lighway o	r Pathv	way T	raffic C	ontrol De	vice In							
1. Are there	2. Types of Pa	ssive Tra	ffic Control	Devices asso	ciated wit	th the C	Crossing									
Signs or Signals?	2.A. Crossbuck Assemblies (co		2.B. STOP S	Signs (R1-1)	2.C. YIE (count)		s (R1-2)	2.D. Advan  ■ W10-1		•	gns <i>(Check al.</i>				nt) 🗆	None
<b>I</b> Yes □ No	2		o ´		, ,			□ W10-2 _		-	□ W10-4			/10-1		
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. Pa	vement Ma	rkings	•		2.G. Chan Devices/N	nelization Nedians		2.H. EXEMP (R15-3)			T Sign 2.I. ENS S Displaye			
Yes (count	)	☐ Stop		-	mic Envel			oproaches			☐ Yes		¥ Yes			
☐ No  2.J. Other MUTCD S	lanc		(ing Symboles ☐ No	s 🗷 None	9		One Ap	te Crossing	None	:D Enl	□ No hanced Signs	/list tupos	□ No			
	•						Signs (if p	-	Z.L. LE	יוום ענ	nanceu Signs	(LIST Types	,			
Specify Type R15-		Cour	nt <u>2</u> nt	<del></del>				7								
Specify Type Specify Type		Cou	nt				☐ Yes ☐	J No								
3. Types of Train A			s at the Gra	de Crossing (	specify co	ount of e	each devi	ce for all that	apply)							
3.A. Gate Arms	3.B. Gate Con	figuration	1	3.C. Cantile		r Bridge	d) Flashin	g Light			Nounted Flasi	ning Lights			Total Co	
(count)	<b>I</b> 2 Quad	☐ Full (	Barrier)	Structures Over Traffi		0	□ Inc	andescent	(count	-	asts) <u>2</u> scent	 □ LED		Flas	shing Ligh	it Pairs
Roadway 2		Resistar	•	Over mann	c Lanc			anacscent	1		nts Included		Lights	4		
Pedestrian	☐ 4 Quad	☐ Medi	an Gates	Not Over T	raffic Lan	<sub>le</sub> 0	_ □ LEI	D				Include	ed			
3.F. Installation Dat	e of Current		3.	G. Wayside H	orn				3	в.н. н	ighway Traffi	c Signals C	ontrollin	g	3.I. Bells	
Active Warning Dev	, ,	,		Yes Insta	alled on (A	MM/YY	YY)	<i></i>		rossi	0				(count)	
/	_ ⊔	Not Requ	illeu	No No		, , , , , , ,					<b>™</b> No				1	
3.J. Non-Train Activ  ☐ Flagging/Flagma	-	perated S	Signals 🗆 '	Watchman $\square$	Floodligh	hting 🗆	] None		3.K. Other Flashing Lights or Warning Devices Count 0 Specify type							
4.A. Does nearby H			gnal 4.	C. Hwy Traffic	Signal Pr	reempti			affic Pre-Signals 6. Highw				•	-	Devices	
Intersection have Traffic Signals?	Interconi	nection nterconne	octod					□ Yes □ I	No	l '				that apply) Photo/Video Recording		
Traffic Signals:	☐ For Tr			Simultaneou	ıs			Storage Dista	nce *			☐ Yes –	-		-	-
☐ Yes 🗷 No	☐ For W	arning Si	gns 🗆	Advance	dvance Stop Line Dist							☐ None				
				Pa	rt IV: P	hysic	al Char	acteristic	S							
1. Traffic Lanes Cro		<b>▼</b> Two-	way Traffic		2. Is Roadway/Pathway     3. Does Tr Paved?					lights v				ossing Illuminated? (Street rithin approx. 50 feet from		
Number of Lanes			ed Traffic	uad) Installa						☐ Yes ☑ No nearest rail) ☐ Yes ☑ No Width * Length *						
■ 1 Timber □ □ 8 Unconsolidate	2 Asphalt $\square$	3 Aspha	alt and Timb	oer 🗆 4 Co							r 🗆 7 Me		Lengui			
6. Intersecting Roa						7	7. Smalles	st Crossing Ar	ngle			8. Is Co	mmercia	l Pow	er Availa	ble?*
<b>™</b> Yes □ No	If Yes, Approxin	t - Dista	····· (f4)	200			□ 0° <b>–</b> 29	° □ 30°-	F0°		60° - 90°		<b>⊠</b> Yes		□ Na	
¥ Yes □ No	ii res, Approxiii	nate Dista	ance (Jeet) _		V: Pub			Informati			60 - 90		LE Yes	•	□ No	
1. Highway System			2 Fur	nctional Classi			•			Cross	ing on State I	Highway	141	lighw	ay Speed	Limit
1. Highway System			2.14		(0) Rural		,	•	Syste		ing on state i	gway	35		MF	
_ ` `	tate Highway Sy			) Interstate			(5) Major	Collector	☐ Ye		M No				d □ Sta	itutory
	Nat Hwy Syster al AID, Not NHS			) Other Freew ) Other Princip	•	•	•	Collector	5. Lin	near R	Referencing S	ystem <i>(LRS</i>	Route II	D) *		
<b>⊠</b> (08) Non-F	•			) Minor Arteri			(7) Local		6. LR	S Mile	epost *					
7. Annual Average Year <u>1989</u> AA	Daily Traffic (AADDT 000200	A <i>DT)</i>	8. Estimate	ed Percent Tru		9. Regu □ Yes		by School Bu Average Nur		Day		_ 10. _ □ Y	_	ncy So	ervices Ro	oute
Submi	ssion Infori	mation	- This inj	formation i	s used fo	or adn	ministrat	tive purpos	ses and	is n	ot availabl	e on the	public	web	site.	
													_			
Submitted by	Submitted by Phone Date Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data															
sources, gathering a																
agency may not cor	nduct or sponso	r, and a p	erson is no	t required to,	nor shall a	a persor	n be subje	ct to a penal	ty for fail	lure t	o comply witl	n, a collect	ion of in	form	ation unle	ess it
displays a currently other aspect of this												-	_			or any
Washington, DC 20		Junig IUI	reducing th	is buildell to:		ion Colle	cction Off	icei, i eueidi	nam Udu i	Autill		-OO NEW JE	LISCY AVE	JE,	1419-53	

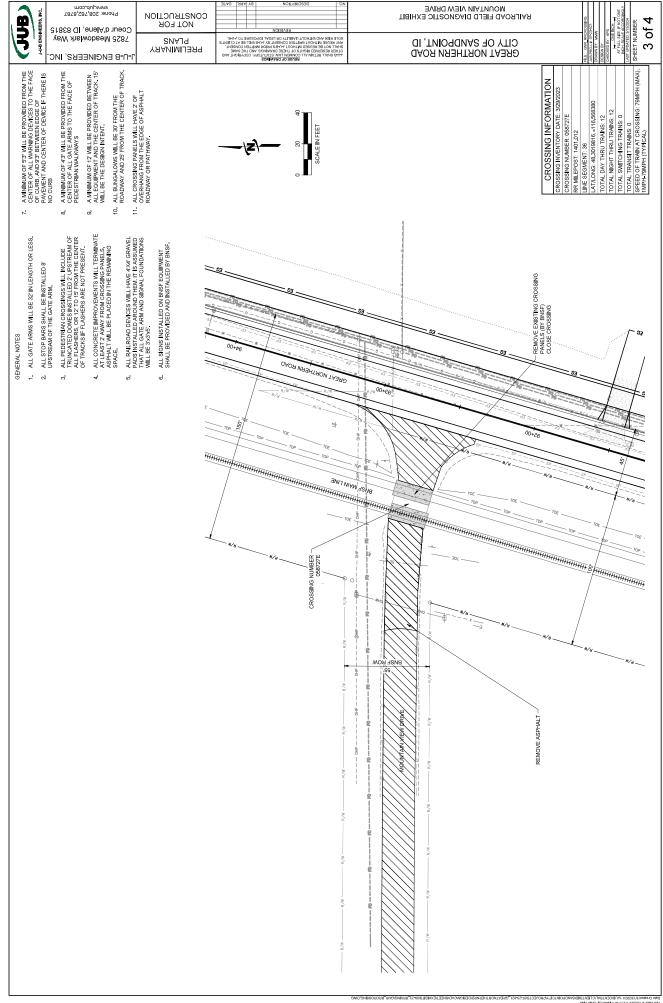


### **DEPARTMENT OF TRANSPORTATION**

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 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	1		n for Updat			-,			_		Crossing							
(MM/DD/YYYY) ☐ Railroad ☐ 03 / 29 / 2023			∐ Tr	☐ Transit ☐ Change Data			e in		] Closed	☐ No Train Traffic	☐ Quiet Zone Update		Invento	ory Number				
■ State			□ Ot	her [	☐ Re-Open ☐ D Chai			☐ Change in Primary Only Operating RR		Admin. Correction		•		058819S				
	Part I: Location and Classification Information																	
1. Primary Operating BNSF Railway Cor		_	2. State IDAHO				3. County BONNER											
4. City / Municipality	/		. Street/Road Name & Block Number GOOBY ROAD						6. Highway Type & No.									
■ Near SANDP	(Stre	(Street/Road Name)					k Number)	CR										
7. Do Other Railroads Operate a Separate Track at Crossing?											k at Crossing? ☑ Yes ☐ No							
9. Railroad Division	or Region	1	10. Railro	0. Railroad Subdivision or District					nch or Line Name		12. RR N	RR Milepost						
□ None MONT	ANA		□ None	□ None KOOTENAI RI\				☐ None	WHTFISH-SA	NDP J	(prefix)			   (suffix)				
13. Line Segment							5. Parent RR (if				., , ,	Owner (if applic						
* 36		Station SANDI	* POINT ME	* OINT MRL						□ N/A	BNSF	NSF						
17. Crossing Type		ssing Purpose	19. Cro	ssing Pos	ition	20. Publi	c Acc	ess	21. Type of Train			2	2. Averag	ge Passenger				
■ Public	■ High	way way, Ped.		At Grade			Cros	ssing)		☐ Transit ger ☐ Shared Use T		Train Count Per		nt Per Day an One Per Day				
☐ Private		ion, Ped.		☐ RR Under ☐ RR Over					☐ Commuter	Touris		Number Per Day 2						
23. Type of Land Use																		
<ul><li>✓ Open Space</li><li>24. Is there an Adjac</li></ul>	☐ Farm ent Cross		idential parate Nur		mmerci		ndus uiet 2		☐ Institutional  RA provided)	☐ Recreation	onal	□ RR	Yard					
_								·										
☐ Yes ☑ No If  26. HSR Corridor ID	Yes, Prov	vide Crossing N		imal deg	rees	No		□ 24 Hr     □ Partial     □ Chicago Excused     Date Established       8. Longitude in decimal degrees     29. Lat/Long Source										
20. How contact to		27. Latitude in decimal degrees						·	· ·		23. 2dy 2011g Source							
30.A. Railroad Use	_⊠ N/A *	(WGS84	std: nn.n	nnnnnn)	40.294	190	(W		-nnn.nnnnnnn) -116 tate Use *	3.370310	✓ Actual ☐ Estimated							
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) * (1.27 1.28 1.29) Value Provided by Railroad, Not Ye																		
33. Emergency Notification Telephone No. (posted)  34. Railroad Co							relepl	hone No.)		35. State Contact (Telephone No.)								
800-832-5452 817-352-19						1549				208-334-8522								
Part II: Railroad Information																		
1. Estimated Number					- 1 .				T		I							
1.A. Total Day Thru 1 (6 AM to 6 PM) 12	(6 AM to 6 PM) (6 PM to 6 AM)						Total Switching Trains  1.D. Total Transit Trains  0					1.E. Check if Less Than  One Movement Per Day  How many trains per week?						
2. Year of Train Coun				,														
3.A. Maximum Timetable Speed (mph) 35  2019 3.B. Typical Speed Range Over Crossing (mph) From 1 to 35																		
4. Type and Count of	Tracks			5.5. 170	.sa. <b>s</b> pc			- 5516 (11										
Main 1 Siding 1 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											nitoring							
												☐ Yes ☐ No						

<b>A. Revision Date</b> (N 03/29/2023		PAGE 2  D. Crossing Inventory Number (7 char.) 058819S														
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. Crossbuc	k :	2.B. STOP S	Signs (R1-1)	2.C. YIEL	LD Signs (	(R1-2)							<b>™</b> None		
<b>™</b> Yes □ No	Assemblies <i>(c</i> )	ount)	(count)		(count)			□ W10-1		□ W10-3						
2.E. Low Ground Cl	-	-	ment Markings				□ W10-2         □ W10           2.G. Channelization         2.H. EXEM						)			
(W10-5)	cu. uoc 0.6						1edians		1			Displayed				
			Lines	-	mic Envelo		☐ All App ☐ One Ap		☐ Yes ☐ No		☐ Yes ☐ No					
2.J. Other MUTCD S	Signs	es 🗆 No	Symbols ☑ None				e Crossing	Mark None □ No □ N								
						I	Signs (if private)			inianeca signs	lanced signs (List types)					
Specify Type Specify Type							☐ Yes ☐ No									
Specify Type		Coun	nt			-	⊥ res ∟	INO								
3. Types of Train A	ctivated Warnir	ng Devices	at the Gra													
3.A. Gate Arms	3.B. Gate Con		3.C. Cantilevered (or Bridg				g Light		t Mounted Flas (masts) 2			Count of				
(count)	■ 2 Quad	☐ Full (B	Barrier)	Structures (count) ier) Over Traffic Lane			☐ Inc	andescent	□ Incand		 □ LED		Flashing Light Pairs			
Roadway 2	☐ 3 Quad	Resistan	,								☐ Side Lights		4			
Pedestrian	☐ 4 Quad	☐ Media	an Gates	Not Over T	raffic Lane	e <u>0</u>		)			Include	ed				
3.F. Installation Dat	e of Current		3.	3.G. Wayside Horn					3.H. Highway Traffic Signals Controlling 3.I. Bells							
Active Warning Dev	, ,	Y) Not Regui	irod	Yes Insta	alled on <i>(N</i>	MM/YYYY	Y)	<i></i>	Crossing (count)  - ☐ Yes IX No					it)		
	<del></del>	Not Requi	neu i	No	,	•	,	-,					2			
3.J. Non-Train Active Warning  ☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting								3.K. Other Flashing Lights Count 0 Sp					ts or Warning Devices Specify type			
4.A. Does nearby H	· 1	Traffic Sig	gnal 4.	C. Hwy Traffic Signal Preemption 5. Highway T						gnals	•	vay Monitoring Devices				
Intersection have Traffic Signals?	Interconi	nection nterconne	ctod					□ Yes □ N	Мо		(Check all that apply)  ☐ Yes - Photo/Video Recording					
Traffic Signals:		<b>I</b>				Storage Distance *			Yes – Vehicle Presence Detection							
☐ Yes 🗷 No	☐ For W	arning Sig	gns 🗆	Advance			5	Stop Line Dist	ance *		☐ None					
	Part IV: Physical Characteristics															
1. Traffic Lanes Cro					ack Run Do	wn a Street?	•	ssing Illuminated? (Street thin approx. 50 feet from								
Number of Lanes								l Yes ☑ No nearest			rail) □ 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 Ar					8. Is Co	mmercia	l Power Av	ailable? *		
,										500			□ V □ N-			
☐ Yes ☐ No If Yes, Approximate Distance (feet) 100  ☐ 0°-29° ☐ 30°-59° ☐ 60°-90°  ☐ Yes ☐ No  ☐ No  ☐ Part V: Public Highway Information																
												1				
1. Highway System		2. Fun	nctional Classin		_	5	3. Is Cro	ssing on State	Highway 4.		lighway Sp	eed Limit MPH				
☐ (01) Inters	tate Highway Sy	□ (1)	☐ (0) Rural 🗷 (☐ (1) Interstate				Collector	☐ Yes	I No			Posted $\square$				
_ ` `	Nat Hwy Syster		, ,	Other Freew	,	•	,	Callantan	5. Linea	inear Referencing System (LRS Route ID) *						
□ (03) Feder <b>IX</b> (08) Non-F	al AID, Not NHS ederal Aid		☐ (3) Other Principal Arterial ☐ ☐ (4) Minor Arterial ☐ ☐				Collector	6. LRS N	1ilepost *							
7. Annual Average				ed Percent Tru	9. Regularly Used by Sch.  yes ⊠ No Averag					ay <u>0</u>	Emergency Services Route es □ No					
Submi	ssion Infor	- This inf	formation is	s used fo	or administrative purposes and is not available on the public website.											
			- ,		<b>,</b> .			- 1 - 1								
Submitted by	ion				Phone Date											
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data																
sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it																
displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any																
other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25											5					
Washington, DC 20	590.															

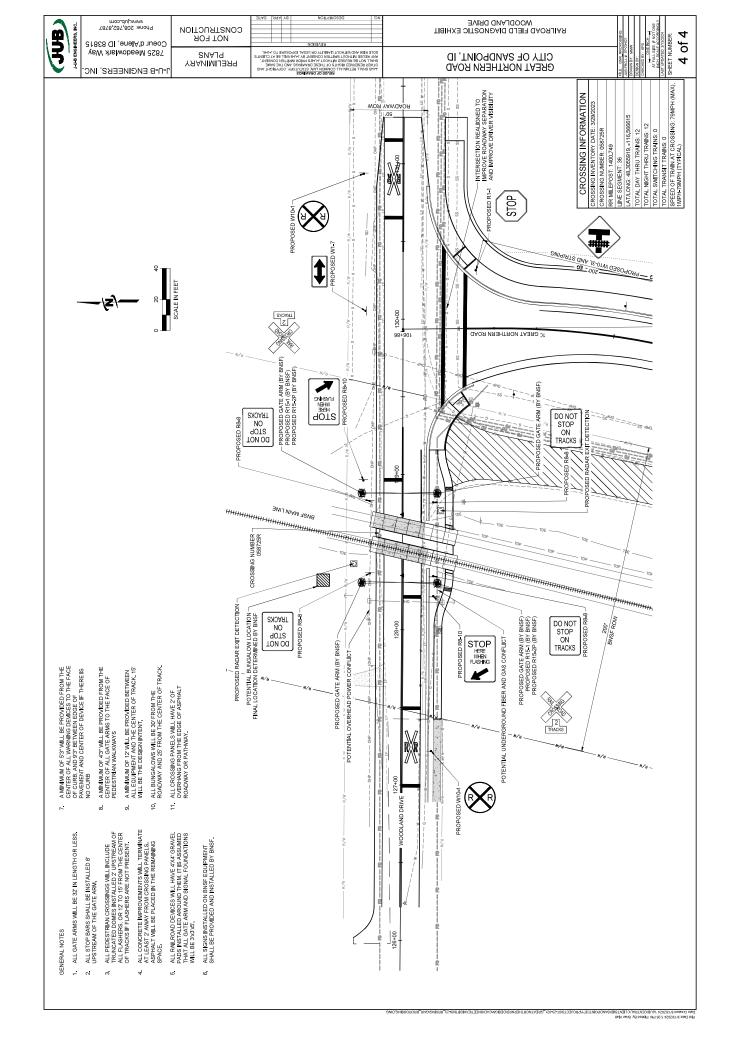


#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-rai ade cross Submissi n Informa	I grade crossir sings), complet on Information ation section.	ngs, comp e the Hea n section. For chang	relete the He der, Parts I For grade-se es to existir	ader, P and II, eparate ng data	arts I and and the S d highway , complet	II, ai Submi y-rail o	nd the Suission Information  The pathward or pathward	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For or Private pathw og pedestrian sta d the Submission	public pathway ray grade cross ation crossings) on Information	y grade crossings, compl , complete to section, in	ssings (including ete the Header, the Header, Part		
A. Revision Date		B. Reporting A	gency			for Updat	<b>e</b> (Sel	ect only o	ne)			D. DO1	Crossing		
( <i>MM/DD/YYYY</i> ) 03 / 29 / 2023		☐ Railroad	☐ Tra		Change		lew		] Closed	☐ No Train	☐ Quiet	I	ory Number		
00 / 20 / 2020		<b>▼</b> State	□ Ot	Dat ner □ F	:a Re-Oper	n 🗆 🛭	ssing Date Inge C		Change in Primary perating RR	Traffic	Zone Updat	e 058723	Æ		
	1			Part I: L	ocati				ion Informatio						
1. Primary Operating BNSF Railway Cor						2. State IDAHO				3. County BONNER					
4. City / Municipality	1				d Name & Block Number N VIEW DRIVE					6. Highway Type & No.					
□ In Mar SANDP								.   * (Bloc	 k Number)	CR					
7. Do Other Railroad	s Operate	a Separate Tr		-		No	8. 0	• •	Railroads Operate O	ver Your Track	at Crossing?	Yes 🗆 N	0		
If Yes, Specify RR  If Yes, Specify RR  ATK															
9. Railroad Division or Region 10. Railroad Subdivision or District 11. Branch or Line Name 12. RR Milepost															
10. Railfoad Subdivision of District 11. Branch of Line Name 12. Rx Milepost   1401.012															
□ None MONTANA □ None KOOTENAI RIVER									WHTFISH-SA		., , , , , ,	nnn.nnn)	(suffix)		
13. Line Segment 14. Nearest RR Timetable 15. Parent RR (if applicable) 16. Crossing Owner										ng Owner (if ap	plicable)				
36		Station SANDP	OINT MF	RL	K	N/A				□ N/A	BNSF				
17. Crossing Type	18. Cros	sing Purpose	19. Cro	ssing Positi		20. Publi	c Acce	ess	21. Type of Train			22. Avera	ge Passenger		
	■ High	•	At G			(if Private	Cros	sing)	■ Freight	☐ Transi	-		nt Per Day		
☑ Public ☐ Private	☐ Path	way, Ped. on Ped	□ RR U			☐ Yes ☐ No			Intercity Passeng □ Commuter	ger □ Shared □ Touris	l Use Transit		an One Per Day r Per Day 2		
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, Prov	ide Crossing Nu	ımber			⊠ No	o 🗆	24 Hr	☐ Partial ☐ Chica	go Excused	Date Establi	ished			
26. HSR Corridor ID		27. Latitu	ıde in dec	imal degree	es.		28.	Longitud	e in decimal degrees	5	29. l	at/Long So	ırce		
	■ N/A	(M/GS8A)	std: nn.nı	,,,,,,,,,, 48	3.3019	316	(14/	GS81 ctd.	-nnn nnnnnnn) -116	6.568380		ctual $\Box$	Estimated		
30.A. Railroad Use	*	(110304)	,			19816 (WGS84 std: -nnn.nnnnnnn) -116.568380						Estimated			
30.B. Railroad Use	*								tate Use *						
30.C. Railroad Use									tate Use *						
30.D. Railroad Use		\ dt							tate Use *						
32.A. Narrative (Rai		′ (1.271.28		e Provided					larrative (State Use)		/= / /	• •			
<b>33. Emergency Notifi</b> 800-832-5452	ication 16	eiepnone No. (/	oostea)		352-15	Contact (1 49	elepi	none No.)		208-334-852	<b>itact</b> (Telephoi 22	ne No.)			
					Dari	· II· Rai	Iroa	d Infor	mation						
1. Estimated Number	of Daily	Frain Moveme	nts		ı aı	in. Itali	ii Oa	<u> </u>	mation						
1.A. Total Day Thru T (6 AM to 6 PM) 12		1.B. To		Thru Trains	1.C. 0	Total Swit	tching	Trains	1.D. Total Transit	Trains	1.E. Check if One Moveme How many tr	ent Per Day	□ ek?		
2. Year of Train Coun	t Data (Y)	YY)		3. Speed o							,	į <del>.</del>			
2019				3.A. Maxin						to 79					
4. Type and Count of	Tracks			з.в. гуріса	ıı speed	Kange O	er Cr	ossing ( <i>m</i>	<i>ph)</i> From 1						
	Siding 1	Ya	rd <u>0</u>	Trar	nsit 0		Indu	ustry 0							
5. Train Detection (M	ain Track	,,													
Constant Warr	ning Time	☐ Motion [	Detection	□AFO □		DC DC			None		7 P Domot	a Haalth Ma	nitoring		
6. Is Track Signaled? 7.A. Event Recorder 7.B. Remote Health Monitoring    ▼ Yes □ No □ Yes □ No □ Yes □ No								nintoi iiig							

<b>A. Revision Date</b> (N 03/29/2023	ЛМ/DD/YYYY)					Р	AGE 2			<b>D.</b> 058	Crossing Inve	ntory Nun	nber (7 c	har.,		
			Part II	: Highway	or Pat	hway	Traffic (	Control De	evice	Infor	mation					
1. Are there	2. Types of Pa	ssive Tr	affic Con	trol Devices a	ssociated	with the	Crossing									
Signs or Signals?	2.A. Crossbuc		2.B. ST	OP Signs (R1-1	´	•	gns <i>(R1-2)</i>			rning S	igns (Check al			е сог	nt) 🗆 None	
■ Yes □ No	Assemblies (co	ount)	(count) 2		(cou	nt)		■ W10-1 □ W10-2		<del></del>		} 		] W10-11 ] W10-12		
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	avement	Markings			2.G. Cha	nnelization			2.H. EXEMP (R15-3)	T Sign	2.I. ENS	_	n (I-13)	
Yes (count	)	1	op Lines		ynamic En	velope	☐ All Ap	proaches	□ Med	dian	☐ Yes		X Yes	<b>▼</b> Yes		
□ No			Xing Syn		lone		☐ One Approach ☑ None ☑ No				_		□No			
2.J. Other MUTCD S	Signs	K	Yes 🗆 N	lo			2.K. Priva Signs (if )	ate Crossing	2.L.	LED En	hanced Signs	(List types	)			
Specify Type R15		Co	unt 2				316113 (1) /	onvace,	İ							
Specify Type Specify Type			unt 2				☐ Yes	□ No								
3. Types of Train A					ng (specify	count o	f each dev	ice for all tha	t apply	<i>'</i> )						
3.A. Gate Arms	3.B. Gate Con			3.C. Ca	ntilevered	(or Bridg	<i>ged)</i> Flashii		3.D.	. Mast I	Mounted Flas	hing Lights			. Total Count of	
(count)	☐ 2 Quad		(Barrier)	l l	res <i>(count</i> affic Lane		□ln	candescent		•	nasts) <u>0</u> escent	 LED		Fla	shing Light Pairs	
Roadway 0	☐ 3 Quad	Resista	'	Over II	arric Larie		⊔'''	candescent	1		hts Included			0		
Pedestrian	☐ 4 Quad	□ Me	dian Gate	s Not Ove	er Traffic l	_ane _0_	🗆 LE	D				Include	ed	ľ		
3.F. Installation Dat	e of Current			3.G. Waysid	e Horn						Highway Traffi	c Signals C	ontrollin	g	3.I. Bells	
Active Warning Dev		′) Not Red	nuirad	☐ Yes I	nstalled o	n <i>(MM/</i> )	YYY)	_/		Cross	ing s <b>IX</b> No				(count)	
		NOT NEC	quireu	□ No					Lau						0	
3.J. Non-Train Activ ☐ Flagging/Flagma	•	perated	d Signals	☐ Watchmar	ı □ Flood	lighting	□ None			Other int 0	Flashing Light		U			
4.A. Does nearby Hwy   4.B. Hwy Traffic Signal   4.C. Hwy Traffic Signal Preemption   5. Highway Traffic Pre-Signals   6. Highway Monitoring Devices   1. Traffic Pre-Signals   1. Traffic Pre-Signa										g Devices						
Intersection have Traffic Signals?	Interconi		nected					⊔ Yes ⊔	NO			•			Recording	
	☐ For Tr	-		☐ Simultan				Storage Dista	nce *					Prese	ence Detection	
☐ Yes 🗷 No	☐ For W	arning	Signs	☐ Advance		<b>D</b> 1 1		Stop Line Dis		*		☐ None				
1 Traffic Lance Cro	ssing Dailroad	□ One	o. Trof				athway	3. Does To		ın Davi	n o Ctroot?	4 Is Cro	ssing Illu	min	ated? (Street	
Traffic Lanes Cro.     Number of Lanes		<b>X</b> Two	-way 11a1 o-way Tra ded Traff	ffic	Paved?	• •	aunway □ No	3. Does 11			No		thin appı	rox. S	50 feet from	
5. Crossing Surface	(on Main Track	, multip	le types a	<i>llowed)</i> Inst	allation D	ate * <i>(M</i>	M/YYYY) _	/		_ Wid	dth *					
☐ 1 Timber ☐ ☐ 8 Unconsolidate	•	•				e 🗆 5	Concrete	and Rubber	□ 6	Rubbe	er 🗆 7 Me	tal -				
6. Intersecting Roa	dway within 500	) feet?					7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	l Pov	ver Available? *	
▼ Yes □ No	If Yes, Approxin	nate Dis	tance <i>(fee</i>	et)			□ 0° – 2	9° □ 30°	– 59°		60° - 90°		✓ Yes	6	□ No	
				Pa	art V: P	ublic F	lighway	Informat	ion							
1. Highway System			2.	Functional Cla				ng			sing on State I	Highway			vay Speed Limit	
□ (01) Inters	tate Highway Sy	ctam		(1) Interstate	🗷 (0) Rui	•	<ol> <li>Urban</li> <li>(5) Major</li> </ol>	r Collector		stem? Yes	IX No		35		MPH ed □ Statutory	
_ ` '	Nat Hwy Syster			(2) Other Fre				Collector			Referencing S	vstem (LRS			d 🗆 Statutory	
, ,	al AID, Not NHS		I .	(3) Other Pri	•		. ,	Collector	<u> </u>		lepost *	, , , , , , , , , , , , , , , , , , , ,		,		
(08) Non-F 7. Annual Average		1DT)		(4) Minor Ar			(7) Local	d by School B		LING IVIII	Герозі	10	Emerge	ncv S	ervices Route	
	DT 000230		1		%	☐ Yes	, ,	Average Nu		er Day	0	_   D.	_	□ No		
Submi	ission Infori	matio	<b>n</b> - This	informatio	n is used	d for ac	dministra	itive purpo:	ses ar	nd is n	ot availabl	e on the	public	wel	osite.	
Submitted by	rdon for this is f	· ·	n aelle -1'		ization		in uta sa s	**************************************	d! :		Phone	a insta		oate	a ovietie = d - t -	
Public reporting bu sources, gathering																
agency may not cor	nduct or sponso	r, and a	person is	not required	to, nor sh	all a pers	on be subj	ect to a penal	ty for f	failure	to comply wit	h, a collect	ion of in	form	ation unless it	
displays a currently other aspect of this												_	-		-	
Washington, DC 20		ianig IU	. reduciil	, and buruell		iacion CC	cction Oi	nicer, i eucidi	uiii Ud	au Auil		LOO INCAN 16	JOSY AVE	JL,	23	



#### **DEPARTMENT OF TRANSPORTATION**

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the inform. For private his pedestrian station grants I and II, and the I, and the Submission updated data fields.	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, comp ete the Hea on section. For chang	olete the ader, Part For grade ges to exi	Header, s I and e-separa sting da	Parts I and II, and the S ted highway ta, complet	II, a Subm r-rail o	nd the Suission Infor pathwood Header,	ubmission Informatio ormation section. Fo ay crossings (includin Part I Items 1-3, an	n section. For r Private pathw g pedestrian sta d the Submission	public par yay grade ation cross on Inform	thway g crossing sings), co ation se	rade cros gs, comple omplete t ection, in	sings (including ete the Header, he Header, Part
A. Revision Date		B. Reporting		1		n for Updat		, _	-,				1	Crossing
( <i>MM/DD/YYYY</i> ) 03 / 29 / 2023		☐ Railroad	☐ Tr		□ Chang Data	•	lew ssing	L	] Closed	☐ No Train Traffic	□ Qui Zone l	et Jpdate	Invento	ory Number
	_	<b>⊠</b> State	□ Ot		□ Re-Op	oen 🗆 🛭	Date nge C		Change in Primary	Admin. Correction		,,,,,,,,	058725	iR
				Part I	: Loca	tion and	Cla	ssificat	ion Informatio	n			•	
1. Primary Operating BNSF Railway Cor					_	2. State IDAHO				3. County BONNER				
4. City / Municipality  In	<i>'</i>			eet/Road ODLANI		& Block Nun E	nber	1		6. Highway Ty	/pe & No.			
□ Near SANDP	OINT			et/Road I					k Number)	CR				
7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☑ No  If Yes, Specify RR  Shoother Railroads Operate Over Your Track at Crossing? ☑ Yes ☐ No  If Yes, Specify RR  ATK  ATK												)		
9. Railroad Division or Region 10. Railroad Subdivision or District 11. Branch or Line Name 12. RR Milepost														
□ None MONT	ANA		□ None	коо	TENAI	RIVER		☐ None	whtfish-sa	NDP J	(prefix)	-!	!	   (suffix)
13. Line Segment			rest RR Tir	netable		15. Parent	RR (ij			16. Crossir	., , ,			1 ()
* 36		Station SAND	* POINT ME	RL		ĭ N/A				□ N/A	BNSF			
17. Crossing Type	18. Cro	ssing Purpose	19. Cro	ssing Pos	ition	20. Publi	c Acc	ess	21. Type of Train			2	2. Averag	e Passenger
Fed Doublin	■ High	- /	I At G			(if Private	Cros	sing)	■ Freight	☐ Transi		1		nt Per Day
■ Public □ Private		iway, Ped. ion, Ped.	□ RR U			□ Yes			Intercity Passeng □ Commuter	ger $\square$ Snared $\square$ Touris	d Use Trar t/Other			an One Per Day Per Day 2
23. Type of Land Use														
M Open Space														
24. Is there an Aujac	24. Is there an Adjacent Crossing with a Separate Number?  25. Quiet Zone (FRA provided)													
	Yes, Prov	vide Crossing N				No				go Excused	Date E	stablish		
26. HSR Corridor ID		27. Latin	tude in dec	imal deg	rees		28.	Longitud	e in decimal degrees	i		29. Lat,	/Long Sou	irce
	_ <b>M</b> N/A	(WGS84	std: nn.n	nnnnnn)	48.305	55919	(W	GS84 std:	-nnn.nnnnnnn) -116	5.566615		■ Actu	ıal 🗆 I	Estimated
30.A. Railroad Use	*							31.A. State Use *						
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	ilroad Us	e) * ( 1.27 1.28	3 I.29)Valı	ue Provic	led by F	Railroad, N	ot Y€	32.B. N	larrative (State Use)	*				
33. Emergency Notif	ication T	elephone No.	(posted)	34.	Railroad	d Contact (7	ГеІерІ	hone No.)		35. State Cor	ntact (Tele	ephone i	No.)	
800-832-5452				81	7-352-1	549				208-334-852	22			
					Pa	rt II: Rai	lroa	d Infor	mation					
1. Estimated Number									T		I			
1.A. Total Day Thru T (6 AM to 6 PM) 12	Trains	l l	otal Night to 6 AM)	Thru Trair	ns   1.0	C. Total Swit	ching	g Trains	1.D. Total Transit	Trains	One Mo		ss Than : Per Day is per wee	□ ek?
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		•		n at Crossing	-	, <b>.</b> -	2			,	p	
2019						Fimetable Sp ed Range Ov			9 ph) From 1	to 79				
4. Type and Count of	Tracks			<i>σ.</i> υ. τγμ	icai Jpe	ca nange O	ici Cl	Josing (II	ιριη 110III <u>·</u>	10				
	Siding <u>1</u>		ard 0	т	ransit <u>0</u>	)	Indu	ustry 0						
5. Train Detection (№  ☐ Constant War		,,	Detection		□ РТС	C □ DC	□ o	ther 🖼	None					
6. Is Track Signaled?		L IVIOLIOII	Detection	⊔AI U		. Event Rec			NOTIC		7.B. R	emote F	lealth Mo	nitoring
🗷 Yes 🗌 No						□ Yes □	No					Yes $\square$		=

<b>A. Revision Date</b> (N 03/29/2023	MM/DD/YYYY)					P.	AGE 2			<b>D.</b> 058	Crossing Inve 8725R	ntory Nun	n <b>ber</b> (7 c	har.)		
			Part III	: Highway	or Pat	hway	Traffic (	Control De	vice I							
1. Are there	2. Types of Pa	ssive Tr	affic Cont	rol Devices ass	ociated	with the	Crossing									
Signs or Signals?	2.A. Crossbuc	<	2.B. STC	OP Signs (R1-1)	2.C. `	YIELD Sig	gns <i>(R1-2)</i>				igns (Check al			count	) []	<b>■</b> None
<b>™</b> Yes □ No	Assemblies (co	ount)	(count)		(cour	nt)		□ W10-1 _		-	□ W10-3	·		/10-11		
2.E. Low Ground Cl	_	2.F. P		Markings			2.G. Chai	□ W10-2 _		- 1	☐ W10-4		_ ⊔ W 2.I. EN	/10-12 S Sign <i>(</i>		
(W10-5)	carance sign		avement	IVIGI KIII B			Devices/				(R15-3)		Display	•	13)	
☐ Yes (count ☐ No	)		p Lines		amic En	velope	☐ All Ap		□ Media	an	□ Yes No		¥ Yes			
2.J. Other MUTCD S	Signs		Xing Sym Yes □ N		ne		One A	pproacn ite Crossing	None	D En	hanced Signs	(List tynes	□ No			
	•						Signs (if p	_	2.1. 11	LD LII	maniced Signs	(LIST TYPES	,			
Specify Type R15- Specify Type		Col	unt 2 unt 2					¬. N								
Specify Type		Coi	unt				☐ Yes l	∟ No								
3. Types of Train A		g Devic	es at the	Grade Crossing	(specify	count o	f each dev	ice for all that	t apply)							
3.A. Gate Arms	3.B. Gate Con	figuratio	n	<b>I</b>			<i>ged)</i> Flashir	ng Light			Mounted Flas	hing Lights				ount of
(count)	☐ 2 Quad	□ Full	(Barrier)	Structure Over Traf			□In	candescent	(coun	-	nasts) 0 scent	 LED		Flash	ing Lig	ht Pairs
Roadway <u>0</u>		Resista	. ,	Over mur	ne Lane			canacscent	1		hts Included		Lights	0		
Pedestrian	☐ 4 Quad	□ Med	dian Gate	Not Over	Traffic L	.ane <u>0</u>		D				Include	ed	Ü		
3.F. Installation Dat	e of Current			3.G. Wayside	Horn				3	3.H. H	lighway Traffi	c Signals C	ontrollin	g 3	.I. Bell	S
Active Warning Dev		•		☐ Yes Ins	talled or	n /MM/Y	YYY)			Crossi	•				count)	
/		Not Rec	quired	□ No	tanea or	1 (171171)	,	J	-   L	_ Yes	S <b>⊠</b> No			0		
3.J. Non-Train Active Warning Signals Signals Watchman Signals None Specify type Signal Sign																
4.A. Does nearby H	wy 4.B. Hwy	Traffic S	Signal	4.C. Hwy Traff	ic Signal	Preemp	tion	5. Highway T		-Sign	als	6. Highw	•	_	Devices	;
Intersection have Traffic Signals?	Intercon		nocted		☐ Yes ☐ N				No			(Check al ☐ Yes -			cordin	ıσ
Traffic Signals:	☐ For Tr			☐ Simultaned								☐ Yes –	-			~
☐ Yes 🗷 No	☐ For W	arning S	Signs	☐ Advance				Stop Line Dis	tance *			☐ None				
				P	art IV:	Physi	cal Cha	racteristic	S							
1. Traffic Lanes Cro			-way Traff o-way Traf		2. Is Roa Paved?	adway/P	athway	3. Does Tr	ack Run	Dowi	n a Street?	4. Is Cro	_			
Number of Lanes	2	☐ Divi	ded Traffi	с	<b>M</b> \		□ No		¥ Yes	□ <b>1</b>		nearest i	rail) 🗆 Y	es	<b>⋈</b> No	
5. Crossing Surface													Length *			
☐ 1 Timber ☐ ☐ 8 Unconsolidate					oncrete	! □ 5	Concrete	and Rubber	⊔ 6 К	uppe	r 🗆 7 Me	tai				
6. Intersecting Roa				., ,,, _			7. Smalle	st Crossing Ar	ngle			8. Is Co	mmercia	l Powe	r Avail	able? *
□ Vaa □ Na	If Van Amanai	t. Di.	/6	.41			□ 0° 3′	o° □ 20°	F0°		CO <sup>2</sup> OO <sup>2</sup>		□ V	_	1 NI=	
☐ Yes 🗷 No	If Yes, Approxin	nate Dis	tance (Jee	,	t V. Di	ublic H	□ 0° - 29	o° □ 30°. Informati		<u> </u>	60° - 90°		<b>⊠</b> Yes		] No	
1 Highway System							•			Cross	ing on Ctata I	liahuusu	1 4 1	liahura		d Limit
1. Highway System			2.	Functional Class			at Crossii 1) Urban	B	Syste		sing on State I	ngnway	35			d Limit IPH
	tate Highway Sy			(1) Interstate	• •	Ė	(5) Major	Collector	ΔY		<b>™</b> No		_ ■	Posted		atutory
_ ` '	Nat Hwy Syster	n (NHS)		(2) Other Free (3) Other Prince	•	•	•	Collector	5. Lir	near F	Referencing S	ystem (LRS	Route II	D) *		
☑ (03) Feder. ☑ (08) Non-F	al AID, Not NHS ederal Aid			(4) Minor Arte	-		(8) Willion	Collector	6. LR	S Mil	epost *					
7. Annual Average Year 2023 AA	Daily Traffic <i>(AA</i> DT _2100	ADT)	8. Estin	nated Percent T	rucks %		gularly Use	d by School Bu Average Nu		r Day	0	_ 10. _ □ Y	Emerge es [	ncy Ser	vices R	oute
Submi	ssion Infor	matio	<b>n</b> - This	information	is used	d for ac	lministra	tive purpos	ses ana	l is n	ot availabl	e on the	public	webs	ite.	
				<u>,                                      </u>		<u>,                                     </u>		, ,								
Submitted by				Organiza	ation						Phone			ate _		
Public reporting bu																
sources, gathering a agency may not cor	_				-	_										
displays a currently	•		-	-		-	-	-	-							
other aspect of this	collection, inclu											-	_			•
Washington, DC 20	590.															



## **Highway-Rail Grade Crossing Accident Prediction System**

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

#### Including:

Disclaimer/Variable Key Accident Prediction Report Crossing Profile Accident History

#### Provided By:

Federal Railroad Administration

Grade Crossing and Trespasser Outreach Division

#### Data Contained in this Report:

Crossing: 058725R, Crossing: 058727E, Crossing: 065934R, Crossing: 058728L,

Crossing: 058819S

**Date Prepared**: 03/13/2024



#### **USING DATA PRODUCED BY GXAPS**

(Highway-Rail Grade Crossing Accident Prediction System)

GXAPS generates reports listing public highway-rail intersections by State, County, City, railroad, or crossing ID ranked by predicted accidents per year. These reports include the current highway grade crossing inventory record and the accidents over the last 5 years. These data are produced using the Federal Railroad Administration's New Accident Prediction and Severity Model (APS), 2020.

GXAPS is a statistical model that provides users an analytical tool that can assist in determining where scarce highway-rail grade crossing resources can best be directed. GXAPS does not rank crossings in terms of most to least dangerous. Use of the GXAPS accident prediction formula in this manner is incorrect and misleading. GXAPS output enables State and local highway and law enforcement agencies to identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate crossings which may require physical safety improvements or enhancements.

The GXAPS accident prediction formula is based upon two independent factors (variables) which includes: (1) basic data about a crossing's physical and operating characteristics, and (2) the last full five years of accident history data available at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors exist. Erroneous, inaccurate, and non-current data will alter GXAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by GXAPS and the limitations on the application of the output data. GXAPS does not state that specific crossings are the most dangerous. Rather, GXAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads, and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections.

GXAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data. GXAPS is not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use GXAPS. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, GXAPS nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product, and the GXAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the GXAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that GXAPS is only one model and that other accident prediction models which may be used by States may yield different, but just as valid results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The GXAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources toward the safety improvement or elimination of specific crossings lies with the individual States.



#### **VARIABLE KEY**

for use with GXAPS Reports

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the accident prediction calculation.

PRED ACC Crossings are listed in order and ranked with the highest accident prediction

RANK: value first.

AVG PRED The accident prediction value is the probability that an accident between a train

ACC: and a highway vehicle will occur at the crossing in a year.

HIST AVG The historical accident prediction value is the probability that an accident PRED ACC: between a train and a highway vehicle will occur at the crossing in a year.

GX ID: The unique site specific DOT/AAR Crossing Inventory Number.

RR CODE: The unique alphabetic FRA railroad code for the specific railroad.

CITY, STATE The city, state, and county which the crossing is located.

(COUNTY):

STREET: The name of the road, street, or highway (if provided) where the crossing is

located.

YEARLY The number of accidents reported to FRA in each of the years indicated. Note:

ACCIDENT Most recent year is partial year (data is not for the complete calendar year)

COUNT: unless Accidents per Year is 'AS OF DECEMBER 31'.

DATE CHG: The date of the latest change of the warning device category at the crossing

which impacts the accident prediction calculation, e.g., a change from

crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the accident history prior to the indicated year - month is not included in calculating

the accident prediction value.

W D: The type of warning device shown on the current Inventory record for the

crossing where: FQ = Four Quad Gates; GT = All Other Gates; FL = Flashing lights;

HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special

Protection(e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs

or Signals; NO = No Signs or Signals.

TOT TRN: Total number of trains per day at the crossing.

TOT TRK: Total number of railroad tracks between the warning devices at the crossing.

TTBL SPD: The maximum (allowable) timetable speed for trains through the crossing.

HWY PVD: Is the highway paved on both sides of the crossing?

HWY LNS: The number of highway traffic lanes crossing the tracks at the crossing.

AADT: The average daily traffic count of highway vehicles at the crossing.



## U.S. Department of Transportation Federal Railroad Administration FIVE YEAR\* TOTAL ACCIDENT HISTORY

\*Yearly Accident Count: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

Date generated: 03/13/2024. Source: https://safetydata.fra.dot.gov/gxaps-app/#/

							Υe	ear <b>l</b> y A	ccide	nt Cou	ınt								
PRED ACC RANK	AVG PRED ACC	HIST AVG PRED ACC	GX ID	RR	CITY, STATE (COUNTY)	STREET	23	22	21	20	19	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.022341	0.101375	058725R	BNSF	SANDPOINT, ID (BONNER)	WOODLAND DRIVE	0	0	0	0	0		ХВ	24	3	79	Yes	2	2100
2	0.011917	0.028654	058727E	BNSF	SANDPOINT, ID (BONNER)	MOUNTAIN VIEW DR	0	0	0	0	0		ХВ	24	3	79	Yes	2	230
3	0.004107	0.012195	058819S	BNSF	SANDPOINT, ID (BONNER)	GOOBY ROAD	0	0	0	0	0		GT	24	3	35	Yes	2	160
4	0	0.000308	058728L	BNSF	SANDPOINT, ID (BONNER)	GOOBY ROAD	0	0	0	0	0		GT	0	8	10	Yes	2	200
5	0	0.001444	065934R	BNSF	SANDPOINT, ID (BONNER)	BALDY MOUNTAIN ROAD	0	0	0	0	0	04/2018	ХВ	0	2	10	Yes	2	1600
TTL:	0.007673	0.028795					0	0	0	0	0								



### **CROSSING INVENTORY PROFILE**

Crossing ID 058725R	State ID			County BONNER		City SANDPOINT		Highway CR			RailRoad BNSF
Division MONTANA			Subdivision KOOTENAI RI\	/ER		Milepost 1400.749			Train Mo 12 DayT 0 Switch	hru12	ents NightThru
Typical Train Speed 1 MPH - 79 MPH			Type Developr 11	ment		Number of Traffic 2	: Lanes		Highway Yes , 0	y Pave	d?
Passive Devices 2XB / 2SS / nullYS						Active Devices 0GT / null GT(Ped 0 FL(over) / 0 FL(		FL(ttl pairs)			
Tracks 1MAIN10TH		Highway 8	y System		Function Class 0		AADT 2100			Perc 0	entage of Trucks
•											
Crossing ID 058727E	State ID			County BONNER		City SANDPOINT		Highway CR			RailRoad BNSF
Division MONTANA			Subdivision KOOTENAI RIV	/ER		Milepost 1401.012			Train Me 12 DayT 0 Switch	hru12	ents NightThru
Typical Train Speed 1 MPH - 79 MPH			Type Developr 11	ment		Number of Traffic 2	Lanes		Highwa Yes , 0	y Pave	d?
Passive Devices 2XB / 2SS / nullYS						Active Devices 0GT / null GT(Peo 0 FL(over) / 0 FL(		FL(ttl pairs)			
Tracks 1MAIN10TH		Highway 8	y System		Function Class 0	•	AADT 000230			Perc 1	entage of Trucks
•							•				
Crossing ID 058728L	State ID			County BONNER		City SANDPOINT		Highway CR			RailRoad BNSF
Division MONTANA			Subdivision KOOTENAI RIV	/ER		Milepost 1401.546			Train Me 0 DayTh 0 Switch	ru0 Ni	
Typical Train Speed 1 MPH - 10 MPH			Type Developr 11	ment		Number of Traffic 2	Lanes		Highway Yes , 0	y Pave	d?
Passive Devices 2XB / 0SS / nullYS						Active Devices 2GT / null GT(Pec 0 FL(over) / 0 FL(		FL(ttl pairs)			
Tracks 0MAIN40TH		Highway 8	y System		Function Class 0	•	AADT 000200			Perc 14	entage of Trucks
					<u> </u>		•				
Crossing ID 058819S	State ID			County BONNER		City SANDPOINT		Highway CR			RailRoad BNSF
Division MONTANA	•		Subdivision KOOTENAI RIV	/ER		Milepost 1401.527			Train Me 12 DayT 0 Switch	hru12	ents NightThru
Typical Train Speed 1 MPH - 35 MPH			Type Developr 11	ment		Number of Traffic 2	: Lanes		Highway Yes , 0	y Pave	d?
Passive Devices 0XB / 0SS / nullYS						Active Devices 2GT / null GT(Ped 0 FL(over) / 0 FL(		FL(ttl pairs)			
Tracks 1MAIN10TH		Highway 8	y System		Function Class 1		AADT 000160			Perc 20	entage of Trucks
•											
Crossing ID 065934R	State ID			County BONNER		City SANDPOINT		Highway CR			RailRoad BNSF
Division MONTANA			Subdivision BOYER YD ID			Milepost 1402.074			Train Me 0 DayTh 0 Switch	ru0 Ni	ents ightThru
Typical Train Speed 1 MPH - 10 MPH			Type Developr 11	ment		Number of Traffic 2	Lanes		Highwa Yes , 1	y Pave	d?
Passive Devices 2XB / 1SS / nullYS						Active Devices nullGT / null GT(F null FL(over) / 0 F		null FL(ttl pairs)	-		
Tracks 0MAIN10TH		Highway 3	y System		Function Class	<u> </u>	AADT 1600			Perc 5	entage of Trucks



# U.S. Department of Transportation Federal Railroad Administration Ten YEAR ACCIDENT PREDICTION HISTORY

Crossing ID	Date/ Time	Railroad	City/ Highway	Hwy User/ User Spd	Type Trk/ Train Spd	Weather	Circumstances/ View of Track Obstructed	Warning Devices/ Operating?	Intersection/ Lights	Number Killed/ Number Injured
058725R		_								
	12/23/18 (8:13 PM)	BNSF	SANDPOINT WOODLAND DR	Truck 004MPH	Main 025MPH	28 F Dusk	TRN STRUCK HWY USER Not obstructed	SS,XB	No No	0
Total	Accidents	1								
Total	Accidents	this Report:	1							

Phone: 208.762.8787 7825 Meadowlark Way Coeur d'Alene, ID 83815 HENISION

GREAT NORTHERN ROAD

RIGHT OF WAY



