Outlook

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;

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 <MaryAnn.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 <cityplanning@sandpointidaho.gov>
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

Outlook

RE: Great Northern Commerce Agency - Corrected Deadline

From DEQ Comments <deqcomments@deq.idaho.gov>
Date Wed 6/18/2025 3:11 PM
To Mandy Brown <mbrown@sandpointidaho.gov>

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.deq.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

Dear Agencies,

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

Outlook

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>

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

Dear Agencies,

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Best regards,

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

Outlook

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>

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: *itd.idaho.gov*
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

Dear Agencies,

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Best regards,

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

Outlook

Re: Agency Notice - Great Northern Subdivision

From Sam Ross <sam.ross@nli.coop>
Date Mon 6/23/2025 11:35 AM
To Mandy Brown <mbrown@sandpointidaho.gov>
Cc Kristin Burge <kristin.burge@nli.coop>; Matthew Channell <matthew.channell@nli.coop>; Dan Scholz <Dan.Scholz@nli.coop>

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 developer's application 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

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

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

sandpointidaho.gov
1123 Lake St. Sandpoint, ID 83864

From: Drew Dittman <Dittman@lakecityengineering.com>
Sent: Thursday, April 17, 2025 9:23 AM
To: Bill Dean <bdean@sandpointidaho.gov>
Subject: FW: E-Add Response Rejected (LCE 24-059)

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 <admin@lakecityengineering.com>
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 diana.v.pinos@faa.gov. 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 noreply@faa.gov 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.

FINAL FIELD DIGANOSTIC NOTES

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

I. Introductions/Attendees

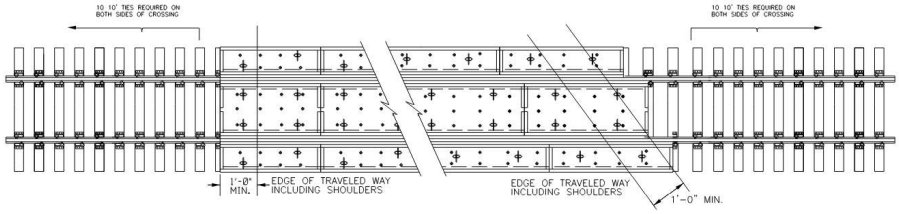
NAME	COMPANY/AGENCY	PHONE NUMBER	EMAIL
Erik Bush	City of Sandpoint	208.269.5571	ebush@sandpointidaho.gov
Braiden Markham	J-U-B Engineers	509.951.2957	bmarkham@jub.com
Kevin Smith	J-U-B Engineers	208.783.7482	ksmith@jub.com
Brian Klatt	J-U-B Engineers	208.762.8787	bklatt@jub.com
Mary Ann Monaldi	BNSF	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

Discussion/Notes	Action 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. 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.	**1. None** **2. None**

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
2. Travis Bailey discussed the following modifications that would be required by the railroad: a. <u>Immediate Needs</u>: i. Add W10-1 sign west of the crossing for eastbound traffic ii. Add W10-4 sign north of the crossing for southbound traffic iii. Collect traffic counts at each crossing and provide to BNSF b. <u>Design Needs</u>: i. 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. ii. Revise the callouts on the plans from W10-2 to W10-1 signs.	• **Erik Bush** to address "Immediate Needs" with City crews. • **Brian Klatt** to add "Design Needs" to project plans.
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.

b. 058819S and 058728L – Gooby Road

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
2. Travis Bailey and the BNSF team discussed the following modifications that would be required by the railroad: a. <u>Immediate Needs</u>: i. Move the advanced warning sign (W10-1) west of 058728L to the pavement markings per MUTCD. ii. Send project geotechnical report to BNSF to aid in signal foundation design. iii. Collect traffic counts at each crossing and provide to BNSF. b. <u>Design Needs</u>: 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. iv. Continue edge of pavement striping through railroad crossings. v. Remove proposed R8-10 signs vi. Check clearances to underground and overhead lines with new gate placements. Relocate utilities or move gates as appropriate. vii. Add 2' of asphalt where pedestrian path abuts and crosses the tracks. viii. BNSF to provide current signal foundation detail to J-U-B to aid in clearance checks for utilities. c. <u>Discussions:</u> i. A discussion determined that underdrains would not be required at any crossings. ii. BNSF noted that they will be redoing the paneling on this crossing soon but it will not include extending it for this project.	• **Erik Bush** to address "Immediate Needs" with City crews. • **Brian Klatt** to add "Design Needs" to project plans. • **Kevin Smith** to send the draft project geotechnical report to BNSF. • **BNSF** to send signal foundation detail to J-U-B.

c. 058727E – Mountain View Road

058727E – 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. Design Needs: 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. 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.	• **Brian Klatt** to add "Design Needs" to project plans.

d. 058725R – Woodland Drive Mainline

058725R – Woodland Drive Mainline	Action Item
1. Kevin Smith introduced the intersection configuration and purpose. With the potential closure of the Mountain View crossing, the City desires to upgrade 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.	• None
2. Travis Bailey and the BNSF team discussed the following modifications that would be required by the railroad: a. Immediate Needs: i. Add advanced warning sign (W10-1) and rail crossing striping on the east-west approaches of the crossing per MUTCD. ii. Add W10-3L sign for vehicles traveling northbound on GNR. iii. Collect traffic counts at each crossing and provide to BNSF. b. Design Needs: i. Pavement markings are not required on crossings under 40mph, but are recommended. ii. Continue access to side maintenance roads, either with dedicated 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. Discussions: 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.	• **Erik Bush** to address "Immediate Needs" with City crews. • **Brian Klatt** to add "Design Needs" to project plans. • **BNSF** to evaluate raising the easterly track 6"-8" to decrease the grade difference between the 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

Name	Company/Agency	Phone Number	Email	Signature
Shawn Hall	BNSF	(913) 957-7581	Shawn.Hall@BNSF.com	
Braiden Markham	JUB	509-951-2957	Bmarkham@jub.com	
Brion Klatt	JUB	208-762-8797	bklatt@jub.com	
Mary Ann Mahabi	BNSF	303-906-6523	maryann.mahabi@bnsf.com	
Eric Nixon	BNSF	509-342-8415	eric.nixon@bnsf.com	
Dan Mavrinac	BNSF	406-559-0544	Daniel.Mavrinac@BNSF.com	
Del Black	BNSF	509-263-8587	Delvin.Black@BNSF.com	
Shell Brooks	BNSF	509-703-0963	Robb.Brooks@BNSF.com	
Clint Brow	BNSF	208 610 8543	clint.brow@BNSF.com	
Alan Raebel	BNSF	208-610-1738	Alan.Raebel@BNSF.com	
TRAVIS BAILEY	OLSSON	801-550-8057	Tbailey@olsson.com	

SIGN IN SHEET

Name	Company/Agency	Phone Number	Email	Signature
Kevin Smith	J-U-B	208-783-7481	Ksmith@jub.com	
Scott Patty	BNSF	925 220 0195	Jeffcoon.Patty1@BNSF.com	
MICHAEL PRUNEAU	BNSF	682-410-7180	MICHAEL.PRUNEAU@BNSF.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	
ERIK BUSH	SANDPOINT	2082695571	EBUSH@SANDPOINTIDAHO.GOV	

HELPING EACH OTHER
CREATE BETTER COMMUNITIES

J-U-B

THE LANGDON GROUP | GATEWAY MAPPING INC.

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

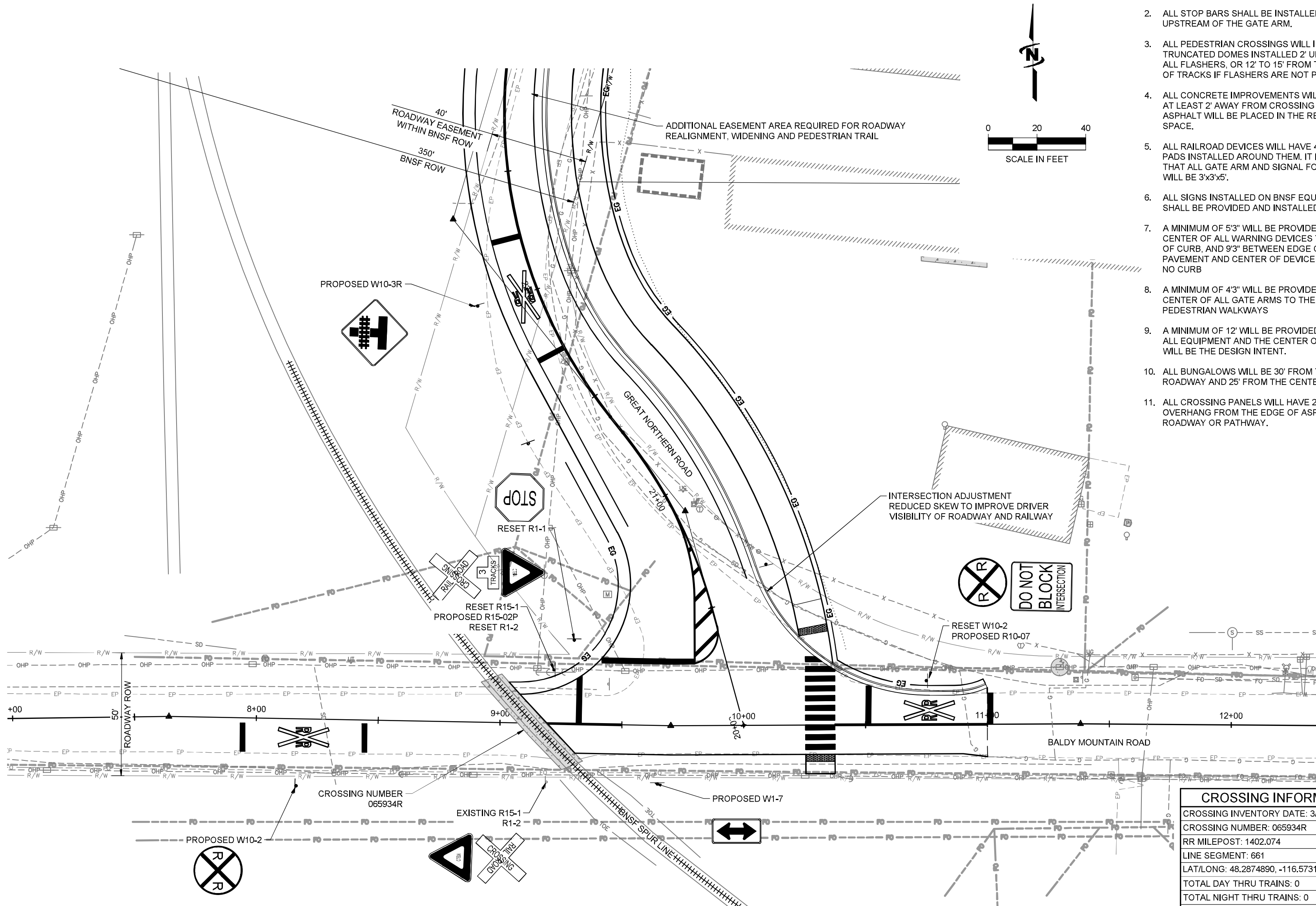
c. 058819S – Gooby Road Mainline

d. 058727E – Mountain View Road Mainline

e. 058725R – Woodland Drive Mainline

IV. Right of Way Review

V. Closing Thoughts



GENERAL NOTES

1. ALL GATE ARMS WILL BE 32' IN LENGTH OR LESS.
2. ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
3. ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRUNCATED DOMES INSTALLED 2' UPSTREAM OF ALL FLASHERS, OR 12' TO 15' FROM THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
4. ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
5. ALL RAILROAD DEVICES WILL HAVE 4'X4' GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'x5'.
6. ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
7. A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB, AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB
8. A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS
9. A MINIMUM OF 12' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK, 15' WILL BE THE DESIGN INTENT.
10. ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
11. ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.

CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 065934R
RR MILEPOST: 1402.074
LINE SEGMENT: 661
LAT/LONG: 48.2874890, -116.573140
TOTAL DAY THRU TRAINS: 0
TOTAL NIGHT THRU TRAINS: 0
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 10MPH (MAX), 1MPH-10MPH (TYPICAL)

GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
BALDY MOUNTAIN ROAD CROSSING

J-U-B ENGINEERS, INC.
J-U-B ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

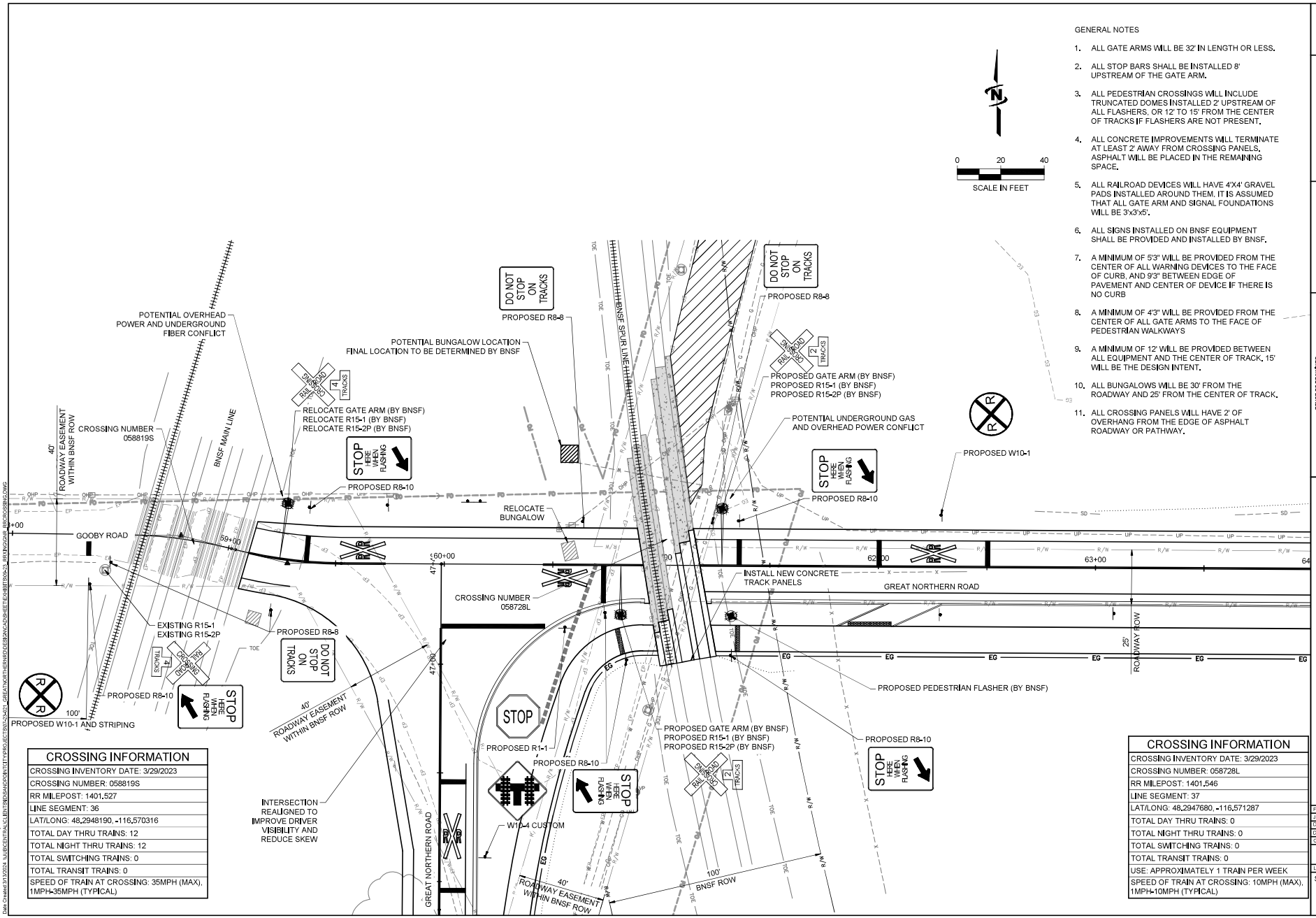
PRELIMINARY PLANS

NOT FOR CONSTRUCTION

REVISION				
NO.	DESCRIPTION	BY	APR.	DATE

FILE: GNR_RRCROSSING
JUB PROJ. #: 07-23-021
DRAWN BY: MMW
DESIGN BY:
CHECKED BY: KPS
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/13/2024

Plot Date:3/13/2024 5:24 PM Plotted By: Brian Klatt
Date Created:3/13/2024 \\JUBICENTRAL\CLIENTS\SANDPOINTCITY\PROJECTS\07-23-021_GREATNORTHERNRD\DESIGN\CAD\SHEETEXHIBITS\09-23_RRXINGIGNR_RRCROSSING.DWG



GENERAL NOTES

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4. ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
5. ALL RAILROAD DEVICES WILL HAVE 4'X4' GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'x5'.
6. ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
7. A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB, AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB
8. A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS
9. A MINIMUM OF 12' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK. 15' WILL BE THE DESIGN INTENT.
10. ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
11. ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.

CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058819S
RR MILEPOST: 1401.527
LINE SEGMENT: 36
LAT/LONG: 48.2948190, -116.570316
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 35MPH (MAX), 1MPH-35MPH (TYPICAL)

CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058728L
RR MILEPOST: 1401.546
LINE SEGMENT: 37
LAT/LONG: 48.2947680, -116.571287
TOTAL DAY THRU TRAINS: 0
TOTAL NIGHT THRU TRAINS: 0
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 10MPH (MAX), 1MPH-10MPH (TYPICAL)

JUB ENGINEERS, INC.
J-U-B ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APP'D	DATE
	REVISION			

GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
GOOBY ROAD

FILE:	GNR_RRCROSSING
JUB PROJ. #	10-23-021
DRAWN BY:	MMW
DESIGN BY:	
CHECKED BY:	KPS
	ONE INCH AT FULL SIZE. IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED:	3/13/2024

SHEET NUMBER:
2 of 4

Plot Date: 3/13/2024 5:25 PM Plotted By: Brian Ratti
Date Created: 3/13/2024 X:\JUB\CENTRAL\CLIENTS\BNSF\ADMIN\CIVIL\PROJECTS\10-23-021_GREAT NORTHERN\RR\DGN\BNSF_RRCROSSING.DWG

GENERAL NOTES

1. ALL GATE ARMS WILL BE 32' IN LENGTH OR LESS.
2. ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
3. ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRUNCATED DOMES INSTALLED 2' UPSTREAM OF ALL FLASHERS, OR 12' TO 15' FROM THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
4. ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
5. ALL RAILROAD DEVICES WILL HAVE 4'X4' GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'x5'.
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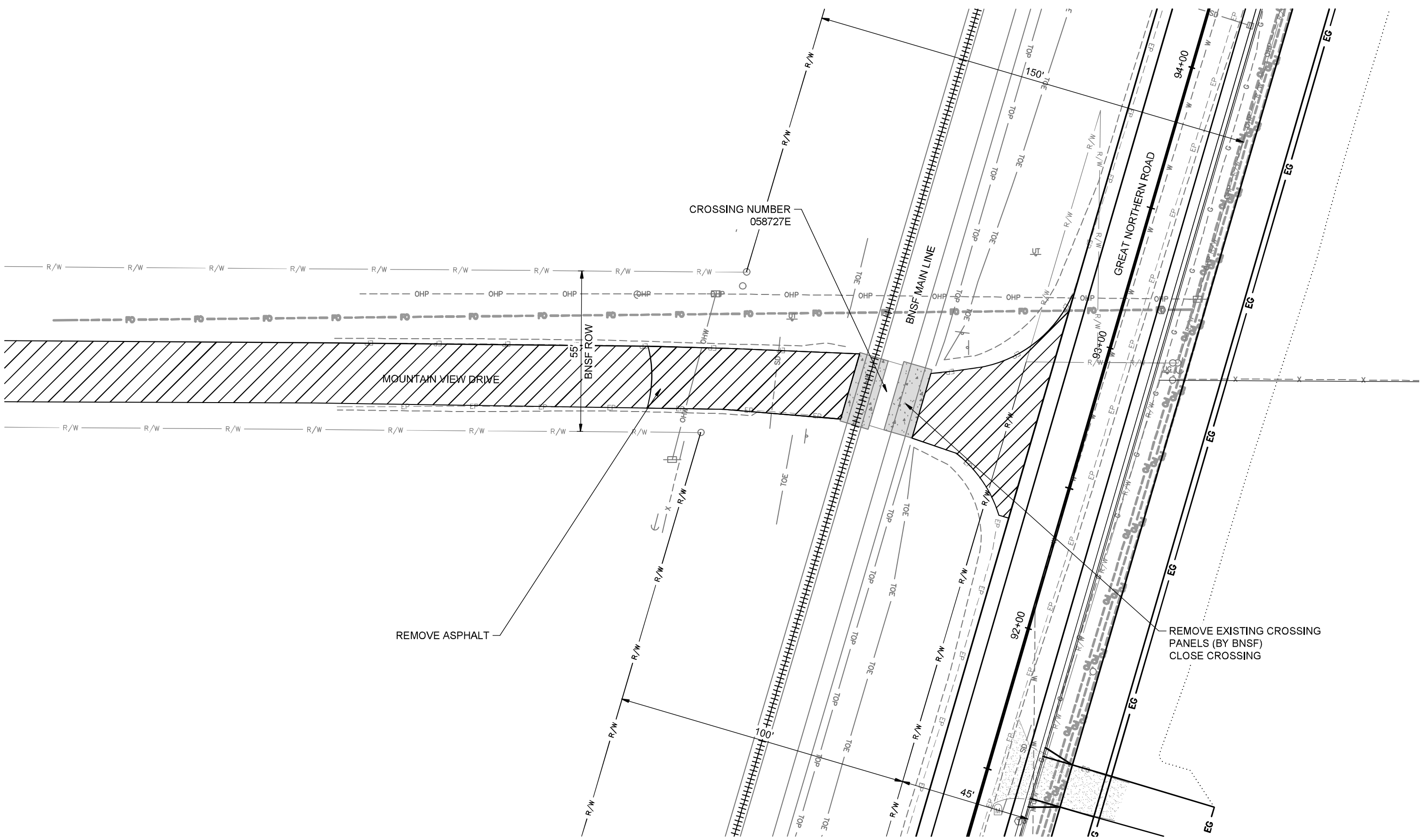

CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058727E
RR MILEPOST: 1401.012
LINE SEGMENT: 36
LAT/LONG: 48.3019816, -116.568380
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 79MPH (MAX), 1MPH-79MPH (TYPICAL)

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www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APR.	DATE
	REVISION			

GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
MOUNTAIN VIEW DRIVE

FILE: GNR_RRCROSSING
JUB PROJ. #: 07-23-021
DRAWN BY: MMW
DESIGN BY:
CHECKED BY: KPS
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/13/2024

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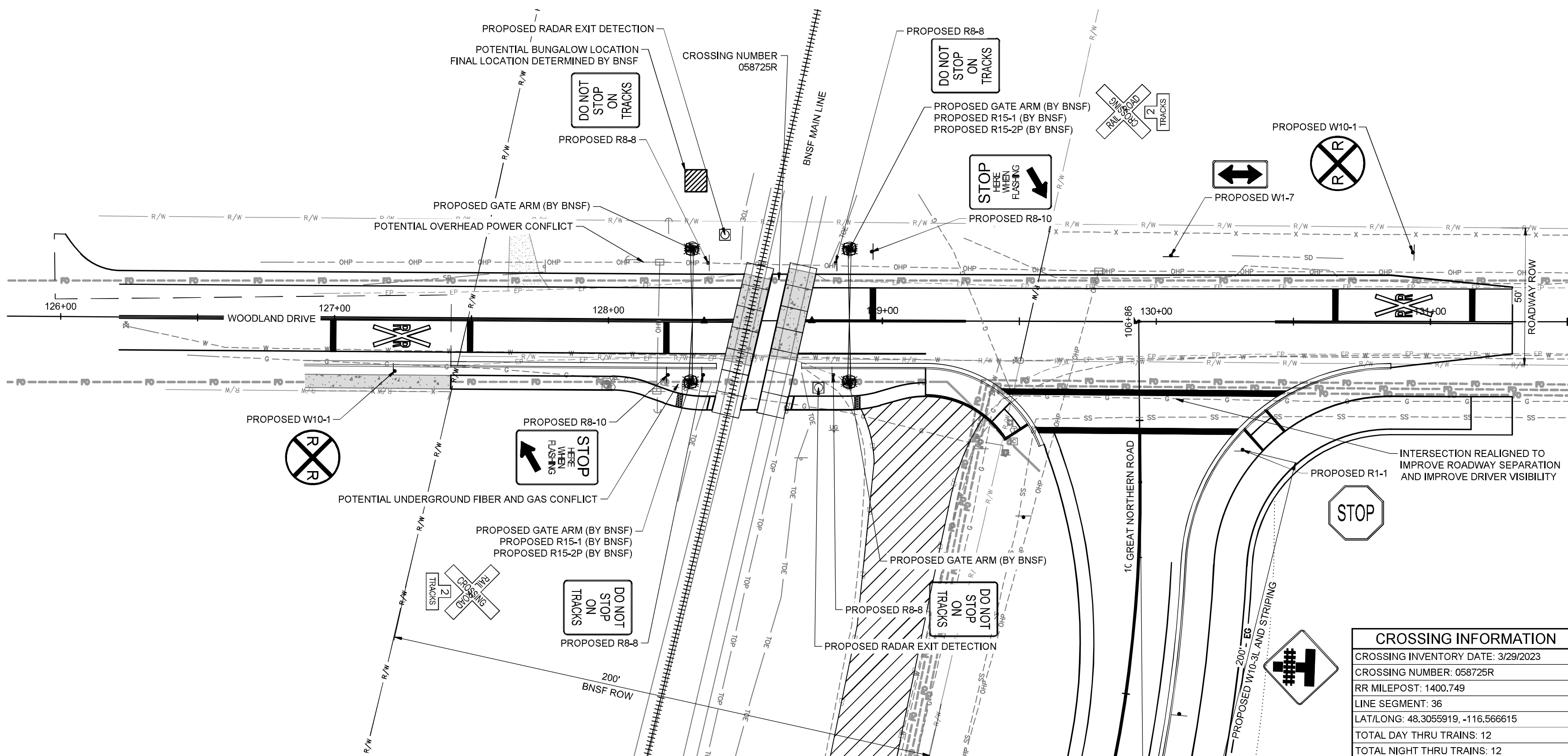

CROSSING INFORMATION

CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058725R
RR MILEPOST: 1400.749
LINE SEGMENT: 36
LAT/LONG: 48.3055919, -116.566615
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 79MPH (MAX), 1MPH-79MPH (TYPICAL)

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PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APR.	DATE
	REVISION			

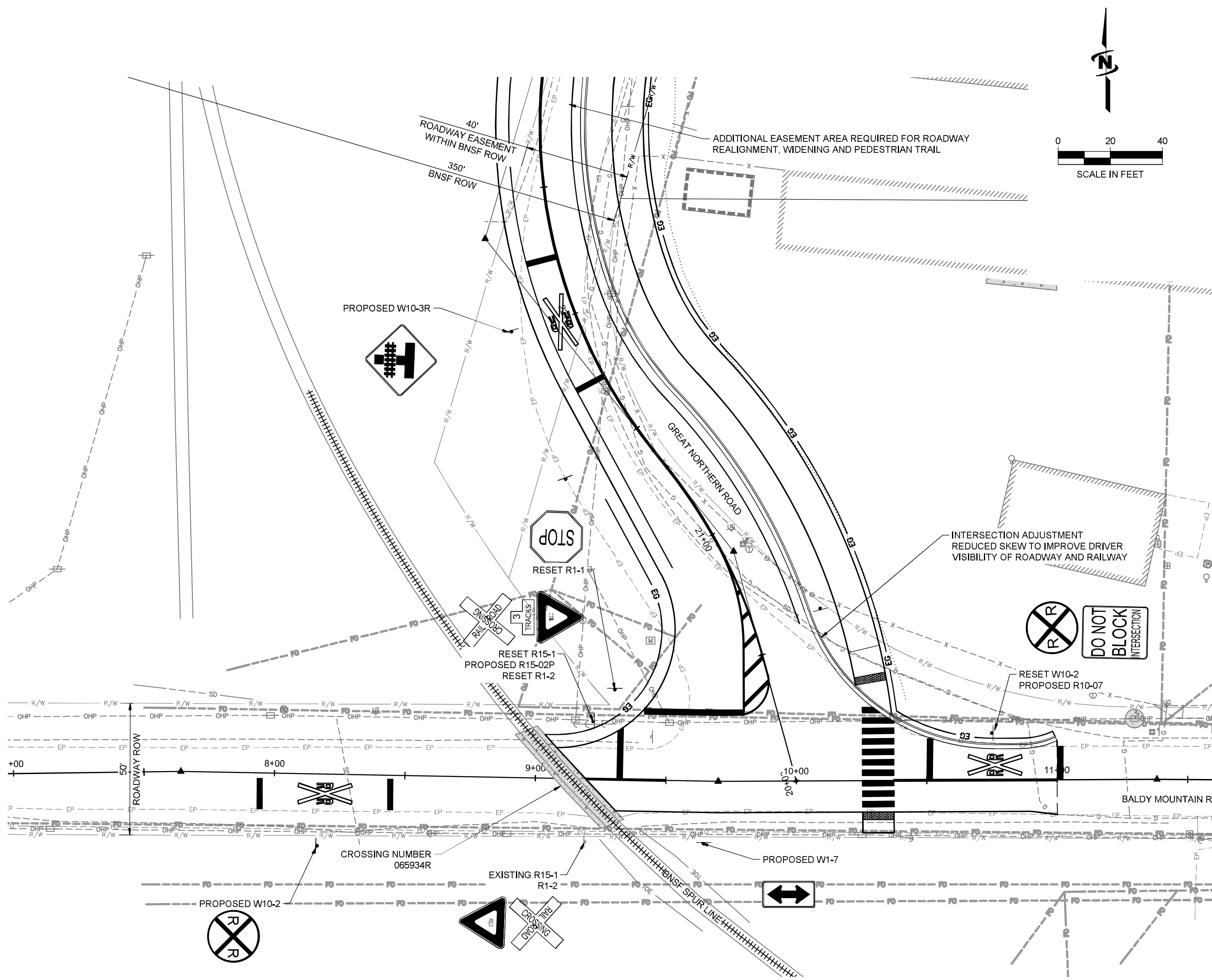
GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
WOODLAND DRIVE

FILE: GNR_RRCROSSING
JUB PROJ. #: 07-23-021
DRAWN BY: MMW
DESIGN BY:
CHECKED BY: KPS
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/13/2024

SHEET NUMBER:

Plot Date:3/13/2024 5:26 PM Plotted By: Brian Klatt
Date Created:3/13/2024 \\JUB\CENTRAL\CLIENTS\SANDPOINT\CITY\PROJECTS\07-23-021_GREATNORTHERNRD\DESIGN\CAD\SHEETS\EXHIBITS\09-23_RRXING\GNR_RRCROSSING.DWG



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CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 065934R
RR MILEPOST: 1402.074
LINE SEGMENT: 661
LAT/LONG: 48.2874890, -116.573140
TOTAL DAY THRU TRAINS: 0
TOTAL NIGHT THRU TRAINS: 0
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 10MPH (MAX), 1MPH-10MPH (TYPICAL)

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PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APR.	DATE
	REVISION			

GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
BALDY MOUNTAIN ROAD CROSSING

FILE: GNR_RRCROSSING
JUB PROJ. #: 07-23-021
DRAWN BY: MMW
DESIGN BY:
CHECKED BY: KPS
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/13/2024

Plot Date:3/13/2024 5:24 PM Plotted By: Brian Klatt
Date Created:3/13/2024 \\JUBCENTRAL\CLIENTS\ID\SANDPOINT\CITY\PROJECTS\07-23-021_GREATNORTHERNRD\DESIGN\CAD\SHEETS\EXHIBITS\09-23_RRXING\GNR_RRCROSSING.DWG

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
03 / 29 / 2023	☐ Railroad ☐ Transit ☒ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	065934R

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	IDAHO	BONNER

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near SANDPOINT	BALDY MOUNTAIN ROAD (Street/Road Name) | * (Block Number)	CR

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None MONTANA	☐ None BOYER YD ID	☐ None POLE YD LEAD	(prefix) | 1402.074 (nnnn.nnn) | (suffix)

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

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

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

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

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 48.2874890	(WGS84 std: -nnn.nnnnnnn) -116.573140	☒ Actual ☐ Estimated

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

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	208-334-8522

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

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

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/29/2023		065934R

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

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

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

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

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

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

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

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

Part IV: Physical Characteristics

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

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

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

Part V: Public Highway Information

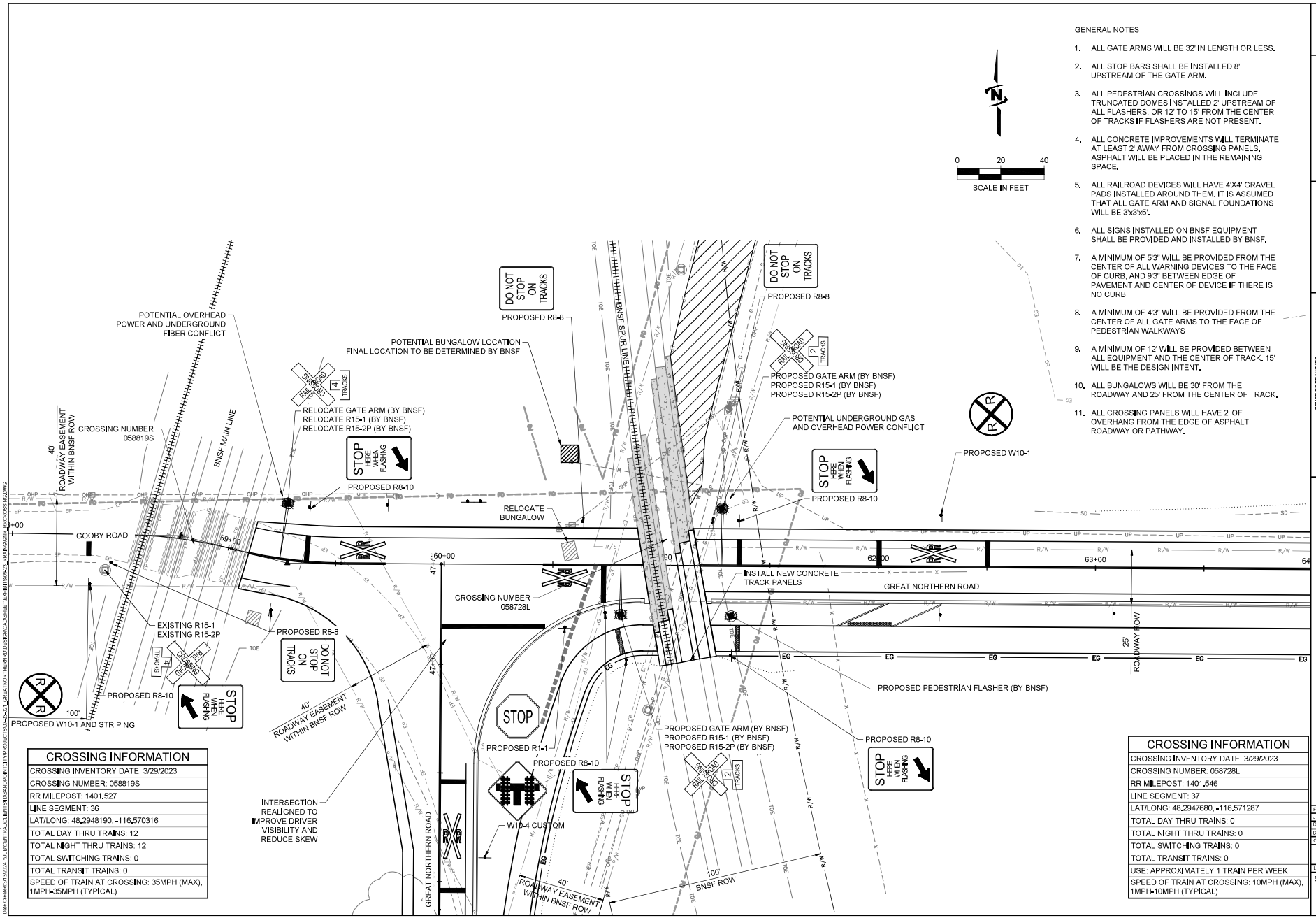
1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major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

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

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2023 AADT 1600	5 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____



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RR MILEPOST: 1401.527
LINE SEGMENT: 36
LAT/LONG: 48.2948190, -116.570316
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TOTAL NIGHT THRU TRAINS: 12
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Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APP'D	DATE
	REVISION			

GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
GOOBY ROAD

FILE:	GNR_RRCROSSING
JUB PROJ. #	10-23-021
DRAWN BY:	MMW
DESIGN BY:	
CHECKED BY:	KPS
	ONE INCH AT FULL SIZE. IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED:	3/13/2024

SHEET NUMBER:
2 of 4

Plot Date: 3/13/2024 5:25 PM Plotted By: Brian Ratti
Date Created: 3/13/2024 X:\JUB\CENTRAL\CLIENTS\BNSF\ADMIN\CIVIL\PROJECTS\10-23-021_GREAT NORTHERN\RR\DGN\BNSF_RRCROSSING.DWG

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
03 / 29 / 2023	☐ Railroad ☐ Transit ☒ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	058728L

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	IDAHO	BONNER

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near SANDPOINT	GOOBY ROAD (Street/Road Name) | (* Block Number)	CR

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None MONTANA	☐ None KOOTENAI RIVER	☐ None BOYER-DOVER JCT	(prefix) | 1401.546 (nnnn.nnn) | (suffix)

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

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

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

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

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 48.2947680	(WGS84 std: -nnn.nnnnnnn) -116.571287	☒ Actual ☐ Estimated

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

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	208-334-8522

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

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

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

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

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

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

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/29/2023		058728L

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type R15-2P Count 2 Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

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

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

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

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

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

Part IV: Physical Characteristics

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

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

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

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 200	☐ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	35 MPH ☒ Posted ☐ Statutory

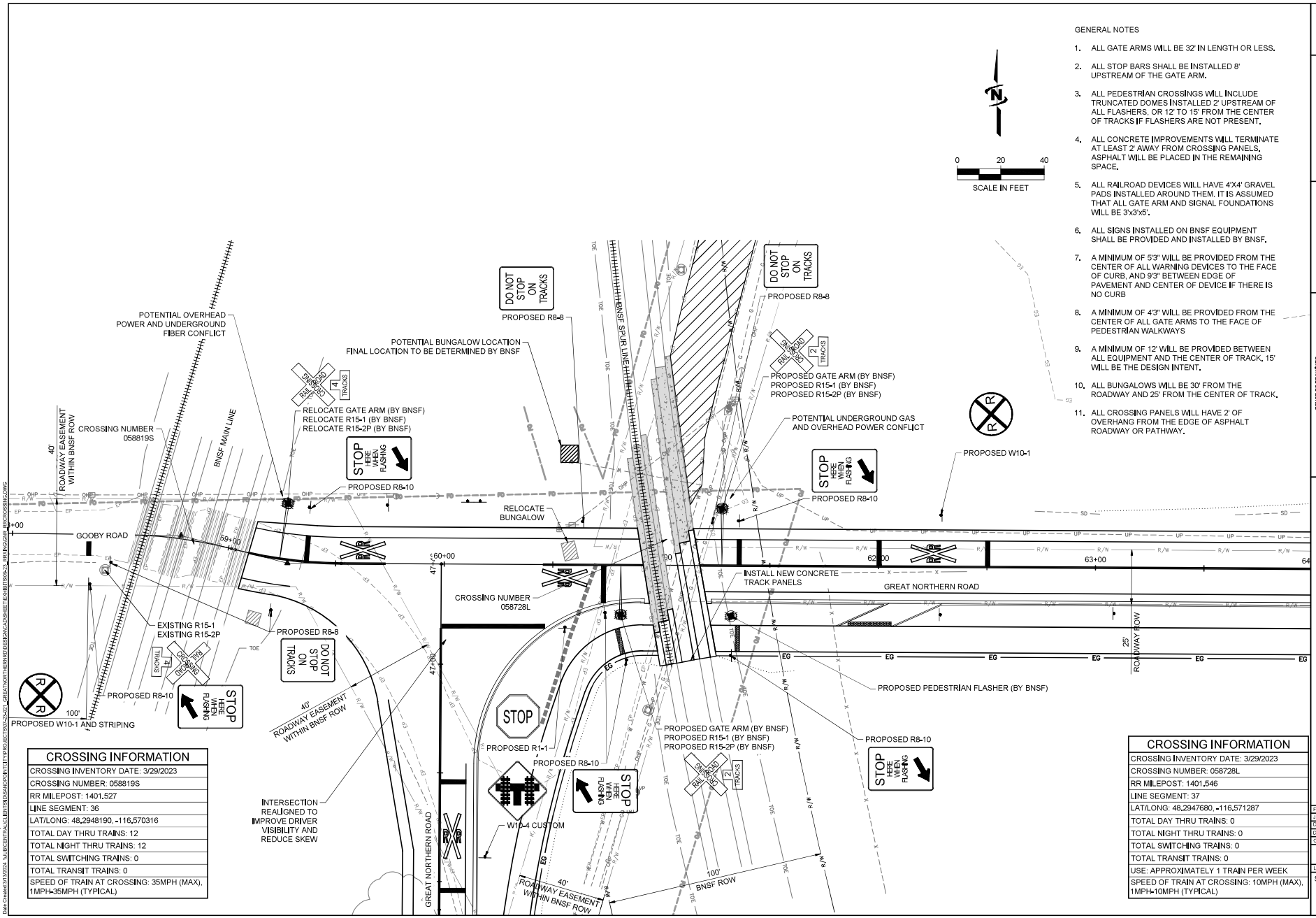
5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1989 AADT 000200	14 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____



GENERAL NOTES

1. ALL GATE ARMS WILL BE 32' IN LENGTH OR LESS.
2. ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
3. ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRUNCATED DOMES INSTALLED 2' UPSTREAM OF ALL FLASHERS, OR 12' TO 15' FROM THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
4. ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
5. ALL RAILROAD DEVICES WILL HAVE 4'X4' GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'x5'.
6. ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
7. A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB, AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB
8. A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS
9. A MINIMUM OF 12' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK. 15' WILL BE THE DESIGN INTENT.
10. ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
11. ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.

CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058819S
RR MILEPOST: 1401.527
LINE SEGMENT: 36
LAT/LONG: 48.2948190, -116.570316
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 35MPH (MAX), 1MPH-35MPH (TYPICAL)

CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058728L
RR MILEPOST: 1401.546
LINE SEGMENT: 37
LAT/LONG: 48.2947680, -116.571287
TOTAL DAY THRU TRAINS: 0
TOTAL NIGHT THRU TRAINS: 0
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
USE: APPROXIMATELY 1 TRAIN PER WEEK
SPEED OF TRAIN AT CROSSING: 10MPH (MAX), 1MPH-10MPH (TYPICAL)

JUB ENGINEERS, INC.
J-U-B ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APP'D	DATE
	REVISION			

GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
GOOBY ROAD

FILE:	GNR_RRCROSSING
JUB PROJ. #	10-23-021
DRAWN BY:	MMW
DESIGN BY:	
CHECKED BY:	KPS
	ONE INCH AT FULL SIZE. IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED:	3/13/2024

SHEET NUMBER:
2 of 4

Plot Date: 3/13/2024 5:25 PM Plotted By: Brian Ratti
Date Created: 3/13/2024 X:\JUB\CENTRAL\CLIENTS\BNSF\ADMIN\CIVIL\PROJECTS\10-23-021_GREAT NORTHERN\RR\DGN\BNSF_RRCROSSING.DWG

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
03 / 29 / 2023	☐ Railroad ☐ Transit ☒ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	058819S

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	IDAHO	BONNER

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near SANDPOINT	GOOBY ROAD (Street/Road Name) | (* Block Number)	CR

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None MONTANA	☐ None KOOTENAI RIVER	☐ None WHTFISH-SANDP J	(prefix) | 1401.527 (nnnn.nnn) | (suffix)

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

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number 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, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 48.2948190	(WGS84 std: -nnn.nnnnnnn) -116.570316	☒ Actual ☐ Estimated

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

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	208-334-8522

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
12	12	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 35 3.B. Typical Speed Range Over Crossing (mph) From 1 to 35

4. Type and Count of Tracks
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
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/29/2023		058819S

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

2.J. Other MUTCD Signs ☒ Yes ☐ No

Specify Type _____ Count _____
Specify Type _____ Count _____
Specify Type _____ Count _____

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

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

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

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

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	2

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

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

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

Part IV: Physical Characteristics

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

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

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 100	☐ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☒ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	35 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

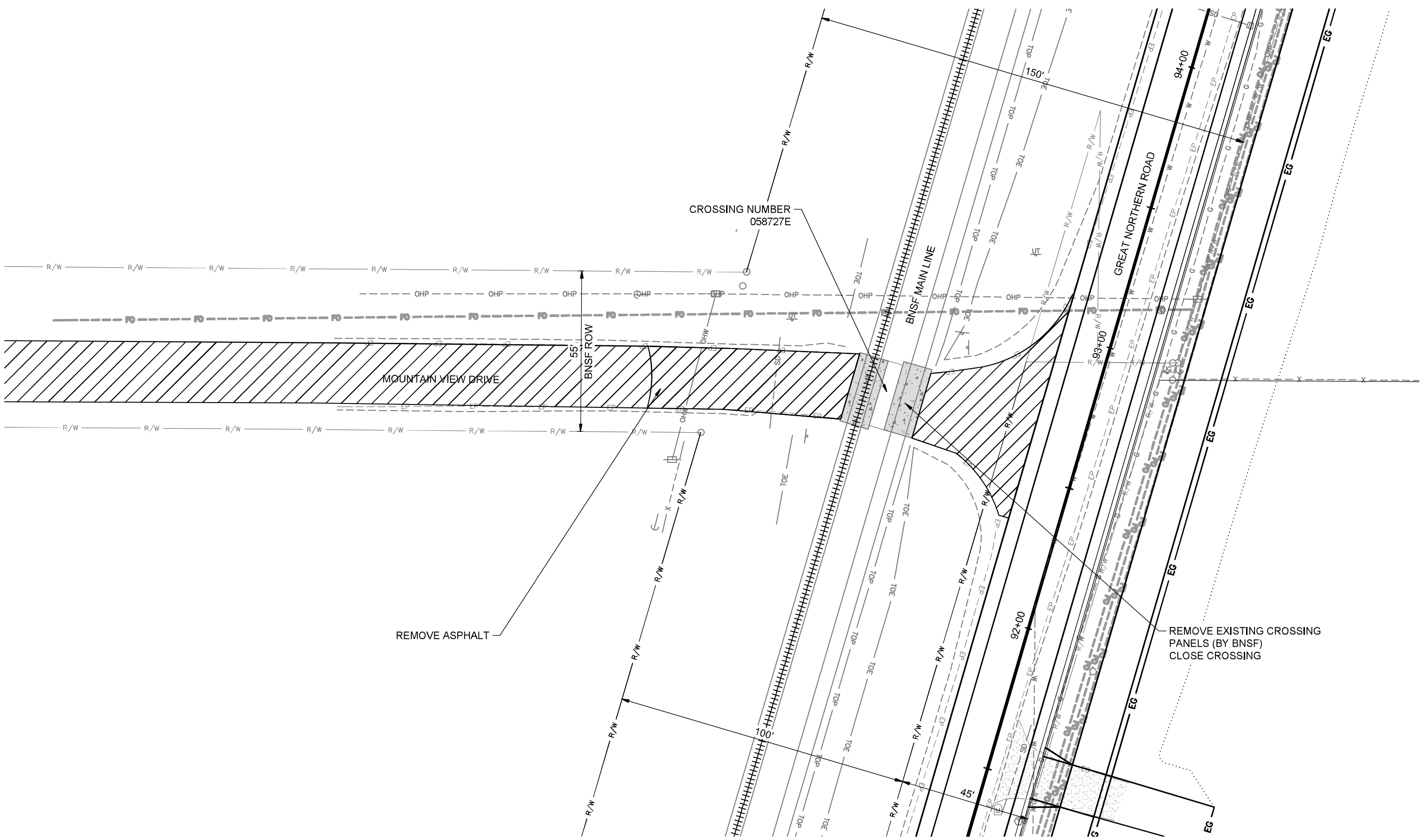
7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1992 AADT 000160	20 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

GENERAL NOTES

1. ALL GATE ARMS WILL BE 32' IN LENGTH OR LESS.
2. ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
3. ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRUNCATED DOMES INSTALLED 2' UPSTREAM OF ALL FLASHERS, OR 12' TO 15' FROM THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
4. ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
5. ALL RAILROAD DEVICES WILL HAVE 4'X4' GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'x5'.
6. ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
7. A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB, AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB
8. A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS
9. A MINIMUM OF 12' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK. 15' WILL BE THE DESIGN INTENT.
10. ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
11. ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.



CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058727E
RR MILEPOST: 1401.012
LINE SEGMENT: 36
LAT/LONG: 48.3019816, -116.568380
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 79MPH (MAX), 1MPH-79MPH (TYPICAL)

JUB
J-U-B ENGINEERS, INC.
J-U-B ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APR.	DATE
REVISION				

GREAT NORTHERN ROAD CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT MOUNTAIN VIEW DRIVE

FILE: GNR_RRCROSSING
JUB PROJ. #: 07-23-021
DRAWN BY: MMW
DESIGN BY:
CHECKED BY: KPS
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/13/2024

Plot Date:3/13/2024 5:25 PM Plotted By: Brian Klatt
Date Created:3/13/2024 \\JUB\CENTRAL\CLIENTS\ID\SANDPOINT\CITY\PROJECTS\07-23-021_GREATNORTHERNRD\DESIGN\CAD\SHEETS\EXHIBITS\09-23_RRXING\GNR_RRCROSSING.DWG

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
03 / 29 / 2023	☐ Railroad ☐ Transit ☒ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	058727E

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	IDAHO	BONNER

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near SANDPOINT	MOUNTAIN VIEW DRIVE (Street/Road Name) | * (Block Number)	CR

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☒ Yes ☐ No
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
☐ None MONTANA	☐ None KOOTENAI RIVER	☐ None WHTFISH-SANDP J	(prefix) | 1401.012 (nnnn.nnn) | (suffix)

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

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number 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, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 48.3019816	(WGS84 std: -nnn.nnnnnnn) -116.568380	☒ Actual ☐ Estimated

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

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	208-334-8522

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
12	12	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 1 to 79

4. Type and Count of Tracks
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
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/29/2023		058727E

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type R15-2P Count 2 Specify Type _____ Count 2 Specify Type _____ Count _____	☐ Yes ☐ No	

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

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

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

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

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

Part IV: Physical Characteristics

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

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

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	35 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

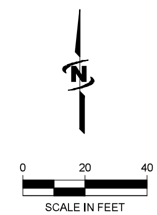
7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 1996 AADT 000230	1 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

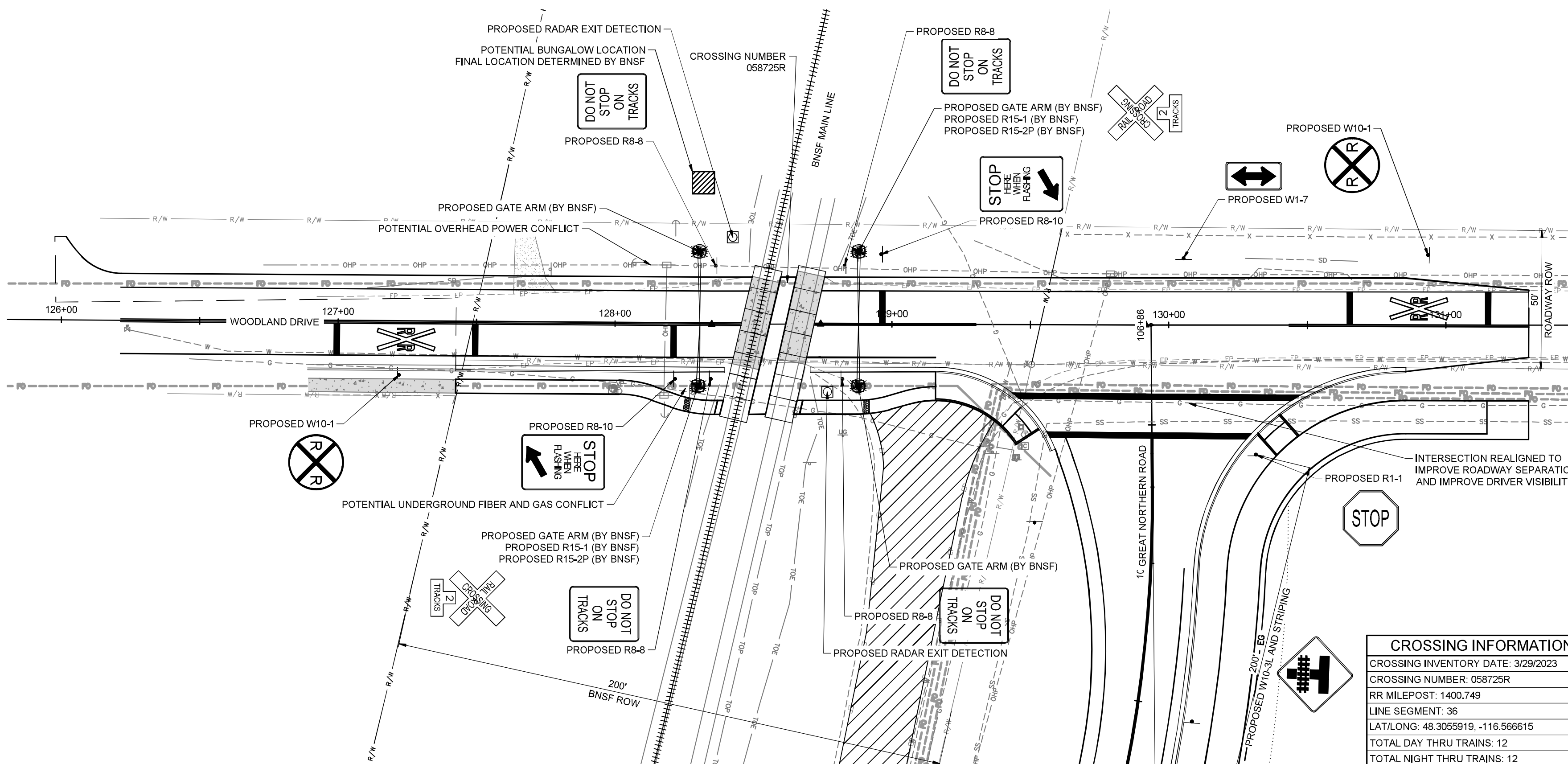
Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

GENERAL NOTES

1. ALL GATE ARMS WILL BE 32' IN LENGTH OR LESS.
2. ALL STOP BARS SHALL BE INSTALLED 8' UPSTREAM OF THE GATE ARM.
3. ALL PEDESTRIAN CROSSINGS WILL INCLUDE TRUNCATED DOMES INSTALLED 2' UPSTREAM OF ALL FLASHERS, OR 12' TO 15' FROM THE CENTER OF TRACKS IF FLASHERS ARE NOT PRESENT.
4. ALL CONCRETE IMPROVEMENTS WILL TERMINATE AT LEAST 2' AWAY FROM CROSSING PANELS. ASPHALT WILL BE PLACED IN THE REMAINING SPACE.
5. ALL RAILROAD DEVICES WILL HAVE 4'X4' GRAVEL PADS INSTALLED AROUND THEM. IT IS ASSUMED THAT ALL GATE ARM AND SIGNAL FOUNDATIONS WILL BE 3'x3'x5'.
6. ALL SIGNS INSTALLED ON BNSF EQUIPMENT SHALL BE PROVIDED AND INSTALLED BY BNSF.
7. A MINIMUM OF 5'3" WILL BE PROVIDED FROM THE CENTER OF ALL WARNING DEVICES TO THE FACE OF CURB, AND 9'3" BETWEEN EDGE OF PAVEMENT AND CENTER OF DEVICE IF THERE IS NO CURB
8. A MINIMUM OF 4'3" WILL BE PROVIDED FROM THE CENTER OF ALL GATE ARMS TO THE FACE OF PEDESTRIAN WALKWAYS
9. A MINIMUM OF 12' WILL BE PROVIDED BETWEEN ALL EQUIPMENT AND THE CENTER OF TRACK, 15' WILL BE THE DESIGN INTENT.
10. ALL BUNGALOWS WILL BE 30' FROM THE ROADWAY AND 25' FROM THE CENTER OF TRACK.
11. ALL CROSSING PANELS WILL HAVE 2' OF OVERHANG FROM THE EDGE OF ASPHALT ROADWAY OR PATHWAY.





CROSSING INFORMATION
CROSSING INVENTORY DATE: 3/29/2023
CROSSING NUMBER: 058725R
RR MILEPOST: 1400.749
LINE SEGMENT: 36
LAT/LONG: 48.3055919, -116.566615
TOTAL DAY THRU TRAINS: 12
TOTAL NIGHT THRU TRAINS: 12
TOTAL SWITCHING TRAINS: 0
TOTAL TRANSIT TRAINS: 0
SPEED OF TRAIN AT CROSSING: 79MPH (MAX), 1MPH-79MPH (TYPICAL)

J-U-B ENGINEERS, INC.
J-U-B ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APR.	DATE
REVISION				

GREAT NORTHERN ROAD
CITY OF SANDPOINT, ID

RAILROAD FIELD DIAGNOSTIC EXHIBIT
WOODLAND DRIVE

FILE: GNR_RRCROSSING
JUB PROJ. #: 07-23-021
DRAWN BY: MMW
DESIGN BY:
CHECKED BY: KPS
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/13/2024

Plot Date:3/13/2024 5:26 PM Plotted By: Brian Klatt
Date Created:3/13/2024 \\JUB\CENTRAL\CLIENTS\D\SANDPOINTCITY\PROJECTS\07-23-021_GREATNORTHERNRD\DESIGN\CAD\SHEETS\EXHIBITS\09-23_RRXING\GNR_RRCROSSING.DWG

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

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

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
03 / 29 / 2023	☐ Railroad ☐ Transit ☒ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	058725R

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	IDAHO	BONNER

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near SANDPOINT	WOODLAND DRIVE (Street/Road Name) | (* Block Number)	CR

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

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost (prefix) | (nnnn.nnn) | (suffix)
☐ None MONTANA	☐ None KOOTENAI RIVER	☐ None WHTFISH-SANDP J	| 1400.749 |

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

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number 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, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees (WGS84 std: nn.nnnnnnn)	28. Longitude in decimal degrees (WGS84 std: -nnn.nnnnnnn)	29. Lat/Long Source
☒ N/A	48.3055919	-116.566615	☒ Actual ☐ Estimated

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

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	208-334-8522

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
12	12	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2019	3.A. Maximum Timetable Speed (mph) 79 3.B. Typical Speed Range Over Crossing (mph) From 1 to 79

4. Type and Count of Tracks
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
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
03/29/2023		058725R

Part III: Highway or Pathway Traffic Control Device Information

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

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

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

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

2.J. Other MUTCD Signs ☒ Yes ☐ No
Specify Type R15-2P Count 2
Specify Type _____ Count 2
Specify Type _____ Count _____

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

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

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

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

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

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

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

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

Part IV: Physical Characteristics

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

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

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

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	35 MPH ☒ Posted ☐ Statutory

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

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2023 AADT 2100	0 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

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

Submitted by _____ Organization _____ Phone _____ Date _____

Annual GXAPS 2024

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

U.S. Department of Transportation
Federal Railroad Administration

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.

U.S. Department of Transportation
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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 RANK:	Crossings are listed in order and ranked with the highest accident prediction value first.
AVG PRED ACC:	The accident prediction value is the probability that an accident between a train and a highway vehicle will occur at the crossing in a year.
HIST AVG PRED ACC:	The historical accident prediction value is the probability that an accident 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 (COUNTY):	The city, state, and county which the crossing is located.
STREET:	The name of the road, street, or highway (if provided) where the crossing is located.
YEARLY ACCIDENT COUNT:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) 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

RANKED PUBLIC HIGHWAY-RAIL CROSSINGS
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/#/

							Yearly Accident Count												
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		XB	24	3	79	Yes	2	2100
2	0.011917	0.028654	058727E	BNSF	SANDPOINT, ID (BONNER)	MOUNTAIN VIEW DR	0	0	0	0	0		XB	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	XB	0	2	10	Yes	2	1600
TTL:	0.007673	0.028795					0	0	0	0	0								

U.S. Department of Transportation
Federal Railroad Administration

CROSSING INVENTORY PROFILE

Crossing ID	State	County	City	Highway	RailRoad
058725R	ID	BONNER	SANDPOINT	CR	BNSF

Division	Subdivision	Milepost	Train Movements
MONTANA	KOOTENAI RIVER	1400.749	12 DayThru12 NightThru 0 Switching

Typical Train Speed	Type Development	Number of Traffic Lanes	Highway Paved?
1 MPH - 79 MPH	11	2	Yes , 0

Passive Devices	Active Devices
2XB / 2SS / nullYS	0GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 0 FL(ttl pairs)

Tracks	Highway System	Function Class	AADT	Percentage of Trucks
1MAIN1OTH	8	0	2100	0

Crossing ID	State	County	City	Highway	RailRoad
058727E	ID	BONNER	SANDPOINT	CR	BNSF

Division	Subdivision	Milepost	Train Movements
MONTANA	KOOTENAI RIVER	1401.012	12 DayThru12 NightThru 0 Switching

Typical Train Speed	Type Development	Number of Traffic Lanes	Highway Paved?
1 MPH - 79 MPH	11	2	Yes , 0

Passive Devices	Active Devices
2XB / 2SS / nullYS	0GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 0 FL(ttl pairs)

Tracks	Highway System	Function Class	AADT	Percentage of Trucks
1MAIN1OTH	8	0	000230	1

Crossing ID	State	County	City	Highway	RailRoad
058728L	ID	BONNER	SANDPOINT	CR	BNSF

Division	Subdivision	Milepost	Train Movements
MONTANA	KOOTENAI RIVER	1401.546	0 DayThru0 NightThru 0 Switching

Typical Train Speed	Type Development	Number of Traffic Lanes	Highway Paved?
1 MPH - 10 MPH	11	2	Yes , 0

Passive Devices	Active Devices
2XB / 0SS / nullYS	2GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 4 FL(ttl pairs)

Tracks	Highway System	Function Class	AADT	Percentage of Trucks
0MAIN4OTH	8	0	000200	14

Crossing ID	State	County	City	Highway	RailRoad
058819S	ID	BONNER	SANDPOINT	CR	BNSF

Division	Subdivision	Milepost	Train Movements
MONTANA	KOOTENAI RIVER	1401.527	12 DayThru12 NightThru 0 Switching

Typical Train Speed	Type Development	Number of Traffic Lanes	Highway Paved?
1 MPH - 35 MPH	11	2	Yes , 0

Passive Devices	Active Devices
0XB / 0SS / nullYS	2GT / null GT(Ped) 0 FL(over) / 0 FL(not over) / 4 FL(ttl pairs)

Tracks	Highway System	Function Class	AADT	Percentage of Trucks
1MAIN1OTH	8	1	000160	20

Crossing ID	State	County	City	Highway	RailRoad
065934R	ID	BONNER	SANDPOINT	CR	BNSF

Division	Subdivision	Milepost	Train Movements
MONTANA	BOYER YD ID	1402.074	0 DayThru0 NightThru 0 Switching

Typical Train Speed	Type Development	Number of Traffic Lanes	Highway Paved?
1 MPH - 10 MPH	11	2	Yes , 1

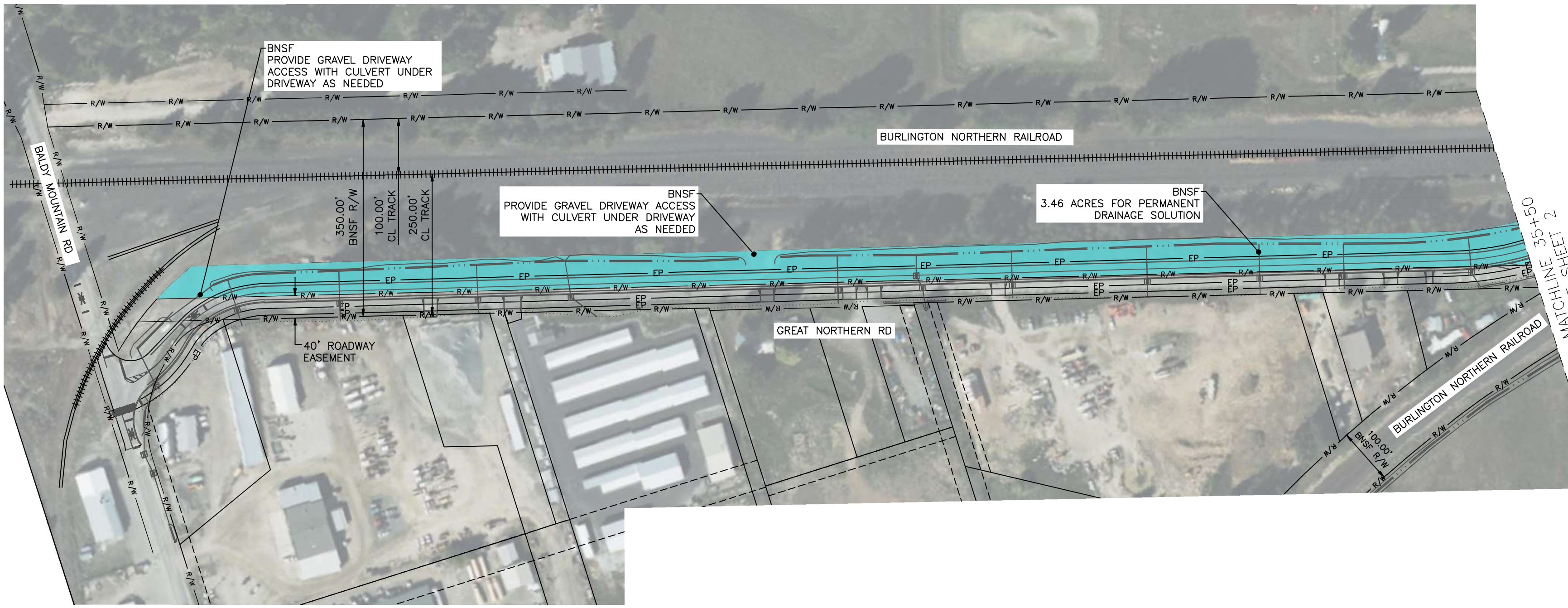
Passive Devices	Active Devices
2XB / 1SS / nullYS	nullGT / null GT(Ped) null FL(over) / 0 FL(not over) / null FL(ttl pairs)

Tracks	Highway System	Function Class	AADT	Percentage of Trucks
0MAIN1OTH	3	1	1600	5

U.S. Department of Transportation
Federal Railroad Administration

RANKED PUBLIC HIGHWAY-RAIL CROSSINGS
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 0
Total	Accidents	1								
Total	Accidents	this Report:	1							



J-U-B ENGINEERS, INC.

J-U-B ENGINEERS, INC.
7825 Meadowlark Way
Coeur d'Alene, ID 83815
Phone: 208.762.8787
www.jub.com

REVISION

NO.	DESCRIPTION	BY	APR.	DATE

GREAT NORTHERN ROAD
CITY OF SANDPOINT

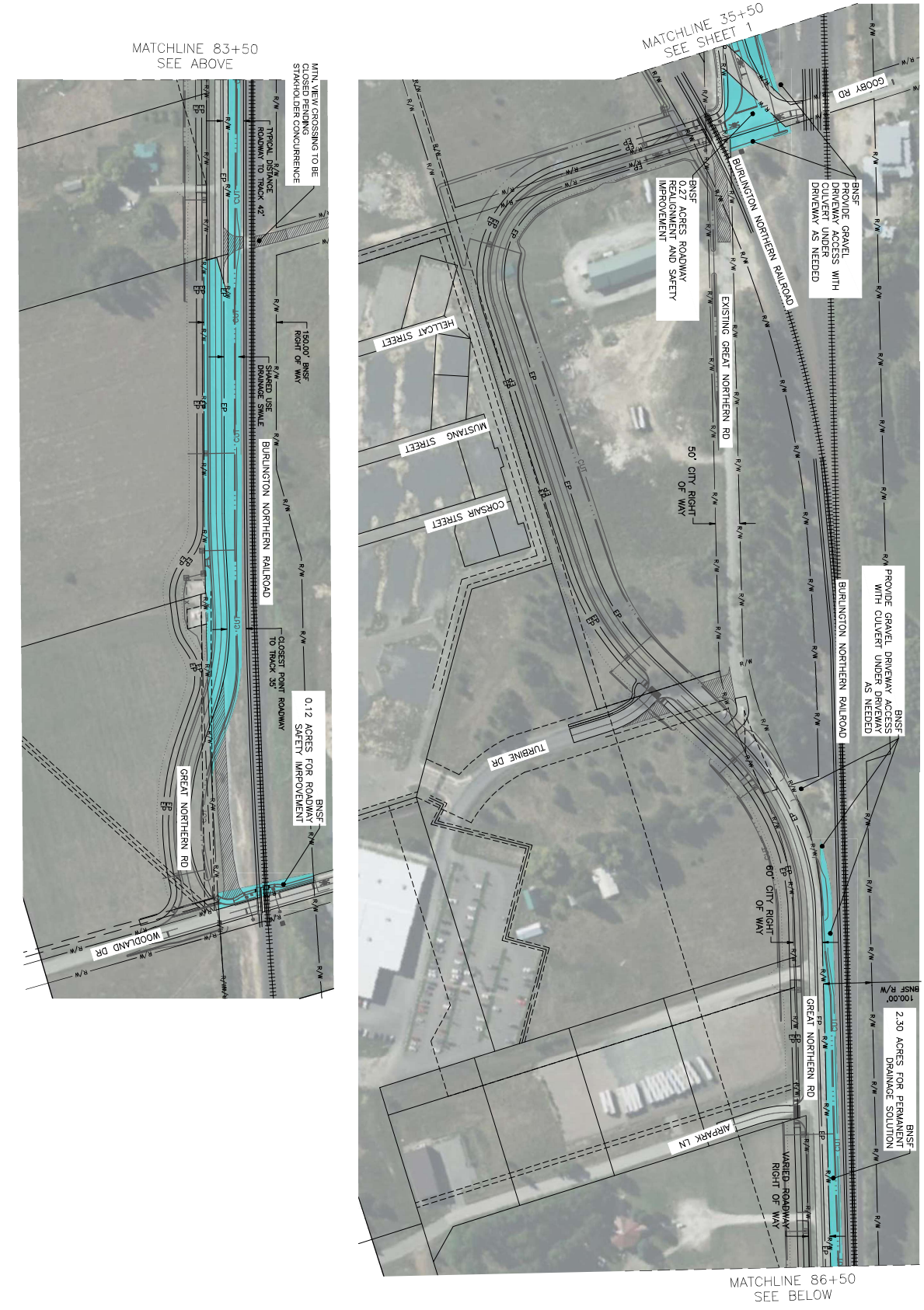
RIGHT OF WAY
CONCEPTUAL EXHIBIT

FILE: 07-23-021_BNSFRWAYEXHIBIT
JUB PROJ. #: 20-20-054
DRAWN BY: BPRR
DESIGN BY: KPS
CHECKED BY: AJH
ONE INCH
AT FULL SIZE, IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 3/13/2024

SHEET NUMBER:
1

Plot Date: 3/13/2024 3:18 PM Plotted By: Braiden Markham
Date Created: 3/13/2024 \\JUB.COM\CENTRAL\CLIENTS\ID\SANDPOINTCITY\PROJECTS\07-23-021_GREATNORTHERNRD\DESIGN\CAD\SHEETEXHIBITS\2023-08-21_BNSFRIGHTOFWAY\07-23-021_BNSFRWAYEXHIBIT.DWG

Plot Date: 3/13/2024 3:19 PM Plotted By: Braiden Markham
Date Created: 3/13/2024 \\JUB.COM\CENTRAL\CLIENTS\ID\SANDPOINT\CITY\PROJECTS\07-23-21_GREATNORTHERNRD\DESIGN\CAD\SHEET EXHIBITS\2023-09-21_BNSFRIGHTOFWAY\07-23-21_BNSFRIWAYEXHIBIT.DWG



SHEET NUMBER: 2

GREAT NORTHERN ROAD
CITY OF SANDPOINT

RIGHT OF WAY
CONCEPT EXHIBIT

REVISION

NO.	DESCRIPTION	BY	APR.	DATE

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