

CITY OF LOVELAND RAILROAD GRADE CROSSING QUIET ZONE STUDY

FINAL REPORT

Prepared for:

City of Loveland
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I. INTRODUCTION

Felsburg Holt and Ullevig (FHU) was contracted by the City of Loveland to complete a railroad grade crossing Quiet Zone study to evaluate and recommend improvements at 33 highway-rail grade crossings located within the City of Loveland's Growth Management Area (GMA). The scope of this study consisted of compiling an inventory of and analyzing the existing conditions at each at-grade crossing, conducting corridor diagnostic reviews with each railroad and involved agencies, identifying concept crossing improvements that will satisfy the minimum Federal Railroad Administration (FRA) requirements to establish a railroad Quiet Zone, as stated in the *Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings*, as amended on August 17, 2006, conducting a Public Open House to receive input, presenting concept information to the City Council for consideration, and compiling the concept findings, along with an implementation plan into a final study report.

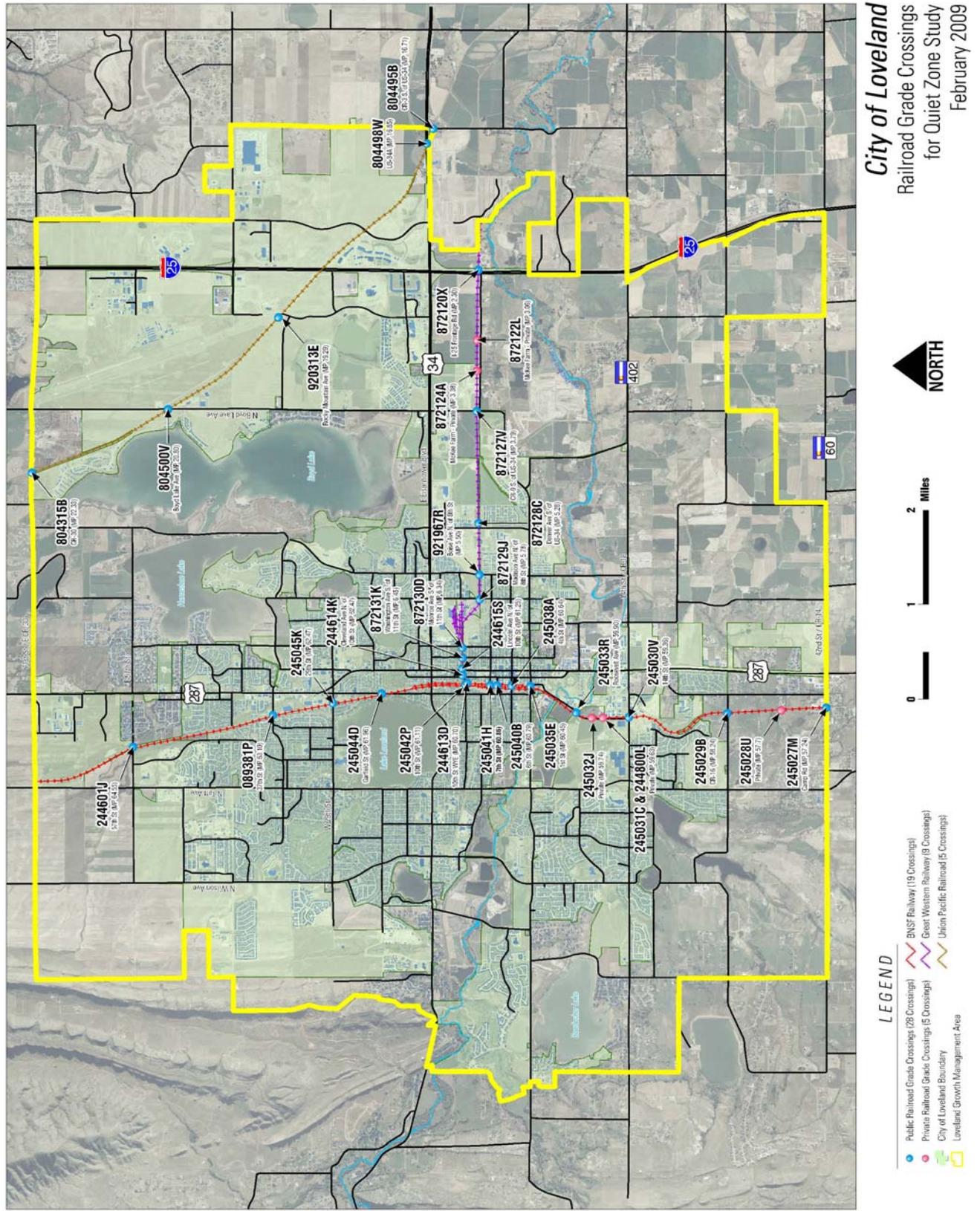
The evaluation and analysis of the proposed improvements are addressed in the following sections within this report:

- Existing Conditions
- Quiet Zone Requirements
- Development of Quiet Zone Improvements
- Evaluation of Quiet Zone Concept Improvements
- Implementation Plan

There are three rail corridors within the City of Loveland: the BNSF Railway (BNSF), the Union Pacific Railroad (UPRR), and the Great Western Railway (GWR). The BNSF line is oriented north-south through the community, with three crossings east of the downtown switch leading to the GWR line that are still under the control of the BNSF. This line includes 19 crossings: 16 public crossings and 3 private crossings. The GWR line is oriented east-west through the community beginning at Monroe Street and continuing east through 7 public and 2 private at-grade crossings to the GWR crossing of the I-25 Frontage Road. The UPRR line runs northwest-southeast through the northeast quadrant of Loveland's GMA and encompasses 5 public at-grade crossings.

The three study corridors, indicating the limits of the study area along with the 33 crossings located within the study area, are shown in **Figure 1**.

Figure 1. Railroad Quiet Zone Study Area



II. EXISTING CONDITIONS

The BNSF runs as many as 16 trains per day along their north-south line, with a maximum train speed of 49 MPH north of 29th Street and south of 28th Street SW (CR 16). Train speeds through downtown are restricted to 25 MPH.

There are 10 trains per day with switching operations on the west end of the GWR line (across Washington and Monroe), with 4 trains per day and no switching operations at Madison and to the east. Maximum train speed along this line is 35 MPH.

There are approximately 2 trains per day that utilize the UPRR line, with switching operations only at the crossing of Boyd Lake Avenue (County Road 9). Train speeds are restricted to 25 MPH along this line, with an allowable increase to 40 MPH through the Rocky Mountain Avenue crossing.

The U.S. DOT Crossing Inventory Summary Sheets for each study crossing can be found in **Appendix A**. It should be noted that some of the information provided on these crossing inventory sheets was last updated as long ago as 1980.

A. Corridor Site Visit / Data Collection

An initial field site review was conducted along the BNSF corridor in October 2008 to collect field measurements at each of the study crossings. Similar field reviews were conducted in November 2008 for the GWR and UPRR rail corridors. FHU also collected information available from CDOT and the City of Loveland such as aerial photographs, historical traffic count information and crash history. Railroad corridor information was collected from the City, the Colorado Public Utilities Commission (PUC) and the railroads, including current and forecasted train movements, average train speed, and crossing circuitry.

B. Highway-Rail Grade Crossings

Table 1 summarizes the existing conditions present at each of the highway-railroad crossings within the study area, including roadway approach photos and crossing information. The highway-rail crossings are listed from the south to the north on the BNSF Line, from the east to the west on the GWR Line and from southeast to northwest along the UPRR Line.

In addition to the roadway name, the Department of Transportation (DOT) identification number is provided, along with the number of trains per day operating over that section of track. Identification of the railroad corridor is provided, and with the type of circuitry identified in the Federal Railroad Administration (FRA) Crossing Inventory Reports, and whether or not the crossing is currently equipped with gates and railroad flashing lights.

Table 1. Existing Crossing Conditions

CROSSING	STREET	RAILROAD	M.P.	MIN. DIST BTWN XINGS (mi.)	TOTAL TRAINS	RR CIRCUITRY	GATES/ LIGHTS	ADT	Year	Adjacent Land Use
872120X	I 25 FRNTGE RD	GWR	2.30	0.76	4	DC/AFO	YES	50	1980	Open
872122L	(MCKEE FARM)	GWR	3.06	0.32	0	NONE	NO			Open
872124A	(MCKEE FARM)	GWR	3.38	0.32	0	NONE	NO			Open
872127V	CR 9 (Boyd Lk Ave)	GWR	3.79	0.41	4	CWT	YES	7,400	2007	Open
872128C	DENVER SO US 34	GWR	5.28	0.32	0	CWT	NO	11,800	2007	Open
921967R	BOISE AVE	GWR	5.60	0.18		CWT	YES	7,700	2007	Indust.
872129J	MADISON NO 8TH	GWR	5.78	0.18	4	DC	NO	11,000	2006	Indust.
872130D	MONROE SO 11TH	GWR	6.34	0.11	10	NONE	NO	1,300	1994	Resid.
872131K	WASHINGTON SO11TH	GWR	6.45	0.11	10	NONE	NO	2,050	1994	Resid.
804495B	CR3 SO SH 34	UPRR	16.71	0.14	2	NONE	NO	110	1994	Open
804498W	US 34A WO CR 3	UPRR	16.85	0.14	2	DC/AFO	NO	43,500	2006	Open
920313E	ROCKY MT. AVE	UPRR	19.29	0.67	2	CWT	YES	8,300	2007	Resid.
804500V	BOYDLKAVCR9NOUS34	UPRR	20.80	1.51	2	NONE	YES	4,300	2007	Resid.
804315B	CR30	UPRR	22.33	1.53	2	NONE	YES	700	1994	Open
245027M	CAMP RD (CR 14/ 42nd St.SW)	BNSF Railway	57.24	1.00	16	DC/AFO	YES	2,500	1994	Resid.
245028U	PRIVATE (FARMSTEAD)	BNSF Railway	57.70		16	NONE	NO			Resid.
245029B	CO RD 16 (28th St. SW)	BNSF Railway	58.24	1.00	16	DC/AFO	YES	750	1994	Resid.
245030V	14th ST SW	BNSF Railway	59.36	0.54	16	DC/AFO	YES	15,695	2008	Resid.
245031C	PRIVATE (JANSMA BROS.)	BNSF Railway	59.63		16	NONE	NO			Indust.
245032J	PRIVATE (RESIDENTIAL)	BNSF Railway	59.74		16	NONE	NO			Resid.
245033R	ROOSEVELT AVE (RAILROAD)	BNSF Railway	59.90	0.54	16	DC/AFO	YES	1,862	2008	Indust.
245035E	1ST ST	BNSF Railway	60.45	0.19	16	DC/AFO	YES	11,219	2008	Comm.
245038A	4TH ST	BNSF Railway	60.64	0.06	16	DC/AFO	YES	3,455	2008	Comm.
244613D	10TH ST (EAST)- WYE	BNSF Railway	60.70	0.06	2	NONE	NO	1,650	1994	Resid.
245040B	6TH ST	BNSF Railway	60.79	0.07	15	DC/AFO	YES	1,903	2008	Resid.
245041H	7TH ST	BNSF Railway	60.86	0.07	15	CWT	YES	3,700	1994	Resid.
245042P	10TH ST (WEST)	BNSF Railway	61.11	0.07	15	CWT	YES	1,374	2008	Resid.
244614K	CLEVELAND NO 10TH (SB)	BNSF Railway	61.18	0.07	7	DC/AFO	NO	15,000	1996	Resid.
244615S	LINCOLN NO 10TH (NB)	BNSF Railway	61.25	0.07	7	DC/AFO	NO	15,000	1996	Resid.
245044D	GARFIELD ST	BNSF Railway	61.96	0.50	15	CWT	YES	5,877	2008	Resid.
245045K	29TH ST	BNSF Railway	62.47	0.51	15	DC/AFO	YES	15,481	2008	Resid.
089381P	37TH ST	BNSF Railway	63.10	0.63	15	DC/AFO	YES	11,162	2008	Resid.
244601J	57TH ST	BNSF Railway	64.55	1.45	15	DC/AFO	YES	8,125	2008	Resid.

crossings have upgraded circuitry required for Quiet Zone establishment

crossing has adjacent crossing closer than 1/4 mile (will need to address as a corridor)

I-25 Frontage Road east of I-25 and south of US 34 Crossing Summary
US DOT Crossing #872120X
GWR Main Line

The GWR crossing at the I-25 Frontage Road south of US 34 is equipped with cross bucks and lights. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 24'. The roadway surface is paved with hot mix asphalt. The speed limit on the I-25 Frontage Road is posted at 45 MPH in the vicinity of the crossing. The pictures shown in **Figure 2** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 2**. Roadway and traffic data is updated, where available, from current City traffic counts and the City’s Transportation Plan.

This crossing does not meet the minimum requirements for passive devices. While it is equipped with a minimum of one cross buck on each approach per MUTCD, it is also required to have railroad pavement markings on each approach.

Fig. 2. I-25 Frontage Rd S. of US 34

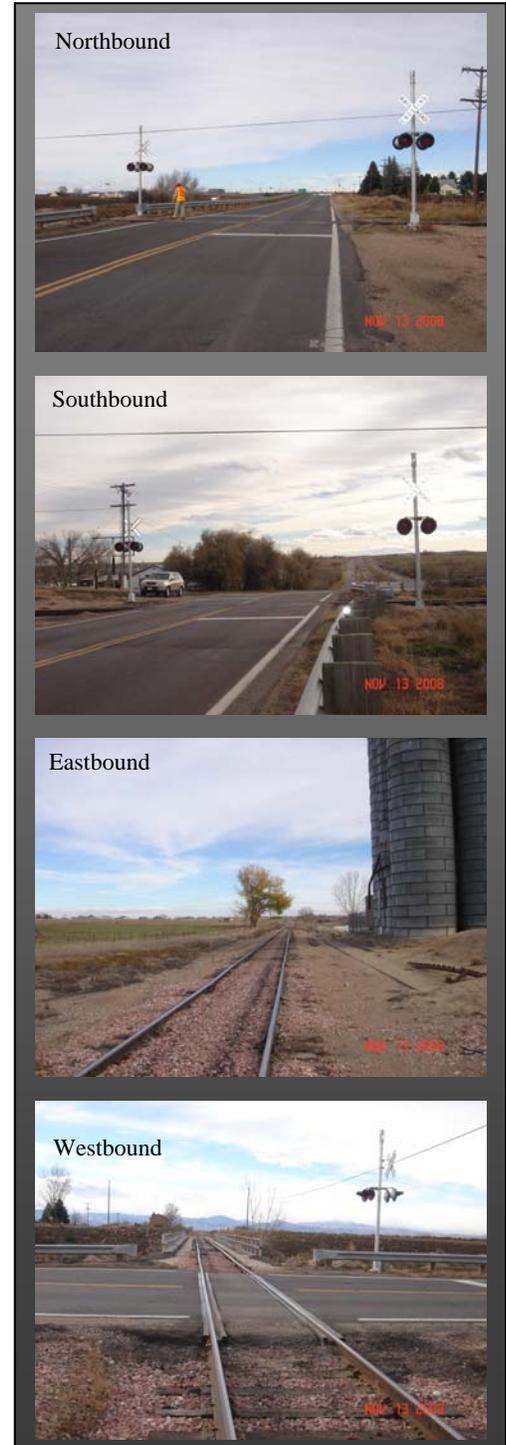


Table 2. I-25 Frontage Road Crossing Information

Roadway		Railroad	
ADT (1980)	50	Total Trains per Day	4
% Trucks	0	Switching Movements	0
Posted Speed (mph)	45	Max Train Speed (mph)	35
# of Lanes	2	# of Tracks	1
Existing Highway type	Local	Crossing Surface	Hot Mix Asphalt
Intersection			
Exposure Factor		200	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Lights	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

**Private Drive (5) south of US 34 Crossing Summary
US DOT Crossing #872122L
GWR Main Line**

The GWR crossing at a Private Drive south of US 34 has no advance warning signs. One set of tracks are crossed. The driveway is configured to provide one lane of access from County Road 20E to agricultural land with a driveway width of approximately 14'. The driveway surface is gravel. The speed limit on the Private Drive is not posted in the vicinity of the crossing. The pictures shown in **Figure 3** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 3**.

This crossing does not meet the minimum requirements for passive devices per MUTCD. A minimum of one cross buck is required on each approach.

Fig. 3. Private Drive south of US 34



Table 3. Private Drive Crossing Information

Roadway		Railroad	
ADT (2008)	N/A	Total Trains per Day	0
% Trucks	N/A	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	0
# of Lanes	1	# of Tracks	1
Existing Highway type	Private	Crossing Surface	Gravel
Intersection			
Exposure Factor		N/A	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Gravel	
Warning Devices		None	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

Private Drive (4) south of US 34 Crossing Summary
US DOT Crossing #872124A
GWR Main Line

The GWR crossing at a Private Drive south of US 34 has no advance warning signs. One set of tracks are crossed. The driveway is configured to provide one lane of access from County Road 20E to agricultural land with a driveway width of approximately 14'. The driveway surface is gravel. The speed limit on the Private Drive is not posted in the vicinity of the crossing. The pictures shown in **Figure 4** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 4**.

This crossing does not meet the minimum requirements for passive devices per MUTCD. A minimum of one cross buck is required on each approach.

Fig. 4. Private Drive south of US 34



Table 4. Private Drive Crossing Information

Roadway		Railroad	
ADT (2008)	N/A	Total Trains per Day	0
% Trucks	N/A	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	0
# of Lanes	1	# of Tracks	1
Existing Highway type	Private	Crossing Surface	Gravel
Intersection			
Exposure Factor		N/A	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Gravel	
Warning Devices		None	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

***N Boyd Lake Drive (CR 9) south of US 34 Crossing Summary
US DOT Crossing #872127V
GWR Main Line***

The GWR crossing at N Boyd Lake Drive south of US 34 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel and bike lane with a roadway width of approximately 36'. The roadway surface is paved with hot mix asphalt. The speed limit on N Boyd Lake Drive is not posted in the vicinity of the crossing. The pictures shown in **Figure 5** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 5**. Roadway and traffic data is updated, where available, from current City traffic counts and the City’s Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD. If the posted speed is 40 MPH or greater, railroad pavement markings are also required on each approach per MUTCD.

Fig. 5. Boyd Lake Dr So. of US 34



Table 5. N Boyd Lake Dr. Crossing Information

Roadway		Railroad	
ADT (2007)	7,400	Total Trains per Day	4
% Trucks	5	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	35
# of Lanes	2	# of Tracks	1
Existing Highway type	Minor Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		29,600	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		CWT	

Exposure Factor= ADT x Trains per Day

N Denver Avenue south of US 34 Crossing Summary
US DOT Crossing #872128C
GWR Main Line

The GWR crossing at N Denver Avenue south of US 34 is equipped with traffic signals and cross bucks. One set of tracks are crossed. The roadway is configured to provide two lanes of travel, center median, and bike lanes with a roadway width of approximately 42'. The roadway surface is paved with hot mix asphalt. The speed limit on N Denver Avenue is not posted in the vicinity of the crossing. The pictures shown in **Figure 6** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 6**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD. If the posted speed is 40 MPH or greater, railroad pavement markings are also required on each approach per MUTCD.

Fig. 6. Denver Ave. south of US 34



Table 6. N Denver Avenue Crossing Information

Roadway		Railroad	
ADT (2007)	11,800	Total Trains per Day	4
% Trucks	5	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	0
# of Lanes	2	# of Tracks	1
Highway type	Minor Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		47,200	
Total Train-Vehicle Accidents (5 years)		1	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Traffic Signals/Cross bucks	
Train Detection		CWT	

Exposure Factor= ADT x Trains per Day

**N Boise Avenue south of US 34 Crossing Summary
US DOT Crossing #921967R
GWR Main Line**

The GWR crossing at N Boise Avenue south of US 34 is equipped with traffic signals and cross bucks. One set of tracks are crossed. The roadway is configured to provide two lanes of travel, center median, and bike lanes with a roadway width of approximately 50'. The roadway surface is paved with hot mix asphalt. The speed limit on N Boise Avenue is posted at 35 MPH in the vicinity of the crossing. The pictures shown in **Figure 7** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 7**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Figure 7. Boise Ave. south of US 34



Table 7. N Boise Avenue Crossing Information

Roadway		Railroad	
ADT (2007)	7,700	Total Trains per Day	4
% Trucks	5	Switching Movements	0
Posted Speed (mph)	35	Max Train Speed (mph)	35
# of Lanes	2	# of Tracks	1
Existing Highway type	Minor Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		30,800	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Traffic Signals/Cross bucks	
Train Detection		CWT	

Exposure Factor= ADT x Trains per Day

**N Madison Avenue east of US 287 and south of US 34 Crossing Summary
US DOT Crossing #872129J**

GWR Main Line

The GWR crossing at N Madison Avenue east of US 287 is equipped with traffic signals and cross bucks. One set of tracks are crossed. The roadway is configured to provide two lanes of travel and bike lanes with a roadway width of approximately 40'. The roadway surface is paved with hot mix asphalt. The speed limit on N Madison Avenue is posted at 35 MPH in the vicinity of the crossing. The pictures shown in **Figure 8** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 8**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Fig. 8. Madison Ave. east of US 287

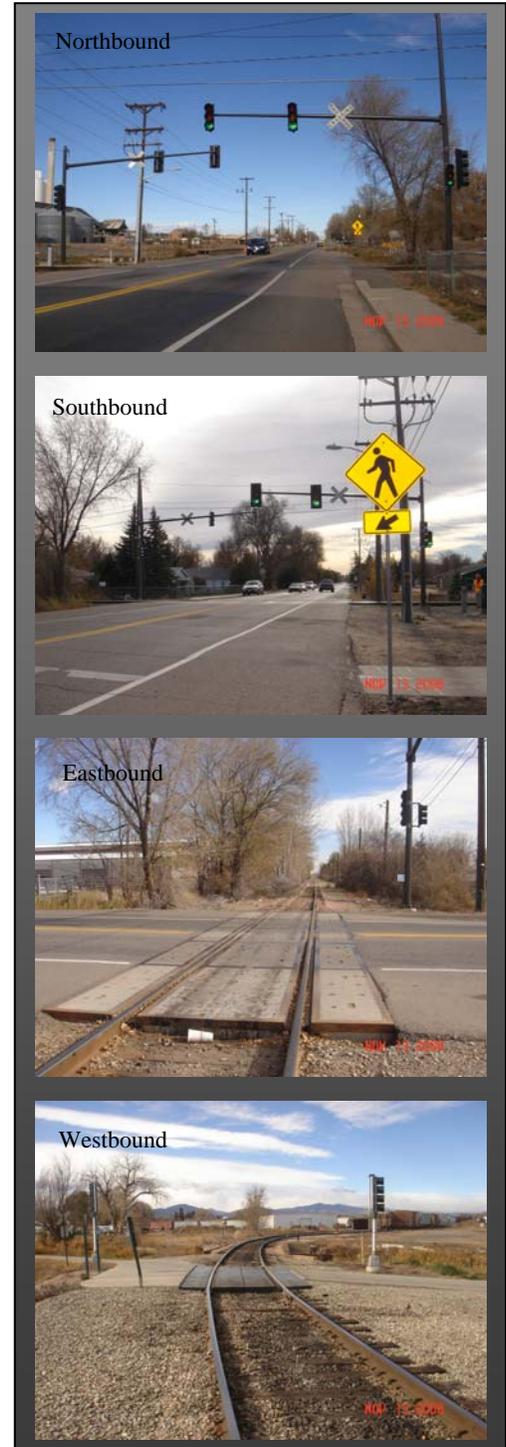


Table 8. N Madison Avenue Crossing Information

Roadway		Railroad	
ADT (2006)	11,000	Total Trains per Day	4
% Trucks	5	Switching Movements	0
Posted Speed (mph)	35	Max Train Speed (mph)	35
# of Lanes	2	# of Tracks	1
Existing Highway type	Minor Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		44,000	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Traffic Signals/Cross bucks	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

***N Monroe Avenue east of US 287 and south of US 34 Crossing Summary
US DOT Crossing #872130D
GWR Main Line***

The GWR crossing at N Monroe Avenue east of US 287 is equipped with stop signs and cross bucks. One set of tracks are crossed. The roadway is configured to provide two lanes of travel and on-street parking with a roadway width of approximately 42'. The roadway surface is paved with hot mix asphalt. The speed limit on N Monroe Avenue is not posted in the vicinity of the crossing. The pictures shown in **Figure 9** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 9**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD. However the cross buck should be moved closer to the track.

Fig. 9. Monroe Ave. east of US 287

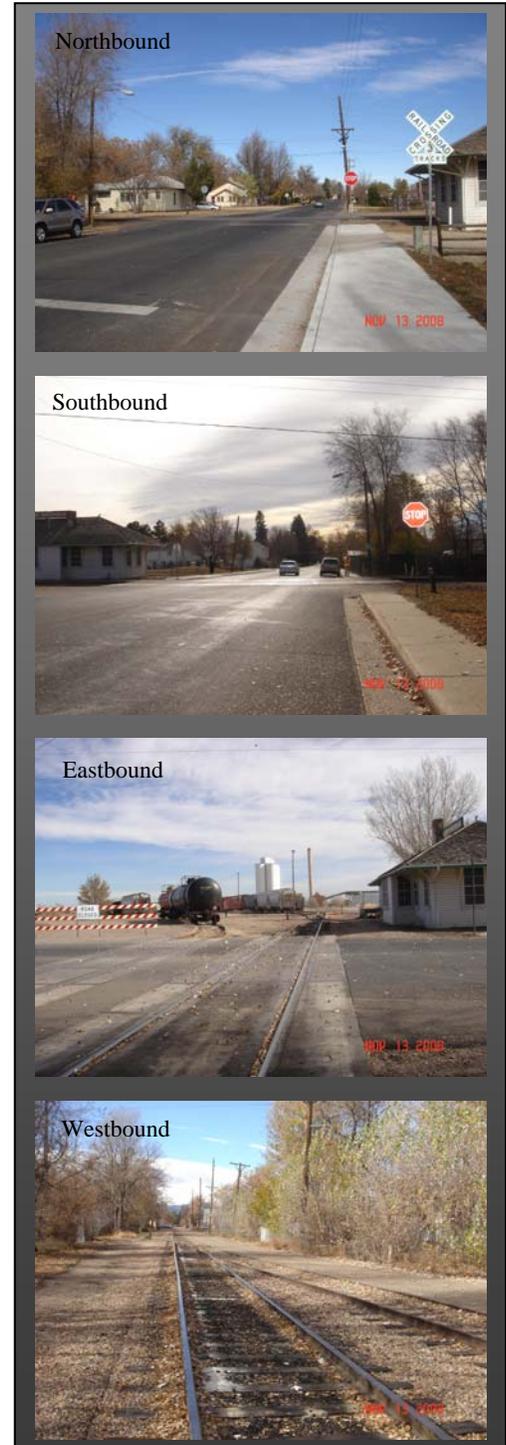


Table 9. N Monroe Avenue Crossing Information

Roadway		Railroad	
ADT (1994)	1,300	Total Trains per Day	10
% Trucks	5	Switching Movements	10
Posted Speed (mph)	NP	Max Train Speed (mph)	35
# of Lanes	2	# of Tracks	2
Highway type	Minor Collector	Crossing Surface	Concrete
Intersection			
Exposure Factor		13,000	
Total Train-Vehicle Accidents (5 years)		1	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Stop signs and Cross bucks	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

**N Washington Avenue east of US 287 and south of US 34 Crossing Summary
US DOT Crossing #872131K**

GWR Main Line

The GWR crossing at N Washington Avenue east of US 287 is equipped with yield signs and cross bucks. One set of tracks are crossed. The roadway is configured to provide two lanes of travel and on-street parking with a roadway width of approximately 44'. The roadway surface is paved with hot mix asphalt. The speed limit on N Washington Avenue is not posted in the vicinity of the crossing. The pictures shown in **Figure 10** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 10**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Fig 10. Washington Ave east US 287

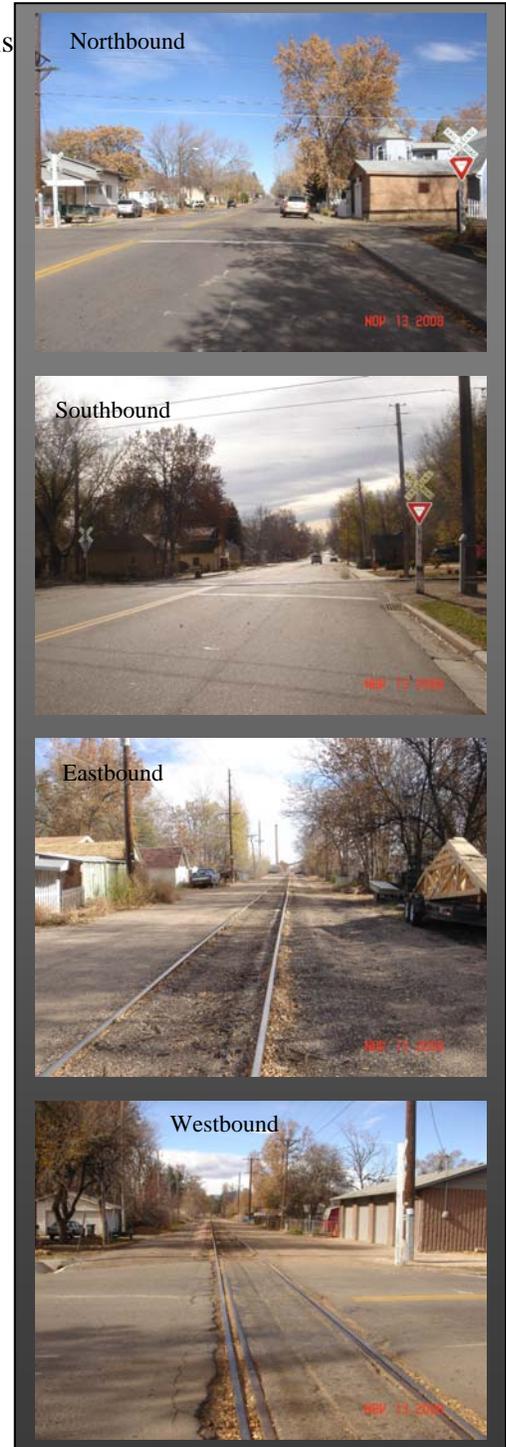


Table 10. N Washington Ave. Crossing Information

Roadway		Railroad	
ADT (1994)	2,050	Total Trains per Day	10
% Trucks	5	Switching Movements	10
Posted Speed (mph)	NP	Max Train Speed (mph)	35
# of Lanes	2	# of Tracks	1
Existing Highway type	Major Collector	Crossing Surface	Hot Mix Asphalt
Intersection			
Exposure Factor		20,500	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Yield signs and Cross bucks	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

N County Road 3 east of I-25 and south of US 34 Crossing Summary
US DOT Crossing #804495B
UPRR Main Line

The UPRR crossing at County Road 3 south of US 34 is equipped with yield signs and cross bucks. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 24'. The roadway surface is gravel. The speed limit on N County Road 3 is not posted in the vicinity of the crossing. The pictures shown in **Figure 11** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 11**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Fig. 11. County Rd 3 south of US 34

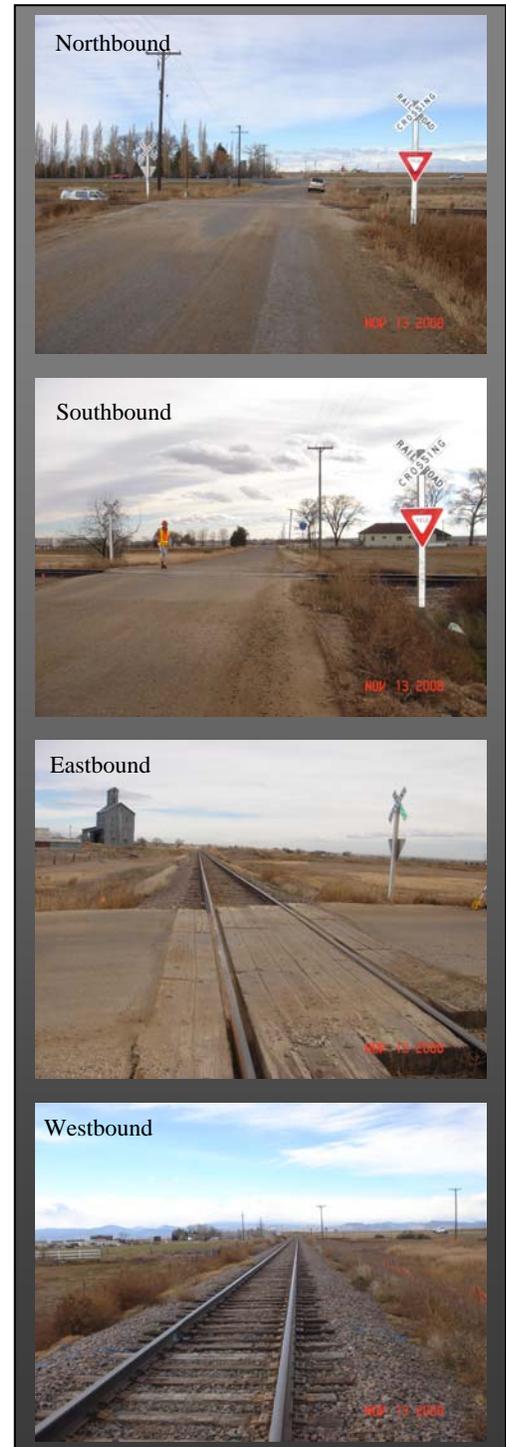


Table 11. N County Road 3 Crossing Information

Roadway		Railroad	
ADT (1994)	110	Total Trains per Day	2
% Trucks	5	Switching Movements	2
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	1
Existing Highway type	Rural Minor Arterial	Crossing Surface	Timber
Intersection			
Exposure Factor		220	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Gravel	
Warning Devices		Yield Signs and Cross bucks	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

***E Eisenhower Boulevard (US 34) east of I-25 Crossing Summary
US DOT Crossing #804498W
UPRR Main Line***

The UPRR crossing at E Eisenhower Blvd (US 34) east of I-25 is equipped with traffic signals and cross bucks. One set of tracks are crossed. The roadway is configured to provide four lanes of travel and center median with a roadway width of approximately 100'. The roadway surface is hot mix asphalt. The speed limit on E Eisenhower Blvd is posted at 55 MPH in the vicinity of the crossing. The pictures shown in **Figure 12** generally illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 12**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck and railroad pavement markings on each approach per MUTCD.

Fig. 12. E Eisenhower Blvd (US 34)



Table 12. E Eisenhower Blvd Crossing Information

Roadway		Railroad	
ADT (2006)	43,500	Total Trains per Day	2
% Trucks	5	Switching Movements	0
Posted Speed (mph)	55	Max Train Speed (mph)	25
# of Lanes	4	# of Tracks	1
Existing Highway type	Major Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		87,000	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Traffic Signals/Cross bucks	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

**Rocky Mountain Avenue west of I-25 and north of US 34 Crossing Summary
US DOT Crossing #920313E**

UPRR Main Line

The UPRR crossing at Rocky Mountain Avenue east of I-25 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide four lanes of travel, bike lanes, and raised median with a roadway width of approximately 82'. The roadway surface is hot mix asphalt. The speed limit on Rocky Mountain Avenue is posted at 45 MPH in the vicinity of the crossing. The pictures shown in **Figure 13** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 13**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck and railroad pavement markings on each approach per MUTCD.

Fig. 13. Rocky Mtn Ave No. of US 34

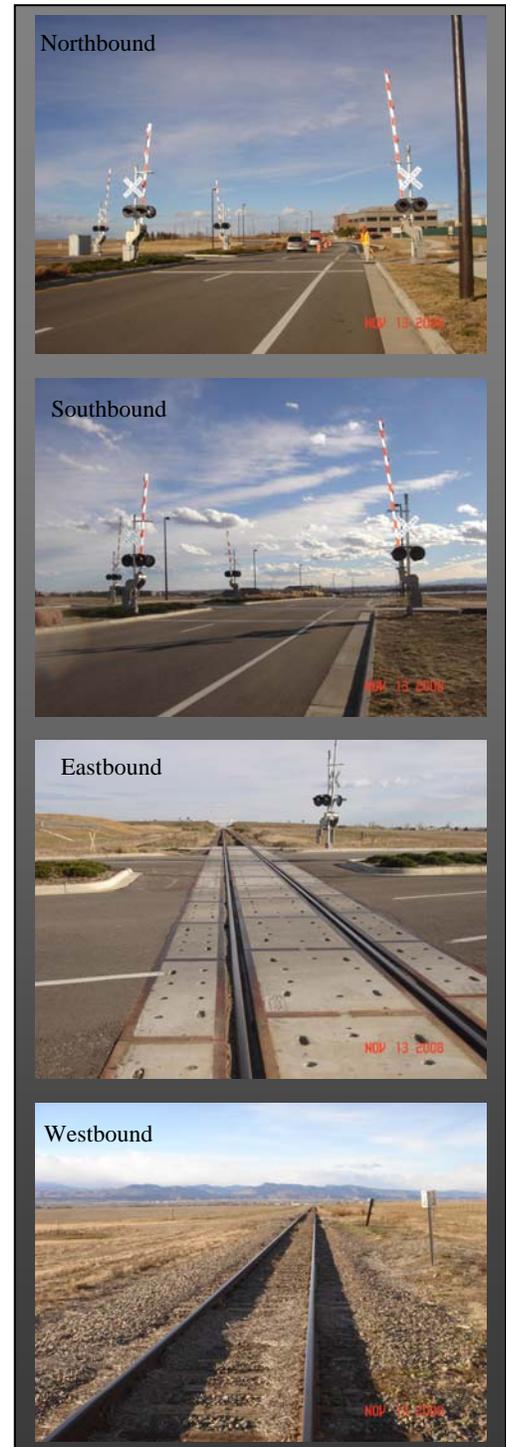


Table 13. Rocky Mountain Ave. Crossing Information

Roadway		Railroad	
ADT (2007)	8,300	Total Trains per Day	2
% Trucks	10	Switching Movements	0
Posted Speed (mph)	45	Max Train Speed (mph)	40
# of Lanes	4	# of Tracks	1
Highway type	Major Collector	Crossing Surface	Concrete
Intersection			
Exposure Factor		16,600	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		CWT	

Exposure Factor= ADT x Trains per Day

**Boyd Lake Avenue (CR 9) west of I-25 and north of US 34 Crossing Summary
US DOT Crossing #804500V**

UPRR Main Line

The UPRR crossing at Boyd Lake Avenue west of I-25 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 24'. The roadway surface is hot mix asphalt. The speed limit on Boyd Lake Avenue is posted at 50 MPH in the vicinity of the crossing. The pictures shown in **Figure 14** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 14**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck and railroad pavement markings on each approach per MUTCD.

Fig. 14. Boyd Lake Ave. N. of US 34



Table 14. Boyd Lake Ave. Crossing Information

Roadway		Railroad	
ADT (2007)	4,300	Total Trains per Day	2
% Trucks	5	Switching Movements	2
Posted Speed (mph)	50	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	1
Existing Highway type	Minor Arterial	Crossing Surface	Hot Mix Asphalt
Intersection			
Exposure Factor		8,600	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

E 71st Street (CR 30) west of I-25 and north of US 34 Crossing Summary
US DOT Crossing #804315B
UPRR Main Line

The UPRR crossing at E 71st Street west of I-25 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 32'. The roadway surface is hot mix asphalt. The speed limit on E 71st Avenue is not posted in the vicinity of the crossing. The pictures shown in **Figure 15** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 15**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does not meet the minimum requirements for passive devices. While it is equipped with a minimum of one cross buck on each approach per MUTCD, it is also required to have railroad pavement markings on each approach.

Fig. 15. 71st Street North of US 34



Table 15. E 71st Ave. Crossing Information

Roadway		Railroad	
ADT (1994)	700	Total Trains per Day	2
% Trucks	13	Switching Movements	0
Posted Speed (mph)	50	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	1
Existing Highway type	Rural Major Collector	Crossing Surface	Concrete
Intersection			
Exposure Factor		1,400	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

42nd Street SW (CR 14)(Camp Road) west of US 287 Crossing Summary
US DOT Crossing #245027M
BNSF Main Line

The BNSF crossing at 42nd Street SW west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 30'. The roadway surface is paved with hot mix asphalt. The speed limit on 42nd Street SW is posted at 30 MPH in the vicinity of the crossing. The pictures shown in **Figure 16** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 16**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Figure 16. 42nd St. west of US 287

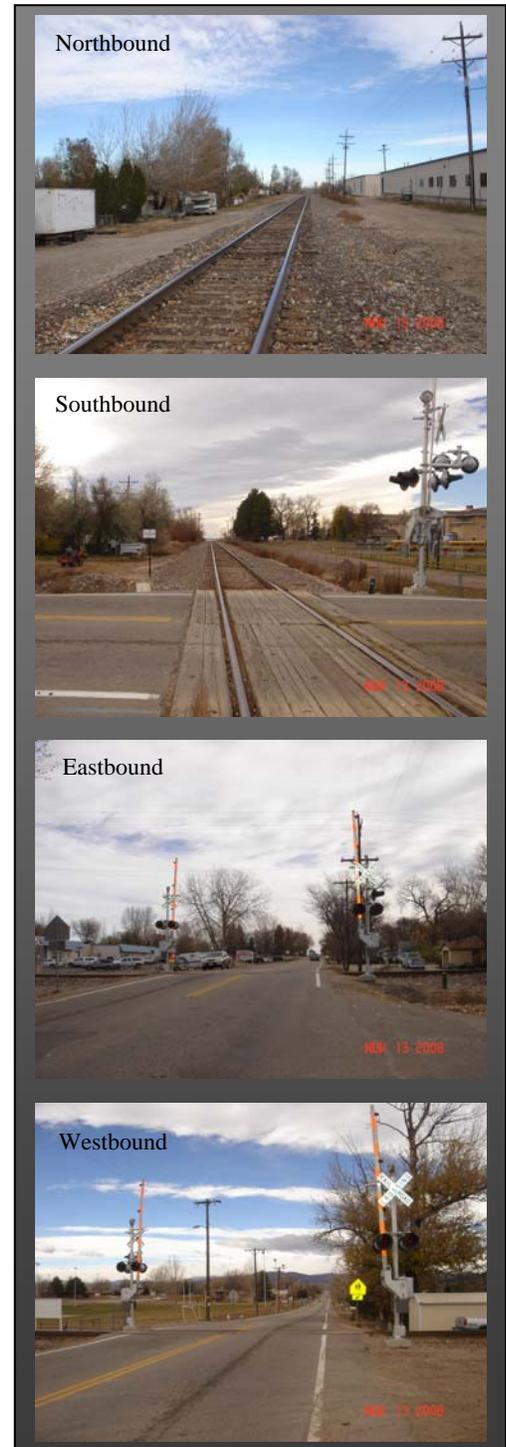


Table 16. 42nd Street SW Crossing Information

Roadway		Railroad	
ADT (1994)	2,500	Total Trains per Day	16
% Trucks	5	Switching Movements	0
Posted Speed (mph)	30	Max Train Speed (mph)	49
# of Lanes	2	# of Tracks	1
Existing Highway type	Major Collector	Crossing Surface	Timber
Intersection			
Exposure Factor		40,000	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

Private Drive (3) west of US 287 Crossing Summary
US DOT Crossing #245028U

BNSF Main Line

The BNSF crossing at the Private Drive west of US 287 is equipped with stop signs. One set of tracks are crossed. The roadway is configured to provide one lane of travel for access from 35th Street to a private residence with a roadway width of approximately 12'. The roadway surface is gravel. The speed limit on the Private Drive is not posted in the vicinity of the crossing. The pictures shown in **Figure 17** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 17**.

This crossing does not meet the minimum requirements for passive devices per MUTCD. To meet the minimum, a standard cross buck should be installed on each approach with yield signs below.

Figure 17. Private Dr. west of US 287



Table 17. Private Drive Crossing Information

Roadway		Railroad	
ADT (2008)	N/A	Total Trains per Day	16
% Trucks	N/A	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	49
# of Lanes	1	# of Tracks	1
Existing Highway type	Private	Crossing Surface	Timber
Intersection			
Exposure Factor		N/A	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Gravel	
Warning Devices		Stop Signs	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

28th Street SW (CR 16) west of US 287 Crossing Summary
US DOT Crossing #245029B
BNSF Main Line

The BNSF crossing at 28th Street SW west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 24'. The roadway surface is paved with hot mix asphalt. The speed limit on 28th Street SW is posted at 30 MPH in the vicinity of the crossing. The pictures shown in **Figure 18** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 18**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Figure 18. 28th St. west of US 287



Table 18. 28th Street SW Crossing Information

Roadway		Railroad	
ADT (1994)	750	Total Trains per Day	16
% Trucks	5	Switching Movements	0
Posted Speed (mph)	30	Max Train Speed (mph)	49
# of Lanes	2	# of Tracks	1
Existing Highway type	Major Collector	Crossing Surface	Concrete
Intersection			
Exposure Factor		12,000	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

14th Street SW (CR 18) west of US 287 Crossing Summary
US DOT Crossing #245030V
BNSF Main Line

The BNSF crossing at 14th Street SW west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide four lanes of travel and raised median with a roadway width of approximately 68'. The roadway surface is paved with hot mix asphalt. The speed limit on 14th Street SW is posted at 40 MPH in the vicinity of the crossing. The pictures shown in **Figure 19** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 19**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does not meet the minimum requirements for passive devices. While it is equipped with a minimum of one cross buck on each approach per MUTCD, it is also required to have railroad pavement markings on each approach.

Figure 19. 14th St. west of US 287

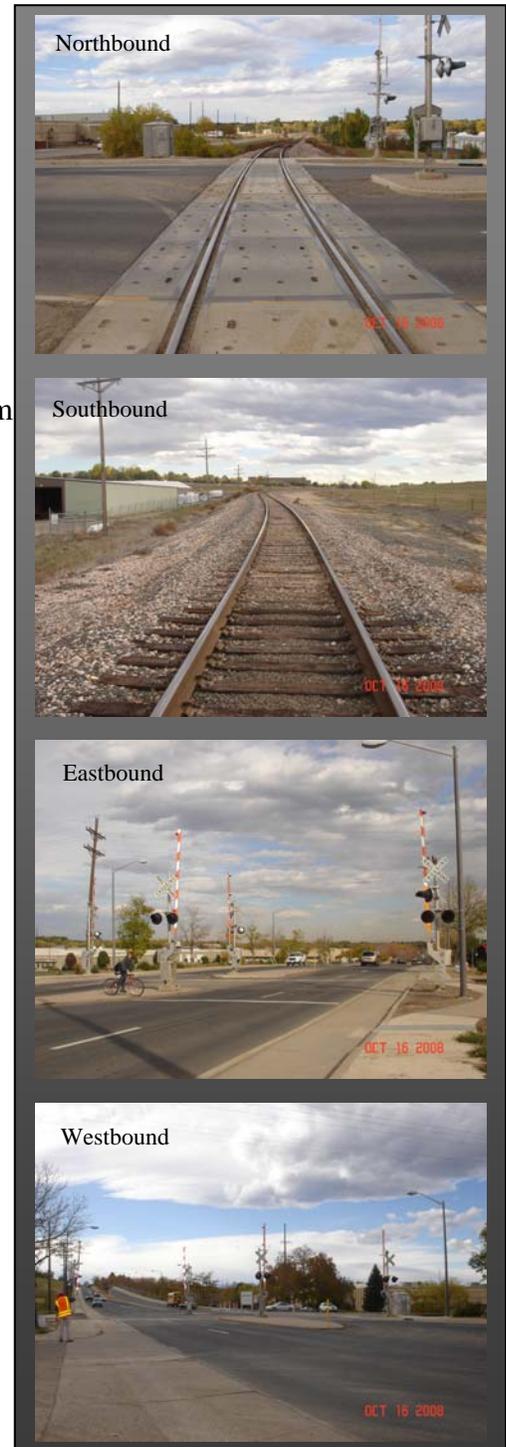


Table 19. 14th Street SW Crossing Information

Roadway		Railroad	
ADT (2008)	15,695	Total Trains per Day	16
% Trucks	5	Switching Movements	0
Posted Speed (mph)	40	Max Train Speed (mph)	25
# of Lanes	4	# of Tracks	1
Existing Highway type	Major Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		251,120	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

**Private Drive (2) west of US 287 Crossing Summary
US DOT Crossing #245031C
BNSF Main Line**

The BNSF crossing at a Private Drive west of US 287 is equipped with cross bucks and stop signs. One set of tracks are crossed. The roadway is configured to provide one lane of travel for access from S Roosevelt Ave. to a business with a roadway width of approximately 16'. The roadway surface is gravel. The speed limit on the Private Drive is not posted in the vicinity of the crossing. The pictures shown in **Figure 20** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 20**.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD. However, the westbound cross buck and Stop sign need to be raised.

Fig. 20. Private Dr. west of US 287

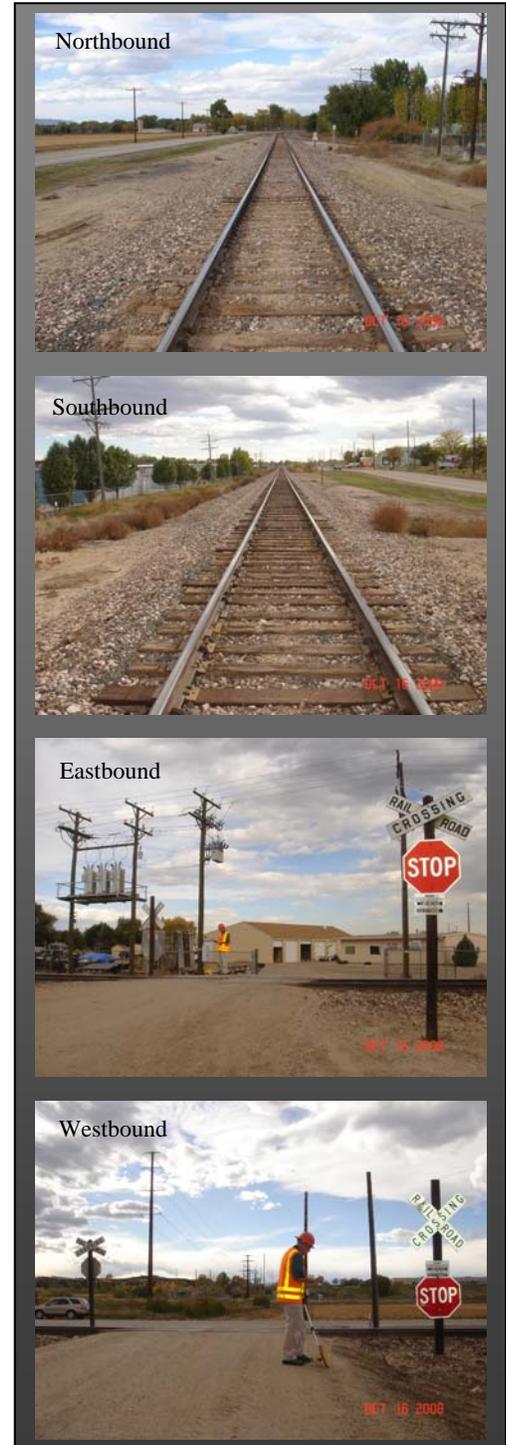


Table 20. Private Drive Crossing Information

Roadway		Railroad	
ADT (2008)	N/A	Total Trains per Day	16
% Trucks	N/A	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	1	# of Tracks	1
Existing Highway type	Private	Crossing Surface	Timber
Intersection			
Exposure Factor		N/A	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Gravel	
Warning Devices		Stop signs and Cross bucks	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

**Private Drive (1) west of US 287 Crossing Summary
US DOT Crossing #245032J**

BNSF Main Line

The BNSF crossing at the Private Drive west of US 287 is equipped with stop signs. One set of tracks are crossed. The roadway is configured to provide one lane of travel for access from S Roosevelt Ave. to a private residence with a roadway width of approximately 13'. The roadway surface is paved with gravel. The speed limit on the Private Drive is not posted in the vicinity of the crossing. The pictures shown in **Figure 21** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 21**.

This crossing does not meet the minimum requirements for passive devices per MUTCD. A minimum of one cross buck is required on each approach. The Stop signs also need to be replaced.

Table 21. Private Drive Crossing Information

Roadway		Railroad	
ADT (2008)	N/A	Total Trains per Day	16
% Trucks	N/A	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	1	# of Tracks	1
Existing Highway type	Private	Crossing Surface	Timber
Intersection			
Exposure Factor		N/A	
Total Train-Vehicle Accidents (5 years)		1	
Pavement Type		Gravel	
Warning Devices		Stop Signs	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

Fig. 21. Private Dr. west of US 287



S Roosevelt Avenue west of US 287 Crossing Summary
US DOT Crossing #245033R
BNSF Main Line

The BNSF crossing at S Roosevelt Avenue west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 30'. The roadway surface is paved with hot mix asphalt. The speed limit on S Roosevelt Avenue is posted at 40 MPH in the vicinity of the crossing. The pictures shown in **Figure 22** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 22**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck and railroad pavement markings on each approach per MUTCD.

Fig. 22. Roosevelt Ave west of US 287



Table 22. S Roosevelt Avenue Crossing Information

Roadway		Railroad	
ADT (2008)	1,862	Total Trains per Day	16
% Trucks	5	Switching Movements	0
Posted Speed (mph)	40	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	1
Existing Highway type	Major Collector	Crossing Surface	Timber
Intersection			
Exposure Factor		29,792	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

E 1st Street west of US 287 Crossing Summary
US DOT Crossing #245035E
BNSF Main Line

The BNSF crossing at E 1st Street west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel and center turn lane with a roadway width of approximately 42'. The roadway surface is paved with hot mix asphalt. The speed limit on E 1st Street is not posted in the vicinity of the crossing. The pictures shown in **Figure 23** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 23**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Table 23. E 1st Street Crossing Information

Roadway		Railroad	
ADT (2008)	11,219	Total Trains per Day	16
% Trucks	5	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	3	# of Tracks	1
Existing Highway type	Minor Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		179,504	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

Figure 23. 1st Street west of US 287



E 4th Street west of US 287 Crossing Summary
US DOT Crossing #245038A
BNSF Main Line

The BNSF crossing at E 4th Street west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 38'. The roadway surface is paved with hot mix asphalt. The speed limit on E 4th Street is not posted in the vicinity of the crossing. The pictures shown in **Figure 24** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 24**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Figure 24. 4th Street west of US 287



Table 24. E 4th Street Crossing Information

Roadway		Railroad	
ADT (2008)	3,455	Total Trains per Day	16
% Trucks	5	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	1
Existing Highway type	Major Collector	Crossing Surface	Timber (rough)
Intersection			
Exposure Factor		55,280	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

E 10th Street (Wye) west of US 287 Crossing Summary
US DOT Crossing #244613D
BNSF Main Line (Wye)

The BNSF crossing at E 10th Street west of US 287 is equipped with cross bucks. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 44'. The roadway surface is paved with hot mix asphalt. The speed limit on E 10th Street is not posted in the vicinity of the crossing. The pictures shown in **Figure 25** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 25**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

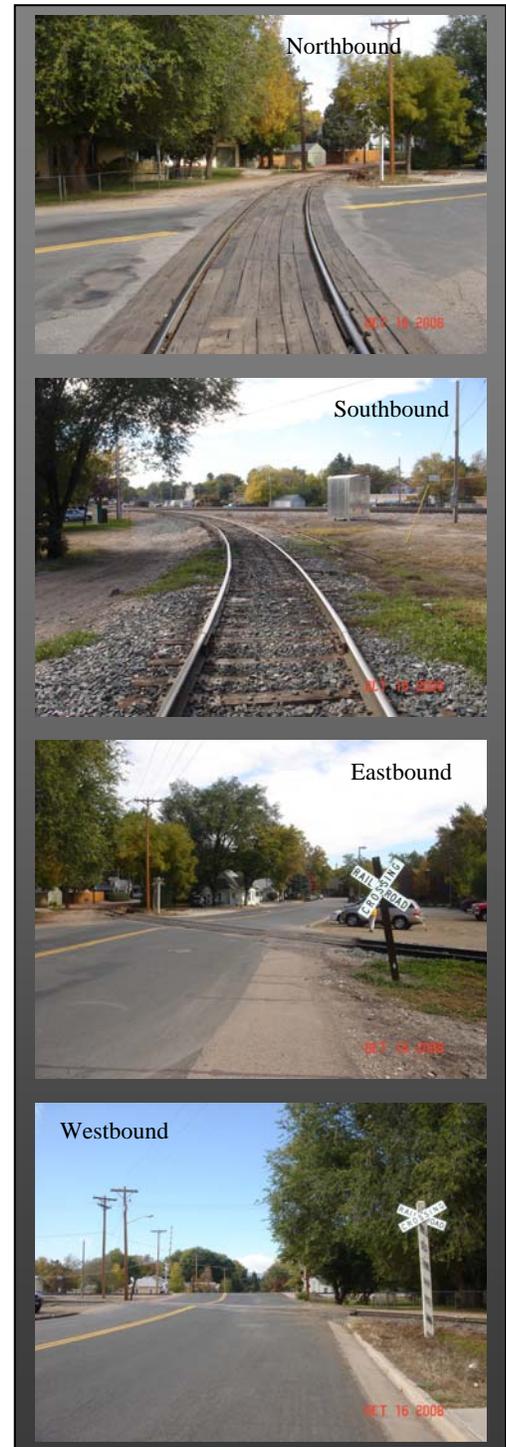
This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD. This crossing also has railroad pavement markings on each approach. However, the Eastbound cross buck need to be replaced and Yield signs Added for each direction.

Table 25. E 10th Street (Wye) Crossing Information

Roadway		Railroad	
ADT (1994)	1,650	Total Trains per Day	2
% Trucks	5	Switching Movements	2
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	1
Existing Highway type	Major Collector	Crossing Surface	Timber
Intersection			
Exposure Factor		3,300	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks	
Train Detection		None	

Exposure Factor= ADT x Trains per Day

Figure 25. 10th Street west of US 287



E 6th Street west of US 287 Crossing Summary
US DOT Crossing #245040B
BNSF Main Line

The BNSF crossing at E 6th Street west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel and center turn lane with a roadway width of approximately 36'. The roadway surface is paved with hot mix asphalt. The speed limit on E 6th Street is not posted in the vicinity of the crossing. The pictures shown in **Figure 26** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 26**. Roadway and traffic data is updated, where available, from current City traffic counts and the City’s Transportation Plan.

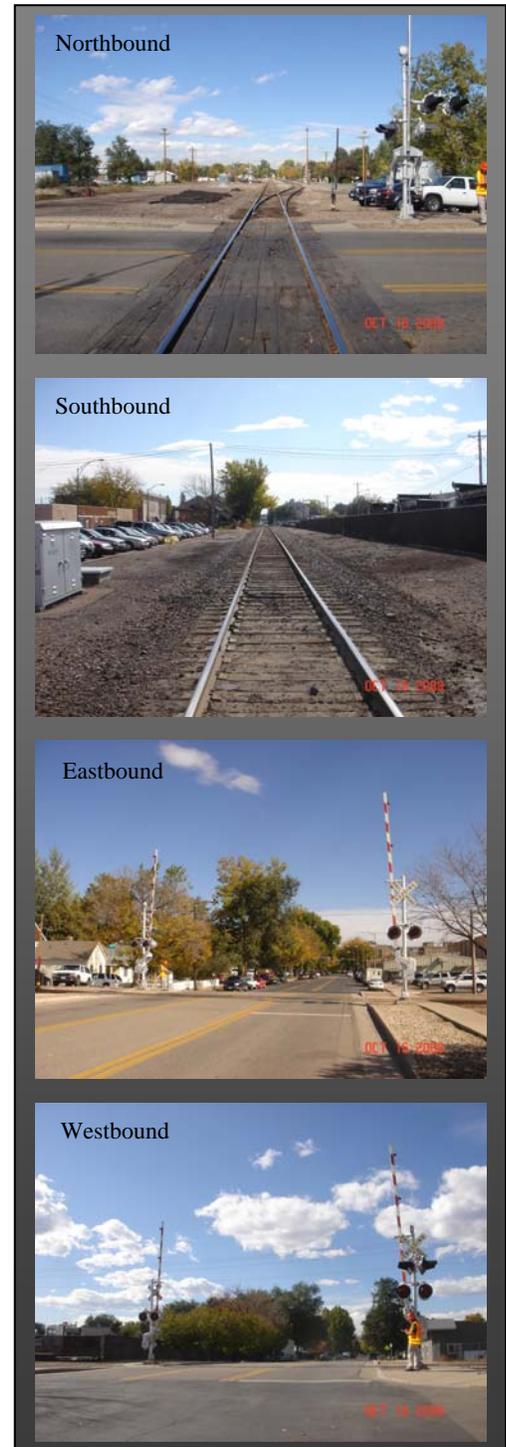
This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Table 26. E 6th Street Crossing Information

Roadway		Railroad	
ADT (2008)	1,903	Total Trains per Day	15
% Trucks	5	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	3	# of Tracks	1
Existing Highway type	Local	Crossing Surface	Timber
Intersection			
Exposure Factor		30,448	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

Figure 26. 6th Street west of US 287



E 7th Street west of US 287 Crossing Summary
US DOT Crossing #245041H
BNSF Main Line

The BNSF crossing at E 7th Street west of US 287 is equipped with cross bucks, gates, lights, and bells. Two sets of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 54'. The roadway surface is paved with hot mix asphalt. The speed limit on E 7th Street is not posted in the vicinity of the crossing. The pictures shown in **Figure 27** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 27**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Figure 27. 7th Street west of US 287

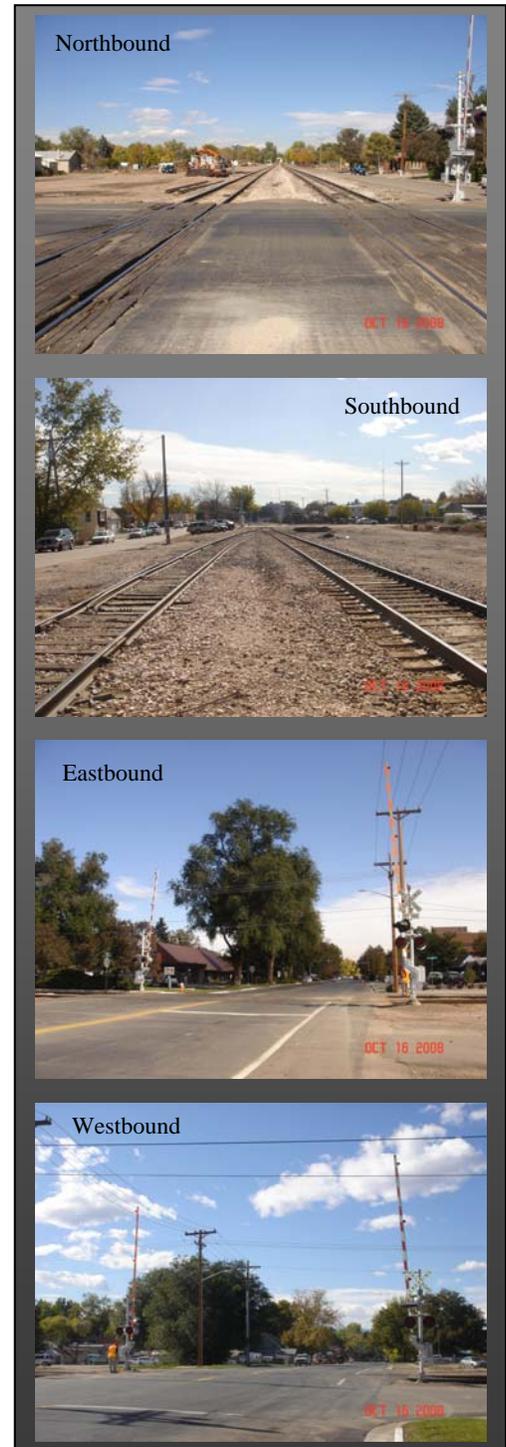


Table 27. E 7th Street Crossing Information

Roadway		Railroad	
ADT (1994)	3,700	Total Trains per Day	15
% Trucks	5	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	2
Existing Highway type	Local	Crossing Surface	Timber
Intersection			
Exposure Factor		55,500	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		CWT	

Exposure Factor= ADT x Trains per Day

E 10th Street west of US 287 Crossing Summary
US DOT Crossing #245042P
BNSF Main Line

The BNSF crossing at E 10th Street west of US 287 is equipped with cross bucks, gates, lights, and bells. Two sets of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 44'. The roadway surface is paved with hot mix asphalt. The speed limit on E 10th Street is posted at 30 MPH in the vicinity of the crossing. The pictures shown in **Figure 28** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 28**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD. This crossing also has railroad pavement markings on each approach.

Figure 28. 10th Street west of US 287

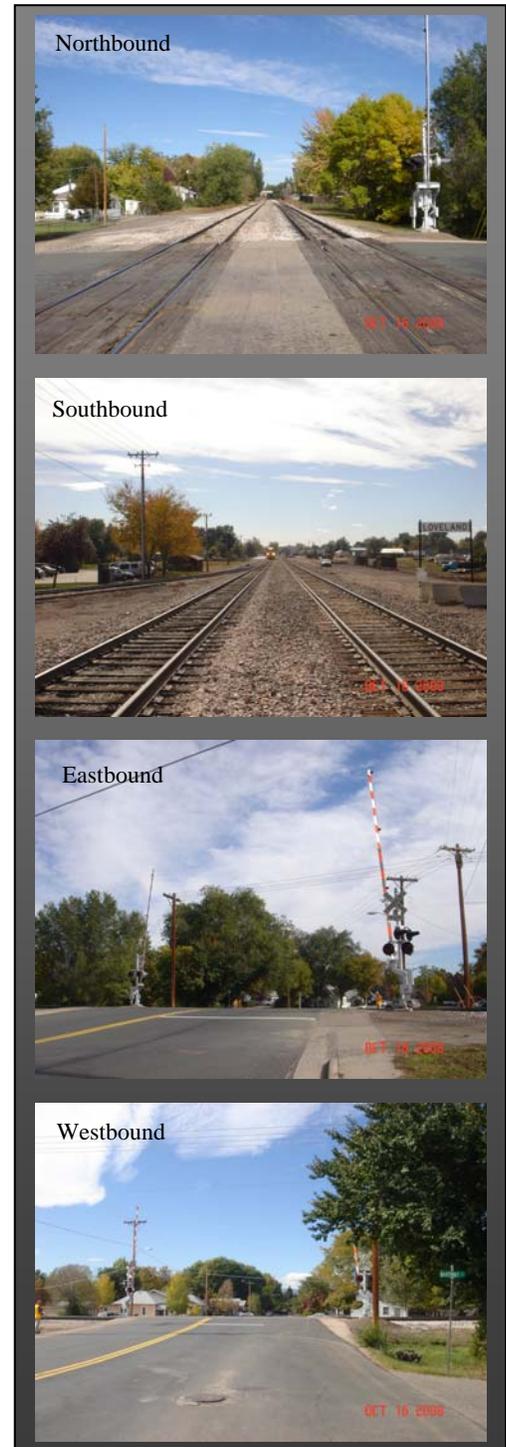


Table 28. E 10th Street Crossing Information

Roadway		Railroad	
ADT (2008)	1,374	Total Trains per Day	15
% Trucks	5	Switching Movements	0
Posted Speed (mph)	30	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	2
Existing Highway type	Major Collector	Crossing Surface	Timber
Intersection			
Exposure Factor		20,610	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		CWT	

Exposure Factor= ADT x Trains per Day

**N Cleveland Avenue (US 287) north of 10th Street Crossing Summary
US DOT Crossing #244614K
BNSF/GWR Main Line**

The BNSF/GWR crossing at N Cleveland Avenue (US 287) is equipped with signals and cross bucks. One set of tracks are crossed. The roadway is configured to provide three lanes of one way southbound travel with a roadway width of approximately 54'. The roadway surface is paved with hot mix asphalt. The speed limit on N Cleveland Avenue is posted at 30 MPH in the vicinity of the crossing. The pictures shown in **Figure 29** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 29**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on the approach per MUTCD.

Figure 29. Cleveland Avenue (US 287)



Table 29. N Cleveland Ave (US 287) Crossing Information

Roadway		Railroad	
ADT (1996)	15,000	Total Trains per Day	7
% Trucks	5	Switching Movements	0
Posted Speed (mph)	30	Max Train Speed (mph)	25
# of Lanes	3	# of Tracks	1
Existing Highway type	Major Arterial	Crossing Surface	Metal Plates
Intersection			
Exposure Factor		105,000	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Traffic Signals/Cross bucks	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

**N Lincoln Avenue north of 10th Avenue and east of US 287 Crossing Summary
US DOT Crossing #244615S
BNSF/GWR Main Line**

The BNSF/GWR crossing at N Lincoln Avenue east of US 287 is equipped with signals and cross bucks. One set of tracks are crossed. The roadway is configured to provide three one way northbound lanes of travel with a roadway width of approximately 52'. The roadway surface is paved with hot mix asphalt. The speed limit on N Lincoln Avenue is posted at 30 MPH in the vicinity of the crossing. The pictures shown in **Figure 30** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 30**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

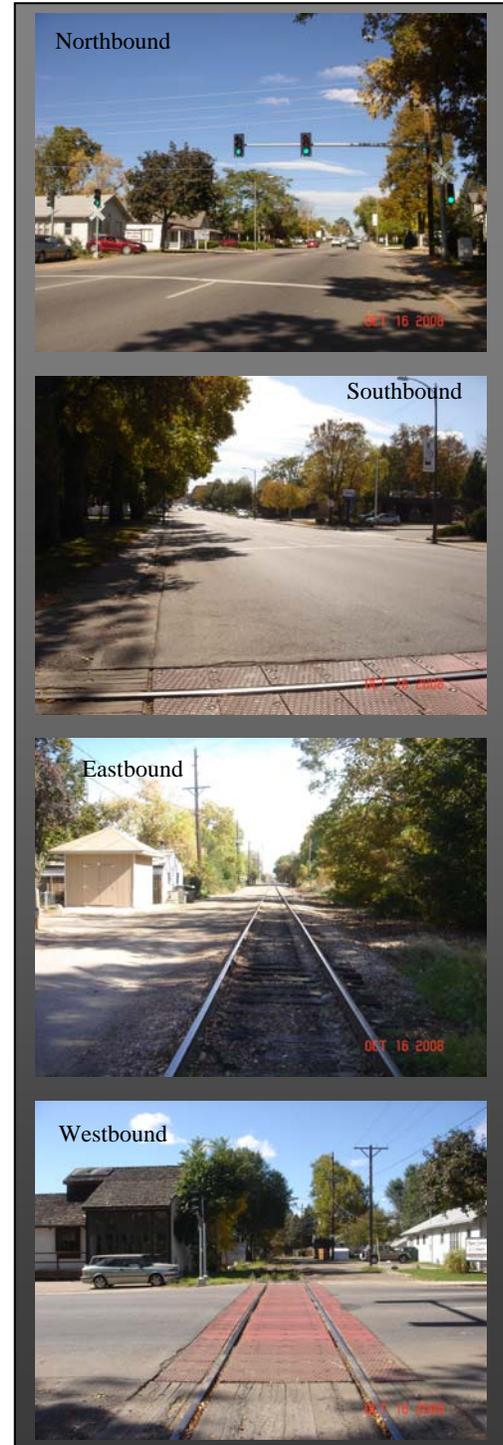
This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on the approach per MUTCD. This crossing also has railroad pavement markings on the approach.

Table 30. N Lincoln Avenue Crossing Information

Roadway		Railroad	
ADT (1996)	15,000	Total Trains per Day	7
% Trucks	5	Switching Movements	0
Posted Speed (mph)	30	Max Train Speed (mph)	25
# of Lanes	3	# of Tracks	1
Existing Highway type	Major Arterial	Crossing Surface	Metal plates
Intersection			
Exposure Factor		105,000	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Traffic Signals/Cross bucks	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

Figure 30. Lincoln Ave. east of US 287



**N Garfield Avenue west of US 287 Crossing Summary
US DOT Crossing #245044D
BNSF Main Line**

The BNSF crossing at N Garfield Avenue west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 36'. The roadway surface is paved with hot mix asphalt. The speed limit on N Garfield Avenue is posted at 30 MPH in the vicinity of the crossing. The pictures shown in **Figure 31** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 31**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Fig. 31. Garfield Ave. west of US 287



Table 31. N Garfield Avenue Crossing Information

Roadway		Railroad	
ADT (2008)	5,877	Total Trains per Day	15
% Trucks	5	Switching Movements	0
Posted Speed (mph)	30	Max Train Speed (mph)	25
# of Lanes	2	# of Tracks	1
Existing Highway type	Minor Arterial	Crossing Surface	Rubber
Intersection			
Exposure Factor		88,155	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		CWT	

Exposure Factor= ADT x Trains per Day

W 29th Street west of US 287 Crossing Summary
US DOT Crossing #245045K
BNSF Main Line

The BNSF crossing at W 29th Street west of US 287 is equipped with cross bucks, gates, overhead lights, and bells. One set of tracks are crossed. The roadway is configured to provide four lanes of travel with a roadway width of approximately 58'. The roadway surface is paved with hot mix asphalt. The speed limit on W 29th Street is not posted in the vicinity of the crossing. The pictures shown in **Figure 32** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 32**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD. If the posted speed is 40 MPH or greater, railroad pavement markings are also required on each approach per MUTCD.

Figure 32. 29th Street west of US 287

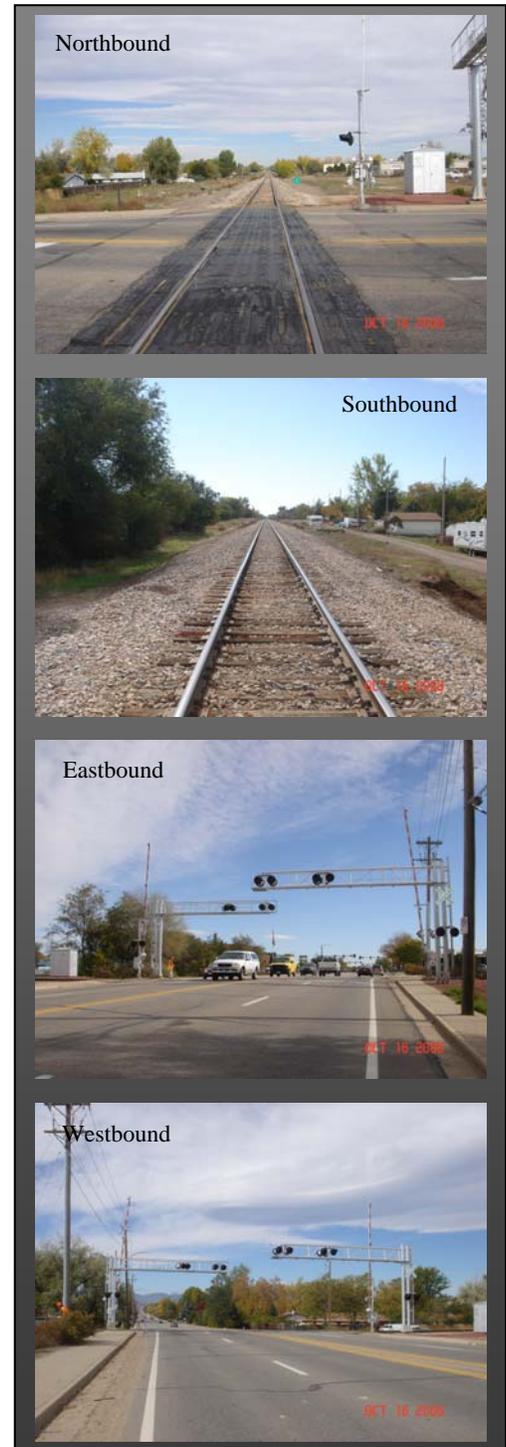


Table 32. W 29th Street Crossing Information

Roadway		Railroad	
ADT (2008)	15,481	Total Trains per Day	15
% Trucks	5	Switching Movements	0
Posted Speed (mph)	NP	Max Train Speed (mph)	49
# of Lanes	4	# of Tracks	1
Existing Highway type	Major Arterial	Crossing Surface	Rubber
Intersection			
Exposure Factor		232,215	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

W 37th Street west of US 287 Crossing Summary
US DOT Crossing #089381P
BNSF Main Line

The BNSF crossing at W 37th Street west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide four lanes of travel and raised median with a roadway width of approximately 56'. The roadway surface is paved with hot mix asphalt. The speed limit on W 37th Street is posted at 30 MPH in the vicinity of the crossing. The pictures shown in **Figure 33** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 33**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does meet the minimum requirements for passive devices with a minimum of one cross buck on each approach per MUTCD.

Figure 33. 37th Street west of US 287



Table 33. W 37th Street Crossing Information

Roadway		Railroad	
ADT (2008)	11,162	Total Trains per Day	15
% Trucks	3	Switching Movements	0
Posted Speed (mph)	30	Max Train Speed (mph)	49
# of Lanes	4	# of Tracks	1
Existing Highway type	Major Arterial	Crossing Surface	Concrete
Intersection			
Exposure Factor		167,430	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Gates/Lights/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

W 57th Street (CR 28) west of US 287 Crossing Summary
US DOT Crossing #244601J
BNSF Main Line

The BNSF crossing at W 57th Street west of US 287 is equipped with cross bucks, gates, lights, and bells. One set of tracks are crossed. The roadway is configured to provide two lanes of travel with a roadway width of approximately 28'. The roadway surface is paved with hot mix asphalt. The speed limit on W 57th Street is posted at 40 MPH in the vicinity of the crossing. The pictures shown in **Figure 34** illustrate the existing roadway and railway approaches to the crossing. Crossing information from the FRA Crossing Inventory system is shown in **Table 34**. Roadway and traffic data is updated, where available, from current City traffic counts and the City's Transportation Plan.

This crossing does not meet the minimum requirements for passive devices. To meet the minimum this crossing needs railroad pavement markings on each approach per MUTCD.

Figure 34. 57th Street west of US287

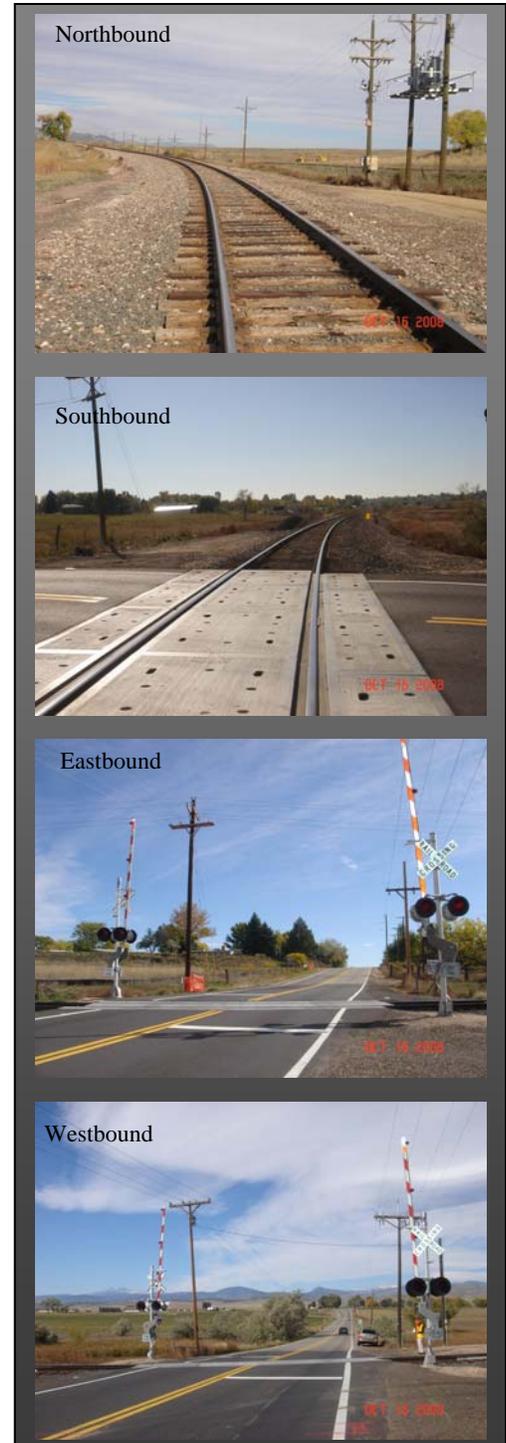


Table 34. 57th Street Crossing Information

Roadway		Railroad	
ADT (2008)	8,125	Total Trains per Day	15
% Trucks	5	Switching Movements	0
Posted Speed (mph)	40	Max Train Speed (mph)	49
# of Lanes	2	# of Tracks	1
Existing Highway type	Major Collector	Crossing Surface	Concrete
Intersection			
Exposure Factor		121,875	
Total Train-Vehicle Accidents (5 years)		0	
Pavement Type		Hot Mix Asphalt	
Warning Devices		Cross bucks/Lights/Gates/Bells	
Train Detection		DC/AFO	

Exposure Factor= ADT x Trains per Day

III. QUIET ZONE REQUIREMENTS

The City of Loveland is interested in establishing Quiet Zones along the track corridors. This section of the report will identify the requirements necessary at the study crossings to satisfy the requirements for the establishment of a Quiet Zone.

This portion of the study is based on the criteria for the establishment of quiet zones as outlined in the *Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings (Final Rule)*, which was made effective on June 24, 2005 by the Federal Railroad Administration (FRA). The *Final Rule* was last amended on August 17, 2006. On December 18, 2003, the FRA published an interim final rule that required the locomotive horn to be sounded while trains approach and enter public highway-rail crossings. The interim final rule provided exceptions to the above requirement, which enabled local communities to improve quality of life by creating “quiet zones” where the locomotive horn would not need to be routinely sounded if highway-rail crossings met certain conditions. The *Final Rule* facilitates the development of these quiet zones, requiring the implementation of supplemental safety measures (SSMs) or Alternative Safety Measures (ASMs), so as to maintain safety at highway-rail crossings where locomotive horns have been silenced.

A quiet zone is a section of rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. The *Final Rule* contains guidelines and minimum requirements for the establishment of a quiet zone. For the purposes of this study, all potential crossings qualify in the New Quiet Zone category, as train horns are currently being sounded at the crossings, and the quiet zone would be established after the effective date of the *Final Rule*. These minimum requirements for a New Quiet Zone are as follows:

1. A New Quiet Zone must have a minimum length of ½ mile along the railroad right-of-way.
2. Each public highway-rail grade crossing within a New Quiet Zone must be equipped with active grade crossing warning devices. These devices are comprised of both flashing lights and gates which control traffic over the crossing, and must be equipped with constant warning time (CWT) circuitry, if reasonably practical, and power-out indicators. Any necessary upgrades to or installation of active grade crossing warning devices must be completed before the New Quiet Zone implementation date.
3. Each highway approach to every public and private highway-rail grade crossing within a New Quiet Zone shall be equipped with a Manual on Uniform Traffic Control Devices (MUTCD) compliant advanced warning sign that advises motorists that train horns are not sounded at the crossing.
4. Each public highway-rail grade crossing within a New Quiet Zone that is subjected to pedestrian traffic and is equipped with automatic bells shall retain those bells in working condition.

5. Each pedestrian grade crossing within a New Quiet Zone shall be equipped with an MUTCD compliant advanced warning sign that advises pedestrians that train horns are not sounded at the crossing.

A. *Quiet Zone Alternatives*

The public authority that is responsible for the safety and maintenance of the roadway that crosses the rail corridor is the only entity that can apply for the establishment of a quiet zone. Private companies, citizens, or neighborhood associations cannot create or apply for the establishment of a quiet zone independent of local roadway authorities.

The focus of this study is to determine if Supplemental Safety Measures (SSMs), Alternative Safety Measures (ASMs), or Wayside Horns should be used to fully compensate for the absence of the train horn. These measures may be used to mitigate the silencing of locomotive horns at highway-rail grade crossings and reduce the risk below the National Significant Risk Threshold (NSRT) and the Risk Index With Horns (RIWH) as defined in the *Final Rule*.

The SSMs to be considered, as identified in the *Final Rule*, include the following:

- Temporary Closure (used with a nighttime-only quiet zone)
- Four-Quadrant Gate System
- Gates with Raised Medians or Channelization Devices
- Conversion to One-Way Street with Gates across the roadway
- Permanent Crossing Closure

SSMs are recognized measures that do not require further FRA review or approval prior to implementation. Alternative Safety Measures (ASMs) consist of improvements that fall outside the scope of SSMs, and may be proposed to FRA for consideration and approval. ASMs include Modified SSMs, Non-engineering ASMs, and Engineering ASMs. The effectiveness rate of ASMs must be determined prior to FRA approval; it should be noted that the implementation of several ASMs may be required in order to reduce the risk below the threshold for the silencing of train horns.

Wayside Horns are FRA approved devices that may be used in lieu of locomotive horns at individual or multiple highway-rail grade crossings, including those within quiet zones. The wayside horn is a stationary horn located at a highway-rail grade crossing, designed to provide audible warning to oncoming motorists of the approach of a train. As per the *Final Rule*, a highway-rail grade crossing with a wayside horn shall be considered in the same manner as a crossing treated with an SSM. A comparison of train horn and wayside horn noise footprints are depicted in **Figure 35**. A highway-rail crossing with a wayside horn installation is shown in **Figure 36**.

Figure 35. Comparison of Train Horn vs. Wayside Horn Noise Footprint

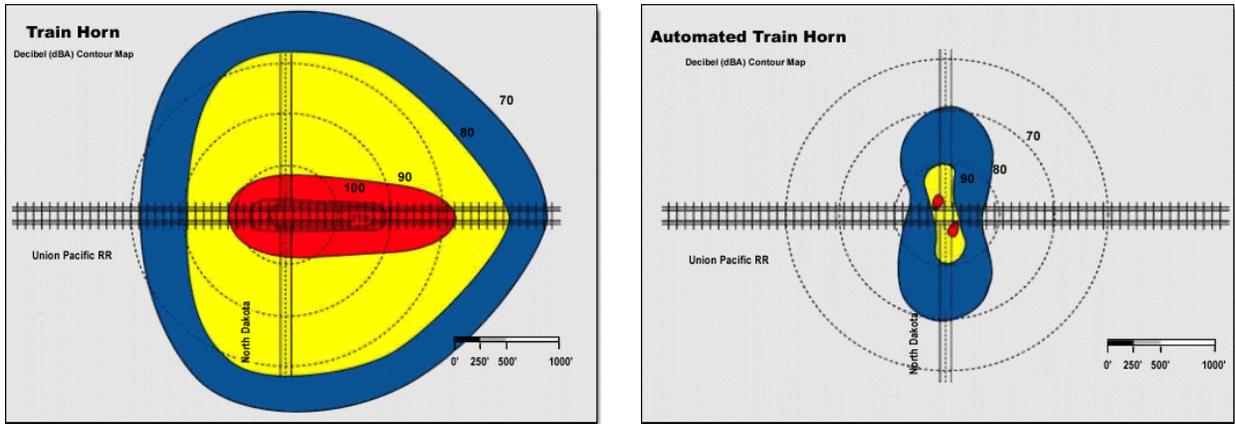
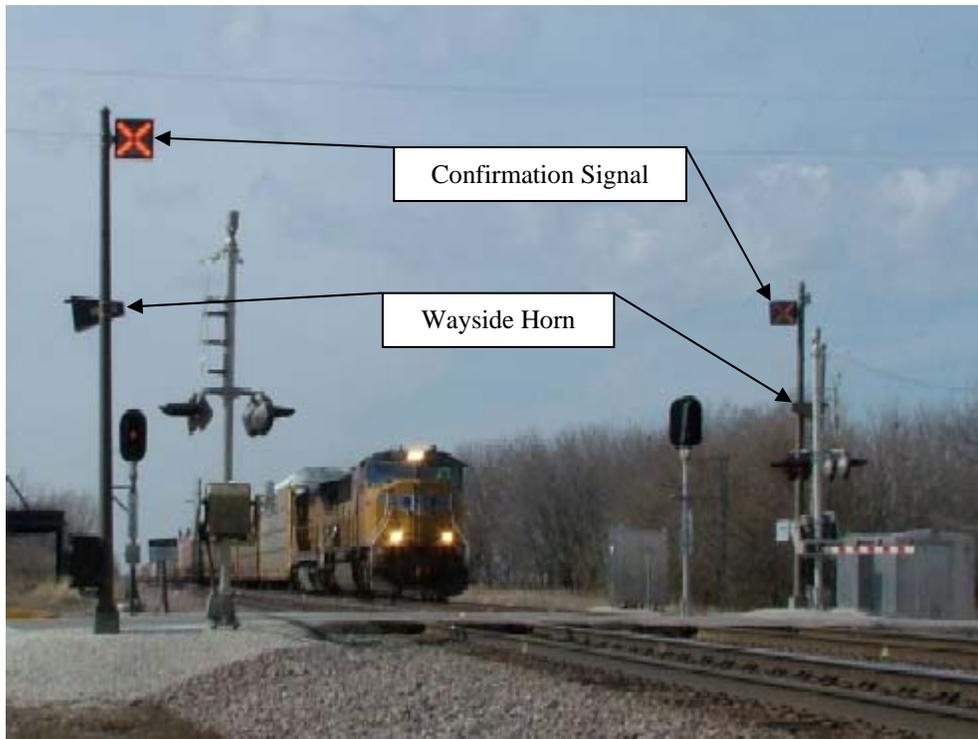


Figure 36. Highway-Rail Crossing Equipped with Wayside Horns



B. Quiet Zone Establishment

Per the *Final Rule*, there are two different methods for establishing quiet zones; public authority designation and FRA approval. In the public authority designation method, an SSM is applied at every public grade crossing within the proposed quiet zone. In this method, the governmental entity establishing the quiet zone would be required to designate the perimeters of the quiet zone, install the SSMs, and comply with various notice and information requirements set forth in the rule.

The FRA approval method provides a governmental entity greater flexibility in using SSMs and ASMs to address problem crossings. This method allows FRA to consider quiet zones that do not have SSMs at every crossing, as long as implementation of the proposed SSMs and ASMs in the quiet zone as a whole would cause a reduction in risk to compensate for the absence of routine sounding of the locomotive horn.

In either method, a series of notices must be sent out to interested parties. These notices include the Notice of Intent to Create a Quiet Zone, and the Notice of Quiet Zone Establishment. Flowcharts depicting the procedure for the establishment of quiet zones as well as sample FRA forms can also be found in **Appendix B**.

C. Quiet Zone Improvements

Each highway-rail grade crossing within the GMA of the City of Loveland was evaluated for the implementation of a Quiet Zone. It may be advantageous to divide the Quiet Zone into phases along the BNSF Line for implementation. In order to be compliant with the FRA Final Rule, all crossings in a Quiet Zone need to be contiguous. A Quiet Zone may be implemented in segments; however each segment must be adjacent to a portion of an existing Quiet Zone. As a general recommendation, any roadway improvements to crossings within a potential Quiet Zone should be made compliant with Quiet Zone requirements.

The concept evaluation of Supplemental Safety Measures (SSMs) focused initially on the construction of raised medians on the roadway approaches to the crossing. Other than permanent or temporary closure, this is typically the most cost effective SSM for the establishment of a quiet zone. For those locations where the construction of raised medians is not practical or feasible, wayside horns were identified as an alternative solution.

In order to meet the requirements of a Quiet Zone, the installation of raised medians needs to meet several criteria. The median must extend 100' from the gate arm unless there is a driveway or intersection, in which case the median must extend at least 60' from the gate arm. The median must be at least 3' wide (4' is desirable), with a 6" barrier curb.

IV. DEVELOPMENT OF QUIET ZONE CONCEPT IMPROVEMENTS

A. Development Procedure

The development of the various concepts identified in this report started with a review of the each crossing for its existing roadway and railroad features and equipment. A field review was then conducted to identify the location of existing railroad crossing passive and active control, as well as pedestrian activity, parking conditions and physical features. Following compilation of the initial field information, Diagnostic Review Meetings were held with representative of the PUC, FRA and each railroad at their respective crossings in January and February of 2009, to verify railroad equipment prior to beginning analysis.

Supplementary Safety Measures (SSM) contained in the *Final Rule* were tested and screened for appropriateness at each location. Refinements were then made to those SSMs which passed the initial screening to maximize their benefits and /or reduce their impacts. All of the public crossings that are part of this study can be treated with an SSM option. There were no locations where SSMs did not fit or unduly penalized operations, therefore no modified SSMs or Alternative Safety Measures (ASM) were developed for evaluation.

The ability to treat all crossings with an SSM feature is advantageous to the City in that upon completion of installation or construction of the improvements, a quiet zone can be established by public authority, without application to or approval from the Federal Railroad Administration (FRA). It should be noted that Modified SSMs are treated as Engineering ASMs by the FRA. Unlike the process for SSMs, where the local public authority can designate a quiet zone using the pre-approved measures, ASMs follow a separate procedure whereby an application is made to the FRA for consideration and approval before a quiet zone can be implemented. Non-Engineering ASMs can include programs of ongoing Police Enforcement, Photo/Video Enforcement, and/or Education focused at each crossing with regular monitoring, documentation and reporting to the FRA. The FRA has the authority and responsibility to decide whether a proposed ASM is as safe to implement and maintain as train horns sounding at each crossing within a proposed Quiet Zone. Following is a brief description of each of the measures proposed for the public highway-railroad crossings in the Loveland GMA:

Active Controls - For each crossing area certain basic active warning devices must be in place to establish a quiet zone. These include flashing lights and gates with constant warning circuitry to provide a consistent message to drivers on the through roadway.

Raised Medians- Raised medians are the lowest cost measure for preventing higher risk behavior of drivers going around the gate arms. Medians should be used wherever possible.



Active Controls

Wayside Horns- The wayside horns are considered a one for one trade for the locomotive horn without application to FRA for approval. Wayside horns provide a sharp cut-off beyond the immediate approaches to the crossing thus reducing (86-98%) the distribution of noise near the railroad corridor within a community. These are shown where other SSMs are not deemed feasible and where residential land uses are not in proximity of the crossing.



Raised Medians

4-Quadrant Gates- These are placed on both sides of the tracks to prevent vehicles from either intentionally or unintentionally entering the track area while a train is approaching. This configuration completely isolates the railroad corridor, and is characteristically the most expensive option. Railroads typically also require traffic detection loops within the pavement between the two sets of gates to detect trapped vehicles and trigger an exit gate to open allowing the vehicle to escape.



Wayside Horns

One-way Streets – One way streets provide the opportunity to install railroad gates on the approach side of the crossing to completely close the crossing to vehicles when a train is approaching. Loveland has two existing one-way streets downtown at Lincoln and Cleveland, where installation of gates would provide an FRA approved SSM for quiet zone establishment.



4-Quadrant Gates

Closed Crossing- The safest and least costly treatment is to physically close a crossing whenever possible and where adequate alternate routes are available for circulation. These are generally proposed on cross streets having the lowest through traffic volumes and least continuity across the community. Public comments indicated some acceptance of potentially closing a downtown crossing in order to achieve quiet zone establishment.



One-way Streets

Table 35 shows the concept level options for each crossing within the City of Loveland GMA.

Table 35. Quiet Zone Concept Improvement Options

CROSSING	STREET	RAILROAD	M.P.	MIN. DIST BTWN XINGS (mi.)	TOTAL TRAINS	RR CIRCUITRY	Circuitry Upgrade Req'd	GATES/ LIGHTS	Adjacent Land Use	SSM Options				
										Raised Medians	Oneway Streets	Closure	4-Quad Gates	Wayside Horns
872120X	125 FRNTGE RD	GWR	2.30	0.76	4	DC/AFO	YES	YES	Open					x
872122L	(MCKEE FARM)	GWR	3.06	0.32	0	NONE	YES	NO	Open					
872124A	(MCKEE FARM)	GWR	3.38	0.32	0	NONE	YES	NO	Open					
872127V	CR 9 (Boyd Lk Ave)	GWR	3.79	0.41	4	CWT	NO	YES	Open					x
		GWR											x	
872128C	DENVER SO US 34	GWR	5.28	0.32	0	CWT	NO	NO	Open	x				
921967R	BOISE AVE	GWR	5.60	0.18		CWT	NO	YES	Indust.	x				
872129J	MADISON NO 8TH	GWR	5.78	0.18	4	DC	YES	NO	Indust.	x				
872130D	MONROE SO 11TH	GWR	6.34	0.11	10	NONE	YES	NO	Resid.	x				
872131K	WASHINGTON SO11TH	GWR	6.45	0.11	10	NONE	YES	NO	Resid.				x	
804495B	CR3 SO SH 34	UPRR	16.71	0.14	2	NONE	YES	NO	Open	x				
804498W	US 34A WO CR 3	UPRR	16.85	0.14	2	DC/AFO	YES	NO	Open	x				
920313E	ROCKY MT. AVE	UPRR	19.29	1.51	2	CWT	NO	YES	Resid.					
804500V	BOYDLKAVCR9NOUS34	UPRR	20.80	1.51	2	NONE	YES	YES	Resid.	x				
804315B	CR30	UPRR	22.33	1.53	2	NONE	YES	YES	Open	x				
													x	
245027M	CAMP RD (CR 14/ 42nd St.SW)	BNSF Railway	57.24	1.00	16	DC/AFO	YES	YES	Resid.					x
													x	
										x				
245028U	PRIVATE (FARMSTEAD)	BNSF Railway	57.70		16	NONE	YES	NO	Resid.					
245029B	CO RD 16 (28th St. SW)	BNSF Railway	58.24	1.00	16	DC/AFO	YES	YES	Resid.	x				
														x
245030V	14th ST SW	BNSF Railway	59.36	0.54	16	DC/AFO	YES	YES	Resid.					x
													x	
245031C	PRIVATE (JANSMA BROS.)	BNSF Railway	59.63		16	NONE	YES	NO	Indust.			x		x
245032J	PRIVATE (RESIDENTIAL)	BNSF Railway	59.74		16	NONE	YES	NO	Resid.					
245033R	ROOSEVELT AVE (RAILROAD)	BNSF Railway	59.90	0.54	16	DC/AFO	YES	YES	Indust.					x
													x	
245035E	1ST ST	BNSF Railway	60.45	0.19	16	DC/AFO	YES	YES	Comm.				x	
245038A	4TH ST	BNSF Railway	60.64	0.06	16	DC/AFO	YES	YES	Comm.				x	
244613D	10TH ST (EAST)- WYE	BNSF Railway	60.70	0.06	2	NONE	YES	NO	Resid.	x				
													x	
245040B	6TH ST	BNSF Railway	60.79	0.07	15	DC/AFO	YES	YES	Resid.	x				
													x	
245041H	7TH ST	BNSF Railway	60.86	0.07	15	CWT		YES	Resid.				x	
245042P	10TH ST (WEST)	BNSF Railway	61.11	0.07	15	CWT		YES	Resid.				x	
										x				
244614K	CLEVELAND NO 10TH (SB)	BNSF Railway	61.18	0.07	7	DC/AFO	YES	NO	Resid.		x			
244615S	LINCOLN NO 10TH (NB)	BNSF Railway	61.25	0.07	7	DC/AFO	YES	NO	Resid.		x			
245044D	GARFIELD ST	BNSF Railway	61.96	0.51	15	CWT		YES	Resid.				x	
245045K	29TH ST	BNSF Railway	62.47	0.51	15	DC/AFO	YES	YES	Resid.	x				
													x	
089381P	37TH ST	BNSF Railway	63.10	0.63	15	DC/AFO	YES	YES	Resid.	x				
													x	
244601J	57TH ST	BNSF Railway	64.55	1.45	15	DC/AFO	YES	YES	Resid.	x				

crossings have upgraded circuitry required for Quiet Zone establishment

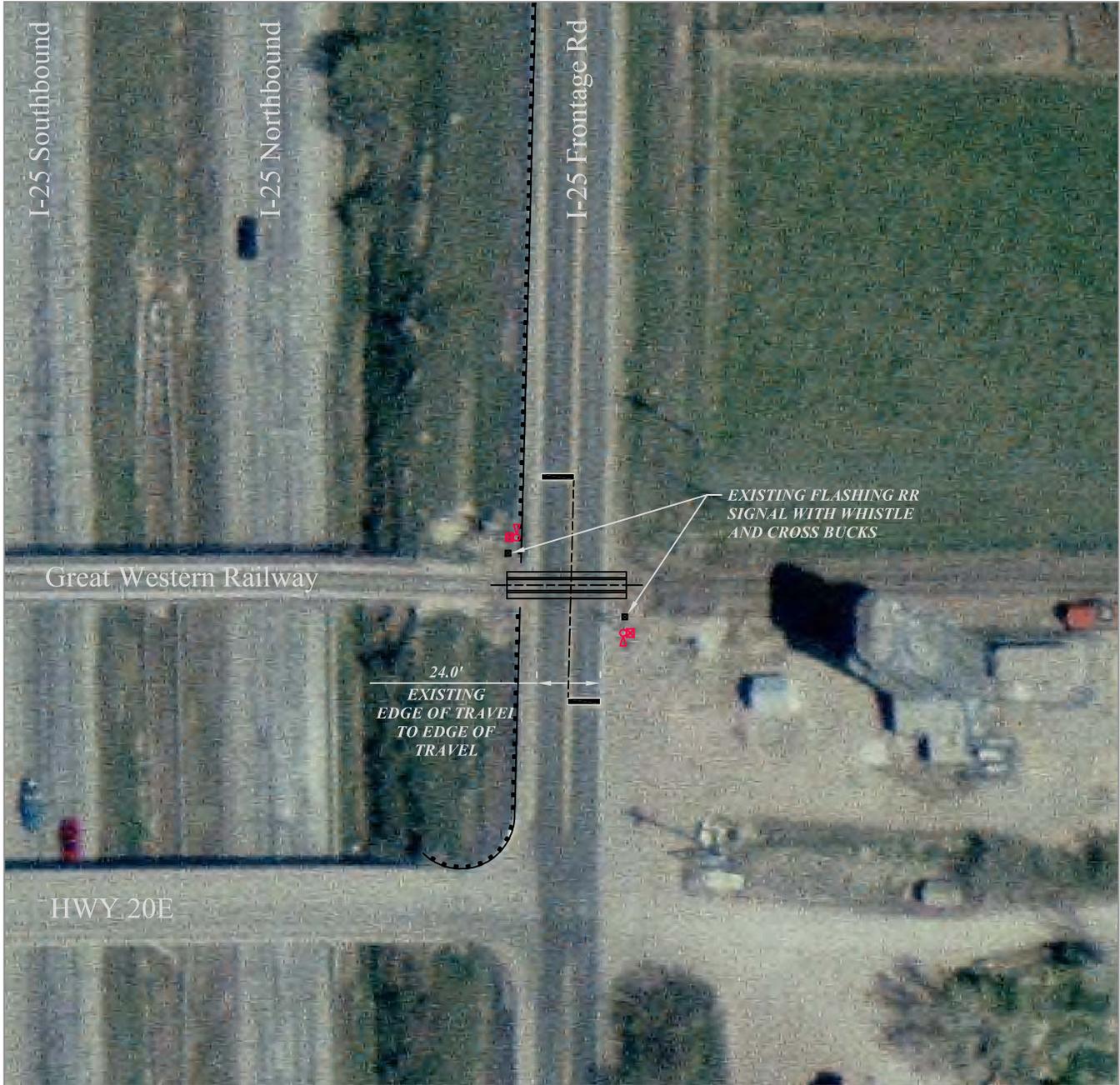
crossing has adjacent crossing closer than 1/4 mile (will need to address as a corridor)

B. Concept Crossing Improvements

The following pages show one or more possible crossing improvement options for each public roadway-railroad crossing in Loveland's GMA. The private crossings were assessed during the Diagnostic Review with the respective railroads, and recommended improvements, if any, are shown on the private at-grade crossings.



I-25 Frontage Road
 US DOT #872120X
 Main Line
 SSM: Wayside Horns

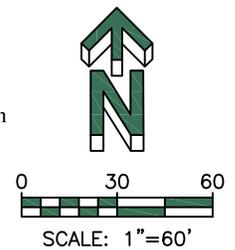


NOTES:

1. Train detection is DC/AFO. Needs CWT circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Medians and curb and gutter are not considered as they may pose a potential hazard to drivers, and may not accommodate truck turning movements.

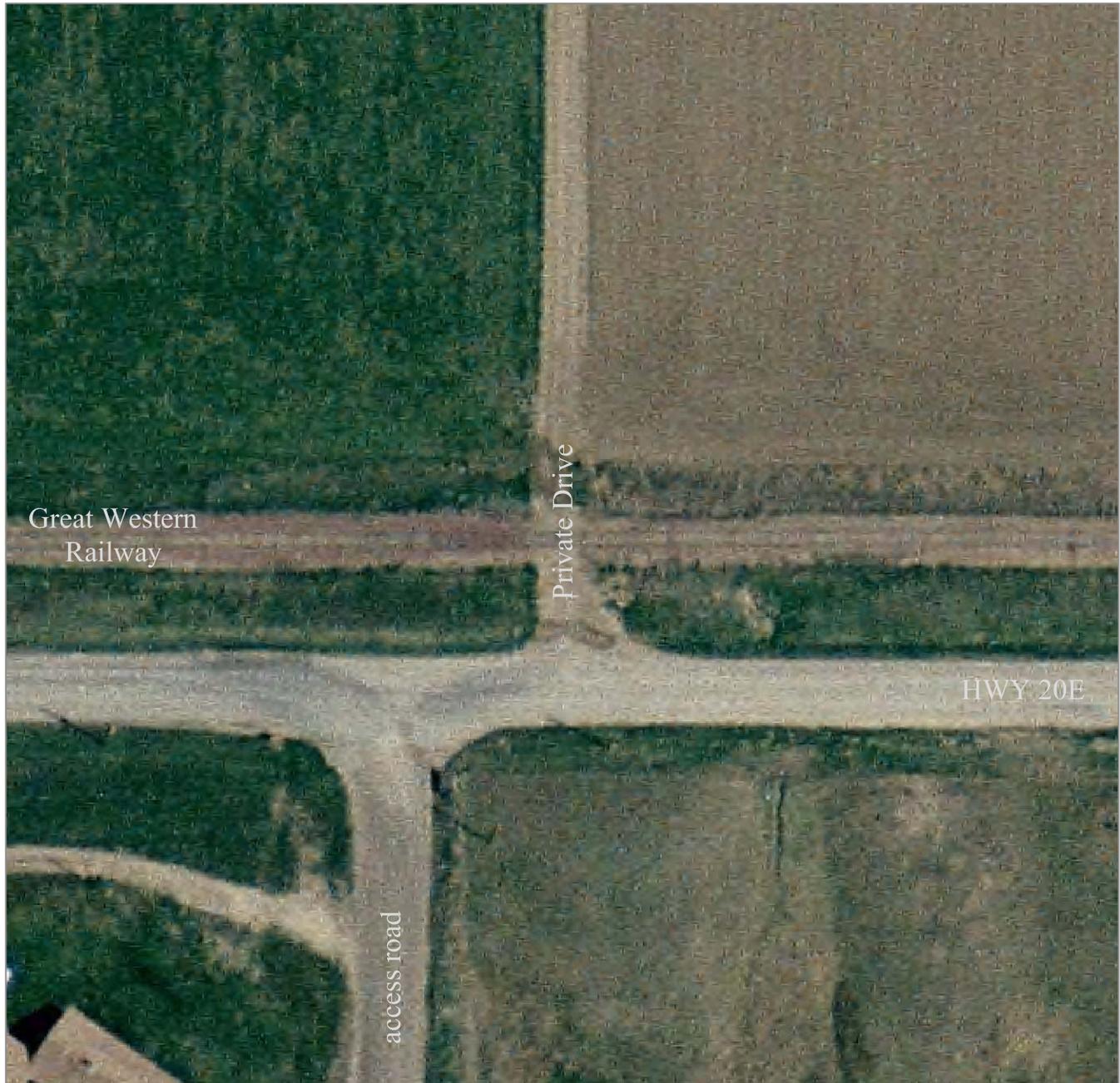
LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Guardrail | | Proposed Sign |
| | Existing Sign | | |
| | Approximate centerline of road or railway (where needed for reference) | | |





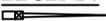
Private Drive (5)
 US DOT #872122L
 Main Line

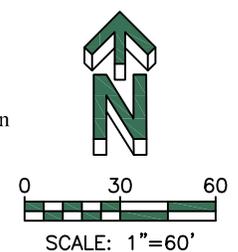


NOTES:

1. No train detection circuitry.
2. Private crossing used for farm access.
3. No action required.

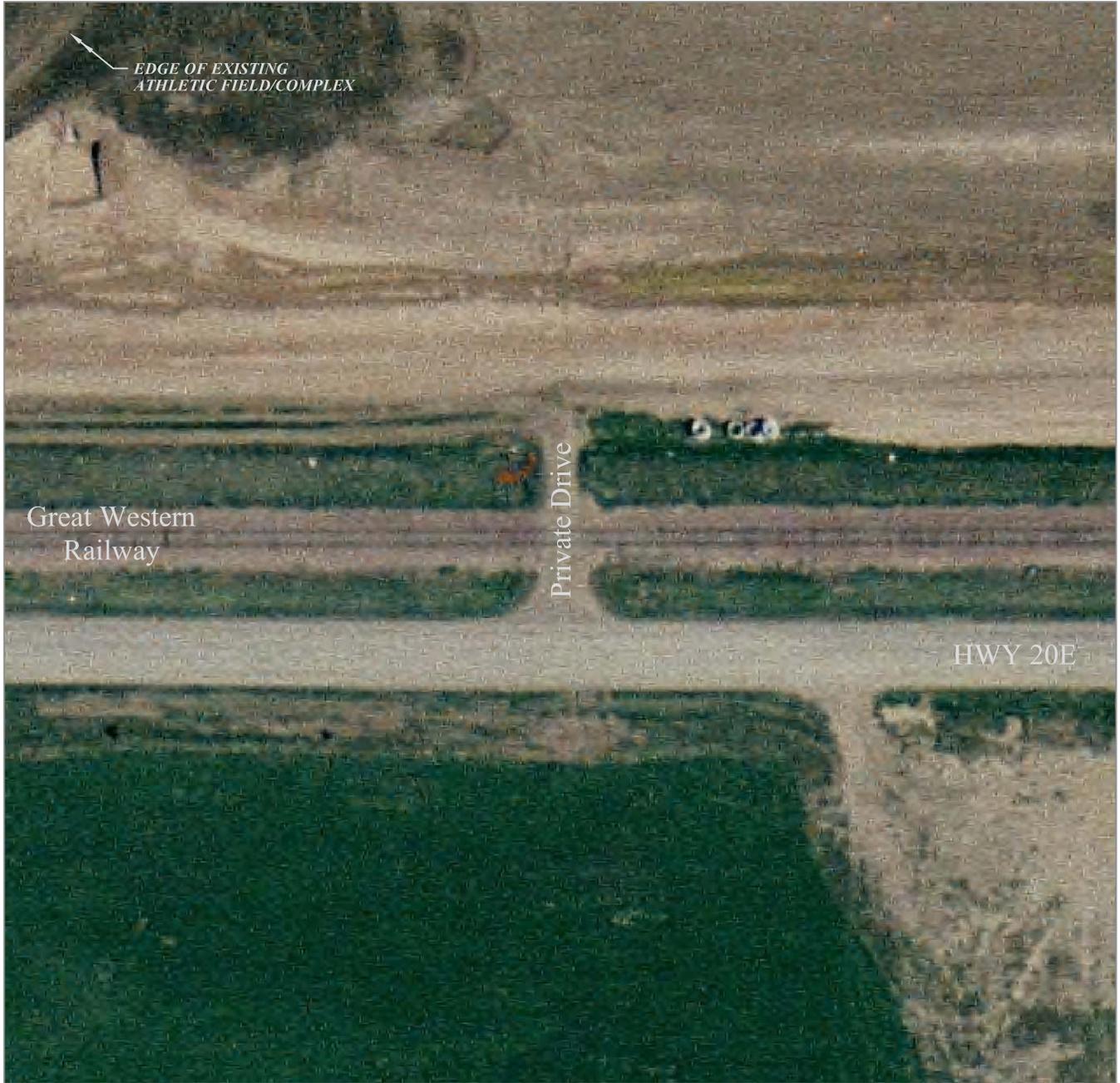
LEGEND:

- | | | | |
|---|---|--|-----------------------|
|  | Existing Gate |  | Proposed Gate |
|  | Existing Stop Bar |  | Proposed Median |
|  | Existing Cantilever |  | Proposed Wayside Horn |
|  | Existing Sign |  | Proposed Sign |
|  | Approximate centerline of road or railway
(where needed for reference) | | |





Private Drive (4)
US DOT #872124A
Main Line

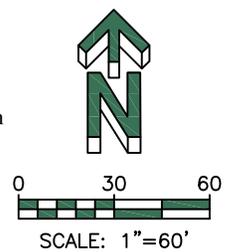


NOTES:

1. No train detection circuitry.
2. Private crossing used for farm access.
3. No action required.

LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |



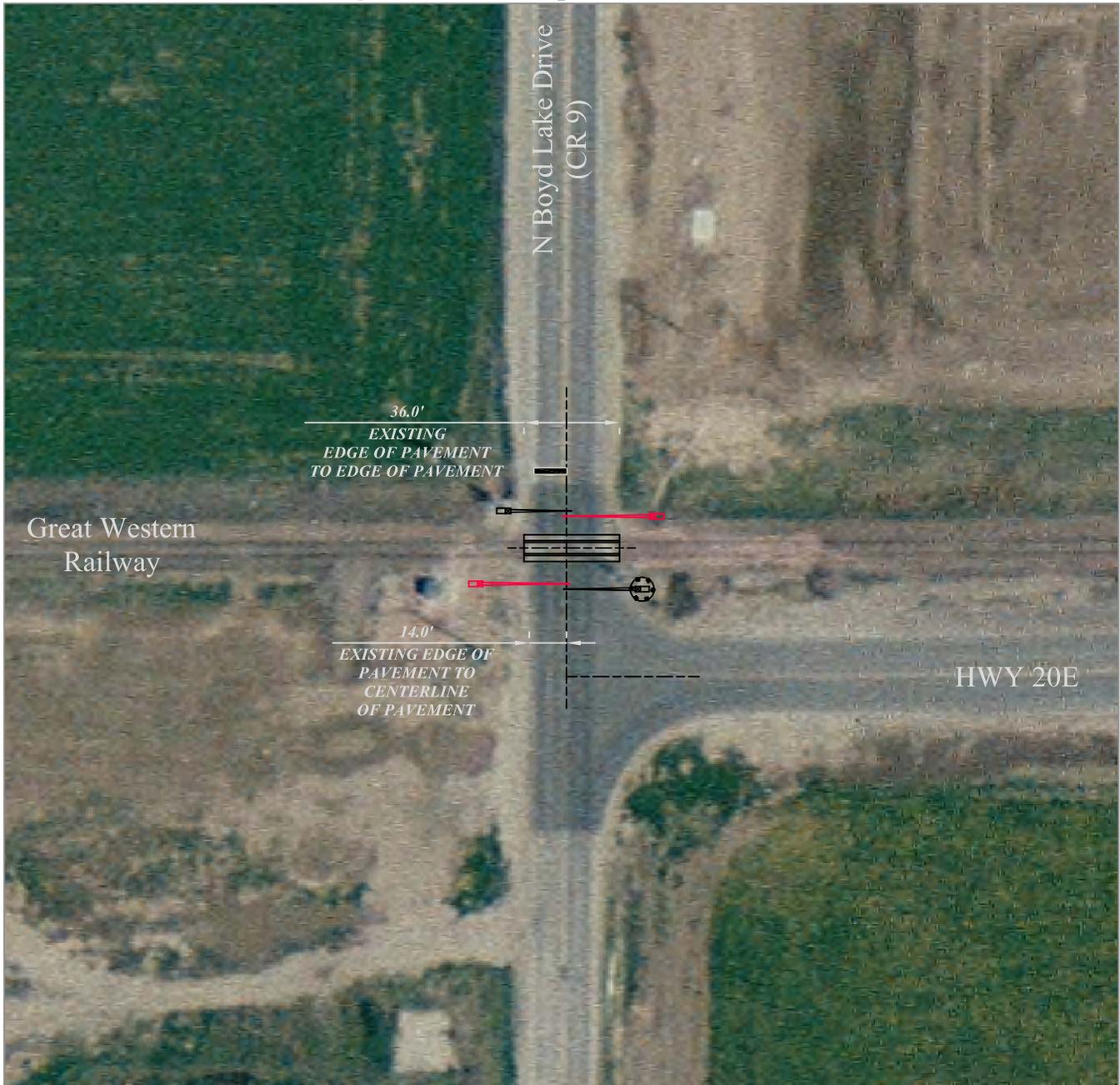


N Boyd Lake Drive (CR 9)

US DOT #872127V

Main Line

SSM: 4-Quadrant Gates (Option 1)

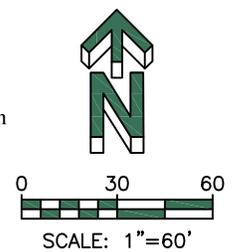


NOTES:

1. Has CWT Circuitry.
2. 2030 Projection: 4-lane Major Arterial

LEGEND:

- | | | | |
|--|---|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Guardrail | | Proposed Sign |
| | Existing Sign | | |
| | Approximate centerline of road or railway
(where needed for reference) | | |



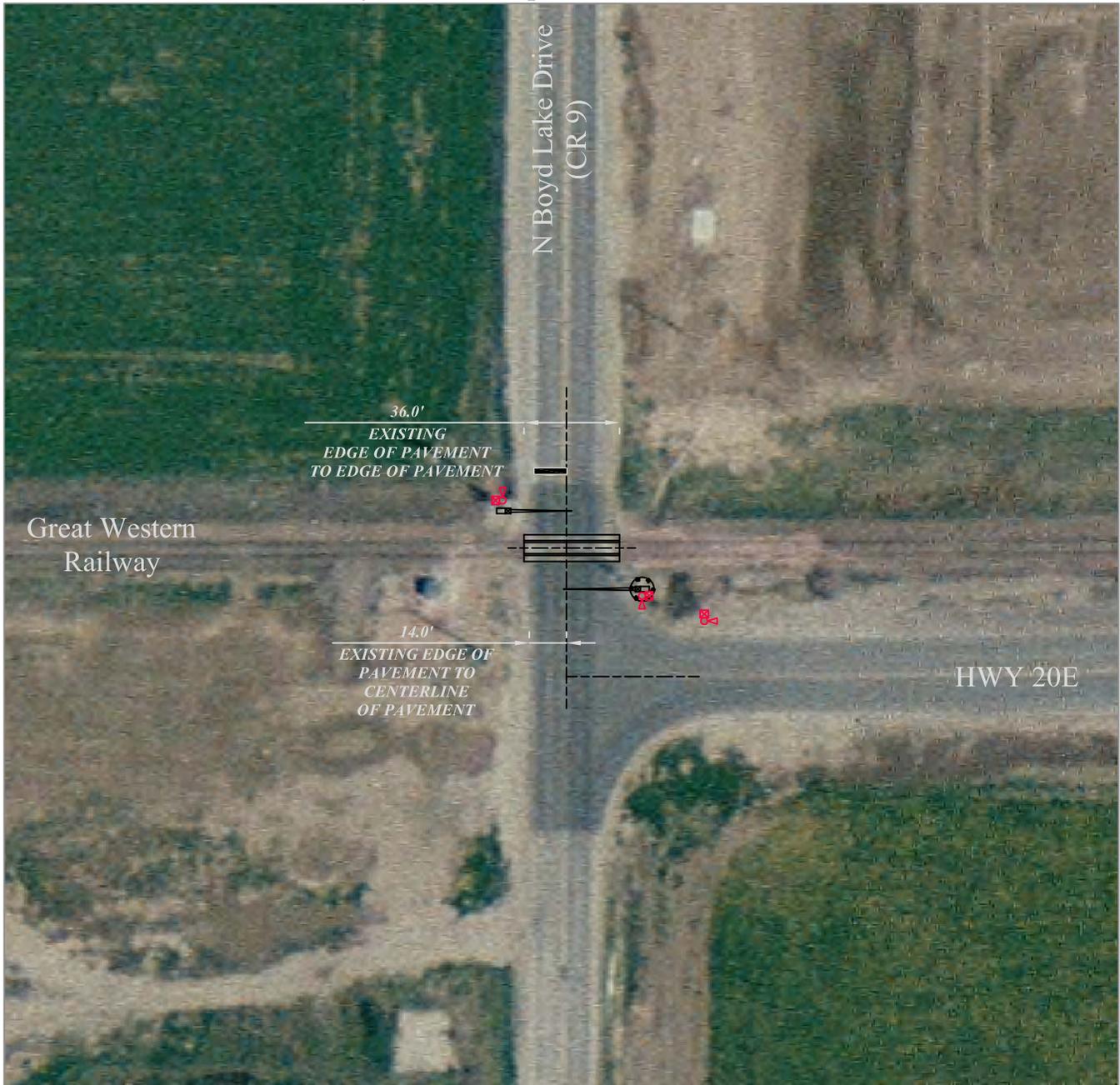


N Boyd Lake Drive (CR 9)

US DOT #872127V

Main Line

SSM: Wayside Horns (Option 2)

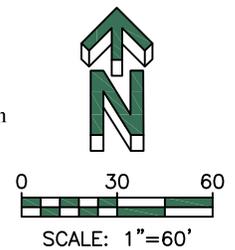


NOTES:

1. Has CWT Circuitry.
2. 2030 Projection: 4-lane Major Arterial

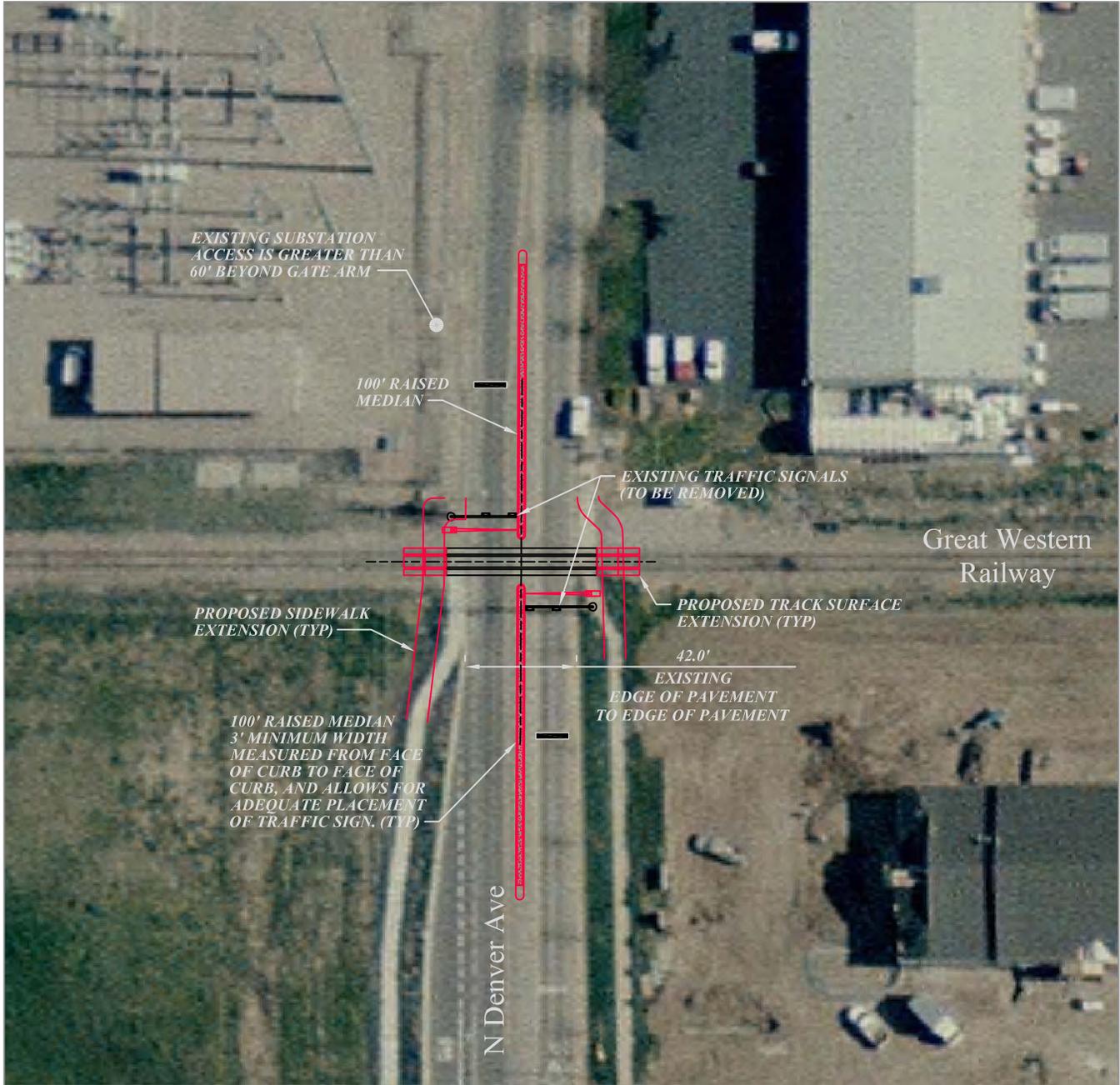
LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Guardrail | | Proposed Sign |
| | Existing Sign | | |
| | Approximate centerline of road or railway (where needed for reference) | | |





N Denver Ave
 US DOT #872128C
 Main Line
 SSM: Raised Median with Gates

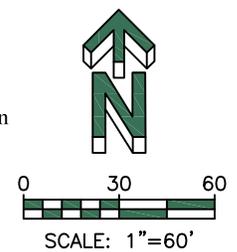


NOTES:

1. Has CWT Circuitry.
2. 2030 Projection: 2-lane Minor Arterial
3. Incorporate raised median and restripe within existing paved area.

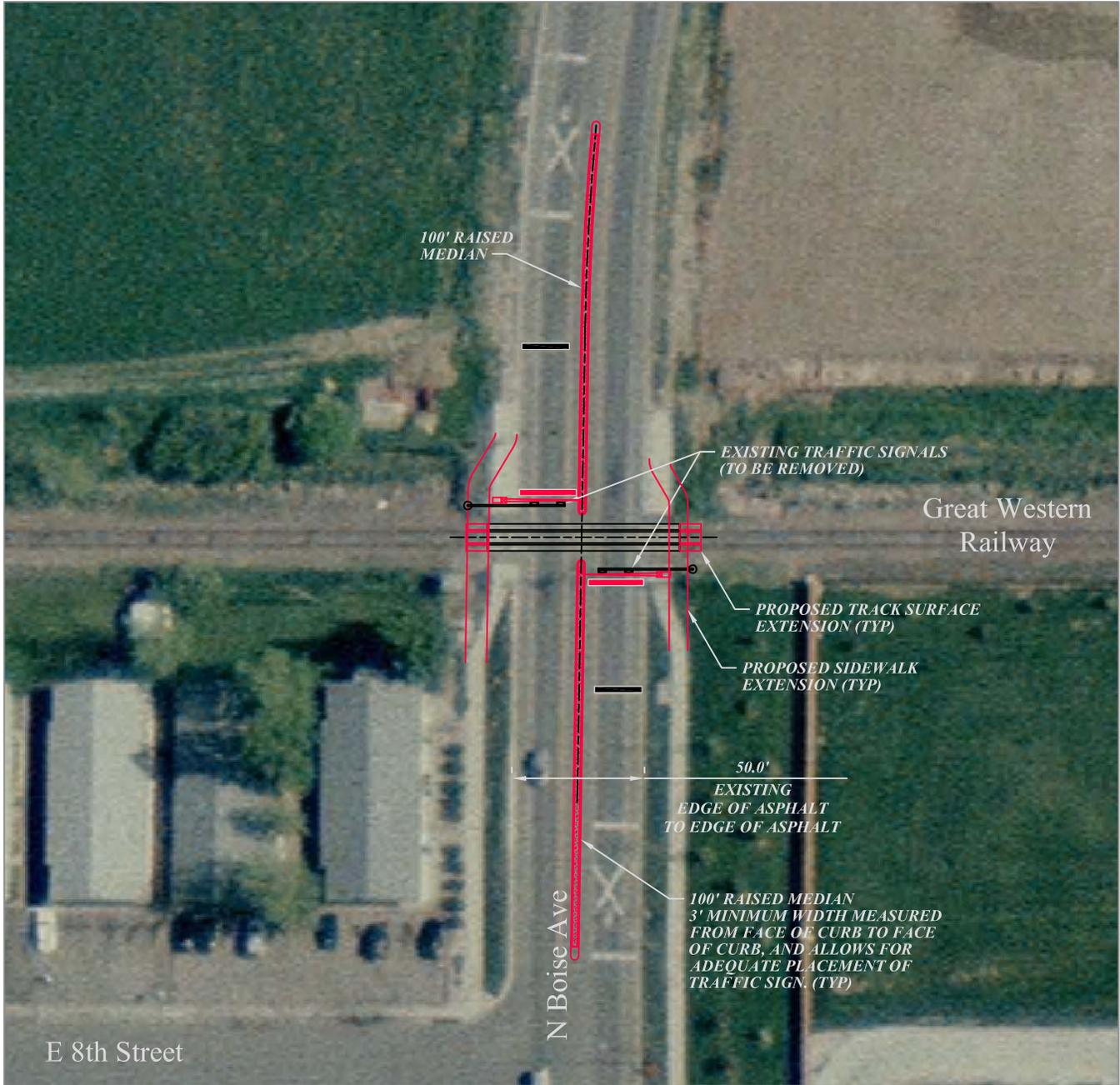
LEGEND:

- | | | | |
|---|--|--|-----------------------|
|  | Existing Gate |  | Proposed Gate |
|  | Existing Stop Bar |  | Proposed Median |
|  | Existing Cantilever |  | Proposed Wayside Horn |
|  | Existing Sign |  | Proposed Sign |
|  | Approximate centerline of road or railway (where needed for reference) | | |





N Boise Ave
 US DOT #921967R
 Main Line
 SSM: Raised Median with Gates

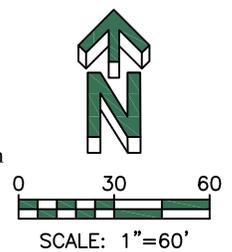


NOTES:

1. Has CWT Circuitry.
2. 2030 Projection: 2-lane Minor Arterial
3. Incorporate raised median and restripe within existing paved area.

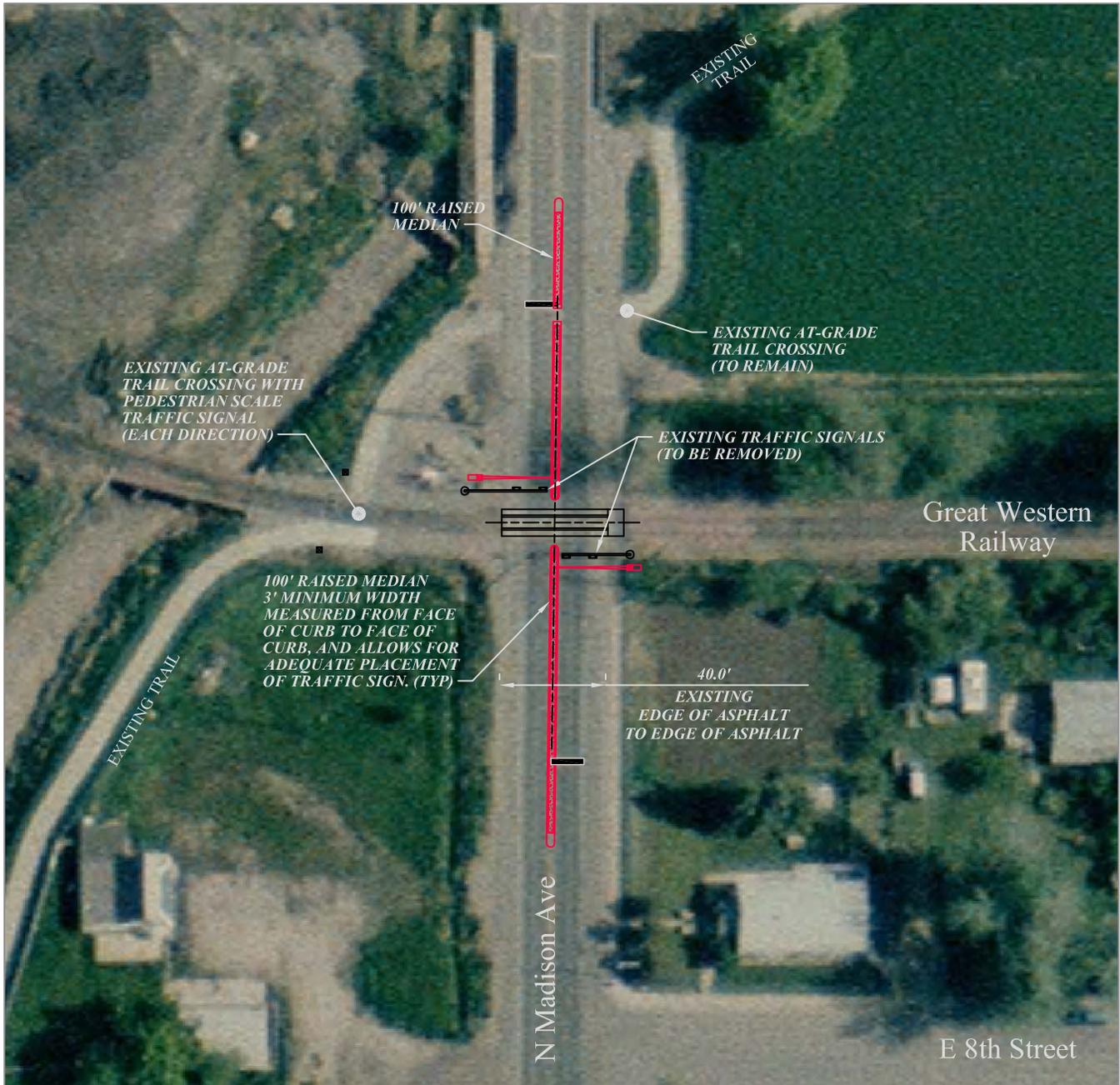
LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Stop Bar |
| | Existing Sign | | Proposed Wayside Horn |
| | Approximate centerline of road or railway (where needed for reference) | | Proposed Sign |





N Madison Ave
 US DOT #872129J
 Main Line
 SSM: Raised Median with Gates

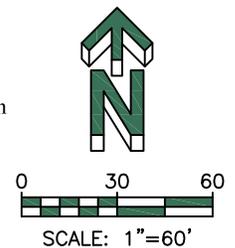


NOTES:

1. No train detection; needs CWT Circuitry and new bungalow.
2. 2030 Projection: 2-lane Minor Arterial
3. Incorporate raised medians and restripe within existing paved area.
4. At-grade trail crossing 800 ft west of Madison Ave requires modification to be within the Quiet Zone.

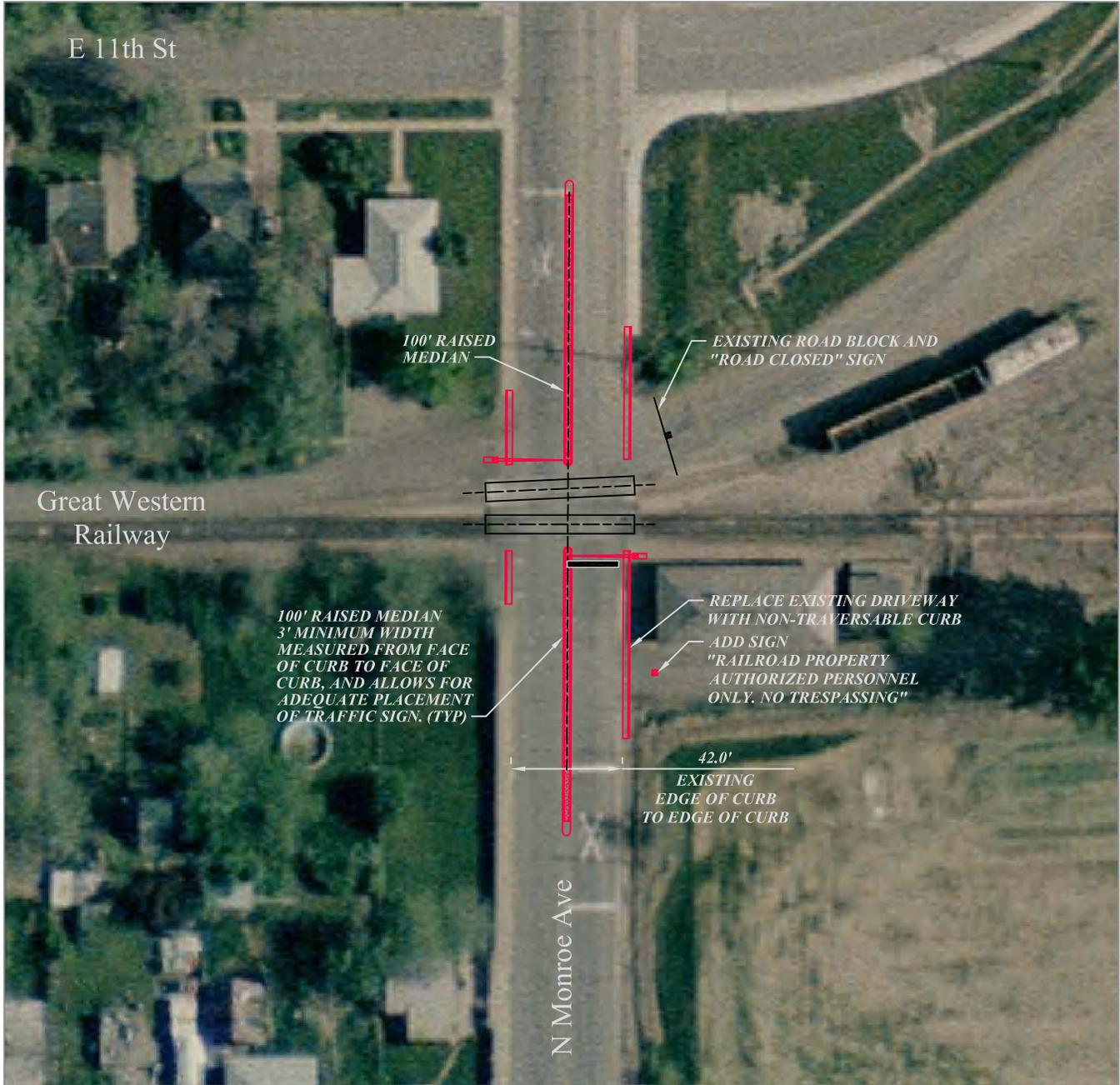
LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





N Monroe Ave
 US DOT #872130D
 Main Line
 SSM: Raised Median with Gates

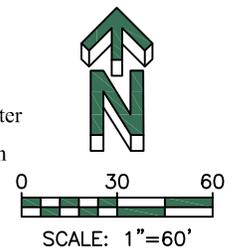


NOTES:

1. No train detection; needs CWT Circuitry and new bungalow.
2. 2030 Projection: Minor Collector
3. Incorporate raised medians and restripe within existing paved area.
4. Existing NB sign indicates "3 TRACKS". One track has been removed; need sign correction to indicate "2 TRACKS".

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





N Washington Ave
 US DOT #872131K
 Main Line
 SSM: 4-Quadrant Gates

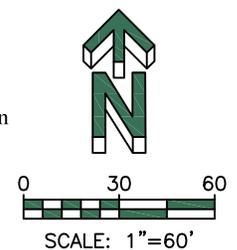


NOTES:

1. No train detection; needs CWT Circuitry and new bungalow.
2. 2030 Projection: Major Collector
3. Roadway is wide enough to incorporate raised medians, but access on NW quadrant is within 60' and does not appear to have option for relocation or closure.

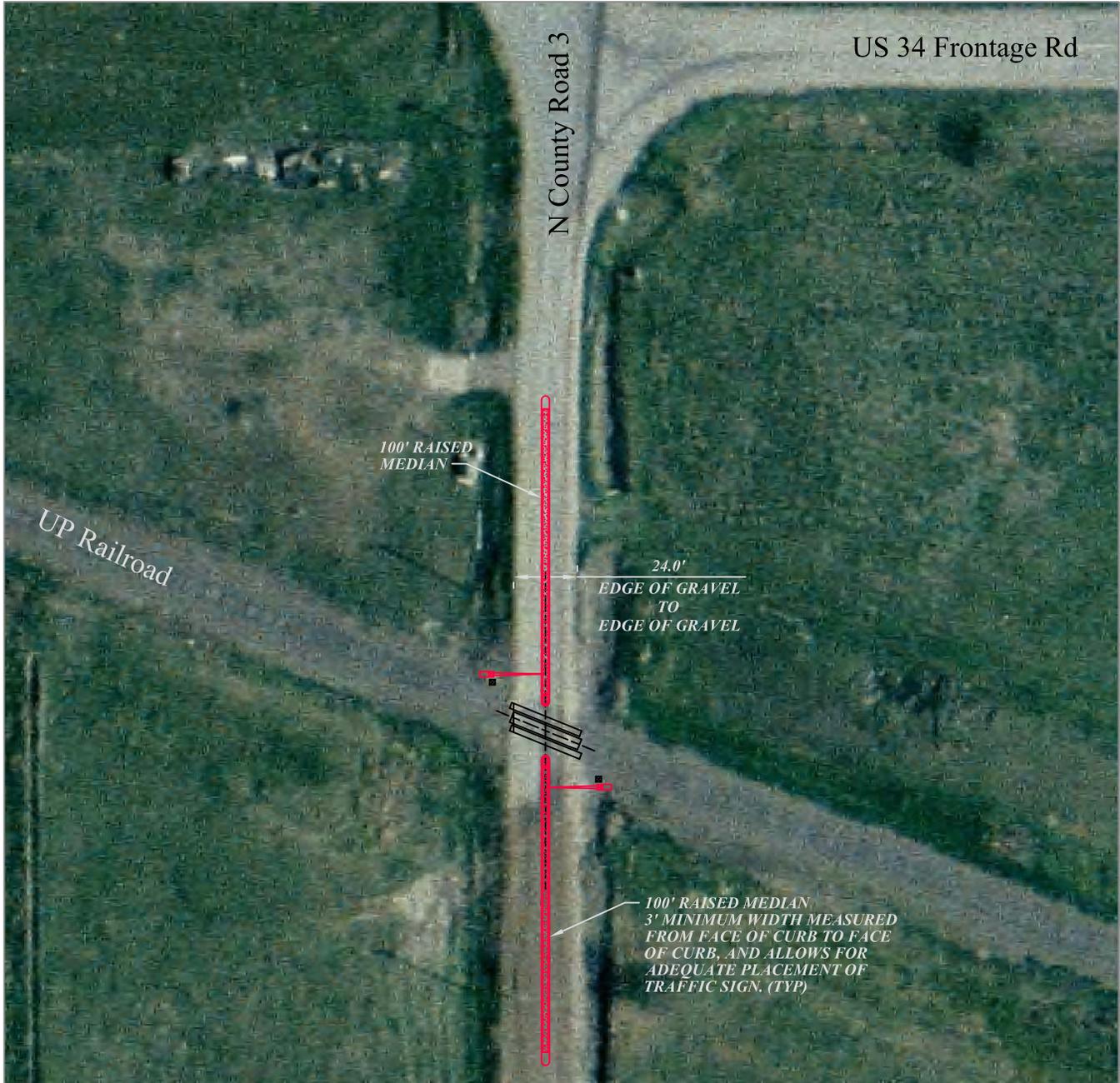
LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





County Road 3
 US DOT #804495B
 Main Line
 SSM: Raised Median with Gates

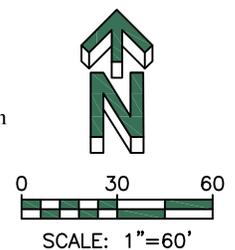


NOTES:

1. No train detection; needs CWT Circuitry and new bungalow.
2. 2030 Projection: 2-lane Minor Arterial
3. Consider in conjunction with US 34 improvements due to proximity: (within 1/4 mile)
 - a. US 34 Xing 900 feet northwest of County Road 3 Xing

LEGEND:

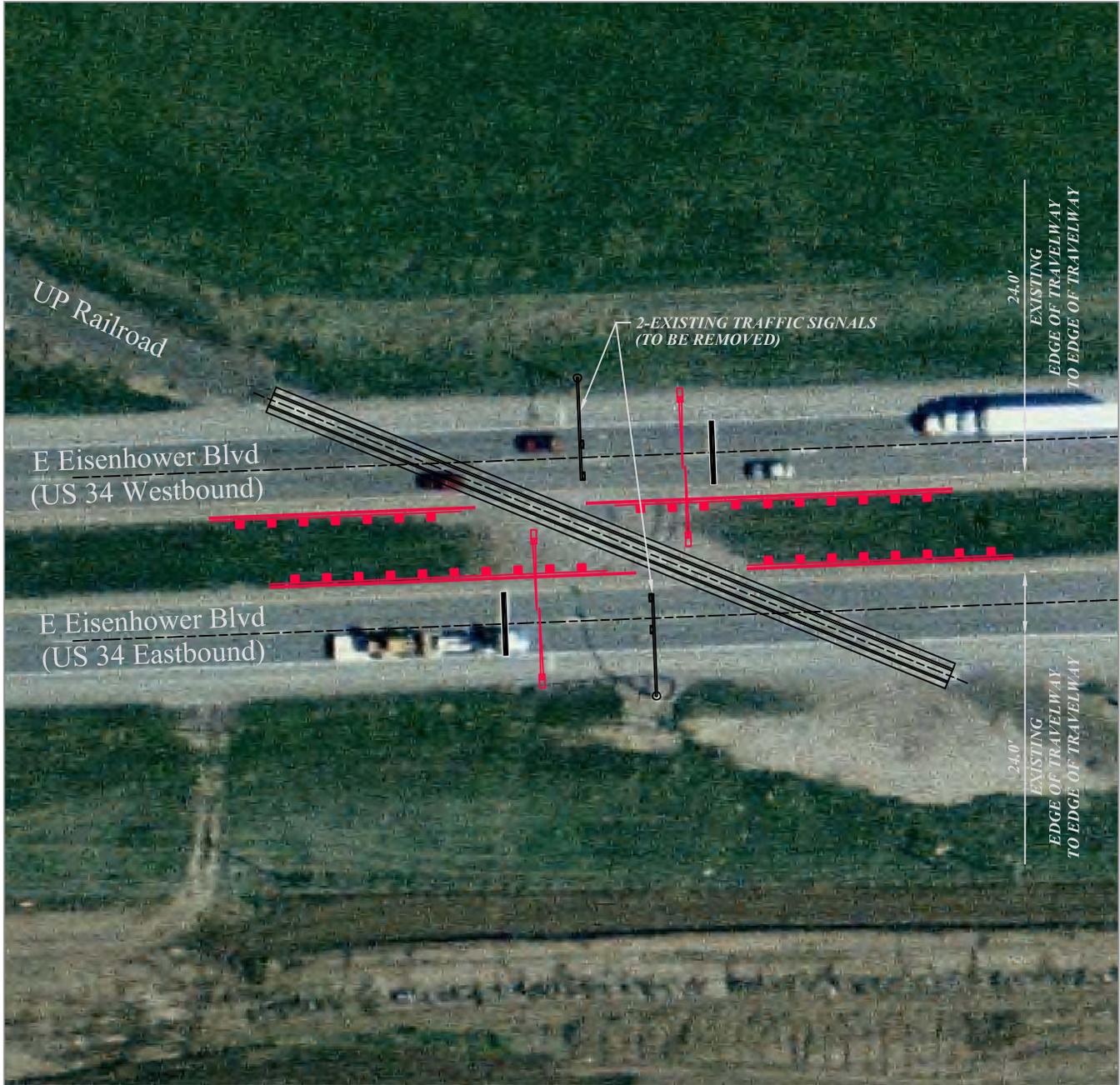
- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





E Eisenhower Boulevard (US 34)
US DOT #804498W
Main Line
SSM: Raised Median with Gates

Concept Crossing Improvements

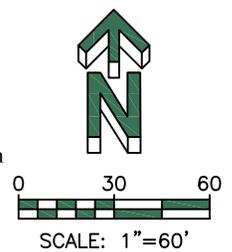


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. May be improved in 2009 via Section 130 Funds.
3. 2030 Projection: 6-lane Expressway

LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed 6" Curb |
| | Existing Cantilever | | Proposed Guardrail |
| | Existing Sign | | Proposed Wayside Horn |
| | Approximate centerline of road or railway (where needed for reference) | | Proposed Sign |

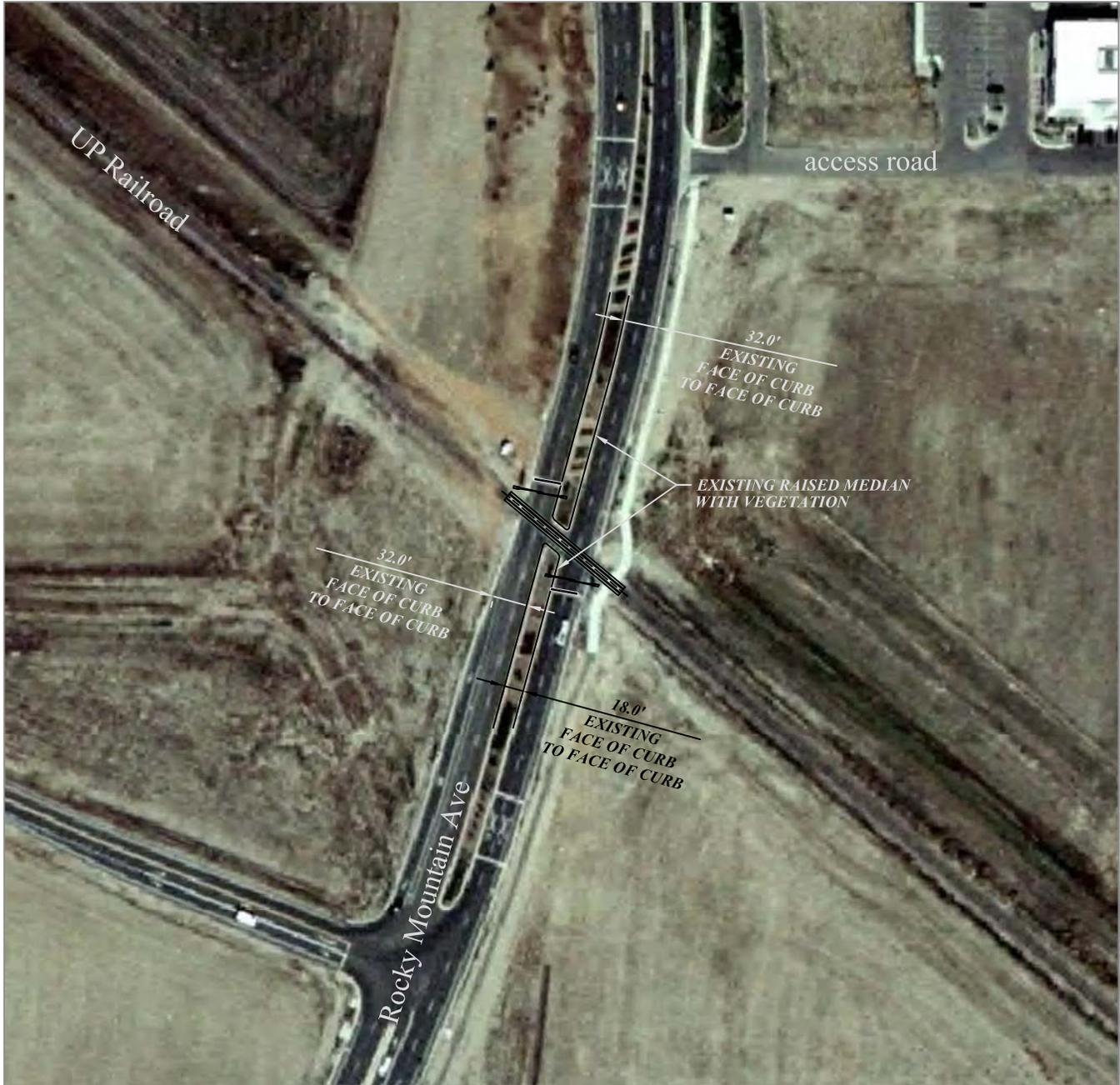




Rocky Mountain Ave
 US DOT #920313E
 Main Line

Concept Crossing Improvements

SSM: Existing Raised Median with Gates (No Additional Improvements Needed)

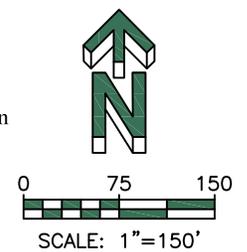


NOTES:

1. Has CWT Circuitry, gates, and raised medians greater than 100 ft in length.
2. No additional improvements needed for Quiet Zone establishment.

LEGEND:

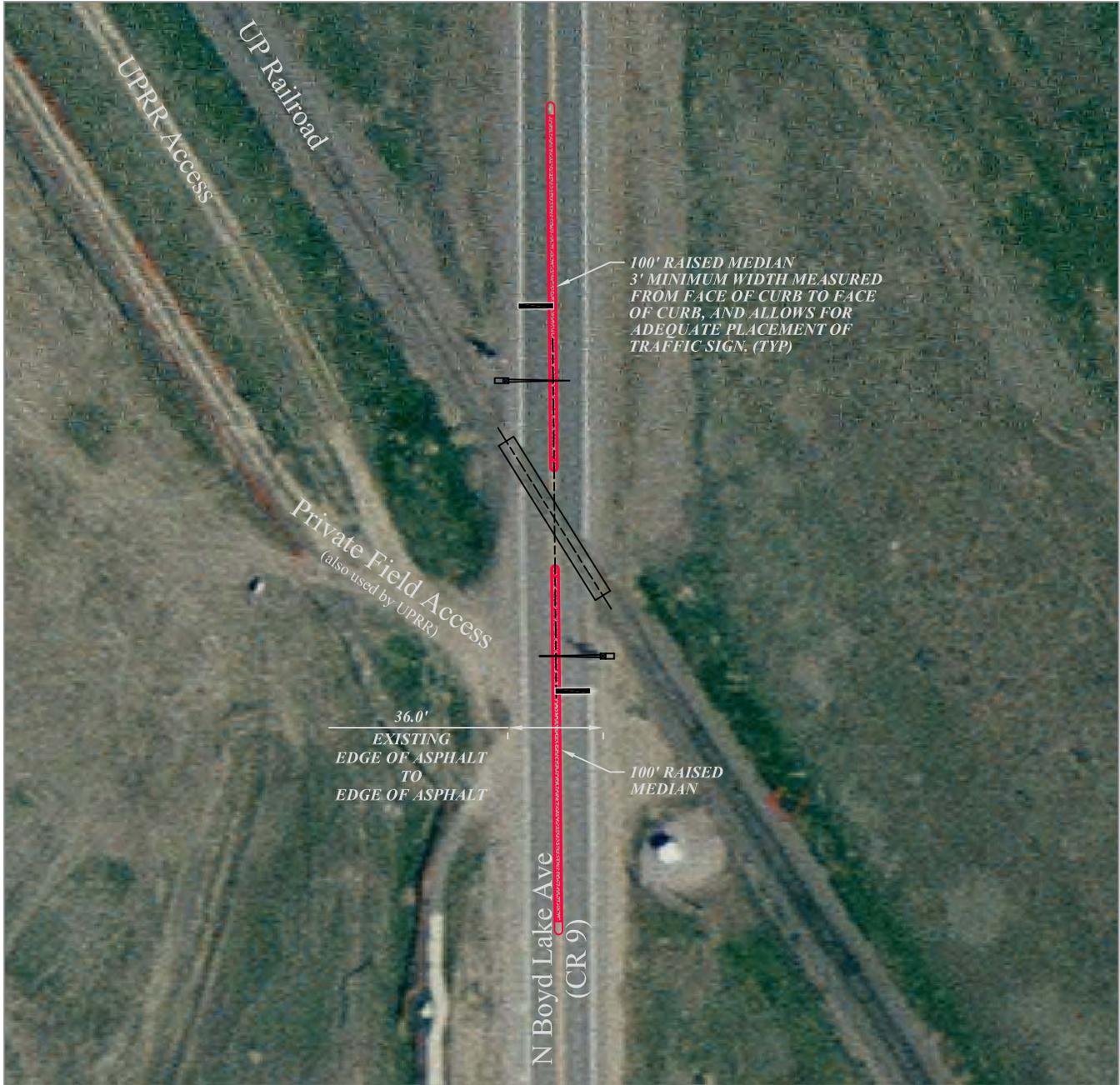
- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





N Boyd Lake Ave (CR 9)
US DOT #804500V
Main Line
SSM: Raised Median with Gates

Concept Crossing Improvements

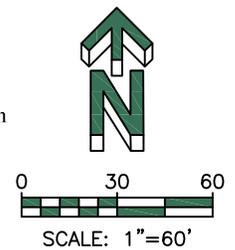


NOTES:

1. No train detection; needs CWT Circuitry and new bungalow.
2. 2030 Projection: 4-lane Major Arterial

LEGEND:

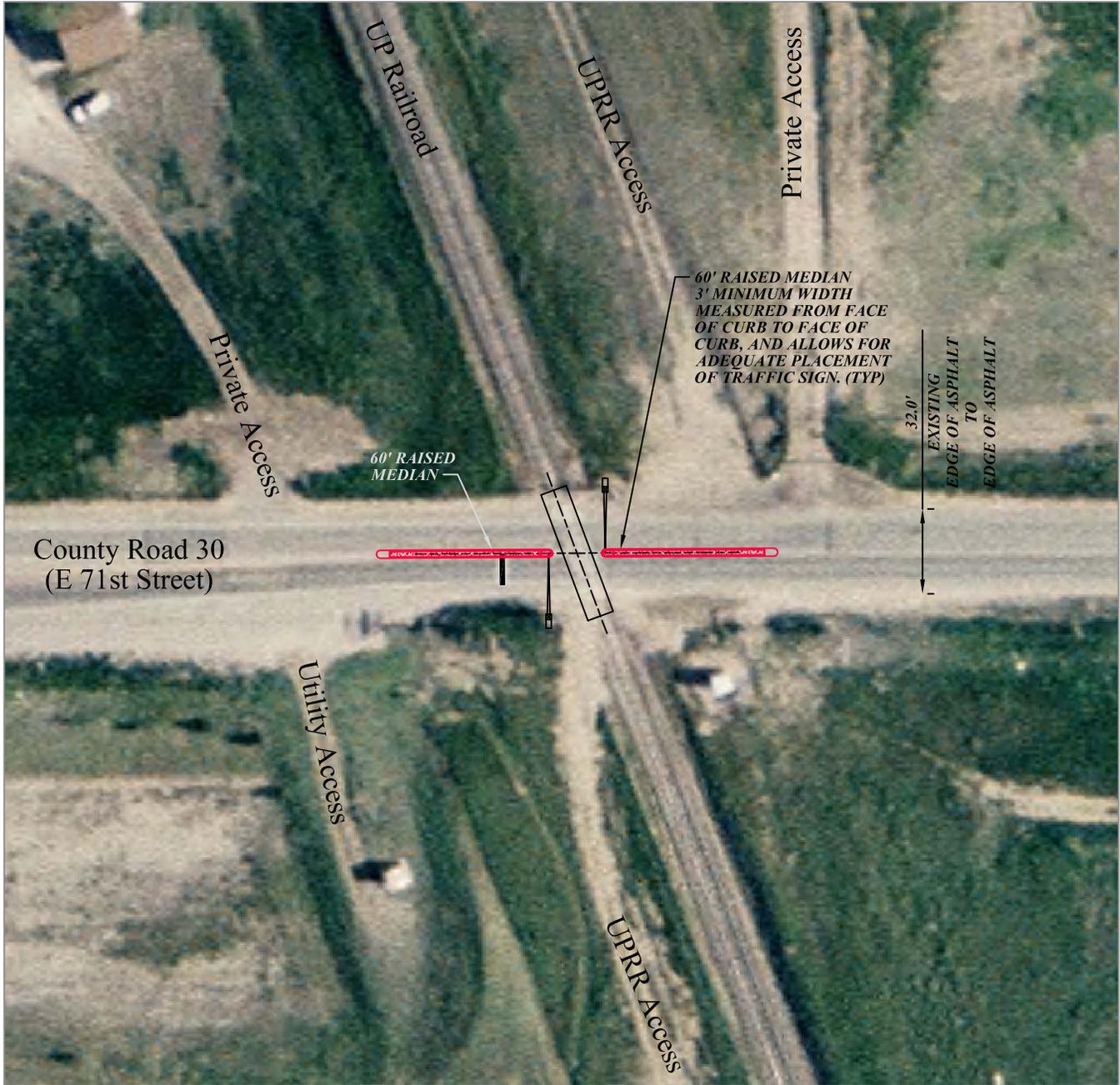
- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





County Road 30 (E 71st Street)
 US DOT #804315B
 Main Line
 SSM: Raised Median with Gates (Option 1)

Concept Crossing Improvements

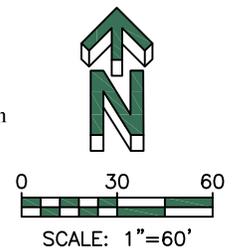


NOTES:

1. No train detection; needs CWT Circuitry and new bungalow.
2. 2030 Projection: 2-lane Minor Arterial

LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





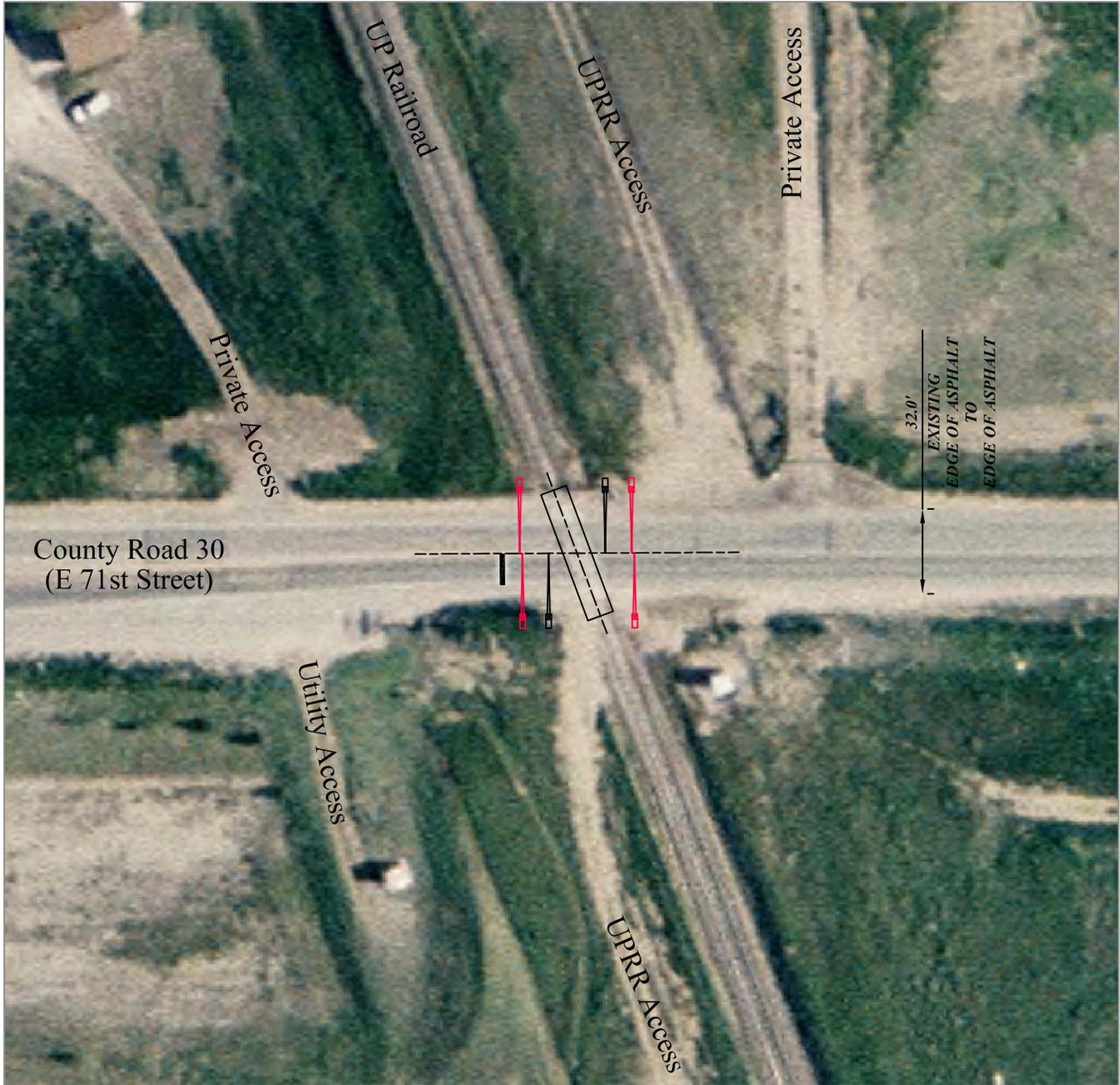
County Road 30 (E 71st Street)

US DOT #804315B

Main Line

SSM: 4-Quadrant Gates (Option 2)

Concept Crossing Improvements

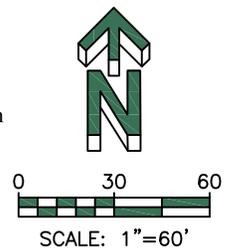


NOTES:

1. No train detection; needs CWT Circuitry and new bungalow.
2. 2030 Projection: 2-lane Minor Arterial

LEGEND:

- | | | | |
|--|--|--|-----------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





42nd Street SW (CR 14)
 US DOT #245027M
 Main Line
 SSM: Wayside Horns (Option 1)

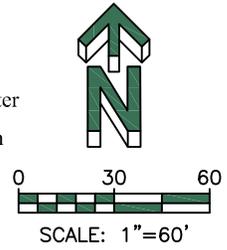


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Consider wayside horns on commercial NE quadrant and school SW quadrant. May be acceptable to residential areas on SE and NW quadrants.

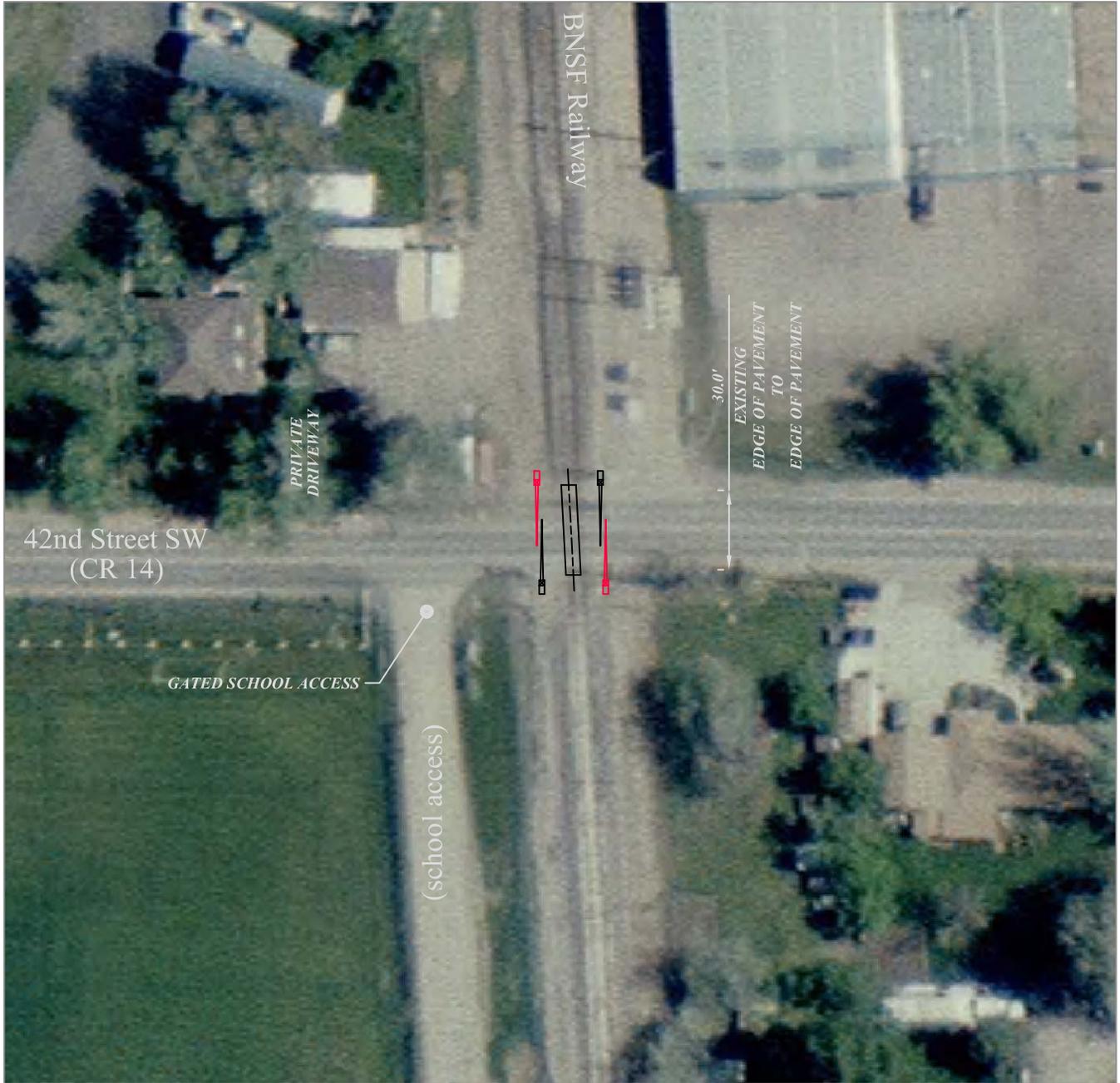
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





42nd Street SW (CR 14)
 US DOT #245027M
 Main Line
 SSM: 4-Quadrant Gates (Option 2)

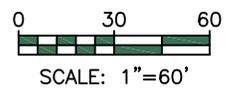


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |



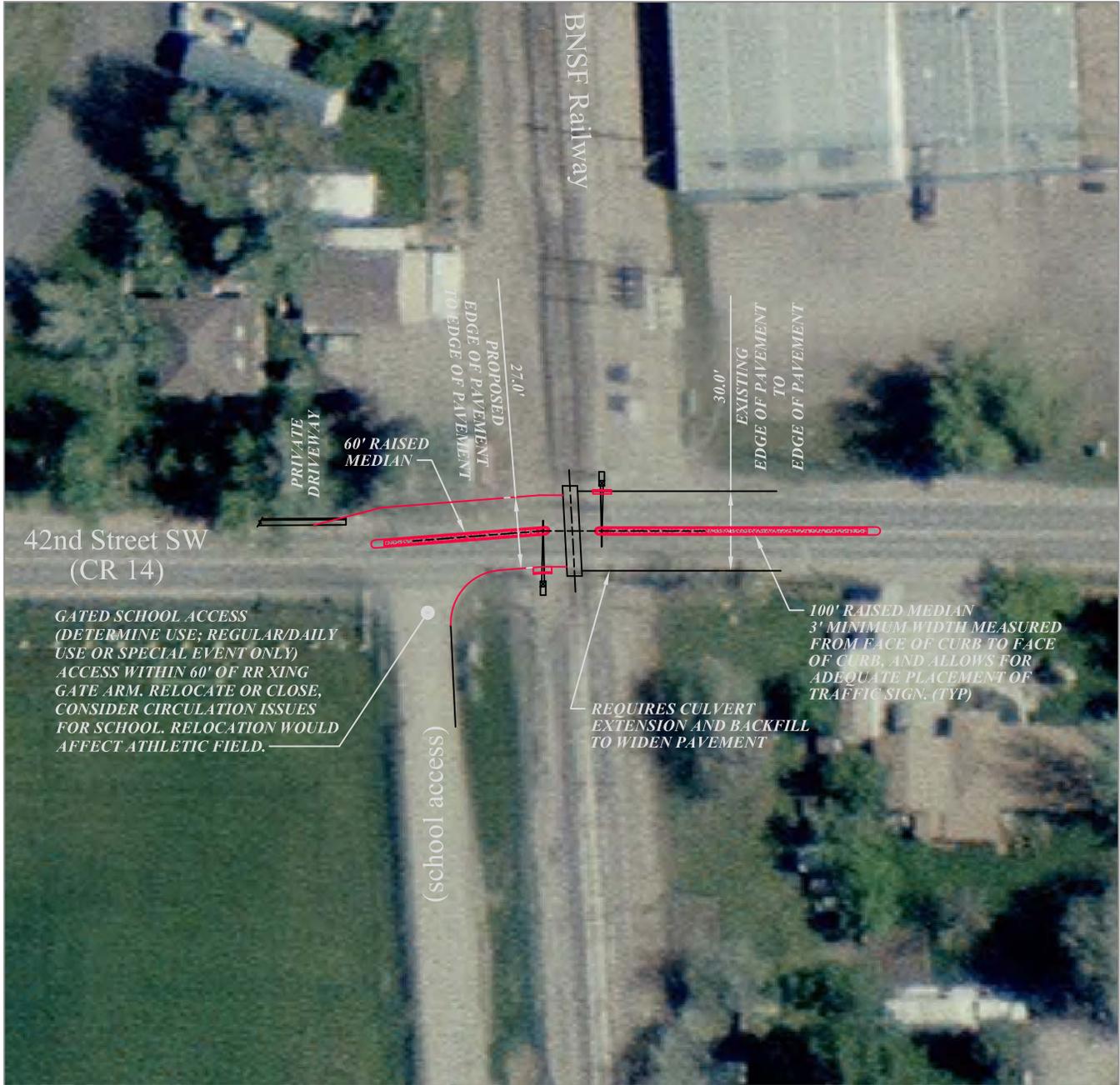


42nd Street SW (CR 14)

US DOT #245027M

Main Line

SSM: Raised Median with Gates (Option 3)

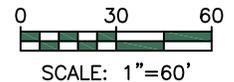


NOTES:

- Needs CWT Circuitry and new bungalow.
- 2030 Projection: No projected roadway improvements at crossing.

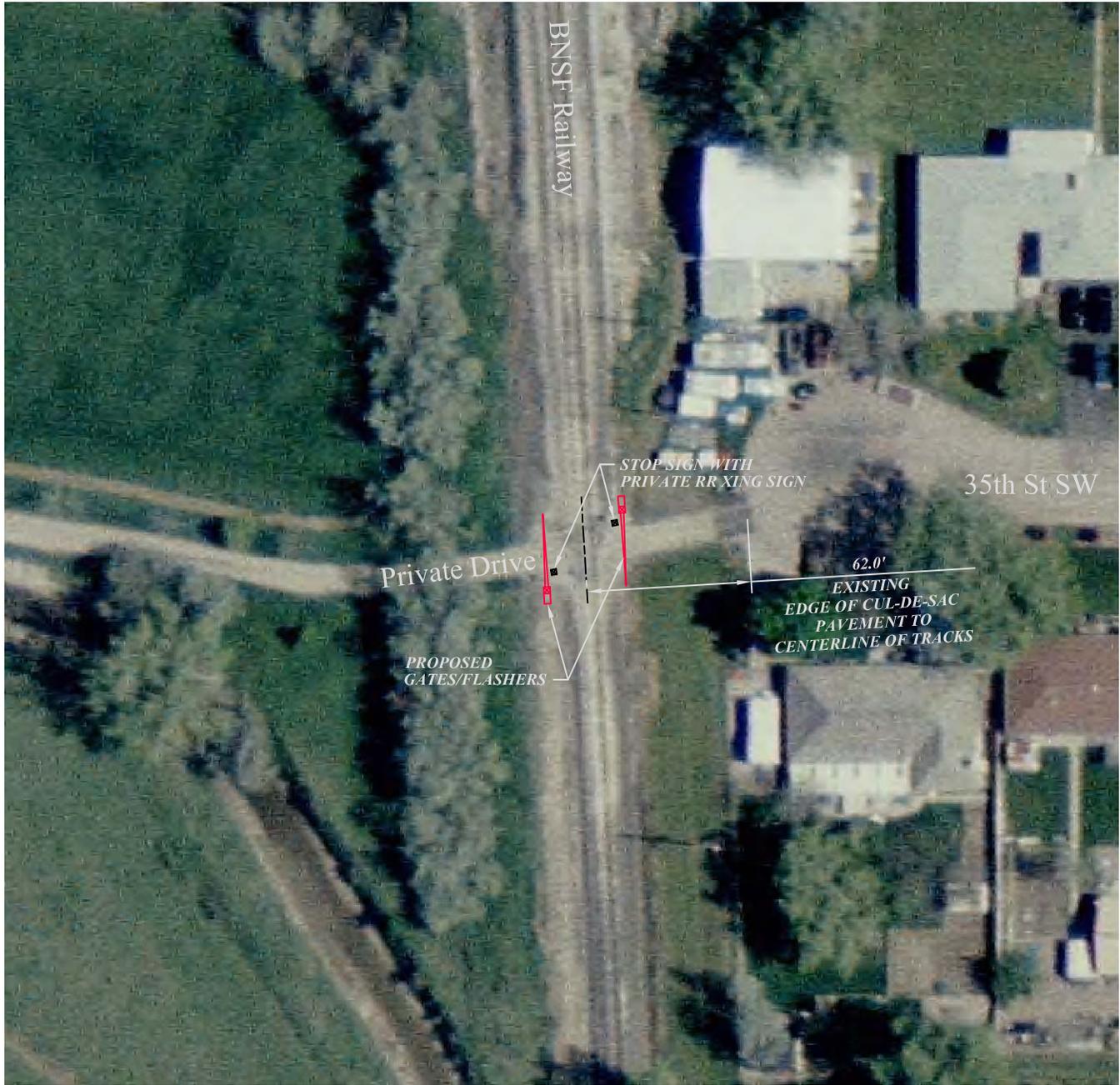
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





Private Drive
 US DOT #245028U
 Main Line
 Safety Improvements: Gates with Flashers per BNSF

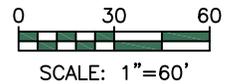


NOTES:

1. No train detection circuitry.
2. Private crossing used for residential access.
3. Safety improvements shown per BNSF recommendation at diagnostic review.

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |



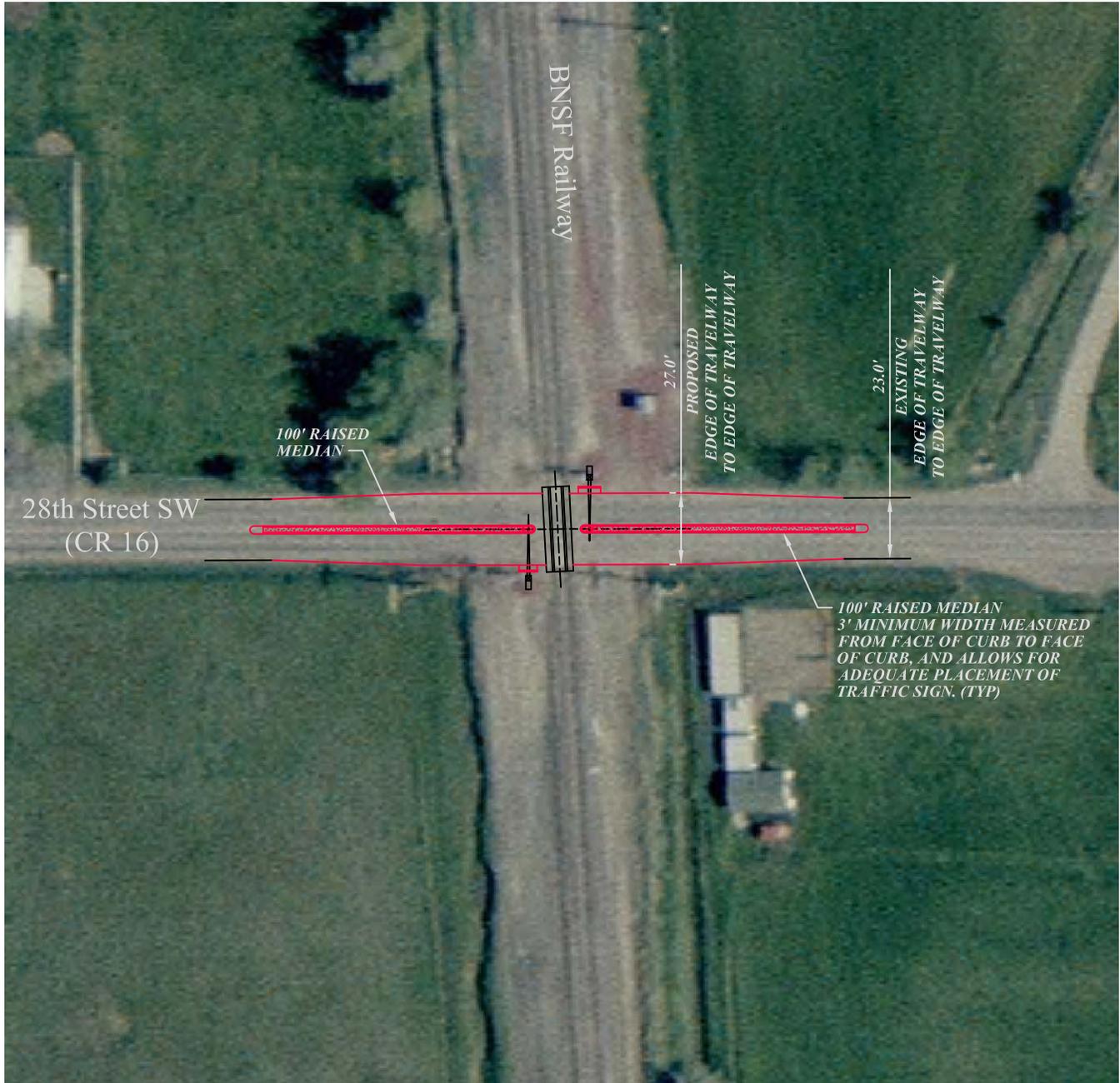


28th Street SW (CR 16)

US DOT #245029B

Main Line

SSM: Raised Median with Gates (Option 1)

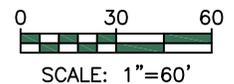


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

LEGEND:

- | | | | |
|--|---|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway
(where needed for reference) | | |





28th Street SW (CR 16)
 US DOT #245029B
 Main Line
 SSM: Wayside Horns (Option 2)

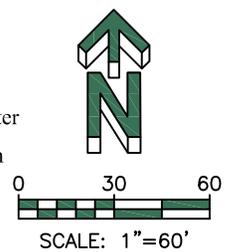


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

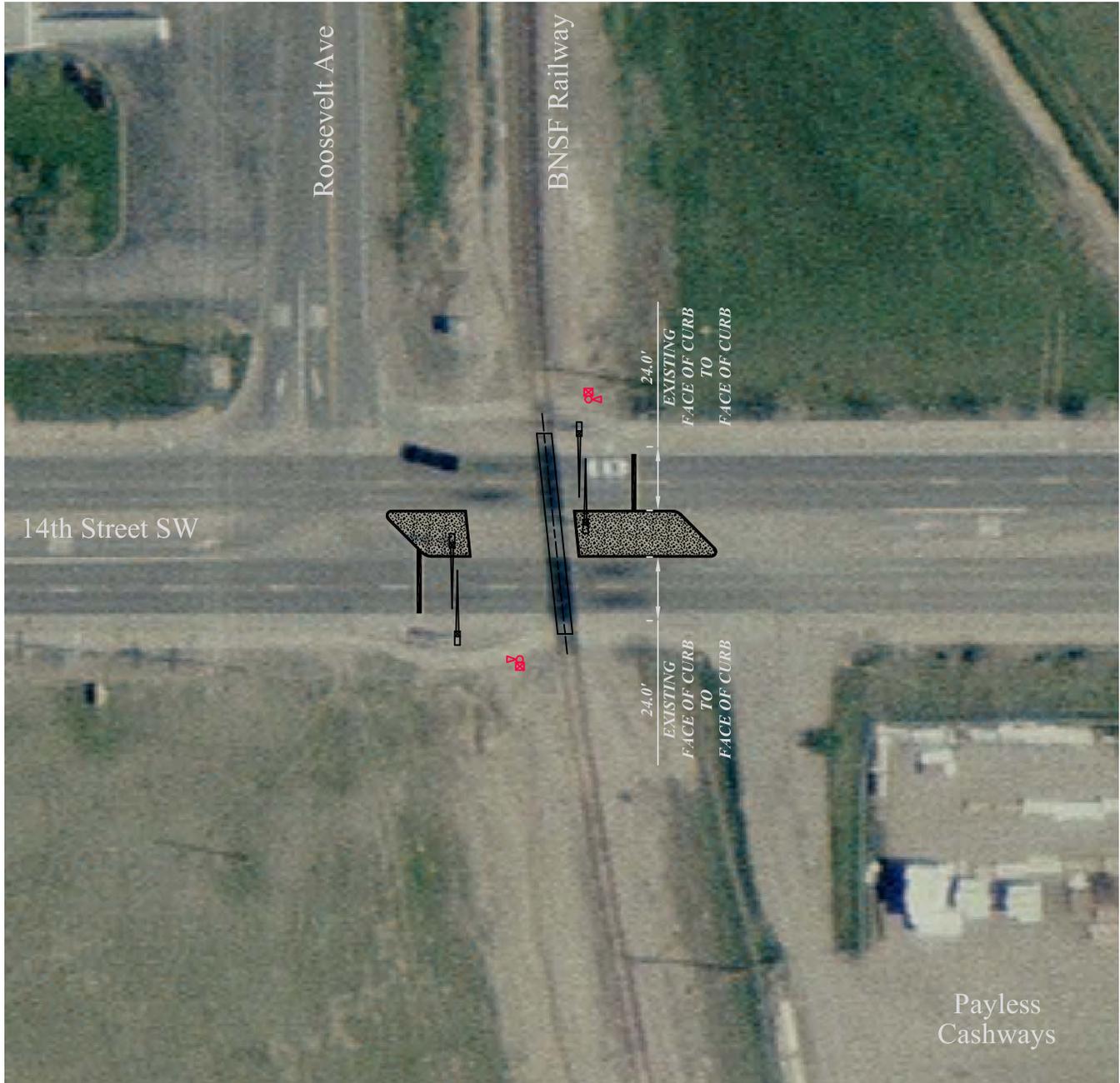
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





14th Street SW (CR 18)
 US DOT #245030V
 Main Line
 SSM: Wayside Horns (Option 1)

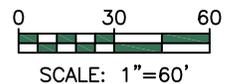


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Wayside horns may be acceptable at this crossing, however there are residential properties on the SW quadrant and up the hill. Remaining quadrants are commercial or open land.
4. Assumes Roosevelt Ave and Payless Cashways accesses cannot be relocated or closed.

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Median | | Proposed Gate |
| | Existing Stop Bar | | Proposed Median |
| | Existing Cantilever | | Proposed Curb and Gutter |
| | Existing Sign | | Proposed Wayside Horn |
| | Approximate centerline of road or railway (where needed for reference) | | Proposed Sign |





14th Street SW (CR 18)

US DOT #245030V

Main Line

SSM: 4-Quadrant Gates (Option 2)

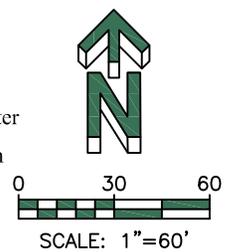


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

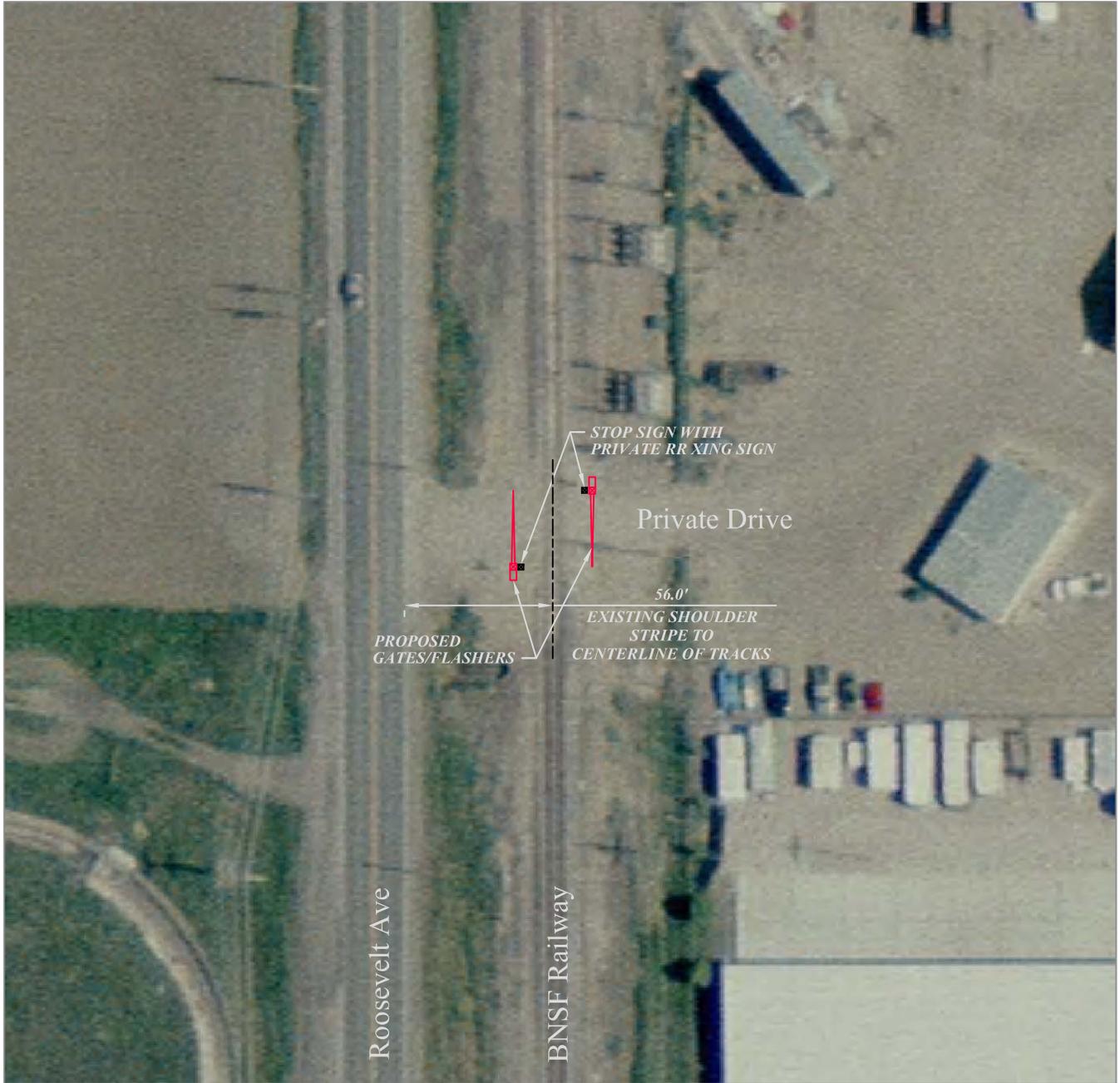
LEGEND:

- | | | | |
|--|---|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway
(where needed for reference) | | |





Private Drive
 US DOT #245031C
 Main Line
 Safety Improvements: Gates with Flashers per BNSF

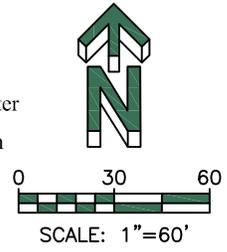


NOTES:

1. No train detection circuitry.
2. Private crossing used for commercial access.
3. Safety improvements shown per BNSF recommendation at diagnostic review.
4. Consider wayside horns due to commercial/industrial use of the private access.

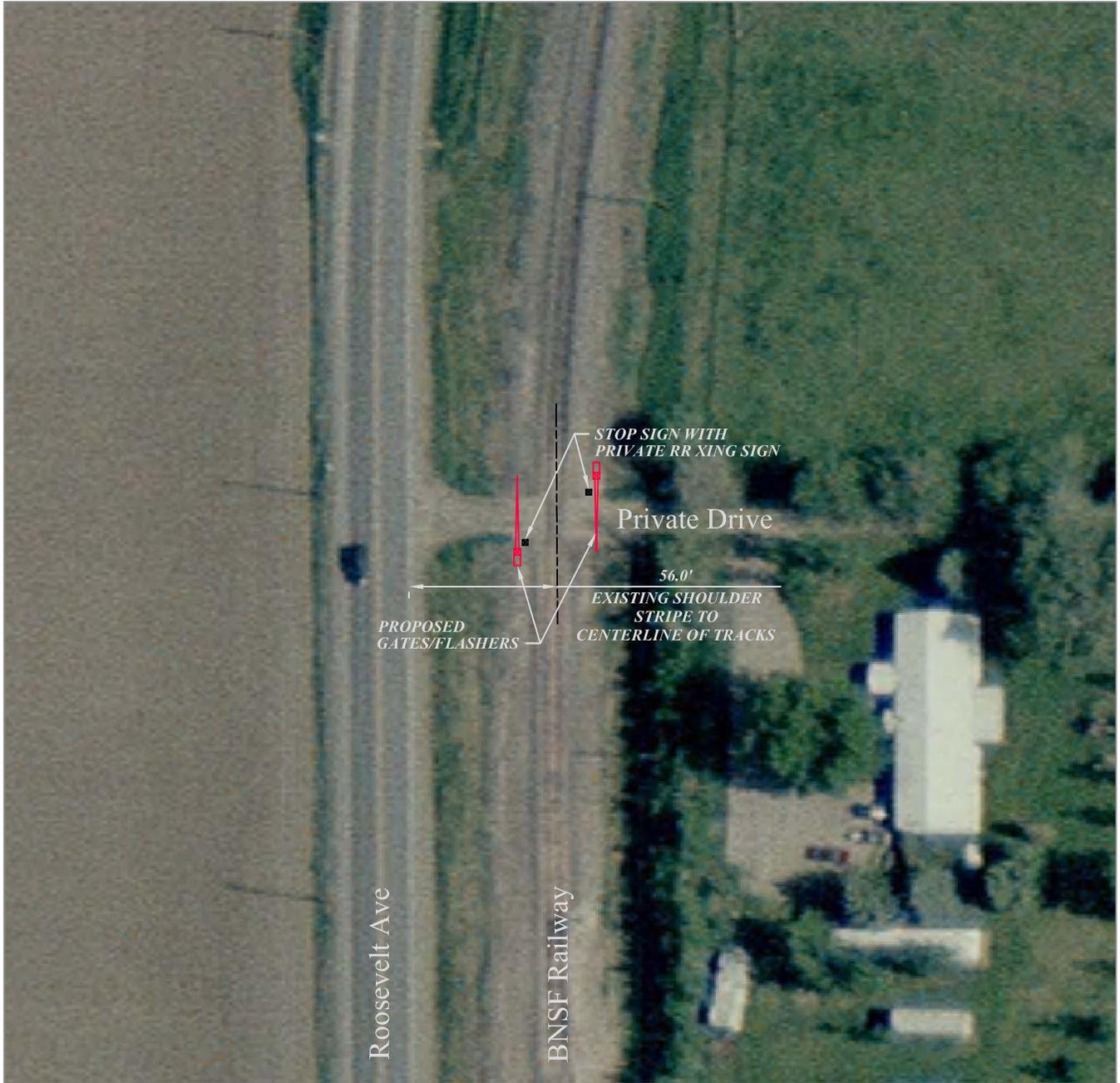
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





Private Drive
 US DOT #245032J
 Main Line
 Safety Improvements: Gates with Flashers per BNSF

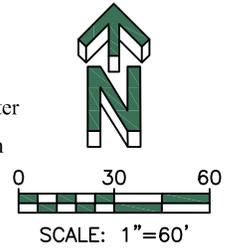


NOTES:

1. No train detection circuitry.
2. Private crossing used for residential access.
3. Safety improvements shown per BNSF recommendation at diagnostic review.

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





S Roosevelt Ave
 US DOT #245033R
 Main Line
 SSM: Wayside Horns (Option 1)

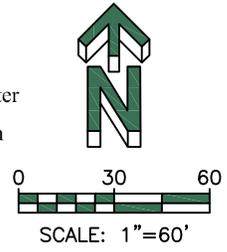


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

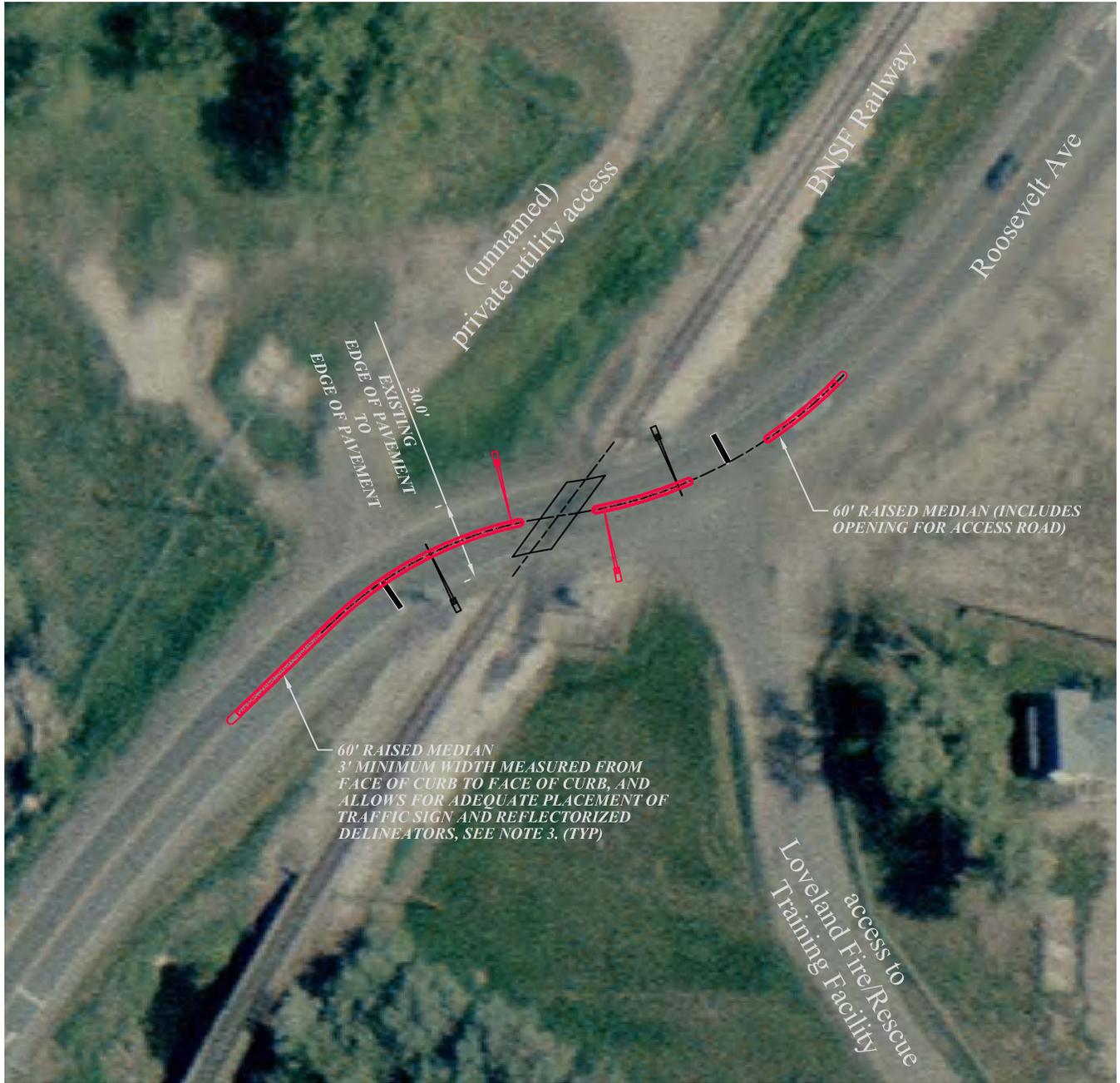
LEGEND:

	Existing Gate		Proposed Gate
	Existing Median		Proposed Median
	Existing Stop Bar		Proposed Curb and Gutter
	Existing Cantilever		Proposed Wayside Horn
	Existing Sign		Proposed Sign
	Approximate centerline of road or railway (where needed for reference)		





S Roosevelt Ave
 US DOT #245033R
 Main Line
 SSM: 4-Quadrant Gates (Option 2)

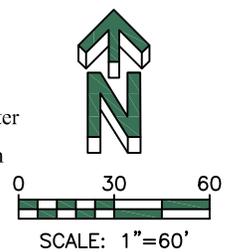


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No Changes
3. Raised medians have reflectorized delineators for nighttime visibility.

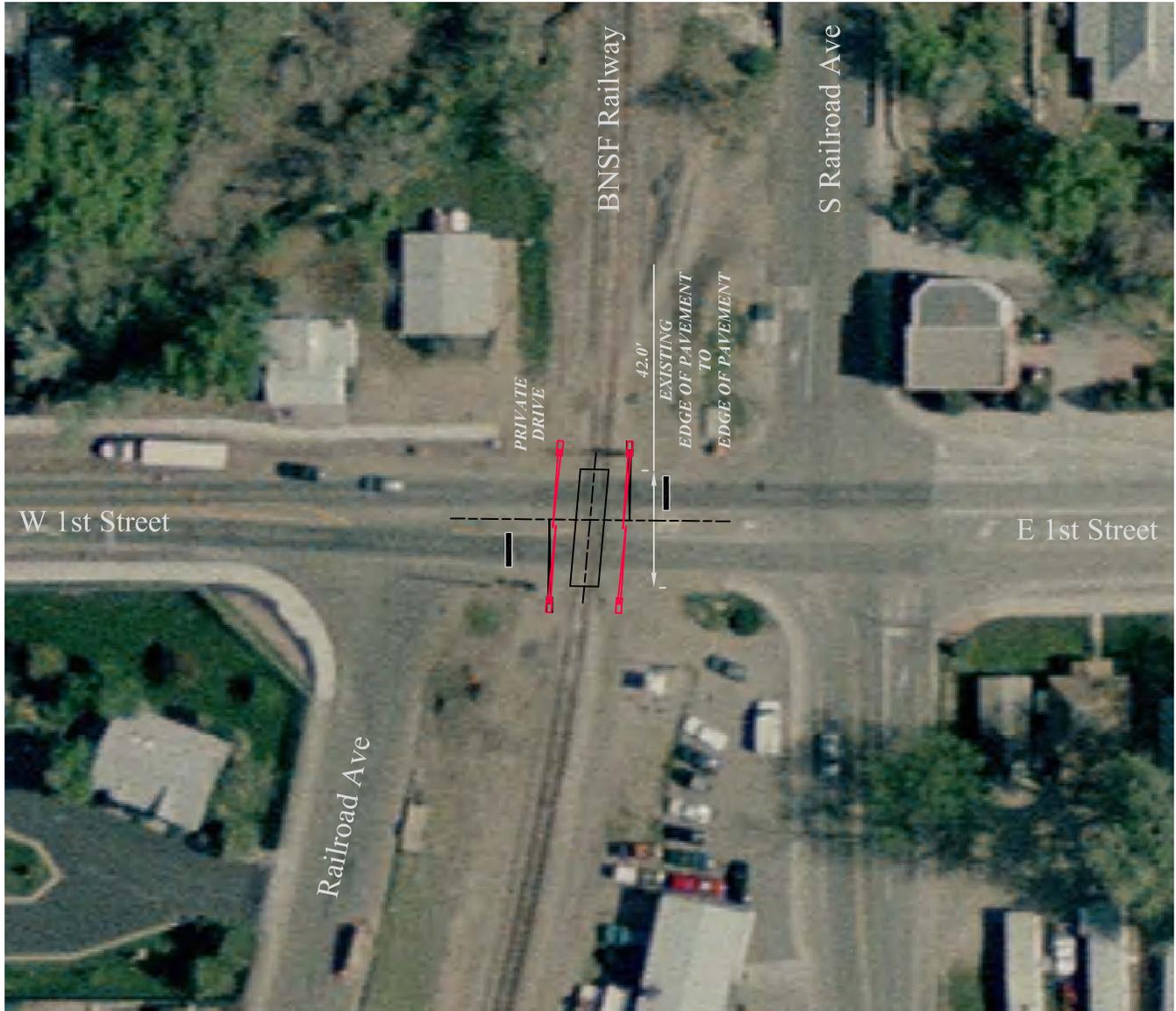
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





E 1st Street
US DOT #245035E
Main Line
SSM: 4-Quadrant Gates

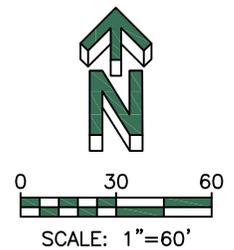


NOTES:

1. Train detection is DC/AFO. Needs CWT circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Railroad Ave within 60' of track on east side; accesses on southwest and southeast quadrants within 60'. Assume relocation of accesses is not possible.
4. Needs to be addressed as a corridor due to proximity: (within 0.25 mile)
 - a. W 4th St 1,000 ft north of W 1st St
 - b. Roosevelt Ave 0.55 miles south of W 1st St

LEGEND:

- Existing Gate
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Approximate centerline of road or railway (where needed for reference)
- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter
- Proposed Wayside Horn
- Proposed Sign





E 4th Street
 US DOT #245038A
 Main Line
 SSM: 4-Quadrant Gates

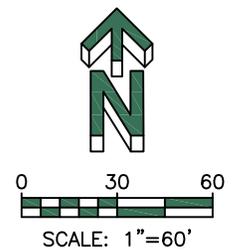


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Railroad Ave and N Railroad Ave within 60' of track; assumes relocation or closure is not possible.
4. Needs to be addressed as a corridor due to proximity: (within 0.25 mile)
 - a. W 6th St 760 feet north of W 4th St
 - b. W 1st St 1,000 feet south of W 4th St
5. Crossing located in Downtown Redevelopment Area. Discussion with J.U.B. Engineers indicates 4 Quad Gates as the preferable option due to the redevelopment potential around crossing.

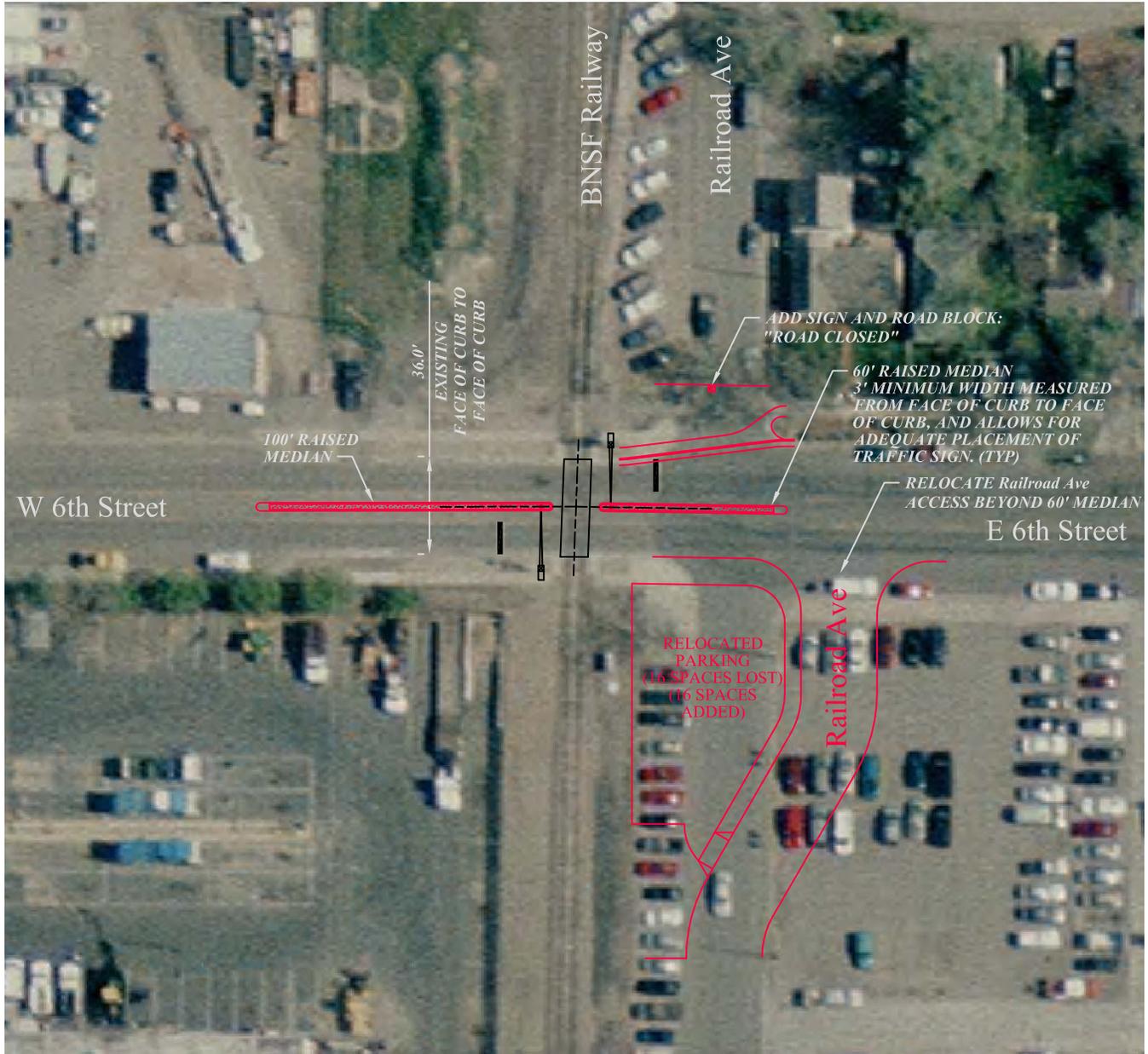
LEGEND:

- Existing Gate
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Approximate centerline of road or railway (where needed for reference)
- Proposed Gate
- Proposed Median
- Proposed Curb
- Proposed Wayside Horn
- Proposed Sign





E 6th Street
 US DOT #245040B
 Main Line
 SSM: Raised Median with Gates (Option 1)

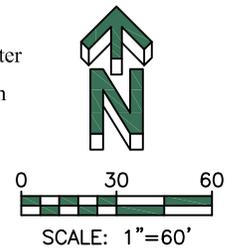


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Railroad Ave within 60' of track, if relocation or closure is not possible; then, gates with medians is not an option.
4. Needs to be addressed as a corridor due to proximity: (within 0.25 mile)
 - a. W 7th St 380 feet north of W 6th St
 - b. W 4th St 760 feet south of W 6th St

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





E 6th Street
 US DOT #245040B
 Main Line
 SSM: 4-Quadrant Gates (Option 2)

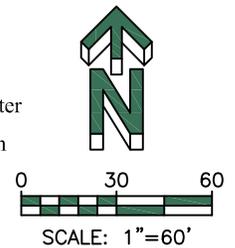


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Needs to be addressed as a corridor due to proximity: (within 0.25 mile)
 - a. W 7th St 380 feet north of W 6th St
 - b. W 4th St 760 feet south of W 6th St

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





E 7th Street
 US DOT #245041H
 Main Line
 SSM: 4-Quadrant Gates

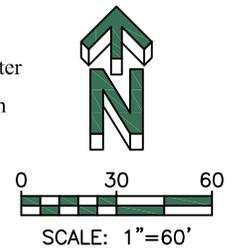


NOTES:

1. Has CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.
3. Railroad Ave within 60' of track, and relocation or closure is not likely to be possible.
4. Needs to be addressed as a corridor due to proximity: (within 0.25 mile)
 - a. W 10th St 0.25 miles north of W 7th St
 - b. W 6th St 380 feet south of W 7th St

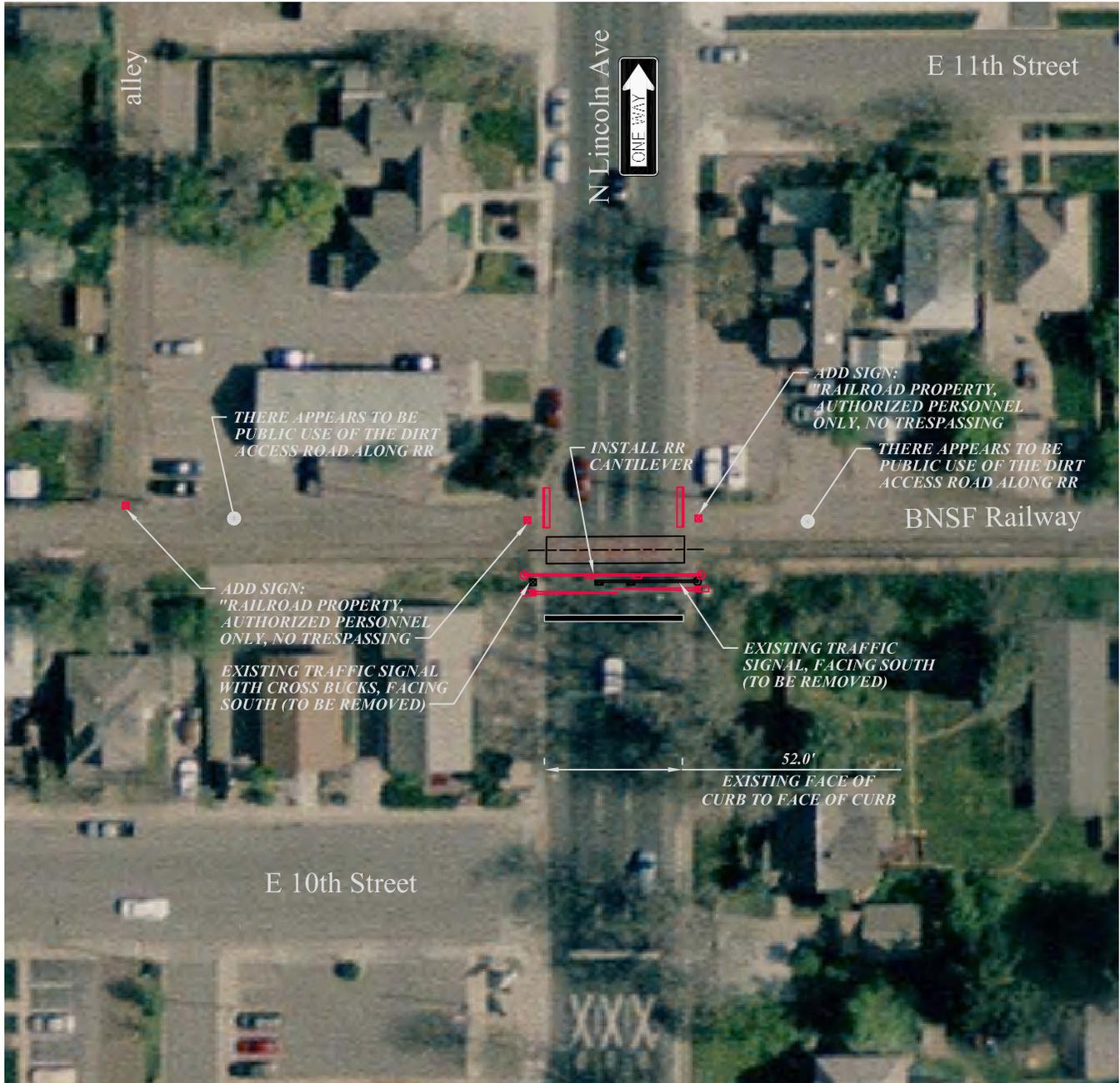
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





N Lincoln Ave
 US DOT #244615S
 Main Line
 SSM: One Way Street with Gates

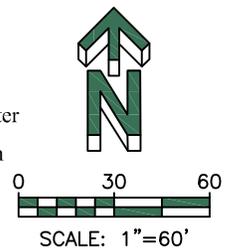


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

LEGEND:

	Existing Gate		Proposed Gate
	Existing Median		Proposed Median
	Existing Stop Bar		Proposed Curb and Gutter
	Existing Cantilever		Proposed Wayside Horn
	Existing Sign		Proposed Sign
	Approximate centerline of road or railway (where needed for reference)		

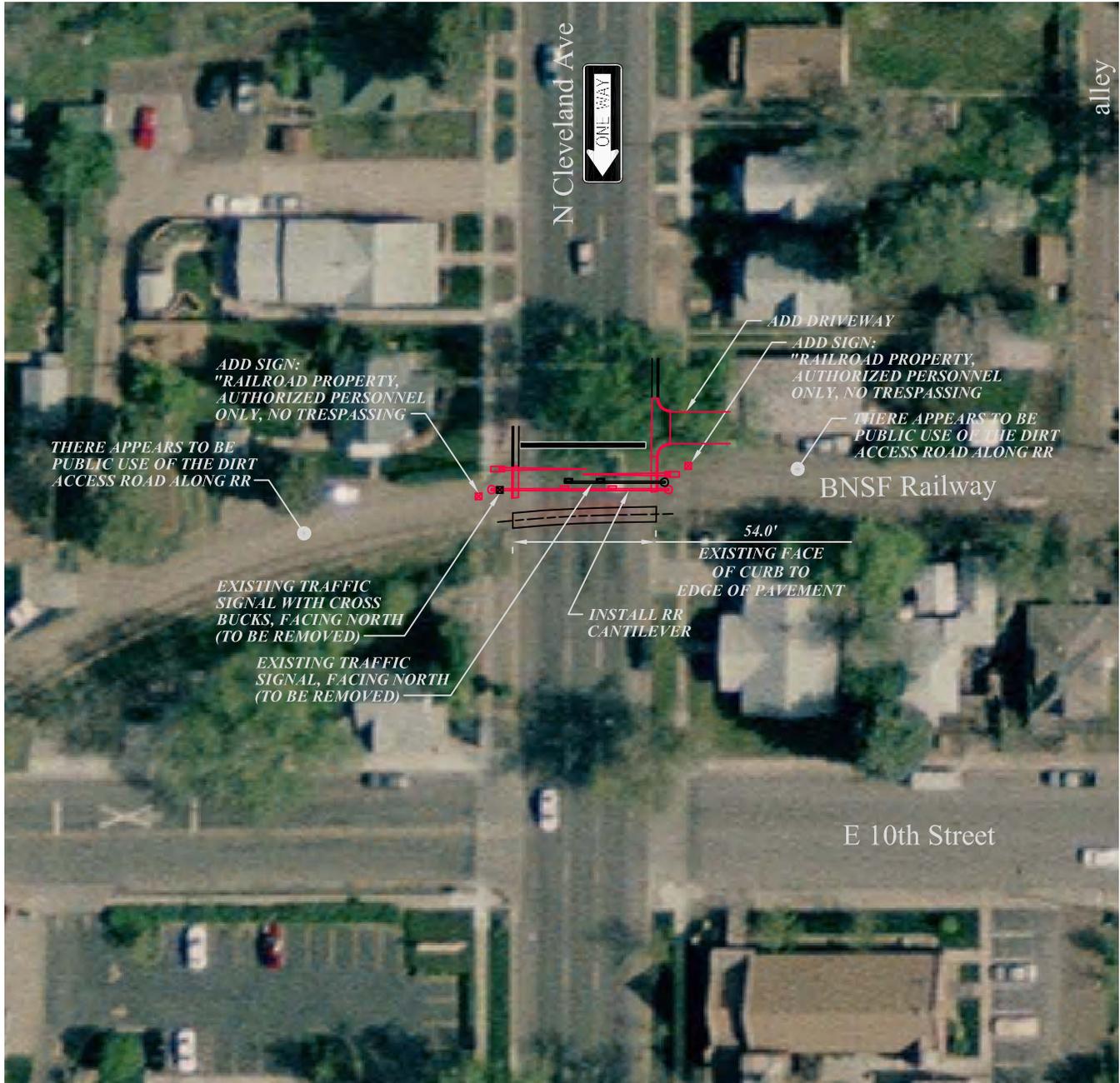




N Cleveland Ave
US DOT #244614K

Main Line

SSM: One Way Street with Gates

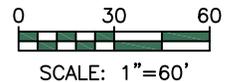


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

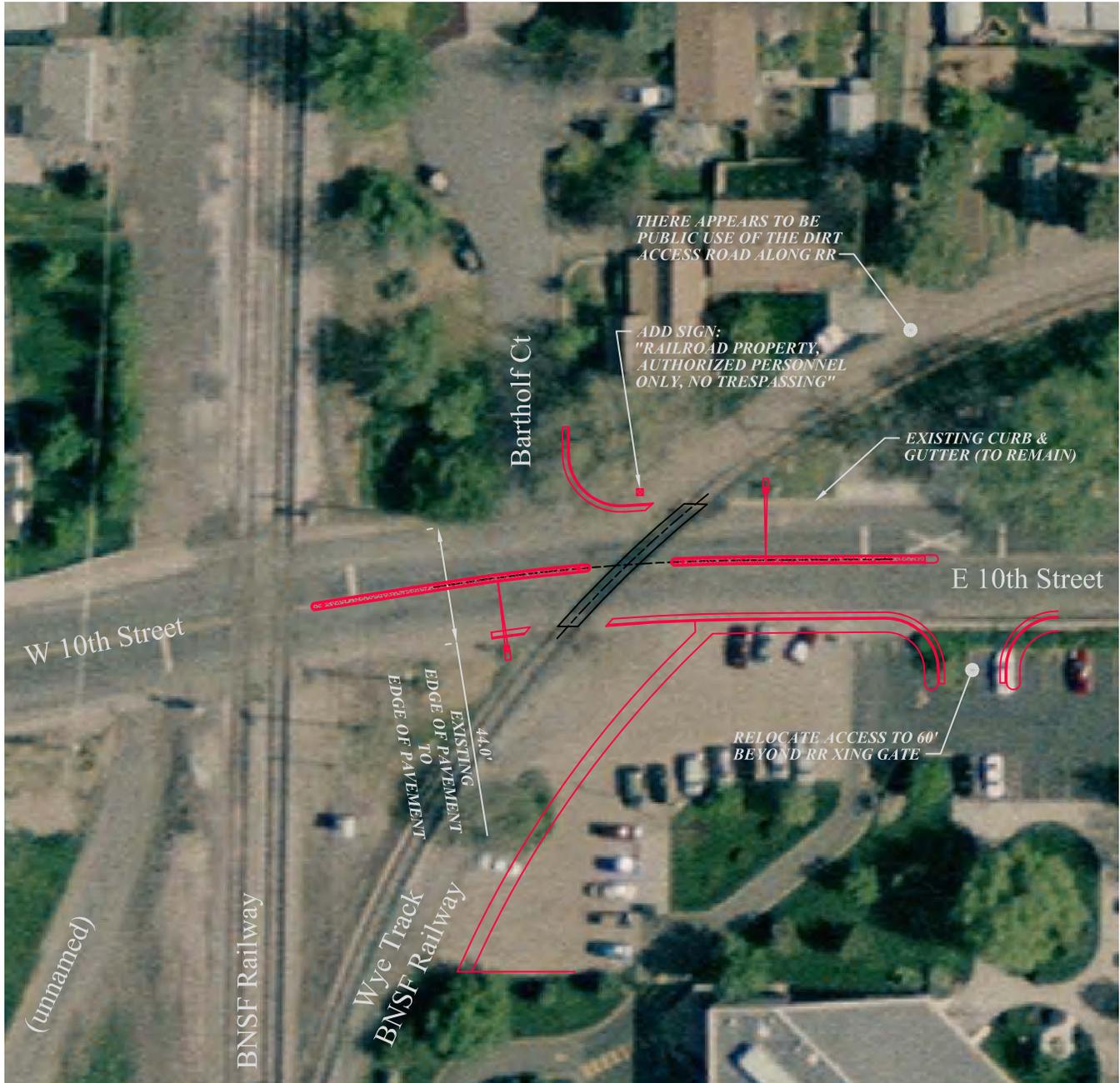
LEGEND:

	Existing Gate		Proposed Gate
	Existing Median		Proposed Median
	Existing Stop Bar		Proposed Curb and Gutter
	Existing Cantilever		Proposed Wayside Horn
	Existing Sign		Proposed Sign
	Approximate centerline of road or railway (where needed for reference)		





E 10th Street
 US DOT #244613D
 Main Line
 SSM: Raised Median with Gates (Option 1)

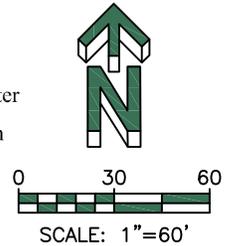


NOTES:

- Needs CWT Circuitry and new bungalow.
- 2030 Projection: No projected roadway improvements at crossing.

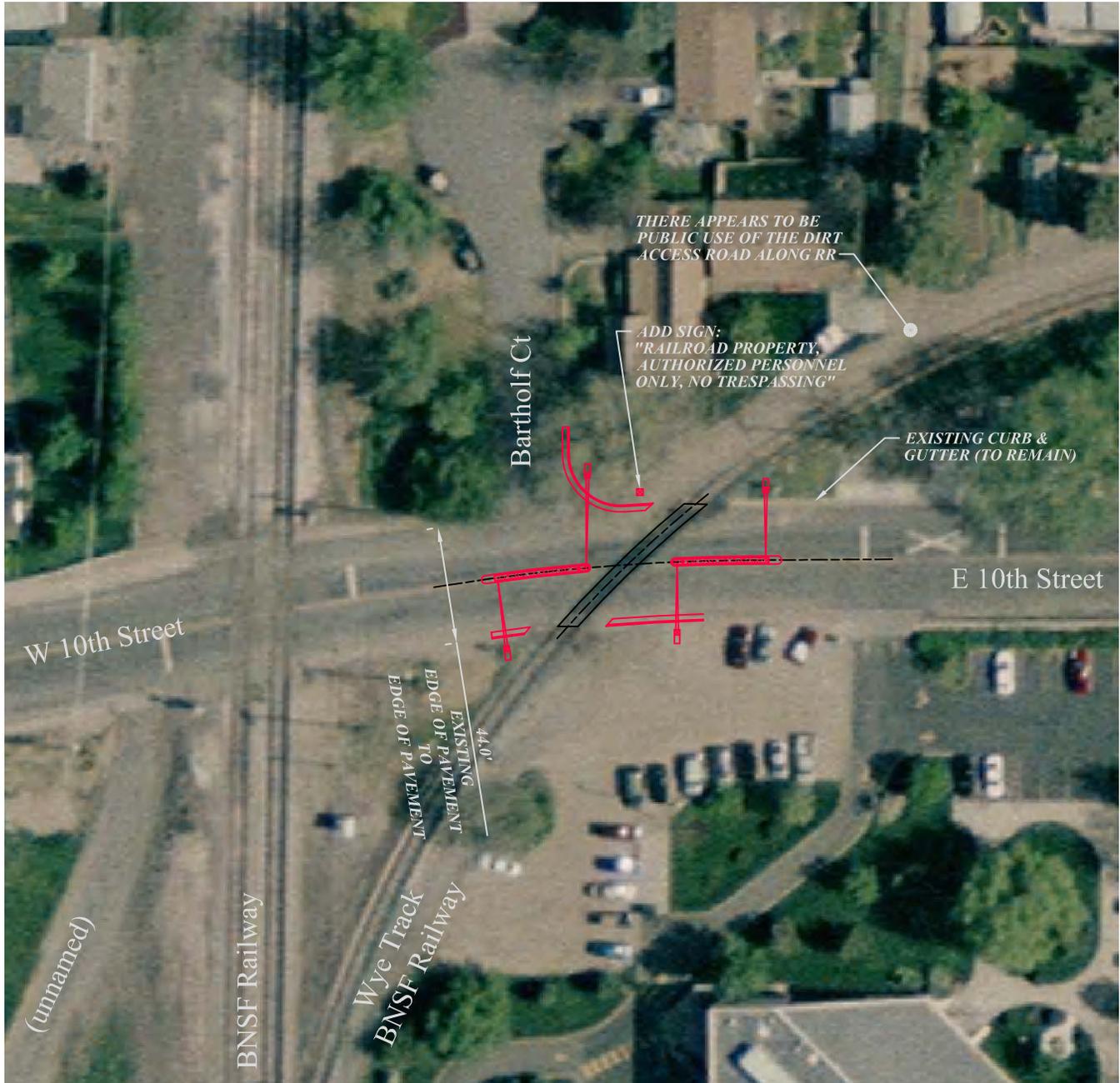
LEGEND:

	Existing Gate		Proposed Gate
	Existing Median		Proposed Median
	Existing Stop Bar		Proposed Curb and Gutter
	Existing Cantilever		Proposed Wayside Horn
	Existing Sign		Proposed Sign
	Approximate centerline of road or railway (where needed for reference)		





E 10th Street
 US DOT #244613D
 Main Line
 SSM: 4-Quadrant Gates (Option 2)

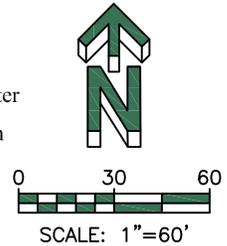


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: No projected roadway improvements at crossing.

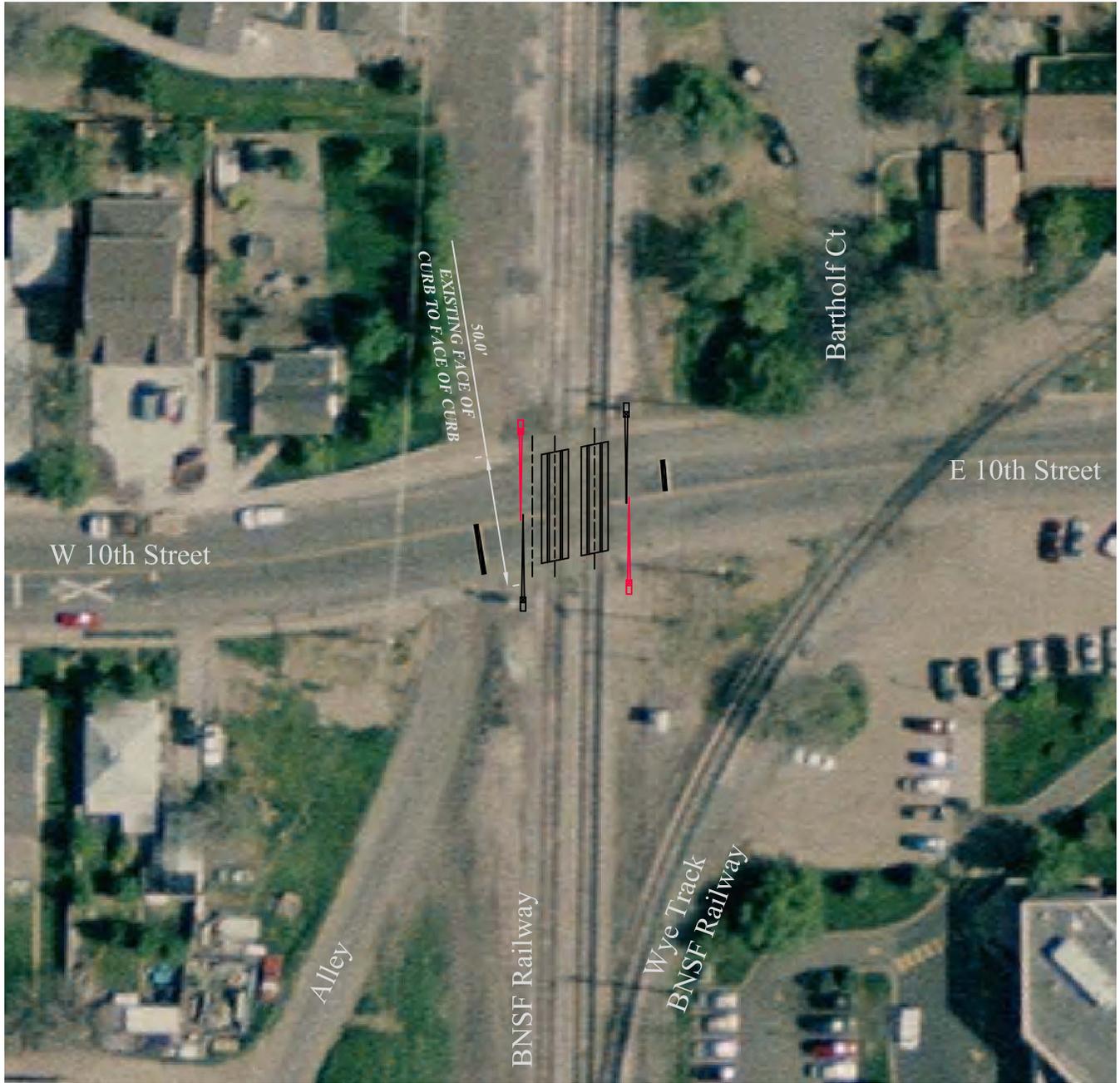
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





E 10th Street
 US DOT #245042P
 Main Line
 SSM: 4-Quadrant Gates (Option 1)

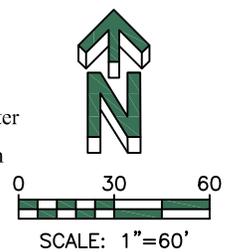


NOTES:

1. Has CWT Circuitry and bungalow.
2. These 10th Street improvements do not consider wye track movements.
3. 2030 Projection: No projected roadway improvements at crossing.

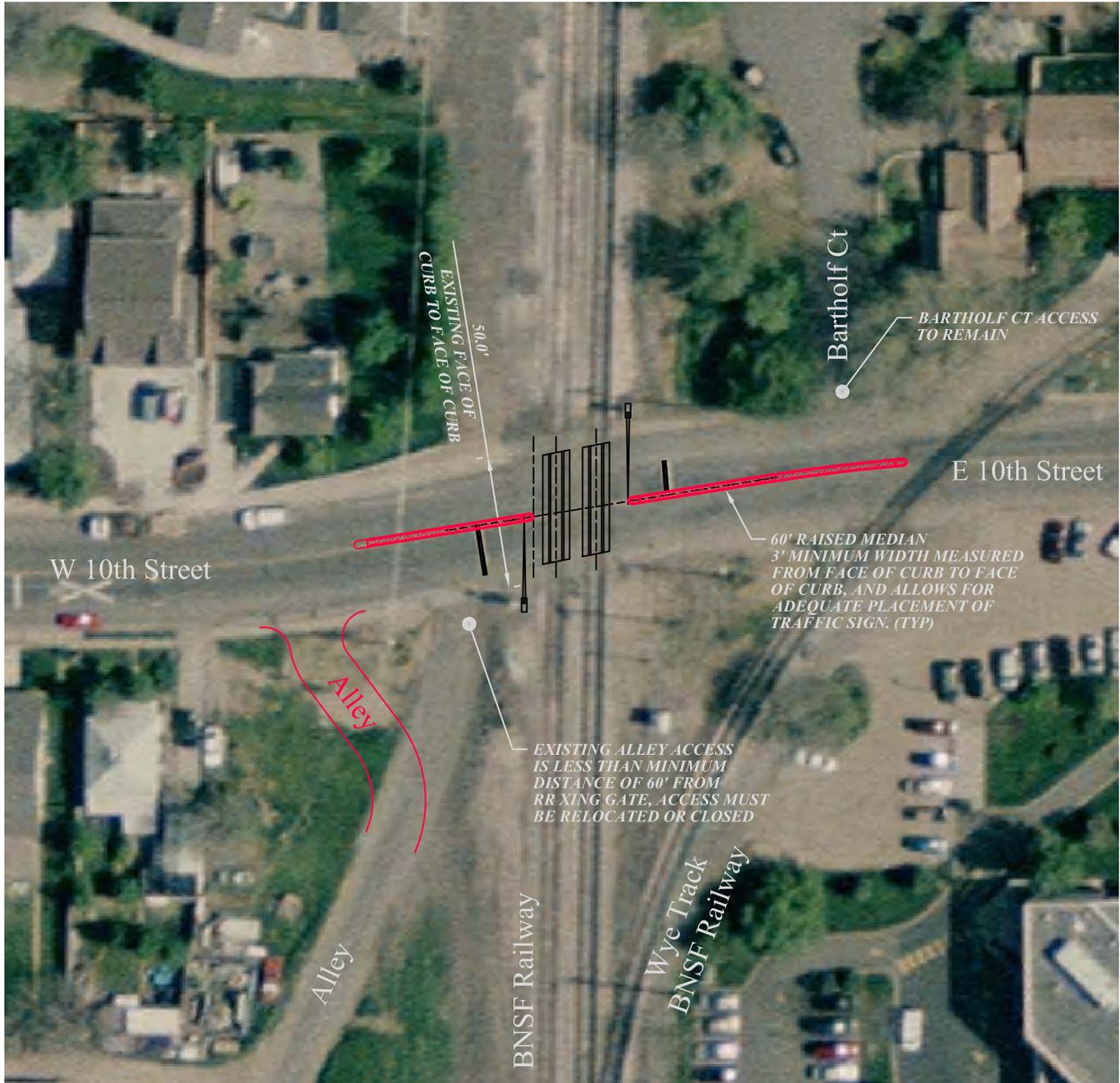
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





E 10th Street
 US DOT #245042P
 Main Line
 SSM: Raised Median with Gates (Option 2)

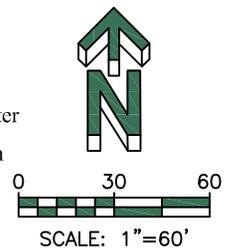


NOTES:

1. Has CWT Circuitry and bungalow.
2. These 10th Street improvements do not consider wye track movements.
3. 2030 Projection: No projected roadway improvements at crossing.

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |



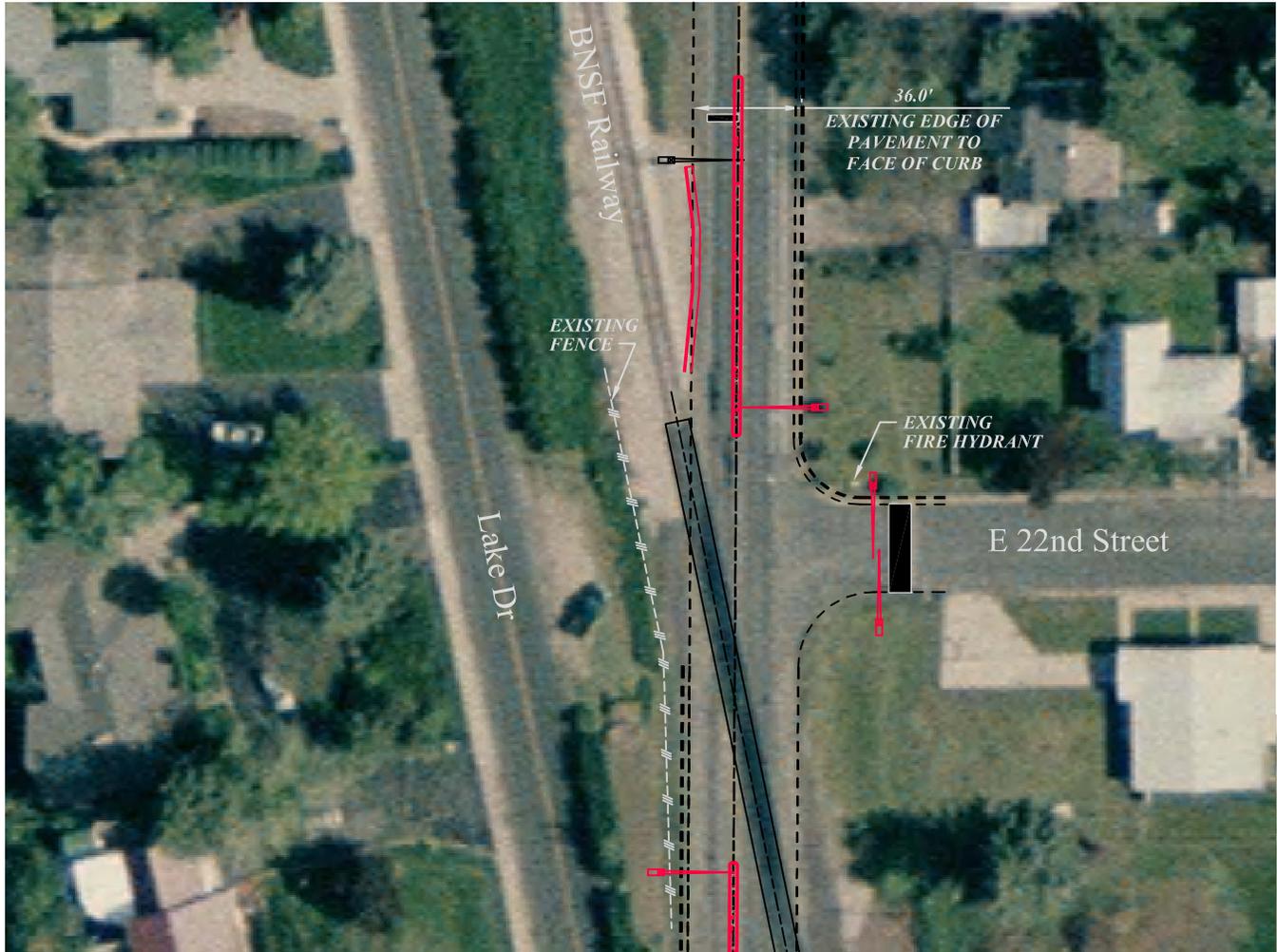


N Garfield Avenue

US DOT #245044D

Main Line

SSM: 4-Quadrant Gates with 2 Additional Gates at Encroaching Access



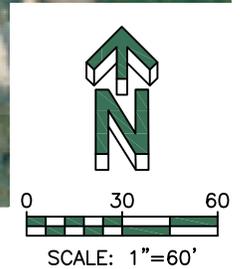
NOTES:

- 1. Has CWT Circuitry and bungalow; requires upgrade.
- 2. 2030 Projection: 2-lane Minor Arterial
- 3. 4 Quad gates along skew does not work.

LEGEND:

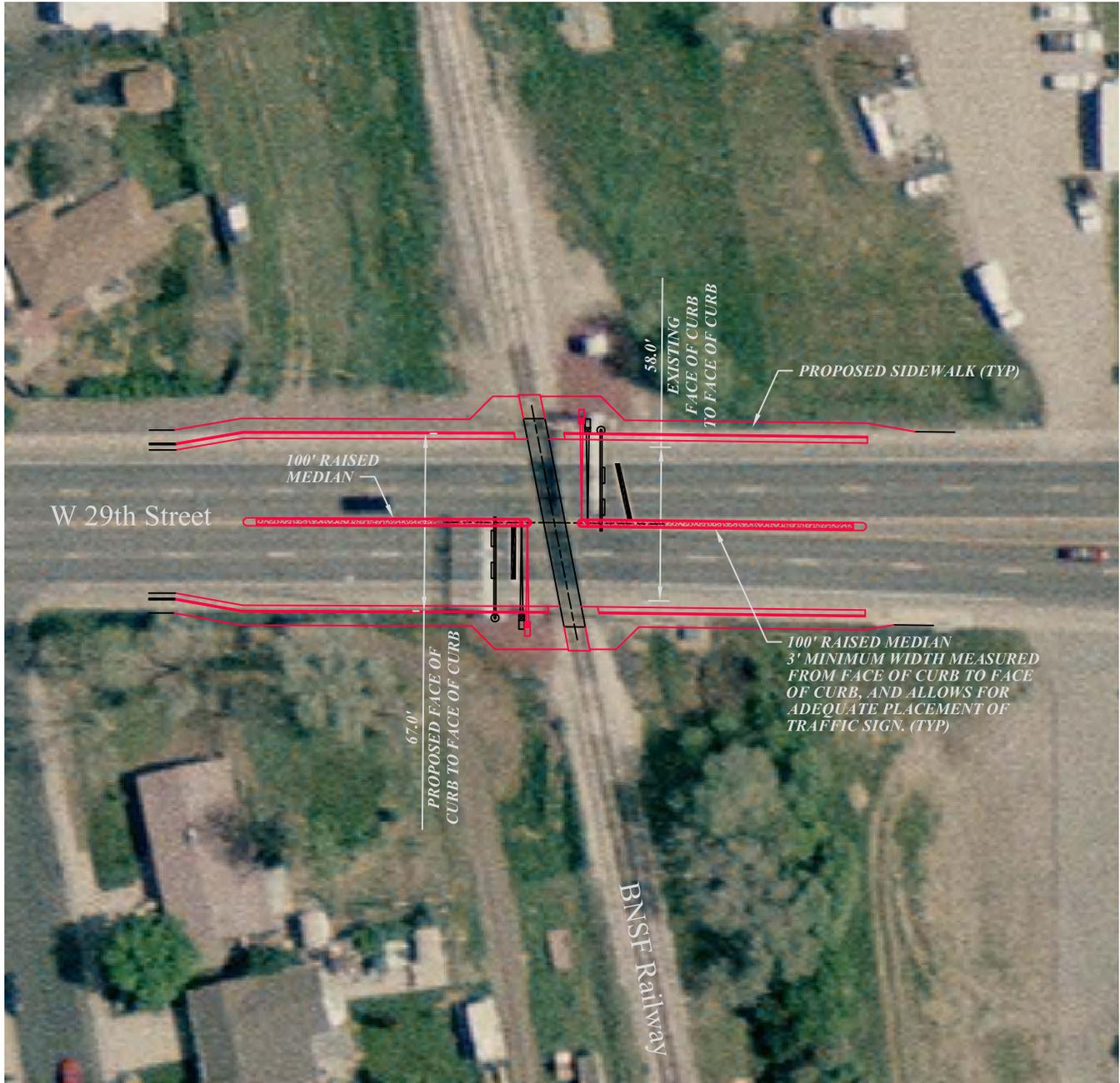
- Existing Gate
- Existing Stop Bar
- Existing Cantilever
- Existing Sign
- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter
- Proposed Wayside Horn
- Proposed Sign
- Approximate centerline of road or railway (where needed for reference)

EXISTING LANDSCAPING WITH BRICK PLANTER





W 29th Street
 US DOT #245045K
 Main Line
 SSM: Raised Median with Gates (Option 1) Standard Roadway Section

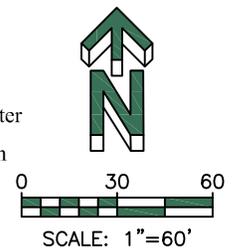


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: 4-lane Major Arterial
3. Standard Roadway Section:
 - 12-ft lanes, each direction
 - 3-ft median
 - 7-ft bike lane
 - 5-ft sidewalk

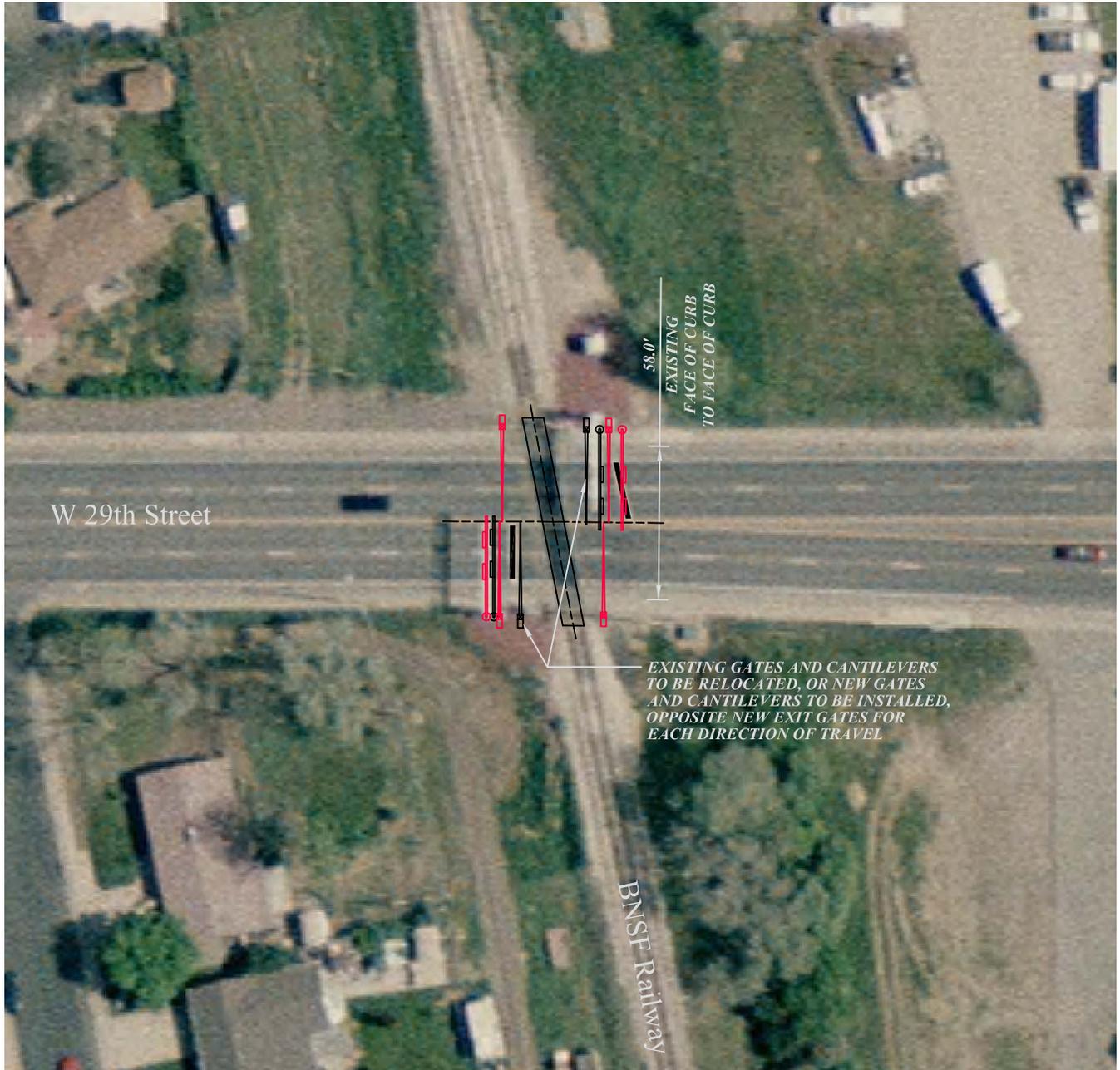
LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |





W 29th Street
 US DOT #245045K
 Main Line
 SSM: 4-Quadrant Gates (Option 2)

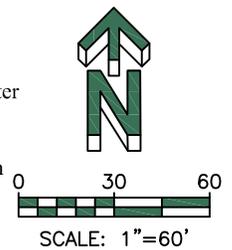


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: 4-lane Major Arterial
3. Incorporate raised medians and re-stripe within existing paved area.

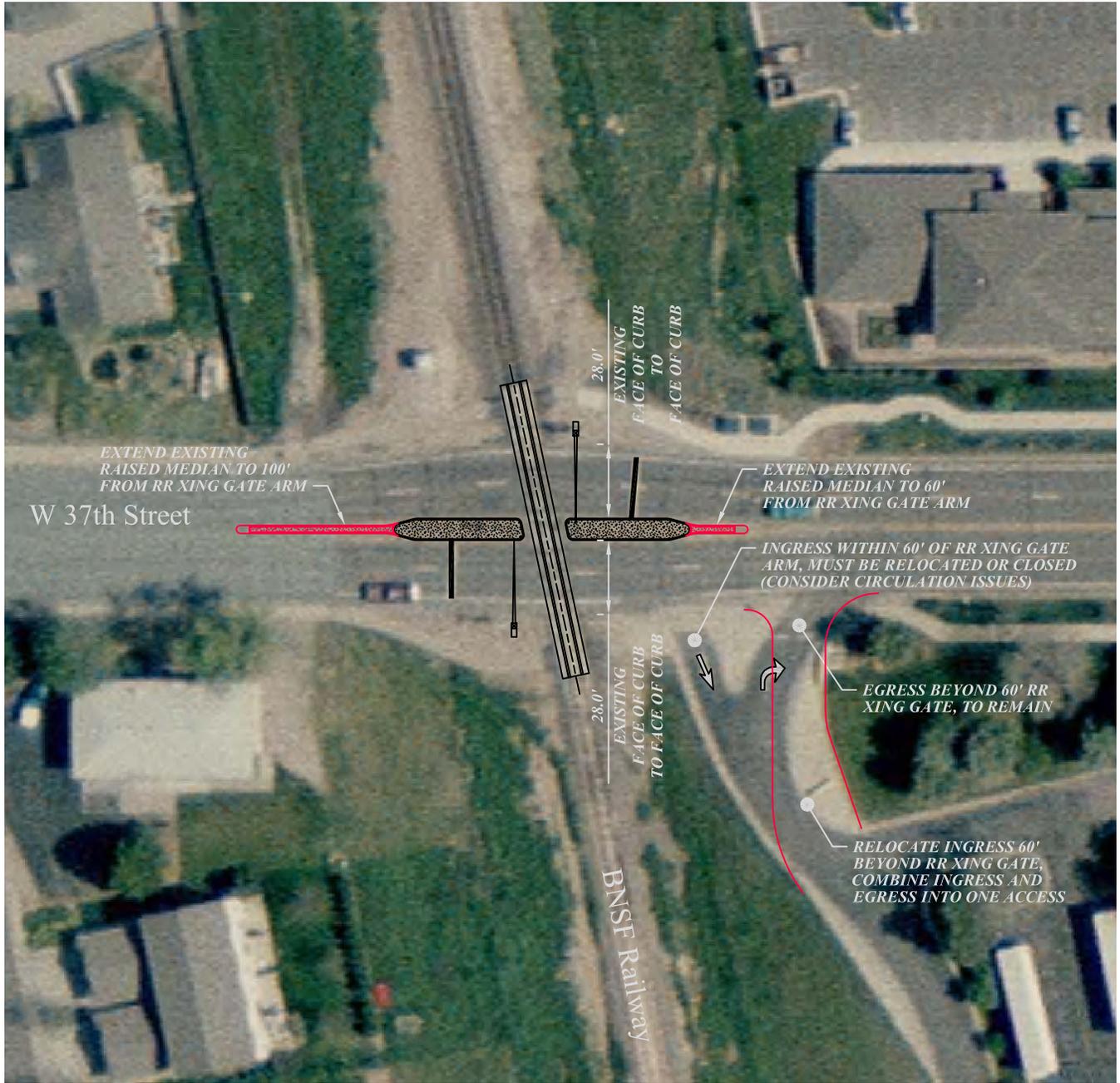
LEGEND:

	Existing Gate		Proposed Gate
	Existing Median		Proposed Median
	Existing Stop Bar		Proposed Curb and Gutter
	Existing Cantilever		Proposed Cantilever
	Existing Sign		Proposed Wayside Horn
	Approximate centerline of road or railway (where needed for reference)		Proposed Sign





W 37th Street
 US DOT #089381P
 Main Line
 SSM: Raised Median with Gates (Option 1)

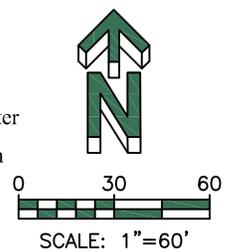


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: 4-lane Major Arterial
3. Consider 4-Quad Gates if the southeast ingress cannot be relocated/closed.
4. Crossing surface length sufficient for minor widening if necessary.

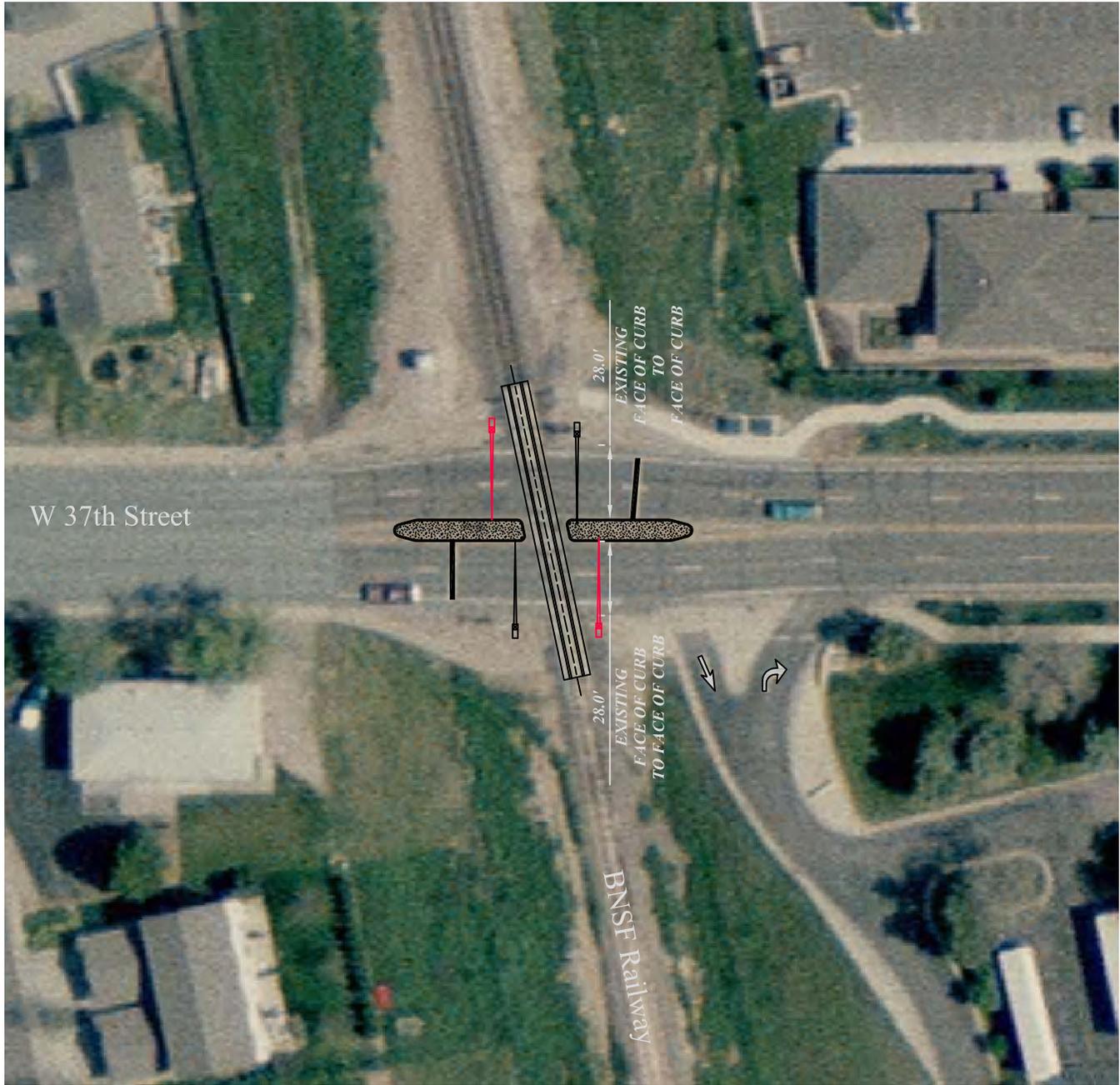
LEGEND:

- | | | | |
|--|---|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway
(where needed for reference) | | |





W 37th Street
 US DOT #089381P
 Main Line
 SSM: 4-Quadrant Gates (Option 2)

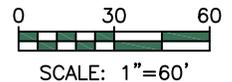


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: 4-lane Major Arterial
3. Crossing surface length sufficient for minor widening if necessary.

LEGEND:

- | | | | |
|--|---|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway
(where needed for reference) | | |



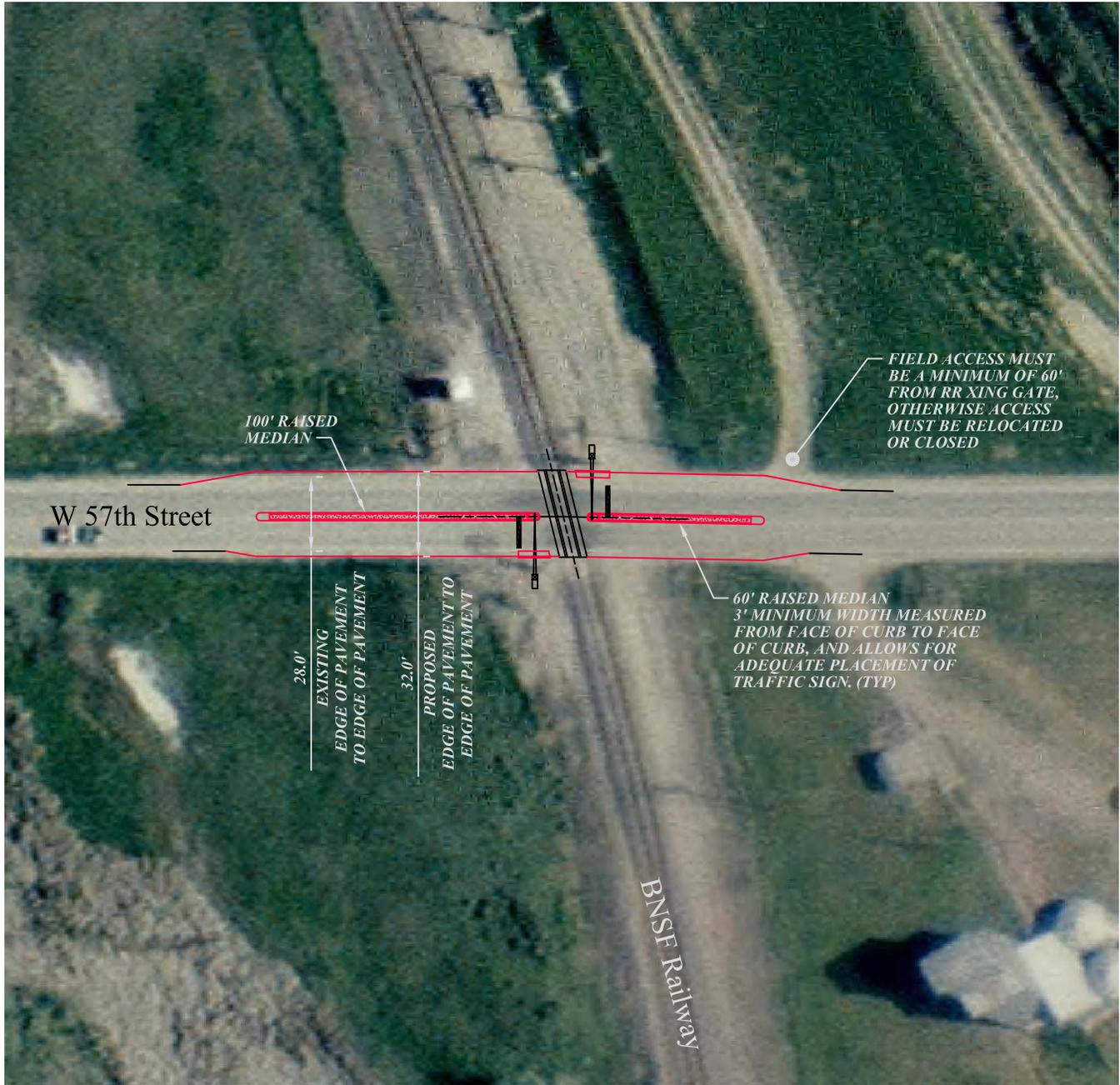


W 57th Street (CR 28)

US DOT #244601J

Main Line

SSM: Raised Median with Gates

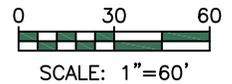


NOTES:

1. Needs CWT Circuitry and new bungalow.
2. 2030 Projection: 4-lane Major Arterial

LEGEND:

- | | | | |
|--|--|--|--------------------------|
| | Existing Gate | | Proposed Gate |
| | Existing Median | | Proposed Median |
| | Existing Stop Bar | | Proposed Curb and Gutter |
| | Existing Cantilever | | Proposed Wayside Horn |
| | Existing Sign | | Proposed Sign |
| | Approximate centerline of road or railway (where needed for reference) | | |



V. EVALUATION OF QUIET ZONE CONCEPT IMPROVEMENTS

A. Evaluation Procedure

The concept improvements at each crossing were evaluated individually for possible benefits and impacts at each location. Possible benefits evaluated include:

- Noise Reduction
- Improved Safety

Possible impacts evaluated at each crossing include:

- Physical impacts
- Impacts to Businesses/Residences
- Cost

Each crossing was scored with a Green, Yellow, or Red mark on the attached matrix spreadsheet based on the following criteria:

Benefits Scoring –

Red – Minimal or No Benefits
 Yellow – Moderate Benefits
 Green – Significant Benefits

Impacts Scoring -

Red – Significant Impacts
 Yellow – Moderate Impacts
 Green – Few or No Impacts

Thus an optional treatment for a particular intersection having primarily green marks (significant benefits and few impacts) would be considered better than one with primarily yellow, and yellow preferred over red.

B. Evaluation Methodology

Each crossing concept was reviewed for its ability to ultimately contribute to the overall effort of establishing a Quiet Zone. Following is a general discussion of the thought process for deciding between red, yellow, or green on the chart.

Benefits Scoring

Noise Reduction-All of the options considered would show significant benefits in noise reduction. The locations with wayside horns (86%-98% reduction) were merely shown as yellow to provide a difference with those locations where there train horn noise would be completely silenced under normal conditions.

Improved Safety- The safest treatment (green) is to physically close a crossing. All other treatments considered would provide a moderate increase (yellow) in safety over the current conditions with the train horns sounding.

Impacts Scoring

Impacts to Physical Environment – Each concept plan was rated based on the level of reconstruction which would be necessary to implement the safety measures. Options which require relocation of accesses or adjacent roadways have the most significant impacts (red) while wayside horns and 4-quadrant gates would generally have the least impact (green). Construction of raised medians is a moderate impact (yellow), except where roadway widening would be necessary to accommodate the median width.

Impacts to Businesses/Residences- All measures to silence the routine sounding of locomotive horns through the downtown area will provide positive benefits to the businesses as well as residences located near the BNSF corridor and the GWR corridor. Raised medians can have the most impact (red) by restricting left turn movements to certain businesses unless none are present. Wayside horns, although only operational when trains are approaching still provide audible warning and are a lesser impact (yellow). Other measures such as 4-quadrant gates and one-way streets with gates which are also operational only when trains are present, have little or no impact (green) to businesses and residences.

Cost- The relative cost of implementing and operating each of the safety measures was considered. The least costly to implement and maintain is the closure of a crossing (green), followed by raised medians (green) where gates, flashers, and constant warning circuitry are already provided. The most expensive SSM to install and maintain are 4-quadrant gates (red) which currently have an annual maintenance fee of \$10,000 per year per crossing for the railroad's additional labor and equipment. Wayside horns are generally more moderate (yellow) in cost to install. The primary responsibility for maintaining the wayside horn equipment remains with the public agency while the railroad requires a fee of \$6,000 per year per crossing for their additional labor and materials to test and maintain the interface with City's wayside horns. The railroads also require that the community carry increased liability insurance to interface with their equipment.

Each crossing was evaluated for its existing features and active warning devices. Some crossing improvement costs for characteristically more expensive options, were less expensive because some necessary features were already in place. Whereas some crossings being treated with raised medians, were more expensive if roadway widening was necessary to accommodate the median.

Generally, improvements costing \$200,000 or less were rated green; improvements in the range of \$200,000 to \$350,000 were rated moderate (yellow); and improvements costing more than \$350,000 were rated high (red). The Evaluation Matrix of the concept improvements is included in **Table 36**.

Table 36. Evaluation Matrix: Concept Quiet Zone Improvements

CROSSING	STREET	RR	SSM Options					Evaluation Criteria					Comments/Notes		
			Raised Medians	Oneway Streets	Closure	4-Quad Gates	Wayside Horns	Benefits (+)		Impacts (-)					
								Noise Reduction	Improved Safety	Physical	Business/Residence	Cost			
872120X	I 25 FRNTGE RD	GWR						X	●	●	●	●	●		
872122L	(MCKEE FARM)	GWR							N/A	N/A	N/A	N/A	N/A		
872124A	(MCKEE FARM)	GWR							N/A	N/A	N/A	N/A	N/A		
872127V	CR 9 (Boyd Lk Ave)	GWR						X	●	●	●	●	●		
		GWR				X			●	●	●	●	●		
872128C	DENVER SO US 34	GWR	X						●	●	●	●	●		
921967R	BOISE AVE	GWR	X						●	●	●	●	●		
872129J	MADISON NO 8TH	GWR	X						●	●	●	●	●		
872130D	MONROE SO 11TH	GWR	X						●	●	●	●	●		
872131K	WASHINGTON SO11TH	GWR				X			●	●	●	●	●		
804495B	CR3 SO SH 34	UPRR	X						●	●	●	●	●		
804498W	US 34A WO CR 3	UPRR	X						●	●	●	●	●		
920313E	ROCKY MT. AVE	UPRR	Currently QZ compliant							N/A	N/A	N/A	N/A	●	Current has median w/gates
804500V	BOYDLKAVCR9NOUS34	UPRR	X						●	●	●	●	●		
804315B	CR30	UPRR	X						●	●	●	●	●		
						X			●	●	●	●	●		
245027M	CAMP RD	BNSF						X	●	●	●	●	●		
	(CR 14/ 42nd St.SW)							X	●	●	●	●	●		
			X						●	●	●	●	●		
245028U	PRIVATE (FARMSTEAD)	BNSF							N/A	●	●	●	●		
245029B	CO RD 16 (28th St. SW)	BNSF	X						●	●	●	●	●		
								X	●	●	●	●	●		
245030V	14th ST SW	BNSF						X	●	●	●	●	●		
								X	●	●	●	●	●		
245031C	PRIVATE (JANSMA BROS.)	BNSF			X			X	●	●	●	●	●		
245032J	PRIVATE (RESIDENTIAL)	BNSF							N/A	●	●	●	●		
245033R	ROOSEVELT AVE	BNSF						X	●	●	●	●	●		
	(RAILROAD)							X	●	●	●	●	●		
245035E	1ST ST	BNSF						X	●	●	●	●	●		
245038A	4TH ST	BNSF						X	●	●	●	●	●		
244613D	10TH ST (EAST)- WYE	BNSF	X						●	●	●	●	●		
								X	●	●	●	●	●		
245040B	6TH ST	BNSF	X						●	●	●	●	●		
								X	●	●	●	●	●		
245041H	7TH ST	BNSF						X	●	●	●	●	●		
245042P	10TH ST (WEST)	BNSF						X	●	●	●	●	●		
			X						●	●	●	●	●		
244614K	CLEVELAND NO 10TH (SB)	BNSF		X					●	●	●	●	●		
244615S	LINCOLN NO 10TH (NB)	BNSF		X					●	●	●	●	●		
245044D	GARFIELD ST	BNSF						X	●	●	●	●	●		
245045K	29TH ST	BNSF	X						●	●	●	●	●		
								X	●	●	●	●	●		
089381P	37TH ST	BNSF	X						●	●	●	●	●		
								X	●	●	●	●	●		
244601J	57TH ST	BNSF	X						●	●	●	●	●		

C. Summary of Public Comments

A total of 67 comment sheets were received at the Public Open House on February 19, 2009, or afterward by the City. The following summarizes the comments received on those forms.

1. Single crossing with highest number of comments indicating a desire for Quiet Zone improvements = BNSF-Garfield Street

Corridor of street crossings with the highest number of comments indicating a desire for Quiet Zone improvements = BNSF – 10th Street, 7th Street, 6th Street, 4th Street, 1st Street downtown

Second highest number corridor = BNSF – 37th Street, 29th Street, Garfield Street

2. 65% of commenters indicated train horns are an issue near their homes
12% of commenters indicated train horns are an issue near their business or place of work
23% of commenters indicated train horns are an issue in other places such as friend's homes, while patronizing downtown businesses or restaurants, or near churches
3. 16% train horns are an issue only at night
3% train horns are an issue only during the day
76% train horns are an issue all the time
5% train horns are never an issue
4. 18% have safety concerns at the study crossings
82% have no safety concerns at the study crossings
5. 65% of commenters were agreeable to being included in a benefit district to fund Quiet Zone improvements

31% of commenters were not agreeable to being included in a benefit district to fund Quiet Zone Improvements

4% of commenters were unsure
6. 55% of commenters would be supportive of closing crossings to eliminate train horns
Most cited crossing for closure = 6th Street
2nd most cited crossing for closure = 10th Street
3rd most cited crossing for closure = tie between 7th Street and Garfield Street
45% of commenters were not supportive of closing crossings to eliminate train horns

VI. IMPLEMENTATION PLAN

The highway-railroad crossings evaluated in this study are located within several jurisdictions, including the US or State Highway system, the existing limits of the City of Loveland, and in Larimer County.

A. *Funding and Oversight*

State jurisdiction over railroad safety is extremely broad, however most areas have been preempted by the federal government. The Public Utilities Commission (PUC) of Colorado has primary jurisdiction over all public highway-rail crossings, including the opening and closing of at-grade crossings, upgrading of crossings, overpasses or underpasses, and the allocation of costs for grade separations, if requested. All economic jurisdiction over railroads that are part of the national railroad system come under the jurisdiction of the Surface Transportation Board.

Typically, applications to the PUC are required for highway-railroad crossings if the roadway is being widened, if additional crossing elements (such as pedestrian walkways, bike trails, etc.) are being added to a crossing, or if there are operational changes on the part of the railroad. The following activities do not require a PUC application:

1. Replacement of the roadway crossing surface material (provided the surface is not being lengthened to widen the roadway)
2. Placement or replacement of approach signing or striping in accordance with MUTCD standards
3. Slight raising or lowering of the crossing to match approaches for smoothness

According to PUC regulations, costs for improvements to at-grade crossings are allocated to the road authority and railroad as follows:

1. Surfacing
 - a. Road Authority
 - i. Crossing material and maintenance
 - ii. Road approach material, labor and maintenance
 - b. Railroad
 - i. Labor to install crossing material
 - ii. Track, tie, ballast, subballast material, labor and maintenance
2. Signing, Striping and Signals
 - a. Road Authority
 - i. Approach warning signs and pavement striping in accordance with MUTCD
 - ii. Signal improvements if the road authority is the project proponent
 - b. Railroad
 - i. Crossing sign (cross bucks)

Federal and State Funding

The U.S. Department of Transportation Federal Highway Administration published an update to the *Railroad-Highway Grade Crossing Handbook - Revised Second Edition August 2007*, which provides information regarding availability of funding for highway-rail crossing safety improvements. The following summary is provided from the Crossing Handbook:

“In summary, there are currently three sources of federal funding for construction of highway-rail grade crossing safety improvements:

- The state’s normal federal-aid highway funding can be used. This may include Bridge Replacement, National Highway System, or STP funding. Up to 10 percent of the state’s apportionment can be designated as G funds, or 100-percent funding, for purposes including some railroad safety projects. See ISTEA 1021(c) and Section 120 of Chapter 23, United States Code.
- Categorical Section 130 funds may be used.
- Funding from other categorical safety programs, such as the Safe Routes to School Program, may be used if such use is consistent with the state’s SHSP.

Activities eligible for the use of Section 130 safety funds are as follows:

- Crossing consolidations (including the funding of incentive payments up to \$15,000 on a 50-percent matching basis to local jurisdictions for crossing closures).
- Installation of grade separations at crossings or repair of existing grade separations.
- Signing.
- Pavement marking.
- Illumination.
- New highway-railroad grade crossing signals.
- Upgraded highway-railroad grade crossing signals or circuits.
- Improved crossing surfaces.
- Traffic signal interconnection/preemption.
- Sight distance or geometric improvements.
- Data improvements (up to 2 percent of apportionment).

Regular federal-aid highway funds may be used for safety improvements such as the installation of standard signs and pavement markings; the installation or upgrading of active traffic control devices; crossing illumination; crossing approach and surface improvements; new grade separations and the reconstruction of existing grade separations; crossing closures or the removal of existing crossings; and crossing closures by the relocation of highways and/or the relocation of railroads.”

Colorado Section 130 Funds

The Federal Section 130 railroad/highway hazard elimination program (Section 130 Funding) is a source of federal funds available for crossing safety improvements. CDOT allocates the Federal Section 130 money for the State of Colorado for at-grade crossings and grade separated crossings.

CDOT generally receives approximately \$1.4 to \$1.5 million in funding from the Federal government each year for Section 130 at-grade crossings. As a general rule, estimates of \$180,000 to \$200,000 are budgeted to add lights and gates at a crossing.

There are approximately 1875 grade crossings in Colorado. Approximately 410 public at-grade crossings have lights and gates. Every three to four years, CDOT distributes applications to all local governments in the state, all municipal planning organizations, and all CDOT region offices. A rating is calculated for each application filed using the Federal Railroad Administration's GradeDec.net program that incorporates several factors including average daily traffic, number of school buses, number of heavy trucks, number of hazardous material movements, crossing angle, etc. This program calculates a cost benefit ratio and an accident reduction factor to allow ranking of projects.

Funding Relative to Quiet Zone Establishment

Although railroad funding and the FHWA Sec. 130 Safety Funds are not usually used to directly establish Quiet Zones these funds can be used to upgrade the active warning devices, thereby reducing the costs for a community that later expresses its intent to establish a Quiet Zone. The BNSF crossing on 10th Street is an example where recent safety improvements by BNSF to upgrade their equipment would reduce the cost to the City by approximately \$250,000. Of course BNSF upgrades at their expense are driven by their safety priorities and not the City's desire to quiet train horns. Other potential funding sources include local General Fund, Sales Tax revenue, Special Districts, Tax Increment Financing (TIF) and Federal earmarks. Some States have also allowed use of the recent Federal Stimulus Funding to be used for safety improvements to establish Quiet Zones. It should be mentioned that any use of federal funding would trigger studies following the National Environmental Policy Act (NEPA). The cost to perform NEPA studies are not included in the estimates provided

B. Concept Costs

FHU generated an opinion of conceptual level construction costs for each Quiet Zone Improvement option. Roadway improvement costs are taken from current industry information for materials and utilize approximate percentages of construction items to estimate drainage, stormwater management, construction traffic control, mobilization, signing & striping, and contingencies. Costs for railroad elements are also taken from current, available industry information for materials and labor. It should be noted that these costs are conceptual in nature, and would be refined as the City proceeds into design of actual crossing improvements.

Table 37. Opinion of Conceptual Costs

CROSSING	STREET	RAILROAD	SSM Options					Opinion of Constr Cost Rounded	Comments/Notes
			Raised Medians	Oneway Streets	Closure	4-Quad Gates	Wayside Horns		
872120X	I 25 FRNTGE RD	GWR					x	\$270,000	
872122L	(MCKEE FARM)	GWR						\$0	
872124A	(MCKEE FARM)	GWR						\$0	
872127V	CR 9 (Boyd Lk Ave)	GWR					x	\$210,000	
		GWR				x		\$100,000	
872128C	DENVER SO US 34	GWR	x					\$210,000	
921967R	BOISE AVE	GWR	x					\$220,000	
872129J	MADISON NO 8TH	GWR	x					\$390,000	
872130D	MONROE SO 11TH	GWR	x					\$300,000	
872131K	WASHINGTON SO11TH	GWR				x		\$300,000	
804495B	CR3 SO SH 34	UPRR	x					\$380,000	
804498W	US 34A WO CR 3	UPRR	x					\$600,000	
920313E	ROCKY MT. AVE	UPRR						\$0	Current has median w/gates; no add'l work
804500V	BOYDLKAVCR9NOUS34	UPRR	x					\$460,000	
804315B	CR30	UPRR	x					\$280,000	
						x		\$310,000	
245027M	CAMP RD (CR 14/ 42nd St.SW)	BNSF Railway					x	\$350,000	
						x		\$380,000	
			x					\$290,000	Requires School access closed or relocated
245028U	PRIVATE (FARMSTEAD)	BNSF Railway						\$210,000	Gates with flashers per BNSF@diagnostic
245029B	CO RD 16 (28th St. SW)	BNSF Railway	x					\$310,000	
							x	\$350,000	
245030V	14th ST SW	BNSF Railway					x	\$350,000	
						x		\$380,000	
245031C	PRIVATE (JANSMA BROS.)	BNSF Railway			x		x	\$210,000	Gates with flashers per BNSF@diagnostic
245032J	PRIVATE (RESIDENTIAL)	BNSF Railway						\$210,000	Gates with flashers per BNSF@diagnostic
245033R	ROOSEVELT AVE (RAILROAD)	BNSF Railway					x	\$430,000	
						x		\$390,000	with medians due to roadway curvature
245035E	1ST ST	BNSF Railway				x		\$380,000	
245038A	4TH ST	BNSF Railway				x		\$380,000	
244613D	10TH ST (EAST)- WYE	BNSF Railway	x					\$320,000	
						x		\$340,000	
245040B	6TH ST	BNSF Railway	x					\$410,000	
						x		\$380,000	
245041H	7TH ST	BNSF Railway				x		\$100,000	
245042P	10TH ST (WEST)	BNSF Railway				x		\$100,000	
			x					\$320,000	
244614K	CLEVELAND NO 10TH (SB)	BNSF Railway		x				\$360,000	
244615S	LINCOLN NO 10TH (NB)	BNSF Railway		x				\$360,000	
245044D	GARFIELD ST	BNSF Railway				x		\$350,000	with medians and add'l 2 gates @ 22nd
245045K	29TH ST	BNSF Railway	x					\$570,000	widened to standard section
						x		\$500,000	
089381P	37TH ST	BNSF Railway	x					\$270,000	Relocate Quebecor Drive East
						x		\$290,000	
244601J	57TH ST	BNSF Railway	x					\$280,000	widen pavement to accommodate medians

C. Phasing and Corridor Costs

Many communities interested in Quiet Zone establishment prioritize and phase crossing improvements over a period of time to allow for budgeting, planning and design, and to spread the costs out, making the overall pursuit more affordable.

The Final Rule indicates a necessary length for a Quiet Zone of ½ mile. Therefore ¼ mile is needed on each side of each crossing to meet this criterion. Where several crossings are in closer proximity than ¼ mile, these crossings need to be addressed as a corridor, in order to render the series of crossings quiet.

One such corridor is the BNSF line from 10th Street to 1st Street. This downtown corridor has a series of 5 crossings that are approximately 400 feet apart. Additionally the BNSF has authority over the first three crossings to the east along the wye track, which are a second crossing of 10th Street, and crossings at Cleveland and Lincoln.

Comments received at the Public Open House (February 19, 2009) indicated an interest in implementing a Quiet Zone along the BNSF north-south line as the first priority, with a noted interest in this downtown corridor. Focusing on these crossings, current railroad circuitry at 10th Street and 7th Street is Constant Warning Time (CWT), which is the type of circuitry required for Quiet Zone establishment. It may make sense to start with these two crossings, then discuss further what could be done at 6th, 4th, and 1st. SSM options are indicated earlier in this report, however, public comments suggested the possibility of closure or partial closure at nighttime only in support of Quiet Zone establishment.

The GWR line has close proximity crossings from Washington east to Boise that would also need to be addressed as a corridor. Railroad circuitry at Boise Ave, Denver Ave, and Boyd Lake Ave is CWT, and therefore implementation of improvements at these three crossings will be less expensive. Prioritization of the crossings along the GWR line may be somewhat dependent upon the decision of crossing improvements along the BNSF line. If the three BNSF crossings on the east-west line (10th Street, Cleveland, Lincoln) are included in a Quiet Zone, it would be necessary due to proximity, to address improvements at Washington Ave and Monroe as well, which are part of the GWR line. Additional crossings along the GWR line to the east could be added sequentially as funding comes available and improvements can be completed.

Comments received at the Public Open House indicated an interest in implementing a Quiet Zone from Washington Ave to Denver Ave.

The UPRR line received limited comments at the Public Open House. The newest crossing at Rocky Mountain Avenue is currently Quiet Zone compliant, and more than ¼ mile away from at-grade crossings in either direction. A Quiet Zone could be established at this crossing without any construction, by submitting the Notice of Intent to Create a Quiet Zone, and processing the implementation through public authority designation.

Phasing of the concept crossings was completed in a matrix format initially to show groups or crossings that should be improved either: 1) simultaneously; or 2) in rapid succession, due to proximity. Consideration was given to crossings that already had some of the necessary equipment or features in place to help minimize costs. Additionally, public comments were reviewed to determine the crossings of most interest to those members of the community who provided input.

Table 38 shows the rationale in grouping the crossings, along with notes regarding implementation, rounded costs from **Table 37**, and corridor costs for each corridor.

D. Other Considerations

Figures 37 through 44 show the various crossing improvement concepts in combinations to create corridors. These figures were on display at the Public Open House for discussion with the public to identify how train horn overlap at crossings in close proximity would affect various crossings, and therefore why they must be addressed as a corridor.

BNSF Corridor 1 was initially identified to include the downtown portion of 10th Street through 1st Street along with Garfield Street to the north. This seemed strongly supported by the public comments identifying Garfield as the single crossing of most interest, and 10th Street through 1st Street as the corridor of most interest. If the overall cost of addressing all of these crossings is deemed to high for the initial effort, improvements at Garfield could be deferred to a later phase because of adequate separation (>1/4 mile) from the next nearest at-grade crossing. Another consideration could be closure of 6th street downtown, which was mentioned in the public comments as well.

BNSF Corridor 2 is identified as 29th Street, 37th Street, and 57th Street. These locations could be added as individual extensions to BNSF Corridor 1 from south to north if funding is limited because they all have adequate separation from adjacent crossings.

BNSF Corridor 3, which includes the 10th Street (east) crossing, along with Lincoln and Cleveland would need to be addressed with the GWR crossings of Washington and Monroe, again due to proximity. The set of crossings between which there is adequate separation is between Monroe and Madison, therefore Madison and crossings east could be added sequentially as budget allows.

GWR Corridor 1 includes the majority of the GWR public crossings in the Loveland GMA. To reduce costs, consideration may be given to closing Washington (because it is so close to the others streets) or Monroe, which has lower traffic volume.

Another possibility to reduce costs would be to place wayside horns in locations where 4-quadrant gates are currently an option. This would substantially reduce the noise level for less cost. The community acceptance of the wayside horn could be gaged at a field demonstration of the wayside horn, after which further consideration of its use may be warranted.

Table 38. Phasing and Corridor Costs

Corridors	Notes Regarding Implementation and Phasing	CROSSING	STREET	RR	RR CIRCUITRY	Circuitry Upgrade Req'd	GATES/ LIGHTS	Adj Land Use	SSM Options					Opinion of Constr Cost Rounded	Opinion of Corridor Cost (Avg)	
									Raised Medians	Oneway Streets	Closure	4-Quad Gates	Wayside Horns			
GWR Future	Has traffic noise; consider QZ if future residential	872120X	I 25 FRNTGE RD	GWRR	DC/AFO	YES	YES	Open						x	\$ 270,000	\$ 270,000
	When development comes; close crossings	872122L	(MCKEE FARM)	GWRR	NONE	YES	NO	Open							\$ -	
		872124A	(MCKEE FARM)	GWRR	NONE	YES	NO	Open							\$ -	
GWR Corridor 1	Can phase implementation according to budget.	872127V	CR 9 (Boyd Lk Ave)	GWRR	CWT	NO	YES	Open						x	\$ 210,000	\$ 1,575,000
	Can estab. QZ with Boyd Lake and Denver (both have CWT). Boise thru Wash must be done together due to dist.	872128C	DENVER	GWRR	CWT	NO	NO	Open	x						\$ 210,000	
		921967R	BOISE AVE	GWRR	CWT	NO	YES	Indust.	x						\$ 220,000	
		872129J	MADISON	GWRR	DC	YES	NO	Indust.	x						\$ 390,000	
		872130D	MONROE	GWRR	NONE	YES	NO	Resid.	x						\$ 300,000	
		872131K	WASHINGTON	GWRR	NONE	YES	NO	Resid.					x		\$ 300,000	
UPRR Corridor (in Phases)	3rd: Reassess after CDOT/Johnstown work	804495B	CR3 SO SH 34	UPRR	NONE	YES	NO	Open	x						\$ 380,000	\$ 980,000
	1st: Implement QZ 2nd: Add to QZ when improvements are complete	804498W	US 34A WO CR 3	UPRR	DC/AFO	YES	NO	Open	x						\$ 600,000	
		920313E	ROCKY MT. AVE	UPRR	CWT	NO	YES	Resid.							\$ -	
		804500V	BOYDLKAVCR9	UPRR	NONE	YES	YES	Resid.	x						\$ 460,000	
		804315B	CR30	UPRR	NONE	YES	YES	Open	x						\$ 280,000	
BNSF Corridor 5	Consider leaving private xing out of QZ. Can establish QZ at Camp Road as a stand alone since no other xings within 1/4 mi.	245027M	CAMP RD (CR 14/ 42nd St.SW)	BNSF	DC/AFO	YES	YES	Resid.					x	\$ 350,000	\$ 880,000	
													x	\$ 380,000		
													x	\$ 290,000		
		245028U	PRIVATE (FARM)	BNSF	NONE	YES	NO	Resid.								\$ 210,000
		245029B	CORD 16(28th St SW)	BNSF	DC/AFO	YES	YES	Resid.	x							\$ 310,000
BNSF Corridor 4	Roosevelt can be added to downtown QZ when it is done. Consider leaving private xings out of QZ. 14th can be part of QZ with CR 16.	245030V	14th ST SW	BNSF	DC/AFO	YES	YES	Resid.						x	\$ 350,000	\$ 1,195,000
														x	\$ 380,000	
		245031C	PRIVATE (JANSMA)	BNSF	NONE	YES	NO	Indust.				x			\$ 210,000	
		245032J	PRIVATE (RES.)	BNSF	NONE	YES	NO	Resid.							\$ 210,000	
		245033R	ROOSEVELT AVE	BNSF	DC/AFO	YES	YES	Indust.						x	\$ 430,000	
BNSF Corridor 1	Implementation will need to include all crossings except Garfield to achieve QZ due to proximity of crossings.	245035E	1ST ST	BNSF	DC/AFO	YES	YES	Comm.						x	\$ 380,000	\$ 1,705,000
		245038A	4TH ST	BNSF	DC/AFO	YES	YES	Comm.						x	\$ 380,000	
		245040B	6TH ST	BNSF	DC/AFO	YES	YES	Resid.	x						\$ 410,000	
														x	\$ 380,000	
		245041H	7TH ST	BNSF	CWT	NO	YES	Resid.						x	\$ 100,000	
		245042P	10TH ST (WEST)	BNSF	CWT	NO	YES	Resid.						x	\$ 100,000	
BNSF Corridor 3	Will need to be done in conjunction with GWR Corridor 1 due to proximity.	245044D	GARFIELD ST	BNSF	CWT	POSSIBLE	YES	Resid.						x	\$ 350,000	\$ 1,050,000
		244613D	10TH ST (EAST)	BNSF	NONE	YES	NO	Resid.	x						\$ 320,000	
														x	\$ 340,000	
		244614K	CLEVELAND (SB)	BNSF	DC/AFO	YES	NO	Resid.						x	\$ 360,000	
BNSF Corridor 2	Do not need to be done together. If establish QZ downtown, can add each as improvements are done (working north).	244615S	LINCOLN (NB)	BNSF	DC/AFO	YES	NO	Resid.						x	\$ 360,000	\$ 1,095,000
		245045K	29TH ST	BNSF	DC/AFO	YES	YES	Resid.	x						\$ 570,000	
														x	\$ 500,000	
		089381P	37TH ST	BNSF	DC/AFO	YES	YES	Resid.	x						\$ 270,000	
													x	\$ 290,000		
	244601J	57TH ST	BNSF	DC/AFO	YES	YES	Resid.	x						\$ 280,000		

 crossings have upgraded circuitry required for Quiet Zone establishment

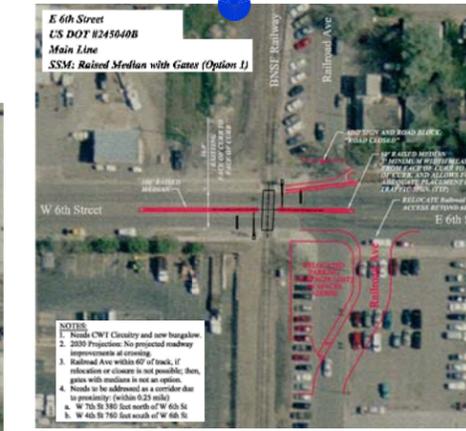
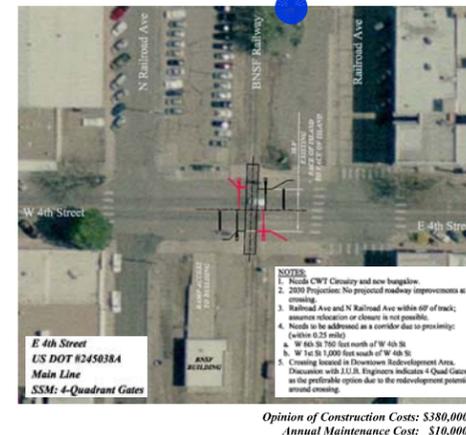
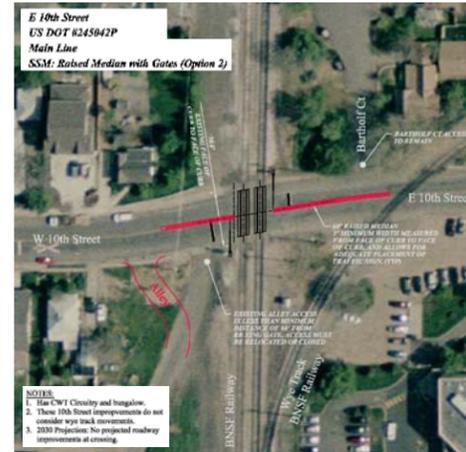
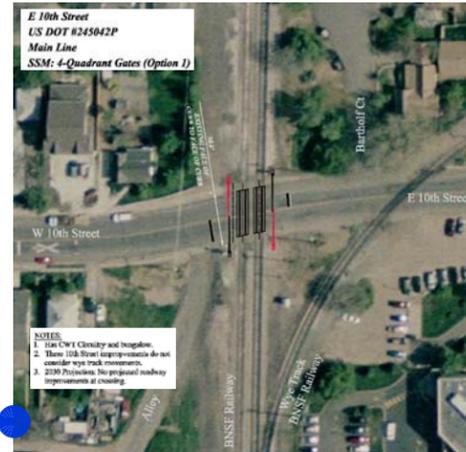
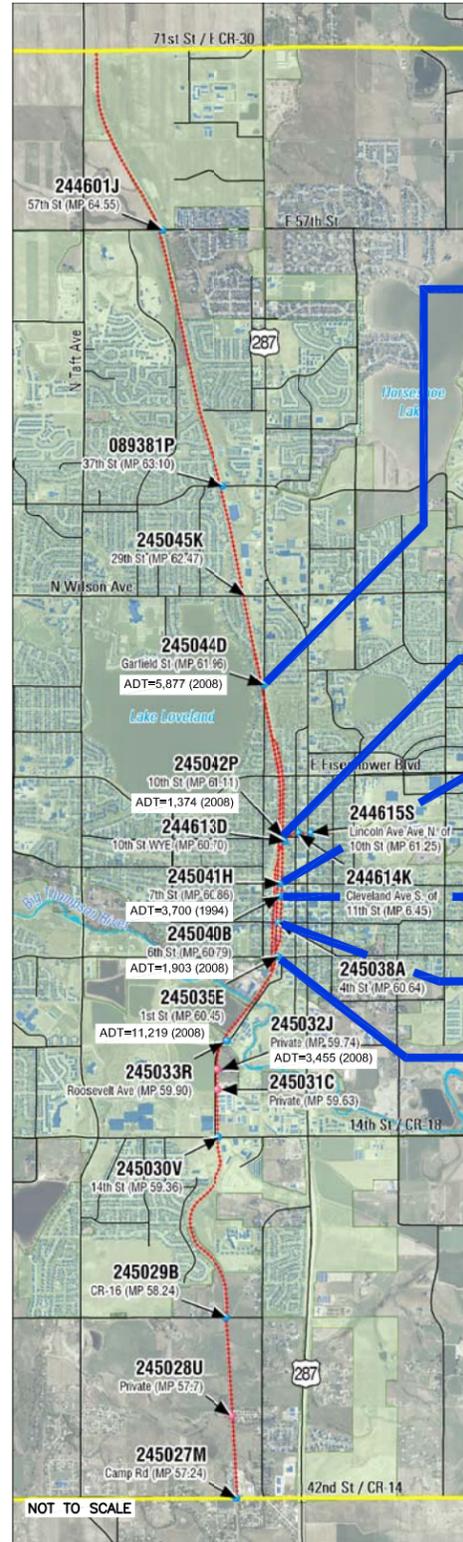
Total For BNSF Public Crossings: \$ 5,295,000
 Total for GWR Public Crossings: \$ 1,845,000
 Total for UPRR Public Crossings: \$ 1,735,000
 Total for Private Crossings: \$ 630,000
 Sum of Opinion of Corridor Costs (Avg): \$ 9,505,000

Concept Crossing Improvements

Railroad Grade Crossing Quiet Zone Study

Corridor: 1st Street to N Garfield Ave
(15 trains per day)

Opinion of Construction Costs (Corridor): \$1,700,000

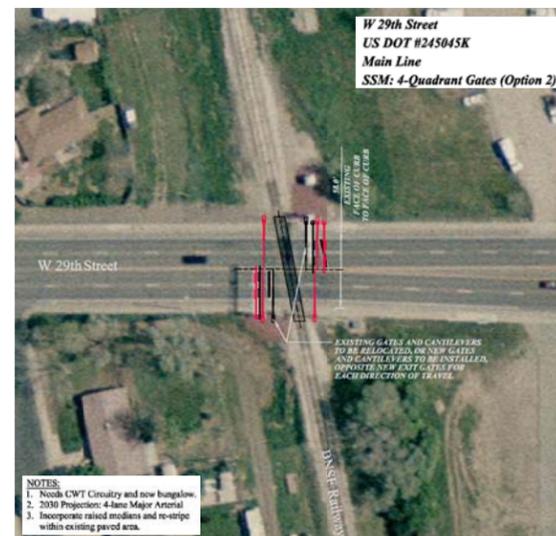
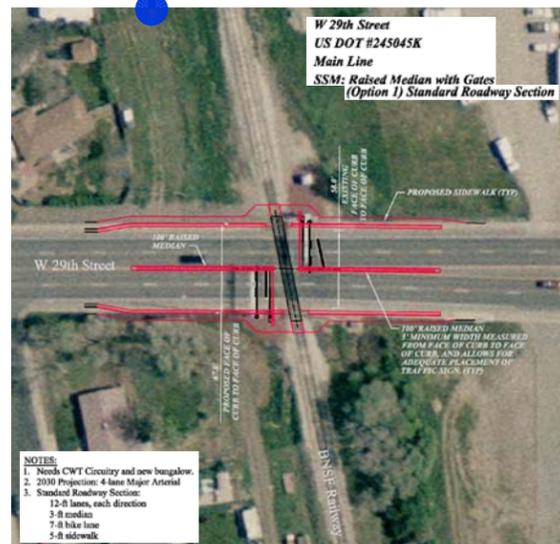
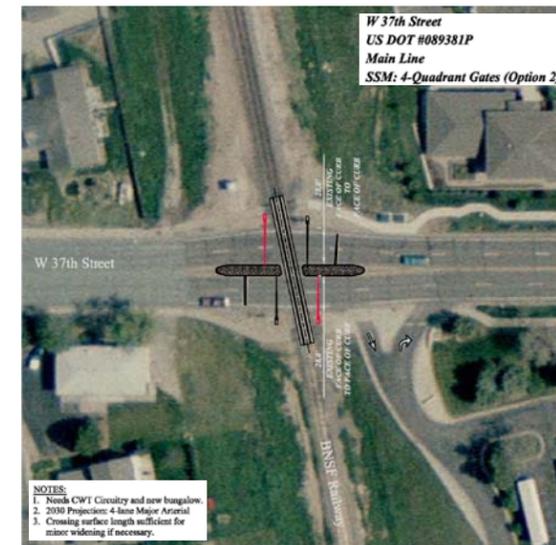
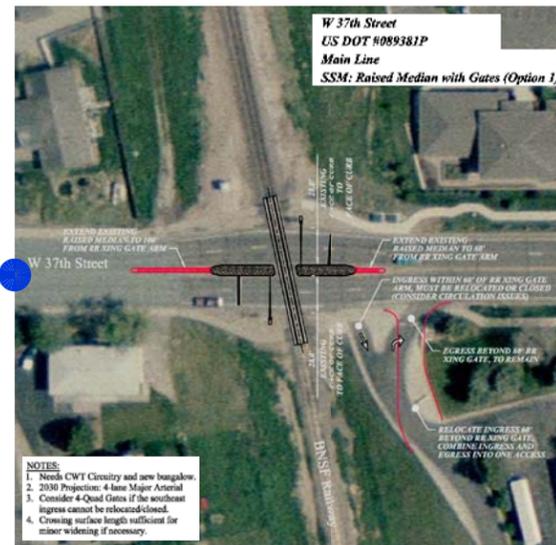
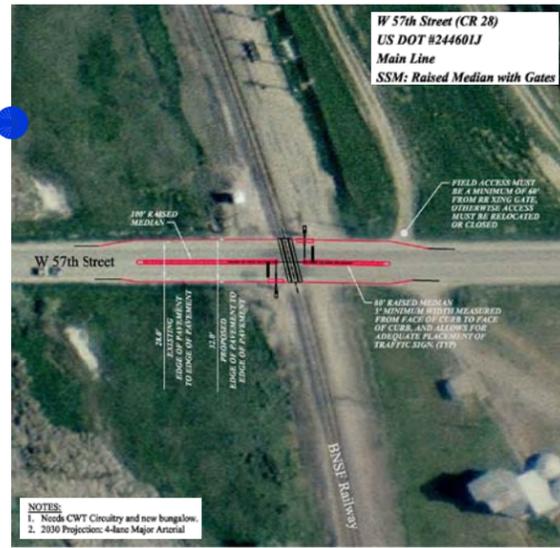
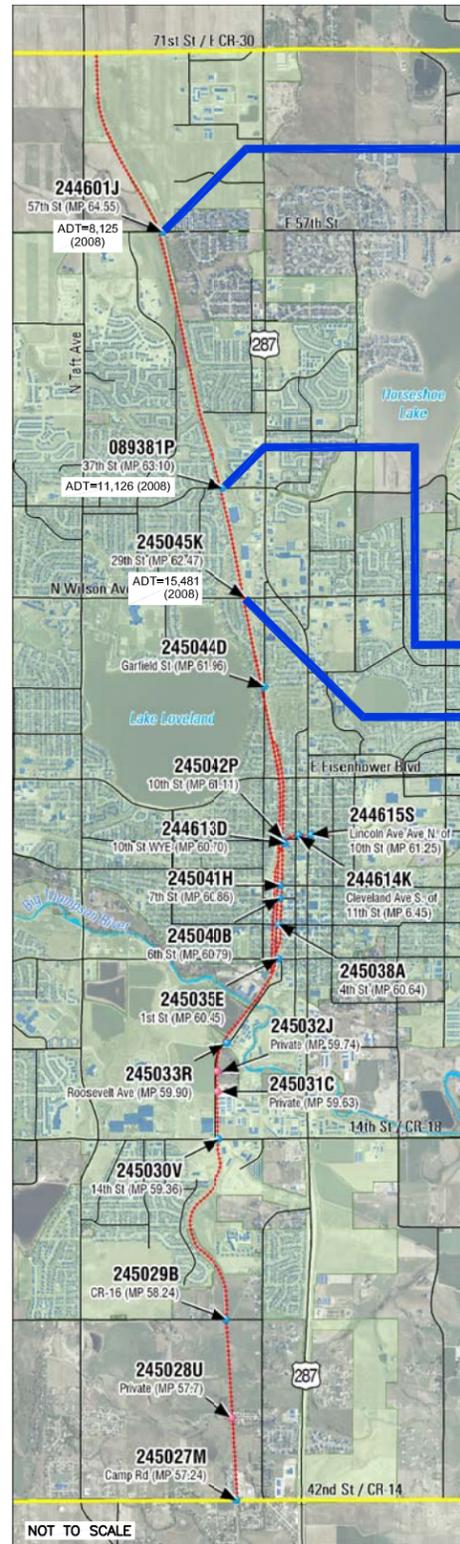


Concept Crossing Improvements

Railroad Grade Crossing Quiet Zone Study

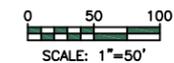
Corridor: 29th Street to 57th Street
(15 trains per day)

Opinion of Construction Costs (Corridor): \$1,100,000



LEGEND:

- Existing Gate
- Existing RR Cantilever
- Proposed Gate
- Proposed RR Cantilever
- Proposed Stop Bar
- Existing Median
- Existing Sign
- Proposed Median
- Proposed Wayside Horn
- Proposed Guardrail
- Existing Stop Bar
- Existing Guardrail
- Proposed Curb and Gutter
- Proposed Sign
- Proposed Guardrail
- Approximate centerline of road or railway (where needed for reference)

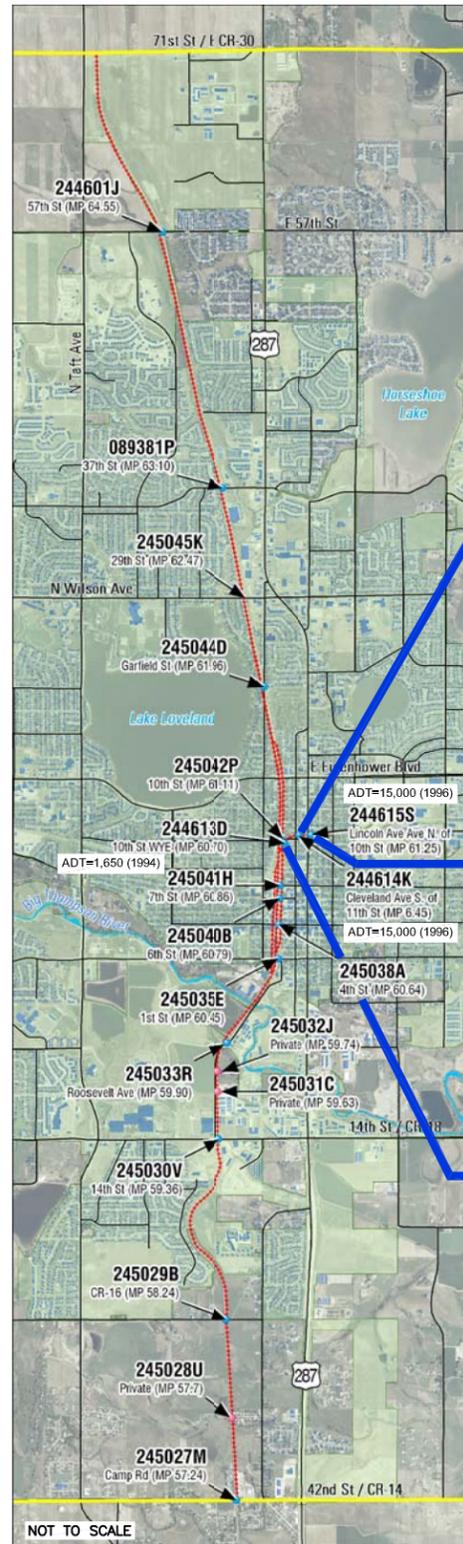


Concept Crossing Improvements

Railroad Grade Crossing Quiet Zone Study

Corridor: 10th Street (Wye) to N Lincoln Ave
(2-7 trains per day)

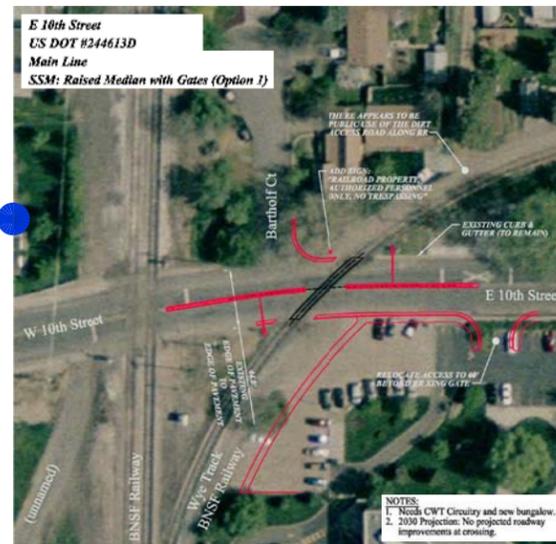
Opinion of Construction Costs (Corridor): \$1,000,000



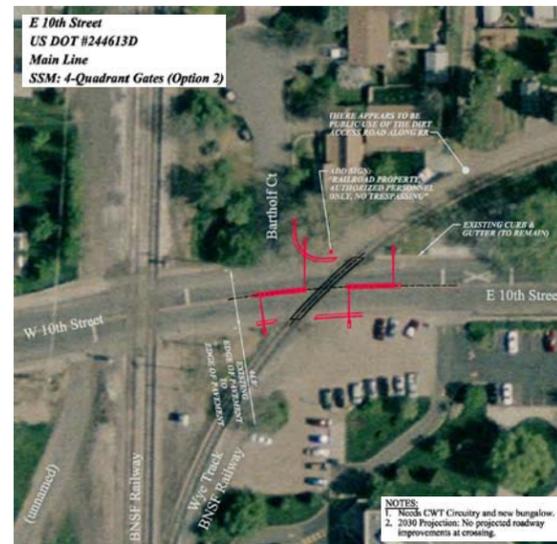
Opinion of Construction Costs: \$360,000



Opinion of Construction Costs: \$360,000



Opinion of Construction Costs: \$320,000



Opinion of Construction Costs: \$340,000
Annual Maintenance Cost: \$10,000

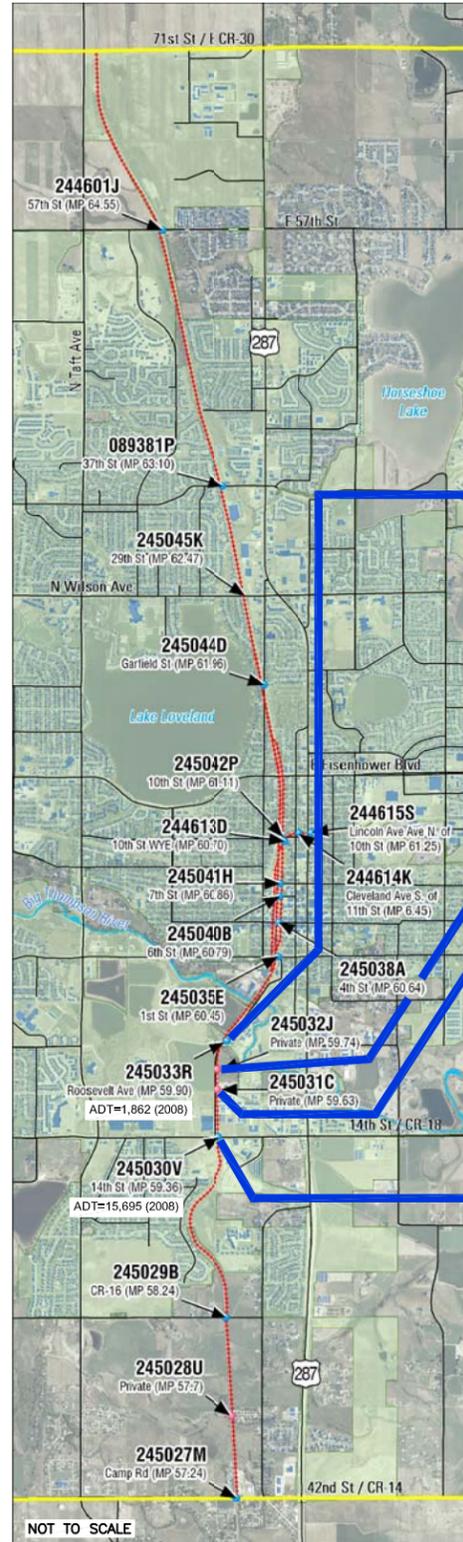


Concept Crossing Improvements

Railroad Grade Crossing Quiet Zone Study

Corridor: S Roosevelt Ave to 14th Street SW
(16 trains per day)

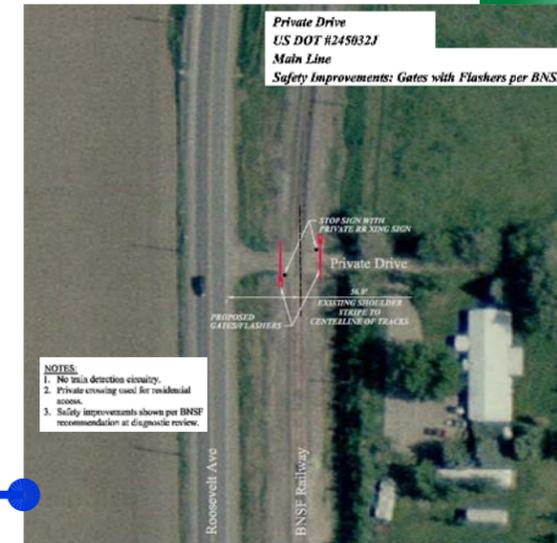
Opinion of Construction Costs (Corridor): \$1,300,000



Opinion of Construction Costs: \$430,000
Annual Maintenance Cost: \$6,000



Opinion of Construction Costs: \$390,000
Annual Maintenance Cost: \$10,000



Opinion of Construction Costs: \$210,000



Opinion of Construction Costs: \$350,000
Annual Maintenance Cost: \$6,000



Opinion of Construction Costs: \$380,000
Annual Maintenance Cost: \$10,000



Opinion of Construction Costs: \$210,000



LEGEND:

- Existing Gate
- Existing RR Cantilever
- Proposed Gate
- Proposed RR Cantilever
- Proposed Stop Bar
- Existing Median
- Existing Sign
- Proposed Median
- Proposed Wayside Horn
- Proposed Guardrail
- Existing Stop Bar
- Existing Guardrail
- Proposed Curb and Gutter
- Proposed Sign
- Approximate centerline of road or railway (where needed for reference)

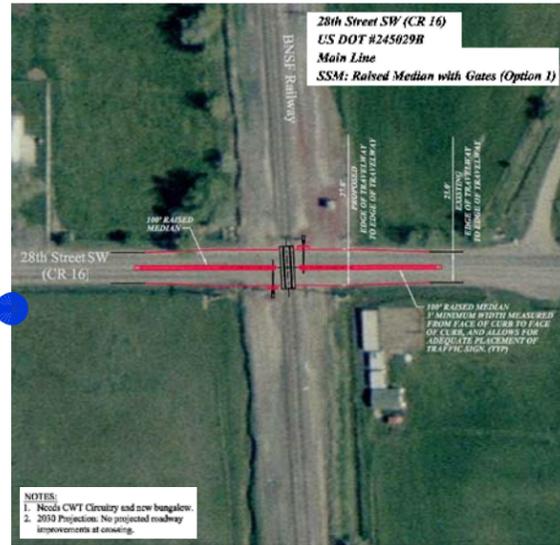
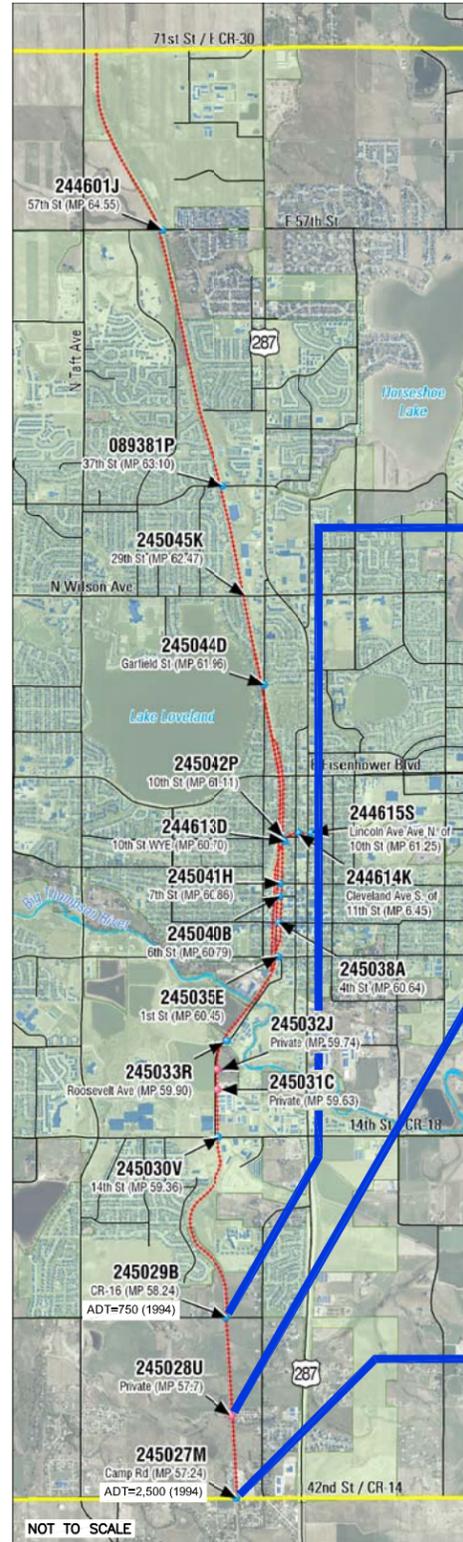


Concept Crossing Improvements

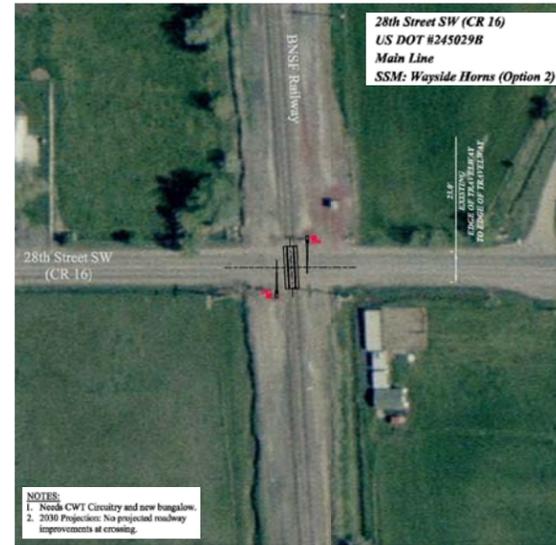
Railroad Grade Crossing Quiet Zone Study

Corridor: 28th Street SW to 42nd Street SW
(16 trains per day)

Opinion of Construction Costs (Corridor): \$870,000



Opinion of Construction Costs: \$310,000



Opinion of Construction Costs: \$350,000
Annual Maintenance Cost: \$6,000



Opinion of Construction Costs: \$210,000



Opinion of Construction Costs: \$350,000
Annual Maintenance Cost: \$6,000



Opinion of Construction Costs: \$380,000
Annual Maintenance Cost: \$10,000



Opinion of Construction Costs: \$290,000



Concept Crossing Improvements

Corridor: N Washington Ave to N Boyd Lake Drive (10 trains per day with switching west of Madison; 4 trains per day east of Madison)

Railroad Grade Crossing Quiet Zone Study

Opinion of Construction Costs (Corridor): \$1,600,000



Opinion of Construction Costs: \$300,000



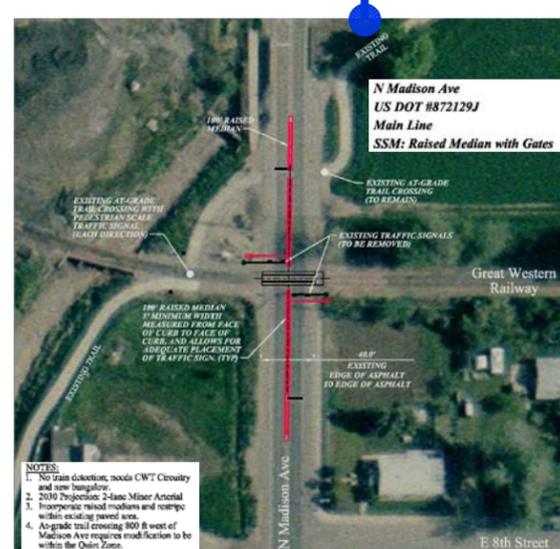
Opinion of Construction Costs: \$220,000



Opinion of Construction Costs: \$100,000
Annual Maintenance Cost: \$10,000



Opinion of Construction Costs: \$300,000
Annual Maintenance Cost: \$10,000



Opinion of Construction Costs: \$390,000



Opinion of Construction Costs: \$210,000



Opinion of Construction Costs: \$210,000
Annual Maintenance Cost: \$6,000



LEGEND:

- Existing Gate
- Existing Median
- Existing Stop Bar

- Existing RR Cantilever
- Existing Sign
- Existing Guardrail

- Proposed Gate
- Proposed Median
- Proposed Curb and Gutter

- Proposed RR Cantilever
- Proposed Wayside Horn
- Proposed Sign

- Proposed Stop Bar
- Proposed Guardrail
- Approximate centerline of road or railway (where needed for reference)





Concept Crossing Improvements

Railroad Grade Crossing Quiet Zone Study

Corridor: Private Access to I-25 Frontage Road (4 trains per day)



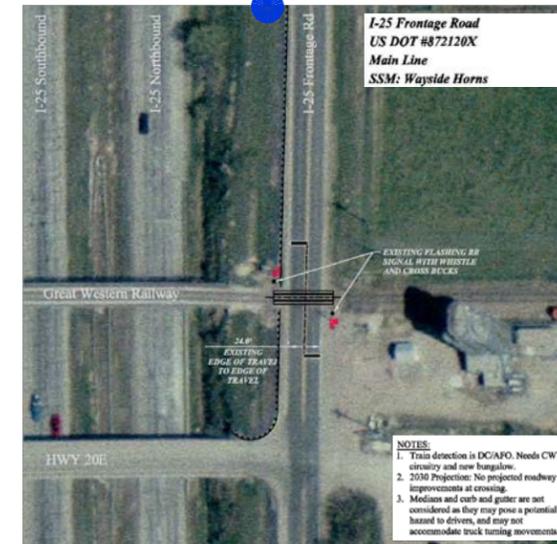
Opinion of Construction Costs (Corridor): \$270,000



Opinion of Construction Costs: \$0



Opinion of Construction Costs: \$0

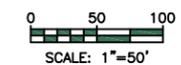


Opinion of Construction Costs: \$270,000
Annual Maintenance Cost: \$6,000



LEGEND:

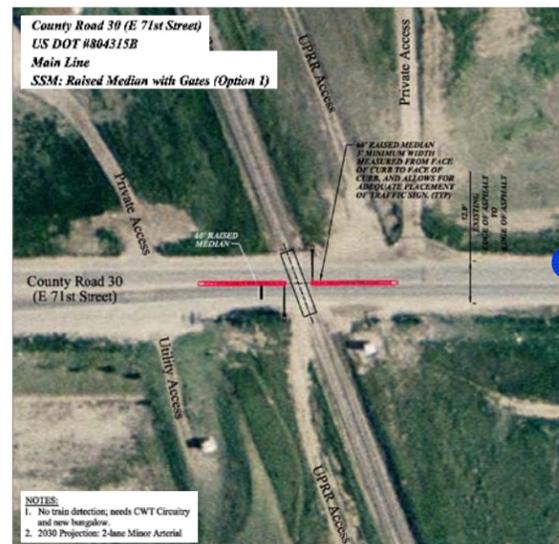
- Existing Gate
- Existing RR Cantilever
- Proposed Gate
- Proposed RR Cantilever
- Proposed Stop Bar
- Existing Median
- Existing Sign
- Proposed Median
- Proposed Wayside Horn
- Proposed Guardrail
- Existing Stop Bar
- Existing Guardrail
- Proposed Curb and Gutter
- Proposed Sign
- Approximate centerline of road or railway (where needed for reference)



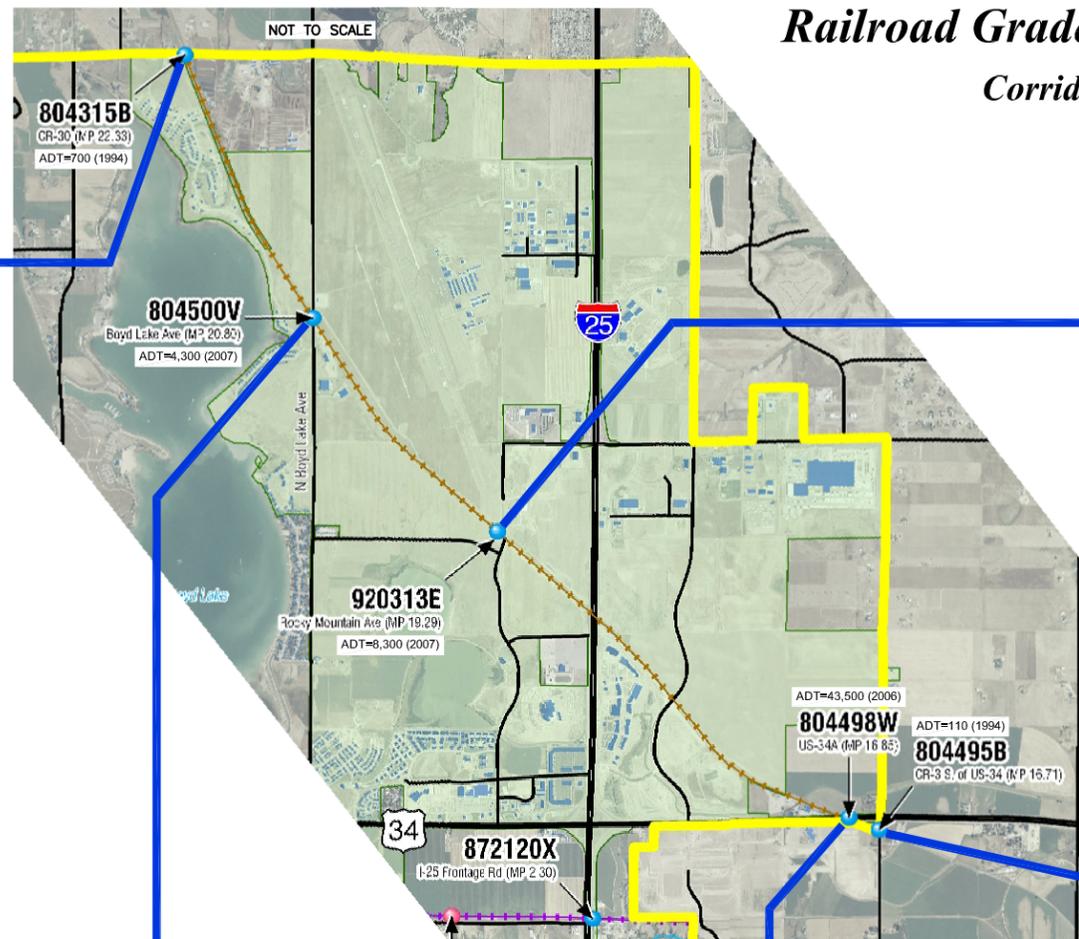
Concept Crossing Improvements

Railroad Grade Crossing Quiet Zone Study

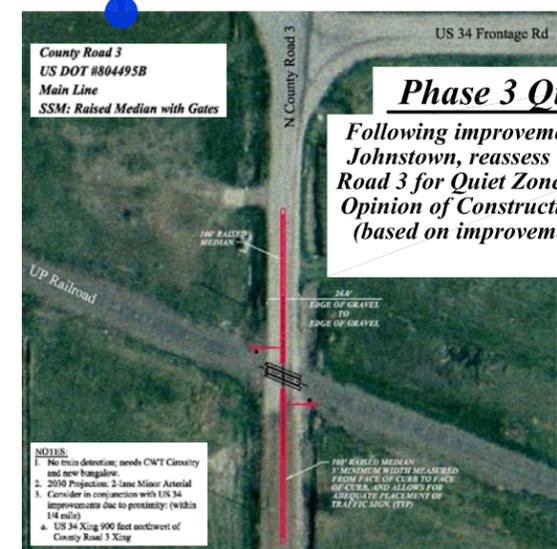
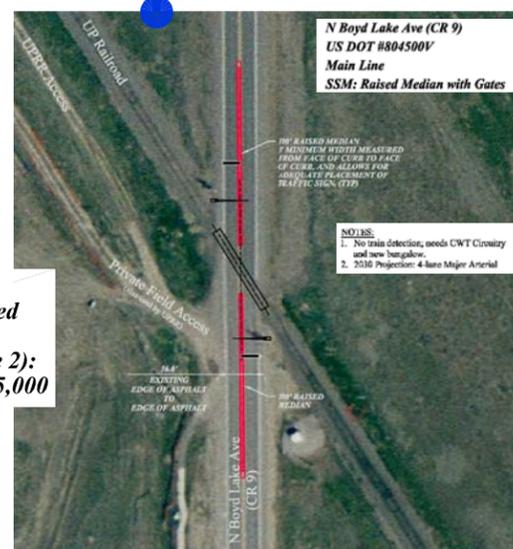
Corridor: County Road 30 to County Road 3
(Established in Phases)
(2 trains per day)



Phase 2 Quiet Zone
Improvements at N Boyd Lake Ave and County Road 30, add to established Quiet Zone at Rocky Mountain Ave
Opinion of Construction Costs (Phase 2): \$755,000



Phase 1 Quiet Zone
Establish Quiet Zone at Rocky Mountain Ave
Opinion of Construction Costs (Phase 1): \$0



Phase 3 Quiet Zone
Following improvements by CDOT and Johnstown, reassess US 34 and County Road 3 for Quiet Zone compliance needs.
Opinion of Construction Costs (Phase 3) (based on improvements shown only): \$980,000

APPENDIX A U.S. DOT CROSSING INVENTORY SUMMARY SHEETS

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: **872120X** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **07/01/96**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:		State:	CO
Subdivision:		County:	LARIMER
Branch or Line Name:	LOVELAND	City:	Near LOVELAND
Railroad Milepost:	0002.30	Street or Road Name:	I 25 FRNTGE RD
RailRoad I.D. No.:		Highway Type & No.:	FAI 25
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S9
Crossing Owner:		Latitude:	40.3348010
ENS Sign Installed:		Longitude:	-104.8572010
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:		
	Specify Signs:		Specify Signals:	
	ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No			
Total Trains:	4	Total Switching:	0	Day Thru:	4	
Typical Speed Range Over Crossing: From	5	to	35	mph	Maximum Time Table Speed:	35
Type and Number of Tracks:	Main:	1	Other	0	Specify:	
Does Another RR Operate a Separate Track at Crossing?						No
Does Another RR Operate Over Your Track at Crossing?						No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872120X**

Continued

Effective Begin-Date of Record: **07/01/96**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	Less than 75 feet	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Local
Is Crossing on State Highway System:	Yes	AADT Year:	1986
Annual Average Daily Traffic (AADT):	000050	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	00		
Posted Highway Speed:	0		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: **872122L** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **05/13/81**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Private At Grade**

Part I Location and Classification of Crossing

Division:		State:	CO
Subdivision:		County:	LARIMER
Branch or Line Name:		City:	Near LOVELAND
Railroad Milepost:	0003.06	Street or Road Name:	(MCKEE FARM)
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S9
Crossing Owner:		Latitude:	40.3348010
ENS Sign Installed:		Longitude:	-104.8572010
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Farm	Public Access:	
No signs or signals	Specify Signs:	Specify Signals:	

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	
Total Trains: 0	Total Switching: 0	Day Thru: 0	
Typical Speed Range Over Crossing: From 0 to 0 mph		Maximum Time Table Speed: 0	
Type and Number of Tracks: Main: 0 Other: 0		Specify:	

Does Another RR Operate a Separate Track at Crossing?

Does Another RR Operate Over Your Track at Crossing?

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872122L**

Continued

Effective Begin-Date of Record: **05/13/81**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks: 0	Highway Stop Signs: 0
Advanced Warning:	Hump Crossing Sign:
Pavement Markings:	Other Signs: 0 Specify:
	0

Train Activated Devices:

Gates: 0	4 Quad or Full Barrier:
Mast Mounted FL: 0	Total Number FL Pairs: 0
Cantilevered FL (Over): 0	Cantilevered FL (Not over): 0
Other Flashing Lights: 0	Specify Other Flashing Lights:
Highway Traffic Signals: 0	Wigwags: 0 Bells: 0
Other Train Activated Warning Devices:	Special Warning Devices Not Train Activated:
Channelization:	Type of Train Detection:
Track Equipped with Train Signals?	Traffic Light Interconnection/Preemption:

Part IV: Physical Characteristics

Type of Development:	Smallest Crossing Angle:
Number of Traffic Lanes Crossing Railroad:	Are Truck Pullout Lanes Present?
Is Highway Paved?	
Crossing Surface:	If Other:
Nearby Intersecting Highway?	Is it Signalized?
Does Track Run Down a Street?	Is Crossing Illuminated?
Is Commercial Power	

Part V: Highway Information

Highway System:	Functional Classification of Road at Crossing:
Is Crossing on State Highway System:	
Annual Average Daily Traffic (AADT):	AADT Year: 1981
Estimated Percent Trucks:	Avg. No of School Buses per Day: 0
Posted Highway Speed: 0	

U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009

Crossing No.: **872124A** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **05/13/81**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Private At Grade**

Part I Location and Classification of Crossing

Division: State: **CO**
Subdivision: County: **LARIMER**
Branch or Line Name: **LOVELAND** City: **Near LOVELAND**
Railroad Milepost: **0003.38** Street or Road Name: **(MCKEE FARM)**
RailRoad I.D. No.: Highway Type & No.:
Nearest RR Timetable Stn: **LOVELAND** HSR Corridor ID:
Parent Railroad: County Map Ref. No.: **LARIMER S9**
Crossing Owner: Latitude: **40.3348010**
ENS Sign Installed: Longitude: **-104.8572010**
Passenger Service: Lat/Long Source:
Avg Passenger Train Count: **0** Quiet Zone: **No**
Adjacent Crossing with
Separate Number:

Private Crossing Information:

Category: **Farm** Public Access:
No signs or Specify Signs: Specify Signals:
signals

ST/RR A ST/RR B ST/RR C ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements: Less Than One Movement Per Day:
Total Trains: **0** Total Switching: **0** Day Thru: **0**
Typical Speed Range Over Crossing: From **0** to **0** mph Maximum Time Table Speed: **0**
Type and Number of Tracks: Main: **0** Other **0** Specify:

Does Another RR Operate a Separate Track at Crossing?

Does Another RR Operate Over Your Track at Crossing?

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872124A**

Continued

Effective Begin-Date of Record: **05/13/81**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:		Hump Crossing Sign:	
Pavement Markings:		Other Signs: 0	Specify:
		0	

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags: 0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	
Track Equipped with Train Signals?		Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Smallest Crossing Angle:
Number of Traffic Lanes Crossing Railroad:	Are Truck Pullout Lanes Present?
Is Highway Paved?	
Crossing Surface:	If Other:
Nearby Intersecting Highway?	Is it Signalized?
Does Track Run Down a Street?	Is Crossing Illuminated?
Is Commercial Power	

Part V: Highway Information

Highway System:	Functional Classification of Road at Crossing:
Is Crossing on State Highway System:	
Annual Average Daily Traffic (AADT):	AADT Year: 1981
Estimated Percent Trucks:	Avg. No of School Buses per Day: 0
Posted Highway Speed: 0	

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: **872127V** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **07/01/96**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:		State:	CO
Subdivision:		County:	LARIMER
Branch or Line Name:	LOVELAND	City:	Near LOVELAND
Railroad Milepost:	0003.79	Street or Road Name:	CR 9 NO CR 20E
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S9
Crossing Owner:		Latitude:	40.3348010
ENS Sign Installed:		Longitude:	-104.8572010
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:		
	Specify Signs:		Specify Signals:	
	ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No			
Total Trains:	4	Total Switching:	0	Day Thru:	4	
Typical Speed Range Over Crossing: From	5	to	35	mph	Maximum Time Table Speed:	35
Type and Number of Tracks:	Main:	1	Other	0	Specify:	
Does Another RR Operate a Separate Track at Crossing?						No
Does Another RR Operate Over Your Track at Crossing?						No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872127V**

Continued

Effective Begin-Date of Record: **07/01/96**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Minor Collector
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	000620	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: **872128C** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **07/03/96**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Private At Grade**

Part I Location and Classification of Crossing

Division:		State:	CO
Subdivision:		County:	LARIMER
Branch or Line Name:	LOVELAND	City:	Near LOVELAND
Railroad Milepost:	0005.28	Street or Road Name:	DENVER SO US 34
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S9
Crossing Owner:		Latitude:	40.4037670
ENS Sign Installed:		Longitude:	-105.0599520
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Farm	Public Access:	
Signs	Specify Signs: XBUCKS,STOPSIGN	Specify Signals:	

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	
Total Trains: 0	Total Switching: 0	Day Thru: 0	
Typical Speed Range Over Crossing: From 0 to 0 mph		Maximum Time Table Speed: 0	
Type and Number of Tracks: Main: 0 Other 0		Specify:	

Does Another RR Operate a Separate Track at Crossing?

Does Another RR Operate Over Your Track at Crossing?

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872128C**

Continued

Effective Begin-Date of Record: **07/03/96**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:		Hump Crossing Sign:	
Pavement Markings:		Other Signs: 0	Specify:
		0	

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0
Other Train Activated Warning Devices:		Bells:	0
Channelization:		Special Warning Devices Not Train Activated:	
Track Equipped with Train Signals?		Type of Train Detection:	
		Traffic Light	
		Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Smallest Crossing Angle:
Number of Traffic Lanes Crossing Railroad:	Are Truck Pullout Lanes Present?
Is Highway Paved?	
Crossing Surface:	If Other:
Nearby Intersecting Highway?	Is it Signalized?
Does Track Run Down a Street?	Is Crossing Illuminated?
Is Commercial Power	

Part V: Highway Information

Highway System:	Functional Classification of Road at Crossing:
Is Crossing on State Highway System:	
Annual Average Daily Traffic (AADT):	AADT Year: 1981
Estimated Percent Trucks:	Avg. No of School Buses per Day: 0
Posted Highway Speed: 0	



Federal Railroad Administration Office of Safety Analysis

[Home](#)[Crossing](#)[Forms/Publications](#)[Downloads](#)[Query](#)[FAQ](#)[AF/FP](#)[CWR](#)[PRELIM Bulletin](#)[Contact Us](#)[Privacy Policy](#)

You are Visitor# 4377403

5.02 - Query and Generate Crossing Accident Reports

Please click on one of the links below or enter a crossing number, pick the report type and click on the **Generate Report** button to produce the Report.

Report Type:

 Inventory Accident Contact Sheet

Crossing#:

921967R

Crossing number is valid but not in the inventory file.

Inventory:

 Current History

Additional Links

[Query by Location/Railroad](#)[Query by Crossing](#)[Accident Prediction \(WBAPS\)](#)[DOT Crossing Inventory Information](#)[Crossing Data help](#)[Maps](#)[Notice](#)[Using this Site](#)

Inventory file as of:12/31/2008

Accident file as of:12/31/2008

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: **872129J** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **07/01/96**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:		State:	CO
Subdivision:		County:	LARIMER
Branch or Line Name:	LOVELAND	City:	In LOVELAND
Railroad Milepost:	0005.78	Street or Road Name:	MADISON NO 8TH
RailRoad I.D. No.:		Highway Type & No.:	FAU8287
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4027210
ENS Sign Installed:		Longitude:	-105.0663680
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:		
	Specify Signs:		Specify Signals:	
	ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No			
Total Trains:	4	Total Switching:	0	Day Thru:	4	
Typical Speed Range Over Crossing: From	5	to	35	mph	Maximum Time Table Speed:	35
Type and Number of Tracks:	Main:	1	Other	0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No				
Does Another RR Operate Over Your Track at Crossing?		No				

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872129J**

Continued

Effective Begin-Date of Record: **07/01/96**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	4	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	011600	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: **872130D** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **07/03/96**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:		State:	CO
Subdivision:		County:	LARIMER
Branch or Line Name:	LOVELAND	City:	In LOVELAND
Railroad Milepost:	0006.34	Street or Road Name:	MONROE SO 11TH
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4026950
ENS Sign Installed:		Longitude:	-105.0680390
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:		
	Specify Signs:		Specify Signals:	
	ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No			
Total Trains:	10	Total Switching:	10	Day Thru:	0	
Typical Speed Range Over Crossing: From	5	to	15	mph	Maximum Time Table Speed:	35
Type and Number of Tracks:	Main:	1	Other	2	Specify:	SIDINGS
Does Another RR Operate a Separate Track at Crossing?		No				
Does Another RR Operate Over Your Track at Crossing?		Yes: BN				

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872130D**

Continued

Effective Begin-Date of Record: **07/03/96**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	2
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	2 Specify: 3 TRACKS
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	001300	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: **872131K** Update Reason: **Changed Crossing** Effective Begin-Date of Record: **09/13/94**
Railroad: **GWR Great Western Rwy of Colorado, LLC [GWR]** End-Date of Record:
Initiating Agency **State** Type and Position: **Public At Grade**

Part I Location and Classification of Crossing

Division:		State:	CO
Subdivision:		County:	LARIMER
Branch or Line Name:	LOVELAND	City:	In LOVELAND
Railroad Milepost:	0006.45	Street or Road Name:	WASHINGTON SO11TH
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4026790
ENS Sign Installed:		Longitude:	-105.0700760
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:		
	Specify Signs:		Specify Signals:	
	ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No			
Total Trains:	10	Total Switching:	10	Day Thru:	0	
Typical Speed Range Over Crossing: From	5	to	15	mph	Maximum Time Table Speed:	35
Type and Number of Tracks:	Main:	1	Other	0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No				
Does Another RR Operate Over Your Track at Crossing?		Yes: BN				

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing **872131K**

Continued

Effective Begin-Date of Record: **09/13/94**

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	2 Specify: YIELD
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	002050	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 804495B Update Reason: Changed Crossing Effective Begin-Date of Record: 02/07/07
 Railroad: UP Union Pacific RR Co. [UP] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	CENTRAL REGION	State:	CO
Subdivision:	WYOMING DIV.	County:	LARIMER
Branch or Line Name:	FT COLLINS BR.	City:	Near LOVELAND
Railroad Milepost:	0016.71	Street or Road Name:	CR3 SO SH 34
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	KELIM	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR 3
Crossing Owner:		Latitude:	40.4064972
ENS Sign Installed:		Longitude:	-104.9644000
Passenger Service:		Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:	Unknown
	Specify Signs:		Specify Signals:
	ST/RR A	ST/RR B	ST/RR C
			ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)848-8715 Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Day Thru:	0
Total Switching:	2	Maximum Time Table Speed:	25
Typical Speed Range Over Crossing: From	25 to 25 mph	Specify:	
Type and Number of Tracks:	Main: 1 Other: 0		
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 804495B

Continued

Effective Begin-Date of Record: 02/07/07

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 2	Specify: YIELD
		0	

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags: 0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Minor Arterial
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	000110	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 804498W Update Reason: Changed Crossing Effective Begin-Date of Record: 06/30/03
 Railroad: UP Union Pacific RR Co. [UP] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	CENTRAL REGION	State:	CO
Subdivision:	WYOMING DIV.	County:	LARIMER
Branch or Line Name:	FT COLLINS BR.	City:	Near LOVELAND
Railroad Milepost:	0016.85	Street or Road Name:	US 34A WO CR 3
RailRoad I.D. No.:		Highway Type & No.:	US 34A
Nearest RR Timetable Stn:	KELIM	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER 3
Crossing Owner:		Latitude:	40.4074411
ENS Sign Installed:		Longitude:	-104.9674200
Passenger Service:		Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:	Unknown
Specify Signs:	Specify Signals:	
ST/RR A	ST/RR B	ST/RR C
ST/RR D		

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)848-8715 Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 2 Total Switching: 0	Day Thru:	1
Typical Speed Range Over Crossing: From 1 to 5 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 804498W

Continued

Effective Begin-Date of Record: 06/30/03

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	4 Specify: SIGNAL AHD
			1 ENS-800

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	0
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	4	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	HWY MP 97.645
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pullout Lanes Present?	Yes
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Concrete	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Rural Other Principal Arterial
Is Crossing on State Highway System:	Yes		
Annual Average Daily Traffic (AADT):	020800	AADT Year:	1996
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 920313E Update Reason: Changed Crossing Effective Begin-Date of Record: 05/23/07
 Railroad: UP Union Pacific RR Co. [UP] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	DENVER	State:	CO
Subdivision:	FT. COLLINS SU	County:	LARIMER
Branch or Line Name:	FT. COLLINS BR.	City:	Near LOVELAND
Railroad Milepost:	0019.29	Street or Road Name:	ROCKY MT. AVE
RailRoad I.D. No.:	UPRR	Highway Type & No.:	
Nearest RR Timetable Stn:	BOYD LAKE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	
Crossing Owner:		Latitude:	
ENS Sign Installed:		Longitude:	
Passenger Service:		Lat/Long Source:	Neither
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:	Unknown
Specify Signs:	Specify Signals:	
ST/RR A	ST/RR B	ST/RR C
ST/RR D		

Railroad Use:

State Use:

Narrative:

Emergency Contact:

Railroad Contact:

State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 2 Total Switching: 0	Day Thru:	1
Typical Speed Range Over Crossing: From 20 to 40 mph	Maximum Time Table Speed:	40
Type and Number of Tracks: Main: 1 Other 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 920313E

Continued

Effective Begin-Date of Record: 05/23/07

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	4	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	Constant Warning Time
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Concrete	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Major Collector
Is Crossing on State Highway System:	No	AADT Year:	
Annual Average Daily Traffic (AADT):	002000	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	10		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 804500V Update Reason: Changed Crossing Effective Begin-Date of Record: 11/13/02
 Railroad: UP Union Pacific RR Co. [UP] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	CENTRAL REGION	State:	CO
Subdivision:	WYOMING DIV.	County:	LARIMER
Branch or Line Name:	FT COLLINS BR.	City:	Near LOVELAND
Railroad Milepost:	0020.80	Street or Road Name:	BOYDLKAVCR9NOUS34
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	BOYD LAKE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S9
Crossing Owner:		Latitude:	40.4456447
ENS Sign Installed:		Longitude:	-105.0204800
Passenger Service:		Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:		Public Access:	Unknown
	Specify Signs:		Specify Signals:
	ST/RR A	ST/RR B	ST/RR C
			ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)848-8715 Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains:	2	Total Switching:	2
Day Thru:		Day Thru:	0
Typical Speed Range Over Crossing: From	25	to	25 mph
Maximum Time Table Speed:			25
Type and Number of Tracks:	Main: 1	Other:	0
		Specify:	
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 804500V

Continued

Effective Begin-Date of Record: 11/13/02

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Minor Arterial
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	000600	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 2/27/2009

Crossing No.: 804315B Update Reason: Changed Crossing Effective Begin-Date of Record: 11/13/02
 Railroad: UP Union Pacific RR Co. [UP] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	CENTRAL REGION	State:	CO
Subdivision:	WYOMING DIV.	County:	LARIMER
Branch or Line Name:	FT COLLINS BR.	City:	Near FORT COLLINS
Railroad Milepost:	0022.33	Street or Road Name:	CR30
RailRoad I.D. No.:		Highway Type & No.:	
Nearest RR Timetable Stn:	BOYD LAKE	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S9
Crossing Owner:		Latitude:	40.4656475
ENS Sign Installed:		Longitude:	-105.0330750
Passenger Service:		Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:	Unknown
Specify Signs:	Specify Signals:	
ST/RR A	ST/RR B	ST/RR C
ST/RR D		

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)848-8715 Railroad Contact: State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 2 Total Switching: 0	Day Thru:	1
Typical Speed Range Over Crossing: From 25 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 804315B

Continued

Effective Begin-Date of Record: 11/13/02

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	No Markings	Other Signs: 0	Specify:
		0	

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags: 0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Concrete	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Major Collector
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	000700	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	13		
Posted Highway Speed:	0		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: 245027M Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near BERTHOUD
Railroad Milepost:	0057.24	Street or Road Name:	CAMP RD
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S12
Crossing Owner:		Latitude:	40.3493640
ENS Sign Installed:		Longitude:	-105.0809530
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 49 mph	Maximum Time Table Speed:	49
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245027M

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Major Collector
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	002500	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245028U Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Private At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near LOVELAND
Railroad Milepost:	0057.70	Street or Road Name:	PRIVATE
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S12
Crossing Owner:		Latitude:	40.3559490
ENS Sign Installed:		Longitude:	-105.0814070
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Residential	Public Access:	
No signs or signals	Specify Signs:	Specify Signals:	

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452	Railroad Contact: (913)551-4540	State Contact:
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 0 to 49 mph	Maximum Time Table Speed:	49
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245028U

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	2	
Advanced Warning:		Hump Crossing Sign:		
Pavement Markings:		Other Signs:	0	Specify:
			0	

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:		
Mast Mounted FL:	0	Total Number FL Pairs:	0	
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0	
Other Flashing Lights:	0	Specify Other Flashing Lights:		
Highway Traffic Signals:	0	Wigwags:	0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:		
Channelization:		Type of Train Detection:		None
Track Equipped with Train Signals?		Traffic Light Interconnection/Preemption:		

Part IV: Physical Characteristics

Type of Development:	Smallest Crossing Angle:
Number of Traffic Lanes Crossing Railroad:	Are Truck Pullout Lanes Present?
Is Highway Paved?	
Crossing Surface: Timber	If Other:
Nearby Intersecting Highway?	Is it Signalized?
Does Track Run Down a Street?	Is Crossing Illuminated?
Is Commercial Power	

Part V: Highway Information

Highway System:	Functional Classification of Road at Crossing:
Is Crossing on State Highway System:	
Annual Average Daily Traffic (AADT):	AADT Year: 1989
Estimated Percent Trucks:	Avg. No of School Buses per Day: 0
Posted Highway Speed: 0	

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245029B Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near LOVELAND
Railroad Milepost:	0058.24	Street or Road Name:	CO RD 16
RailRoad I.D. No.:	0476	Highway Type & No.:	CR 16
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S12
Crossing Owner:		Latitude:	40.3638410
ENS Sign Installed:		Longitude:	-105.0819500
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 49 mph	Maximum Time Table Speed:	49
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245029B

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Collector
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	000750	AADT Year:	1994
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245030V Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0059.36	Street or Road Name:	14TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	FAU8256
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S12
Crossing Owner:		Latitude:	40.3783170
ENS Sign Installed:		Longitude:	-105.0826860
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A	ST/RR B
ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245030V

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	4	4 Quad or Full Barrier:	
Mast Mounted FL:	4	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	012000	AADT Year:	1994
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245031C Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Private At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0059.63	Street or Road Name:	PRIVATE
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S12
Crossing Owner:		Latitude:	40.3821110
ENS Sign Installed:		Longitude:	-105.0827380
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Residential	Public Access:	
No signs or signals	Specify Signs:	Specify Signals:	

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452	Railroad Contact: (913)551-4540	State Contact:
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 0 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245031C

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0	
Advanced Warning:		Hump Crossing Sign:		
Pavement Markings:		Other Signs: 0	Specify:	
		0		

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:		
Mast Mounted FL:	0	Total Number FL Pairs:	0	
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0	
Other Flashing Lights:	0	Specify Other Flashing Lights:		
Highway Traffic Signals:	0	Wigwags: 0	Bells: 0	
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:		
Channelization:		Type of Train Detection:	None	
Track Equipped with Train Signals?		Traffic Light Interconnection/Preemption:		

Part IV: Physical Characteristics

Type of Development:	Smallest Crossing Angle:
Number of Traffic Lanes Crossing Railroad:	Are Truck Pullout Lanes Present?
Is Highway Paved?	
Crossing Surface: Timber	If Other:
Nearby Intersecting Highway?	Is it Signalized?
Does Track Run Down a Street?	Is Crossing Illuminated?
Is Commercial Power	

Part V: Highway Information

Highway System:	Functional Classification of Road at Crossing:
Is Crossing on State Highway System:	
Annual Average Daily Traffic (AADT):	AADT Year: 1989
Estimated Percent Trucks:	Avg. No of School Buses per Day: 0
Posted Highway Speed: 0	

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245032J Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Private At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0059.74	Street or Road Name:	PRIVATE
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S12
Crossing Owner:		Latitude:	40.3837390
ENS Sign Installed:		Longitude:	-105.0827450
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Industrial	Public Access:	
No signs or signals	Specify Signs:	Specify Signals:	

	ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452	Railroad Contact: (913)551-4540	State Contact:
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Part II Railroad Information

Number of Daily Train Movements:		Less Than One Movement Per Day:	No
Total Trains: 16	Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 0 to 25 mph		Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0		Specify:	
Does Another RR Operate a Separate Track at Crossing?			No
Does Another RR Operate Over Your Track at Crossing?			No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245032J

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	2	
Advanced Warning:		Hump Crossing Sign:		
Pavement Markings:		Other Signs:	0	Specify:
			0	

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:		
Mast Mounted FL:	0	Total Number FL Pairs:	0	
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0	
Other Flashing Lights:	0	Specify Other Flashing Lights:		
Highway Traffic Signals:	0	Wigwags:	0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:		
Channelization:		Type of Train Detection:		None
Track Equipped with Train Signals?		Traffic Light Interconnection/Preemption:		

Part IV: Physical Characteristics

Type of Development:	Smallest Crossing Angle:
Number of Traffic Lanes Crossing Railroad:	Are Truck Pullout Lanes Present?
Is Highway Paved?	
Crossing Surface: Timber	If Other:
Nearby Intersecting Highway?	Is it Signalized?
Does Track Run Down a Street?	Is Crossing Illuminated?
Is Commercial Power	

Part V: Highway Information

Highway System:	Functional Classification of Road at Crossing:
Is Crossing on State Highway System:	
Annual Average Daily Traffic (AADT):	AADT Year: 1989
Estimated Percent Trucks:	Avg. No of School Buses per Day: 0
Posted Highway Speed: 0	

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245033R Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0059.90	Street or Road Name:	ROOSEVELT AVE
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMR S12
Crossing Owner:		Latitude:	40.3860200
ENS Sign Installed:		Longitude:	-105.0816930
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A	ST/RR B
ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245033R

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	2
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Institutional	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	002150	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245035E Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0060.45	Street or Road Name:	1ST ST
RailRoad I.D. No.:	0476	Highway Type & No.:	FAU8260
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.3927350
ENS Sign Installed:		Longitude:	-105.0763680
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245035E

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	008150	AADT Year:	1994
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245038A Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0060.64	Street or Road Name:	4TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.3954800
ENS Sign Installed:		Longitude:	-105.0762490
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 16 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245038A

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	Yes	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	005500	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 244613D Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	3RD SUB-SWITCH	City:	Near LOVELAND
Railroad Milepost:	0060.70	Street or Road Name:	10TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4019790
ENS Sign Installed:		Longitude:	-105.0756240
Passenger Service:		Lat/Long Source:	Fed. Derived
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 2 Total Switching: 2	Day Thru:	0
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 0 Other: 1	Specify:	NO 14
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 244613D

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	1	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	RR Xing Symbols	Other Signs: 0	Specify:
		0	

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags: 0	Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	None
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Asphalt	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	No		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	001650	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 2/27/2009

Crossing No.: 245040B Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0060.79	Street or Road Name:	6TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.3975680
ENS Sign Installed:		Longitude:	-105.0761750
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 15 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245040B

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	3	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	002950	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245041H Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0060.86	Street or Road Name:	7TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	FAU8284
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.3986090
ENS Sign Installed:		Longitude:	-105.0761360
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A	ST/RR B
ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 15 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 1	Specify:	PASSING
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245041H

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	Constant Warning Time
Track Equipped with Train Signals?	Yes	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Commercial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Collector
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	003700	AADT Year:	1994
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245042P Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0061.11	Street or Road Name:	10TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4022570
ENS Sign Installed:		Longitude:	-105.0760050
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 15 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 1	Specify:	PASSING
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245042P

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	001650	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 244614K Update Reason: Closed Crossing Effective Begin-Date of Record: 10/24/01
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	POWDER RIVER	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near LOVELAND
Railroad Milepost:	0061.18	Street or Road Name:	CLEVELND NO 10TH
RailRoad I.D. No.:	0476	Highway Type & No.:	FAP287
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4026490
ENS Sign Installed:		Longitude:	-105.0740740
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 7 Total Switching: 0	Day Thru:	4
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 1	Specify:	NO.14
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 244614K

Continued

Effective Begin-Date of Record: 10/24/01

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	4	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	3	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Other	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	No		

Part V: Highway Information

Highway System:	Other National Highway	Functional Classification of Road at Crossing:	Urban Other Principal
Is Crossing on State Highway System:	Yes		
Annual Average Daily Traffic (AADT):	015000	AADT Year:	1996
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

**U.S. DOT - CROSSING INVENTORY INFORMATION
AS OF 2/27/2009**

Crossing No.: 244615S Update Reason: Closed Crossing Effective Begin-Date of Record: 10/24/01
Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	POWDER RIVER	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near LOVELAND
Railroad Milepost:	0061.25	Street or Road Name:	LINCOLN NO 10TH
RailRoad I.D. No.:	0476	Highway Type & No.:	FAP287
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4026600
ENS Sign Installed:		Longitude:	-105.0727160
Passenger Service:		Lat/Long Source:	
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:		
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 7 Total Switching: 0	Day Thru:	4
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 1	Specify:	TRK14
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	No	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 244615S

Continued

Effective Begin-Date of Record: 10/24/01

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	3	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	Simultaneous Preemption

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	3	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Other	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	No		

Part V: Highway Information

Highway System:	Other National Highway	Functional Classification of Road at Crossing:	Urban Other Principal
Is Crossing on State Highway System:	Yes		
Annual Average Daily Traffic (AADT):	015000	AADT Year:	1996
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245044D Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0061.96	Street or Road Name:	GARFIELD ST
RailRoad I.D. No.:	0476	Highway Type & No.:	FAU8279
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4145370
ENS Sign Installed:		Longitude:	-105.0776990
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A	ST/RR B
ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 15 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 25 mph	Maximum Time Table Speed:	25
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245044D

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	1 Specify: BIKEWARG
			0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	Constant Warning Time
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	010200	AADT Year:	1994
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION AS OF 2/27/2009

Crossing No.: 245045K Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	In LOVELAND
Railroad Milepost:	0062.47	Street or Road Name:	29TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	FAU8296
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4216690
ENS Sign Installed:		Longitude:	-105.0795930
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A ST/RR B ST/RR C ST/RR D	

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 15 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 49 mph	Maximum Time Table Speed:	49
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 245045K

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	4	Total Number FL Pairs:	0
Cantilevered FL (Over):	2	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	018600	AADT Year:	1994
Estimated Percent Trucks:	05	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 089381P

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	4	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:	Residential	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	4	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Concrete	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No	AADT Year:	1989
Annual Average Daily Traffic (AADT):	000400	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	03		
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 2/27/2009

Crossing No.: 244601J Update Reason: Changed Crossing Effective Begin-Date of Record: 09/20/06
 Railroad: BNSF BNSF Rwy Co. [BNSF] End-Date of Record:
 Initiating Agency Railroad Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	COLORADO	State:	CO
Subdivision:	FRONT RANGE	County:	LARIMER
Branch or Line Name:	DEN UD-WENDOVER	City:	Near LOVELAND
Railroad Milepost:	0064.55	Street or Road Name:	57TH ST
RailRoad I.D. No.:	0476	Highway Type & No.:	
Nearest RR Timetable Stn:	LOVELAND	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	LARIMER S8
Crossing Owner:		Latitude:	40.4510200
ENS Sign Installed:		Longitude:	-105.0881920
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:			

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A	ST/RR B
ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative:

Emergency Contact: (800)832-5452 Railroad Contact: (913)551-4540 State Contact:

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 15 Total Switching: 0	Day Thru:	8
Typical Speed Range Over Crossing: From 1 to 49 mph	Maximum Time Table Speed:	49
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?		No
Does Another RR Operate Over Your Track at Crossing?		No

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 244601J

Continued

Effective Begin-Date of Record: 09/20/06

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	
Mast Mounted FL:	2	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 1
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	DC/AFO
Track Equipped with Train Signals?	No	Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

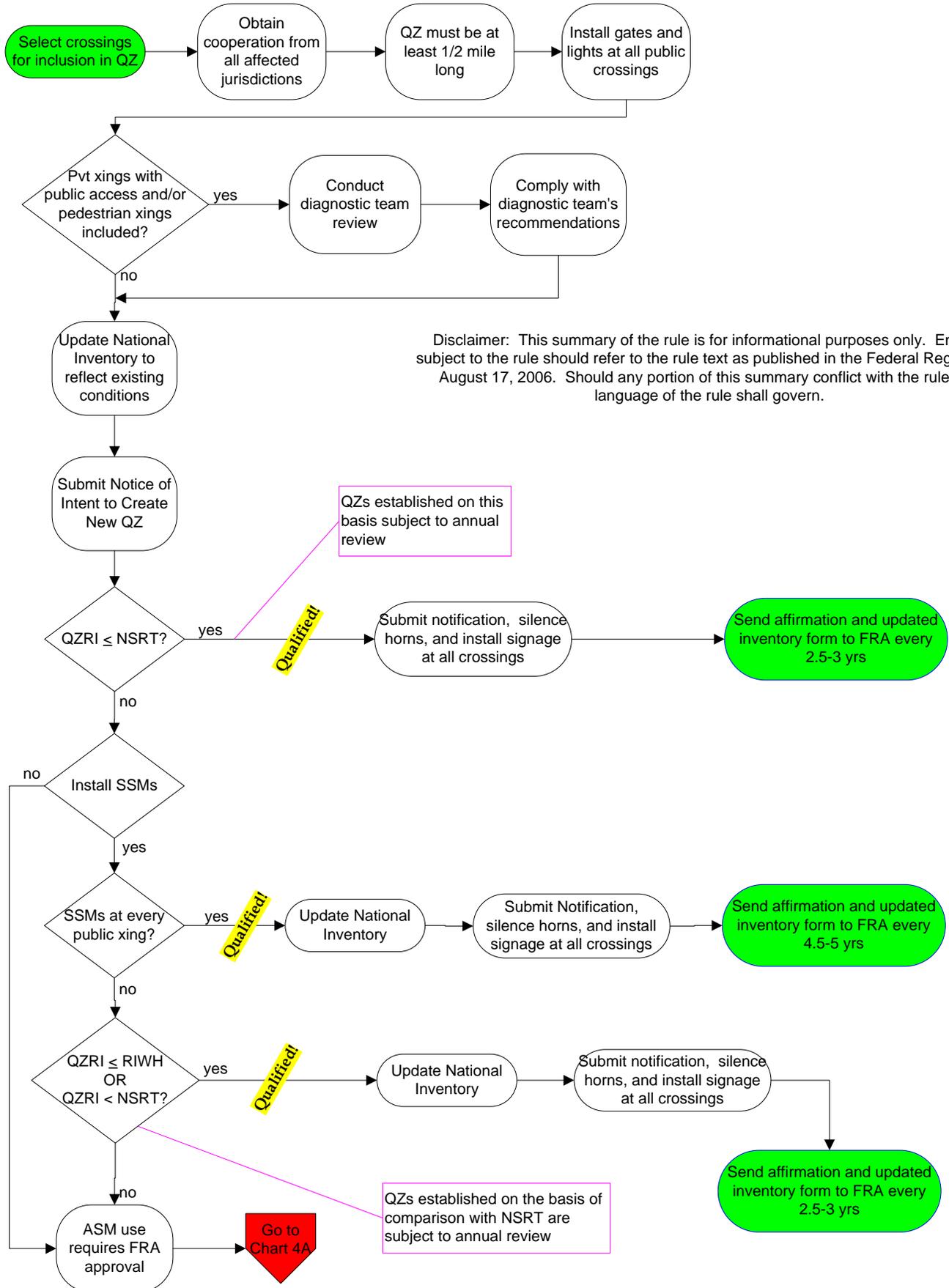
Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?	N/A	Is Crossing Illuminated?	
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Rural Local
Is Crossing on State Highway System:	No	AADT Year:	1994
Annual Average Daily Traffic (AADT):	002700	Avg. No of School Buses per Day:	0
Estimated Percent Trucks:	05		
Posted Highway Speed:	0		

**APPENDIX B QUIET ZONE SUMMARY FLOWCHART
FRA INFORMATION**

Chart 3 - Creating a New Quiet Zone or New Partial Quiet Zone using SSMs



Disclaimer: This summary of the rule is for informational purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on August 17, 2006. Should any portion of this summary conflict with the rule, the language of the rule shall govern.

Notice of Intent to Create a Quiet Zone¹

Who should submit this notice

A public authority seeking to create a New Quiet Zone or a New Partial Quiet Zone should submit notice of its intent.

Parties to be notified

Before a public authority establishes a quiet zone either through public authority designation or through FRA approval, it must provide written notice to several parties. These parties include the following:

- All railroads operating over the public highway-rail grade crossings within the quiet zone,
- The State agency responsible for highway and road safety, and
- The State agency responsible for grade crossing safety.

All notices must be provided by certified mail, return receipt requested.

Deadlines

A party may submit information or comments to the public authority during the 60-day period after the date on which the Notice of Intent was mailed. This 60-day comment period may terminate early, if the public authority obtains from each party either written comments or written statements that the parties do not have any comments.

¹ The information collection submission for the final rule has been approved by the OMB. The OMB control number is 2130-0560.

Disclaimer: This summary of the rule is for informational purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on April 27, 2005. Should any portion of this summary conflict with the rule, the language of the rule shall govern.

Notification contents

- ❑ The notice must unambiguously state which crossings will be contained within the quiet zone. Each public, pedestrian, and private crossing must be identified by both the U.S. DOT National Highway-Rail Grade Crossing Inventory number and the street or highway name.
- ❑ The notice must indicate the time period during which train horn restrictions would be imposed (i.e. 24 hours or from 10 pm to 7 am)
- ❑ The notice must contain a brief explanation of the tentative plans for implementing improvements within the quiet zone.
- ❑ The notice must clearly indicate the name, title, and contact information for the person who will act as point of contact during the development process.
- ❑ All notifications must contain list of the names and addresses of each party notified.

Disclaimer: This summary of the rule is for informational purposes only. Entities subject to the rule should refer to the rule text as published in the Federal Register on April 27, 2005. Should any portion of this summary conflict with the rule, the language of the rule shall govern.

Notice of Quiet Zone Establishment¹

Who should submit this notice

A public authority wishing to establish a New Quiet Zone, a New Partial Quiet Zone, a Pre-Rule Quiet Zone, or a Pre-Rule Partial Quiet Zone must submit a notice of Quiet Zone Establishment.

Parties to be notified

The public authority must provide written notice to several parties. These parties include the following:

- All railroads operating over the public highway-rail grade crossing within the quiet zone,
- The highway or traffic control authority, or the law enforcement authority with jurisdiction over motor vehicle traffic at the quiet zone crossings,
- Landowners with control over any private crossings within the quiet zone,
- The State agency responsible for highway and road safety,
- The State agency responsible for grade crossing safety, and
- The FRA Associate Administrator.

All notices must be provided by certified mail, return receipt requested.

Deadlines

Notice of the establishment of a Quiet Zone should be mailed no later than 21 days before the date on which train horns are scheduled to cease sounding. For New Quiet Zones and New Partial Quiet Zones, the Notice of Quiet Zone Establishment

¹ The information collection submission for the final rule is currently undergoing OMB review and approval. The OMB has up to 60 days to make a determination about the final rule and renewing the previous OMB control number (2130-0560).

[Disclaimer: This summary of the interim final rule is for informational purposes only. Entities subject to the interim final rule should refer to the rule text as published in the Federal Register on December 18, 2003. Should any portion of this summary conflict with the interim final rule, the language of the interim final rule shall govern.](#)

can not be served earlier than 60 days after the Notice of Intent was mailed, unless the Notice of Quiet Zone Establishment contains a written statement affirming that written comments and/or 'no comment' statements have been received from each party that received the Notice of Intent. For Pre-Rule Quiet Zones that qualified for automatic approval, the Notice of Quiet Zone Establishment should be mailed out before December 24, 2005.

Notification contents

- ❑ The notice must unambiguously state which crossings are contained within the quiet zone. All public, pedestrian, and private crossings must be identified by both the U.S. DOT National Highway-Rail Grade Crossing Inventory Number, and by street or highway name.
- ❑ The notification must clearly cite the regulatory provision that provides the basis for establishing the Quiet Zone:
 - § 222.39(a)(1), implementation of SSMs at every public crossing in the New Quiet Zone or New Partial Quiet Zone;
 - §222.39(a)(2)(i), the QZRI is at or below the NSRT without installation of any SSMs at the New Quiet Zone or New Partial Quiet Zone;
 - §222.39(a)(2)(ii), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the NSRT;
 - §222.39(a)(3), SSMs were implemented at some crossings in the New Quiet Zone or New Partial Quiet Zone to bring the QZRI to a level at or below the RIWH; or
 - §222.39(b), public authority application to the FRA for a New Quiet Zone or New Partial Quiet Zone.
 - § 222.41(a)(i) Pre-Rule Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
 - § 222.41(a)(ii) Pre-Rule Quiet Zones that qualify for automatic approval because $QZRI \leq NSRT$,
 - § 222.41(a)(iii) Pre-Rule Quiet Zones that qualify for automatic approval because $NSRT < QZRI < 2 * NSRT$, and there have been no

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relevant collisions within the 5 years preceding FINAL RULE PUBLICATION DATE

- § 222.41(b)(i) Pre-Rule Partial Quiet Zones that qualify for automatic approval because every crossing is equipped with an SSM,
- § 222.41(b)(ii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because $QZRI \leq NSRT$,
- § 222.41(b)(iii) Pre-Rule Partial Quiet Zones that qualify for automatic approval because $NSRT < QZRI < 2 * NSRT$, and there have been no relevant collisions within the 5 years preceding FINAL RULE PUBLICATION DATE
- § 222.41(c) Pre-Rule Quiet Zones and Pre-Rule Partial Quiet Zones that do not qualify for automatic approval
- § 222.41(d) Pre-Rule Partial Quiet Zones that will be converted to 24-hour New Quiet Zones
- § 222.42(a) Intermediate Quiet Zones or Intermediate Partial Quiet Zones
- § 222.42(b) Intermediate Partial Quiet Zones that will be converted to 24-hour New Quiet Zones.

Note: If the notice contains a reference to §222.39(a)(2)(i), 222.39(a)(2)(ii), 222.39(a)(3), 222.41(a)(2), 222.41(a)(3), 222.41(b)(2), or 222.41(b)(3), that is, any time a determination of QZRI is used to justify establishment of a quiet zone, the notification must include a copy of the FRA Quiet Zone Calculator web page that contains the data on which the public authority is relying.

Note: if the notice contains a reference to §222.39(b), the notice must include a copy of the FRA's notification of approval.

- The notice must contain a statement indicating the time period during which horn restrictions will be observed.
- An accurate and complete Grade Crossing Inventory Form for each public, pedestrian, and private crossing within the quiet zone that accurately

Disclaimer: This summary of the interim final rule is for informational purposes only. Entities subject to the interim final rule should refer to the rule text as published in the Federal Register on December 18, 2003. Should any portion of this summary conflict with the interim final rule, the language of the interim final rule shall govern.

reflects conditions at the crossing before any new SSMs or ASMs were implemented.

- ❑ An accurate, complete, and current Grade Crossing Inventory Form for each public, pedestrian, and private crossing within the quiet zone that accurately reflects SSMs and ASMs in place upon establishment of the Quiet Zone. SSMs and ASMs that cannot fully be described on the Inventory form shall be described separately.
- ❑ If the public authority was required to file a Notice of Intent (New Quiet Zones and New Partial Quiet Zones), the Notice of Quiet Zone Establishment shall contain a written statement affirming that the Notice of Intent was provided in accordance with the rule, and indicating the date on which the Notice of Intent was mailed.
- ❑ If the public authority was required to file a Notice of Intent, and did so less than 60 days before mailing the Notice of Quiet Zone Establishment, they must also include a written statement affirming that they received written comments and/or 'no comment' statements from the parties that received the Notice of Intent.
- ❑ If the public authority was required to submit a Notice of Detailed Plan, they must include a written statement affirming that the Notice of Detailed Plan was provided in accordance with the rule, and they must state the date on which it was provided.
- ❑ The name and title of the person responsible for monitoring compliance with the requirements of the rule and his/her contact information. In addition to the person's name, title, and organization, contact information should include his/her business address, telephone number, fax number, and email address.
- ❑ A list of all parties notified in accordance with the rule; and
- ❑ A statement signed by the Chief Executive Officer (CEO) of each public authority continuing the quiet zone. In the CEO's statement, he or she must certify that responsible officials of the public authority have reviewed the documentation prepared by or for the FRA, and filed in Docket No. FREA-1999-6439, sufficient to make an informed decision regarding the advisability of establishing the quiet zone.

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APPENDIX C SUMMARY OF PUBLIC OPEN HOUSE COMMENTS

**LOVELAND GRADE CROSSING QUIET ZONE STUDY – PUBLIC OPEN HOUSE
THURSDAY, FEBRUARY 19, 2009 – 7:00 – 9:00 PM**

OPEN HOUSE COMMENTS – SUMMARY

As of February 26, 2009 Updated March 9, 2009 Updated April 2, 2009

The following provides a summary of the information received from the public at or following the Public Open House.

Comment Sheets received at the Open House = 29

Comment Sheets received after the Open House = 4 (Mar. 2), 14 (Mar. 4), 3 (Mar. 6), 15 (Mar. 9),
2 (Mar. 10) = 38 Total to Date = 67

1. What combination of crossings do you believe should be included in a Quiet Zone? (Note: List includes only public roadway crossings).

<u>BNSF Crossings:</u>		<u>GWR Crossings:</u>		<u>UPRR Crossings:</u>	
57 th Street	14	Washington Avenue	3	71 st Street (CR 30)	0
37 th Street	36	Monroe Avenue	2	Boyd Lake Avenue (CR 9)	1
29 th Street	40	Madison Avenue	3	Rocky Mountain Avenue	0
Garfield Street	46	Boise Avenue	3	U.S. 34 CR 3	0
10 th Street	37	Denver Avenue	2		
10 th St (east of main line)	24	Boyd Lake Drive (CR 9)	0		
Cleveland Avenue	22	I-25 Frontage Road	0		
Lincoln Avenue	22				
7 th Street	39				
6 th Street	39				
4 th Street	41				
1 st Street	39				
Roosevelt Avenue	10				
14 th Street SW (CR 18)	16				
28 th Street SW (CR 16)	5				
42 nd Street SW (CR 14)/ Camp Road	4				

Answered "None" - 3

One commenter bracketed BNSF Crossings and wrote in “Over time (5 years?) – all crossings should be quiet zones by highest density – hurt first.

2.	The crossings are of interest because they:
50	are near your home
9	are near your place of work or business
18	other (please explain): (comments received are listed)
	<ul style="list-style-type: none"> • Affect our downtown area businesses • Disturbing for downtown businesses • Density of population near the tracks • Will take tax money to do this • Near Church • Close to town center • And interferes with downtown shopping • Probably the ones that would benefit the most people • Complaints for nearby residents • Across the street • Need to be there • Near friends homes & primary source of concern • And can hear trains from our home 1.5 miles away • Affects 35 low income vulnerable residents at 111 E 4th St (Lovelander Hotel Apts) • Seems to be the largest concentration of homes & businesses (ref. 37th thru 10th; 7th thru 1st; and 14th St SW) • Continuous noise (It’s deafening!!) • When trains go through and I’m visiting friends in the vicinity or doing business at places on 37th or sometimes main part of town, the horn noise so deafening that talking has to stop. • Near other people’s homes you can hear the train for a long distance before and after it reaches the crossing by your home. • Have the highest number of rooftops in proximity (ref. 37th, 29th, Garfield) • Downtown business owner/sits on tracks

3.	Train horn noise is of concern:
11	only at night
2	only during the day
51	all the time
3	wrote in “Never”

4.	Do you have safety concerns at these crossings?
12	Yes (please explain): (comments received are listed)
	<ul style="list-style-type: none"> • If people stop when the gates are down there is not a problem • Intersection confluence (4) and driving patterns (violators) • Some crossings (4th, 10th) are in such bad shape that they pose a risk for motorists • Near schools, people go around the gates, track crossings are in desperate need of repair, health & wellness of people who live near the tracks • Concerns of safety of course • People crossing zigzagging thru/around the bars • Because each time train gates are down the traffic backs up and we cannot leave our street because we are “boxed in.” • More lights • I am concerned about children and animals who somehow may be around the tracks. • Garfield @ Lake Dr and at 21st intersection; car coming out of residential driveway are exposed to egress problem i.e., sight and obstructions particularly with train joints and high traffic congestion! • When a train is crossing at Garfield cars race down our street Lake & Lakecrest Pl to beat the trains at 29th
53	No (comments written in are listed)
	<ul style="list-style-type: none"> • All have crossing guards, lights, bells • Not if done right • There will always be traffic deaths at every intersection whether train: lit intersections: or signed (STOP) • The problem is that louder horns do not provide more safety. I am, however, generally concerned about safety. The surface of the crossings need to be repaired in the worst way. • Adequate safety <u>before</u> air horn

LOVELAND GRADE CROSSING QUIET ZONE STUDY – OPEN HOUSE COMMENTS

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5. Would you be agreeable to being included in a benefit district to pay for some portion of the Quiet Zone improvements? (comments written in are listed)	
	<ul style="list-style-type: none"> • Sure, if I had any money which is not the case being one of the laid off
	<ul style="list-style-type: none"> • If all other parties participate
	<ul style="list-style-type: none"> • Only if full support by all agencies and by all homeowners involved with said crossing
	<ul style="list-style-type: none"> • Absolutely not
	<ul style="list-style-type: none"> • If taxes are not raised, but instead funds are dedicated to improvements
	<ul style="list-style-type: none"> • I am not in a benefit area, but do believe those directly benefiting should help pay
42	Yes
	<ul style="list-style-type: none"> • If it is temporary until that portion is paid off
	<ul style="list-style-type: none"> • With my taxes
20	No
	<ul style="list-style-type: none"> • poor disability person
	<ul style="list-style-type: none"> • On principle this public nuisance and health hazard should be paid, as any other, by the citizenry
2	Wrote in "Maybe"
1	Wrote in "Unsure"

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6.	Would you be supportive of closing any crossings to eliminate train horn noise?
36	Yes
	<ul style="list-style-type: none"> Select few based on traffic patterns Every other one through town
29	No
	<ul style="list-style-type: none"> Need if we could have the conductor pull the horn once thru the intersection (not up to 15 times in one crossing).
	If so, which crossings? (comments received are listed)
	<ul style="list-style-type: none"> Maybe at night East 10th and 10th street; perhaps either 6th or 7th street 10th and Cleveland Where appropriate and necessary Where consensus indicated (warranted) 37th Street and 10th Street 6th, 7th or 10th Garfield Ave Most downtown crossings between 9:30 PM and 5:00 AM Not necessary Either 6th or 7th Only if really necessary – 6th Street What could work 6th Street Garfield Garfield Ave I don't pretend to understand downtown traffic patterns; I'd say 6th or 7th, but with the school and P.O. on 6th, I'd say 7th. 29th Street and Garfield Ave 4TH at Railroad 1ST and 4th St – Cleveland and Lincoln Ave 4th Street/10th Street east of mainline 5th St? 3rd St? (4th seems to busy) All crossings not vital to traffic flow! I think the railroads should pay or go around Loveland. Since they do not stop and are not contributors to this community. 6th and Railroad Rd. Those that have train horns. If feasible. The Transportation Dept. would have to look at traffic flows. Any necessary Not sure

7. Please provide any additional comments or information you wish to be considered by the Study Team. (comments received are listed below)

- Might be viable to do in phases
- I am total against establishing Quiet Zones in Loveland. With today's economy and budget shortfalls I find it inconceivable that this would even be considered!
- I believe we have spent enough on this issue. Please stop. Train horns are a safety device.
- I've heard/read of talk moving or relocating the railroad tracks further east. Do you know if this may happen in the future?
- I live at 111 East 4th Street! The noise from the train horn is most inflicting on my rest! (I even wear ear plugs). The alternative of the other sound horns to alert is definitive of what needs accomplished. Education!! Is a huge to inform our residents of Loveland and signage. We are heading into a new era! Let's lead the way by loving Loveland! If the BNSF is willing to not sound the horn if Loveland has property secured the crossings let's get it done!!
- It seems that raised medians could be done at several of the crossings. Even wayside horns would be an improvement to the present situation.
- (I live in the cul-de-sac Ernest Place). I believe that the whole downtown corridor – from 29th & Garfield going south to 1st St – should be designated a quiet zone. There are many houses – (mine among them) that are affected by the blast of these long horns....all night and day. When I have my windows open during the summer, the train horns invade my home and wake me up at night. Also, I think downtown Loveland suffers from the noise and violence of these blasts – a visitor cannot even eat outside at a restaurant in peace!
- I'm extremely stressed due to continuous high horn sound (way too loud) and unnecessary. Only a drunk/addict may enjoy the ridiculous high pitch!
- Do it as soon as possible! My hearing is impaired, and I attribute this impairment to the RR decibels count!
- Crossing at 37th is particularly a problem because of frequent shuttling into Quebar, and need to blow horn every time they block 37th or cross over it.
- I think the main problem is “stupid” people who ignore the signals and cross railroads anyway. I think there should be better enforcement and higher fees for driving or walking against a railroad signal. No litigation should be allowed if an accident happened and signals were working. I'm strongly for quiet (no horns) during nights.
- Closing some crossings would save some costs. So closing 6th would be the most effective.
- Since the new federal railroad mandates went in with the increased horn noise, my property values are less. Our taxes have not been decreased because of this. So, in effect, we are already paying more

taxes on less value. I would like to see a hotel tax with funds raised used to pay for quiet zones. I think BNSF is the line that needs the quiet zone first.

- Due to the train horn, my hearing is going. House value has gone down so it will be difficult to sell, if can't sell then what, foreclosure! Very unpeaceful home to live in. Causes neighborhood dogs to howl and carry on well after the train has gone, so even if you were able to sleep though the horn you get woke up by the dogs. At this decibel level I'm sure it is painful to the dogs ears!
- Would like to see the study that shows increased horn decibels reduced crossing incidents. How can we keep the lawyers from dictating quality of life issues.
- Please put more info out to the public concerning the March 10th meeting; including the web site information.
- If the commuter train is going to come to Loveland, these improvements must be made. As part of the downtown revitalization efforts, the crossing into quiet zones should be included. Noise pollution is already becoming a concern and the train horns are a major contributor. Crossings that have the highest number of people and businesses surrounding them should be addressed first.
- Repair the crossings while installing quiet zones. Start out with downtown area (1st thru 10th street) also as part of downtown revival and improvement.
- We are unable to enjoy our yard in summer. Hearing loss. We have no dogs but the barking that is started by the train can last quite a while in the neighborhood. In downtown, restaurants, the atmosphere is affected. There are so many "false alarms" that is it ignored. Those crossings w/15+ trains should be considered first.
- Have trains calibrate their horns to lowest possible db level. Since 10 db change is perceived as doubling of noise, lowering db even 5 db would help a lot.
- This is an issue that is of concern to many more communities across America! Since 1992, when we first moved here, the noise from trains has doubled. We need to re-write the laws (Congress) so that people who have filed lawsuits to be compensated for their own stupidity/negligence will not benefit. This issue began with the RRs being sued and their lobbyists leaning on Congress to exempt them from liability! Change the laws to go back to the previous levels.
- 1) I support bringing commuter trains to/through Loveland so I think these QZ – all of them – are necessary. 2) If night closures are an option – with as little e-w traffic as there is in downtown Loveland – I wonder if 4th and/or 6th and or 7th could be closed at night. 3) Wayside horns at least at 6th and 7th are unacceptable for me and other residents who live within 100 feet of crossings. 4) I support QZ throughout all Loveland and feel that the 1st should be in the densest area first. 1st through 10th, and then Garfield, 29th, 37th & 57th as second phase, then

south of downtown, and then other areas bordered in population. Yes, I will support a mill levy.

- I'm really tired of and annoyed by the incredibly loud horns.
- Move the RR east. Get it out of Loveland.

- With the train gates down, red lights flashing, and the noise rumble and lights on the train, there should be no need for all the train horns. I have lived here for one year and still can't get use to the blowing horns. Some conductors are vicious and blow forever at night. It makes me crazy to think I will have to move again. Also with the recent fires started in Arvada from the train sparks my house could go up in smoke. They also set to load Quebacor late at night (2 hours) for loading and run the steam which keeps us awake during the summer. I thank you so much for starting this project.
- I have lived next to the train for 20 years. I don't even hear it!!! I will not be held liable for any tax. If you don't like the train move away!
- While people bought in the area knowing the train tracks existed, most likely did not predict a change in the train horn, or increased noise reverberating from increased building density. The City benefits as a whole by keeping homes in these areas desirable for resale. Other cons: tree planting to help absorb noise. Note – we have a house on Derby Hill and thought we would increase privacy and decrease noise. The noise is so much worse due to echoing? Apparently no one predicted it.
- The horns are noisy and disturb our sleep.
- I do not support the use of directional horns at crossings. I feel the railroad should pay a portion of the cost since they just pass through town and contribute nothing to our economy.
- No comment
- The noise throughout the day, and especially late at night and early in the morning is quite an annoyance.
- When I am physically present at crossings I think the horn is blown with an unnecessary vengeance. In my previous community of Mt. Vernon, IA, when we complained of whistle noise, many train engineers increased the whistle as a matter of retribution. I don't want that here. I notice this especially near my work – the 4th Street crossing.
- Quality of life issues
- I believe the BNSF is bearing too much legal responsibility for inattentive idiotic driving. i.e., if you drove through a 4 way stop wrongfully and got hit: could you sue? I also believe enough public health hazard information is understood in protecting the BNSF employee from horn damage that liability for causing illness to the public with same horn should be analyzed (legally).
- I have owned my home since Spring 2005. Also, as a boy, my grandparents lived five doors from me. The train noise is much worse since I purchased my home. I have spent many years in the neighborhood and increased noise has disturbed us. Of course, the

winter is better than summer, when windows are open and we spend more time outdoors. I don't understand why the railroad uses 19th century tech. in the 21st century. There must be a better way.

- When I was considering a move to Loveland from Greeley (where the sirens from the emergency vehicles disturbed us all night long). I was impressed with the curfew on sirens in Loveland (and still am). The train noise was not as annoying in 2000 as now – apparently due to the increased decibels and maybe the number of trains. The train horns also seem to be excessively long and is very irritating, especially at night.
- If Loveland (City) want to be a 21st century city, versus a “hick” town with 1800/1900 inconveniences (RR's running through the heart of cities with deafening sound, rumbling and dirt (dust); then it should address the problem NOW, make course corrections however possible and endear continuous, and necessary improvements. This RR problem will inhibit Loveland growth and life enhancing values. Make Loveland a charming “city on the hill”, a leader in life quality and style. Think of setting an example for other cities to follow. Be progressive!
- Why are “we” saddled with something that they are responsible for. If they stopped here for deliveries and were part of the economy then I would say we should be jointly responsible for the Quiet Zone.
- General quality of life is necessary for one's health (stress level) down the road for everyone. Spring, summer, fall we hear the train horn a couple times middle of the night when windows are open (we live 5 blocks west of Lake Loveland and still very disturbing esp. during nighttime). Of course, safety is the No. 1 consideration at any rail crossing, however, I would think the horn noise level could be greatly reduced along with the safety posts coming down to stop traffic. Why does it cost so much money to lower the noise decibels?
- Train horns are undesirable and effect quality of our homes, thus reducing price of all real estate in Loveland. Loveland is a less desirable city.
- We have lived in our home for 30 years and the train horns have gotten louder and are blown longer. If they pass through during the day they stop conversations, at night they wake you and your guests up and/or keep them awake.
- Thomas Jefferson said that if the American people are to be happy, their government must not waste their resources under the pretense of protecting them. I favor the Darwin award.
- We work at a business with clients in our office and it makes it difficult to hear them when the train goes by.
- The fact that the FRA increased the decibels on the train horns to pretend to provide more safety is despicable to begin with. Noise levels and sleep interruptions have been shown to have severe negative effects on health. This has been proven in many studies. This is no different than polluting somebody's water and then ask them to pay if they want clean water. This has a profound negative effect on our property values. And if citizens move away because they want any quality of life the tax

base will be affected and there will be fewer customers for our downtown. Affected citizens cannot support a \$30 mill. Downtown upgrade when their very basic needs are not taken care of. We need to look at first things first – and train horn mitigation is one of them. This is also not just an issue for citizens right by the tracks. We pay with our taxes for schools (without having children there), we support the downtown clinic (without using it ourselves), and other infrastructure. We need a bit of community spirit about this. We just happen to be the group who at this point needs the community's support without having caused the problem ourselves.

- Hopefully, having a Quiet Zone in our area would greatly improve our quality of life – the noise from the trains is worse than deafening.
- Within the last two years the noise has gotten out of control. Even the businesses located along the tracks have a problem. I live on the 16th fairway on the Olde Golf Course and can hear the train horn when the train crosses 29th Street.
- It has been proven the last two years with the train whistle going to the “horn” the properties along railroad tracks have gone down because of this horn. In the future rail traffic will increase! Let's take care of it now – it won't get cheaper.
- Making these areas quiet zones would greatly improve our quality of life.
- My house is about 100 yards from the railroad crossing at Garfield and 22nd Street. The noise has been there since I moved in 22 years ago, but it is louder in the last couple of years. It bothers me when I am outside and I am afraid that it will gradually affect my hearing.
- The train noise wasn't a problem until the use of the air horn. One would think the train whistle (as it was before 2005), cross arms and clanging bells and red flashing lights would be enough. In the 20 years I've lived close to 29th Street crossing, I don't recall one incident. On the other hand, many accidents have happened on 29th and Garfield and 29th and Hwy 287. Why the “hand holding” at the railroad crossings?
- The train horn is physically disabling to my patio customers and staff. I have numerous complaints from customers. Please help! This is a serious problem.
- A train crossing should be treated like any other traffic sign. There is a sign, a flashing light, a bell – if the bell rings and the light is flashing that means a train is coming – stop! We don't have any barricades or other devices in front of stop signs or other traffic devices.