

## Application for Funding Under the Section 104(d)(2) Program

### 1. Identifying Data

**(a) The name of the corridor for which funding is sought.**

St. Louis, Missouri to Kansas City, Missouri, a passenger rail corridor designated as a high-speed rail corridor.

**(b) The name, address, responsible party, telephone, fax number, and E-mail address of the State agency submitting the application.**

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Administrator of Railroads  
Multimodal Division  
Missouri Department of Transportation  
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**(c) The railroad route and relevant milepost locations on which the crossings to be improved or eliminated are located.**

All the crossings are in Missouri on the Union Pacific Railroad, (UP) Kansas City Division, Sedalia Subdivision.

Crossing #	Mile Post	County	Road
441 993E	246.37	Cass	Francy
441 994L	245.72	Cass	Rogers
441 995T	245.12	Cass	Beattie
442 006L	239.72	Johnson	Rte. AA

### 2. Work description.

**(a) Funding requested:** The Missouri Department of Transportation is requesting \$1,000,000.00 in FFY2008 funding under Section 1103(f)(2) of SAFETEA-LU. MoDOT would contract with the Union Pacific for accomplishment of the work.

**(b) The nature of the work:** The funding will be used to improve each crossing, by installing lights and gates with constant warning time circuitry and LED lights,

replace the existing ties in the crossings with 10 foot ties and replace the current crossing surface. Work would be accomplished within one year of the date funds are made available. Each crossing is expected to cost \$250,000.00. There have been no previous applications made by Missouri under this particular section of law for 1103(f) funding.

Information about the crossings, from the Missouri Crossing Inventory, is included below.

**(c) Crossings:** The current status of the crossings are as follows:

(1) Francy Road, Crossing # 441 993E, no protection at all, simply crossbucks. One accident occurred on March 18, 2002. 98% sight distance obstructed. Amtrak runs at 70 MPH, Union Pacific runs at 55 MPH.

(2) Rogers Road, Crossing # 441 994L, no protection at all, simply crossbucks. Two accidents have occurred, one on August 29, 1999, and one on December 19, 1996. Sight distance obstruction is 100%. Amtrak runs at 70 MPH, Union Pacific runs at 55 MPH.

(3) Beattie Road, Crossing # 441 995T, no protection at all, simply crossbucks. No accidents have occurred, but the traffic count shows over 100 vehicles per day and an 85% sight distance obstruction. Amtrak runs at 70 MPH, Union Pacific runs at 55 MPH.

(4) Rt. AA, Crossing # 442 006L, the protection is only a cantilever system of lights but there are no gates. It also has only a "phase motion" detector and does not have a constant warning system. The cantilevers would be left in place. There was an Amtrak-vehicle accident at this crossing on October 7, 1999, and a freight train-vehicle accident on October 13, 1982. The equipment at this crossing is over 20 years old. Amtrak runs at 70 MPH, Union Pacific runs at 55 MPH.

**(d) Current status of trains:** MoDOT currently operates four passenger trains per day through Amtrak along the route between Kansas City and St. Louis. Union Pacific operates up to 28 freight trains per day between Kansas City and St. Louis on this same subdivision. High-speed service between Kansas City and St. Louis, Missouri, is projected to commence a number of years following enactment of a federal funding program.

**(e) Improvement status and current information on the corridor:** Improvement of these highway/railway grade crossings will contribute to the safety of motorists in this area and to passengers on the train. Efforts continue along this route on the UP Sedalia subdivision between Jefferson City and Kansas City to improve or consolidate by closure existing crossings in a "corridor" arrangement between MoDOT and UP. This corridor is normally funded by an 80% MoDOT share

using both State grade crossing safety account and Federal Section 130 funds and a 20% Union Pacific share. During the last 10 years during both pre-negotiation and implementation of the corridor arrangement, at least twelve crossings have been closed along this corridor. The issues our state has identified in closing crossings have been: (1) Great and organized opposition to most public crossing closures, (2) Mixed success on closure involving upgrades to adjacent crossings, (3) Very large incentive payments are required in most instances (which in our view should come from the railroad, not the DOT), which unfortunately UP is not one of the railroads which normally makes large offers, (4) Building connecting roads to adjacent crossings is in some cases a good solution but also is very lengthy with environmental clearances and property acquisition arrangements normally taking a long, long time.

Missouri  
Department  
of Transportation



Pete K. Rahn, Director

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April 27, 2007

The Honorable Joseph Boardman, Administrator  
Federal Railroad Administration  
ATTN: Section 104(d)(2) Program  
RDV-11, Mail Stop 20  
1120 Vermont Avenue, NW  
Washington, D.C. 20590

Dear Mr. Boardman:

The Missouri Department of Transportation (MoDOT) is submitting an application for FFY2008 funding of grade crossing improvements under Section 1103(f)(2) of the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). The highway-railroad grade crossings in the application are located on the designated Chicago hub high-speed rail corridor between St. Louis, Missouri and Kansas City, Missouri.

The application is for \$1,000,000 in funding under Section 1103(f)(2) of SAFETEA-LU. It will be used to make improvements to the highway/railway at-grade crossings for the following locations:

Francy Rd., DOT # 441 993E, near Pleasant Hill, Cass County, (UP)  
Rogers Rd., DOT # 441 994L, near Strasburg, Cass County, (UP)  
Beattie Rd., DOT # 441 995T, near Strasburg, Cass County, (UP)  
Rt. AA, DOT # 442 006L, near Kingsville, Johnson County, (UP)

We also understand that the actual amount available for granting may be less than requested due to Congressional action.

If you have any questions or if further information is needed, please contact Rodney Massman at (573) 751-7476.

Sincerely,

Pete K. Rahn  
Director

Rodney P. Massman  
Administrator of Railroads

Enclosures

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