

*2007 Annual Report
Multimodal Operations
Railroad Section*



Missouri Department of Transportation
January 2008

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Missouri Department of Transportation – January 2008

Class 1 Railroads

- BNSF Railway Company
- Kansas City Southern Railway Company
- Norfolk Southern Corporation
- Union Pacific Railroad Company

Regional Railroads

- Iowa, Chicago & Eastern Railroad
- Missouri & Northern Arkansas Railroad

Local Railroads

- Arkansas & Missouri Railroad
- Kaw River Railroad
- SKOL Railroad – Southern Kansas & Oklahoma Line
- Ozark Valley Railroad

Switching & Terminal Railroads

- Belton, Grandview & Kansas City Railroad Company
- Central Midland Railway Company
- Columbia Terminal
- Kansas City Terminal Railway Company
- Manufacturers Railway Company
- Missouri & Valley Park Railroad Corporation
- Missouri North Central Railroad (Motive Rail Inc.)
- SEMO Port Railroad, Inc.
- Terminal Railroad Association of St. Louis

Passenger Railroads

- Amtrak
- Branson Scenic Railroad
- Smokey Hills Railroad
- St. Louis Iron Mountain
- Metro (Metrolink)

Executive Summary

The Missouri Department of Transportation (MoDOT), Division of Multimodal Operations-Railroad Section has prepared the following report for use by the Missouri Highways and Transportation Commission, public authorities and others involved in improving railroad and highway safety efforts. The information contained herein is provided by reports received from railroads operating within Missouri, Missouri State Highway Patrol, Federal Railroad Administration and data collected by the Railroad Section within the Missouri Department of Transportation. This data is used by the Railroad Section to help evaluate crossings for possible upgrades and improve the overall transportation experience that will delight our customers and promote a prosperous Missouri.

The Railroad Section within the Missouri Department of Transportation has as its mission to provide Missouri with the safest rail transportation system in the nation, while not compromising other modes or department values. In 2007, Missouri had a decrease in the number of grade crossing collisions within the state. Missouri had 46 grade crossing collisions at public grade crossings, which is a decrease of 8 from 2006. Seven (7) people lost their lives in those grade crossing collisions and another 20 individuals received nonfatal injuries. This represents an 8% decrease in the total number of grade crossing collisions compared to 2006 statistics. In addition to the collisions at public grade crossings, eight (8) occurred at private grade crossings that resulted in one (1) fatality and six (6) injuries.

The Railroad Section has also determined fifty-seven percent (57%) of all crashes in 2007 occurred at crossings with active warning devices. Eighty-six percent (86%) of fatalities were at crossings with active warning devices. Fifty-seven percent (57%) of the grade crossing collisions occurred at flashers, lights and gates. January had the highest number of collisions with six (6) and February, March, and April each had five (5) collisions. One incident in April had three (3) fatalities, which was a tragic event. The other three (3) fatalities were single person occupants.

In 2007, railroad companies reported thirteen (13) incidents that involved individuals who trespassed on railroad property. Four (4) of those individuals were fatally injured and eight (8) individuals sustained injuries while trespassing on railroad properties. This is a significant decrease in the number of trespasser fatalities compared to 2006, which had nine (9) trespasser fatalities.

The Railroad Section has had many new and continuing challenges this year. The Railroad Section continues to work on obtaining an inventory of every public crossing in Missouri. The Railroad Section responded to 104 citizen complaints regarding railroad issues throughout Missouri, which is up from the past several years. The railroad inspectors inspected 765 crossings, which represent twenty percent (20%) of all the public crossings within Missouri. The section also is responsible for investigating grade crossing collisions and we have recently updated our procedures to show an improved response time, which will allow us to be more efficient and allow us to determine root causes in a more timely manner. We have also been working with railroads to resolve blocked crossings, rough crossings, and vegetation issues, train noise or general concerns from citizens within Missouri. The section also ordered and funded, wholly or in part, over 150 improvements at railroad crossings, which is up 100% from the previous year. Projects included; complete lights and gates installations, closures, LED upgrades, exempt signs and stop or yield signs, overpasses and connecting roads.

Missouri Operation Lifesaver along with MoDOT's Railroad Section was awarded a \$57,000 grant from MoDOT's Highway Safety Division to reduce grade crossing collisions and increase our educational efforts. MoDOT along with Missouri Operation Lifesaver planned and conducted a Rail Safety Week in April of 2007. During this week we conducted media events in Kansas City, Jefferson City and St. Louis. We also conducted numerous Positive Enforcement Programs throughout the year, and handed out educational information to over 25,000 people during those events. We also worked with railroads to conduct "Officer on a Train" programs to increase our educational efforts.

The Railroad Section follows the same philosophy as Operation Lifesaver and we believe in the Three E's of Safety, but we also have added another E and that is Evaluation of our efforts. We believe by evaluating our efforts and all the efforts within Missouri, we can assist in making our state number one in the nation.

2008 Multimodal Railroad Section Business Goals

The Railroad Section has seen a substantial amount of increase in work with regards to upgrading the infrastructure at railroad crossings and reducing the number of incidents and near misses at crossings within Missouri. The following are some of the overall goals of our business unit for 2008:

Safety Efforts

- Collect and analyze "near miss data" relative to rail crossings and along the rail right of way. Conduct another Rail Safety Week in Missouri
- Increase educational outreach in target counties and work with railroads to decrease trespasser incidents
- Increase enforcement opportunities with Operation Lifesaver by 10% in target counties
- Conduct additional state inspections that deal with train crews and switching operations
- Investigate all citizen complaints within two weeks of date received
- Work with Short Line Railroads to address safety concerns and provide education information and support
- Meet with Missouri Operation Lifesaver Railroads and ask them to increase Operation Lifesaver/Safety educational efforts.
- Conduct three (3) mini safety blitz inspections throughout Missouri

Track Inspections

- Conduct track inspections on 100% of Amtrak routes during 2008
- Investigate 100% of all derailments involving more than 10 cars on mainline tracks to determine root-cause
- Identify three high-incident subdivisions and concentrate on track inspections on those subdivisions

Grade Crossing Signal

- Inspect 20% of pre-empted signals with railroad and road authority
- Inspect 100% of new signal installations within 45 days

- Identify near miss crossings and work with railroad and local road authority to improve efficiency

Operating Practices Inspection Program

- Conduct efficiency testing on 20% of short-line railroads
- Conduct efficiency testing on 100% of Amtrak routes
- Conduct efficiency testing on switching operations and walkway issues and review train consist information
-

Grade Crossing Upgrade / Improvements

MoDOT's Railroad Section will continue to work with all railroads to conduct exposure index, corridor and mini corridor projects and to upgrade the warning systems and/or signage on predetermined railroad subdivisions that meet the criteria for our railroad grade crossings. These improvements may range from installing stop or yield signs to installing the most advanced warning protective devices that include updated circuitry, protective lights and protective gate arms.

We will continue to work on the following as an overall part of our safety improvement efforts within Missouri:

- Approach grade alignment
- Striping or delineation at crossings
- Stop/yield signs
- LED upgrades
- Rumble Strips
- Integrated advanced warning devices
- Closures/alternative routes (access management)

In addition to corridor projects, MoDOT has taken a proactive approach to either upgrade or close as many passive crossings as possible. We will also seek to identify active crossings that are in need of upgrading. This could be in the form of protective lights and gates; LED upgrades or stop/yield sign projects at locations across the state. Diagnostic evaluations are also conducted based on MoDOT's exposure index, which allows us to focus our limited funding on the highest safety concerns.

Funding

On projects that are identified through the exposure index, the Highways and Transportation Commission normally funds 80% of each project using federal funds and the remaining 20% through its State Grade Crossing Safety Account established under Section 389.612 RSMo. However, in order to make our state dollars go further, many of the other types of projects such as corridors and clearing sight distance projects, usually in an 80-20 split and some even with public or private entities. These types of arrangements benefit all the parties involved, and make possible improvements that previously wouldn't have been possible.

Public grade crossing improvements remain one of the Railroad Section's top priorities. These projects resulted in the Railroad Section authorizing the closure of seven (7) public at-grade crossings, authorized the installation of fifty-three (53) crossing gates during calendar year 2007. (See Table I)

Grade Crossing Safety Account

In 1992, the Missouri General Assembly passed a bill providing a funding mechanism for state payment of local road authorities' portion on federally funded projects when no other federal funds are available. The fund, entitled the "Grade Crossing Safety Account" (GCSA) (found at Section 389.612 RSMo), is overseen by the Missouri Department of Transportation -Railroad Section, and can be used for up to 90% of a crossing warning installation. The Railroad Section authorized \$1,559,471.09 for projects out of the GCSA in 2007. All of these funds have been programmed for crossing improvements at specific locations.

Section 130 Federal Funding

MoDOT has been granted by the Federal Highway Administration (FHWA) the authority to spend Federal Section 130 funds to improve highway-rail grade crossings in Missouri. For the calendar year of 2007, MoDOT's Railroad Section programmed \$5,148,540.21 of Section 130 funds for safety improvements at highway-rail grade crossings within the state.

AMTRAK Service

Missouri offers two round-trip daily trains between St. Louis and Kansas City with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit, and Independence. The Missouri Legislature provides financial support to the Missouri Department of Transportation for Amtrak to provide intercity rail passenger service between St. Louis and Kansas City.

MoDOT is seeking help from the Missouri Legislature for rail improvements along Union Pacific lines from St. Louis to Kansas City to increase on-time performance and improve Amtrak ridership.

St. Louis to Kansas City Service

State Fiscal Year (July 1 – June 30)	Amtrak State Cost	Ridership
2001	\$6,047,000	207,928
2002	\$6,057,000	188,800
2003	\$6,200,000	167,245
2004	\$6,147,662	162,446
2005	\$6,400,000	171,410
2006	\$6,571,039	174,513
2007	\$6,869,433	144,312

Amtrak also operates two long distance trains through Missouri:

- “Southwest Chief” (daily Chicago-La Plata/Kansas City-Los Angeles)
- “Texas Eagle” (daily Chicago-St. Louis/Poplar Bluff-Dallas-San Antonio)

Coordination of Highway Construction Projects with Railroad Involvement

The Railroad Section handles the coordination of MoDOT’s highway construction projects that impact railroads. This coordination activity begins with the development of engineering plans and presentation of the plans to the affected railroads. Some of the primary tasks performed include securing railroad approval of plans; the negotiation of agreements for the construction and maintenance of highway facilities located on and over railroads; and establishing the terms and conditions under which highway contractors must abide when working on railroad property.

Light Rail Safety Oversight Program

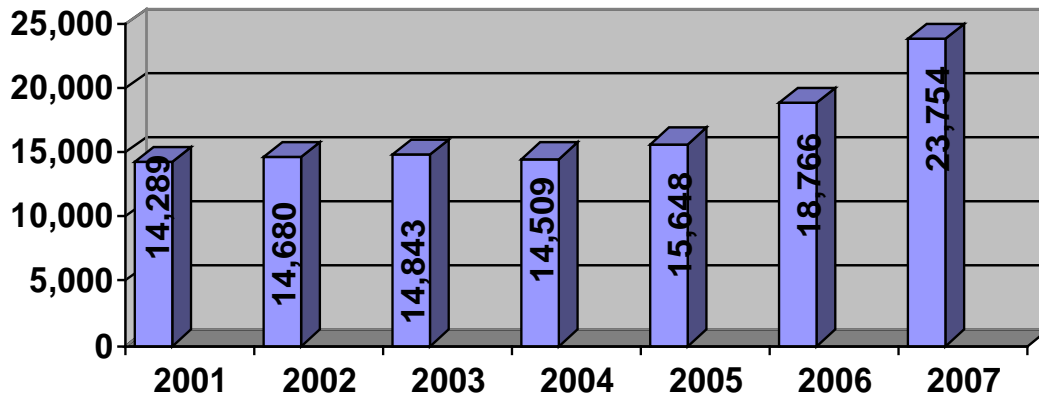
The light rail safety section administers the State Safety Oversight Program required by the Federal Transit Administration. Program responsibilities continue to evolve as new federal rules become effective and light rail service expands.

The State Safety Oversight Rule, 49CFR part 659 became effective May 31, 2006. This required updates to MoDOT’s System Safety Program Standard and subsequent revisions to the System Safety and Security plans submitted by light rail transit operators.

According to the American Public Transportation Association, U.S. light rail had the highest percentage of ridership growth among all modes of transportation in 2007. Ridership continues on an upward trend for St. Louis as well. Metrolink reported that approximately 5 million more trips were taken on the MetroLink system in St. Louis during 2007. This represents an increase of approximately 25% over 2006 figures. The increase is due in part to the gasoline prices and the closing of highway 40 for major reconstruction improvements.

In November of 2006 voters approved a measure to develop a light rail system for Kansas City. Several studies are underway to determine the most beneficial and feasible routes to serve the Kansas City area. MoDOT Light Rail Safety Oversight and MoDOT District 4 participated on the Study Management Team for the proposed project.

Yearly MetroLink Ridership (Millions)



Types and Number of Highway-Rail Crossings in Missouri

Public Crossings At-grade:		3,788
Public Grade Separations:		
Railroad Over Road (Overpass):	410	
Railroad Under Road (underpass):	<u>666</u>	
Total Public Grade Separations:		1,076
Private Crossings:		
Private Farm Crossings:	2,020	
Private Residence Crossings:	326	
Private Recreational Crossings:	27	
Private Industrial Crossings:	<u>598</u>	
Total Private Crossings		2,971
Total Crossings in Missouri		7,835

Since 2000, the number of crossings in Missouri has decreased by 145, or 4%. MoDOT is trying to gain several closures and upgrading existing crossings with the efforts of city, county, railroad and state funds. These corridor projects take several years to complete and we believe we will start seeing the benefits of corridor closures in the next two or three years. In the year 2000 the primary reason for closures were abandoned tracks.

Of all public grade crossings in Missouri, 44% are now equipped with active warning devices. This is an increase of 8% of all public crossings with active warning devices since 2000.

Table I
Crossings and Improvements Authorized

	2000	2005	2006	2007
Crossings Opened	3	2	0	2
Crossing Closures	8	8	14	7
Signals and Gates Installation	35	21	41	53
Grade Separations Opened	9	0	6	0
Separations Replaced	1	3	5	3
Signal Circuitry Upgrades	3	1	0	1
Exempt Crossings/Signs	Information is Unavailable	3	12	3
Permanent Yield Sign		6	2	24
Permanent Stop Sign		24	5	7
LED Light Upgrade Projects		9	17	7
Quiet Zone Established		10	3	0
Rumble Strips		NA	1	0

*Data from 2001-2004 is unavailable

Table II

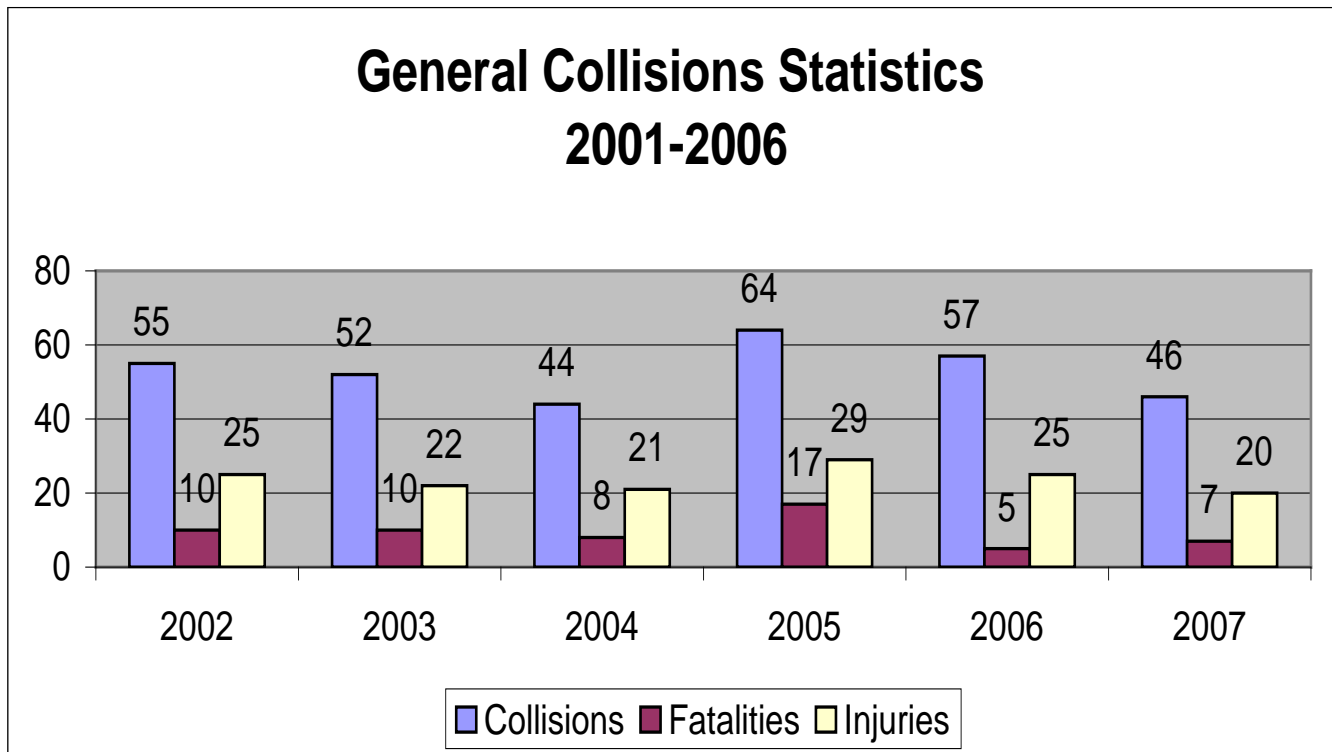
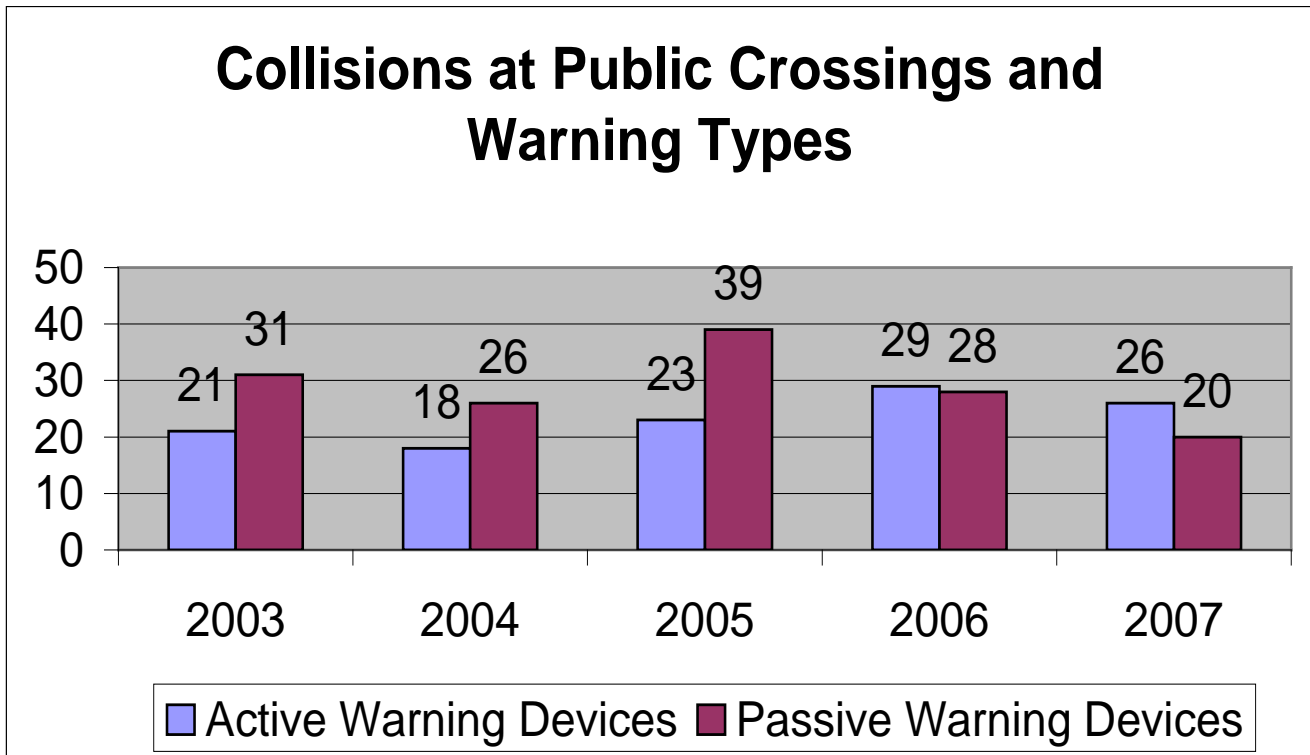


Table III



In 2007, 57% of grade crossing collisions occurred at crossings with active warning devices.

Table IV

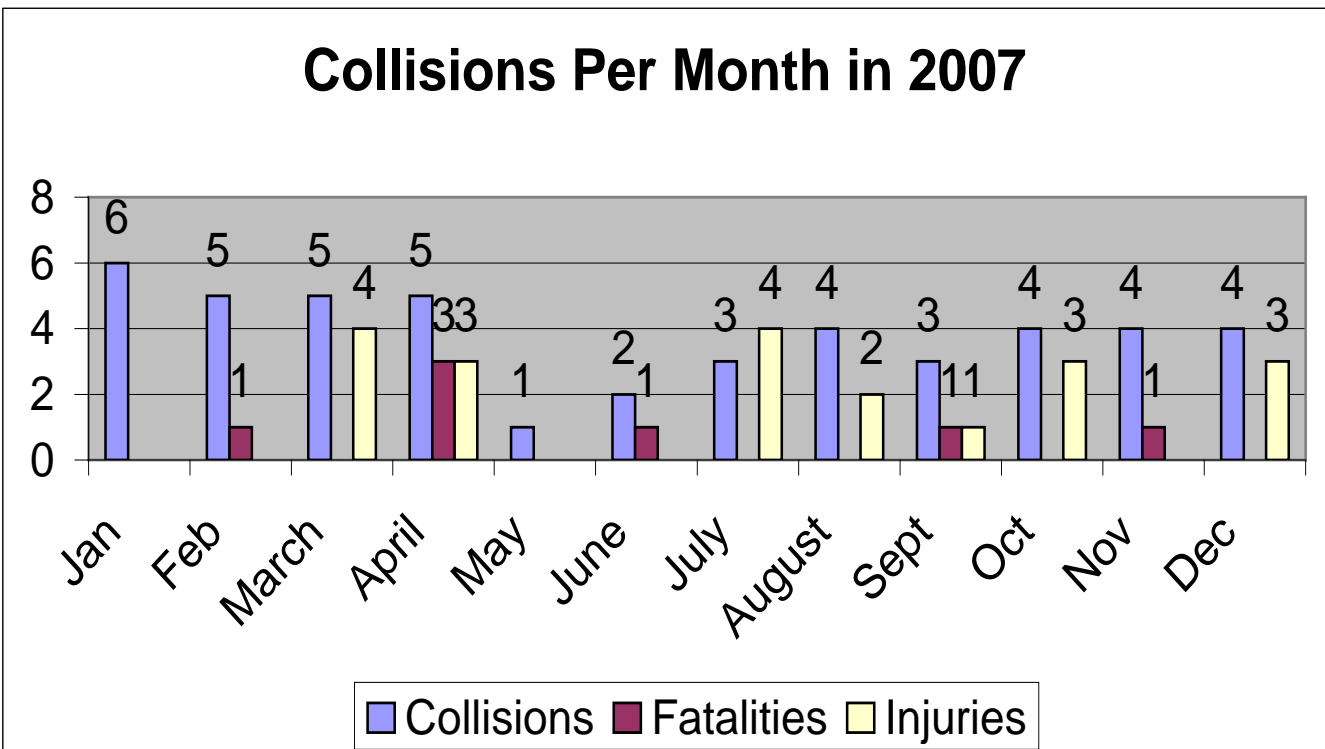


Table V

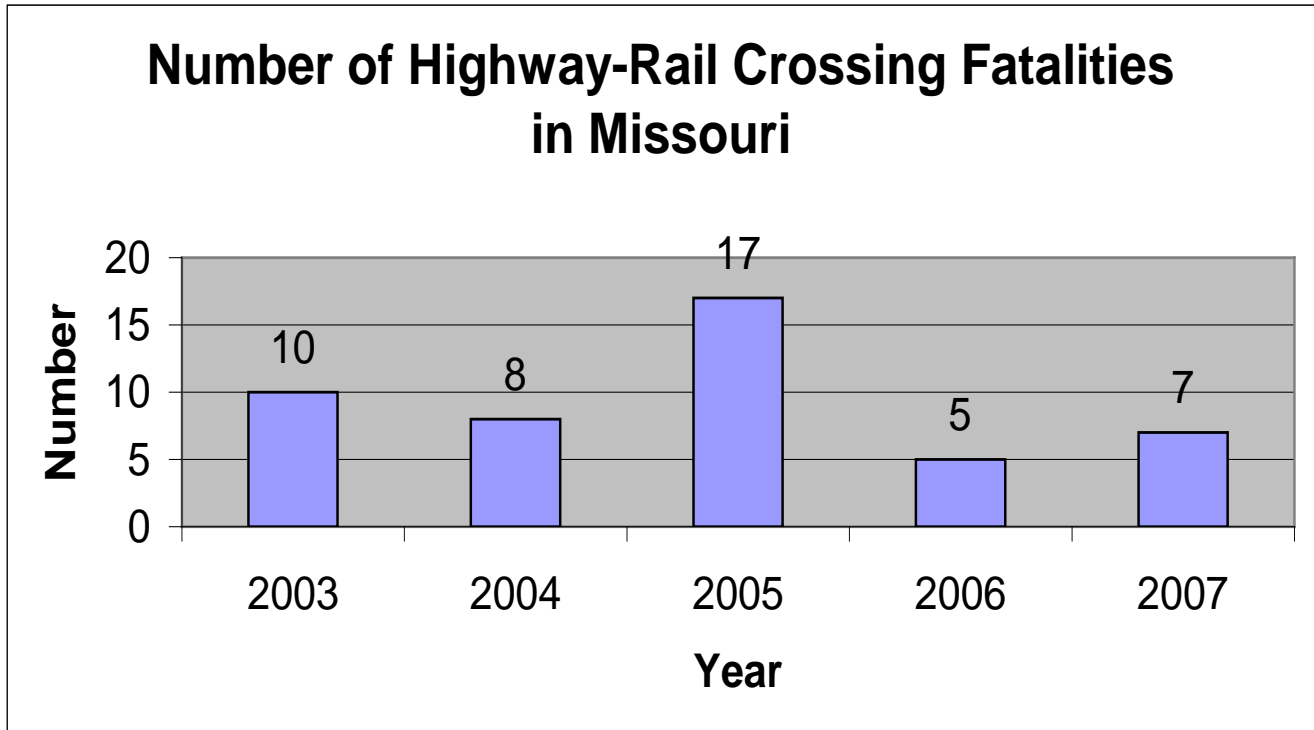
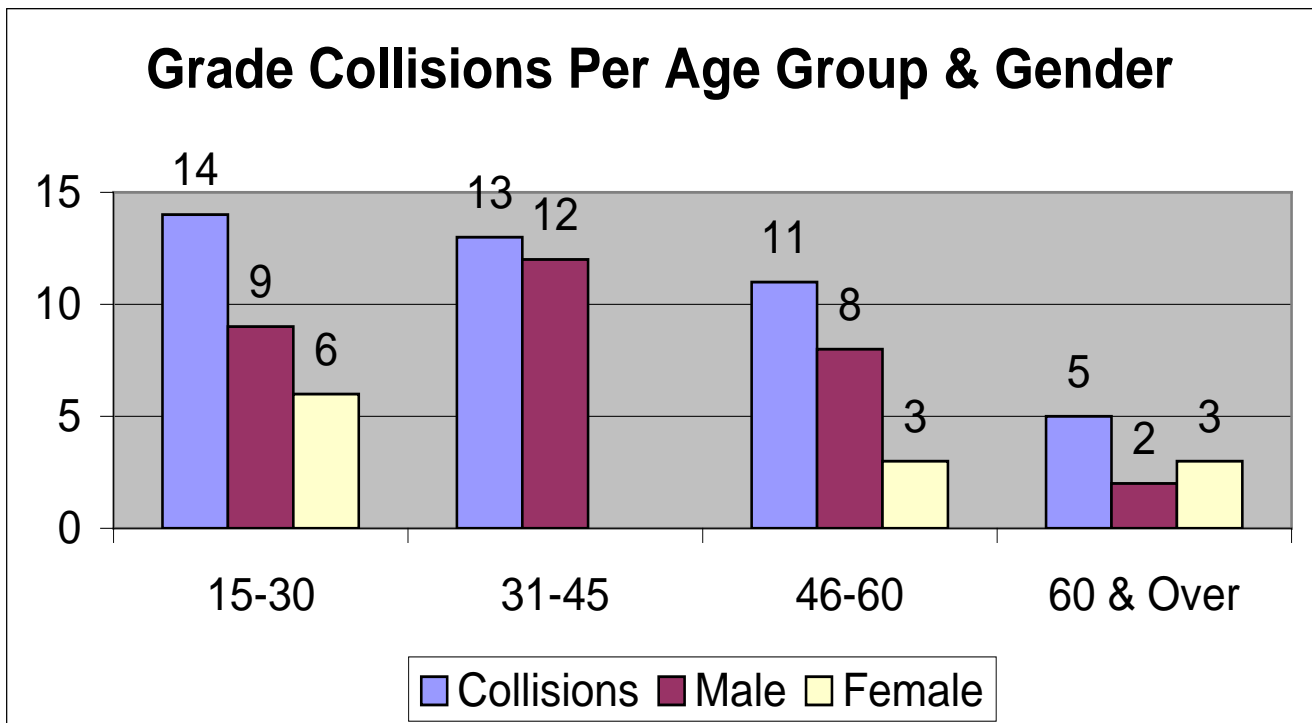


Table VI



*Chart only reflects 43 Grade Crossing Collisions because three collisions were with abandoned vehicles, which had no occupants.

Table VII

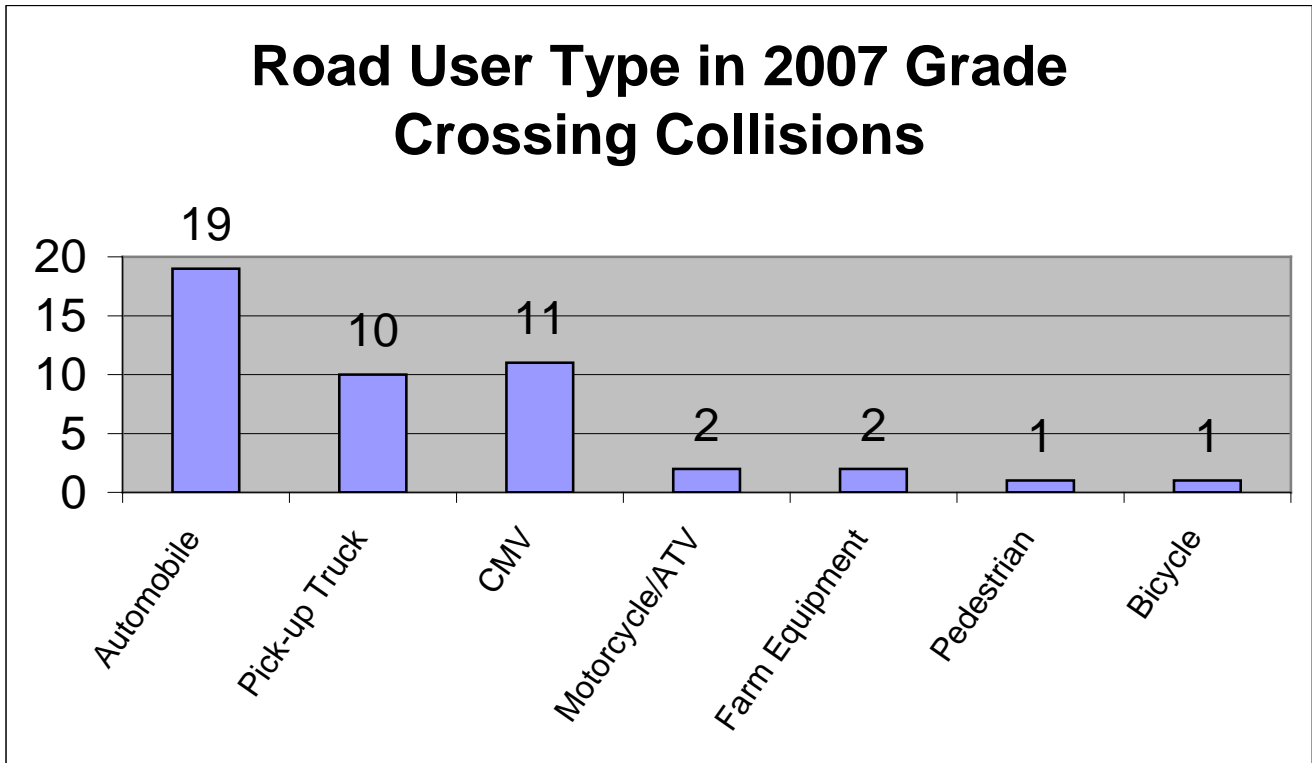


Table VIII

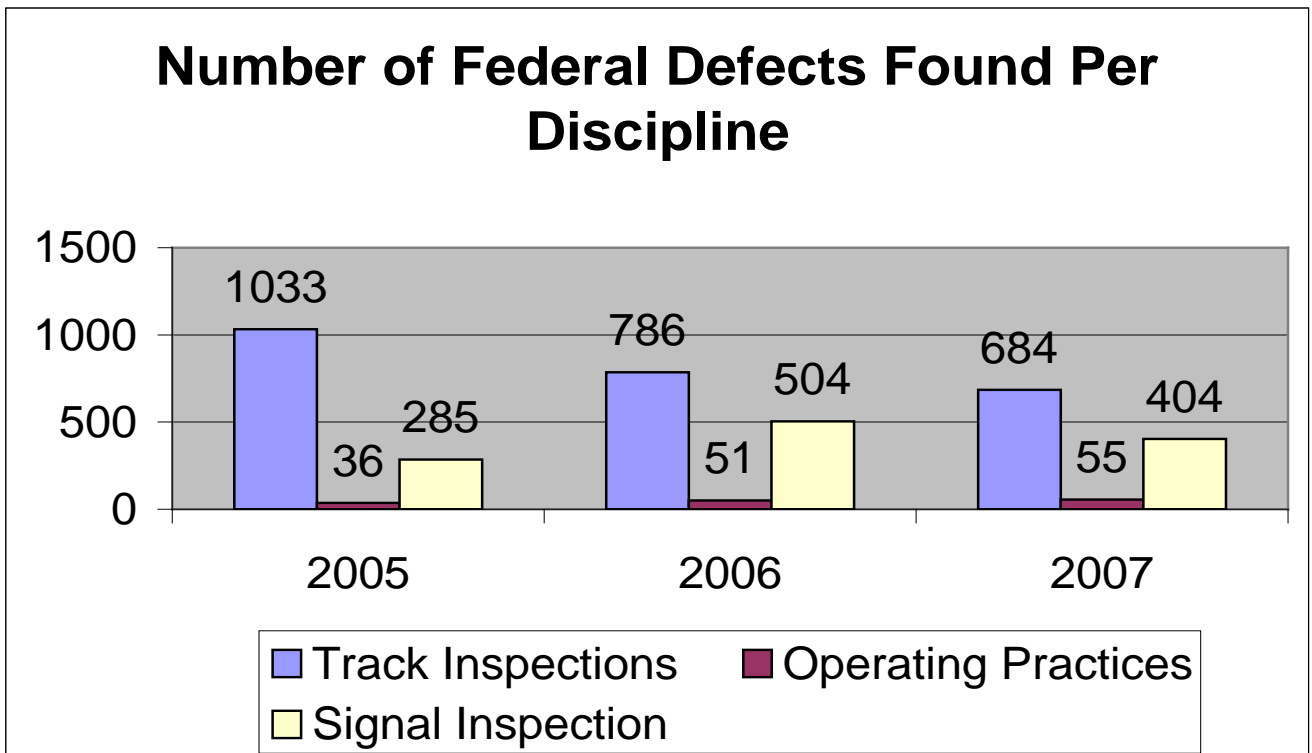


Table IX

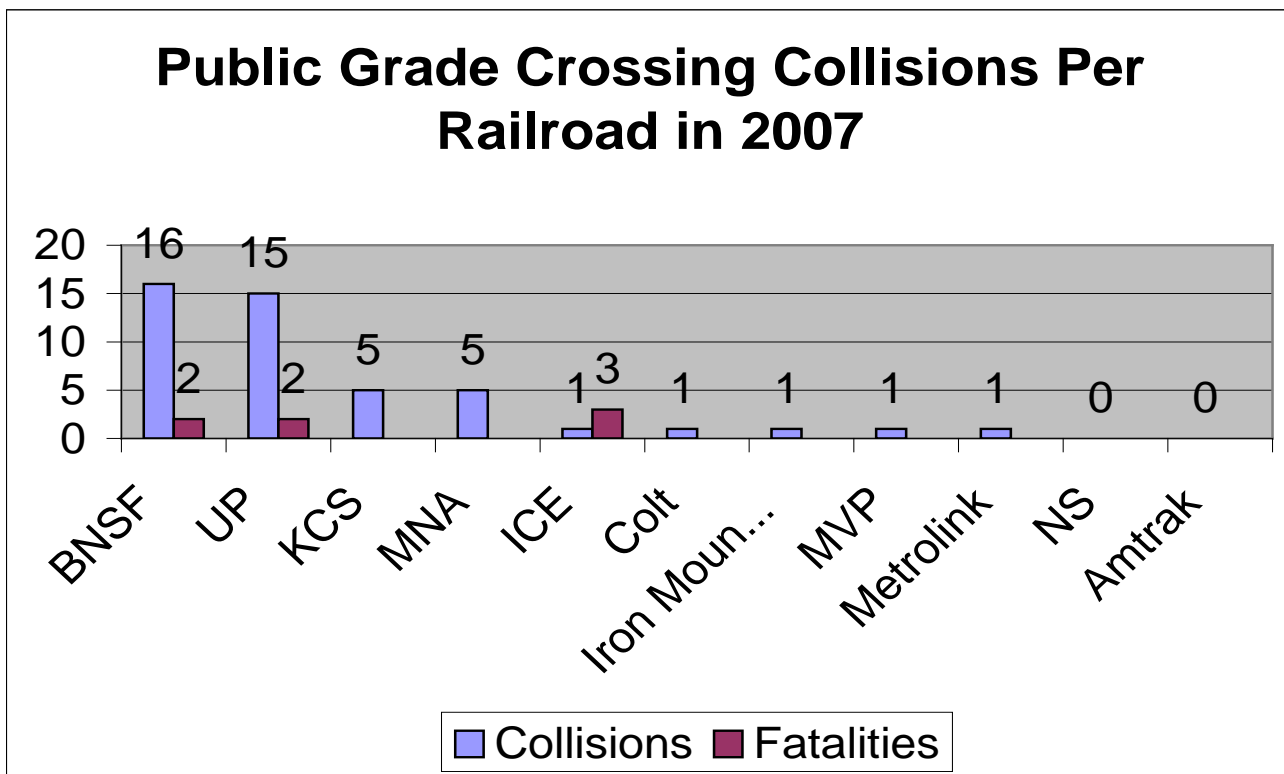


Table X

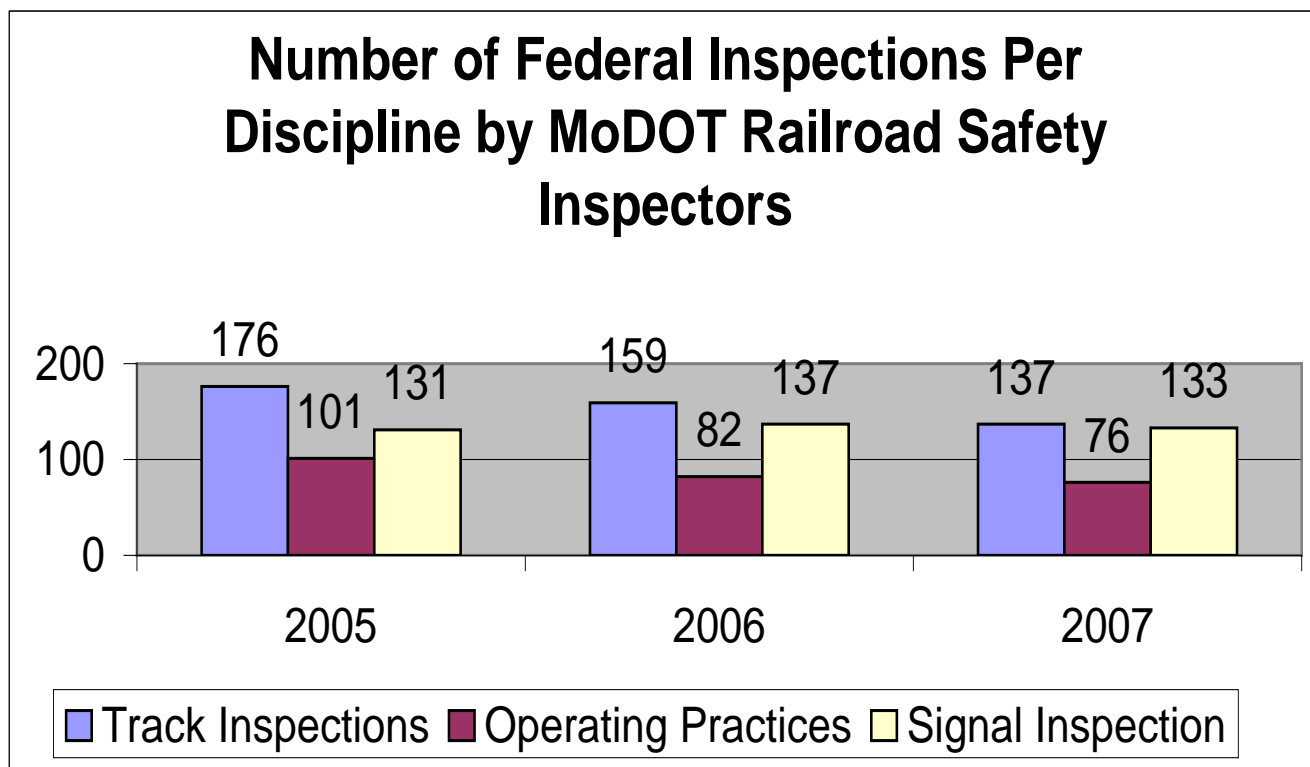


Table XI

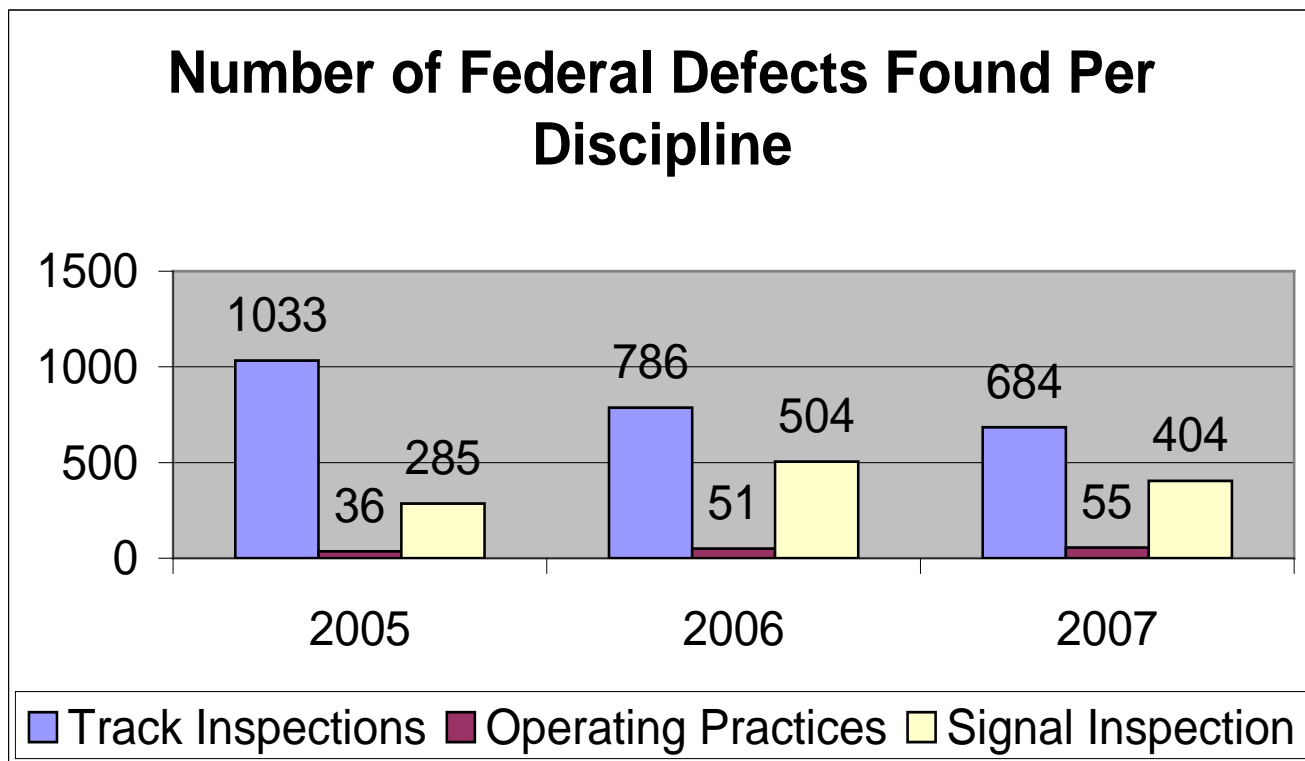
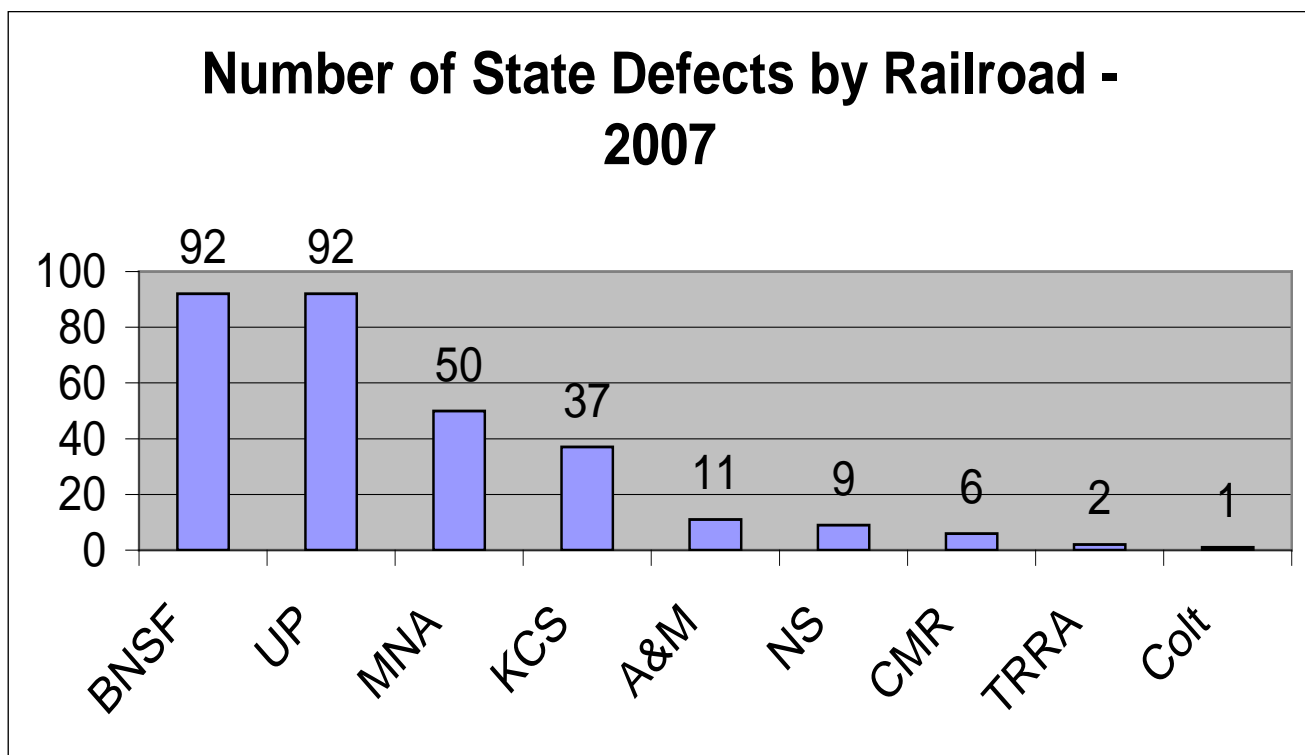
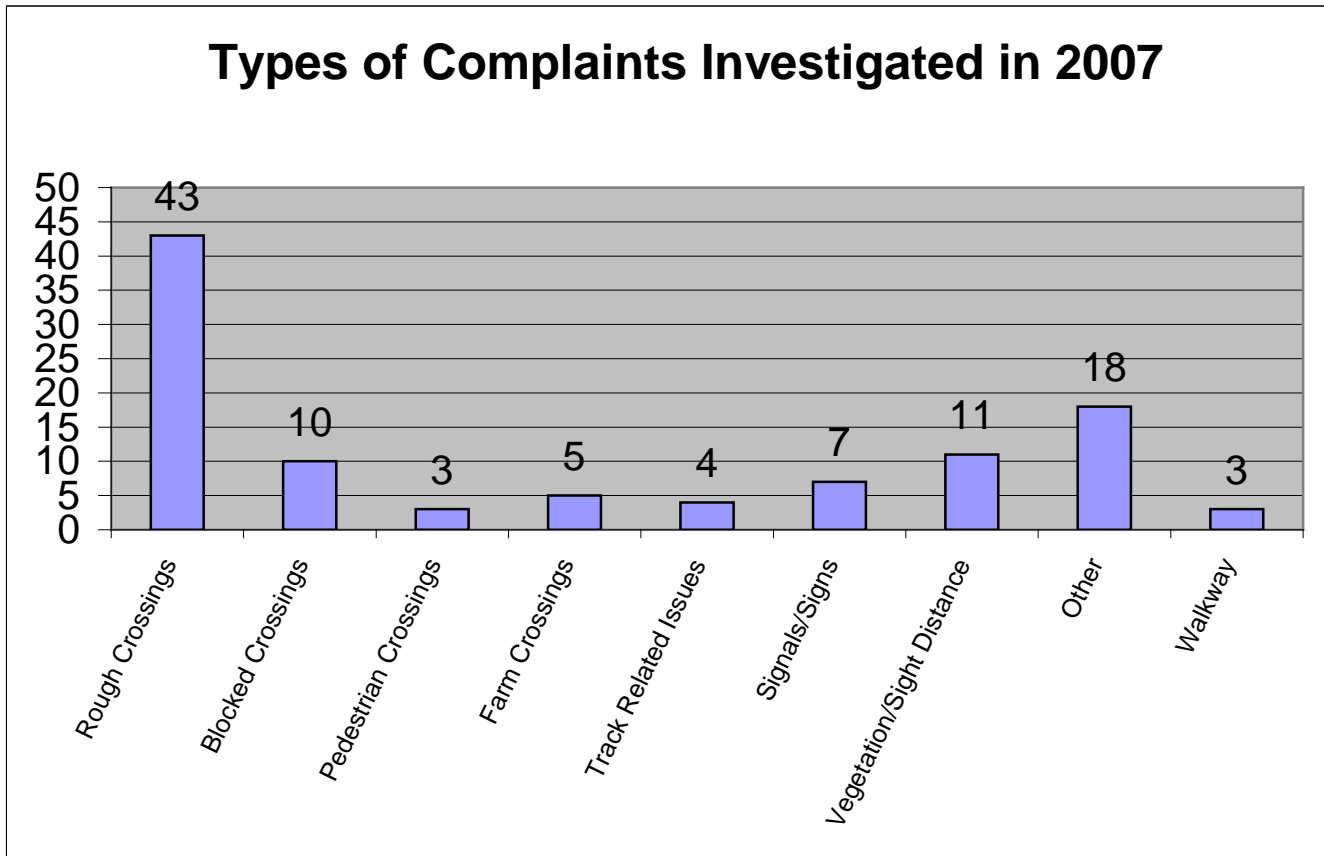


Table XII



In 2007, 765 State Inspections were performed across Missouri.

Table XIII



104 Complaints were investigated in 2007

History

The Missouri Department of Transportation, Division of Multimodal Operations-Railroad Section is mandated by the Missouri Revised Statutes with the responsibility of providing safety oversight of railroad operations within the State of Missouri. This responsibility has been vested with this Section, and its predecessors the Public Service Commission and the Department of Economic Development, Division of Motor Carrier and Railroad Safety since 1913. The statutes contained in Chapters 286, 388, 389 and 622 obligate the State of Missouri through this section to enforce the statutes and rules to promote and safeguard the health and welfare of the general public, the railroads, and the railroad employees. The statutes grant the Missouri Department of Transportation the authority to promulgate laws and rules that are enforced by this Railroad Section and apply to all railroads and companies which are part of the general railroad system in Missouri and any light rail system.

The Railroad Section exercises its oversight responsibility through the enforcement of State laws and rules and through a cooperative agreement with the U.S. Department of Transportation's Federal Railroad Administration (FRA), Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) to enforce Federal laws and regulations. The Railroad Section is designated with the task of implementing MoDOT's safety oversight on railroads and light rails systems. The major areas handled by Multimodal Operations Railroad Section include:

- Grade Crossing Installation and Upgrades
- Track safety
- Grade crossing signal inspection
- Grade crossing safety
- Employee Safety
- Railroad Operating practices

Light rail safety oversight includes System Safety and Security review as well as all the above specific topic concerns that apply to railroads.

Track Safety

The Railroad Section has two inspectors that are certified by the Federal Railroad Administration (FRA) to conduct inspections and enforce the Track Safety Standards. Through its cooperative state participation program with the FRA, the inspectors conduct track safety inspections on all active railroad tracks in the State of Missouri and the miles of private industry tracks and facilities that are part of the general railroad system. As part of the Track Safety Inspection Program, the track inspectors are responsible for monitoring and enforcement of the FRA Railroad Roadway Worker Safety Standards. These standards prescribe proper workplace safety procedures and equipment for railroad workers engaged in railroad bridge construction, repair and inspection and procedures for the protection of railroad engineering or maintenance of way or signal employees while working on or near railroad tracks. The Bridge Worker Standards are intended to eliminate death and injuries associated with railroad employees falling from bridges or structures on railroad property. The Roadway Worker Safety Standards are intended to eliminate death and injury associated with railroad employees being struck by trains or work equipment while working on or near railroad tracks.

Grade Crossing Signal Safety

The Railroad Section's two-signal inspection specialists are certified by the Federal Railroad Administration (FRA) to conduct inspections and enforce the Grade Crossing Signal System Safety Standards. Through its cooperative state participation program with the FRA, the inspectors conduct grade crossing signal safety inspections on active grade crossing signal systems in the State. As part of the Grade Crossing Signal Safety Inspection Program, the signal inspectors are responsible for monitoring and enforcement of the FRA Railroad Roadway Worker Safety Standards. These standards prescribe proper workplace safety procedures and equipment for railroad workers engaged in railroad bridge construction, repair and inspection and procedures for the protection of railroad engineering or maintenance of way or signal employees while working on or near railroad tracks. The Roadway Worker Safety Standards are intended to eliminate death and injury associated with railroad employees being struck by trains or work equipment while working on or near railroad tracks.

Signal inspectors are assigned primary investigatory responsibility of fatal grade crossing collisions occurring on signalized grade crossings and secondary responsibility of fatal grade crossing accident investigations occurring on passive crossings.

Grade Crossing Safety

The Railroad Section inspectors are responsible for conducting inspections on active and passive grade crossings in the State of Missouri. Inspectors conduct these inspections to assure compliance with the States regulations for grade crossing safety, construction, and railroad operations and ride quality issues.

Employee Safety

The Railroad Section is engaged in safety oversight of working conditions for railroad employees within the state. The revised statutes regulate safe and sanitary working conditions on railroad property and industries which are part of the general railroad system to eliminate death and injuries associated with daily working conditions on adjacent railroad property. Those laws and rules include the safe and sanitary conditions of railroad facilities, rolling stock and equipment used by railroad employees. They include the authority to prescribe the material and condition of areas adjacent to railroad tracks where employees are required to walk and minimum standards for construction of fixed objects over and adjacent to railroad tracks and the distance between tracks.

Operating Practices and Transporting Hazardous Materials

Operating Practices inspections assure that trains are being operated within and through the state in a manner that is consistent with proper rules and procedures. Human error/factors are one of the leading causes for incidents in the state. The Railroad Section works with the FRA to conduct hazardous material inspections, and the Department of Natural Resources and SEMA to conduct any rail inspections concerning hazardous materials.

Railroad Safety Initiatives

In addition to the regulatory requirements, MoDOT is actively involved in the educational aspects of railroad safety. Five members are certified as Operation Lifesaver presenters and are actively working to educate the citizens of Missouri about the hazards of working, living, driving and playing around railroad tracks. In addition to Operation Lifesaver, MoDOT employees work with the Highway Safety Division to provide exhibits at education fairs to promote railroad-crossing safety.

Operation Lifesaver Presentations

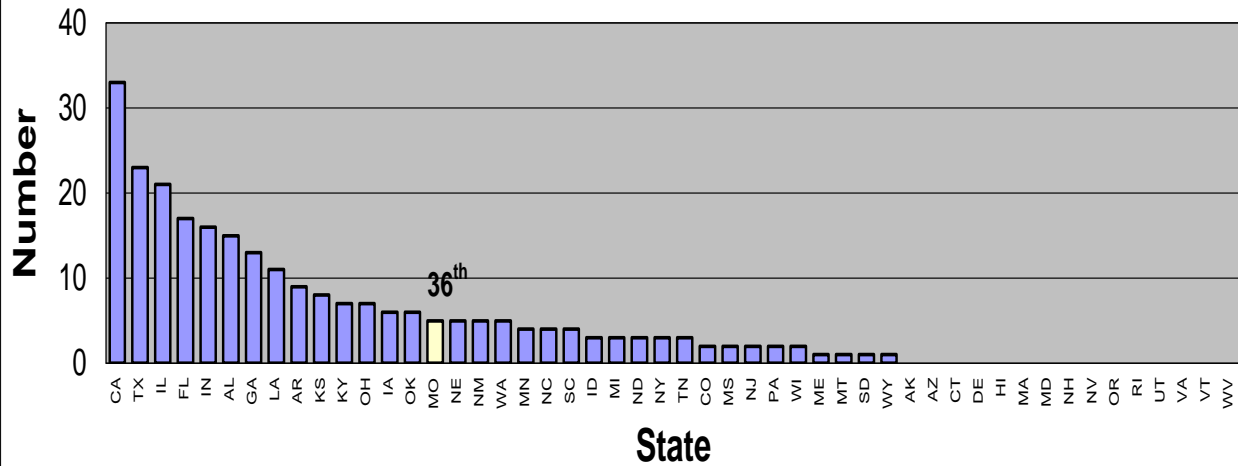
<div style="text-align: center;"> 2007 <u>Presentations by Type</u> </div>				
Type	Number of Presentations	Audience Total	% of all Pres.	% Of Audience Total
Elementary	556	23,106	54.24%	63.19%
Dr. Ed.	134	4,284	13.07%	11.72%
Jr. High	58	1,321	5.66%	3.61%
High School	31	1,276	3.02%	3.49%
Adult	70	2,182	6.83%	5.97%
Truck Dr.	82	1,229	8.00%	3.36%
School Bus	43	1,908	4.20%	5.22%
Commercial Drivers	35	700	3.41%	1.91%
Business			0.00%	0.00%
Law Enf.	6	148	0.59%	0.40%
Fire/EMT	6	150	0.59%	0.41%
Senior Citizens	4	264	0.39%	0.72%
Trespassers			0.00%	0.00%
TOTALS:	1025	36,568	100.00%	100.00%

2007 Presentations by Railroad/Agency

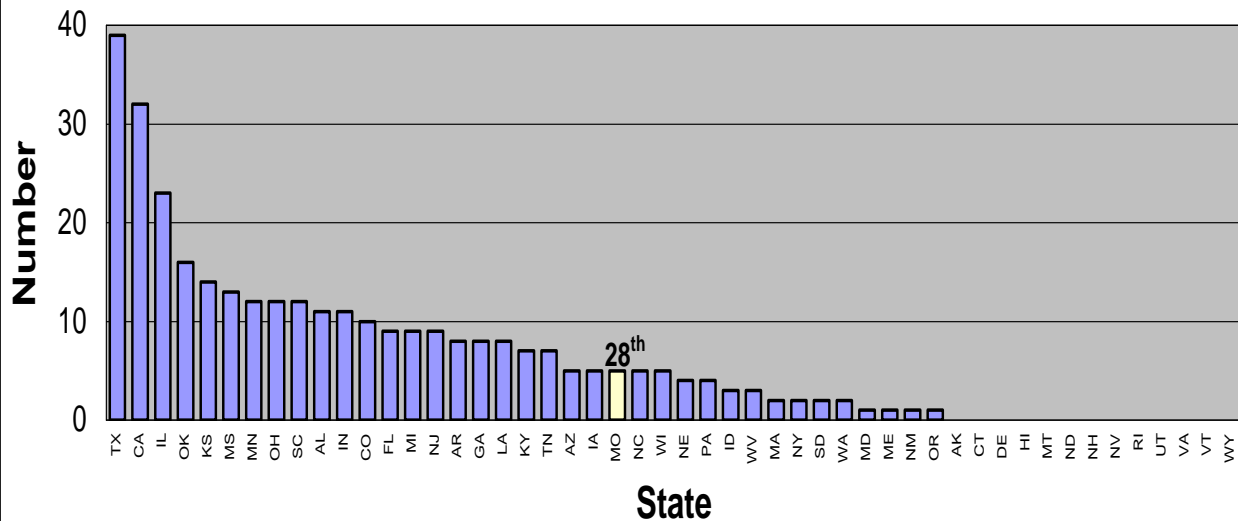
RR/Agency	Number of Presentations	Audience Total	% Of all Presentations.	% Of Audience Total
BNSF	26	1,251	2.54%	3.42%
FRA	64	1,759	6.24%	4.81%
ICE	5	105	0.49%	0.29%
KCS	171	8,036	16.68%	21.98%
Metro	42	900	4.10%	2.46%
MODOT	124	3,638	12.10%	9.95%
MSHP	17	597	1.66%	1.63%
NS	73	2453	7.12%	6.71%
TRRA			0.00%	0.00%
UP	114	4,349	11.12%	11.89%
Vol.	389	13,480	37.95%	36.86%
TOTALS:	1025	36,568	100%	100%

Appendix 1

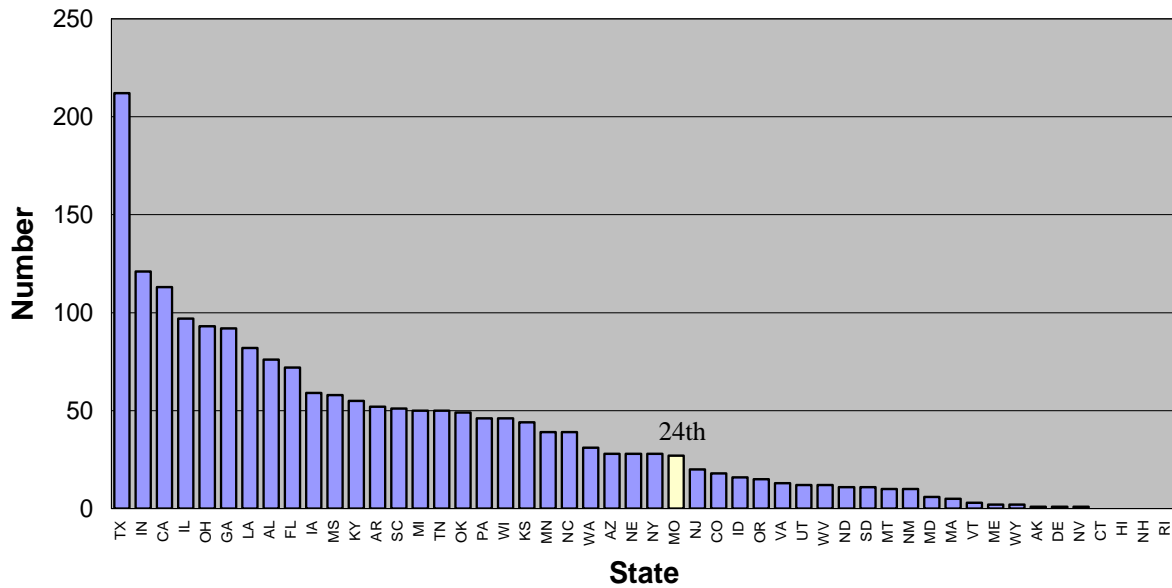
Missouri's National Ranking in Number of Highway-Rail Crossing Fatalities January-October 2007



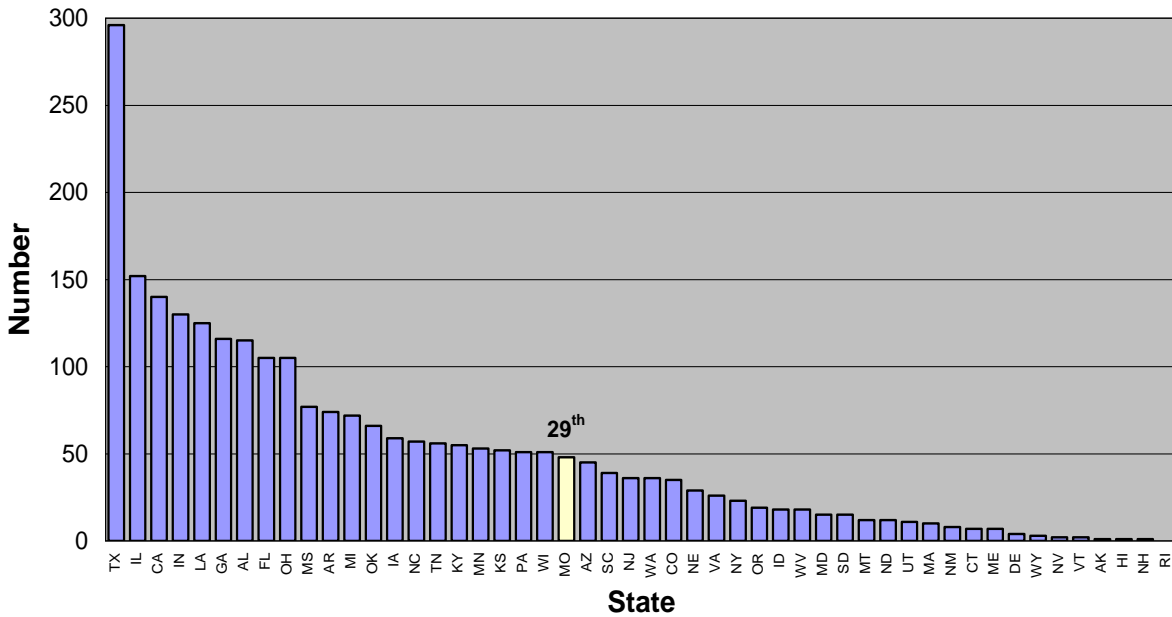
Missouri's National Ranking in Number of Highway-Rail Crossing Fatalities January-December 2006



Missouri's National Ranking in Number of Highway-Rail Crossing Collisions January-October 2007



Missouri's National Ranking in Number of Highway-Rail Crossing Collisions January-December 2006



Appendix 2

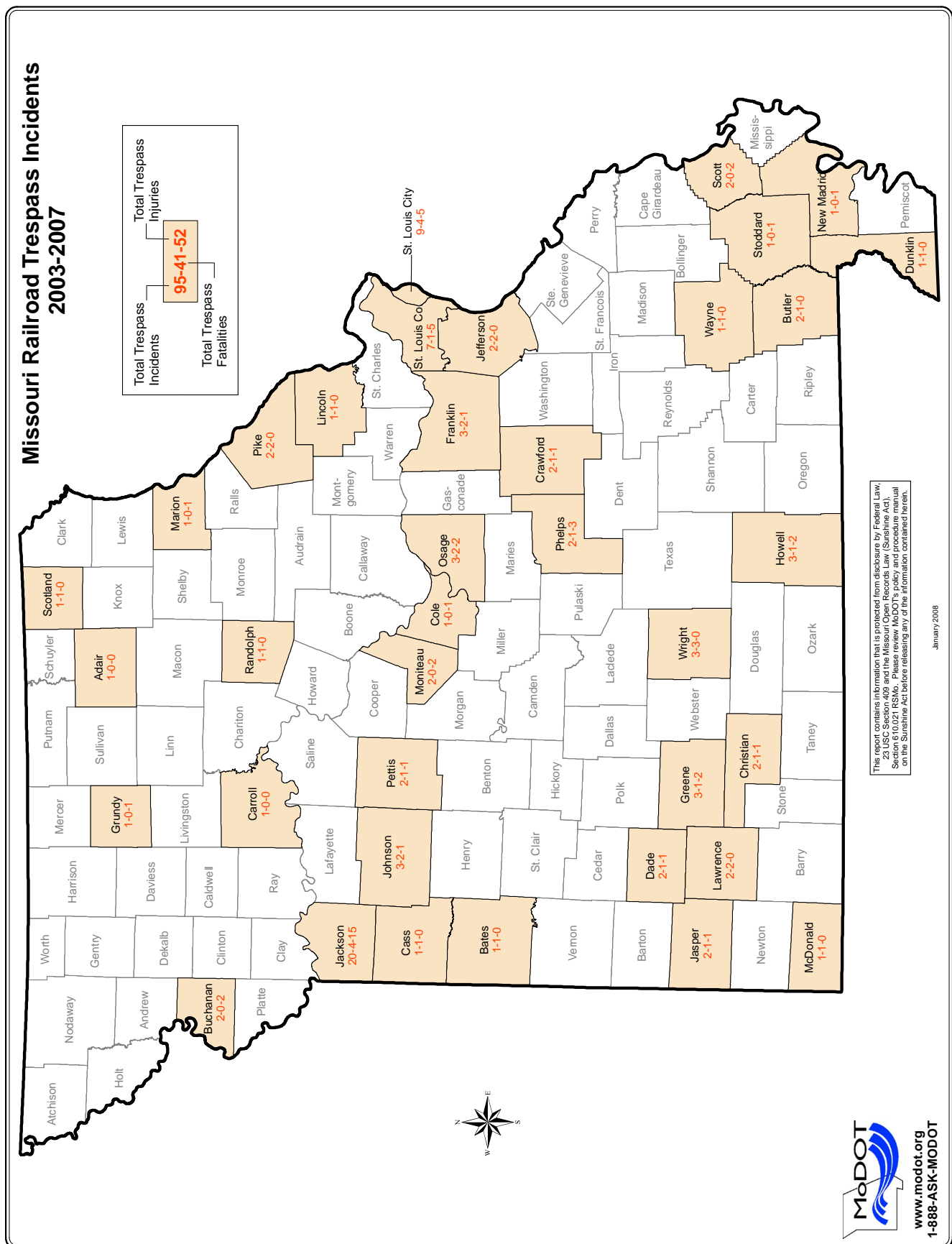
Exempt Crossings in Missouri

Number	DOT Number	City	County	Road	Railroad	Status
1	434 843 E	Joplin	Jasper	Range Line Road	MNA	Exempt
2	669 448 W	Joplin	Jasper	Junge	MNA	Exempt
3	669 450 X	Joplin	Jasper	Maiden Lane	MNA	Exempt
4	442 677 K	Jefferson City	Cole	MO 179	UP	Exempt
5	442 669 T	Jefferson City	Cole	Dix Road	UP	Exempt
6	446 206 J	Sikeston	Scott	South Kingshighway	UP	Exempt
7	446 110 U	Sikeston	Scott	US 61 & North Main	UP	Exempt
8	480 783 V	Columbia	Boone	Route B	COLT	Exempt
9	480 787 X	Columbia	Boone	Route B	COLT	Exempt
10	446 372 B	Delta	Cape Girardeau	MO 25	JGD	Exempt
11	446 395 H	Gordonville	Cape Girardeau	Route A	JGD	Exempt
12	446 374 P	Delta	Cape Girardeau	Route N	JGD	Exempt
13	442 076 B	Knob Noster	Johnson	Division Street	UP	Exempt
14	442 075 U	Knob Noster	Johnson	MO 23	UP	Exempt
15	664 262 R	Springfield	Greene	US 60	BNSF	Exempt
16	672 602 V	Belton	Cass	MO 58	BGK	Exempt
17	790 134 C	Gerald	Franklin	US 50	CMR	Exempt
18	595 771 W	Beaufort	Franklin	MO 185	CMR	Exempt
19	664 451 M	Steelville	Crawford	MO 8	BNSF	Exempt
20	411 274 L	Clinton	Henry	Third Street	MNA	Exempt
21	411 273 E	Clinton	Henry	MO 13/Second Street	MNA	Exempt
22	411 270 J	Clinton	Henry	Green Street	MNA	Exempt
23	411 265 M	Clinton	Henry	MO 18/Ohio Street	MNA	Exempt
24	411 264 F	Clinton	Henry	Allen Street	MNA	Exempt
25	411 263 Y	Clinton	Henry	Rodgers Street	MNA	Exempt
26	595 779B	Near Leslie	Franklin	Shotwell Road	CMR	Exempt
27	595 776F	Leslie	Franklin	Route CC	CMR	Exempt
28	595 773K	Near Beaufort	Franklin	Greenstreet Road	CMR	Exempt
29	595 768N	Near Beaufort	Franklin	Buth Lane	CMR	Exempt
30	595 747V	Union	Franklin	Judith Springs Road	CMR	Exempt
31	595 760J	Near Beaufort	Franklin	Route EE	CMR	Exempt
32	483 487U	St. Charles	St. Charles	N. Second Street	NS	Exempt
33	483 486M	St. Charles	St. Charles	Lawrence Street	NS	Exempt
34	483 485F	St. Charles	St. Charles	Third & Bayard	NS	Exempt
35	483 484Y	St. Charles	St. Charles	Randolph Street	NS	Exempt
36	483 483S	St. Charles	St. Charles	Fourth Street	NS	Exempt
37	483 880P	Liberty	Clay	Old 210 Hwy	NS	Exempt
38	442 108E	Sedalia	Pettis	U.S. 50/Broadway Blvd	UP	Exempt

Appendix 3

Quiet Zones Located within Missouri			
State	City	Quiet Zone Type	Railroad
MO	Oakland	Pre-Rule	BNSF
MO	Oakland	Pre-Rule	UP
MO	Webster Groves	Pre-Rule	BNSF
MO	St. Louis	Pre-Rule	NS
MO	St. Louis	Pre-Rule	NS
MO	St. Louis	Pre-Rule	UP
MO	St. Louis	Pre-Rule	Up
MO	St. Louis	Pre-Rule	NS
MO	Webster Groves	Pre-Rule	UP
MO	Shrewsbury	Pre-Rule	BNSF
MO	Maplewood	Pre-Rule	UP
MO	Kirkwood	Pre-Rule	UP
MO	Kirkwood	Pre-Rule	BNSF
MO	St. Louis	Pre-Rule	MRS
MO	St. Louis	Pre-Rule	UP/TRRA
MO	St. Louis	Pre-Rule	BNSF
MO	Osage County	New Partial	UP
MO	Webster Groves	Pre-Rule	UP
MO	Seymour	New	BNSF
MO	Springfield	New	BNSF
MO	Webster Groves	New	Up
MO	Washington	New	UP
MO	St. Louis	Pre-Rule	BSDA

Missouri Railroad Trespass Incidents - 2003-2007



Missouri Railroad Trespass Incidents 2007

Total Trespass Incidents: 13-4-8

Total Trespass Fatalities:

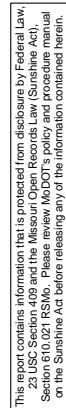
County/City	Trespass Incidents	Injuries	Fatalities
Jackson	5	0	5
Carroll	1	0	0
Marion	1	0	1
Pike	1	1	0
Osage	2	1	1
St. Louis City	2	1	1
Lawrence	1	1	0
Total	13	4	8

This report contains information that is protected from disclosure by Federal Law, 23 U.S.C. § 329 and the Missouri Public Records Law (Sunshine Act). Such information is exempt from public release under the provisions of the Sunshine Act before releasing any of the information contained herein.

January 2008

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Missouri Public Highway-Rail Grade Crossing Incidents 2003-2007



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2007**

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