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May 17, 2006

The Chairman
Surface Transportation Board
1925 K Street NW
Washington D.C. 20423

RE: Docket # FD 34672, Rail line swap between UP and BNSF Railroads

The analysis of costs for the alternatives available to UP for this rail traffic increase were not completed when MoDOT made its previous docket comment in March 2006. This letter is a follow-up to that comment letter and includes a summary of anticipated signal and rail-highway crossing improvement costs. All information included in the initial docket comment is still accurate and applicable.

MoDOT reviewed the rail-highway intersections for the Sikeston Branch and the Northern Alternative (a proposal to dual track the existing UP rail line). These recommendations primarily address locations where the higher volume of traffic conflicting with the rail traffic significantly increases the safety risk to motorists. Costs to local communities located along these two alternatives to implement quiet zones or to address quality of life concerns are not included in MoDOT's estimates. We anticipate that STB will receive docket comments from each of these local officials addressing their anticipated costs. Costs that will be incurred by UP for any non-crossing related track improvements necessary to implement either option are not included in MoDOT's estimates.

We ask that the attached costs be included in the NEPA review of the rail options and would appreciate any opportunity to participate further in that NEPA review relating to impacts to the motorists.

Sincerely,

Mark Shelton, P.E.
District Engineer

**Cost Comparison of Rail-Highway Intersection Improvements
Northern Alternative vs. Sikeston Branch**

Comparison Summary:

- a. Costs for highway and signal warning system improvements are the only issue addressed—MoDOT is unfamiliar with costs associated with railroad track and track-related infrastructure requirements for either option.
- b. The MoDOT cost alone is more for Sikeston Branch -- \$11.7 million vs. \$8.5 million.
- c. Cost for Northern Alternative presumes no cost share opportunities with UP.
- d. Cost comparison does not include any local or UP costs associated with implementing a quiet zone or addressing any other local community quality of life concern.
- e. Cost for engineering and land acquisition is not included for either option.

Northern Alternative

MoDOT
\$2.5 million - RR crossing signals at various locations
\$2 million - new grade separation at Rt 77
\$4 million - new grade separation at Rt M
** No cost-share agreement anticipated with UP for these highway crossing improvements
TOTAL \$8,500,000

Sikeston Branch

MoDOT	UP
\$6 million -- US 60 grade separation	\$6 million
\$1 million - RR crossing signals	\$2 million
\$2.85 million -grade separation at Rt Y	\$2.85 million (agreement not reached)
\$1.85 million -grade separation at Rt A	\$1.85 million (agreement not reached)
TOTAL \$11,700,000	TOTAL \$12,700,000
GRAND TOTAL \$24,400,000	