



State Rail Service Improvement Fund
FY 2017 Application



KDOT is also here to help throughout the application process, if you have any questions, please don't hesitate to contact John Maddox at 785.296.3228 or JohnM@ksdot.org. If your project has direct ties to the economy by creating or sustaining jobs or if you are new to the Rail Program, **KDOT strongly encourages you to start with the General Local Partnership Opportunity Application** available at www.ksdot.org/tworks/ecodevo/downloads/genapp2013.

1. General Applicant Information

a. Applicant Type:

If applicant is not a railroad, please include a memorandum of understanding indicating the railroad's agreement to provide service and railcars on the project segment

b. Name of Entity:

c. Name and title of primary contact person:

Address:

Phone Number:

Email:

d. Federal ID Number:

2. Project Location – *Attach detailed map*

a. Serving Railroad (*operating carrier*):

b. Rail line owner:

c. Subdivision:

d. Interchanges with other railroads:

e. Milepost: _____ to milepost: _____

f. Total miles:

g. City: _____ to city: _____

3. Project type and description – *Select the category that best represents the project and provide a description of project scope*

Preservation or Major Rehabilitation

This category encompasses major rehabilitation activities such as crosstie installation, rail replacement, ballast addition, etc.

Expansion or Capacity Improvement

This category includes projects that expand capacity like installation of passing tracks, siding extensions on the mainline, wye installation, etc.

4. Project Description – Provide a description of the project scope (*description of work*):

5. Estimated Cost of the Project – *Please attach as detailed a material and cost breakdown as possible*

- a. Materials
- b. Construction (labor and equipment)
- c. Total Estimated Cost (sum of lines a & b) _____

6. Schedule and coordination information

- a. Estimated start date:
- b. Estimated completion date:
- c. Describe any known projects (KDOT or other) that may need coordination:

7. Benefits of the project – *Add or substitute additional sheets as necessary*

- a. Describe the nature of the transportation problem(s) at this location and the transportation benefits that would result from the project (*i.e. safety, rehabilitation, capacity, operational, etc.*):

- b. Describe the cost savings and benefits that would result from the project (*i.e. savings to businesses or customers, operating efficiencies to businesses, improved customer service, etc.*):

c. Describe any indirect or other benefits (*improvements in livability, sustainability, etc.*) or issues that are related to the project (*environmental, organized opposition, etc.*):

d. Describe the nature of the industry or industries that would benefit from the project (*i.e. types of industries served, commodities produced or carried, customers served, etc.*):

8. Traffic Data – *Provide data from the proposed location for those fields that are applicable. For some projects, such as a new industrial lead, historical data will not exist.*

a. Annual carloads per year during the previous three years

Year 1: Year 2: Year 3:

b. Estimated annual carloads the first year after completion:

c. Average carloads per mile during the previous three years

Year 1: Year 2: Year 3:

d. Estimated average carloads per mile the first year after completion:

e. Number of trains per year during the previous three years

Year 1: Year 2: Year 3:

f. Estimated number of trains the first year after completion:

9. Sample Material and Labor Cost Detail – *The following is provided as a sample. Applicant may fill out the table below or provide substitute or additional sheets as necessary. Only new crossties may be used. A minimum of 5 carloads of ballast per mile is recommended.*

Item	New	Used	Grade	Description (Size, weight, etc.)	Unit	Quantity	Unit Price	Total Cost
Rail								
Rail Distribution (labor)								
OMT:								
Track Spikes								
Joint Bars								
Bolts								
Tie Plates								
Rail Anchors								
Other								
New Crossties								
Switch Ties								
Bridge Ties								
Insert Tie Labor								
Ballast								
Turnouts								
Switches								
Tax on Materials								
Surfacing								
Bridge Construction /Rehabilitation								
Dirt Work								
Grade Crossing Work								
Right-of-Way Grading								
Brush Cutting								
Tie Disposal Costs								
Work Train								
Labor - Miscellaneous								
Freight								
Other								
Total Project Costs								

Comments or Notes:

10. Existing Line Condition – Provide information on the existing rail line condition. For some projects, such as new track construction, historical data will not exist.

- a. Current rail weight:
- b. Current rail condition:
- c. Existing track weight limit:
- d. Existing ballast depth:
- e. Number of good crossties per 39 foot section:
- f. Existing crosstie condition: (check all that apply)
 - Plate cut
 - Broken
 - Slewing
- g. Existing OTM condition: (check all that apply)
 - In adequate tie plates
 - In adequate anchors
 - In adequate spikes
 - Broken Joint bars
 - 2-bolt minimum not met
- h. Existing roadbed and drain age condition:
- i. Existing right-of-way & visibility condition:
- j. Existing FRA track standard classification:
- k. Existing maximum operating speed:
- l. Existing average operating speed:
- m. Are there any existing slow orders? **Yes** **No**
If so, please describe:

11. Other investments – *Add or substitute additional sheets as necessary*

- a. Is there a private sector business or other entity involved in the project? **Yes** **No**
Name of business or other:
Name and title of contact:
Address:
Phone Number:
Email:

b. Describe any associated investments of any private sector business that relate to the project.
This could include land purchased, building erected or expanded, equipment purchased, etc.

c. Describe any additional investments being made in the project.
This could include investment by the railroad, utilities provided by the local government, tax incentives given, other related grants, etc.

Attachment Checklist

- Memorandum of understanding with serving railroad (*if applicant is not a railroad*)
- Project map
- Detailed material and cost breakdown
- Signed Statement of Intent (following page)
- Submit application via mail, send printed copy to:

Kansas Department of Transportation
Attn: John Maddox
Eisenhower State Office Building
700 S. W. Harrison Street, 2nd Floor Tower
Topeka, KS 66603-3745
- Submit application via email to JohnM@ksdot.org AND ecodevo@ksdot.org. To ensure receipt, if you do not receive an email response, please follow up by phone with John Maddox at 785.296.3228.

Statement of Intent

The authorized representative for the applicant must read, agree, and sign the statement below for this to be considered an official application

As the Applicant, or as an authorized representative of the Applicant, I hereby submit this Application to the State Rail Service Improvement Fund. I represent that the information contained herein and attached hereto are true and correct to the best of my knowledge. I understand that the following conditions apply to this application:

- Additional information may be requested;
- I authorize the Kansas Department of Transportation to independently verify any information contained in this application; and
- Acceptance and consideration of this application does not constitute a commitment for financial assistance by the State of Kansas.

I assure that this project will be constructed in accordance with the Rules and Regulations governing the State Rail Service Improvement Fund, AREMA track standards, FRA classification specifications, and all applicable Kansas law.

I assure that all work performed and all material furnished for the approved project shall be in conformity with the plans, specifications, and any authorized revisions thereto, which have been approved by the designer of the approved project.

If the project is approved, I will provide written assurance that:

1. The project will be designed by a licensed professional engineer.
2. All revisions and/or deviations from the plans and specifications will be approved by the project's designer.
3. Upon completion and prior to opening to unrestricted traffic, the project will be inspected by an FRA certified track inspector.

Signature

Printed Name

Title

Date