

SDDOT RAILROAD PROJECTS

DATA AS OF AUGUST 16, 2023
SOUTH DAKOTA RAILROAD BOARD

GRANTS UPDATE

ACTIVE GRANTS

- CRISI 2018 RCP&E WEST RIVER RAIL IMPROVEMENT PROJECT
- STC 2019 SMRR LAKE FARLEY BRIDGE RECONSTRUCTION
- STC 2019 DAIR MAINLINE AND CROSSING IMPROVEMENTS
- STC 2019 BFDC INDUSTRIAL AND RAIL PARK
- STC 2019 E&ERR SIOUX FALLS AREA BRIDGES
- STC 2020 RCP&E MIDLAND RAIL IMPROVEMENT PROJECT
- STC 2020 R&WRR MEET & PASS SIDING
- RAISE 2021 RCP&E SOUTH DAKOTA EXPANSION PROJECT
- STC 2021 R&WRR EFFICIENCY AND GROWTH PROJECT
- STC 2021 RCP&E INCREASING RAIL RESILIENCY

ACTIVE GRANT APPLICATIONS

- CRISI 2022 RCP&E POWERING SOUTH DAKOTA
- CRISI 2022 SMRR RAILROAD MODERNIZATION PROJECT
- STC 2022 BELLE FOURCHE ECONOMIC DEVELOPMENT RAIL PARK IMPROVEMENTS
- STC 2022 D&I RAILROAD MAINLINE REPLACEMENT PROJECT
- STC 2022 DMVW RAILROAD MAINLINE UPGRADE
- STC 2022 R&WRR GRADE STABILIZATION PROJECT
- STC 2022 SMRR RAIL RELAY PROJECT

ACTIVE GRANTS

FUNDING SOURCES	Local Match	Federal Grant	RR Trust Fund State Match	State General Funds State Match	Total
2018 STC-RCPE West River Rail Improvement	\$ 855,539.00	\$ 819,033.00			\$ 1,674,572.00
2019 STC-Belle Fourche-Industrial Park	\$ 479,427.00	\$ 1,917,710.00			\$ 2,397,137.00
2019 STC-D&I Mainline Replacement & xing Improvement	\$ 998,190.00	\$ 3,992,758.00			\$ 4,990,948.00
2019 STC - SMRR - Lake Farley Bridge	\$ 387,462.00	\$ 1,549,848.00			\$ 1,937,310.00
2019 STC - E&E - S.F. Area Bridges (3 bridges)	\$ 979,960.00	\$ 3,919,840.00			\$ 4,899,800.00
2020 STC - MRC - Meet & Pass Siding	\$ 300,000.00	\$ 1,560,000.00	\$ 640,000.00		\$ 2,500,000.00
2020 STC - RCP&E - Midland Improvement	\$ 560,000.00	\$ 2,240,000.00			\$ 2,800,000.00
2021 RAISE - RCP&E 87.7 miles	\$ 42,000,000.00	\$ 22,000,000.00		\$ 20,000,000.00	\$ 84,000,000.00
2021 STC - Ringneck & Western Efficiency and Growth	\$ 1,199,339.00	\$ 1,799,009.00			\$ 2,998,348.00
2021 STC - RCP&E Increasing Rail Resilience	\$ 200,000.00	\$ 800,000.00			\$ 1,000,000.00
Totals	\$ 47,959,917.00	\$ 40,598,198.00	\$ 640,000.00	\$ 20,000,000.00	\$ 109,198,115.00

2022 CRISI AND STC APPLICATIONS

FUNDING SOURCES	Local Match	Federal Grant	RR Trust Fund State Match	In Kind	Total
2022 CRISI RCPE Powering South Dakota	\$ 11,625,000.00	\$ 11,525,000.00	\$ 100,000.00		\$ 23,250,000.00
2022 CRISI Sisseton Milbank Modernization Project	\$ 6,189,956.00	\$ 24,712,204.00		\$ 50,000.00	\$ 30,952,160.00
2022 STC Ringneck and Western Grade Stabilization	\$ 598,631.00	\$ 2,394,525.00			\$ 2,993,156.00
2022 STC D&I Railroad Mainline Replacement	\$ 1,106,123.00	\$ 4,424,492.00			\$ 5,530,615.00
2022 STC Sisseton Milbank Railroad Rail Relay	\$ 421,760.00	\$ 1,687,038.00			\$ 2,108,798.00
2022 STC Belle Fourche Economic Development Rail Park Impr	\$ 243,220.00	\$ 972,880.00			\$ 1,216,100.00
2022 STC DMVW Rail Improvement		\$ 11,189,350.00	\$ 2,797,338.00		\$ 13,986,688.00
Totals	\$ 20,184,690.00	\$ 56,905,489.00	\$ 2,897,338.00	\$ 50,000.00	\$ 80,037,517.00

CRISI 2018 RCP&E WEST RIVER RAIL IMPROVEMENT PROJECT UPDATE

FEDERAL	\$ 978,200
RCPE MATCH	\$1,021,800
TOTAL FUNDING	\$2,000,000
FINAL COST	\$1,674,573

CHALLENGES AND SUCCESSES

- PROJECT CAME IN UNDER BUDGET SO LEFTOVER FUNDING WAS USED TO REPLACE TWO MORE CONCRETE CROSSINGS AT FOURTH STREET SIDINGS.
- TRACK SURFACE WAS NOT HOLDING LEVEL DUE TO SOIL TYPE AND PRECIPITATION, NEEDED TO BE RE-TAMPED FOR FINAL INSPECTION.
- FINAL COST WAS \$325,427 UNDER BUDGET.

CWR Installed at Wall
Mainline and additional crossing upgrades at Fourth St.



Crossing Replacement at Creighton Rd.



STC 2019 SMRR LAKE FARLEY BRIDGE RECONSTRUCTION PROJECT UPDATE

FEDERAL	\$1,549,848
MATCH	\$ 387,462
TOTAL FUNDING	\$1,937,310
FINAL COST	\$1,647,496

CHALLENGES AND SUCCESSES

- WORK WAS COMPLETED AHEAD OF SCHEDULE
- CONCERNED PUBLIC HAD NO OBJECTIONS
- PROJECT WAS \$ 289,814 UNDER BUDGET

STC 2019 SMRR Lake Farley Bridge Construction

BEFORE



AFTER

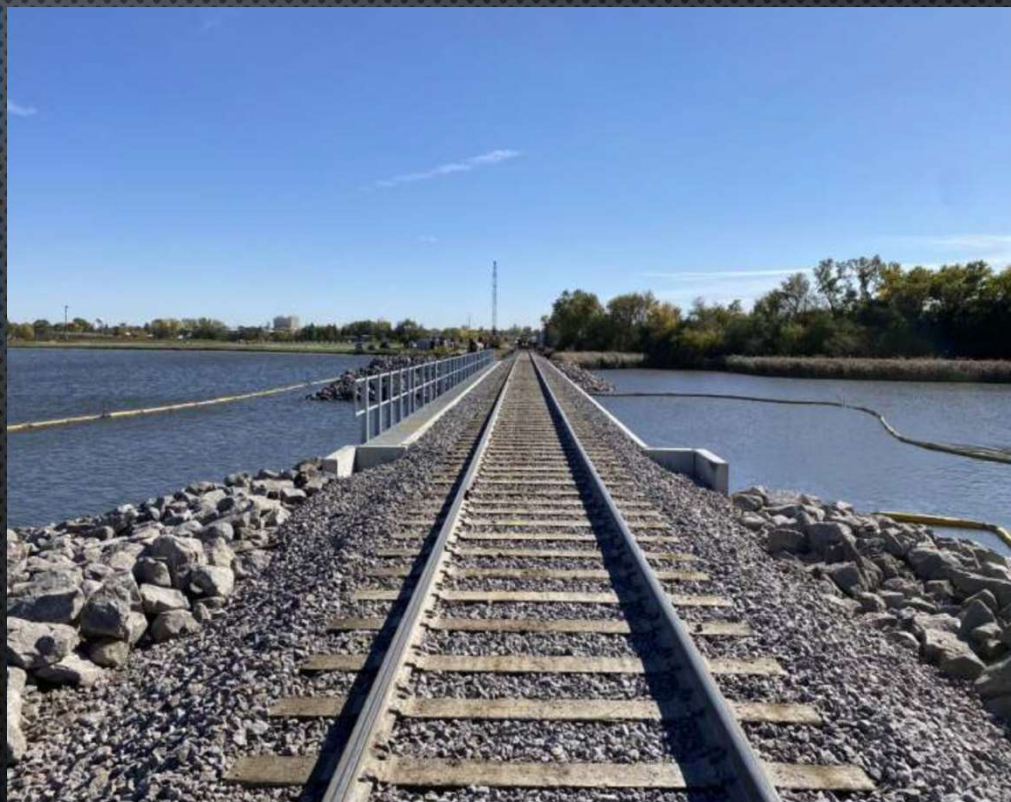


STC 2019 SMRR Lake Farley Bridge Construction

North View



South View



GP0

STC 2019 DAIR MAINLINE AND CROSSING IMPROVEMENTS PROJECT UPDATE

FEDERAL	\$3,992,758
MATCH	\$ 998,190
TOTAL FUNDING	\$4,990,948
FINAL COST	\$4,714,353

CHALLENGES AND SUCCESSES

- JUST BEFORE CROSSING REPLACEMENT, THE CITY STREET WAS WIDENED, REQUIRING A LONGER CROSSING. EXISTING SURFACE PANELS WERE UTILIZED FOR THE SOLUTION.
- WEATHER DELAYED THE INSTALLATION OF THE CWR BY FIVE DAYS. HEATING THE RAIL FOR THE DESTRESSING PROCESS WAS NOT POSSIBLE WITH THE COLDER WINDY WEATHER IN APRIL.
- FINAL COST WAS \$276,595 UNDER BUDGET.

Finished CWR Upgrade



Crossing in Dell Rapids



STC 2019 BELLE FOURCHE INDUSTRIAL AND RAIL PARK PROJECT UPDATE

FEDERAL	\$1,917,710
MATCH	\$ 479,427
TOTAL FUNDING	\$2,397,137
FINAL COST	\$1,965,915

CHALLENGES AND SUCCESSES

- TREES NEAR THE PROJECT HAD TO BE PROTECTED FOR POSSIBLE LONG EARED BAT HABITAT.
- FOREIGN TURNOUT FROGS WERE INCLUDED IN THE VENDORS BIDS. A SECOND BID PROCESS WAS HELD TO ENSURE ALL USA MADE COMPONENTS.
- EXTRA LONG CROSSINGS WERE NEEDED TO ACCOMMODATE SEMI TRUCK TRAFFIC NEGOTIATING TURNS.
- SHALE SOIL AND PRECIPITATION REVEALED A MUD ISSUE WITH THE ACCESS ROAD. EXTRA GRAVEL WAS ADDED TO THE ROAD THROUGH AN ADDITIONAL BID PROCESS AND LEFTOVER PROJECT FUNDS WERE USED.
- FINAL COST WAS \$431,224 UNDER BUDGET.

Complete Double Siding



Extended Crossings



STC 2019 ELLIS AND EASTERN SIOUX FALLS AREA BRIDGES PROJECT UPDATE

FEDERAL	\$3,919,840
MATCH	\$ 979,960
TOTAL FUNDING	\$4,899,800

CHALLENGES AND SUCCESSES

- THE NEPA PROCESS WAS DELAYED DUE TO THE SEQUENCE OF PROCESSING WITH FRA, SHPO AND CORPS OF ENGINEERS.
- SHPO DETERMINED TWO OF THE THREE BRIDGES ARE HISTORICAL, REQUIRING A MEMORANDUM OF AGREEMENT (MOA). THE MOA INCLUDES RESEARCH OF HISTORICAL ARCHIVES AND SPECIAL DOCUMENTATION INCLUDING SPECIFIC PHOTOS BEFORE THE BRIDGES ARE WORKED ON OR ALTERED.

Bridges P125 and P131



Construction of P131



STC 2020 RCPE MIDLAND RAIL IMPROVEMENT PROJECT UPDATE

FEDERAL	\$2,240,000
MATCH	\$ 560,000
TOTAL FUNDING	\$2,800,000

CHALLENGES AND SUCCESSES

- SIGNING THE SUBRECIPIENT AGREEMENT WAS DELAYED IN REVIEW
- THE FIRST MATERIALS BID WAS REJECTED BY THE SUBRECIPIENT. A SECOND BID 12/8/22 AND THIRD BID 2/2/23 WAS REQUIRED.
- PROJECT COSTS ARE HIGHER THAN ORIGINAL ESTIMATES.
- SECONDHAND JOINTED RAIL STICKS WILL BE CROPPED AND WELDED TOGETHER INSTEAD OF USING NEW RIBBON RAIL FOR THE CONTINUOUS WELDED RAIL UPGRADE.

Stick rails welded into continuous welded rail



Project Location



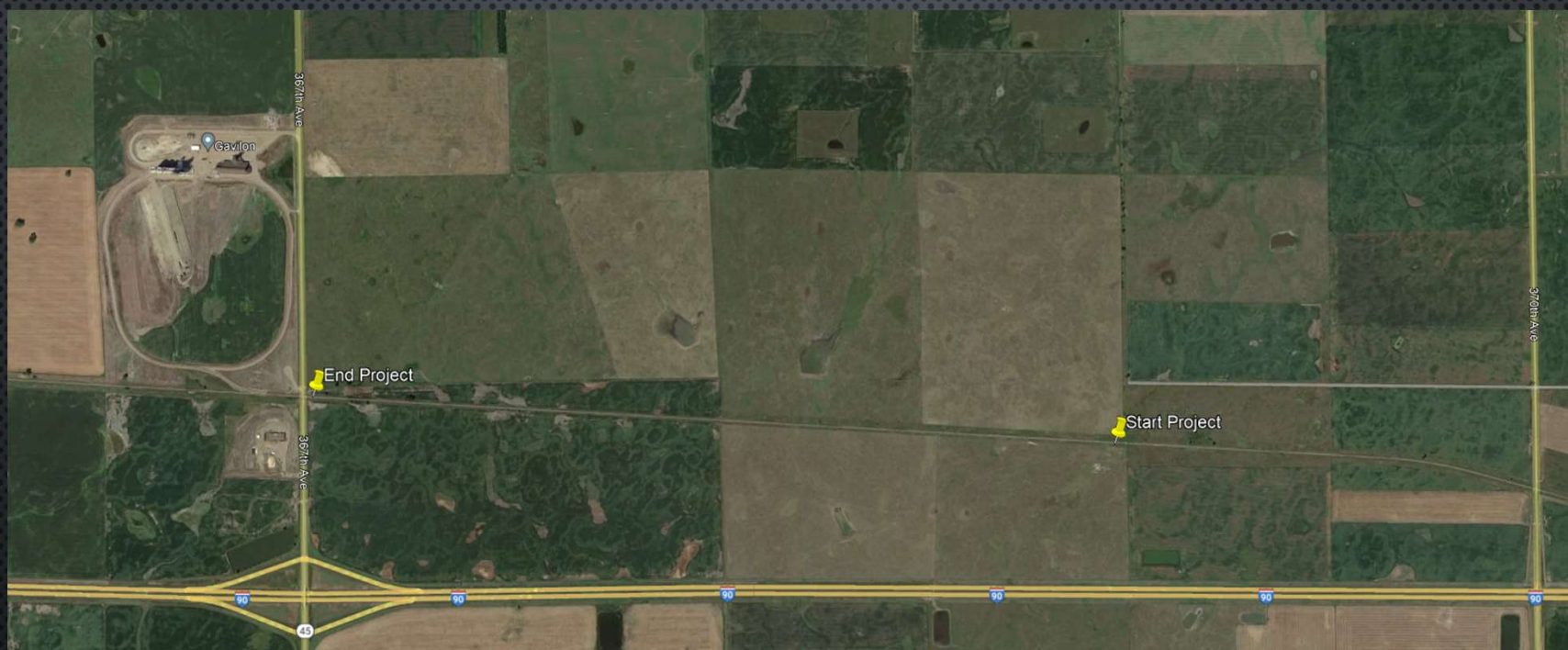
STC 2020 RWRR MEET AND PASS SIDING PROJECT UPDATE

FEDERAL	\$1,560,000
MATCH	\$ 300,000
STATE	\$ 640,000
TOTAL FUNDING	\$2,500,000

CHALLENGES AND SUCCESSES

- THE PROJECT WAS RE-DESIGNED TO FIT WITHIN THE EXISTING ROW, ELIMINATING NEED TO PURCHASE EXTRA ROW
- COMPLETE ENVIRONMENTAL PROCESSES ARE REQUIRED DUE TO CONSTRUCTION ON A NEW LOCATION EVEN THOUGH IT IS NEXT TO THE EXISTING MAINLINE
- SEVEN WETLANDS WERE DETERMINED IN THE PROJECT LIMITS. A GRANT ADJUSTMENT REQUEST WAS SUBMITTED TO SHORTEN THE SIDING FROM 10,000 FEET TO 7,900 TO REDUCE WETLAND IMPACT

Location two miles east of Kimball, SD



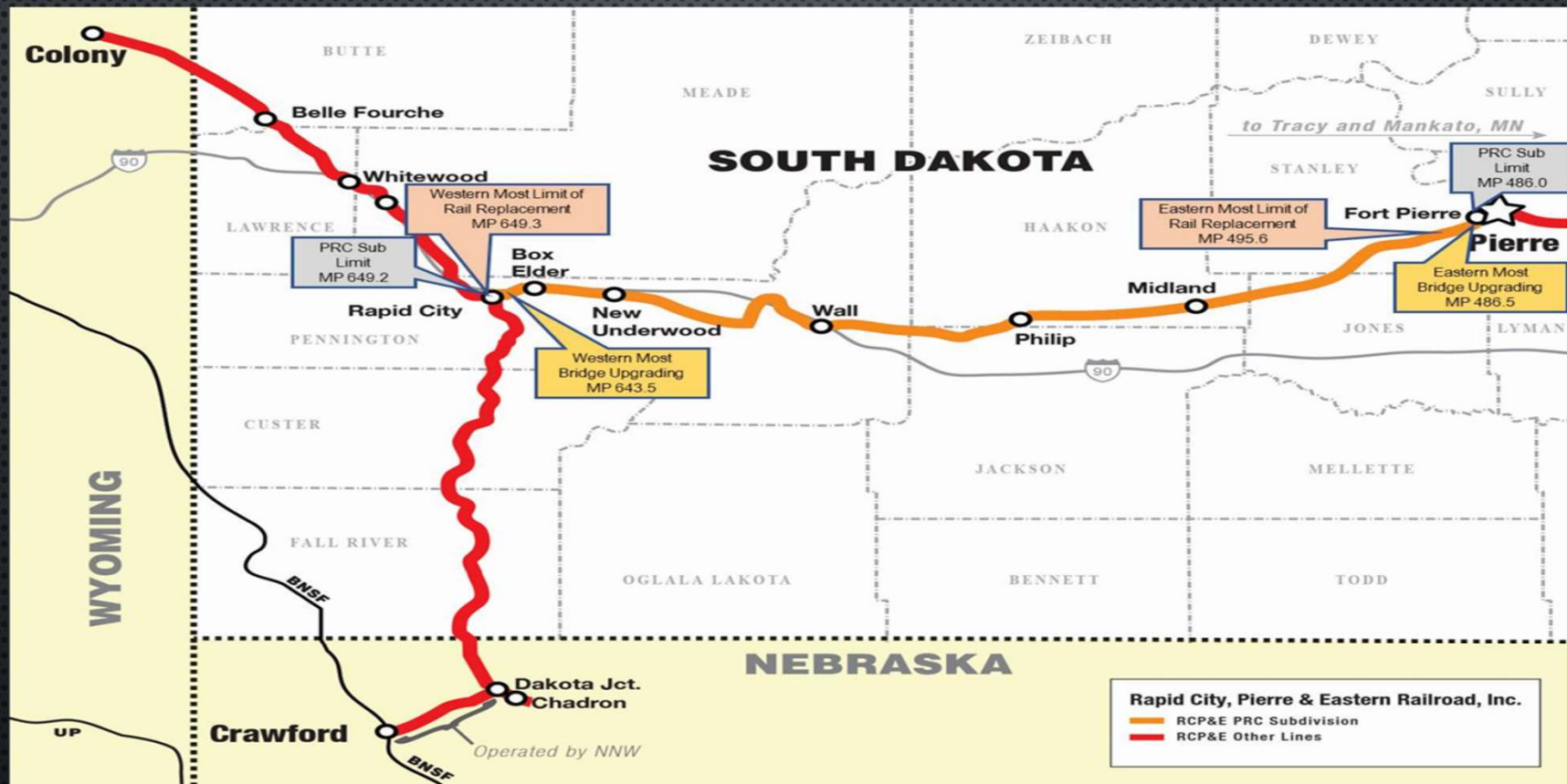
RAISE 2021 RCPE SOUTH DAKOTA EXPANSION PROJECT UPDATE

RAISE 2021	\$22,000,000
MATCH	\$42,000,000
STATE	\$20,000,000
TOTAL FUNDING	\$84,000,000

CHALLENGES AND SUCCESSES

- PROJECT SCOPE INCLUDES 87 MILES OF NEW CWR INSTALLMENT, 121 BRIDGES, 11 TURNOUTS, 122 CROSSINGS AND 4 NEW HOT WHEEL DETECTORS ALL IN 165 TRACK MILES.
- ENGINEERING SERVICE PROCUREMENT FOR A PROJECT OF THIS VALUE TAKES SPECIAL PROCESSES IN CONFORMANCE WITH THE BROOKS ACT. SELECTION WAS MADE JANUARY 2023
- PROJECT WAS AWARDED NOVEMBER 2021 AND MUST HAVE A FUNDING CONTRACT SIGNED BY SEPTEMBER 2024.

Location Ft. Pierre to Rapid City



STC 2021 RWRR EFFICIENCY AND GROWTH PROJECT UPDATE

STC 2021	\$1,799,009
MATCH	\$1,199,339
TOTAL FUNDING	\$2,998,348

CHALLENGES AND SUCCESSES

- THE EXISTING BUILDING FOR THE MECHANIC PIT WAS DESTROYED BY A STORM IN MAY 2022.
- A NEW BUILDING WILL NEED TO BE BUILT.

STC 2021 RCPE INCREASING RAIL RESILIENCY PROJECT UPDATE

FEDERAL	\$ 800,000
MATCH	\$ 200,000
TOTAL FUNDING	\$1,000,000

CHALLENGES AND SUCCESSES

- PROJECTS IN WATERWAYS TEND TO REQUIRE IN DEPTH ENVIRONMENTAL RESEARCH AND HYDROLOGIC AND HYDRAULIC (H&H) STUDY.
- PROJECTS NEAR RIVERS TEND TO REQUIRE ARCHEOLOGICAL RESEARCH AND REPORTS.
- ALTERING BRIDGE SIZE NEAR A MAIN RIVER MIGHT REQUIRE CORPS PERMITS.
- EXTENSIVE HYDRAULIC, ENVIRONMENTAL AND ARCHEOLOGICAL REQUIREMENTS MIGHT OVER-BURDEN THE BUDGET.



**DEPARTMENT OF
TRANSPORTATION**

THANK YOU

SDDOT STAFF

- JACK DOKKEN, PROGRAM MANAGER
- PERRY GRIFFITH, TRANSPORTATION SPECIALIST
- MISTY SIEDSCHLAW, TRANSPORTATION SPECIALIST