U.S. Department of Transportation
Federal Railroad Administration

Special Transportation Circumstances (STC) Grant Program

FY2022-2023 SELECTIONS

Alaska — ARRC Terminal Track Rehabilitation Seward & Fairbanks (up to $11,645,455)

Alaska Department of Transportation

The proposed project includes environmental review, engineering design and construction for yard improvements at Alaska Railroad Corporation's (ARRC) Seward and Fairbanks terminals to improve existing operations, maintain a state of good repair, and efficiently accommodate the growth in freight volumes that each terminal is experiencing. Both terminals currently have track components that are nearing the end of their useful life, as well as obsolete infrastructure that has created operational bottlenecks to providing efficient and reliable freight rail service. At the Seward terminal, the Project will replace the 70-pound rail currently installed in four of the terminal's seven yard tracks with heavier 115-pound rail, providing consistency with the rest of the rail weights on tracks in the Seward terminal, and also replace aging wood ties with new steel ties, replace defective ties with new wood ties, and ballast and surface the four yard tracks. At the Fairbanks terminal, the Project will replace the 70-pound rail currently installed in three of the terminal's seven yard tracks, providing consistency with the rest of the rail weights on the other yard tracks in the Fairbanks terminal, and upgrade all seven yard tracks by replacing aging wood ties with new steel ties, replacing defective ties with new wood ties, installing new turnouts, and ballasting and surfacing the tracks. ARRC will provide a 20 percent non-federal match.

Alaska — ARRC Flat Car Acquisition (up to $4,009,111)

Alaska Department of Transportation

The proposed project will acquire approximately twenty (20) new general service flat cars with decked surfaces of approximately 65 feet in length that will be used to provide intermodal (container-on-flatcar and trailer-on-flatcar) service and manifest freight service (hauling pipe, machinery, lumber, and other products) along the ARRC corridor from Seward and Whittier, Alaska, through Anchorage, Alaska, north to Fairbanks and North Pole, Alaska. The project will result in improved state of good repair by replacing flat cars that are nearing the end of their revenue service life, increased reliability, improved safety, and increased capacity. ARRC will provide a 20 percent non-federal match.

South Dakota — Sisseton Milbank Railroad Culvert Rehabilitation Project (up to $3,241,040)

South Dakota Department of Transportation

The proposed project includes environmental review, engineering design and construction to replace, install, refurbish, lengthen, and realign culverts along the Sisseton Milbank Railroad (SMRR) Main Line to improve drainage and increase track stability. The project will increase resiliency in the event of climate change related extreme weather events. Culvert work may include grade rehabilitation, grading near inlets, ballast installation, and riprap installation. Approximately 3,500 ties will also be replaced throughout the culvert locations. The activities to be completed as part of this FY22-23 STC project are separate and distinct from the scope in the FY22 CRISI "Sisseton Milbank Railroad Modernization Project." The SMRR will provide a 20 percent non-federal match.

South Dakota — Ringneck & Western RR Grade Stabilization and Repair Project (up to $8,310,932)

South Dakota Department of Transportation

The proposed project includes environmental review, engineering design and construction for the purchase and installation of approximately 31,600 ties, 17,000 tons of ballast, 44.5 miles of surfacing, the replacement of the culvert at MP 468.15, the replacement of a box culvert at MP 468.15 with a 10 x 12 box culvert and bridgework at MP 454.3, MP 455, and MP 455.2. The project scope includes correcting subgrade problems and resurfacing from Chamberlain to Presho, South Dakota to reduce the risk of future embargos. The project will improve the safety, efficiency, and reliability of the railroad. The Ringneck & Western Railroad will provide a 20 percent non-federal match.

South Dakota — RCP&E Upper Black Hills Corridor Upgrade Project (up to $14,062,328)

South Dakota Department of Transportation

The proposed project includes environmental review, engineering design and construction to upgrade approximately 16.13 miles of rail, replace or upgrade 34 structures, install new turnouts, perform surfacing, at-grade rail crossing improvements, and ballast shoulder profiling on the Upper Black Hills portion of the Pierre & Eastern Railroad, Inc. (RCP&E) mainline. The project will upgrade rail and structures within the project limits to handle 286k railcars, increase reliability and resiliency of the railroad, allow for future economic development and growth within the corridor, and improve railroad safety. The RCP&E will provide a 30 percent nonfederal match.

South Dakota — DMVW SD Britton Line Rehabilitation (up to $17,600,361)

South Dakota Department of Transportation

The proposed project includes environmental review, engineering design and construction to replace 4 switches at MP 27.88, MP 28.25, MP 28.43, and MP 28.45 and install 4 new concrete crossings along the Dakota Minnesota Valley & Western Railroad (DMVW) Britton Line. The project will also install approximately 27,250 ties, 58,800 tons of ballast, skew tie correction and surfacing between approximately MP 115-66 and between Jarret Junction to Britton, South Dakota. The project will replace anchors between approximately MP 115-84 and Jarret Junction to Britton, South Dakota and install 115-pound jointed rail between approximately MP 115-110 & between Jarret Junction to Britton, totaling 9.2 track-miles. The project will result in an upgraded line with increased safety and resiliency. The State of South Dakota and DMVW Railroad will contribute funds totaling a 20 percent non-federal match.

South Dakota — D&I Railroad Main Line Rail Relay Project (up to $9,957,246)

South Dakota Department of Transportation

The proposed project includes environmental review, engineering design and construction to replace approximately 12 miles of worn-out legacy jointed rail with modern 115 pound continuously welded ribbon rail and required componentry. Crossties will be replaced as needed, and ballast will be added as needed. The track will be surfaced and groomed following the rail and tie replacement activities. The project will also improve 17 grade crossings with new plank and hardware upgrades. The project will improve the safety, efficiency, capacity and reliability of present-day railroad operations and result in a reduction of temporary speed restrictions on the line. The D&I Railroad will provide a 20 percent non-federal match.

South Dakota — Belle Fourche Industrial and Rail Park Track Expansion Project (up to $963,440)

South Dakota Department of Transportation

The proposed project includes environmental review, engineering design and construction of approximately 110 feet of track realignment of the existing track, approximately 2,695 ft of new track construction and the installation of one new turnout. The realigned track will be far enough apart to unload railcars directly onto trucks on both sides of each track. Gravel laydown areas will be constructed to facilitate loading, onloading and temporary storage of freight. The operational flexibility afforded by the project will result in increased industrial and economic development in the area of Belle Fourche, South Dakota. The Belle Fourche Economic Development Corporation will provide a 20 percent non-federal match.

Wyoming — College Drive Grade Separation (up to $38,683,896)

Wyoming Department of Transportation

The proposed project includes environmental review, engineering design and construction of a bridge overpass to permanently separate College Drive (Wyoming State Highway 212) from BNSF train operations. The project will also permanently remove the current at-grade crossing (USDOT No. 245617J) upon completion of the grade separation. The overpass will be constructed to meet BNSF clearance requirements and designed to accommodate future track construction. The overpass will eliminate vehicle and railroad conflicts, including the required stopping of vehicles in a 50-mph zone under live traffic conditions. This improvement will increase the safety and mobility for the traveling public. WYDOT and BNSF will contribute funds totaling a 20 percent non-federal match.