

## INDUSTRIAL RAIL ACCESS PROGRAM SUMMARY

### Purpose

The Industrial Rail Access Program (IRAP) provides financial assistance for investment in rail or rail-related infrastructure located on, within or adjacent to the general railroad system. The intent of the Program is to stimulate economic and employment growth through generation of new or expanded rail service; to preserve essential rail service where economically viable; and to enhance intermodal transportation.

### Program Administration

The Office of Freight and Passenger Services is charged with the administration of monies allocated to IRAP. Financial assistance is available on a grant basis to owners, users, and potential users of rail infrastructure whose proposals, at a minimum, meet certain project eligibility requirements. Because the dollar value of requests for state financial assistance is anticipated to exceed available funding, not all project applications will receive funding assistance. The Freight Office is responsible for the timely evaluation of project applications and the awarding of state financial assistance based upon an objective process that serves the intent of the IRAP, meets the needs of the Department, is consistent with the Integrated Freight Plan, and promotes the public interest.

Currently, approximately \$2,00,000 in Federal/State funding for the IRAP program is being made available beginning January/February 2025 from the State Multimodal Account.

### Applicants

Applications can be submitted by private sector businesses, railroad companies, municipalities, counties, and non-profit organizations wishing to avail themselves of rail freight transportation.

### Eligible Projects

Projects may fall into four categories: rehabilitation, new rail infrastructure, intermodal improvements, and equipment acquisitions. These categories are defined as follows:

Rehabilitation: The replacing of ties and other track and structural materials in quantities sufficient functionally to upgrade a railroad line to a level necessary for compliance with a higher Federal Railroad Administration class track safety standard for ten years after completion of the project. Projects intended to address deferred track maintenance do not qualify as Rehabilitation projects.

New rail infrastructure (capital project): Acquisition of property or equipment, constructing, reconstructing, rehabilitating, or improving rail transportation systems or facilities.

Intermodal improvements: Capital improvements that allow the transfer of goods and materials to/from rail to other modes of transportation.

Equipment acquisitions: Acquisition of equipment for improving the ability to use rail transportation systems or facilities to enhance intermodal movement of goods.

NOTE: The last two categories are intended to encompass all manner of facilities that will assist in the transfer of goods between different modes of transportation. Such facilities include, but are not limited to, loading ramps for access to railcars by forklift or other means, conveyors belts, and pipelines. Applicants are encouraged to be innovative when applying under this category.

## **MAINEDOT Evaluation of Project Applications**

The Freight Office's evaluation and selection process utilizes criteria reflecting the intent of the IRAP, the priority initiatives of the state and the limitations on availability of state funding. Successful applications will demonstrate the public benefits of their proposed project in terms of:

- (1) transportation and logistics cost savings for rail users.
- (2) employment and economic development opportunities for rail users and the community served by rail.
- (3) benefit-cost ratio justifying expenditure of public funds.
- (4) the significance of the project for continuous and productive improvement of rail service levels.
- (5) benefits accruing to the general public through decreased air emissions, decreased highway maintenance requirements, decreased dependence on foreign oil, or decreased levels of highway congestion.

A more competitive ranking will be given if a project contains any of the following attributes:

- (6) Economic development: a construction or reconstruction project that generates new employment and investment in the state; that opens new economic markets due to decreased shipping costs, enhanced service, and/or improved transit times; and that will make Maine more competitive in the global marketplace.
- (7) Intermodal: a project that shows transportation efficiencies through use of an intermodal transfer facility including, but not limited to, bulk transfer, trailer-on-flatcar, container-on-flatcar, etc.
- (8) Private investment: a greater than 50% share of project costs to be assumed by the applicant.

The evaluation and selection process will also consider the readiness of the project for implementation, the viability of the rail carrier providing the service, and the financial need of the applicant.

### **Matching Funds**

IRAP will provide financial assistance up to 50% of total eligible project cost but may provide assistance for a project of lesser value than applied for, depending upon availability of funds and total assistance applied for. Commitment letters showing current availability (or when matching funds will be available) and commitment for the non-state share of the project must be submitted with the application.

### **Site Inspection and Project Commencement**

For successful grant applications, a joint MaineDOT and applicant inspection of the proposed project will be required prior to contract execution. No project work shall begin prior to state approval, site inspection and environmental evaluation.

### **Follow-up Evaluation**

MaineDOT will conduct follow-up evaluations of projects receiving state funding. These evaluations will assist the Freight Office in monitoring IRAP performance and investment strategy.

## APPLICATION INSTRUCTIONS

### General

All requests for financial assistance from the Maine Department of Transportation's Industrial Rail Access Program should be made on the attached application. An original and three (3) copies should accompany each project application. **Applications are due no later than 12:00 Noon on October 1, 2024.**

All applications are to be submitted to Nathan Howard, Office of Freight & Passenger Services, Maine Department of Transportation, 16 State House Station, Augusta, Maine 04333. Applications will also be accepted electronically at [nathan.howard@maine.gov](mailto:nathan.howard@maine.gov). If assistance is required to complete the application, please contact the Freight Office at (207) 624-3042. **Applications that do not contain all requested information may not be processed.**

The individual forms which make up the application will provide specific types of information needed to make decisions on project awards. If the applicant has additional information not specifically called for in the application that strengthens or clarifies the application, they are encouraged to submit that material. Likewise, the Freight Office reserves the right to request additional information or clarification from the applicant.

The application format has been designed for projects involving some form of trackwork. Should the applicant be applying for a non-track related project, details and cost items should be identified and explained sufficiently to allow the Freight Office to make informed decisions. Should the applicant wish to conduct a project involving passenger operations, then additional information, beyond that identified within, should be included, which deals with signal and train control, project requirements, cost and proposed post-project maintenance.

Each application must be accompanied by the following:

- ATTACHMENT A: Project Description and Cost Estimates (with site plan, design plan, or equipment specifications)
- ATTACHMENT B: Rail Carrier Survey
- ATTACHMENT C: Rail Freight Shipper/Receiver Surveys
- ATTACHMENT D: Benefit-Cost Analysis

### Application Timetable

**Applications must be received by the Freight Office no later than 12:00 Noon, Tuesday, October 1, 2024.** The Freight Office will review/score applications and select projects for funding as soon thereafter as possible.

## MAINE DEPARTMENT OF TRANSPORTATION TRACKWORK INSPECTION CRITERIA

The purpose of these trackwork inspection criteria is to provide minimum material and workmanship requirements for common construction items identified in typical track rehabilitation or construction contracts involving Department participation.

### GENERAL

Upon completion of any work, all rubbish, waste, old ties, or any other waste material removed from tracks shall be cleaned up and properly disposed of.

Unless specified in these criteria, track material and workmanship shall conform to AREMA specifications, be free of defects and of the proper size. Deviations shall be approved by the Department.

Ballast (crushed stone) must be free of screenings, dirt and foreign matter. Gradation shall comply as follows:

SIZE NO.	PERCENT PASSING						
	<u>2-1/2"</u>	<u>2"</u>	<u>1-1/2"</u>	<u>1"</u>	<u>3/4"</u>	<u>1/2"</u>	<u>3/8"</u>
AREMA No. 3/AASHTO 3	100	95-100	35-70	0-15	0-5		
AREMA No. 4	100	90-100	20-55	0-15	0-5		

All bituminous material used for highway grade crossings shall be suitable for permanent construction and repairs and be similar in type and durability to materials used by local, county and state highway departments in the area, and shall conform to MAINEDOT Standard Specifications.

### ITEM 1 - CROSS TIES

**DESCRIPTION:** This work shall consist of furnishing and distributing the required number of ties, installation of replacement ties, removal of and disposal of defective ties, replacement of tie plates, spiking of the replacement ties, tamping, replacement of rail anchors, and dressing of ballast.

**MATERIAL:** Ties shall be oak and mixed hardwoods and conform to AREMA specifications. **Ties shall not be industrial grade, plant rejects, or relays unless written permission is received from the Department.** New treated cross ties will be installed and shall measure a minimum of 6" X 8" X 8' - 6", except that ties may have tolerance of -1/4" to +3/4" width and height and be 1" shorter or longer than the length of 8' - 6". Crossties shall be treated with a 60/40 creosote-coal tar solution. Retention shall be no less than 7 pounds of solution per cubic foot of material. Treatment reports shall be provided if requested.

**WORKMANSHIP:** All ties will be placed with the heartwood face down, square with the line of rail and approximately centered with the track. Replaced ties shall be brought up tight against the base of the rail and/or tie plate and be tamped with an appropriate device. Ties shall be handled with tie tongs or an approved mechanical device. The use of a pick is not allowed. All replacement ties shall be spiked to the standard gage of 56 1/2" plus 1/2". In areas where ties are spotted in, existing ties shall be respiked within the above gauge specifications. Where spikes are withdrawn, the holes in the tie must

be plugged with a creosoted tie plug or epoxy hole filler. Spikes shall be driven vertically and square against the rail and driven to allow 1/8" to 3/16" space between the spike head underside and top of rail base. Tie plates shall be centered on the tie under the rail with the base of the rail bearing firmly against the tie plate. Under no circumstances shall the shoulder of the plate be under the base of the rail. Rail anchors disturbed as a result of the work shall be reinstalled as per existing anchor pattern.

METHOD OF MEASUREMENT: This item will be measured by a unit for each tie properly installed.

#### ITEM 2 - SWITCH TIES

DESCRIPTION: This work consists of furnishing and distributing switch ties, removing and disposing of defective switch ties, installation of replacement switch parts and tie plates as required, spiking, tamping, and dressing ballast.

MATERIAL: Switch ties shall be oak and mixed hardwoods and conform to AREMA specifications. Material and treatment shall be the same as for crossties.

WORKMANSHIP: Workmanship as described in Item 1 applies. Also the distance from the field side base of rail to the end of tie shall be in the range of 13" - 24" for both ends of the switch tie.

METHOD OF MEASUREMENT: This item will be measured by the number of linear feet of switch ties installed and accepted.

#### ITEM 3 - RAIL

DESCRIPTION: This work consists of furnishing and distributing required length of rail, rail installation, disposal of replaced rail, tie plate installation, spiking, and rail anchor installation.

MATERIAL: Rail shall conform to AREMA specifications and be of the same or greater weight and section as that being replaced. Rail less than 14' may not be used as replacement rail. Rail bought for the project shall not exceed the allowable wear specified for Class III rail in the AREMA manual.

WORKMANSHIP: When required, rail shall be cut with a saw and new bolt holes drilled. A torch shall not be used for these operations. Rail end mismatch greater than 3/16" shall have the lower rail built up with welded metal so that the rail end mismatch on the tread and gage side is less than 1/8". Proper welding specifications shall be determined by the contractor performing the welding operation and shall be acceptable to the Department. All rail shall be laid to the standard gage of 56 1/2" plus 1/2". For securing the rail to the ties, workmanship as described in Item 1 applies.

METHOD OF MEASUREMENT: This item will be measured and accepted by the number of linear feet of rail installed and accepted.

#### ITEM 4 - CONTINUOUS WELDED RAIL (CWR)

DESCRIPTION: This work consists of furnishing and distributing required length of CWR, rail installation, disposal of replaced rail, tie plate installation, spiking, and rail anchor installation.

MATERIAL: CWR shall conform to AREMA specifications and be of same or greater weight and section as that being replaced. Repair rail less than 18' may not be welded into existing CWR.

WORKMANSHIP: Work shall comply with AREMA specifications. CWR shall not have holes closer than 4 1/2" to the weld. All tie holes shall be plugged with treated plugs. All CWR rail shall be laid and adjusted (destressed) to AREMA standards for standard gage of 56 1/2". Every tie shall be box anchored for 200' beyond each bolted end of the CWR strings, each end of road crossings, and each end of switches. Ballast shall extend beyond the tie ends at least 12". When required, rail shall be cut with a saw and new bolt holes drilled; a torch shall not be used for these operations. The end of the replacement rail shall, when necessary, be ground or built up with welded metal so that the rail end mismatch on the tread and gage side is less than 1/8". Proper welding specifications shall be determined by the contractor performing the welding operation and shall be acceptable to the Department. For securing the rail, workmanship as described in Item 1 applies.

#### Item 5 - TIGHTENING JOINT BAR ASSEMBLIES

DESCRIPTION: This work consists of tightening all loose joint bolts and replacing damaged, defective or missing bolts or joint bars to provide a minimum of four (4) effective bolts per joint.

MATERIAL: All joint bars and fittings shall conform to AREMA specifications and be free of defects. Track bolts and nut locks shall be new and of the specified size for the section and drilling.

WORKMANSHIP: Bolts that cannot be tightened must be replaced with new bolt sets. Joint bars that are bent or broken through a bolt hole or between the middle two bolt holes shall be replaced. All joint bar assemblies shall be drilled and not cut with a torch. Where there are six (6) hole joint bars all holes shall be filled if holes are drilled.

METHOD OF MEASUREMENT: This item will be measured by the joint bar assemblies tightened per track mile.

#### ITEM 6 - RAISING, LINING AND SURFACING

DESCRIPTION: This work consists of raising, lining and leveling the track to specifications; installing ballast; spiking and tamping all ties; and regulating ballast.

MATERIAL: Ballast shall conform to AREMA No. 3/AASHTO No. 3 or AREMA No. 4 specifications.

WORKMANSHIP: Adequate ballast for dressing to the proper cross section should be distributed in advance of raising. Work should be done in accordance with AREMA specifications. All spikes should be driven home, taking care not to overdrive. All ties must have a tight bearing against the base of the rail and/or tie plate. Ballast must be regulated and dressed after surfacing and lining are completed.

METHOD OF MEASUREMENT: This item will be measured by the track feet surfaced and accepted.

#### ITEM 7 - SPOT SURFACING

DESCRIPTION: This work consists of installing the necessary ballast, tamping all low spots, sink holes, and down ties, and respiking improperly spiked ties and realigning track areas where needed.

MATERIAL: Ballast shall conform to AREMA No. 3/AASHTO No. 3 or AREMA No. 4 specifications.

WORKMANSHIP: All cribs are to be filled with ballast and ties tamped up tightly to the base of rail. Down ties are to be plugged, respiked, and tamped up tightly to the base of rail. Work area must be properly dressed after completion of surfacing.

METHOD OF MEASUREMENT: This item will be measured by the actual number of track feet spot surfaced and accepted.

### ITEM 8 - BRIDGE DECK REPAIR

DESCRIPTION: This work consists of furnishing and distributing bridge ties, removing and disposing of defective ties, installing replacement ties, reinstalling tie plates, spiking, installing tie bolts, and installing tie spacer bar/timber.

MATERIAL: All material shall conform to AREMA specifications.

WORKMANSHIP: New properly treated bridge ties of the same size shall be used unless otherwise specified. Bridge ties shall be dapped and fitted to support the running rails at the proper grade and elevation across the entire length of the bridge. Workmanship in Item 1 applies where practicable.

METHOD OF MEASUREMENT: This item will be measured by the number of bridge ties installed and accepted.

### ITEM 9 - ROAD CROSSING REBUILDING

DESCRIPTION: Work shall consist of obtaining the necessary approval from the proper highway authority; providing proper protection to the public; providing for detour as required; and assuring construction to MAINEDOT Standards for Federal Grade Crossing Safety Improvement projects.

MATERIAL All materials shall comply with AREMA specifications, except for bituminous materials, which shall comply with local, county, or state highway departments in the location of work.

WORKMANSHIP: Ties installed shall be tamped firmly against the base of the rail on a bed of new ballast of the required depth. Workmanship in Item 1 applies. After track is brought to the proper line and surface, coarse grade blacktop will be placed within the roadway limits of the crossing to a depth from 2" below the plane of the top of the rails to the plane of the top of the ties and properly compacted. Surface grade blacktop will be placed to a depth from the plane of the top of the rails to the coarse grade blacktop and be properly compacted and rolled to provide a uniform surface at the elevation of the top of the rails. Flangeways 2" wide and 2" deep minimum will be provided along the gauge side of the rails. Should crossing timbers be used, they shall be of the proper size, fastened with lag screws and shall cover the full width of the crossing. Crossing timbers will be flush against the rail on the field side (outside). On the gauge side (inside) they will be 2" minimum from the edge of the rail. Adequate runoffs must be made where differences in elevation require. All debris from the crossing will be disposed of. Roadway shoulders should be graded and dressed.

METHOD OF MEASUREMENT: This item will be measured by the linear feet of crossing replaced.

NOTE: Drainage facilities may include filter cloth and/or drainage pipe depending on the merits of each individual crossing. If filter fabric is used below the tracks, the fabric shall be a minimum of 8 oz/sy for non-woven fabric and 6 oz/sy for woven fabric and be a minimum of 12" below the bottom of ties.

### ITEM 10 - DITCHING

DESCRIPTION: This work shall consist of the removal of obstructions to the expected water flow and opening and restoring ditches that have been blocked or obliterated by slides, rubble, debris or other foreign matter.

WORKMANSHIP: All ditching contours should comply with the standard sketch for a typical railroad cut section as shown here: <https://www.maine.gov/mdot/ofps/irap/>. All materials cleaned from ditches must be disposed of in a proper manner. Depositing material that interferes with drainage from the track or may wash back into the ditch is unacceptable.

METHOD OF MEASUREMENT: This item will be measured by the linear feet of ditching completed.

### ITEM 11 - BRUSH CUTTING

DESCRIPTION: This work consists of cutting brush and trees along the right of way for a distance of 10' back from each rail except at road crossings where, for a distance of 200' from each end of the crossing, the cut must be increased to 30' where possible or to standards set forth in 12 MRSA §9333 and §9405-A, whichever is greater. All brush shall be cut to a maximum height of 8" or to the machine's capability from the ground. Overhanging brush and trees shall be cut to provide unobstructed clearance to a plane 22' above the rail. Cut brush and trees shall be removed from the right of way or mulched along the right of way.

WORKMANSHIP: Conditions hazardous to the safety of the workmen or others will not be created or left as a result of the brush cutting.

METHOD OF MEASUREMENT: This item will be measured by the linear feet of brush cut.

### ITEM 12 - VEGETATION MANAGEMENT

DESCRIPTION: This work consists of controlling vegetation by applying properly approved herbicide on the railroad right of way. The controlled area shall be between the rails and 12' from rail centerline. At road crossings, each quadrant shall have an additional controlled area, 12' to 25' (if possible) out from the rail and 150' ahead to 150' behind the crossing and shall be controlled to maintain vegetation to less than 2' high; low growing vegetation should be permitted to remain for erosion control. Additional areas (such as signal boxes, signs, etc.) should be controlled as designated by the railroad representative. Where adjacent property owners maintain neat vegetation control up to the tie ends, the neat vegetation should not be sprayed. Brush encroaching the 12' vertical plane shall be controlled to prevent further encroachment.

WORKMANSHIP: Extreme care must be exercised to assure an approved herbicide is properly applied. The railroad representative shall have the vegetation evaluated to determine the proper herbicide(s) and application rates. The application shall be made by a certified and licensed pesticide applicator.



METHOD OF MEASUREMENT: This item will be measured by the number of acres or miles of railroad right of way controlled. An 8' wide swath for one mile is one acre. A copy of the certified pesticide applicator's license and Application Report shall be provided if requested.

### ITEM 13 - TRACK CONSTRUCTION

DESCRIPTION: This work shall consist of the following:

- Preparation of the subgrade, including all clearing, excavating, filling and grading necessary for the placement of the railroad track.
- Furnishing, distributing and assembling all components of the railroad track. Description and workmanship in Items 1 through 12 apply where practicable.
- Placing a minimum of 6" of subballast in no more than 4" lifts. Each lift is to be compacted until there is no movement of material beneath compaction equipment.
- Placing a minimum of 6" of ballast below the ties.
- Final leveling and alignment of track.

MATERIAL: All materials shall conform to AREMA specifications.

WORKMANSHIP: Work shall comply with AREMA Specifications, workmanship as described in Items 1 through 11 and MaineDOT's typical railroad cut section.

METHOD OF MEASUREMENT: This item will be measured by the track feet of railroad track constructed and accepted.