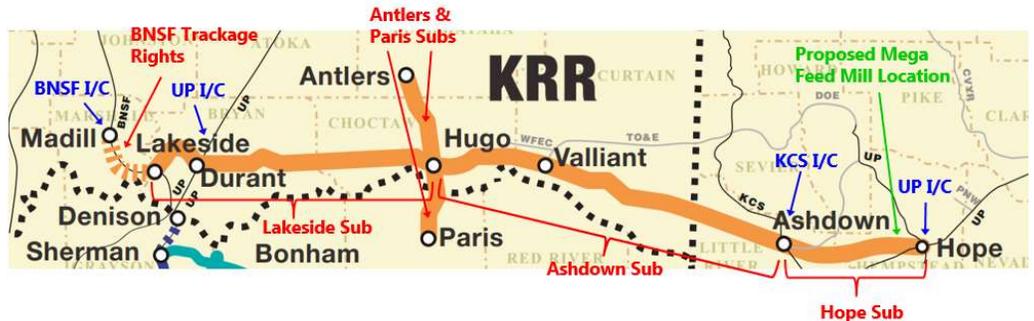


Kiamichi Tri-State Freight Rail Improvement Project (June 2020)

PROJECT BACKGROUND

The Kiamichi Railroad (KRR) is a 265-mile Class III short line railroad operating 199 miles in southeast Oklahoma, 36 miles in southwest Arkansas, and 30 miles in northeast Texas. It interchanges with BNSF in Madill, Okla.; Kansas City Southern in Ashdown, Ark.; Union Pacific in Durant, Okla. and Hope, Ark. It employs 60 workers serving customers who transport such commodities as coal and Coke, lumber and forest products, minerals and stone, pulp and paper



Due to years of deferred maintenance by previous owners, 10 of its bridges cannot yet handle the industry-standard 286,000 lb. weight railcars and its track conditions limit train speeds to 10 mph. The Kiamichi Tri-State Freight Rail Improvement Project in Arkansas, Oklahoma and Texas will strengthen bridges, install 27 miles of new rail and turnouts, improve crossings, install crossties, and restore a portion of an inactive line to serve a business. It will increase shipper competitiveness by providing a 10 percent capacity improvement, more than double the track speed, and increase operational efficiencies.

PROJECT PUBLIC BENEFITS

- Improves sourcing/distribution options for businesses on the line.
- Provides compatible maximum weight capacity connecting to the national and international Class I rail networks.
- Increases the value of industrial sites in rural parts of Arkansas, Oklahoma, and Texas by providing a coveted competitive access to three Class I railroads.
- Increases job retention and job growth opportunities in rural areas of the three states.
- Provides full competitive freight rail shipping option to keep truck shipping costs competitively low.



PROJECT FUNDING	
Project Costs:	\$20,012,578
Ashdown/Hope Subs Rail (AR & OK):	\$15,549,433
Antlers Sub Rehab (OK):	\$3,267,073
Paris Sub Bridge Upgrades (TX):	\$1,196,073
Private Match (50%)	\$10,006,289
Federal Grant Request (50%)	\$10,006,289

PROJECT STATUS

To accelerate the project by filling a funding gap, Oklahoma DOT on behalf of KRR is submitting a Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant to U.S. Department of Transportation.