

**BOARD OF FRANKLIN COUNTY COMMISSIONERS
OF
FRANKLIN COUNTY, KANSAS**

RESOLUTION NO. ---09-11

A RESOLUTION ENDORSING TRANSPORTATION IMPROVEMENTS FOR FRANKLIN COUNTY, KANSAS CONCERNING THE ARRA-2009 FUNDS FOR MIDLAND RAILWAY TRESTLE REPAIRS.

WHEREAS, one of the major responsibilities of Franklin County government is to plan for the immediate and long-term transportation needs of the County;

WHEREAS, these specific transportation capital improvements are essential to the health, safety and welfare of our citizens in the future; and

WHEREAS, these specific transportation capital improvements are vital to the economic wellbeing of the County and to its long-term growth and development; and

WHEREAS, the Kansas Department of Transportation is seeking Transportation Enhancement Projects that meet criteria established by the KDOT; and

WHEREAS, eligible projects shall be submitted to KDOT on or before February 27, 2009.

WHEREAS, the criteria set by KDOT for eligible projects require that; one, the project relate to surface transportation; two, that it include at least one of the twelve federally designed TE activities; and three, that the project be submitted by a local governing entity.

**NOW, THEREFORE, BE IT RESOLVED
BY**

THE BOARD OF COUNTY COMMISSIONERS OF FRANKLIN COUNTY, KANSAS

That Franklin County, on behalf of Midland Railway, request that KDOT consider awarding funds to Midland Railway for the repair of six timber trestles on the rail line between Ottawa and Baldwin City that is located in Franklin County, Kansas. The proposed project meets the three criteria as set forth by the KDOT for Transportation Enhancement Projects.

Midland Railroad is an all volunteer, not-for-profit historical railroad that offers excursion train rides and that emphasizes and demonstrates the role that railroads played in the development of the Heartland. The repairs will allow for the resumption of train service between Norwood and Ottawa Junction on the historic and scenic rail route.

The total cost of the needed repairs as well as a summary of the proposed repairs is attached to this resolution as Exhibit "A". In addition, a letter from Midland Railway Historical Association in support of the project is included with this resolution as Exhibit "B".

/s/ John E Taylor -
John E. Taylor, Chair

APPROVED, received and recorded this 25th day of February 2009.

/s/ Shari Perry
Shari Perry, Franklin County Clerk

Exhibit A

Midland Railway Proposed Trestle Repairs-Franklin County, KS

Priority 1) MP 24.80 - 98.4'L 8.5'H 7-span ODT

Replace all guard timbers with 4x8, no dapping
Construct wing walls out of timber on site (MLRX supplied material)
See attached proposal from Railworks for rest of rebuild info.
All timber materials on site for project; minus rebar and concrete.

Priority 2) MP 25.70 - 42.5'L 13.6'H 3-span ODT

Replace all guard timbers with 4x8, no dapping
See attached proposal from Railworks.
All timber materials on site for project.

Priority 3) MP 21.70 - 152.5'L 21'H 11-span ODT

Replace Cap 7&8
Reset B7 P6
Dump rip-rap from B4 to B10 to re-stabilize bridge due to scour (20-30t per side of bent)

Priority 4) MP 20.40 - 42'L 9'H 3-span ODT

Needs 38 bridge ties (100% replace) and new guard timbers (4x8 no dapping)
Rebuild back wall and construct sidewalls out of timber on site (MLRX supplied material)
Post B1 P1&3 (4'4")
Post B2 P2 (5'5")
Post B3 P 1, 3&4 (6'3")
Post B4 P3 (8'5")

Priority 5) MP 22.90 - 56.5'L 7.5'H 4-span ODT

Needs 26 bridge ties (50% replacement) and replace all guard timber with 4x8, no dapping. Two pieces already replaced.
Replace air blocks on back walls. Construct sidewalls out of timber on site (MLRX supplied material)
Replace/reset panel 1-2 cap bracing on E side
Post B1 P2&3 (5'9")
Post B2 P3 (5'9")
Post B4 P2&3 (8'3")
Reframe B5, 4 pile bent, no x-bracing (6'1")

Priority 6) MP 19.50 - 28'L 13.5'H 2-span ODT

Needs 24 bridge ties (100% replace) and new guard timbers (4x8 no dapping)
Replace #1 stringer (MLRX supplied material)
Rebuild back wall and construct sidewalls out of timber on site (MLRX supplied material)
Post B1 P1&2 (7'7")
Post B2 P1 (12'9") Replace x-bracing
Reframe B3, 4 pile bent, no x-bracing. Cap rotten on bent (9'8")

ESTIMATED Cost: \$450,000

April 7, 2008

*****REVISED*****

Midland Railway
Attn: Cole Crockett

RE: Bridge repairs

Dear Mr. Crockett,

Per your request and after inspection by Bill Henry, RailWorks Track Systems, Inc. offers the following proposal for your consideration. RailWorks shall provide all the supervision, labor, equipment, and materials, except as noted, to complete the following:

SCOPE OF WORK

1) Bridge MP 24.80

a) Bent #2

Remove old timber and install re-bar and concrete to form new pedestal; Build new frame bent using new timber and new hardware; Dispose of old timber.

b) Bent #3

Remove old timber and install re-bar and concrete to form new pedestal; Build new frame bent using new timber and new hardware; Dispose of old timber.

c) Bent #6

Remove old timber and install re-bar and concrete to form new pedestal; Build new frame bent using new timber and new hardware; Dispose of old timber.

d) Bent #7

Remove old timber and install re-bar and concrete to form new pedestal; Build new frame bent using new timber and new hardware; Dispose of old timber.

e) Add-on to original proposal

Purchase order number: _____

Exhibit B

MIDLAND RAILWAY HISTORICAL ASSOCIATION
P. O. Box 5 – Baldwin City, KS 66006-0005

Telephone: Baldwin City Depot – 785-594-6982

Kansas City Area – 913-371-3410

Federal EIN: 043-1273633

February 24, 2009

Mr. John E. Taylor, Chairman
Board of Franklin County Commissioners
1428 S. Main Street, Suite 2
Ottawa, KS 66067

Re: Request for ARRA-2009 Funds for Midland Railway Trestle Repairs

Dear Sir:

This is to express the Midland Railway's support for the resolution of the Franklin County Board of

Commissioners requesting ARRA-2009 funds from the Kansas Department of Transportation to repair six timber trestles on the portion of its rail line between Ottawa and Baldwin City that is located in Franklin County. Midland is an all-volunteer, not-for-profit historic railroad that offers excursion train rides demonstrating the role that railroads played in the development of The Heartland. Completing these repairs will allow resumption of excursion train service between Norwood and Ottawa Junction on this historic and scenic rail route. The estimated cost of this work is \$450,000. In the event that sufficient funds are not available for all of the work, Midland requests that funds be allocated according to the priorities contained in Exhibit A to the resolution.

These projects clearly meet the criteria set by KDOT and are shovel-ready. The timber material for two of the trestles (Priorities 1 and 2) is on hand and Midland's supplier advises that the additional material needed can be available in sixty days. Since this work involves repair of existing structures, not new construction, and no navigable waterways are crossed we would not expect any significant delays awaiting approvals or permits from state or federal agencies.

Sincerely yours

Michael K. Fox
President

Telephone: 816 392 4212