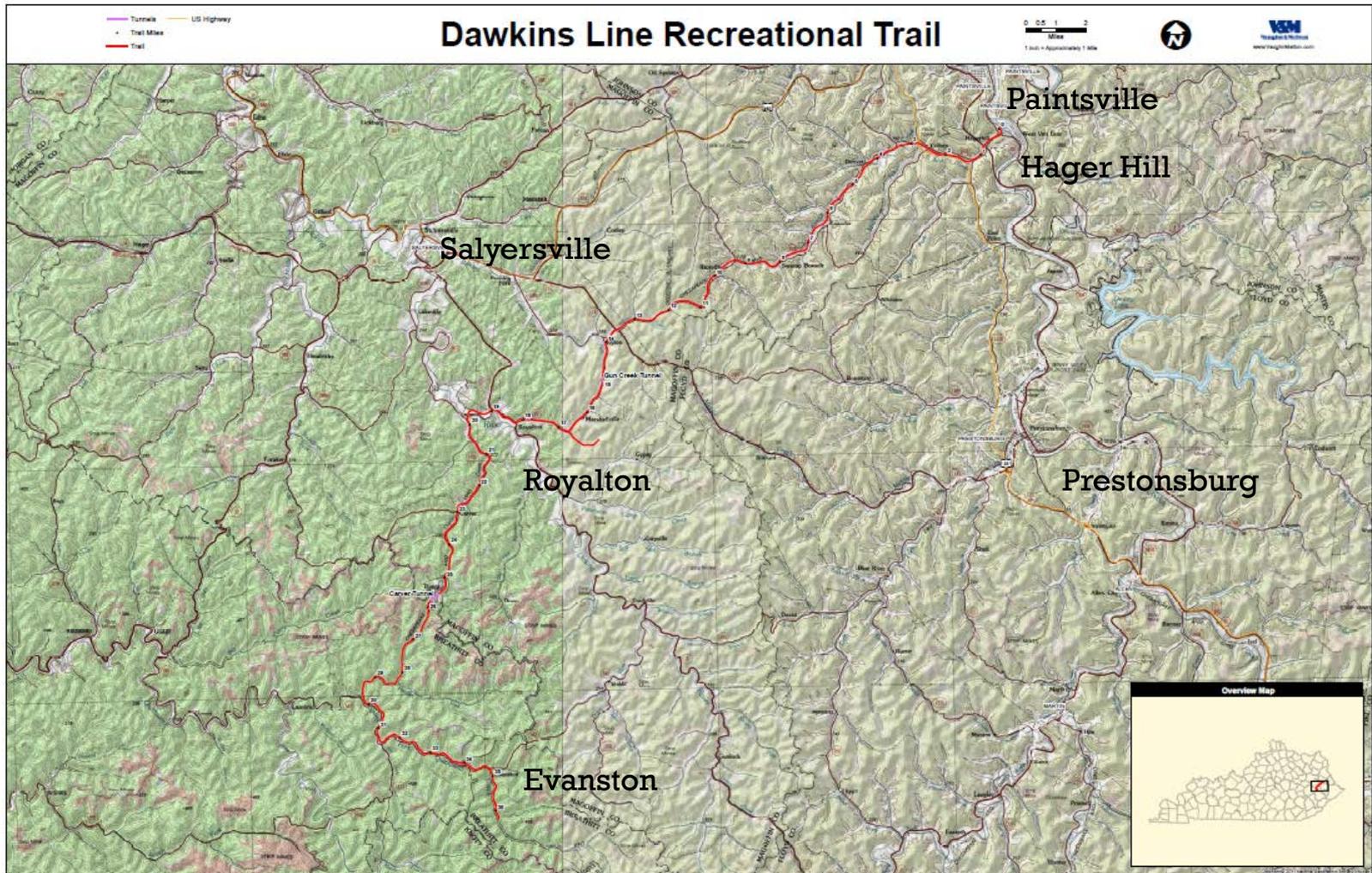


Dawkins Line Rail Trail Phase I Construction

Commonwealth of Kentucky
Finance and Administration Cabinet
Department for Facilities and Support Services
Division of Engineering and Contract
Administration

From Hager Hill, Mile 1.2, to Royalton, Mile 18.2

36 mile railroad spur from Hager Hill to Evanston, KY



RAILROAD

○ watering near Licking River Bridge



H-4 No. 1473 and the old wooden combination car are stopped at Sublette, three miles above Royaltown to water the locomotive before coupling onto its loads. The wooden water tank was typical of what was found on C&O branch lines up to the end of steam. (Gene Huddleston photo, C&O Historical Society Collection, COHS 1159)

RAILROAD

◉ mixed train near Riceville



*No. 51 is stopping to pick up some loads near Riceville. Gene noted that at Riceville the topography changed from relatively flat land to more rugged territory. The train is heading geographically east, but its timetable direction is west.
(Gene Huddleston Photo, C&O Historical Society Collection, COHS 1161)*

1953 pictures from Gene Huddleston's article "Mixed Train Through Eastern Kentucky" in Summer 2011 edition of C&O Magazine.

RAILROAD

○ hauling coal



Gene noted that the two sets of EMD TR4 "Cow and Calf" units 6600 A & B and 6601 A & B were the C&O's entire fleet of this type of unit. They were used to supply mines and pick up loads on the Dawkins line. Here they are backing along US Route 23 at Hager Hill just a few miles from Paintsville yard. (Gene Huddleston photo, C&O Historical Society Collection, COHS 1169)

RAILROAD

- 1912 Big Sandy & Kentucky River Railroad incorporated by Dawkins Lumber Co.
- 1929 Stock market crash bankrupted line
- 1930 Chesapeake & Ohio operated the Dawkins Branch
- 1972 C&O became Chessie System
- 1982 Chessie became CSX Transportation
- 2002 R. J. Corman bought Dawkins Branch

ABANDONED

- 2003 last train on Dawkins Line
- 2004 R. J. Corman files to abandon line
- 2004 Kentucky Rails to Trails Council rail banks line to preserve right-of-way
- 2011 Commonwealth purchased right-of-way

- National Trails System Act
 - Rail banking means “the acquisition of an interest in a rail right-of-way sufficient to ensure its preservation for future rail freight service.”
 - During the interim, alternative trail use is a viable option.

Abandoned



Mile 0 at the active CSX line in West Van Lear. The switch has been removed.

2011-10-31 IMG_3281m.jpg

ABANDONED

R. J. Corman removed rails and ties



2010-10-07
IMG_4001s.JPG



ABANDONED

2010-10-07 IMG_3994s.JPG

- With no maintenance, debris accumulated on the bridges and created dams which caused local flooding. After acquiring the railroad right of way, the Commonwealth had the bridges cleared.

ABANDONED



- Gun Creek Tunnel plugged and subsequently flooded because of no drainage

2010-10-07
IMG_3962s.JPG



2011-10-31
IMG_3330m.jpg



Transferred to Commonwealth of Kentucky

Spring 2011

Property purchased from R. J. Corman
with \$500K set aside by the
General Assembly in 2006

DESIGN

- January 20, 2012 Gun Creek Tunnel opened and drained by small contract to Ford Contracting to allow structural evaluation by DLZ Kentucky, Inc.



2012-01-20 IMG_4685cm.jpg

DESIGN



● Missing arch

2013-05-13 IMG_3638m.jpg

DESIGN



● Arch restored

2013-05-15 IMG_3680m.jpg

TRAIL DESIGN

Technical Bulletin

Trail Surface Aggregate (TSA) 5/2012

Trail Surface Aggregate (TSA): A specific mixture of aggregate designed for surfacing trails that is designed to achieve very high densities to withstand traffic and erosion better than traditional aggregates.

Background:

Trail Surface Aggregate (TSA) is designed for use as a wearing surface for trails. It is different from traditional materials used to surface trails such as "number 10's". TSA is designed to have a uniform mixture of a range of rock sizes from 3/8-inch all the way down to fine material. This uniform mix allows excellent compaction to achieve a higher in-place aggregate density than commonly used aggregates to resist wear and erosion. The mix was designed by the PSU Center for Dirt and Gravel Road Studies, and is based on a "downsizing" of the successful and popular Driving Surface Aggregate (DSA) developed for use on roads.

Specification:

All TSA material is to be derived from natural stone formations. Stone is defined as rock that has been crushed; rock is defined as consolidated mineral matter. Both are restricted to that which has been mined or quarried from existing geologic bedrock formations.

All components of the aggregate mix, including fines passing the #200 sieve, are to be derived by crushing parent rock material that meets TSA purchasing specifications for abrasion resistance, pH, and freedom from contaminants. No clay or silt soil may be added or retained after processing operations. Determine the amount of particles less than #200 sieve size using the washing procedures specified in PTM No. 100.



Close-up of worker's gloved hand in TSA pile.

TSA can be made using a traditional sieve gradations, or using a "recipe" approach that mixes existing aggregate gradations. The "recipe approach" may be more cost effective for ordering small amounts of TSA for smaller jobs.

TSA GRADATION:

Sieve Size	TSA Percent Passing
1/2"	100%
3/8"	90-100
#4	50-85
#8	35-60
#16	25-50
#200	12-18

TSA RECIPE:

- Combine existing aggregates **and water** in the ratio:
 - 4 parts unwashed AASHTO # 10 (or B3 sand)
 - 4 parts AASHTO # 8
 - 1 part minus #200 fines (collector fines)

Additional TSA Specifications:

Aggregate Properties:

- **Hardness:** The acceptable limit as measured by weight loss is "less than 40% loss". Los Angeles Abrasion test, AASHTO T-96 [ASTM C 131] shall be used to determine this property. Existing data obtained from tests made for and approved by PENNDOT will be accepted.
- **pH:** Aggregate must be in the range of pH 6 to pH 12.45 as measured by EPA 9045C.
- **Parent Material:** TSA can be made from limestone, sandstone, or any other parent material that meets the hardness, pH, gradation, and other requirements as outlined in this document.

The publishers of this publication gratefully acknowledge the financial support of the PA State Conservation Commission and PA Bureau of Forestry. For additional copies, information, or assistance, contact: Center for Dirt & Gravel Road Studies, Penn State University, 215 Transportation Research Building, University Park, PA 16802 (Tel-Free Phone: 1-888-688-6883, Fax: 814-863-6787, Email: cdg@psu.edu)



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requirements for gravel surface on properly designed trails.

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for longer



with small ill. Proper tucial.

moisture to ed. If trail

Doing so ll" of fines

of not less shed in the TSA. ne existing 1 inch thick over "open or even a n fabric, a bilities Act

- By Vaughn & Melton Consulting Engineers

- Trail surface selected: a compacted small aggregate mixture of 3/8" and minus sizes to give a firm yet horse-friendly pavement.

- See Penn State Technical Publication for details

- http://www.dirtandgravel.psu.edu/Trails/Documents/trail_surface_Aggregate_5_2012.pdf

● Paving

2012-12-14 IMG_1051m.jpg



DESIGN



● Compacting

2012-12-14 IMG_1053m.jpg

DESIGN

bridge structural



2.9 bridge members marked for replacement

2012-03-08 IMG_5542m.jpg

Design bridge structural



● replaced bridge members 2013-04-26 IMG_3136em.jpg

DESIGN

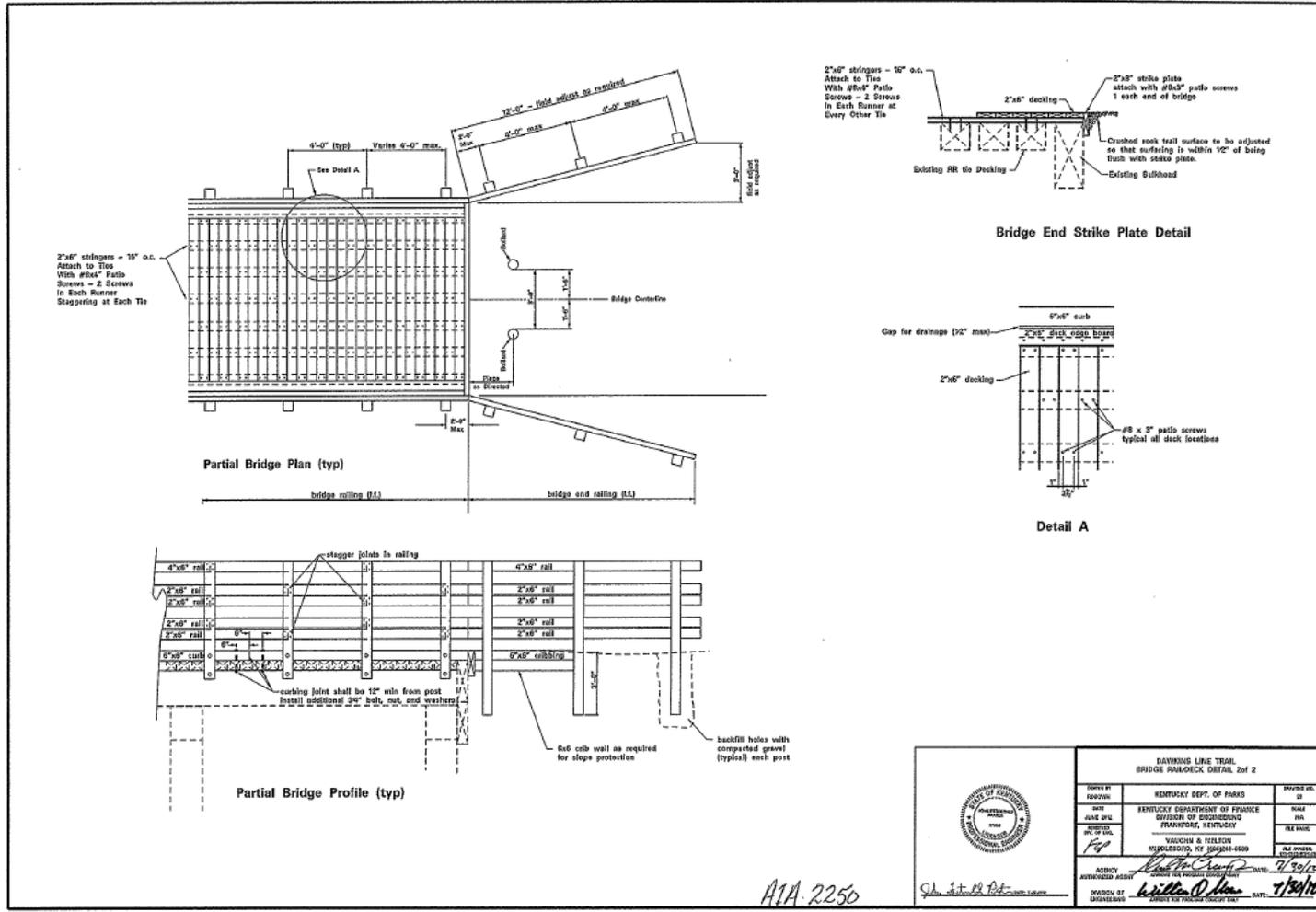
Safety with bridges



13.0 Bridge

2012-08-16 IMG_9749m.jpg

Design: bridge deck and side rails



DESIGN



13.0 Bridge

2013-05-30 IMG_4440m 13.0 bridge.jpg

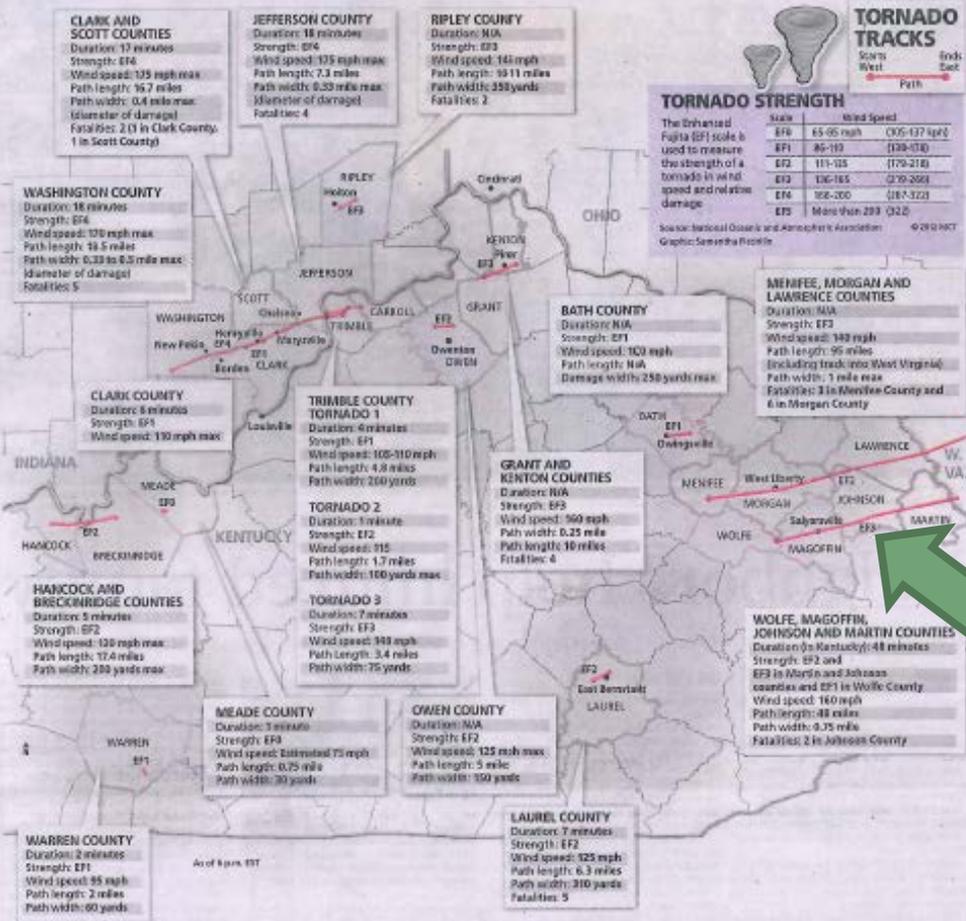
TORNADOS

March 2, 2012

DEVASTATING STORMS THE COURIER-JOURNAL | WEDNESDAY, MARCH 7, 2012 | A3

SURVEYING THE TORNADOES

National Weather Service survey teams are compiling information from the March 2 tornadoes. Here's what they have surveyed so far.



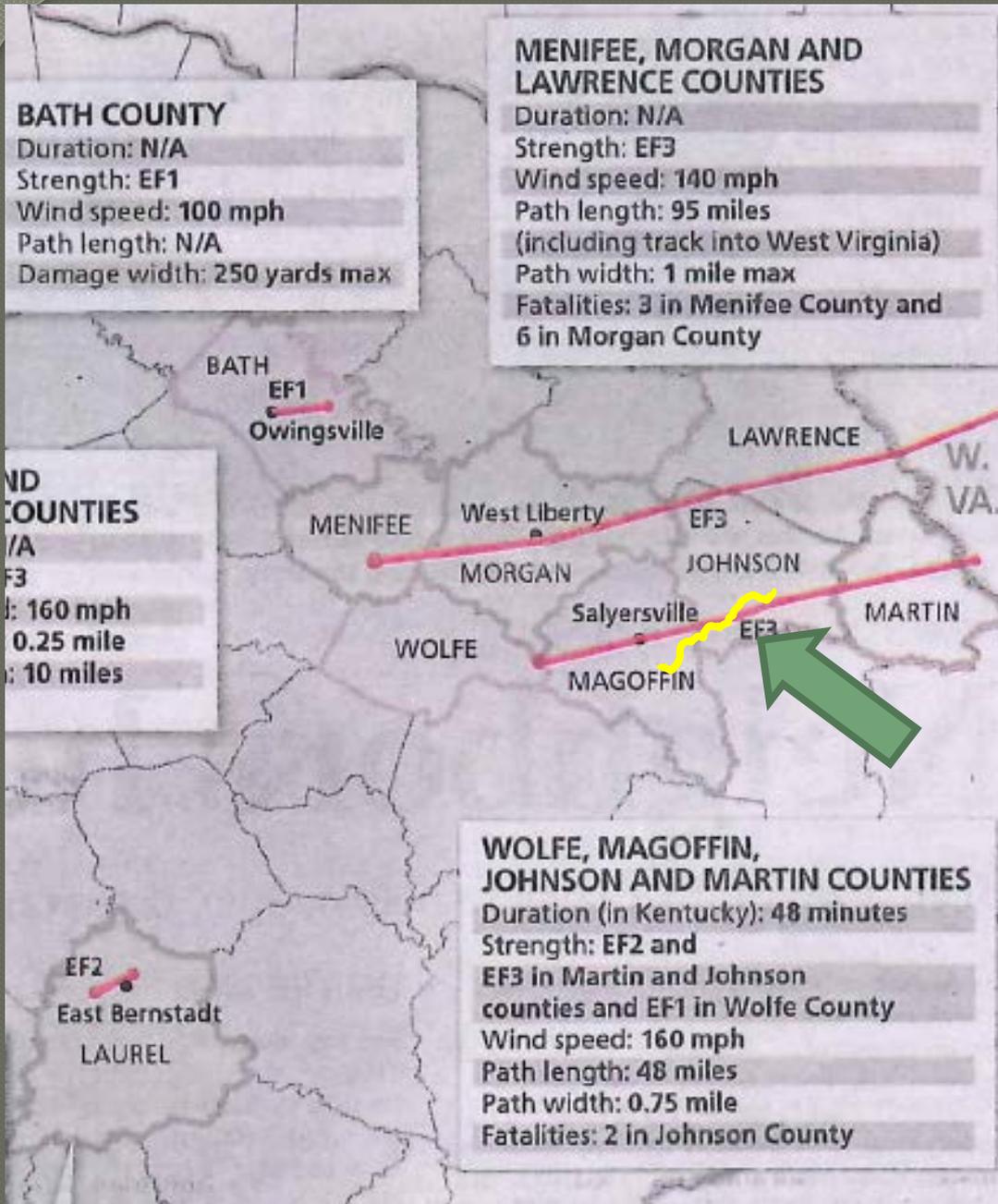
One of several tornados hit the Denver area, Mile 2 to Mile 5, of the Dawkins Line after ripping through Salyersville



SOURCE: National Weather Service

STEVE REED/THE COURIER-JOURNAL

Tornado



- No damage to trail or bridges (still in design)
- Lot of debris especially in creeks

TORNADO

- Fortunately, the debris that had collected on the railroad bridges in the years since abandonment had been cleared out by a small contract to Sol Jackson the week before the tornado. While the tornado deposited more debris on the bridges, severe flooding was averted and the bridges were possibly saved.

TORNADO



○ 2.8 bridge
before

2012-02-16
P2160035.jpg



○ 2.8 bridge after

2012-03-08 IMG_5540cm.jpg

TORNADO



○ Denver Area

2012-03-21 IMG_5749m.JPG

TORNADO



④ 4.3 bridge near Denver

2012-03-21 IMG_5765m.jpg

BID

- Vaughn & Melton Consulting Engineers prepared plans and specifications for construction of Mile 1.2 to 18.2
- Division of Engineering and Contract Administration issued Solicitation RFB-41-13
- Opened bids August 22, 2012

OFFICIAL BID TABULATION

DEPARTMENT FOR FACILITIES & SUPPORT SERVICES DIVISION OF ENGINEERING & CONTRACT ADMINISTRATION

Request for Bid No. RFB-41-13
For: Dawkins Line Trail
Department of Parks
Johnson and Magoffin Counties, Kentucky

Opened: August 22, 2012
2:00 P.M., Eastern Time

Account No: 870-C5Z2-C-C5Z2

Estimate: \$1,731,768.00

BIDDER		LUMP SUM AMOUNT	ADD. ALT. NO. 1	ADD. ALT. NO. 2	ADD. ALT. NO. 3	EMR SCORE	TOTAL POINTS	
1.	Boca Enterprise	\$ 1,215,000.00	\$ 274,000.00	\$ 272,000.00	\$ 250,000.00	0.87	99.94	
2.	Free Contracting Inc	\$ 1,635,644.00	\$ 443,690.00	\$ 310,131.00	\$ 317,651.00	0.86	75.57	
3.	Brock Excavating Inc	Non-responsive						

COMMONWEALTH OF KENTUCKY

This is to certify that the above is a true and exact copy of the tabulation of bids received on the above referenced project, that same was advertised in the manner and form prescribed by the laws of the Commonwealth of Kentucky, and the rules and regulations of the Division of Engineering and Contract Administration in the Department for Facilities and Support Services; that sealed competitive bids were received and publicly opened and read aloud on the hour and date prescribed in this advertisement on 8/22/2012.

Signed: 

Amanda Greer, CPPO, CPPB, Strategic Procurement Specialist I
Division of Engineering and Contract Administration

AWARD

- September 25, 2012 \$2,011,000 Contract awarded to Boca Enterprise of Hager Hill, KY for Phase 1, 17 miles of trail
- Contract did not include tunnel repairs or section through Ivyton scrap yard which were later added by change order

IVYTON Scrapyard



◎ **boundary dispute and safety concerns**

2013-02-13 IMG_1475cm.jpg

IVYTON Scrapyard Beautification

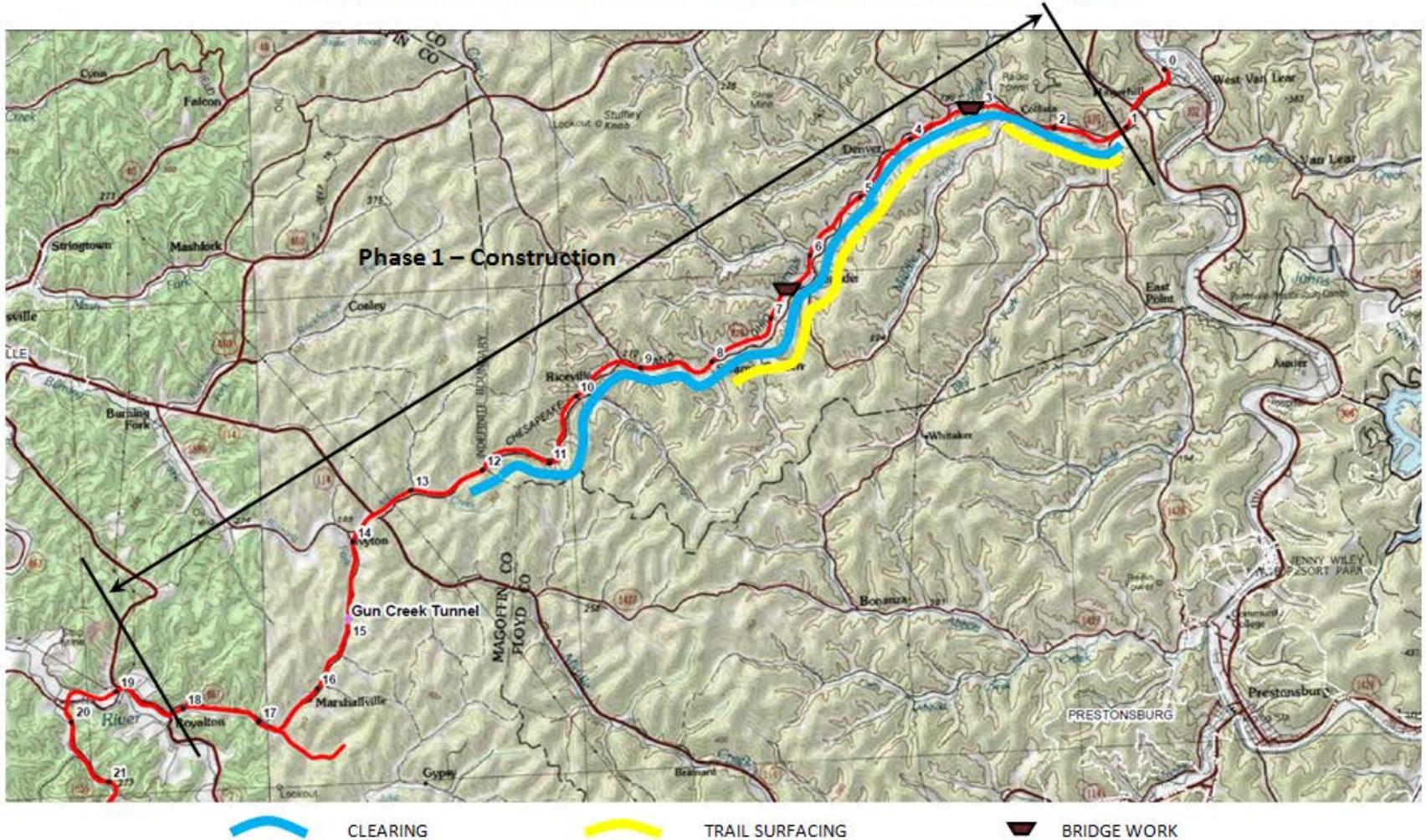


● 8 foot wood fence

2013-05-24 IMG_4181cm.jpg

PROGRESS – DECEMBER 2012

DAWKINS LINE TRAIL CONSTRUCTION UPDATE – DECEMBER 27, 2012



Start at Mile 1.2



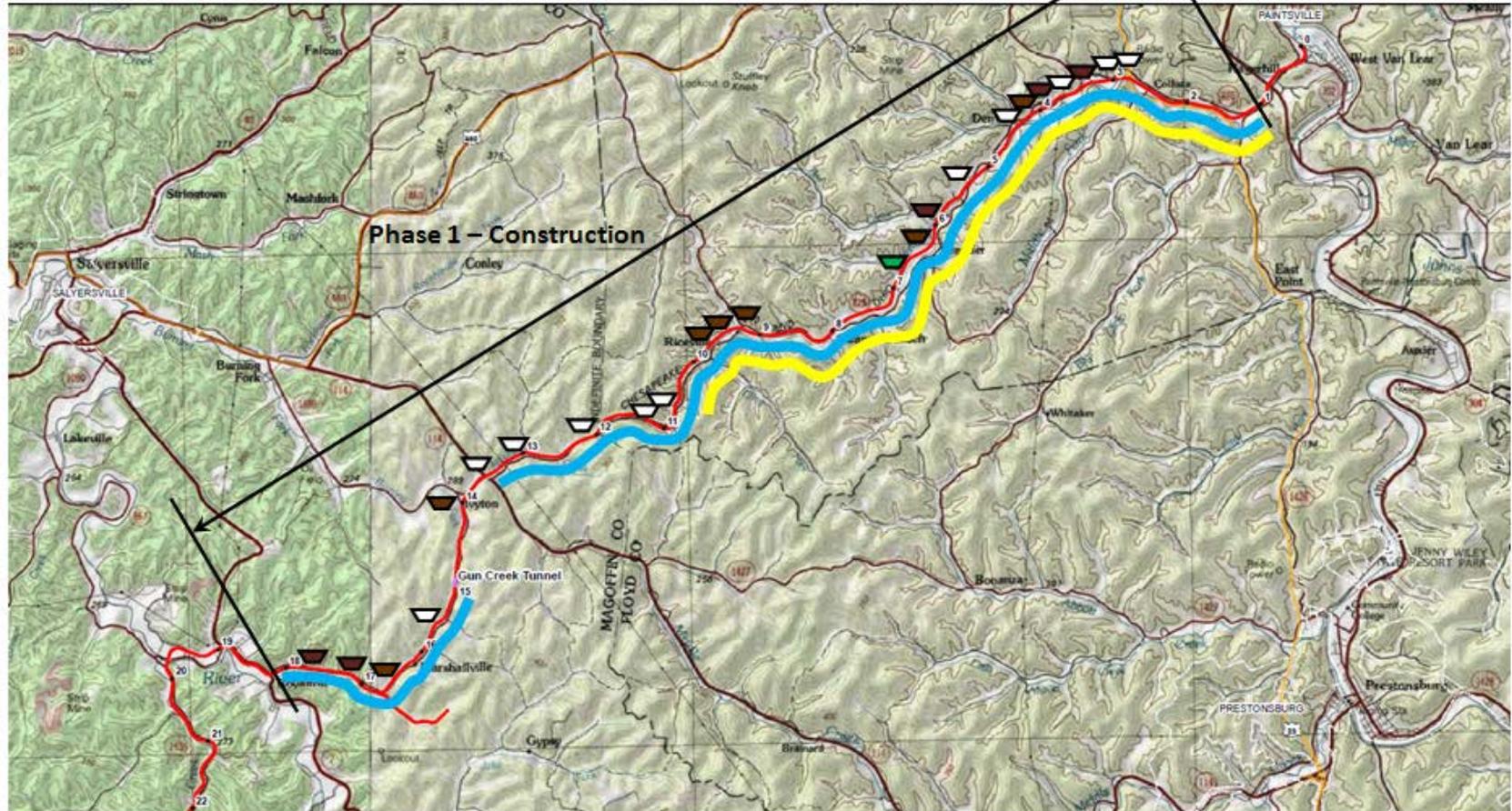
2012-11-30
002s.jpg

New ties on 6.7 bridge



PROGRESS – JANUARY 2013

DAWKINS LINE TRAIL CONSTRUCTION UPDATE JANUARY 24, 2013



 CLEARING

 TRAIL SURFACING

 BRIDGE LOCATION

 BRIDGE WORK

 BRIDGE COMPLETE

17.1 Bridge work



● **Bridge had been partially burned**

● 2013-01-11 IMG_1200M.jpg

Shaping ballast prior to paving, 16.6



2013-01-11 IMG_1203m.jpg

Swing gates locally manufactured



SECURITY

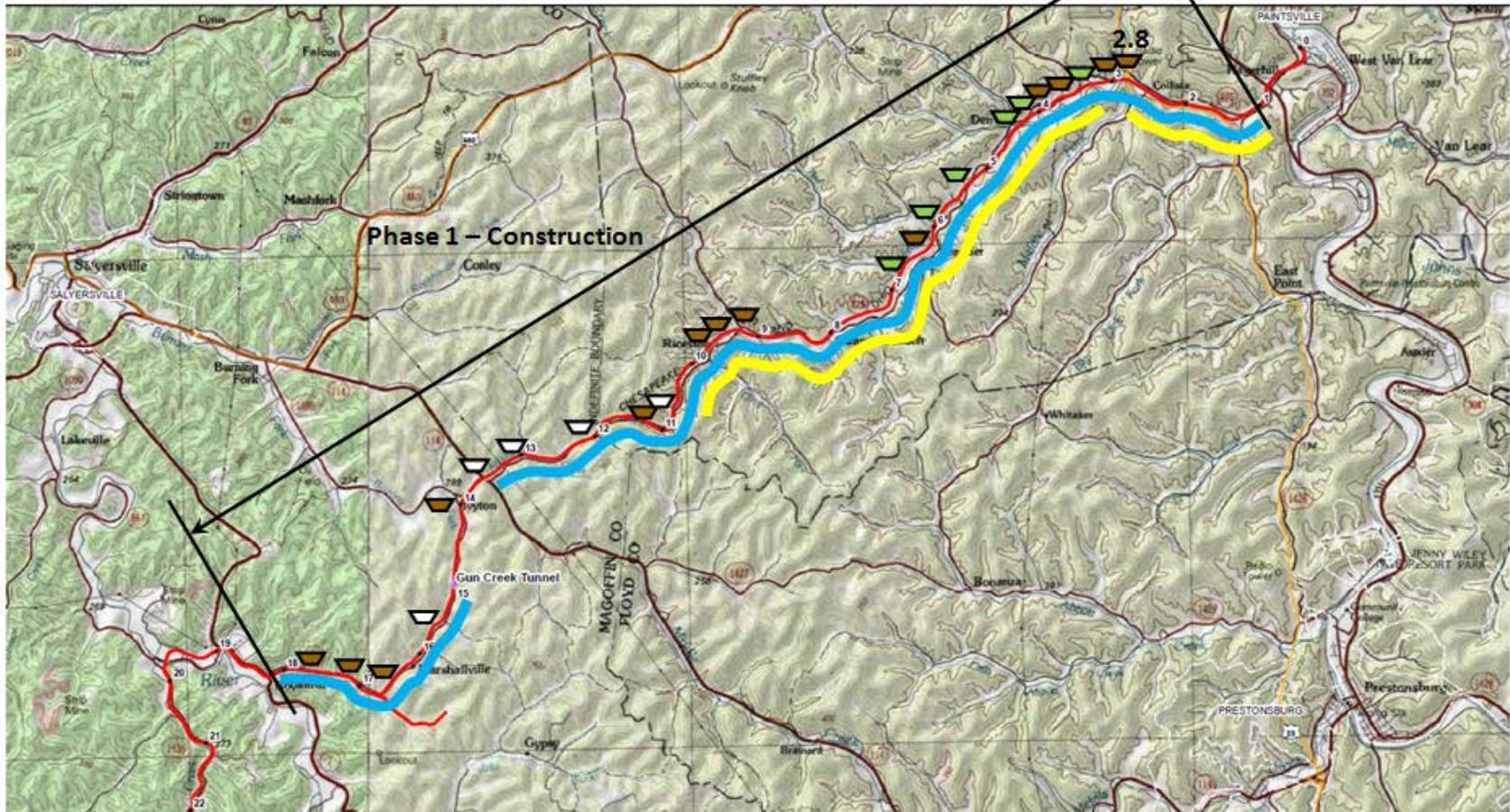


2013-04-16 IMG_2618cm swing
gate 11.3 bridge.jpg

- Swing gates are used to limit motor vehicle traffic on the trail. It was impractical to gate the ends of each section as there are numerous cross roads and drives as well as open fields. The gates are strategically placed to stop through traffic.

PROGRESS – FEBRUARY 2013

DAWKINS LINE TRAIL CONSTRUCTION UPDATE FEBRUARY 18, 2013



 CLEARING

 TRAIL SURFACING

 BRIDGE LOCATION

 BRIDGE WORK

 BRIDGE COMPLETE

CONSTRUCTION



2013-02-13 IMG_1447cm.jpg

○ Installing side rails on 11.3 bridge

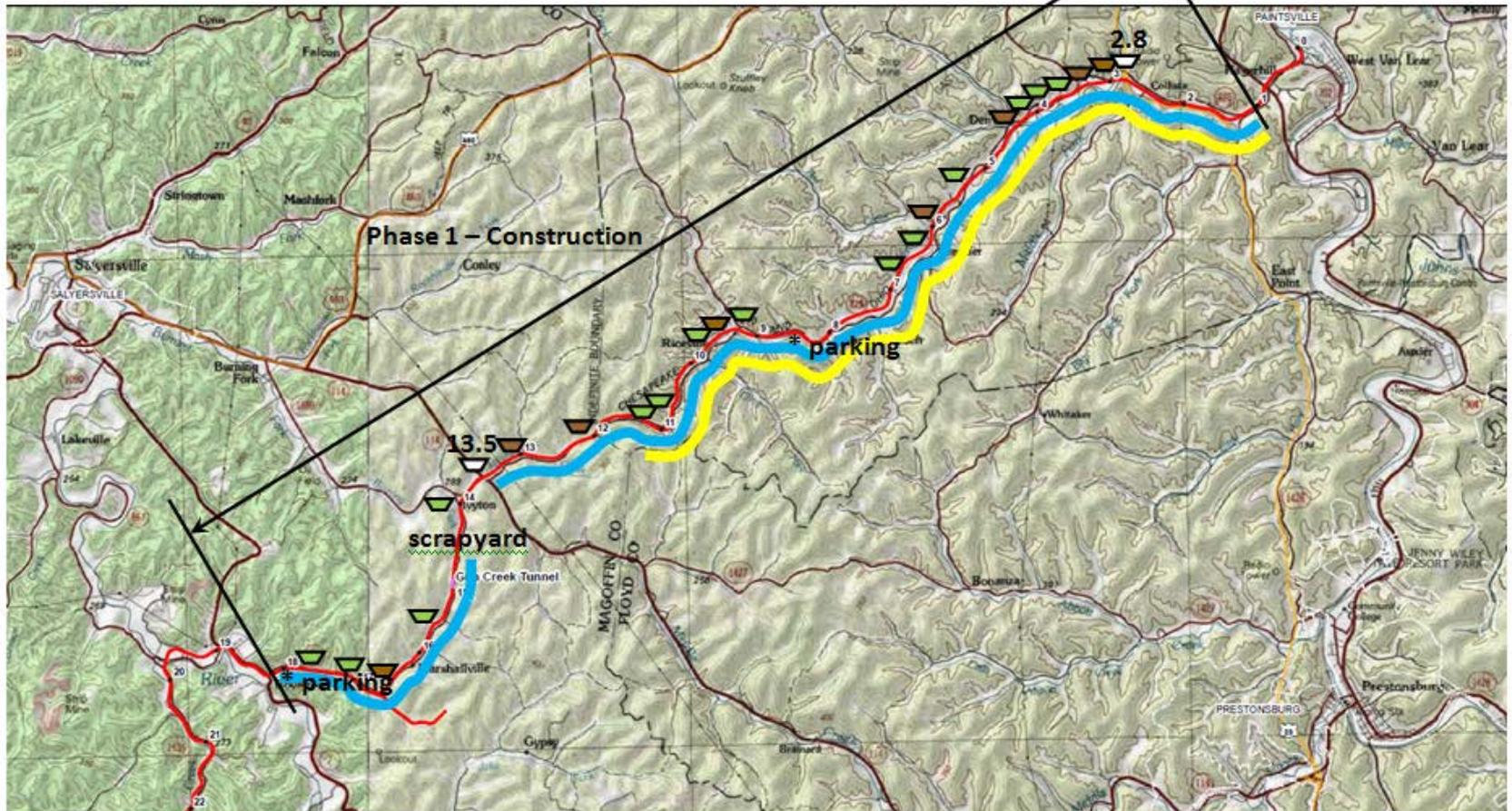
CONSTRUCTION

- Cold weather stopped paving operations so work concentrated on bridges



PROGRESS – MARCH 2013

DAWKINS LINE TRAIL CONSTRUCTION UPDATE March 18, 2013



 CLEARING

 TRAIL SURFACING

 BRIDGE LOCATION

 BRIDGE WORK

 BRIDGE COMPLETE

Trail Work reaches Gun Creek Tunnel



2013-03-18 IMG_1850m.jpg

3.3 bridge



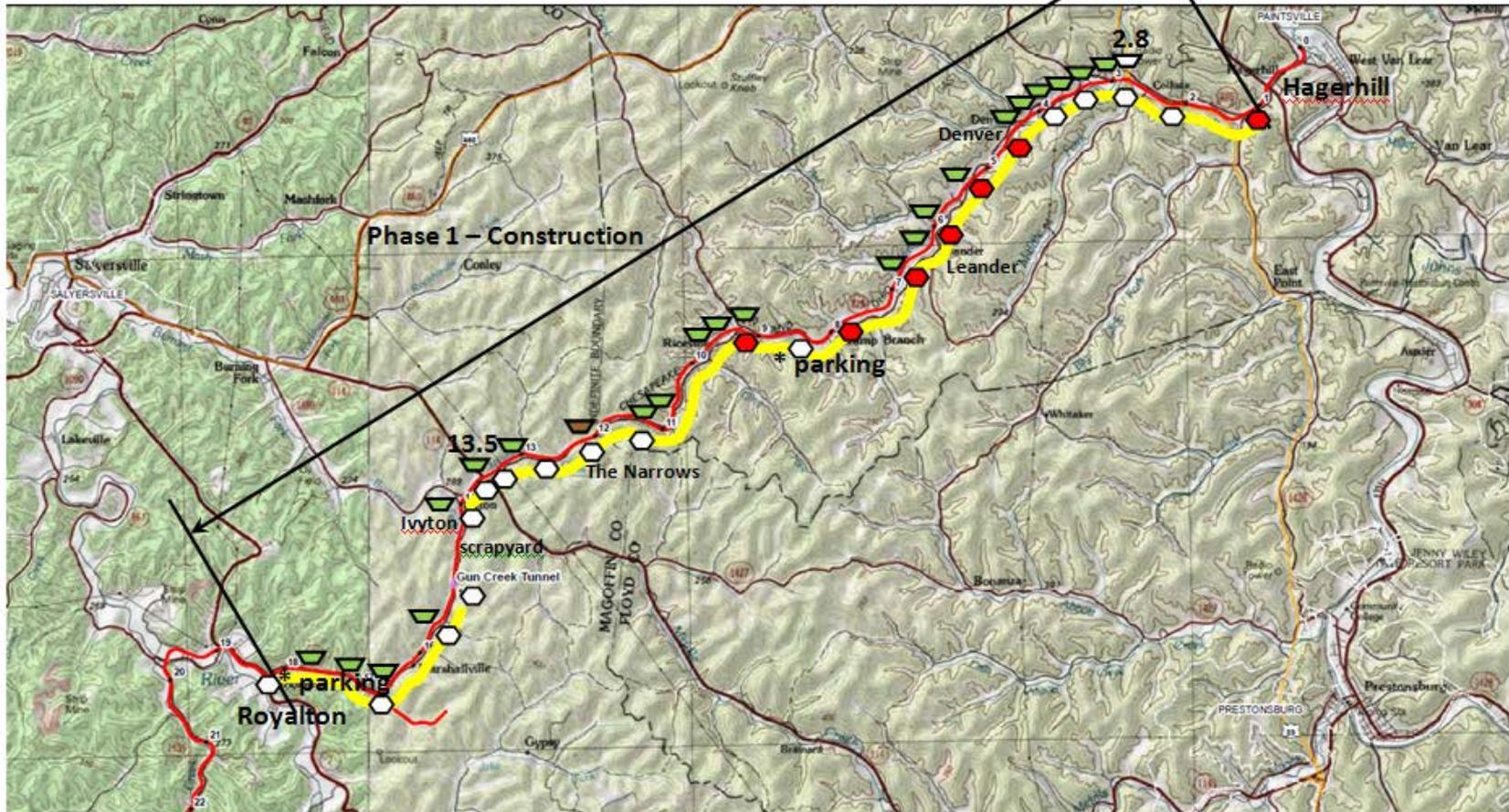
Paving resumes, 15.6 Bridge



2013-04-05 IMG_2319m.jpg

PROGRESS – MAY 2013

DAWKINS LINE TRAIL CONSTRUCTION UPDATE May 8, 2013



Trail Surfacing



Gate: to be installed



installed



Bridge: Location



Work in Progress



Complete



Trail beyond 17.1 Bridge



2013-05-15 IMG_3703m.jpg

Crossing Signs

2013-05-30 IMG_4360m.jpg



2013-05-30 IMG_4487m.jpg

ready



2013-05-28 IMG_4339m
trail thru field M9.5.jpg

2013-05-28 IMG_4346m
canopy towards 3.3
bridge.jpg



DAWKINS LINE RAIL TRAIL

RIBBON-CUTTING CEREMONY

SATURDAY, JUNE 15, 2013
10 A.M.

Governor and Mrs. Steven L. Beshear invite you to the official opening of Phase I of the Dawkins Line Rail Trail. This 18-mile section of the trail runs from Hagerhill in Johnson County to Royalton in Magoffin County and will be open to hikers, cyclists, and horseback riders. The Kentucky Department of Parks will manage the trail, which will run for 36 miles and be the longest rail trail in the state when complete. We hope you will join us as we celebrate the opening of this unique economic development and tourism opportunity for Eastern Kentucky.



Attractions: the Narrows



2013-07-13
IMG_5923m.jpg

Remote section of trail between Miles 11 and 12
Rock face on one side and a small creek far below on the other

Attractions: Gun Creek Tunnel



2013-07-13 IMG_5854m Gun Creek Tunnel with horses.jpg



2013-07-13 IMG_5854m Gun Creek Tunnel
12"x12" timbers.jpg

PARKING – Swamp Branch



A half mile long siding converted to car and horse trailer parking at Mile 8.3
2013-10-18 IMG_8317m 8.3.jpg

PARKING - Royaltown



Behind Royaltown United
Baptist Church at Mile 18



2013-07-01 IMG_5588m,
_5582cm, and _5587m.jpg



Additional Mile

- An additional mile, Mile 18.2 to Mile 19.96 is currently being built by the Phase I contractor between Royalton and Sublett to connect the trail with a new trailhead being constructed at the intersection of Highway 7 and Highway 867 in Sublett.

Phase II Dawkins Line

- The Kentucky Transportation Cabinet (KYTC) is building the trail from Mile 19 to Mile 36. It is currently in the design stage.
- KYTC is also building trailheads at Mile 3.3 south of Collista and at Mile 19 in Sublett. The trailhead at Sublett is in construction.

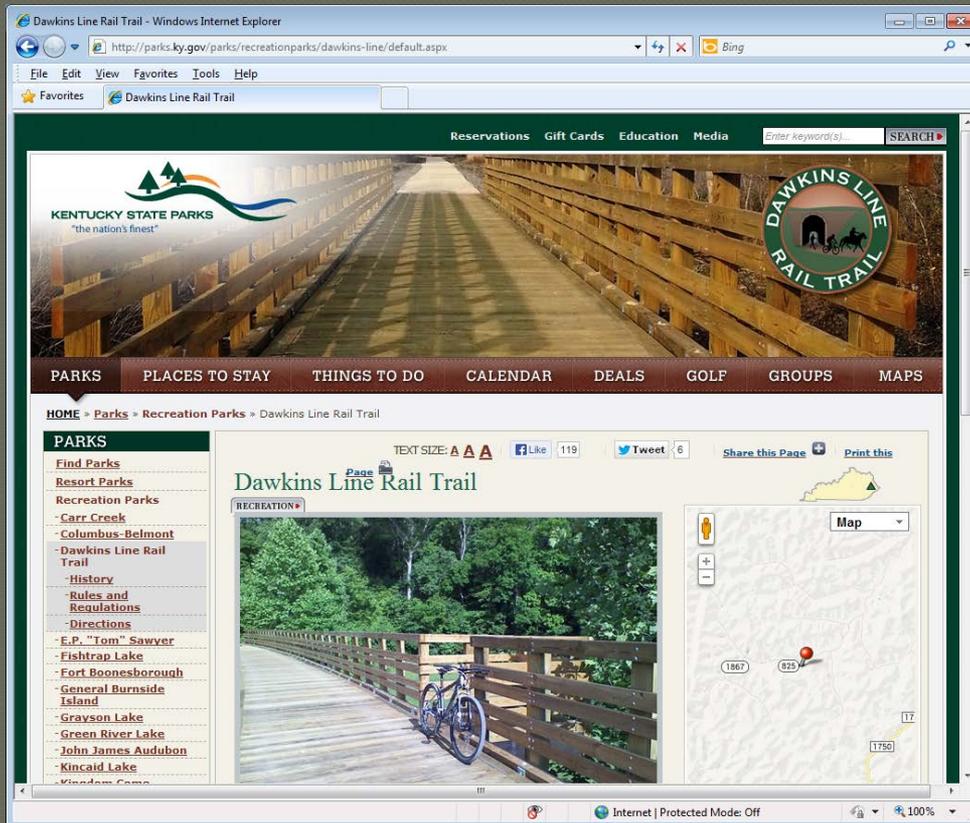


2013-06-15 IMG_4951m horses.jpg



2013-07-13 IMG_5899m bikers and hikers.jpg

Phase I Dawkins Line Construction End of Presentation



Search “Dawkins Line”
online

<http://parks.ky.gov/parks/recreationparks/dawkins-line/default.aspx>