

Louisville and Jefferson County
Riverport Authority

KRI Grant Application

For

Riverport Access Railroad

May 1, 2018



May 1, 2018

Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort KY 40622

**KRI Application
Tie Replacement Project**

To Whom It May Concern:

The Louisville and Jefferson County Riverport Authority is pleased to submit this Kentucky Riverport Improvement application. The Louisville and Jefferson County Riverport Authority was created by a joint resolution of the City of Louisville Board of Aldermen and Jefferson County Fiscal Court in December of 1965, and as such, is eligible to submit this grant application.

Riverport is applying for grants to replace deteriorating ties through Riverport along an approximately 9 mile rail network. The rail lines in Riverport allow CSX, NS, and P&L railroads to service companies in the park. CSX conducts regular inspections of the track and if deficiencies are found, the lines could be closed. By being proactive with maintenance of the tracks, the lines may be used on a regular basis without any service interruptions. Project will be bid on a per tie unit cost, and once monies are secured, contractor and representatives from Riverport/The Port Authority will determine areas of repair along the rail corridor.

Once funding becomes available, construction could start quickly and is anticipated to be completed in approximately one month. Riverport Authority is also applying for the KRCI grant to repair two crossings located at Greenwood Road and Johnsonstown Road

Sincerely,

A handwritten signature in blue ink that reads "Maria L. Bouvette".

Maria Bouvette
Interim President



Kentucky Riverport Improvement (KRI) Application

Project Title: Riverport Rail Tie Replacement

Agency Name: Louisville Jefferson County Riverport Authority **Application Year:** FY 19

Agency Contact Information

Address: 6900 Riverport Drive

City: Louisville State: KY Zip code: 40258

Contact Person: Maria Bouvette Contact Title: Interim President

Contact Phone Number: 502-935-6024 Contact Email address: Maria.Bouvette@jeffersonriverport.co

Project Information

Project type: Dredging Maintenance of Access How long will project take? X weeks

Detailed description of the project and how it qualifies as dredging or maintenance of access:

Riverport is applying for grants to replace deteriorated rail ties throughout the park. The rail lines in Riverport allow CSX, NS, and P&L to service companies in the park. CSX performs regular inspections of the track and if deficiencies are noted, the lines could be closed. Businesses in Riverport rely on these rail lines for transportation with many businesses operate on Just-In-Time schedules for Ford, Papa John's and others

Location of the Project (City and County): Louisville Jefferson County

Are the facilities affected by the application owned or leased by the applicant? Owned

Current # trucks per day: 27 Trucks per day after project: 29

Current # train cars per week: 38 Train cars per week after project: 39

Current # barges per week: 3.3 (average) Barges per week after project: 4.0 (average)

How will the project increase jobs? Having access to a functional rail line can help bring in new businesses

How will the project increase efficiency? By providing rail transit to businesses in the park

Project Funding

Total Project Cost: \$212,050 Amount of KRI Funding requested: \$106,025

Applicant Match Amount: \$106,025 Applicant Match Percent (50% minimum): 50%

Applicant Match Source: Riverport private funds

Permits / Approvals

Has the applicant consulted with state and federal agencies on the project (US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Kentucky Division of Water, Kentucky Heritage Council, etc.)? Not Applicable

Has state and federal agency consultation determined permits are needed? Select One

Have all required permits (environmental, encroachment, etc.) been obtained? No

Certification

I have read the Riverport Improvement Project Guidance Document and understand and agree to what is stated therein. I also hereby certify, subject to the provisions of KRS 523.100 (unsworn falsification to authorities), that the above information is true and correct to the best of my knowledge.

Printed Name Maria Bouvette

Signature Maria Bouvette

Title Intermin President

Date 5/1/18



Kentucky Riverport Improvement (KRI) Application

Submission Checklist

- A cover sheet that is clearly marked with the applicant name, project title, and date submitted
- Introduction letter containing a brief narrative detailing the project, identifying the project's eligibility for the grant funding program, how the project qualifies as dredging or maintenance of access, and how the applicant qualifies as a public Riverport.
- Completed Kentucky Riverport Improvement Application
- A detailed statement of work for the project describing the purpose of the project
- A detailed scope of work for the project describing the work that must be done, materials involved, and nature of the work to be done;
- A detailed project schedule/timeline-days, weeks, months (not dates).
- A demonstration of the ability to provide the minimum of 50% match requirement (this can be in the form of an Income Statement, letter from the bank, affidavit from president/director/financial officer, or equivalent);
- Maps, drawings, or pictures clearly depicting the project location in appropriate scale
- Plans, schematics, details, drawings of the proposed project as applicable
- A detailed budget for the project including but not limited to:
 - Site preparation costs
 - Construction costs including manpower, equipment, and materials
 - Other miscellaneous construction costs
 - Total of estimated project cost
- If applicable, copies of all correspondence or evidence of consultation that has occurred with state and federal agencies including the US Army Corps of Engineers (404 permits), Kentucky Division of Water (401 permits), and the US Coast Guard. When federal permits are required the applicant must also provide evidence of consultation with the Kentucky Heritage Council regarding historic properties, including archaeological resources, and the US Fish and Wildlife Service regarding threatened and endangered species.

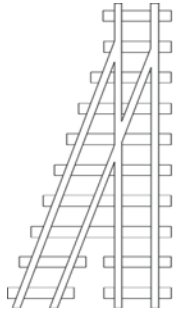
Final Submission

Two (2) stapled or bound paper copies of the completed application and all attachments should be postmarked by the deadline and sent to:

Kentucky Transportation Cabinet
Division of Planning-Riverport Improvement Application
200 Mero Street
Frankfort, Kentucky 40622

Or emailed to:

Lynn.Soporowski@ky.gov



ASSOCIATED RAILROAD CONTRACTORS, INC.

Keeping You On The Right Track!

PO Box 19246
Louisville, KY 40259-0246
Main: 502.966.9781
Fax: 502.966.4063

www.associatedrailroad.com

April 25, 2018

Ms. Ashley Bartley
Jefferson Riverport International
6900 Riverport Drive
Louisville, KY 40258-2851

RE: Grant Submittals

Ms. Bartley,

Please see our information below concerning your inquiry:

CROSSTIE REPLACEMENT and BALLAST RESTORATION/SURFACE:

1. Replacement of crossties in areas of track infrastructure to retain gage within tolerable limits and withstand lateral forces of daily freight movements. Insufficient ballast quantities prohibit proper surface and track profile and proper containment of thermal and vertical track movement. Select areas have been assessed to have high amounts of crosstie deterioration and surface deviations due mainly from ballast deficiency.

a. 1,500 crossties have been selected to be replaced by new 7"x9"x8'6" crossties. Installation will also include new prime grade 5/8"x6" track spikes per CSX spiking pattern specifications.

b. 500 tons of clean local #4 limestone ballast shall be installed and areas to be tamped and regulated.

c. Duration of the tie project is forecasted for 15 business days as shown on attached Gantt chart. Pricing is as follows:

i. Design	\$ N/A
ii. Permits	\$ N/A
iii. Advertisement	\$50.00
iv. Bid Award	\$ N/A
v. Mobilization or Delivery	\$3,500.00
vi. Construction	\$192,500.00
vii. Demobilization	\$3,500.00
viii. Inspection/Certification	\$N/A
ix. Tie Disposal (Other Misc.)	\$12,500.00
x. Estimated Costs	\$212,050.00

Estimated Duration – Four Months from Advertisement to Project Completion

Should you have any questions or need additional information please feel free to call. We will gladly assist you in any way that we can.

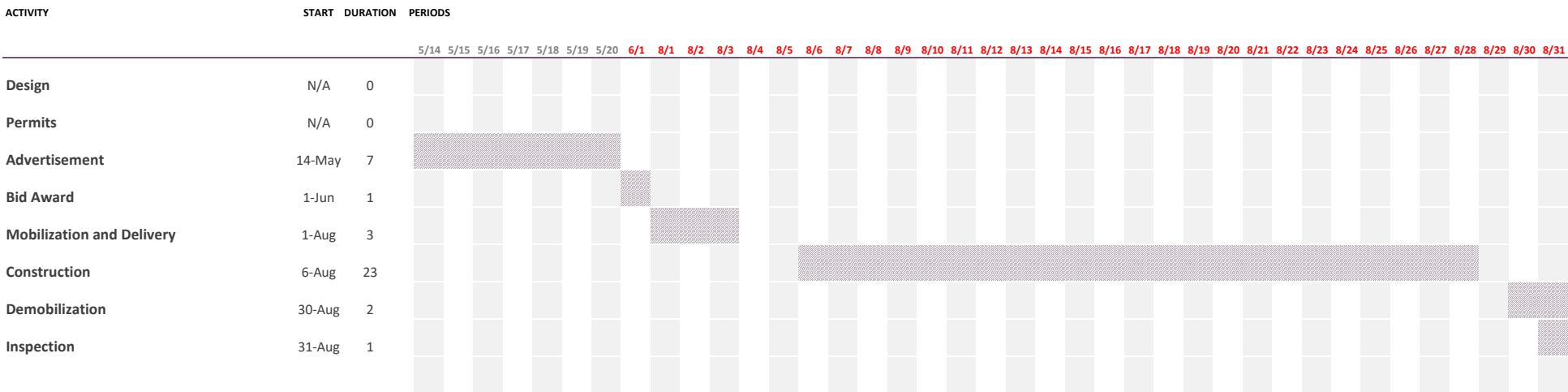
We appreciate your inquiry and hope that our assessment and budgetary estimate serve as advantageous to your application process.

Respectfully,

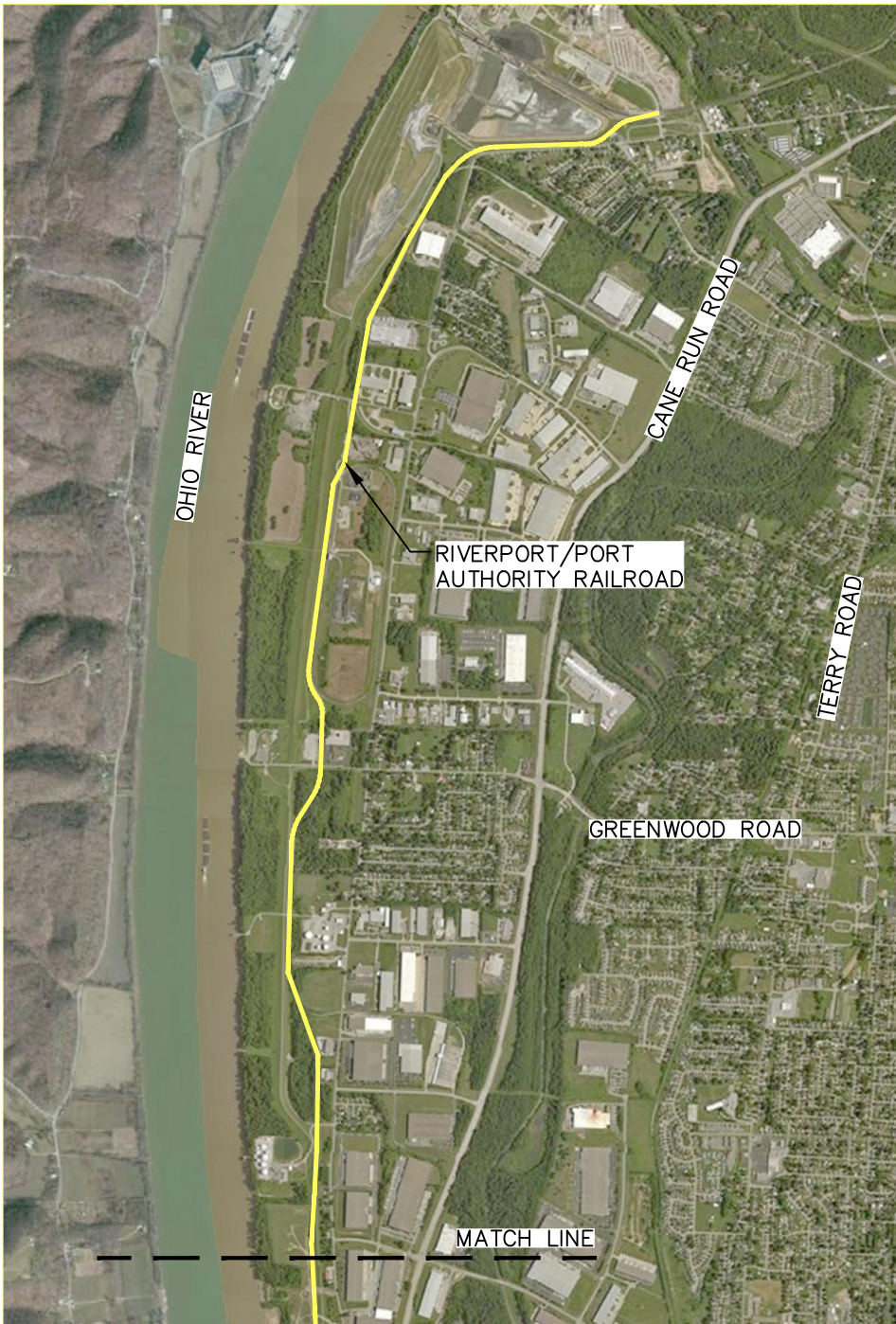
A handwritten signature in black ink, appearing to read "Micah N. M°Cray".

Micah N. M°Cray
General Manager
Associated Railroad Contractors, Inc.
Phone: (502) 966-9781
FAX: (502) 966-4063
Cell: (502) 649-1173
micah@associatedrailroad.com

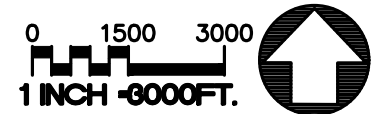
Louisville-Jefferson County Riverport 2018 Tie Rehabilitation Project Louisville, KY



Dates May Vary According to Date of Approvals and Award



Riverport Railroad Tie Replacement Project



1.1 SPECIFICATIONS FOR TIMBER CROSS TIES¹

NOTE: It is recommended for West Coast species that W.C.L.B. Grading Rules apply

1.1.1 MATERIAL

1.1.1.1 Kinds of Wood*

Before manufacturing ties, producers shall ascertain which of the following kinds of wood suitable for cross ties will be accepted:

Ashes	Elms	Larches	Poplars
Beech	Firs (true)	Locusts	Redwoods
Birches	Gums	Maples	Sassafras
Catalpas	Hackberries	Mulberries	Spruces
Cherries	Hemlocks	Oaks	Sycamores
Douglas fir	Hickories	Pines	Walnuts

Others will not be accepted unless specially ordered.

1.1.2 PHYSICAL REQUIREMENTS

1.1.2.1 General Quality

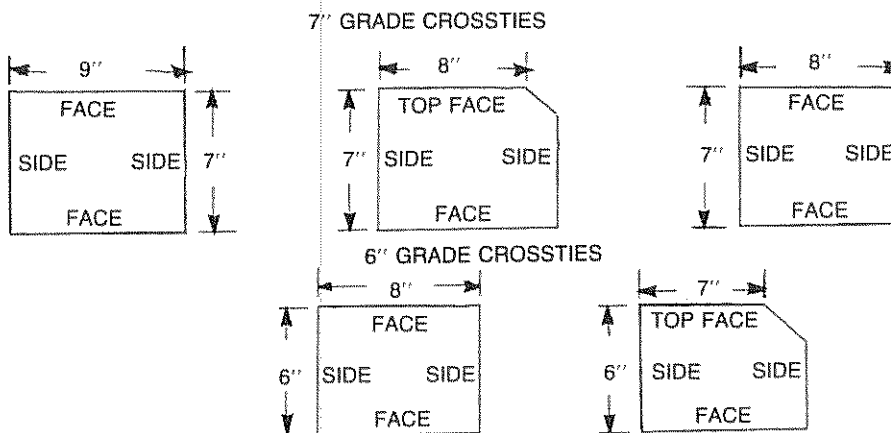
Except as hereinafter provided, all ties shall be free from any defects that may impair their strength or durability as cross ties, such as decay, large splits, large shakes, slanting grain, or large or numerous holes or knots.

1.1.2.2 Resistance to Wear

When so ordered, ties from needleleaved trees shall be of compact wood throughout the top fourth of the tie, where any inch of any radius from the pith shall have six or more rings of annual growth.

1.1.3 DESIGN

Size Categories for 7" & 6" Crossties
1" of Wane Allowed — 20% Square 7" x 8" Allowed



*Each railway will specify only the kind of wood it desires to use.

¹References, Vol. 5, 1904, pp. 72, 120; Vol. 6, 1905, pp. 763, 775; Vol. 7, 1906, pp. 34, 65; Vol. 17, 1916, pp. 243, 840; Vol. 22, 1921, pp. 328, 1003; Vol. 27, 1926, pp. 690, 1387; Vol. 35, 1934, pp. 780, 1160; Vol. 53, 1952, pp. 336, 1119; Vol. 54, 1953, pp. 626, 1394; Vol. 55, 1954, pp. 470, 1074; Vol. 62, 1961, pp. 408, 919; Vol. 85, 1984, p. 7; Vol. 88, 1987, pp. 55; Vol. 94, pp. 61.

'DESIGN OF CUT TRACK SPIKE
(1963)
(Reapproved without change 1962)

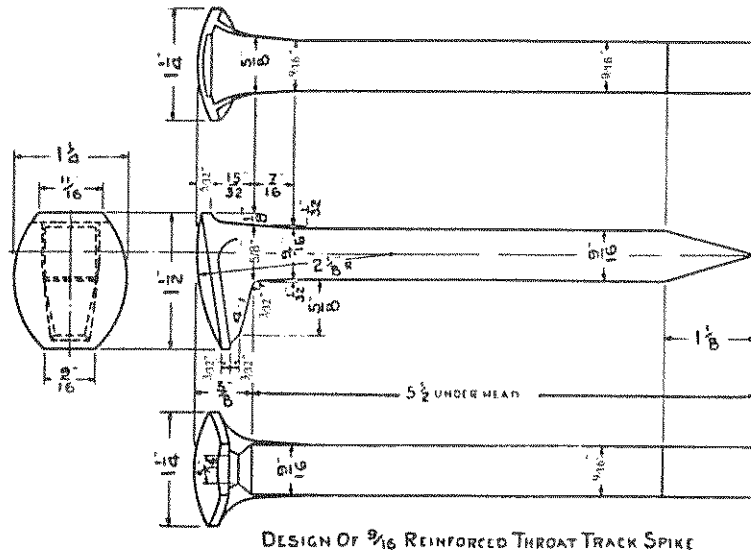
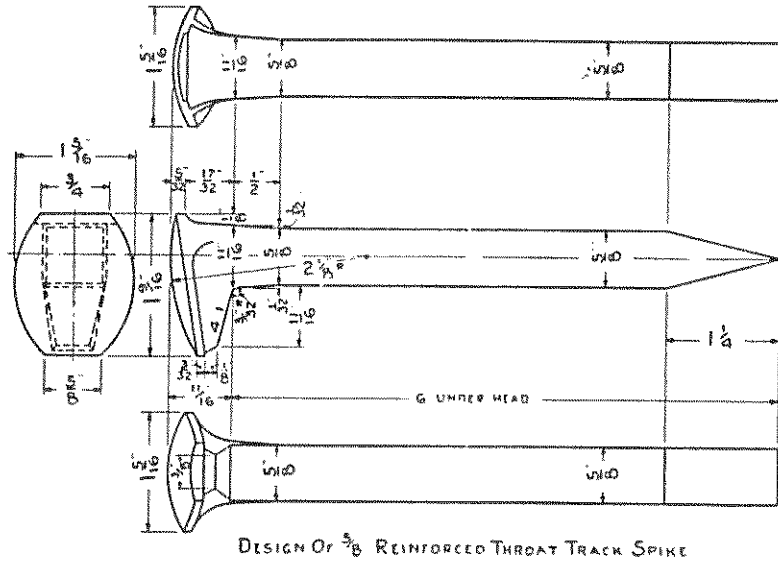


Fig. 2.

¹References, Vol. 22, 1921, pp. 653, 972; Vol. 35, 1934, pp. 925, 1118; Vol. 38, 1937, pp. 511, 713; Vol. 49, 1948, pp. 325, 639; Vol. 54, 1953, pp. 972, 1398; Vol. 63, 1962, pp. 487, 753.

(1963)

2512

SPIKING REQUIREMENTS											
TRACK ALIGNMENT		MAIN TRACKS AND SIDINGS						SIDE YARD AND INDUSTRY TRACKS			
		MAXIMUM AUTHORIZED FREIGHT SPEED						MAXIMUM AUTHORIZED SPEED			
		UP TO 45 MPH		46 MPH TO 60 MPH		61 MPH AND HIGHER		UP TO 25 MPH		26 MPH AND HIGHER	
DEGREE FROM	DEGREE TO	SPIKES PER TIE PLATE	SPIKING PATTERN	SPIKES PER TIE PLATE	SPIKING PATTERN	SPIKES PER TIE PLATE	SPIKING PATTERN	SPIKES PER TIE PLATE	SPIKING PATTERN	SPIKES PER TIE PLATE	SPIKING PATTERN
TANGENT		2	A	3	B	4	C	2	A	2	A
0°-01'	1°-59'	3	B	4	C	4	C	2	A	2	A
2°-00'	3°-59'	4	C	4	C	4	C	3	B	3	B
4°-00'	5°-59'	4	C	4	C	4	C	4	C	4	C
6°-00'	11°-59'	5	D	5	D	5	D	4	C	4	C
12°-00'	12°-59'	5	D	5	D	5	D	4	C	4	C
13°-00'	AND UP	5	D	5	D	5	D	5	D	5	D

MAIN TRACK - A TRACK, OTHER THAN AN AUXILIARY TRACK, EXTENDING THROUGH YARDS AND BETWEEN STATIONS, UPON WHICH TRAINS ARE OPERATED IN CONFORMANCE WITH RULES OR SPECIAL INSTRUCTIONS.

SIDING - AN AUXILIARY TRACK DESIGNATED IN SPECIAL INSTRUCTIONS FOR THE MEETING OR PASSING OF TRAINS.

SIDE TRACK - AN AUXILIARY TRACK FOR PURPOSES OTHER THAN MEETING OR PASSING TRAINS.

THE SPIKING PATTERN ON CURVES WILL BEGIN AT THE TANGENT TO SPIRAL MARKER PLATE AND END AT SPIRAL TO TANGENT MARKER PLATE.

THE SPIKING PATTERN ON COMPOUND CURVES WILL BE BASED ON THE HIGHEST DEGREE OF CURVATURE IN THE CURVE AND WILL BE USED FOR THE ENTIRE CURVE.

SIX AXLE LOCOMOTIVES WITH CONVENTIONAL TRUCKS ARE RESTRICTED FROM OPERATING ON CURVES OVER 17°-00'.

SIX AXLE LOCOMOTIVES WITH RADIAL STEERING TRUCKS ARE RESTRICTED FROM OPERATING ON CURVES OVER 23°-00'.

SPIKING PATTERN "A"



SPIKING PATTERN "C"



SPIKING PATTERN "B"



SPIKING PATTERN "D"



POSITIVE RESTRAINT
RAIL FASTENERS
ALL TRACK ALIGNMENTS



- • TRACK SPIKE
- ⊕ • TIE PLATE SCREW



MAIN TRACK SPIKING PATTERNS
SIDE TRACK SPIKING PATTERNS

REVIEWED -
DIRECTOR,
ENGINEERING STANDARDS

APPROVED -
CHIEF ENGINEER
MAINTENANCE OF WAY

ISSUED: DECEMBER 27, 1996

REVISED: DECEMBER 15, 2000

Kentucky Riverport Profile

YEAR

Jan 1 - Dec 31, 2017

Riverport Authority Name	Louisville and Jefferson County Riverport	
Riverport Name	Louisville and Jefferson County Riverport	
River & Milepoint	Ohio River 618	
Physical Address	6900 Riverport Drive	
Mailing Address	P.O. Box 58010	
City, State, Zip Code	Louisville KY 40268	
Has FTZ Designation	yes	
#1 Contact Name & Title	Maria Bouvette - Interim President	
Email Address	Maria.Bouvette@jeffersonriverport.com	
Phone Number	502-935-6024	
#2 Contact Name & Title	Michelle Whitehouse	
Email Address	michelle.whitehouse@jeffersonriverport.com	
Phone Number	502-935-6024	
Operating expenses:	\$837,000	
Revenue earned:	\$1,150,000	
Freight services offered:	Truck to barge, barge to truck, rail to barg, barge to rail, barge to ground, truck to ground. Port and park are served by Paducah & Louisville, CSX, and NS rail lines. 30-ton general cargo dock can handle scrap, clamshell/bulk, steel coil, and containers.	

Local Public Planning Agency:	Louisville Metro	
Local Economic Development Agency:	Louisville Forward, Greater Louisville Inc.	
Truck Freight Tonnage:	Incoming:	0
	Outgoing:	174,000
	Total:	174000
Barge Freight Tonnage:	Incoming:	175,000
	Outgoing:	41000
	Total:	216000
Rail Freight Tonnage:	Incoming:	23,200
	Outgoing:	0
	Total:	23200
Ongoing KRI Grant Projects:	Grant Amount	Completion Month/Year
Type Project #1 Title in this Cell		
Project #2 Title		
Project #3 Title		
Project #4 Title		
Project #5 Title		

Facility Inventory Beginning January 1, 2017

Acres within Riverport boundary	2000	
Number of Warehouses	none in port area owned by Riverport	
Total Warehouse Capacity	Square Feet	0 owned by Riverport
Approximate Open Air Lay-Down Storage	Acres	100+
Length of RR track within Riverport	Miles	4.5
Length of RR track owned by Riverport	Miles	14
Number of Liquid Storage Tanks	0	
Total Liquid Storage Tank Capacity	0	
Number of Grain Bins	0	
Total Grain Bin Capacity	0	
Number of State Certified Truck Scales	1	
Barge Storage Capacity (Vicinity)	60	

Number of Docks	2
Dock Capability	Rail to barge and general cargo dock
Number, Type, and Capacity of Cranes	one 30-ton rail crane at general cargo dock
Does the Riverport have...	Beginning January 1, 2017
... a slackwater harbor?	No
... a dock crane?	Yes
... a mobile crane?	No
... a river access conveyor?	Yes
... a mobile conveyor?	Yes
... a locomotive?	Yes
... a railroad car mover?	Yes
... rail served warehousing?	No
... ability to transfer material across modes?	Port has ability to transfer across most modes including rail, truck,

Capital / Maintenance Improvements ANTICIPATED / NEEDED in next 20 years

Project Description, Notes, Scope, Etc.	Facilities/Equipment Impacted	Impact on Jobs	Status	Timeline	Projected Cost
Ongoing rail and crossing repairs	Rail line	Jobs will be lost if current tennant needs are not satisfied	Ongoing assessment	Annually	TBD
Fertilizer Distribution Facility - 30,000 SF facility receiving bulk by barge transferred to truck and rail.	Rail upgrades and new facility	Employment increase with addition of business.	Design Phase	Fall 2019	4 million
Steel Distributor	Construction of a new facility for distribution	New employer and increased business for existing and new facilities.	Still in discussions with prospect	Spring 2019	TBD
Food/Grain Warehouse	Construction of a new facility for distribution	New employer and increased business for existing and new facilities.	Under Construction	Winter 2018	TBD

