



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 1: PROJECT OVERVIEW

RAILROAD NAME	APPLICATION YEAR
Kentucky Railway Museum Inc	2024

PROJECT TITLE

Railroad Defective Tie Replacement

PROJECT LOCATION *(Specify rail mileposts, FRA crossing numbers, and counties.)*

KRM track between MP 32.3 and MP 50.1, Nelson and LaRue Counties, FRA Crossing Number are not applicable as crossings are not involved in the tie replacements

TOTAL PROJECT COST	KSLIP FUNDING REQUESTED	APPLICANT MATCH	APPLICANT MATCH % <i>(50% Minimum)</i>
\$ 50,000	\$ 25,000	\$ 25,000	50 %

Will the proposed project be matching awarded federal funds? NO YES

Does applicant plan to use their own manpower, equipment, or materials on the project (Force Account) or competitively bid out all work related to the project? Bid Out

DESCRIPTION OF PROPOSED PROJECT *(Provide a brief project description and the proposed work to be completed. Text is limited to the space provided below.)*

Project will be the replacement of old, worn and defective ties at selected locations within the 17 plus miles of KRM track.

DESCRIPTION OF PUBLIC BENEFIT OF PROPOSED PROJECT *(Text is limited to the space provided below.)*

KRM is primarily a tourist excursion railroad and sees over 20,000 visitors annually who ride on KRM preserved trains and track. These visitors and the accompanying fees contribute to the economic revenue and tourism in the County and State

DESCRIPTION OF CRITICALITY OF PROPOSED PROJECT TO PRESERVING AND ENHANCING EXISTING RAIL LINES AND CORRIDORS *(Text is limited to the space provided below.)*

Railroad ties have an active and useful life span of from 20 to 25 years while in service carrying rail cars and passengers. KRM 17 plus miles of track has approximately 55,000 ties on its main line, sidings and yard tracks. There are 22 ties in a 40' length of track and when 7 or more ties become defective and are non supporting of the rail and trains they must be replaced per Federal regulations. A periodic tie replacement program is mandated and if ties are not replaced the railroad could be shut down by the Federal Railway Administration.

DESCRIPTION OF IMPACT OF PROPOSED PROJECT ON RETAINING EXISITING RAIL SERVED INDUSTRIES OR ATTRACTING NEW RAIL SERVED INDUSTRIES *(Text is limited to the space provided below.)*

In addition to the 20,000 plus paying passengers annually, KRM also provide storage of empty railcars for other railroads and industries to the tune of approximately 350 at any given time. If, because of defective ties the railroad were to be shut down by the FRA the revenue from rail excursions and car storage would be lost and KRM could potentially be closed down, In this event it would be a major economic loss for the communities, counties and State.



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 1: PROJECT OVERVIEW (CONTINUED)

DESCRIPTION OF HOW PROPOSED PROJECT WILL PRESERVE AND MODERNIZE KENTUCKY'S RAIL SYSTEM *(Text is limited to the space provided below.)*

The replacement of defective ties will allow the railroad to continue operations and provide needed jobs, community economic income and revenue to Counties and State. Without the tie replacement the preservation of the railroad and all of its functions would be lost. The 17 miles of railroad are historically important as it is part of the historic section of the L&N railroad between Lebanon Junction and Eastern Kentucky that originally began operation in 1850.

DESCRIPTION OF PROPOSED PROJECT READINESS OR HOW SOON AFTER AWARD CAN CONSTRUCTION BEGIN AND HOW LONG WILL THE PROJECT TAKE TO COMPLETE *(Text is limited to the space provided below.)*

Once grant is approved and a contractor is selected the project could begin.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL	
Greg Mathews, Executive Director and President, KRM	502-549-5470	executivedirector@kyrail.com	
MAILING ADDRESS	CITY	STATE	ZIP
PO Box 240, 136 S Main Street	New Haven	KY	40051

If awarded, will signatory be different from the Primary Contact? NO YES *(Provide signatory information.)*

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL	
Greg Mathews, Executive Director and President KRM	502-549-5470	executivedirector@kyrail.com	
MAILING ADDRESS	CITY	STATE	ZIP
PO Box 240, 136 S Main Street	New Haven	KY	40051

If awarded, will Project Manager be different from the Primary Contact? NO YES *(Provide information.)*

PROJECT MANAGER NAME & TITLE	PHONE	EMAIL

SECTION 3: PERMITS AND APPROVALS

A. Have consultations with state or federal agencies (US Army Corps of Engineers, US Coast Guard, US Fish and Wildlife Service, Kentucky Division of Water, Kentucky Heritage Council, or others) determined the need for permits?
 Not Applicable

B. Have all required permits been obtained? Not Applicable

C. Will the proposed project have ANY impacts on a public road (City, County, State, US)? NO YES

D. Have all necessary roadway authorities been notified about the proposed project? YES NO N/A



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 4: SUBMISSION CHECKLIST (See KSLIP Guidance Document, Section VI, for details.)

- Kentucky Railroad Crossing Improvement Application (TC 59-114)
- Statement of Work
- Scope of Work
- Project Schedule/Timeline
- Detailed engineering assessment report (as applicable)
- Aerial Photographs and photographic documentation of crossing location and condition
- Plans, schematics, details, drawings of the proposed project (as applicable)
- For equipment purchases, a price quote on letterhead from vendor OR for construction projects, a detailed estimate for the project
- Road authority consultation letters (as applicable)
- Public Interest Finding (as applicable)
- Required Annual Affidavit for Bidders, Offerors and Contractors from applicant.

SECTION 5: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE CERTIFICATION

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted the TC 59-102 Kentucky Railroad Annual Report in compliance with the provisions of 603 KAR 7:090 at the time of this application to be considered an eligible applicant. If it is determined I am not an eligible applicant at the time of this submission, I agree that this application shall be immediately rejected without consideration and returned to me without review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Greg Mathews, Executive Director and President KRM	<i>Greg Mathews</i>	8/30/2024

SECTION 9: APPLICANT CERTIFICATION

I have read the Kentucky Short Line Infrastructure Preservation Projects guidance document, and I understand and agree to abide by 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 AND TITLE	SIGNATURE	DATE
Greg Mathews, Executive Director and President KRM	<i>Greg Mathews</i>	8/30/2024

Submission Directions: Applicants must combine their completed application and all required attachments into a single PDF and submit it electronically via email to address provided in call for projects. It is the responsibility of the applicant to ensure delivery of the emailed submission.

KSLIP Application KRM August 2024

Required documentation addendum:

Statement of work:

The tie replacement project at the Kentucky Railway Museum Inc. is being done to remain in compliance with Federal Railway Administration Regulations governing safety areas of railroad infrastructure functioning and to keep KRM in compliance with safety and operating regulations and keep the Class 3 railroad in operating condition. Without replacing worn, degraded and nonfunctional supporting ties the railroad cannot continue operation and will not be preserved as an operational entity. KRM is a major economic revenue provider through its providing of tourist activities of rail excursions and multiple events for the public and for railcar storage of empty and idle cars for other railroads and businesses. The positive economic impact to the City of New Haven, Nelson and LaRue counties and the State is considerable since the railroad established its home in New Haven in 1990 and began operation on former L&N/CSXT track. Railroad cross ties which support the rails have in general a maximum life span of approximately 20 to 25 years in normal service. The life span of ties on KRM tracks is slightly longer due to KRM not conducting high speed and heavy tonnage loads over its track. KRM's 17 plus miles of track has approximately 55,000 ties. Periodic replacement of ties is a necessity as well as a required FRA safety regulation.

Scope of work:

KRM will contract with an approved State contractor to replace defective ties at selected locations along KRM tracks between bridges 5 and 6 as shown in attached maps denoting the mileposts. This location has not had a tie replacement done of defective ties in several years. A contractor utilizing tie removal equipment (backhoe with specialized bucket, various hand tools and hydraulic/air equipment etc.) will remove the defective tie and insert a replacement tie in the hole where the defective tie was removed. Once replacement ties have been installed and fixed in place a ballast regulator and tamper will be utilized to adjust and finalize the installations and bring the track into compliance with FRA regulations and compliance with track specifications. It is estimated that approximately 300 new ties will be required to replace the defective ties at critical locations such as under each rail joint and where more than three ties in row are defective. In a 40' length of track there are 22 ties, and no more than three ties in a row or more than 7 ties in 40' can be defective without being replaced with new ties.

Project Schedule/Timeline:

Once a grant has been authorized, advertised and qualified contractors have submitted bids, and a contractor has been selected and approved, and a contract signed with approval to proceed from the State, the project could begin. The

availability of materials, ties, tie plates, spikes and schedule of contractor will determine start date. Based on previous tie replacement work by contractors it is estimated the time to replace 300 ties would take approximately one week to complete after mobilization and delivery of ties and other materials. See attached chart.

Detailed Estimate for the Project:

The project costs are estimated at: \$150.00 per installed tie, (includes cost per tie, labor and equipment costs), mobilization and delivery of materials, \$5,000, for total estimated project cost of \$50,000.

KSLIP 2024 - KRM TIMELINE OF PROJECT *

DAY # 1 CONTRACTOR APPROVED, NOTIFIED AND CONTRACT SIGNED

30 DAYS AFTER: CONTRACTOR PROVIDES NOTICE THAT TIES AND MATERIALS ARE AVAILABLE

1 WEEK - 2 WEEKS MOBILIZATION STARTS TIES AND MATERIALS ARE DELIVERED AND STAGED ALONG TRACK

WEEK 3 WORK BEGINS

WEEK 4-5 WORK COMPLETED AND INSPECTED

WEEK 6 STATE NOTIFIED AND INVOICES PREPARED

* TIME SCHEDULE CONTINGENT UPON AVAILABILITY OF MATERIALS AND WEATHER AS WELL AS KRM TRAIN EVENTS SCHEDULES

WOULD ESTIMATE WITH ALL KSLIP REQUIREMENTS, MOA, REQUESTS FOR PROPOSALS, REVIEWS, SELECTION OF CONTRACTOR, STATE APPROVAL AND PERMISSION TO PROCEED, THE ACTUAL PROJECT START WOULD BE AFTER DECEMBER 2024.



**Required Affidavit for Bidders, Offerors
and Contractors
(KRS 45A.110 & 45A.115)**

Affidavit Effective for One (1) Year from Date of Execution

Instructions: Pursuant to [KRS 45A.110](#) and [45A.115](#), a bidder, offeror, or contractor ("Contractor") is required to submit a Required Affidavit for Bidders, Offerors, and Contractors to be awarded a contract, or for the renewal of a contract. An authorized representative of the contracting party must complete the attestation below, have the attestation notarized, and return the completed affidavit to the Commonwealth.

Attestation

As a duly authorized representative for the Contractor, I swear and affirm under penalty of perjury, that that the Contractor has not knowingly violated campaign finance laws of the Commonwealth of Kentucky and that the award of a contract will not violate any provision of the campaign finance laws of the Commonwealth. For purposes of this attestation, "Knowingly" means that the bidder or offeror is aware or should have been aware of the existence of a violation. The bidder or offer understands that the Commonwealth retains the right to request an updated affidavit at any time.

Greg Mathews
Signature

GREG MATHEWS
Printed Name

EXECUTIVE DIRECTOR
Title

AUG. 27, 2024
Date

Bidder or Offeror Name: GREG MATHEWS

Address: P.O. Box 240, 136 S. MAIN STREET
NEW HAVEN, KY 40051

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 27 day of August, 2024.

State of: Kentucky

Notary: Christopher Kyle Bryan KYNP23315

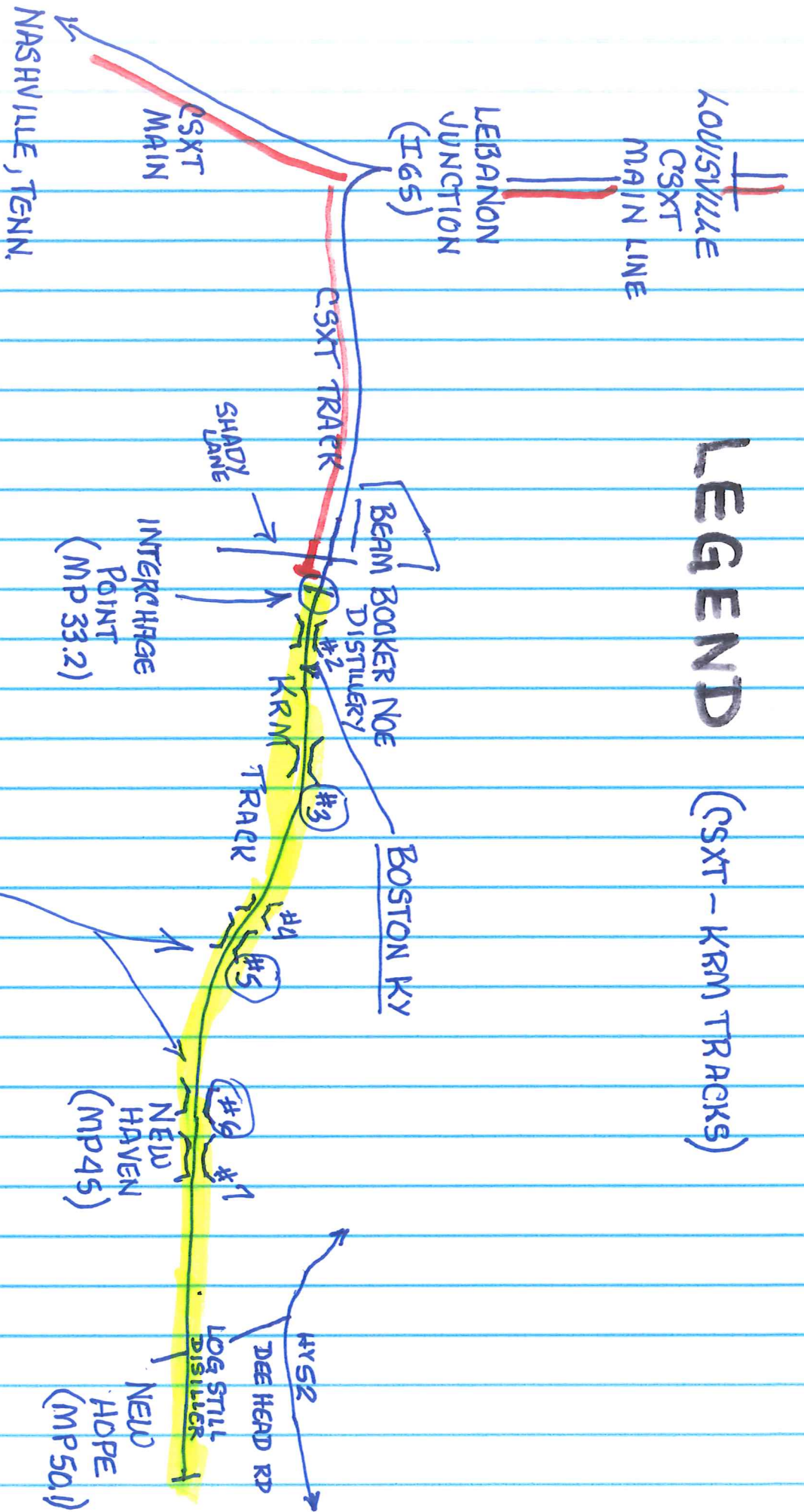
County of: Nelson

My Commission Expires: 2-8-2025

CHRISTOPHER KYLE BRYAN
NOTARY PUBLIC
STATE AT LARGE
KENTUCKY
ID# KYNP23315
MY COMMISSION EXPIRES FEBRUARY 8, 2025

LEGEND

(CSXT - KRM TRACKS)



PRIMARY AREA
TO BE WORKED
WITH THE REPLACEMENT
IS BETWEEN BRIDGES
AND BRIDGE 6

CSXT - KRM Track

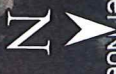
Write a description for your map.



- Legend**
- Feature 1
 - Pilot Travel Center

Google Earth

Image © 2024 Airbus



1 mi

KRM Track - MP 33.2

Write a description for your map.

Jim Beam Booker Noe Plant

- Legend**
- Feature 1
 - Pilot Travel Center

61

62

733

733

Boston

Dollar General

Google Earth

Image © 2024, Airbus

1 mi



MP35 - MP37

Write a description for your map.

Boston

733

62

52

John C. Williams WMA

Beech Fork

Our Lady of Mount Carmel Church Latin

Legend

Google Earth

Image © 2024 Airbus

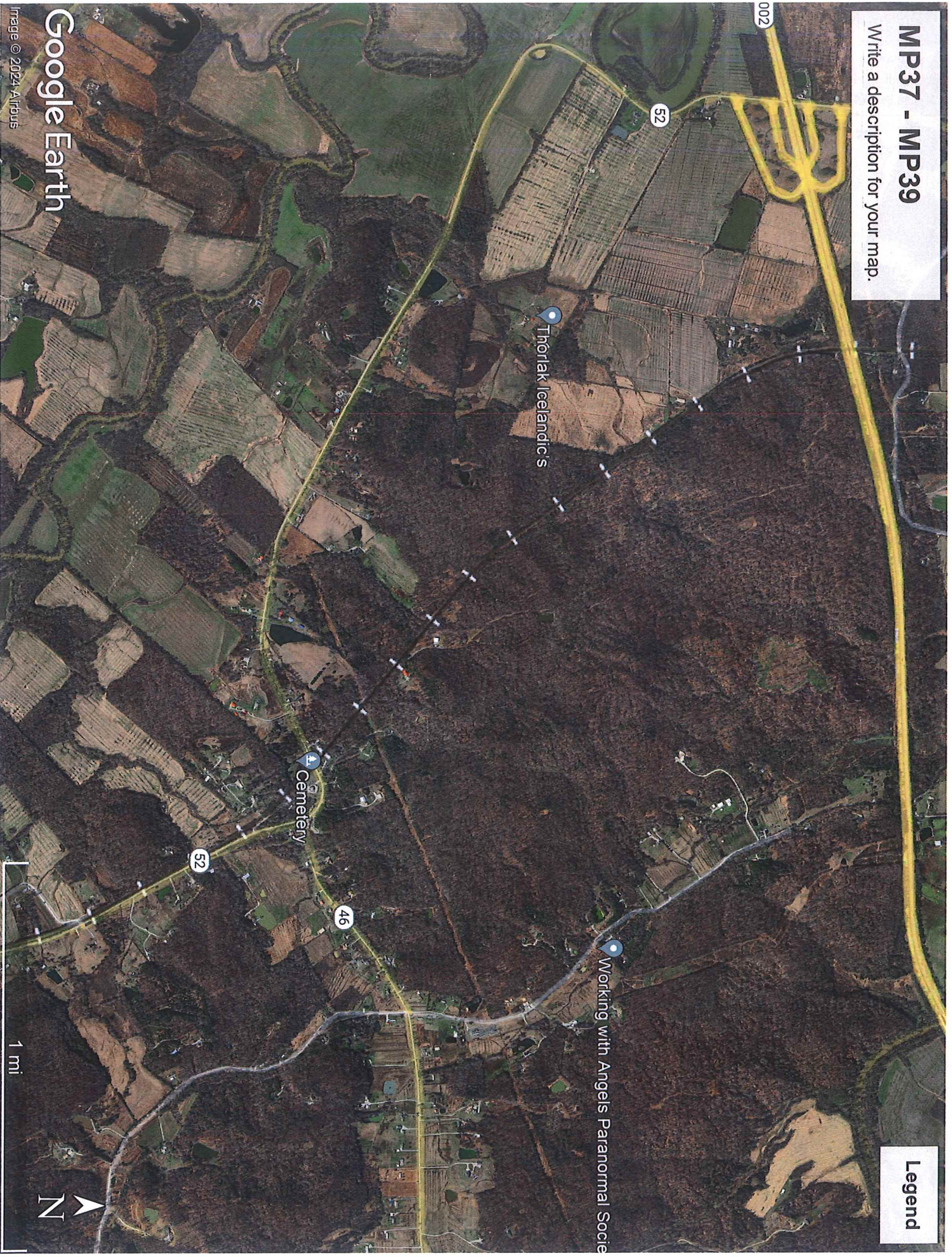
1 mi



MP37 - MP39

Write a description for your map.

Legend



Google Earth

Image © 2024 Airbus

MP39.3 - MP41.7

Write a description for your map.

Legend



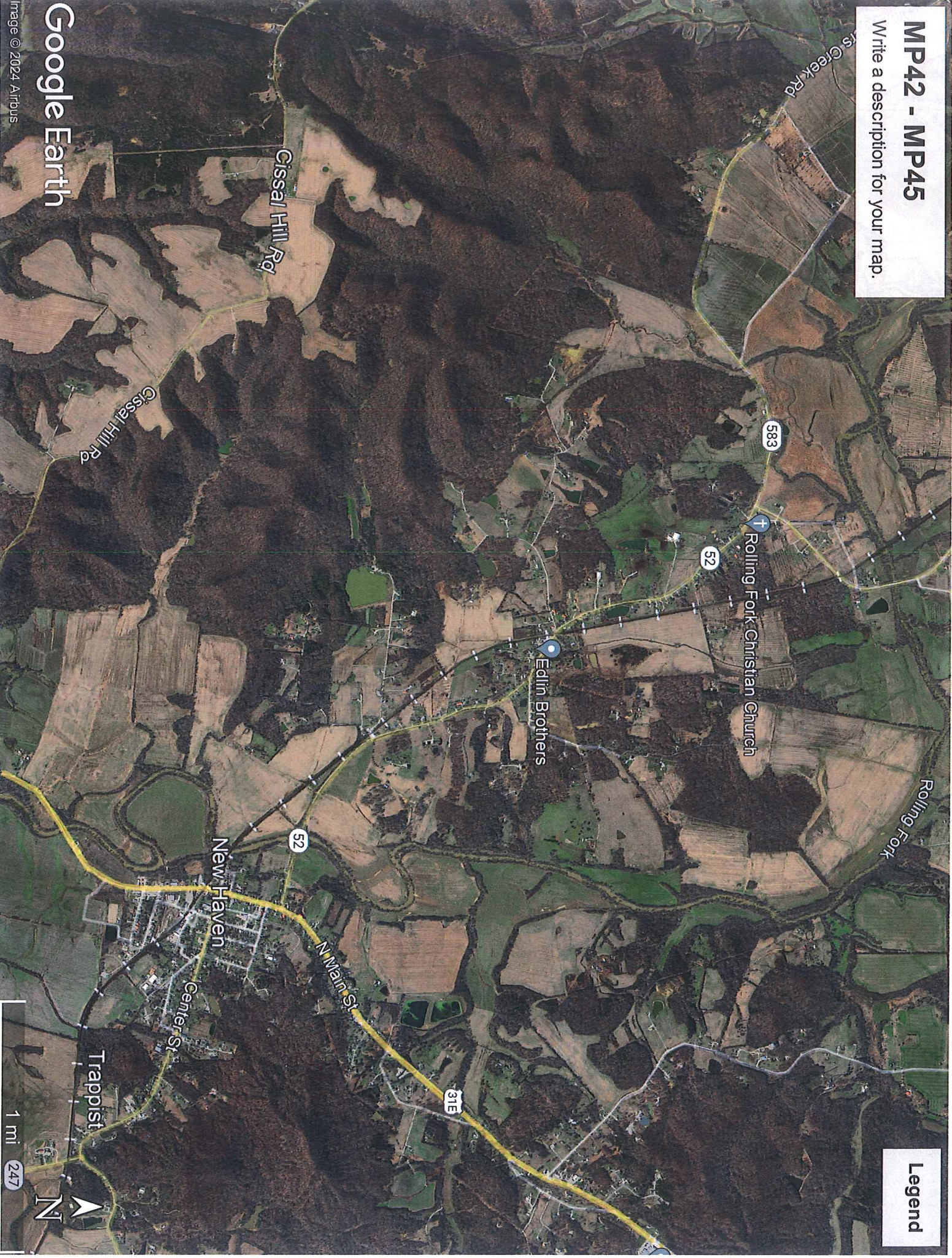
Google Earth

Image © 2024 Airbus

MP42 - MP45

Write a description for your map.

Legend

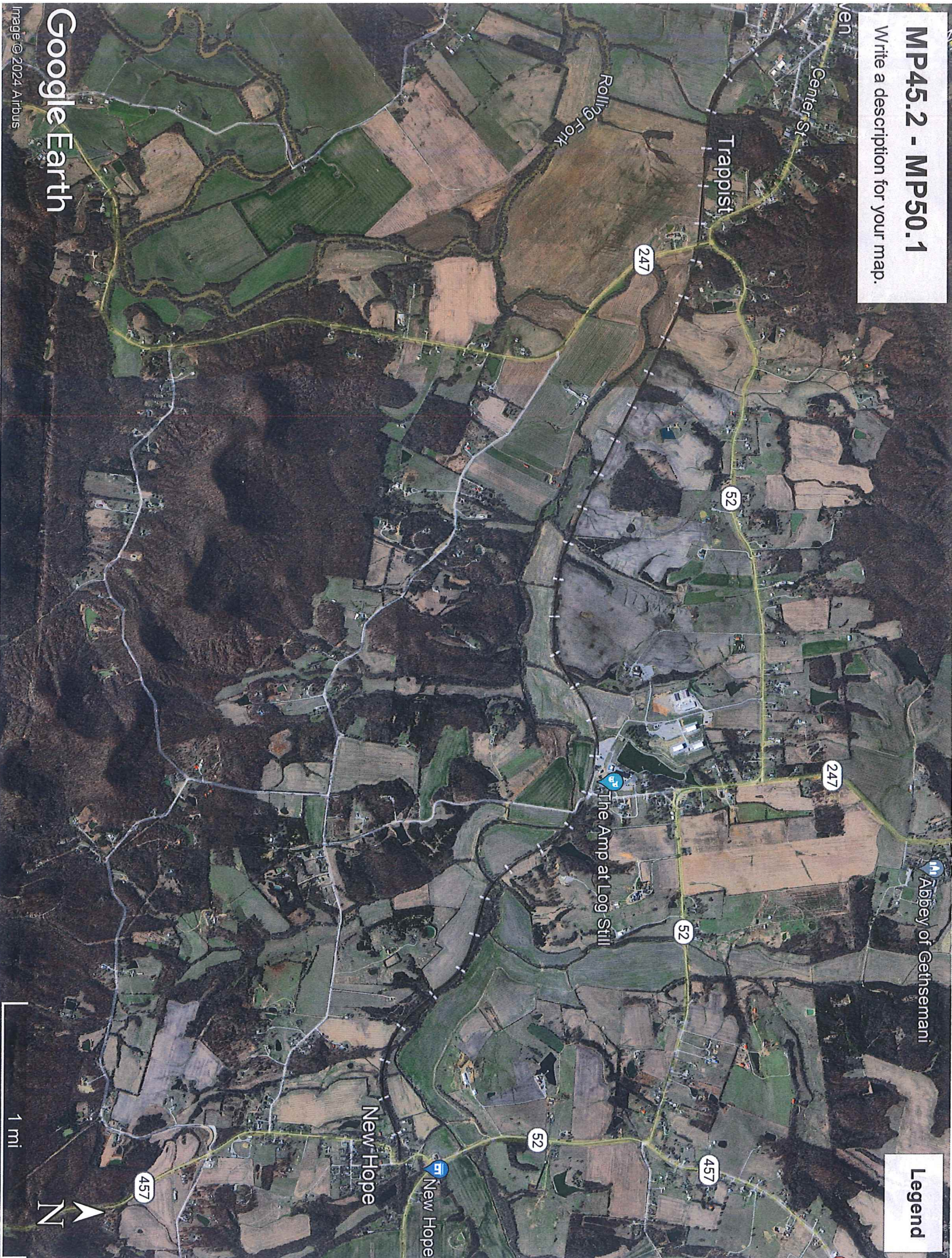


Google Earth

Image © 2024 Airbus

MP45.2 - MP50.1

Write a description for your map.



Legend

Google Earth

Image © 2024 Airbus

1 mi