



**FY 2025 KENTUCKY SHORT
LINE INFRASTRUCTURE
PRESERVATION GRANT**

**TENNKEN
KENTUCKY RAIL
REPLACEMENT
PROJECT**

SUBMITTED TO THE KENTUCKY TRANSPORTATION CABINET

TENNKEN RAILROAD COMPANY, INC.

AUGUST 2024



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I. SUMMARY

The Tennken Railroad is seeking a Kentucky Short Line Infrastructure Preservation (KSLIP) grant of \$500,100 to further the rehabilitation efforts currently underway along the entire Tennken line. The funds will directly improve the 11-mile main line of the Tennken in Kentucky that serves industries in Fulton County (KY-1). The Tennken was awarded a Federal Railroad Administration grant under the CRISI program and expects to begin the construction phase in Q1 2025.

II. STATEMENT OF WORK

BACKGROUND

The Tennken Railroad is a 52-mile-long short line railroad originating in Dyersburg, TN and extending to Hickman, KY. In total, the Tennken operates 11 miles of track in Kentucky and provides shippers with access to the Canadian National Railroad.



The Tennken Railroad began operations in 1983 through a partnership with local representatives in Fulton County who recognized the importance of preserving rail access while faced with the abandonment of the line by the prior operator. That partnership still stands today and has kept service viable for over 40 years. However, the line is still considered revenue inadequate as the traffic volumes, while essential for the industries the Tennken serves, are unable to pay for the needed maintenance and upgrades to the line.

In 2022, the Tennken applied for, and was awarded, a grant from the Federal Railroad Administration under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) funding opportunity. The award funds a \$11,000,000 rehabilitation project and will impact 31 miles of track in Tennessee in addition to the 11 miles in Kentucky. For the portion in Tennessee, the Tennessee Department of Transportation has provided \$2.9 million in non-federal funding. This



allowed for the project to target a Class II track standard in Tennessee. However, the Kentucky funding was limited to the Tennken's ability to provide matching funds. The Tennken is committed to

investing \$328,100 to match the Federal contribution of \$1,237,900 for track improvements in Kentucky. The planned improvements will improve the track from Excepted to Class I.

OBJECTIVE

2022 CRISI PROJECT PLANNED IMPROVEMENTS

The planned improvements will build additional rail capacity and improve safety along the TKEN from Lennox, Tennessee (MP 10.0) to Hickman, Kentucky (MP 52.6) by making significant track improvements on the TKEN mainline. Upon the rehabilitation of 42.6 miles of mainline track, the TKEN will be able to accommodate an increase in tonnage and demand along the line.

The Project currently plans to complete the following objectives:

- A. Replace five (5) miles of rail
- B. Replace 53,600 ties
- C. Surface 42.6 miles of track

The below items are the items specifically planned for the Kentucky section of the track to reach a Class I track standard:

- A. 11,000 Grade 3 Crossties
- B. 4,400 Tons of Ballast
- C. 59,000 Track Feet (11 miles) of resurfacing and tamping

KSLIP ADDITIONAL IMPROVEMENTS

The additional funding received from the KSLIP grant will allow the Tennken to add to the planned scope and replace approximately 1.5 miles of worn and undersized rail that was not previously possible in the initial CRISI scope due to budget constraints. The Tennken has three miles of 70lb rail remaining after several self-funded replacement projects over the past few years. This rail is over 100 years old and is well past its useful life. 70lb rail is seen as severely undersized for modern day shipping requirements and has a major impact on the Tennken's ability to carry heavier loaded cars and larger train consists due to the risk of a rail failure.

The KSLIP funding will aim to replace approximately 1.5 miles of undersized and worn rail with rail weighing 100lbs or higher.

Adding the funding from a KLSIP award will capture on the efficiencies of a project already in progress, allowing a greater amount of work to be accomplished.

OUTCOME

With the addition of the KSLIP funding, the Tennken CRISI project will eliminate at least half of the remaining undersized rail and replace it with rail sufficient for modern and future shipping weights.

Industries served by the Tennken will see improved transit times and be able to ship at standard loading weights such as 286k GVW (Gross Volume Weight). Additionally, the Tennken will be able to put future funds into more track improvements that would have otherwise gone to emergency track repairs or derailment costs due to the inadequate rail.

The Tennken is also committed to economic growth in this region. These enhancements will allow rail served sites in Fulton County to become more attractive and marketable. Additionally, the improvements to the track align with the Tennken's strategic goal of fostering connectivity to the Port of Hickman, enabling a multimodal shipping solution in the region.

APPLICANT ELIGIBILITY

The Tennken Railroad meets all of the criteria to be considered an eligible applicant under section II of the FY 2025 KSLIP Project Guidance and Specifications, including:

- A. Railroad company classified as a Class III carrier by the federal Surface Transportation Board, and;
- B. Having completed the Annual Report and Railroad Routes requirements as outlined in 603 KAR 7:090 Section 2 and Section 3 through the submission of a completed Kentucky Railroad Annual Report (TC 59-102).

PROJECT ELIGIBILITY

The FY 2025 KSLIP Project Guidance and Specifications outlines eligible use of funds in section III.(2). This section allows for applicants that have been awarded federal grants to use KSLIP funds to offset part of their required local match if the agreement with the federal agency has been executed and the project is ready to begin construction.

The Tennken is the recipient of a 2022 Federal Railroad Administration CRISI grant which will rehabilitate the same sections of the main line that this KSLIP application aims to address.

However, the Tennken is committed to maximizing its budget to perform as much rehabilitation as possible. To that end, this KSLIP application is not asking to offset the Tennken's planned CRISI match, but to further add funds to the project to accomplish a larger scope of work in Kentucky.

FINANCIAL COMMITMENTS

In order to be eligible for the KSLIP award, a minimum match of 50% is required. The financial commitment to match the \$500,100 includes three parties, highlighting the importance of these improvements to multiple stakeholders.

The Tennken's commitment under the Kentucky portion of the 2022 CRISI grant represents \$328,100, or 32.8% of the KSLIP funding match.

Hickman River City Development Corporation (HRCDC) is the owner of the right-of-way and leases the property to the Tennken as the operator. HRCDC is committed to the rehabilitation of the Tennken and is providing \$86,000, or 8.6% in additional funding if the KSLIP application is successful.

In recognition of the importance of adequate rail service for future industrial development in the region, the Fulton-Hickman Economic Development Partnership is intending to provide \$86,000, or 8.6% of additional funds. As with the funding from HRCDC, these funds are contingent upon a successful KSLIP award.

The commitments by HRCDC and the Fulton-Hickman Economic Development Partnership are included in Appendix A of this application.

III. SCOPE OF WORK

As this application plans to expand upon work already planned, there are two scopes of work to highlight. Table 1 below outlines the work planned in Kentucky under the existing FRA CRISI grant. This scope of work will be accomplished with funding from the FRA and the local match from the Tennken that is used for this KSLIP application.

SCOPE OF WORK - FRA CRISI GRANT								
LINE	Milepost	Length T.Ft	Existing Rail Size	Rail w/ OTM L.Ft	Ties EA	Ballast Ton	Surface and (T.ft)	
TKEN	41.6							
TKEN	to				~11,000	~4,400	~59,000	
TKEN	52.6							
TOTAL					~11,000	~4,400	~59,000	

Table 1 - FRA CRISI Grant KY Scope of Work

This KSLIP grant and the additional funding associated with it aims to address the replacement of the rail, which was not in scope for the initial CRISI grant. The added scope from a KSLIP award would allow for the work in Table 2 to be completed.

SCOPE OF WORK - KSLIP GRANT							
LINE	Milepost	Length	Existing	Rail	Ties	Ballast	Surface and Tamping (T.ft)
		T.Ft	Rail Size	w/ OTM L.Ft	EA	Ton	
			90#				
TKEN	46.95						
TKEN	to	7,550	70#	15,100	-	-	
TKEN	48.4						
			90#				
TOTAL				15,100			

Table 2 - KSLIP Funded Scope of Work

IV. PROJECT SCHEDULE & TIMELINE

The KSLIP project would follow the same timeline as the overall CRISI project which includes work along the entire main line of the Tennken. While the KSLIP project planning objectives would be completed in conjunction with the CRISI planning, the construction phase of the KSLIP planned work would be finalized ahead of the entirety of the CRISI project.

Milestone	CRISI Schedule Date	KSLIP Funded Schedule
Project Management Plan Completion	October 31, 2024	October 31, 2024
Final Design Completion	January 31, 2025	January 31, 2025
Construction Substantial Completion	March 3, 2026	September 30, 2025

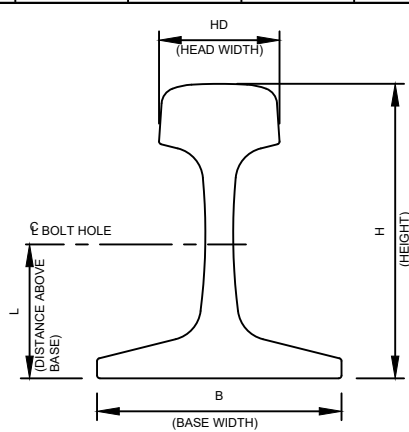
In further detail, the specific work associated with the KSLIP funded rail replacement is expected to occur following the below proposed project schedule:

Tasks and SubTasks	2024				2025												
	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Project Work Plan	█																
Submit First Draft PWP for Review	█																
Submit Schedule for Review	█																
Submit Budget for Review	█																
Finalize PWP with Budget and Schedule		█	█														
Final Design			█														
Final Design Plans and Specifications			█	█	█												
Material Procurement Specifications			█	█													
Final Construction Schedule				█	█												
Detailed Cost Estimate				█	█												
Stakeholder Review				█	█												
Complete Final Design					█												
Construction						█											
Bidding of Rail Material						█	█	█	█	█	█	█	█	█	█	█	█
Bidding of Construction Services						█	█	█	█	█	█	█	█	█	█	█	█
Material Delivery							█	█	█	█	█	█	█	█	█	█	█
Construction							█	█	█	█	█	█	█	█	█	█	█

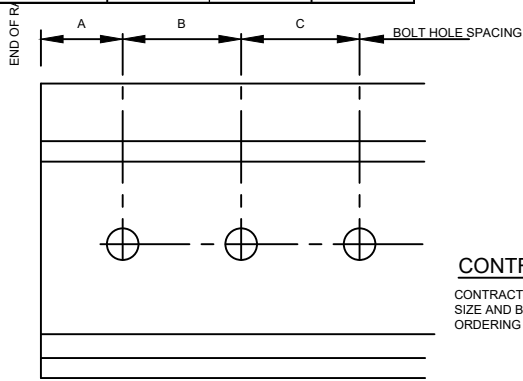
V. PROJECT PLANS & SCHEMATICS

The scope of work is in line with the Tennken management’s understanding of the highest needs for improvement. CSR Engineering, who is supporting Tennken’s CRISI project, has verified that the rail change out is essential to continued operations. CSR has already developed Project Work Plan documents which specify the needed changes. These documents are included below.

Rail Section	Mill Ident. No.	Height (H)	Base Width (B)	Head Width (H _d)	Diameter Bolt Hole (D)	Distance Above Base (L)	Bolt Hole Spacing At		
							A	B	C
140-LB RE		7 5/16"	6"	3"	1 1/4"	3"	3 1/2"	6"	6"
136-LB RE		7 5/16"	6"	2 15/16"	1 1/4"	3 3/32"	3 1/2"	6"	6"
133-LB RE		7 1/8"	6"	3"	1 1/8"	3"	3 1/2"	6"	6"
132-LB RE	13225	7 1/8"	6"	3"	1 1/4"	3 3/32"	3 1/2"	6"	6"
131-LB RE	13125	7 1/8"	6"	3"	1 1/4"	3 3/32"	2 7/16"	7"	6"
130-LB RE	13025	6 3/4"	6"	2 15/16"	1 1/4"	2 3/4"	2 7/16"	7"	6"
115-LB RE	11525	6 5/8"	5 1/2"	2 23/32"	1 1/8"	2 7/8"	3 1/2"	6"	6"
112-LB RE	11225	6 5/8"	5 1/2"	2 23/32"	1 1/8"	2 7/8"	2 7/16"	7"	6"
112-LB RE	11225	6 5/8"	5 1/2"	2 23/32"	1 1/8"	2 7/8"	2 1/2"	6 1/2"	
100-LB RB	10030	5 41/64"	5 9/64"	2 21/32"	1 3/16"	2 1/2"	2 7/16"	7 1/2"	
100-LB RB	10030	5 41/64"	5 9/64"	2 21/32"	1 3/16"	2 1/2"	2 13/32"	5"	
100-LB RE	10025	6"	5 3/8"	2 11/16"	1 1/8"	2 1/2"	2 7/16"	7"	6"
100-LB RA	10020	6"	5 1/2"	2 3/4"	1 1/8"	2 3/4"	2 7/16"	7 1/2"	
100-LB ASCE	10040	5 3/4"	5 3/4"	2 3/4"	1 1/4"	2 1/2"	1 15/16"	8"	
90-LB RB	9030	5 17/64"	4 49/64"	2 9/16"	1 1/8"	2 11/32"	2 7/16"	5"	
90-LB RA	9020	5 5/8"	5 1/8"	2 9/16"	1 1/8"	2 37/64"	2 11/16"	5 1/2"	
90-LB RA	9020	5 5/8"	5 1/8"	2 9/16"	1 1/8"	2 37/64"	2 11/16"	5 1/2"	5 1/2"
90-LB RA	9020	5 5/8"	5 1/8"	2 9/16"	1 1/8"	2 19/32"	2 5/8"	5 1/2"	
85-LB ASCE	8540	5 3/16"	5 3/16"	2 9/16"	1"	2 17/64"	2 7/16"	5"	
85-LB ASCE	8540	5 3/16"	5 3/16"	2 9/16"	1"	2 17/64"	2 7/16"	5"	5"
85-LB ASCE	8540	5 3/16"	5 3/16"	2 9/16"	1"	2 17/64"	1 15/16"	7"	
80-LB ASCE	8040	5"	5"	2 1/2"	1"	2 3/16"	1 15/16"	7"	
80-LB ASCE	8040	5"	5"	2 1/2"	1"	2 3/16"	2 7/16"	6"	



TYPICAL SECTION



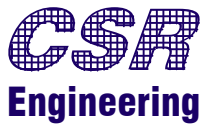
RAIL END DRILLING

CONTRACTOR'S NOTE
 CONTRACTOR SHALL VERIFY ACTUAL RAIL SIZE AND BOLT HOLE SPACING PRIOR TO ORDERING ANY MATERIAL



Sheet Title:
TYPICAL RAIL SECTIONS

TRACK IMPROVEMENTS FOR THE TENNKEN RAILROAD COMPANY, INC.



Revisions:	Job Number: 14-202
	Date: 06-24
	Designed By: DKH
	Drawn By: DKH
	Checked By: KCW

SPIKING PATTERN "A"



JOINT SPIKING PATTERN "A"



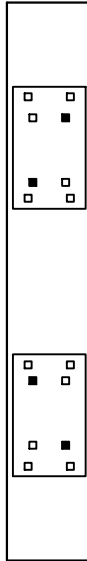
SPIKING PATTERN "B"



JOINT SPIKING PATTERN "B"



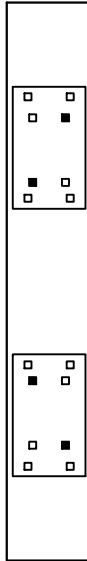
SPIKING PATTERN "C"



JOINT SPIKING PATTERN "C"



SPIKING PATTERN "D"



JOINT SPIKING PATTERN "D"

■ = TRACK SPIKE

MAIN TRACK - A TRACK, OTHER THAN 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 FOR OTHER THAN MEETING OR PASSING TRAINS.

TRACK TYPE, TRACK ALIGNMENT AND TRACK SPEED	SPIKES PER TIE PLATE	SPIKING PATTERN
MAIN TRACKS AND SIDINGS		
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED UP TO 45 MPH	2	A
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED GREATER THAN 45 MPH	3	B
CURVES 2 DEGREE AND OVER BUT LESS THAN 6 DEGREE	4	C
CURVES OVER 6 DEGREE	5	D
SIDE TRACKS - SPEEDS UP TO 25 MPH		
TANGENTS AND CURVES LESS THAN 6 DEGREE	2	A
CURVES 6 DEGREE AND OVER BUT LESS THAN 12 DEGREE	3	B
CURVES OVER 12 DEGREE	4	C
SIDE TRACKS - SPEEDS GREATER THAN 25 MPH		
TANGENTS AND CURVES LESS THAN 2 DEGREE	2	A
CURVES 2 DEGREE AND OVER BUT LESS THAN 4 DEGREE	3	B
CURVES OVER 4 DEGREE	4	C



Sheet Title:

SPIKING AT JOINTS

TRACK IMPROVEMENTS FOR THE
TENNKEN RAILROAD COMPANY, INC.

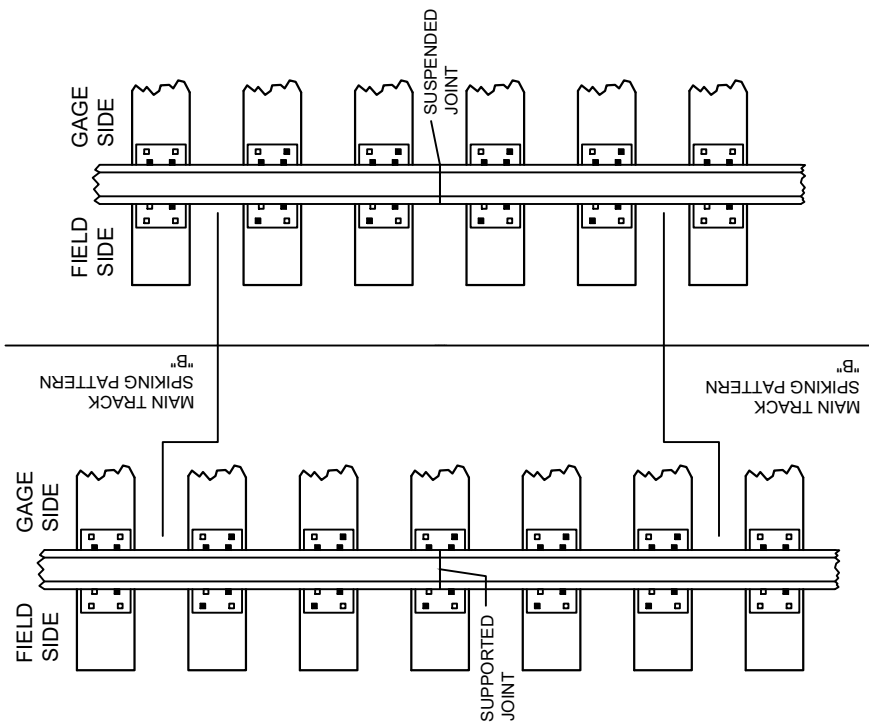


Revisions:

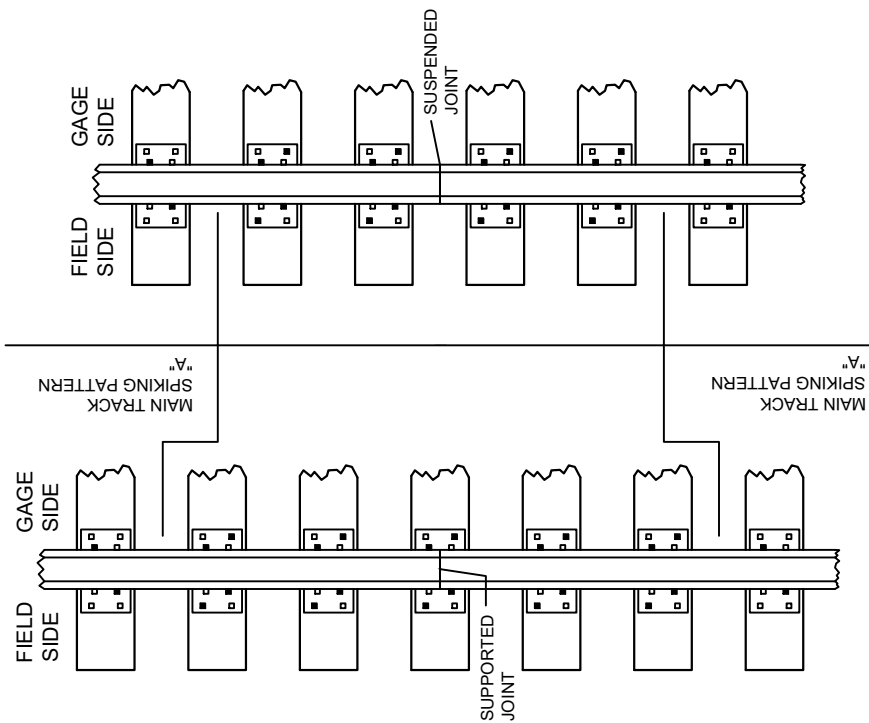
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	▲
	▲
	▲
	▲

Job Number:	14-202
Date:	11-22
Designed By:	DKH
Drawn By:	DKH
Checked By:	KCW

Sheet Number:



JOINT SPIKING PATTERN "B"



JOINT SPIKING PATTERN "A"

■ = TRACK SPIKE

JOINT SPIKING PATTERN "A" USED WITH MAIN TRACK SPIKING PATTERN "A"

JOINT SPIKING PATTERN "B" USED WITH MAIN TRACK SPIKING PATTERN "B", "C" AND "D"



Sheet Title:
SIDING AND MAINLINE SPIKING

TRACK IMPROVEMENTS FOR THE
TENNKEN RAILROAD COMPANY, INC.



Revisions:	▲	Job Number:	14-202
	▲	Date:	06-24
	▲	Designed By:	DKH
	▲	Drawn By:	DKH
	▲	Checked By:	KCW

VI. AERIAL PHOTOS

CSR has provided the below aerial photo to depict the work area in which the rail will be changed out. The location is in rural farmland and will not affect the nearby road crossings.



TENNKEN REVITALIZATION PROJECT
2024 KSLIP
FOR
TENNKEN RAILROAD
HICKMAN, TENNESSEE
FULTON COUNTY, KY

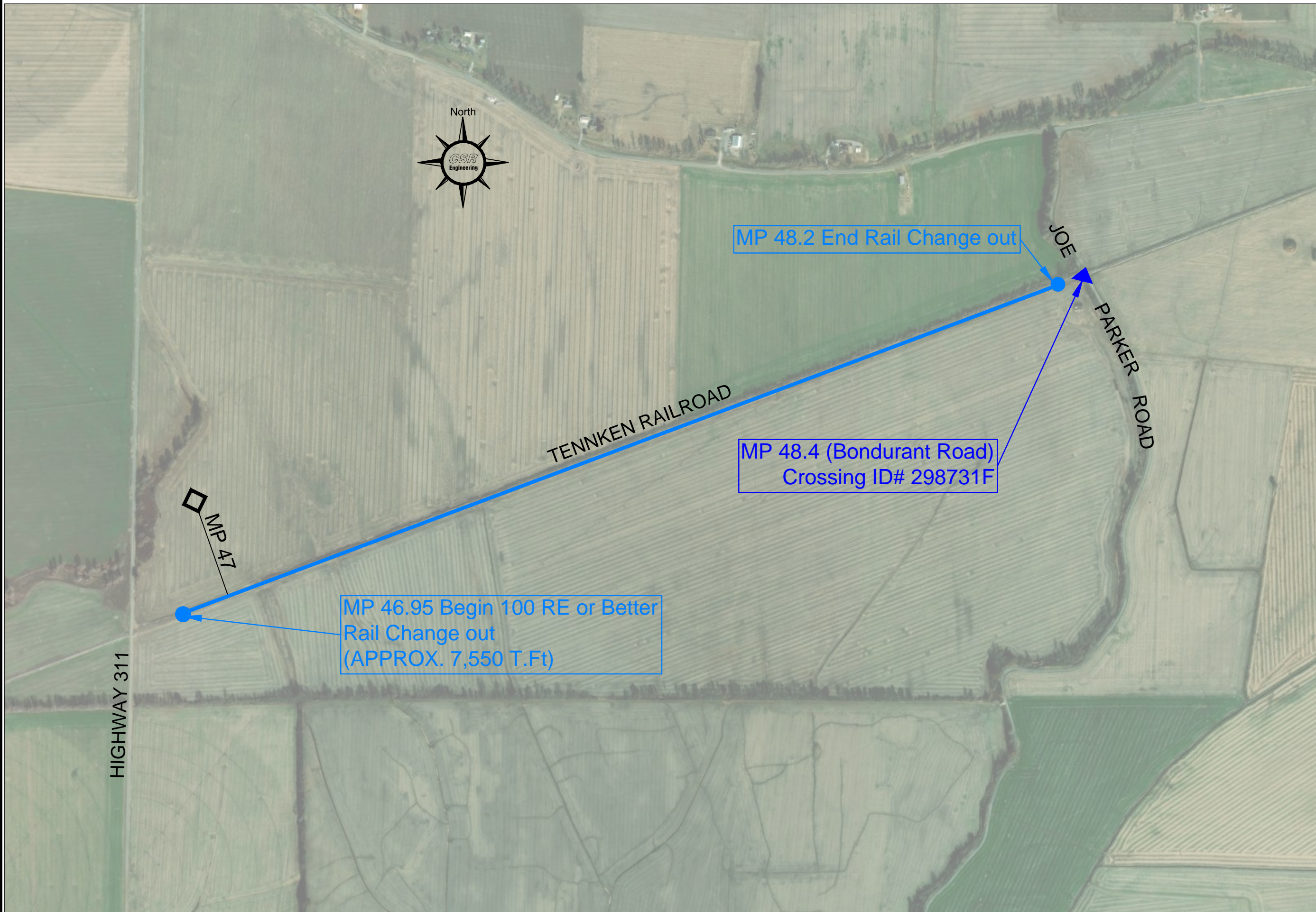
REVISIONS		NO.	DATE	BY	DESCRIPTION

DESIGNER: DKH
REVIEWER: KCW

PROJECT: 14-020

DATE: 8-29-24

SHEET: 1 of 1



MP 48.2 End Rail Change out

MP 48.4 (Bondurant Road)
Crossing ID# 298731F

MP 46.95 Begin 100 RE or Better
Rail Change out
(APPROX. 7,550 T.Ft)

MP 47

HIGHWAY 311



TENNKEN RAILROAD

JOE
PARKER ROAD



VII. DETAILED ESTIMATE

The project aims to leverage the ongoing CRISI work as much as possible to maximize the amount of rail to be replaced. The additional funding through the KSLIP program is estimated to go to the following items:

		TennKen Revitalization Project FY 2025 KSLIP Application PROJECT ESTIMATE				
ITEM	QUANT.	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	
Track Rehabilitation - Materials						
1	253	Tons	100RE #1 Relay Rail (or Better)	\$1,250.00	\$316,250.00	
2	7,879	EA	Plates (Relay)	\$12.50	\$98,487.50	
3	166	KEG	Spikes (New)	\$130.00	\$21,580.00	
4	194	PAIR	Bars (Relay)	\$160.00	\$31,040.00	
5	3,940	EA	Anchors (New)	\$2.60	\$10,244.00	
6	1,164	Set	Bolt w/Nut (New)	\$7.20	\$8,380.80	
7	1,164	EA	Washer (New)	\$2.00	\$2,328.00	
8	4	PR	Compromise Joints	\$1,150.00	\$4,600.00	
9	35	BNDL	Tie Plugs	\$50.00	\$1,750.00	
Track Rehabilitation - Materials Sub-Total					\$494,660.30	
Track Rehabilitation - Contracted						
10	15,100	L.Ft	Install Rail	\$11.25	\$169,875.00	
Track Rehabilitation - Contracted Sub-Total					\$169,875.00	
					TOTAL ITEMS 1 - 10	\$664,535.30
					CONTINGENCY (1%)	\$7,564.70
					PROJECT ESTIMATE	\$672,100.00

VIII. APPENDIX A – LETTERS OF FINANCIAL SUPPORT

The following letters are commitments from the Hickman River City Development Corporation (HRCDC) and the Fulton-Hickman Economic Development Partnership (FHEDP) in which HRCDC and FHEDP commit to providing \$86,000 each in matching funds for a total of \$172,000 in additional funding. This funding is contingent upon a successful KSLIP award.

The Tennken’s funding of \$328,100 is fully committed through the 2022 FRA CRISI award.

Hickman River City Development Corporation

PO Box 48

Hickman, KY 42050

August 22nd, 2024

Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, KY 40622

RE: FY 2025 Kentucky Short Line Infrastructure Preservation (KSLIP) Application

Dear Mr. Edgeworth,

The Tennken Railroad Company (TKEN) plans to submit to the Kentucky Transportation Cabinet (KYTC) a FY 2025 KSLIP application to obtain funding in order to update the track conditions of the rail line. This rehabilitation will be an integral part of being able to achieve railcar loading at today's "industry standard" of 286,000 lbs. gross vehicle weight, improve efficiencies through transit times and larger train sizes, and prevent any costly failures.

The TKEN has proposed to use this funding toward rehabilitation of its main line by replacing approximately 1.5 miles of worn and undersized rail in Kentucky. These improvements will enhance safety for both highway and rail users while enhancing reliable service to vital industry in the region.

If the grant is awarded to the TKEN, their grant application provides a 50% to which the Hickman River City Development Corporation (HRCDC) is intending to commit \$86,000 of funding (9%). This funding will be provided to the Tennken and made available for this project, if awarded. The remaining funding will be provided by the TKEN and other financial supporters.

HRCDC confirms its support for this use of these funds as it is consistent with our goal of preserving rail service in western Kentucky.

Should you or your staff have any questions relative to HRCDC's involvement or support of this proposal, please contact Melissa Garrigan at (731) 234-4472 or mgarrigan1@yahoo.com.

Sincerely,



Chuck Murphy
President
Hickman River City Development Corporation



Jim Martin
County Judge/Executive

FULTON COUNTY, KENTUCKY

2216 Myron Cory Dr., Suite 1, Hickman, KY 42050

(270) 236-2594

August 23rd, 2024

Kentucky Transportation Cabinet
Division of Planning
200 Mero Street
Frankfort, KY 40622

RE: FY 2025 Kentucky Short Line Infrastructure Preservation (KSLIP) Application

Dear Mr. Edgeworth,

The Tennken Railroad Company (TKEN) plans to submit to the Kentucky Transportation Cabinet (KYTC) a FY 2025 KSLIP application to obtain funding in order to update the track conditions of the rail line. This rehabilitation will be an integral part of being able to achieve railcar loading at today's "industry standard" of 286,000 lbs. gross vehicle weight, improve efficiencies through transit times and larger train sizes, and prevent any costly failures.

The TKEN has proposed to use this funding toward rehabilitation of its main line by replacing approximately 1.5 miles of worn and undersized rail in Kentucky. These improvements will enhance safety for both highway and rail users while enhancing reliable service to vital industry in the region.

If the grant is awarded to the TKEN, their grant application provides a 50% to which the Fulton-Hickman Economic Development Partnership is intending to commit \$86,000 of funding (9%). This funding will be provided to the Tennken and made available for this project, if awarded. The remaining funding will be provided by the TKEN and other financial supporters.

Fulton-Hickman EDP confirms its support for this use of these funds as it is consistent with our goal of preserving rail service in western Kentucky.

Should you or your staff have any questions relative to Fulton County Fiscal Court's involvement or support of this proposal, please contact Jim Martin.

Sincerely,

Jim Martin, Fulton County Judge Executive

Wade
Adams

Matt
Moss



Jim
Paitzel

Butch
Busby



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 1: PROJECT OVERVIEW

RAILROAD NAME	APPLICATION YEAR
Tennken Railroad Company	2024

PROJECT TITLE

Tennken Rail Improvement Project

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

The project will occur between MP 47 and MP 48.5 near Hickman, KY in Fulton County

TOTAL PROJECT COST	KSLIP FUNDING REQUESTED	APPLICANT MATCH	APPLICANT MATCH % <i>(50% Minimum)</i>
\$ 1,000,200	\$ 500,100	\$ 500,100	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.)*

The Tennken is the recipient of a 2022 FRA CRISI grant that will rehabilitate its main line in Tennessee and Kentucky. The total project is \$11,000,000 of which, \$1,566,000 will be spent in Kentucky. Construction is expected to begin in Q1 of 2025.
 The KSLIP project would capitalize on the planned work to further the rehab efforts taking place in Kentucky by adding the replacement of 1.5 miles of undersized rail to the overall CRISI project scope.
 The additional funds would replace 70lb rail with 100 lb or greater.

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

Rail shippers would benefit from the efficiencies gained through higher loading weights (286k vs 263k), faster transit times and larger train consist times. The improved rail size would help avoid costly rail failures that occur due to the rail being outdated for modern day shipper requirements.

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

Current car weights are limited to 263k due to the rail conditions. This diminishes the economics of shipping by rail for customers in Fulton County. The rail also forces the Tennken to operate at slow speeds (5 MPH or less in certain sections) and to only carry a maximum of four cars per trip. This situation will only degrade further until the rail is replaced entirely.

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

Industries in Hickman, KY receive commodities by rail that require rail service. Without rail service, its likely these facilities would have to find costly alternatives or shut down entirely.
 Additionally, the shipping restrictions are an inhibitor to attracting new industry as the limits imposed are below modern shipping standards.



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 project will replace 1.5 miles of undersized rail that is now over 130 years old. The improvements will ensure continued service and improve the quality of service to match modern shipper expectations.

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.)*

The Tennken CRISI project will begin construction in Q1 of 2025. As part of this project, the contractor will replace 5 miles of rail along the main line in Tennessee. The additional funds through KSLIP will be maximized in terms of their efficiency per dollar spent because of the synergies with the Tennken CRISI project already taking place. It is expected that, if awarded, this project will be completed by the end of Q2 2025.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL		
JJ Hohorst	(203) 921-6657	jhhohorst@wtnnrr.com		
MAILING ADDRESS	CITY	STATE	ZIP	
11 E Church St	Sea Bright	NJ	07760	

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

AGREEMENT SIGNATORY NAME & TITLE	PHONE	EMAIL		
MAILING ADDRESS	CITY	STATE	ZIP	

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
JJ Hohorst, President		08/30/2024

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
JJ Hohorst, President		08/30/2024

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.



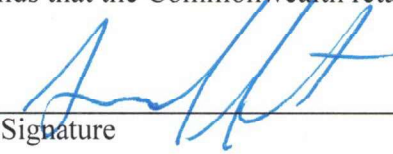
Required Affidavit for Bidders, Offerors and Contractors (KRS 45A.110 & 45A.115)

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.



Signature

President
Title

JJ Hohorst
Printed Name

August 29th, 2024
Date

Bidder or Offeror Name: Tennken Railroad Co.
Address: 11 East Church St
Sea Bright, NJ 07760

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 3RD day of September, 2024.

State of: NJ Notary: Kristian O'Connor

County of: Monmouth My Commission Expires: 6/22/28

KRISTIAN O'CONNOR
NOTARY PUBLIC
STATE OF NEW JERSEY
MY COMMISSION EXPIRES 6/22/28
COMMISSION: #50084911

