



KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF PLANNING

TC 59-114
Rev. 07/2024
Page 1 of 3

KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 1: PROJECT OVERVIEW

RAILROAD NAME	APPLICATION YEAR
Paducah & Louisville Railway, Inc.	2026

PROJECT TITLE

Calvert City Industrial Lead Turnout Rehabilitation Project

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

The Project is located in the Calvert City Industrial Complex in Marshall County, Ky., on the Goodrich Lead, North Star Steel Lead, and Penwalt Lead. The leads connect with P&L's mainline near MP 210.0 and MP 212.0.

TOTAL PROJECT COST	KSLIP FUNDING REQUESTED	APPLICANT MATCH	APPLICANT MATCH % (50% Minimum)
\$ 3,999,600	\$ 1,999,800	\$ 1,999,800	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 Project will replace thirty (30) aging turnouts and adjacent track structures within the Calvert City industrial complex. Upon removal of the old turnouts, the subgrade will be renewed by removing loose soil/debris and installing new ballast to ensure adequate drainage. New, industry-standard turnouts will be installed along with any required track panels or plugs to provide upgraded/renewed track surrounding each turnout, which will enhance service life and decrease long-term maintenance. New ballast will be placed on the turnouts, and the track will be surfaced with a tamper and ballast regulator. KSLIP funding requested on this Project is for materials only.

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

Despite P&L's aggressive capital improvement program, the aging turnouts within the Complex are nearing the end of their service lives. This has resulted in near-daily maintenance demands that have become more challenging and which are unsustainable in the long term. In addition to reducing maintenance, replacement of the turnouts and renewal of adjacent track structures will significantly enhance public safety associated with the shipping of PIH/TIH chemicals, reduce the risk of derailments, and improve the efficiency of freight movement. The improved infrastructure will ensure reliable rail service for key industries and reduce truck traffic and congestion on local roads, resulting in safer transportation and promoting additional economic growth.

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

The Calvert City industrial complex is a critical foundation of the economy in the Jackson Purchase region, and it is one of the most heavily-trafficked sections of P&L's rail line. The aging and outdated turnouts in the Complex require significantly higher-than-normal maintenance, resulting in service delays/interruptions and operational inefficiencies. It is critical for P&L to upgrade these track sections with modern components to accommodate current demands and future rail traffic increases to support the significant industrial activities in the Complex.

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.)*

Reliable, safe, and timely rail transportation is critical to retaining existing industries and supporting the continued growth and expansion of the Calvert City industrial complex. Upgrading this infrastructure ensures the continued reliability of vital rail lines that connect western Kentucky industries to the national rail network and international markets. Industries demand highly-efficient and lower-emissions rail transportation as a viable alternative to trucking. This Project will help ensure that P&L can continue to provide a safe and reliable transportation option for existing industries and new businesses considering the Jackson Purchase region.

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 turnout replacement Project will preserve and modernize Kentucky's rail system by ensuring the long-term viability of branch lines providing rail connections to key, local industries. The Project will bring P&L's track in this area to an excellent state of repair using modern components and standards. By replacing turnouts and adjacent track components nearing the end of their useful life, P&L will be positioned to preserve the operations of this track and reduce overall maintenance needs (and resulting service interruptions) so that this vital "last mile" rail connection continues to provide reliable and efficient rail service.

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.)*

This Project can begin in late April 2026 after winter weather conditions subside. The Project can be completed within 119 days after receiving the new turnouts, rail, crossties, and fasteners. P&L anticipates that the Project can be completed by August 24, 2026.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL
Blake Poole, Head of Maintenance of Way	(812) 270-2201	bpoole@palrr.com

MAILING ADDRESS	CITY	STATE	ZIP
200 Clark Street	Paducah	KY	42003

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
Blake Poole, Head of Maintenance of Way		

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
Blake Poole, Head of Maintenance of Way		

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.

STATEMENT OF WORK

Calvert City Industrial Lead Turnout Rehabilitation Project

Applicant Eligibility

Paducah & Louisville Railway, Inc. (“P&L”) is a Class II rail carrier and has submitted its completed Kentucky Railroad Annual Report (TC 59-102). P&L is an eligible applicant under Section 2 of the Kentucky Shortline Infrastructure Preservation (“KSLIP”) Project Guidance and Specifications (“KSLIP Guidance”). *See also* 2024 Ky. Acts 173, Sec. 1(229) (“HB 1”).

Project Eligibility

P&L seeks KSLIP funds to replace and rehabilitate thirty (30) turnouts on the industrial leads within the Calvert City industrial complex in Marshall County, Ky. (the “Track”). This Project is eligible for KSLIP awards pursuant to Section III(1) of the KSLIP Guidance and subsection 229 of HB 1 because the funds will be used for the construction, reconstruction, improvement, and rehabilitation of rail facilities. As described below, this Project will preserve and enhance P&L’s rail corridor, retain existing and attract new industries, and preserve and modernize Kentucky’s rail system.

Expense Eligibility

KSLIP funding for the Calvert City Industrial Lead Turnout Rehabilitation Project is requested for materials only; all installation/construction costs will be paid by P&L. The expenses for which funding is sought are eligible pursuant to Section IV(2)(a) of the KSLIP Guidance. The Project is a capital project on track that actively serves rail customers located on the Goodrich Lead, North Star Steel Lead, and the Penwalt Lead in the Calvert City industrial complex (the “Complex”). P&L serves numerous local customers directly from the Track, including Bailey Port, Calvert City Terminal, Hollywood Sand, Hollywood Repair, Ashland Chemical, Wacker Chemical, Celanese, Evonik, Carbide Industries, Lubrizol, Westlake Monomers, Westlake PVC, Cymetech, Calvert City Metals & Alloys, and Arkema.

Project Description and Purpose

The Paducah & Louisville Railway is a Class II regional railroad providing service over 280 miles of track between Paducah and Louisville, with branch lines serving Mayfield and Elizabethtown. P&L provides a vital rail link for western Kentucky, connecting 92 customers to the national rail system and international markets through direct connections with four (4) Class I carriers and several transloading facilities on the inland waterways. P&L transports a broad range of commodities, including coal, chemicals, auto frames, limestone, lumber, food, and agricultural products, originating or terminating 99% of the 150,000 carloads handled annually. The Calvert City industrial complex is one of the most heavily trafficked portions of P&L’s line, handling approximately 71,000 carloads per year. More than 700 of these cars delivered to the numerous chemical facilities in the Complex contain hazardous materials classified as TIH or PIH hazards.



Since acquiring the line from the Illinois Central Gulf Railroad in 1986, P&L has implemented an aggressive capital improvement program to rehabilitate an aging, neglected line that was on the verge of total embargo. Despite these significant efforts, many of the thirty (30) turnouts within the Complex are nearing the end of their service life resulting in near-daily routine maintenance that has become increasingly difficult. The continued maintenance costs attributable to P&L are not sustainable in the long term, and the Project must be undertaken immediately so that P&L can continue to provide safe, reliable, and efficient rail transportation to industries within the Complex.

The industries in the Complex are a critical component of the economic vitality of the Jackson Purchase region and far western Kentucky. These industries count on P&L to provide safe, high-quality rail transportation for the delivery of raw materials used in their manufacturing processes and the shipping of finished products to downstream users. The replacement of the turnouts and adjacent track components is essential to reduce unplanned service interruptions caused by near-daily maintenance, lower long-term maintenance costs, enhance safety, and improve the overall flow of goods through the Complex.

The Calvert City Industrial Lead Turnouts Rehabilitation Project will replace the thirty (30) aging and outdated turnouts currently in use in the Complex with new, upgraded turnouts complying with current AREMA standards. As part of the Project, P&L will install new track panels to replace aging rail adjacent to the turnouts and place new ballast to support the track structure and improve drainage. KSLIP funds are being requested solely to assist in the purchase of materials for the Project. P&L will use its own funds to install the turnouts and associated track components with its own forces or by a leading railroad industry contractor. These improvements will result in completely renewed and upgraded turnouts and surrounding track throughout the Complex. This will enhance safety and operational efficiency while reducing maintenance requirements and service interruptions.

The Project is critical to the long-term viability of P&L's rail service in the Calvert City industrial complex. Without KSLIP funding to assist with these much-needed improvements, P&L's line would be placed in a vulnerable state of operations that could result in speed restrictions, increased transit times and delays, and potential embargoes severing P&L's link to Class I railroad interchanges and transloading facilities that connect western Kentucky industries to the national rail system and international markets. The absence of safe, reliable, and timely rail service would cause the numerous shippers, communities, and customers served by P&L to divert their freight to trucks or, in certain cases involving hazardous freight, shut down operations. The additional trucks will increase road congestion, traffic-related injuries, and emissions, straining Kentucky's highway infrastructure.

The completion of the Project will yield significant, long-term operational improvements and reduced maintenance, ensuring that P&L continues to provide high-quality rail transportation to businesses and industries on its line. Reliable, safe, and timely rail service will not only preserve P&L's line by returning it to a state of excellent repair exceeding modern standards, but it also will provide a positive impact in Kentucky's determined efforts to retain existing industries and attract new industries to western Kentucky. The availability of reliable rail transportation provides



businesses with an alternative to inefficient over-the-road trucks, which will reduce congest local and regional highways, lower emissions, and support more sustainable freight movement. With an award of KSLIP funding, P&L and Kentucky will secure a true public-private partnership that will enable the preservation and modernization of the rail system and serve as a critical driver of economic growth yielding good-paying jobs, enhanced tax revenue, and more business opportunities.



SCOPE OF WORK

Calvert City Industrial Lead Turnout Rehabilitation Project

The Calvert City Industrial Lead Turnout Rehabilitation Project will replace thirty (30) aging turnouts and adjacent track structures in the Calvert City Industrial Complex in Marshall County, Ky. Specifically, the Project will be located on the Goodrich Lead, North Star Steel Lead, and Penwalt Lead near P&L's mainline at Milepost 210.0 through 212.0.

KSLIP funds would only be used to purchase the materials necessary for the Project, including 30 new turnouts, 3,120 feet of new rail, 1,000 crossties, 2,000 tie plates, 4,000 anchors, and ballast. P&L will independently fund the installation of the Project materials using its own forces or through an industry-leading contractor. After delivery of the materials, the existing turnouts will be removed. The track surface will be excavated down to a hardpan to ensure a stable subgrade and adequate drainage. The new turnouts will be installed along with any necessary track panels and rail plugs, all using new rail, crossties, and fasteners. Ballast will be dumped on the newly-installed track structure, and track surfacing will be performed with a Harsco Mark IV tamper and ballast regulator. Final inspections will ensure that all track geometry and components meet or exceed FRA regulatory requirements and P&L's standards.

Please see the attached chart describing the estimated quantities and costs of materials needed for completion of the Project.





Paducah & Louisville Railway

Industrial Lead Rehabilitation Proposal

Scope:

Calvert City Industrial Lead Rehabilitation

The P&L has identified that the Calvert City Complex has thirty turnouts that are nearing their end of service life. The objective of this project will be to remove existing turnouts, excavate down to a hardpan and ensure adequate drainage is achieved. Install new turnouts, and any required track panels or rail plugs. Dump ballast on newly installed track structure, and surface with a production tamper & ballast regulator. Ensure all track geometry and components are compliant with Code of Federal Regulations & P&L railway standards.

Material

	Units	Unit Cost	Total
New CSXT Spec Turnout	30 EA	\$125,000.00	3,750,000.00
New AREMA Spec Rail	3,120	\$30.00	\$93,600.00
Industry Grade Crossties	1,000	\$75.00	\$75,000.00
Tie Plates	2,000 EA	\$12.00	\$24,000.00
Unit V Drive-on Rail Anchors	4,000	\$3.00	\$12,000.00
Ballast, 3"	3,000 EA	\$15.00	\$45,000.00
	Material Total		\$3,999,600.00

Construction

	Units	Unit Cost	Total
Removal & Installation of Turnout	30 EA	\$0.00	\$0.00
Installation of Rail & Track Panels	1 EA	\$0.00	\$0.00
Renewing Track Surface Post-Production	15 days	\$0.00	\$0.00
	Construction Total		\$0.00

Project Total:

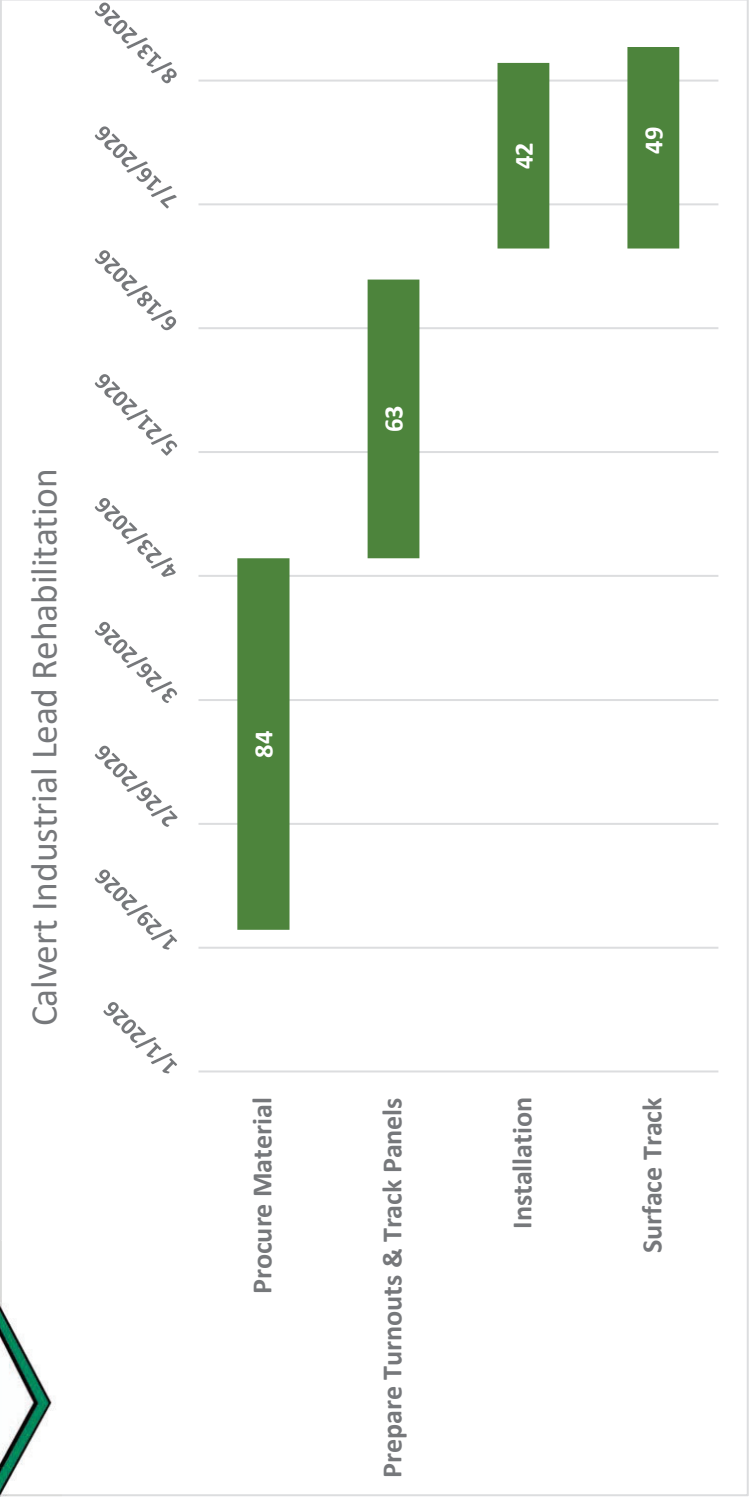
\$3,999,600.00

PROJECT SCHEDULE/TIMELINE
Calvert City Industrial Lead Turnout Rehabilitation Project

It is anticipated that work on the Project can begin on or about April 27, 2026. Based on this anticipated start date, the new turnouts and other materials would be ordered beginning on February 2, 2026, with delivery to P&L expected within eighty-four (84) days (April 27, 2026). As the materials are received, it is expected to take sixty-three (63) days (June 29, 2026) to prepare the new turnouts and track panels for installation. Beginning July 6, 2026, the old turnouts will be removed, excavation completed, and new turnouts and associated track structures installed. It is anticipated that the removal and installation will be completed in forty-two (42) days (August 17, 2026). As each turnout is installed, track surfacing with new ballast will be completed in forty-nine (49) days (August 24, 2026). It is anticipated that the Project will take a total of seventeen (17) weeks or one hundred nineteen (119) days to complete after receiving delivery of the necessary materials.

Please see the attached Gannt chart outlining the Project schedule and timeline.





Calvert Industrial Lead Rehabilitation				
Task	Start Date	Days Required	Completion	Adjusted Length
Procure Material	2/2/2026	60	4/27/2026	84
Prepare Turnouts & Track Panels	4/27/2026	45	6/29/2026	63
Installation	7/6/2026	30	8/17/2026	42
Surface Track	7/6/2026	35	8/24/2026	49

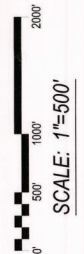
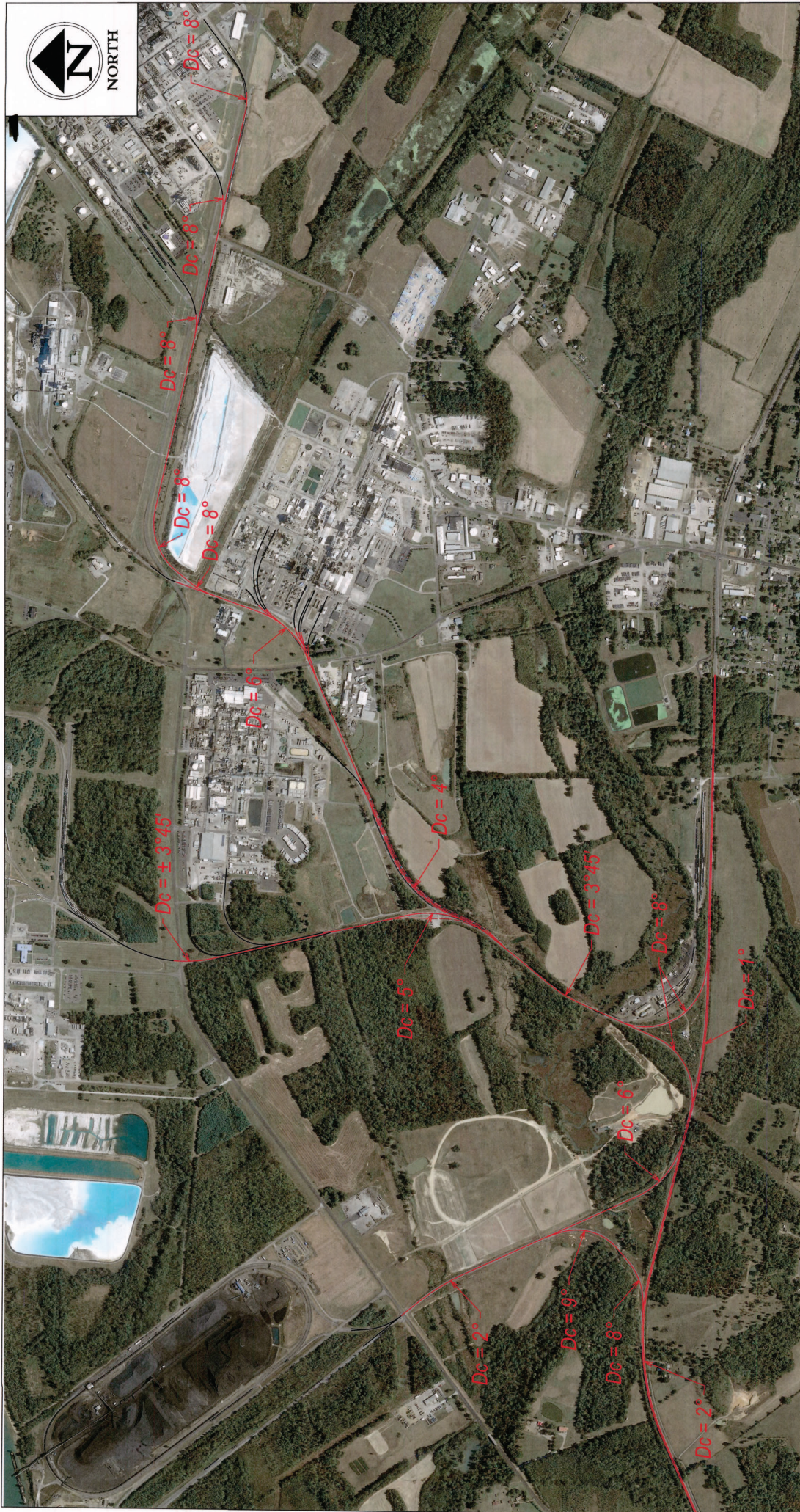
PHOTOGRAPHIC DOCUMENTATION
Calvert City Industrial Lead Turnout Rehabilitation Project

A. Aerial Photograph Depicting Project Location

B. Photographs of Current Conditions

1. Air Products #5 Turnout
2. ISP Lead Turnout
3. ISP Backside Turnout
4. Scale Track Turnout



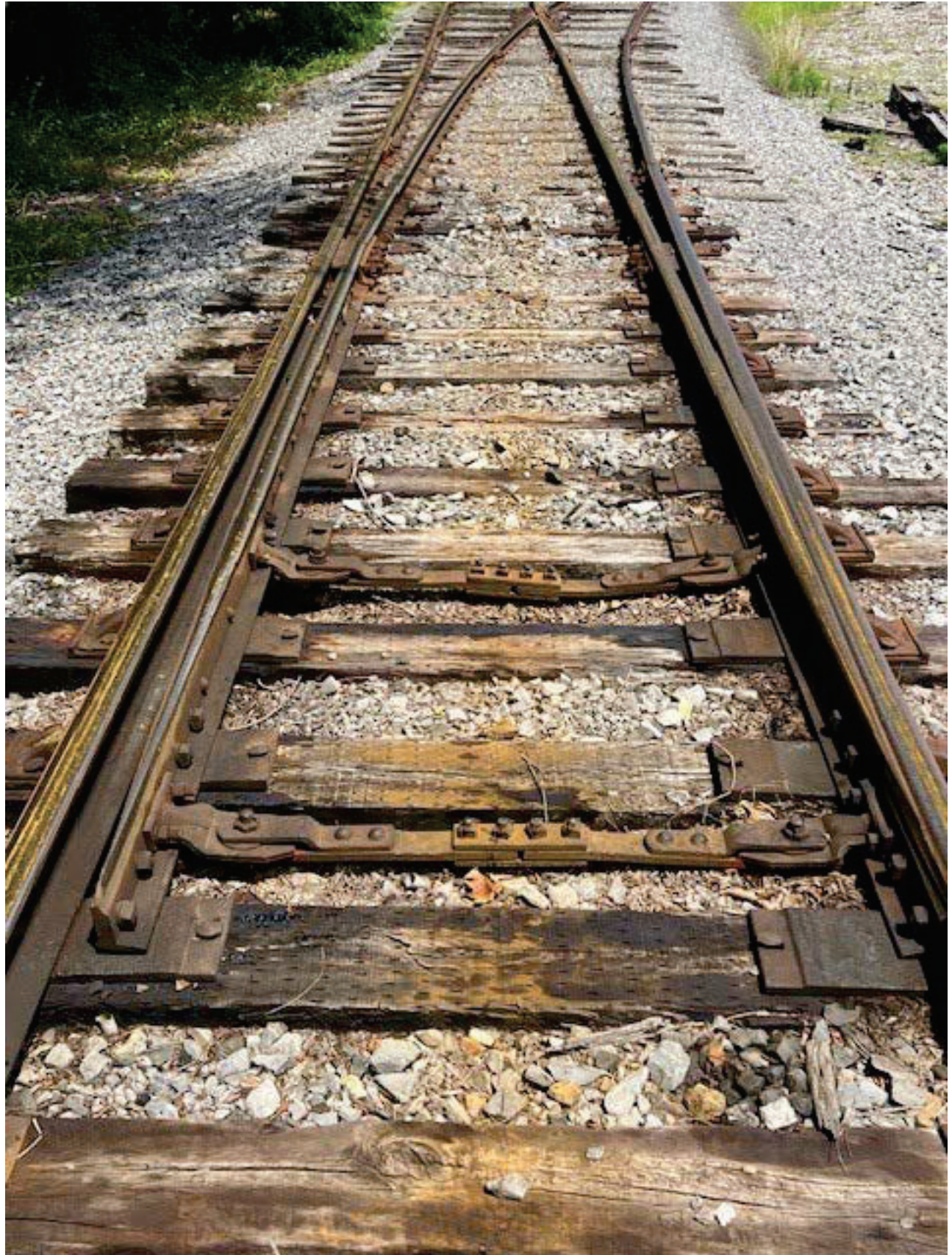


PADUCAH & LOUISVILLE RAILWAY
CALVERT CITY, KY COMPLEX









PROJECT ESTIMATE
Calvert City Industrial Lead Turnout Rehabilitation Project

Material	Units	Unit Cost	Total
New CSXT Spec Turnout	30 EA	\$125,000.00	\$3,750,000.00
New AREMA Spec Rail	3,120	\$30.00	\$93,600.00
Industry Grade Crossties	1,000	\$75.00	\$75,000.00
Tie Plates	2,000 EA	\$12.00	\$24,000.00
Unit V Drive-on Rail Anchors	4,000	\$3.00	\$12,000.00
Ballast, 3"	3,000 EA	\$15.00	\$45,000.00
	Material Total		\$3,999,600.00
Construction	Units	Unit Cost	Total
Removal & Installation of Turnout	30 EA	\$0.00	\$0.00
Installation of Rail & Track Panels	1 EA	\$0.00	\$0.00
Renewing Track Surface Post-Production	15 days	\$0.00	\$0.00
	Construction Total		\$0.00
Project Total:			
\$3,999,600.00			

** This application requests an award of KSLIP funds for materials only. All construction costs will be paid by P&L without KSLIP funding assistance.*



**REQUIRED ANNUAL AFFIDAVIT FOR BIDDERS,
OFFERORS, AND CONTRACTORS
Calvert City Industrial Lead Turnout Rehabilitation Project**

Please see attached affidavit.





Rev. 9-16-22

**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

Floyd C. Bishop, IV

Printed Name

SVP - Chief Operating Officer

Title

July 11, 2025

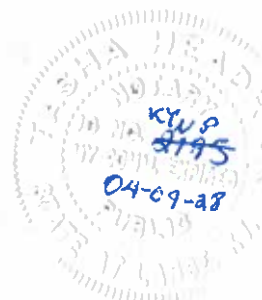
Date

Bidder or Offeror Name: Paducah & Louisville Railway, Inc.

Address: 200 Clark Street

Paducah, KY 42003

Commonwealth of Kentucky Vendor Code (If known):

Subscribed and sworn to before me this 11 day of July, 2025.State of: KyNotary: KYNP 87396County of: McCrackenMy Commission Expires: 04-09-2028KYNP
87396