



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**

Mayfield-Paducah Crosstie Rehabilitation Project

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

The Project is located in Graves, McCracken, and Marshall counties on P&L's mainline between MP 210-251.1 (including the Mayfield District), the (Paducah) City Lead (MP C0.0-C3.0), and Maxon District (MP M0.0-M10.0) lines and all adjacent storage and siding tracks.

TOTAL PROJECT COST	KSLIP FUNDING REQUESTED	APPLICANT MATCH	APPLICANT MATCH % (50% Minimum)
\$ 3,999,400	\$ 1,999,700	\$ 1,999,700	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 evaluate all crossties on approximately fifty-three (53) miles of track, including P&L's mainline, storage, and siding tracks between MP 210.0 and MP 251.1, the City Lead, and Maxon District. Crossties at or near road crossings, bridge approaches, turnouts, and joints will receive heightened scrutiny. All damaged, worn, or ineffective crossties will be removed from the track structure and replaced with 50,000 new crossties. The new crossties will be spiked and fastened in accordance with P&L's standards. Following installation of new crossties, the track surface will be renewed 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.)*

The Mayfield-Paducah Crosstie Rehabilitation Project will replace and renew the crossties on approximately 53 miles of track. Despite P&L's aggressive capital improvement program, the aging track infrastructure in this area requires rehabilitation to accommodate the existing and anticipated additional rail traffic to the expanding industrial facilities in Paducah, Mayfield, and Calvert City. The replacement of crossties will reduce maintenance requirements and provide a safer track, protecting the safety of train personnel and the surrounding communities. This Project is essential for P&L to fulfill its role of supporting and facilitating continued economic development and job growth in the Jackson Purchase region.

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

Despite P&L's extensive maintenance efforts and capital expenditures, tie conditions in the Mayfield-Paducah-Calvert City area have deteriorated, resulting in excessive track wear and higher-than-normal maintenance requirements. It is critical for P&L to rehabilitate these track sections to accommodate current and future rail traffic increases to support the area's significant industrial base and anticipated future development at Riverport West, the Ohio River Triple Rail Site, and the Paducah DOE site. Unless this Project proceeds, P&L may be forced to decrease train speeds or embargo track, compromising rail service on this vital rail line.

**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 industrial areas in the Jackson Purchase region, including the Calvert City industrial complex, Riverport West, the Ohio River Triple Rail site, and the reindustrializing former Paducah DOE site. This crosstie rehabilitation Project will help ensure that P&L's track can continue to operate at high efficiency for the foreseeable future, providing a safe and reliable transportation option demanded by existing industries and new businesses evaluating future development in the Jackson Purchase.

## 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 crosstie rehabilitation Project will preserve Kentucky's existing rail system by ensuring the long-term viability of P&L's mainline track and key branch lines providing vital rail connections to local industries. The Project will bring P&L's track in this area to an excellent state of repair using modern components and standards and replacing aging ties that are nearing the end of their useful life. By replacing the deteriorating ties, P&L will be positioned to preserve the operational class of this track and reduce overall maintenance needs so that Kentucky's vital "last-mile" rail connections 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.)*

It is anticipated that the Project can be started in late March 2026, after winter weather conditions subside. The Project can be completed within seventy (70) days after receiving shipment of the crossties, fasteners, and other necessary materials. It is anticipated that the crossties, fasteners, and other materials will be received by P&L within sixty-three (63) days after they are ordered from the manufacturer.

### 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		07/11/2025

### 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		07/11/2025

**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**

### **Mayfield-Paducah Crosstie 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 the crossties on mainline track from MP 210 (Calvert City, Ky.) to MP 251.1 (Mayfield, Ky.), the City Lead (MP C0.0 – C3.0), and the Maxon District (MP M0.0-M10.0), including all adjacent storage and siding tracks, in Graves, McCracken, and Marshall counties (“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 Mayfield-Paducah Crosstie 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 line. P&L serves numerous local customers directly from the Track, including the Paducah DOE site, Genova Plastics, Wagner Warehousing, Inc., Wyatt Bell & Co., NRE, Old Hickory Clay, Pilgrim’s Pride, Progress Rail, and Dairyman’s Supply Company. Additionally, the Track provides critical access to the spurs serving Riverport West, Ohio River Triple Rail Site, and eleven (11) customers in the Calvert City industrial complex (Calvert City Terminal, Holliwood Terminal, Rail Services, Arkema, CC Metals, Ashland, Westlake Vinyls, Wacker Chemicals, Draffens, Evonik, and Carbide Industries).

#### **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.



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. However, due to the age and condition of the line's infrastructure, 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 shippers and communities in the Jackson Purchase region of western Kentucky.

The Track is a vital component of P&L's local and system-wide operations. P&L directly serves nine (9) businesses on the Track, including the redeveloping Paducah DOE site, and indirectly serves (via short industrial spurs) eleven (11) additional customers in the Calvert City industrial complex as well as the Riverport West development and Ohio River Triple Rail Site in western McCracken County. It is anticipated that strong industrial growth will continue in Paducah, Mayfield, and Calvert City areas, and the Track is positioned to provide high-quality rail service to the region's existing and new industries. By way of example, the former DOE site on P&L's Maxon District will soon be available for reindustrialization with strong interest from nuclear development industries. The availability of modern rail to this site will position Paducah to become a leading center for in-demand nuclear energy industry. Additionally, continued development of the Paducah-McCracken County Riverport West and Ohio River Triple Rail Site projects will depend on high-efficiency rail transportation as it seeks to become a premiere inland logistics hub. Beyond these developments, the Track also includes a vital portion of P&L's mainline providing the sole rail connection to the Calvert City industrial complex, the Grand Rivers quarry (Vulcan Materials), two (2) major coal terminals serving the vibrant western Kentucky coal fields, and three (3) Class I interchanges (BNSF at Paducah, CN at Paducah, and CSXT at Madisonville).

The Mayfield-Paducah Crosstie Rehabilitation Project will replace and renew crossties on approximately fifty-three (53) miles of track, including mainline, storage, and siding tracks near Paducah, Mayfield, and Calvert City. The track sections where the crossties will be replaced include the P&L mainline from Mayfield to Calvert City (MP 210-251.1) and the (Paducah) City Lead (MP C0.0-C3.0), and the Maxon District (MP M0.0-M10.0). Specifically, the Project will replace approximately 50,000 crossties and renew the track surface with a tamper and ballast regulator to ensure adequate drainage and proper stability of the track structure. KSLIP funds would be used solely to purchase materials for the project, including 50,000 new, industry-grade crossties and associated fastening hardware (cut spikes, tie plates, and rail anchors). P&L will use its own funds to install the new crossties with its own forces or by a leading railroad industry contractor. The old ties will be removed from P&L's right-of-way and disposed. Currently, P&L is shipping its scrap ties to a facility in Michigan where they are recycled and used for power generation.

The Project is critical to the long-term viability of P&L's rail service. 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 the Jackson Purchase region and across western Kentucky. For large portions of this region, P&L provides the only alternative transportation to inefficient over-the-road trucks. The availability of reliable rail transportation is especially important for industries considering the redeveloped former DOE site, Riverport West, and the Ohio River Triple Rail Site. 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**

### **Mayfield-Paducah Crosstie Rehabilitation Project**

The Mayfield-Paducah Crosstie Rehabilitation Project will replace crossties and renew track surface on approximately fifty-three (53) miles of track. The Project will be located in Graves, McCracken, and Marshall counties. Specifically, the Project will be located on P&L's mainline track from MP 210 through MP 251.1, the (Paducah) City Lead (MP C0.0-C3.0), and the Maxon District (MP M0.0-M10.0) (the "Track"). KSLIP funds would only be used to purchase the materials necessary for the Project, including 50,000 new, industry-standard crossties and associated fastening hardware, consisting of 270,000 cut spikes, 10,000 tie plates, and 20,000 rail anchors.

To prepare for the Project, P&L will utilize Loram's Aurora Xi advanced Lidar scanning and backscatter x-ray technology, supplemented by direct observation, to evaluate the condition of crossties on the Track and identify those that need replacement. By selectively replacing ineffective ties, P&L can reduce strain on and add service life to surrounding ties in good condition and minimize the wasteful replacement of good ties, resulting in the more efficient distribution of resources and expanding the amount of track that can be renewed and improved.

After delivery and staging of the new crossties and hardware along the right-of-way, a production crosstie gang will remove all damaged, worn, or ineffective crossties and replace them with new crossties. The newly-installed crossties will be spiked and fastened with new hardware in accordance with P&L's standards. Once removal, replacement, and fastening of the new crossties is complete, the track surface will be renewed with a Harsco Mark IV tamper and ballast regulator.

Please see the attached chart describing the estimated quantities of materials necessary for completion of the Project.





# Paducah & Louisville Railway

## Crosstie Rehabilitation Proposal

Scope:

### *Mayfield District-City Lead-Maxon-Mainline*

The P&L shall evaluate crossties between MP 250-210, including the City Lead & Maxon branch lines, & all adjacent storage and siding tracks. Road crossings and bridge approaches, turnouts, and joints will receive additional scrutiny. All ineffective crossties that do not satisfy criteria under CFR 213.109 shall be renewed with new industry-grade crossties. All new crossties shall be procured via railcar and unloaded with excavators into bundles on the RR right-of-way. A production crosstie gang will then extract and insert new crossties. New crossties will be spiked and fastened in accordance with P&L Railway standards. The track surface will be renewed with a Harsco Mark IV tamper and ballast regulator.

<b>Material</b>	<b>Units</b>	<b>Unit Cost</b>	<b>Total</b>
Industry Grade Crosstie	50,000 EA	\$72.50	\$3,625,000.00
Cut Spikes	270,000 EA	\$0.72	\$194,400.00
Tie Plates	10,000 EA	\$12.00	120,000.00
Unit V Drive-on Rail Anchors	20,000 EA	\$3.00	60,000.00
	<b>Material Total</b>		<b>3,999,400.00</b>

<b>Construction</b>	<b>Units</b>	<b>Unit Cost</b>	<b>Total</b>
Unloading of Crossties	10 Days	\$0.00	\$0.00
Mobilization of Production Tie Gang	1 EA	\$0.00	\$0.00
Installation of Crossties	50,000 EA	\$0.00	\$0.00
Renewing Track Surface Post-Production	40 Days	\$0.00	\$0.00
	<b>Construction Total</b>		<b>\$0.00</b>

**Project Total:**

**\$3,999,400.00**



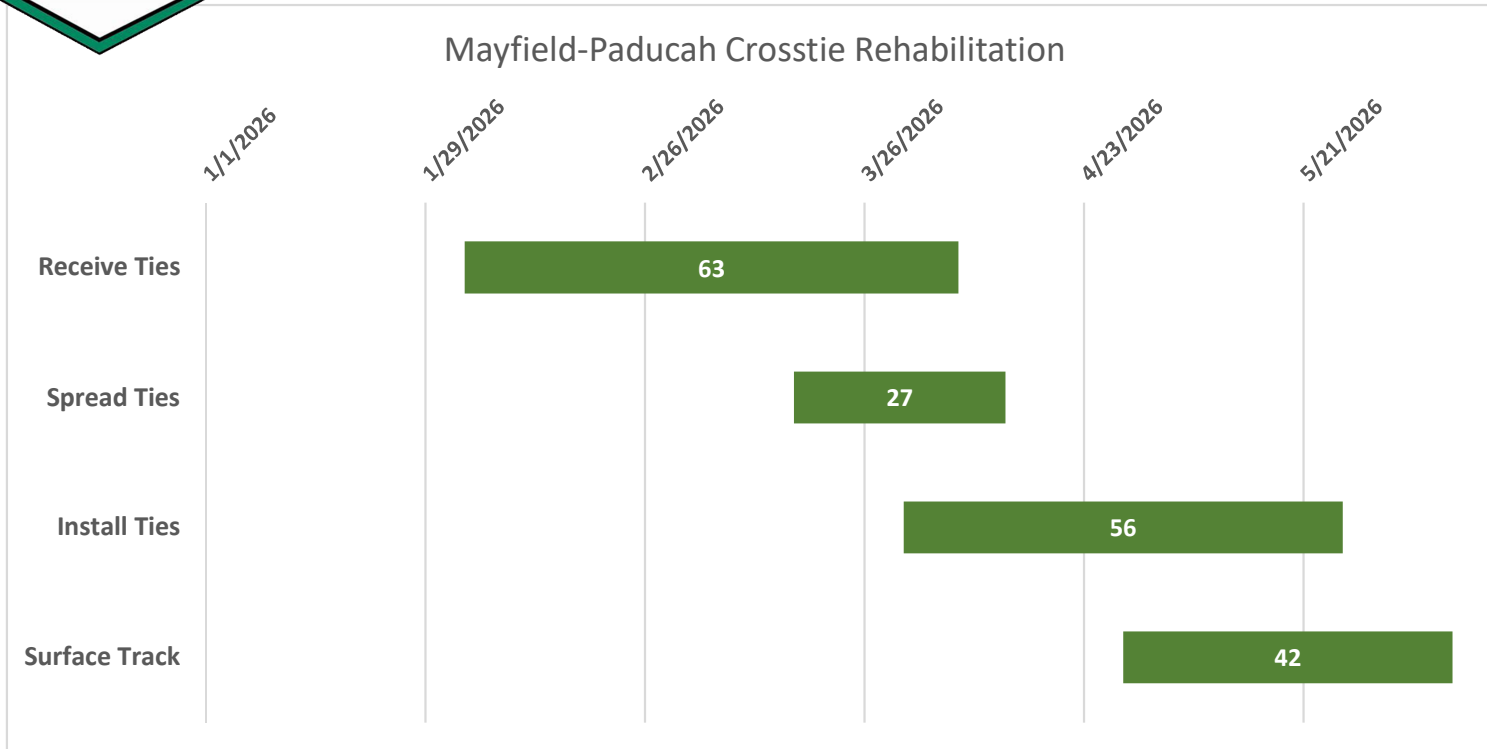
**PROJECT SCHEDULE/TIMELINE**  
**Mayfield-Paducah Crosstie Rehabilitation Project**

It is anticipated that work on the Project can begin on or about March 31, 2025, after the risk of prolonged temperatures below freezing and winter weather subside. Based on this anticipated start date, the crossties and other materials would be ordered for delivery beginning February 3, 2026. It is anticipated that it would take sixty-three (63) days (April 7, 2026) to receive delivery of all the materials (crossties and fasteners) for the Project. Beginning on March 17, 2026 an upon receipt on P&L's property, bundles of crossties will be transported and unloaded at various locations along the Track over twenty-seven (27) days, with anticipated completion by April 13, 2026.

On or about March 31, 2026, a crosstie production gang will begin removing old crossties and installing new crossties on the Track. The installation is expected to require fifty-six (56) days with anticipated completion on May 26, 2026. Once the new crossties are installed, the track surface will be renewed with a tamper and ballast regulator. The track surfacing is expected to require forty-two (42) days. It is anticipated the Project will be completed by June 9, 2026. It is anticipated that the Project will take a total of ten (10) weeks or seventy (70) days to complete after receiving delivery of the necessary materials.

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





Mayfield-Paducah Crosstie Rehabilitation				
Task	Start Date	Days Required	Completion	Adjusted Length
Receive Ties	2/3/2026	45	4/7/2026	63
Spread Ties	3/17/2026	19	4/13/2026	27
Install Ties	3/31/2026	40	5/26/2026	56
Surface Track	4/28/2026	30	6/9/2026	42

**PHOTOGRAPHIC DOCUMENTATION**  
**Mayfield-Paducah Crosstie Rehabilitation Project**

**A. Aerial Photographs Depicting Project Location**

1. Aerial Photo – Overview of Project Location (MP 210.0-251.1, Maxon District, and City Lead)
2. Map – Overview of Project Location (MP 210.0-251.1, Maxon District, and City Lead)

**B. Photographs of Current Conditions**

1. Photograph of deteriorated crossties on Main, MP 238
2. Photograph of deteriorated crossties on City Lead, MP C2
3. Photograph of deteriorated crossties on Maxon District, MP M8
4. Photograph of deteriorated crossties on Maxon District, MP M9









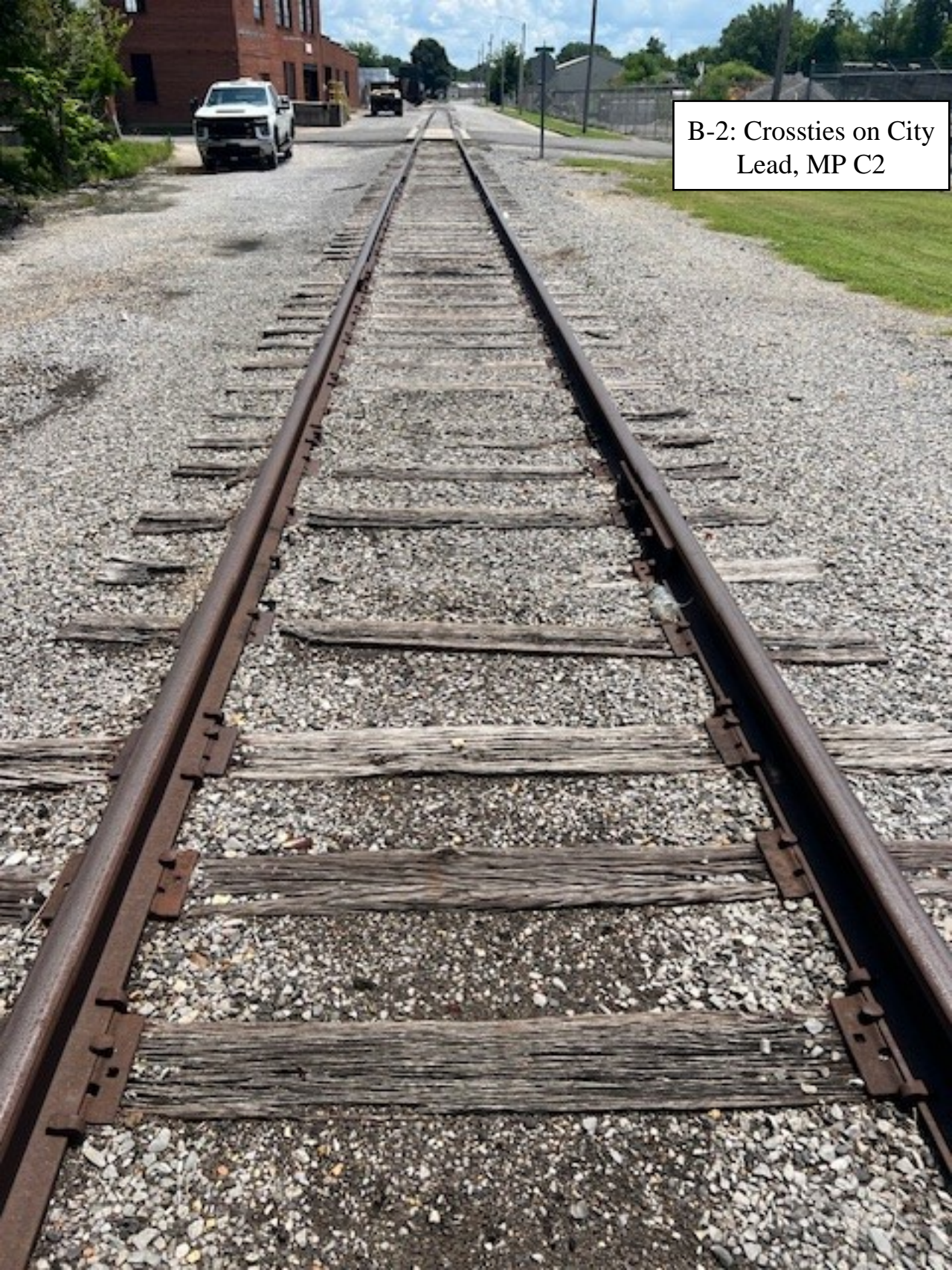




B-1: Crossties on  
Main, MP 238







B-2: Crossties on City  
Lead, MP C2



B-3: Crossties on Maxon  
District, MP M8





B-4: Crossties on Maxon  
District, MP M9



**PROJECT ESTIMATE**  
**Mayfield-Paducah Crosstie Rehabilitation Project**

<b>Material</b>	<b>Units</b>	<b>Unit Cost</b>	<b>Total</b>
Industry Grade Crosstie	50,000 EA	\$72.50	\$3,625,000.00
Cut Spikes	270,000 EA	\$0.72	\$194,400.00
Tie Plates	10,000 EA	\$12.00	120,000.00
Unit V Drive-on Rail Anchors	20,000 EA	\$3.00	60,000.00
<b>Material Total</b>			<b>3,999,400.00</b>
<b>Construction</b>	<b>Units</b>	<b>Unit Cost</b>	<b>Total</b>
Unloading of Crossties	10 Days	\$0.00	\$0.00
Mobilization of Production Tie Gang	1 EA	\$0.00	\$0.00
Installation of Crossties	50,000 EA	\$0.00	\$0.00
Renewing Track Surface Post-Production	40 Days	\$0.00	\$0.00
<b>Construction Total</b>			<b>\$0.00</b>
 <b>Project Total:</b>			
<b>\$3,999,400.00</b>			

*\* This application requests an award of KSLIP funds for materials only. All construction costs, including tie evaluation, mobilization of production gang, tie installation, and track surfacing, will be paid by P&L without KSLIP funding assistance.*



**REQUIRED ANNUAL AFFIDAVIT FOR BIDDERS,  
OFFERORS, AND CONTRACTORS  
Mayfield-Paducah Crosstie 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

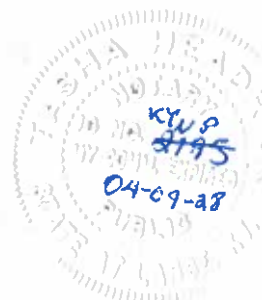
Date

Bidder or Offeror Name: Paducah &amp; 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