



KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION

SECTION 1: PROJECT OVERVIEW

RAILROAD NAME	APPLICATION YEAR
Paducah & Louisville Railway, Inc.	2024

PROJECT TITLE

Elizabethtown Crosstie Rehabilitation Project

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

MP 46-60 and Elizabethtown Branch MP E0.5-E5.0 in Hardin County

TOTAL PROJECT COST	KSLIP FUNDING REQUESTED	APPLICANT MATCH	APPLICANT MATCH % <i>(50% Minimum)</i>
\$ 2,705,400	\$ 1,352,700	\$ 1,352,700	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 replace crossties on approximately twenty (20) miles of track, including the Elizabethtown Branch, Cecilia Siding, Tank Siding, and surrounding mainline track with approximately 1,500 crossties per mile. All damaged, worn, or ineffective crossties will be removed from the track structure and replaced with 20,000 new crossties. The new crossties will be spiked and fastened in accordance with P&L's standards. The track surface will be renewed with a tamper and ballast regulator.

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

The Elizabethtown Crosstie Rehabilitation Project will replace and renew the crossties on approximately 20 miles of track, including mainline, storage, and siding tracks near Elizabethtown. Despite P&L's aggressive capital improvement program, the aging track infrastructure in this area requires rehabilitation in order to accommodate increasing rail traffic to the expanding industrial facilities in Elizabethtown. The replacement of these crossties will reduce maintenance requirements and provide a safer track, protecting the safety of train personnel and the surrounding community. This Project is essential for P&L to fulfill its role of promoting and supporting continued economic development and job growth in the 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 maintenance efforts and capital expenditures, the tie conditions in the Elizabethtown area have deteriorated, resulting in excessive track wear and higher-than-normal maintenance requests. The industrial parks in the Elizabethtown area continue rapid development, and it is critical for P&L to rehabilitate these track sections to accommodate current and future rail traffic increases. Unless the improvements in this Project proceed, P&L may in the near future be forced to decrease train speeds or even embargo sections of track, compromising or severing this vital rail line.

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.)*

Reliable, safe, and timely rail transportation is critical to the continued growth and expansion of the industrial areas near Elizabethtown, including the T.J. Patterson Industrial Park. The improvements under this Project will help ensure that P&L's track can continue to operate at high levels for the foreseeable future, providing a safe and reliable transportation option to the industries it currently serves and new businesses evaluating new development in the Elizabethtown area.



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 the Elizabethtown Branch and surrounding mainline track 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 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 2025, after winter weather conditions subside. The Project can be completed within fifty-six (56) days after receiving shipment of the crossties. The crossties will be received on property within forty-nine (49) days after they are ordered from the manufacturer.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL	
Floyd Bishop, VP & Chief Engineer	(270) 444-4386	fbishop@palrr.com	
MAILING ADDRESS	CITY	STATE	ZIP
200 Clark Street	Paducah	KY	42001

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
Blake Poole, Project Manager	(812) 270-2201	bpoole@palrr.com

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
Floyd Bishop, VP & Chief Engineer	<i>Floyd C. Bishop</i>	08/29/2024

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
Floyd Bishop, VP & Chief Engineer	<i>Floyd C. Bishop</i>	08/29/2024

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.

STATEMENT OF WORK

Elizabethtown 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 its Elizabethtown Branch, Cecilia Siding, Tank Siding, and surrounding mainline track from MP 46-60 and E0.5-E5.0 in Hardin County, Ky (“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 modernize Kentucky’s rail system.

Expense Eligibility

The expenses for which funding is sought are eligible pursuant to Section IV(2)(a). 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 Flex Films, Kruger, Metalsa, Triple Metals, WL Plastics, Flint Ink, Fischbach, Polymatrix, and North American Tie.

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 car loads 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 near Elizabethtown and throughout western Kentucky.



Paducah & Louisville Railway, Inc.

200 Clark Street • Paducah, KY 42003 • 270.444.4300

The Track is a vital component of P&L's local and system-wide operations. P&L directly serves nine (9) businesses located on the Track. It is anticipated that industrial growth will continue in the Elizabethtown area, and the Track is positioned to provide high-quality rail service to these new industries. Additionally, the Track includes a portion of P&L's mainline providing the sole rail connection between western Kentucky and two (2) Class I interchanges and transloading facilities in Louisville.

The Elizabethtown Crosstie Rehabilitation Project will replace and renew approximately twenty (20) miles of track, including mainline, storage, and siding tracks near Elizabethtown. The track sections where the crossties are replaced will include the Elizabethtown Branch (MP E0.5-E5.0) and the Cecilia Siding, Tank Siding, and mainline track from MP 46-60. Specifically, the Project will replace approximately 1,500 crossties per track mile and renew the track surface with a tamper and ballast regulator to ensure adequate drainage and proper stability of the track structure. P&L plans to purchase and hire a contractor to install 20,000 new, industry-grade crossties, 300 switch crossties, and associated fastening hardware (cut spikes, tie plates, and rail anchors). The old ties will be removed. 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 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 Elizabethtown area and across western Kentucky. For large portions of this region, P&L provides the only alternative transportation to inefficient over-the-road trucks. 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
Elizabethtown Crosstie Rehabilitation Project

The Elizabethtown Crosstie Rehabilitation Project (“Project”) will replace crossties and renew track surface on approximately twenty (20) miles of track. The location of the Project will be Paducah & Louisville Railway’s (“P&L”) mainline track from MP 46 through MP 60, including the Cecilia Siding and Tank Siding, and the Elizabethtown Branch, MP E0.5 through E5.0 (“Track”).

After delivery of new crossties, a production crosstie gang will remove all damaged, worn, or ineffective crossties on the Track and replace them with 20,000 new, industry-grade crossties. The newly-installed crossties will be spiked and fastened 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 attached chart describing the estimated quantities of materials necessary for completion of the Project.





Paducah & Louisville Railway

Crosstie Rehabilitation Proposal

Scope:

E-Town – Cecelia Siding – Tank Siding

The P&L mainline between MP 46 through MP 60, the E-Town branch between MP E 0.5 and MP E 5, and all adjacent sidings and storage tracks will be renewed with approximately 1,500 crossties per mile. All ineffective ties will be removed from the track structure. Road crossing and bridge approaches, turnouts, and joints will receive additional crossties. Crossties will be procured via railcar and unloaded with excavators into bundles on 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.

<i>Material</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Total</i>
7"x9" Industry Grade Crosstie	20,000	\$75.00	\$1,500,000.00
Switch Crosstie, 9'-16'	300	\$175.00	\$52,500.00
Cut Spikes	110,000	0.75	\$82,500.00
Tie Plates	4,000	\$12.00	\$48,000.00
Unit V Drive-on Rail Anchors	8,000	\$3.00	\$24,000.00
		<i>Material Total</i>	<i>\$1,707,000.00</i>
<i>Labor</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Total</i>
Crosstie Unloading	40	\$210.00	\$8,400.00
Crosstie Installation	20,000	\$35.00	\$700,000.00
Switch Crosstie Installation	300	\$300.00	\$90,000.00
Track Surfacing	15	\$5,000.00	\$75,000.00
Production Gang Mobilization	1	\$125,000.00	\$125,000.00
		<i>Labor Total</i>	<i>\$998,400.00</i>
		<i>Project Total:</i>	<i>\$2,705,400.00</i>

PROJECT SCHEDULE/TIMELINE
Elizabethtown 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 conditions subside. Based on this anticipated start date, the crossties would be ordered for delivery beginning in early February. It is anticipated that it would take forty-nine (49) days (March 24, 2025) to receive delivery of all the crossties and fasteners for the Project. After receipt on P&L's property, bundles of crossties will be transported to and unloaded at various location along the Track over the next seven (7) days.

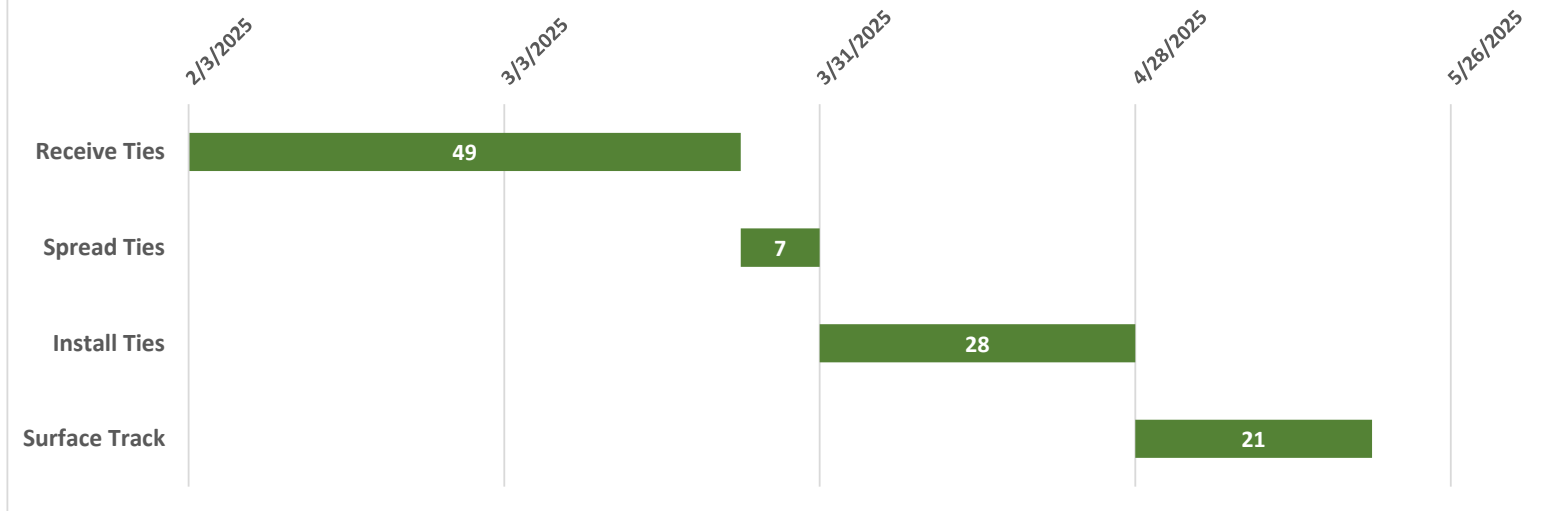
On or about March 31, 2025, a crosstie production gang will begin removing old crossties and installing new crossties on the Track. The installation is expected to require twenty-eight (28) days with anticipated completion on April 28, 2025. Once the new crossties are installed, the track surface will be renewed with a tamper and ballast regulator. The track surfacing is expected to require twenty-one (21) days. It is anticipated the Project will be completed by May 19, 2025. It is anticipated that the Project will take a total of fifty-six (56) days to complete.

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





Elizabeth Town Crosstie Rehabilitation



Elizabeth Town Crosstie Rehabilitation				
Task	Start Date	Days Required	Completion	Adjusted Length
Receive Ties	2/3/2025	35	3/24/2025	49
Spread Ties	3/24/2025	5	3/31/2025	7
Install Ties	3/31/2025	20	4/28/2025	28
Surface Track	4/28/2025	15	5/19/2025	21

PHOTOGRAPHIC DOCUMENTATION
Elizabethtown Crosstie Rehabilitation Project

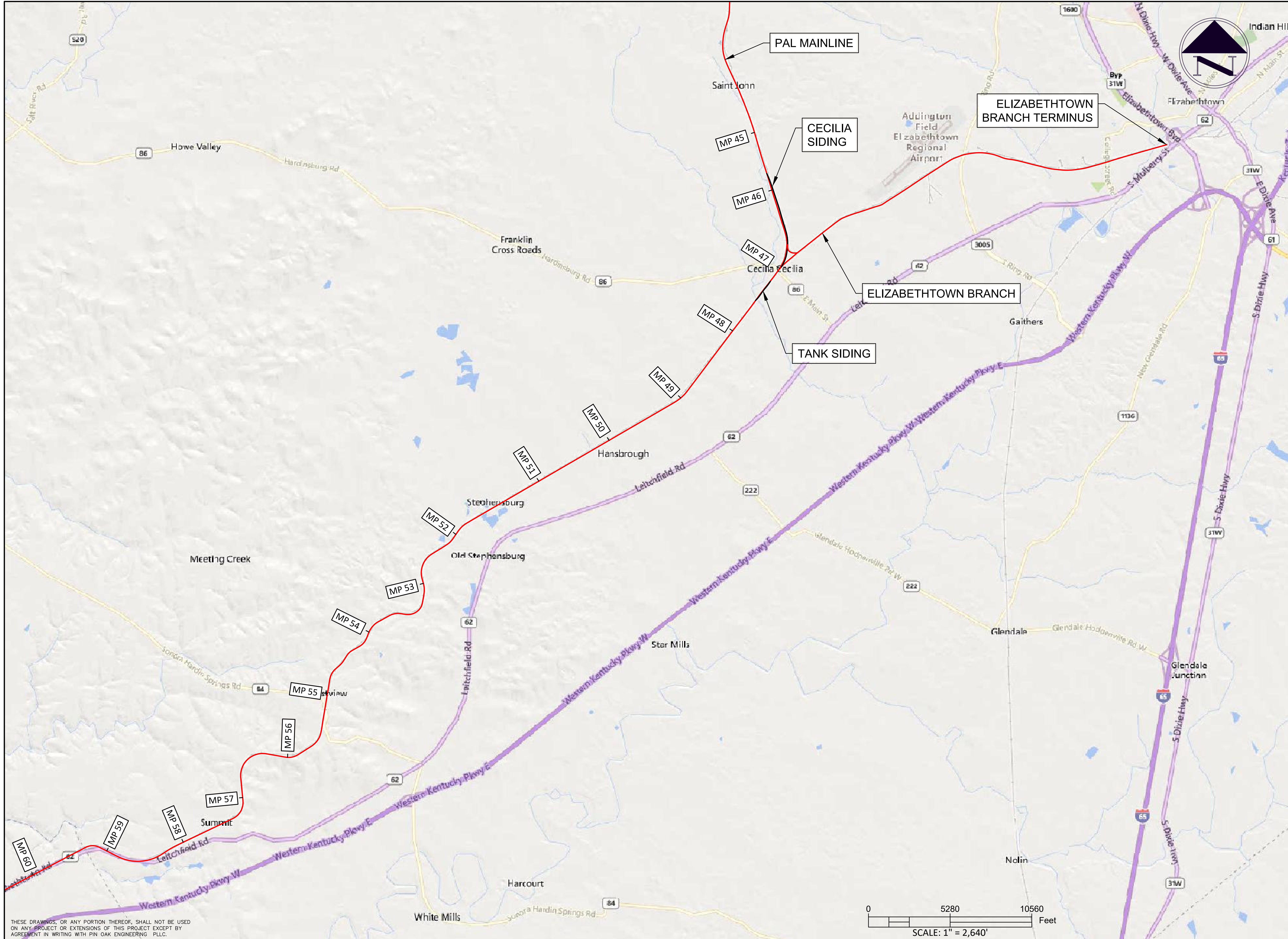
A. Aerial Photographs Depicting Project Location

1. Aerial Photo – Overview of Project Location, MP 46-60
2. Map – Overview of Project Location, MP 46-60
3. Aerial Photo – Elizabethtown Branch
4. Map – Elizabethtown Branch

B. Photographs of Current Conditions

1. Photograph of deteriorated crossties on Elizabethtown Branch.
2. Photograph of deteriorated crossties at joint on Elizabethtown Branch.
3. Photograph of deteriorated crossties at switch on mainline near Elizabethtown.
4. Photograph of track profile issues caused by deteriorated crossties on Elizabethtown Branch.





THESE DRAWINGS, OR ANY PORTION THEREOF, SHALL NOT BE USED ON ANY PROJECT OR EXTENSIONS OF THIS PROJECT EXCEPT BY AGREEMENT IN WRITING WITH PIN OAK ENGINEERING PLLC.

PIN OAK
ENGINEERING

1646 KENTUCKY AVENUE
PADUCAH, KY 42003
270.297.0330
www.pin oakeng.com
KY Engineering Permit No. 5114, Land Surveying Permit No. 1119

PADUCAH & LOUISVILLE RAILWAY

200 CLARK STREET
PADUCAH, KY 42003

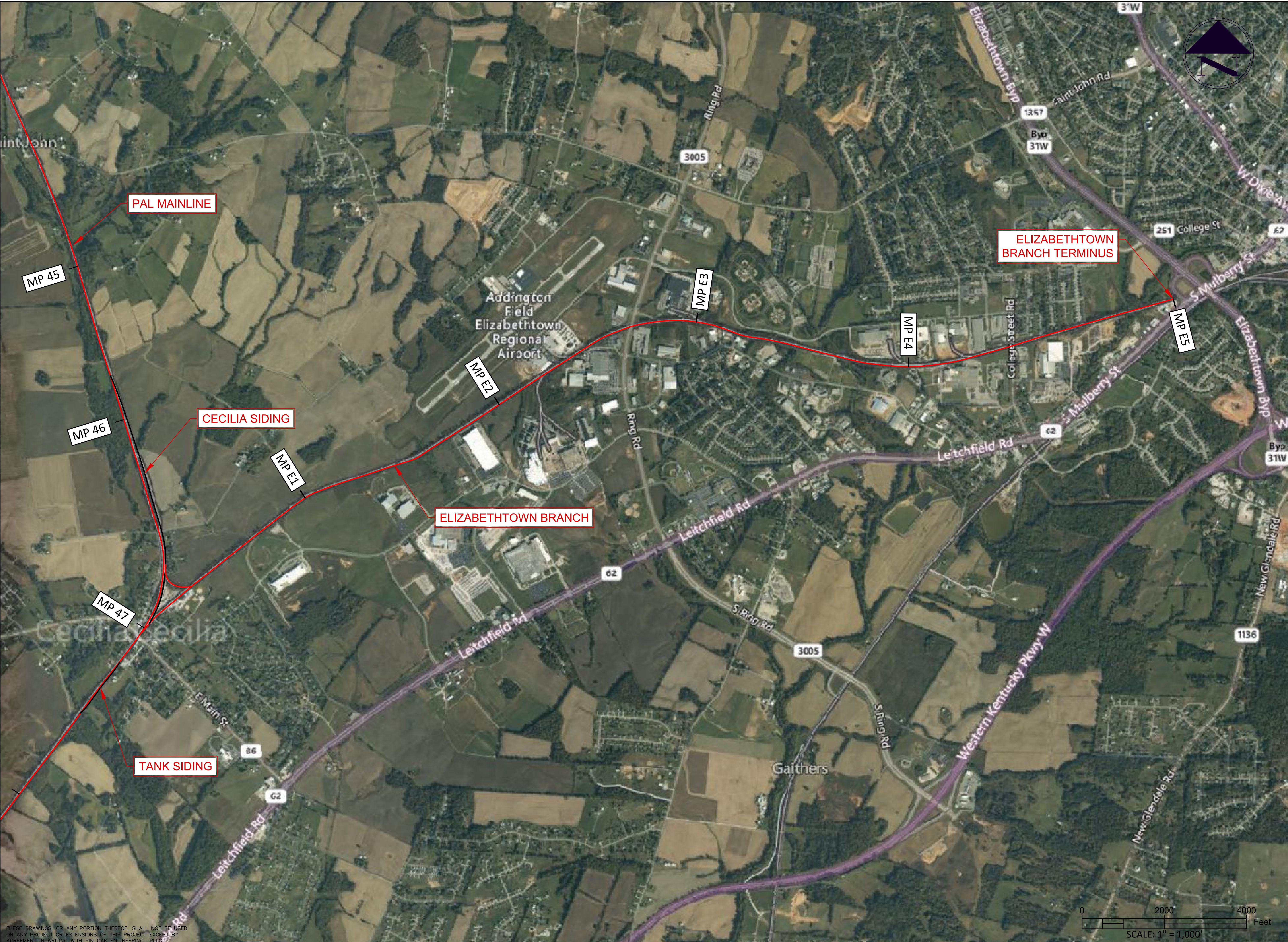
P&L

OVERVIEW - MAINLINE MP 46-60 & ELIZABETHTOWN BRANCH

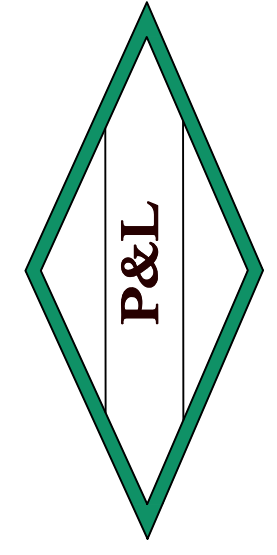
NO.	DATE	REVISION

SHEET NO.
1.0

SHEET 1 OF 2
8.29.2024



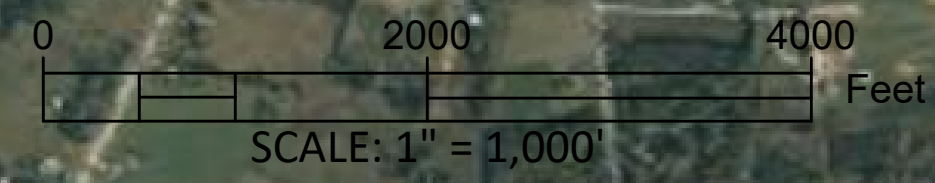
PADUCAH & LOUISVILLE RAILWAY
200 CLARK STREET
PADUCAH, KY 42003



OVERVIEW - ELIZABETHTOWN BRANCH

NO.	DATE	REVISION

SHEET NO.
2.0
SHEET 2 OF 2



THESE DRAWINGS, OR ANY PORTION THEREOF, SHALL NOT BE USED ON ANY PROJECT OR EXTENSIONS OF THIS PROJECT EXCEPT BY AGREEMENT IN WRITING WITH PIN OAK ENGINEERING, PLLC.



Photo B-1



Photo B-2



Photo B-3



Photo B-4

PROJECT ESTIMATE
Elizabethtown Crosstie Rehabilitation Project

Material	Units	Unit Cost	Total
7"x9" Industry Grade Crosstie	20,000	\$75.00	\$1,500,000.00
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Production Gang Mobilization	1	\$125,000.00	\$125,000.00
		Labor Total	\$998,400.00
Project Total:			
\$2,705,400.00			



**REQUIRED ANNUAL AFFIDAVIT FOR BIDDERS, OFFERORS, AND
CONTRACTORS
Elizabethtown Crosstie Rehabilitation Project**

See attached affidavit.



Paducah & Louisville Railway, Inc.

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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]
Signature

Robert E Cox
Printed Name

VP + CMO
Title

8-29-24
Date

Bidder or Offeror Name: Radcoch + Louisville Railway Inc
Address: 200 Clark Street
Radcoch, KY 42003

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 29 day of August, 2024.

State of: Kentucky

Notary: Sherril Goodwin

County of: Madras

My Commission Expires: _____

