



**KENTUCKY SHORT LINE INFRASTRUCTURE PRESERVATION (KSLIP) APPLICATION**

**SECTION 1: PROJECT OVERVIEW**

|                                    |                         |
|------------------------------------|-------------------------|
| <b>RAILROAD NAME</b>               | <b>APPLICATION YEAR</b> |
| Paducah & Louisville Railway, Inc. | 2024                    |

**PROJECT TITLE**

Renewal of Princeton Yard Tracks Project

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

Princeton Yard, MP 180.3-183, Caldwell County

| TOTAL PROJECT COST | KSLIP FUNDING REQUESTED | APPLICANT MATCH | APPLICANT MATCH %<br><i>(50% Minimum)</i> |
|--------------------|-------------------------|-----------------|---|
| \$ 4,196,700       | \$ 2,000,000            | \$ 2,196,700    | 52 %                                      |

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? Combination

**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 Renewal of Princeton Yard Tracks Project will replace the switching ladders on the North and South ends of the yard with modern #8 115 RE self-guarded turnouts, reconnect Tracks 9, 10, and 11 to the ladders (these tracks currently are out of service), and reestablish track access through the existing maintenance-of-way shop building. The Project will eliminate and replace several very old turnouts, retired fasteners, outdated 85# and 90# rail, and ties in poor condition. Additionally, the Project will remove and replace fouled ballast and implement other measures to improve inadequate drainage throughout the Yard.

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

After acquiring the Line in 1986, P&L has implemented an aggressive yet sustainable capital improvement program; however, due to the age and condition of the existing infrastructure, the costs of needed maintenance are not sustainable in the long term. The Project must be undertaken immediately so that P&L can continue to provide safe, reliable, and efficient rail service to shippers and communities in western Kentucky. The aging track structure must be renewed so that trains can continue to utilize the Yard for local deliveries and ensure the safety of train personnel and the community.

**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, the aging track infrastructure has deteriorated to the point that major repairs are needed immediately to ensure continued operations from the Princeton Yard. Awkward track layout and outdated components have caused premature degradation of the track and higher than normal maintenance requirements. Drainage improvements will extend the useful life of track components and promote unimpeded operation for many years. Additionally, reestablishing direct track access to the existing shop building will assist maintenance of way to perform necessary maintenance and track repairs.

**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.)*

Princeton Yard is critical to P&L's operations and is an important location for the staging of trains for the delivery of commodities along the entire Line. The Project will result in substantial improvements in efficiency, yielding the timeliness and reliability of rail service upon which industries rely. The Yard supports not only system-wide staging and local deliveries but also transloading operations (Bremner Food Group, Inc., Princeton) that support industries vital to the local economy. Without these needed improvements, the Yard will not be able to support current operations or provide the platform for economic development.



**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.)*

Railroad operations involve much more than trains running along tracks, and facilities like P&L's Princeton Yard are a critical component of rail transportation. The Project will restore the Princeton Yard to modern standards, allowing P&L's operations, which include maintenance-of-way, train staging, and switching, to move efficiently and reliably. Currently, the Princeton Yard uses rail manufactured in 1949 and very old turnouts. The Project would replace these out-dated track components with modern 115 RE rail and turnouts and extend the switching lead to safely accommodate today's larger trains.

**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 construction on the Project will be ready to begin in early June 2025 and will be completed in 45-63 days.

**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                | 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            |  |  |
|------------------------------|---------------|------------------|--|--|
| 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 Renewal of Princeton Yard Tracks**

### **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 renew tracks in its railyard located in Princeton, Ky. 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 directly serves numerous local customers directly from the Princeton Yard, including Bremner Food Group (transloading), DHL Supply Chain, Eddyville Industrial Park, and Alliance Coal-Warrior Mine.

### **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 4 Class I carriers (CSXT, BNSF, NS, and CN) and several transfer 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 throughout western Kentucky.



The Princeton Yard is a vital component of P&L's local and system-wide operations. From this yard, P&L directly serves DHL Supply Chain, supports transloading operations for Bremner Food Group, provides the only interchange for the Fredonia Valley Railroad, stages railcars from Alliance's Warrior Mine for transloading at Calvert City Terminal, and stages trains for transportation across P&L's line. Additionally, the Princeton Yard serves as a headquarters and distribution hub for maintenance-of-way ("MOW") employees maintaining P&L's track between MP 125.8 and MP 250.

The Renewal of Princeton Yard Tracks Project ("Project") is a critical capital project that will streamline and modernize P&L's operations in and through the Princeton Yard, enhancing rail service for local industries and system rail traffic. With the assistance of KSLIP funds, P&L will replace the switching ladders, improve drainage, and reestablish track access through the existing MOW service building. The Project will replace old and worn out track and turnouts with stronger, modern components, replace fouled ballast, and construct improved drainage systems. These improvements will increase the efficiencies of P&L's operations, reduce on-going maintenance and delays caused by track outages, and enhance safety.

The Project will undertake the complete rehabilitation of the north yard and south yard switching ladders. The ladders currently use very old turnouts, with less than ideal tie conditions, retired fasteners, and outdated 85# and 90# rail. These components will be replaced with twenty-one (21) new #8 115RE self-guarded turnouts and new ties. The improvements in the south yard will create a new track layout. Track 9, which is currently out of service, will be extended 730 feet to reconnect it to the ladder. The Project also will replace the old, worn-out #16 115 mainline turnout, which requires non-standard components for maintenance with a standard #15 115RE manganese turnout. In addition to the replacement of the turnouts, new track panels will be installed off each turnout. Fouled ballast and accumulated spoils will be removed and replaced with new ballast, and additional modifications will be made to improve the yard's drainage system. Together, these changes will result in enhanced functionality, reduced maintenance needs and associated downtime, and improved safety for employees and the community.

Additionally, the Project will reestablish track access to the existing MOW shop building by rehabilitating Tracks 10 and 11, which are permanently out of service. The reestablished tracks will be separated by two (2) new #8 115 RE turnouts, pass through the shop building, and connect with the north and south yard ladders. A poured concrete floor will be added to the shop to provide a more functional and safer work space. These necessary improvements will provide a convenient location for the mobilization, storage, and repair/maintenance of on-track MOW equipment, which will promote more efficient track maintenance activities and improved operations by eliminating interference with train movements caused by MOW equipment accessing and using tracks in other locations.

The Project will significantly enhance P&L's rail line by streamlining operations and revitalizing aging track structures. Without KSLIP funding to assist with these necessary improvements, P&L would be placed in a vulnerable state of operations that could ultimately sever the region's link to 4 Class I carrier and multiple transloading facilities that connect western Kentucky industries to domestic 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.

Reliable rail transportation is critical to retaining Kentucky's existing industries and attracting new industries, and P&L's operations in the Princeton Yard are a critical component to its rail system. The Project will modernize the track infrastructure by replacing obsolete, aging rail and switches that have been in service for decades with track components meeting today's standards. These improvements will enhance operational efficiency, allowing P&L to provide the timely, dependable rail service needed to attract modern industries to western Kentucky. For large portions of this region, P&L provides the only rail service, and this service is a critical component for fostering economic growth and good-paying jobs.



**SCOPE OF WORK**  
**Renewal of Princeton Yard Project**

Please see attached document, "Princeton Yard Rehabilitation Proposal."



**Paducah & Louisville Railway, Inc.**

200 Clark Street • Paducah, KY 42003 • 270.444.4300



# Paducah & Louisville Railway

## Princeton Yard Rehabilitation Proposal

### Scope:

#### ***Rehabilitate North Princeton Yard Turnouts***

Remove existing #20 turnout (2) at MP 180.9 & MP 183. Remove spoils and establish proper grade & drainage. Install (2) new #15 115RE turnouts. Dump ballast via railcar, tamp & regulate.

Remove existing Evansville Lead crossover turnouts (2) from Mainline & remove track through private RR crossing, remove & dispose of spoils, establish proper grade & drainage. Install Evansville Lead crossover on the siding with new #8 115RE turnouts (2). Install track panels through private RR crossing. Dump ballast via railcar, tamp & regulate. Install new timber crossing surface on private RR crossing.

Remove existing turnouts (8) in the North end of the Princeton Yard. Remove & dispose of spoils, establish proper grade & drainage. Install new #8 115RE turnouts (9), track panels off each turnout, and reconnect track nine to the ladder (current abandoned). Build approximately 730' of track panels for track #9. Dump ballast via railcar, tamp & regulate.

#### ***Rehabilitate South Princeton Yard Turnouts***

Remove existing turnouts (10) from the South end of Princeton Yard. Remove & dispose of spoils, establish proper grade & drainage. Install new #8 115RE turnouts (10) forming a new more efficient layout. Install track panels off each turnout, dump ballast via railcar, tamp & regulate. Dump ballast via railcar, tamp & regulate.

#### ***Rehabilitate Shop Tracks & Building***

Cut grade with GPS guided dozer to establish grade & drainage. Install two #8 115RE turnouts on each end of shop building to separate shop tracks. Build approximately 2,600' of new track with crossties and new 115RE rail to tie shop tracks into switching ladders on the North & South end of Princeton Yard. Install concrete floor inside shop building, encasing rail with rubber rail seal.



Cost Estimate:

| <b>Material</b>             | <b>Units</b> | <b>Unit Cost</b>      | <b>Total</b>          |
|-----------------------------|--------------|-----------------------|-----------------------|
| #15 115RE Insulated Turnout | 2            | \$160,000.00          | \$320,000.00          |
| #8 115RE Turnout            | 23           | \$80,000.00           | \$1,840,000.00        |
| 115RE Rail                  | 11,000       | \$30.00               | \$330,000.00          |
| Crossties                   | 4,000        | \$75.00               | \$300,000.00          |
| Tie Plates                  | 8,000        | \$12.00               | \$96,000.00           |
| Spikes                      | 22,000       | \$0.75                | \$16,500.00           |
| Drive-on Rail Anchors       | 16,000       | \$3.00                | \$48,000.00           |
| Timber Crossing Surface     | 128          | \$275.00              | \$35,200.00           |
| 36E Racor Switch Stand      | 23           | \$2,000.00            | \$46,000.00           |
| Ballast                     | 10,000       | \$12.50               | 125,000.00            |
| Shop Floor Concrete         | 1            | 75,000.00             | \$75,000.00           |
|                             |              | <b>Material Total</b> | <b>\$3,231,700.00</b> |
| <br>                        |              |                       |                       |
| <b>Labor</b>                | <b>Units</b> | <b>Unit Cost</b>      | <b>Total</b>          |
| Turnout Install             | 25           | \$30,000.00           | \$750,000.00          |
| Track Labor                 | 5            | \$20,000.00           | \$100,000.00          |
| Track Surfacing             | 15           | \$5,000.00            | \$75,000.00           |
| Equipment Mobilization      | 1            | \$40,000.00           | \$40,000.00           |
|                             |              | <b>Labor Total</b>    | <b>\$965,000.00</b>   |
|                             |              |                       |                       |
|                             |              | <b>Project Total:</b> |                       |
|                             |              |                       | <b>\$4,196,700.00</b> |

**PROJECT SCHEDULE/TIMELINE**  
**Renewal of Princeton Yard Project**

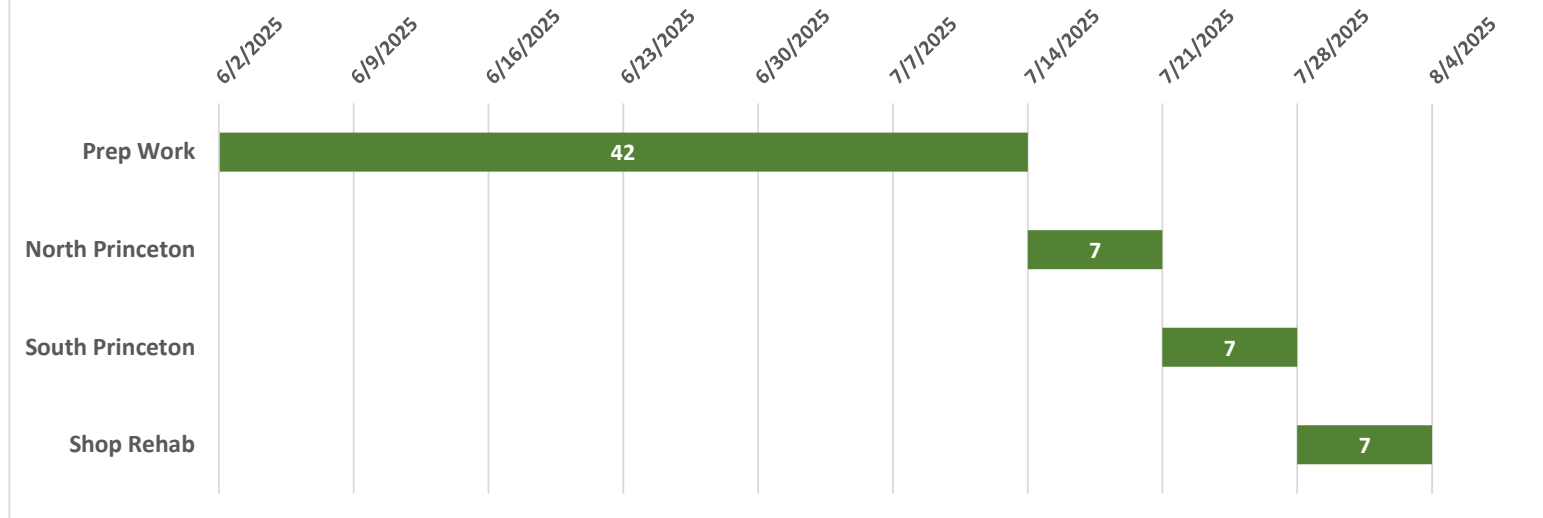
It is anticipated that work on the Project can begin on or about June 3, 2025. This start date is intended to permit optimal maintenance-of-way workflow and accommodate operational needs. The preparatory work phase of the Project will require 30-45 days for completion. The remaining work will be pursued in three (3) phases: North Yard, South Yard, and Shop Rehab. It is anticipated that work on each of these phases will require 5-7 days for completion. From beginning to completion, P&L expects the Project to require 45-63 days.

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





## Princeton Yard Rehabilitation



| Princeton Yard Rehabilitation |            |               |            |                 |
|-------------------------------|------------|---------------|------------|-----------------|
| Task                          | Start Date | Days Required | Completion | Adjusted Length |
| Prep Work                     | 6/2/2025   | 30            | 7/14/2025  | 42              |
| North Princeton               | 7/14/2025  | 5             | 7/21/2025  | 7               |
| South Princeton               | 7/21/2025  | 5             | 7/28/2025  | 7               |
| Shop Rehab                    | 7/28/2025  | 5             | 8/4/2025   | 7               |

**PHOTOGRAPHIC DOCUMENTATION**  
**Renewal of Princeton Yard Project**

A. Aerial Photographs Depicting Project Location

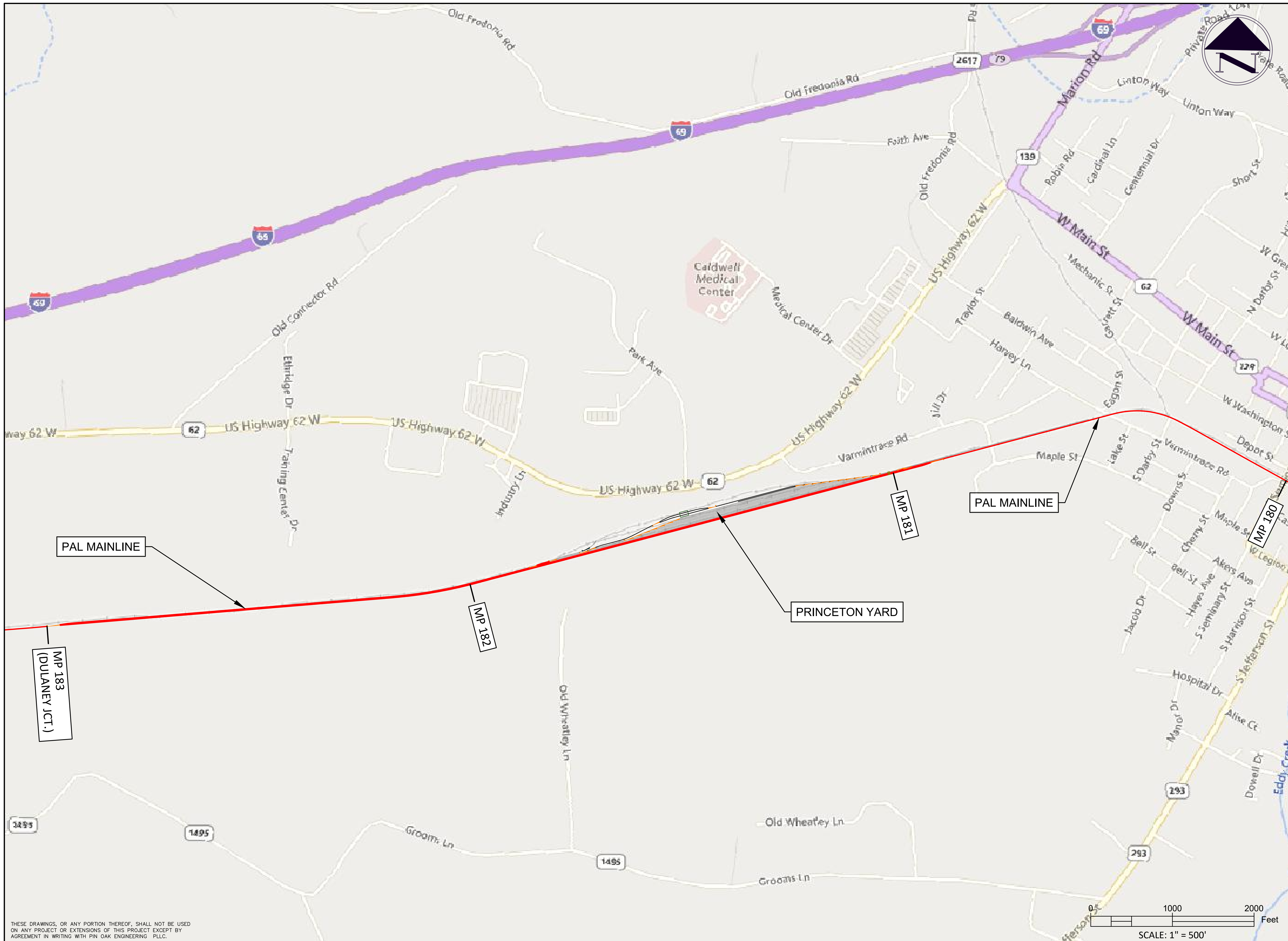
1. Project Location – Aerial
2. Project Location – Map

B. Photographs of Current Conditions

1. North Princeton Switch Ladder
2. North Princeton Switch Ladder
3. North Princeton Switch Ladder
4. South Princeton Switch Ladder
5. South Princeton Industry Switch
6. MP 180.9 #20 Turnout
7. MP 183 #20 Turnout
8. North Shop
9. North Princeton Shop Track
10. South Shop
11. South Princeton Shop Track





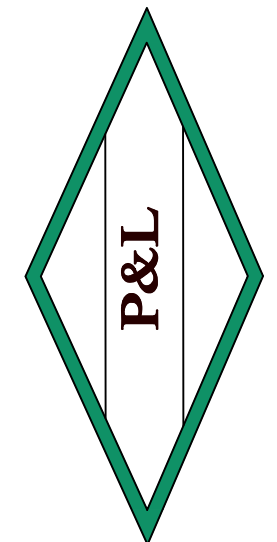


# PINOAK ENGINEERING

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

PADUCAH & LOUISVILLE RAILWAY

200 CLARK STREET  
PADUCAH, KY 42003



OVERVIEW - PRINCETON YARD IMPROVEMENTS

| NO. | DATE | REVISION |
|-----|------|----------|
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SHEET NO.  
**1.0**

SHEET 1 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.

0 1000 2000 Feet  
SCALE: 1" = 500'

Photo B-1





GATX 34493  
CAPY 50540 US GAL  
CAPY 77 374 L

PAL DISORS





Photo B-5





Photo B-7





Photo B-9



Photo B-10



Photo B-11



**PLANS, SCHEMATICS, DETAILS AND DRAWINGS**  
**Renewal of Princeton Yard Project**



Paducah & Louisville Railway, Inc.

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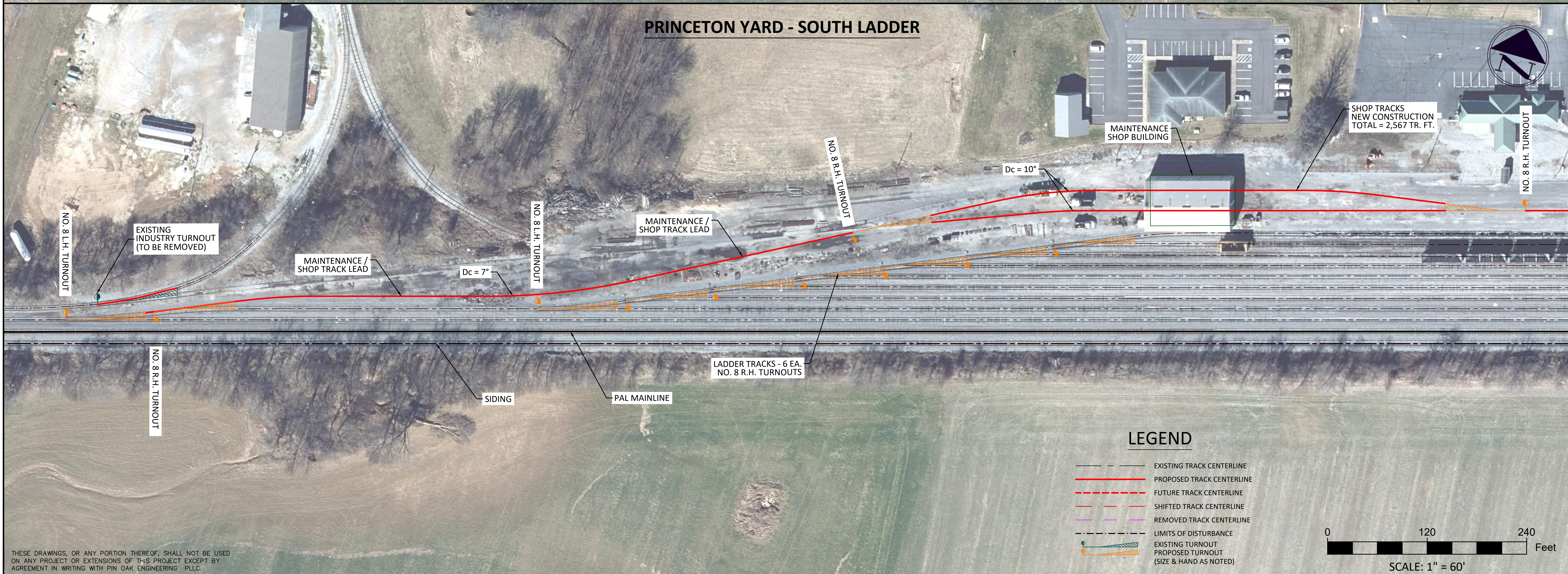




**PRINCETON YARD - NORTH LADDER**

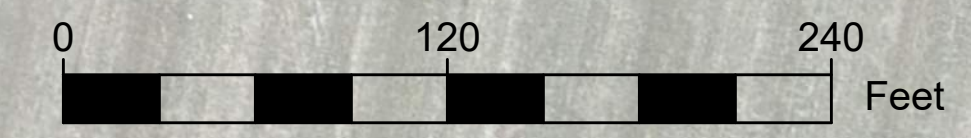


**PRINCETON YARD - SOUTH LADDER**



**LEGEND**

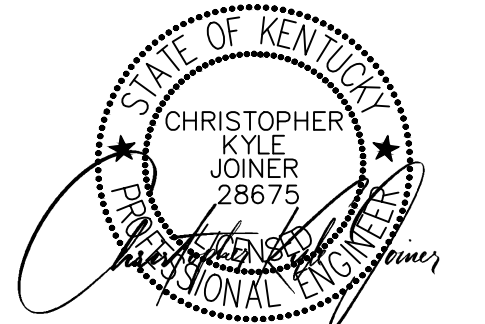
- EXISTING TRACK CENTERLINE
- PROPOSED TRACK CENTERLINE
- - - FUTURE TRACK CENTERLINE
- - - SHIFTED TRACK CENTERLINE
- - - REMOVED TRACK CENTERLINE
- - - LIMITS OF DISTURBANCE
- EXISTING TURNOUT
- PROPOSED TURNOUT (SIZE & HAND AS NOTED)



SCALE: 1" = 60'

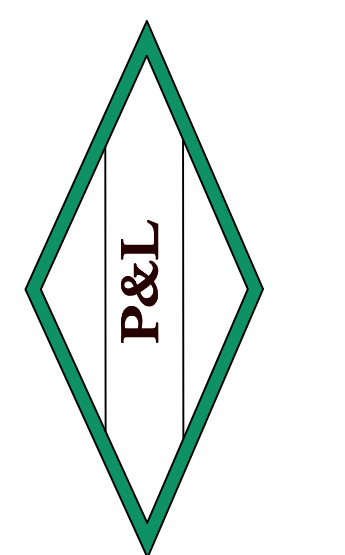
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**PINOAK**  
ENGINEERING  
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PADUCAH, KY 42003  
270.297.0330  
www.pinoakeng.com  
KY Engineering Permit No. 5114, Land Surveying Permit No. 1119



**PRELIMINARY**  
**NOT FOR CONSTRUCTION**

PADUCAH & LOUISVILLE RAILWAY  
200 CLARK STREET  
PADUCAH, KY 42003



PRINCETON YARD - OPTIMIZED LADDER AND SHOP TRACKS

| NO. | DATE | REVISION |
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SHEET NO.  
**1.0**  
SHEET 1 OF 2  
PAL-PRINCETON 8.30.2024



**PROJECT ESTIMATE**  
**Renewal of Princeton Yard Project**

Cost Estimate:

| <i><b>Material</b></i>                                 | <i><b>Units</b></i> | <i><b>Unit Cost</b></i>      | <i><b>Total</b></i>          |
|--|---------------------|------------------------------|------------------------------|
| #15 115RE Insulated Turnout                            | 2                   | \$160,000.00                 | \$320,000.00                 |
| #8 115RE Turnout                                       | 23                  | \$80,000.00                  | \$1,840,000.00               |
| 115RE Rail   | 11,000              | \$30.00                      | \$330,000.00                 |
| Crossties  | 4,000               | \$75.00                      | \$300,000.00                 |
| Tie Plates   | 8,000               | \$12.00                      | \$96,000.00                  |
| Spikes   | 22,000              | \$0.75                       | \$16,500.00                  |
| Drive-on Rail Anchors                                  | 16,000              | \$3.00                       | \$48,000.00                  |
| Timber Crossing Surface                                | 128                 | \$275.00                     | \$35,200.00                  |
| 36E Racor Switch Stand                                 | 23                  | \$2,000.00                   | \$46,000.00                  |
| Ballast  | 10,000              | \$12.50                      | 125,000.00                   |
| Shop Floor Concrete                                    | 1                   | 75,000.00                    | \$75,000.00                  |
|  |                     | <i><b>Material Total</b></i> | <i><b>\$3,231,700.00</b></i> |
|  |                     |                              |                              |
| <i><b>Labor</b></i>                                    | <i><b>Units</b></i> | <i><b>Unit Cost</b></i>      | <i><b>Total</b></i>          |
| Turnout Install  | 25                  | \$30,000.00                  | \$750,000.00                 |
| Track Labor  | 5                   | \$20,000.00                  | \$100,000.00                 |
| Track Surfacing  | 15                  | \$5,000.00                   | \$75,000.00                  |
| Equipment Mobilization                                 | 1                   | \$40,000.00                  | \$40,000.00                  |
|  |                     | <i><b>Labor Total</b></i>    | <i><b>\$965,000.00</b></i>   |
| <br><b>Project Total:</b><br><br><b>\$4,196,700.00</b> |                     |                              |                              |



## **PUBLIC INTEREST FINDING Renewal of Princeton Yard Project**

P&L plans to use its own manpower, equipment, and materials to perform a portion of the work on the Project and will competitively bid out those portions of the work requiring the use of special equipment. Specifically, the Project will require the use of heavy bulldozers and trackhoes for the proper placement of the switches. P&L does not own this heavy and specialty equipment, and it is not available for use by P&L's Maintenance-of-Way ("MOW") employees. The remaining work, including the installation of switches and track panels, track surfacing, and other related tasks, will be performed by P&L MOW employees using P&L's equipment ("Force Account Work").

It is in the public's best interest not to require competitive bids for the Force Account Work. Based upon bids recently received by P&L and other affiliated railroads for similar work, it is significantly less expensive for P&L to perform the Force Account Work with its own manpower and equipment. While several companies provide these services, most are out-of-state contractors using non-resident employees. P&L has the labor and equipment necessary to perform the Force Account Work.

P&L's MOW employees are collectively represented by a labor union with which P&L has a Labor Agreement ("CBA"). The provisions of the CBA negotiated between P&L and its MOW employees requires P&L to use its MOW employees to perform work included within the scope of the CBA. The CBA additionally prohibits P&L from contracting such work out unless the work requires special skills or equipment or when the work is beyond the capacity of P&L's MOW employees. The Force Account Work for the Project involves work within the capacity of P&L's MOW employees, which can be performed with P&L's manpower and equipment. A requirement to pursue competitive bidding for the Force Account Work would not only jeopardize P&L's labor relations and compliance with CBA provisions but also would take away work opportunities from Kentucky union workers.



**REQUIRED ANNUAL AFFIDAVIT FOR BIDDERS, OFFERORS, AND  
CONTRACTORS  
Renewal of Princeton Yard Project**

Please see attached affidavit.



**Paducah & Louisville Railway, Inc.**

200 Clark Street • Paducah, KY 42003 • 270.444.4300



**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: MacCracken

My Commission Expires: \_\_\_\_\_

