



KENTUCKY TRANSPORTATION CABINET
Department of Highways
DIVISION OF PLANNING

TC 59-115
Rev. 10/2024
Page 1 of 4

KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW

PROJECT TITLE

Hot-Box Detector Modernization Project

APPLICANT LEGAL NAME

APPLICATION YEAR

Paducah & Louisville Railway, Inc.

2026

APPLICANT TYPE

COUNTIES IMPACTED BY THE PROJECT

Class II Freight Railroad

Jefferson, Meade, Hardin, Grayson, and Ohio

PROJECT PHYSICAL ADDRESS

The Project will be located on P&L's mainline between MP 9.08 (near Louisville) and MP 105.80 (near Beaver Dam).

RAILROAD(S) SERVING THE SITE

ENTITY OWNING PROJECT SITE (if different from applicant)

Paducah & Louisville Railway, Inc.

Paducah & Louisville Railway, Inc.

TOTAL PROJECT COST

**KIASI FUNDING
REQUESTED**

APPLICANT MATCH

**APPLICANT MATCH %
(50% Minimum)**

\$ 2,128,020.42

\$ 1,064,010.21

\$ 1,064,010.21

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 Hot-Box Detector Modernization Project will replace five (5) existing installations on the P&L network with six (6) new hot-box detectors (HBDs) equipped with modern electronics capable of supporting proactive monitoring, data collection, and trending analysis of rolling stock defects. Additionally, one (1) site will be additionally equipped with bearing acoustics and wheel condition monitoring. After all detector sites have been constructed and tested, a coordinated cutover will occur. During this process, the existing HBD assets will be formally decommissioned, and the new detector network will be activated and integrated into P&L's monitoring system.

DESCRIPTION OF HOW PROJECT WOULD PROVIDE KENTUCKY COMMUNITIES AND INDUSTRIES WITH TRANSPORTATION OPTIONS, CONNECTIVITY AND OPPORTUNITIES (Text is limited to the space provided below.)

Upgrading P&L's Hot-Box Detector system will promote safe, reliable, and efficient freight service and strengthen the rail connectivity that western Kentucky industries and communities depend on. New wireless monitoring technology enables real-time detection of developing issues, preventing costly delays and keeping supply chains moving. For industrial hubs in Elizabethtown, Calvert City, and Paducah, this modernization means reliable last-mile service, stronger connections to national and international markets, and a rail network capable of attracting and sustaining long-term economic growth.

DESCRIPTION OF HOW PROJECT WOULD ENHANCE RAIL LINE CORRIDORS TO INCREASE ON-TIME PERFORMANCE (Text is limited to the space provided below.)

Modernizing P&L's hot-box detector network will enhance corridor on-time performance by enabling real-time condition monitoring and faster, more accurate defect detection. The existing system stores data locally, which limits proactive identification of railcar defects before they exceed alarm thresholds, resulting in unplanned stops. The upgraded detectors will minimize service disruptions and increase network reliability, improving rail fluidity and shortening terminal-to-terminal cycle times.

DESCRIPTION OF HOW PROJECT WOULD IMPROVE RAIL SERVICES TO EXISTING INDUSTRIES AND ENCOURAGE INVESTMENT IN THE COMMONWEALTH (Text is limited to the space provided below.)

Modern detector technology directly addresses two risks that most concern rail-served industries: safety and unpredictable transit times. By identifying potential defects before they reach alarm thresholds or progress to equipment failure, the Project lowers derailment risk, improves time predictability, and gives P&L customers a stronger case for expanding Kentucky operations rather than shifting freight to other modalities or other states. The same reliability profile makes the P&L corridor more attractive to new businesses evaluating western Kentucky for new development.

KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 1: PROJECT OVERVIEW (CONTINUED)

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 early June 2026. The project can be completed in thirty-one (31) weeks or two hundred seventeen (217) days after receiving the notice to proceed. It is anticipated that the HBDs will be received by the P&L within eighty-four (84) days after they are ordered from the manufacturer. Site construction and installation are estimated to take eighty-four (84) days, and the coordinated cut-over is anticipated to take seven (7) days to complete.

SECTION 2: CONTACT INFORMATION

APPLICATION PRIMARY CONTACT NAME & TITLE	PHONE	EMAIL	
Blake Poole, Chief Engineer	(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: PROPOSED PROJECT PERMITS/APPROVALS/READINESS

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

E. Has preliminary engineering been completed for the proposed project? ☐ YES ☒ NO ☐ N/A

What engineering still needs to be done and when will it be completed? Site evaluation.

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION

A. If the project will provide new and/or increased service to an industrial park:

Total acres of the industrial park	Total amount of developable acres	Acres that may be served by project
N/A	N/A	N/A

KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 4: ECONOMIC DEVELOPMENT INFORMATION (CONTINUED)

B. Utility infrastructure in place to the site to be served by the project:

☐ Electric ☐ Natural Gas ☐ Water ☐ Wastewater ☐ Fiber/telecom

C. Provide listing of the names of existing companies currently served/to be served by the project along with the number of existing full-time jobs, potential new full-time jobs to be created, and potential capital investment to be incurred for each company.

	COMPANY NAME	FULL TIME JOBS		CAPITAL
		CURRENT	POTENTIAL	INVESTMENT
1	Please see attached list of P&L's active customers.			\$
2				\$
3				\$
4				\$
5				\$
6				\$
7				\$
8				\$
9				\$
10				\$

D. Are there any companies considering location or expansion of a potential project on the site to be served?

☐ YES ☐ NO ☒ N/A

If YES, provide details of the potential project for each company (e.g., potential new full-time jobs to be created and potential capital investment to be incurred). N/A

SECTION 5: SUBMISSION CHECKLIST *(See KIASI Guidance Document, Section VI, for details.)*

- ☒ Kentucky Industrial Access and Safety Improvement (KIASI) Project Application (TC 59-115)
- ☒ Statement of Work
- ☒ Scope of Work
- ☒ Project Schedule/Timeline
- ☒ Diagrams/maps depicting proposed project
- ☐ Rail Connectivity Letter (as applicable)
- ☐ 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.



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KENTUCKY INDUSTRIAL ACCESS AND SAFETY IMPROVEMENT (KIASI) PROJECT APPLICATION

SECTION 6: KENTUCKY RAILROAD ANNUAL REPORT COMPLIANCE (Required **ONLY** if applicant is a railroad.)

I hereby certify that as an applicant defined as a railroad in 603 KAR 7:090(1), my company has completed and submitted 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 Chief Engineer	<i>Blake Poole</i>	5/14/2026

SECTION 7: BUSINESS STANDING CERTIFICATION

I hereby certify that the applicant is a business entity in good standing with the Office of the Kentucky Secretary of State or under the laws of the jurisdiction(s) in which the entity is organized or authorized to conduct business and is not delinquent in taxes owed to any taxing entity. Applicants not in good standing or delinquent in taxes are subject to this application immediately being rejected without consideration and returned to me without further review.

PRINTED NAME AND TITLE	SIGNATURE	DATE
Blake Poole Chief Engineer	<i>Blake Poole</i>	5/14/2026

SECTION 8: APPLICANT CERTIFICATION

I have read the Kentucky Industrial Access and Safety Improvement (KIASI) 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 Chief Engineer	<i>Blake Poole</i>	5/14/2026

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

Hot-Box Detector Modernization Project

Applicant Eligibility

Paducah & Louisville Railway, Inc. (“P&L”) is a Class II rail carrier and has submitted its completed Kentucky Railroad Annual Report. P&L is an eligible applicant under Section II of the FY 2026 Kentucky Industrial Access and Safety Improvement (KIASI) Project Guidance and Specifications (“KIASI Guidance”). *See also* 2024 Ky. Acts 173, Sec. 1(230) (“HB 1”).

Project Eligibility

P&L seeks KIASI funding assistance to upgrade and add hot-box detectors to its mainline track from MP 9.08 (near Louisville) through MP 105.80 (near Beaver Dam). The Hot-Box Detector Modernization Project (“Project”) is eligible for KIASI awards pursuant to Section III(1) of the KIASI Guidance and subsection 230 of HB 1 because the funds will be used for the construction, reconstruction, improvement, and rehabilitation of rail facilities. As described below, this capital project will expand rail access, enhance the marketability of available industrial sites, increase job creation and capital investment, and increase safety on Kentucky’s rail system.

Expense Eligibility

The expenses for which funding is sought are eligible pursuant to Section IV(2)(a) of the KIASI Guidance. The Project is a capital project on track that actively serves rail customers located in Kentucky. P&L serves ninety-two (92) customers directly from its line.

Project Description and Purpose

P&L 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 ninety-two (92) customers to the national rail system and international markets through direct connections with four (4) Class I carriers and several inland-waterway transloading facilities. P&L handles approximately 150,000 carloads each year, transporting a diverse range of commodities including coal, chemicals, auto frames, limestone, lumber, food products, and agricultural goods, with 99 percent of those carloads originating or terminating on P&L’s lines.

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 at risk of total embargo. 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 and businesses throughout western Kentucky.



When combined with a separate project planned for the remaining portions of P&L's mainline (MP 151-MP 223), the Hot-Box Detector Modernization Project will modernize and expand P&L's wayside railcar health monitoring infrastructure to elevate safety performance, reduce the likelihood of equipment-related derailments, and support a more predictive and efficient approach to maintenance. Specifically, the two (2) projects will replace the legacy system with modern detector technology and expand P&L's monitoring network from eight (8) to twelve (12) sites, significantly improving and expanding the railroad's wayside railcar health monitoring capabilities. This Project, for which KIASI funding is requested, will replace five (5) existing sites with six (6) state-of-the-art detector systems. The new sites will be located at MP 9.08 (Jefferson County), MP 27.50 (Meade County), MP 44.8 (Hardin County), MP 69.5 (Grayson County), MP 87.69 (Grayson County), and MP 105.80 (Ohio County).

P&L's existing system consists of eight (8) hot-box detector (HBD) sites positioned an average of 26.9 miles apart. These detectors monitor the condition of passing railcars and identify overheated bearings, hot wheels, and dragging equipment. Each site includes Automatic Equipment Identification (AEI) scanners to identify equipment and track its movement across the system. Although the current detectors provide essential safety protection, they rely on aging technology with limited diagnostic capabilities. Data is stored locally on the individual detectors and requires manual retrieval, preventing P&L from conducting real-time or trend-based analysis of developing mechanical issues. Conditions that are elevated above normal but below alarm thresholds cannot be monitored or tracked, hindering P&L's ability to identify emerging issues early and intervene before they escalate into unplanned stops or serious failures.

The Project will replace these legacy detectors with modern, state-of-the-art HBD technology capable of wireless data transmission to a centralized system. In addition to upgrading five (5) existing sites, the Project will install an additional site to improve network coverage and reduce the average distance between detectors from 26.9 miles to 18.2 miles. The upgraded system will allow continuous monitoring, networkwide trending, and early identification of abnormal patterns that could indicate developing railcar issues. These improvements will allow maintenance personnel to detect concerning temperature trends that fall below alarm thresholds and intervene proactively, reducing the number of emergency train stops and preventing unplanned operational delays.

To further enhance early-warning capabilities, the Project also includes the deployment of complementary Bearing Acoustic Monitoring, Wheel Condition Monitoring, and Weigh-in-Motion technologies at the site located at MP 27.50 near Fort Knox. The acoustic monitoring system detects high-frequency sound waves associated with early-stage bearing degradation—often long before temperature increases are detectable. The wheel condition monitoring system identifies defects such as flat spots, spalling, shelling, surface roughness, and out-of-round wheels, while weigh-in-motion sensors detect overloaded axles and imbalanced railcars. Together, these technologies provide a comprehensive diagnostic platform that will dramatically improve P&L's ability to identify, track, and address equipment issues before they compromise rail safety or infrastructure integrity.

The combined effect of these improvements will transform P&L's approach to equipment monitoring and risk reduction. With real-time data transmission, centralized analytics, and



trend-based defect detection software, maintenance personnel will gain critical visibility into equipment condition and will be able to address developing issues long before they become serious problems. These improvements will reduce emergency train stoppages, lower the likelihood of bearing and wheel-related failures, and help prevent track damage caused by overloaded or imbalanced railcars.

The new technologies are designed for long-term durability and low maintenance demands, ensuring that the system remains sustainable after installation. Ongoing data analysis and trend monitoring will become a routine part of P&L's maintenance program, allowing the railroad to prioritize repairs, optimize its resources, and prevent failures before they impact operations.

Project Impact

The Project is essential to the long-term viability and safety of P&L's rail operations from Beaver Dam to Louisville and throughout western Kentucky. Without KIASI 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 unexpected train stops and delays and increased railcar and track maintenance, threatening the efficiency and reliability of rail operations. P&L serves as a vital link to Class I railroad interchanges and inland waterway transloading facilities that connect western Kentucky industries to the national rail system and global 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 would increase road congestion, traffic-related injuries, and emissions, straining Kentucky's highway infrastructure.

Completion of the Hot-Box Detector Modernization 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 and supports more sustainable freight movement – requirements for businesses and industries evaluating expansion and development in Kentucky. With an award of KIASI 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

Hot-Box Detector Modernization Project

The Hot-Box Detector Modernization Project (“Project”) will replace P&L’s five (5) existing hot-box detectors (“HBDs”) with six (6) new HBDs utilizing state-of-the-art technologies, including hot-bearing, hot-wheel, and automatic equipment identification scanners. Additionally, one (1) of the asset sites will include expanded defect detection capabilities provided by bearing acoustic monitors, wheel condition monitors, and weigh-in-motion functionality. The new HBD locations will be spaced at average intervals of 18.2 miles along P&L’s mainline track from MP 9.08 to MP 105.80.

P&L first will conduct a detailed field assessment of potential HBD locations to confirm suitability of the site for both railroad operations and construction activities. The site location determination will prioritize consistency of intervals between detectors balanced with rail traffic volumes. After final site selection, P&L will procure materials and retain a qualified contractor for installing the new system. It is anticipated that installation will be completed at a rate of one (1) site per week.

The newly installed detectors will remain offline during the installation phase of the project to ensure system continuity and minimize operational disruptions. After all new HBD sites have been constructed and internal testing completed, a coordinated system cut-over will occur. During this process, the existing HBD assets will be formally decommissioned, and the new HBD network will be activated and integrated into P&L’s wayside monitoring system.

The following chart describes the materials and services required for completion of the Project:

Description	Units	Unit Cost	Total
4’x6’ House equipped with Hot-Box & Hot-Wheel detection with AEI scanners	6	\$156,770.00	\$940,620.00
Rail Bearing Acoustic Monitor + Wheel Condition Monitor w/ 8’x8’ house	1	\$403,480.00	\$403,480.00
Civil work, installation, and Bungalows for all systems	1	\$521,957.00	\$521,957.00
Provision for civil, electrical, and site requirements	1	\$150,000.00	\$150,000.00
Sales Tax (excluding provision)	1	\$111,963.42	\$111,963.42
<i>Project Total:</i> <i>\$2,128,020.42</i>			



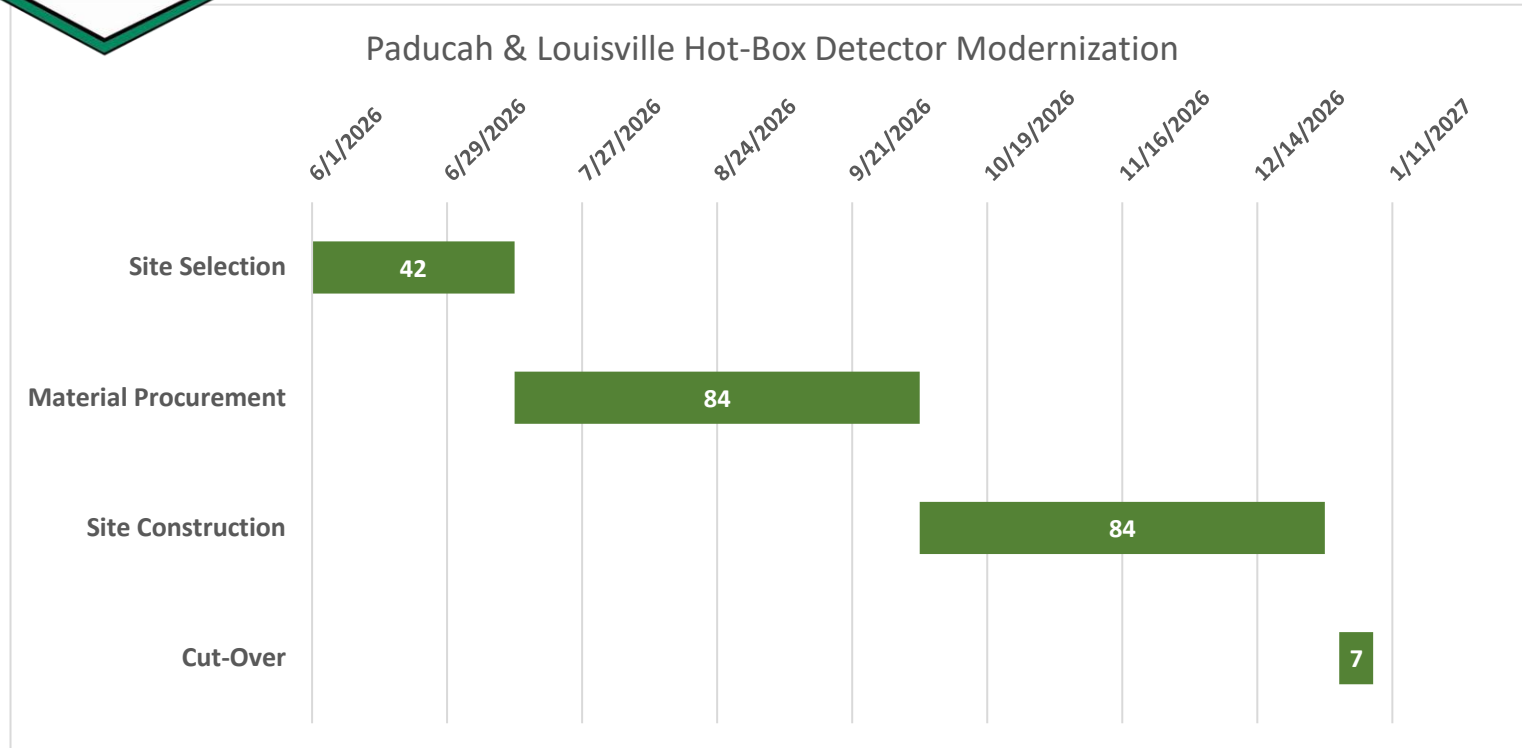
PROJECT SCHEDULE/TIMELINE
Hot-Box Detector Modernization Project

It is anticipated that the site selection process can begin on or about June 1, 2026. The process will require approximately thirty (30) working days and will be completed by July 13, 2026. Once sites are finalized, the necessary materials and installation services will be procured. It is anticipated that material procurement and delivery will require eighty-four (84) calendar days and will be completed by October 5, 2026. Site construction and installation of the new hot-box detectors will begin immediately. It is anticipated that construction, installation, and testing will require sixty (60) working days and will be completed by December 28, 2026. After construction and installation of the new equipment, a coordinated system cut-over, including decommissioning of the legacy detectors and activation of the new network will begin. It is anticipated that cut-over will require five (5) working days and will be completed by January 7, 2027.

The Project will require a total of one hundred fifty-five (155) working days (two hundred seventeen (217) calendar days) to complete.

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



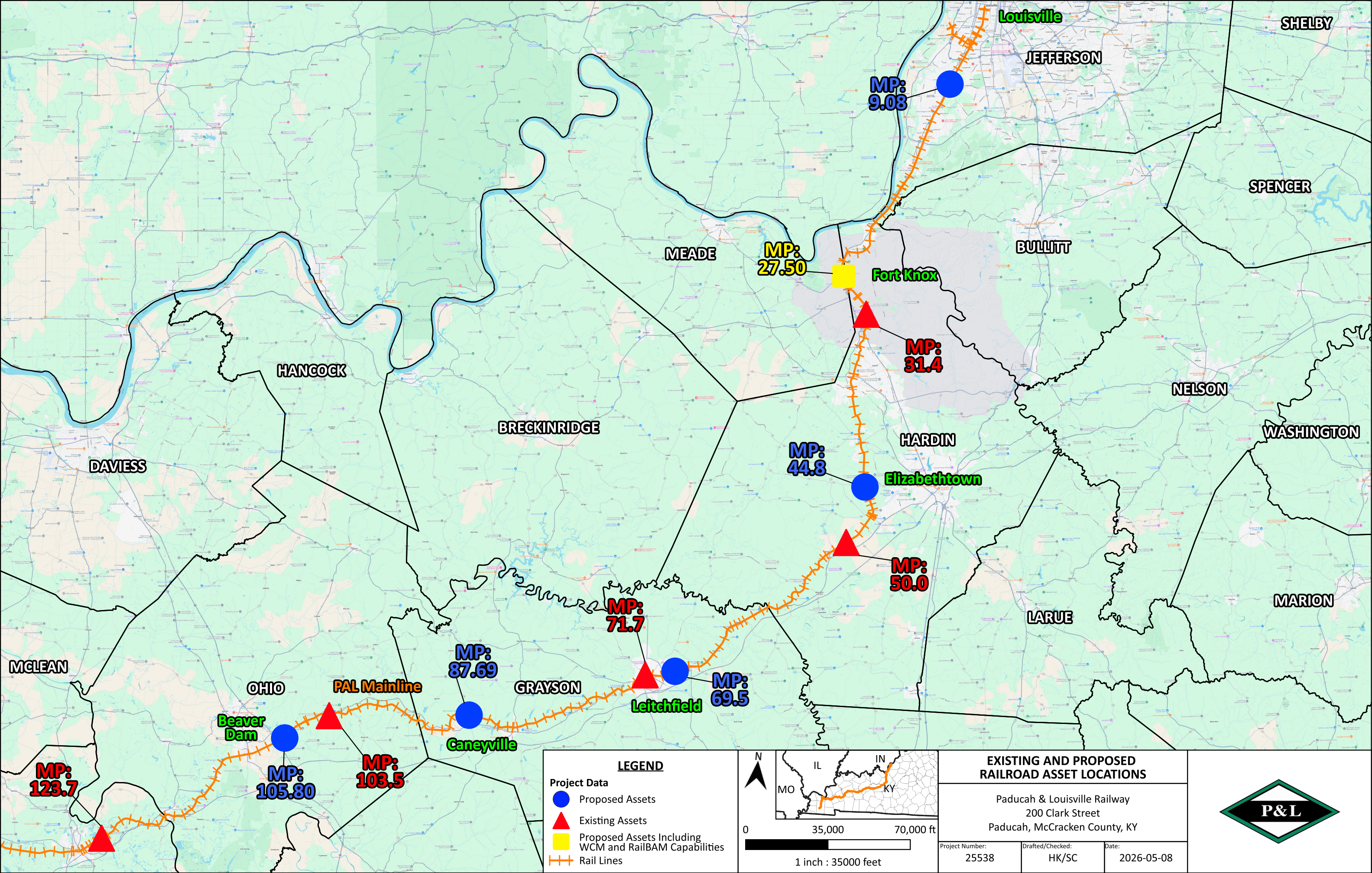


Paducah & Louisville Hot-Box Detector Modernization				
Task	Start Date	Work Days Required	Completion	Calendar Days
Site Selection	6/1/2026	30	7/13/2026	42
Material Procurement	7/13/2026	60	10/5/2026	84
Site Construction	10/5/2026	60	12/28/2026	84
Cut-Over	12/31/2026	5	1/7/2027	7

DIAGRAMS/MAPS DEPICTING PROPOSED PROJECT
Hot-Box Detector Modernization Project

A. Map – Overview of Existing and Proposed New Hot-Box Detector Locations





PHOTOGRAPHIC DOCUMENTATION

Hot-Box Detector Modernization Project

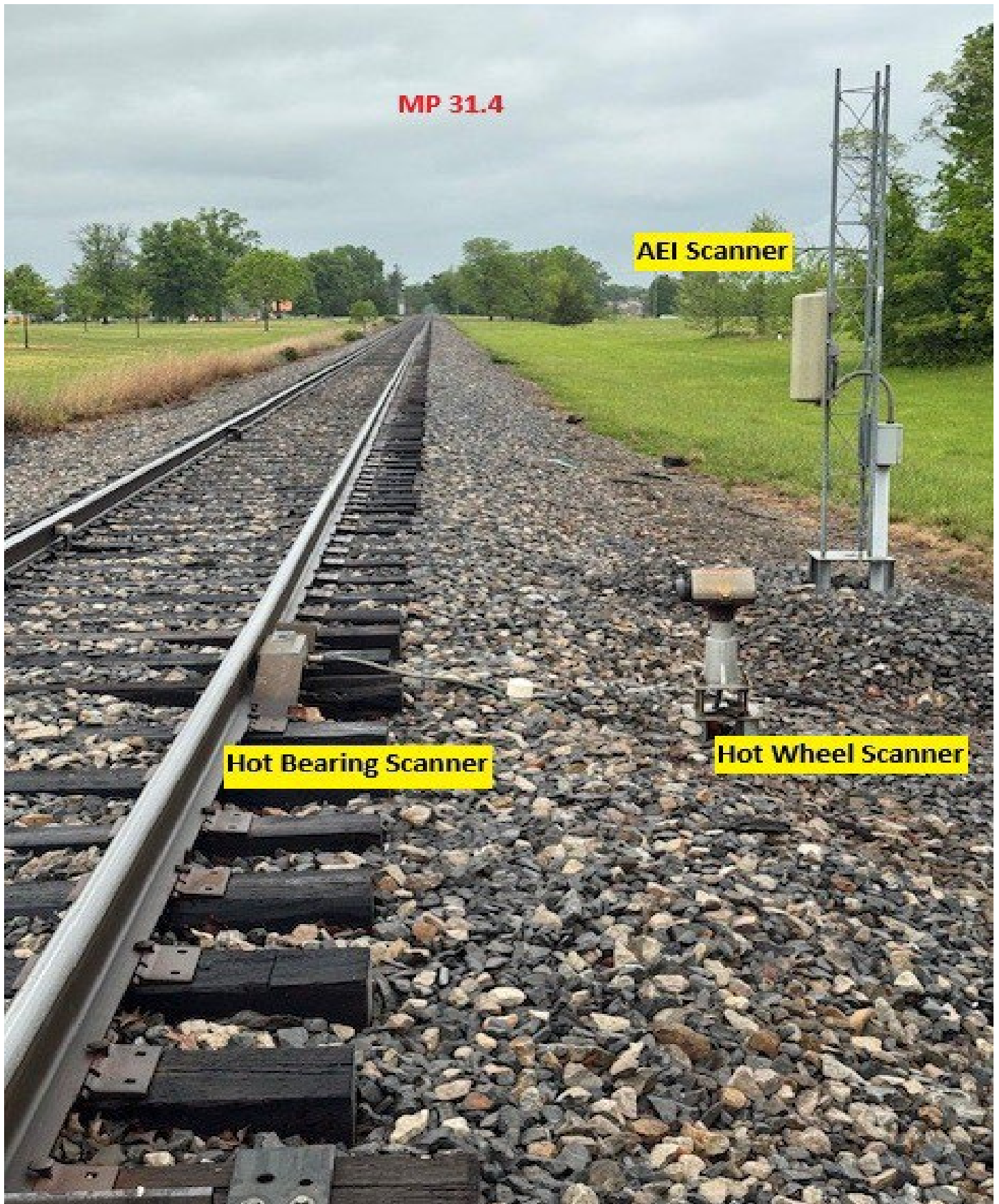
A. Photographs of Current Conditions

1. Photograph of current Detector at MP 31.4 showing hot-bearing, hot-wheel, and dragging equipment detectors
2. Photograph of current Detector at MP 103.1 showing components
3. Photograph of bungalow for current Detector at MP 103.1

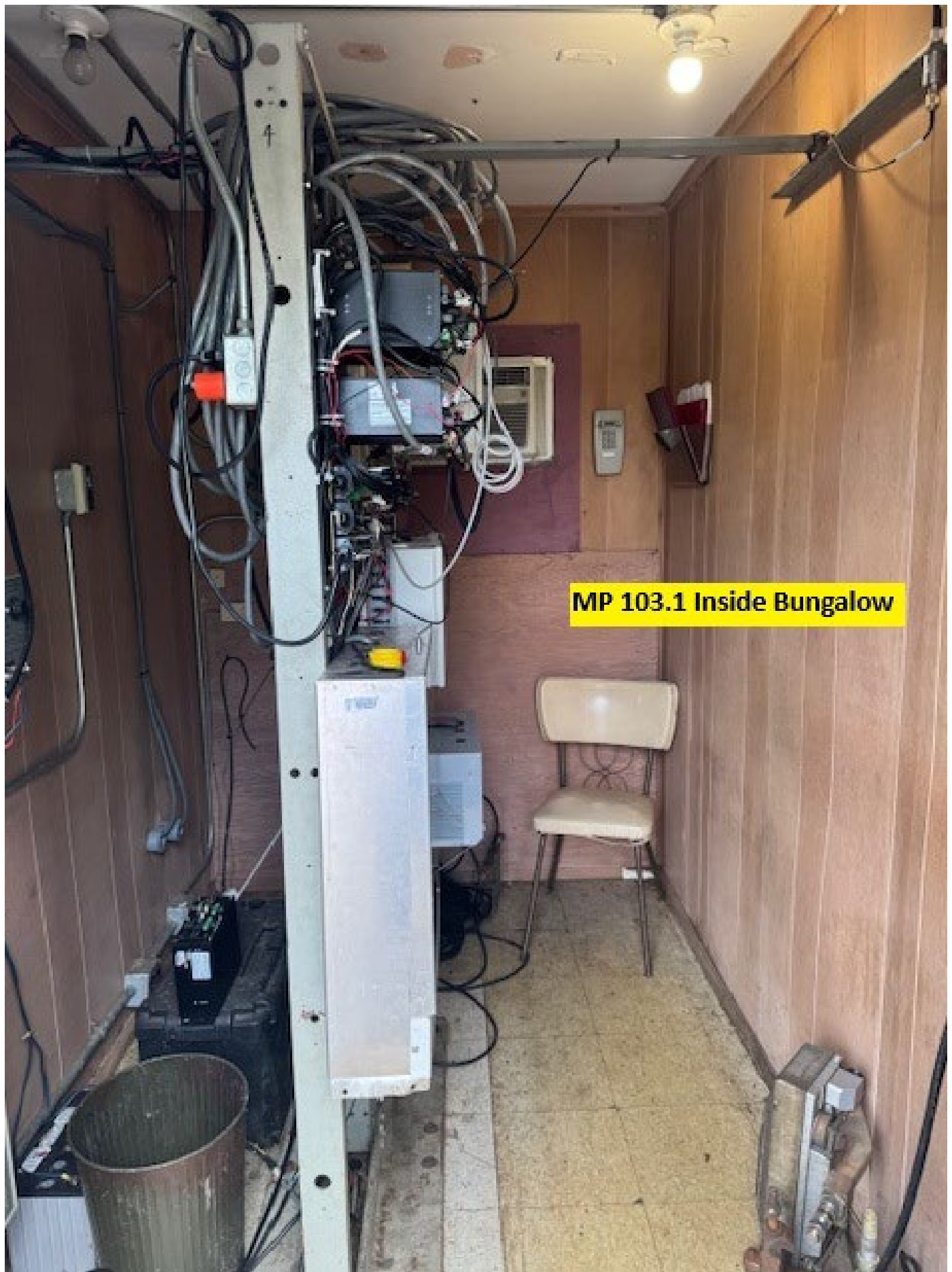
B. Photographs of New Hot-Box Detectors

1. Hot-Bearing and Hot-Wheel Detector Installation
2. Hot-Bearing and Hot-Wheel Scanner Layout
3. Bearing Acoustic Monitor Installation
4. Wheel Condition Monitor Installation
5. Typical Defects Discovered by Bearing Acoustic Monitor
6. Hot-Box Scan Example







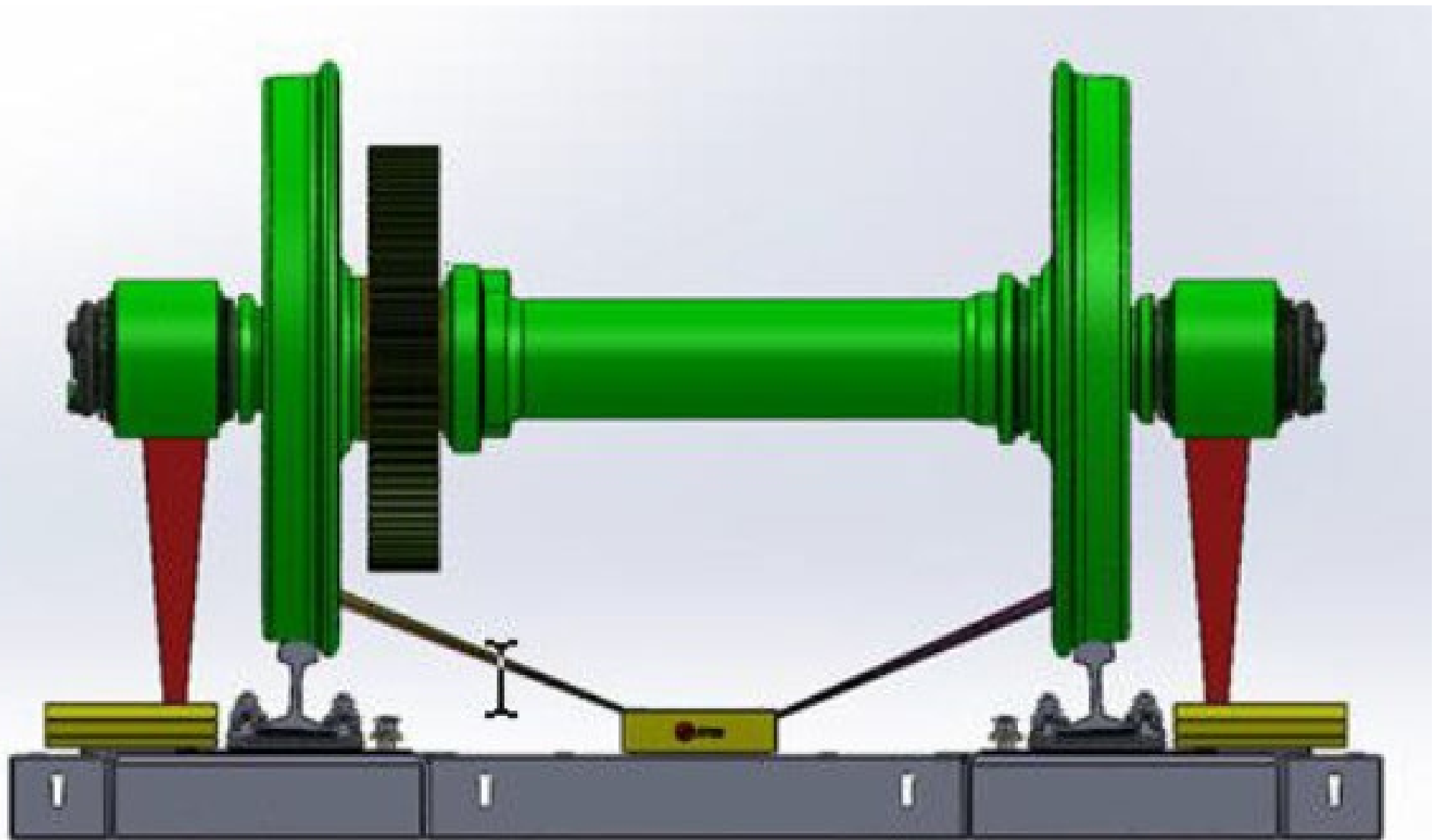




Hot-Bearing & Hot-Wheel Installation

EXHIBIT

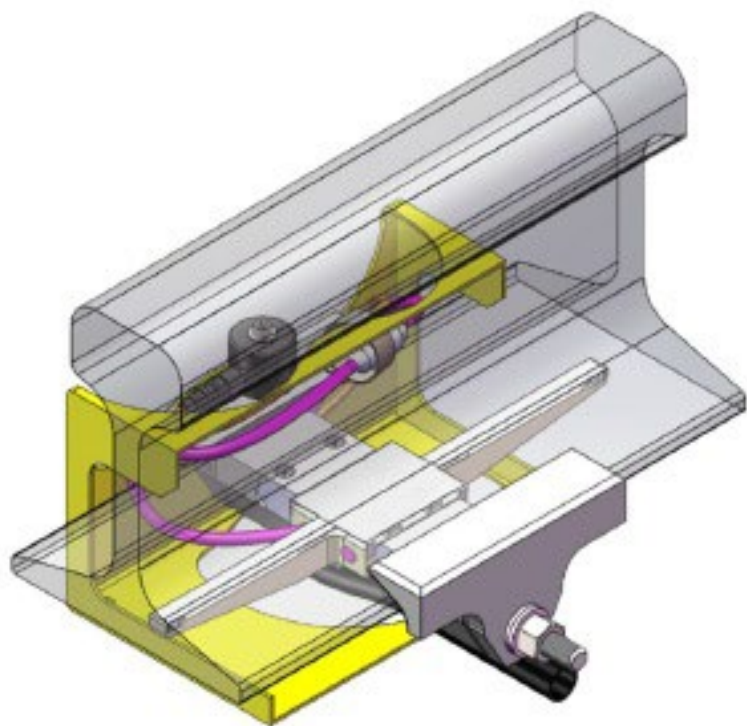
B.1



Hot-Bearing & Hot-Wheel Scanner Layout



Bearing Acoustic Monitor Installed



Wheel Condition Monitor Sensor Arrangement



Typical Site Installation

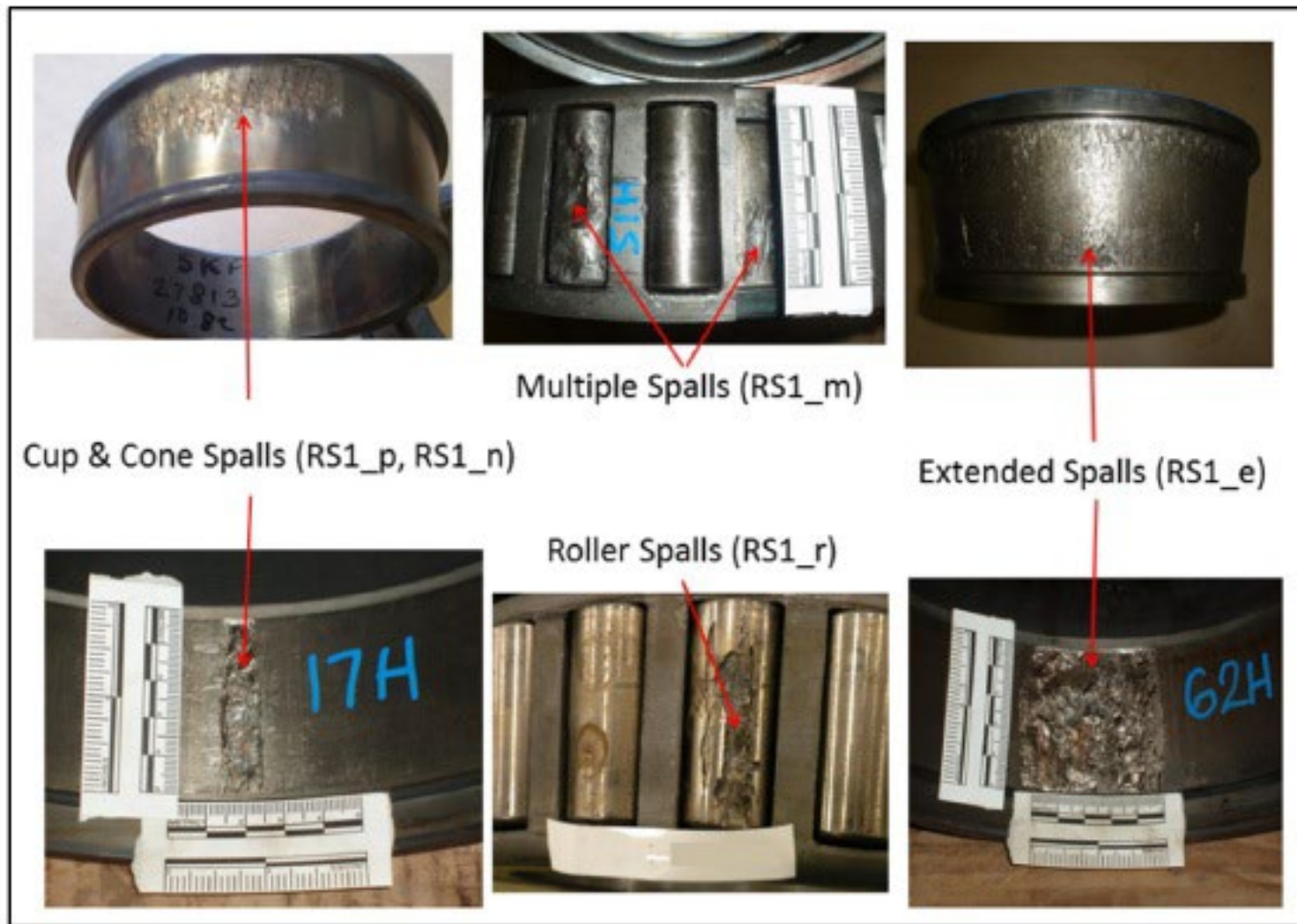
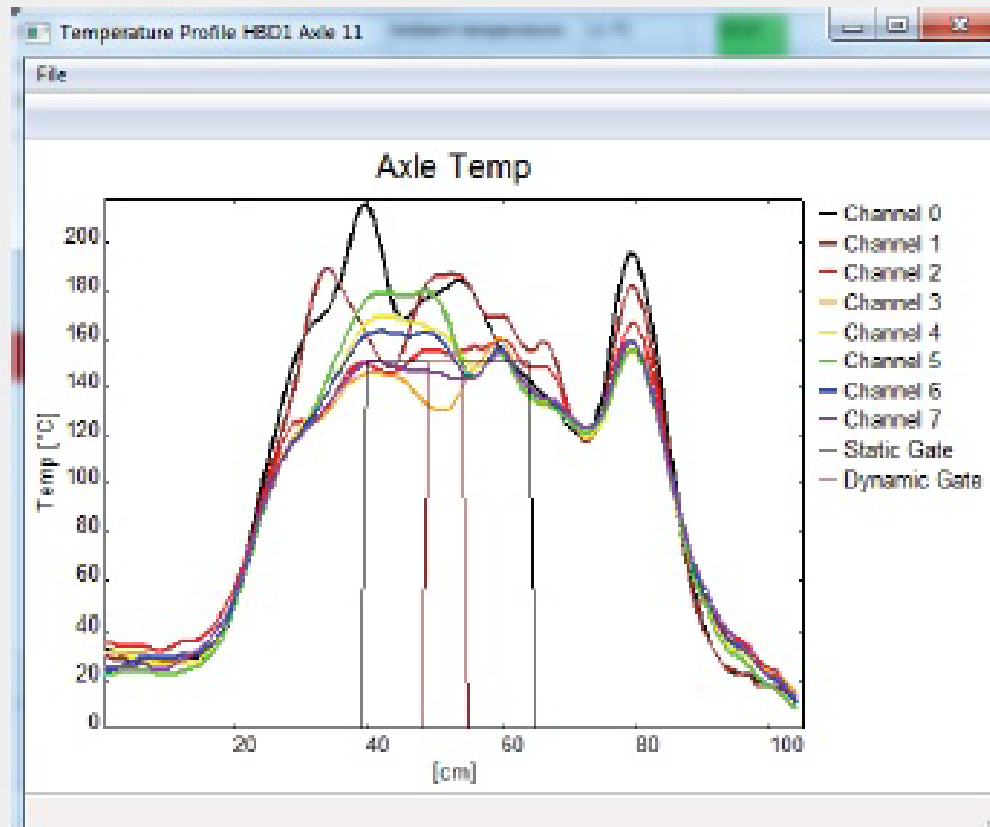
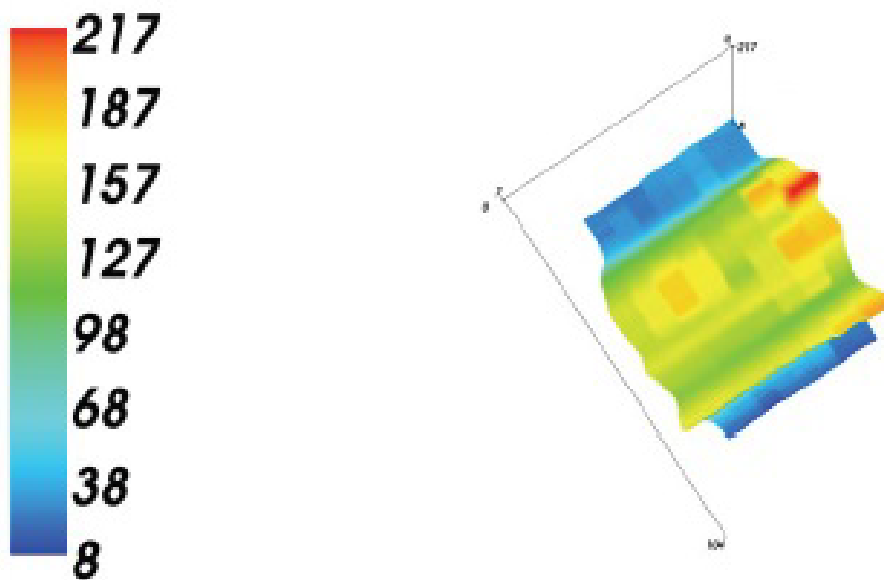


Figure 1 – Typical faults routinely detected by the RailBAM system

Journal Scan Example



Temperature Profile HBD1 Axle 11



PROJECT ESTIMATE
Hot-Box Detector Modernization Project

<i>Description</i>	<i>Units</i>	<i>Unit Cost</i>	<i>Total</i>
4'x6' House equipped with Hot-Box & Hot-Wheel detection with AEI scanners	6	\$156,770.00	\$940,620.00
Rail Bearing Acoustic Monitor + Wheel Condition Monitor w/ 8'x8' house	1	\$403,480.00	\$403,480.00
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Sales Tax (excluding provision)	1	\$111,963.42	\$111,963.42
<i>Project Total:</i> <i>\$2,128,020.42</i>			

Please see attached quote from Wabtec Corporation.





Wabtec Corporation
KinetiX Inspection Technologies

Eduardo Luckie
 Digital Intelligence Sales Manager
Eduardo.luckie@wabtec.com
 913-669-8242

Paducah & Louisville Railway
 200 Clark Street
 Paducah, KY 42003
 Attn: Blake Poole
 May 12, 2026

REF: Paducah & Louisville Railway
 Re: Proposal Number: PD-046195
 Reference: 230735

Dear Mr. Poole,

This letter will summarize and confirm the offering in proposal number PD-046195 from Wabtec Transportation Systems LLC ("**Wabtec**") to provide the installation, packing, civil works, and commissioning of the following inspection system(s) for Paducah and Louisville Railroad, Inc. ("**Customer**").

- (a) One (1) RailBAM (Bearing Acoustic Monitor) +One (1) WCM (Wheel Condition Monitor) Systems for axle bearing defect detection, wheel impact detection, and weigh-in-motion measurement at one (1) sites.
- (b) Six (6) Hot Box + Hot Wheel Detector (HBWD) for detection of hot axles and hot wheels at six (6) sites.
- (c) Radio Frequency ID (RFID) tag reader equipment for wagon identification at six (6) sites.
- (d) FleetONE data management system: All measured data will be brought together in Wabtec's proprietary FleetONE software platform.

The Fees for the scope of Wabtec's offerings as summarized above are as follows, based on customer procuring all Systems together, and having an anticipated delivery and installation date of no later than December 31, 2026.

System Descriptions	Price (USD)	Qty	Total (USD)
HBD + HWD	\$156,770.00	6	\$940,620.00
RailBAM + WCM	\$403,480.00	1	\$403,480.00
Civil Works, Installation & Bungalows for All Systems			\$521,957.00
Provision for civil, Electrical and Site Requirements			\$150,000.00
Sales Tax (excluding provision)			\$111,963.42
Total			\$2,128,020.42

***Note: FleetONE cloud hosting & maintenance related services are outlined in proposal number PD-046195 and priced separately based on the Service Maintenance Agreement.**

The Fees outlined above are subject to the following qualifications:

- (a) All Fees are stated and shall be paid in United States dollars.
- (b) All Fees are subject to reaching an agreement with Customer on the exact maintenance system integration interface specification and site selection.
- (c) Prices are NET including state and federal taxes, but are exclusive of all customs, duties, levies, tariffs, government permits, and third-party licenses. For the avoidance of doubt and without limiting the generality of the foregoing, the impact of tariffs that have been proposed but not yet enacted has not been addressed in the Fees, and the enactment of such tariffs may impact the Fees to be included in the definitive agreement.

If you have any questions or require any further clarification, please feel free to contact us.

Thank you,
 Eduardo Luckie
 Wabtec Corporation

**REQUIRED ANNUAL AFFIDAVIT FOR BIDDERS, OFFERORS,
AND CONTRACTORS
Hot-Box Detector Modernization Project**

See attached affidavit.





**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

Blake Poole
Printed Name

Chief Engineer
Title

3-11-26
Date

Bidder or Offeror Name:

Paducah + Louisville Railway

Address:

200 Clark St
Paducah, KY
42003

Commonwealth of Kentucky Vendor Code (If known): _____

Subscribed and sworn to before me this 11 day of March, 2026.

State of: Kentucky

Notary: Alayna Stinnett

County of: McCracken

My Commission Expires: 01-22-2030

ALAYNA D. STINNETT
NOTARY PUBLIC
Commonwealth of Kentucky
Commission # KYNP42705
My Commission Expires 01/22/2030

P&L ACTIVE CUSTOMER LIST
Hot-Box Detector Modernization Project

The attached list of Paducah & Louisville Railway, Inc.'s active customers provides supplemental information for Section 4.C of Form TC 59-115.



Paducah Louisville Railway, Inc. - Active Customers

<u>Station</u>	<u>Customer</u>	<u>Commodity</u>
Chiles	TVA Shawnee Plant	Coal
Chiles	Four Rivers Terminal	Coal
Kevil	Four Rivers Nuclear Partnership	Chemicals
Paducah	HB Fuller	Chemicals
Paducah	Plastic Services and Products	Chemicals
Paducah	Wyatt Bell	Lumber
Paducah	Wagners Warehousing	Paper
Paducah	National Rail Equipment	Locomotives
Paducah	Garret Recycling	Scrap
Paducah	Shoreline Steel	Metals
Paducah	Koppers	Lumber
Paducah	Cole Lumber	Lumber
Mayfield	Progress Rail	Locomotives
Mayfield	Mayfield Consumer Products	Chemicals
Mayfield	Dairyman's Supply	Lumber
Mayfield	Pilgrim's Pride	Grain
Hickory	Old Hickory Clay	Stone, Clay, & Glass
Calvert City	Arkema	Chemicals
Calvert City	Ashland	Chemicals
Calvert City	EDW C. Levy	Scrap
Calvert City	Calvert City Terminal	Coal
Calvert City	Carbide Industries	Chemicals
Calvert City	CC Metals and Alloys	Metals
Calvert City	Celanese	Chemicals
Calvert City	Cymetech	Chemicals
Calvert City	Draffens	Chemicals
Calvert City	Evonik Industries	Chemicals
Calvert City	Lubrizol	Chemicals
Calvert City	Rail Services	Chemicals
Calvert City	Reagent Chemical	Chemicals
Calvert City	Sekisui	Chemicals
Calvert City	Targa Transport	Chemicals
Calvert City	Tennessee Valley Authority	Coal
Calvert City	Wacker Chemical	Chemicals
Calvert City	Westlake	Chemicals

Paducah Louisville Railway, Inc. - Active Customers

<u>Station</u>	<u>Customer</u>	<u>Commodity</u>
Calvert City	BP	Pet Coke
Calvert City	Koch Carbon	Pet Coke
Calvert City	Marathon	Pet Coke
Calvert City	Husky	Pet Coke
Grand Rivers	Grand Rivers Terminal	Coal
Grand Rivers	Vulcan	Crushed Stone
Eddyville	DHL (Exel)	Chemicals
Princeton	Bremner Inc.	Food Products
Princeton	Rogers Group	Crushed Stone
Princeton	Lafarge	Crushed Stone
Dawson Springs	Mine Equipment & Mill Supply	Chemicals
Madisonville	Sabic Innovative Plastics	Chemicals
Warrior	Alliance Warrior Mine	Coal
Cimarron	Scotty's Stone	Crushed Stone
Central City	Certified Flux	Chemicals
Central City	PCS Sales	Chemicals
McHenry	American Consolidated Natural Resources	Coal
Beaver Dam	Genesis Alkali	Chemicals
Beaver Dam	Koppers	Lumber
Millwood	Escue Wood	Lumber
Millwood	R&L Transport	Chemicals
Leitchfield	Scotty's Stone	Crushed Stone
Cecilia	North American Tie & Timber	Lumber
Elizabethtown	Metalsa	Automotive
Elizabethtown	Fischbach USA	Chemicals
Elizabethtown	Flex Films USA	Chemicals
Elizabethtown	Flint Group	Chemicals
Elizabethtown	Polymatrix	Chemicals
Elizabethtown	WL Plastics	Chemicals
Elizabethtown	Triple Metals	Scrap
Elizabethtown	Kruger Packaging	Paper
Elizabethtown	Addington Properties	Chemicals
Ft Knox	Ft. Knox	Military
Vine Grove	Scotty's Stone	Crushed Stone
Vine Grove	Central KY Distribution	Lumber

Paducah Louisville Railway, Inc. - Active Customers

<u>Station</u>	<u>Customer</u>	<u>Commodity</u>
Kosmosdale	Kosmos Cement	Cement
Kosmosdale	Cemex	Cement
Kosmosdale	LG&E Mill Creek	Coal
Kosmosdale	SUL4R-Plus	Chemicals
Louisville	AAK USA	Food Products
Louisville	Carbide Industries	Chemicals
Louisville	Freedom Metals	Scrap
Louisville	MARTTS	Chemicals
Louisville	Cone Solvents	Chemicals
Louisville	Hexion Inc.	Chemicals
Louisville	Parallel Products	Chemicals
Louisville	Parker Commercial Storage	Stone, Clay, & Glass
Louisville	Omni Materials	Stone, Clay, & Glass
Louisville	Paradise Tomato	Food Products
Louisville	American Synthetic Rubber	Chemicals
Louisville	Bakelite LLC	Chemicals
Louisville	Brown Foreman	Food Products
Louisville	Chemours Corporation	Chemicals
Louisville	Consolidated Grain & Barge	Grain
Louisville	Louisville Packaging	Chemicals
Louisville	Pilot Travel Centers	Chemicals
Louisville	River Metals Recycling	Scrap
Louisville	Solvay Chemicals	Chemicals
Louisville	Superior Solvents	Chemicals
Louisville	Zeon Chemicals	Chemicals
Louisville	Louisville Riverport	Other
Louisville	Russ Tech	Chemicals
Louisville	Lastique International	Chemicals
Louisville	Honeywell	Chemicals