

Crescent Corridor

FHWA Quarterly Status Report 30Sep11

Project Description: The initial projects in the Crescent Corridor Intermodal Freight Program include the construction of intermodal facilities in the Birmingham, AL and Memphis, TN regions. The Memphis Facility will be capable of handling 200,000 container lifts, and the general components of the facility include: three pad tracks, four support tracks, 1,000 paved trailer parking spaces, a double lead track connecting MRIMF to the Railway's main line, a loop track, ancillary modular buildings, an automated gate system (AGS), and TDOT's installation of a grade separation overpass for State Route 57. The Birmingham Facility will be capable of handling 100,000 annual container lifts and the general components of the facility include: two pad tracks, three support tracks, a locomotive storage track; 932 paved trailer parking spaces; lead tracks; a passing track; ancillary modular buildings; an automated gate system (AGS), and a 3,400 foot access road.

Background: Norfolk Southern has initiated the Crescent Corridor Intermodal Freight Program of projects to develop a fast and efficient rail intermodal route from the Gulf Coast to the Northeast. When fully developed, this program of projects will provide new and improved domestic rail intermodal service between the Northeast and Southeast. Rail route enhancements and intermodal terminal development are required to provide the service necessary to create these public benefits. As part of the American Recovery and Reinvestment Act (ARRA), the USDOT launched the TIGER discretionary grant program on June 17, 2009 and on February 17, 2010; Norfolk Southern's Crescent Corridor Program was awarded a TIGER grant in the amount of \$105 million, split evenly towards the construction of two regional intermodal facilities in Memphis, Tennessee and Birmingham, Alabama.

Critical Issues:

- Site Grading at the Birmingham Intermodal Facility – The grading work at the site has been delayed due to problematic weather conditions and coordination issues with the clearing subcontractor. Norfolk Southern (NS) has been proactively working with the prime contractor to regain the original schedule through extended work hours, additional equipment, etc. As of September 30, the delay attributed to the grading had been reduced to approximately 3 weeks. NS intends to be caught back up in the near future. This situation has been monitored closely and is tracked regularly by the construction management firm working for NS.
- Construction of the new waterline owned by the City of Rossville (TN) – The land developer is going to be constructing a pump station and new waterline in order to provide water service from the City of Rossville to the Memphis Intermodal Facility. Prior to any construction work, easements needed to be obtained. Executed sewer and water easements for the City of Rossville on NS property were received from NS on September 8th. Design plans for providing water and sewer to the intermodal facility will be resubmitted before the end of September. Without this connection, the new facility will not have a water supply.

Design and Construction Status:

- Birmingham Regional Intermodal Facility (BRIMF) - The following activities have taken place at the BRIMF this quarter:
 - Establishment and maintenance of sediment and erosion control devices
 - Clearing and Grubbing
 - Stocking of rail materials along main rail for future rail construction
 - Construction of a railroad material and laydown yard
 - Topographic surveying of site
 - Grading of site for track siding, temporary service road, and pad tracks
 - Construction and temporary seeding of the earth berm at the school and other perimeter screening
 - Excavation for stormwater retention ponds
 - EFLHD conducted a project site visit on July 13.
 - A Pre-Bid Meeting was held on July 14, 2011 for the solicitation to construct the buildings

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- Materials and equipment staging at Kimbrell Cutoff
 - Final grading of subballast and service road
 - Drilling and blasting of rock
 - EFLHD conducted a project site visit on September 13
 - Spreading of 1,130 railroad ties and pulling 1,440 LF of rail
- Memphis Regional Intermodal Facility (MRIMF) - The following activities have taken place at the MRIMF this quarter:
- Grading of site by developer, per the land purchase agreement with Norfolk Southern
 - Clearing and grubbing
 - Establishment and maintenance of sediment and erosion control devices
 - Constructed stormwater detention and sediment basins, including drainage channels
 - Construction, seeding, and mulching of visual berm on west side of facility
 - Lead tracks graded from the existing mainline past Route 57, with aggregate subbase placed to Route 57
 - Temporary detour constructed at Route 57 to allow construction of tracks across Route 57
 - EFLHD conducted a project site visit on August 2
 - NS held a Pre-Bid Meeting on August 3 for the solicitation to construct the buildings
 - Stone placed on lead track subgrade up to State Route 57, and on the running track
 - Pulling of rail on grade north and south of Route 57
 - Completed paving and grading of the shoulders for the Route 57 crossing
 - Completed the RR crossing signing and striping, and re-opened Route 57 to traffic (temporary Route 57 detour removed)

Budget and Schedule Status: The below tables reflect all current cost, budget, and schedule information, as agreed to in the Crescent Corridor TIGER Grant Agreements (29Dec10) and Initial Financial Plans for the Memphis and Birmingham Regional Intermodal Facilities.

Table 1 – Total Costs:

Type of Funding	Budgeted Amount	Expended this Period	Expended to Date	Remaining Amount	Percent Complete
TIGER Grant-AL	\$52,500,000.00	\$1,976,283.88	\$1,976,283.88	\$50,523,716.12	3.8%
TIGER Grant-TN	\$52,500,000.00	\$2,486,089.35	\$2,486,089.35	\$50,013,910.65	4.7%
TDOT-SR 57	\$4,800,000.00	\$0.00	\$0.00	\$4,800,000.00	0.0%
TDOT-CMAQ	\$9,400,000.00	\$0.00	\$0.00	\$9,400,000.00	0.0%
ALDOT-Industrial Road & Bridge Program	\$4,000,000.00	\$0.00	\$0.00	\$4,000,000.00	0.0%
ALDOT-STP	\$7,397,250.00	\$0.00	\$0.00	\$7,397,250.00	0.0%
Norfolk Southern	\$74,710,000.00	\$0.00	\$38,950,000.00	\$35,760,000.00	52.1%
TOTAL	\$205,307,250.00	\$4,462,373.23	\$43,412,373.23	\$161,894,876.77	21.1%

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Table 2 – Contract & Payment Status:

Vendor	Description	NS Contract Value	EFLHD Invoiced to Date	Actual Percent Complete
E.S. Wagner	Construction of the Birmingham Facility	\$39,833,287.04	\$154,949.58	7%
Phillips and Jordan	Construction of the Memphis Facility	\$48,299,051.30	\$0.00	2%
Dunn Building Co., LLC	Building Construction – Birmingham	\$1,182,214.00	\$0.00	0%
Smith-Doyle Contractors, Inc.	Building Construction - Memphis	\$1,138,341.00	\$0.00	0%
TOTAL		\$90,452,893.34	\$154,949.58	0.2%

Work Completed (major milestones and recently completed items):

- ✓ The Finding of No Significant Impact (FONSI) for the Memphis Intermodal Facility Project was signed by FRA and EFLHD on 21Dec10.
- ✓ The Finding of No Significant Impact (FONSI) for the Birmingham Intermodal Facility Project was signed by FRA and EFLHD on 28Dec10.
- ✓ The TIGER Grant Agreements were executed between Tennessee, Alabama, and EFLHD on 29Dec10.
- ✓ The Memorandums of Agreement were executed between the States of Tennessee, Alabama, EFLHD, and Norfolk Southern on 30Dec10.
- ✓ The Final Design Plan Approval for the Birmingham Intermodal Facility Project was issued by EFLHD on 4Mar11.
- ✓ The Final Design Plan Approval for the Memphis Intermodal Facility Project was issued by EFLHD on 11Mar11.
- ✓ The Initial Financial Plans for each Intermodal Facility Project were signed on 12Apr11.
- ✓ The construction contract for the Birmingham Intermodal Facility was awarded on 5May11.
- ✓ The construction contract for the Memphis Intermodal Facility was awarded on 28May11.
- ✓ Construction activities for the Birmingham Intermodal Facility began on 7Jun11.
- ✓ Construction activities for the Memphis Intermodal Facility began on 23Jun11.
- ✓ Norfolk Southern awarded the building contract at the Birmingham Intermodal Facility on 8Aug11.
- ✓ Norfolk Southern awarded the building contract at the Memphis Intermodal Facility on 23Aug11.

Conclusion: The intermodal projects have made considerable progress, with the grading work nearly complete at each location. Monthly Coordination Meetings are held for the Crescent Corridor and EFLHD conducts regular construction site visits for the two projects. Both of the intermodal facilities are scheduled for completion in October 2012.

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Project Web Sites: www.epl.fhwa.dot.gov/projects/crescent-corridor.aspx
www.thefutureneedsus.com

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Pictures for the Quarter



Installation of New Signals at the Birmingham Intermodal Facility



Site Grading (including stormwater management basin)
at the Memphis Intermodal Facility