

Crescent Corridor

FHWA Quarterly Status Report 31Dec11

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/Utilities at the Birmingham Intermodal Facility – The grading work at the site had been delayed due to problematic weather. Norfolk Southern (NS) through its prime contractor has reached 95% completion as of December 31, slightly ahead of schedule. Grading continues for construction of fill for areas of the siding track, construction of the McAdory School Berm (90% complete), excavation of the large, stormwater management pond, and placement of stone shotrock taken from excavation of the ponds for constructing an all-weather haul road from McAshan Road. Other grading issues include encountering of hard rock during excavation of the storm sewer and box culvert trenches (for which rock blasting and use of a hoe ram is required for removal), and delay of the proposed sanitary sewer completion (first phase). This was caused by the conflict with a high tension power pole set by Alabama Power. A redesign for rerouting the sewer is being submitted for review with approval expected in January.
- 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 have been submitted. The land developer expects the waterline installation to the site to take approximately one to two months to complete.

Design and Construction Status:

- Birmingham Regional Intermodal Facility (BRIMF) - The following activities have taken place at the BRIMF this quarter:
 - Ongoing construction phasing establishment and maintenance of sediment and erosion control devices.
 - Clearing and Grubbing is complete.
 - The rail running track is complete and in operation.
 - The rail storage track grading is 100% complete.
 - Construction and topographic surveying of site for staking of construction work and continuing measurement of quantities of work completed.

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- Placement of running/siding track subballast (72% complete).
 - Siding track construction (16% complete).
 - Construction and temporary seeding of the earth berm at the school and other perimeter screening.
 - Excavation for the stormwater retention ponds, requiring drilling and blasting for rock removal.
 - Ongoing construction of storm sewer pipe and box culvert runs, all of which have been requiring rock removal for excavation of the trenches.
 - Grading and drainage work for the admin building site (ongoing).
 - EFLHD conducted a project site visit on November 15, 2011.
- Memphis Regional Intermodal Facility (MRIMF) - The following activities have taken place at the MRIMF this quarter:
- Nearly 4.6 million cubic yards of excavation has been moved by the land developer with ongoing grading of the rail Loop Track and Access Road including visual berm and SW berm; finish grading of the admin building pad, and fine grading of the main facility body
 - Clearing and grubbing has been completed.
 - Ongoing establishment and maintenance of phased sediment and erosion control devices, and detention basin maintenance and erosion repairs.
 - Installation of storm drains is 92% complete.
 - Installation of site underdrains is 35% complete.
 - Installation of culvert pipes is 80% complete.
 - Installation of sanitary sewer is 85% complete.
 - Sub-ballast for the running track/storage track is 50% complete; and 5% complete for pad tracks #2 and #4.
 - Rail has been set for Lead Line 2 from the Main Line to Pad Track 2, and for Lead Line 1 from station 1+61 to the Running Track station 120+00. Rail has been set along Pad Track 4 from station 0+00 to station 15+00, and set along the Storage Tracks 2,3,4 and 5 from station 0+00 to station 34+00, 26+00, 27+00, and 29+00, respectively.
 - Installation for rail switches #14, #17, and #18 Pad Track2/Storage Track 2 is ongoing.
 - The “Y” Track Bridge is complete; the Loop Track Bridge has had 175 production piles completed for the north abutment, and 66 piles in the south abutment, and 8 piles of 159 remaining installed; eleven piles of 244 installed in the west retaining wall; for the Access Road Bridge reinforcing steel and screen has been set for the deck placement.
 - For Flume #1 95% of concrete is completed, and 99% concrete completed for Flume #2.
 - For the electrical system 28% of the light power poles, and 6% of the underground conduit has been installed.
 - For the compressed air line system, 8% of the air lines under Storage Tracks 2 through 5 (and future tracks) are installed.
 - The Gabion Wall is 60% complete.
 - EFLHD conducted a project site visit on November 8.

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- TDOT has awarded the construction of the Route 57 overpass bridge. Because of rainy weather, construction has been slow to get started. A large culvert extension must first be constructed in order to construct a temporary detour around the work site.

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	\$7,717,779.94	\$9,694,063.82	\$42,805,936.18	18.5%
TIGER Grant-TN	\$52,500,000.00	\$5,227,277.25	\$7,713,366.60	\$44,786,633.40	14.7%
TDOT-SR 57	\$4,800,000.00	\$89,616.50	\$89,616.50	\$4,710,383.50	1.9%
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	\$78,710,000.00*	\$24,461,210.00	\$63,411,210.00	\$15,298,790.00	80.6%
TOTAL	\$205,307,250.00	\$37,495,883.69	\$80,908,256.92	\$128,398,993.08	39.4%

*Norfolk Southern has chosen to cover all costs associated with the Entrance Road at the BRIMF; therefore the \$4M in ALDOT Industrial Road and Bridge Program funds will no longer be required.

Table 2 – Contract & Payment Status:

Vendor	Description	NS Contract Value	EFLHD Invoiced to Date	Actual Percent Work Complete
E.S. Wagner	Construction of the Birmingham Facility	\$39,833,287.04	\$2,529,968.88	20%
Phillips and Jordan	Construction of the Memphis Facility	\$48,299,051.30	\$1,304,213.51	35%
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	\$3,834,182.39	

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.

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- ✓ 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.
- ✓ TDOT awarded the Route 57 Bridge Project on 04Oct11.

Conclusion: The intermodal projects continue to make good progress, with the grading work nearly complete at each location. Track work at each site has made a great deal of progress as well. 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.efl.fhwa.dot.gov/projects/crescent-corridor.aspx
www.thefutureneedsus.com

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Pictures for the Quarter



New running track at Kimbrell Cutoff Road
Birmingham Intermodal Facility



Construction of the "Y" Bridge near the main tracks
at the Memphis Intermodal Facility