

Heartland Corridor – Clearance Project
FHWA Quarterly Status Report
 February 9, 2009

<p>Project Description: The Heartland Corridor Clearance Project will enable double-stacked international maritime and domestic containers to be transported by rail between the Hampton Roads region of Virginia and locations in the Midwest by increasing tunnel clearances and modifying other overhead obstructions in western Virginia, West Virginia, and through to Columbus, Ohio.</p>	<p>Background: The Project is described twice in Public Law 109-59, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). At Section 1301(m)(2) it is described as: "Heartland Corridor Project including multiple intermodal facility improvements and improvements to facilitate the movement of intermodal freight from VA to OH." At Section 1702, Project No. 5072, it is described as: "Double stack clearance of tunnels on the Norfolk and Western Mainline in Virginia located on the Heartland Corridor."</p>
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Critical Issues:

Federal Funds - Have not received Fiscal Year 2009 Section 1301 or Section 1702 funds.

Budget/Costs Status: The project continues to progress as NS makes the necessary adjustments to control the project budget. Working with the construction management team and the contractors performing the work, NS has tailored some of the construction requirements to help maximize efficiency and reduce costs while maintaining quality and safety standards. While steps are being taken to keep the project within budget, the reality is that construction costs have increased significantly over the past few years. NS developed a revised project estimate that was presented to and approved by the NS Board of Directors in November. This revised budget has been incorporated into the Estimate to Complete column in the table below.

Federal Participation							
Location	January - 07 Baseline Budget	Estimate to Complete	Expended to Date (12/31/08)	Federal Share (Up to 80%)	Federal \$ Expended (12/31/08)	Total Fed \$ Available	Federal \$ Remaining
VA	17,465,826	14,902,765	14,722,657	4,409,724	3,540,755	4,409,724	868,969
WV	127,804,875	169,455,647	51,385,744	41,108,595	29,276,009	78,958,607	49,682,598
FHWA/ States	1,000,000	1,000,000	661,087	661,087	661,087	1,000,000	338,913
Subtotal	146,270,701	185,358,412	66,769,488	46,179,406	33,477,851	84,368,331	50,890,480
No Federal Participation							
VA	3,024,314	2,313,818	2,355,067				
OH	1,103,968	1,099,470	1,045,039				
KY, WV, & Misc	9,284,288	6,393,450	1,451,342				
Subtotal	13,412,570	9,806,738	4,851,448				
Total	159,683,271	195,165,150	71,620,936				

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Reasons for difference between Baseline Budget and Estimate to Complete:

4/19/07 - \$1,108,179 was removed on a prorated basis from both the VA and WV federal participating and WV non-participating rows. This amount was for the planning work completed prior to the MOA and is now included in the Misc. amount. This was done to better correspond with Norfolk Southern's project accounts. Estimate to Complete total is \$263,179 higher than the January 2007 baseline due to higher actual costs for planning and higher estimates for the preliminary engineering for the Ohio bridge work.

1/23/09 – The Estimate to Complete was revised based on a revised project budget prepared by NS and approved by the NS Board of Directors in November 2008. The overall increases in the budget were due to increased construction costs. In an effort to reduce total costs, some of non-clearance related work in Kentucky and West Virginia has been cancelled. This resulted in a lower estimated cost for the work with no federal participation.

Work Completed:

- ✓ *Project Funding:* In a Letter of Authorization from EFLHD dated December 3, 2008, the funds authorized under Section 1301 were increased by \$4,960,375 which increases the amount authorized for all activities in West Virginia to \$63,225,839. These funds represent the Federal funds available at this time. Once the Section 1301 and Section 1702 funds have been received for Fiscal Year 2009, a Letter of Authorization will be issued for additional approved work.
- ✓ *Ohio Work:* All clearance work in Ohio has been completed.
- ✓ *Virginia Work:* Undercutting at Eggleston No. 1, No. 2, and Pembroke Tunnels is complete. Structural modifications and track work at Cowan Tunnel are complete.
- ✓ *West VA Work:* Slide fence modification at N-351.95 is complete
Slide fence modification at N-399.9 is complete
Structural Modifications in Antler 2 Tunnel is complete
Track lowering at Huger Tunnel M1 and M2 is complete
Steel truss modifications complete at Maybeury, Farm, and Sprigg

Work-In-Progress:

- *Project Funding:* EFLHD has requested Section 1301 and Section 1702 funding for FY 2009. FY 2009 is the final year for the distribution of funds that were included in SAFETEA-LU.
- *Preliminary Engineering:* HMM will complete the final designs for the remaining tunnels upon completion of the Investigative Probing Program (IPP) project. On January 23, 2009 95% plans were distributed for Big Sandy #1 Tunnel. Comments were requested by February 17, 2009.

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- *Contractor Pre-Qualification:* RFPQ #9 was posted on the WVDOT website on December 29, 2008. This request for qualifications covered the last four tunnels included in the Clearance Project. Qualification statements were requested by January 30, 2009.

- *Tunnel Construction:*

Construction is in-progress at Vaughan, Roderfield, Laurel, and Gordon Tunnels in West Virginia. Current construction activities consist of installing roof rock bolts and cable bolts, liner removal, and notching. Work is approximately 60% complete.

Construction is in-progress at Twin Branch 1 & 2 and Antler 1 & 2 Tunnels in West Virginia. Current construction activities include sidewall and crown grouting, drilling and installing sidewall bolts, pre-drilling roof bolts, liner removal, and portal work. Structural modifications have been completed at Antler 2 and Twin Branch 2. Liner removal and notching are underway at the remaining tunnels. Work is approximately 70% complete.

Construction is in-progress at Hemphill 1 & 2 Tunnels in WV. Current construction activities include liner removal, notching, and side-wall bolting. Work is approximately 40% complete.

Polivka International Company, Inc. was the low bidder for the track relocation work at Big Sandy No. 2 Tunnel in WV. Construction of the roadbed and track re-alignment has been completed.

RJ Corman was the low bidder for Welch Tunnel in WV. A contract was awarded on September 19, 2008 for \$9,493,434.55. The IPP classification is nearing completion and crown grouting is in progress. Work is approximately 10% complete.

LRL Construction Company was the low bidder for Cooper Tunnel in WV. A contract was awarded on November 12, 2008 for \$5,562,658.00.

LRL Construction Company was the low bidder for Big Four No. 1 & 2, and West Vivian Tunnels in WV. A contract was awarded on November 12, 2008 for \$10,859,573.00. The Contractor started mobilization on February 2, 2009.

Johnson Western Gunitite Company was the low bidder for the Investigative Probing Program (IPP) including six tunnels in WV. A contract was awarded on November 11, 2008 for \$2,540,600.00. The Contractor started work on December 8, 2008 at Big Sandy 1 Tunnel. IPP has been completed at Hatfield and Glen Alum tunnels.

- *Historical Preservation:* Installation of a Historical Roadside Marker in Virginia has been coordinated and approved by VA DHR. The installation of interpretive signs in West Virginia is being coordinated with the Coal Heritage Highway Authority. A site visit is being scheduled for the spring of 2009 to identify potential locations for the signs in West Virginia.

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Contracts:

Preliminary Engineering: Hatch Mott MacDonald (NS)

Construction Engineering: STV / Ralph Whitehead Associates (NS)

Cultural Resource Documentation: TRC Solutions (EFLHD)

Cowan Tunnel: Johnson Western Gunitite (NS)

Vaughan, Roderfield, Laurel, and Gordon Tunnels: Johnson Western Gunitite (NS)

Antler 1 & 2 and Twin Branch 1 & 2 Tunnels: LRL Construction (NS)

Hemphill 1 & 2 Tunnels: R.J. Corman (NS)

Maybeury, Farm, and Sprigg Bridges: L.C. Whitford Co. (NS)

Big Sandy No. 2: Polivka International Co. (NS)

Welch Tunnel: R.J. Corman (NS)

IPP: Johnson Western Gunitite (NS)

Cooper Tunnel: LRL Construction (NS)

West Vivian, Big Four 1&2: LRL Construction (NS)

Project Schedule/Status: The Clearance Project is on schedule for completion in the summer of 2010. Norfolk Southern continues to review the schedule and has made adjustments to tunnel sequencing to ensure that both the project and train operations are maximized. The Investigative Probing Program is progressing and will provide the necessary information to complete the design for the remaining tunnels. As the final designs are completed, prequalified contractors will be solicited for bids.

Milestones:

Activity	Planned	Actual
Advertisement of PE Contract:		June 29, 2006
PE Pre-Bid Meeting:		July 6, 2006
MOA w/ States Signed		July 11, 2006
PE Selection Panel		August 2, 2006
MOA w/ Railroad Signed		August 8, 2006
Award of PE Contract		Sep 29, 2006

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EFLHD Receipt of FY 05 & 06 Funding	Nov-06	Feb 1, 2007; Mar 27, 2007
Advertisement of CE Contract:	Dec-06	Feb 1, 2007
EFLHD Receipt of FY07 Funding	Jan-07	Jun 6, 2007; Oct 25, 2007
Award of CE Contract	Mar-07	April 10, 2007
Completion of NEPA Document	Apr-07	June 13, 2007
EFLHD Receipt of FY08 Funding	Jan-08	Apr 7, 2008; Jul 2, 2008
EFLHD Receipt of FY 09 Funding	Jan-09	
Ohio Bridges		
Final Design Completed	Apr-07	July 20, 2007
Award of Construction Contract	Jul-07	November 12, 2007
Completion of Construction	Dec-07	September 30, 2008
Cowan Tunnel		
70% Design Completed	Mar-07	March 5, 2007
Final Design Completed	Apr-07	June 20, 2007
Award of Construction Contract	Jul-07	September 18, 2007
Completion of Construction	Apr-08	Nov-2008
Eggleston 1&2, Pembroke (by NS forces)		
Final Design Completed	Jun-07	Dec-2007
Completion of Construction	Dec-07	Apr-2008
Roderfield, Laurel, Gordon, Vaughan		
70% Design Completed	Apr-07	March 5, 2007
Final Design Completed	May-07	June 20, 2007
Award of Construction Contract	Aug-07	November 28, 2007
Completion of Construction	Jul-08	
Antler 1&2, Twin Branch 1&2		
70% Design Completed	Sep-07	April 20, 2007
Final Design Completed	Nov-07	August 30, 2007
Award of Construction Contract	Feb-08	January 21, 2008
Completion of Construction	Jul-09	
Cooper		
70% Design Completed	Apr-07	March 5, 2007
Final Design Completed	May-07	September 18, 2008
Award of Construction Contract	Aug-07	November 12, 2008
Completion of Construction	Apr-08	
Hemphill 1 & 2 Tunnels		
70% Design Completed	Sep-07	August 2007
Final Design Completed	Nov-07	March 10, 2008
Award of Construction Contract	Feb-08	May 13, 2008
Completion of Construction	Jul-09	
Maybeury, Farm, and Sprigg Bridges		
70% Design Completed	Sep-07	August 2007
Final Design Completed	Nov-07	May 5, 2008
Award of Construction Contract	Feb-08	September 3, 2008
Completion of Construction	Jul-09	January 14, 2008
Bid Sandy #2		

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70% Design Completed	Sep-07	August 2007
Final Design Completed	Nov-07	April 4, 2008
Award of Construction Contract	Feb-08	September 3, 2008
Completion of Construction	Jul-09	December 2008
Hugers Tunnels		
70% Design Completed	Sep-07	August 2007
Final Design Completed	Nov-07	June 2, 2008
Completion of Construction	Jul-09	October 20, 2008
Welch Tunnel		
70% Design Completed	Sep-07	August 2007
Final Design Completed	Nov-07	August 5, 2008
Award of Construction Contract	Feb-08	September 19, 2008
Completion of Construction	Jul-09	
Slide Fences		
70% Design Completed	Sep-07	August 2007
Final Design Completed	Nov-07	June 2, 2008
Completion of Construction	Jul-09	
West Vivian, Big Four No. 1, and Big Four No. 2 Tunnels		
70% Design Completed	Sep-07	August 2007
Final Design Completed	Nov-07	September 16, 2008
Award of Construction Contract	Feb-08	November 12, 2008
Completion of Construction	Jul-09	
2009 Tunnels and Bridges		
70% Design Completed	Jul-08	August 2007
Final Design Completed	Sep-08	
Award of Construction Contract	Dec-08	
Completion of Construction	Jun-10	

Conclusion: The project is on schedule with contracts being awarded, additional solicitations being issued for construction bids, and designs being completed. Lessons learned during the early contracts have been utilized to refine the designs of the remaining tunnels. There continues to be good cooperation between all parties involved.

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