

## National Gateway – Phase 1 FHWA Quarterly Status Report 31Mar13

**Project Description:** Phase 1 of the National Gateway Initiative involves improving 40 vertical clearance restrictions across four states (OH, MD, PA, and WV) along the existing CSX tracks. Phase 1 will allow double-stack container trains to move between the Northwest Ohio Intermodal Terminal (North Baltimore, OH) and the newly opened intermodal facility in Chambersburg, Pennsylvania. There are various methods of gaining double stack clearances depending on the conditions and parameters of the site. These projects include bridge replacements, bridge removals, bridge modifications, tunnel modifications, tunnel open cuts and track lowerings. Some of the work will require the installation of new interlockings to permit continuous operations during the construction phase. CSX forces will engage in various signal and track work, while contractors will handle the greater part of the construction.

**Background:** The National Gateway will improve the flow of intermodal container traffic between ports on the West Coast and major consumption markets in the East by taking advantage of a large new terminal that CSX has been opened in Northwest Ohio. This state-of-the-art facility will enable rail traffic to flow more efficiently through Chicago, reduce transit time by 24 to 48 hours, and complement other terminals being constructed or expanded as part of this initiative in Pennsylvania, Baltimore/Washington, D.C. region, Virginia and North Carolina. Overall the National Gateway will help improve the economic competitiveness of the nation and assist the states and ports in handling the demand for future freight movement with the widening of the Panama Canal in 2014.

**Critical Issues:** (See highlighted items in the Design and Construction Status Section)

➤ Tunnel Package II and Brook Tunnel Construction Schedules

**Budget and Schedule Status:** The below tables reflect all current cost, budget, and schedule information, as agreed to in the National Gateway TIGER Grant Agreement and Initial Financial Plan (16Dec10) for all Phase 1 projects located within the National Gateway Corridor. This table reflects expenditures from each of the budgeted funding types, and does not include costs incurred by CSX that have not been reimbursed yet by the other 4 funding sources.

Table 1 – Total Costs:

Type of Funding	Budgeted Amount	Expended this Period	Expended to Date	Remaining Amount	Percent Complete
TIGER Grant	\$98,000,000.00	\$16,743,600.67	\$62,309,117.87	\$35,690,882.13	63.6%
PA TAP Grant	\$35,000,000.00	\$6,600,000.00	\$17,300,000.00	\$17,700,000.00	49.4%
Ohio-ARRA*	\$18,346,772.31	\$1,179,506.83	\$6,611,136.91	\$11,735,635.40	36.0%
Ohio Dept of Dev (ODOD)	\$10,000,000.00	\$1,824,418.85	\$6,899,470.72	\$3,100,529.28	69.0%
CSXT	\$25,100,000.00	\$0.00	\$5,830,000.00	\$19,270,000.00	23.2%
<b>Total</b>	<b>\$186,446,772.31</b>	<b>\$26,347,526.35</b>	<b>\$98,949,725.50</b>	<b>\$87,497,046.81</b>	<b>53.1%</b>

\*The budgeted amount was adjusted this quarter to reflect actual project budget after all contract awards were made.

Table 2 – TIGER Funded Projects:

Site	Location	Budgeted Amount	Expended to Date	Planned Finish	Actual Finish
Thornton Street	Akron OH	\$583,433	\$843,471	31Mar11	
<i>Overhead Walkway</i>	<i>Akron OH</i>	<i>\$870,242</i>	<i>\$1,629,345</i>	<i>30Mar11</i>	<i>11Sep12</i>
<i>W&amp;LE RR Bridge</i>	<i>Kent OH</i>	<i>\$3,127,134</i>	<i>\$1,925,637</i>	<i>20Dec11</i>	<i>14Dec12</i>
<i>Main Street</i>	<i>Kent OH</i>	<i>\$4,986,334</i>	<i>\$1,955,534</i>	<i>20Dec11</i>	<i>14Dec12</i>
Pedestrian Bridge	Kent OH	\$676,044	\$647,682	23Dec11	
W&LE RR Br. (ABC)	Kent OH	\$1,340,001	\$590,332	23Dec11	
<i>NS Railroad Bridge</i>	<i>Ravenna OH</i>	<i>\$1,719,527</i>	<i>\$2,079,737</i>	<i>20Dec11</i>	<i>14Dec12</i>
<i>Abandoned RR Bridge</i>	<i>Youngstown OH</i>	<i>\$300,536</i>	<i>\$559,454</i>	<i>1Jul11</i>	<i>30Mar12</i>
Benford Tunnel	Confluence	\$4,281,001	\$5,855,227	7Mar12	

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Site	Location	Budgeted Amount	Expended to Date	Planned Finish	Actual Finish
	PA				
Brook Tunnel	Confluence PA	\$13,910,446	\$11,115,368	8Feb12	
Shoo Fly Tunnel	Confluence PA	\$3,815,037	\$3443,578	7Jul11	
Pinkerton Tunnel	Confluence PA	\$23,474,629	\$24,970,912	16Mar12	
Sand Patch Tunnel	Sand Patch PA	\$4,785,823	\$618,425	18Sep12	
Falls Cut Tunnel	Fairhope PA	\$4,973,875	\$327,989	31Jan13	
CSXT RR Bridge	Mexico MD	\$2,337,522	\$1,588,103	28Oct11	
Carothers Tunnel	Paw Paw WV	\$10,171,484	\$6,675,682	1May12	
Graham Tunnel	Magnolia MD	\$15,634,563	\$7,176,961	28Aug12	
Stuart Tunnel	Hansrote WV	\$6,258,348	\$3,442,831	29Aug11	
Randolph Tunnel	Hansrote WV	\$10,368,686	\$7,102,506	1Nov11	
<i>Magnolia Interlocking</i>	<i>Magnolia WV</i>	<i>\$7,322,766</i>	<i>\$7,123,520</i>	<i>3May11</i>	<i>26Oct11</i>

Table 3 – Non-TIGER Funded Projects:

Site	Location	Budgeted Amount	Expended to Date	Planned Finish	Actual Finish
<i>TR 391</i>	<i>Sullivan OH</i>	<i>\$2,154,466</i>	<i>\$1,871,919</i>	<i>10May12</i>	<i>16Oct12</i>
<i>TR 150</i>	<i>Sullivan OH</i>	<i>\$1,393,298</i>	<i>\$1,415,062</i>	<i>10May12</i>	<i>16Oct12</i>
River Corners Road	Pawnee OH	\$5,708,328	\$4,035,520	30Apr12	
Pawnee Road	Pawnee OH	\$313,441	\$226,198	30Apr12	
<i>Mud Lake Road</i>	<i>Creston OH</i>	<i>\$1,650,620</i>	<i>\$1,841,301</i>	<i>28Oct11</i>	<i>24Jan13</i>
<i>Park Street</i>	<i>Akron OH</i>	<i>\$480,356</i>	<i>\$894,647</i>	<i>2Aug11</i>	<i>22Jul11</i>
<i>Crain Avenue (ODOT Project)</i>	<i>Kent OH</i>	<i>N/A</i>	<i>N/A</i>	<i>15Jun12</i>	<i>28Aug12</i>
<i>New Interlocking</i>	<i>Kent OH</i>	<i>\$4,608,013</i>	<i>\$3,582,425</i>	<i>24May11</i>	<i>4Apr12</i>
Knapp Road	Ravenna OH	\$1,618,467	\$1,106,063	30Mar12	
Rock Spring Road	Newton Falls OH	\$3,836,099	\$3,913,916	30Mar12	
<i>Install Interlocking</i>	<i>Ravenna OH</i>	<i>\$4,405,853</i>	<i>\$4,469,300</i>	<i>12Mar11</i>	<i>4Apr12</i>
<i>5th Street</i>	<i>Niles OH</i>	<i>\$1,857,227</i>	<i>\$2,052,234</i>	<i>30Nov11</i>	<i>18May12</i>
<i>Overhead Walkway</i>	<i>Corapolis PA</i>	<i>\$199,918</i>	<i>\$153,589</i>	<i>18Mar11</i>	<i>26May11</i>
Ohio Central RR	McKees Rocks PA	\$4,187,682	\$3,641,689	11Nov11	
<i>Chartiers Creek</i>	<i>Pittsburgh PA</i>	<i>\$208,235</i>	<i>\$252,952</i>	<i>2Feb11</i>	<i>24Jun11</i>
<i>Smithfield Street</i>	<i>Pittsburgh PA</i>	<i>\$1,402,994</i>	<i>\$2,254,690</i>	<i>15Nov11</i>	<i>9Nov12</i>
J&L Tunnel	Pittsburgh PA	\$20,699,931	\$10,895,953	8Jan13	
<i>Walnut Street</i>	<i>Versailles PA</i>	<i>\$958,719</i>	<i>\$1,596,956</i>	<i>7Mar11</i>	<i>08Feb12</i>
Church Street	Garrett PA	\$3,555,385	\$2,950,259	25May12	
<i>Blue Lick Truss</i>	<i>Sand Patch PA</i>	<i>\$843,496</i>	<i>\$1,209,983</i>	<i>31Oct11</i>	<i>9Oct12</i>
<i>RR Bridge</i>	<i>Hyndman PA</i>	<i>\$152,378</i>	<i>\$85,922</i>	<i>5Jan11</i>	<i>18Aug11</i>

Table 4 – Contract & Payment Status:

Vendor	Description	CSX Contract Value	Percent Complete
Allison Park Contractors	<i>Walnut Street</i>	<i>\$140,067</i>	<i>100%</i>
	Pittsburgh and Ohio Central RR	\$1,975,000	94%

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Clearwater Construction	Church Street	\$1,848,000	99%
<i>Great Lakes Contractors</i>	<i>Kent Ohio Interlocking</i>	<i>\$1,198,800</i>	<i>100%</i>
	<i>Ravenna Interlocking</i>	<i>\$740,640</i>	<i>100%</i>
	<i>5th Street Bridge</i>	<i>\$735,100</i>	<i>100%</i>
<i>Grigori Construction</i>	<i>Remove Coraopolis Overhead Walkway</i>	<i>\$17,202</i>	<i>100%</i>
Hardrock Tunnel, JV	Stuart & Randolph Tunnels	\$10,544,287	95%
Independence Excavating	<i>University of Akron Overhead Walkway</i>	<i>\$1,040,000</i>	<i>100%</i>
	Thornton Street	\$428,000	99%
Joseph B. Fay	<i>Abandoned RR bridge</i>	<i>\$272,201</i>	<i>100%</i>
	Benford, Shoofly, & Pinkerton Tunnels	\$19,992,419	95%
	<i>Blue Lick Truss</i>	<i>\$680,895</i>	<i>100%</i>
	<i>W&amp;LE RR Bridge</i>	<i>\$643,980</i>	<i>100%</i>
	<i>Main Street</i>	<i>\$797,325</i>	<i>100%</i>
	<i>NS Railroad Bridge</i>	<i>\$803,620</i>	<i>100%</i>
Kokosing Construction	<i>TR 391 &amp; TR 150 Bridges</i>	<i>\$2,411,911</i>	<i>100%</i>
	ABC Bridge/Hike & Bike Trail	\$922,713	60%
	Knapp & Rock Spring Rd Bridges	\$4,850,628	92%
<i>Lane Construction</i>	<i>Smithfield Street</i>	<i>\$358,271</i>	<i>100%</i>
LRL Construction	Brook Tunnel	\$6,132,209	90%
	Carothers & Graham Tunnels	\$12,971,887	82%
	Sand Patch & Falls Cut Tunnels	\$5,014,000	11%
Mascaro Construction	J&L Tunnel	\$9,542,739	91%
Mosser Construction	River Corners & Pawnee Road Bridges	\$3,771,700	71%
<i>Polivka International</i>	<i>Magnolia Interlocking</i>	<i>\$696,961</i>	<i>100%</i>
<i>Ruhlin</i>	<i>Mud Lake Road Bridge</i>	<i>\$1,428,505</i>	<i>100%</i>
	<i>Park Street Bridge</i>	<i>\$514,410</i>	<i>100%</i>
Hill International	Construction Management	\$1,659,001	N/A
TranSystems-Hill Gateway		\$11,450,643	N/A
AECOM		\$764,362	N/A
AMEC		\$256,700	N/A
Arcadis			N/A
Jacobs		\$2,669,690	N/A
URS		\$260,909	N/A

**Design and Construction Status:**

Site	City/Town	State	Status
TR 391 and TR150	Sullivan	OH	<b>Project Cleared. The transfer of property for TR150 from CSX to the Township is anticipated.</b>
River Corners Road and Pawnee Road	Pawnee	OH	US 224 was opened to traffic. River Corners Rd Bridge is complete, and the Pawnee Rd Bridge has been removed. Minor work that is remaining is weather dependent and will be completed in the Spring. Project completion is expected to be April 2013.
Thornton Street	Akron	OH	Project completed; Corrections on Track 2 will be performed in the spring.

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Site	City/Town	State	Status
Recreational Trail	Kent	OH	Bridge has been raised. Trail approaches are complete except for final paving to take place in the Spring. Project completion is expected to be May 2013.
W&LE Bridge raising	Kent	OH	Bay 2 and Bay 4 deck pan and floor beams have been removed. Completed preparations for the runaround detour track, and the switch of ABC RR traffic is complete. The temporary jacking trees are currently being installed on Bay 3. Project completion is expected to be May 2013.
Knapp Road and Rock Springs Road	Ravenna & Newton Falls	OH	The final grading has been completed and final pavement surface has been deferred to Spring on Rock Springs Road. The steel has been set and the work to form the bridge deck continues on the new Knapp Rd Bridge. Project completion is expected to be May 2013.
Pittsburgh & Ohio Central Railroad	McKees Rocks	PA	The Contractor is beginning to demobilize and is completing the final work remaining on the EMPA site. Project completion is expected by May 2013.
J&L Tunnel	Pittsburgh	PA	PLY 1.96 and PLY 2.37 have been removed. TP1 has been temporarily seeded and mulched until landscaping occurs in the spring. TP2 is complete. TP3 continues to be backfilled and new catch basins are being installed. Project completion date is expected to be the end of May 2013.
Benford Tunnel/Shoofly Tunnel/Pinkerton Tunnel (Package 1B)	Confluence	PA	Clearance has been achieved for the entire tunnel package. Benford Tunnel is removed with only E&S and final drainage to be completed in the April. Shoofly Tunnel has been removed with only track work remaining. Pinkerton Tunnel's runaround track continues to be in service. The Contractor continues to remove the north portion of the tunnel cut, which is currently at the top elevation of the old tunnel. Project completion is expected to be May 2013.
Brook Tunnel	Confluence	PA	Four steel sets will need remediation. The remediation plan package is completed for review and approval. Verbal NTP has been issued to the Contractor. Clearing and grubbing should begin soon with the shaft repairs starting in about 2 weeks. Project completion is expected to be June 2013.
Sand Patch Tunnel/Falls Cut Tunnel (Package 2)	Sand Patch/Fairhope	PA	Nearly all the sidewall bolts are complete at Falls Cut, and the Contractor will be ready to begin Type A/B Ground work next week. Sand Patch is almost prepped for notching work to begin. Project completion is expected to be July 2013.
CSX Railroad Bridge	Mexico Farms	MD	The bridge has been removed and only final drainage and E&S controls remain. Project completion is expected by April 2013.
Carothers, Stuart, Randolph, Graham Tunnels (Package III)	Paw Paw, Magnolia, Hansrote	WV	Clearance has been achieved in Carothers with underdrain work remaining. Clearance has been achieved in Graham Tunnel with final shotcrete work underway. The Contractor is nearly complete at Randolph and Stuart and has begun to demobilize. Project completion is expected June 2013.
Stuart Tunnel Notching	Magnolia	WV	The successful Contractor will mobilize to the site in April. Project completion is expected June 2013.

**Work Completed (major milestones and recently completed items):**

- ✓ The Finding of No Significant Impact (FONSI) for the National Gateway Project was signed by FRA and EFLHD on 22Nov10.
- ✓ The TIGER Grant Agreement was executed between the Ohio Rail Development Commission and EFLHD on 16Dec10.
- ✓ The Memorandums of Agreement were executed between the States of Ohio, Pennsylvania, Maryland, West Virginia, EFLHD, and CSX on 17Dec10.
- ✓ The Initial Financial Plan was signed on 7Mar11.
- ✓ Thirty Five vertical clearance obstructions have been cleared at the following locations:
  - Removed Overhead Pedestrian Walkway in Coraopolis, PA on 26May11.
  - Modified Chartiers Creek Bridge in Pittsburgh, PA on 24Jun11.
  - Removed Park Street Bridge in Akron, OH on 22Jul11.
  - Confirmed clearance on Bridge in Hyndman, PA on 18Aug11.

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- 5<sup>th</sup> Street Bridge has been removed due to damage caused by an unrelated derailment accident.
- Tracks have been lowered at Walnut Street on 05Nov11.
- TR 391 Bridge was removed on 14Mar12.
- Abandoned RR Bridge in Youngstown, OH was removed on 18Mar12.
- Shoo Fly Tunnel was removed/open cut on 17May12.
- Church Street Bridge was removed on 23May12.
- Rock Springs Bridge was removed on 6June12.
- PLE 1.96 Bridge at J&L Tunnel was removed on 12Jun12.
- Tracks have been lowered at Thornton Street Bridge on 12Jun12.
- Tracks have been lowered on the Akron Overhead Walkway on 12Jun12.
- Mud Lake Road Bridge was removed on 19Jun12.
- Clearance was achieved in Randolph Tunnel on 10Jul12.
- TR150 Bridge was removed on 11Jul12.
- Tracks were lowered at the W&LE RR, Main Street, and NS RR Bridges on 17Jul12.
- Blue Lick Truss Bridge was raised on 17Aug12.
- Tracks have been lowered at the Pittsburgh & OC RR Bridge on 23Aug12.
- Tracks were lowered at the Smithfield Street Bridge on 27Aug12.
- Crain Avenue Bridge was removed on 28Aug12.
- Knapp Road Bridge was removed on 26Oct12.
- Benford Tunnel was removed on 03Nov12.
- Train traffic was diverted around Pinkerton Tunnel on 11Nov12.
- Kent Pedestrian Bridge was raised on 07Dec12.
- PLE 2.00 and 2.37 Bridges at J&L Tunnel was removed on 03Jan13.
- CSXT Bridge at Mexico, MD was removed on 05Jan13.
- Pawnee Road Bridge was removed on 10Jan13.
- Clearance was achieved in Carothers and Graham Tunnels on 14Feb13.
- ✓ Final Design Plan approvals have been issued for all of the 43 clearance projects.

**Conclusion:** The project continues to make good progress, with all of the clearance projects in the construction phase. All 43 clearance projects have received design plan approval, and there continues to be good cooperation between all parties involved. 20 projects are currently under construction, with 35 of the 40 obstructions cleared. The mountain tunnel projects are still the critical path with the last one scheduled for completion in July 2013. Problems have been resolved with the Pinkerton Tunnel Project, but a portion of the Brook Tunnel liner has failed due to drainage problems above the tunnel. Emergency repairs and corrective action has been taken by CSX, including an emergency permit. This situation will be monitored for its impact on the overall Corridor completion schedule. Monthly Coordination Meetings are held for the Project and EFLHD conducts regular construction site visits for the active construction projects in the Corridor.

**Contacts:**

*Project Director*

**Laurin Lineman, 703-404-6261**

*Senior Project Manager*

**Robert Morris, 703-404-6302**

*Project Web Sites:* [www.efl.fhwa.dot.gov/projects/gateway-clearance.aspx](http://www.efl.fhwa.dot.gov/projects/gateway-clearance.aspx)  
[www.nationalgateway.org](http://www.nationalgateway.org)

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Pictures for the Quarter



Open Cut Operations at Pinkerton Tunnel (PA)



Work Begins at Falls Cut Tunnel (PA)