

National Gateway – Phase 1 FHWA Quarterly Status Report 31Dec12

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 III and II 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	\$19,980,018.54	\$45,565,517.20	\$52,434,482.80	46.5%
PA TAP Grant	\$35,000,000.00	\$0.00	\$10,700,000.00	\$24,300,000.00	30.6%
Ohio-ARRA	\$20,455,000.00	\$2,404,008.03	\$5,431,630.08	\$15,023,369.92	26.6%
Ohio Dept of Dev (ODOD)	\$10,000,000.00	\$761,137.10	\$5,075,051.87	\$4,924,948.13	50.8%
CSXT	\$25,100,000.00	\$0.00	\$5,830,000.00	\$19,270,000.00	23.2%
Total	\$188,555,000.00	\$23,145,163.67	\$72,602,199.15	\$115,952,800.85	38.5%

Table 2 – TIGER Funded Projects:

Site	Location	Budgeted Amount	Expended to Date	Planned Finish	Actual Finish
Thornton Street	Akron OH	\$583,433	\$796,238	31Mar11	
<i>Overhead Walkway</i>	<i>Akron OH</i>	<i>\$870,242</i>	<i>\$1,502,898</i>	<i>30Mar11</i>	<i>11Sep12</i>
<i>W&LE RR Bridge</i>	<i>Kent OH</i>	<i>\$3,127,134</i>	<i>\$1,916,037</i>	<i>20Dec11</i>	<i>14Dec12</i>
<i>Main Street</i>	<i>Kent OH</i>	<i>\$4,986,334</i>	<i>\$1,933,464</i>	<i>20Dec11</i>	<i>14Dec12</i>
Pedestrian Bridge	Kent OH	\$676,044	\$282,823	23Dec11	
W&LE RR Br. (ABC)	Kent OH	\$1,340,001	\$414,468	23Dec11	
<i>NS Railroad Bridge</i>	<i>Ravenna OH</i>	<i>\$1,719,527</i>	<i>\$2,060,533</i>	<i>20Dec11</i>	<i>14Dec12</i>
<i>Abandoned RR Bridge</i>	<i>Youngstown OH</i>	<i>\$300,536</i>	<i>\$559,014</i>	<i>1Jul11</i>	<i>30Mar12</i>
Benford Tunnel	Confluence PA	\$4,281,001	\$4,756,843	7Mar12	
Brook Tunnel	Confluence	\$13,910,446	\$9,589,747	8Feb12	

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Site	Location	Budgeted Amount	Expended to Date	Planned Finish	Actual Finish
	PA				
Shoo Fly Tunnel	Confluence PA	\$3,815,037	\$3,411,288	7Jul11	
Pinkerton Tunnel	Confluence PA	\$23,474,629	\$23,293,109	16Mar12	
Sand Patch Tunnel	Sand Patch PA	\$4,785,823	\$563,686	18Sep12	
Falls Cut Tunnel	Fairhope PA	\$4,973,875	\$299,024	31Jan13	
CSXT RR Bridge	Mexico MD	\$2,337,522	\$996,981	28Oct11	
Carothers Tunnel	Paw Paw WV	\$10,171,484	\$5,840,595	1May12	
Graham Tunnel	Magnolia MD	\$15,634,563	\$6,037,732	28Aug12	
Stuart Tunnel	Hansrote WV	\$6,258,348	\$2,739,683	29Aug11	
Randolph Tunnel	Hansrote WV	\$10,368,686	\$6,907,563	1Nov11	
<i>Magnolia Interlocking</i>	<i>Magnolia WV</i>	<i>\$7,322,766</i>	<i>\$6,829,793</i>	<i>3May11</i>	<i>26Oct11</i>

Table 3 – Non-TIGER Funded Projects:

Site	Location	Budgeted Amount	Expended to Date	Planned Finish	Actual Finish
TR 391	Sullivan OH	\$2,154,466	\$1,854,968	10May12	
TR 150	Sullivan OH	\$1,393,298	\$1,404,578	10May12	
River Corners Road	Pawnee OH	\$5,708,328	\$3,242,219	30Apr12	
Pawnee Road	Pawnee OH	\$313,441	\$166,367	30Apr12	
Mud Lake Road	Creston OH	\$1,650,620	\$1,645,707	28Oct11	
<i>Park Street</i>	<i>Akron OH</i>	<i>\$480,356</i>	<i>\$888,355</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>\$3,492,397</i>	<i>24May11</i>	<i>4Apr12</i>
Knapp Road	Ravenna OH	\$1,618,467	\$519,817	30Mar12	
Rock Spring Road	Newton Falls OH	\$3,836,099	\$3,595,041	30Mar12	
<i>Install Interlocking</i>	<i>Ravenna OH</i>	<i>\$4,405,853</i>	<i>\$4,425,374</i>	<i>12Mar11</i>	<i>4Apr12</i>
<i>5th Street</i>	<i>Niles OH</i>	<i>\$1,857,227</i>	<i>\$2,043,845</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	\$3,153,182	11Nov11	
<i>Chartiers Creek</i>	<i>Pittsburgh PA</i>	<i>\$208,235</i>	<i>\$251,270</i>	<i>2Feb11</i>	<i>24Jun11</i>
<i>Smithfield Street</i>	<i>Pittsburgh PA</i>	<i>\$1,402,994</i>	<i>\$2,114,768</i>	<i>15Nov11</i>	<i>9Nov12</i>
J&L Tunnel	Pittsburgh PA	\$20,699,931	\$8,955,144	8Jan13	
<i>Walnut Street</i>	<i>Versailles PA</i>	<i>\$958,719</i>	<i>\$1,596,667</i>	<i>7Mar11</i>	<i>08Feb12</i>
Church Street	Garrett PA	\$3,555,385	\$2,826,085	25May12	
<i>Blue Lick Truss</i>	<i>Sand Patch PA</i>	<i>\$843,496</i>	<i>\$1,097,907</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	64%
Clearwater Construction	Church Street	\$1,848,000	99%

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<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	70%
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&LE RR Bridge</i>	<i>\$643,980</i>	<i>100%</i>
	<i>Main Street</i>	<i>\$797,325</i>	<i>100%</i>
Kokosing Construction	<i>NS Railroad Bridge</i>	<i>\$803,620</i>	<i>100%</i>
	TR 391 & TR 150 Bridges	\$2,411,911	95%
	ABC Bridge/Hike & Bike Trail	\$922,713	34%
	Knapp & Rock Spring Rd Bridges	\$4,850,628	64%
<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	60%
	Sand Patch & Falls Cut Tunnels	\$5,014,000	0%
Mascaro Construction	J&L Tunnel	\$9,542,739	85%
Mosser Construction	River Corners & Pawnee Road Bridges	\$3,771,700	57%
<i>Polivka International</i>	<i>Magnolia Interlocking</i>	<i>\$696,961</i>	<i>100%</i>
Ruhlin	Mud Lake Road Bridge	\$1,428,505	95%
	<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	Design Management	\$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	Final walkthrough was held with Sullivan Township and Ashland County. The transfer of property for TR150 from CSX to the Township is anticipated.
River Corners Road and Pawnee Road	Pawnee	OH	US 224 opened to traffic. River Corners Rd Bridge is complete but will remain closed until the property transfer is completed with Medina County and work can begin on the Pawnee Rd Bridge. Work on the Pawnee Rd Bridge is pending Medina County verifying the proper detour is in place. Removal work is expected to take place January 14. Project completion date is expected to be February 2013.

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Site	City/Town	State	Status
Mud Lake Road	Westfield	OH	Project has been cleared.
Thornton Street	Akron	OH	Project completed; Corrections on Track 2 will be performed in the spring.
University of Akron Overhead Walkway	Akron	OH	Project has been cleared.
W&LE Railway Bridge Project	Kent	OH	Project has been cleared.
Main Street	Kent	OH	Project has been cleared.
Recreational Trail	Kent	OH	Bridge has been raised. Forming and pouring of the abutment and backwall extensions are underway. Project completion date is expected to be March 2013.
W&LE Bridge raising	Kent	OH	Work at this site will begin after the Recreational Trail Bridge is complete. Project completion date is expected to be March 2013.
NS Railroad Bridge track lowering	Ravenna	OH	Project has been cleared.
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 2013 on Rock Spring Road. Rear abutment footer is being formed on the new Knapp Rd Bridge. Project completion date is expected to be May 2013.
Pittsburgh & Ohio Central Railroad	McKees Rocks	PA	Drainage pipe installation continues with approximately 1,000 feet remaining. Project completion is expected by February 2013.
Smithfield Street	Pittsburgh	PA	Project has been cleared.
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. Roof slabs and wall extensions are installed on TP3 and are being waterproofed and backfilled. Project completion date is expected to be the end of March 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 spring. Shoofly Tunnel has been removed with only track raising remaining. Pinkerton Tunnel's runaround track is in service. Work continues to remove the north portion of the tunnel cut. Project completion is expected to be in April 2013.
Brook Tunnel	Confluence	PA	Four steel sets will need remediation. The remediation plan is under design and will take place in the spring. Design package is expected to be completed for review and approval for advertisement in March. Project completion date is expected to be May 2013.
Church Street	Garrett	PA	Project has been cleared.
Blue Lick Truss	Sand Patch	PA	Project has been cleared.
Sand Patch Tunnel/Falls Cut Tunnel (Package 2)	Sand Patch/Fairhope	PA	NTP will be issued contingent on curfews being available in the Cumberland Section of the Corridor.
CSX Railroad Bridge	Mexico Farms	MD	The bridge removal is tentatively planned for January 5th. The turnout has been delivered and rail is being installed. Project completion is expected by April 2013.
Carothers, Stuart, Randolph, Graham Tunnels (Package III)	Paw Paw, Magnolia, Hansrote	WV	Steel sets are being installed in Carothers with 900' of 996' complete in the Tunnel. Contractor has begun Type C Ground work with 1465' of the 1592' complete in Graham Tunnel. Randolph is 100% cleared, with only one jack and bore pipe remaining. 635' of notching has been completed in Stuart, and underdrain work is underway with 800' remaining. Project completion is expected February 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.

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- ✓ 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.
- ✓ Twenty Eight 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.
 - 5th 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.
- ✓ 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. 25 projects are currently under construction, with 28 of the 40 obstructions cleared. The mountain tunnel projects are still the critical path with the last one scheduled for completion in June 2013. The Pinkerton Tunnel Project has experienced problems during construction that has caused delays on other nearby projects. This is being monitored for its impact to the overall Corridor schedule, and corrective steps have been taken. Monthly Coordination Meetings are held for the Project and EFLHD conducts regular construction site visits for the active construction projects in the Corridor.

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Project Web Sites: www.epl.fhwa.dot.gov/projects/gateway-clearance.aspx
www.nationalgateway.org

Pictures for the Quarter



Installing New Roof Sections at J&L Tunnel (PA)



Trains Using Completed Runaround Track at Pinkerton Tunnel (PA)