

## APPENDIX D: TENNESSEE & THE CRESCENT CORRIDOR

The full development of the Crescent Corridor will produce substantial public benefits for Tennessee, including job creation, improved economic competitiveness and energy efficiency, safer roads, and an enhanced quality of life. The map in Diagram D-1 identifies the Crescent Corridor routes in Tennessee, and Interstate highways that will experience less congestion from trucks as a result of the Crescent Corridor.

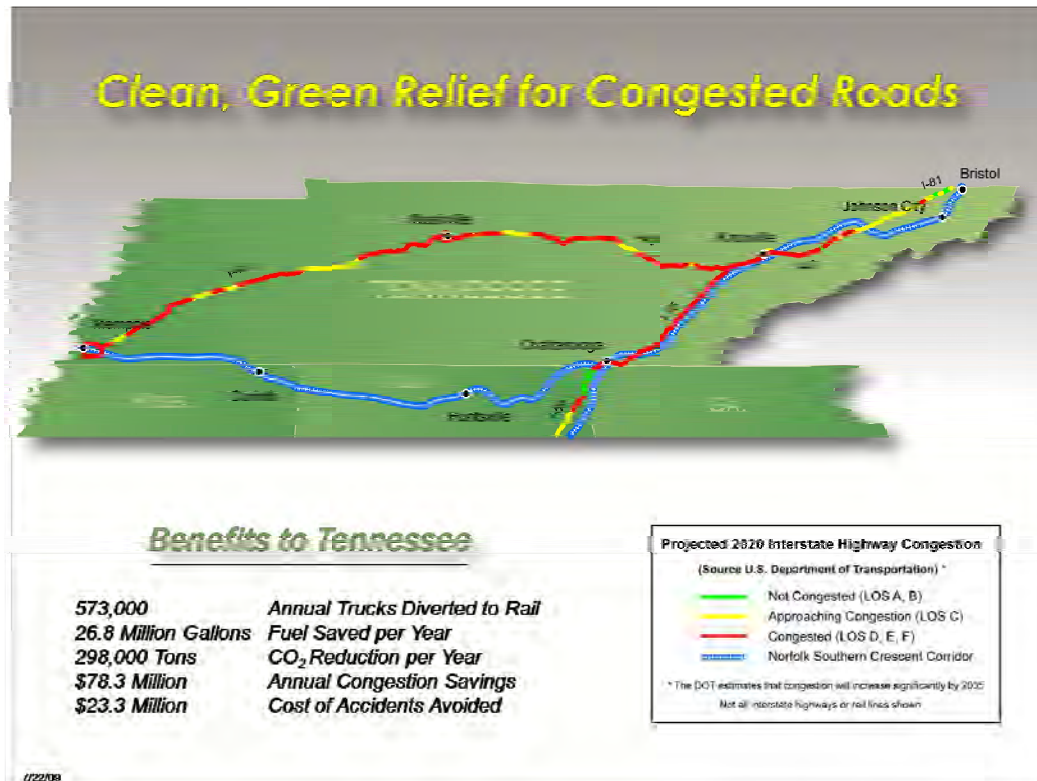


DIAGRAM D-1. TENNESSEE & THE CRESCENT CORRIDOR

## INITIAL CRESCENT DEVELOPMENT IN TENNESSEE

The initial Crescent Corridor projects in Tennessee consist of two principal but independent components: a new state-of-the-art rail/truck intermodal facility near Memphis, and rail route enhancements enabling truck competitive train schedules.

### MEMPHIS REGIONAL INTERMODAL FACILITY

The Memphis Regional Intermodal Facility (MRIMF) will be built immediately west of Rossville, in Fayette County, TN, approximately 27 miles east of downtown Memphis on the Norfolk Southern main line between Memphis and Chattanooga, TN. It will occupy 570 acres currently under option or purchase agreement by NS adjacent to a planned 1500 acre commercial/residential development. TIGER funding is requested to pay for a share of the construction cost of the MRIMF.

### MRIMF OPERATING PLAN

The MRIMF will handle a projected 327,000 annual lifts (a lift is counted when a container or trailer is loaded onto or off of a railcar) within four years of its opening. This traffic will consist of freight moving between the Memphis region (western Tennessee, northern Mississippi, and eastern Arkansas) and the Northeast US. The current service plan for the MRIMF provides for a 24 hour operation, 7 days per week. Four trains in each direction will serve the facility on a typical weekday.

### MRIMF COST AND DESCRIPTION:

The estimated initial investment is \$112 million, as follows:

- \$12 million for property acquisition
- \$3 million for design
- \$91 million for construction
- \$6 million for lift equipment

Basic facility specifications are as follows (subject to the completion of detailed engineering plans):

- Four pad tracks each 4,050 ft long and five support tracks totaling 21,800 ft
- 1,332 paved trailer parking spaces
- An 8,400 ft long double track lead track connecting the facility to the NS mainline
- A loop track to allow trains to reverse direction after entering the facility
- Ancillary buildings and operating equipment

A conceptual plan is included in Diagram D-5.

Primary highway access to the MRIMF will be via a new two mile long road to be built directly linking the site to US 72, approximately four miles to TN State route 385, a recently built limited access freeway leading to Memphis, and approximately three miles to MS State Route 302. The MRIMF lead track will cross State Route 57 by means of a new road overpass. There will be no road access between SR 57 and the MRIMF.

The cost of property acquisition, detailed design, and lift machines will be 100% privately funded. Projected funding sources for the initial phase MRIMF construction are \$9.5 million from NS and \$81.2 million from a TIGER Discretionary Grant. The two mile access road to US 72 will be independently built by a developer as part of an adjacent commercial development.

### PLANNED EXPANSION

The initial phase of the facility is being designed and permitted to accommodate a near term expansion within two to three years to allow the MRIMF to handle its projected 327,000 annual lifts. The expansion is expected to consist of two additional pad tracks, 12,700 ft of additional support trackage, and 845 additional paved trailer parking spaces, and is estimated to cost \$15 million. This cost is shown on Table F-5 and is not part of this application.

#### MRIMF RIGHT-OF-WAY ACQUISITION STATUS

The property required for the MRIMF has been assembled by NS under purchase agreements or options. This process was completed in early July 2009.

#### MRIMF DEVELOPMENT SCHEDULE

In July, 2009, the FHWA division office in Nashville, TN, accepted lead federal agency status for the development of an Environmental Assessment for the MRIMF under NEPA. NS, working in consultation with Tenn DOT, has contracted with AMEC Earth and Environmental, Inc. to perform the detailed NEPA environmental permitting and physical design of the MRIMF. Approval of a NEPA Environmental Assessment is expected in second quarter 2010, with the initial phase construction completion targeted for the second quarter of 2012. A detailed development schedule is included in Diagram D-4.

Concurrently with the NEPA process, AECOM has also been contracted by NS to work, in consultation with Tenn DOT, on the detailed engineering design of the MRIMF. Detailed design is expected to be completed in the first quarter of 2010.

In its individual components and overall, the Crescent Corridor projects will bring significant public benefits as identified in this application. It is important to note that while the MRIMF is only one component of the entire Crescent Corridor, by itself it will provide significant economic, livability, safety, and sustainability benefits to the Memphis region and therefore has independent utility. Without TIGER funding the development timeline will be substantially longer, resulting in a delay of the benefits expected from this project.