JAXPORT ICTF

TranSystems

EXPERIENCE | Transportation

AAPA 2019 Facilities Engineering Seminar
US Maritime Administration (MARAD) estimates that America’s growing population will require the freight network to haul 4 billion more tons of international freight annually by 2050.

Since 90% of imported cargo by volume already moves through our nation’s ports, a good portion of that 4 billion tons will be transported on American waterways and through ports and intermodal hubs.

JAXPORT expects to attract some of that business with its new Intermodal Container Transfer Facility (ICTF).
With TranSystems as lead design firm, Dana B. Kenyon Company created a design-build team specifically tailored to meet the requirements of the ICTF.

Team combined industry leaders and key individuals with many years of experience and success on similar projects, local knowledge, and experience with the freight railroads (CSX) and JAXPORT.
Critical elements of this project included the coordination with existing operations and projects at Dames Point. It was essential that the design-build team accurately and completely identify all of the activities, including:

- JAXPORT
- TRAPAC
- MARTIN MARIETTA
- CEMEX
- MORAN TOWING
- CERTAINTEED
- CITY OF JACKSONVILLE
PROJECT CHALLENGES

- Owned by Public Agency
- Operated by Third Party
- Funded by Federal & State Agencies
- Highly Restrictive Budgets ($27m)
- Environmental Compliance & Permitting
SUMMARY OF PROJECT ELEMENTS OF THE 40 ACRE SITE DEVELOPMENT

1. Relocation of City of Jacksonville Dames Point Road

2. Relocation and addition of CSX-Owned Tracks serving adjacent property owned by other stakeholders (CEMEX and CentainTeed)

Project was constructed in two concurrent phases:

- Phase 1 – Relocation of City Road along with utility relocations, with tracks to CEMEX/CertainTeed
- Phase 2 – Construction of the Intermodal Facility

3. Construction of (7) track rail yard utilizing (2) wide-span diesel rubber tire gantry (RTG) cranes – with Cast-in-Place Concrete Craneways
<table>
<thead>
<tr>
<th>No.</th>
<th>Description</th>
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<tbody>
<tr>
<td>4.</td>
<td>Roller Compacted Concrete (RCC) Pavement Areas at Loading Area</td>
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<td>5.</td>
<td>Asphalt Entry Drives and Stacker Areas</td>
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<td>6.</td>
<td>Stormwater Ponds and Drainage</td>
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<td>7.</td>
<td>Landscape and Erosion Control</td>
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<td>8.</td>
<td>Office/Administration Building – 3,665 SF</td>
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<td>9.</td>
<td>Secured Access Road &amp; Entrance Canopy</td>
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<td>10.</td>
<td>Perimeter Fencing and Gates – 13,000 LF</td>
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<td>11.</td>
<td>Maintenance Building &amp; Pad</td>
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<td>12.</td>
<td>30 HP Air Compressor in Container with Dryer</td>
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<td>13.</td>
<td>60 FT LED High Mast Light Towers (21 Each)</td>
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ICTF TRACK BEING INSTALLED
ICTF TRACK BEING INSTALLED
CONCRETE CRANEWAY POUR
ROLLIER COMPACTED CONCRETE

- 20” Roller Compacted Concrete (RCC) Pavement for Truck Loading and Stacker Area
ROLLER COMPACTED CONCRETE
ROLLER COMPACTED CONCRETE
SUPPORT & RUNAROUND TRACKS

SUPPORT TRACKS 1 & 2 = 7,534 LF
SUPPORT TRACK 3 & RUNAROUND TRACK = 4,200 LF
OFFICE/ADMINISTRATION BUILDING

Building Size: 3,665 SF
SECURED ACCESS & ENTRANCE CANOPY

Building Size: 3,665 SF
PERIMETER FENCING & GATES

Fencing: 13,000 LF
60’ HIGH MAST LED LIGHT TOWERS (21)
30 HP AIR COMPRESSOR WITH DRYER
MAINTENANCE PAD & BUILDING
QUESTIONS?