The Heartland Corridor
Commonwealth Transportation Board
Richmond, VA
December 14, 2006
Heartland Central Corridor

- The core of the Heartland Corridor is the so-called Central Corridor component. Realization of the double-stack clearances helps justify related corridor projects, such as the rail relocation project to serve the APM Terminal/Craney Island and the mega-terminal at Rickenbacker, as well as making available opportunities for market access for western Virginia and West Virginia (via a Roanoke region and Prichard intermodal facilities).
• Will reduce over 200 route miles versus existing routing
• Reduced Transit Time
• Greater Efficiencies
• High Speed Double Stack
Central Corridor Double-Stack Project

The current clearance envelope through western Virginia and West Virginia only accommodates railcars up to 19’1” multi-levels. No double-stack cars can be accommodated in western Virginia and West Virginia due to the height, as well as the square profile of the conveyance.
Central Corridor

• Projected cost: $151 million
  – SAFETEA-LU funds
    • $95 million authorized *
      – * Subject to Obligation Limitation
  – Virginia Rail Enhancement Grant
    • $9.75 Million
  – Ohio Rail Development Commission Grant [ORDC]
    • $836,355
  – Norfolk Southern pays the balance
Multi-state/Federal/Public Private Partnership

- Grant Agreement with ORDC May 2006
- Grant Agreement with Virginia signed May 2006
- MOA signed by the three states with Eastern Lands division of Federal Lands at Federal Highway Administration [FHWA], June 2006
  - FHWA has extensive project management experience
- MOA signed by NS with Eastern Lands, FHWA, August 2006
Central Corridor Timetable

- Hatch Mott MacDonald awarded construction design work September 29
- Federal Authorities currently developing the environmental document, expected by late spring 2007
- Construction to commence following environmental approval; three year expected timetable
- Completion in 2010
Double Stack Clearance Project
Heartland Corridor: Central Corridor Double-Stack Project Scope

• 28 Tunnels
  – 30,000+ feet to be Cleared
  – Virginia, West Virginia and Kentucky

• 24 Overhead Obstructions
  – Bracing Modifications, Fencing Modifications, Overhead Wire Removal, Miscellaneous Signal Work
  – West Virginia and Ohio
Project Overview
Minor Notching
Deep Notching

NOTE:
IN SINGLE WIDTH TUNNELS USE
4 - #7 x 12' LONG ROCK DOWELS
@ 5' LONGITUDINALLY

6 - #9 x 6' LONG ROCK DOWELS
@ 5' LONGITUDINALLY
Crown Replacement
Double Stack Clearance Project

• Clearance Improvement Methods
  – Track Realignment 3 Tunnels
  – Lowering 3 Tunnels
  – Liner Notching 8 Tunnels
  – Roof or Wall Replacement 18 Tunnels
  – Daylighting 1 Tunnel
  – No Work Required 4 Tunnels

* Multiple methods have been proposed for portions of several tunnels
Roanoke Region Intermodal Facility

- Covered under same Virginia grant award, May 2006
- Budget project facility cost: $18 million
  - $12.6 of this amount covered by Virginia grant
- Very broadly supported within the region in the run-up to SAFETEA-LU
- DRPT undertaking broad review to assess appropriateness of various sites; public information meeting held last evening at VDOT Salem District office
DRPT’s Criteria for Site:

- Close proximity to I-81 and reasonable access/egress thereto
- Must be on Heartland Corridor, between Walton and NS’ Shenandoah Line
- Avoid new at-grade crossings, especially in urban areas
- At least 65 acres, appropriate configuration and flat topography
- Minimize associated roadway costs
- Efficient from rail operating perspective, e.g., not degrade other rail traffic; good intermodal operations; seek lower facility development delivery costs
The Heartland Corridor

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<th>LEGEND</th>
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To Chicago, Detroit, & Points West

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CRMSRP Project (Median Rail)
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<td>TOTAL</td>
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Other components of Heartland:

• Rickenbacker: NEPA completed over a year ago. CRAA hired contractor, and now under construction. Completion expected 1st half 2008.

• Prichard, WV: Letter agreement between NS and WV; outlines NS obligations. An economic analysis launch is pending; study probably imminent.
• APM Terminal Opens July 11
• VPA expects Corps’ go-ahead on Craney Island 1Q07
Thank you.