

# THE HEARTLAND CORRIDOR

Status Report: COMPLETE!!!

July 7, 2011

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# The Heartland Corridor

## *The Nation's First Multi-State Intermodal Rail Public-Private Partnership & A Precursor to the Crescent Corridor*

- 3 year engineering effort to raise vertical clearances in 28 tunnels and 24 other overhead obstructions on Norfolk Southern's rail line between the Port of Hampton Roads, Virginia and Chicago.
- The nation's first multi-state intermodal rail corridor public-private partnership between the FHWA's Eastern Federal Lands Highway Division, USDOT, Virginia, West Virginia, Ohio, and Norfolk Southern.
- The first phase of the tunnel work began in October 2007; completed on September 9, 2010.
- This new double-stack route shaves off 200 miles and a day's transit time between the East Coast and the Midwest.



Inaugural Heartland Corridor double-stack train  
exiting Cowan Tunnel near Radford, Virginia  
September 9, 2010

# The Heartland Corridor

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Before



After



Prior to achieving the Heartland Corridor's vertical clearances, double-stack intermodal trains from the Port of Hampton Roads were routed through Harrisburg on their way to Chicago.

Double-stack intermodal trains are now routed from the Port of Hampton Roads to Chicago through West Virginia.

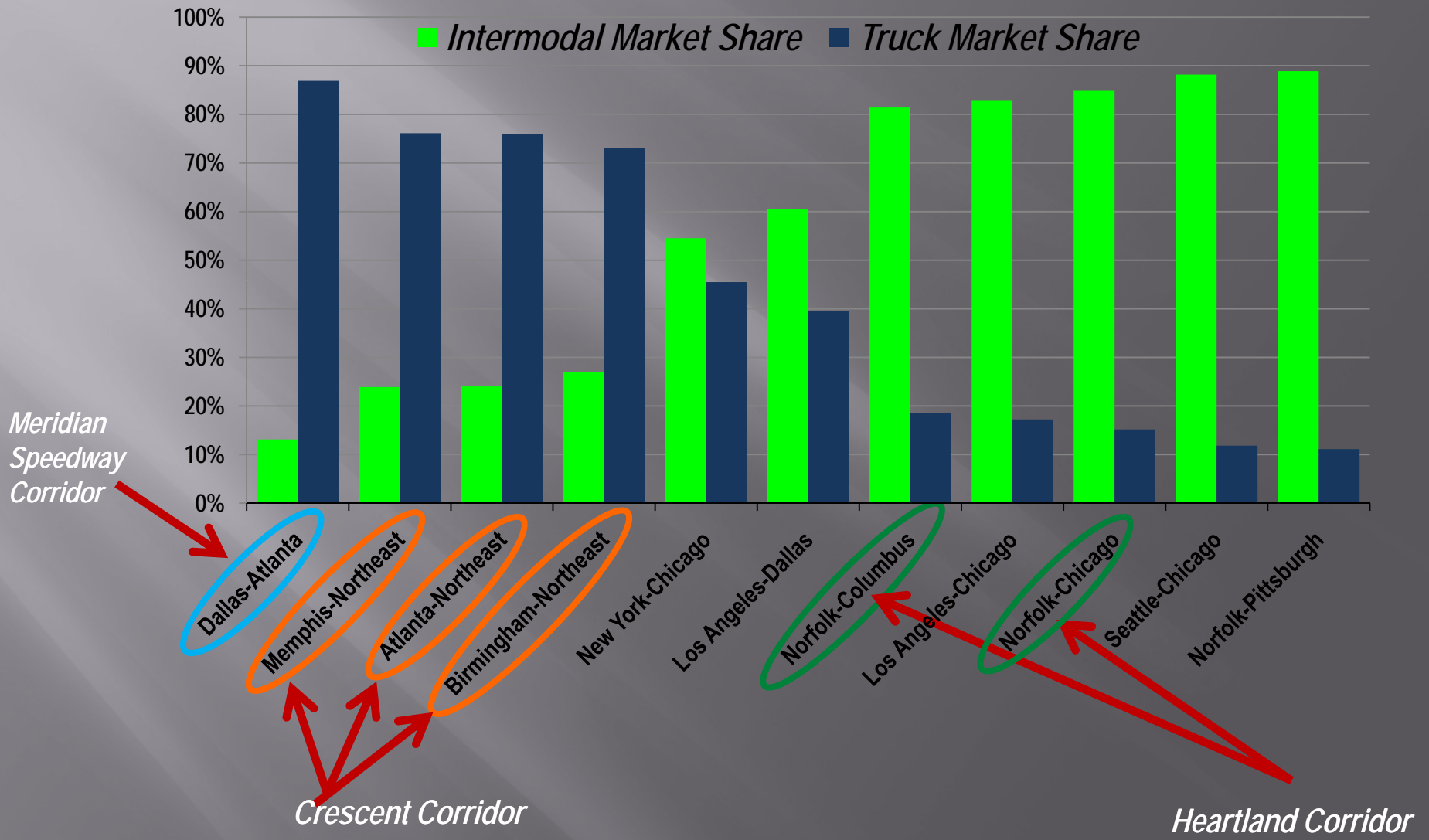
# Introducing the Six Corridor Strategy

- Norfolk Southern has employed a “Six Corridor Strategy” focusing on four key principles: market access, length of haul, asset utilization, and productivity



# Six Corridor Strategy

Opportunity for Rail Entrance in the Freight Transportation Market



# Intermodal Growth Drivers

- ▣ Shortage of Truck Drivers
- ▣ Higher Fuel Costs
- ▣ Higher Insurance Costs for Truckers
- ▣ Highway Congestion
- ▣ More Quality RR Service Offerings
- ▣ Containerization of Freight
- ▣ Higher Railroad Productivity
- ▣ Railroads are More Environmentally Friendly

# Central Corridor Double-Stack Project

The prior clearance envelope through western Virginia and West Virginia only accommodated railcars up to 19'1" multi-levels. The height, as well as the square profile of the conveyance, prevented the use of double-stacks through this territory

**Car Height**  
19'1"

**Car Height**  
20'2"

**Car Height**  
18'3"

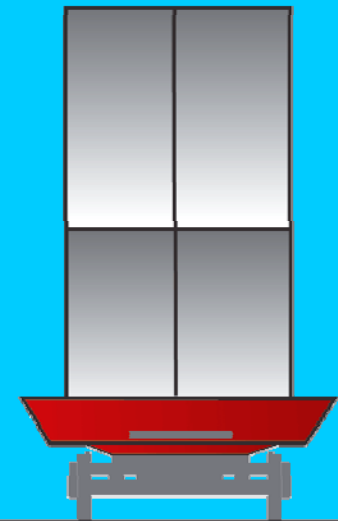
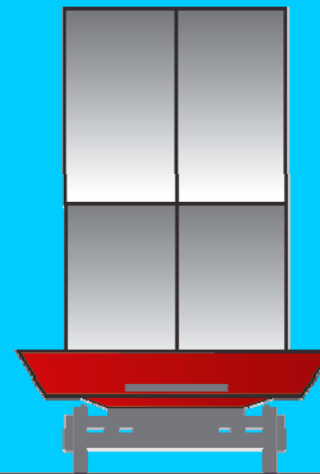
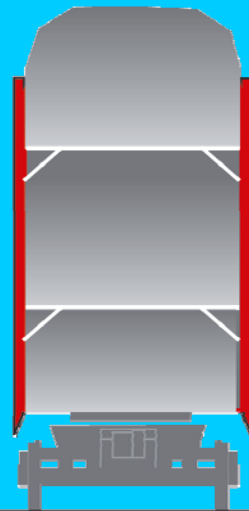
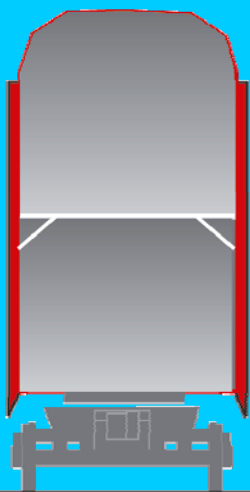
**Car Height**  
20'3"

**Required Clearance**  
19'7"

**Required Clearance**  
20'8"

**Required Clearance**  
18'9"

**Required Clearance**  
20'9"



**Conventional Multi-level**

**High "Q-Car" Multi-level**

**Two 8.5' Doublestacks**

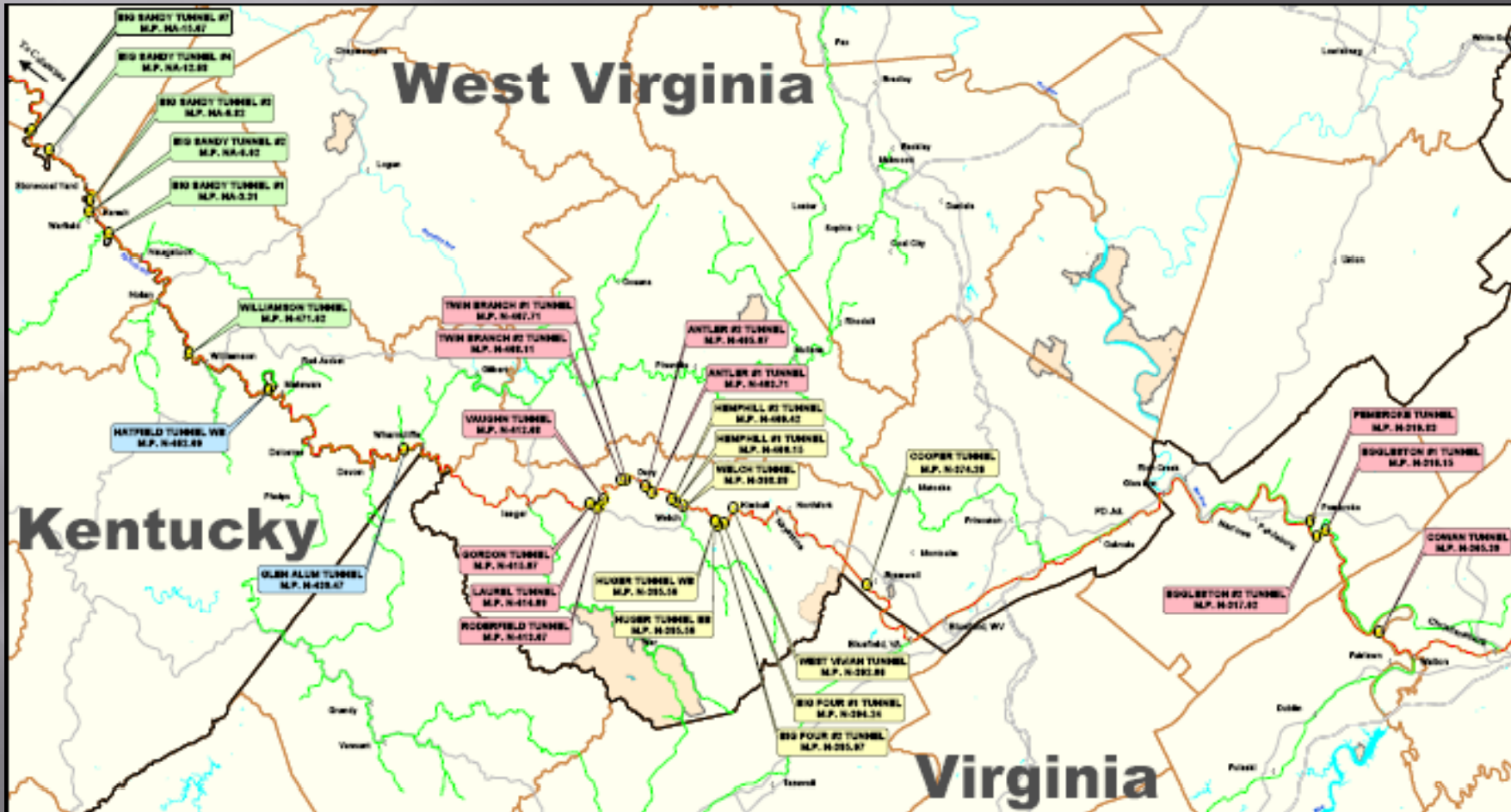
**Two 9.5' Doublestacks**



**Heartland Corridor**



# Heartland Tunnels



	<i>Original Estimate</i>	<i>11/08 Projection</i>	<i>05/09 Projection</i>
<i>Federal</i>	\$ 80,450,000	\$ 83,368,331	\$ 83,368,331
<i>Ohio</i>	\$ 836,355	\$ 836,355	\$ 836,355
<i>Virginia</i>	\$ 9,750,000	\$ 9,750,000	\$ 9,750,000
<i>Norfolk Southern</i>	\$ 60,106,583	\$100,995,663	\$ 98,395,663
<i>Total</i>	\$151,142,938	\$194,165,150	\$191,565,150

# Heartland Corridor: Key Project Components

- ▣ “Central Corridor Double-Stack Project”
  - Double-Stack Clearances: Between Roanoke, VA through WV, to Columbus, OH
- ▣ Expanded Intermodal Capacity
  - Columbus, OH – Rickenbacker Airport
  - New Intermodal Terminals
    - ▣ Roanoke Region
    - ▣ Prichard, WV
- ▣ “Western Freeway Rail Corridor”
  - Rail relocation project in Portsmouth, VA

# Rickenbacker Intermodal Facility - Columbus

- Columbus Regional Airport Authority – key partner in project
- Driving forces: Economic Growth and Connecting Markets - \$70 million dollar project on 175 acres with capacity for 250,000 cargo containers annually
- Opened March 3, 2008 – 20,000 new jobs over next 30 years



These Messages Brought to YOU Courtesy  
of the Heartland Corridor...

