

# Project Updates

Crescent Corridor

TIGER Grant

Passenger Developments

Heartland Corridor

Commonwealth Transportation Board

April 14, 2010

Richmond, Virginia



**Crescent Corridor**

**TIGER Grant**

**Passenger Developments**

**Heartland Corridor**



# Crescent Corridor Concept

- 2500-mile network of intermodal trains
  - **Domestic** freight
  - > 500 mile hauls
- Schedules geared to truckers' needs
- High level of reliability
- 28 +/- additional trains



# Long-Haul Truckers Are Our Customers

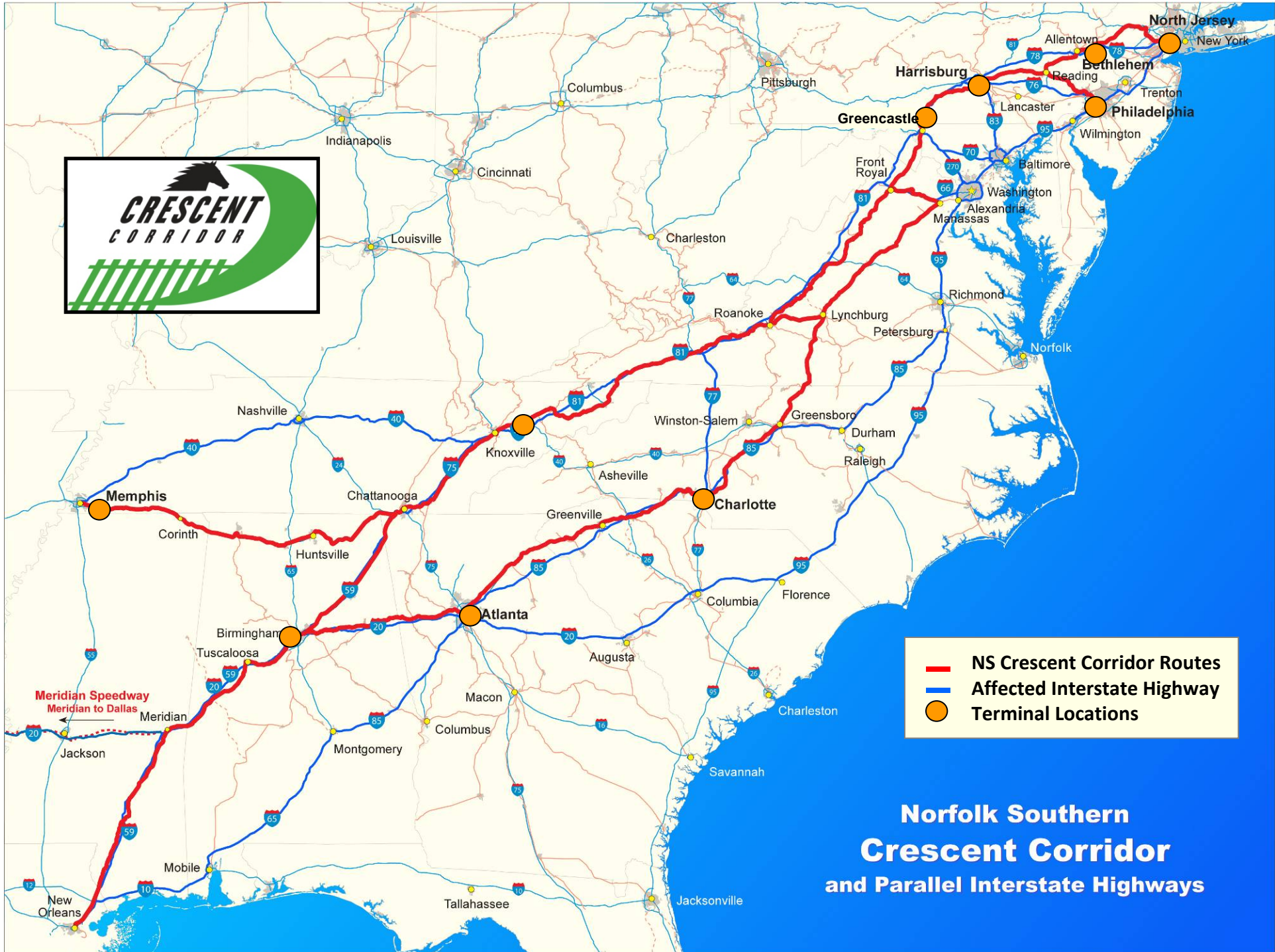
- They want us to develop intermodal services in this corridor
- Major motor carriers are becoming “bi-modal”
- Ongoing challenges
  - Highway congestion
  - Driver shortages
  - Increased costs



# Much Work to be Done

- Five new terminals
- Five enlarged terminals
- Higher speeds
- More passing tracks
- Choke point elimination
- Total cost: \$2.5 billion +





- NS Crescent Corridor Routes
- Affected Interstate Highway
- Terminal Locations

# Norfolk Southern Crescent Corridor and Parallel Interstate Highways

# Commonwealth Funding

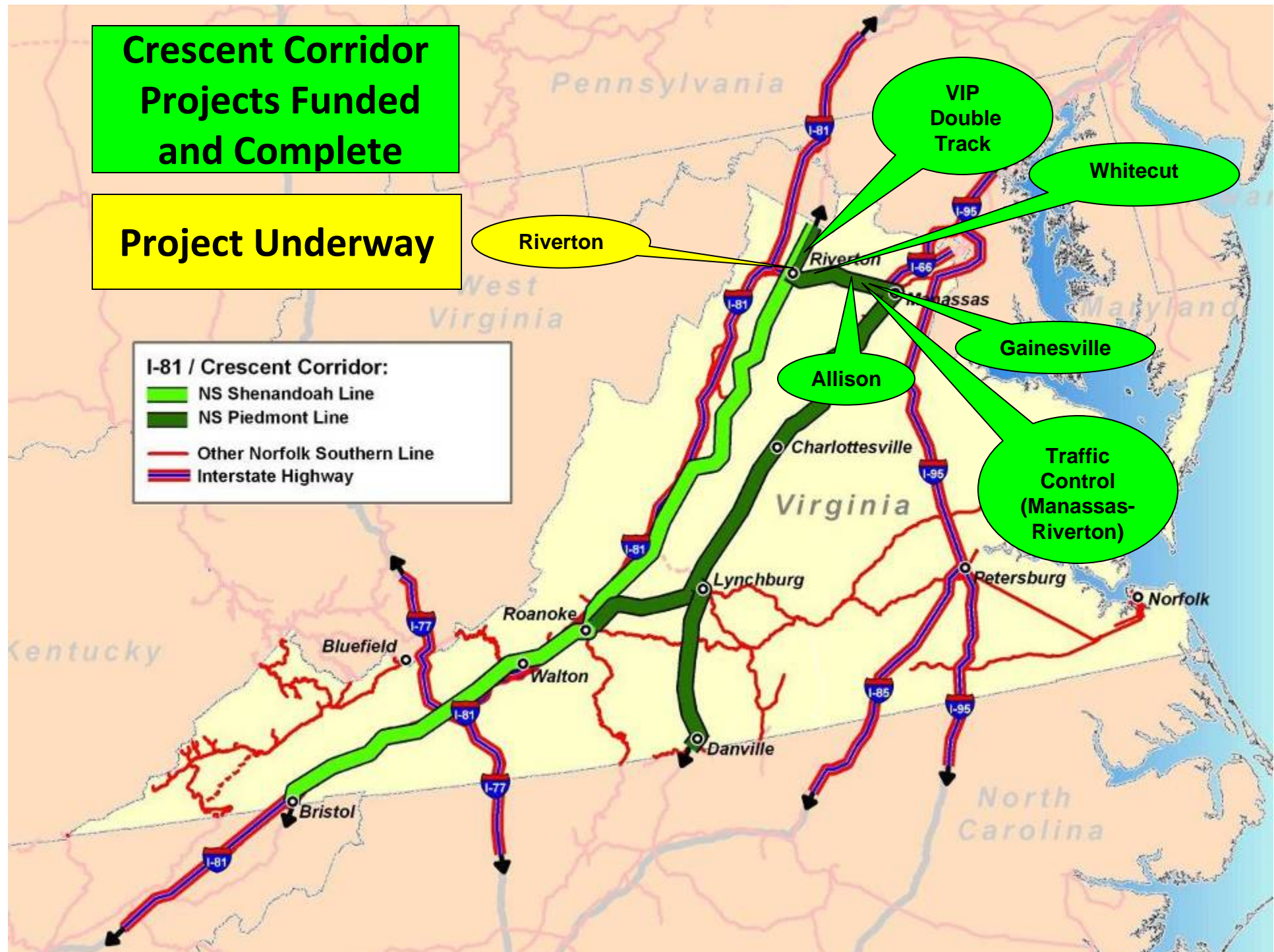
- 2007 Grant
  - \$61 million total project value
  - \$43 million from Commonwealth
  - One project still underway
- Six Year Improvement Plan (2010-2015)
  - \$34 million total project value
  - \$24 million from Rail Enhancement Funds
  - Begin 2010



**Crescent Corridor  
Projects Funded  
and Complete**

**Project Underway**

- I-81 / Crescent Corridor:**
- NS Shenandoah Line
  - NS Piedmont Line
  - Other Norfolk Southern Line
  - Interstate Highway





**Crescent Corridor  
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**I-81 / Crescent Corridor:**  
NS Shenandoah Line  
NS Piedmont Line  
Other Norfolk Southern Line  
Interstate Highway

Berryville

Riverton

Elkton

Roanoke

VIP  
Double  
Track

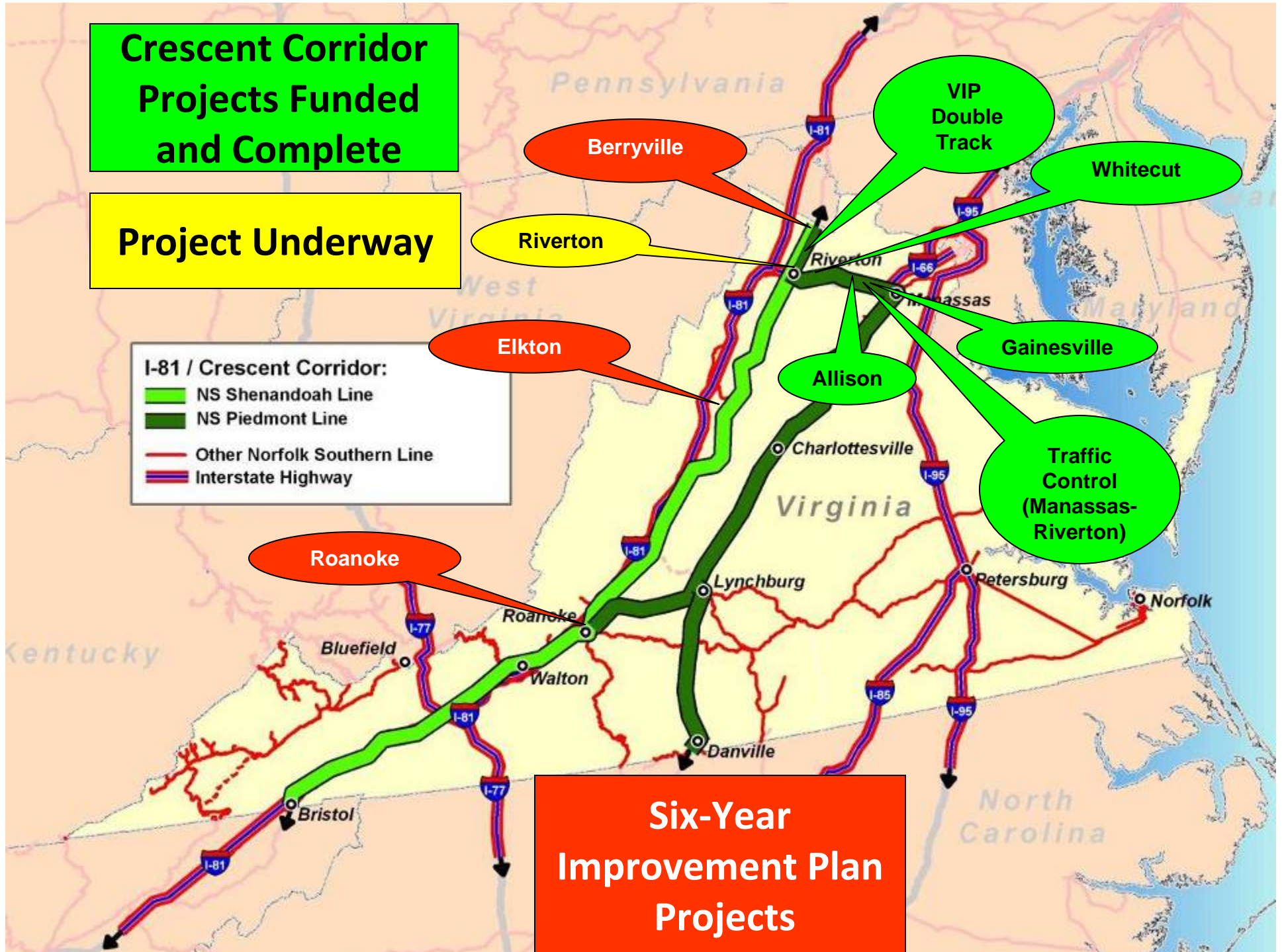
Whitecut

Allison

Gainesville

Traffic  
Control  
(Manassas-  
Riverton)

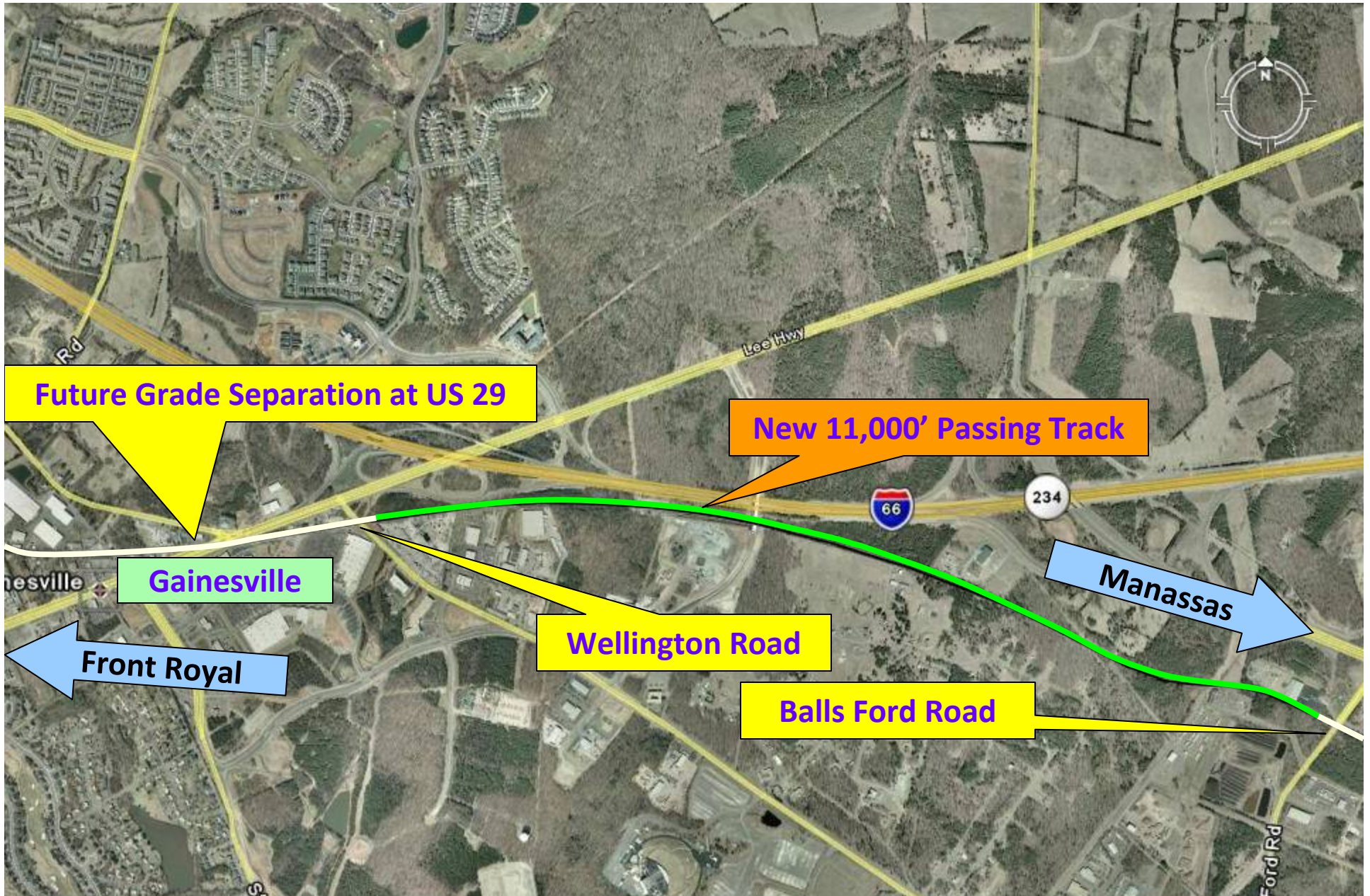
**Six-Year  
Improvement Plan  
Projects**



# Gainesville

- Constructed new passing track – 11,000’
  - Will benefit VRE extension to Haymarket
  - Construction began April 2009
  - Opened for service March 2010
- Distance from Manassas – 7 Miles





# Gainesville, Virginia



**West end of new  
Gainesville passing track**

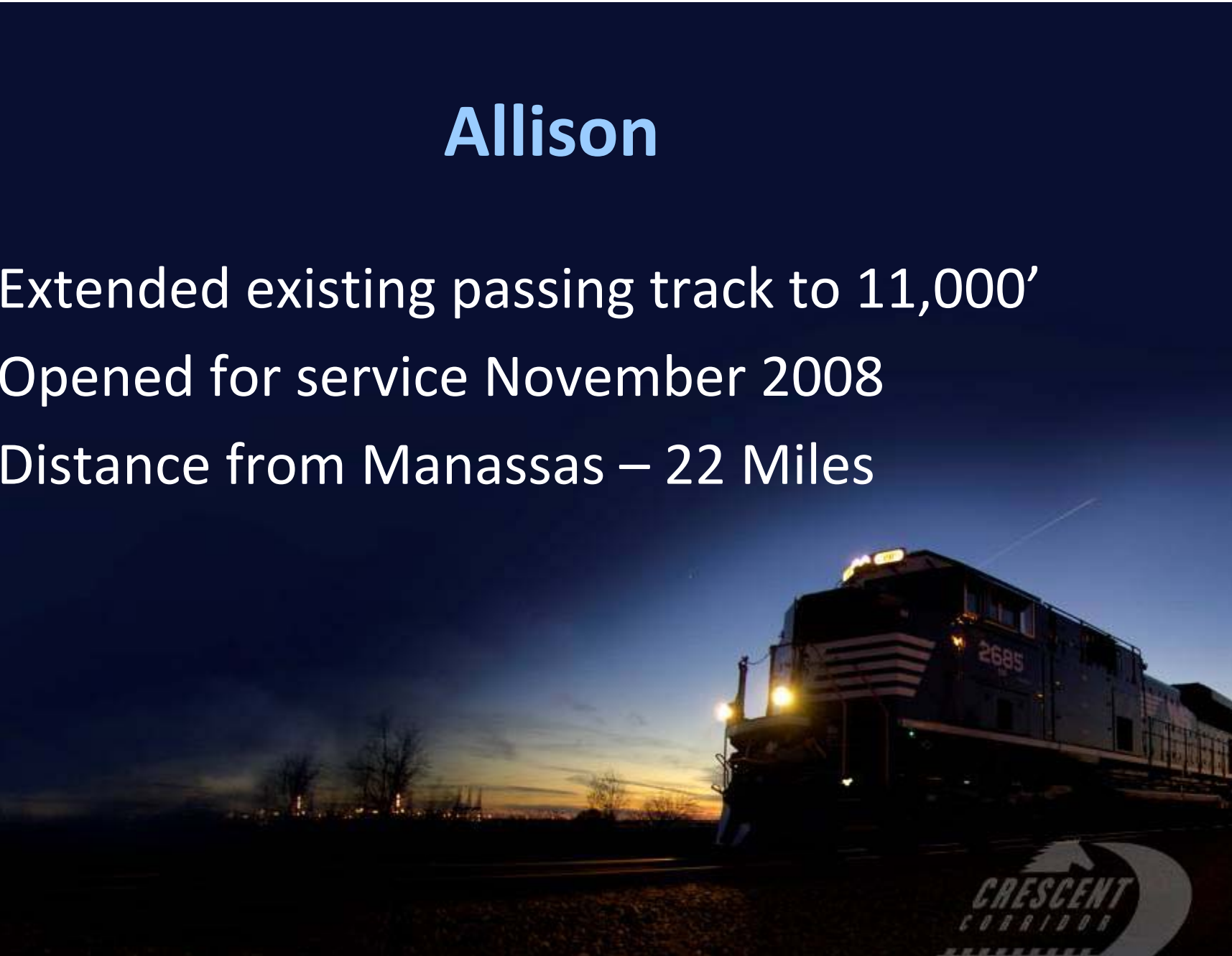
**March 2010**

# Allison

Extended existing passing track to 11,000'

Opened for service November 2008

Distance from Manassas – 22 Miles



**Allison, West End  
New Track and Signals in Place  
but Not Yet in Service**

**October 2008**



# **Westbound Train at Allison New Track and Signals In Service**

**January 2009**

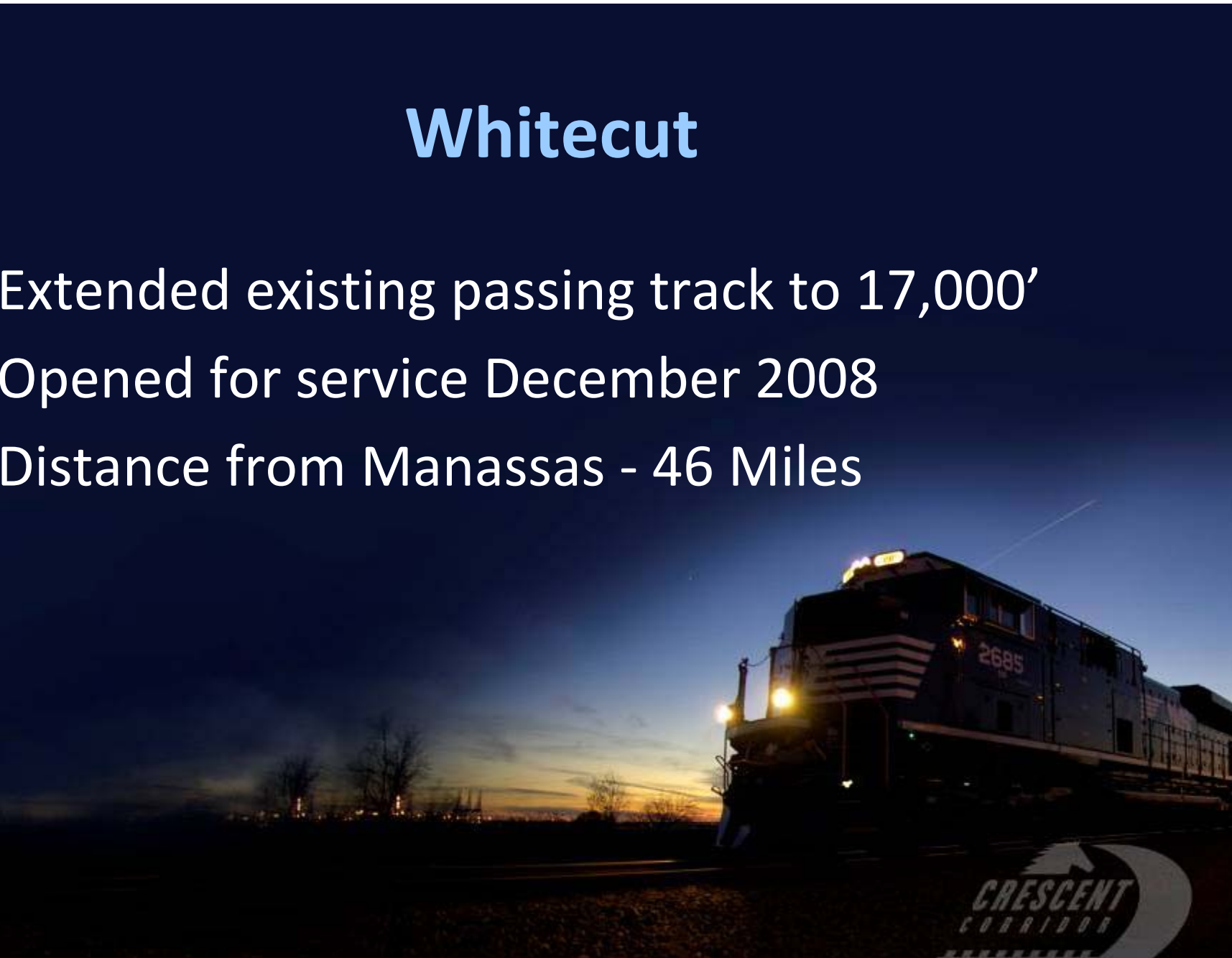


# Whitecut

Extended existing passing track to 17,000'

Opened for service December 2008

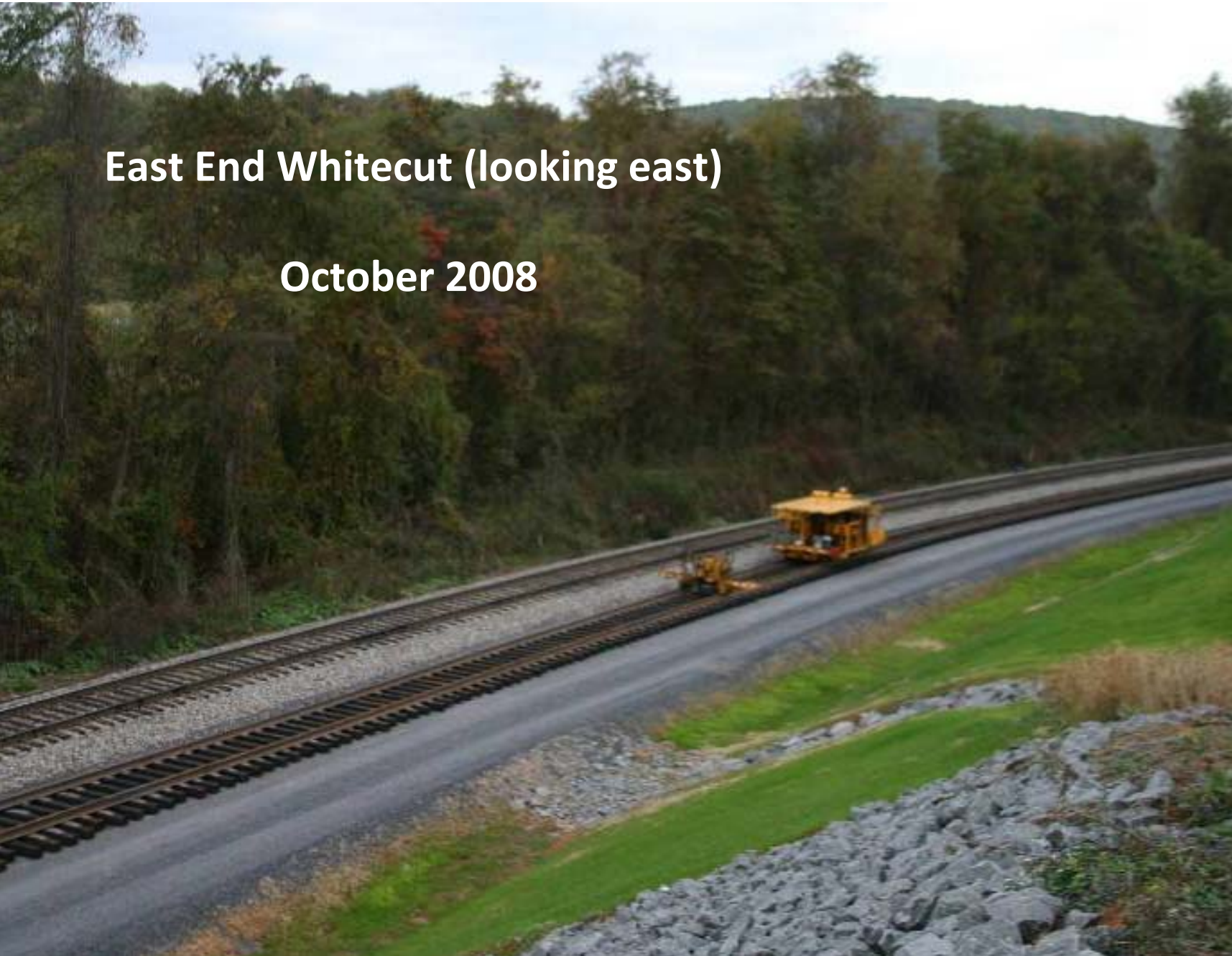
Distance from Manassas - 46 Miles





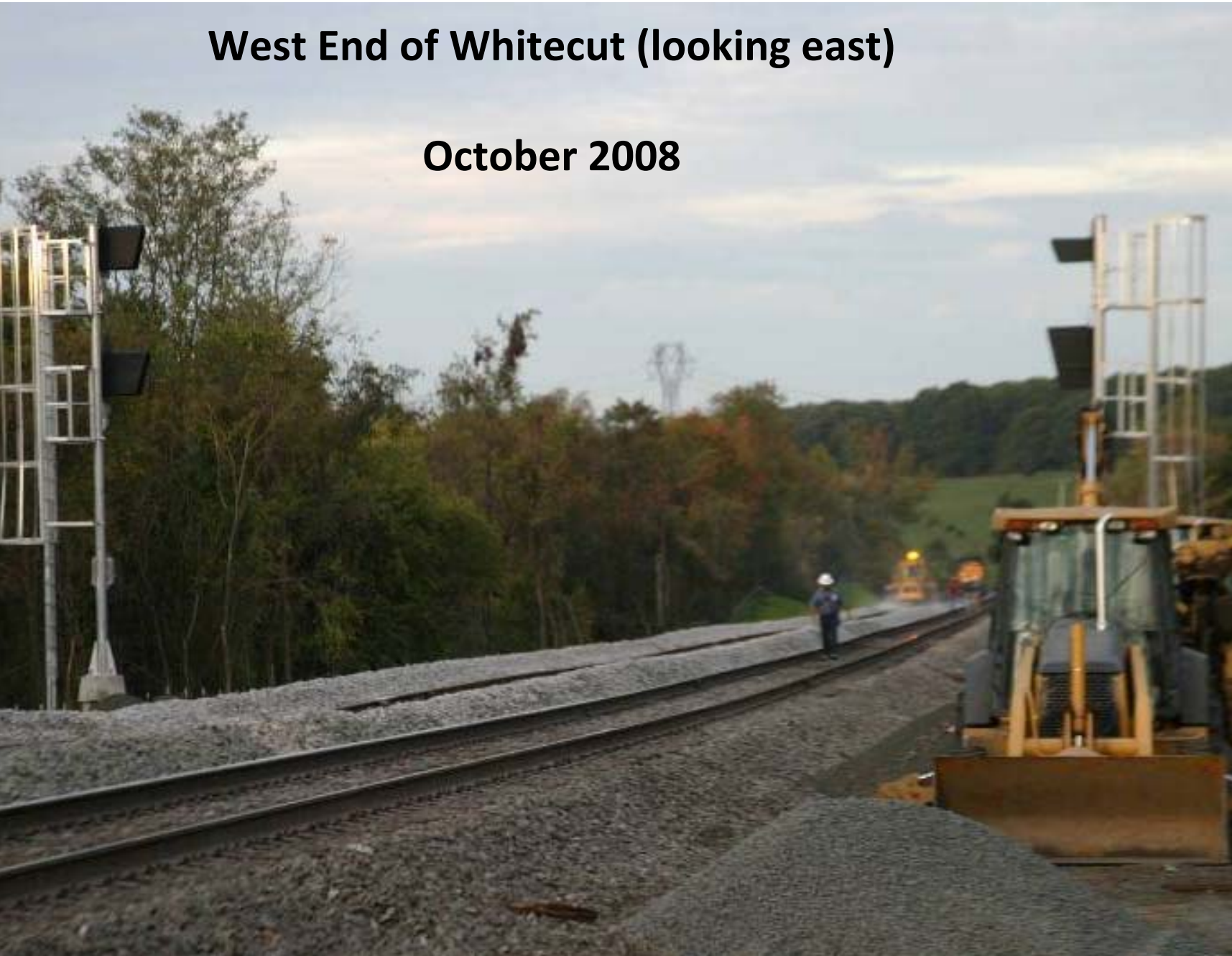
**East End Whitecut (looking east)**

**October 2008**



**West End of Whitecut (looking east)**

**October 2008**



# Westbound Train at West End of Whitecut

December 2008



# Vicinity of Virginia Inland Port

Extended short passing track and constructed new track

- Created 5 miles of double track
- Opened for service March 2009

“Neck of the funnel”

North of Front Royal





**Constructing Roadbed for Second Main Track  
South of Rockland Road**

**New Roadbed and Crossties  
South of Rockland Road, Near Virginia Inland Port  
October 2008**



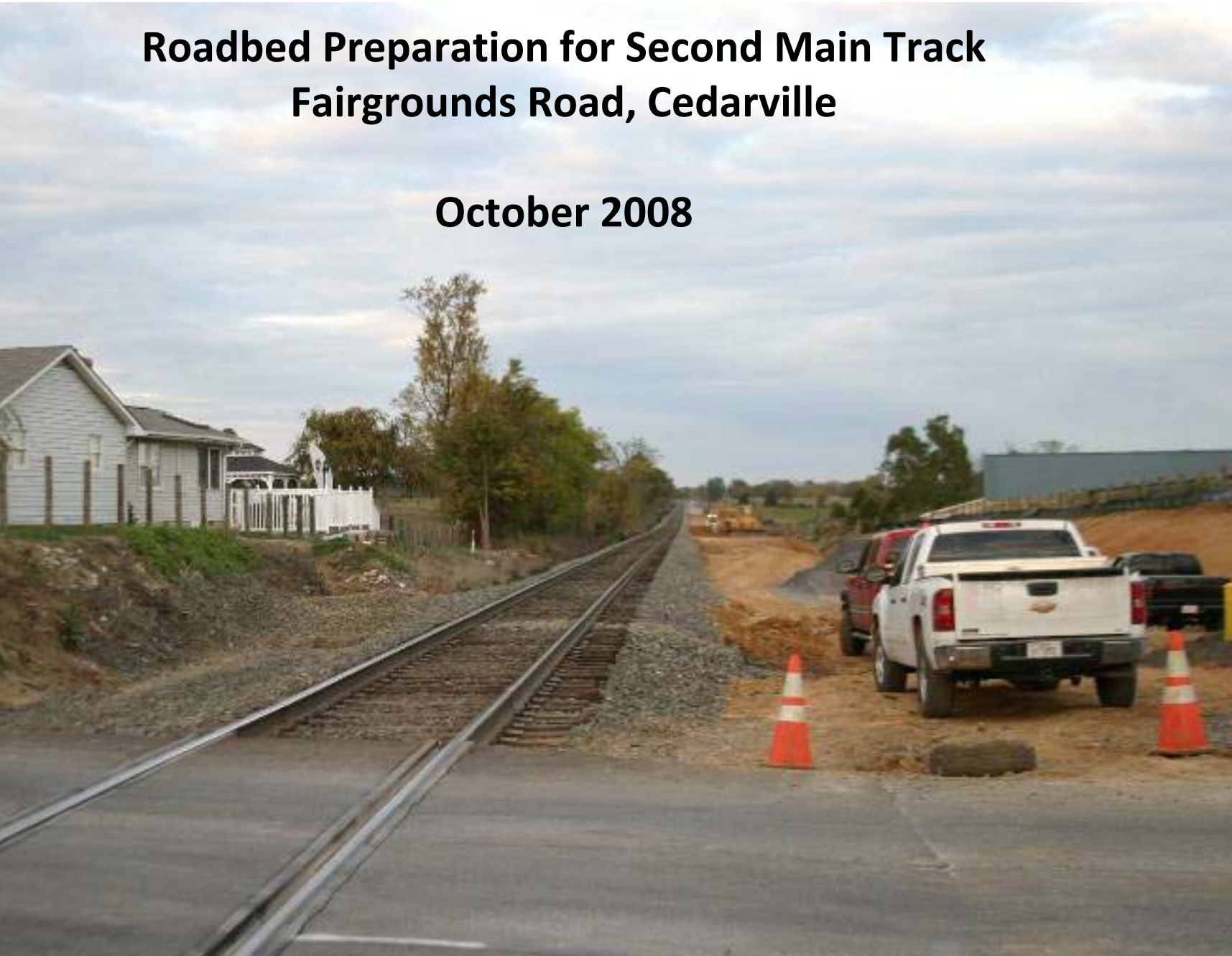
# New Track In Service South of Rockland Road

March 2009



**Roadbed Preparation for Second Main Track  
Fairgrounds Road, Cedarville**

**October 2008**





# Southbound Train At Success Crossover Fairgrounds Road

March 2009



# Traffic Control and Speed Increases

Signals now regulate and protect train movements

Speeds increased 5-10 mph





**Signal Just East of Thoroughfare Gap, 13 Miles from Manassas**

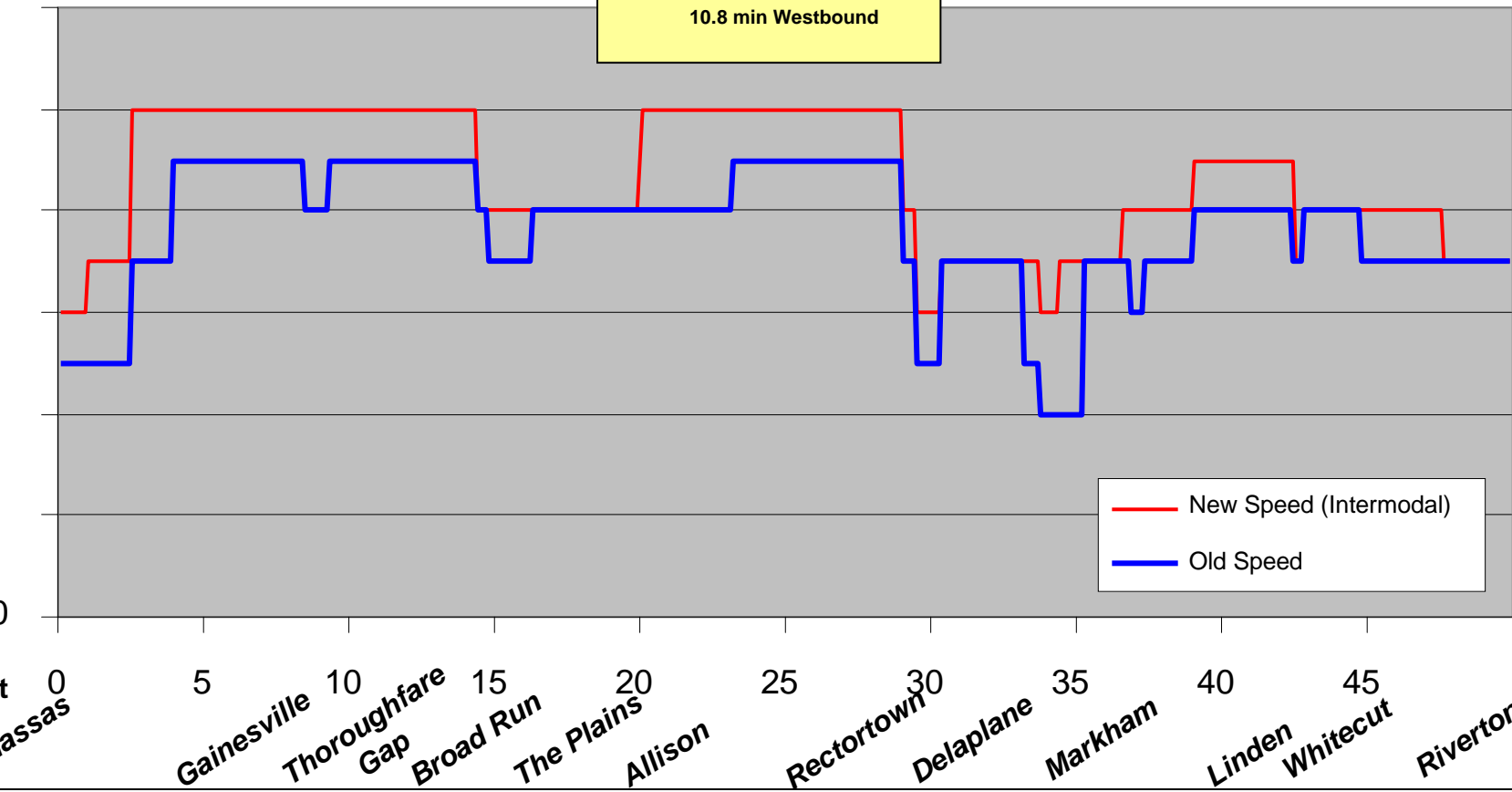
# Washington District

Manassas - Front Royal  
MP B-0 – B-50

Running Time Improvement

8.5 min Eastbound

10.8 min Westbound



# Riverton Junction

Main line tracks being reconfigured

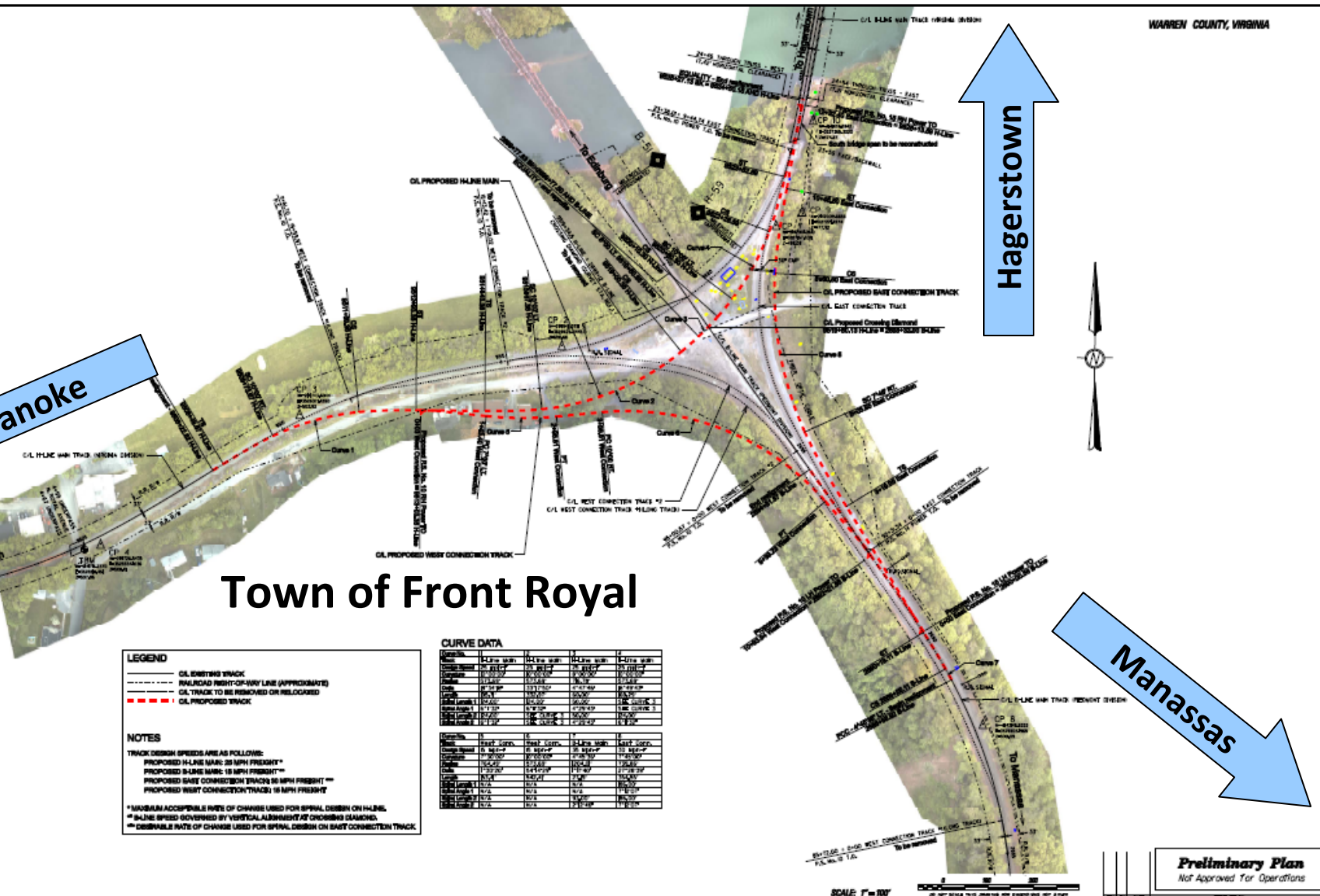
- Construction began fall 2009
- Completion by end of 2010

Benefits

- Higher speeds
- Schedule reductions







# Riverton Junction Improvements

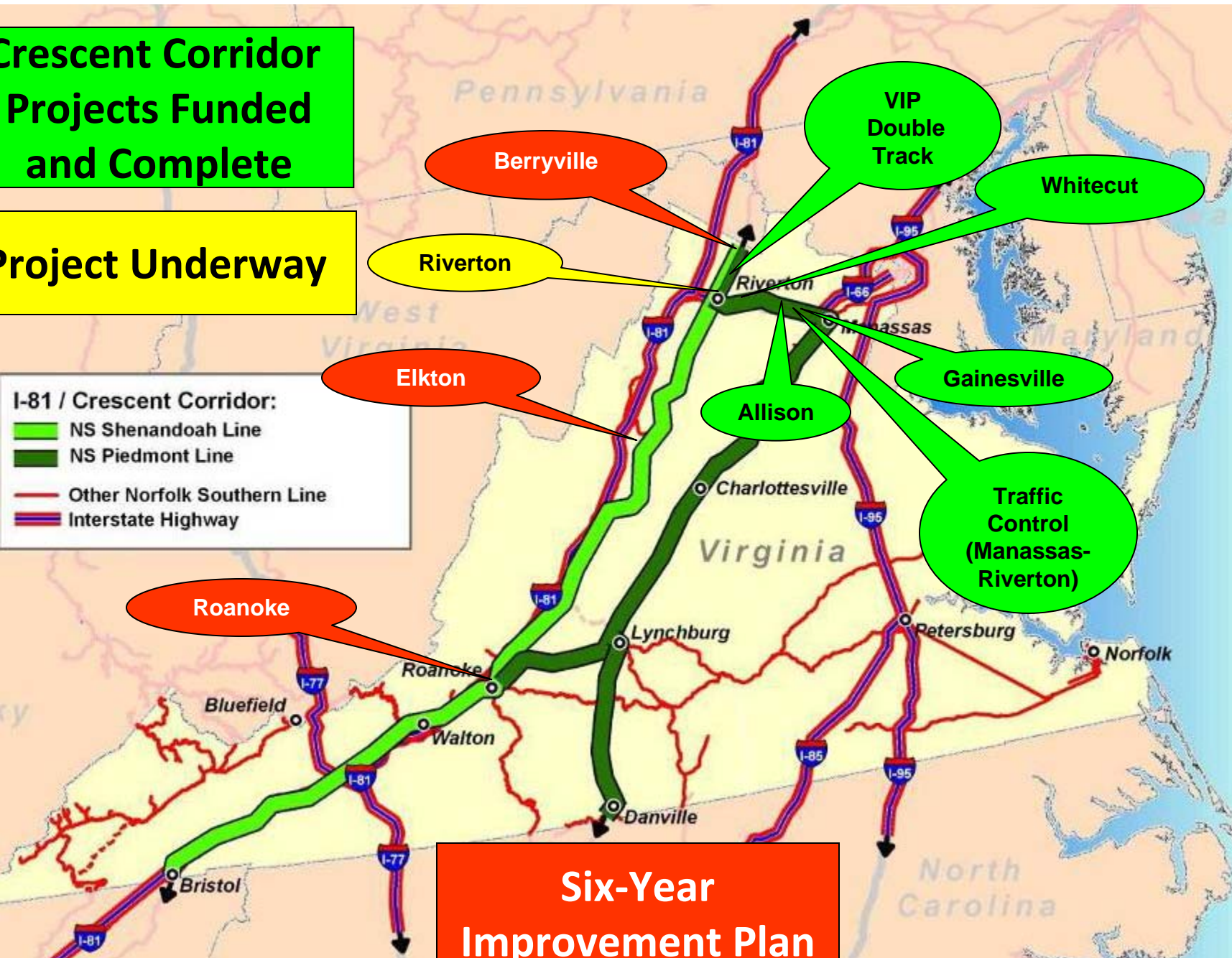


**Crescent Corridor  
Projects Funded  
and Complete**

**Project Underway**

**I-81 / Crescent Corridor:**

-  NS Shenandoah Line
-  NS Piedmont Line
-  Other Norfolk Southern Line
-  Interstate Highway



# FY 2010-2011 Projects

## Berryville passing track extension

- Extend to 11,000 feet
- Design underway; complete in 2011

## New Elkton passing track

- 11,000 in vicinity of Coors facility
- To be designed; complete in 2011

## Roanoke Terminal track upgrading

- New crossovers and signals
- Design underway
- Complete in 2011
- Will reduce running time of Crescent Corridor trains





# Public-Private Partnership Report Card

## Virginia

- \$67 million in grant and REF funding (2007-2011)
- \$95+ million in projects; NS match is 30%

## Pennsylvania

- \$45+ million over three years (2011-2013)
- For Greencastle and Harrisburg terminals

## North Carolina

- \$540 million federal grant for passenger improvements
- For double track between Greensboro-Charlotte

What about federal participation?



**Crescent Corridor  
GER Grant  
Passenger Developments  
Heartland Corridor**



# TIGER Grant



American Recovery & Reinvestment Act of 2009  
(ARRA)

Transportation Investment Generating Economic  
Recovery (TIGER) grants

\$1.5 billion available, NS applied for \$300 mm

Five state coalition, led by Pennsylvania



# Award

\$105 million for Crescent intermodal terminals

- \$52.5 million for Birmingham area
- \$52.5 million for Memphis area

Largest single TIGER award

Will launch first Crescent Corridor trains

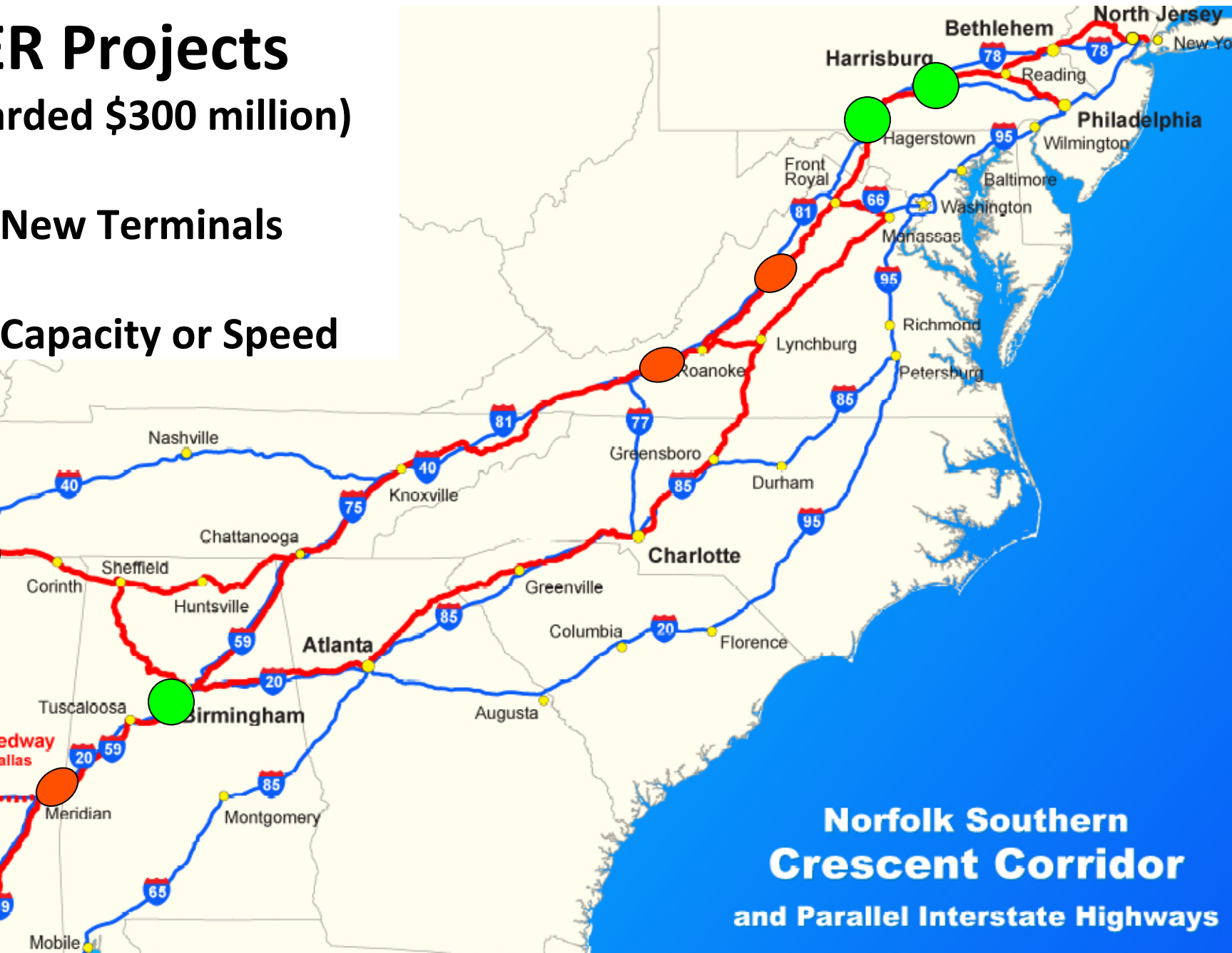
Virginia benefits begin in 2012



**IR Projects**  
(Awarded \$300 million)

**New Terminals**

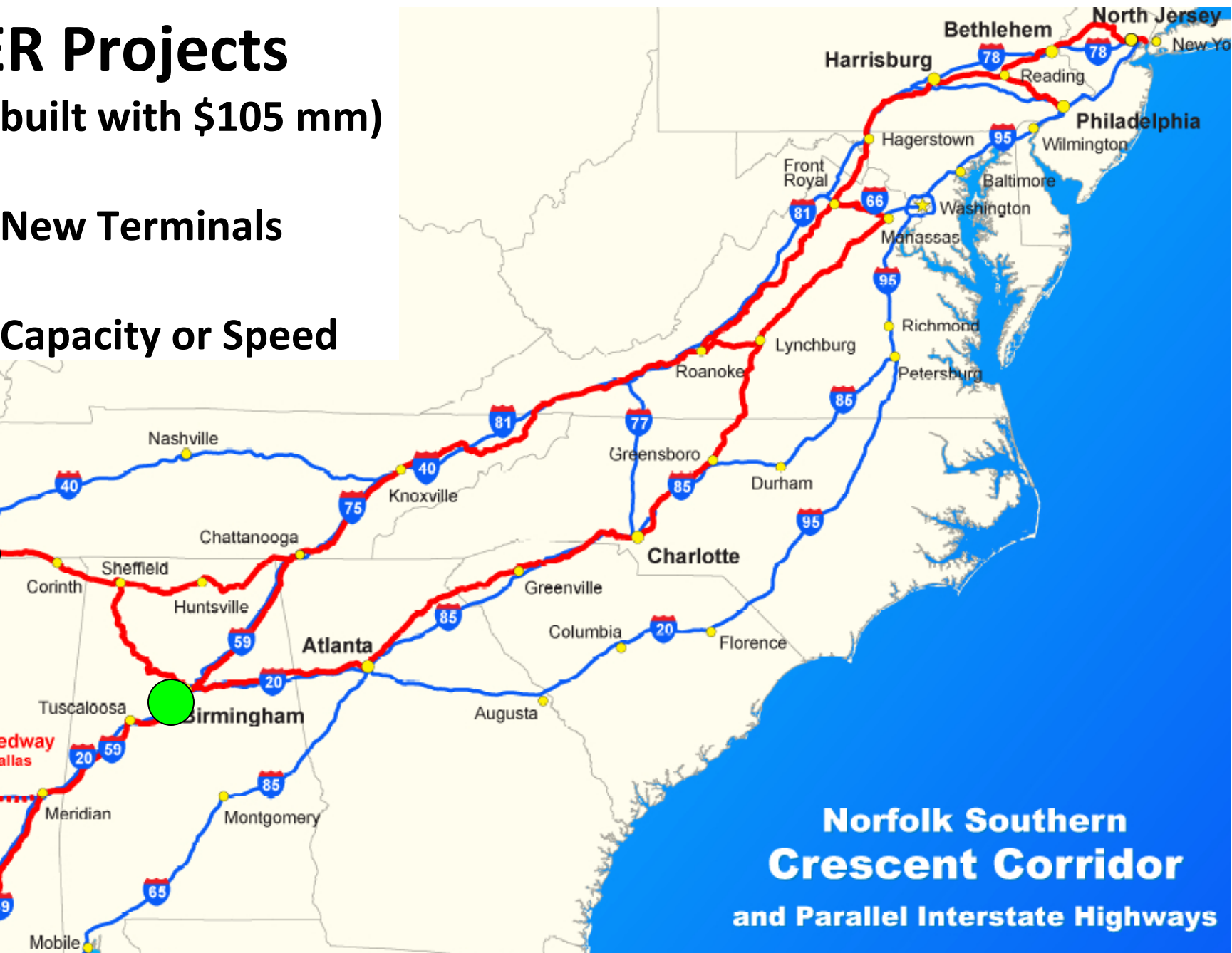
**Capacity or Speed**



**Norfolk Southern  
Crescent Corridor  
and Parallel Interstate Highways**

**IR Projects**  
(built with \$105 mm)

**New Terminals**  
**Capacity or Speed**



# Next Steps

Construct new terminals before February 2012

Pursue more funding

- Existing programs (e.g., CMAQ)
- Transportation bill
- High speed rail
- Any other new federal programs



# Revised Crescent Corridor Timetable

“Starter service” by spring 2012

Full Crescent by 2017-2020, depending on  
funding

## Priorities

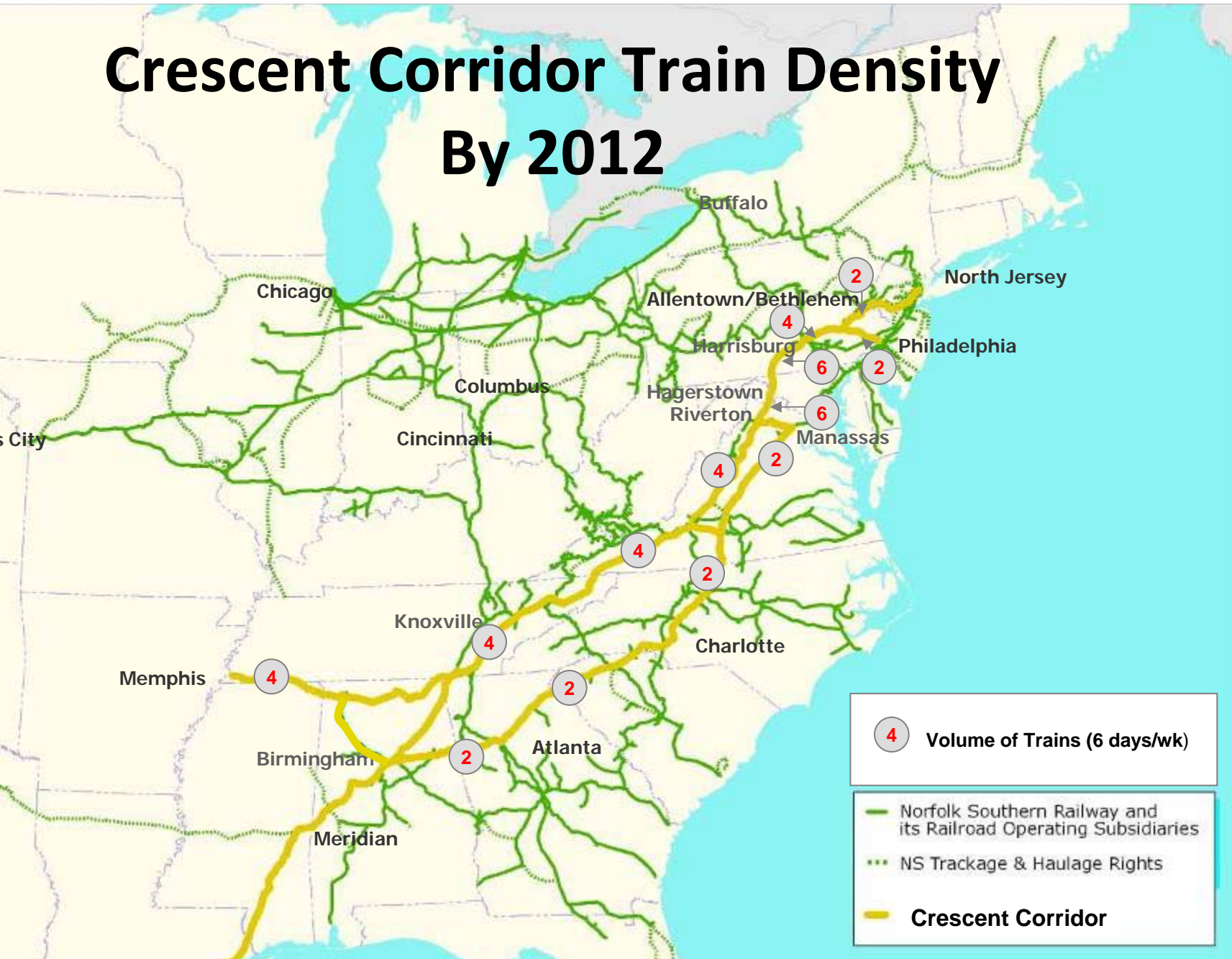
- Terminals
- Speed improvements
- Capacity additions

Train 202 (Memphis-Harrisburg) rerouted in  
March – real-time test





# Crescent Corridor Train Density By 2012



**Crescent Corridor  
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# Passenger Projects on NS

Lynchburg regional service

VRE extension to Gainesville/Haymarket

Norfolk-Richmond regional (and eventual high-speed) service

Framework agreement guidance



# Amtrak Virginia

Lynchburg-Boston regional service began  
October 1

Lynchburg's Kemper Street Station tracks  
upgraded

Montview Wye improved

Work completed on time and under budget

Sets stage for eventual extension to Roanoke



# Mobilization – August 3



# Halfway – August 27



# Two Weeks to Go – September 15

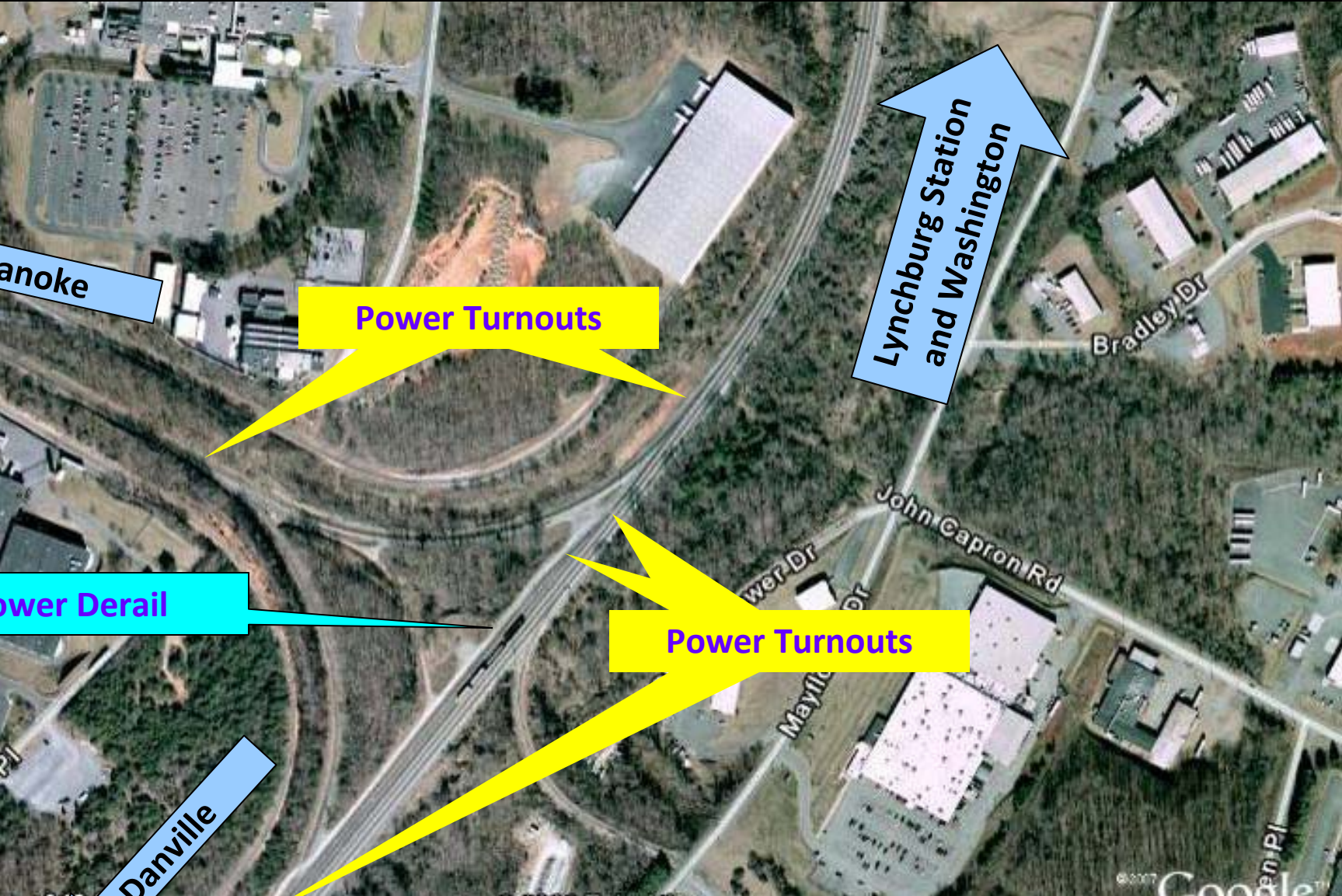


# Regular Service – October 3





# Montview Wye (Lynchburg)



# VRE Extension to Haymarket

NS work in 2010

- Capacity study
- Design and engineering
- In-kind match for Rail Enhancement Funds



# Norfolk-Richmond Intercity Passenger Service

Conventional service feasible

Norfolk-Petersburg improvements needed

- Norfolk station track
- Extended yard tracks
- Upgraded signaling
- Universal crossovers
- Connection to CSXT

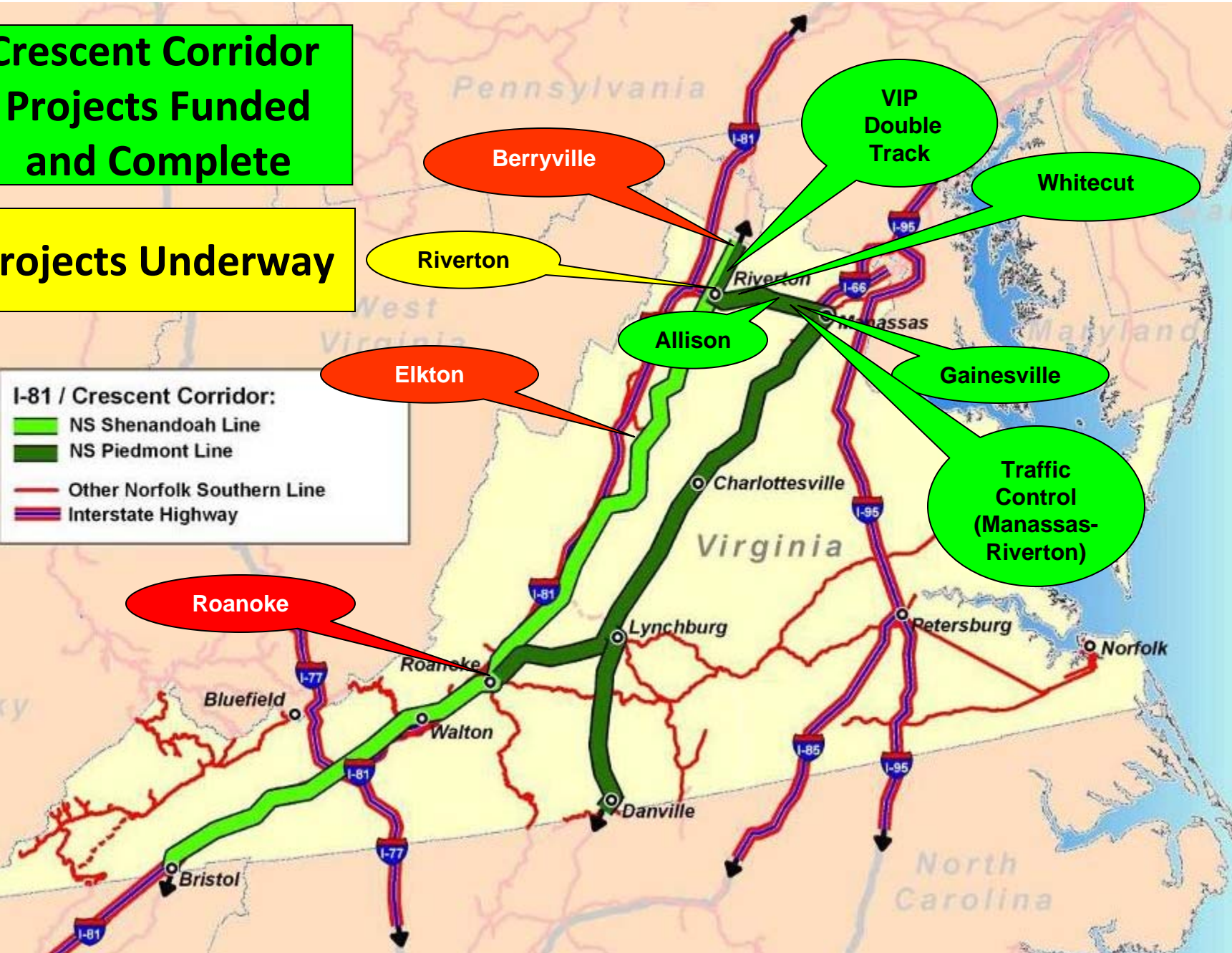
\$75 million +/-



**Crescent Corridor  
Projects Funded  
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**Projects Underway**

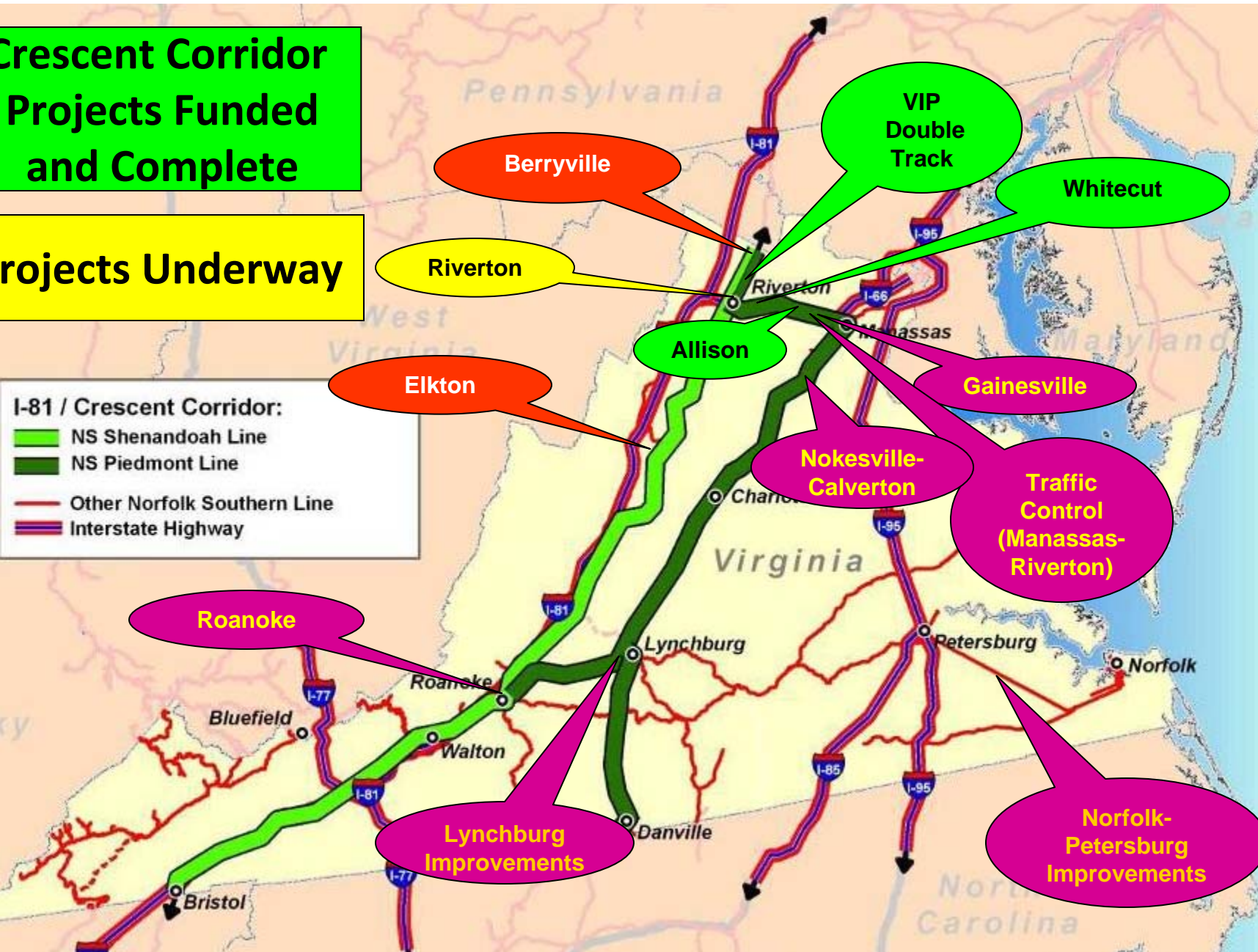
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**Crescent Heartland Passenger Projects**

**Crescent Corridor  
TIGER Grant  
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Heartland Corridor**



# Project Overview

28 Tunnels to be improved - 28,545 ft. (5.4 mi)

## Bridges

- 7 Through Truss Bridge Modifications
- 1 Overhead Bridge required track shifting
- 1 Overhead Bridge will be removed

4 signal replacements

Slide fence modifications at 8 locations







# Review of Funding

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

***NS Share Grew Nearly 64%***

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# Track Lowering

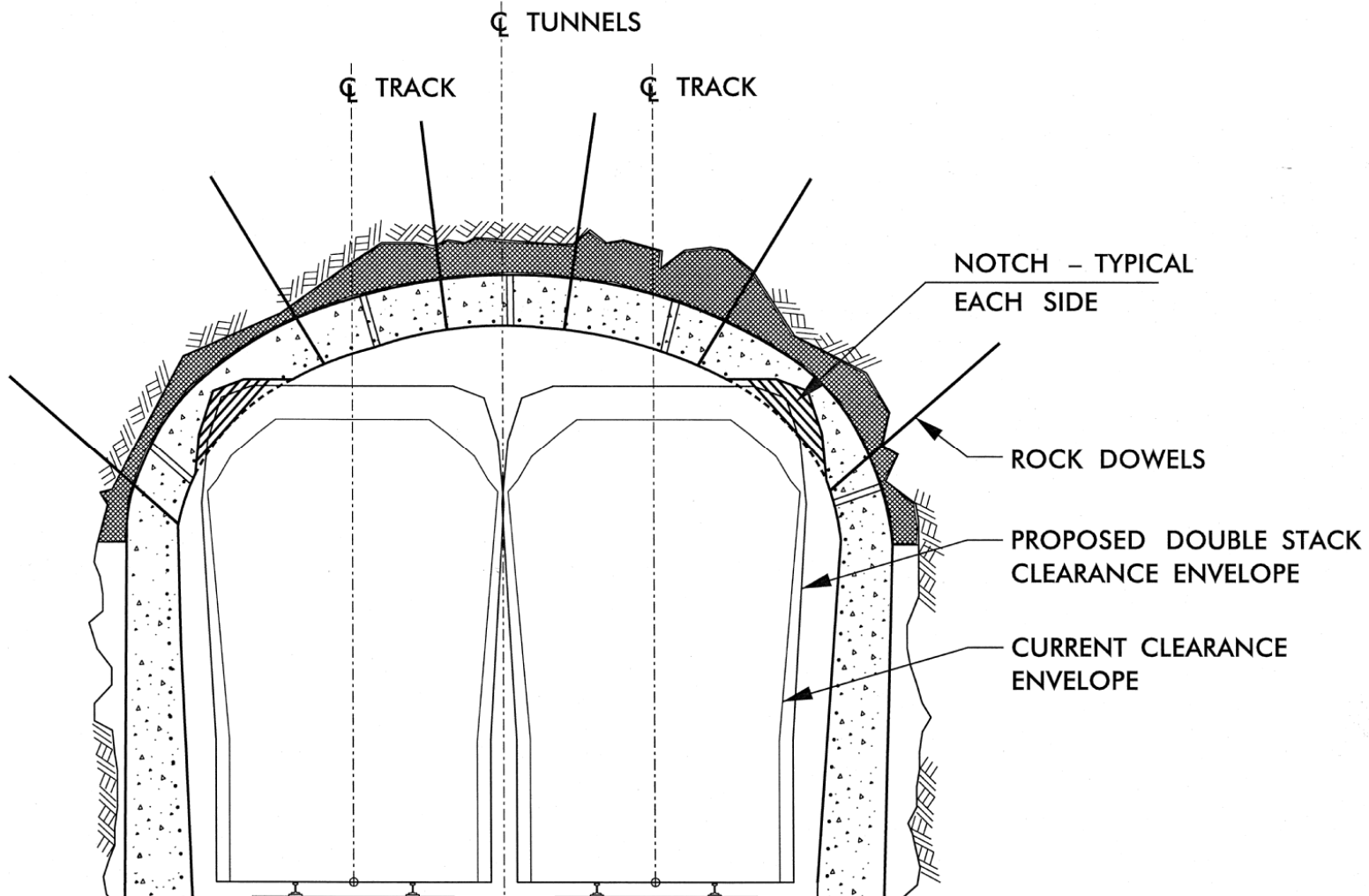
- Used at 5 tunnels
- Performed in 1980's for 19'-6"



# Track Lowering Not Always Feasible



# Deep Notching





# Crown Replacement

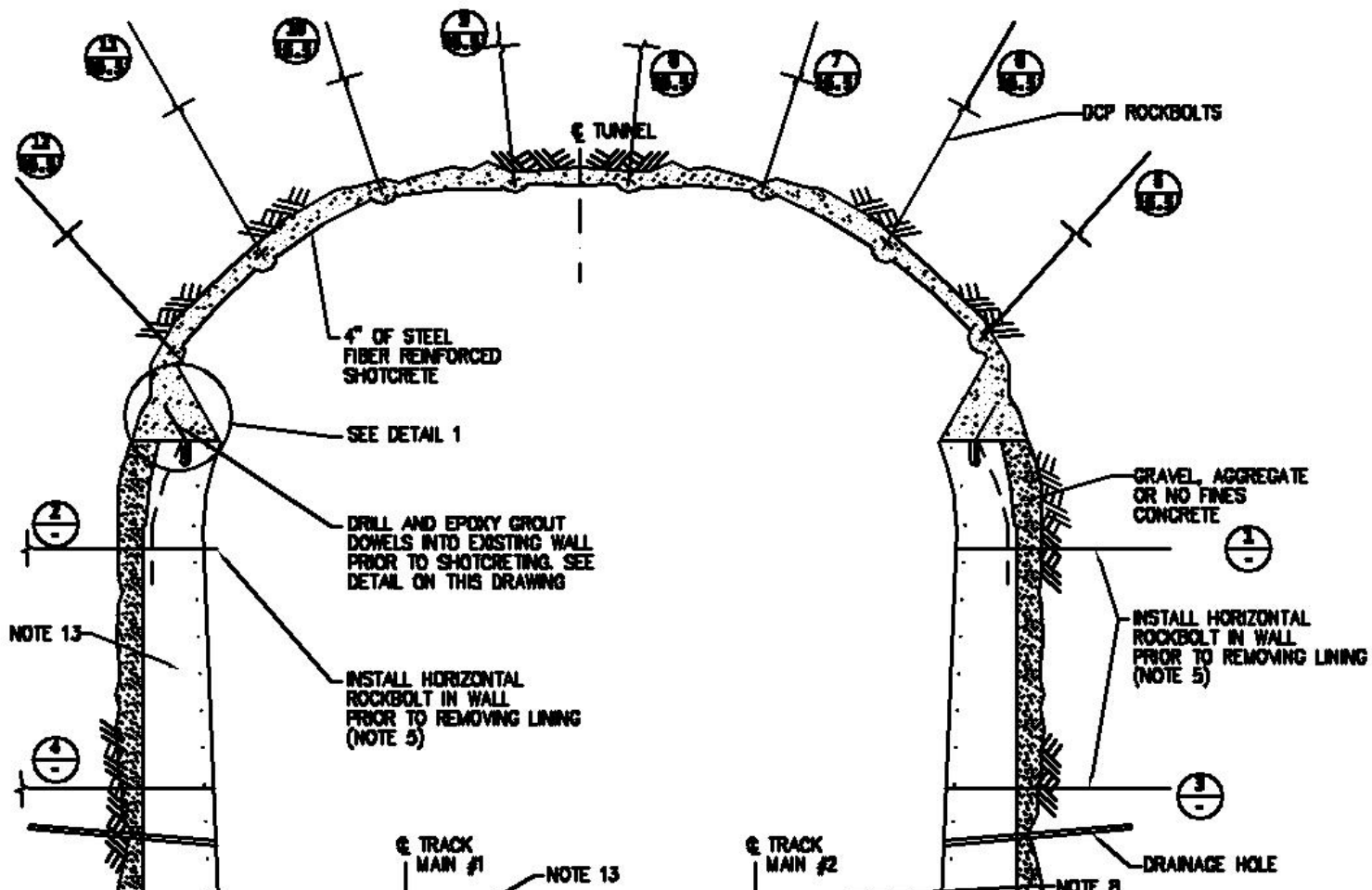




Photo: "ICE" /





F U B U L C U T H I



# Timetable

Complete tunnel work in June or July

Complete all work in August

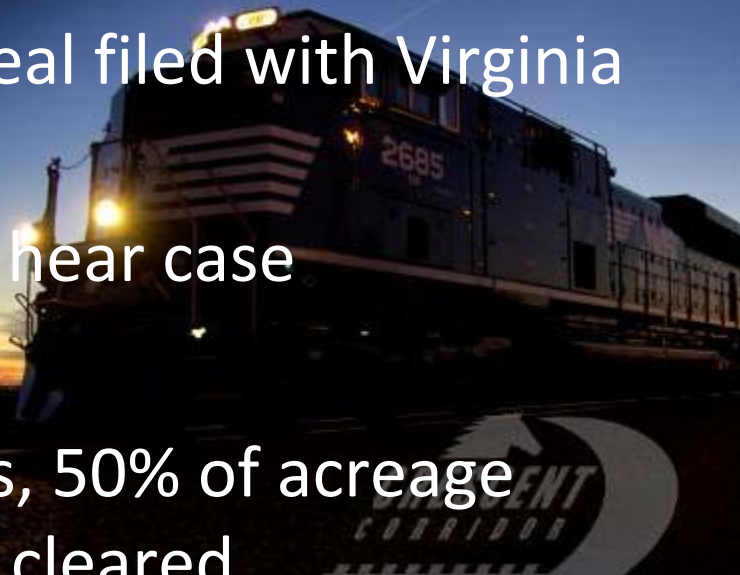
Doublestack intermodal service to begin in  
July



# Elliston Update

- September 2008 – Montgomery County sues Commonwealth in Richmond Circuit Court
- September 2009 – oral arguments
- November 2009 – court upholds Commonwealth
- March 2010 – petition to appeal filed with Virginia Supreme Court
- Late summer – Court likely to hear case
- End of 2010? – decision

We have purchased four parcels, 50% of acreage needed. Structures are being cleared



Thank You

