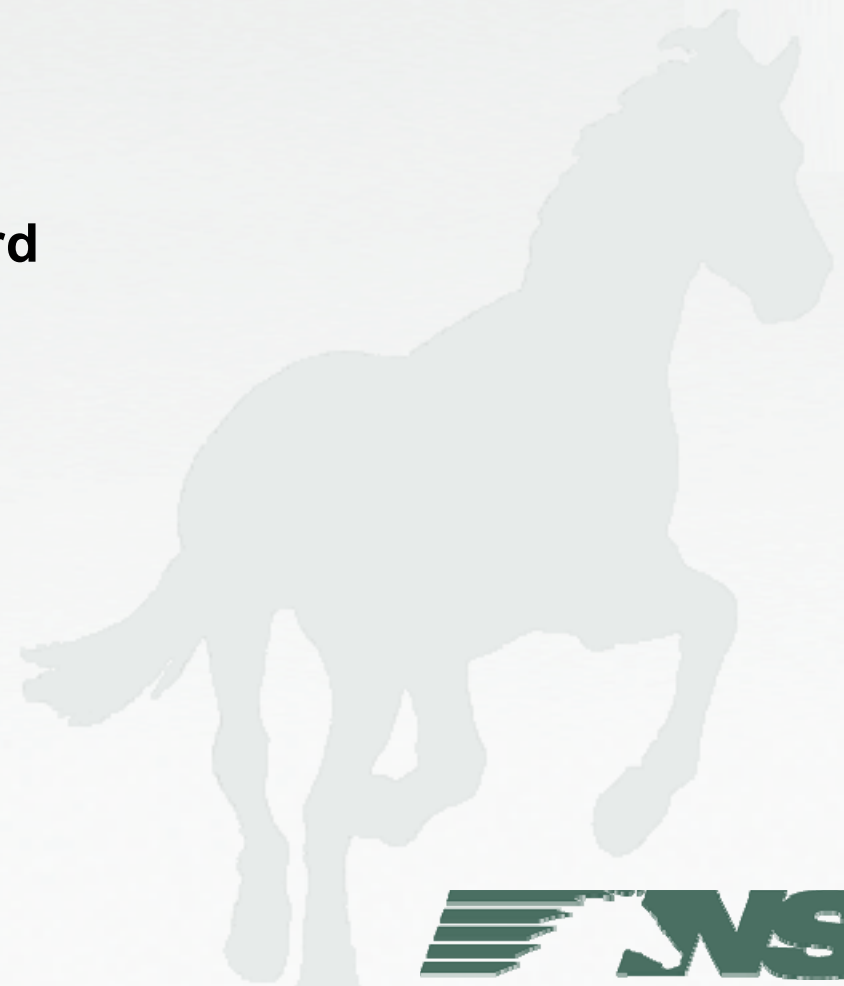


I-81 Crescent Corridor

An Overview

Commonwealth Transportation Board
Roanoke, VA
November 7, 2007

Norfolk Southern Corporation
Norfolk, Virginia



Agenda

- Why do we need a Crescent Corridor?
- Investment and Implementation
- Crescent, I-81 Study, and Virginia



US Department of Transportation
 Federal Highway Administration
 Office of Freight Management and Operations
 Freight Analysis Framework

National Highway System Estimated Peak Period Congestion
(1998)

- NHS Highways**
- Below Capacity
 - Approaching Capacity
 - Exceeding Capacity



US Department of Transportation
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National Highway System Estimated Peak Period Congestion
(2020)

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US Department of Transportation
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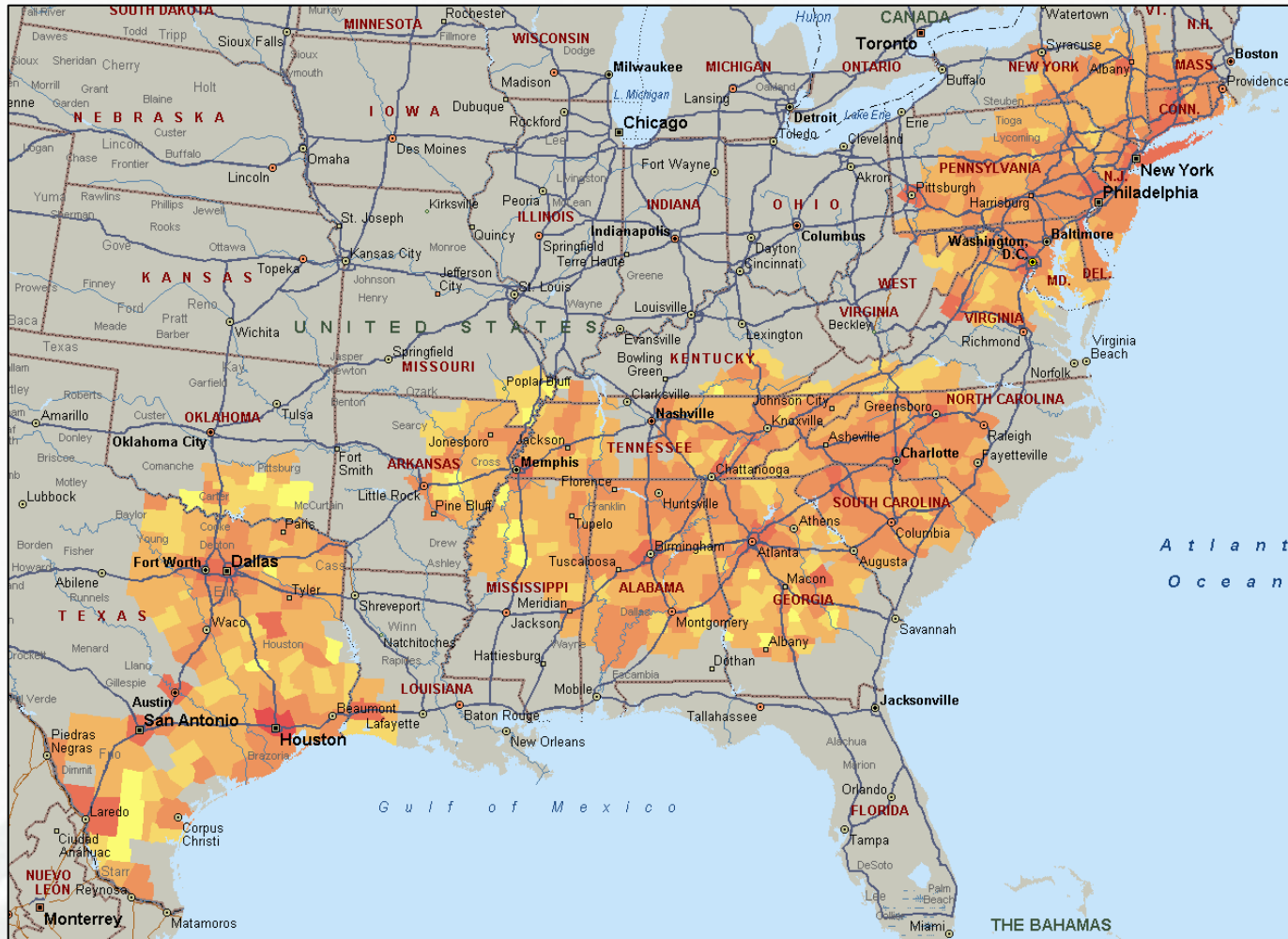
National Highway System Estimated Peak Period Congestion
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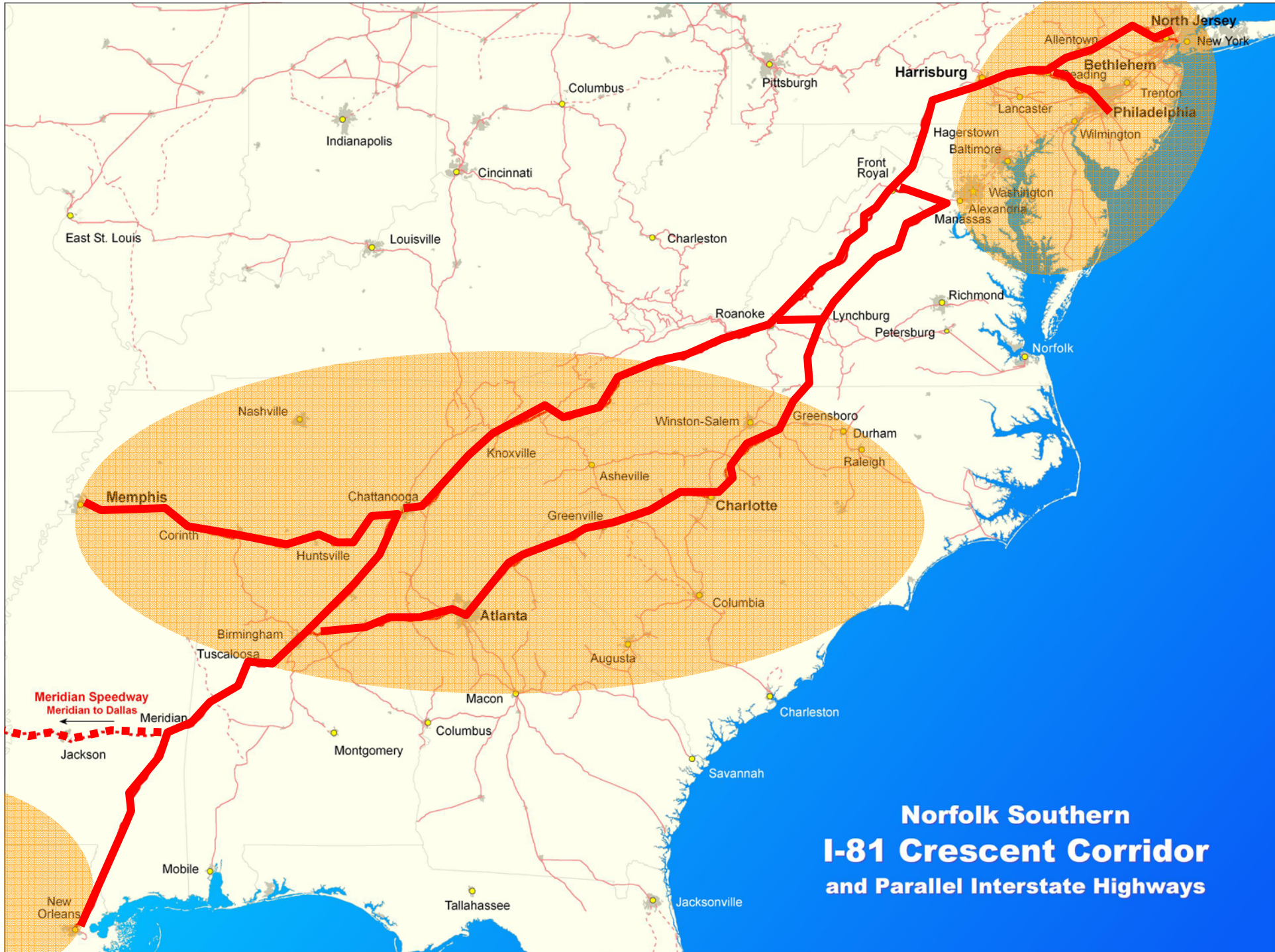
Meridian Speedway I-81 Crescent Corridor

NHS Highways

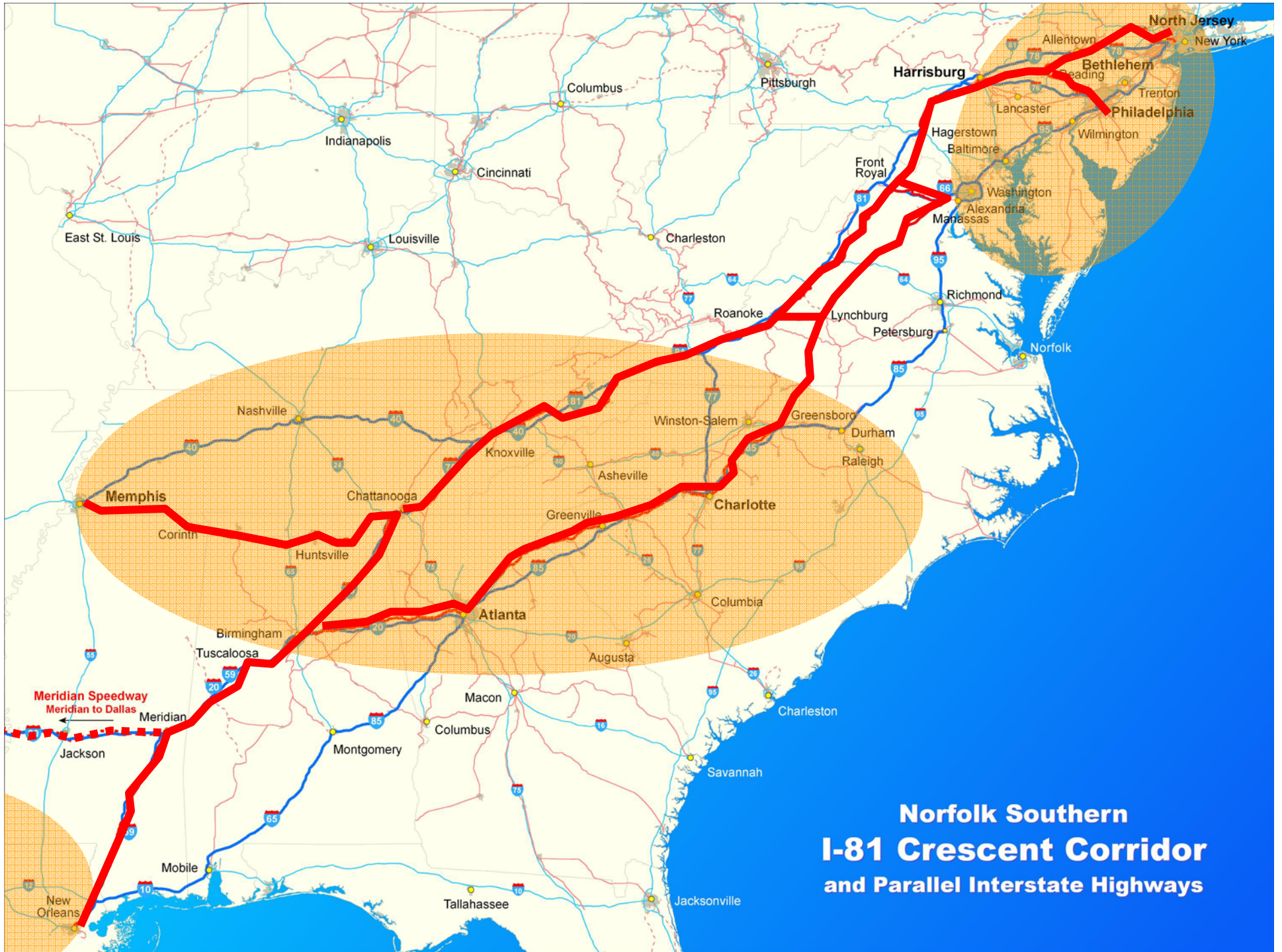
- Below Capacity
- Approaching Capacity
- Exceeding Capacity

Crescent will link major markets





**Norfolk Southern
I-81 Crescent Corridor
and Parallel Interstate Highways**



**Norfolk Southern
I-81 Crescent Corridor
and Parallel Interstate Highways**

What drives the Crescent Corridor?

- Minimal existing intermodal service along the I-20, I-40, I-75, I-85 and I-81 corridors
- Significant and growing highway congestion
- More than 1 million divertible truckloads
- Truckers and shippers want alternatives

What makes Crescent different?

- Domestic freight
 - Originating and terminating in North America
 - Not intended to serve ports
- “Premium” service
 - Higher average speeds and reliability
 - Support from major trucking companies
- Network – up to 28 additional trains per day
- Competitive with single driver transit times



Crescent Corridor Progress and Timing

- **Cost:** TBD, but > \$2 billion total cost
- **Timing:** Phase in through 2013, as funding develops
- **Routes:** Planning, engineering and construction underway on improvements



Crescent Corridor – Imperative for Public Investment

- Safety
- Highway congestion mitigation
- Deferred/reduced highway maintenance expense
- Deferred/reduced highway expansion requirement
- Environmental benefits
 - Emissions
 - Land use
 - Fuel consumption
 - Lower impact on historical and cultural assets
- Economic Development

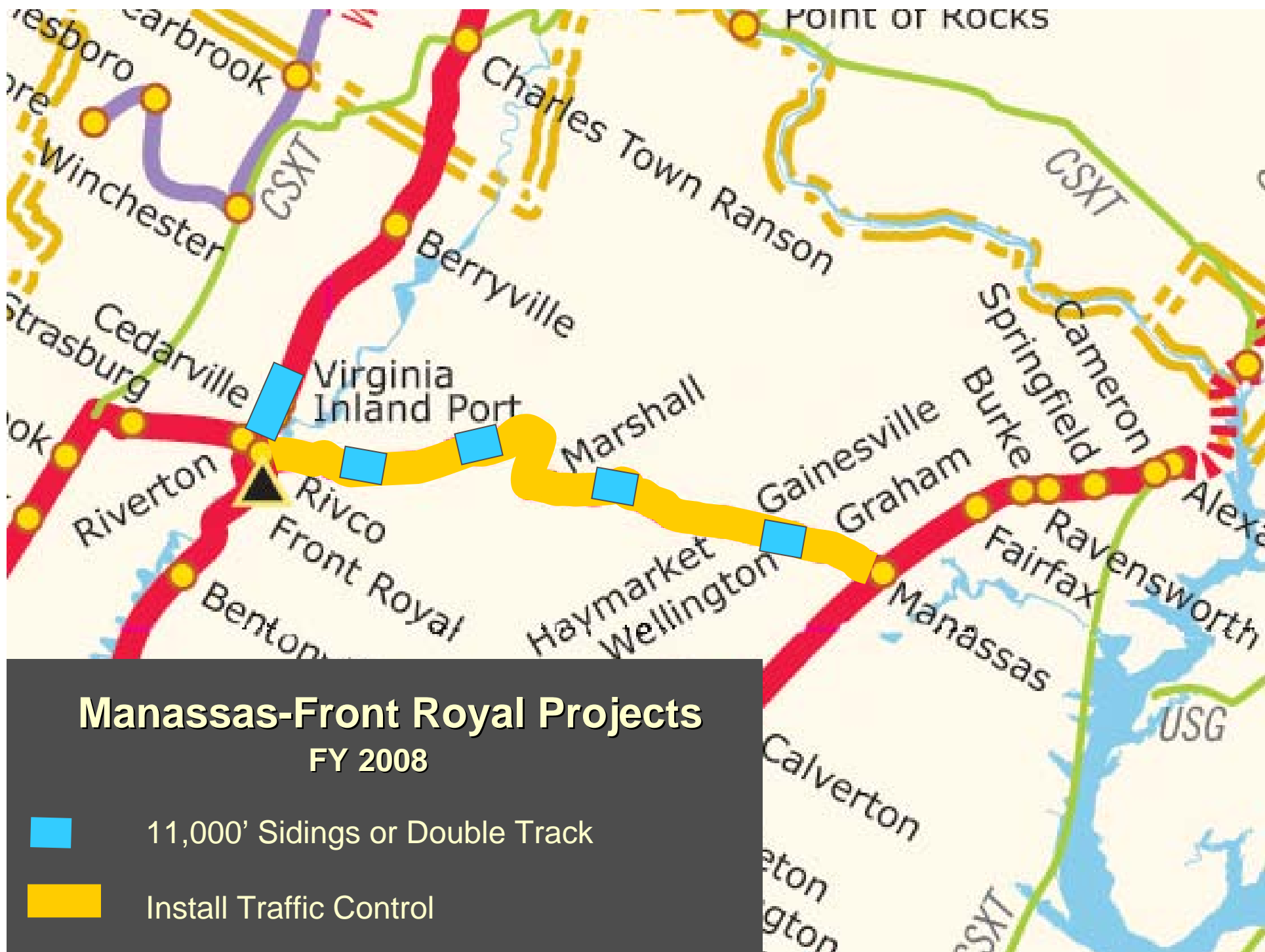
\$40 Million Virginia Investment FY2008



**Norfolk Southern
I-81 Crescent Corridor
and Parallel Interstate Highways**

\$40 Million Virginia Investment – FY2008

- Between Manassas and Front Royal
- THE major choke point on I-81 Crescent Corridor
- Six projects now underway
 - Longer sidings Manassas-Riverton
 - Double track in vicinity of Virginia Inland Port
 - Traffic control system
 - More reliable train operations
 - Benefits to potential VRE Haymarket extension
- Commitment to haul 40,000 additional container equivalents/year (minimum)



Manassas-Front Royal Projects

FY 2008

-  11,000' Sidings or Double Track
-  Install Traffic Control

I-81 Freight Rail Study

- NS is modeling I-81 Crescent Corridor impact on Virginia highways (especially I-81)
- Coordination with Commonwealth and Cambridge Systematics
 - Validation of analyses
 - Estimate of through truck diversion
- Complete Spring 2008
- Additional long-term possibility – Culpeper Cutoff



In Closing

- Crescent is a new and unique service that will lure trucks off the road
- The network is a big growth opportunity for NS and will benefit the public
- The costs are large, and require public participation
- Virginia already recognizes the need to invest in this project

Thank You

