I-81 Crescent Corridor
An Overview

Commonwealth Transportation Board
Roanoke, VA
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Norfolk Southern Corporation
Norfolk, Virginia
Agenda

- Why do we need a Crescent Corridor?
- Investment and Implementation
- Crescent, I-81 Study, and Virginia
National Highway System Estimated Peak Period Congestion (2020)

US Department of Transportation
Federal Highway Administration
Office of Freight Management and Operations
Freight Analysis Framework
Crescent will link major markets
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

- 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