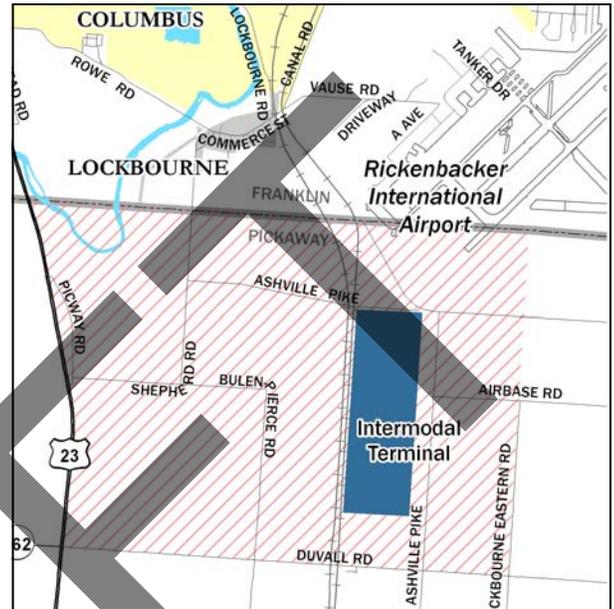


EAST-WEST CONNECTOR (RICKENBACKER)

WHAT IS IT, AND WHY IS IT SO IMPORTANT?

The Rickenbacker Intermodal Facility, opened in March 2008 is a great example of a public-private partnership. NS partnered with Ohio's congressional delegation, the state of Ohio, Columbus Regional Airport Authority, Columbus Partnership, Mid-Ohio Regional Planning Commission, Pickaway County, and the City of Columbus on the development of the facility. It provides central Ohio businesses an efficient intermodal transportation system to move their products efficiently from/to other markets. The intermodal facility, which transfers containers from trains to trucks (and back again), will create 12,000 new jobs and is projected to have a \$15.1 billion economic impact over the next 30 years. The facility provides a direct link for international freight to the deep-water port in Norfolk, Virginia, through the Heartland Corridor (NS railroad improvement project for double-stack freight trains between the East Coast and the Midwest). This unique position has effectively created an inland port in central Ohio and allows it to take advantage of the increased capacity of the Panama Canal expansion.



Sufficient road access connecting the intermodal facility and the economic development near the intermodal to the highway system is critical to control the cost of transportation and provide an efficient transportation system for central Ohio businesses involved in freight distribution. A major impediment to the area reaching its job-creating potential is inadequate road access to the facility. The road network in the immediate vicinity of the facility is ill equipped to handle the increased commercial traffic since the Heartland Corridor was completed. The East-West (E-W) Connector is a proposed road to connect the Rickenbacker Intermodal Facility to US 23 and thereby, I-71 (via I-270).

The Rickenbacker area has fewer adequate east-west routes than north-south routes for freight traffic. In Franklin County, except for two-lane SR 317, no roads fully traverse the area from east to west. In Pickaway County, Duvall Road, a township road, does provide direct east-west connectivity, but not without impediments or obstacles, such as an at-grade rail crossing and a section railways present problems for east-west connectivity in the area. In Franklin County, routes such as Rathmell Road have limited expansion capability, without significant expense.

CHALLENGES

The Rickenbacker area has fewer adequate east-west routes than north-south routes for freight traffic. In Franklin County, except for two-lane SR 317, no roads fully traverse the area from east to west. In Pickaway County, Duvall Road, a township road, does provide direct east-west connectivity, but

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WHAT IS CENTRAL OHIO DOING ABOUT IT?

Central Ohio's public and private sectors have partnered in addressing critical Rickenbacker-area infrastructure needs. Currently, innovative solutions are being pursued for financing and design. An E-W

Corridor study is underway by the ODOT to determine a preferred alternative. Once an alternative is selected, the ODOT is expected to begin the design of the facility.

ECONOMIC IMPACT

- 12,000 jobs already created
- This project will create:
 - 10,000 permanent jobs
 - 1500 construction jobs
- \$114,000,000 public and private investment since 2002

RICKENBACKER

Internationally significant inland port within a one-day truck drive of 60% of US population and manufacturing. Served by one of the only freight dedicated airports in US. NS intermodal yard connected to the Port of VA by the Heartland Corridor. Will benefit from expanded Panama Canal opening in 2014.

TOTAL PROJECT COST

Total cost \$43 M

PHASE 1

- 2-lane road, interchange, RR overpass
- \$32.5 million (includes \$5.5 M for ROW for entire project)

PHASE 2

- Add 2 lanes, traffic signals
- \$10.5 million

