

RICKENBACKER INTERMODAL FACILITY

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HEARTLAND CORRIDOR

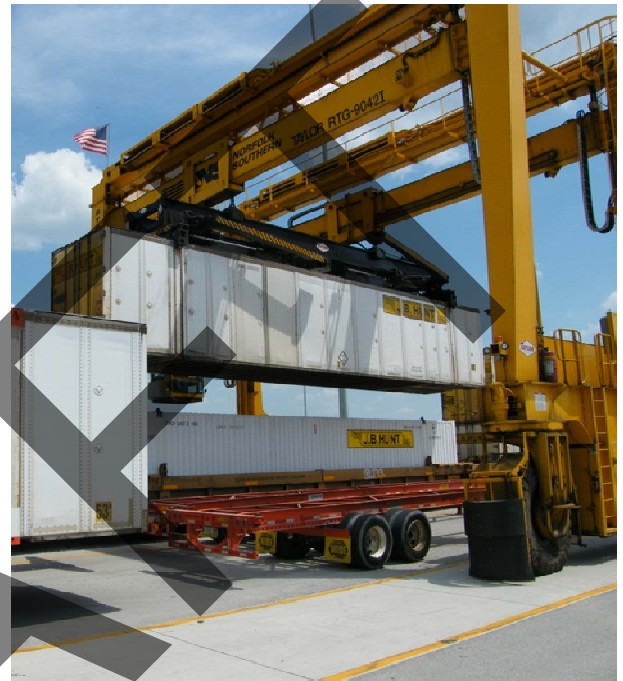
Norfolk Southern recently completed a double-stacked route that provides overnight service between the deepest port on the East Coast, the Ports of Virginia and Columbus. This route replaces a more circuitous route, making the route more advantageous for shippers.

RICKENBACKER BENEFITS

In the first ten years the facility will have saved shippers over \$660 million, reduced truck mileage in Ohio by 49 million miles, resulting in a significant emissions reduction. The long-term impact of this development will be over 20,000 direct and indirect jobs created, and have a 15.1 billion dollar impact on the region.

WHAT IS IT, AND WHY IS IT SO IMPORTANT?

The Rickenbacker Intermodal Facility was built as part of the Heartland Corridor project to allow containers to be transferred from trains to trucks and from trucks to trains. Its location on the Heartland Corridor allows containers to reach Columbus from the Ports of Virginia overnight. The Rickenbacker Intermodal Facility is located on approximately 300 acres in northern Pickaway County. It anchors the Rickenbacker Global Logistics Park along with Rickenbacker International Airport.



PROJECT DETAILS

The Rickenbacker Intermodal Facility opened in March 2008. At this time it was capable of 250,000 container lifts each year, limited by the capacity of the yard. As the Heartland Corridor opens and reaches capacity the Rickenbacker Intermodal Facility will be able to expand to 400,000 lifts per year. The

Rickenbacker Intermodal Facility opened at a cost of \$68.5 million and, like the Heartland Corridor, was a public-private partnership partially funded by the Federal Government. The Federal Highway Administration contributed \$27.7 million with Norfolk Southern covering the remainder.

CHALLENGES OVERCAME

As the success of Rickenbacker continues, so does the danger that the area will become a victim of that success by not investing for the future accordingly. Highway bottlenecks threaten the efficiency and productivity of this sector of our economy. A prime example of this was Alum Creek Drive, the "front door" to Rickenbacker. A partnership was formed to address growing congestion on the road. The

group streamlined the project development process to be more responsive to growth in the area. As highway funding shortfalls continue, it appears increasingly critical for partnerships to evolve like this one, where multiple groups provide funding and more importantly partner to develop more innovative projects to solve difficult challenges in the post-interstate completion world /

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