



Norfolk Southern Railway Company
Harrisburg Intermodal Facility Expansion
City of Harrisburg
Dauphin County, Pennsylvania

PUBLIC INFORMATION MEETING

The purpose of this meeting is to provide an opportunity for individuals to become acquainted with, and provide comments regarding the proposed Harrisburg Intermodal Facility Expansion. Norfolk Southern Railway Company is currently conducting environmental studies and are soliciting the views and comments from the public as part of this process. The proposed Harrisburg Intermodal Facility Expansion conceptual plans and information are displayed at numerous stations around the room for review and comment.

Pennsylvania Department of Transportation, US Department of Transportation and Norfolk Southern Railway personnel and representatives will be available this evening to provide you with information about the project and discuss your questions.

Pennsylvania Farm Show Complex & Expo Center

Tuesday, August 25, 2009

4:00 p.m. to 7:00 p.m.



Project Description

Norfolk Southern Railway Company (NSR) proposes to reconfigure and expand its existing Harrisburg Intermodal Facility (Harrisburg IMF Expansion) to meet projected current and future demands for freight transportation in the Harrisburg, Pennsylvania region. The proposed project is designed to address future intermodal infrastructure needs, increase energy efficiency in the transport of goods, and optimize transportation efficiency in the movement and distribution of goods.

The project site is located at the existing Norfolk Southern Railway (NSR) Harrisburg Intermodal Facility (IMF) within the City of Harrisburg, Dauphin County, Pennsylvania approximately one-half mile east of the Susquehanna River (see Project Setting Map). The project area encompasses an area of approximately 311 acres of industrially zoned lands along a 4.0 mile linear parcel oriented north-south through the City. The project area is bordered to the north by Linglestown Road and to the west by residential, commercial and industrial properties along 6th Avenue, 7th Avenue and Fisher Road. The southern boundary is approximately 1,000 feet south of Herr Street. The eastern boundary is bordered by existing industrial and commercial businesses along Industrial Road. Interstate 81 runs perpendicular to the site across the northern third of the site.

Project Components

The existing Harrisburg IMF, was constructed over 30 years ago. It has approximately 16,500 feet of pad track for loading and unloading railcars and 1160 trailer parking spots.

The Harrisburg IMF Expansion will consist of the following:

- Two additional pad tracks, one 2,700-foot long and the other 8,700 feet long to allow efficient loading and off-loading of railcars and tractor trailers
- One support track 9000' long
- Paved areas for the parking of an additional 910 trailers
- Improved inbound and outbound gate areas including a new gate building
- Reconfiguration of the Harrisburg IMF support yard tracks to create sufficient land to accommodate the work planned above.



What is an Intermodal Facility?

Intermodal describes a process of shipping freight using two or more modes of shipment. Intermodal shipment of freight improves the overall efficiency of the transportation system by allowing the use of the best and most efficient transportation modes for each segment of the shipment. In an intermodal transportation network, trains, trucks, ships, are connected in a seamless system that is efficient and flexible, meeting the needs of the Nation's consumers, freight carriers, and shippers. The Harrisburg IMF Expansion proposes to provide greater north-south intermodal capacity and more efficiently connect freight shipments via the rail mode for long distances and via the highway mode for localized pick ups and deliveries.

The Federal Highway Administration (FHWA) Freight Analysis Framework (FAF) forecasts that the amount of transported freight will almost double in 2036 from 2006 levels. The FAF determined that the increase is driven primarily by population growth, the expansion of economic activity, and international shipments. The United States population grew by 30 percent from 1980 to 2005. The population of the Southern region of the United States grew by 45 percent during this same period. From 1980 to 2005, gross domestic product (GDP) doubled in size and foreign trade quadrupled, reflecting an unprecedented growth in global interconnectivity. FHWA projects intermodal transportation will grow at faster rates than other transportation methods, except air. The Harrisburg IMF Expansion is proposed to address these projections of future freight transportation needs between the Harrisburg region and the South.



Project Benefits:

The proposed intermodal facility is anticipated to provide these additional benefits:

Traffic and Congestion:

- NSR projects an additional 40,000 domestic truckloads can be converted annually from highway movement to rail intermodal movement between Harrisburg and the South with in four years from the completion of Harrisburg IMF expansion
- The proposed project is estimated to reduce future highway truck traffic by an estimated 37 million loaded truck vehicle miles per year on the interstate highways between Harrisburg and the South by converting truckloads of freight to rail intermodal service

Environmental

- One intermodal train can move 280 truck trailers.
- A train can move a ton of freight 436 miles on a single gallon of fuel

Economic

- The proposed project will improve the regional economy
- The proposed project will provide much needed jobs



*Trains can move
1 ton of freight over
400 miles on 1 gallon
of diesel fuel.*



Written comments about the project may be submitted during the meeting, or to the address below:

Pennsylvania Department of Transportation
Attn: Mike Lapano
C/O
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