APPENDIX E

REROUTING OPTIONS ABSENT PORTAGEVILLE BRIDGE

Norfolk Southern Railway and Canadian Pacific (by way of a haulage agreement with NS) operate four Intermodal and six Merchandise trains daily over the Portageville Bridge. Given the deteriorating condition of the Portageville Bridge, NS has considered what options are available for re-routing these trains should the point arrive that the bridge is no longer economical to maintain in a safe operating condition.

NS developed a network routing tool called Operation Plan Developer (OPD) that it allows it to make key decisions for operations and investments. For the purpose of this application, OPD identified the current traffic, the operating plan, and the network constraints for the alternatives. The two metrics are (1) car miles – circuitous miles a particular railcar will travel; and (2) car days – the amount of time it takes from origin to destination. The alternatives involved in the analysis had detour miles ranging from 46 miles for merchandise trains to 168 miles for double-stack intermodal trains, which are more susceptible to highway diversion. While five alternatives were included in the study, the most realistic one involved routing all traffic using the Western New York and Pennsylvania, a 46-mile detour. All other options were deemed not feasible as they were far more costly and had higher detour miles.

Using the preferred route of the Western New York and Pennsylvania, OPD analysis uncovered operational challenges that would in turn create significant delays because of the inability to make a progressive move in the North-East quadrant from Buffalo-Olean-WYN-Hornell. The operations would require additional locomotives for turning the train direction to head east/north from Olean. In addition, the train length would be restricted to the length of siding available west of Olean. Moreover, this routing would convert now double-stack intermodal trains to single stack because of clearance restrictions, creating the probability that the intermodal traffic would be permanently lost. The OPD analysis determined that the alternate routing would increase costs by 15.44% or $21,359,435.
Re-Route options for Portageville Bridge traffic

Base route for Portageville Bridge traffic