

NCDOT ARRA Rail Project List - August 24, 2009

Proj. #	Track	TIP #	Track & Mile Post	Project Description	Benefits		NEPA	PE	Requested Funding	Total Estimated Cost	Other Federal Funds Used	Railroad Match	State Match		
					Public	Private									
<b>NC 1 - SEHSR - Piedmont Corridor Service - Current Needs and 4th Frequency</b>															
1	2	U-4716	NCRH 64.7 - H65.2	NCRRIIP - Hopson Road Grade Separation, Church Street Closure, and Track Realignment.	Improves safety and increases speed by flattening curve. Existing speed 55 mph. Design speed 79 mph with future upgrade to 90 mph.	Eliminates crossing hazard which could result in accidents and delays and crossing signal/surface maintenance. Prepares for Clegg Siding capacity improvement.	EA - Complete FONSI - 4th Qtr 09	P		\$11,788,270					
2	2	U-4716	NCRH 63.6 - 66	NCRRIIP - Clegg to Nelson Passing Siding.	Improves capacity by allowing planned passenger trains to pass without delay, and improves safety and OTP. Main track design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity and efficiency.	P	P		\$7,473,350					
4a	2	P-47011	NCRH 289.3 - 298.1	NCRRIIP - Restore Double Track Charlotte to Greensboro- Cox to Hoskins NCRH 289.3 - 298.1	Improves capacity by allowing planned passenger trains to pass without delay, and improves safety and OTP. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency.	P	P		\$105,148,000					
4b	2	C-4901	NCRH 309.9 - 314	NCRRIIP - Restore Double Track Charlotte to Greensboro- Bowers to Lake NCRH 309.9 - 314	Improves capacity by allowing planned passenger trains to pass without delay, and improves safety and OTP. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency.	2nd Qtr 10	2nd Qtr 10							
4c	2	P-3414P	NCRH 337.3 - 347.3	NCRRIIP - Restore Double Track Charlotte to Greensboro - Reid to North Kannapolis NCRH 337.3 - 347.3	Improves capacity by allowing planned passenger trains to pass without delay, and improves safety and OTP. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency.	2nd Qtr 10	2nd Qtr 10							
4d	2	P-3414N	NCRH 360.1 - 372.2	NCRRIIP - Restore Double Track Charlotte to Greensboro - Haydock to Junker NCRH 360.1 - 372.2	Improves capacity by allowing planned passenger trains to pass without delay, and improves safety and OTP. Completes double track Greensboro to Charlotte. Design speed 79 mph with future upgrade to 90 mph.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency.	2nd Qtr 10	2nd Qtr 10							
5	2	P-2918	NCDOT	Purchase 4 used passenger cars and rehabilitate 7 cars	Provides needed equipment for additional frequency.		NA	P		\$11,150,000					
7	2	P-2918	NCDOT	Purchase 4 new 4000HP locomotives and major spare components for 4th and 5th Frequency and WNC or Selma to Raleigh	Provides needed motive power for additional frequencies.		NA	P		\$20,000,000					
9	2	P-2918	NS 378.6	CRISP - Charlotte Maintenance Facility - Creates 700 foot 2-track shop for intercity equipment maintenance with 2 outdoor tracks.	Supports safety, service, and maintenance of passenger equipment.		1st Qtr 10	1st Qtr 10		\$16,500,000					
10	2	P-5002	NS 377.1 CSXT SF 330.6	CRISP - Create grade separation for NS/CATS/CSXT in Charlotte, Mecklenburg Co (P-5002) including moving CSX's Tryon Yard to Pinocia Yard.	Provides critical access to Charlotte Gateway Station for SEHSR and intercity passenger service. Required for grade separation of busy mainline and planned CATS commuter service. Reduces emissions and noise from waiting trains.	Creates grade separation of NS Crescent Corridor and CSXT National Gateway eliminating bottleneck at mainline at-grade crossing. If not done before commuter service will be too costly. Intermodal traffic increases in 4 years.	1st Qtr 10	1st Qtr 10		\$113,000,000					
									\$	-	\$285,059,620	\$	-	\$	-
<i>Adjusted for YOY etc.</i>															

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**NC 2 - SEHSR - Piedmont Corridor Service - 5th Frequency**

11	2	P-5002	NCRR 375.5	CRISP Northend Phase I - Acquire ROW to relocate ACWR connecting track from Tryon to Graham for Northend Phase I.	Preserves ROW to ensure project. Vestige has potential transportation use.		NA	p		\$5,000,000			
12	2	U-5008	NCRR 375.5	CRISP Northend Improvements Phase I - Sugar Creek Road Grade Separation and Craighead Road Closure.	Improves safety at busiest at-grade crossing in state. Safety risks and vehicles delays to increase with SEHSR, Crescent Corridor and new CATS light rail service projects. Bicycle and pedestrian facilities bridge increase mobility and connectivity near light rail station.	Reduce risks to train operations due to crossing accidents and eliminate crossing maintenance. Allows a place for trains to stage before entering the NS yard.	EA 24 mo	24 mo		\$35,000,000			
13	2	P-5002	NCRR 375.5	CRISP Northend Phase I - Relocate ACWR connecting track in Charlotte and close 8 at-grade crossings.	Facilitates CRISP Northend Bypass required for SEHSR and eliminates 8 at grade crossings of the ACWR connector reducing the risk of accidents and increasing mobility	Improves efficiencies for rail movements by providing an improved track configuration which allows space for a train without blocking road crossings.	4th Qtr 11	4th Qtr 11		\$12,000,000			
14	2	P-5002	NCRR 373.3-377.1	CRISP - Northend Improvements Phase I - Grade separate 36th Street, Eastway Drive Overpass Replacement and ROW to protect 4-mile bypass option in Phase II	Eliminates 3 at-grade crossing of the busy NCRR/NS Crescent Corridor (mainline) and Blue Line Extension. Bicycle and pedestrian facilities provided on the bridge will also increase mobility and connectivity in this area.	Improves efficiencies for rail movements by providing improved track configuration with 4 miles of additional track capacity to improve freight train movements in and out of Charlotte Yard.	2nd Qtr 10	3rd Qtr 10		\$78,600,000			
15	2	P-5002	NS 377.1-381.7	CRISP - Charlotte Southend Improvements - Wye at Charlotte Junction and NS mainline improvements, including third mainline.	Provides track for turning intercity and high speed trains returning north and capacity for meets and overtakes. Required to meet scheduled departures. Improves safety	Provides connecting track for trains from Charleston Port track to new Intermodal Facility at Charlotte Airport and use of third mainline track.	2nd Qtr 10	2nd Qtr 10		\$25,000,000			
16	2	P-5002	NS 377.3-378	CRISP - Charlotte Gateway Station Track Improvements including bridge modifications at 4th, 5th, 6th, Trade St. and Morehead Ave.	Provides track improvements and platforms required for passenger trains to access new Charlotte Gateway Station. Bicycle and pedestrian facilities on bridges increase mobility and connectivity.	Facilitates movement of freight traffic in Station area.	2nd Qtr 10	2nd Qtr 10		\$38,000,000			
17	2	P-5002	NS 377.7	Charlotte Gateway Station Construction (Potential PPP)	Supports increased passenger service frequencies. Allows longer passenger trains in support of increasing ridership. Will attract additional riders due to improved location and station condition. CATS commuter rail service, intercity bus service, and 90+ local buses will serve the station.	Reduces passenger/freight train conflicts by improving capacity. Frees a track at existing passenger station thus improving freight mobility.	p	24 mo		\$34,500,000			
18	2	P-3819	NCRR H 0.5-8.0	Double Track Greensboro to McLeansville Siding. Guilford Grade Separations including Dudley Street and Franklin Boulevard, crossing closings, and highway mitigation. Curve realignment and Buffalo Creek Bridge replacement. McLeansville Universal Crossover. McLeansville Road Grade Separation, McLeansville.	Provides schedule reliability and reduces travel time. Completes a 9-mile double track section from Greensboro to McLeansville and provides capacity for 6th Frequency. Improves safety at multiple crossings. Improves speed and reduces travel time. Increases capacity by allowing track changes to improve track utilization. Eliminates crossing hazard. Design speed 79 mph with future upgrade to 90 mph.	Increases freight capacity. Improves safety and any operational delays due to crossing accidents. Provides lower bridge maintenance costs by replacing bridge with new ballast deck bridge. Increases capacity by allowing track changes to improve track utilization. Eliminates crossing hazards and potential delays.	EA 30 mo	30 mo. Final Design		\$55,500,000			
19	2	P-3819	NCRR H 09.8-12.8	Double Track H 9.8 - H 12.8 and curve realignment including one grade separation.	Provides schedule reliability and reduces travel time. Extends double track from Greensboro (H-0). Design speed 79 mph with future upgrade to 90 mph.	Increases freight capacity.	EA	9 mo		\$18,600,000			
20	2	P-3819	NCRR H 12.8-15	Double Track H 12.8 - H 15 and curve realignment, including Huffines Street Grade Separation and H14 Curve Realignment - 1000 feet, Gibsonville.	Provides schedule reliability and reduces travel time. Completes 15 miles of double track from Greensboro to Elon. Design speed 79 mph with future upgrade to 90 mph.	Increases freight capacity.	CE 6 mo	6 mo		\$19,980,000			

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21	2	P-3819	NCRR H 34-37.3	Extend Mebane Siding from Isom H 34.1 to Efland H38.0. Includes Buckhorn Grade Separation and curve realignment west of Efland.	Improves speed. Design speed 79 mph with future upgrade to 90 mph.		EA 24 mo	12 mo		\$22,600,000			
22	2	P-3819	NCRR H 44.5 - 48	University Station major mainline realignment replaces five sharp curves and provides a five-mile passing siding, H44.9 to H47.8. Includes 2 railroad bridges, Grade Separation of NC10, and Greenbrier At-grade Crossing Closure. Creates extension of Funston Siding.	Creates new 3-mile mainline route. Makes existing track a 5-mile passing siding by extending Funston to remove bottleneck. Improves safety, sight distance, and substandard clearance by replacing bridges. Improves energy efficiency and air quality. Existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Removes bottleneck, reduces track maintenance, and increases maximum speed.	EA 24 mo	18 mo		\$31,000,000			
23	2	U-4437	NCRR H 72	Blue Ridge Road Grade Separation and local closure of Powell Drive and maybe Beryl/Royal Road	Eliminates crossing hazard and large volume at-grade crossing.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	24 mo		\$13,000,000			
24	2	P2819	NCDOT	3 New Train Sets consisting of passenger cars, a cab car, power car and/or a locomotive.	Supplements Piedmont equipment and provides equipment for SEHSR.		NA	24 mo		\$75,000,000			

Adjusted for YOE etc.      \$                    -                    \$463,780,000      \$                    -      \$                    -      \$                    -

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**NC 3 - SEHSR – Raleigh to Richmond and Enabling Facility**

25	2	P-3819	CSXT S	Grade Separation of planned connector road between US-1A and N White Street	Eliminates 3 crossings.		4th Qtr 09	P		\$8,800,000			
26	2	P-3819	CSXT S	SEHSR ROW Phase I - Acquire abandoned right-of-way corridor for SEHSR along S-line from A-line Collier Yard to Norlina.	Acquires rail corridor from Collier Yard to Norlina for SEHSR service from Charlotte to Washington, D.C.		Dec-09 DEIS	NA		\$0			
27	2	P-3819	CSXT S	SEHSR ROW Phase II - Acquire active CSXT S-line corridor from Norlina to Cary.	Acquires the rail corridor from Cary to Norlina for SEHSR service from Charlotte to Washington DC.		Dec-09 DEIS	NA		\$0			
28	2	P-3819	CSXT S	SEHSR ROW Phase III - Acquire ROW for corridor and road relocations and grade separations exclusive of the CSXT-owned portions of the S-line corridor.	Completes SEHSR ROW acquisition.		Dec-09 DEIS	Dec-09		\$100,800,000			
29	1B	P-3819	CSXT S	SEHSR - FEIS and ROD for Richmond to Raleigh	Completes environmental documentation required to construct and implement SEHSR.		Dec-09 DEIS	Dec-09	\$ -	\$4,000,000			\$ 4,000,000
30	1B	P-3819	CSXT S	Detail survey and data collection - Richmond to Raleigh Preferred Corridor	Provides base data to begin Final Design.		Dec-09 DEIS	Dec-09	\$ 10,000,000	\$10,000,000			
31	2	P-3819	CSXT S	SEHSR - Richmond VA to Raleigh 168 miles - Final Design and Construction Management (12% and 3% of Construction respectively).	Provides needed final designs for constructing SEHSR from Richmond to Raleigh, including track, structures, signals, grade separations, and roadway adjustments.		Dec-09 DEIS	Dec-09		\$302,400,000			
32	2	P-3819	CSXT S	SEHSR - Richmond VA to Raleigh 168 miles - Construction	Provides SEHSR Service connection between Richmond and Raleigh and facilitates the Charlotte to DC service.		Dec-10 FEIS/ROD	Dec-09 DEIS		\$2,016,000,000			
33	2	P-2918	NS 378.6	Charlotte Maintenance Facility Phase II - Extension of tracks and shop building to service longer fixed consist SEHSR trainsets. Acquisition-of-Way Acquisition.	Preserves ROW for maintenance facility needed for SEHSR and intercity service.		PCE 3rd Qtr 10	3rd Qtr 10		\$5,000,000			
34	2	P-2918	NS378.6	Charlotte Maintenance Facility Phase II - Expansion of the facility to accommodate high speed train sets.	Preserves ROW for maintenance facility needed for SEHSR and intercity service.		PCE 4th Qtr 10	4th Qtr 10		\$6,500,000			
96	2	P-3819	CSXT S	Acquire parcel needed for SEHSR ROW based on property owner documented hardship and need to sell.	Prevents property from being sold and developed costing more to acquire in the future.		Dec-09 DEIS	NA		\$2,975,000			

**Adjusted for YOE etc.**  
 \$ 10,000,000 \$ 2,456,475,000 \$ - \$ - \$ 4,000,000  
 \$ 10,139,258

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**NC 4 - SEHSR - Frequencies to Planned Buildout**

35	2	P-3819	NCRH 54.5-56.5	Double track 2 miles from Durham Station to D&S Junction.	Provides capacity at Durham Station through center island platform and increases efficiency/reliability on approaches to station. Design speed 79 mph with future upgrade to 90 mph.		PCE 1 mo	6 mo		\$9,050,000			
36	2	P-3819	NCRH 322-327 or NCRH 328-333	Triple track at Linwood Yard or North of Salisbury station	Allows for efficient meets and over takes of other traffic and improves travel time		EA	12 mo		\$30,750,000			
37	2	P-3819	NCRH 25.5-31.7	Double track 6.5 miles from Haw River to Mebane Siding, including Haw River Bridge and NC 49 Bridge replaced as double track viaduct. Includes major curve realignments between MP H26 and H29. Replace railroad bridge at Back Creek and Stone Street Grade Separation.	Provides for at-speed meets of passenger trains and reduces travel time. Existing speed 45-50 mph for three miles. Design speed 79 mph with future upgrade to 90 mph.		EA 24-36 mo	18 mo		\$67,720,000			
38	2	P-3819	NCRH 48-54.5	Double track Funston to Durham and improve 5 bridges for additional track and improved track geometry.	Provides for at-speed meets of passenger trains and reduces travel time. Existing speed 55-60 mph. Design speed 79 mph with future upgrade to 90 mph.		EA	12 mo		\$36,800,000			
39	2	P-3819	NCRH 284-289.3	Triple track Greensboro around Pomona Yard area.	Eases congestion from freight traffic waiting to enter freight yard.		CE 9mo	6 mo		\$17,790,000			
40	2	P-3819	NCRH 59.1- 61.2	Extension of East Durham Siding and realignment of railroad from Glover Road to Alexander Drive, including Glover Road Grade Separation, Wrenn Road Crossing Closure, and Ellis Road (East) Grade Separation.	Provides for speed increase on 2.1 miles and allows at-speed meets of passenger trains. Existing speed 55-65 mph. Design speed 79 mph with future upgrade to 90 mph. Improves safety and reliability.		EA 36-48 mo + local coordination significant	12 mo		\$24,500,000			
41	2	P-3819	NCRH 61.2 - 63.6	Double track Alexander Drive to Clegg includes bridge over I-40.	At-speed meets of passenger trains. Design speed 79 mph with future upgrade to 90 mph.		CE 9mo	6 mo		\$9,190,000			
42	2	P-3819	NCRH 66-71	Double track H 66 - H71.	Provides for at-speed meets of passenger trains. Design speed 79 mph with future upgrade to 90 mph.		CE 9mo	6 mo		\$17,000,000			
43	2	P-3819	NCRH 71-73	Double track H 71 to Fetter.	Provides for at-speed meets of passenger trains. Design speed 79 mph with future upgrade to 90 mph.		CE 9mo	6 mo		\$7,700,000			
44	2	P-2819	NCDOT	Capital Yard Phase II - New maintenance building (100ft x 700ft) to maintain multiple train sets at once. Brings facility to 2 service lines and 1 overhaul line.	Supports service and maintenance of passenger equipment for 8-9 train sets		PCE 1 mo	12 mo		\$12,600,000			
45	2	P-3819	NCRH 372.3-377.1	Triple track Junker to Graham. No. 1 track straight move to Northend Passenger Bypass. No. 2 track to diverge through RH No. 24 turnout. Requires modification of Eastway Bridge.	Improves capacity allowing planned passenger trains to pass without delay. Improves safety and OTP.		CE	12 mo		\$18,240,000			
46	2	P-5002	NCRH 373.3-377.1	Charlotte Northend Phase II - Northend Passenger Bypass. Includes new bridge over Tryon Street, and improvements to NS yard tracks and passenger bypass flyover of NS.	Provides for 2 dedicated passenger tracks.		EA 24 mo	12 mo		\$47,000,000			
47	2	P2819	NCDOT	3 New Train Sets consisting of passenger cars, a cab car, power car and/or a locomotive.	Supplements Piedmont Equipment and provides equipment for SEHSR.		NA	24 mo		\$75,000,000			

\$ -  
 Adjusted for YOE etc. \$ -      **\$373,340,000**      \$ -      \$ -      \$ -

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**NC 5 - SEHSR - Stations**

*Charlotte listed above*

48	2	P-4010	NCCR 349	Kannapolis Station Platform Canopy	Provides safe shelter from the elements for passengers increasing customer satisfaction.		C-list or PCE 1 mo	8 mo		\$310,000			
49	1A	P-2912	NCCR 299.4	High Point Station parking.	Provides needed parking for passenger rail customers facilitating increased ridership.		p	p	\$ 2,036,500	\$2,036,500			
50	1A	P-2909AA	NCCR H 21.4	Burlington Station platform extension.	Allows all passengers to board without repositioning train improving travel time.	Provides less passenger train dwell time and related movements resulting in more capacity and safer boarding.	p	p	\$ 337,000	\$337,000			
51	1A	P-3803	NCCR H 73.5	Cary Station upfit.	Provides platform improvements, parking expansion, additional waiting room, and ticketing and luggage handling to accommodate passengers. Provides for current and future customer volumes and increased satisfaction.		p	p	\$ 2,206,600	\$2,206,600			
52	2	P-3803	NCCR H 81	Raleigh Track and Platform Construction	Allows all passengers to board without repositioning train improving travel time.	Provides less passenger train dwell time and related movements resulting in more capacity and safer boarding.	EA	18 mo		\$4,320,000			
53	2	P-2915	CSXT A 161	Selma Station - Extend A-line platform 200 feet.	Allows all passengers to board without repositioning train improving travel time.	Provides less passenger train dwell time and related movements resulting in more capacity and safer boarding.	C-list or PCE 1 mo	6 mo		\$310,000			
54	2	P-3819	NCCR H 41.7	Hillsborough new stop new station	Extends service.		EA 24 mo	12 mo		\$7,000,000			
55	2	P-3819	NCCR 316.7	Lexington new stop rehab	Extends service.		EA 24 mo	12 mo		\$7,000,000			
56	2	P-3819	TBD	2 SEHSR Stations platforms and canopies	Supports new SEHSR Service.		EA 24 mo	18 mo		\$14,000,000			
57	2	P3806	Various	WNC Stations and platforms construction 9- stations	Supports WNC Service Expansion.		EA 24 mo	18 mo		\$30,000,000			
57a	2	P3806	Various	WNC Station construction Asheville	Supports SENC Service Expansion.		EA 24 mo	18 mo					
57b	2	P3806	Various	WNC Station construction Black Mountain	Supports WNC Service Expansion.		EA 24 mo	18 mo					
57c	2	P3806	Various	WNC Station construction Valdese	Supports WNC Service Expansion.		EA 24 mo	18 mo					
57d	2	P3806	Various	WNC platform construction 9 - stations	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58	2	P-5003 P-5004	Various	SENC Stations and platforms construction 10 Stations	Supports WNC Service Expansion.		EA 24 mo	18 mo		\$50,000,000			
58a	2	P-5003	Various	SENC Station construction Mount Olive	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58b	2	P-5003	Various	SENC Station construction Warsaw	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58c	2	P-5003	Various	SENC Station construction Wallace	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58d	2	P-5003	Various	SENC Station construction Burgaw	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58e	2	P-5003	Various	SENC Station construction Castle Hayne	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58e	2	P-5004	Various	SENC Station construction Pembroke	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58e	2	P-5004	Various	SENC Station construction Lumberton	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58e	2	P-5004	Various	SENC Station construction Navassa	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58f	2	P-5003 P-5004	Various	SENC Station construction Wilmington	Supports WNC Service Expansion.		EA 24 mo	18 mo					
58g	2	P-5003 P-5004	Various	SENC platforms construction 10 - stations	Supports WNC Service Expansion.		EA 24 mo	18 mo					
94	1A	P-2918	Various	Passenger Train Station Security Management System , CCTV Data Network for 14 stations and backup generators for 6 stations	Provides remote oversight of platform and station facilities by station staff, law enforcement if wanted and by Rail Division. Includes data recording for 5 days. Backup generators for six stations will provide a source of power during outages.		NA	p	\$ 2,797,890	\$2,797,890			
95	2	P-2918	Various	Equip 16 NC stations and platforms with ADA/FRA mandated Public Information Display Systems. PIDS to include software and hardware purchases, installation, and connections to local law enforcement 911 centers, North Carolina State Emergency Management Office monitoring center and Amtrak National Control Center.	Provides required video and audio information for passengers that are hearing and sight impaired.					\$1,900,000			

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									\$ 7,377,990	\$122,217,990	\$ -	\$ -	\$ -
<i>Adjusted for YOE etc.</i>									\$ 7,579,806				

**NC 6 - Congestion Mitigation**

59	1A	P-3819	NCRH 71-79 CSXT S 160.5-164.8	Design and construct #24 universal crossover at Powell, between Fetner and Method.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	P	P	\$ 6,614,000	\$6,614,000			
60	1A	P-5005	CSXT A 86.4	Upgrade existing crossover and build #20 crossover to create universal at South Weldon.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	P	P	\$ 5,730,423	\$5,730,423			
61	1A	P-5005	CSXT A 101.0	Design and construct #20 universal crossover at Enfield.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	P	P	\$ 6,702,673	\$6,702,673			
62	1A	P-5005	CSXT A 115.9	Design and construct #20 universal crossover at Armstrong.	Allows for meets and passing of trains to improve operational efficiency and reduce travel time.	Reduces railroad congestion by removing a network bottleneck. Improves capacity, reliability, and efficiency of train movement.	P	P	\$ 7,270,073	\$7,270,073			
									\$ 26,317,168	\$26,317,168	\$ -	\$ -	\$ -
<i>Adjusted for YOE etc.</i>									\$ 26,560,839				

**NC 7 - Western and Southeastern Intercity Passenger Service Expansions**

63	3	P-3806	NS	Western NC Passenger Rail Service Asheville to Salisbury - Environmental and Preliminary Engineering.	Completes environmental and design documents required to return passenger rail service from Salisbury to Asheville.	Maintains or improves freight operations in designs for future passenger service.	2 years	2 years	\$ -	\$2,000,000			\$ 2,000,000
64	3	P-5003 P-5004	NCRH CSXT	Southeastern NC Service Raleigh to Wilmington via Fayetteville and Goldsboro - Environmental, Crossing Safety Studies, and Preliminary Engineering.	Completes environmental and design documents required to return passenger rail service from Raleigh to Wilmington.	Maintains or improves freight operations in designs for future passenger service.	2 years	2 years	\$ 2,959,000	\$4,000,000			\$ 1,041,000
									\$ 2,959,000	\$6,000,000	\$ -		\$ 3,041,000
<i>Adjusted for YOE etc.</i>									\$ 3,039,739				

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**NC 8 SEHSR - Other Speed and Safety Improvements**

65	1A	U-3459	NCCR 335.2	Klumac Road Grade Separation	Improves safety and area mobility.	Eliminates crossing hazard and potential for crashes and system interruptions. Reduces crossing signal and surface maintenance.	P	P	\$ 5,714,605	\$8,870,205	\$ 3,155,600		
66	2	P-3819	NCCR H 69.6	Morrisville Parkway Grade Separation	Improves safety and area mobility.	Eliminates crossing hazard and potential for crashes and system interruptions. Reduces crossing signal and surface maintenance.	P	9 mo		\$12,075,000			
67	2	P-3819	NCCR H 57.6	Create grade separation at Ellis Road west. Current crossing is located within East Durham Siding and at throat of NS East Durham Yard. Switching operations often block crossing to vehicular traffic, and its location requires breaking of longest freight trains.	Improves safety, reliability and area mobility. Allow full utilization of Durham siding, increasing capacity	Eliminates crossing hazard and potential for crashes and system interruptions. Reduces crossing signal and surface maintenance. Allows full utilization of East Durham Siding, increasing capacity.	EA 24 mo	24		\$9,850,000			
68	2	I-2304AC, AD	NCCR 327.4	Curve realignment at Duke south of Linwood yard. To be progressed with (I-2304AC and AD) I-85 Yadkin River Bridge improvement.	Increases passenger train speed from 45 mph to 65 mph and reduces travel time per train by 1 minute.	Reduces maintenance at Duke interlocking and increases intermodal train speeds to 60 mph.	C-list 1mo highway permit covers	P		\$4,200,000			
69	2	P-3819	NCCR H 38	Curve realignments east of Efland for 4 curves and possible 7011-85 Connector Bridge replacement.	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speeds.	EA 24 mo or CE	6 mo		\$18,850,000			
70	2	P-3819	NCCR H 39.40.4	Curve realignment west of Hillsborough and replace bridge over Eno River. Lower priority; significant constraints.	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speed. Replaces bridge.	EA 24 mo	12 mo		\$12,300,000			
71	2	P-3819	NCCR H 41.7-43.8	H 42 Curves 5 Curves varying sizes	Improves existing passenger speeds as low as 40 mph to 75 mph.	Improves freight speeds from as low as 35 mph to 50 mph.	EA 18 mo	6 mo		\$12,200,000			
72	2	P-3819	NCCR H 274.7	Deep River Bridge realignment	Improves existing speed 65 mph. Design speed 79 mph with future upgrade to 90 mph.	Provides new bridge.	CE	6 mo		\$9,800,000			
73	2	P-4405	NCCR H 75.7 to 0; 295.2 to 366.5	Private Crossing Safety Initiative- Raleigh to Charlotte - Environmental, PE and Construction.	Removes and/or mitigates hazards at 15 private crossing locations along SEHSR corridor between Raleigh to Charlotte.	Removes crossing hazards that impact train operations and business/residential development.				\$24,200,000			
74	2	P-3819	NCCR 365.24 to 367	Caldwell Road Area Grade Separation and Corridor Project - Environmental and PE.	Eliminates 2 public and 4 private at-grade crossings of SEHSR in Mecklenburg and Cabarrus counties through construction of one grade separation.	Removes crossing hazards that impact train operations and business/residential development.	EA/FONSI	9 mo		\$14,400,000			
75	2	P-3819	NCCR H 9.1	Carmon Road Crossing Closure and 1-mile road realignment on new location.	Eliminates 2 crossings in a passing siding, increasing its utility for passenger trains to pass long freight trains. Eliminates associated hazard to traveling public.	Increases operational utility of siding and removes crossing hazards that impact train operations and business/residential development.	4th Qtr 09	4th Qtr 09		\$3,520,000			
76	2	P-3819	NCCR 374	Back Creek Church Rd Grade Separation, Charlotte	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$4,650,000			
77	2	P-3819	NCCR 365.3	Universal St. Grade Separation, Kannapolis	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$7,950,000			
78	2	P-3819	NCCR 340.1	Webb Rd Grade Separation, China Grove	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$4,100,000			
79	2	P-3819	NCCR 338.7	Peeler Rd. Grade Separation, Salisbury	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$3,550,000			
80	2	P-3819	NCCR 338.0	Peach Orchard Rd. Grade Separation, Salisbury	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$3,550,000			



Proj. #	Track	TIP #	Track & Mile Post	Project Description	Benefits		NEPA	PE	Requested Funding	Total Estimated Cost	Other Federal Funds Used	Railroad Match	State Match
					Public	Private							
81	2	P-3819	NCR 334.2	Monroe St. Grade Separation, Salisbury	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$3,550,000			
82	2	P-3819	NCR 338.0	12th Street Grade Separation, Salisbury	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$12,350,000			
83	2	P-3819	NCR 330.2	Long Ferry Rd. Grade Separation, Spencer	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$10,150,000			
84	2	P-3819	NCR 313.1	Turner Rd. Grade Separation,	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$3,550,000			
85	2	P-3819	NCR 311.2	Upper Lake Rd. Grade Separation	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$2,450,000			
86	2	P-3819	NCR 304.3	Liberty Drive/Turner St Grade Separation, Thomasville	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$5,750,000			
87	2	P-3819	NCR 295.7	Scientific St. Grade Separation, Thomasville	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	6 mo		\$2,450,000			
88	2	P-3819	NCR 294.3	Oakdale Ave. Grade Separation, Jamestown	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	6 mo		\$4,100,000			
89	2	P-3819	NCR 288.6	Norwalk St. Grade Separation, Greensboro	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	6 mo		\$4,650,000			
90	2	P-3819	NCR H 33.0	Mattress Factory Rd. Grade Separation, Mebane	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	EA 24 mo	12 mo		\$7,950,000			

Adjusted for YOE etc.    \$ 5,714,605    \$211,015,205    \$ 3,155,600    \$ -    \$ -  
                                          \$ 5,783,517

Proj. #	Track	TIP #	Track & Mile Post	Project Description	Benefits		NEPA	PE	Requested Funding	Total Estimated Cost	Other Federal Funds Used	Railroad Match	State Match
					Public	Private							
<b>NC12 SEHSR - Piedmont Corridor Service Current Needs and 3rd Frequency</b>													
3	1A	P-34140	NCRH 23.5 - 25.5	NCRRIIP - Graham to Haw River Passing Siding and Curve Realignment.	Increases capacity, improves safety, eliminates 22-mile bottleneck. Existing speed 50-55 mph. Main track design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity and efficiency.	P	P	\$ 10,404,360	\$16,186,150			\$ 5,781,790
6	1A	P-2918	NCDOT	Rebuild 2 F59PHI Locomotives - Midlife rebuilds and required emission upgrades.	Extends life of locomotives currently used for Piedmont service. Upgrades locomotives' prime movers to meet EPA Tier I emissions standards and head-end power generators to Tier II standards, thus reducing impacts to air quality.		NA	P	\$ 2,500,000	\$2,500,000			
8	1A	P-2918	NCDOT	Capital Yard Phase I Improvements - Extends tracks 1 & 2 and provides track pans under track and concrete pads for maintenance of additional trains sets. Provides major improvements track 3 and adds concrete pad North for inspections.	Supports service and maintenance of passenger equipment.		P	P	\$ 4,934,000	\$4,934,000			
91	1A	P-2918	NCDOT	Purchase 2 Used Locomotives	Provides power required for additional frequency		NA	P	\$ -	\$684,000			\$ 684,000
92	1A	P-2918	NCDOT	Rehabilitate 3 Locomotives	Rehabilitates existing locomotives required for current and additional frequencies		NA	P	\$ 2,937,051	\$2,937,051			\$ -
93	1A	P-2918	NCDOT	Rehabilitate 3 Passenger Cars	Rehabilitates used passenger cars required for additional frequency		NA	P	\$ 1,894,045	\$ 1,894,045			\$ -
									\$ 22,669,456	\$29,135,246	\$0	\$0	\$6,465,790
									<i>Adjusted for YOE etc.</i>	\$ 22,847,387			
<b>Grand Totals</b>									\$ 75,038,219	\$ 3,155,600	\$ -	\$ 13,506,790	
									<i>Adjusted for YOE etc.</i>	\$ 75,950,546	<i>Other Funds</i>	\$ 16,662,390	

Note: Corridor Projects on SEHSR north of Centralia are addressed under separate pre-application by VDR&PT.

<b>Grand Totals</b>	\$ 75,038,219	\$ 3,155,600	\$ -	\$ 13,506,790
<i>Adjusted for YOE etc.</i>	\$ 75,950,546	<i>Other Funds</i>	\$ 16,662,390	

**Grand Total** \$3,973,340,228

**Track 1**  
 Design Construction Projects  
 NEPA/PE Projects

**Track 2 Corridors**  
 SEHSR  
 WNC  
 SENC

Application Summary	Requested	Estimated	
Track 1*	\$72,910,807	\$92,612,936	YOE
Track 2		\$3,874,646,553	
Track 3	\$ 3,039,739	\$6,080,739	YOE
Track 4			
<b>Total Requested</b>	<b>\$ 75,950,546</b>		