

# Major Capital Improvements

COMPLETED PROJECTS ~ 2000-2014



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Building A Better Railroad  
BUILDING A BETTER RAILROAD

Completed Investment Description	Benefit	Total Cost	Partner(s)	Completion Date
		NCCR Investment		
<b>Wayne, Lenoir, Craven, and Carteret Counties: Upgrade track condition between Goldsboro and Morehead City</b> Upgraded the track condition between Goldsboro and Morehead City, included tie and rail replacement.	Improve Efficiency & Speed	\$9,957,700	NA	2000
<b>Durham County: Extend Siding in West Durham (Funston)</b> Extended a passing siding and straightened a curve west of Durham for approximately a 1-mile segment.	Improve Efficiency & Speed for Passenger Trains	\$2,308,257	NCDOT (Federal Funds)	2003
		\$22,917		
<b>Lenoir County: Repair/Replace Neuse River Bridge in Kinston; Improve Rail</b> Increased the load of bridge to permit 286,000 lb. standard railcars as on other segments of NCCR and allow for increased port traffic. The project also replaced jointed rail with continuous welded rail for a 14-mile segment in Kinston.	Improve Efficiency & Speed	\$6,570,182	NA	2004
<b>Lenoir County: Replace Jointed Rail</b> Replaced jointed rail with continuous welded rail for a 17-mile segment near Kinston.	Improve Efficiency & Speed	\$3,875,652	NA	2005
<b>Craven County: Replace Bridge Trestle at Batchelder Creek</b> Replaced a single track wooden trestle over Batchelder Creek in Craven County.	Improve Capacity & Safety	\$372,237	NA	2006
<b>Durham County: Highway 54 Bridge</b> Replace existing single track RR bridge in RTP with double track ready structure to improve capacity and improve vehicular traffic flow below and eliminate substandard clearance.	Improve Rail Capacity & Ease Vehicle Congestion	\$5,460,726	NA	2006
<b>Repair/Renovate - Neuse River Bridge in Johnston County &amp; Hwy 87 Bridge in Alamance County</b> Bridge repair/renovation to eliminate clearance and elevation restrictions.	Improve Clearance/Loading	\$78,236	NA	2008
<b>Wake/Johnston Counties: Construct Three Segments of Passing Tracks and CTC &amp; Communications</b> This work improved capacity by adding three passing tracks totaling approximately 8 miles between Raleigh and Selma to improve passenger and freight train performance and service. It added Centralized Traffic Control for 31 miles to raise to the same standard as Raleigh to Charlotte. The project also included the installation of the Cabarrus Street Interlocking and revised the track layout to increase speed to and from the yard in Raleigh. The project also improved the Boylan Storage Track.	Improve Capacity, Speed & Efficiency	\$20,882,331	NA	2008
<b>Johnston County: Replace Restricted Bridge in Clayton</b> Replaced a bridge structure on the main line to eliminate speed restrictions and improve clearance on Old Hwy 70 in Clayton.	Improve Safety & Speed	\$889,600	NA	2008
<b>Wayne/Lenoir/Craven/Carteret Counties: Continuous Welded Rail Installation and Drainage Improvement</b> Upgraded 90 lb. rail (originally dated to 1924) with higher grade continuous welded rail. This portion of the project was completed in 2007. Also improved drainage in Dover and constructed a retaining wall to support the track and welded rail. This portion of the project was completed in 2009.	Improve Reliability Safety & Drainage	\$4,836,410	NA	2009, 2007
<b>Guilford County: Double Track High Point/Greensboro Segment - 9 Miles</b> Added a second track to reduce delays associated with meeting and passing trains. DOT studies identified this portion of railroad as one of the most congested. (Cox-Hoskins)	Improve Capacity and Efficiency	\$27,963,685	NCDOT (Federal Funds) Norfolk Southern	2009
		\$4,000,000		
<b>Alamance County: Elon University Pedestrian Underpass</b> Constructed a pedestrian underpass at Elon University to improve safety and discourage pedestrian access to the rail corridor. Allowed campus to safely expand.	Improve Safety & Economic Development	\$2,500,000	Elon University	2010
		\$881,273		

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<b>Lenoir County: Straighten Curve in Kinston</b> Straightened a curve in the railroad in downtown Kinston improving train speeds from 10 mph to 25 mph and improving clearances.	Improve Safety and Speed	\$2,759,628	NA	2010
<b>Lenoir County: Transload Track</b> Spur track and loading Ramp to serve Global Transpark and other users. Site work, road access, and staging area for transfer point.	Economic Development	\$891,937	NA	2010
<b>Craven/Carteret Counties: Field Welding</b> Welded joints in the rail between New Bern and Morehead City. The rail is 100 lb. continuous welded rail, but has many joints as a result of breakage and detected defects.	Improve Safety and Speed	\$300,510	NA	2010
<b>Lenoir/Craven Counties: Replace Bridges in Eastern North Carolina</b> This project will replace trestles over creeks in Lenoir and Craven counties to address settling piers and weight requirements.	Improve Speed and Safety	\$3,007,616	Norfolk Southern	2011
		\$1,503,808		
<b>Johnston/Wayne/Lenoir/Craven/Carteret Counties: Eastern Grade Crossing Improvements (Phase 1)</b> Improve grade crossing protection on unsignaled or partially signalized grade crossings between CSX Junction in Selma and Morehead City (115 miles). <i>23 crossings have been improved as part of this phase of the project</i>	Improve Safety and Speed	\$3,757,366	NCDOT (Federal Funds) Norfolk Southern	2012
		\$913,040		
<b>Craven County: Trent River Bridge Piers</b> Reinforce steel pipe piles on the main track bridge over the Trent River in New Bern.	Improve Safety	\$1,886,756	Norfolk Southern	2012
		\$943,378		
<b>Lenoir County: Rebuild Bridges at Mileposts EC-27.8 and EC-27.9</b> Rebuild wooden bridge trestles over the Neuse River near Kinston.	Improve Safety & Speed	\$3,310,808	Norfolk Southern	2012
		\$1,655,404		
<b>Durham/Wayne/Lenoir/Craven/Carteret Counties: Bridge &amp; Culverts</b> Improve bridge at Goldsboro, improve 3 culverts (Durham, Kinston, and Cove City), and replace bridge at Newport.	Improve Safety & Speed	\$4,792,000	Norfolk Southern	2013
		\$1,852,757		
<b>Guilford County: UNC-Greensboro Pedestrian Underpass</b> Construct pedestrian underpass at the University of North Carolina at Greensboro under 4-track main line to improve safety and improve pedestrian access across the rail corridor.	Improve Safety & Economic Development	\$9,000,000	UNC - Greensboro	2014
		\$1,000,000		
<b>Lenoir County: Passing Siding near LaGrange</b> Build two-mile passing siding and increase capacity on the eastern part of the NCCR. Previously no passing sidings were located between Selma and Morehead City (114 miles).	Improve Capacity	\$4,070,000	NA	2014
<b>Craven County: Trent River Bridge Tie Deck Replacement</b> Replace bridge deck ties and draw span lift rails on the bridge over the Trent River in New Bern (EC-59.3)	Improve Speed and Safety	\$1,890,000	Norfolk Southern	2014
		\$945,000		
<b>Alamance County: Webb Avenue Bridge Restoration</b> Restoration and painting of bridge structure and cleaning of concrete abutments and wing walls of the bridge over Webb Avenue/Hwy 87.	Safety/Preservation	\$920,000	Norfolk Southern	2014
		\$460,000		
<b>Rowan/Davidson Counties: Main Line Track Realignment - Double I-85 Bridges over Yadkin River (Double Track Main)</b> Curve improvement project near the Yadkin River to improve speed and operations. Project in partnership with NCDOT I-85 bridge replacements.	Improve Operations & Speed	\$4,444,659	NCDOT (Federal Funds - ARRA)	2014
		\$3,000,000		

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Completed Investments Description	Benefit	Total Cost	Partner(s)	Completion Date
		NCRR Investment		
<b>Johnston County: Selma Yard Improvements</b> Improve railcar storage and handling capacity in the Selma yard by adding a fourth yard track due to business expansions in Johnston County and eastern NC.	Improve Capacity	\$3,470,000	NA	2014

As of 03/17/2015

**Summary of Completed NCRR Projects\*:**

Total cost of completed projects: \$130.2 million  
**NCRR investment in completed projects: \$80.7 million**  
 Partner investment in completed projects: \$49.5 million

*\* This does not include certain capacity and passenger train or station improvements made from federal funds appropriated to NCDOT.*

# Major Capital Improvements

COMMITTED PROJECTS ~ 2015-2020



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Committed Investments Description	Benefit	Total Cost	Partner(s)	Completion Date
		NCRRR Investment		
<b>Lenoir &amp; Craven Counties: Kinston &amp; Dover Drainage Improvements</b> Existing brick arch culvert is showing signs of deterioration and it was determined that it should be replaced. Most culverts east of Selma have been replaced over the past several years.	Investing in NC - Sustaining Investment	\$351,000	Norfolk Southern	2015
		\$173,500		
<b>Craven County: Trent River bridge upgrades (Phase III)</b> During the past few years the Trent River bridge in New Bern has undergone a significant rehabilitation effort including the replacement of pile bents, timber bridge deck and miter rail joints. Phase III will replace pile bents near the swing span and complete the rehabilitation of the bridge structure.	Investing in NC - Sustaining Investment	\$480,000	Norfolk Southern	2015
		\$240,000		
<b>Alamance County: NCIC Industrial Lead Track (Cambro Manufacturing)</b> Lead Track at North Carolina Industrial Center (NCIC) in Mebane. Initially to serve Cambro Manufacturing (100 jobs, new industry). Lead track will eventually be extended to other manufacturing sites.	Enabling Freight to Grow Business-Freight Customer Access	\$750,000	NA	2015
<b>Corridor wide: Survey/Monumentation Project</b> This project establishes permanent rail corridor monumentation for corridor management & engineering/planning purposes. Incorporate permanent geodetic monuments in the statewide survey grid.	Corridor Management	\$3,000,000	NA	2015
<b>Durham County: Hopson Road Grade Separation &amp; Realignment and New Passing Siding – Research Triangle Park</b> Acreage for straightening of a curve in Durham County (RTP) for adding a passing siding and improving curvature to allow higher speeds for freight and passenger trains. NCRRR completed land acquisition in 2006. NCDOT received ARRA funds to build a grade separation at Hopson Road and to realign the curve, thereby eliminating a crossing hazard and improving speed by straightening curve east of the I-40 bridge.	Improve Capacity & Speed	\$26,065,276	NCDOT (Federal Funds - ARRA)	2015
		\$2,067,276 (land acquisition) <i>(reflected in completed project total)</i>		
<b>Guilford County: High Point - slope stabilization and drainage improvements</b> The main line through High Point is in a deep cut through downtown with a number of bridges. Several retaining walls have been constructed over the years (not by NCRRR) to retain the slopes. The project will make improvements to the slopes which will improve drainage and enhance the slopes. Cost sharing with High Point and Norfolk Southern.	Investing in NC - Sustaining Investment	\$3,500,000	Norfolk Southern; City of High Point	2016
		\$1,400,000		
<b>Wake County: Morrisville - Replacement of Crabtree Creek RR Bridge</b> Project will replace aging bridge over Crabtree Creek, replace single track with double track capability, and allow for pedestrian greenway under the railroad bridge. Town of Morrisville will partner in constructing an underpass to take a greenway beneath the railroad.	Investing in NC- Rail Safety	\$8,300,000	Town of Morrisville	2016
		\$6,900,000		
<b>Durham County: Durham Short Term Grade Crossing Improvements</b> The City of Durham and NCRRR have identified improvements to grade crossings for the purpose of improving urban pedestrian safety. The City and NCRRR are preparing final plans for adoption (partnership).	Investing in NC- Rail Safety	\$300,000	City of Durham	2016
		\$200,000		
<b>Wake to Mecklenburg County ARRA-Funded Track Projects:</b> - Alamance County: Haw River Passing Siding - Davidson County: Thomasville to Lexington Double Track Segment - 4.2 Miles - Cabarrus/Rowan Counties: Kannapolis to Salisbury Double Track Segment - 10 Miles - Mecklenburg/Cabarrus Counties: North Charlotte to Concord Double Track Segment - 12.1 Miles.	Improve Capacity (Main Line)	Over \$200 million	NCDOT (Federal Funds - ARRA)	2017
		\$21,000,000		

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Committed Investments Description	Benefit	Total Cost	Partner(s)	Completion Date
		NCRR Investment		
<b>Wake to Mecklenburg Counties: ARRA Project Capital Reserve (Contract)</b> The capital reserve is designated by NCRP under a 2010 agreement for the purpose of making any necessary capital improvements to the NCRP line that improve passenger train reliability for additional NCDOT-sponsored passenger trains between Raleigh and Charlotte. NCDOT's train sponsorship is required under agreements with the Federal Railroad Admin. for ARRA projects. The NCRP capital reserve may only be used to resolve train performance or other capacity-related issues arising out of the Projects to ensure long term reliability of both freight and passenger trains.	Improve Capacity	\$10,000,000	NA	post 2017
<b>Mecklenburg County: Grade Separation at Sugar Creek Road in Charlotte</b> Replace at-grade railroad crossing with an overhead bridge of the main freight & passenger line at Sugar Creek Rd. Highest traffic railroad crossing on NCRP.	Improve Safety and Speed	\$34,000,000	NCDOT (Federal Funds - TIGER)	2017
		\$10,000,000		
<b>Lead Track &amp; Freight Access</b> Industrial sites, including large sites/parks, require rail access for location of major job creating manufacturing or processing facilities. The purpose of this commitment is to enable capital intensive infrastructure for major rail served industries in North Carolina, thereby creating a statewide competitive advantage compared to other southeastern states. NCRP will work with economic developers to provide rail access design and infrastructure where warranted for investment. Lead and freight track access is subject to receiving adequate assurances of rail usage and job creation.	Enabling Freight to Grow Business – Freight Customer Access	TBD	TBD	2017
		\$9,000,000		
<b>Lenoir to Carteret Counties: Clearance Improvements for Economic Development</b> The ability to move oversized cargo between the port at Morehead City, GTP and locations east of I-95 (such as military installations using the Ports) creates unique large cargo capability. NCRP is evaluating modifications to existing railroad infrastructure (bridges, signage, roadways, etc.) required to move high/wide shipments to accommodate new jobs and military applications.	Enabling Freight to Grow Business	TBD	TBD	2017
		\$10,500,000		
<b>Craven County: Passing Track</b> There are currently no passing sidings between western Lenoir County and Morehead City (approx. 80 miles) on the NCRP. This passing track will add capacity, improve efficiency, and shift some main line switching operations out of downtown New Bern. Wide clearances will promote high/wide capabilities and access to the Morehead City Port.	Enabling Freight to Grow Business	TBD	TBD	2017
		\$6,000,000		
<b>Craven to Carteret Counties: Rail Replacement, New Bern to Morehead City</b> The project would replace old, lighter weight 100 lb rail with heavier, welded rail. This improvement will allow heavier load freight cars to travel safely on the tracks. This project will complete rail replacement begun in 2001 on all NCRP segments east of Goldsboro.	Investing in NC-Sustaining Investment	\$30,000,000	TBD	2017
		\$15,000,000		
<b>Johnston/Wayne/Lenoir/Craven/Carteret Counties: Eastern Grade Crossing Improvements (Phase 2)</b> Improve grade crossing protection on unsignaled or partially signaled grade crossings between CSX Junction in Selma and Morehead City (115 miles). <i>9 crossings remain under review as part of this phase of the project</i>	Improve Safety and Speed	\$3,884,384	NCDOT (Federal Funds) Norfolk Southern	TBD
		\$1,314,160		

As of 03/17/2015

**Summary of Committed Projects\*:**  
 Total estimated cost of committed projects: \$300+ million  
**NCRR investment in committed projects: \$96 million**  
 Partner investment in committed projects: \$200+ million

*\*Committed projects are those currently budgeted by the NCRP for further development, some of which are subject to existing cost-sharing contracts. Other committed investments are subject to partner contribution agreements under negotiation and/or preliminary engineering.*