

Major Capital Investments

Completed Projects: 2000-2020



NORTH CAROLINA
RAILROAD
C O M P A N Y

2809 Highwoods Blvd, | Raleigh, NC 27604 | (919) 954-7601

Completed Investment Description	Benefit	Total Cost	Partner(s)	Completion Date
		NCR Investment		
Wayne, Lenoir, Craven, and Carteret Counties: Upgrade track condition between Goldsboro and Morehead City Upgraded the track condition between Goldsboro and Morehead City, included tie and rail replacement.	Improve Efficiency & Speed	\$9,957,700	NA	2000
Durham County: Extend Siding in West Durham (Funston) 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		
Lenoir County: Repair/Replace Neuse River Bridge in Kinston; Improve Rail Increased the load of bridge to permit 286,000 lb. standard railcars as on other segments of NCR 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
Lenoir County: Replace Jointed Rail Replaced jointed rail with continuous welded rail for a 17-mile segment near Kinston.	Improve Efficiency & Speed	\$3,875,652	NA	2005
Craven County: Replace Bridge Trestle at Batchelder Creek Replaced a single track wooden trestle over Batchelder Creek in Craven County.	Improve Capacity & Safety	\$372,237	NA	2006
Durham County: Highway 54 Bridge 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
Repair/Renovate - Neuse River Bridge in Johnston County & Hwy 87 Bridge in Alamance County Bridge repair/renovation to eliminate clearance and elevation restrictions.	Improve Clearance/Loading	\$78,236	NA	2008
Wake/Johnston Counties: Construct Three Segments of Passing Tracks and CTC & Communications 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
Johnston County: Replace Restricted Bridge in Clayton 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
Wayne/Lenoir/Craven/Carteret Counties: Continuous Welded Rail Installation and Drainage Improvement 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
Guilford County: Double Track High Point/Greensboro Segment - 9 Miles 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)	2009
		\$4,000,000		
Alamance County: Elon University Pedestrian Underpass 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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		NCCR Investment		
Lenoir County: Straighten Curve in Kinston 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
Lenoir County: Transload Track 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
Craven/Carteret Counties: Field Welding 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
Lenoir/Craven Counties: Replace Bridges in Eastern North Carolina 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		
Johnston/Wayne/Lenoir/Craven/Carteret Counties: Eastern Grade Crossing Improvements (Phase 1) Improve grade crossing protection on unsignaled or partially signaled 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		
Craven County: Trent River Bridge (Phase I) Reinforce steel pipe piles on the main track bridge over the Trent River in New Bern. <i>50/50 with Norfolk Southern</i>	Improve Safety	\$1,886,756	Norfolk Southern	2012
		\$943,378		
Lenoir County: Rebuild Bridges at Mileposts EC-27.8 and EC-27.9 Rebuild wooden bridge trestles over the Neuse River near Kinston.	Improve Safety & Speed	\$3,310,808	Norfolk Southern	2012
		\$1,655,404		
Durham/Wayne/Lenoir/Craven/Carteret Counties: Bridge & Culverts 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
		\$1,995,643		
Guilford County: UNC-Greensboro Pedestrian Underpass 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
		\$1,085,265		
Lenoir County: Passing Siding near LaGrange 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	\$3,515,462	NA	2014
Craven County: Trent River Bridge (Phase II) 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	\$804,960	Norfolk Southern	2014
		\$402,480		
Alamance County: Webb Avenue Bridge Restoration Restoration and painting of bridge structure and cleaning of concrete abutments and wing walls of the bridge over Webb Avenue/Hwy 87.	Safety/Preservation	\$849,296	Norfolk Southern	2014
		\$424,648		
Rowan/Davidson Counties: Main Line Track Realignment - Double I-85 Bridges over Yadkin River (Double Track Main) 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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		NCR Investment		
<p>Johnston County: Selma Yard Improvements 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.</p>	Improve Capacity	\$1,906,162	NA	2014
<p>Durham County: Hopson Road Grade Separation & Realignment and New Passing Siding – Research Triangle Park 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. NCR 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.</p>	Improve Capacity & Speed	\$26,065,276	NCDOT (Federal Funds - ARRA)	2015
		\$2,067,276 (land acquisition completed in 2006)		
<p>Lenoir & Craven Counties: Kinston & Dover Drainage Improvements 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.</p>	Investing in NC - Sustaining Investment	\$101,372	Norfolk Southern	2016
		\$50,686		
<p>Craven County: Trent River Bridge (Phase III) 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.</p>	Investing in NC - Sustaining Investment	\$479,070	Norfolk Southern	2016
		\$239,535		
<p>Alamance County: NCIC Industrial Lead Track (Cambro Manufacturing) 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.</p>	Enabling Freight to Grow Business-Freight Customer Access	\$750,000	NA	2016
<p>Wake to Mecklenburg Counties: NCDOT's ARRA-Funded Track Projects When the NCDOT applied for American Recovery & Reinvestment Act (ARRA) High Speed Inter-City Passenger Rail grants in 2010, the NCR committed \$31 million in "matching funds" to support the state's application. \$10 million of that \$31 million commitment were put into a Capital Reserve Fund (see additional details in committed project list). The remaining \$21 million has been used for land acquisition for the ARRA projects, construction oversight of those projects, and to support new projects related to the ARRA projects (see notations in committed project list). About \$7.2 million was used for acquisitions, oversight, etc. and the remaining \$13.8 million is going toward new projects (see committed project list),</p>	Improve Capacity (Main Line)	Over \$200 million	NCDOT (Federal Funds - ARRA)	2017
		\$7,200,000 [\$21 million]		
<p>Guilford County: High Point - slope stabilization and drainage improvements (Phase 1) 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 NCR) 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.</p>	Investing in NC - Sustaining Investment	\$5,100,000	Norfolk Southern; City of High Point	2018
		3,600,000		
<p>Mecklenburg County: Grade Separation at Sugar Creek Road in Charlotte Replace at-grade railroad crossing with an overhead bridge of the main freight & passenger line at Sugar Creek Rd. Highest traffic railroad crossing on NCR.</p>	Improve Safety and Speed	\$43,000,000	NCDOT (Federal Funds - TIGER)	2019
		\$10,000,000		

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		NCRR Investment		
Durham County: Chapel Hill Street Bridge in Durham Modifications to NCRR bridge over Chapel Hill Street in Durham including the removal of an unused bridge structure and improvements to the bridge carrying NCRR tracks to improve safety and enhance the appearance of an important gateway to downtown Durham.	Investing in NC-Rail Safety	\$1,500,000	NA	2019
Durham County: Gregson Street Bridge in Durham Rehabilitation of NCRR bridge over Gregson Street in Durham to increase the roadway clearance from 11'8" to 12'4" for the purpose of improving safety and reducing damage to NCRR infrastructure from vehicle strikes.	Investing in NC-Rail Safety	\$500,000	NA	2019
Alamance County: Whitsett Avenue Bridge in Gibsonville Rehabilitation of NCRR bridge over Whitsett Avenue in Gibsonville for the purpose of improving safety and enhancing the appearance of an important gateway into Gibsonville. This project is being done in conjunction with the Town of Gibsonville's commitment to furnish and install 1000' of fencing along the NCRR corridor to deter pedestrian trespassers.	Investing in NC-Rail Safety	\$500,000	NA	2019
Corridor wide: Survey/Monumentation Project This project establishes permanent rail corridor monumentation for corridor management & engineering/planning purposes. Incorporate permanent geodetic monuments in the statewide survey grid.	Corridor Management	\$1,772,331	NA	2020
Wake County: Morrisville - Replacement of Crabtree Creek RR Bridge 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. (This project uses NCRR ARRA-matching funds.)	Investing in NC-Rail Safety	\$9,866,510	Town of Morrisville	2020
		\$8,783,821		

Summary of Completed NCRR Projects:

Total cost of completed projects: Over \$320 million

NCRR investment in completed projects: approx. \$117 million

Partner investment in completed projects: Over \$200 million

As of 08/25/2020

This summary of completed projects does not include certain capacity and passenger train or station improvements made from federal funds appropriated to NCDOT. NCRR investment does not include overhead/planning costs.

Major Capital Investments

Committed Projects



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Committed Investments Description	Benefit	Total Cost	Partner(s)	Est. Completion Date
		NCRR Investment		
Craven County: Rail Replacement EC 59.7 to EC 73.5 Project to replace approximately 15 miles of 100 lb rail with 132lb rail between mileposts EC 59.7 and EC 73.5 in Craven County.	Investing in NC - Sustaining Investment	\$7,000,000	NA	2020
Guilford County: High Point - slope stabilization and drainage improvements (Phase 2) Project to improve the slopes and drainage between mileposts 298.34 and 298.71; City to relocate E. Washington Drive, remove the S. Downing Street bridge, and replace the pedestrian overpass bridge at the City's expense. (Cost shown is just for rail work)	Investing in NC - Sustaining Investment	\$3,500,000	City of High Point (related roadway improvements – separate cost)	TBD
		\$3,500,000		
Rowan & Cabarrus Counties: Salisbury and Kannapolis Stations Track Improvements NCRR track improvements to enhance train capacity and to support additional agreed station improvements, to be made by NCDOT, at the existing Salisbury and Kannapolis passenger train stations.	Enabling Rail to Move People – Stations & Access	\$5,000,000	NCDOT	TBD
Cabarrus County: Industrial Lead Track Improvement Project Lead Track Improvement project at the Philip Morris Lead Track (Cabarrus County) to improve operations and efficiency for industrial served customers. (These projects use NCRR ARRA-matching funds.)	Expanding Freight Rail Opportunities to Grow Business – Freight Customer Access	\$2,794,000	NA	TBD
Wake to Mecklenburg Counties: ARRA Project Capital Reserve (Contract) The capital reserve is designated by NCRR under a 2010 agreement for the purpose of making any necessary capital improvements to the NCRR 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 NCRR 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	TBD/As needed
Lenoir to Carteret Counties: Clearance Improvements for Economic Development 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. NCRR is evaluating modifications to existing railroad infrastructure (bridges, signage, roadways, etc.) required to move high/wide shipments to accommodate new jobs and military applications.	Expanding Freight Rail Opportunities to Grow Business	TBD	TBD	TBD
		\$10,500,000		
Craven County: Passing Track There are currently no passing sidings between western Lenoir County and Morehead City (approx. 80 miles) on the NCRR. 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.	Expanding Freight Rail Opportunities to Grow Business	TBD	TBD	TBD
		\$6,000,000		
Harrisburg Passenger Station Construct a new inter-city passenger station in Harrisburg.	Enabling Rail to Move People – Stations & Access	TBD	TBD	TBD
		\$9,000,000		
Other Passenger Station Improvements Projects would modernize & update existing stations and/or add new stations.	Enabling Rail to Move People – Stations & Access	TBD	TBD	TBD
		\$1,000,000		

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Please note that this list does not include NCRR Invests (Statewide Economic Development Projects). Through NCRR Invests, the North Carolina Railroad Company is investing in lead track and freight rail access for new and expanding business and industry on and off the NCRR corridor. The purpose of this commitment is to enhance North Carolina's competitive advantage in recruiting rail-served business and industry. NCRR will work with economic developers to provide freight rail access design and infrastructure with lead and spur track access subject to receiving adequate assurances of freight rail usage and job creation. **To date NCRR has committed more than \$11 million to active economic development projects.** Please contact NCRR or visit <https://www.ncrr.com/investing-in-nc/economic-development/> for information on those projects.

Summary of Committed Projects:

Total estimated cost of committed projects: TBD

As of 08/25/2020

NCRR investment in committed projects: approx. \$55 million

Partner investment in committed projects: TBD

Committed projects are those currently budgeted by the NCRR 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.

NCRR investment does not include overhead/planning costs.