North Carolina Prioritized Capital Plan October 2, 2009

Proj. #	Track #	TIP #	Track & Mile Post	Project Description	Benefits		Requested Funding	Total Estimated Cost YOE $s	Other Federal Funds Used	Railroad Match	State Match	Local Match
					Public	Private						
NC T2.1 SEHSR - Piedmont Corridor Service Current Needs and 3rd Frequency												
1	1A	P-3414O	NCRR H 23.5 - 25.5	NCRRIP - 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 effciency.	$11,368,676	$17,403,443			$6,034,767	
2	1A	P-3803	NCRR H 73.5	Cary Station upfit.	Provides platform improvements, parking expansion, additional waiting room, ticketing and luggage handling to accommodate passengers. Provides for current and future customer volumes and increased satisfaction. Station expansions typical increase ridership by 17%. Platform extension allows faster/safer boarding and limited highway crossing delays.		$2,248,722	$2,248,722				
3	1A	P-2918	NCDOT	Rebuild 2 F59PHI Locomotives - Mid-life 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.		$2,625,000	$2,625,000				
4	1A	P-2918	NCDOT	Purchase 2 Used Locomotives	Provides power required for additional frequency		$0	$684,000			$684,000	
5	1A	P-2918	NCDOT	Rehabilitate 3 Locomotives	Rehabilitates existing locomotives required for current and additional frequencies. Upgrade to EPA Emissions standards - Tier I for prime mover and Tier II for head end power		$3,955,022	$3,955,022			$0	
6	1A	P-2918	NCDOT	Rehabilitate 3 Passenger Cars	Rehabilitates used passenger cars required for additional frequency		$1,986,214	$1,986,214			$0	
7	1A	P-2918	Various	Passenger Train Station Security Management System , CCTV Data Network for 9 stations and backup generators for 2 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.		$1,312,612	$1,312,612				
							$23,496,246	**$30,215,013**	**$0**	**$0**	**$6,718,767**	**$0**
NC T2.2 - SEHSR - Piedmont Corridor Service - 4th Frequency												
8a	2	P-2918	NS 378.6	Charlotte Maintenance Facility Phase II - Extension of tracks and shop building to service longer fixed consist SEHSR train sets. Right-of-Way Acquisition.	Preserves ROW for maintenance facility needed for SEHSR and intercity service. Needed prior to construction maintenance facility to ensure needed expansion is possible.		$23,385,254	$23,385,254				
8b				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.							
9	2	P-5002	NS 377.1 CSXT SF 330.6	CRISP - Create grade separation for NS/CATS/CSXT in Charlotte, Mecklenburg Co including moving CSXT's Tryon Yard to Pinoca 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. Moving Tryon Yard facilitates construction and removal of local switching interference with passenger train movements.	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.	$128,326,147	$129,209,347	$883,200			
10a	2	P-3414N	NCRR 360.1 - 372.2	NCRR Improvement Program (NCRRIP) - Restore Double Track Charlotte to Greensboro - Haydock to Junker	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. Significant safety and operational improvement through elimination of multiple public and private at-grade crossings of SEHSR in Mecklenburg and Cabarrus counties.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency. Removes crossing hazards that impact train operations and business/residential development.	$92,116,212	$95,116,212	$3,000,000			
				Double track	Subtotal	$79,169,502						
				Grade Separations	Subtotal	$15,946,710						
11	2	P-4010	NCRR 349	Kannapolis Station Platform Canopy	Provides safe shelter from the elements for passengers increasing customer satisfaction.		$344,715	$344,715				

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10b	2	P-3414P	NCRR 337.3 - 347.3	NCRRIP - Restore Double Track Charlotte to Greensboro - Reid to North Kannapolis	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. Includes crossing closures and improvements, limited grade separations.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency.	$92,593,479	$92,593,479				
				Double track	Subtotal	$63,793,479						
				Grade Separations	Subtotal	$28,800,000						
12	1A	U-3459	NCRR 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.	$6,063,869	$9,219,469	$3,155,600			
13	2	I-2304AC, AD	NCRR 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.	$1,444,659	$4,444,659		$3,000,000		
10c	2	C-4901	NCRR 309.9 - 314	NCRRIP - Restore Double Track Charlotte to Greensboro- Bowers to Lake	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. Eliminates crossing hazards through grade separation of heavy truck crossings at Turner Rd. and Upper Lake Rd. and closure of Lower Lake Rd.	Allows capacity for increased freight/intermodal traffic. Increases operational reliability and efficiency. Eliminates crossing hazard which could result in accidents and delays.	$44,545,437	$47,545,437	$3,000,000			
				Double track	Subtotal	$37,436,637						
				Grade Separations	Subtotal	$ 10,108,800						
14	1A	P-2912	NCRR 299.4	High Point Station parking.	Provides needed parking for passenger rail customers facilitating increased ridership.		$2,199,000	$2,199,000				
10d	2	P-4701I	NCRR 289.3 - 298.1	NCRRIP - Restore Double Track Charlotte to Greensboro- Cox to Hoskins	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.	$6,945,065	$18,445,065			$11,500,000	
15	2	P-3819	NCRR 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.	$4,781,388	$6,627,478	$1,000,000		$846,090	
16	1A	P-2909AA	NCRR H 21.4	Burlington Station platform extension.	Allows all passengers to board faster/safer without repositioning train thus improving travel time.	Provides less passenger train dwell time and related movements resulting in more capacity and safer boarding.	$334,480	$334,480				
17	2	U-4716	NCRR H 63.6 - 66	NCRRIP - 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.	$8,817,800	$8,817,800				
18	2	U-4716	NCRR H 64.7 - H65.2	NCRRIP - Hopson Road Grade Separation, Church Street Closure and associated traffic rerouting, 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.	$9,312,844	$13,898,994	$4,586,150			
19	2	P-3819	NCRR 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.	$13,997,094	$15,997,094	$2,000,000			
20	1A	P-3819	NCRR H 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.	$2,721,225	$2,721,225				
21	2	P-4405	NCRR 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.	$16,444,731	$19,986,955	$3,542,224			
22	2	P-2918	NCDOT	Purchase 4 used passenger cars and spare parts and rehabilitate 7 cars	Provides needed equipment for additional frequency.		$11,767,700	$11,767,700				

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23	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 to track 3 and adds concrete pad North for inspections.	Supports service and maintenance of passenger equipment.		$6,104,460	$6,104,460				
24	2	P-2918	Various	Equip 9 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.		$1,506,897	$1,506,897				
							$473,752,458	**$510,265,722**	**$21,167,174**	**$3,000,000**	**$12,346,090**	**$0**
NC T2.3 - SEHSR - Piedmont Corridor Service - 5th Frequency												
25	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.	$27,935,120	$27,935,120				
26	2	P-2918	NS378.6	Charlotte Maintenance Facility Phase II - Expansion of the facility to accommodate high speed train sets.	Supports the service and maintenance of passenger equipment for SEHSR		$9,705,446	$9,705,446				
27	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.	$55,906,527	$55,906,527				
28	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.	$40,185,997	$40,185,997				
29	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.	$88,130,174	$90,130,174	$2,000,000			
30	2	U-5008	NCRR 375.4	CRISP Northend Improvements Phase I - Sugar Creek Road Grade Separation and Craighead Road crossing 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 on 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.	$20,552,661	$33,552,661	$3,000,000	$10,000,000		
31a	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 in developing area.		$17,627,159	$17,627,159				
31b				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.						
32	2	P-3819	NCRR 340.1, 338.7, 338	South Rowan County Grade Separations - Webb Rd, China Grove, Peeler Rd & Peach Orchard Rd., Salisbury	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$12,508,518	$15,508,518	$3,000,000			
33	2	P-3819	NCRR 316.5-317.0	Lexington new stop, rehab depot, construct new platform, associated curve realignment and signals	Expands passenger service.		$7,155,892	$7,155,892				
34	2	P-3819	NCRR H 09.8 12.8	Double Track H 9.8 - H 12.8 including curve realignments crossing closures and possible grade separations.	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.	$18,585,884	$20,585,884	$2,000,000			

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35	2	P-3819	NCRR H 33.0	Mattress Factory Rd. Grade Separation, Mebane	Allows the Mebane Siding to be fully utilized without delaying highway traffic. Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$10,313,633	$12,313,633	$2,000,000			
36	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, capacity, and safety. Design speed 79 mph with future upgrade to 90 mph.	Provides increased siding length for longer trains.	$25,736,238	$27,736,238	$2,000,000			
37	2	P-3819	NCRR H 41.7	Hillsborough new stop, construct new station and platform and closure of Hill or Bellevue crossing.	Expands passenger service and eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$5,281,426	$5,531,426	$250,000			
38	2	P-3819	NCRR H 41.7 43.8	H 42 Curves Realignment - 5 Curves varying sizes	Improves existing passenger speeds as low as 40 mph to 75 mph or greater.	Improves freight speeds from as low as 35 mph to 50 mph.	$4,626,297	$4,626,297				
39	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 siding 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.	$40,665,585	$40,915,585	$250,000			
40	2	P-3819	NCRR 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. Allows 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.	$11,431,238	$13,431,238	$2,000,000			
41	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.	$16,358,091	$19,358,091	$3,000,000			
42	2	P-3803	NCRR 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.	$4,347,924	$4,347,924				
43	2	P-2819	NCDOT	Capital Yard Phase II - New maintenance building (100ft x 400ft) 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		$12,600,379	$12,600,379				
44	2	P-2918	NCDOT	Purchase 4 new 4000HP locomotives and major spare components	Provides needed motive power for additional frequencies.		$23,417,198	$23,417,198				
45	2	P2819	NCDOT	2 New Train Sets consisting of 7 passenger cars, lounge car, cab/luggage car, and power car or locomotive and spare parts	Supplements Piedmont equipment and provides equipment for SEHSR.		$57,396,250	$57,396,250				
466	2	P-3819	NCRR 372.2-377.1	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.	Allows capacity for increased freight and intermodal traffic.	$20,974,972	$20,974,972				
							$531,442,610	**$560,942,610**	**$19,500,000**	**$10,000,000**	**$0**	**$0**

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NC T2.4 - SEHSR – Charlotte to DC/NEC												
47	2	P-3819	CSXT S	SEHSR Raleigh to Richmond - FEIS, ROW, Surveying, Design, Construction, Stations and Rolling Stock			$3,720,116,986	$3,729,116,986	$1,000,000		$4,000,000	$ 4,000,000
a	2	P-3819	CSXT S	Grade Separation of planned connector road between US-1A and N White Street and extension of Franklin St. to facilitate connector to Rogers Rd.	Eliminates 3 crossings.							
b	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.							
c	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.							
d	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.							
e	1B	P-3819	CSXT S	SEHSR - FEIS and ROD for Richmond to Raleigh	Completes environmental documentation required to construct and implement SEHSR.							
f	1B	P-3819	CSXT S	Detail survey and data collection - Richmond to Raleigh Preferred Corridor	Provides base data to begin Final Design.							
g	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.							
h	2	P-3819	CSXT S	SEHSR - Richmond VA to Raleigh 168 miles - Construction	Provides grade separated SEHSR Service connection between Richmond and Raleigh and facilitates the Charlotte to DC service with speeds up to 110mph.							
i	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.							
j	2	P-3819	TBD	2 SEHSR Stations platforms and canopies	Supports new SEHSR Service.							
k	2	P2819	NCDOT	4 New Train Sets consisting of 7 passenger cars, lounge car, cab/luggage car, and power car or locomotive and spare parts.	Provides equipment for SEHSR.							
48	2	P-5002	NCRR 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.	Improves efficiencies for rail movements by providing an improved track configuration.	$52,090,846	$52,090,846				
49	2	P-3819	NCRR 351.6	Grade Separation, Kannapolis	Eliminates up to 2 existing crossings potentially creating a 6 mile grade separated corridor.	Eliminates crossing hazard which could result in accidents and delays.	$7,444,793	$10,444,793	$3,000,000			
50	2	U-3460	NCRR 333.1	North Side Grade Separation, Salisbury	Construct grade separation in area of 12th St/Bringle Ferry Rd. Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$18,720,424	$20,720,424	$2,000,000			
51	2	U-3822	NCRR 330.2	Long Ferry Rd. Grade Separation, Spencer	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$14,504,299	$16,504,299	$2,000,000			
52	2	P-3819	NCRR 322-327 or NCRR 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 in heavily congested Linwood Yard area.	Provides mainline capacity improvement near freight yard which is congested by trains waiting to enter or leave yard.	$34,115,575	$34,115,575				
53	2	P-3819	NCRR 305.0	Liberty Drive/Turner St Grade Separation, Thomasville	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$3,911,754	$5,911,754	$2,000,000			
54	2	P-3819	NCRR 295.7	Scientific St. Grade Separation, Jamestown	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$1,968,026	$3,968,026	$2,000,000			
55	2	P-3819	NCRR 294.3	Oakdale Ave. Grade Separation, Jamestown	Eliminates crossing hazard.	Eliminates crossing hazard which could result in accidents and delays.	$4,411,598	$6,411,598	$2,000,000			

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56	2	P-3819	NCRR 284-289.3	Triple track Greensboro around Pomona Yard area.	Eases congestion for passenger trains from freight traffic waiting to enter freight yard.	Removes rail traffic chokepoint and improves efficiency.	$27,993,291	$27,993,291				
57	2	P-3819	NCRR 274.7	Deep River Bridge realignment	Improves existing speed from 65 mph to design speed 79 mph with future upgrade to 90 mph.	Provides new bridge.	$13,807,103	$13,807,103				
58	2	P-3819	NCRR H 0.5-8.0	Double Track Greensboro to McLeansville Siding. Guilford Grade Separations including Franklin Boulevard and McLeansville Rd., crossing closings, and highway mitigation. Curve realignment and Buffalo Creek Bridge replacement. McLeansville Universal Crossover at H-7.7.	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.	$78,138,072	$81,138,072	$3,000,000			
59	2	P-3819	NCRR H 12.8 16.5	Double Track H 12.8 - H 16.5 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.	$27,166,602	$29,166,602	$2,000,000			
60	2	P-3819	NCRR H 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.	Improves freight capacity. Modernizes railroad. Eliminates crossing for safety. Replaces bridge for lower maintenance cost.	$93,767,877	$93,767,877				
61	2	P-3819	NCRR H 38	Curve realignments east of Efland for 4 curves and possible 70/I-85 Connector Bridge replacement.	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speeds.	$13,195,163	$13,195,163				
62	2	P-3819	NCRR H 39-40.4	Curve realignment west of Hillsborough and replace bridge over Eno River.	Improves existing speed 50-55 mph. Design speed 79 mph with future upgrade to 90 mph.	Improves intermodal train speed. Replaces bridge.	$18,309,535	$18,309,535				
63	2	P-3819	NCRR H48-54.5	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.	Improves freight capacity.	$52,049,448	$52,049,448				
64	2	P-3819	NCRR H 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.		$11,606,025	$11,606,025				
65	2	P-3819	NCRR H 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.	Allows full utilization of siding without blocking crossing.	$37,073,884	$40,073,884	$3,000,000			
66	2	P-3819	NCRR H 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.	Improves freight capacity.	$19,441,653	$19,441,653				
67	2	P-3819	NCRR H 66-73	Double track Clegg to Fetner.	Provides for at-speed meets of passenger trains. Design speed 79 mph with future upgrade to 90 mph.	Improves freight capacity.	$42,438,891	$42,438,891				
							$4,292,271,844	**$4,322,271,844**	**$22,000,000**	**$0**	**$4,000,000**	**$4,000,000**
						Grand Total	***$5,320,963,158***	***$5,423,695,189***	***$62,667,174***	***$13,000,000***	***$23,064,857***	***$4,000,000***