



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION


MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

January 5, 2005

**Memorandum**

To: James A. Smailes, PE  
Federal Railroad Administration

From: Eric Haugaard, PE   
Crossing Project Engineer

Subject: *Quarterly Reports # 31 & 32*, North Carolina Sealed Corridor Project;  
TIP Project No. P-3419; Next Generation High Speed Rail Grant

This memorandum will serve as Quarterly Report #31 for the period ending September 30, 2004 and Quarterly Report #32 for the period ending December 31, 2004.

During the third and fourth quarter of 2004, the North Carolina Department of Transportation has completed the following tasks as part of the Sealed Corridor project (all involve Norfolk Southern Railway, unless otherwise noted):

- Construction was completed at the following locations:
    - Realignment of the NC-152 & US-29A intersection in the town of China Grove which facilitated permanent crossing closures of Chapel Street, Crossing #724 386B, Milepost Main 343.55 and Liberty Street, Crossing #724 381S, Milepost Main 342.67.
    - Installation of new traffic signals in conjunction with roadway project at Shamrock Road, near Harrisburg, Crossing #715 328G, Milepost Main 362.88.
    - Preemption of traffic signals at Swift Avenue, in Durham, Crossing #735 223X, Milepost H 53.76.
  - The following crossings were permanently closed:
    - Boston Road, in Greensboro, Crossing #722 362F, Milepost Main 288.47.
    - Rail Street, in Greensboro, Crossing #722 364U, Milepost Main 288.26.
    - Rucker Street, in Greensboro, Crossing #722 365B, Milepost Main 288.01.
    - Round Street, in Landis, Crossing #724 396G, Milepost Main 346.07.
- Note: Liberty Street, in China Grove, was the 100<sup>th</sup> public at-grade crossing permanently closed, since 1993, in the state of North Carolina, by the NCDOT-Rail Division.

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- Private Crossing Safety Initiative (PCSI):
  - Master agreements with NS and CSXT to cover installation and maintenance of stop/yield signs are being drafted.
  - Field investigations of locked/gated locations are being conducted.
  - Master agreements with NCRP to cover installation and maintenance of locked/gated locations are being drafted.
  - A method to track quit-claim deeds (requested from NCRP) resulting from crossing closures is being established.
  - Appropriate environmental documentation at all locations has been completed.
  - Field investigations for determining STOP vs. YIELD applications were conducted.
  - NS began a ROW Enhancement program to improve sight distance at private crossings by clearing vegetation along tracks.
  - In cooperation with NS, a STOP and PRIVATE CROSSING sign package is being fabricated and will be installed at the "Thomas and Howard" crossing, near Greensboro, Crossing #722 963P, Milepost H 4.25. If approved by NS, this sign combination will be installed at the rest of the private crossing/driveways along the Sealed Corridor.
  
- Rail View Consortium:
  - Rail View video cameras were installed on two of NCDOT Rail Division's locomotives. NCDOT will use the video data to evaluate performance and effectiveness of current safety improvements along the Sealed Corridor between Raleigh and Charlotte. Since camera activation on September 2, one vehicular collision and two pedestrian collisions have been recorded.

Please contact me at (919) 715-7509 if you have any questions.

EWB

cc: David D. King, NCDOT  
Patrick B. Simmons, NCDOT  
Paul C. Worley, CPM, NCDOT  
Dorene Creech, NCDOT  
Ellen Holding, NCDOT  
Max Tate, FHWA  
Tom Drake, FRA  
Bill Barringer, NS  
Adam Mastrangelo, NS  
Rick Ray, NS  
Shelby Stevenson, CSXT

(Note to Dorene Creech: Please submit a copy of this progress report to Mr. Smailes with the appropriate financial reports as soon as possible.)

(Note to Ellen Holding: Please include this report on the Sealed Corridor web site.)