

NCDOT Rail Division

The Rail Report



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919-707-4700

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Persistence pays off to Make Salisbury Safer for Motorists and Trains

In 1994, Salisbury had 16 rail crossings in less than one mile, the highest concentration along the North Carolina Railroad corridor. The NCDOT Rail Division worked with the City of Salisbury to develop a plan to identify redundant and unsafe crossings that could be closed to protect both motorists and rail passengers/crew from possible crashes. The Salisbury Traffic Separation Study was completed in June of 1994. Working together, nine crossings were identified that could be closed in the near term, with other crossings cited for future study as grade separations.

The first crossings, Knox Street and C. Avenue, were closed in April of 1997. By the summer of 1999, seven more crossings closed (Julian Road, D Avenue, Crawford Street, Mildred Avenue, Vance Avenue, Lumber Street, and Harrison Avenue), after Boundary Street was extended, improvements were made to Military Avenue and a connector road was built between Lumber and Boundary Streets. Signal equipment and/or median separators were installed at the remaining at-grade crossings to enhance safety as part of the Sealed Corridor program.

A grade separation at Klumac Road was also proposed as part of the Salisbury Traffic Separation Study. The project design and environmental document were developed in the early 2000s. While funding for the Klumac Road grade separation was identified in 2009 through the American Recovery and Reinvestment Act (ARRA). Full design, right of way and construction then began with the ribbon cutting held on October 28, 2017, completing the implementation of projects identified in the Salisbury Traffic Separation Study.



Klumac under construction, June 2014



Ribbon cutting for completed Klumac Road grade separation

Rail Spur to Cambro Manufacturing Company now Complete

Construction of a 594-foot rail spur off of NS/NCRR to serve Cambro Manufacturing Company in Mebane is complete and open for service. Matching Freight Rail and Rail Crossing Safety Improvement (FRRCSI) funds of \$200,000 partially financed construction of the \$1,327,000 spur, allowing Cambro to receive more than 20 carloads per year of raw plastic materials. Cambro Manufacturing specializes in plastic injection molding for the food service industry and anticipates creating 100 new jobs within the first two years of operation. The company has invested more than \$30 million in the new 220,000-square-foot facility and plans to double in size over the next several years.



First railcar to Cambro Manufacturing Company

Charlotte Locomotive and Railcar Maintenance Facility (LRMF) Update

Construction is underway on Phase I of the LRMF, which will allow *Carolinian* and *Piedmont* trainsets to layover and be serviced before moving back to the station for the return trip to Raleigh and points east. Three outdoor layover and servicing tracks, plus a service platform for the *Carolinian* and *Piedmonts* will be built off of the NS main line, as well as offices for train crews and maintenance personnel.

Funding for Phase I is provided through the American Recovery and Reinvestment Act (ARRA) and being constructed through the Piedmont Improvement Program. The expected completion is July 2017.



Phase I LRMF Maintenance Facility

2016 Santa Trains

A great time was had by all on the 2016 Santa Trains!

Passengers of all ages enjoyed an exciting time on the Raleigh and Charlotte Santa Trains. Santa and Mrs. Claus visited each child and many memories were made. Children told Santa their wishes and had their picture taken with him, which they can treasure for many years.

Everyone enjoyed goodies, caroling and spending time with their families.

A special thanks to the NC Train Host Association volunteers for helping the Rail Division and Amtrak staff make this day a success, both on the trains and at the stations.

Also, a special thanks to the carolers from St. Augustine University and Charlotte's Our Lady of Consolation Young Adult Ministry for providing joyful music to everyone.



Last Mile Pass on Track to Begin Early 2017

The Rail Division will be implementing another Last Mile project in early 2017. NC By Train will be offering a Transit Pass to passengers on board *Piedmont* trains, allowing them to utilize free public transportation options once they disembark in select cities. Passengers will be able to request a pass from conductors while on the train and present it when boarding the transit partner's bus. The pass will be good on the passenger's day of travel only.



The Transit Pass partners include: GoRaleigh; GoCary; GoTriangle; GoDurham; Greensboro Transit Authority; PART-Greensboro; High Point Transit System; Rowan Transit (Salisbury); Salisbury Transit; CK Ride (Kannapolis); and Charlotte Area Transit System.

BikeLids Installed at Kannapolis Station Offer a Safe, Trouble-free Storage Option for Bicyclists

For bicyclists taking the train to or from Kannapolis, securely storing one's bike has never been easier. New, environmentally-friendly BikeLids painted with the NC By Train theme, have been installed at the station. BikeLids are hassle free and easy to use. Bicyclists simply lift the lid, park the bike, lock the lid and leave. The BikeLid's design protects bicycles from vandalism, theft, and the elements while allowing easy visual inspection by security personnel.



BikeLids, made in the USA, are constructed with post-consumer recycled plastic, equivalent to 125 water bottles and recycled steel.



Rail Division Retirement

Don Hudson, Senior Rail Crossing Construction Inspector, retired on November 30 after 25 years of dedicated service to the NCDOT.

Don began his career with NCDOT's Signing Unit, and transferred to the Traffic Signal Systems Timing Unit, before settling in at the Rail Division. He has worked in the Rail Division for the last 20 years and been instrumental in supervising the construction and



Don Hudson receives the Golden Spike Award from Rail Director Paul Worley

inspection of highway-rail grade crossing signals. His dedication, hard work, and negotiating skills have contributed to the success of many safety improvement projects throughout North Carolina.

Rail Division Employees Honored for Service

At the annual Rail Division Thanksgiving lunch, Excellence in Service awards were presented to several employees in recognition of milestones in their public service career. "I greatly appreciate these employees and the entire Rail Division team," said Rail Director Paul Worley. "The things that get done are because of the work they do, and the thought and the passion they put into their jobs."



Left to right: Neil Perry (10 years), James Bridges (25 years), Rail Director Paul Worley, Brad Smythe (15 years), Tracey Creech (25 years), Don Hudson (25 years). Not pictured: Sondra Artis (10 years), Sarah McCue (1 year) and Brian Gackstetter (1 year)

Ridership & Revenue on NC's Amtrak Service – *Oct. 2016 vs. 2015

	RIDERSHIP			REVENUE		
	2016	2015	% +/-	2016	2015	% +/-
Piedmont	13,305	14,246	-7%	\$281,851	\$301,258	-6%
Carolinian	24,928	27,414	-9%	\$1,380,087	\$1,521,290	-9%

1,060



Hours Volunteered by N.C. Train Hosts in October, supporting NC By Train onboard and at events

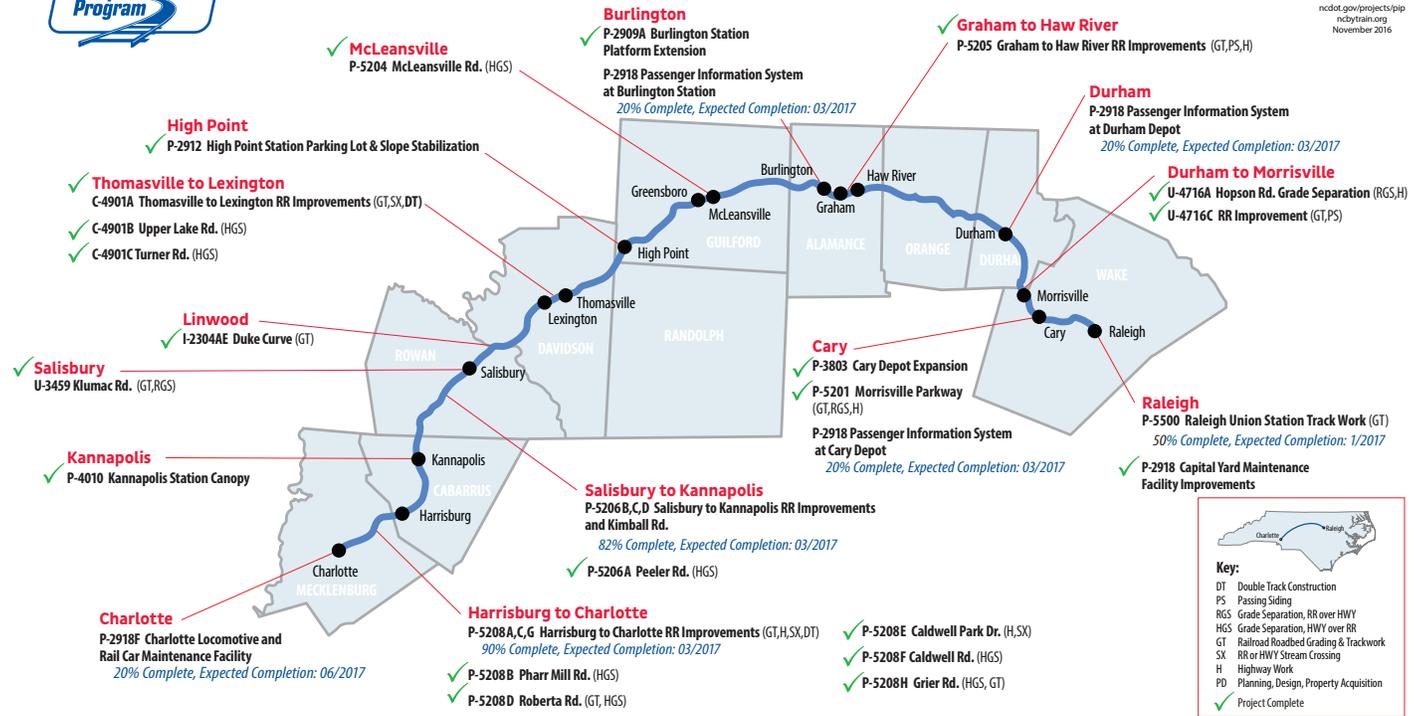
October 2016 service modifications and annulments impacted 17 *Piedmont* trains and 8 *Carolinian* trains. On October 8, Train 76 was cancelled and Train 79 was terminated at Selma due to Hurricane Matthew. On October 9, all *Piedmont* trains were annulled and *Carolinian* trains operated only between New York and Richmond due to Hurricane Matthew. On October 10, Trains 74 and 75 were annulled and Trains 79 and 80 operated only between New York and Richmond and between Raleigh and Charlotte to accommodate PIP project work and CSX hurricane repairs. On October 16, Trains 75 and 76 were cancelled due to a freight derailment that blocked service to/from Capital Yard and the Raleigh station. On October 24 and 31, *Piedmont* trains 73 and 76 were cancelled, Trains 74 and 75 operated only between Raleigh and Greensboro, and both *Carolinian* trains operated between Raleigh and New York only to accommodate PIP project work. In addition, on October 22, Train 79 struck a downed tree and was disabled east of Raleigh, resulting in Train 80 being 5 1/2 hours late departing Charlotte on October 23. Additional disruptions for PIP project work will continue to occur as necessary through completion of the project. Average gasoline prices were approximately \$0.09 higher in October 2016 than in October 2015 (EIA Weekly Retail Gasoline for Lower Atlantic region).



Piedmont Improvement Program – November 2016 Status Report



ncdot.gov/projects/pip
ncbytrain.org
November 2016



Note: % is NCDOT Contract Completion percentage

2 Locomotives 85% Complete Expected Completion Date: 12/2016 & 1/2017

NC By Train – Piedmont Equipment ✓ 5 Locomotives ✓ 12 Railcars

2 Cab Control Units 85% Complete Expected Completion Date: 12/2016 & 1/2017
2 Additional Cab Control Units from non-ABRA funding*

Piedmont Improvement Program Milestones



Salisbury – The northern 2.6 miles of the Reid to N. Kannapolis double track project (above) were put into service on November 14. Rail traffic is now running on both main tracks from the retired CP Reid down to new CP Sumner. CP Sumner is the first location in service with the new No. 24 double crossovers.

Raleigh – Norfolk Southern installed the first diamond at-grade crossing (right) at CP Boylan on November 18. The new diamond will allow the CSX S-line to cross the NS on its new alignment in preparation for the new tracks to serve Raleigh Union Station.

Spent to Date of \$520M (eff. 11/30/2016)

Component	Expenditure
PD&A/ROW	\$53,854,585
Equipment Procurement & Rebuild	\$31,251,476
Stations & Facilities	\$48,151,839
Track & Structures	\$309,005,579
CRISP	\$2,180,376
Program Totals	\$444,443,855

Three new contracts totaling \$69,410 were awarded in November.



Piedmont Improvement Program – Project Photos – November 2016



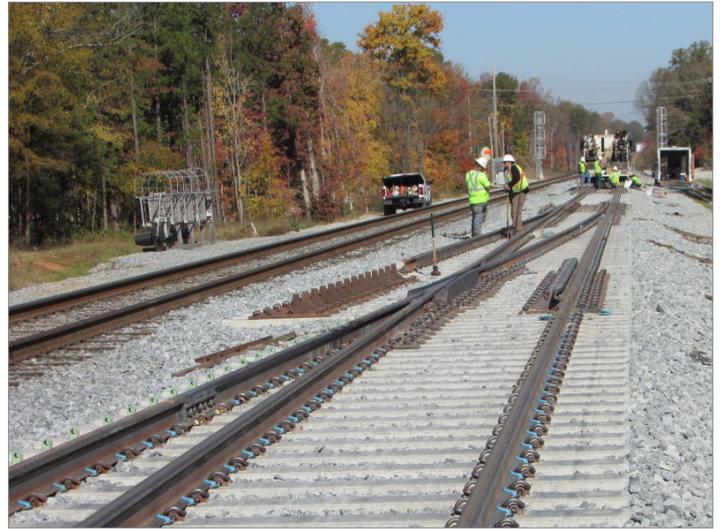
P-5500 Raleigh Union Station construction



P-5500 Raleigh Union Station construction



P-5206 Reid to North Kannapolis, track construction



P-5206 Reid to North Kannapolis, track construction



P-5208 Haydock to Junker, sub-ballast



P-5208 Haydock to Junker, ballast