



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

May 9, 2012

MEMORANDUM TO: AGC-DOT Joint Cooperative Committee Members
FROM: Victor Barbour, PE
SUBJECT: March 22, 2012 Minutes for the Joint Cooperative Committee Meeting

The Joint Cooperative Committee of the AGC-DOT met at 10:00 a.m. on March 22, 2012 in the Chief Engineer's Conference Room at the NCDOT Equipment and Maintenance Facility on Beryl Road in Raleigh with the following in attendance:

Victor Barbour	Terry Gibson	Ron McCollum	Shelton Russell
Philip Bickham	Ricky Greene	Beau Memory	Ron Shaw
Alan Cahill	Ron Hancock	Graham T. Moore	Jule Smith
Ivan Clayton	Berry Jenkins	Jon Nance	Trent Sherrill
Bill Copeland	Don Lee	Donnie Oldham	Lamar Sylvester
Michael Derksen	Bryan Long	Ellis Powell	Burt Tasaico
Steve DeWitt	Mike Manning	Natalie Roskam	Paul Worley

AGENDA AND DISCUSSION ITEMS

Financial Update

Burt Tasaico

Mr. Tasaico reported on the biennium revenue forecast (Attachment #1). The current revenue forecast for State funds for 2012 was reduced by \$50 million to \$3.015 billion due to the lower than expected motor fuel tax revenue. In 2008, the 10-year revenue forecast assumed a reauthorization bill would be signed in 2013 with an increase in Federal spending. The 2013 revenue forecast was reduced by \$225 million to reflect the current expectation that Federal spending will not increase. The 2012 Federal and State revenue reduction of \$65 million is less than 2% of the total forecast and within the margin of error. The 2013 revenue forecast assumes a 37.7-cent gas tax.

Letting Projections

Victor Barbour

Mr. Barbour reviewed the 12-month let list (Attachments #2 and 3). The graph reflects the total number of projects being let and the associated project cost estimates. The expected spending is \$1.7 billion. The rail program is included in the Transportation Improvement Program (TIP) totals.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES DIVISION
1516 MAIL SERVICE CENTER
RALEIGH NC 27699-1516

TELEPHONE: 919-707-2900
FAX: 919-715-5361

WEBSITE: WWW.NCDOT.ORG

LOCATION:
TRANSPORTATION BUILDING
FIRST FLOOR ROOM 102
1 SOUTH WILMINGTON STREET
RALEIGH NC

Legislative and Congressional Update

Beau Memory/Burt Tasaico

Mr. Memory reported that the short session, beginning on May 23, is expected to include a gas tax cap debate. Plans are in place to debate tax structure in 2013. The Department is asking that the gas tax not be capped. If legislation is passed regarding the gas tax, the Department is requesting that the cap be no less than 37.5 cents and limited to one year. If the gas tax bill is limited to one year, the gas tax could be part of the comprehensive tax structure debate next year.

Mr. Barbour explained that 85 cents of every dollar received by the Department is spent outside of the Department with construction contractors receiving approximately half. Only 15% of the Department's budget is used for administrative costs like rent and overhead.

Mr. Memory noted that the Department has been downsizing since 2005. Currently, the Department is the 48th state in number of personnel per road mile. Downsizing can not replace lost revenue because there is not enough money in the personnel budget.

Mr. Memory discussed GAP funds which are slated for the Mid-Currituck Bridge and Garden Parkway. A portion of that GAP funding is shifting into spending for school buses. Some General Assembly members have discussed requiring the Turnpike projects to go through the prioritization process and compete for GAP funds. Mr. Memory noted that the two turnpike projects are in statue, and the Department is mandated to continue them.

Mr. Tasaico analyzed the gas cap of 28.5 cents in 2005 and 2006. The fiscal impact of this tax cap was half of a billion dollars in revenue. Every penny in gas tax yields \$50 million in Department revenue.

Mr. Tasaico reviewed the Federal SAFTEA-LU program (Attachment #4). When SAFTEA-LU was developed, the Federal motor fuel tax generated \$40 billion revenue annually. It currently generates \$32 billion annually. The states' reimbursements have not decreased proportionally. The states' reimbursements are \$38 billion annually. Another extension is expected with the current funding levels. Both chambers will be debating a transportation bill this summer.

Mr. Tasaico explained that the Department is carrying a large cash balance because of the risk associated with the lack of a Federal reauthorization bill. Approximately 25% of the Department's revenue is Federal reimbursement. In the next twelve months, there are 100 Federally funded projects costing an estimated \$1.2 billion which could be impacted if there is a delay in Federal reimbursements.

Rail Program Implementation

Paul Worley

Mr. Worley reviewed the rail project plan (Attachments #5 and 6). The right-of-way agreement with North Carolina Railroad Company was signed. A final capacity agreement is being negotiated with Norfolk Southern. The Department has a master agreement with Federal Railway Administration (FRA), Norfolk Southern and the North Carolina Railroad Company.

The next major milestone will be FRA approval for the final design so right of way can be purchased. Norfolk Southern will handle the ballast and track work. The Department will advertise the grading and construction projects with mandatory pre-bid meetings. These projects will have additional training required for rail safety, a specific prequalification code, and additional schedules for cleaning near the track during the work.

Mr. Jenkins solicited feedback on the draft of the rail prequalification requirements (Attachment #7). The first project which would use the new prequalification codes would be the Hopson Road rail project scheduled for let in October.

Davis-Bacon Wage Rate Survey

Ron Hancock

Mr. Hancock reported on the status of the wage that the survey (Attachment #8). The survey started three weeks ago and three weeks remain. Mr. Hancock provided a list of participants who had started the survey. The quantity of entries by classification and by region shows that more participation is needed to provide an accurate picture of the wages being paid. Mr. Ellis and Mr. Jenkins encouraged participation.

Turnpike Project Status

Steve DeWitt

The Mid-Currituck Bridge project is still in negotiation. The issue to monitor is what the General Assembly decides about GAP funding. Mr. DeWitt noted that he plans to retire soon and complimented Mr. Lee about the State magazine highlight of the wildflower program in North Carolina.

Process of Lower Tier Bridge Program

Victor Barbour

Mr. Barbour solicited feedback for the second round of bridge lettings. The discussion centered on award limits. Mr. Barbour reported that the first round of bridge awards were within 10% of the estimate. The last few letting had bids which were over 10% of the estimate. The next round of bridge lettings will be in the fall or early winter with advertisements around August or September.

Other

Mr. Jenkins announced that the Carolina AGC office moved to 3737 Glenwood Avenue. Mr. Jenkins' office is in room 138.

Next Meeting Date

The next meeting is scheduled for May 17, 2012 at 10:00 a.m. in the Chief Engineer's Conference Room at the NCDOT Equipment and Maintenance Facility on Beryl Road in Raleigh.

Updated Biennium Revenue Forecast

State Revenues	2012	2013
Current Forecast - Feb 2012		
MFT Rates (¢/gallon)	36.4	37.5
Fuel Consumption (M gallons)	5,330.0	5,350.0
Motor Fuel Tax	\$1,858.3	\$1,924.4
Highway Use Tax	483.7	490.0
DMV Fees	672.9	682.4
Total	\$3,015.0	\$3,096.8
Old Forecast - Jan 2011		
MFT Rates (¢/gallon)	37.5	39.7
Fuel Consumption (M gallons)	5,380.0	5,440.8
Motor Fuel Tax	\$1,905.1	\$2,040.4
Highway Use Tax	474.3	485.0
DMV Fees	686.2	695.8
Total	\$3,065.6	\$3,221.2
Delta (Feb 2012 - Jan 2011)		
MFT Rates (¢/gallon)	(1.1)	(2.2)
Fuel Consumption (M gallons)	(50.0)	(90.8)
Motor Fuel Tax	(\$46.8)	(\$116.0)
Highway Use Tax	9.4	5.0
DMV Fees	(13.3)	(13.4)
Total	(\$50.6)	(\$124.4)

Federal Revenues	2012	2013
Current Forecast - Feb 2012	\$956.0	\$956.0
Old Forecast - Jan 2011	970.0	1,057.0
Delta (Feb 2012 - Jan 2011)	(\$14.0)	(\$101.0)

State & Federal Revenues	2012	2013
Current Forecast - Feb 2012	\$3,971	\$4,053
Old Forecast - Jan 2011	\$4,036	\$4,278
Delta (Feb 2012 - Jan 2011)	(\$65)	(\$225)

MAJOR PROJECTS > \$30 MILLION (APRIL 2012- MARCH 2013)

6/19/2012	I-3819A	34192.2.1.GV3	IMS-040-2(145)152	IREDELL	12	STATESVILLE - I-40/I-77 INTERCHANGE INCLUDING I-40 FROM WEST OF SR 2003 (RADIO RD.) TO WEST OF SR-2158 (OLD MOCKSVILLE RD.) AND I-77 FROM SOUTH OF I-40 TO SOUTH OF SR-2171 (JANE SOWER RD.)	\$ 90,100,000	
6/19/2012	R-2554A	34461.3.4	State Funded	WAYNE	4	US 70 (GOLDSBORO BYPASS) FROM WEST OF NC 581 TO SR 1300 (SALEM CHURCH RD.)	\$ 70,500,000	
7/17/2012	R-4902	39929.3.1	IMNHF-485(8)	MECKLENBURG	10	I-485 FROM US 521(JOHNSTON ROAD) TO I-77 SOUTH OF CHARLOTTE	\$ 80,500,000	DB
7/17/2012	R-3307	34528.3.1	STPNHF-0070(132)	CARTERET	2	US 70 FROM THE EXISTING FOUR LANES AT RADIO ISLAND TO US 70 NORTH OF SR-1429 (OLGA RD.)	\$ 74,000,000	
8/21/2012	U-2412B U-2524A	34802.3.4 34820.3.23	STPDA-4121(7)	GUILFORD	7	SR-4228 (VICKERY CHAPEL RD) TO SR-1424 (HILLTOP RD); GREENSBORO- WESTERN LOOP INTERCHANGE AT HIGH POINT RD.	\$ 59,200,000	
8/21/2012	U-2800	34858.3.3	STP-2601(1)	FORSYTH	9	KERNERSVILLE-SR 2601 (MACY GROVE ROAD) FROM INDUSTRIAL PARK DRIVE TO SR 1005 (OLD US 421/OLD GREENSBORO RD.)	\$ 35,300,000	DB
9/18/2012	U-3810	35801.3.1	STP-1406(7)	ONslow	3	JACKSONVILLE - SR 1406 (PINEY GREEN ROAD) FROM US 17 TO NC 2 IN JACKSONVILLE	\$ 45,600,000	
9/18/2012	U-2925	34892.2.3	STP-0918(16)	FORSYTH	9	WINSTON-SALEM- SALEM CREEK CONNECTOR FROM SR-4326 (RAMS DRIVE) TO SR-4325 (MARTIN LUTHER KING DRIVE)	\$ 81,000,000	DB
10/16/2012	U-4444AB U-4444B	36492.3.4 36492.3.2	STP-0210(23)	CUMBERLAND	6	FAYETTEVILLE - NC 210 (MURCHISON ROAD) FROM SR 1613 (HONEYCUTT RD.) TO BUTNER RD.; NC 210 FROM BUTNER RD. TO NORTH OF NC 24-87-210 (BRAGG BLVD) IN SPRING LAKE	\$ 34,400,000	
10/16/2012	R-2303A	34416.3.3	State Funded	CUMBERLAND	6	NC24 FROM WEST OF SR 1009 (MAXWELL RD./CLINTON RD.) IN CUMBERLAND CO. TO SR 1853 (JOHN NUNNERY RD.)	\$ 34,400,000	
11/20/2012	I-5311 I-5338	46265.3.1	IMS-0440(13)	WAKE	5	I-440/US 64 FROM I-40 (EXIT 301) TO NORTH OF US 64-264 (KNIGHTDALE BYPASS); FROM SR 1319 (JONES-FRANKLAND ROAD) TO EAST OF I-440/US 64 (EXIT 301)	\$ 157,600,000	DB
11/20/2012	R-3421C	34542.3.5	HPPNHS-0220(65)	RICHMOND	8	US220 BYPASS FROM SOUTHWEST OF SR 1304 (HARRINGTON RD.) TO FUTURE US220 BUSINESS/US220 BYPASS INTERCHANGE SOUTH OF ELLERBE	\$ 59,700,000	
12/18/2012	R-2707AB	34497.3.4	NHF-0074(142)	CLEVELAND	12	US 74 (SHELBY BYPASS) FROM WEST OF SR 1161 (PLEASANT RIDGE RD.) TO WEST OF SR 1314 (HOYLE RD.)	\$ 30,600,000	
1/15/2013	U-0209B	34749.3.GV3	NHFSTP-0074(137)	MECKLENBURG	10	CHARLOTTE - US 74 (INDEPENDENCE BOULEVARD), FROM NC 24-27 (ALBEMARLE RD.) TO EAST OF (WALLACE LANE)	\$ 54,800,000	
3/19/2013	R-2303B	34416.3.4	State Funded	SAMPSON	3	NC 24 FROM SR 1853 (JOHN NUNNERY ROAD) IN CUMBERLAND COUNTY TO SR 1404 (DOWDY ROAD) IN SAMPSON COUNTY	\$ 48,800,000	

TOTAL COST ESTIMATE PROJECTS EXCEED \$30 MIL \$956,500,000

LARGE BRIDGE PROJECTS > \$10 MILLION

6/19/2012	B-4599	33791.3.1	BRSTP-17(41)	PASQUOTANK	1	BRIDGES 1 & 2 OVER KNOBBS CREEK ON US17/158	\$ 11,200,000	
8/21/2012	B-4028	33395.2.2	BRSTP-0011(9)	BLADEN	6	Bridges 12, 18, & 42 OVER CAPE FEAR RIVER & OVERFLOW ON NC11	\$ 14,200,000	
8/21/2012	B-4091 B-4949	33449.2.2 40107.3.1	BRSTP-301(12) BRNHS-095-2(103)40	CUMBERLAND	6	I-95 BUSINESS LOOP & US301 - BRIDGE 85 OVER CAPE FEAR RIVER SR 1738 & SR 1741 IN FAYETTEVILLE AND BRIDGE 61 OVER CROSS CREEK ON I-95 BUS/US301	\$ 21,000,000	
8/21/2012	B-5178	42549.3.1	BRIMS-026-1(80)1	BUNCOMBE	13	BRIDGES 235 & 238 OVER SR 3421 (POND RD.) AND HOMINY CREEK ON I-26	\$ 14,200,000	
2/29/2013	B-4712	37912.3.1	BRZ-1316(18)	BLADEN	6	BRIDGE 188 AND 189 OVER THE CAPE FEAR RIVER ON SR 1316	\$ 12,900,000	

TOTAL COST ESTIMATE LARGE BRIDGE PROJECTS > 10 MIL \$ 73,500,000

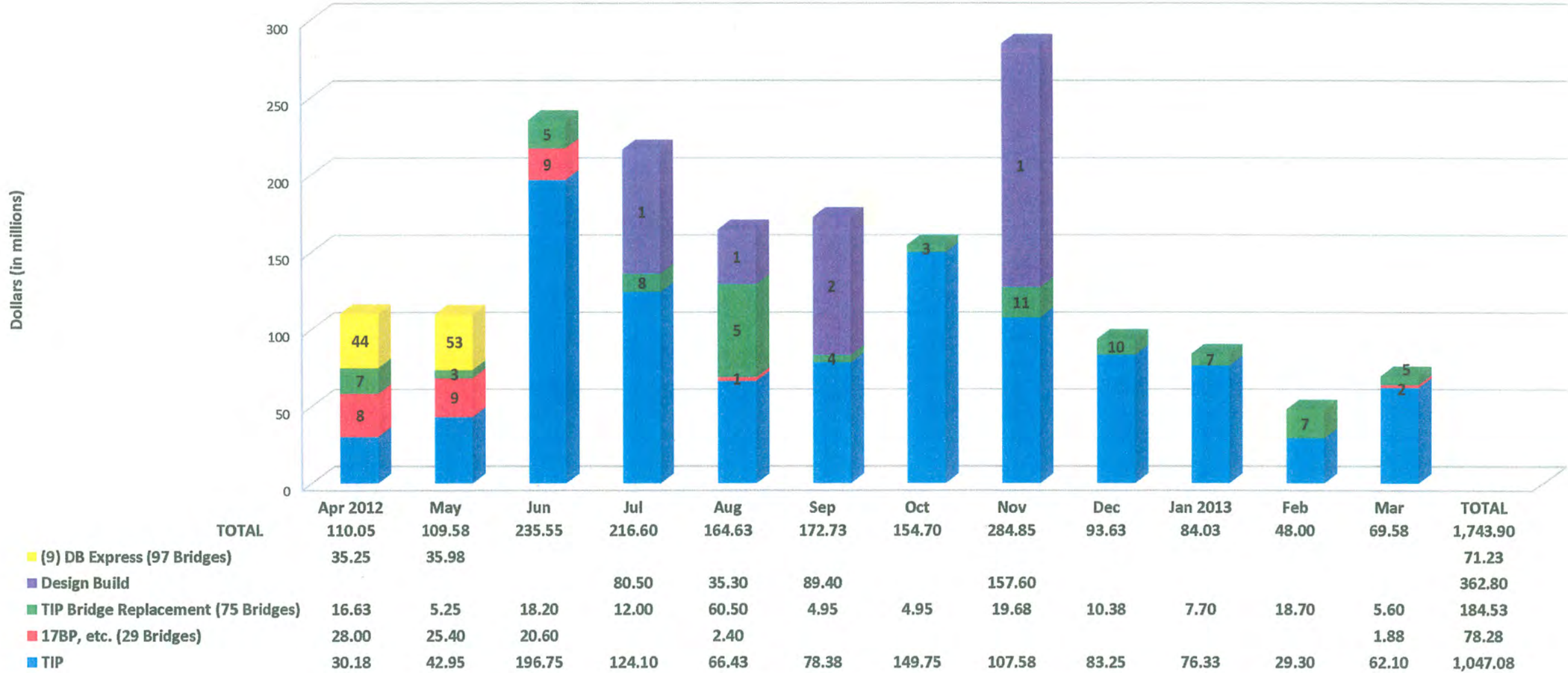
75 - TIP BRIDGE REPLACEMENT PROJECTS BETWEEN APR 2012 AND MAR 2013

29 - (17BP, BK, BP) BRIDGE PRESERVATION PROJECTS

182 - BRIDGES, etc. affected by 17 DIVISION EXPRESS DB PROJECTS

TOTAL 12MLL APR 2012 - MAR 2013 = \$1,743,901,000

12 Month Let List Totals in Millions



*The number on the bar chart represents the number of bridges included in each let category.

Federal Legislative Update March 22, 2012

Surface Transportation Reauthorization

The federal surface transportation reauthorization bill, SAFETEA-LU, expired in September 2009 and has been operating under a series of extensions since that time. While there has been some progress (particularly in the Senate) advancing a reauthorization bill, another short-term extension will be necessary when the current extension expires on March 31, 2012.

Below is a summary of the status of federal reauthorization efforts.

Senate Legislation: MAP-21

In November 2011, the Senate Environment and Public Works Committee unanimously approved a 2-year (Fiscal Year 2012 and Fiscal Year 2013), \$109 billion transportation reauthorization bill: S. 1813, the Moving Ahead for Progress in the 21st Century Act (MAP-21). The other committees with jurisdiction over the bill's transit, safety, and financing titles followed, approving their portions of the bill which were then consolidated into MAP-21. The Senate began consideration of MAP-21 on February 7, 2012 and voted to approve the bill by a vote of 74 to 22 on March 14, 2012.

MAP-21 reauthorizes the federal-aid highway program at current levels plus inflation. It includes \$10.5 billion in new revenue and spending offsets to meet this funding level. The bill does away with the traditional federal-aid highway formulas used to apportion funds to states and does not add new formulas. Under the bill, each state will be apportioned a percentage of the total authorized formula funding equal to the proportion received for FY05-09. The level will be adjusted to make sure each state receives a 95% rate of return on Highway Trust Fund Account tax payments.

MAP-21 consolidates core highway programs into 6: National Highway Performance Program, Transportation Mobility Program, Metropolitan Planning, National Freight Program, CMAQ, and Highway Safety Improvement Program.

Other key provisions of the bill:

- Directs the Secretary of Transportation to create performance measures for safety, road conditions, and overall system performance that states would have to make progress towards or risk losing some of their funding;
- Expands Transportation Infrastructure Finance and Innovation Act (TIFIA) funding from \$122 million to \$1 billion per year;

- Expands the use of alternative financing mechanisms and private-sector investment to supplement traditional highway grant funding;
- Eliminates the requirement that states spend federal funds on transportation enhancement projects, and amend the list of activities eligible for funding as transportation enhancements;
- Alters the criteria for Tier I and Tier II metropolitan planning organizations and create a new class of non-metropolitan planning organizations;
- Create new dedicated funding for freight transportation; and
- Expedites project delivery by streamlining NEPA review.

House Status

In early February 2012, the House Transportation and Infrastructure Committee approved a five-year reauthorization of surface transportation programs funded at \$260 billion: H.R. 7, the American Infrastructure and Jobs Act of 2012.

Funding for the bill is tied to expanded energy production including offshore drilling on the Atlantic Coast as well as reforms to federal pension contributions.

Since passing out of Committee on a party-line vote, the bill has run into significant challenges and the House leadership is now re-working the bill. As written, H.R. 7 did not have enough support to pass the House with many small-government focused House members opposing it as being too large and both Democrats and Republicans objecting to its changes to the Mass Transit Account of the Highway Trust Fund.

A shorter bill (18 months) either with or without funding cuts was discussed, but did not gain traction. Shortening the duration of the bill would avoid the challenge of identifying offsets to pay for the legislation. Funding available from the Highway Trust Fund is about \$20 billion less per year than current funding levels. The payroll tax cut deal reached by Congress in February took some of the federal pension savings that had been slated as a pay-for for the House bill, leaving a hole in the legislation's financing maneuver.

The future of the House bill is very much uncertain as the House Republican leadership works to find a path forward that can gain the support of their members. The bill does not appear on the calendar for the next two weeks and the House is scheduled to be on recess for the first two weeks of April. So the earliest that the House could act on their multi-year bill is the week of April 16.

Future Outlook

Since it is not possible for a final bill to be passed into law before the current extension expires on March 31, Congress will now turn its focus to extending SAFETEA-LU. The House appears to be leaning toward a clean, short-term extension lasting until June 30, 2012, though this has not been officially confirmed. The extension would be considered on the House floor the week of March 26. The Senate would then have to accept the House-passed extension as is before March 31. If the Senate fails to pass the bill, the Federal Highway Administration would shut down on Monday, April 2.

NCDOT PROGRAM PROGRESS

COOPERATIVE AGREEMENT=> | DSOA=> | SOA- A1=>

NCDOT Component Program and Project Number	PROJECT DEVELOPMENT		PROJECT PREPARATION		CONSTRUCTION		2010		2011				2012				2013				2014				2015				2016										
	PE	NEPA	FD	ROW	START	FINISH	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
Program Development and Administration																																							
PD&A (includes ROW)	TBD	TBD	TBD	BELOW	TBD	TBD	EQUIPMENT REBUILD STARTED SUMMER 2010																																
Equipment Procurement and Rehabilitation																																							
P3	Rebuild two FP59PHI locomotives	COMPLETE	COMPLETE	COMPLETE	N/A	COMPLETE	COMPLETE	APR 2012																															
P5	Rebuild three locomotives	COMPLETE	COMPLETE	COMPLETE	N/A	COMPLETE	COMPLETE																																
P6	Refurbish three coaches	COMPLETE	COMPLETE	COMPLETE	N/A	COMPLETE	COMPLETE																																
P22	Purchase four used coaches and parts and refurbish seven coaches	COMPLETE	COMPLETE	COMPLETE	N/A	COMPLETE	DEC 2012		REFURBISH																														
Stations and Facilities							PHASE I OF STATIONS WORK STARTED FALL 2010, PHASE II STARTS WINTER 2012																																
* = Schedule Impact by Service Outcomes Agreement / Waiver Granted																																							
P2	Cary Depot Expansion	COMPLETE	COMPLETE	COMPLETE	N/A	COMPLETE	COMPLETE	PE	FD	EA	CONSTRUCTION																												
P7	Station Security and Backup Generators	COMPLETE	COMPLETE	JAN 2012	N/A	COMPLETE	DEC 2012			CE	FD	CONSTRUCTION																											
P8	Charlotte Maintenance Facility	JUN 2012	SEP 2012	SEP 2012	?	JAN 2013	JUL 2014			PE/NEPA		CE	FD	EA	FD/ROW	CONSTRUCTION																							
P11	Kannapolis Station Platform Canopy	COMPLETE	COMPLETE	MAR '12 (FIN)	N/A	APR 2012	JAN 2013			PE/NEPA		CE	FD	C																									
P14	High Point Station Parking Expansion	COMPLETE	COMPLETE	COMPLETE	COMPLETE	COMPLETE	MAY 2012	PE	FD	EA	CONSTRUCTION																												
P16	Burlington Station Platform Extension	COMPLETE	COMPLETE	COMPLETE	N/A	COMPLETE	COMPLETE	PE	FD	CE	CONSTRUCTION																												
P23	Capital Yard Phase I Improvements	COMPLETE	COMPLETE	COMPLETE	N/A	COMPLETE	APR 2012	PE	FD	CE	CONSTRUCTION																												
P24	Passenger Information Display Systems (PIDS)	COMPLETE	COMPLETE	MAR 2012	N/A	JUN 2012	AUG 2013			PE/NEPA		CE	FD	CONSTRUCTION																									
Track and Structures							* = Schedule Impact by Service Outcomes Agreement																																
H-Line Projects: Raleigh - Greensboro							H-LINE WORK STARTS FALL 2012																																
P1	Graham (CP Merrill) to CP Haw River passing siding and curve realignment	COMPLETE	MAR 2012	APR 2012	JAN 2012	OCT 2012	AUG 2014	PE/NEPA					EA	FD	ROW	CONSTRUCTION																							
P15	McCleasville Rd grade separation	JUL 2013	DEC 2012	JUL 2013	JUL 2013	JUN 2014	MAR 2016	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
P17	CP Nelson to CP Clegg passing siding	COMPLETE	MAR 2012	JUN 2012	N/A	OCT 2012	AUG 2014	PE/NEPA					CE	FD	CONSTRUCTION																								
P18	Hopson Road grade separation	COMPLETE	COMPLETE	JUN 2012	FEB '12 (FIN)	OCT 2012	AUG 2014	PE/NEPA					EA	FD	CONSTRUCTION																								
P19	Morrisville Parkway grade separation	SEP 2012	AUG 2012	SEP 2012	SEP 2012	OCT 2013	SEP 2016	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
Mainline Projects: Greensboro - Charlotte							MAINLINE WORK STARTS WINTER 2012-2013																																
P10a	Double Track CP Haydock to CP Junker	SEP 2012	MAR 2012	SEP 2012	SEP 2012	JUL 2013	DEC 2016	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
	4 Grade Separations	APR 2012	MAR 2012	APR 2012	APR 2012	APR 2013	SEPT 2015	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
P10b	Double Track CP Reid to CP North Kannapolis	JUN 2012	MAR 2012	JUN 2012	JUN 2012	JUL 2013	DEC 2016	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
	2 Grade Separations	MAR 2012	MAR 2012	MAR 2012	MAR 2012	MAR 2013	NOV 2014	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
P10c	Double Track CP Bowers to CP Lake	JUL 2012	MAR 2012	JUL 2012	JUL 2012	JUN 2013	OCT 2016	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
	2 Grade Separations	APR 2012	MAR 2012	APR 2012	APR 2012	MAR 2013	OCT 2014	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
P12	Klumac Road grade separation	COMPLETE	COMPLETE	MAR 2012	MAR 2012	OCT 2012	MAR 2015	PE/NEPA					EA	FD	ROW	CONSTRUCTION																							
P13	Curve realignment at CP Duke	MAY 2012	COMPLETE	MAY 2012	N/A	FEB 2013	MAR 2014	PE/NEPA					CE	FD/ROW	CONSTRUCTION																								
P21	Private crossing safety Initiative (PCSI)	ONGOING	ONGOING	ONGOING	ONGOING	ONGOING	ONGOING	PE/NEPA					EA	FD/ROW	C	EA	FD/ROW	C	EA	FD/ROW	C	EA	FD/ROW	C	EA	FD/ROW	C	EA	FD/ROW	C	EA	FD/ROW	C						
CRISP-NS/CSXT Mainline Grade Separation							CHARLOTTE WORK STARTS FALL 2013																																
Note: This project is anticipated to have the most schedule risk in the NCDOT program.																																							
P9	NS/CSXT Mainline Grade Separation	NOV 2012	NOV 2012	NOV 2012	NOV 2012	NOV 2013	APR 2017	PE/NEPA					EA	FD/ROW	CONSTRUCTION																								
PROGRAM TOTAL																																							

NOTES: Dates for PE and NEPA are anticipated Final/Completion dates. Dates for FD and ROW are beginning dates except for P17/18 which are Final/Completion dates. 10 -

NCDOT's Piedmont Improvement Program - Milestone Dates for Track and Structures Projects

ID No.	Project Description	Division	TIP #	Signed FONSI or Signed CE	Submit 25% Plans	Submit FDFI (65%) Plans	Issue Right-of-Way Plans	Submit PLFI (90%) Plans	Submit Final Plans	Let Date	Construction Complete & Accepted
1	Graham to Haw River	7	P-5205	30-Mar-2012	n/a	07-Feb-2011	16-Sep-2009	03-Apr-2012	12-Jun-2012	15-Jan-2013	AUG 14
9	CRISP - NS/CSXT Main Line Grade Separation	10	P-5002	15-Nov-2012	01-Apr-2011	07-Sep-2012	16-Nov-2012	03-Apr-2013	10-Jul-2013	19-Nov-2013	APR 17
10a	Double Track from CP Haydock to CP Junker	10	P-5208	30-Mar-2012	19-Aug-2011						
10a-1	Railroad roadbed from CP Haydock to Pharr Mill Road	10	P-5208A			30-Jul-2012	17-Sep-2012	08-Jan-2013	09-Apr-2013	16-Jul-2013	DEC 16
10a-2	Pharr Mill Road Grade Separation	10	P-5208B		30-Sep-2011	12-Mar-2012	20-Apr-2012	20-Nov-2012	08-Jan-2013	16-Apr-2013	JAN 15
10a-3	Railroad roadbed from Pharr Mill Road to Millbrook Road	10	P-5208C			30-Jul-2012	17-Sep-2012	08-Jan-2013	09-Apr-2013	16-Jul-2013	DEC 16
10a-4	Roberta Road Extension Grade Separation	10	P-5208D		21-Oct-2011	09-Mar-2012	16-Apr-2012	20-Nov-2012	08-Jan-2013	16-Apr-2013	MAY 15
21-a(1)	PCSI-Caldwell Park Drive (H2J)	10	P-5208E		21-Oct-2011	09-Mar-2012	16-Apr-2012	20-Nov-2012	08-Jan-2013	16-Apr-2013	MAR 15
21-a(2)	PCSI-Caldwell Road Grade Separation (H2J)	10	P-5208F		28-Oct-2011	09-Mar-2012	16-Apr-2012	20-Nov-2012	08-Jan-2013	16-Apr-2013	NOV 14
10a-5	Railroad roadbed Millbrook to Junker.	10	P-5208G			30-Jul-2012	17-Sep-2012	08-Jan-2013	09-Apr-2013	16-Jul-2013	DEC 16
10a-6	Grier Road Grade Separation	10	P-5208H		19-Oct-2011	03-Apr-2012	30-Apr-2012	20-Nov-2012	08-Jan-2013	16-Apr-2013	SEP 15
10a-7	Railroad trackwork (Norfolk Southern)	10	P-5208I						09-Apr-2013	TBD	DEC 16
10a-8	Railroad signals (Norfolk Southern)	10	P-5208J						TBD	TBD	TBD
10b	Double Track from CP Reid to CP North Kannapolis	9	P-5206	30-Mar-2012	05-Aug-2011						
10b-1	Peeler Road Grade Separation and service roads.	9	P-5206A		03-Oct-2011	17-Feb-2012	23-Mar-2012	30-Oct-2012	11-Dec-2012	19-Mar-2013	NOV 14
10b-2	Railroad roadbed from Reid to Mt. Hope Church Road	9	P-5206B			30-Apr-2012	15-Jun-2012	11-Dec-2012	12-Mar-2013	16-Jul-2013	DEC 16
10b-3	Railroad roadbed from Mt. Hope Church Rd. to Central Ave.	9	P-5206C		23-Dec-2011	30-Apr-2012	15-Jun-2012	11-Dec-2012	12-Mar-2013	16-Jul-2013	DEC 16
10b-4	Railroad roadbed from Central Avenue to North Kannapolis	9	P-5206D			30-Apr-2012	15-Jun-2012	11-Dec-2012	12-Mar-2013	16-Jul-2013	DEC 16
10b-5	24th Street Grade Separation	9	P-5206E		07-Oct-2011	17-Feb-2012	23-Mar-2012	30-Oct-2012	11-Dec-2012	19-Mar-2013	JUN 14
10b-6	Railroad trackwork (Norfolk Southern)	9	P-5206F						12-Mar-2013	TBD	DEC 16
10b-7	Railroad signals (Norfolk Southern)	9	P-5206G						TBD	TBD	TBD
10c	Double Track from CP Bowers to CP Lake	9	C-4901	30-Mar-2012	20-Jun-2011						
10c-1	Railroad roadbed from Bowers to Lake.	9	C-4901A		06-Dec-2011	28-May-2012	17-Jul-2012	13-Nov-2012	12-Feb-2013	18-Jun-2013	OCT 16
10c-2	Upper Lake Road Grade Separation	9	C-4901B		03-Oct-2011	14-Mar-2012	16-Apr-2012	30-Oct-2012	11-Dec-2012	19-Mar-2013	SEP 14
10c-3	Turner Road Grade Separation	9	C-4901C		12-Aug-2011	14-Mar-2012	16-Apr-2012	30-Oct-2012	11-Dec-2012	19-Mar-2013	OCT 14
10c-4	Railroad trackwork (Norfolk Southern)	9	C-4901D						12-Feb-2013	TBD	OCT 16
10c-5	Railroad signals (Norfolk Southern)	9	C-4901E						TBD	TBD	TBD
12	Klumac Road Grade Separation	9	U-3459	16-Sep-2011	07-Jan-2011	02-Sep-2011	31-Oct-2011	01-May-2012	10-Jul-2012	16-Oct-2012	MAR 15
13	Main Line Curve realignment at Duke (Norfolk Southern)	9	I-2304AE	15-Jul-2011	16-Jul-2010	03-Apr-2012	n/a	10-Jul-2012	09-Oct-2012	19-Feb-2013	MAR 14
14	Samford Road closure, closing and realignment	7	P-5204								
15a	McLeansville Rd Grade Separation	7	P-5204	04-Dec-2012	30-Mar-2012	03-Jun-2013	15-Jul-2013	25-Nov-2013	11-Feb-2014	19-Jun-2014	MAR 16
17	Siding from CP Clegg to CP Nelson	5	U-4716C	19-Mar-2012	07-Oct-2010	02-Dec-2011	n/a	13-Apr-2012	12-Jun-2012	16-Oct-2012	AUG 14
18	Hopson Road Grade Separation	5	U-4716A	03-Feb-2012	07-Oct-2010	02-Dec-2011	03-Feb-2012	13-Apr-2012	12-Jun-2012	16-Oct-2012	AUG 14
18a	Church Street Extension	5	U-4716B	03-Feb-2012	04-Nov-2011	TBD	TBD	TBD	TBD	TBD	TBD
19	Morrisville Parkway Grade Separation	5	P-5201	24-Aug-2012	02-Dec-2011	12-Aug-2012	15-Sep-2012	28-May-2013	09-Jul-2013	15-Oct-2013	SEP 16

Prequalification of Rail Road Grading Contractors

NCDOT currently has a work code for highway grading contractors, but given the complexity of working parallel to an active mainline track, the department has added some additional filters in qualifying grading contractors for the Rail work code.

Add new work code 5090 under Rail – Railroad Right-of-Way Grading

Additional filters to those already in place for experience, equipment, etc:

- Within the last 5 years, the applicant must have been a prime contractor on at least two (2) Interstate or US Route Improvement Projects (i.e. widening, resurfacing)
- The above projects must have been at least \$4 million in project cost
- Within the last 5 years the applicant must have had at least one project (does not have to be one of the 2 above) that was within or over railroad right-of-way and involved a rail flagger.

We will be asking for project information so the projects can be checked out if any questions on the contractor arises during review.

Contractor
APAC-Atlantic, Inc./Thompson-Arthur Paving & Construction
B.R.S., Inc.
Balfour Beatty Infrastructure, Inc.
Barnhill Contracting Company
Barnhill Contracting Company (Highway Division)
Blythe Construction, Inc.
Boggs Paving, Inc.
Carl Rose & Sons, Inc.
Carolina Environmental Contracting, Inc.
Clark Pavement Marking Inc.
Delta Contracting, Inc.
EATON CONST. CO.,INC.
Flatiron-Lane, a jv
Gelder & Associates, Inc
Harrison Construction Company Division of APAC-Atlantic Inc
Inner-View of VA, Ltd
LINEBERRY, INC.
LONG FOUNDATION DRILLING CO
Oliver Paving Company
PIEDMONT ASPHALT PAVING CO., INC.
PP&S, Inc,
Propst Construction Company
Protech Mechanical
R. E. Burns & Sons Co., Inc.
R.P.C. CONTRACTING, INC.
S. T. Wooten Corporation
Seal Brothers Contracting, LLC
Sharpe Brothers A Division of Vecellio & Grogan, Inc.
TARPON INDUSTRIAL, INC.
UNITED CONTRACTORS, LLC
Young & McQueen Grading Co., Inc

Classification	EastRural	EastMetropolitan	CentralRural	CentralMetropolitan	WestRural	WestMetropolitan
Blaster	0	1	1	4	0	0
Bridge Painter	0	6	0	5	11	0
Carpenter	12	27	44	12	0	2
Cement Mason/Concrete Finisher	27	39	13	18	1	1
Electrician	2	2	4	0	0	0
Ironworker	0	1	6	0	0	0
Laborer - Asphalt Raker and Spreader	26	38	11	27	4	4
Laborer - Asphalt Screed/Jackman	27	41	10	23	7	7
Laborer - Carpenter Helper	5	7	1	4	0	0
Laborer - Cement Mason/Concrete Finisher Helper	3	10	11	5	2	2
Laborer - Common or General	83	160	52	83	61	7
Laborer - Concrete Saw	0	0	1	1	2	0
Laborer - Guardrail Installer	0	1	0	0	0	0
Laborer - Mechanic Helper	0	2	1	1	0	0
Laborer - Oiler/Greaser	1	10	0	1	2	0
Laborer - Pipelayer	10	14	1	4	4	0
Laborer - Skilled	20	42	35	16	10	4
Laborer - Traffic Signal/Lighting Installer	0	0	0	2	0	0
Mechanic	12	35	3	5	13	7
Power Equipment Operator - Asphalt Broom Tractor	2	1	0	6	0	0
Power Equipment Operator - Bulldozer Fine	8	37	1	9	1	0
Power Equipment Operator - Bulldozer Rough	9	35	5	9	3	0
Power Equipment Operator - Concrete Grinder/Groover	0	0	0	2	0	0
Power Equipment Operator - Crane Boom Trucks	0	1	0	0	0	0
Power Equipment Operator - Crane Other	4	6	15	2	4	2
Power Equipment Operator - Crane	0	3	1	5	0	0
Power Equipment Operator - Drill Operator Structure	0	4	2	4	3	4
Power Equipment Operator - Excavator Fine	17	35	2	11	4	2
Power Equipment Operator - Excavator Rough	15	32	8	14	4	0
Power Equipment Operator - Grader/Blade Fine	8	35	2	14	8	3

Classification	EastRural	EastMetropolitan	CentralRural	CentralMetropolitan	WestRural	WestMetropolitan
Power Equipment Operator - Grader/Blade Rough	5	13	2	4	1	0
Power Equipment Operator - Loader 2 cubic yards or less	3	7	3	5	2	2
Power Equipment Operator - Loader Greater than 2 cubic yards	3	13	5	9	13	7
Power Equipment Operator - Material Transfer Vehicle (shuttle buggy)	0	0	1	1	1	0
Power Equipment Operator - Milling Machine	1	2	0	7	0	0
Power Equipment Operator - Off-road Hauler/Water Tanker	1	18	0	9	1	0
Power Equipment Operator - Paver Asphalt	18	35	7	16	9	4
Power Equipment Operator - Paver Concrete	0	0	0	1	0	0
Power Equipment Operator - Roller Asphalt Breakdown	13	14	0	9	6	6
Power Equipment Operator - Roller Asphalt Finish	22	39	8	30	16	10
Power Equipment Operator - Roller Other	7	24	0	10	4	0
Power Equipment Operator - Scraper Finish	3	11	0	3	0	0
Power Equipment Operator - Scraper Rough	1	18	0	4	0	0
Power Equipment Operator - Slip Form Machine	0	0	2	0	0	0
Power Equipment Operator - Tack Truck/Distributor Operator	14	21	5	16	4	0
Truck Driver - Commercial Drivers License Class A Required	149	169	31	38	32	2
Truck Driver - Commercial Drivers License Class B Required	1	3	0	7	8	4
Truck Driver - Commercial Drivers License Not Required	6	10	4	4	6	1