



Proposed Construction Of Additional Track & Rail Crossing Improvements  
From Reid (South Of Salisbury) To North Kannapolis  
Along The North Carolina Railroad (NCRR)/Norfolk Southern Railway (NS)

## INFORMATION SHEET

**Citizens Informational Workshop for TIP No. P-3414P  
November 12, 2009**

### **WHAT IMPROVEMENTS ARE BEING STUDIED?**

The North Carolina Department of Transportation (NCDOT) Rail Division proposes to construct an additional railroad track adjacent to the existing railroad track along the North Carolina Railroad (NCRR)/Norfolk Southern Railway (NS) between control points "Reid" (south of Salisbury) and "North Kannapolis" in Rowan County. The proposed improvements begin approximately half a mile north of Peach Orchard Road (SR 2359) and extend to just south of East 22<sup>nd</sup> Street (SR 1254) in Kannapolis. The project would include a 10-mile section of second main track replaced on the former roadbed on the west side of the existing track.

### **WHY ARE WE HOLDING A 2<sup>ND</sup> WORKSHOP?**

Based on the need to provide safe opportunities for roadway crossings, the design team has identified several possible locations for grade separations (bridges). These locations may require additional right-of-way beyond the 200-foot NCRR corridor. The enclosed vicinity map shows the locations where grade separations are to be evaluated. More detail is on the corresponding large maps presented at this workshop.

### **WHY ARE IMPROVEMENTS NEEDED?**

The proposed project is along the rail corridor between Greensboro and Charlotte. This corridor is one of the most heavily traveled railroads in the state, hosting as many as 60 passenger and freight trains per day. The corridor is also part of the federally-designated Southeast High Speed Rail (SEHSR) corridor. This section of rail previously contained two tracks, but portions of the double track were removed as redundant in the 1960's as part of a signal system improvement project. Since that time, rail traffic has greatly increased and the additional track and its capacity is needed.

NCDOT's track improvements along this rail corridor focus on improving traffic flow and minimizing congestion. The proposed project would increase the overall corridor capacity and improve passenger train schedule reliability by allowing freight and passenger trains to quickly and efficiently maneuver around each other.

### **GET INVOLVED!**

In addition to participating in the workshop, you are invited to:

**Arrange small group meetings.** The study team is available throughout the study process to meet and discuss the project through informal question and answer sessions with neighborhood groups and civic organizations.

**Call the study's toll-free hotline at:** 1-800-349-3721 (Hours of Operation: 8am – 5pm, Monday through Friday)

**Add your name to the mailing list.** If you would like to receive future newsletters or meeting notices, you may add your name to the mailing list at the workshop or by contacting the study team.

**Call or write the study team.** Comments and suggestions will be documented and considered during the entire study process. You may contact the study team or the NCDOT at the following addresses:

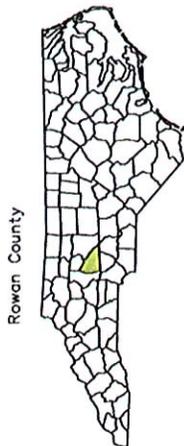
Mr. Marc Hamel  
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1553 Mail Service Center  
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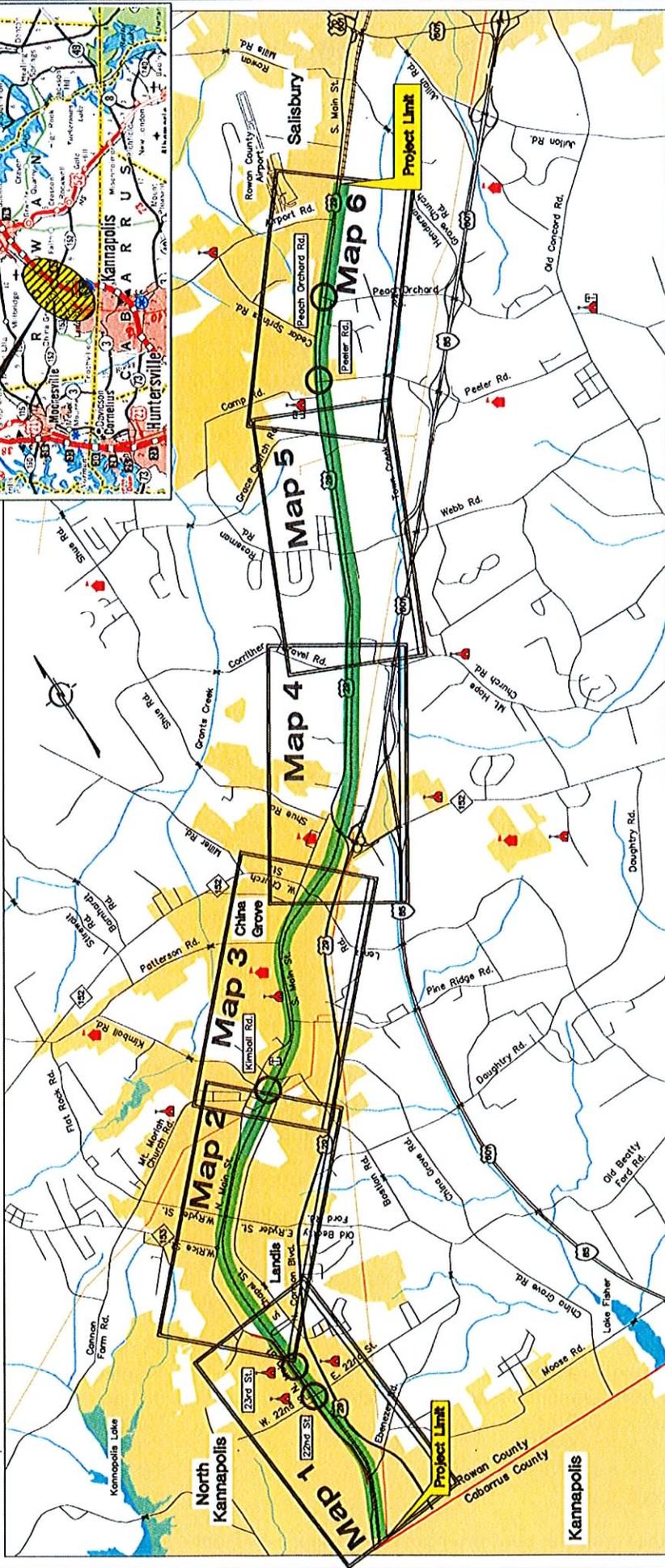
**Legend**

- Project Study Area
- Municipal Boundaries
- Major Powerlines
- Streams
- Church
- Cemetery
- School



Project Vicinity

○ Evaluate for Possible Grade Separation



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 TIP No. P-3414P  
 Rowan County, North Carolina

Project Vicinity and Index to Maps  
 Not to Scale



**Note:**

There are six workshop maps on display.

Please use this index to locate your area of concern.

The staff will be happy to help you find the map you need.



## North Carolina Railroad Corridor Management Policy Summary

### Overview

The North Carolina Railroad Company (NCR) owns the 317 mile long, 200 foot wide rail corridor that extends from the Port at Morehead City to Charlotte. The railroad was built in the 1850's to open the State for economic development. The NCR, whose stock is owned by the State of

### The Mission of the North Carolina Railroad Company

To manage, improve and protect the State of North Carolina's rail properties and corridors in a manner that will enhance passenger and freight service and promote economic development

North Carolina, manages the major rail transportation artery for the State, with thousands of railcars and eight Amtrak trains traveling over its tracks daily.

Recent concerns about highway construction costs and

congestion, energy supplies and fuel costs, and the environment have focused more attention on railroads as a solution for meeting 21<sup>st</sup> Century transportation needs in North Carolina.

To help meet those needs, NCR, along with its partners, has underway a \$160 million rail improvement program through 2012. Projects will improve safety, add tracks, and shorten travel time for both freight and passenger trains. Those improvements involve greater use of land within the 200 foot wide corridor.

Buildings and development close to the tracks limit track additions and rail improvements. Some uses of land close to the rail line

have caused environmental contamination and safety hazards. To deal with those situations and prevent others from occurring, NCR established a new Corridor Management Policy.



### Three Significant Changes

1. If you are a property owner with a good faith title interest in the rail corridor and have a building or improvement in a portion of the corridor that is needed for a rail project in the future, the improvements may need to be removed. If this is the case, NCR will pay you for the tax value of the improvements if you have an occupancy agreement with NCR and the structures were built prior to January 1, 2009. Previously there was no provision for reimbursement.

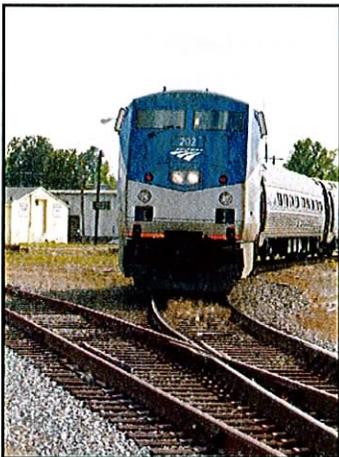
2. NCCR has eliminated the requirement for many residential and commercial/business enterprises within the corridor to pay the railroad an annual fee for the use of the right of way. Businesses within 30 feet of the rail line are exempt from the fee if they are already paying property taxes on that land or improvements and have a title interest in the corridor. The policy does not allow new commercial construction within 30 feet of the track center after January 1, 2009.



3. Some commercial uses within the NCCR corridor will need insurance to cover liability. NCCR and Norfolk Southern are working out the details of insurance requirements.

### **Checklist for Landowners**

NCCR is trying to make it easier for you to determine how this new Corridor Protection Policy will affect you. We will be devoting a portion of our web site to help you determine what conditions may apply. Key areas are:



- When (or about when) did your occupancy of the corridor start?
- What do you use the rail corridor for?
- How close to the tracks are you?
- Do you have a good faith title interest in the rail corridor?
- Are there all or portions of any buildings that you own in the corridor?
- Are you paying real estate taxes on your property inside the rail corridor?

### **Safety**

NCCR wants you to be aware of safety issues that could result from being close to railroad tracks. Some uses may not be appropriate; others, such as fuel storage tanks or hazardous materials, could be dangerous. If you have any concerns, please call the NCCR Property Department. We appreciate your cooperation and encourage you to contact us.

**Landowners who own property along the NCCR tracks can contact NCCR Property Department at 919-954-7601 or visit the website [www.ncrr.com](http://www.ncrr.com) for more information.**



