

# Charlotte Rail Projects Update

February 2019



LYNX Blue Line Extension Light Rail Opened March 2018

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Planning & Design Division Staff  
Edition 3**

# CHARLOTTE RAIL PROJECTS UPDATE

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# CHARLOTTE RAIL PROJECTS UPDATE

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## INTRODUCTION

Charlotte has long been an important transportation and rail hub in the southeastern United States. It is integral not only to the rail network in North Carolina for the movement of goods, but to the nation as well. For well over 100 years, Charlotte has been served by two major national railroads, the Norfolk Southern Railroad and CSX Transportation. These two Class I railroad companies operate over 75% of the state's rail system (NOTE: The Federal government classifies railroads as I, II or III based on the amount of gross annual revenue, with Class I having the highest revenues). The network provided by these railroads serves ports, power plants, mines, military installations, agriculture, forestry, plastic, furniture and other industries such as coal, food products and chemicals. Both have established major rail intermodal yards, furthering positioning the City as a global transportation and commerce hub. The Norfolk Southern Intermodal Facility at Charlotte Douglas International Airport and the CSXT Intermodal Yard in northwest Charlotte both serve as catalysts for growth, while presenting the opportunity to strengthen existing business sectors and growing new sectors.

Over the past twelve years, many programs and projects have been identified to improve safety and enhance the movement of goods through Charlotte. For the City, some of these projects will eliminate conflicts between trains and vehicles or pedestrians thus reducing the number of crashes that occur annually at rail crossings. In some instances, these projects will allow for enhanced, high-speed, intercity rail service and for future local commuter rail service.

For purposes of this document, railroad projects in Charlotte have been put into six categories: Charlotte Railroad Improvement and Safety Program (CRISP), City of Charlotte Department of Transportation (CDOT)/North Carolina Department of Transportation (NCDOT) Memorandum of Understanding, 2030 Transit Corridor System Plan, Greater Charlotte Regional Freight Mobility Plan (GCRFMP), State Transportation Improvement Program (STIP) and Other Projects. The description of each category is as follows:

### *Charlotte Railroad Improvement and Safety Program (CRISP)*

The Charlotte Railroad Improvement and Safety Program (CRISP) is a partnership among freight and transit providers, along with state and local agencies that are involved with freight and passenger rail transportation planning and implementation. This program was devised to improve rail operations, safety, and efficiency through a variety of means, including track modernization and relocation. It is intended that these measures will improve the environment and quality of life for citizens within proximity to the rail lines, as well as enhance connectivity for all transportation modes. See map in Appendix A.



Intersection improvements at NCR/McLean Road rail crossing near Old Concord Road.



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## *CDOT/NCDOT Memorandum of Understanding (MOU)*

Charlotte Department of Transportation (CDOT) and North Carolina Department of Transportation (NCDOT) entered into an agreement in January 2007 to develop a package of projects to improve grade crossing safety within the City of Charlotte. The projects included crossing closings, enhancing crossing surfaces, installing warning devices, and/or installing or upgrading traffic signals. Eighteen (18) project locations were identified by this MOU. See document in Appendix B.

## *2030 Transit Corridor System Plan*

In 2006, the Metropolitan Transit Commission (MTC) adopted the 2030 Transit Corridor System Plan. This updated, long-range plan consists of multiple rapid transit improvements in five corridors, a series of Center City improvements, and bus service and facility improvements throughout the region. The 2030 Plan initially proposed Bus Rapid Transit service for the LYNX Silver Line. A study completed in 2016 determined the long-range rail vision for the corridor. In fall 2016 the MTC adopted an update to the 2030 Plan selecting a light rail alignment for the LYNX Silver Line. The LYNX Silver Line light rail will operate between Uptown Charlotte and the Town of Matthews.

Since July 2017, CATS has engaged the public and stakeholders on rapid transit options for the North and West Corridors as well as system integration options. The LYNX System update was presented to the Metropolitan Transit Commission (MTC) in January 2019 recommending the West Corridor and System Integration as well a path forward for the North Corridor. MTC action on the recommendations will be requested at the February 2019 meeting. If approved, an updated map will be available at [ridetransit.org](http://ridetransit.org). The current map highlighting the 2030 Plan projects can be found in Appendix C.

## *Greater Charlotte Regional Freight Mobility Plan (GCRFMP)*

The plan, completed in 2016, was a multi-jurisdiction public-private collaboration effort lead by the Centralina Council of Governments (CCOG) in partnership with the region's Metropolitan Planning Organizations (MPOs), Rural Planning Organization (RPO), Federal Highway Administration, US Department of Commerce Economic Development Administration, NCDOT, SCDOT, local governments, economic development commissions, and private rail and trucking companies, logistics and distribution firms. The Plan looks at the region's freight goals and assists in the development of short and long-term strategies and projects to implement these goals.

## *State Transportation Improvement Program (STIP)*

The State Transportation Improvement Program (STIP) is NCDOT's 10-year project funding and construction schedule. In addition to highway and street projects, it includes non-highway mode projects, such as projects in rail corridors. The STIP is updated biennially based on a data driven process called Prioritization (noted in this document as SPOT 5.0). For SPOT 5.0, potential transportation improvement projects were submitted to NCDOT to be scored and ranked at the statewide, regional and division levels, based on approved criteria such as safety, congestion, benefit-cost and local priorities. The next iteration of this process will begin in 2019 and will be called SPOT6.0. Scores and other factors are used to determine whether a project receives funding. Once all project scores and rankings are established, NCDOT uses this information as a primary factor in determining project schedules. All projects are then combined into a Draft STIP, which is released for

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public review before final approval by the State Board of Transportation. This typically occurs by December of even-numbered years.

## Other Projects

Other projects are those not identified in the CRISP, MOU, GCRFMP or STIP. These projects include capital and non-capital planning projects, and roadway projects (e.g. primarily intersections) that are impacted by their proximity to a railroad crossing, and stand alone, non-freight rail projects.

## PRIMARY AGENCIES INVOLVED IN RAIL ACTIVITIES

Seven entities are primarily involved in the planning, design, construction, and operations for rail or rail-related activities in Charlotte. They are:

- North Carolina Department of Transportation
- City of Charlotte Department of Transportation
- Charlotte Area Transit System
- North Carolina Railroad
- CSX Transportation
- Norfolk Southern Railroad
- Aberdeen, Carolina and Western Railroad



Before: The NCR/ Newell Hickory Grove Road crossing to be closed as part of NCDOT's Piedmont Improvement Program in 2016.

## North Carolina Department of Transportation (NCDOT)



The North Carolina Department of Transportation (NCDOT) is responsible for building, repairing, and operating highways, bridges, and other modes of transportation in North Carolina. Two divisions, highway and rail, are involved in issues that pertain to state-maintained railroads.

The Rail Division is responsible for multiple freight and passenger tasks statewide. These include crossing safety, railroad construction and modernization projects. The Rail Division is also responsible for the operation of six Amtrak trains within North Carolina. The state operates no freight trains and almost all trains are operated by either CSXT, Norfolk Southern or one of the Class III shortline operators.

In 2008, the NCDOT began working with the North Carolina Railroad and Norfolk Southern to improve crossing safety between Morehead City and Charlotte by upgrading gates and crossing signals. NCDOT also began work to add or replace double track and passing sidings between Charlotte and Raleigh in an initiative to extend higher-speed passenger rail service south to Charlotte from Washington via Richmond, Virginia.

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## Charlotte Department of Transportation (CDOT)



The Charlotte Department of Transportation's (CDOT) key goal is *Connecting Charlotte*. CDOT is committed to enhancing the driving, bicycling and walking experience through planning, operating and maintaining the City's transportation choices for residents and visitors. An important objective is to sustain, maintain and enhance the City's transportation infrastructure which often interfaces with the region's rail network.

## Charlotte Area Transit System (CATS)



The Charlotte Area Transit System (CATS) is Charlotte's local public transit system, serving jurisdictions within Mecklenburg County. Services include local, enhanced, and express bus, paratransit, vanpool, light rail and streetcar. Regional services include vanpool programs and regional express bus routes to four neighboring counties. The Sprinter Airport Enhanced Bus service opened in 2009 and is an amenity driven bus service between Uptown Charlotte and the Charlotte Douglas International Airport. The light rail service, called the LYNX Blue Line opened, for revenue service in 2007. In spring 2018, CATS expanded the LYNX Blue Line another 9.3 miles to the UNC Charlotte campus. Charlotte's streetcar service is called the CityLYNX Gold Line. Phase 1, a 1.5-mile segment, opened in July 2015. Construction on Phase 2, a 2.5-mile extension, began in 2017 and is anticipated to open in 2020.

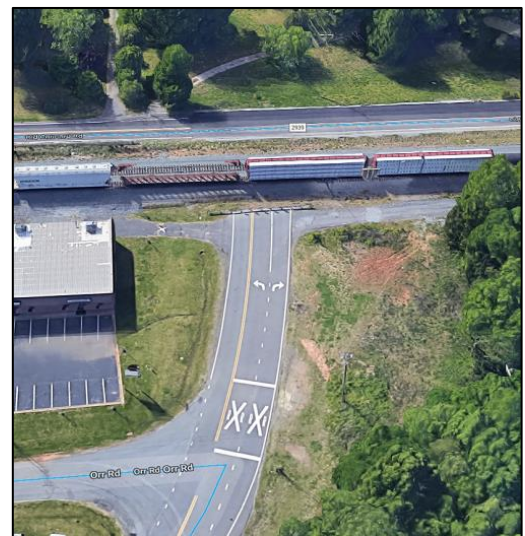


CATS light rail and NS freight tracks at-grade crossing at Hebron Street

## North Carolina Railroad (NCRR)



The North Carolina Railroad (NCRR) was incorporated January 27, 1849 by special act of the North Carolina legislature. NCRR encouraged economic development in North Carolina in the 19<sup>th</sup> and 20<sup>th</sup> centuries, which helped to define new markets, industries, and cities. This state-owned railroad carries both freight and passenger rail service over a 317-mile route that runs from Charlotte to one of the state ports at Morehead City. The route passes through the cities of Charlotte, Salisbury, Lexington, Greensboro, Burlington, Durham, Raleigh and Goldsboro and on to the Port of Morehead City.



After: The NCRR/ Newell Hickory Grove Road crossing closed in 2018.

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## *Norfolk Southern Railroad (NS)*



Norfolk Southern Corporation (NS) is one of seven companies designated as Class I railroads nationwide; therefore, NS is one of the highest revenue generating companies. NS operates approximately 21,000 route miles in 22 states and the District of Columbia and provides connections between Eastern ports and other rail carriers. NS operates the most extensive intermodal network in the East and is a major transporter of coal and industrial products.

NS serves every major port on the East Coast between New York City and Jacksonville, FL, as well as multiple private terminals. In addition, NS serves the Gulf ports of Mobile, AL, New Orleans and St. Bernard, LA; ports on the Great Lakes; and numerous river ports.

## *CSX Transportation (CSXT)*



CSX Transportation (CSXT) is also classified as a Class I Railroad. Every major population center east of the Mississippi River is served by CSXT, including the New York, Philadelphia and Boston markets in the Northeast and mid-Atlantic; the Southeast markets of Atlanta, Miami and New Orleans; and the Midwestern cities of St. Louis, Memphis and Chicago.

Seventy ocean, river and lake ports along the Atlantic and Gulf coasts, the Mississippi River, the Great Lakes and the St. Lawrence Seaway are also in the CSXT system. CSXT provides rail service to several production and distribution facilities through track connections to more than 200 short-line and regional railroads.

## *Aberdeen, Carolina and Western Railroad (ACWR)*



The Aberdeen, Carolina and Western Railroad (ACWR) is classified as a Class III Railroad. It is the largest privately held freight railroad in North Carolina. It operates in central North Carolina between Charlotte and the town of Star. From there, one branch goes to Gulf and the other to Aberdeen (NOTE: the distance along the rails from Charlotte to Aberdeen is approximately 100 miles), with connections to the NS, CSXT, Aberdeen and Rockfish and Winston-Salem Southbound railroads. ACWR serves businesses primarily in Montgomery, Moore, Mecklenburg, Cabarrus and Stanly counties. Primary commodities carried by the railroad are lumber and forest products, poultry, grain and agricultural products, plastics, building materials, propane gas, and rock products.



ACWR crossing at Eastway Drive



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Relationships have been established between City staff and each of the agencies to ensure that project priorities are agreed upon so projects can be implemented in a timely manner. A map and list of projects within the City can be found in Appendix D.

## RELATIONSHIPS/LINKAGES TO OTHER PLANS/PROGRAMS

Typically, rail projects are first identified in the Comprehensive Transportation Plan (CTP) on the Public Transportation and Rail maps. Some projects may be identified by other agencies on an ad hoc basis. Then, at the local level, CTP projects are included in planning documents known as the Metropolitan Transportation Plan (MTP) and the Transportation Action Plan (TAP). Projects are then included in either the Metropolitan Transportation Improvement Program (MTIP) or the City's Community Investment Plan (CIP). A brief description of each of these documents can be found below:

### *Comprehensive Transportation Plan (CTP)*

The Comprehensive Transportation Plan ([CTP](#)) is the region's multi-modal transportation plan that is maintained by the Charlotte Regional Transportation Planning Organization (CRTPO). The CTP includes community consensus on future transportation needs required to support anticipated growth and development. It is a multi-modal plan that identifies the future transportation system needs and includes highways, public transportation, rail, and bicycle facilities needed to serve the anticipated travel demand. It strengthens the connections between an area's transportation plan, adopted local land development plan, and community vision. A CTP is a mutually adopted legal document between NCDOT and the CRTPO. When a CTP is adopted by the NCDOT it represents the state's concurrence with locally identified transportation needs.

### *Transportation Action Plan (TAP)*

The Transportation Action Plan ([TAP](#)) is the City's multi-modal transportation plan. The plan considers transportation challenges and opportunities facing Charlotte over the next 25 years, and establishes the overall vision, programs, projects and necessary funding.

### *Metropolitan Transportation Plan (MTP)*

The CRTPO is responsible for the Metropolitan Transportation Plan ([MTP](#)) for its entire planning area, which outlines its plans, programs and policies for all transportation modes, and addresses transportation related issues and impacts over a 20-year minimum horizon. The MTP is federally-mandated and complies with Metropolitan Transportation Planning regulations issued by the US Department of Transportation (USDOT). It is updated every four years, allowing CRTPO the opportunity to incorporate the most recent socio-economic data, identify any changes and factors affecting travel demand, and modify policies, programs or projects based on the most recent information and conditions.



CSXT at Rozzelles Ferry Road, Honeywood Avenue and Dupree Street.



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## *Metropolitan Transportation Improvement Plan (MTIP)*

The 2018-2027 Metropolitan Transportation Improvement Program ([MTIP](#)) is a 10-year Federally mandated plan that identifies the construction funding for and scheduling of transportation projects throughout the state. The MTIP is a subset of the State TIP (STIP) that covers the CRTPO area.

## *Community Investment Plan (CIP)*

The City of Charlotte's Community Investment Plan ([CIP](#)) is a long-range investment program designed to address the City's infrastructure needs. The approved 2018 Bond and recommended 2020 Bond include over \$470 million in community improvements.



Current NS freight track (future LYNX Red Line commuter rail line) at-grade crossing at Nevin Rd.

## *Other Funding Programs*

Other funding opportunities have included the Federal government's American Recovery and Reinvestment Act (ARRA) and the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant programs. The ARRA was a stimulus package enacted by Congress in February 2009 and signed into law by President Obama. The primary objective for ARRA was to save and create jobs, in part to improve the country's aging infrastructure. The NCDOT Double Track Project from Haydock to Junker was funded via ARRA.

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants program, formerly the TIGER Discretionary Grant program, provides an opportunity for USDOT to invest in road, rail, transit and port infrastructure projects across the country, including rural communities. Since 2009, the USDOT has issued several calls for projects that have a significant impact on the nation, a region or a metropolitan area. To date, \$85 million has been awarded to fund track and structure work that will accommodate the future Charlotte Gateway Station.

## **KEY ISSUES**

According to the Association of American Railroads, there is no greater priority for railroads than safety. Railroads have made great strides in safety through massive investments in infrastructure and equipment, the implementation of innovative safety-enhancing technologies, an emphasis on safe operating practices, rigorous inspection programs and public safety training and education.

Locally, the entities involved in rail-related efforts do not have transparent relationships, in some cases for proprietary reasons. That can at times create challenges in addressing issues that face the rail industry and the City.

Looking ahead, some key issues that the City should consider addressing with various agencies and/or companies are as follows:

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## *North Carolina Department of Transportation*

- List of future projects and their priorities
- Funding opportunities

## *City of Charlotte*

- Inter-departmental coordination on rail-related issues
- Quiet Zone implementation
- Project prioritization
- Funding opportunities



Sugar Creek Road grade separation over NCR and LYNX Blue Line light rail

## *Charlotte Area Transit System*

- Upgrade of LYNX Blue Line platforms to accommodate three car trains
- Completion of the CityLYNX Gold Line Phase 2
- LYNX Silver Line corridor preservation and design advancement
- 2030 Transit System Plan updates that would include the Center City, North, West Corridor and yet to be identified corridors
- Regional Transit Study (including commuter rail)
- Funding opportunities

## *North Carolina Railroad*

- Project partnering with Norfolk Southern and the City
- Quiet Zone implementation

## *CSX Transportation*

- Crossing closings and grade separation discussion
- Quiet Zone implementation
- Trains blocking crossings

## *Norfolk Southern Railroad*

- Project prioritization and implementation
- Crossing closings and grade separation discussion
- Quiet Zone implementation



Grier Road overpass over NCR (view from Old Concord Road)

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## *Aberdeen, Carolina and Western Railroad*

- Economic development opportunities in corridor

Moving ahead, it is imperative that coordination, communication and consistency will be of the essence in assuring that projects can be vetted amongst all the necessary agencies to go forward in a timely and seamless manner.

## **HIGH PRIORITY PROJECTS**

Five projects have been identified as high priorities that may require staff time within the coming year. These projects have not been prioritized in any specific order below.

### ***STONEWALL ST. EXTENSION (formerly MARTIN LUTHER KING, JR. BLVD. EXTENSION)***

This project will address a connectivity gap in Uptown Charlotte by extending Stonewall Street between S. Graham and S. Cedar streets. Currently, there is no connection between these two streets from W. Morehead to W. Fourth streets, a distance of ½ mile. This extension will provide a new street in Third Ward connecting surrounding neighborhoods to Uptown. As plans for the Charlotte Gateway Station progress, planning for this critical street alignment should be done in concert. Due to the proximity of this future street to Bank of America Stadium, including future operational impacts, Carolina Panthers staff has been apprised of this future street. There will be ongoing coordination between the City, the Panthers organization and Norfolk Southern Railroad as the project progresses.

CRITICAL ACTION: City and State staffs must determine the project's feasibility and appropriate location.

### ***CHARLOTTE GATEWAY STATION***

The City of Charlotte and NCDOT are jointly implementing the Charlotte Gateway Station (CGS) Project. The CGS Project will be the region's multi-modal facility and will include transportation options such as intercity passenger rail (Amtrak), intercity and local bus, CityLYNX Gold Line, taxi and car sharing services, bicycle and pedestrian linkages. The Project is in the W. Trade, W. Fourth and S. Graham streets area.

CRITICAL ACTION: Identify and secure funding through Federal, State, Local or other sources to complete the project.

### ***OLD DOWD RD. /NS GRADE SEPARATION***

This project will eliminate the existing at-grade roadway/railroad crossing. This separation will enhance safety, reduce noise, emissions and energy use, while improving rail operations and increasing efficiency for freight and passenger rail.

CRITICAL ACTION: As the River District Rezoning moves forward, this grade separation will become a more important connection between this area and Interstate 85. City staff will need to ensure that planning for all transportation modes in the area (air, rail and vehicular) is well coordinated. City staff should work with CRTPO staff to ensure that correct

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information regarding the project will be available as the project is evaluated during the SPOT 6.0 process.

## ***CATS TRANSIT CORRIDOR PLANNING***

CATS is completing corridor studies for the North and West corridors and the integration of rapid transit connections of all lines in the Center City. The North Corridor Study will look at potential alignments for rapid transit between Uptown and Mooresville. The West Corridor will consider options for a rapid transit connection between Uptown and the Gaston/Mecklenburg County Line with a connection to Charlotte Douglas International Airport. The Center City System Integration Study will identify feasible corridors/alignments and operational plans that connect LYNX Blue Line, CityLYNX Gold Line Streetcar with the proposed LYNX Silver Line and the recommendations of the LYNX Red Line/North Corridor and LYNX West Corridor Studies. CATS staff presented study recommendations to MTC in January 2019 and is requesting action on the recommendations in February 2019.

**CRITICAL ACTION:** CATS staff will complete all three planning studies in 2019 and request MTC action on the recommendations in February 2019.

## ***QUIET ZONE IMPLEMENTATION***

The Federal Rail Administration (FRA) requires that trains must sound a horn prior to crossing a roadway. Additionally, FRA provides for an exemption to this requirement called a quiet zone. A quiet zone is an unfunded federal program allowing municipalities to address quality of life concerns of residents along rail corridors. The exemption to the train horn requirement prescribes specific crossing infrastructure that make the crossing equally safe as if the train sounded the horn. City staff has received numerous complaints about train horn noise.

**CRITICAL ACTION:** City staff has included this program area in the City's TAP. City Council will be asked to prioritize this program with other City requests.

## **NEXT STEPS**

City staff will review the project list and determine next steps for evaluating the overall project list and ways to move projects toward implementation. Some of the first steps could be:

- 1) Work with City and NCDOT rail staff and rail companies to:
  - a. confirm information accuracy
  - b. determine if there are projects that should be added
  - c. update the 2007 MOU
  - d. determine if the CRISP project list should be updated/revised



**NCDOT's Piedmont Improvement Program closure at Rocky River Road**



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- e. determine when the 2030 Transit Corridor System Plan will be updated/revised
  - f. follow up on action items from meetings held with the NCDOT Rail Division, CSXT and Norfolk Southern over the past year
- 2) Establish a City group to meet at regular intervals to discuss rail related issues.
  - 3) Prioritize and strategize with City, State and railroad partners on how to move partially funded and unfunded projects forward.

Coordinating rail projects will help Charlotte to address short-term and long-term needs to make the appropriate decisions to accommodate projected growth.

### **APPENDIX**

**APPENDIX A: Charlotte Rail Improvement and Safety Program (CRISP)**

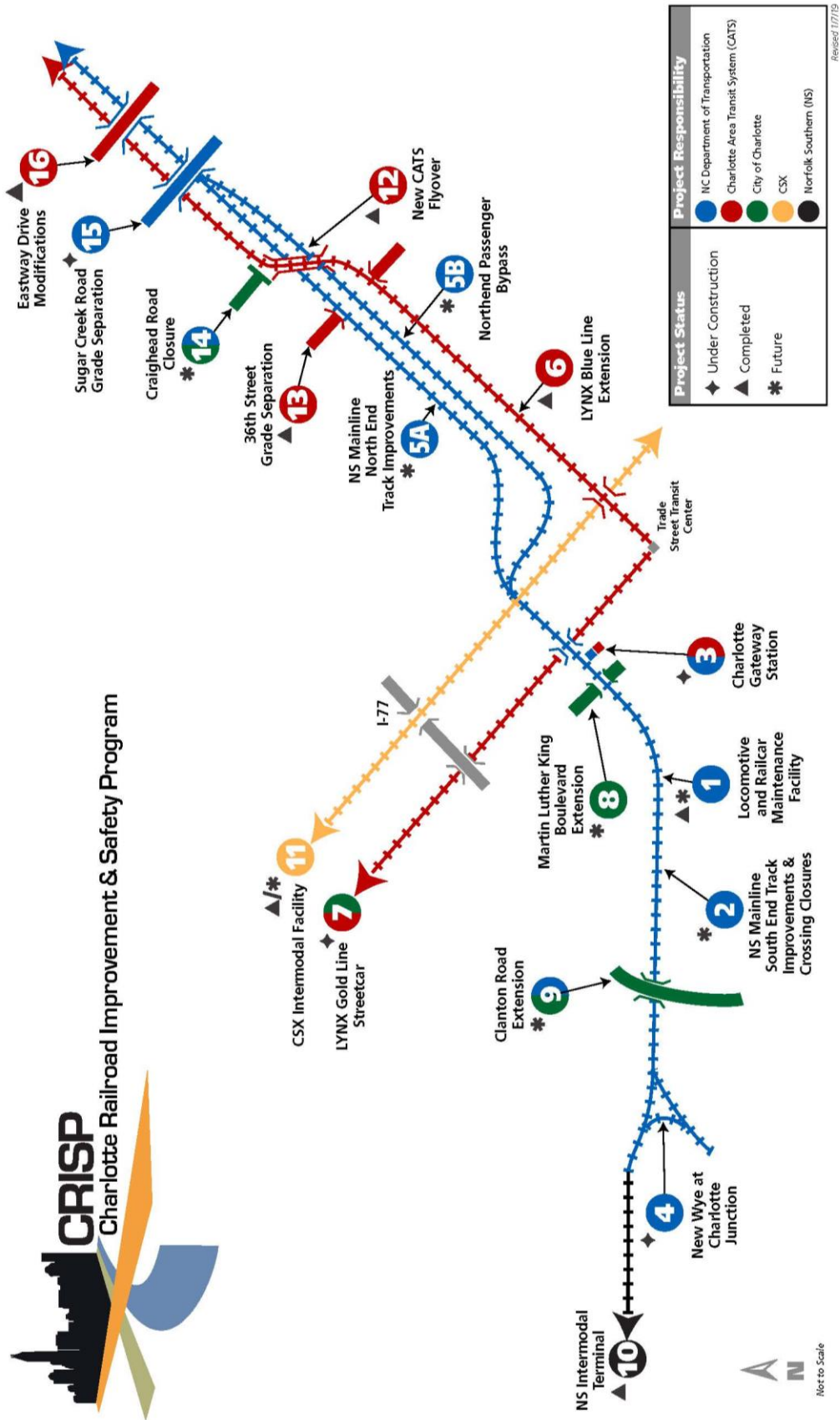
**APPENDIX B: Memorandum of Understanding between NCDOT & CDOT**

**APPENDIX C: 2030 Transit Corridor System Plan (LYNX System Map)**

**APPENDIX D: Charlotte Rail Projects Update Map and Description**

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## APPENDIX A: Charlotte Rail Improvement and Safety Program (CRISP)



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## APPENDIX B: Memorandum of Understanding between NCDOT & CDOT

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### MEMORANDUM OF UNDERSTANDING

BETWEEN THE

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION  
&  
THE CHARLOTTE DEPARTMENT OF TRANSPORTATION

January 2007

This Memorandum of Understanding between the North Carolina Department of Transportation (Department) and the Charlotte Department of Transportation (CDOT) is intended to define agreements reached between the Department and CDOT for development of a package of projects to improve grade crossing safety within the City of Charlotte. The grade crossings and the understanding between the Department and CDOT are described below.

Individual projects between the Department, CDOT and the appropriate railroad(s) will be more specifically described in future project agreements to be approved by both the Charlotte City Council and the NC Board of Transportation at a later date.

#### **I. Northeast Rail Corridor/North Carolina Railroad Company/Norfolk Southern Mainline**

1. Back Creek Church Road/SR 2827/Crossing No. 715 339U/MP 367.52 – the Department will provide dual NB left-turn lanes from NC 49 to Pavilion Boulevard; provide dual WB left-turn lanes from Back Creek Church road to NC 49; widen the EB lane on Back Creek Church Road; widen the WB thru/right lane on Back Creek Church Road; install a concrete crossing surface; update railroad warning devices on both sides of the track; install railroad cantilevered signals for WB traffic on Back Creek Church Road; install a monolithic concrete median with tubular markers on both roadway approaches to the crossing; provide asphalt shoulders within the NCRR right-of-way; and, provide sidewalks and curb & gutter outside of the NCRR right-of-way. CDOT will prepare plans and implement any required modifications to the traffic signal at Back Creek Church Road/NC 49/Pavilion Boulevard and will assist with detour routes, signing and pavement markings as may be required.
2. McLean Road/SR 2831/Crossing No. 715 343J/MP 369.29 – the Department will widen the crossing to provide for a dedicated left-turn lane and install a concrete crossing surface and monolithic concrete median with tubular markers. CDOT will prepare plans and implement any required modifications to the traffic signal at McLean Road and Old Concord Road and will assist with detour routes, signing and pavement markings as may be required.





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3. Rocky River Road/SR 2828/Crossing No. 715 346E/MP 370.14 – the Department in cooperation with Norfolk Southern (NS) will remove the grade crossing and construct a turnaround on the east side of the crossing outside of the North Carolina Railroad (NCRR) right-of-way. CDOT will assist with signing as may be required.
4. Old Concord Road & Newell-Hickory Grove Road/SR 2853/Crossing No. 715 348T/MP 370.71 – contingent on approval of a parallel encroachment agreement from the North Carolina Railroad Company, the Department will provide a dedicated left-turn lane on SB Old Concord Road. Upon written notice to proceed by the Department, CDOT will remove or cause to be removed all old growth trees located along the west side of Old Concord Road within the project construction limits. CDOT will assist with any signing and pavement markings as may be required.
5. East Sugar Creek Road/SR 2975/Crossing No. 715 352H/MP 374.02 – the Draft Transportation Improvement Program to be adopted by the Board of Transportation in 2007 includes funding for a grade separation project at this location. The project also will receive financial support from the North Carolina Railroad and from Norfolk Southern. CDOT will support the project and recommend its approval to the Mecklenburg-Union MPO pending approval of a funding scenario acceptable to all project stakeholders.
6. Craighead Road/Crossing No. 715 355D/MP 374.39 – upon completion of the grade separation project at E. Sugar Creek Road, CDOT will conduct a detailed evaluation to determine whether or not this crossing can be permanently closed. Should a decision be made to use Craighead Road as a detour route during the construction of the grade separation project at Sugar Creek Road, CDOT will determine needed roadway, signing and safety improvements prior to initiating the detour. Identified improvements will be coordinated with the Department and with NS/NCRR.

## II. Charlotte Center City and West/Norfolk Southern Mainline

1. Smith-Seaboard Street (11<sup>th</sup> Street)/Crossing No. 716 160U/MP 377.09 – at such time as Seaboard Street is relocated and extended to connect to N. Graham Street, CDOT in cooperation with NS will close the Smith-Seaboard Street/11<sup>th</sup> Street crossing. Barricades, signs and pavement markings will be installed as required. The Department will contribute \$200,000 in State funds to be used by CDOT in the construction of the Seaboard Street project. The Department, in cooperation with CDOT, will also develop agreements to be executed between the Department, the City and the operating railroads as may be required in conjunction with these closures and will continue to coordinate with the Charlotte Area Transit System (CATS) on all matters pertaining to the Charlotte Gateway Station Project and CATS North Transit Corridor project.
2. 9<sup>th</sup> Street/Crossing No. 716 162H/MP 377.25 – at such time as Seaboard Street is relocated and extended to connect to N. Graham Street, CDOT in cooperation with NS will close and remove the grade crossing. Barricades, signs and





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pavement markings will be installed as required. The Department will continue to coordinate with CATS on all matters involving this crossing as it relates to the Charlotte Gateway Station Project and the North Transit Corridor project.

3. W. Summit Avenue/Crossing No. 716 172N/MP 378.74 – as part of the Charlotte Gateway Station Project, the Department will install 4-quadrant gates and signals and a median separator.
4. Berryhill Road/Crossing No. 716 176R/MP 379.69 – CDOT in cooperation with NS will close and remove the grade crossing. Barricades, signs and pavement markings will be installed as required.

**III. Charlotte South/Norfolk Southern ‘R’ Line – Seymour Drive/Crossing No. 716 104M/MP S0.88** – at such time as the NCDOT in cooperation with NS constructs a ‘wye’ track connecting the mainline and the ‘R’ line east (north) of Morris Field Drive, long-gate arms or appropriate enhanced devices will be installed.

## IV. Charlotte Center City & Northwest/CSXT ‘SF’ Line

1. Church Street/Crossing No. 631 402Y/MP 330.26 – CDOT, in cooperation with CSX, will close and remove the grade crossing. Barricades, signs and pavement markings will be installed as required.
2. Seaboard Street (11<sup>th</sup> Street)/Crossing No. 643 055N/MP 330.67 – at such time as the Seaboard Street Extension project is complete, CDOT in cooperation with CSX will close and remove the crossing. Barricades, signs and pavement markings will be installed as required. The Department will continue to coordinate with CATS on all matters involving this crossing as it relates to the Charlotte Gateway Station Project and the North Transit Corridor project.
3. Johnson Street/Crossing No. 631 411X/MP 330.79 – at such time as Seaboard Street is relocated and extended to connect to N. Graham Street, the Department will install flashers and gates at the Johnson Street crossing under its signalization program. At such time as the property now served by Johnson Street no longer requires access, CDOT in cooperation with CSX will close and remove the grade crossing. Barricades, signs and pavement markings will be installed as required. The Department will continue to coordinate with CATS on all matters involving this crossing as it relates to the Charlotte Gateway Station Project and the North Transit Corridor project.
4. Crigler Street/Crossing No. 631 424Y/MP 333.74 – CDOT in cooperation with CSX will close and remove the grade crossing. Barricades, signs and pavement markings will be installed as required.
5. Rozzelles Ferry Road/SR 1784/Toddville Road/Crossing No. 631 799L/MP 336.09 – the Department in cooperation with CSX will upgrade the automatic warning devices at this location. CDOT will assist with signing and pavement markings as may be required. The Department will coordinate additional improvements including a turn lane on Rozzelles Ferry Road, a widened crossing surface on Toddville Road and traffic signal installation, including railroad pre-



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emption, with CDOT and CSX at such time as Kenstead Circle and Craig Street are programmed for closure.

6. Craig Street/Crossing No. 631 800D/MP 336.39 – upon completion of the Fred D. Alexander Boulevard overpass of Rozzelles Ferry Road, Old Mt. Holly Road and the CSX, CDOT in cooperation with CSX will close and remove the grade crossing. Barricades, signs and pavement markings will be installed as required.
7. Kenstead Circle/Crossing No. 631 801K/MP 337.04 – upon completion of the overpass that will carry the proposed Fred D. Alexander Boulevard project over Rozzelles Ferry Road, Old Mt. Holly Road and the CSX, CDOT in cooperation with CSX will close and remove the grade crossing. Barricades, signs and pavement markings will be installed as required.

## V. Closure Implementation Schedule

1. At such time as this Memorandum of Understanding is executed by both parties, CDOT will initiate the public involvement and Council Action process to close Berryhill Road on the NS and Church Street and Crigler Street on the CSXT.
2. At such time as construction begins on the Seaboard Street Extension project, CDOT will initiate the public involvement and Council Action process to close Smith-Seaboard Street/11<sup>th</sup> Street and 9<sup>th</sup> Street on the NS and Church Street and 11<sup>th</sup> Street on the CSXT.
3. At such time as properties now served no longer require access, CDOT will initiate the public involvement and Council Action process to close Johnson Street on the CSXT.
4. CDOT will close Kenstead Circle and Craig Street on the CSXT at such time as the Fred D. Alexander Boulevard Project is opened to traffic and the additional improvements described in **IV. 5** above have been completed.
5. The Department will coordinate all crossing closure activity through CDOT's Public Service Division Manager.

THIS MEMORANDUM OF UNDERSTANDING APPROVED BY:

North Carolina Department of Transportation



Roberto Canales, PE  
Deputy Secretary for Transit

1/25/07  
Date

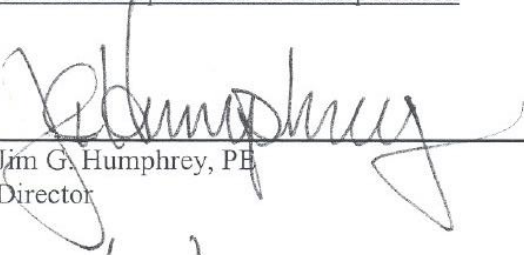


# CHARLOTTE RAIL PROJECTS UPDATE

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Charlotte Department of Transportation



Jim G. Humphrey, PE  
Director

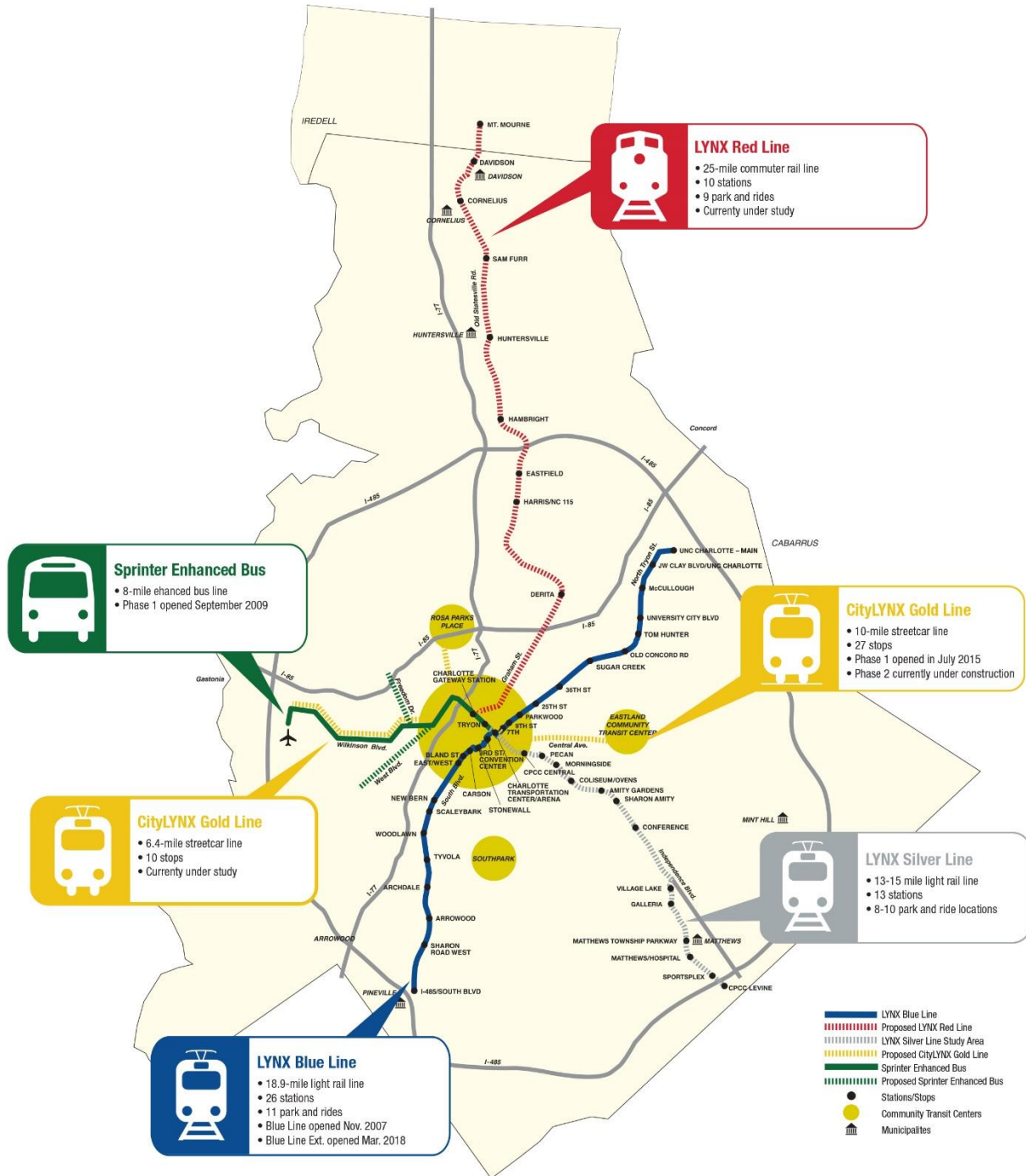
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# CHARLOTTE RAIL PROJECTS UPDATE

## APPENDIX C: 2030 Transit Corridor System Plan (LYNX System Map)

### LYNX SYSTEM MAP







## CHARLOTTE RAIL PROJECTS UPDATE

ID	STATUS	LOCATION	CORRIDOR	CATEGORY
1	Completed	Back Creek Church Rd. (SR 2827)	NCRR/NS	CDOT-NCDOT MOU
2	Completed	McLean Rd.	NCRR/NS	CDOT-NCDOT MOU
3	Completed	Rocky River Rd.	NCRR/NS	CDOT-NCDOT MOU
4	Completed	Smith St. -Seaboard St. (W. 11th St.)	NS	CDOT-NCDOT MOU
5	Completed	W. 9th St.	NS	CDOT-NCDOT MOU
6	Completed	Seaboard St. (W. 11th St.)	CSXT	CDOT-NCDOT MOU
7	Completed	Crigler St.	CSXT	CDOT-NCDOT MOU
8	Completed	Craig St.	CSXT	CDOT-NCDOT MOU
9	Completed	Kenstead Cir.	CSXT	CDOT-NCDOT MOU
10	Completed	Norfolk Southern Intermodal Terminal at CDIA	NS	CRISP
11	Completed	CSXT Intermodal Facility	CSXT	CRISP
12	Completed	Eastway Dr. Bridge Modifications	NCRR/NS/CATS	CRISP
13	Inactive	Amtrak Station at Sugar Creek Rd.	NCRR/NS	Other
14	Funded	David Cox Rd. and NC 115 (Old Statesville Rd.) Intersection Improvements	NS	Other
15	Completed	Greater Charlotte Regional Freight Mobility Plan (GCRFMP)	N/A	Other (Not Mapped)
16	Planning	Atlanta to Charlotte Passenger Rail Corridor Investment Plan	N/A	Other (Not Mapped)
17	Planning	Quiet Zone Implementation	N/A	Other (Not Mapped)
18	Completed	NCDOT Thrift Depot	CSXT	Other
19	Completed	Old Concord Rd. (SR 2939) /Newell-Hickory Grove Rd. Intersection (SR 2853)	NCRR/NS	CDOT-NCDOT MOU
20	Funded	East Sugar Creek Rd. (SR 2975)	NCRR/NS	CDOT-NCDOT MOU/CRISP
21	Funded	Craighead Rd.	NCRR/NS	CDOT-NCDOT MOU/CRISP
22	Completed	N. Church St.	CSXT	CDOT-NCDOT MOU/CRISP
23	Partially Funded	Charlotte Rail and Locomotive Maintenance Facility	NS	CRISP
24	Partially Funded	Charlotte Gateway Station	NS	CRISP
25	Completed	CATS LYNX Blue Line, South Corridor Light Rail	NS/CATS	Transit Corridor System Plan
26	Completed	CATS LYNX Blue Line Extension (BLE), Northeast Corridor Light Rail	NCRR/NS/CATS	Transit Corridor System Plan/CRISP
27	Completed	New CATS LYNX BLE Flyover	NCRR/NS/ACWR/CATS	CRISP
28	Completed	36th St. Grade Separation	NCRR/NS/CATS	CRISP
29	Inactive	Pete Brown Rd. Improvements	NS	Other
30	Completed	Double Track Haydock to Junker	NCRR/NS	Other

## CHARLOTTE RAIL PROJECTS UPDATE

31	Completed	Bridge for NCRR over the Eastern Circumferential Road	NCRR/NS	Other
32	Funded	Eastern Circumferential Road & Back Creek Church Rd.	NCRR/NS	STIP
33	Unfunded	W. Summit Ave.	NS	CDOT-NCDOT MOU/CRISP
34	Unfunded	Berryhill Rd.	NS	CDOT-NCDOT MOU
35	Funded	Seymour Dr.	NS	CDOT-NCDOT MOU/STIP
36	Inactive	Johnson St.	CSXT	CDOT-NCDOT MOU
37	Inactive	Rozzelles Ferry Rd. (SR 1784)/ Toddville Rd. Intersection	CSXT	CDOT-NCDOT MOU
38	Inactive	CSXT / NS Mainline Grade Separation	CSXT/NS	CDOT-NCDOT MOU /GCRFMP
39	Partially Funded	NS Mainline South End Track Improvements & Crossing Closures	NCRR/NS	CDOT-NCDOT MOU/CRISP
40	Funded	CATS CityLYNX Gold Line Streetcar Phase 2	CATS	Transit Corridor System Plan/CRISP
41	Funded	New Wye at Charlotte Junction	NS	CRISP/GCRFMP/STIP
42	Unfunded	NS Mainline North End Track Improvements	NCRR/NS	CRISP
43	Unfunded	North End Passenger Bypass	NCRR/NS	CRISP
44	Unfunded	Stonewall St. Extension	NS	CRISP
45	Funded	Clanton Rd. Extension	NS	CRISP/GCRFMP/STIP
46	Unfunded	Old Dowd Rd. (SR 1191) Grade Separation	NS	GCRFMP
47	Inactive	North Yard Realignment Lead (aka New NS/ACWR Connector Track)	NS/ACWR/NCRR	CRISP/GCRFMP
48	Planning	CATS LYNX Red Line, North Transit Corridor-Planning	NS	Transit Corridor System Plan (Not Mapped)
49	Unfunded	CATS CityLYNX Gold Line Streetcar	CATS	Transit Corridor System Plan/CRISP
50	Unfunded	CATS CityLYNX Gold Line Streetcar	CATS	Transit Corridor System Plan/CRISP
51	Funded	Thoroughbred Bulk Terminal	NCRR/NS	STIP
52	Completed	CATS LYNX Silver Line, Southeast Corridor Light Rail- Planning	CATS	Transit Corridor System Plan (Not Mapped)
53	Planning	CATS West Transit Corridor-Planning	CATS	Transit Corridor System Plan (Not Mapped)
54	Completed	CATS CityLYNX Gold Line Streetcar Phase 1	CATS	Transit Corridor System Plan
55	Completed	Rama Rd.	CSXT	Other
56	Planning	CATS Center City System Integration Study	CATS	Other (Not Mapped)
57	Unfunded	CATS LYNX Silver Line Light Rail	CATS	Transit Corridor System Plan
58	Unfunded	Hoskins Rd./CSXT Grade Separation	CSXT	GCRFMP
59	Unfunded	Hovis Rd./ CSXT Improvements	CSXT	GCRFMP
60	Inactive	CSXT Intermodal Facility - Phase III	CSXT	GCRFMP

# CHARLOTTE RAIL PROJECTS UPDATE

61	Funded	Morris Field Dr. Bridge Replacement	NS	STIP
62	Unfunded	Orr Rd./NCRR/NS At-grade Crossing Replacement	NCRR/NS	Other

## Rail Projects

### STATUS

- COMPLETED
- FUNDED
- PARTIALLY FUNDED
- UNFUNDED
- INACTIVE
- CATS Project
- Railroads
- Rail Project Break Points

*Boundaries*

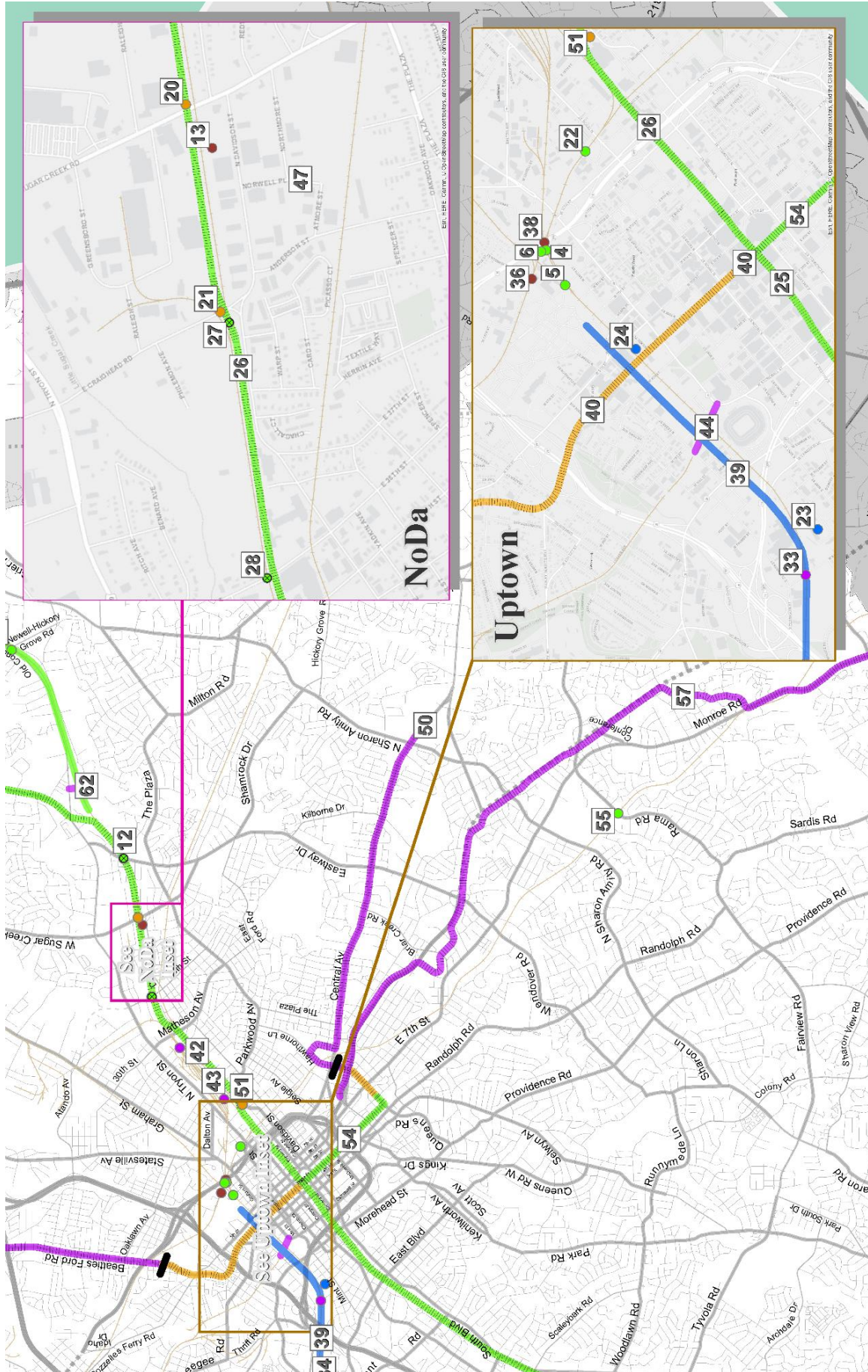
- Charlotte City Limits
- Charlotte Sphere of Influence
- Surrounding Spheres of Influence

*Thoroughfares*

- Freeway
- Minor
- Major
- Proposed Freeway
- Class II Major
- Proposed Major
- Class III Major
- Proposed Minor

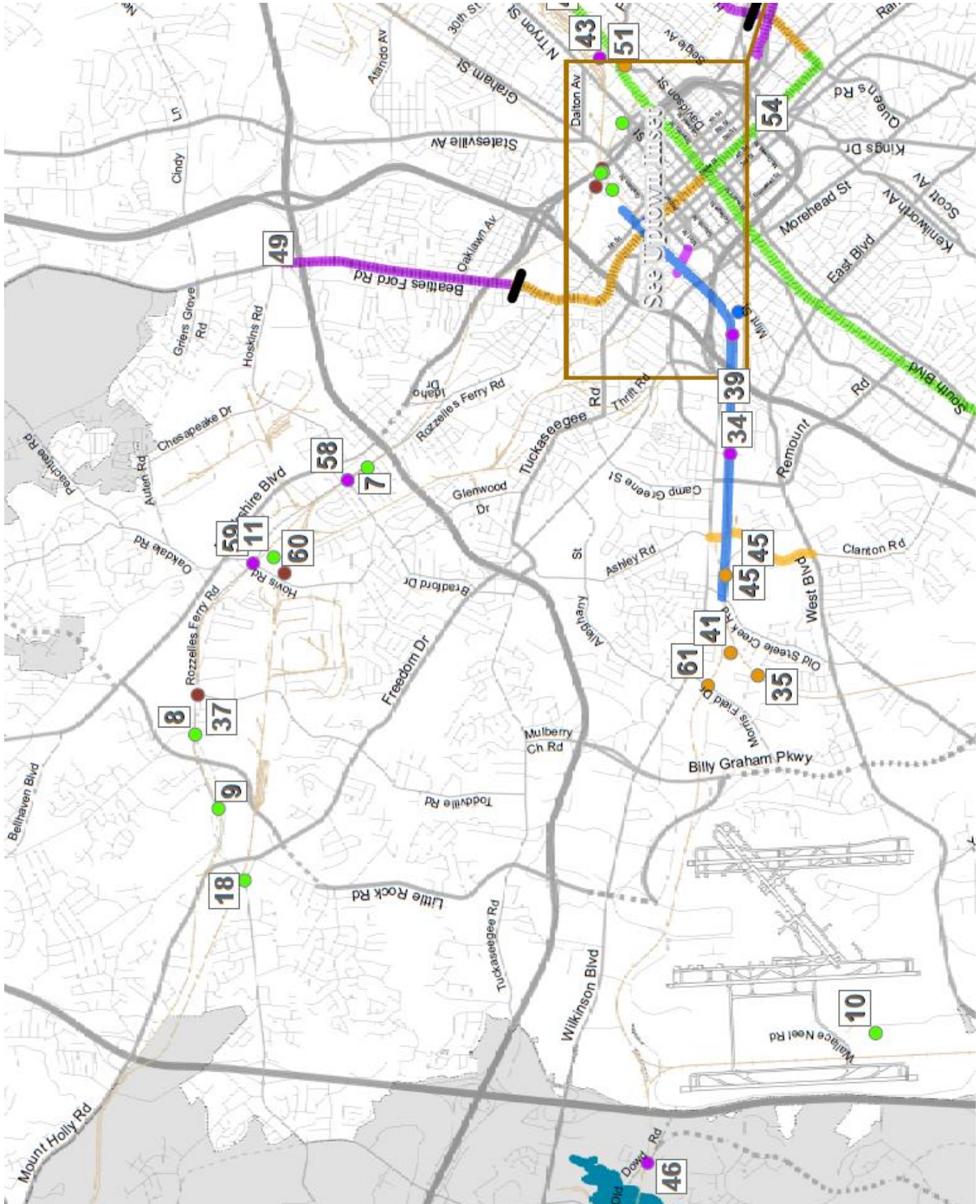


# CHARLOTTE RAIL PROJECTS UPDATE



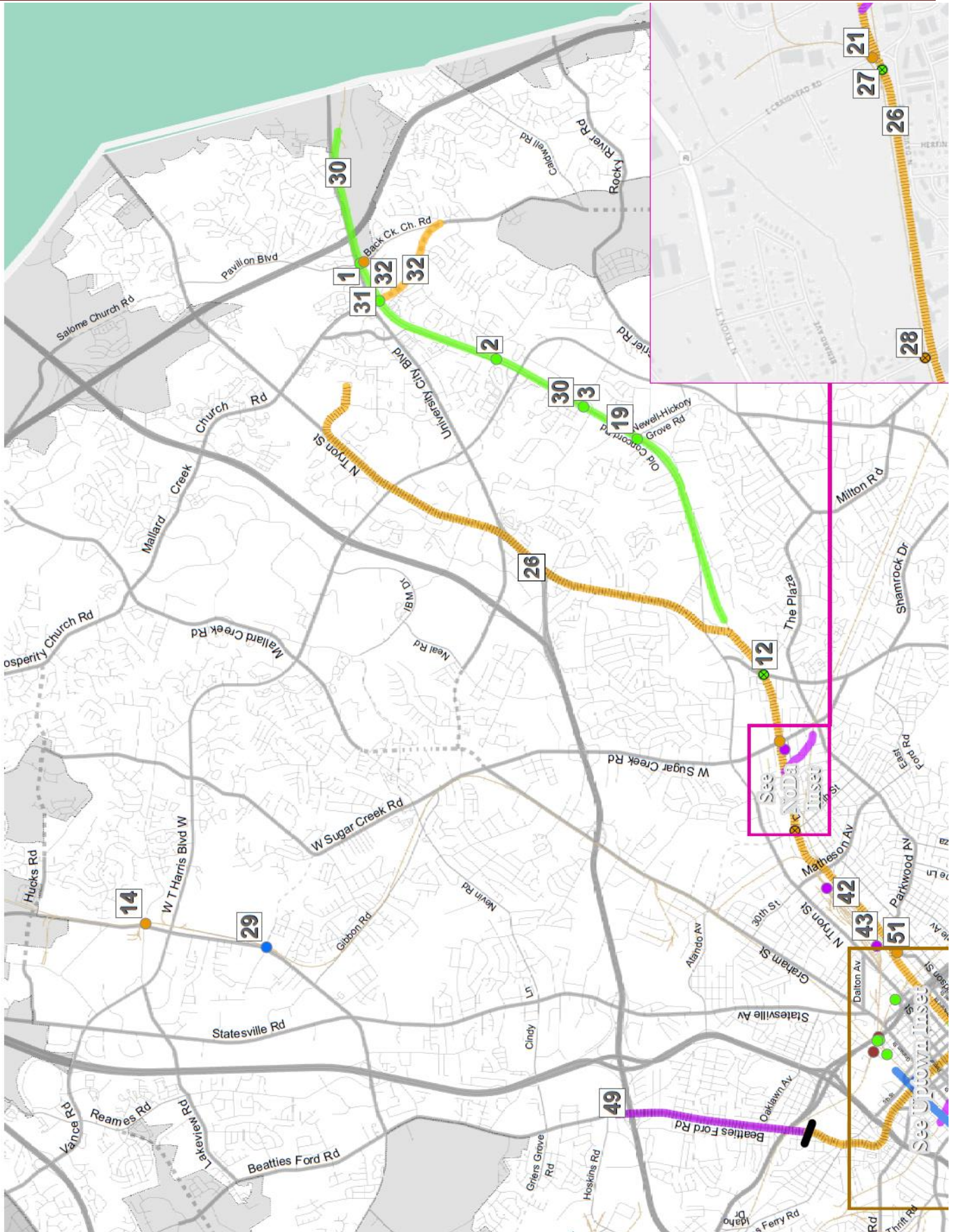


# CHARLOTTE RAIL PROJECTS UPDATE





# CHARLOTTE RAIL PROJECTS UPDATE



## CHARLOTTE RAIL PROJECTS UPDATE

COMPLETED PROJECTS				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
1	Back Creek Ch. Rd. (SR 2827) (CROSSING ID 715339U)	NCRR/NS	CDOT/NCDOT MOU	Improved Intersection and Upgraded Crossing Infrastructure
2	McLean Rd. (CROSSING ID 715343J)	NCRR/NS	CDOT/NCDOT MOU	Upgraded Crossing Infrastructure
3	Rocky River Rd.	NCRR/NS	CDOT/NCDOT MOU	Crossing Closed
4	Smith St. -Seaboard St. (W. 11th St.)	NS	CDOT/NCDOT MOU	Crossing Closed
5	W. 9th St.	NS	CDOT/NCDOT MOU	Crossing Closed
6	Seaboard St. (W. 11th St.)	CSXT	CDOT/NCDOT MOU	Crossing Closed
7	Crigler St.	CSXT	CDOT/NCDOT MOU	Crossing Closed
8	Craig St.	CSXT	CDOT/NCDOT MOU	Crossing Closed
9	Kenstead Cir.	CSXT	CDOT/NCDOT MOU	Crossing Closed
10	Norfolk Southern Intermodal Terminal at CDIA	NS	CRISP	New facility to replace former Uptown Yard
11	CSXT Intermodal Facility	CSXT	CRISP	Expanded yard at existing site
12	Eastway Dr. Bridge Modifications	NCRR/NS/CATS	CRISP	Bridge rebuilt to accommodate CATS LYNX BLE
15	Greater Charlotte Region Freight Mobility Plan (GCRFMP)	N/A	Other (Not Mapped)	Complete
18	NCDOT Thrift Depot	CSXT	Other	Depot relocated
19	Old Concord Rd. (SR 2939) /Newell-Hickory Grove Rd. Intersection (SR 2853)	NCRR/NS	CDOT/NCDOT MOU	Crossing Closed
22	N. Church St.	CSXT	CDOT/NCDOT MOU/ CRISP	Crossing Closed
25	CATS LYNX Blue Line, South Corridor Light Rail	NS/CATS	Transit Corridor System Plan	Project opened for revenue service in Nov. 2007.
26	CATS LYNX Blue Line Extension (BLE), Northeast Corridor Light Rail	NCRR/NS/CATS	Transit Corridor System Plan/ CRISP	Project opened for revenue service in March 2018.
27	New CATS LYNX BLE Flyover	NCRR/NS/ACWR / CATS	CRISP	LYNX BLE, light rail flyover structure of NS freight tracks and future NCDOT North End Passenger Bypass tracks.



## CHARLOTTE RAIL PROJECTS UPDATE

### COMPLETED PROJECTS, con't.

ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
28	36th St. Grade Separation (CROSSING ID 715356K)	NCRR/NS/CATS	CRISP	Underpass to grade separate LYNX BLE and NCRR/NS tracks at 36th St. Project completed fall 2018.
30	Double Track Haydock to Junker	NCRR/NS/ NCDOT	OTHER	Constructed 12 miles of second track and realign curves along the North Carolina Railroad (NCRR) corridor in Mecklenburg and Cabarrus counties. Project was completed in fall 2017.
31	Bridge for NCRR over the Eastern Circumferential Road (CROSSING ID 960264U)	NCRR/NS	Other	Will allow future Eastern Circumferential Road to pass under NCRR/NS Mainline track. Project paid for by City and completed in 2017.
52	CATS LYNX Silver Line, Southeast Corridor Light Rail – Planning	CATS	Transit Corridor System Plan (Not Mapped)	Corridor selected for light rail line from Uptown to CPCC Levine Campus in Matthews beyond I-485.
54	CATS CityLYNX Gold Line Streetcar - Phase 1	CATS	Transit Corridor System Plan	Project opened from CTC to Hawthorne Ln. in 2015.
55	Rama Rd. (CROSSING ID 631385K)	CSXT	Other	Crossing improvements; installed concrete centerline median with raised delineators.

### PLANNING PROJECTS

ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
16	Atlanta to Charlotte Passenger Rail Corridor Investment Plan	N/A	Other (Not Mapped)	A full DEIS is expected to be available for public comment sometime in 2019. GDOT will then refresh the schedule to provide a more definitive completion date.
17	Quiet Zone Implementation	N/A	Other (Not Mapped)	Presented quiet zone data to City Council in April 2016. Next steps to be determined.
48	CATS LYNX Red Line, North Corridor Commuter Rail - Planning	N/A	Transit Corridor System Plan (Not Mapped)	Planning for rapid transit connection between Uptown and Mooresville. Corridor alignment review to be completed in 2019.

## CHARLOTTE RAIL PROJECTS UPDATE

PLANNING PROJECTS, con't.				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
53	CATS West Transit Corridor - Planning	CATS	Transit Corridor System Plan (Not Mapped)	Planning for rapid transit connection between Uptown to the Gaston/Mecklenburg County Line as well as a connection with Charlotte-Douglas International Airport. Corridor alignment review to be completed in 2019.
56	CATS Center City System Integration	CATS	Other (Not Mapped)	The Center City System Integration Study will identify feasible corridors/alignments and operational plans that best tie together LYNX Blue Line, CityLYNX Gold Line with the proposed LYNX Silver Line and the recommendations of the LYNX Red Line/North Corridor-LYNX West Corridor Studies. Review to be completed in 2019.
FUNDED PROJECTS				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
14	David Cox Rd. and NC 115 (Old Statesville Rd.) Intersection Improvements (CROSSING ID 730140S)	NS	Other	Project will be incorporated into NCDOT widening of NC 115 (STIP Project # U-5772). Construction to begin in 2023.
20	East Sugar Creek Rd. (SR 2975) (CROSSING ID 947179Y)	NCRR/NS	CDOT/NCDOT MOU/ CRISP	Crossing closed; being replaced by bridge over railroad to be complete in Spring 2019.
21	Craighead Rd. (CROSSING ID 715355D)	NCRR/NS	CDOT/NCDOT MOU/ CRISP	Crossing will close when Sugar Creek Rd. Bridge over NCRR/NS mainline opens in Summer 2019.
32	Eastern Circumferential Road & Back Creek Church Rd.	NCRR/NS	STIP	CDOT and NCDOT will enter into an agreement to construct a road under the NCRR bridge to connect NC 49 with Back Creek Church Rd. When complete, the Back Creek Church Rd. crossing with NCRR/NS will close by the end of 2026.

## CHARLOTTE RAIL PROJECTS UPDATE

FUNDED PROJECTS, con't.				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
35	Seymour Dr. (CROSSING ID 716104M)	NS	CDOT/NCDOT MOU/STIP	Crossing infrastructure will be upgraded in with improvements to the connection between the "R" Line and the NS Mainline near Morris Field Dr. and Wilkinson Blvd. Construction to be complete in 2022.
40	CATS CityLYNX Gold Line Streetcar Phase 2	CATS	Transit Corridor System Plan/CRISP	Construct line from Charlotte Transportation Center to JCSU along W. Trade St. and Beatties Ford Rd. and along Hawthorne Ln. to Sunnyside Ave. Construction to be complete in 2020.
41	New Wye at Charlotte Junction	NS	CRISP/ Greater Charlotte Regional Freight Mobility Plan (GCRFMP)/STIP	Construct new track in southern quadrant to create turning wye for trains. Passenger trains serving Gateway Station will turn at this location for northbound return trips. Freight trains will turn at this location for access to/from Charleston -Columbia rail corridor and NS intermodal airport facility. Construction to be complete in 2022.
45	Clanton Rd. Extension	NS	CRISP/GCRFMP/ STIP	Extension of Clanton Rd. from West Blvd. to Wilkinson Blvd. with grade separation over NS Railroad. Donald Ross Rd. (CROSSING ID 716178E) will be closed upon completion of Clanton Road Ext. Construction to begin in 2025.
51	Thoroughbred Bulk Terminal	NCRR/NS	STIP	NS will use remnant of former Intermodal Yard near Uptown to do additional transloading and allow for additional capacity for operations at its Pineville Yard. Construction to begin in 2020.
61	Morris Field Dr. (CROSSING ID 716180F)	NS	STIP	Replace bridge over NS Railroad. Construction to be complete in 2022.

## CHARLOTTE RAIL PROJECTS UPDATE

PARTIALLY FUNDED PROJECTS				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
23	Charlotte Rail and Locomotive Maintenance Facility	NS	CRISP	Project involves constructing a facility to service state-owned/supported passenger trains during Charlotte layovers. Phase 1A is complete and includes a connection to the NS Mainline, 2 service tracks, an access drive, and an office building for Amtrak employees. A future phase will accommodate longer, higher-speed trains. Future phases are not funded.
24	Charlotte Gateway Station	NS	CRISP	Public / Private Partnership development of new multi modal station incorporating intercity rail, commuter rail, intercity bus, regional bus, local bus, streetcar, taxis and parking. Bounded by 4th, Graham, Trade and rail corridor. NCDOT and TIGER grant funds are being used for planning and design of tracks and structures.
39	NS Mainline South End Track Improvements & Crossing Closures	NCRR/NS	CDOT/NCDOT MOU/ CRISP	Construct third NS mainline track, relocations and modifications of sidings, installation of new track crossovers and signals, widening of railroad bridges at Morehead, P&N, 4 <sup>th</sup> , Trade, 5 <sup>th</sup> , and 6 <sup>th</sup> streets, closure of Berryhill and Donald Ross at grade crossings.
UNFUNDED PROJECTS				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
33	W. Summit Ave. (CROSSING ID 716172N)	NS	CDOT/NCDOT MOU/ CRISP	Crossing upgrades no longer a part of future phases of the Charlotte Locomotive and Railcar Maintenance Facility project; Wilmore neighborhood has requested evaluation of quiet zone.
34	Berryhill Rd. (CROSSING ID 716176R)	NS	CDOT/NCDOT MOU	Significant public opposition to closure during public involvement phase in 2007; no further action taken to date.



## CHARLOTTE RAIL PROJECTS UPDATE

UNFUNDED PROJECTS, con't.				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
42	NS Mainline North End Track Improvements	NCRR/NS	CRISP	Construction of third NS mainline track, relocation and modifications of yard tracks, installation of new track crossovers and signals.
43	North End Passenger Bypass	NCRR/NS	CRISP	Bypass of NS freight yard with double track dedicated passenger rail corridor for future commuter and intercity services. New Railroad Bridge over Tryon Street and new railroad flyover at south end of old NCRR Yard.
44	Stonewall St. Extension	NS	CRISP	Extension of street under NS rail corridor to connect S. Graham and S. Cedar streets (by City).
46	Old Dowd Rd. (SR 1191) Grade Separation (CROSSING ID 716184H)	NS	GCRFMP	Relocation and grade separation of Old Dowd Rd. and NS west of I-485. Project will be submitted to NCDOT for SPOT6.0 evaluation.
49	CATS CityLYNX Gold Line Streetcar	CATS	Transit Corridor System Plan/ CRISP	Planning and Design to implement Streetcar from JCSU to Rosa Parks Transit Center on Beatties Ford Rd. at I-85.
50	CATS CityLYNX Gold Line Streetcar	CATS	Transit Corridor System Plan/ CRISP	Planning and Design to implement Streetcar from Hawthorne Ln. at Sunnyside Ave. to the former Eastland Mall site on Central Ave.
57	CATS LYNX Silver Line Light Rail	CATS	Transit Corridor System Plan	Design to implement LRT from Uptown to Matthews
58	Hoskins Rd./CSXT Grade Separation (CROSSING ID 631426M)	CSXT	GCRFMP	Grade Separation of Hoskins Rd. at CSXT and Rozzelles Ferry Rd. Project will be submitted to NCDOT for SPOT 6.0 evaluation.
59	Hovis Rd. /CSXT Improvements (CROSSING ID 631795J)	CSXT	GCRFMP	Improve Hovis Rd. junction with CSXT and Rozzelles Ferry Rd. Project will be submitted to NCDOT for SPOT 6.0 evaluation.
62	Orr Rd./NCRR/NS At-grade Crossing Replacement (CROSSING ID 715350U)	NCRR/NS	Other	Determine feasibility of a grade separation to allow for the Orr Rd./NCRR/NS at grade crossing to be closed. Project will be submitted to NCDOT for SPOT6.0 evaluation.

## CHARLOTTE RAIL PROJECTS UPDATE

INACTIVE PROJECTS				
ID #	PROJECT NAME/LOCATION	RAIL CORRIDOR	CATEGORY	DESCRIPTION
13	Amtrak Station at Sugar Creek Rd.	NCRR/NS	Other	Proposed Sugar Creek passenger station on the North Carolina Railroad (NCRR). Railroad working on evaluation of a potential station in Harrisburg instead.
29	Pete Brown Rd. Improvements	NS	Other	Project on hold indefinitely.
37	Rozzelles Ferry Rd. (SR 1784)/ Toddville Rd. Intersection	CSXT	CDOT/NCDOT MOU	Project on hold indefinitely.
38	CSXT/Norfolk Southern (NS) Mainline Grade Separation	CSXT/NS	CDOT/NCDOT MOU/ GCRFMP	Lower CSXT mainline track under Norfolk Southern mainline track. Eliminates several at grade street crossings at CSXT and NS tracks. Improves rail operations thru Charlotte. Reduction of at grade crossings will significantly reduce locomotive horn blowing. Possible relocation of ADM mill. Neither railroad is currently interested in advancing the project.
47	North Yard Realignment Lead (aka New NS/ACWR Connector Track)	NS/ACWR/NCRR	CRISP/ GCRFMP	Relocate NS / ACWR from just north of Craighead Rd. to near the Sugar Creek Rd./The Plaza intersection. Construct an additional track from 30th St. to Sugar Creek Rd. Abandons one mile of ACWR track thru NoDa, and eliminates eight ACWR at grade road crossings in NoDa. Planning document complete. Project was evaluated by NCDOT in SPOT 5.0, but will be put on hold indefinitely.
60	CSXT Intermodal Facility - Phase III	CSXT	GCRFMP	Further expansion of existing yard on hold indefinitely.

# CHARLOTTE RAIL PROJECTS UPDATE

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