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|---------------------|--|---------------------|
| ADDRESS OF PROPERTY | <i>600 West 8th Street, Fourth Ward Local Historic District</i> | <i>HDC 2012-135</i> |
| SUMMARY OF REQUEST | <i>Development of Rail Corridor</i> | |
| OWNERS | <i>NCDOT Rail Division, Norfolk Southern Railway</i> | |
| APPLICANTS | <i>NCDOT Rail Division</i> | |

Details of Proposed Request

- *Development of Recessed Rail Corridor Along the Western Edge of the Fourth Ward Local Historic District*
- *Full Presentation will be Given at the November 2012 HDC Meeting by NCDOT Rail Division Staff*
- *Preliminary Materials Received to Date are Attached*

Relevant HDC Design Guidelines

- *New Construction*

Relevant Secretary of Interior's Standards for Historic Rehabilitation

(As cited in the Charlotte Zoning Ordinance Section 10.210)

- (i) New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- (j) New additions and adjacent or new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

9th St
Pinewood
Cemetery

Elmwood
Cemetery

6th St
W 6th St
W 5th St

W 6th St
N
Smith
St

W 7th St
N
Smith St

W 7th St

N Graham St

29

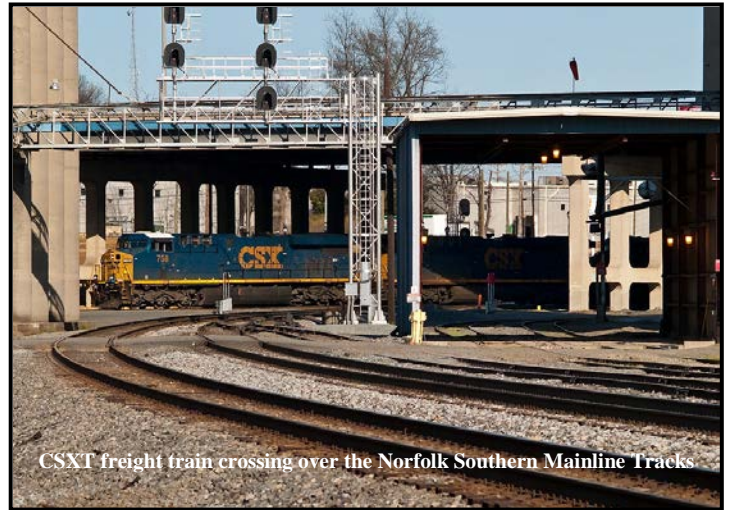


PROJECT INFORMATION SHEET
CHARLOTTE RAILROAD IMPROVEMENT AND SAFETY PROGRAM
TIP PROJECT P-5002: CSXT/NORFOLK SOUTHERN RR MAINLINE
GRADE SEPARATION, CHARLOTTE



PROJECT PURPOSE AND NEED

- Approximately 40 Norfolk Southern (NS) and 10 CSX freight trains per day utilize this at-grade rail/rail intersection.
- 2 Amtrak passenger trains (*The Crescent*-NYC to New Orleans) pass through the project area. With the future relocation of Amtrak to the proposed Uptown Gateway Station, the 4 existing *Piedmonts* and 2 *Carolinians* will pass through the crossing. NCDOT is also proposing two additional Raleigh to Charlotte round trips in the near future.
- The Charlotte Area Transit System (CATS) has proposed commuter rail service north of Uptown Charlotte (future Charlotte Gateway Station) to Mooresville using the NSRR “O-line”. The project would separate the future Red Line from the CSX mainline, eliminating potential delays.
- Grade separating the tracks will improve safety, reliability, and efficiency by eliminating the potential for train to train collisions and eliminate delays. The project would close or grade separate up to 5 existing at-grade crossings improving safety by reducing potential for automobile/train collisions.
- The project is located along part of CSX’s National Gateway Initiative and NS’ Crescent Corridor Program. The project will insure that the increased freight train volumes do not encounter a bottleneck in downtown Charlotte.
- The project will reduce emissions by eliminating the need for automobiles and trains to idle while waiting for other trains to pass through the crossing.



CSXT freight train crossing over the Norfolk Southern Mainline Tracks.

PROJECT DESCRIPTION

- Relocate the existing CSX mainline railroad tracks into a 3,400’ long trench carrying them under the Norfolk Southern Mainline tracks.
- Construct a new 3-track bridge carrying the Norfolk Southern Mainline tracks over the trench.
- Construct road bridges over the trench to provide employee and truck access to the ADM mill adjacent to the project site.
- Permanently close the at-grade railroad crossings at: N. Johnson Street and Church Street.
- Extend Maxwell Court north to Hamilton Street.



FIGURE 1: PROJECT VICINITY MAP

- Area of Potential Effects
- Existing Railroad Lines
- Historic Boundaries
- Streams



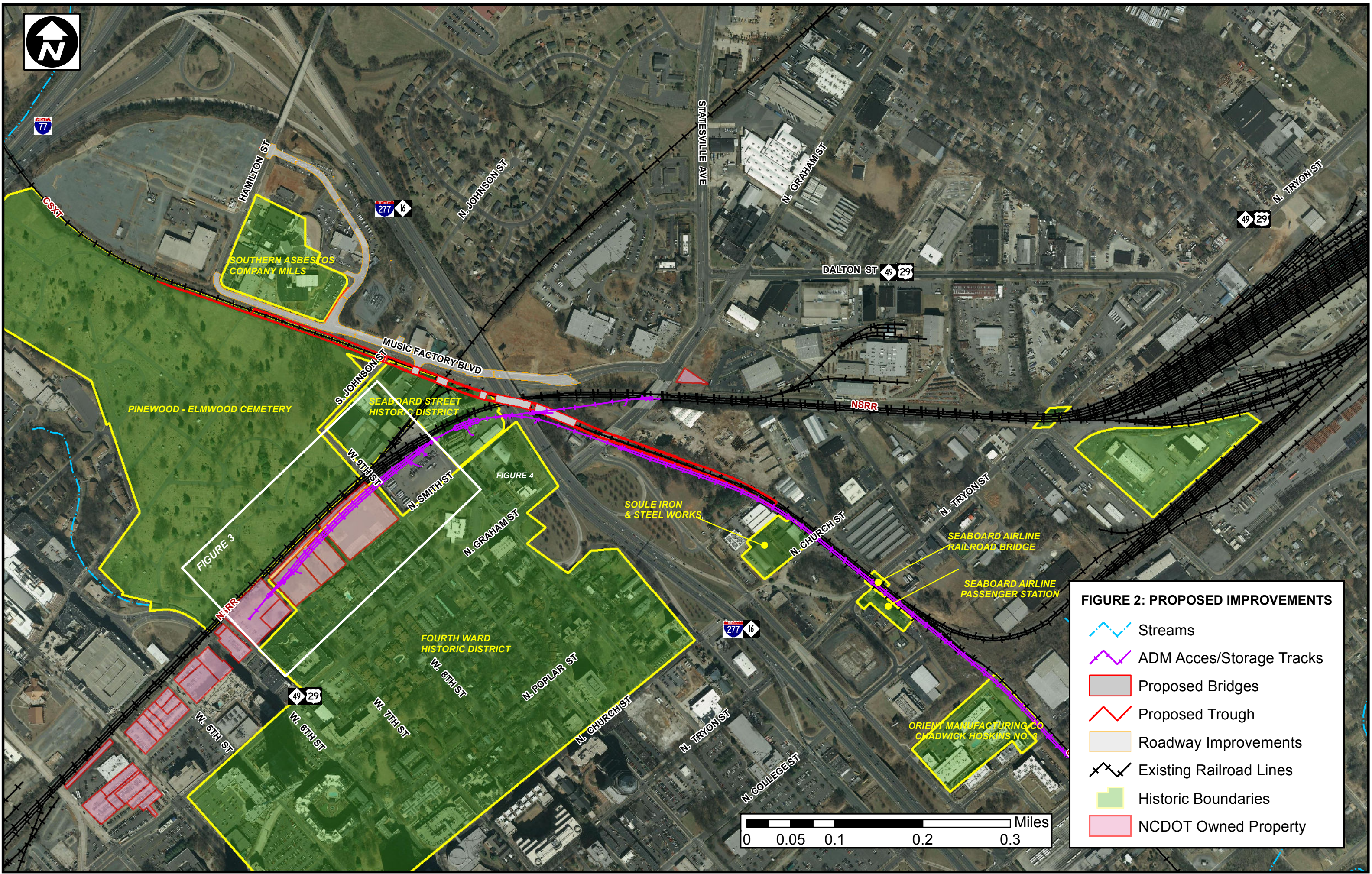


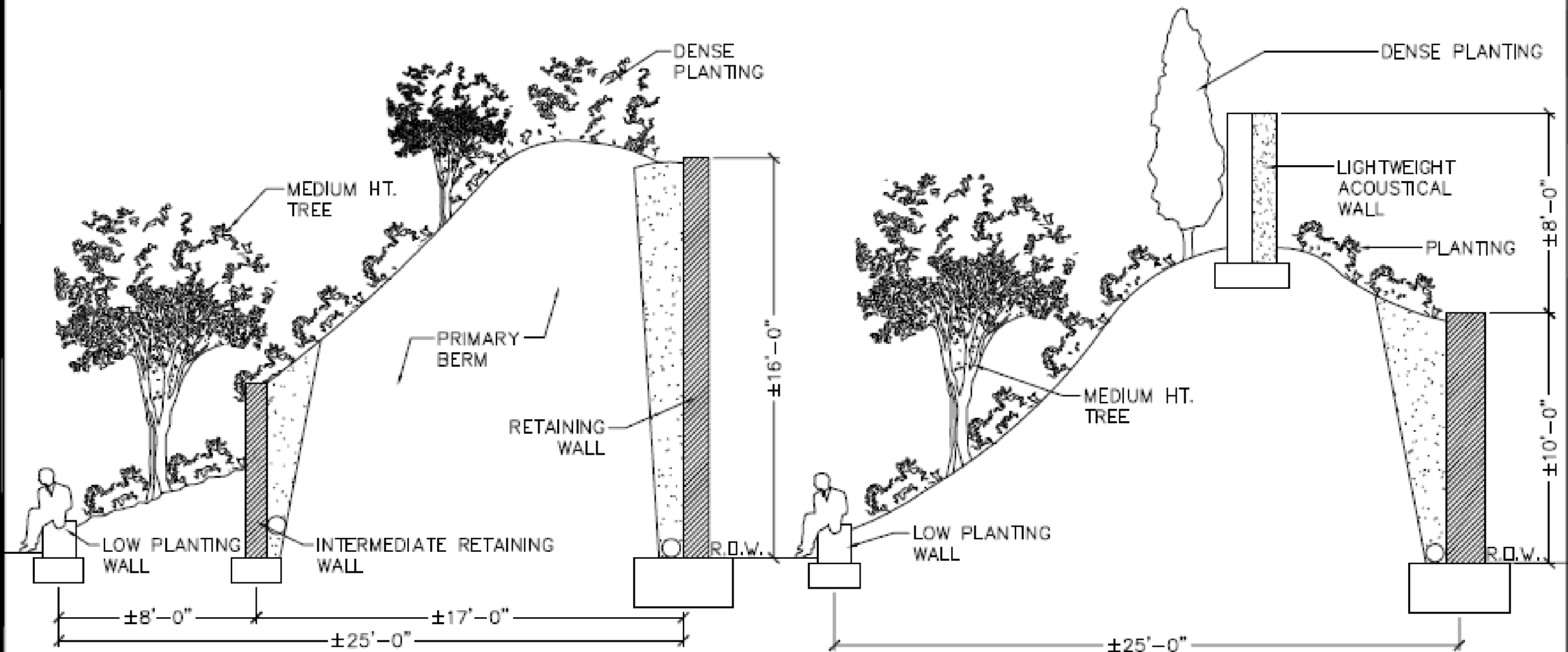
FIGURE 2: PROPOSED IMPROVEMENTS

- Streams
- ADM Acces/Storage Tracks
- Proposed Bridges
- Proposed Trough
- Roadway Improvements
- Existing Railroad Lines
- Historic Boundaries
- NCDOT Owned Property



FIGURE 3: FOURTH WARD HISTORIC DISTRICT

- Streams
- ADM Acces/Storage Tracks
- Property Boundaries
- NCDOT Owned Property
- Existing Railroad Lines
- Historic Boundaries



A CONCEPTUAL BERM SECTION
SCALE: 1/4" = 1'-0"

B CONCEPTUAL BERM SECTION
SCALE: 1/4" = 1'-0"

SCALE: 1/4"=1'-0"



CLIENT:
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
RAIL DIVISION

PROJECT:
CHARLOTTE MMSP

CONCEPTUAL
4th Ward Park
Acoustical wall/berm detail
sections @ R.O.W.

| | |
|------------------------|---------------------|
| JOB NO. 55594.700 | SHEET NO. 1 |
| DATE: DEC. 18, 2001 | FIGURE NO. 4.2.4 |

Charlotte Historic District Commission - Case 2012-135

