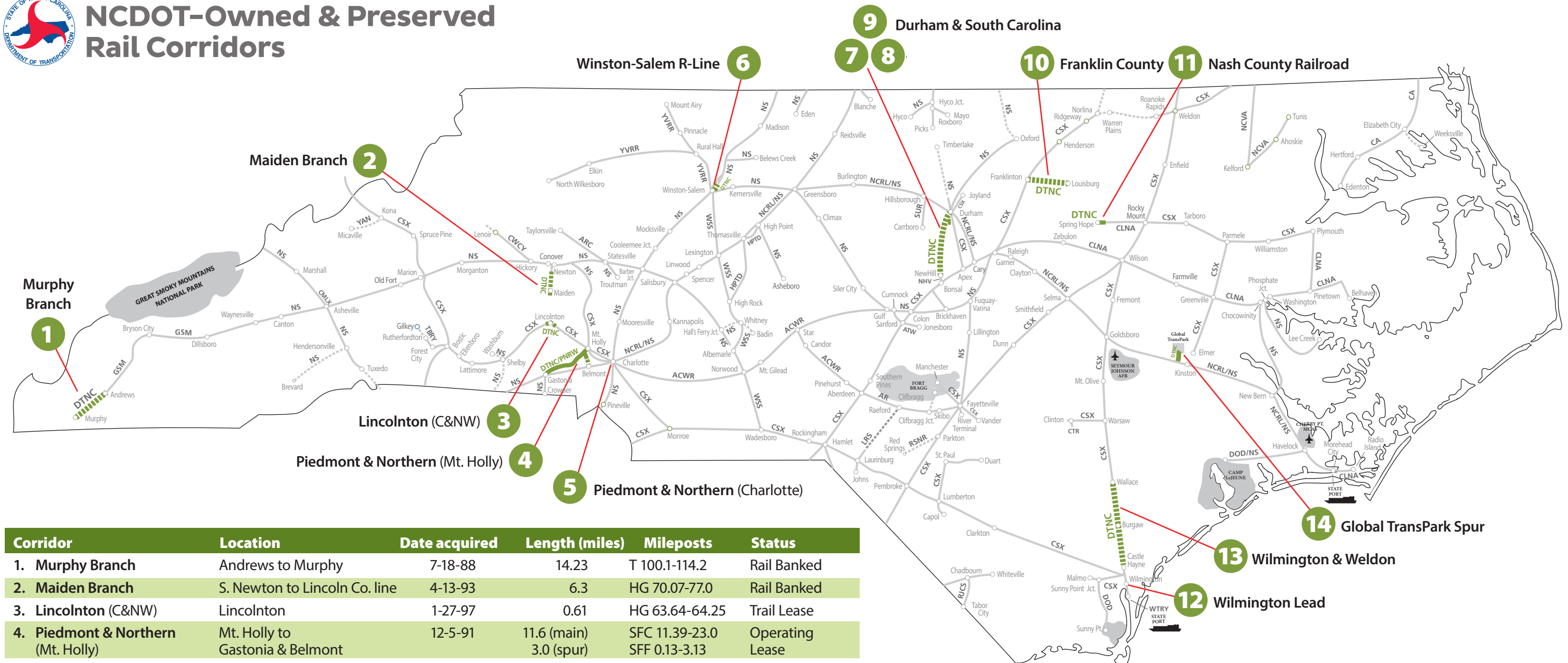




NCDOT-Owned & Preserved Rail Corridors



Corridor	Location	Date acquired	Length (miles)	Mileposts	Status
1. Murphy Branch	Andrews to Murphy	7-18-88	14.23	T 100.1-114.2	Rail Banked
2. Maiden Branch	S. Newton to Lincoln Co. line	4-13-93	6.3	HG 70.07-77.0	Rail Banked
3. Lincolnton (C&NW)	Lincolnton	1-27-97	0.61	HG 63.64-64.25	Trail Lease
4. Piedmont & Northern (Mt. Holly)	Mt. Holly to Gastonia & Belmont	12-5-91	11.6 (main) 3.0 (spur)	SFC 11.39-23.0 SFF 0.13-3.13	Operating Lease
5. Piedmont & Northern (Cedar Yard)	Charlotte	11-27-91	0.77	SFC 0.75-1.52	Trail Lease
6. Winston-Salem R-Line	Downtown Winston-Salem	2-26-06	2.0	R-124-126	Trail Lease & Rail Banked
7. Durham & South Carolina	Durham to NC 54	8-18-95	5.07 (main) 3.07 (spur)	DD 32.63-37.7 DD 36.09-39.16	Trail Lease & Rail Banked
8. Durham & South Carolina	Chatham-Wake Co. line to New Hill	8-18-95	7.35	DD 14.1-21.45	Trail Lease & Rail Banked
9. Durham & South Carolina	Fayetteville Street to Chatham-Wake Co. line	8-6-98	6.34	DD 21.45-27.79	Trail Lease
10. Franklin County	Franklinton to Louisburg	11-2-90	9.6	SC 130.2-139.84	Trail Lease & Rail Banked
11. Nash County Railroad	Momeyer to Spring Hope	11-02-05	4.3	ABA 134.8-139.1	Rail Banked
12. Wilmington Lead	Fourth Street to McRae Street	6-12-02	.25		Rail Banked
13. Wilmington & Weldon	Wallace to Castle Hayne	8-4-94	27.1	AC 208.07-235.17	Rail Banked
14. Global TransPark Spur	Kinston	9-30-12	5.7	GTP 0.0-5.7	Operating Lease

NCDOT Rail Division – Corridor Preservation Program

The Rail Corridor Preservation Act, passed by the General Assembly in 1988, gave the NCDOT authority to purchase railroads and preserve rail corridors for "future rail use and interim compatible uses." Amendments to the Act passed during the 1989 session also declared it a public purpose for the NCDOT to reassemble critically important lost portions of rail corridors by condemnation.

In 1988, the NCDOT purchased the former Southern Railway's 67-mile Murphy Branch (part of which has since been purchased by the Great Smoky Mountains Railroad), setting the precedent for other acquisitions that followed. The 14-mile Piedmont and Northern rail line was returned to service in 2010 and has strategic connections to both Norfolk Southern and CSX Transportation. NCDOT now holds title to more than 100 miles of rail corridors preserved for future use.

The Rail Division also provides technical assistance to local governments and economic-development groups to preserve freight-rail service to customers along light-density branch lines. In addition, Freight Rail and Rail Crossing Safety Improvement Funds and federal funds are used to assist short line railroads in making improvements to tracks and bridges, thereby helping to keep these lines active.

Dashed corridors are not in service.