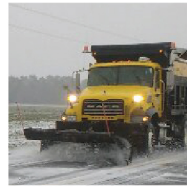




## **NORTH CAROLINA**

Department of Transportation



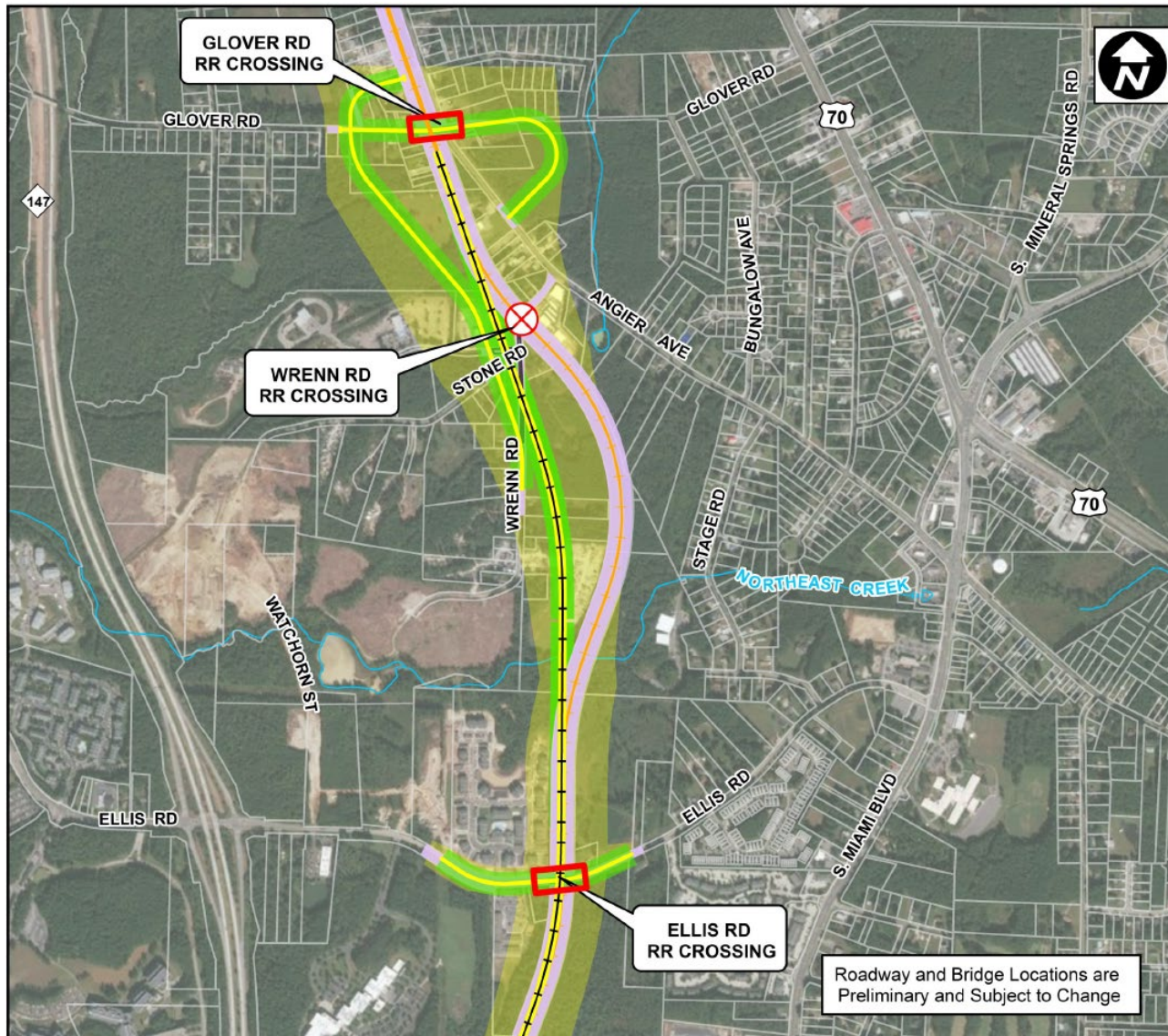
# P-5706 – East Durham Railroad Safety Project Project Update for DCHC TAC

Matthew Simmons, PE

James Bridges, PE

May 8, 2019

# Project Overview



# Purpose and Need

- Vehicular Safety
  - All three crossings under development pressure
- Rail Safety and Efficiency

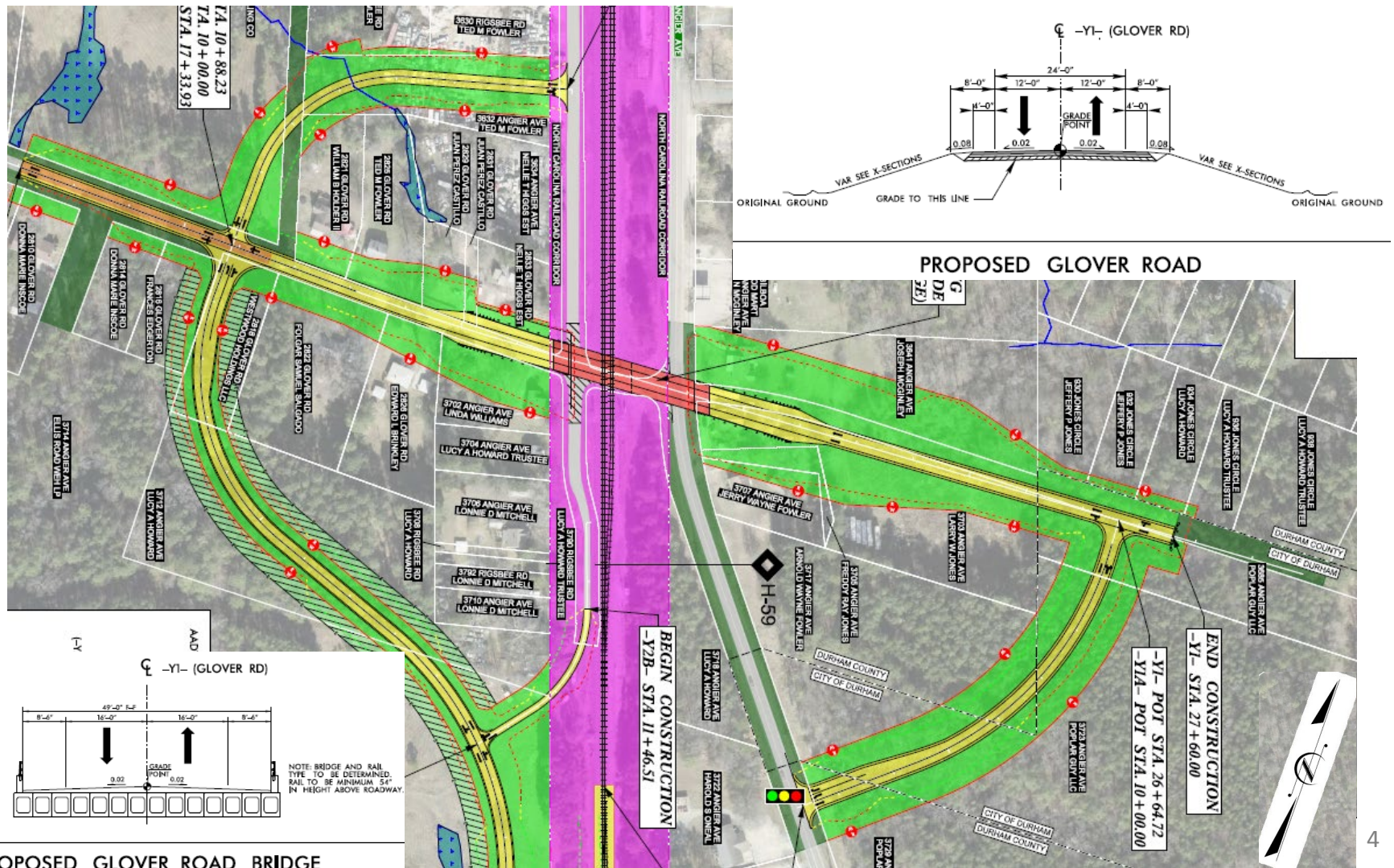
## RAIL CROSSING SUMMARY

INTERSECTING ROADWAY	NOTES
SR 1940 (Glover Road)	Crash History: 5 Daily Vehicle Traffic: 3,700 cars per day 2040 Vehicle Traffic: 7,300 cars per day
SR 1955 (Wrenn Road)	Crash History: 1 Daily Vehicle Traffic: 1,700 cars per day 2040 Vehicle Traffic: 7,600 cars per day
SR 1954 (Ellis Road)	Crash History: 4 Daily Vehicle Traffic: 13,600 cars per day 2040 Vehicle Traffic: 9,800 cars per day (pending other area roadway improvements)



# Project Components and Details

- Glover Road Grade Separation



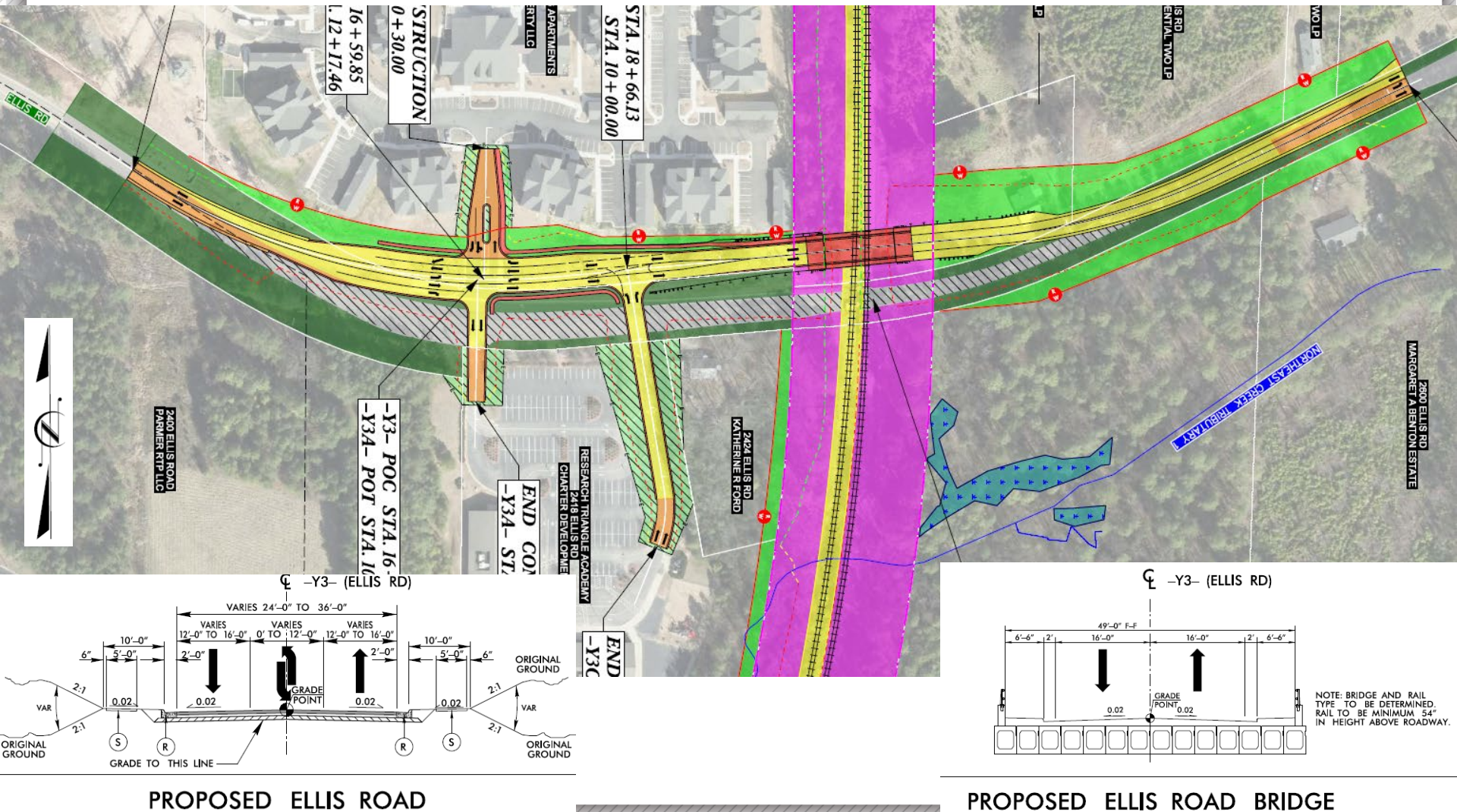


- **Wrenn Road Access Road and Closure**



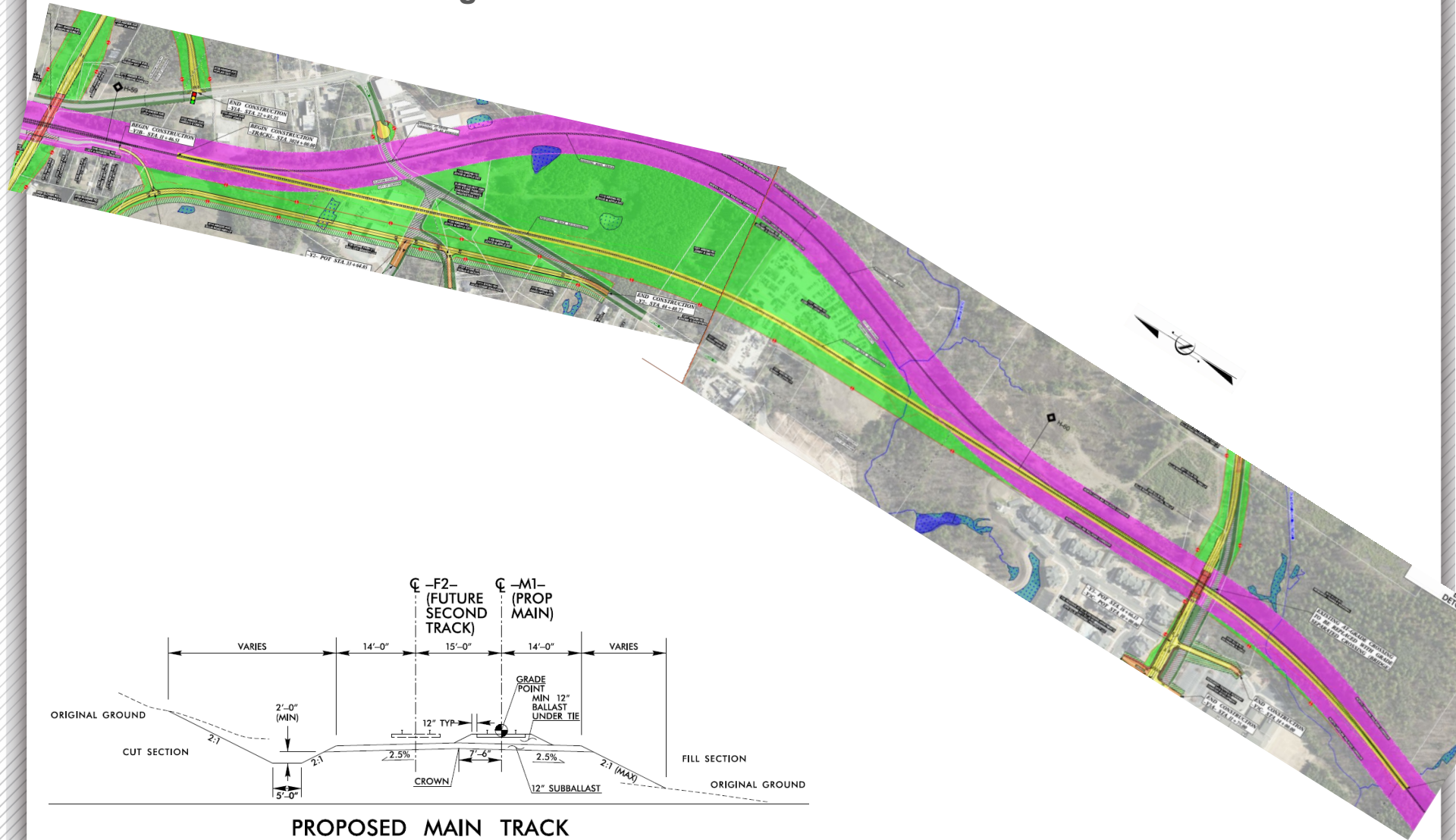


- **Ellis Road (south) Grade Separation**



# Project Components and Details (cont)

- Railroad Curve Realignments





# DCHC Comments

- Project needs to accommodate expected growth in area in all modes  
*Response – Project is a safety project, not a capacity project, but will be designed and developed consistent with local and regional transportation plans.*
- Accommodate bike and ped facilities, particularly on bridges, utilize 11' lane widths to discourage unsafe speeds  
*Response – Current bridge typicals can accommodate this layout; sidewalks to be constructed in compliance with NCDOT sidewalk policy*
- Preference for roundabouts over traffic signals  
*Response – To be coordinated in final design*
- Wrenn Road excess ROW adjacent to Railroad  
*Response – ROW shown conservatively; will coordinate to minimize excess in final design while still allowing for future track construction within proposed railroad corridor*



# DCHC Comments (cont)

- Schedule coordination amongst adjacent projects to minimize concurrent detours

*Response – Rail Division will work with Division 5 to ensure construction schedules are coordinated to allow adequate signed and unsigned detours*

- Large space of ROW between Existing and Proposed Rail Corridors

*Response – What's shown is conservative to ensure we don't have to increase ROW impacts later; details of RR Corridor acquisition still to be coordinated*

- Accommodation of future commuter rail and future additional tracks

*Response – Rail plans have been coordinated with NCRR to allow for future tracks: proposed grading to accommodate future extension of siding without regrading; bridges allow for four track clearance*

# Schedule and Funding

	2018-2027 STIP	Draft 2020-2019 STIP
Right of Way	SFY 2023*	SFY 2020
Construction	SFY 2026-2028	SFY 2026-2028
Funding Category	Regional*	Statewide

\* - Current STIP Shows SFY 2020 and Statewide



# Questions and Contact Information

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