

Fuquay-Varina Crossing Consolidation Plan

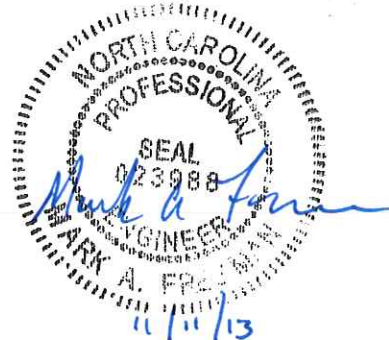
Gibson Project Number 00030.08

Gibson Engineers, PC
Post Office Box 700
Fuquay-Varina, NC 27526
(919) 552-2253

December 2009



Nancy Horne, PE
NCDOT



Mark Freeman, PE
Gibson Engineers, PC (License # C-2487)

Executive Summary

The Town of Fuquay-Varina, North Carolina partnered with the North Carolina Department of Transportation to develop a crossing consolidation plan to enhance railway-highway crossing safety, as well as help facilitate the construction of two new at-grade highway-rail crossings for the proposed Judd Parkway extension. It is Norfolk Southern's policy to permit new at-grade highway-rail crossings if other existing crossings are removed. Typically the railroad requires three closures for each new crossing. This report describes the process utilized in studying potential crossing consolidations, and the overall recommendations from the report.

Beginning with field investigations, preliminary recommendations for potential crossing closures were developed. A draft plan was formulated, and presented to the Town for an initial review. The draft plan was then shared with local stakeholders, citizens, and the Fuquay-Varina Town Council. The following section details the public outreach for this project.

Stakeholder and Public Meetings

An initial stakeholder meeting was held on January 27, 2009. Stakeholders included members of the Town staff, public safety professionals, school system representatives, the Fuquay-Varina Chamber of Commerce, and NCDOT engineers to discuss the project goals, as well as potential crossing consolidation scenarios needed to achieve these goals. Members of the stakeholder group provided insight into potential issues from the proposed closures, identified safety and mobility issues, and offered suggestions on the plan. Details from the Stakeholder meeting can be found in Appendix A.

Preliminary recommendations were presented to the Town Council on April 21, 2009. This informational presentation was to provide detailed data on the study to the Council in advance of the public hearing and address any questions they had.

A public workshop was held to discuss the project, and solicit comments from local citizens at the Fuquay-Varina Town Hall on June 2, 2009 from 5:00 PM to 7:00 PM. Attendees were shown mapping detailing closure locations, and were given additional information regarding the study recommendations and overall process.

The public hearing was held during the September 22, 2009 Town Council meeting. The Council was presented with the final plan, and the public was given an opportunity to speak. At this meeting, Town Council requested that the final report be provided prior to Council action.

Overall Plan

The crossing consolidation plan includes closures at the following locations:

Phase 1 (near-term, in advance of construction of the Judd Parkway project from its existing terminus west of US to intersect with NC 42)

- 465824K Tobacco Growers (private crossing near the intersection of US 401 and Wake Chapel Road)
- 465826Y West Jones Street
- 465920M Barefoot Road (SR 1173)

Phase 2 (mid-term, in advance of construction of the Judd Parkway project from NC 42 to NC 55)

- 465819N Cooley Farm Road (SR 1105)
- 465817A Washington Street

Additional details regarding the study and proposed plan are included in the body of this report.

Table of Contents

Introduction 1

Data Collection 2

Public Involvement 9

 1. Stakeholder Meeting 9

 2. Public Workshop 9

 3. Public Hearing 9

Recommendations 10

 Phase 1 (Near-term Recommendations) 10

 Phase 2 (Mid-term Recommendations) 13

APPENDICES

Appendix A – Stakeholder Meeting Minutes

Appendix B – Public Workshop Information

Appendix C – Public Hearing Information



Introduction

Norfolk Southern requires that construction of new at-grade or street-level highway-railroad crossings, such as those proposed as part of the Judd Parkway Extension, must be accompanied by the closure of existing at-grade crossings (typically three closures for each new crossing) in order to minimize the number of train-vehicle interactions and therefore maintain crossing safety. The goal of this policy is to improve the overall safety of the roadway and railroad system. Minimizing at-grade crossings can help lessen the possibility of train-vehicle collisions and eliminates points where vehicular access at the tracks is blocked, affecting emergency services, deliveries, school buses, and commuters.



During 2007, there were 68 rail-highway grade crossing collisions in North Carolina, resulting in five (5) deaths and 20 injuries. To reduce the potential for train-vehicle collisions, NCDOT is working with communities across the state to conduct detailed engineering evaluations and implement recommended improvements to rail crossings. Volume of train traffic and flow of vehicular traffic patterns are taken into consideration in this Crossing Consolidation Plan. This study, conducted by NCDOT, recommends crossings for relocation, and/or closure and associated mitigation projects. These enhancements result in improving the safety of motorists, pedestrians, rail passengers, and train crews while achieving the Town's goal of two new at-grade highway-railroad crossings along the proposed Judd Parkway. NCDOT has closed more than 150 public rail crossings based on recommendations from various TSS and corridor studies since 1993.

The NCDOT Study process typically consists of three phases:

1. Preliminary Phase

The NCDOT and the Town of Fuquay-Varina have contractually agreed to make a "best effort" to implement the overall recommendations of the study. An engineering consultant is then selected by NCDOT.

2. Study Phase

The engineering consultant evaluates the existing crossing conditions, average daily traffic (both trains and vehicles) and socioeconomic impact of potential closings for those crossings identified for study and prepares recommendations



for NCDOT and local officials to review. These recommendations are then grouped into a comprehensive plan for implementation. Recommendations are then presented to the public for comment. After the public workshop, a Public Hearing is held before Town Council and then the Town Council is requested to provide direction.

3. Implementation Phase

NCDOT and local officials identify funding sources and responsibilities for implementing the agreed upon improvements, project agreements are developed, design is undertaken, crossing closures are coordinated with railroad and state highway officials, and project construction is overseen.

Data Collection

Based on initial meetings with local officials and NCDOT, a preliminary list of potential crossings was developed for possible consolidation. The following information was gathered for each grade crossing under consideration for closure in order to evaluate the crossing conditions in terms of traffic and safety.

TABLE

Data Item	Source
Crossing Number	NCDOT Rail
Street or Route	NCDOT Rail
Railroad Company	NCDOT Rail
Railroad Milepost	NCDOT Rail
Existing Warning Devices	Site Inspection
Vehicle Traffic	NCDOT
24 hour train volumes	FRA Inventory Reports
Accident History	Accident Reports (NCDOT and FRA)
Street Classification	CAMPO*
Truck Route	CAMPO
Transit route	CAMPO
School Bus Route (Yes/No)	Wake County Schools
Crossing Surface and Condition	Site Inspection
Land Use	Site Inspection
Redundant Crossing (Yes/No)	Site Inspection
Humped Crossing	Site Inspection
Crossing Geometry	Site Inspection
Need for Enhanced Warning Devices	Site Inspection and Accident History
Feasibility of Roadway Improvements	Site Inspection and Engineering Judgement

*CAMPO (Capital Area Metropolitan Planning Organization)



Field data was collected for each site. Specifically, crossing geometry and sight distance, along with sight distance at nearby intersections was observed. Further, the crossing inventory data was obtained from NCDOT (and updated by field verification on October 28th, 2008). Photos were taken for each rail and each roadway approach at each crossing. Crash data for each crossing was also provided by the NCDOT Rail Division. The data summary sheets and corresponding photographs for each crossing are located found on the following pages.



Crossing 465 824K (Tobacco Growers)



Facing East



Facing North



Facing West



Facing South



Crossing 465 826Y (W. Jones Street)



Facing East



Facing North



Facing West



Facing South



Crossing 465 817A (Washington Street)



Facing East



Facing North



Facing West



Facing South



Crossing 465 819N (Coley Farm Road)



Facing East



Facing North



Facing West



Facing South



Crossing 465 920M (Barefoot Road)



Facing East



Facing North



Facing West



Facing South



Public Involvement

1. Stakeholder Meeting

The following agencies participated on the Stakeholder Committee:

- City of Fuquay-Varina Planning
- City of Fuquay-Varina Police
- City of Fuquay-Varina Fire
- NCDOT Division 5
- Wake County Public School System
- Chamber of Commerce

An initial stakeholder meeting was held on January 27, 2009 to discuss the project goals, as well as potential crossing consolidation scenarios needed to achieve these goals. Members of the stakeholder group provided insight into potential issues from the proposed closures, identified safety and mobility issues, and offered suggestions on the plan. Additional information regarding the stakeholder meeting can be found in Appendix A.

2. Public Workshop

One public workshop was held at the Fuquay-Varina Town Hall on June 2, 2009 from 5 PM to 7 PM.

The objective of the meeting was for the study team to present the project recommendations including crossings to be closed and the approximate locations of the new crossings along the proposed Judd Parkway, as well as the potential affect on traffic movements resulting from the improvement scenarios under consideration. Comment sheets and handouts with general project information and a small scale map were available.

Two citizens attended the drop-in workshop, with one submitting comments. The only comment submitted is as follows:

"All of these roads should remain open for the convenience of the people of the surrounding area. These roads are very valuable."

Additional information regarding the Public Workshop can be found in Appendix B.

3. Public Hearing

The public hearing for the project was held September 22, 2009 as part of the regularly scheduled Town Council meeting. The hearing was advertised in the Fuquay-Varina Independent on September 2nd and September 9th. Prior to the Council opening the hearing, Council was briefed on the plan, final



recommendations, and the public involvement process. No citizens spoke at the hearing.

Additional information regarding the Public Hearing can be found in Appendix C.

Recommendations

The following section details the proposed near-term and mid-term recommendations for the project. Further, mapping of the study area is provided to assist in locating specific crossings, and to aid in the understanding of possible alternative routes. Figure 1 provides the overall study area, while Figure 2 and Figure 3 provide a zoomed-in look at the western, and eastern project area, respectively.

Phase 1 (Near-term Recommendations)

The near-term recommendations involve crossings slated for closure in advance of completion of the next phase of the Judd Parkway extension, as well as any associated mitigation projects. Judd Parkway has been completed from just north of Broad Street (North of US 401, in the northern portion of Town) to west of Red Tree Oak Drive (west of US 401 in the southern portion of Town). The northern portion of the project (from US 401 to NC 55) is currently under construction. The next phase of construction would extend from west of Red Tree Oak Drive northwestward to intersect with NC 42. The construction of this portion of the overall loop will require a crossing of a rail line south of the proposed NC 42 intersection. Currently this crossing is proposed as an at-grade crossing, thereby requiring the closure of existing crossings in the area.

The primary purpose of this study is to identify crossings which could be closed in exchange for creating the new at-grade crossing for the Judd Parkway project. Three crossings are recommended for closure to permit the construction of the new at-grade highway-railroad crossing. They are as follows:

465824K Tobacco Growers

This is a private crossing near the intersection of US 401 and Wake Chapel Road. The low volume crossing primarily allows vehicles in the warehouse parking area access to Wake Chapel Road or US 401. The existing crossing is slightly humped with a short approach onto US 401. The main parking for the businesses at



these facilities is onto Wake Chapel Road. With the closure of this crossing vehicles will still have adequate access via Wake Chapel Road. Traffic volumes are lower on Wake Chapel Road providing safer egress from the facility. Since the Department has no jurisdiction over private crossings, it is recommended that



the municipality work with the property owners to attain the closure of this crossing.

465826Y West Jones Street

This crossing is located near the intersection of Ellis Street, Railroad Street, and West Jones Street, west of US 401 in downtown Fuquay. The crossing serves to connect West Jones Street to US 401, and provides access to the rear parking areas along West Jones Street and Ellis Street to areas west of downtown. The crossing is located adjacent to the intersection of West Jones Street with Ellis Street and an unnamed one-way commercial drive. On the opposite side of the crossing is the intersection of West Jones Street and Railroad Street. Approaches on both sides of the crossing are extremely short due to the presence of the adjacent roadway intersections. Because of this, the stop sign and stop bar for the westbound approach are located in advance of the rail crossing. Once across the tracks, the westbound movement has no stop condition, causing the four-leg intersection to operate as a three-way stop. This configuration can cause driver confusion, especially to those that are unfamiliar with the intersection. The 2007 ADT at this location was approximately 1, 772 vehicles per day.



The closure of this crossing would be beneficial from a safety perspective, as it would remove an at-grade crossing, limit the number of conflicts at the two closely spaced intersections, and remove the possible driver confusion related to the placement of the westbound stop sign.

While this closure would remove one east-west connection, traffic could still access downtown from the Jones and Lawrence Street areas by way of Academy Street. While Academy Street does cross the same rail line as West Jones Street, the crossing is signalized with flashers and gates. Further, drivers that wish to travel from this area to the north would still have the connection from Railroad Street to US 401/NC 42/Main Street located just north of the West Jones Street crossing. This crossing, too, is signalized with flashers and gates.

465817A Washington Street

The Washington Street crossing is located adjacent to the intersection of Washington Street with Lawrence Street and Southern Street. This at-grade crossing is





located a few hundred feet away from the grade separated crossing at Bridge Street. The crossing serves a relatively low number of vehicles per day. Access to the Bridge Street grade separation is currently available via Lawrence Street and Southern Street. The 2007 ADT on this crossing was approximately 2,312 vpd.

The near-term recommendation for this location is signalization with gates, as well as the installation of a channelized pedestrian crossing ("Z-gate" or other as appropriate). This crossing is proposed for closure in the mid-term, but the unsurety of timeframe between near-term and mid-term caused the team to recommend the installation of safety equipment in the interim.

465920M Barefoot Road (SR 1173)

The Barefoot Road crossing is located southwest of Fuquay-Varina, and connects OC Hester Road (SR 1410) to NC 42. Mims Road (SR 1120) forms the western leg of the OC Hester/Barefoot Road/Mimms Road intersection, and continues westward to connect with Buckhorn Duncan Road (SR 1119). Closing the Barefoot Road crossing will cause traffic using the crossing to relocate to the OC Hester intersection with NC 42 if their trip takes them southward, and OC Hester to Piney Grove – Wilbon Road, then on to NC 42 if that is their desired direction.



There were a number of closure options in this area, including OC Hester Road and Piney Grove – Wilbon Road. Barefoot Road was chosen as the preferred closure due to a number of factors. Its relatively low AADT (2006 ADT of 413 vpd) suggested that this closure would not affect a large number of travelers. Also, considering the overall mobility of this section, OC Hester appeared to be a choice for trips headed to and returning from areas south and west of Fuquay-Varina, while Piney Grove – Wilbon was a more direct route from the western portion of the study area to NC 42. Further, the intersection of Barefoot Road and NC 42 was identified as a safety concern during the stakeholders meeting. According to emergency services representatives, the poor sight distance at this location contributed to a higher severity for crashes. While the OC Hester intersection has a more pronounced skew, the intersection at Barefoot was described as more problematic. Elimination of the railroad crossing will lower the traffic volumes on Barefoot Road and therefore at this intersection.



Phase 2 (Mid-term Recommendations)

The remaining sections of the Judd Parkway will be constructed in multiple phases. The first, as described above, would extend the facility from its current terminus to intersect with NC 42. The next and final phase of the project would complete the loop, constructing the portion from NC 42 northward to its existing terminus just southwest of NC 55.

This portion would also require a crossing of an existing rail line. Currently this crossing is proposed to be made via an at-grade crossing. Thus, two additional closures are recommended in trade for the new at-grade crossing. Those closures are as follows:

465819N Cooley Farm Road (SR 1105)

The Cooley Farm Road crossing is located west of Downtown Fuquay, and connects NC 42 northwestward to Wilbon Road. The crossing has poor sight distance, attributable to the horizontal and vertical curvature of the roadway. The 2005 ADT on Cooley Farm Road was approximately 675 vpd. While this crossing is presented as a closure, it will actually function as a relocation. The plan is for Cooley Farm Road to intersect with the Judd Parkway extension in the vicinity of the exiting crossing. Traffic utilizing the Cooley Farm Road crossing would still be able to travel east and west, but would do so by connecting to the proposed Judd Parkway, rather than intersecting directly with NC 42. The relocation of the crossing will have little effect of travelers, but will provide the opportunity to make the connection by way of an improved crossing providing greater sight distance.



465817A Washington Street

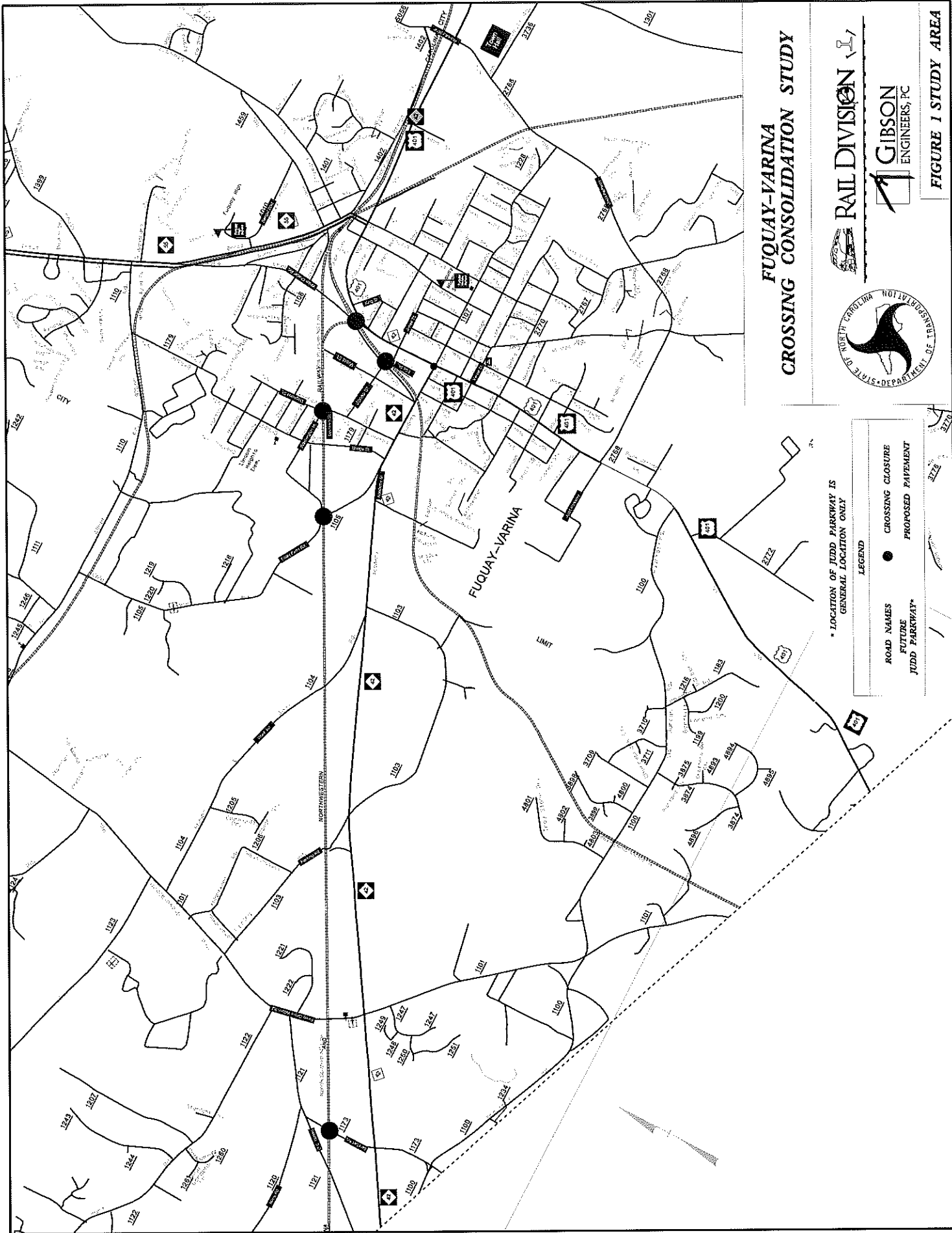
The Washington Street crossing is located adjacent to the intersection of Washington Street with Lawrence Street and Southern Street. This at-grade crossing is located a few hundred feet away from the grade separated crossing at Bridge Street. The crossing serves a relatively low number of vehicles per day. Access to the Bridge Street grade separation is currently available via Lawrence Street and





Southern Street. The 2007 ADT on this crossing was approximately 2,312 vpd.

With modifications to Southern Street the adjacent street network will adequately handle the relocated traffic if this crossing were closed. To mitigate the proposed closure, it is recommended that Southern Street be improved, including minor widening and paving. The improved facility will allow for continued traffic circulation in the area, as well as relocate traffic currently crossing the rail line at-grade to the grade separated Bridge Street crossing. Due to the physical constraints, this improved connection may be made as a one-way road unless it is determined that adequate Right-of-Way was available to permit two-way traffic.



FUQUAY-VARINA CROSSING CONSOLIDATION STUDY

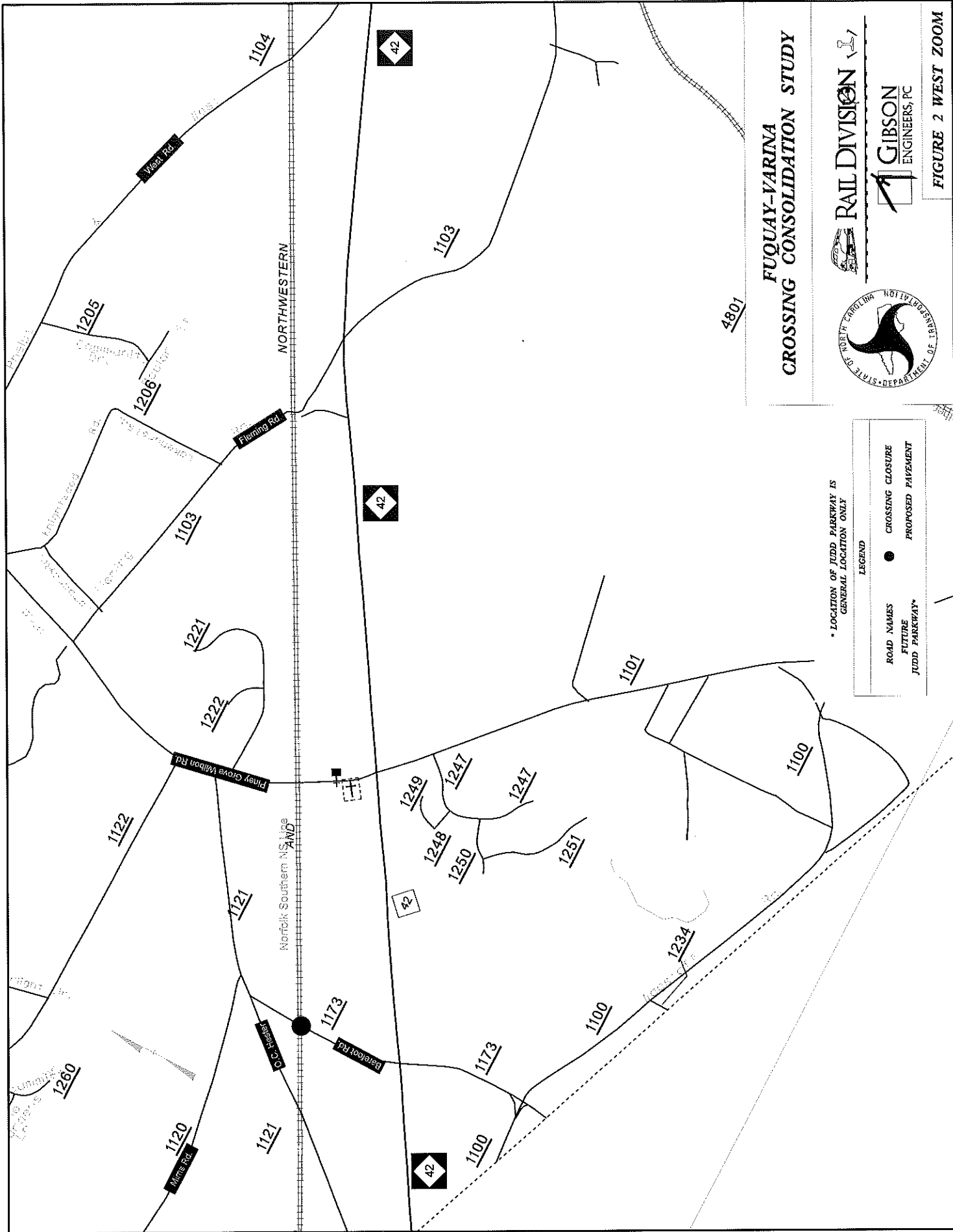


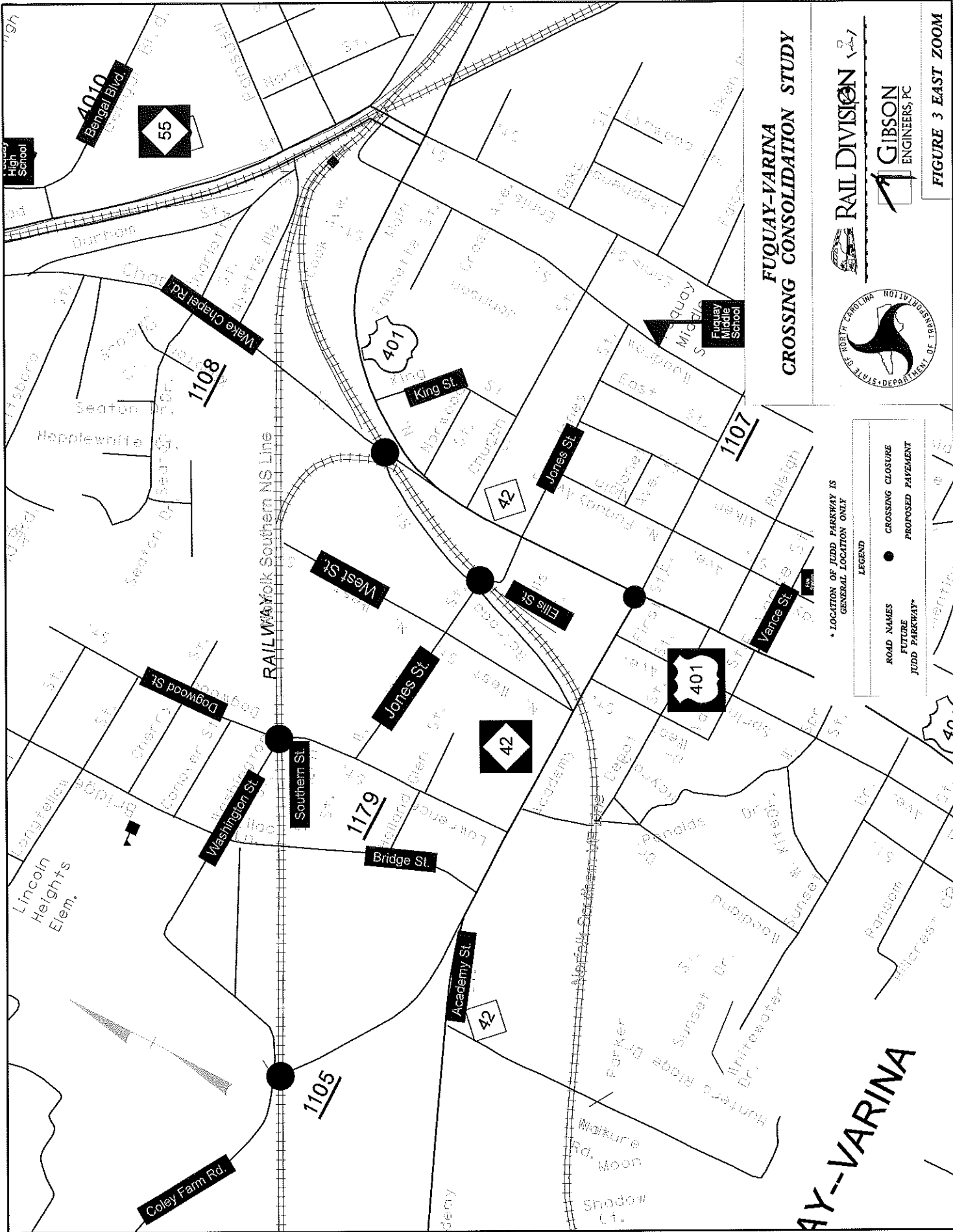
* LOCATION OF JUDD PARKWAY IS
GENERAL LOCATION ONLY

LEGEND

- ROAD NAMES
- FUTURE JUDD PARKWAY*
- CROSSING CLOSURE
- PROPOSED PAVEMENT

FIGURE 1 STUDY AREA





FUQUAY-VARINA CROSSING CONSOLIDATION STUDY



FIGURE 3 EAST ZOOM



Appendix A – Stakeholder Meeting Minutes

Fuquay-Varina Traffic Separation Study

Stakeholders Meeting

January 27, 2008

Introduction

The purpose of this study is to identify potential rail crossing closure locations. These crossing closures will benefit the Town and travelling public by reducing the potential for train-vehicle collisions, and facilitate the construction of the remaining portion of Judd Parkway. An additional benefit of an overall closure plan is that mitigation can be determined on a system level, impacts are recognized as a whole, rather than just at specific locations, and stakeholders and the public are made aware of the plan well in advance of any closure activities.

Proposed Closure Locations

- Tobacco Growers
- West Jones Street
- Washington Street
- Barefoot Road or OC Hester Road
- Coley Farm Road

Proposed New At-grade Crossing Locations

- Coley Farm Road (relocated to Judd Parkway)
- New crossing South of Academy Street (Judd Parkway)

Next Steps

- Public Workshop
- Final recommendation Meeting
- Draft Report
- Municipal Agreement
- Final Study Report

What is needed of Stakeholders

- **Review the list of potential closures**
- **Comment on those that might impact your area of interest**
- **Comment on any potential issues associated with recommendations**

Provide Comments To

Mark Freeman, PE, AICP

Gibson Engineers

Post Office Box 700

Fuquay-Varina, NC 27526

(919) 552-2253

mark.freeman@gibsonengineers.com



Date: January 28, 2009

To: Attendees

From: Mark Freeman, PE, AICP
Gibson Engineers

Subject: Fuquay-Varina Traffic Separation Study – Stakeholders Meeting

A meeting was held at the Fuquay-Varina Town Hall on Tuesday January 27, 2009 to discuss the initial recommendations of the Fuquay-Varina Traffic Separation Study. In attendance were the following:

Mike Sorensen – Town of Fuquay-Varina
Arthur Mouberry – Town of Fuquay-Varina
Carol McDowell – Wake County Public School System
Larry Smith – Town of Fuquay-Varina Police Department
Tony Mauldin – Town of Fuquay-Varina Fire Department
Jim Jones – Town of Fuquay-Varina Fire Department
Ron Tropcich – Town of Fuquay-Varina Chamber of Commerce
Steve Johnson – NCDOT Division 5
Reid Elmore – NCDOT Division 5
Joey Hopkins – NCDOT Division 5
Mark Freeman - Gibson Engineers

Mark Freeman began the meeting with introductions. Arthur Mouberry introduced the project, and provided a brief history and the purpose of the study.

Mr. Freeman presented a PowerPoint presentation that explained the purpose of the study was to identify potential rail crossing closures to enhance safety, to present the data in a manner such that closures could be planned for and mitigated in advance, and as a means of facilitating the construction of the Judd Parkway project. Mr. Freeman also displayed an aerial photo identifying the proposed location of the parkway, as well as two new at-grade rail crossings that would result from the construction of Judd Parkway extension.

Mr. Freeman explained that in order to receive permission to add 2 new at-grade crossings, that the Town would likely be required to close approximately 5 existing at-grade crossings.

Mr. Freeman went on to show location, aerial photo, and specific information for each of the recommended closures.

Specifically, the existing crossings shown as closure recommendations are as follows:

Tobacco Growers

Mr. Freeman added that this is a private crossing, and that the Town has been in contact with the property owner to discuss the potential of closure. No objections were noted at the meeting.

West Jones Street

Mr. Freeman stated that this was a potential for closure, mainly due to a skewed alignment of the roadway approach on the east side, and the limited volume utilizing the crossing. No objections were noted at the meeting.

Washington Street

Mr. Freeman explained that while this location was suggested for closure, that one possible mitigation measure would be to improve Southern Street to allow a connection from Lawrence Street to Bridge Street, allowing traffic to pass over the tracks by way of a grade separated crossing. Mr. Mouberry added that the connection would be one-way, traveling from east to west. Mr. Mouberry also added that the proposal has not been finalized, as there were items that still needed to be worked out (permission to build on railroad Right-of-Way for example).

Carol McDowell explained that buses were routed along the roads in that area, and that items such as the ability to make turns at intersections should be part of the plan.

Tony Mauldin asked if the connection from Washington Street to Dogwood Street would remain. Mr. Freeman stated that the intent of the plan was to leave the connection from Washington Street to Dogwood Street in place. The design would likely still require a stop condition or a low speed movement, though, as taking the curve out was not being considered. Ms. McDowell also stated that leaving the connection in place was beneficial for the routing of busses.

Coley Farm Road

Mr. Freeman explained that this location was proposed to be closed; however, the plan proposes to construct a new at-grade crossing very near the existing crossing. The new crossing would be part of the Judd Parkway project. While Coley Farm Road would no longer cross the rail track, the crossing could be made by way of Judd Parkway.

Ms. McDowell noted that the roadway curvature on the west approach limited sight distance, and made travel potentially unsafe. Further, she noted the use of the facility by large farm vehicles.

Mr. Mouberry explained to the group that this portion of the Judd Parkway project was not funded, and that the exact date of the crossing closure and construction of the realigned crossing was not known.

There were no comments in opposition to the closure. Additionally, the group as a whole agreed that an improved crossing with better sight distance would be an improvement.

Barefoot or OC Hester

Mr. Freeman explained that the presence of 2 closely spaced crossings offered the opportunity to close one without causing traffic to reroute over long distances. Also, Mr. Freeman explained that there were gates and signals at the OC Hester crossing, while the Barefoot crossing was identified only by signs. However, as part of the mitigation for B-4657, it was possible that gates had been recommended for the Barefoot crossing, although this was unconfirmed information.

Mr. Mauldin stated that there was an accident problem at the intersection of Barefoot Road and NC 42 due to poor sight distance from the intersection to the south (due to vertical curvature). Based on the accident history, and the severity of accidents observed, Mr. Mauldin suggested considering choosing Barefoot over OC Hester as the closure.

Reid Elmore stated that he would observe the sight conditions at the intersection to determine if any improvements could be done to improve the sight distance issue.

Joey Hopkins asked if a signal would be warranted at the OC Hester intersection with NC 42 should Barefoot traffic be rerouted there. Mr. Freeman stated that he would obtain peak hour counts to determine the current volumes at OC Hester and NC 42 so that he could better answer the question.

Mr. Maudlin suggested revisiting the decision for the B-4657 detour route (Barefoot Road) based on the sight distance comments. Mr. Freeman will provide this information to NCDOT Roadway Design Unit for their consideration.



Appendix B – Public Workshop Information

MEMO



To: Fuquay Varina TSS File
From: Mark Freeman, PE, AICP
Project: Fuquay Varina TSS
File: 00030.08 Date: June 3, 2009

Reference: Fuquay Varina TSS Public Workshop Summary

A public workshop was held for the Fuquay Varina Traffic Separation Study (TSS) on Tuesday, June 2nd from 5-7 PM at the Fuquay Varina Town Hall. Gibson Engineers and NCDOT provided mapping of the project area showing crossings to be closed, as well as the approximate location of the new crossings desired for the Judd Parkway project. In addition, comment sheets and handouts with general project information and a small scale map were available.

Two citizens attended the drop-in workshop, with one submitting comments. The only comment submitted is as follows:

"All of these roads should remain open for the convenience of the people of the surrounding area. These roads are very valuable."

Gibson Engineers

Mark Freeman
Project Manager
Mark.freeman@gibsonengineers.com



Fuquay Varina, NC:

Railroad Crossing Closures

Railroad Crossing Improvements

Construction of new at-grade or street-level railroad crossings, such as those proposed as part of the Judd Parkway Extension, must be accompanied by the closing of existing at-grade crossings, in order to minimize the number of train-vehicle interactions and therefore maintain crossing safety. The goal of this system is to improve the overall safety of the roadway and railroad system. Minimizing at-grade crossings can help lessen the possibility of train-vehicle collisions. In addition, minimizing the number of at-grade railroad crossings eliminates points where vehicular access at the tracks is blocked, affecting emergency services, deliveries, school buses, and commuters. Improved crossings can help traffic flow through these intersections.

Railroad Safety

During 2007, there were 68 rail-highway grade crossing collisions in North Carolina, resulting in five (5) deaths and 20 injuries. To reduce the potential for train-vehicle collisions, NCDOT is working with communities across the state to conduct detailed engineering evaluations and implement recommended improvements to rail crossing. Volume of train traffic and flow of vehicular traffic patterns are taken into consideration in the Traffic Separation Study (TSS). The TSS, conducted by NCDOT, recommends crossing for improvement, relocation, and/or closure. These enhancements result in improving the safety of motorists, pedestrians, rail passengers, and train crews. NCDOT has closed approximately 145 public rail crossings based on recommendations from various TSS and corridor studies since 1993.



Proposed Crossing Closures

The following crossing *closures* are being considered in conjunction with the construction of two (2) new crossings as part of the Judd Parkway extension project.

- Tobacco Growers
 - West Jones Street/Ellis Street
 - Washington Street – improvements to Southern Street are also proposed
 - Barefoot Road/O.C. Hester Road – *one* of these crossings will be proposed for closure, to be determined by public input
 - Coley Farm Road – this is a crossing improvement/relocation
- The following crossings are proposed as part of the Judd Parkway extension project:
- Coley Farm Road – relocation
 - New crossing south of Academy Street

For additional information, please contact:
Nancy Horne, PE; Project Engineer; NCDOT Rail Division
1556 Mail Service Center; Raleigh, NC 27699
919 715 3686



Appendix C – Public Hearing Information

LEGAL NOTICE

NOTICE OF PUBLIC HEARING

The Public will take notice that the Board of Commissioners of the Town of Fuquay-Varina will conduct a public hearing regarding a traffic operation study. The purpose of the study is to identify crossing consolidations to facilitate the planning of the Judd Parkway Project. The all crossings identified in the study are on West Jones Street, Washington Street, Coley Farm Road, and JC Hester Road, along with a proposed crossing located near the intersection of Wake Chapel Road and North Main Street. The public hearing will be held at 7:00 p.m. (or as soon thereafter as possible) on the 22nd day of September 2009, at the Town Hall at 401 Old Honeycutt Road.

Rosa H. John
Town Clerk
Town of Fuquay-Varina

FV 9/2, 9/9

AFFIDAVIT OF PUBLICATION

STATE OF NORTH CAROLINA COUNTY OF WAKE

Before the undersigned, a Notary Public of said County and State, duly commissioned and authorized to administer oaths, etc., personally appeared to Danita Kelly who, being duly sworn and affirmed, according to the law, doth depose and say that she is Legal and Classified Advertising Manager of the Fuquay-Varina Independent, organized and doing business under the laws of the State of North Carolina, and publishing a newspaper known as the Fuquay-Varina Independent, a publication of Wake County, North Carolina and a publication in which such notice, paper, document or legal advertisement was published, was at the time of publication, a newspaper meeting all the requirements and qualifications of Section 1-597 of the General Statutes of North Carolina and that as such she makes this affidavit; that she is familiar with the books, files and business of said publication and by reference to the files of said publication, the attached advertisement of:

Public Hearing - 9/22/09
Was inserted in the aforesaid newspaper in space, and on dates as follows:

EV 9/2, 9/9
The above is correctly copied from the books and files of the aforesaid publication

Danita Kelly
Legal and Classified Advertising Manager

Sworn or affirmed to, and subscribed
before me this 21st day of
Sept, A.D. 09
IN TESTIMONY WHEREOF, I have
hereunto set my hand and affixed my
official seal, the day and year aforesaid.

Sharon W. Pope
Notary Public

SEAL

My Commission Expires: May 16, 2011

1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20