MEBANE, NC 5-10-18 TRAFFIC SEPARATION STUDY





TRAFFIC SEPARATION STUDY for the TOWN OF MEBANE, NC

May 2018

Documentation Prepared by WSP USA

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NC BY TRAIN



EXECUTIVE SUMMARY

In a joint cooperative effort with the City of Mebane, Norfolk Southern (NS), the North Carolina Department of Transportation (NCDOT), and North Carolina Railroad (NCRR), have completed the Mebane Traffic Separation Study (TSS), which focuses on eight (8) existing at-grade roadwayrailroad crossings along a 5-mile span.

A TSS is part of a comprehensive evaluation of vehicular, train, and pedestrian patterns and interactions along a defined local or regional rail corridor. The purpose of the TSS is to determine the need for improvements and/or elimination of public at-grade crossings to improve safety and mobility for motorists, pedestrians, rail passengers, and train crews. The TSS evaluated the rail line in Mebane that crosses various streets, as well as any planned or programmed railroad and roadway improvements within the study area. Figure 1 defines the study area of the project.

While the study focused only on eight crossings, it also supports the larger goals of the NCDOT Rail Division's focus on improved freight and passenger rail operations and quality of life impacts (crossing safety, noise, air quality) for railadjacent communities. With the projected increase in freight and passenger rail traffic, there is a need to focus attention to the safety of this corridor and the mobility of all forms of traffic.

The process involved components relating to Crash Data, Traffic Data, Capacity Analysis, Safety and Mobility Issues, and Public Involvement.

Crash and Traffic Data

Crash data from NCDOT and the Federal Railroad Administration (FRA) was analyzed from 1978 to 2016.

Twenty-seven crashes involving train/vehicle or train/pedestrian collisions were reported at crossings in the study area, as summarized in Table ES-1. Of these, 7 involved fatalities, and a majority of the collisions revolved around automobile drivers maneuvering around down gates at the crossings and not stopping prior to the crossing when a train was approaching. It will be important for the City of Mebane and NCRR work together in installing fencing along the rail corridor through the downtown. This would direct pedestrians to the appropriate sidewalks at at-grade crossings as a safe crossing movement.

	N	S Crossing	S		
Crossing No.	Street Name	Total # of Crashes	# of Fatalities	# of Injuries	PDO
735 464L	SR 1940 – Gibson Road	3	0	3	0
735 465T	SR 1976 – Lake Latham Road	4	0	1	3
735 468N	SR 1965 – Moore Road	2	0	1	1
735 496V	SR 1962 – S 3 rd Street	0	0	0	0
735 471W	4 th Street	2	0	1	1
735 472D	NC 119 - 5 th 8 2		1	5	
735 474S	SR 1402 - Mattress Factory	lattress 4		3	1
735 141R	SR 1114 - Buckhorn Road	3	1	0	2
Pedestrian C	rossing Tracks	3	4	0	0

Table ES-1: Crash Summary



NCDOT Division 7 Highways recently conducted an intersection diagnostics analysis pertaining to the signalized intersection of NC 119 (5th Street) and Washington Street and US 70. The analysis identified short terms improvements for the signal operations and vehicle queueing along 5th Street. Recently, NCDOT Division removed the advanced stop lines And re-stripped the intersection of 5th Street and Washington Street with a "Do not block intersection" marking (along with signage). Prior to the TSS study, results showed minimal improvements due to the continuous left turn ability.

Further crash analysis was conducted at the intersections to identify the types of accidents and the locations. As shown in Figure 18, there is a high volume of accidents at the intersection of 5th Street and Washington Street, relating to left turn traffic crossing 5th Street or vehicles trying to cross 5th Street.

Capacity Analysis

The level of service (LOS) for each crossing was determined based on computed values and the Highway Capacity Manual procedures to determine the capacity of a crossing and identify the type of improvement that would be needed. A traffic analysis was performed to determine the operating characteristics of the adjacent road network at NC 119 (5th Street and US 70) due to the existing geometry.

Safety and Mobility Issues

Safety and mobility issues were considered at each crossing based on roadway geometry, existing warning devices, and behavior of users across the tracks. The following conditions were observed:

 Vehicles were observed queuing over the tracks at 5th Street

- New signage and pavement markings were installed at 5th Street to warn and deter vehicles from stopping on the tracks
- All crossings have signals and gates
- There is a need for improved pedestrian connectivity between US 70 and Washington Street

Public Involvement

Public input involved establishing a Stakeholder Committee and conducting a series of public meetings to gather information and receive public comments on existing conditions and feedback on proposed recommendations. These recommendations include safety improvements, pedestrian crossing enhancements, and possible closures at existing street/rail grade crossings in the City of Mebane.

Stakeholder Committee

A Stakeholder Committee was established in order to provide critical input in reaching consensus on grade crossing recommendations. The Stakeholders involved:

City of Mebane	NCDOT Rail Division
NCDOT Division of Highway 5 & 7	NC Railroad
Burlington-Graham MPO	Alamance EMS
Durham-Chapel Hill – Carrboro	Alamance Chamber of
MPO	Commerce
Alamance County School District	Orange County School District
Norfolk Southern	Orange County EMS

The Stakeholder Committee met during the course of this study. The first meeting was held on August 4th, 2016 with various city departments, emergency response providers, and school district representatives to get their initial input for each crossing.

A second Stakeholder Committee meeting was held on February 16th, 2017 to present the various design concepts for



improving the safety at the at-grade crossings and receive feedback on preliminary concepts. The preliminary concepts would be carried forward to a second Public Information Workshop.

The third Stakeholder Committee meeting was held on June 14, 2017. The final recommendations were presented to the committee for their approval to include in the report and present to City Council. Discussions revolved around options for 735 472D (NC 119/5th St). The committee recommended moving forward the option that is found in Section G. Further studies relating to the 735 141R (Buckhorn Rd) at-grade crossing should coordinate with Orange County Planning Department and the Interchange Analysis & Corridor Study for Mattress Factory Road and any modifications to Buckhorn Road related to that study.

Citizens Informational Workshops

The Public Involvement program included two Citizen Informational Workshops (CIWs). These meetings are summarized below.

The first CIW was held on November 15th, 2016. Study team members were available to introduce the Mebane Traffic Separation Study, to answer questions related to the study, and to receive comments to aid in developing recommendations for improving the eight rail crossings.

Primary concerns were with increased traffic along Holt Street and reduced access to US 70 through the closing of Lake Latham Road at-grade crossing. However, the closing of the crossing is not part of the Traffic Separation Study, it is part of the NC 119 Bypass (U-3109A). Additional concern revolved around the traffic along the 5th Street at-grade crossing, as well as the lack of pedestrian connectivity between Washington Street and US 70.

Citizens Informational Workshop #2

The second CIW was held on April 18th, 2017 at Mebane City Hall. The workshop presented the various improvement options for each crossing, provided explanation of how/why the concepts were developed, and answered questions related to the concept recommendations for improving six of the eight rail crossings.

The study team presented improvements for six of the eight rail crossings, with two rail crossings identifying multiple options for improvements. Two crossings recommended median barriers and widening of crossing shoulders, one crossing identified three different types of grade separation options, one crossing with multiple intersection improvements, and a crossing closure option, and two pedestrian grade separated crossing options.

Comments included utilization of elevators rather than ramps at the pedestrian crossing options to reduce the footprint of the improvements.

City Council Presentation and Public Hearing

The TSS was presented to the City Council on September 11, 2017. The intent was to provide the council with a synopsis of the study process, findings, and recommendations.

Council members were in full support of majority of the recommendations. Though council members did convey their concern about approving the closure of 4th Street at-grade crossing and the design configuration of 5th Street at-grade crossing. Council members believed that 4th Street should remain open.

As for 5th Street, council members agreed that combining the through and right turn movements into a single lane, thus

Mebane



providing opportunity for constructing a sidewalk and reducing the radius at the intersection with US 70 would be beneficial. However, council members were concerned that the mountable median barrier along 5th Street would impact travel movements across Washington Street. Council members believed that there was a significant movement across Washington Street and by requiring drives to turn right on 5th Street would impact their ability to cross through town.

Their motion was to adopt the TSS recommendations except for not closing 4th Street at-grade crossing. In addition, the motion included approving, in concept, the 5th Street recommendation but that further study and design coordination with an on-going signal improvement project at 5th Street evaluate a solution where the Washington Street/5th Street intersection remains a full access intersection.



Final Recommendations

Table ES-2 summarizes the recommended improvements for each of the crossings evaluated. The cost estimates presented below are order-of-magnitude costs that do not include right of way acquisition (except for 735 141R), utility relocation, or construction where railroad construction is required. It is further recommended that the City of Mebane and NCRR continue to work together to install fencing along the railroad corridor through Mebane to direct pedestrians to the appropriate sidewalks at the at-grade crossings.

Creasing		Cost F	Range
Crossing Number	Street Name	Low	High
735 464L	SR 1940 – Gibson Road: Install median barriers and widen crossing shoulders	\$43,000	\$55,000
735 465T	SR 1976 – Lake Latham Road: No improvements recommended	NA	NA
735 468N	SR 1965 – Moore Road: Install median barriers and widen crossing shoulders	\$49,000	\$62,000
735 496V	SR 1962 – S 3 rd Street: Widen the existing at-grade crossing shoulder six (6) feet on each side to provide a safer pedestrian connection across the railroad corridor	\$31,000	\$39,000
735 471W	4 th Street: Recommendations are tied to 5 th Street Crossing improvements	NA	NA
735 472D	NC 119 - 5 th Street/4 th Street: Improve the geometry at the crossing and intersection with US 70. Eliminate northbound dedicated right turn lane onto US 70 and improve the curve radii for vehicle turning movements. Install mountable median along 5 th Street with a pedestrian refuge and an asphalt path to connect sidewalks on the eastern side of crossing to improve pedestrian connectivity. Install cross walks on the south and east segments of Washington St/5th Street intersection. During final design, further analysis will be conducted to determine if sidewalks could be installed on the western side of 5 th Street.	\$74,000	\$94,000
735 474S	SR 1402 - Mattress Factory: No improvements recommended	NA	NA
735 141R*	SR 1114 - Buckhorn Road: Construct a grade separation over the railroad corridor	\$5,900,000	\$7,500,000
Pedestrian Crossing	Near First Street – underpass	\$2,700,000	\$3,400,000
Pedestrian Crossing	Near Second Street - overpass	\$3,700,000	\$4,700,000
Fencing	Within Downtown Mebane	\$60,000	\$120,000

Table ES-2: Recommended Improvements





Figure 1 – Mebane TSS Project Limits



A. INTRODUCTION

Every year more than 450 persons are killed and nearly 500 injured nationwide as a result of crashes between vehicles and trains. According to statistics from North Carolina Department of Transportation, there are 4,025 public crossings in North Carolina. The Federal Railroad Administration (FRA) reports that in 2015, over 2,000 incidents were reported at railroad crossings nationwide, and over 230 rail crossing fatalities occurred.

Traditionally, the North Carolina Department of Transportation (NCDOT) uses a Traffic Separation Study (TSS) to systematically review crossing safety. Traffic Separation Studies comprehensively evaluate traffic patterns and road usage for an entire municipality or region, determining the need for improving and/or eliminating public at-grade crossings. They have completed these types of studies in both small and large communities throughout the state. The purpose of the TSS is to determine the need for improve safety and mobility for motorists, rail passengers, and train crews. These studies are one of the comprehensive programs to improve rail-crossing safety administered by NCDOT, the Federal Highway Administration (FHWA), and the Federal Railroad Administration (FRA).

NCDOT entered into a Municipal Agreement with the City of Mebane and Norfolk Southern Railway (NS) to prepare this TSS, focusing on eight existing at-grade roadway-railroad crossings along a 5-mile span: Buckhorn Road, Mattress Factory, 5th Street, 4th Street, 3rd Street, Moore Road, Lake Latham Road, and Gibson Road. The study evaluated the Norfolk Southern rail line crossing these eight streets, as well as any planned or programmed railroad and roadway improvements within the study area.

A Traffic Separation Study typically includes:

- Identifying existing safety concerns
- Enhancing railroad and vehicular safety
- Maintaining citizen mobility

This study also evaluated a pedestrian underpass within the vicinity of downtown Mebane in order to improve the pedestrian connectivity between US 70 and Washington Street.

The Traffic Separation Study process has three phases:

1. Preliminary Phase

The NCDOT, Norfolk Southern and the City of Mebane contractually agreed to make a "best" effort to approve and implement improvements identified by the study. An engineering consultant was then selected.

2. Study Phase

The engineering consultant evaluated the existing crossing conditions, average daily traffic (both trains and vehicles) and socio-economic impact of potential closings for all public crossings within the study area, and prepared recommendations for NCDOT and local officials to review.

Through the evaluation process, the study identified needs for improvements. Those recommendations are typically broken into three categories, Short-term, mid-term, and long-term based on order-of-magnitude costs, complexity and available





funding. The possible recommended improvements and timeframes are described below.

<u>Short-term recommendations</u> (within two to five years) include improvements that range from:

- Installation of flashing lights and gates
- Enhanced devices such as four-quadrant gates and longer gate arms
- Installation of concrete or rubber crossings
- Implement at-grade crossing closures
- Installation of median barriers
- Improved pavement markings
- Installation of roadway approach modifications and crossings realignments
- Relocations of existing crossings to safer locations

<u>Mid-term recommendations</u> (five to eight years) include improvements ranging from:

- Installation of grade separations
- Implement new connector roads
- Construct roadway realignments
- Implement at-grade crossing closures

Long-term recommendations (more than 8 years) include improvements that require longer-term planning/funding ranging from:

- Installation of grade separations
- Implement new connector roads
- Construct roadway realignments

3. Implementation Process

If applicable, funding sources for improvements are identified, project agreements are developed between funding partners, which identify responsibilities for project design, crossing closure coordination with railroad and state highway and local officials, and oversight of project implementation. City staff typically assists with project development, utility relocation and right of way acquisition, if needed. City staff and associated MPO's make recommendations for the projects to be included in the STI.



B. DATA COLLECTION

The information included in Table B-1 was gathered for each grade crossing in order to evaluate the crossing conditions in terms of traffic and safety.

The data summary sheets for each crossing are located in the following pages, along with photographs for each crossing.

Average Daily Traffic data was collected in the Fall of 2016 in order to gauge the level of traffic on 3rd Street, 4th Street and 5th Street. The traffic data was broken down into the number of trips heading northbound and southbound, as well as percentage of dual axle vehicles and Truck Tractor Semi-Trailer (TTST).

For 5th Street, the Average Daily Traffic (ADT) for 2016 was just over 12,000 vehicles per day (vpd). There is a high volume of through movements on 5th Street crossing the tracks. SR 1114 (Buckhorn Road) has the second highest ADT at just over 8,000 vpd.

The following pages depict the current US DOT Crossing Inventory and photos of each crossing from all angles.

TABLE B-1

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	WSP Parsons Brinckerhoff /NCDOT
24 hour train volumes	FRA Inventory Forms
Accident History	Accident Reports (NCDOT & FRA)
Truck Route	NA
Transit Route	NA
School Bus Route (Yes/No)	Alamance 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	Site Inspection and
Improvements	engineering judgment



Figure 2 – SR 1940 Gibson Road (735 464L), Crossing Inventory

CROSSING INVENTORY 735464L

		U.:	S. DOT	CROSSI	NG INV	ENTORY FO	RM				
DEPARTMENT OF T FEDERAL RAILROAD ADMI		ATION							OMB No. 2130-0017		
									nplete the entire inventory grade crossings (including	A. Revision Date (A 03/08/2016	MM/DD/YYYY)
pedestrian station grade	crossings), compl	ete the Header	, Parts I an	id II, and the Su	bmission Ir	formation section. F	or Private path	way grade crossi	ings, complete the Header,		
									complete the Header, Part section, in addition to the	1. Are there	2. Types of Passive
updated data fields. Note:	For private cross	ings only, Part	Item 20 an	nd Part III Item 2	.K. are requ	ired unless otherwise			denotes an optional field.	Signs or Signals?	2.A. Crossbuck Assemblies (count)
A. Revision Date (MM/DD/YYYY)	B. Reporting	Agency Transi		ison for Update inge in 🛛 🗆 Ne		rone) □ Closed	No Train	🗆 Quiet	D. DOT Crossing Inventory Number	🖬 Yes 🗆 No	0
03 / 08 / 2016			Data	Cross		Li ciosed	Traffic	Zone Update		2.E. Low Ground Cl	learance Sign 2.F
	🖬 State	C Other	C Re-			Change in Primary	Admin. Correction		735464L	(W10-5) Yes (count 2	.) 🖬
		p	artilo			Operating RR ation Informatio					
1. Primary Operating Rail Norfolk Southern Railwa	road		aren Los	2. State			3. County			2.J. Other MUTCD S	Signs
A. City / Municipality	ay Company [N				CAROLIN	Α	ALAMANCI			Specify Type R8-1	10
4. City / Municipality		GIBSO	N ROAD	e & Block Numl	ber		6. Highway T	ype & No.		Specify Type	
Near MEBANE			load Name			ock Number)	SR 1940			Specify Type	lctivated Warning De
 Do Other Railroads Ope If Yes, Specify RR 	erate a Separate	Track at Crossin	ig? □Yes	M No	8. Do Othe If Yes, Sp	r Railroads Operate C	Over Your Track	at Crossing?	Yes 🗆 No	3.A. Gate Arms	3.B. Gate Configura
in res, specify init					11103, 00	ATK				(count)	
9. Railroad Division or Rep	gion	10. Railroad	ubdivision	or District	11. Br	anch or Line Name		12. RR Milepo H 1002	ost	Roadway 2	I 2 Quad □ F □ 3 Quad Res
None EASTERN		□ None	NC LINE		□ No	ne MAIN		(prefix) (nn		Pedestrian 0	4 Quad
13. Line Segment		arest RR Timeta	ble	15. Parent R	R (if applica	able)	16. Crossi	ng Owner (if ap)		3.F. Installation Dat	te of Current
•	Station MEBA			□ N/A			□ N/A			Active Warning Dev	vices: (MM/YYYY)
	Crossing Purpos	e 19. Crossin		20. Public		21. Type of Train	- 1		22. Average Passenger		🗌 🗆 Not I
	Highway Pathway, Ped.	At Grad		(if Private)	Crossing)	Freight Intercity Passen	Trans	it d Use Transit	Train Count Per Day	3.J. Non-Train Activ	
	Station, Ped.	RR Over				Commuter	□ Touris		Number Per Day 0	4.A. Does nearby H	an ⊡Manualiy Opera Iwy 4.B. Hwy Traff
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30.A. Kairoad Use					31.A.	state use				Number of Lanes	2 🛛 🗍 🛛 🕻 e (on Main Track, mui
30.B. Railroad Use *					31.8.	State Use *				🗆 1 Timber 🛛	2 Asphalt 🕅 3 A
30.C. Railroad Use *					31.0	State Use *				A CONTRACT OF CONTRACT OF CONTRACT	ted 🗌 9 Composit
							6. Intersecting Roa	adway within 500 fee			
30.D. Railroad Use *					31.D.	State Use *		🖬 Yes 🗌 No	If Yes, Approximate		
32.A. Narrative (Railroad	(Use) *				32.B.	Narrative (State Use)	•				
33. Emergency Notificatio	n Telephone No.	(posted)	34. Railro	ad Contact (Te	lephone No	.)	35. State Co	ntact (Telephon	e No.)	1. Highway System	
800-453-2530			800-946				919-715-88			(01) Inters	state Highway System
				Part II: Rail	and lafe	www.mitiew					r Nat Hwy System (NH ral AID, Not NHS
1. Estimated Number of D	aily Train Moyers	ante		Part II; Raili	oad into	ormauon				☑ (03) Peder	
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2. Year of Train Count Dat		3.	Speed of T	rain at Crossing		1		How many th	ains per week?	Subm	ission Informat
		3.	A. Maximur	n Timetable Spe	ed (mph)	60	40				
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											urden for this informa
Main 1 Siding 5. Train Detection (Main T		ard	_ Transit		Industry						and maintaining the nduct or sponsor, and
Constant Warning T		Detection				None				displays a currently	valid OMB control n
6. Is Track Signaled?			3	A. Event Reco					e Health Monitoring		s collection, including
□ Yes No FORM FRA F 6180.	71 /Pov 2/11	1		Yes OMP		expires 3/31/2	019	🗆 Yes	Page 1 OF 2	Washington, DC 20	180.71 (Rev. 3/
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U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (03/08/2016	MM/DD/YYYY)					PAGE 2	(-P 73	. Crossing Inve 35464L	entory Numb	er (7 cha	vr.)
		1	Part III	Highway	or Pathw	ay Traffic	Control D				_	
1. Are there	2. Types of Pa	assive Tra	affic Cont	rol Devices ass	ociated wit	h the Crossin	5					
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2.E. Low Ground C (W10-5)	learance Sign)	Ind Sto	vement I p Lines Xing Syml	Dyr	namic Envelo	Device	annelization s/Medians pproaches	□ Median ☑ None	2.H. EXEMP (<i>R15-3</i>) Yes No	T Sign 2 D	Sign 2.1. ENS Sign (1-13) Displayed IN Yes No	
2.J. Other MUTCD Specify Type <u>R8</u> - Specify Type Specify Type	10	Cou Cou Cou	les □ N int <u>2</u> int <u>2</u> int <u>2</u>	<u> </u>		Signs (vate Crossing f private)		nhanced Signs	(List types)		
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3.F. Installation Da Active Warning De	vices: (MM/YYY	Y) Not Req	uired	3.G. Wayside	Horn stalled on <i>(N</i>	1M/YYYY)		Cros	Highway Traff sing es 🕅 No	ic Signals Con	trolling	3.1. Bells (count) 1
3.J. Non-Train Acti		Derated	Signale [ting None		3.K. Othe Count 0	r Flashing Ligh	ts or Warning ipecify type	Devices	
4.A. Does nearby I Intersection have Traffic Signals?	Intercon Not I		ected nals	4.C. Hwy Traf	ous		Storage Dist Stop Line Dis	ance *		(Check all the Check all the C	hat appl oto/Vide	ring Devices y) to Recording esence Detection
							aracteristic					
1. Traffic Lanes Cro Number of Lanes	2	Divic	-way Traf led Traffic	fic	Paved?				No	lights withi nearest rail	n approx () 🗆 Yes	inated? (Street x. 50 feet from i 😥 No
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🗆 (03) Fede	r Nat Hwy Syster ral AID, Not NHS			(2) Other Free (3) Other Print	ipal Arterial	1 🕅 (6) Min			r Referencing S lilepost *	ystem (LRS R	oute ID)	*
(08) Non- 7. Annual Average	Daily Traffic (A	ADT)		(4) Minor Arte ated Percent 1		 . Regularly U: 	ed by School B		illepost -	10. En	nergenc	y Services Route
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Subm	ission Infor	mation	n - This	information	is used fo	or administ	rative purpo	ses and is	not availab	le on the pi	ublic w	ebsite.
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FORM FRA F 6	100.11 (Kev	. 3/15			O	IN B appro	val expires	3/31/201	.0			Page 2 OF



Figure 3 – SR 1940 Gibson Road (735 464L), Photos of Directional Views



Looking North



Looking South



Looking East



Looking West



Figure 4 – SR 1976 Lake Latham Road (735 465T), Crossing Inventory

CROSSING INVENTORY 735465T

U. S. DOT CROSSING INVENTORY FORM

PEDERAL RAURDAD ADMINISTRATION								OMIS No. 2130-0017				U.S. DOT C	ROSSING	INVENTO		S			
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						leader, Part I Items 3-3, and required unlies otherwise r			ection, in addition to the denotes an optional field.	Signs or Signals?	2.A. Crossburg			C. VIELD Signal			Signs (Check all that		
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6. Is Track Signaled?			100000	7.A. Event.	Maniproder				maith Monitoring	other aspect of th	is collection, inclu		ng this burden to: Inf						
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Mebane



Figure 5 – SR 1976 Lake Latham Road (735 465T), Photos of Directional Views



Looking North



Looking East



Looking South



Looking West



Page 2 OF 2

Figure 6 – SR 1965 Moore Road (735 468N), Crossing Inventory

CROSSING INVENTORY 735468N

U.S. DOT CROSSING INVENTORY FORM

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2. Year of Train Count Data (YYYY) 3. Speed of Train at Crossing 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 5 to 49
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Mebane Destrively Charming



Figure 7 – SR 1965 Moore Road (735 468N), Photos of Directional Views



Looking North



Looking South



Looking East



Looking West



Figure 8 – SR 1962 3rd Street (735 469V), Crossing Inventory



U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTAT FEDERAL RAILROAD ADMINISTRATION	FION .		OMB No. 2130-001			ι	J. S. DOT CRO	SSING INVENTO	RY FORM		
			ghway-rail grade crossings, complete the entire invent		MM/DD/YYYY)			PAGE 2	D. Crossing Inve	ntory Number (7 char.)
			on section. For public pathway grade crossings (includ or Private pathway grade crossings, complete the Head	18		Part III:	Highway or Path	way Traffic Control D	17554054		
Parts I and II, and the Submission Information	section. For grade-separated highway-ra	ail or pathway crossings (includir	ng pedestrian station crossings), complete the Header, P	rt 1. Are there	2. Types of Pa	ssive Traffic Contr	ol Devices associated w	th the Crossing			
I, and the Submission Information section. F updated data fields. Note: For private crossin			noted. An asterisk * denotes an optional fiel		2.A. Crossbuck		P Signs (R1-1) 2.C. YIE		nce Warning Signs (Check al		
A. Revision Date B. Reporting Ag			D. DOT Crossing	Ixi Yes 🗆 No	Assemblies (co	ount) (count)	(count,				W10-11 0
(MM/DD/YYY) Railroad	Transit 🛛 Change in 🗌 Nev		No Train Quiet Inventory Number	2.E. Low Ground Cle	earance Sien	2.F. Pavement M	Jarkings	2.G. Channelization	0 🕑 W10-4		W10-12 0
03 / 08 / 2016	Data Crossi		Traffic Zone Update Admin. 735469V	(W10-5)				Devices/Medians	(R15-3)	Displ	layed
is state		e Only Operating RR	Correction	Yes (count 2	/	RR Xing Symb	Dynamic Enve	lope All Approaches	Median Yes None No		
		lassification Informatio		2 J. Other MUTCD S	Signs	M Yes No	Contra Information	2.K. Private Crossing	and a second sec	C.O.Y	v
 Primary Operating Railroad Norfolk Southern Railway Company [NS] 	2. State NORTH (CAROLINA	3. County ALAMANCE	Specify Type R8-8		Count 1		Signs (if private)			
4. City / Municipality	5. Street/Road Name & Block Numb	er	6. Highway Type & No.	Specify Type		Count 2		□ Yes □ No			
⊠ In □ Near MEBANE	THIRD STREET (Street/Road Name)	* (Block Number)	SR 1962	Specify Type		Count	_				
7. Do Other Railroads Operate a Separate Tr			ver Your Track at Crossing? Ves 🗷 No		ctivated Warnin 3.B. Gate Conf			ount of each device for all the r Bridged) Flashing Light	at apply) 3.D. Mast Mounted Flas	hine Holes	3.E. Total Count of
If Yes, Specify RR		If Yes, Specify RR		(count)	5.5. Gate com	aguration	Structures (count)		(count of masts) 4	ming cignes	Flashing Light Pairs
9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost	Roadway 4		Full (Barrier) Resistance	Over Traffic Lane	0 Incandescent	Incandescent Back Lights Included	LED Side Lights	1000
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	and the second biometric second secon	(if applicable)	(prefix) (nnnn.nnn) (suffix) 16. Crossing Owner (if applicable)	3.F. Installation Date	te of Current		3.G. Wayside Horn		3.H. Highway Traffi	ic Signals Contro	ling 3.1. Bells
Station MEBAN	•		The second se	Active Warning Dev	vices: (MM/YYYY	2		44 # \$ Anoso (Crossing	e signais control	(count)
17. Crossing Type 18. Crossing Purpose	E N/A 19. Crossing Position 20. Public A	ccess 21. Type of Train	N/A 22. Average Passenger				Yes Installed on (No		- Ves 🕅 No		1
🗵 Highway	At Grade (if Private C		Transit Train Count Per Day	3.J. Non-Train Activ				Lei - Di es	3.K. Other Flashing Light Count_0S		vices
Public Private Pathway, Ped. Station, Ped.	RR Under Yes	Intercity Passen Commuter	ger Shared Use Transit Less Than One Per D	4.A. Does nearby Hy		-	4.C. Hwy Traffic Signal P		Traffic Pre-Signals	ipecify type	mitoring Devices
23. Type of Land Use		Angel Party and and		Intersection have	Interconn		4.C. Hwy frame signal P	Ves M		(Check all that	
Open Space Farm Resid Adjacent Crossing with a Sepa		lustrial Institutional et Zone (FRA provided)	Recreational RR Yard	Traffic Signals?		terconnected	17 m				/Video Recording
				🖻 Yes 🗆 No			Simultaneous Advance	Storage Dist Stop Line Di		Yes - Vehic None	le Presence Detection
Yes No If Yes, Provide Crossing Nu Kathana Kathana Yes No If Yes, Provide Crossing Nu Kathana Z6, HSR Corridor ID 27, Latitu		24 Hr Partial Chica 8. Longitude in decimal degree		-			Part IV: F	Physical Characteristi	CS		
				1. Traffic Lanes Cros				way/Pathway 3. Does 1	Frack Run Down a Street?		Illuminated? (Street
30.A. Railroad Use *	td: nn.nnnnnn) 36.0966220	WGS84 std: -nnn.nnnnnnn) ⁻⁰⁷ 31.A. State Use *	9.2697540 🖾 Actual 🗆 Estimated	Number of Lanes		Two-way Traff Divided Traffic		No No	□Yes 🖾 No	lights within a nearest rail)	oprox. 50 feet from Yes 🗆 No
SU.A. Rairoad Ose		SLA. State Use		5. Crossing Surface	on Main Track,	multiple types all	owed) Installation Date	* (MM/YYYY)/_	Width *	Lengt	
30.B. Railroad Use *		31.B. State Use *		1 Timber 1 Timber 8 Unconsolidate				5 Concrete and Rubber	🗆 6 Rubber 🗆 7 Me	tal	
30.C. Railroad Use *		31.C. State Use *							8. Is Commer	cial Power Available?*	
30.D. Railroad Use *		31.D. State Use *		W Yes No If Yes, Approximate Distance (feet) 75 □ 0° - 29° ☑ 0° - 59° ☑ 60° - 90°					-	fes 🗌 No	
				La fies 🖂 No	in ries, Approxim	late Distance (yeer,		lic Highway Informa			
32.A. Narrative (Railroad Use) *		32.B. Narrative (State Use)	•	1. Highway System		2.5	unctional Classification of	•	3. Is Crossing on State I	Highway Li	I. Highway Speed Limit
33. Emergency Notification Telephone No. (p	posted) 34. Railroad Contact (Tel	ephone No.)	35. State Contact (Telephone No.)	_			🔀 (0) Rural	🗆 (1) Urban	System?		35 MPH
800-453-2530	800-946-4744		919-715-8803		tate Highway Sy: Nat Hwy System		1) Interstate 2) Other Freeways and B	(5) Major Collector	5. Linear Referencing S		Posted Statutory
	Part II: Railro	oad Information		(03) Federa	al AID, Not NHS		3) Other Principal Arteri	al 🔲 (6) Minor Collector	6. LRS Milepost *	ystein (LNS NOUN	e ioj
1. Estimated Number of Daily Train Movemen	nts			(08) Non-Fi 7. Annual Average			(4) Minor Arterial ated Percent Trucks	3 (7) Local 9. Regularly Used by School I	- Acceleration and a second	10 5000	gency Services Route
1.A. Total Day Thru Trains 1.B. To (6 AM to 6 PM) (6 PM to	tal Night Thru Trains 1.C. Total Switch	ing Trains 1.D. Total Transit	Trains 1.E. Check if Less Than One Movement Per Day	Year 2014 AAI				Yes No Average N			No No
12 4			How many trains per week?	Submi	ission Inforr	mation - This i	nformation is used t	or administrative purpo	oses and is not availabi	le on the pub	ic website.
2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing 3.A. Maximum Timetable Spee	d(mah) 60									
	3.B. Typical Speed Range Over		to 25	Submitted by			Organization		Phone		
4. Type and Count of Tracks					rden for this info	armation collection		30 minutes per response, inc		ng instructions	earching existing data
Main 1 Siding 1 Yar	rd Transit Ii	ndustry		sources, gathering a	and maintaining	the data needed a	ind completing and revie	wing the collection of inform	ation. According to the Pap	erwork Reductio	n Act of 1995, a federal
5. Train Detection (Main Track only)								a person be subject to a pena r for information collection is			
Constant Warning Time Motion E Motion E Signaled?	Detection □AFO □ PTC ☑ DC □ 7.A. Event Record		7.B. Remote Health Monitoring	other aspect of this	collection, inclu			ion Collection Officer, Federa			
🗆 Yes 📓 No	🗆 Yes 🗆 N		🗆 Yes 🗆 No	Washington, DC 205	101-1-1-	* (* *)					
FORM FRA F 6180.71 (Rev. 3/15)	OMBa	approval expires 3/31/2	018 Page 1 OF	2 FORM FRA F 61	180.71 (Rev.	. 3/15)	C	OMB approval expires	3/31/2018		Page 2 OF 2

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Page 2 OF 2

Mebane



Figure 9 – SR 1962 3rd Street (735 496V), Photos of Directional Views



Looking North



Looking East



Looking South



Looking West



Figure 10 – 4th Street (735 471W), Crossing Inventory



U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION

Form. For private his	ghway-rai	grade cross	ings, compl	ete the Head	er, Parts I and I	, and the Su	bmission Informatio	n section. For	public pathwa	mplete the entire inventory y grade crossings (including sings, complete the Header,	A. Revision Date () 03/08/2016	мм/DD/YYYY)
Parts I and II, and the	Submissi	on Informatio	on section. F	or grade-sep	rated highway-r	ail or pathwa	ay crossings (includin	g pedestrian st	ation crossings), complete the Header, Part	1. Are there	2. Types of I
 and the Submissio updated data fields. 										section, in addition to the denotes an optional field.	Signs or Signals?	2.A. Crossbu
A. Revision Date (MM/DD/YYYY)	E	Reporting		C. Rea	ison for Update	(Select only a		No Train	Quiet	D. DOT Crossing Inventory Number	🗹 Yes 🗆 No	Assemblies (
03 / 08 / 2016	-			Data	Cross			Traffic	Zone Upda		2.E. Low Ground C	learance Sign
		d State	🗌 Oth	er 🗆 Re-			Change in Primary	Correction		735471W	(W10-5) Yes (count_2	
				Part I. Lo			perating RR tion Informatio			1	□ No	/
1. Primary Operating	Railroad			Parti. LU	2. State	lassifica	don mormatio	3. County			2.J. Other MUTCD	Signs
Norfolk Southern R	ailway C	ompany [NS	3]			CAROLINA		ALAMANCE			Specify Type R8-I	R
4. City / Municipality					e & Block Numb	er		6. Highway T	ype & No.		Specify Type	
In Near MEBAN	F			RTH STREE		1*/8/04	k Number)	LS			Specify Type	
7. Do Other Railroad		a Separate 1					Railroads Operate O	CONTRACTOR OF A DESCRIPTION OF A DESCRIP	at Crossing?	Yes 🖬 No	3. Types of Train A	ctivated Warn
If Yes, Specify RR						If Yes, Spe					3.A. Gate Arms	3.B. Gate Co
						1					(count)	2 Quad
9. Railroad Division of	or Region		10. Railroa	nd Subdivision	or District	11. Bra	nch or Line Name		12. RR Milep	31.56 J	Roadway 2	3 Quad
None PIEDM	ONT		□ None	SOU		□ None	MAIN		(prefix) (n		Pedestrian 0	4 Quad
13. Line Segment			rest RR Tim	etable	15. Parent RF	(if applicab	ile)	16. Crossi	ng Owner (if a	oplicable)	3.F. Installation Da	
•		Station MEBA	*								Active Warning De	
17. Crossing Type	18 Cros	sing Purpose	1000	sing Position	20. Public /	Iccess	21. Type of Train	□ N/A		22. Average Passenger	/	
Tr. crossing (Abr	High		M At Gr		(if Private C		Freight	🗆 Transi	it	Train Count Per Day	3.J. Non+Train Activ	Warning
🖬 Public		vay, Ped.	RRU		🗆 Yes	0.000007700	M Intercity Passeng		d Use Transit	Less Than One Per Day	Flagging/Flagma	
Private 23. Type of Land Use	Static	on, Ped.		ver	🗆 No		Commuter	Touris	st/Other	Number Per Day 0	4.A. Does nearby H	wy 4.B. Hw
Open Space	🗆 Farm	Res	idential	Comme	rcial 🗆 In	dustrial	Institutional	C Recreati	onal 🗆	RR Yard	Intersection have	Interco
24. Is there an Adjac						et Zone (FF					Traffic Signals?	□ Not
			N I I I I I I I I I I I I I I I I I I I							1000000	🕅 Yes 🗆 No	For For
Ves No If 26. HSR Corridor ID	Yes, Provi	de Crossing N		mal degrees			Partial Chicage In decimal degrees		Date Estab	lished Lat/Long Source	16 163 1110	
20. HSK Comdor ID		1000000000							29.	card rong source	1. Traffic Lanes Cro	orie a Dellaced
a	N/A	(WGS84	std: nn.nn	nnnnn) 36.0	961270	(WGS84 std:	-nnn.nnnnnnn) -075	2680140	IN A	ctual 🛛 Estimated	1. Tramic Lanes Cro	issing Kaliroad
30.A. Railroad Use	•					31.A. S	tate Use *				Number of Lanes	
30.B. Railroad Use						31.B. S	tate Use *				5. Crossing Surface	2 Asphalt
30.C. Railroad Use	•					31.C. S	tate Use *	 8 Unconsolidat 6. Intersecting Roa 	920 - Star (1,862)			
30.D. Railroad Use	•					31.D. 5	tate Use *					
	_					309200000000			🖬 Yes 🗌 No	If Yes, Approx		
32.A. Narrative (Rai	lroad Use	· ·				32.B. N	larrative (Stote Use)	•			1. Highway System	
33. Emergency Notifi	cation Te	lephone No.	(posted)	34. Railr	oad Contact (Te	lephone No.)		35. State Co	ntact (Telepho	ne No.)	1. Highway System	
800-453-2530				800-94	5-4744			919-715-88	03			state Highway
					Part II: Railr	and Infor	mation		- <u>1</u>			r Nat Hwy Syste ral AID, Not NH
1. Estimated Number	of Daily T	rain Movem	ante		arcin, Kam	oau moi	mation				(05) Feder	
1.A. Total Day Thru T			otal Night T	hru Trains	1.C. Total Switch	ning Trains	1.D. Total Transit	Trains	1.E. Check if	Less Than	7. Annual Average	Daily Traffic (
(6 AM to 6 PM)			to 6 AM)						One Movem		Year 2014 AA	DT 856
12		4			0				How many t	rains per week?	Subm	ission Info
2. Year of Train Coun	t Data (YY	YY)			rain at Crossing n Timetable Spe	ad (math) fil	0				Jupin	13510111110
				3.B. Typical S	peed Range Ove	r Crossing In	(ph) From 5	to 25				
4. Type and Count of	Tracks										Submitted by	-
											Public reporting bu	
Main 1 5. Train Detection (M	Siding 1		ard	Transi		ndustry					sources, gathering agency may not co	
Constant Warr			Detection		TC DC D	Other 🗆	None				displays a currently	
6. Is Track Signaled?					A. Event Recor					te Health Monitoring	other aspect of this	s collection, inc
🗆 Yes 🖹 No					🗆 Yes 🗆 M				🗆 Yes		Washington, DC 20	
FORM FRA F 61	80.71 (Rev. 3/15)		OMB	approval	expires 3/31/20	018		Page 1 OF 2	FORM FRA F 6	180.71 (Re

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (1 03/08/2016	MM/DD/YYYY)				P	AGE 2		D 73	Crossing Inv 5471W	entory Numb	er (7 cha	ır.)
		Part I	I: Highway	or Path	way	Traffic C	ontrol D					
1. Are there	2. Types of P	assive Traffic Cor	trol Devices as	sociated wi	th the	Crossing						
Signs or Signals?	2.A. Crossbuc Assemblies (c 0		OP Signs (<i>R1-1)</i>)	2.C. YIE (count) 0		ns (R1-2)	2.D. Advar	2	Signs (Check o W W10- W W10-	3 0	WW1	count) 🖾 None 0-11 0 0-12 0
2.E. Low Ground C (W10-5) Yes (count 2 No	learance Sign)	2.F. Pavement	Dy	namic Enve	lope	2.G. Char Devices/I All Ap One A	oroaches	□ Median ⊠ None	2.H. EXEMP (<i>R</i> 15-3) □ Yes □ No	E	I.I. ENS S Displayed I Yes I No	lign (<i>l-13)</i> 1
2.J. Other MUTCD Specify Type <u>R8-1</u> Specify Type <u>Specify Type</u>		Yes Count 1 Count 2 Count				2.K. Priva Signs (<i>if µ</i>		2.L. LED E	nhanced Sign:	s (List types)		
3. Types of Train A	ctivated Warnin	ng Devices at the	Grade Crossin	s (specify co	ount o	f each devi	ce for all the	rt apply)				
3.A. Gate Arms (count) Roadway 2 Pedestrian 0	3.B. Gate Cor 2 Quad 3 Quad 4 Quad	figuration Full <i>(Borrier,</i> Resistance Median Gate	Structur Over Tra	tilevered (o as (count) ffic Lane r Traffic Lan	0		candescent	(count of			3	3.E. Total Count of Flashing Light Pairs
3.F. Installation Da Active Warning De	vices: (MM/YYY	Y) Not Required	3.G. Wayside	Horn stalled on (i	MM/Y	(יויי]	Cros	Highway Traff sing 15 🖻 No	fic Signals Con	trolling	3.1. Bells (count) 1
3.J. Non-Train Activ		nerated Signals		C Floodlig	hting	None		3.K. Other Count 0	Flashing Ligh	ts or Warning Specify type		
4.A. Does nearby H Intersection have Traffic Signals?	Intercon Not I For T	/ Traffic Signal nection nterconnected raffic Signals Varning Signs	4.C. Hwy Trat	ous			Ves R Storage Dist Stop Line Dis	ance *	nals	(Check all t	hat appl oto/Vide	ring Devices y) eo Recording esence Detection
			F				acteristic					
1. Traffic Lanes Cro Number of Lanes		One-way Tra Two-way Tra Divided Traf	affic	2. Is Roady Paved?		athway		rack Run Dov	vn a Street? No		in appro.	inated? (Street x. 50 feet from s
5. Crossing Surface	2 Asphalt	3 Asphalt and	Timber 🛛 4						idth* er □ 7 Me		ngth * _	
6. Intersecting Roa		0 feet? nate Distance (fe				0° - 29	st Crossing A	-59°	≩ 60° - 90°		mercial F	Power Available? *
						· ·	Informat	tion				
	state Highway S	ystem [(1) Interstate	d (0) Rural	□ (□	1) Urban (5) Major		3. Is Cros System?		Highway	35	sted I Statutory
	r Nat Hwy Syster ral AID, Not NHS Federal Aid	E	(2) Other Free (3) Other Prin (4) Minor Arte	cipal Arteria	al 🗆		Collector		Referencing S	System (LRS R	oute ID)	•
7. Annual Average Year 2014 AA	ADT 856	0		_ %	K Yes	🗆 No	-	umber per Da		_ Ves		
Subm	ission Infor	mation - Thi	s informatior	is used f	or ac	iministra	tive purpo	ses and is	not availab	le on the p	ublic w	ebsite.
									1220100		17200	
Submitted by	and a set of the set of the set	and the second se	Organi		20.			hudde a die officiale	Phone	and backward "	Dat	
agency may not co displays a currently other aspect of this Washington, DC 20	and maintainin, nduct or sponso y valid OMB con s collection, incl 0590.	g the data needer rr, and a person i trol number. The uding for reducin	d and completin s not required t e valid OMB con	g and revie o, nor shall trol numbe o: Informat	wing t a pers or for in ion Co	he collection on be subj information illection Off	on of inform act to a pena collection is licer, Federal	ation. Accord Ity for failure 2130-0017. I Railroad Adr	ling to the Pap to comply wi Send commer ninistration, 1	berwork Redu th, a collection ts regarding t	ction Ac n of info this burd	t of 1995, a federal rmation unless it len estimate or any SE, MS-25
FORM FRA F 6	180.71 (Rev	. 3/15)		C	MB	approva	expires	3/31/201	8			Page 2 OF 2

OMB No. 2130-0017



Figure 11 – 4th Street (735 471W), Photos of Directional Views



Looking North



Looking East



Looking South



Looking West



Figure 12 – NC 119 5th Street (735 472D), Crossing Inventory

CROSSING INVENTORY 735472D

U. S. DOT CROSSING INVENTORY FORM

Form. For private h	ighway-rai	I grade crossir	ngs, complete ti	he Heade	r, Parts I and I	II, and the Su		on section. For	public pathway	grade crossing	s (including	A. Revision Date (03/08/2016	/MM/DD/YYY
pedestrian station g Parts I and II, and th													
I, and the Submissio												1. Are there Signs or Signals?	2. Types o
updated data fields.	Note: For	private crossin	gs only, Part I It	em 20 ani	d Part III Item 2	K. are requir	ed unless otherwise			denotes an opt	ional field.	Signs or Signais?	2.A. Cross
A. Revision Date		B. Reporting A			son for Update			-		D. DOT Cro		🖬 Yes 🗌 No	Assemblie
(MM/DD/YYYY) 03 / 08 / 2016		🗆 Railroad	🗆 Transit	Char Data	nge in 🗆 Ne Cross] Closed	No Train Traffic	Quiet Zone Update	Inventory N	lumber	2.E. Low Ground C	
		🖬 State	Other	Re-C	Dpen 🗆 Da		Change in Primary		20ne opdate	735472D		(W10-5) Yes (count 2)
			Par	tl: lor			ion Informatio	20				No No	
1. Primary Operatin Norfolk Southern I	g Railroad				2. State			3. County				2.J. Other MUTCD	Signs
		ompany (NS)				CAROLINA		ALAMANCE				Specify Type R8-	-10
4. City / Municipalit	A.		5. Street/Re FIFTH S		& Block Numb	ber		6. Highway Ty	ype & No.			Specify Type	
Near MEBAN	ΝE		(Street/Ros		0	* (Bloc	k Number)	NC 119			22	Specify Type	
7. Do Other Railroa	ds Operate	a Separate Tr				8. Do Other	Railroads Operate (Over Your Track	at Crossing? 🛛	Yes M No		3. Types of Train A	
If Yes, Specify RR						If Yes, Spe	cify RR					3.A. Gate Arms (count)	3.B. Gate
9. Railroad Division	or Region	<u> </u>	10. Railroad Sul	, hdivision	or District	11 Bra	nch or Line Name		12. RR Milepo	st		(count)	2 Quad
									003	1.64 1		Roadway 4	3 Quad
None PIEDN	NONT			JU		□ None			(prefix) (nni		affix)	Pedestrian 0	A Quad
13. Line Segment		Station	est RR Timetabl	le	15. Parent R	R (if applicab	(e)		ng Owner (if app	olicable)		3.F. Installation Da Active Warning De	
	1 40.0	MEBAN		0.11	20. Public	. 1		_ □ N/A				Active warning De	Evices: (IVIIVI/
17. Crossing Type	High	ising Purpose	19. Crossing	Position	(if Private a		21. Type of Train	Transi		22. Average Pa Train Count Pe			
M Public	D Path	way, Ped.	RR Under		Yes	crossing)	Intercity Passer			Less Than O		3.J. Non-Train Acti	
Private	Static	on, Ped.	RR Over		🗆 No		Commuter	Tourist	t/Other	🗆 Number Per	Day 0		
												A.A. Dava anathrid	Ilean A D
23. Type of Land Us		D Resid	lential 🗔	Common	aial 🗆 🗆 Ia	dustrial		C Reconstic		P. Vard		4.A. Does nearby intersection have	
Open Space	🗆 Farm	Resid		Commen		idustrial iet Zone //FR	Institutional	Recreatic	onal 🗆 R	R Yard			Inter N
Open Space 24. Is there an Adja	Cent Crossi	ing with a Sepa	arate Number?		25. Qu	iet Zone (FR	A provided)			1. 151		Intersection have Traffic Signals?	Inter N R F
Open Space 24. Is there an Adja Ves M No H	Farm Cent Crossi FYes, Provi	ing with a Sepa	arate Number? umber		25. Qu	iet Zone (FR	A provided)	ago Excused	Date Establis	ihed		Intersection have	Inter N R F
Open Space 24. Is there an Adja	Farm Cent Crossi FYes, Provi	ing with a Sepa ide Crossing Nu 27. Latitu	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR	A provided) Partial Chici e in decimal degree	ago Excused	Date Establis	1. 151		Intersection have Traffic Signals?	Inter N E Fo
Open Space 24. Is there an Adja Ves M No H	Farm Cent Crossi FYes, Provi	ing with a Sepa ide Crossing Nu 27. Latitu	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR	A provided) Partial Chici e in decimal degree	ago Excused	Date Establis	ihed at/Long Source	iated	Intersection have Traffic Signals?	Inter N E Fo
Open Space 24. Is there an Adja Ves M No H	Farm cent Crossi f Yes, Provi	ing with a Sepa ide Crossing Nu 27. Latitu	arate Number? umber	legrees	25. Qu	iet Zone (FR 24 Hr 28. Longitud (WGS84 std:	A provided)	ago Excused	Date Establis 29. La	ihed at/Long Source	lated	Intersection have Traffic Signals?	Inter N Fe Sossing Railroa
Open Space 24. Is there an Adja Yes Mo H 26. HSR Corridor ID 30.A. Railroad Use	Farm cent Crossi f Yes, Provi N/A	ing with a Sepa ide Crossing Nu 27. Latitu	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR 24 Hr 28. Longitud (WGS84 std: 31.A. S	A provided) Partial Chick c In decimal degree -nnn.nnnnnn) ⁻⁰¹ tate Use *	ago Excused	Date Establis 29. La	ihed at/Long Source	nated	Intersection have Traffic Signals? IR Yes INO 1. Traffic Lanes Cro Number of Lanes 5. Crossing Surfac	Inter N Fo ossing Railroa 5 ce (on Main Tu
Open Space Of the open Space	Farm cent Crossi f Yes, Provi N/A	ing with a Sepa ide Crossing Nu 27. Latitu	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR 24 Hr 28. Longitud (WGS84 std: 31.A. S	A provided) Partial Chic: e in decimal degree -one.onegona)*07	ago Excused	Date Establis 29. La	ihed at/Long Source	1ated	Intersection have Traffic Signals? If Yes No 1. Traffic Lanes Cre Number of Lanes 5. Crossing Surfac 1 1 Timber	Inter N K Fo ossing Railroa 5 -e (on Main Ti 2 Asphalt
Open Space 24. Is there an Adja Yes Mo H 26. HSR Corridor ID 30.A. Railroad Use	Farm Cent Crossi FYes, Provi N/A *	ing with a Sepa ide Crossing Nu 27. Latitu	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR 24 Hr 28. Longitud (WGS84 std: 31.A. 5 31.B. 5	A provided) Partial Chick c In decimal degree -nnn.nnnnnn) ⁻⁰¹ tate Use *	ago Excused	Date Establis 29. La	ihed at/Long Source	nated	Intersection have Traffic Signals? If Yes No 1. Traffic Lanes Cri Number of Lanes 5. Crossing Surfac 1 Timber 1 8 Unconsolidat	Inter N Fi ossing Railroo 5 ce (on Main T 2 Asphalt ited 9 (
Open Space L4. Is there an Adja Ves No H C6. HSR Corridor ID G0.A. Railroad Use 30.B. Railroad Use	Farm Farm Crossi FYes, Provi N/A N/A *	ing with a Sepa ide Crossing Nu 27. Latitu	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR 24 Hr 28. Longitud (WGS84 std: 31.A. S 31.B. S 31.C. S	A provided) Partial Chicc in decimal degree -ono_onoonon) ⁺⁰¹ tate Use * tate Use *	ago Excused	Date Establis 29. La	ihed at/Long Source	1ated	Intersection have Traffic Signals? If Yes No I. Traffic Lanes Cri Number of Lanes Crossing Surfac S. Crossing Surfac S. Unconsolidat 6. Intersecting Ro	Inter N N P F F ossing Railroo 5 Ce (on Main T 2 Asphalt tted 9 (cadway withing
Open Space Z4. Is there an Adjau Yes	Farm Cent Crossi FYes, Provi Yes, Provi N/A * * *	ing with a Sepuide Crossing Nu 27. Latitu (WGS84 :	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR 24 Hr 28. Longitud (WGS84 std: 31.A. S 31.B. S 31.C. S 31.D. S	A provided) Partial Chicci in decimal degree in decimal degree	ago Excused 55 79.2666150	Date Establis 29. La	ihed at/Long Source	1ated	Intersection have Traffic Signals? If Yes No 1. Traffic Lanes Cri Number of Lanes 5. Crossing Surfac 1 Timber 1 8 Unconsolidat	Inter N N P F F ossing Railroo 5 Ce (on Main T 2 Asphalt tted 9 (cadway withing
Open Space L4. Is there an Adja Ves No H C6. HSR Corridor ID G0.A. Railroad Use G0.B. Railroad Use G0.C. Railroad Use	Farm Cent Crossi FYes, Provi Yes, Provi N/A * * *	ing with a Sepuide Crossing Nu 27. Latitu (WGS84 :	arate Number? umber ude in decimal c	legrees	25. Qu	iet Zone (FR 24 Hr 28. Longitud (WGS84 std: 31.A. S 31.B. S 31.C. S 31.D. S	A provided) Partial Chicc is in decimal degree -ana.anaanan) ⁻⁰¹ tate Use * tate Use * tate Use *	ago Excused 55 79.2666150	Date Establis 29. La	ihed at/Long Source	1ated	Intersection have Traffic Signals?	Inter N M F r r r r r r r r r r r r r
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U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (03/08/2016	MM/DD/YYYY)				F	AGE 2		D 73	Crossing Inve	entory Numb	er (7 cho	ar.)
		Pa	rt III: I	lighway	or Pathway	Traffic (Control De	vice Info	rmation			
1. Are there	2. Types of Pa	ssive Traffi	Contro	Devices ass	ociated with th	e Crossing						
Signs or Signals?	2.A. Crossbuc Assemblies (c 0		B. STOP ount)	Signs (R1-1)	2.C. YIELD Si (count) 0	gns (R1-2)	2.D. Advan W10-1	2	Signs (Check a W W10-	3 0	₩W1	ount) 🕅 Non 0-11 0 0-12 0
2.E. Low Ground C (W10-5) Yes (count 2 No	learance Sign	2.F. Pave	nes	Dyn	amic Envelope	Devices/	proaches i] Median ⊠ None	2.H. EXEMP (<i>R15-3</i>) Yes No	D	I. ENS S isplayed Yes No	lign (<i>l-13</i>) I
2 J. Other MUTCD Specify Type <u>R8-</u> Specify Type <u>Specify Type</u>		Count Count Count	2	=		2.K. Privi Signs (if)		2.L. LED E	nhanced Signs	(List types)		
3. Types of Train # 3.A. Gate Arms (count) Roadway 4 Pedestrian 0	Activated Warnin 3.B. Gate Con 2 Quad 3 Quad 8 4 Quad		rrier)	3.C. Cant Structure Over Traf	ilevered (or Brid is (count)	ged) Flashi	ng Light candescent	3.D. Mast (count of		hing Lights		3.E. Total Count c Flashing Light Pai
3.F. Installation Da Active Warning De	vices: (MM/YYY	r) Not Require	d	.G. Wayside Yes Ins No	Horn talled on (<i>MM/</i>	mm)		Cros	Highway Traff sing es 🖻 No	ic Signals Con	trolling	3.1. Bells (count) 1
3.J. Non-Train Acti		and the second second second		Matel	🗆 Elecalization	Tel Mana		3.K. Other Count 0	r Flashing Ligh	ts or Warning ipecify type		
4.A. Does nearby H Intersection have Traffic Signals?	Intercon Not In For T	Traffic Sign nection nterconnect raffic Signals /arning Sign	ed E	.C. Hwy Traff Simultane	fic Signal Preem	otion	5. Highway Tr Yes I II Storage Dista Stop Line Dist	No nce *	inals	(Check all ti M Yes - Ph	hat appl oto/Vide	ring Devices y) eo Recording esence Detection
				P	art IV: Phys	ical Cha	racteristic	s				
1. Traffic Lanes Cro Number of Lanes 5. Crossing Surfac	5 e (on Main Track	Divided	y Traffic Traffic pes allo	wed) Instal	lation Date * (N	No M/YYYY)		W	No idth *	lights withi nearest rail	n appro.	inated? (Street x. 50 feet from I R No
1 Timber 1 Timber 1 Timber 1 Timber 1 Timber					Concrete 🗆 S	Concrete	and Rubber	6 Rubb	er 🗆 7 Me	rtal		
6. Intersecting Roa			- (61)	75		1000.2022530	st Crossing Ar 9° □ 30° ·		₹ 60° - 90°	100.00000000000000000000000000000000000	nercial F	Power Available? *
	ii res, Approxii	nate Distant	e (Jeer)		t V: Public I				N 00 - 30		a res	11110
	state Highway Sy		□ (1	nctional Clas B) Interstate	sification of Roa (0) Rural 🗌	d at Crossir (1) Urban (5) Majo	g	3. Is Cros System?	🗆 No		35 □ Po	ghway Speed Limit MPH sted Statutor
	r Nat Hwy Syster ral AID, Not NHS				ways and Expres		Collector		Referencing S	ystem (LRS Re	oute ID)	•
👿 (08) Non-) Minor Arte		(7) Local		6. LRS M	ilepost *			
7. Annual Average Year 2014 A/	ADT 12193	3			% I¥Ye	No	d by School Bu Average Nu	mber per Da		_ 🗆 Yes		
Subm	ission Infor	mation -	This in	formation	is used for a	dministro	tive purpos	ies and is i	not availab	le on the pi	ublic w	ebsite.
Submitted by				Organiz					Phone		_ Dat	
Public reporting bu sources, gathering agency may not co displays a current other aspect of thi Washington, DC 20	and maintaining induct or sponso y valid OMB cont s collection, inclu	the data ne r, and a per trol number	eded an ion is no The va	d completin t required to lid OMB cont	g and reviewing , nor shall a per trol number for	the collecti son be subj information	on of informatect to a penal collection is 2	tion. Accord ty for failure 130-0017.	ling to the Pap to comply wit Send commen	erwork Reduc h, a collection ts regarding t	tion Ac of info his burd	t of 1995, a feder rmation unless it len estimate or ar
FORM FRA F 6	180.71 (Rev	. 3/15)			OMB	approv	al expires i	3/31/201	.8			Page 2 OF

Mebane



Figure 13 – NC 119 5th Street (735 472D), Photos of Directional Views



Looking North



Looking East



Looking South



Looking West



Figure 14 – SR 1402 Mattress Factory Road (735 474S), Crossing Inventory



U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TH		ON						OMB No. 2130-0017				U. S. DOT	CROSSIN	IG INVE	NTORY	FORM	1		
Instructions for the initial r	eporting of the fol	lowing types c	of new or previously un	reported crossin	ngs: For public high	way-rail grade cri	ossings, comp	plete the entire inventory	A. Revision Date (03/08/2016	(MM/DD/YYYY)			P/	AGE 2		D. (Crossing Inventory	Number (7 ch	ar.)
Form. For private highway-									03/08/2016		Part III	: Highway or			trol Dev				
pedestrian station grade cro Parts I and II, and the Subm									1. Are there	2. Types of P	assive Traffic Con					nee mior	madon		1
I, and the Submission Infor	rmation section. Fo	or changes to e	existing data, complete	the Header, Par	rt I Items 1-3, and	the Submission I	Information si	ection, in addition to the	Signs or Signals?	2.A. Crossbu			2.C. YIELD Sig		D Advance	a Warning Si	igns (Check all that a	anhe include	count) None
updated data fields. Note: F						oted. A	An asterisk * d	denotes an optional field.		Assemblies ((count)		W10-1 2		₩ W10-3 4		10-11 0
A. Revision Date (MM/DD/YYYY)	B. Reporting Age	Transit	C. Reason for Update Change in			No Train	🗆 Quiet	D. DOT Crossing Inventory Number	🖬 Yes 🗆 No	0	0		0	0	W10-2 0		₩ W10-4 0		10-12 0
03 / 08 / 2016	Li Kambau		Data Cross		losed		Zone Update	inventory number	2.E. Low Ground C	learance Sign	2.F. Pavement	Markings		2.G. Channel			2.H. EXEMPT Sign		Sign (1-13)
	🖬 State	Other	🗆 Re-Open 🛛 Da		hange in Primary	🗆 Admin.		735474S	(W10-5) Yes (count 2		Stop Lines		nic Envelope	Devices/Med		Median	(R15-3)	Displaye X Yes	d
				ge Only Oper		Correction				/	RR Xing Sym		nc Envelope	One Approx		None		□ No	
1.81.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0.0		Par	t I: Location and (2. State	lassificatio					2.J. Other MUTCD	Signs	Yes N	lo		2.K. Private 0		2.L. LED En	hanced Signs (List ty	pes)	8
 Primary Operating Railro Norfolk Southern Railway 	y Company [NS]		NORTH	CAROLINA		3. County ORANGE			Specify Type		Count 2			Signs (if prive	nte)				
4. City / Municipality		5. Street/Ro	ad Name & Block Num	er		6. Highway Type	& No.		Specify Type R8-	10	Count 2			□Yes □N					
In Near MEBANE			SS FACTORY ROAD			SR 1402			Specify Type		Count								
7. Do Other Railroads Oper-	ate a Senarate Tra	(Street/Roo		* (Block N	ilroads Operate Ov		rossing? W	/es 🗆 No	3. Types of Train										
If Yes, Specify RR				If Yes, Specify	RR				3.A. Gate Arms (count)	3.8. Gate Cor	nfiguration	3.C. Cantiles Structures (a	vered (or Bridg	ed) Flashing Li	ght	3.D. Mast N (count of m	Mounted Flashing Li	ghts	3.E. Total Count of Flashing Light Pairs
			division or District	1	ATK		1		(count)	IN 2 Quad	Full (Barrier)	Over Traffic		□ Incan	lescent	Incandes		LED	Flashing Light Pairs
9. Railroad Division or Regi	on 1	 Railroad Sub 	division or District	11. Branch	n or Line Name	12 H	2. RR Milepost	2.79 1	Roadway 2	3 Quad	Resistance			-			hts Included		4
None PIEDMONT		None SC	U	□ None	MAIN	(p	refix) (nnni	n.nnn) (suffix)	Pedestrian 0	4 Quad	🗆 Median Gate	s Not Over Tra	affic Lane 0	LED			Inc	luded	
13. Line Segment		t RR Timetable	a 15. Parent R	(if applicable)		16. Crossing O	wner (if appli	icable)	3.F. Installation Da	ate of Current		3.G. Wayside Ho	rn			3.H. H	lighway Traffic Signa	Is Controlling	3.I. Bells
	Station	•	D N/A			□ N/A		~	Active Warning De			Yes Instal	led on (MM/Y)	m /		Crossi			(count)
17. Crossing Type 18. C	rossing Purpose	19. Crossing I		Access 21	1. Type of Train		2	22. Average Passenger			Not Required	IE No	ned on (mini) /			□ Yes	No No		1
	ghway	At Grade	(if Private a		Freight	🗆 Transit		Train Count Per Day	3.J. Non-Train Act					- and the second se			Flashing Lights or W		IS
	thway, Ped. ation, Ped.	RR Under	□ Yes □ No		Intercity Passenge Commuter	r Shared Us		Less Than One Per Day	Flagging/Flagm	100 A				opmonences.		Count 0	Specify		
23. Type of Land Use	ación, reu.							In Humber Per Day	4.A. Does nearby Intersection have	Hwy 4.B. Hw Intercor	y Traffic Signal	4.C. Hwy Traffic S	Signal Preempt		lighwayTra Yes 🕅 Ni	ffic Pre-Sign		shway Monito	
🗆 Open Space 🛛 🗆 Far					🗌 Institutional	Recreational	I 🗆 RR	Yard	Traffic Signals?		Interconnected			6	res un ivi	0			leo Recording
24. Is there an Adjacent Cro	ossing with a Separ	ate Number?	25. Qu	iet Zone (FRA p	provided)					For 1	Fraffic Signals	Simultaneous	1		rage Distan				resence Detection
🖬 Yes 🗆 No If Yes, Pr	ovide Crossing Nur	nber 735475	I No	24 Hr 0 P	Partial Chicag	Excused 0	Date Establish	red	🗆 Yes 🗷 No	□ For \	Narning Signs	Advance			p Line Dista		1 N	one	
26. HSR Corridor ID	27. Latitud	e in decimal d		28. Longitude in	n decimal degrees		29. Lat	t/Long Source					t IV: Physic						
	A DUCCES A		n) 36.0912350	UNICERA and	nnn.nnnnnnn) -079	2469780	172 6	ual 🗆 Estimated	1. Traffic Lanes Cr	ossing Railroad	One-way Traf Two-way Traf		ls Roadway/Pa ved?	thway 3	. Does Tra	ck Run Down			minated? (Street ox. 50 feet from
30.A. Railroad Use *	10000000	a. mi.mimimi	9	31.A. State	te Use *		La Acta		Number of Lanes	2	Divided Traff		Ves D	No		Yes R M		est rail) 🗆 Ye	
									5. Crossing Surfac							Wid		Length *	
30.B. Railroad Use *				31.B. State	e Use *				1 Timber S Unconsolida				ncrete 🗆 5	Concrete and	Rubber	G Rubbe	r 🗆 7 Metal		
30.C. Railroad Use *				31.C. State	e Use *				6. Intersecting Ro			the (specify)		7. Smallest C					
									 Intersecting Ko 	adway within 50	JU feet?			7. Smallest C	rossing Ang	zie	8. 8	commercial	Power Available? *
30.D. Railroad Use *				31.D. State	te Use *				🗷 Yes 🗌 No	If Yes, Approxi	mate Distance (fee	et) 200		□ 0° - 29°	🗆 30° -	59° 🖹	60° - 90°	X Yes	🗆 No
32.A. Narrative (Railroad L	(se) *			32.B. Narr	rative (State Use)	0						Part	V: Public H	ighway In	formatic	on			
	1.2								1. Highway System	n	2.	Functional Classifi					ing on State Highwa	iy 4. H	ighway Speed Limit
33. Emergency Notification	Telephone No. (po	usted) 3	4. Railroad Contact (Te	lephone No.)		35. State Contac	t (Telephone	No.)	CT (01)	rstate Highway S		(1) Interstate) Rural 🗆 (1) Urban (5) Major Co	landara (System?	C1 N-	55	MPH osted M Statutory
800-946-4744			800-946-4744			919-715-8803				er Nat Hwy Syste		(2) Other Freewa			lector		Referencing System		
			Part II: Railr	oad Informa	ation				🗆 (03) Fede	ral AID, Not NH	s 🗆	(3) Other Principa	Arterial 🕅	(6) Minor Co	lector	6. LRS Mile	ACCOUNT OF SALES	Teno noute io	/
1. Estimated Number of Dai	ily Train Movement	s							🕅 (08) Non-			(4) Minor Arteria		(7) Local					
1.A. Total Day Thru Trains		il Night Thru Tr	rains 1.C. Total Switc	hing Trains	1.D. Total Transit 1		E. Check if Le		7. Annual Average Year 2014 A	e Daily Traffic (A ADT 2109	(ADT) 8. Estin	nated Percent True %		ularly Used by				10. Emergen	cy Services Route
(6 AM to 6 PM) 12	(6 PM to 4	6 AM)	0				ne Movement low many train				This	1.6			570				
2. Year of Train Count Data	(mm)		eed of Train at Crossing			10	en many clai		Subr	ission infor	mation - This	information is	used for ad	ministrative	e purpose	es and is n	ot available on i	the public v	vebsite.
			Maximum Timetable Spe			40													
4. Type and Count of Tracks		3.B. T	ypical Speed Range Ove	r Crossing (mph)) From 3	to 49			Submitted by	6	li.	Organizatio	on				Phone	Da	ate
																	e for reviewing instr		
Main 1 Siding			Transit	Industry													ng to the Paperwork to comply with, a co		ct of 1995, a federal
5. Train Detection (Main Tra Constant Warning Tir		tection Dat		Other D No	0.00														den estimate or any
6. Is Track Signaled?	me to woudh De	Neution LIAP	7.A. Event Record		one	10	7.B. Remote H	Health Monitoring	other aspect of th	is collection, inc							inistration, 1200 Ne		
🗆 Yes 🖻 No			🗆 Yes 🗆 I	No			🗆 Yes 🗆	□ No	Washington, DC 2				10.000		-				
FORM FRA F 6180.7	1 (Rev. 3/15)		OMB	approval ex	pires 3/31/20	18		Page 1 OF 2	FORM FRA F 6	5180.71 (Rev	. 3/15)		OMB	approval e	xpires 3,	/31/2018	3		Page 2 OF 2

Mebane Destrively Charming



Figure 15 – SR 1402 Mattress Factory Road (735 474S), Photos of Directional Views



Looking North



Looking East



Looking South



Looking West



Figure 16 – SR 1114 Buckhorn Road (735 141R), Crossing Inventory



U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FEDERAL RAILROAD	ADMINIST	RATION									OMB No. 2130-0017
Form. For private h pedestrian station g Parts I and II, and th	ighway-rail rade cross e Submissi on Informa	l grade cross ings), comple on Information ition section.	ings, complete ate the Heade on section. For For changes	e the Heade r, Parts I and grade-separ to existing o	r, Parts I an d II, and the rated highwa data, comple	d II, and 1 Submission y-rail or p te the He	the Sul on Info bathwa ader, I	bmission Information rmation section. For y crossings (includin Part I Items 1-3, an	on section. For or Private pathwing pedestrian sta nd the Submission	public pathway ray grade crossi ation crossings), on Information	plete the entire inventory grade crossings (including ngs, complete the Header, complete the Header, Part section, in addition to the denotes an optional field.
A. Revision Date	E	B. Reporting	Agency	C. Reat	son for Upda	te (Select	only o	ne)			D. DOT Crossing
(MM/DD/YYYY)	E	Railroad	Trans	it 🗷 Char	nge in 🛛	New		Closed	🗆 No Train	🗆 Quiet	Inventory Number
03 / 08 / 2016		200200		Data		ossing			Traffic	Zone Update	
	1	M State	Other	Re-C		Date ange Only		Change in Primary perating RR	Correction		735141R
			P	art I: Loc				ion Informatio			
1. Primary Operatin	g Railroad				2. State				3. County ORANGE		
Norfolk Southern I 4. City / Municipalit		ompany (iva		/Read Name	& Block Nu		LINA		6. Highway Ty	ma & No	
	-Y		BUCK	HORN ROA	AD	1			o. rugitway ry	pe a no.	I
Near HILLSE	BOROUGH	1	(Street/	Road Name)	C.	1.	Block	Number)	SR 1114		
7. Do Other Railroad If Yes, Specify RR	ds Operate	a Separate 1	Frack at Crossi	ng? 🗆 Yes	🖬 No		Other R s, Spec	tailroads Operate O	ver Your Track	at Crossing? 🗔	Yes 🗆 No
							202	ATK			
9. Railroad Division	or Region		10. Railroad	Subdivision	or District	11	1. Bran	ch or Line Name		12. RR Milepo H 1003	st 4.11
□ None EASTE	ERN		□ None	NC LINE			None	MAIN		(prefix) (nni	
13. Line Segment		14. Nea	rest RR Timet	and the second se	15. Parent				16. Crossin	ig Owner (if app	
*		Station	•							5 19 opp	
		MEBA			□ N/A				□ N/A		
17. Crossing Type	18. Cros	sing Purpose	19. Crossi	ng Position		lic Access te Crossing		21. Type of Train	Transi		22. Average Passenger Train Count Per Day
R Public		vay, Ped.			□ Yes	e crossing	11	Intercity Passen		Use Transit	Less Than One Per Day
Private	Static		RR Ove		□ No			Commuter	Touris		Number Per Day 0
23. Type of Land Us	e		idential	Commer		Industrial		Institutional	Recreation		R Yard
24. Is there an Adja								A provided)			n taro
								- ,,			22402
		de Crossing N			LS N			Partial Chica		Date Establis	
26. HSR Corridor ID		27. Lati	tude in decim				-	in decimal degree		29. La	nt/Long Source
	□ N/A	(WGS84	std: nn.nnnr	anna) 36.08	346139	(WGS8	4 std:	-nnn.nnnnnnn) ⁻⁰⁷	9.2257998	I Act	tual 🕅 Estimated
30.A. Railroad Use				111		31	1.A. St	ate Use *			
30.B. Railroad Use	•					31	1.B. St	ate Use *			
30.C. Railroad Use							1.6.64	ate Use *			
30.D. Railroad Use						31	1.D. St	ate Use *			
32.A. Narrative (Ro	ilroad Use	•				32	2.B. N	arrative (State Use)	•		
33. Emergency Noti	fication Tel	lephone No	(posted)	34. Railro	ad Contact	Telephon	e Na)		35. State Cor	tact (Telephone	e No.)
800-453-2530				800-946					919-715-88		
000-400-2000				-	Contract of the local division of the				a18-/15-66	15	
1. Estimated Numbe	r of Daily T	rain Movem	ants	P	Part II: Ra	iiroad I	nfor	nation			
1.A. Total Day Thru			otal Night Thr	u Trains	1.C. Total Sw	itching Tra	ains	1.D. Total Transit	Trains	1.E. Check if L	ess Than
(6 AM to 6 PM) 12			to 6 AM)		2					One Moveme	nt Per Day 🗆
2. Year of Train Cour	nt Data (YY		3.		ain at Crossin	ng				now many tra	iins per week?
			3.	A. Maximum	Timetable S	peed (mp	h) 60		. 49		
4. Type and Count of	fTracks		3.	B. Typical Sp	beed Range C	Iver Crossi	ing (mj	ph) From 2	to 49	_	
	Siding	U	ard	Transit		Industri					
5. Train Detection (A			aru	i ransit		industr	Y				
						-	122	- 11 (12 (1))			
Constant War	ming Time	L Motion	Detection L	AFO D P	TC LI DC	_ Other	r uxa	None		125	
		L Motion	Detection 1		A. Event Re	corder	r ux	None		7.B. Remote	Health Monitoring

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (# 03/08/2016	MM/DD/YY	(YY)				Р	AGE 2			D. C. 7351	rossing Inve 41R	ntory Num	per (7 cha	r.)
			Part III:	Highway	or Pat	thway	Traffic C	ontrol D	evice					
1. Are there	2. Types	of Passive Tr	affic Cont	rol Devices as	sociated	with the	Crossing							
Signs or Signals?	2.A. Cross			P Signs (R1-1	2.C.	YIELD Sig	ns (R1-2)			rning Sig	ns (Check al			
🖬 Yes 🗆 No	Assembli 0	es (count)	(count) 0		(cou 0	int)		W10-1		-	₩ W10-3		W10	
2.E. Low Ground Cl	earance Sig	n 2.F. F	avement I	Markings	_			nelization			2.H. EXEMP		2.1. ENS S	
(W10-5)				-			Devices/I				(R15-3)		Displayed	
□ Yes (count_0 I No	/		op Lines Xing Sym		namic Er one	welope	All App One A		☐ Med		🗆 Yes 🗆 No		🖼 Yes	
2.J. Other MUTCD S	Signs		Yes 🗆 N	2		-	2.K. Priva Signs (if p	te Crossing private)	2.L.	LED Enh	anced Signs	(List types)		
Specify Type	0	Co	unt 2											
Specify Type R8-1 Specify Type	0		unt 2 unt				□Yes [No						
3. Types of Train A	ativeted M/			leade Crassle	a langett		famel dad	an far all the	at annh	ă				
3. Types of Train A 3.A. Gate Arms		Configuration					f each devi ged) Flashir				ounted Flasi	hing Lighte	1:	S.E. Total Count of
(count)	J.D. Gate	comguratio			es (coun		reu) i lasini	is light		int of ma		une rienta		lashing Light Pairs
1000 C	2 Quad		(Borrier)	Over Tr	ffic Lane	0	_ In	candescent		ncandesc		LED		
Roadway 2	3 Quad								B	lack Light	ts Included	Side L		
Pedestrian 0	4 Quad	d ⊡ Me	dian Gates	Not Ove	r Traffic	Lane U		D				Included		
3.F. Installation Dat	e of Curren	it		3.G. Wayside	Horn				- T	3.H. Hig	shway Traffi	c Signals Co	ntrolling	3.I. Bells
Active Warning Dev	vices: (MM/			□ Yes Ir	stalled o	- 150200	non a	1		Crossin				(count)
	_	Not Rea	quired	IN No	istanieu u	an (Ivite)/ I	<i>m</i>		-	🗆 Yes	M No			1
3.J. Non-Train Activ	e Warning										ashing Light	s or Warnin	g Devices	
🗆 Flagging/Flagma	n 🗆 Manua	ally Operated	I Signals] Watchman	C Flood	llighting	None None		Cour	nt_0	S	pecify type		
4.A. Does nearby H		Hwy Traffic	Signal	4.C. Hwy Tra	ffic Signa	l Preemp		5. Highway		re-Signa	ls			ing Devices
Intersection have		rconnection						🗆 Yes 🖻	No			(Check all		
Traffic Signals?		or Traffic Sig		Simultan	Nour.			Storage Dist						o Recording esence Detection
Yes 🕅 No		or Warning		Advance	5045			Stop Line Di				R None	unicity i re	Sence Detection
				1	Part IV	: Physi	ical Char	acteristi	cs			10		
1. Traffic Lanes Cro	ssing Railro					adway/P	athway	3. Does 1	Frack Ru	n Down	a Street?			inated? (Street
Number of Lanes	2		o-way Traf ided Traffi		Paved?	Yes	🗆 No		□ Yes	I No		nearest ra		. 50 feet from ⊡ No
5. Crossing Surface							M/YYYY)	/	Lites	Widt			ength *	CK NO
🗆 1 Timber 🛛	2 Asphalt	🗷 3 Aspi	halt and Ti	mber 🗆 4				and Rubber	6	Rubber	2 7 Me	tal		
8 Unconsolidate	ed 🗆 9	Composite	10 01	her (specify)	<u>20 8</u>							-		
6. Intersecting Roa	dway withi	n 500 feet?					7. Smalle	st Crossing A	Angle			8. Is Com	imercial P	ower Available? *
🖬 Yes 🗆 No	If Yes, App	roximate Dis	tance (fee	75			□ 0° - 29	° □ 30'	°-59°		50° - 90°		I Yes	D No
				Pa	rt V: P	ublic H	lighway	Informa	tion					
1. Highway System			2.1	unctional Cla	ssificatio	n of Road	d at Crossin	g	3.1	ls Crossir	ng on State H	lighway		hway Speed Limit
10.0			1.00				1) Urban		Sys	stem?			35	MPH
(01) Inters				(1) Interstate			(5) Major	Collector		Yes [sted 🗌 Statutory
(02) Other (03) Feder				(2) Other Fre(3) Other Print				Collector			eferencing S	ystem (LRS /	(oute ID)	51.)
(08) Non-F		THII J		(4) Minor Art			(7) Local	conector	6. L	LRS Mile	post *			
7. Annual Average Year 2014 AA	Daily Traffi DT 8039	c (AADT)	8. Estim	ated Percent	Trucks	9. Reg		d by School E Average N		er Dav	25	10. E		/ Services Route
		formatio	n - This	informatio	n is use									
						-,								
Submitted by				Organi	zation					_	Phone		Dat	e
Public reporting bu	rden for thi	is informatio	n collectio	n is estimated	to avera	ige 30 mi	inutes per r	esponse, ind	cludingt	the time	for reviewin	g instructio	ns, search	ing existing data
sources, gathering														
agency may not con displays a currently														
other aspect of this														
Washington, DC 20					(o. 000000									0.0000000000
FORM FRA E 61		Day 2/15	1			OMB	approve	evnires	2/21/	/2019				Page 2 OF 2

Mebane Destrively Charming



Figure 17 – SR 1114 Buckhorn Road (735 141R), Photos of Directional Views



Looking North



Looking South



Looking East



Looking West



C. CROSSING ANALYSIS

1. Exposure Index

NCDOT uses an exposure index as one indicator to determine if a grade separation structure is warranted at street/rail grade crossings. The exposure index is calculated by multiplying the number of trains per day by the number of vehicles per day that use the crossing. As a general rule, grade separations should be considered in RURAL areas when the exposure index is 15,000 or more. In URBAN areas grade separations should be considered when the exposure index is 30,000 or more. Other factors that need to be considered in the feasibility of grade separations are:

- Accident history
- Topography
- Adjacent land use
- Geometric designs
- Construction impacts

 $EI = N \times ADT$

Costs

The exposure index was calculated for each of the six crossings (see Table D-1) using the following formula.

Where:

EI = NCDOT Rail Division's Exposure Index N = Number of Trains per Day ADT = Average Daily Traffic at at-grade crossing

	NS Crossings										
Crossing No.	Street Name	Trains per Day	2014 ADT	Exposure Index							
735 464L	SR 1940 – Gibson Road	16	2,304	36864							
735 465T	SR 1976 – Lake Latham Road	16	1,381	22096							
735 468N	SR 1965 – Moore Road	16	766	12256							
735 496V	SR 1962 – S 3 rd Street	16	4,546	72736							
735 471W	4 th Street	16	856	13696							
735 472D	NC 119 - 5 th Street	16	12,193	195088							
735 474S	SR 1402 - Mattress Factory	16	2,109	33744							
735 141R	SR 1114 - Buckhorn Road	16	8,039	128624							

2. Train Operations

The primary users of the NCRR Corridor through Mebane, NC include Amtrak and Norfolk Southern Corporation. Currently there are 6 passenger trains (*Carolinian* and *Piedmont*) daily serving 12 cities provided by Amtrak. Norfolk Southern Corporation operates regularly scheduled freight train service (8 freight trains daily).

3. Delay Analysis

Level of Service is a measure of the operational efficiency of the street/rail grade crossing. It is determined using procedures from the *Highway Capacity Manual* procedures. Level of service is expressed as a letter ranging from A (free flowing) to F (severely congested) and is determined using the average delay for all vehicles. Table C-2 summarizes the average delay and corresponding level of service.

Level of Service	Avg. Delay/Vehicle (seconds)				
A	10.0				
В	>10.0 to 15.0				
С	>15.0 to 25.0				
D	>25.0 to 35.0				
E	>35.0 to 50.0				
F	>50.0				

TABLE C-2 - LOS

The delay calculations are based on the methodology developed for the Proposed Conrail Acquisition Draft Environmental Impact Statement (DEIS) by the Surface Transportation Board's Sections of Environmental Analysis (SEA) and modified as needed for this project.

The following values were calculated for existing and future conditions.

- Blocked crossing time per train
- Event time
- Average delay per day
- Maximum vehicle queue
- Total stopped vehicle delay per day
- Average delay for all vehicles
- Traffic level of service (LOS)

The level of service (LOS) for each crossing was determined based on these computed values and the Highway Capacity Manual procedures. Table C-3 summarizes the delay and LOS results for the existing conditions.

NC

Mebane



TABLE C-3 – Delay and LOS

	NS Crossings Capacity Analysis															
Crossing No.	Street Name	No. Lanes (one-way direction)	ADT	Arrival Rate (Veh/Min) 2x uniform	Departure Rate	Trains per day	Train Speed (miles/hr)	Train Length (ft)	Crossing Blockage Time (min) T _c	Event (Queue) Time (min) T _e	Total Stopped Vehicle Delay Per Day (min/day) D⊤	Number Vehicles Delayed/Day V _D	Max. Peak Hr. Queue (veh/lane) Q	Average Delay /Stopped Veh. (mins) D _{avg}	Avg. Delay/Veh. In Secs. (All Vehicles) D _v	ros
735 464L	SR 1940 – Gibson Road	1	2,304	3.20	30	16	45	9,000	2.27	2.54	82.85	65	5	1.27	4.31	A
735 465T	SR 1976 – Lake Latham Road	1	1,381	1.92	30	16	45	9,000	2.27	2.43	45.23	37	3	1.21	3.93	A
735 468N	SR 1965 – Moore Road	1	766	1.06	30	16	45	9,000	2.27	2.36	23.63	20	2	1.18	3.70	А
735 496V	SR 1962 – S 3 rd Street	1	4,546	6.31	30	16	45	9,000	2.27	2.88	209.27	145	10	1.44	5.52	А
735 471W	4 th Street	1	856	1.19	30	16	45	9,000	2.27	2.37	26.63	23	2	1.18	3.73	А
735 472D	NC 119 - 5 th Street	2	12,193	16.93	60	16	45	9,000	2.27	5.22	1844.75	707	14	2.61	18.16	С
735 474S	SR 1402 - Mattress Factory	1	2,109	2.93	30	16	45	9,000	2.27	2.52	74.33	59	5	1.26	4.23	А
735 141R	SR 1114 - Buckhorn Road	1	8,039	11.17	30	16	45	9,000	2.27	3.62	585.26	323	18	1.81	8.74	А

4. Crash Analysis

At-Grade Crossings

At least thirty crashes have occurred in the corridor since the 1970's. Only two vehicular crashes have occurred in the past ten years, and only one of those involved injuries. Table C-4 summarizes the accident data.

Crashes are summarized using the following classifications:

- > Fatality
- > Injury
- PDO property damage only

NCDOT Division 7 Highways recently conducted an intersection diagnostics analysis pertaining to the signalized intersection of NC 119 (5th Street) and Washington Street and US 70. The analysis identified short term improvements for the signal operations and vehicle queueing along 5th Street. Recently, NCDOT Division removed the advanced stop lines And re-stripped the intersection of 5th Street and Washington Street with a "Do not block intersection" marking (along with signage). Prior to the TSS study, results of those stripping improvements showed minimal improvements due to the continuous left turn ability onto Washington Street.

Recently, NCDOT Division 7 conducted a crash analysis at the intersections to identify the types of accidents and at which locations. As shown in Figure 18, there is a high volume of accidents at the intersection of 5th Street and Washington Street, relating to left turn traffic crossing 5th Street or vehicles trying to cross 5th Street.

TABLE C-4 – Crash Summary

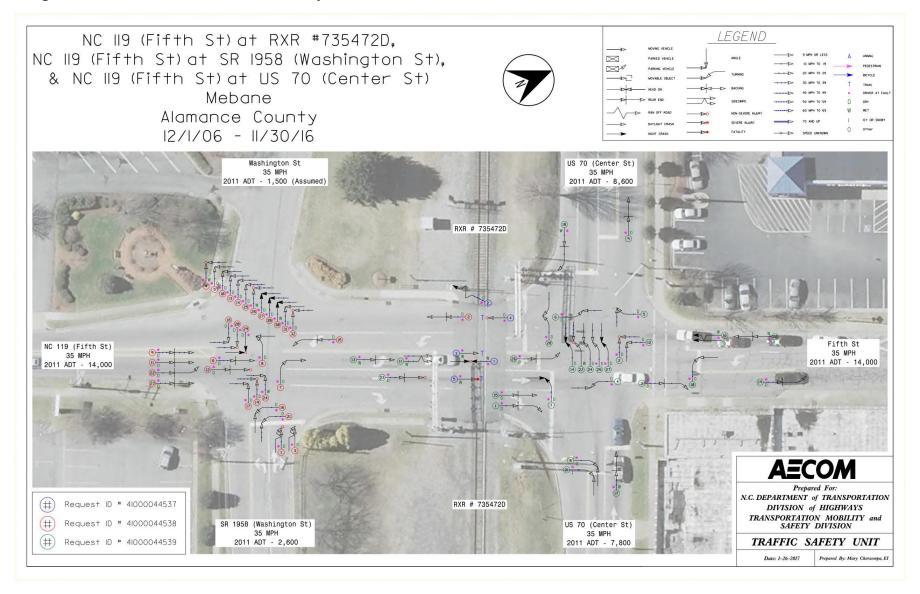
NC

	NS Crossings										
Crossing No.	Street Name	Total # of Crashes	# of Fatalities	# of Injuries	PDO						
735 464L	SR 1940 – Gibson Road	3	0	3	0						
735 465T	SR 1976 – Lake Latham Road	4	0	1	3						
735 468N	SR 1965 – Moore Road	2	0	1	1						
735 496V	SR 1962 – S 3 rd Street	0	0	0	0						
735 471W	4 th Street	2	0	1	1						
735 472D	NC 119 - 5 th Street	8	2	1	5						
735 474S	SR 1402 - Mattress Factory	4	0	3	1						
735 141R	SR 1114 - Buckhorn Road	3	1	0	2						
Pedestrian C	rossing Tracks	3	4	0	0						

Mebane



Figure 18 – NC 119 & SR 1958 Crash Analysis







5. Future Highway Projects

One project is listed in the current NCDOT 2016-2025 State Transportation Improvement Program (STIP). U-3109A – NC 199 Bypass. This project is currently in the final design phase and will be located within the western portion of the study area. The project will construct a grade separation over the railroad corridor, Holt Road, and US 70, thus closing the existing Lake Latham Road at-grade crossing. Access will be provided to US 70 via interchange on the north side of US 70.



D. SAFETY AND MOBILITY ISSUES

There are several methods available to enhance railroadcrossing safety. This chapter discusses some of these methods in more detail.

1. Vehicles Queuing across Railroad Tracks

The presence of nearby traffic signals, intersections, or parallel roadways can result in queues of stopped vehicles extending onto or across a street/rail crossing. As such, vehicles may then queue over the railroad tracks when the tracks are near parallel roadways, especially when vehicles on the road across the railroad tracks are required to stop at a stop sign or traffic signal. All study crossings have "Do Not Stop On Tracks" and/or "Stop Here When Flashing" signs, as appropriate. In several locations where the railroad tracks are close to the adjacent signalized intersection, the stop bar with a "Stop Here On Red" sign is behind the railroad tracks. The intent of this design is to discourage drivers from queuing over the railroad tracks when stopped at the traffic signal.

If vehicles are queued over the tracks when the train is approaching, they may become trapped by the vehicles in front of them and behind them, and become unable to exit from between the gates. Where four quadrant gate systems are installed, the gates are timed to allow vehicles to clear the crossing prior to both gates coming down; however, if vehicles are queued up, this may cause a vehicle to become trapped between gates. The table below identifies the location of fourquad gate systems. Traffic signals are often coordinated with the train signals to allow all vehicles to clear the tracks before the train arrives. Table D.1 lists the study crossings that are within 75 feet of a parallel roadway and which one's contain four quadrant gates.

Crossing No.	Street Name	Approx. Distance	Adjacent Roadway	Four- Quad Gates
735 465T	SR 1976 – Lake Latham Road	85 feet	US 70	Yes
735 468N	SR 1965 – Moore Road	73 feet	US 70	No
735 496V	SR 1962 – S 3 rd Street	63 feet	US 70	No
735 471W	4 th Street	63 feet	US 70	No
735 472D	NC 119 - 5 th Street	63 feet	US 70	Yes

TABLE D-1 – At-Grade Crossings within 75 feet of Parallel Roadway

2. Traffic Signal Preemption

Standard practice (based on *The Manual on Uniform Traffic Control Devices*) requires that traffic signals located within 200 feet of a street/rail at-grade crossing be coordinated with the crossing's train detection and warning system to preempt normal operations of the traffic signal. 3rd Street, 4th Street, and 5th Street currently have signal preemption with the NS rail line.

3. Humped Crossings

A "humped" crossing exists where the elevation of the railroad is significantly higher than the crossing roadway, causing vehicles to ascend on one side of the tracks and descend on the other. The severity of this condition can range from discomfort at normal speeds, to "bottoming out" of vehicles with long wheelbases or low clearances. This dragging can damage vehicles, or cause them to become stuck on the crossing, creating a serious hazard. Routine track maintenance tends to exacerbate the problem over time, as track ballast work typically adds about three inches per occurrence. Over a ten-year period, the railroad may rise as much as one foot as a result of this routine maintenance.

Crest vertical curves across the tracks that do not create a need for the driver to reduce speed are not considered to be a humped profile. The combination of short crest and sag vertical curves caused by a buildup of the ballast and raising of the track create a need to reduce speed across the crossing. The following crossing has a slight humped profile: 5th Street.

4. Grade Crossing Condition

A poor grade crossing surface can result in a rough, uneven ride. This can increase wear and tear on vehicles, potentially create a traffic safety hazard, and may add to congestion by reducing travel speeds. The crossing materials used on these grade crossings include asphalt, concrete slab, and rubber. Even though some materials provide a slightly improved ride and longer term maintenance, the main safety issue is the condition of the crossing. None of the crossings have surfaces that are deemed to be in poor condition.

5. Vehicles Driving Around Automated Gates

Several situations can lead to the circumvention of automated gates by motorists:

- Gates are lowered, but no train is visible
- Gates fail, and remain in the lowered position
- Gates are lowered and train is visible, but motorist is too impatient to wait

During the field analysis, there were no signs of vehicles circumventing the gates when a train was approaching. There were also no signs (tire tracks, disturbed ground) of vehicles previously circumventing the gates.





E. SYSTEM ENHANCEMENT OPTIONS

1. Grade Separation Structures

Many factors must be considered before suggesting grade separation, including:

- Traffic volumes (both vehicle and train)
- Accident history
- Topography
- Adjacent land use
- Construction impacts
- Costs

Some of these factors apply to Buckhorn Road, suggesting the potential need for grade separating Buckhorn Road. A grade separation is already programmed for Lake Latham Road.

2. Crossing Protection Device Upgrades



Example of gates, signs and flashing lights

The most common and cost-effective way to increase the safety at a railway crossing is to upgrade existing warning devices at the crossing. Typical warning devices include signs, gate arms, flashing lights and bells. *Passive* devices, such as advanced warning signs and crossbucks, merely warn the motorist of the existence of a railroad

crossing. These devices are most suitable where train and

traffic volumes and speeds are low, and where sight distance is adequate.

NCDOT Rail and Norfolk Southern have been using advanced crossing protection devices on the main line from Raleigh to Charlotte since 1995. These devices are most appropriate where high-volume multi-lane roadways cross railroad main lines, and where significant numbers of motorists are ignoring or circumventing existing warning devices.

Active devices that warn motorists of approaching trains include flashing lights, bells, and automated gates. Such devices are usually employed at locations exhibiting higher volumes or speeds, or greater potential for accidents.

a. Gates and Signals

Gates and signals are mainly installed where trains travel at 25 miles per hour or more. They are electronic warning devices for road vehicles at railroad grade crossings with flashing red lights, a crossbuck and a bell. The gates are typically activated and fully lowered before the train arrives. The gates will rise or the signals will shut off once the end of the train clears the island circuit. All of the crossings within the study area have gates and signals.

b. Median Separators

Median separators consist of markers mounted on raised islands along the roadway centerline to discourage motorists from driving in opposing travel lanes to avoid lowered gates. Where markers are not preferred, a





4-foot median can be constructed with an 8-inch curb, which allows for landscaping. Median treatments typically extend 70 feet to 100 feet back from the gates, but may be precluded by driveways or intersecting roads within this distance.

c. Four-Quadrant Gates

Four-quadrant gate involve treatments gate arms on both approaches and departures of the roadway. This restricts vehicles from being able to drive around the approach gate arms, completely



"sealing" the crossing. Example of for Several measures are

Example of four-quadrant gate

employed to prevent vehicles from becoming "trapped" inside the gates, including careful timing of the gates to allow traffic to clear; providing 16 feet of clearance between track center and gates; leaving adequate space between gate tips for a vehicle to "squeeze" out; and use of breakaway arms. 5th Street is only crossing that has four-quadrant gates within the study area.

d. Remote Video Detection

The Crossing Law Enforcement and Research of (CLEAR) Violations program employs video cameras to monitor selected crossings. The recordings provide information on crossing operations, violations, and accidents for both enforcement and research purposes.

e. Roadway Improvements

Roadway improvements can reduce both accident potential and traffic delay at railroad crossings. Realignment and regrading can improve visibility and reduce the time required to traverse a crossing. Additional lanes significantly increase capacity, reducing the residual delay following a crossing event. New roadways can provide alternative routes, allowing crossings to occur at more desirable locations, and potentially eliminate the number of crossing trips.

f. Traffic Signals

Traffic signals are not specifically intended as warning devices at railroad crossings. However, when a street/rail grade crossing is located near a signalized intersection (typically within 200 feet), special steps should be taken to insure that vehicles do not get trapped on the tracks due to queues resulting from an adjacent street intersection's red signal. The normal sequence of traffic signal indications should be preempted by the approach of a train, eliminating the possibility of entrapment due to conflicting traffic and railroad crossing signals. Ideally, the preempted signal phasing should be designed to allow non-conflicting movements to proceed during a train crossing, thereby minimizing overall traffic delay. 3rd Street, 4th Street and 5th Street have signal pre-emption installed due to their close proximity to US 70.

g. Crossing Consolidation & Elimination

Crossing consolidations eliminate the potential for train/vehicle collisions. Crossing-related installation and



maintenance costs are reduced, and concentrates traffic at fewer, higher-volume crossings.

Redundant low-volume crossings can be unnecessary due to the availability of alternative access across the tracks. Train volumes, geometry, and safety are factors that are considered when identifying potential crossing closures.

Therefore, consolidation and closure of these minor crossings is an effective strategy in terms of both costs and safety benefits. A crossing is considered redundant (and therefore a candidate for elimination) if it is within a reasonable distance of another crossing connected to the same street network. Crossings with high potential for elimination include:

- Crossings with relatively low traffic volumes where alternative access is reasonably available.
- Redundant crossings near parallel crossings or grade separations, or where traffic can be safely and efficiently diverted to another crossing;
- Skewed crossings, or those where sight distance is limited by horizontal/vertical curvature, vegetation, or permanent obstructions;
- Crossings with a history of accidents;
- Crossings adjacent to a newly constructed crossing or grade separation;
- Private crossings with no identifiable owner, or where the owner is unwilling or unable to fund crossing upgrades (and where alternative access is reasonably available); Since NCDOT does not currently have jurisdiction over private crossings; closing of these crossings is determined by the railroad and property owner if identified.

• Complex crossings that cannot be effectively served by warning devices due to multiple tracks, extensive switching operations, etc.

j. Grade Separation

Grade-separated crossings eliminate the potential for train/vehicle collisions while maintaining vehicular and pedestrian access across the railroad tracks. Railroad overpasses of highways require approximately 17 feet of vertical clearance, and highway overpasses of railroad tracks require approximately 23 feet of clearance. Sight distance requirements on the overpass vertical curves generally result in long approaches, which can create adjacent property access and connectivity issues. In addition, visual and noise impacts associated with overpasses can negatively affect neighborhoods or historic areas.

Crossings with a history of crashes, humped crossings (topography challenges), high vehicular volumes, and an exposure rating that exceeds the standard are locations where grade separations should be considered.

As grade separations are considered, topography, adjacent land uses, construction costs, and impacts need to be thoroughly vetted. The cost of grade separation can be significantly reduced in situations where the topography facilitates a highway overpass due to the need for relatively minimal earthwork or right-of-way requirements. With challenging site constraints, it may be necessary to adjust roadway and railroad grades to facilitate an acceptable grade separation. Likewise, grade separations may not be feasible in heavily developed areas such as central business or historic districts. Right-of-Way costs or socio-economic impacts associated with the potential loss of businesses and jobs can result in an unfavorable cost-benefit ratio for the



project. New bridges also have the potential to relocate a large number of people and/or disrupt neighborhoods.

The impacts associated with the construction of new gradeseparated crossings can be substantial and can include visual, noise, and access degradation and the relocation of dwellings or businesses. Environmental features like wetlands or woodlands, historical and archaeological sites, and the presence of hazardous materials can also pose considerable challenges. Finally, grade separations are significant long term infrastructure investments. A detailed feasibility study, including a cost benefit analysis, is required before a grade separation is implemented.



F. PUBLIC INVOLVEMENT

A Public Involvement program was established as part of this study.

The program involved:

- Two Stakeholder Committee Meetings
- Two Public Informational Workshops (PIWs)

A Stakeholder Committee was established to provide critical input in reaching consensus on grade crossing recommendations. The Stakeholder Committee met three times during the course of this study. The first meeting was held on June 10th with various city departments, local neighborhood associations, emergency response, and school district representatives.

The Stakeholders included the following:

- NCDOT Rail Division
- Norfolk Southern
- NCDOT Division 7
- City of Mebane
- Burlington-Graham MPO
- Durham-Chapel Hill-Carrboro MPO
- City of Mebane Fire Department
- City of Mebane Police Department
- Alamance County Schools

A second Stakeholder Committee meeting was held on February 16th to present that various design concepts for improving the safety at the at-grade crossings and receive feedback on concepts. The concepts would be carried forward to a second Public Information Workshop.

The third Stakeholder Committee meeting was held on June 14, 2017. The final recommendations were presented to the committee for their approval to include in the report and present to City Council. Discussions revolved around options for 735 472D (NC 119/5th St). The committee recommended moving forward the option that is found in Section G. Further studies relating to the 735 141R (Buckhorn Rd) at-grade crossing should coordinate with Orange County Planning Department and the Interchange Analysis & Corridor Study for Mattress Factory Road and any modifications to Buckhorn Road related to that study.

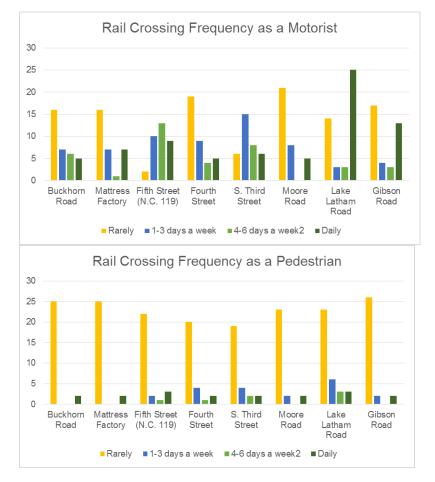
Citizen Informational Workshops

The Citizen Involvement program included two Public Informational Workshops (CIWs). These meetings are summarized below.

Citizen Informational Workshop #1

The first CIW was held on November 15th. Study team members were available to introduce the Mebane Traffic Separation Study, to answer questions related to the study, and to receive comments to aid in developing recommendations for improving the eight rail crossings.

During the workshop, attendees were asked questions relating to the frequency of use per at-grade crossings as a motorist and as a pedestrian. This information provided insight on how the residents utilized the roadway network to traverse through the City. Responses are found in the following two graphs.



Residents of area neighborhoods were primarily concerned with increased traffic along Holt Street and reduced access to US 70 through the closing of Lake Latham Road at-grade crossing. The closing of the crossing is part of the NC 119 Bypass (U-3109A). Concern revolved around the traffic along the 5th Street at-grade crossing, as well as the lack of pedestrian connectivity between Washington Street and US 70.

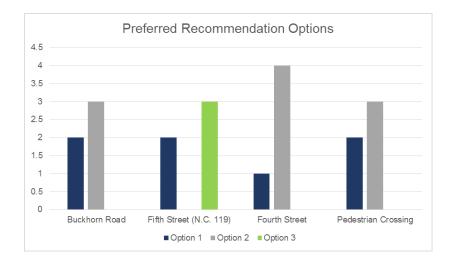
Citizen Informational Workshop #2

The second CIW was held on April 18th, 2017 at Mebane City Hall. The workshop presented the various improvement options for each crossing, provided explanation onto how/why the concepts were developed, and answered questions related to the concept recommendations for improving the six of the eight rail crossings.

NC

The study team presented improvements for six of the eight rail crossings, with two rail crossings identifying multiple options for improvements. Two crossings recommended median barriers and widening of crossing shoulders, one crossing identified three different types of grade separation options, one crossing with multiple intersection improvements, and a crossing closure option, and two pedestrian grade separated crossing options.

Comments revolved around utilizing elevators and not ramps at the pedestrian crossing options in order to reduce the footprint. One other common theme was 5th Street Option 3 was preferred, though recommended closing 4th Street atgrade crossing. The graph below provides a summary of the preferred recommendations per the four most discussed crossings the second public information workshop.



believed that there was a significant movement across Washington Street and by requiring drives to turn right on 5th Street would impact their ability to cross through town.

Their motion was to adopt the TSS recommendations except for not closing 4th Street at-grade crossing. In addition, the motion included approving, in concept, the 5th Street recommendation but that further study and design coordination with an on-going signal improvement project at 5th Street evaluate a solution where the Washington Street/5th Street intersection remains a full access intersection.

City of Mebane Council

The TSS was presented to the City Council on September 11, 2017. The intent was to provide the council with a synopsis of the study process, findings, and recommendations.

Council members were in full support of majority of the recommendations. Though council members did convey their concern about approving the closure of 4th Street at-grade crossing and the design configuration of 5th Street at-grade crossing. Council members believed that 4th Street should remain open.

As for 5th Street, council members agreed that combining the through and right turn movements into a single lane, thus providing opportunity for constructing a sidewalk and reducing the radius at the intersection with US 70 would be beneficial. However, council members were concerned that the mountable median barrier along 5th Street would impact travel movements across Washington Street. Council members

G. RECOMMENDATIONS

With the projected increase in both passenger and freight rail traffic, there is a need to focus attention to the safety of this corridor. Recommendations were identified for improvements to eight at-grade crossings in the City of Mebane to provide safer and improved mobility on and adjacent to the rail corridor for all forms of traffic. The corridor is also part of the Southeast High Speed Rail Corridor, and NCDOT Rail Division has committed to enhancing the operations of passenger rail service by upgrading the rail corridor for increased passenger train operations and speeds. It will be important for the City of Mebane and NCRR work together in installing fencing along the rail corridor through the downtown. This would facilitate and direct pedestrians to the appropriate sidewalks at at-grade crossings as a safe crossing movement.

Street/Rail Grade Crossing Recommendations

This section describes the recommendations for the eight atgrade crossings. The primary objective of these improvements is to provide guidance to the local and state agencies on the mechanisms that could trigger the need for further evaluation and design. The following figures illustrate the various options at each crossing.

Financial Guidance

The at-grade crossing improvements will most likely be funded through either State or Federal funding, however the pedestrian grade separations would not be eligible.





A. SR 1940 – Gibson Road (Crossing # 735 464L, MP H0034.11)

1. Short-Term

Crossing to continue to operate as an at-grade crossing and install median barriers and widen crossing shoulders. The widened shoulder is also intended to provide additional width for projected truck traffic.

The 2014 annual daily traffic (ADT) at this crossing is 2,304.

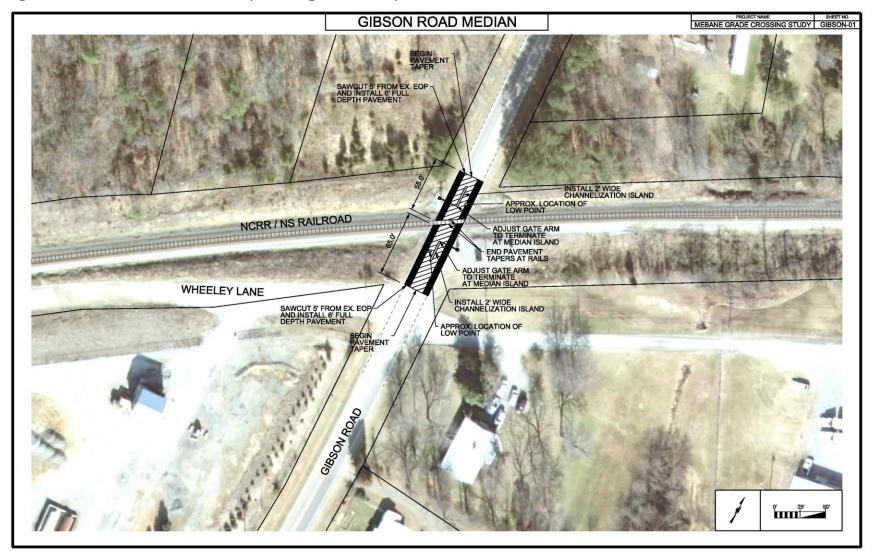


Figure 19: SR 1940 – Gibson Road (Crossing # 735 464L) Recommendations





- B. SR 1976 Lake Latham Road (Crossing # 735 465T, MP H0029.83)
- 1. Short-Term

Continue to operate the crossing as an at-grade crossing.

2. Long-Term

Existing at-grade crossing will be closed once the NC 119 Bypass (NCDOT Project U-3109) is constructed.

The 2014 ADT is 1,381.

Mebane

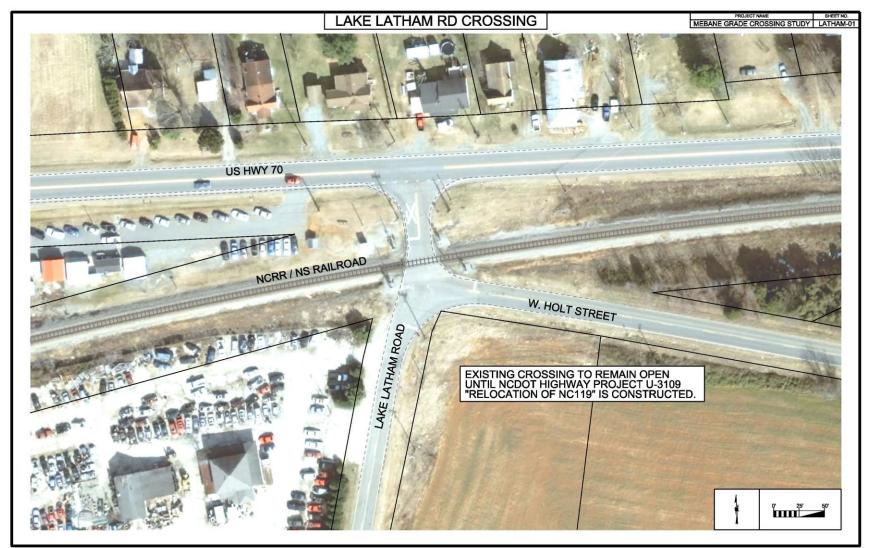


Figure 20: SR 1976 – Lake Latham Road (Crossing # 735 465T) Recommendation





C. SR 1965 – Moore Road (Crossing # 735 468N, MP H0030.69)

1. Short-Term

Crossing to continue to operate as an at-grade crossing and install median barriers and widen crossing shoulders. The widened shoulder is also intended to provide a safer pedestrian connection across the railroad corridor at this crossing.

The 2014 ADT is 766.

Mebane

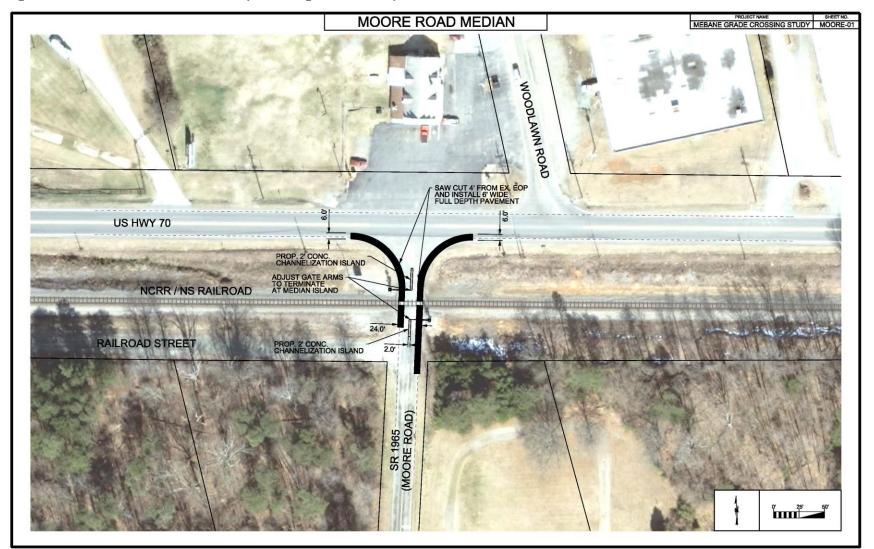


Figure 21: SR 1956 – Moore Road (Crossing # 735 468N) Recommendation





D. SR 1962 3rd Street (Crossing # 735 496V, MP H0031.46)

1. Short-Term

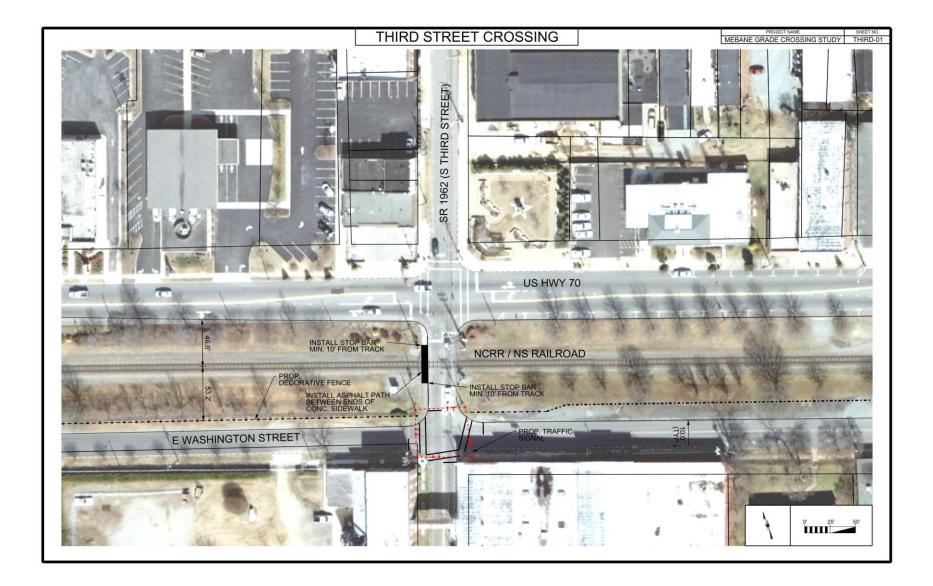
Crossing to continue to operate as an at-grade crossing. Widen the existing at-grade crossing shoulder six (6) feet on each side to provide a safer pedestrian connection across the railroad corridor. The widened shoulder will provide the pedestrian connection that is needed within the downtown of Mebane. This will also connect to the intersection improvements at 3rd Street and Washington Street, and the existing sidewalk network in downtown Mebane.

The 2014 ADT is 4,546.

Mebane











E. 4th Street (Crossing # 735 471W, MP 0031.56)

1. Short-Term

Crossing to remain open. The existing crossing would continue to operate as an at-grade crossing. Widen the existing atgrade crossing shoulder six (6) feet on each side to provide a safer pedestrian connection across the railroad corridor. The widened shoulder will provide the pedestrian connection that is needed within the downtown of Mebane due to the numerous pedestrian fatalities with trains. This will also connect to the intersection improvements at 4th Street and Washington Street, and the existing sidewalk network in downtown Mebane.

The 2014 ADT is 856.



Figure 23: 4th Street (Crossing # 735 471W) Recommendation

See Figure 24 (5th Street)



F. NC 119 – 5th Street (Crossing # 735 472D, MP H0031.64)

Results from the crash analysis at the intersections identified a high volume of accidents at the intersection of 5th Street and Washington Street relating to left turn traffic crossing 5th Street or vehicles trying to cross 5th Street. Various scenarios were evaluated and designed.

1. Short-Term

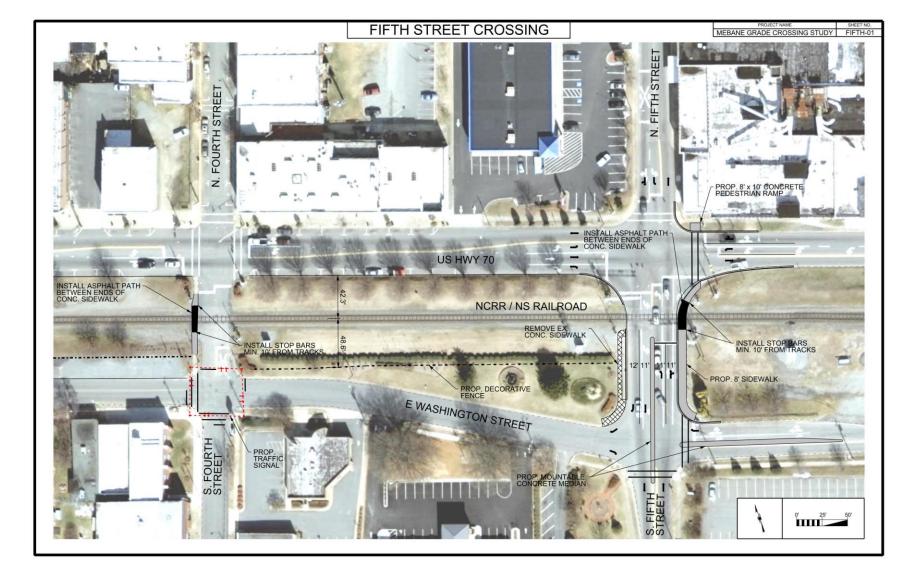
Mebane

The recommendation includes installing mountable medians, with a pedestrian refuge along 5th Street from the at-grade crossing south of Washington Street and along Washington Street west of 5th Street. The mountable median along 5th Street would eliminate the left turn conflicts and through movements from Washington Street to eliminate majority of the accidents at that location.

5th Street would continue to operate as an at-grade crossing but also improve the geometry at the crossing and intersection with US 70. Eliminate the northbound dedicated right turn lane onto US 70 to increase the curve radii for vehicle turning movements. Install asphalt path to connect sidewalks on the eastern side of crossing to improve pedestrian connectivity. Install cross walks on the south and east segments of Washington St/5th Street intersection.

4th Street crossing would remain open. The existing crossing would continue to operate as an at-grade crossing. Widen the existing at-grade crossing shoulder six (6) feet on each side to provide a safer pedestrian connection across the railroad corridor. The widened shoulder will provide the pedestrian connection that is needed within the downtown of Mebane due to the numerous pedestrian fatalities with trains. This will also connect to the intersection improvements at 4th Street and Washington Street, and the existing sidewalk network in downtown Mebane.

The 2014 ADT is 12,193.





Mebane





Figure 25: Example of a Mountable Concrete/Asphalt Median that could be installed on 5th Street

*Type of and aesthetic design of mountable median will be determined during the design phase, when funded.





Figure 26: NC 119 – 5th Street (Crossing # 735 472D) – Exhibit depicting if sidewalks could be installed on the western side of 5th Street, which would require eliminating one of the two southbound travel lanes on Fifth Street.



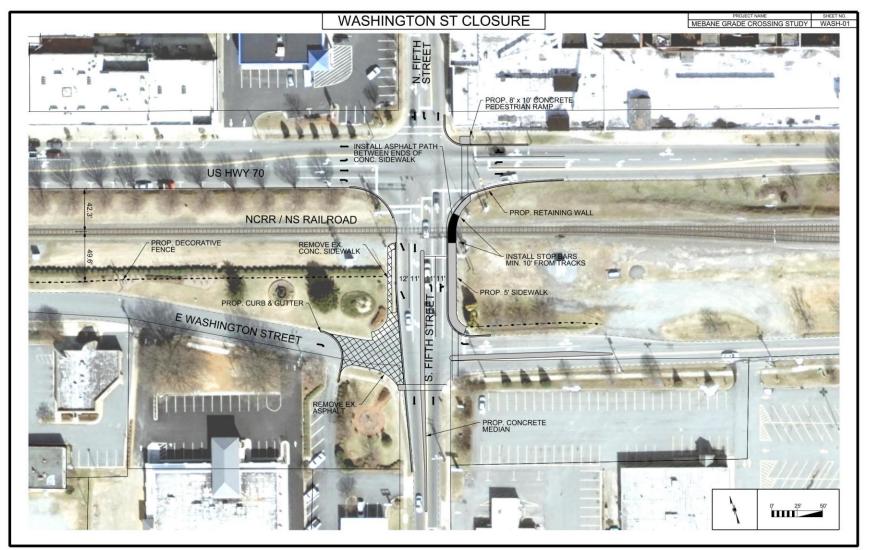


Figure 27: NC 119 – 5th Street (Crossing # 735 472D) – Other Concepts Evaluated but not Selected

Mebane



G. SR 1402 – Mattress Factory Road (Crossing # 735 474S, MP H0032.79)

- 1. Short-Term Continue to operate the crossing as an at-grade crossing.
- 2. Long-Term None

The 2014 ADT is 2,109.



0' 25' 50

Figure 28: SR 1402 – Mattress Factory Road (Crossing # 735 474S) Recommendation

Mebane





H. SR 1114 – Buckhorn Road (Crossing # 735 141R, MP H0034.11)

1. Short-Term

Continue to operate the crossing as an at-grade crossing.

2. Long-Term

Grade-separate Buckhorn Road by building a roadway bridge over the tracks (this includes three (3) grade separated options). These options depict an ability to construct a grade separation while limiting surrounding impacts. As funding is secured for this improvement, these three options, along with other potential options will be developed and evaluated during the NEPA process. These options are intended to be concepts only for the ability to develop order-of-magnitude costs in order to assist in identification of funding sources.

As the recommendation of grade separating Buckhorn Road moves forward, it will be important to continue to collaborate and coordinate with the Orange County Interchange Analysis and Corridor Study. This study has identified the need to extend Industrial Drive to the east. Continued coordination in future roadway networks, connections with existing intersections, and interchange ramp modifications should occur to ensure proper planning and design.

The 2014 ADT is 8,039.

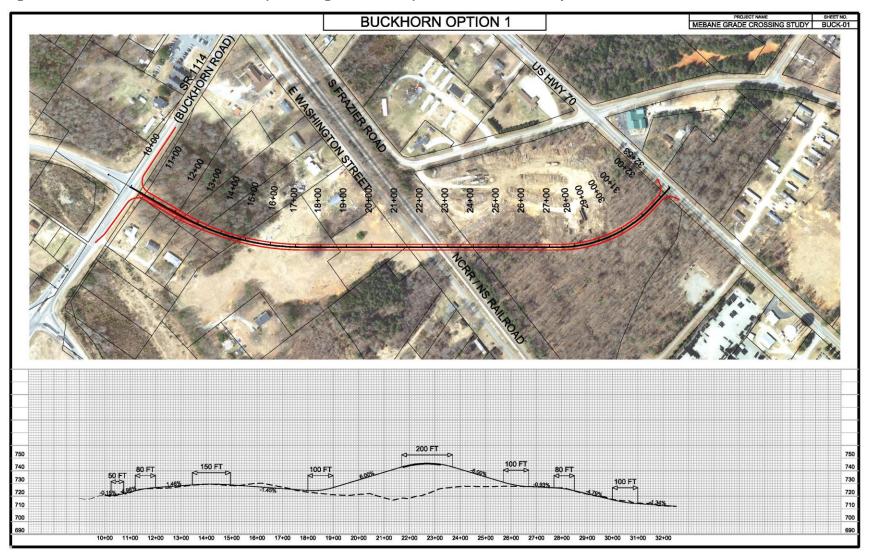


Figure 29: SR 1114 – Buckhorn Road (Crossing # 735 141R) Recommendation Option 1

Mebane

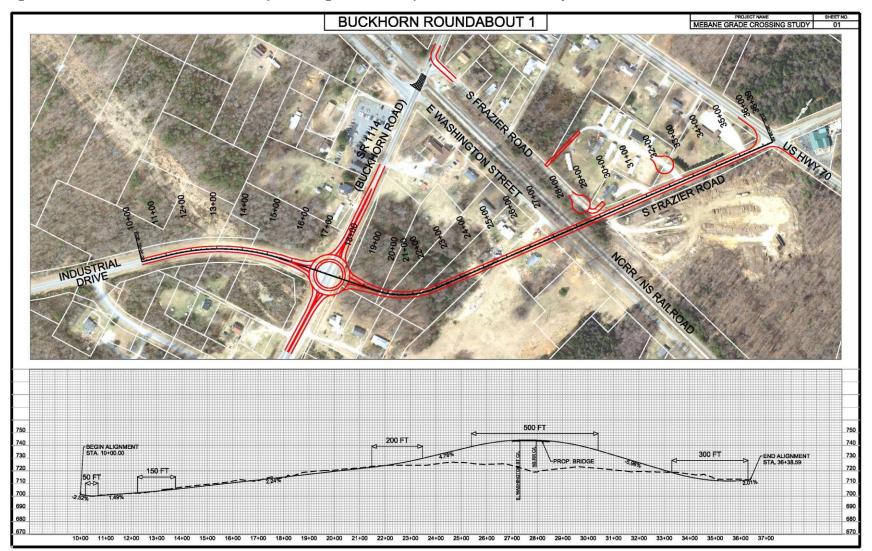


Figure 30: SR 1114 – Buckhorn Road (Crossing # 735 141R) Recommendation Option 2

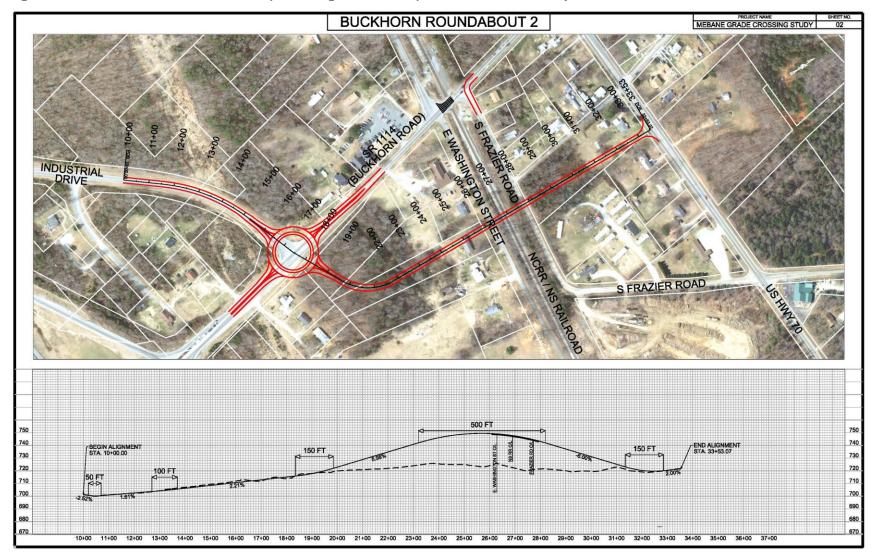


Figure 31: SR 1114 – Buckhorn Road (Crossing # 735 141R) Recommendation Option 3

Mebane



1. Long-Term

Mebane

Construct an underpass connecting Mebane Mill Lofts and northern side of US 70. The intent for evaluating a pedestrian connection between the north side of Mebane to the south side is due to the historic pedestrian fatalities within this area. Fatalities have occurred where residents were crossing the NCRR Corridor. Any type of pedestrian grade separated structure (aerial or underpass) must meet the following design standards:

NC

- Designed with a minimum clear span between bridge piers and /or abutments of 100 feet (perpendicular to track centerlines).
- Minimum for vertical clearances for a proposed span over main tracks, measured at a distance of 5 feet 6 inches from centerline of track, shall be 24 feet 3 inches from the top of rail of any existing or potential future track.
- Location of pedestrian crossing structure shall take into account the location and grade of the existing and potential future tracks within the NCRR corridor.
- Depth of an underpass shall be adequate to provide enough cover over the pedestrian structure to account for freight track loading, track drainage, utilities within the rail corridor including railroad communication and signal needs, and any other requirements to allow the operating railroad to safely operate and maintain the railroad.
- Any sidewalk and stairway structures, required to provide access to an overhead/underpass pedestrian structure, need to be constructed on the opposite sides of US Hwy 70 and E Washington Street respectively from the railroad roadbed.





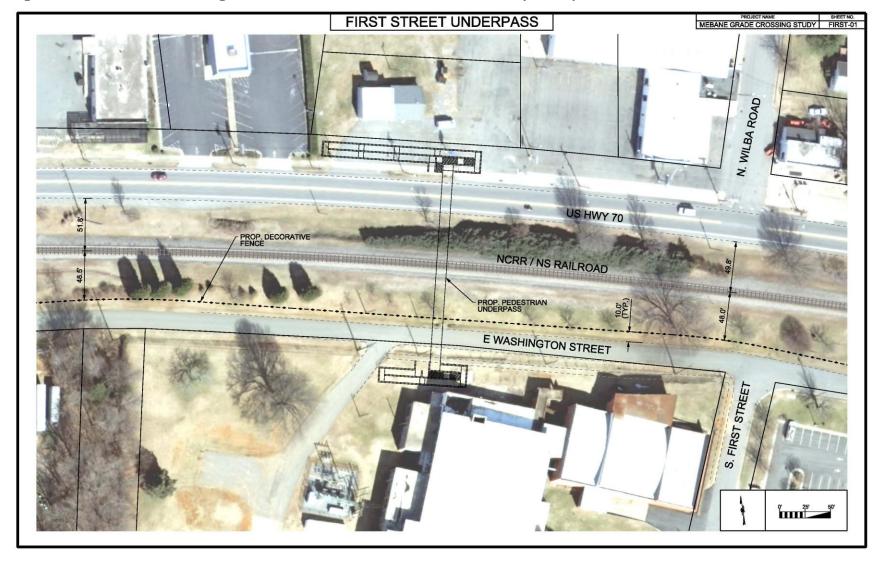


Figure 32: Pedestrian Crossing near S. First Street/N. Wilba Road – Underpass Option Recommendation

J. Pedestrian Crossing near Second Street – Overpass Option

1. Long-Term

Mebane

Construct an overpass connecting southern side of Washington Street near Second Street and northern side of US 70. Any type of pedestrian grade separated structure (aerial or underpass) must meet the following design standards:

- Designed with a minimum clear span between bridge piers and /or abutments of 100 feet (perpendicular to track centerlines).
- Minimum for vertical clearances for a proposed span over main tracks, measured at a distance of 5 feet 6 inches from centerline of track, shall be 24 feet 3 inches from the top of rail of any existing or potential future track.

NC

- Location of pedestrian crossing structure shall take into account the location and grade of the existing and potential future tracks within the NCRR corridor.
- Depth of an underpass shall be adequate to provide enough cover over the pedestrian structure to account for freight track loading, track drainage, utilities within the rail corridor including railroad communication and signal needs, and any other requirements to allow the operating railroad to safely operate and maintain the railroad.
- Any sidewalk and stairway structures, required to provide access to an overhead/underpass pedestrian structure, need to be constructed on the opposite sides of US Hwy 70 and E Washington Street respectively from the railroad roadbed.





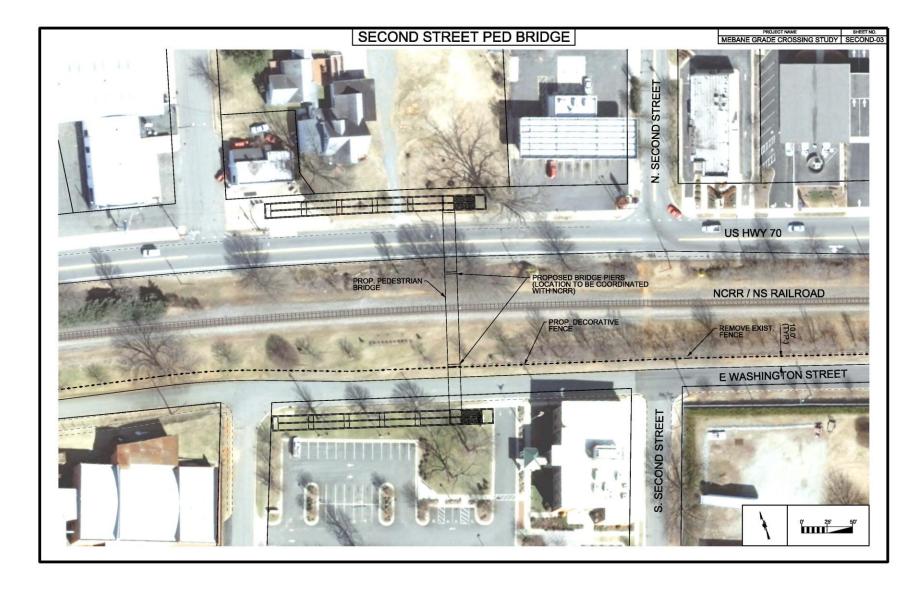


Figure 33: Pedestrian Crossing near Second Street – Overpass Option Recommendation



Table G1 - Order of Magnitude Costs

		Cost Range	
Crossing Number	Street Name	Low	High
735 464L	SR 1940 – Gibson Road	\$43,000	\$55,000
735 465T	SR 1976 – Lake Latham Road	NA	NA
735 468N	SR 1965 – Moore Road	\$49,000	\$62,000
735 496V	SR 1962 – S 3 rd Street	\$31,000	\$39,000
735 471W	4 th Street	NA	NA
735 472D	NC 119 - 5 th Street/4 th Street	\$74,000	\$94,000
735 474S	SR 1402 - Mattress Factory	NA	NA
735 141R	SR 1114 - Buckhorn Road: All Options*	\$5,900,000	\$7,500,000
Pedestrian Crossing	Near First Street – underpass	\$2,700,000	\$3,400,000
Pedestrian Crossing	Near Second Street - overpass	\$3,700,000	\$4,700,000
Fencing	Within Downtown Mebane	\$60,000	\$120,000

*Includes preliminary costs for right-of-way needs

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Appendix A – Stakeholder Meeting Minutes

PLANNING & INSPECTIONS DEPARTIMENT Craig N. Benedict, AICP, Director 131 W. Margaret Lane Suite 2073 Administration (919) 544-3675 131 W. Margaret Lane Suite 2070 (919) 544-3002 (FAX) Www.orangecuntync.gov NOKTH CAROLINA MEMORANDUM – TRANSMITTED BY EMAIL P. O. Box 8181 MEMORANDUM – TRANSMITTED BY EMAIL June 14, 2017 MEMORANDUM – TRANSMITTED BY EMAIL June 14, 2017 DATE: June 14, 2017 DATE: June 14, 2017 DATE: June 14, 2017 DATE: June 14, 2017 DO: Scot Sibert, AICP, Senior Rail and Transit Planner, Parsons Brindkerhoff Naroy Home, Projeck Amanger Chris Rollins, City of Mebane Manager Chris Rollins, City of Mebane TSS and Manager Chris Rollins, City of Mebane Manager Chris Rollins, City of Mebane Manager Chris Rollins, City of Mebane TSS and Manager Chris Rollins County Planning staff has reviewed the fires
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- The elevated rail crossing will help with school bus traffic in the area. 3.
- and Option 2 intersects US 70 in locations that will promote future traffic lights which will be necessary in the Buckhorn I-85/I-40 area. Buckhorn Road will likely be a four-lane adopted land use map (see attached). The other alternatives do not intersect US 70 in divided roadway between US 70 and West Ten Road based on our studies locations that will promote these future traffic lights. 4.
- Buckhorn Road and Industrial Drive due to a limited distance of approximately 600 feet from the interchange ramps, the high volume of traffic forecasted and the heavy truck study that indicates very high future 2025 traffic projections on Buckhorn Road (north of I-85/I-40, south of US 70) with a Level of Service (LOS) of F. This analysis was designation and examination of eighteen development pods. For reference, a Development Pod map is attached with the approximate future square footage of anes is recommended by Orange County to address these issues. The intersection at There is substantial concern however about the proposed round-about depicted at traffic. An Orange County transportation consultant has recently completed a technical performed with the development in those pods impacting Buckhorn Road. A cross intersection with turn Industrial Drive will need to accommodate a high volume of traffic and trucks, and based on a fairly detailed build-out analysis for the area, quickly move them away from the interstate interchange. Ω.

Orange County Planning appreciates the opportunity provided to comment on the proposed We would welcome the occasion to collaborate with the City of Mebane and NCDOT in planning the future transporation network rail-highway options included in the Mebane TSS. through the Mebane-Efland-Buckhorn area. Please contact Abigaile Pittman of my staff at 919-245-2567, or myself at 919-245-2585 should you wish to further discuss our comments or future collaboration.

Mebane Positively Charming



Appendix B – Public Workshop Summaries

We need y Traffic Sep review and Name:	We need your input! Please provide us with your comments regarding the Mebane Traffic Separation Study. All comments will be provided to the project team for review and consideration. Thank you!	le us with your c		
Name:	CHARLES	nents will be pro ou!	omments regarc vided to the proj	ling the Meban ect team for
1		DOHN		
Address:	311 LAEE	E LATE	An pro	~
Email:	CHALLES. DOHN () HOTMALL	Oth O	HOTMPLL.	COM
 After reviewing each crossing l 	After reviewing the handout and display boards select the option you prefer most for each crossing location listed below.	isplay boards sel ^{N.}	ect the option you	prefer most for
		Option 1	Option 2	Option 3
	Buckhorn Road		T A	
in	Fifth Street (N.C. 119)	×		
7.	Fourth Street	800 800 800		N/A
H	Pedestrian Crossings		ouerdhes<	N/A

2. Are there any improvements you wish to tell the project team about that were not shown today?
3. Comments: THANKS
Please return this comment card before leaving today. If you need to return this form later, please email or mail it no later than May 18, 2017 to:
Mr. Scot Sibert, sibertsr@pbworld.com
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203
For more information on this project please contact:
Ms. Nancy Horne, NCDOT Project Engineer
1548 Mail Service Center, Raleigh, NC 27699-1548
(919) 715-3686, nhorne@ncdot.gov

Name: Sandy Banhar Address: <u>Ile Leeds Court</u> Email: <u>Sandy banhart @</u> Email: <u>Sandy banhart @</u> I. After reviewing the handout and displa each crossing location listed below. Buckhorn Road Fifth Street (N.C. 119)	Name: Sondy Banhar t Address: <u>In Leeds Court, Mebane</u> Email: <u>Sandy barnhart @ med.unc.ed</u> 1. After reviewing the handout and display boards select the o each crossing location listed below. Buckhorn Road <u>Option 1</u> Option Fifth Street (N.C. 119) <u>Option</u>	deration. Thank you! Ady Panhar t Leeds Court, Mebane - barnhart @ med. unc. edu - barnhart @ med. unc. edu the handout and display boards select the option you prefer most for cation listed below. the nandout and display boards select the option you prefer most for the handout and display boards select the option you prefer most for cation listed below. the nandout and display boards are the option of the op	<tbody:<tr> Instruct Separation Study All comments will be provided to the project team for review and consideration. Thank you! Name: Sandy Panhart Address: Intereds Court, Mebane Address: Intereds Court, Mebane Email: Sandy Josnhart @ med. UAC. edu Intereviewing the handout and display boards select the option you prefer most for each crossing location listed below. Option 1 Option 2 Option 3 Buckhorn Road M M Interestion 2 Option 3 Fifth Street (N.C. 119) Interestion 2 Interestion 2 Interestion 2</tbody:<tr>
Fourth Street		X	N/A
Pedestrian Crossings		Nutrither	N/A

2. Are there any improvements you wish to tell the project team about that were not shown today? Consider elastors in Redestrian options: to reduce required space. 3. Comments:	Please return this comment card before leaving today. If you need to return this form later, please email or mail it no later than May 18, 2017 to:	Mr. Scot Sibert, sibertsr@pbworld.com	1001 Morehead Square Drive, Suite 610	Charlotte, NC 28203	For more information on this project please contact:	Ms. Nancy Horne, NCDOT Project Engineer	1548 Mail Service Center, Raleigh, NC 27699-1548	(919) 715-3686, nhorne@ncdot.gov
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ALE BANE ARAFFI STUDY COMN brind STUDY COMN and Study. All comments will be provid ideration. Thank yout a study. All comments will be provid a study. A street will be study. Lake	C SEPAR IENT CA	ments regarding t ed to the project te		N.C.		the option you prefe						Latham Road, and
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	A B A N E STUD	We need your input! Please provide Traffic Separation Study. All comm review and consideration. Thank yo		S Leeds Co	Ohnbanhorte	the handout and dis location listed below		Buckhorn Road	Fifth Street (N.C. 119)	Fourth Street	Pedestrian Crossings	, South Third Street,

2. Are there any improvements you wish to tell the project team about that were not shown today?
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3. Comments:
Please return this comment card before leaving today. If you need to return this form later, please
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203
For more information on this project please contact:
Ms. Nancy Horne, NCDOT Project Engineer
1548 Mail Service Center, Raleigh, NC 27699-1548
(919) 715-3686, nhorne@ncdot.gov

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2. Are there any improvements you wish to tell the project team about that were not shown today?
3. Comments:
Please return this comment card before leaving today. If you need to return this form later, please
erran of man is no later utan may 10, 2012 (0. Mr. Scot Sibert sibertsr@nbworld.com
1001 Morehead Square Drive, Suite 610
Charlotte, NC 28203
For more information on this project please contact:
Ms. Nancy Horne, NCDOT Project Engineer
1548 Mail Service Center, Raleigh, NC 27699-1548

(919) 715-3686, nhorne@ncdot.gov

BY TRAIN We need your input! Please provide us with your comments regarding the Mebane Traffic Separation Study. All comments will be provided to the project team for review and consideration. Thank you! Name: TRUTNUE VATICIE Separation Study. All comments regarding the Mebane Traffic Separation Study. All comments will be provided to the project team for review and consideration. Thank you! Name: TRUTNUE VATICIE Separation Study. All comments regarding the Mebane Address: Address: 8/6 Beech Could Ne. 2730.2 Email: irving the handout and display boards select the option you prefer most for each crossing location listed below. Option 1 Option 2 Option 3 Buckhorn Road Ifth Street (N.C. 119) M M M Fourth Street 0 M M M	us with your comments regarding the Meba nts will be provided to the project team for ul ULCK SHERPARD CAALL.CaA Caud- Arebauc NC 73202 ca Caud- Arebauc NC 73202 CAALL.CaA Caud- Debauc NC 73202 Continue option you prefer most fo play boards select the option you prefer most fo option 1 Option 2 Option 3 Option 1 Option 2 Option 3 NA NA	AC 27302 VC 27302 Option 3 NA NA
Pedestrian Crossings		NIA

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Sibert, Scot R.	Thursday, November 17, 2016 9:28 AM	Rubrecht, Genevieve	FW: Fourth Street Pedestrian Bridge
From:	Sent:	To:	Subject:

Please put this on file for public comments

Scot Sibert, AICP Senior Rail and Transit Planner (c) 704-962-4962 <u>sibertsr@pbworld.com</u> **WSP | Parsons Brinckerhoff** Use the Train! 1-800-ByTrain <u>http://www.ncbytrain.org/</u> Amtrak <u>http://www.amtrak.com/home</u> From: Horne, Nancy M [mailto:nhorne@ncdot.gov] Sent: Wednesday, November 16, 2016 4:30 PM To: Sibert, Scot R. Subject: FW: Fourth Street Pedestrian Bridge I don't think these would be ADA compliant but below is a comment I received this afternoon.

Cc: David Cheek <<u>dcheek@cityofmebane.com</u>>; Chris Rollins <<u>crollins@cityofmebane.com</u>> From: Stephen Vargha [mailto:tvgnusnc@gmail.com] Sent: Wednesday, November 16, 2016 4:24 PM **To:** Horne, Nancy M <<u>nhorne@ncdot.gov</u>> Subject: Fourth Street Pedestrian Bridge

Good afternoon, Ms. Horne.

crossings for the Mebane area. Per the folks from NCDOT, I submitted my ideas and Thank you very much for last night's public meeting concerning the railroad grade thoughts concerning the grade crossings in our area.

Third Street. Using those streets will not make one's trek much longer no would it really vehicle. Anyone that needs to go south on Fourth Street can easily use Fifth Street and As I stated on paper and to a couple of NCDOT employees, I see no need for vehicular traffic to cross the railroad tracks via Fourth Street. It is not a thoroughfare, and it is not a busy street. Having the crossing only tempts fate with a train and a be inconvenient.

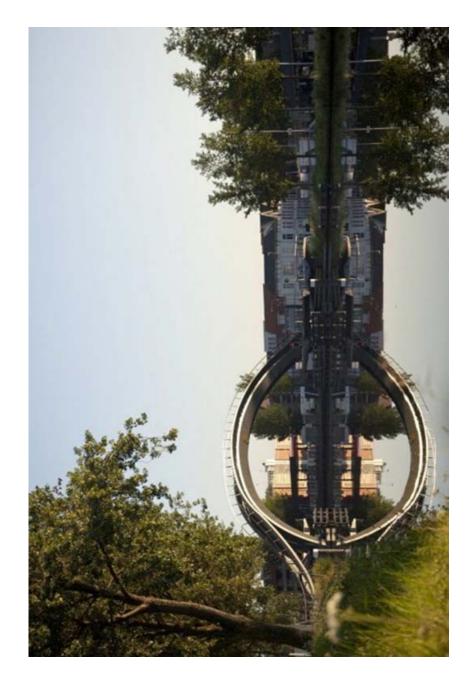
/ East Center Street and Washington Street. This is dangerous! The old White Furniture country. Apparently, Mebane cannot build a sidewalk along Fifth Street between US-70 What I tried to stress to NCDOT with my written input was the dire need for pedestrian safety. Mebane's hands are tied due to the antiquated railroad laws in this

Mebane, making it extremely important that pedestrians be able to walk around the is now home to about 300 residents. More and more people are living in downtown area US-70 / Center Street has just one crosswalk with a crossing light. Right now, eleven of Street / NC-119 is always heavy with vehicular traffic. Every time I cross Center Street any signals to help pedestrians cross the road. Center Street is extremely busy. Fifth the twelve crosswalks at the Center Street intersections with traffic lights do not have at Fifth Street, I hold my breath. I do not want to think about the number of times vehicles have stopped within a foot or two of my legs. One of your NCDOT employees and I talked about a tunnel or a bridge for pedestrians to problem. We talked about a pedestrian bridge over the railroad tracks, half way between Third Street and Fourth Street. The biggest concern is that there is not a huge use at Fourth Street. A tunnel may end looking like a ditch, and drainage could be a amount of land between Washington Street and Center Street. A standard, straight pedestrian bridge is really not feasible.

Because of the space limitations, I fear that I have not presented my idea in Because there are more and more pedestrians crossing the railroad tracks, some sort of I tried to show an example on my written submission safe way to get across is needed. the best manner. to NCDOT.

bridge in Purmurend, Netherlands that gets one's attention. The Dutch town had similar A quick look at the Internet helps me present bridge possibilities. There is a pedestrian space restrictions and came up with a cool bridge. It is actually more than one bridge, but I want to focus on the one that arches. In the two photos below, you can see how the Dutch dealt with the narrow space. People of all ages climb this high arched bridge. Many take photos from the top of it. With the numerous railroad buffs in the area, they would love that vantage point! Here are two different angles of the Dutch pedestrian bridge:

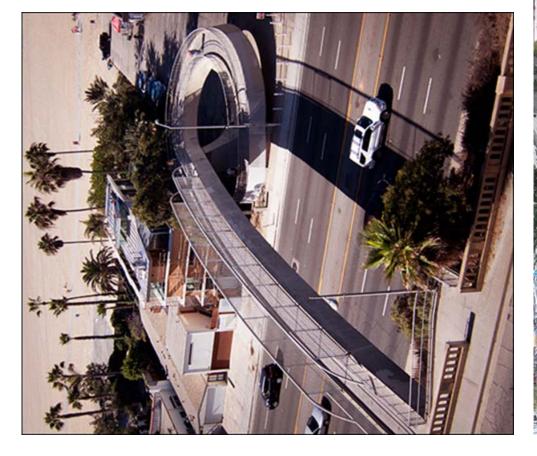




By using curved ramps, NCDOT can defeat the narrow width of the land to have enough height for trains to get underneath it. The ramp on the south side could end up at Mebane City Hall as many residents would have 106 East Washington Street as their There are three more photos below. All of them are pedestrian bridges with spiral destination. ramps.

would be a lovely addition to the historic district. The other two photos are just to show what many cities are doing. A bridge can be a work of art while providing a safe way for Mebane has done a great job of landscaping the railroad corridor in downtown. A green bridge The first photo below shows a very green bridge. It blends in to the landscape. pedestrians to cross the railroad tracks.







We have to think outside of the box with downtown Mebane. This progressive city is growing rapidly thus building something to serve its residents who are traveling on foot is an immediate concern. It is especially true with the recent fatalities in this small stretch of railroad tracks.

Hopefully, you will find my idea to be a very valid one, and one that I am copying this email to my town's leaders as I have strong feelings for a pedestrian can be implemented in a reasonable amount of time. Thank you very much for your time with my thoughts and concerns. bridge to be built.

Best regards,

Stephen Vargha 201 East Center Street #339 Mebane, NC 27302-2553 919.475.3592 tvgnusnc@qmail.com Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

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Appendix C – Public Hearing Minutes and Comments

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September 11, 2017 in the Council Chambers of the Municipal Building located at 106 East The Mebane City Council met for its regular monthly meeting at 6:00 p.m., Monday, Washington Street.

<u>Councilmembers Present:</u> Mayor Glendel Stephenson Mayor Pro-Tem Ed Hooks Councilmember Patty Philipps Councilmember Jill Auditori Councilmember Everette Greene Councilmember Tim Bradley

<u>Also Present:</u> David Cheek, City Manager Chris Rollins, Assistant City Manager Lawson Brown, City Attorney Cy Stober, Development Director Franz Holt, City Engineer Stephanie Shaw, City Clerk Jeanne Tate, Finance Director Mark Reich, Engineer, AWCK, Inc.

the NC General Assembly enacted a law designating September 11th as First Responders Day. He Mayor Stephenson called the meeting to order and Mr. Bradley announced that earlier this year then gave the invocation.

proposal for a public disc golf course on the recently purchased 54.6 acres of the Cates Farm to During the Public Comment period Bradley Dixon, 503-A Hawfields Road, Mebane, shared a be used as passive recreational purposes. He spoke of his passion for the growing sport, along with several reasons why he feels Mebane needs this sport as an additional recreational opportunity for the community. Mr. Cheek stated staff has talked with Mr. Dixon. Staff thinks it is a good fit for the property and would like to include the disc golf course in the comprehensive plan. Ross Davis, 2360 Deep Creek Church Road, Burlington, owns a 30 acre private disc golf course. He shared details about the sport and offered to help with the design should the City decide to proceed with a course.

Council spoke favorably about the idea of a disc golf course. No formal action taken.

the back of their businesses where folks could gather to smoke. He requested that this issue be Will Atherton, Business Owner at 126 W. Clay Street, Mebane, shared his desire for Council to especially near the businesses front doors. He stated many of the businesses downtown have external areas around considered during the downtown improvement plans. Council requested staff look into this. adopt an ordinance prohibiting smoking on the sidewalks downtown,

σ downtown public restroom. She suggested the pocket park/parking lot area beside the old Mary McFarland, 307 N. Wilba Road, Mebane, suggested the City should consider having Warrens Drug store at the corner of Fourth and Clay Streets.

Mr. Cheek presented the consent agenda as follows:

- a) Approval of Minutes- Regular Meeting- August 14, 2017
- b) Contract Award for 2017-18 Street Repair & Resurfacing
- c) Contract Award for Effluent Discharge Line at WRRF
- d) NC Division of Water Infrastructure Asset Inventory and Assessment Grant- Sanitary Sewer System

Mr. Bradley made a motion, seconded by Mr. Hooks, to approve the consent agenda as presented. The motion carried unanimously.

Crossing the North Carolina Department of Transportation Rail Division (NCDOT Rail), and North Carolina Recommendations. In a joint cooperative effort with the City of Mebane, Norfolk Southern (NS), Rail A Public Hearing was held for presentation of the Traffic Separation Study

roadway-railroad crossings along a 5-mile span. Also at the request of the City of Mebane, NCDOT train, and pedestrian patterns and interactions along a defined local or regional rail corridor. The grade crossings to improve safety and mobility for motorists, pedestrians, rail passengers, and planned or programmed railroad and roadway improvements within the study area. The process two Public Informational Workshops were held during the course of the study. Mr. Siebert presented the Railroad (NCRR), the Mebane Traffic Separation Study (TSS) focused on eight (8) existing at-grade Rail also studied the possibility of an underpass and overpass pedestrian crossing (one near First Street and one near Second Street) due to the history of pedestrian fatalities. Scot Sibert, AICP consultant for NCDOT Rail, explained that TSS is part of a comprehensive evaluation of vehicular, purpose of the TSS is to determine the need for improvements and/or elimination of public attrain crews. The TSS evaluated the rail line in Mebane that crosses various streets, as well as any involved components relating to Crash Data, Traffic Data, Capacity Analysis, Safety and Mobility and Committee Meetings following recommended improvements for each of the crossings: Stakeholder Two Involvement. Public and

A. SR 1940 – Gibson Road (Crossing # 735 464L)-

Continue to operate as an at-grade crossing and install median barriers and widen crossing shoulders. around gates that are down. The widened shoulder is also intended to provide additional width for By installing a median barrier with bollards, there will be a significant reduction in vehicles driving projected truck traffic.

movement at this crossing but it does provide a wider shoulder. Nancy Horne, PE with NCDOT Rail, stated once this plan moved into design they could look at making the shoulder wide enough so that if the City decided at a later time they wanted to put sidewalks in, the widening would accommodate the same. Council questioned why the widening and if it was for pedestrian traffic. Mr. Sibert replied to allow installation of the bollards, not for pedestrian traffic as the study did not reveal major pedestrian

B. SR 1976 – Lake Latham Road (Crossing # 735 465T)-Continue to onerate the crossing as an at-grade crossin

Continue to operate the crossing as an at-grade crossing. Existing at-grade crossing will be closed once the NC 119 Bypass is constructed.

community on the south, so they will have to take that into consideration determining the width of the Ms. Horne stated they noted the proximity to the new park on the north side and the residential crossing. This crossing will need to allow pedestrian traffic.

C. SR 1965 – Moore Road (Crossing # 735 468N)-

vehicles driving around gates that are down. The widened shoulder is also intended to provide a safer crossing shoulders. By installing a median barrier with bollards, there will be a significant reduction in Crossing to continue to operate as an at-grade crossing and install median barriers and widen pedestrian connection across the railroad corridor.

Council questioned if any turn lanes or other improvements were discussed in conjunction with the new park and this study due to the high vehicle traffic during school hours. Mr. Siebert said there were discussions stakeholder-wise about this intersection and one thing that can be done is for NCDOT-Division of Highways to do a traffic signal warrant study.

D. SR 1962 3rd Street (Crossing # 735 496V)-

the intersection improvements at 3rd Street and Washington Street, and the existing sidewalk network downtown of Mebane due to the numerous pedestrian fatalities with trains. This will also connect to corridor. The widened shoulder will provide the pedestrian connection that is needed within the shoulder six (6) feet on each side to provide a safer pedestrian connection across the railroad Crossing to continue to operate as an at-grade crossing. Widen the existing at-grade crossing in downtown Mebane.

Council stated that the west side is wide already and questioned if a pedestrian crossing (sidewalk) could be added to the east side as well. Ms. Horne stated that is not be likely to happen. There was discussion about a fence to divert pedestrian traffic to the designated pedestrian crossings and funding sources.

E. 4th Street (Crossing # 735 471W)-

constructed per the below recommendation. If the 5th Street improvements are not made, 4th Street Continue to operate the existing at-grade crossing if the 5th Street crossing improvements are is recommended for closure.

Ms. Philipps expressed opposition to closing Fourth Street which resonated with Council.

F. NC 119 – 5th Street (Crossing # 735 472D)-

segments of Washington St/Fifth St intersection. Install mountable medians, with a pedestrian refuge side of crossing in order to improve pedestrian connectivity. Install cross walks on the south and east Continue to operate the crossing as an at-grade crossing and improve the geometry at the crossing curve radii for vehicle turning movements. Install asphalt path to connect sidewalks on the eastern and intersection with US 70. Eliminate the northbound right turn land onto US 70 to increase the along Fifth Street from the at-grade crossing south of Washington Street and along Washington Street west of Fifth Street. Pedestrian crossing warning signs will be installed leading up to the crosswalks at Washington Street. Fourth Street crossing would not be closed. The existing crossing would continue to operate as an atpedestrian fatalities with trains. This will also connect to the intersection improvements at 4th Street grade crossing. Widen the existing at-grade crossing shoulder six (6) feet on each side to provide a safer pedestrian connection across the railroad corridor. The widened shoulder will provide the pedestrian connection that is needed within the downtown of Mebane due to the numerous and Washington Street, and the existing sidewalk network in downtown Mebane.

Mr. Bradley expressed strong opposition to the blocking of E. Washington Street from left or right turns.

G. SR 1402 – Mattress Factory Road (Crossing # 735 474S)-

Continue to operate the crossing as an at-grade crossing.

H. SR 1114 – Buckhorn Road (Crossing # 735 141R)-

Grade-separate Buckhorn Road by building a roadway bridge over the tracks. There are three options These options depict an ability to construct a grade separation while limiting surrounding impacts. As funding is secured for this improvement, these three options, along with other potential options will only for the ability to develop order-of-magnitude costs in order to assist in identification of funding be developed and evaluated during the NEPA process. These options are intended to be concepts for the roadway bridge. Two of the options include a roundabout at the intersection of Industrial Drive and the re-aligned Buckhorn Road, while the other option would not include a roundabout. sources.

coordination in future roadway networks, connections with existing intersections, and interchange As the recommendation of grade separating Buckhorn Road moves forward, it will be important to continue to collaborate and coordinate with the Orange County Interchange Analysis and Corridor Study. This study has identified the need to extend Industrial Drive to the east. Continued ramp modifications should occur to ensure proper planning and design.

Pedestrian crossing near First Street – Underpass Option

Construct an underpass connecting Mebane Mill Lofts and northern side of US 70. -;

Pedestrian Crossing near Second Street – Overpass Option Construct an overpass connecting southern side of Washing

Construct an overpass connecting southern side of Washington Street near Second Street and northern side of US 70.

the Abigail Pittman, Orange County Transportation Planner, provided comments in regard to the connections with Industrial Drive and Frazier Road, option 2, and shared the reasons behind their for strong preference rail-highway crossing options. She cited their Buckhorn Road preference.

Mr. Stober read aloud comments submitted by Mark Angel, 617 N. Charles Street, who was unable to stay for the meeting. His comments suggested rebuilding the Mebane Train Depot as a solution

to the train wrecks.

feels it's a point well made. Mr. Boney commented that he was under the impression that local time. Ms. Horne added that when you lengthen the warning time, people become impatient and Johnny Jeffries, 4870 Mebane Rogers Road, Mebane, suggested that earlier warnings be provided when a train is approaching the crossings. Ms. Horne stated Amtrak runs on a schedule, however freight trains do not. Mr. Bradley stated discussions took place with DOT in the past and according to DOT they are meeting federal regulations in regard to the timing of crossing warnings but he municipalities could govern the timing within their jurisdiction as long as they didn't lessen the that's when they go around the arms/gates.

the driver's eyesight. Mr. Rollins and Mr. Bradley explained DOT's reasoning for having the signals David Shanklin, Mebane resident, stated the traffic signals at the intersection of Center Street, north of Fifth Street are unsafe and confusing and should be angled to shine in the proximity of Fifth Street and Washington Street which govern traffic coming across the train tracks headed work that way, which is an effort to keep someone from being trapped on the tracks. Mayor Stephenson called for a motion to close the public hearing. Mr. Bradley made a motion, seconded by Mr. Greene, to close the public hearing. The motion carried unanimously.

Street from left or right turns. Ms. Auditori said she agrees with Mr. Bradley but she also opposes Mr. Cheek suggested that further discussion take place with the consultants to clarify some of the recommendations. Mr. Bradley stated if accepting the report does not include the Buckhorn Road item, he is comfortable with the recommendations, except for the blocking of E. Washington closing Fourth Street.

understanding that Council, staff and the consultants with revisit the item of the intersection of Washington Street and Fifth Street before moving forward and omit the blocking of Fourth Street. a motion, seconded by Mr. Bradley, to accept the TSS report with the The motion carried unanimously. Ms. Auditori made

Special Use Permit for "Northeast Village", Phase 1 previously approved by the City Council on Quasi-judicial Public Hearing was held on a request from Franklin Legacy, LLC to amend the November 4, 2014 for 99 single-family homes. \triangleleft

City Clerk Shaw swore in and/or affirmed the following:

Jim Parker- Developer with Franklin Legacy, LLC Phil Koch- Engineer with EarthCentric Engineering Cy Stober- Development Director Chris Rollins- Asst. City Manager Mr. Stober stated staff has no objection to the amendment request and the burden is upon the applicant to make their case. Jim Parker spoke on behalf of Franklin Legacy, LLC requesting that the approved SUP for the Northeast Village be amended based on the following: To include vinyl siding as an acceptable building material, such that at least 25% of house's front elevation will have stone or masonry finishes •

Mr. Greene commented on how the market has changed and vinyl siding has improved over the years.

Чe continued stating that the change of the building material will not materially endanger the public health or safety and will not substantially injure the value of adjoining or abutting property as the Mr. Parker stated other subdivisions in Mebane currently have been approved with vinyl siding value of homes would begin at a minimum of \$185,000. The homes would be in harmony with the area in which it is located and would be in conformity with the land development plan because allowed, and prohibiting the use in this subdivision is making the property unmarketable. it was approved in 2005 and 2014.

No one from the public spoke. Ms. Philipps made a motion, seconded by Ms. Auditori, to close the

Public Hearing. The motion carried unanimously.

seconded by Ms. Phillipps, to approve the special use permit amendment as presented. The application is generally consistent with the objectives and policies for growth and development in the City's 2017 Comprehensive Land Development Plan, Mebane by Design. It is both reasonable and in the public interest based on the findings that it: Mr. Bradley made a motion,

- 1. Will not materially endanger the public health or safety;
- Will not substantially injure the value of adjoining or abutting property; 5.
- Will be in harmony with the area in which it is located ; and с.
- Will be in conformity with the land development plan, thoroughfare plan, or other plans officially adopted by the City Council 4.

The motion carried unanimously.

A Public Hearing was held on a request to amend the Unified Development Ordinance (UDO)-

- a. Article 6, Section D(5): Tree Placement, pg. 6-26
- Article 7, Section 4.4(D): Review Process for Final Major Subdivision Plats, pg. 7-9 AND . D
- Article 7, Section 4.5(B): Dedication and Acceptance, pg. 7-10
 - c. Article 12, Section 4: Definitions, page 12-29
 - d. Article 12, Section 4: Definitions, page 12-38
 - e. Appendix A, various pages
- Appendix B, five amended certificates and one new certificate: City of Mebane Certificate of Approval on new page B-9 ÷

All proposed amendments are designed to enhance the plan review process for the City, plat They are consistent with the City's mission and goals, and are reasonable and within the public's Mr. Stober reviewed the proposed amendments. No one from the public spoke. Mr. Greene made recordation needs for applicants going to the Planning Department, and improve municipal safety. The motion carried a motion, seconded by Ms. Auditori, to close the public hearing. The motion carried unanimously. Mr. Hooks made a motion, seconded by Mr. Bradley, to approve the amendments as presented interest, placing no burdens upon any distinct population of the City. unanimously.

established by November 2017. Ms. Philipps made a motion, seconded by Ms. Auditori, to adopt the Ordinance to create the City of Mebane Bicycle and Pedestrian Advisory Commission. The motion Mr. Stober presented a request for approval to create a Bicycle and Pedestrian Advisory Commission, to advise City Council on relevant matters. The Commission shall be composed of seven (7) community members, including at least one member of City Council. Terms shall last three (3) years. The Commission shall meet at least once every three (3) months, for a minimum Staff hopes to have a committee of four (4) meetings per year. The positions will be advertised. carried unanimously.

of "Downtown Revitalization and Economic Development," as stipulated by North Carolina Session infrastructure, and navigability needs for the District, with a robust stakeholder and public input Mr. Stober explained that The North Carolina Department of Commerce, Rural Economic Development Division, is offering the City of Mebane a \$50,000 grant for the expressed purpose Law 2017-257 §15.8(a). The City Planning Department proposes to use these funds to support a Small Area Plan to realize the Historic Downtown Mebane Vision. He stated that in October 2017 staff would issue a Request for Qualifications for a \$50,000 Small Area Plan for City of Mebane Historic Downtown District and a firm would be selected by December 2017. All aspects would The plan would be a detailed assessment of current conditions in the Downtown District and recommendations on how to best capitalize on its safety, economic, and address its challenges. The plan will address aesthetic, effort to inform the plan and its recommendations. need to be completed by October 2018. strengths

Mr. Bradley stated earlier in the meeting issues of smoking downtown and the need for public restrooms downtown were addressed. He questioned if this plan would address issues of that

engineering and architectural designs for city blocks. Mr. Cheek stated he would like to put the Ms. Philipps made a motion, seconded by Ms. Auditori, to approve the execution of the application Economic Development grant valued at \$50,000. The motion authorizes the Mayor of the City of Mebane to sign on its behalf to receive these funds, for use by the City to solicit third party services to address nature. Mr. Stober replied the plan will address the visible and invisible atmosphere of downtown. Mr. Stober stated the \$50,000 will pay for the product which will be the vision plan, including Fifth Street Improvement Plan on hold until this plan is complete so that the plans will be cohesive. 2017-2018 NC Department of Commerce Downtown Revitalization and it economic development needs. The motion carried unanimously. for

the Police Department. Business owners and staff have been discussing problems with storm water drainage in this alleyway for over a year, and as a result, the 2017-18 budget includes \$100,000 to address the storm water issue. The decision on whether to purchase this land is predicated on how extensively the alleyway should be improved. As such, the Council will be Mr. Cheek requested that Council consider the purchase of vacant land (GPIN #9825046382) on the south side of Clay Street for \$25,000, an issue that arose when staff discovered that the land was for sale, and in light of discussions to improve the storm water runoff in the alleyway behind presented with three options with varying degrees of infrastructure improvements. Depending on the scope of the project, the purchase of the vacant lot may be necessary.

condition of the alleyway, as well as creating a possible throughway for traffic should be parking lot in question. The storm water runoff from the City's alleyway behind the Police Department during major rain events has resulted in complaints from adjoining property owners. The existing 12-inch and 4-inch storm sewer piping system is undersized and not functioning storm water issues, staff believes that improving the Mr. Reich shared a PowerPoint depicting the existing conditions of the alleyway and the gravel properly. Replacing the existing piping system with larger piping should resolve the matter; considered as well. The following options were presented for consideration. however, in addition to resolving the

- Improvements with this option include the installation of a 15-inch storm drain and 8-inch trench drains that connect to a 30-inch pipe, installed in 2009 located in North Third Street. This option only addresses the storm water runoff issues and the purchase of land is not required. The cost of these improvements is \$144,000. Option 1.
- pickup for business owners, and creates vehicular access with the connection to Clay Street In addition to addressing the storm water runoff issues, this option improves the condition of the alleyway, provides potential additional public parking, allows for better garbage from Third Street. The purchase of the land is required with this option. The cost of these improvements is \$270,000. **Option 2**.
- In addition to the improvements included in Option 2, this option adds a pedestrian component with a new walkway from Center Street to Clay Street. The purchase of the land is required with this option. The cost of these improvements is \$309,000. Option 3.

seconded by Mr. Greene, to proceed with Option 1 and have staff speak with property owners as Staff recommended, at a minimum, Option 2 and therefore, the purchase of the land on Clay Street. Final determination of needed improvements to the alleyway could be postponed until the Downtown Vision Plan is completed. After considerable discussion, Mr. Bradley made a motion, soon as possible in regard to acquiring easements. The motion carried unanimously.

municipality, we know what our responsibilities are, as far as infrastructure: police, fire, recreation, Ms. Philipps spoke about the issue of school overcrowding in the Mebane. She said as a and public works. She added that all of the Councilmembers are tax payers to Alamance County school facilities on the Counties, not the municipalities. She urged everyone to encourage, persuade, aide and partner with other governmental entities in the County to make things move forward to ensure that everyone has an adequate public education and to ensure that our schools are adequately funded. Mr. Bradley added that Mebane is not the only city or town adding to Eastern High School's overcrowding. More schools need to be built in Alamance County. Mr. Hooks added some additional comments about Mebane's efforts to make sure that the county and the school system has been a part of Mebane's planning process including individual meetings with county and the City of Mebane. The North Carolina General Statutes places responsibility for commissioners and the school superintendent.

Mr. Cheek announced the following:

- Groundbreaking for New Community Park- October 11^{th} at 4:00pm ٠
 - Public Meeting Mebane Oaks Interchange- September 14th, 5-7pm ٠
 - Single Family Rehabilitation Funding Available
- Parks & Recreation Trust Fund Grant not funded
 - Gateway Signage Highway 70

Mr. Hooks assured the citizens that Mebane will, in addition to NCDOT's already great landscaping plan, enhance the landscaping after the 119 Bypass has been completed.

There being no further business, the meeting was adjourned at 9:25pm.

Glendel Stephenson, Mayor

ATTEST:

Stephanie W. Shaw, City Clerk

Mebane Destitutes Charming



Appendix D – Public Meeting Sign-In Sheets

THE OF NORTH CARDINE	Project Road/Railroad Traffic Separation Study (TSS) in Mebane			November 15, 2016	
BE THE TOP TRANSPORT	Location	Mebane City Hall, 106 E. Washington Street		Alamance, and Orange Counties	
SIGN IN SHEET (please print)					
	NAME	ADDRESS	EMAIL	PHONE	
1 Month	rena W. Hadley	City of Mebane Planning Her Bept.	Mhadley e cityofmebane, com	919-563-9990	
2 Maer	MCW HERTER	107 KESTREL G MEBANE	mandi 1- (a) hotmail. com	919-304-2422	
3 Mel	issa Whetzel	363 Gibson Rd Mebany	metissa, utet seledik	0, egu 33626630	
4 Ra	2n Jours	u u k	roger jasne e comme	100 919 \$22-698(
5 (A	lan Wimbok	Y 1200 PEARLATREE ST. ATLANTA SA		404 582 52 95	
5 (por	me Danil	3144 Lake Rathan Crail Dri.		919-563-9056	
JALE	ENE Hoffman	212 5 Fifth Mebanc	oriejay@hotmail.com	580-532-5597	
s ERI	1 Corbert	1268 W HOLT ST MEBANIC	E.COLBETT C. CAMBRO.COM	714887 7363	
, Map	Bishell	150 W. Margaret La., Utilsburgh, MC	mbushell@orangecountine.	02(919)245-2582	
0 Scar	Betancourt	204 Emerson Dr. Mebane	courtina 7@ yahoo.com		
1 Dona	ld Arant	2809 Highwords Blvd. Radag-NC 716	g Jouldanate nerrcon	919 954 7601	
2 Adar	y Powell	Metane Enterprise Newspaper	Kazponel & vahoo.com	(919)260-1989	
3 STRF	ENARCHU	201 E. CENTERST. # 339, MEBANE		0 1/	
4 Cunt	unchan	301 Large Oakln-Mebene	Driloe, cunninghampbel.co	n 9196383996	
Ac	pey Henr	125 Gibson Rd Mebane	Vacounty@Email.on		
)		J -		

NCDOT Mission: Connecting people and places safely and efficiently, with accountability and environmental sensitivity to enhance the economy, health and wellbeing of North Carolina.

State OF NORT	Road/Railroad Traffic Separation Study (TSS) in Mebane			tudy (TSS) in Mebane November 15, 2016		
CORPORTED TO FIR	RAMOPORT	Location	Mebane City Hall, 106 E. Washington Str	reet Alamance, and Orange Counties		
	SIGN IN SHEET (please print)					
			ADDRESS	EMAIL PHONE		
1 (OME	AR Willis	ON DE BOL LE MERANE,	AR WERALUSA DEARCHLINIC, NET		
2	maty	Dolly	125 Gibson Rd	336-516-1644		
3	urti	s Reamey	125 GIBSON RD MEBANE 206 MOORE RO	340 919-568 997		
4	Brei	da Wilso	n P.O. Box 66 metane	WERH LUSH @EarthLink, net		
5	M	ddh		336 269-406l		
6	Dill	2 Lunsfr	d 100 E. Roosevelt St	RR/unsogmail, com 919-563-0326		
7	San	dra Walker	5822 Rainey wood Dr	SwelkerBJSBne, Fr. Com 9A-563-2503		
8	Klei	na Ru	HO9 TATE ALV	919-563-2679		
9	Ba	my Parke	n 314 Mattress Factury Rdr	919:563-8840		
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Project				Road/Railroad Traffic Separation Stud	dy (TSS) in Mebane	November 15, 2016
· OCENHIER OF	FTRAMSPORT	Location		Mebane City Hall, 106 E. Washington Stre	et	Alamance, and Orange Counties
	SIGN IN SHEET (please print)					
		NAME	·	ADDRESS	EMAIL	PHONE
1	Marg	ie Alsto	N	431 wood Jaw N Rd, P.O. Box 1032 Mer	banence margicalstonebellsouth	.mt (336) 684-1717
2	Bren	da Holi	+	611 W. MCKinky St. Mebane NC		(919) 563-1569
3		Shidele	r	2813 Willowshpy Ct.; Builington, NC	-	336-229-648
4	Dan	ion Her	H	715 Mckinley St. Me bane NC		3366 84 6124
5	Ha	sry Mar	VIN	200 Oakmontet, Melan		
6	1	ECHEL BLD		499 BrookAtown LT- MOB MO	parlepsourhampe.com	(918)382-2507
7	Non	NF. MCC	ende			
8	Mi	e When	Ken	S822 RANKWOOD Mersine		919-563-2503
9	Var	iosaD.	bust	214 North Street		919 563-5981
10	CHU	Ch Epurna	\$		CNCDWARDS CNCDOT. GOS	(236)570-6832
11	Chen	$1 \cap 1$		SLY Mattross Factory Rd	Char Ker@div. duke.edu	(336)24-6195
12	Tim	1-1 APOU	NG	505 S. 414/Mesano	hardny 649 @ gmail Con	(919) 599-\$ 720
13	MATT	- KEMNER	- 4	1950 Martin St. Durlington WC 27215	Matthew. Kenn. tz @ alamace-n.co	(536)570-4080
14	1					
15						

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SIGN IN SHEET (please print)

Mebane City Hall, 106 E. Washington Street

-	orona na orice i (piease print)				
	NAME	ADDRESS	EMAIL	PHONE	
1	Lowvie Workman	230 Gibson Rd.	Luookman@triaderr.com	919-304-2901	
2	CHARLES DOHN	311 LAKE LATHAM RD	CHARLES. DOHN DHOMAL	8505777695	
3	Donald Arant	2809 High woods Blvd. Raleigh	of donald a rante nerr.com	919 895 8806	
4	Cecil Dove	133 N. GIBSON Rd	Raty Dove 53 @ YAhoo. Com		
5	David Check	207 Coloniel Wy	deele. daidognail.c		
		NCDOT 7	elewisendot.gov		
1			john barnhartehpu.com		
8		16 Leeds Ct. Mebone	sandy-barnhart Emed. unc.ed		
9	Lynywood Martin	707 w Holt St. Mebane	lyn-dee Olive, Com	919-563-6414	
10	IRVING SHEPPAR	2 806 Beech Glen Court 27302	iringsheppard & GMALL.co	1919-7682585	
11	Sandy Straw	311 Lake Lathan Rd.	smstraw@hotmail.com	828-575-4847	
12	0				
13					
14					
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