**Project Description:**
The N.C. Department of Transportation Rail Division, in cooperation with the City of Mebane and Norfolk Southern (NS) has retained the firm of WSP | Parsons Brinckerhoff (PB) to conduct a Traffic Separation Study (TSS). The study will evaluate 8 rail-highway at-grade crossings. This includes:

- Buckhorn Road
- Mattress Factory
- N.C. 119 (Fifth Street)
- Fourth Street
- South Third Street
- Moore Road
- Lake Latham Road
- Gibson Road

On average 16 trains operate per day along the corridor between freight and passenger rail.

**What is a TSS?**
- A comprehensive evaluation of traffic patterns and road usage within a rail corridor.
- The purpose 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
  - Train crews
- Improvements may include, but are not limited to:
  - Crossing closures and consolidations
  - Adding or upgrading warning devices
  - Roadway improvements
  - Pedestrian crossings
  - Elimination of sight obstructions
  - Grade separations (bridges over tracks or tracks over roadway)

**Purpose of the Workshop**
- To provide information related to the proposed conceptual improvements for each of the crossings.
- To discuss any concerns and answer questions on the proposed concept.
- To provide a forum to receive comments on the proposed project.

**Open House Format**
- The workshop is an “open house” style format from 5 — 7 p.m. Staff are available to discuss the project with you and answer your questions.
- Displays showing the project related information are stationed around the room.
- Comment forms are available and can be filled out tonight or returned by mail or email as stated on the comment form by May 18, 2017.

**Project Information**
www.ncdot.gov/projects/publicmeetings/

**Project Contact**
Nancy Horne, Project Manager
Phone: 919-715-3686
Email: nhorne@ncdot.gov

**Public Meeting 2**
April 18, 2017

**MEBANE TRAFFIC SEPARATION STUDY**
<table>
<thead>
<tr>
<th>Crossing Location</th>
<th>Option 1:</th>
<th>Recommendation</th>
<th>Option 2:</th>
<th>Option 3:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buckhorn Road</td>
<td>Grade separation at Buckhorn Road and connection with a new road over the railroad to U.S. 70</td>
<td>Grade separation with a roundabout at Buckhorn Road and Industrial Drive and connection to S. Frazier Road</td>
<td>Grade separation with a roundabout at Buckhorn Road and Industrial Drive and new road over the railroad to U.S. 70</td>
<td></td>
</tr>
<tr>
<td>Mattress Factory</td>
<td>No grade crossing recommendations at this time</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Fifth Street        | Option 1: 
- Install 5’ sidewalk on the east side of S. Fifth Street and asphalt path between the ends of the concrete sidewalk
- Install stop bar away from the track
- Remove the existing concrete sidewalk on the west side of the crossing and install decorative fence | Option 2: 
- Install 8’ sidewalk on the east side of S. Fifth Street and asphalt path between the ends of the concrete sidewalk
- Incorporate right turn lane on S. Fifth Street with the through lane to provide 8’ sidewalk
- Install stop bar away from the track
- Remove the existing concrete sidewalk on the west side of the crossing and install decorative fence | Option 3: 
- Install 8’ sidewalk on the east side of S. Fifth Street and asphalt path between the ends of the concrete sidewalk
- Install stop bar away from the track
- Remove the existing concrete sidewalk on the west side of the crossing and install decorative fence |
| South Third Street  | - Install a stop bar away from the track to prohibit people from crossing when a train is approaching.  
- Install an asphalt path between the ends of the concrete sidewalk  
- Decorative fencing is proposed, along south side of railroad corridor |                                                                                                                                 |                                                                           |
| Moore Road          | Install a concrete island in the median and adjust gate arm to terminate at the island |                                                                                                                                 |                                                                           |
| Lake Latham Road    | Existing crossing will remain open until NCDOT Highway Project U-3109 “Relocation of N.C. 119 is constructed. |                                                                                                                                 |                                                                           |
| Gibson Road         | Install a concrete island in the median and adjust gate arm to terminate at the island |                                                                                                                                 |                                                                           |
| Pedestrian Crossings| Option 1: 
Underpass would need to span E. Washington Street, the tracks, and U.S. 70 | Option 2: 
Overpass bridge would need to span E. Washington Street, the tracks, and U.S. 70 |                                                                           |                                                                           |