

# RALEIGH-CARY RAIL CROSSING STUDY Recommendation Summary

**Improvements were evaluated at existing at-grade road/railroad crossings and at several proposed new crossings between NE Maynard Road in Cary and Gorman Street in Raleigh.**

## Roadway Recommendations:

One alternative has been determined to be most feasible at each existing and proposed road/railroad crossing. These alternatives are in addition to other planned roadway improvements by Cary and Raleigh.

**NE Maynard Road** — Railroad bridge over NE Maynard Rd, shifting the Maynard Rd/Chatham St intersection to outside of the 200-foot railroad corridor

**Trinity Road** — Trinity Rd bridge over the railroad with Trinity Rd extensions to Chapel Hill Rd and Cary Towne Blvd (southern extension could be built as a separate phase)

**Corporate Center Drive** — Corporate Center Dr extension to Bashford Rd with a bridge over the railroad

**Nowell Road** — Close Nowell Road railroad crossing in conjunction with extension of Corporate Center Dr and/or Edwards Mill Rd across the railroad

**Edwards Mill Road** — Edwards Mill Rd extension to Hillsborough St with a railroad bridge over the new road

**Jones Franklin Road** — Jones Franklin Rd extension to Chapel Hill Rd with a railroad bridge over the new road

**Powell Drive** — Realignment of Powell Dr to connect with Youth Center Dr with a railroad bridge over the realigned road

**Beryl Road/Royal Drive** — Close Beryl Rd and add a new connector from Beryl Rd to Royal St

## Bicycle & Pedestrian Recommendations:

In addition to bicycle and pedestrian facilities proposed by Cary and Raleigh, the following improvements are recommended:

- Realign existing or proposed bicycle and pedestrian facilities where existing roads are proposed to be grade separated across the railroad (NE Maynard Road, Trinity Road, and Powell Drive realignment)
- Include bicycle and pedestrian facilities on proposed road extensions across the railroad (Corporate Center Drive, Edwards Mill Road, and Jones Franklin Road)
- Add bicycle facilities on several other east-west existing and future roadways (such as Ligon Street extension and Pylon Drive extension) to fill in the network on both sides of the railroad.
- Add sidewalks on other streets in the network to fill in missing pieces and improve connectivity within the area

## Land Use Recommendations:

Land use alternatives were explored for each crossing based on new opportunities resulting from grade separation. These alternatives were developed in response to market demand and include a mix of commercial, residential, and institutional uses appropriate for each crossing condition and location. Grade separating the crossings and improving the street network will increase access to adjacent land areas and unlock nearly 6 million square feet of development opportunity for the corridor.

*For more information, see the reference figure on the back of this handout.*

## Bridge Types



*Example of a railroad bridge over a 4-lane divided road.*



*Example of a 4-lane undivided road bridge with a parallel greenway over a railroad.*

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