

Phase 1 REGIONAL RAIL SYSTEM

Durham to Raleigh to North Raleigh

The complete list of downtown Raleigh potential stations locations now being studied includes the following sites:

Downtown

(one will be selected through a public process when the Draft EIS is complete)

- ▶ Elevated, in the southeast portion of the railroad "wye", south of Hargett Street (Wye A)
- ▶ Elevated, in the center of the railroad "wye", south of Hargett Street (Wye B)
- ▶ At ground level, between Morgan and Hargett Streets just west of the rail corridor (Wye C)
- ▶ At ground level, north of the Hillsborough St. Bridge (Hillsborough St.)

State Government Mall

(one will be selected through a public process when the Draft EIS is complete)

- ▶ At ground level between Capital Blvd & Harrington Street (Capital/Harrington A)
- ▶ Elevated, between Capital Blvd & Harrington Street (Capital/Harrington B)
- ▶ Just south of the Peace Street Bridge (Peace Street)

Whats Inside...

- ▶ What to expect in a station
- ▶ Station evaluation criteria
- ▶ Maps and descriptions of the station sites
- ▶ Sketches and photos of station issues

Downtown Raleigh Regional Rail Planning Workshop

For the past year, TTA has been in the process of preparing an Environmental Impact Statement (EIS) and Preliminary Engineering (PE) for Phase I of the proposed Regional Rail System, connecting Durham, RTP, Morrisville, Cary, and Raleigh. The purpose of this work is to assess the benefits, costs and impacts of construction and operating the proposed rail system, as well as to develop detailed engineering plans and select station locations.

The Regional Transit Plan proposes that the Regional Rail Service use existing NCR and CSX railroad rights-of-way, sharing them with passenger and freight service. Originally, TTA planned to develop, in coordination with the NC Department of Transportation and the railroads, two alignment alternatives for evaluation in the Draft EIS, a single track alternative with passing sidings and a double track alternative. The NCDOT would like to improve its inter-city rail service and has proposed a number of re-alignments to the original TTA configuration. The Federal Railroad Administration is also studying corridor alignments for high speed rail improvements in the Southeast High Speed Rail Corridor which partially overlaps TTA's proposed alignment. **Because of these various interests, substantial additional design, analysis, and review of proposed trackwork alignments has taken place.**

Of the additional alignments now being evaluated, the ones that are most different from those previously presented are in downtown Raleigh. Originally TTA had proposed an elevated a section of track through the railroad "wye" south of Hargett Street, with a station either in the "wye" or north of the Hillsborough Street Bridge. In addition to this concept, TTA is now studying the NCDOT proposal of an elevated track in the Capital/Harrington area and a possible at-grade station between Morgan and Hargett Streets just west of the rail corridor, as an alternative to the "wye" station.