

## APPENDIX F

### Proposed Light Rail Service and Station Locations

#### Downtown Cary/Downtown Raleigh

Between downtown Cary and downtown Raleigh, the alignment would operate within the existing NCRR railroad right-of way on a new set of tracks parallel to the existing freight rail tracks. The tracks would be constructed 26 to 40 feet from the existing freight rail tracks for the light rail service.

Beginning at the Central Business District of Cary, the rail line would cross Academy Street and continue eastward past the proposed Walker Street extension, which is proposed to be constructed by others, transitioning to aerial structure to cross E. Durham Road and dropping back to grade after the E. Durham Road intersection. The LRT alignment would then continue across NE Maynard Road on a grade-separated crossing before continuing east, parallel to E. Chatham Street. Shortly after the NE Maynard intersection (and the proposed NE Maynard Station), the alignment briefly transitions to aerial structure to cross over an existing freight rail spur, dropping back to grade before crossing Trinity Road. The alignment is then elevated to cross I-40, transitioning from Cary into western Raleigh, where E. Chatham Street becomes Hillsborough Street on the south side of the rail corridor.

The alignment continues eastward within the rail corridor, running roughly parallel to Hillsborough Street to the south. Shortly before Hillsborough Street turns north and crosses the rail corridor, the LRT alignment would transition to an aerial structure, crossing over Hillsborough Street, before dropping back to grade and crossing Powell Drive, which is proposed to be closed. The alignment then continues eastward, again running parallel to Hillsborough Street (NC 54) now located to the north of the rail corridor. The LRT alignment passes the NC State Fairgrounds and crosses Blue Ridge Road via a grade separated crossing to be constructed by others. The LRT alignment then heads east.

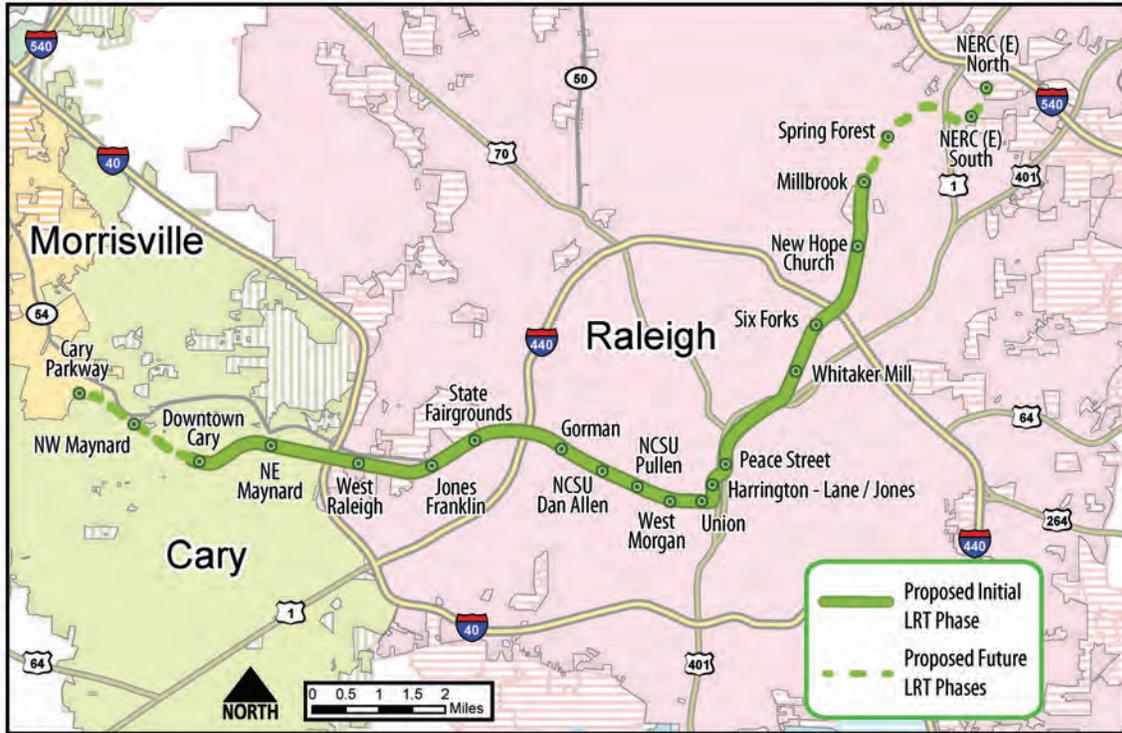
From Blue Ridge Road the alignment continue east, passing the NCSU College of Veterinary Medicine crossing under the I-440

Beltline, and crossing Beryl Road, Royal Street and Gorman Street, transitioning to aerial structure to cross Dan Allen Drive and returning to grade immediately after the Dan Allen Drive intersection (and corresponding station location). The alignment then moves eastward, passing through the NCSU campus and crossing Pullen Road and Ashe Avenue heading into downtown Raleigh.

#### Downtown Raleigh to Millbrook Road

The alignment chosen was D6, the Morgan Street Alignment. Before reaching downtown Raleigh, the Morgan Street alignment leaves the NCRR right-of-way via the Morgan Street Extension, crossing Mayo Street and Snow Avenue. The alignment crosses St. Mary's Street, entering downtown Raleigh on Morgan Street, and crossing Boylan Avenue at grade and continuing eastward across Glenwood Avenue. The alignment follows Morgan Street east across the NS and CSX rail corridor, requiring rebuilding the Morgan Street Bridge over the railroad. The alignment continues operating in mixed-traffic in existing travel lanes, crossing West Street and turning north onto Harrington Street.

The existing rail alignment follows the CSX right-of-way north of downtown. It begins at the bridge over Peace Street, and transitions to aerial structure to cross Capital Boulevard, remaining aerial as it parallels Atlantic Avenue, returning to grade at E. Whitaker Mill Road. The LRT alignment continues north, with the alignment becoming elevated to cross Hodges Road and Crabtree Creek, dropping back to grade briefly before reaching Six Forks Road. At Six Forks Road, the LRT alignment crosses the intersection on an aerial structure, dropping back to grade immediately after crossing the intersection to access the proposed Six Forks Road station location. The rail line continues northward, following Atlantic Avenue and passing under US 1/I-440, before crossing Wolfpack Lane. The alignment continues within the rail corridor, crossing New Hope Church Road and Millbrook Road at grade, where it will terminate.



	Location	Features	Service Area
<b>Downtown Cary to Downtown Raleigh</b>			
Downtown Cary Station	Between Harrison Avenue and Academy Street, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• 200-space park-and-ride</li> <li>• 4 curb side bus bays</li> <li>• Intermodal facility</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Downtown Cary</li> </ul>
NE Maynard Road Station	East side of NE Maynard Road, north of Chatham Street, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• 200-space park-and-ride</li> <li>• 3 curb side bus bays</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Existing residential and commercial developments</li> <li>• Potential TODs in the station vicinity</li> </ul>
West Raleigh Station	East side of the extension of Corporate Center Drive, south of Chapel Hill Road, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• 1,000-space park-and-ride</li> <li>• Intermodal facility</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Existing commercial and office uses</li> <li>• Potential TODs in the station vicinity</li> </ul>
Jones Franklin Road Station	East side of the proposed extension of Jones Franklin Road, south of Chapel Hill Road, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• 6 feeder bus bays</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Existing commercial developments</li> <li>• Potential TODs in the station vicinity</li> </ul>
State Fairgrounds Station	West of Blue Ridge Road, at the main entrance to the State Fairgrounds, between Hillsborough Street and the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• 200-space park-and-ride (shared with State Fairgrounds)</li> <li>• 3 feeder bus bays</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• NC State Fairgrounds</li> <li>• NCSU College of Veterinary Medicine</li> <li>• Potential TODs to the south of the station</li> </ul>

	Location	Features	Service Area
<b>Downtown Cary to Downtown Raleigh</b>			
Gorman Street Station	West side of Gorman Street, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• West end of the NCSU campus</li> <li>• Meredith College</li> <li>• Potential TODs in the vicinity of the station</li> </ul>
NCSU—Dan Allen Drive Station	Across the Dan Allen Drive underpass, at the elevation of the existing railroad tracks, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• Wolfline feeder bus service</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Central portion of the NCSU campus</li> </ul>
NCSU—Pullen Road Station	East side of Pullen Road, in an open cut area, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• Wolfline feeder bus service</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• East end of the NCSU campus</li> <li>• Pullen Park</li> </ul>
West Morgan Street Station	Between Ashe Avenue and West Morgan Street, directly north of the freight and commuter rail tracks	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial and medium-density residential neighborhoods</li> </ul>
Union Station—Morgan/Hargett Station	Directly east of the railroad corridor, between Morgan and Hargett Streets	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• Intermodal facility</li> <li>• 6 feeder bus bays</li> <li>• Combination aerial and at-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Planned Union Station</li> <li>• Southerly half of downtown Raleigh</li> </ul>
Harrington—Lane/Jones Station	In the Harrington Avenue right-of-way between Lane and Jones Streets	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• At-grade platforms</li> </ul>	<ul style="list-style-type: none"> <li>• Northwestern half of downtown Raleigh</li> </ul>
Peace Street Station	Across the Peace Street underpass, directly east of the freight rail tracks	<ul style="list-style-type: none"> <li>• Walk-up</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Northerly end of downtown Raleigh</li> </ul>
Whitaker Mill Road Station	North side of Whitaker Mill Road, directly east of the freight rail tracks	<ul style="list-style-type: none"> <li>• 200-space shared park-and-ride</li> <li>• 2 feeder bus bays</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Existing developments</li> <li>• Potential TODs in the station vicinity</li> </ul>
Six Forks Road Station	North side of Six Forks Road, directly east of the freight rail tracks	<ul style="list-style-type: none"> <li>• 300-space shared park-and-ride</li> <li>• 6 feeder bus bays</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Existing developments</li> <li>• Potential TODs in the station vicinity</li> </ul>
New Hope Church Road Station	North side of New Hope Church Road, directly east of the freight rail tracks	<ul style="list-style-type: none"> <li>• 200-space shared park-and-ride</li> <li>• 2 feeder bus bays</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Existing developments</li> <li>• Potential TODs in the station vicinity</li> </ul>
Millbrook Road Station	South side of Millbrook Road, directly east of the freight rail tracks	<ul style="list-style-type: none"> <li>• 200-space shared park-and-ride</li> <li>• 6 feeder bus bays</li> <li>• At-grade platform</li> </ul>	<ul style="list-style-type: none"> <li>• Existing developments</li> <li>• Potential TODs in the station vicinity</li> </ul>