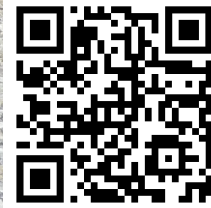




ASSEMBLY STREET RAILROAD SEPARATION PROJECT



Public Meeting Handout - Online Meeting

On behalf of the Assembly Street Project Team, thank you for taking time to participate in this meeting. This handout contains information and exhibits for the online Assembly Street Railroad Separation Project Public Meeting on October 12, 2020. This meeting is being held online due to the current emergency health situation. The purpose of the online meeting is to present project information including the Preliminary Alternatives and an opportunity for comment and input.

If you would like to speak with an interpreter to translate the materials, please contact SCDOT by phone at 855-GO-SCDOT (855-467-2368) toll free or 803-737-1200.

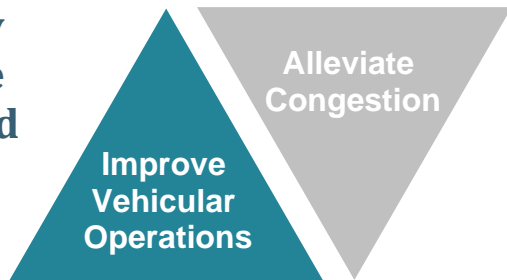
Si desea hablar con un traductor para interpretar los documentos, comuníquese con SCDOT por teléfono al 855-GO-SCDOT (855-467-2368) número gratuito ó (803-737-1200).

What is the Assembly Street Railroad Separation Project?

The South Carolina Department of Transportation (SCDOT), in partnership with the Federal Railroad Administration (FRA) and the Federal Highway Administration (FHWA) propose to improve vehicular connectivity while alleviating vehicle congestion associated with frequent freight rail movements along Assembly Street and surrounding areas located south of downtown Columbia, South Carolina. The project study area consists of approximately one square mile and is generally bounded by:

- Blossom Street to the northwest,
- Norfolk Southern's R-Line to Pickens Street,
- Norfolk Southern's SC-Line approximately 1.1 miles southeast of Rosewood Drive to J.B. Owens Airport to the south and,
- Catawba Circle/Heyward Street/Dreyfuss Road/Assembly Street to the west.

Primary Purpose and Need



Secondary Needs

- ▶ Improve Safety
- ▶ Improve Crossings
- ▶ Improve Mobility for Freight

Why is this project needed?

Decreased mobility and increased vehicle congestion during frequent rail movements

Increased motorist delay and lost productivity

Growth in population and increasing development

Safety concerns

How has this project developed over time?

1981 EIS
Columbia Railroad
Relocation
and Roadway
Grade Separation
Project



Four phases:
Phase 1-A (Assembly Street)
Phase 1-B (Elmwood Loop -
completed in 1980's)
Phase 1-C (the "Ditch" -
completed in 1987)
Phase II (Fairwold Connection)



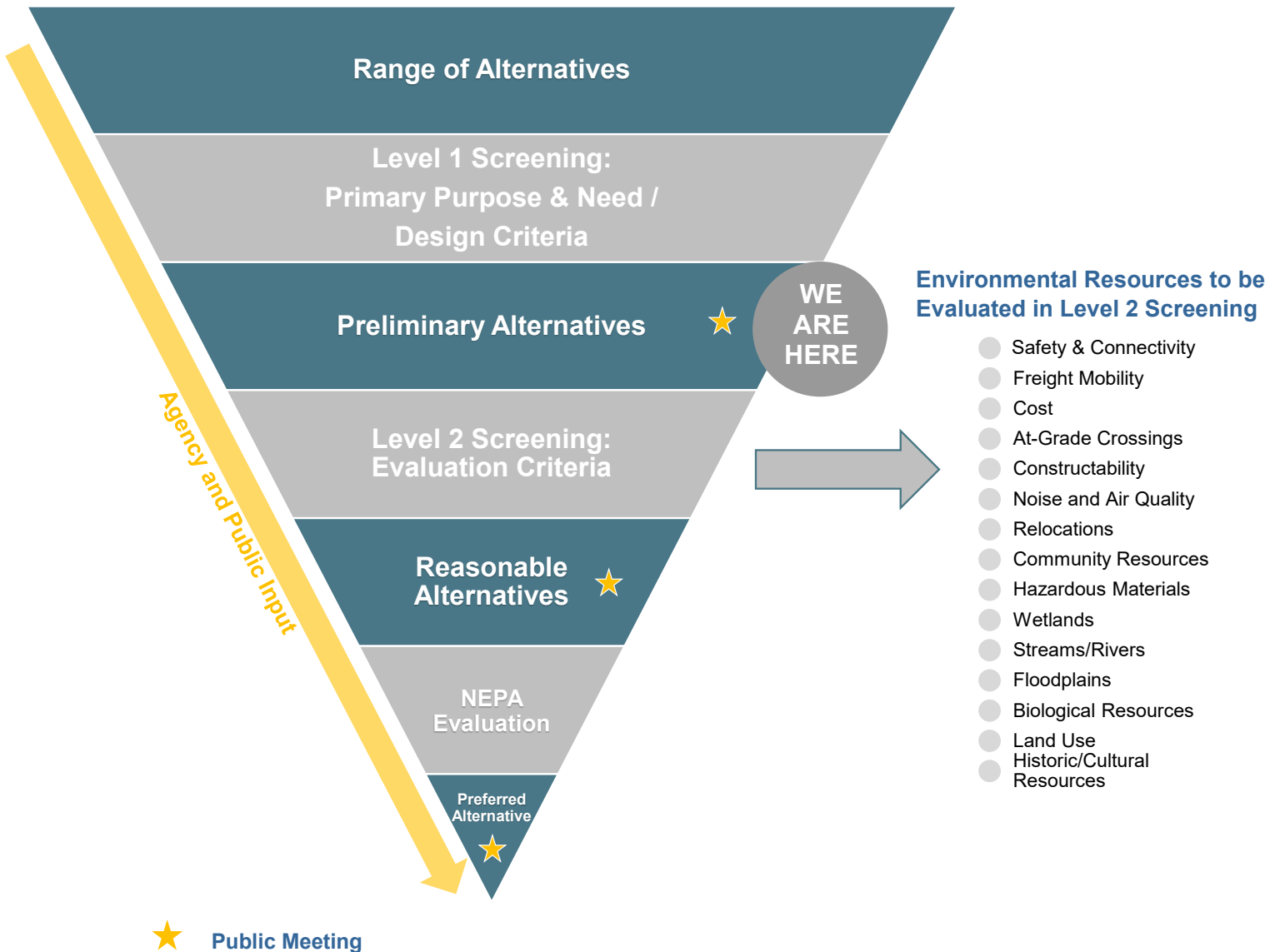
2009 Assembly
Street Railroad
Corridor
Consolidation
Feasibility Study



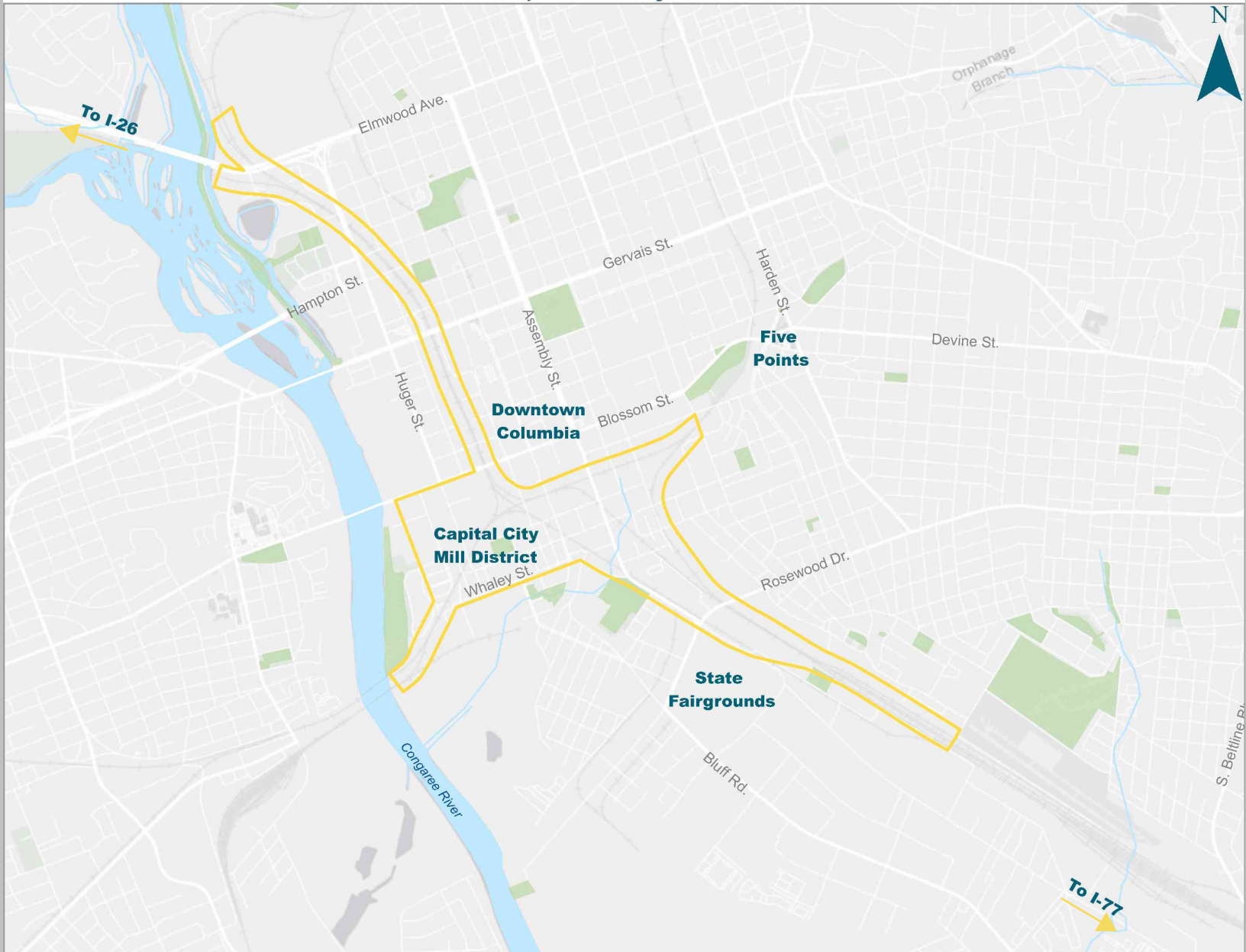
Current:
NEPA Process
and
Documentation

The NEPA Process

The National Environmental Policy Act of 1969 also known as NEPA, is a federal law that ensures that federal agencies thoroughly evaluate alternatives and the negative and beneficial impacts for a project as well as gather input from the public and federal and state agencies on the project. The NEPA process allows the project team to learn as much as possible about the local area and communities in order to reach a decision that best meets the needs of the community and minimizes or avoids impacts to the environment and communities.



Project Study Area



Preliminary Alternatives

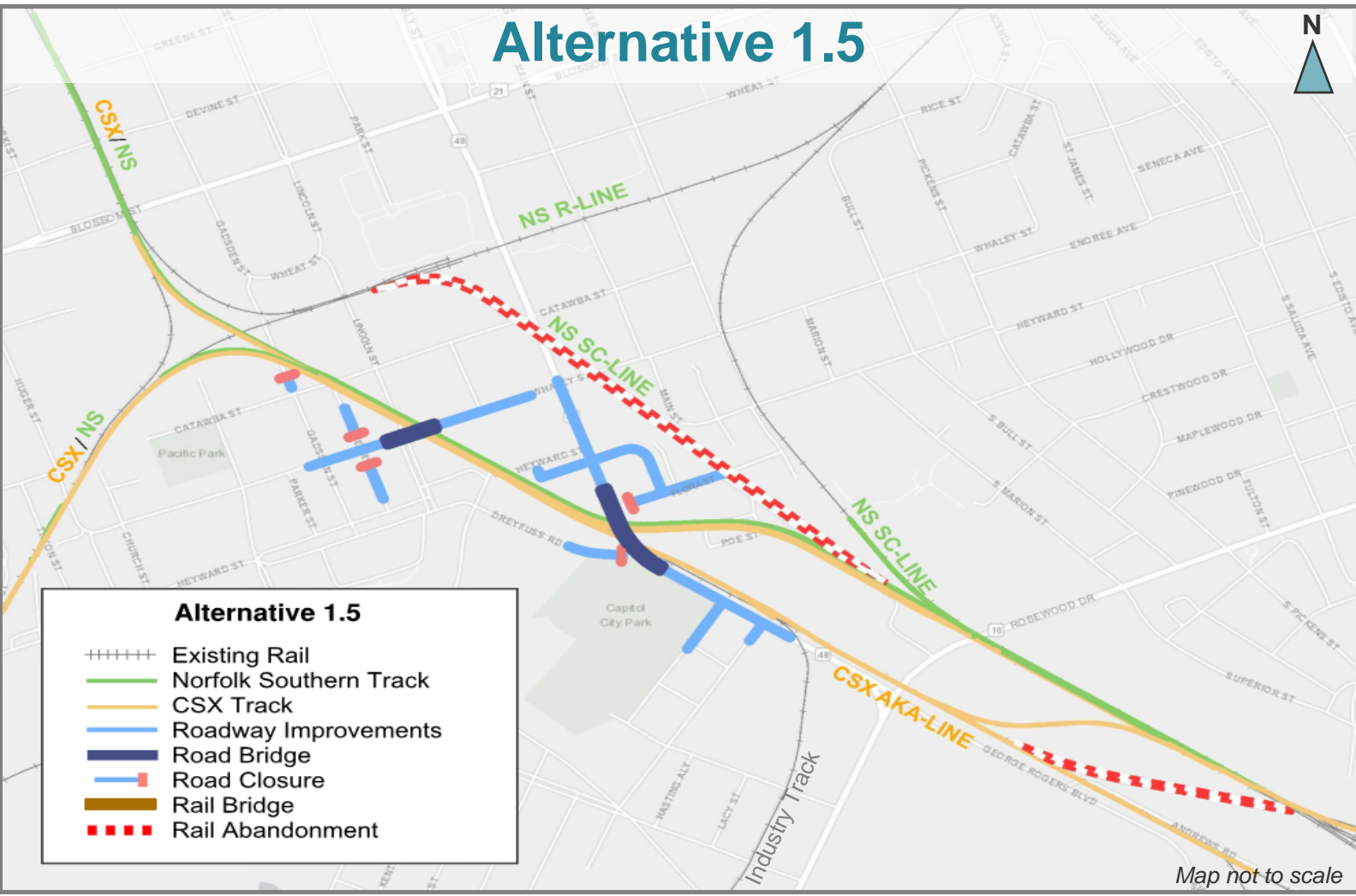
Based on the Level 1 screening and discussions with federal and state agencies, City and County representatives, and project stakeholders, the following alternatives are being carried forward as **Preliminary Alternatives** for further design development and environmental evaluation, as well as the No Build Alternative:

Alternative 1.5
Alternative 1.6
Alternative 3
Alternative 320
Alternative 4

Alternative 6
Alternative 6.5
Huger Connector - Rail Over
Huger Connector - Road Over
No-Build

Descriptions and exhibits for each alternative are provided on the following pages.

Alternative 1.5



Alternative 1.5

- ++++ Existing Rail
- Norfolk Southern Track
- CSX Track
- Roadway Improvements
- Road Bridge
- Road Closure
- Rail Bridge
- Rail Abandonment

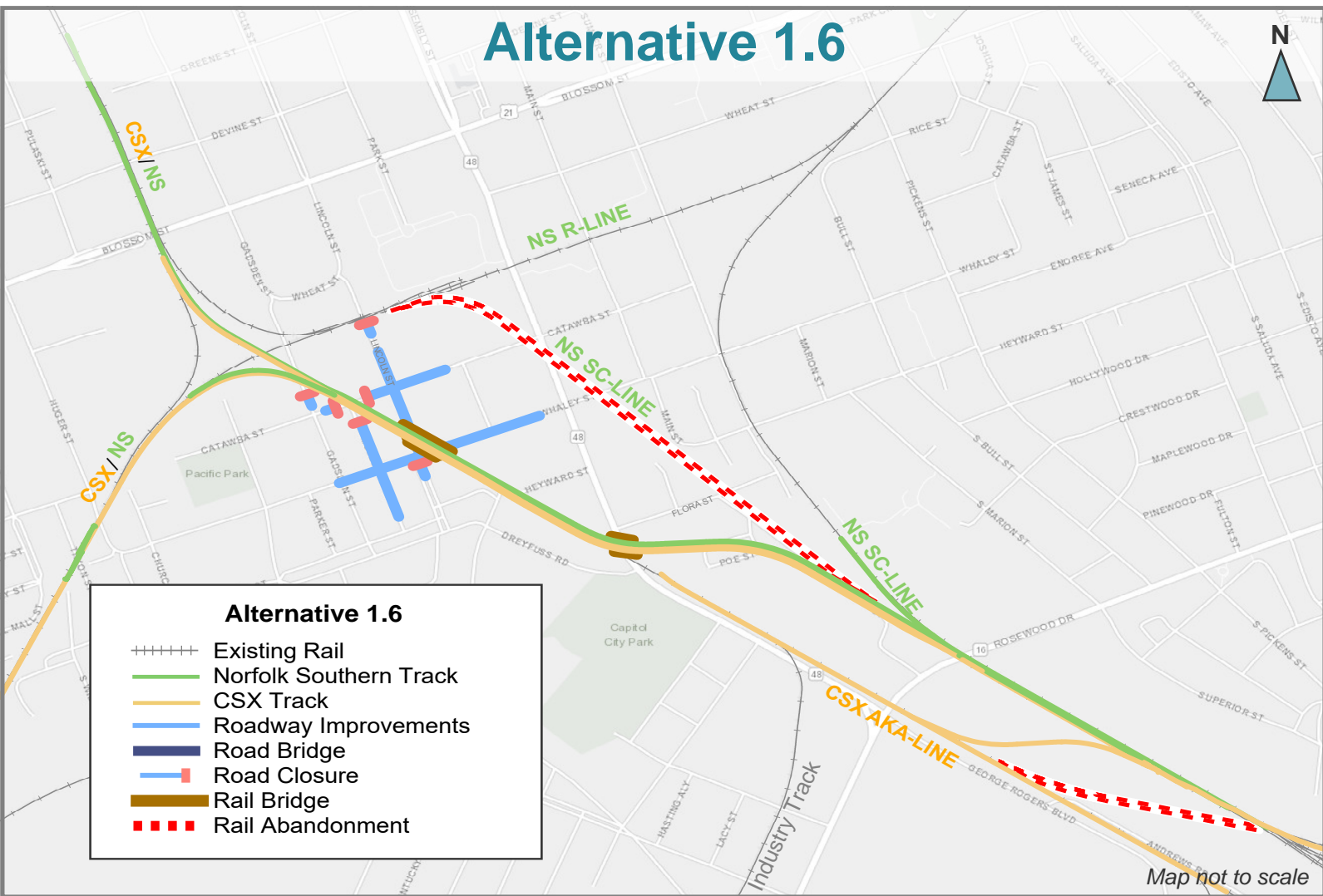
Map not to scale

Alternative 1.5 involves consolidating NS tracks into the CSX corridor through Capital City Mill District (CCMD). The western NS SC Line would be abandoned between Rosewood Drive and the NS R-Line. Alternative 1.5 proposes road bridges over rail.

Rail Modifications	Proposed Grade Separations	Roadway Closures
<ul style="list-style-type: none"> • Rail remains at-grade • The western Norfolk Southern SC corridor would be abandoned between Rosewood Drive and the Norfolk Southern R-line • The CSX-AKA line, south of Dreyfuss Road, would remain active with at-grade crossings for the industry track but rail volume would be decreased 	<ul style="list-style-type: none"> • Whaley Street road bridge over consolidated NS/CSX tracks • Assembly Street road bridge over consolidated NS/CSX tracks near Dreyfuss Road 	<ul style="list-style-type: none"> • Mulberry Street at Whaley Street • Gadsden Street at Catawba Street • Flora Street at Assembly Street; a new Flora Street connection to Assembly Street via Broadway Street is proposed • Dreyfuss Street at Assembly Street

Although there would be an increase in rail volume on the consolidated NS-CSX tracks through the CCMD, the proposed grade separations at Whaley Street and Assembly Street would mitigate vehicular congestion within the CCMD and along Assembly Street. The abandonment of the western NS SC-Line would also alleviate vehicle congestion along Assembly Street and within the surrounding university community.

Alternative 1.6



Alternative 1.6

- ++++ Existing Rail
- Norfolk Southern Track
- CSX Track
- Roadway Improvements
- Road Bridge
- Road Closure
- Rail Bridge
- Rail Abandonment

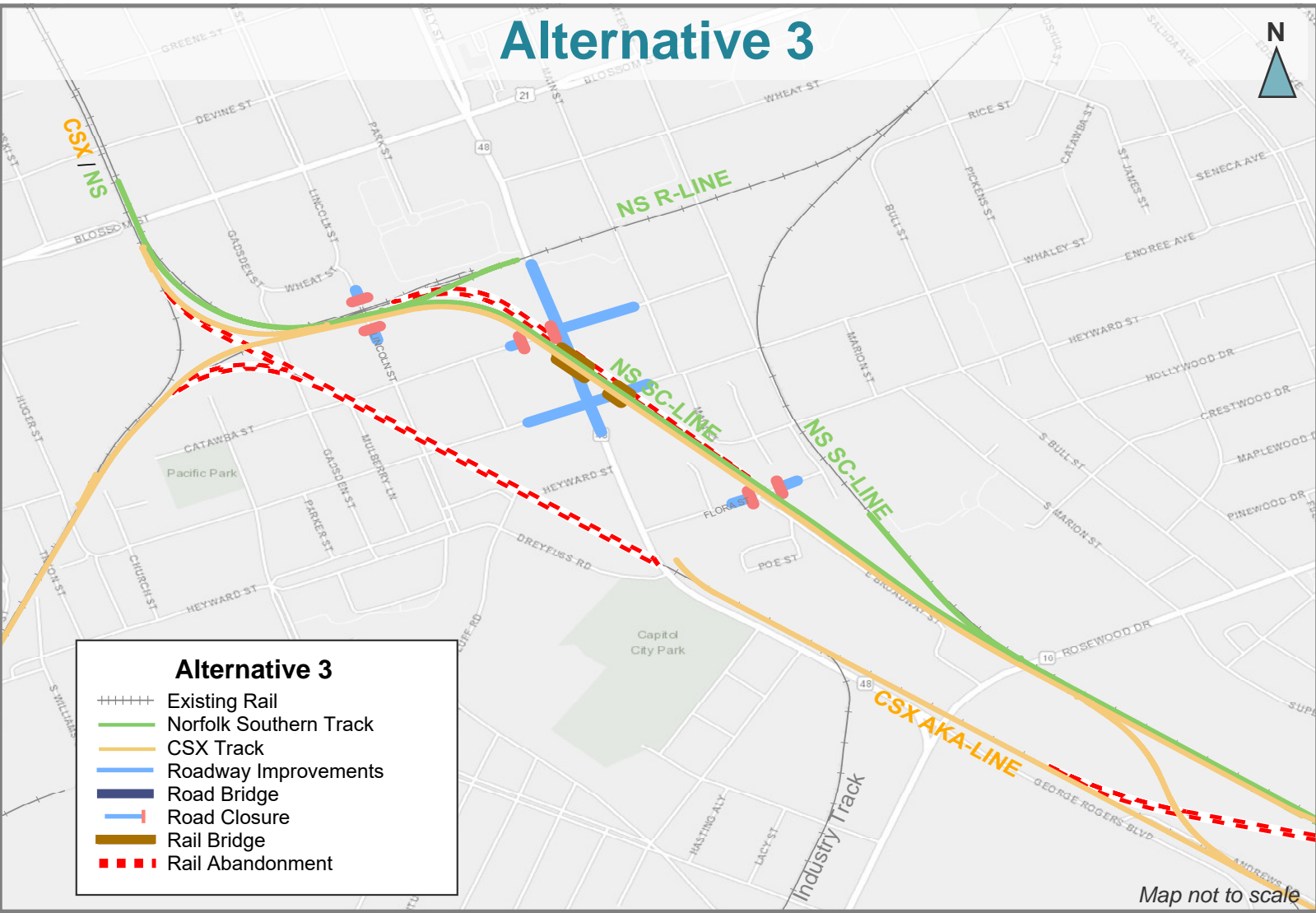
Map not to scale

Alternative 1.6 involves consolidating NS tracks into the CSX corridor through the Capital City Mill District (CCMD). The western NS SC-Line would be abandoned between Rosewood Drive and the NS R-Line. Alternative 1.6 proposes rail bridges over roadway.

Rail Modifications	Proposed Grade Separations	Roadway Closures
<ul style="list-style-type: none"> • The western Norfolk Southern SC corridor would be abandoned between Rosewood Drive and the Norfolk Southern R-line • The southern segment of the CSX-AKA Line would be terminated south of Assembly Street with a new track connection to Andrews Yard • Industry rail access would be maintained but rail volume would be decreased 	<ul style="list-style-type: none"> • Rail bridge carrying NS and CSX tracks over Lincoln Street and Whaley Street within the CCMD • Rail bridge carrying NS and CSX tracks over Assembly Street near Dreyfuss Road 	<ul style="list-style-type: none"> • Lincoln Street south of Whaley Street • Lincoln Street at Greek Village • Gadsden Street at Catawba Street • Catawba Street at Mulberry Street • Mulberry Street at Catawba Street

Although there would be an increase in rail volume on the consolidated NS-CSX tracks through the CCMD, the proposed grade separations at Lincoln and Whaley Streets and at Assembly Street would mitigate vehicular congestion within the CCMD and along Assembly Street. The abandonment of the western NS SC-Line would also alleviate vehicle congestion and improve safety along Assembly Street and within the surrounding university community.

Alternative 3



Alternative 3

- ++++ Existing Rail
- Norfolk Southern Track
- CSX Track
- Roadway Improvements
- Road Bridge
- Road Closure
- Rail Bridge
- - - - Rail Abandonment

Map not to scale

Alternative 3 involves consolidating a portion of the CSX AKA-Line into the western NS SC-Line. The CSX line through the CCMD would be abandoned between the NS R-Line and Assembly Street. Alternative 3 proposes rail bridges over roadway.

Rail Modifications	Proposed Grade Separations	Roadway Closures
<ul style="list-style-type: none"> • The CSX AKA-Line would be abandoned through CCMD between the NS R-Line and Assembly Street • A portion of the existing CSX-AKA line paralleling Assembly Street would be maintained to provide rail access to the industry track 	<ul style="list-style-type: none"> • Rail bridge over Assembly Street between Catawba Street and Whaley Street • Rail bridge over Whaley Street east of Assembly Street 	<ul style="list-style-type: none"> • Lincoln Street at Greek Village • Catawba Street at existing NS crossing • Flora Street at the existing NS crossing

Although there would be an increase in rail volume on the consolidated NS-CSX tracks near the Assembly Street corridor, the proposed grade separations at Assembly Street and Whaley Street would mitigate vehicular congestion along the Assembly Street corridor. The abandonment of the CSX AKA-Line through the CCMD would also alleviate vehicle congestion and improve safety within the surrounding community.

Alternative 320



Alternative 320 involves consolidating the CSX AKA-Line into the western NS SC-Line. The CSX AKA-Line through the Capital City Mill District (CCMD) would be abandoned to Andrews Yard. Alternative 320 proposes rail bridges over roadway.

Rail Modifications

- The CSX line through CCMD and along Assembly Street would be abandoned from the NS R-Line to Andrews Yard
- Industry near Virginia Street is serviced by extending CSX spur tracks from the consolidated CSX and NS lines near Flora Street
- The NS R-Line and NS SC-Line would remain as is with no change in volume or routing of existing trains

Proposed Grade Separations

- Rail bridge over Assembly Street between Catawba Street and Whaley Street
- Rail bridge over Whaley Street east of Assembly Street

Roadway Closures

- Lincoln Street at Greek Village
- Catawba Street at existing NS crossing
- Flora Street at the existing NS crossing

The western NS SC-Line would experience an increase in rail volume due to the consolidation of the CSX AKA-Line, however the proposed grade separations over Assembly Street, between Catawba Street and Whaley Street and grade separation over Whaley Street, east of Assembly Street, would alleviate vehicular congestion along the Assembly Street corridor. The abandonment of the CSX AKA-Line through the CCMD would also alleviate congestion and improve safety within the surrounding community.

Alternative 4



Map not to scale

Alternative 4 involves changes to the existing roadway along Assembly Street but not to the existing rail. Alternative 4 includes road bridges over the existing western NS SC-Line and the CSX AKA-Line.

Rail Modifications

- Existing rail lines remain as-is
- Assembly Street road bridge would span Catawba Street and Whaley Street providing a grade separation. Side-road turning movements to Assembly Street would be restricted
- Eliminates grade crossings along Assembly Street; all other grade crossings along Assembly Street would remain as-is

Proposed Grade Separations

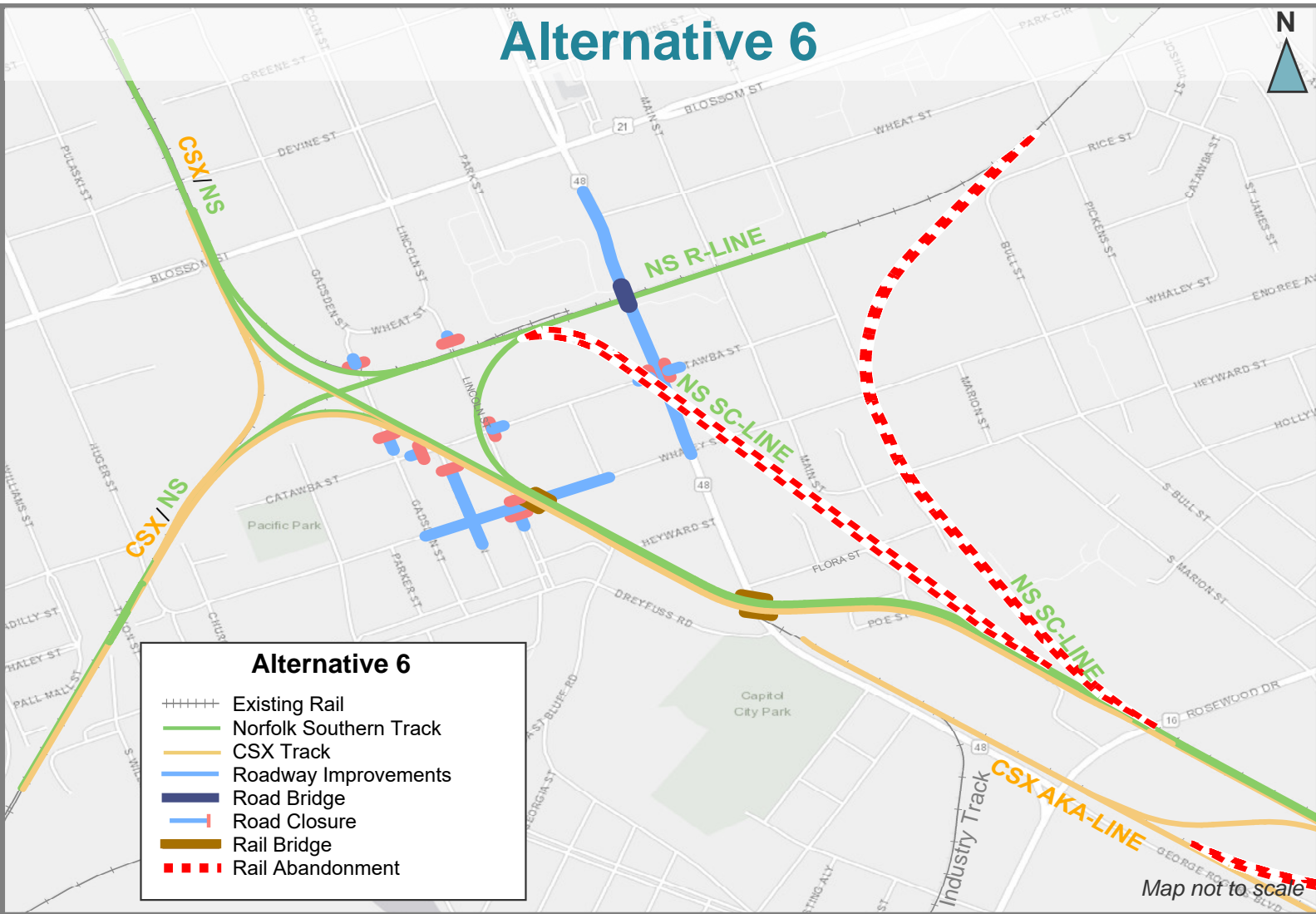
- Assembly Street road bridge over existing NS SC-Line near Catawba Street
- Assembly Street road bridge over CSX AKA-Line near Dreyfuss Road

Roadway Closures

- Lincoln Street at Greek Village
- Dreyfuss Road at Assembly Street
- Flora Street at the existing NS crossing; a new Flora Street connection to Assembly Street via Broadway Street is proposed

The grade separations of Assembly Street over CSX and NS will alleviate vehicular congestion associated with frequent rail movements through the corridor by removing road and rail conflict points.

Alternative 6



Alternative 6 involves consolidating the western and eastern NS SC-Lines into the CSX AKA-Line through the CCMD. The NS SC-Lines would be abandoned between Rosewood Drive and NS R-Line. Alternative 6 proposes rail bridges over Whaley and Assembly Streets and an Assembly Street road bridge over the NS R-Line.

Rail Modifications

- The western and eastern NS SC-Lines would be abandoned between Rosewood Drive and the NS R-Line
- NS rail traffic would be rerouted to the CSX-AKA corridor via a new connection near Lincoln Street
- The CSX AKA-Line would include a new track connection to Andrews Yard near Dreyfuss Road
- The southern segment of the CSX AKA-Line would be terminated south of Assembly Street; industry access would be maintained via a new connection to Andrews Yard

Proposed Grade Separations

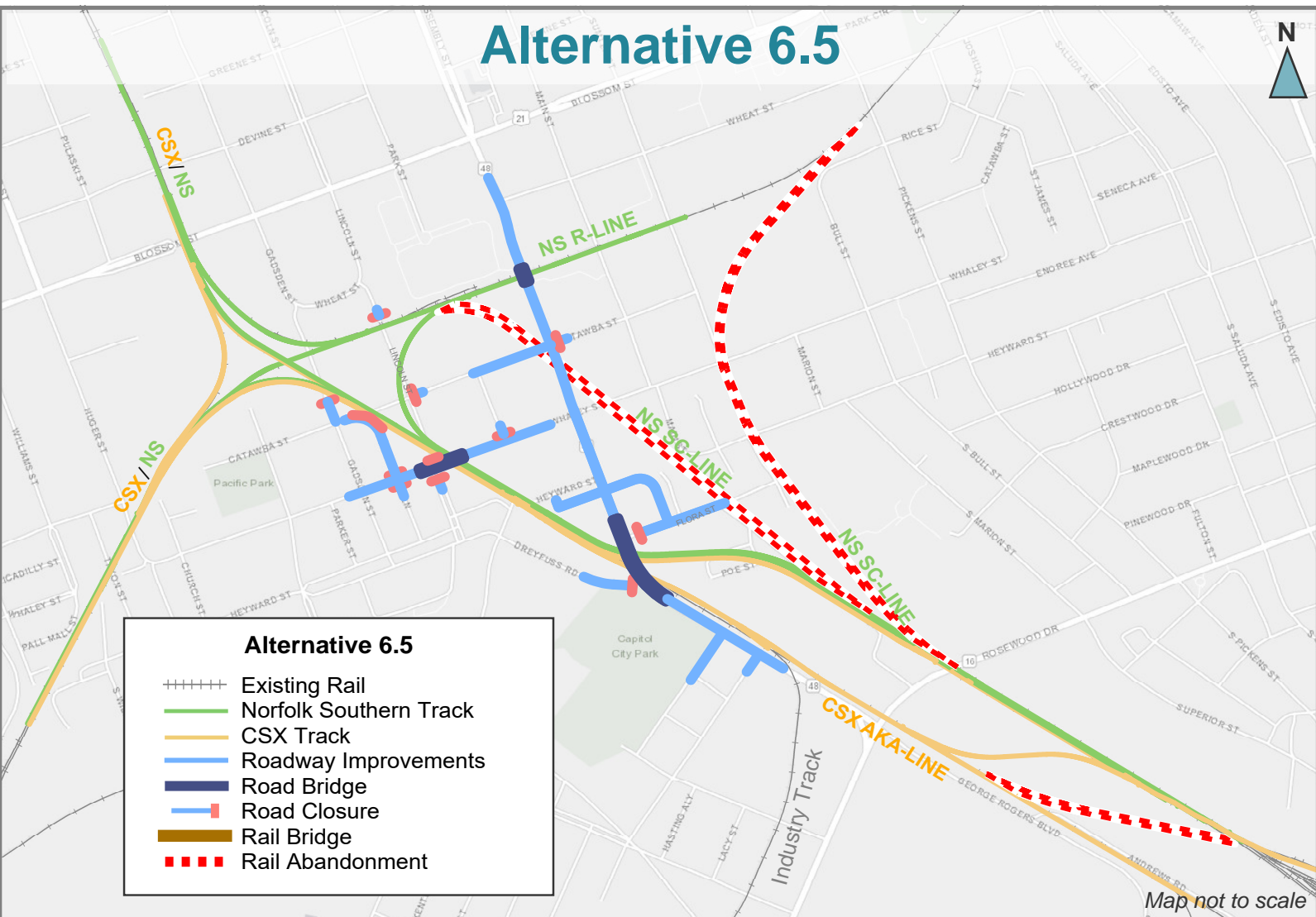
- Rail bridge over Assembly Street near Dreyfuss Road
- Rail bridge over Whaley Street
- Assembly Street road bridge over NS R-Line

Roadway Closures

- Gadsden Street at Catawba Street
- Lincoln Street between Greek Village and Whaley Street
- Lincoln Street south of Whaley Street
- Mulberry Street at Catawba Street
- Catawba Street between Mulberry Street and Lincoln Street
- Catawba Street at Assembly Street

Although there would be an increase in rail volume on the consolidated NS-CSX tracks through the CCMD, the proposed grade separations at Assembly Street, near Dreyfuss Road, and Whaley Street would mitigate vehicular congestion within the study area. The abandonment of the western and eastern NS SC-Lines would also alleviate vehicle congestion and improve safety along Assembly Street and within the surrounding university community.

Alternative 6.5



Alternative 6.5

- ++++ Existing Rail
- Norfolk Southern Track
- CSX Track
- Roadway Improvements
- Road Bridge
- Road Closure
- Rail Bridge
- Rail Abandonment

Map not to scale

Alternative 6.5 involves consolidating the western and eastern NS SC-Lines into the CSX AKA-Line through the CCMD. The NS SC-Lines would be abandoned between Rosewood Drive and the NS R-Line. Alternative 6.5 proposes road bridges over rail.

Rail Modifications

- Rail lines remain at-grade
- The western and eastern NS SC-Lines would be abandoned between Rosewood Drive and the NS R-Line
- NS rail traffic would be rerouted through the CSX-AKA corridor via a new connection near Lincoln Street
- The CSX AKA-Line would include a new track connection to Andrews Yard near Dreyfuss Road
- Industry track access would be maintained through the CSX AKA-Line and would include a realigned track connection to Andrews Yard, south of Rosewood Drive

Proposed Grade Separations

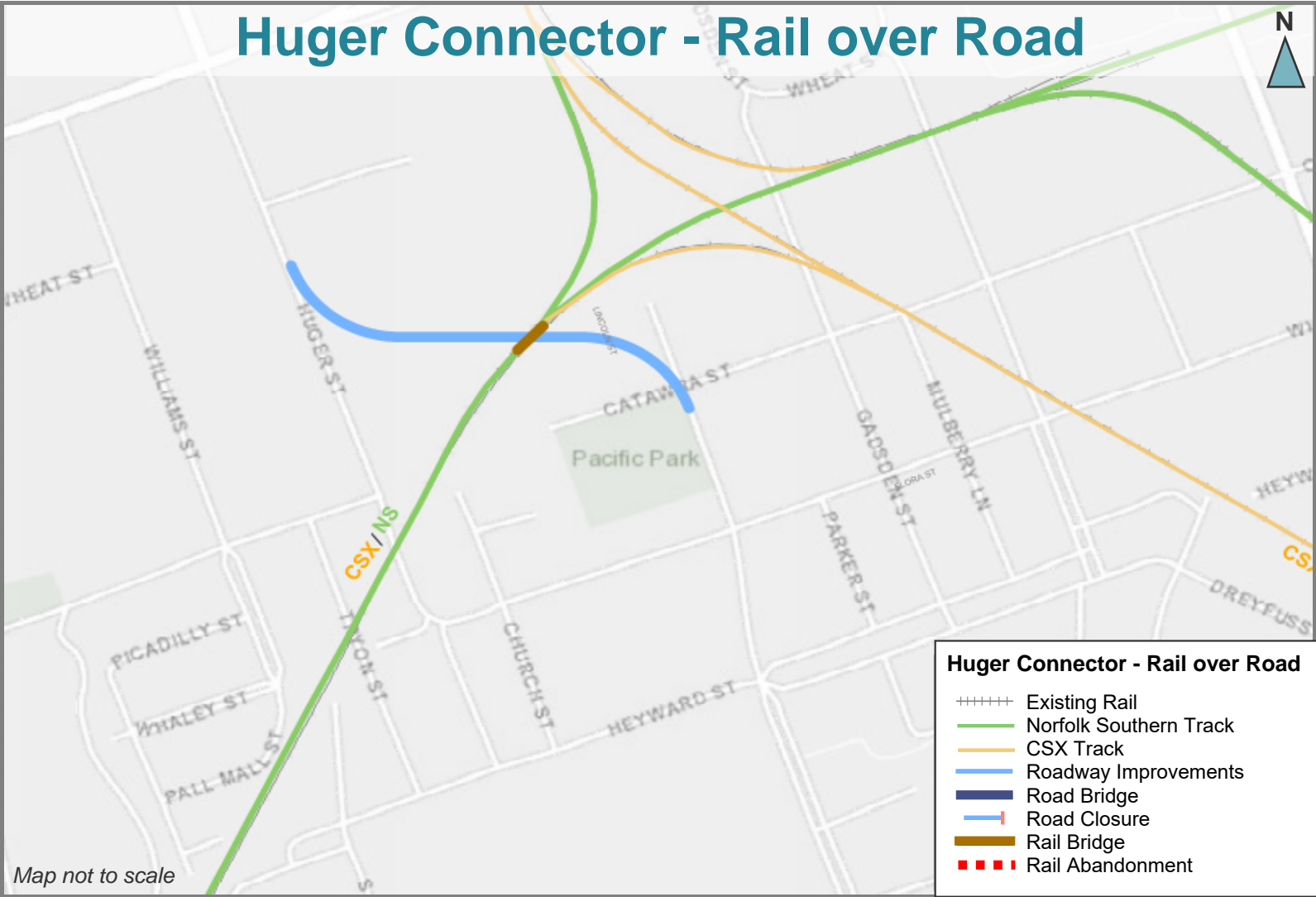
- Whaley Street road bridge over consolidated NS/CSX tracks
- Assembly Street road bridge over consolidated NS/CSX tracks near Dreyfuss Road
- Assembly Street road bridge over NS R-Line

Roadway Closures

- Lincoln Street at Greek Village and Whaley Street
- Mulberry Street at Catawba Street with new connection to Catawba Street
- Catawba Street at Mulberry, Lincoln and Assembly Streets
- Dreyfuss Road at Assembly Street
- Park Street at Whaley Street
- Flora Street at Assembly Street; a new Flora Street connection to Assembly Street via Broadway Street is proposed

There would be an increase in rail volume on the consolidated NS-CSX tracks through the CCMD, however, the proposed grade separations at Whaley Street and Assembly Street would mitigate vehicular congestion within the CCMD and the study area. The abandonment of the western and eastern NS SC-Lines would also alleviate vehicle congestion and improve safety along Assembly Street and within the surrounding university community.

Huger Connector - Rail over Road



The rail over road Huger Connection Alternative involves a new roadway alignment of Huger Street, connecting to Wayne Street. This option utilizes a rail bridge where the Huger Connector would pass under the existing NS and CSX tracks.

The Huger Connector Alternative can be a standalone alternative or can be implemented in conjunction with all other preliminary alternatives.

Road Modifications

- A proposed new roadway alignment on new location to connect existing Huger Street to Wayne Street at its intersection with Catawba Street
- While most of the traffic would use the new, under rail, roadway connection, the existing Huger Street rail crossing would remain open to allow for local traffic to access residences and businesses in the area
- A single southbound lane would be constructed at the connector to allow for southbound traffic to continue from Blossom Street
- The northbound lane on existing Huger Street would be removed between Catawba Street and the proposed connector
- Whaley/Huger Street northbound traffic would be required to turn left onto Catawba Street and use Williams Street to arrive at Blossom Street

Proposed Grade Separations

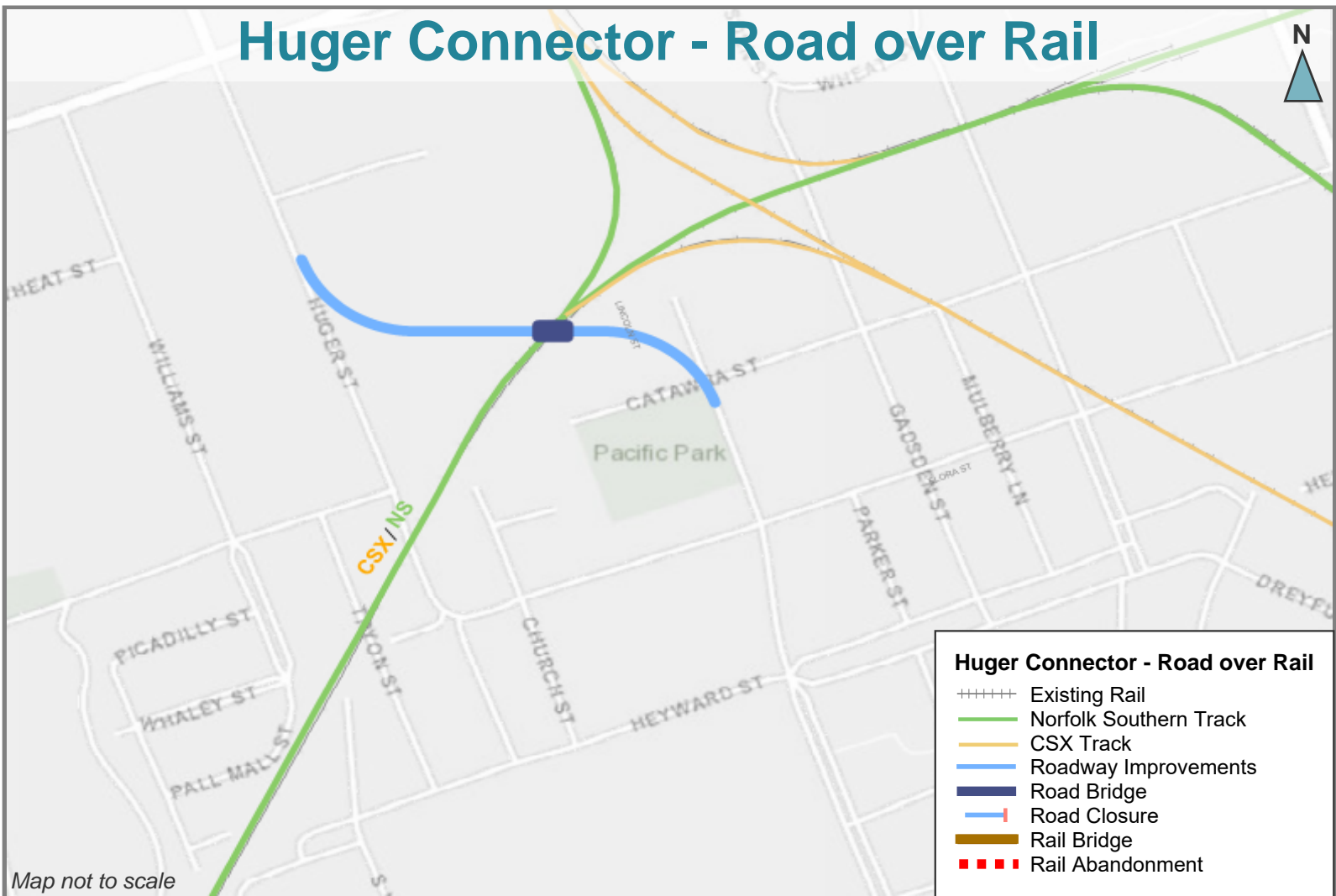
- Rail bridge carrying CSX and NS over new Huger Connector roadway

Roadway Closures

- Necessary roadway closures within the vicinity of the Huger Connector are being evaluated as design and analyses of the Huger Connector alternative progresses

Separating the CSX and NS tracks over the proposed Huger Connector roadway would mitigate vehicular congestion associated with the frequent rail movements within the CCMD and the study area and improve overall mobility. Maintaining the existing at-grade Huger Street crossing allows for local traffic to access residences and businesses within the CCMD.

Huger Connector - Road over Rail



Map not to scale

The road over rail Huger Connector Alternative involves a new roadway alignment of Huger Street, connecting to Wayne Street. This option utilizes a road bridge over the existing NS and CSX tracks.

- The Huger Connector Alternative can be a standalone alternative or can be implemented in conjunction with all other preliminary alternatives.
- | Road Modifications | Proposed Grade Separations |
|--|---|
| <ul style="list-style-type: none"> A proposed new roadway alignment on new location to connect existing Huger Street to Wayne Street at its intersection with Catawba Street is proposed. While most of the traffic would use the new, over rail, roadway connection, the existing Huger Street rail crossing would remain open to allow for local traffic to access residences and businesses in the area A single southbound lane would be constructed at the connector to allow for southbound traffic to continue from Blossom Street The northbound lane on existing Huger Street would be removed between Catawba Street and the proposed connector Whaley/Huger Street northbound traffic would be required to turn left onto Catawba Street and use Williams Street to arrive at Blossom Street | <ul style="list-style-type: none"> Huger Connector Road bridge over the existing NS and CSX tracks |
| | <p>Roadway Closures</p> <ul style="list-style-type: none"> Necessary roadway closures within the vicinity of the Huger Connector are being evaluated as design and analyses of the Huger Connector alternative progresses |

Separating the CSX and NS tracks over the proposed Huger Connector roadway would mitigate vehicular congestion associated with the frequent rail movements within the CCMD and the study area and improve overall mobility. Maintaining the existing at-grade Huger Street crossing allows for local traffic to access residences and businesses within the CCMD.

Public Comment and Input

The NEPA process relies heavily on public input and community participation. For the Assembly Street Railroad Separation Project, this is your opportunity to provide your input on the preliminary alternatives. Public comments will be taken from October 12, 2020 to November 11, 2020. See below for different ways to share and submit your comments.

Fill out the comment card attached and submit it to:

Assembly Street Railroad Separation Project
P.O. Box 191
Columbia, SC 29202-0191

Submit a comment online by visiting our project website at: www.assemblystreetrailproject.com

Schedule an in-person meeting with the project manager by contacting Joey McIntyre at 803-737-1842 or McIntyreJD@scdot.org

Send an email to: info@assemblystreetrailproject.com

Follow the project on Facebook: www.facebook.com/AssemblyStreetRailProject

You may also contact representatives from the FHWA or FRA. Contacts for these representatives are provided below.

- Shane Belcher at FHWA at 803-253-3187 or Jeffrey.Belcher@dot.gov
 - Jon Schmidt at FRA at 617-494-3439 or jonathan.schmidt@dot.gov
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