

# SCDOT

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## WELCOMES YOU

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TO THE



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# ASSEMBLY STREET RAILROAD SEPARATION PROJECT

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**PUBLIC INFORMATION MEETING**

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PLEASE SIGN IN

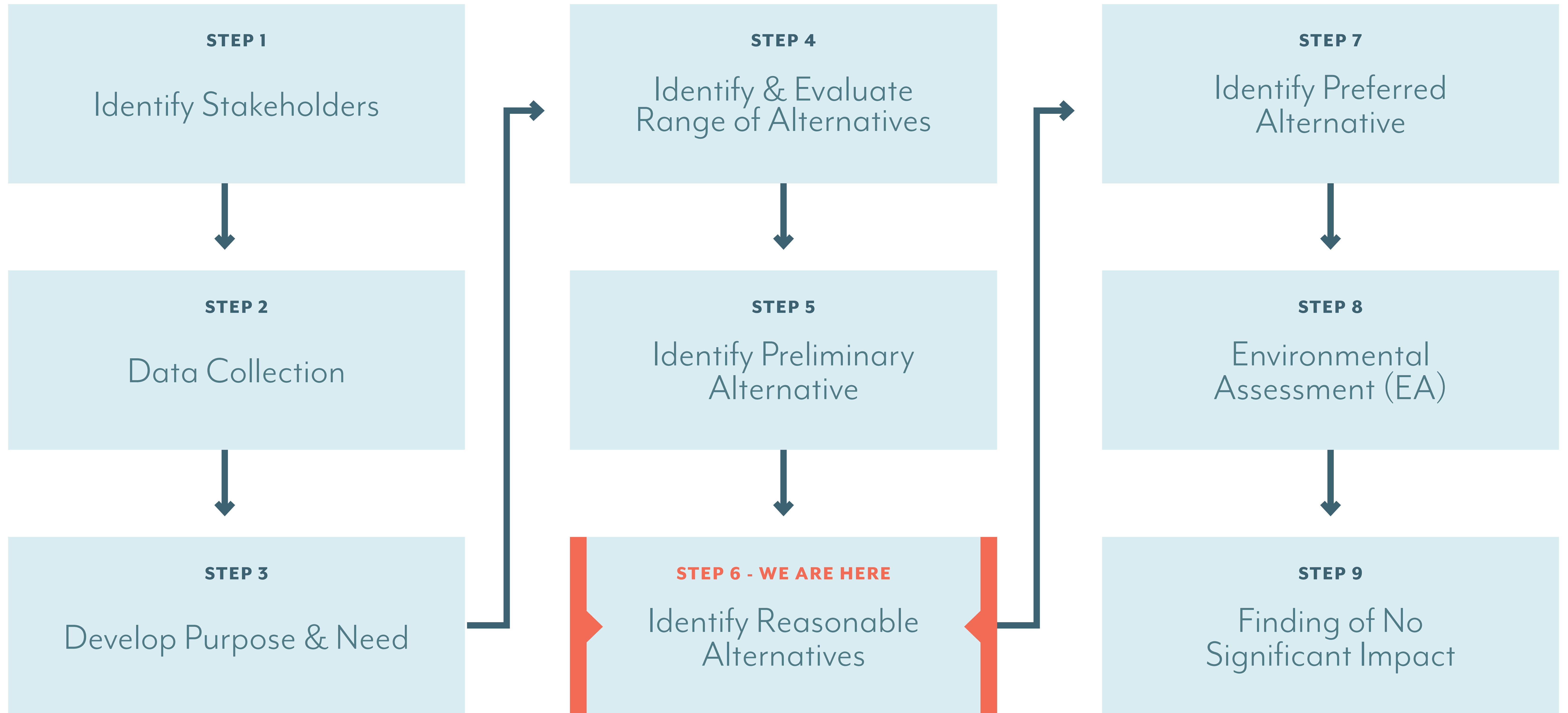
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# PURPOSE & NEED

PROJECT PURPOSE	PROJECT NEED
 <p>Alleviate vehicle congestion associated with freight rail movements</p>	 <p>Decreased mobility and increased vehicle congestion</p>
 <p>Improve vehicular operations</p>	 <p>Growth in population and increasing development</p>
 <p>Improve freight mobility</p>	 <p>Increased motorist delay and lost productivity</p>
 <p>Improve safety</p>	 <p>Safety concerns</p>



# THE NEPA PROCESS



# ALTERNATIVES SCREENING PROCESS

## May 2018 Public Meeting

### Preliminary Range of Alternatives

Over 20 alternatives evaluated including the no-build and alternatives from previous studies.

### Evaluation of Alternatives

- Purpose & Need
- Consistency with Local Plans
- Design Criteria
- Fatal Flaws

**Alternatives Eliminated**

## June 2020 Online/Virtual Public Meeting

### Range of Alternatives

Nine alternatives evaluated including a no-build option.

### Evaluation of Alternatives

- Purpose & Need
- Consistency with Local Plans
- Design Criteria
- Fatal Flaws

**Alternatives Eliminated**

## December 2024 Public Meeting

### Proposed Reasonable Alternatives

Three alternatives evaluated including a no-build option.

### Evaluation of Alternatives

- Purpose & Need
- Historic & Cultural Resources
- Traffic Performance (Level of Service & Intersection Operations)
- Noise Impacts
- Delineated Wetlands
- Hazardous Materials
- Structures
- Utility Impacts
- Environmental Justice
- Project Costs
- Threatened & Endangered Species

**Alternatives Eliminated**

## Spring 2025 Public Hearing

### Proposed Preferred Alternative

Single recommended alternative proposed.



# ALTERNATIVES ANALYSIS

ANTICIPATED IMPACTS	MEASURE	NO-BUILD	ALTERNATIVE A	ALTERNATIVE A-1	ALTERNATIVE B
<b>Purpose &amp; Need</b>					
<b>Meets Purpose and Need</b>	Does the project meet the purpose and need?	N	Y	Y	Y
	Reduction of Delay in Network	No Reduction	Highest Reduction	Highest Reduction	Medium Reduction
<b>Safety</b>					
<b>Safety Improvements</b>	Number of at grade crossings eliminated (reduction of conflict points for all modes of transportation)	0	11	15	4
<b>Traffic</b>					
<b>Delay Improvement</b>	Does Alternative improve delay during train movements?	N	Y	Y	Y
<b>Roadway Network: Roadways Closed</b>	Number of Roadways Closed	0	4	4	4
<b>Right of Way</b>					
<b>Right of Way</b>	Number of Parcels Impacted	-	38	33	31
	Acreages of Right-of-Way Needed	-	11.5	10.4	8.2
	Anticipated Residential Relocations	0	5*	5*	1*
	Anticipated Business/Institution Relocations	0	15*	17*	15*
<b>Community Resources</b>					
<b>Section 4(f)</b>	Acreage of Section 4(f) impacted	-	0.05	0.05	0.00
	Resource	-	Richland Cotton Mill	Richland Cotton Mill	Richland Cotton Mill
<b>Historic Resources</b>	Acreage of Historic Resource Impact	0	0.05	0.05	0
	Historic Resources in Footprint	-	Olympia Mill Village Historic District, Richland Cotton Mill	Olympia Mill Village Historic District, Richland Cotton Mill	Richland Cotton Mill
<b>Natural Resources</b>					
<b>Wetlands</b>	Acreage of wetlands in footprint	-	0.85	0.99	0.00
<b>Streams</b>	Linear feet of stream in footprint	-	2,845	3,230	950
<b>Costs</b>					
<b>Total Cost</b>	(High, Medium High, Medium, Medium Low, Low)	-	\$\$\$ - Medium/High	\$\$\$\$ - High	\$\$\$\$ - High
<b>Other</b>					
<b>Constructability</b>	Qualitative issues/impacts (Major, Moderate, Minor)	-	Major	Major	Major

\* Anticipated relocations are based on conceptual design and are subject to change as the project design progresses



# THANK YOU

FOR PARTICIPATING IN THE

**PUBLIC INFORMATION MEETING**

PLEASE LEAVE A COMMENT

