

## Assembly PIM #2 – VIDEO #2 of 2 PROJET PRELIMINARY ALTERNATIVES

### Script

#### Slide 1:

Thank you for attending this online public information meeting for the Assembly Street Railroad Separation Project. You are watching the Project Preliminary Alternatives video, which is the second of two videos provided for this online meeting. The first video includes the Project Introduction and Overview. These videos and all meeting materials will be available online for viewing and comments beginning October 12 through November 11, 2020.

#### Slide 2: Welcome!

The purpose of this public meeting is to present project information and preliminary alternatives for the Assembly Street rail project and gather input from you. With this video, we will:

- Provide an overview of the alternatives' process
- Present and describe the preliminary alternatives
- And request your input and feedback on these alternatives.

#### Slide 3: Range of Alternatives and Level 1 Screening Criteria

In studying feasible alternatives for the Assembly Street Railroad Separation project, the team initially developed and evaluated approximately 20 alternatives, called the range of alternatives. The team then evaluated these alternatives against the Level 1 Screening Criteria which looked at whether the alternatives would meet the project's purpose and need and whether the alternative were able to meet rail and road design criteria to be feasible to construct.

#### Slide 4: Preliminary Alternatives Carried Forward

Based on the level 1 screening and discussions with federal and state agencies, city and county representatives and project stakeholders, preliminary alternatives were identified for further design development and environmental evaluation.

The preliminary alternatives include Alternative 1.5, 1.6, 3, 320, 4, 6 and 6.5 as well as two Huger Connector alternatives. These preliminary alternatives meet the purpose and need and the design criteria and will be presented individually on the following slides. The NEPA evaluation always considers the No-Build or do nothing alternative; which will also be included in the environmental study.

You can access the preliminary alternatives in an interactive map application at the website shown here. Using the interactive mapper, you can view each alternative in more detail, on top of aerials and locate your community or property in relation to the proposed improvements. This mapper is also linked through the project website.

The following slides present the details and recommended improvements for the preliminary alternatives.

#### Slide 5: Alternative 1.5

Alternative 1.5 involves consolidating the tracks for Norfolk Southern, or NS, which is how it will be referred to going forward, tracks into the CSX corridor through the Capital City Mill District, or CCMD.

- The western NS SC Line would be abandoned between Rosewood Drive and the NS R-

Line.

- Rail lines remain at grade, but include a Whaley Street road bridge over rail
- and an Assembly Street road bridge over rail.
- The CSX-AKA line, south of Dreyfuss Road, would remain active to provide access to the industry track, however rail volume would be decreased.

With the recommended improvements for Alternative 1.5, it is anticipated that the following roadways would need to be permanently closed:

- Mulberry Street at Whaley Street
- Gadsden Street at Catawba Street
- Flora Street at Assembly Street, although a new Flora Street connection to Assembly Street via Broadway Street would be provided.
- and 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.

#### **Slide 6: Alternative 1.6**

Alternative 1.6 involves consolidating NS tracks into the CSX corridor through the CCMD.

- The western NS SC corridor would be abandoned north of Rosewood Drive to the NS R-line.
- This alternative includes a rail bridge over Lincoln Street and Whaley Street as well as a rail bridge over Assembly Street near Dreyfuss Road.
- The southern segment of the CSX AKA-line, south of Dreyfuss Road, would be maintained to provide access to the industry track and would include a new track connection to Andrews Yard.
- The NS R-Line and eastern NS SC-line would remain as-is and there would be no change in volume or routing of existing trains.

With the recommended improvements for Alternative 1.6, it is anticipated that the following roadways would need to be permanently closed:

- Lincoln Street south of Whaley Street
- Lincoln Street at Greek Village
- Gadsden Street south of the existing CSX crossing
- Catawba Street at the existing CSX crossing
- Mulberry Street, south of 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.

### Slide 7: Alternative 3

Alternative 3 involves consolidating a portion of the CSX AKA-Line into the western NS SC-Line and proposes to abandon the CSX line through the CCMD. This alternative includes a rail bridge over Assembly Street between Catawba and Whaley Streets, and a rail bridge over Whaley Street, east of Assembly Street.

A portion of the existing CSX AKA Line east of Assembly Street would be maintained to provide access to the industry track.

With the recommended improvements for Alternative 3, it is anticipated that the following roadways would need to be closed:

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

There would be an increase in rail volume on the consolidated NS-CSX tracks near the Assembly Street corridor, however, 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.

### Slide 8: Alternative 320

Similar to Alternative 3, Alternative 320 involves consolidating the CSX AKA-line into the western NS SC-Line line and proposes abandoning the CSX line through the CCMD.

This alternative includes a rail bridge over Assembly Street between Catawba and Whaley Streets and a rail bridge over Whaley Street, east of Assembly Street. The major difference between Alternative 3 and 320 is that 320 proposes that the CSX line through the CCMD be abandoned from the NS R-line all the way south to Andrews yard. To accommodate this, industry tracks are serviced by extending CSX spur tracks from the consolidated CSX and NS lines near Flora Street; this extension of the industry tracks would require a rail bridge over Assembly Street north of Rosewood Drive. The NS R and NS SC lines would remain as is and there would be no change in volume or routing of existing trains.

With the recommended improvements for Alternative 320, it is anticipated that the following roadways would need to be permanently closed:

- Lincoln Street at Greek Village
- Catawba Street at the existing NS crossing and
- 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.

### Slide 9: Alternative 4

Alternative 4 involves changes to the existing roadway along Assembly Street but not to the existing rail.

- Existing rail lines remain at grade and as is.
- An Assembly Street road bridge, spanning Catawba and Whaley Streets, is proposed over the existing NS SC-line. Vehicular traffic on Catawba and Whaley Streets would travel under Assembly Street but would not have access to turn onto or off of Assembly Street due to the road bridge.
- Another Assembly Street road bridge is proposed over existing CSX tracks near Dreyfuss Road.

With the recommended improvements for Alternative 4, it is anticipated that the following roadways would need to be permanently closed:

- Gadsden Street south of the existing CSX crossing
- Lincoln Street at Greek Village
- Dreyfuss Road at Assembly Street and
- Flora Street at Assembly Street, although 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 the frequent rail movements through the corridor by removing road and rail conflict points.

#### **Slide 10: Alternative 6**

Alternative 6 involves consolidating the western and eastern NS SC Lines into the CSX AKA line through the CCMD, similar to Alternative 1.5 and 1.6, however, Alternative 6 proposes to abandon the western and eastern NS SC corridors from Rosewood Drive north toward the NS R-line.

- A new NS rail connection is proposed between the NS R line and the CSX corridor near Lincoln Street.
- An Assembly Street road bridge over the NS R-line is proposed with Alternative 6 as well as,
- a rail bridge over Whaley Street.
- A rail bridge over Assembly Street, near Dreyfuss Road, is also proposed.
- A portion of the existing CSX AKA Line would be maintained to provide access to the industry track,
- and the southern segment of the CSX AKA-line would include a new track connection to Andrews Yard.

With the recommended improvements for Alternative 6, it is anticipated that the following roadways would need to be permanently closed:

- Gadsden Street south of the existing CSX crossing
- Gadsden Street at Greek Village
- Lincoln Street at Greek Village
- Catawba Street east of Lincoln Street
- Catawba Street at Assembly Street
- Catawba Street at the existing CSX crossing
- Mulberry Street south of Catawba Street, and
- Lincoln Street at Whaley 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 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.

### **Slide 11: Alternative 6.5**

Similar to Alternative 6, Alternative 6.5 involves consolidating the western and eastern NS SC Lines into the CSX AKA line through the CCMD.

- This Alternative also includes a new NS rail connection between the CSX corridor and the NS R-line near Lincoln Street,
- allowing the western and eastern NS SC corridors to be abandoned from Rosewood Drive north toward the NS R-line.
- The difference between Alternative 6 and 6.5 is that Alternative 6.5 keeps the rail at grade and recommends a Whaley Street road bridge over the NS and CSX tracks as well as an
- Assembly Street road bridge over the NS and CSX tracks.
- Alternative 6.5 also proposes an Assembly Street road bridge over the NS R-line.
- A portion of the existing CSX AKA Line would be maintained to provide access to the industry track,
- and the southern segment of the CSX AKA-line would include a new track connection to Andrews Yard.

With the recommended improvements for Alternative 6.5, it is anticipated that the following roadways would need to be permanently closed:

- Lincoln Street from Greek Village to Whaley Street
- Mulberry Street at Catawba Street
- Catawba Street at Mulberry Street, Lincoln Street and Assembly Street
- Dreyfuss Road at Assembly Street
- Park Street at Whaley Street,
- Flora Street at Assembly Street; although includes a new Flora Street connection to Assembly Street via Broadway Street, would be included and
- Catawba Street east of Assembly Street

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.

### **Slide 12: Huger Connector: Rail over Road Alternative**

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

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

- The rail over road alternative proposes a Huger Connector roadway going under the

- existing NS and CSX track, with retaining walls on both sides of the roadway.
- The northbound lane on existing Huger Street (between Catawba Street and the proposed Huger Connector) would be removed;
  - Whaley/Huger Street traffic traveling northbound would be required to turn left onto Catawba Street and use Williams Street to get to Blossom Street.
  - A single southbound lane would be maintained south of the connector to allow for southbound traffic to continue from Blossom Street on Huger/Whaley Streets, and
  - the existing Huger Street rail crossing would remain open to allow for local traffic to access residences and businesses in the area.

### **Slide 13: Huger Connector: Road over Rail Alternative**

Similar to the rail over road Huger Connector alternative, this alternative involves the same recommendations for roadway improvements within the surrounding area of the proposed connector but, proposes that the Huger Connector *roadway* be bridged *over* the existing CSX and NS rail lines.

For both Huger Connector alternatives, separating the Huger Connector roadway from the CSX and NS tracks would alleviate vehicular congestion associated with the frequent rail movements within the CCMD and the study area and improve overall vehicular mobility. Maintaining the existing at-grade Huger Street crossing allows for local traffic to access residences and businesses within the CCMD.

### **Slide 14: Access Alternative Graphics**

To view and download the individual preliminary alternative graphics in pdf format, please visit the link below.

You can also view more details on each alternative at our interactive web mapper at the link shown below.

### **Slide 15: Your input is important**

We need your input! Please share your comments, ideas or concerns between October 12 and November 11. See below and/or visit the project website at **[assemblystreetrailproject.com](http://assemblystreetrailproject.com)** to learn how you can provide input.

Please check out the Project Introduction and Project Overview video for additional information. Thank you!