

# PRESIDENT STREET RAILROAD CROSSING ELIMINATION STUDY

September 2024

Chatham County



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# Concept Alternates Under Consideration



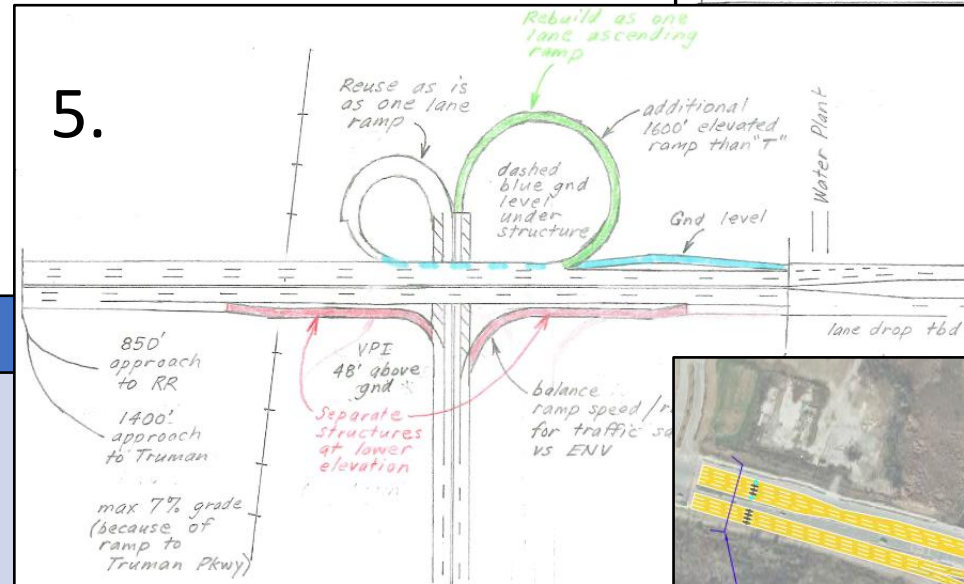
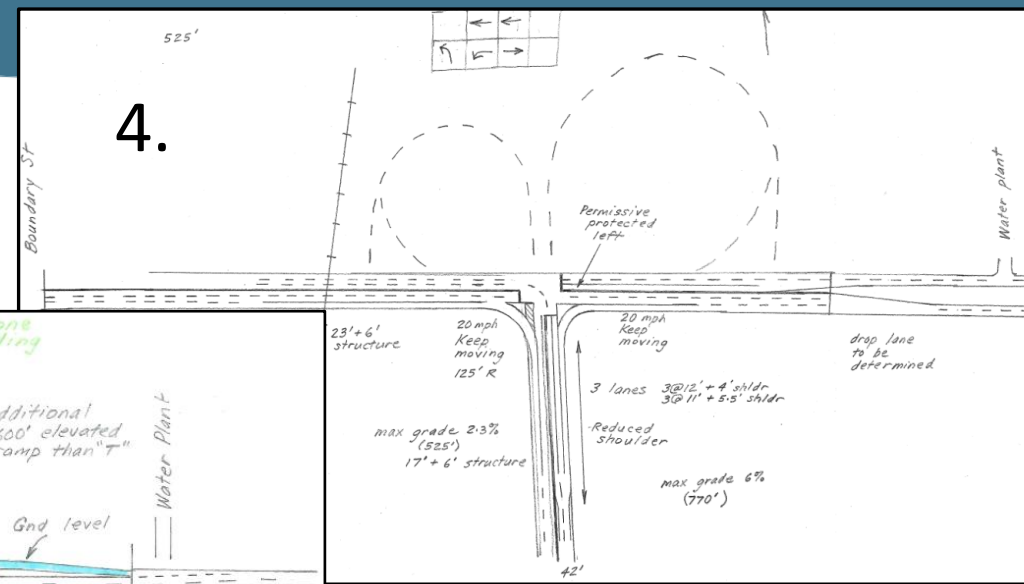
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# Alternates No Longer Considered

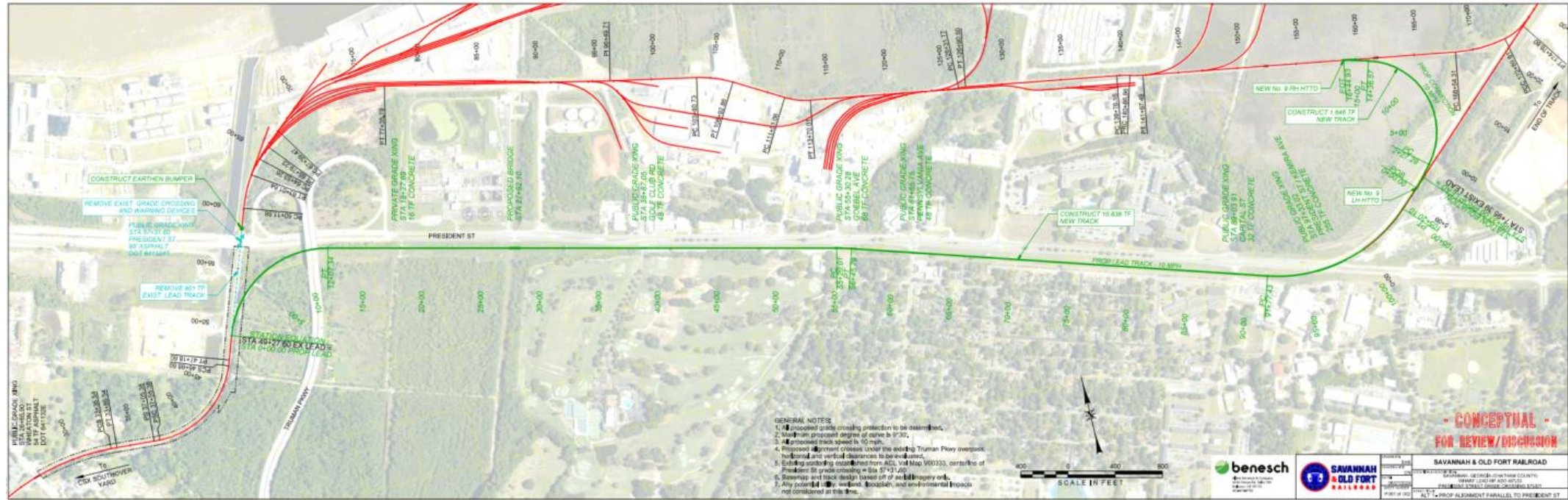
## Description

4. Elevated Regular T Intersection
  - Single signal-controlled intersection
  - Excessive delay on all approaches
5. Elevated Reverse Cloverleaf Interchange
  - Reverse of existing configuration with Truman Pkwy lowered to grade, and E President elevated; revise ramps accordingly
6. Free-flow Flyover Interchange
  - All movements accommodated by free-flow flyover ramps, no signalized intersections





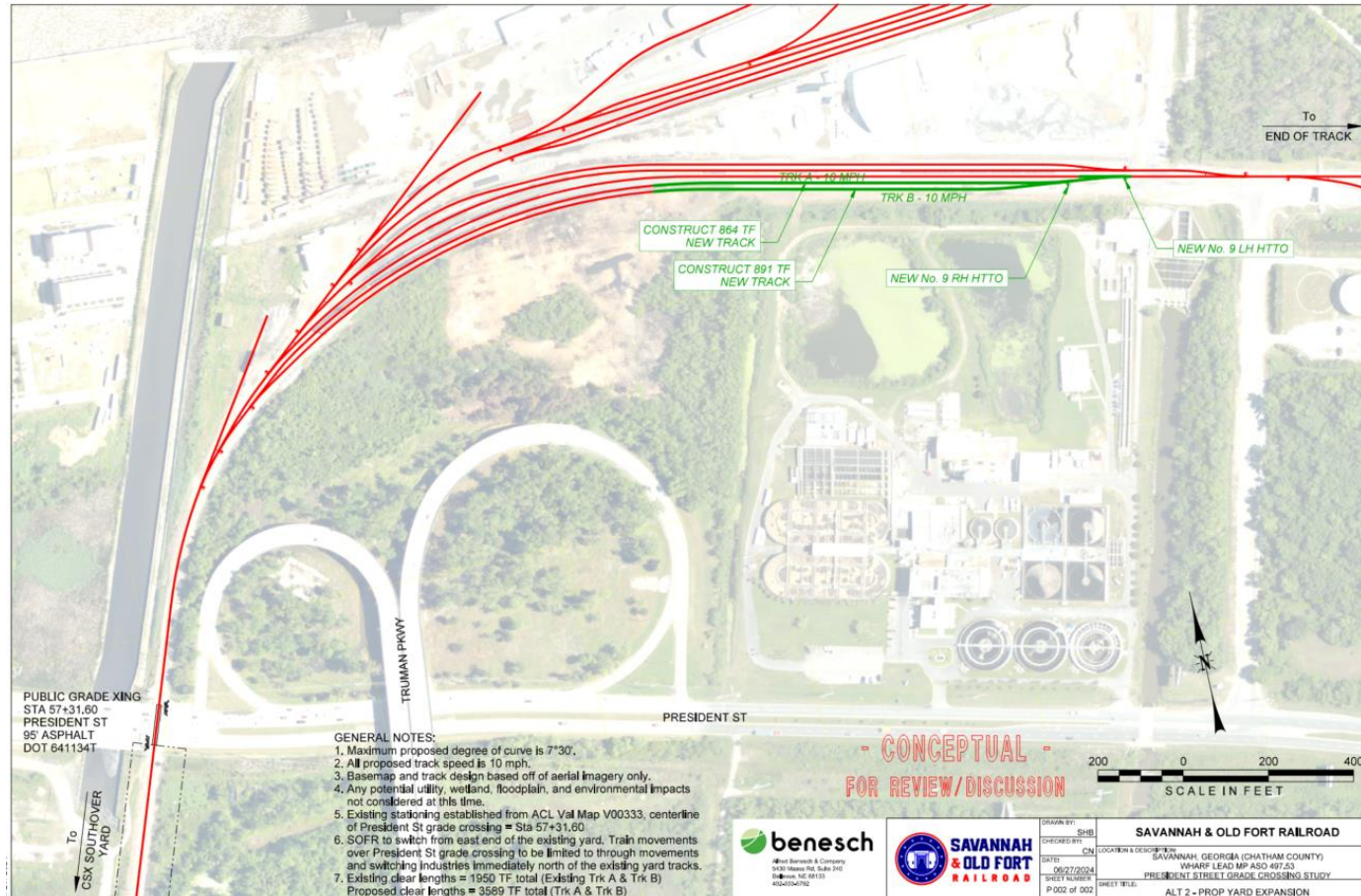
# Alternate 7 – RR Re-alignment



- Former Central of GA ROW, currently owned by Norfolk Southern
  - *This alignment would eliminate the existing grade crossing at E President St west of the Truman Pkwy interchange*
- Approximately 1100 TF of new track construction, two new turnouts
- At least one bridge required
- Seven new at grade crossings required
- Neighborhood Impacts



# Alternate 8 – Yard Track Extensions



- Extension of existing yard tracks to allow for switching operations from the east
- Does not eliminate all switching across E President St
- 2000 TF of new track construction, two new turnouts



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# Alternative Decision Matrix

Project Metric	Alternative 1: Additional Westbound Lane	Alternative 2: Bridge with Truman Parkway Elevated Green-T Intersection	Alternative 3: Bridge with Truman Parkway Green-T Trumpet Interchange		Alternative 4: Bridge with Truman Parkway Elevated Regular-T Intersection	Alternative 5: Bridge with Truman Parkway Elevated Reverse Cloverleaf Interchange	Alternative 6: Free-Flow Flyover Interchange	Alternative 7: Re-align Railroad to President Street	Alternative 8: Extend Storage Tracks Within Wharf Rail Yard	Alternative 9: Construct New Rail Yard South of President Street
Network Delay	✗	✓	✓	No Longer Considered	✓	✓	✓	✓	~	~
Congestion	✗	✓	✓		✗	~	✓	✓	~	~
Safety	✗	✓	✓		✗	~	✓	✗	~	~
Constructability	✓	✗	✓		✗	✗	✗	✗	✗	~
Construction Cost	✓	✗	✗		✗	✗	✗	✗	✓	✓
Right-of-Way Impacts	~	✓	✓		✓	✗	✗	✗	✓	✗
Environmental Impacts	✓	✓	~		✓	✗	✗	✗	✓	✗
Utility Impacts	~	✗	✗		✗	✗	✗	✗	✓	✗
Pedestrian / Bicyclist	✗	~	~		~	✗	✗	~	~	~
Transit	✗	✓	✓		✓	✓	✓	~	~	~
Emergency Access	✗	✓	✓	✓	✓	✓	✗	~	~	

✓ Positive Impact, ✗ Negative Impact, ~ Neutral Impact

# Project Metrics (used in Decision Matrix)

- **Network Delay** – How will the project reduce overall network delay (*as measured by VISSIM software analysis*)?
- **Congestion** – How will the project reduce congestion and improve LOS on E President Street and at intersections?
- **Safety** – How well will this project reduce accident rates (at intersections)? Will it potentially induce new and/or undesirable points of conflict? (green check is based primarily on reduced # of conflicts)
- **Constructability** – How difficult will it be to build this project? How long will it be under construction?
- **Construction Cost** – How much will these improvements cost and who's paying the bill?
- **Right-of-Way Impacts** – Will additional ROW be necessary, or private property need to be taken?
- **Environmental Impacts** – How will this project affect existing wetlands? Will the project incur federal regulatory action?
- **Utility Impacts** – Will this project require the relocation of existing underground/overhead utilities?
- **Pedestrians/Bicyclists** – Can pedestrian/transit facilities be incorporated into the project? Will people be able to walk/bike across these busy intersections safely?
- **Transit** - Will this project facilitate existing and future transit mobility (connections, etc...)
- **Emergency Access** – How will the project affect the dispatch/use by emergency vehicles?

