

Two-Step Alternatives Screening Process

- Conceptual engineering identified 18 possible alignments, with different advantages and disadvantages and varying levels of property impacts.
- **Step 1 - Fatal flaw screening** eliminated alignments with the greatest property impacts and resulted in 9 alignments to proceed to detailed screening: Alignments 1B, 4B, 4C, 4D, 4E, 8A, 8B, 9A, 9B.
- **Step 2 - Detailed screening** will consider various bridge types and styles, environmental factors, operational/design considerations, and further evaluation of property impacts.
- Additional alternatives may be identified through Value Engineering and public and agency coordination.
- MDOT and Amtrak are investigating a bicycle-pedestrian path for all feasible alignments. Considerations include safety, vibration, property acquisition, connectivity, cost, and impacts to surrounding communities and environment.