

B&P Tunnel Project Update

Fall 2015 Public Involvement



The Federal Railroad Administration (FRA) and the Maryland Department of Transportation (MDOT), in coordination with Amtrak and the Baltimore City Department of Transportation (BC DOT), are conducting an engineering and environmental study to examine various improvements to the 142-year-old Baltimore and Potomac (B&P) Tunnel in Baltimore, Maryland. The B&P Tunnel is located between the West Baltimore MARC Station and Penn Station along Amtrak's Northeast Corridor (NEC). It is used by Amtrak, MARC Commuter Rail passenger trains, and Norfolk Southern freight trains.

Current Milestone: Alternatives Report

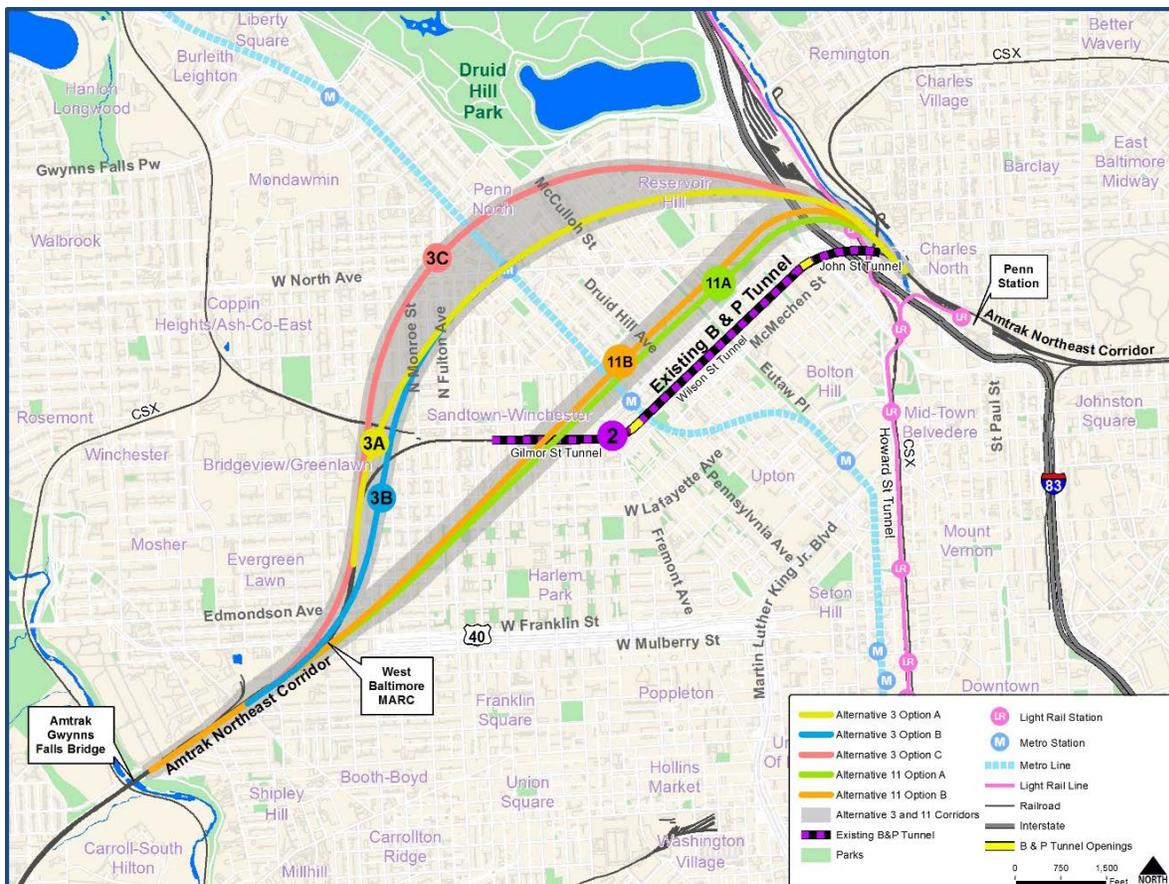
The Project Team, in consultation with the public and agencies, has assessed 16 alternatives since project initiation in 2014. A preliminary assessment, documented in the *Preliminary Alternatives Screening Report* (December 2014) eliminated twelve alternatives and retained Alternatives 1, 2, 3, and 11 for further study. Further studies, including additional design options, environmental evaluation, agency consultation, and coordination with the public, have been conducted and the evaluation resulted in the elimination of Alternative 2 and Alternative 11 (Options A and B) from further consideration. The remaining alternatives, Alternative 1 and Alternative 3 (Options A, B, and C) are described and shown below:

Alternative 1: No-Build: continued use of the existing tunnel with no significant improvements;

Alternative 3: Option A: gradual curve north of existing tunnel; no change to curve at West Baltimore MARC Station;

Option B: gradual curve north of existing tunnel; curve at West Baltimore MARC Station shifted east of existing Amtrak Northeast Corridor; south portal shifted east; and

Option C: gradual curve further north; curve at West Baltimore MARC Station shifted west of existing Amtrak Northeast Corridor; south portal shifted west.



(over)

The further studies and evaluation of Alternatives 1, 2, 3, and 11 are detailed in the October 2015 Alternatives Report. The reasons for eliminating Alternative 2, Alternative 11 Option A, and Alternative 11 Option B are summarized below:

Alternative 2

- Shuts down rail service on NEC for several years;
- Does not improve design speeds and travel time from existing tunnel;
- Provides only two tracks and does not accommodate future growth in rail service; and
- Requires cut-and-cover construction along entire alignment, causing severe disruption to community.

Alternative 11— Option A

- Results in highest number of historic building impacts, parcel impacts, residential displacements, business displacements, and buildings with potential noise impacts;
- Creates permanent closure of sections of numerous local streets; and
- Results in high level of community impact during construction.

Alternative 11— Option B

- Results in impacts to the city block bounded by Edmondson Ave., Franklin St., Pulaski St., and the NEC;
- Requires displacement of American Ice Company building and nearby historic properties;
- Impacts Mary Ann Winterling Elementary School;
- Requires reconstruction of Franklin St. and Mulberry St. at a higher elevation;
- Requires MARC Station to be constructed below existing grade and a loss of a portion of West Baltimore MARC Station parking lots; and
- Highest capital cost and low operational flexibility.

Public Involvement

Agency and public input into alternatives development has been encouraged throughout the project process (see graphic to the right). To date, outreach efforts have included three Public Open Houses, ten Community Meetings, and several presentations at Community Association meetings. Additionally, the project website (www.bptunnel.com) has kept the public up-to-date on the project and provides an opportunity to submit public comments. A Public Hearing will be held concurrent with release of the Draft Environmental Impact Statement (DEIS).

Contact Information

Should you have questions or concerns related to the B&P Tunnel Project and wish to speak to a project representative, you may contact:

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To request more information, please send an e-mail to info@bptunnel.com or submit a comment via www.bptunnel.com.

The Project Team is also available by mail:

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Project Schedule



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