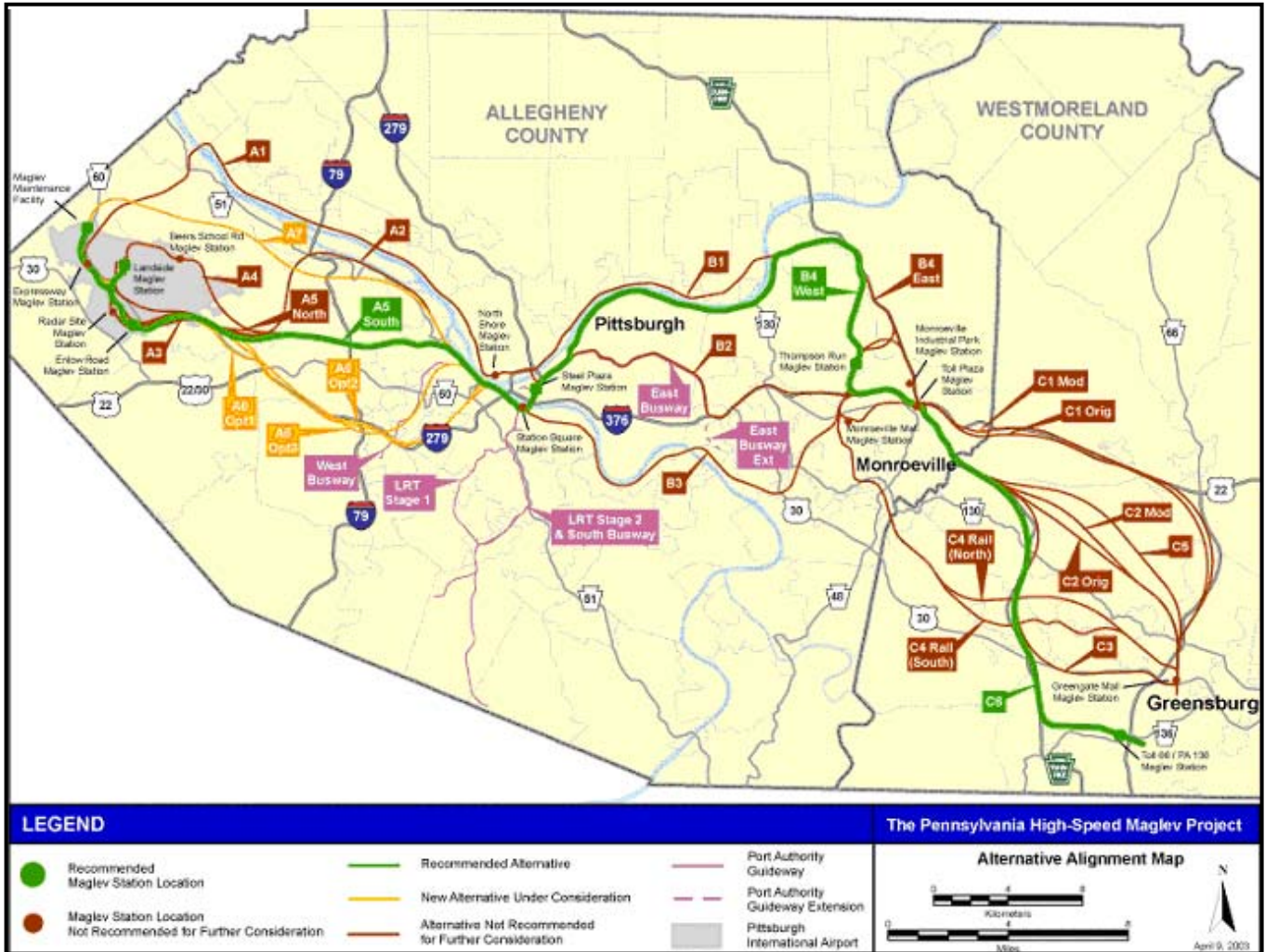


**PENNSYLVANIA PROJECT - Alignment Alternatives**

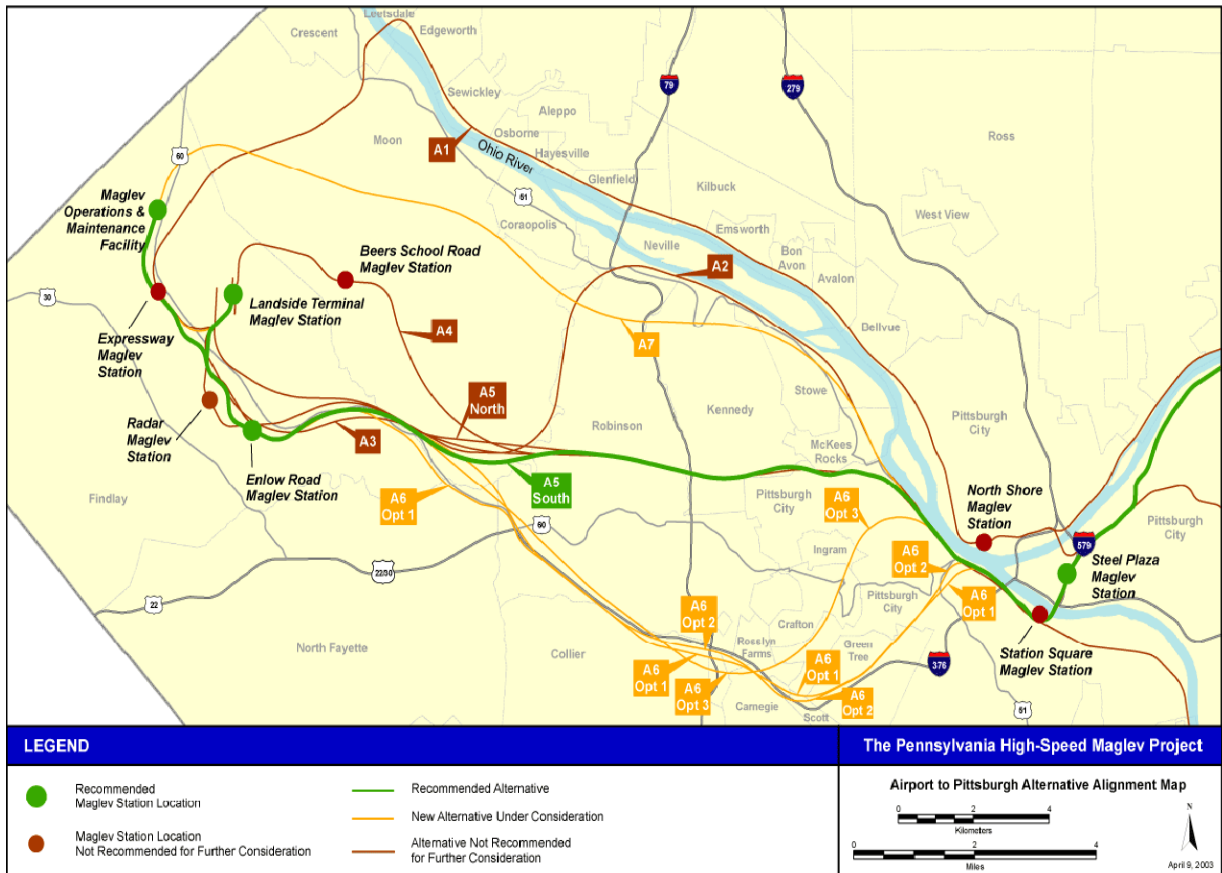
Alignment alternatives developed by the EIS contractor for were studied for the Port Authority of Allegheny County for the construction and operation of a 54.4 mile (87.6 km) maglev system between the Pittsburgh International Airport and Greensburg with intermediate stops in downtown Pittsburgh and the suburb of Monroeville/Penn Hills.



**Overview of Alignment Alternatives Studied**

For study purposes, the designation section “A”, “B” and “C” have been used to describe the alternative alignments from the airport to downtown Pittsburgh, downtown Pittsburgh to the Monroeville area and from the Monroeville area to the Greensburg area respectively.

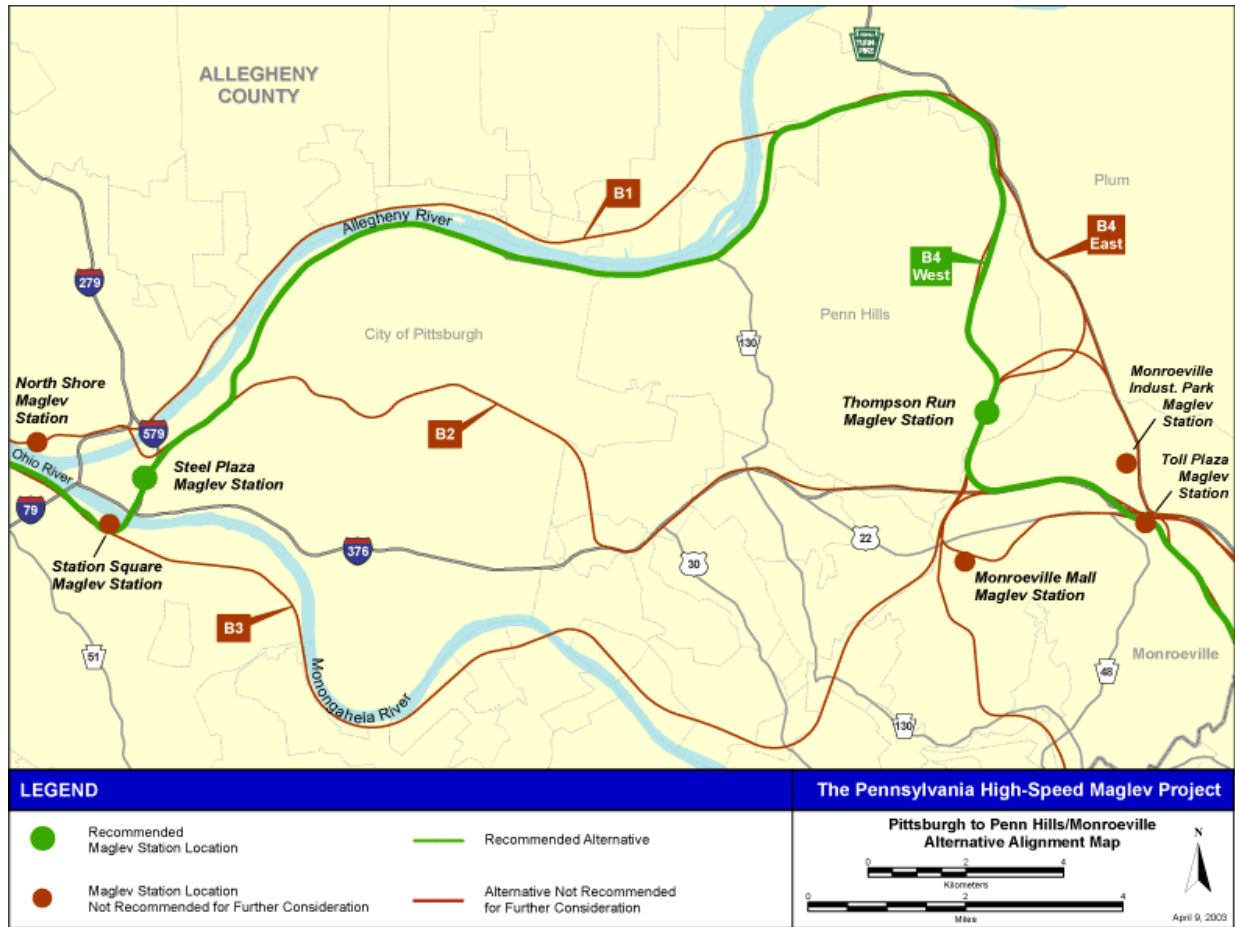
**PENNSYLVANIA PROJECT - Alignment Alternatives**



**Section A, Airport to Downtown Pittsburgh Alternatives**

A total of nine alternatives were studied from the airport to downtown Pittsburgh. The environmentally preferred alternative alignment A5 South is approximately 17.62 miles (28.4 kilometers) in length. Airport passengers (air travelers) would board maglev at the Landside Terminal MAGport<sup>®</sup> Station while commuters would board at the Enlow Road MAGport<sup>®</sup> Station located along PA Route 60 south of the Airport entrance. The Alternative Alignment A5 South would leave the proposed station at the airport and follow PA Route 60 in an eastwardly direction. Alternative Alignment A5 South leaves the PA Route 60 corridor where it converges with Business Route 60 and follows Chartiers Valley eastward through Moon, Robinson and Kennedy Townships to McKees Rocks Borough and the City of Pittsburgh. In Pittsburgh, it follows the south shore of the Ohio and Monongahela Rivers to a new river crossing between the existing Panhandle and Liberty bridges. After crossing the Monongahela River, it would continue into downtown Pittsburgh over the Crosstown Expressway to a proposed Steel Plaza MAGport<sup>®</sup> Station near the Mellon Arena and the Steel Plaza LRT station.

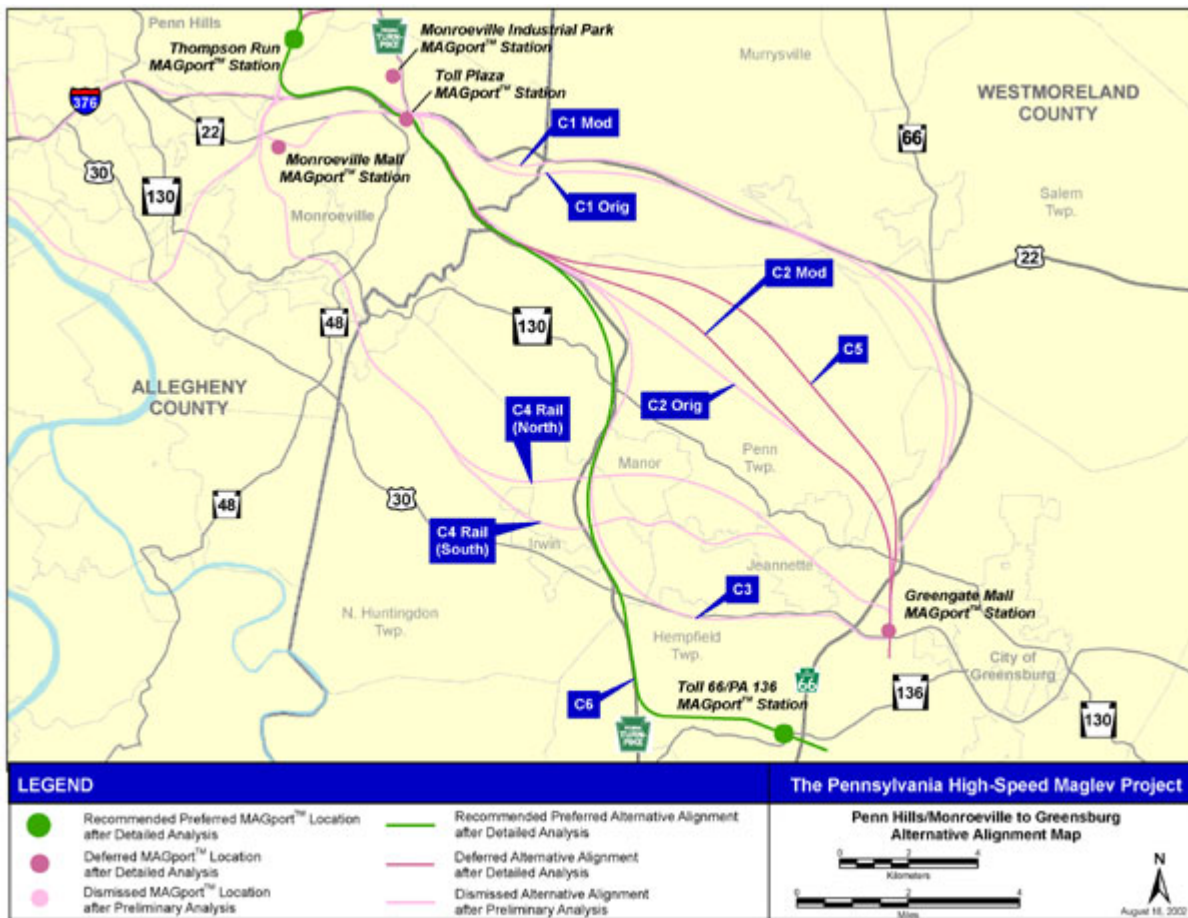
**PENNSYLVANIA PROJECT - Alignment Alternatives**



**Section B, Downtown Pittsburgh to Monroeville/Penn Hills Alternatives**

There were 6 alternatives studied in section B. The environmentally preferred alternative alignment B4 West is approximately 17.5 miles (28.2 kilometers) in length and extends from the proposed station in downtown Pittsburgh to the proposed Thompson Run Station. Utilizing the existing East Busway, the Alternative Alignment B4 West would leave downtown Pittsburgh, proceed northeast through the Strip District and use the Allegheny Valley Railroad corridor along the south side of the Allegheny River to the Borough of Verona. The proposed alignment would leave the existing rail corridor at Verona, head eastward, through Plum Borough and Penn Hills, following the west side of the Pennsylvania Turnpike to the existing Union railroad corridor then to the Thompson Run MAGport® Station in the Municipality of Penn Hills. There would be no major river crossings associated with this alignment.

**PENNSYLVANIA PROJECT - Alignment Alternatives**



**Section C, Monroeville/Penn Hills to Greensburg Alternatives**

There were nine alternatives studied in section C. The environmentally preferred alternative alignment C6 is approximately 19.3 miles (31.1 kilometers) of single track guideway and extends from the Thompson Run MAGport® Station site to a proposed station near the PA Route 136 and Toll Route 66 interchange in Westmoreland County. The alignment would leave Monroeville following the north side of I-376 and follow the northeast side of the Pennsylvania Turnpike. It would cross to the southwest side of the PA Turnpike near Trafford Road and then cross back to the northeast side, east of Nike Site Road just south of Arbor Court in Penn Township. It would continue through Penn Township and Manor Borough to North Huntingdon Township. It would cross U.S. Route 30 in North Huntingdon Township just east of the Irwin interchange of the Turnpike. It would continue to parallel the Turnpike to SR 3071 (Henry Long Road) where it would generally follow PA Route 136 east to the proposed station in Hempfield Township near Toll Route 66/PA Route 136.