

GRAPHICS SUPPLEMENT TO—

Report to Congress:

Baltimore's Railroad Network: Challenges and Alternatives



U. S. Department of Transportation
Federal Railroad Administration

November 2005

Preface to the Graphics Supplement

The engineering drawings and overlays contained in this Graphics Supplement offer a preliminary conceptual indication of selected portions of the routings envisioned for some of the alternatives discussed in the Executive Summary and Main Report. In their every aspect, they are subject to future review, analysis, and revision, and are published solely as a means of providing to the public further details on the alternative concepts described in the Executive Summary and Main Report. For a listing of some of the technical areas that would need further study before any Baltimore alternative is finalized, please see Chapter 9 of the Main Report.

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**PASSENGER
ALTERNATIVES
(Sections 1 and 2)**

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Section 1:

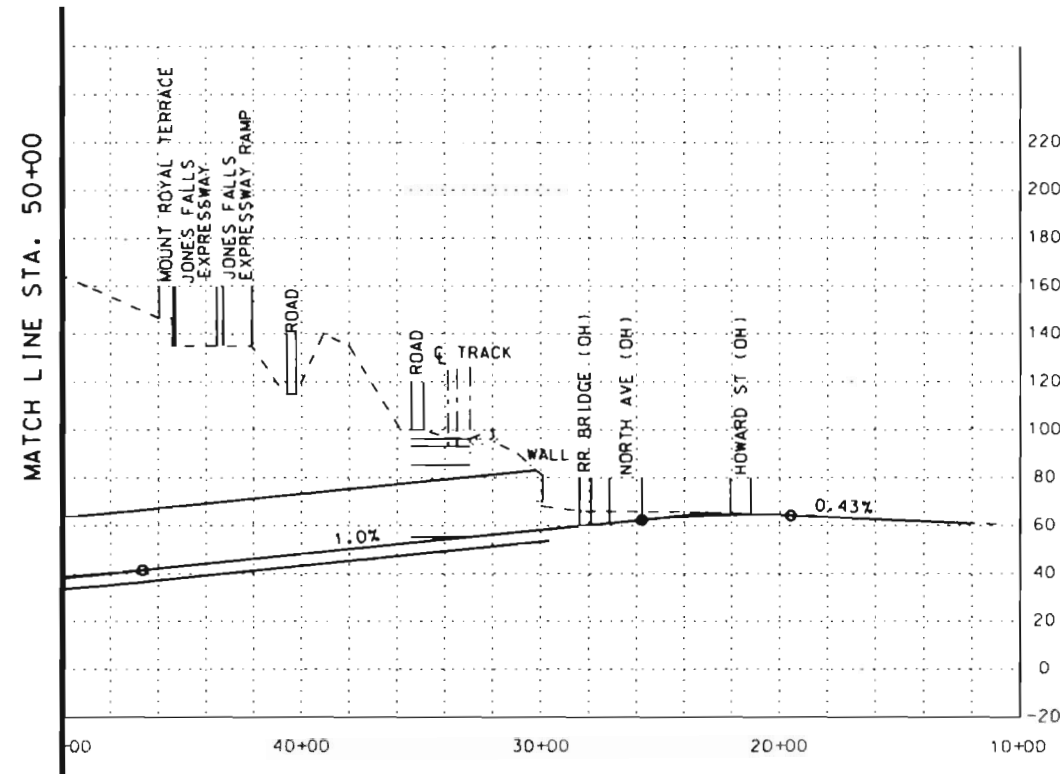
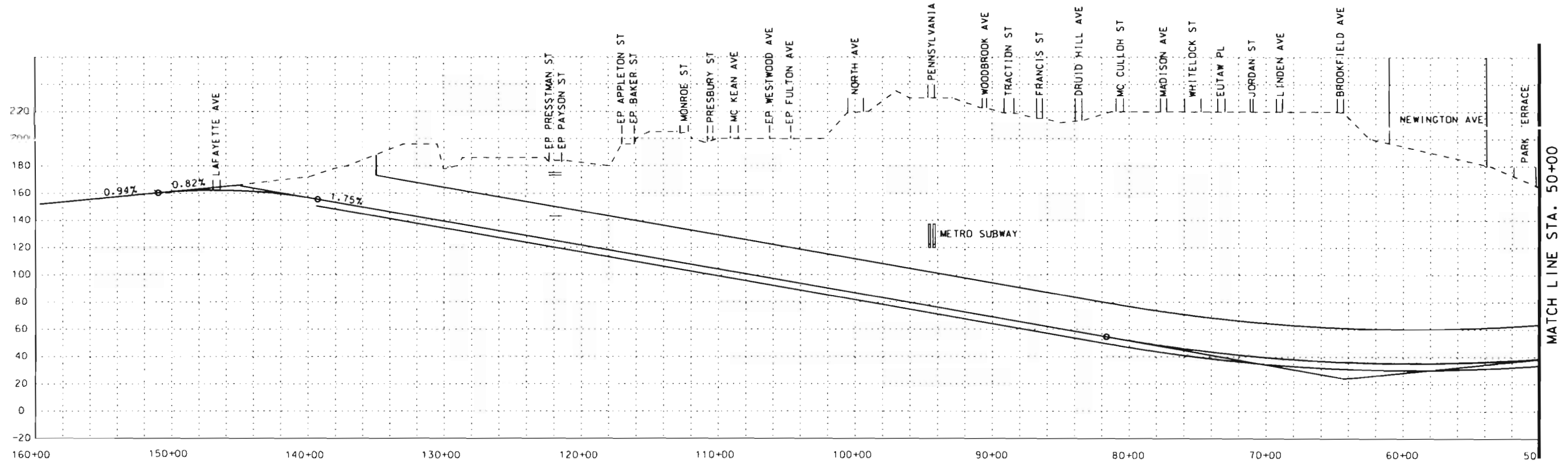
Near North Sector— Great Circle Passenger Tunnel



NOTES:

- ① EXISTING NEC ASSUMED REMOVED.
- ② ALIGNMENT COORDINATED WITH GREAT CIRCLE FREIGHT TUNNEL-PENN STATION AS NECESSARY.

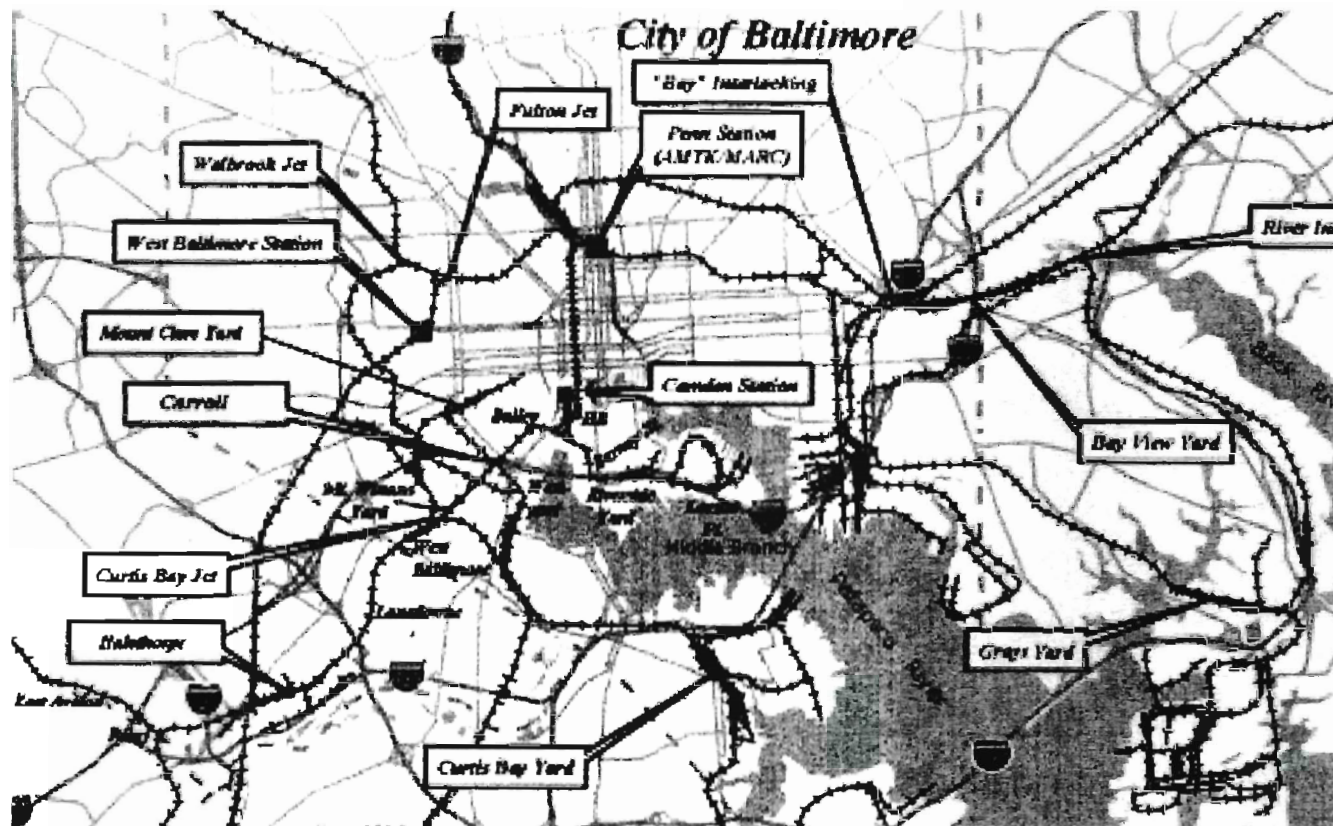
LEGEND:
 PROPOSED GREAT CIRCLE PASSENGER ALIGNMENT
 EXISTING TRACK



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Section 2:

Central Sector— Route 40 Alternative



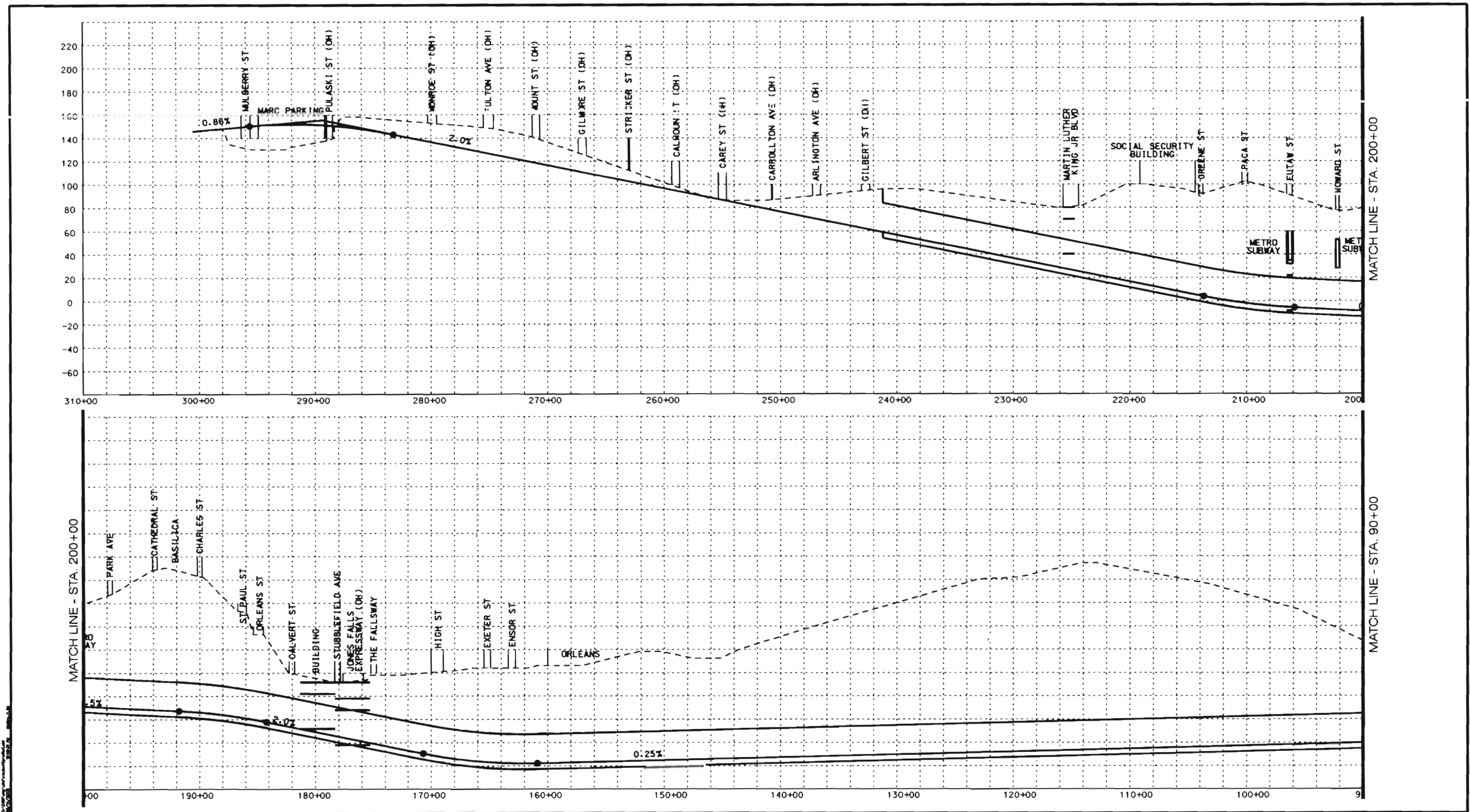


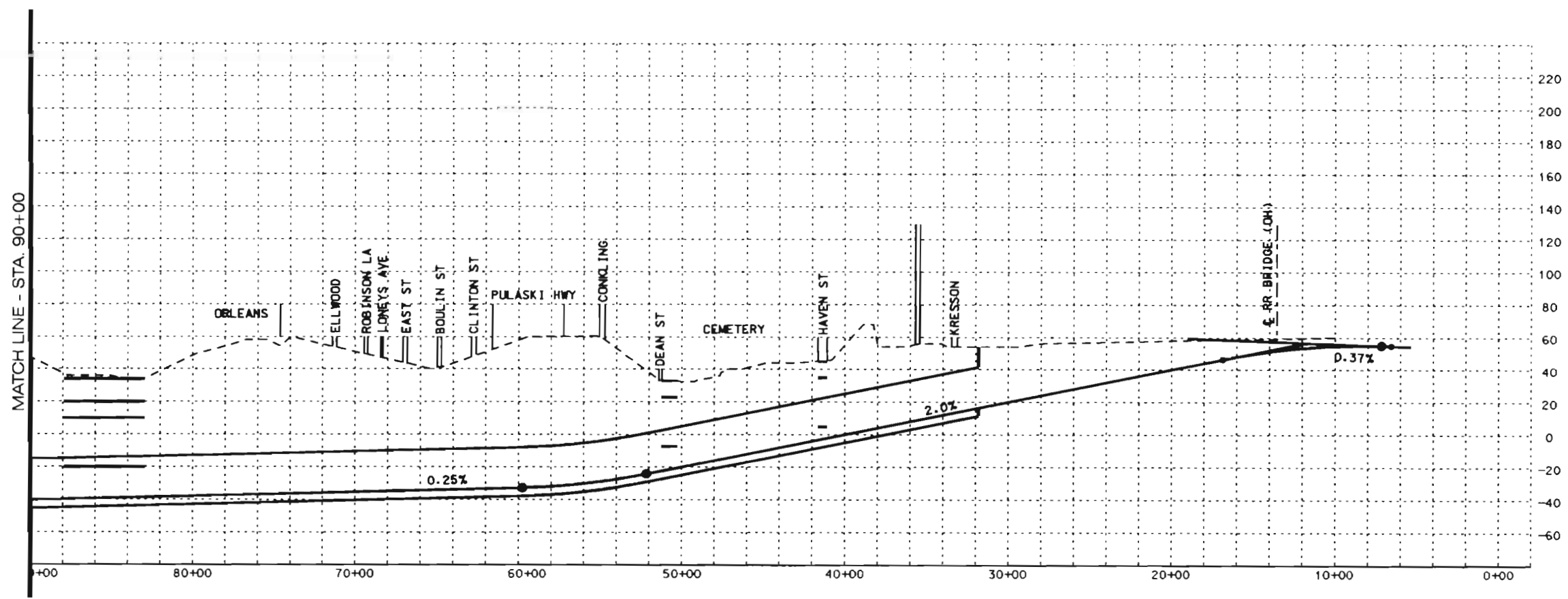
To Baltimore Penn Station

MATCH LINE STA. 110+00



LEGEND:
— PROPOSED US-40 ALIGNMENT
- - - EXISTING TRACKS





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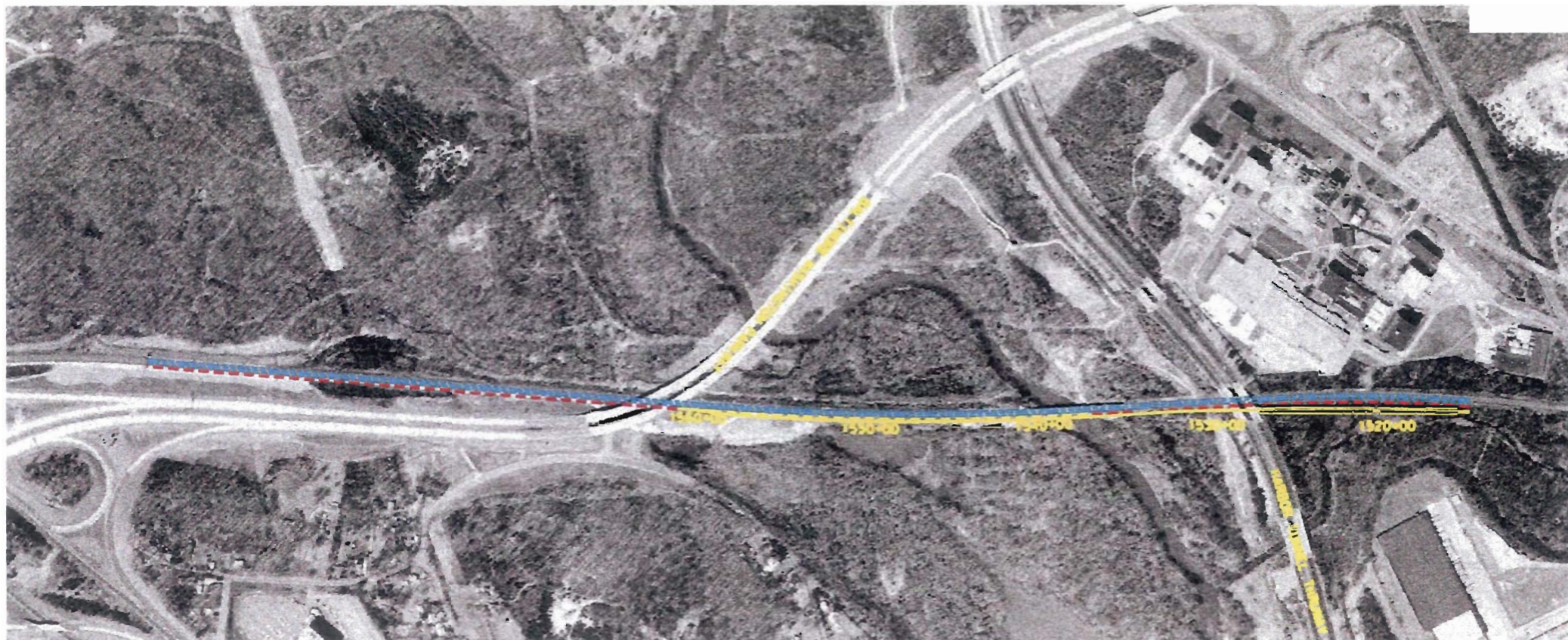


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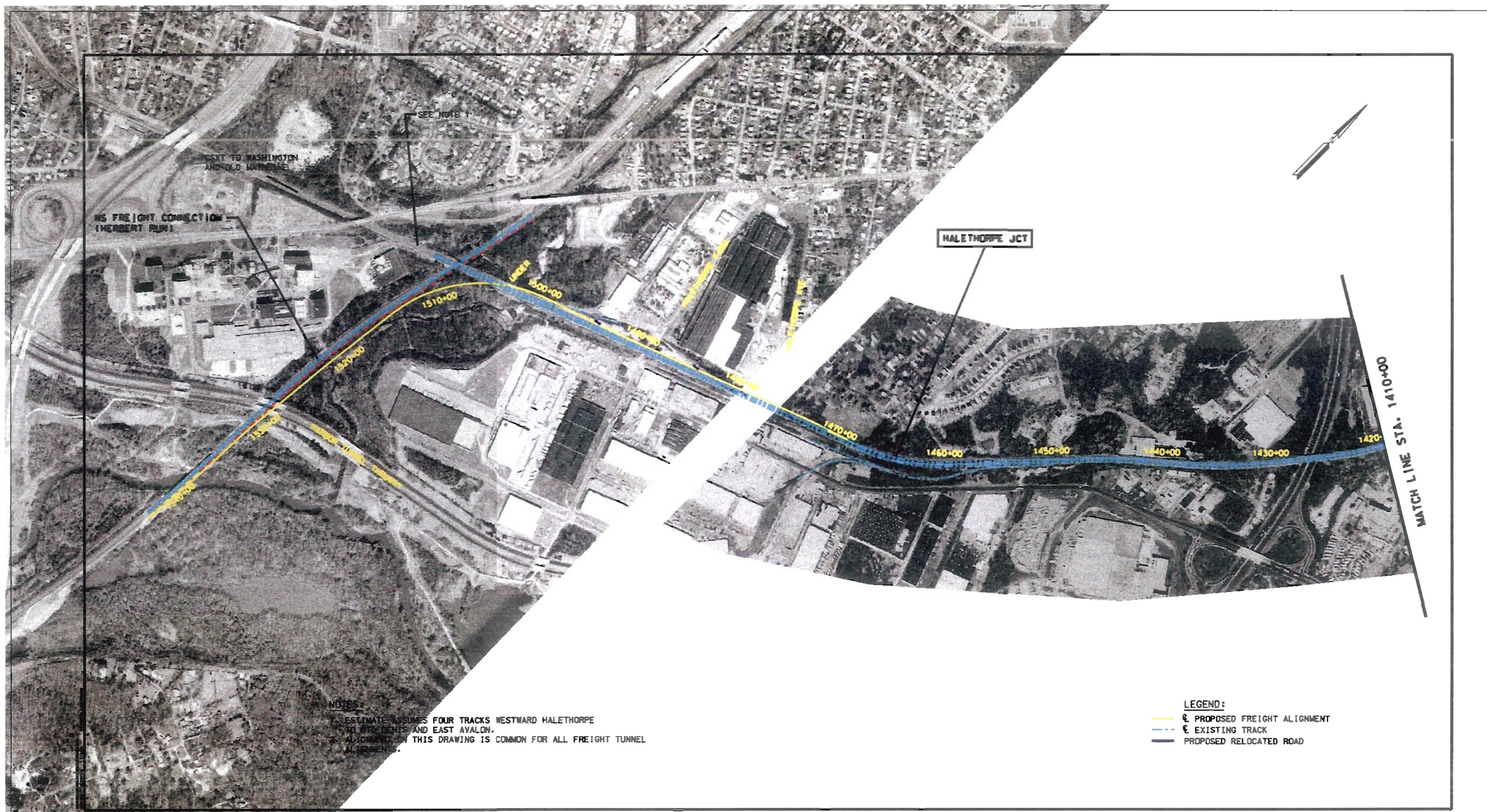
November 2005

FREIGHT ALTERNATIVES

(Sections 3 through 6)



- LEGEND:**
- PROPOSED FREIGHT ALIGNMENT
 - - - EXISTING TRACK
 - - - PROPOSED RELOCATED ROAD



NSXRT TO WASHINGTON AND OLD MARLEY NECK
 NS FREIGHT CONNECTION (HERBERT RUN)

SEE NOTE 1

HALETHORPE JCT

MATCH LINE STA. 1410+00

NOTES:
 1. ESTIMATE ASSUMES FOUR TRACKS WESTWARD HALETHORPE TO ST. DENIS AND EAST AVALON.
 2. ALIGNMENT ON THIS DRAWING IS COMMON FOR ALL FREIGHT TUNNEL ALTERNATIVES.

LEGEND:
 — PROPOSED FREIGHT ALIGNMENT
 - - - EXISTING TRACK
 — PROPOSED RELOCATED ROAD

Maryland Department of Transportation * Federal Railroad Administration

Preparation of a Comprehensive Transportation Plan for Baltimore, MD

Task Order No. 309

PARSONS

SCALE: 1" = 400' 200 0 200 400

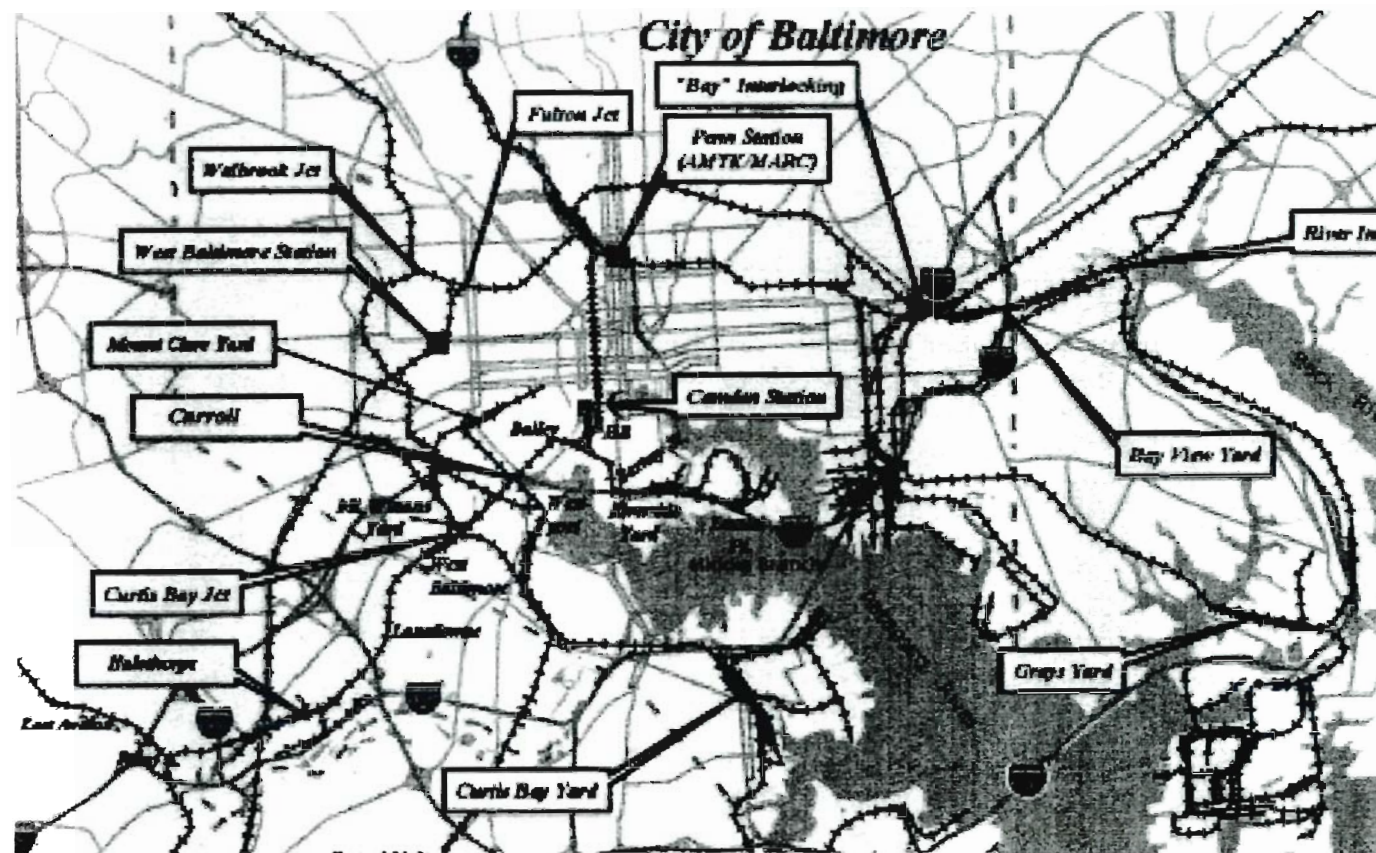
DRAFT
 OCTOBER 10, 2008

HARBOR FREIGHT TUNNEL ALTERNATIVE
 ALTERNATIVE ALIGNMENT - MARLEY NECK FREIGHT TUNNEL
 GREAT CIRCLE FREIGHT TUNNEL - CLIFTON PARK
 GREAT CIRCLE FREIGHT TUNNEL - PENN STATION

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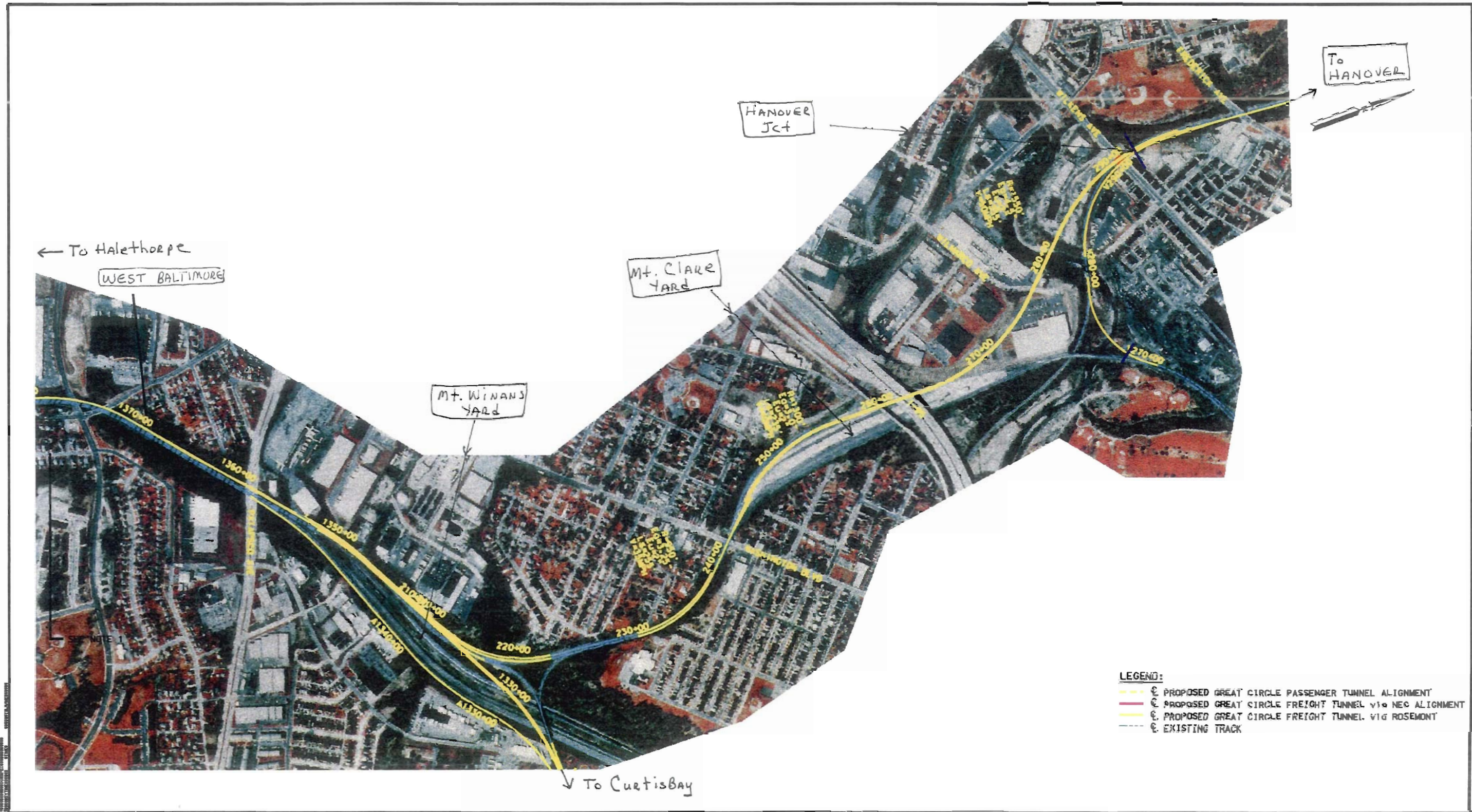
U. S. Department of Transportation
Federal Railroad Administration

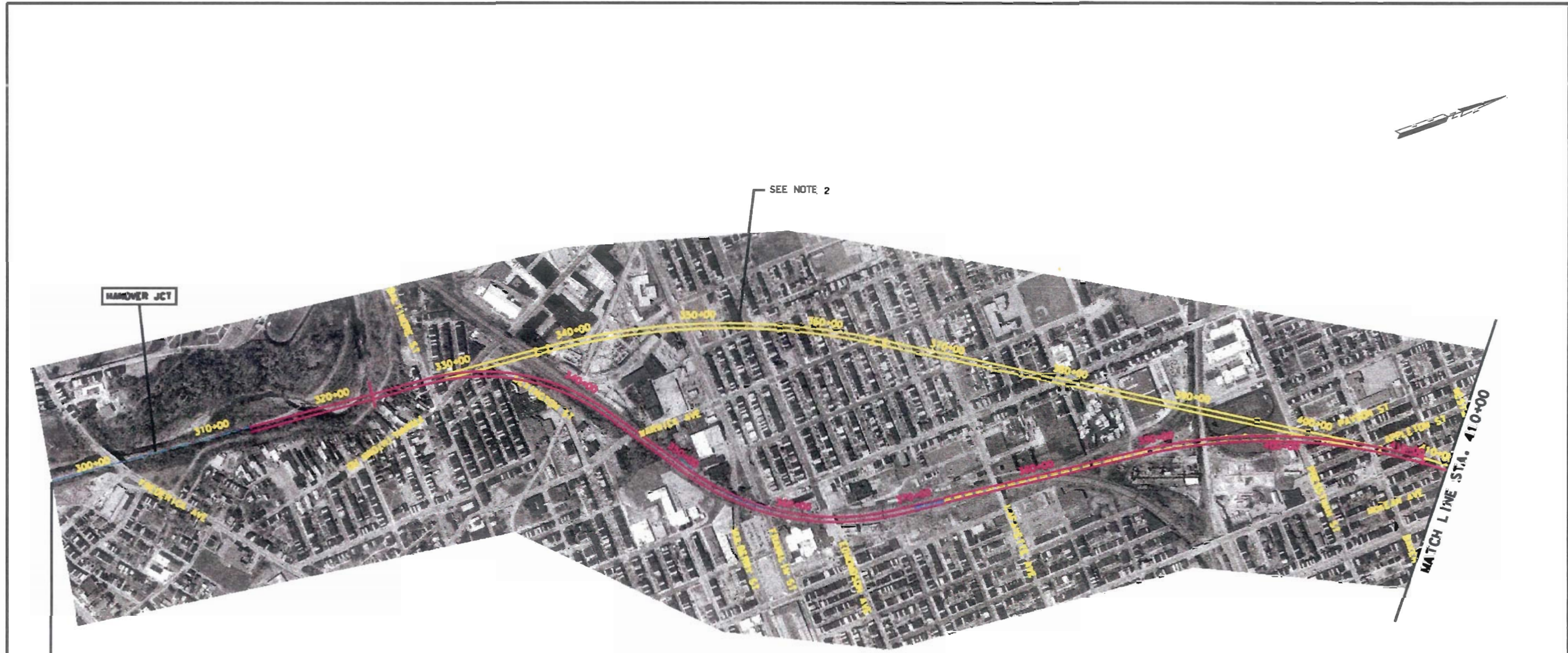
November 2005

Section 4:

**Near North Sector—
Great Circle Freight
Tunnel.**

**(Graphics in This Section
Depict Portions of Both
Alternatives, Penn Freight
and Belt Freight)**



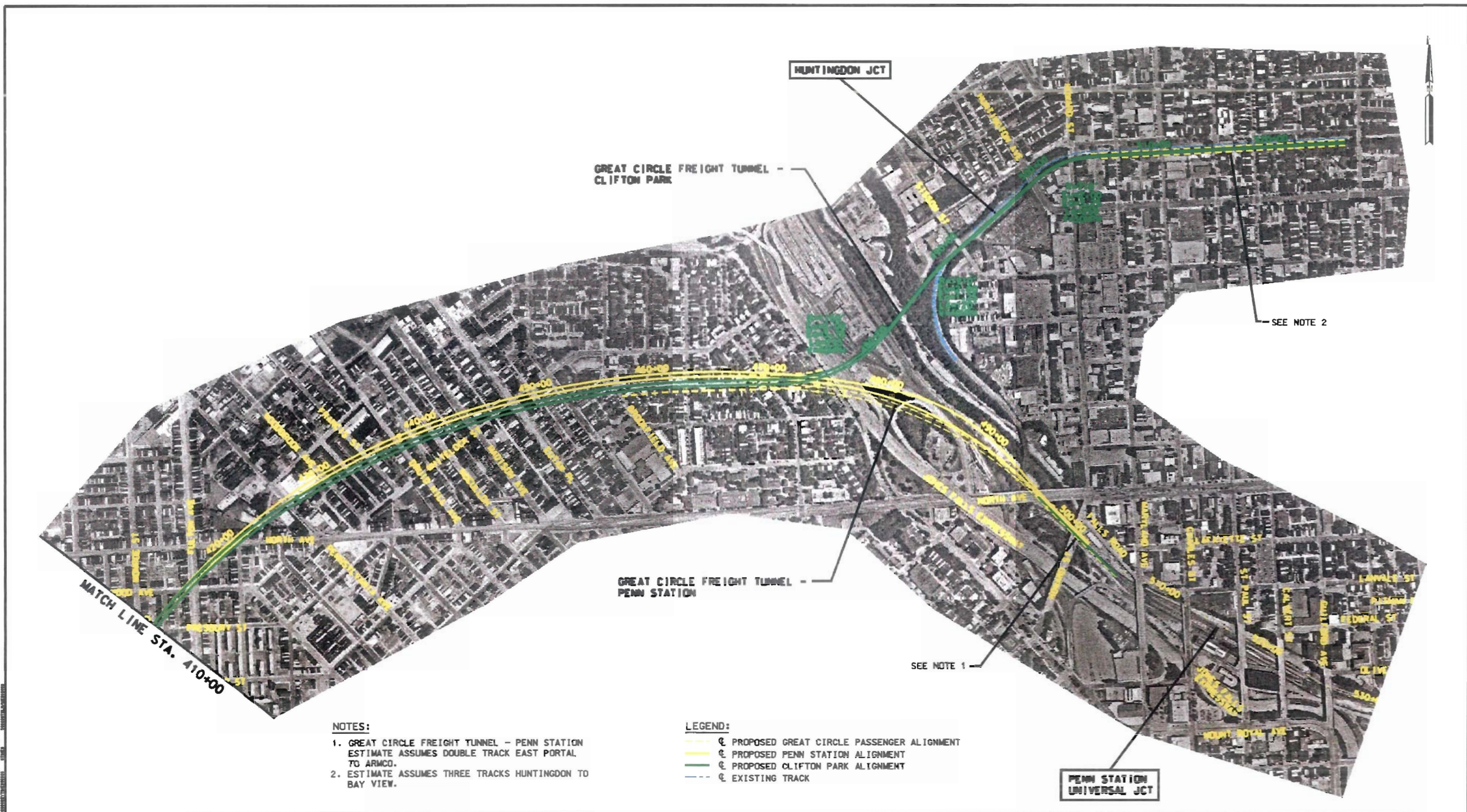


SEE NOTE 1

SEE NOTE 2

- NOTES:**
1. ESTIMATE ASSUMES THREE TRACKS WEST BALTIMORE TO HANOVER JCT.
 2. ESTIMATE ASSUMES DOUBLE-TRACK FREIGHT TUNNEL.

- LEGEND:**
- PROPOSED GREAT CIRCLE PASSENGER TUNNEL ALIGNMENT
 - PROPOSED GREAT CIRCLE FREIGHT TUNNEL VIA NEC ALIGNMENT
 - PROPOSED GREAT CIRCLE FREIGHT TUNNEL VIA ROSEMONT
 - EXISTING TRACK

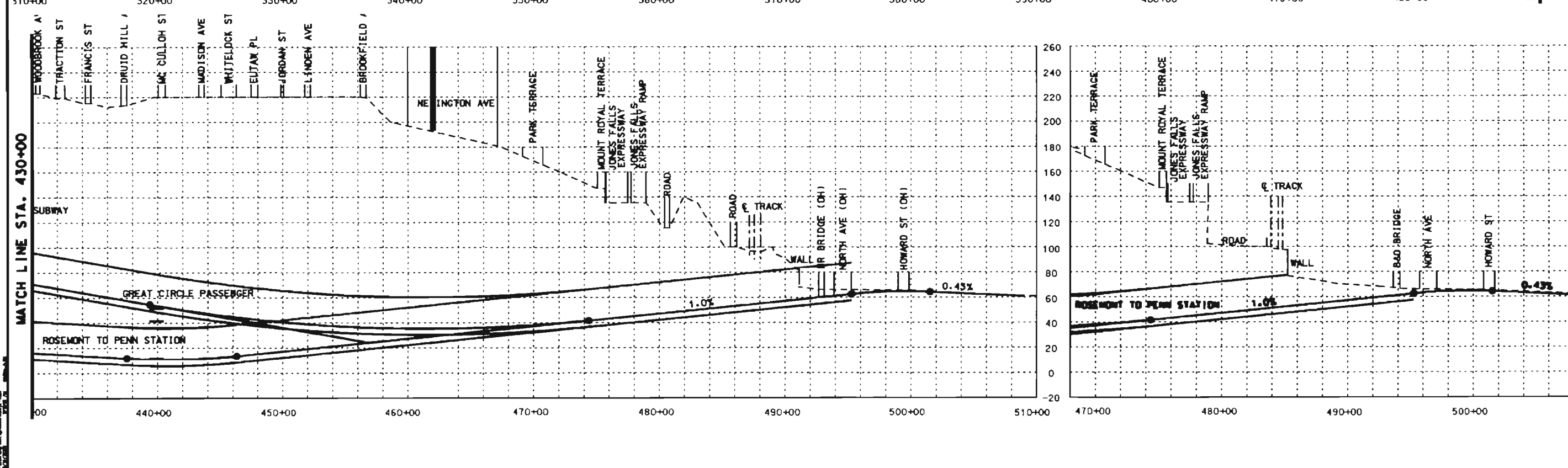
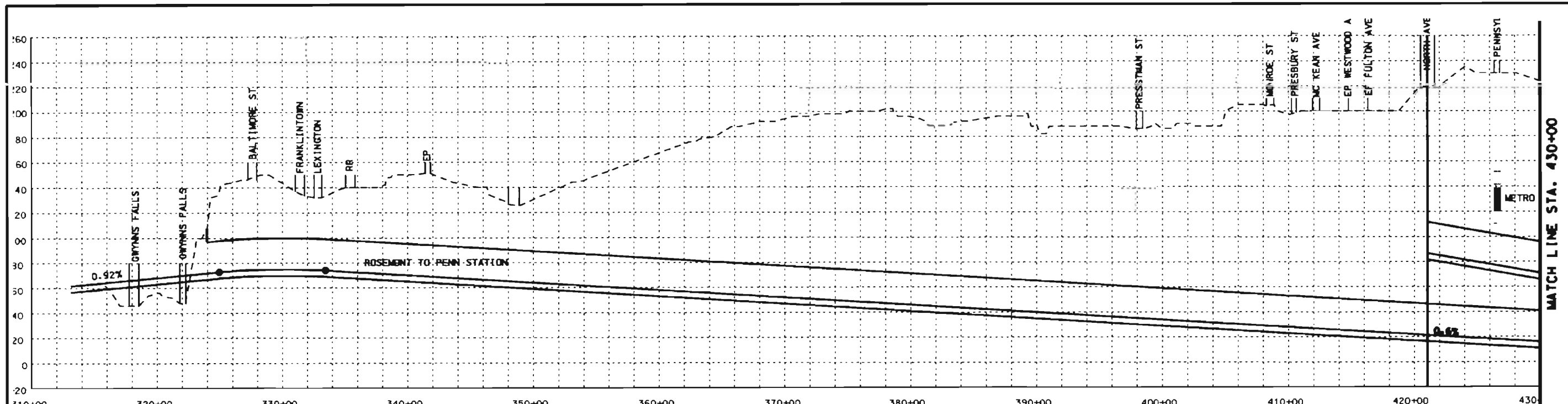


NOTES:

1. GREAT CIRCLE FREIGHT TUNNEL - PENN STATION ESTIMATE ASSUMES DOUBLE TRACK EAST PORTAL TO ARMC.
2. ESTIMATE ASSUMES THREE TRACKS HUNTINGDON TO BAY VIEW.

LEGEND:

- ⊕ PROPOSED GREAT CIRCLE PASSENGER ALIGNMENT
- ⊕ PROPOSED PENN STATION ALIGNMENT
- ⊕ PROPOSED CLIFTON PARK ALIGNMENT
- ⊕ EXISTING TRACK



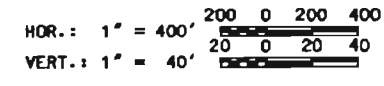
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Preparation of a Comprehensive Transportation Plan for Baltimore, MD

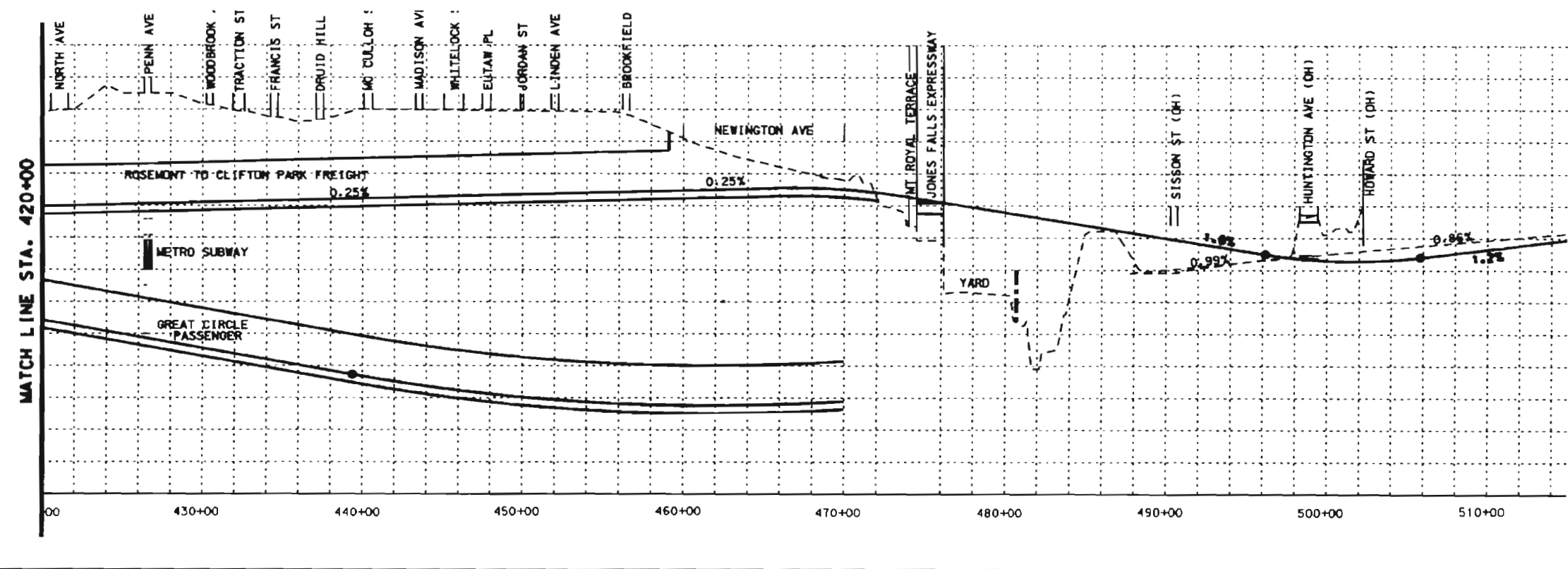
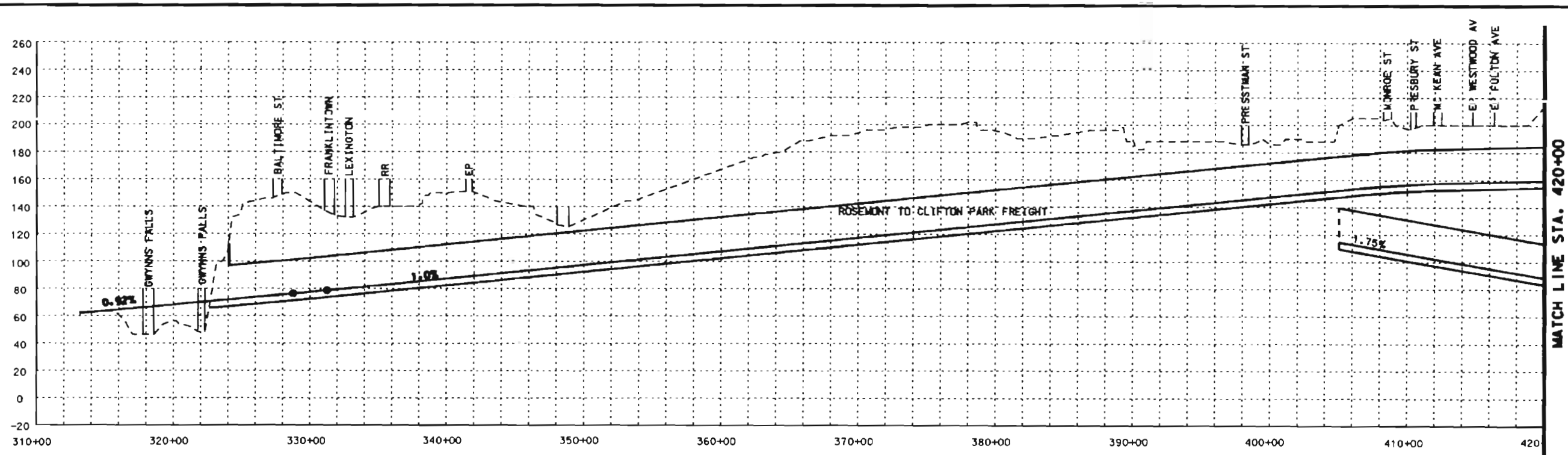
Task Order No. 309

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OCTOBER 10, 2003



LAND-BASED FREIGHT TUNNEL ALTERNATIVES
ALTERNATIVE ALIGNMENT - ROSEMONT TO PENN STATION



NOTE:
 1. GREAT CIRCLE PASSENGER TUNNEL ALIGNMENT SHOWN FOR REFERENCE.

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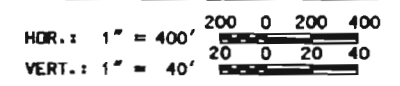
Preparation of a Comprehensive Transportation Plan for Baltimore, MD

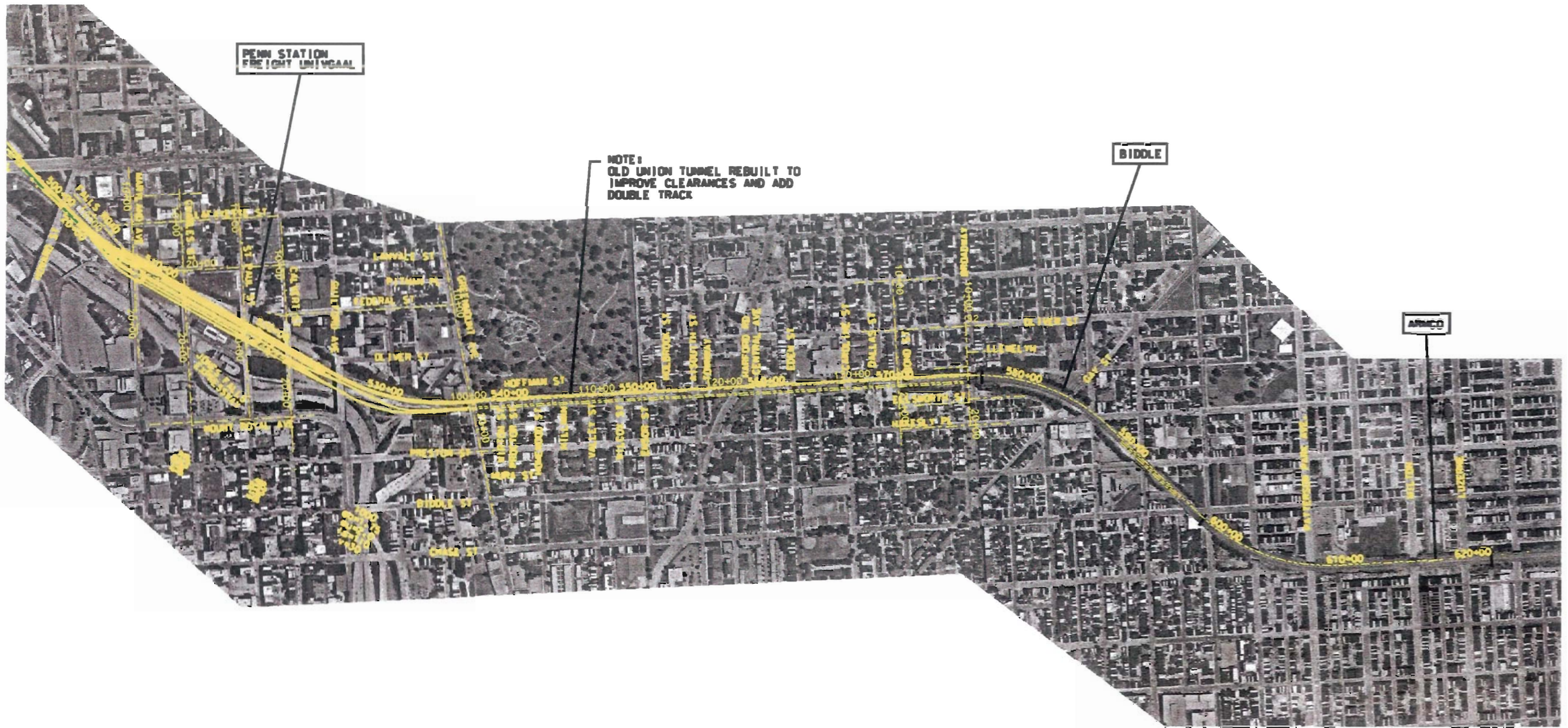
Task Order No. 309

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LAND-BASED FREIGHT TUNNEL ALTERNATIVE
 ALTERNATIVE ALIGNMENT - GREAT CIRCLE FREIGHT TUNNEL - CLIFTON PARK





PENN STATION
FREIGHT UNIVGAAL

NOTE:
OLD UNION TUNNEL REBUILT TO
IMPROVE CLEARANCES AND ADD
DOUBLE TRACK

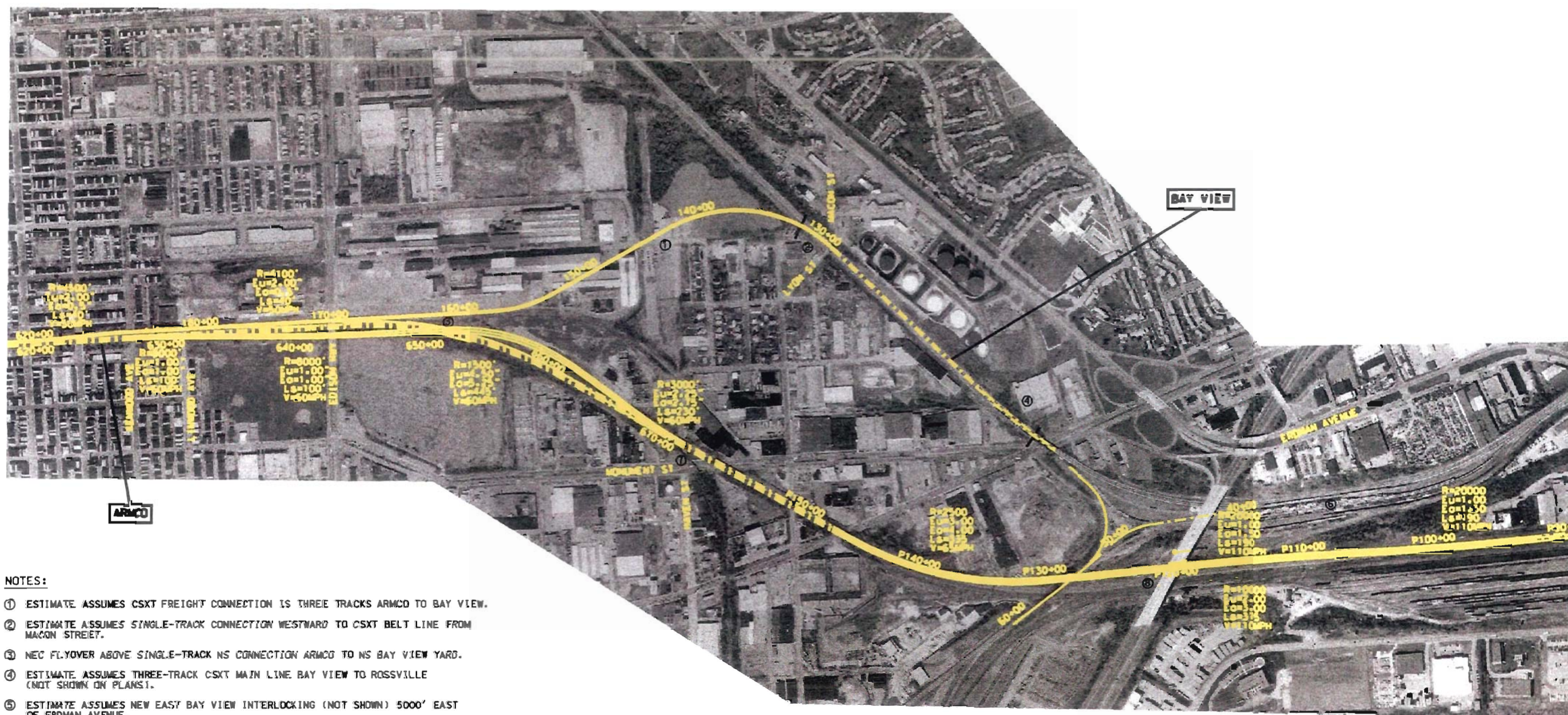
BIDDLE

ARMCO

LEGEND:
 — PROPOSED PENN STATION ALIGNMENT
 - - - EXISTING TRACK

NOTE:
ASSUMES THE FREIGHT AND THE
PASSENGER TRACKS BIDDLE TO
PATTERSON PARK AVENUE.

NOTE:
ESTIMATE ASSUMES TRIPLE-TRACK
PASSENGER ALIGNMENT BEGINS
NORTH/EAST OF PATTERSON PARK
AVENUE.

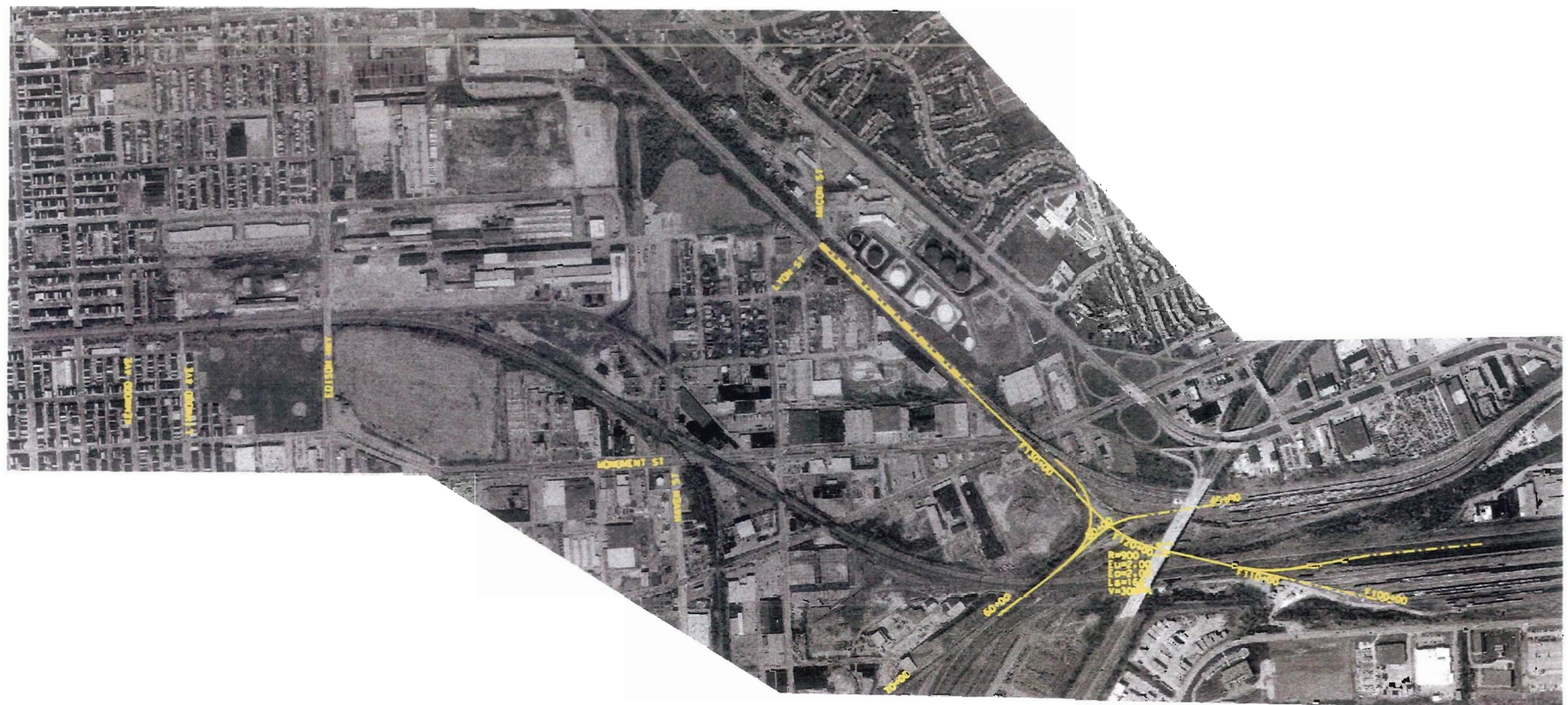


NOTES:

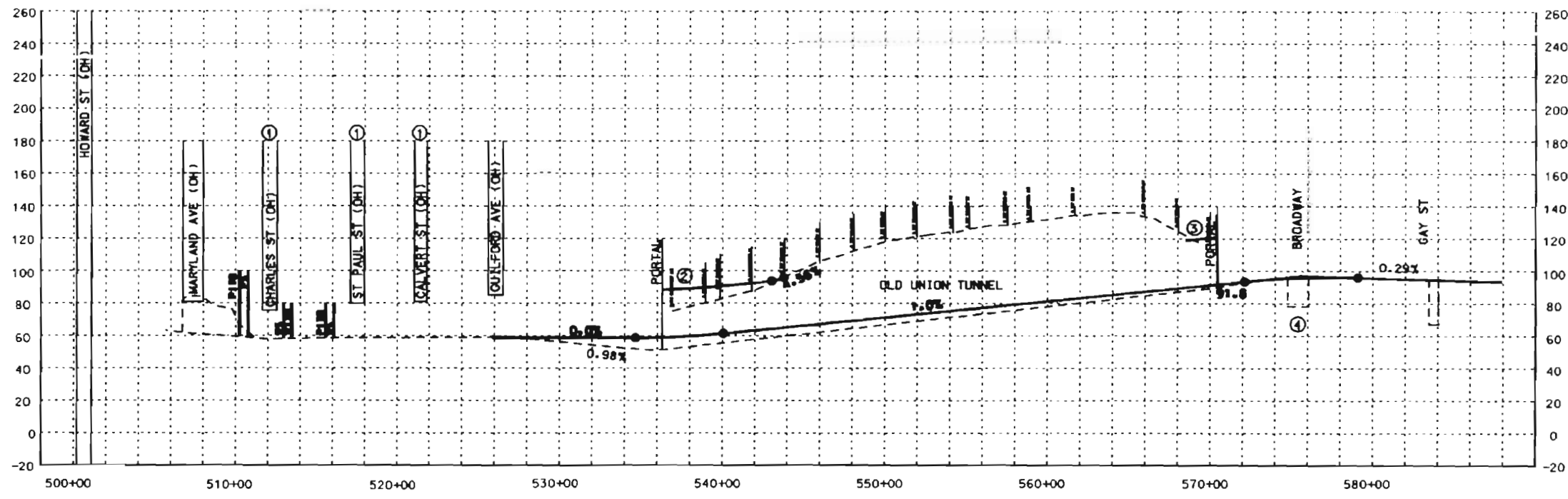
- ① ESTIMATE ASSUMES CSXT FREIGHT CONNECTION IS THREE TRACKS ARMD TO BAY VIEW.
- ② ESTIMATE ASSUMES SINGLE-TRACK CONNECTION WESTWARD TO CSXT BELT LINE FROM MACON STREET.
- ③ NEC FLYOVER ABOVE SINGLE-TRACK NS CONNECTION ARMD TO NS BAY VIEW YARD.
- ④ ESTIMATE ASSUMES THREE-TRACK CSXT MAIN LINE BAY VIEW TO ROSSVILLE (NOT SHOWN ON PLANS).
- ⑤ ESTIMATE ASSUMES NEW EAST BAY VIEW INTERLOCKING (NOT SHOWN) 5000' EAST OF ERDMAN AVENUE.
- ⑥ ESTIMATE ASSUMES 9000 FT. SIDING (FOURTH TRACK) BAY VIEW TO EAST BAY VIEW.
- ⑦ ESTIMATE ASSUMES CONNECTION TO UNION RAILROAD AT CANTON JCT. AND UNION RAILROAD RESTORED.
- ⑧ ESTIMATE ASSUMES EXISTING B&O BRIDGE REPLACE TO IMPROVE FREIGHT CLEARANCES.

LEGEND:

- PROPOSED PEAIN STATION ALIGNMENT
- - - EXISTING TRACK

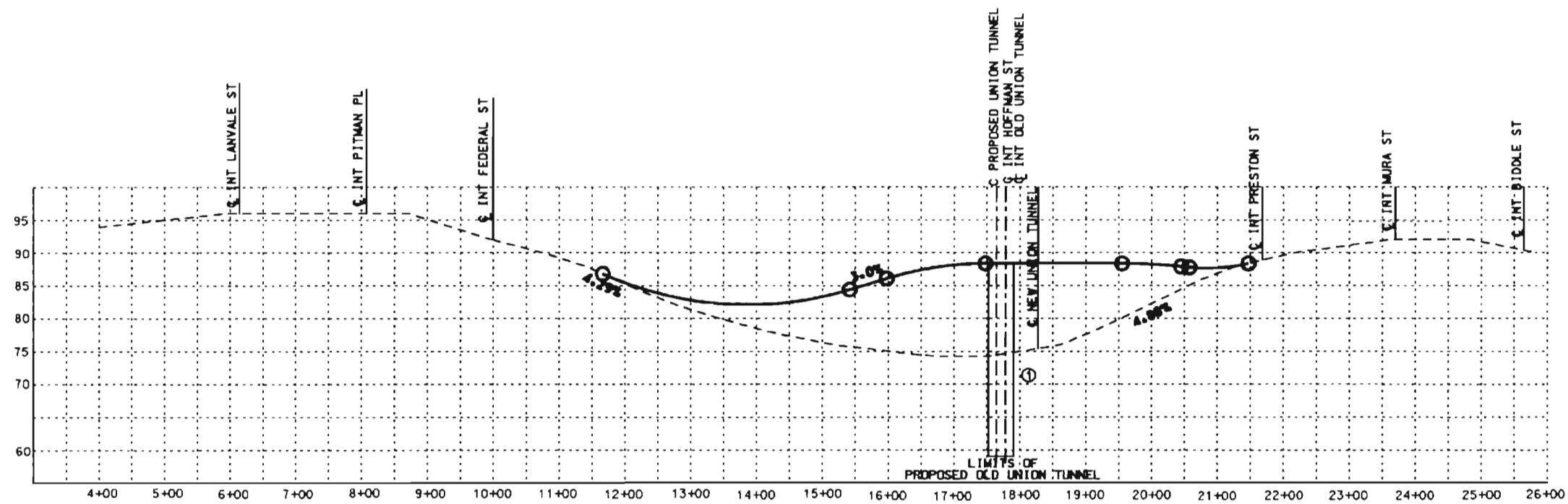


LEGEND:
 — PROPOSED CLIFTON PARK ALIGNMENT
 - - - EXISTING TRACK



NOTES:

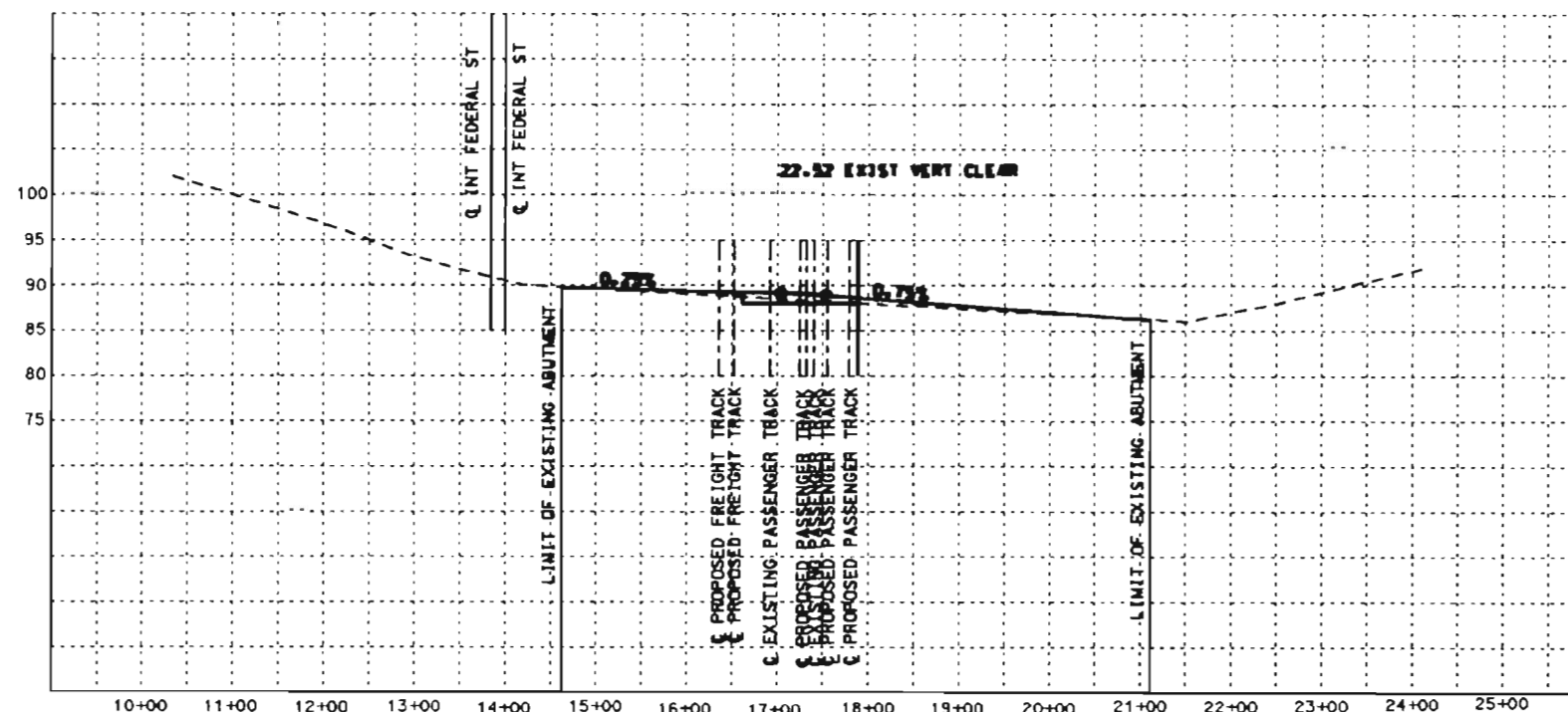
- ① OVERHEAD BRIDGE MODIFIED AS NEEDED TO PROVIDE FREIGHT CLEARANCE REQUIREMENTS. LOCATION OF MAJOR UNDERGROUND UTILITIES ASSUMED TO PREVENT LOWERING OF FREIGHT TRACK PROFILE.
- ② HOFFMAN, GREENMOUNT AND OTHER STREETS MODIFIED TO ACCOMMODATE REVISED PROFILE OF OLD UNION TUNNEL AND FREIGHT CLEARANCE REQUIREMENTS.
- ③ STREETS NORTH END OF OLD UNION TUNNEL MODIFIED TO ACCOMMODATE FREIGHT CLEARANCE REQUIREMENTS.
- ④ PROFILE OF BROADWAY CANNOT BE LOWERED TO PERMIT NEC TO BE LOWERED.



GREENMOUNT

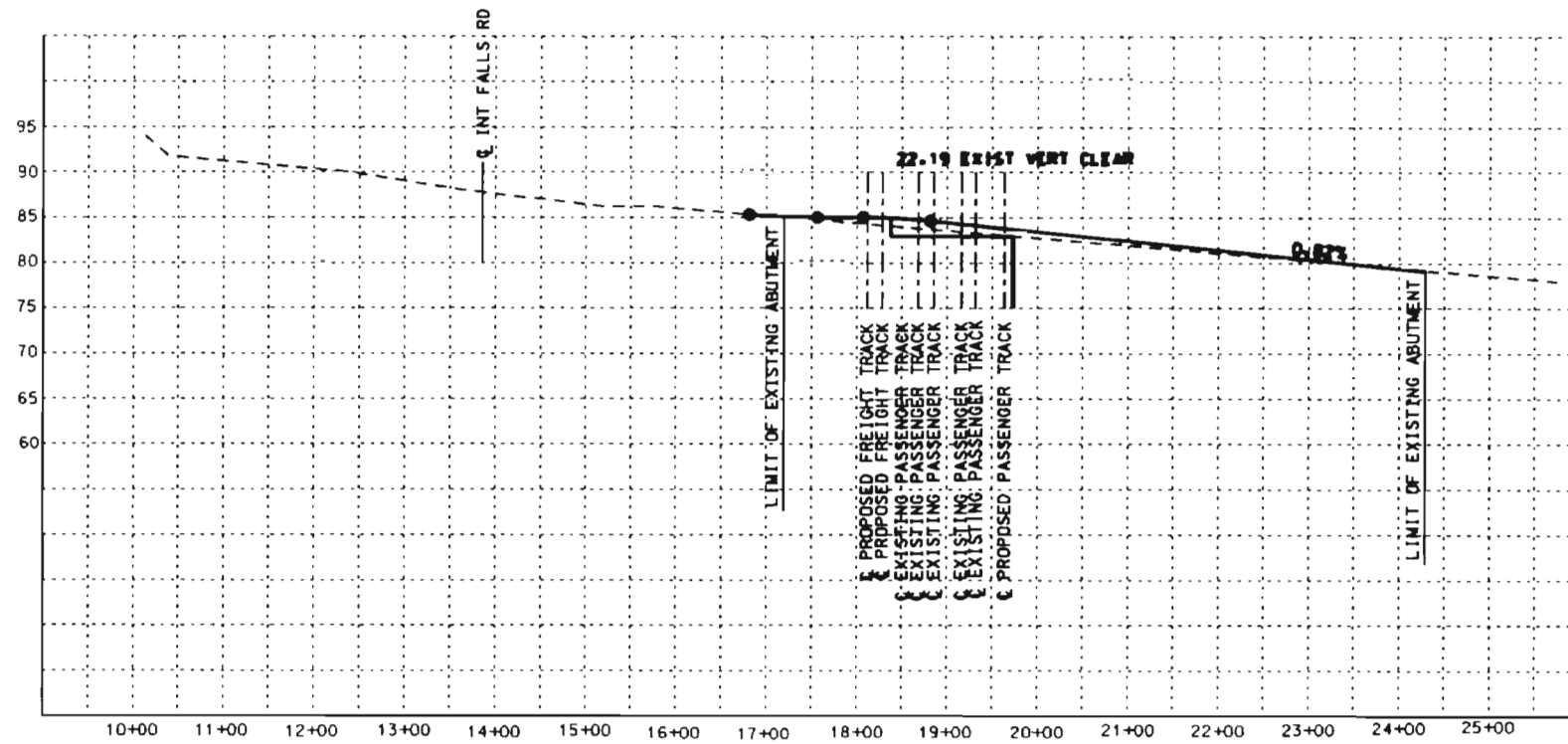
NOTES:

- ① OLD UNION TUNNEL WIDENED TO TWO-TRACK ALIGNMENT.
- ② INCREASING STATION TOWARD DOWNTOWN BALTIMORE.



CALVERT ST

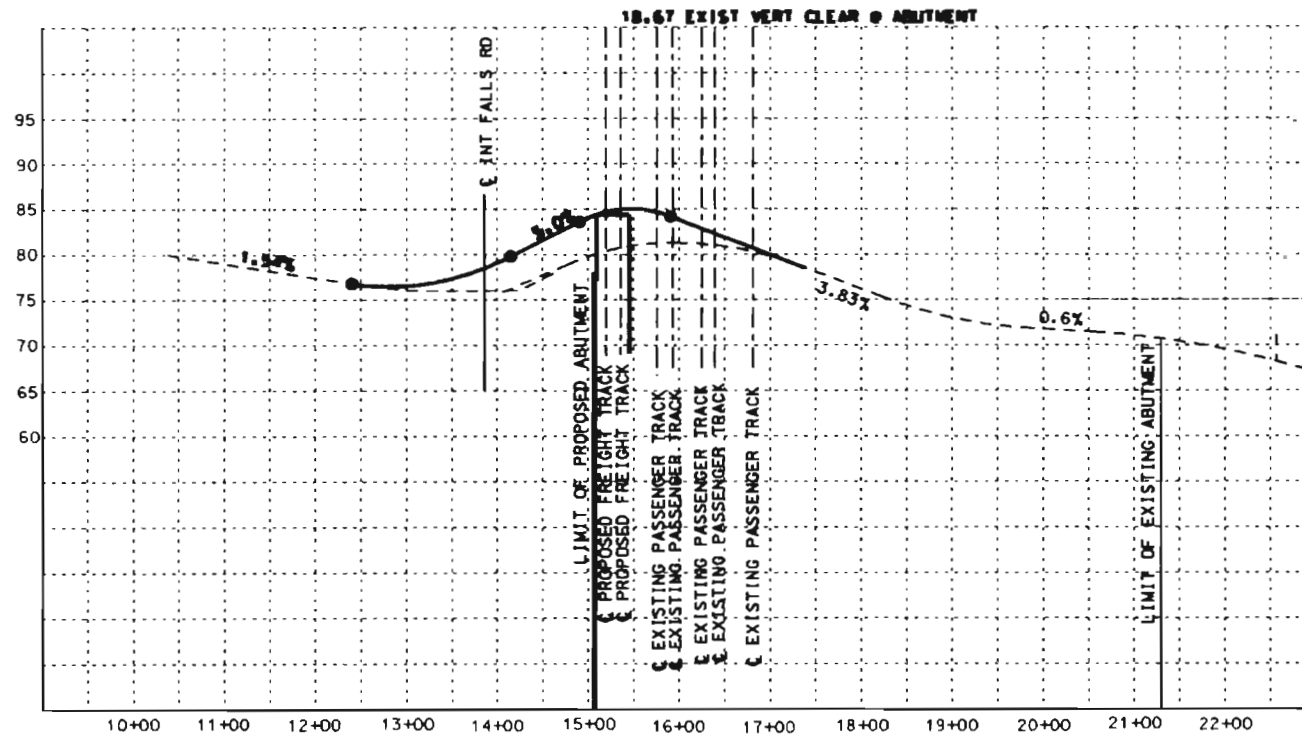
NOTES:
 ① INCREASING STATIONS TOWARD DOWNTOWN BALTIMORE



ST PAUL ST

NOTES:

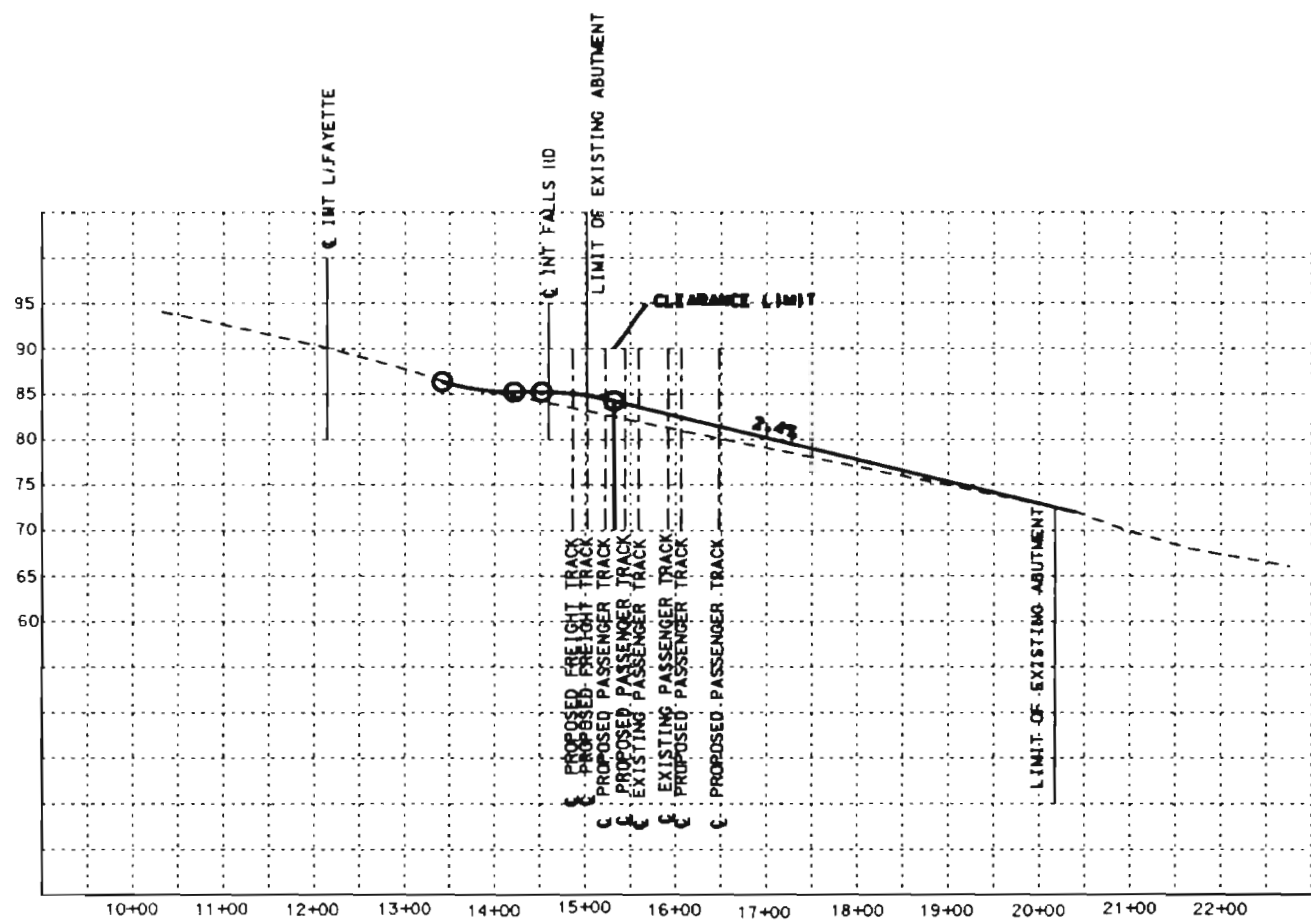
① INCREASING STATIONS TOWARD DOWNTOWN BALTIMORE.



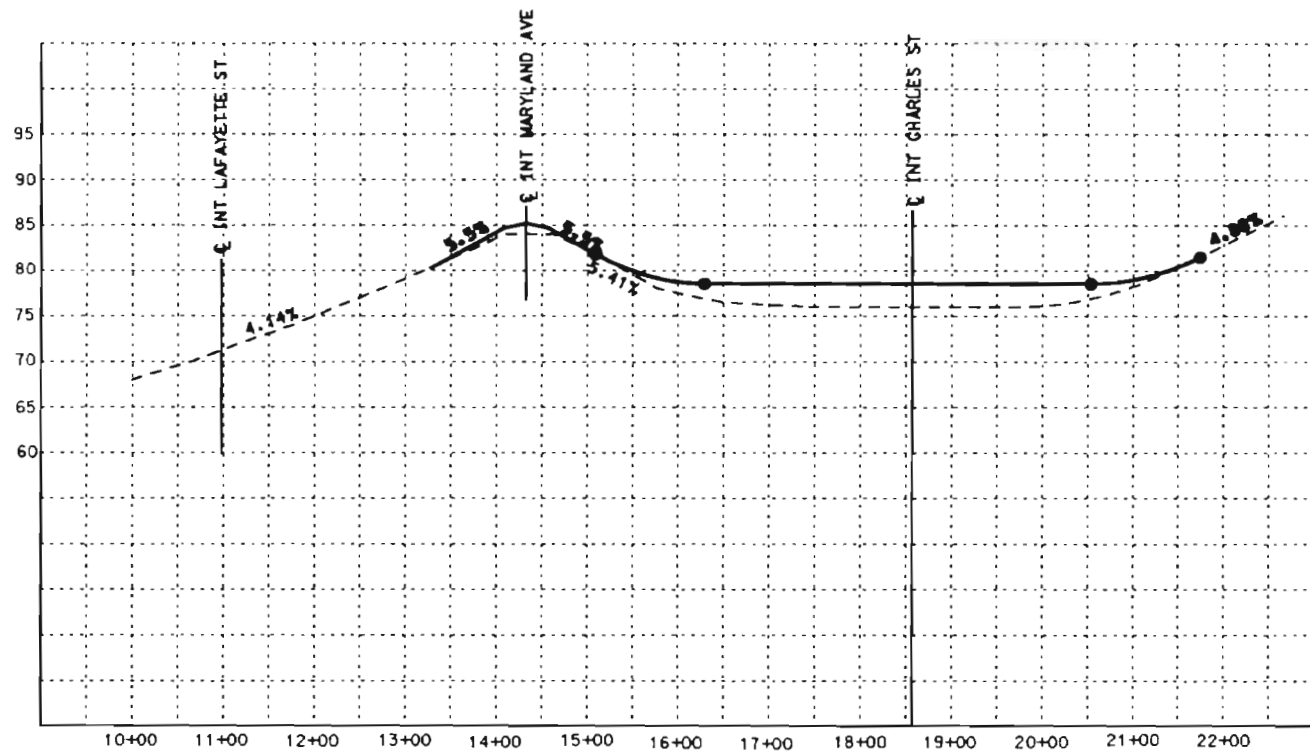
CHARLES ST

NOTES:

① INCREASING STATIONS TOWARD DOWNTOWN BALTIMORE.

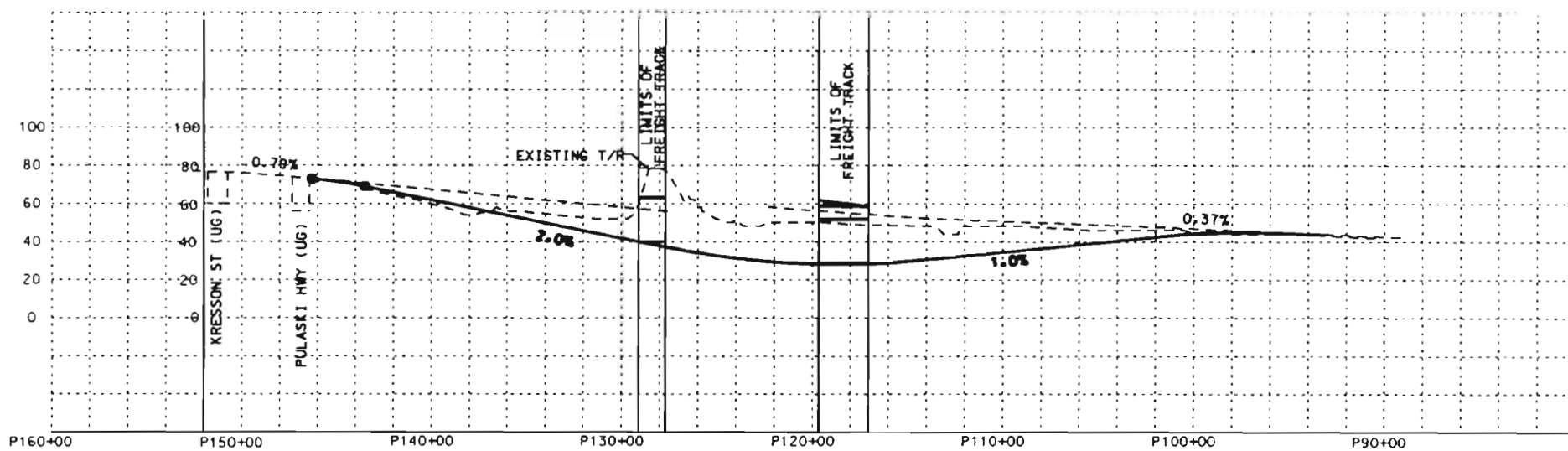


MARYLAND AVE

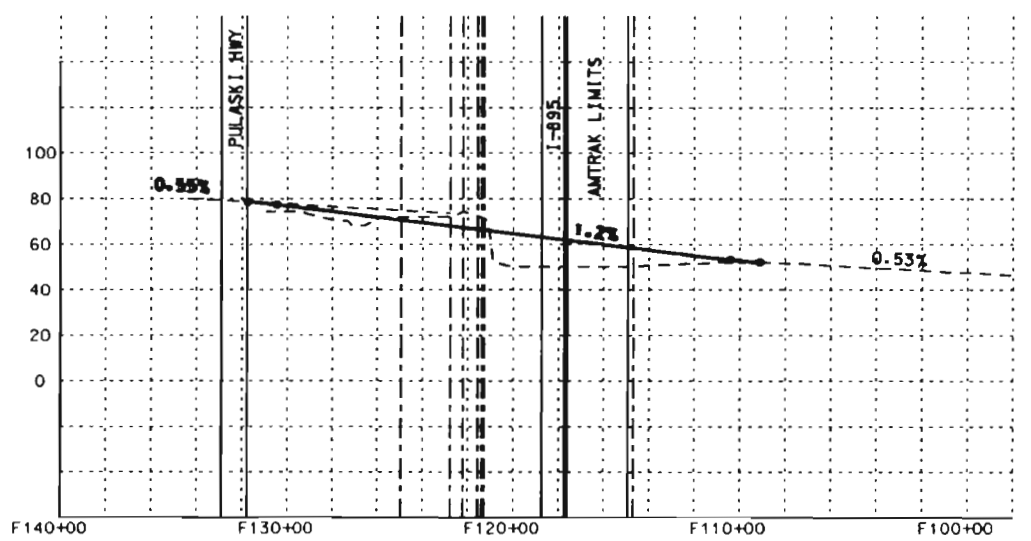


FALLS ROAD

NOTES:
 ① INCREASING STATION TOWARD DOWNTOWN BALTIMORE.



NEC DUCKUNDER-PULASKI HIGHWAY TO POINT INTERLOCKING



NEC FREIGHT CONNECTION-PULASKI HIGHWAY TO NS BAY VIEW YARD

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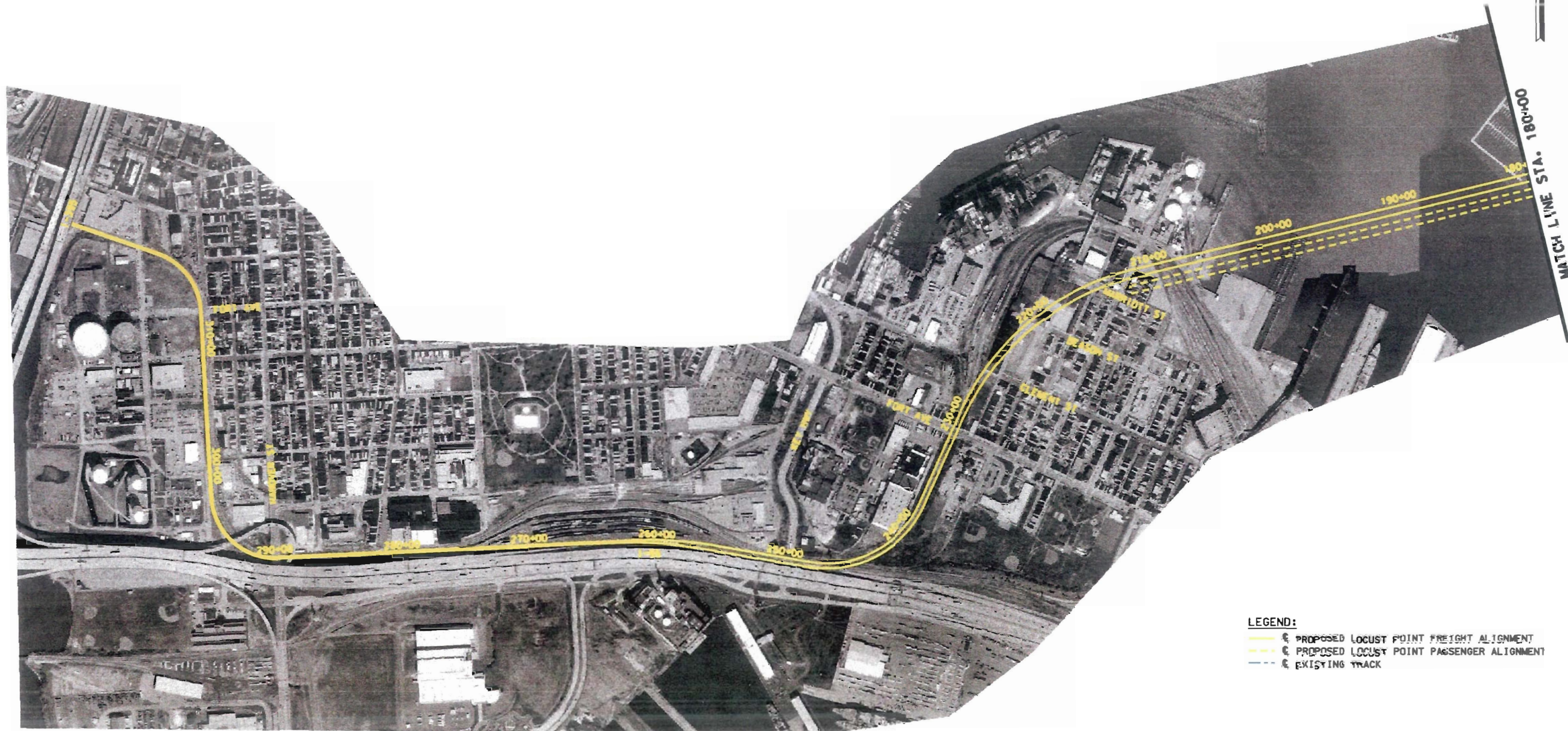


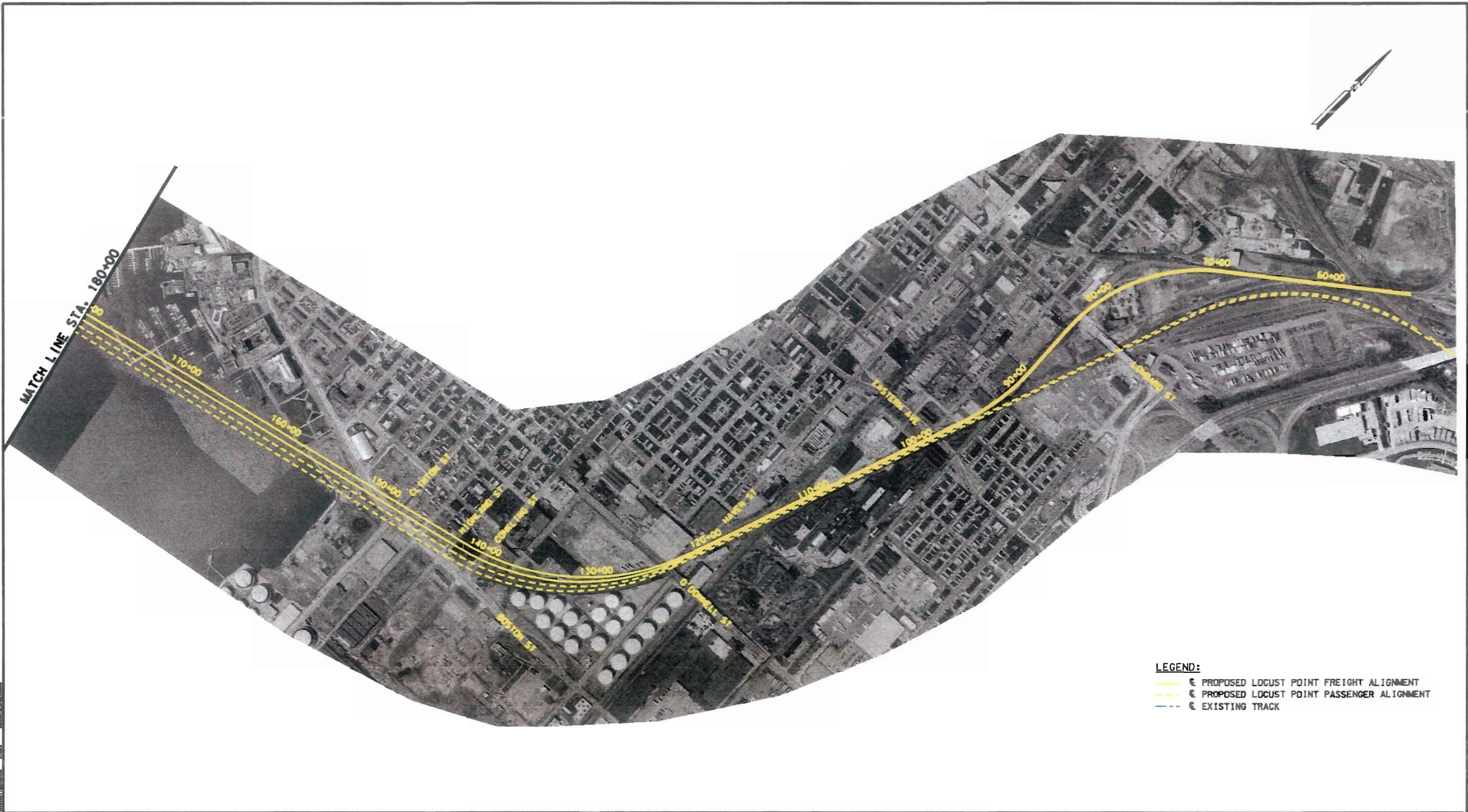
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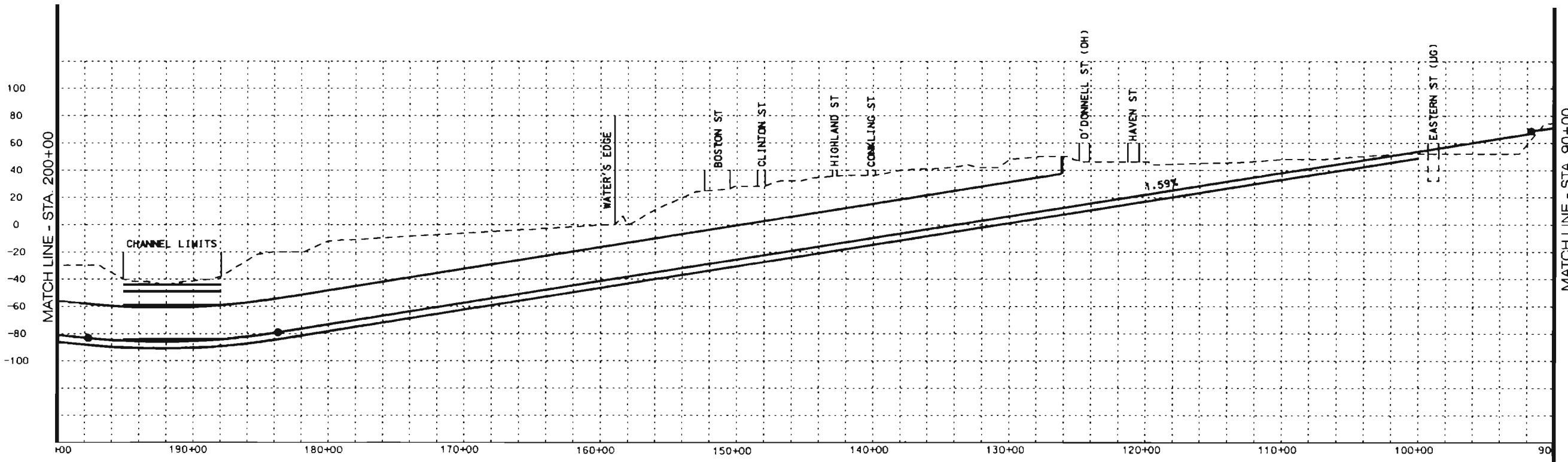
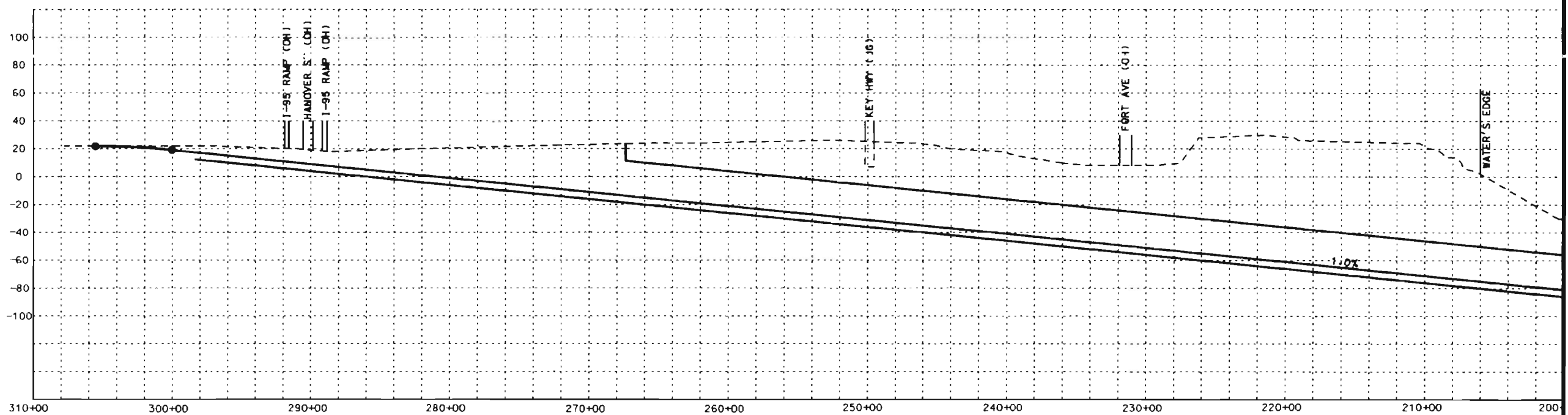
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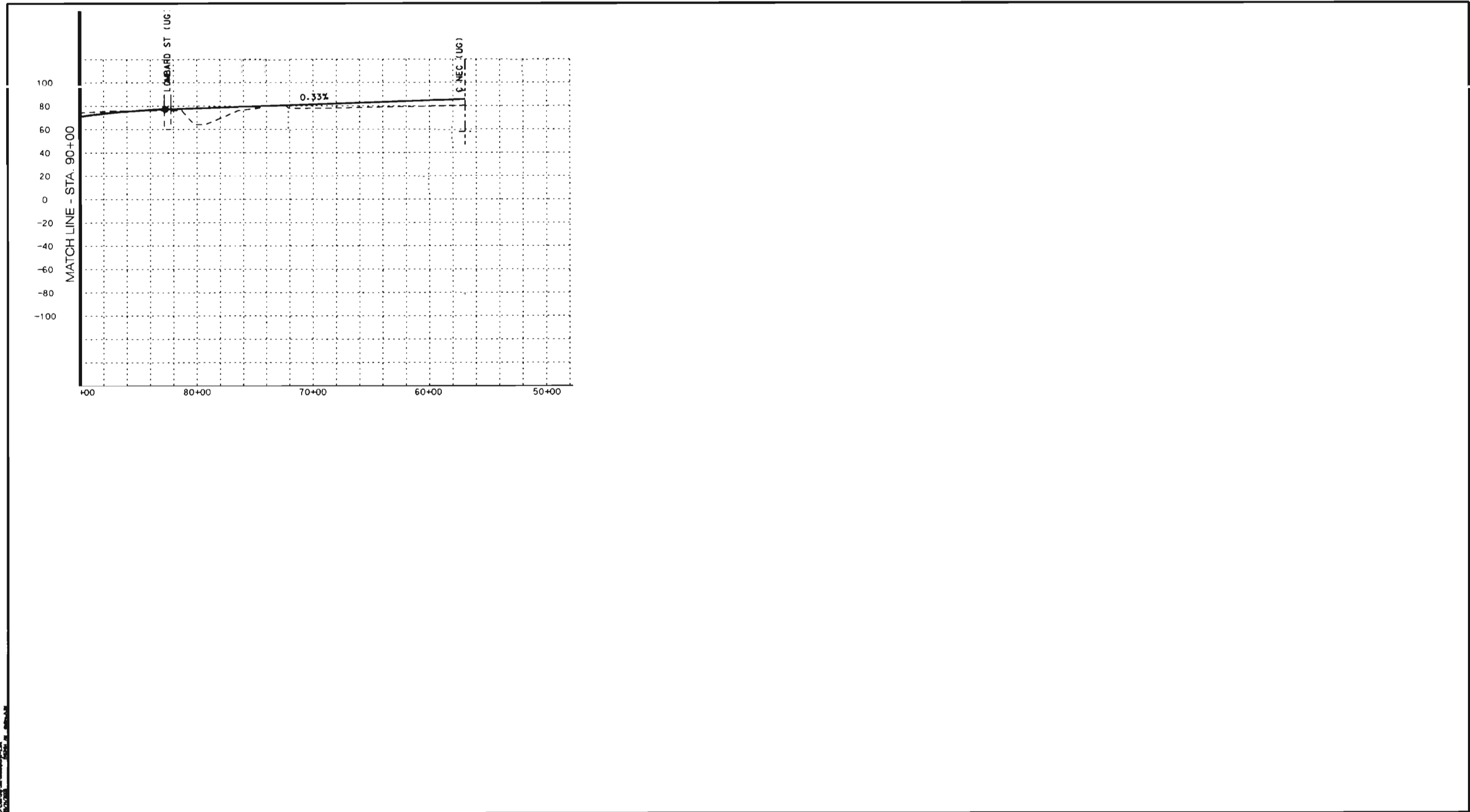
Section 5:

Harbor Sector— Locust Point Alternative





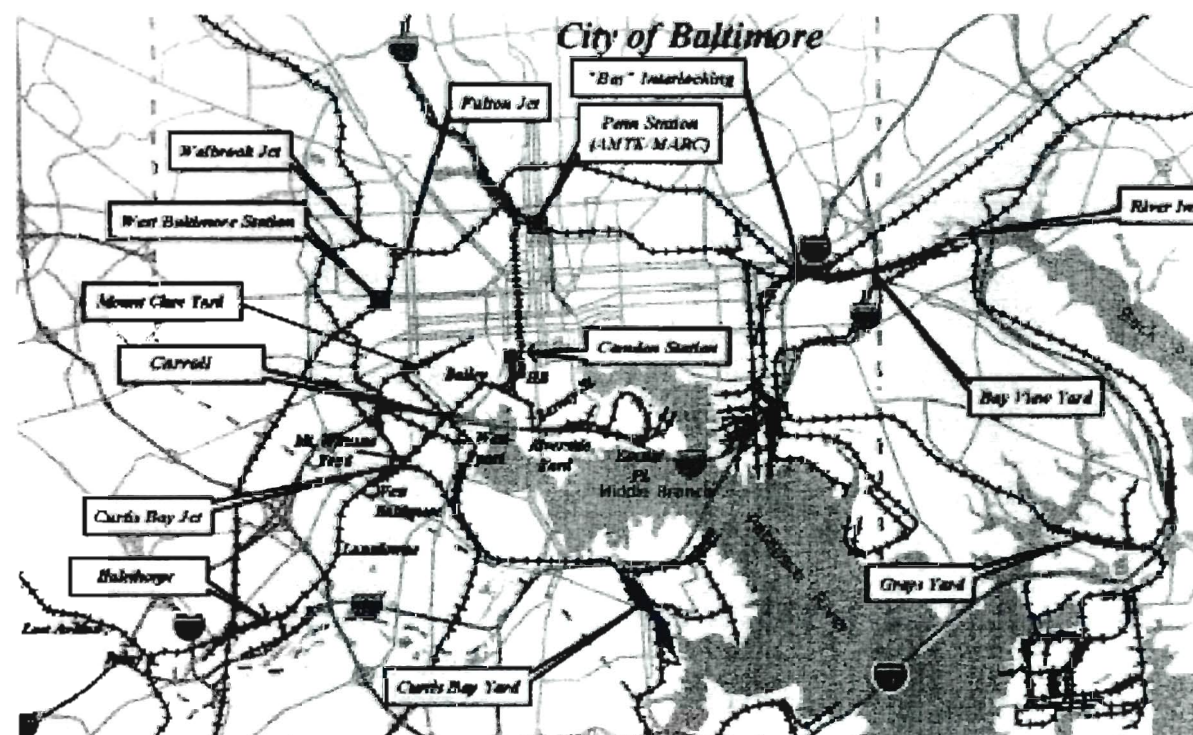




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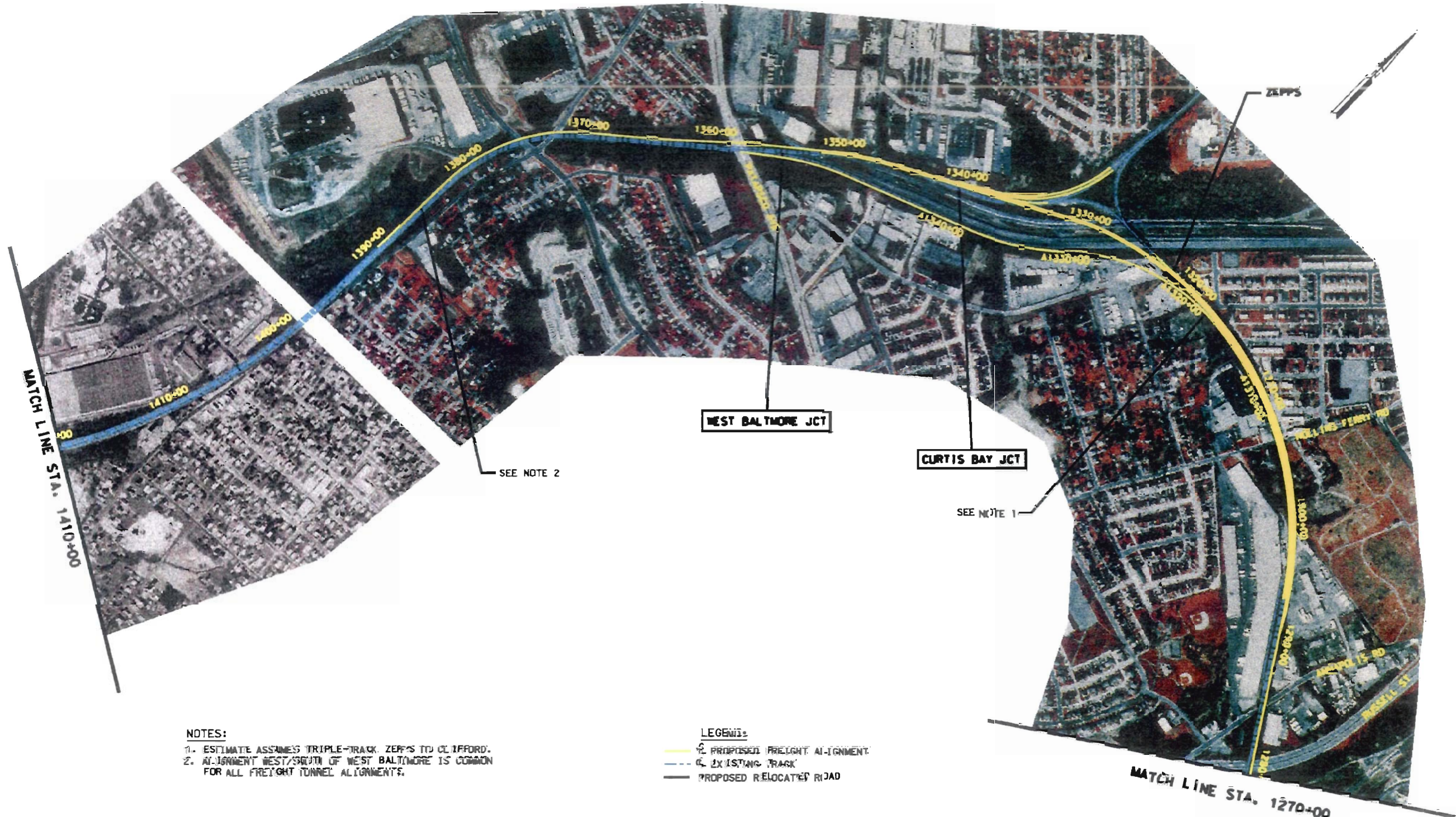


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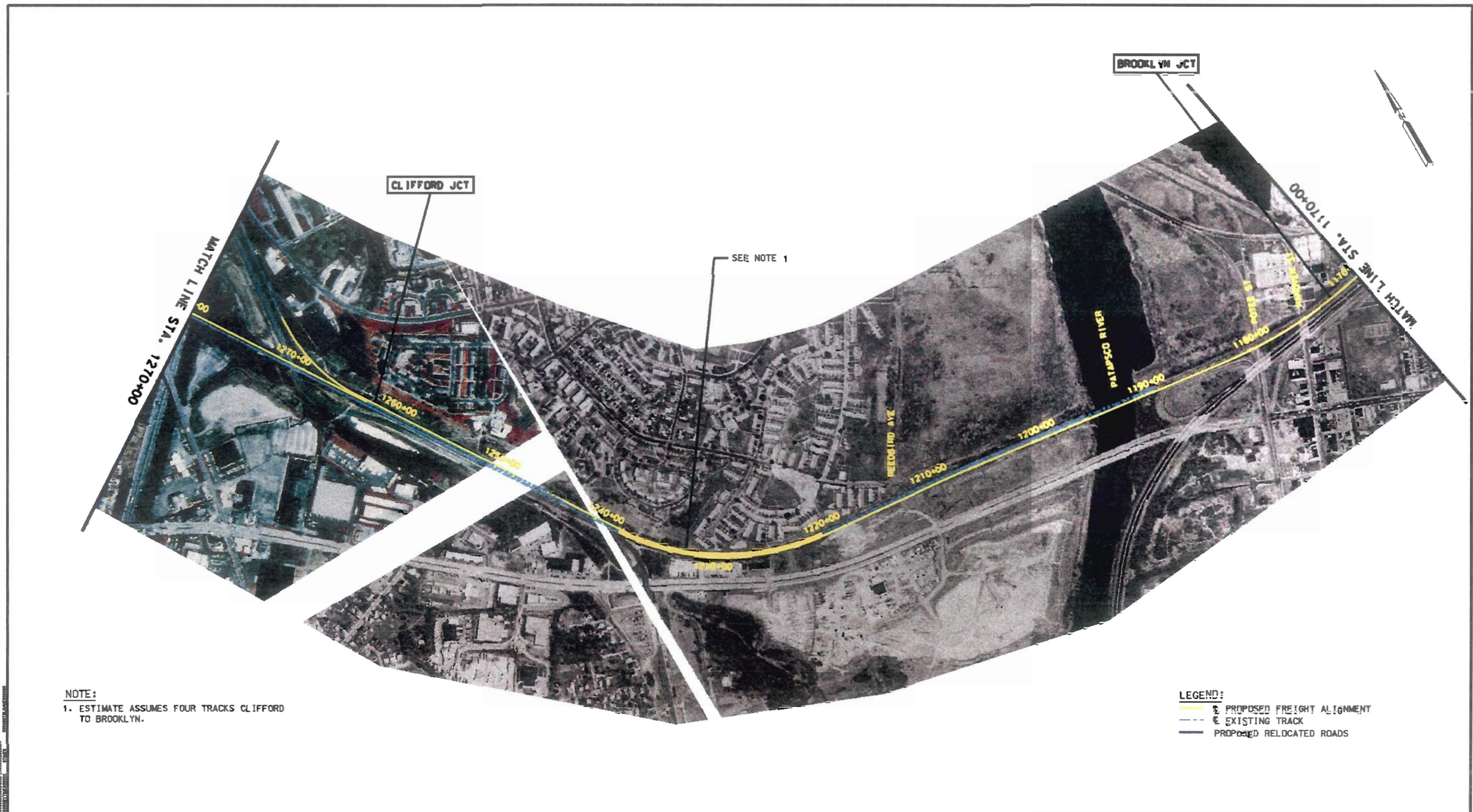
Section 6:

Harbor Sector: Marley Neck— Sparrows Point Alternative



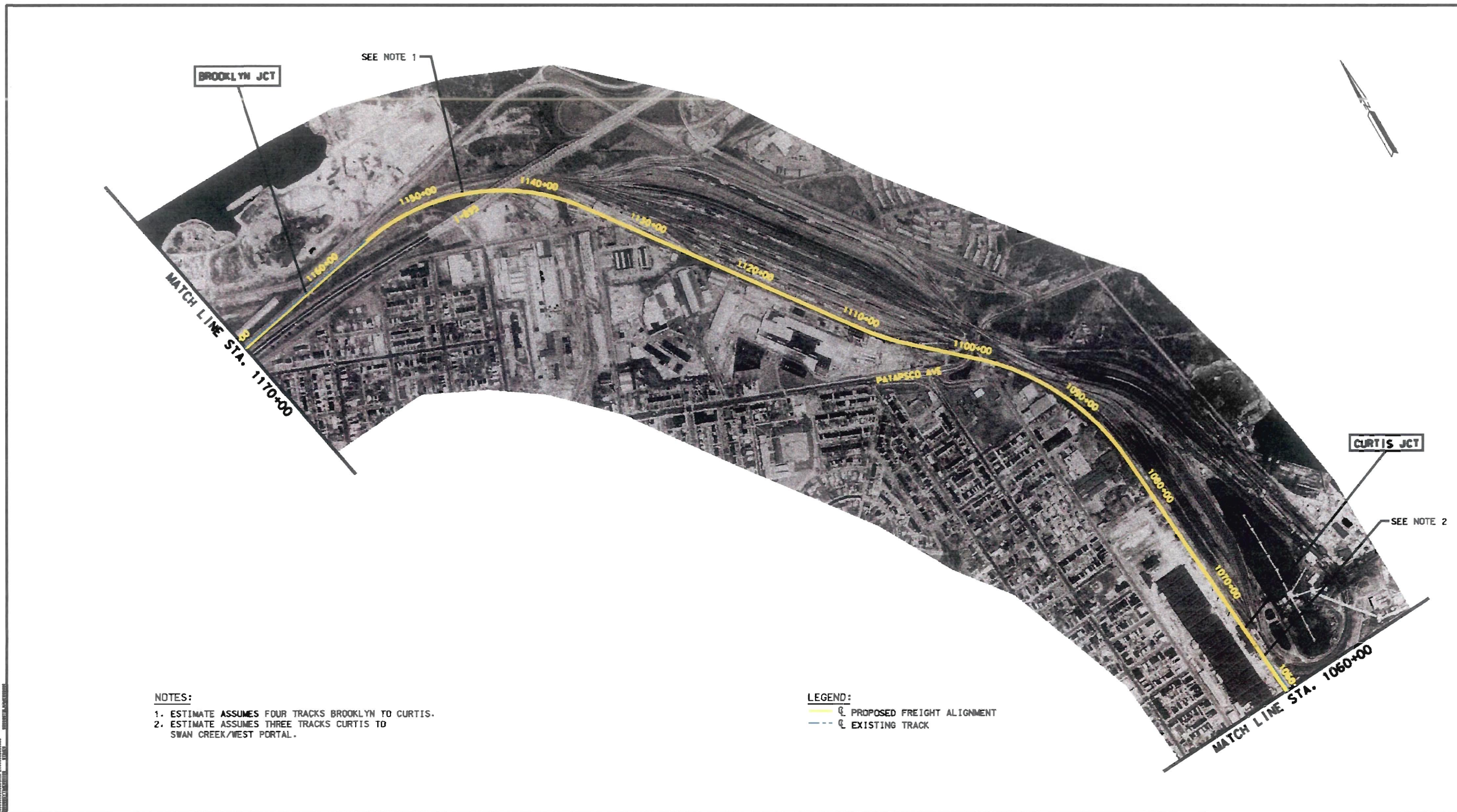
NOTES:
 1. ESTIMATE ASSUMES TRIPLE-TRACK ZEPHS TO CLIFFORD.
 2. ALIGNMENT WEST/SOUTH OF WEST BALTIMORE IS COMMON FOR ALL FREIGHT TUNNEL ALIGNMENTS.

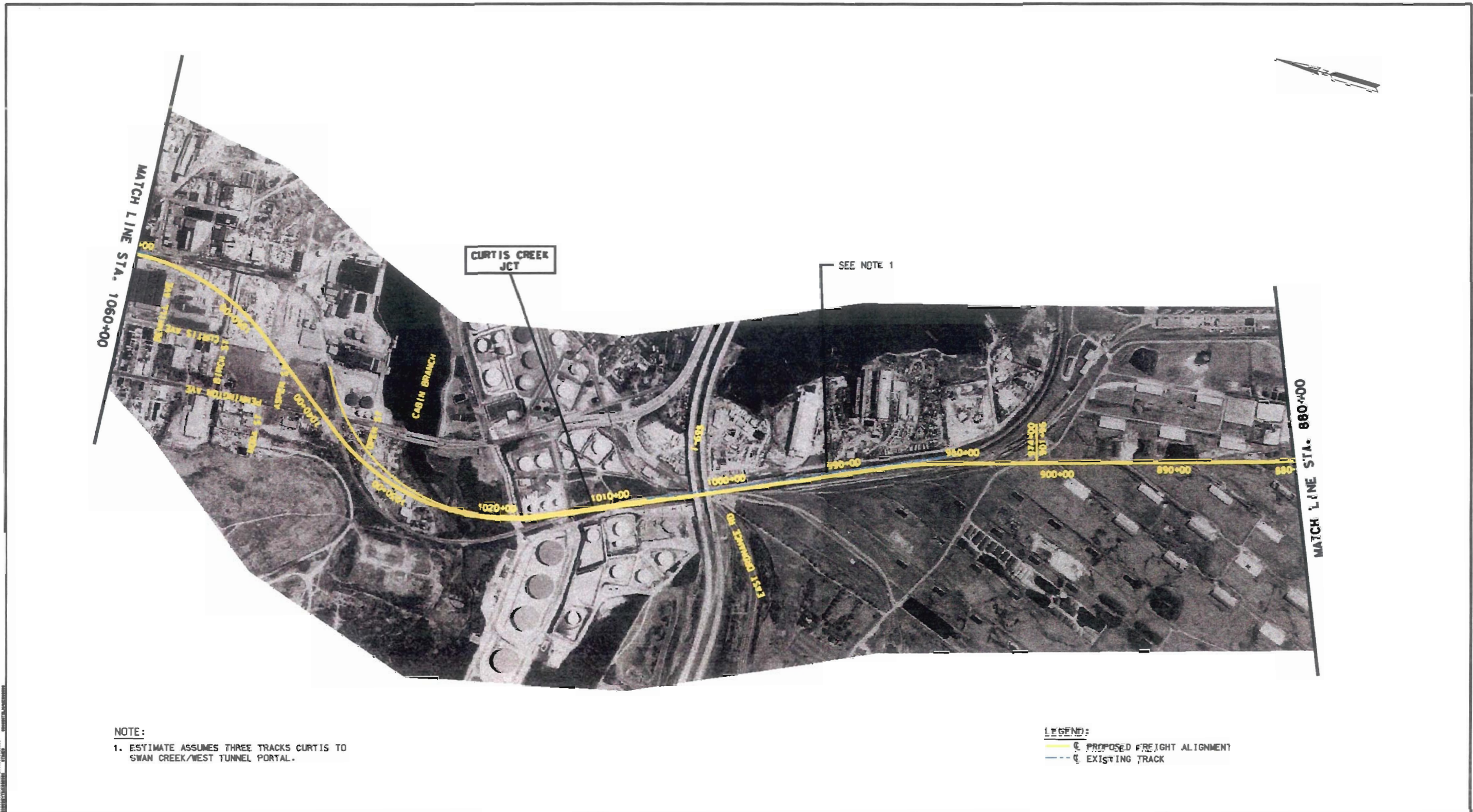
LEGEND:
 — PROPOSED FREIGHT ALIGNMENT
 — EXISTING TRACK
 — PROPOSED RELOCATED ROAD

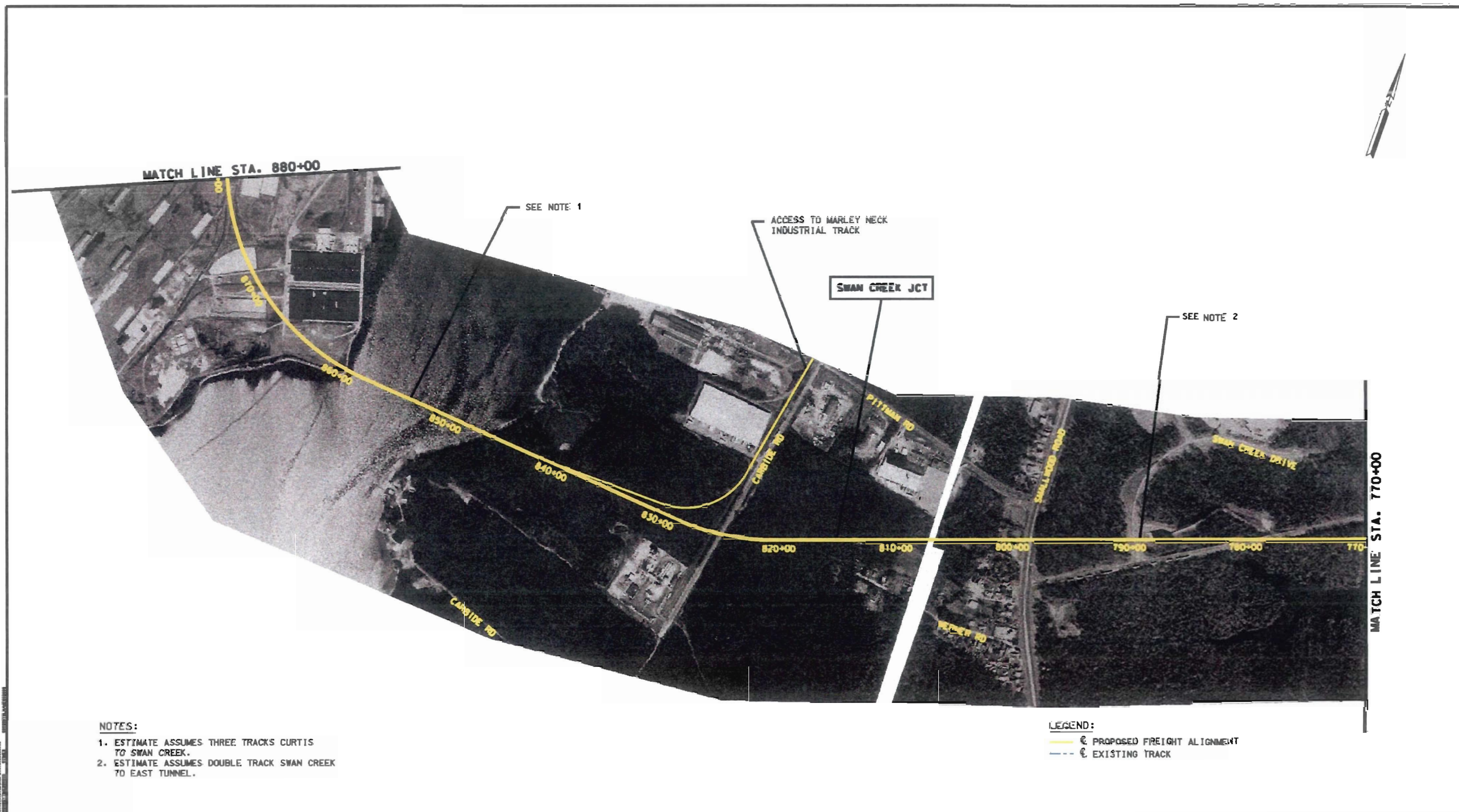


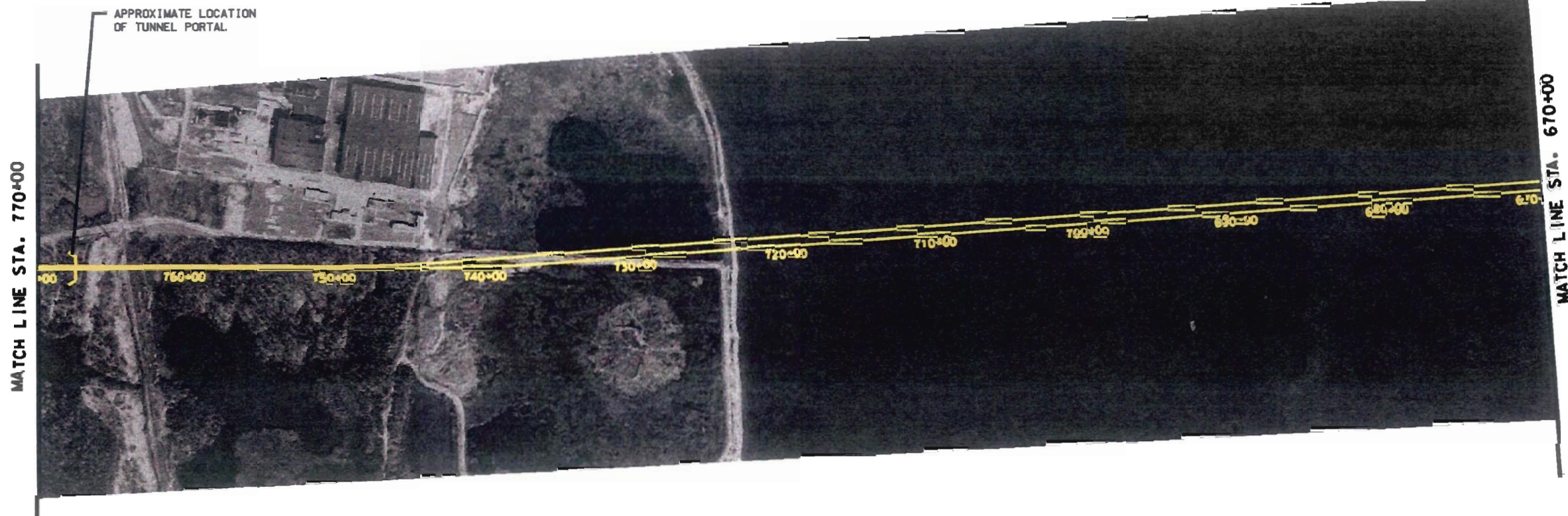
NOTE:
 1. ESTIMATE ASSUMES FOUR TRACKS CLIFFORD TO BROOKLYN.

LEGEND:
 — PROPOSED FREIGHT ALIGNMENT
 - - - EXISTING TRACK
 — PROPOSED RELOCATED ROADS

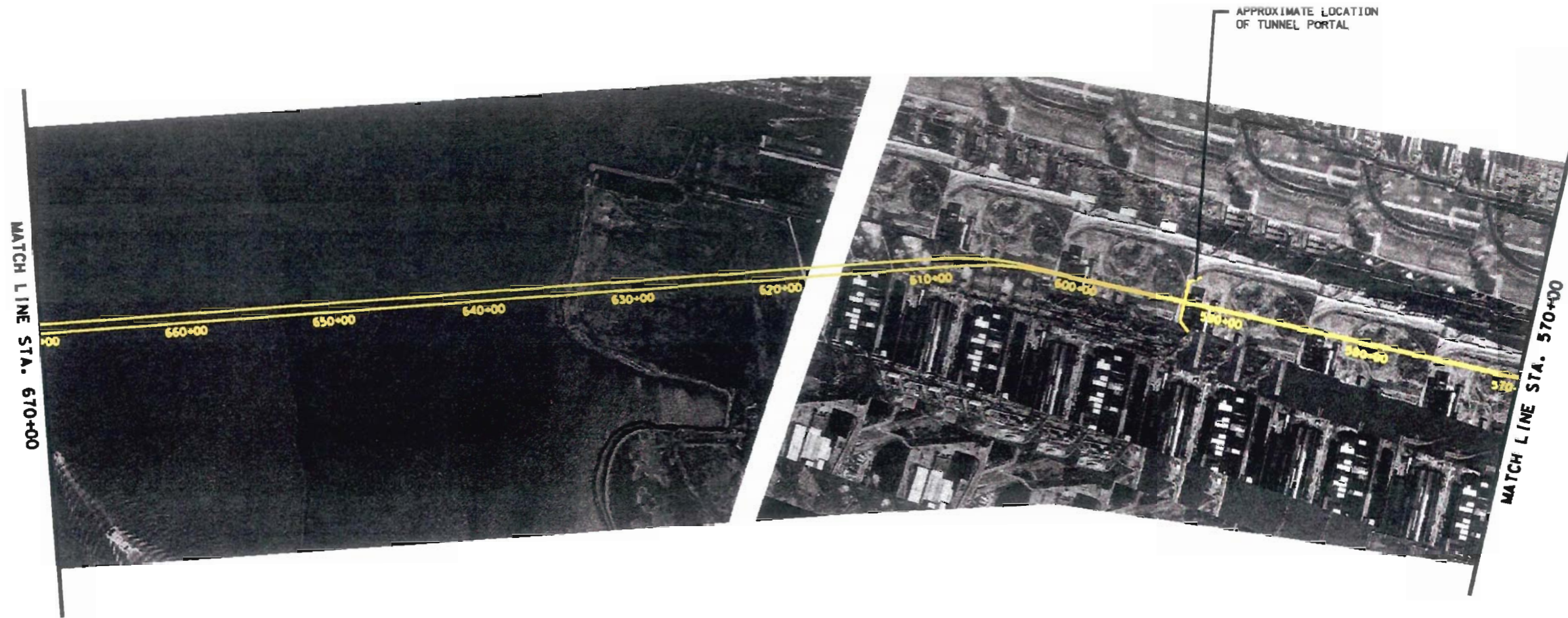




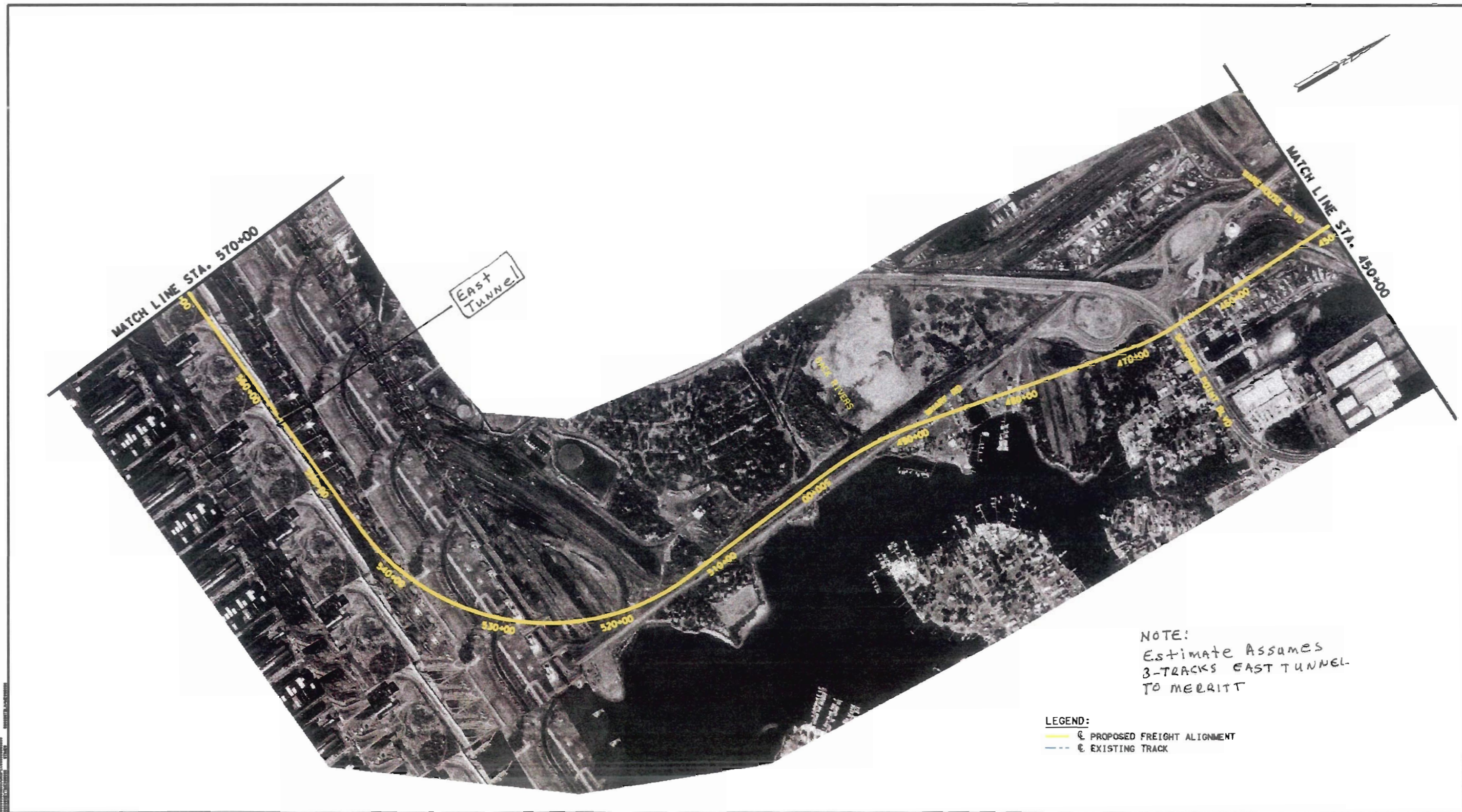


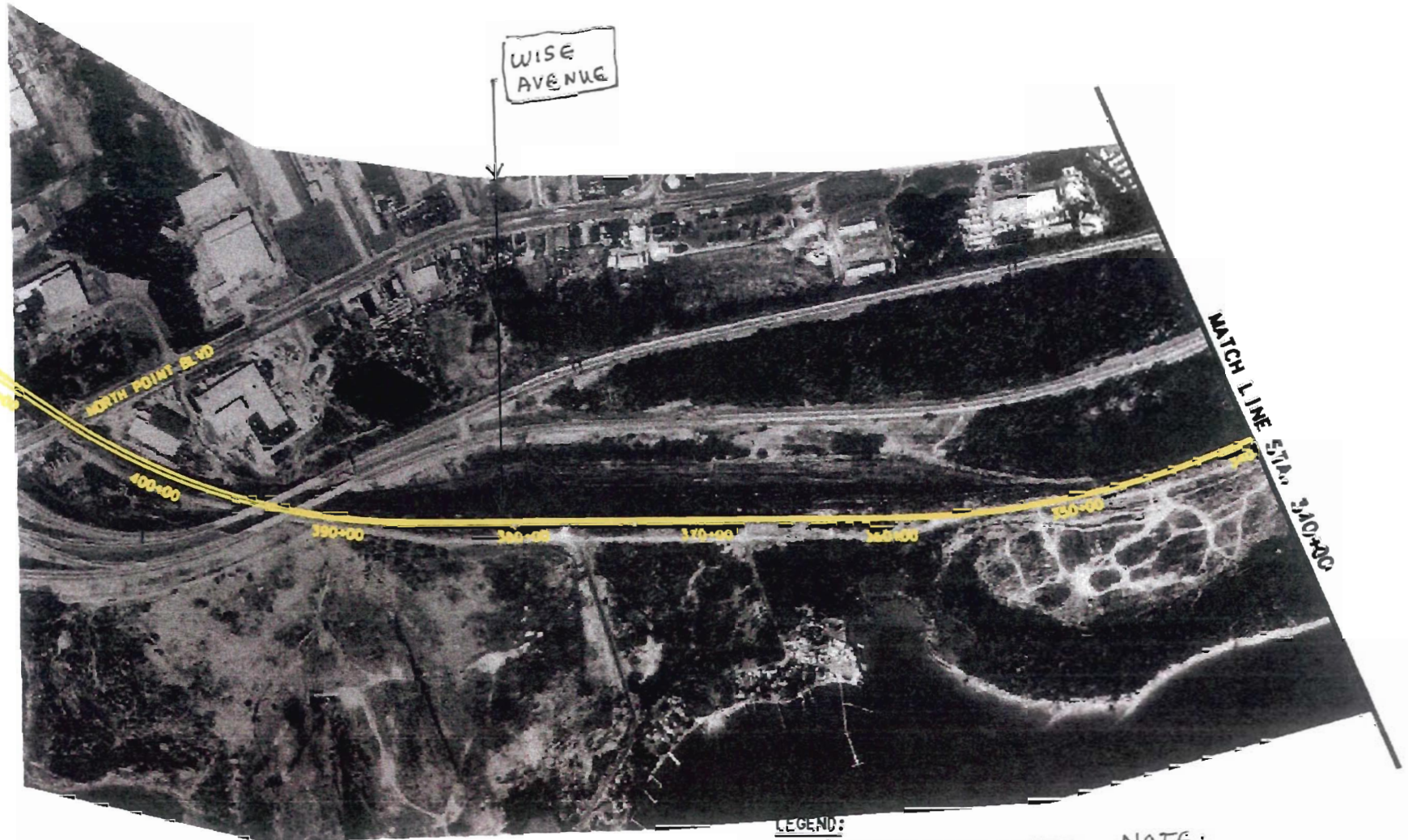
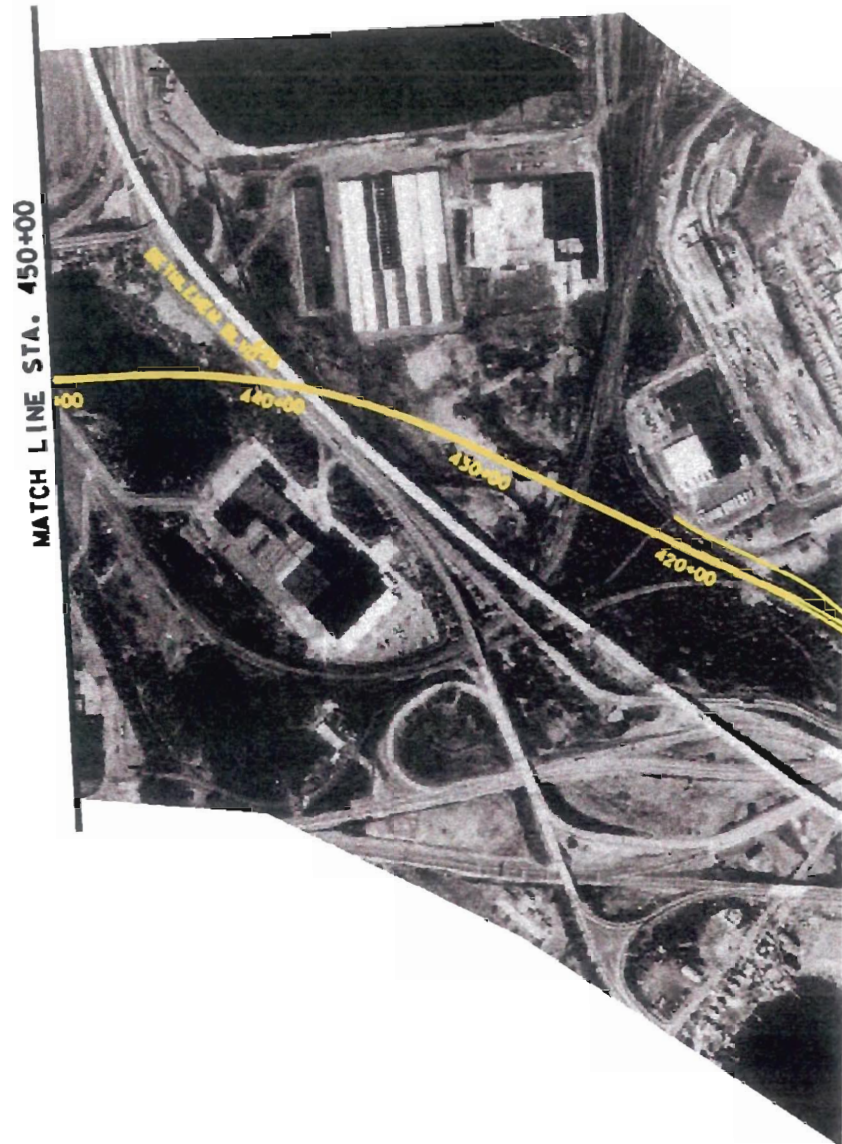


LEGEND:
 - - - PROPOSED FREIGHT ALIGNMENT
 - - - EXISTING TRACK



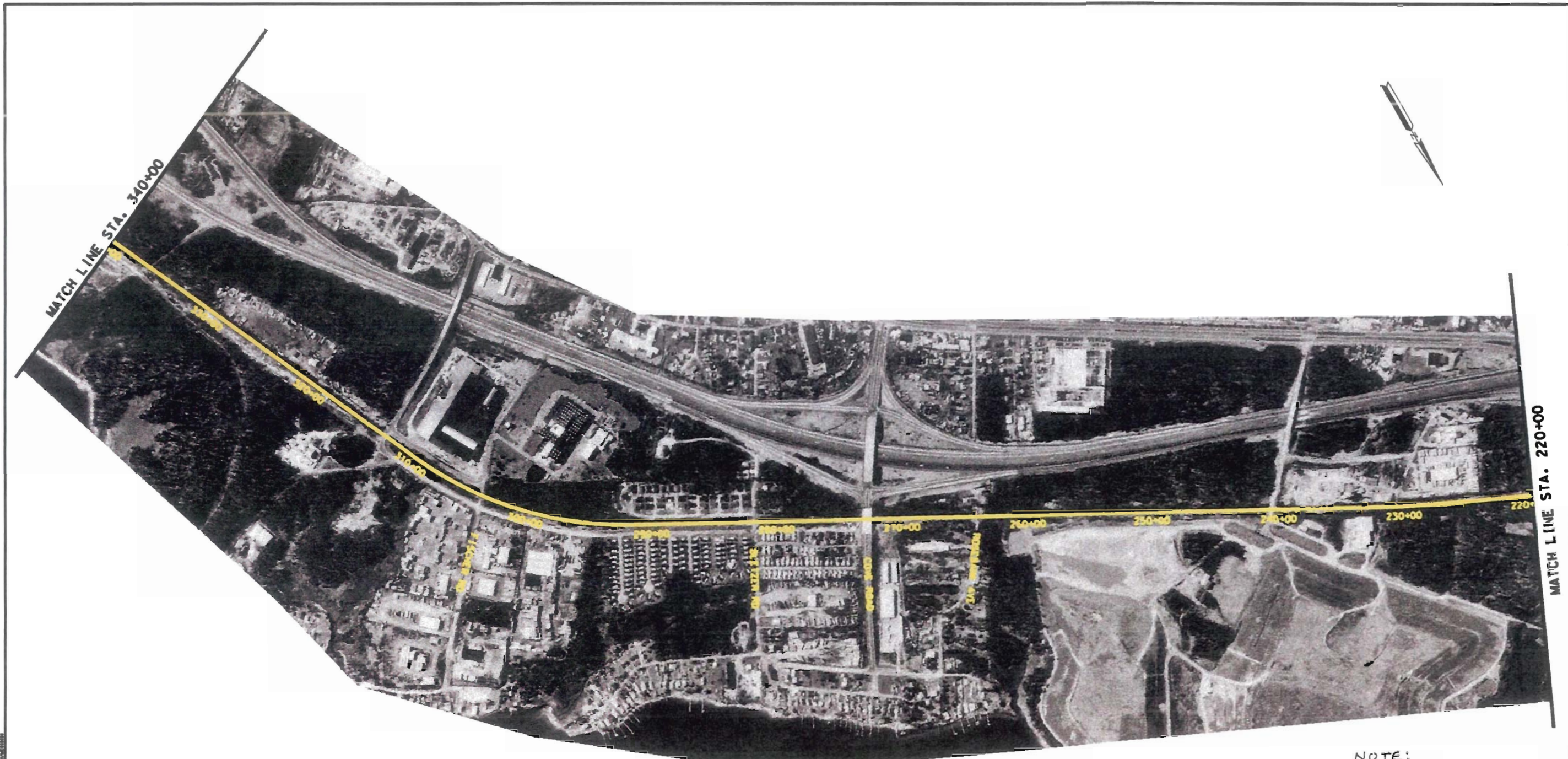
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 - - - EXISTING TRACK





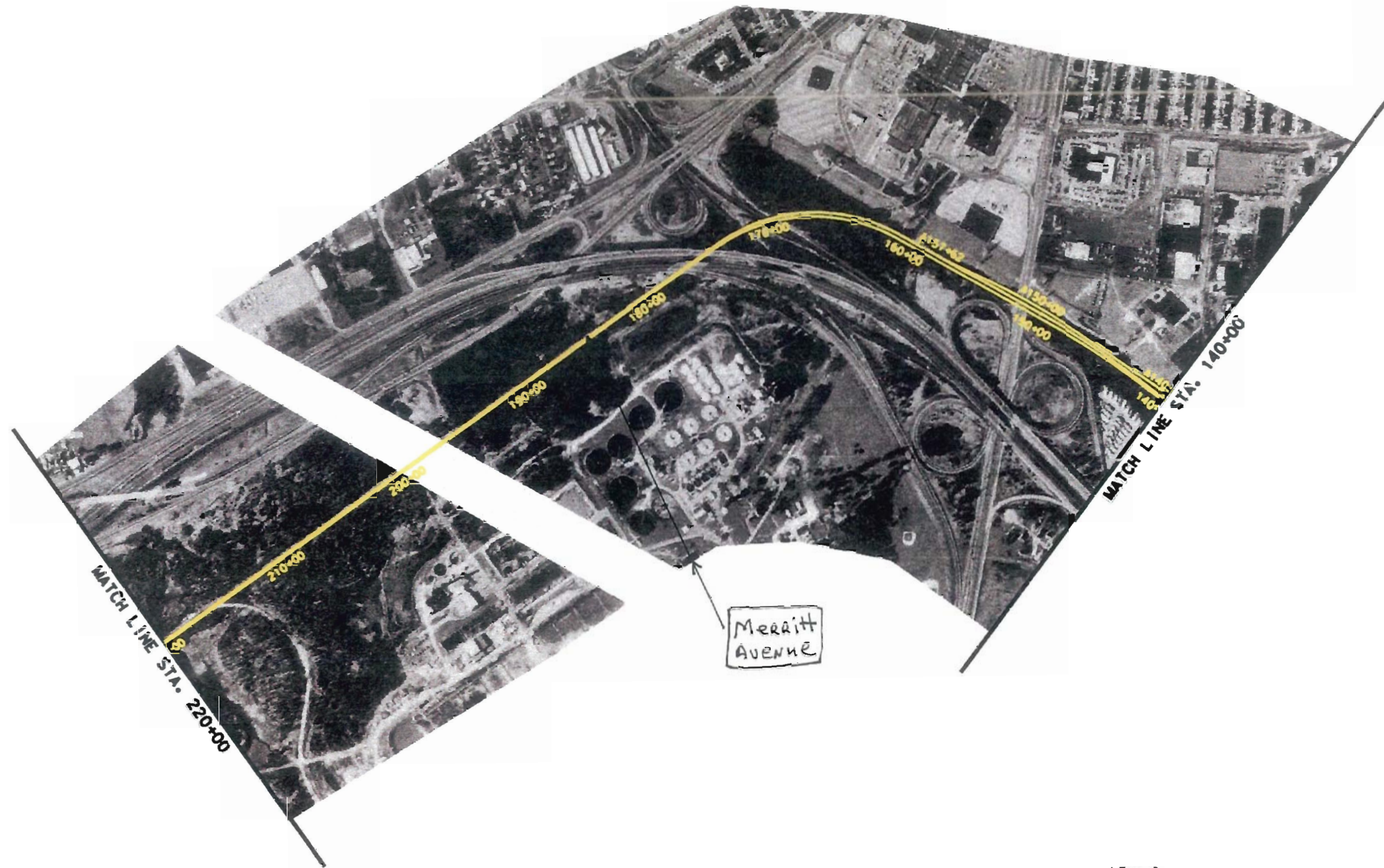
LEGEND:
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 - - - EXISTING TRACK

NOTE:
 3-TRACK
 ALIGNMENT

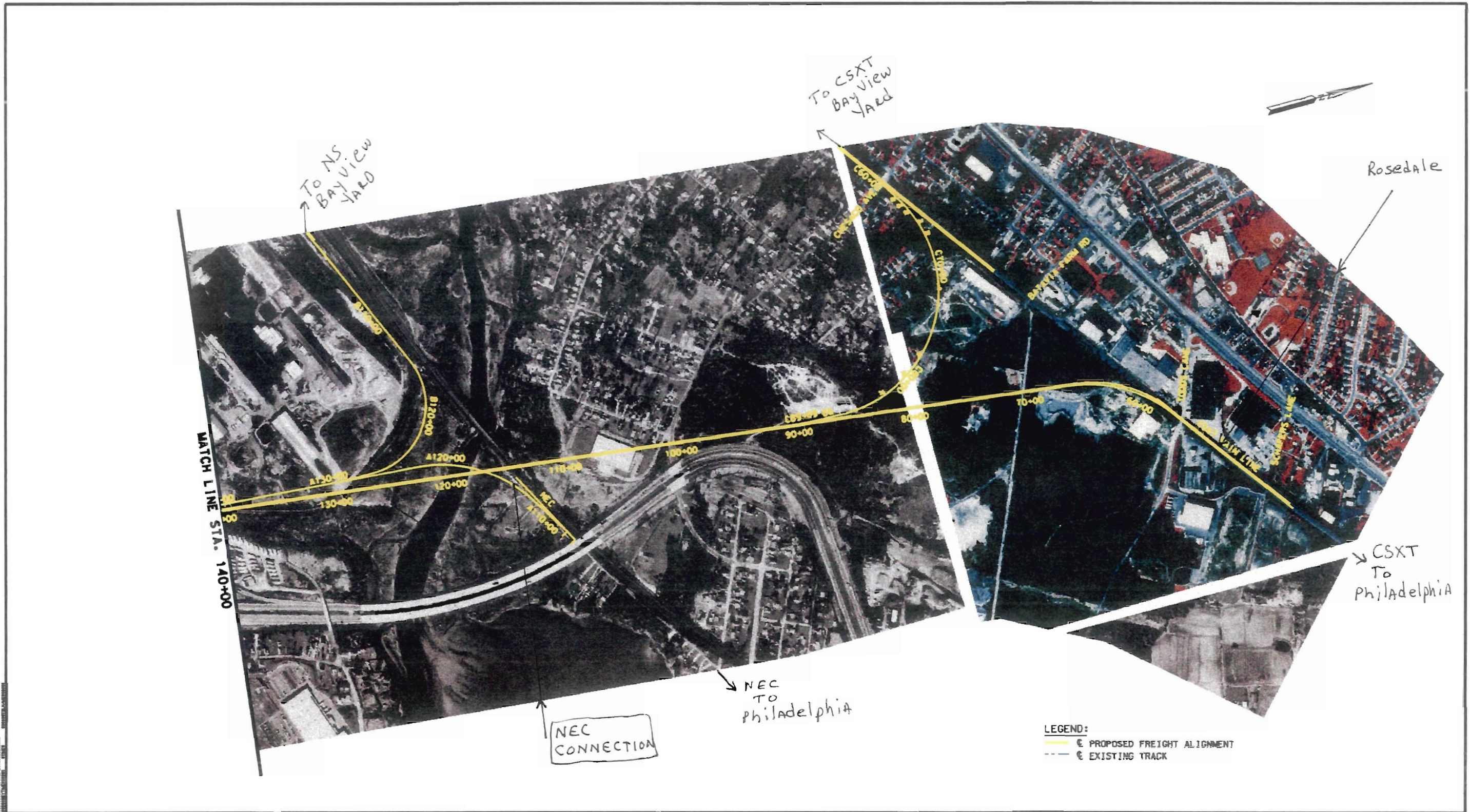


LEGEND:
 —●— PROPOSED FREIGHT ALIGNMENT
 - - - ● - - - EXISTING TRACK

NOTE:
 3-TRACK
 ALIGNMENT

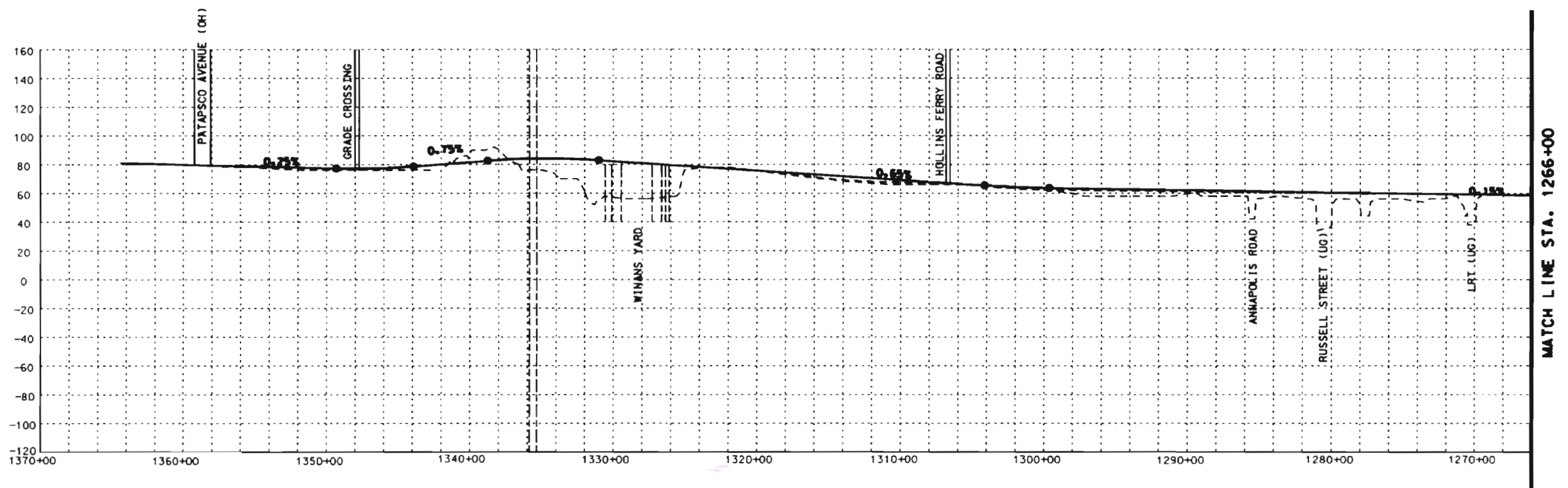
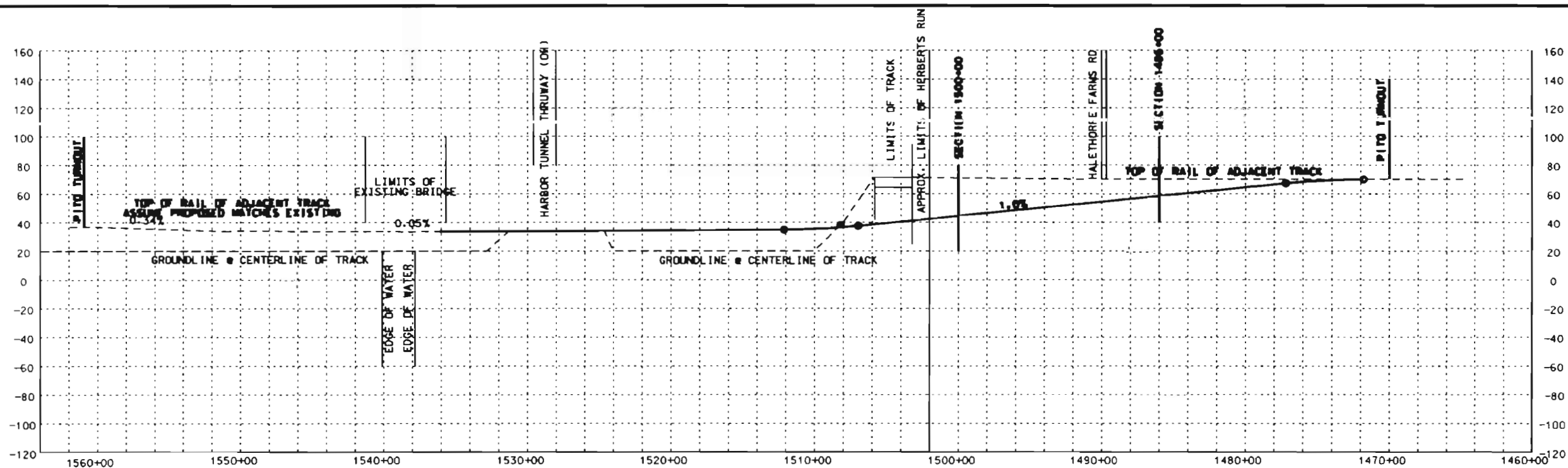


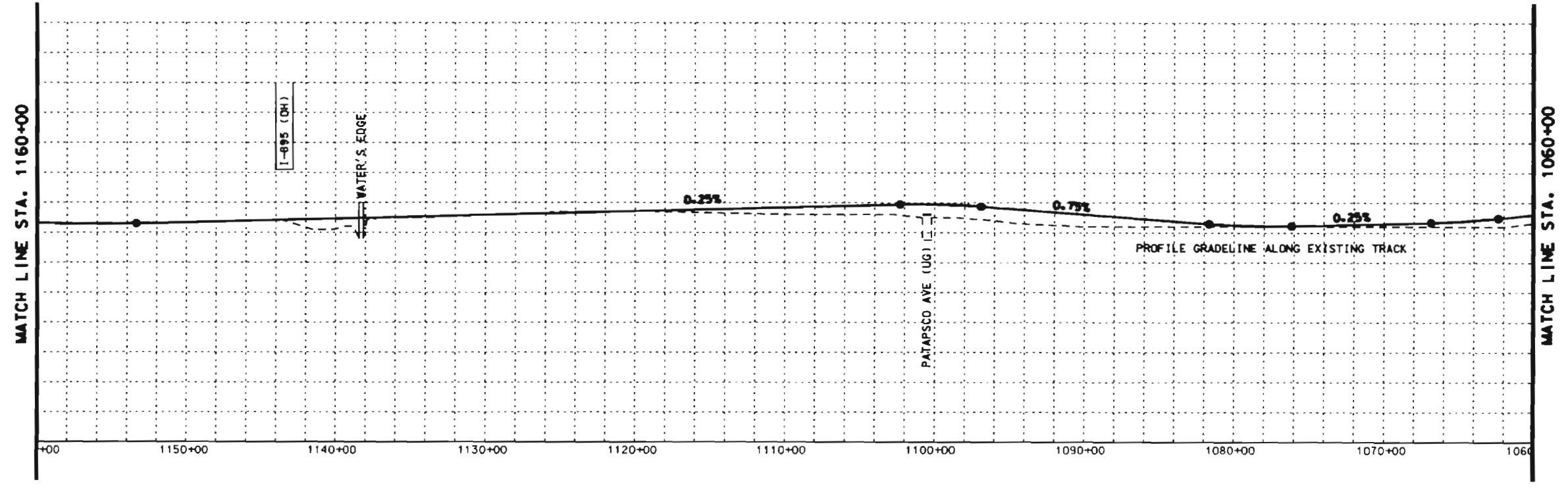
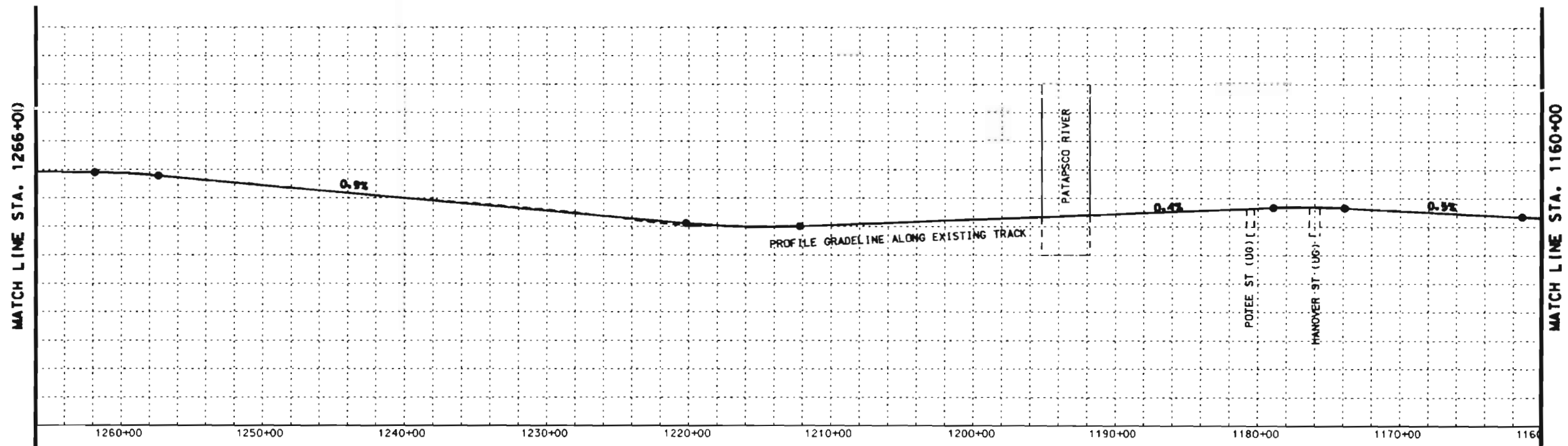
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 - - - EXISTING TRACK

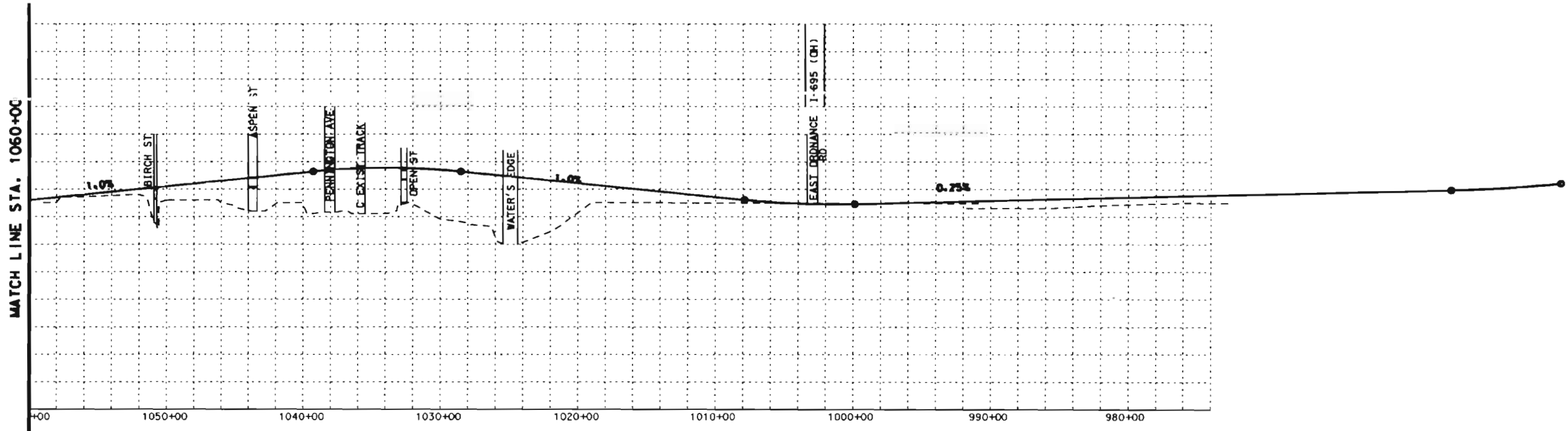


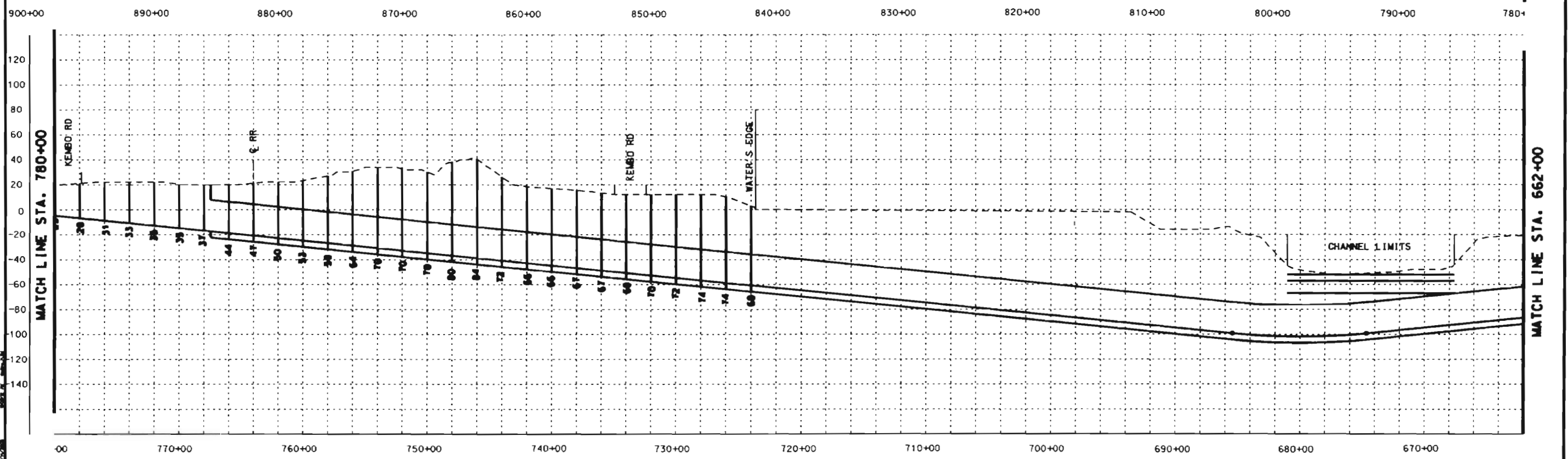
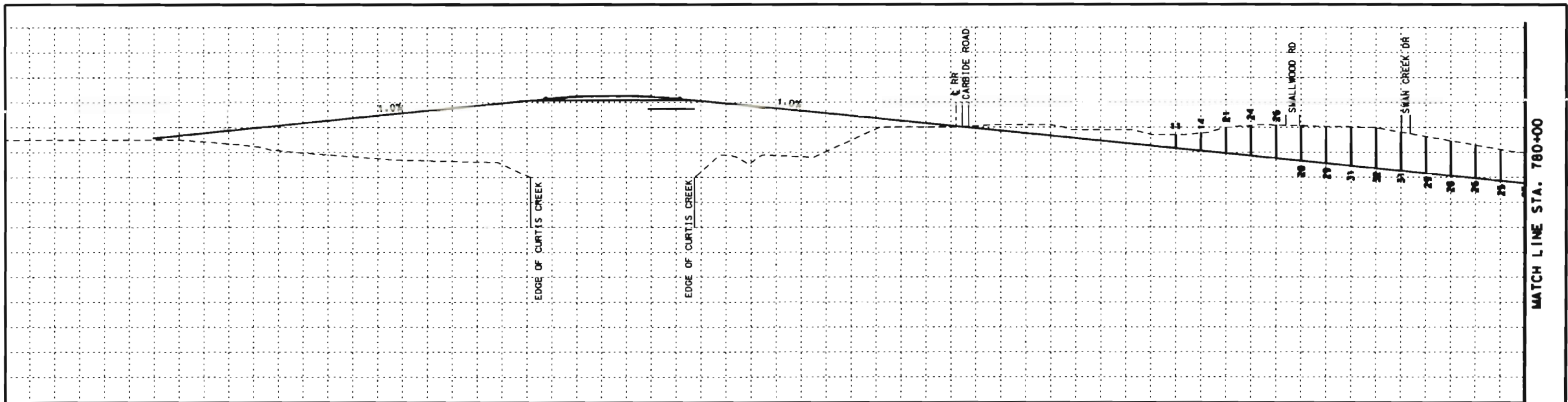
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HARBOR FREIGHT TUNNEL ALTERNATIVE
ALTERNATIVE ALIGNMENT - SPARROWS POINT TO NEC & CSXT MAIN LINE









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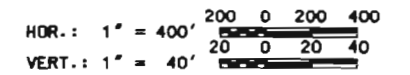
Preparation of a Comprehensive Transportation Plan for Baltimore, MD

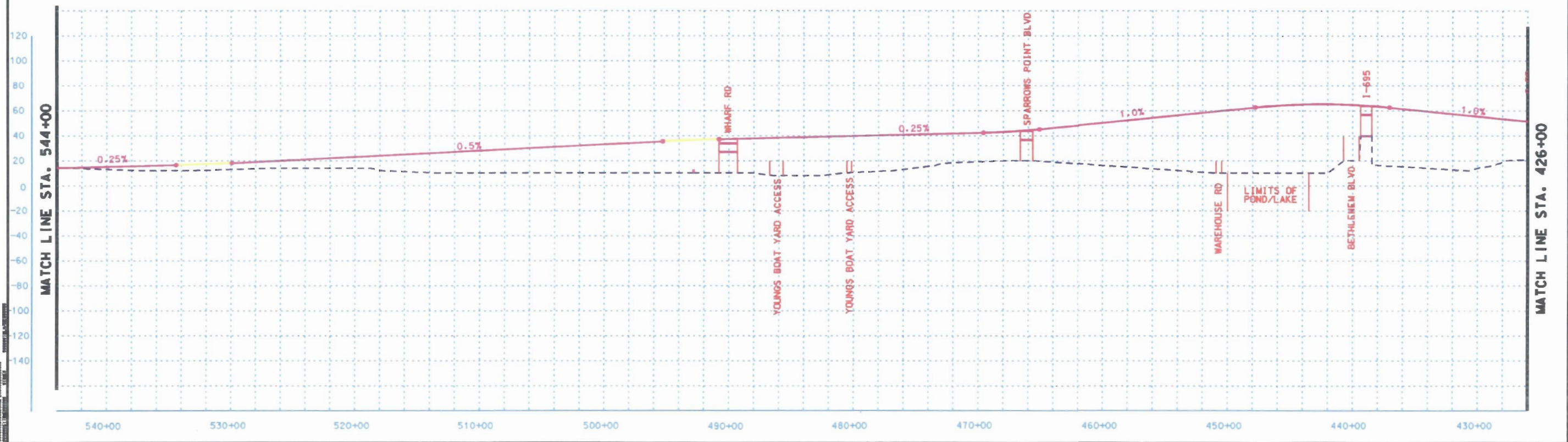
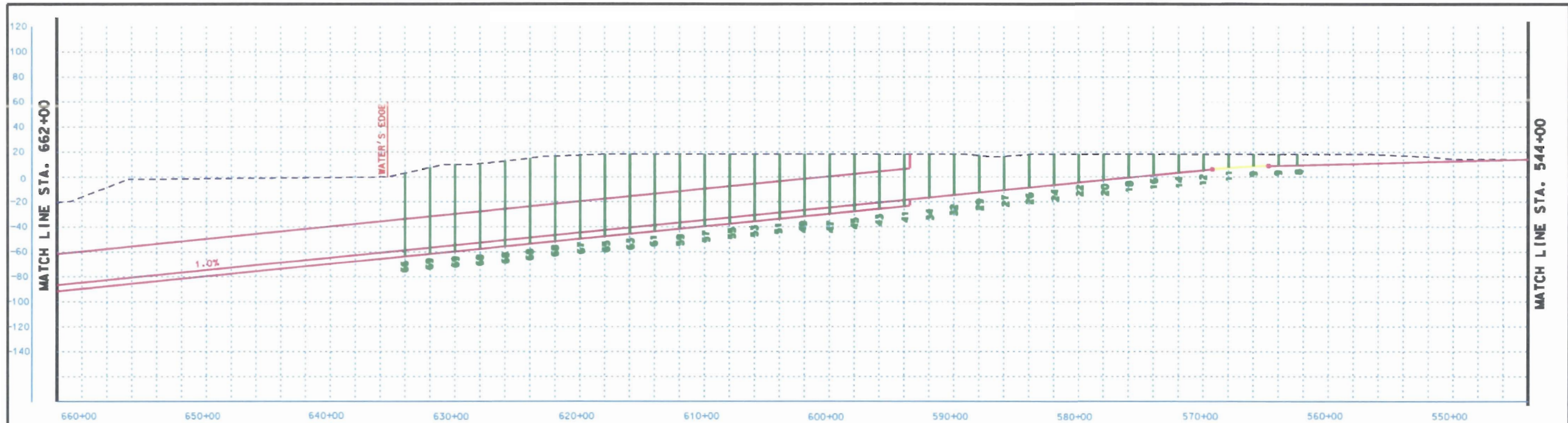
Task Order No. 309

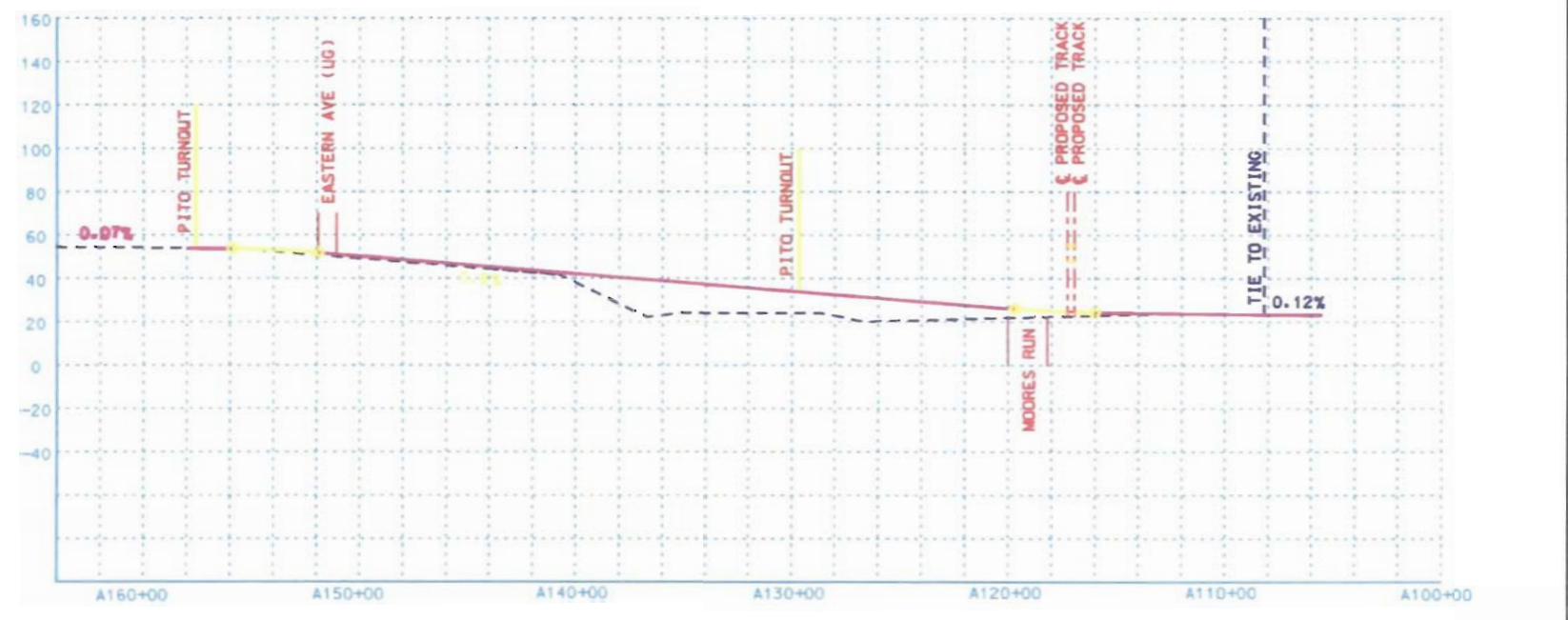
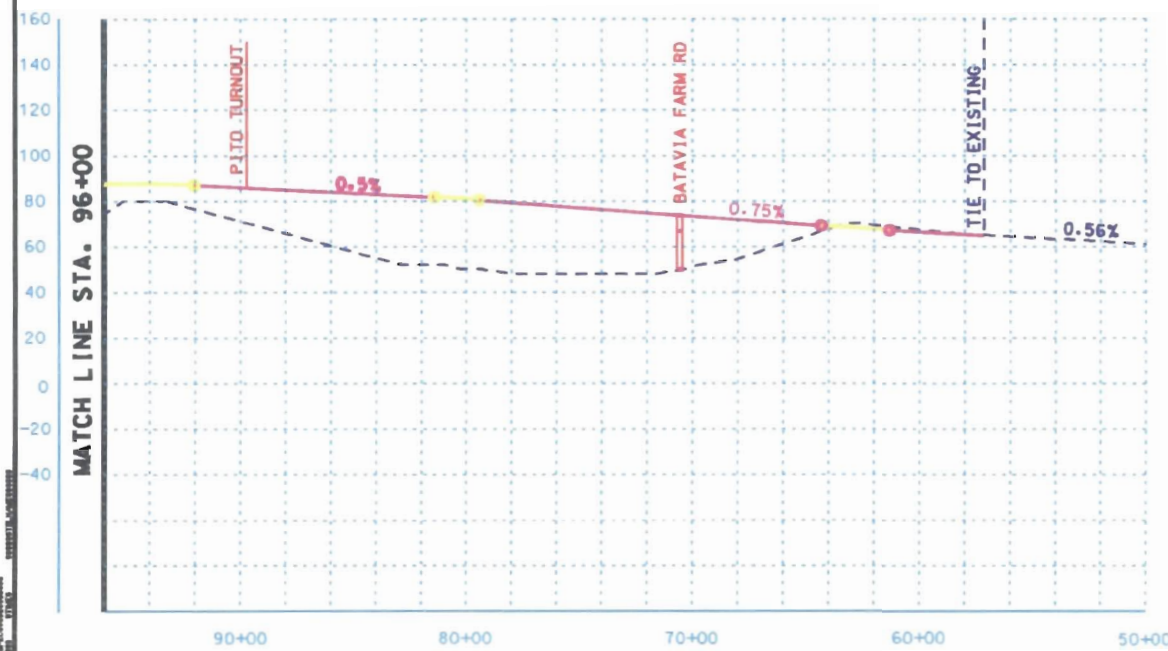
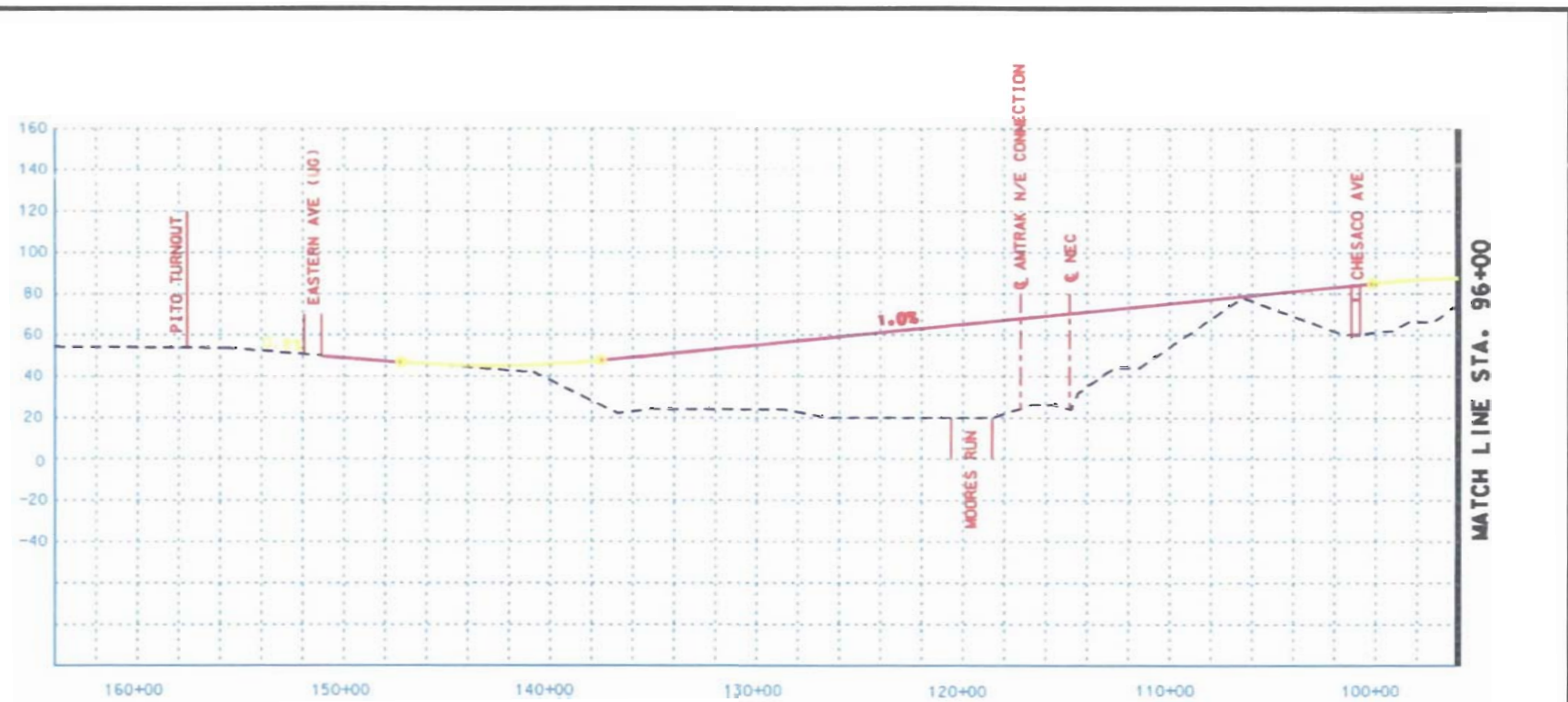
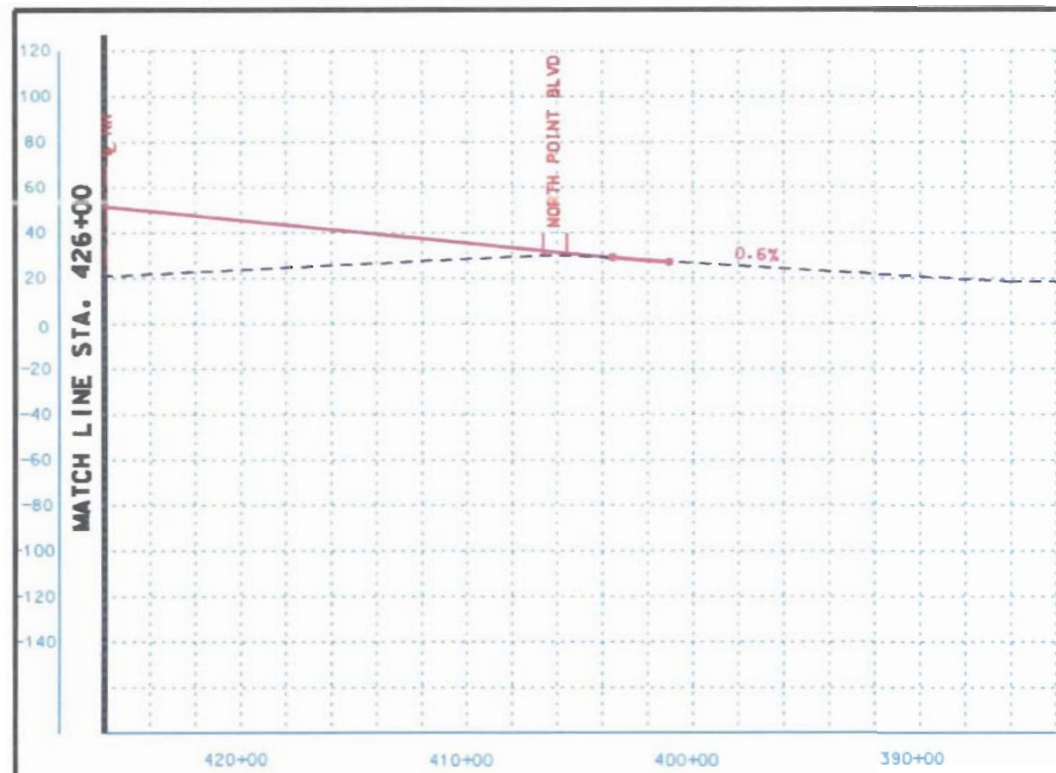
PARSONS

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OCTOBER 10, 2008

HARBOR FREIGHT TUNNEL ALTERNATIVE
ALTERNATIVE ALIGNMENT - MARLEY NECK FREIGHT TUNNEL





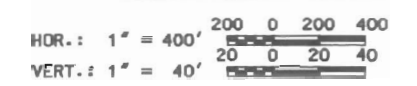


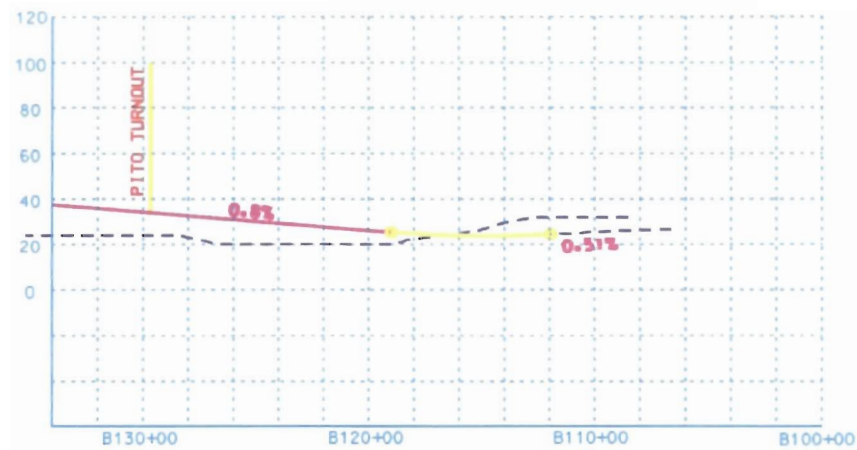
ANTRAK N/E CONNECTION



DRAFT
OCTOBER 10, 2003

HARBOR FREIGHT TUNNEL ALTERNATIVE
ALTERNATIVE ALIGNMENT - MARLEY NECK FREIGHT TUNNEL





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