

# Appendix G2.

## DEIS Drawings

Materials Provided by the Project Sponsor

### BALTIMORE-WASHINGTON SUPERCONDUCTING MAGLEV PROJECT

DRAFT ENVIRONMENTAL IMPACT STATEMENT AND  
SECTION 4(f) EVALUATION



U.S. Department of Transportation  
**Federal Railroad Administration**



**GENERAL NOTES**

- HORIZONTAL IMAGERY IS APPROXIMATE DUE TO 3D EFFECTS. A DETAILED SURVEY WILL BE CONDUCTED AS PART OF FINAL DESIGN.
- HORIZONTAL IMAGERY SOURCES ARE AS FOLLOWS:
  - OPENDATA.DC.GOV, AERIAL IMAGES DATED 2017
  - MARYLAND MAPPING AND GIS DATA PORTAL, AERIAL IMAGES DATED 2017
- THE VERTICAL PROFILE AT TRANSMISSION LINE CROSSINGS IS SUBJECT TO CHANGE UPON COORDINATION WITH UTILITY AGENCIES.
- THE EXISTING GROUND SHOWN ON THE VERTICAL PROFILES IS APPROXIMATE. ESPECIALLY AT WATER CROSSING LOCATIONS.
- THE VERTICAL DATUM OF THE PROPOSED ELEVATIONS SHOWN ON THE VERTICAL PROFILES IS NAVD88.
- PROPOSED ELEVATIONS SHOWN ON THE VERTICAL PROFILES ARE IN METERS.
- SCMAGLEV SYSTEMS REFERS TO MISCELLANEOUS UNSTAFFED WAYSIDE FACILITIES FOR SYSTEM OPERATIONS.

**LOCATION MAP AND INDEX LEGEND**

- ALIGNMENT CENTERLINE - DEEP TUNNEL
- ALIGNMENT CENTERLINE - ELEVATED STRUCTURE
- COUNTY LIMIT LINE
- EDGE OF WATER
- STATION LOCATION

**PLAN LEGEND**

- EXISTING ROW LINE
- DEEP TUNNEL OUTSIDE DIAMETER
- ELEVATED STRUCTURE EDGE OF GUIDEWAY
- SCMAGLEV TURNOUTS AND CROSSOVERS
- PIER
- STRADDLE BENT
- PROPOSED RETAINING WALL
- LOW-CLEARANCE VIADUCT SECURITY FENCE
- GEOTECHNICAL BORING LOCATION
- UNDERGROUND PARKING ENTRANCE
- CAVERN WALL/STATION FOOTPRINT
- PRELIMINARY FACILITY FOOTPRINT
- PRELIMINARY ROW ELEVATED STRUCTURE
- PRELIMINARY ROW TUNNEL PORTAL
- PRELIMINARY LOD FOR CUT-AND-COVER TUNNEL
- PRELIMINARY LOD FOR CONSTRUCTION
- PRELIMINARY LOD FOR CONSTRUCTION AT WATER CROSSINGS
- PRELIMINARY OVERHEAD SCMAGLEV POWER SUPPLY
- PRELIMINARY UNDERGROUND SCMAGLEV POWER SUPPLY

**PROFILE LEGEND**

- EXISTING GROUND ALONG PROPOSED ALIGNMENT
- PROPOSED GUIDEWAY PROFILE
- VERTICAL CURVE HIGH POINT
- VERTICAL CURVE LOW POINT

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STA-201	BWI AIRPORT MAGLEV STATION SITE CIVIL PLANS
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TCP-13 - TCP-41	TRAFFIC CONTROL PLANS (J & J1 ALIGNMENTS ELEVATED VIADUCTS)
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TCP-49 - TCP-56	TRAFFIC CONTROL PLANS (BALTIMORE CAMDEN YARDS STATION)

**DC MAGLEV STATION (MOUNT VERNON SQUARE EAST)**

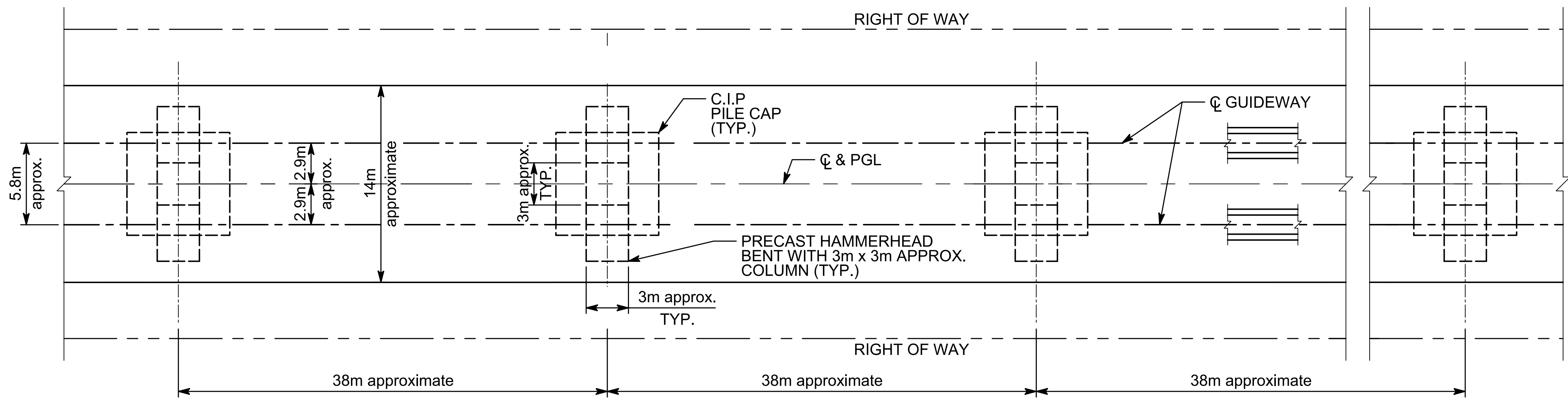
NOTE: PP-XX DENOTES DRAWING NUMBER



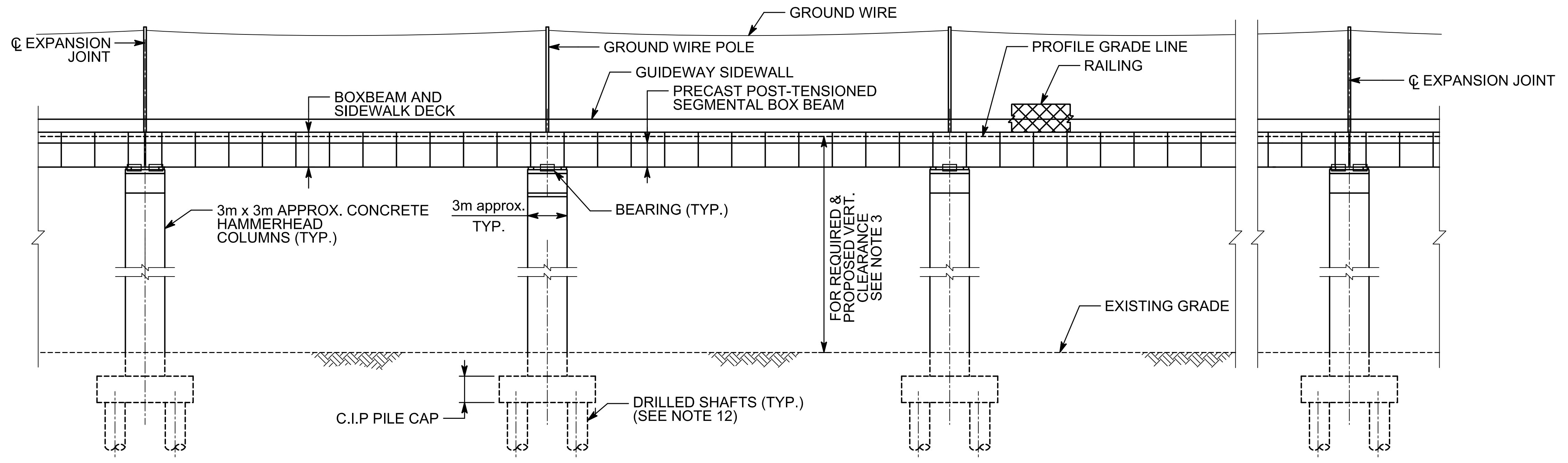
VERTICAL SCALE:

**BALTIMORE-WASHINGTON SCMAGLEV**  
**LOCATION MAP, INDEX AND LEGEND**

DATE: 6/15/2020  
DRAWING NO. 01  
SHEET NO. -- OF --



**ELEVATED VIADUCT PLAN**  
(38m APPROX. TYPICAL SPANS)

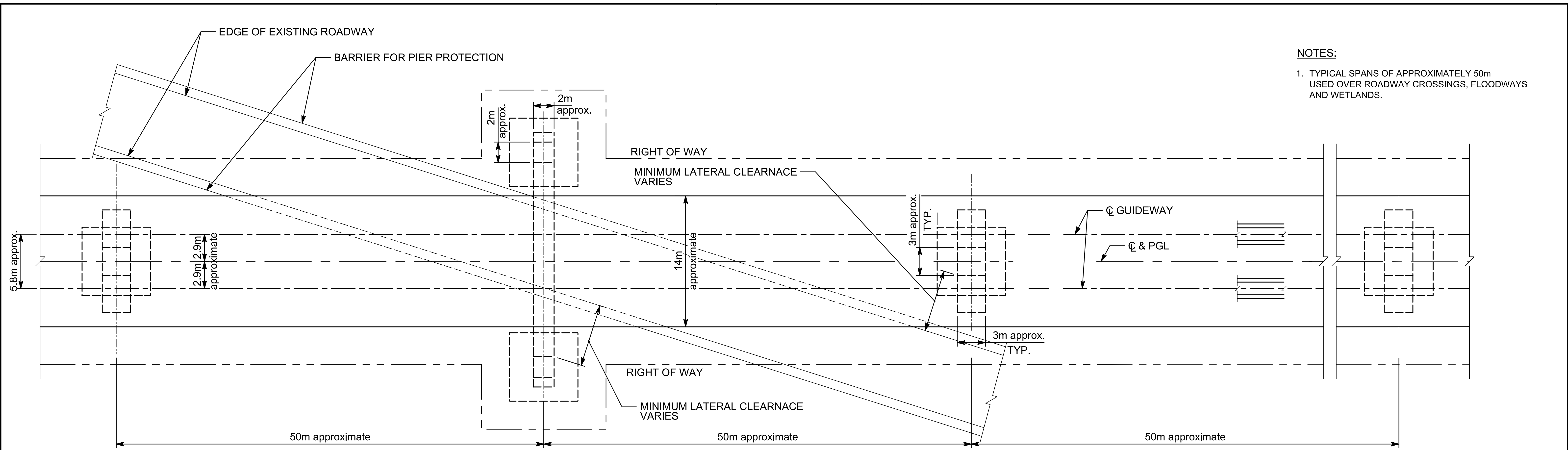


**ELEVATED VIADUCT ELEVATION**  
(38m APPROX. TYPICAL SPANS)

**STANDARD GENERAL ABBREVIATIONS**

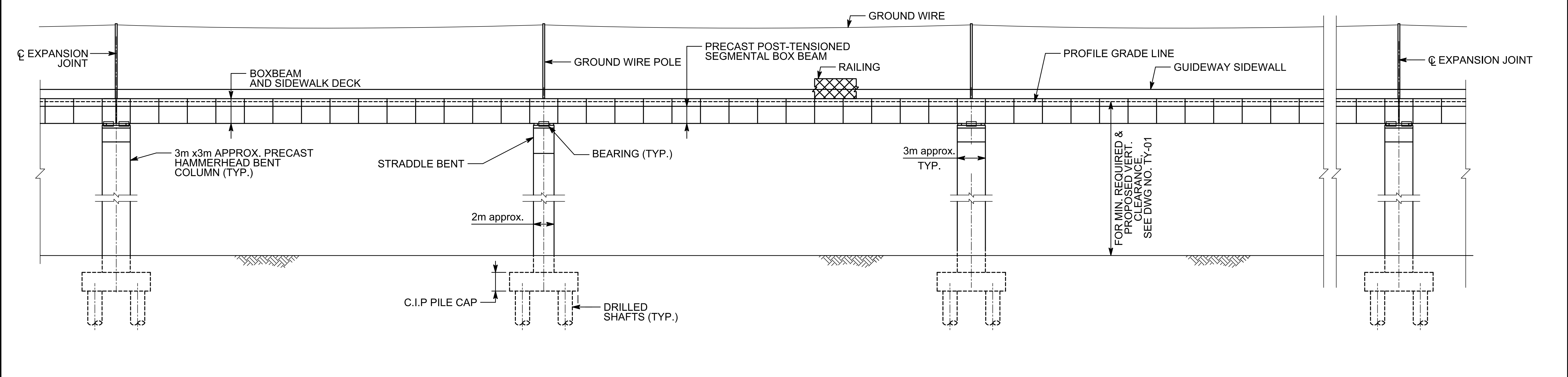
TYP	-	TYPICAL
LOD	-	LIMIT OF DISTURBANCE
☉	-	CENTERLINE
C.I.P	-	CAST-IN-PLACE
PGL	-	PROFILE GRADE LINE

- GENERAL NOTES**
1. TYPICAL SECTIONS WERE DEVELOPED TO IDENTIFY GENERAL ARRANGEMENTS AND ALLOWANCES FOR ACCESS ROADS FOR CONSTRUCTION. TYPICAL SECTIONS WERE USED AS THE BASIS FOR DEVELOPMENT OF LIMIT OF DISTURBANCE (L.O.D) FOR ENVIRONMENTAL ANALYSIS. AN ADDITIONAL WIDTH OF 6m WILL BE NEEDED ALONG ONE SIDE OF THE ELEVATED VIADUCTS TO PROVIDE ROOM FOR CONSTRUCTION EQUIPMENT.
  2. VIADUCT AND TMF RAMPS SPAN LENGTHS VARY BETWEEN APPROX. 38m AND APPROX. 50m.
  3. MINIMUM REQUIRED VERTICAL CLEARANCE FOR VIADUCT STRUCTURES:
    - OVER ROADWAYS: 10m MINIMUM FROM PROFILE GRADE LINE
    - OVER RAILROADS: 10m MINIMUM FROM PROFILE GRADE LINE
  4. LOW-CLEARANCE VIADUCT SECURITY FENCE WILL BE INSTALLED PER DRAWINGS TY-06 AND TY-07 AS FOLLOWS:
    - IN LOCATIONS WHERE THE PROFILE GRADE LINE IS LESS THAN 10m FROM THE GROUND.
    - AROUND SCMAGLEV FACILITIES AND EQUIPMENT LOCATED UNDER OR ADJACENT TO THE VIADUCT AND PORTAL STRUCTURES.
  5. LIMITS OF DEEP TUNNEL:
    - FOR THE J ALIGNMENT ALTERNATIVE, SEE PLAN AND PROFILE DRAWINGS.
    - FOR THE J1 ALIGNMENT ALTERNATIVE, SEE PLAN AND PROFILE DRAWINGS.
  6. ALL DIMENSIONS ARE IN METRIC UNITS.
  7. "EXISTING GRADE" REFERS TO THE APPROXIMATE EXISTING GROUND LINE AT CENTERLINE OF EACH ALIGNMENT ALTERNATIVE. FOR ACTUAL EXISTING GRADE AND PROPOSED VERTICAL PROFILE FOR THE DEEP TUNNEL, CUT-AND-COVER TUNNEL, TUNNEL PORTAL, ELEVATED STRUCTURES, AND RSD RAMP STRUCTURES, SEE PLAN AND PROFILE DWG. NOS. PP-01 THROUGH PP-83, AND TMF-01 THROUGH TMF-47.
  8. ALL PROPOSED STRUCTURAL ELEMENTS SHOWN ARE BASED ON PRELIMINARY ENGINEERING DESIGN AND AERIAL IMAGERY, AND MAY BE REVISED BASED ON MORE ADVANCED SURVEY AND DESIGNS.
  9. CENTERLINE OF ALIGNMENT IS CENTERLINE OF TWO GUIDEWAY ALIGNMENT.
  10. SEE PLAN AND PROFILE DRAWINGS FOR LOCATIONS OF CONSTRUCTION ACCESS AND LAYDOWN AREAS.
  11. FOUNDATION REQUIREMENT MAY VARY BASED ON SITE SPECIFIC CONDITIONS INCLUDING VIADUCT HEIGHT, LIMITS OF ACCESS, AND GEOTECHNICAL CONDITION.
  12. VIADUCT STAIRCASES (NOT SHOWN IN THIS SUBMISSION) WOULD BE PROVIDED AS REQUIRED TO SATISFY EMERGENCY ACCESS/EGRESS REQUIREMENTS. STAIRCASE LOCATIONS AND CONFIGURATIONS WILL BE DEVELOPED IN NEXT PHASE DESIGN IN CLOSE COORDINATION WITH MAINTENANCE AND SAFETY REQUIREMENTS.



**NOTES:**  
 1. TYPICAL SPANS OF APPROXIMATELY 50m USED OVER ROADWAY CROSSINGS, FLOODWAYS AND WETLANDS.

**ELEVATED VIADUCT PLAN**  
 (50m APPROX. TYPICAL SPANS)



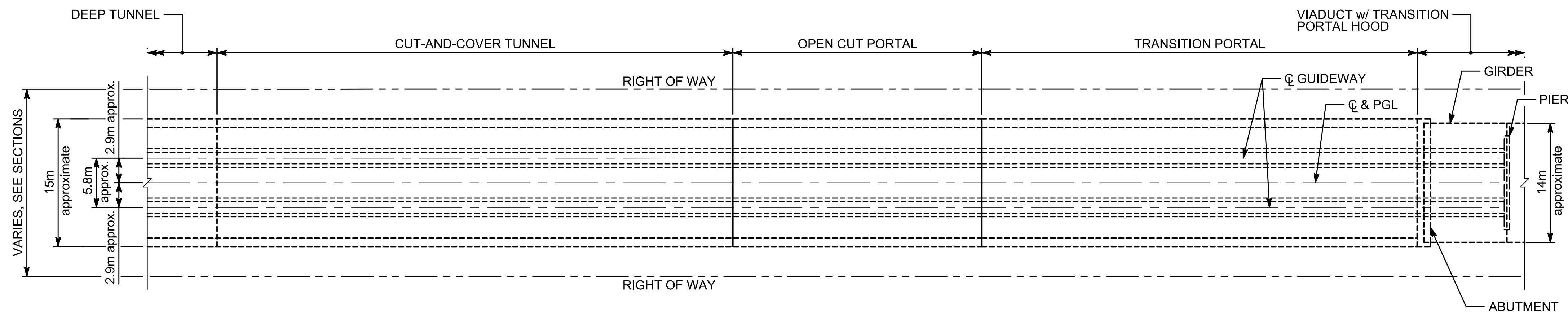
(50m APPROX. TYPICAL SPANS)

Revision 1  
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 10-09-2020



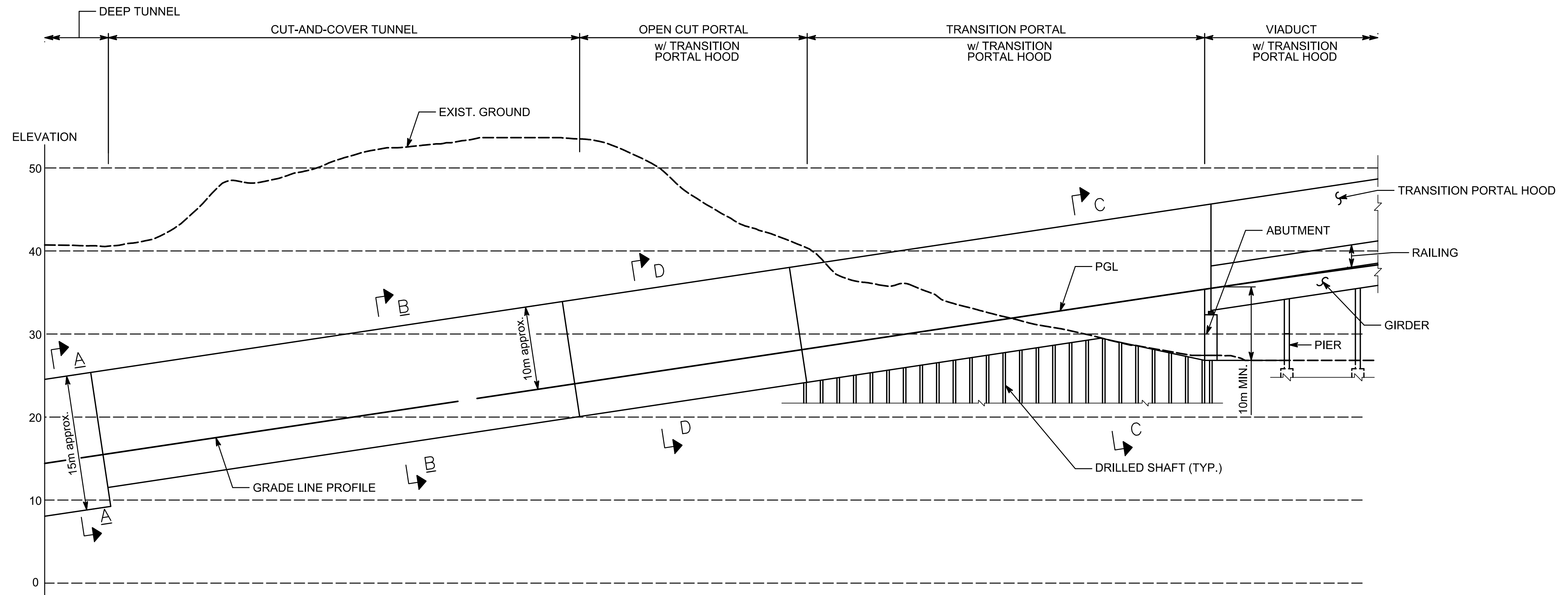
**BALTIMORE-WASHINGTON SCMAGLEV**  
 GENERAL PLAN AND ELEVATION  
 FOR 50m APPROX. TYPICAL SPANS

DATE:	10/09/2020
DRAWING NO.	TY-02
SHEET NO.	-- OF --

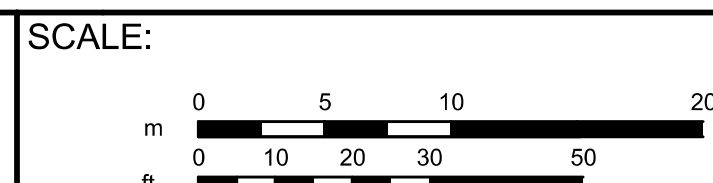


- NOTE:**
1. FOR SECTIONS A, B, C AND D, SEE DWG. NO. TY-06.
  2. FOR TYPICAL ABUTMENT SECTION AND TYPICAL VIADUCT WITH TRANSITION PORTAL HOOD, SEE DWG. NO. TY-04.

**PLAN**  
ALIGNMENT J1 SHOWN  
(ALIGNMENT J SIMILAR)  
1 HORIZ. METER = 5 VERT. METERS



**ELEVATION**  
ALIGNMENT J1 SHOWN  
(ALIGNMENT J SIMILAR)  
1 HORIZ. METER = 5 VERT. METERS



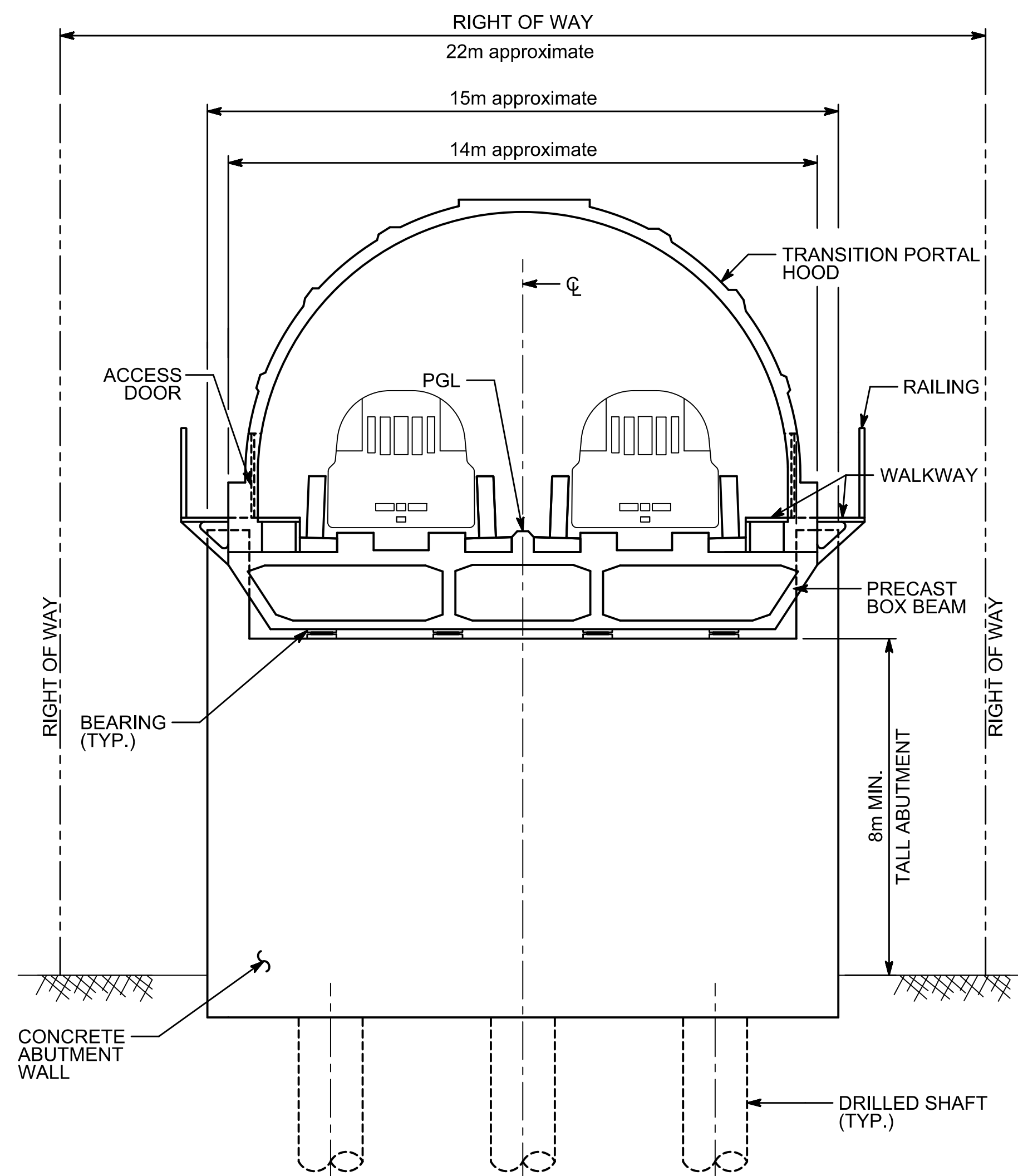
**BALTIMORE-WASHINGTON SCMAGLEV**  
**CUT-AND-COVER TUNNEL, OPEN CUT PORTAL AND**  
**TUNNEL PORTAL ELEVATION**

DATE: 10/09/2020  
DRAWING NO. TY-03  
SHEET NO. -- OF --

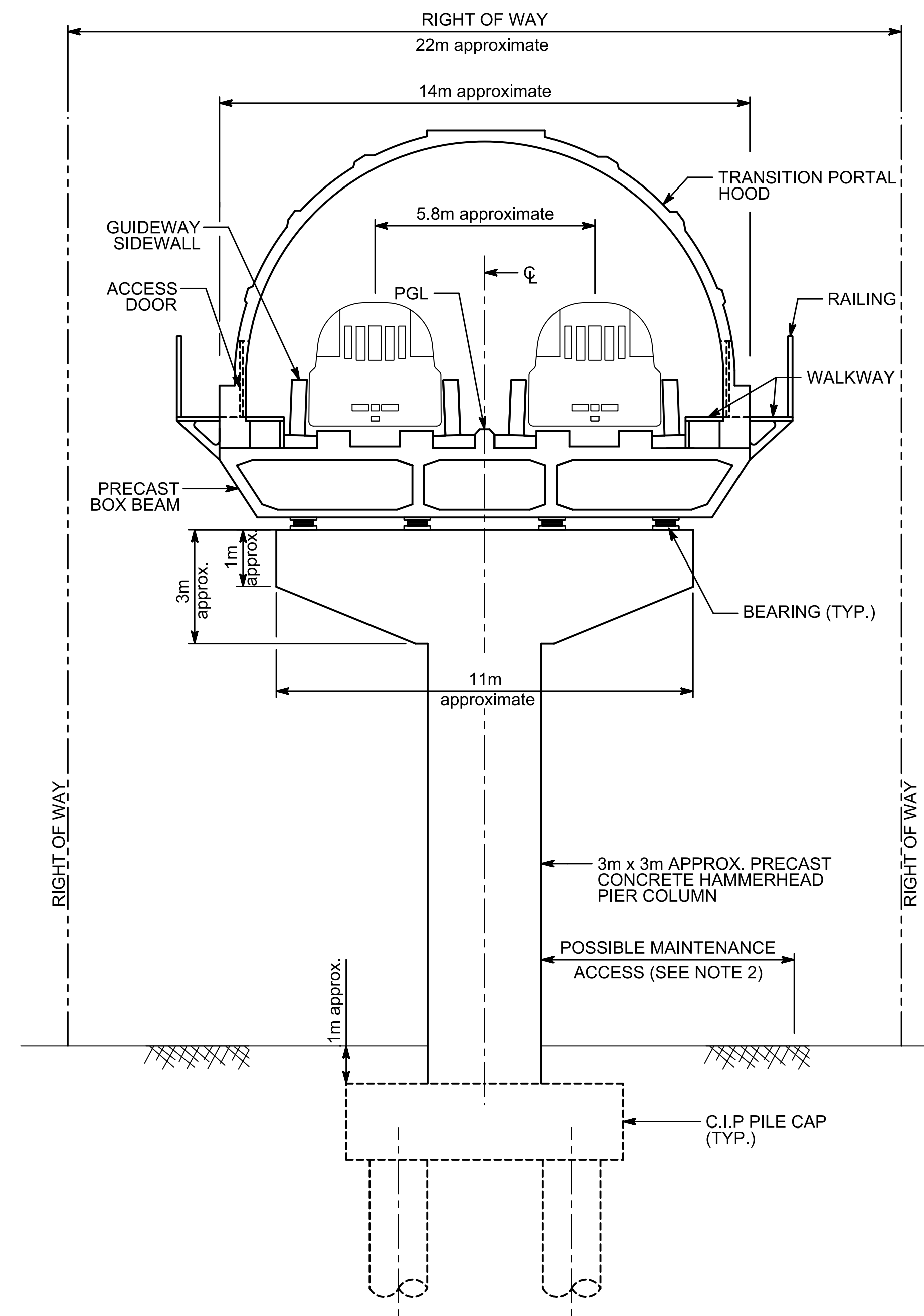
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10-09-2020

**NOTES:**

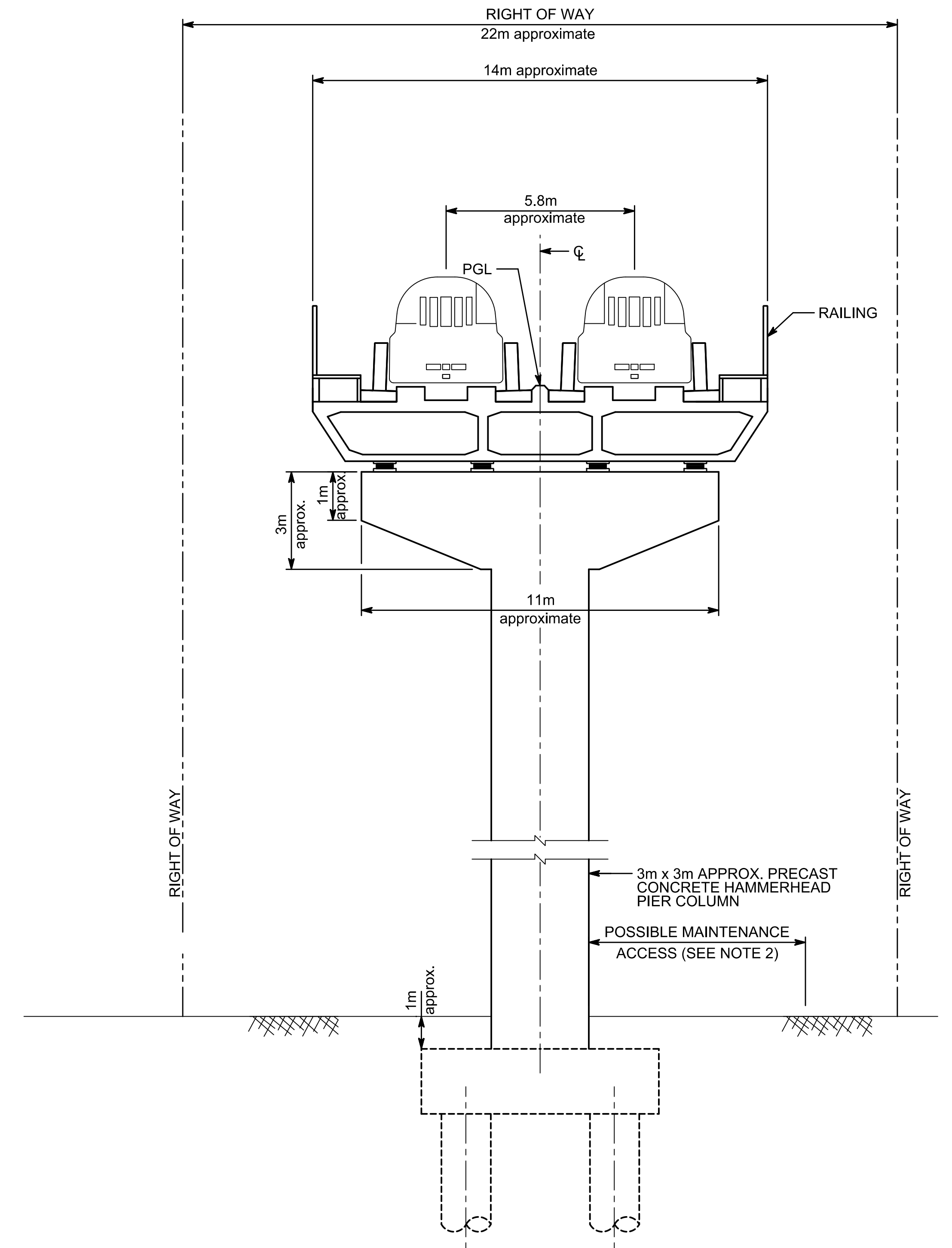
1. FOR MINIMUM REQUIRED VERTICAL UNDER CLEARANCE, SEE NOTE 3 ON DWG NO. TY-01.
2. MAINTENANCE ACCESS MAY BE PROVIDED ALONG THE ELEVATED VIADUCT. THIS MAINTENANCE ACCESS WILL BE CONSTRUCTED WITH GRAVEL OR OTHER PERMEABLE MATERIALS. THIS MAINTENANCE ACCESS WILL BE DISCONTINUED ACROSS WETLANDS OR RELOCATED AROUND THE WETLANDS IN ORDER TO MINIMIZE ENVIRONMENTAL IMPACTS. ACCESS POINTS TO THE EXISTING ROADWAY NETWORK WILL BE PROVIDED.
3. DETAILED ROW FENCING REQUIREMENTS AROUND VARIOUS SCMAGLEV SITES AND STRUCTURES WILL BE DETERMINED AS PROJECT PLANNING ADVANCES.



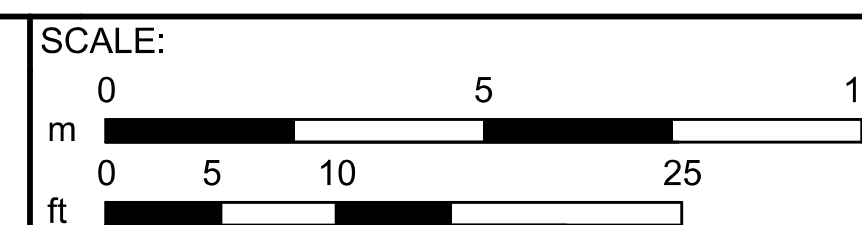
**TYPICAL ABUTMENT SECTION**



**TYPICAL SECTION WITH TRANSITION PORTAL HOOD  
(ADJACENT TO TRANSITION PORTAL)**



**TYPICAL SECTION**

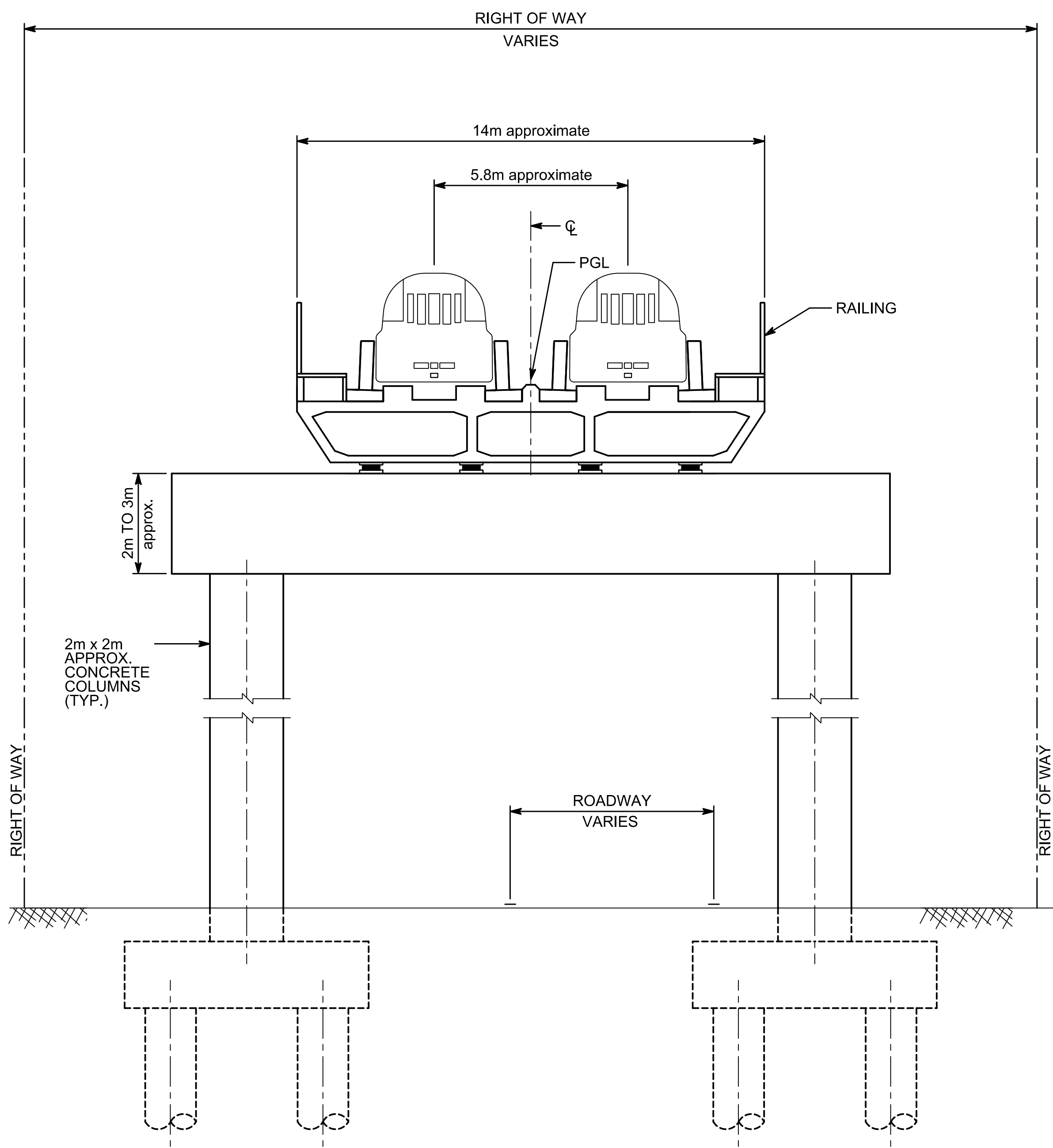


**BALTIMORE-WASHINGTON SCMAGLEV  
TYPICAL SECTIONS**

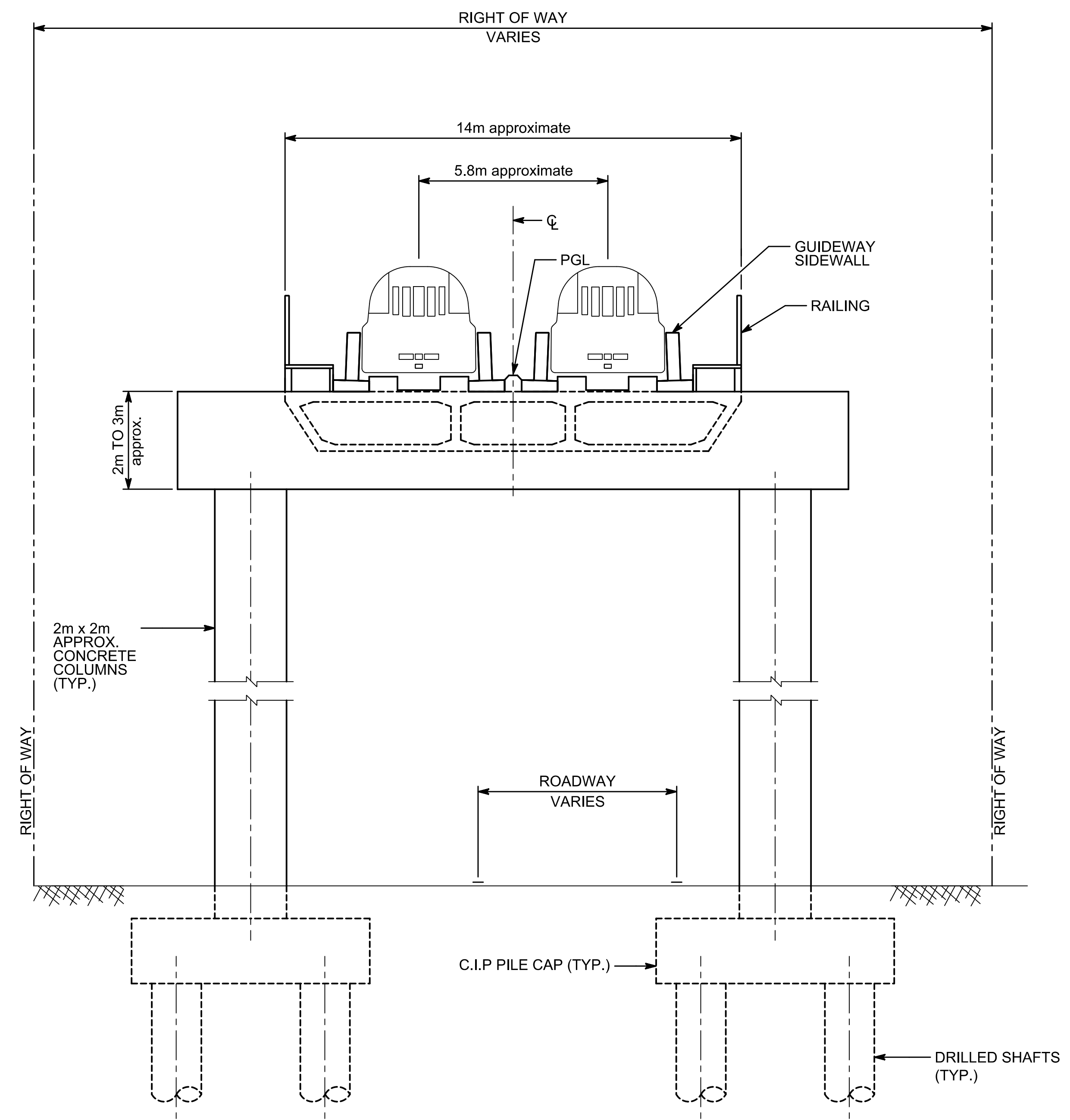
DATE: 10/09/2020  
DRAWING NO. TY-04  
SHEET NO. -- OF --

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10-09-2020

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 10-09-2020



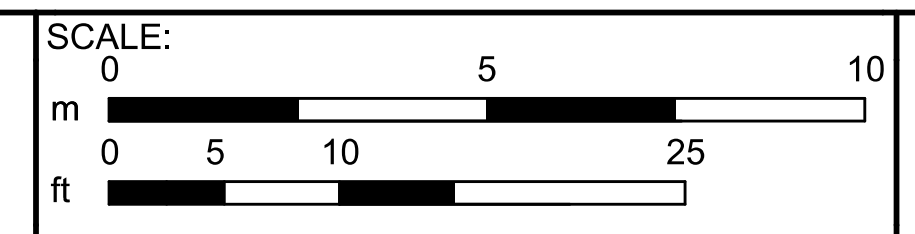
TYPICAL STRADDLE BENT SECTION



INTEGRAL STRADDLE BENT SECTION

**NOTES:**

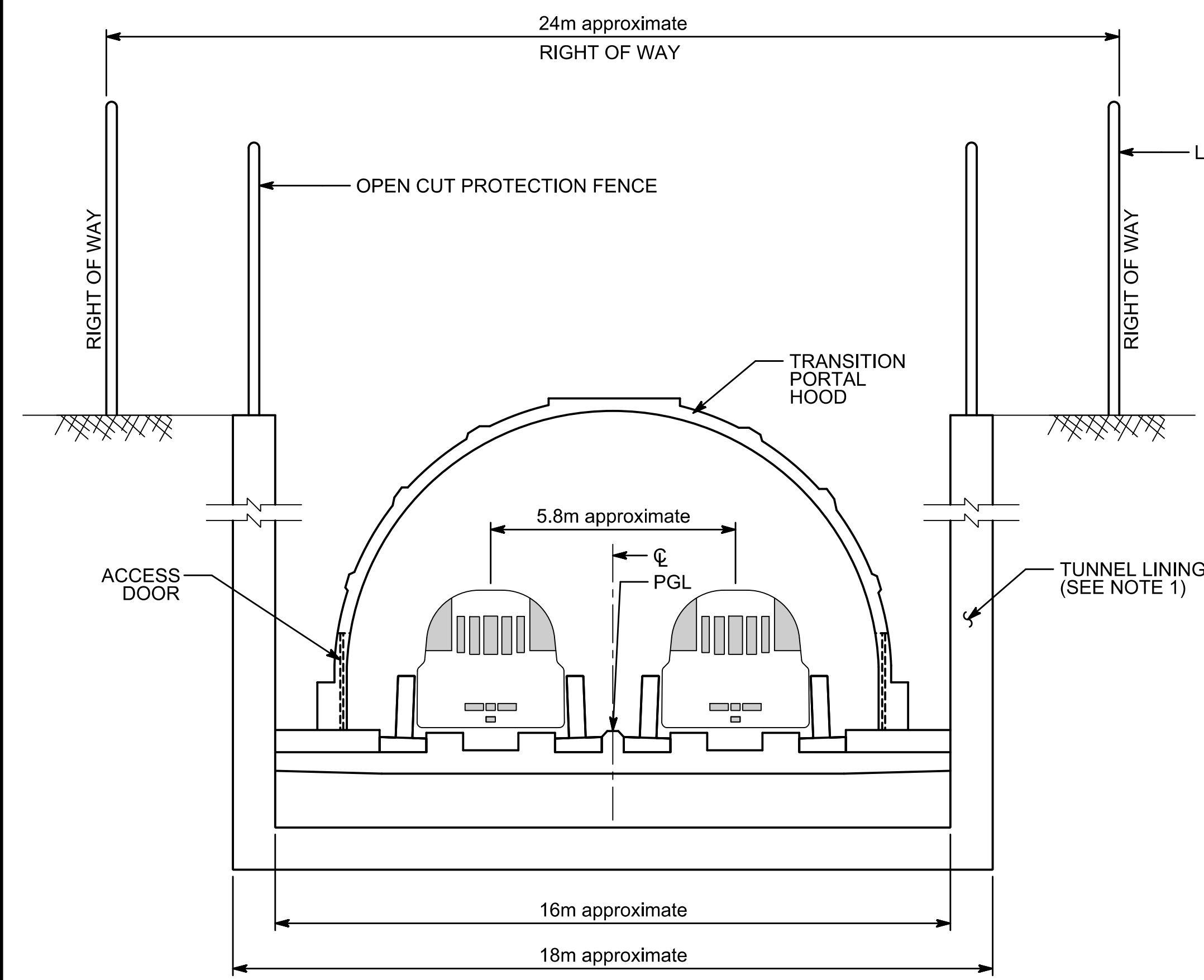
1. LOCATIONS OF STRADDLE BENTS ARE IDENTIFIED ON THE PLAN AND PROFILE DRAWINGS.
2. THE RIGHT OF WAY AT STRADDLE BENT LOCATIONS WILL VARY AND WILL BE 3m MINIMUM FROM THE EDGE OF FOOTINGS.
3. DETAILED ROW FENCING REQUIREMENTS AROUND VARIOUS SCMAGLEV SITES AND STRUCTURES WILL BE DETERMINED AS PROJECT PLANNING ADVANCES.



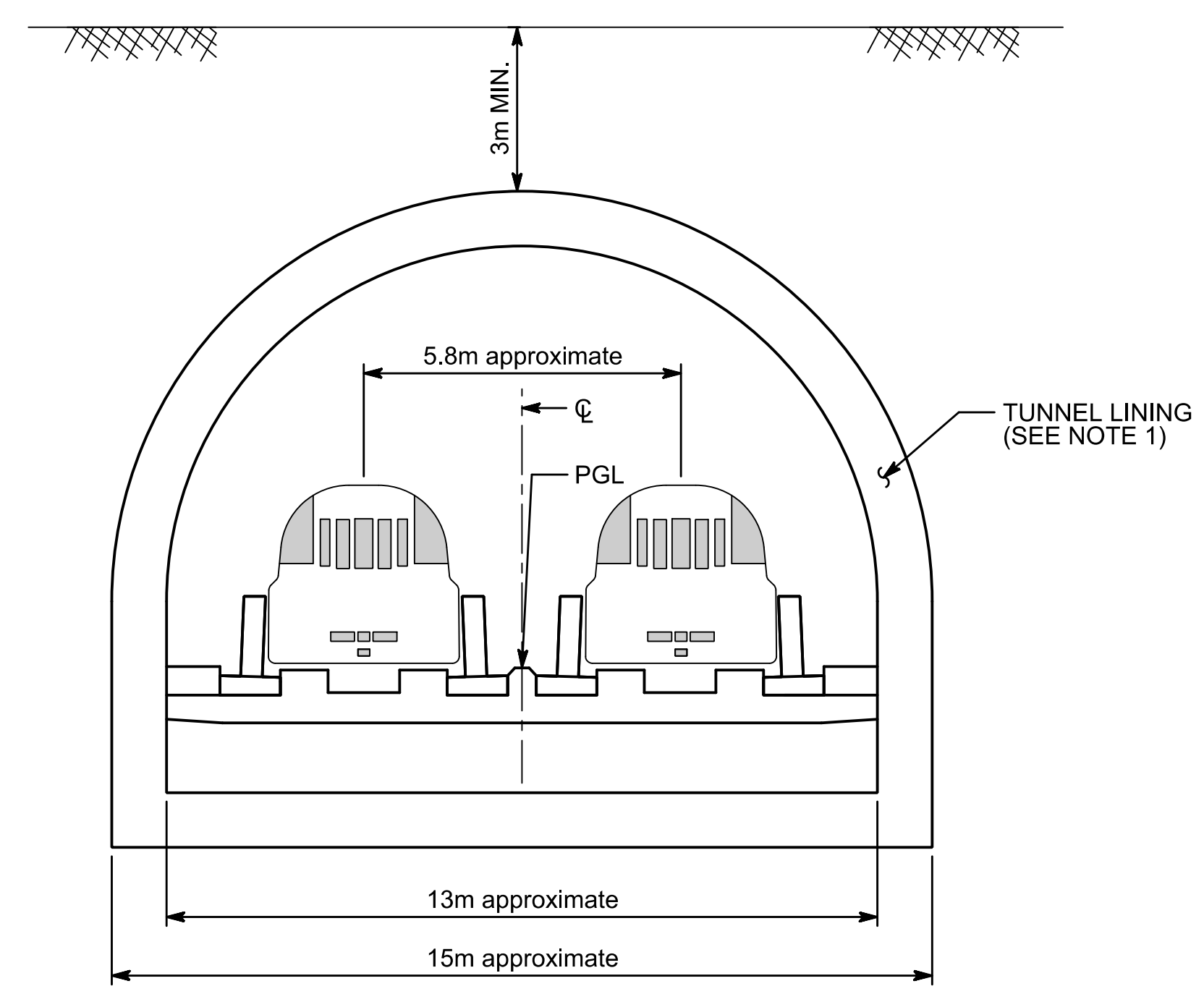
BALTIMORE-WASHINGTON SCMAGLEV  
 TYPICAL STRADDLE BENT SECTION

DATE:	10/09/2020
DRAWING NO.	TY-05
SHEET NO.	-- OF --

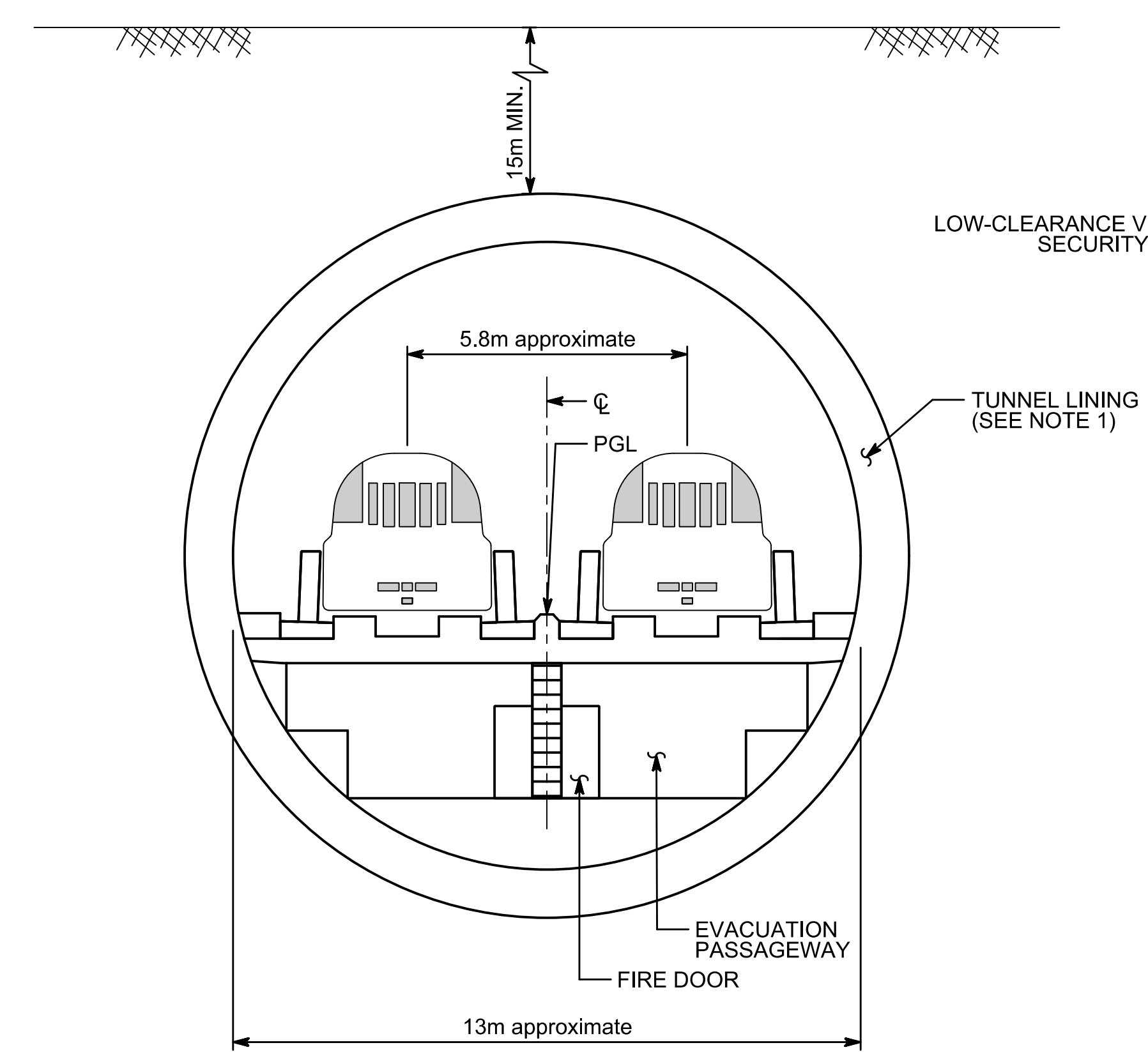
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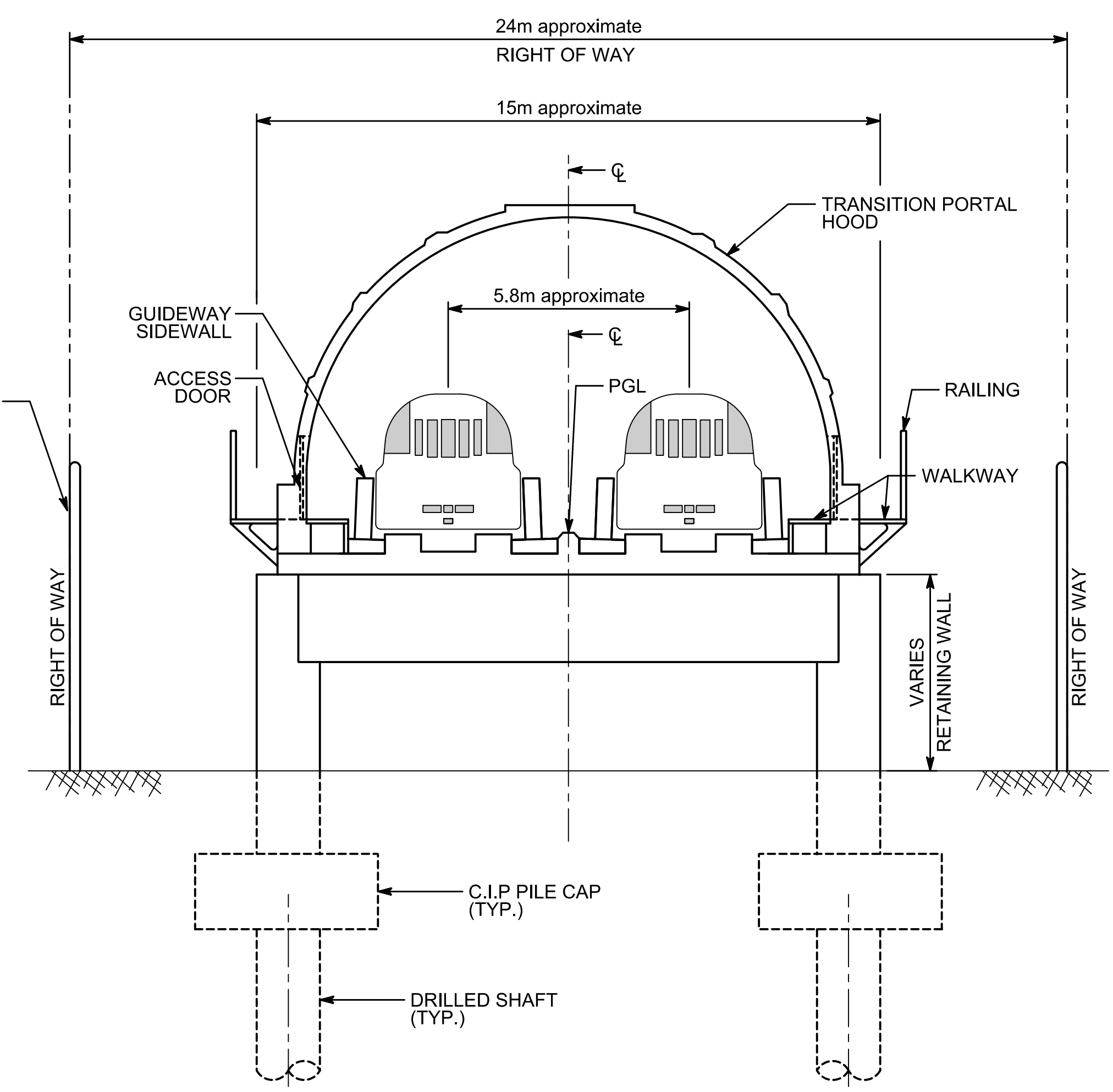
**D** OPEN CUT PORTAL SECTION  
 TY-03 (SEE NOTE 2 AND 3)



**B** SECTION  
 TY-03 (CUT-AND-COVER TUNNEL  
 SEE NOTE 2)



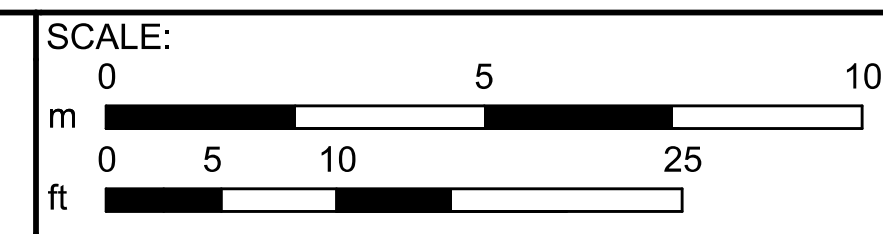
**A** SECTION  
 TY-03 (DEEP TUNNEL)



**C** SECTION  
 TY-03 (TUNNEL PORTAL BEFORE  
 THE ABUTMENT)

**NOTES:**

1. TUNNEL LINING THICKNESS FOR DEEP TUNNEL, CUT-AND-COVER TUNNEL, AND OPEN CUT PORTAL IS APPROXIMATELY 1m, TO BE DETERMINED IN DETAILED DESIGN.
2. EMERGENCY EGRESS STAIRS TO THE SURFACE WILL BE PROVIDED FOR OPEN CUT SECTION AND CUT-AND-COVER SECTION AT APPROXIMATELY 762m SPACING AS REQUIRED PER NFPA-130.
3. BRACING COULD BE PROVIDED TO OPEN CUT SECTION FOR LIMITED LENGTH ON THE DEEPER SEGMENT, TO BE DETERMINED IN DETAILED DESIGN.

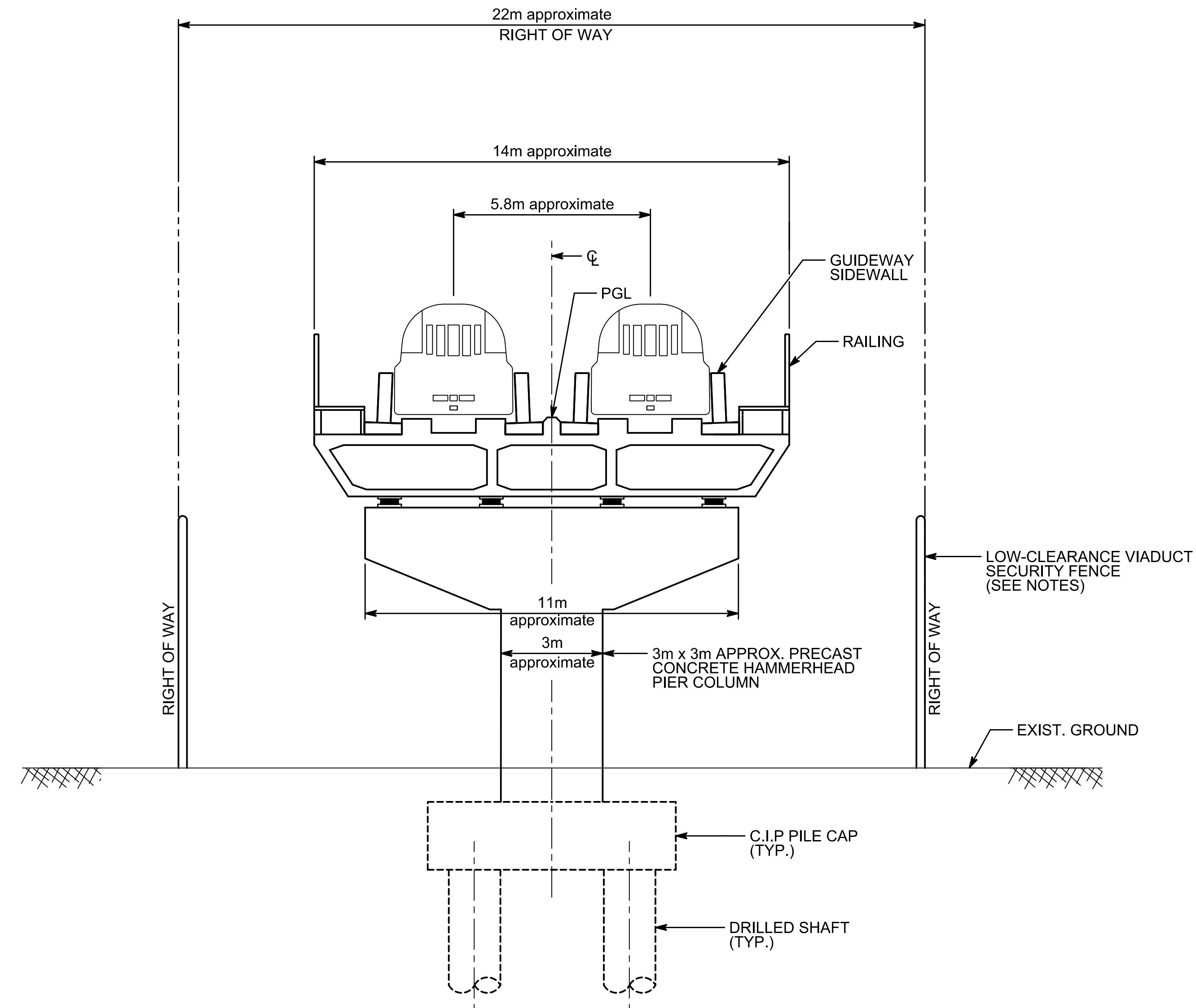


BALTIMORE-WASHINGTON SCMAGLEV  
 DEEP TUNNEL, CUT AND COVER TUNNEL, AND OPEN CUT PORTAL  
 AND TUNNEL PORTAL SECTIONS

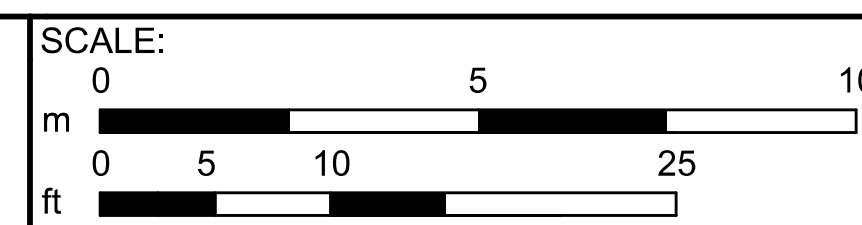
DATE: 10/09/2020  
 DRAWING NO. TY-06  
 SHEET NO. -- OF --



**NOTES:**  
 LOW-CLEARANCE VIADUCT SECURITY FENCE WILL BE INSTALLED  
 PER NOTE 4 ON DRAWING TY-01.



**TYPICAL SECTION**  
**WHEN PROFILE GRADE LINE IS LESS THAN 10m FROM THE GROUND**



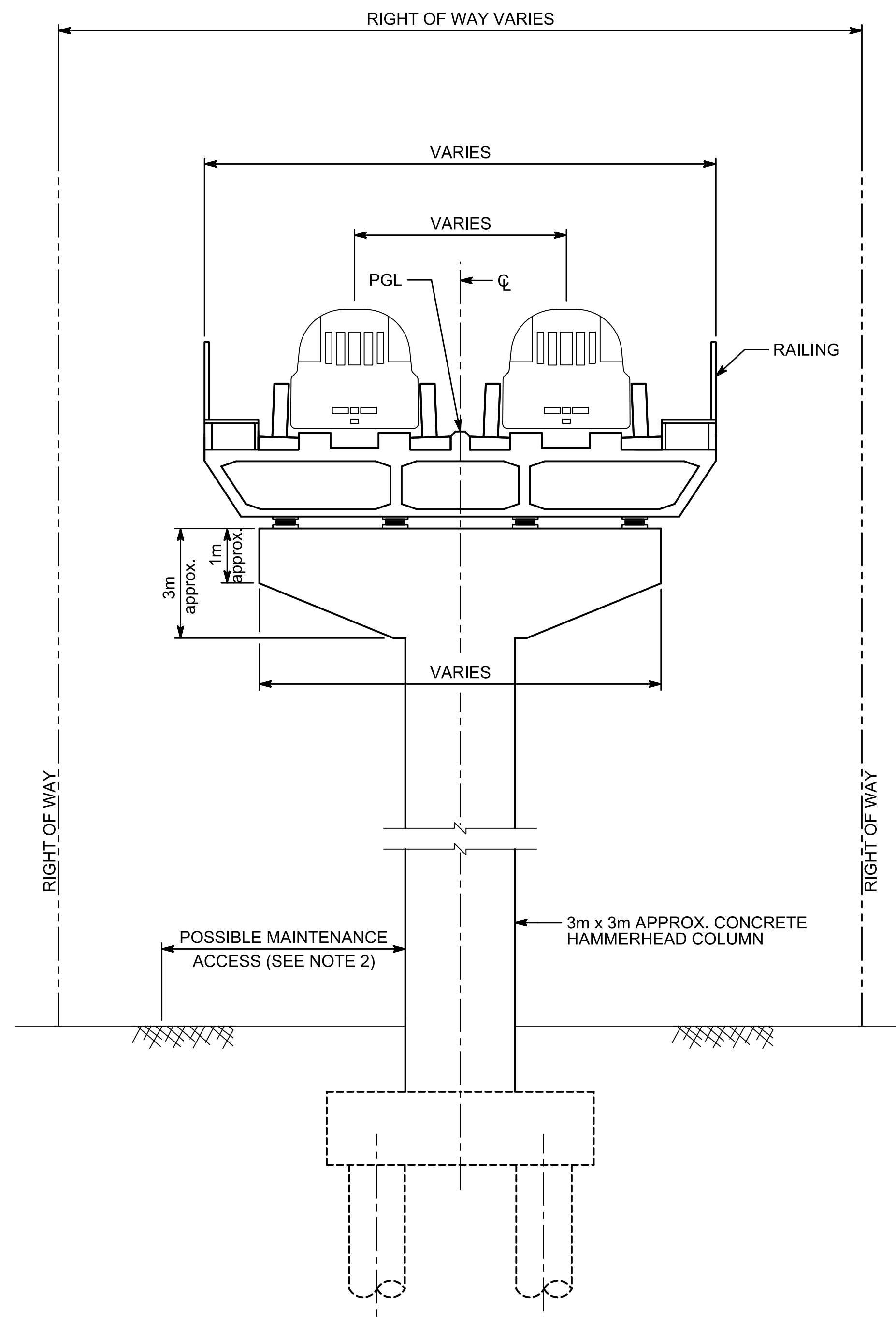
**BALTIMORE-WASHINGTON SCMAGLEV**  
**TYPICAL SECTION WITH**  
**LOW UNDER CLEARANCE**

DATE: 10/09/2020  
 DRAWING NO. TY-07  
 SHEET NO. -- OF --

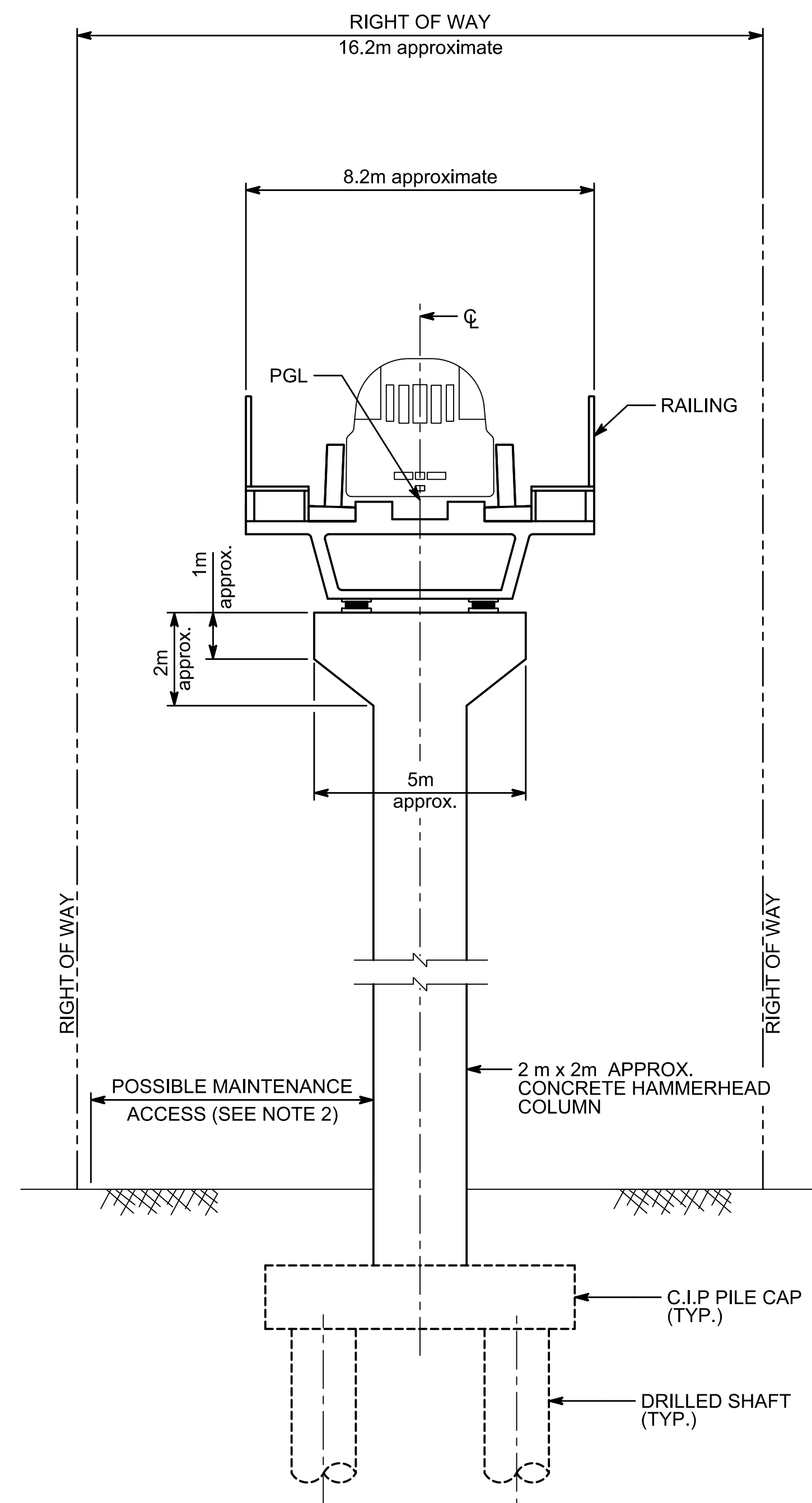
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 10-09-2020

**NOTES:**

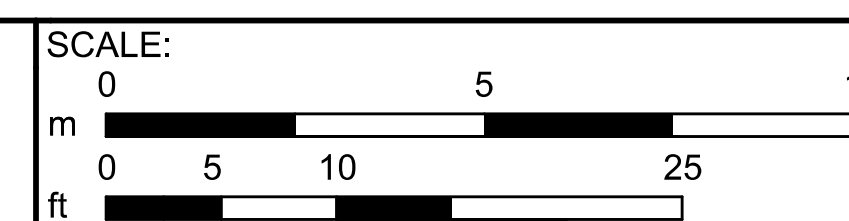
1. FOR TRAIN MAINTENANCE FACILITY (TMF) RAMPS PLAN AND PROFILE, SEE DWG. NOS. TMF-01 THROUGH TMF-47.
2. MAINTENANCE ACCESS MAY BE PROVIDED ALONG THE ELEVATED VIADUCT. THIS MAINTENANCE ACCESS WILL BE CONSTRUCTED WITH GRAVEL OR OTHER PERMEABLE MATERIALS. THIS MAINTENANCE ACCESS WILL BE DISCONTINUED ACROSS WETLANDS OR RELOCATED AROUND THE WETLANDS IN ORDER TO MINIMIZE ENVIRONMENTAL IMPACTS. ACCESS POINTS TO THE EXISTING ROADWAY NETWORK WILL BE PROVIDED.
3. DETAILED ROW FENCING REQUIREMENTS AROUND VARIOUS SCMAGLEV SITES AND STRUCTURES WILL BE DETERMINED AS PROJECT PLANNING ADVANCES.



**SECTION AT TMF RAMP MERGE AND SPLIT**



**TYPICAL SECTION AT THE TMF RAMPS**

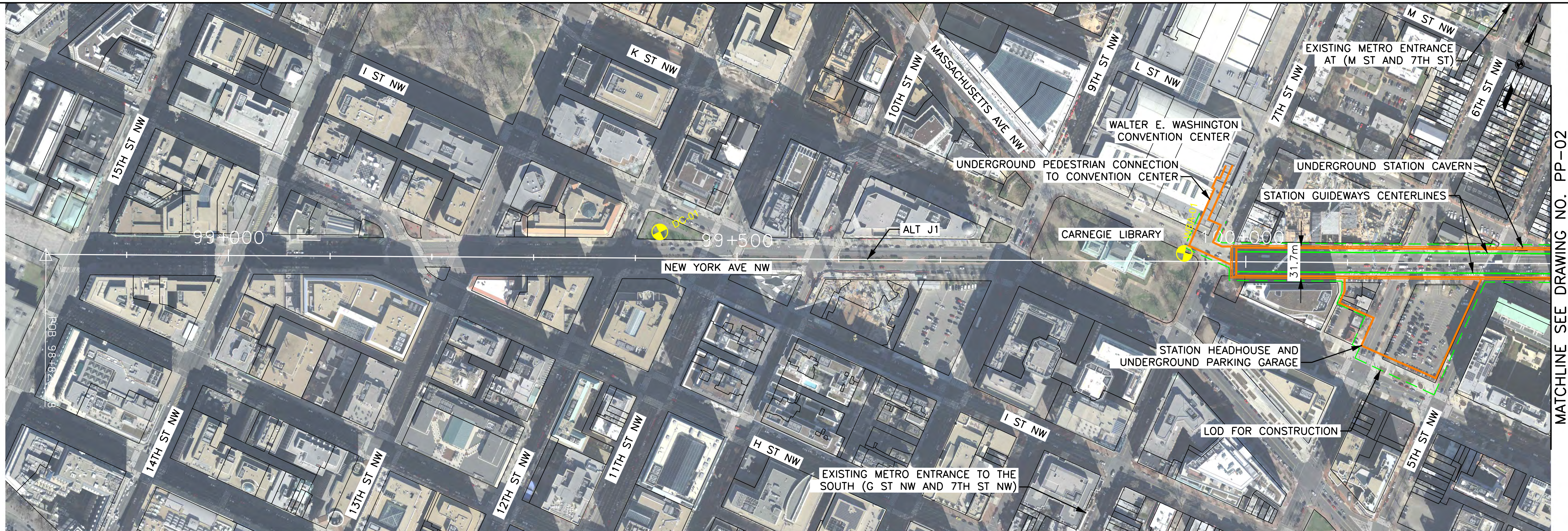


**BALTIMORE-WASHINGTON SCMAGLEV  
TYPICAL TMF RAMP SECTIONS**

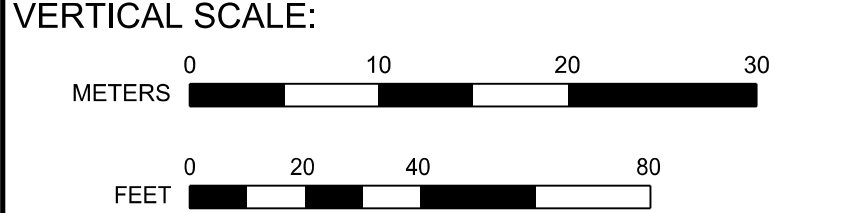
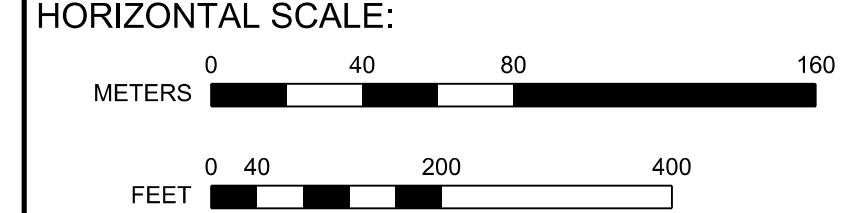
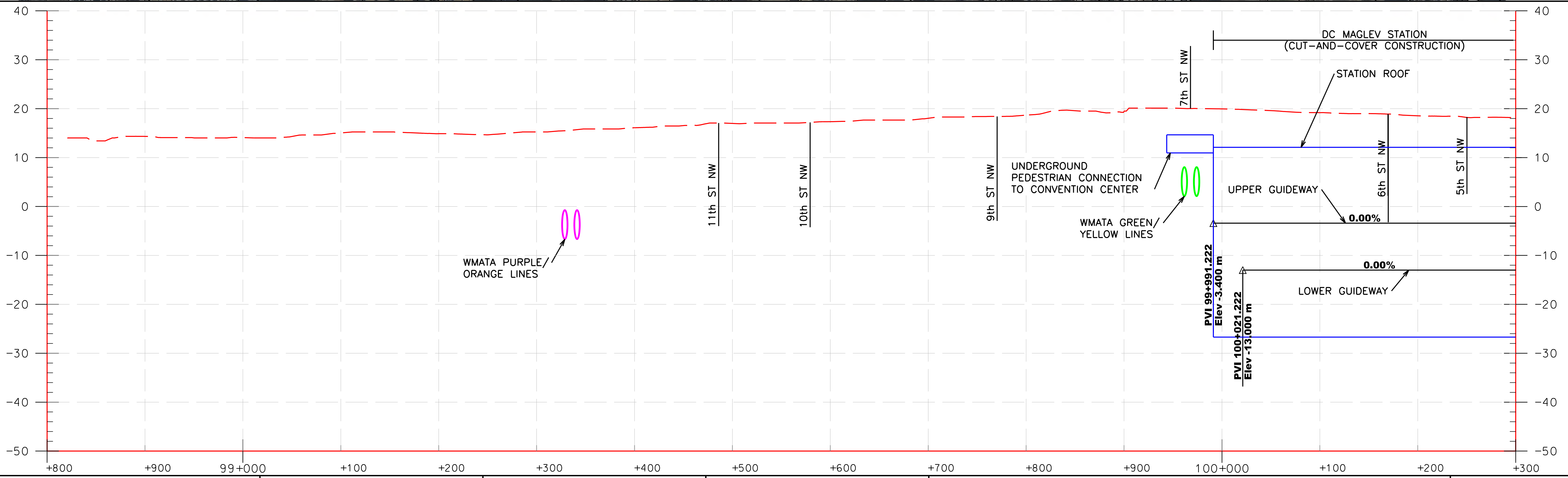
DATE: 10/09/2020

DRAWING NO. TY-08

SHEET NO. -- OF --



MATCHLINE SEE DRAWING NO. PP-02



**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 98+820 TO STA. 100+300**

DATE: 6/10/2020  
 DRAWING NO. PP-01  
 SHEET NO. -- OF --

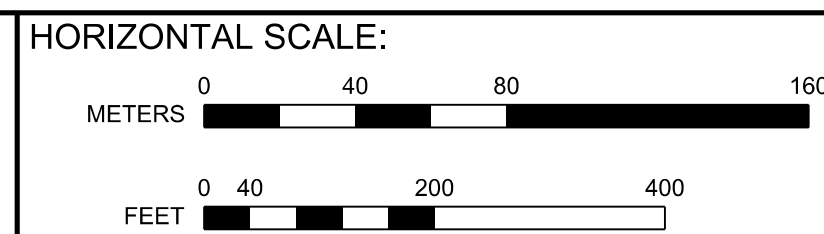
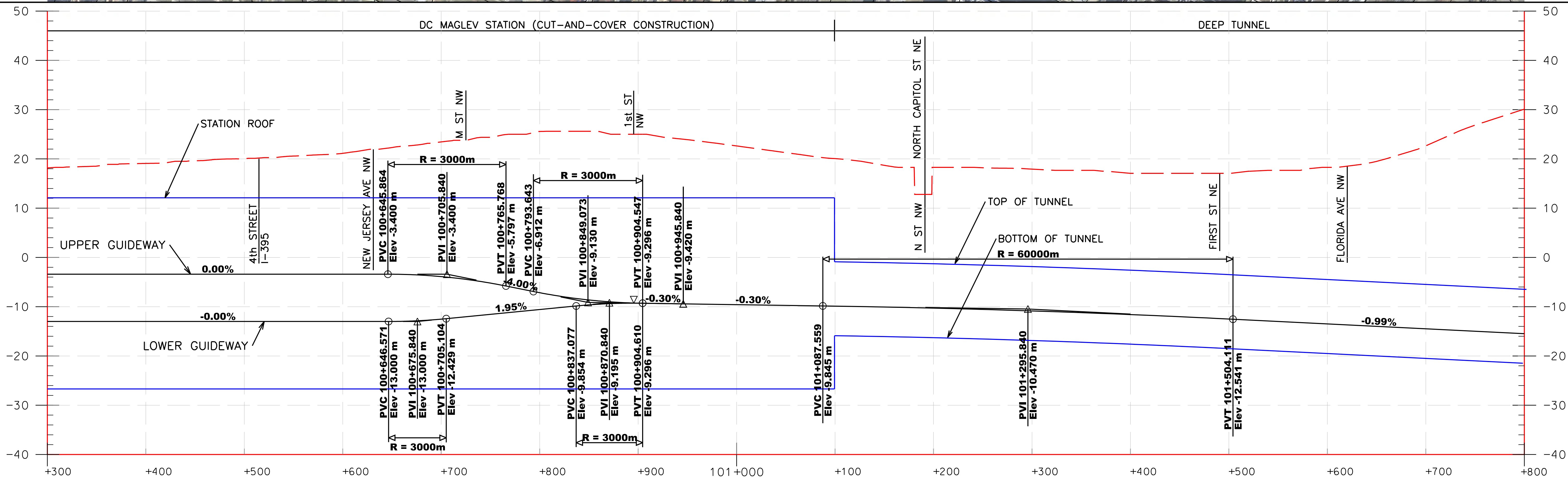
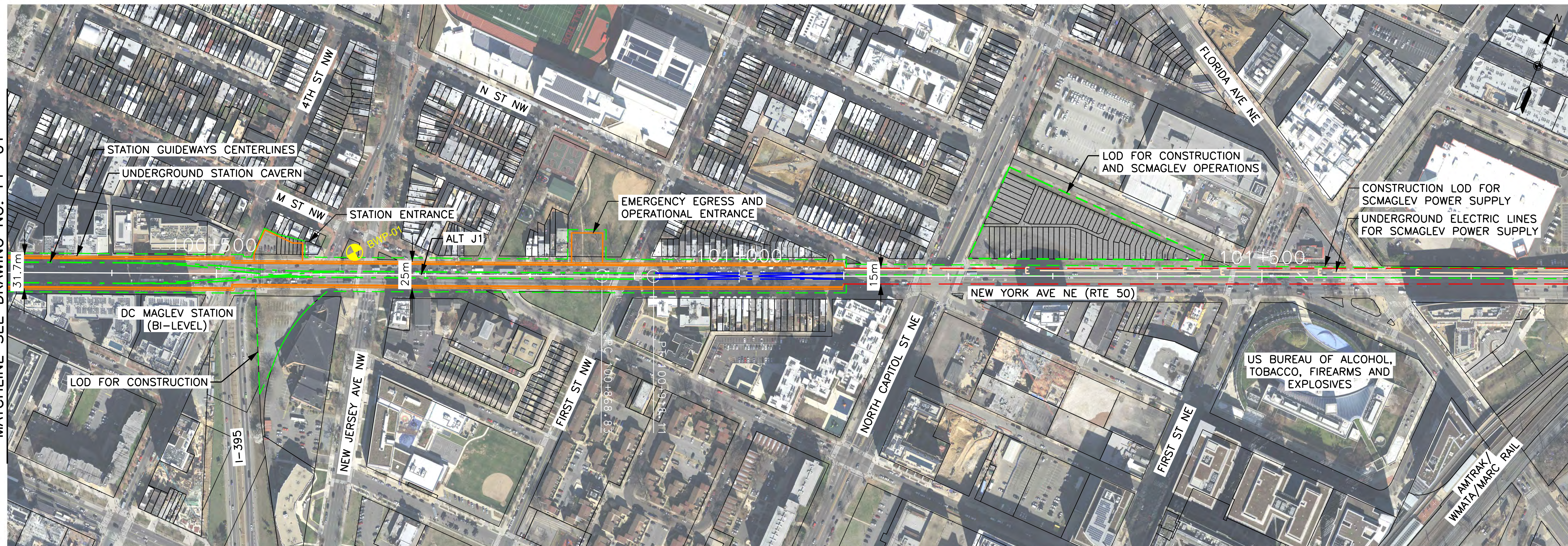


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MATCHLINE SEE DRAWING NO. PP-01

MATCHLINE SEE DRAWING NO. PP-03



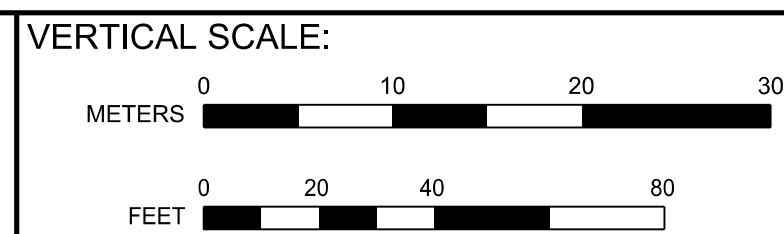
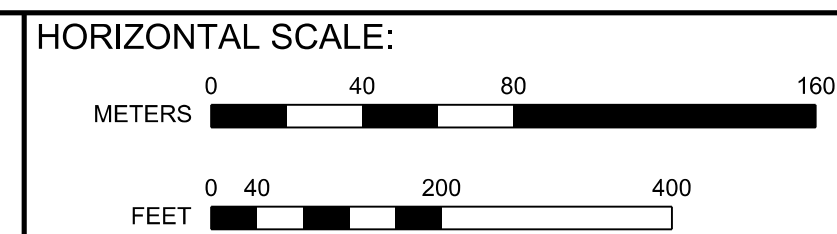
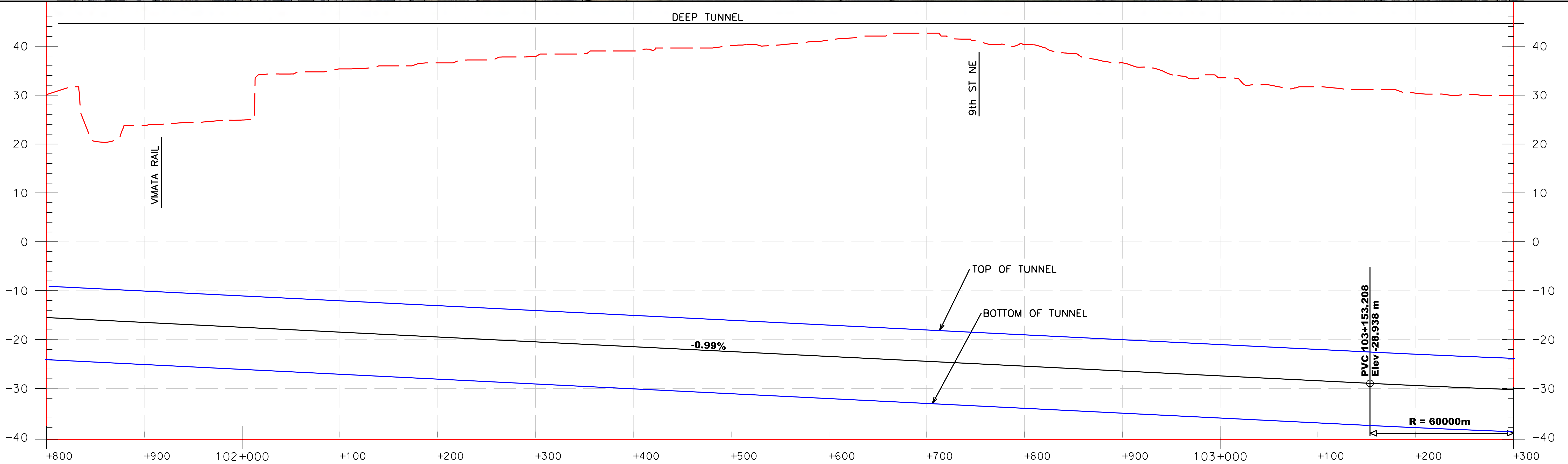
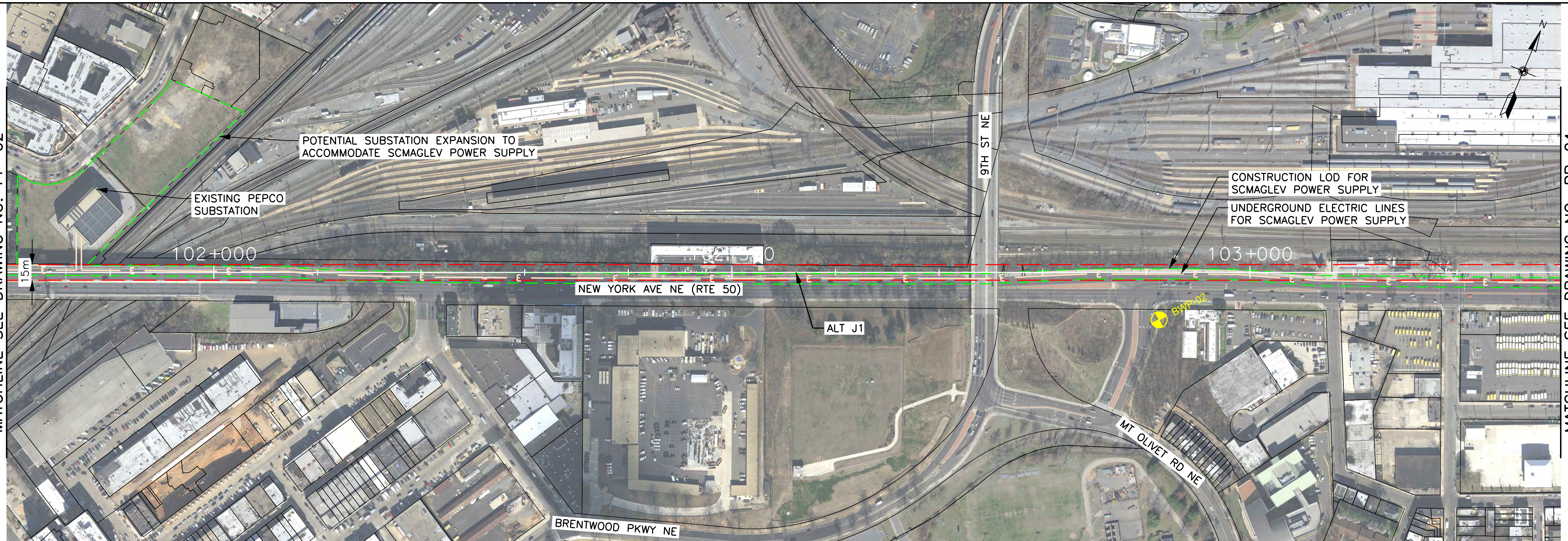
**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
 STA. 100+300 TO STA. 101+800

DATE: 6/10/2020  
 DRAWING NO. PP-02  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-02

MATCHLINE SEE DRAWING NO. PP-04

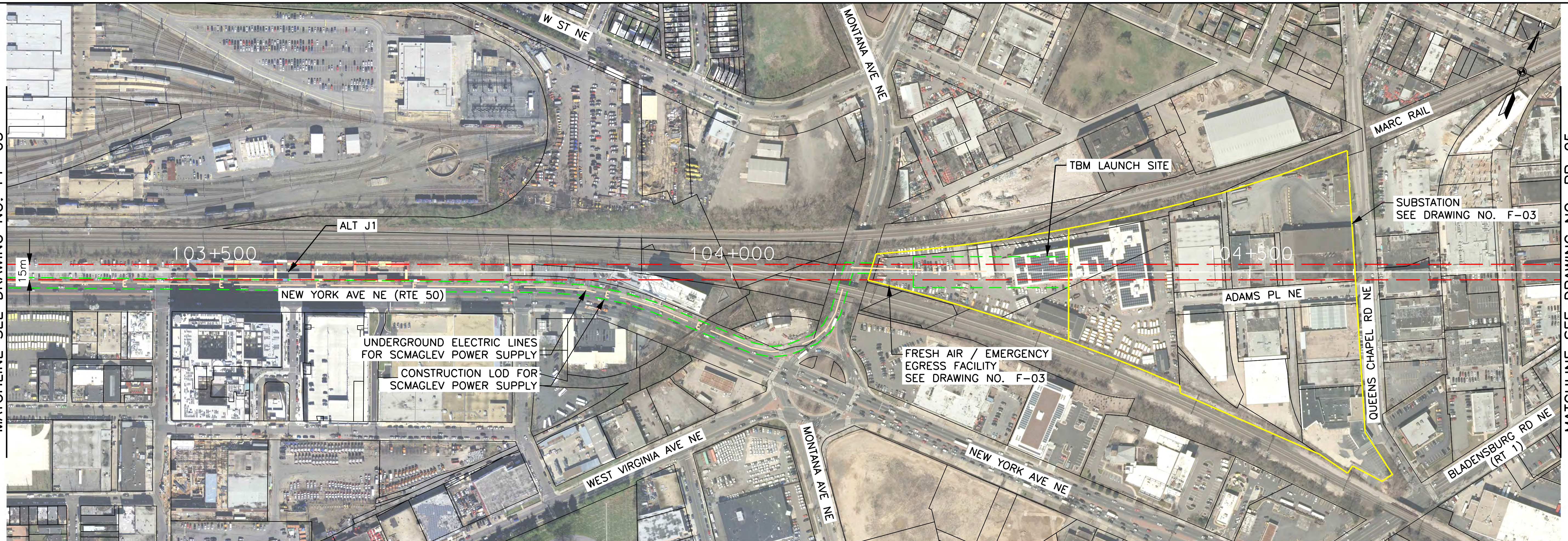


BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT  
STA. 101+800 TO STA. 103+300

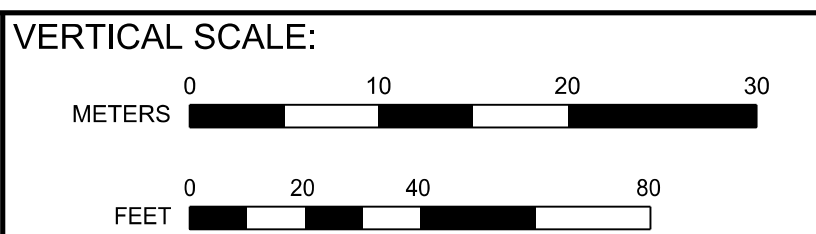
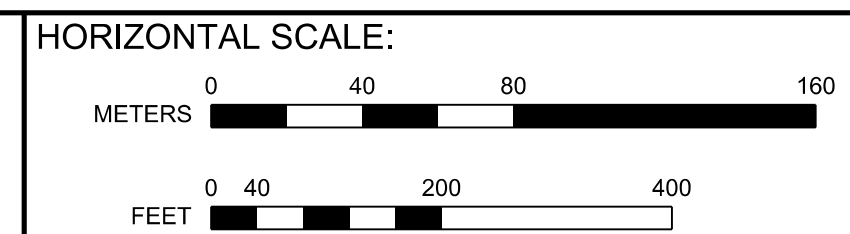
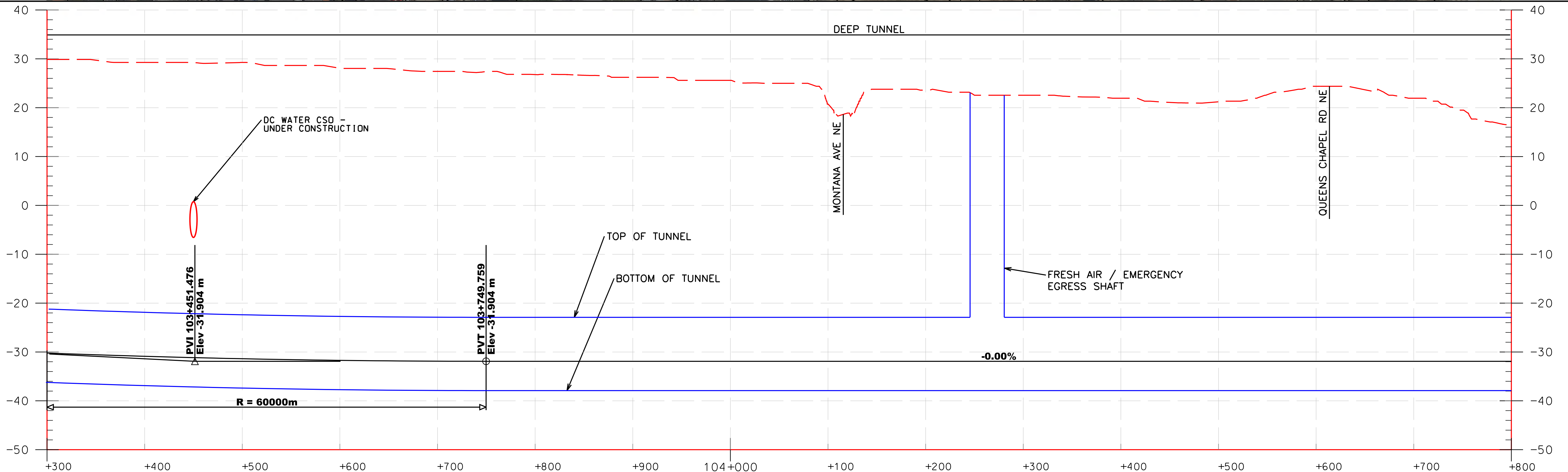
DATE: 6/10/2020  
DRAWING NO. PP-03  
SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-03



MATCHLINE SEE DRAWING NO. PP-05



BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 103+300 TO STA. 104+800

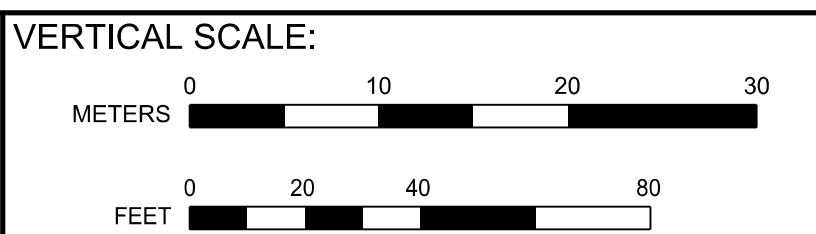
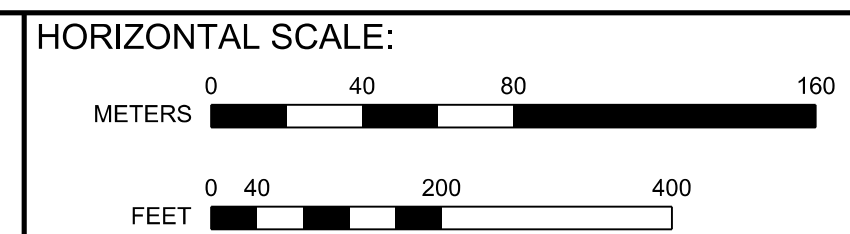
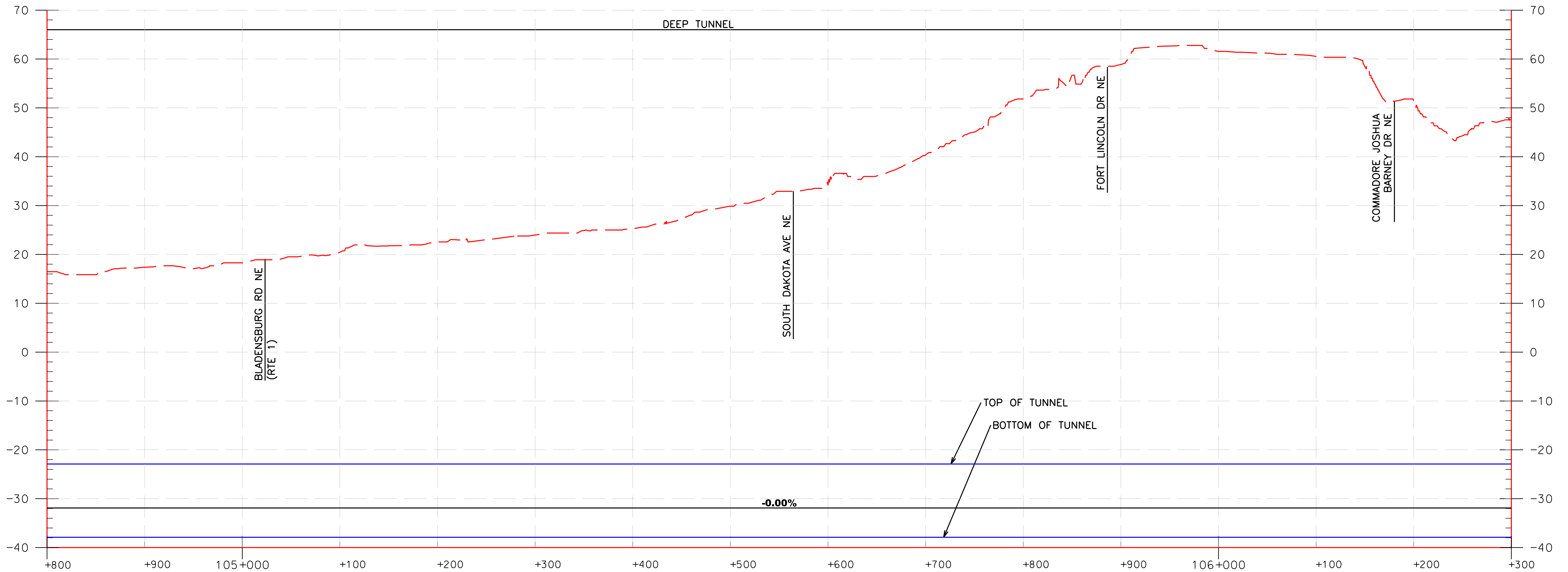
DATE: 6/10/2020  
 DRAWING NO. PP-04  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-04



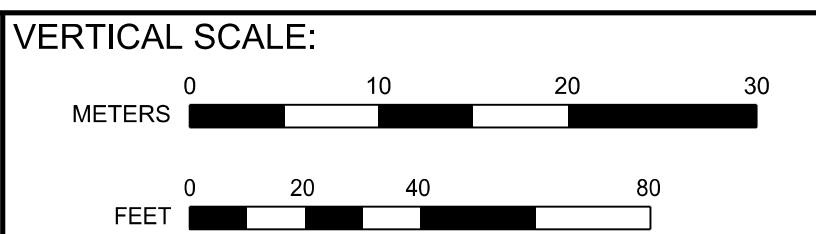
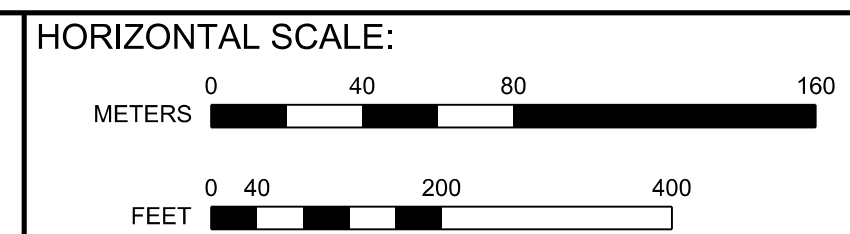
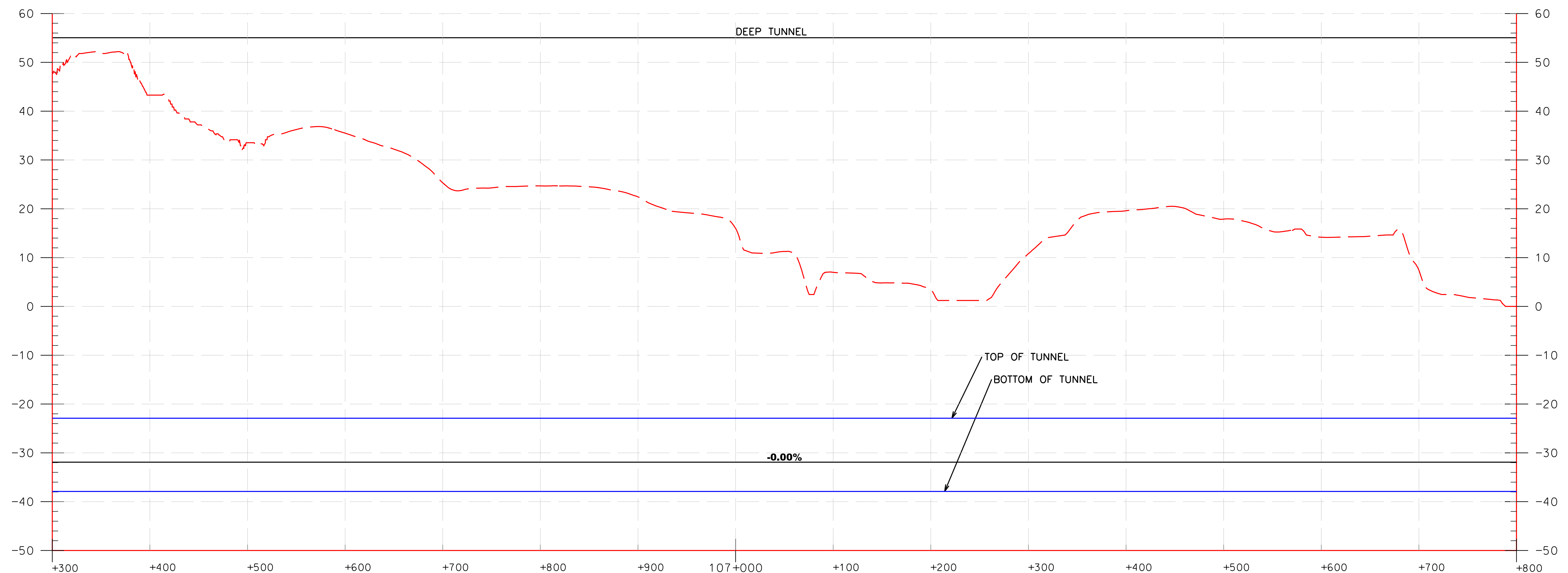
MATCHLINE SEE DRAWING NO. PP-06



BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 104+800 TO STA. 106+300

DATE: 6/10/2020  
 DRAWING NO. PP-05  
 SHEET NO. -- OF --

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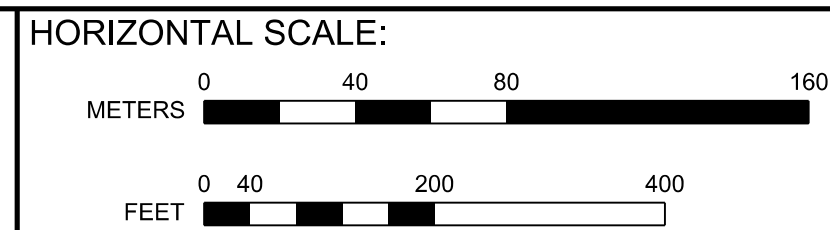
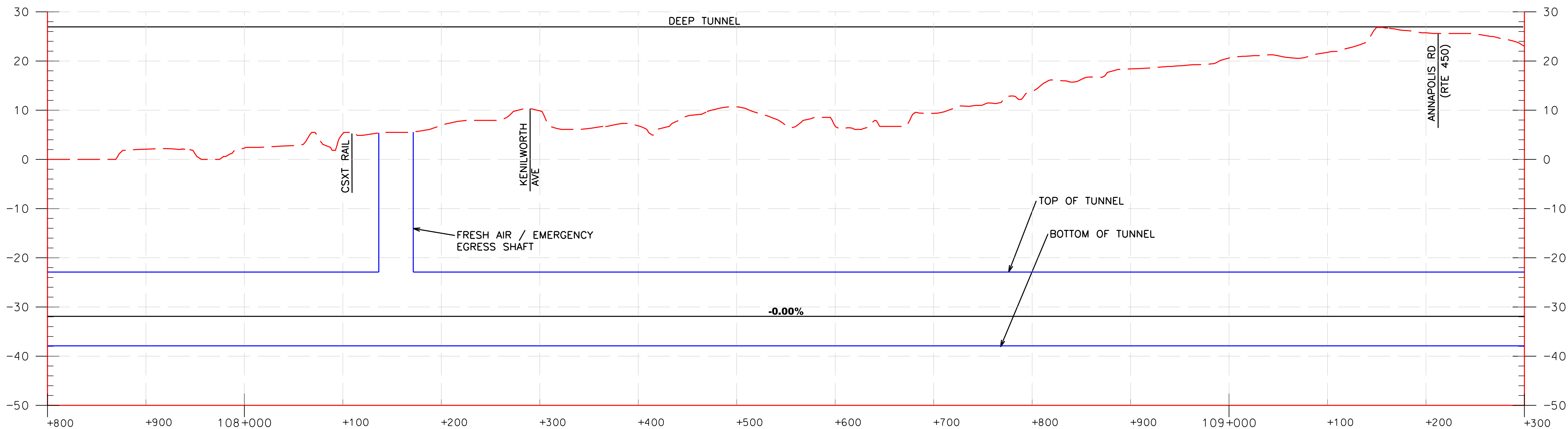
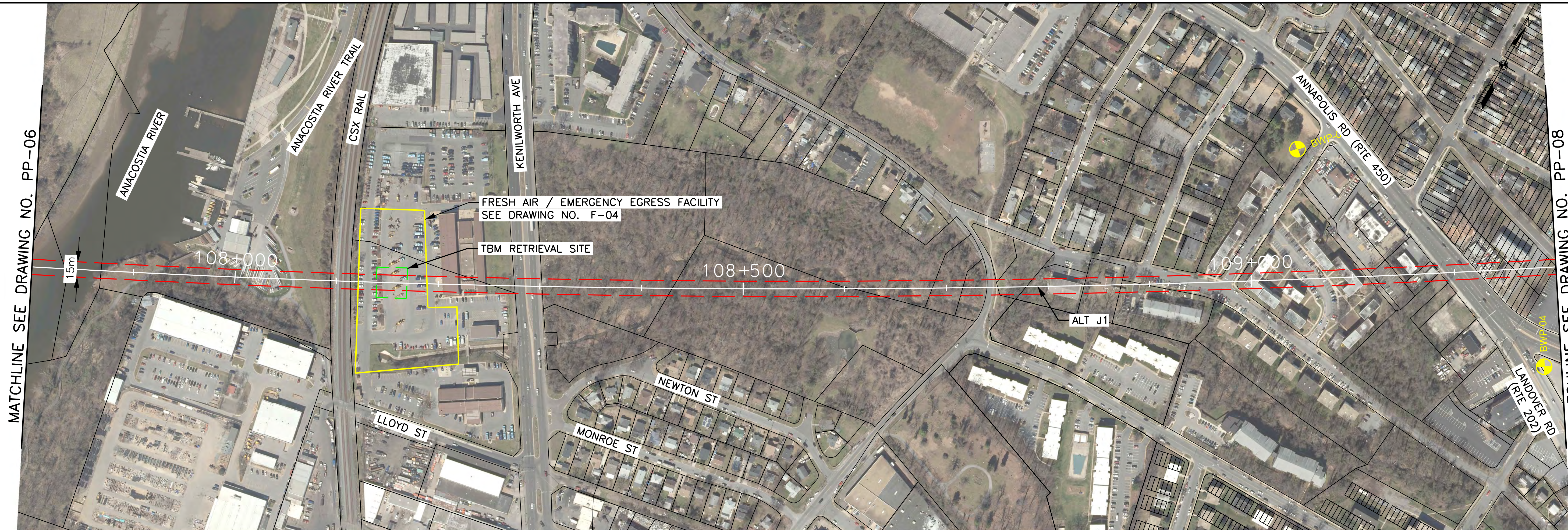


BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 106+300 TO STA. 107+800

DATE:	6/10/2020
DRAWING NO.	PP-06
SHEET NO.	-- OF --



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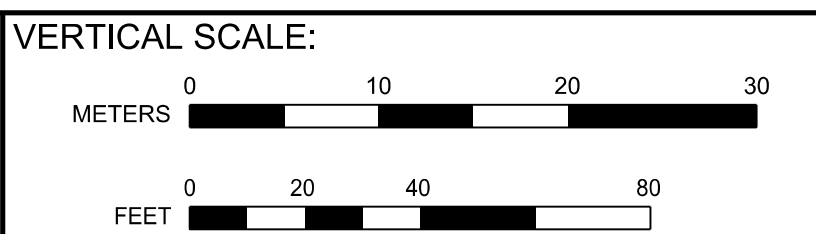
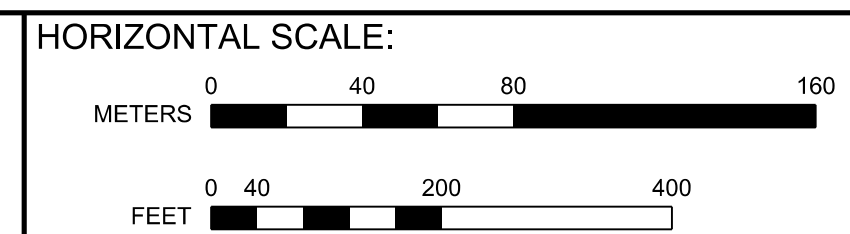
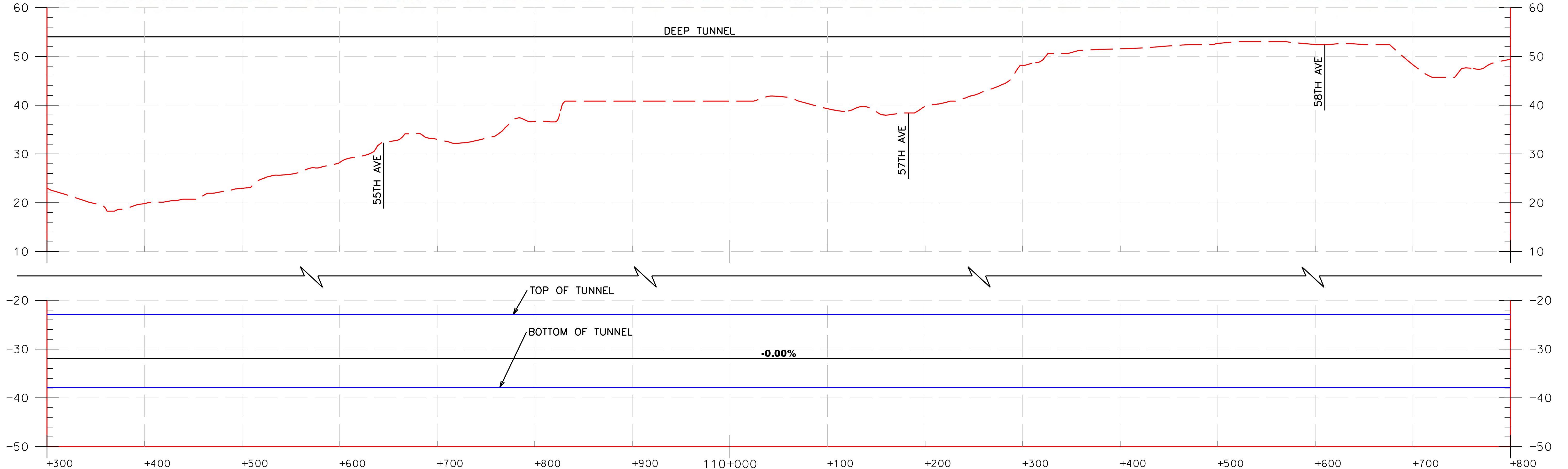
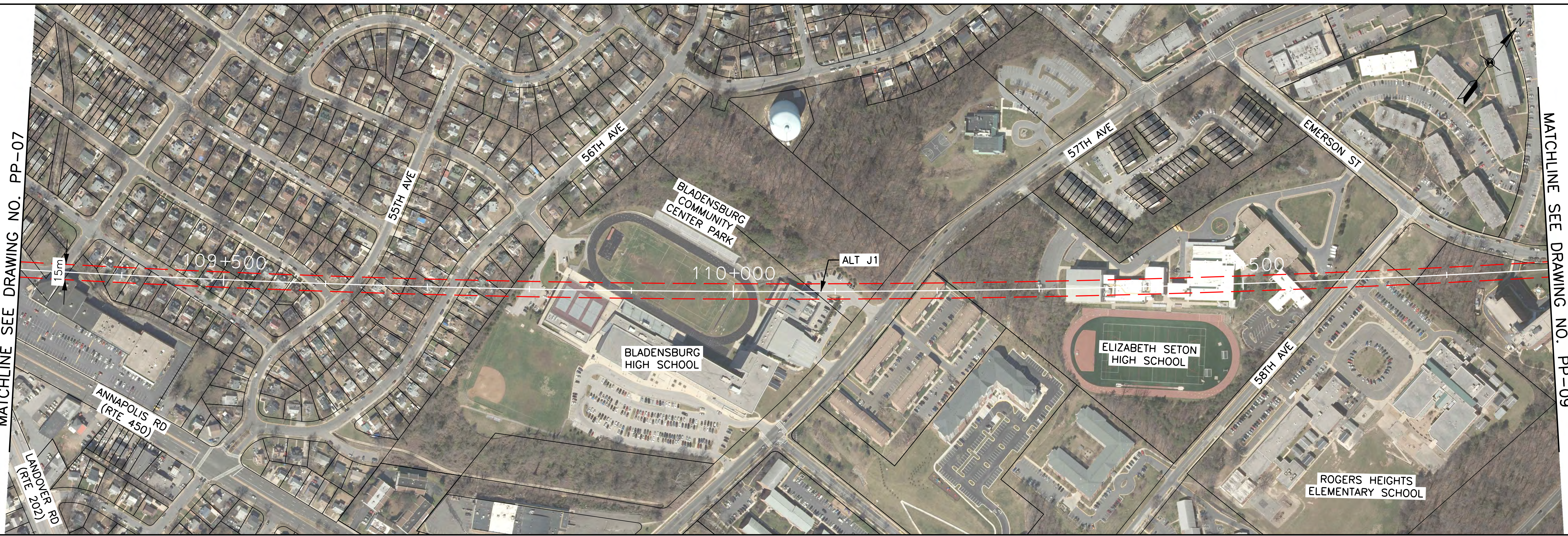
**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 107+800 TO STA. 109+300**

DATE: 6/10/2020  
 DRAWING NO. PP-07  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-07

MATCHLINE SEE DRAWING NO. PP-09



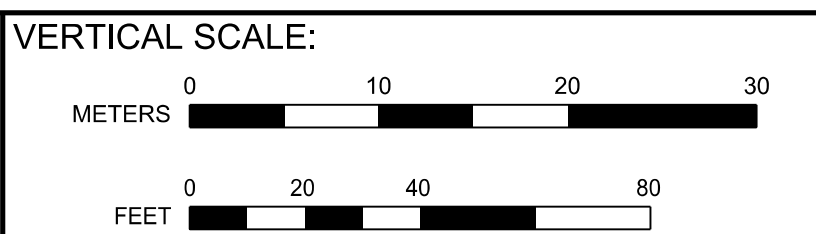
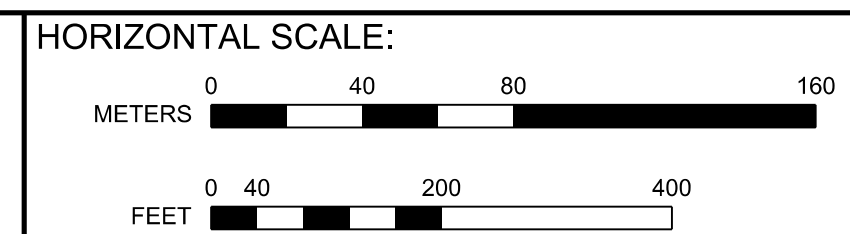
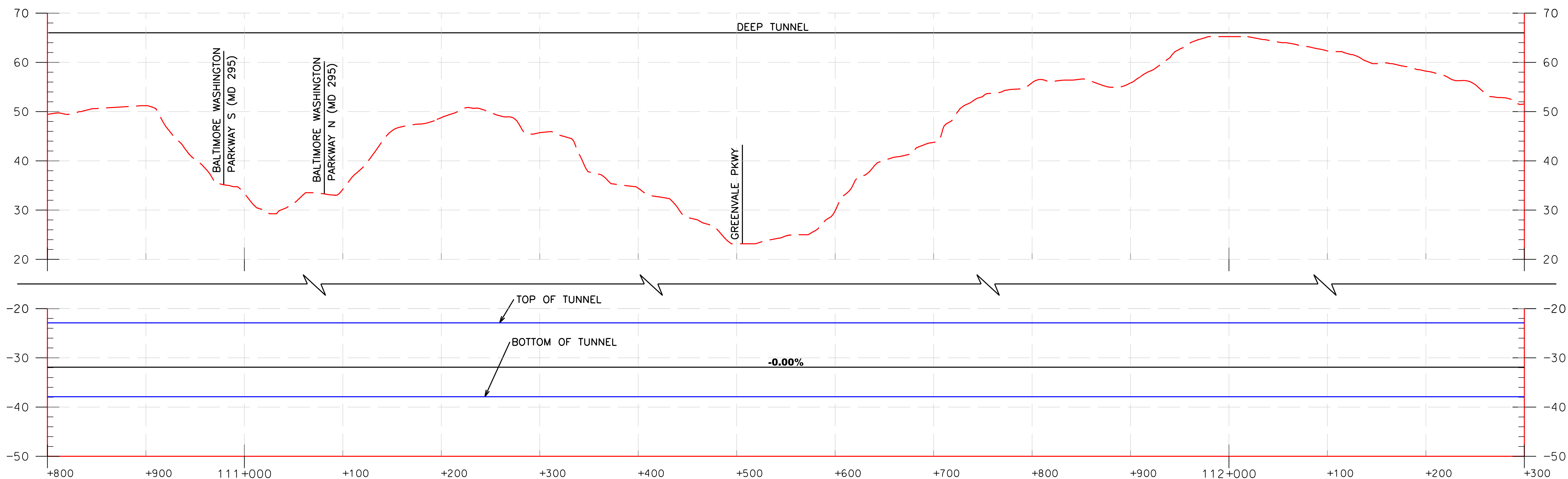
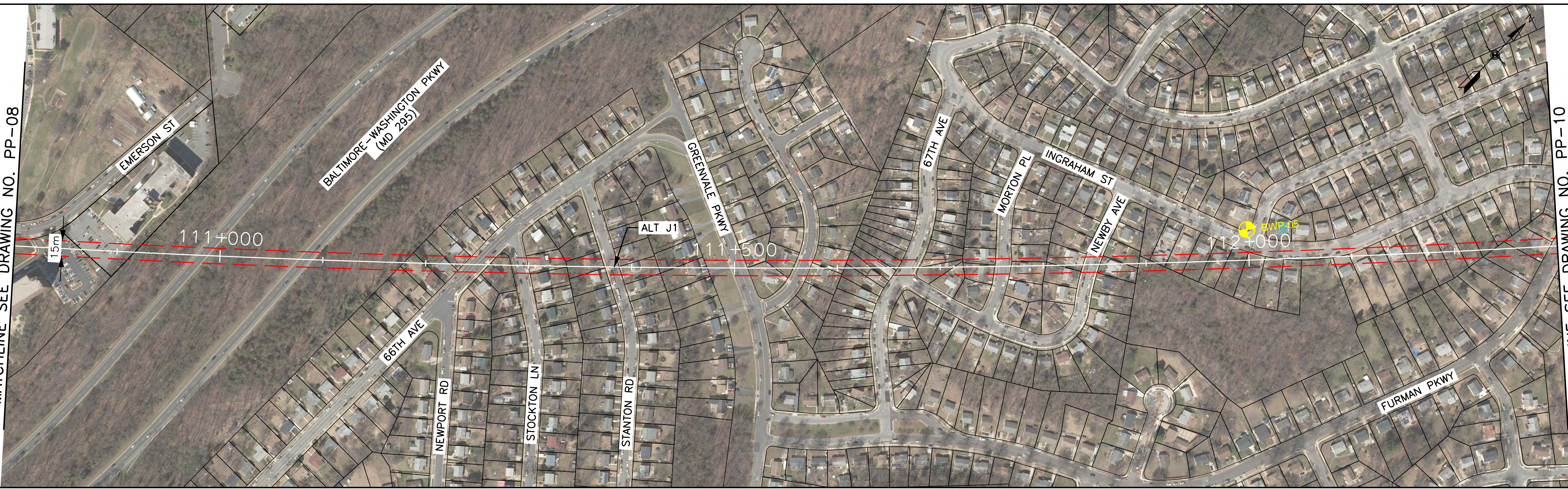
**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
 STA. 109+300 TO STA. 110+800

DATE: 6/10/2020  
 DRAWING NO. PP-08  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-08

MATCHLINE SEE DRAWING NO. PP-10



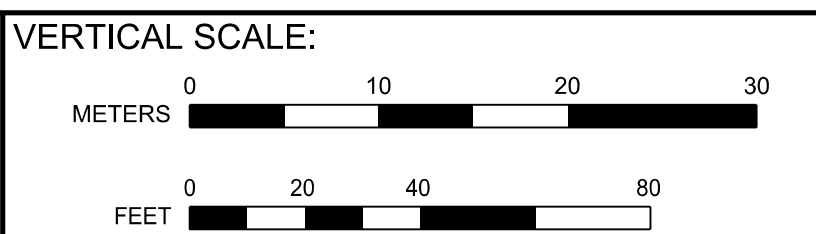
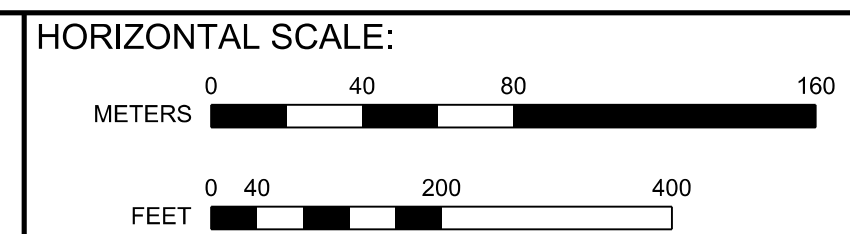
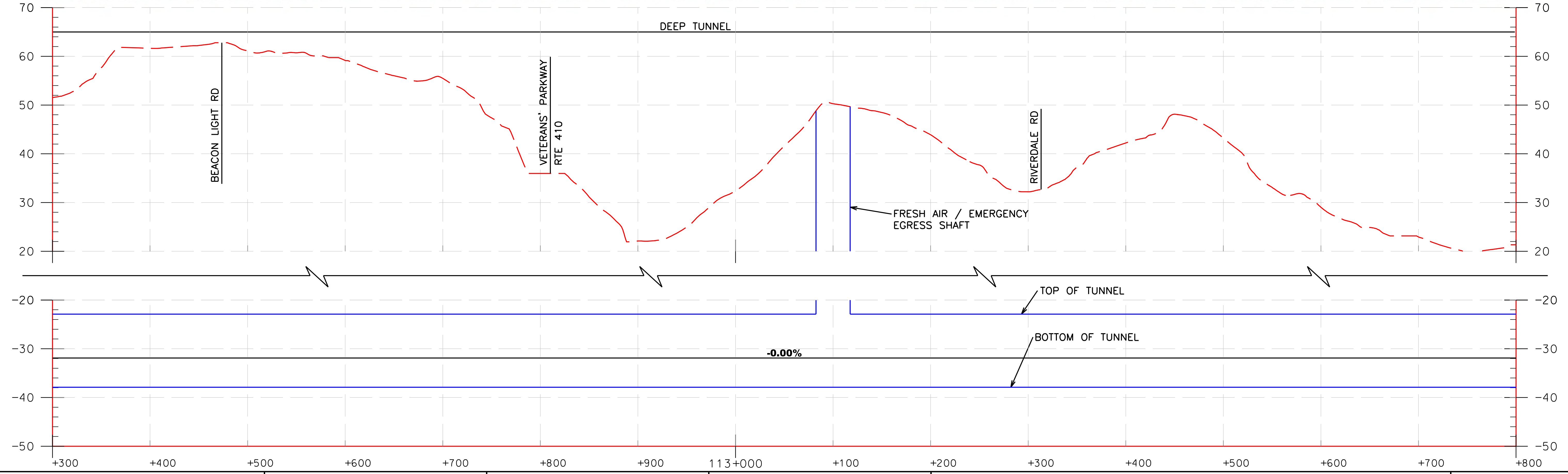
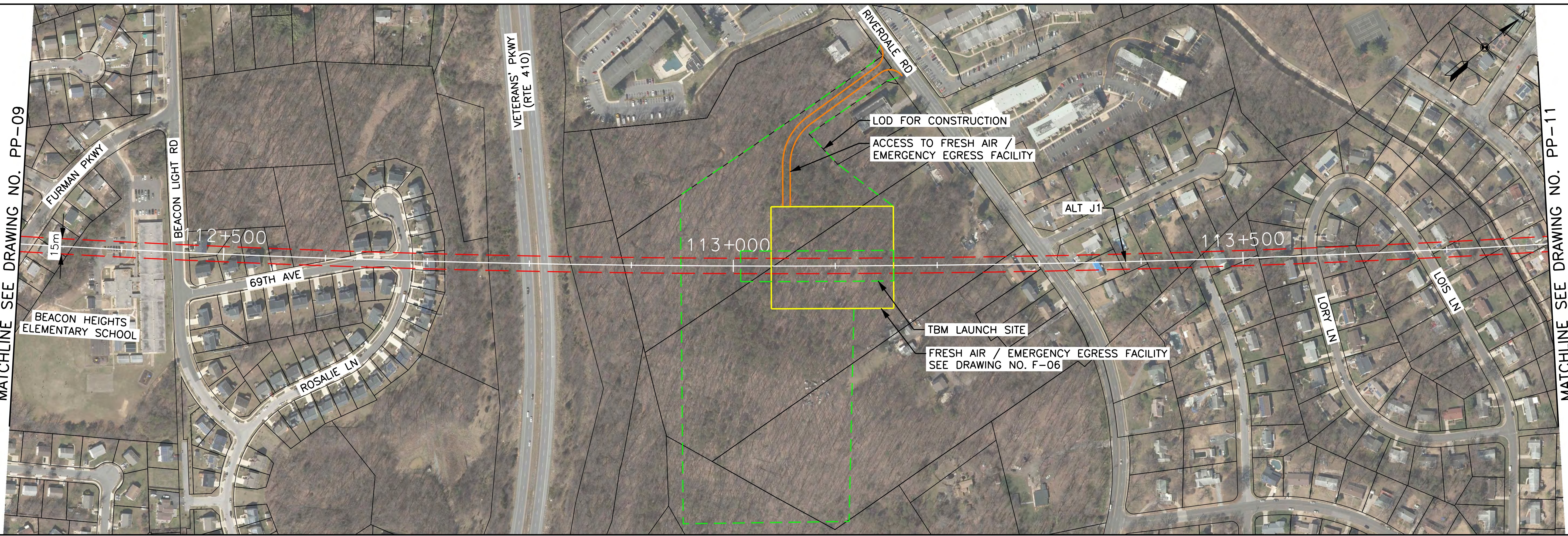
**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 110+800 TO STA. 112+300**

DATE: 6/10/2020  
 DRAWING NO. PP-09  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-09

MATCHLINE SEE DRAWING NO. PP-11



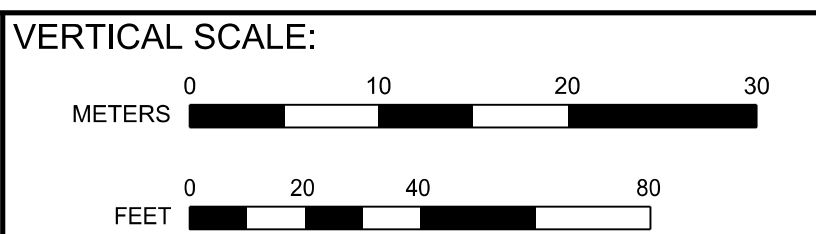
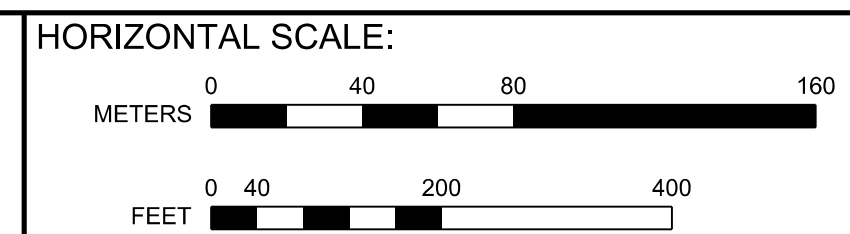
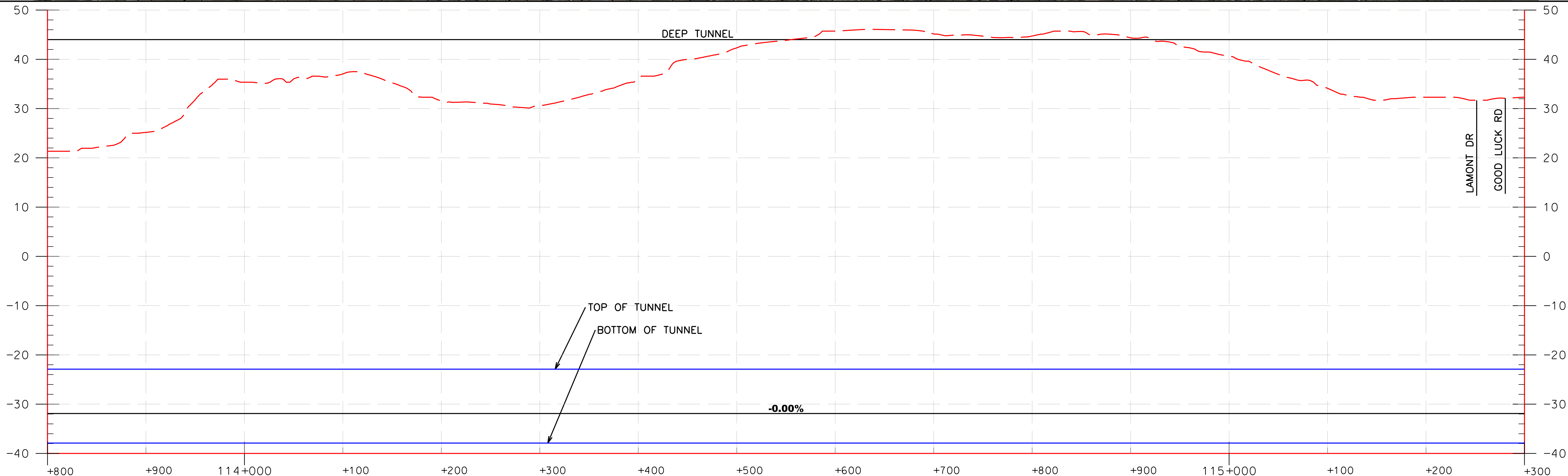
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 112+300 TO STA. 113+800

DATE: 6/10/2020  
 DRAWING NO. PP-10  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-10

MATCHLINE SEE DRAWING NO. PP-12



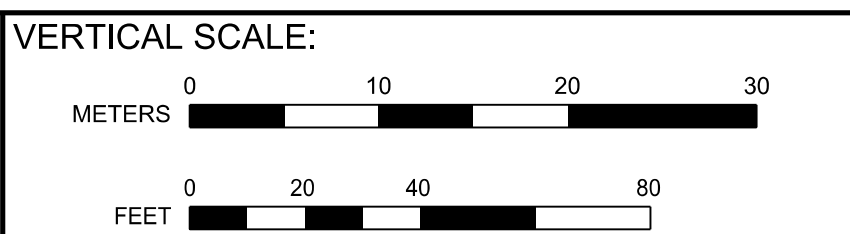
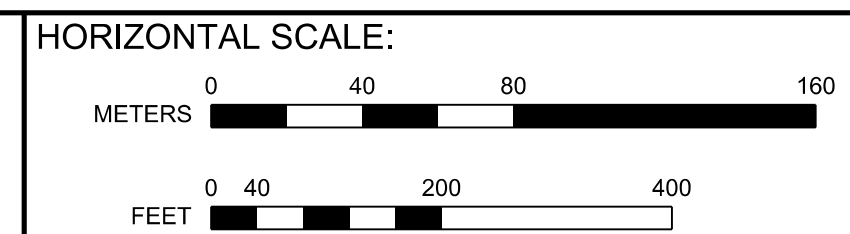
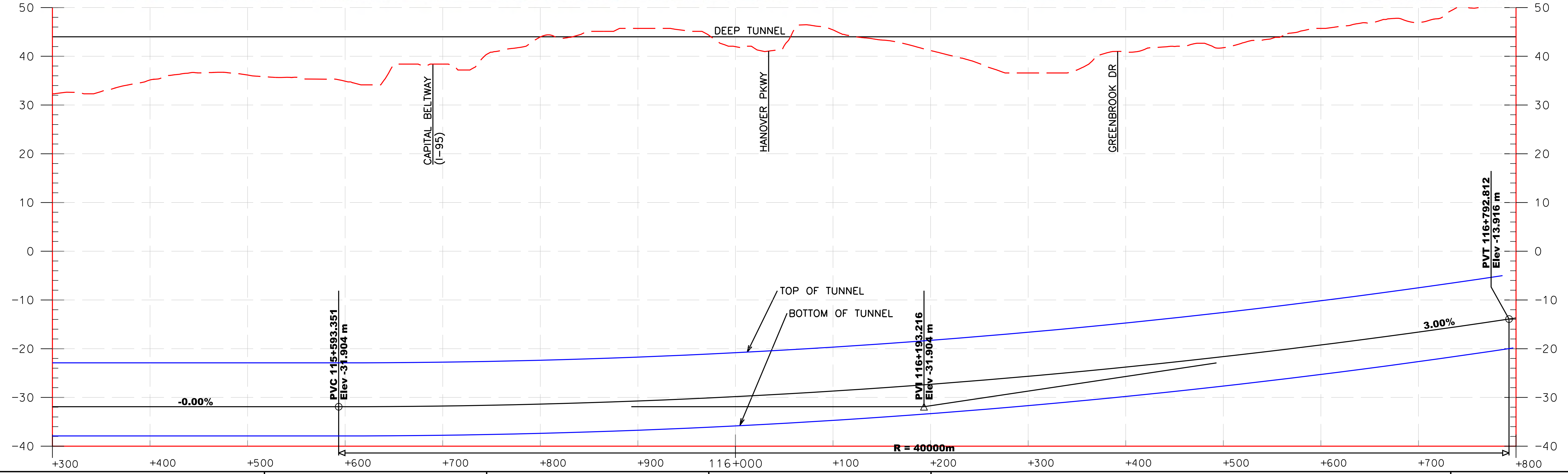
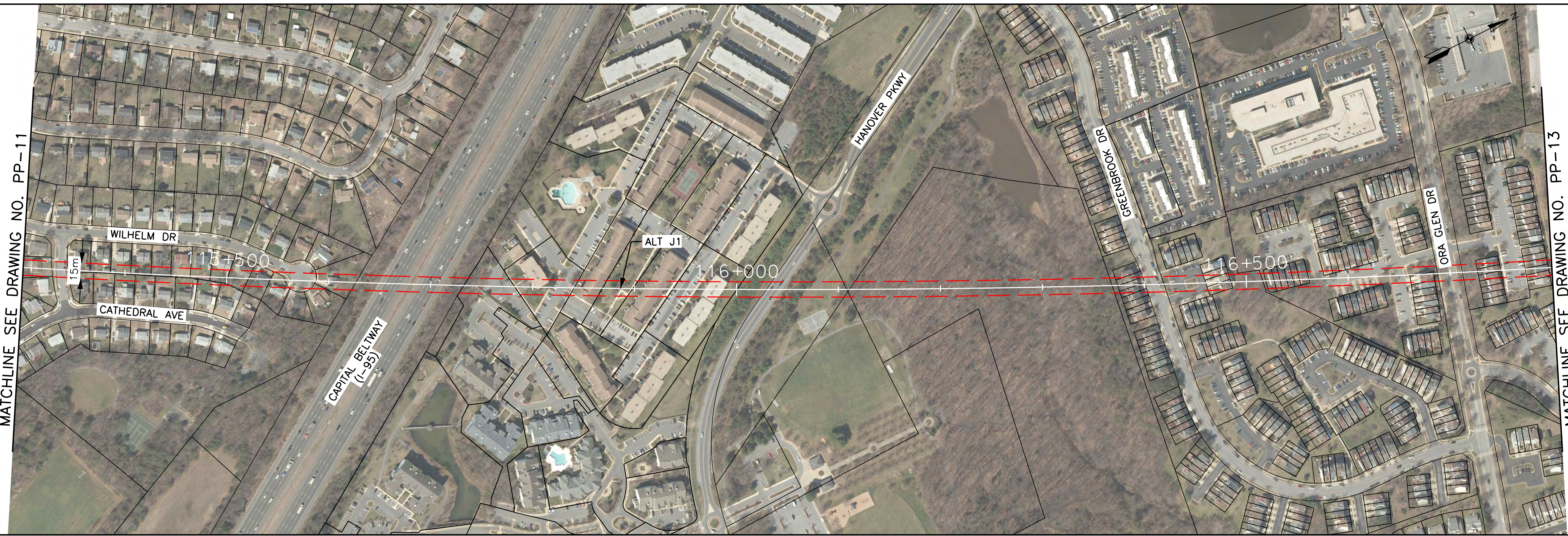
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 113+800 TO STA. 115+300

DATE: 6/10/2020  
 DRAWING NO. PP-11  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-11

MATCHLINE SEE DRAWING NO. PP-13



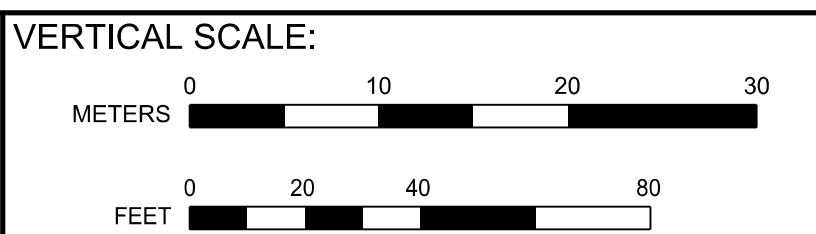
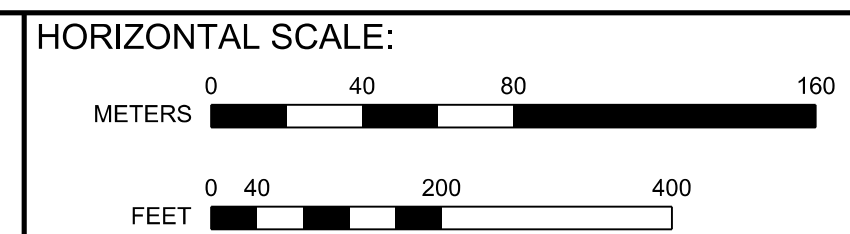
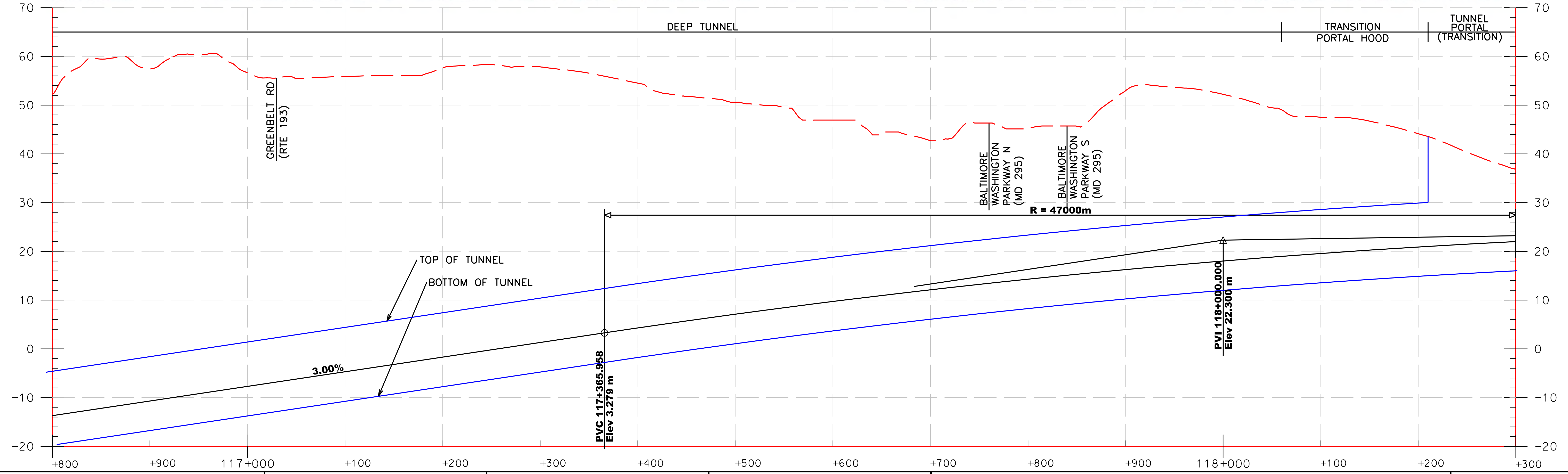
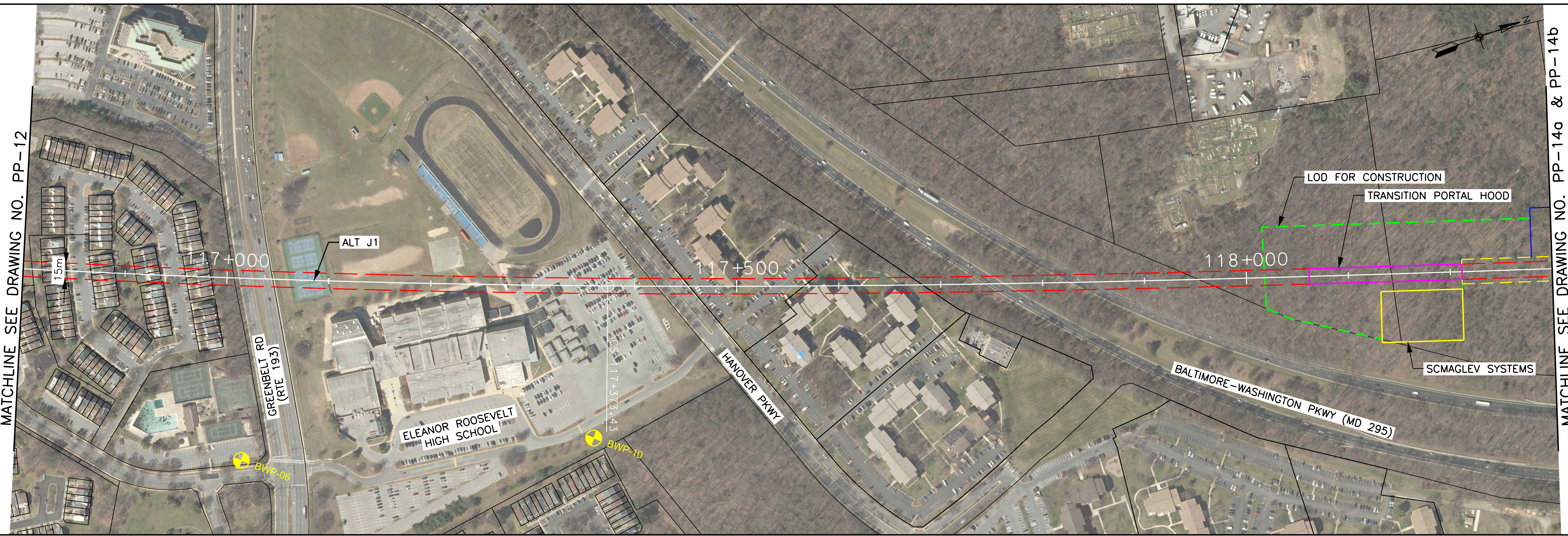
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 115+300 TO STA. 116+800

DATE: 6/10/2020  
 DRAWING NO. PP-12  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-12

MATCHLINE SEE DRAWING NO. PP-14a & PP-14b



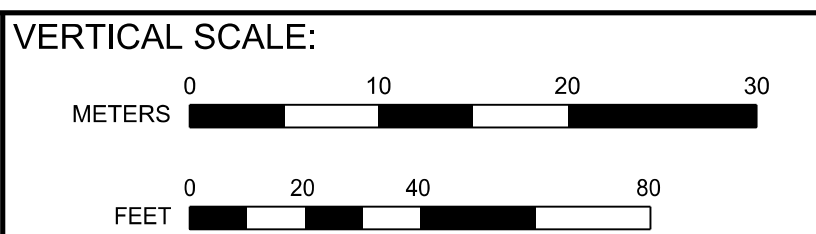
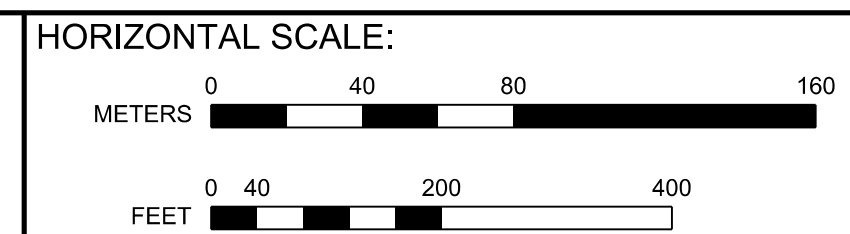
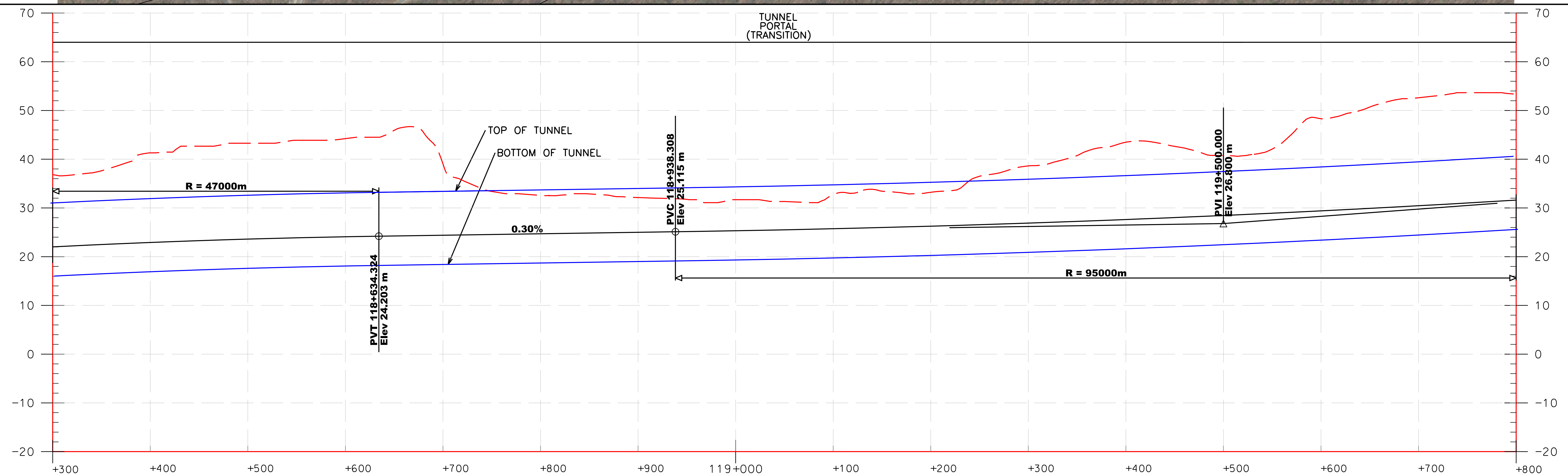
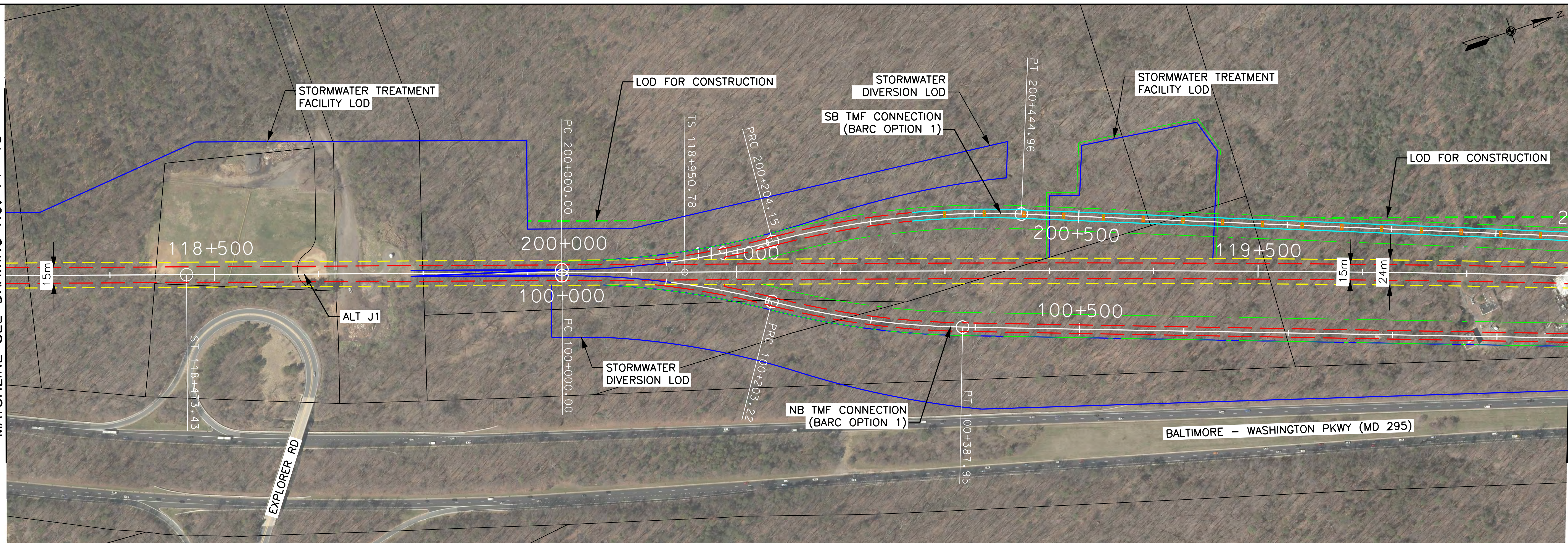
**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
 STA. 116+800 TO STA. 118+300

DATE: 6/10/2020  
 DRAWING NO. PP-13  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-13

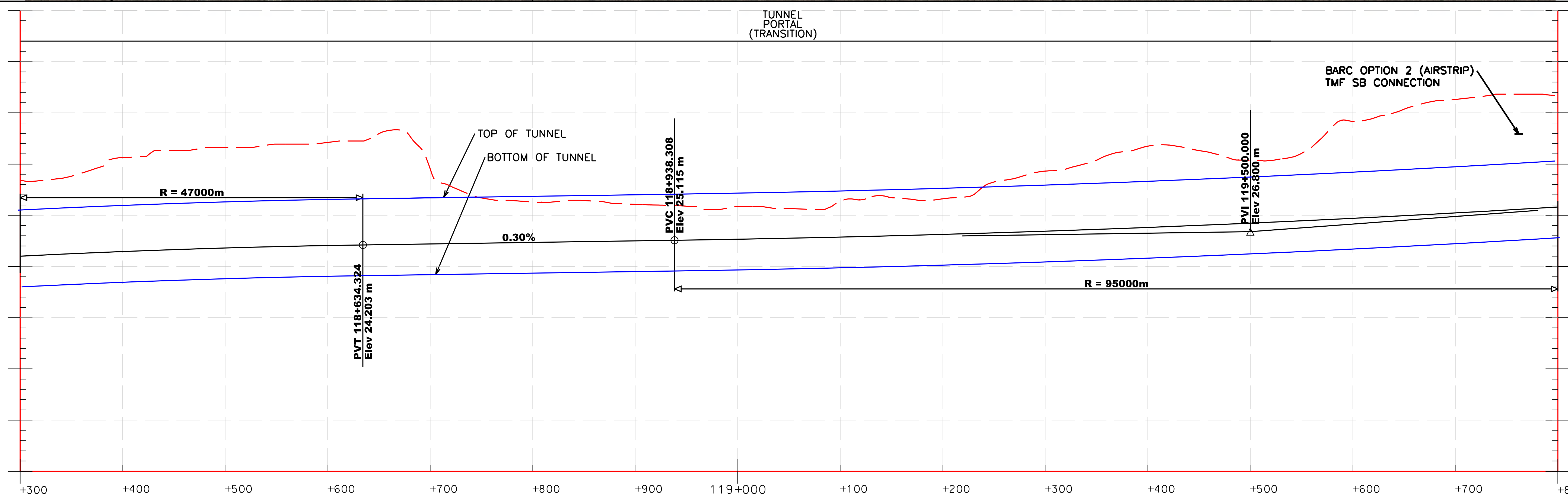
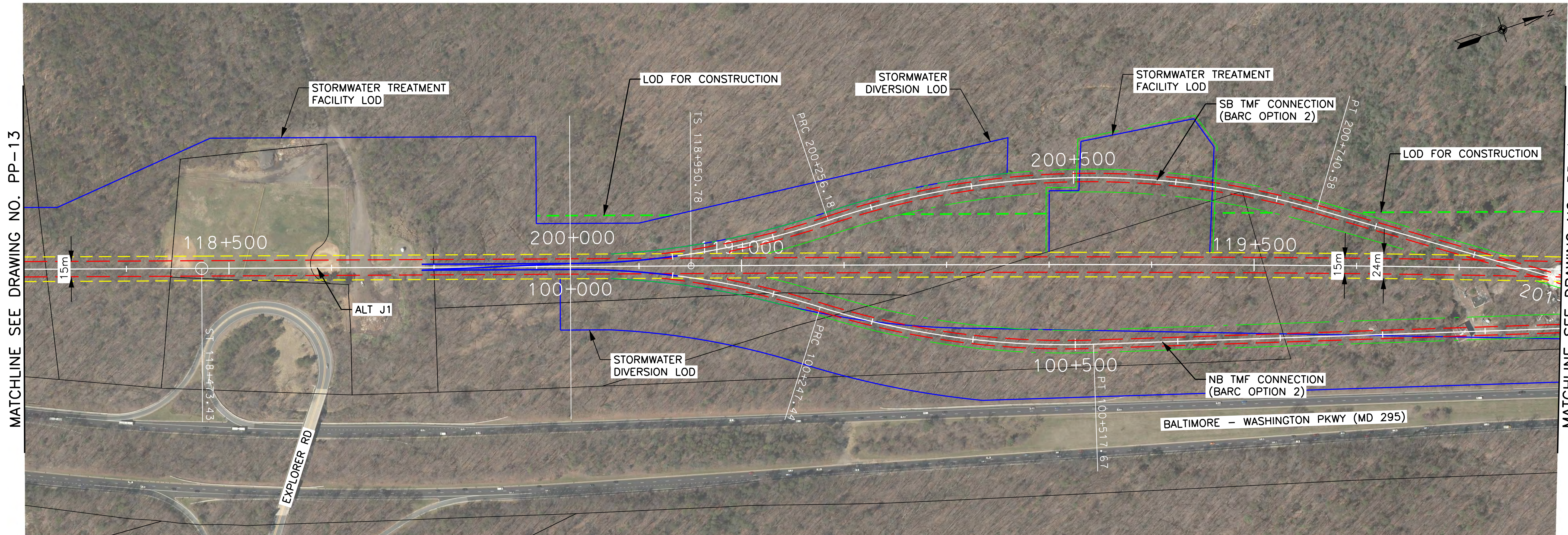
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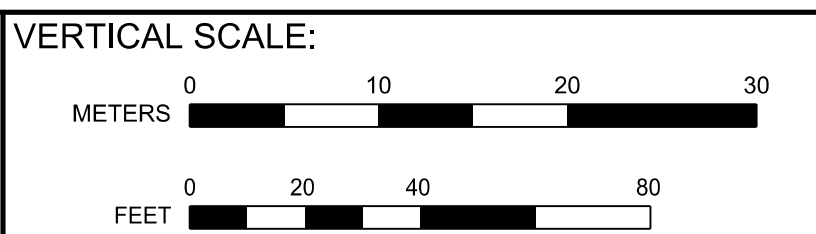
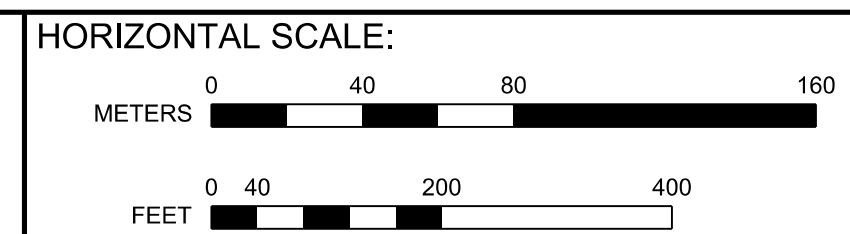
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT (BARC TMF OPTION 1)  
 STA. 118+300 TO STA. 119+800

DATE: 6/11/2020  
 DRAWING NO. PP-14a  
 SHEET NO. -- OF --





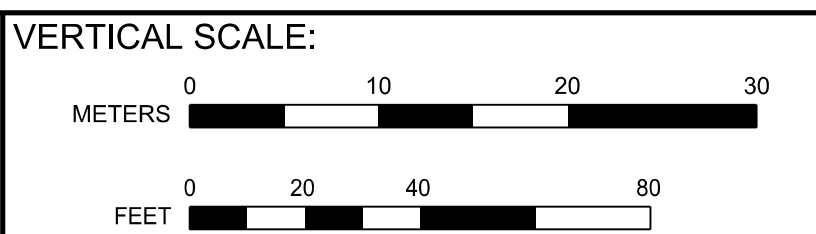
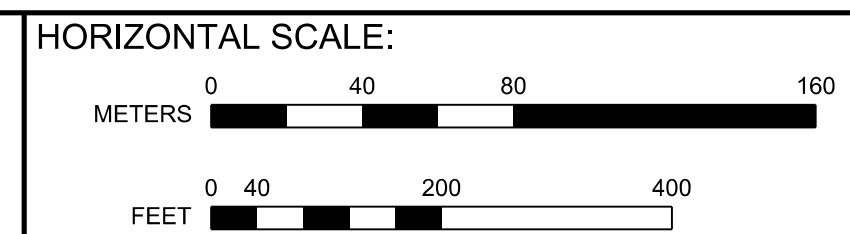
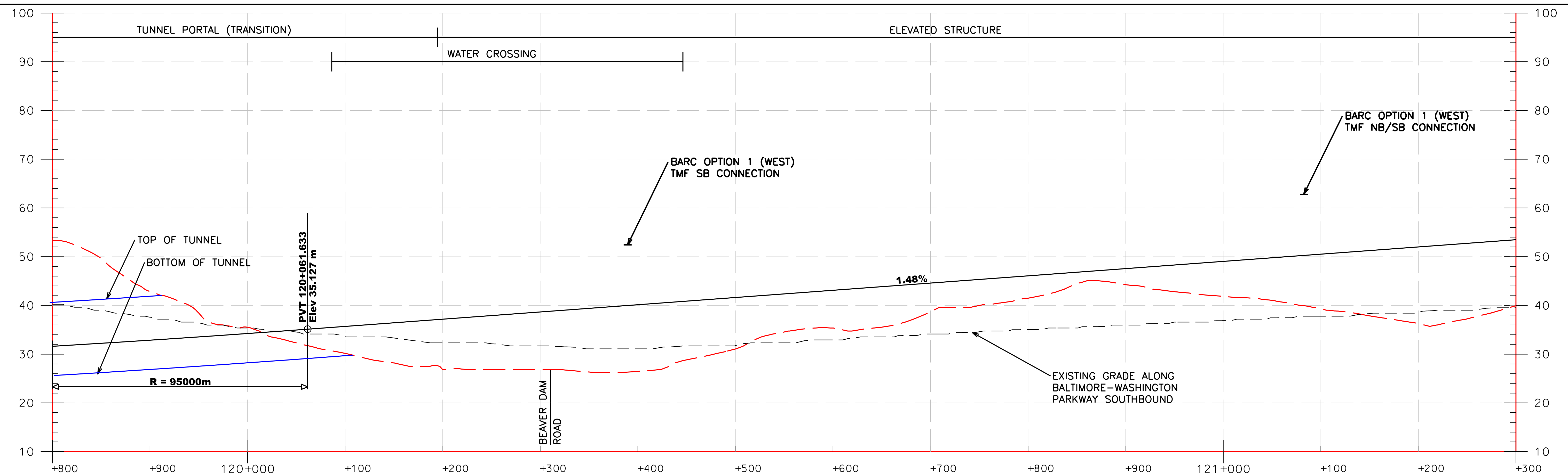
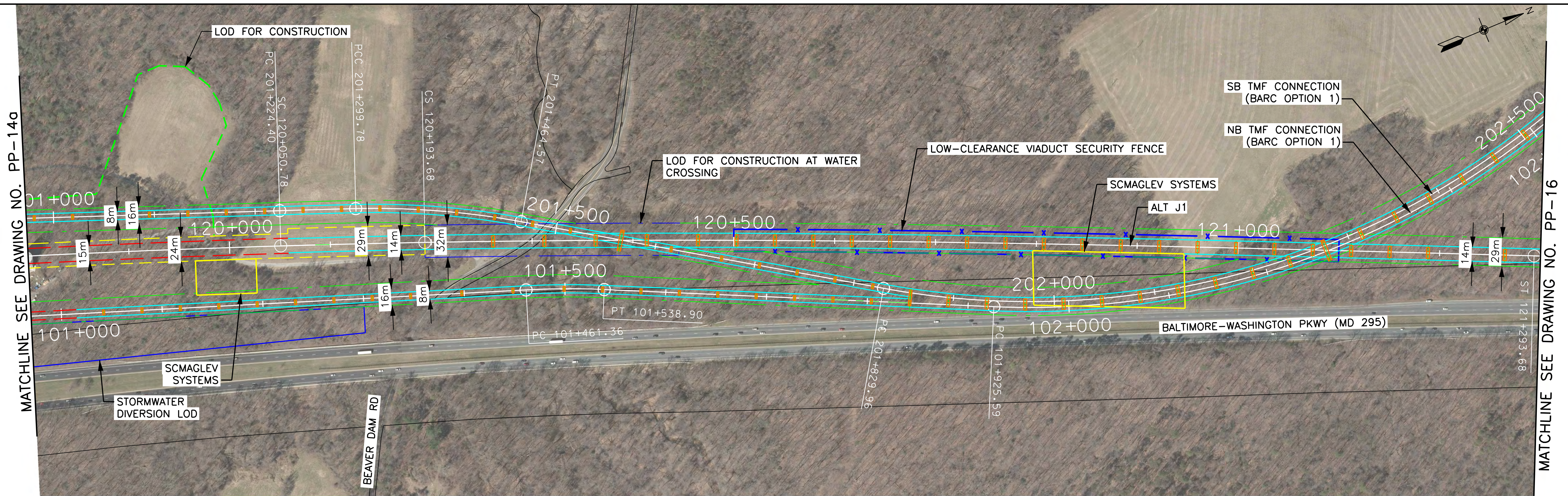
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BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT (BARC TMF OPTION 2)  
 STA. 118+300 TO STA. 119+800

DATE: 6/11/2020  
 DRAWING NO. PP-14b  
 SHEET NO. -- OF --

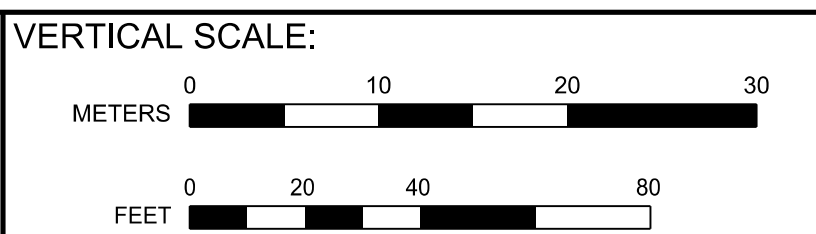
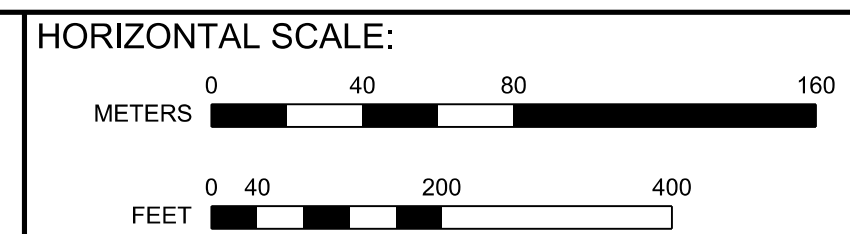
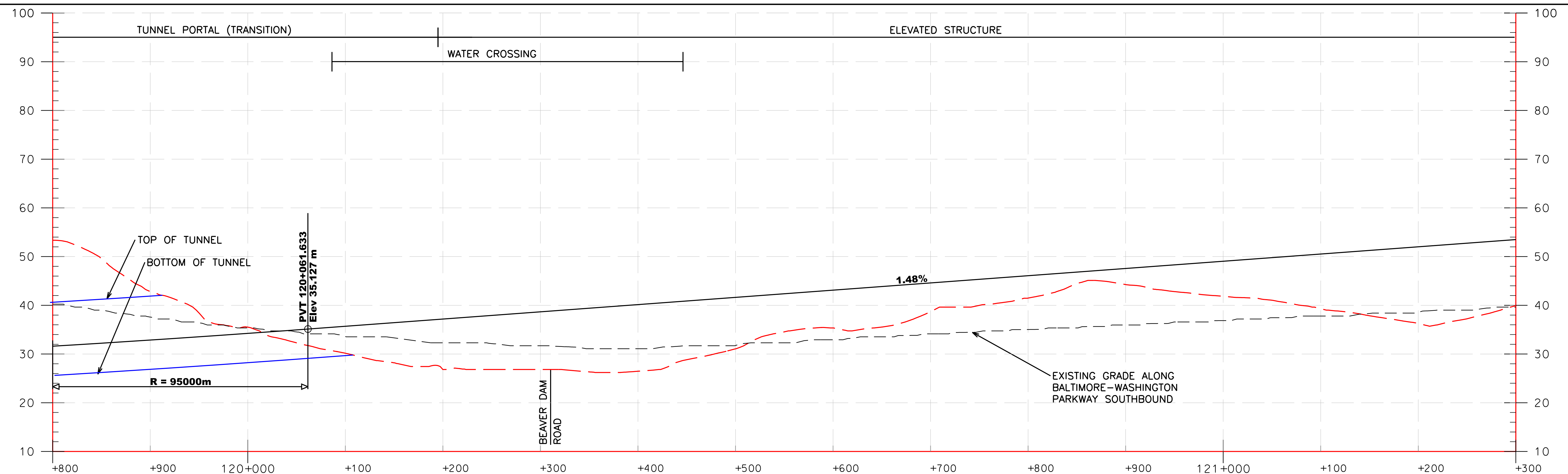
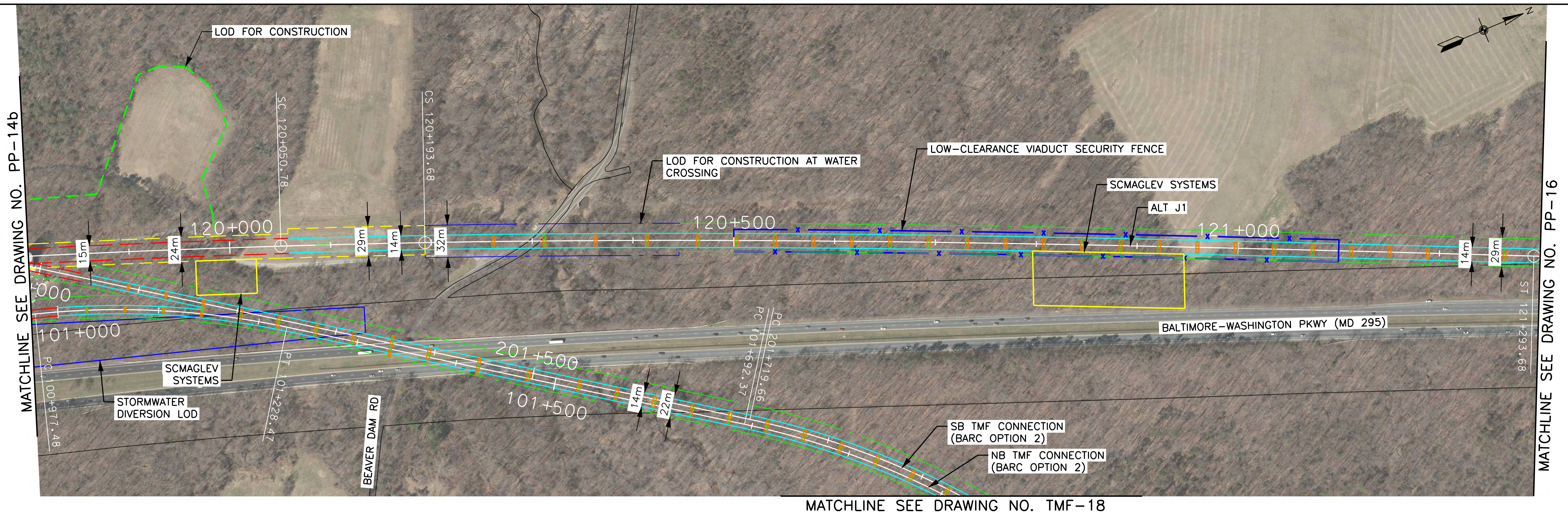
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**BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT (BARC TMF OPTION 1)  
STA. 119+800 TO STA. 121+300**

DATE: 6/11/2020  
DRAWING NO. PP-15a  
SHEET NO. -- OF --

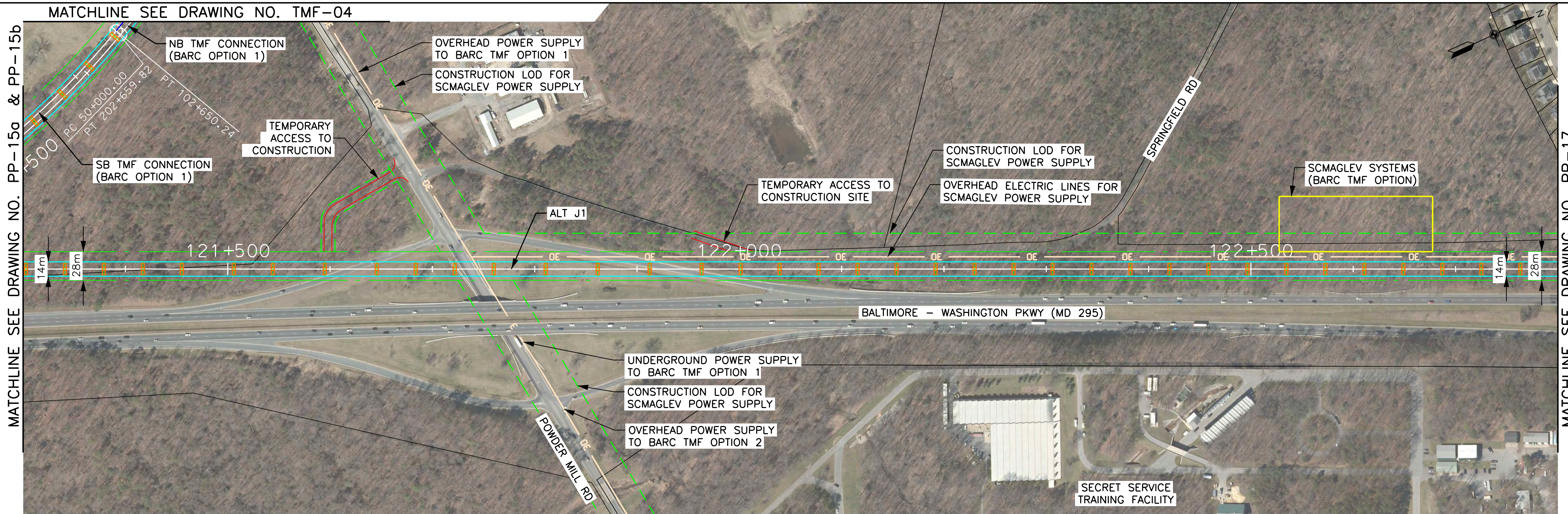
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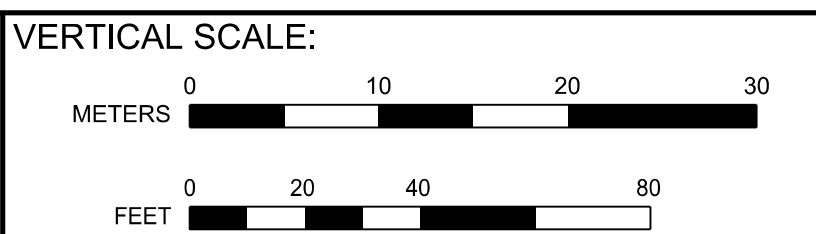
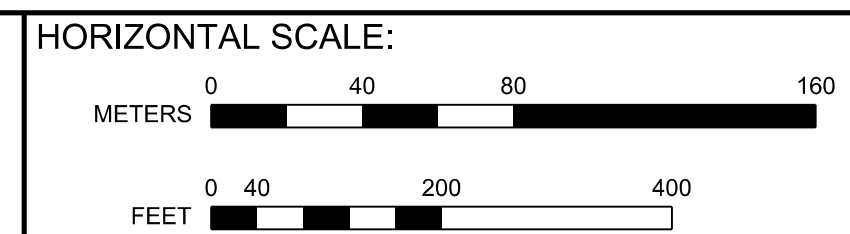
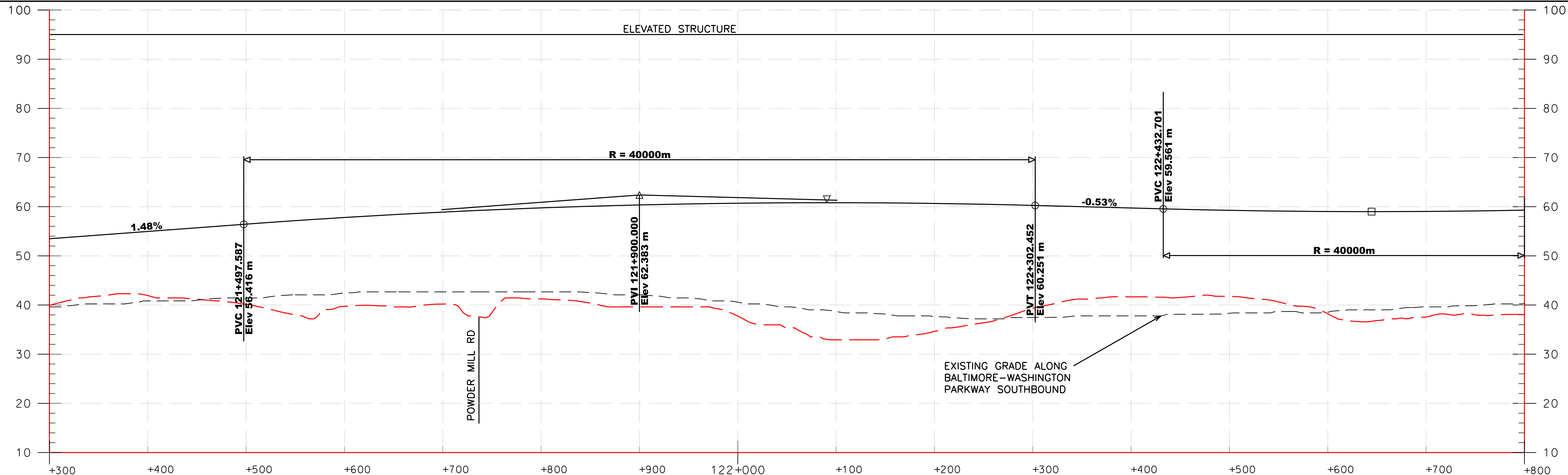
**BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT (BARC TMF OPTION 2)  
STA. 119+800 TO STA. 121+300**

DATE: 6/11/2020  
DRAWING NO. PP-15b  
SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. TMF-17



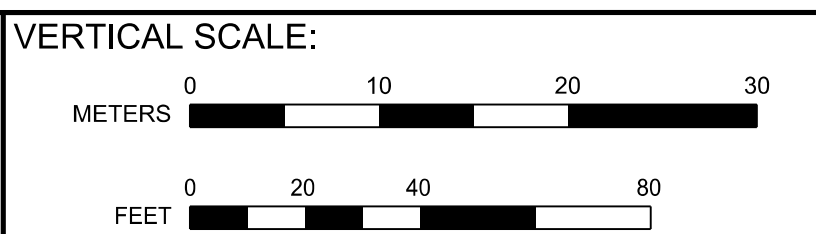
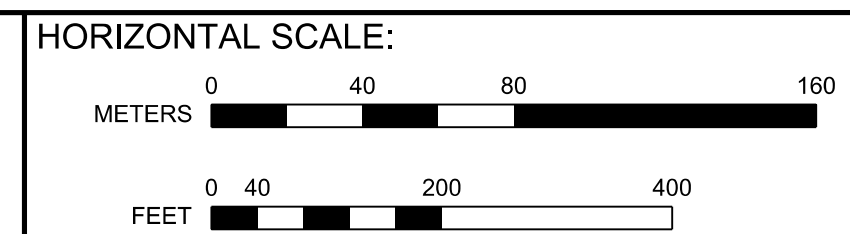
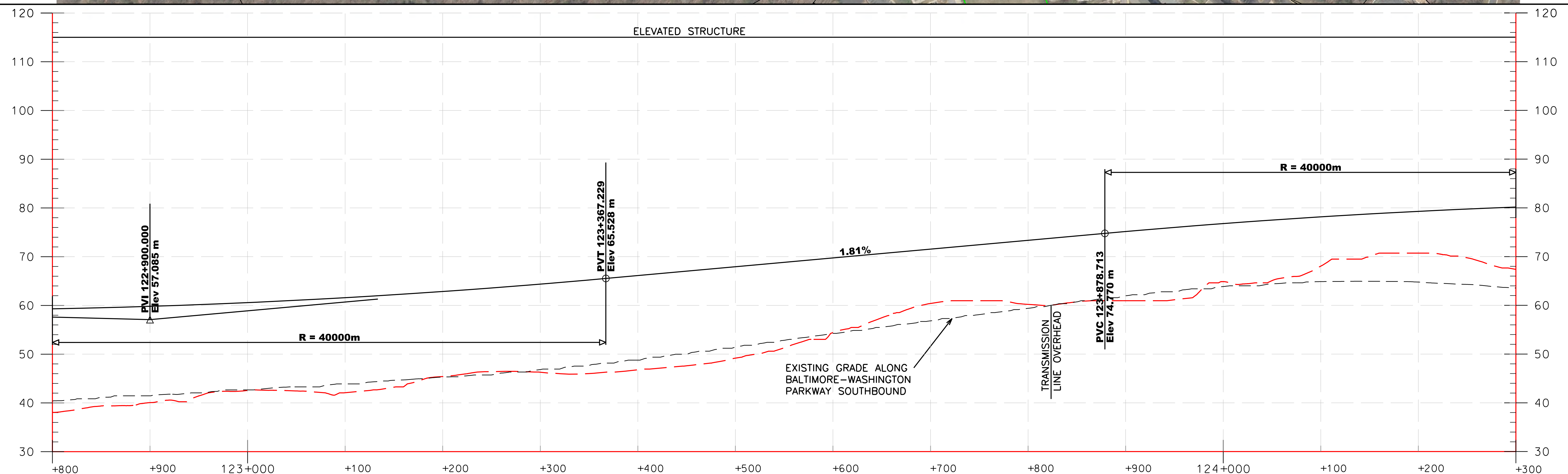
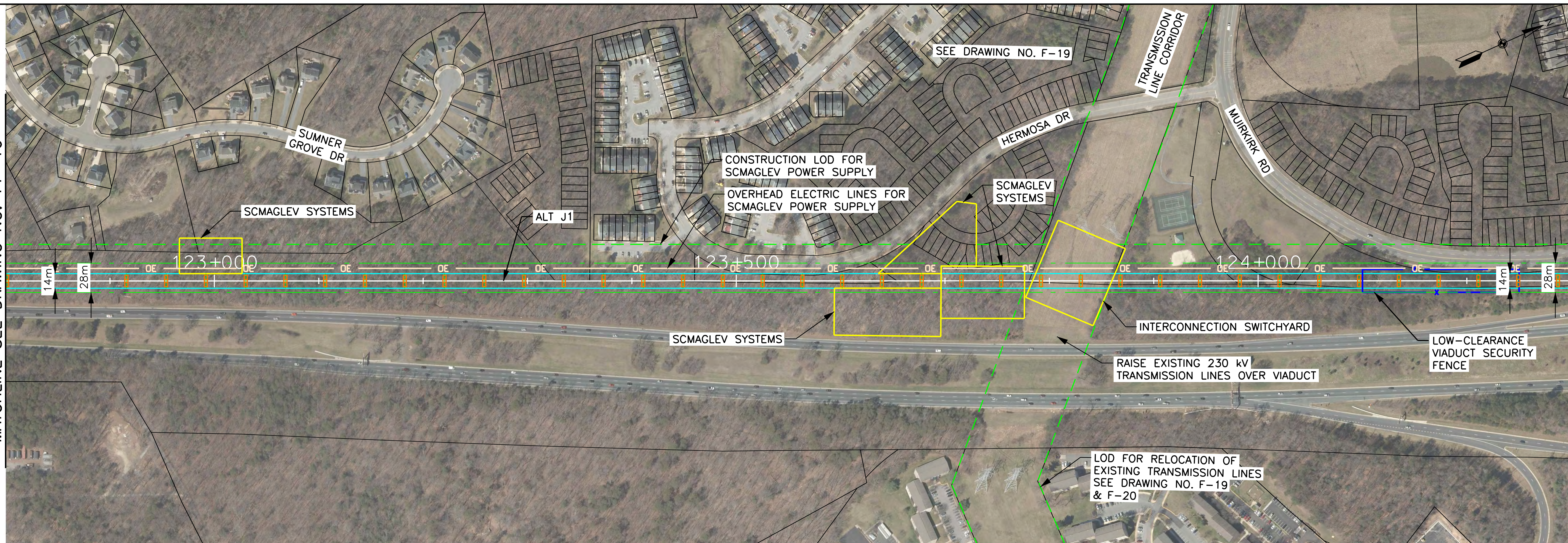
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 121+300 TO STA. 122+800

DATE: 6/11/2020  
 DRAWING NO. PP-16  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-16

MATCHLINE SEE DRAWING NO. PP-18



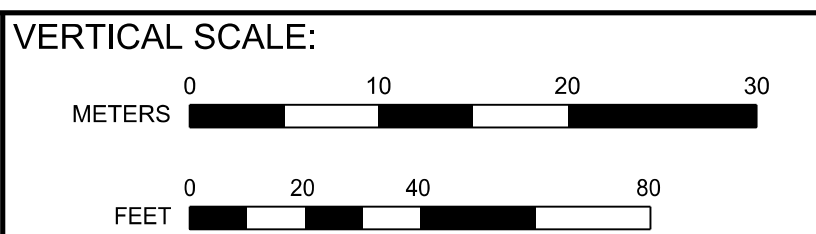
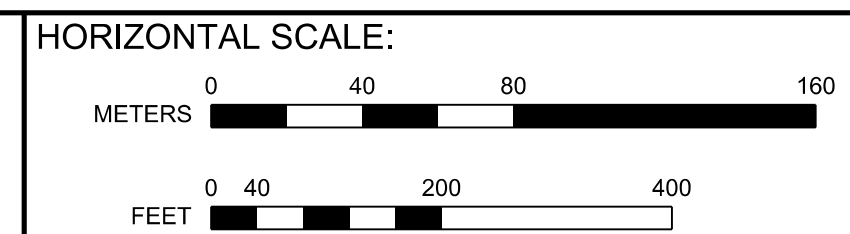
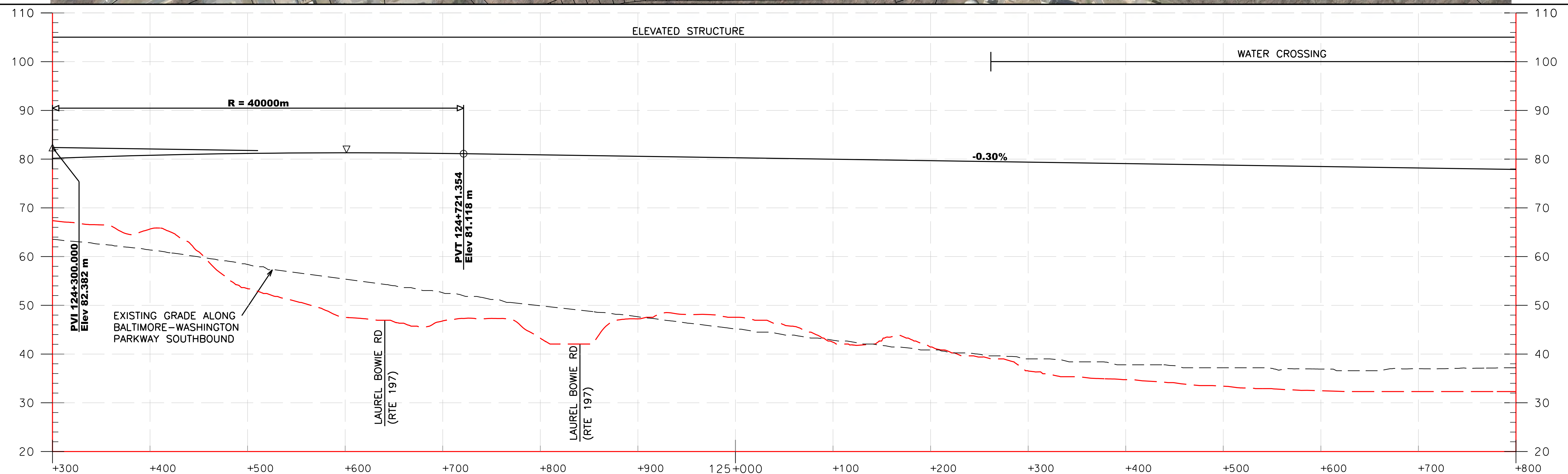
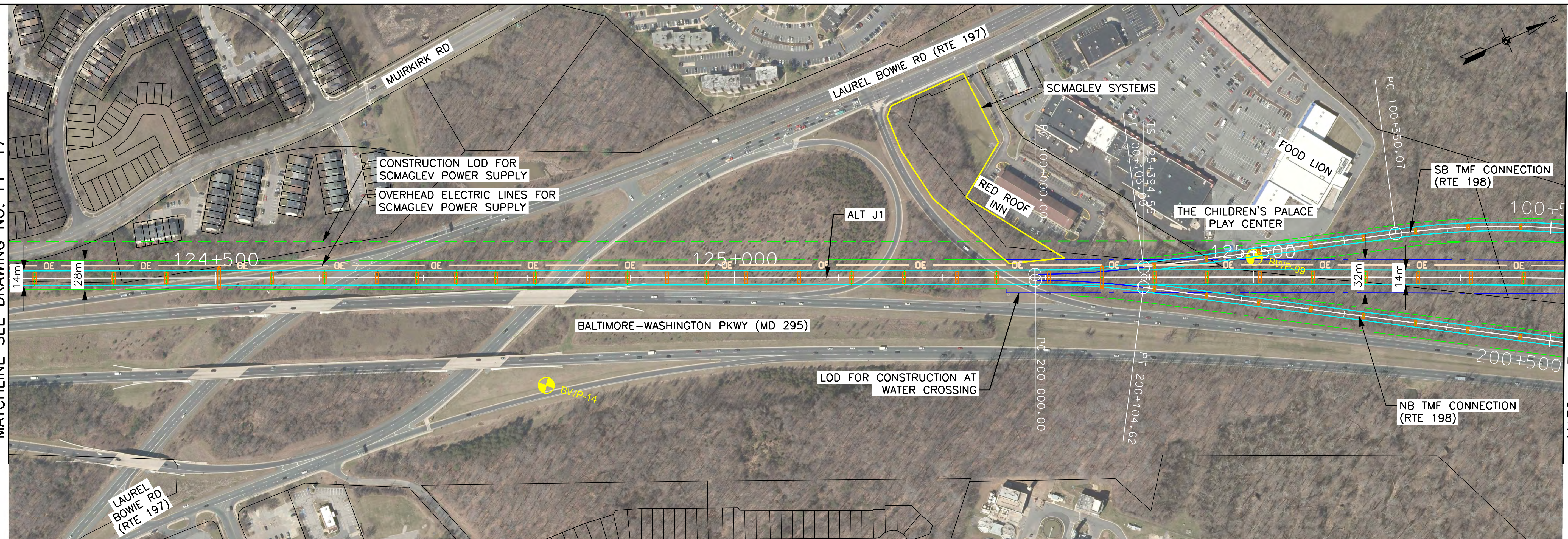
BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT  
STA. 122+800 TO STA. 124+300

DATE: 6/10/2020  
DRAWING NO. PP-17  
SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-17

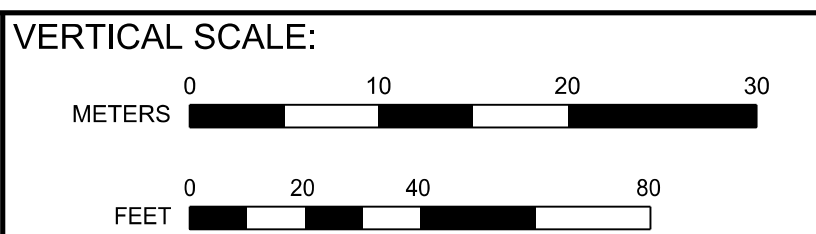
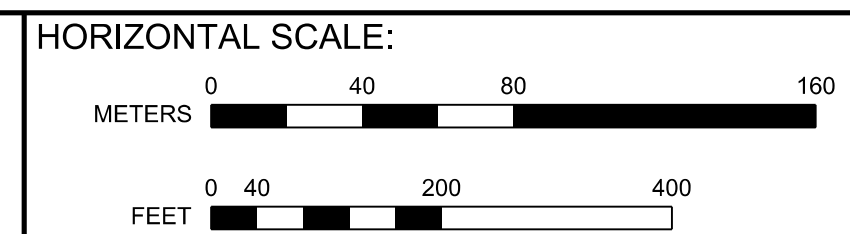
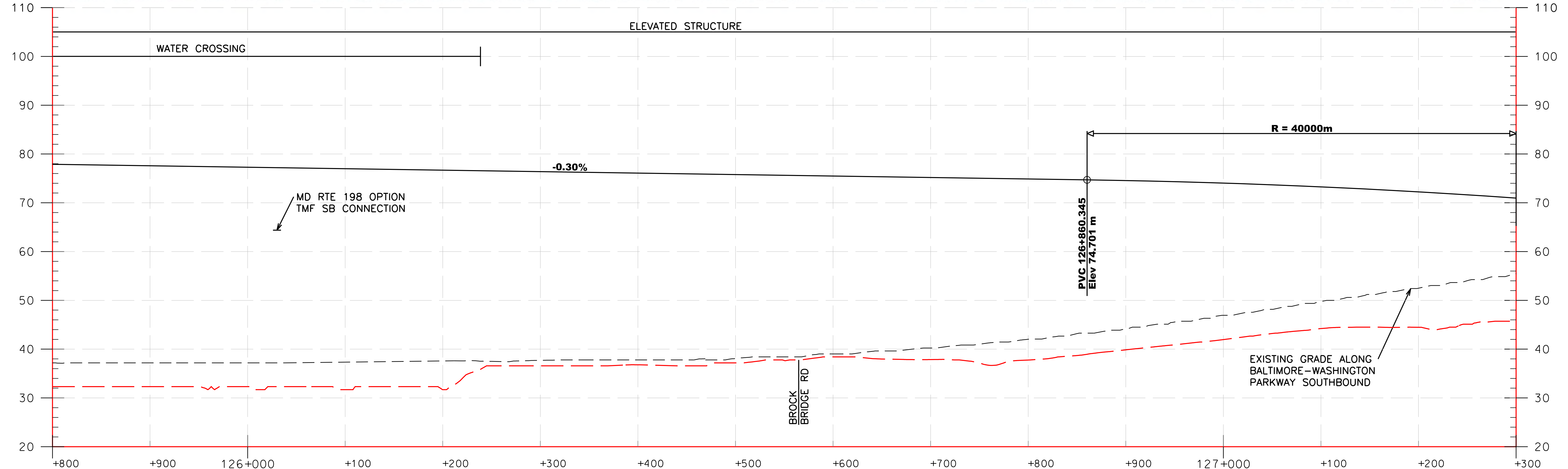
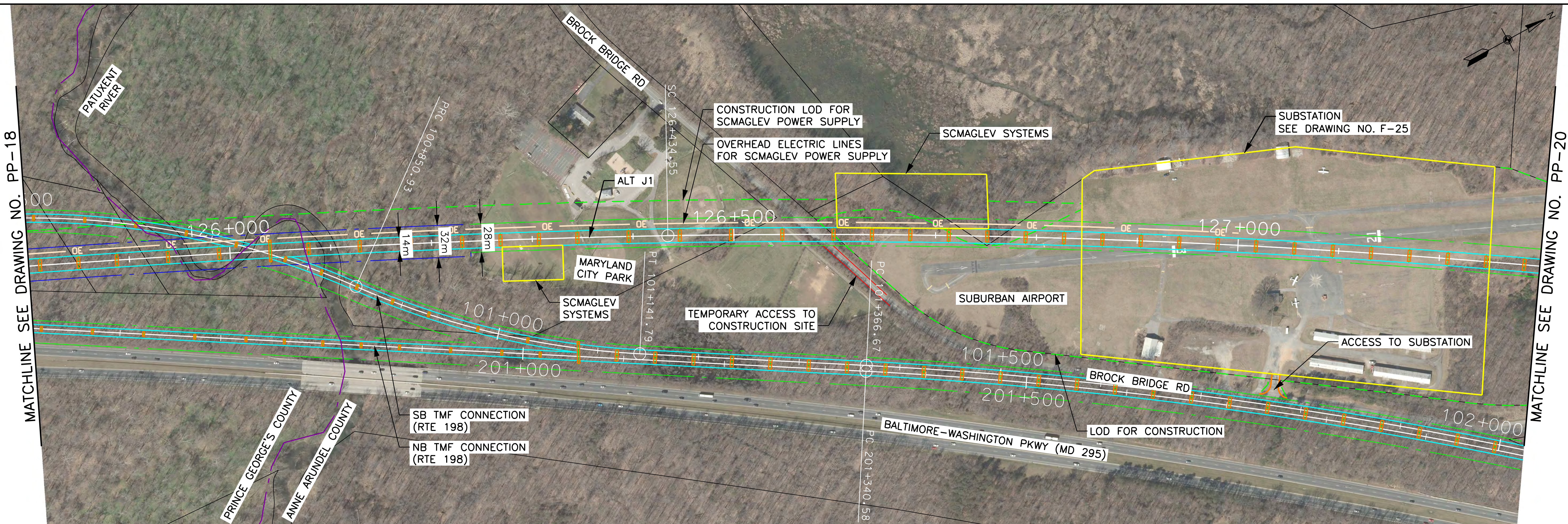
MATCHLINE SEE DRAWING NO. PP-19



**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 124+300 TO STA. 125+800**

DATE: 6/10/2020  
 DRAWING NO. PP-18  
 SHEET NO. -- OF --

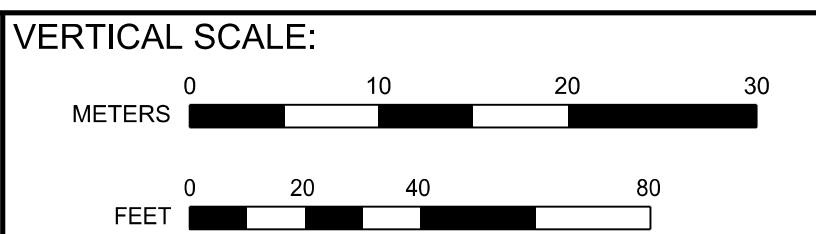
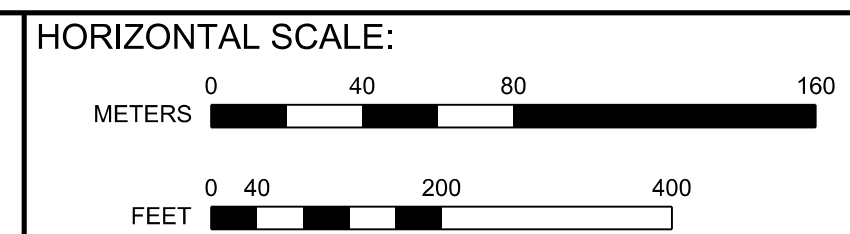
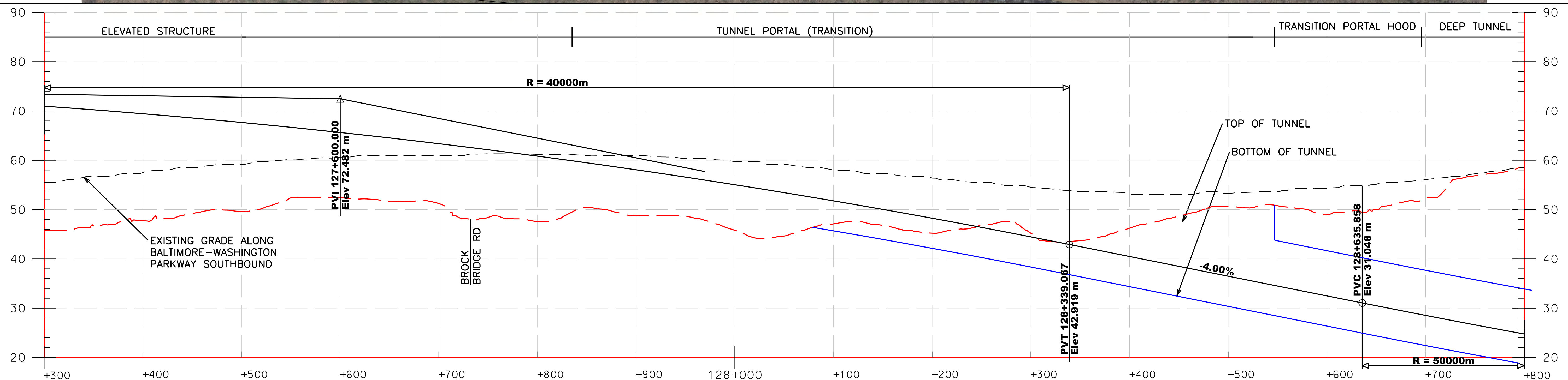
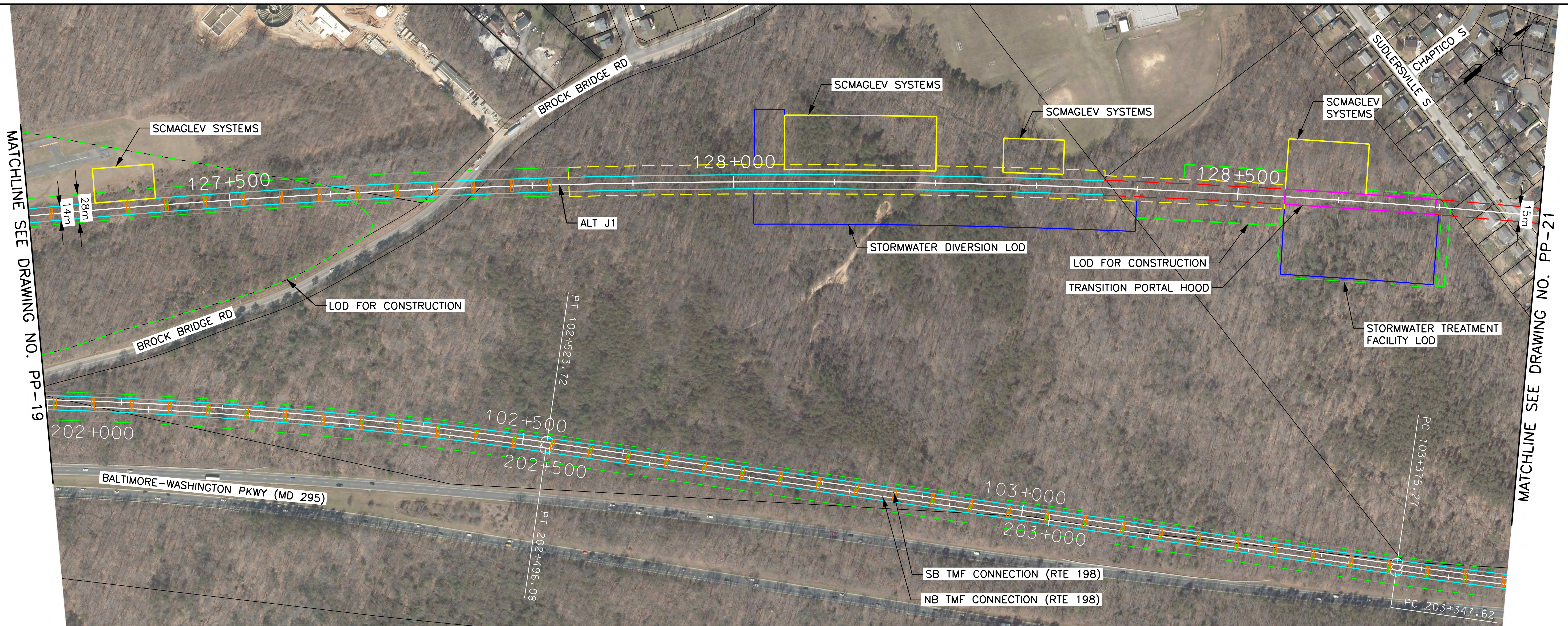
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**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 125+800 TO STA. 127+300**

DATE: 6/10/2020  
 DRAWING NO. PP-19  
 SHEET NO. -- OF --

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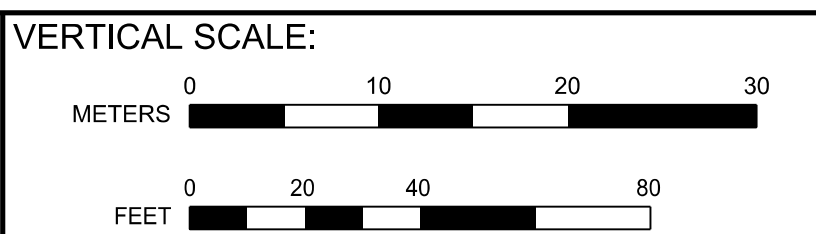
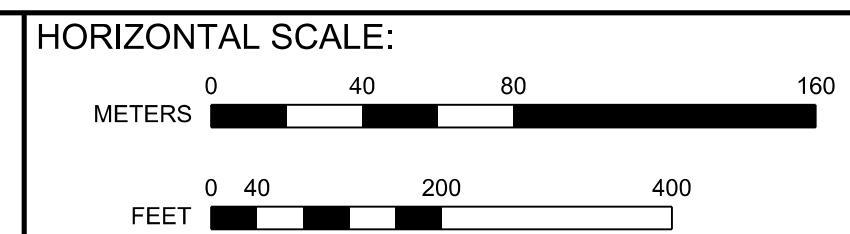
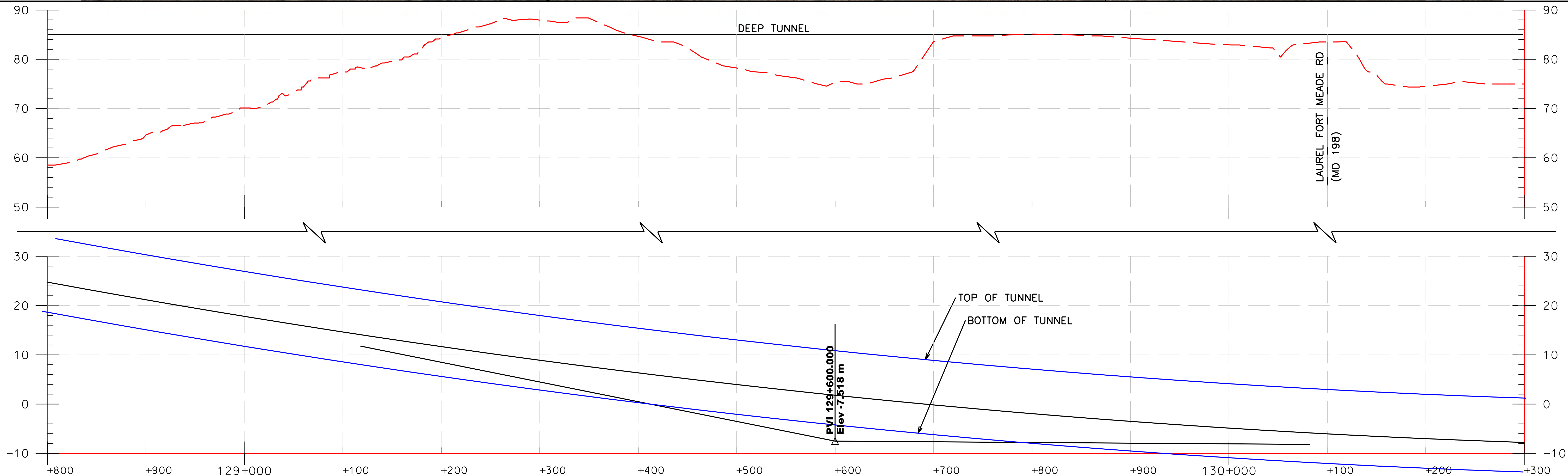
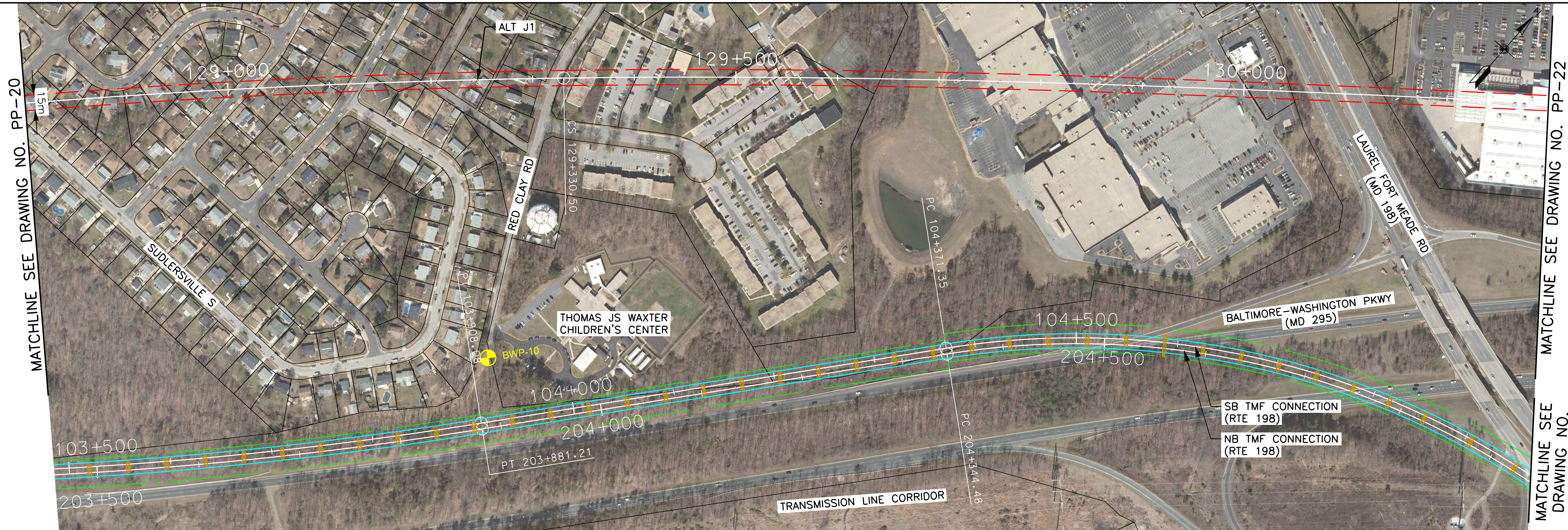


**BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT  
STA. 127+300 TO STA. 128+800**

DATE: 6/10/2020  
DRAWING NO. PP-20  
SHEET NO. -- OF --



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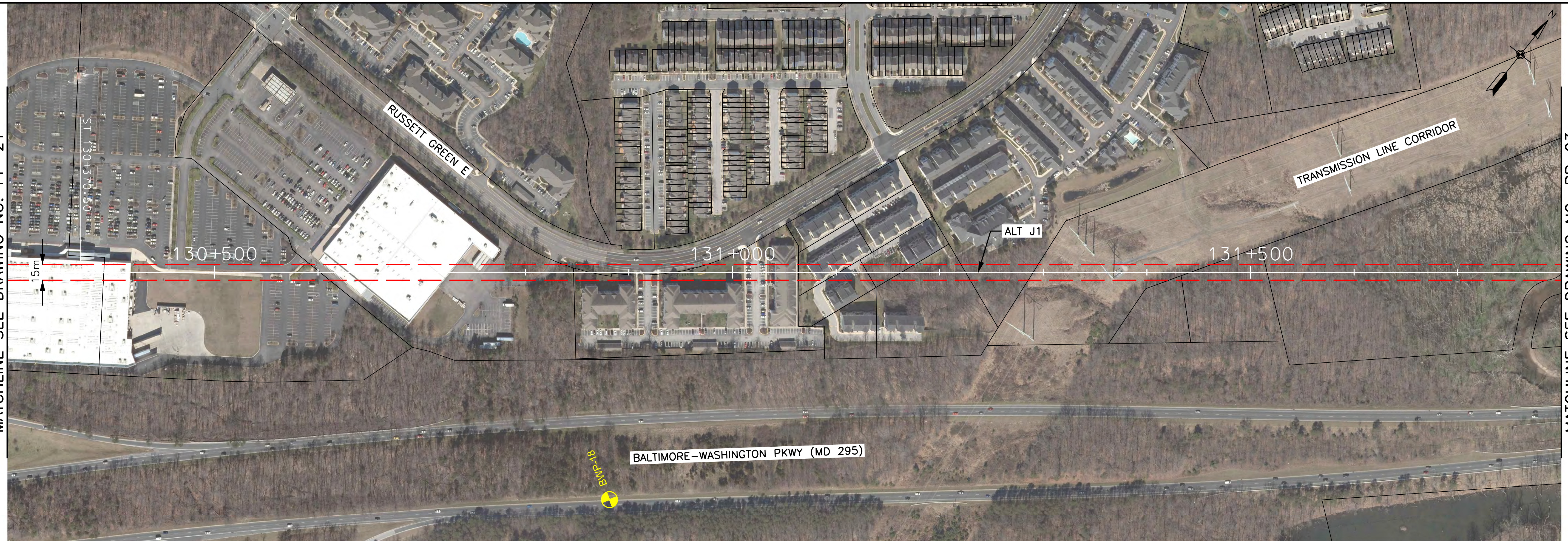


**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 128+800 TO STA. 130+300**

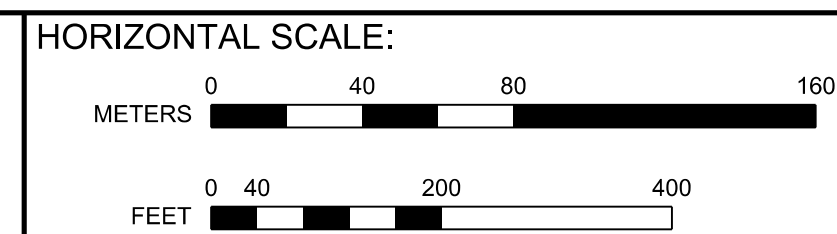
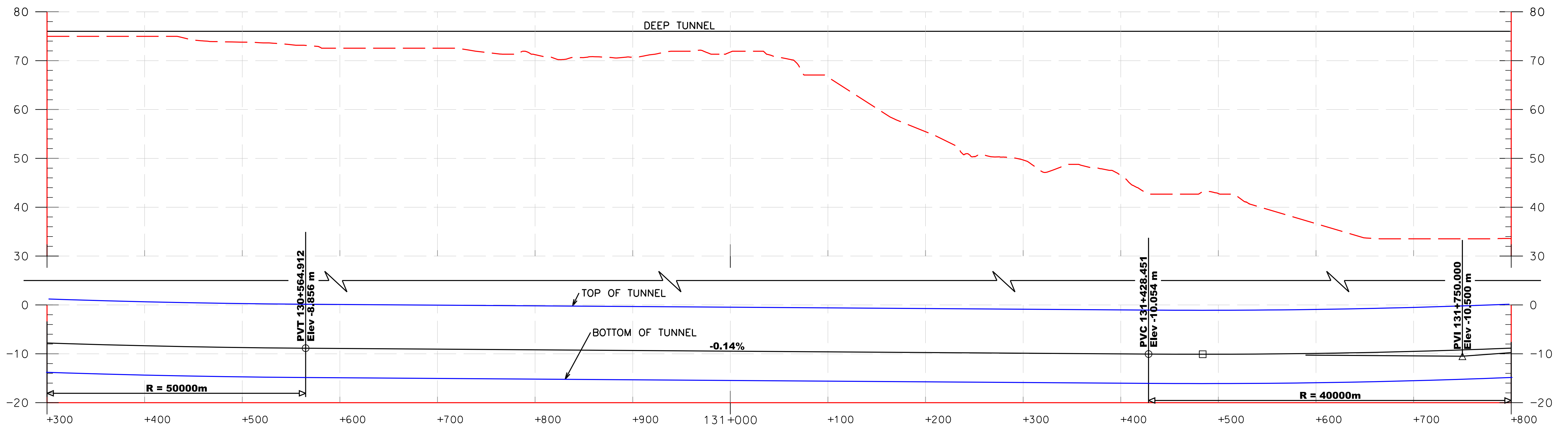
DATE: 6/10/2020  
 DRAWING NO. PP-21  
 SHEET NO. -- OF --

Printed By USMC882788 p:\high-eas2\pw\_bentley.com\gh-eas2-pw-10\Documents\Transportation\Eng\B\The NORTHHEAST\MAGLEV\EST\Technical\Baltimore - DC\CADD\Cut sheets\DEIS - Plan and Profile - J1\_DEIS.dgn 6/10/2020

MATCHLINE SEE DRAWING NO. PP-21



MATCHLINE SEE DRAWING NO. PP-23

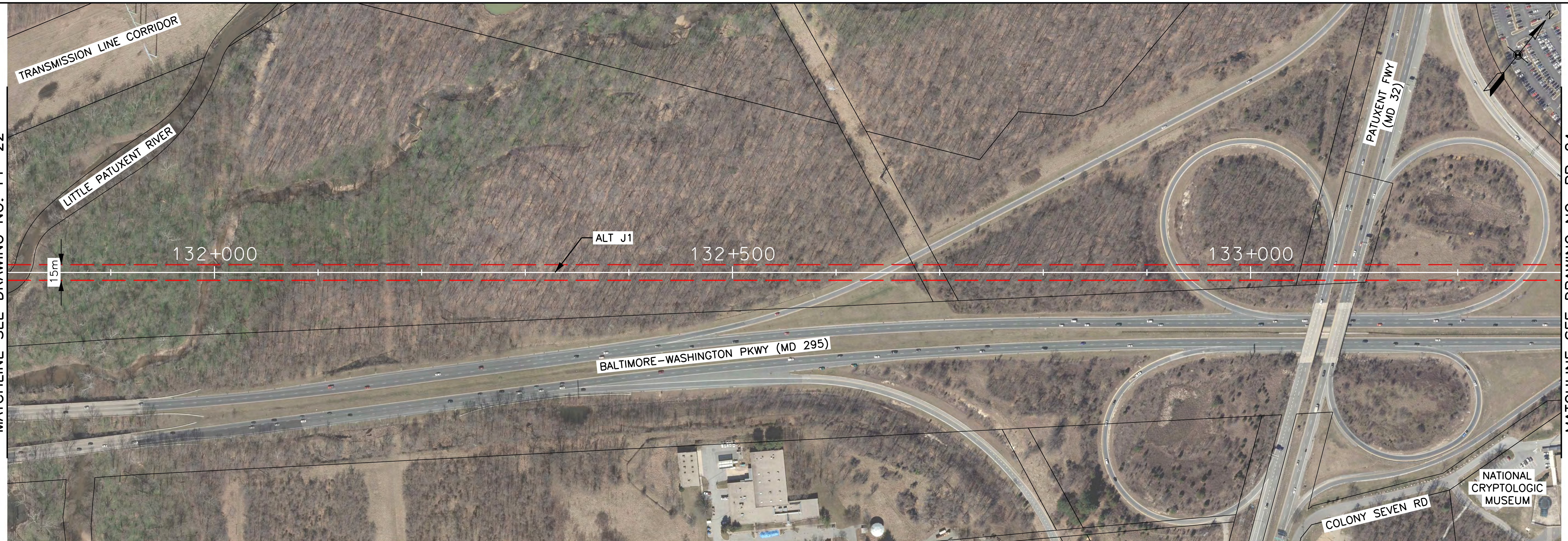


BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 130+300 TO STA. 131+800

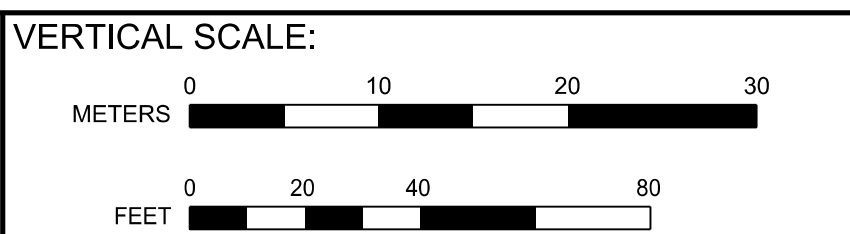
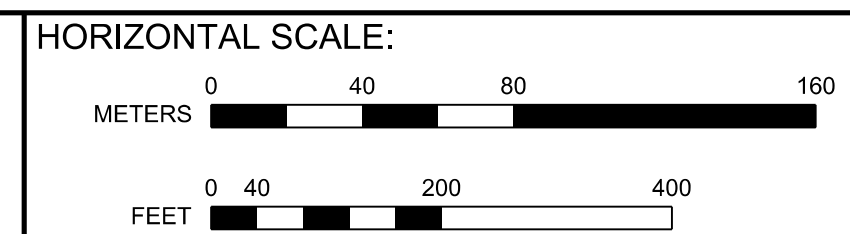
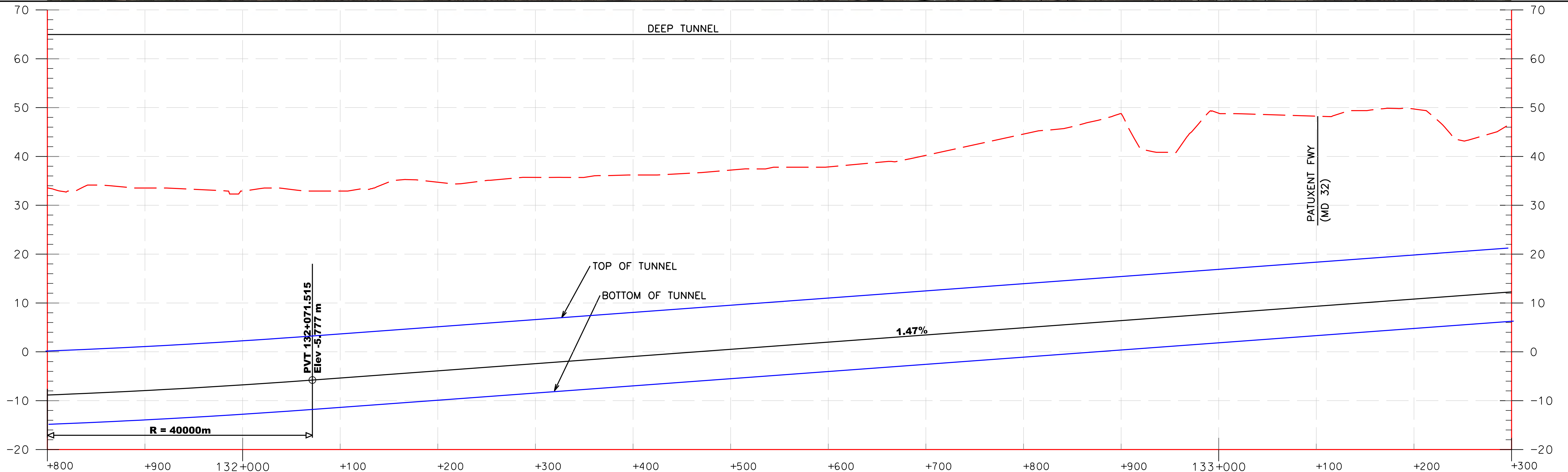
DATE: 6/10/2020  
 DRAWING NO. PP-22  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-22



MATCHLINE SEE DRAWING NO. PP-24

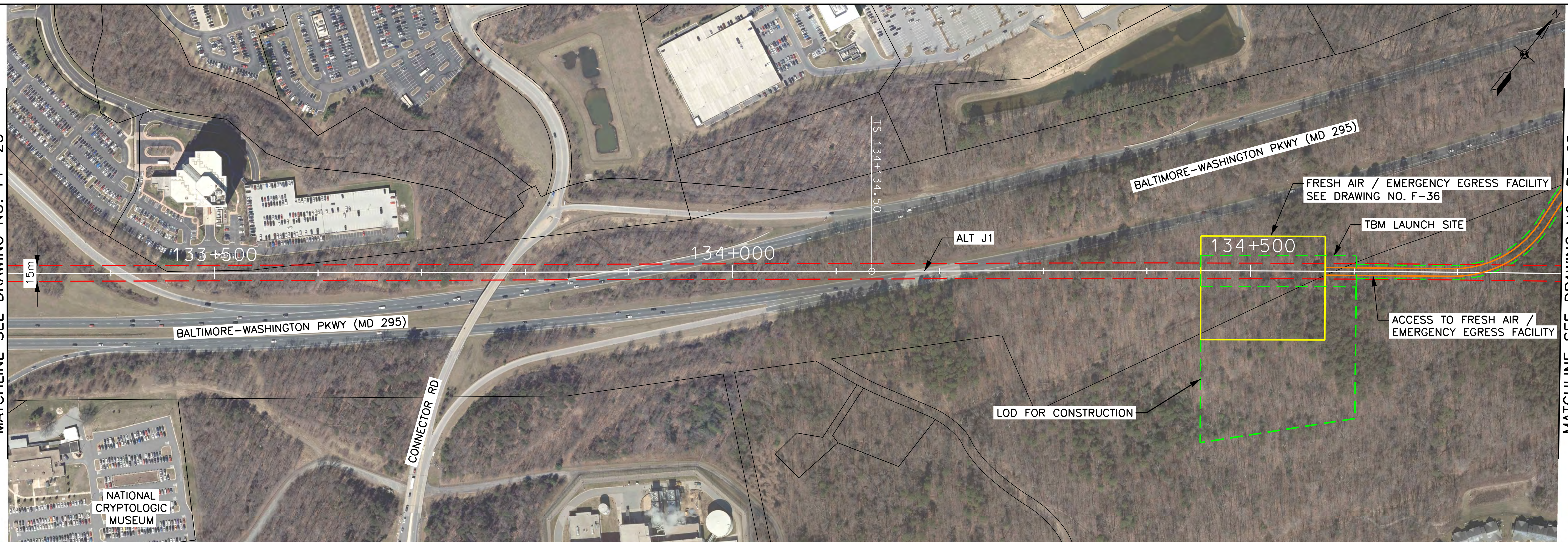


BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 131+800 TO STA. 133+300

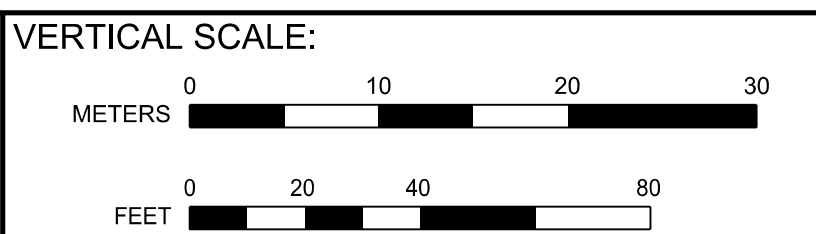
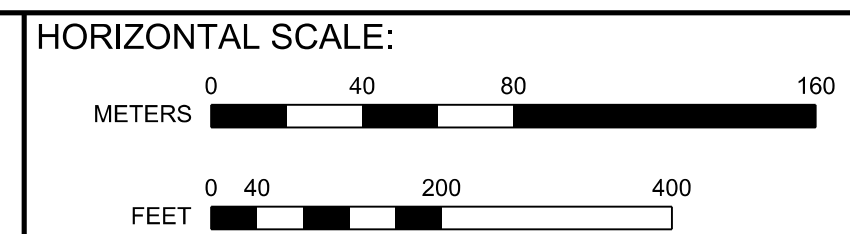
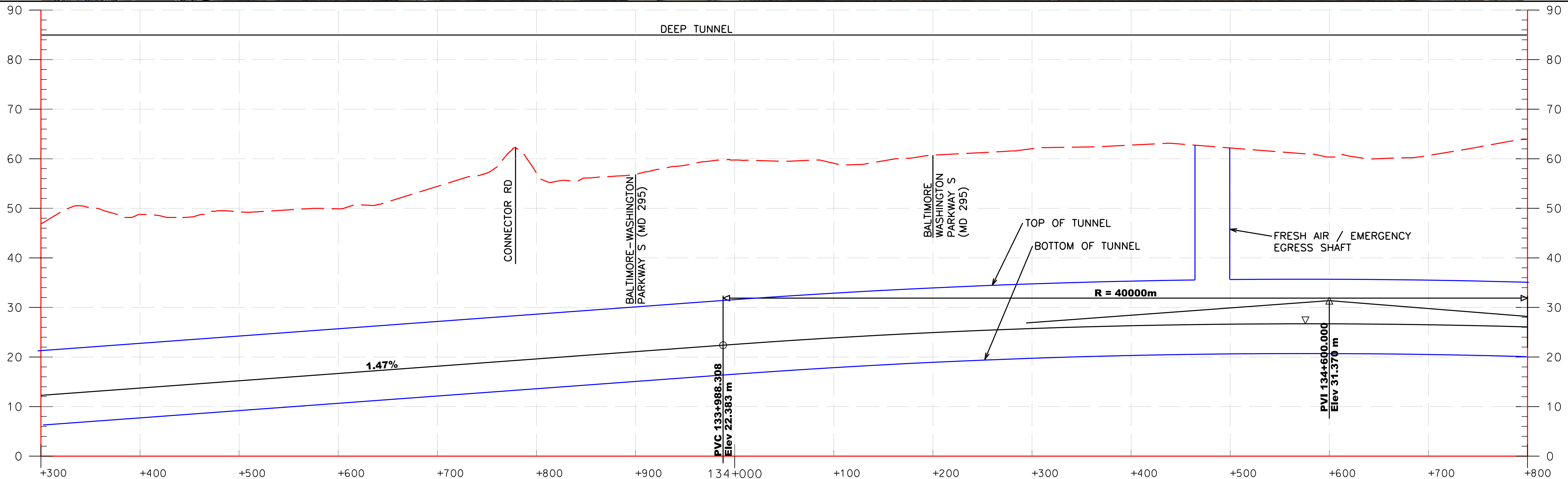
DATE: 6/10/2020  
 DRAWING NO. PP-23  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-23



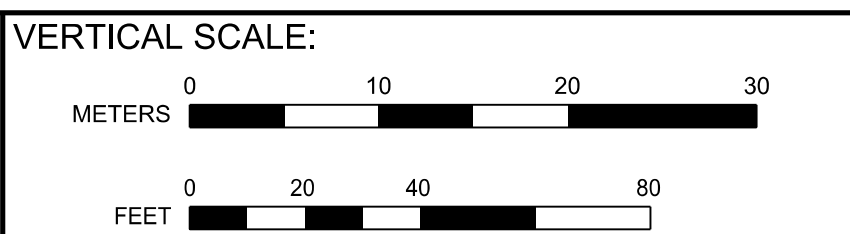
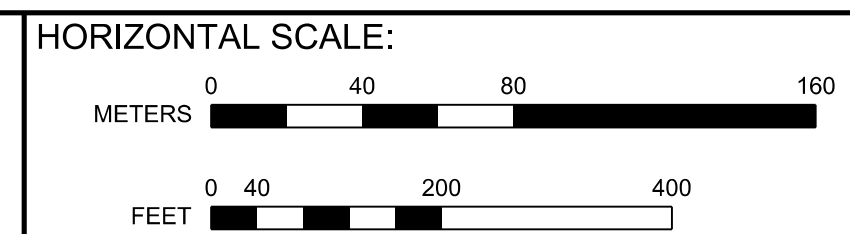
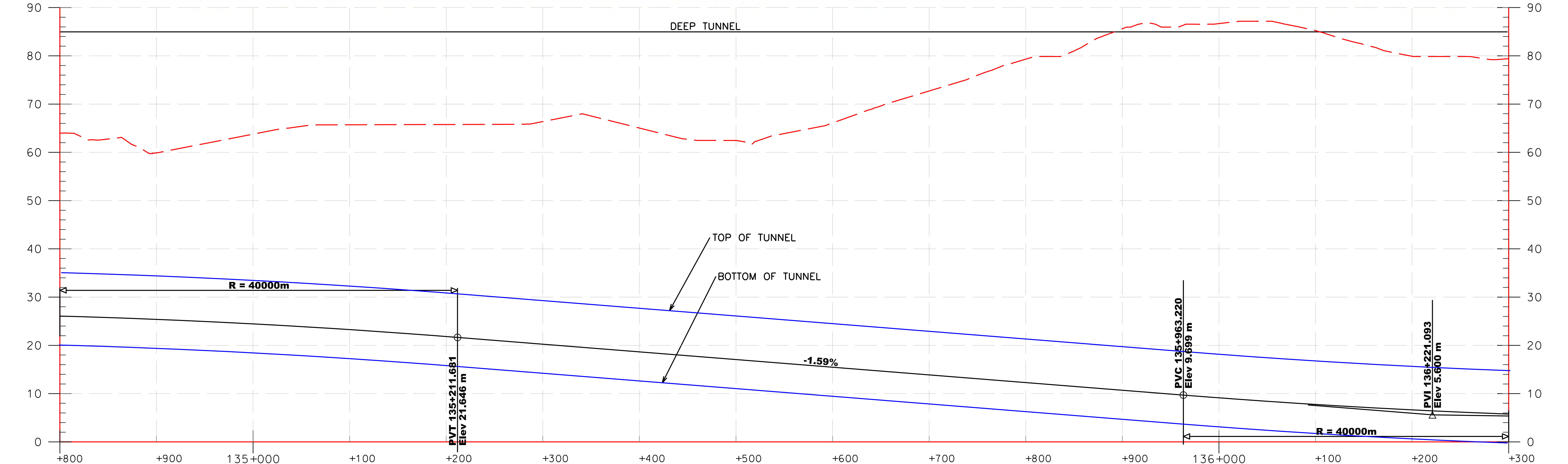
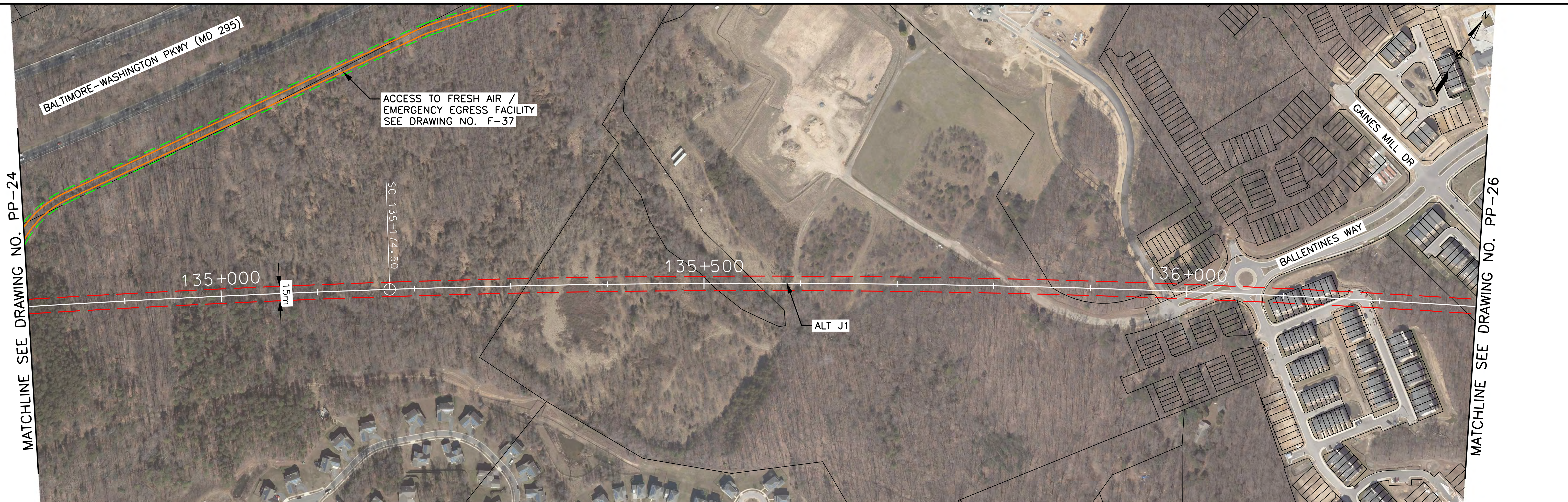
MATCHLINE SEE DRAWING NO. PP-25



**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 133+300 TO STA. 134+800**

DATE: 6/10/2020  
 DRAWING NO. PP-24  
 SHEET NO. -- OF --

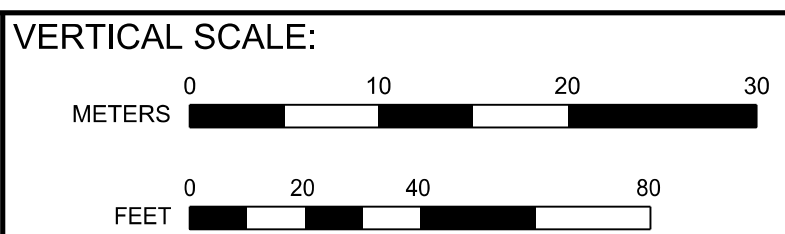
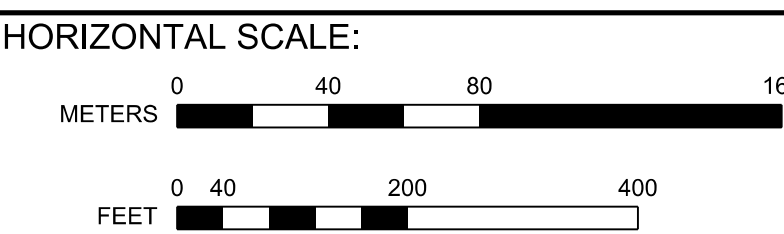
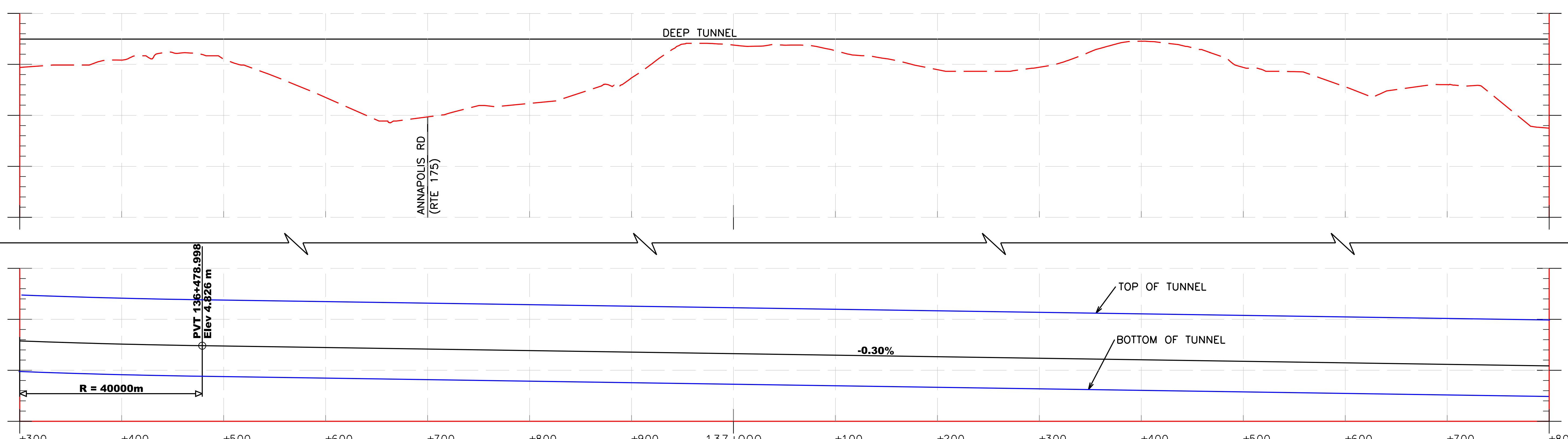
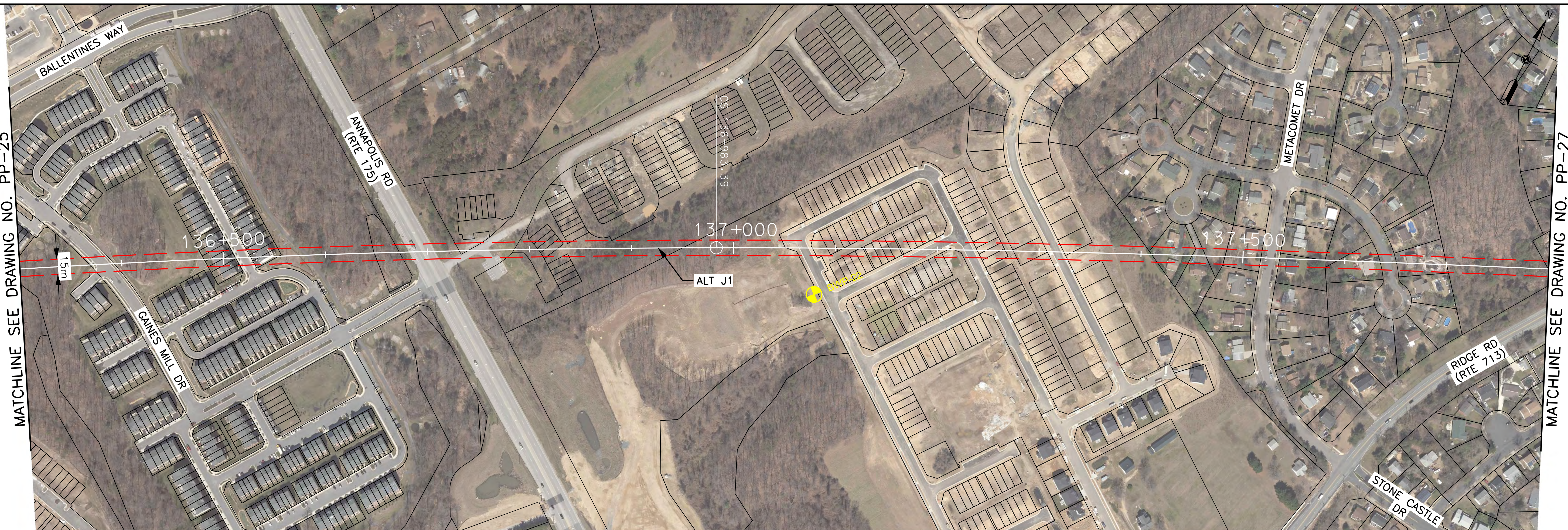
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BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 134+800 TO STA. 136+300

DATE: 6/10/2020  
 DRAWING NO. PP-25  
 SHEET NO. -- OF --

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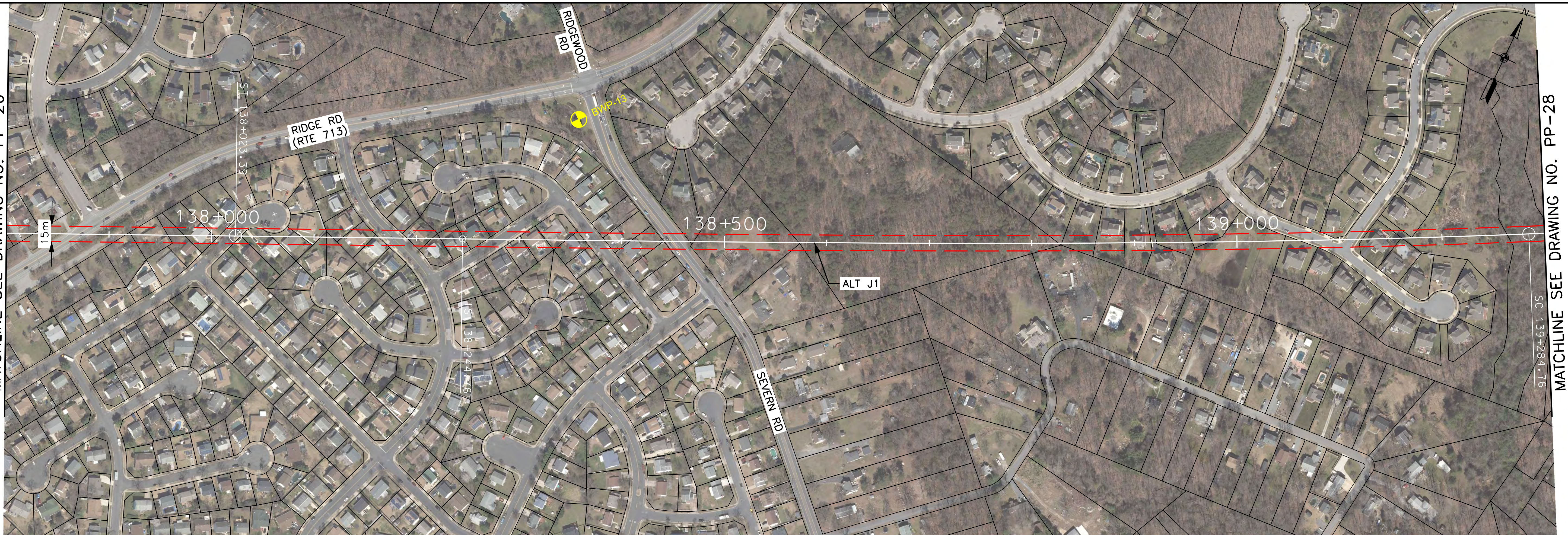


BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 136+300 TO STA. 137+800

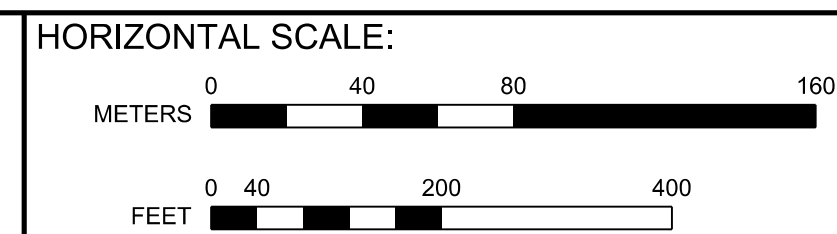
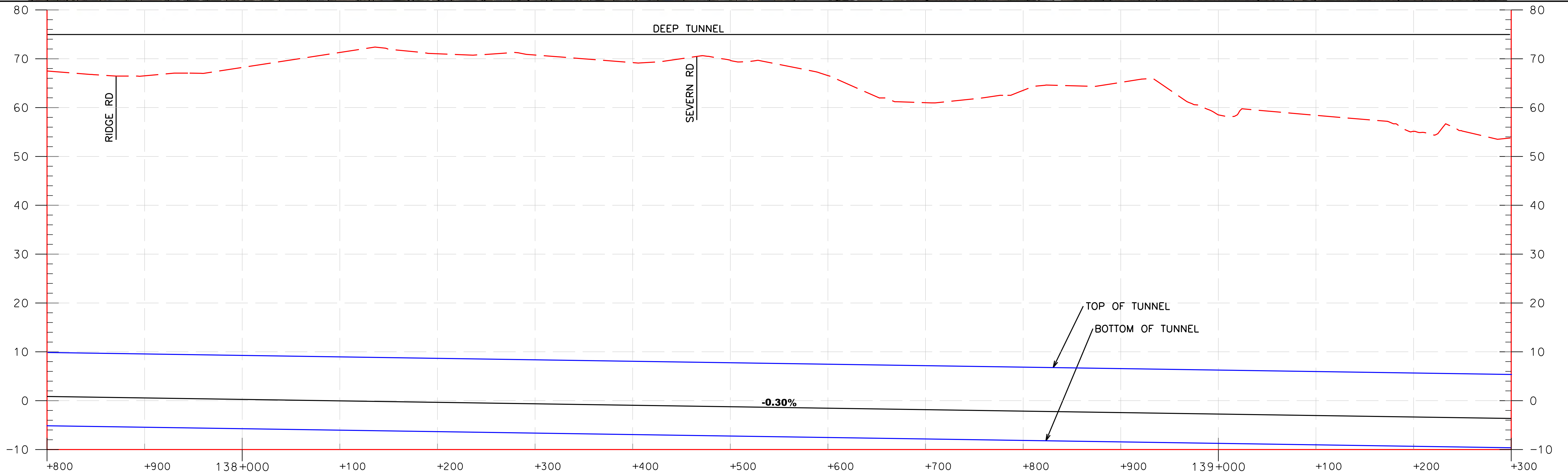
DATE: 6/10/2020  
 DRAWING NO. PP-26  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-26

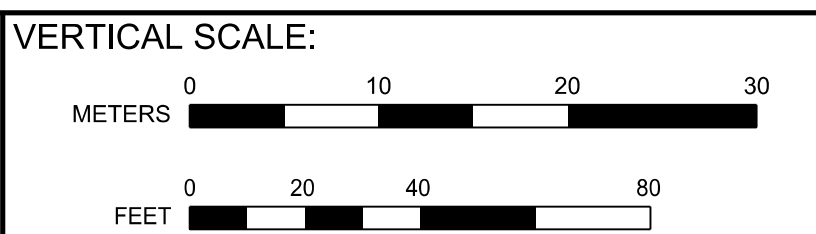
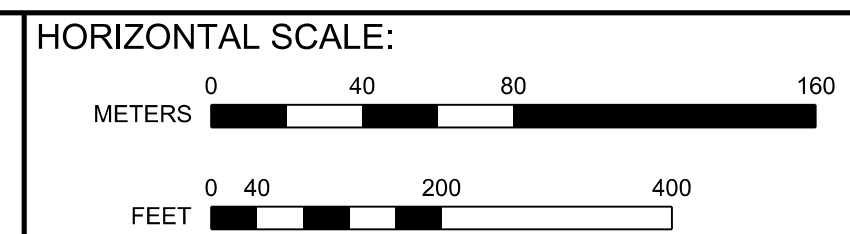
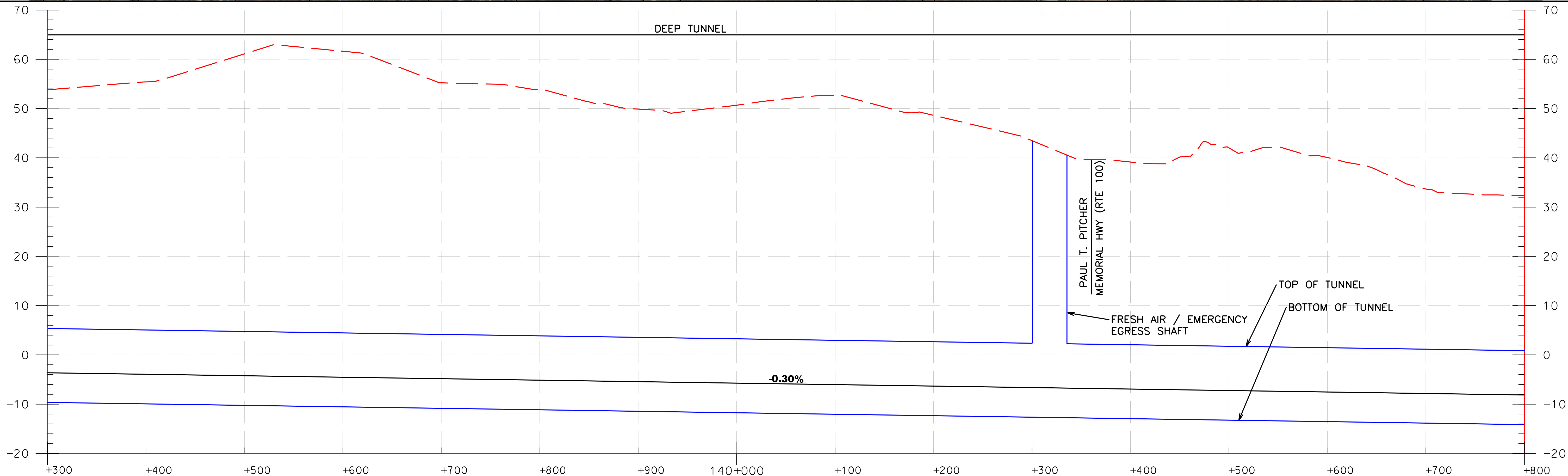
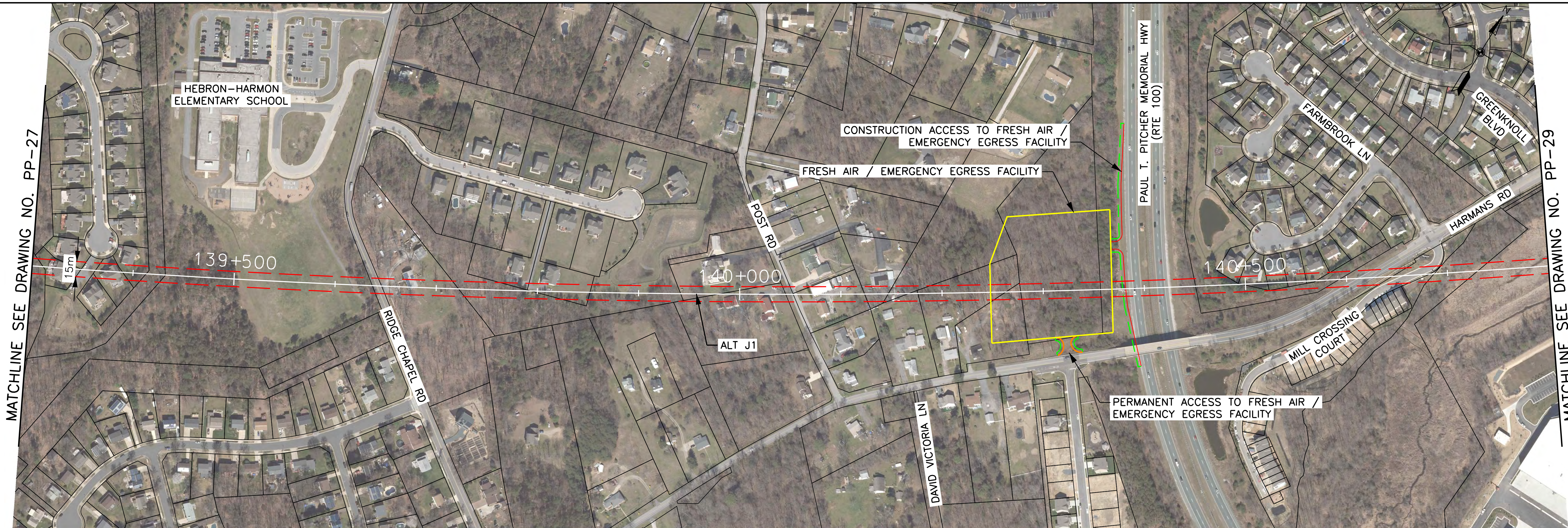


MATCHLINE SEE DRAWING NO. PP-28



BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 137+800 TO STA. 139+300

DATE: 6/10/2020  
 DRAWING NO. PP-27  
 SHEET NO. -- OF --



BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 139+300 TO STA. 140+800

DATE: 6/10/2020  
 DRAWING NO. PP-28  
 SHEET NO. -- OF --

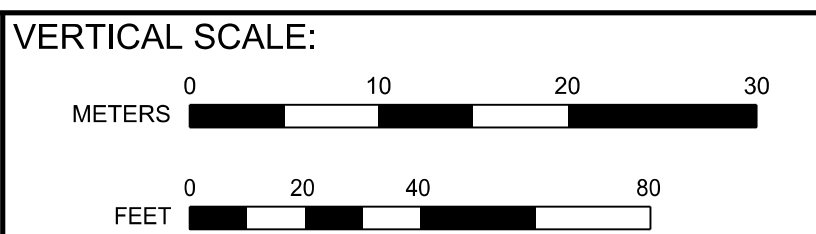
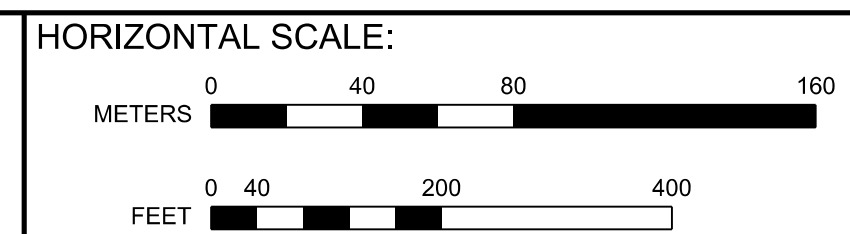
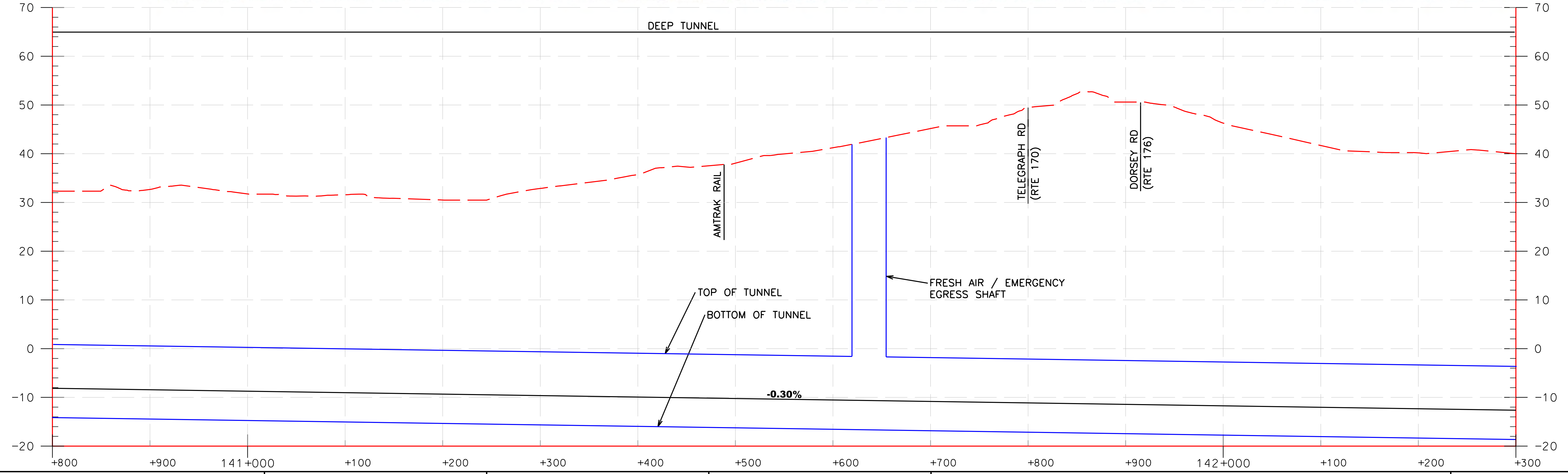
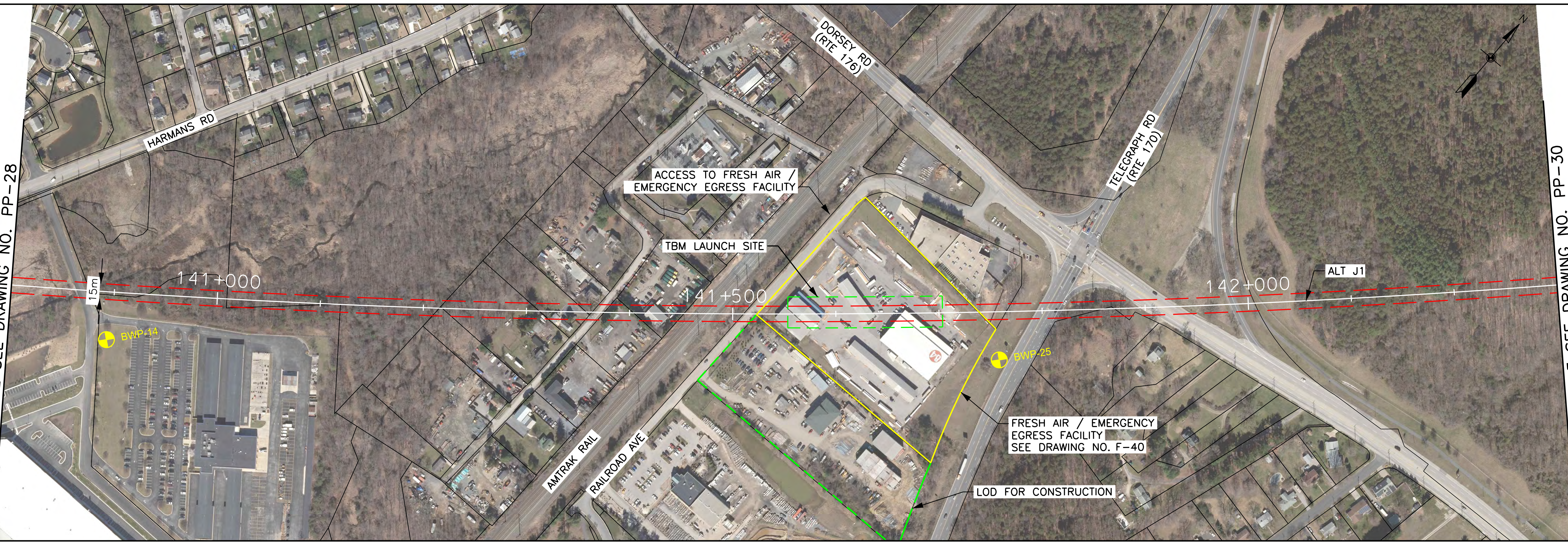
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MATCHLINE SEE DRAWING NO. PP-28

MATCHLINE SEE DRAWING NO. PP-30



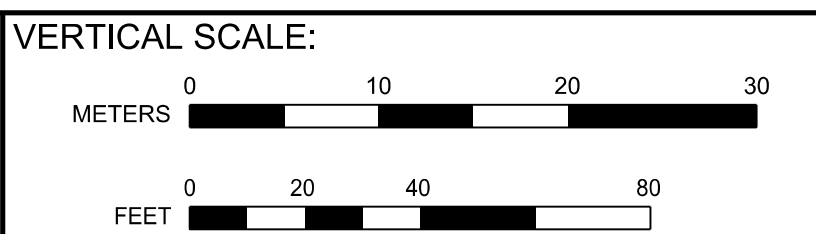
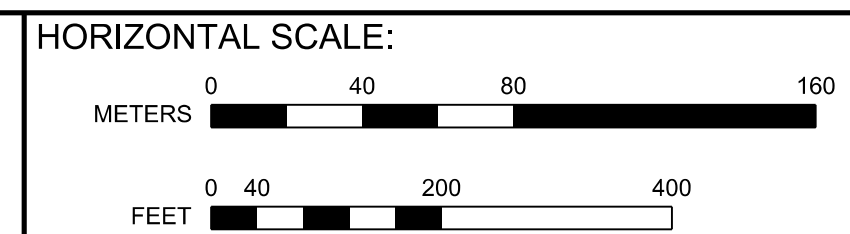
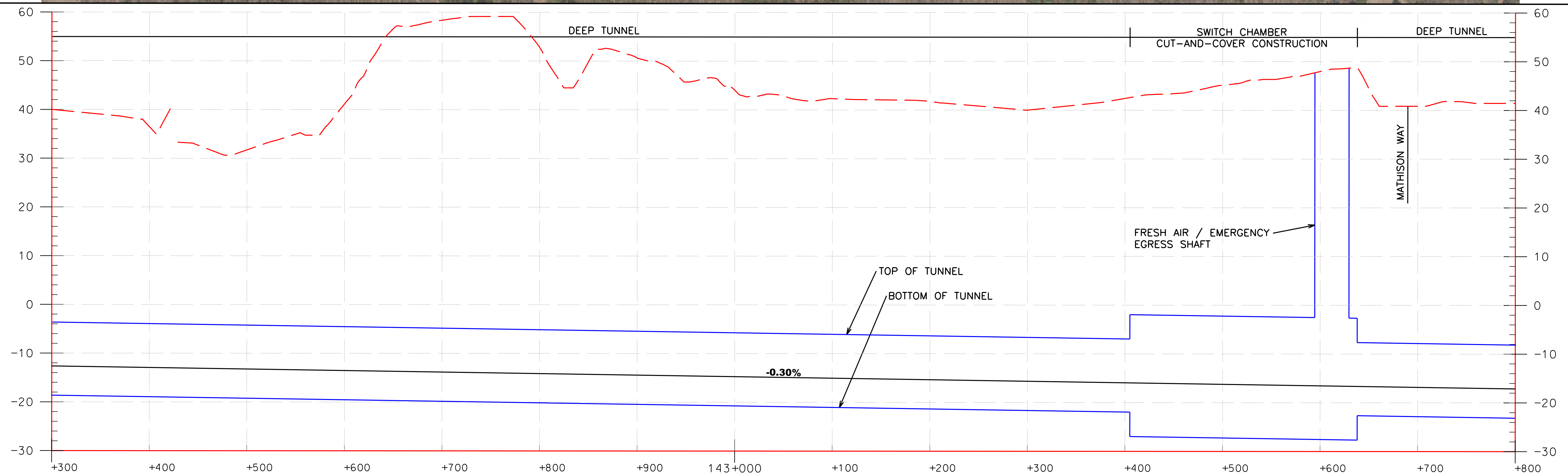
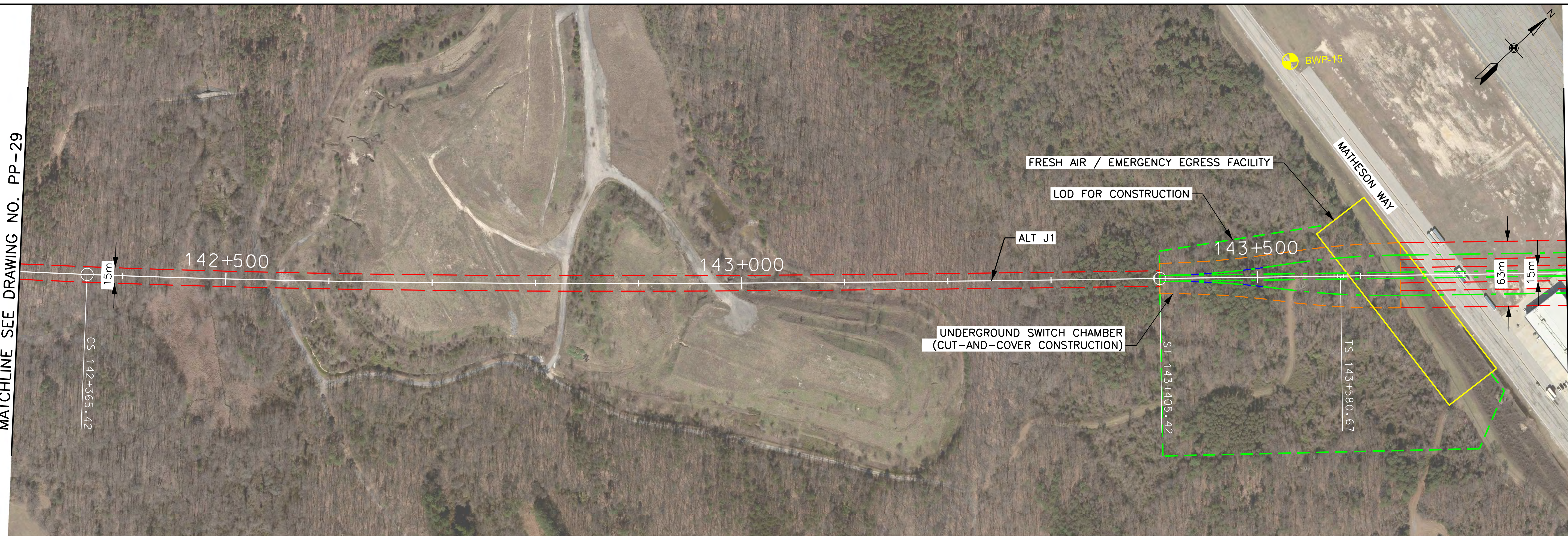
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 140+800 TO STA. 142+300

DATE: 6/10/2020  
 DRAWING NO. PP-29  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-29

MATCHLINE SEE DRAWING NO. PP-31



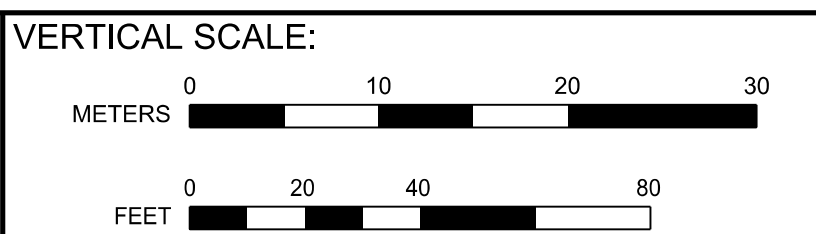
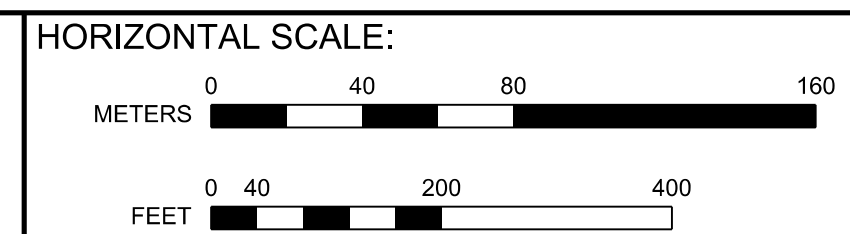
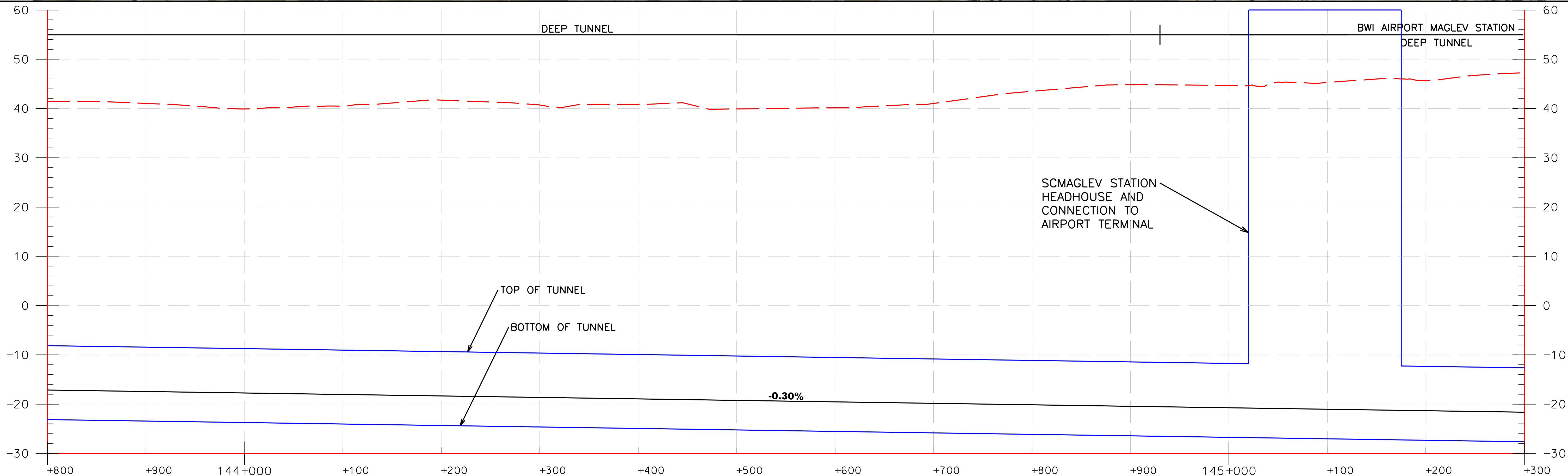
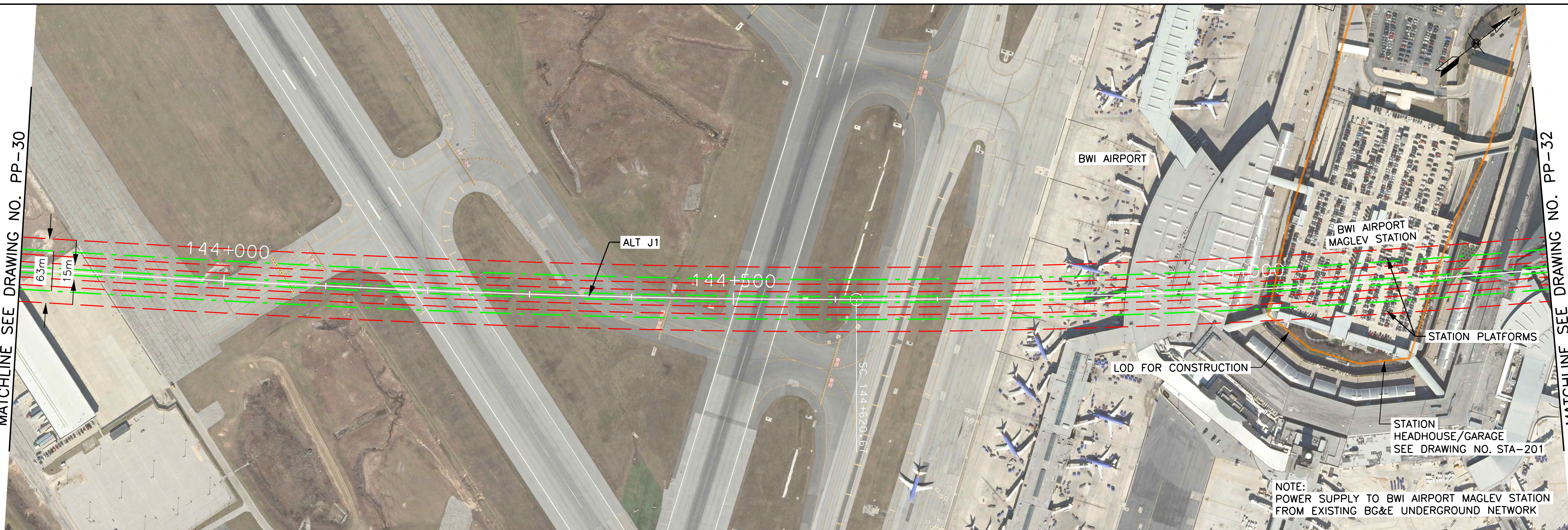
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 142+300 TO STA. 143+800

DATE: 6/10/2020  
 DRAWING NO. PP-30  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-30

MATCHLINE SEE DRAWING NO. PP-32

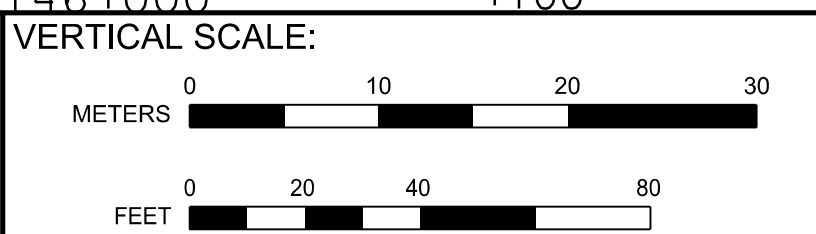
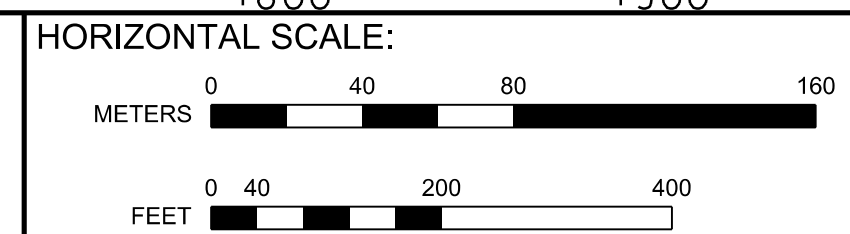
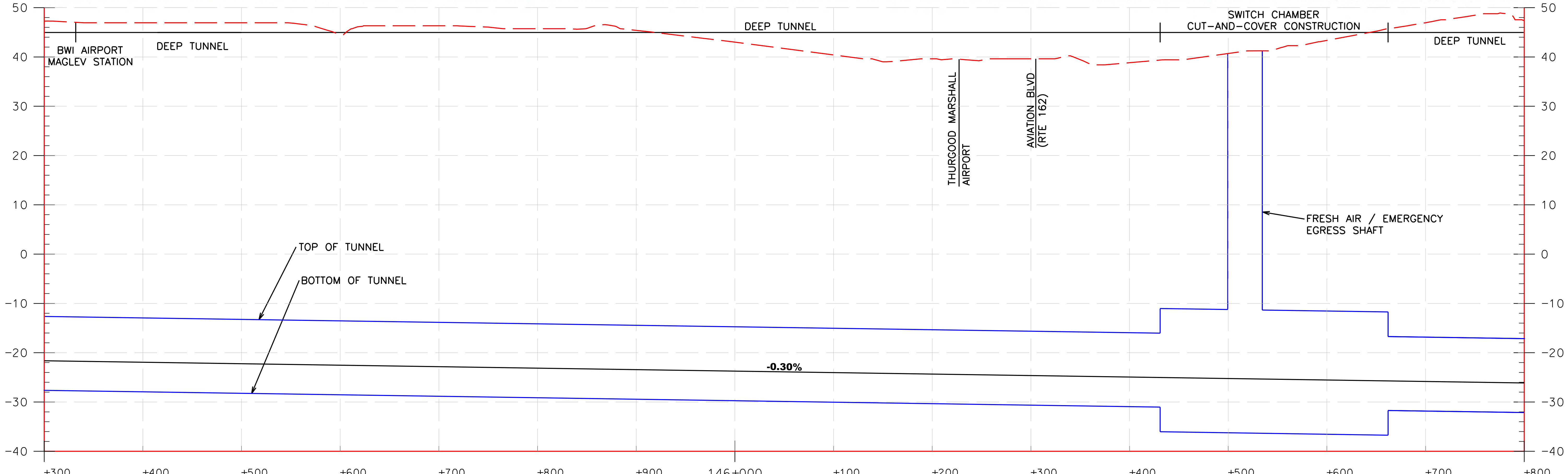
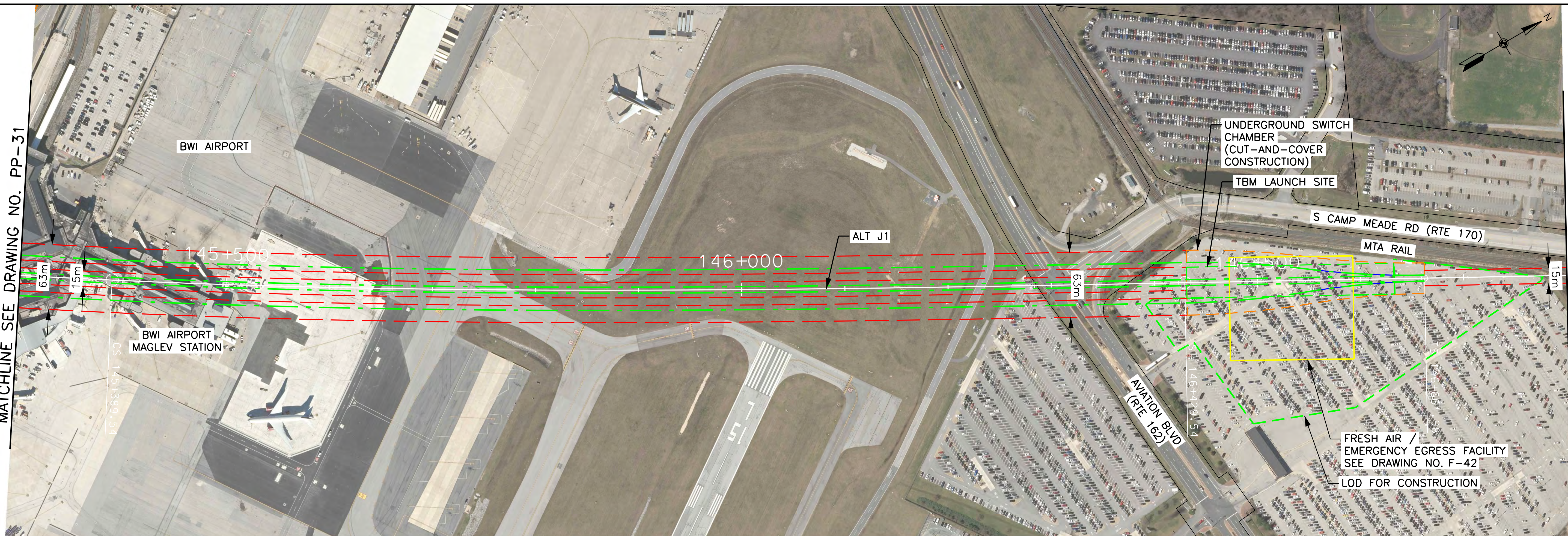


BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT  
STA. 143+800 TO STA. 145+300

DATE: 6/10/2020  
DRAWING NO. PP-31  
SHEET NO. -- OF --

MATCHLINE SEE DRAWING NO. PP-31

MATCHLINE SEE DRAWING NO. PP-33



**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 145+300 TO STA. 146+800**

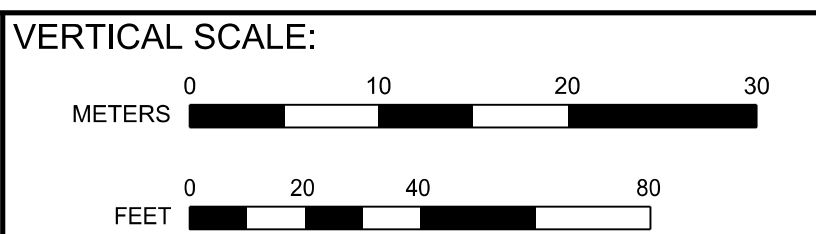
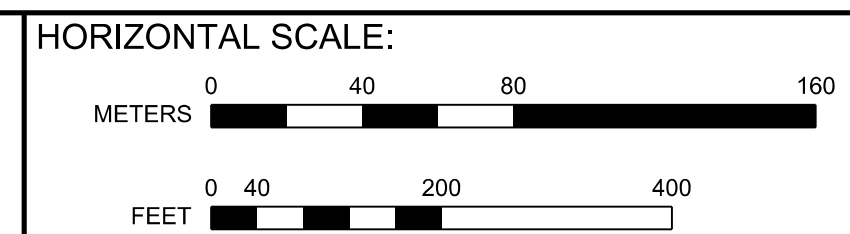
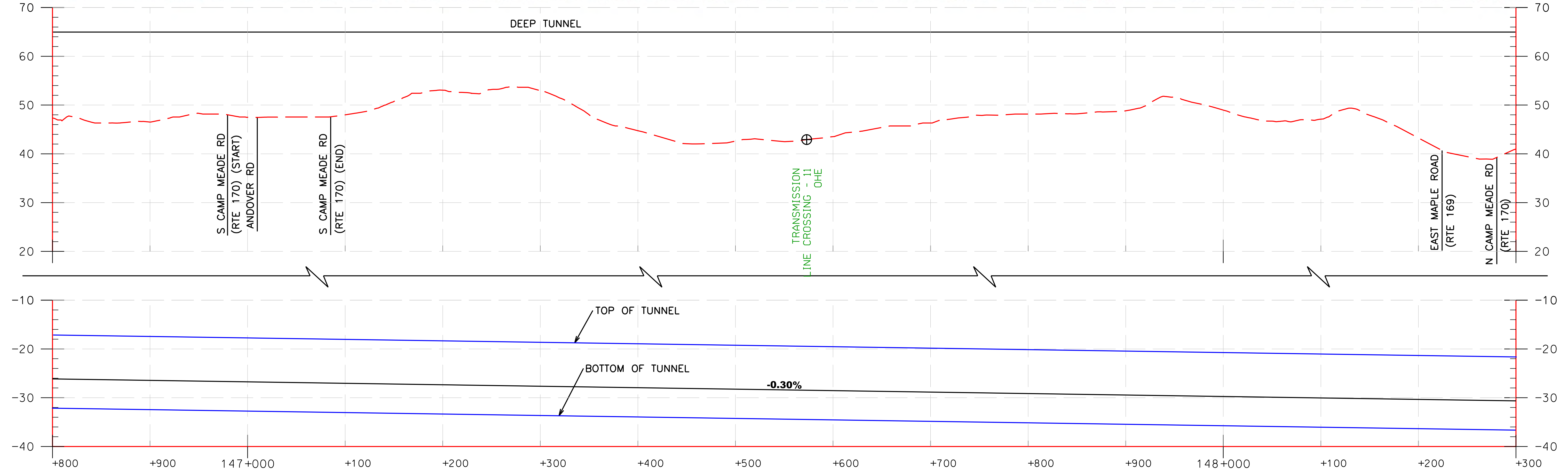
DATE: 6/10/2020  
 DRAWING NO. PP-32  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-32

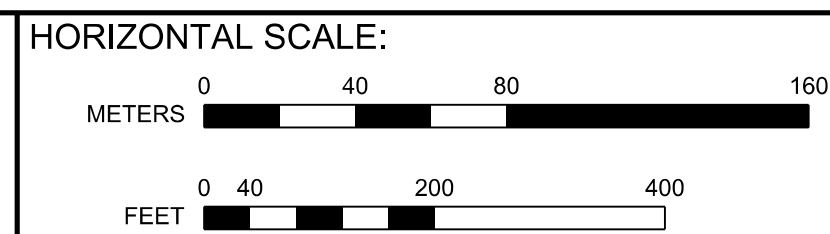
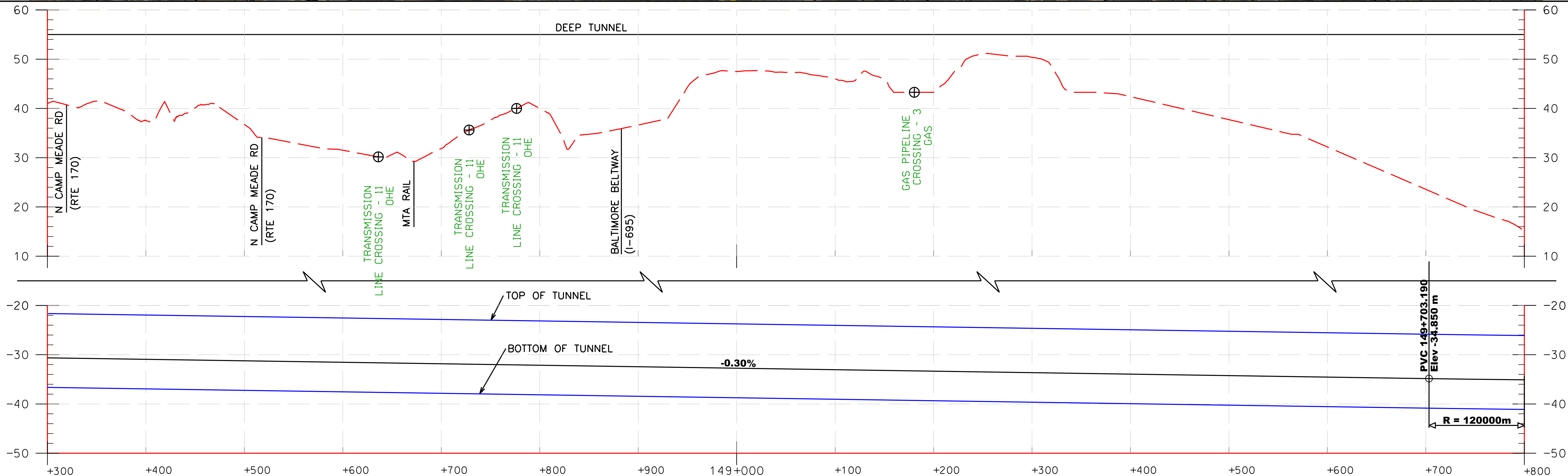
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BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 146+800 TO STA. 148+300

DATE: 6/10/2020  
 DRAWING NO. PP-33  
 SHEET NO. -- OF --

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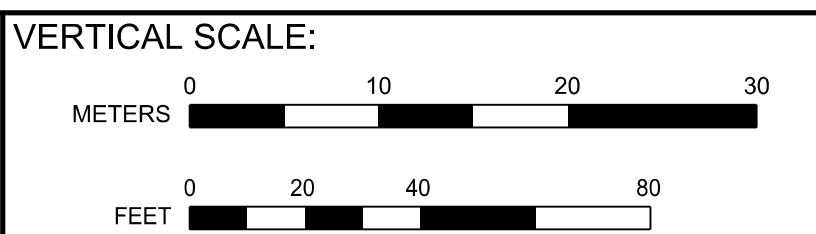
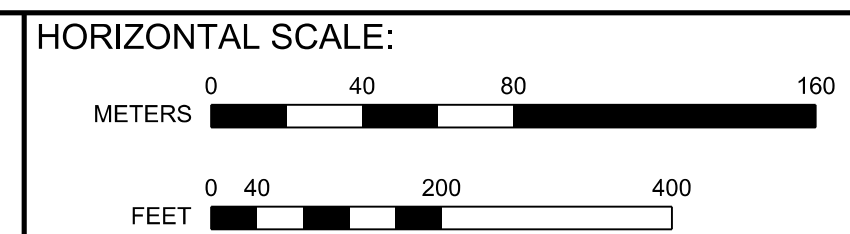
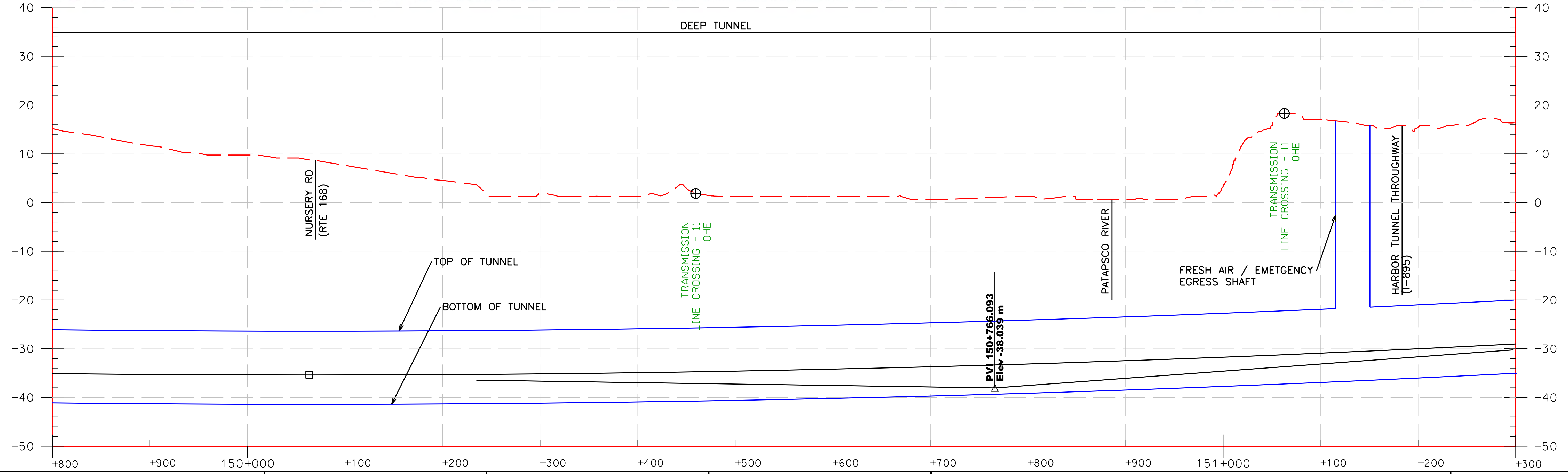
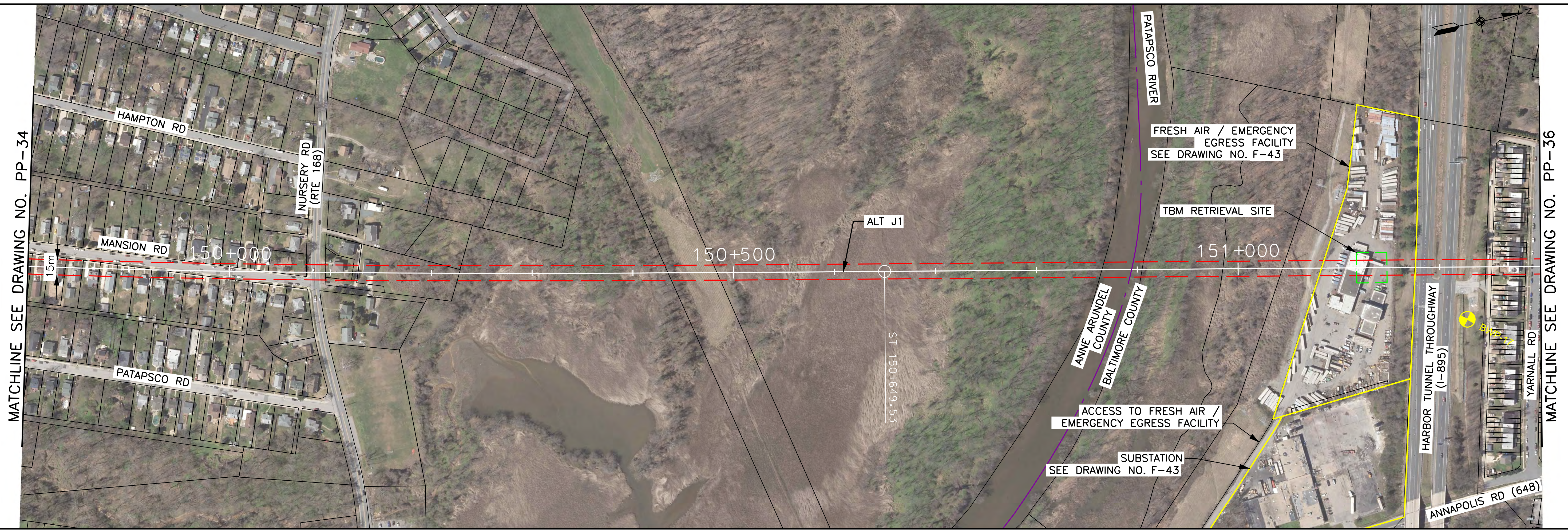
BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 148+300 TO STA. 149+800

DATE: 6/10/2020  
 DRAWING NO. PP-34  
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MATCHLINE SEE DRAWING NO. PP-34

MATCHLINE SEE DRAWING NO. PP-36



BALTIMORE-WASHINGTON SCMAGLEV  
 J1 ALIGNMENT  
 STA. 149+800 TO STA. 151+300

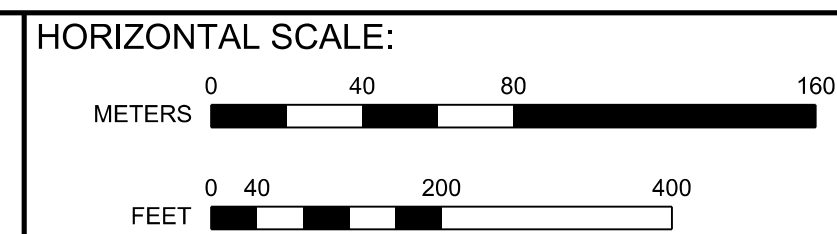
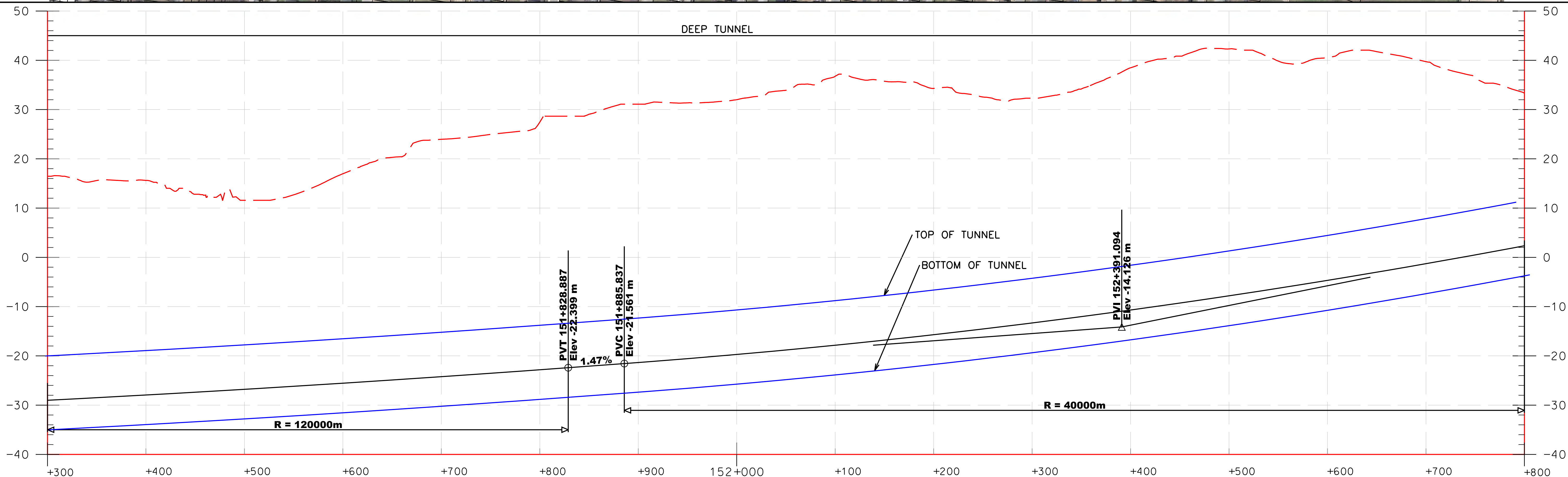
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MATCHLINE SEE DRAWING NO. PP-37

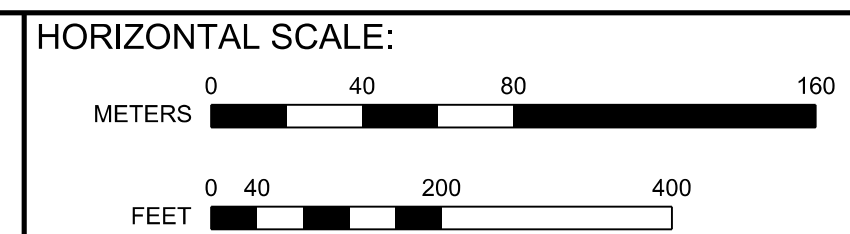
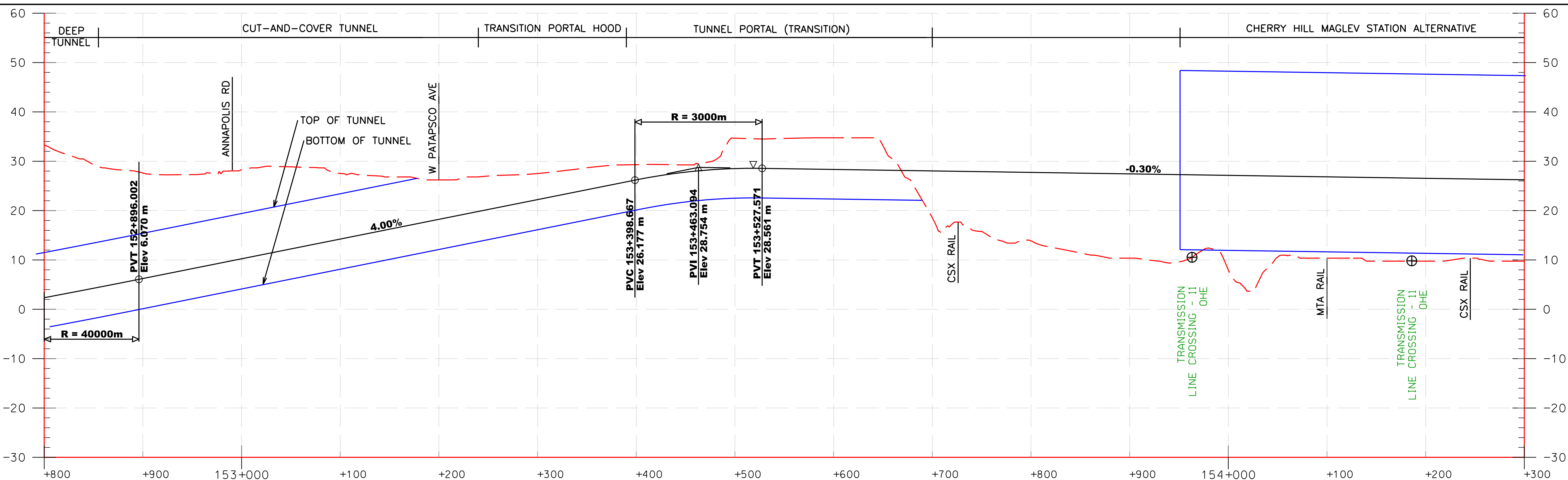
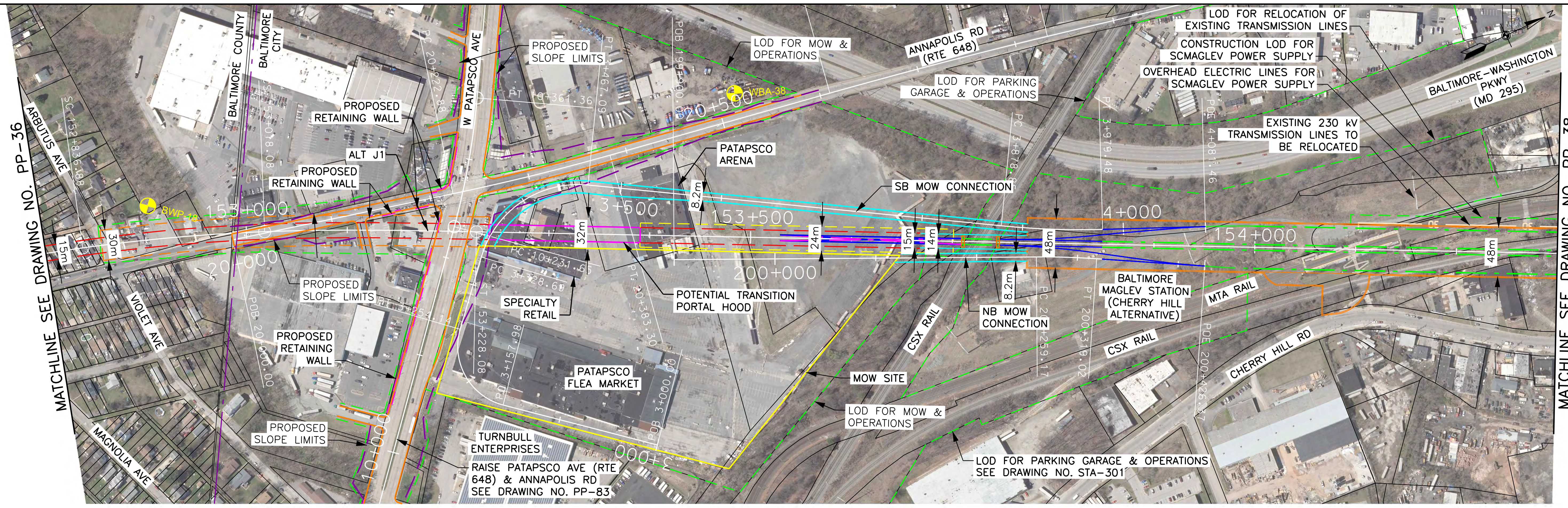


BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT  
STA. 151+300 TO STA. 152+800

DATE: 6/10/2020  
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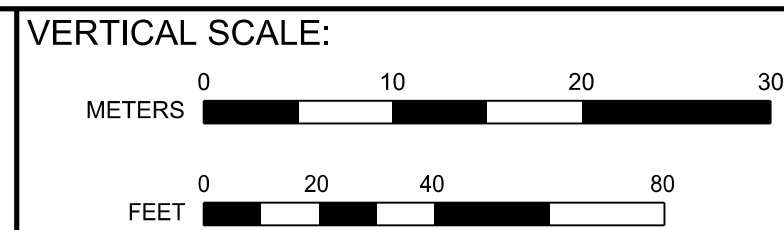
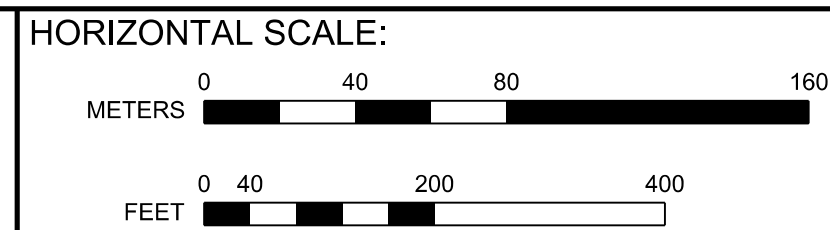
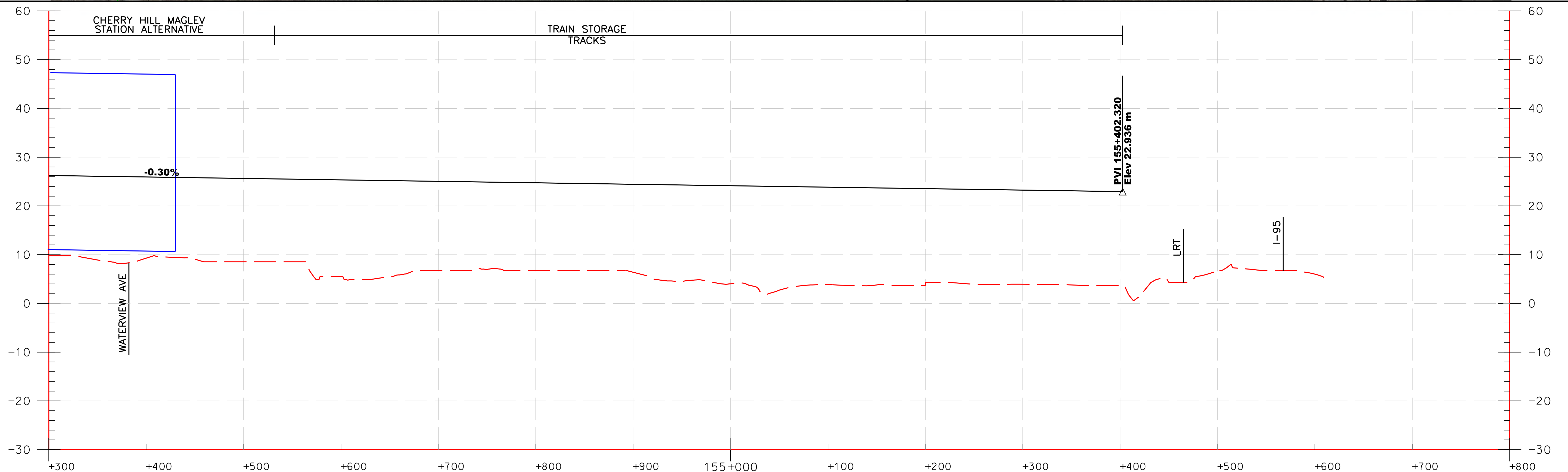
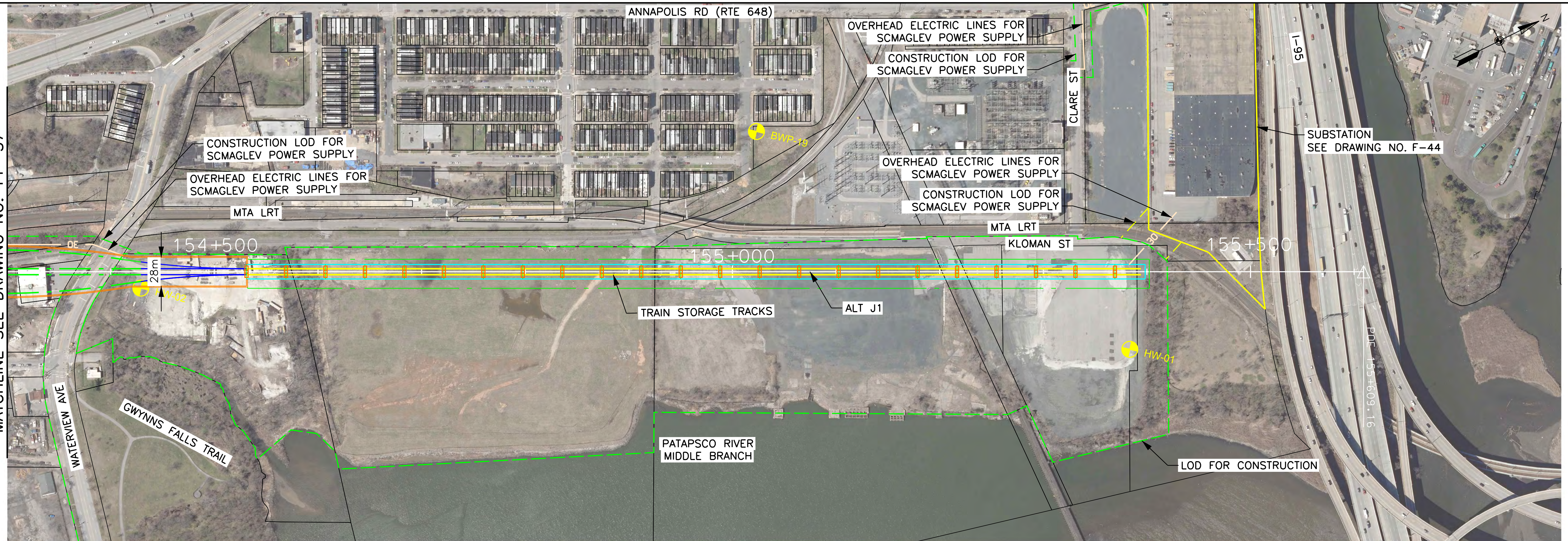


**BALTIMORE-WASHINGTON SCMAGLEV**  
**J1 ALIGNMENT**  
**STA. 152+800 TO STA. 154+300**

DATE: 6/12/2020  
 DRAWING NO. PP-37  
 SHEET NO. -- OF --

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MATCHLINE SEE DRAWING NO. PP-37



BALTIMORE-WASHINGTON SCMAGLEV  
J1 ALIGNMENT  
STA. 154+300 TO STA. 155+600

DATE: 6/10/2020  
DRAWING NO. PP-38  
SHEET NO. -- OF --