

Summary of DC-to-Baltimore Transit Tunnel Project

February 18, 2018

Transit Tunnel Project Description

The DC-to-Baltimore Transit Tunnel Project would consist of the construction of a set of parallel, twin underground tunnels. The transportation system will eventually create a significant public benefit as a result of decreases in commute times, decreases in urban congestion, decreases in public transit trip times, decreases in transportation costs/fares, and decreases in greenhouse gas emissions.

The proposed twin tunnels will be constructed approximately 14 feet apart underground and will run in parallel for approximately 35.3 miles beneath public right-of-way from DC-to-Baltimore. There will be no surface impact on public right of way. Any surface infrastructure, whether used for construction staging or ventilation shafts, will occur on privately owned land adjacent to the alignment.

Each tunnel has a boring diameter of 14.0 feet, an outer diameter of 13.5 feet, and an inner diameter of 12.0 feet.

The crown (top) of the tunnels are typically 30 feet below the surface – this high depth results in the systems' construction being undetectable (i.e. no noise or vibration) on the surface.

The northern endpoint of the tunnel alignment is by the parking area near Oriole Park. From that endpoint, the alignment runs south beneath the Baltimore-Washington Parkway, beneath route 50 and terminates at 55 New York Avenue NE in Washington, D.C. (shown below in Figures 1 through 4).

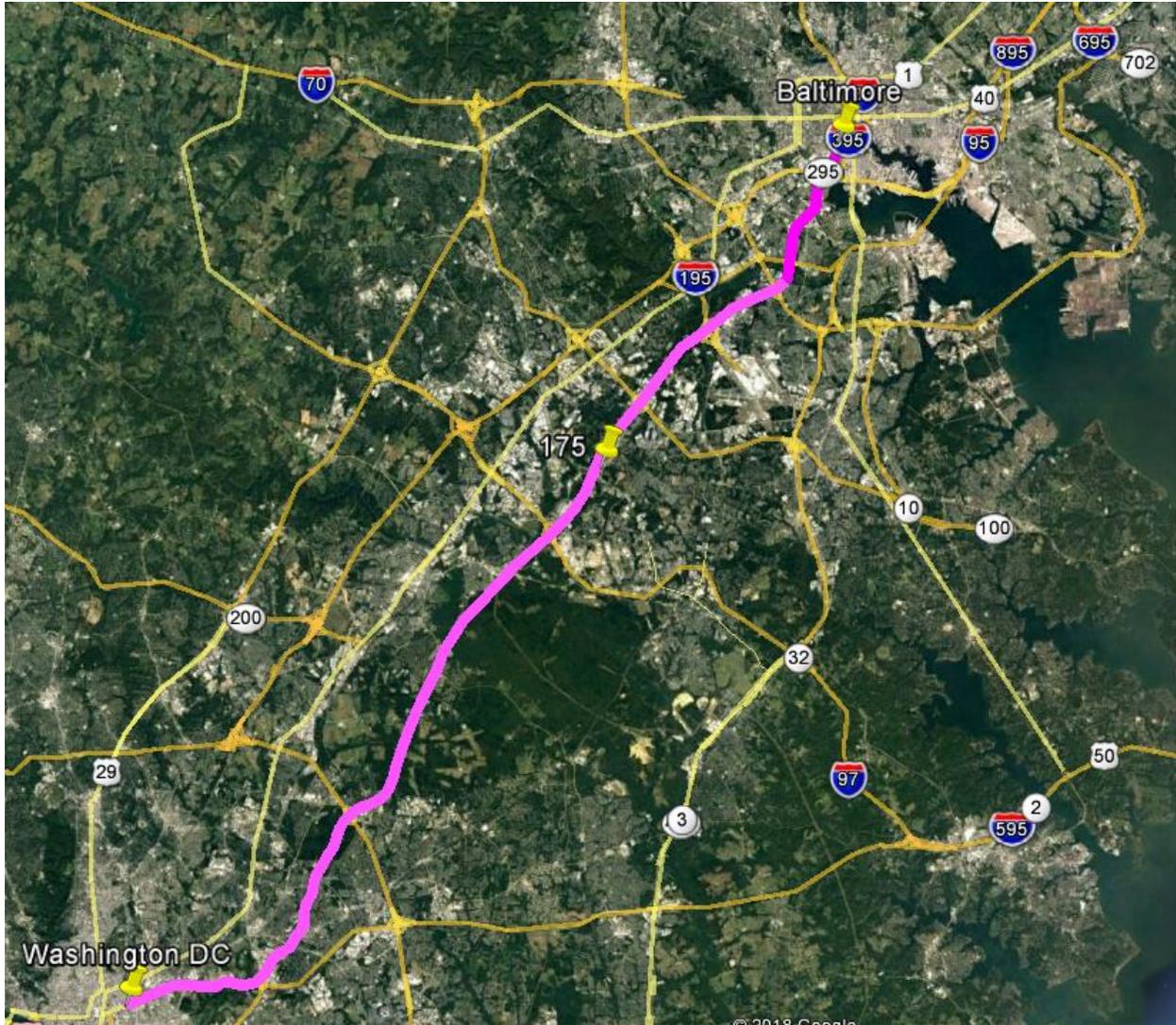


Figure 2: DC-to-Baltimore border alignment (approximately 35.3 miles in length)

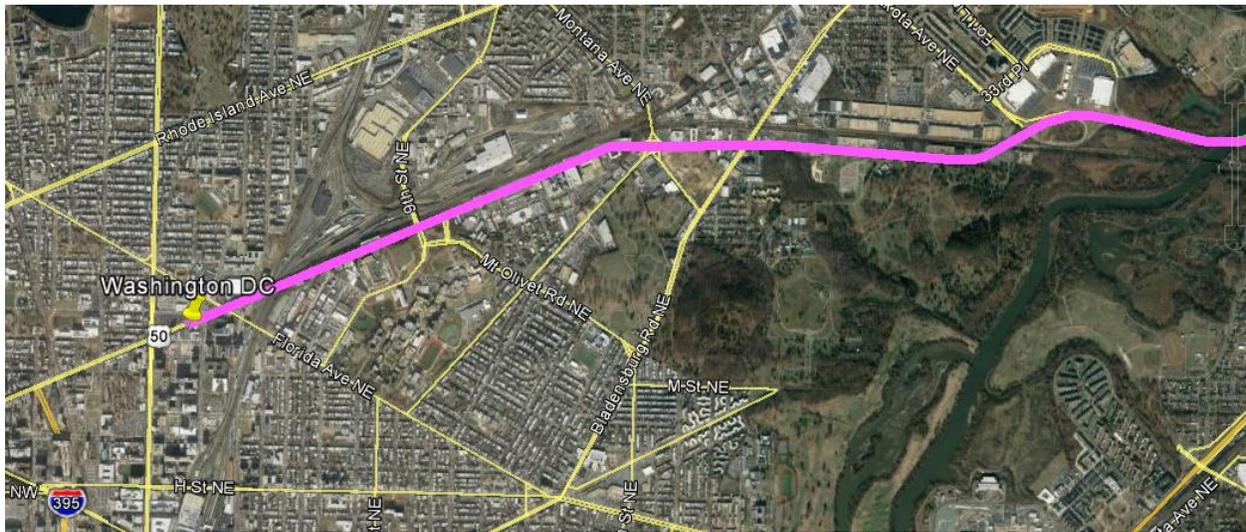


Figure 3: DC-to-Baltimore – southern end of alignment

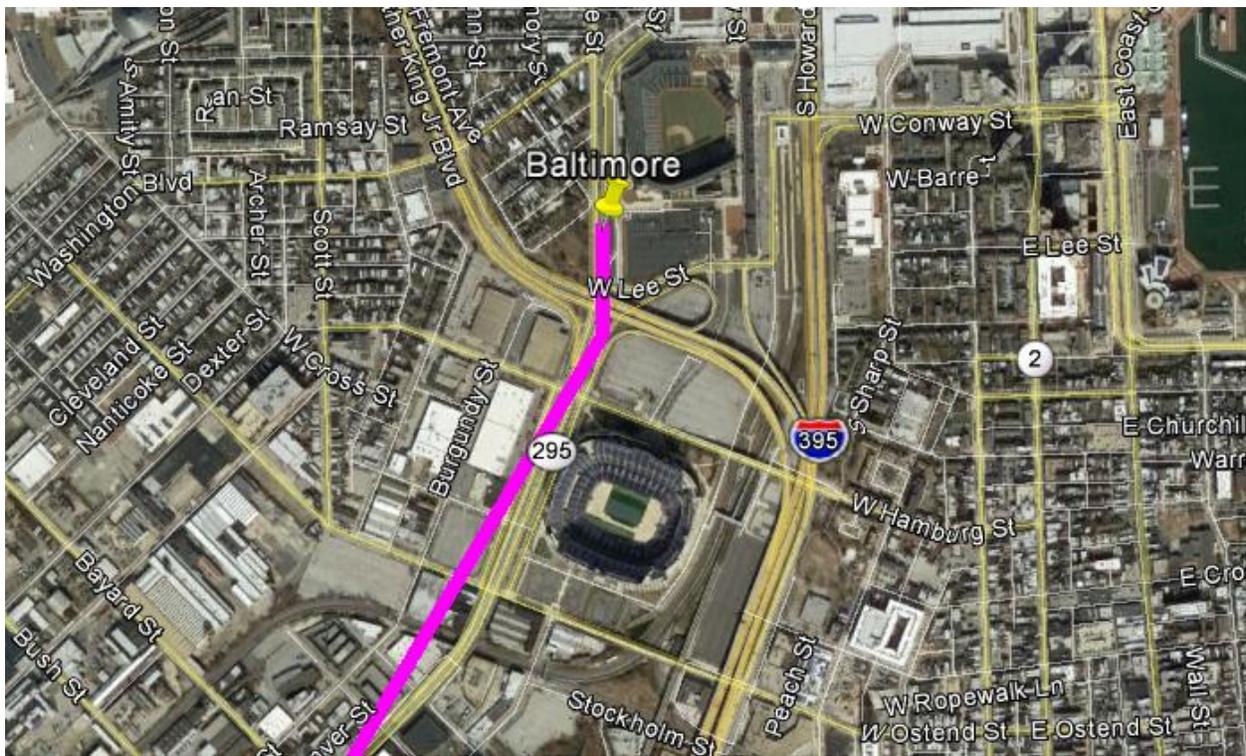


Figure 4: DC-to-Baltimore - northern end of alignment

Right-of-Way Ownership

The DC-to-Baltimore tunnel alignment passes through a number of jurisdictions, including those of the State of Maryland and the National Park Service, the City of Baltimore, and Washington, D.C. The mileage breakdowns are shown below in Figure 5. TBC will work with each jurisdiction to ensure that all necessary right-of-way and construction permits/approvals are obtained prior to construction.

| | Route | Right-of-Way Ownership | From | To | Miles |
|------------------|-------|------------------------|----------------------------|----------------------------|-------------|
| MD | 295 | City of Baltimore | Near Oriole Park | Baltimore County/City Line | 2.7 |
| MD | 295 | State of Maryland | Baltimore County/City Line | MD 175 | 10.3 |
| MD | 295 | National Park Service | MD 175 | Washington, D.C. Border | 18.6 |
| Washington, D.C. | 50 | Washington, D.C. | Washington, D.C. Border | 55 New York Ave NE | 3.7 |
| TOTAL | | | | | 35.3 |

Figure 5: DC-to-Baltimore border tunnel alignment right-of-way ownership

Surface Land Use

Ventilation shafts are expected to be installed every 1-2 miles. Each shaft (which doubles as an access/exit shaft) is approximately 360 square feet. All shafts will be located on private land. An example of a ventilation shaft located on private property is shown below as Figure 6.



Figure 6: Example of a ventilation/exit shaft (red line to private property from main alignment)