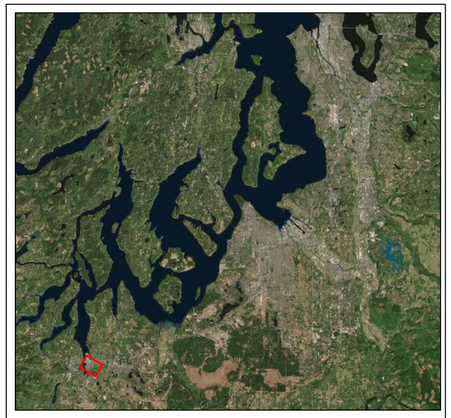

Rail Corridor Modernization Plan for Improved Mobility: Central Puget Sound Region

Creator: Troy A. Serad
For: Public Distribution

LEGEND

- Passenger-Dedicated Tracks
- Freight-Dedicated Tracks
- Alternative Alignment
- Stampede Pass Lline
- UPRR Mainline
- HSR Rail Bed
- Existing Rail Area
- Viaduct
- Tunnel
- Trench
- Structure, Impacted
- Street, Impacted
- New Rail Yard
- Future HSR Overtake Track
- Former Rail Right-of-Way
- Bridge, Decommissioned
- Rail Yard, Decommissioned

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CURRENT AS OF:
OCT 2015
ANSI D

N

Feet
0 250 500 1,000 1,500 2,000

I-5

I-5

14th Ave. SE

Eastside St. SE

I-5 Off-Ramp

I-5

Henderson Blvd. SE

Union Ave. SE

7th Ave. SE

8th Ave. SE

Cherry St.

Jefferson St. SE

OLYMPIA

Wheeler Ave. SE

Frederick St. SE

Boulevard Rd. SE

~HIGH-SPEED CURVE REALIGNMENT~
*CURVE RADIUS (min): 1265m, 4150ft
*TRACK SPEED LIMIT: 180kmh, 110mph
*RAIL BED WIDTH: 15.7m, 51.5ft
*SUPERELEV. (incl. unbalanced): 305mm, 12in

~HIGH-SPEED CURVE REALIGNMENT~
*CURVE RADIUS (min): 560m, 1835ft
*TRACK SPEED LIMIT: 110kmh, 70mph
*RAIL BED WIDTH: 15.7m, 51.5ft
*SUPERELEV. (incl. unbalanced): 290mm, 11.4in

~HIGH-SPEED CURVE REALIGNMENT~
*CURVE RADIUS (min): 395m, 1295ft
*TRACK SPEED LIMIT: 65kmh, 40mph
*RAIL BED WIDTH: 15.7m, 51.5ft
*SUPERELEV. (incl. unbalanced): 205mm, 8in

NOTE: This new high-speed rail viaduct over Eastside St., I-5 and Henderson Blvd is roughly 1360m in length (4460ft).

~HIGH-SPEED CURVE REALIGNMENT~
*CURVE RADIUS (min): 390m, 1280ft
*TRACK SPEED LIMIT: 65kmh, 40mph
*RAIL BED WIDTH: 15.7m, 51.5ft
*SUPERELEV. (incl. unbalanced): 205mm, 8in

~HIGH-SPEED CURVE REALIGNMENT~
*CURVE RADIUS (min): 1205m, 3950ft
*TRACK SPEED LIMIT: 180kmh, 110mph
*RAIL BED WIDTH: 15.7m, 51.5ft
*SUPERELEV. (incl. unbalanced): 305mm, 12in

NOTE: Situated only eight blocks from the State of Washington's Capitol Campus and immediately adjacent to Olympia's city center, Olympia Station is a terminus on an urban high-speed rail corridor that stretches to Seattle nearly 110km (70mi) away.

Built to a track-speed of 200kmh (125mph) and linking together all of the South Sound's economic, social and political centers, the corridor begins here at a platform for one of five terminal tracks. Where there are now barren parking lots, fields and under-utilized rails could become a modern passenger railway station. With frequent high-speed departures toward Tacoma and Seattle, or to Lacey Station with timed connections to Portland, all on exclusively passenger-dedicated infrastructure, central Olympia would see its place in the geography of the Puget Sound forever altered.

Utilizing existing rights-of-way and infrastructure, and avoiding grandiose civil engineering spectacles wherever feasible, this intelligent proposal not only tackles paralyzing regional congestion by offering a real alternative to driving, it does so in a fiscally responsible manner. The investment will become an invaluable asset to future generations of Washingtonians.

Measured to within mere feet of inaccuracy, this project is technically feasible. All that is required now is the political will to begin establishing the rail spine of a rapidly growing region.

NOTE: Several individuals familiar with the City of Olympia have expressed dissatisfaction over the location of the station at the intersection of Legion Way and Adams St, and understandably so; for a city center station, it is not squarely in central Olympia.

However, in a downtown area that comprises not much more than two dozen small blocks, being merely four blocks removed from the very center still places the station solidly within the orbit of the urban core of Olympia. It also does so as it takes full advantage of existing rights-of-way in the most responsible, cost effective manner. Indeed, Seattle's King Street Station, serving a city fourteen times larger than Olympia, is far more removed from that city's absolute center than is Olympia Station.

While some have called for gradiose civil structures to either dive or elevate the line toward the Intercity Transit bus terminal for integrated services, or more squarely into the Downtown zone, this represents an outlandish escalation of cost for remarkably little benefit. This becomes even clearer when such a high cost is contrasted with the far lower expense of rerouting buses through the new station, or even building a new bus terminal within the new station at a marginally inflating total cost.

Though the location is hypothetical and subject to change should further studies demand it, for the two alignments technically feasible into Olympia—and there are just two—the Legion Way and Adams St. site easily trounces all competitor locations. It is not only wide enough and straight enough for the rails, platforms and new station facilities, but it hosts this critical station infrastructure on currently barren land. There are zero other areas near Olympia's city center where such a station could be built without extreme costs and political challenges.