

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

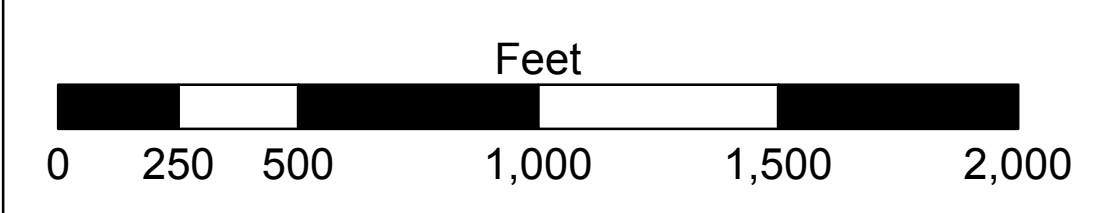
Creator: Troy A. Serad
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LEGEND

- Passenger-Dedicated Tracks
- Freight-Dedicated Tracks
- Alternative Alignment
- Stampede Pass L Line
- 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
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NOTE: Despite darting through residential subdivisions, suburban business centers and requiring several improved curves and grade separations, in addition to a new viaduct over Interstate 5, the Woodland Trail alignment has proven surprisingly amenable to urban high speed rail.

It does not come without a very stiff cost, however. Though the line is designed for 200kmh (125mph) operations, achieving that speed necessitates the removal of several antique reverse and even double-reverse curves. In addition, the improvement of the line's curves will require the expropriation of property and the demolition of several homes and buildings, though not nearly as many as one would suspect when initially examining the alignment.

Most problematically, in the densely built area of central Lacey, a suburban enclave of Olympia and site of St. Martin's University, the alignment would likely require an elevation of the rails to allow for an easier grade separation process through the area. While there is no doubt that such a structure would dramatically increase the cost of the alignment, such a structure, along with a rerouting of the arterial roadways near the structure, could be completed in a single spree of construction that only moderately escalates the nuisance of railroad building through the area. Indeed, the elevated nature of the line here could ease the pain of that process.

The cost of the infrastructural improvements are significant and their construction very disruptive; still, Olympians may find value in the alignment, particularly if it can fulfill a secondary role as a local rail shuttle between central Olympia and central Lacey. An evaluation of the spur's merits is necessary to determine if the alignment makes enough fiscal and political sense for inclusion.

-HIGH-SPEED CURVE REALIGNMENT-
 *CURVE RADIUS (min): 2280m, 7840ft
 *TRACK SPEED LIMIT: 200kmh, 125mph
 *RAIL BED WIDTH: 15.7m, 51.5ft
 *SUPERELEV. (incl. unbalanced): 250mm, 9.8in