

~HIGH-SPEED CURVE REALIGNMENT~
 *CURVE RADIUS (min): 1900m, 6235ft
 *TRACK SPEED PER EQUILIBRIUM CANT:
 254.0mm (10in); 200kmh (125mph)
 *TRACK BED WIDTH: 15.25m, 50ft

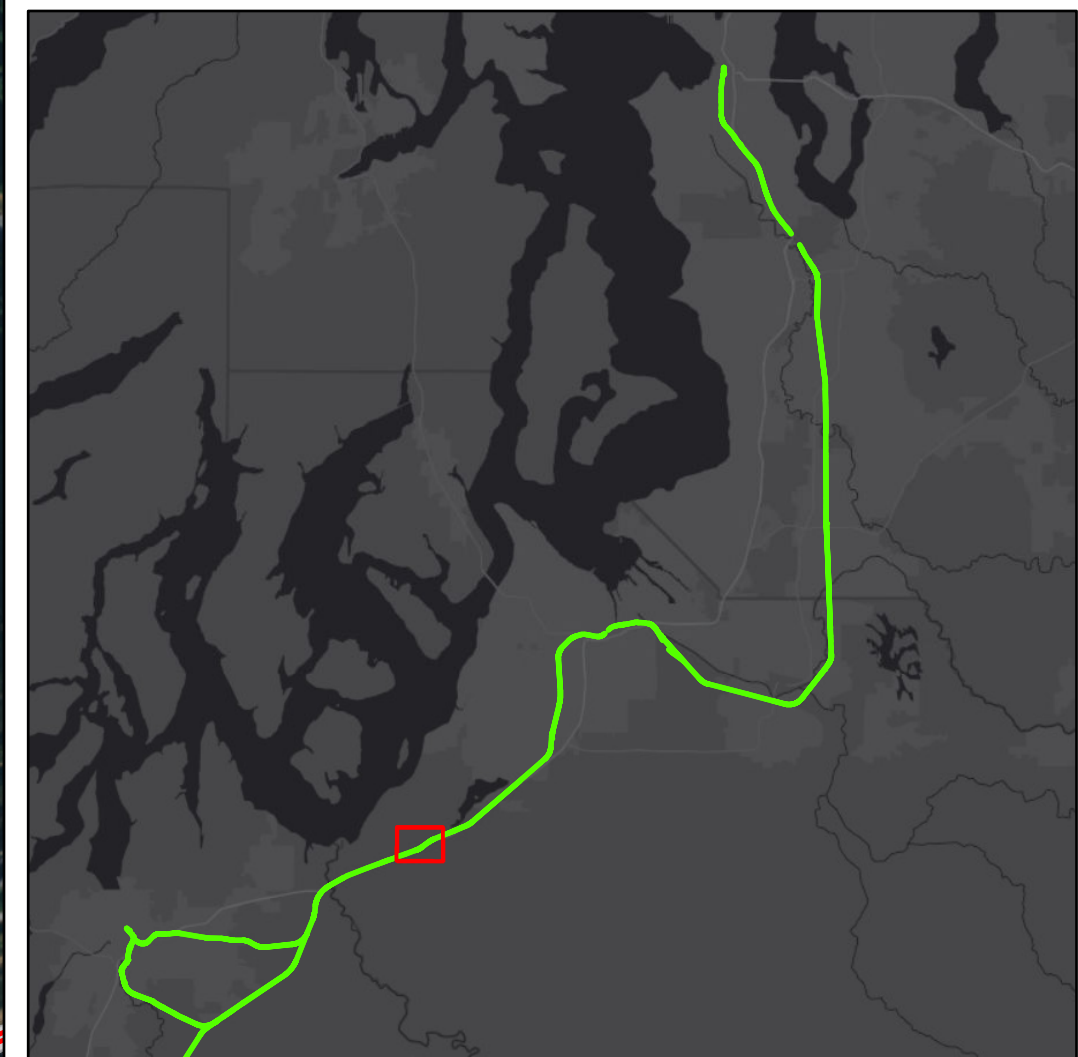
~HIGH-SPEED CURVE REALIGNMENT~
 *CURVE RADIUS (min): 2060m, 6760ft
 *TRACK SPEED PER EQUILIBRIUM CANT:
 254.0mm (10in); 200kmh (125mph)
 *TRACK BED WIDTH: 15.25m, 50ft

NOTE: While the priority of this modernized rail corridor is—and must remain—the swift and efficient movement of the region’s commuters, should express services between Olympia and Seattle ever be scheduled, or should intercity services from Portland be integrated into the improved corridor, a third track for express overtakes would be required for the bypass of local trains. Without the addition, the corridor’s signature precision schedules would be imperiled.

Fortunately, the existing right-of-way between Tacoma and Fort Lewis can accommodate such an overtake track. Ample space should be preserved to allow for line improvements as the number of services offered on it increase. While the third track’s location and length will be further refined in studies, it is represented here as an additional mainline that bypasses the three primary commuter stations of the South Sound. The third track can be constructed affordably when deemed necessary.

NOTE: Here is sited a minor sorting yard that directly supports Joint Base Lewis-McChord, a major military installation. While this proposal identifies the existing rail line through the area as being “decommissioned”, should the military deem the line a critical asset, all of the existing infrastructure between Fort Lewis Station and the BNSF mainline can be preserved. Due to the rural nature of the area, such a preservation of freight right-of-way, in addition to the two passenger-dedicated tracks, would require only a minor alteration to the proposal. This ensures traditional rail access to the installation and the area, though no farther north.

DUPONT / FORT LEWIS



**SPIRE Rail Modernization
 Plan for Regional Mobility:
 Seattle to Olympia, Wash.**

Creator: Troy A. Serad
 For: Public Distribution

LEGEND

- Stampede Pass Main Line
 - UPRR Main Line
 - Woodland Trail
 - Retaining Wall
 - Future Overtake Track
 - Alternative Passenger Alignment
 - High-Speed Rail Tracks
 - SPIRE Passenger Tracks
 - Viaduct
 - Freight Corridor Track Bed
 - Passenger Track Bed
 - Tunnel
 - Trench
 - Bridge, Decommissioned
 - Former Rail Right-of-Way
 - New Rail Yard
 - Rail Yard, Decommissioned
 - Existing Rail Area
- Streets, Impacted:**
- New Grade Separation

