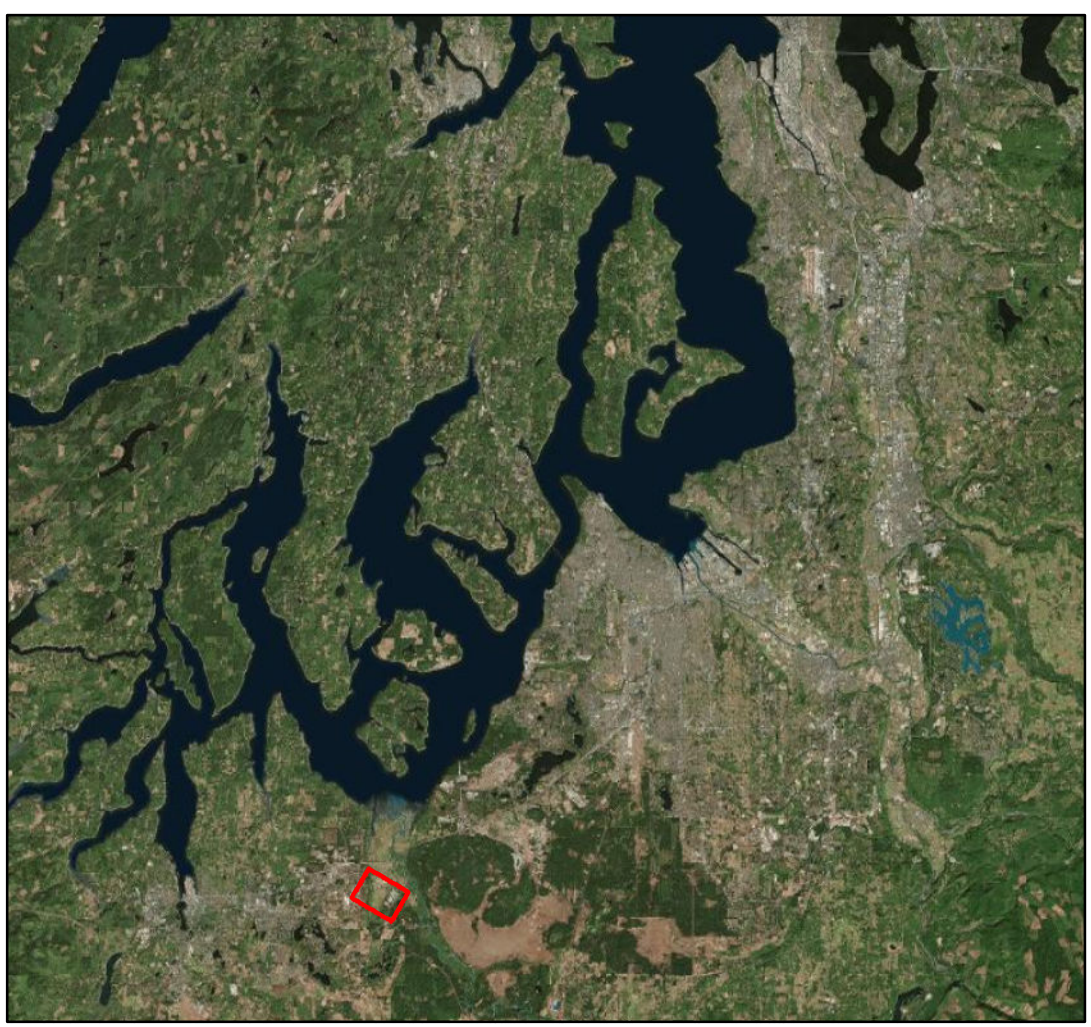


NOTE: The rail extension from Tacoma to Olympia, wherever feasible, follows pre-existing railroad rights-of-way. However, in certain segments between the two cities there does not exist a suitable right-of-way for high-speed rail infrastructure to parallel. The area between the Nisqually River and St. Clair Cutoff Rd. is one of those locations.

Here, a sparsely populated and rural area, the line is sensibly built to true high-speed rail standards, permitting speeds of 300kmh (185 mph) on wide curves and light gradients. Furthermore, it is likely that any future high-speed rail connection to Portland would be made in the vicinity (near Lacey), and the integration would be made seamless. From this area, speeds lower considerably as the rails enter more urbanized parts of the region.

NOTE: This new high-speed rail bridge crosses McAllister Creek and is roughly 75m (250ft) long.



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

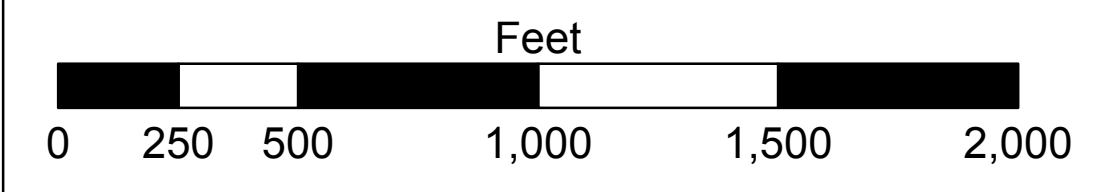
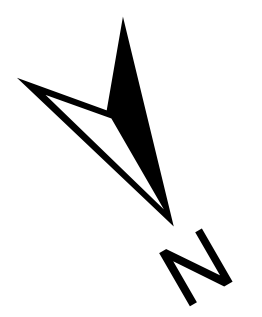
Creator: Troy A. Serad  
For: Public Distribution

### LEGEND

- █ Passenger-Dedicated Tracks
- ▨ Freight-Dedicated Tracks
- █ Alternative Alignment
- Stampede Pass 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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OCT 2015  
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community