

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

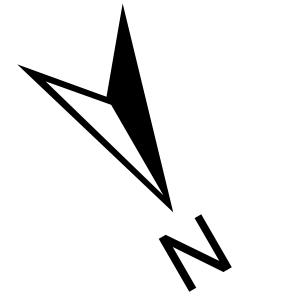
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LEGEND

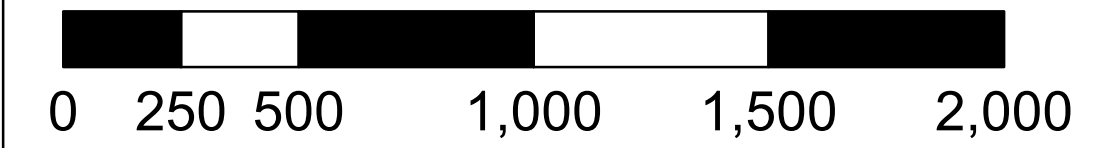
- UPRR Mainline
- Stamped Pass Line
- Future HSR Overtake Track
- Passenger-Dedicated Tracks
- 3-Track Freight Mainline
- Street, Impacted
- Structure, Impacted
- Railway Bridge
- Railway Trench
- Existing Rail Yard
- New Rail Yard
- HSR Rail Bed
- Bridge, Decommissioned
- Former Rail Right-of-Way
- Rail Yard, Decommissioned

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CURRENT AS OF:
AUG 2015
ANSI D



Feet



~NEW HIGH-SPEED CURVE~
*CURVE RADIUS (min): 1350m, 4430ft
*TRACK SPEED LIMIT: 200kmh, 125mph
*RAIL BED WIDTH: 15.7m, 51.5ft
*SUPERELEV. (incl. unbalanced): 305mm, 12in

NOTE: A new three-track railroad bridge over the Puyallup River is required.

NOTE: Essential to the realization of this plan is the diversion of all freight traffic between Tacoma and Seattle to the UPRR single-track mainline, here. Rebuilt, enlarged and grade separated, a new triple-track freight-dedicated corridor shared by BNSF & UPRR would not only safely move trains through our region and remove dangerous cargos from our city centers, but it would represent the most logical use of our limited transportation resources as we rethink regional mobility. Additionally, it would secure BNSF's prime right-of-way for strictly high-speed passenger trains, transforming the way we travel within the Puget Sound.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community