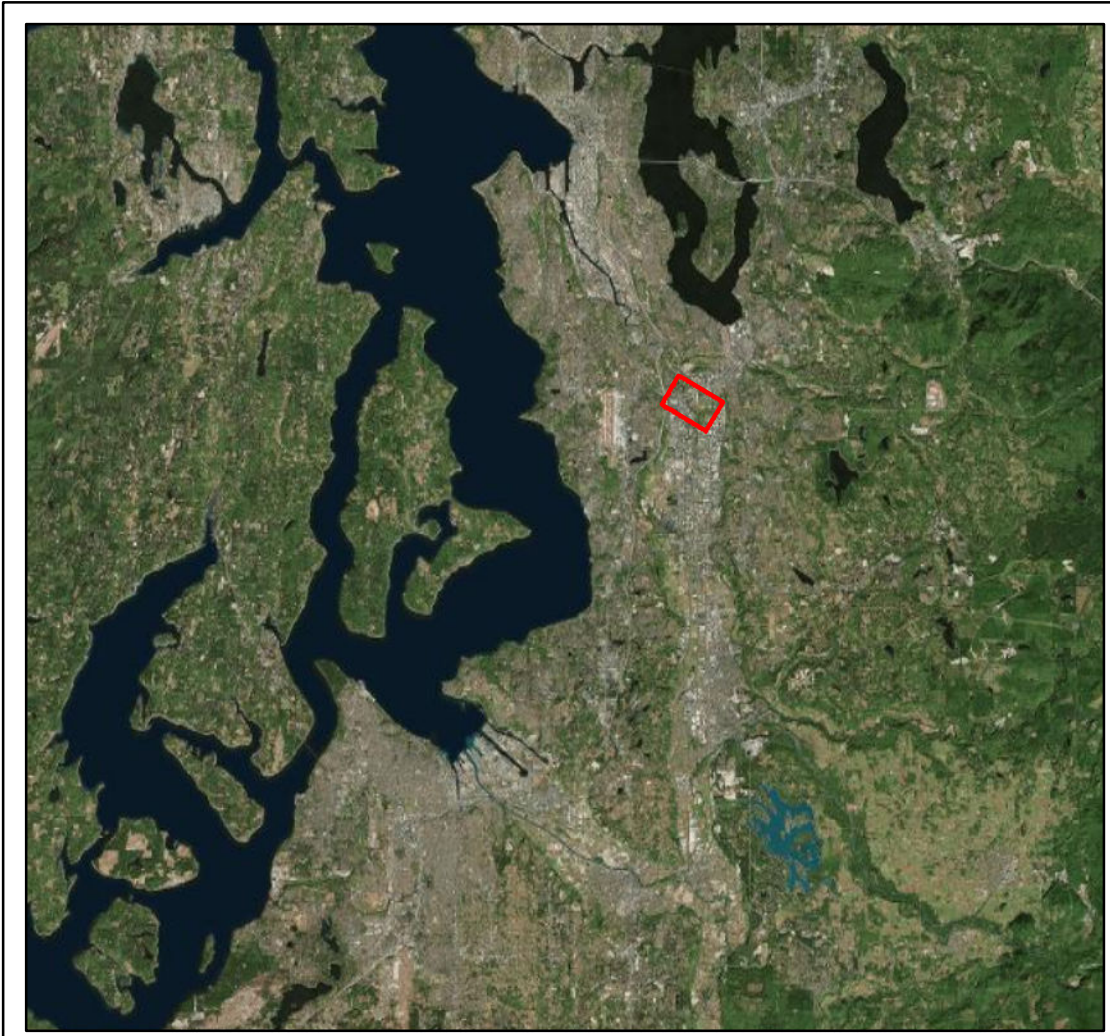


~HIGH-SPEED CURVE REALIGNMENT~
 *CURVE RADIUS (min): 1800m, 5905ft
 *TRACK SPEED LIMIT: 200kmh, 125mph
 *RAIL BED WIDTH: 15.7m, 51.5ft
 *SUPERELEV (incl. unbalanced): 280mm, 11in

NOTE: Passenger-dedicated tracks between Tukwila and SODO are essential to preserving the new train capacity created by diverting freight traffic onto an upgraded BNSF-UPRR corridor. This is necessary due to geographic constraints north of Tukwila that require a high-speed alignment. Fortunately, using a greenfield alignment that shares the existing railroad right-of-way, takings of property are minimized.

Here, the new high-speed rail bridge over BNSF tracks feature a maximum 1.5% grade to lift the rail line to 7.6m (25ft) above the ground. This provides adequate clearance for BNSF trains below.



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

Creator: Troy A. Serad
 For: Public Distribution

LEGEND

- UPRR Mainline
- Stampede 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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 AUG 2015
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