

HSR Hornbrook to Grants Pass



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The
High-Speed
Rail Corridor
between
Hornbrook
and Grants
Pass

HSR Medford Section_001

- Miles from Hornbrook to Grants Pass, on ground .0.4 miles, on flyovers 16.71 miles, in tunnels 43.64 miles. Total 63.69 HSR miles
- This section is mostly in tunnels. The topography does not allow any different version. The rail grades are 1.2% or less, and the curve radiuses are above 30,000 ft, except at Dunsmuir.
- Much consideration has been given to avoiding built-up and productive farmland to build this HSR corridor.

- HSR Medford section_001 Des by RN

Legend



CHSR Station in Tunnel




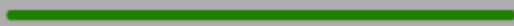
CHSR Station on Flyovers



CHSR Station in on Ground

 On ground

 Cuts

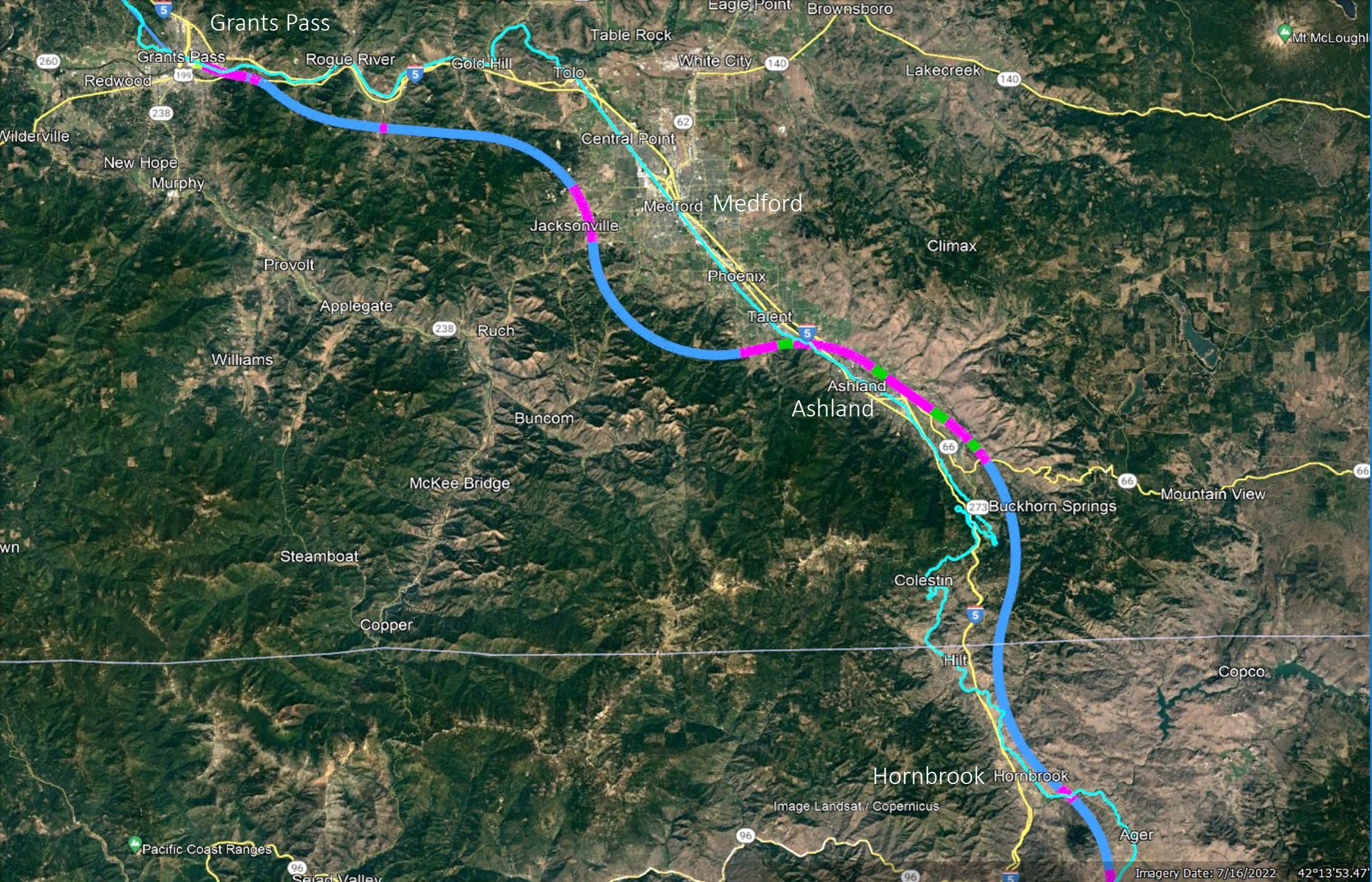
 Fills

 Flyovers

 Tunnels

 Existing Freight Railroads, other than BNSF and UP RR

 Existing Freight Railroads, and Amtrak



Overview of the HSR Corridor between Hornbrook and Grants Pass

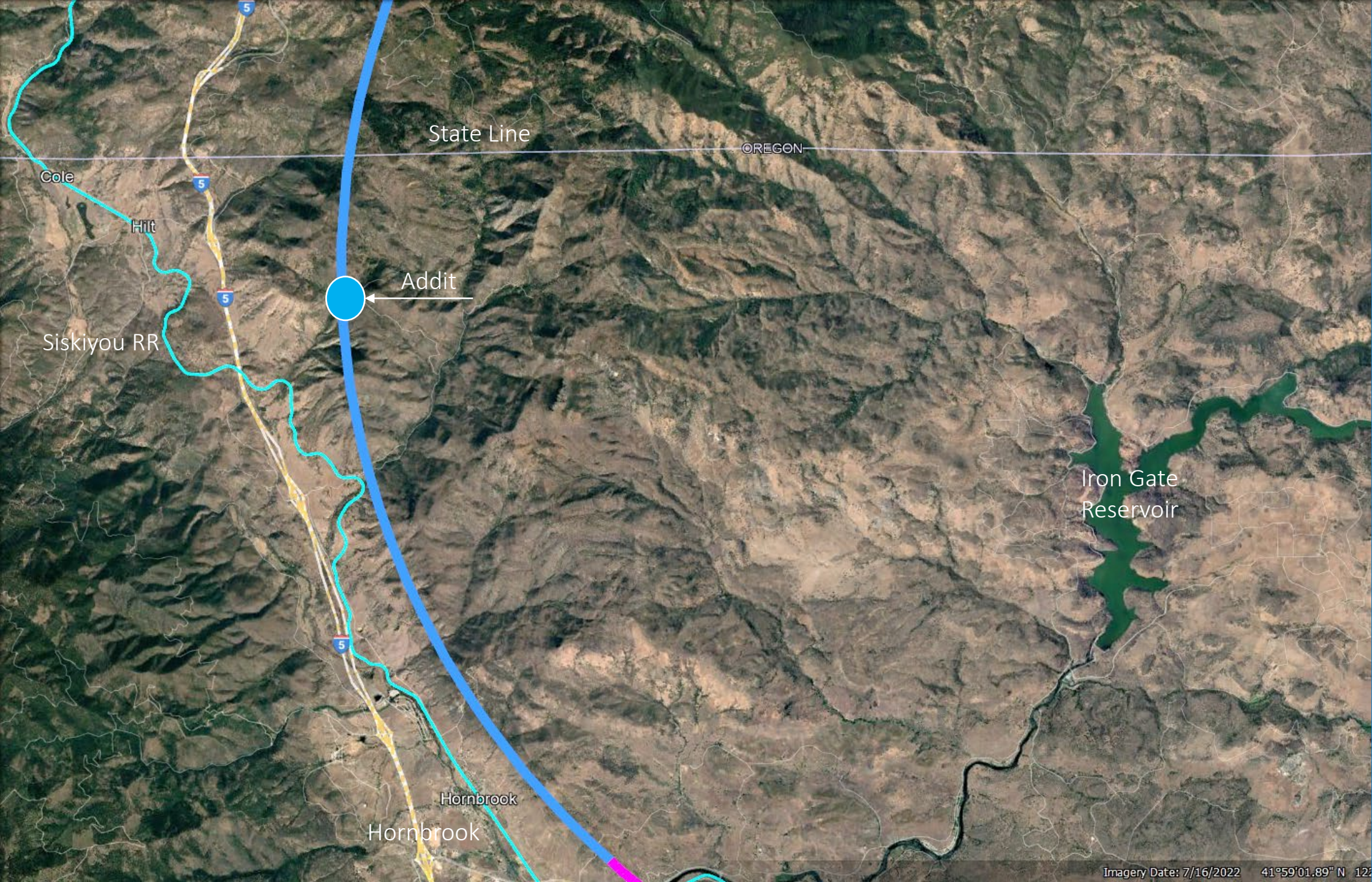


Tunnel excavation material
sorting and deposit area

HSR North of Klamath River

In-fill area at the north side of the HSR corridor. Here we will sort tunnel excavation material. Typical products are ballast, crushed concrete aggregates, and crushed sand.

Other materials will require depositing and re-naturalization.



State Line

OREGON

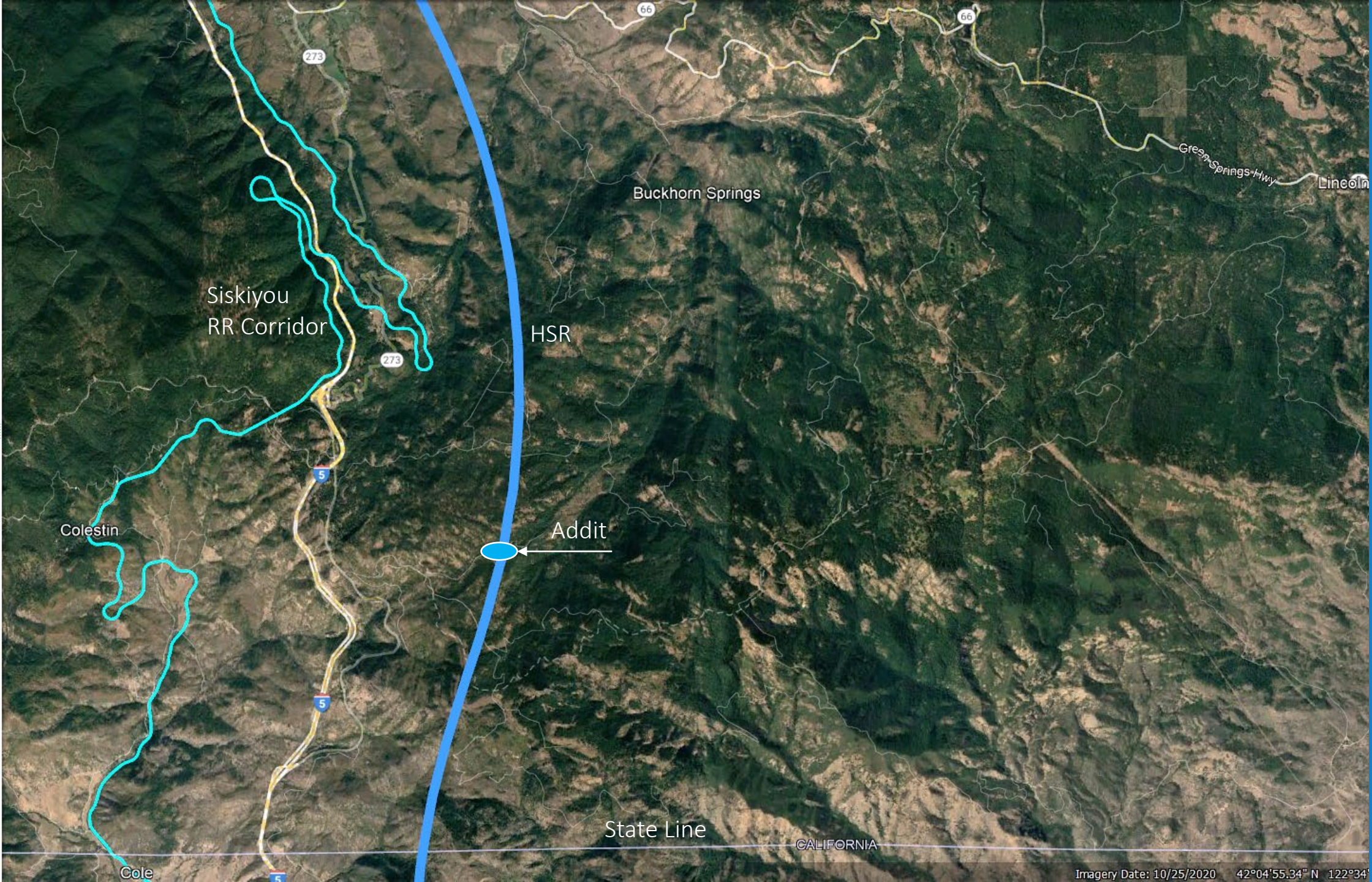
Addit

Iron Gate Reservoir

Hornbrook
Hornbrook

HSR between
Hornbrook
and CA, OR
State Border
Line

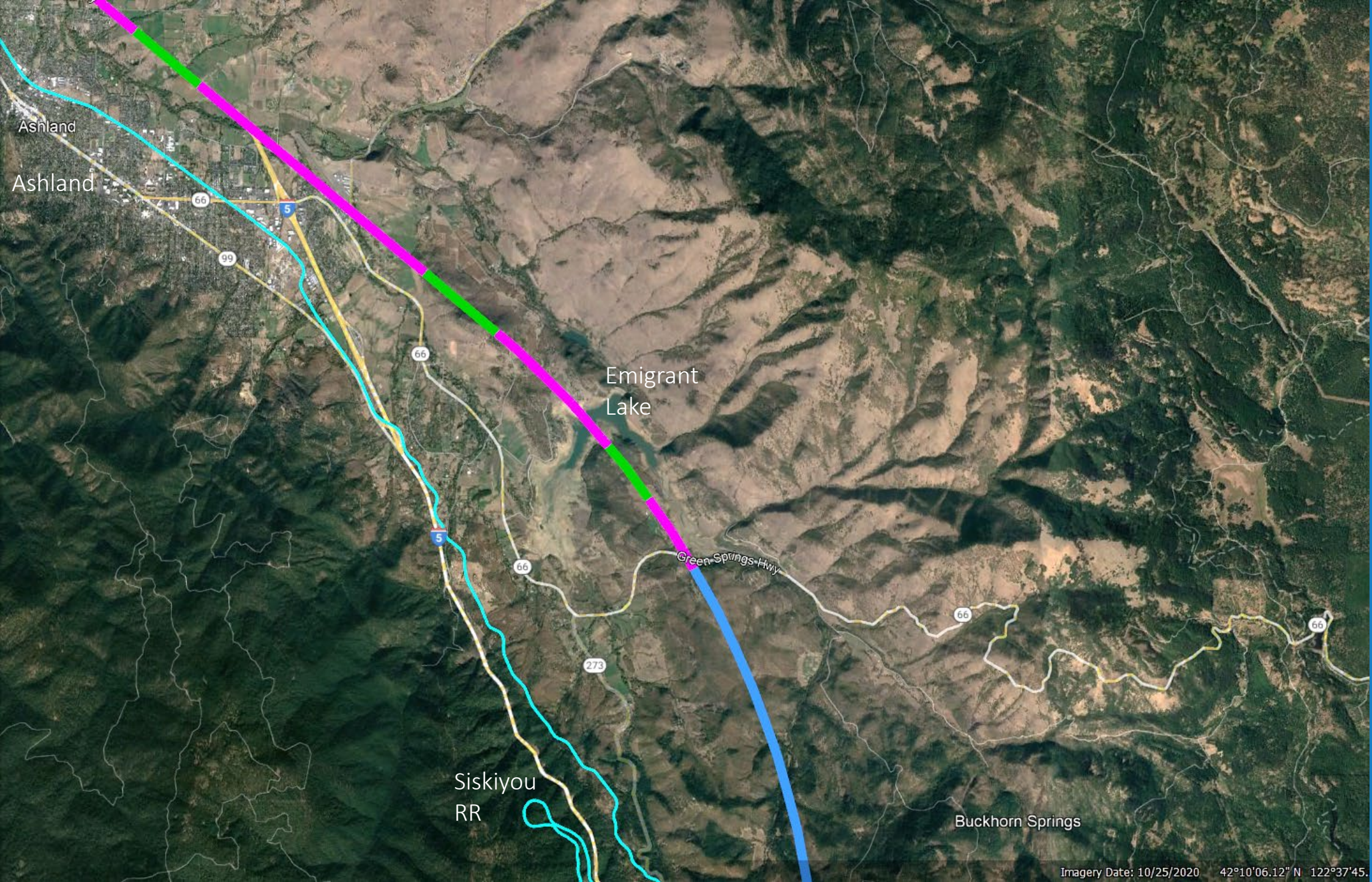
The HSR tunnel
will have an
addit on the
California side.



HSR North of the State Line

The HSR will have an addit; this will speed up tunnel construction.

Note; the winding existing Siskiyou corridor.



HSR at Ashland Area

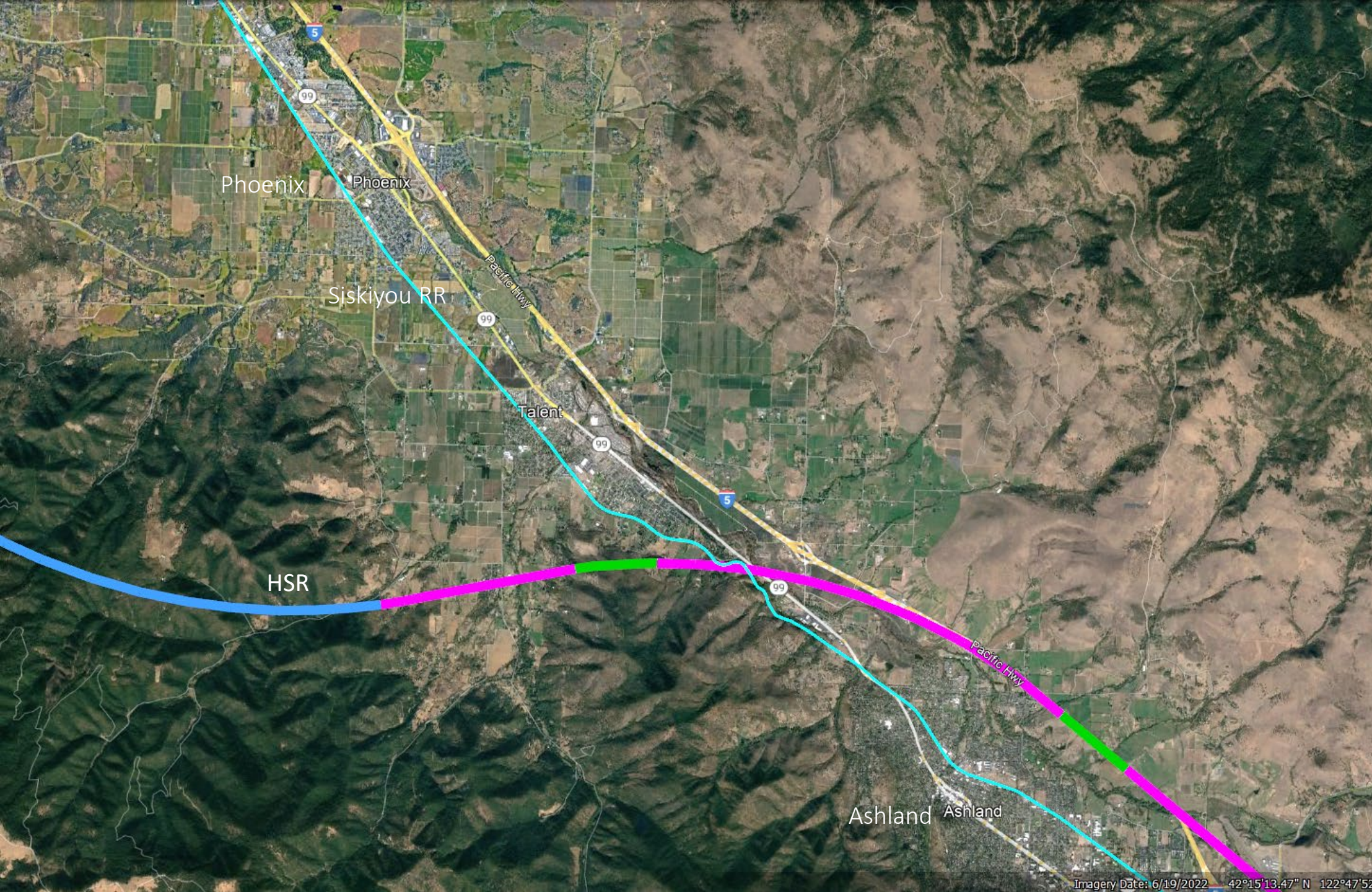
The HSR can not pass through Ashland; the Siskiyou rail corridor is too narrow.



HSR at the Ashland Station

The Ashland station is above ground, and parking is below the HSE station.

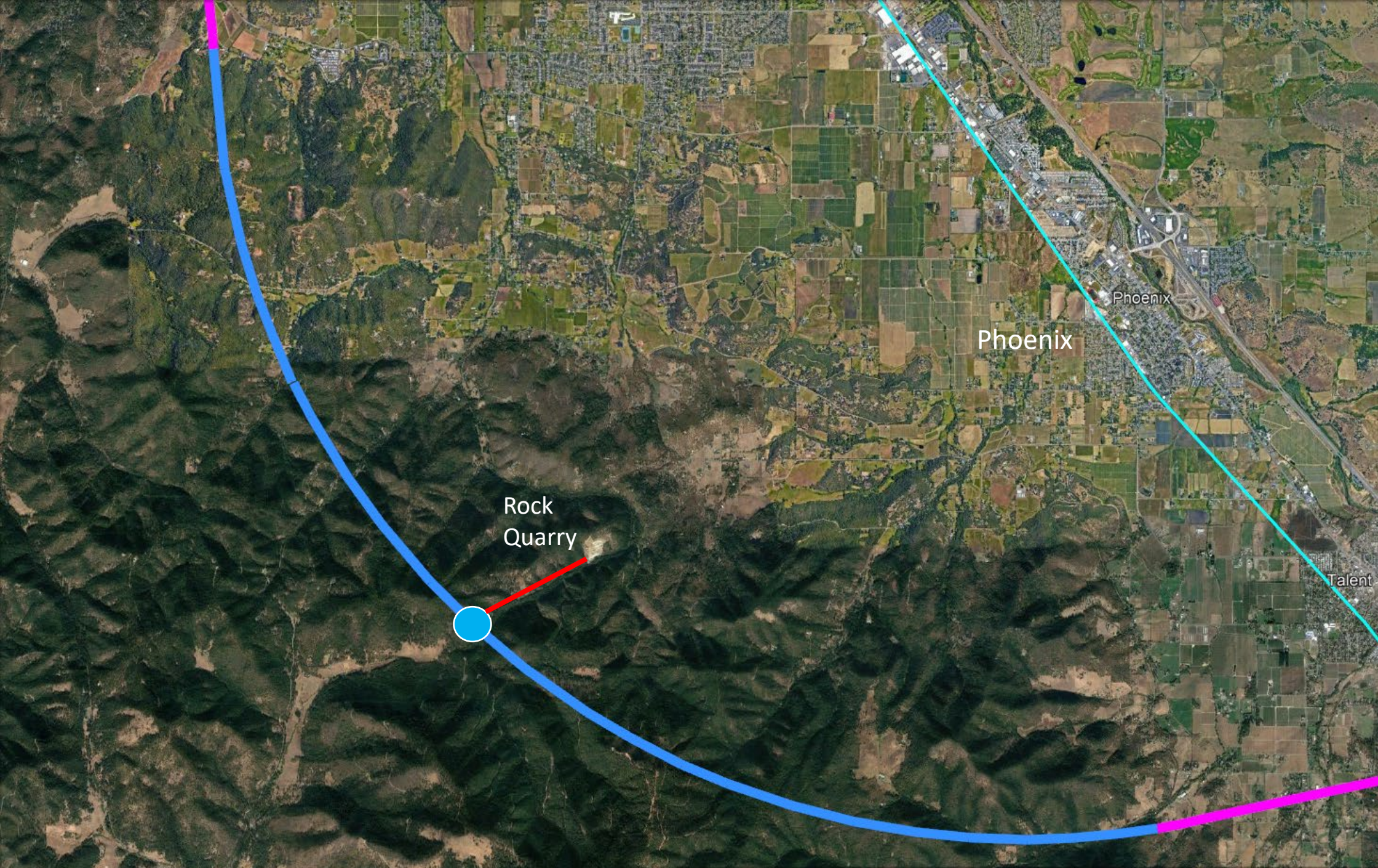
The station is approximately two miles away from Southern Oregon University.



HSR at Phoenix Area

The HSR can not use the existing Right-of-Way along the Siskiyou Corridor; the corridor is too narrow.

The new HSR corridor will evade complex built-up areas, therefore flyovers, cuts, and tunnels.



HSR Phoenix Tunnel

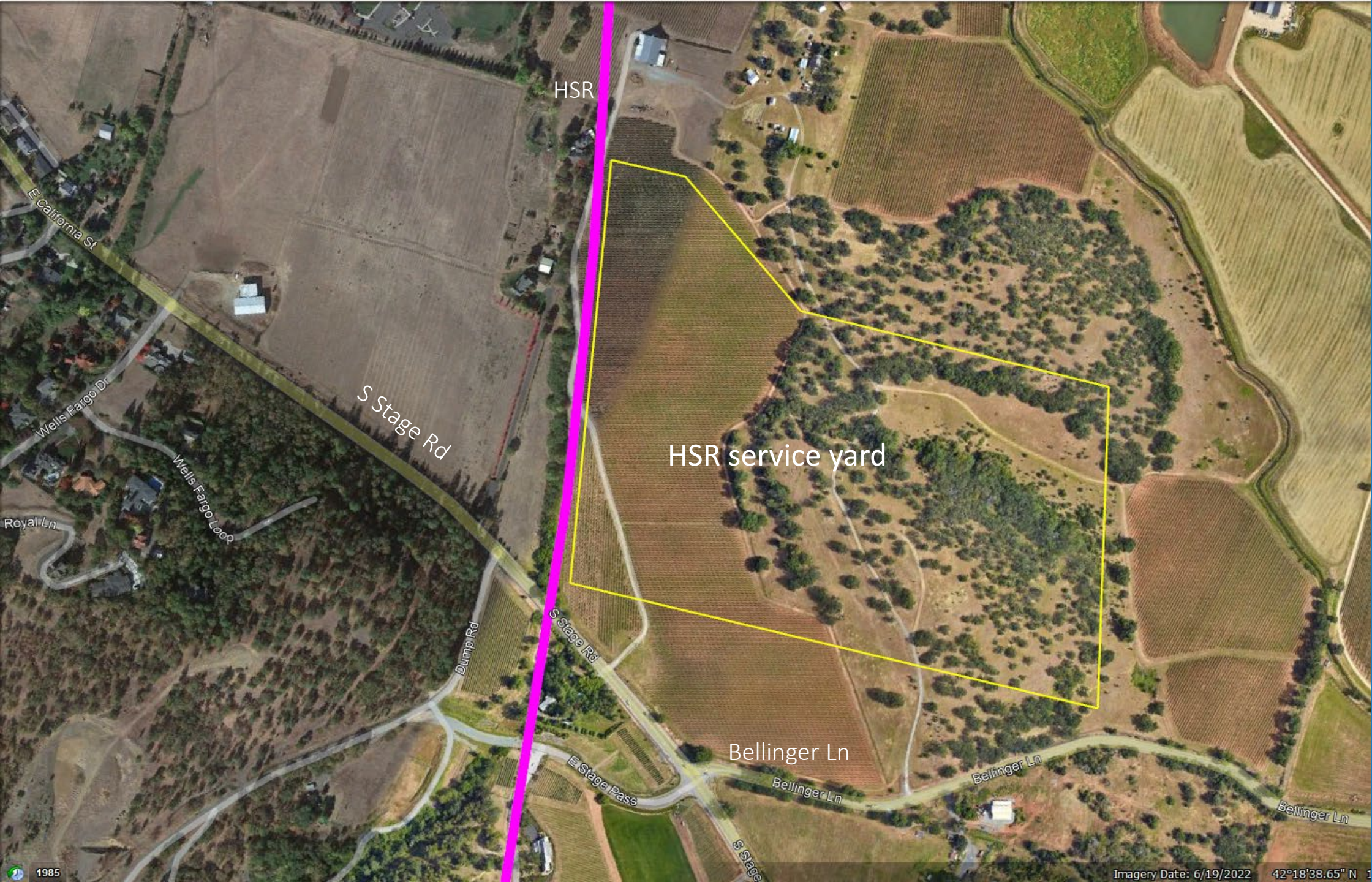
This tunnel is between Ashland and Medford and will have an addit midway.

Transport tunnel excavation via conveyor to the Griffin Creek rock quarry for processing. Distance is ± 1 mile.



HSR West of Medford

Again, the HSR can not use the existing rail corridor in the Medford area.



HSR

HSR service yard

Medford HSR Service and Train Storage Yard

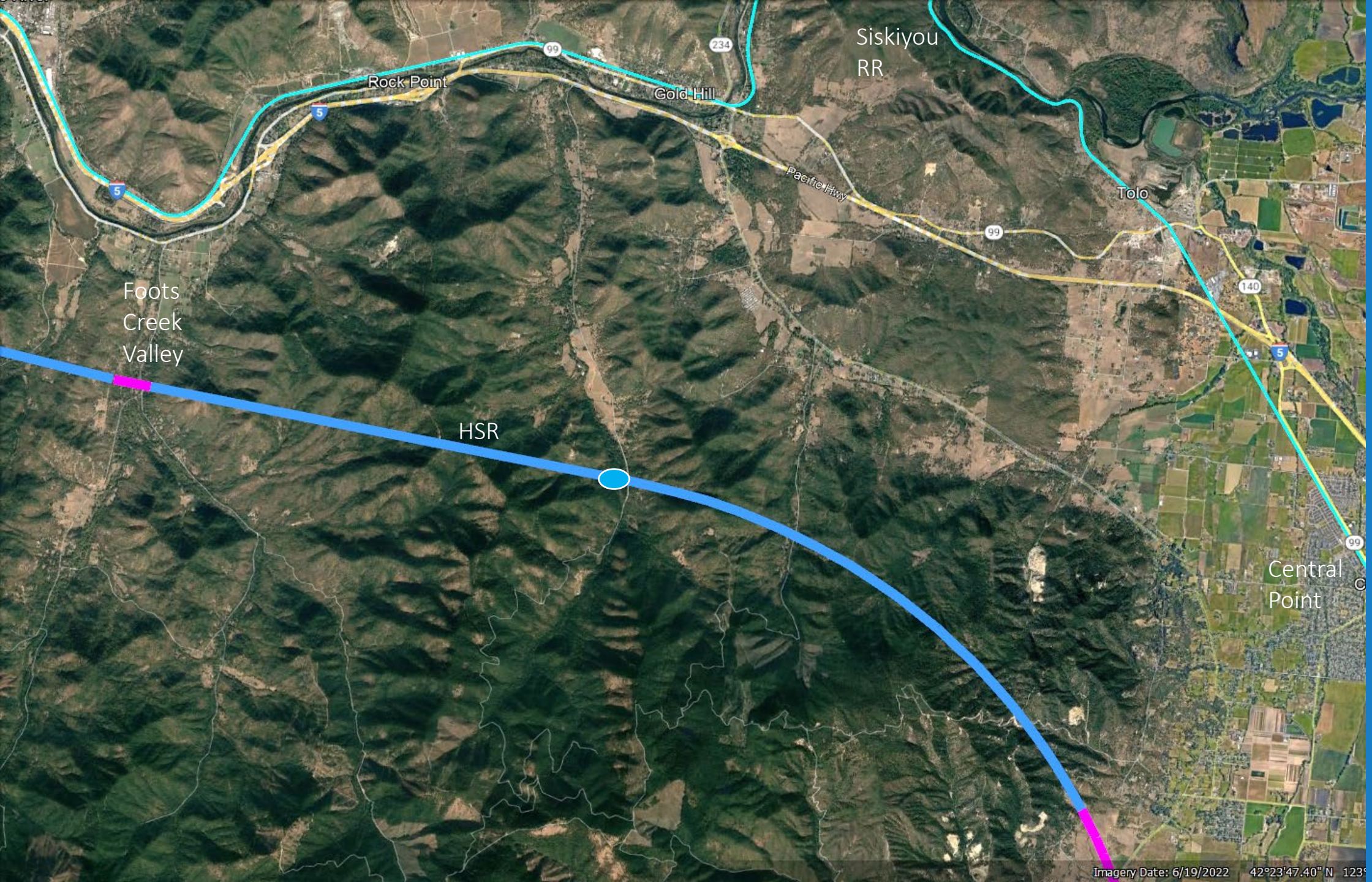
The proposed yard has 53 acres and will be a full-service facility. Wheel profiling, traction motor exchange, pantograph service, transformer service, computer service, car repair, car cleaning and restocking, and more. This yard will also have warehousing.



HSR in West Medford, OR

The HSR station is above Hwy 238. Paring is below the station.

The HSR flyover will impact a small segment of Jacksonville. This can not be avoided unless we change the curve radiuses, and the proposed Medford HSR yard will not work either.

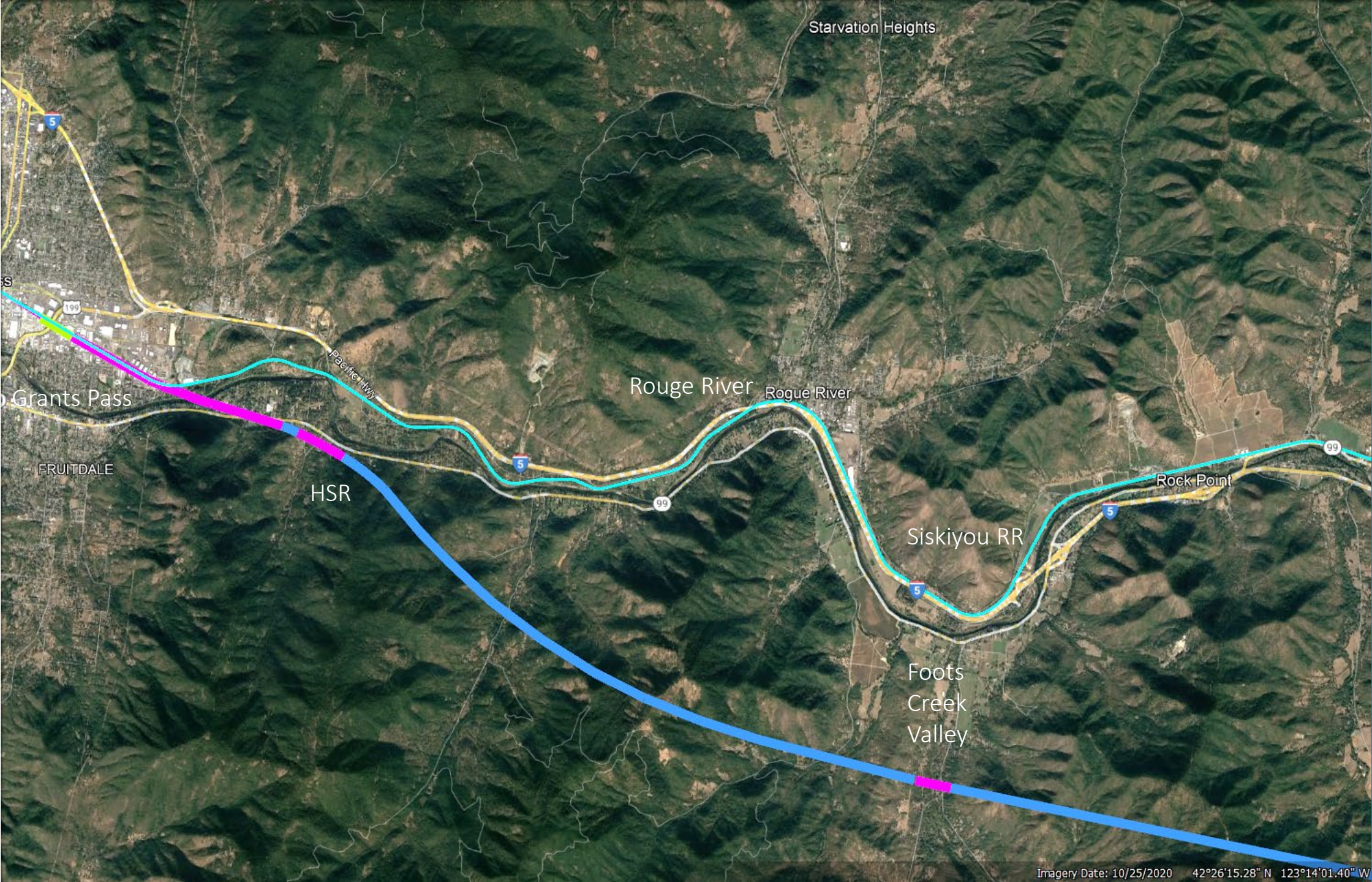


HSR West of Central Point

The HSR is deliberate to the south to avoid built-up areas in the Galls Creek Valley.

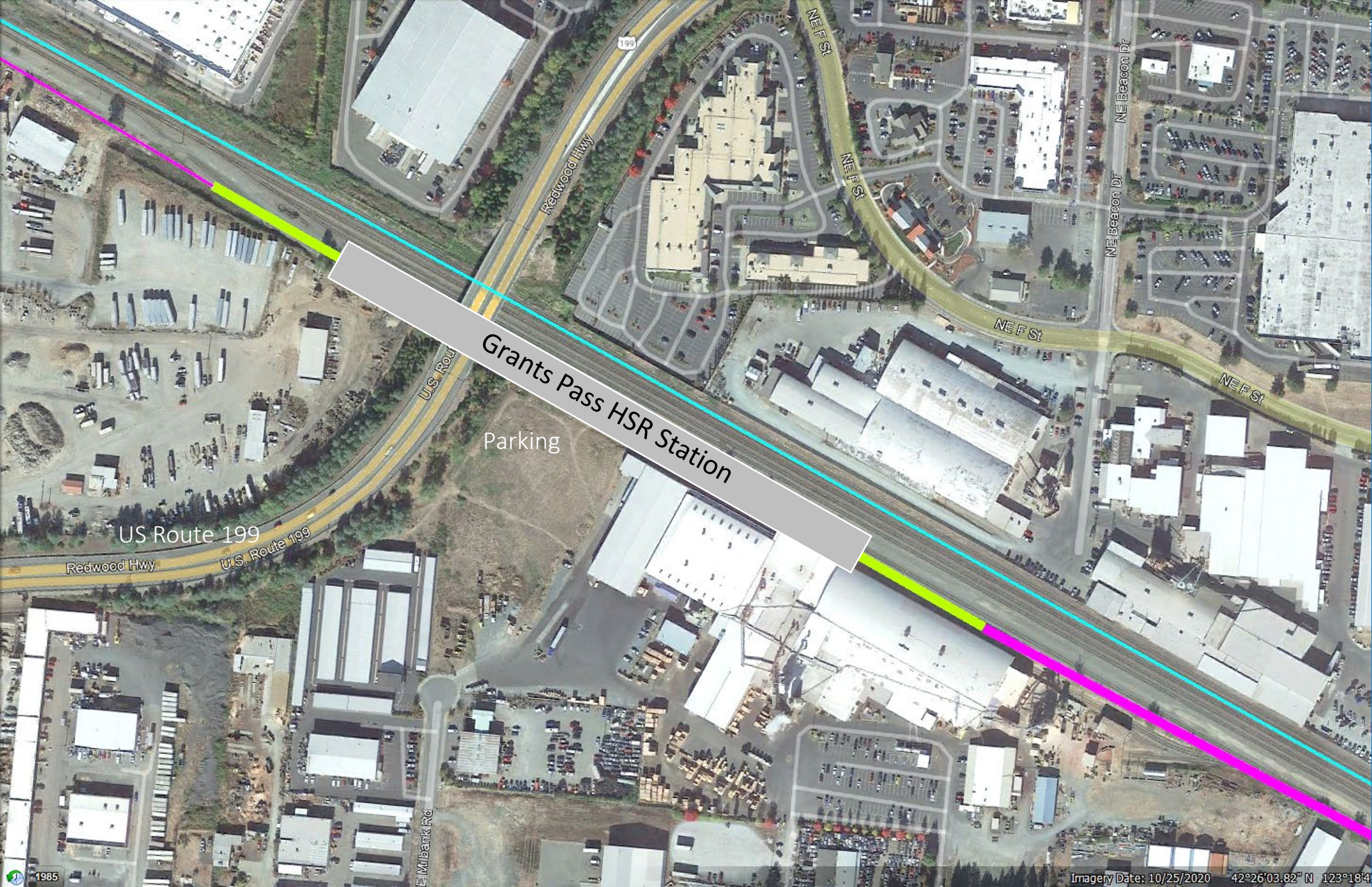
The addit is on the east side of Galls Creek Rd near Bear Gulch to process and deposit tunnel excavation materials.

Start the tunnel boring at the addits; this will prevent material handling in populated areas.



HSR between
Fooths Creek
Valley and
Grants Pass

The HSR will
not use the
narrow
existing
Siskiyou RR
corridor.



HSR at Grants Pass

The Grants Pass HSR station is on the ground and below US Route 199. The station is a system's standard-length of 1300 ft.

The HSR station is one mile away from the I-5 and has a parking space.

