

HSR Sutherlin to Eugene



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TRANSPORT SOLUTIONS

Designing Corridors for High-Speed Rails

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The High-Speed Rail Corridor between Sutherlin and Eugene

HSR Roseburg Section Two

- Miles from Sutherlin on ground 9.91 miles, on flyovers 11.37 miles, in tunnels 26.83 miles. Total 48.11 HSR miles
- This section is mostly in tunnels. The topography does not allow any different version. The rail grades are less than 1%, and the curve radiuses are above 30,000 ft; this will allow train speeds above 200 mph.
- Much consideration has been given to avoiding built-up and productive farmland to build this HSR corridor.
- The total California HSR length is 513.09 miles between Sacramento, CA, and Salem, OR. Estimated travel time
- 3 hours plus, depending on stops along the corridor.

HSR Roseburg_section two Des by RN

Legend



CHSR Station in Tunnel




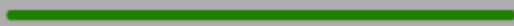
CHSR Station on Flyovers



CHSR Station in on Ground

 On ground

 Cuts

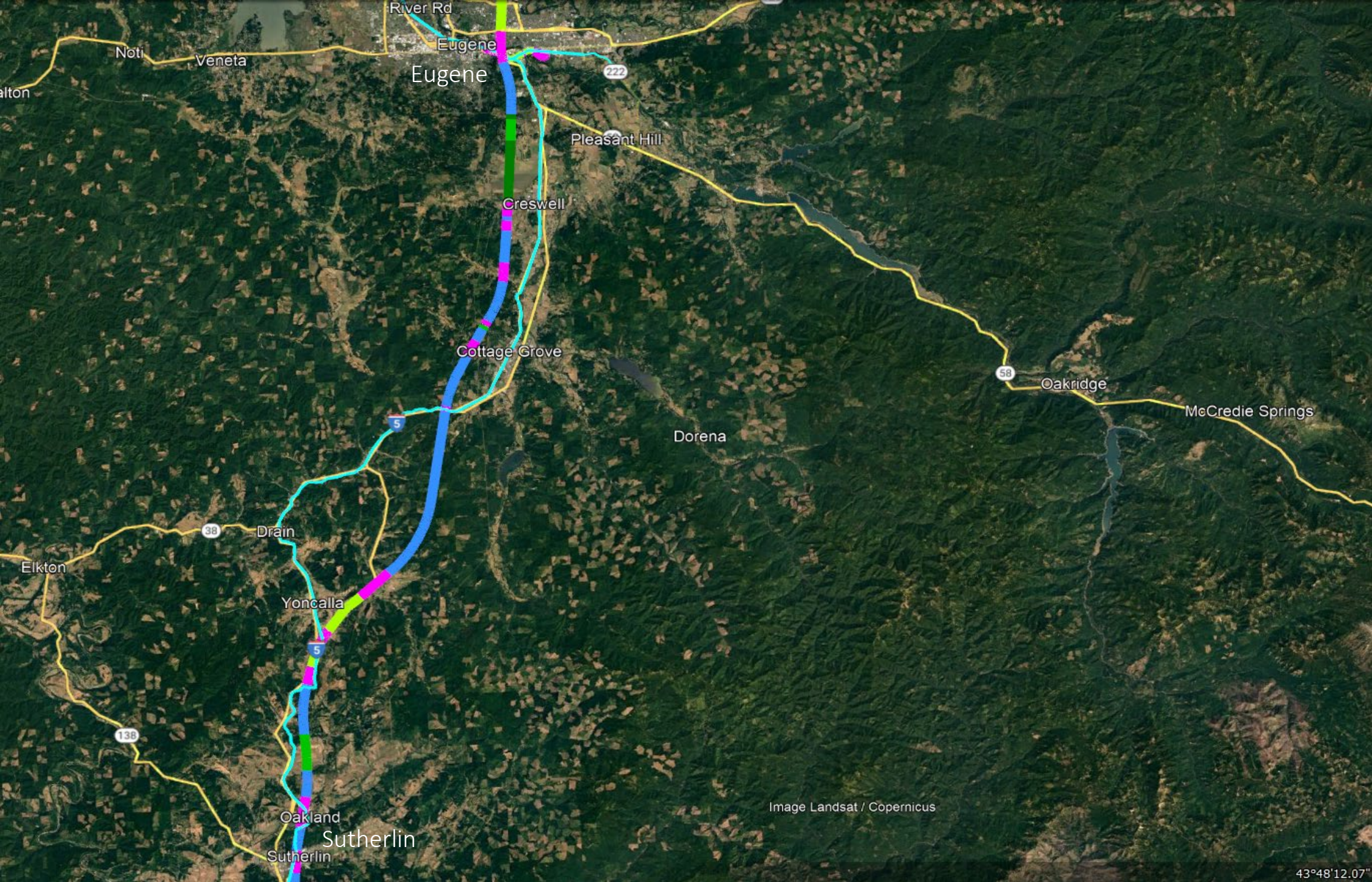
 Fills

 Flyovers

 Tunnels

 Existing Freight Railroads, other than BNSF and UP RR

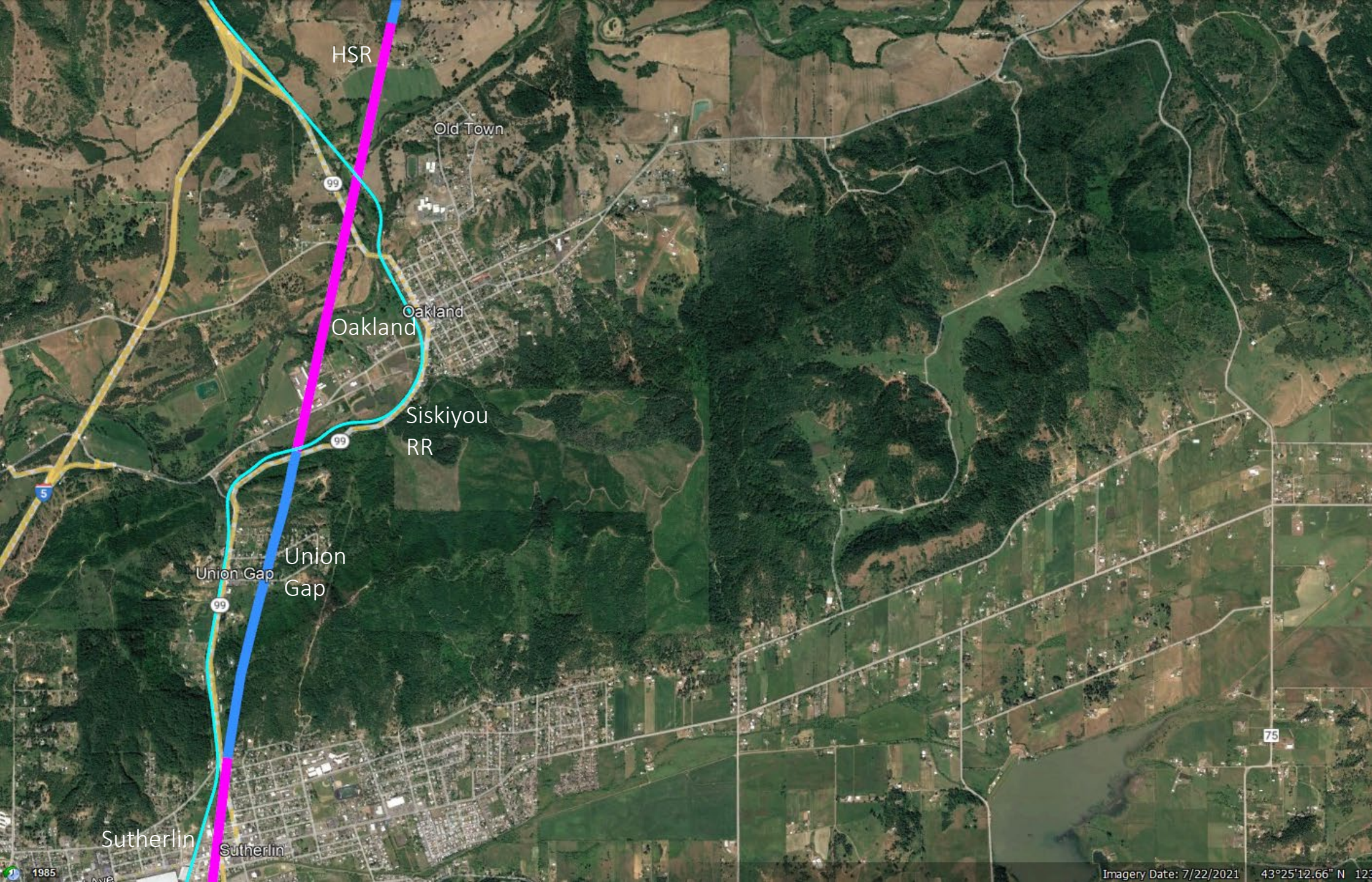
 Existing Freight Railroads, and Amtrak



Overview of
HSR
between
Sutherlin
and Eugene

Image Landsat / Copernicus

43°48'12.07"



HSR

Old Town

99

Oakland

Oakland

Siskiyou
RR

99

Union Gap
Union Gap

99

5

Sutherlin

Sutherlin

75

HSR
between
Sutherlin
and North of
Oakland

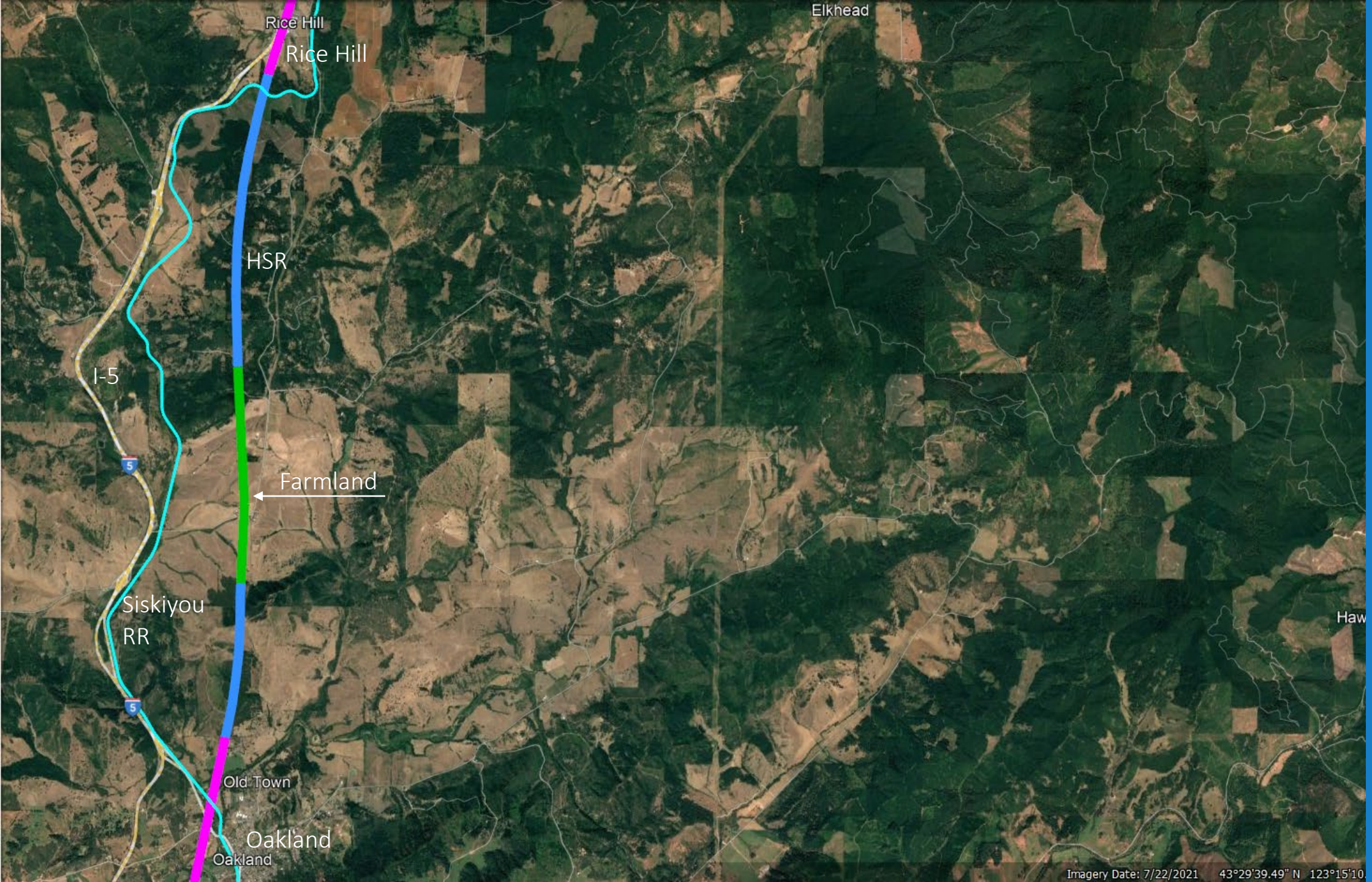
The HSR will
be in a tunnel
to underpass
the Union Gap
Town and then
fly over the
Siskiyou RR
tracks. The
Oakland
flyover will
eliminate all
grade
crossings.

The HSR can
not use the I-5
corridor.



1985

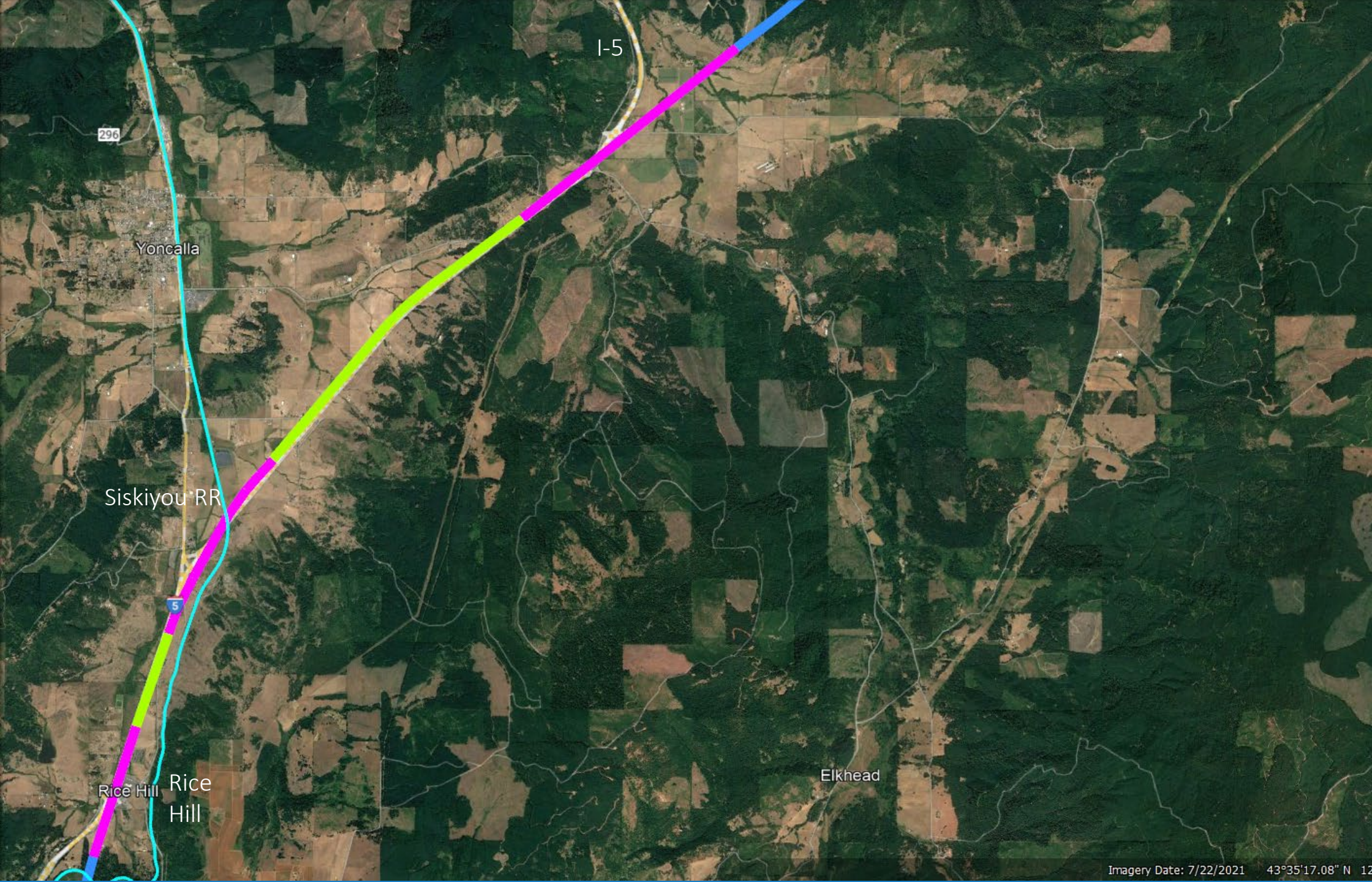
ANR



HSR
between
Oakland and
Rice Hill

The HSR can
not use the I-5
or the Siskiyou
corridor; too
many curves.

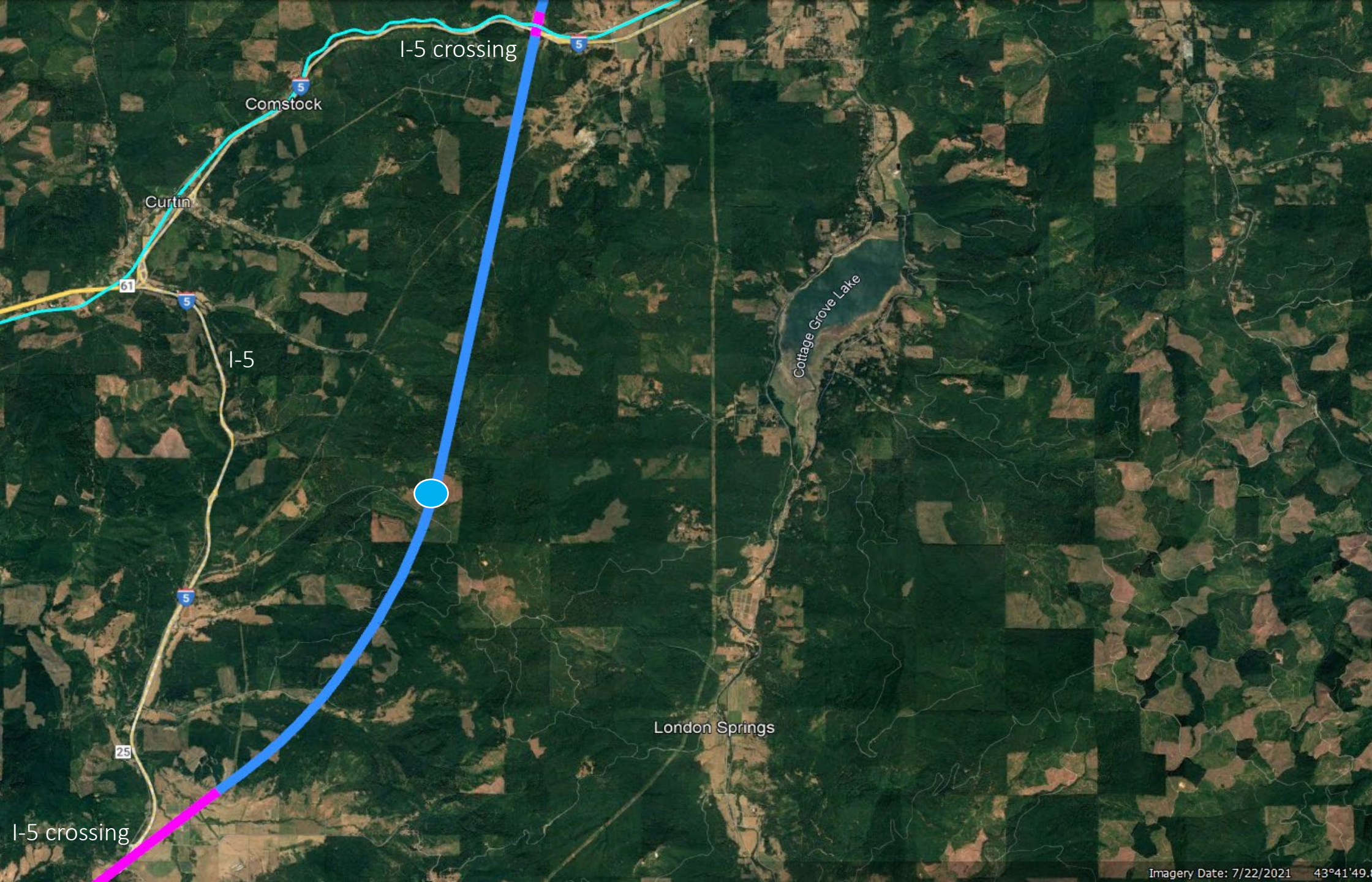
The farmland
area can not
be avoided;
this area is in
cuts and in-
fills. Under or
overpasses for
farm roads will
be provided.



HSR
between
Rice Hill and
Northeast

In this area,
the HSR will
mostly follow
the I-5
corridor.

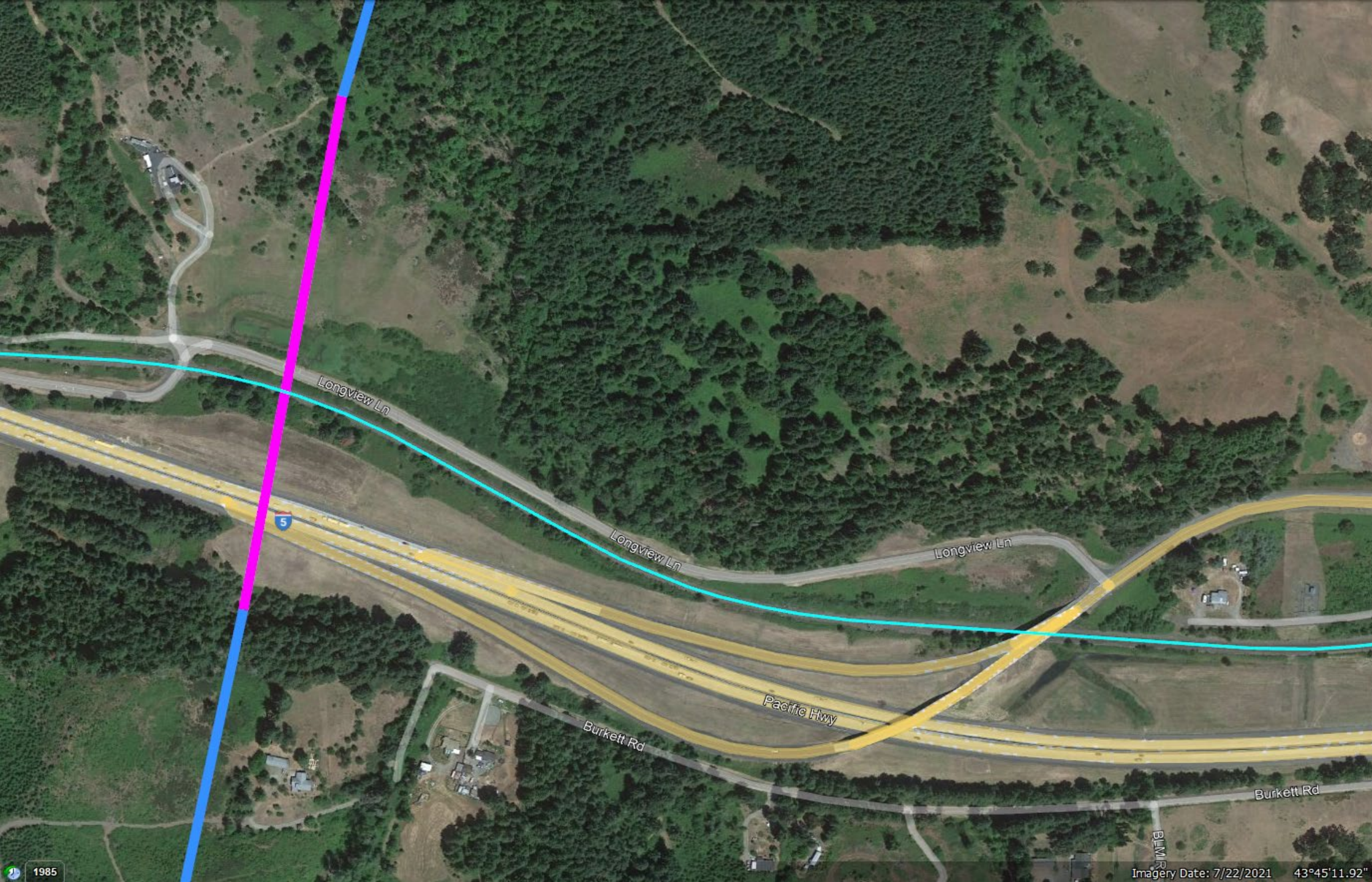
The HSR will fly
over the
Siskiyou RR
tracks and the
I-5, then go
along the I-5
on the north
side, then fly
over the I-5
and continue
to the NE to
enter the
tunnel.



HSR between the I-5 corridor crossings

The HSR is in a tunnel to avoid all the I-5 corridor curves.

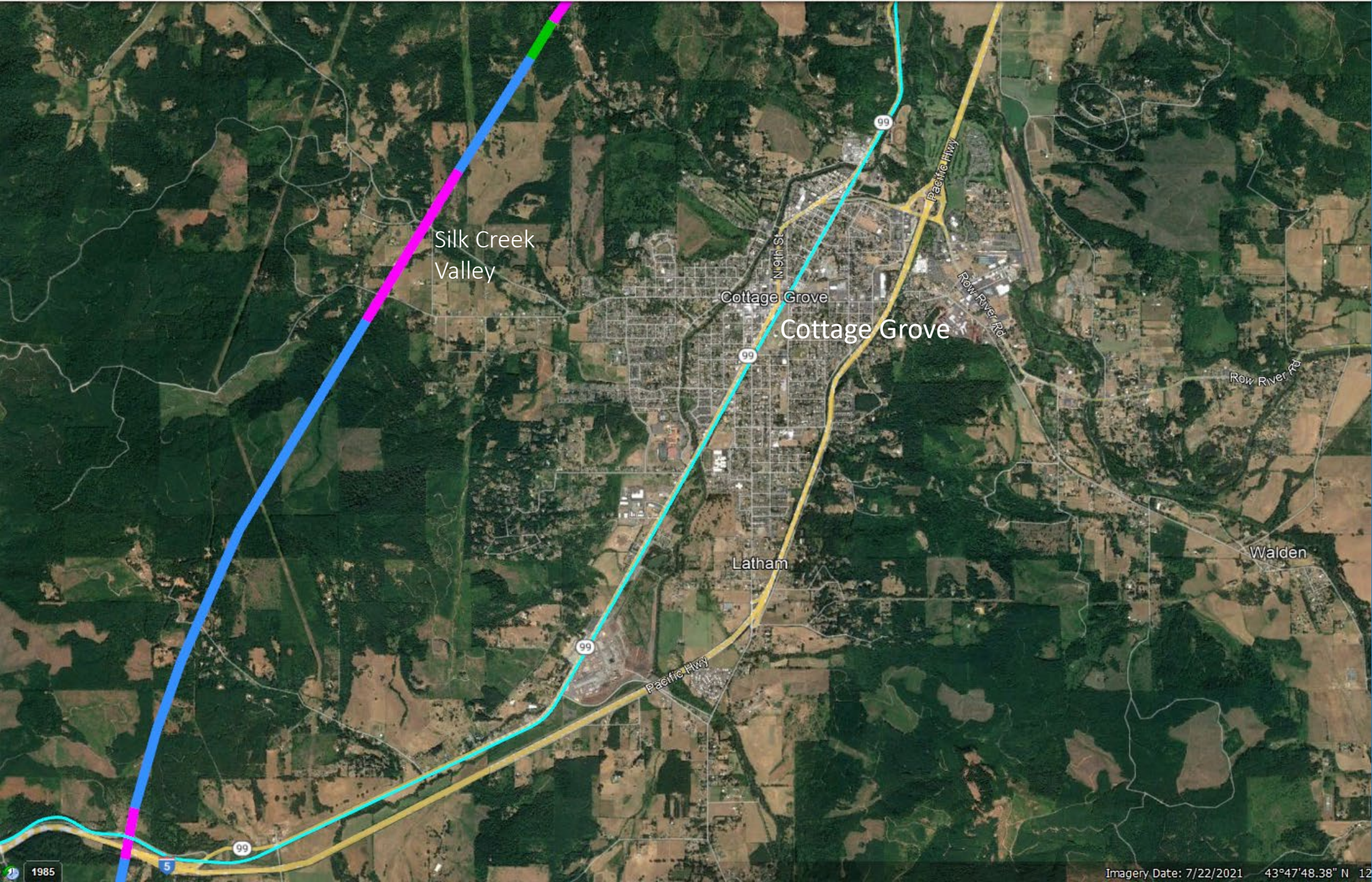
An addit may be used to tunnel this section. Benefits will be tunneling boring speedup, tunnel excavation material sorting and deposits.



HSR crossing the I-5, Siskiyou RR Tracks, and Longview Ln

This HSR flyover is about 5 miles southwest of Cottage Grove.

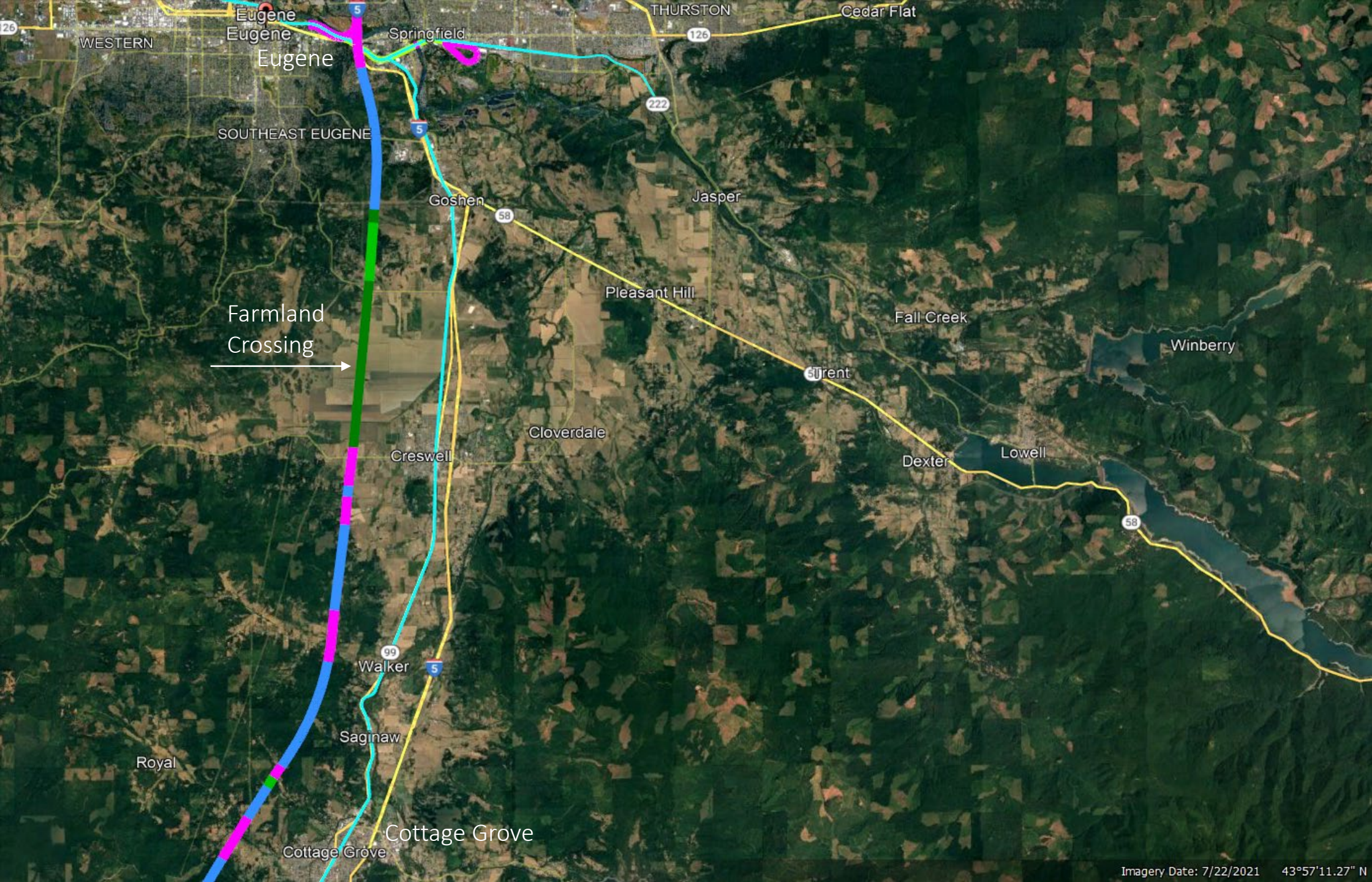
This HSR corridor will allow High-Speed Train travel throughout the entire corridor.



HSR West of Cottage Grove

The HSR can not pass through Cottage Grove, therefore the HSR corridor is as planned.

The HSR does fly over the Silk Creek Valley. No buildings require destruction.

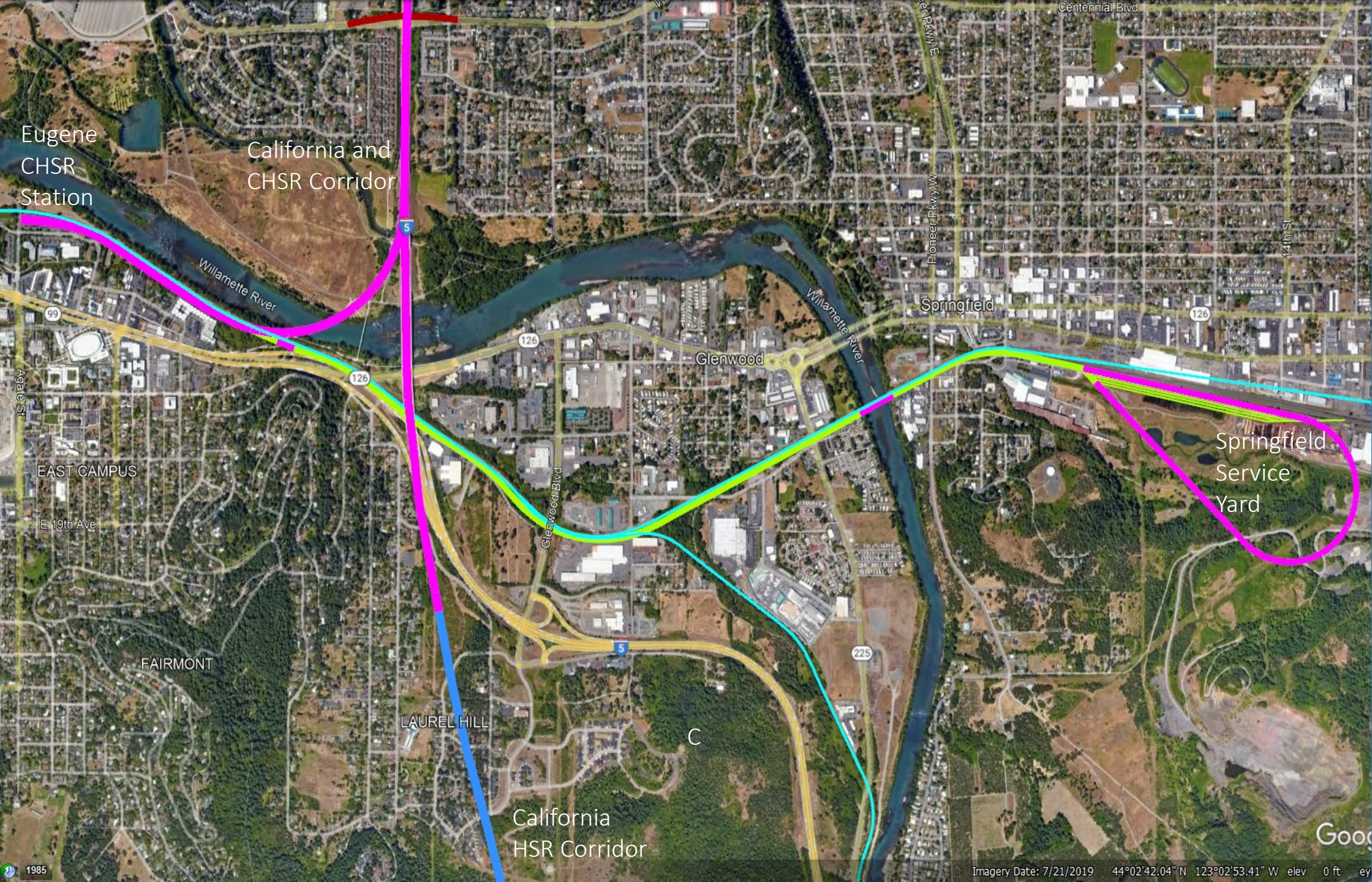


HSR between Cottage Grove and Eugene

This farmland crossing can not be avoided.

This section is on in-fill of ± 20 ft. Several underpasses allow farm machinery and livestock to move and cross from side to side.

Fill is from tunnel excavations.



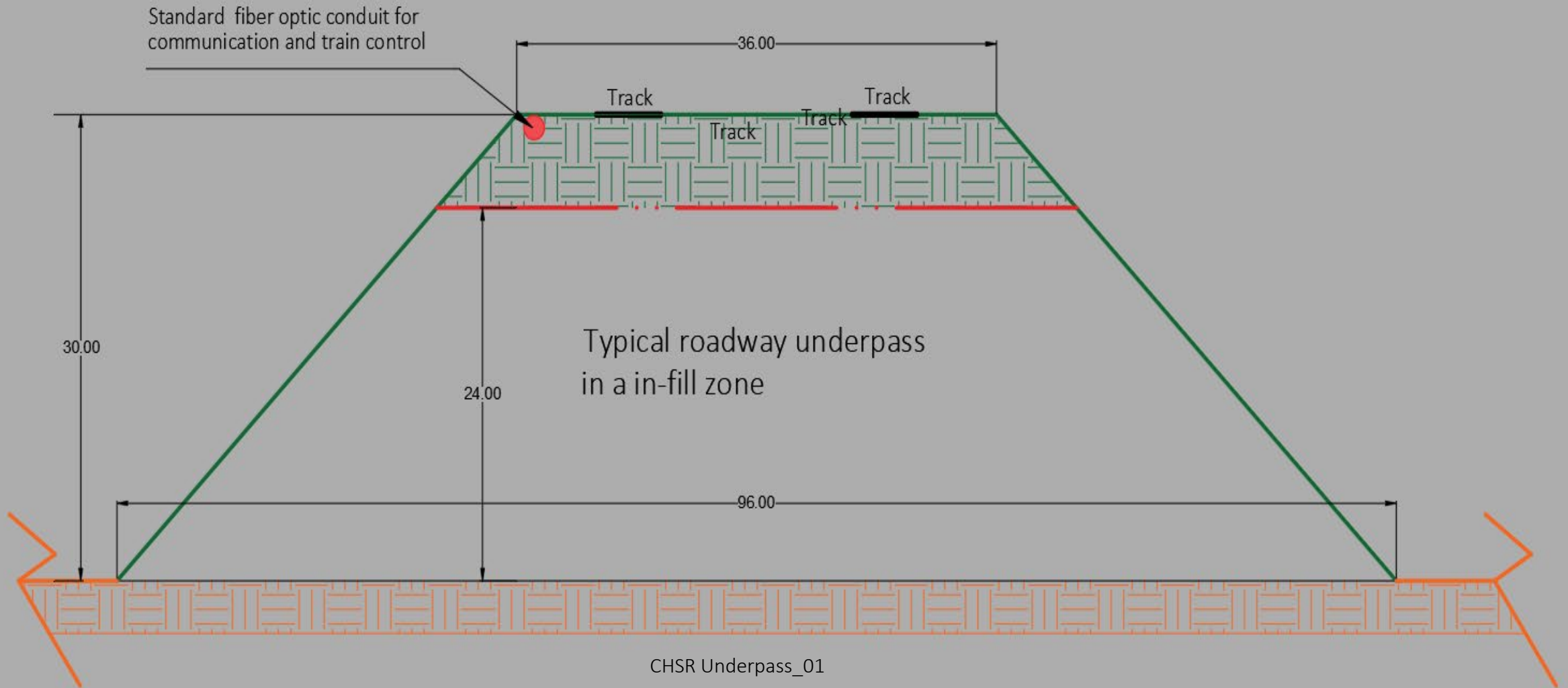
HSR at Eugene/ Springfield

The to and from California HSR trains will not stop at Eugene. Passengers which want to go to California must use the CHSR trains to Salem and transfer there to the California HSR trains.

The currently planned Eugene CHSR station is dead-ended.

Klick <https://cascadiahighspeedrail.net/>

This is a typical illustration of roadway or farmland underpass arrangements along the HSR corridors where we have in-fills. In-fills will work as tunnel excavation material deposits. This underpass has a 24-foot clearance with a deck height of 6 feet which is enough to cross a 54' broad highway. Also, note the communication conduit along all the CHSR corridor lines.





HSR Wildlife Crossing as Needed

This is an example to provide wildlife overpassing. The overpass is fenced with trees, shrubs, and greenery to copy the approach sides.

Such applications are needed throughout the HSR corridors.



HSR Wildlife Under Crossing as Needed

This is an example of providing wildlife under passing. The underpass has open access with trees, shrubs, and greenery to copy the approach sides.

Freight Rail

CHSR

HSR wildlife underpass

HSR twin-bore tunnel entrances. Install slots as shown at the entrance tunnel section to dampen the approach air-pressure shock.



Renfe AVE High-Speed
Rail Corridor

Designed by Spain

Typical escape galleries in a twin-bore tunnel

