

HSR Sacramento, CA, to Redding



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Designing Corridors for High-Speed Rails

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The
High-Speed
Rail Corridor
between
Sacramento,
CA, and
Redding

HSR Yuba Valley

- This overviews the proposed new Yuba Valley High-Speed Rail corridor between Sacramento and Redding.
- The station locations are Sacramento, Marysville, Oroville, Chico, Bend, Anderson, and Redding. Travel time is 1 hour and 15 minutes with 5 stops. Amtrak travel time is 4 hours and 14 minutes with one stop.
- This corridor has a mix of on-ground, flyovers, and tunnels.
- This corridor is parallel to the former Western Pacific, now UPRR. The existing corridor is wide enough to accommodate HSR tracks. Past Oroville, a new corridor will be used, using low-cost land to construct the HSR route. The corridor layout will allow 220 miles per hour speeds.
- This corridor segment can't use the Amtrak/UPRR corridor; the width is not enough, and land acquisition is too costly going through high-producing farmland.
- The Cascadia High Speed Rail Company (CHSR) has the plan details for all the corridors and the section profile drawings, including the KMZ.CHS

The New Electrified Sacramento to Redding Corridor

- On-ground 72.59 miles
- Flyover 57.53 miles
- Tunnels 26.37 miles
- Total 156.49 miles
- Amtrak 159 miles
- HSR is 2.51 m shorter

Legend










CHSR Station in Tunnel

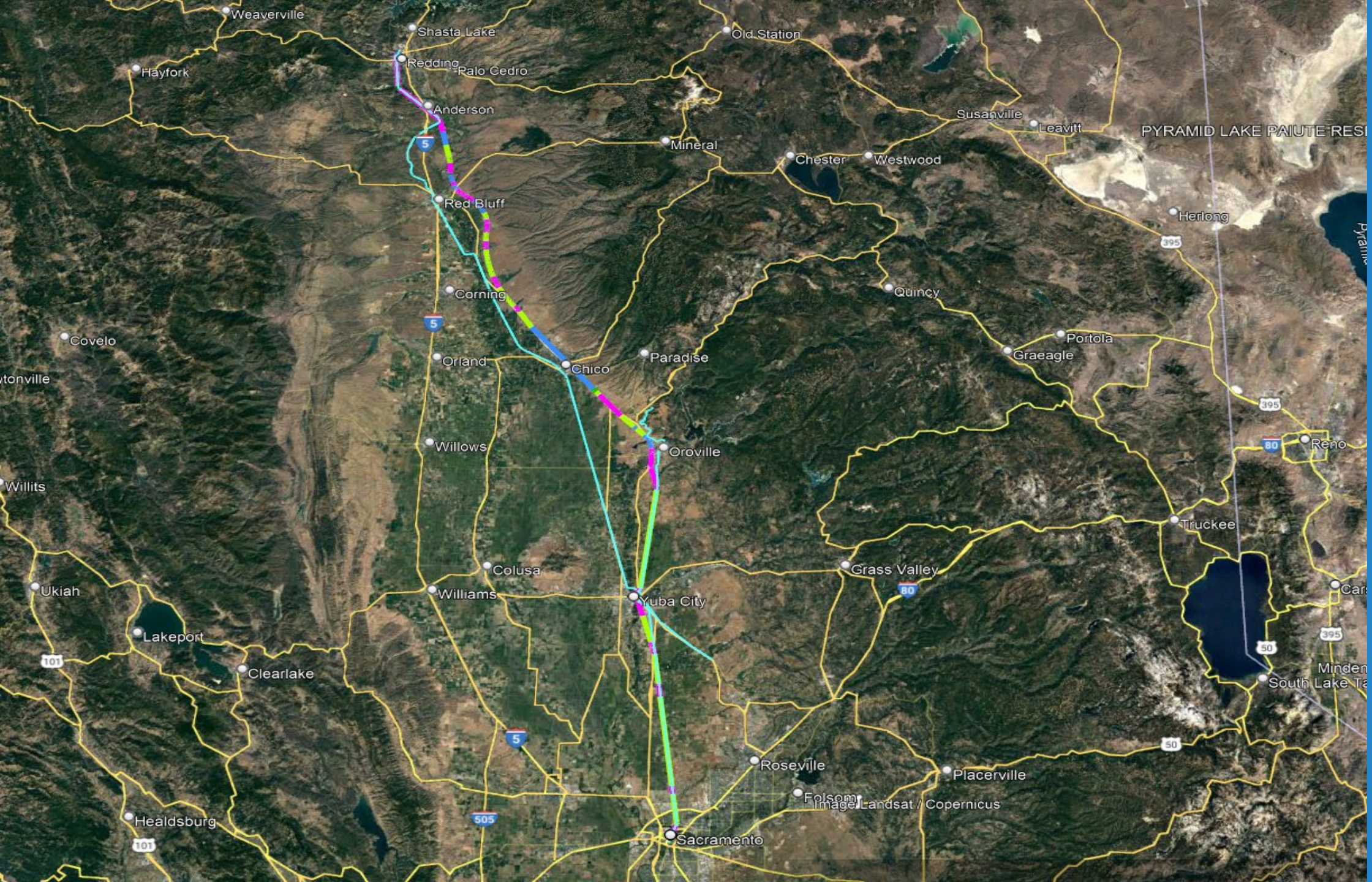


CHSR Station on Flyovers

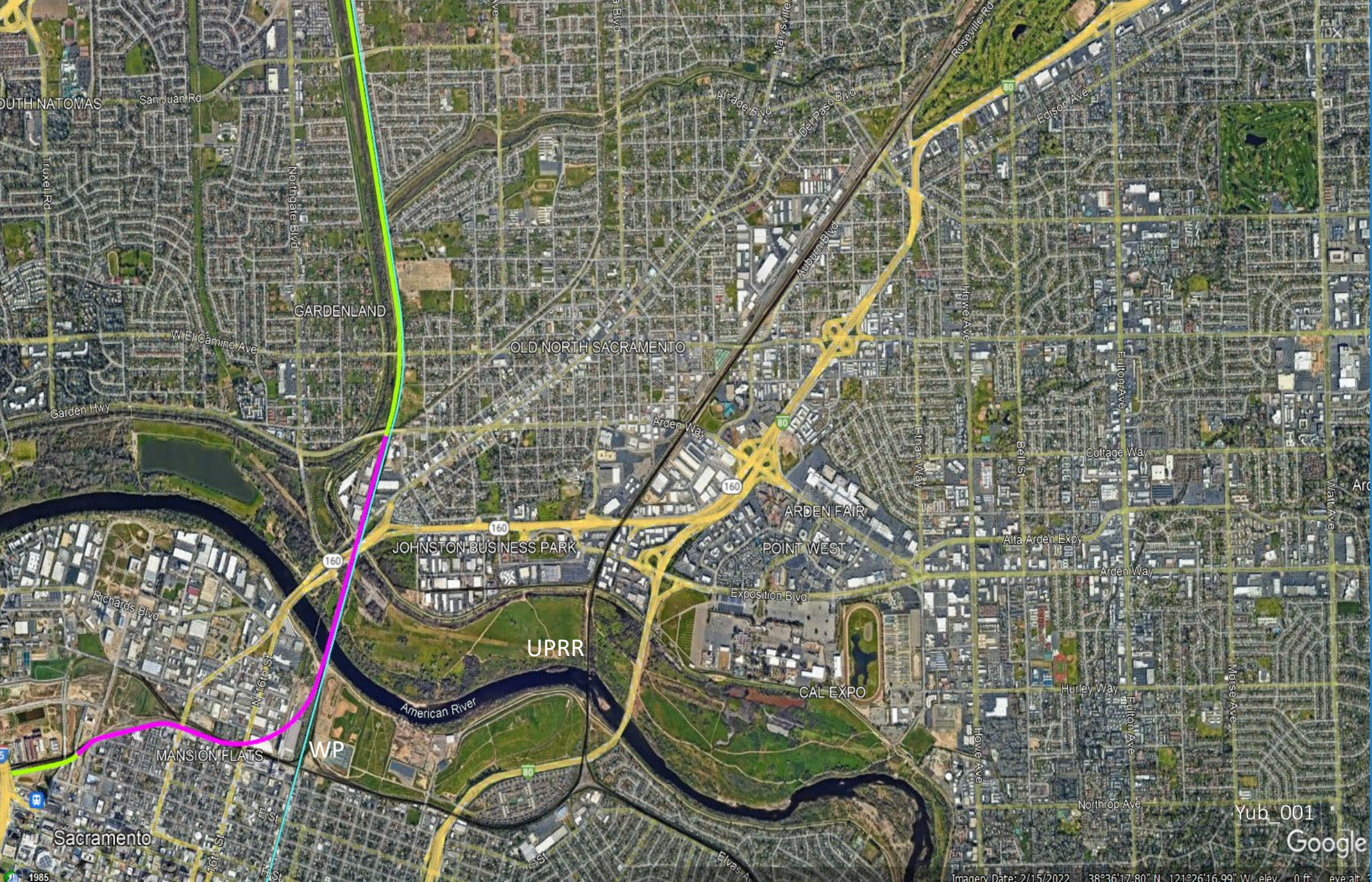


CHSR Station in on Ground

-  On ground
-  Cuts
-  Fills
-  Flyovers
-  Tunnels
-  Existing Freight Railroads, other than BNSF and UP RR
-  Existing Freight Railroads, and Amtrak



General Overview of the HSR Corridor Between Sacramento and Redding, CA



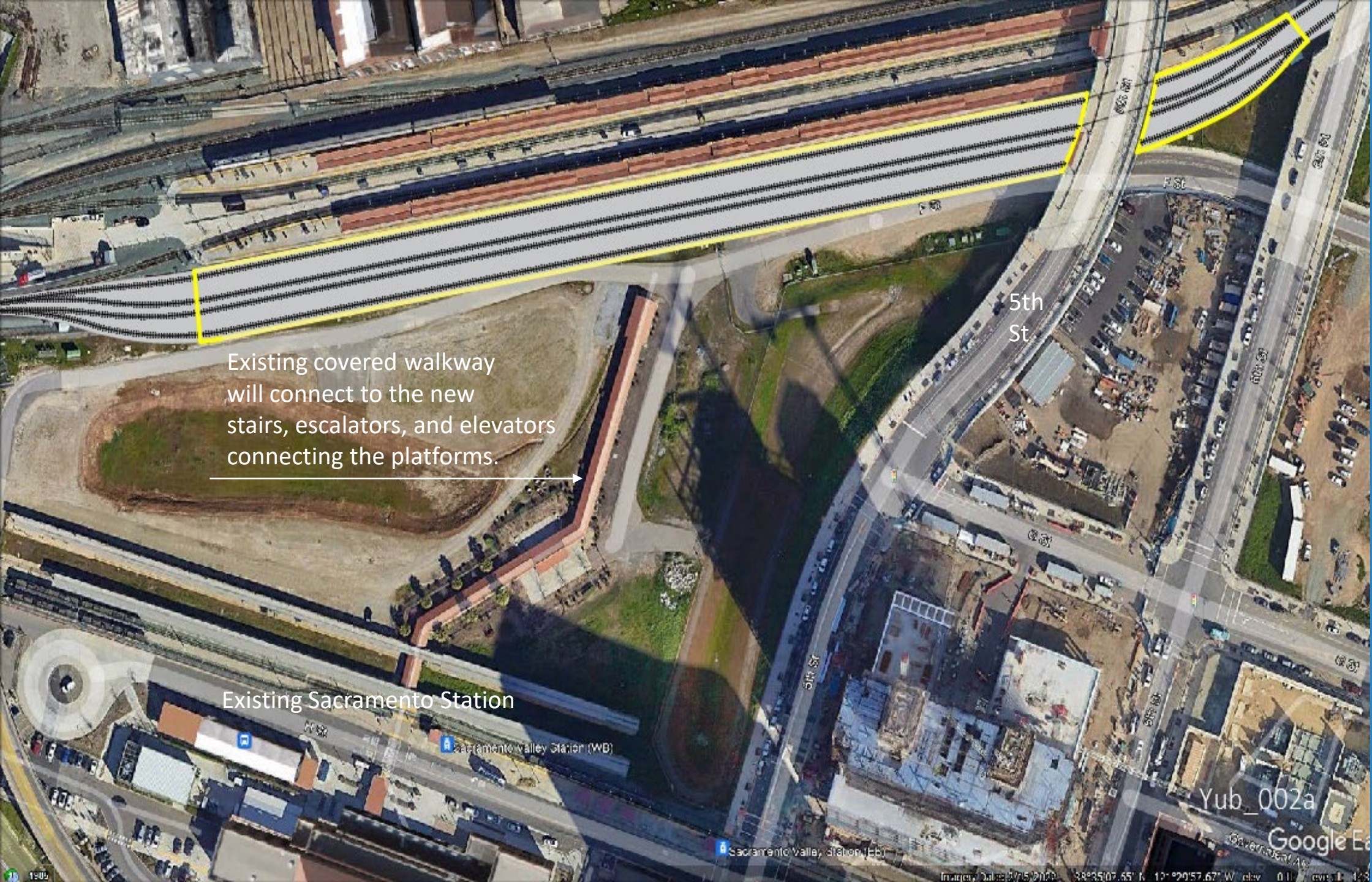
HSR at Sacramento CA

The proposed Yuba Valley corridor will follow the former Western Pacific (WP), now the UPRR corridor.

This corridor has a Right of Way (RoW) of 100 feet and more.

Yub_001

Google



Sacramento HSR Station

This station is on-ground and has four tracks for frequent commuter traffic stops and high-speed trains.

Platform access will be via an overhead gallery with stairs, escalators, and elevators.

Part of the platform is under the existing 5th St overpass.

Existing covered walkway will connect to the new stairs, escalators, and elevators connecting the platforms.

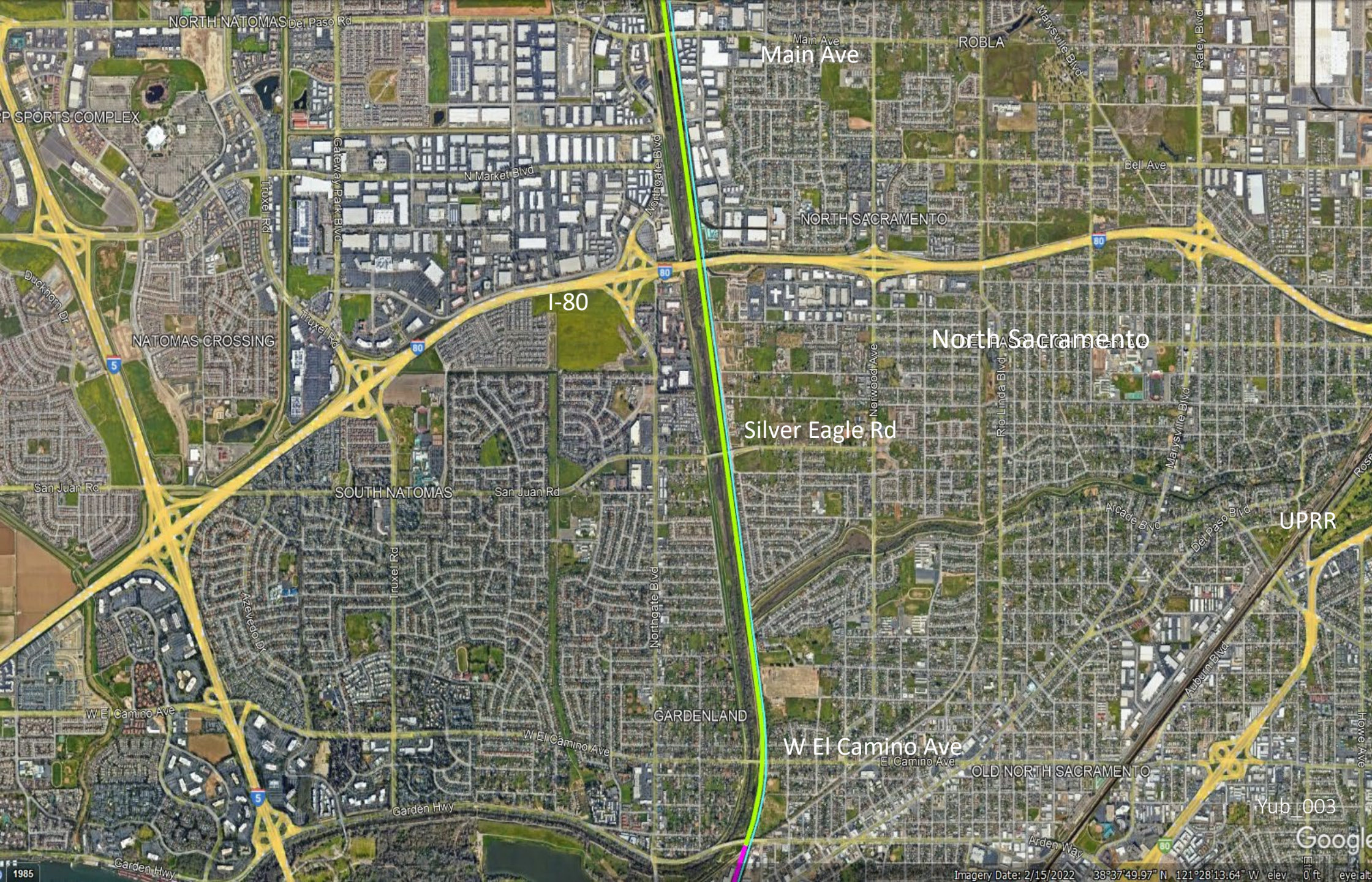
Existing Sacramento Station

Sacramento valley Station (WB)

Sacramento valley Station (EB)

Yub_002a

Google Earth

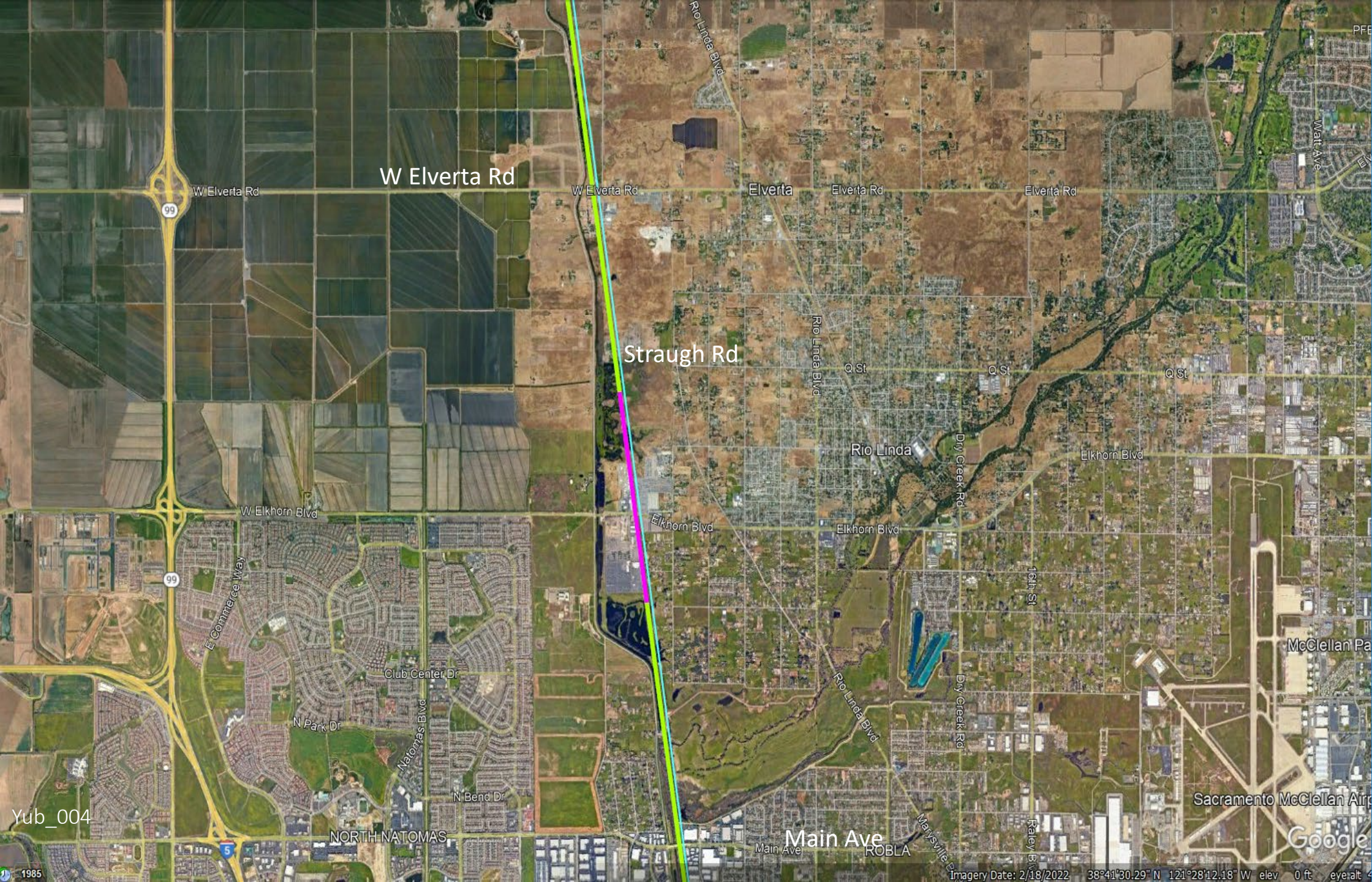


HSR at North Sacramento

The W El Camino Ave will get a new overpass.

The CHSR is under the Silver Eagle Rd, I-80, and Main Ave.

Close side road north of Main Ave.



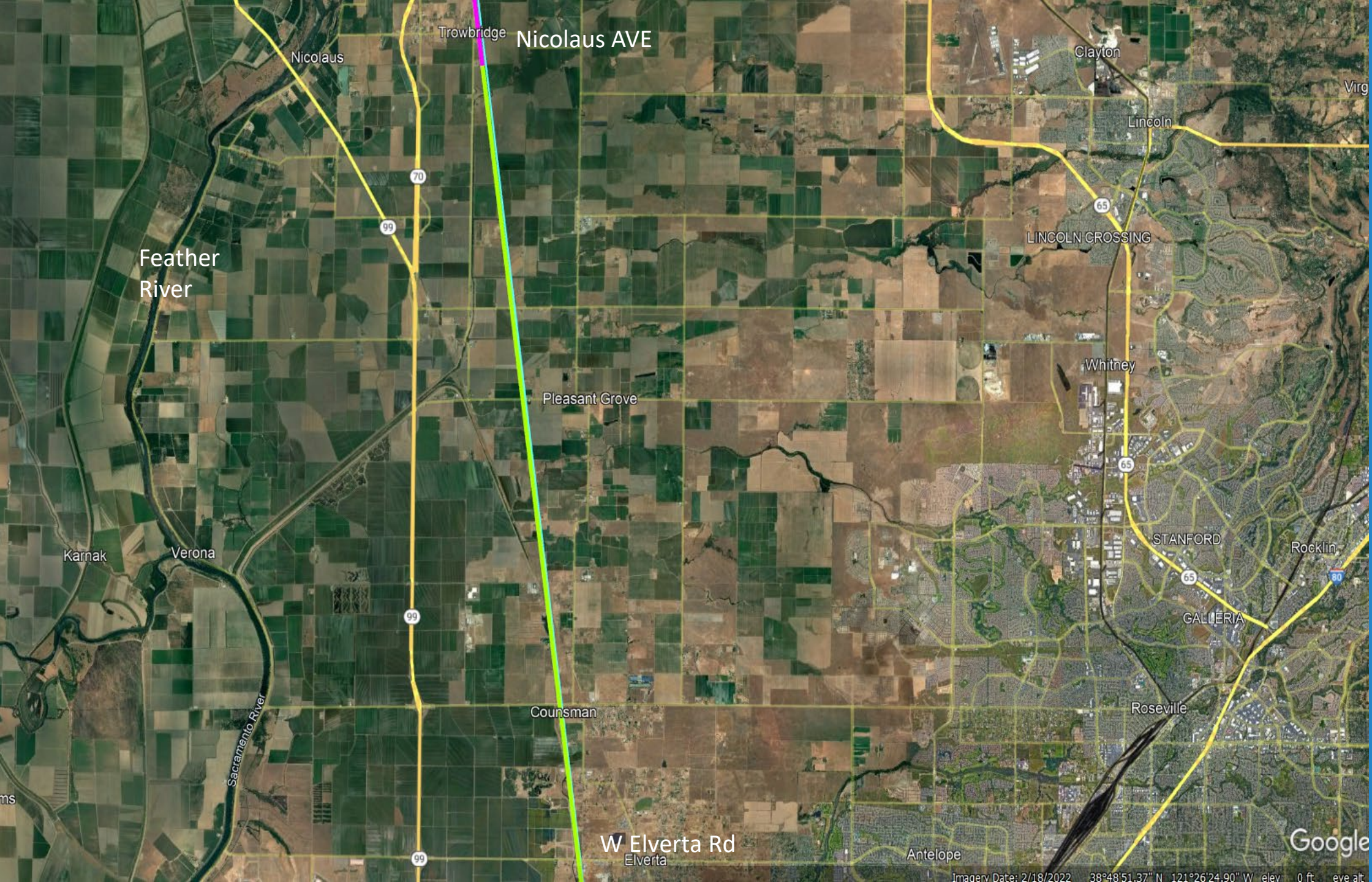
HSR
between
main Ave
and north of
W Elverta Rd

Straugh and
W Elverta Rd
will get a new
overpass.

Yub_004

1985

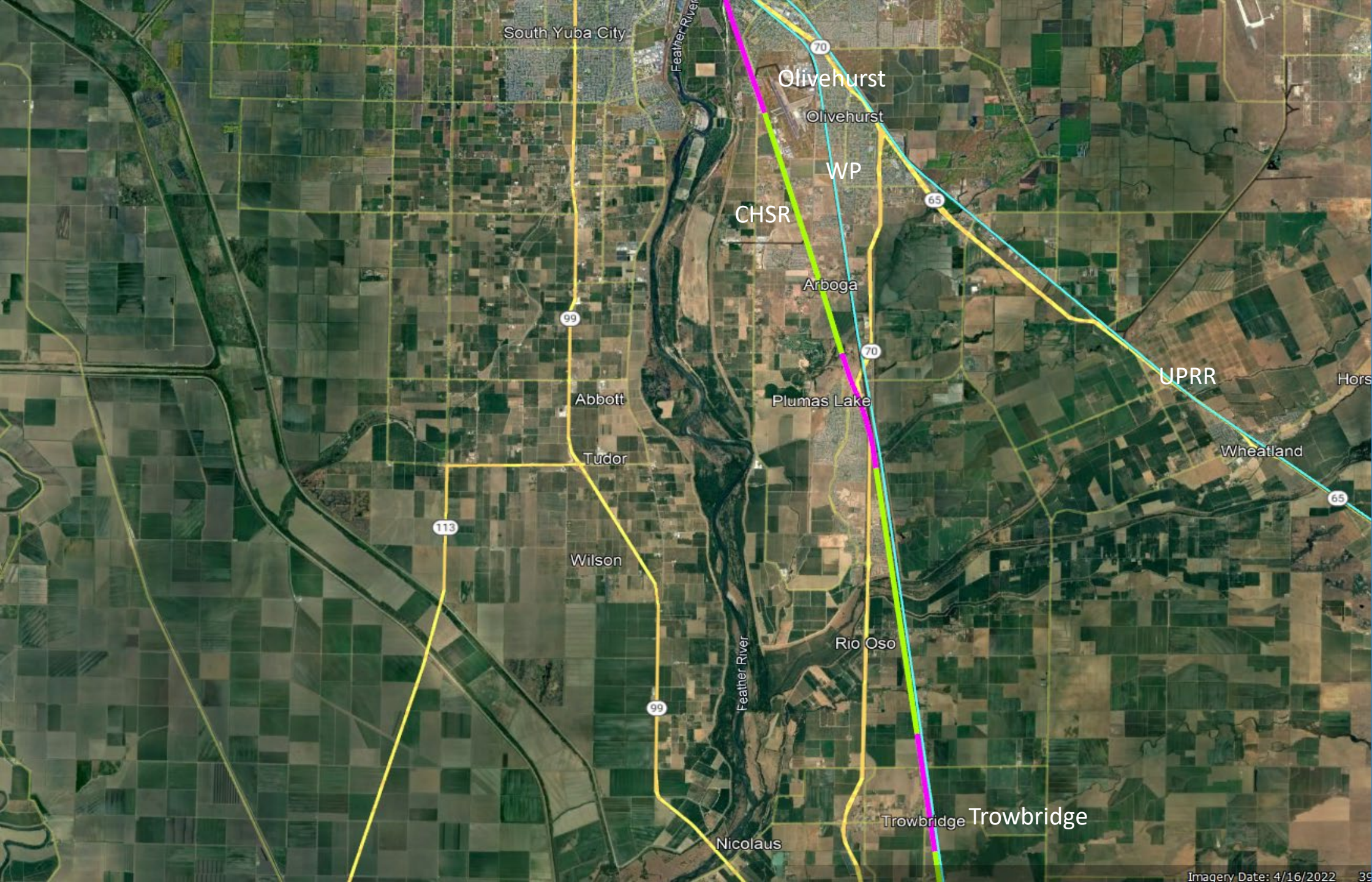
Imagery Date: 2/18/2022 38°41'30.29" N 121°28'12.18" W elev 0 ft eye alt 4



HSR between W Elverta Rd and Trowbridge, Nicolaus Ave

All crossroads will get overpasses. Some farm way crossings may get lower clearance underpasses but consider possible flooding.

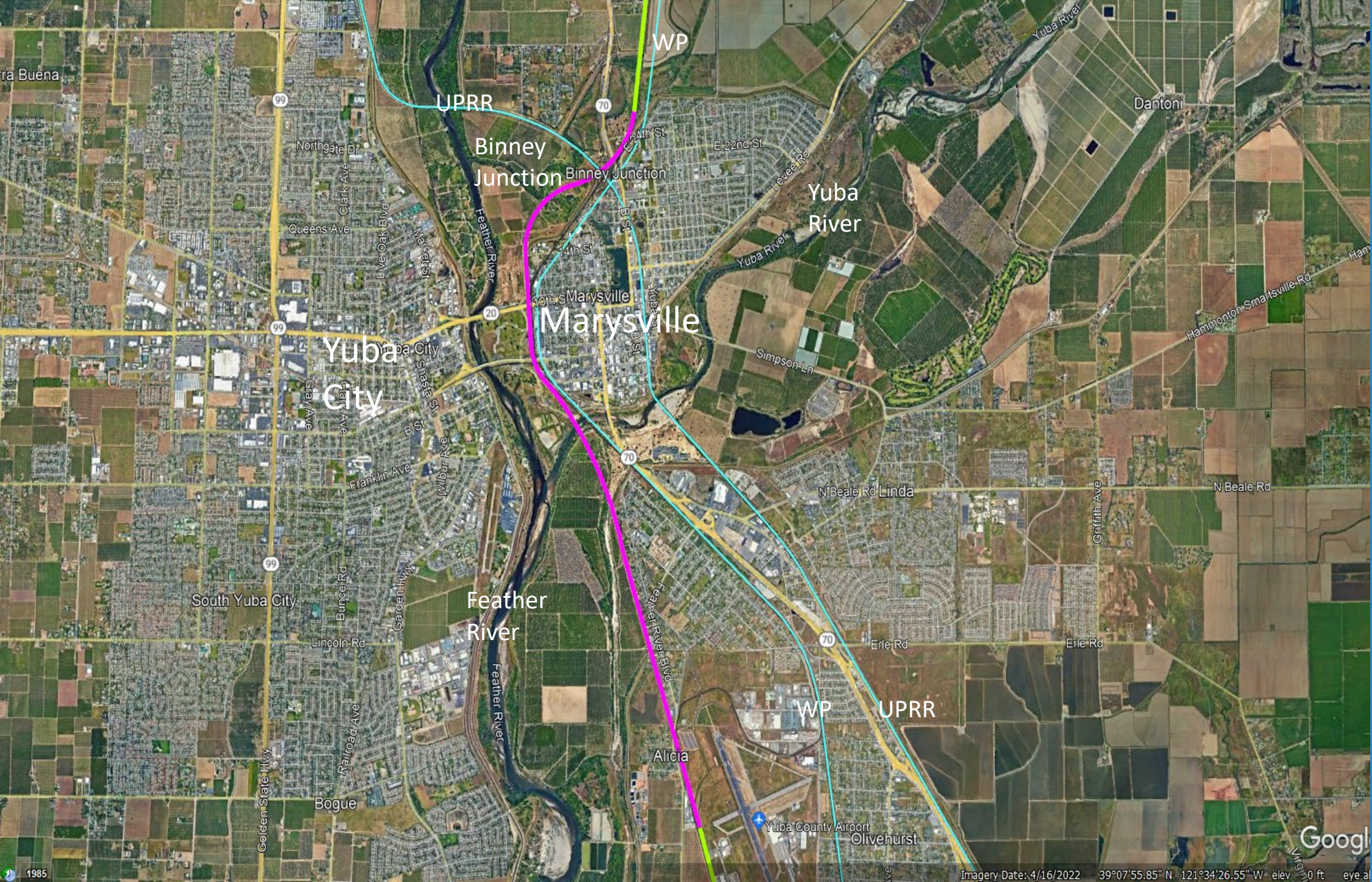
There are six Hwy road crossings and six farm ways.



HSR between Trowbridge and Olivehurst

All crossroads will get overpasses. Some farm way crossings may get lower clearance underpasses but consider possible flooding.

There are four Hwy road crossings and four farm ways.



HSR at Marysville Binney Junction

Here the former Western Pacific, "now UPRR" Pacific RR, crosses the former Southern Pacific RR, "now UPRR"

The proposed CHSR will fly over the existing UPRR tracks.

There will be a CHSR station in Marysville, CA

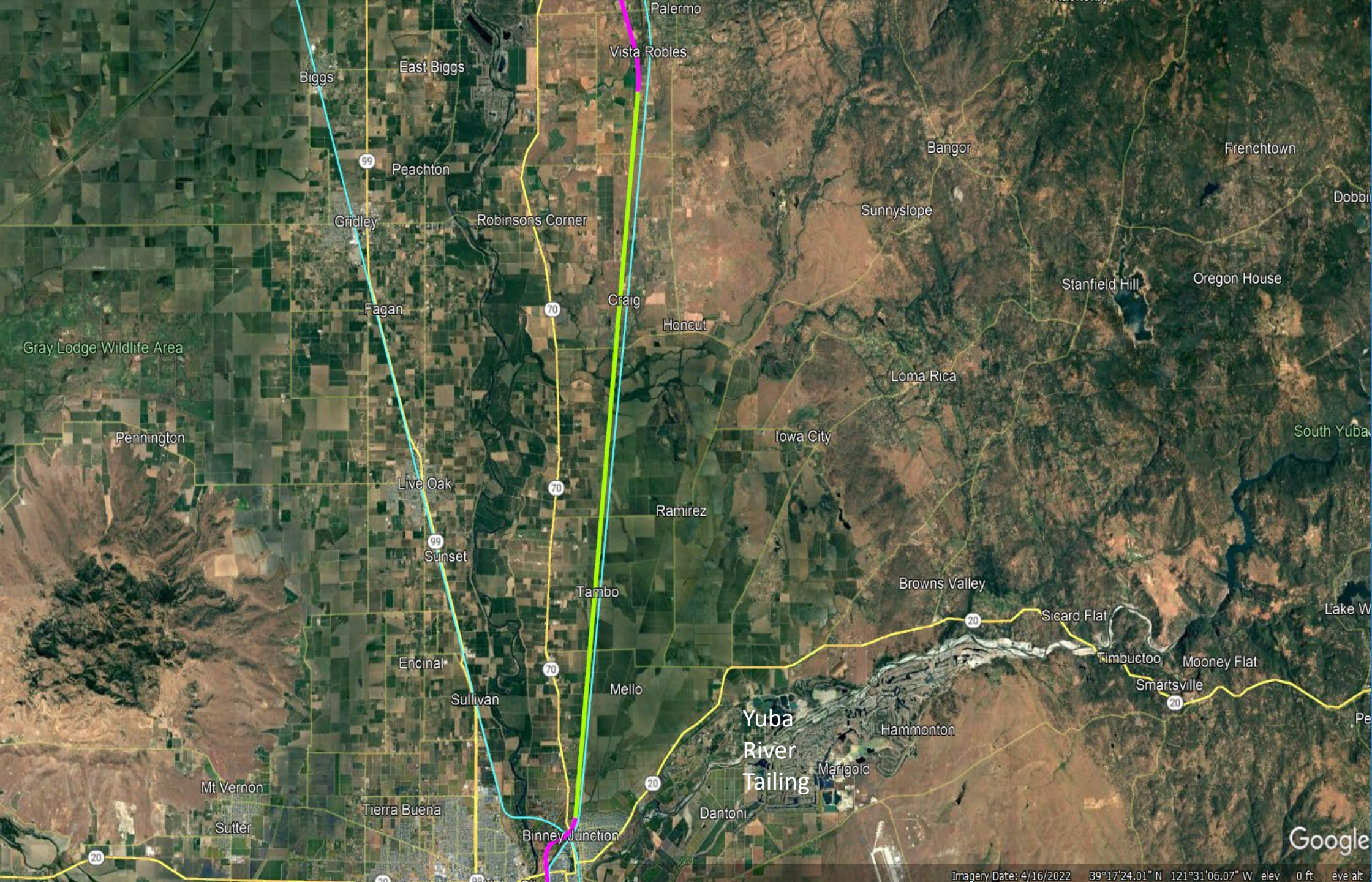


HSR at Marysville between 10th, and 14th St

Marysville has an elevated station with four tracks and a length of 1300 feet.

In the future, we will have CHSR, and commuter train stops at this location.

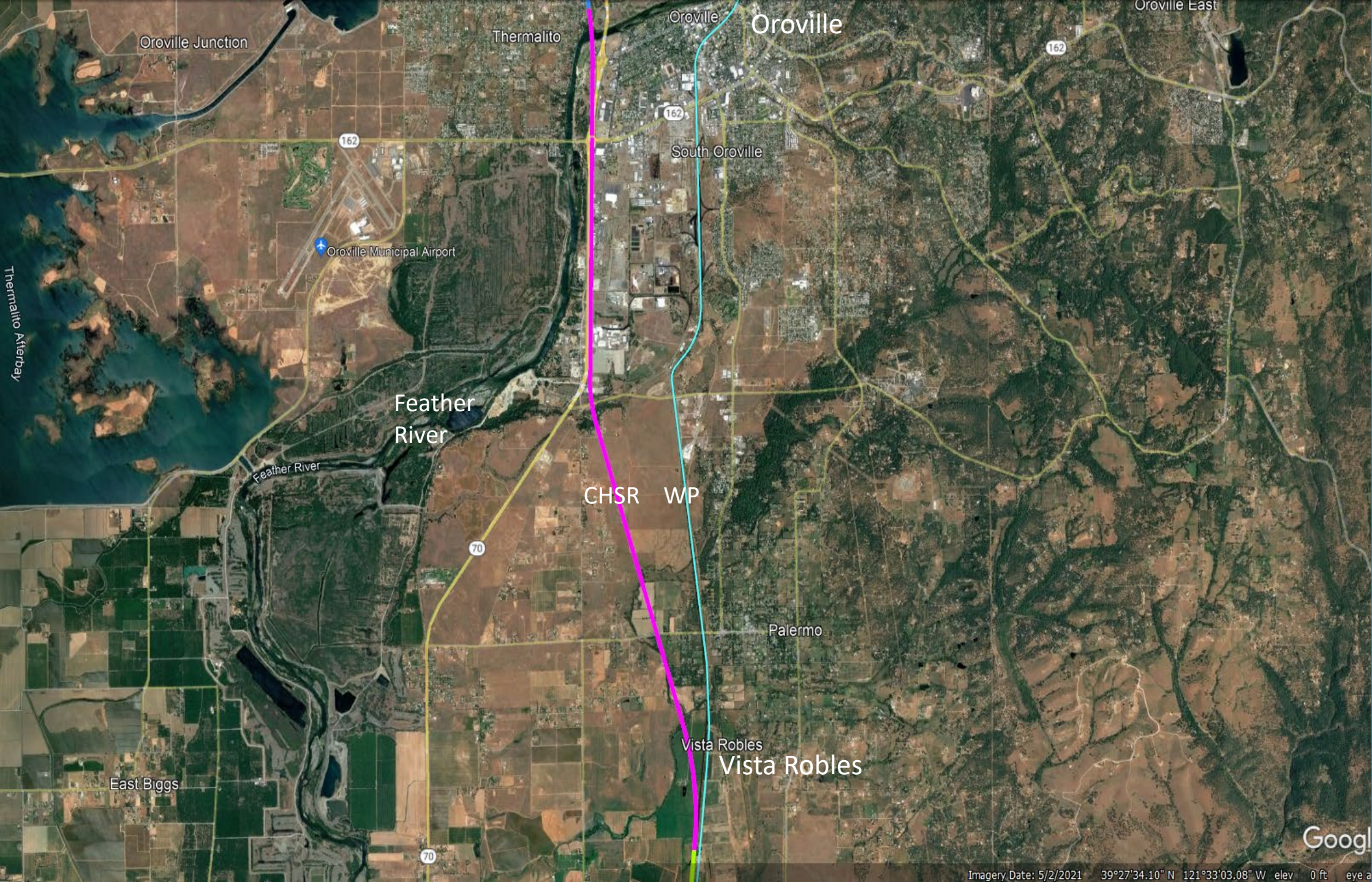
Yub_011a



HSR between Binney Junction and Vista Robles

All crossroads will get overpasses. Some farm way crossings may get lower clearance underpasses.

There are seven Hwy road crossings and three farm ways.



HSR on Flyover between Vista Robles and Oroville

This segment is on a flyover because of expensive farmland, road crossings, and built-up properties.

The flyover length is 7.52 miles. Other countries built such long flyovers.



Feather River

River Reflections Drive

Hwy 70

Park And Ride

Wall Mart

Yub_016a

Oroville HSR Station Area

The station is 900± feet south of Oroville Dam Blvd E and parallels along the east side of Hwy 70

The center tracks are for trains that will not stop in Oroville. The platform length is 1300 feet, which will allow commuter train parking.



Hwy 99 and 149 interchange

Hwy 149

CHSR

Hwy 99

WP

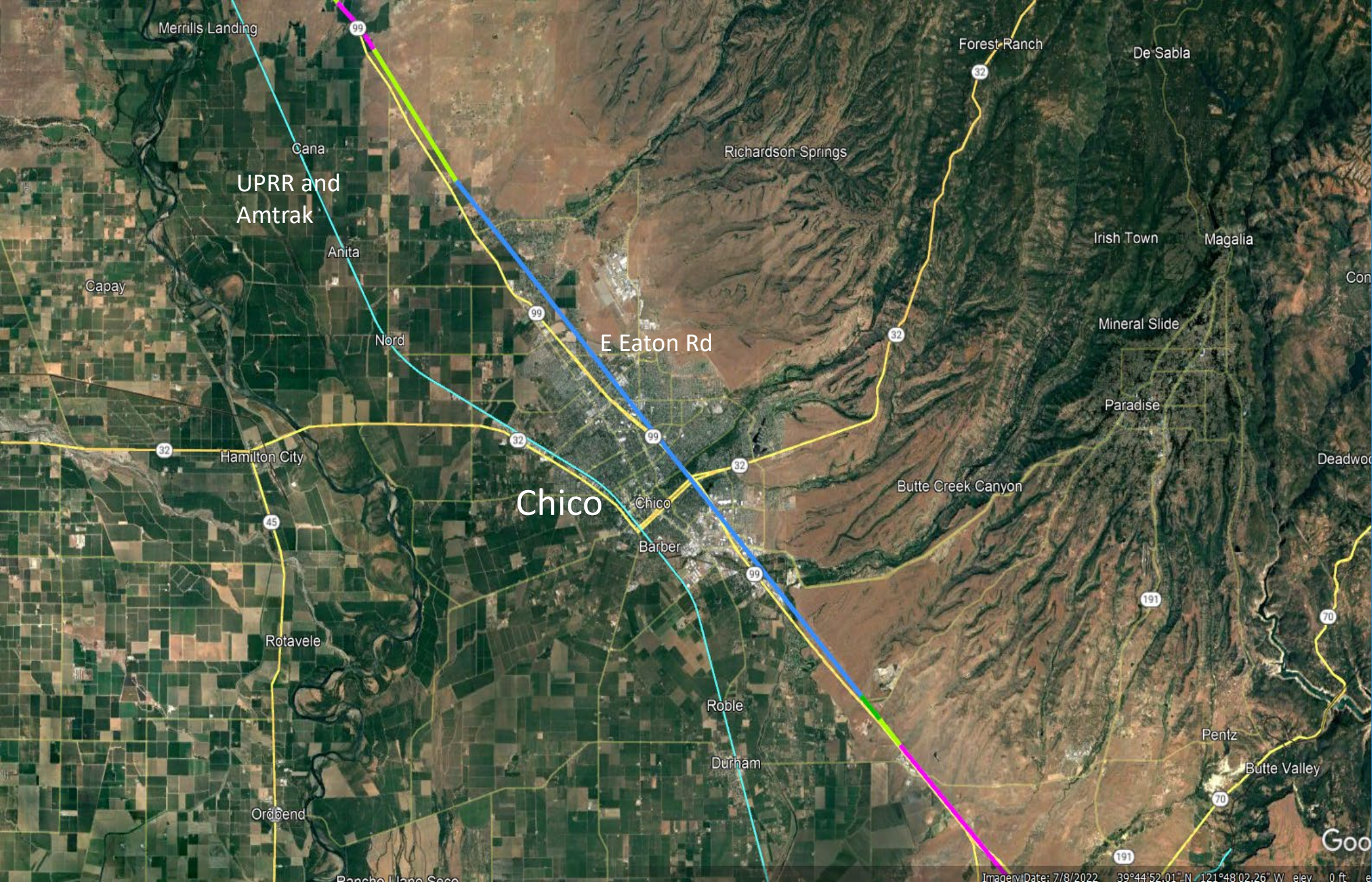
UPRR to Redding

HSR between Oroville and Hwy 99 and 149 Interchange

Here the CHSR is in tunnels, on the ground, and in flyovers.

On the right side is the former Western Pacific RR, now the UPRR corridor.

The UPRR to Redding corridor is too narrow for a CHSR track application.



UPRR and
Amtrak

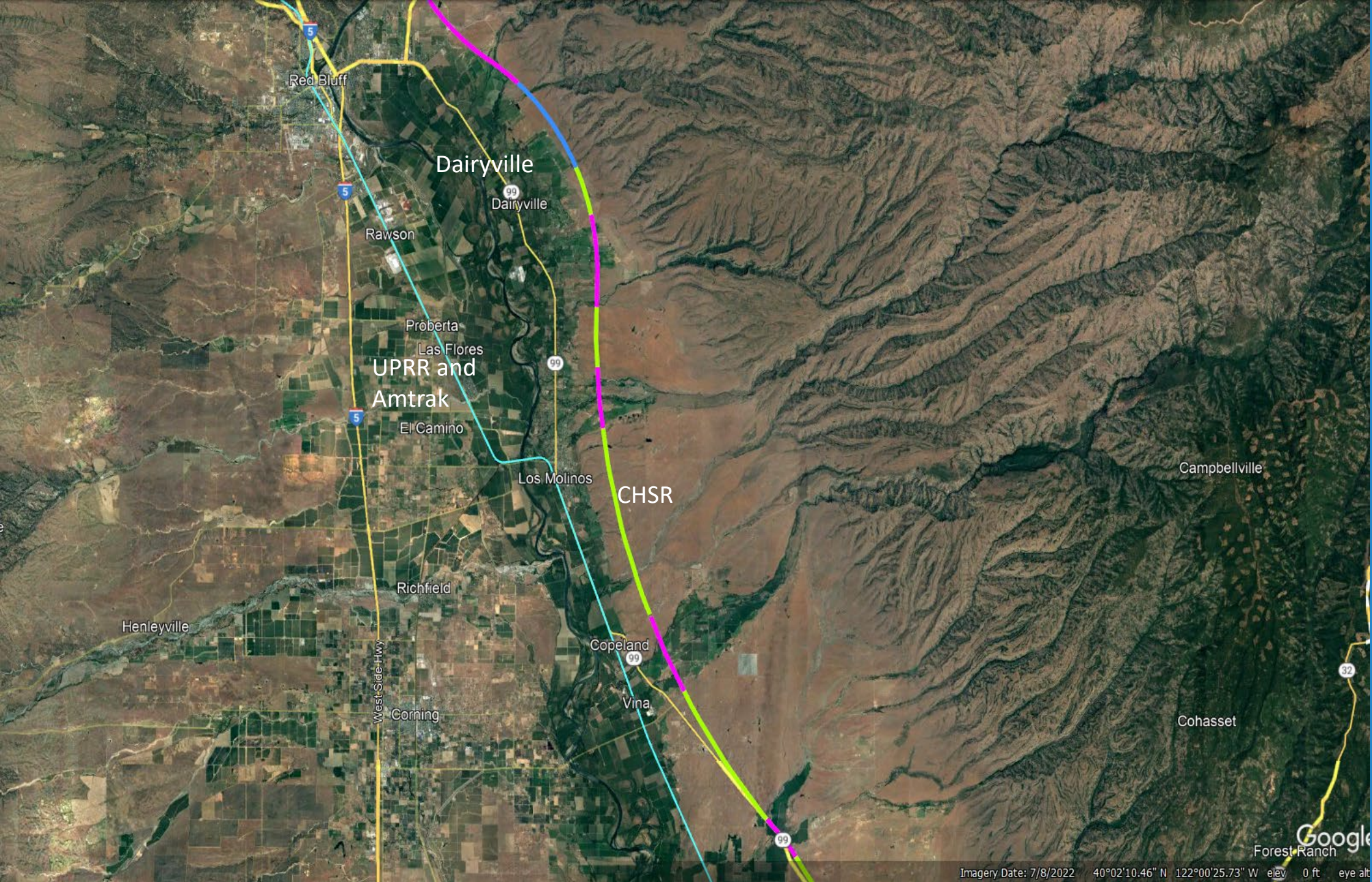
Chico

E Eaton Rd

HSR in Chico

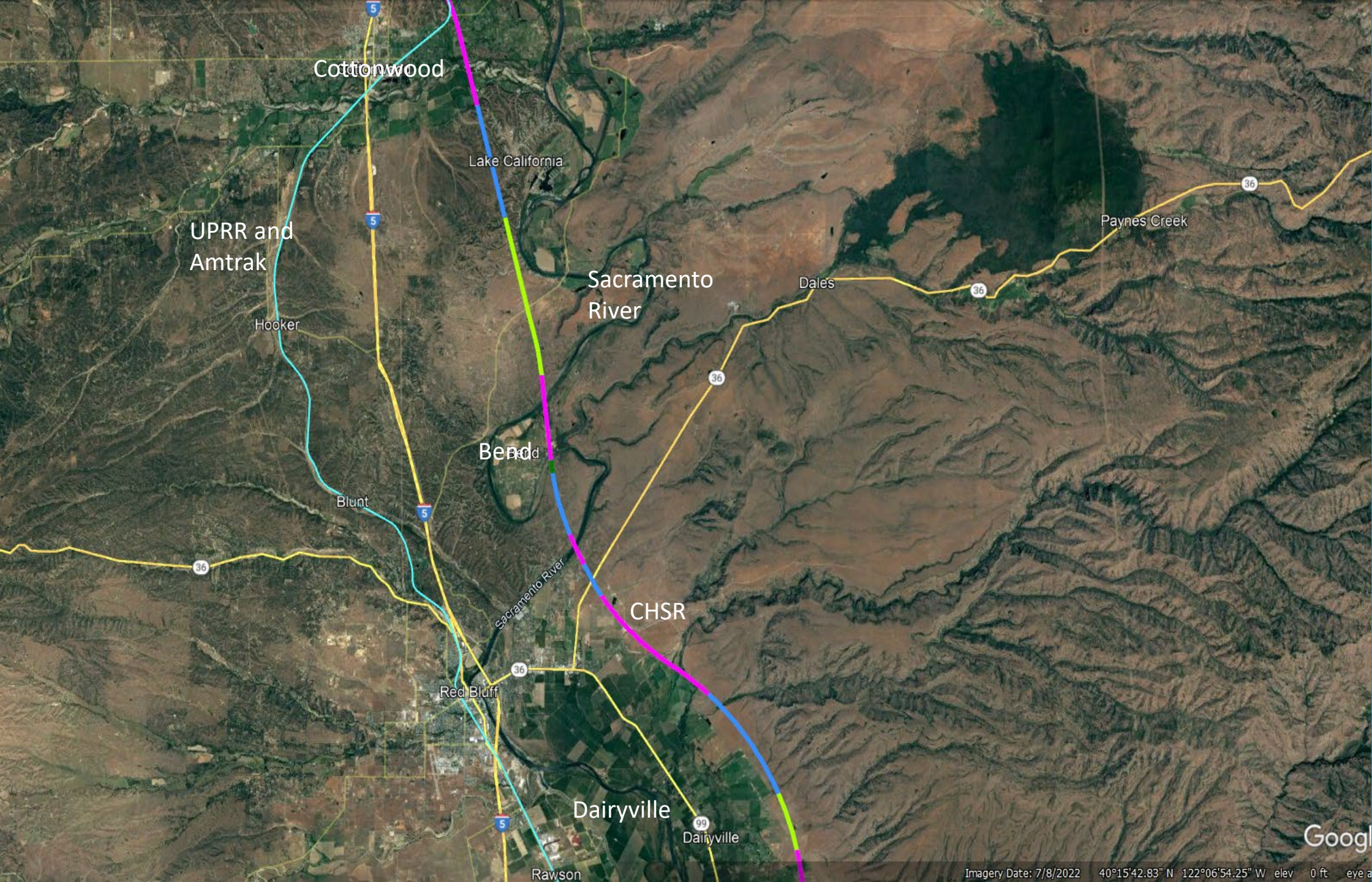
In Chico, we may get a tunnel station at E Eaton Rd, and the tunnel is 50± feet below the City's buildings.

Note the passing of the UPRR corridor through very expensive farmland. Also, the existing corridor is too narrow for adding CHSR tracks.



HSR
between
Chico and
Dairyville

Here the CHSR
will follow a
lesser
expensive
land.
Farmland will
be below the
flyovers.



HSR
between
Dairyville
and
Cottonwood

In the Bend
area, the
CHSR will
traverse the
Sacramento
River and later
merge with
the existing
UPRR corridor.

Note the large
radiuses at the
CHSR corridor.



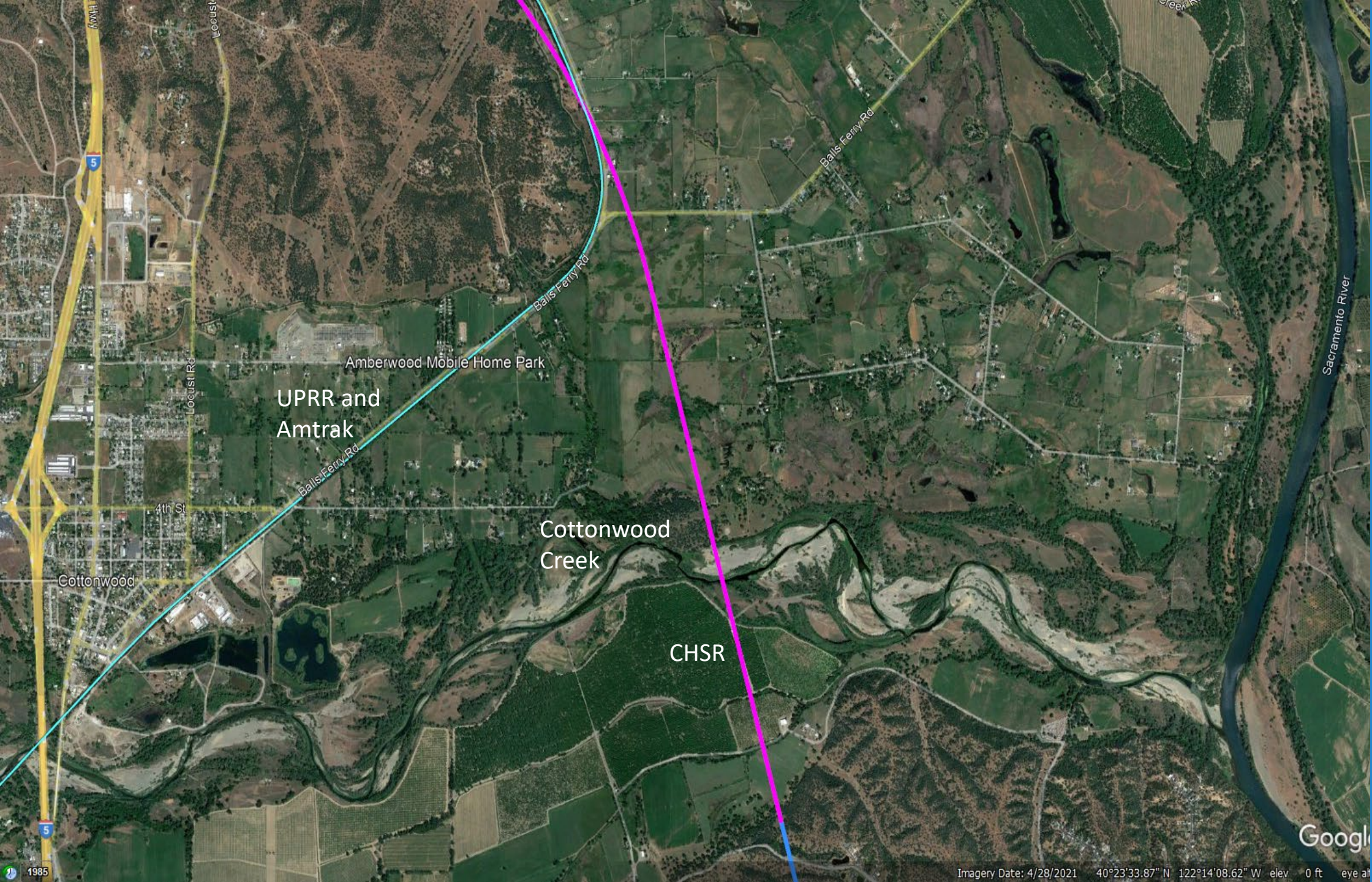
CHSR

Bend

Sacramento River

HSR
Traversing
the Bend
Area

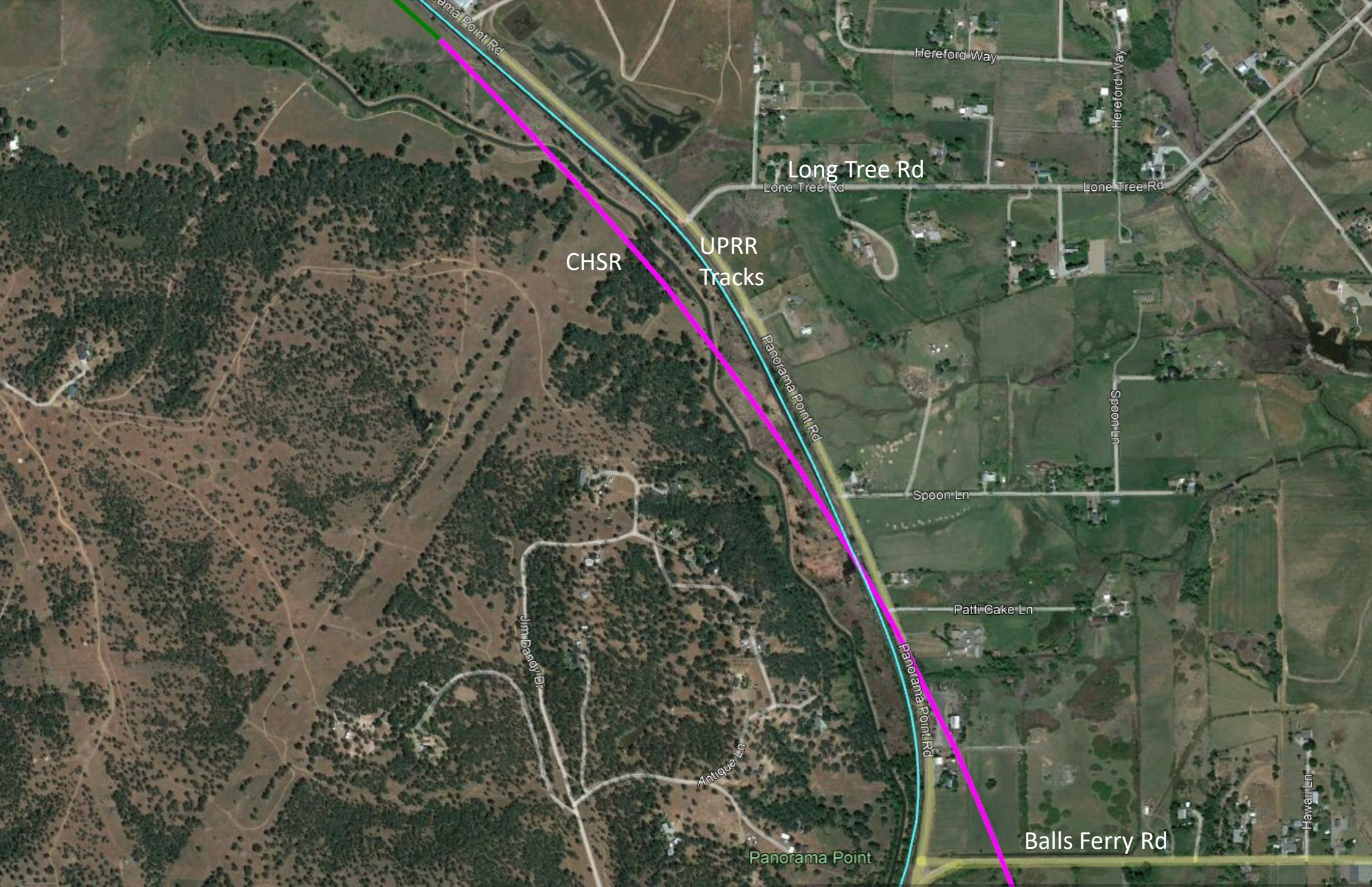
Much
intrusion to
built-up areas
is eliminated
with this
corridor route.



HSR
Crossing of
the
Cottonwood
Creek

The CHSR will
fly over the
UPRR south of
Anderson and
join the UPRR
corridor.

Google



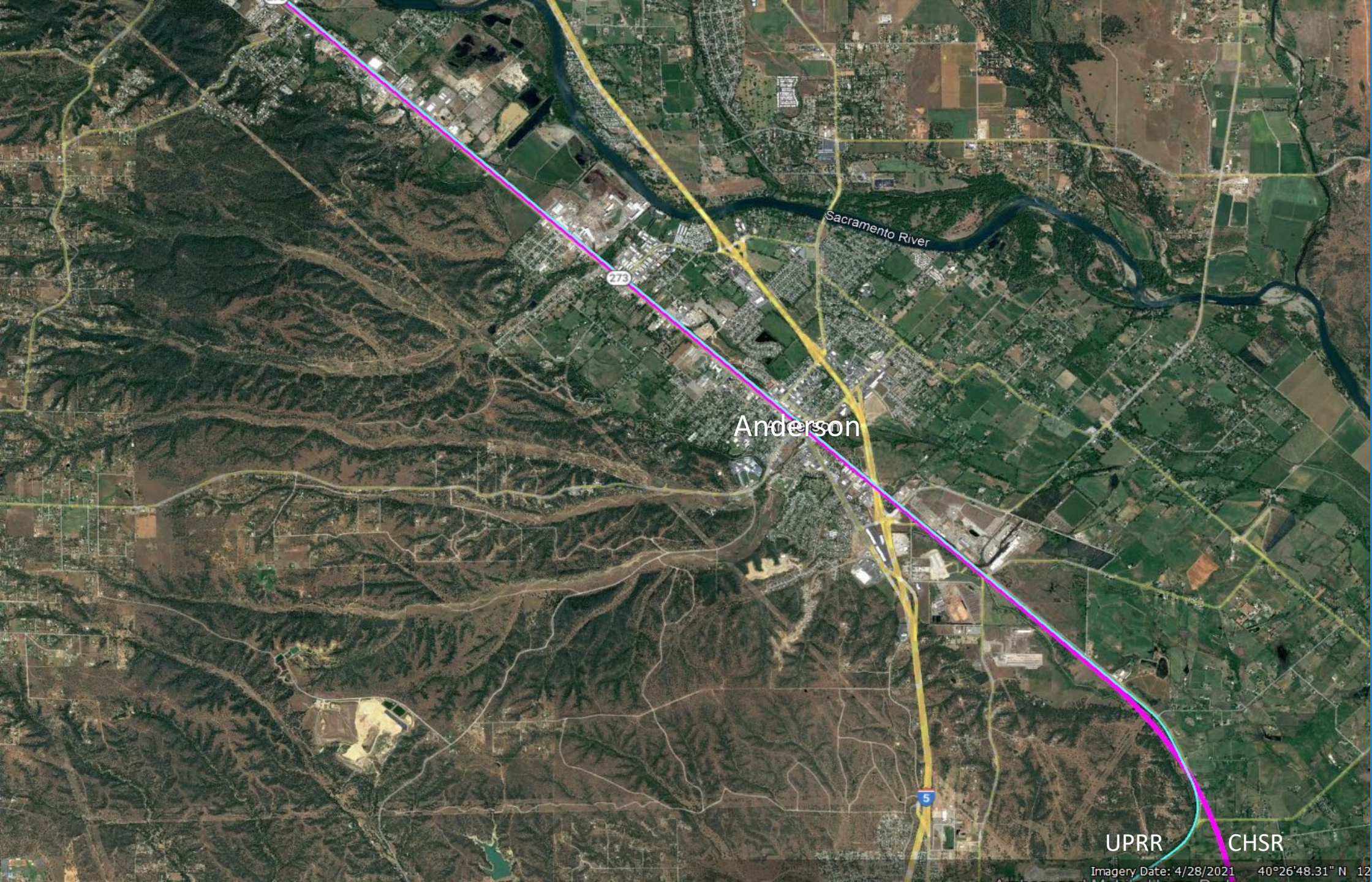
CHSR

UPRR
Tracks

Long Tree Rd

Balls Ferry Rd

HSR
Crossing
over the
UPRR Tracks



HSR at Anderson Area.

There is limited RoW available in this area; therefore, the CHSR is in double track and on the flyover high enough for automotive traffic below.

Part of the flyover is arched over Hwy 273.

UPRR CHSR

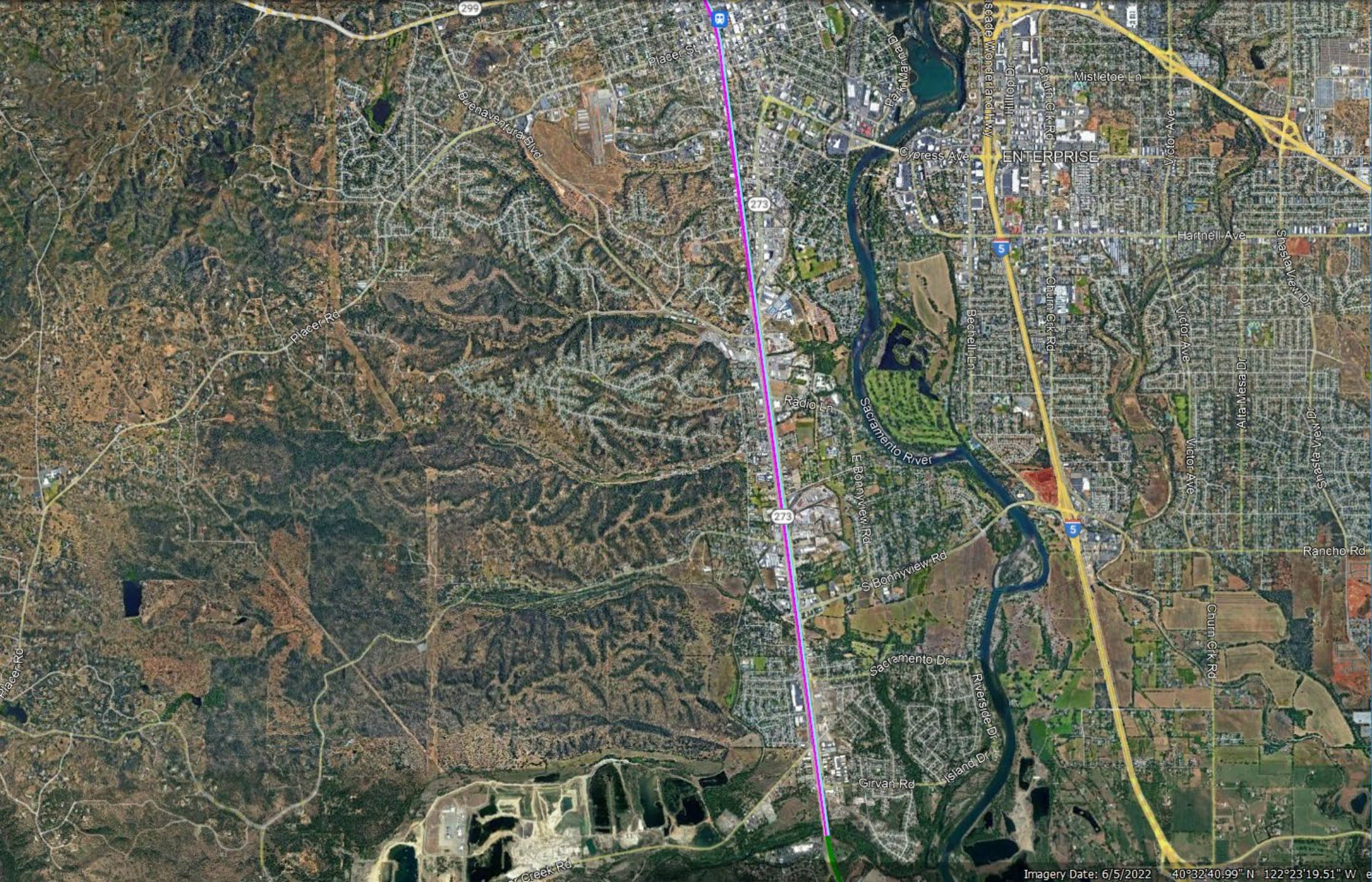


Clear Creek

Sacramento River

HSR at Clear Creek Crossing

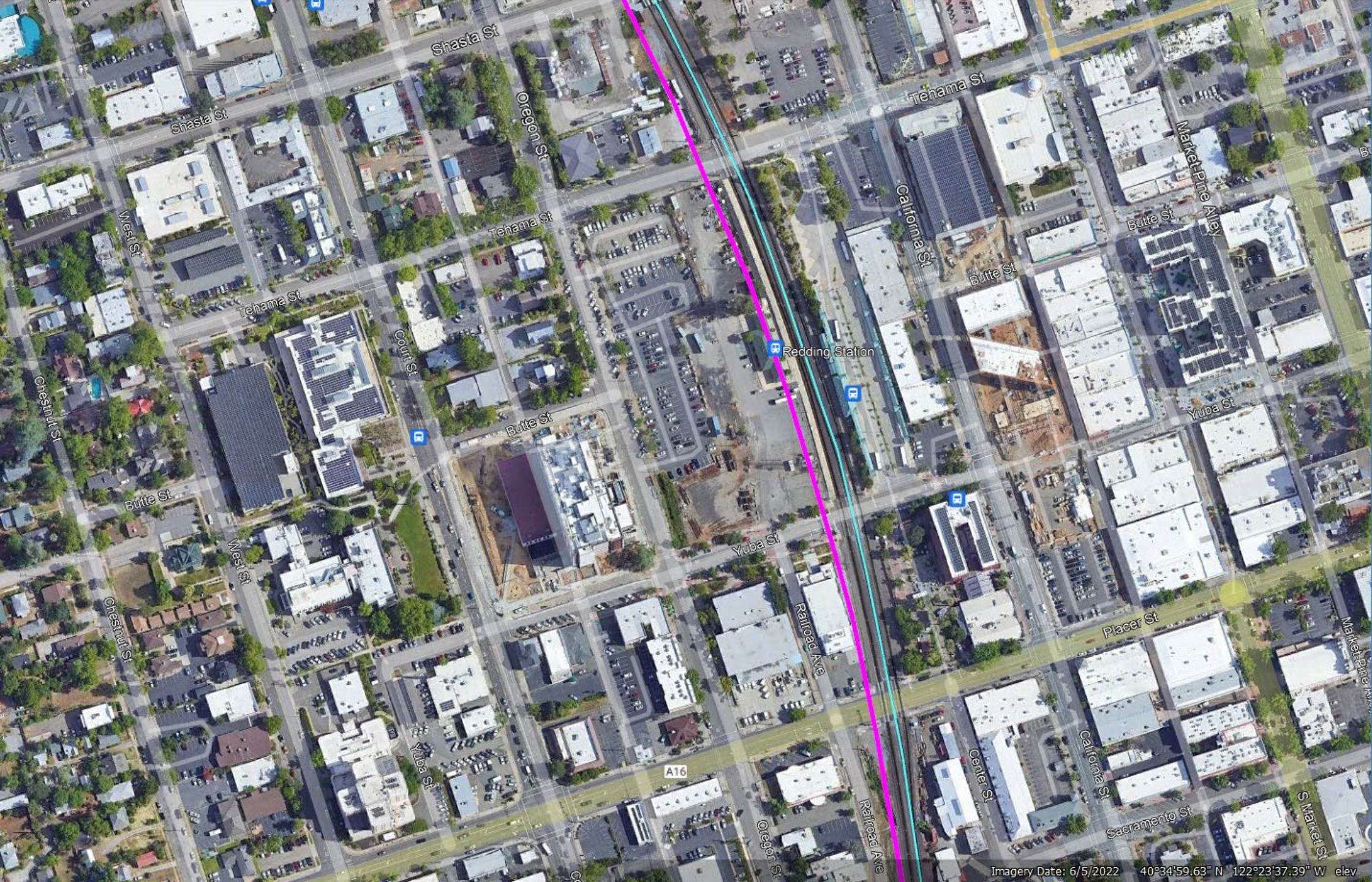
The CHSR will go to a 20-foot-high in-fill and then again to the flyover. The in-fill dike will use concrete block abutments. The double track from the south will go to the single track till Redding because of unavailable RoW. The speed limit is 99 mph and will be so for the next 4 miles.



HSR between Clear Creek and the Redding CHSR Station

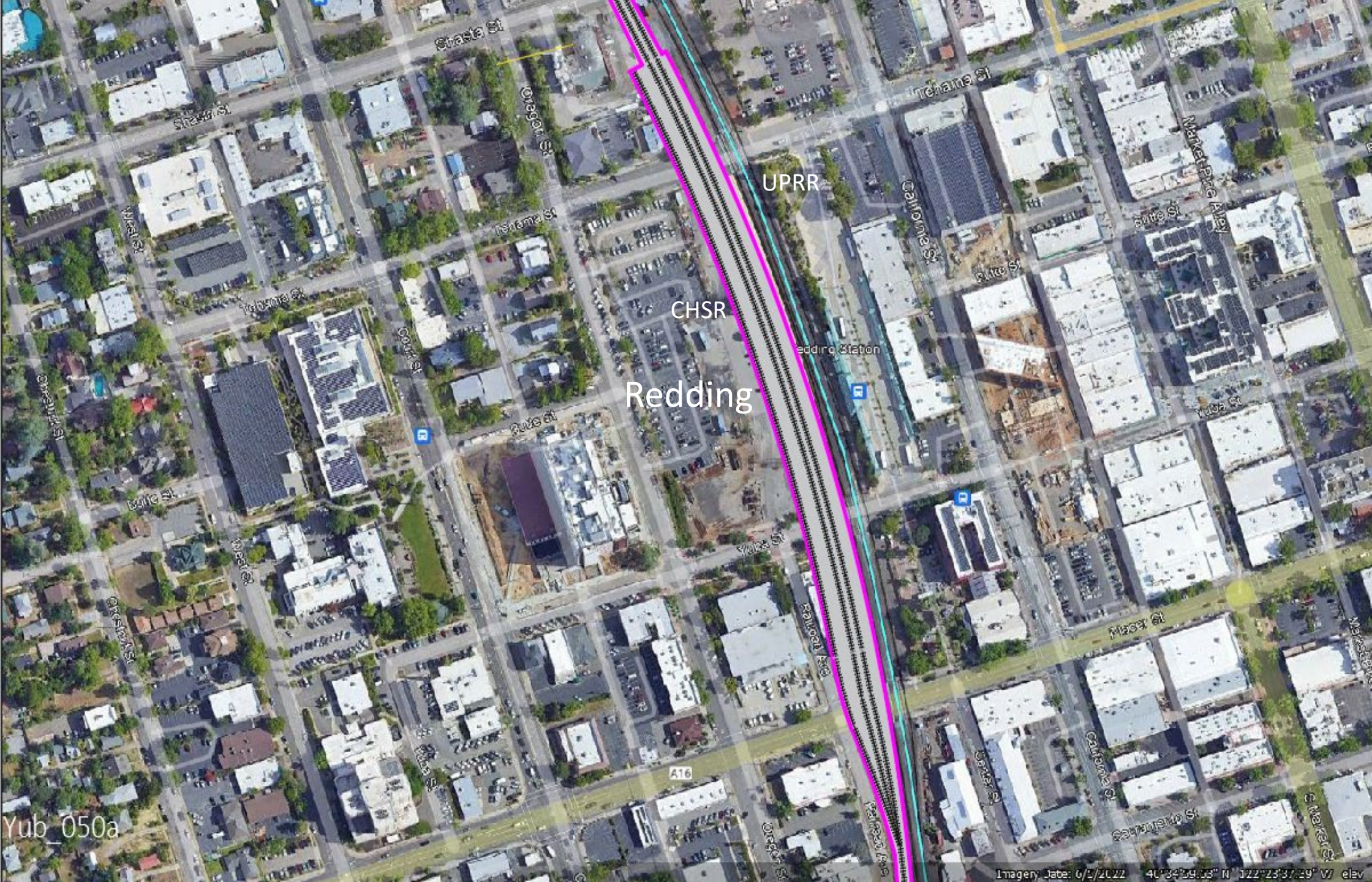
The CHSR parallels Hwy 273 and is on the flyover in part arched over Hwy 273.

The CHSR is on the single-track in this area till near the station.



HSR at the Redding Station

The CHSR enters Redding on a single track and then branches out to three tracks at the station.

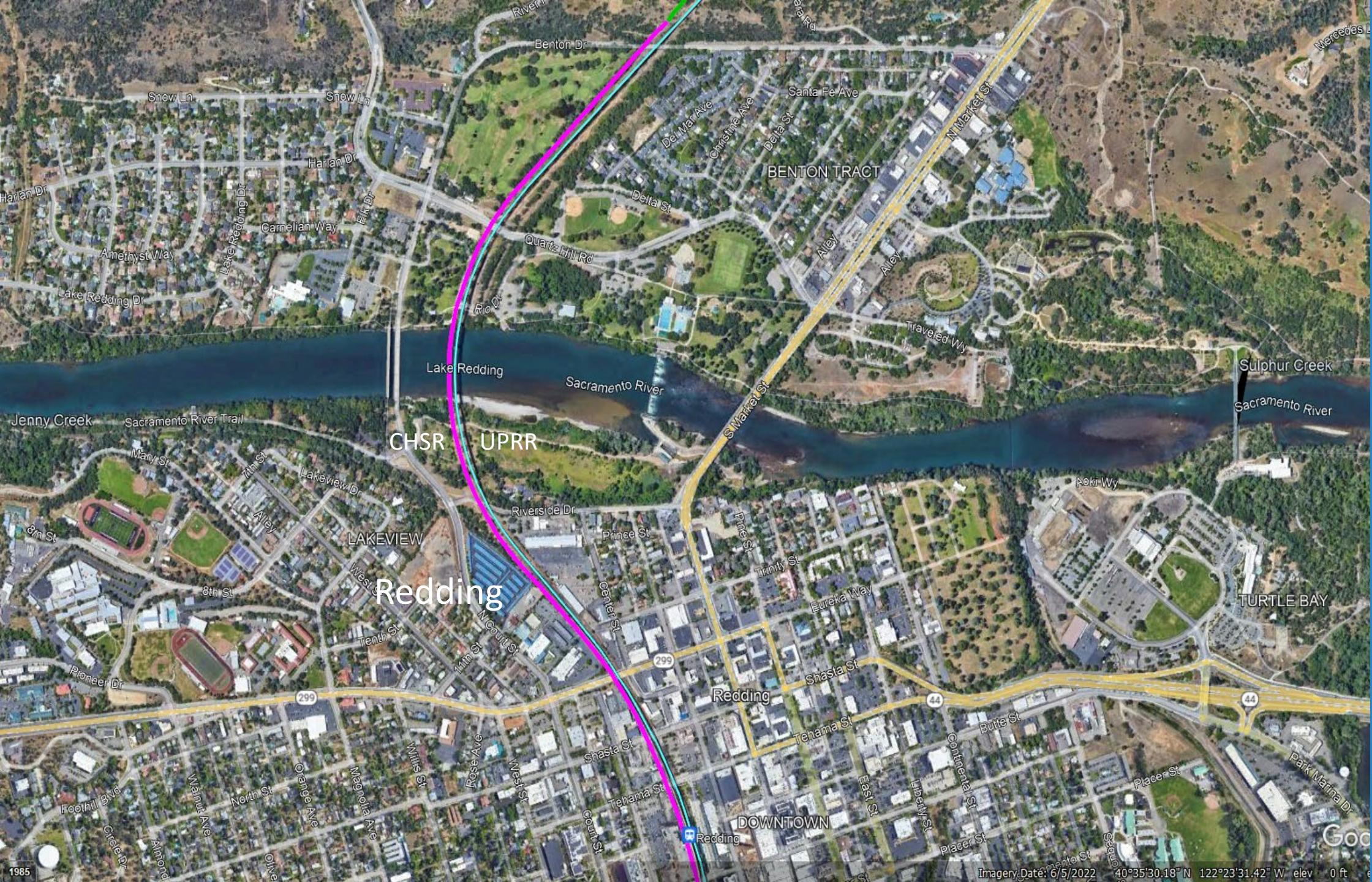


The HSR Platform is above the existing Redding Amtrak Station

The right side and center tracks are through tracks that run between Vancouver, BC, and San Francisco.

The left side track is for the IC trains, which run between Redding and San Francisco

Yub_050a



HSR crossing the Sacramento River in Redding

The CHSR parallels the UPRR corridor on the edge along the west side.



UPRR and
Amtrak

HSR North
of Redding

This is the end
of the Yuba
Valley CHSR
corridor.

To see the
continuation,
please see the
Shasta
corridor.

Benton Dr

Benton Dr

Benton Dr

Delta St

Good

Please see below the educational videos of tunnel-boring machines for different geology. (Skip advertising)

(25) TBM Variable (25) TBM Variable Density[®] EN - YouTube[®] EN - YouTube

Tunnel Boring Machine (TBM)
animation. - YouTube