HSR between Seattle, WA, and Spokane

The High-Speed Rail Corridor between Seattle Central Station and Spokane

The Stampede Pass CHSR Corridor

- This corridor is from the Seattle CHSR Central Station to Auburn, Ellensburg, Moses Lake, Ritzville, Spokane International Airport, and the current Spokane Amtrak Station.
- This corridor will shorten the rail distance between Seattle and Spokane by 62 miles.
- This corridor will reduce elevation climbs.
- This corridor will provide saving energy and reduce pollution.
- This corridor will shorten transit time and reduce corridor maintenance costs.
- This corridor will help the railroads compete in express types of freight.

CHSR Seattle, WA to Spokane, WA

Des by R.N.

The Stampede Pass Miles from Auburn to Ellensburg

- Miles from Auburn to Lester, on ground 10.09 mi, on flyovers 8.58 mi, in tunnels 20.53 mi, a total of 39.20 mi.

- Miles from Lester to Ellensburg via Easton, on ground 27.13 mi, on flyovers 5.14 mi, in tunnels 18.51 mi, a total of 47.68 mi. Easton tunnel Elevation is 2215’. This section, Easton to Ellensburg, is unsuitable for HSR.

- Miles from Lester to Ellensburg via Cle Elum, on ground 16.52 mi, on flyovers 3.62 mi, in tunnels 28.52 mi, a total of 48.66 mi. Cle Elum tunnel elevation is 2164’. This section is suitable for HSR.

- The via Easton corridor has 58 mph speed restrictions because of short radius curves. The via Cle Elum corridor is HSR with very large radiuses.

Legend

 CHSR Station in Tunnel

 CHSR Station on Flyovers

 CHSR Station in on Ground

On ground

Cuts

Fills

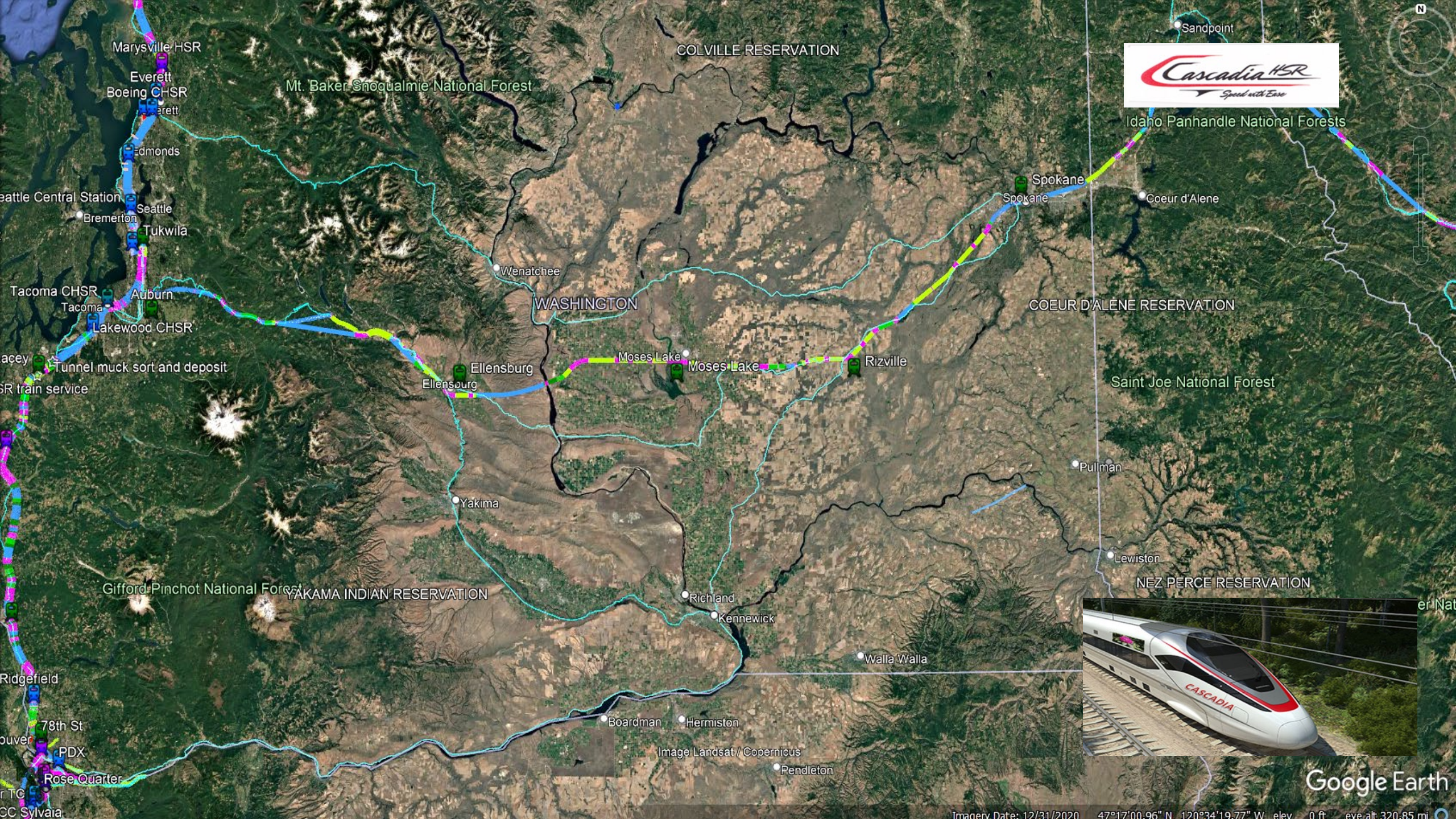
Flyovers

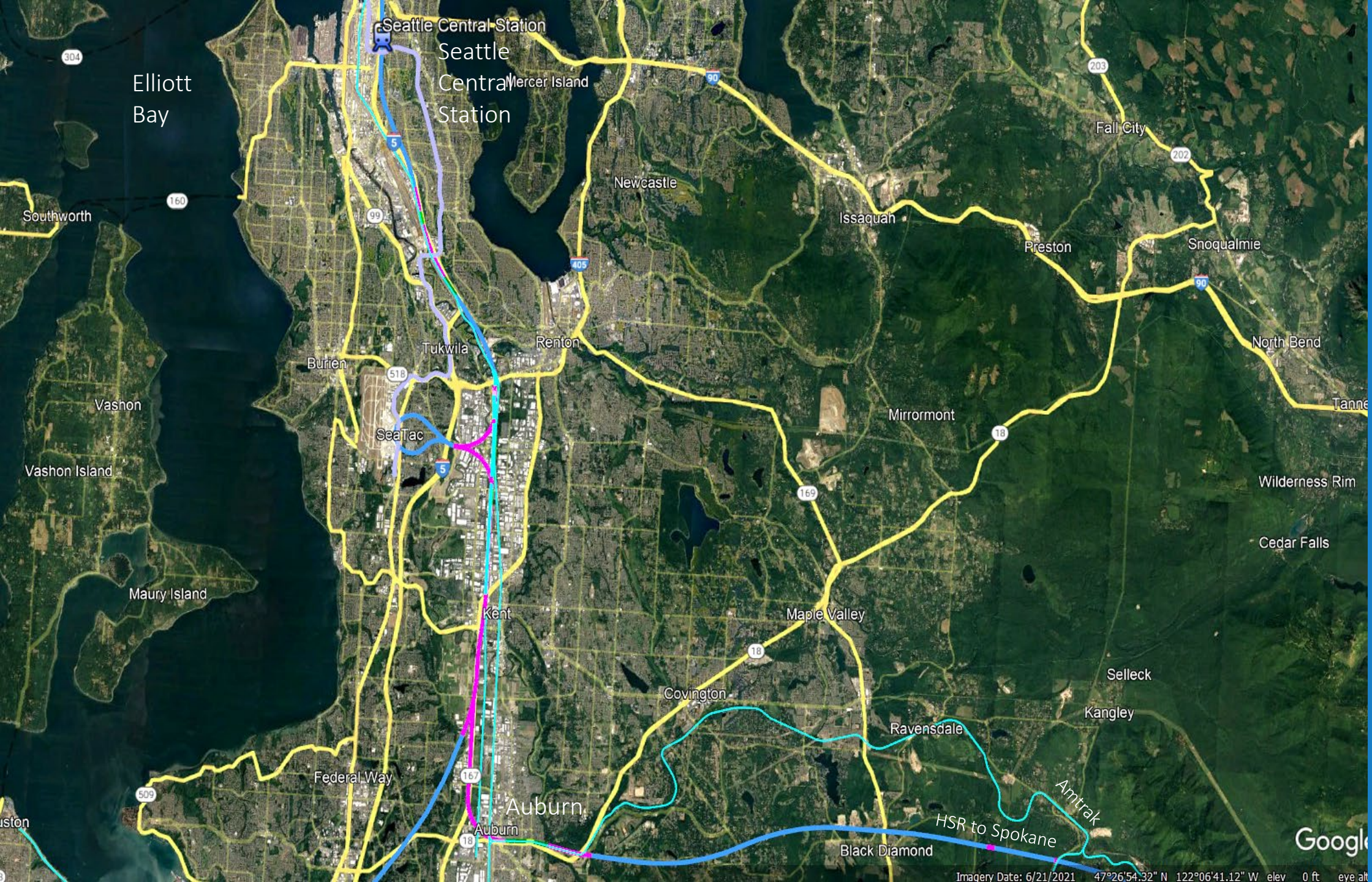
Tunnels

Existing Freight Railroads, other than BNSF and UP RR

Existing Freight Railroads, and Amtrak

HSR Legend 08
Des by R.N.

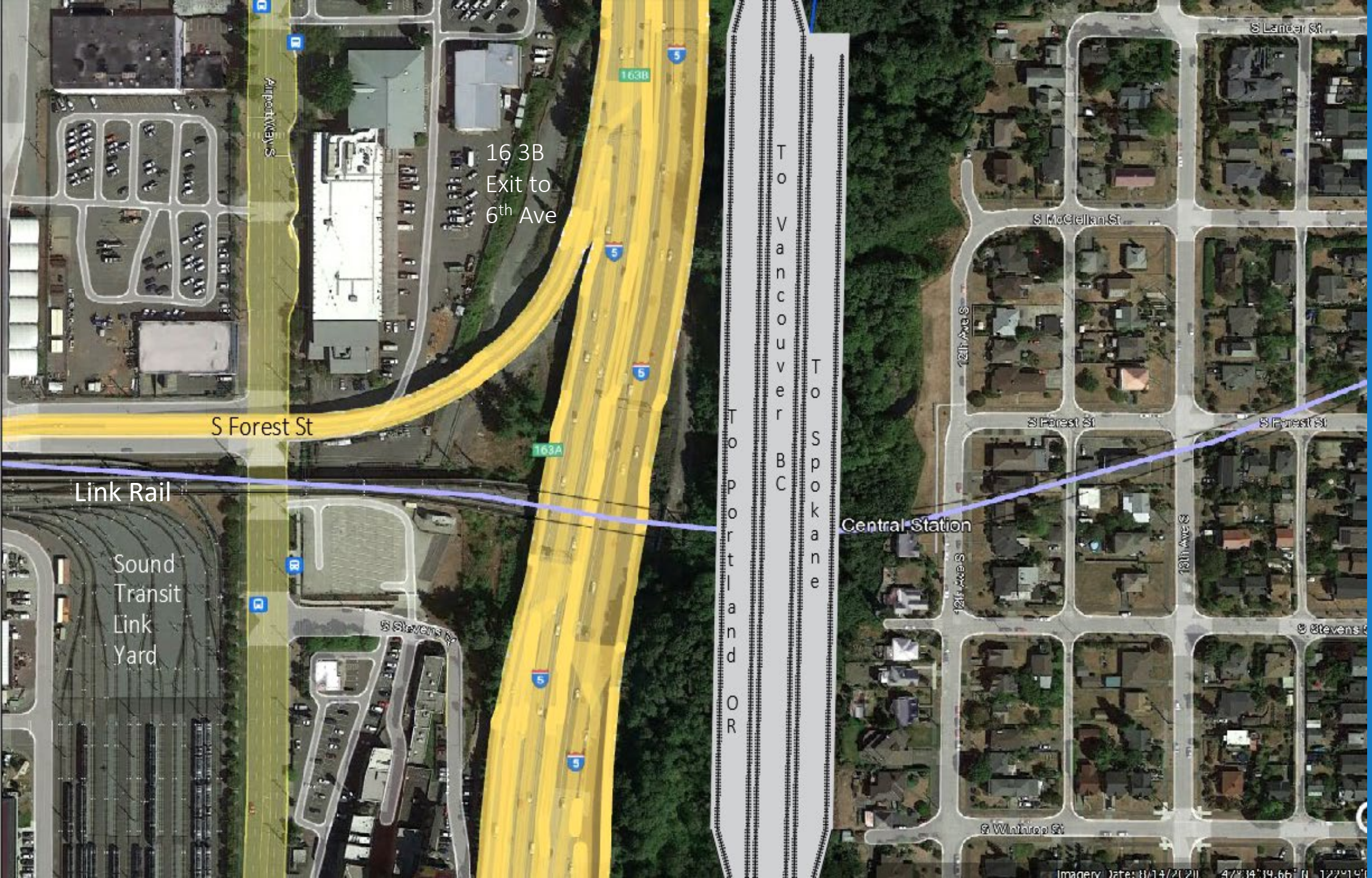

Cascadia HSR
Speed with Ease
Marysville HSR
Everett
Boeing CHSR
Mt. Baker-Snoqualmie National Forest
COLVILLE RESERVATION
Sandpoint
Idaho Panhandle National Forests
Edmonds
Seattle Central Station
Seattle
Bremerton
Tukwila
Spokane
Spokane
Coeur d'Alene
Wenatchee
WASHINGTON
COEUR D'ALENE RESERVATION
Tacoma CHSR
Tacoma
Auburn
Lakewood CHSR
Tunnel muck sort and deposit
SR train service
Ellensburg
Ellensburg
Moses Lake
Moses Lake
Rizville
Saint Joe National Forest
Pullman
Yakima
Lewiston
NEZ PERCE RESERVATION
Gifford Pinchot National Forest
YAKAMA INDIAN RESERVATION
Richland
Kennewick
Walla Walla
Ridgefield
78th St
PDX
Rose Quarter
Boardman
Hermiston
Image Landsat / Copernicus
Pendleton
CASCADIA
Google Earth
Imagery Date: 12/31/2020
47°17'00.96" N 120°34'19.77" W elev 0 ft eye alt 320.85 mi



CHSR Corridors in the Greater Seattle, WA, Area

There are two HSR corridors in this region.

One is Eugene, OR, Portland, Seattle Central, WA, and Vancouver, BC. The other corridor is Seattle Central to Spokane.

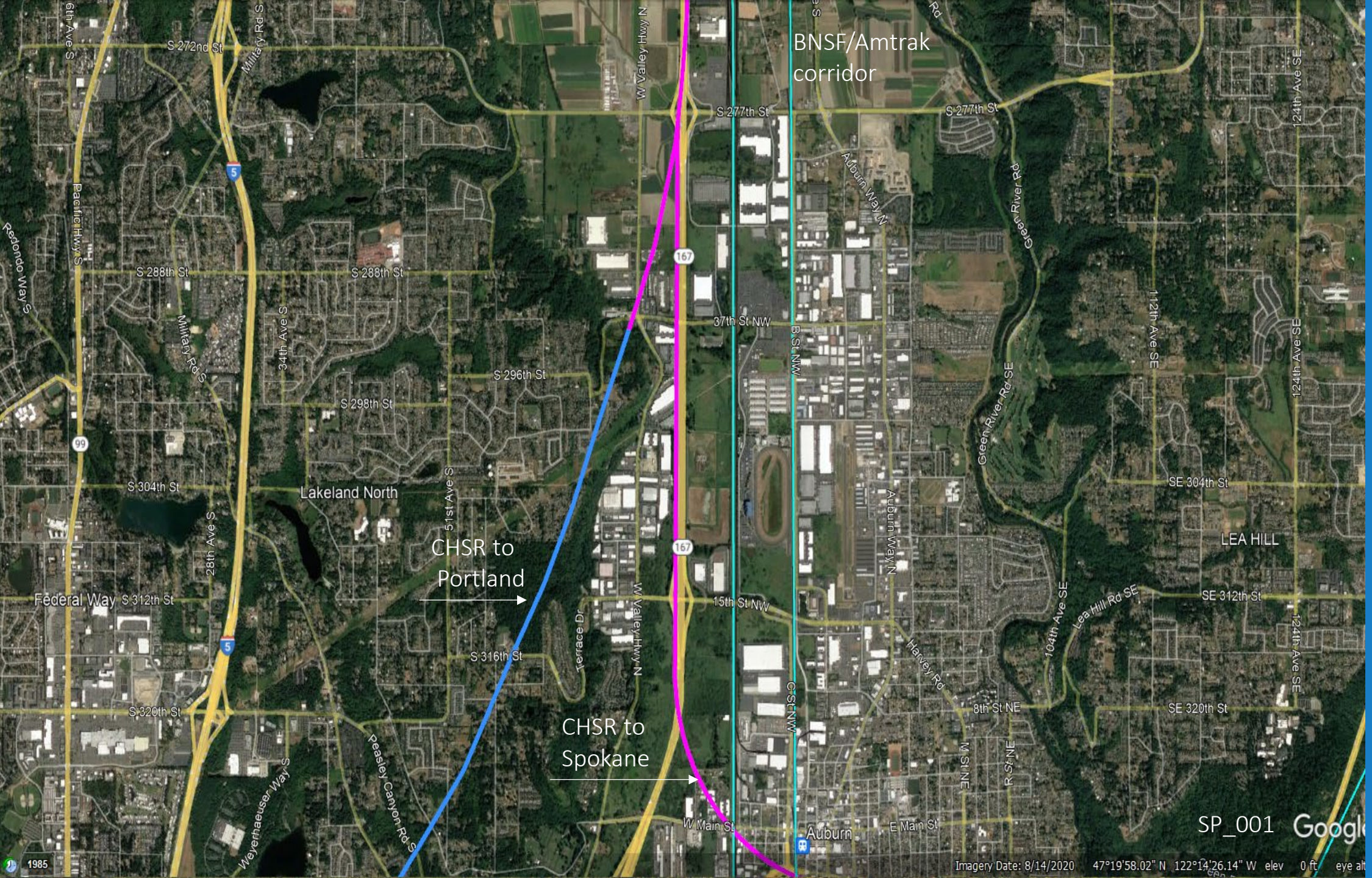


CHSR at the new Seattle Central Station

This station is below ground but above the Link-Rail Line.

The station has six tracks; two will serve the proposed Seattle to Spokane HSR corridor, two will serve the CIE to Vancouver, BC, and the local CCE, and two to Portland CIE and local CCE.

Parking, Hotel, and Restaurant are above the station.

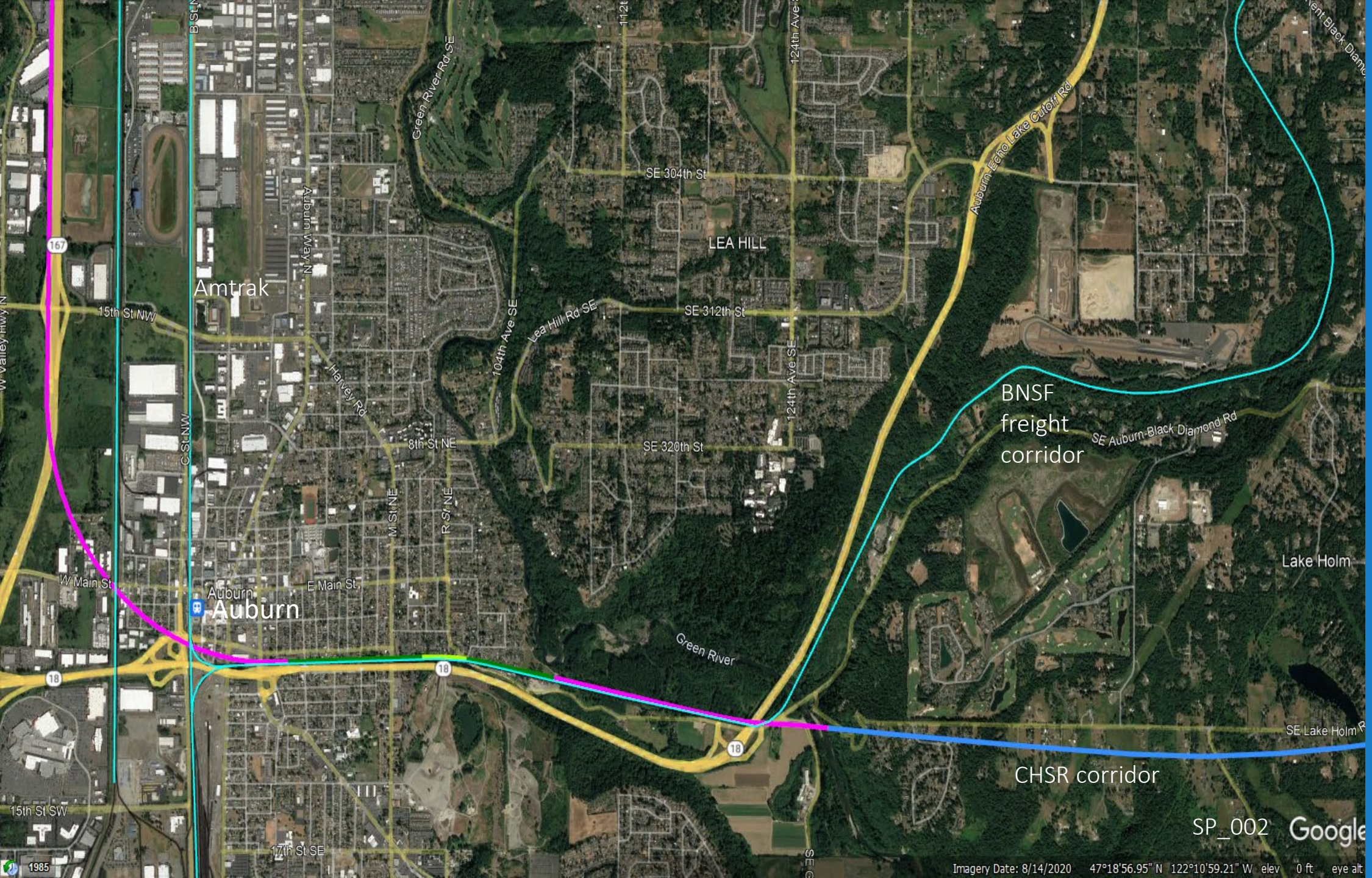


The Stampede Pass Corridor between S 277 St and W Main St

The S 277th St is a junction for the Stamped Pass Corridor; it will go off the CHSR corridor to Portland, OR.

The Stampede Pass corridor does use the CHSR corridor together between S 277 St and Seattle Central Station.

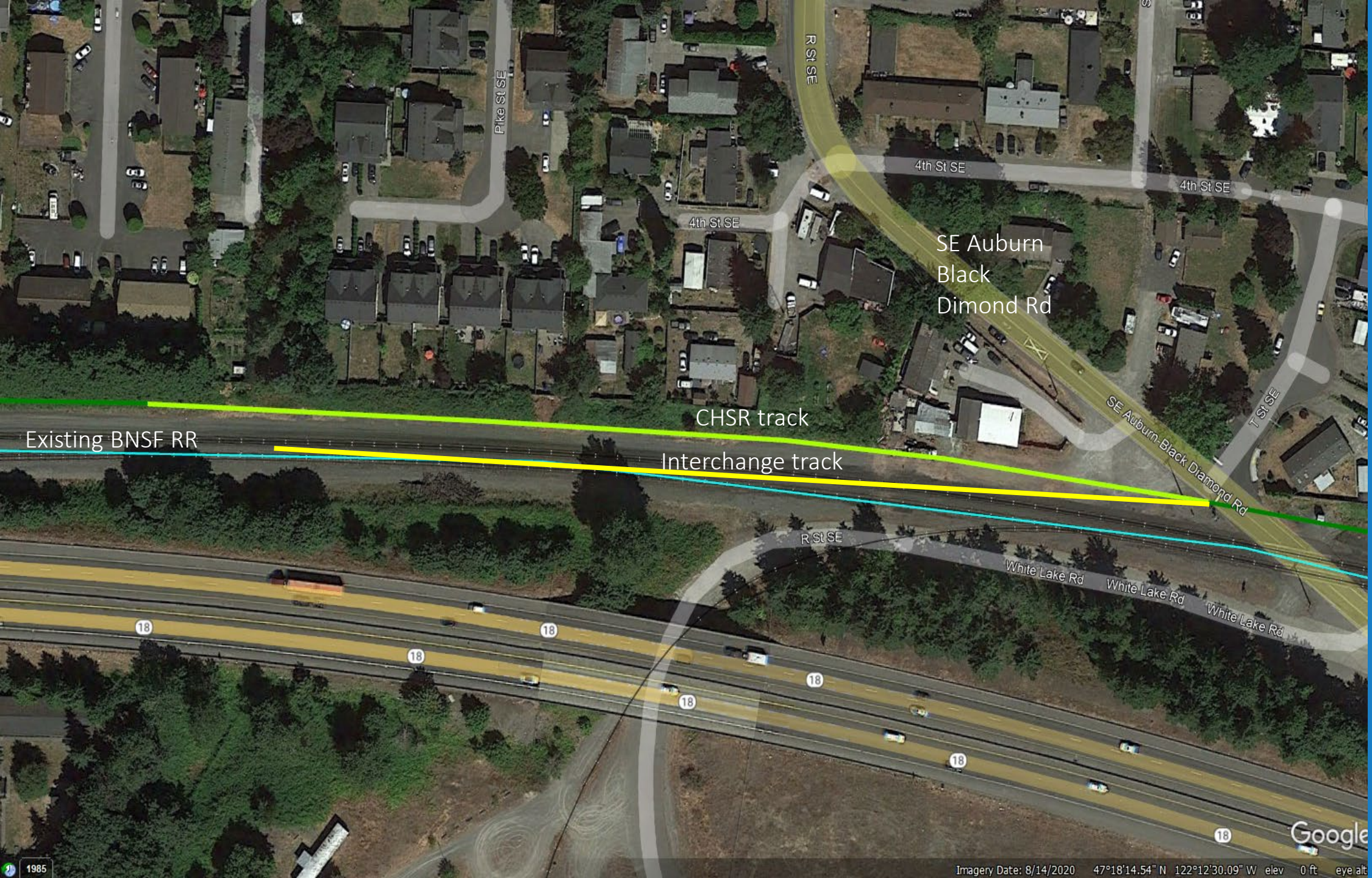
The Stampede corridor goes flyover the BNSF/Amtrak corridor



The Stampede Pass CHSR Corridor between W Main St and Lake Holm

Auburn may have an elevated CHSR station serving commuter transit. This station has two tracks.

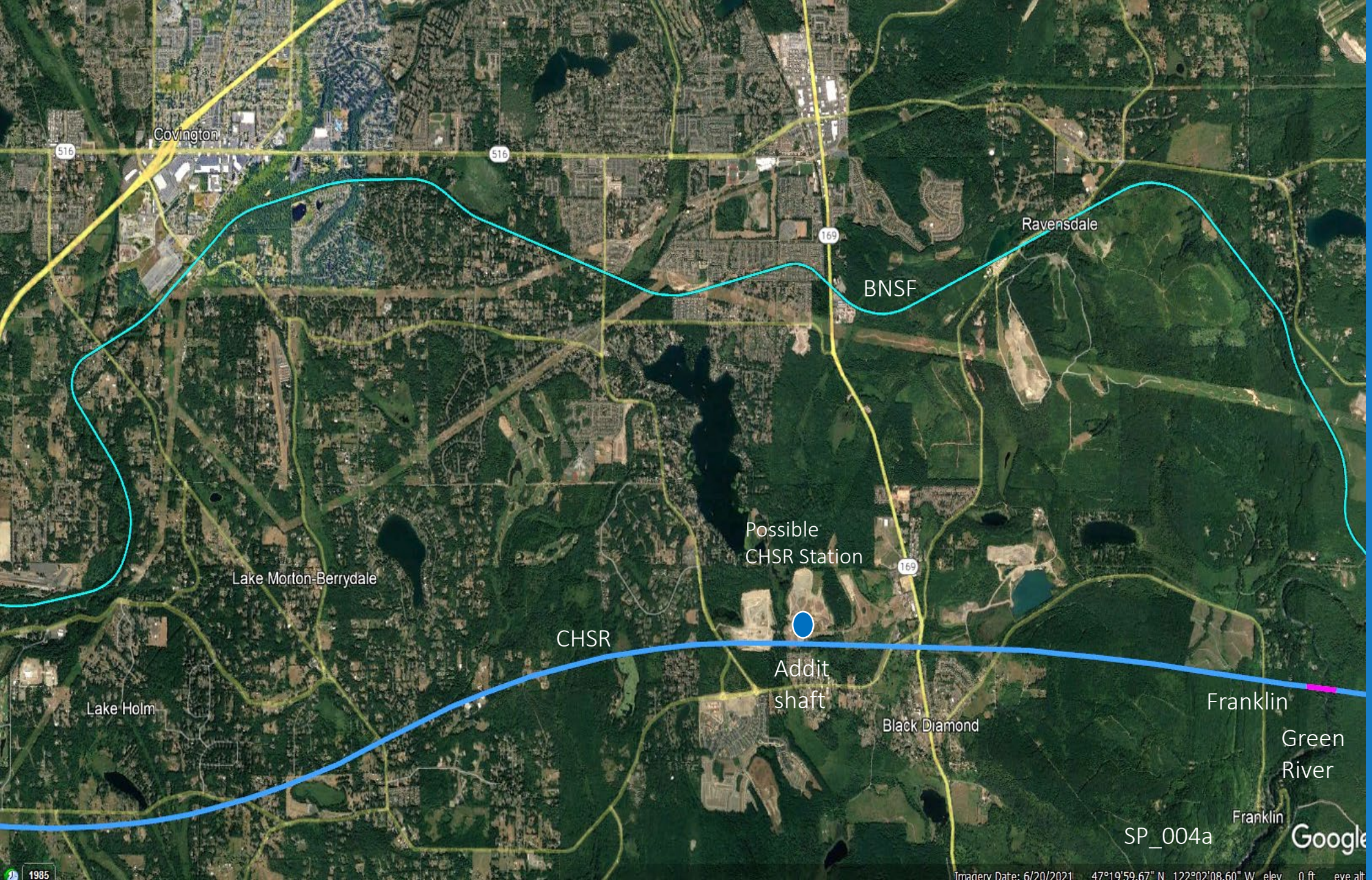
Express freight will exit at SE Auburn Black Diamond Rd and use regular BNSF/UPRR freight tracks.



The Stampede Pass CHSR Corridor at SE Auburn Black Dimond Rd

Here is the interchange point for the Stampede CHSR express freight with the BNSF RR to run to and from Spokane.

The SE Auburn Black Diamond Rd will get an overpass, starting at 4th St SE. Extend R St SE to the west to intersect with SE Auburn Black Dimond Rd.

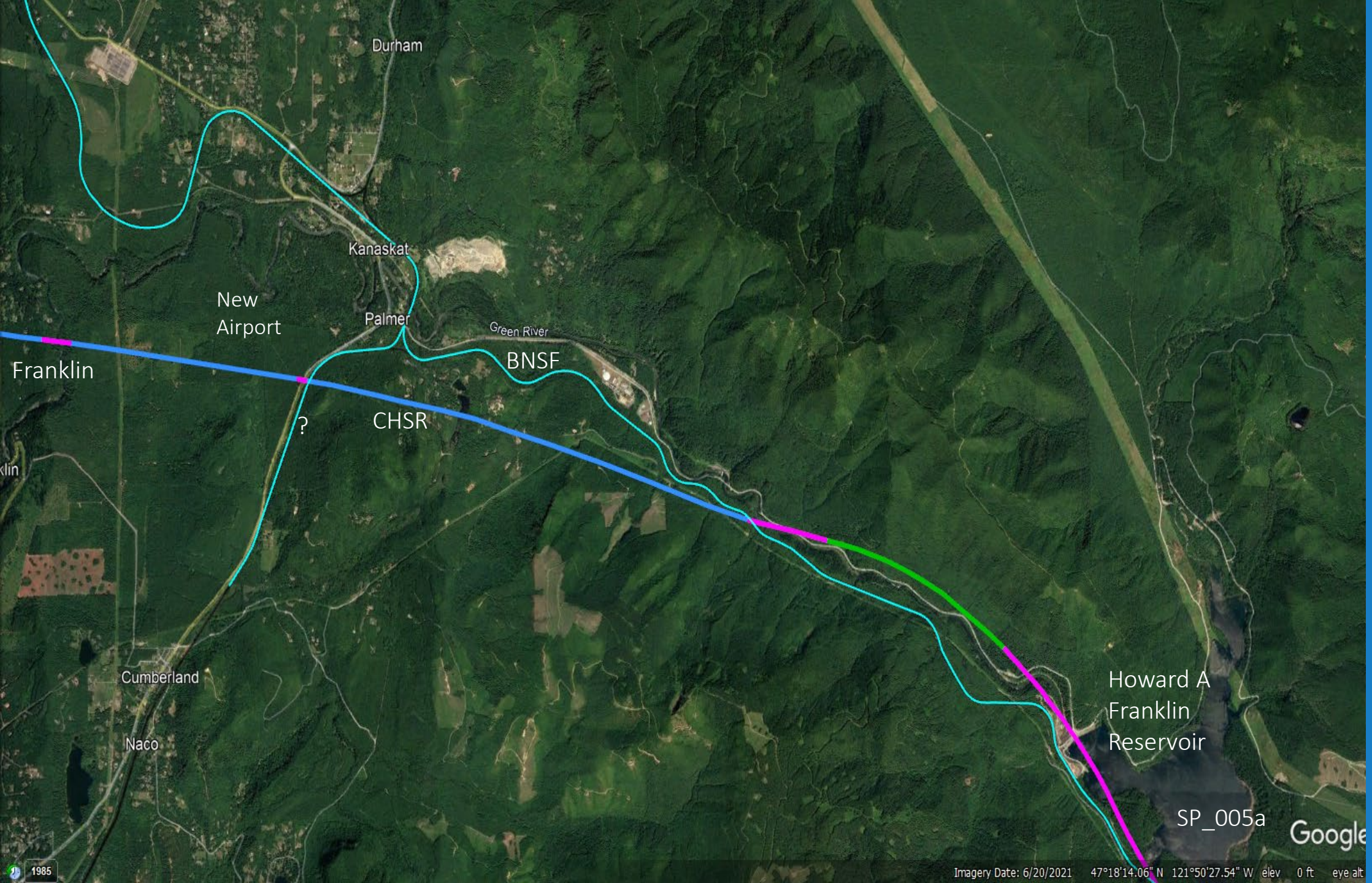


The Stampede Pass CHSR Corridor between Lake Holm and Franklin

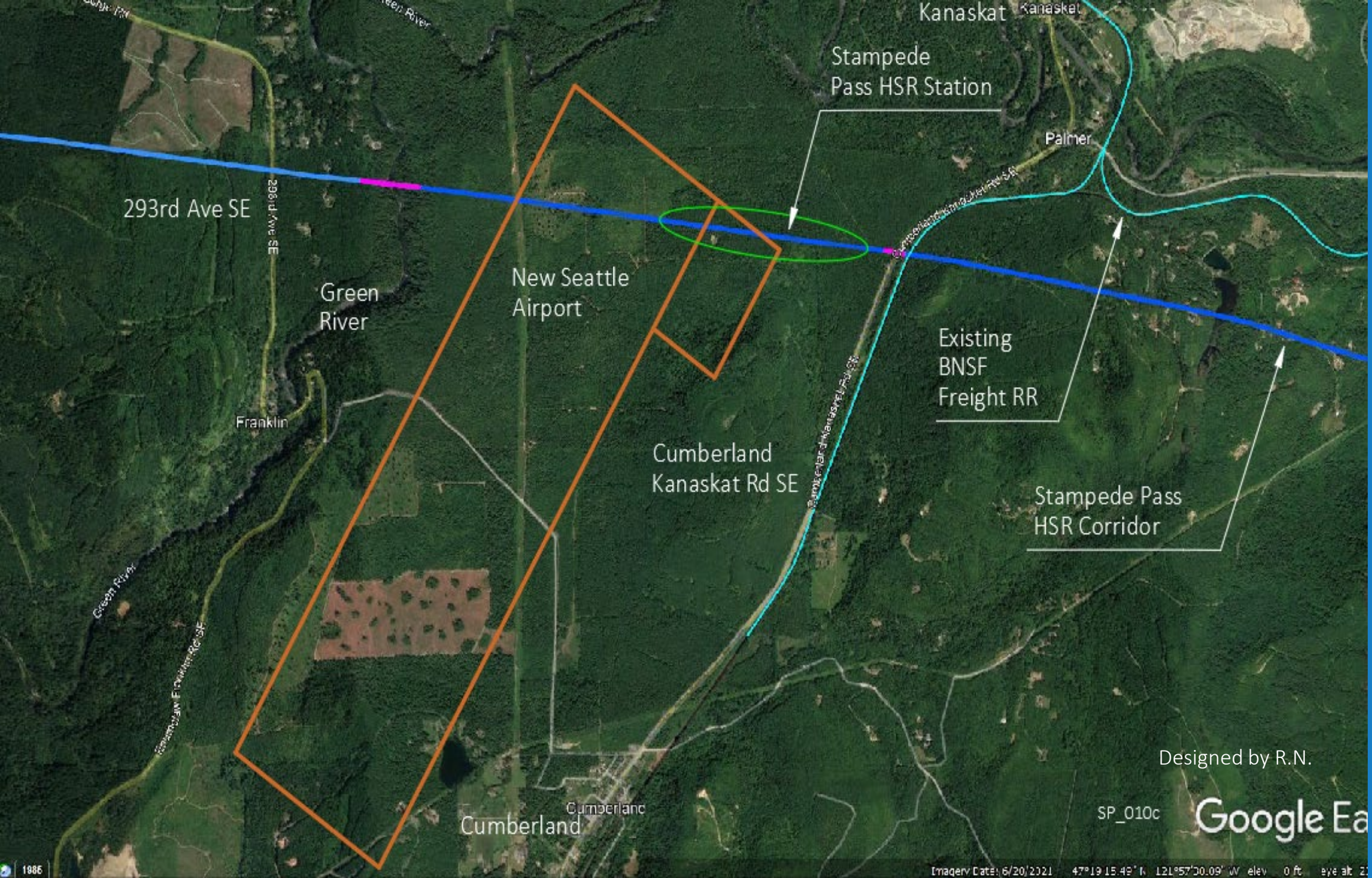
The CHSR is in a tunnel to avoid all grade crossings.

The addit shaft allows two headings for the tunnel boring machines (TBM). Later, CHSR station possibility.

Note the many curves at the BNSF corridor.



The Stampede Pass CHSR Corridor between Franklin and Howard A Hanson Reservoir



The Stampede Pass CHSR Corridor between 293rd Ave and Cumberland Kanaskat Rd SE

Here we may construct the new, additional Seattle International Airport.

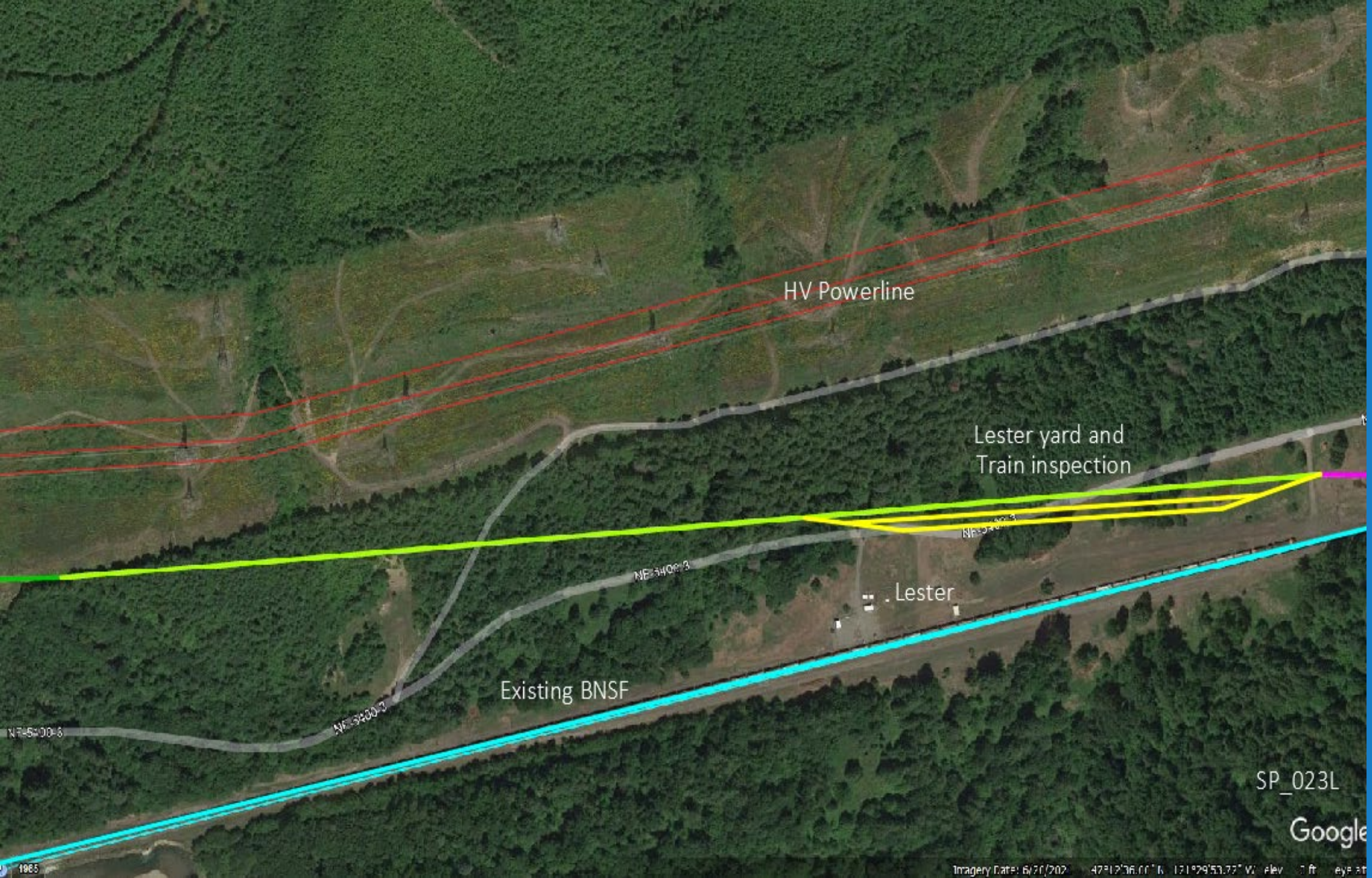
This Airport will connect via CHSR to/from the Seattle Central Station.

This underground station will have four tracks to allow commuter transit.

The Stampede Pass CHSR Corridor between Howard A Hanson Reservoir and 5.6 miles west of Lester

Note the CHSR corridor curves in comparison to the existing BNSF freight corridor.

The Stampede Pass CHSR Corridor at Lester

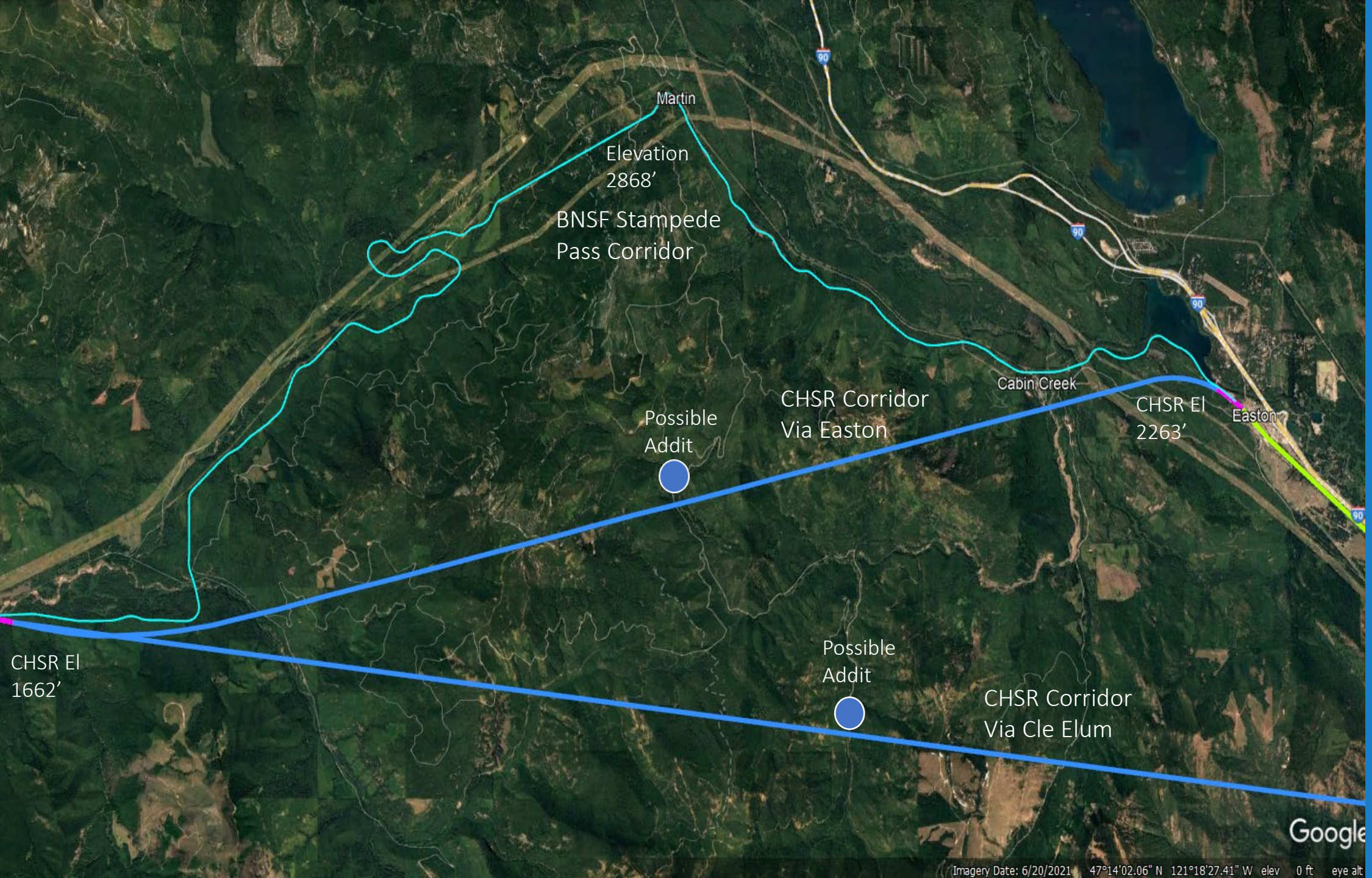


The Stampede Pass CHSR Corridor at Lester

We may have a train inspection yard at Lester to ensure safe tunnel transit and a Power Substation.

The nearby High Voltage Powerline will provide power for the tunnel boring machines (TBM) and power supply for the CHSR Catenary.

We also will sort tunnel muck at Lester for ballast, concrete aggregate, and fill deposit.



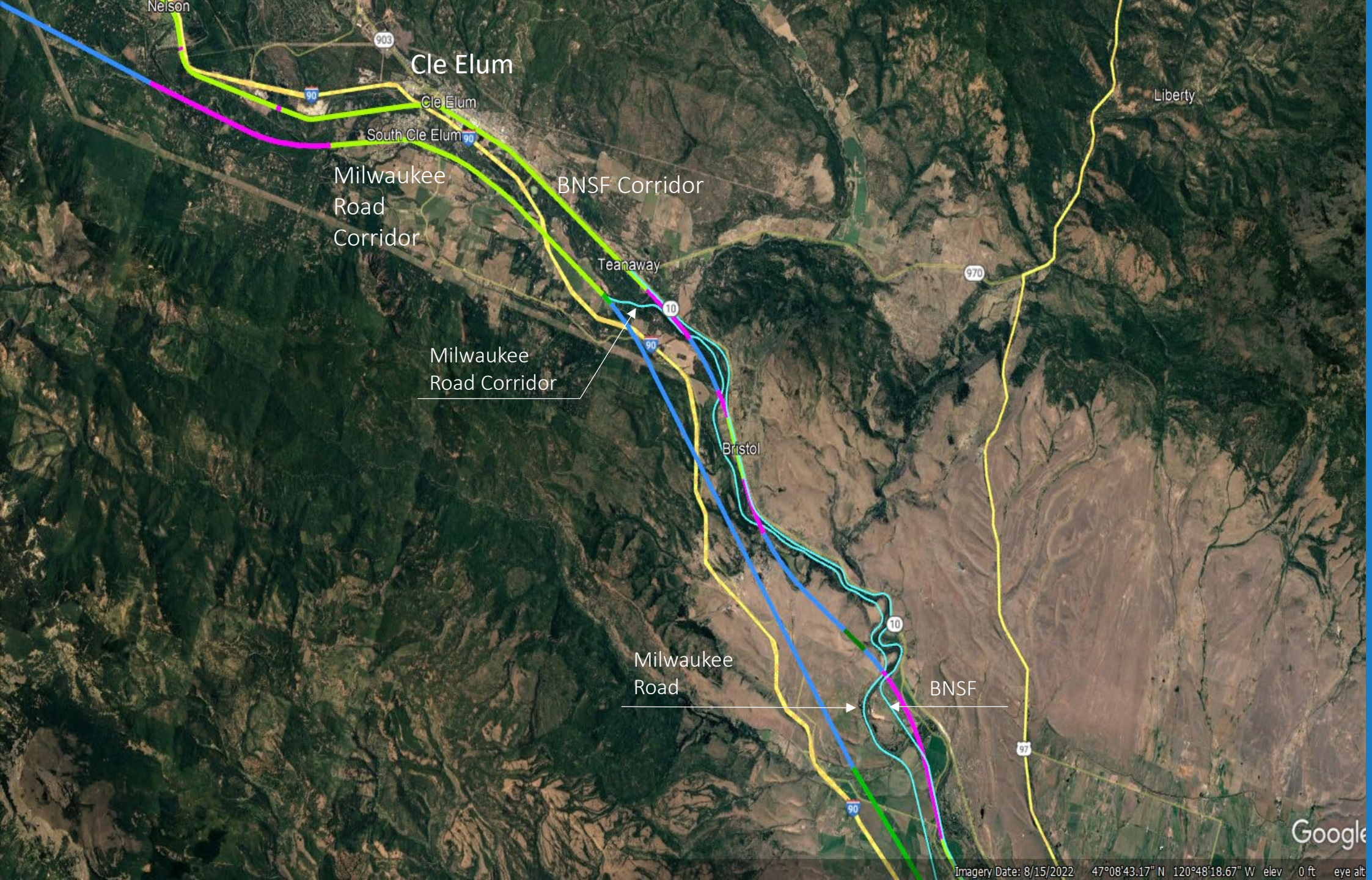
The New Stampede Pass CHSR Corridor Tunnel Corridors

Depiction of the two CHSR corridors.

Tunnel length, via Easton, 13.9 mi; via Cle Elum, 20.1 mi

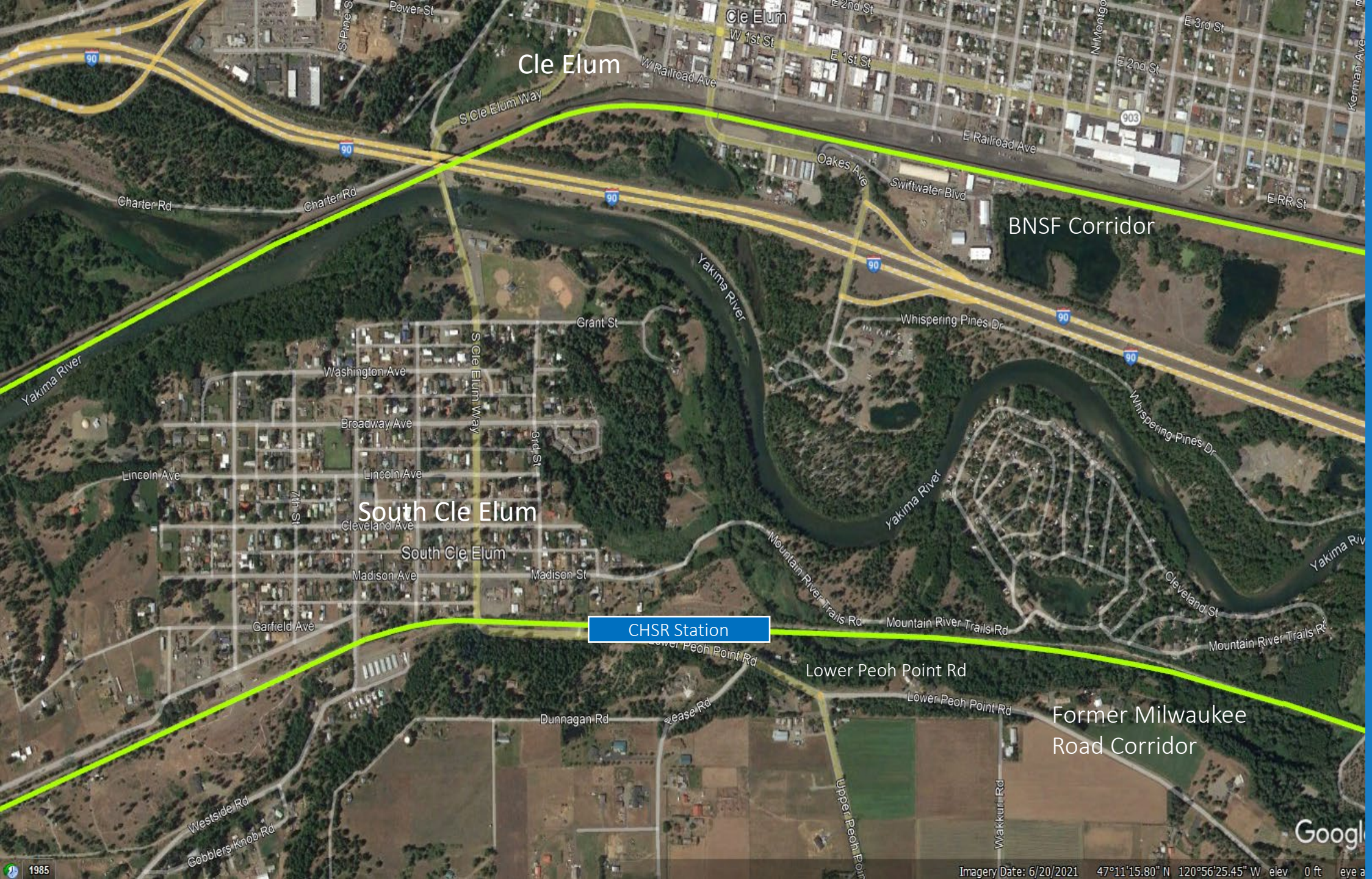
Addit shafts will speed up the tunnel boring.

The CHSR company has detailed drawings for KMZ, elevation profiles, and more.



The Stampede Pass CHSR Corridor at Cle Elum Area

This area has two CHSR corridors; one will follow the existing BNSF corridor till Teanaway, then on a new corridor. The other corridor will use part of the former Milwaukee Road Right-of-Way.

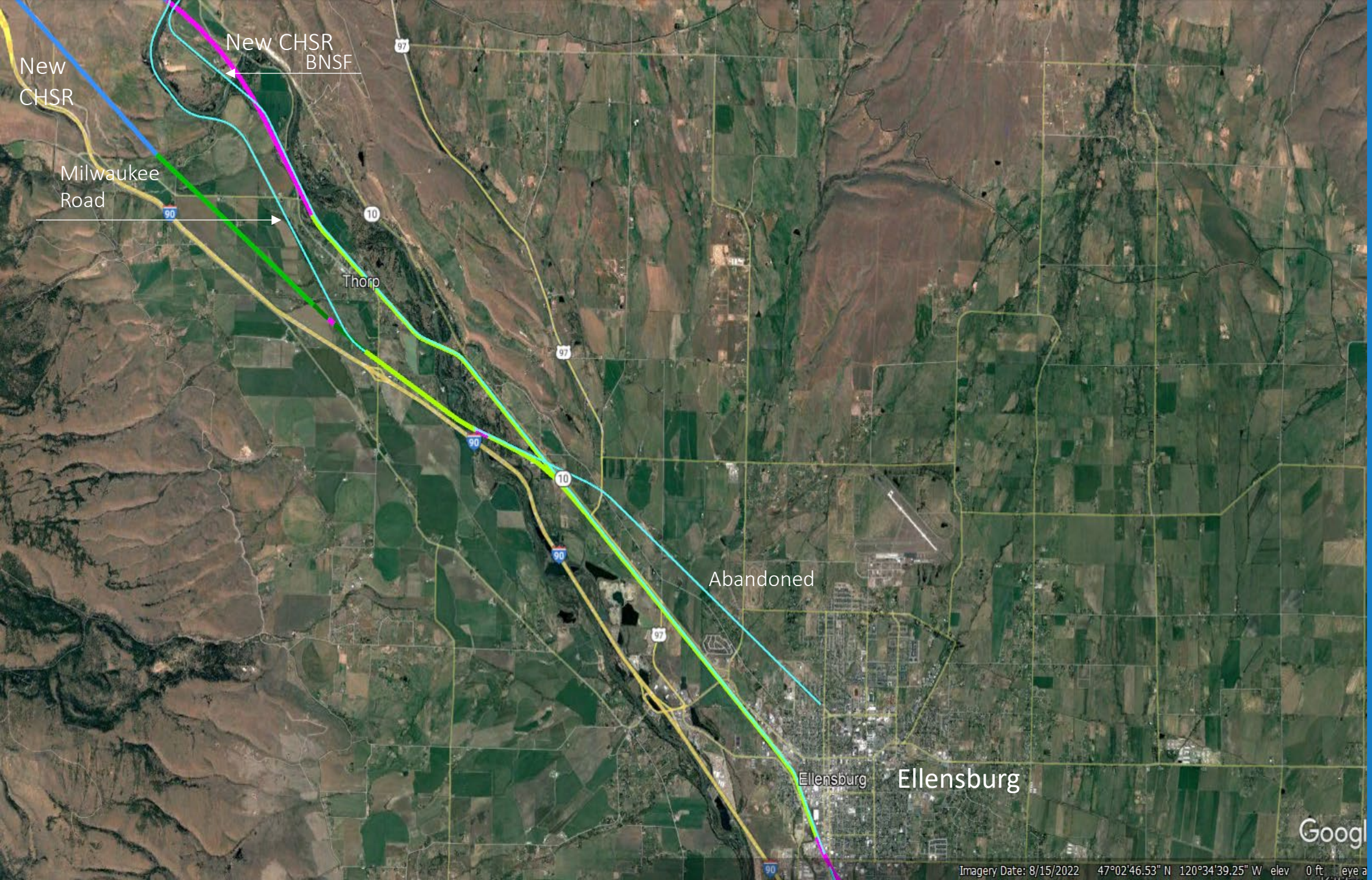


The Stampede Pass CHSR Corridor at Cle Elum City

South Cle Elum may get a new CHSR Station.

Reroute and provide an overpass from Madison Street to Lower Peoh Point Rd as needed.

The South Cle Elum station is on the ground and has four tracks. The station track length is 1300 feet.



The Stampede Pass CHSRC Corridor Entering Ellensburg

There are two CHSR corridors to 4.4 miles northwest of Ellensburg.

Part of the BNSF and part of Milwaukee Road will merge into a one-line corridor.

CHSR will use new Corridors. Route options are not decided as of now.

The Stampede Pass Miles from Ellensburg to Spokane

- Miles from Ellensburg to Spokane, on ground 85.76 mi, on flyovers 39.67 mi, in tunnels 33.52 mi, a total of 158.95 mi.
- Total miles from Auburn to Spokane via Easton, 248.96 mi. Total miles from Auburn to Spokane vis Cle Elum, 246.81 mi.
- Additional miles from Seattle Central to Auburn, 18.45 mi, or 267.41 mi, 265.26 mi.
- Amtrak miles from Seattle to Spokane, 329 mi, or the CHSR corridor is 62 miles shorter. Think about the corridor maintenance cost reduction, the energy savings, the emission reduction, and the travel time savings.

Des by RN

The Stampede Pass CHSR Corridor from Ellensburg East

From Ellensburg, the CHSR will use a new, short-cut corridor to Moses Lake, Ritzville, and Spokane. The CHSR will cross the Columbia River to the east side of the gorge.

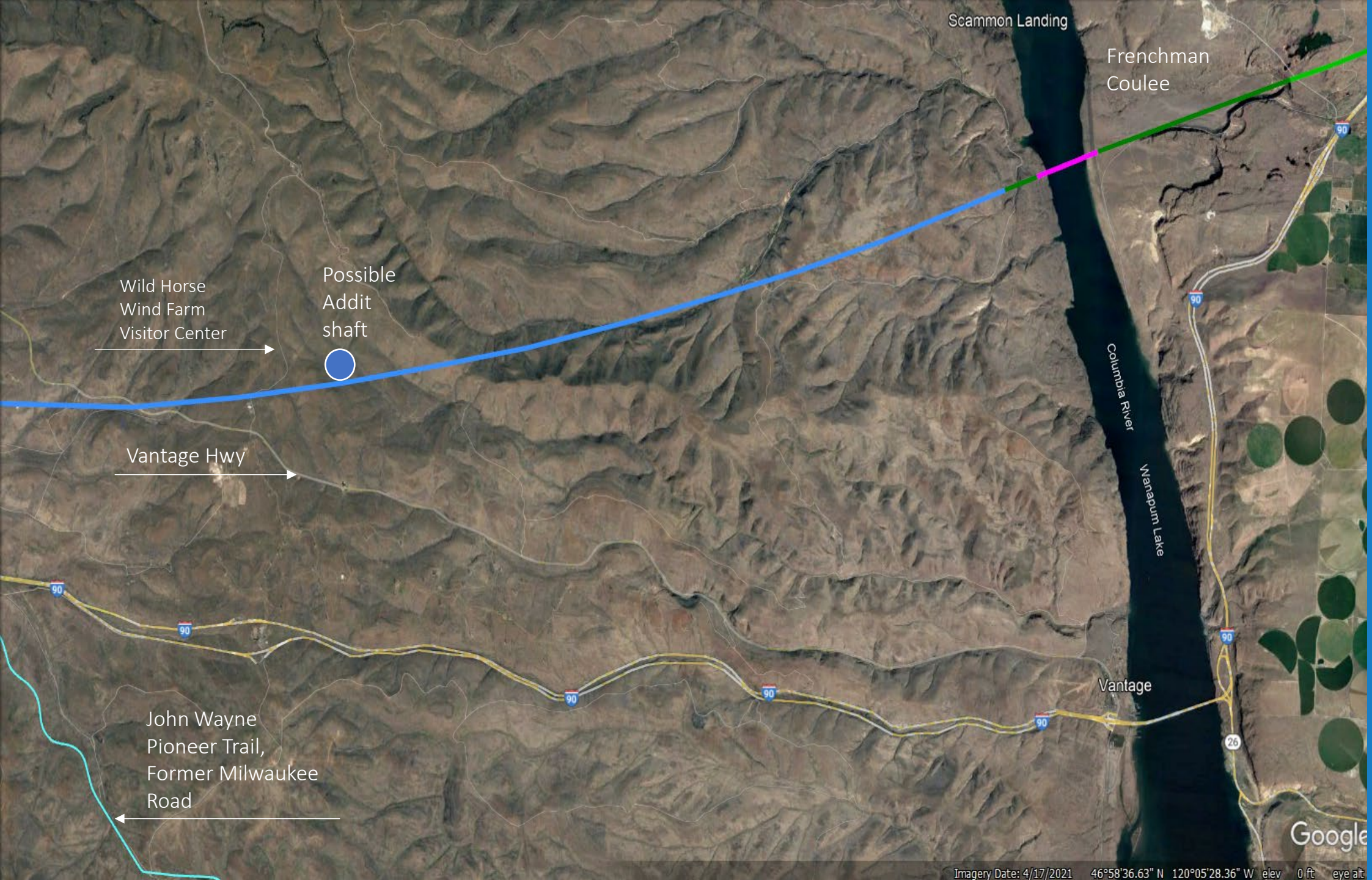
CHSR Overview in the Ellensburg, Pasco, and Moses Lake Area

The HSR corridor is much shorter than the existing Freight/Amtrak routes.

Note the many tight curves on the BNSF corridor between Ellensburg and Yakima.

CHSR Station at Ellensburg

The CHSR station is on the ground. The W 5th Ave will get an overpass, and so do all road crossings along the SP CHSR corridor.

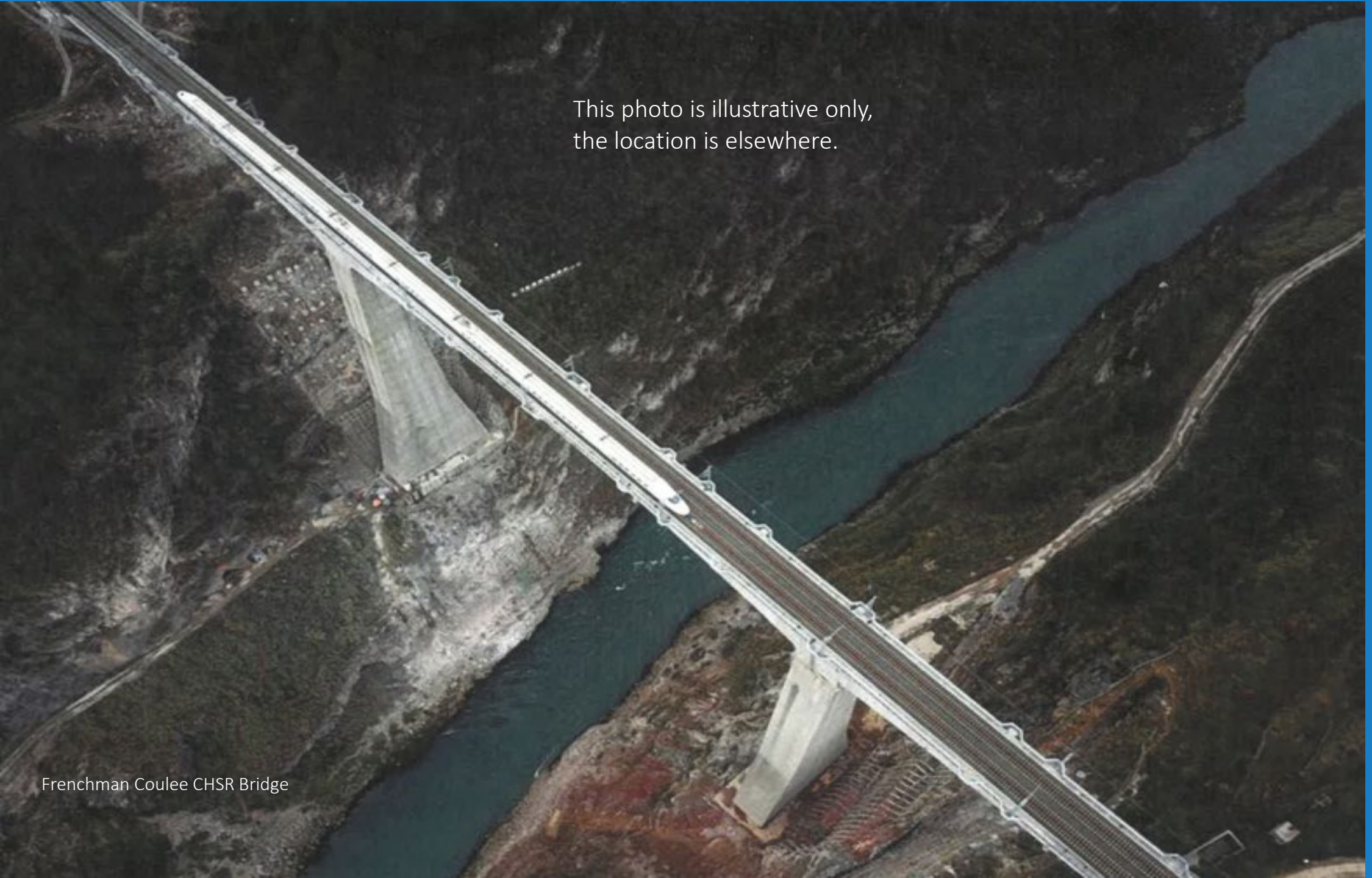


The Stampede Pass CHSR Corridor Crossing the Mountain Range

The tunnel length is 17.2 miles; therefore, addit shafts are on longer tunnels. This will speed up the tunnel borings because of multi-boring heads.

The Stampede Pass CHSR Corridor at the Columbia River Crossing

Here, the CHSR does cross the Columbia River from the tunnel via in-fill, high-bridge, in-fill, and cut.



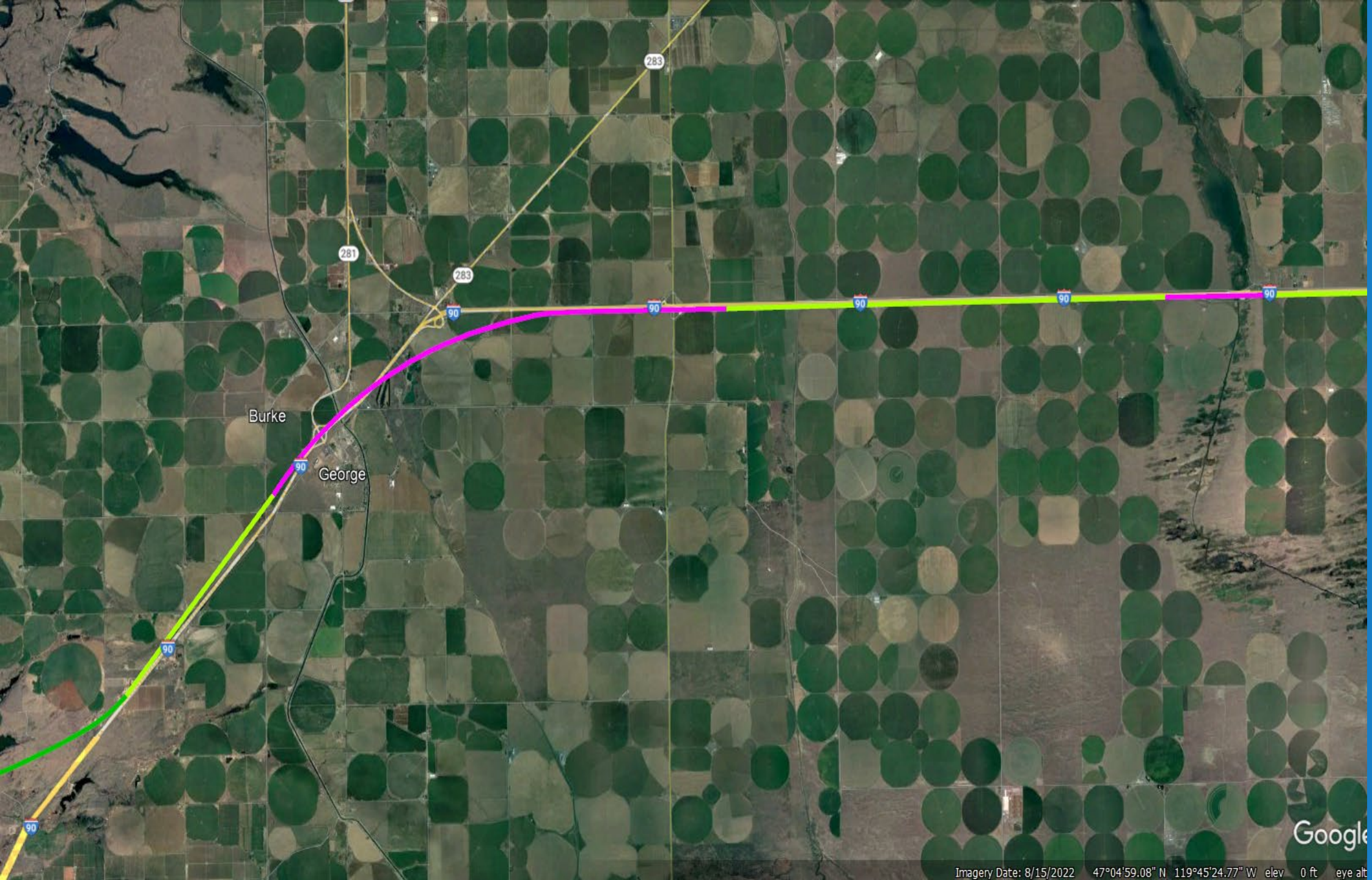
Frenchman Coulee CHSR Bridge

The Stampede Pass Frenchman Coulee CHSR Bridge

This is the high bridge to cross the Columbia River, 5.4 miles north of Vantage, WA.

This bridge is 125 feet above the Columbia River, which will eliminate the dip down to the river and then climb again on the other side of the river.

The plan for crosswind windbreaks for the upper Columbia Gorge is available.

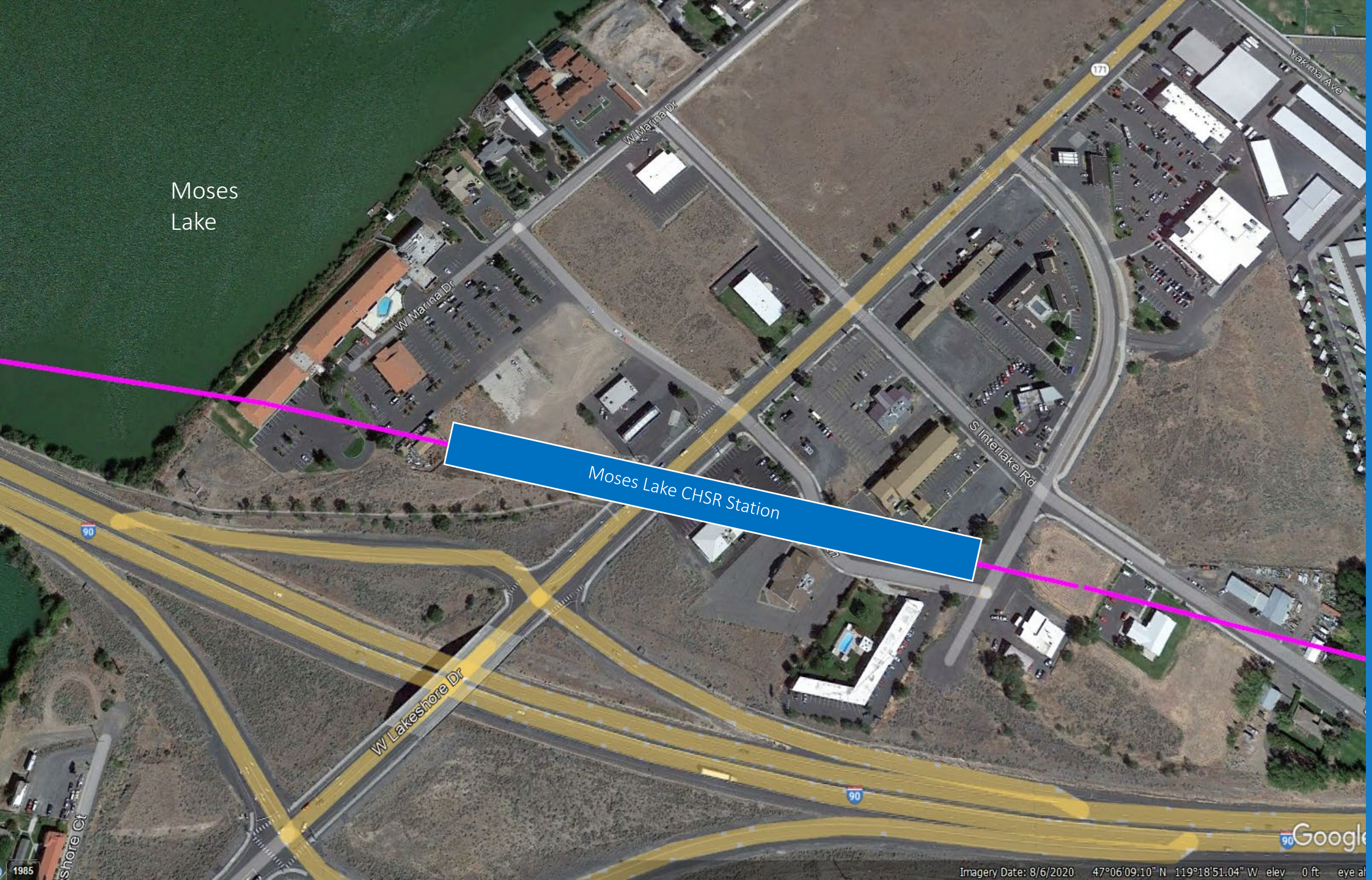


The Stampede Pass CHSRC Corridor East of the Columbia River Crossing

The CHSR will now go parallel to the I-90 on the northwest side, fly over the I-90, and follow the I-90 along the south side to Moses Lake. Much of this corridor can use the existing public right-of-way. This flyover will eliminate all road crossings and protect farmland.

The Stampede Pass CHSRC Corridor at Moses Lake Area

Moses Lake may get a CHSR station.

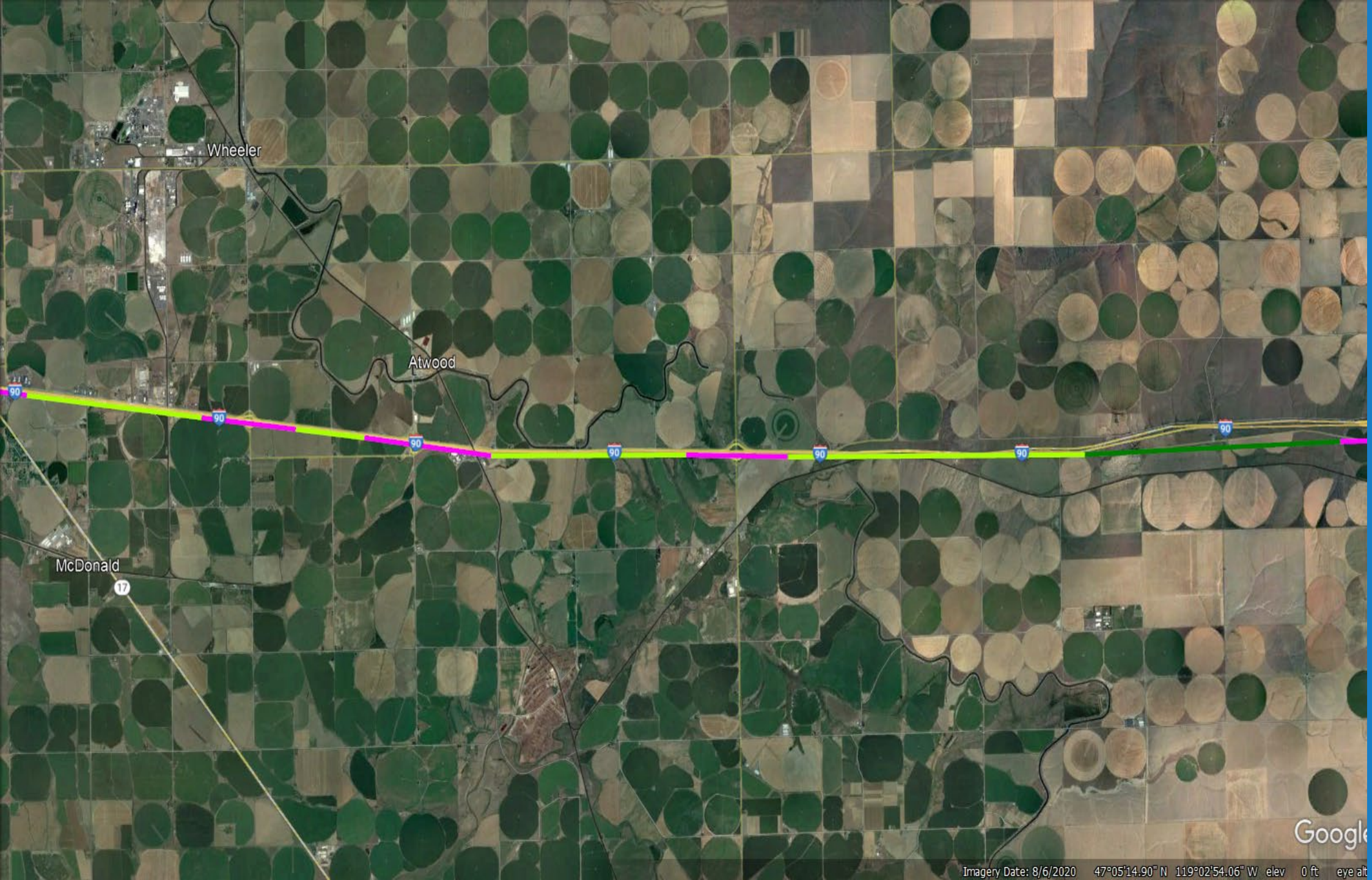


The Stampede Pass CHSR Corridor at Moses Lake CHSR Station

The Moses Lake CHSR station is elevated and is 1300 feet long and has four tracks at the platforms.

Good access to the I-90, lodging, and space for parking is available.

The distance to Grant County International Airport is 8.25 miles.

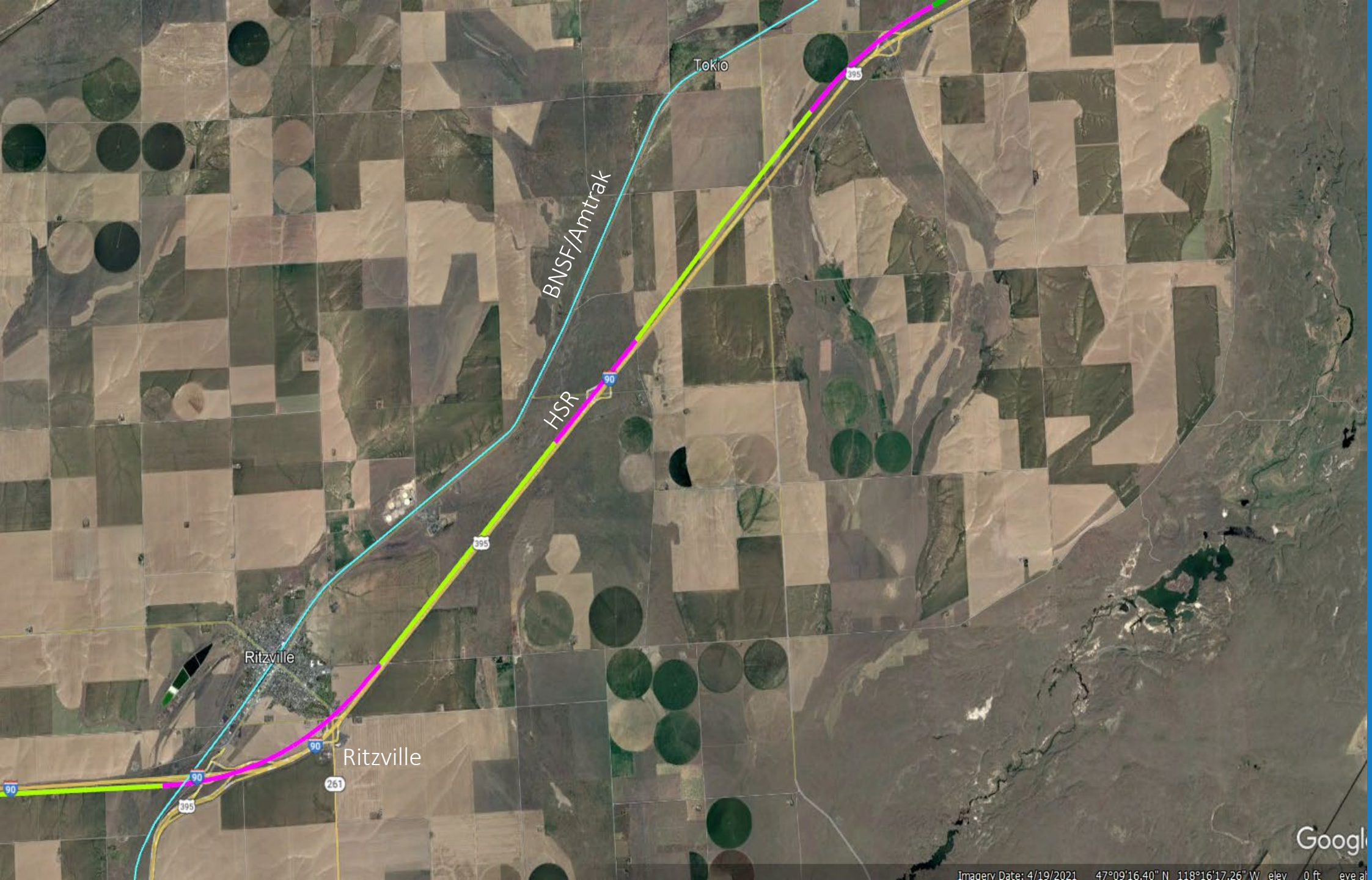


The Stampede Pass CHSRC Corridor along the Southside of I-90 toward Ritzville

Most of the CHSR can use existing right–of–way.

The Stampede Pass CHSRC Corridor along the Southside of I-90 toward Ritzville

Part of the CHSR can use existing right–of–way.



The Stampede Pass CHSRC Corridor at Ritzville

Most of the CHSR can use existing right–of–way.

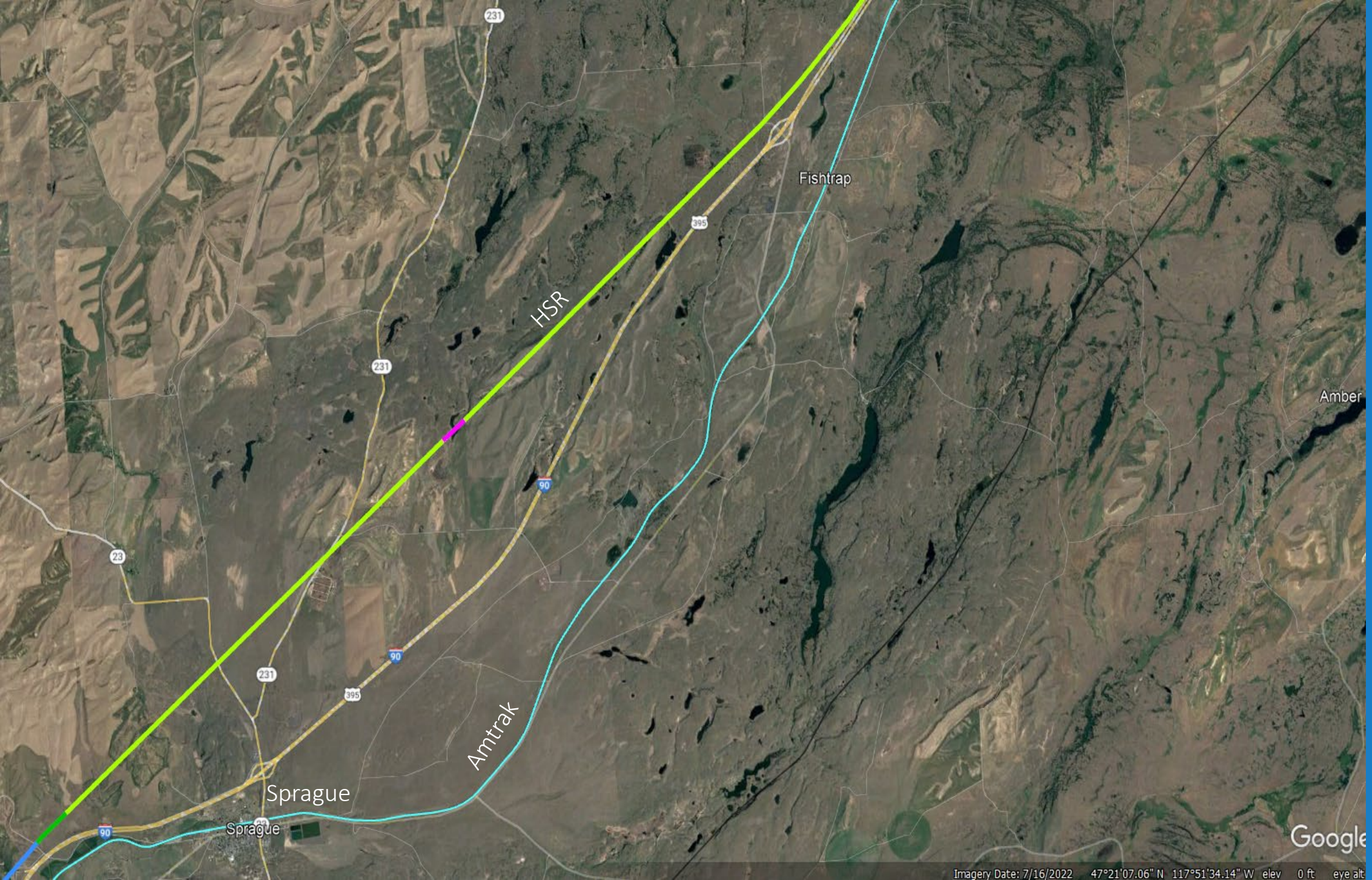
Ritzville may be too small for a CHSR station.

CHSR, Portland, OR, to Pasco, WA, Ritzville must be on a flyover to prevent freight rail conflict.

The Stampede Pass CHSRC Corridor at Sprague Lake Area

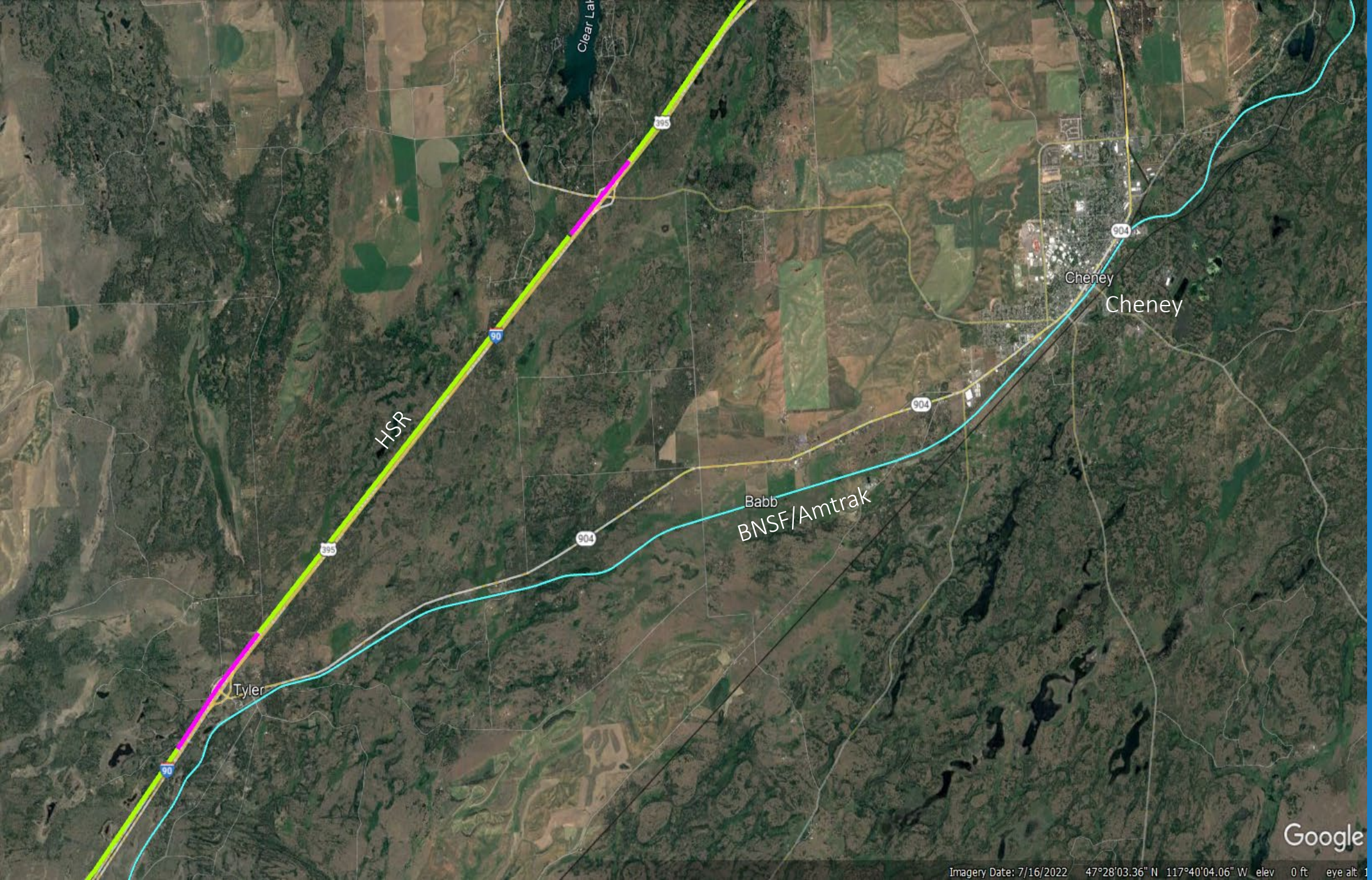
The CHSR will depart from the I-90 right-of-way and use a new corridor.

Some of the agricultural lands are marginal in this area, so that land acquisition costs may be low.



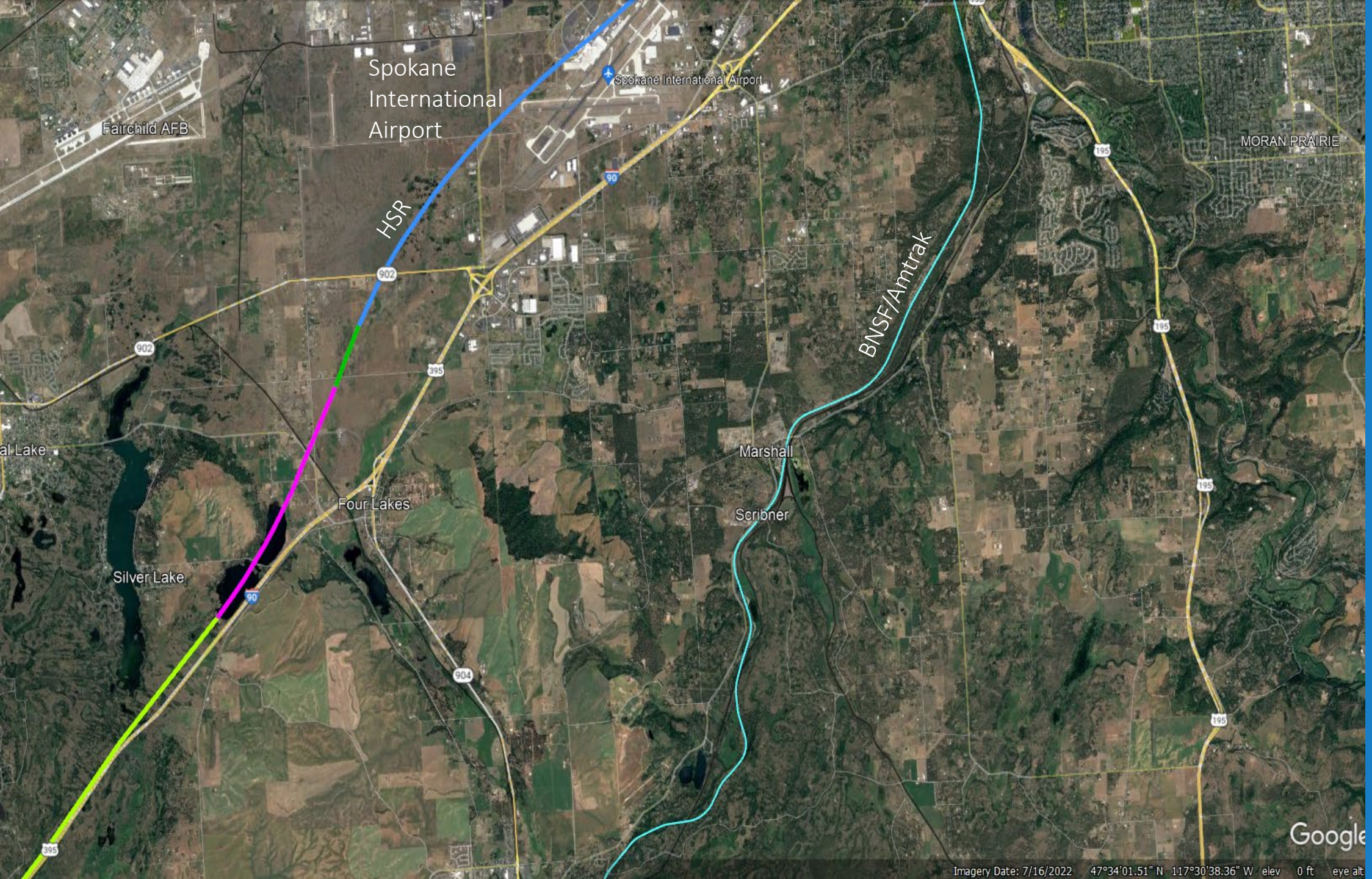
The Stampede Pass CHSRC Corridor at Sprague

Note the curves at the Amtrak route.



The Stampede Pass CHSRC Corridor at Cheney Area

The existing BNSF corridor cannot be used for HSR train speeds.

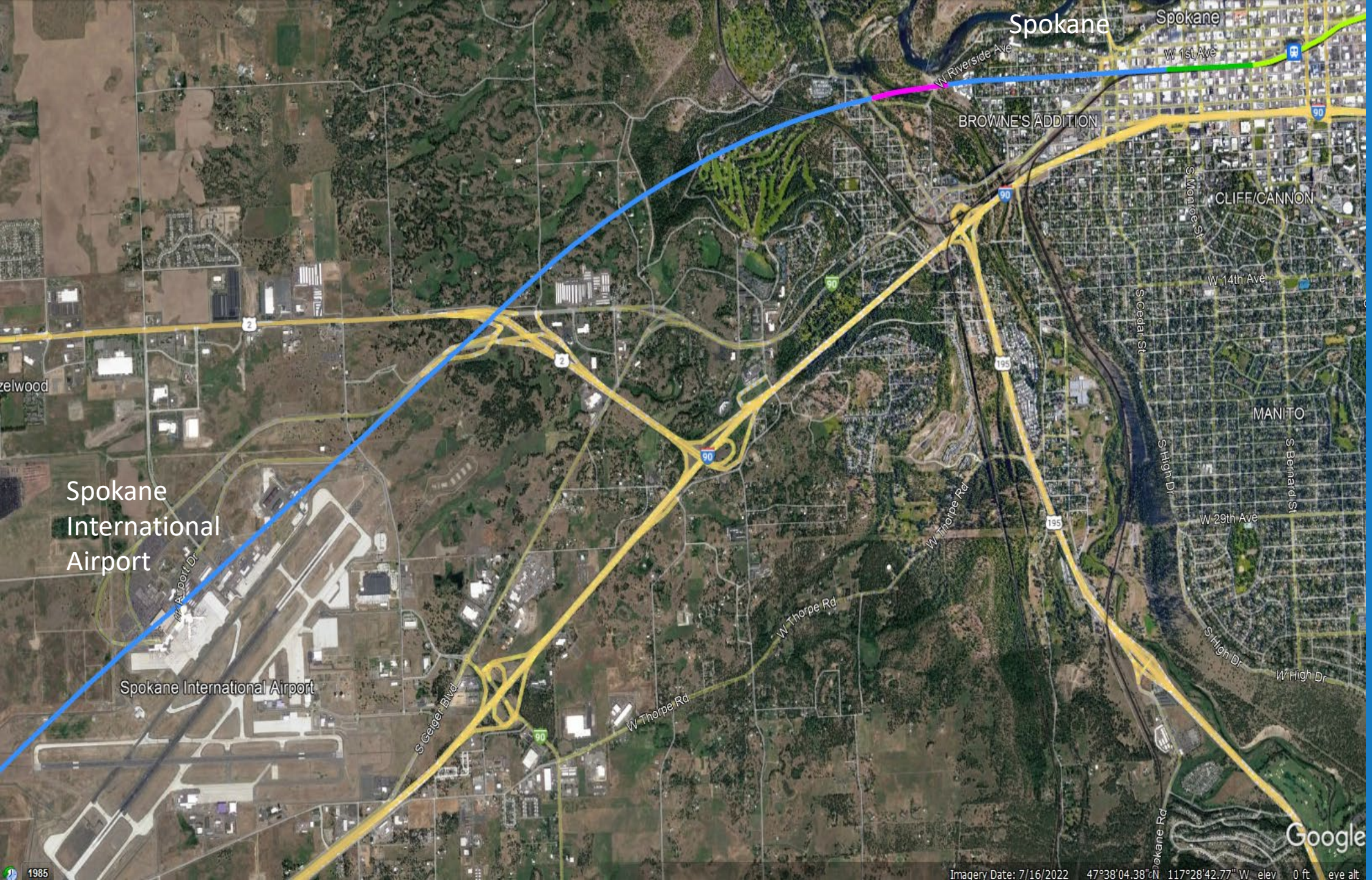


The Stampede Pass CHSR Corridor at Spokane International Airport

This new CHSR corridor will connect passenger service with the airlines.

The airport station has four tracks to accommodate commuter train service and is underground.

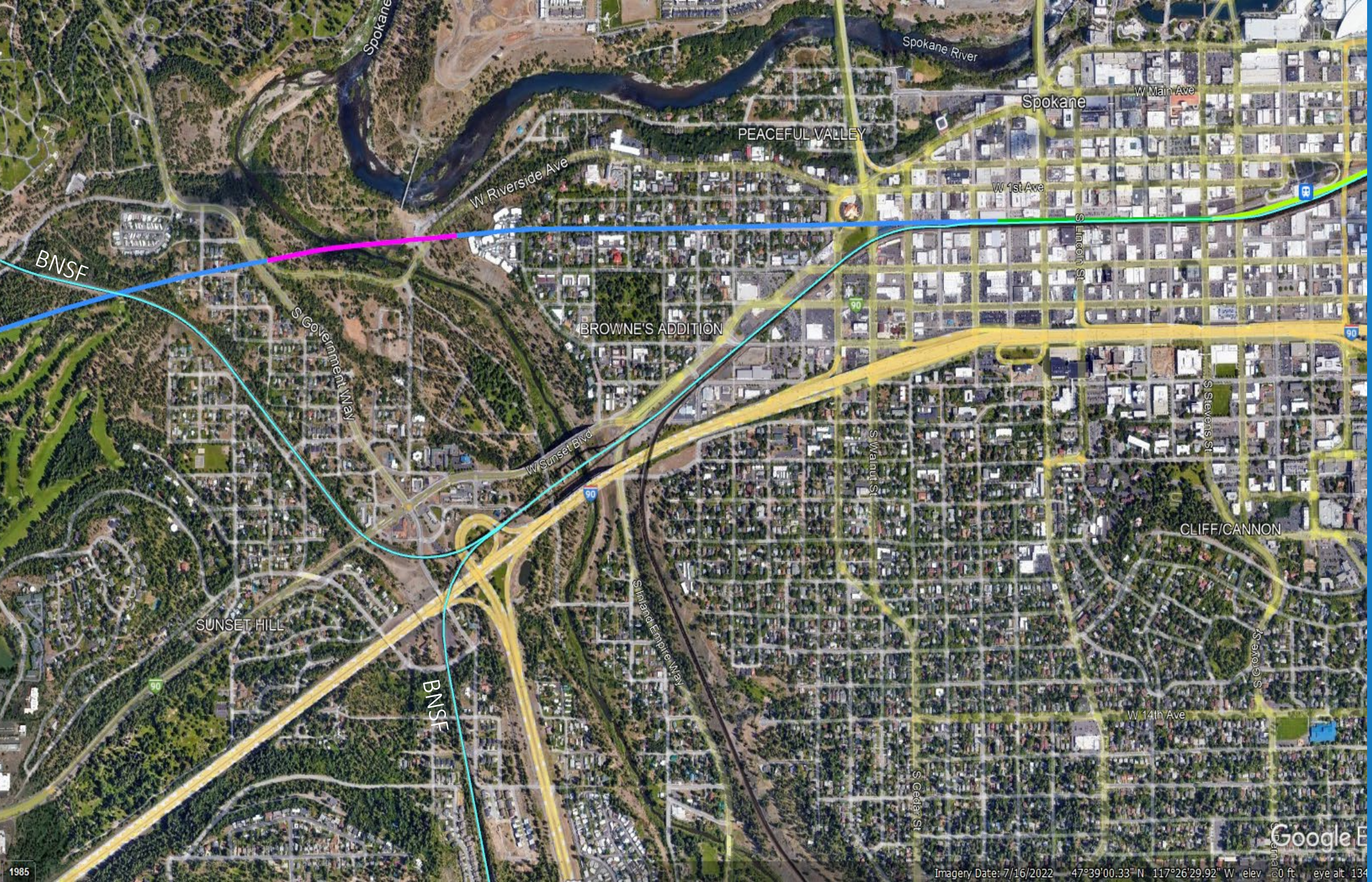
The distance between the airport and Spokane is 6 miles. Frequent commuter service is possible.



The Stampede Pass CHSRC Corridor Terminus at Spokane, WA

This CHSR corridor will significantly benefit people and express rail transit, shorten the corridor miles and travel time, and reduce air pollution.

Express freight will exit the CHSR corridor in Spokane and use existing BNSF freight corridors till future HSR corridors become available.



The Stampede Pass CHSRC Corridor at Spokane

The BNSF corridor has two Amtrak lines, one for Seattle and the other for Pasco.