



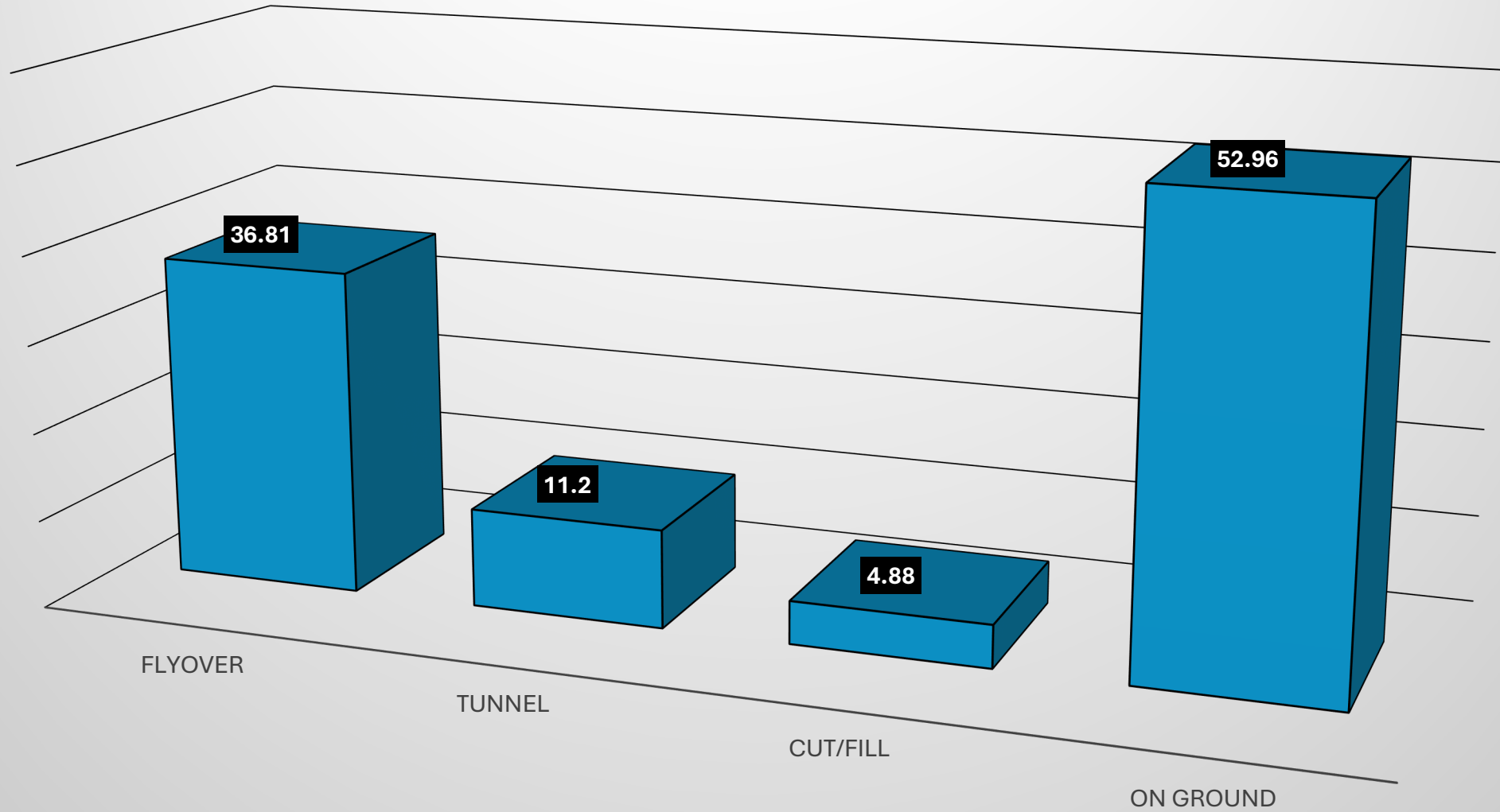
The CHSR Miles from Eugene, OR, to Portland Rose Quarter Station/Hub

- CHSR miles between Eugene, OR, and Portland Rose Quarter Station/Hub = Flyover 36.81 miles, Tunnel 11.20 miles, Cut/Fill 4.61 miles, and on-ground 50.05 miles. This is an easy corridor for the CHSR construction because of a favorable topography.
- The percentages in the Columned charts are rounded.

- CHSR Eugene, OR, to Rose Quarter Station/Hub_03
Des by RN

CHSR

Between Eugene, OR and Portland



Series 1	Flyover		Tunnel		Cut/Fill		On Ground	
	36.81	34.79%	11.2	10.55%	4.88	4.61%	52.96	50.05%

Legend



CHSR Station in Tunnel



CHSR Station on Flyovers



CHSR Station on Ground



On ground



Cuts



Fills



Flyovers



Tunnels



Existing Freight Railroads, other than BNSF and UP RR



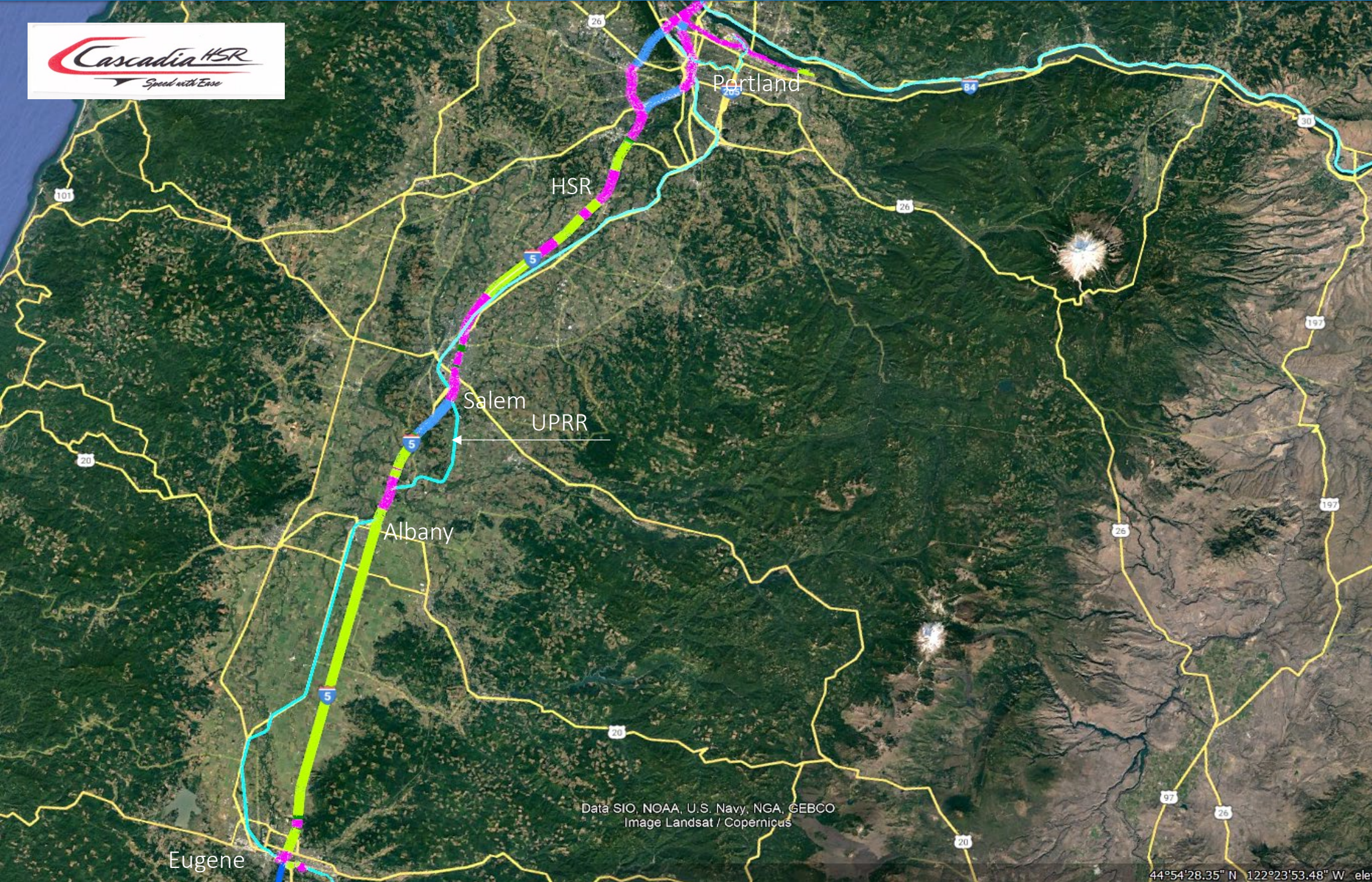
Existing Freight Railroads

C-ICE: Cascadia Inter-City Express

CCE: Cascadia Commuter Express

HSR Legend 08

Des by RN/BCP

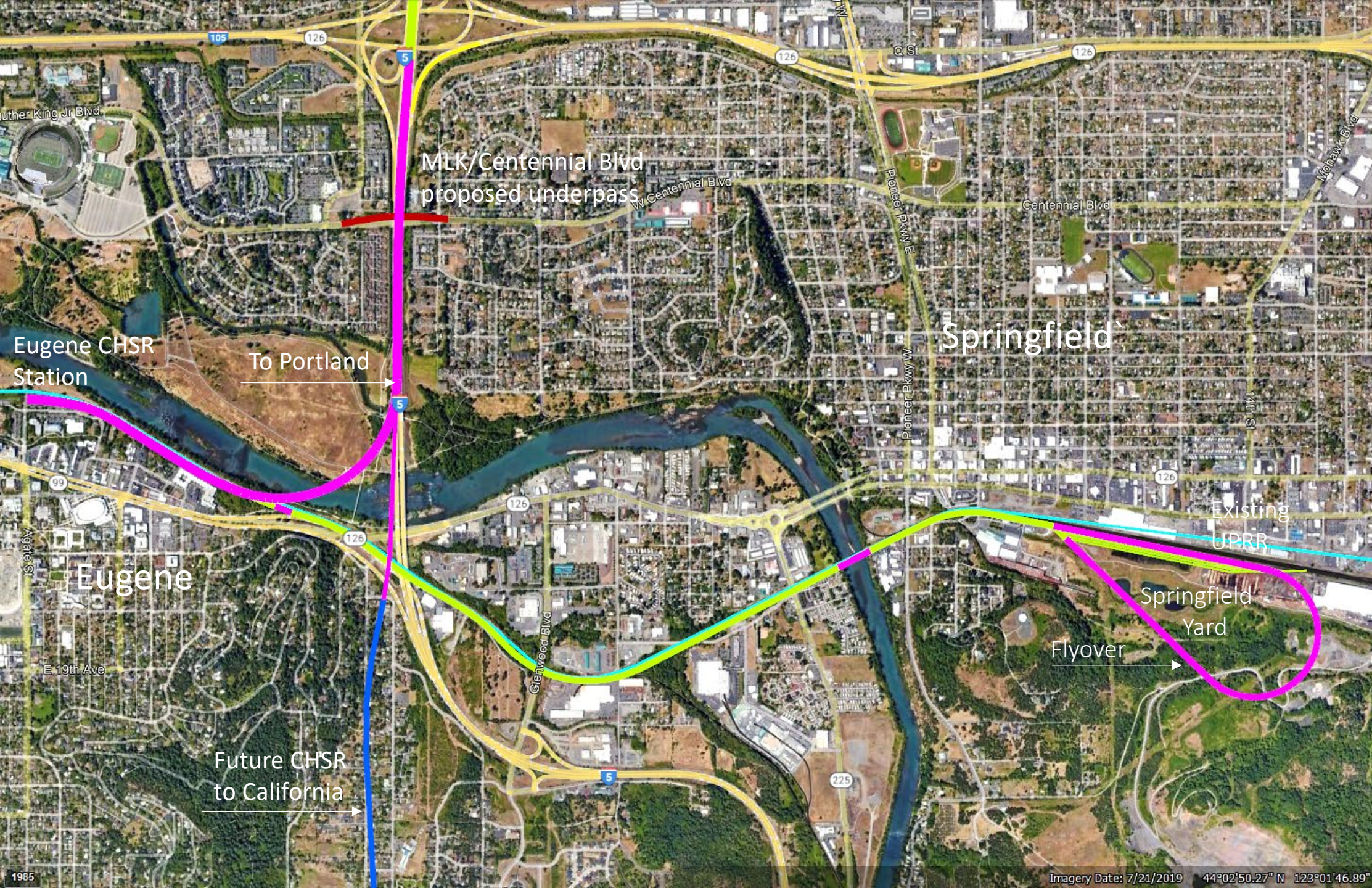


Existing Union Pacific RR/Amtrak and Proposed CHSR Corridor

Amtrak uses UPRR freight tracks that are unsuitable for high-speed rail. The UPRR/Amtrak corridor is 123 miles long; the CHSR is 13 miles shorter, reducing CO2 emissions, energy use, and maintenance costs.

All CHSR corridors are double-tracked and electrified with the catenary above.

Data SIO, NOAA, U.S. Navy, NGA, GEBCO
Image Landsat / Copernicus



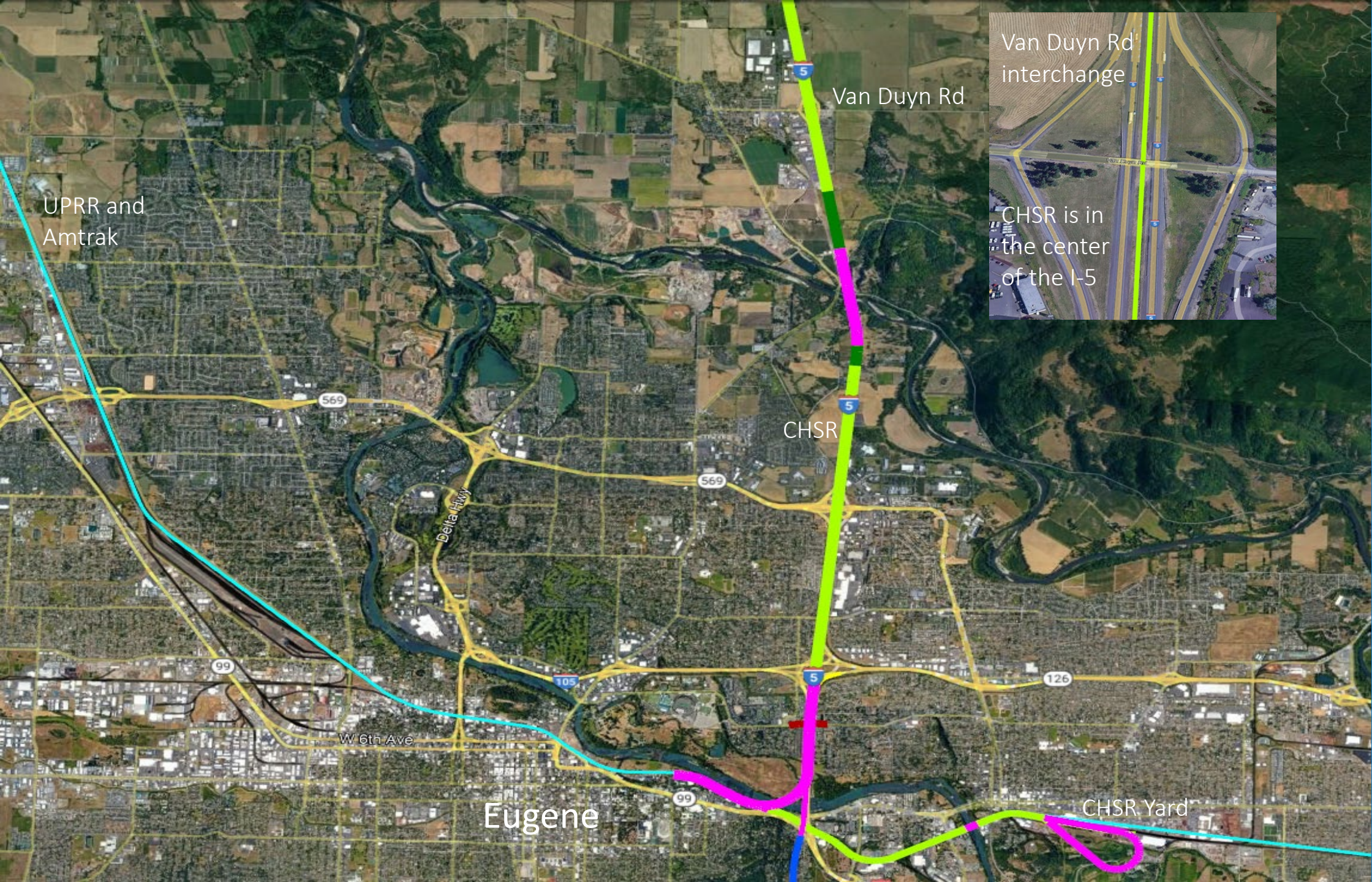


Cascadia Inter-City Express (C-ICE) Station in Eugene

The three CHSR tracks are elevated above the existing parking lot.

The Eugene station will become the terminus for the Amtrak Starlight, which will be serviced at the Springfield Yard, then return to California on the same day.

The C-ICE station connects to Millrace Parking Garage ± 35 ft above ground.



UPRR and
Amtrak

Van Duyn Rd

Van Duyn Rd
interchange

CHSR is in
the center
of the I-5

CHSR

Delta Hwy

W 6th Ave

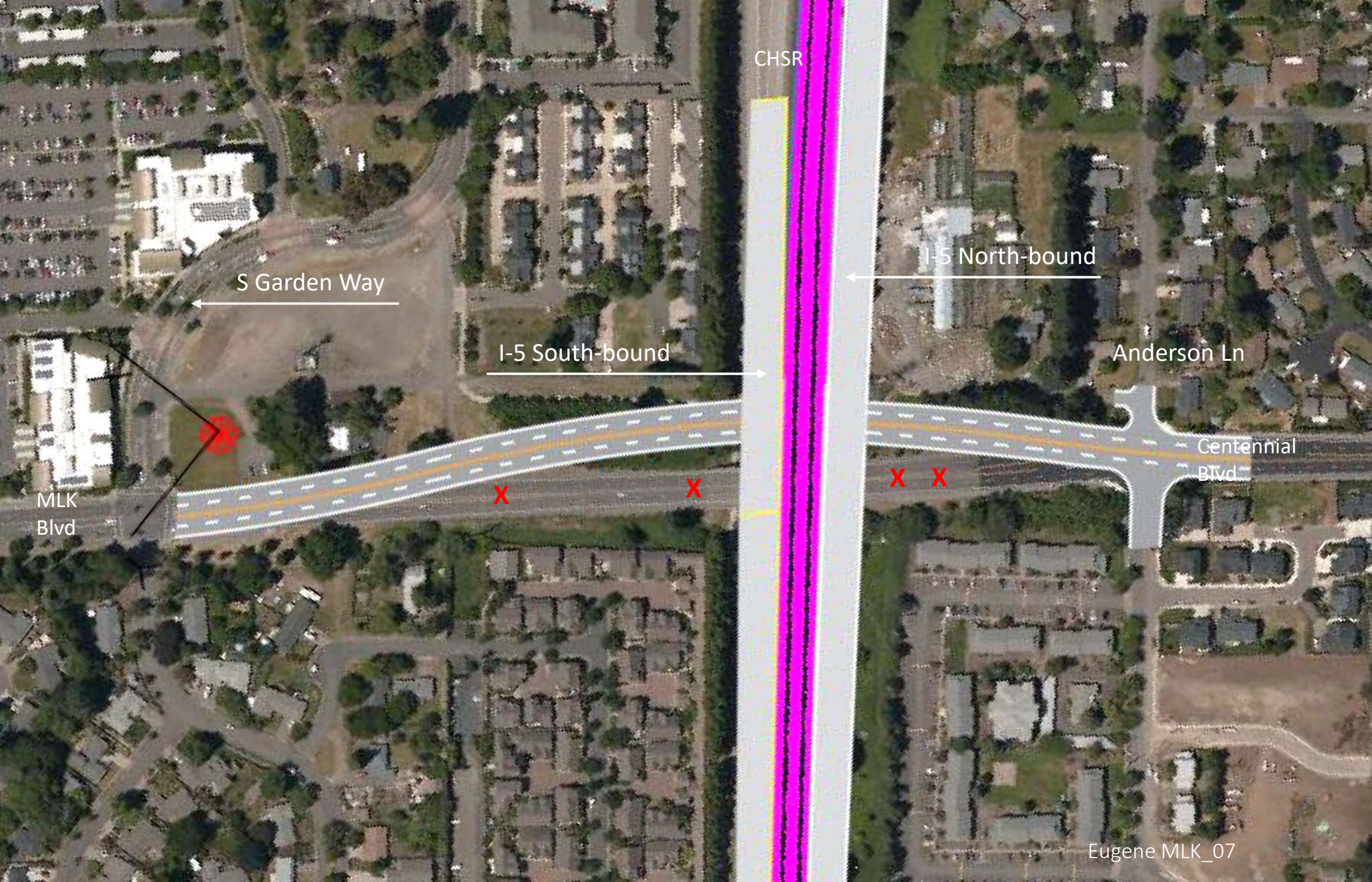
Eugene

CHSR Yard

CHSR Corridor
between
Eugene and
Van Duyn Rd

The CHSR is in the
center of the I-5;
see insert.

The CHSR full-
service and train
storage yard is in
Eugene.



CHSR

S Garden Way

I-5 South-bound

I-5 North-bound

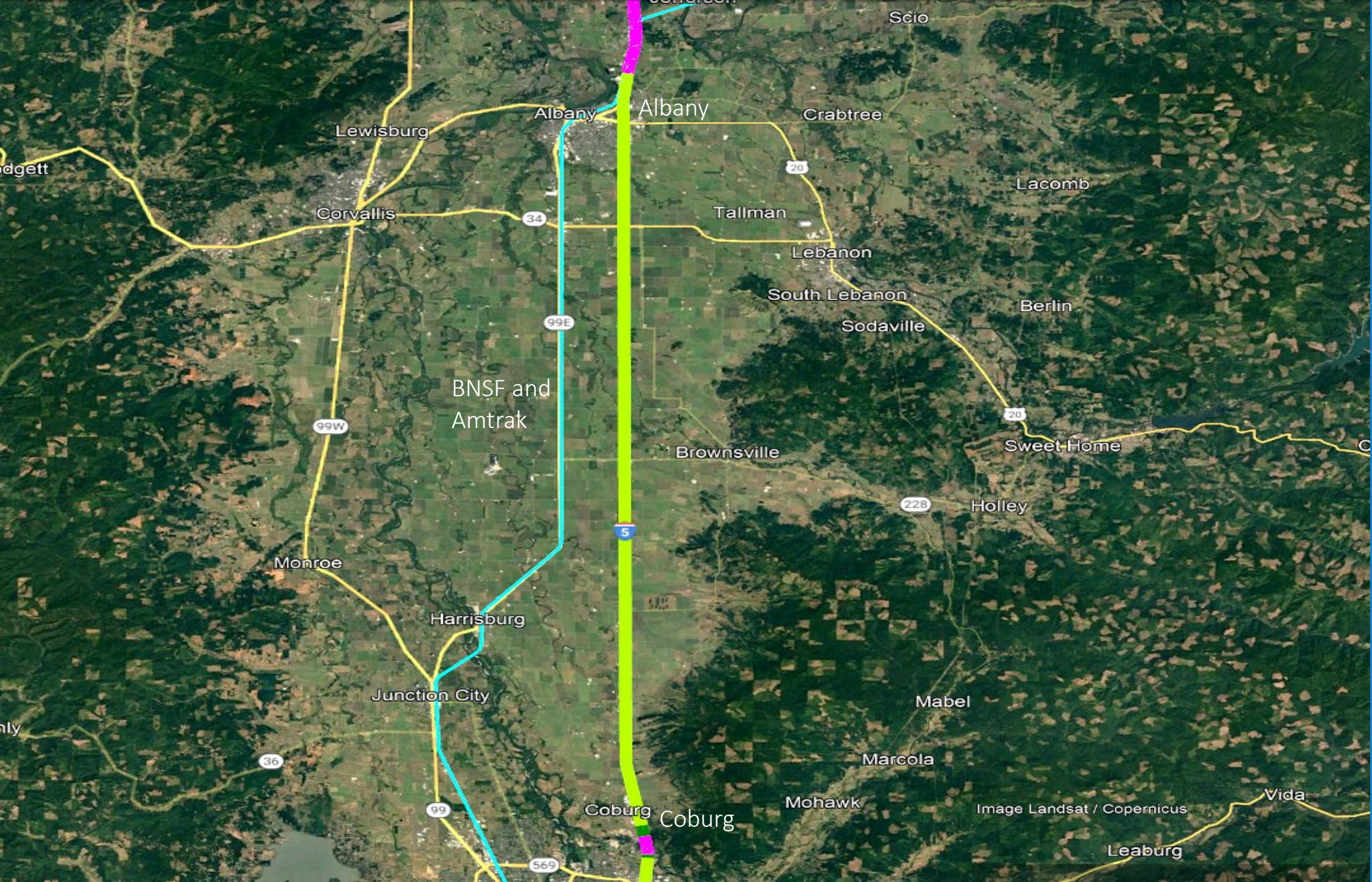
Anderson Ln

Centennial
Blvd

MLK
Blvd

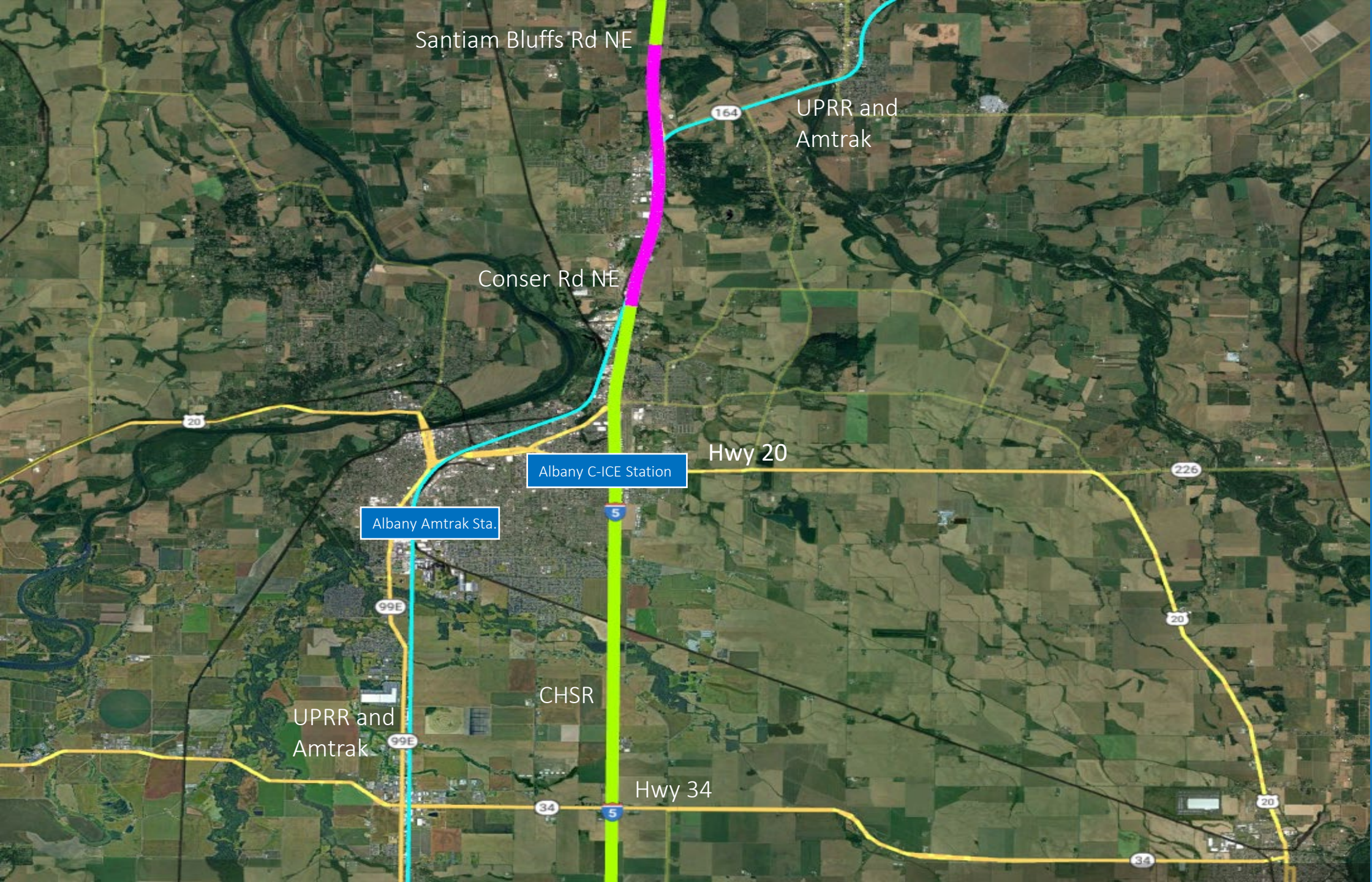
Eugene CHSR
at I-5 and
MLK/
Centennial
Blvd

The existing
Centennial Blvd
overpass will
be removed.



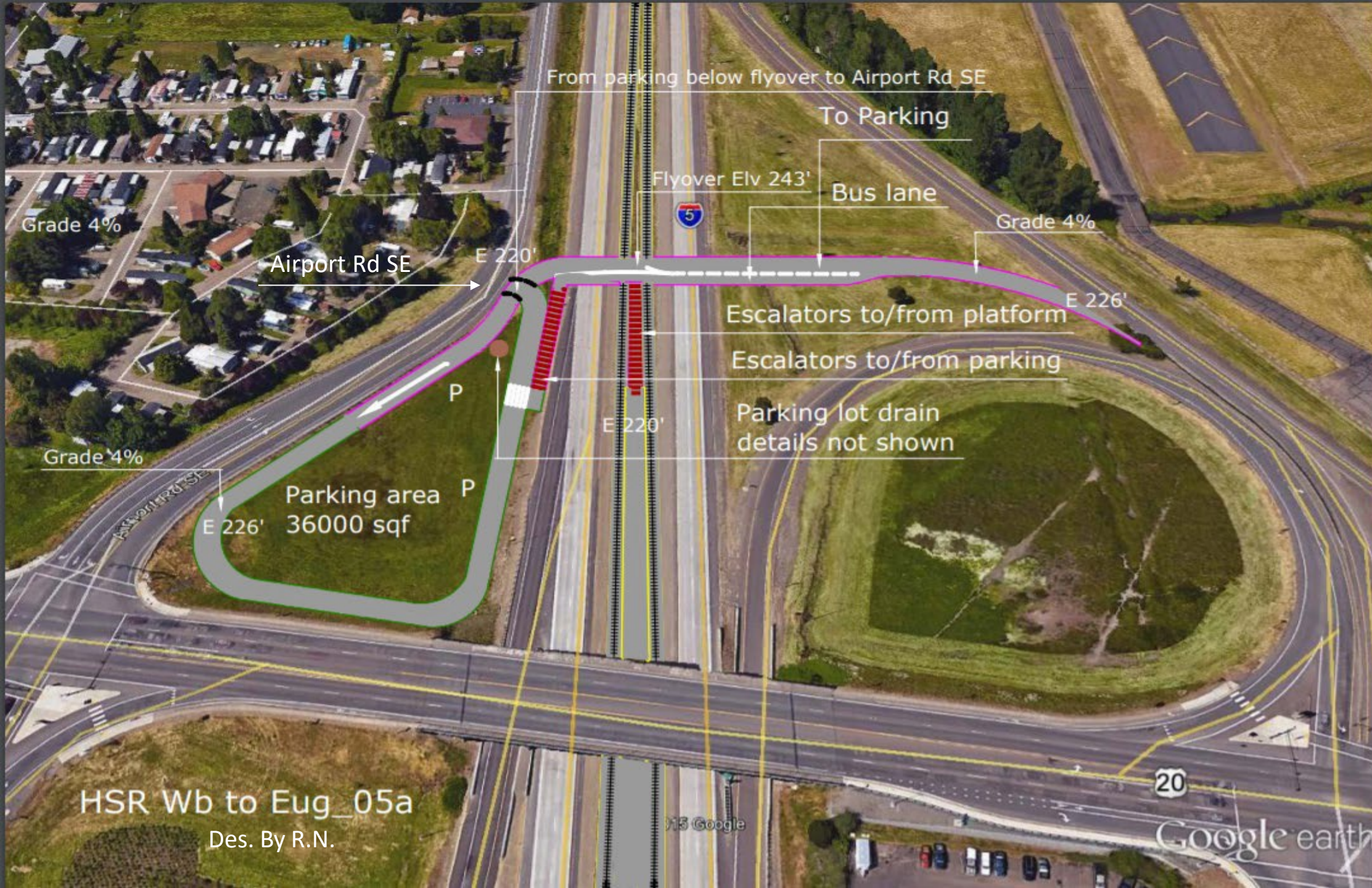
CHSR Corridor
between
Coburg and
Albany

The CHSR is in
the center of I-5.



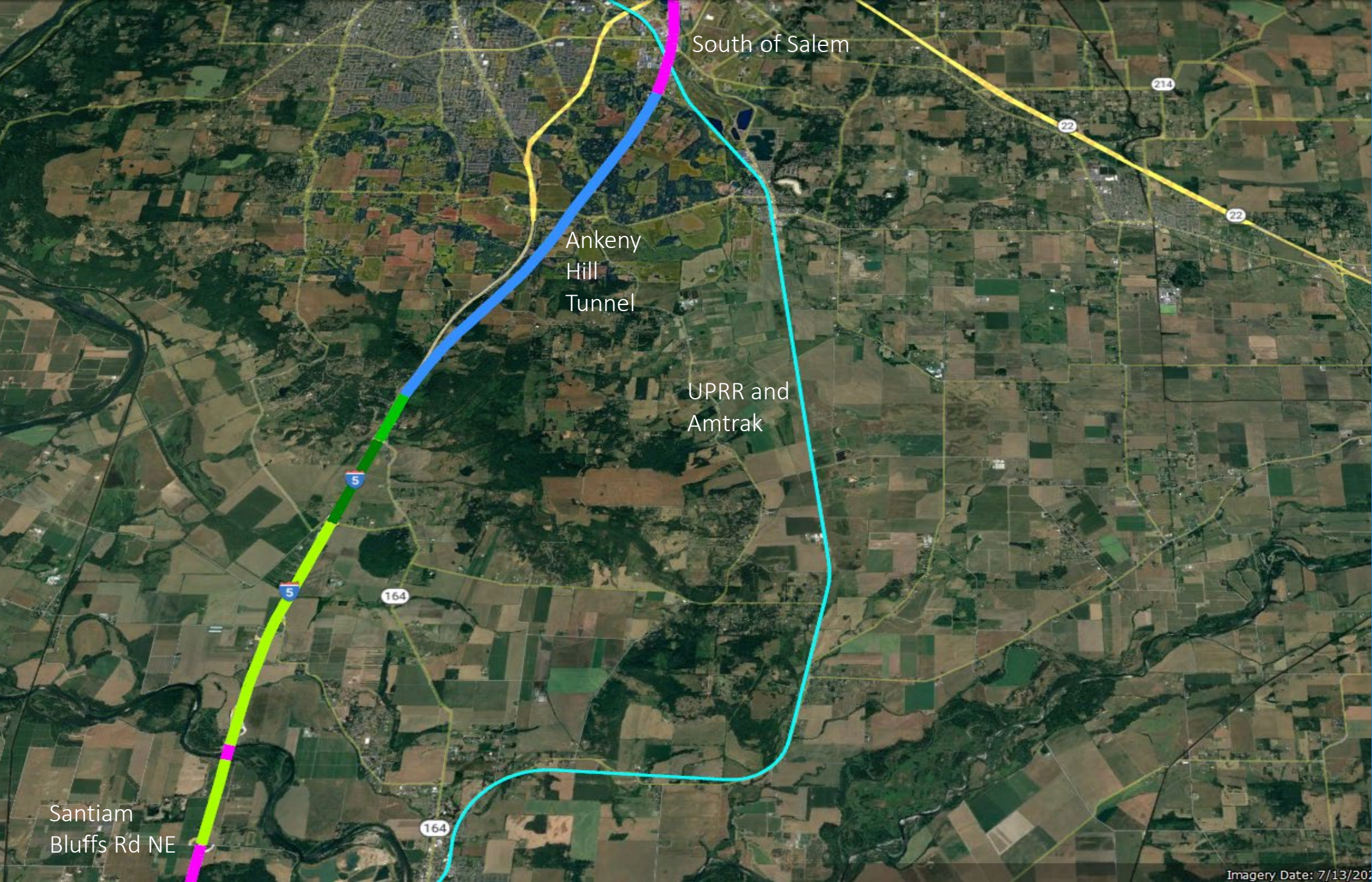
CHSR Corridor
between
Hwy 34 and
Santiam Bluffs
Rd NE

The CHSR will
stay in the center
of I-5 until
Conser Rd NE,
then swerve
west to avoid the
tight I-5 curves.
The CHSR will
re-enter the I-5
median again at
0.4 miles south
of Santiam Bluff
Rd NE.



CHSR Corridor
and Albany
C-ICE Station

This station will
have express bus
service to
Newport and
Bend.



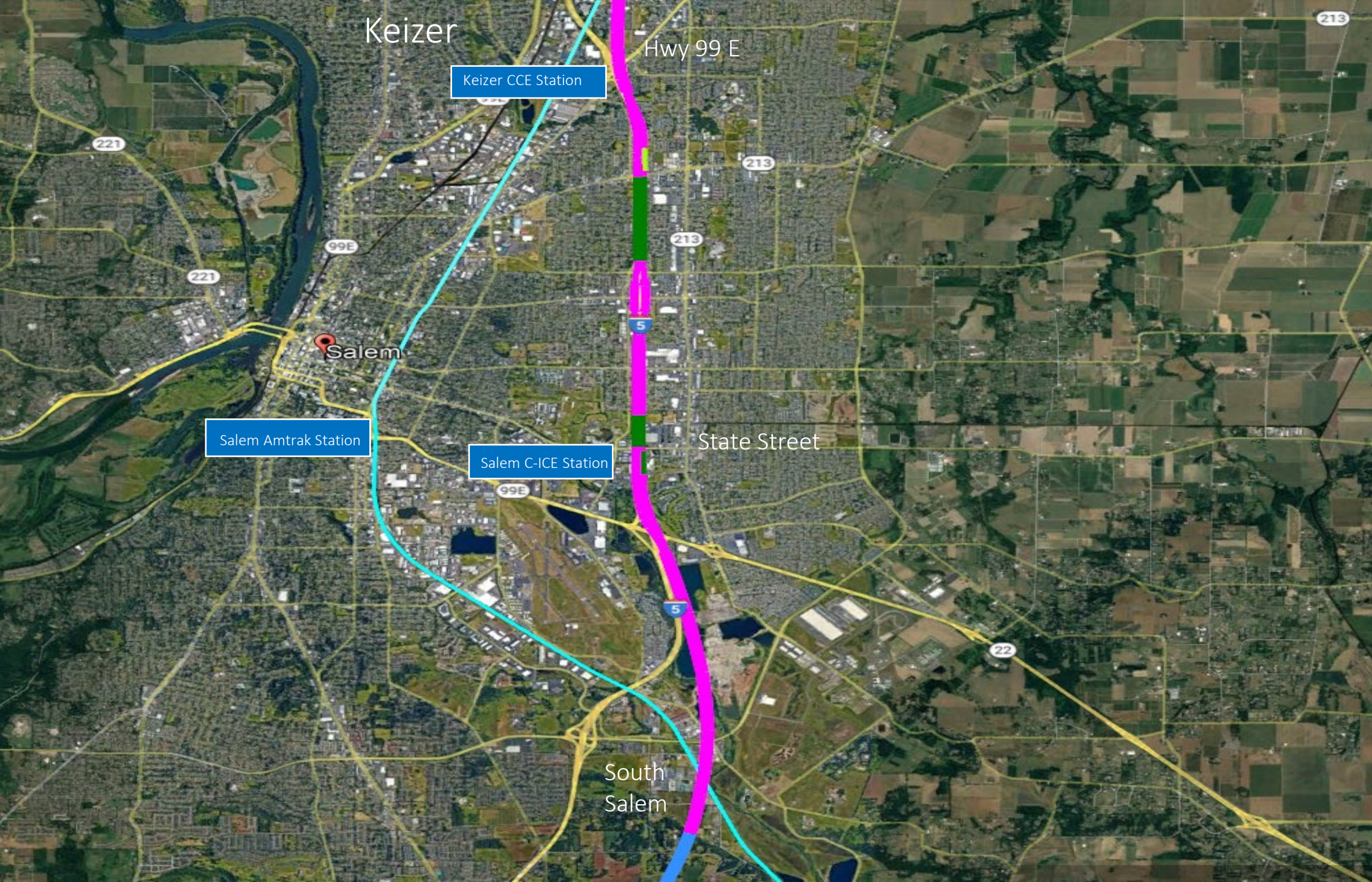
South of Salem

Ankeny
Hill
Tunnel

UPRR and
Amtrak

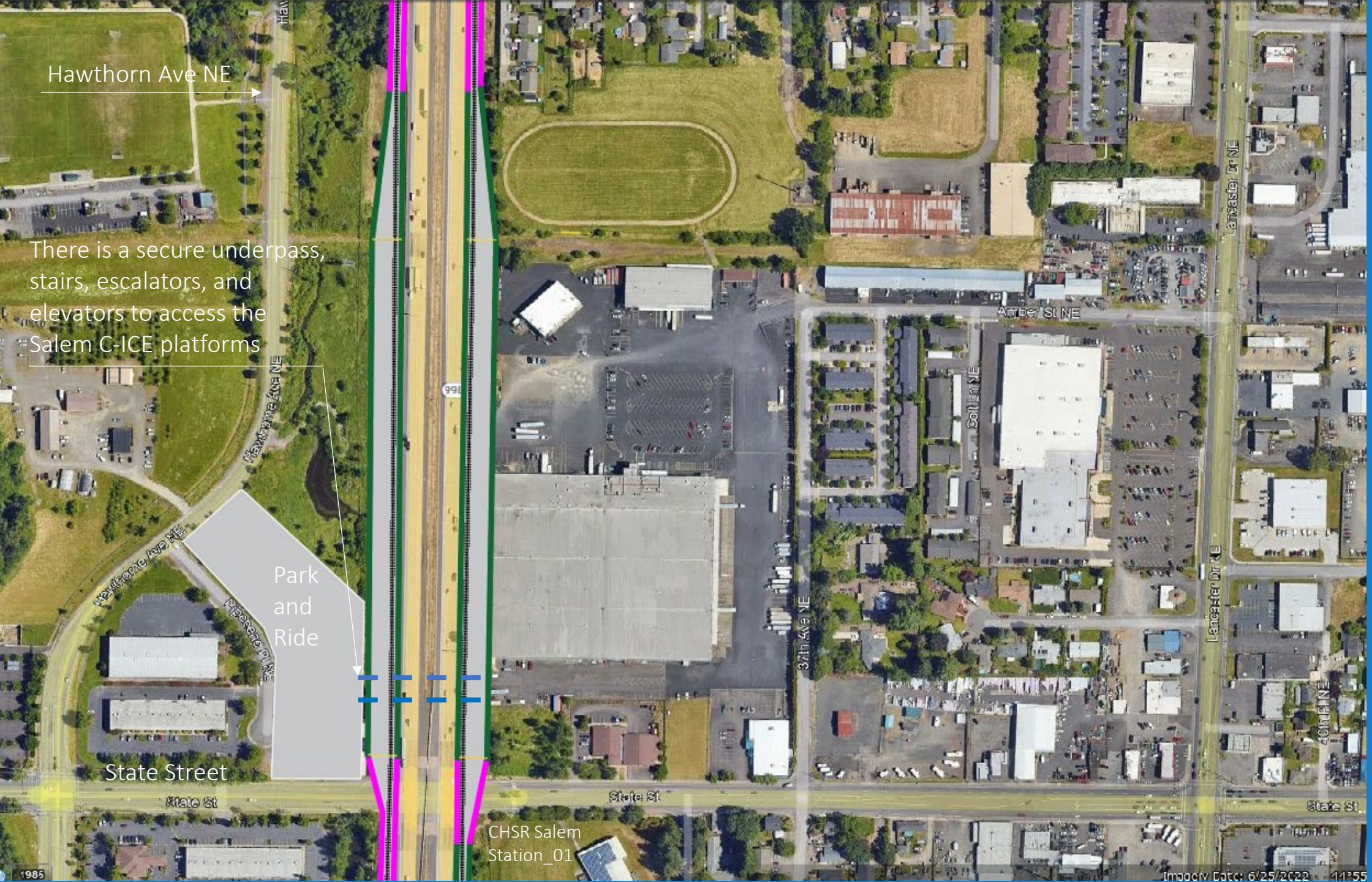
Santiam
Bluffs Rd NE

CHSR Corridor
between
Santiam Bluffs
Rd NE and
South Salem



CHSR Corridor
between
South Salem
and Keizer

The CHSR will
have a station at
State Street and
Keizer at Hwy
99 East.



Hawthorn Ave NE

There is a secure underpass, stairs, escalators, and elevators to access the Salem C-ICE platforms

Park and Ride

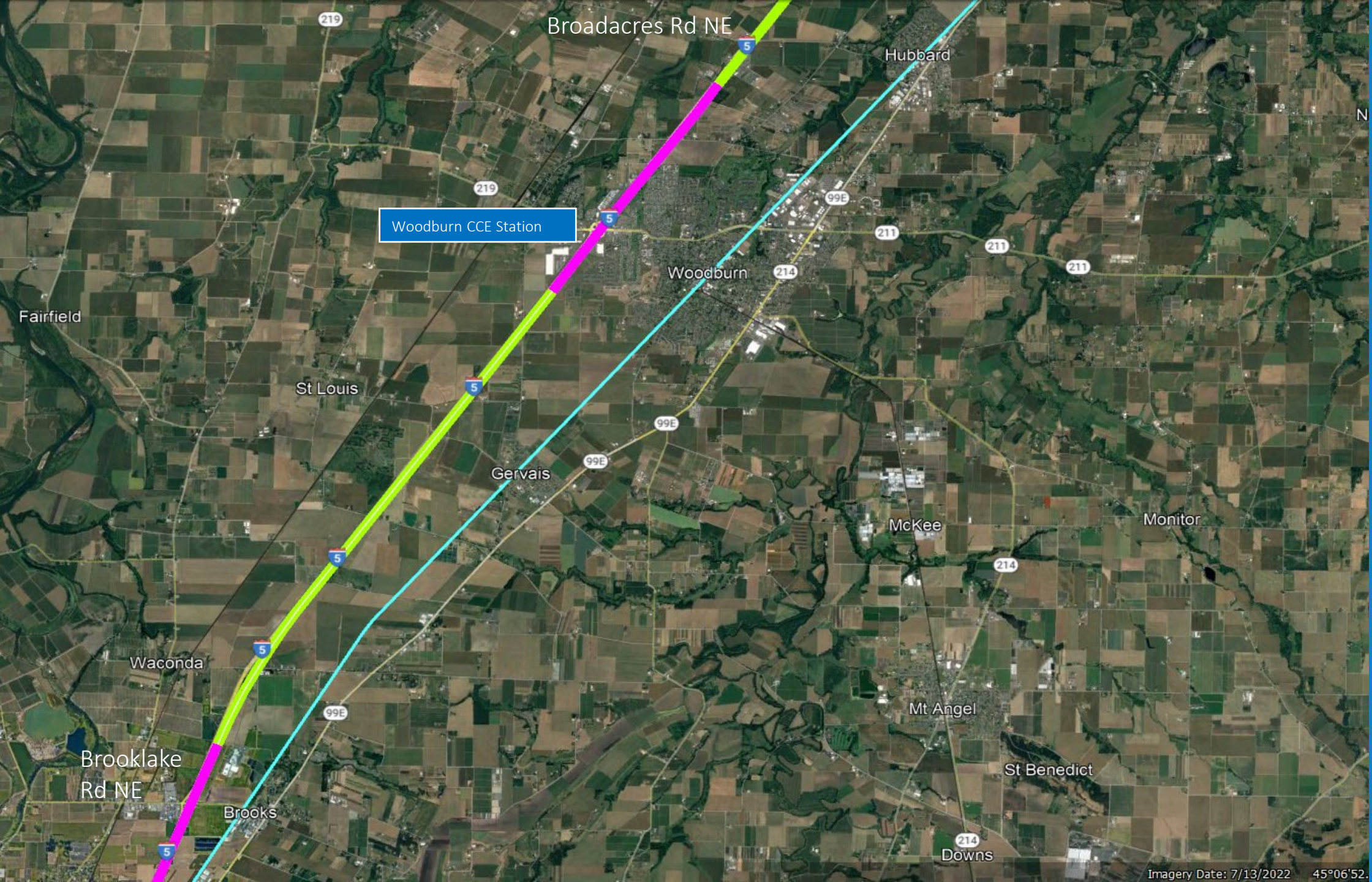
State Street

CHSR Salem Station_01

CHSR Corridor and Salem C-ICE Station at State Street and I-5

The Salem station has a single track on each side of the I-5. The platform width is 20 ft, and the length is 1300 ft.

There is a secure underpass for train passengers to use stairs, escalators, and elevators to access the platforms.



CHSR Corridor
between
Brooklake
Rd NE and
Broadacres
Rd NE

The Woodburn
CCE Station is at
I-5 and Hwy 214.



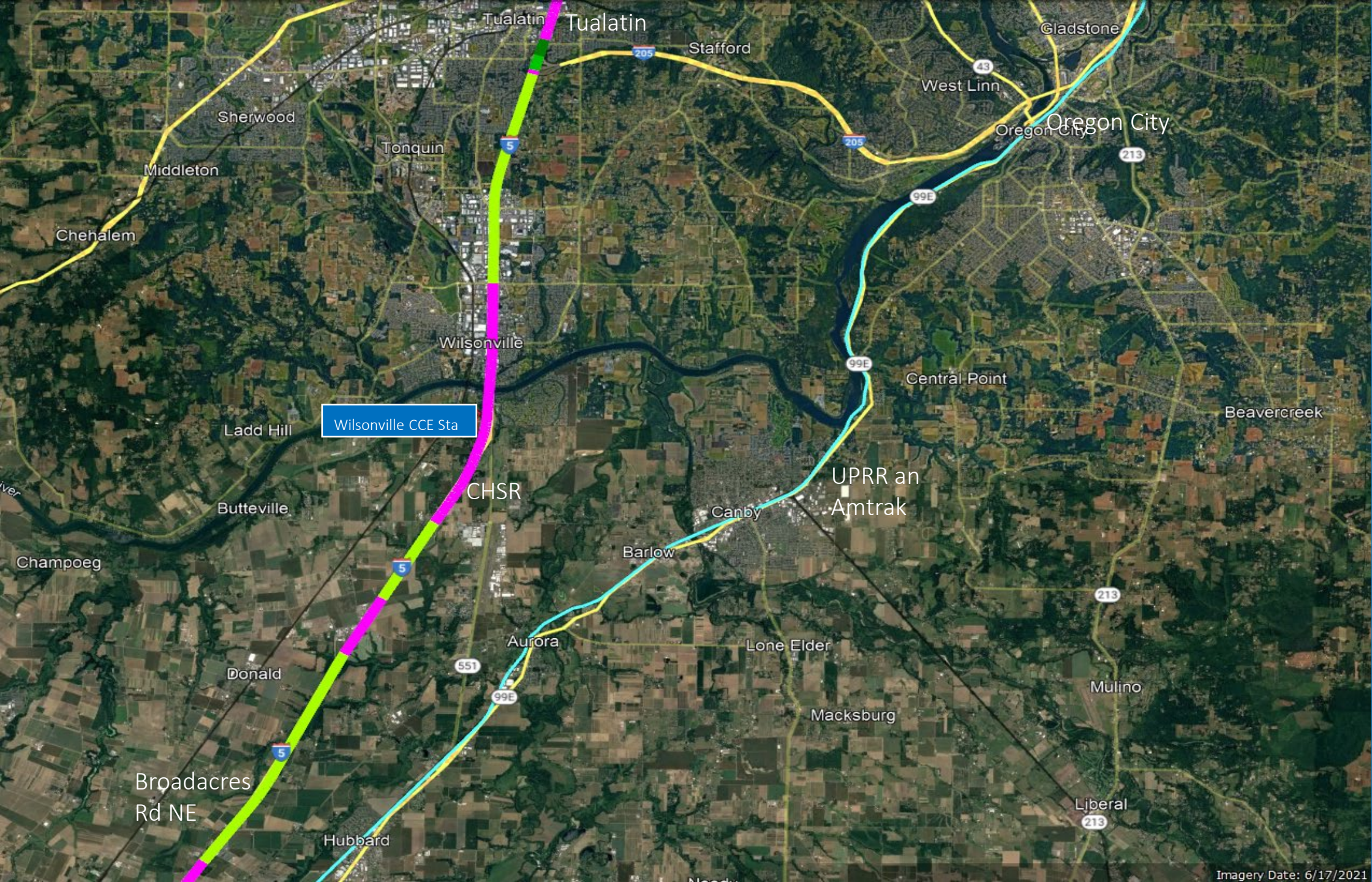
Woodburn
Outlet
Stores

Parking
2 acres

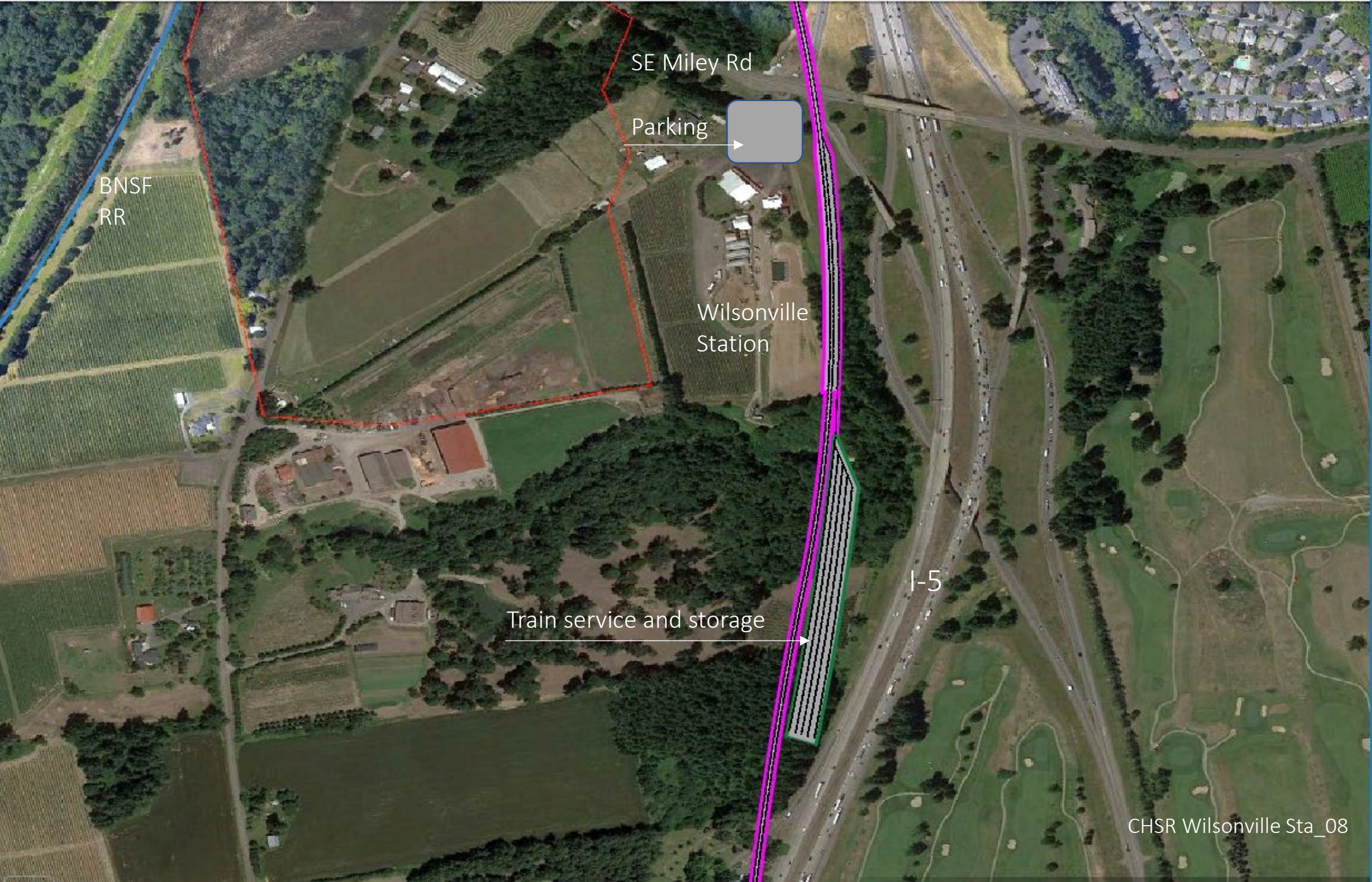
Hillsboro and Silverton Hwy NE

Woodburn CCE Station

The CHSR has
four tracks to
bypass the CCE
trains.



CHSR Corridor
between
Broadacres Rd
NE and I-205

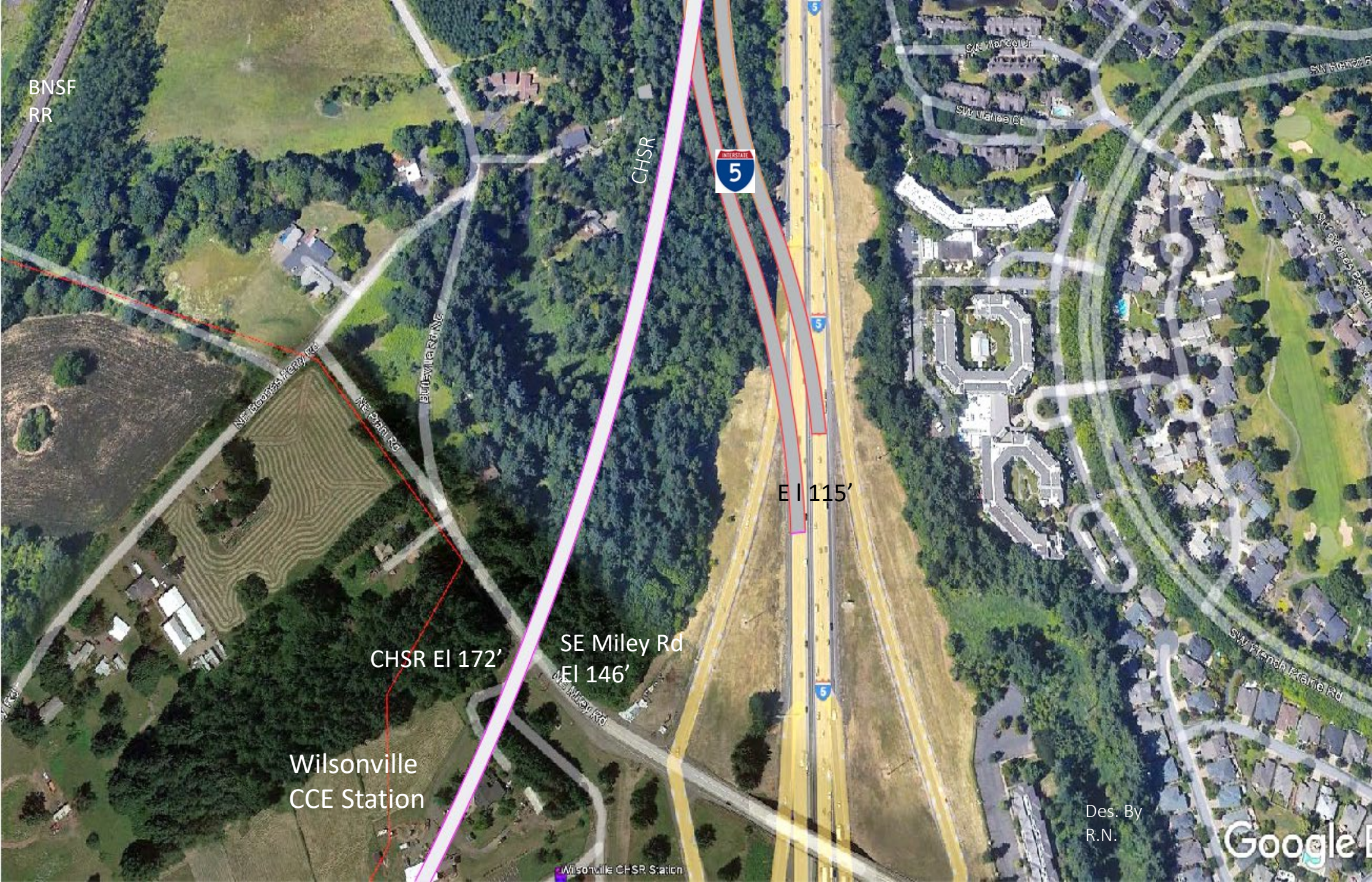


CHSR Corridor at the Proposed Wilsonville CCE Station

This station has
three tracks, two
for through
trains and one
for commuters.

There is also a
train service and
a storage yard.

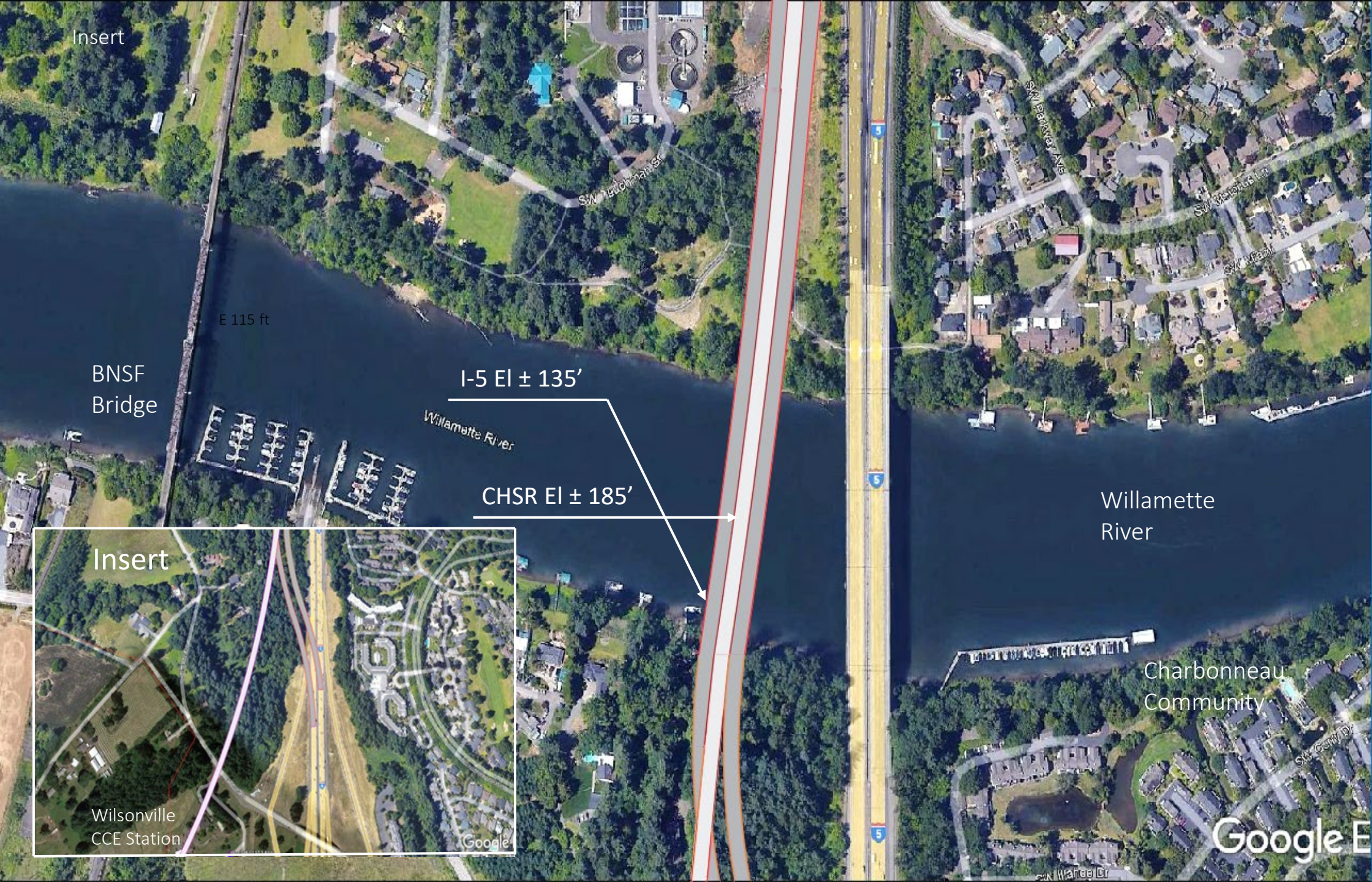
The station is
1300 ft long. The
service and
storage yard
tracks are 1300
feet long and can
accommodate
five double train
sets.



CHSR, CCE
between SE
Miley Rd and
the Southbank
of the
Willamette
River

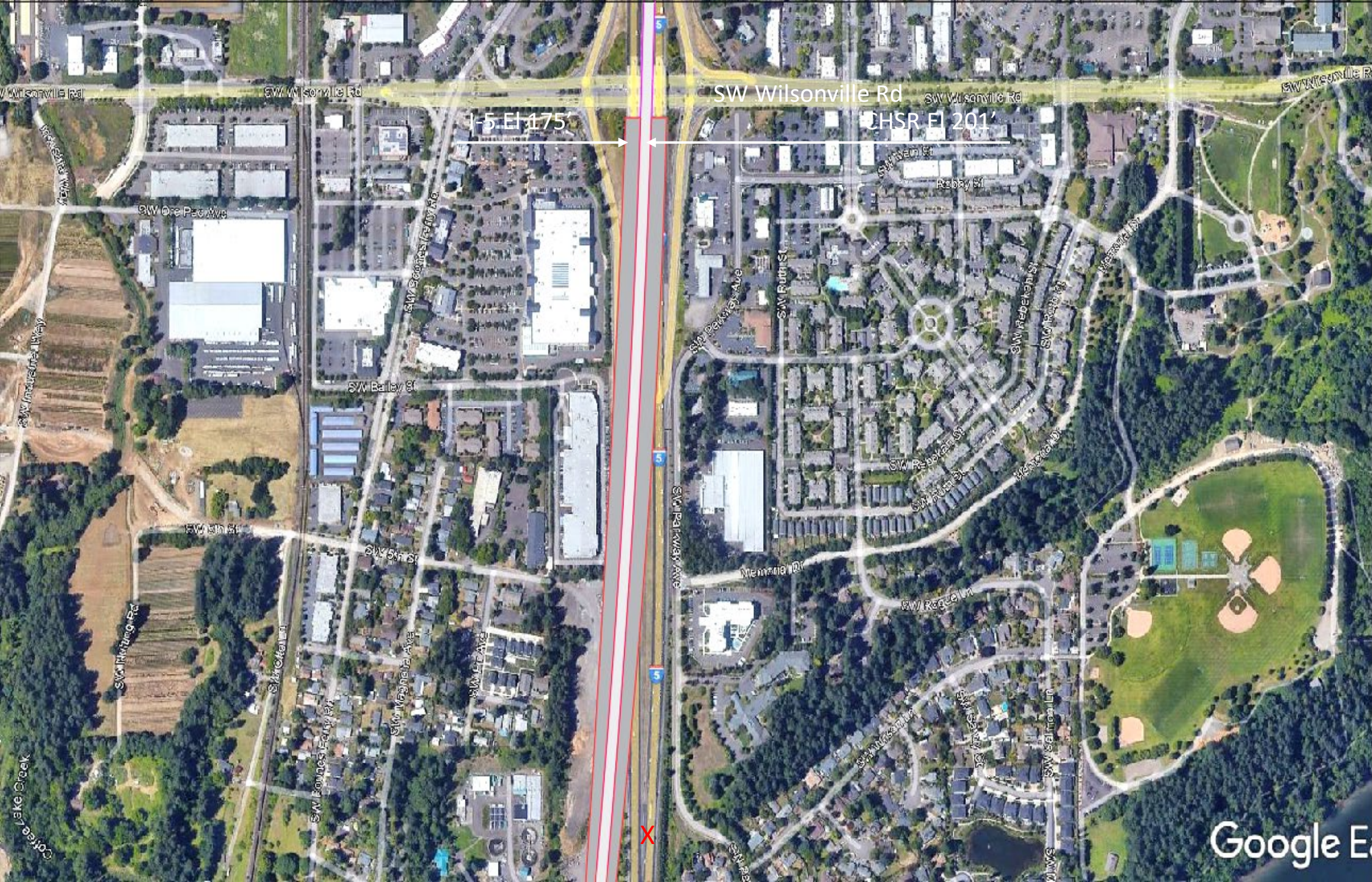
The new I-5 is
below the CHSR
corridor.

Des. By
R.N.



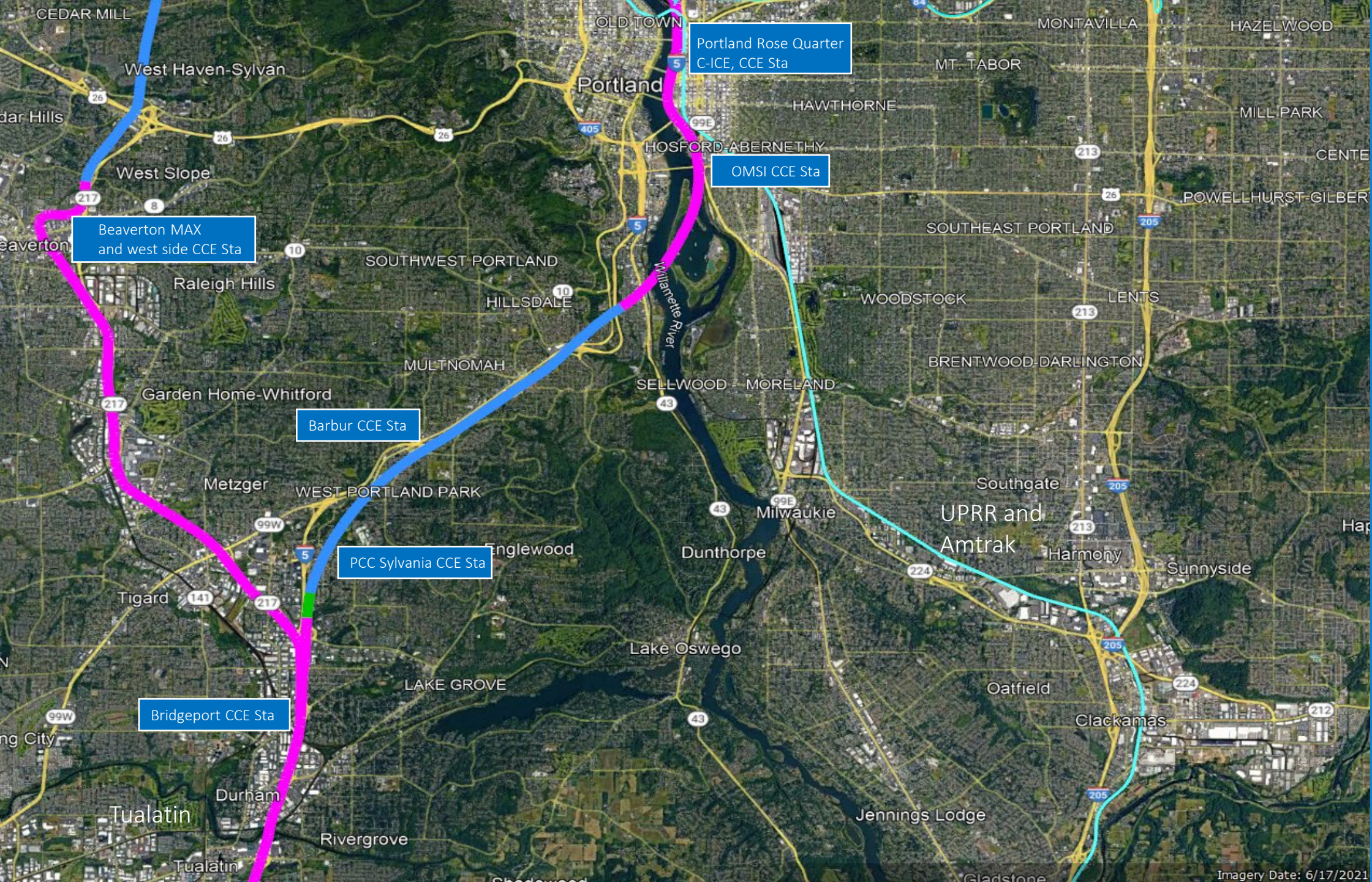
CHSR and the New I-5 Willamette River Crossing

The CHSR corridor is 50 ft above the I-5 corridor.

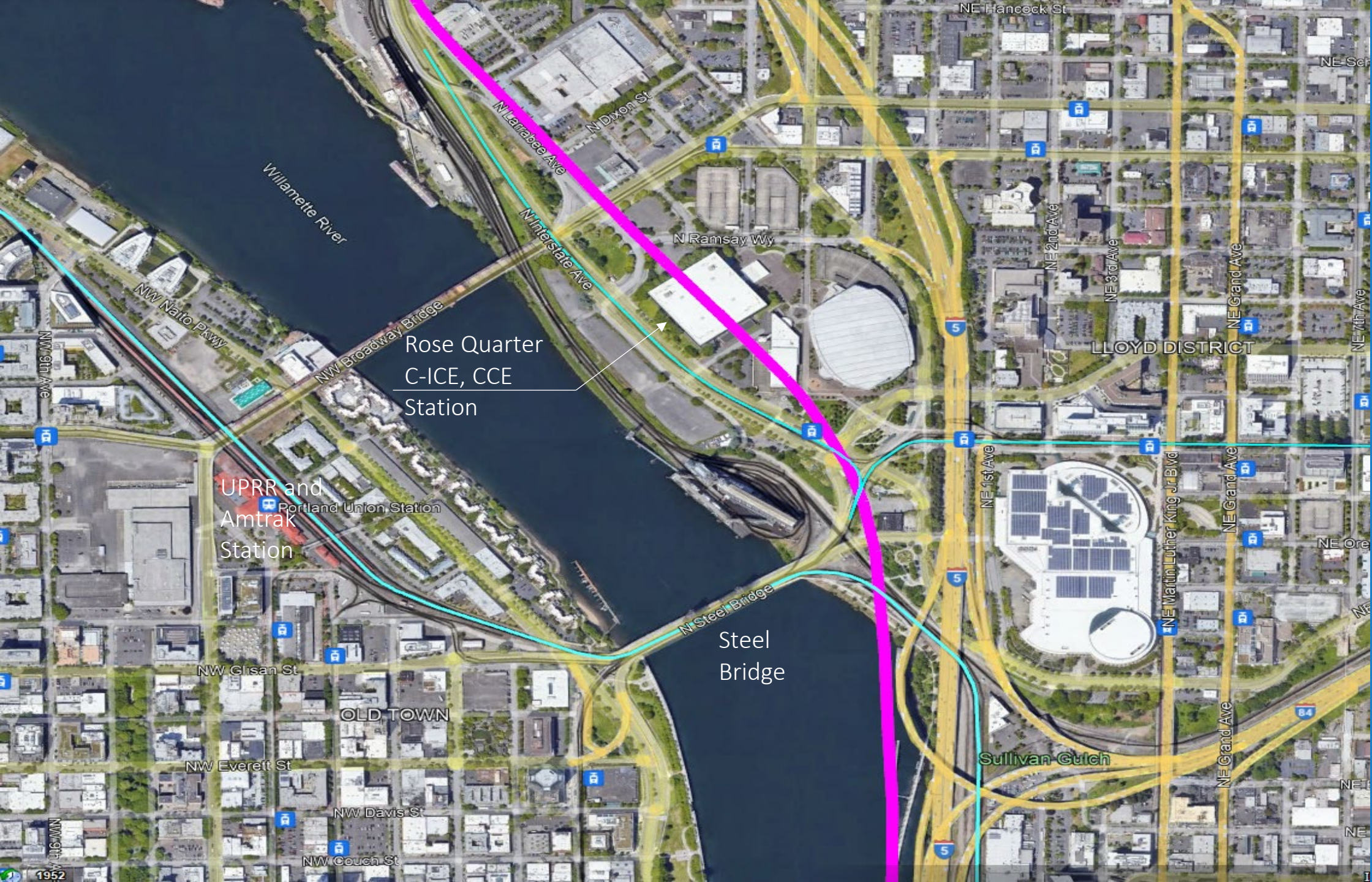


CHSR Corridor and the New I-5 Corridor between the Willamette River's North Bank and SW Wilsonville Rd

This is the area for the narrowing of the combined corridor for the multi-modal bridge river crossing.



CHSR Corridor
between
Tualatin and
the Portland
Rose Quarter
Transportation
Hub



CHSR Corridor at the Portland Rose Quarter Transportation Hub

Eugene CHSR Station to Portland CHSR Station Mileage and Times

Number one = Priority, number two = Secondary Stops

Station to Station	CHSR Milage	Estimated Travel Times
Eugene-Albany # 1	41.32 miles	19 minutes
Albany-Salem # 1	21.19 miles	11 minutes
Salem-Keizer # 1	3.99 miles	4 minutes
Keizer-Woodburn # 2	13.94 miles	9 minutes
Woodburn-Wilsonville # 2	10.06 miles	7 minutes
Wilsonville-Bridgeport # 2	8.35 miles	6 minutes
Bridgeport-PCC Sylvania # 2	3.08 miles	4 minutes
PCC Sylvania-Barbur # 2	1.33 miles	3 minutes
Barbur-OMSI # 1	4.92 miles	5 minutes
OMSI-Portland Rose Quarter # 1	1.73 miles	3 minutes
109.91 miles	Eugene, Albany, Salem, Portland	45 minutes (3 stops)

Transportation Mode Comparison	Stop to Stop	Estimated Travel Times
112.20 miles (Bus, Autos)	Eugene-Portland	2 hours and 45 minutes
123 miles (Amtrak)	Eugene-Portland	3 hours and 20 minutes
110 miles (CHSR)	Eugene-Portland	35 minutes (direct)

CHSR Miles between Eugene, OR, and Portland

On Ground	Cut/Fill	Flyover or Bridges	Tunnels or Underpass
2.84 Mi Eu_014 I-5	0.19 Mi Eu_015 I-5	0.58 Mi Eu_009 new	5.39 Mi Eu_028 new
2.75 Mi Eu_018 I-5	0.54 Mi Eu_017 I-5	1.39 Mi Eu_013 new *	0.81 Mi Eu_058 new
0.80 Mi Eu_019 I-5	1.14 Mi Eu_026 I-5	0.91 Mi Eu_016 I-5	1.33 Mi Eu_059 new
30.7 Mi Eu_021 I-5	0.56 Mi Eu_027 I-5	3.00 Mi Eu_021 I-5	2.51 Mi Eu_060 I-5 *
0.93 Mi Eu_023 I-5	0.24 Mi Eu_031e I-5	3.98 Mi Eu_022 I-5	
2.76 Mi Eu_025 I-5	0.86 Mi Eu_038e I-5	0.17 Mi Eu_024 I-5	
0.23 Mi Eu_040e I-5	0.25 Mi Eu_052 I-5	2.91 Mi Eu_029 new	
6.67 Mi Eu_043 I-5	0.28 Mi Eu_053 I-5	0.81 Mi Eu_030e I-5	
4.00 Mi Eu_045 I-5	0.27 Mi Eu_057 new	0.74 Mi Eu_034e I-5	
1.47 Mi Eu_047 I-5		0.31 Mi Eu_035e I-5	
3.58 Mi Eu_048 I-5		0.35 Mi Eu_036e I-5	
		0.18 Mi Eu_037e I-5	
		0.10 Mi Eu_039e I-5	
		0.60 Mi Eu_041e I-5	
		5.72 Mi Eu_042 I-5 *	
		3.13 Mi Eu_044 I-5	
		1.10 Mi Eu_046 I-5	
		3.17 Mi Eu_048 new	
		0.99 Mi Eu_049 I-5	
		0.10 Mi Eu_051 I-5	
		1.45 Mi Eu_055 I-5	
		2.00 Mi Eu_056 I-5	
		4.13 Mi Eu_061 new	
56.73 Miles 52.09 %	4.33 Miles 3.97 %	37.82 Miles 34.72 %	10.04 Miles 9.21 %
			108.92 Total Miles CHSR
			123 Miles Total Amtrak

New and existing Right of Way (RoW) declaration.

18.65 miles in a new corridor	90.27 miles in an existing right of way, UPRR, or Hwy
17.12 % of this CHSR RoW must be acquired	82.89 % may be shared
Tunnel miles may be excluded from RoW purchase.	

* = Some deviations, as some miles are aside from the named corridor segment.