Gall Zeidler Consultants
Geotechnics | Tunnel Design | Engineering

California High-Speed Rail
California High-Speed Rail Authority

Location:	San Francisco to Anaheim, California
Date:	2016 - Present
Structure:	800 miles of high-speed train service, including 59 to 65 miles of tunnels
Length:	800 Miles (1287.48 kilometers)
Cross-Section:	28 feet (8.5 meters) in diameter
Geology:	Various
Cost:	$77 Billion (estimate 2018 for Phase 1)
Client:	WSP | Parsons Brinkerhoff, Inc.
Owner:	California High-Speed Rail Authority

Program Management Service:

The California High-Speed Rail project will bring true high-speed train service to the United States. Once completed, the project will link the mega-regions of San Francisco and Los Angeles in under 3-hours (Phase 1). Eventually the system will expand north to Sacramento and south to San Diego (Phase 2), totaling 800 miles with up to 24 stations throughout California.

In the north section the planned Pacheco Pass tunnel with a length of approx. 13.5 miles will be the longest rail tunnel in North America. The tunnel will cross an active fault (Ortigalita Fault Zone). West of the Pacheco Pass Tunnel is another tunnel with a length of approx. 1.5 miles. In the south a series of tunnels totaling 45 to 50 miles are planned. All underground structures will be consisting of TBM tunnels, SEM tunnels, and Cut & Cover structures.

Gall Zeidler Consultants is working as part of the Rail Delivery Partner (RDP) with WSP | Parsons Brinkerhoff on behalf of the California High-Speed Rail Authority, on program management for the entire project.

Within the RDP scope of work the preparation of a detailed Design Criteria Manual and various standards and directives was required as this is the first High-Speed Rail project in the State. In addition, a series of Directive Drawings for all potential structures had been developed between the multi-disciplinary engineering teams.

Figure 1. Transbay Terminal Station (Courtesy California High-Speed Rail Authority).

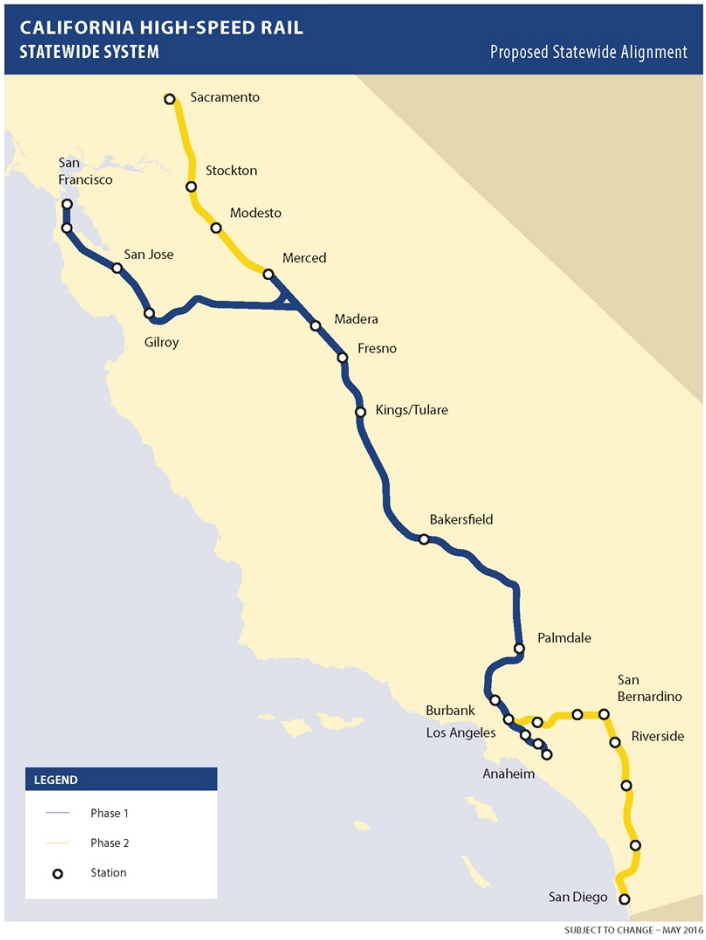

Figure 2. Proposed statewide alignment of California High-Speed Rail (Courtesy of California High Speed Rail Authority).