

California High-

2.1.2 CHSTP Design Parameters

Design parameters for high-speed train tunnels are under development and will be defined in separate documents, including the following CHSTP technical memoranda:

- € Technical Memorandum 1.1.2 - Design Life
- € Technical Memorandum 1.1.10 - Structure Gauge
- € Technical Memorandum 1.1.21 - Cross Sections for 15% Design
- € Technical Memorandum 2.3.2 - Structure Design Loads
- € Technical Memorandum 2.4.2 - Basic High-Speed Train Tunnel Configuration
- € Technical Memorandum 2.4.6 - High-Speed Train Tunnel Portal Guidelines
- € Technical Memorandum 2.4.8 - Service and Maintenance Requirements
- € Technical Memorandum 2.9.3 - Geotechnical and Seismic Hazard Evaluation Guidelines
- € Technical Memorandum 2.9.6 - Ground Motion for MCE, DBE & LDBE for 30% Design
- € Technical Memorandum 2.9.10 - Geotechnical Design Guidelines
- € Technical Memorandum 2.10.4 - Interim Seismic Design Criteria
- € Technical Memorandum 2.10.6 - Fault Crossing Design Guidelines
- € Technical Memorandum 3.2.6 - Traction Power Electrification System Requirements 67(EI)-r13(nes104(

California High-

cleaning at intervals of 50m (~165 feet). Longitudinal drains for tunnel water shall be placed at the low point of the invert.

California High

design and construction provisions shall be developed during the design process for stabilization

3.6 THEORETICAL METHODS OF ANALYSIS

3.6.1 Analysis of Non-Seismic Loads

The structural analysis of a tunnel lining under external and internal loads can be performed using

California High-

For seismic considerations, tunnels generally perform better than above-ground

California High-

6.3 THEORETICAL METHODS OF ANALYSIS

6.3.1 Analysis of Non-Seismic Loads

The structural analysis of a tunnel lining under external and internal loads can be performed using

