

# GOTTHARD BASE TUNNEL SEDRUN



## Section Sedrun, Switzerland

With a length of 57 km, the Gotthard Base Tunnel is the longest railway tunnel in the world.

The tunnel interconnects Erstfeld in the valley of Uri with Bodio near Biasca in the canton of Ticino.

The section Sedrun is one out of five sections of the Gotthard Base Tunnel construction site.

This section has a length of 6.8 km and a maximum overburden of 1'550 m.

# Construction of the new Gotthard Base Tunnel

## Location

Sedrun, Switzerland

## General Information

Construction costs (price base 1991)

Gotthard Base Tunnel South: CHF 9'826 million

Section Sedrun: CHF 930 million

Intermediate Access Sedrun: CHF 205 million

## Project Stages

Design: since 1990

Realisation: 1999 – approx. 2016

## Project Description

Intermediate adit Sedrun: Length: 987 m  
Cross-section: 35 m<sup>2</sup>

Vertical shaft: Height: 800 m  
Diameter: 8.60 – 9.00 m Cross-section: 63 m<sup>2</sup>

Ventilation shaft: Length: 225 m  
Slope: 90 % Cross-section: 15 m<sup>2</sup>

2 single-track tubes: Length: je 6.8 km  
Cross-section: 60-130 m<sup>2</sup>

Multifunction station: Length: 1.7 km

## Geology

Max. overburden: 1'550 m

## Client and Contact Person

AlpTransit Gotthard AG (ATG)

Dr. Renzo Simoni (director)



## Project

Railway tunnel; construction of two new single-track railway tunnels

Overall length: 57 km

Tunnel section: 6.8 km

## Our Services

- Design in engineering joint-venture
- Construction supervision in an engineering joint-venture

In collaboration with Pöyry Infra AG and Lombardi SA Ingegneri Consulenti



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