PETERSBERG TUNNEL
NEEF (DE)

CLIENT
Deutsche Bahn AG, Frankfurt

DESIGNER
Obermeyer Planen und Beraten GmbH, München
(Execution planner for the client)
Ingenieurbüro Dipl.-Ing. H. Vössing GmbH, Düsseldorf
(supplementary planing; Special proposal protection housing)

CONSTRUCTION PERIOD
2017 - 2019

CONTRACT SUM
CHF 17.5 Mio. (€ 16 Mio.)

EXECUTION OF THE WORK
ARGE Tunnel Petersberg

CONSORTIUM PARTNERS
Marti Tunnel AG, CH-3302 Moosseedorf
Marti GmbH Deutschland, DE-70567 Stuttgart
Tucza, german branch of TuCon, DE-86152 Augsburg
Marti Bauunternehmung AG, CH-6010 Lucern

LEAD COMPANY AND TECHNICAL LEAD
Marti GmbH Deutschland, DE-70567 Stuttgart

COMMERCIAL LEAD
Marti GmbH Deutschland, DE-70567 Stuttgart
SCOPe OF THE WORKS
Refurbishment of the operative and electrified two-track railway tunnel.
The DB AG plans in connection with the development of the DB-stretch 3010 Koblenz HBF – Perl the upgrading of the electrified, two-track Petersberg tunnel. The tunnel construction lot is located in the municipality of Neef, Cochem-Zell area, between Trier and Koblenz. The refurbishment of the Petersberg tunnel is undertaken according to the tunnel-in tunnel method under the preservation of the catenary installations and by continuous railway traffic and serves for the extension of the two rail tracks.

ACtIVITIES
Construction lot:
- Total length 368 m

Reinforcement:
- Excavation and inner lining 1'000 to
- Excavation volume 20'000 m³
- Concrete-/ shotcrete volume approx. 12'500 m³

Rock bolts:
- Rock bolts 2'800 pcs
- Self-drilling pike umbrella 4'800 pcs

The tunnel expansion portal is developed and manufactured by Marti Technik AG.

The rock excavation is performed by means of the drill and blast method.

GEOLOGY
The entire length of the Petersberg tunnel lies in the clay schist rock formation sequence alternating with the Schluffstone containing quartzite sandstones. The existing vault is lined with schist and lime cobblestones. The tunnel has a maximum overburden of 95 m.