



PETERSBERG TUNNEL

NEEF (DE)

CLIENT

Deutsche Bahn AG, DE-60528 Frankfurt am Main

DESIGNER

Obermeyer Planen und Beraten GmbH,
DE-80686 München
(Execution planner for the client)
Ingenieurbüro Dipl.-Ing. H. Vössing GmbH,
DE-40223 Düsseldorf
(supplementary planing; Special proposal protection
housing)

CONSTRUCTION PERIOD

02.2017 – 02.2019

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

PETERSBERG TUNNEL

NEEF (DE)

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 pipe umbrella 4'800 pcs

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

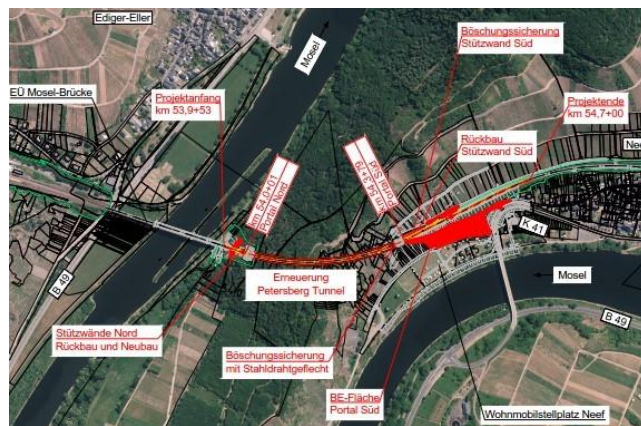
The rock excavation is performed by means of the drill and blast method.

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.



19.03.2019