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InfraStructure

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Construction of the New Kriegenbrunn Lock, in Germany

On behalf of the Aschaffenburg Waterway Construction Authority, BAUER Spezialtiefbau GmbH and 2 other joint venture partners have been tasked to build the new replacement structures for the Kriegenbrunn lock. The work of the “Schleuse Kriegenbrunn” joint venture, made up of BAUER Spezialtiefbau GmbH, Ed. Züblin AG and Züblin Spezialtiefbau GmbH, is planned to start in May. The lock will officially open for ship traffic in of 2032.

The project includes building the entire lock including water-saving basins, exit basins and the connection to the sealed stretch of canal. It also includes the gates and closures of the lock, the drive and control technology as well as communication and electronic equipment. It also includes construction of a technical building as well as roadwork and landscaping.

The centerpiece of this construction project is the excavation pit, which will be built in the immediate vicinity of the existing lock. It is being constructed with a depth

of more than 30 m – half of which is located in the ground-water – and a length of nearly 200 m while ongoing ship traffic continues. To protect the adjacent old lock, the excavation pit has to be installed with minimal deformation. A secant and reinforced pile wall is being executed for this task.

“The new building of the Kriegenbrunn Lock will not only modernize the infrastructure, but also lay the foundation for efficient and sustainable waterway management in Germany,” remarked Frank



© Wasserstraßen-Neubauamt Aschaffenburg

Haehnic, CEO of BAUER Spezialtiefbau GmbH.

Source: BAUER Spezialtiefbau GmbH

Trevi for the North East Link Project in Melbourne

“North East Link is the biggest ever investment in Melbourne’s north east – changing the way people move around Melbourne, Australia. A major project with 6.5 km tunnels from Watsonia to Bulleen, it will fix the missing link in Melbourne’s freeway network, take 15,000 trucks off local roads each day and reduce travel times by up to 35 min.

Trevi Australia, Trevi Group branch in Australia, together with the joint venture partner Wagstaff Piling have been selected as the specialist ground engineering contractor responsible for undertaking a key part of this challenging project. The partnership is constructing the “Lower Plenty Road Interchange” through the installation of 3 km of 1,200 mm diaphragm wall up to 40 m below ground level. Four new Soilmech hydromills are being used to excavate around 90,000 m³ of soil and rock to build the main box and ramps.

The Lower Plenty site has very challenging ground conditions due to geological events that occurred millions of years ago. Additional geotechnical investigations and



careful planning were carried out, allowing the diaphragm wall panels to be successfully installed.

The Lower Plenty site requires an enormous amount of specialist geotechnical equipment and a skilled workforce. No other project in Australia has had 4 hydromills working in one area. The logistics

to keep all hydromills running is a full-time job for the team. Detailed planning sessions are held daily to effectively manage equipment and resources and adaptability is a skill that our team has that allow them to continually achieve the best outcomes.

Source: Trevi Group