

Project identification

# Public Transport and Slow Traffic Tunnel OV 09-27, Schiphol



Tunnel Engineering Consultants

Type of project

Cut & Cover Tunnel



Client

N.V. Airport Schiphol, SPL 2000, P.M.A. + B.E. Landside

In co-operation with

Project assignment

Terms of references, feasibility study, conceptual design with specifications for "Design and construct" tender documents. Design acceptance control and site supervision.

Country

The Netherlands

Location

Schiphol

Project duration

August 1992 - July 1994

Project phase

Completed

Construction cost

Civil works € 18.151.000,=  
M&E Works € 1.816.000,=  
(excl. VAT)

Consultancy fee

€ 1.588.000,=  
(excl. VAT)

## Office

Laan 1914 no 35  
3818 EX Amersfoort  
P.O.Box 28013  
3828 ZG Amersfoort  
The Netherlands

## Telephone

+31 (0)88 348 2540

## E-mail

info@TEC-tunnel.com

## URL

www.TEC-tunnel.com

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Project description

As Schiphol Airport continues to grow, so does the need for proper transportation providing access to and from the airport. The Schiphol Group therefore asked TEC to provide a feasibility study and design for an underground crossing of runway 09-27 (Buitenveldertbaan) at Schiphol airport. The public transport tunnel and slow traffic tunnel were designed to be built east of the existing Schiphol tunnel on the motorway A4, and to be used for buses (and in the future, tram line) and slow moving traffic respectively. Both tunnels are cut & cover tunnels, the enclosed part is 500-m long, the slow moving traffic tunnel was to be realized with a width of 4-m, and a clearance inside of 3-m high. The public transport tunnel was designed with an overall width of 10-m and a clearance inside of 5-m high. Under the slow moving traffic tunnel's location, is a cable and service duct.

Special attention was given to the limitation of deformations allowed for the existing Schiphol tunnel in its vicinity, which was only 1-mm, while the new tunnel was under construction. With respect to these restrictions, a definition survey was carried out, together with three reference surveys, a year before the construction began. These surveys were conducted with high standard geotechnical and geodetic survey equipment. The preparation and construction of the OV 09-27 tunnel runs parallel with the extension of the Schiphol train tunnel and the second Schiphol motorway tunnel all crossing runway 09-27.

Scope of work

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