

Planning Diversion Sedlitzer See - Ilse-See

C&E · Consulting und
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Project objective: Überleitung Sedlitzer See -
Ilse-See

Location: Sedlitz

**Client/
Beneficiary:** LMBV GmbH

Period: 2003-2005

Costs: 10 Mio. €



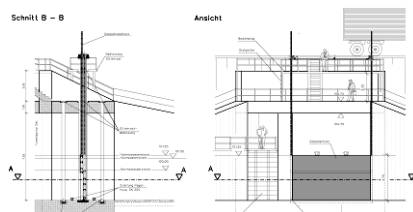
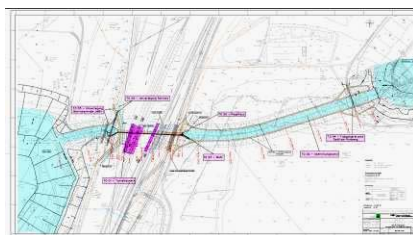
Main tasks:

Work phases

- Preliminary planning
- Final design and building permission application

Contents

Construction of a navigable connection between the residual wholes of the former opencast mining of Sedlitz and Meuro, Realization of a touristic using concept:



Partial object 01 – tunnel structure: 226m undercrossing of the existing road and tracks with integrated pedestrian crossing of Sedlitz to the lake Ilse-See including realization of two tunnel portal

Partial object 02 – diversion channel: navigable channel over the former opencast mining area with turning possibilities at the orifices and service and escape routes next to water streams

Partial object 03 – dam constructions: double protective facility in the east portal off the tunnel structure for a controlled flooding of the lake Ilse-Sees

Partial object 04 – pedestrian bridge Sedlitzer circuit: pedestrian bridge including using as a cycle track as timber construction for construction of the circuit over the plant

Partial object 05 – Relocation of the infrastructure (Rainitz, service route LMBV): 250m Relocation of the water Rainitz and the existing service route on the side of the lake Ilse-See over the tunnel structure

Partial object 06 – gauging building: for control off the construction near the dam

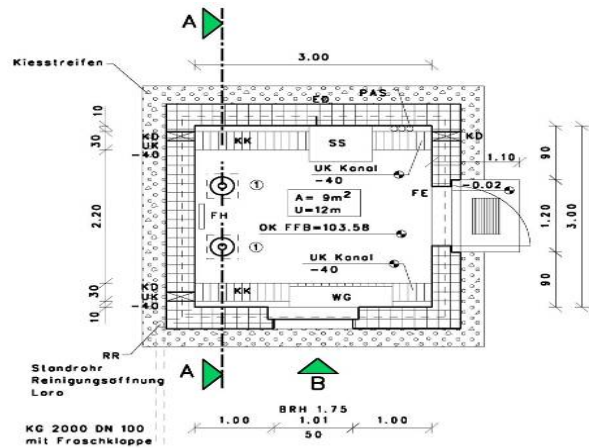
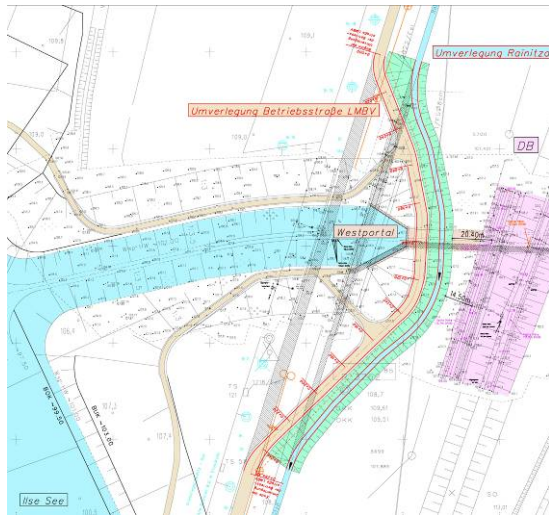
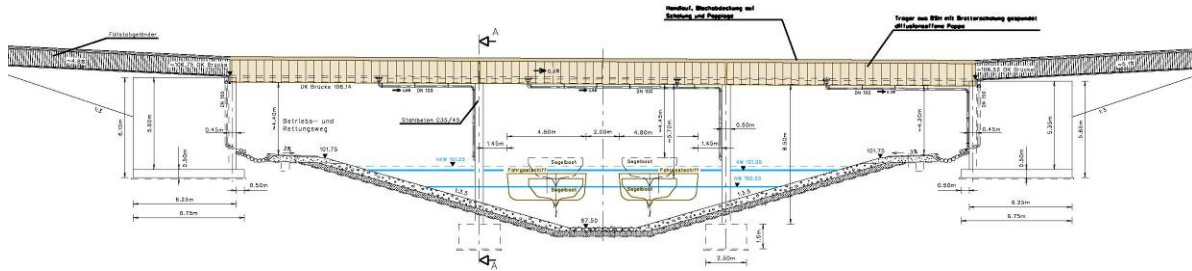
Picture: Pedestrian bridge Sedlitzer circuit, clear width off the bridge 2,50m

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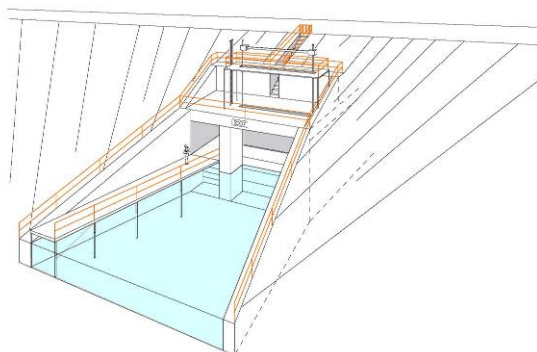


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Picture: Relocation of the infrastructure

Picture: ground plan gauging building



A controlled flooding of the lake Ilse-See is guaranteed by the dam construction as double protective dam structure.

Main data:

Clear width: 6,50 m

Height of raised water: 3,75 m

Hoisting height: 7,25 m

Discharge capacity: 2,0 m³/s

It is planned to install stop log seals on both sides, which enable the dewatering. A working platform will be installed above the two part sluice board.