

## CURRICULUM VITAE

**Name** Dr. Marcus Scholz  
**Date of Birth** 14.02.1974  
**Nationality** German  
**Languages** German, English



### Education

1985 - 1993: Maximiliansgymnasium, Munich, Germany, Graduated with High School Diploma.  
1993 - 1999: Technische Universität München (TUM), Faculty of Engineering Geology, Germany), Graduated with the academic degree "Dipl. Geol. Univ." (MSc).  
1996 – 1997 13-month time-out for internship in geological documentation at Tunnel Königshainer Berge (Germany).  
2000 – 2001 Technische Universität München (TUM), Faculty of Geology, Germany, Postgraduate Scholarship, Dissertation (PhD-Thesis). Graduated with the academic degree "Dr.rer.nat." (PhD).

**Qualification** Geologist MSc, PhD

**Position** Engineering Geologist, Head of engineering geology department  
Authorized Representative of Müller+Hereth GmbH.

**Countries of Work Experience:** Albania, Algeria, Austria, Bhutan, China, Germany, Israel, Italy, Jordan, Nepal, Saudi Arabia, Taiwan.

### Membership of Professional Associations:

- International Association for Engineering Geology and the Environment (IAEG)
- German Society for Geotechnical Engineering (DGGT)
- German Society for Geology (DGG)
- Austrian Society for Geomechanics (ÖGG)
- International Society for Rock Mechanics (ISRM)

**Special Achievements:**

- Since 2005            Lecturer at the Department of Engineering Geology of Technical University of Munich (TUM). Topics: Engineering geology of tunneling in soil and rock. Geological Hazard Scenarios.
- 2008                    Awarded the Richard Wolters' Prize by the International Association for Engineering Geology and the Environment (IAEG), as recognition scientific and professional excellence in the field of engineering geology.

**Experience:**

- 1996 - 2000            Freelancer at Ingenieurbüro Müller + Hereth GmbH, Freilassing, Germany.
- 1999 - 2001            Freelancer at Baugeologisches Büro Bauer GmbH, Munich, Germany.
- 2001 – 2003            Engineering Geologist / Geotechnical Engineer at ISP – Scholz Beratende Ingenieure AG.
- 2003 – 2007            Project Manager at Baugeologisches Büro Bauer GmbH, Munich, Germany.
- 2007 – 2011            Head of engineering geology department at BERNARD Ingenieure ZT GmbH, Hall in Tirol, Austria.
- since 2011             Head of engineering geology department at **Müller + Hereth, Ingenieurbüro für Tunnel- und Felsbau GmbH**, Freilassing / Germany.  
Authorized Representative of Müller+Hereth GmbH.

**Reference Projects:**

- 1996 - 1997      **Königshainer Berge Tunnel near Görlitz, Saxony, Germany**  
Tunnel length 3.5 km, highway tunnel with 2 two-lane and three-lane tubes. Strongly weathered and altered granites; excavation in solid rock and loose ground; Geological and geotechnical documentation, hydrological documentation, soil mechanical assessment of cuts and abutments in loose ground and in weathered granite.
- 1998              **Obsthof Tunnel Pforzheim, Construction of Sewage and Retention Gallery, Pforzheim, Germany**  
Approximately 850 m long sewage and water retention tunnel with a ca. 6 m dia. for development of an industrial area. Shallow tunneling under a large petrol station. Restricted settlement excavation in soft to hard residual clay of Muschelkalk; Organizing and lead of geological and geotechnical documentation, assessment and evaluation of geotechnical parameters as well as consultant to the client.
- 1998              **Riedberg Tunnel, Regen, Germany**  
Two-lane bypass NATM tunnel, sections within inner city area, in partially strongly weathered and altered gneiss; drill & blast; Geological documentation and consulting for client.
- 1999              **Construction of Two Highway Tunnels (Rennsteig Tunnel / Hochwald Tunnel) in Thuringia, Germany**  
Gorge crossing Thuringian Forest, A 71 highway tunnel with two-lane / three-lane tubes. Solid rock heading as well as loose ground heading (granite, porphyry, sandstone, quartzite, conglomerate) Position: Monitoring of tunnel excavation works, soil mechanical assessment of foundation level for bridges, site supervision.
- 2000              **Taiwan High Speed Rail (THSR), C210 and C215, Northern Route in Taipei Area, Taiwan**  
High-speed railway line along Taiwan's west coast with numerous bridges and tunnels. Loose ground headings in sand, silt, clay, gravel, sandstone, claystone and marl in earthquake prone, partially in inner-city area  
Position: Checking/monitoring of the geological investigation and verification of soil mechanical parameters for various tunnels.

1999 – 2000

**Geisberg Tunnel, NBS Nürnberg-Ingolstadt, Germany**

One 2-track railway tunnel in karstified jurassic limestone and dolomite (drill and blast) as well as in tertiary sand, silt and clay deposits (loose ground heading). Tunnel length 3 km;  
Engineering geological documentation during construction, geological and geotechnical consulting for the contractor.

2002

**“Mittlerer Ring East” Tunnel, Munich, Germany**

Tunnel length 1200 m, sewage canal (diameter 6,5 m), Munich Inner-city full face TBM heading (EPB-shield) in quaternary gravel and sand deposits of the “Münchener Schotterebene” (Munich Gravel Plain). Tunneling under various roads during regular streetcar operation;  
Geotechnical consulting to the contractor regarding TBM drive, planning of grouting works, prognosis of soil mechanical parameters, geological documentation including face mapping, geological engineering, geotechnical and hydrological consulting for the contractor.

2001 – 2003

**Subway of Munich, Lot 3 North 1, “Olympiapark” North Station and Line, Munich, Germany**

Loose ground headings in different types of quaternary and tertiary sediments (gravel deposits, stiff to hard clay and silt as well as sand). Headings of two 1-track tunnels in quaternary gravel deposits with dewatering within a trough structure (slurry walls). Headings of two 1-track tunnels in tertiary clay, silt and sand deposits under Olympic Media City with pipe-roofing and dewatering. Headings of two 1-track tunnels in Tertiary clay, silt and sand deposits with compressed air in terms of dewatering. Two headings of 3-track tunnels in quaternary gravel and tertiary clay and silt with dewatering within a trough structure (slurry walls). These drives were performed in conventional tunneling method. The station building was constructed in cut-and-cover method. Position: Site supervision. Investigation and prognosis of geological and hydrological setting as well as consideration of soil mechanics parameters together with the Center for Geomechanics in Munich. Geotechnical, hydrological and geological documentation and geotechnical consulting for the client.

2003 - 2007

**Railway Axis Munich – Verona, Austria  
Northern Access, Lower Inn Valley route, Section  
Kundl/Radfeld-Baumkirchen, Lot H5 and H6, Tunnel Terfens-  
Vomp (8.5 km) and Terfens Gallery.**

Two loose ground headings (2-track tunnels) in different kinds of quaternary sediments of the Inn Valley (stiff clay, silt, sand, gravel and moraine deposits), partially in groundwater (different methods of dewatering), 3-track hard rock excavation in different rock types of the Northern Limestone Alps (Nördlichen Kalkalpen), as well as one compressed air heading (2-track tunnel) in faulted loose ground (stiff clay, silt, sand, gravel and moraine deposits);

Investigation and prognosis of geological and hydrological setting as well as consideration of soil mechanics parameters. Soil-mechanical assessment of gallery foundation level, geological documentation, hydrological and hydrochemical documentation, geological, geotechnical and hydrological consulting for client.

2007 – 2011

**Railway Axis Munich – Verona, Austria, Northern Access,  
Section Kundl/Radfeld-Baumkirchen, Lot H8 Tunnel  
“Jenbach”.**

3500 m slurry shield drive (diameter 13,5 m) in quaternary deposits (silt, sand, gravel and moraine deposits) under groundwater table within urban area and infrastructure. 6 rescue tunnels in pipe jacking method (slurry shield drives, diameter 5,5 m, lengths: 25-130 m) and 6 rescue shafts (20-30 m depth). Site supervision. Investigation and prognosis of geological, geotechnical and hydrological setting as well as consideration of soil mechanics parameters. Geotechnical, hydrological and geological documentation (including face mapping and sampling under hyperbaric condition with 1,7-3,0 bar). Engineering geological consulting for the client. Claim management for the client.

2007 - 2011

**Railway Axis Munich – Verona, Austria, Northern Access,  
Section Kundl/Radfeld-Baumkirchen, Lot H3-4 Tunnel  
“Münster-Wiesing”.**

5800 m slurry shield drive (diameter 13,5 m) in quaternary deposits (weak to stiff clay, silt, sand, gravel and moraine deposits) under groundwater table. 10 rescue tunnels in pipe jacking method (slurry shield drives, diameter 5,5 m, lengths: 15-120 m) and 10 rescue shafts (20-35 m depth). Site supervision. Investigation and prognosis of geological, geotechnical and hydrological setting as

well as consideration of soil mechanics parameters. Geotechnical, hydrological and geological documentation (including face mapping and sampling under hyperbaric condition with 1,7-3,0 bar). Engineering geological consulting for the client. Claim management for the client.

2007 - 2011

**Dam Thierseer Ache, Austria**

Geological mapping and judgement for feasibility study for a river-run-off-hydropower plant.

2007 – 2011

**Hydropower plant “Grenzkraftwerk Inn”, Oberinntal, Austria**

GKI (JV of: TIWAG & Engadiner Kraftwerksgesellschaft).

River-run-off-hydropower plant.

22 km headrace tunnel, Diameter = 6.5 m; 2 continuous headings and one cyclical heading in the opposite direction; 800 m side tunnel using explosives in Maria Stein; inclined pressure shaft by means of drill & blast method; 22 m diameter surge tank shaft with top and bottom chambers

Geological mapping, Investigation report and consultancy during the design process (feasibility study and tender design).

2007 – 2011

**Jagdberg Tunnel, Germany**

3.1 km double-tube, triple-lane (total, six lanes) tunnel on the A4 highway. Excavation in faulted lacustrine limestone by roadheader and drill and blast with short lengths of round. Shotcrete support method to prevent loosening of the ground. 10 cross-passages at distances of 280 m

Geological and geotechnical consultancy to the contractor in the tender process.

2007 - 2011

**Zillertal, Austria**

Geological mapping of slope cuts and design of slope support.

2007 - 2011

**High Speed Railway line “La Rocade”, Algeria**

Algerian National Rail SNTF, 2006-2008.

Construction of a 180 km long double track high speed railway line with a 900 m variation in height. Five NATM designed tunnels, total length 3.5 km.

Geological and geotechnical field mission, geological expert opinion for planning of new alignment for new construction section between Relizane-Tiaret-Tissemsilt. Tender design.

- 2007 - 2011      **Ibn Hammad Dam, Jordan**  
Jordan Valley Authority (JVA) of the Ministry of Water & Irrigation (MWI), Government of Jordan.  
Feasibility study and design of an RCC and earthfill dam on the Wadi Ibn Hammad for flood control, recharge, storage and supply of water to the surrounding region.  
Geological and geotechnical studies (feasibility and design phases), geological and geotechnical expert opinion for the design of an RCC-dam in the Wadi Ibn Hammad.
- 2007 – 2011      **Al Hear Waste Water Tunnel, Saudi Arabia**  
Approx. 11 km TBM tunnel with diameter of 3,5 m in slightly karstified limestone and dolomite.  
Geological and geotechnical investigation (GIR), consultancy during detailed design.
- 2007 - 2011      **Lower Manag Marsyangdi Hydropower Project in Nepal**  
Butwal Power Corporation.  
High-head hydropower plant in remote and mountainous region;  
Key data for the project are as follows:  
Capacity 140 MW, head 300 m, design flow 80 m<sup>3</sup>/s  
Headrace Tunnels (incl. Side Adit): Length =5500 m (diameter 4.5 m)  
Engineering geology expert. On-site consultant for feasibility study.
- 2007 - 2011      **Dagachhu Hydropower Project in Bhutan**  
Dagachhu Hydropower Corporation (Druk Green Power).  
High-head hydropower plant in remote and mountainous region;  
Key data for the project are as follows:
- Capacity 114 MW, head 304 m, design flow 50 m<sup>3</sup>/s
  - Headrace Tunnels (incl. Side Adit): Length =7795 m (diameter 4.4 - 4.8 m)
  - Steel lined Pressure Shaft and Tunnel: Length = 271 m (diameter 3.4 m)
  - Access Tunnels: L = 300 m; Emergency Tunnel: L = 290 m
  - Tailrace Tunnel: Length = 679 m
  - Powerhouse Cavern excavation 43000 m<sup>3</sup>; Transformer Cavern excavation 13300 m<sup>3</sup>
  - Construction cost approx. EUR 152 million (financed partly by Asian Development Bank)

- Construction methods: New Austrian Tunnelling Method  
Position: Engineering geology expert and on-site consultant for construction of all underground civil works.

Since 2011 -

**LRT Red Line Tel Aviv / Israel**

TBM tunnels, NATM tunnels and bifurcation chambers in Pleistocene sand and clay under groundwater level;  
Total length of the running tunnels 3,5 km<sup>2</sup>.  
Preliminary Design and Final Design. Preparation of tender.  
Management of the permits and authorization process.  
Function: Project Manager  
Client: NTA – Tel Aviv Metropolitan Mass Transit System.

2011 - 2012

**Tunnel Deschlberg, B20 Cham - Furth im Wald/Germany**

Highway Tunnel, L = 745 m, A = 80 – 95 m<sup>2</sup>, 2-lanes  
Function: Geological Report and Claim Management for the client.  
Geology: highly weathered gneiss  
Client – Road Administration of Bavaria

2011 - 2012

**NBS Ebensfeld – Erfurt, Tunnel Reitersberg/Germany**

2-Track Railway Tunnel, 1 Tube, L = 2.975 m  
Function: Geological Consulting to the contractor  
Geology: Claystone, siltstone, sandstone, gypsum.  
Client – Kunz GmbH (Contractor)

2011 - 2012

**NBS Ebensfeld – Erfurt – Coburg Süd/Germany  
Tunnel Höhenberg/Füllbach**

2-Track Railway Tunnels  
Tunnel Füllbach, L = 1.113 m, A = 92 m<sup>2</sup>  
Tunnel Höhenberg, L = 824 m, A = 167 m<sup>2</sup>  
Function: Geological Consulting to the contractor  
Geology: Claystone, siltstone, sandstone, gypsum  
Client – Kunz GmbH (Contractor)

2011

**Port-Louis-Ring Tunnel Mauritius**

3-Lane Road Tunnel, L = 900 m  
Function: Geological Consulting to the contractor  
Geology: Basalts  
Client – Strabag AG (Contractor)



- 2011 - 2012      **Lauterüberleitung / Flood Control Tunnel near Coburg/ Germany**  
Flood Control Tunnel, L = 1750 m, Diameter 6,5 m  
Geology: Marl, claystone, sandstone, karstified limestone.  
Function: Engineering geological and hydrological consulting  
Client: – Wasserwirtschaftsamt (Water Authority) Kronach.
- 2011              **Gilon-Tunnel, Israel**  
Two-track railway tunnel, L= approx. 4,6 km.  
Geology: Cretaceous limestone and marls.  
Function: Geotechnical consultation during bidding process.  
Client: Shikun Binui, Israel.
- 2012              **Tunnel Ortsumgehung Auerbach (Road Tunnel)**  
Road Tunnel with two lanes, L = 0,4 km.  
Geology: Weathered Gneises and Granites of Moldanubicum.  
Client: Staatliches Bauamt Passau / Bavarian Road Authority.  
Function: Exploration, Geotechnical and geological Factual report, Geotechnical Interpretative Report.
- 2012              **Roherdetransportstollen der Amberger Kaolinwerke Hirschau/Oberpfalz/Deutschland**  
Transportation tunnel with 4,5 m diameter, L = 1,3 km.  
Geology: completely weathered sandstones of Buntsandstein.  
Client: Amberger Kaolinwerke.  
Function: Exploration, Geotechnical and geological Factual report, Geotechnical Interpretative Report.
- 2012              **Harel Tunnel/Road No. 1 to Jerusalem/Israel**  
Highway tunnel, two tubes each with two lanes, L = 1,5 km.  
Geology: Cretaceous limestone and marls, carstified.  
Client: Yona Lehrer Ltd., Haifa/Israel.  
Function: Geotechnical consultation during bidding process; project manager of design alternative during bidding process.
- 06-12/2012      **Shazar Parking Lot in Jerusalem/Israel**  
Underground parking lot comprising two caverns of 18 m of span and 25 of height, L = 450 m each cavern.  
Geology: Cretaceous limestone and marls, **carstified**.  
Client: Moriah, Jerusalem.  
Function: Second Opinion for design and geotechnical consulting.

since 11/2012

**BAB 4 – Tunnel Küchen, Hessen**

Highway tunnel, two tubes each with two lanes, L = 1,3 km.

Geology: sandstones, siltstones and claystones of Buntsandstein.

Client: Hessen Mobil / Federal Road Authority.

Function: Consulting in engineering geology and documentation.  
head of geotechnical consultancy on site.

since 10/2013

**Koralmtunnel, Los KAT2, Austria**

Highspeed Railway Tunnel, Length = 32,9 kilometers

Two single track TBM tunnels of 8 m diameter in crystalline rocks.

Overburden up to 1.200 m. Excavation by double-shield TBMs.

Geology: phyllites, shists, gneis, amphibolites, quarzites, marbles and fault zones. Hydrothermal Alteration.

Client: Joint Venture of STRABAG & JÄGER Bau (Contractor).

Function: Consulting in engineering geology and geological documentation as well as geotechnical support in claiming.

01/2014 – 01/2015:

**ABS Hanau-Nantenbach - Umfahrung Schwarzkopftunnel, Germany, Tunnel Hain (L=745 m), Tunnel Metzberg (L=629 m), Tunnel Hirschberg (L=525 m), Tunnel Falkenberg (L=2.623 m)**

4 Highspeed Railway Tunnels of Deutsche Bahn (DB) in NATM.

Geology: diorite, gneiss, breccia, dolomite, limestone, claystone, marls, sandstone and fault zones.

Client: Joint Venture of Kunz – Baresel – Bauer Spezialtiefbau – Leonard Weiss (Contractor).

Function: Consulting in engineering geology and geological documentation as well as geotechnical support in claiming; head of geotechnical consultancy on site.

04/2014 – 02/2015:

**Stadtbahn Stuttgart / LRT-System, U12 section 3, Hallschlag –Aubrücke**

NATM drive (L=200 m), in the city of Stuttgart.

Geology: Artificial land fill, Quaternary clay, silt and sand..

Client: Alfred Kunz Untertagebau München - Niederlassung der August Reiners Bauunternehmung GmbH.

Function: Consulting in engineering geology and geological documentation as well as geotechnical support in claiming; head of geotechnical consultancy on site.

- 10/2014-10/2015: **LRT Karlsruhe / Germany, Slurry-Shield-Drive**  
2000 m long Hydro Shield Drive in the city of Karlsruhe.  
Geology: Quaternary sand and gravel.  
Client: Joint Venture of BeMo and (Contractor).  
Function: Consulting in engineering geology and geological documentation as well as geotechnical support in claiming; head of geotechnical consultancy on site.
- Since 11/2014: **Hydropower plant “Grenzkraftwerk Inn”, Oberinntal, Austria**  
GKI (JV of: TIWAG & Engadiner Kraftwerksgesellschaft).  
River-run-off-Hydropowerplant.  
22 km headrace tunnel, Diameter = 6.5 m; 2 continuous headings and one cyclical heading in the opposite direction; 800 m side tunnel using explosives in Maria Stein; inclined pressure shaft by means of drill & blast method; 22 m diameter surge tank shaft with top and bottom chambers  
Function: Consulting in engineering geology during the design process (detailed design for construction), head of geotechnical consultancy on site.
- Since 01/2016: **LRT Karlsruhe / Germany, NATM-Drive**  
250 m long NATM drive with hyperbaric condition in the city of Karlsruhe.  
Geology: Quaternary sand and gravel.  
Client: Joint Venture of BeMo and (Contractor).  
Function: Consulting in engineering geology and geological documentation as well as geotechnical support in claiming; head of geotechnical consultancy on site.
- Since 11/2015: **Public Road Tunnel Bad Bergzabern / Germany**  
Geological, geophysical and geotechnical ground investigation, Geotechnical Baseline Report and consultancy for the owner. 2,4 km Road Tunnel (2 lanes) and parallel rescue tunnel and cross passages.  
Geology: Weathered and hydrothermally altered sandstones of Lower and Middle Buntsandstein.  
Client: LBM (Landesbetrieb Mobilität Speyer) State of Rheinland-Pfalz..  
Function: Project Manager for ground investigation and GBR.

- 03/2016 – 03/2017: **Shazar Pedestrian Underpass in Jerusalem/Israel**  
20m span Pedestrian Underpass across an underground parking lot comprising two caverns of 18 m of span and 25 of height, L = 450 m each cavern.  
Geology: Cretaceous limestone and marls, carstified.  
Client: Moriah, Jerusalem.  
Function: Second Opinion for design and geotechnical consulting.
- Since 09/2017: **DB Tunnel Rastatt / Germany, TBM-Drive**  
4,2 km long Hydro Shield Drive.  
Geology: Quaternary and Tertiary sand and gravel.  
Client: Joint Venture of Züblin & Hochtief (Contractor).  
Function: Consulting in engineering geology and geological documentation as well as geotechnical support in claiming; head of geotechnical consultancy on site.
- 12/2017 – 04/2019: **Public Road Tunnel Simbach / Germany**  
Geological, geophysical and geotechnical ground investigation, Geotechnical Baseline Report and consultancy for the owner. 2,4 km Road Tunnel (2 lanes) and parallel rescue tunnel and cross passages.  
Geology: Quaternary deposits and Tertiary clay with sand layers.  
Client: Autobahndirektion Südbayern.  
Function: Project Manager for ground investigation and GBR
- 01/2018 – 02/2020: **Public Road Tunnel Kauerndorf / Germany**  
Geological, geophysical and geotechnical ground investigation, Geotechnical Baseline Report and consultancy for the owner. 2,2 km Road Tunnel (2 lanes) and parallel rescue tunnel and cross passages.  
Geology: Sandstone of Buntsandstein, Limestone of Muschelkalk.  
Client: Staatliches Bauamt Bayreuth.  
Function: Project Manager for ground investigation and GBR
- Since 04/2019: **A44, Tunnel Boyneburg**  
Geological and geotechnical and consultancy for the contractor.  
2 km Highway Tunnel (2 tubes 2-3 lanes).  
Geology: Sandstone of Buntsandstein,  
Client: ZÜBLIN.  
Function: Geological Consultancy

## Publications:

### 1. Papers in Journals and Books

- 1.1. **Scholz**, M. & G. Spaun (2017): Objectiveness needs to be the base for a reliable documentation – Geomechanics and Tunnelling 2017/05
- 1.2. **Scholz**, M. & Schwaiger, S. (2015): NÖT-Vortriebe in den pleistozänen Dünensanden von Tel Aviv. Tunnelbau-Taschenbuch 2014, Wilhelm Ernst & Sohn Verlag.
- 1.3. **Scholz**, M., Wendl, K., Thuro, K. & Köhler, M. (2013): Über den Wert der ingenieurgeologischen Dokumentation von Hydroschildvortrieben. Tunnelbau-Taschenbuch 2013, Verlag Glück Auf.
- 1.4. M. Köhler, U. Maidl, M. **Scholz** & K. Wendl (2012): Geotechnical findings using Hydro-Shield-TBMs at lot H3-4 and H8 in the Unterinntal in Tirol. – Geomechanics and Tunnelling 2012/04.
- 1.5. **Scholz**, M., K. Thuro & Wendl K. (2012): Charakterisierung der ingenieurgeologischen Vortriebsdokumentation von Hydroschildvortrieben am Beispiel der Baulose H3-4 und H8 im Unterinntal. Geotechnik 2012/03.
- 1.6. **Scholz**, M. & Palla, R. (2007): Einflüsse des Baugrunds auf die Bodenverbesserung mittels Düsenstrahlverfahren dargestellt am Beispiel des Bauloses U3 Nord 1 in München. - Geotechnik 2007/1.
- 1.7. Bauer, M., Neumann, P., **Scholz**, M., Thuro, M. (2005): Die Geologie des Münchner Untergrunds und seine Bedeutung für die Baugrundmodellbildung in städtischen Gebieten. Geotechnik 28(2).
- 1.8. Neumann, P., **Scholz**, M. & Feneberg, F. (2005): Das Paläokarstrelief der südlichen Frankenalb und seine ingenieurgeologische Auswirkung. - Verkehrswegebau in schwierigen geologischen Verhältnissen, Felsbau 23 (1), 48-58.
- 1.9. **Scholz**, M. & Esslinger C. (2005): Verwitterungserscheinungen an Kalksteinen und Dolomiten – Auswirkungen auf den Vortrieb. - Verkehrswegebau in schwierigen geologischen Verhältnissen, Felsbau 23 (1), 59-66.
- 1.10. **Scholz**, M., Spaun, G. & Thuro, K. (2005): Die Verwitterung von Granit und ihr Einfluss auf den konventionellen Tunnelvortrieb am Beispiel des Tunnels Königshainer Berge. - Verkehrswegebau in schwierigen geologischen Verhältnissen, Felsbau 23 (1), 75-82.
- 1.11. Köhler, M. Eder, S. **Scholz**, M. & Poscher, G. (2005): Der Tunnel Vomp-Terfens – Von der Variantenstudie bis zur Bauausführung. - Verkehrswegebau in schwierigen geologischen Verhältnissen, Felsbau 23 (1), 83-89.

- 1.12. **Scholz, M.** (2003): Geomechanische Eigenschaften verwitterter Granite und ihr Einfluss auf den Vortrieb beim Tunnelbau. - Münchner Geologische Hefte : Reihe B, Angewandte Geologie, B 20: XI + 114 S., 73 Abb., 25 Tab. [Dissertation].

## 2. Congress Papers (Proceedings)

- 2.1. **Scholz, M. & Schwaiger, S.** (2014): Zur Planung von schwierigen NÖT-Vortrieben in den pleistozänen Dünensanden von Tel Aviv. 21. DGGT Symposium für Felsmechanik und Tunnelbau, Stuttgart.
- 2.2. **Scholz, M. & Kroitoru, L.** (2013): Zur Wasserhaltung für NÖT-Vortriebe in den pleistozänen Dünensanden von Tel Aviv. Beitrag zur 19. Tagung für Ingenieurgeologie, März 2013, TU-München.
- 2.3. **Scholz, M. & Wendl K.** (2011): Vortriebsbedingte Verdichtung der Ortsbrust bei Mixschildvortrieben. Beitrag zur 18. Tagung für Ingenieurgeologie, März 2011, TU-Berlin.
- 2.4. **Scholz, M., Stacherl, B. & Jedlitschka, G.** (2010): BEG Lot H5 – An example of interaction between geological knowledge and tunnel design in difficult ground conditions. In: Proceedings of the 11th International IAEG-Congress, September 2010, Auckland, Neuseeland.
- 2.5. **Scholz, M. & Wendl K.** (2010): Geological Aspects of Slurry-Shield Drives. In: Proceedings of the 11th International IAEG-Congress, September 2010, Auckland, Neuseeland.
- 2.6. Wendl, K., **Scholz, M. & Thuro, K.** (2010): A new approach to engineering geological documentation of slurry shield drives. In: Proceedings of the 11th International IAEG-Congress, September 2010, Auckland, Neuseeland.
- 2.7. Wickenhäuser, M, Joos, B., **Scholz, M. & Al-Salihi, A.** (2010): Wirtschaftlichkeit eines Speicherbeckens im Trockental Ibn Hammad in Jordanien. Poster beim 15. Gemeinschafts-Symposium der Wasserbau-Institute TU München, TU Graz und ETH Zürich.
- 2.8. **Scholz, M.** (2010): Die Rolle der Geologie bei Problemfällen im Spezialtiefbau. Vortrag auf dem VÖBU-Seminar „Problemfälle im Spezialtiefbau“ am 5.5.2010 in Innsbruck.
- 2.9. Gamsjäger, H. & **Scholz, M.** (2009): Pipe roofing – features and applications. Proceedings of the ITA – World Tunnel Congress „ Safe Tunnelling for the City and Environment “, 23-28 Mai 2009 in Budapest, Ungarn.
- 2.10. **Scholz, M.** (2009): Geomechanische Eigenschaften verwitterter Granite im Hinblick auf Tunnelvortriebe. – Beitrag zur 17. Tagung für Ingenieurgeologie, 7. bis 10. Mai 2009, Zittau.

- 2.11. Wendl, K. & **Scholz**, M. (2009): Die Schildvortriebe in den BEG-Losen H8 und H3-4 im Unterinntal – eine Herausforderung für die ingenieurgeologische Dokumentation. – Beitrag zur 17. Tagung für Ingenieurgeologie, 7. bis 10. Mai 2009, Zittau.
- 2.12. **Scholz** M. & Wendl K. (2008): Die Schildvortriebe in den BEG-Losen H8 und H3-4 im Unterinntal – eine Herausforderung für die geologische Betreuung. Beitrag zum Geoforum Umhausen 2008, Bd. 9, Innsbruck.
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