

STRABAG consortium upgrading bridges along A9 motorway near Allersberg

Facts & Figures

STRABAG COMPANIES:
STRABAG AG, Cologne
Ed. Züblin AG, Stuttgart

CONTRACT VALUE:
approx. € 38 million (net)

STRABAG-ANTEIL:
100 %

ORDER BACKLOG:
Q1/19

SEGMENT:
North + West

CLIENT:
Autobahndirektion Nordbayern,
Nuremberg

- **Renewal of eight bridge structures between Nuremberg/Feucht interchange and Hilpoltstein junction in Bavaria**
- **Contract value of approx. € 38 million (net), construction start on 11 March 2019**
- **Work to be performed by group subsidiaries STRABAG AG and Ed. Züblin AG**

Cologne, 11 March 2019 A consortium consisting of STRABAG AG, subdivision Bavaria North, and Ed. Züblin AG, Subdivision Bridge Construction, will today begin with the upgrade of a total of eight bridges on the A9 motorway between the Nuremberg/Feucht interchange and the Hilpoltstein junction on behalf of Autobahndirektion Nordbayern, the motorway authority for northern Bavaria. All bridges will be torn down and rebuilt.

The contract value of approx. € 38 million (net) also includes renovation works on the roads beneath three of the bridges as well as the demolition and new construction of a noise protection wall near Altenfelden. The contract also involves the construction of temporary ramps and roads to the construction sites and a provisional acceleration strip at the Allersberg junction.

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Consortium leader STRABAG AG was awarded the contract for the construction project in September 2018. The work is to be performed from Monday through Saturday in a 24-hour operation if possible. Construction is divided into two phases: Work on the northward-bound lanes will take place from March to November 2019. After the winter break, construction will proceed on the southward-bound lanes from May to November 2020. The project is scheduled for overall completion by the end of 2020.

The bridge structures will involve the excavation of a total of approx. 74,000 t of excavated earth and the installation of approx. 21,000 t of asphalt. Due to the ground conditions, four of the bridges will be set on large bored piles with a diameter of 120 cm and the noise protection wall will be built on large bored piles with a diameter of 62 cm or 75 cm.

According to Autobahndirektion Nordbayern, the fundamental upgrading of the structures is unavoidable. Major parts of the bridges date back to the beginning of highway construction in Bavaria and were not designed for today's heavy traffic. A simple increase of the load carrying capacity is technically and economically not feasible.

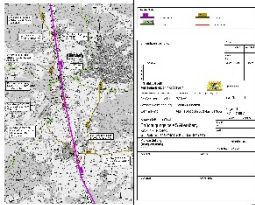
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Images:

STRABAG consortium begins with bridge upgrade along A9 near Allersberg.

Image credits: STRABAG



Overview map of Allersberg construction site.

Image credits: Free State of Bavaria, Autobahndirektion Nordbayern