

STRABAG AG awarded Lot 6 of Limmatt Valley rail line in Dietikon West

Facts & Figures

Contract value:
approx. CHF 58 million (~ €51 million)

STRABAG AG share:
50 %

Track works
Embankments at Niederfeld:
16,000 m³

Roadworks
Excavation at Mutschellenstrasse:
32,000 m³

Utility pipelines/new structures
Backfill:
25,000 m³

Civil engineering structures
Sheet piling:
17,000 m³

Civil engineering structures
Concrete:
11,700 m³

Number of railway stations:
3

Contact

STRABAG AG
Rahel Klauser
Communications Officer Switzerland
Tel. +41 44 874 26 40
rahel.klauser@strabag.com

- **LIMBA consortium (STRABAG AG, Cellere Bau AG)**
- **Contract value: approx. CHF 58 million (~ €51 million)**
- **Project schedule: September 2019 through December 2022**

Schlieren, 8 May 2019

STRABAG AG has been awarded the contract to build the Limmattalbahn (Limmatt Valley rail line) in Dietikon West (Lot 6). The Limmatt Valley is one of the most dynamic and fastest-growing regions in the greater Zurich/Aargau area. The region is already at its capacity in terms of traffic. And it will continue to grow. By the year 2030, the regional planning authorities expect more than 113,000 additional journeys per day compared to 2010. The population is expected to increase by 33 %, with a 32 % growth in the workforce.

“We are pleased to be able to make a decisive contribution to relieving the traffic situation in the greater Zurich area together with our consortium partner Cellere,” says Urban Jordan, technical director for civil engineering at STRABAG AG. “Shifting the traffic growth from road to rail also increases the attractiveness of the entire region.”

Central project elements of the works at Lot 6 include the redesign of the intersections Überlandstrasse/Badenerstrasse and Mutschellenstrasse/Industriestrasse. A 400 m long two-lane underpass will be built at Überlandstrasse/Badenerstrasse. The actual intersection will remain at the surface, with the rail line crossing the entire intersection. At Mutschellenstrasse/Industriestrasse, the rail line will pass over a bridge and Mutschellenstrasse will be lowered. This will require, among other things, the construction of a 300 m long retaining wall opposite Niederfeld.

In addition to road and track construction, including utility line refurbishment and drainage, the main works also include the construction of three stations and modifications of the Reppisch Bridge.

STRABAG Switzerland

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