Contents December 2007

Photo of the month | New Castile and Leon parliament

Adjudications

Work in progress

News

ALPINE

Events

Contributions

RSC

Other adjudications

Section VI of the supply from the Cenajo reservoir to the Taibilla canals community in Murcia, for Aguas de la Cuenca del Segura. This consists of a section of the trunk branch between the Altiplano connection and the connection with the waste water treatment plant in Campotejar, for €42.3 million.

87 homes in the Zarzalejo de Arroyomolinos estate (Madrid) , for Bitango.

Renovation of a road, a bridge and the Río Abajo channel in Panama, for the subsidiary M&S, for €14.7 M.

Adjudications

The Arts Creation Centre (CREAA) adjudicated to FCC

The Empresa de Gestión Inmobiliaria de Alcorcón (EMGIASA) has awarded FCC the contract to build the Arts Creation Centre (CREAA) in Alcorcón, Madrid, for €121 million.

The new centre, designed by the architects Pedro Bustamante and Javier Camacho, will be located in the Los Castillos park, in the San José de Valderas district, Alcorcón.

The project involves building nine new buildings and the re-landscaping of the site.

The group of buildings includes:
- An auditorium, with a large irregular octagonal volume of glass and metal forming the most important part of the group, with seating for 1,424, a 530 m^2 stage and an orchestra pit for 90 musicians.
- A music conservatory.
- A circus stable, of cylindrical design, a ring 14 m in radius and seating for 594 with an attached circus school.
- An exhibition gallery with two rooms measuring 625 and 530 m^2.
- A studies building with space for training, production and artistic creation.
- A conference building for congresses and conferences of all types.
- A configurable room with seating for 460, equipped with a telescopic grandstand and removable seating.

Three levels of parking with 461 places, administrative buildings and a cafeteria complete the group.

The schedule for building is 38 months and work will be finished by 2010. The total built up area is some 67,000 m^2 with another 44,000 m^2 of exterior landscape spaces. The project includes 13,937 m^2 of gardens.

Computer graphic

FCC awarded the concession for the A-3 and A-31 in Cuenca

As part of its motorways renovation plan, the Ministry for Development has awarded FCC the contract for the improvement, upkeep and maintenance for 19 years of the A-3, in the province of Cuenca, together with the A -31.

The work includes renovating the platform and route with improved accesses, adaptation of headroom, entries and exits on the A-3 for 106 km. The upkeep and maintenance also includes 30 km of the A-31 to La Roda. The initial investment is over €110 million.

The motorways renovation plan is designed to modernise and maintain a total of 2,131 km of first generation motorways, the oldest ones, to bring them up to date with the most recently-built ones.

Events

Inauguration of the new Castile and Leon parliament building

The King and Queen opened the new Castile and Leon parliament building on 14 November.

The King and Queen of Spain during their visit to the Castile and Leon parliament

King Juan Carlos and Queen Sofía were greeted by the Chairman of the government of Castile and Leon, Juan Vicente Herrera, the Minister for the Arts, César Antonio Molina, the Speaker of the Castile and Leon parliament, José Manuel Fernández Santiago, the government representative in the Castile and Leon region, Miguel Alejo, and the Mayor of Valladolid, Francisco Javier León, among other personalities

After being greeted by members of the parliament, the spokesmen of the parliamentary groups, the regional and provincial authorities attending the ceremony and the parliamentary officials, the King and Queen started their visit to the installations in which they saw the parliament chamber, the commission room, the library, archives and documentation service and the administration area. At the end of their tour, the King and Queen signed the parliament's visitors' book.

The new parliament building is located in the expanding area of Valladolid known as Villa del Prado, with its main façade facing the Avenida de Salamanca, a main street leading out of the city to the south. The building's southern façade opens onto a new square called the Plaza de las Cortes.

The building consists of four volumes with a built-up area of 30,000 m^2.

New Castile and Leon parliament

The first volume has a rectangular plan and three floors with a white concrete façade and measures 175 m long by 50 m wide. Its geometry is clearly dominated by horizontal lines, accented only by the volume housing the parliamentary chamber.

The second is the library with aluminium and glass horizontal glazing to protect the building from the sunshine.

The third volume is the meeting room and is the main part of the building. Its main façade is a large cube of glass 29 x 28 m in plan and 28.40 m high housing two spaces, a lower one for the parliamentary activity and the upper one designed as a large natural light lantern for the chamber's interior, built entirely of alabaster.

The exterior façade has been designed in printed glass using digitised alabaster images.

The fourth is a glass volume with a curtain wall and two stories, measuring 150 m long and 10 m high.

Technical data

Project name:
New Castile and Leon parliament building in Valladolid

Promoter/owner:
Castile and Leon government

Budget:
€67.8 million

Building schedule:
37 months

Project team

Department manager:
Javier Courel Martínez

Project manager:
Francisco Javier García Delgado

Installations department manager:
Juan Carlos Herrera Merino

Production manager:
Marcos Láiz Navarro

Administration manager:
Juan Carlos Gacho García

Foreman:
Vicente Pascual/González Alberto Campillo Fuello/Raimundo Bernal Martín

Draughtsman:
Fernando Lázaro Sordo

Events

M&S, a subsidiary of FCC Construcción, renovates a road in Costa Rica

The work consists of renovating and paving 18.3 km of the CA02E road, one of the two roads currently crossing the entire country.

The work was for the section Usulutan – El Delirio, sub-section Usulutan - El Pajaral, 18,13 km and included laying the asphalt surface, recycling the paving, drainage work, repairing existing bridges, signposting, maintenance and tree planting.

The work will benefit the inhabitants of Usulután, Santa María, Ereguayquín, Concepción Batres, El Tránsito, El Delirio and San Miguel, improving the connection between the municipalities in the eastern area, reducing the maintenance costs of the vehicles travelling daily through this area and favouring commerce between municipalities.

Events

The Minister for Development visits the SE 40 motorway site, eastern sector, in Seville.

The Minister for Development visiting the project

The Minister for Development, Magdalena Álvarez, visited the construction site of the eastern sector of the SE-40 motorway, from the A-92 to the A-376 in Alcalá de Guadaira, recently adjudicated to FCC.

The Minister was accompanied by the General Director of Roads of the Ministry for Development, Francisco Criado, the head of roads demarcation, Pedro Rodríguez Armentero, and the area demarcation manager, Marcos Martín.

The SE-40 motorway is designed to alleviate traffic both on the Andalusian motorway (A-4) and on the SE-30, both highly congested at peak periods, improve access to the villages in the area and prevent through traffic from crossing the centre of Seville.

Events

Manzanal bridge in Zamora inaugurated

The most ambitious project carried out by the local government

View of the El Manzanal bridge

The Chairman of the government of Castile and Leon, Juan Vicente Herrera Campo, together with the Councillor for Development, Antonio Silván, and to the chairman of the Zamora local government, Fernando Martínez Maillo, inaugurated the new bridge over the Ricobayo reservoir between Manzanal del Barco and Palacios del Pan in Zamora on 29 October.

The new infrastructure, built by FCC, is 479.25 m long and is built a few metres from the old Manzanal bridge that dates from the 1930s and which was closed to traffic six years ago due to important damage to its structure. The inauguration of the new bridge saves the users of this infrastructure a journey of 50 km.

Technical data

Project name:
New bridge over the Ricobayo reservoir and accesses to it on the ZA-P-1405 road between the municipalities of Manzanal del Barco and Palacios del Pan. Zamora

Promoter/owner:
Zamora local government

Budget:
€13,019,382.00

Building schedule:
27 months

Project team

Department manager:
Fernando Flórez Tejado y José María Quintanilla García

Project manager:
Julio Germán Ruiz Cabrero y Luis José Mayo Martín

Production manager:
Miguel Angel Vicente Ramos

Administration manager:
Luis Pérez García

Foreman:
Miguel Juan Martín

Work under way

The Caja Madrid tower

Roof placed on the Caja Madrid tower

The tower before the roof was raised

The tower after the roof was raised

FCC installed the Arco structure topping out the Caja Madrid tower (formerly the Repsol tower) on 8 october.

This is metal structure to support the two machinery floors and the arch roof floor, weighing over 420 tonnes. The element measures 30x25 m in plan and is 10 m high, including the covering supports.

The structure was initially assembled on the top office floor and then lifted 20 m with cables and jacks to its final position 250 m above the ground.

The operation, carried out according to procedures developed in collaboration by the Madrid Building I team, the central technical services and BBR-PTE, took three hours and was finished without incidents.

Main features

Height above ground:
250m

Total built-up area:
107.966,10 m^2

Floors:
54(5 bajo rasante)

Concrete:
78.000m^3

Pasive steel:
10.000.000 kg

Post-stressed steel:
154.000 kg

Structural sheeting:
51.500 m^2

Steel in profiles and sheets:
10.500 toneladas

Proyect Team

Manager:
Carlos M. Cordero Sáez

Technical director (SSTT):
Jesús J. Mateos Hernández-Briz

Project manager:
Rafael Ruiz López

BBR-PTE manager:
Gustavo Delgado Martín

The Caja Madrid tower will be the tallest building in Spain at 250 m

The image and composition of the building are based on two basic concepts: on the one hand, the vertical cores on the building's façade, formed by solid volumes that support the building and house the vertical communications and services and, on the other, the glazed blocks of offices, light and floating. This is the vision that predominates on the north and south facades, formed by the repetition of horizontal lines along the building without touching the ground.

Meanwhile, the west and east facades - the latter facing the Paseo de La Castellana - emphasise the smooth verticality of the core up to the top of the tower. This concept is strengthened by the circulation, visible from outside, of the panoramic lifts. Only at second glance do the offices blocks appear to be hanging.

This image of the tower is the result of its double structure: a main one of reinforced concrete forming the vertical cores and 25x10 m in cross section which acts as a chassis, supporting the weight of the building and the horizontal force of the wind, and the secondary structure, of metal, forming the various levels in three groups of 11, 12 and 11 floors, respectively, supported on the main cause by large trusses.

This structure of exterior cores and large spans reduces the structural elements inside the floors and eliminates service spaces such as toilets and lifts, which occupy the area of the cores. This provides a very extensive, almost open-plan office space of 43x32 m.

The installations include an auditorium for 300 persons, 1,500 m^3 water tanks next to the upper machinery floor in the arch and panoramic lifts.

Computer graphic of the future Caja Madrid tower in the Paseo de la Castellana

RSC

FCC wins the Expansión-Garrigues Environment Award in of the sustainability and corporate social responsibility category

FCC has won the Garrigues- Expansión-CIIS environmental prize in the sustainability and corporate social responsibility category as a recognition of its undertaking to sustainable development and, specifically, in this edition, for its initiative in publishing an environmental report biannually since 2000.

FCC Construcción publishes this report containing all the company's environmental actions in order to share environmental management with everyone: "By communicating our know-how and publishing our good practices, we show society that sustainable development is a matter for everyone and that it is in our hands to contribute daily to the care of the environment. If we publish how we work to improve our strong and weak points and good environmental practices, we believe that this may help other companies to join this cause as well as showing that it is possible to develop while caring for the planet for ourselves and for future generations."

Some 5,000 copies are printed in Spanish, Catalan and English and distributed to government departments, clients, employees, commercial partners, journalists, students and society. The report is also available electronically on the Web site **http://www.fccco.es.**

With each new publication, the company has set the challenge to advance and for this reason the 2007 environmental report, which will be published shortly, includes practical cases carried out on sites for each of the environmental ambits for protecting the environment.

FCC's commitment to the environment is a priority subject throughout the group, originating in senior management and on which work has been progressing for many years. In 2003 FCC received the same award for applying technological improvements in the project for developing trucks to collect waste and for bio methane plants.

FCC Construcción is permanently committed to a business model oriented towards sustainable building and is the reference company in the sector in Spain with activities in America, Europe and eastern Europe, working in the areas of civil engineering and building with over 24,000 employees. In 2006 it had a turnover of €4,395 million with a net operating profit of €241 million.

aqualia hosts the FCC corporate social responsibility committee

The FCC corporate social responsibility committee meeting was held in the aqualia installations in Avila on 16 october.

During the session the committee members visited the Avila drinking water treatment station and the waste water treatment station. They then visited the aqualia customer service offices before the committee meeting, following a presentation of aqualia's activities.

RSC

Award for sustainable architectural and town planning culture for the El Toyo estate in Almería

El Toyo housing

The jury for the Foro Civitas Nova 2007 awards have awarded the sustainable architectural and town planning culture prize to the El Toyo estate, Villa Mediterránea (Almería) for its exemplary matching of constructional solutions to bioclimatic functioning, the modification of existing planning to achieve greater output and the adaptation and creation of low consumption and sufficient quality.

The project was designed by the architects Margarita de Luxán, Ricardo Tendero and Pedro Nau and built by FCC following energy, social, technical and publicity criteria with the values in the culture of sustainability that reflect the incipient incorporation of these criteria into current architecture.

El Toyo, also known as the Oasis de Alborán, is a tourist and leisure complex in an area very close to the Cabo de Gata natural park, of low density and with 80 per cent of the land dedicated to green areas. It contains 351 houses designed according to the area's climate with solar panels and a modern system of domestic electronics with optical fibres installations.

This residential complex passed the strict quality controls of the International Olympic Committee and was chosen as the official residence for the Mediterranean Games 2005; it has now received recognition as a clear example of an environmental city.

News

World record in the La Cabrera tunnel work in Valencia

Tunnel boring machine

Work on the Siete Aguas- Buñol section of the La Cabrera tunnel in Valencia, being built by FCC and Sando in a temporary joint venture for ADIF, saw the installation of 45 1.6 m rings in one day, a world record. This equals 67.2m of progress (on 16 November 2007) by the Herrenknecht AG double shield boring machine, out of the total length of 7,157 m of two single-track tunnels. Never before has this length been achieved with this 2,400 tonne, 200 m long, machine which simultaneously bores the tunnel and installs its lining rings.

The work forms part of an 11.2 km section of the Madrid - Castile La Mancha - Valencia region - Murcia region high speed line and runs entirely in the province of Valencia, crossing the municipalities of Siete Aguas and Buñol. It includes two viaducts and three tunnels built using various methods depending on the ground's geological properties.

The excavation work was designed and carried out to cause the least possible environmental impact taking the existing corridors and environmental conditions as well as bird nesting seasons into account.

News

FCC sponsors the Columbus Day party at the Spanish embassy in Bulgaria

Spanish Day celebrations in the Spanish embassy in Bulgaria

The Spanish embassy in Bulgaria celebrated Columbus Day on 12 October with an event in the National Art Gallery in the former Royal Palace, featuring the Jesús Chozas flamenco group, sponsored by FCC Construcción.

The celebration was attended by King Simon of Bulgaria and his wife Margarita Gómez – Acebo, together with the Spanish Ambassador to Bulgaria, Fernando Arias González and other personalities.

FCC Construcción is currently building the Puente Vidin - Calafat bridge that will join Vidin (Bulgaria) and Calafat (Romania) and has won the contract for the rail and road accesses to the bridge..

FCC in the Andalusian roads congress

FCC stand in the Andalusian road congress

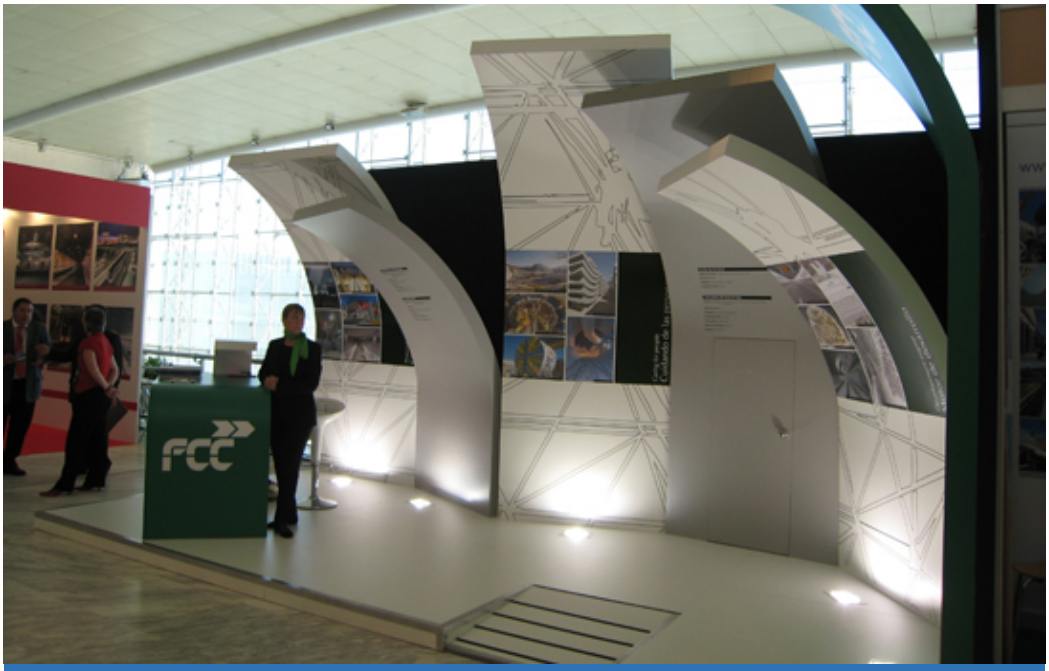
With the theme, “Roads for the 21st Century: Commitment to Quality and Service,” the IV Andalusian roads congress was held on 23 October in the Jaén exhibition centre. It provided a general presentations and debating forum for government departments, companies, technical associations and professionals in the road sector in Andalusia.

The technical sessions included those relating to sustainable planning and mobility, management of quality in infrastructures, R&D in roads and environmental and landscaping integration. Various professionals from FCC Construcción were among those taking part.

Attendees at the congress were also able to visit the company’s stand in the exhibitions area.

News

FCC and Alpine take part in the International Tunnels Congress



FCC stand in the Aetos congress

Alpine stand in the Aetos congress

The Spanish Tunnels and Works Association (AETOS) held the International Tunnels Congress: Factor for Change in the Madrid Municipal Congress Centre on 5 November, in which FCC and Alpine both took part.

The AETOS congress covered all aspects of underground work with a special emphasis on technological progress and innovation. The working sessions included talks by Avelino Acero, FCC Construcción Transport Director and AETOS committee member, who co-chaired the session on operation and safety, and the participation of Igor San Dámaso, engineer, and Javier Ainchil, Technical Director of areas III and VI, both from FCC Construcción, in the session on technological progress and innovation.

Alpine was represented by Klaus Fisher, its Tunnels Division Business Development Director, who gave an interview that can be read in the contributions section of this bulletin.

Together with the technical sessions, a technical exhibition was held attended by all the companies and organisations in the sector. FCC and Alpine were present with a stand in the exhibitions area.

News

FCC presence in Romania

FCC's involvement in Romania, the seventh largest country in the EU, with the first visit by the Chairman and General Director of FCC Construcción in May 2002, where he was able to see the great progress given to providing infrastructures, the result of the government's investment efforts and, later, funds from the European Union. From this moment, relations with the country improved and have continued to consolidate to date, in which the company has a stable presence in Romania and is carrying out works of great importance.

Work on the motorways concessions programme started in 2002 and although it underwent some delays, it has recently been given new life with the request for tenders for the Brasov – Comarnic section and in the Minister of Transport's roads renovation programme (similar to the REDIA plan in Spain in the past). Romania has been highly effective in handling requests for financial aid for infrastructures from the European Union and multilateral organisations.

FCC set up its Romanian subsidiary **FCC Constructii Romania S.A.** in the last quarter of 2003 and signed its first contract in October 2004, the renovation of the DN1 Cluj – Livada sector for which it set up FCC Construcción Sucursala Bucuresti.

Since then, FCC has taken part in many requests for tenders for infrastructures, mainly for transport and water, with notable success in 2006 with the adjudication of the **Pasaj Denivelat Superior Basarab,** a project of particular importance since it is the largest public works project tendered in the country since it returned to democracy.

Romania is currently undergoing spectacular economic development in which building activity is playing a leading role. With the increase in public works comes dizzying developments in real estate which are daily transforming Bucharest.

Currently FCC Construcción is working directly on four road rehabilitation sections from the north to south in the country (from Cluj to Filiasi), on the Bucharest ring road and on the symbolic Basarab viaduct and indirectly - through its Austrian subsidiary Alpine Bau - with a wide presence in building, notably Petrom City Bucharest (€100 million) as well as roads, waste water treatment plants, etc.

FCC's presence in Romania is a portfolio of work approaching €350 million with a staff of around 350 persons. The future is promising, given that the success attained with the entry of Romania into the EU will serve as an engine that consolidates the achievements and favours the conquering of new challenges. Transport and the environment will without doubt be the centre of investments in public works and we expect the good progress to continue.

Computer graphic of the Basarab viaduct project

Contributions

Interview with Klaus Fischer, Alpine tunnels division Business Development Director

Klaus Fisher on the Alpine stand and the International Tunnels Congress held recently in Madrid.

1. Some speak of tunnels as a factor for change. What is your opinion of that?

For this statement to be complete, it is not enough to talk of tunnels, it is also necessary to talk of the use of underground space which implies a real change, dare I say a revolution, because it allows a useless space to be converted into a useful and usable one as well as freeing surface spaces for green areas, creating value in cities. For many people, the use of these underground spaces changes the way of life, making it more comfortable. Many cities are moving towards underground systems as the quickest, safest and most ecological form of public transport. Tunnel building connects spaces, allows roads to connect with the railway, which substantially improves a country's infrastructures.

Other uses are those connected with water, such as the building of reservoirs, pipelines for consumption and irrigation, district heating, electrical sub stations, nuclear waste storage, or providing protection by building shelters and hospitals in the event of natural disasters. All these uses of the space we have under our feet directly to the benefit of the people and their environment.

2. How do you value building using a tunnel boring machine compared to other systems? For example, the Austrian method?

I believe construction methods have been developed greatly in the last 10 years. Tunnel boring machines have been developed in a surprising way during this period, Various types of TBMs can be used, depending on the properties of the terrain. They must be able to excavate in accordance with the geotechnical parameters of the project, bore the routes conveniently, comply with the project's perspectives (timetable, quality, safety, etc). What's important is the choice of the type of machine which must be the most suitable for the geology and for the geotechnical properties.

We can classify them according to the type of terrain to be excavated. There are tunnel boring machines for hard rock such as gripper TBM's, single shield or double shield TBM's equipped to install concrete segments tunnel boring machines for non stable soils such as EPB and slurry shields, TBM's for mixed geological conditions, called mixed shield are used in heterogeneous geologie.

The New Austrian Tunnelling Method (NATM) consists of excavating a section of tunnel conventionally by Drill & Blast method, even either full face or split up in sections and allows the surrounding rock itself to form an loadbearing ring around the excavation that reduces the pressures to be absorbed by the tunnel lining. A temporary lining is installed immediately after the excavation. This is successful in tunnels in hard rock but it can be a dangerous method in soft terrain because it causes problems of unwanted settlements, especially in built up areas.

Each tunnel boring machine manufactured is a prototype. Each machine is built using experiences gained in the past either by the manufacturers themselves or by the other parties involved - governments, designers, consultants or builders. The future is in increasingly sophisticated and ever-larger diameter tunnel boring machines.

3. What makes tunnelling special compared to other types of building?

Tunnel boring is a difficult and sophisticated job. For me, it is more complicated to build a tunnel than a skyscraper.

In tunnel boring you have to cope with the quality of the rock, the geological structure, you cannot know what you're going to find five metres ahead. You can find water, pockets of gas, terrain that collapses. It is dangerous and needs the experience of true professionals.

4. Do you believe that base tunnels (railway and road) have a medium term market?

I believe there is a large medium and long term market for base tunnels. Cities grow constantly and need to be connected and well communicated which often requires building tunnels. Increasingly, these tunnels are built to join two areas separated by a mountain because it is easier to bore a tunnel in the base than to build a road across the mountain. It requires a large investment and large machinery but sometimes it's the only way to connect roads or railways.

Take Austria; a considerable part of the country is mountainous with narrow valleys. If we had not used base tunnels we would have large areas of valuable ground full of roads and railway tracks going up and down the mountains.

These tunnels allow faster transport, reduce traffic congestion and protect the countryside. Long tunnels are a great opportunity and a great future for builders.

Tunnels are increasingly safer since they are equipped with all measures to guarantee the safety of the users: emergency exits, ventilation, communications connections. It is a service that the public increasingly needs.

5. What tunnels is Alpine building worldwide?

We have many projects around the world and great experience in tunnel boring.

Alpine is working on what will be the largest railway tunnel in the world, the Alp Transit with 57 km of base tunnel in San Gottardo / Switzerland which will provide a connection under the main Alpine divide. This project is split into five sections: Erstfeld, Amsteg, Sedrun, Faido and Bodio. The tunnel has a cross section of two tubes of 65 m2, and is designed for a speed of 240 km/h. It is being excavated basically with the TBM system. Alpine is working on two sections: Bodio and Faido. We are building two lots of the Metro Circle Line Singapore. They include four underground stations with its entry and exit tunnels, double tube running tunnels with a diameter of 6.61 m. The excavation area is 34.32 m^2, 4 TBM's (2 Slurry and 2 EPB shield) being used.

We also recently won the contract to build a section of the underground in New Delhi Airport Link, a route of 3.7 km for which two tunnel boring machines will be used, with earth pressure balance (EPB) and over six metres in diameter to excavate a length of 2 x 2.192 km and the contract to build the second Pfänder tunnel on the A-14 motorway in the Rhine valley in Austria. The Alpine team will speed up the building of the western tube - 6.5 km long - using a tunnel boring machine (TBM).

Other major projects that we are undertaking are a tunnel between Tel Aviv and Jerusalem, 12 km, with two TBM's, and the underground in Athens. We are also building major underground works such as hydropower plants in India, Turkey, and in Bulgaria, as well as a 25 km water supply tunnel in China.

ALPINE

ALPINE

ALPINE builds a motorway in Poland

Project managers

Alpine is to carry out one of the largest building projects in Poland, the southern section of the new A1 motorway, 18.3 km long for €223 million. The work is scheduled to start in December and end in 2010.

The A1 motorway will join Gdansk, in the north of Poland, with the Czech frontier in the south, ending near the Czech city of Ostrav. With a length of 582 km, it will form the European Road 75 as part of the trans-European corridor VI.

The project includes building two motorway junctions and two rest areas as well as 31 bridges between Swierklany and Gorzyczkach and a trussed bridge of 380 m.

ALPINE finalist to built the new multi-use sports stadium in Singapore

Computer graphic of the project presented by Alpine

Alpine, the Austrian subsidiary of FCC Construcción, is a finalist to build the new multi-use sports stadium in Singapore and to manage the complex for 25 years.

The project presented by Alpine includes building an area of 35 hectares for a new stadium seating 55,000 with an opening roof, a water sports centre for 6,000 spectators and a covered multi-use stadium seating 3,000.

The centre will also contain leisure and shopping installations covering over 40,000 m^2. The project includes the creation of spaces for offices, a sports medicine and scientific centre and the provision of 2,500 parking spaces.

Alpine has a wide experience in building large sports complexes, including the Allianz Arena stadium in Munich and the Dubai Cricket Stadium. Currently it is building two stadiums in Austria and enlarging another.

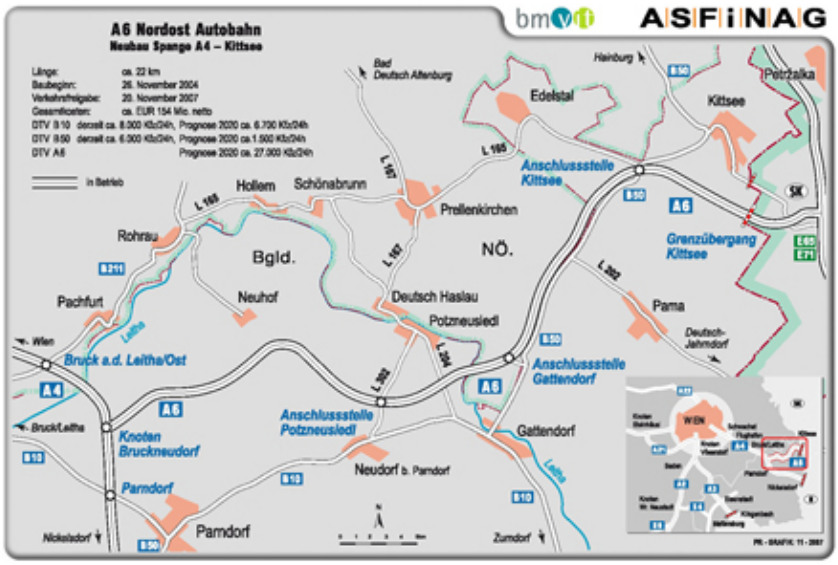
ALPINE wins the contract to build the bridge over the Danube in Traismauer, Austria

The new bridge will connect the S33 motorway with the S5 for a budget of €48.7 million. Building is scheduled to terminate in mid-2011.

ALPINE has won the contract to build the bridge over the Danube in Traismauer, Austria. Building work started this week and is scheduled for completion in 3 1/2 years with a budget of €48.7 million.

The Traismauer Danube bridge will be built of pre-stressed concrete and will be 15 m high. Its total length of over one kilometre will be in two sections before the river (460 m to the north and 330 m to the south) and 360 m over the river itself. There will be two lanes in each direction with a shoulder for breakdowns. The bridge will be supported on two pillars over the river, reaching 12 metres underwater and built using a boat. The central section will allow ships on the Danube to pass underneath.

The new bridge over the Danube will connect the S33 to the south with the S5 to the north. Once finished, the bridge will provide a direct motorway connection from St Pölten to Vienna to the north of the Danube, cutting the distance by some 20 km and relieving congestion on the B19 Tullner Straße.



Plan of location