



The Grumbach Bridge along the A6 motorway before its renewal.

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## Starting shot for renewal of the Grumbach Bridge along A6 motorway

- Bidding consortium of ZÜBLIN, STRABAG AG and Donges SteelTec begins with bridge renovation
- Contract value for ZÜBLIN and STRABAG approx. € 44 million

The preparatory works have started for the replacement of the Grumbach Bridge along the A6 motorway east of Saarbrücken following the contract award in February to a bidding consortium consisting of ZÜBLIN Hoch- und Brückenbau GmbH, STRABAG AG and Donges SteelTec GmbH. In a first step, the underground lines are being secured and rerouted, which will be followed

in early summer by the construction of the site roads and site installation areas and finally by the excavation of the construction pit, the establishment of the drilling and piling level and the drilled pile foundation. The contract value for the consortium amounts to approx. € 60 million, of which approx. € 44 million go to ZÜBLIN and STRABAG.

A total of 4,800 t of steel and 19,000 m<sup>3</sup> of concrete will be used to build the new bridge between the St. Ingbert-West access and the Saarbrücken junction in a 40,000 m<sup>3</sup> excavation pit. The existing structure is a 324 m long composite bridge dating from 1961. Due to material defects in the old structure, the originally planned renovation and strengthening of the bridge is not possible and its replacement became unavoidable.

### **Construction phases for replacement of Grumbach Bridge**

The new crossing was designed as a composite bridge with two independent, adjacent structures. To ensure that two lanes per driving direction remain open to traffic during the entire construction project, a temporary bridge with a superstructure for four lanes will be erected next to the old bridge. After its completion, all traffic will be diverted onto the makeshift structure and the old bridge will be demolished to make way for the first half of the new bridge together with the roadway as well as the foundations and substructures for the second bridge-half. The traffic is then moved onto the finished first half in both directions and the superstructure of the makeshift bridge is shifted onto the new substructures. As a last step, the temporary structures are completely dismantled.

This method enables the safe construction of the bridge in a relatively short amount of time with the least possible restrictions for the 41,600 vehicles that cross the Grumbach Valley every day.

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*Stuttgart-based **Ed. Züblin AG** has about 14,000 employees and, with an annual output of almost € 4 billion, is one of Germany's largest construction companies. Since it was founded in 1898, ZÜBLIN has been successfully realising challenging construction projects in Germany and abroad and today is STRABAG Group's leading brand for building construction and civil engineering. The company's range of services comprises all construction-related tasks – from civil engineering, bridge building and tunnelling to complex turnkey construction to construction logistics, structural timber engineering and public-private partnerships. ZÜBLIN attaches great importance to partnership-based*

cooperation, and our ZÜBLIN teamconcept has proved its value as a successful partnering model for about 25 years now. Current construction projects of the company, a subsidiary of globally operating STRABAG SE, include the new Axel Springer building in Berlin, the Rinsdorf and Rälsbach viaducts on the A45 motorway, and the Albabstieg Tunnel along the new Wendlingen–Ulm railway line. More information is available at [www.zueblin.de](http://www.zueblin.de)

The success story of Cologne-based **STRABAG AG** began in the year 1923. Today the company is part of Austrian-based STRABAG SE and acts in Germany as parent company of the German STRABAG group companies. As German market leader in transportation infrastructures, the company generates an annual output volume of more than € 2.5 billion in this segment. The approximately 12,000 employees in transportation infrastructures show commitment every day to delivering first-rate construction services far beyond the usual road construction works. While focusing on the digitalisation of its work processes, STRABAG AG's units cover the entire value chain in the construction of infrastructure facilities: from digital design to construction material extraction and production to actual construction of the projects to maintenance and repair by the company's own road maintenance services. More information is available at [www.strabag.de](http://www.strabag.de).

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