



# Vienna Main Station

## Data and facts

Company	PORR Bau GmbH
Type	Railway construction
Runtime	11.2009 - 12.2015
Principal	ÖBB Infrastruktur AG

[Project report online](#)

[www.porr-group.com](http://www.porr-group.com)



# A leading role in Austria's largest infrastructure project

The second basement floor houses an underground car park with parking for more than 600 cars. The car park is connected to the floors above via two escalators and five lifts that run all directly to the platform level.

The third basement floor is exclusively used as a collector floor and connects the building technology centres of the station building via ducts. Furthermore built around the new main station were roofed taxi stands, kiss & ride parking spaces as well as handicapped and bicycle parking areas. A bus station with a total of five bus platforms and a bicycle garage for up to 1,000 bicycles was built underneath the Laxenburgerstraße bridge superstructure.

In the execution of the elaborate in-situ concrete work involved, the teams associated with PORR utilised an economically optimised form work concept. The majority of elements were produced on site. The form work material was worth more than 17 million Euros and the client had demanded a high surface quality of the exposed concrete parts which proved extremely difficult, in particular due to unfavourable weather during the winter months.

Some 30,000 running metres of in-situ concrete piles with diameters of 90 / 120cm were grouted for the foundations of several bridge superstructures. Additionally, 20-m-tall slope stabilisation measures had to be installed using shotcrete, injection bore anchors and pressure-grouted anchors to allow for the construction of the station's basement floors. Due to the fact that the only rail connection between the southern and eastern railway line was located above these slope stabilisation measures and that this railway connection was not to be interrupted at any time, the tracks needed to be monitored during the entire construction time using anchor load cells and deformation measurements.

The quantities of materials installed or moved in the course of this project reflect this construction scheme's enormous magnitude:

- Excavation: 1,020,000m<sup>3</sup>
- Ballast: 830,000 m<sup>3</sup>
- Bored piles: 38,000 running metres
- Concrete: 285,000m<sup>3</sup>
- Formwork: 370,000m<sup>2</sup>
- Reinforcing steel: 38,000t

Today, 145,000 passengers frequent Vienna's new main station every day while 1,100 trains stop there daily. This makes it Austria's most highly frequented long-distance train station and it plays a central role in the European railway network.



# Impressions



## Image notes

1

Vienna Main Station

Vienna Main Station is the largest infrastructure project implemented in Austria to date.

3

Vienna Main Station

The new transport hub was put into service in late 2015.

2

Vienna Main Station

Construction work had to be completed within a very short timeframe.

Do you have questions about the project or would you like to learn more? Feel free to contact us for further information.

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