Wutach Railway Bridge

Data and facts

Company	PORR Bau GmbH
Type	Bridge construction
Runtime	01.2024 - 10.2024
Principal	DB InfraGO

Project report online

www.porr-group.com

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The Black Forest's new link: New bridge over Wutach

It was then moved closer to the installation site in a complex procedure using a 700-t crawler crane. A tandem lifting procedure was used for the final installation, in which a second 650-tonne crawler crane lifted the bridge from the opposite bank into its final position.

A double feat of engineering

Another major challenge was the transverse shifting and lowering of the abutments, each of which weighed around 900 t. These were first concreted in a lateral position and fitted with the necessary seals and drainage stones. After that, they were pushed sideways and the structure was lowered precisely onto the prepared pile foundations. This complex process required a special logistics concept.

However, the Wutach railway bridge was not the only structure to be built during the line closure. We also worked on the Klingengraben railway bridge, just a few kilometres away. Carrying out both projects at the same time was a particular challenge and required precise coordination of both construction sites. It was then moved closer to the installation site in a complex procedure using a 700-t crawler crane.
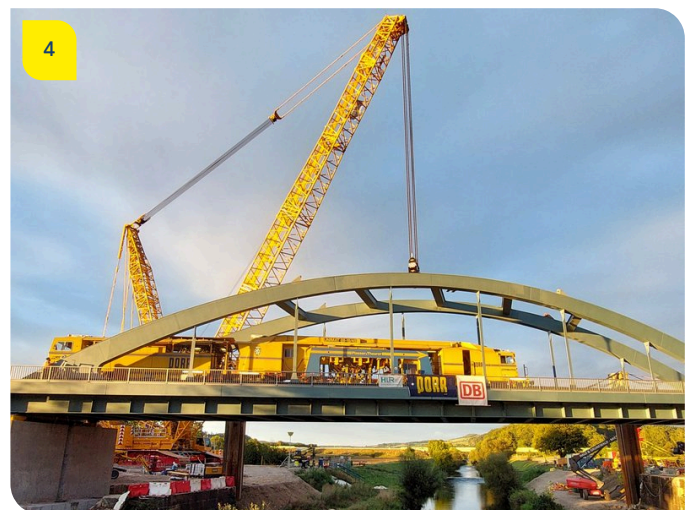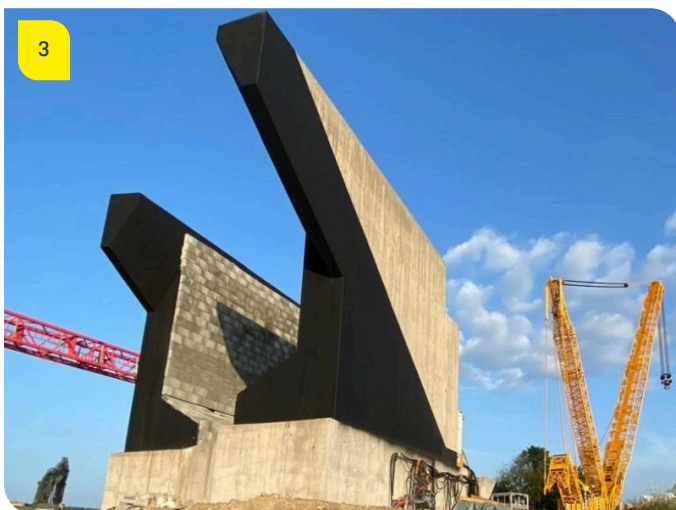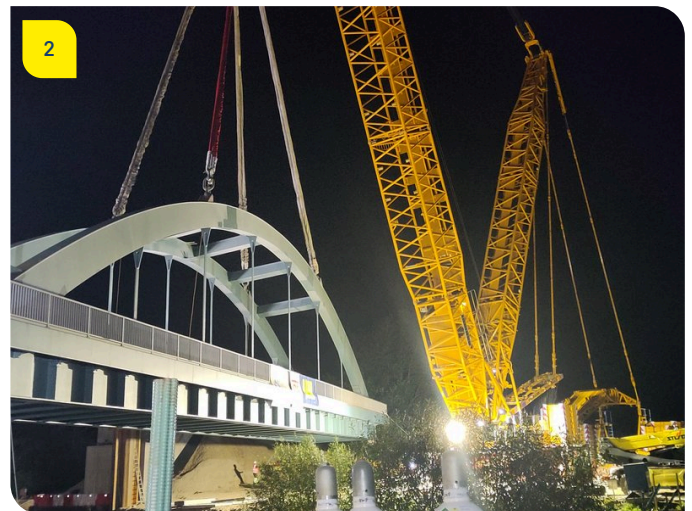
Impressions

Image notes

1 Heavyweight on the move.

Lifting the 380-t supporting structure using two crawler cranes.

2 With precision and power.

Moving the structure to a location near the installation site.

3 Abutment on its side.

The abutments were prefabricated next to the installation site and then moved sideways.

4 Tamping machine in use.

The tracks were laid and tamped before the end of the track possession period.

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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