



Filstal railway overpass, Mühlhausen im Täle

Data and facts

Company	ARGE EÜ Filstal PORR/Max Bögl
Type	Bridge construction
Runtime	12.2013 - 09.2023
Principal	Max Bögl Stiftung GmbH &Co. KG

[Project report online](#)

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Crossing the Filstal Valley by ICE in 7 seconds

At peak times, there was a team of 200 people working to complete the carcass on schedule – with active support from PORR Polska and the Berlin branch. Teamwork and trust were the key to success. This engineering masterpiece would not have been possible without the trust and cooperation of everyone involved in the project.

It is impossible to imagine the complex design behind this light and graceful bridge, or the challenges involved in its construction, starting with access to the construction site in drinking water protection zones and on steep slopes. To avoid wear and maintenance costs caused by bridge bearings, the Filstal bridges were designed largely as semi-integral structures; the columns and box girder superstructure were connected to each other monolithically and without seams, and a semi-elastic system of spring lamellas was used to connect them to the abutments in front of the Bessler tunnel. The only place where the superstructure is still moveable is at the portal of the Steinbühl tunnel. Loads are transferred via a combination of piled raft foundations and shallow foundations; the northern abutments are additionally anchored back into the slope. The bridge itself was built with the aid of an 800-tonne overhead feed scaffold and steel auxiliary towers. The superstructure was shuttered, reinforced and concreted in 10 sections in each direction and in the final stage, the superstructure and pier struts were friction-locked together.

Impressions



Image notes

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The Filstal Bridge is located on the new Wendlingen-Ulm railway line, a section of the major Stuttgart21 project.

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

PORR AG Group Communications

Absberggasse 47

1100 Wien

T +43 50 626-0

E-Mail: comms@porr-group.com