



Efficient connection

Pupping-Karling Bypass

Data and facts

Company	PORR Bau GmbH
Type	Road construction, Structural engineering, Earthworks, Foundations
Runtime	11.2024 - 07.2027
Principal	Land Oberösterreich, Abteilung Straßenbau

[Project report online](#)

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Modern transport infrastructure for a better quality of life in the Eferding Basin

On behalf of the Province of Upper Austria, Department of Road Construction, PORR Bau GmbH is carrying out construction lot LG1 of the new Popping-Karling bypass in the Eferding area between November 2024 and July 2027. The project combines services from the fields of earthworks, road construction, concrete works, specialised civil engineering and pile driving, and, with a contract value of around 31.6 million euros, ranks among the region's major road construction projects.

The new B130 federal road stretches for a length of around 4.6 kilometres and is supplemented by a further 2 kilometres or so of side roads. In addition to conventional road construction, the project includes numerous engineering structures and complex foundation works. In total, around 120,000 m³ of soil will be moved, with the majority of the material being reused on site for embankment construction. This reduces transport distances and ensures the efficient use of resources.

Challenging civil engineering under complex conditions

The geological and hydrological conditions along the route are particularly challenging. Large parts of the construction area lie within the influence zone of watercourses and groundwater zones. Water-tight structures in the form of so-called 'white tanks' are therefore being erected for the underpasses. These structures reach individual lengths of more than 200 metres and place high demands on planning, execution and quality assurance.

Sheet piling up to 20 metres deep is being used to secure the excavation pits. The foundations for the bridge structures are being laid using bored piles with diameters of up to 118 centimetres and depths of up to 30, metres. These specialised civil engineering measures ensure the long-term stability of the structures, even under demanding ground conditions.

In the field of structural engineering, a total of seven structures are being built, including bridges over rivers, railway viaducts and underpasses. Around 20,000 m³ of concrete and approximately 2,200 tonnes of reinforcing steel are being used in their construction. The spectrum ranges from traditional in-situ concrete bridges to technically sophisticated special structures such as the Hartkirchen steel arch bridge. With a span of 99 metres, an arch height of 15 metres and a steel weight of around 600 tonnes, it is one of the most striking structures in the project.

Construction whilst rail services continue and high environmental standards

A particular challenge is the construction of the railway structures whilst rail services continue to operate. In close coordination with ÖBB, the structures are initially built alongside the existing track layout and moved into their final position once completed. Among other things, rolled-section-in-concrete constructions are used, which safely support heavy loads and largely maintain rail services during the construction period.

In addition to the technical challenges, environmental and landscape protection also play a central role. During the earthworks, soil contamination with phosphates and polycyclic aromatic hydrocarbons was detected, requiring careful soil management and professional disposal. Extensive land restoration measures and replanting ensure that the impact on the landscape of the Eferding Basin is offset in the long term. In addition, around 290 metres of noise barriers are being erected to improve the quality of life for local residents in the long term.

Infrastructure expertise for the region

With an average of 36 staff on site, PORR is demonstrating its comprehensive expertise in modern infrastructure and civil engineering. Thanks to precise project management, innovative construction methods and close cooperation between all parties involved, the project is progressing extremely successfully. The pace of construction is even enabling the road to be opened to traffic significantly earlier than originally planned. The project promises an efficient transport infrastructure that will strengthen the region in the long term, enhance road safety and sustainably improve the quality of life in the affected communities.

Impressions



Image notes

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The Puppung-Karling bypass, featuring a roundabout and the two railway viaducts, as well as underpasses with white troughs

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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