



PROJECTS, BEARING OUR SIGNATURE

A SELECTION FROM ALL FIELDS OF BUSINESS



EXPERIENCE THE JOY OF CONSTRUCTION



Project: Klinik am Eichert,
Göppingen
Customer: Alb Fils Kliniken GmbH,
Göppingen
Contract value: € 43.1 mio.
Construction period: 24 months
Year of construction: 2019-2021
Facts:

New construction of a hospital building with 94,000 m² gross floor area and 43,000 m² useable space, composed of one full basement floor 2 for the control rooms, 3 semi-basement floors (U1, E0, E1) with reception, emergency ward and surgery rooms, as well as administration, laboratory, and technology (for operating theatres on the 1st floor) on the intermediate storey E2. The protruding house for patients (E3-E6) with pre-tensioned concrete construction is equipped with 350 rooms and 645 beds. Further technology equipment is located on E7, and there is a helipad on E8. 10,500 t steel and 66,000 m³ concrete (partly loaded concrete) were used in construction, 3,000 t steel and 15,000 m³ concrete just for the floor slab. The underground irrigation to prevent the oil shale in the ground from drying out and bulging is a particularity.

Project: Lidl Dienstleistung,
Bad Wimpfen (DLBW)
Customer: Lidl Dienstleistung
GmbH & Co.KG,
Neckarsulm
Contract value: € 65 mio. building shell
incl. approx. € 3 mio.
earthworks
Construction period: 23 months
Year of construction: 2018-2019
Facts:

Office block in five sections with underground connection on 37,000 m² total ground area. 4 basement floors serve as underground car park for 1,500 employees. The 5th basement contains the technical equipment. Above the ground up to 7 storeys are built in terraces. The difficult access routes and large quantities of materials were a special challenge. About 23,000 t structural steel and 140,000 m³ concrete were used and transported to the place of installation by means of stationary concrete placing booms. Furthermore, there were numerous composite steel and steel construction parts, as well as challenging construction situations due to massive ceilings of up to 1.3 m thickness under the building parts above ground.



CREATING LIVING SPACE OF LASTING VALUE

ENGINEERING AND TURNKEY CONSTRUCTION

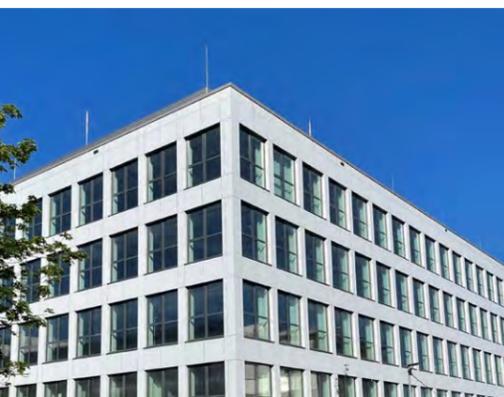


Project: Augustinerhof, Nürnberg
Customer: alpha Grundbesitz GmbH & Co. KG, Nürnberg
Contract value: € 15 mio.
Construction period: 13 months
Year of construction: 2018-2019
Facts:

In the city centre of Nürnberg the building shell of the Augustinerhof was to be constructed within the very short construction period of 13 months. In addition to considerable logistic difficulties, numerous challenges like complex geometries of the roof surfaces and the bearers in the underground garage had to be overcome. Thanks to the 3D-based formwork planning and the exact surveying by means of tachymeter the project success could be achieved in smooth cooperation with the business unit work preparation.

Project: Technology Centre TC2, Stuttgart-Feuerbach
Customer: DIBAG Industriebau AG, München
Contract value: € 34 mio. (turnkey construction incl. planning)
Construction period: 13 months
Year of construction: 2018-2019
Facts:

6-storey office and laboratory building incl. outdoor facilities. The „double U“ building was awarded the DGNG sustainability label “Gold” and corresponds to the latest requirements thanks to its sophisticated building services engineering (4-pipe-system for heating and cooling with heating/cooling panels, central duct system in the corridor for pipes and air vents, 2.5-fold air renewal in the entire building). Uniform and very structured aspect due to curtain wall made of FF2® metal sheets.



Project: Seckachtalbrücke, Adelsheim
Customer: Regional Commission Karlsruhe
Contract value: € 9.6 mio.
Construction period: 26 months
Year of construction: 2017-2019
Facts:

A hollow box bridge of a length of 290 m was constructed in a height of approximately 20 m with lengthwise pre-stressing using the composite construction method (variable longitudinal gradient). As the routing passes through the premises of the company Würth, the building had to be advanced in different intervals (11 intervals). The route is planned with a radius of 450 m, which merges in to a clothoid just before its end. The substructures are founded in 6 axles on bore piles (Ø 1.50 m) with lengths of up to 36 m. The span of the individual fields of the bridge amounts to approximately 58 m.



Project: Central warehouse with office building of the company Würth,
federal motorway A6 Kupferzell
Customer: Adolf Würth GmbH & Co. KG, Künzelsau
Contract value: € 57 mio. (turnkey construction)
Construction period: 14 months
Year of construction: 2018-2020
Facts:

30,700 m³ of concrete, approx. 2,000 prefabricated parts, building area approx. 45,000 m². The entire building is planned very variably, with options to expand and provisions for possible modifications of use. This is the Würth Group's largest investment into logistics up to the present with about € 73 mio. In addition to the foundation on very unfavourable underground and the high requirements concerning the ground slab, which is planned for the use of driverless transport systems, the very limited construction period presented the greatest challenge.



Project: Overhaul Rheinbrücke Maxau, Karlsruhe (joint venture)
Customer: Regional Commission Karlsruhe
Contract value: € 8.9 mio.
Construction period: 19 months
Year of construction: 2018-2019
Facts:

First structural upgrade of a large bridge in Germany with high performance concrete. The concrete replacing the asphalt pavement increases the security of the supporting structure by over 50 %. The installation was carried out by means of a mobile mixing plant, concrete-lane finisher and Kubixx. After the demolition of the existing road surface, steel rim beams and drainage facilities, new steel rim beams with protective equipment and steel reinforcements, as well as drainage system were produced, the thin deck pavement on the lanes and partially the corrosion protection were rebuilt.





Project: New design marketplace, Stuttgart
Customer: Regional Capital, Stuttgart
Contract value: € 5.8 mio.
Construction period: 24 months
Year of construction: 2020-2022
Facts: Conversion, restoration, and elevation of the historical market fountain, which was built in the year 1714 and has been situated on the marketplace since 1804. New construction of a 125 m² large fountain field (trick fountains). New paving made of 7,500 m² natural stone paving of granite, laid in various formats and patterns. New lighting concept for Christmas and farmer's market with underfloor distribution panels. New technical supply / infrastructure integrating the existing 2,000 m² large marketplace bunker dating from World War II. Stairs and seating steps made of Portuguese granite approx. 80 m long with integrated contrast stripes according to the requirements of the German Association of Blind and Visually Impaired Persons. Protection against terrorism for the farmer's market and Christmas market, as well as other events. Drinking fountain for passers-by.

Project: B 297 Stuttgarter Straße, Göppingen-Faurndau
Customer: Regional Commission Stuttgart, field office Göppingen
Contract value: € 8.9 mio.
Construction period: 21 months
Year of construction: 2019-2020
Facts: The new route of the B 297 including the bridge over the railway line Stuttgart – Ulm with pedestrian and bicycle path with direct access to the K 1410 and a length of about 483 m serves the reduction of traffic in the quarter Göppingen-Faurndau.



Project: TCRH Mosbach, underground engineering works, Urban I+II
Customer: Training Center Retten und Helfen Mosbach GmbH, Mosbach
Contract value: € 62.3 mio. earthworks and drainage
Construction period: 59 months
Year of construction: 2015-2019
Facts: Earthworks for 6 bridge constructions, 2 tunnel constructions in open construction method, 2 underground rainwater retention basins, 1 rainwater purification and seepage basin, 2,600 m supporting walls. Production of drainpipes for the entire drainage of the line, production of road cuts and dams incl. all pipe crossings, installation of mast foundations for subsequent electrification of the route, surveying and restoration measures in the Karst region Schwäbische Alb.



CREATING SAFE CONNECTIONS

ROAD AND NETWORK CONSTRUCTION

Project: E-mobility – innovative energy and mobility solutions from one source
Customer: Hahn Automobile GmbH & Co. KG, Porschezentrum Böblingen
Year of construction: since January 2020
Facts: We deliver transformer stations and erect AC and DC charging points for the company Hahn Automobile GmbH & Co. KG and take them into operation. We also take charge of the service and on-call duty for the DC charging points including the storage batteries. As experienced service provider we successfully erect AC and DC charging points (High Power Charging) all over Germany up to a charging performance of 350 kW. In this field of business, we provide the entire chain of economic value added in the field of charging technology from the transformer station up to the roof construction protecting the charging points from one source. Of course, we are still available for our customers after taking into operation, carrying out inspection, maintenance, and emergency maintenance work, if desired, even 24 hours per day.



Project: Basic renovation of the federal motorway A5, interchange Walldorf – Kronau
Customer: Regional Commission Karlsruhe or since 01/01/2021
Contract value: € 29.5 mio.
Construction period: 24 months
Year of construction: 2019-2021
Facts: Demolition of old concrete surface / processing of old concrete material. Soil stabilisation and installation of base course for subsequent installation of concrete road surface. Demolition of existing bridges, production of support structure incl. widening of the undercast roads and pedestrian and bicycle paths for the new construction of six bridges. Renovation, elevation, and extension of noise protection wall from 4.0 m to 8.0 m or respectively from 3.0 m to 7.0 m of height. Demolition of access points Kronau West and East. Reconstruction in concrete construction method.

Project: FTTH upgrade Heimerdingen
Customer: Deutsche Telekom AG, PTI 34, Frankfurt
Contract value: € 62.3 mio. earthworks and drainage
Construction period: 9 months
Year of construction: 2019-2020
Facts: Pilot partner of Deutsche Telekom for Gigabit business system for improved customer experience in providing an FTTH connection. 13,000 m underground engineering routes, 4,400 m of which H-Trenching, 620 house connections requiring underground engineering, 715 network level 4 customer connections, construction of 18 power distributions with 3 main wiring looms, installation of all main/branching and house connection cables. Execution of all installation works and scouting works from the switching centre to the end customer including all inhouse cableways.



Project: Federal motorway A3 EO 244 upgrade of Haseltalbrücke (bridge) to 6 lanes to the west of Marktheidenfeld
Customer: Federal Motorway Commission Nordbayern, field office Würzburg
Contract value: € 45.5 mio.
Construction period: 22 months (29 months had been planned)
Year of construction: 2018-2019 (2018-2020 had been planned)
Facts: 7.8 km new construction of motorway incl. drainage pipes and empty cable tubes, replacement construction of 4 existing underpasses, one of which in a 25 m deep construction pit, 500,000 m³ earthworks incl. a steep slope with an angle of 1:1.15 and slope height of 15 m, incl. qualified soil improvement with 8% binding agent, new construction of a car park with toilet facilities with road surface concrete only for heavy load traffic and simultaneous dismantling of 5 car parks, 2 gabion walls, 190,000 m² melted asphalt surface layer, 3 earth-rainwater retention basins.

Project: H-Trenching – FTTH upgrade, Steinheim an der Murr
Customer: Deutsche Telekom AG, PTI 34, Frankfurt
Construction period: 3 months
Year of construction: 2020
Facts: In connection with the FTTH upgrade of Steinheim an der Murr a total of about 6,200 m of the route were produced by means of the H-Trenching method in den quarters Höpfigheim and Kleinbottwar.





Project: Breisgau S-Bahn, Höllental Ost
Customer: DB Engineering & Consulting, Karlsruhe
Contract value: € 50 mio.
Construction period: 18 months
Year of construction: 2018-2019
Facts: Electrification of the line, upgrade of the tunnel emergency response plan, upgrade of the stations under topographically difficult conditions. Complete execution planning and overall coordination of the trades of third parties. Lowering of the existing 5 tunnels, in order to make space for the overhead line in the tunnel profile. Renovation of 3 stations and 4 stopping stations. Relocations of points in Löffingen and Döggingen, making it possible for two trains to enter the station simultaneously from both directions. Overcrossings over roads in reinforced concrete construction method, as well as steel construction method (protection against contact, mast consoles at 4 existing viaducts) were realised for the overhead line. Telecommunication and 50 Hz facility, as well as all underground cable laying for 3 IECC sites.

Project: Ammertal overhead facility, line Herrenberg – Tübingen
Customer: Zweckverband ÖPNV, Ammertal
Contract value: € 9 mio.
Construction period: 29 months
Year of construction: 2020
Facts: The line partly is a double-track line of about 21 km. Bad foundation ground conditions required a foundation method with ductile cast iron piles. Test piles were driven in in advance and then submitted to load tests. 181 masts on ductile piles were produced. For one angled mast, eight piles were driven into the earth up to 20 metres deep and grouted.



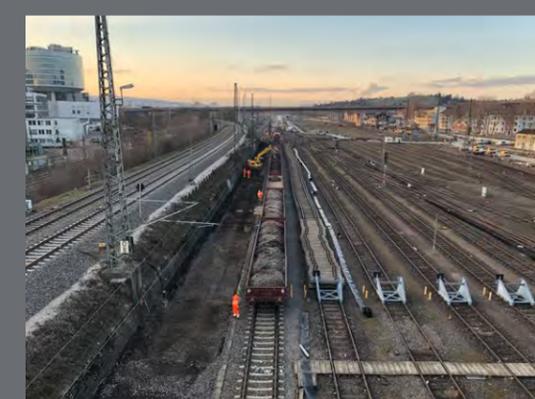
Project: IECC, integrated electronic control centre station Elm, Schlüchtern
Customer: DB Netz AG, Sinntal
Contract value: € 5 mio.
Construction period: 9 months
Year of construction: 2020-2021
Facts: Use of technology: 12 road-rail excavators, railway construction train with flatbed wagons, ballast train, tamping machine with ballast plough, 81 km laying of cables for control, communication, and safety system/telecommunication, 18 km cable duct system in concrete and glass fibre reinforced plastic, 95 cable construction manholes size IV-X, 35 signal foundations as driven casing pipes, 25 signal foundations as concrete monolith, 560 m track crossings 4-12 wheel-track adhesion controls in concrete.



RELIABLY CONNECTING TRANSPORT ROUTES

RAILWAY INFRASTRUCTURE CONSTRUCTION

Project: S21 connection Interregio curve, Stuttgart
Customer: DB Projekt Stuttgart – Ulm GmbH, Stuttgart
Contract value: € 14.8 mio.
Construction period: 21 months
Year of construction: 2020-2022
Facts: Preparation of execution planning for traffic infrastructure, new construction of 3,515 m track incl. sanding of new rails, as well as installation of 13 points, construction of 3,200 m cable ducts, new construction of 2,000 m deep drain, installation of wheel-track adhesion controls, formation protection layer and production of base ballast layer on 25,250 m², excavation and reuse of 24,000 t soil, laying of 27,000 m cables for control, communication and safety system, production of track field lighting and point heating facility.



As a **railway traffic** company LEONHARD WEISS is authorised to carry out railway traffic performances on public tracks. We transport goods and vehicles on the rail network all over Germany. In this way we supply our railway construction sites with the necessary machines and the required material. The railway traffic company LEONHARD WEISS is a training company for locomotive drivers approved by the German Federal Railway Authority and may carry out the examination of locomotive drivers. Our main focus is the training of drivers of road-rail-excavators. Extern companies participate in public railway traffic via the railway traffic company LEONHARD WEISS. Their personnel and vehicles are subject to our rules and standards. The railway traffic company LEONHARD WEISS oversees private connections to the public railway tracks. We supply the railway operating director and develop the rules and standards.

Project: SSB U6 2nd construction phase Fasanenhof – Streitgraben, Stuttgart (joint venture)
Customer: Stuttgarter Straßenbahnen AG, Stuttgart
Contract value: € 1.6 mio.
Construction period: 8 months
Year of construction: 2020-2021
Facts: Lot 1: total length of 550 m is built with two tracks and leads over a bridge spanning the federal motorway BAB 8. Production of rail track as non-ballasted track, system SSB (green track). 420 m double track as green track SSB, 130 m double-track over the bridge spanning the federal motorway A8, 25 m double-track as grooved rail track.



Project: Breisgau S-Bahn 2020 line 4310 Breisachbahn
Customer: DB Netz AG, Frankfurt
Contract value: € 31.7 mio. (share LEONHARD WEISS)
Construction period: 11 months
Year of construction: 2019
Facts: 9,000 m renovation of track, including earthworks and installation of formation protection layer. 2 renovations of points incl. earthworks and installation of formation protection layer, 35,000 t installation of ballast, 5,000 m³ ballast cleaning, 7,200 m² installation of noise protection wall, 400 m platform edge, 11,000 m renovation of cable ducts, 100 cable construction manholes, 2,000 non-disruptive track crossings, 40,000 m laying/draw-in of cables, 7 reconstructions of level crossings, 7 renovations of passages.

Project: Railway line LK1 of PKP PLK, Tschenstochau – Zawiercie, Poland
Customer: ZUE S.A., Krakau
Contract value: € 1.3 mio.
Construction period: 25 months
Year of construction: 2018-2020
Facts: Approx. 65,000 m track conversion by means of machines with dismantling of 27 old level crossings, complete exchange of sleepers, construction site logistics during the entire phase of track conversion.





Project: VDE 8.1 upgrade of line/new construction of line Hallstadt – Ebensfeld – Erfurt, BA 2400 Zapfendorf
Customer: DB Netz AG, Erfurt
Contract value: € 144.8 mio.
Construction period: 31 months
Year of construction: 2016-2018

Facts: Upgrade of the 9 km long stretch Breitengüßbach-Zapfendorf from two to four tracks, incl. new construction of the entire formation, as well as all concerned buildings and roads. Over 700,000 m³ earthworks in the area of the route and relocation of the river Main close to Ebing, approx. 40 km drainage lines, approx. 48,000 m² road construction, approx. 32.5 km construction of new track incl. 8 new points, 8 railway bridges (incl. a 420 m fly-over) and 7 road bridges, approx. 2.6 km supporting walls, 8 road and pedestrian auxiliary bridges, new construction of 4 platforms, approx. 9.3 km noise protection walls, as well as complete overhead line facility and various technological railway facilities.

Project: 330-kV- and 110-kV-overhead transmission line Harku – Sindi (planning and construction), Estonia
Customer: AS Elering - Estonian main power network company
Construction period: 48 months
Year of construction: 2018-2020

Facts: Construction of a new 330-/110-kV-overhead transmission line on a route of 177 km of length, licence planning and execution planning, negotiations with landowners, foundation works, small jacked piles, construction works for paths, installation and erection of masts, connection of several substations, testing of newly designed masts on an overhead mast testing facility, dismantling of existing 110-kV overhead transmission lines, single cable lines and bundles of three cables. Specially designed high voltage mast "Sumpffuchs" (marsh fox) installed ready for use.

Project: Third overhead line connection between Estonia – Latvia (joint venture)
Customer: AS Augstsprieguma Tikls (AST) – Latvian main power network company
Year of construction: 2018-2020

Facts: Construction of the new 330-/110-kV overhead transmission line on a route of 180 km of length, licence planning and execution planning, negotiations with landowners, foundation works, small jacked piles, construction of paths, installation and erection of masts, 110-kV connections to several substations: Saulkrasti, Skulte, Limbaži, Aloja and Rujiena, dismantling of existing 110-kV-overhead transmission lines, single cable lines and bundles of three.



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Project: VDE 8.1 upgrade of line Nürnberg – Ebensfeld, 4-track upgrade junction Eltersdorf
Customer: Deutsche Bahn AG, Nürnberg
Contract value: € 44 mio.
Construction period: 48 months
Year of construction: 2014-2017

Facts: Upgrade from 2 to 4 tracks including flying junction. Creation of the entire execution planning, realisation is carried out during rail operation. Earth moving approx. 300,000 m³, approx. 4 km drainage system, incl. chutes and various basins, 16,500 m new construction of track, 14 points, 6 rail and road overcrossings, approx. 600 m supporting structures of a height up to 5 m. New construction of two complete transport depots, 20,000 m² noise protection and new overhead line facility, 50 Hz facilities, a 20 kV transformer station, 3 point heating stations, signalling system 90 facility, control, communication, and safety systems incl. cable runs.

Project: Rail Baltica, Kaunas – Palemonas, Lithuania (joint venture)
Customer: AB Lietuvos Geležinkeliai, Lithuania
Year of construction: 2018-2021

Facts: Earthworks and civil engineering structures are carried out by the joint venture partners. Dismantling of track, new construction of track with points, overhead line, control, communication, and safety system are built by LEONHARD WEISS LIETUVA. Station Kaunas: tunnel with new track gauge 1435 on 710 m, 1435/1520 track gauge on 1,960 m, 1520 track gauge on 1,265 m, 15 points. Station Palemonas: new track gauge 1435 on 2,888 m, 1520 track gauge on 840 m, 9 points. Side-track Kaunas – Palemonas: new track gauge 1435 on 5,460 m, 1520 track gauge on 1,470 m, 7 points, 6,000 m electrification.



Project: Upgrade of line 38 2-track upgrade Altmühldorf – Tüßling
Customer: DB ProjektBau GmbH, München
Contract value: € 10.8 mio.
Construction period: 44 months
Year of construction: 2014-2017

Facts: Upgrade of the line Altmühldorf – Mühldorf – Tüßling from 1 to 2 tracks. Entire execution planning, 5,900 m³ bottom ballast, 16,600 m² formation protection layer, 15,000 m³ exchange of soil, 5,000 m drainage system, 6,800 m new construction of track, new construction of 33 points, 17,000 t top ballast, renovation of 3 buffer stops, 16,000 m sanding of rails, 5,600 m cable duct, 150 cable crossings, 78 signal foundations, 130 m extension of platform, 126 m renovation of platform roof, 2,100 m noise protection wall (surface: 6,500 m²).

Project: Track renovation Tapa – Tartu, Estonia
Customer: Eesti Raudtee AS – Estonian railway company
Year of construction: 2018-2021

Facts: Dismantling and installation of the line on a stretch of 63 km (sleepers, fastenings, ballast), track conversion works 63 km, earthworks approx. 316,000 m³, exchange of approx. 300 wooden sleepers, 45 km production of trenches, installation of 20 points. The work was carried out during pre-defined time slots: 8 months per year, 3 x per week, respectively 12 h per night with 3 teams, preparation works 5 x per week respectively 8 h with one team.





Project: Protestant town church Unna, construction phase I spire renovation SKU (town church Unna) lot 1
Natural stone works
Building owner: Protestant church district Unna, department for construction, real estate, and churchyards
Restoration: 2019-2021 (21 months)
Contract value: € 1.7 mio.

Facts: For this construction project, sophisticated renovation measures in the fields of masonry and restoration were carried out, which had become necessary due to damages of the church building caused by storms and decay. Part of these were, among others, the reconstruction of destroyed building parts or various building parts risking collapse. The exchange of natural stone parts amounted to about 50 m³.

Materials: Sandstone from Baumberg
 Sandstone from Ibbenbüren
 Limestone from Krensheim.



Project: Federal motorway A6 junction Wiesloch/Rauenberg – interchange Weinsberg
Customer: Bau-ARGE A6 West HOCHTIEF/BUNTE, Heilbronn
Construction period: 55 months
Year of construction: 2017-2022



Facts: In connection with the construction performances of the PPP project (total length 43 km) protective measures for intermediate work places in the area of the motorway, as well as traffic routing within the secondary road network must be carried out in addition to the main traffic phases.



Project: Railway crossing, Straßfurt
Customer: Deutsche Telekom AG, Bonn
Year of construction: 2021



Facts: In February 2021 we supported the company Telekom in a challenging project. A non-disruptive crossing was required for a regional railway line with a lot of rail traffic in Straßfurt. In order not to lose any time with licensing procedures during the realisation of broadband connections and to provide the citizens with rapid internet connections as quickly as possible, the company Telekom opted for the innovative FAST laying method for this project. To cross the railway line, a robot was used to lay the fibre optic cable in a sewer efficiently and quickly.



VARIETY IS OUR STRENGTH

GERMAN SUBSIDIARIES AND PARTICIPATIONS

Project: Digital railway control centre Kleve
Customer: LEONHARD WEISS, Satteldorf
Year of construction: 2021



Facts: On 10th May 2021 DB Netz AG released the cable duct systems on support VARIO TOP V1 and VARIO TOP V2 of the company invatec GmbH. This system was used for the first time on the project line Digital Railway Control Centre Kleve with a length of 4,788 m. The advantages are not only obvious when it comes to installing the cable ducts, because the “snap-on“ lid allows a faster installation. In addition to that, the requirements in the field of snow glide and snow load, as well as fire resistance were increased, in order to fulfil future specifications. DB Netz AG plans to replace the current systems VARIO TOP size 1 and size 2 by V1/V2 in 2022.



Project: IAA 2021 München – temporary telematic system Blue Lane



Customer: Messe München GmbH, München
Contract value: € 583,000
Duration: 1 week
Year of construction: 2021

Facts: In order to cope with the traffic towards the IAA in München, a special lane was taken into operation on the federal motorway BAB 94 in the area around the access point München – Am Moosfeld to München – Steinhausen, by converting the emergency lane to a special traffic lane, the Blue Lane, for taxis, shuttlebuses, as well as vehicles with electric and hybrid motors. Upgrading the existing infrastructure with surveillance and display systems allowed a temporary use of the emergency lane while at the same time guaranteeing the safety of traffic.



Project: Railway line 1720 Seevetal – Hörsten, Dismantling and new construction of a noise protection wall



Customer: Deutsche Bahn AG, Hamburg
Contract value: € 4 mio.
Construction period: 3 months
Year of construction: 2021

Facts: Dismantling of a 770 m long (height 2 m) and new construction of a 1,000 m long noise protection wall (height 5 m) incl. two torsion beams (41/31 m long). Dismantling, production of the head holes and probing for warfare material were carried out during nightly shutdowns. The noise protection wall was constructed subsequently. During the foundation process 8-14 m long driven casing pipes were installed in the ground, 241 poles erected, 1,349 m² base elements and 5,431 m² wall elements installed.



Resources

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We produce asphalt of the highest quality for roads, paths, places, bridges, as well as melted asphalt for housing and industrial construction, asphalt track beds / asphalt surface layers, asphalt binder layers, asphalt concrete, mastic asphalt with chippings, melted asphalt, open porous asphalt, special mixtures, ballast, ready-mixed concrete.

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