

PADOVA EST NODE



Client: Municipality of Padua

Assignment: Transport Assessment, Environmental Pre-feasibility Study, Preliminary design, final design and working plan, Works management, Safety coordination during design production and work execution

Implementation period: 2002 – 2005

Amount: € 44,760,000.00

Carried out by a temporary association of companies with Carlos Fernandez Casado S.L. (Madrid), and with NET Engineering as promoter

Description:

The node at the Padua East motorway exit and the connecting infrastructure between Corso Argentina and trunk road no. 307 is a crossing of primary importance in the urban and regional road network, where extremely large flows of vehicles coming from six different main roads concentrate and pervade. Node placement was studied using the so-called “system engineering” method, which integrates all the special points of the project, from city planning to transport assessments, from the environment to structural engineering, to geotechnics and construction site set up.

The most important structure is the junction between Corso Argentina and Regional road no. 308 (1.8 km, B-type, 3 lanes in each direction) that includes a viaduct passing above the area

in front of the motorway tollbooth and the Padova Est urban road network. The viaduct is completely of steel, with 11 spans, and is 550 m long; it is characterized by three steel arches (span 150 m, height 25 meters from the road surface), that rise above the floor and which, in addition to illuminating the viaduct, also have the characteristic architectural shapes of Padua which, as a typical porticoed city, has one of its most recurrent elements in the arch.

To the north, the junction between Regional Road 307 and the Arch of Janus is to be ‘tidied up’, with upgrading of the existing viaduct, and designing of the new ramps and subways which will connect Padua East to the new “Arch of Janus” road network that will, in the future, lead to the city center.