

Transport infrastructures



The continuing development of our transport infrastructures is governed by an ever-increasing need for mobility and exchanges. Their sizing, design and management have to match priorities of well balanced land-use planning, conservation and enhancement of environment and long-term economic priorities.

GINGER Environnement & Infrastructures provides authorities with comprehensive expertise and engineering services enabling the processing of linear infrastructure projects of all sizes, from the identification of needs to the production and management of these assets.

KNOW-HOW

GINGER Environnement & Infrastructures combines engineering and project management teams (roads, networks, railways, and engineering structures), traffic and travel specialists, experts in human and natural environments, geotechnical engineers, hydrogeologists, landscape designers, architect-planners and acousticians to provide a comprehensive and consistent approach to infrastructure projects.

All administrative, technical and environmental components of each project can therefore be handled by integrated teams. As a partner in long-term planning projects which are often politically delicate, GINGER Environnement & Infrastructures also accompanies clients in their public consultation and information missions and assists in the preparation of public enquiries (public interest statements, water act, parcel maps, etc).

OUR MISSIONS

• Diagnostic and expertise

- Observation of the initial environmental context (soils - including spot checks - air, fauna & flora, landscape, socio-economics, habitat, etc.),
- Travel studies, all modes, for urban and interurban areas, counting and modelling flow movements, traffic forecasts, safety diagnosis for traffic lanes, studies concerning public transport networks,
- Inspections of engineering structures,
- Diagnosis of roads and equipment (road drainage, signalling and safety equipment, road markings).

• Design and construction engineering

- Study of routes and sizing of motorway, road and railway infrastructures in urban and inter-urban settings, for both new and existing routes,
- Study of environmental and socio-economic impacts,
- Planning documents: SCOT (territorial cohesion plan), urban roads file, outline route proposals, traffic plan, road marking plan,
- Project management mission (M.O.P law - law on private project management) or project management assistance, during study (preliminary design, project, assistance in drawing up works contracts) and works phases (works

contracting performance supervision, works drawings, assistance in handover operations), one-off and linear works, road and rail infrastructures, public transport, carriageways / earthworks, hydraulic works, engineering works, underground works, maritime works,

- Client assistance,
- Programming, planning and coordination,
- Communication.



• Maintenance engineering

- Management information system and geo-referenced data bases on infrastructure networks,
- Assistance in the implementation of asset management systems,
- Assistance in investment programming,
- Traffic control.

• Regulatory files and client assistance.

- Impact assessments,
- Water act reports,
- Land clearing reports,
- Mixed application reports,
- Industrial permits reports,
- Natura 2000 incidence reports,
- Parcel maps enquiries,
- Consultation documents.



REFERENCES

Road infrastructures

A 51 (Sisteron - La Saulce section) - A75 (Clermont L'Hérault/Pezenas section, 20 km) - Montpellier bypass (LINK) - Carcassonne North-East ring road - Tampon ring road (Reunion Island) - Saint-Joseph deviation (Reunion Island) - Marseille L2 ring road - Transition to 2x2 lanes and a highway: RN88 Albi-Marsac - RN 176-175 Pontorson-Pontaubault (Manche) - Aix-Marignane connection (RD9) - RN 106 (Hérault) - RN100 (Vaucluse), Païta interchange, West bypass road (Tahiti) - Layout of the ridge road and the interchange in Lucioles (Sophia Antipolis - Conseil Général 06) - Vallée de la Durance: diversions in Pertuis, Cadenet & Villelaure (Conseil Général 84) - Layout of the Paganin Gorges, RN204.

Rail infrastructures/reserved track public transport

Mediterranean high-speed line: formation-drainage - earthworks execution plans over a distance of 60 km.

East high-speed rail line: formation-drainage-earthworks execution plan for lots 23-A (section C, 26 km) and 33 (section E, 12 km).

Project management for rail connections to the Clesud and Ecopôle logistics platforms (Bouches-du-Rhône).

Search to define the Laval bypass route (West high-speed train).

Engineering studies for the Cannes-Antibes and Aubagne-Marseille regional train lines.

Montpellier tramway (line 1), networks, roadways, planting assistance, sizing of intersections for the Nice tramway, studies for the relocation of networks (11 km).

Reorganisation of public transport lines around the Major Urban Project, Marseille.

Engineering structures

Non-standard works: Mixed double girder (Pertuis South West diversion, engineering structures on SNCF tracks, engineering structures on Eze - RD61, engineering structures on the Rhone canal - RD65 canal, engineering structures on the Lez) - Cut and cover (grade junction, PAPEETE, interchange on A50 Marseille, RN20 Yrivals, RD48e Marignane) - PSDP (RD65, grade junction, Montpellier) - PPE, Taina viaduct, PAPEETE.

Standard works: Enclosed underpasses, open framework underpasses, composite steel and concrete girder bridges, prestressed slab overpasses, reinforced slab overpasses (Tampon ring road, Sophia Antipolis grade junction, Ghisoni/Vivario connection - RN140 Viviez diversion - Cannes/Grasses rail line, Aix/Marseille rail line, Cadenet/Villelaure diversion, St Joseph bypass) - Reinforcements to bridge piers to resist heavy goods vehicle loads (ESCOTA) - Païta interchange and Marie Flotat footbridge (New Caledonia).

Acoustic baffles: Tampon ring road (6,000 m) - Narbonne ring road (1,200 m) - RN568 Fos/Mer (600 m) - Viviez bypass - Saint Joseph bypass (Reunion island).

Support works: Gravity wall, RC walls, flexible walls (gabions, Terratrel, plated riprap) - Over 50 references.

Inspection of execution studies: Plombières viaduct (1,200 m) - St Menet interchange on the A50 - Valentine interchange on the A50.



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