

PRESS NOTE

WEBUILD: VERONA–PADUA HS/HC RAIL LINE IRICAV DUE CONSORTIUM INSTALLS HIGHWAY OVERPASS ON THE A4 AT VERONA EAST

. The new overpass will connect the highway network and the Verona East tollgate

. The project is part of the Verona–Bivio Vicenza First Functional Lot

MILAN, June 28, 2026 – The installation of the new overpass on the A4 Brescia–Padua highway, near the Verona East interchange in the municipality of San Martino Buon Albergo (Verona) has been completed. The project is part of the works for the Verona–Bivio Vicenza First Functional Lot, which is included in the National Plan of Recovery and Resilience, known by its Italian acronym PNRR.

The works are being carried out by the IRICAV Due Consortium, led by the Webuild Group, on behalf of Rete Ferroviaria Italiana (RFI) of FS Engineering (FS Italiane Group).

The overpass will connect the highway network with the Verona East tollgate, replacing the structure currently in service, which will be demolished once the new road layout is opened to the public.

These works are necessary to build the artificial railway tunnel of the new HS/HC (high-speed/high-capacity) railway, which will pass beneath the Verona East highway interchange, the A4 highway alignment, and the eastern ring road.

The structure is an arch bridge with a single span of over 60 metres. The steel deck consists of two parallel arches with variable heights ranging from 1.65 to 7.8 metres, while the road platform, 17.4 metres wide, accommodates two carriageways of 6 metres each. The new overpass is equipped with advanced seismic isolation systems.

The installation was carried out at night, in just under six hours, to minimise the impact on traffic. The deck, assembled on site, was lifted onto four steel towers and then moved into position using six transporters. The convoy had a total weight of approximately 900 tonnes (of which 700 tonnes for the deck alone). The motorway was reopened to traffic after all safety checks were completed shortly before 4:00 a.m., two hours ahead of the planned schedule.

The overpass is part of the broader Verona–Bivio Vicenza First Functional Lot, a commissioner-led intervention also funded by PNRR resources, stretching over 44.25 kilometres across 13 municipalities between the provinces of Verona and Vicenza. On this section, the IRICAV Due Consortium has completed the civil works, railway track installation, and technological systems necessary to begin testing, inspections, and commissioning, leading to the subsequent activation of the line.

The entire Verona–Padua HS/HC line, 76.5 kilometres long, will complete the high-speed rail connection between Milan and Venice. It also belongs to the Mediterranean Corridor of the TEN-T network, contributing to strengthening integration among the main logistical axes of Europe.

Webuild is a global leader in the construction of large, complex infrastructure, with a focus on sustainable mobility, hydropower, water treatment and supply, and green buildings. It has long been recognised as the world’s top contractor in the water infrastructure sector. Active in approximately 50 countries, the Group employs some 95,000 people directly and indirectly of over 125 nationalities. With 120 years of history and over 3,700 completed projects, Webuild boasts a track record that includes 13,686 kilometres of railways, 895 kilometres of metros, 82,708 kilometres of roads and highways, 1,023 kilometres of bridges and viaducts, 3,466 kilometres of tunnels, and 320 dams and hydropower plants. Among its most iconic delivered projects are the Grand Ethiopian Renaissance Dam, the expansion of the Panama Canal, the Long Beach International Gateway in the United States, the Second Bosphorus Bridge in Turkey, the Riachuelo environmental restoration system in Argentina, and new metro lines in cities such as Copenhagen, Paris, Rome, Milan, Naples, Doha, Thessaloniki, and Riyadh. Among those under construction are strategic public works in Italy, such as the New Genoa Breakwater, the Brenner Base Tunnel, the Pedemontana Lombarda Highway, Rome Metro’s Line C, sections of high-speed and/or high-capacity railways between Genoa and Milan, Verona and Padua, Naples and Bari, and Palermo, Catania and Messina. Abroad, there is the Snowy 2.0 hydropower scheme in Australia and key sections of the Grand Paris Express in France. As of December 31, 2025, the Group reported total revenues of €13.6 billion and a total order backlog of €58.4 billion, with over 95% of the construction backlog aligned with the United Nations Sustainable Development Goals. Webuild is headquartered in Italy and subject to the direction and coordination of Salini Costruttori S.p.A. Listed on the Milan Stock Exchange (WBD; WBD.MI; WBD:IM), its stock is included in the MIB ESG index of Italy’s leading blue-chip companies for ESG practices.

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