

Liège-Guillemins railway station

Place des Guillemins, Liège (BE)



**Stability studies mission, development of submission documents,
technical assistance to the works management**

Owners delegate
Euro Liège TGV

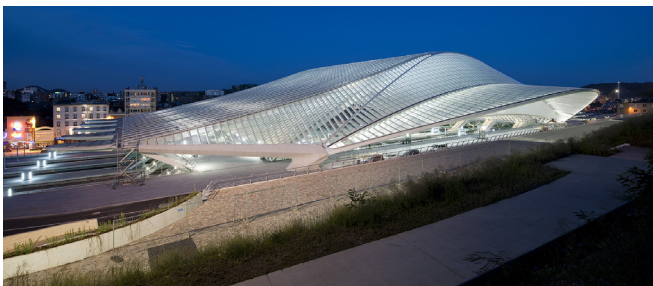
Architect
Santiago Calatrava

Cost of the works
€ 200 M excl. vat

Studies
2000 - 2009

Execution
2000 - 2009

ES



The new station is composed of a monumental 200-meter-long dome, made up of steel and glass, which covers the tracks and the new infrastructure essentially realised with white concrete. It notably accommodates high-speed TGV trains travelling between Paris and Cologne.

The station is organised on three levels:

- the passengers' centre (waiting rooms, retail stores...) is located beneath the railway tracks, at the same level as the pedestrian square in front of the station. The tracks are supported by through-girder bridge decks. Concrete plate girders support the glass-tiles platforms carrying light to the centre,
- the platform level,
- the two transverse footbridges above the tracks which enable direct access to the different platforms from the kiss-and-ride area at the back of the station.

Every visible structure is made in white concrete, including the numerous curved and/or skewed surfaces that represent a challenge of design and realisation.



At the rear, the station comprises a three-storey car park erected on the bottom of Cointe hill. The kiss-and-ride area is located at the top of this car park and is directly linked to the E40-E25 motorway.

Two stormwater basins have been buried beneath the station, collecting the water coming from the 33,000-square-meter roof.

Many construction phases were necessary because of the old station, adjacent to the new one, that remained operational throughout the construction work, with half of the railway tracks still in use.