

# An obstacle course



*The old bridge at Millau, known as the Pont Lerouge  
(photo ASCO-TP)*



*Laying the first stone (photo Eiffage)*

## Some important stages in the Millau Viaduct project:

- **1987:** The CETE d'Aix selects the first routes.
- **1988:** The Roads Director sets up a committee of experts: P. Godin, M. Rat, P. Panet and M. Virlogeux.
- **1989:** Setting up of the AIOA (Arrondissement Interdépartemental des Ouvrages d'Art), a body run by Georges Gillet with the role of co-ordinating construction of all the engineering structures on the A75, in particular the Millau viaduct.
- **28 June 1989:** The main decisions concerning the route are taken. The central route is selected.
- **1990:** Ministerial decision to cross the Tarn with a structure 2,500m long.
- **1991/1993: Preliminary studies by the SETRA.**
- **29 October 1991:** The high level bridge over the Tarn is selected in preference to the low level alternative.
- **1993:** An international committee of experts is formed to advise the Roads Director.
- **12 July 1993:** The Infrastructure Minister approves the outline draft project for the Millau by-pass.
- **November 1993:** The preliminary design documents for the Millau viaduct are drawn up.
- **1993/1994:** Seven architects and eight design offices are consulted separately.
- **1994:** Decision taken to organize a competition between the different projects.
- **2 November 1994:** Competition set up between design offices and architects for 5 types of solution.
- **10 January 1995:** Interministerial decree declaring that the A75 by-pass of Millau is in the public interest.
- **1995/1996:** Second detailed study involving 5 groupings of architects and design offices.
- **April 1996:** The design teams submit their projects.
- **Summer 1996:** The jury selects a cable stayed multiple span project submitted

by the grouping of Sogelerg and Sir Norman Foster.

- **1998:** Decision to concede the Millau viaduct.
- **Early 2000:** Preparatory works begin.
- **2000:** A competition for concession and construction launched.
- **March 2001:** EIFFAGE wins the competition and is appointed the future concessionary.
- **May 2001:** The contract documents are signed.
- **August 2001:** The Council of State pronounces its verdict on the draft interministerial decree awarding the concession to EIFFAGE.
- **8 October 2001:** Concession awarded to the company EIFFAGE.
- **14 December 2001:** The Minister of Infrastructure lays the first stone.