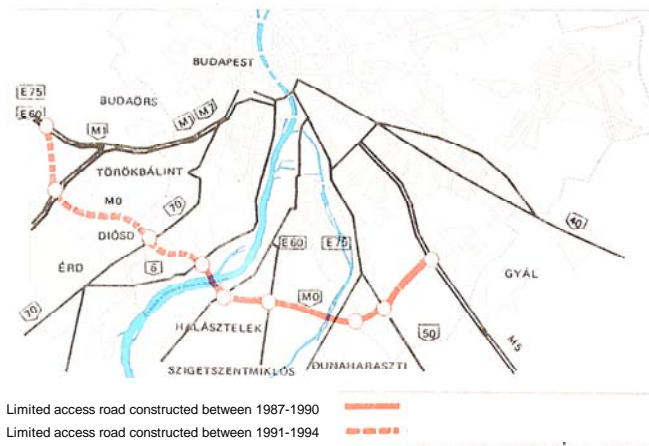


### SOUTHERN SECTION OF M0 MOTORWAY



#### Client:

Ministry of Transport,  
Communications and Water Management,  
Management of Public Roads and Motorways

#### Features:

Length of the section: 14.9 km

Design speed: 100 km/h

Major structures:

Main Danube bridge: 770.4 m

Bridge over Ráckeve Danube branch: 498.9 m

Earthwork: 2.2 million m<sup>3</sup>

Pavement: 250 000 m<sup>2</sup>

**Time of design:** 1974-1990

**Time of implementation:** 1987-1990

#### Services:

- Soil mechanics
- Surveying
- Preliminary studies
- Feasibility studies
- Environmental impact analysis
- Protection of water basis
- Designs for approval
- Technical specifications
- Tender documents
- Construction supervision

The motorway ring bypassing Budapest is being implemented in phases. In the first phase it is constructed as a limited access road of 4 traffic lanes. The main task of the motorway-ring is linking the motorways and trunk roads coming radially to the border of Budapest, thus releasing the street network of the city.

As a result of the preliminary studies construction started first in the most overcrowded south and south-west sectors. During the first phase two Danube bridges, 14 other bridges, 6 grade separated interchanges have been implemented in the south (sector I/B.), followed by the construction of the south-west (section I/A.). The 29 km long road section leads the significant transit traffic towards Vienna on the M1 motorway, towards Belgrade and Bucharest on M5 motorway and connects the tourist traffic of lake Balaton to the network (through M7 motorway).

The preliminary design commenced in 1974. In this period several technical solutions were analysed by specialists and local inhabitants in order to determine the final alignment. The inevitability of the project was justified by the feasibility studies elaborated prior to preparing the tender documentation which was necessary to the international bidding procedure.