



Client:

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

Features:

Length of the section: 14.5 km

Design speed: 100 km/h

Major structures:

Dulácska valley bridge: 180 m

Bridges over road and railway:

At Nagytétényi and Dózsa György road: 235 m

Trunk road N° 6: 90 m

Earthwork: 2.7 million m³

Included rock work: 260 000 m³

Pavement: 321 000 m²

Time of design: 1981-1994

Time of implementation: 1991-1994

Services:

- Soil mechanics
- Surveying
- Preliminary studies
- Feasibility studies
- Environmental impact analysis
- Technical specifications
- Tender documents

The first section of M0 motorway bypassing Budapest is situated between M1 motorway and trunk road No. 6, linking two Transdanubian motorways (M1 and M7) and the trunk roads No. 6, 70 and 100 and providing also connection to villages near the capital (Budatétény, Törökbálint, Diósd). In the first phase, a 2x2 lane expressway with a total width of 18.5 m was constructed.

This south-west section joined the southern section over the Danube bridges relieves the densely built-in areas of Budapest from the transit traffic.

As a result of the carefully developed alignment 148 buildings were demolished only including 36 dwelling houses. According to the environmental protection plan 8.2 km long noise screening wall and 300 m noise screening embankment combined with a forestation was implemented.

The preparation of preliminary design took ten years. Till approval of the design several technical solutions were elaborated and discussed with the residents of the affected communities.