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MOTORWAYS

- EXPRESS ROADS
- BYPASSES AND BRIDGES
- HYDROTECHNIQUES
- AIRPORTS

01

The contract provided for the design and construction of the A2 motorway for the Stryków – Konotopa section, from km 449 + 100 to km 456 + 239.

A2 Motorway

Stryków – Konotopa

Implementation:
09/2009– 06/2012

Investor:
GDDKiA

We constructed 7 kilometres of the motorway, the Konotopa interchange and the Pruszków interchange. We also completed the system of access roads and the emergency access. We also rebuilt the sewage treatment plant in Pruszków. In addition, the project constructed 7 flyovers and one motorway river crossing.

Moreover, the project included the construction of the motorway maintenance compound (MMC), the construction and redevelopment of the network and infrastructure conflicting with the motorway, the construction of underground drainage, environmental protection facilities, lighting and traffic safety equipment.

Value:
PLN 349 million net

A4 Motorway
Jarosław – Radymno

The project consisted in the design and construction of the A4 motorway for the section from Jarosław, the Wierzbna interchange (without the interchange) to Radymno (interchange included).

We built 25 km of motorway and the Radymno interchange. We reconstructed the existing roads and engineering structures and installations colliding with the motorway. As part of the project, we also constructed 13 motorway flyovers and 10 flyovers. In addition, we completed motorway service areas (MOPs), the toll collection system (SPO), and the motorway maintenance compound (MMC). We also designed and completed the motorway emergency telephone and information system, constructed and redeveloped the networks and infrastructures conflicting with the motorway, and constructed underground drainage system.

Implementation:
10/2009 - 05/2013

Investor: GDDKiA RZESZÓW

A4 Motorway

Dębica – Rzeszów

The project involved the construction of the A4 motorway from the Dębica Pustynia interchange to the Rzeszów Zachodni interchange, for the section from km 537 + 550 to km 570 + 300.

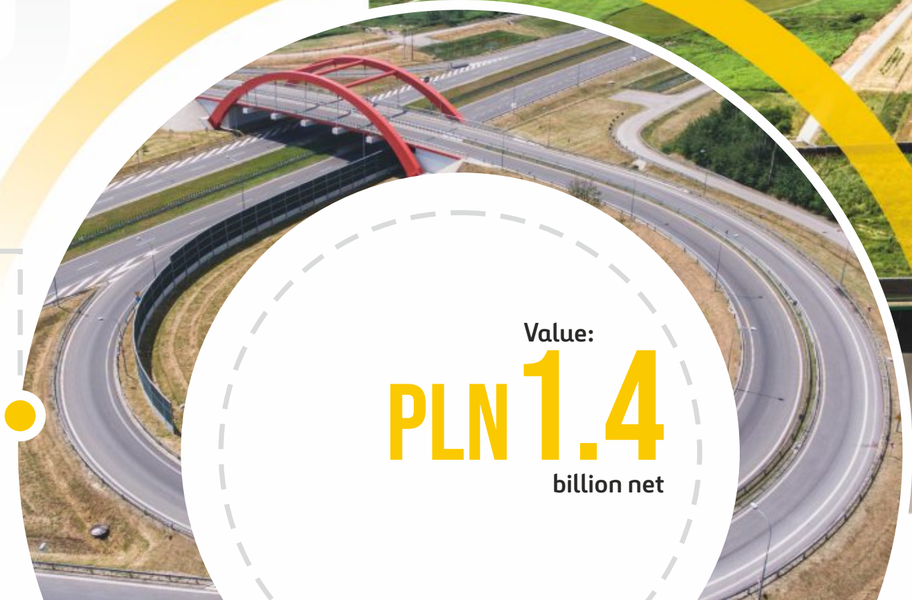
We built approximately 32 km of motorway with the technical parameters of an A class road. The scope of works included the construction of a collision-free Ropczyce motorway interchange and crossroads. We constructed 12 motorway flyovers, 12 flyovers, 8 road bridges, 3 animal crossings above the ground, and 2 crossings under the motorway.

In addition, we also completed motorway service areas (MOPs), toll collection system (SPO), the construction and redevelopment of the network and infrastructure conflicting with the motorway, underground drainage, the construction of run-off cleaning systems and approx. 33,440 metres of noise barriers.

Implementation:

05/2010 - 06/2013

Investor: GDDKiA RZESZÓW



Value:

PLN 1.4 billion net

04

This contract covered the continuation of the construction of the A4 motorway between Tarnów and Rzeszów, from the Krzyż interchange to the Dębica Pustynia interchange.

Implementation:

05/2013 – 06/2015

Investor:

GDDKiA KRAKÓW

We built nearly 35 km of motorway. As part of the works, dual motorway interchanges, crossed roads, collector and access roads were constructed. We also constructed a 3 km-long runway section near the town of Jaźwiny. Moreover, we constructed 9 motorway flyovers, 14 flyovers, 5 motorway river crossings and a viaduct over the Wisłoka river. In addition, we completed two motorway service areas (MOPs), pedestrian crossings, culverts and environmental protection facilities.

Value:

PLN 339 million net

A4 Motorway

Krzyż – Dębica Pustynia

05

A1 Motorway

Stryków – Tuszyn

The subject of the project was the construction of the S8 expressway between the Róża junction and Wrocław, from km 183 + 350 to km 202 + 700.

The length of the completed section is 19.4 km. Within the scope of the task, we also reconstructed 150 m of voivodship road 458 along with the construction of a roundabout and modernised a 1.5 km section of national road 1. We also reconstructed a municipal road and built access roads and a connector for Pabianice and Rzgów interchanges. We completed the construction 1.5 months before the deadline. Additional objectives of the project included: 10 flyovers, including three along the S8 expressway, and three bridges over the Pabianka, Bychlewka, and Dobrzynka rivers.

Implementation:
09/2014 – 07/2016

Investor: GDDKiA ŁÓDŹ

Value:
PLN 275
million net

A1 Motorway

Częstochowa Bypass

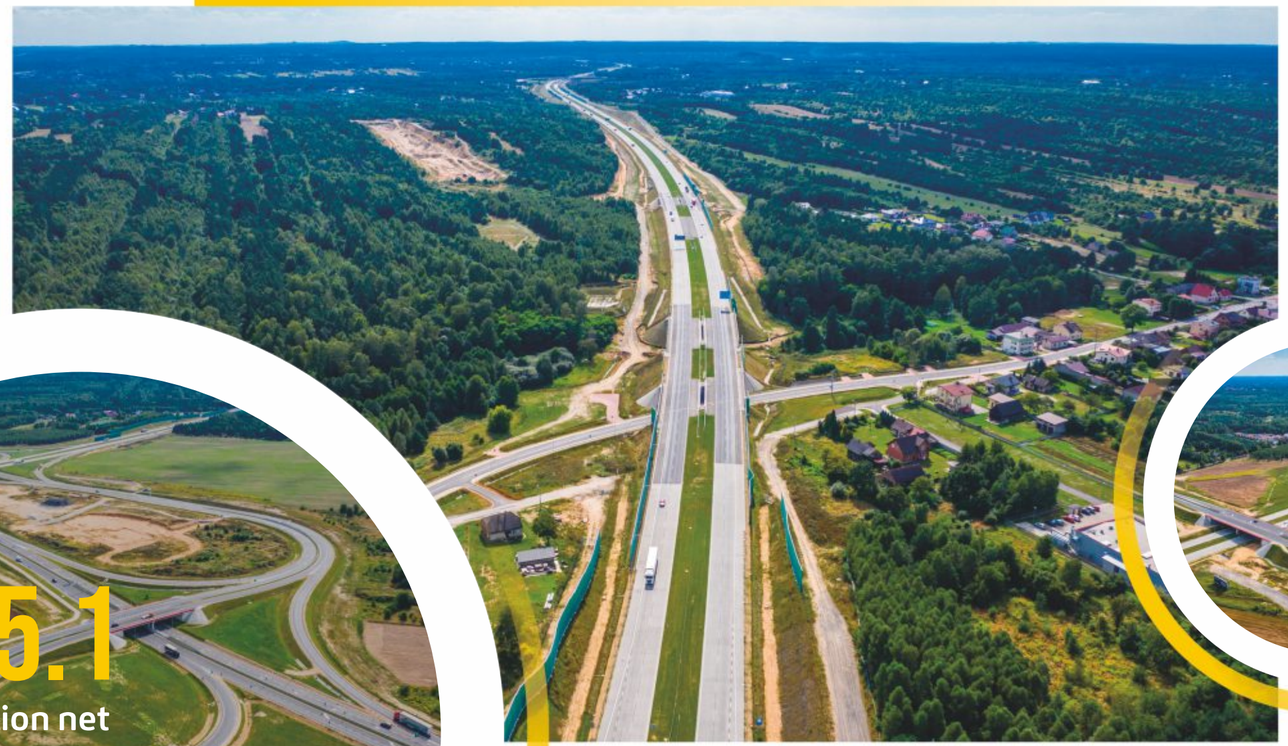
The entire section F of the A1 motorway is 20 km long, including a 12.5 km long section which was 50% complete at the time of taking over the construction site.

The project involved the construction of 132,000 m^2 of cement concrete base, 180,000 m^2 of cement concrete pavement and 85,000 tonnes of mineral and bituminous mixtures. We completed the interrupted construction of 13 bridges and 10 culverts, we constructed noise barriers, storm water drainage, reconstructed the W400 water main and constructed power lines and lighting fixtures. We also completed the construction of five crossroads. The contract was completed ahead of schedule.

Implementation:
07/2019 – 12/2019

Investor:
GDDKiA

Value:
PLN 155.1
million net



MOTORWAYS

BYPASSES AND BRIDGES

HYDROTECHNIQUES

AIRPORTS

EXPRESS ROADS

07

S7 road

Ostróda Bypass

In June 2017, the Ostróda bypass on the Ostróda Północ - Ostróda Południe section, subsection B, was made available to drivers.

As part of the project, we built a nearly 10-kilometre section of the S7 expressway (9.7 km) and the slightly shorter DK16 national road (9 km). We constructed 15 bridges, including six of special design and one extradosed bridge of record-breaking European design, with a total span length of 677 m.

For the implementation of this project, we received the Top Builder 2018 statuette for the highest quality products and construction solutions, as well as implementations in which modern architectural, structural, material and technological solutions were applied.

Implementation:
06/2015 - 07/2017

Investor:
GDDKiA OLSZTYN

Value:
PLN 1.09
billion net

08

We completed the Korzeńsko – Widawa section of the S5, with a length of 15 km.

Implementation:

07/2014 – 10/2017

Investor:

GDDKiA

We obtained all necessary permits, decisions and applied for a takeover certificate on time. In the 5 km section, the construction was carried out on the old route of the existing DK5, i.e. during hours of traffic.

The remaining part, 10 km, was built as a new road, crossing transport routes including the voivodeship and poviat roads. It consisted of: 14 bridges, including one 750 m long flyover which passed over the existing Poznań-Wrocław railway line and the Barycz Valley, two road junctions (Żmigródek junction and Żmigród junction), as well as two traveller service areas (MOPs) – Morzęcino Wschód and Morzęcino Zachód.

S5 road

Korzeńsko – Widawa

Value:

PLN 468.5 million net

S7
Nowy Dwór Gdański – Elbląg

09

The construction began in 2015 and was divided into two sections. We were the contractor for the contract from Kazimierzów to Nowy Dwór Gdański. The contract value was over PLN 1.5 billion gross. One of the biggest projects on the occasion of this investment was the construction of a bridge over the Nogat River – the longest structure on this construction site, amounting to 595 m. Apart from two road junctions (Żuławy Wschód and Elbląg Zachód) and the bridge, a total of 4 structures were built, i.e. bridges and viaducts over the expressway to connect local traffic and 17 crossings for animals.

Implementation:
10/2015 - 12/2018

Investor: GDDKiA GDAŃSK

10

Suwałki bypass, within the S61 expressway, is the second Podlasie section of the Via Baltica international transport route – the S61 route connecting the Baltic countries with Western Europe.

S61
Suwałki Bypass

Implementation:
09/2015 – 05/2019

Investor:
GDDKiA BIAŁYSTOK

A nearly 13-kilometre section was built as a standard two-lane expressway. It bypasses the city from the west and north. The road was made using concrete technology. Interestingly, it is the first expressway in the Podlaskie voivodship to have a concrete surface.
The following were built in the course of the road: a bridge, 11 viaducts, 3 crossings for animals, various types of culverts and 11 retention-infiltration reservoirs and one retention reservoir. Over 2,000 trees and 28,000 bushes were planted along the road.
The Suwałki Bypass also includes 8.5 km of crossing roads and 17.5 km of service and access roads to the adjacent areas.
The implementation of this investment includes: 281 thousand m of cement concrete, 2811 tonnes of reinforcing steel, 16.5 thousand m^3 of structural concrete, 1 thousand m^3 of non-structural concrete, 3.5 million tonnes of gravel and sand.

Value:
PLN 245 million net

11

As part of the task, we built over 25 km of the S17 dual carriageway expressway together with the accompanying infrastructure and engineering structures on the Garwolin – Kurów route.

S17 Garwolin – Kurów

Implementation:

03/2017 – 07/2019

Investor:

GDDKiA LUBLIN

The works resulted in the construction of three road junctions – Górzno, Gończyce and Trojanów – and two traveller service points on this route. Both completed sections involved a total of approx. 328 thousand tonnes of cement concrete, approx. 155 thousand tonnes of bituminous mass and approx. 3 million tonnes of embankments. The works were carried out in the "design and build" mode. The road was built using concrete pavement technology. The over 12-km section of the road from Garwolin to Gończyce has 45 ecological and hydrological culverts, 2 bridges, 6 viaducts and 2 road junctions (Górzno and Gończyce), connecting the voivodship road with the S17. 1 km of the road in this section runs in a 9.5 m deep cutting, the volume of which is equal to 323 thousand m3/613 thousand tonnes of soil/24 thousand truck trips. A road maintenance circuit was also set up along the section between Garwolin and Gończyce. In the territory of the Garwolin district, the route is over 13 km long, on this section the Trojanów junction and two traveller service points (Wola Korycka and Mroków) were built, a fragment of the road runs in a 13 m deep cutting, and the four-span WD-34 road viaduct is over 82 m long.

Value:

NEARLY PLN 490 million net

12

22 engineering facilities and 2 road junctions were created as part of the project conducted under the "design and build" mode: Czempin and Kościan Północ.

Implementation:

04/2016 – 01/2020

Investor:

GDDKiA POZNAŃ

Two service points – 'Kokorzyn' and 'Sierakowo' – as well as a network of technical and access roads were established along the route as well. We completed about 2.5 million m3 of earthworks, and built 0.3 million tonnes of bituminous mass. During the implementation of the investment, we used an innovative measurement method – photogrammetry with drones, 3D models, traffic sensors, online monitoring, automated method of securing the construction site, and a modernised process of weighing materials delivered to the construction site. We completed the work ahead of schedule.

S5

Wronczyn – Kościan

Value:

PLN 296 million net

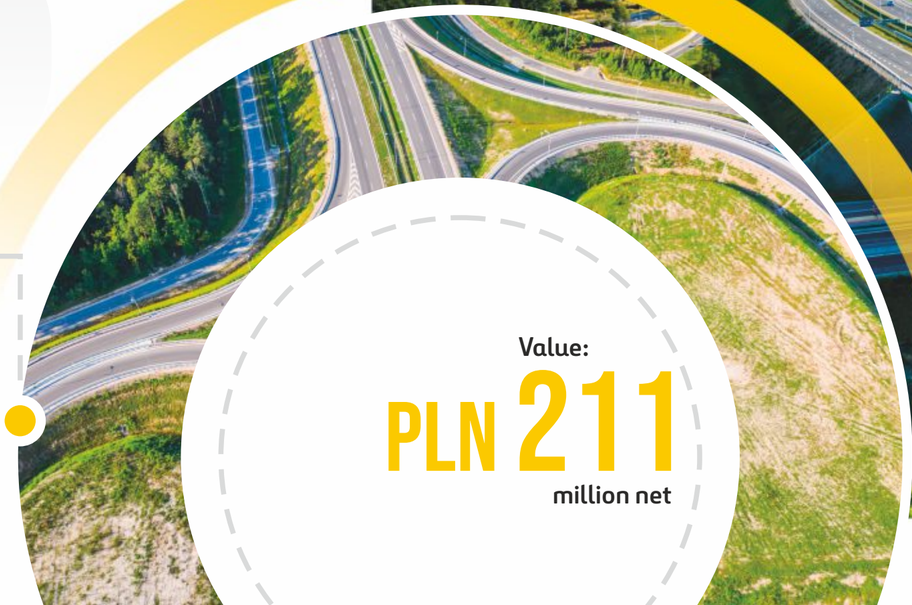
S7
Skarżysko-Kamienna Bypass

The investment included work on an almost 8-km section of the S7 expressway between the border of the Świętokrzyskie and Mazowieckie voivodships and Skarżysko-Kamienna.

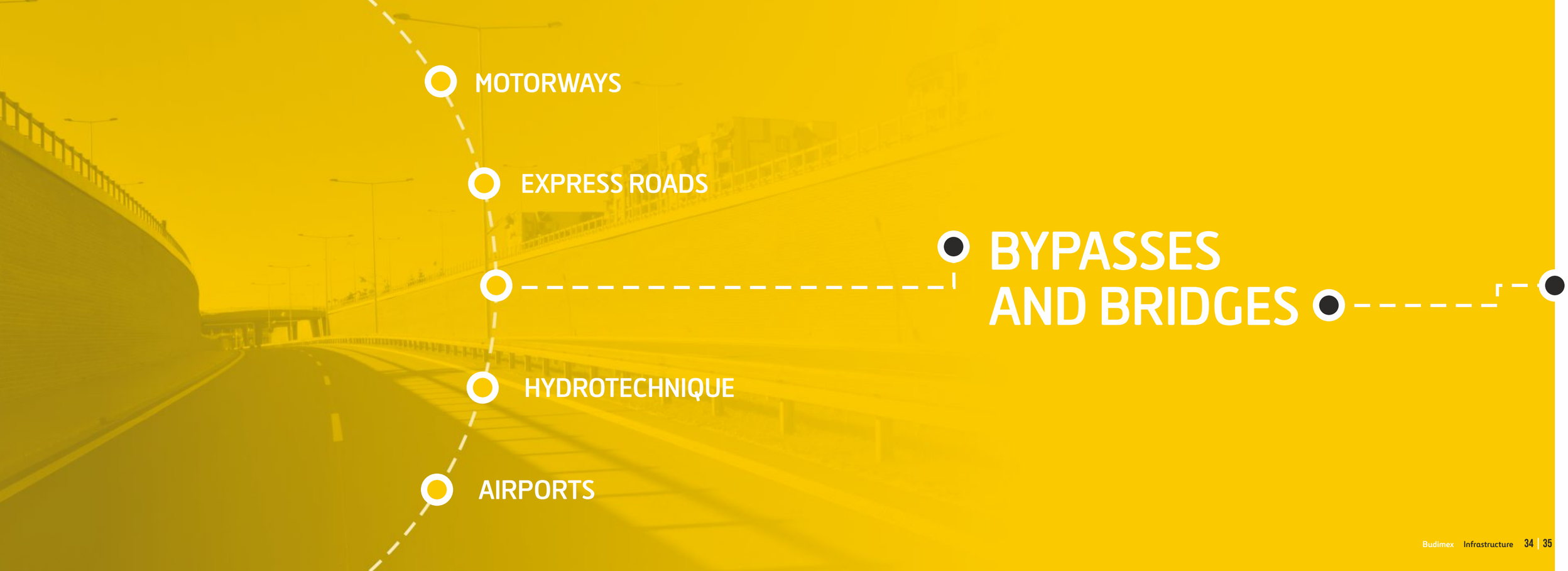
It connects the S7 expressway with the former course of national road 7 and thus facilitates local traffic in the vicinity of Skarżysko-Kamienna. The Skarżysko-Kamienna Bypass is the last Świętokrzyskie section of the S7 connecting Kielce with Warszawa and Kraków. The project involved the construction of a 7.6-km-long dual carriageway road with two lanes in each direction. We left a reserve for the construction of the third lane. Connection with the route is possible on two junctions: Skarżysko-Kamienna Północ and Skarżysko-Kamienna Zachód. We constructed 2 bridges, 6 road overpasses (five in the line of the S7 and one above the S7), 2 passages for medium and 5 for small animals and retaining walls from reinforced soil with a total area of 6400 m^2.

Implementation:
10/2017 – 05/2020

Investor: GDDKiA



Value:
PLN 211
million net



MOTORWAYS

EXPRESS ROADS

BYPASSES AND BRIDGES

HYDROTECHNIQUE

AIRPORTS

Sucharski Route
in Gdańsk

This contract involved the construction of the Sucharski Route along the section from the Olszynka interchange. It intersects with the streets: Tama Pędzichowska, Michałki and Elbląska and ends at a bridge structure over the Martwa Wisła River. Two new carriageways of GP class were built on a 3 km section connecting the southern bypass of Gdańsk with Elbląska Street. We built the Błonie interchange and reconstructed the Elbląska interchange. The task also included the construction of a system of access roads, pavements and bicycle paths. We built a number of engineering structures along the new route.

We reconstructed the networks and infrastructure colliding with the new road, water and sewage networks, heating, gas and power supply networks, environmental protection and traffic safety devices, lighting, and reconstructed the overhead line and PKP networks. In addition, we deconstructed parts of the existing carriageways, demolished buildings conflicting with the project, and constructed run-off cleaning systems.

Implementation:
06/2011 – 02/2013

Investor:
GDDKiA GDAŃSK

Value:
PLN 137.1
million net

Trasa Niepodległości

Independence Route in Białystok

Trasa Niepodległości – the western bypass around the centre of the Podlasie capital – is a dual carriageway road running in a cutting, with two lanes in each direction, two-lane bicycle lanes and new pavements.

A total of 7.3 km of the main road was constructed during this investment and 8 roads intersecting with Niepodległości Avenue and Paderewskiego Street were modernised, each connected to the main street by a service road with a circular intersection.

The works were conducted in two stages. During stage 2, which included Niepodległości Avenue, 5 flyovers were built, which are elements of roundabouts, as well as 4 pedestrian and bicycle bridges and 2 tunnels. Stage 3 of the investment included reconstruction of Paderewskiego Avenue and, among other things, a tunnel under the railway tracks, road viaducts, including one over a railway siding. As in the case of Niepodległości Avenue, the roads are supplemented with cycle paths and pavements, which run at ground level.

Implementation:

11/2016 – 07/2019

Investor:

CITY COUNCIL OF BIAŁYSTOK

Value:

PLN 293.4

million net

Bridge over the Vistula
near Kwidzyn

Implementation:
09/2010 – 07/2013

Investor:
GDDKiA GDAŃSK

This contract covered the construction of a bridge crossing over the Vistula near Kwidzyn, including access roads along National Road 90. The bridge is an extradosed bridge with a box cross section. It is a six-span structure with spans of respectively: 96.3 m., 130 m, 204 m, 204 m, 130 m, and 70 m-long, respectively. Its load class is A (50 tonnes), and road class is GP (fast traffic trunk road). The total length of the crossing is 808.5 m, while the total width is 6.14 m. In turn, the width of the roadway is 9 m. The total length of the access roads built as part of the investment was 11 km.

Value:
PLN 253 million net

MOTORWAYS

EXPRESS ROADS

BYPASSES AND BRIDGES

AIRPORTS

HYDROTECHNIQUE

Value:
PLN 97.5
million net

17

Koszalin
coast

The scope of works included the construction of 5 sections of coastal breakwaters. Three of them are 250 m long, and two are 100 m long. The breakwaters in the form of stone spurs required the use of a total of about 400,000 tonnes of stone fill. This was distributed over a length of 1 km of seashore – each breakwater is separated by a gap of approximately 250 m.

The width of the crown of the coastal breakwaters is 6 m. Their construction serves to extinguish sea waves that reach the coastal band and to stimulate the development of beach areas.

Implementation:
01/2015 – 12/2015

Investor:
MARITIME OFFICE IN SŁUPSK

Modernisation of the entrance to the inner harbour in Gdańsk

Implementation:

02/2018 – 06/2020

Investor:

MARITIME OFFICE IN GDYNIA

The investment is located in Pomeranian Voivodeship, in the municipality of the City of Gdańsk, in the area of the Port of Gdańsk, and as part of the project we modernised three quays. Flisaków Wharf, located on the section from the Polski Hak headland to the Siennicki bridge, is divided into two sections: 164 m. at Polski Hak on the left bank of the Martwa Wisła river, and 143 m at Siennicki bridge. The second part of the task concerned Wharf XVIII, 533 m long, located on the right bank of the Motława River, along Sienna Grobla Street, opposite the Museum of World War II. The last wharf on which works were carried out was the Retmanów wharf, located on the left bank of the Martwa Wisła river, between the Siennicki bridge and the railway bridge. Within the scope of the contract, the following works were carried out: demolition, pile-driving, ferroconcrete works, pre-treatment, installation and furnishing.

Value:

PLN 48.26 million net

Implementation:

11/2012 - 08/2015

Investor:

ZARZĄD MORSKICH PORTÓW SZCZECIN I ŚWINOUJŚCIE (SZCZECIN AND ŚWINOUJŚCIE SEA PORT MANAGEMENT)

Port Świnoujście
Ferry station no. 1

As part of these works, we constructed a new ferry slip, including a 242 metre-long wharf, an adjustable steel ramp (apron), seabed protection, ferry entrance platform and car deck viaduct. Moreover, along with the newly constructed wharf we built an enclosed passenger bridge, utilities and service infrastructure.

The construction of the wharf will strengthen the terminal as a link that forms an integral part of the transport corridor that connects Scandinavia with southern Europe. This project also strengthens the position of the terminal, which is already the largest one in Poland and one of the most advanced within the Baltic area.

Value:

PLN 77.94

million net

Value:
PLN 17.7
million net

20

Redevelopment of a damming weir on the San River in Przemyśl

The scope of works covered the redevelopment of a damming weir at 168 km +850 of the San River in Przemyśl. We created a fish ladder in the form of a stone riffle. We constructed a channel for kayakers with two bays, a lookout point, an access road, bank protection and installations.
The project was completed in four stages: First of all, we carried out preparatory work by building a bulkhead to separate the future construction site. Then we carried out work on the reinforced concrete barriers. In the next stage, we relocated the existing bulkhead separating the other part of the river, and finally we carried out the reinforced concrete works for the fish ladder and the water intake. The objective of this project was to satisfy environmental requirements concerning fish migration (including diadromous fish) along the San River bed.

Implementation:
08/2012 – 11/2014

Investor:
PRZEDSIĘBIORSTWO WODOCIĄGÓW I KANALIZACJI IN PRZEMYŚL

Ewa Peninsula

Szczecin harbour

The subject of the contract was the expansion of the port infrastructure, i.e. redevelopment of the existing Zbożowe Wharf (its ultimate length is 230 metres), to facilitate an increase in depth prior to the construction, and an increase in the length of the berthing line by extending the wharf and the construction of the Niemieckie Wharf from the northern side of the peninsula, and a section that closes the wharf from the eastern side, up to the meeting point with the existing Słowackie Wharf. The last one is ultimately to serve as a parking wharf.

The extension of the infrastructure covered also auxiliary structures, which constitute the furnishings of hydro-engineering buildings, such as the extension of tracks for loading and rail machines, completion of road surfaces and buried utilities, and dredging works within the water body surrounding the peninsula.

Implementation:

07/2012– 05/2015

Investor:

ZARZĄD MORSKICH PORTÓW SZCZECIN I ŚWINOUJŚCIE (SZCZECIN AND ŚWINOUJŚCIE SEA PORT MANAGEMENT)

Value:

PLN 27.31

million net

The flood control reservoir protects nearly 2.5 million residents of the three Oder River provinces of Śląskie, Opolskie and Dolnośląskie against the risk of high water.

Implementation:

11/2017– 05/2020

Investor:

REGIONAL WATER MANAGEMENT BOARD

Racibórz Dolny flood protection tank

The flood control reservoir protects nearly 2.5 million residents of the three Oder River provinces of Śląskie, Opolskie and Dolnośląskie against the risk of high water. In the course of our investment activities, we completed the overflow and drainage structure, including technological tests, and the drainage into the urban Oder, including the drainage structure with technological equipment and inflow and outflow channels to the extent enabling their full capacity. We also carried out works necessary for the functionality of the reservoir dams: the head dam, the left-bank dam and the right-bank dam. The dam bodies were prepared for damming up by means of a static body of dams, anti-filtration screens for the subsoil and supports made of cohesive soil. The necessary sealing of the dam bodies was also created, forming a screen for which a partial protective layer was laid. The reservoir's volume is 185 million m^3, and the polder surface area is over 26 km^2. The site will reduce the flood waves of catastrophic floods on the Oder River, with a direct and indirect impact on an area of approximately 600 km^2.

Value:

PLN 685.8 million net

MOTORWAYS

EXPRESS ROADS

BYPASSES AND BRIDGES

HYDROTECHNIQUES

AIRPORTS

Expansion of the Warsaw Chopin Airport

We completed three contracts as part of the expansion of the Warsaw Chopin Airport:

1. **Reconstruction and extension of the aircraft parking apron (PPS),** wwithin which we repaired the DS-3 runway and taxiways. Among other things, the top bituminous layers of the existing roads were removed, the layers reinforced and the surfaces reconstructed. We reconstructed the existing navigation lighting system and subsequently the parking aprons for PPS 2, 4 and 6 and built the slabs for the ground handling agent.
2. **Construction of taxiways,** where the works included construction of a new DK-N1 and widened DK-D using bituminous technology, reconstruction of the existing and construction of new drainage networks, electrical networks and navigation lighting system.
3. **Construction of the PPS 12 parking apron located next to the existing cargo apron in the southern part of the airport and extension of the DK-A8 taxiway.** As part of this project, we also completed the drainage, navigation and projector lighting system and the eastern new section of the patrol road around the airport.

Implementation:
04/2013– 07/2015

Investor:
PAŃSTWOWE PORTY LOTNICZE

Value:
PLN 253
million net

As part of the project we constructed a runway strip.

Implementation:

02/2012– 11/2014

Investor:

GÓRNOŚLĄSKIE TOWARZYSTWO LOTNICZE

New runway in Pyrzowice

It includes: a 45 metre wide and 3,200 metre long (400 m longer than the existing one) cement concrete runway, runway hard strip with a surface made of asphalt mixture, with the dimensions of 2 m per 7.5 m, jet blast deflectors, taxiways (marked as L, N, R, S, T, and M), technical roads, technical infrastructure and lighting. The new runway was also equipped with light and radio guidance systems, which will make it possible to land aircraft at an RVR of no less than 300 metres, and vertical visibility of no less than 30 metres. An Ice Alert system will inform airport services of icing on the road surface.

Value:

PLN 136 million net

Rise field

Szymany Airport

The project involved the construction of a landing area, i.e. a runway, taxiways, parking apron for planes and helicopters, technical and fire access roads, hard standing for aircraft ground handling services, runway lighting system and electricity power lines.

Under the contract, we also constructed the security building. The investment also included the design and construction of an ILS/DME ground-based radio navigation aid (ILS – Instrument Landing System, DME – Distance Measuring Equipment) at the airport. As guidance systems for aircraft landing in difficult weather conditions, these systems facilitate safe take-offs and landings.

Implementation:

07/2014 - 08/2015

Investor: **WARMIA I MAZURY SP. Z O.O.**