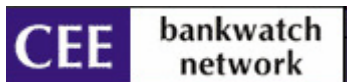


# Expressway S8 section Augustów - Suwałki

**SLSKOM**

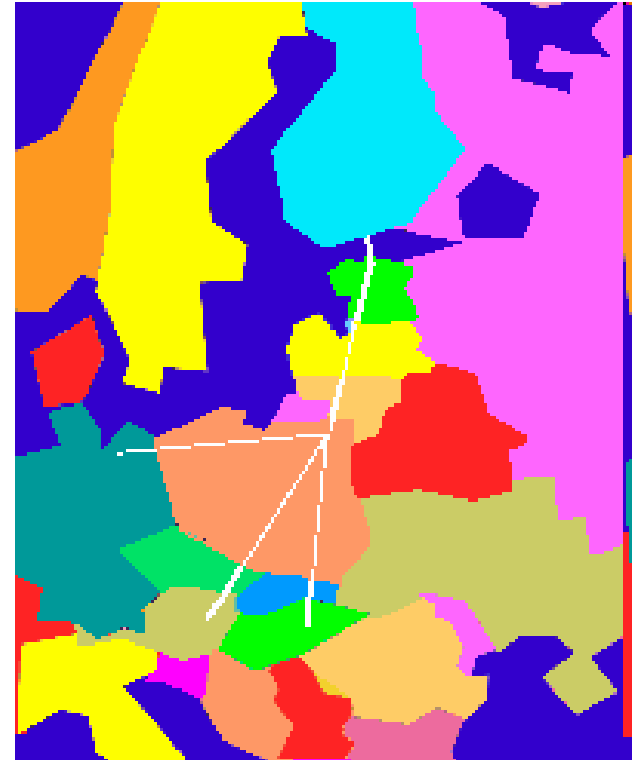


**GREENPEACE**



# Road Augustów – Suwałki and Via Baltica

- Road Augustów - Suwałki may be a part of planned transeuropean transit road Via Baltica.
- Via Baltica will be the shortest way joining Finland and Baltic States with the rest of Europe.
- The main part of Via Baltica's traffic will be international transit.



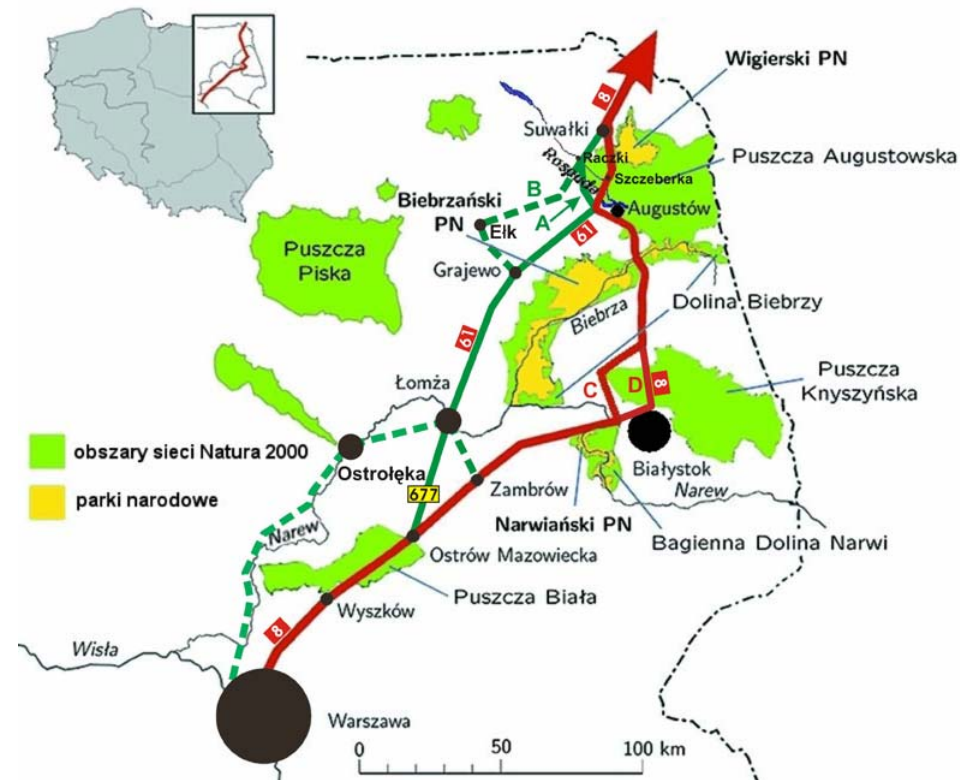
# Road Augustów – Suwałki and Via Baltica

Irrespective of choice of Via Baltica's variant the road Augustów – Suwałki will be the part of important national transit road.

Scott Wilson continues work on Strategic Environment Assessment for Via Baltica.

Among 40 variants the road Augustów – Suwałki is practically a part of 28 of them.

Unofficial preliminary results of Scott Wilson's SEA showed, that the best Via Baltica variants lead through Łomża – Elk – Suwałki. From this point of view there is no need to construct GDDKiA variant of Augustow bypass.



# Road Augustów - Suwałki variants by GDDKiA Białystok

## PORÓWNANIE WSKAŹNIKÓW

dla wariantów drogi Nr 8 odc. Augustów - Suwałki

### Wariant 1 - przebieg trasy w rejonie Raczek z zachodnią Obwodnicą Suwałk

Długość trasy	- 44,25 km
Koszt budowy (docelowo dwie jezdnie)	- 1 022 070 tys. zł.
Węzły drogowe	- 7 szt.
Przejazdy drogowe (wiadukty)	- 20 szt.
Drogi dojazdowe	- ok. 50 km
Wyburzenie gospodarstw	- 30 szt.
Ekran	- ok. 10 km
IRR	- 9,70 %

### Wariant 2 - przebieg trasy po Obwodnicę Augustowa ze wschodnią Obwodnicą Suwałk

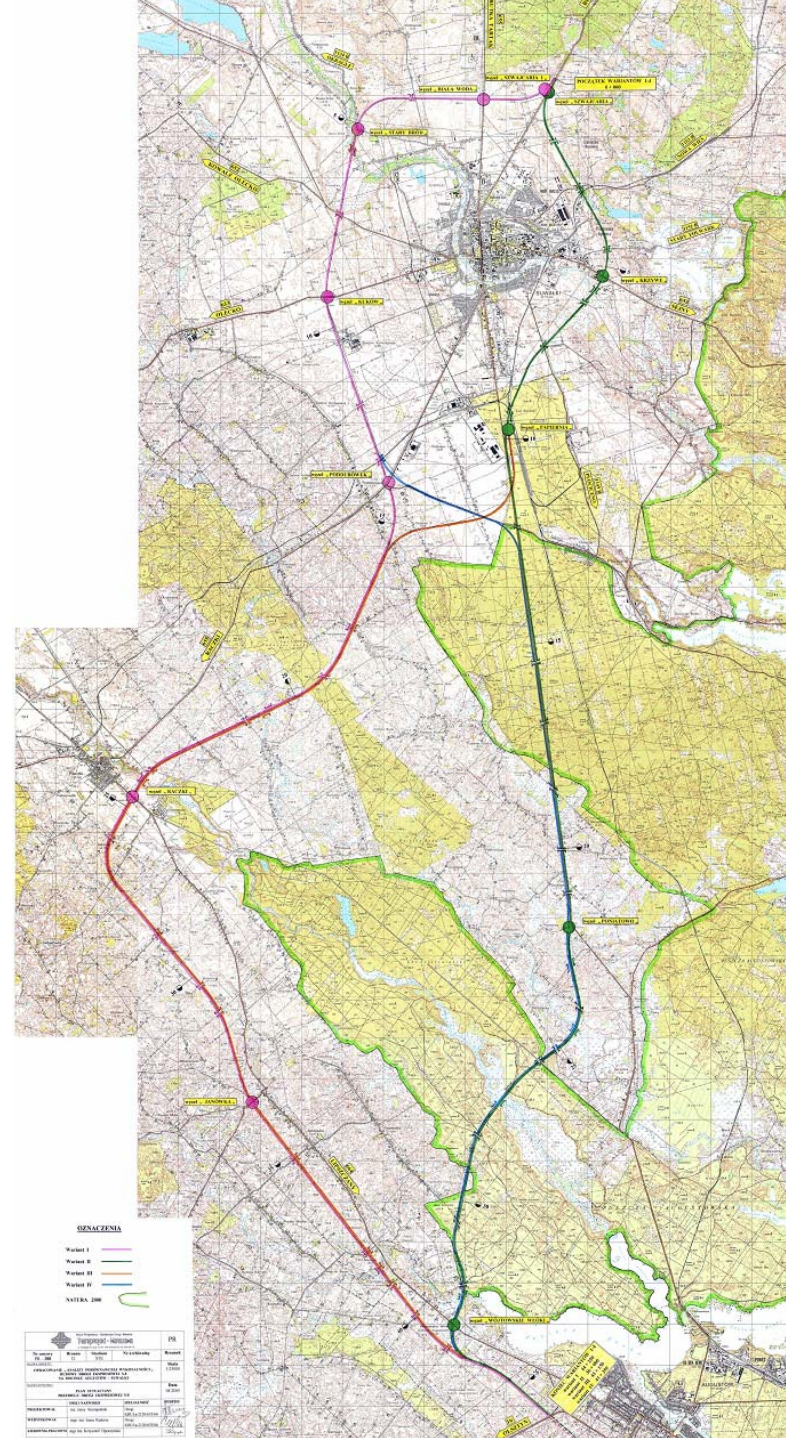
Długość trasy	- 36 km
Koszt budowy (docelowo dwie jezdnie)	- 887 247 tys. zł.
Węzły drogowe	- 5 szt.
Przejazdy drogowe (wiadukty)	- 18 szt.
Drogi dojazdowe	- ok. 4 km
Wyburzenie gospodarstw	- 2 szt.
Ekran	- ok. 4 km
IRR	- 13,63 %

### Wariant 3 - przebieg trasy w rejonie Raczek ze wschodnią Obwodnicą Suwałk

Długość trasy	- 43,15 km
Koszt budowy (docelowo dwie jezdnie)	- 1 067 289 tys. zł.
Węzły drogowe	- 6 szt.
Przejazdy drogowe (wiadukty)	- 23 szt.
Drogi dojazdowe	- ok. 57,35 km
Wyburzenie gospodarstw	- 32 szt.
Ekran	- ok. 10 km
IRR	- 7,67 %

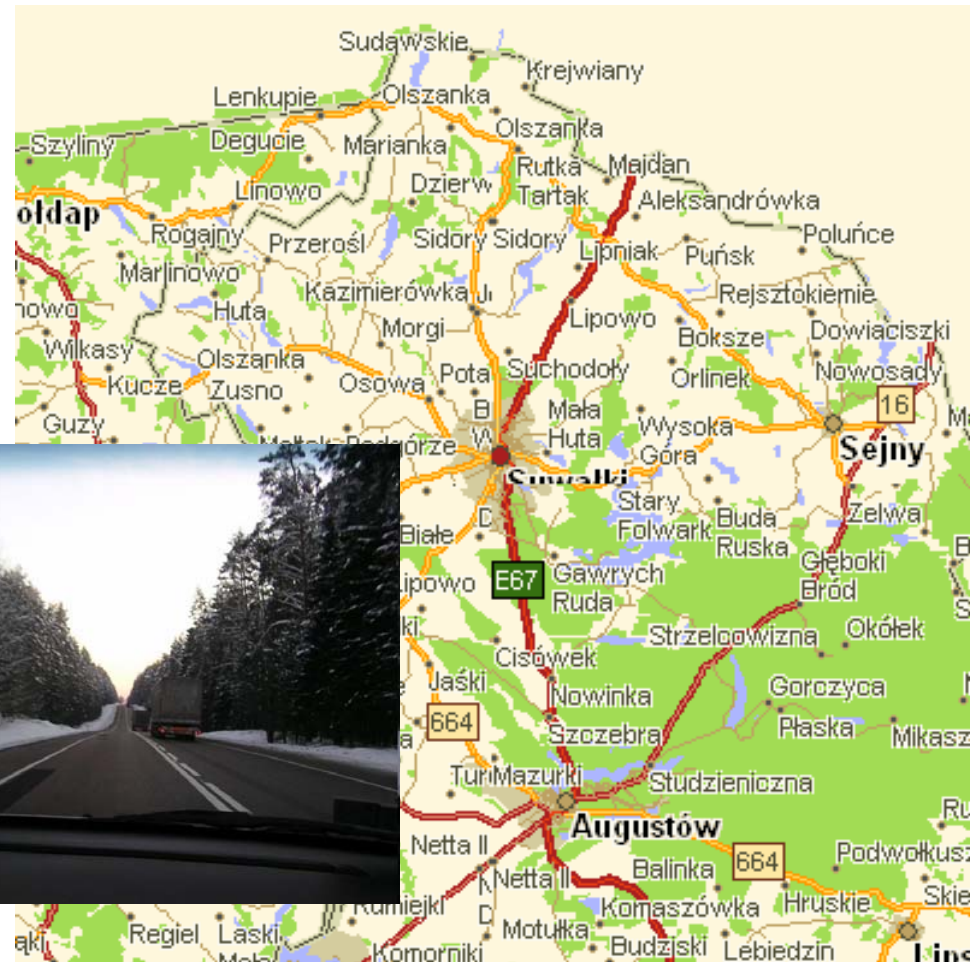
### Wariant 4 - przebieg trasy po Obwodnicę Augustowa z zachodnią Obwodnicą Suwałk

Długość trasy	- 41,35 km
Koszt budowy (docelowo dwie jezdnie)	- 1 034 419 tys. zł.
Węzły drogowe	- 9 szt.
Przejazdy drogowe (wiadukty)	- 15 szt.
Drogi dojazdowe	- ok. 4 km
Wyburzenie gospodarstw	- 2 szt.
Ekran	- ok. 2 km
IRR	- 10,74 %



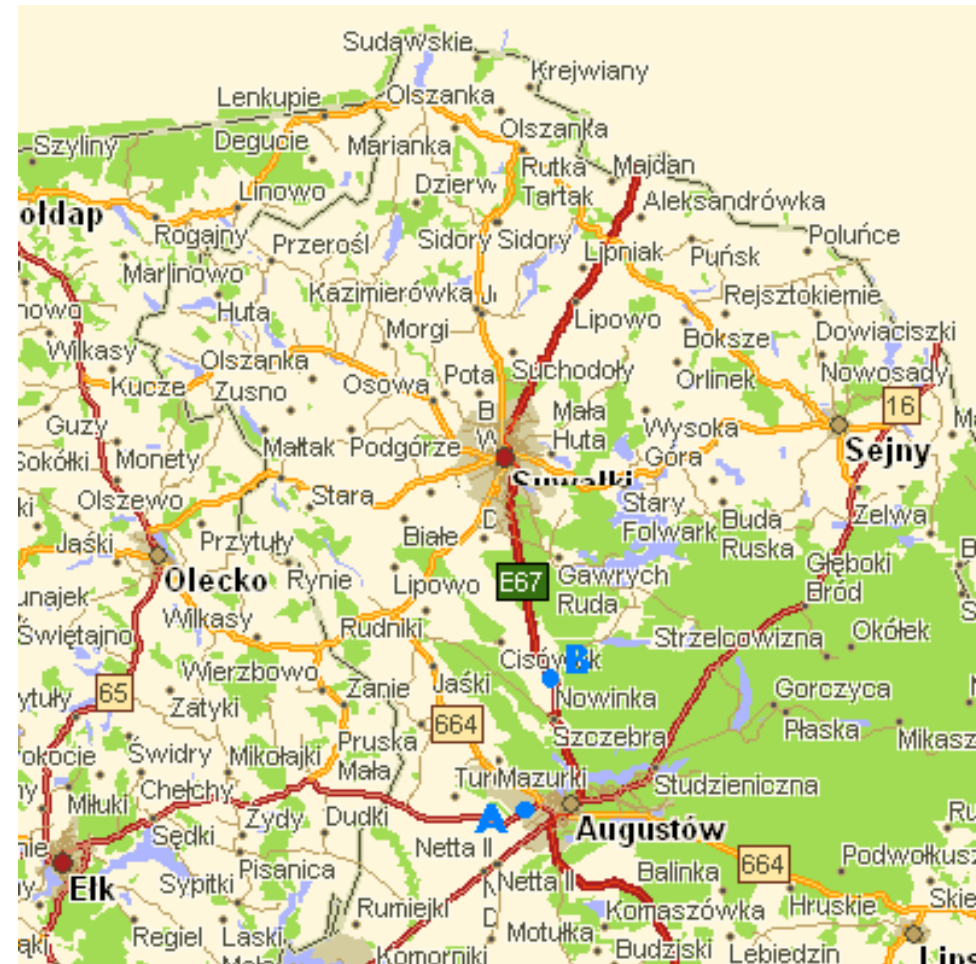
# Road Augustów – Suwałki (road N°8) – condition in 2006

- One carriageway international road (main of accelerated traffic technical class)
- Average daily volume of traffic about 8500 v/24 h
- Of these about 3500 v/24 h are heavy traffic
- The lack of Augustów and Suwałki bypasses
- Road impacts Natura 2000 „Puszcza Augustowska”, code PLB 200002



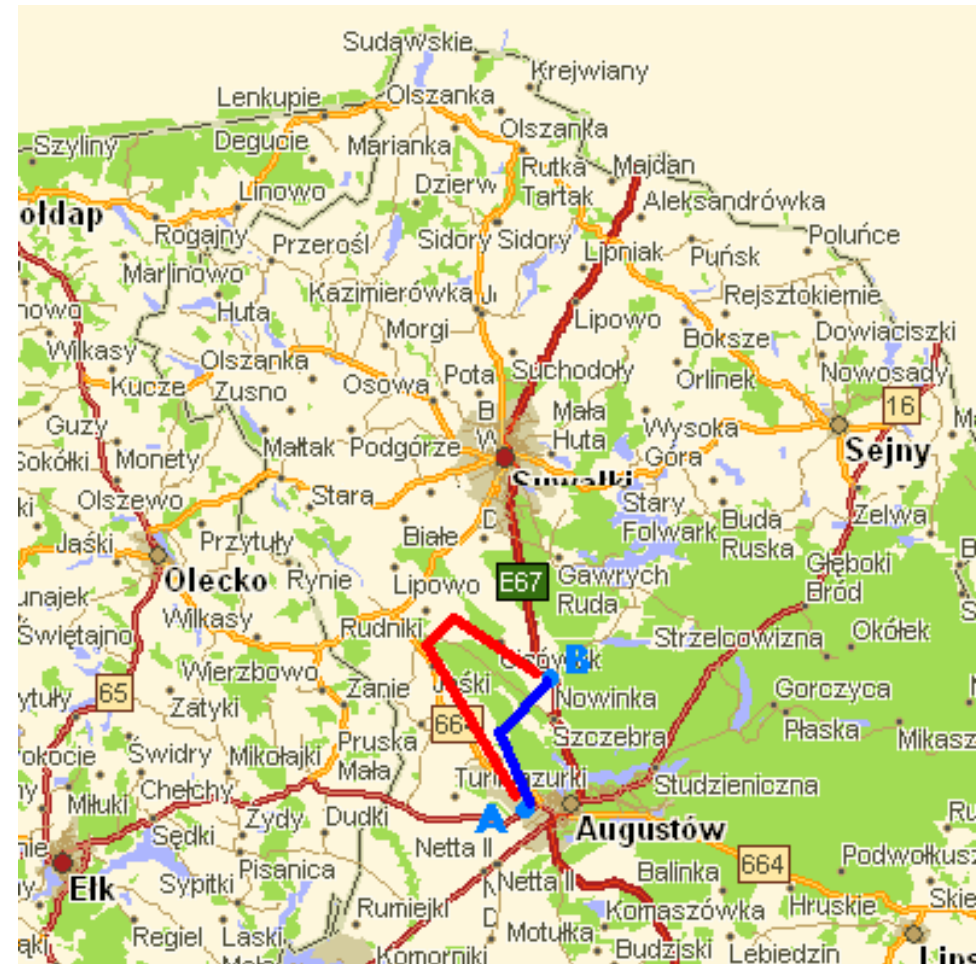
# Artificial problem of Augustów bypass

- Modernization of Augustów – Suwałki road was started from Augustów bypass – new section of S technical class road starting from crossing with road N°16 (point A) to Szczebra village around road N°8 (point B)
- There is an area of Rospuda Valley, a part of Natura 2000 site, between these points



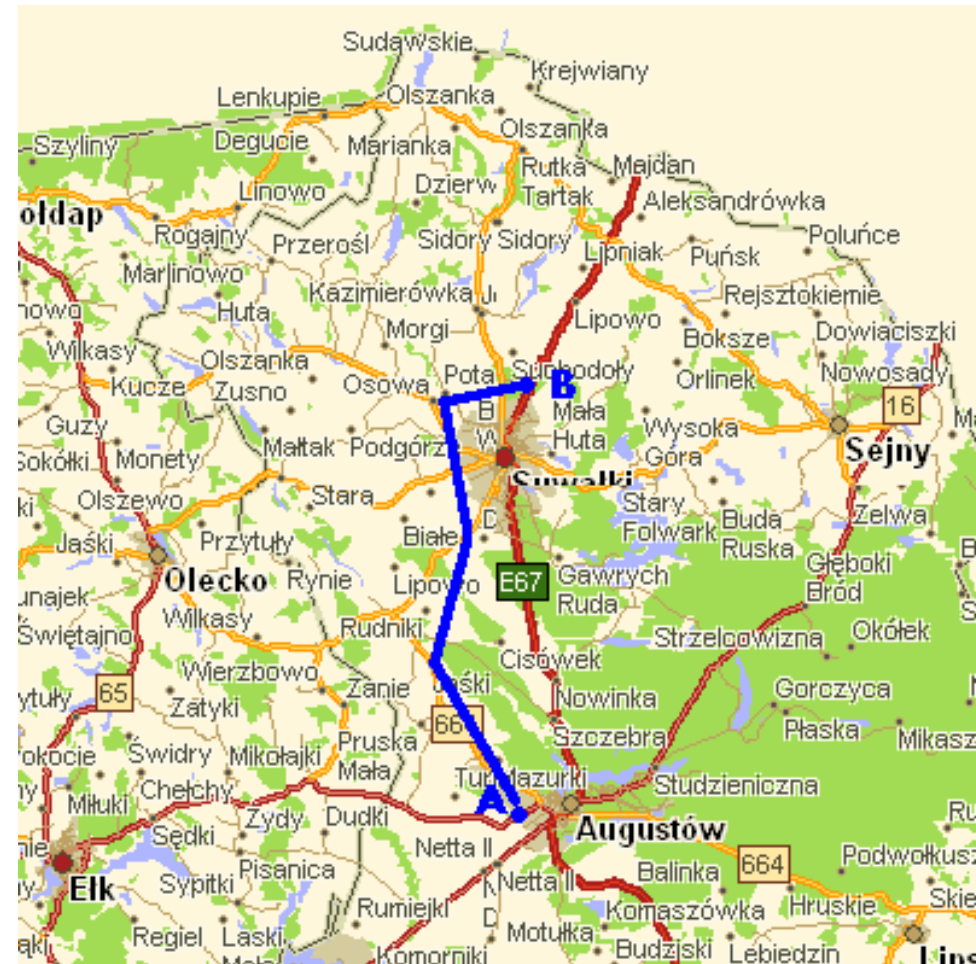
# Artificial problem of Augustów bypass

- In this case the only solution is Augustów bypass through Natura 2000 site (the blue line)
- The alternative road bypassing Natura 2000 site (the red line) is senseless



# Macroscale solution of problem

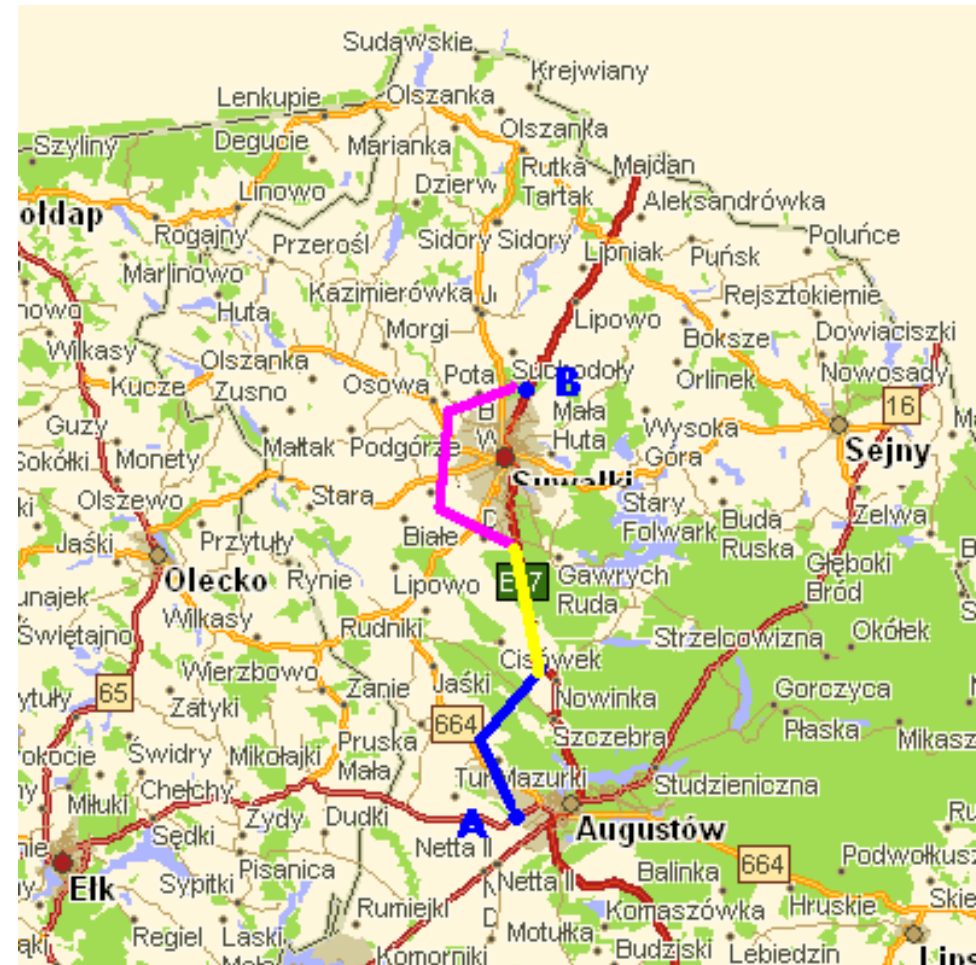
- If you consider the problem of Augustów – Suwałki road in macroscale you will see a possibility of joining both cities bypasses, totally beyond Natura 2000 area
- There is a distance of around 40 km between points A and B („Szwajcaria” interchange)





# Road Augustów – Suwałki variant by GDDKiA Białystok

- Phased execution of the project:
  - Augustów bypass – 17 km
  - Suwałki bypass – 17 km
  - section joining the bypasses – 8 km
- The road still impacts Natura 2000 „Puszcza Augustowska”
- Time of completion:
  - Augustów bypass – till 2011 (if there is enough money)
  - Suwałki bypass – 2012 - 2014
  - joining section - unknown
- It is very possible that Suwałki bypass construction won't start before Augustów bypass completion



# **Expressway S8 Augustów – Suwałki**

**The alternative variant**

# The aim of project

- The alternative variant project was designed for NGOs represented by Pracownia na Rzecz Wszystkich Istot. This variant joins planned Suwałki bypass with new Augustów bypass.
- The aim of project is to show technical and economical aspects of alternative variant of planned expressway S8, section Augustów – Suwałki, bypassing Natura 2000 area near Chodorki village.
- This solution, proposed and accepted by NGOs **has never been analysed** by GDDKiA Białystok.

# Traffic forecast

Section	Average daily volume of traffic – forecast for year		
	2015	2020	2025
crossing with road N°16 – interchange „Janówka”	14600	17500	20400
interchange „Janówka” – interchange „Jaški”	14600	17500	20400
interchange „Jaški” - interchange „Poddubówek”	11300	13500	15700
interchange „Poddubówek” - interchange „Lotnisko”	13300	15800	18300
interchange „Lotnisko” – interchange „Zahańcze”	6200	7300	8400
interchange „Zahańcze” – interchange „Szwajcaria”	5700	6700	7700

# Horizontal alignment

Legend:

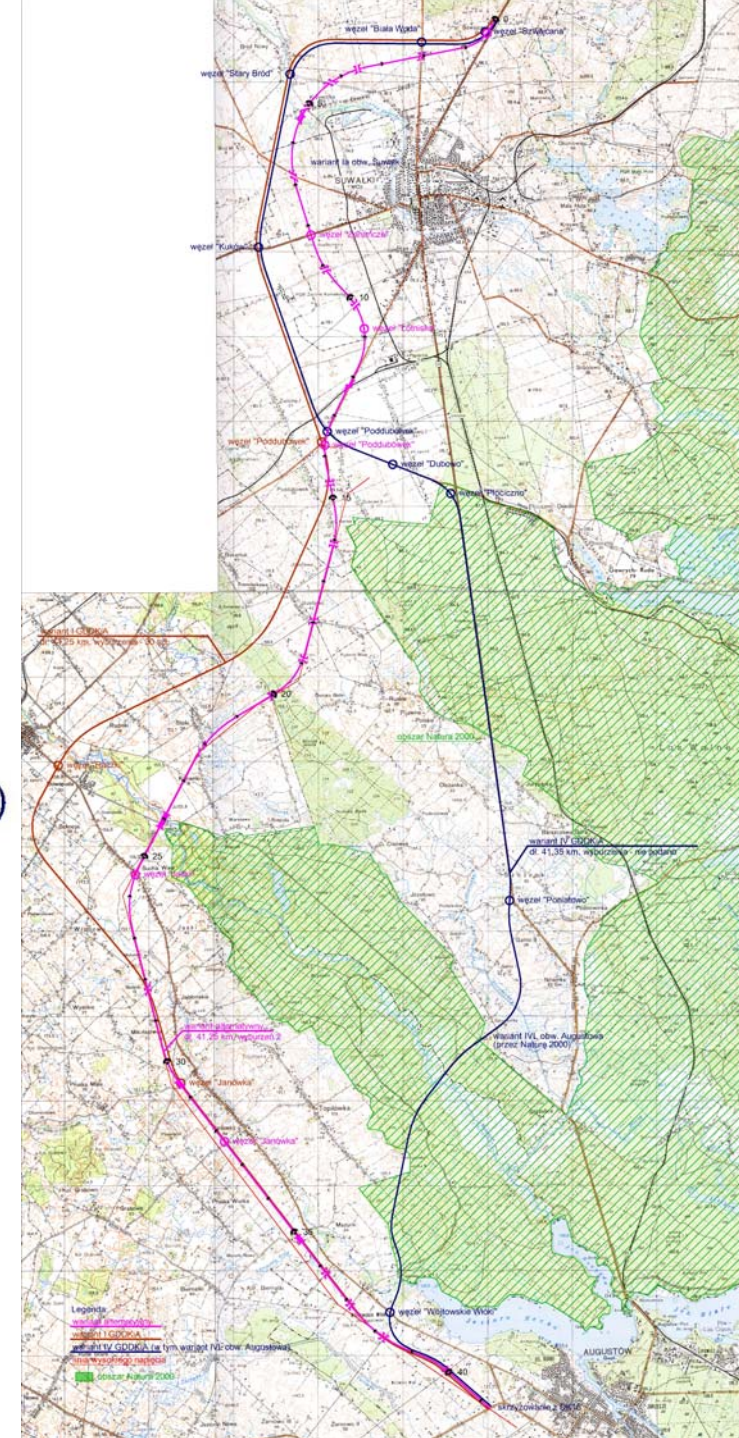
alternative variant

I GDDKiA variant

IV GDDKiA variant (including IVL variant of Augustów bypass)

high voltage power line

 Natura 2000 area



# Horizontal alignment

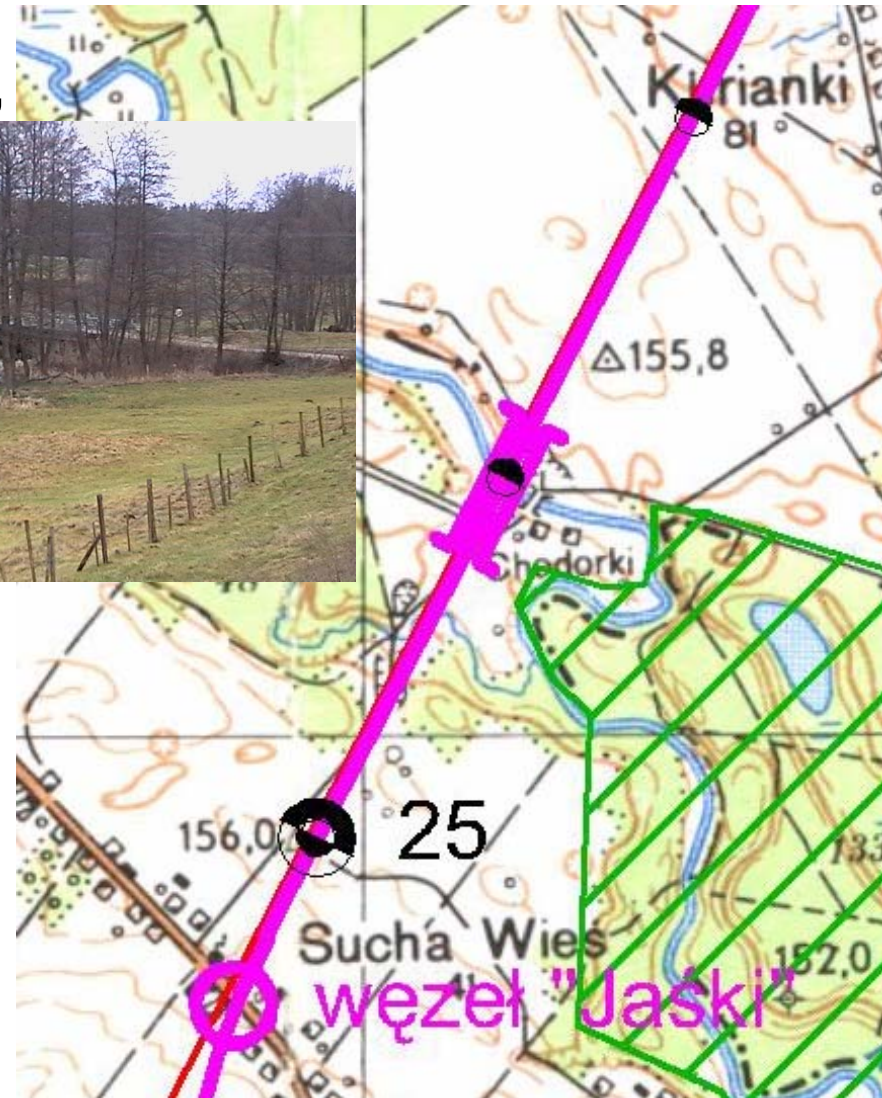
The alternative variant road was designed to bypass Natura 2000 area. This was obtained by partly using of „Transprojekt-Warszawa” project (I GDDKiA variant). There was also used a part of western Suwałki bypass road (Ia variant). That solution has the same length as the present GDDKiA variant (IV). The alternative variant:

- enables abandonment of planned Augustów bypass,
- saves at least 24 hectares of forest,
- prevents next impacts into Natura 2000 area
- reduces number of displacements from 30 (91) even to 3 in comparison with I variant „Transprojekt-Warszawa”

The road runs parallel to existing high voltage power lane.

# Horizontal alignment

- The bridge over Rospuda river was designed in Chodorki village, where a local road and small bridge exist.
- The existing bridge and vegetation show possibility of easy new bridge construction
- The valley and river wideness enable construction of bridge shortened to less than 250 metres.



# Horizontal alignment

The road of 41,25 km of alternative variant was divided on 3 following sections:

1. Section of western Suwałki bypass from interchange „Szwajcaria” to interchange „Lotnisko” (Ia variant) of around **10,8 km**

Legend:

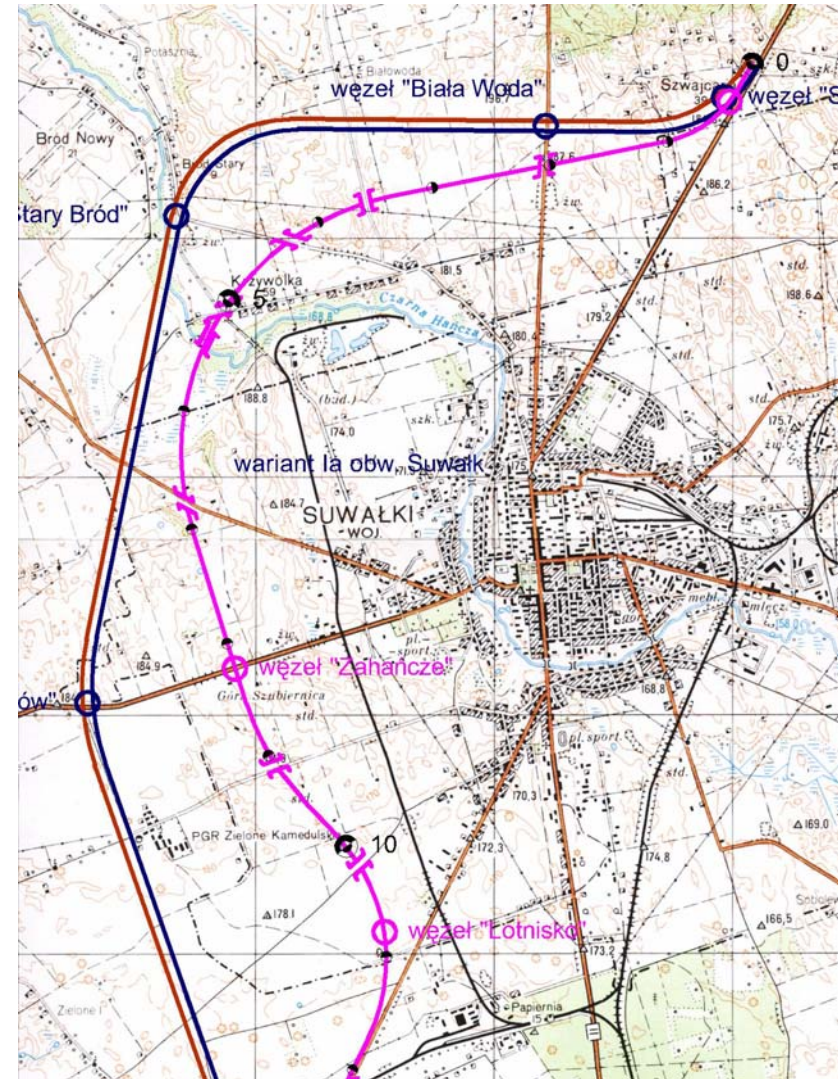
alternative variant

I GDDKiA variant

IV GDDKiA variant (including IVL variant of Augustów bypass)

high voltage power line

 Natura 2000 area





# Horizontal alignment

- Interchange „Lotnisko” to interchange „Jański” section of around **14,65 km**

Legend:

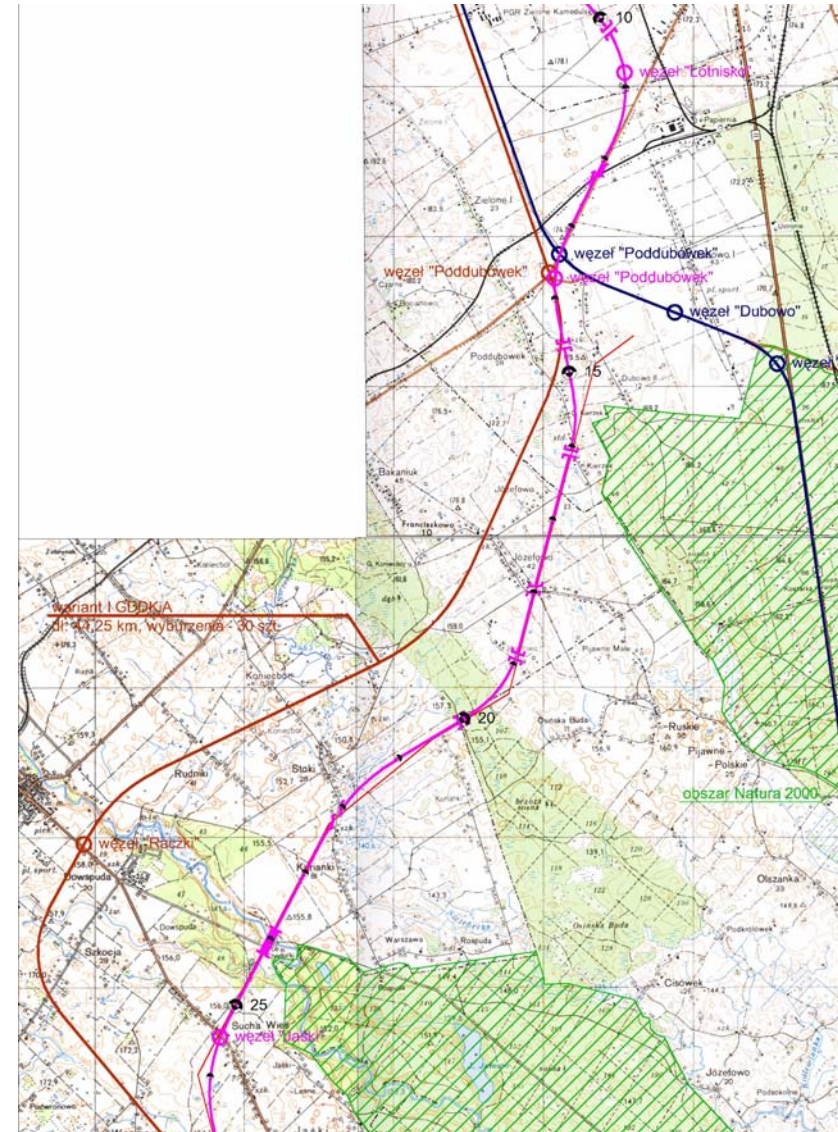
alternative variant

I GDDKiA variant

IV GDDKiA variant (including IVL variant of Augustów bypass)

high voltage power line


 Natura 2000 area

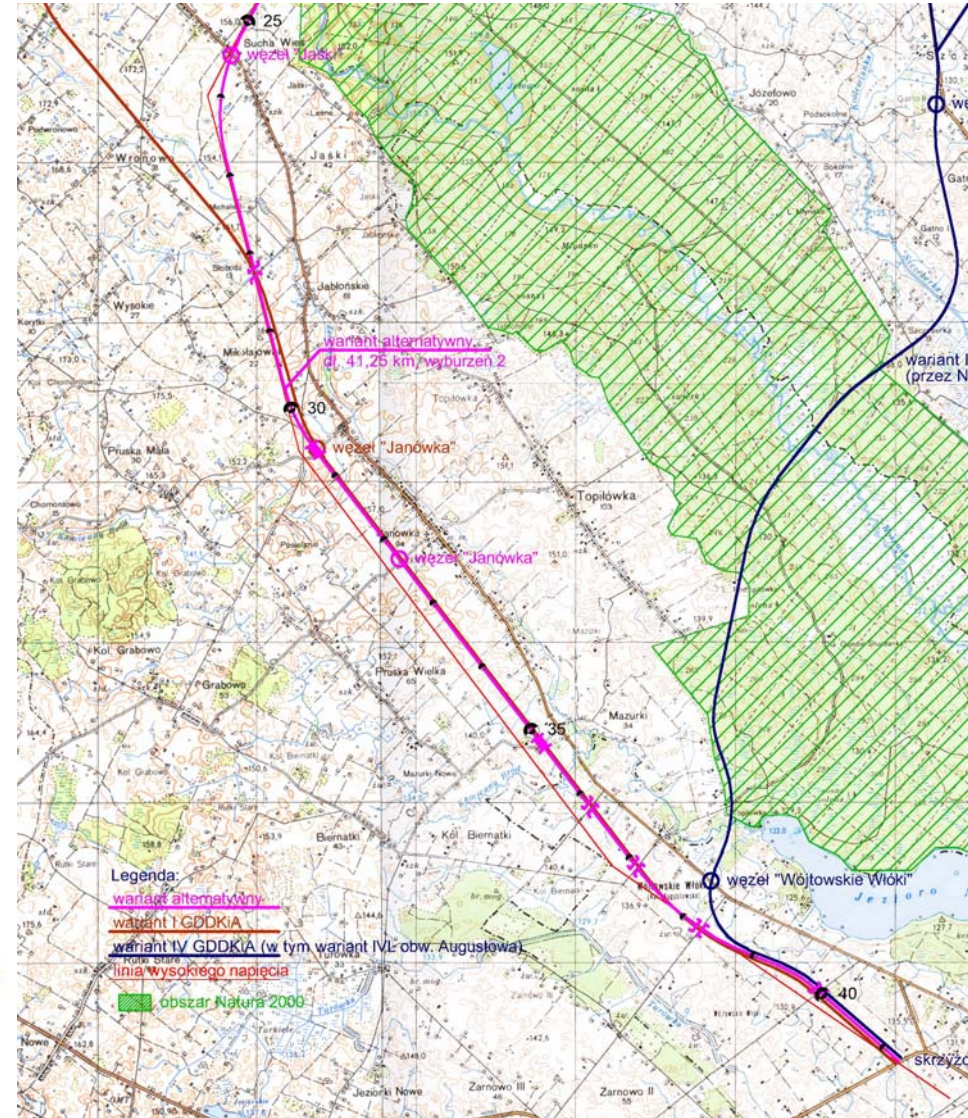


# Horizontal alignment

3. Interchange „Jański” to crossing with road N°16 in Augustów section of around **15,8 km**

Legend:

- alternative variant
- I GDDKiA variant
- IV GDDKiA variant (including IVL variant of Augustów bypass)
- high voltage power line
-  Natura 2000 area



# Interchanges

There were designed 6 interchanges of alternative variant. 3 of them are located on Ia variant of western Suwałki bypass. Other 3 interchanges were designed for Special Economic Area in Suwałki, villages near voivodeship road N°664 and Raczki village located around 4 km from interchange „Jański”. The following list consists of interchanges and their approximate location:

- interchange „Szwajcaria”                      km 0+350
- interchange „Zahańcze”                        km 8+200
- interchange „Lotnisko”                        km 10+800
- Interchange „Poddubówek”                    km 13+750
- interchange „Jański”                            km 25+450
- interchange „Janówka”                         km 32+300

# Construction costs calculated in 2005

- western Suwałki bypass section from interchange „Szwajcaria” to interchange „Lotnisko” (Ia variant) - around 10,8 km – **317 417 tys. zł**
- interchange „Lotnisko” to interchange „Jański” section – around 14,65 km – and interchange „Jański” to crossing with road N°16 in Augustów - around 15,8 km – **637 851 tys. zł**
- the alternative variant of around 41,25 km costs – **955 268 tys. zł**

**The costs above were calculated for double carriageway road on whole section Augustów - Suwałki**

# Construction costs calculated in 2005

There is also possibility of phased execution of the alternative variant project:

- Double carriageway Suwałki bypass 10,8 km + rest of the road one carriageway 30,45 km.  
Costs: 317 417 tys. zł + 427 746 tys. zł = **745 163 tys. zł**
- One carriageway Suwałki bypass 10,8 km + rest of the road double carriageway 30,45 km.  
Costs: 168 986 tys. zł + 637 851 tys. zł = **806 837 tys. zł**
- Whole road of 41,25 km one carriageway.  
Costs: 168 986 tys. zł + 427 746 tys. zł = **596 732 tys. zł**

**The alternative variant assumes double carriageway bridge over Rospuda river irrespective of phased execution of the project.**

# The alternative variant construction costs in comparison with GDDKiA Białystok variants calculated in 2005

Lp	Variant	Road section	Total cost [tys. zł]	Section length [km]	Cost per 1 km [mln zł]
I	II	III	IV	V	VI
1	I GDDKiA	Western Suwałki bypass Raczki, Augustów	1022070	44,25	23,10
2	IV GDDKiA	Western Suwałki bypass Augustów bypass with bridge	1034419	41,35	25,02
3	IV GDDKiA	Western Suwałki bypass Augustów bypass with tunnel	1471579	41,35	35,59
4	alternative	Western Suwałki bypass (la variant), Chodorki, Augustów	955268	41,05	23,27

**Thank you  
for your attention**