

## CONTRACT 1 TECHNICAL REPORT (DESCRIPTIVE PROJECT)

**Performance-based maintenance: 1.Sarandë – Butrint, (17 km), 2.Metoq – Çuke – Pllakë – Xarrë (20.8 km), 3.Çukë – Kanali i Çukës (1.6 km), (Contract I, total 39.4 km)**

### **1. Scope of services to be carried out**

The services to be provided include all the activities, physical and others, which should be carried out by their compliance with the levels of service, and the criterion set for their performance fulfillment, or any other requirement.

In particular, they include managerial duties and physical works concerning road-related assets and items:

- Asphalt
- Shoulders
- Road signs and supply of road safety devices
- Drainage facilities
- Vegetation control
- Escarpments (excavations and shoulders)
- Art works
- Traffic management
- Soil accumulation
- Snow removal (if winter maintenance is available)

The services required by road maintenance are classified in:

2. Rehabilitation/Periodic Works in the form of quantity of a ceiling amount, while indicating the quantities of measurable works to be carried out in order for the road to meet its performance standards.
3. Routine Maintenance Services in the form of quantity expressed in a monthly ceiling amount (this will be a monthly quantity applicable throughout the contract duration, expressed in price per km for each month multiplied by road length and duration of services);
4. Emergency Works in the form of a traditional bill of quantities.

The main functions of maintenance bases in general should be as follows:

1. Supervision of road segment/section in certain periods by levels of service
2. Control of traffic data for this segment
3. Observation of meteorological factors
4. First aid in case of accidents (related to road and traffic elements)
5. Maintenance on desired road layers conditions
6. Maintenance of parking spaces, service, road signs, lighting systems, and future signaling and telecommunication.
7. Repairs and reconstruction after road accidents
8. Repairs and reconstruction after natural disasters
9. Cleaning operations of drains, culverts and other facilities related to the removal of water from road surface.
10. All the operations for the cleaning and maintenance of:
  - road signs, safety devices (guardrails, parapets) and lighting system

- local repair of sidewalk damages
- vegetation protection
- winter activities for the removal of snow and ice.

*Winter maintenance works include:*

1. Preliminary works before winter
2. Organization of materials storage locations
3. Protective measures for snow, ice, snow piles and avalanches
4. Removal of snow from highway carriageway and communication signs and signals
5. Marking of carriageway sides
6. Ensuring carriageway drainage system operation
7. Removal of vehicles from the road
8. Installation of specific communication signals in case of special traffic regime for road closures
9. Ongoing public information on road conditions and traffic flow

## 5. Segments to be covered by the contract:

Road No.	No.	Road names	Road type	Total length (km)	Width (m)
81	1	Sarandë – Butrint	SHL	17	7
98	2	Metoq – Çuke – Pllakë – Xarrë	SHL	20.8	6
98	3	Çukë – Kanali i Çukës	SFL	1.6	6
<b>CONTRACT 1 SUM</b>				<b>39.4</b>	

*Note: SFL – road in a field terrain with one carriageway, without winter maintenance, SHL – road in a hilly terrain with one carriageway, without winter maintenance, SMTW – road in a mountainous terrain with one carriageway, with winter maintenance.*

## 6. Specific condition

For each case, the segments to be included in investment (reconstruction) or other projects of the Albanian Road Authority will be reduced from the contract.

## 7. Road signs and safety

The maintenance of road signs and safety (guardrails) will be focused on repair and upgrade of the existing one.

## 8. Area description, Drawings and Technical Report.

## 1.1: Sarandë – Butrint, (17 km)



### Technical Report: Sarandë – Butrint road axis, (17 km)

Name: Sarandë – Butrint road

It is a dual carriageway segment.

Length: 17 km

Width: 7 m (+0.75 +0.5 m)

Construction year: Reconstruction in 2011.

About road axis importance: secondary interurban road, category C. It connects Sarandë to Ksamil and Butrint. It is highly important with regards to tourism as it connects to all roads of beaches across the coast, as well as to Butrint archaeological site. The first 4 kilometers are within the inhabited center of Sarandë, and from km 4.5 to 5.5 it traverses sideways to the inhabited center of Berdesh, whereas from km 12 to 13.5 it crosses the inhabited center of Ksamil. Sidewalks are available in 7 kilometers of this road axis.

About geology, engineering geology and hydrogeology: This axis traverses mainly stable limestone formations. It includes art works, as well as necessary retaining and wing walls. Çuka Bridge has been built where the waters of Bistrica River intersect with this road axis.

About main road components:

Road track: the road consists of its relevant grades and subgrades, as well as asphalt layers. It needs maintenance, mainly pavement with asphalt layers in inhabited areas in particular.

The gutters, shoulders and ditches' conditions are good, but routine maintenance is needed.

Stable escarpments, but from km 6.4 to km 7.7, and in particular from km 8.3 to km 10, rock slides from escarpment and mountain side have been identified. It is important that escarpment be covered by wire mesh or other solutions, such as metal wire fences to prevent rock falling.

Art works are normally operating.

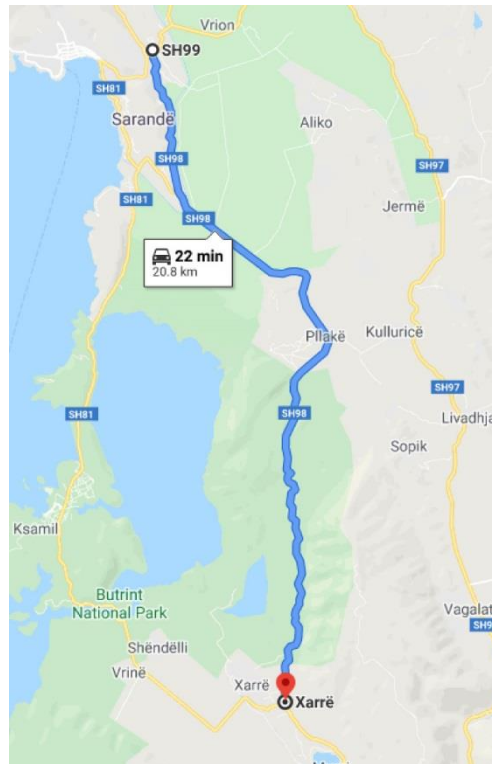
Common road signs. There is a need to install common road signs or guardrails in case they are damaged.

**This road axis conditions are good in its entirety, but there is a need just for routine maintenance.**

## 1.2:Metoq – Çuke – Pllakë – Xarrë (20.8 km)

Metoq

39.875345, 20.029909



Xarre

39.723304, 20.070061

### Technical Report:

#### Road axis: Metoq – Çuke – Pllakë – Xarrë road (20.8 km)

Name: Metoq – Çuke – Pllakë – Xarrë road

It is a dual carriageway segment.

Length: 20.8 km

Width: 6 m

Construction year: 2010 With funds from the Albanian Development Fund.

On road axis importance: secondary interurban road, category C. It connects Sarandë to Butrint, as well as to Konispol and the border crossing point Botë Pass through Krane Bridge - Konispol - Botë Pass road axis. This axis is also important with regards to the economic aspect, as it is known as the agricultural road because it connects the economic and agricultural center of Vurgu Plain to the economic and agricultural center of Mursi, Vrinë and Konispol.

About geology, engineering geology and hydrogeology: This axis traverses mainly stable limestone formations, as well as in clay soils where embankments are built. It includes art works, as well as necessary retaining and wing walls. Bistricë, Çukë and Fanari Bridges have been built where the waters of Bistrica River and Pavlla e Vogel intersect with this road axis. The ongoing control of embankments and bridge piers is necessary.

About main road components:

Road track: the road consists of its relevant grades and subgrades, as well as asphalt layers. It needs maintenance, mainly pavement with asphalt layers.

The gutters, shoulders and ditches' conditions are good, but ongoing routine maintenance is needed.

Stable escarpments.

Art works are normally operating.

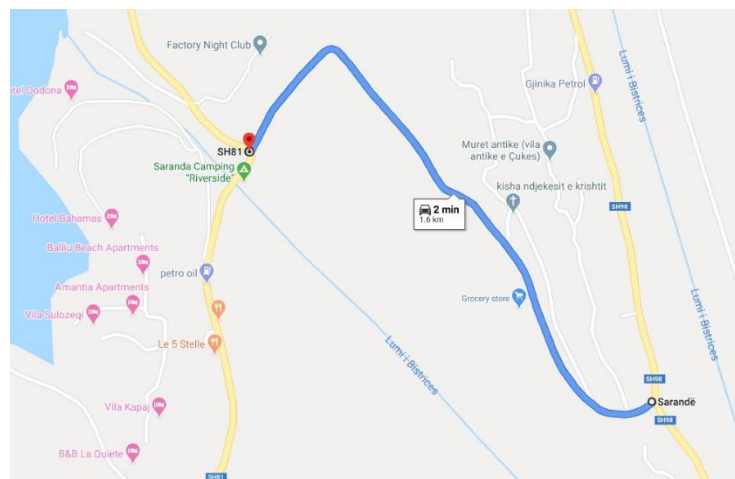
Common road signs. There is a need for guardrails installation in specific segments.

**The entire road axis needs routine maintenance.**

### 1.3:Çukë – Kanali i Çukës (1.6 km)

Kanali i Çukës  
**39.847706,**  
**20.025797**

Çukë  
**39.842072,**  
**20.037596**



#### **Technical Report:** **Road axis: Çuke – Kanali i Çukës road (1.6 km)**

Name: Çukë – Kanali i Çukës road

It is a dual carriageway segment.

Length: 1.6 km

Width: 6 m

Construction year: 2010 With funds from the Albanian Development Fund.

About road axis importance: secondary interurban road, category C, mainly with the inhabited center of Çuke.

About geology, engineering geology and hydrogeology: This axis traverses mainly limestone formations, but alluvium across Bistrica River as well.

About main road components:

Road track: the road consists of its relevant grades and subgrades, and the asphalt layers' conditions are good. It is partly equipped with sidewalks in good conditions and lighting. The gutters, shoulders and ditches' conditions are good.

Stable escarpments.

Art works are normally operating.

Common road signs.

**The entire road axis needs routine maintenance.**