

TECHNICAL REPORT (DESCRIPTIVE PROJECT)

Performance-based maintenance:

1. Levan – Vlorë (old) road segment 23,2 Km
2. Intersection Spital – Peshkëpi 10,5 Km
3. Peshkëpi – Selenicë 14,3 Km
4. Peshkëpi – Vllahinë 6,2 Km
5. Vllahinë – Poçëm – Povël 22,5 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.

5. Segments to be covered by the contract:

Road No.	No.	Road names	Road type	Total length (km)	Width (ml)
8	1	Levan – Vlorë	SFL	23.2	6
76	2	Intersection Spital – Peshkëpi	SFL	10.5	6
77	3	Peshkëpi – Selenicë	SFL	14.3	4
100	4	Peshkëpi – Vllahinë	SFL	6.2	6
100	5	Vllahinë – Poçëm – Povël	SFL	22.5	6
CONTRACT 7 SUM				76.7	

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. Description of the area where the road is located

Levan – Vlorë (old) 23,2 Km

This is part of the road segment connecting Fier to Vlorë through the old axis.

It is a dual carriageway segment.

The asphalt layers' conditions are not good, so interventions are needed.

The side ditches and culverts need regular interventions.

The road signs and safety need the installation of horizontal signs (as provided for in the road code), as well as partial replacements and upgrades in the vertical signs.

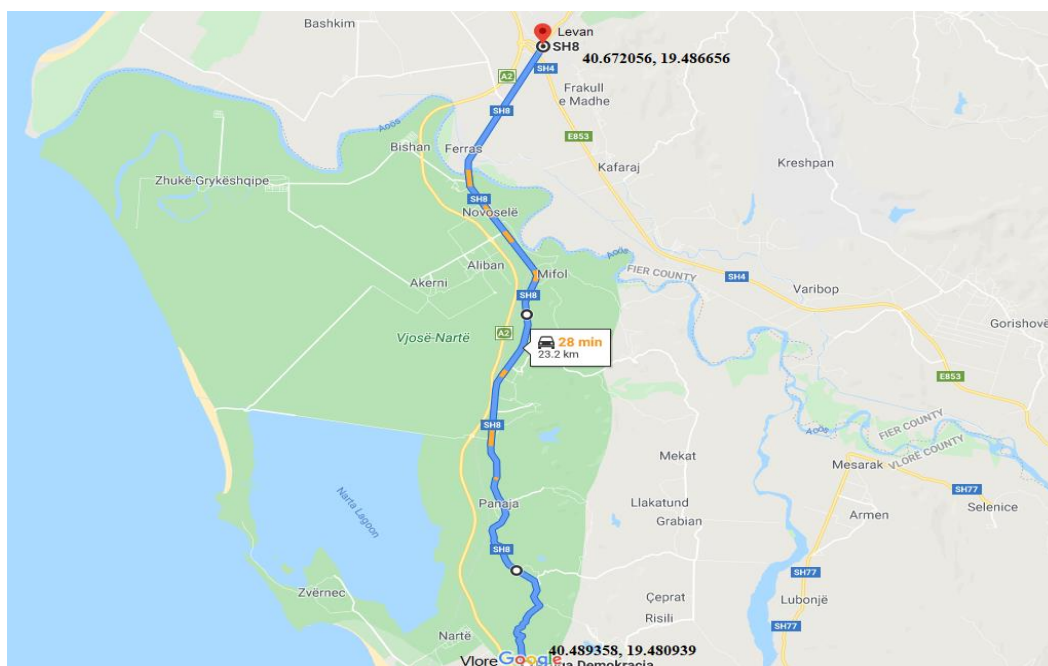
The Mifoli Bridge located in this road segment is not equipped with parapets and its transversal weep holes and sidewalks are damaged; damages are also identified in the concrete protection layer of bridge retaining components.

The bridge in Ferras, built by Fier Municipality, requires the installation of guardrails and asphaltting.

The road lies in a field terrain with one carriageway, without winter maintenance, and it is prone to flooding by Vjosa River runoff.

The road failure in Bestrovës Pass is problematic.

The required level of service is “good”, in line with the conditions set forth in the contract.



Intersection Spital (Vlorë) – Peshkëpi 10,5 Km

This road segment connects Vlorë Municipality to Selenicë Municipality, as well as to Mallakastër, Vllahinë (Qendër Naftë) and villages located across Vlorë River.

It is a dual carriageway segment.

The asphalt layers' conditions up to Alikokë are not good, and asphalt pavement interventions are needed from the bridge near the hospital to Babicë e Madhe, divided into small segments. Once you leave Alikokë behind, the asphalt layers' conditions are very good, as it is a newly built road.

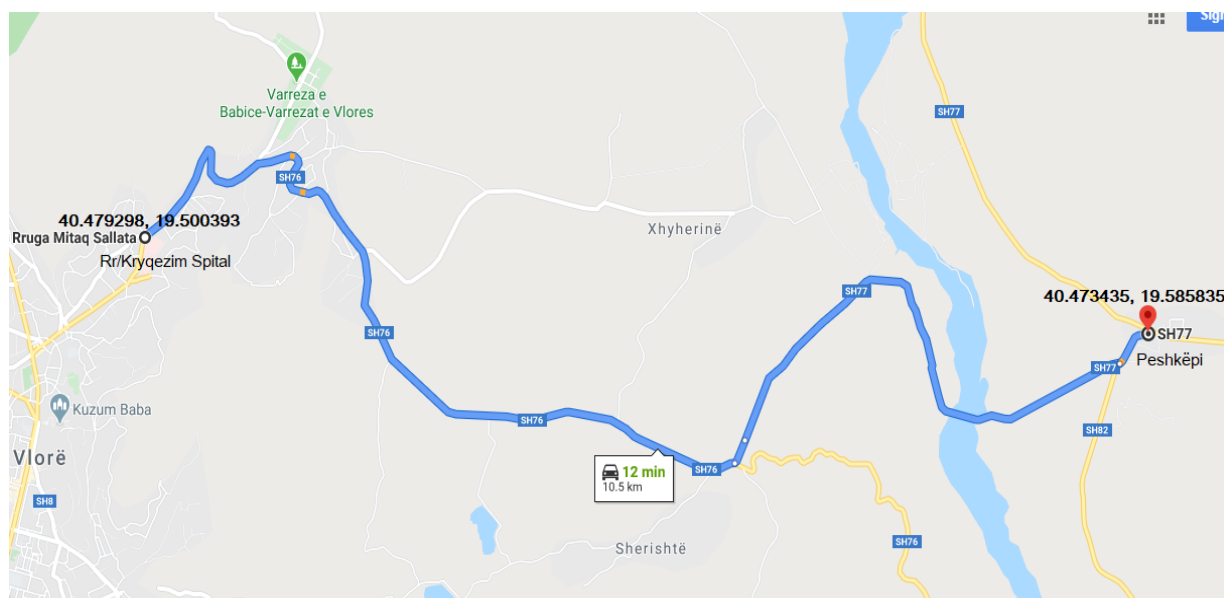
From the intersection Spital to Qafë Babicë there are some retaining walls that may fall or collapse.

The roadside ditches and art works need regular maintenance and cleaning.

The vertical road signs need upgrade, and the road signs in general should be installed in the right time, as set forth in technical conditions.

The road lies in a hilly and field terrain with one carriageway, without winter maintenance.

The required level of service is “good”, in line with the conditions set forth in the contract.



Peshkëpi – Selenicë 14,3 Km

This segment is a continuity of the road segment Intersection Spital – Peshkëpi and connects Vlorë Municipality to Selenicë Municipality and the oil extraction field of Vllahinë.

It is a dual carriageway segment.

The asphalt layers' conditions are not optimal, and regular interventions are needed (Lubonjë, Bishti i Malit, Armen).

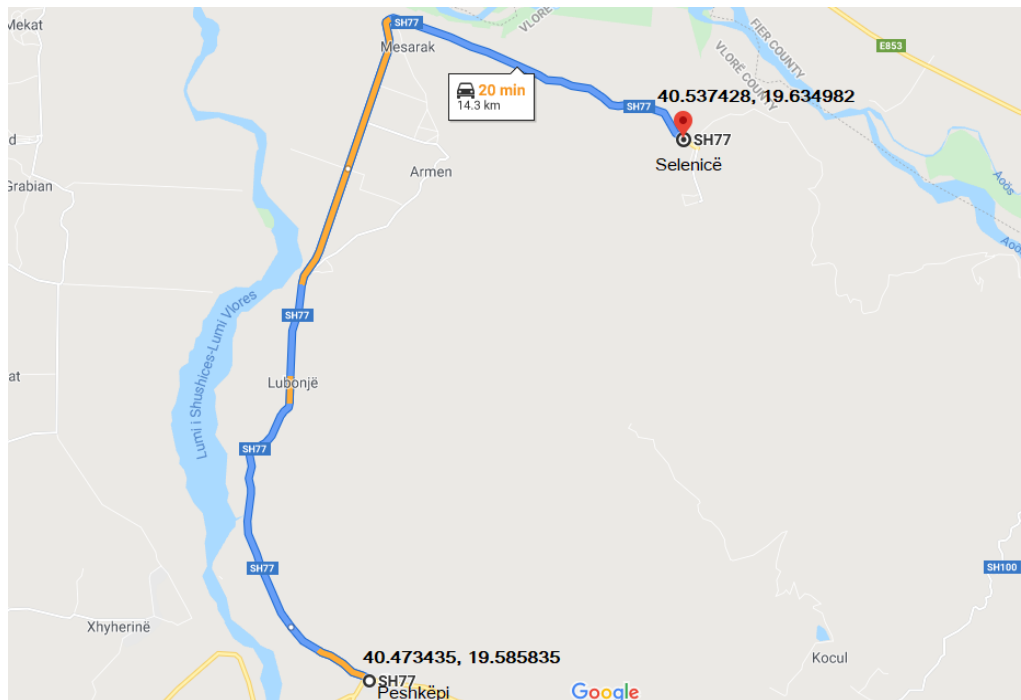
The roadside ditches and art works need regular interventions.

Vegetation grows fast after being cut because of water presence.

The vertical road signs need upgrade and partial replacements, whereas the horizontal road signs should be installed in the right time, as set forth in technical conditions.

The road lies in a field terrain, partly hilly, with one carriageway, with winter maintenance.

The required level of service is “good”, in line with the conditions and technical specifications set forth in the contract.



Peshkëpi – Vllahinë 6,2 Km

This road segment connects Vlorë and Selenicë Municipalities to the oil extraction field of Vllahinë, Kocul, and beyond.

It is a dual carriageway segment.

The asphalt layers' conditions are relatively good. Maintenance is needed to maintain current conditions.

Another problem is the merge to the exit of Peshkëpi, namely the former oil-related repair shop, where the road narrows to single lane; the vertical road signs are the right ones.

Gravel road, not in good conditions.

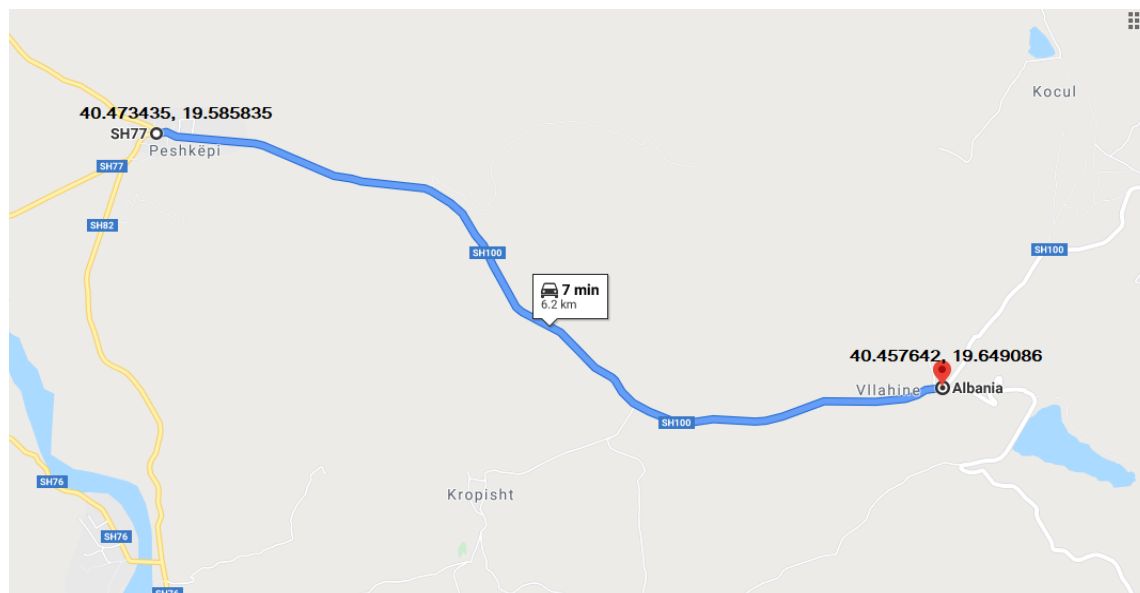
The roadside ditches and art works need cleaning and minor repairs.

The shoulders' conditions are not good and ongoing maintenance is needed, because vegetation grows fast.

The vertical road signs need upgrade and regular road marking lines is required.

The road lies in a field terrain with a dual carriageway, without winter maintenance.

The required level of service is “good”, in line with the conditions and technical specifications set forth in the contract.



Vllahinë – Poçëm – Povël 22,5 Km

This road segment is a continuity of Peshkëpi – Vllahinë road axis connecting Vlorë and Selenicë Municipalities to Mallkastër, and farther connecting the Levan – Gjirokastrë national axis, and it traverses the entire oil extraction field of Vllahinë – Kocul – Gorrisht.

It is a dual carriageway segment.

The road segment is gravel-paved, no asphalt layers. Its slopes are composed of tuff formation, geologically not matured, with major damages to road track and art works from Vllahina to Gorrisht.

There is another problem related to art works in the vicinity of Karbunar village, in a bridge where one of its abutments has failed. This road is also used by oil tanker trucks going to Gorrisht, which is the center for their oil supply.

The roadside ditches and shoulders require permanent maintenance because of the terrain characteristics.

The road grades will always face problems, so large volumes of gravel are needed.

The road signs require upgrade and replacement. Only vertical road signs are available.

The required level of service is “minimum”, in line with the conditions and technical specifications set forth in the contract.

