

# Annual Report 2018



საქართველოს საავტომობილო  
გზების დეპარტამენტი  
ROADS DEPARTMENT OF GEORGIA

## Sphere of Activity

Roads Department of Georgia implements the ongoing repair, periodic repair, rehabilitation, reconstruction and construction of 1520km length of international and 5371,1km length of secondary roads.

	Regions	Area(km)	Population	Department's Road (km)
1	Samegrelo-Zemo Svaneti	7,441	330 761	866,6
2	Racha Lechkhumi-Kvemo Svaneti	4,954	32 089	388,3
3	Imereti	6,516	533 906	965,1
4	Shida Kartli	6,200	263 382	742,8
5	Mtskheta-Mtianeti	6,785	94 573	606,2
6	Kakheti	11,309	318 583	842,1
7	Kvemo Kartli	6,528	423 986	863,7
8	Samtskhe-Javakheti	6,413	155 900	534,2
9	Autonomous Republic of Adjara	2,899	337 000	215,3
10	Guria	2,033	113 000	288,7
11	Abkhazia	8,665	120 000	602,6

## Purpose

The purpose of the Department is an integration of Georgian road infrastructure with EU road standards and satisfaction of road users' needs.



# Construction-2018

2018 was an important year in terms of road construction and rehabilitation. Many significant projects were completed while the construction of E60-E70 international highways are in the active process.

*The following projects are especially noteworthy:*

## Kobuleti Bypass Road

As a result of Kobuleti Bypass Road construction, transit traffic was significantly relieved from Kobuleti resort. Travel time from Tbilisi to Batumi was reduced by 30 minutes.

1,7km length tunnel was constructed in **Dariali Gorge** at Mstkheta-Stepantsminda-Larsi road. This tunnel will ensure the passengers' safe movement during the disaster.

5.6km length **Stepantsminda-Trinity Church access road** was constructed.

“190km length road is constructed in east-west direction. At present, construction of 77km of road is underway which will be completed in stages in 2020-2023. Mobilization and preparation works on 81km road has already started, which is planned to be completed in stages for 2021. Bidding procedures are underway on 26.3 km highway, which is planned to be completed in 2022. For the next year, construction of 43km highway is planned to be built in stages and completed in 2023. All modern standards and international norms. Totally, the distance will be decreased by 30km, the speed will be increased by 80-100% while the travel time will be reduced by 50%”



# Rehabilitation-2018

2018 was important year in terms of rehabilitation. Many key projects were completed. Rehabilitation works will actively continue in 2019.

We can highlight the following important projects:

Rehabilitation of 25km section of **Tsageri-Lentekhi-Lasdili** road. A new road was constructed under the project. The complete rehabilitation of Tsageri-Lentekhi-Mestia circle will be implemented in stages in 2019-2022. By abovementioned project, Lechkhumi gains new life, while new tourist flow will be created in Svaneti.

Rehabilitation of up to 20km section of **Lechkhumi-Alpana-Mamisoni**, which represents the Kutaisi-Chrebalo shortest connecting road.

Rehabilitation of up to 20km section of road from **Poti to Kulevi terminal**. Complete repair has not carried out on this section more than 2 decades.

Rehabilitation of 24km section of **Nichbisi-Didgori-Didi toneti** road. As a result of rehabilitation, the road was shortened by 40km and at present, it connects the two regions – Shida Kartli and Mtskheta-Mtianeti with the shortest route.

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Under road rehabilitation program, 218km road was rehabilitated in 2018. 8 bridges were constructed and 21 bridges were rehabilitated.

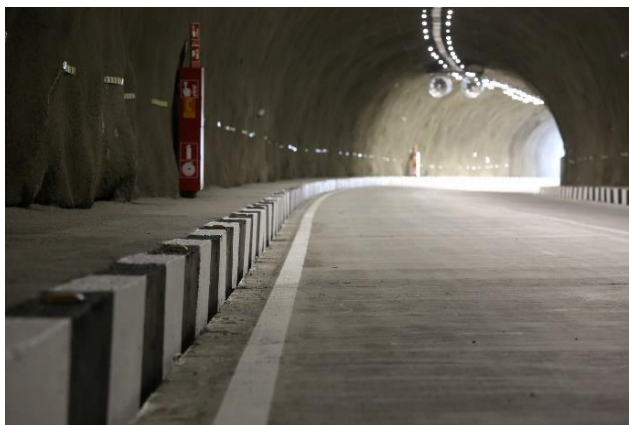
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# Disaster Prevention Program-2018

The damage caused by natural cataclysms and disasters reaches millions of GEL every year which is harmful for local people living in regions as well as it becomes obstacle for business development opportunities. In order to prevent the expected disaster and reduce the damage, disaster prevention program was planned in 2018 and will commence in 2019. The program envisages the execution of bank protection works on risky roads and rivers, cleaning of riverbeds, arrangement of drainage channels and take measures against mudflow.

## Dariali Tunnel

Construction of 1700meters length tunnel was completed in 2018, which is the best example of disaster prevention program. Since the 1950s, after construction of Rikoti road tunnel, construction of such a large-scale tunnel has not been implemented in Georgia. Transit function of the road was suspended in the disaster period, which meant, an average, one million GEL financial loss for the country on a daily basis. As a result of tunnel construction, safe movement in Dariali gorge is possible.



# Disaster Prevention Program–2018

## Shavi Gele

Landslide area in Mestia known as Shavi Gele, where the large masses of soil are collapsed on roads and the traffic becomes restricted.

In order to solve the problem, in 2018, preparation of design documentation for disaster prevention and for taking the road traffic safety measures was commenced. The preparation of detailed design is going to be completed in 2019.



## Pshaveli-Abano-Omallo

Landslide process was developed at km 56 of Pshaveli-Abano-Omallo secondary road. A large amount of rock mass was collapsed and blocked the carriageway. Rock mass going to the river narrows the riverbed, as a result water level is rising and covers the existing road.

Design works for disaster prevention, solving an existing problem and construction of alternative direction road section was planned to be purchased in 2018. 2019 is defined as the period for design works, while the works is planned to be commenced in 2020.



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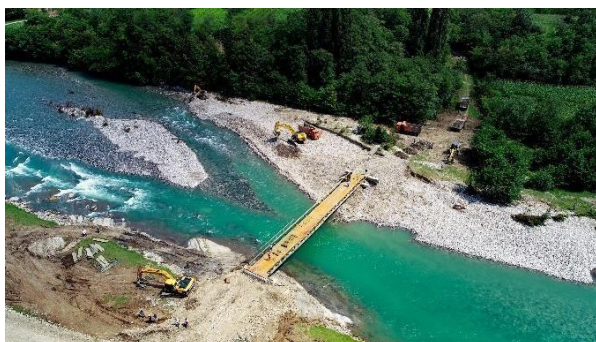
GEL 17,9 million was spent on disaster clean-up operations, disaster liquidation works and 17 sections were completed.

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# Disaster Prevention Program-2018

## Among them:

- Disaster clean-up operations at local road section in Chuberi administrative unit in Mestia Municipality.
- Traffic resumption and temporary preventive measure works at 56km section of Pshaveli-Abano-Omal.
- Reinstatement of separate damaged sections of Zugdidi-Jvari-Mestia-Lasdili road.
- Temporary preventive measures for traffic restoration at km7 at Dzirula-Kharagauli-Moliti.
- Arrangement of Temporary bridge crossing instead of bridge damaged by disaster as well as arrangement of river bank protection structures and access roads in Eki, Dzveli Senaki and Ledzami administrative units of Senaki Municipality.



# Tourism Infrastructure -2018

The development of tourism infrastructure plays the major role in region's sustainable economic development and in overcoming the poverty, because the biggest part of benefits from tourism stays in region.

## Access road to Gergeti Trinity Church

Construction of a 5.6 km access road of Stepantsminda-Trinity Church was completed in Kazbegi municipality which significantly simplifies the tourists' movement in this section and increases the number of visitors.

## Davit Gareji Monastery road

Bidding was announced for rehabilitation of 14km access road to Davit Gareji Monastery.

## Dzama Gorge

Bidding was announced for rehabilitation of 15km road in Dzama Gorge, where dozens of tourist attractions are located. 18 mountain villages are using this road and it connects 22 villages to vitally important objects.

## Khvamli Mountain

A bidding was announced for Khvamli Mountain road which will promote the popularization of Lechkhumi.

## Gordi-Dzedzileti

in 2018, Gordi-Dzedzileti construction was launched, which will provide us to travel from Prometheus case to Okatse canyon in 20km instead of 60km





# Mountain Development -2018

In 2018, the development of the Strategy for the Development of Mountainous Settlements for 2019-2023 was completed, the main goal of which was the sustainable development of mountainous settlements, social support for people live in mountains and their full access to services.

## **Zemo Imereti – Racha**

In 2018, within the framework of the Mountain Roads Program, the construction of a 51.3 km 2-lane Zemo Imereti-Racha connecting road was planned, which would significantly increase traffic, quality of service and safety. In 2018, the design of 3 sections with a length of 18.2 km was completed. The design cost was GEL 45.3 million. In the first quarter of 2019, 3 biddings are to be announced, while the biddings for the remaining 3 (28.1 km) sections are completed, works are in progress.

## **Baghdati-Abastumani road**

In 2018, construction-modernization of 61 km 2-lane Baghdati-Abastumani road section was planned. The road will be put in the operation in 12 months, while until now it was impossible to travel for 6 months. This section will reduce the travel distance from the central part of Georgia to the border of Turkey. In 2018, a design contract worth GEL 42.6 million was signed on the 4 sections of Baghdati-Abastumani-Benara with a total length of 30.2 km. In 2019, it is planned to announce bidding for the last fifth section.

## **Sno - Juta - Roshka - Shatili - Omalo - Khadori gorge-Batsara-Akhmeta road construction**

In 2018, construction-rehabilitation of up to 239.4km of Sno - Juta - Roshka - Shatili - Omalo - Khadori gorge-Batsara-Akhmeta road section was planned. This project will connect Mtskheta-Mtianeti-PshavKhevsureti-Tusheti region and Akhmeta region. In 2018, a construction contract worth GEL 26.2 million was signed for 7 sections, with a length of 65.3 km.

# Road Safety - 2018

Improving road network safety - safe corridor, safe city, safe village - 2018

## Implemented Activities:

Implementation of small-scale road safety activities in Imereti, Guria, Samegrelo-Zemo Svaneti and Kvemo Kartli regions (21 sections), cost GEL 4 117 601,

Inspections in Shida Kartli, Samtskhe-Javakheti, Imereti, Racha-Lechkhumi and Kvemo Svaneti and Samegrelo-Zemo Svaneti regions in order to improve the safety of the secondary road network (115 sections with a total length of 2607.8km);

Small-scale road safety improvement activities on Tbilisi-Tianeti and Batumi-Akhhaltsikhe roads;

Events to improve traffic safety on the E60 highway (Natakhtari-Agara section);

Implementation of outdoor lighting works within the framework of East-West highway improvement project;

- Roundabouts
- Road signs
- Metal Barriers
- Sidewalks
- footpaths
- Parapets
- Flashing beacons
- Sign posts



# Road Safety - 2018

## Maneuvering and high speed management in dangerous turnings

In 2018, the inspection was made for improving the safety of 115 sections of the secondary road network and appropriate improvement activities were outlined.

Source of funding: State budget – GEL 1 500 000.

In 2018, measures were taken to improve road safety on the Tbilisi-Tianeti and Batumi-Akhalsikhe roads:

Source of funding - World Bank and state budget in total GEL 3 327 000;

- Road signs
- Metal barriers
- Gabion walls
- Sign posts

Works began in 2018 and will continue in 2019 to implement the road safety improvement activities on the Natakhtari-Agara section of the E60 highway. Completion is scheduled for April 2019.

Source of funding - World Bank – GEL 6 675 897;

- Road signs
- Metal barriers
- Overtaking and climbing lanes
- Sign posts
- Passenger waiting areas
- Local road network
- Arrangement of Junctions



# Road Safety - 2018

Within the framework of the East-West Highway improvement project, the arrangement of outdoor lighting network on the remaining sections (Agara-Osiauri and Kobuleti access road) was started in 2018 and will continue in 2019 - totally 20km.

Source of funding: World Bank and Asian Development Bank - GEL 5,700,000



# Road Asset Management – 2018

Data on the international roughness index (IRI) are collected and updated annually on the international and secondary road network, which allows to analyze the received information on the condition of the road network pavement;

Also, calculations of traffic intensity with automatic counting tools are made on separate roads (at more than 200 sections)

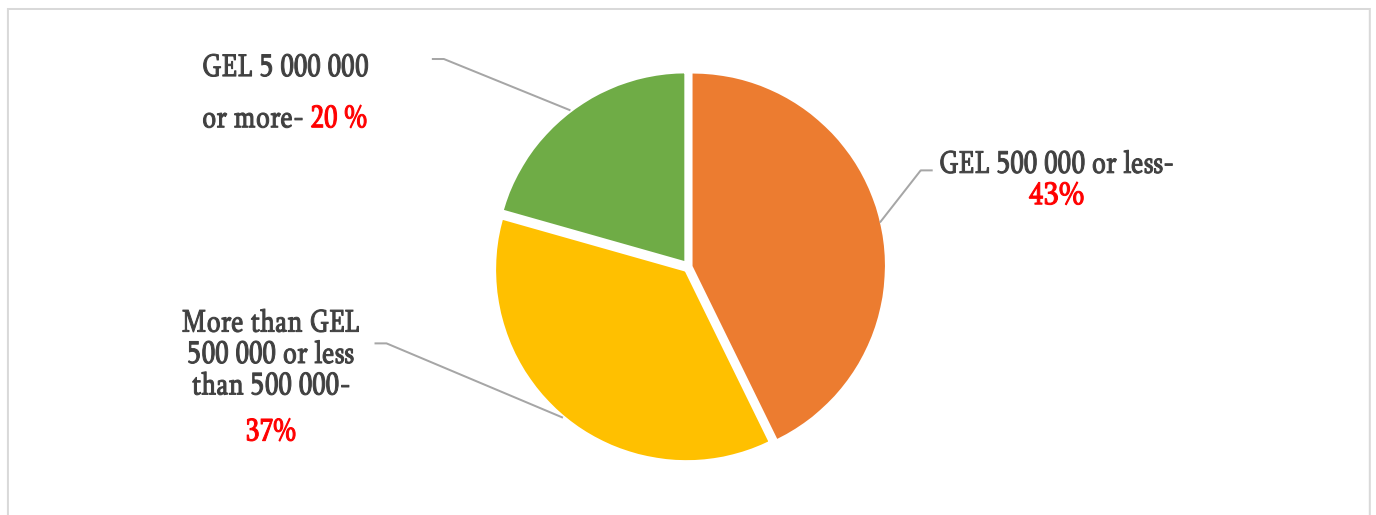
The HDM-4 model is used for data analysis. One of the important components for the development of rehabilitation plans is the HDM-4 model. With the model, the annually updated 5-year road network program is used as auxiliary information for planning and is based on cost-benefit analysis and social benefit determination methodologies in order to determine priorities.

- Adapted systems:
- GIS – geo-information system (creation, storage, updating and analysis of spatial data);
- HDM-4 - Road Development and Management Model - is a cost-benefit analysis model for the project life cycle;
- ROMDAS - Measurement-processing of the international roughness coefficient (IRI), video recording of the road and pavement, gyroscope, collecting and updating spatial data collection (GPS coordinates) and software;
- Traffic intensity measuring instruments with appropriate software.

# State and International Procurement-2018

In 2018, the total value of 178 contracts concluded by the Department of Roads of Georgia as a result of state and international procurement amounted to GEL 2782.1 million. Among them: 158 state procurement contracts worth GEL 610,8 million and international procurement 20 contracts worth 2171,3 million GEL.

Based on the estimated cost of the procurement object of the announced biddings, the following three categories are identified:



# Performance-2018

The cash performance of the works carried out by the Roads Department of Georgia is GEL.1204.3 million.



In 2018, GEL 1,310,820,000 was planned for works by the budget, which required adjustments due to the various circumstances and totaled GEL 1,144,681,000 for road infrastructure improvement activities. By the end of 2018, the budget execution amounted to a total of GEL 1,204,329,593, which is distributed: GEL 468,916,067 for the construction and maintenance of roads, GEL 728,031,370 for the construction of highways. The actual performance in 2018 was 105% compared to 2018 plan.

# Capacity Building-2018

With support of United Nations Development Program (UNDP), Team Building Workshop was conducted for all employees of the department.

With the financial support of German International Cooperation (GIZ), the department planned to organize seminars for the municipalities of Eastern and Western Georgia within the framework of the "pilot project" to share the best practices.

With the initiative and financial support of the Japan International Cooperation Agency (JICA), the staff participated in training programs in Japan in disaster management, engineering and other spheres.

With the support of the Asian Development Bank (ADB), department's 7-7 Employees were trained twice in terms of management of FIDIC-type contracts in 2018.

International Road Federation of Europe and Central Asia offers trainings for department's staff in terms of narrow specialization.

With the support of the World Bank, department's employees will be trained in terms of:

- International Road Assessment program/system (IRAP)
- Intelligent transport Systems management and traffic safety issues (in partnership with international road federation(IRF))
- Traffic Asset Management Systems Development in direction of GIS / HDM4”.



# Events-2018

During 2018, department held about 50 meetings with approximately 2000 attendees in different formats.

Among the invited attendees were:

- Specialists of the field
- International Financial Institutions
- Construction Companies
- Diplomatic Corps
- Associations

In 2018, various meetings were held for public consultation on information regarding international projects, resettlement action plan, scoping and Environmental Impact Assessment with project affected people and other interested ones. Consultations on road safety issues were conducted with representatives of public and private structures as well as nongovernmental organizations and associations.

