

Non-Technical Summary (NTS)

Project Title: Reconstruction and Upgrade of Road Infrastructure in the Touristic Area of Velipoja, Shkoder – Connecting Road Buna Bridge – Shkoder–Velipoje National Road

Contract Ref. No.EBRD/AITP/W/2024/44

Project Overview

The project takes place in the Municipality of Shkoder, a continuation of the project of the new bridge over the Buna River in the border area Albania-Montenegro. This project will connect the Bridge over the Buna River with the Shkoder-Velipoje National Road, the border crossing point and the auxiliary infrastructure.

This project targets the coastal border area that extends from the northern coastline of Albania, to the delta of the Buna/Bojana River in the Adriatic Sea. The whole area represents a great tourist potential, with well-known destinations such as Shengjini and Velipoja on the Albanian side, with unexplored but wonderful beaches such as Rana e Hedhun, Rrjoll, with lagoons, islands, hills, natural parks, rivers, etc. and Ulcinj in Montenegro with wonderful, salty beaches and cultural assets.

The primary objective of the works is the connecting road Buna bridge - National Road Shkoder-Velipoje with the aim that all is ready for when the construction of the building of the border crossing point "Buna Bridge" together with the auxiliary infrastructure will be finalized.

The new road will ensure good tourist mobility for pedestrians and vehicles for tourist purposes, with the safest option, lasting in time, with the best cost-effectiveness ratio. In order to ensure minimum expropriation costs, the consultant has chosen to develop the road on the body of an existing road axis, in such a way as to affect as few private properties and objects as possible.

Existing Situation

The existing road on which the track of the new road lies is a rural road that connects the area around the village of Pulaj with Velipoje by connecting to the Shkoder-Velipoje road. The existing road has an asphalt width of 3.5-4.0m and unpaved shoulders on both sides with variable width. On the right side, the road is bordered by the main existing drainage channel. The objects on both sides of the street have direct entrances and exits to the street. The facilities on the side of the canal have made their entrances and exits on the street by crossing the canal with small culverts and fill. At the end, the road connects with the road over the embankment along the Buna River. The existing road is located at an elevation of 0.5-1.5m above sea level. The existing road has no lighting, sidewalks and rainwater drainage system.

The new junction will lie on the existing Shkoder-Velipoje road, which has an asphalt width of 6.0m (2 lanes x 3.0m) and unpaved shoulders on both sides with a width of 1.5m. The road has a drainage channel on both sides, which is occasionally interrupted by entrances and exits. The road crosses over the main canal with a 15m span bridge in amortized condition.

The road is also located in a low-lying area, approximately 0.5–1.5 m above sea level, which makes drainage and road elevation important parts of the project.

Main Project Works

The road has a length of about 1910m from the shoulder of the bridge to the junction at the level with the Shkoder-Velipoje Road. The new level node is a "T" type node. The road will be built in line with the parameters of an urban road as well as taking into account the environment in which it is developed (horizontal and vertical outline) as well as relying on the regulation of the Albanian Road Code, the Consultant proposes that the design speed of this road to be 40 km/h. The traffic and road safety devices placed in the project contain all the necessary details in accordance with the relevant documents, such as the Albanian Road Code, road sign standards, and Albanian road design standards. The road level will rise by 1m from the existing level, going to an absolute quota of +2.0m. The transverse section has a total width of 9.7 m and the asphalt part (vehicle lane) of the road is 7.0m (3.5m per lane), with a transverse slope on both sides with a value of 2.5%. The road has 2 lanes (1 for each direction of movement) with a width of 3.5m, a gutter with a width of 0.5m and a sidewalk with a width of 1.50m on one side for pedestrian crossing. This section has an asphalt width smaller than the width of the asphalt on the bridge. The sidewalk is placed on one side, while on the other side where the drainage channel is located, which ends with slopes in the fill or r/c wall. The sidewalk is made of self-compacting concrete slabs supported on a layer of sand and is located along its entire length and has a total width of 1.5 m, with 20x35 cm beginning curbs and 15x30 cm end curbs.

A typical cross-section of the road is shown below:

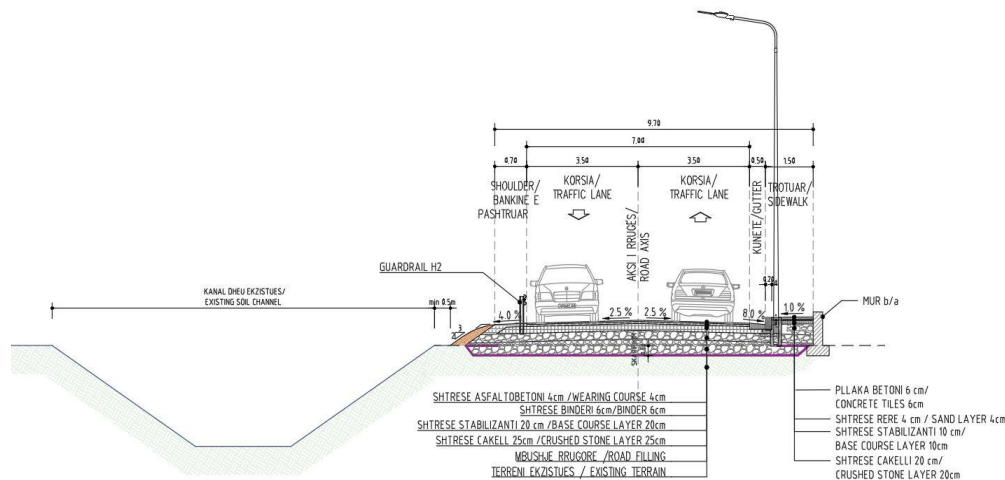


Figure 1 - Cross Section Type_Main Road

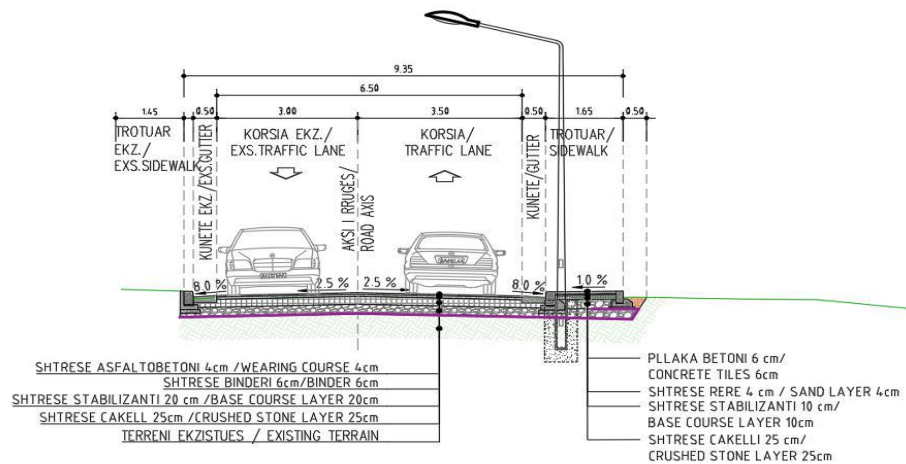


Figure 2 - Transverse Section Type_Axis Shkoder-Velipoje (intersection)

The main works include:

- Road widening and reconstruction;
- Earthworks and embankment construction;
- Construction of pavement layers;
- Asphalt works;
- Construction of sidewalks and curbs;
- Drainage improvement works;
- Construction of retaining walls;
- Construction of box culverts;
- Road safety works and traffic signage;
- Connection of the new road with the existing Shkoder–Velipoje National Road through a “T” junction.

Road Design

The upgraded road will have two traffic lanes, one in each direction, with a lane width of 3.5 m. The asphalt carriageway will be 7.0 m wide.

A sidewalk with a width of 1.5 m will be constructed on one side of the road to improve pedestrian safety. The total road width will be approximately 9.7 m.

The design speed of the road is 40 km/h, suitable for the surrounding residential and touristic area.

The maximum longitudinal slope is 4.36%, while the minimum longitudinal slope is 0.1%.

As mentioned above, in order to establish a geometrically correct longitudinal profile of the road, in some cases a difference in elevation between the new project and the existing surface will be provided. According to the implementation of the works and phases in a range of 40 cm in elevation difference, there is no need for special requests as they will be easily adjusted by the contractors. In case the differences will be more than 40 cm, special attention and provisional requirements will be required to be implemented during construction.

"T" joint

The connection of the new road with the existing network of roads, I considered a T junction. Taking into account the specifics of the traffic that will pass through these axes, the consultant has redesigned this junction based on the standards requirements, taking into account the fact that the junction is located in a residential area and considering that the Consultant had to adapt it to the available area, within the boundaries of the existing road, the parameters of this junction are:

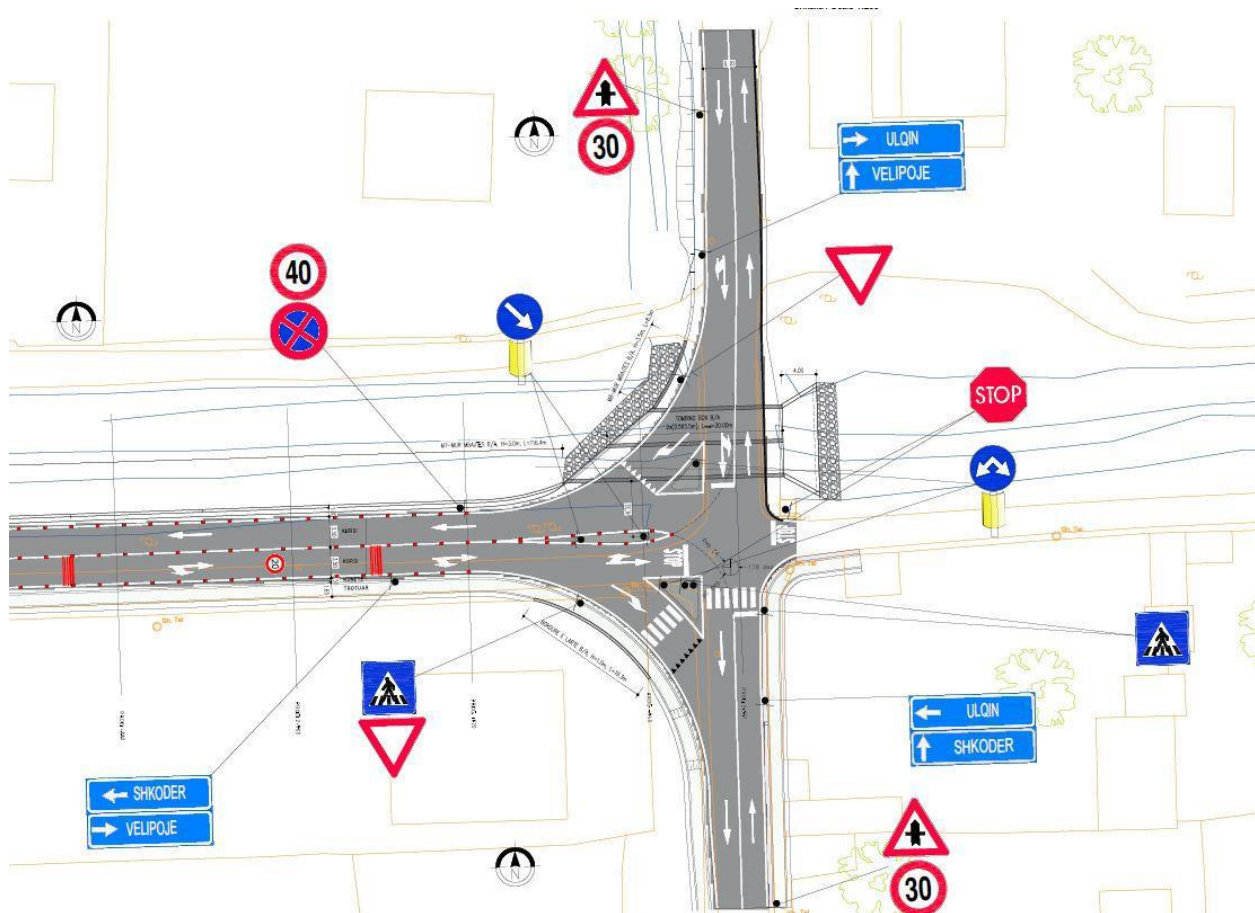
The main road has two lanes with a width of 3.5 m each

Left turn lane: width of 5.0 m and $R=10\&12m$

Right turn lane: width of 6.0 m and $R=26m$

With traffic islands with dimensions of $3.5 \times 3.5m$ and with a length of about 15m.

Below we present a view of the longitudinal profile of the road.



Project Benefits

The project will bring several important benefits, including:

- Improved connection between Buna Bridge and the Shkoder–Velipoje National Road;
- Better access to Velipoja and surrounding tourist areas;
- Increased road safety for vehicles and pedestrians;
- Improved drainage and flood resilience;
- Better mobility for local residents, tourists, and future border crossing users;
- Support for tourism and economic development in the area.

Environmental and Social Considerations

The works will be carried out in accordance with the approved Environmental and Social Management Plan (ESMP), the Preliminary Environmental Impact Assessment (EIA), and the applicable environmental and social safeguard requirements.



During construction, measures will be implemented to reduce dust, noise, traffic disruption, waste impacts, and risks to workers and local communities.

Temporary traffic management measures will also be applied where necessary to ensure safe movement during construction.

Implementation

The Employer of the project is the Albanian Development Fund (ADF).

The Contractor is JV “K.N.P.SH Papenburg & Adriani Company” Ltd & “Alb Tiefbau” Ltd.

The Engineer is JV “PACE” Ltd & “ERALD-G” Ltd.

The project is financed under the Albania Infrastructure and Tourism – Enabling Programme with support from the European Bank for Reconstruction and Development (EBRD).

The implementation period is planned until 31 August 2026, in accordance with Variation Order No. 02.